17

OFFICE

C. F. R.

1894-5

VOL. I. STEAMERS

## The Characters used for Classification are:—

*⩓1 Iron vessels built with thicker plating than Rules *now* require.

⩓1 ⩓1 ⩓1 Iron Ships built according to Rules in force between 1864 & 1871.

A1 Iron or Steel vessels built for a special purpose.

100A1 95A1 / 90A1 85A1 / 80A1 75A1 } Ships built of Iron or Steel according to the Rules in force since 1869.

A1 A1 Æ1 Wood or Composite Ships.

The figure 1 affixed to a character signifies that the vessel is well and sufficiently equipped ; a line after A (thus, A—) that the equipment is deficient from that required by the Rules.

A black ring over the figure 1 (thus, ①) indicates defects reported in the masts or rigging of a Sailing ship imperilling the vessel's safety.

A *red* ring over the figure 1 (thus, ①) indicates defects reported in the engines and boilers of a steam ship imperilling the vessel's safety.

## Classification of Underwriters' Registry.

A* A1* Iron or Steel Vessels built in excess of Rules and of extra quality of Iron.

A* A1* A1 A1 A A Characters of Iron, Steel, or Composite Vessels built according to the Rules.

Vessels classed in Red have been built under inspection of Surveyors to Liverpool Registry.

The Classification Columns, when left blank, indicate Vessels never Classed by the Society.

In Col. 8 (Sailing Vessels), Col. 7 (Steamers), three dots ... indicate that the Vessel had a Class at one time, but it has been withdrawn at Owner's request.

In the same Column Lv signifies the classification of the Underwriters' Registry, and the letters *a*, *b*, *c*, &c., indicate the letters and equipment numbers in Table No. 22.

A black line with date under it in Classification Column (thus, 3,85) indicates that, at that date, the Vessel, from reported defects, was not entitled to a Character in the Register Bk. ; a red line with date (thus, 3,85 ) indicates that Class was withdrawn from non-compliance, at that date, with Society's Rules.

A date in Classification Column, without character, indicates that the Class has expired, or been withdrawn from absence of Survey, or non-payment of fees.

✠ in the Classification Column signifies that the vessel was built under Special Survey.

LMC.—Machinery certified by the Engineer Surveyors to Lloyd's Register.

B&MS.—Boilers and Machinery Surveyed and reported to be satisfactory by the Engineer Surveyors to Lloyd's Register.

✠ Special Survey of Machinery or Boilers during construction.

A&CP.—Anchors and Chains Proved at a Public Machine recognised by Lloyd's Register.

LA&CP.—Anchors and Chains Proved at a Machine under the superintendence of Lloyd's Register.

SS & *ss.*—Special Survey. Rest.—Restored.

Cont.—Continued. HT.—Half-Time Survey.

## Key to Abbreviations.

APT .....After Peak Tank.
Asp.....Asphalted.
B 30′ .....Bridge Deck 30 feet long.
BH .....Bulkheads.
BK 9″.....Bar Keel, 9 inches in depth.
C .....Coppered.
CB .....Copper Bolts instead of Treenails, *see* section 46.
CellDB .....Cellular Double Bottom.
Cem .....Cemented.
cf, CF, and CF—Copper Fastened.
Comp .....Composite.
DB .....Double Bottom.
Dd .....Decks Doubled.
DF&S.....Decks Felted and Sheathed.
2 Dks (Iron-*U*ws) 2 Iron Decks, the upper one being sheathed with wood.
2 or 3 Dks ...Two or Three Decks laid.
drp.....Damage repairs.
Elec. light ...Lighted by Electricity.
F 30t .....Forecastle 30 tons.
FD .....Flush Deck.
FK .....Flat Keel.
FPT .....Fore Peak Tank.
F&d .....Bottom Felted and Doubled.
F&*d*iad .....Bottom Felted and diagonally Doubled.
F & YM.....Felt & Yellow Metalled.
GIB .....Galvanized Iron Bolts.
H .....Deck Houses.
IB .....Iron Bolts.
NKlsn .....New Keelson.
len .....Lengthened.
lrp .....Large repairs.
Mat.....Materials.
MT .....Midship deep Tank.
ND .....New Deck.
NDS .....New Deck Sheathing.
NKl .....New Keel.
NTsds .....New Top-sides.
NW .....New Wales.
P 30t .....Poop 30 tons.
PBH .....Partial Bulkheads.
Pad .....Paddle Steamer.
Q 30′ .....Raised quarter deck or Break 30 feet long.
retrld .....Retreenailed.
RFD 30′.....Raised fore deck 30 feet long.
Sc .....Screw Steamer.
srp .....Some repairs.
2 or 3 trB.....Two or three tiers of Beams with or without Decks on them.
WB .....Water Ballast.
WF&d .....Wales Felted and Doubled.
WF&*d*iad .....Wales Felted and diagonally Doubled.
WF&S .....Wales Felted and Sheathed.
WS .....Wales Sheathed.
Z .....Zinc.

## Machinery.

C. .....Compound.
T. .....Triple expansion.
Q. .....Quadruple expansion.
H. .....Horizontal.
O. .....Oscillating.
D. .....Diagonal.
L. .....Lever.
2 SB .....2 Single ended Boilers.
2 DB .....2 Double ended Boilers.
FD .....Forced Draught or Induced Draught.
*6 cf* .....6 Corrugated Furnaces.
*6 pf* .....6 Plain Furnaces.
*6 rf* .....6 Ribbed Furnaces.
GS 109 .....109 square feet of Grate Surface.
HS 3006 .....3006 square feet of Heating Surface.
Cy.....Cylinders, with number prefixed.

The figures after Cy. represent diameter of Cylinders and length of stroke in inches.

Figures before lb—Working Pressure of Main Boilers in lb per square inch.

Figures before *lb*—Working Pressure of Donkey Boilers in *lb* per square inch.

HP with figures prefixed—the Horse power. When stated is taken from the Ship's Register, but is, of course, no indication of the real power.

NE&B .....New Engines and Boilers.
NDB .....New Donkey Boiler.

In Col 7 letters *a* to *t* in parenthesis indicate the Material of Boilers.—(*See* Key).

Cmp .....Compounded.
Tpd .....Tripled.
Qpd .....Quadrupled.

In Col. 16 (Sailing Vessels) Col. 15 (Steamers) he Capital letters represent the various Register Societies in which Vessels are classed. (*See* Key for full explanation.)

"BT till 6,91" indicates that a Board of Trade Passenger Certificate has been granted, expiring in June, 1891.

All vessels are required to be surveyed periodically. The *date of Survey* only certifies to their state of efficiency *at that time.*

N.B.—In reference to the Rules above quoted, and in order to prevent the disappointment arising from Ships losing their Characters from want of survey, it is hereby intimated that the duty of giving NOTICE OF PERIODICAL SURVEYS required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters or Agents.

For complete explanation of all Abbreviations, &c., *see* Key at commencement of Register.

# LLOYD'S REGISTER

OF

# BRITISH AND FOREIGN SHIPPING.

# PUBLICATIONS ISSUED BY THE COMMITTEE OF LLOYD'S REGISTER.

**LLOYD'S REGISTER OF SHIPPING**, issued annually on the 1st of July. This Book contains the Names, CLASSES, and detailed information concerning the Vessels classed by Lloyd's Register and the late Underwriters' Registry for Iron Vessels; and in addition, as far as possible, particulars of ALL SEA-GOING VESSELS in the world, and of iron and steel vessels trading on the North American Lakes, of 100 tons and upwards.

In the Appendix will be found a list of Owners of Ships recorded in the Register Book with the names and tonnages of their vessels; details of the Dry and Wet Docks, Floating Docks, Pontoons, Patent Slipways, Tidal Harbours, Quays, &c., at all Ports in the World; a list of Telegraphic Addresses of all firms, &c., connected with Shipping (with the Telegraphic Codes severally employed), so far as ascertained; a list of Steamers arranged according to their gross tonnages; detailed Statistics respecting Merchant Shipping; and particulars of the WAR VESSELS BELONGING TO ALL NATIONS, &c., &c.

A list is also printed in the Appendix of the Members and Subscribers of Lloyd's, and of the Agents to Lloyd's.

TERMS OF SUBSCRIPTION:—For Individuals or Firms, £3 3*s*. per annum per copy; or, if periodically posted with type with corrections and additions throughout the year, £5 5*s*. per annum per copy.

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The Rules for the Building and Classification of Ships are supplied with the above work.

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**THE RULES FOR THE BUILDING AND CLASSIFICATION OF SHIPS** are also published separately.

PRICE:—Rules for Wood and Composite Ships, 5*s*.; Rules for Iron and Steel Ships, 5*s*.; Complete Rules, 10*s*.

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**YACHT REGISTER**, issued annually on the 1st of May. This book contains, in addition to the Names, CLASSES, and detailed information relating to Yachts classed by the Society, the Names, Dimensions, &c., of all British and Foreign Yachts, the particulars of which are known; also, in an Appendix, a List of the various Yacht Clubs, with Illustrations of their respective Flags; an illustrated List of the RACING FLAGS of Yachts; Rules of the Yacht Racing Association for rating, &c.; an Index of Signal Letters; a List of Yachts, the names of which have been changed; a List of Yachts arranged according to Tonnage; an alphabetical List of the Names and Addresses of Yacht Owners so far as they can be ascertained; a List of Yacht Builders and Designers, showing the Yachts which they have respectively built and designed; besides statistical and other interesting information.

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# TABLE DES MATIÈRES
DU
# REGISTER BOOK.

NOTA.—Pour la facilité des Abonnés, des tables supplémentaires des matières figurent au commencement de plusieurs Sections, telles que celles des Navires de Guerre, des Signaux Distinctifs, etc.

## VOLUME I.


LISTE DU COMITÉ GÉNÉRAL DU LLOYD'S REGISTER.
LISTE DU COMITÉ A LIVERPOOL.
LISTE DES INSPECTEURS DU LLOYD'S REGISTER (PAR ORDRE GÉOGRAPHIQUE DES PORTS).
LISTE DES PORTS OÙ RÉSIDENT LES INSPECTEURS DU LLOYD'S REGISTER (PAR ORDRE ALPHABÉTIQUE).
CLEF DES MATIÈRES DU REGISTER BOOK (EN ANGLAIS ET EN FRANÇAIS). N.B.—Un clef abrégée est fixée à l'intérieur de chaque couverture.
REGISTRE DES NAVIRES A VAPEUR.
SUPPLÉMENT AU REGISTRE DES NAVIRES A VAPEUR.
LISTE DES ARMATEURS ET PROPRIÉTAIRES-GÉRANTS AVEC LEURS ADRESSES AINSI QUE LES NOMS ET LE TONNAGE NET DE LEURS NAVIRES.


## VOLUME II.


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REGISTRE DES NAVIRES A VOILES.
SUPPLÉMENT AU REGISTRE DES NAVIRES A VOILES.
LISTE DES ARMATEURS ET PROPRIÉTAIRES-GÉRANTS AVEC LEURS ADRESSES AINSI QUE LES NOMS ET LE TONNAGE NET DE LEURS NAVIRES.


## VOLUME III.


LISTE DES ABONNÉS AU REGISTER BOOK (PAR ORDRE ALPHABÉTIQUE DES NOMS DES ABONNÉS).
LISTE DES ABONNÉS AU REGISTER BOOK (SUIVANT LES PORTS DE RESIDENCE DES ABONNÉS).
LISTES DES LETTRES DE SIGNAUX DES NAVIRES MARCHANDS.
LISTE DES NAVIRES AYANT CHANGÉ DE NOM.
INDEX POUR LES NAVIRES DONT LES NOMS SONT COMPOSÉS DE DEUX OU DE PLUSIEURS MOTS.
LISTE DES NAVIRES A VAPEUR SUIVANT LEUR PAVILLON ET LEUR TONNAGE TOTAL.
LISTE DES CONSTRUCTEURS DE NAVIRES, DE MACHINES, ET DE CHAUDIÈRES, DANS LES PORTS DU ROYAUME-UNI.
LISTE DES CONSTRUCTEURS DE NAVIRES EN FER ET EN ACIER, DE MACHINES, ET DE CHAUDIÈRES, DANS LES PORTS ÉTRANGERS.
LISTE DES NAVIRES QUI EXISTENT ENCORE, CONSTRUITS PAR CHAQUE CONSTRUCTEUR.
LISTES DES COMPAGNIES, ET DES AGENCES DES COMPAGNIES D'ASSURANCES MARITIMES, DE LONDRES ET LIVERPOOL.
LISTE DES ASSOCIATIONS D'ARMATEURS DONT LE BUT EST LA DÉFENSE DE LEURS INTÉRÊTS.
DÉTAILS CONCERNANT LES CALES SÈCHES, BASSINS, PONTONS, CALES DE HALAGE, PORTS A MARÉE, QUAIS, ETC., DANS TOUTES LES PARTIES DU MONDE.
LISTES DES ADRESSES TÉLÉGRAPHIQUES DE PARTICULIERS, FIRMES ET COMPAGNIES S'OCCUPANT DE NAVIGATION.
I. DANS L'ORDRE ALPHABÉTIQUE DES NOMS.
II. DANS L'ORDRE ALPHABÉTIQUE DES ADRESSES TÉLÉGRAPHIQUES.
TABLES STATISTIQUES.
LISTE DES NAVIRES DE GUERRE DE TOUTES LES NATIONS AVEC UNE LISTE DE SIGNAUX DISTINCTIFS.
LISTE DES NAVIRES À VAPEUR DE COMMERCE DE GRANDE VITESSE.
LLOYD'S—LISTES DU COMITÉ, DU COMITÉ DES AGENCES, DES SOCIÉTAIRES, DES SOUSCRIPTEURS, DES ASSOCIÉS, ET DES AGENCES, ETC.

# LLOYD'S REGISTER

OF

# BRITISH AND FOREIGN SHIPPING.

ESTABLISHED 1834.

UNITED WITH THE

## UNDERWRITERS' REGISTRY FOR IRON VESSELS IN 1885.

*From 1st July, 1894, to the 30th June, 1895.*

The Register,—which is printed solely for the information of Merchants, Shipowners, Underwriters, and others, being Subscribers or Members,—contains the names, classes, and other useful particulars relating to vessels classed by the Society, and those classed by the Underwriters' Registry for Iron Vessels. It also includes, as far as possible, the names, dimensions, &c., of all other Merchant Vessels of the World, of 100 tons and upwards, some of which, although not classed by the Society, are classed elsewhere.

The conditions regulating the classification of vessels in the Register are contained in the Society's Rules.

## Volume I.—STEAMERS.

OFFICE: 2, WHITE LION COURT, CORNHILL, LONDON.

1894.

LONDON:
PRINTED BY LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING,
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# LIST OF CONTENTS

OF THE

# REGISTER BOOK.

*(To facilitate reference, subordinate lists of Contents are placed at the commencement of several sections, such as those referring to War Ships, Signal Letters, &c.)*

## VOLUME I.


List of the General Committee of LLOYD'S REGISTER.

List of the Liverpool Committee.

List of the Surveyorships of Lloyd's Register (Geographically Arranged).

List of the Surveyorships of Lloyd's Register (Alphabetically Arranged).

Key to the Register Book (in English and French). N.B.—An abbreviated Key is affixed to the inside of each cover.

REGISTER OF STEAMERS.

Supplement to Register of Steamers.

List of Shipowners and Managers, with their Addresses, giving the Names and Net Tonnages of their Vessels.


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Supplement to Register of Sailing Vessels.

List of Shipowners and Managers, with their Addresses, giving the Names and Net Tonnages of their Vessels.


## VOLUME III.


List of Subscribers to the Register Book (Alphabetically Arranged).

List of Subscribers to the Register Book (Arranged according to the places in which they reside).

List of Signal Letters of Merchant Vessels.

List of Changes of Names of Vessels.

Index to Vessels whose Names are composed of two or more Words.

List of Steamers arranged according to Nationality and Gross Tonnage.

Lists of Shipbuilders, Marine Engine Builders, and Marine Boiler Builders, at Ports of the United Kingdom; and of the Builders of Iron and Steel Vessels, Marine Engines and Marine Boilers abroad; also Lists of the existing Vessels built by the several Shipbuilders.

Lists of London and Liverpool Marine Insurance Companies and Agencies.

List of Shipowners' Trade Defence Associations.

List of Dry and Wet Docks, Floating Docks, Pontoons, Patent Slipways, Tidal Harbours, Quays, etc., at all Ports in the World.

Lists of Telegraphic Addresses of Individuals, Firms, and Companies, connected with Shipping.

I. In Alphabetical Order of Names.

II. In Alphabetical Order of Telegraphic Addresses.

Statistical Tables.

List of War Vessels of all Nations, with Lists of Signal Letters.

List of Fast Merchant Steamers.

Lloyd's—Lists of Committee, Agency Committee, Members, Subscribers, Associates, Agencies, etc.

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1894-1895.

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CHANNEL ISLANDS ... (Office, 15, Mulcaster Street, St. Helier's, Jersey) — J. F. Picot

DUBLIN (Address, ~~2, Belvidere Avenue~~ 73, St. Joseph's Terrace, Clonliffe Road) — W. F. Hooper.

DUNDEE
*with Arbroath, Montrose, and Perth ... Ship Surveyor* ... — J. Thomson
~~*Engineer Surveyor* ... ...~~ ~~Harry Clarke~~
(Office, Maritime Buildings, East Dock Street, Dundee)

FALMOUTH
*with all Ports on the coast between Looe and Padstow, including Fowey, Helston, Porthleven, Penzance, St. Ives, Hayle, Portreath, and New Quay; also the Scilly Islands* ... ... ... ...
(Surveyors' Office, Pendennis House, Lansdowne Road, Falmouth) — T. H. Sandry

*Ship and Engineer Surveyor for Falmouth* ... ... ... — R. H. Cooper

GLASGOW
*with Dumbarton, Fairlie, Ardrossan, Irvine, Troon, Ayr, and Girvan* ... ...
(Office, 342, Argyle Street, Glasgow)
- Thomas J. Dodd, *Principal Surveyor.*
- S. J. P. Thearle
- Thomas S. Warren
- ~~Charles Edward~~ J. L. Sinnette
- Henry Hand
- W. H. Cooper
- ~~A. Campbell-Holms~~
- D. Nicholas
- J. Allan

*Principal Engineer Surveyor for Glasgow District* ... ... — James Mollison

*Engineer Surveyors, and Ship and Engineer Surveyors* ...
- Charles E. Stromeyer
- John Sanderson
- C. Cooper
- R. J. Beveridge
- A. Kidd
- J. G. Hunter
- A. McKeand
- W. C. Hamilton
- G. Murdoch
- ~~T. W. Fish~~
- F. L. Sturgeon
- B. G. Oxford
- A. C. Heron — J. Kerr

*Inspectors of Forgings for the Clyde District* ... ... ...
- W. Hamilton
- F. Cook

GREENOCK AND PORT GLASGOW, *with Rothesay* (Offices, Commercial Bank Buildings, 14, Cross-shore Street, Greenock)
- Thomas Phillips, *Principal Surveyor.*
- T. J. House
- S. A. G. Nash

*Ship and Engineer Surveyor for Greenock District* ... ... — Andrew C. Heron

HARTLEPOOL AND WEST HARTLEPOOL *with Whitby and Scarborough* ... (Office, Dock Office Buildings, Victoria Terrace, West Hartlepool)
- Charles Fowling, *Principal Surveyor.*
- C. E. Burney

*Engineer Surveyor, and Ship and Engineer Surveyors* ...
- R. Hirst
- T. R. Blackie
- ~~A. R. Paton~~ W. J. Smith
- R Fowell

HULL
*Gainsborough, Goole, Selby, Grimsby, Burton Stather, and Knottingley* ... ...
(Office, Bank Chambers, Land of Green Ginger, Hull) — Robert Williamson

*Ship and Engineer Surveyor* ... — James Innes
H. P. Cornish

IPSWICH (Address, 35, Lower Orwell Street) — Ebenezer J. Robertson

LEITH
*and Ports in the Frith of Forth, with Berwick-upon-Tweed* ... ... ... ...
(Office, 56, Constitution Street, Leith) — William Paulsen

*Ship and Engineer Surveyor* ... — ~~M. Ritson~~ T. Field

LIVERPOOL
*with Lancaster and all intermediate places, the River Mersey, Chester, and River Dee; also the Isle of Man* ...
(Office, 12, Oriel Chambers, Water Street, Liverpool)
(TELEGRAMS, *Register.*)
- William C. Davey, *Secretary and Principal Surveyor.*
- Edward C. Wheeler
- J. Dawkins
- John Rutherford
- J. Bradley
- R. T. Johnson

*Engineer Surveyors, and Ship and Engineer Surveyor for the Liverpool District* ...
- Peter McGregor
- G. A. Milner
- J. Dykes
- L. G. Shallcross

MANCHESTER (*see* SHEFFIELD).

MIDDLESBROUGH
*with Stockton* ... ... ... ...
(Office, Royal Exchange, Middlesbrough)
- Jesse Williams, *Principal Surveyor.*
- A. B. Wilson
- J. D. Mares

*Ship and Engineer Surveyors*
- W. R. Austin
- H. H. Ashton
- ~~W. J. Smith~~
- R. Balfour
- F. W. Fillmore

MILFORD HAVEN
*Pembroke, and Tenby, with a district extending as far as Newquay, inclusive* ... ...
*Ship and Engineer Surveyor* ...
(Address, The Terrace. Neyland, R.S.O., South Wales)
- *W. Harris
(TELEGRAMS, *Harris, Surveyor, New Mil*

* Mr. Harris is not an exclusive Officer of the Society.

NEWCASTLE-ON-TYNE
*with North and South Shields; also Blyth and Hartley*
(Office, 3, St. Nicholas' Buildings, Newcastle)
- Henry J. Boolds, *Principal Surveyor.*
- James Sibun
- James McNeil
- Thomas H. Cooke
- Thomas Shilston
- J. W. Scullard
- Charles Skentelbery
- W. L. Gilmour — J. Fr

*Engineer Surveyor, and Ship and Engineer Surveyors for the Tyne District* ... ...
- J. E. Stoddart
- G. A. Hake — G. L. Hind, H. Clarke
- ~~W. Morrison~~
- ~~T. Field~~
- R. Haig
- R. F. Morton
- C. M. B. Dyer
- A. Boyd
- F. W. Pitt

*Inspector of Forgings* ... ... — J. C. Craig

NEWPORT, MON. *with Chepstow* ... ... ...
*Ship and Engineer Surveyor* ...
(Office, 69, Dock Street, Newport, Mon.) — J. H. Heck

ORKNEYS (residing at Stromness) .. .. — *George Gunn Baillie

* Mr. Baillie is not an exclusive Officer of the Society.

PLYMOUTH
*Ship and Engineer Surveyor* ...
(Office, 13, Exchange) — H. W. Wilkins

PORTMADOC AND BARMOUTH
*with a district extending as far as, but not including Newquay* (residing at Portmadoc) — William John

SURVEYORS—*continued.*

QUEENSTOWN — *with Cork, Kinsale, and Limerick* ... ... ... ... (Address, 24, West Beach, Queenstown) — J. W. Attridge

RAMSGATE — *and Margate, with Deal and Dover* (residing at Ramsgate) — *Edward Jones

* Mr. Jones is not an exclusive Officer of the Society.

SHEFFIELD — *For Steel Testing duties in the Midlands, and Ship and Engineer Surveying duties at Manchester and Newark* (Office, Buckingham Chambers, St. James Street, Sheffield .. — ~~H. P. Cornish~~ J. W. Dimmock, C. Martell

SOUTHAMPTON AND SOUTH COAST — *from Littlehampton to Bridport inclusive, also the Isle of Wight* ... ... ... ... (Office, 3, Oriental Place, Southampton) — ~~James L. Sinnette, Principal Surveyor.~~

*Ship and Engineer Surveyor* ... R. W. Coomber
*Ship Surveyor* ... ... ... ... C. Edwards

SUNDERLAND AND SEAHAM — (Office, 56, John Street, Sunderland) — John Lawrence, *Principal Surveyor.*, William Bath, W. L. Sharpe, George Harrison, D. McAuslan

*Engineer Surveyor, and Ship and Engineer Surveyor for the Wear District* ... ... — Patrick Salmon, J. T. Findlay

*Inspector of Forgings* ... ... Hugh Cameron

SWANSEA — *with Neath and Llanelly* ... *Ship and Engineer Surveyor*... (Office, 1, Gloster Place, Swansea) — J. Barclay

WATERFORD — *Ship and Engineer Surveyor* *Andrew Horn

* Mr. Horn is not an exclusive Officer of the Society.

WEXFORD ... ... ... ... ... ... ... *R. J. Sparrow

* Mr. Sparrow is not an exclusive Officer of the Society.

WHITEHAVEN — (*See* BARROW)

# LIST OF FOREIGN AND COLONIAL SURVEYORSHIPS OF LLOYD'S REGISTER.

The Surveyors at the following Ports do not hold appointments as the exclusive Surveyors of the Society, excepting in the cases marked *

## RUSSIA.

BATOUM ... ... ... ... ... ... ... ... F. A. Mattievich

CRONSTADT AND ST. PETERSBURG — *Ship and Engineer Surveyor* (Address, W. O. 9th Line No. 24, St. Petersburg) .. .. .. — A. Wessblad (TELEGRAMS, *Wessblad, Petersburg*)

HELSINGFORS — *Ship and Engineer Surveyor* — Hugo Lindfors

ODESSA — *Ship and Engineer Surveyor* — J. G. Crookston (TELEGRAMS, *Crookston, Odessa.*)

RIGA ... ... ... ... ... ... C. A. Lindemann (TELEGRAMS, *Lindemann*)

*Engineer Surveyor* ... ... (Address, Pychau Dampfsage-mühle) .. .. .. .. .. — F. W. Hillbring (TELEGRAMS, *Hillbring*)

SEBASTOPOL — *Ship Surveyor* ... ... ... C. Artsayooloff

*Engineer Surveyor (residing at Odessa)* ... ... ... ... — J. G. Crookston

## NORWAY.

BERGEN — *Ship and Engineer Surveyor*... E. Hougland (TELEGRAMS, *Hougland*)

*Assistant Ship and Engineer Surveyor* ... ... ... ... — ~~Ludvig Dahl~~

CHRISTIANIA — *Ship and Engineer Surveyor, with a district extending from Fredrikshald to Lindesnæs* — Johan Wessel

## SWEDEN.

GOTHENBURG — *Ship and Engineer Surveyor*... (Address, Lazareltsgatan No. 101 b) .. .. .. .. .. — Carl Axel Möller

STOCKHOLM — *Ship and Engineer Surveyor, with a district extending from Gefle to Nörrkoping inclusive*... ... ... ... (Address, Skeppsmätningskontoret, 46, Skeppsbron) .. .. — Albert Isakson (TELEGRAMS, *Lloyd's Register*)

## DENMARK.

COPENHAGEN — *Ship and Engineer Surveyor*... (Office, 18, Fredericiagade, K.) — O. F. Krebs (TELEGRAMS, *Krebsof*)

*Assistant Surveyors to Mr. Krebs :—*

*Aalborg* ... ... ... *Ship Surveyor* A. H. Jepmond
*Aalborg* ... ... *Engineer Surveyor* L. S. Lange
*Copenhagen* ...*Ship and Engineer Surveyor* W. B. Herrmann
*Nordby, Fanö* ... ... ... *Ship Surveyor* L. J. Hansen
*Randers* ... ... ... ... *Ship Surveyor* Poul F. Petersen

## GERMANY.

BREMERHAVEN — *Ship and Engineer Surveyor for Weser District* ... ... ... (Office, Deich, 38) — F. H. T. Thomsen (TELEGRAMS, *Thomsen*)

DANZIG — (*Address, Stiftsgasse 5 & 6*)... F. A. Bartels

DUSSELDORF — *Ship and Engineer Surveyor for Steel Testing duties and Inspection of Forgings, &c., in Germany and Belgium*... (Address, Franklinstrasse No. 30, (Dusseldorf) .. .. .. .. — *J. Meyer

* Mr. Meyer is exclusively an officer of Lloyd's Register.

HAMBURG — *with the River Elbe, and Ports in Holstein* ... ... (Office, Steinhöft No. 3) .. .. — *Geo. Dykes (TELEGRAMS, *Dykes, Steinhöf* 3)

*Mr. Dykes is exclusively an Officer of Lloyd's Register.

*Engineer Surveyor for the Hamburg District* ... ... ... (Office, Stubbenhuk No. 20) — M. Berendt (TELEGRAMS, *Berendt, Stubbenhuk*, 20)

*Assistant Engineer Surveyor* ... C. H. Rieck

ROSTOCK — *with a district extending from Lübeck to Stettin inclusive* — W. Cordes (TELEGRAMS, *Cordes, Surveyor*)

## HOLLAND.

AMSTERDAM — *with Nieuwdiep and neighbouring Ports* ... ... ... *Ship and Engineer Surveyor*.... (Office, ~~Kadyk's plein No. 67~~ Prinsendrikkade No. 67) — *J. B. Slebe

* Mr. Slebe is exclusively an officer of Lloyd's Register.

## FOREIGN AND COLONIAL SURVEYORSHIPS—*continued.*

### HOLLAND—*continued.*

| | | |
|---|---|---|
| ROTTERDAM | *with Dordrecht, Schiedam, and surrounding places, also Zeeland* ... ... ... ... ... *Ship and Engineer Surveyor* (Address, Vaste Land 16, Rotterdam) ... ... ... ... ... ... | *W. F. D. Van Ollefen (TELEGRAMS, *Vanollefen, Vasteland, Rotterdam*) |

*Mr. Van Ollefen is exclusively an Officer of Lloyd's Register.

| | | |
|---|---|---|
| VEENDAM | *with Groningen, Zwolle, Harlingen, Embden, and surrounding places, including Hanover* (Address, Kerklaan, H. 785, Veendam) ... ... ... ... ... | H. P. Hazewinkel (TELEGRAMS, *Hazewinkel, Expert*) |

### BELGIUM.

| | | |
|---|---|---|
| ANTWERP | *including the various Belgian Ports and the Dutch Port Terneuzen* ... ... ... ... (Surveyors' Office, 27, Rue d' Amsterdam, Antwerp) | Heinrich Paasch (TELEGRAMS, *Paasch*) |
| | *Engineer Surveyor* ... ... | Francis Demblon (TELEGRAMS, *Demblon*) |

### FRANCE.

| | | |
|---|---|---|
| BORDEAUX | (Address, 16, Rue Blanc Dutrouille) ... ... ... ... ... | Albert Vandercruyce (TELEGRAMS, *Albert Vandercruyce*) |
| | *Engineer Surveyor*... ... ... | Arthur Donzelle (TELEGRAMS, *Arthur Donzelle*) |
| DUNKIRK | *including Calais* ... ... ... (Office, 7, Rue des Arbres) ... ... | H. Dewulf (TELEGRAMS, *Dewulf*) |
| HÂVRE | *with a District including Boulogne and Barfleur* ... (Address, 28, Place de l'Hôtel de Ville, Hâvre) ... ... ... ... | *Henri Wilkinson, (TELEGRAMS, *Wilkinson*) *A. Cartier *Assistant Ship & Engineer Surveyor* |
| | ~~*Mr. Wilkinson is exclusively an Officer of Lloyd's Register.~~ | |
| | *Mr. Wilkinson and Mr. Cartier are exclusively "Officers of Lloyd's Register." | |
| LA ROCHELLE | ~~(Address, La Pallice, La Rochelle) J. F. J. Bidaud~~ | |
| MARSEILLES | ~~*Ship and Engineer Surveyor* (Address, 8, Rue Beauvau)~~ ... ... (Address, 26, Rue de la République) | ~~Francis Westerman~~ JULES VENCE |
| NANTES | ~~*Ship and Engineer Surveyor* (Address, 8, Rue de Brés)~~ ... ... | ~~L. L. L. Olivier~~ JOSEPH R. DEPRISE |
| ST. MALO | *with a District extending from Brest to Cherbourg inclusive* *Ship and Engineer Surveyor* ~~(Address, 12, Rue d'Asfeld)~~ ... | ~~Jean Gallais (TELEGRAMS, *Gallais*)~~ |

### SPAIN AND PORTUGAL.

| | | |
|---|---|---|
| BARCELONA | *Ship and Engineer Surveyor* ... (Address, 116, Calle de Claris) ... | G. E. A. Muston (TELEGRAMS, *Muston*, 116, *Claris, Barcelona*) |
| BILBAO | ... ... ... ... ... ... ... (Address, Muelle de Ripa, 1) ... | German De Bareno (TELEGRAMS, *Lloyds*) |
| CADIZ (Address, Aduana, 10) | ~~*Ship and Engineer Surveyor*... (Office, 5, Alameda de Apodaca...~~ | ~~*T. L. Gray~~ W. West |
| | ~~*Mr. Gray is exclusively an Officer of Lloyd's Register.~~ | |
| CARTHAGENA | *Ship and Engineer Surveyor*... | R. Perez y Ros |
| HUELVA | *Ship and Engineer Surveyor*... | William Langdon (TELEGRAMS, *Langdon*) |
| LISBON | *Ship and Engineer Surveyor* (Address, Largo do Chafariz de Dentro, 19, 2°) ... ... ... ... | J. Westwood (TELEGRAMS, *Westwood*) |
| MALAGA | *Ship and Engineer Surveyor*... | Enrique Lappe (TELEGRAMS, *Lappe*) |
| OPORTO | *Ship and Engineer Surveyor* (Office, 55, Rua da Rebobeira) | Charles J. Ennor (TELEGRAMS, *Ennor*) |

### GIBRALTAR.

| | | |
|---|---|---|
| GIBRALTAR | *Ship and Engineer Surveyor*... (Address, Naval Yard, Gibraltar) | J. H. Gilbert (TELEGRAMS, *Yard*) |

### ITALY AND AUSTRIA.

| | | |
|---|---|---|
| ANCONA | ... ... ... ... ... ... | F. G. Emett (TELEGRAMS, *Devon*) |
| GENOA | (Office, Via St. Luca No. 2, Prima Scala) ... ... ... ... | Francesco Schiaffino (TELEGRAMS, *Schiaffino, Surveyor*) |
| | *Engineer Surveyor for Genoa and Leghorn* ... ... ... ~~(Address, 8, Rue Beauvau, Marseilles)~~ ... ... ... ... | ~~Francis Westerman~~ |
| LEGHORN | ... ... ... ... ... ... | Amerigo Gori |
| NAPLES | *Ship and Engineer Surveyor* (Residing at Torre Annunciata, near Naples) ... ... ... ... | Francesco Ducoster |
| TRIESTE | *with District of the Austro-Hungarian Coast* ... ... (Office, Via ~~Carradori No. 1~~, della Posta Vecchia, Trieste) | Elias Florio (TELEGRAMS, *Florio*) |
| | *Engineer Surveyor for Trieste District* ... ... ... ... | Frederick Schnabl (TELEGRAMS, *Schnabl*) |
| | *Assistant Surveyor at Fiume for Wood Ships* ... ... ... | Ignazio Bonetich |
| | *Assistant Engineer Surveyor, also Assistant Ship Surveyor for Iron and Steel Vessels*... | Anthony Schnabl (TELEGRAMS, *Schnahl, Fiume*) |
| | *Assistant Surveyor at Lussino* | ~~Antonio F. Tarrabocchia (TELEGRAMS, *Simina*)~~ |

### MALTA.

| | | |
|---|---|---|
| MALTA | *Ship and Engineer Surveyor*... | C. H. Wright (TELEGRAMS, *Register*) |

### GREECE, TURKEY, TURKEY IN ASIA, AND ROUMANIA.

| | | |
|---|---|---|
| CONSTANTINOPLE | ... ... ... ... ... ... | Admiral Woods Pasha (TELEGRAMS, *Woods*) |
| | *Engineer Surveyor* ... ... | G. R. Warren (TELEGRAMS, *Warren*) |
| GALATZ AND BRAILA | ... (residing at Braila) | T. H. Archbold (TELEGRAMS, *Archbold*) |
| PIRÆUS | *Ship and Engineer Surveyor*... | D. Graham (TELEGRAMS, *Graham*) |

### BRITISH NORTH AMERICA.

| | | |
|---|---|---|
| HALIFAX, N.S. | ... ... ... ... ... ... | David Hunter (TELEGRAMS, *Huntcom*) |
| MONTREAL | ... (Address, Port Warden's Office) | Archibald Reid. (TELEGRAMS, *Portwarden*) |
| PRINCE EDWARD ISLAND | ... ... ... ... (Residing at Charlotte Town) | H. P. Welsh (TELEGRAMS, *Register, Charlotte Town*) |
| QUEBEC | *and the River St. Lawrence* ... | P. D. Brunelle |
| ~~TORONTO~~ | ~~... ... ... ... ... ...~~ | ~~Thomas Harbottle (TELEGRAMS, *Harbottle*)~~ |
| VANCOUVER ISLAND | ... ... ... ... ... ... ~~(Address, Victoria, B.C.)~~ ... ... | W. R. Clarke ~~(TELEGRAMS, *Clarke*)~~ |

### NEWFOUNDLAND.

| | | |
|---|---|---|
| NEWFOUNDLAND | (Address, ~~124, Water St.~~, 11, Queen's Street, St. John's) | *George Wheatley (TELEGRAMS, *Surveyor*) |
| | *Mr. Wheatley is exclusively an Officer of Lloyd's Register. | |

### UNITED STATES.

| | | |
|---|---|---|
| NEW YORK | *Principal Surveyor for the United States, and Surveyor for the Port and District of New York* (Office, Kemble Buildings, Whitehall Street, New York.) | *Thomas Congdon (TELEGRAMS, *Nymdible*) |
| | *Ship and Engineer Surveyor* | *J. H. Mancor. |
| | *Mr. Congdon and Mr. Mancor are exclusively Officers of Lloyd's Register. | |
| BALTIMORE | (Office, 11, South Gay Street) ... | Edward H. Sanford (TELEGRAMS, *Hoyle*) |
| BOSTON | *Ship and Engineer Surveyor* | Oliver L. Shaw (TELEGRAMS, *Olshaw*) |

## FOREIGN AND COLONIAL SURVEYORSHIPS—*continued.*

### UNITED STATES—*continued.*

| | | |
|---|---|---|
| EW ORLEANS | (Address, care of Messrs. Marshall J. Smith & Co., 64, Baronne Street) ... ... ... ... ... ... | J. K. Turley (TELEGRAMS, *Turley*) |
| HILADELPHIA NEWPORT NEWS | *Ship and Engineer Surveyor* (Office, 206, Walnut Place.) | John Haug (TELEGRAMS, *Haug*) |
| ORTLAND, OREGON | ... ... ... ... ... | George Pope (TELEGRAMS, *Pope*) |
| N FRANCISCO | (Address, 304, California Street) | John Metcalfe (TELEGRAMS, *Freeboard, San Frisco*) |

### SOUTH AMERICA.

| | | |
|---|---|---|
| UENOS AYRES | *Ship and Engineer Surveyor*.. | * T.L.Gray (TELEGRAMS, *Perito*) |
| EMERARA | (residing at Georgetown) .. | Alexander Duncan (TELEGRAMS, *Heliostat*) |
| ONTE VIDEO | (Address, care of Messrs. Carlisle, Smith & Co., 29, Calle Rincon) | F. Crocker (TELEGRAMS, *Crocker*) |
| IO DE JANEIRO | *Ship and Engineer Surveyor* (Address, P.O. Box 906) | E. C. Farley |
| ALPARAISO | *Ship and Engineer Surveyor* (Address, Casilla No. 4) ... ... | C. C. Ivol (TELEGRAMS, *Ivol*) |

*See also Footnote* *Mr Gray is exclusively an Officer of Lloyd's Register.

### NORTH AFRICA.

| | | |
|---|---|---|
| LGIERS, ORAN, AND CONSTANTINE | (Residing at Algiers) ... ... ... | F. M. Burke (TELEGRAMS, *Burke*) |

### EGYPT AND RED SEA PORTS.

| | | |
|---|---|---|
| UEZ | ... ... ... ... ... ... | ~~A. R. Weston~~ (~~TELEGRAMS, *Armature*~~) |
| | *Engineer Surveyor*... ... ... | J. Campbell (TELEGRAMS, *Metal*) |

### SOUTH AFRICA.

| | | |
|---|---|---|
| APE TOWN | (Address, Alfred Docks) ... | W. Stephen (TELEGRAMS, *Almutium*) |
| ORT NATAL | ... ... ... ... ... ... | Alexander Airth (TELEGRAMS, *Airth*) |

### MAURITIUS.

| | | |
|---|---|---|
| AURITIUS | (Residing at Port Louis) ... ... | John Cowin (TELEGRAMS, *Cowin*) |

### INDIA, BURMAH, AND STRAITS SETTLEMENTS.

| | | |
|---|---|---|
| KYAB | ... ... ... ... ... ... | G. B. Brown (TELEGRAMS, *Lloyd's Surveyor*) |
| OMBAY | (Address, Sirdar's Buildings, Hummum Street) ... ... | A. C. Clark |
| | *Engineer Surveyor*... ... ... (Address, Bombay Steam Navigation Company, Frere Road, Bombay) ... ... ... ... | James Moir |
| | (TELEGRAPHIC ADDRESS *for the Society's Surveyors at Bombay, "Surveyors,"*) | |
| ALCUTTA | ~~(Office, 4, Commercial Buildings)~~ (Address, 32, Jackson's Ghat St.) | ~~D. McKellar~~ * T.W.Fish (~~TELEGRAMS, *Surveyor*~~) (TELEGRAMS, *Surveyor*) |
| OLOMBO | ... ... ... ... ... ... | J. Donnan (TELEGRAMS, *Donnan*) |
| URRACHEE | *Ship and Engineer Surveyor* (Address, Persian Gulf Telegraphs, Manora, Kurrachee) ... | J. Hughes (TELEGRAMS, *Hughes*) |
| OULMEIN | *Ship and Engineer Surveyor*... | ~~P. Campbell~~ |
| ENANG | ... ... ... ... ... ... | E. Bradbery |
| | *Engineer Surveyor*... ... ... | J. N. Dick |

* Mr Fish is exclusively an Officer of Lloyd's Register.

BUENOS AYRES AND ROSARIO
(Office, Calle Reconquista No. 195, Pieza 6, Buenos Ayres)

2, *White Lion Court, Cornhill, London,*
2*nd July*, 1894.

### INDIA, BURMAH, AND STRAITS SETTLEMENTS—*continued.*

| | | |
|---|---|---|
| RANGOON | ... ... ... ... ... ... | R. R. Winter (TELEGRAMS, *Winter*) |
| SINGAPORE | ... ... ... ... ... ... | Charles Fittock (TELEGRAMS, *Fittock*) |
| | *Engineer Surveyor* ... ... | Newman Mumford |

### EAST INDIAN ARCHIPELAGO.

| | | |
|---|---|---|
| BATAVIA | ... ... ... ... ... ... | H. VanTaalingen |
| CHERIBON | ... ... ... ... ... ... | C. Campbell (TELEGRAMS, *Campbell*) |
| MANILA | *and Ports in the Philippine Islands* *Ship and Engineer Surveyor*... | Daniel Earnshaw |
| SOURABAÏA | ... ... ... ... ... ... | B. J. Schipper |

### CHINA AND JAPAN.

| | | |
|---|---|---|
| HONG KONG | ... ... ... ... ... ... | Edward Burnie (TELEGRAMS, *Burnie*) |
| | *Engineer Surveyor* ... ... (Address, Bank Buildings) ... | Andrew Johnston (TELEGRAMS. *Marine*) |
| KOBÉ, HIOGO | *Ship and Engineer Surveyor*... | James Ellerton (TELEGRAMS, *Ellerton*) |
| NAGASAKI | (*See* KOBÉ) | |
| SHANGHAI | *Ship and Engineer Surveyor*... | H. Sonne (TELEGRAMS, *Sonne*) |
| YOKOHAMA | ... ... ... ... ... ... | John J. Efford (TELEGRAMS, *Efford*) |
| | *Engineer Surveyor* ... ... ... | A. F. Macnab |

### AUSTRALIA, TASMANIA, AND NEW ZEALAND.

| | | |
|---|---|---|
| ADELAIDE, S. A. | (Office, Lipson Street, Port Adelaide) ... ... ... ... | J. H. Gibbon |
| AUCKLAND, N.Z. | ... ... ... ... ... ... | M. T. Clayton (TELEGRAMS, *Replento*) |
| BRISBANE, QUEENSLAND | ... ... ... ... ... (Address, Parbury's Buildings, Eagle Street) | R. S. Taylor |
| CHRISTCHURCH AND LYTTLETON, N.Z. | ... ... ... ... ... ... | Stewart Willis |
| DUNEDIN, N.Z. | ... ... ... ... ... ... | W. Thomson (TELEGRAMS, *Gunwale*) |
| HOBART, TASMANIA | ... ... ... ... ... ... | Donald Macmillan |
| MELBOURNE, VICTORIA | (Office 9, Queen Street) | William Watson (TELEGRAMS, *Reports*) |
| NAPIER, N.Z. | ... ... ... ... ... ... | A. Davidson |
| NEWCASTLE, N.S.W. | ... ... ... ... .. ... | Thomas Brooks |
| | *Engineer Surveyor*... ... ... | James Rorison |
| SYDNEY, N.S.W. | *Engineer Surveuor (acting also as Ship Surveyor)* ... ... | R. Pollock (TELEGRAMS, *Miramar*) |

# LIST OF SURVEYORS OF LLOYD'S REGISTER.

## (ALPHABETICALLY ARRANGED).

THE SURVEYORS AT THE PORTS MARKED * ARE EXCLUSIVELY THE OFFICERS OF THE SOCIETY, AND ARE NOT PERMITTED TO ENGAGE IN ANY OTHER BUSINESS OR EMPLOYMENT WHATSOEVER.

| | | |
|---|---|---|
| *LONDON (TELEGRAMS *Committee*) | BENJAMIN MARTELL, ESQ., *Chief Surveyor of Lloyd's Register* | George P. Cooper, *Principal Surveyor for London District.* |
| | Harry J. Cornish, George Stanbury, ~~Thomas C. Read~~ *Assistants to Chief Surveyor* | W. Moverly<br>Chas. H. Jordan<br>C. Buchanan<br>James H. Truscott |
| | JAMES T. MILTON, ESQ., *Chief Engineer Surveyor of Lloyd's Register.* | E. C. Champness<br>H. W. Dove<br>Geo. R. Mares |
| | William Allison, *Assistant to Chief Engineer Surveyor.* | E. J. Tierney<br>~~W. L. Gilmour~~ A. Campbell-Holms<br>~~D. McAuslan~~<br>E. J. Milton J. Petree |
| | *Engineer Surveyor and Ship and Engineer Surveyors* ... ... | ~~George E. Wilkinson~~<br>E. M. Salmon W. Morrison<br>R. Elliott<br>H. A. Ruck-Keene<br>P. McGregor |
| | *Draughtsman* | David S. Hunter |
| | *Examiner of Masts, Spars and Rigging* ... ... ... ... | H. J. West |
| AALBORG (Copenhagen District) | *Assistant Ship Surveyor* ... | A. H. Jepmond |
| | *Assistant Engineer Surveyor* | L. S. Lange |
| *ABERDEEN | *Ship and Engineer Surveyor*... (Office, 29, Regent Quay) | M. Ritson<br>~~C. L. Hindmarsh~~ |
| ADELAIDE, S.A. | (Office, Lipson Street, Port Adelaide)... ... ... ... | J. H. Gibbon |
| AKYAB | ... ... ... ... ... ... | G. B. Brown (TELEGRAMS, *Lloyd's Surveyor*) |
| ALGIERS, ORAN & CONSTANTINE | (residing at Algiers) ... ... | F. M. Burke (TELEGRAMS, *Burke*) |
| *AMSTERDAM | *Ship and Engineer Surveyor*... (Office, ~~Kadyk's plein, No. 8~~) Prins Hendrikkade, No. 67) | J. B. Slebe |
| ANCONA | ... ... ... ... ... ... | F. G. Emett (TELEGRAMS, *Devon*) |
| ANTWERP | (Surveyors' Office, 27, Rue d'Amsterdam, Antwerp ... | Heinrich Paasch (TELEGRAMS, *Paasch*) |
| | *Engineer Surveyor* ... ... | Francis Demblon (TELEGRAMS, *Demblon*) |
| AUCKLAND, N.Z. | ... ... ... ... ... ... | M. T. Clayton (TELEGRAMS, *Replento*) |
| BALTIMORE | (Surveyor's Office, 11, South Gay Street) ... ... | Edward H. Sanford (TELEGRAMS, *Hoyle*) |
| *BANGOR | (Address, 1, Glan Dwr Terrace) | W. G. Copplestone |
| BARCELONA | *Ship and Engineer Surveyor* (Address, 116, Calle de Claris | G. E. A. Muston (TELEGRAMS, *Muston*, 116, *Claris, Barcelona*) |
| *BARROW | *Ship Surveyors* ... ... ... | W. Johnstone<br>F. R. Noton |
| | *Engineer Surveyor* ... ... (Office, ~~8, Strand~~) Ramsden Square) | J. Easthope |
| *BARRY | *Ship and Engineer Surveyors* (Office, Dock Chambers, Barry Dock) | Wm. J. Darling<br>H. E. Tilston |
| BATAVIA | ... ... ... ... ... ... | H. VanTaalingen |
| BATOUM | ... ... ... ... ... ... | F. A. Mattievich |
| *BELFAST | (Office, 53, Waring Street) | James Turpin |
| | *Ship and Engineer Surveyor*... | A. L. Jones |
| BERGEN | *Ship and Engineer Surveyor*... | E. Hougland (TELEGRAMS, *Hougland*) |
| | *Assistant Ship and Engineer Surveyor* ... ... ... | ~~Ludvig Dahl~~ |
| *BIDEFORD | (residing at Appledore) ... ... | T. Godfree |
| BILBAO | (Address, Muelle de Ripa, 1) | German De Bareno (TELEGRAMS, *Lloyd's*) |
| BOMBAY | (Address, Sirdar's Buildings, Hummum Street) ... ... | A. C. Clark |
| | *Engineer Surveyor*... ... ... (Address, Bombay Steam Navigation Company, Frere Road, Bombay) | James Moir |
| | (TELEGRAPHIC ADDRESS *for the Society's Surveyors at Bombay*, "*Surveyors.*") | |
| BORDEAUX | (Address, 16, Rue Blanc Dutrouille ... ... ... ... | Albert Vandercruyce (TELEGRAMS, *Albert Vandercruyce*) |
| | *Engineer Surveyor* ... ... | Arthur Donzelle (TELEGRAMS, *Arthur Donzelle*) |
| BOSTON | *Ship and Engineer Surveyor* | Oliver L. Shaw (TELEGRAMS, *Olshaw.*) |
| BRAILA AND GALATZ | (residing at Braila) ... | T. H. Archbold. (TELEGRAMS, *Archbold*) |
| BREMERHAVEN | *Ship and Engineer Surveyor for Weser District* ... ... (Office, Deich, 38) | F. H. T. Thomsen (TELEGRAMS, *Thomsen*) |
| BRISBANE, QUEENSLAND | (Address, Parbury's Buildings, Eagle Street) | R. S. Taylor |
| *BRISTOL | *Ship and Engineer Surveyor* (Office, 53, Queen's Square) | Duncan Ritchie |
| *BUENOS AYRES *See also Footnote | *Ship and Engineer Surveyor*... ... ... ... | T. L. Gray (TELEGRAMS, *Perito*) |
| CADIZ (Address, Aduana, 10) | ~~*Ship and Engineer Surveyor*...~~ ~~(Office, 5, Alameda de Apodaca)~~ | ~~T. L. Gray~~ W. West |
| * CALCUTTA | ~~(Office, 4, Commercial Buildings)~~ (Address, 32 Jackson's Ghat Street) | ~~D. McKellar~~ T. W. Fish ~~(TELEGRAMS, *Surveyor*~~ (TELEGRAMS, *Surveyor*) |
| CAPE TOWN | (Address, Alfred Docks) ... | W. Stephen (TELEGRAMS, *Almutium*) |
| *CARDIFF | ... ... ... ... ... ... | Andrew K. Hamilton, *Principal Surveyor.* |
| | (Office, 128, Bute Street) ... | J. G. G. Rule |
| | *Engineer Surveyor, and Ship and Engineer Surveyors* ... | J. F. Walliker<br>~~J. E. Taylor~~<br>W. Sibun<br>J. Pollock |
| CARTHAGENA | *Ship and Engineer Surveyor*... | R. Perez y Ros |
| *CHANNEL ISLANDS | (Office, 15, Mulcaster Street, St. Helier's, Jersey) | J. F. Picot |
| CHERIBON | ... ... ... ... ... ... | C. Campbell (TELEGRAMS, *Campbell*) |
| CHRISTCHURCH, N.Z. | ... ... ... ... ... ... | Stewart Willis |
| CHRISTIANIA | *Ship and Engineer Surveyor*... | Johan Wessel |
| * BUENOS AYRES AND ROSARIO (Office, Calle Reconquista No. 195, Pieza 6, Buenos Ayres) | | |

## LIST OF SURVEYORSHIPS (ALPHABETICALLY ARRANGED)—*continued.*

| | | |
|---|---|---|
| OMBO | ... ... ... ... ... ... | J. Donnan (TELEGRAMS, *Donnan*) |
| STANTINOPLE | ... ... ... ... ... ... | Admiral Woods Pasha (TELEGRAMS, *Woods*) |
| | *Engineer Surveyor* ... ... | G. R. Warren (TELEGRAMS, *Warren*) |
| ENHAGEN | *Ship and Engineer Surveyor*... (Office, 18, Fredericiagade, K.) | O. F. Krebs (TELEGRAMS, *Krebsof*) |
| | *Assistant Ship and Engineer Surveyor* ... ... ... ... | W. B. Herrmann |
| ONSTADT | *Ship and Engineer Surveyor*... (Address, W.O. 9th Line, No. 24, St. Petersburg) .. .. | A. Wessblad (TELEGRAMS, *Wessblad, Petersburg*) |
| NZIG | (Address, Stiftsgasse, 5 & 6) ... | F. A. Bartels |
| MERARA | (residing at Georgetown) ... | Alexander Duncan (TELEGRAMS, *Heliostat*) |
| UBLIN | (Address, ~~2, Belvidere Avenue~~ 73, St. Joseph's Terrace, Clonliffe Road) | W. F. Hooper |
| | *Ship Surveyor* ... ... ... | J. Thomson |
| UNDEE | ~~*Engineer Surveyor*~~ ... ... (Office, Maritime Buildings, East Dock Street) | ~~Harry Clarke~~ |
| NEDIN, N.Z. | ... ... ... ... ... ... | W. Thomson (TELEGRAMS, *Gunwale*) |
| NKIRK | *including Calais* ... ... ... (Office, 7, Rue des Arbres) ... ... | H. Dewulf (TELEGRAMS, *Dewulf*) |
| USSELDORF | *Ship and Engineer Surveyor for Steel Testing duties and Inspection of Forgings, &c., in Germany and Belgium*... (Address, Franklinstrasse, No. 30, Dusseldorf) ... ... ... ... | J. Meyer |
| ALMOUTH | (Surveyors' Office, Pendennis House, Lansdowne Road) | T. H. Sandry |
| | *Ship and Engineer Surveyor for Falmouth* .. ... ... | R. H. Cooper |
| UME (rieste District) | *Assistant Ship Surveyor for Wood Ships* ... ... ... | Ignazio Bonetich |
| | *Assistant Engineer Surveyor, also Assistant Ship Surveyor for Iron and Steel Vessels*... | Anthony Schnabl (TELEGRAMS, *Schnabl, Fiume*) |
| LATZ AND BRAILA | (Residing at Braila) .. .. | T. H. Archbold (TELEGRAMS, *Archbold*) |
| NOA | (Office, Via St. Luca No. 2, Prima Scala) | Francesco Schiaffino |
| | *Engineer Surveyor* ... ... | (TELEGRAMS, *Schiaffino, Surveyor*) |
| | (residing ~~at 8, Rue Beauvau, Marseilles~~) .. .. .. .. | ~~Francis Westerman~~ |
| BRALTAR | *Ship and Engineer Surveyor*... (Address, H.M. Naval Yard) .. | J. H. Gilbert (TELEGRAMS, *Yard*) |
| LASGOW | (Office, 342, Argyle Street) | Thomas J. Dodd, *Principal Surveyor.*<br>S. J. P. Thearle<br>Thomas S. Warren<br>~~Charles Edwards~~ J. L. Sinnette<br>Henry Hand<br>~~A. Campbell Holms~~<br>D. Nicholas<br>J. Allan |
| | *Principal Engineer Surveyor for Glasgow district* ... ... | James Mollison |
| | *Engineer Surveyors and Ship and Engineer Surveyors* ... | Charles E. Stromeyer<br>John Sanderson<br>C. Cooper<br>R. J. Beveridge<br>A. Kidd<br>J. G. Hunter<br>A. McKeand<br>W. C. Hamilton<br>G. Murdoch<br>~~T. W. Fish~~<br>F. L. Sturgeon<br>B. G. Oxford J. Kerr<br>A. C. Heron |
| | *Inspectors of Forgings for the Clyde District* ... ... ... | W. Hamilton<br>F. Cook |

| | | |
|---|---|---|
| GOTHENBURG | *Ship and Engineer Surveyor*... (Address, Lazareltsgatan, No. 101b) .. .. .. | Carl Axel Möller |
| *GREENOCK | (Offices, Commercial Bank Buildings, 14, Cross-shore Street, Greenock) | Thomas Phillips, *Principal Surveyor*<br>T. J. House<br>S. A. G. Nash |
| | *Ship and Engineer Surveyor*... | Andrew C. Heron |
| HALIFAX, N.S. | ... ... ... ... ... ... | David Hunter (TELEGRAMS, *Huntcom*) |
| *HAMBURG | (Office, Steinhöft, No. 3) ... ... | Geo. Dykes (TELEGRAMS, *Dykes, Steinhoft, 3*) |
| | *Engineer Surveyor*... ... ... (Office, Stubbenhuk No. 20) | †M. Berendt (TELEGRAMS, *Berendt, Stubbenhuk, 20*) |
| | *Assistant Engineer Surveyor*... | †C. H. Rieck |
| | † Mr. Berendt and Mr. Rieck are not exclusively the servants of the Society. | |
| *HARTLEPOOL AND WEST HARTLEPOOL | *with Whitby and Scarborough* (Office, Dock Office Buildings, Victoria Terrace, West Hartlepool) | Charles Fowling, *Principal Surveyor.*<br>C. E. Burney |
| | *Engineer Surveyor, and Ship and Engineer Surveyors* ... | R. Hirst<br>T. R. Blackie W. J. Smith<br>~~A. R. Paton~~<br>R. Fowell |
| *HÂVRE | (Address, 28, Place de l'Hôtel de Ville) ... ... ... ... ... | Henri Wilkinson (TELEGRAMS, *Wilkinson*) |
| * | *Assistant Ship and Engineer Surveyor* | * A. Cartier |
| HOBART, TASMANIA | ... ... ... ... ... ... | Donald Macmillan |
| HONG KONG | ... ... ... ... ... ... | Edward Burnie (TELEGRAMS, *Burnie*) |
| | *Engineer Surveyor* ... ... (Address, Bank Buildings) ... | Andrew Johnston (TELEGRAMS, *Marine*) |
| HUELVA | *Ship and Engineer Surveyor*... | William Langdon (TELEGRAMS, *Langdon*) |
| *HULL | (Office, Bank Chambers, Land of Green Ginger, Hull) ... ... | Robert Williamson |
| | *Ship and Engineer Surveyor*... | James Innes<br>H.P.Cornish |
| *IPSWICH | (Address, 35, Lower Orwell Street) ... ... ... ... ... | Ebenezer J. Robertson |
| KOBÉ, HIOGO | *Ship and Engineer Surveyor*... | James Ellerton (TELEGRAMS, *Ellerton*) |
| KURRACHEE | *Ship and Engineer Surveyor*... (Address, Persian Gulf Telegraphs, Manora, Kurrachee) ... ... | J. Hughes (TELEGRAMS, *Hughes*) |
| LA ROCHELLE | ~~(Address, La Pallice, La Rochelle)~~ | ~~J. F. J. Bidaud~~ |
| LEGHORN | ... ... ... ... ... ... | Amerigo Gori |
| *LEITH | (Office, 56, Constitution Street) | William Paulsen |
| | *Ship and Engineer Surveyor*... | ~~M. Ritson~~ T. Field |
| LISBON | *Ship and Engineer Surveyor* (Address, Largo do Chafariz de Dentro, 19, 2°) ... ... ... | J. Westwood (TELEGRAMS *Westwood*) |
| *LIVERPOOL | (Office, 12, Oriel Chambers, Water Street) (TELEGRAMS, *Register*) | William C. Davey, *Secretary and Principal Surveyor.*<br>Edward C. Wheeler<br>J. Dawkins<br>John Rutherford<br>J. Bradley<br>R. T. Johnson |
| | *Engineer Surveyors, and Ship and Engineer Surveyor* ... | Peter McGregor<br>G. A. Milner<br>J. Dykes<br>L. G. Shallcross |
| * HELSINGFORS | *Ship and Engineer Surveyor* | Hugo Lindfors |

## LIST OF SURVEYORSHIPS (ALPHABETICALLY ARRANGED)—*continued.*

| | | |
|---|---|---|
| LUSSINO (Trieste District) | *Assistant Ship Surveyor* ... | ~~Antonio E. Tarrabocchia~~ (~~TELEGRAMS, Simima~~) |
| LYTTLETON, N.Z. | (*See* CHRISTCHURCH, N.Z.) | |
| MALAGA | *Ship and Engineer Surveyor* | Enrique Lappe (TELEGRAMS, *Lappe*) |
| MALTA | *Ship and Engineer Surveyor* | C. H. Wright (TELEGRAMS, *Register*) |
| MANCHESTER | (*see* SHEFFIELD). | |
| MANILA | *Ship and Engineer Surveyor* | Daniel Earnshaw |
| MARSEILLES | *Ship and Engineer Surveyor* (~~Address, 8, Rue Beauvau~~) (Address, 26, Rue de la République) | ~~Francis Westerman~~ JULES VENCE |
| MAURITIUS | (residing at Port Louis) ... ... | John Cowin (TELEGRAMS, *Cowin*) |
| MELBOURNE, VICTORIA | (Office, 9, Queen Street) ... ... | William Watson (TELEGRAMS, *Reports*) |
| *MIDDLESBROUGH | *with Stockton* ... ... ... (Office, Royal Exchange, Middlesbrough) | Jesse Williams, *Principal Surveyor.*<br>A. B. Wilson<br>J. D. Mares |
| | *Ship and Engineer Surveyors* | W. R. Austin<br>H. H. Ashton<br>~~W. J. Smith~~<br>R. Balfour<br>F. W. Fillmore |
| MILFORD HAVEN | *Pembroke and Tenby, with a district extending as far as Newquay inclusive* ... ...<br>*Ship and Engineer Surveyor* (Address, The Terrace, Neyland, R.S.O., South Wales) ... ... | W. Harris (TELEGRAMS, *Harris, Surveyor, New Milford*) |
| MONTE VIDEO | (Address, care of Messrs. Carlisle, Smith & Co., 29, Calle Rincon) | F. Crocker (TELEGRAMS, *Crocker*) |
| MONTREAL | (Address, Port Warden's Office) | Archibald Reid (TELEGRAMS, *Portwarden*) |
| MOULMEIN | *Ship and Engineer Surveyor* | ~~P. Campbell~~ |
| NAGASAKI | (residing at Kobé, Hiogo) ... ... | James Ellerton (TELEGRAMS, *Ellerton*) |
| NANTES | *Ship and Engineer Surveyor*... (~~Address, 8, Rue de Bréa~~) | ~~L. L. L. Olivier~~ JOSEPH R. DEPRISE |
| NAPIER, N.Z. | ... ... ... .. ... ... | A. Davidson |
| NAPLES | *Ship and Engineer Surveyor*... (Residing at Torre Annunciata, near Naples) | Francesco Ducoster |
| NEW ORLEANS | (Address, care of Messrs. Marshall J. Smith & Co., 64, Baronne Street) ... ... ... ... ... | J. K. Turley (TELEGRAMS, *Turley*) |
| *NEW YORK | *Principal Surveyor for the United States* ... ... ... (Office, Kemble Buildings, Whitehall Street) | Thomas Congdon (TELEGRAMS, *Nymdible*) |
| | *Ship and Engineer Surveyor* | J. H. Mancor |
| *NEWCASTLE-ON-TYNE | (Office, 3, St. Nicholas' Buildings) | Henry J. Boolds, *Principal Surveyor.*<br>James Sibun<br>James McNeil<br>Thomas H. Cooke<br>Thomas Shilston<br>J. W. Scullard<br>Charles Skentelbery<br>W. L. Gilmour J. French |
| | *Engineer Surveyor, and Ship and Engineer Surveyors* ... | J. E. Stoddart<br>G. A. Hake G. L. Hindmarsh H. Clarke<br>~~W. Morrison~~<br>~~T. Field~~<br>R. Haig<br>R. F. Morton<br>C. M. B. Dyer<br>A. Boyd<br>F. W. Pitt |
| | *Inspector of Forgings* ... ... | J. C. Craig |
| NEWCASTLE N.S.W. | ... ... ... ... ... ... <br>*Engineer Surveyor* ... ... | Thomas Brooks<br>James Rorison |
| *NEWFOUNDLAND | (Address, ~~124, Water Street~~, 12, Gower St., St. John's) | George Wheatley (TELEGRAMS, *Surveyor*) |
| *NEWPORT, MON. | *Ship and Engineer Surveyor* (Office, 69, Dock Street) | J. H. Heck |
| NORDBY, FANÖ (Copenhagen District) | *Assistant Ship Surveyor* ... | L. J. Hansen |
| ODESSA | *Ship and Engineer Surveyor* ... | J. G. Crookston (TELEGRAMS, *Crookston*) |
| OPORTO | *Ship and Engineer Surveyor* (Office, 55, Rua da Rebobeira) | C. J. Ennor (TELEGRAMS, *Ennor*) |
| ORKNEYS | (residing at Stromness) ... ... | Geo. Gunn Baillie |
| PENANG | ... ... ... ... ... ... <br>*Engineer Surveyor*... ... ... | E. Bradbery<br>J. N. Dick |
| PHILADELPHIA Also NEWPORT NEWS | *Ship and Engineer Surveyor* ... (Office, 206, Walnut Place) | John Haug (TELEGRAMS, *Haug*) |
| PIRÆUS | *Ship and Engineer Surveyor* | D. Graham (TELEGRAMS, *Graham*) |
| *PLYMOUTH | *Ship and Engineer Surveyor*... (Office, 13, Exchange) | H. W. Wilkins |
| PORT NATAL | ... ... ... ... ... ... | Alexander Airth (TELEGRAMS, *Airth*) |
| PORTLAND, OREGON | ... ... ... ... ... .. | George Pope (TELEGRAMS, *Pope*) |
| *PORTMADOC | ... ... ... ... ... ... | William John |
| PRINCE EDWARD ISLAND | (residing at Charlotte Town) ... | H. P. Welsh (TELEGRAMS, *Register, Charlotte Town*) |
| QUEBEC | ... ... ... ... ... ... | P. D. Brunelle |
| *QUEENSTOWN | (Address, 24, West Beach)... ... | J. W. Attridge |
| RAMSGATE | ... ... ... ... ... ... | Edward Jones |
| RANDERS (Copenhagen District) | *Assistant Ship Surveyor* ... | Poul F. Petersen. |
| RANGOON | ... ... ... ... ... ... | R. R. Winter (TELEGRAMS, *Winter*) |
| RIGA | ... ... ... ... ... ... <br>*Engineer Surveyor* ... ... (Address, Pychau Dampfsage-mühle) ... ... ... ... | C. A. Lindemann (TELEGRAMS, *Lindemann*)<br>F. W. Hillbring (TELEGRAMS, *Hillbring*) |
| RIO DE JANEIRO | *Ship and Engineer Surveyor* (Address, P.O., Box 906) | E. C. Farley |
| ROSTOCK | ... ... ... ... ... ... | W. Cordes (TELEGRAMS, *Cordes, Surveyor*) |
| *ROTTERDAM | *Ship and Engineer Surveyor* ... (Address, Vaste Land, 16) | W. F. D. Van Ollefen (TELEGRAMS, *Vanollefen, Vasteland, Rotterdam*) |
| ST. JOHN, N.B. | ... ... ... ... ... ... | |
| *ST. JOHN'S, N.F.L. | (Address, ~~124, Water Street~~, 12, Gower Street St. John's) | George Wheatley (TELEGRAMS, *Surveyor*) |
| ST. MALO | *Ship and Engineer Surveyor*... (~~Address, 12, Rue d'Asfeld~~) | ~~Jean Gallais~~ (~~TELEGRAMS, Gallais~~) |
| ST. PETERSBURG | *Ship and Engineer Surveyor*... (Address, W.O., 9th Line, No. 24) | A. Wessblad (TELEGRAMS, *Wessblad, Petersburg*) |
| SAN FRANCISCO | (Address, 304, California Street) | John Metcalfe (TELEGRAMS, *Freeboard, San Frisco*) |
| SEBASTOPOL | *Ship Surveyor* ... ... ... <br>*Engineer Surveyor*... ... ... (Residing at Odessa) | C. Artsayooloff<br>J. G. Crookston (TELEGRAMS, *Crookston, Odessa*) |

LIST OF SURVEYORSHIPS (ALPHABETICALLY ARRANGED)—*continued.*

| | | |
|---|---|---|
| SHANGHAI | *Ship and Engineer Surveyor*... | H. Sonne (TELEGRAMS, *Sonne*) |
| *SHEFFIELD | *for Steel Testing duties in the Midlands, and Ship and Engineer Surveying duties at Manchester and Newark* (Office, Buckingham Chambers, St. James Street, Sheffield) | ~~H. P. Cornish~~<br>J. W. Dimmock<br>C. Martell |
| SINGAPORE | ... ... ... ... ... ... | Charles Fittock (TELEGRAMS, *Fittock*) |
| | *Engineer Surveyor* ... ... | Newman Mumford |
| SOURABAYA | ... ... ... ... ... ... | B. J. Schipper |
| *SOUTHAMPTON | (Office, 3, Oriental Place) | ~~James L. Sinnette,~~ ~~*Principal Surveyor.*~~ |
| | *Ship and Engineer Surveyor* | R. W. Coomber |
| | *Ship Surveyor* ... ... ... | C. Edwards |
| STOCKHOLM | *Ship and Engineer Surveyor* (Address, Skeppsmatningskontoret, 46, Skeppsbron) ... ... | Albert Isakson (TELEGRAMS, *Lloyd's Register*) |
| SUEZ | ... ... ... ... ... ... | ~~A. R. Weston~~ (~~TELEGRAMS, *Lematurg*~~) |
| | *Engineer Surveyor*... ... ... | J. Campbell (TELEGRAMS, *Metal*) |
| *SUNDERLAND | (Office, 56, John Street) | John Lawrence, *Principal Surveyor.*<br>William Bath<br>W. L. Sharpe<br>George Harrison<br>D. McAuslan |
| | *Engineer Surveyor, and Ship and Engineer Surveyor* ... | Patrick Salmon<br>J. T. Findlay |
| | *Inspector of Forgings* ... ... | Hugh Cameron |
| *SWANSEA | *Ship and Engineer Surveyor*... (Office, 1, Gloster Place) | J. Barclay |
| SYDNEY, N.S.W. | *Engineer Surveyor (acting also as Ship Surveyor)* | R. Pollock (TELEGRAMS, *Miramar*) |
| ~~TORONTO~~ | ... ... ... ... ... ... | ~~Thomas Harbottle~~ (~~TELEGRAMS, *Harbottle*~~) |
| TRIESTE | (Office, ~~Via Carradori No. 1~~ Via delle Poste Vecchie, Trieste) | Elias Florio (TELEGRAMS, *Florio*) |
| | *Engineer Surveyor for Trieste District* | Frederick Schnabl (TELEGRAMS, *Schnabl*) |
| VALPARAISO | *Ship and Engineer Surveyor*... (Address, Casilla, No. 4) | C. C. Ivol (TELEGRAMS, *Ivol*) |
| VANCOUVER ISLAND | ~~(Address, Victoria, B.C.)~~ ... ... | ~~W. R. Clarke~~ (~~TELEGRAMS, *Clarke*~~) |
| VEENDAM | (Address, Kerklaan, H., 785, Veendam) | H. P. Hazewinkel (TELEGRAMS, *Hazewinkel, Expert*) |
| WATERFORD | *Ship and Engineer Surveyor*... | Andrew Horn |
| WEXFORD | ... ... ... ... ... ... | R. J. Sparrow |
| *WHITEHAVEN | (*See* BARROW) | |
| YOKOHAMA | ... ... ... ... ... ... | John J. Efford (TELEGRAMS, *Efford*) |
| | *Engineer Surveyor* ... ... ... | A. F. Macnab |

2, WHITE LION COURT, CORNHILL, LONDON.

*2nd July*, 1894.

# KEY TO THE REGISTER.

1894-95.

3741

# KEY TO SYMBOLS OF CLASSIFICATION IN REGISTER BOOK.

## CLASSIFICATION OF LLOYD'S REGISTER.

*⊕A1 ..... Character of Iron vessels built with thicker plating than the Rules *now* require.

⊕A1 ⊕B1 ⊕C1 Characters of Iron ships built according to the Rules of the Society in force between the years 1864 and 1871.

A1 ..... Without a numeral prefixed, character of Iron vessels built for a special purpose.

100A1 95A1
90A1 85A1
80A1 75A1
} Characters of ships built of Iron or Steel according to the Rules of the Society for Iron ships since 1869.

A1 ..... Character of Wood or Composite ships of the first class well and sufficiently equipped. The figures in column 5 (Steamers), column 6 (Sailing Ships) prefixed to the character indicate the term of years for which the vessel is at present classed : thus 11A1, Cont 6A1, Rest 6A1. (See note under Cont and Rest). The figures in column 7 indicate the expired terms of years assigned, originally if on the first line, and on continuation if on lower lines.

A1 ..... Character of ships which have passed period assigned on original Survey, or Continuation, or Restoration, and of ships, not having an original Character, which are found to be fit to carry dry and perishable goods. The term of years for which the character A in red is assigned appears under the class in column 5 (Steamers), column 6 (Sailing Ships) : thus SS Ply.88–6yrs.

Æ1 ..... Character of ships fit for conveyance of dry and perishable goods on short voyages. The term of years for which the character Æ is assigned appears under the Class in column 6 (Sailing Ships) : thus SSPly.88–4yrs.

E 1 ..... Character of ships which have been found on survey fit for the conveyance of cargoes not in their nature subject to sea damage.

The figure 1 affixed to a character signifies that the vessel is well and sufficiently equipped. A line after the A (thus, A—) signifies that the equipment is deficient from that required by the Rules.

A ring over the figure 1, thus ⊕ indicates defects reported in the masts or rigging of a Sailing ship imperilling the vessel's safety.

A *red* ring over the figure 1, thus ⊕ indicates defects reported in the engines and boilers of a Steam ship imperilling the vessel's safety.

## CLASSIFICATION OF THE UNDERWRITERS' REGISTRY.

A1**, A1** ..... Characters of Iron or Steel Vessels built in excess of the Rules and of extra quality of Iron.

A1*, A1*; A1, A1; A, A Characters of Iron, Steel, or Composite Vessels built according to the Rules.

Vessels classed in Red have been built under the inspection of the Surveyors to the Liverpool Registry.

The figure 1 or 2 affixed to Symbols of Classification signifies the Character of Equipment.

The figures in the 17th (Sailing Vessels) or 16th (Steamers) Column represent the mean drafts corresponding to an immersion of 65, 70, 75, and 80 per cent. respectively, as assigned by the Underwriters' Registry, but these drafts do not indicate approved load lines.

All vessels are required to be surveyed periodically. The *date of Survey* only certifies to their state of efficiency *at that time.*

N.B.—In order to prevent the disappointment arising from Ships losing their Characters from want of survey, it is hereby intimated that the duty of giving NOTICE OF PERIODICAL SURVEYS required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters or Agents.

## ABBREVIATIONS *(Alphabetically arranged)* AND SIGNS.

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers. | Signification. |
|---|---|---|---|
| | | | **A.** |
| *a*, or *a*† | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*a*) | — | 13 | Shell, end plates, furnaces and combustion chamber of boiler made of steel ; stays of iron. |
| *A* | 13 | 11 | Ash (timber). |
| A | 16 | 15 | Vessel classed in the Veritas Austro-Ungarico. |
| A & C P | 7 | 6 | Anchors and Chains proved at a Public Machine recognised by the Committee of LLOYD'S REGISTER. See Table No. 22. |
| Alm rb. | 13 | 11 | Almost rebuilt,—with date of the work. |
| Alt | — | 13 | Altered, with date. |
| A P | 7 | 6 | Anchors proved at a Machine recognised by the Committee of LLOYD'S REGISTER. See Table No. 22. |

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers. | Signification. |
|---|---|---|---|
| *A P T* | 13&14 | 11–13 | After Peak Tank. See Illustration following KEY TO REGISTER. |
| *Asp.* | 3 & 4 | 12 | Asphalted. See Section 35. |
| *Awning dk* | 6 | 5 | Built according to the Rules for Awning Decked vessels. Section 43. See Fig. 8 of Illustrations of Types of Vessels following KEY TO REGISTER. |
| | | | **B.** |
| *b*, or *b*† | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*b*) | — | 13 | Shell, stays and end plates of boiler made of iron; furnaces and combustion chamber of steel. |
| *B B* | 13 | 11 | Black Birch (timber). |
| *Bh* | 13 | 11 | Beech (timber.) |
| BK | — | 11 | Bar Keel, with depth in inches. |

*A List of Surveying Ports will be found at the end of the* KEY TO REGISTER.

3741

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers. | Signification. |
|---|---|---|---|
| B ..... | 13 | 11 | Bridge Deck. See Illustrations of Types of Vessels following KEY to REGISTER. |
| *BH* ..... | 3 & 4 | 12 | Bulkheads, with number of same prefixed. |
| B&MS ... | — | 6 & 7 | Boilers and Machinery Surveyed, with date, denoting that the Boilers and Machinery, though not fitted strictly in accordance with the Rules, were found, upon inspection at that time, to be in good condition. |
| BS ..... | — | 6 & 7 | Boilers Surveyed, with date, denoting that the Boilers were found, upon inspection at that time, to be in good condition. |
| BS ..... | 3 & 4 | 2 & 3 | Subject to Biennial Survey. |
| BT ..... | 16 | 15 | With figures following, thus, BT till 6,90, indicates that a Passenger Certificate has been issued by the Board of Trade, for a period expiring in June, 1890. |
| Bk ..... | 4 | 3 | Bark (Barque). |
| Bkn ..... | 4 | 3 | Barkentine (Barquentine). |
| Bg ..... | 4 | 3 | Brig. |
| Bmb ..... | 4 | 3 | Bombade. |
| Bn ..... | 4 | 3 | Brigantine. |

## C.

| | | | |
|---|---|---|---|
| *c*, or *c*† ... | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*c*) ..... | — | 13 | Shell and stays of boiler made of iron ; end plates, furnaces and combustion chamber of steel. |
| *C* ..... | 3 | 2 | Sheathed with Copper. *(See special note at end.)* |
| *Cr.* ..... | 13 | 11 | Cedar (timber). |
| *Chs.* ..... | 13 | 11 | Chestnut (timber). |
| C ..... | — | 13 | Compound Engines. |
| C ..... | 8 | 7 | Placed before figures signifies the term of years for which the Vessel had been Continued, but which is now expired. |
| CB ..... | 4 | 3 | Fastened with Copper or Yellow Metal Bolts, as per paragraph No. 3, Section 46 of Rules for Wood Ships. |
| cf ..... | 4 | 3 | Fastened with Copper or Yellow Metal Bolts, as per paragraph No. 1 in Section 46 of Rules for Wood Ships. |
| *cf* ..... | — | 13 | Corrugated furnaces, with number prefixed. |
| CF ..... | 4 | 3 | Fastened with Copper or Yellow Metal Bolts, as per paragraph No. 2 in Section 46 of Rules for Wood Ships. Also for Copper or Yellow Metal fastenings of Composite ships, as per paragraph No. 1, page 129. |
| CF ..... | 4 | 3 | Fastened with Copper or Yellow Metal Bolts for Composite ships, as per paragraph No. 2, page 129. |
| CP ..... | 7 | 6 | Chains proved at a Public Machine recognised by the Committee of LLOYD'S REGISTER. See Table No. 22. |
| *Cell. DB* | 13 & 14 | 11–13 | Cellular construction of Double Bottom. See Illustration following KEY to REGISTER. |
| *Cem.* ..... | 3 & 4 | 12 | Cemented. See Section 35. |
| Cl ..... | 13 | 11 | Clincher (build). |
| *Cmp* ..... | — | 13 | Engines altered to Compound, with date thereof. |
| Comp..... | 4 | 3 | Composite (build). |
| Cont..... | 6 | 5 | Continued. With the name of Port of Survey and Date, also number of years for which the vessels are Continued on the Character A (thus, Cont 6A1 from 12,86, Lon.) |
| Ctr. ..... | 4 | 3 | Cutter. |
| Cy ..... | — | 13 | Cylinders, with number of same prefixed. The figures after Cy. represent diameter of cylinders and length of stroke in inches. |

## D.

| | | | |
|---|---|---|---|
| *d*, or *d*† ... | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*d*) ..... | — | 13 | Shell and end plates of boiler made of steel ; stays, furnaces, and combustion chamber of iron. |
| d ..... | 3 | 2 | Doubled with Wood. |
| D ..... | — | 13 | Diagonal Engines. |
| D ..... | 16 | 15 | Vessel classed in Nederlandsche Vereeniging. |
| DB ..... | — | 13 | Double-ended Boilers, with number prefixed. |
| *DB* ..... | 13 & 14 | 11–13 | Double Bottom. See Illustration following KEY TO REGISTER. |
| *DBa* ..... | 13 & 14 | 11–13 | Double Bottom, aft. See Illustration following KEY TO REGISTER. |
| *DBf* ..... | 13 & 14 | 11–13 | Double Bottom, forward. See Illustration following KEY TO REGISTER. |
| *DB u E & B* | — | 11–13 | Double Bottom under Engines and Boilers. See Illustration following KEY TO REGISTER. |
| Dd..... | 13 | 11 | Decks Doubled. |
| D F & S ... | 13 | 11 | Decks Felted and Sheathed. |
| *dia. d* ... | 3 | 2 | Bottom diagonally doubled with Wood. |
| *Dks* ..... | 4 | 3 | Decks with number prefixed thus, 2 *Dks.* |
| 2*Dks*(*Irn*) or (*Steel*) | 4 | 3 | 2 Decks of Iron, (or Steel.) |
| 2*Dks Iron* -*Uws*) | 4 | 3 | 2 Decks of Iron, the Upper one being sheathed or covered with wood. |
| Dr ..... | 4 | 3 | Dogger (rig). |
| drp ..... | 11 | 11 | Damage repairs to Ship. |
| drp ..... | — | 13 | Damage repairs to Machinery. |

*See Special note at end of Key.*

## E.

| | | | |
|---|---|---|---|
| *e* ..... | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*e*) ..... | — | 13 | Shell of boiler made of steel ; stays, end plates, furnaces, and combustion chamber of iron. |
| *E* ..... | 13 | 11 | Elm (timber). |
| E ..... | 6 | 5 | See SYMBOLS OF CLASSIFICATION at the beginning of KEY TO REGISTER. |
| Ex ..... | — | — | Experimental. |
| *Expl. BS* | 3 & 4 | 2 & 3 | Vessels built experimentally and classed subject to Biennial Survey. |
| *Expl. TS* | 3 & 4 | 2 & 3 | Vessels built experimentally and classed subject to Triennial Survey. |

## F.

| | | | |
|---|---|---|---|
| *f* ..... | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*f*) ..... | — | 13 | Shell of boiler made of iron ; stays, end plates furnaces, and combustion chamber of steel. |
| F ..... | 3 | 2 | Felt. |
| *F* ..... | 13 | 11 | Fir (timber). |
| F ..... | 13 | 11 | Forecastle. See Illustration of Types of Vessels following KEY TO REGISTER. |
| *FD* ..... | 13 | 11 | Flush Deck. See Fig. 1 of Illustrations of Types of Vessels following KEY TO REGISTER. |
| FD ..... | — | 13 | Forced draught, or induced draught in Boilers. |
| FK ..... | 13 | 11 | Flat Keel. |
| *FPT* ..... | 13 & 14 | 11–13 | Fore Peak Tank. See Illustration following KEY TO REGISTER. |
| F & d ..... | 3 & 4 | 2 & 3 | Bottom felted and doubled with wood. |
| F & *dia* d | 3 & 4 | 2 & 3 | Bottom felted and diagonally doubled with wood. |
| F & Y M | 3 | 2 | Sheathed with Yellow Metal over Felt. *(See special note at end.)* |
| FS ..... | 6 | 5 | Full Scantlings, carried to upper deck. |
| FS & *Awning dk* | 6 | 5 | Full Scantlings, carried to the deck below Awning deck. |

## G

| | | | |
|---|---|---|---|
| *g* ..... | 8 | 7 | Equipment letter, as per Table No 22. |
| (*g*) ..... | — | 13 | Shell and end plates of boiler made of iron ; stays, furnaces, and combustion chamber of steel. |
| G ..... | 4 | 3 | Galliot. |
| *G* ..... | 13 | 11 | Gum (timber). |
| G ..... | 16 | 15 | Vessel classed in the Germanischer Lloyd. |
| *Ght* ..... | 13 | 11 | Greenheart (timber). |
| GIB ..... | 3 | 2 | Fastened with Galvanised Iron Bolts. |
| GS ..... | — | 13 | Grate surface, with area in square feet. |

*A List of Surveying Ports will be found at the end of the* KEY TO REGISTER.

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers. | Signification. |
|---|---|---|---|
| | | | **H.** |
| *h* ..... | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*h*)..... | — | 13 | Shell, end plates, furnaces, and combustion chamber of boiler made of iron; stays of steel. |
| H ..... | 4 | 3 | Hoy (rig). |
| H ..... | — | 13 | Horizontal Engines. |
| H ..... | 16 | 15 | Vessel classed in Veritas Ellenico. |
| H ..... | 13 | 11 | Houses on Deck. |
| *Hk.* ..... | 13 | 11 | Hackmatack (timber). |
| *Hm.* ..... | 13 | 11 | Hemlock (timber). |
| HP ..... | — | 13 | Horse Power, according to ship's official register. |
| HS ..... | — | 13 | Heating surface, with area in square feet. |
| HT ..... | 3 & 4 | 2 & 3 | Half Time or Intermediate Survey held. (Section 34). |
| | | | **I.** |
| *i* ..... | 8 | 7 | Equipment Letter, as per Table No. 22. |
| (*i*) ..... | — | 13 | Shell, stays, end plates, furnaces, and combustion chamber of boiler made of iron. |
| I..... | 16 | 15 | Vessel classed in the Registro Italiano. |
| IB ..... | 4 | 3 | Fastened with Iron Bolts. |
| (*Irn.*) ... | 4 | 3 | Iron—material of Decks. |
| | | | **J.** |
| *j*..... | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*j*)..... | — | 13 | Shell and stays of boiler made of iron; remainder partly of steel, partly of iron. |
| *J.* ..... | 13 | 11 | Juniper (timber). |
| | | | **K.** |
| *k* ..... | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*k*) ..... | — | 13 | Shell and stays of boiler made of steel; remainder partly of steel, partly of iron. |
| K. ..... | 4 | 3 | Ketch. |
| Kf..... | 4 | 3 | Koff (rig). |
| | | | **L.** |
| *l*..... | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*l*) ..... | — | 13 | Shell of boiler made of steel; stays of iron; remainder partly of steel, partly of iron. |
| *L.* ..... | 13 | 11 | Locust (timber). |
| *Lh.* ..... | 13 | 11 | Larch (timber). |
| *LO* ..... | 13 | 11 | Live Oak (timber). |
| L. ..... | — | 13 | Lever Engines. |
| lb. ..... | — | 13 | (With figures prefixed). Working pressure of *main* Boilers, in pounds per square inch. |
| *lb* ..... | — | 13 | (With figures prefixed). Working pressure of *donkey* Boiler, in pounds per square inch. |
| len. ..... | 13 | 11 | Ship lengthened, with date following. |
| LA&CP..... | 7 | 6 | Anchors and Chains proved at a Machine under the Superintendence of the Committee of LLOYD'S REGISTER. See Table No. 22. |
| LMC ..... | — | 6 & 7 | Lloyd's Machinery Certificate, with date, denoting that the Machinery and Boilers are fitted in accordance with the Rules, and found at the time mentioned in good condition. |
| ✠LMC .. | — | 6 & 7 | The ✠ signifies the Special Survey of Machinery during construction by the Engineer-Surveyors to LLOYD'S REGISTER. |
| Lr. ..... | 4 | 3 | Lugger. |
| lrp. ..... | 11 | 11 | Large repairs to Hull of Ship. |
| lrp. ..... | — | 13 | Large Repairs to Machinery. |
| Lv..... | 8 | 7 | Classification of the Liverpool Underwriters' Registry. |
| | | | **M.** |
| *m* ..... | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*m*) ..... | — | 13 | Shell of boiler made of iron; screw stays of steel; longitudinal stays of iron; remainder partly of steel, partly of iron. |
| *M.* ..... | 13 | 11 | Mahogany (timber). |
| MS ..... | — | 6 & 7 | Machinery Surveyed, with date, denoting that the Machinery, though not fitted strictly in accordance with the Rules, was found, on inspection at that time, to be in good condition. |
| *MT.* ..... | 13 & 14 | 11–13 | Midship deep Tank. See Illustration following KEY to REGISTER. |
| Mat. ..... | 10 & 11 | 2 & 3 | Materials, with number of years prefixed, indicating the different grades of Wood used in ship's construction, as per Table A. |
| | | | **N.** |
| *n*..... | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*n*) ..... | — | 13 | Shell of boiler made of iron; stays of steel; remainder partly of steel, partly of iron. |
| N ..... | 16 | 15 | Vessel classed in the Norske Veritas. |
| NB ..... | 3 | 2 | New Bottom, with date. |
| NB..... | — | 13 | New Boilers, with date. |
| ✠NB ... | — | 6 & 7 | New Boilers *specially Surveyed* during construction, with date. |
| ND..... | 13 | 11 | New Deck, with date. |
| NDB ..... | — | 13 | New Donkey Boiler, with date. |
| NDS ..... | 13 | 11 | New deck sheathing, with date. |
| NE. ..... | — | 13 | New Engines, with date. |
| NE & B.... | — | 13 | New Engines and Boilers, with date. |
| ✠NE&B | — | 6 & 7 | New Engines and Boilers, which have been *specially surveyed* during construction, with date. |
| NKl. ..... | 13 | 11 | New Keel, with date. |
| NKlsn. ... | 13 | 11 | New Keelson, with date. |
| NTSds. ... | 13 | 11 | New Topsides, with date. |
| NW..... | 13 | 11 | New Wales, with date. |
| | | | **O.** |
| *o*..... | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*o*) ..... | — | 13 | Shell, screw stays, end plates, furnaces, and combustion chamber of boiler made of steel; longitudinal stays of iron. |
| O. ..... | — | 13 | Oscillating Cylinders. |
| *O.* ..... | 13 | 11 | Oak (timber). |
| OM. ..... | 10&11 | 11 | Old materials used in ship's construction. |
| | | | **P.** |
| *p*..... | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*p*)..... | — | 13 | Shell and longitudinal stays of boiler made of iron; screw stays, end plates, furnaces and combustion chamber of steel. |
| *P.* ..... | 13 | 11 | Pine (timber). |
| PBH..... | 3 | 12 | Partial Bulkhead, or Bulkhead not reaching to Main Deck. |
| *PP.* ..... | 13 | 11 | Pitch Pine (timber). |
| P. ..... | 13 | 11 | Poop Deck. See Illustrations of Types of Vessels following KEY to REGISTER. |
| *pf* ..... | — | 13 | Plain furnaces, with number prefixed. |
| plk..... | 13 | 11 | Plank. |
| pt. ..... | 3 | 2 | Part. |
| ptOM. ... | 13 | 11 | Part Old Materials used in ship's construction. |
| Pad. ..... | — | 3 | Paddle Steamer. |
| Pol..... | 4 | 3 | Polacre (rig). |

*A List of Surveying Ports will be found at the end of the* KEY TO REGISTER.

| Abréviation ou Marque. | Numéro de la Colonne. Navires à voiles. | Numéro de la Colonne. Bateaux à vapeur. | Explication. |
|---|---|---|---|
| | | | **Q.** |
| *q.* | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| (*q*) | — | 13 | Enveloppe, entretoises longitudinales, tôles d'extrémités, foyers et chambre de combustion de la chaudière faits en fer ; entretoises taraudées en acier. |
| Q | 13 | 11 | Demi-dunette ou coupée. *Voir* figures 4 & 6 des illustrations des types de navires, à la fin de la Note explicative du Register. |
| Q | — | 13 | Machines à quadruple expansion. |
| *Qpd* | — | 13 | Machines transformées à quadruple expansion, avec la date. |
| | | | **R.** |
| *r* | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| (*r*) | — | 13 | Enveloppe, entretoises longitudinales, tôles d'éxtrémités, foyers, et chambre de combustion de la chaudière faits en acier ; entretoises taraudées en fer. |
| R | 16 | 15 | Navire coté au American Record. |
| Rest | 6 | 5 | Restitué. Ainsi, Rest. 5 A 1 from 86 Lon., indique que la cote A a été restitué au navire pour 5 ans, à commencer de 1886, et que la visite a eu lieu à Londres. |
| *rf* | — | 13 | Foyers à côtes, préfixé du nombre. |
| RFD | — | 11 | Pont surélevé à l'avant. |
| retrld | 13 | 11 | Nouveau gournablage. |
| *Roof* | 3 | 2 | Navire construit sous une toiture, conformément à la Section 48 du réglement pour les navires en bois. |
| *RP* | 13 | 11 | Pin rouge (bois). |
| | | | **S.** |
| *s* | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| (*s*) | — | 13 | Enveloppe, entretoises, tôles d'extrémités, foyers et chambre de combustion de la chaudière faits en acier. |
| s | 3 | 2 | Soufflage en bois. |
| *S* | 13 | 11 | Spruce (bois). |
| *Sb* | 13 | 11 | Sabicu (bois). |
| *Sl.* | 13 | 11 | Saule (bois). |
| *Salted* | 4 | 3 | Navires salés, en conformité avec le réglement, Section 37. |
| *Salted*† | 4 | 3 | La dague signifie, que les barrots du navire n'ont pas été salés. |
| S | 4 | 3 | Trois-Mâts carré. |
| SB | — | 13 | Chaudières simples, préfixé du nombre. |
| Sc | — | 3 | Bateau à vapeur à hélice. |
| Sk | 4 | 3 | Smack. |
| Sp | 4 | 3 | Sloop. |
| Sq | 4 | 3 | Mâté en carré. |
| Sr | 4 | 3 | Goëlette. |
| Sw | 4 | 3 | Snow. |
| sc | — | 13 | Condensation par surface. |
| *Shade dk* | 4 & 6 | 3 & 5 | Pont de construction légère avec ouvertures dans les côtés. *Voir* la Figure 7 des illustrations des types de navires à la fin de la Note explicative du Register. |
| *Spar dk* | 4 & 6 | 3 & 5 | Construit conformément au réglement, pour les navires à Spardeck, Section 42. *Voir* la Figure 9 des illustrations des types de navires, à la fin de la Note explicative du Register. |
| srp | 11 | 11 | Quelques reparations à la coque du navire. |
| *ss* | 4 | 3 | Visite périodique de navires en fer ou en acier. Navires soumis aux visites périodiques, prescrites par le réglement pour les navires en fer (Ainsi : s.s. Nwc. No. 1, 86 ; s.s. Hull No. 2, 86 ; s.s. Lon. No. 3, 86). |
| SS | 4 | 3 | Visite périodique de navires composites, avec la date, conformément à la Section 43 du réglement. |
| S S | 6 | 5 | Visite périodique de navires en bois, cotés Æ ou E, avec le nombre d'années assignées et l'année de la visite, conformément aux Sections 61, 63 et 65 du réglement pour navires en bois (Ainsi s.s. Whn. 86-4 yrs.) |
| SS | 6 | 5 | Visite périodique. La date en rouge ajoutée, indique que le navire a été visité à cette époque, en conformité avec le réglement, pour navires en bois, Section 60 ; et le nombre d'années indique la période pour laquelle le navire restera à cette cote. (Ainsi : SS Sld. 86–5yrs.) |
| (*Stl*) | 4 | 3 | Acier—Matériaux des ponts. |

| Abréviation ou Marque. | Numéro de la Colonne. Navires à voiles. | Numéro de la Colonne. Bateaux à vapeur. | Explication. |
|---|---|---|---|
| | | | **T.** |
| *t* | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| *t* | 13 & 14 | 11–13 | Tonneaux. |
| (*t*) | — | 13 | Enveloppe, entretoises taraudées, tôles d'éxtrémités, foyers et chambre de combustion de la chaudière faits en fer ; entretoises longitudinales en acier. |
| *T* | 13 | 11 | Teck (bois). |
| T | — | 13 | Machines à triple expansion. |
| *Tam* | 13 | 11 | Tamarack (bois). |
| *tr. B.* | 4 | 3 | Rangées de barrots ; le chiffre qui précède indique leur nombre. (Ainsi : 3 tr. B.) |
| *ts* | 4 | 3 | Avec une date indique, que le navire a été soumis à une visite triennale, prescrite par le régement pour navires en fer (ainsi, "t.s 86"). |
| *Tpd.* | — | 13 | Machines transformées à triple expansion, avec la date. |
| Trb | 4 | 3 | Trabacolo. |
| | | | **U.** |
| *u* | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| UM | 3 | 2 or 3 | Doublé en Union Métal. |
| *U* | 4 | 3 | Pont supérieur. |
| *U*–ws. | 4 | 3 | Pont supérieur doublé, ou avec soufflage en bois. |
| | | | **V.** |
| *v* | 8 | 7 | Lettre d'équipement, suivant Table No. 22 |
| V | 16 | 15 | Navire coté au Bureau Veritas. |
| | | | **W.** |
| *w* | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| *WB* / *WB*= | 13 & 14 | 11–13 | Lest d'eau avec détails. *Voir* les illustrations à la fin de la Note explicative. |
| *Well deck* | 4 | 2 & 3 | Un navire à puits est à gaillard d'avant, et à longue demi-dunette, ou à dunette jointe à une rouffle-passerelle, laissant de cette façon le pont principal à découvert entre la passerelle et le gaillard. *Voir* les Figures 5 et 6 des illustrations des types de navires, à la fin de la Note explicative du Register. |
| WF & d | 10 & 11 | 11 | Préceintes doublées en bois sur feutre. |
| WF & *dia* d | 10 & 11 | 11 | Préceintes doublées diagonalement en bois, sur feutre. |
| WF & S | 10 & 11 | 11 | Préceintes, avec soufflage en bois sur feutre. |
| *WO* | 13 | 11 | Chêne blanc (bois). |
| WS | 4 | 3 | Soufflage en bois (par rapport aux ponts). |
| WS | 10 & 11 | 11 | Préceintes, avec soufflage en bois. |
| *With freeboard* | 6 | 5 | Indique que la cote est assignée, sous réserve d'un franc-bord approuvé, comme il est donné dans la colonne 15 (Navires à voiles), ou colonne 14 (Bateaux à vapeur), correctement marqué et percé au poinçon dans les bordés extérieurs du navire. |
| | | | **X.** |
| *x* | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| | | | **Y.** |
| *y* | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| YM | 3 | 2 | Doublé en métal. (*Voir* note spéciale à la fin.) |
| *YP* | 13 | 11 | Pinus australis (bois). |
| Yt. | 4 | 3 | Yacht. |
| | | | **Z** |
| *z* | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| Z | 3 | 2 | Doublé en zinc. (*Voir* note speciale à la fin.) |

Une liste des ports de visite se trouve à la fin de la NOTE EXPLICATIVE DU REGISTER.

# NOTE EXPLICATIVE DES ABRÉVIATIONS ET MARQUES—*suite.*

| Abréviation ou Marque. | Numéro de la Colonne. Navires à voiles. | Numéro de la Colonne. Bateaux à vapeur. | Explication. |
|---|---|---|---|
| | | | **MARQUES, etc.** |
| ✠ | 6 | 5 | Navires construits sous surveillance spéciale. |
| ✠ | — | 6 ou 7 | Machines construites sous surveillance spéciale. |
| ✠NE&B | — | 6 ou 7 | Nouvelles machines et chaudières construites sous surveillance spéciale. |
| † | 4 | 3 | A la suite du mot salted (salé) signifie, que les barrots du navire n'ont pas été salés. |
| 5,86 | 6 | 5 | Le navire, par suite de défectuosités signalées n'avait pas droit à une cote dans le REGISTER-BOOK, à la date mentionnée. |
| 3,88 | 6 | 5 | La cote du navire lui a été retirée, pour ne pas avoir satisfait aux réglements de la Société à la date mentionnée. |
| ... | 8 | 7 | La cote du navire a été retirée à la demande de l'armateur. |
| —(après la cote) | 6 | 5 | L'équipement du navire est défectueux en qualité ou en quantité. |
| 1 | 6 | 5 | Le chiffre 1, placé après la cote, signifie, que le navire est bien et suffisamment équipé, suivant Table No. 22. |
| Φ | 6 | 5 | Un cercle noir, à travers le chiffre 1, indique des défectuosités signalées dans la mâture compromettant la sécurité du navire. |
| 1 | 6 | 5 | Un cercle rouge, à travers le chiffre 1, indique des défectuosités signalées dans les machines ou chaudières d'un Bateau à vapeur, de nature à compromettre la sécurité du navire. |
| 2 *ou* 3 *Dks* | 4 | 3 | Deux ou trois ponts bordés. |
| 2 *ou* 3 *tr B.* | 4 | 3 | Deux ou trois rangées de barrots, avec ou sans bordage. |
| 3 *decked-rule.* | 4 | 3 | Construit en conformité avec le réglement pour navires à trois ponts, Section 41. |

Les chiffres sous la cote indiquent la date à laquelle le navire a été visité pour la dernière fois.

Les 6me, 7me et 8me colonnes (Navires à voiles), ou les 5me, 6me et 7me colonnes (Bateaux à vapeur) laissées en blanc, indiquent que le navire n'a jamais été coté dans le Register-Book.

Lorsque la 6me colonne (Navires à voiles), ou la 5me colonne (Bateaux à vapeur) est laissée en blanc, à l'exception de ce qui regarde la date de la dernière visite enregistrée, cela indique, que la cote est expirée, ou a été retirée pour manque de visite, ou par suite de non paiement des honoraires dus dans ce cas.

Les dates qui suivent le nom du Capitaine dans la colonne 3 (Navires à voiles), ou dans la colonne 2 (Bateaux à vapeur) indiquent (1) l'année pendant laquelle le Capitaine est entré au service de ses armateurs présents, et (2) celle où il a été nommé au commandement du présent navire.

**Bien que le Comité prenne toutes les mesures possibles, pour obtenir des renseignements exacts sur les navires énumérés dans le Register-Book de la Société, il est à noter que dans le cas où les navires ne sont pas cotés par la Société, elle ne peut garantir la complète exactitude de tous les détails donnés relativement aux dates du doublage, au tonnage, aux dimensions, aux ponts, à la classification, etc.**

# NOTE EXPLICATIVE DES ABRÉVIATIONS.

Illustrations des Anotations *de la 11me, 12me, 13me et 14me Colonne* du "Register Book," relatives aux double-fonds et aux soutes à lest d'eau :—

*WB=DB.* 70*ft.* 80 *tons : indique double fond ayant une longueur de* 70 *pieds, pouvant contenir un volume d'eau de* 80 *Tonneaux.*

*WB=DB. a.* 58*ft. f.* 40*ft.* 180 *tons : indique double fond arrière de* 58 *pieds, et avant de* 40 *pieds de longueur, d'une contenance totale de* 180 *Tonneaux.*

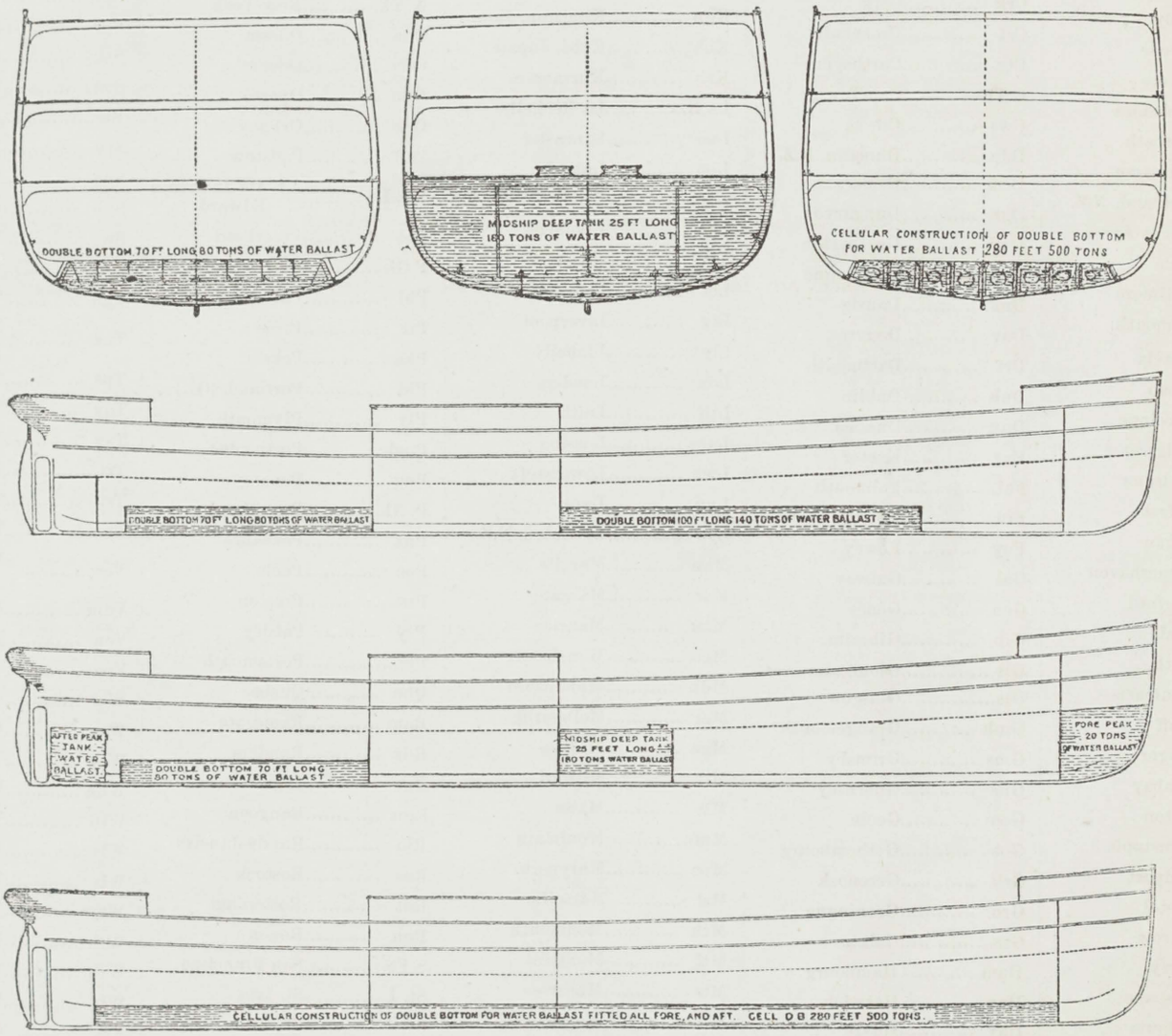
*WB=DB. a.* 72*ft. & under E. & B.* 28*ft.* 260 *tons : indique double fond arrière de* 72 *pieds, et sous les machines et chaudières de* 28 *pieds de longueur ; contenance totale* 260 *Tonneaux.*

*WB=Cell D.B.* 280*ft.* 500 *tons : indique construction cellulaire du double fond, ayant une longueur de* 280 *pieds, contenance* 500 *Tonneaux.*

*WB=F.P.T.* 20 *tons : indique cale à eau avant, d'une contenance de* 20 *Tonneaux.*

*WB=A.P.T.* 8 *tons : indique cale à eau arrière d'une contenance de* 8 *Tonneaux.*

*WB=M.T.* 25 *ft.* 180 *tons : indique cale à eau milieu, de* 25 *pieds de longueur et d'une contenance de* 180 *Tonneaux. Voir les diagrammes.*




*N.B.—Lorsqu' une partie du lest d'eau enregistré est biffée à l'encre rouge, ainsi · WB=DBa45ft.,* ~~*f.u E.& D66ft.,*~~ *etc.), cela signifie, que le navire a les installations des soutes dans l'étendue indiquée, mais qu'à la date de la dernière visite, la partie biffée n'était pas employée pour lest d'eau, et que les tuyaux, etc., en avaient été enlevés.*

# CLEF DES ABRÉVIATIONS DES PORTS DE VISITE.

*Dans la sixième Colonne (Bateaux à Vapeur); et dans la septième Colonne (Navires à Voiles).*

Abg .....Aalborg
Abn .....Aberdeen
Abr .....Aberayron
Abs .....Aberystwith
Adl .....Adelaïde
Adn .....Aden
Akb .....Akyab
Alg .....Alger
All.....Alloa
Alx .....Alexandria
Ams .....Amsterdam
Amy .....Amoy
Anc .....Ancone
Ant .....Anvers
Apl .....Appledore
Arb .....Arbroath
Ard .....Ardrossan
Auk .....Auckland, N.Z.
B.As .....Buenos-Ayres
Bah .....Bahia
Bal .....Baltimore
Bar .....Barmouth
Bat .....Batavia
Bbo .....Bilbao
Bcl .....Barcelone
Bdg .....Bridgwater
Bdx .....Bordeaux
Bel.....Belfast
Bgn .....Bergen
Bhn .....Bremerhaven
Bid .....Bideford
Bla .....Ibraïl
Bly .....Blyth
Bms .....Beaumaris
Bnf .....Banff
Bng .....Bangor
Bom .....Bombay
Bos .....Boston
Bpl .....Barnstaple
Bpt .....Bridport
Brs .....Bristol
Brw .....Barrow
Bry .....Barry
Bsb .....Brisbane
Btm .....Batoum
Bwg .....Bowling
Bwk .....Berwick
Bxm .....Brixham
Cal.....Calcutta
Car .....Cardigan
Cbn .....Cheribon
Cbo .....Colombo
Cch .....Christchurch
Cdz .....Cadiz
Cff .....Cardiff
Chp .....Chepstow
Chs .....Chester
Cly.....Les ports de la rivière Clyde
Cpl.....Constantinople
Cpn .....Copenhague
Crk .....Cork
Cst .....Cronstadt
Ctg .....Carthagène
C Tn .....Cap-Town
Cws .....Cowes
Ddn .....Dunędin, N.Z.
Dem .....Demerara
Dgr .....Dungarvon
Dmb .....Dumbarton
Dnk .....Dunkerque
Dnz .....Danzig
Dov .....Douvres
Drt .....Dartmouth
Dub .....Dublin
Dun .....Dundee
Exr .....Exeter
Fal.....Falmouth
Fiu .....Fiume
Foy .....Fowey
Gal .....Galway
Gen .....Gênes
Gib .....Gibraltar
Glr.....Gloucester
Gls.....Glasgow
Gmh .....Grangemouth
Gms .....Grimsby
Gns .....Guernsey
Goo .....Goole
Got .....Gothembourg
Grk .....Greenock
Gro .....Groningue
Gtz.....Galatz
Ham .....Hambourg
Har .....Harwich
Hav .....Havre
Hay .....Hayle
Hbt .....Hobart
Hfs .....Helsingfors
Hfx .....Halifax, N.E.
Hgt .....Harrington
Hgz .....Hoogezand
HKg .....Hong-Kong
Hpl .....Hartlepool
Hrl .....Harlingen
Hul .....Hull
Hva .....Huelva
I.M. .....L'Ile de Man
Inv .....Inverness
Ips.....Ipswich
Irv.....Irvine
Jer.....Jersey
Kgn .....Kingston, Jam.
Kob .....Kobé, Japan
Krh .....Kurrachee
La R.....La Rochelle
Lan .....Lancaster
Lbc .....Lubeck
Ldy .....Londonderry
Lgn .....Livourne
Lim .....Limerick
Lis .....Lisbonne
Liv .....Liverpool
Lly .....Llanelly
Lon .....Londres
Lth .....Leith
Lus .....Lussino
Lwt .....Lowerstoft
Lyn .....Lynn
Lyt .....Lyttleton, N.Z.
Man .....Manille
Mar .....Margate
Mau .....Maurice
Mch .....Manchester
Mdb .....Middlesbro'
Mel .....Melbourne
Mga .....Malaga
Mil .....Milford
Mlt .....Malte
Mmn.....Moulmain
Mpt .....Maryport
Msl .....Marseille
Mth .....Monmouth
Mtl .....Montréal
Mtr .....Montrose
M.Vo.....Montevideo
Nag .....Nagasaki
Nap .....Naples
Ndp .....Nieuwediep
NFL.....Newfoundland
Nhv ..... ..Newhaven
N.Os.....Nouvelle Orleans
Npr .....Napier, N.Z.
Npt .....Newport
Nqy ..... Newquay, Cardiganshire
Nrb .....Nordby
Nry .....Newry
N Sc.....Nouvelle Ecosse
N.S.W. .....Newcastle, N.G.S.
Nts .....Nantes
Nwc .....Newcastle-on-T.
N Yk.....New-York
Oda .....Odessa
Odn .....Odense
Opo .....Oporto
Ork .....Orkneys
Pad .....Padstow
P.E.I. ..... L'Ile du Prince Edward
Pet .....Peterhead
P.Gl. .....Port Glasgow
Phl .....Philadelphie
Pir .....Pirée
Pka .....Pekela
Pld .....Portland, (Or.)
Ply .....Plymouth
Pmd .....Portmadoc
Png .....Penang
P. Nl.....Port Natal
Pnz .....Penzance
Poo .....Poole
Prs.....Preston
Psy .....Paisley
Pts.....Portsmouth
Qbc .....Quebec
Ram .....Ramsgate
Rds .....Randers
Rga .....Riga
Rgn .....Rangoon
Rio .....Rio de Janeiro
Ros .....Rostock
Rot .....Rotterdam
Rou .....Rouen
S Fo.....San Francisco
St. I .....St. Ives
St. J .....St. John
St. M.....St. Malo
St. P .....St. Petersbourg
Sba .....Sourabaya
Scr.....Scarborough
Shi.....Shanghaï
Shl ..... Shields, N. Shields, S.
Shm .....Shoreham
Sil .....Scilly
Skm .....Stockholm
Sld.....Sunderland
Sli .....Sligo
Sly.....Sicile
Smg .....Samarang
Sng .....Singapore
Sou .....Southampton
Spl.....Sebastopol
Spr .....Sappemeer
Stk .....Stockton
Stn .....Stettin
Str.....Stranraer
Sty .....Stornoway
Suz .....Suez
Svb .....Svendborg
Sws .....Swansea
Syd .....Sydney
Tgn .....Teignmouth
Tns ..... Townsville, N. Queensland
Tps .....Topsham
Tqy .....Torquay
Tag .....Taganroc
Tri.....Trieste
Trn .....Troon
Tto .....Toronto
Vcr ..... Les Iles de Vancouvre
Vdm .....Veendam
Ven .....Venice
Vpo .....Valparaiso
Wbl .....Whitstable
Wex .....Wexford
Wey .....Weymouth
Whn .....Whitehaven
Wln .....Wellington
Wls .....Wells
Wlv .....Wildervank
Wmn.....Wilmington, N.C
Wrk .....Workington
Wtb .....Whitby
Wtf .....Waterford
Xia .....Christiania
Yar .....Yarmouth
Ygh .....Youghal
Yka .....Yokohama
Zwl .....Zwolle

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers. | Signification. |
|---|---|---|---|
| | | | **Q.** |
| *q* | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*q*) | — | 13 | Shell, longitudinal stays, end plates, furnaces, and combustion chamber of boiler made of iron; screw stays of steel. |
| Q | 13 | 11 | Raised Quarter Deck or Break. See Figs. 4 and 6 of Illustrations of Types of Vessels following KEY to REGISTER. |
| Q | — | 13 | Quadruple expansion engines. |
| *Qpd.* | — | 13 | Engines altered to Quadruple expansion, with date. |
| | | | **R.** |
| *r* | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*r*) | — | 13 | Shell, longitudinal stays, end plates, furnaces, and combustion chamber of boiler made of steel; screw stays of iron. |
| R. | 16 | 15 | Vessel classed in the American Record. |
| Rest. | 6 | 5 | Restored. Thus, Rest 5A1 from 86 Lon. denotes that the vessel was restored on the A character for 5 years from 1886, and that the Survey was held at London. |
| *rf* | — | 13 | Ribbed furnaces, with number prefixed. |
| RFD | — | 11 | Raised Fore Deck. |
| retrld. | 13 | 11 | Re-treenailed. |
| *Roof* | 3 | 2 | Vessel built under a roof, as per Section 48 of Rules for Wood Ships. |
| *RP* | 13 | 11 | Red Pine (timber). |
| | | | **S.** |
| *s* | 8 | 7 | Equipment letter, as per Table No. 22. |
| (*s*) | — | 13 | Shell, stays, end plates, furnaces, and combustion chamber of boiler made of steel. |
| s | 3 | 2 | Sheathed with Wood. |
| *S.* | 13 | 11 | Spruce (timber). |
| *Sb.* | 13 | 11 | Sabicu (timber). |
| *Sl.* | 13 | 11 | Saul (timber). |
| *Salted* | 4 | 3 | Vessels salted in accordance with Rules, Section 37. |
| *Salted*† | 4 | 3 | The dagger signifies that the vessel's beams have *not* been salted. |
| S. | 4 | 3 | Ship. |
| SB | — | 13 | Single-ended Boilers, with number prefixed. |
| Sc. | — | 3 | Screw Steamer. |
| Sk. | 4 | 3 | Smack. |
| Sp. | 4 | 3 | Sloop. |
| Sq. | 4 | 3 | Square Rigged. |
| Sr. | 4 | 3 | Schooner. |
| Sw. | 4 | 3 | Snow. |
| sc. | — | 13 | Surface condensing. |
| *Shade dk.* | 4 & 6 | 3 & 5 | Deck of light construction and with openings in sides. See Fig. 7 of Illustrations of Types of Vessels following KEY to REGISTER. |
| *Spar dk.* | 4 & 6 | 3 & 5 | Built according to Rules for Spar-Decked Vessels. Section 42. See Fig. 9 of Illustrations of Types of Vessels following KEY to REGISTER. |
| srp | 11 | 11 | Some repairs to Hull of ship. |
| *ss* | 4 | 3 | Special Survey of Iron or Steel ships. Vessels submitted to Periodical Surveys, as prescribed in the Rules for Iron Ships (thus, *s.s.* Nwc. No. 1-86; *s.s.* Hull No. 2-86; *s.s.* Lon. No. 3-86). |
| SS | 4 | 3 | Special Survey of Composite ships, with date, as per Section 43 of the Rules. |
| SS | 6 | 5 | Special Survey of Wood ships classed Æ or E, with the term of years granted them, and the year of Survey, as per Sections 61, 63 and 65 of Rules for Wood Ships (thus SS. Whn. 86-4 yrs.). |
| SS | 6 | 5 | Special Survey. Date in red affixed denotes that the vessel has been surveyed at that time in accordance with the Rules for Wood Ships, Section 60, and the number of years indicates the term for which the vessel remains on this character (thus, SS Sld.86–5yrs.) |
| (*Stl*) | 4 | 3 | Steel,—material of Decks. |
| *t* | 8 | 7 | Equipment letter, as per Table No. 22. |
| *t* | 13 & 14 | 11–13 | Tons. |
| (*t*) | — | 13 | Shell, screw stays, end plates, furnaces, and combustion chamber of boiler made of iron; longitudinal stays of steel. |
| *T.* | 13 | 11 | Teak (timber). |
| T. | — | 13 | Triple expansion engines. |
| *Tam.* | 13 | 11 | Tamarac (timber). |
| *trB.* | 4 | 3 | Tiers of Beams with number of same prefixed (thus 3*trB.*). |
| *ts* | 4 | 3 | With a date denotes that the vessel has been submitted to Triennial Survey, as prescribed by Rules for Iron Ships (thus, "*ts* 86"). |
| *Tpd.* | — | 13 | Engines altered to Triple Expansion, with date. |
| Trb | 4 | 3 | Trabacolo. |
| | | | **U.** |
| *u* | 8 | 7 | Equipment letter, as per Table No. 22. |
| UM | 3 | 2 or 3 | Sheathed with Union Metal. |
| *U* | 4 | 3 | Upper Deck. |
| *U*-ws | 4 | 3 | Upper Deck sheathed or covered with wood. |
| | | | **V.** |
| *v* | 8 | 7 | Equipment letter, as per Table No. 22. |
| V | 16 | 15 | Vessel classed in the Bureau Veritas. |
| | | | **W.** |
| *w* | 8 | 7 | Equipment letter, as per Table No. 22. |
| *WB* ... / *WB*= | 13 & 14 | 11–13 | Water Ballast, with particulars. (See illustration following KEY.) |
| *Well deck* | 4 | 2 & 3 | A Well-decked Steamer is one having a forecastle, and a long-raised quarter deck or a poop joined to a bridge house, thus leaving the main deck exposed between the bridge front and the end of the forecastle. (See Figs. 5 and 6 of Illustrations of Types of Vessels following KEY to REGISTER. |
| WF & d | 10 & 11 | 11 | Wales felted and doubled with Wood. |
| WF & *diad* | 10 & 11 | 11 | Wales felted and diagonally doubled with Wood. |
| WF & S | 10 & 11 | 11 | Wales felted and sheathed with Wood. |
| *WO.* | 13 | 11 | White Oak (timber). |
| WS | 4 | 3 | Sheathed with Wood (relating to Decks). |
| WS | 10 & 11 | 11 | Wales sheathed with Wood. |
| *With freeboard* | 6 | 5 | Indicates that the character is assigned subject to an approved freeboard as given in Col. 15 (Sailing Vessels) or Col. 14 (Steamers) being correctly marked and punched in on the vessel's sides. |
| | | | **X.** |
| *x* | 8 | 7 | Equipment letter, as per Table No. 22. |
| | | | **Y.** |
| *y* | 8 | 7 | Equipment letter, as per Table No. 22. |
| YM. | 3 | 2 | Sheathed with Yellow Metal. *(See special note at end.)* |
| *YP* | 13 | 11 | Yellow Pine (timber). |
| Yt | 4 | 3 | Yacht. |
| | | | **Z.** |
| *z* | 8 | 7 | Equipment letter, as per Table No. 22. |
| Z | 3 | 2 | Sheathed with Zinc. (*See special note at end.*) |

*A List of Surveying Ports will be found at the end of the* KEY TO REGISTER.

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers. | Signification. |
|---|---|---|---|
| | | | SIGNS, &c. |
| ✠ | 6 | 5 | Ships built under Special Survey. |
| ✠ | — | 6 or 7 | Machinery built under Special Survey. |
| ✠NE&B | — | 6 or 7 | New Engines and Boilers built under Special Survey. |
| † | 4 | 3 | Following word *salted* signifies that the vessel's beams have *not* been salted. |
| 5,86 | 6 | 5 | Vessel at date mentioned, from reported defects, was not entitled to a character in Register Book. |
| 3,88 | 6 | 5 | Vessel's class withdrawn from non-compliance at date mentioned with the Society's Rules. |

| Abbreviation or Sign. | No. of Column. Sailing Vessels. | No. of Column. Steamers. | Signification. |
|---|---|---|---|
| ... | 8 | 7 | Vessel's class withdrawn at Owner's request. |
| — (after character) | 6 | 5 | Equipment of vessel deficient either in quality or quantity |
| 1 | 6 | 5 | The figure 1 placed after a character signifies that th vessel is well and sufficiently equipped, as per Tabl No. 22. |
| Φ | 6 | 5 | A black ring over the figure 1 indicates defects reporte in Masts or Rigging imperilling the ship's safety. |
| Φ | 6 | 5 | A red ring over the figure 1 indicates defects reported i Engines or Boilers of a steam ship imperilling the ship safety. |
| 2 or 3 *Dks* | 4 | 3 | Two or three Decks laid. |
| 2 or 3 *trB* | 4 | 3 | Two or three tiers of Beams, with or without Decks o them. |
| 3 *decked-rule* | 4 | 3 | Built according to the Rules for Three-Decked Vessel Section 41. |

The Figures under a Character denote the date when the Vessel was last Surveyed.

*The 6th, 7th, and 8th Columns (Sailing Vessels) or 5th, 6th, and 7th Columns (Steamers) left blank, indicate that the Vessel has never been Classed in the Register Bo*

When the sixth (Sailing Vessels) or fifth (Steamers) column is left blank except as regards the date of Survey last recorded, it indicates that the Character h expired or been withdrawn from absence of Survey, or on account of non-payment of fee due in the case.

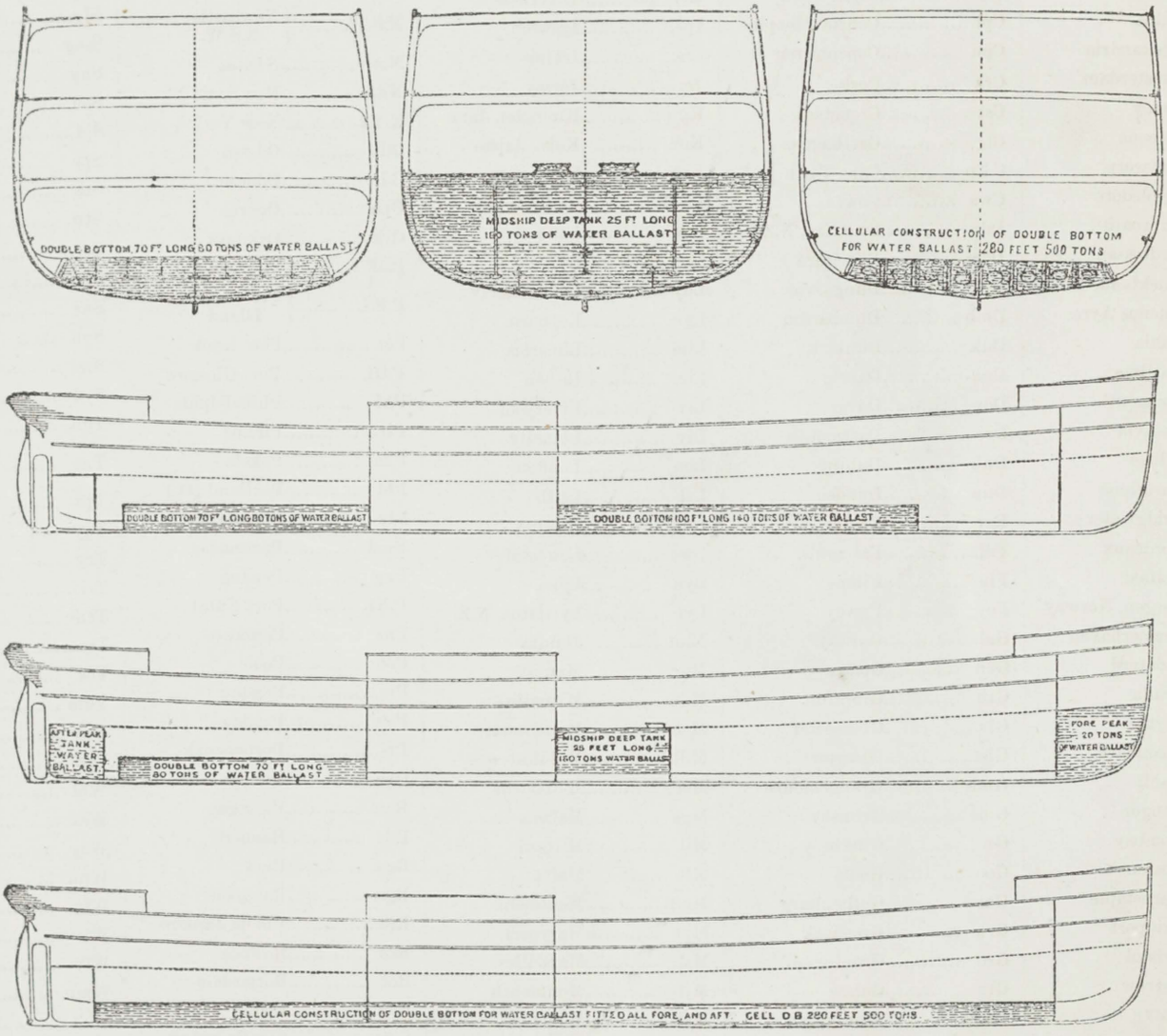
The dates following the name of the Master in Col. 3 (Sailing Ships) and Col. 2 (Steamers) indicate (1) the year when the Master entered the service of the prese Owner of the Vessel and (2) when he was appointed to the Vessel.

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Regist Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all t particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

# KEY TO ABBREVIATIONS.

Illustrations of Notations *in the 11th, 12th, 13th, and 14th Columns* of the Register Book, in regard to Double Bottoms and Water Ballast Tanks:—

*WB = DB. 70ft. 80tons: denoting Double Bottom 70 feet long; capacity, 80 tons.*
*WB = DB.a.58ft.f.40ft.180tons: denoting Double Bottom, aft 58 feet, forward 40 feet long; total capacity 180 tons.*
*WB = DB.a.72ft.&under E.&B.28ft.260tons: denoting Double Bottom aft 72 feet long, and under Engines and Boilers 28 eet long: total capacity, 260 tons.*
*WB = Cell.DB.280ft.500tons: denoting cellular construction of Double Bottom 280 feet long; capacity, 500 tons.*
*WB = F.P.T.20tons: denoting Fore Peak Tank; capacity, 20 tons.*
*WB = A.P.T.8tons: denoting After Peak Tank; capacity 8 tons.*
*WB = M.T.25t.180tons: denoting Midship deep Tank, 25 feet long; capacity, 180 tons.* *See* Diagrams.




*N.B.—When part of the record of Water Ballast is expunged in red ink, thus:—WB=DBa45ft.f.42ft &c., &c., it signifies that the Vessel is fitted with tanks to the extent named, but at the date of the last survey the expunged portion was not being used for the purpose of Water Ballast, and the pipes, &c., thereto have been disconnected.*

# KEY TO ABBREVIATIONS OF SURVEYING PORTS.

*In the seventh Column (Sailing Vessels); and in the sixth Column (Steamers).*

Abg .....Aalborg
Abn .....Aberdeen
Abr .....Aberayron
Abs .....Aberystwith
Adl .....Adelaide
Adn .....Aden
Akb .....Akyab
Alg .....Algiers
All.....Alloa
Alx .....Alexandria
Ams .....Amsterdam
Amy .....Amoy
Anc .....Ancona
Ant .....Antwerp
Apl .....Appledore
Arb .....Arbroath
Ard .....Ardrossan
Auk .....Auckland, N.Z.
B.As .....Buenos Ayres
Bah .....Bahia
Bal.....Baltimore
Bar .....Barmouth
Bat .....Batavia
Bbo .....Bilbao
Bcl.....Barcelona
Bdg .....Bridgwater
Bdx .....Bordeaux
Bel.....Belfast
Bgn .....Bergen, Norway
Bhn .....Bremerhaven
Bid .....Bideford
Bla.....Braila
Bly .....Blyth
Bms .....Beaumaris
Bnf .....Banff
Bng .....Bangor
Bom .....Bombay
Bos.....Boston
Bpl.....Barnstaple
Bpt .....Bridport
Brs.....Bristol
Brw .....Barrow
Bry .....Barry
Bsb .....Brisbane
Btm .....Batoum
Bwg .....Bowling
Bwk .....Berwick
Bxm .....Brixham
Cal.....Calcutta
Car.....Cardigan
Cbn .....Cheribon
Cbo .....Colombo
Cch .....Christchurch
Cdz .....Cadiz
Cff .....Cardiff
Chp .....Chepstow
Chs .....Chester
Cly.....Clyde Ports
Cpl.....Constantinople
Cpn .....Copenhagen
Crk .....Cork
Cst.....Cronstadt
Ctg .....Carthagena
C.Tn .....Cape Town
Cws .....Cowes
Ddn .....Dunedin, N.Z.
Dem .....Demerara
Dgr .....Dungarvon
Dmb .....Dumbarton
Dnk .....Dunkirk
Dnz .....Danzig
Dov .....Dover
Drt.....Dartmouth
Dub .....Dublin
Dun .....Dundee
Exr .....Exeter
Fal.....Falmouth
Fiu.....Fiume
Foy .....Fowey
Gal.....Galway
Gen .....Genoa
Gib .....Gibraltar
Glr.....Gloucester
Gls.....Glasgow
Gmh .....Grangemouth
Gms .....Grimsby
Gns .....Guernsey
Goo .....Goole
Got .....Gothenburg
Grk .....Greenock
Gro .....Groningen
Gtz .....Galatz
Ham .....Hamburg
Har .....Harwich
Hav .....Havre
Hay .....Hayle
Hbt .....Hobart
Hfs .....Helsingfors
Hfx .....Halifax, N.S.
Hgt .....Harrington
Hgz .....Hoogezand
H.Kg.....Hong Kong
Hpl .....Hartlepool
Hrl .....Harlingen
Hul .....Hull
Hva .....Huelva
I.M. .....Isle of Man
Inv .....Inverness
Ips.....Ipswich
Irv.....Irvine
Jer.....Jersey
Kgn .....Kingston, Jam.
Kob .....Kobé, Japan
Krh .....Kurrachee
La R.....La Rochelle
Lan .....Lancaster
Lbc .....Lubeck
Ldy .....Londonderry
Lgn .....Leghorn
Lim .....Limerick
Lis.....Lisbon
Liv .....Liverpool
Lly .....Llanelly
Lon .....London
Lth .....Leith
Lus .....Lussino
Lwt .....Lowestoft
Lyn .....Lynn
Lyt .....Lyttleton, N.Z.
Man .....Manila
Mar .....Margate
Mau .....Mauritius
Mch .....Manchester
Mdb .....Middlesbro'
Mel .....Melbourne
Mga .....Malaga
Mil .....Milford
Mlt .....Malta
Mmn.....Moulmein
Mpt .....Maryport
Msl .....Marseilles
Mth .....Monmouth
Mtl .....Montreal
Mtr .....Montrose
M.Vo.....Monte Video
Nag .....Nagasaki
Nap .....Naples
Ndp .....Nieuwe Diep
NFL ..... ....Newfoundland
Nhv .....Newhaven
N.Os .....New Orleans
Npr .....Napier, N.Z.
Npt .....Newport
Nqy ..... Newquay, Cardiganshire
Nrb .....Nordby
Nry .....Newry
N.Sc. .....Nova Scotia
N.S.W. ..... Newcastle, N.S.W.
Nts .....Nantes
Nwc .....Newcastle
N.Yk. .....New York
Oda .....Odessa
Odn .....Odense
Opo .....Oporto
Ork .....Orkneys
Pad .....Padstow
P.E.I. ..... Prince Edward Island
Pet.....Peterhead
P.Gl. .....Port Glasgow
Phl .....Philadelphia
Pir.....Piræus
Pka .....Pekela
Pld .....Portland (O.)
Ply .....Plymouth
Pmd .....Portmadoc
Png .....Penang
P.Nl. .....Port Natal
Pnz .....Penzance
Poo .....Poole
Prs.....Preston
Psy .....Paisley
Pts.....Portsmouth
Qbc .....Quebec
Ram .....Ramsgate
Rds .....Randers
Rga .....Riga
Rgn .....Rangoon
Rio.....Rio de Janeiro
Ros .....Rostock
Rot .....Rotterdam
Rou .....Rouen
S.Fo .....San Francisco
St.I. .....St. Ives
St.J. .....St. John
St.M .....St. Malo
St.P .....St. Petersburg
Sba .....Sourabaya
Scr.....Scarborough
Shi.....Shanghai
Shl ..... Shields, N / Shields, S.
Shm .....Shoreham
Sil .....Scilly
Skm .....Stockholm
Sld.....Sunderland
Sli .....Sligo
Sly.....Sicily
Smg .....Samarang
Sng .....Singapore
Sou .....Southampton
Spl.....Sebastopol
Spr .....Sappemeer
Stk .....Stockton
Stn .....Stettin
Str.....Stanraer
Sty.....Stornoway
Suz .....Suez
Svb .....Svendborg
Sws .....Swansea
Syd .....Sydney
Tgn .....Teignmouth
Tns ..... Townsville, N. Queensland
Tps .....Topsham
Tqy .....Torquay
Trg .....Taganrog
Tri.....Trieste
Trn .....Troon
Tto.....Toronto
Vcr .....Vancouver Id.
Vdm .....Veendam
Ven .....Venice
Vpo .....Valparaiso
Wbl .....Whitstable
Wex .....Wexford
Wey .....Weymouth
Whn .....Whitehaven
Wln .....Wellington
Wls .....Wells
Wlv .....Wildervank
Wmn. .....Wilmington, N.C
Wrk .....Workington
Wtb .....Whitby
Wtf .....Waterford
Xia .....Christiania
Yar .....Yarmouth
Ygh .....Youghal
Yka .....Yokohama
Zwl .....Zwolle

# NOTE EXPLICATIVE CONCERNANT LE REGISTER.

1894-95.

# NOTE EXPLICATIVE DES MARQUES DE CLASSIFICATION DANS LE REGISTER-BOOK.

## CLASSIFICATION DU LLOYD'S REGISTER.

*⩓1 ..... Cote des navires en fer, construits en tôles plus fortes que celles qui sont exigées par les réglements actuellement en vigueur.

⩓1 ⩓1 ⩓1 Cote des navires en fer construits conformement aux réglements de la Société, en vigueur de 1864 à 1871.

A1 ..... Non précédé d'un chiffre, cote des navires en fer, construits pour un service spécial.

100A1 95A1
90A1 85A1
80A1 75A1
} Cotes des navires en fer ou en acier, construits conformément aux réglements de la Société pour navires en fer, depuis 1869.

A1..... Cote des navires en bois et composites de la première classe, bien et suffisamment équipés. Les chiffres de la 5me colonne (Bateaux à vapeur) et de la 6me colonne (Navires à voiles), précédant cette cote, indiquent le nombre d'années pour lequel le navire est classé présentement; ainsi: 11A1, Cont. 6A1, Rest. 6A1, (voir la note pour Cont. et Rest.) Les chiffres placés dans la 7me colonne (Bateaux à vapeur) et dans la 8me colonne (Navires à voiles) indiquent les années expirées de la période de durée assignée à la cote originelle, si le chiffre est placé à la première ligne, et de la période de continuation, s'il est placé à une des lignes en-dessous.

A1..... Cote des navires qui ont dépassé la période de durée assignée à la cote par la visite originelle ou par celles de continuation ou de restitution, et des navires n'ayant jamais été cotés dans le Registre, mais qui sont reconnus propres au transport de marchandises sèches et périssables. Le nombre d'années pour lequel la cote A en rouge est assignée, est inscrit sous la cote dans la 5me colonne (Bateaux à vapeur) et dans la 6me colonne (Navires à voiles) ; ainsi : SS Ply. 88–6yrs.

Æ1..... Cote des navires propres au transport de marchandises sèches et périssables pour de courtes traversées. Le nombre d'années pour lequel la cote Æ est assignée, est inscrit sous la cote, dans la 6me Colonne (Navires à voiles) ; ainsi : SS. Ply. 88—4 yrs.

E1..... Cote des navires qui, lors de la visite, ont été reconnus propres au transport de cargaisons qui par leur nature ne sont pas exposées aux avaries d'eau.

Le chiffre 1 ajouté à la cote, indique que le navire est bien et suffisamment équipé. Un trait après la lettre A (ainsi : A—) signifie que l'équipement est défectueux d'après les prescriptions du réglement.

Un cercle à travers le chiffre 1, ainsi ⓵, indique des défectuosités signalées dans la mâture ou dans le gréement d'un navire à voiles, de nature à compromettre la sécurité du navire.

Un cercle *rouge* à travers le chiffre 1, ainsi ⓵, indique des défectuosités signalées dans les machines et chaudières d'un Bateau à vapeur, de nature à compromettre la sécurité du navire.

## CLASSIFICATION DU "UNDERWRITERS' REGISTRY."

A1*, A1* ..... Cotes des navires en fer ou en acier, dans la construction desquels on a surpassé le réglement et employé du fer de qualité supérieur

A1*, A1*; A1, A1; A, A Cotes des navires en fer, en acier, ou composites, construits conformément au réglement.

Les navires cotés en rouge ont été construits sous la surveillance des Inspecteurs du Liverpool Registry.

Les chiffres 1 et 2 ajoutés aux marques de classification, signifient la cote de l'équipement.

Les chiffres placés dans la 17me colonne (Navires à voiles) et dans la 16me colonne (Bateaux à vapeur) représentent le tirant d'eau moyen, correspondant à une immersion de 65, 70, 75 et 80 pour cent. respectivement, comme il est assigné dans le "Underwriters' Registry" ; mais ces tirants d'eau n'indiquent point les lignes de charge admises.

Tous les navires doivent être visités périodiquement. La *date de l'expertise* ne certifie que l'état des navires *à l'époque de la visite.*

N.B.—Afin d'éviter les mécomptes provenant de la déchéance de la cote d'un navire pour avoir négligé la visite, avis est donné par la présente, qu'il est du devoir d'armateurs capitaines ou agents, de demander les visites périodiques imposées par le réglement. Il en est de même dans le cas où des reparations sont devenuer nécessaires par suite d'avaries ou pour une autre cause quelconque.

## ABRÉVIATIONS *(arrangées alphabétiquement)* et MARQUES.

| Abréviation ou Marque. | Numéro de la Colonne. Navires à voiles. | Bateaux à vapeur. | Explication. |
|---|---|---|---|
| | | | **A.** |
| *a*, ou *a*†... | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| (*a*)..... | — | 13 | Enveloppe, tôles d'extremités, foyers et chambre de combustion de la chaudière faits en acier ; entretoises en fer. |
| *A* ..... | 13 | 11 | Frêne (bois). |
| A ..... | 16 | 15 | Navire coté au Veritas Austro-Ungarico. |
| A & CP..... | 7 | 6 | Ancres et chaines soumises aux épreuves exigées, à une des machines publiques reconnues par le comité du LLOYD'S REGISTER. *Voir* Table No. 22. |
| Alm. rb. | 13 | 11 | Presque reconstruit,—avec date de la reconstruction. |
| Alt..... | — | 13 | Transformé, avec date. |
| AP ..... | 7 | 6 | Ancres soumises aux épreuves exigées, à une des machines reconnues par le comité du LLOYD'S REGISTER. *Voir* Table No. 22. |
| *APT*..... | 13 & 14 | 11–13 | Cale à eau arrière. *Voir* l'Illustration à la suite de la NOTE EXPLICATIVE DU REGISTER. |
| *Asp* ..... | 3 & 4 | 12 | Asphalté. *Voir* Section 35. |
| *Awning*... | 6 | 5 | Construit conformément aux réglements pour les navires à pont-abri. Section 43. *Voir* Figure 8 des illustrations des types de navires à la suite de la NOTE EXPLICATIVE DU REGISTER. |
| *dk* ..... | | | |
| | | | **B.** |
| *b*, ou *b*†... | 8 | 7 | Lettre d'equipement, suivant Table 22. |
| (*b*)..... | — | 13 | Enveloppe, entretoises et tôles d'extrémités de la chaudière faites en fer ; foyers et chambre de combustion en acier. |
| *BB* ..... | 13 | 11 | Bouleau noir (bois). |
| *Bh.* ..... | 13 | 11 | Hêtre (bois). |
| BK ..... | — | 13 | Quille verticale, avec hauteur en pouces. |

*Une liste des ports de visite se trouve à la fin de la* NOTE EXPLICATIVE DU REGISTER.

| Abréviation ou Marque. | Numéro de la Colonne. Navires à voiles. | Numéro de la Colonne. Bateaux à vapeur. | Explication. |
|---|---|---|---|
| B ..... | 13 | 11 | Pont de passerelle. Voir les illustrations des types de navires à la suite de la Note explicative du Register. |
| *BH* ..... | 3 & 4 | 12 | Cloisons ; leur nombre est indiqué par le chiffre qui précède. |
| B&MS ... | — | 6 & 7 | Chaudières et machines visitées avec date de la visite, indiquant que les chaudières et machines, bien que n'étant pas installées exactement en conformité avec le réglement, ont été trouvées à l'époque de l'inspection, en bon état. |
| BS ..... | — | 6 & 7 | Chaudières visitées, avec date de la visite, indiquant que les chaudières ont été trouvées, à l'époque de l'inspection, en bon état. |
| BS..... | 3 & 4 | 2 & 3 | Sous condition d'une visite biennale. |
| BT..... | 16 | 15 | Avec chiffres qui suivent, ainsi : "BT till 6.90," indique qu'un Certificat pour le transport de passagers a été délivré par le Board of Trade, pour une période qui expire en Juin 1890. |
| Bk..... | 4 | 3 | Barque (Trois mâts Barque). |
| Bkn. ..... | 4 | 3 | Barquentin. |
| Bg..... | 4 | 3 | Brick. |
| Bmb..... | 4 | 3 | Bombarde. |
| Bn..... | 4 | 3 | Brigantin. |

## C.

| | | | |
|---|---|---|---|
| *c*, ou *c* †... | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| (*c*)..... | — | 13 | Enveloppe et entretoises de la chaudière faites en fer, tôles d'extrémités, foyers et chambre de combustion en acier. |
| C ..... | 3 | 2 | Doublé en cuivre (*Voir* note spéciale à la fin). |
| *Cr*..... | 13 | 11 | Cèdre (bois). |
| *Chs.* ..... | 13 | 11 | Châtaignier (bois). |
| C ..... | — | 13 | Machines compound. |
| C ..... | 8 | 7 | Placé devant les chiffres signifie la période d'années, pour laquelle le navire avait été continué, mais expirée maintenant. |
| CB..... | 4 | 3 | Chevillé en cuivre ou en métal conformément au paragraphe No. 3 de la Section 46 du réglement pour les navires en bois. |
| cf ..... | 4 | 3 | Chevillé en cuivre ou en métal conformément au paragraphe No. 1 de la Section 46 du réglement pour les navires en bois. |
| *cf* ..... | — | 13 | Foyers gauffrés, avec le nombre préfixé. |
| CF..... | 4 | 3 | Chevillé en cuivre ou en métal conformément au paragraphe No. 2 de la Section 46 du réglement pour les navires en bois. Egalement pour le chevillage en métal des navires composites conformément au paragraphe No. 1, page 129. |
| CF ..... | 4 | 3 | Chevillé en cuivre ou en métal pour les navires composites conformément au paragraphe No. 2, page 129. |
| CP ..... | 7 | 6 | Chaînes soumises aux épreuves exigées, à l'une des machines publiques reconnues par le Comité du Lloyd's Register. *Voir* Table No. 22. |
| *Cell. DB.*. | 13 & 14 | 11–13 | Construction cellulaire du double-fond. *Voir* l'illustration à la suite de la Note explicative du Register. |
| *Cem.* ..... | 3 & 4 | 12 | Cimenté. *Voir* Section 35. |
| Cl. ..... | 13 | 11 | Construit à clin. |
| *Cmp.*..... | — | 13 | Machine transformée en compound ; avec date de ce changement. |
| Comp. ... | 4 | 3 | Composite (construction). |
| Cont..... | 6 | 5 | Continué. Avec le nom du port où la visite a eu lieu, et la date, ainsi que le nombre d'années, pour lesquelles le navire a été continué à la cote A (ainsi : Cont. 6 A 1 from 12,86, Lon.). |
| Ctr. ..... | 4 | 3 | Côtre. |
| Cy ..... | — | 13 | Cylindres ; le chiffre qui précède, indique leur nombre. Les chiffres qui suivent "Cy." représentent les diamètres des cylindres, et la course des pistons en pouces. |

## D.

| | | | |
|---|---|---|---|
| *d*, ou *d* † | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| (*d*)..... | — | 13 | Enveloppe et tôles d'extrémités de la chaudière faites en acier ; entretoises, foyers et chambre de combustion en fer. |
| d ..... | 3 | 2 | Soufflage en bois. |
| D. ..... | — | 13 | Machines diagonales. |
| D ..... | 16 | 15 | Navire coté par la Nederlandsche Vereeniging. |
| DB..... | — | 13 | Chaudières doubles, avec le nombre préfixé. |
| *DB* ..... | 13 & 14 | 11–13 | Double-fond. *Voir* l'illustration à la suite de la Note explicative du Register. |
| *DBa* ..... | 13 & 14 | 11–13 | Double-fond arrière. *Voir* l'illustration à la suite de la Note explicative du Register. |
| *DBf* ..... | 13 & 14 | 11–13 | Double-fond avant. *Voir* l'illustration à la suite de la Note explicative du Register. |
| *DB* ..... *u E & B*.. | — | 11–13 | Double-fond sous les machines et les chaudières. *Voir* l'illustration à la suite de la Note explicative du Register. |
| Dd..... | 13 | 11 | Ponts doublés. |
| D F & S ... | 13 | 11 | Ponts avec soufflage en bois, sur feutre. |
| *dia. d*..... | 3 | 2 | Carène diagonalement doublée en bois. |
| *Dks.* ..... | 4 | 3 | Ponts ; le chiffre qui précède indique leur nombre, ainsi : 2 *Dks.* |
| *2Dks(Ir'n) or (Steel)* | 4 | 3 | 2 Ponts en fer, (ou en acier). |
| *2 Dks(Iron Uws)* | 4 | 3 | 2 Ponts en fer, dont le pont supérieur est couvert en bois. |
| Dr..... | 4 | 3 | Dogger (Gréement). |
| drp. ..... | 11 | 11 | Réparations d'avaries au navire. |
| drp ..... | — | 13 | Reparations d'avaries aux machines. |

Voir note spéciale à la fin de la Note explicative.

## E.

| | | | |
|---|---|---|---|
| *e*..... | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| (*e*)..... | — | 13 | Enveloppe de la chaudière faite en acier ; entretoises, tôles d'extrémités, foyers et chambre de combustion en fer. |
| *E* ..... | 13 | 11 | Orme (bois). |
| E ..... | 6 | 5 | Voir les Marques de classification, au commencement de la Note explicative du Register. |
| *Expl.BS.* | 3 & 4 | 2 & 3 | Navires construits expérimentalement et coté sous condition d'une visite biennale. |
| *Expl. TS.* | 3 & 4 | 2 & 3 | Navires construits expérimentalement et coté sous condition d'une visite triennale. |

## F.

| | | | |
|---|---|---|---|
| *f*..... | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| (*f*)..... | — | 13 | Enveloppe de la chaudière faite en fer, entretoises, tôles d'extrémités, foyers et chambre de combustion en acier. |
| F ..... | 3 | 2 | Feutre. |
| *F* ..... | 13 | 11 | Sapin (bois). |
| F ..... | 13 | 11 | Gaillard. *Voir* l'illustration des types de navires, à la suite de la Note explicative du Register. |
| *FD* ..... | 13 | 11 | Pont libre. *Voir* Figure 1 des illustrations des types de navires, à la suite de la Note explicative du Register. |
| FD ..... | — | 13 | Tirage artificiel ou stimulé. |
| FK ..... | 13 | 11 | Quille plate. |
| *FPT*..... | 13 & 14 | 11–13 | Cale à eau avant. *Voir* l'illustration à la suite de la Note explicative du Register. |
| F & d..... | 3 & 4 | 2 & 3 | Carène doublée diagonalement en bois sur feutre. |
| F & *dia* d | 3 & 4 | 2 & 3 | Carène doublée diagonalement en bois sur feutre. |
| F & YM.. | 3 | 2 | Doublé en métal sur feutre (*voir* la note spéciale a la fin). |
| FS ..... | 6 | 5 | Échantillons conservés jusqu'au pont supérieur. |
| FS & *Awning dk* | 6 | 5 | Échantillons conservés jusqu'au pont en dessous du pont-abri. |

## G.

| | | | |
|---|---|---|---|
| *g*..... | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| (*g*)..... | — | 13 | Enveloppe et tôles d'extrémité de la chaudière faites en fer, entretoises, foyers et chambre de combustion en acier. |
| G ..... | 4 | 3 | Galiote. |
| *G* ..... | 13 | 11 | Gum (bois). |
| G ..... | 16 | 15 | Navire coté au Germanischer LLOYD. |
| *Ght* ..... | 13 | 11 | Greenhart (bois). |
| GIB ..... | 3 | 2 | Chevillé en fer galvanisé. |
| GS ..... | — | 13 | Surface de grille en pieds carrés. |

| Abréviation ou Marque. | Numéro de la Colonne. Navires à voiles. | Numéro de la Colonne. Bateaux à vapeur. | Explication. |
|---|---|---|---|
| | | | **H.** |
| *h*..... | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| (*h*)..... | — | 13 | Enveloppe, tôles d'extrémités, foyers et chambre de combustion de la chaudière faites en fer ; entretoises en acier. |
| H ..... | 4 | 3 | Heu (Gréement). |
| H ..... | — | 13 | Machines horizontales. |
| H ..... | 16 | 15 | Navire coté au Veritas Ellenico. |
| H ..... | 13 | 11 | Rouffles sur le pont. |
| *Hk.* ..... | 13 | 11 | Hacmetack (bois). |
| *Hm.* ..... | 13 | 11 | Hemlock (bois). |
| HP ..... | — | 13 | Chevaux de force, d'après les papiers du navire. |
| HS ..... | — | 13 | Surface de chauffe, en pieds carrés. |
| HT ..... | 3 & 4 | 2 & 3 | Visite intermédiaire (Section 34). |
| | | | **I.** |
| *i*..... | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| (*i*)..... | — | 13 | Enveloppe, entretoises, tôles d'éxtrémités, foyers et chambre de Combustion de la chaudière faits en fer. |
| I..... | 16 | 15 | Navire coté au Registro italiano. |
| IB ..... | 4 | 3 | Chevillé en fer. |
| (*Irn.*) ... | 4 | 3 | Fer—materiaux des ponts. |
| | | | **J.** |
| *j*..... | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| (*j*)..... | — | 13 | Enveloppe et entretoises de la chaudière faites en fer ; le restant, partie en acier, et partie en fer. |
| *J* ..... | 13 | 11 | Genévrier (bois). |
| | | | **K.** |
| *k*..... | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| (*k*)..... | — | 13 | Enveloppe et entretoises de la chaudière faites en fer ; le restant, partie en acier, et partie en fer. |
| K ..... | 4 | 3 | Ketch. |
| Kf ..... | 4 | 3 | Koff (Gréement). |
| | | | **L.** |
| *l*..... | 8 | 7 | Lettre d'équipement, suivant Table 22. |
| (*l*)..... | — | 13 | Enveloppe de la chaudière faite en acier, entretoises en fer ; le restant, partie en acier, et partie en fer. |
| *L.* ..... | 13 | 11 | Acacia (bois). |
| *Lh.* ..... | 13 | 11 | Mélèze (bois). |
| *LO* ..... | 13 | 11 | Chêne vert (bois). |
| L ..... | — | 13 | Machines à levier. |
| lb. ..... | — | 13 | (Avec chiffres préfixés). Pression des grandes chaudières en livres par pouces carrés. |
| *lb.* ..... | — | 13 | (Avec chiffres préfixés). Pression de la petite chaudière en livres par pouces carrés. |
| len. ..... | 13 | 11 | Navire allongé, avec la date qui suit. |
| LA & CP... | 7 | 6 | Ancres et chaines soumises aux épreuves exigées, à une machine sous surveillance du Comité du LLOYD'S REGISTER. *Voir* Table No. 22. |
| LMC ..... | — | 6 & 7 | Certificat du LLOYD'S REGISTER pour les machines, avec date indiquant que les machines et les chaudières sont installées en conformité avec le réglement, et reconnues, à l'époque mentionnée, être en bon état. |
| ✠LMC ... | — | 6 & 7 | La ✠ signifie la surveillance spéciale des machines, durant la construction, par l'Inspecteur Ingénieur du LLOYD'S REGISTER. |
| Lr..... | 4 | 3 | Lougre. |
| lrp. ..... | 11 | 11 | Grande réparation à la coque du navire. |
| lrp ..... | — | 13 | Grande réparation aux machines. |
| Lv..... | 8 | 7 | Classification du Liverpool Underwriters' Registry. |
| | | | **M.** |
| *m* ..... | 8 | 7 | Lettre d'équipement, suivant Table 22. |
| (*m*) ..... | — | 13 | Enveloppe de la chaudière faite en fer ; entretoises taraudées en acier ; entretoises longitudinales en fer ; le restant, partie en acier, et partie en fer. |
| *M* ..... | 13 | 11 | Acajou (bois). |
| MS ..... | — | 6 & 7 | Visite des machines, avec date, indiquant que les machines bien que n'étant pas installées exactement en conformité avec le réglement, ont été reconnues, à l'époque de la visite, être en bon état. |
| *MT* ..... | 13 & 14 | 11–13 | Cale à eau milieu. Voir l'illustration à la suite de la Note explicative du Register. |
| Mat. ..... | 10 & 11 | 2 & 3 | Matériaux, avec le nombre d'années qui précède, indique les différentes essences de bois employé dans la construction du navire, conformément à la Table A. |
| | | | **N.** |
| *n*..... | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| (*n*)..... | — | 13 | Enveloppe de la chaudière faite en fer ; entretoises en acier ; le restant, partie en acier, et partie en fer. |
| N ..... | 16 | 15 | Navire coté au Norske Veritas. |
| NB ..... | 3 | 2 | Nouvelle carène, avec date indiquée. |
| NB ..... | — | 13 | Nouvelles chaudières, avec date indiquée. |
| ✠NB ... | — | 6 & 7 | Nouvelles chaudières sous surveillance spéciale durant la construction, avec date indiquée. |
| ND ..... | 13 | 11 | Nouveau pont, avec date indiquée. |
| NDB ..... | — | 13 | Petite chaudière neuve, avec date indiquée. |
| NDS ..... | 13 | 11 | Nouveau soufflage des ponts, avec date indiquée. |
| NE..... | — | 13 | Nouvelles machines, avec date indiquée. |
| NE & B... | — | 13 | Nouvelles machines et chaudières, avec date indiquée. |
| ✠NE&B | — | 6 & 7 | Nouvelles machines et chaudières sous surveillance spéciale durant la construction, avec date indiquée. |
| NKl ..... | 13 | 11 | Nouvelle quille, avec date indiquée. |
| NKlsn. ... | 13 | 11 | Nouvelle carlingue, avec date indiquée. |
| NTSds. ... | 13 | 11 | Nouvelles œuvres mortes, avec date indiquée. |
| NW..... | 13 | 11 | Nouvelles préceintes, avec date indiquée. |
| | | | **O.** |
| *o* ..... | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| (*o*) ..... | — | 13 | Enveloppe, entretoises taraudées, tôles d'éxtrémités, foyers et chambre de combustion de la chaudière faits en acier, entretoises longitudinales en fer. |
| O..... | — | 13 | Cylindres oscillants. |
| *O*..... | 13 | 11 | Chêne (bois). |
| OM..... | 10 & 11 | 11 | Vieux matériaux employés dans la construction du navire. |
| | | | **P.** |
| *p* ..... | 8 | 7 | Lettre d'équipement, suivant Table No. 22. |
| (*p*) ..... | — | 13 | Enveloppe et entretoises longitudinales de la chaudière faites en fer ; entretoises taraudées, tôles d'extrémités, foyers et chambre de combustion en acier. |
| *P*..... | 13 | 11 | Pin (bois). |
| PBH ..... | 3 | 12 | Cloison partielle, ou cloison qui ne monte pas jusqu'au pont principal. |
| *PP* ..... | 13 | 11 | Pitch-pine (bois). |
| P..... | 13 | 11 | Pont de la dunette. *Voir* l'illustration des types de navires à la fin de la Note explicative du Register. |
| *pf* ..... | — | 13 | Foyers ordinaires, préfixé du nombre. |
| plk..... | 13 | 11 | Bordé. |
| pt. ..... | 3 | 2 | Partie. |
| ptOM ..... | 13 | 11 | En partie vieux matériaux employés dans la construction du navire. |
| Pad. .... | — | 3 | Bateaux à vapeur à aubes. |
| Pol..... | 4 | 3 | Polacre (Gréement). |

*Une liste des ports de visite se trouve a la fin de la* NOTE EXPLICATIVE DU REGISTER.

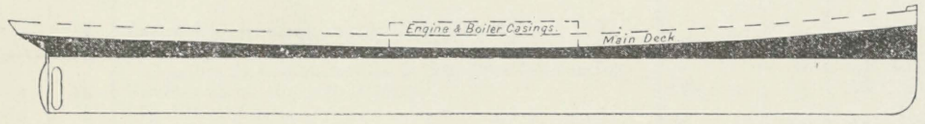
# LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

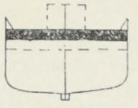
## SKETCHES ILLUSTRATING THE DIFFERENT TYPES OF VESSELS CLASSED IN THE REGISTER BOOK.

TRANSVERSE SECTIONS.

FLUSH DECK VESSEL.

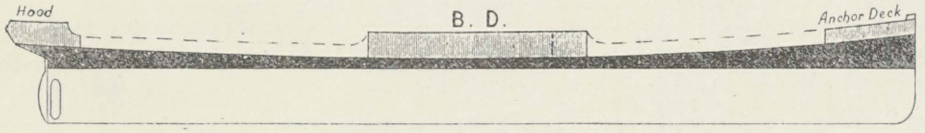
No. 1

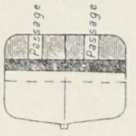


VESSEL HAVING MONKEY FORECASTLE, BRIDGE HOUSE, AND HOOD FOR THE PROTECTION OF STEERING GEAR.

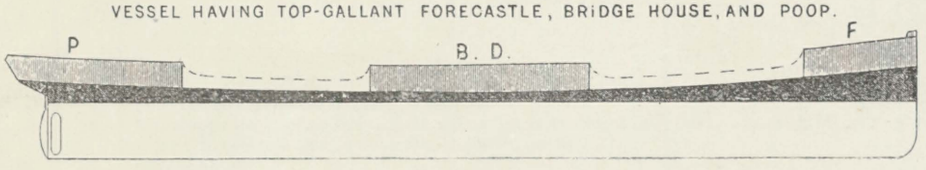
No. 2



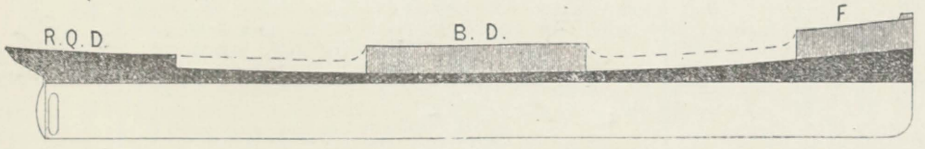

VESSEL HAVING TOP-GALLANT FORECASTLE, BRIDGE HOUSE, AND POOP.

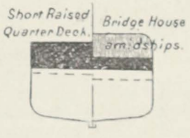
No. 3



VESSEL HAVING TOP-GALLANT FORECASTLE, BRIDGE HOUSE, AND A SHORT RAISED QUARTER DECK.

No. 4



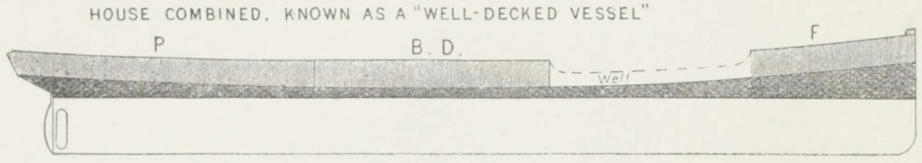



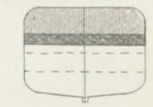

11

TRANSVERSE SECTIONS.

VESSEL HAVING TOP-GALLANT FORECASTLE WITH A LONG POOP AND BRIDGE HOUSE COMBINED, KNOWN AS A "WELL-DECKED VESSEL"

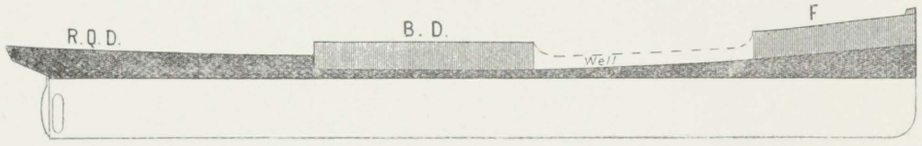
Nº5

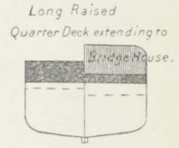



VESSEL HAVING TOP-GALLANT FORECASTLE WITH A LONG RAISED QUARTER DECK AND BRIDGE HOUSE COMBINED ALSO KNOWN AS A WELL-DECKED VESSEL

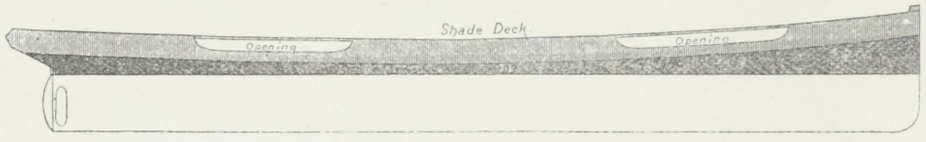
Nº6

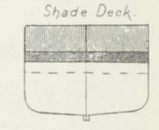



"SHADE DECKED VESSEL" THIS TYPE OF VESSEL HAS A CONTINUOUS UPPER DECK OF LIGHT CONSTRUCTION AND WITH OPENINGS IN THE SIDES.

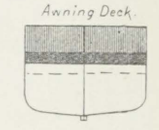
Nº7



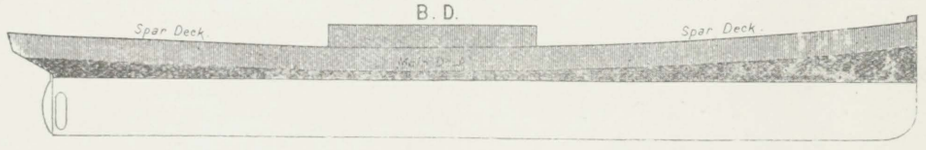

"AWNING DECKED VESSEL" THIS TYPE OF VESSEL HAS A CONTINUOUS UPPER DECK OF LIGHT CONSTRUCTION AND THE SIDES COMPLETELY ENCLOSED ABOVE THE MAIN DECK.

Nº8




"SPAR DECKED VESSEL" THIS TYPE OF VESSEL IS CONSTRUCTED WITH THE SCANTLINGS ABOVE THE MAIN DECK HEAVIER THAN IN AN "AWNING DECKED VESSEL" BUT NOT SO HEAVY AS IN A "THREE DECKED VESSEL".

Nº9



# STEAMERS.

1894-95.

# NAVIRES A VAPEUR.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. *Master.* Special Surveys. | 3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c. | 4 Regist'd Tonnage: Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships *ft. in.* | 15 Other Registers in which classed. Details of Re-Classification, Pens.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 NCRJ | **A. Asgeirsson** *H.J.Gregersen* (*ex*Helge) | **IronSc3MstSr** *ss*Ant.No.3–6,84 *ss*Cpn.No.2–92 1*Dk* | 849 638 511 | ✠ ~~A~~ 1 ~~12,92~~ 5,94 ✠NB6,84 ~~BS 11,92~~ 11,94 | Cpn A&CP MS5,92 | Lth | 1869 5mo | Henderson Coulborn& Co. Renfrew | **A.Asgeirsson** | 205·1 P77′Q58′F31′ WB= | 28·4 | 15·1 *MT31′210t* | Copnhagn Danish 5*BHCem* | C.4Cy.21⅞″&42⅛–36″ (*i*) 60lb *60lb* NDB84 110HP 1SB,GS58 Hndrsn,Coulbrn&Co.,Rnf. | 16 ″ 2 | |
| 2 105710 | **A. C. Cheney** *H.D.Relyea* | **WoodScTug** | 187 — 94 | | | | 1877 | Bulman& Brown Newburgh | **Cheney'sTowing Line** | 116·0 | 26·0 | 10·1 | NewYork Utd.States | | | |
| 3 106834 KJPS | **A. D. Thomson** *Whaleback* | **SteelSc** 1*Dk2trB* | 1400 — 1075 | | | | 1891 | American Stl.BargeCo. Superior,Wis | **AmericanSteel BargeCo.** | 265·0 | 38·0 | 24·0 | Buffalo,NY Utd.States | T.3Cy.18″,30″&48″–36″ S.F.Hodge&Co.,Detroit *WB* | | |
| 4 JVCQ | **A. Dekke** *J.S.Reinertsen* –93 | **WoodScSr** 1*Dk2trB* | 478 372 349 | | | | 1893 | Brunch'rst &Dekke Bergen | **W.Hansen** | 152·8 Q31*t* | 26·0 B53*t* | 14·9 F17*t* | Bergen Norwegian | T.3Cy.11½″,18″&29½″–24″ 45HP LaxevaagsMaskin& Jernsk.byggeri,Bergen | | N |
| 5 | **A. E. Nordenskjöld** *G.Kihsh*82–86 | **CompScSr** 1*Dk* | 310 277 203 | | | | 1879 | Kockums Mek.Vks. Malmö | **A.M.Sibiriakoff** | 140·0 Q19*t* | 24·3 | 12·2 | S.Petrsbrg Russian | C.2Cy.19″&35″–20″ 60HP KockumsVks.,Malmö | | |
| 6 | **A. F. Braga** *M.Parodi*89–89 1*DkStlframingIrnplating* | **SteelTwinScSr** | 399 357 174 | ✠ *withfreeboard* 4,89 ✠ *For River&Co* | Gls A&CP *asting* | *purposes* | 1889 4mo | AilsaShip-buildingCo. Troon | **P.Risso** *"River Plate&RioGrande"* | 177·6 P18′ B14′ F21′ *Shade dk*22′ FK | 29·1 | 9·0 4*BHCem* | M.Video Uruguayan | T.6Cy.10½″,17″&28″–18″ 60HP Lees,Anderson&Co.,Gls. | 9 ″ 0 | |
| 7 HBGV | **A. F. Cosulich** *L.F.Cosulich* *Well deck* | **SteelScSr** 1*Dk*(*Stl*)*&Webframes* | 1773 1680 1105 | ✠100A1 2,95 ~~2,94~~ 10,04 ✠LMC6,91 Cff | Gen LA&CP | *p* | 1891 6mo | Howaldts-werke Kiel | **Flli.Cosulich** | 249·0 P200′F28′ drp94 FK *WB= CellDB*210′342*t* | 33·9 | 16·5 4*BHCem* | Trieste Aust.-Hung. | T.3Cy.19¾″,31½″&51¼″–35½ 160lb *90lb* (*k*) 236HP 2SB,*4cf*,GS82 Howaldtswerke,Kiel | 19 ″ 0 | |
| 8 99951 | **A. J. Balfour** ~~*J.W.Sproul*~~ *Elec.light* *A.Burgess* | **SteelScSr** 2*Dks*(*Stl*)*&* *Deepframing3dkRule* | 3467 3228 2228 | ✠100A1 5,95 ~~12,93~~ 16,98 ✠LMC6,92 ~~Std~~ Lon | Liv LA&CP | *w* | 1892 6mo | McIlwaine &M'Coll (Lim.) Belfast | **S.Lawther&Sons** *WB = CellDB*274′703*t* | 345·6 P30′B78′F42′ BK11″ | 43·1 | 26·9 6*BHCem* *APT*77*t* | Belfast British | T.3Cy.23″,38″&64″–48″ (*s*) 180lb *75lb* 200HP 2DB,*8pf*,GS168,HS5521 M'Ilwaine&M'Coll(L),Bel | 29 ″ 7 s 6 ″ 2½ | |
| 9 100038 | **A. J. Tyman** *J.McSherry* –92 | **WoodSc** | 194 137 132 | | | | 1892 | G.Dickson Toronto | **A.J.Tyman, J.McSherry& J.D.Murphy** | 130·5 | 21·6 | 8·7 | Toronto British | 1Cy.12⅜″–22″ 18HP PolsonIrnWrks,Toronto | | |
| 10 NRJP | **A. N. Hansen** *P.Thiedemann*85–88 | **IronSc3MstSr** 2*Dks&Spardk* | 1505 1015 948 | | | | 1877 | Burmeister &Wain Copenhagen | **ForenedeDamp-skibsSelskab** | 260·3 | 32·4 | 17·2 23·9 | Copnhagn Danish *WB* | C.4Cy.24″&48″–32″ 150HP Burmeister&Wain,Cpn. | | |
| 11 HKDF | **A. Schiaffino** *A.Giuli* (*ex*Agdanæs) | **IronScSr** 1*Dk* | 302 — 191 | | | | 1872 | Nidelvens Mek.Vrks. Drontheim | **Franceschi, Schiaffino&Cie.** | 134·3 P57′ | 21·5 F17′ | 11·5 | Algiers French *WB* | C.2Cy.18″&36″–24″ 45HP NidelvensMek.Verks, Drontheim | | |
| 12 65394 KGPD | **A. Strong** *G.Hunt* –92 | **IronScSr** *ss*Cff.No.3–7,91 1*Dk2trB* | 1168 1062 755 | ✠90A1 1,95 ~~2,94~~ ~~BS 4,98~~ 1,95 | Bry A&CP LMC7,91 Cff | *o* | 1871 4mo | W.F.Pile &Co. Sunderland | **"A.Strong"S.S.Co. (Lim.) (C.E.Stally-brass)** | 240·0 Q39′B50′F32′ BK8″ WB= | 30·7 | 19·6 5*BHCem* *DBa59′f67′* | Cardiff British | C.2Cy.28½″&50″–36″ (*i*) 65lb *75lb* NB76 115HP 2SB,*4pf*,GS60 NDB93 R.&W.Hawthorn,Nwc. | 20 ″ 4 s 3 ″ 2 | |
| 13 HFVW | **A. W. Kafemann** *J.Büsing* –92 | **SteelScSr** | 869 640 621 | | | | 1892 | J.W.Kla-witter Danzig | **Behnke&Sieg** | 213·0 Q70′ | 29·4 B52′ | 15·7 F26′ | Danzig German | T.3Cy.15¾″,26″&41¾″–27½″ 130HP J.W.Klawitter,Danzig *WB* | | GV |
| 14 HVJL | **A. Wicander** *P.Odelmark*90–90 *Elec.light* | **SteelScSr** 1*Dk* | 954 735 716 | | | | 1891 | MotalaCo. Gothenburg | **Rederib "A.Wicander" (C.Wicander)** | 200·9 Q70′ F23′ | 29·2 B52′ | 15·3 H39*t* | Stockholm Swedish | T.3Cy.18″,29″&46½″–30″ 120HP MotalaCo.,Gothenburg | | V |
| 15 NPQM | **Aalborg** *S.Steen*67–76 | **IronPadSp** 1*Dk* | 169 147 108 | | | | 1876 | Burmeister &Wain Copenhagen | **Forenede DampskbsSel-skab** | 158·4 len85 | 17·5 | 7·7 | Åalborg Danish | C.4Cy.16″&32″–32″ 60HP Burmeister&Wain,Cpn. | | |
| 16 JRFV | **Aalesund** *L.Schage*90–90 | **IronScSr** 1*Dk2trB* | 435 320 263 | | | | 1890 | Stavanger Stöberi&Dok Stavanger | **EtActieselskab (LauritzA. Devold)** | 146·0 Q32*t* F14*t* | 24·6 B57*t* | 12·8 H10*t* | Aalesund Norwegian *WB* | T.3Cy.11″,18″&29″–24″ 40HP Plenty&Son,Newbury | | N |
| 17 NBRG | **Aarhuus** *I.Thogersen*81–88 | **IronScSr** 1*Dk* | 383 270 233 | | | | 18 65/78 | Burmeister &Wain Copenhagen | **Forenede DampskbsSel-skab** | 163·3 P94′ | 22·0 | 13·0 | Copnhagn Danish | C.4Cy.18″&38″–20″ 100HP Burmeister&Wain,Cpn. | | |
| 18 HJWG | **Aarvak** ~~*A.B.Bull* –94~~ (*ex*Neva,*ex*JuanaNancy) *Siegwaith* | **IronScSr** *ss*Hul.No.2–91 1*Dk*(*Irn*)*2trB* | 945 758 571 | ✠ ~~BS 12,98~~ 7,94 ✠LMC4,91 | | | 1883 6mo | Pearce Dundee | **Chris.Andresen** *WB = DBa*51′ 108*t* | 220·0 B66′H15′F28′ FK | 31·7 | 14·3 4*BHCem* *FP T51tAPT*7*t* | Chrstiania Norwegian | C.2Cy.26″&50″–36″ (*b*) 80lb *60lb* 99HP 1SB,*3pf*,GS53 PearceBros.,Dundee | 15 ″ 2 s 2 ″ 1½ | D |
| 19 RMQB | **Aawasaksa** *O.Tornberg*71–84 | **IronScSr** 1*Dk* | — — 194 | | | | 1871 | ..... Gothenburg | **ÅngfartygsAktie-bolaget "Trafik"** | 149·6 | 24·3 | 9·6 | Helsingfrs Russian | 80HP | | |

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 8<br>Construit. Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>pds. pc. | 15<br>Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20<br>102145 | Abana SteelScSr<br>F.Newell77–94<br>2Dks(U Irn&1Stl)3trB | 4177<br>3984<br>2713 | ✠100A1<br>11,94 4,94 5,95<br>(Class Contemplated)<br>✠LMC1,94 | Nwc<br>LA&CP Bry | x | 1894<br>4mo | Palmers' Co.(Lim.)<br>Newcastle | J.M.Wood | 380·0\|45·3\|27·9<br>P30'B82'F38' FK<br>P31'F39' 6BHp<br>WB=CellDB180'508tFPT102tAPT46t | Liverpool<br>British<br>AspptCem<br>MT54'644t | T.3Cy.26",43"&69"–45" (s)<br>180lb 90lb 399HP<br>2DB,12rf,GS148,HS6214<br>Palmers'Co.(Lim.),Nwc. | 30 ″ 9<br>s 6 ″ 10 | |
| 21<br>87917<br>JGLN | —<br>R.Foreman86–92 ssCff.No.2–91<br>2Dks(Irn)3trB | 2998<br>2787<br>1966 | ✠100A1<br>10,94 11,93<br>BS6,93 ✠LMC2,91<br>7,94 | Shl<br>A&CP | v | 1883<br>11mo | M.Pearse &Co.<br>Stockton | "Abana" Shipping Co.(Lim.)<br>(Dent&Co.) | 325·2\|40·0\|26·5<br>P22'B84'F39'<br>BK11"<br>WB=DBa | Liverpool<br>British<br>5BHCem<br>100'f56'449t | C.2Cy.33½"&69"–54" (b)<br>90lb 60lb 380HP<br>2DB,8pf,GS107<br>Blair&Co.(Lim.),Stockton | 27 ″ 9<br>s 5 ″ 3½ | |
| 22<br>62619<br>KFNL | —<br>W.Yorston67–87 6thSurvey,Shl.4,89<br>1stSurvey,Shl.7,92<br>1Dk2trB | 725<br>627<br>456 | ✠ A1.1<br>9,94 6,88 | Shl | Lv | 1871<br>3mo | J.Laing<br>Sunderland | J.Westoll | 204·8\|27·8\|15·2<br>Q30tB46tF17t<br>BK7"<br>WB | Sundrland<br>British<br>4BHCem<br>=DBa&f | C.2Cy.25"&48"–33"<br>NE&B81 90HP<br>J.Dickinson,Sunderland | | |
| 23<br>HBCM | Abanto IronScBn<br>R.deBoman91–94 ssNpt.No.2–91<br>(exAlcedo,exSara) 1Dk(Irn)2trB<br>Well deck San Vicente G.San Vicente94–94 | 1649<br>1305<br>1073 | ✠100A1<br>1,95 3,93 3,95<br>BS3,93 ✠LMC1,94<br>7,94 | Bbo<br>LA&CP | q | 1883<br>1mo | E.Withy &Co.<br>Hartlepool<br>1,95 | R.de la Sota | 257·5\|34·6\|18·0<br>P28'Q62'B70'F31'<br>BK9"<br>WB=Cell | Bilbao<br>Spanish<br>4BHCem<br>DB204'398t | C.2Cy.30"&57"–39" (a)<br>80lb 50lb 150HP<br>2SB,6pf,GS95<br>T.Clark&Co.,Newcastle | | D |
| 24<br>101805 | Abarenda SteelScSr<br>ssBbo.No.3–1,95<br>R.McGregor –93 T.Sawyer –94<br>1Dk(Stl)&Spardk(Irn)&Webframes | 3123<br>2903<br>2009 | ✠100A1<br>Spar dk<br>2,95 5,94 ✠LMC10,92 | Shl<br>A&CPLiv | u | 1892<br>10mo | Edwards' S.B.Co.(Lim)<br>Newcastle | GrahamSteamship Co.(Lim.)<br>(J.Graham&Co., Mgrs.) | 314·0\|42·0\|18·2<br>P26'B68'F33' 26·0<br>FK<br>WB = CellDB266'467t | Newcastle<br>British<br>5BHCem<br>APT20t | T.3Cy.23",38"&62"–42" (s)<br>160lb 80lb 250HP<br>2SB,6rf,GS112,HS4084<br>Hwthrn,Leslie&C(L.)Nwc | 20″10<br>s 6 ″ 4½<br>s 6 ″ 0½ | |
| 25<br>88820<br>LQPB | Abbeymoor SteelScSr<br>P.Fair –93 1Dk(Irn)&Web<br>frames&ptAwngdk(Irn)<br>A S.Swap94–95 ssNpt.No.1–95 | 2405<br>1811<br>1563 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>3,95 12,93 ✠LMC8,90 | Shl<br>A&CP<br>Npt | s | 1890<br>4mo | C.S.Swan &Hunter<br>Newcastle<br>3,95 | SouthShields SteamShipping Co.(Lim.)<br>(W.Runciman& Co.,Mgrs.) | 290·0\|39·8\|19·6<br>P25'Q84'<br>ptAwng dk149' FK<br>WB = Cell DB244' 527t | S.Shields<br>British<br>6BHCem<br>APT53t | T.3Cy.22½",36½"&60"–39"<br>160lb 80lb (s) 240HP<br>2SB,6rf,GS105,HS3934<br>WllsndSlpwyCo(Ld)Nwc. | 22 ″ 3<br>s 8 ″ 9½ | D |
| 26<br>62287<br>JNHQ | Abbotsford IronScSr<br>G.Figgins ssLth.No.3–9,82<br>ssLth.No.2–90<br>1Dk&Spardk3trB | 1037<br>652<br>656 | ✠ Ⓐ1<br>Spar dk<br>6,94 6,93<br>✠NB82 | Lth<br>A&CP<br>BS6,93 7,94<br>LMC5,90 | | 1870<br>4mo | Blackwood &Gordon<br>PortGlasgow | G.Gibson&Co. | 227·5\|29·4\|15·7<br>23·0<br>ptNDB82 BK7½" | Leith<br>British<br>5BHCem | C.2Cy.26½"&46½"–36" (i)<br>70lb 40lb NDB82 100HP<br>1DB,4pf,GS65<br>Blackwood&Gordon,P.Gls | 17 ″ 0<br>s 7 ″ 1 | |
| 27<br>62970<br>LNDK | Abbotshall SteelScSr<br>M.Padge –92 ssLth.No.1–94<br>Well deck 1Dk(Irn) | 424<br>348<br>234 | ✠100A1<br>3,94<br>✠LMC3,94 | Lth<br>A&CP | h | 1890<br>1mo | J.Scott& Co.<br>Kinghorn | London&Kirk- caldyShippingCo. | 165·2\|25·1\|12·1<br>Q59'B14'F54'<br>1rp94 BK7"<br>WB=DBf35 | Kirkcaldy<br>British<br>5BHCem<br>27tFPT33t | T.3Cy.16",25"&42"–30" (s)<br>165lb 80lb 95HP<br>1SB,3rf,GS54,HS1636<br>J.Scott&Co.,Kirkcaldy | 12″10<br>s 1 ″ 1½ | |
| 28<br>HBCS | Abd el Kader IronScBn<br>Bernardoni –84 2Dks&Spardk<br>Elec.light | 1859<br>—<br>763 | | | | 1880 | JohnElder &Co.<br>Glasgow | Compagnie GénéraleTrans- atlantique | 310·2\|33·5\|16·7<br>H175t F46' 24·3 | Marseilles<br>French | C.2Cy.42"&80"–48"<br>450HP<br>JohnElder&Co.,Glasgow | | V |
| 29 | Abd-el-Kadir IronScSr<br>Giovanni ssLon.No.3–1,85<br>(exGalley of Lorne) ssCpl.No.2–93 3Dks | 2147<br>2095<br>1380 | ✠100A1<br>10,93<br>LMC10,93 | Cpl<br>A&CP | s | 1871<br>11mo | R.Napier &Sons<br>Glasgow | EvliaEffendi | 321·8\|36·4\|26·4<br>B16'<br>BK11" | Constanp!<br>Turkish<br>5BHCem | C.2Cy.39½"&68"–42" (i)<br>79lb NDB80 NB80 300HP<br>2SB,6f,GS104<br>R.Napier&Sons,Glasgow | 27 ″ 9<br>s 6 ″ 3½ | |
| 30<br>62967<br>JVHC | Abden IronScSr<br>C.Harding –94 ssGmh.No.2–92<br>Well deck 1Dk(ptIrn) | 378<br>306<br>186 | ✠100A1<br>5,92<br>BS8,93 ✠LMC3,92<br>8,94 | Gmh<br>A&CP | g | 1884<br>10mo | Gourlay Bros.&Co.<br>Dundee | London&Kirk- caldyShippingCo. | 165·0\|24·2\|12·0<br>Q54'B14'F52'<br>BK7"<br>WB=DBf31 | Kirkcaldy<br>British<br>4BHCem<br>33tFPT12t | C.2Cy.21"&42"–30" (s)<br>90lb 40lb 90HP<br>1SB,3pf,GS51<br>GourlayBros.&Co.,Dundee | 12″10<br>s ″10½ | |
| 31<br>HBDR | Abeille No 8 IronTwinScTug<br>Havard79– 1Dk | 160<br>—<br>74 | | | | 1879 | Cunliffe& Dunlop<br>PortGlasgow | Soc.deRemor- quage"Les Abeilles" | 118·1\|19·0\|11·7<br>– | Havre<br>French | C.4Cy.17"&30"–24"<br>180HP<br>Cunliffe&Dunlop,P.Gl. | | |
| 32<br>HBDT | Abeille No. 10 SteelTwinScSp<br>Havard –92<br>1Dk | 396<br>359<br>45 | | | | 1892 | Lobnitz& Co.<br>Renfrew | SociétédeRemor- quage"Les Abeilles" | 146·5\|25·4\|14·3 | Havre<br>French<br>WB | T.6Cy.13",22"&35"–27"<br>153HP<br>Lobnitz&Co.,Renfrew | | V |
| 33<br>HBFC | Abeille No. 15 IronScSr<br>Henzen89–89 1Dk | —<br>—<br>107 | | | | 1879 | P.Oriolle<br>Nantes | L.Wacogne& Antier | 111·1\|16·7\| 9·5<br>B40' | Nantes<br>French | C.2Cy.16"&30½"–15¾"<br>45HP<br>P.Oriolle,Nantes | | |
| 34<br>97991 | Abendana SteelScSr<br>Wm.Bartlett91–92<br>1Dk(Stl)&Spardk(Irn)<br>&Webframes | 2742<br>2607<br>1756 | ✠100A1<br>Spar dk<br>11,94 2,94<br>✠LMC2,92 | Shl<br>LA&CP | t | 1892<br>2mo | TyneIron SBCo(Lim)<br>Newcastle | GrahamS.S.Co. (Lim.)<br>(J.Graham&Co. Mgrs.) | 300·0\|41·5\|18·2<br>F32'B68' 25·1<br>FK<br>WB = Cell DB250' 451t | Newcastle<br>British<br>6BHCem<br>APT40t | Q.4Cy.20",28½",42"&60"–39"<br>180lb 80lb (s) 250HP<br>2SB,6rf,GS88<br>WighmRichrdsn&Co.Nwc. | 20 ″ 6<br>s 5 ″ 11<br>s 5 ″ 7½ | |
| 35<br>92906<br>KHMG | Abeona SteelScSr<br>T.S.Ayers –91 ssHpl.No.2–90<br>Well deck 1Dk(Stl)2trB<br>ssShl.No.2–95 | 2152<br>1668<br>1405 | ✠100A1<br>3,95 1,94<br>BS3,95 ✠LMC12,90 3,95 | Shl<br>A&CP | r | 1886<br>8mo | W.Gray& Co.<br>WHartlepool | Rickinson,Son& Co. | 275·3\|37·3\|19·8<br>P29'Q76'B108'<br>F36' BK9½"<br>WB=DBa | W.Hartlpl<br>British<br>4BHCem<br>88'f104'483t | T.3Cy.21",35"&57"–39" (s)<br>150lb 65lb 180HP<br>2SB,4cf,GS73<br>CentralMarineECo.,WHpl | 21 ″ 9<br>s 1 ″ 11½ | |
| 36<br>86497<br>HLJG | Aberdare IronScSr<br>R.Newton –93 ssCff.No.3–2,90<br>Well deck 1Dk(Irn)2trB<br>ssBry.No.1–94 | 1309<br>1095<br>850 | ✠100A1<br>3,94 11,94<br>BS3,93 ✠LMC1,90 5,94 | Bry<br>LA&CP<br>Cff | o | 1882<br>11mo | Palmers' Co.(Lim.)<br>Newcastle | AberdareS.S.Co. (Lim.) (Morel Bros.&Co.) | 240·0\|33·2\|16·7<br>Q92'B50'F26'<br>1rp92 FK<br>WB = Cell DB201' 340t | Cardiff<br>British<br>4BHCem<br>APT15t | C.2Cy.30"&57"–39" (a)<br>80lb 40lb 99HP<br>1SB,4pf,GS77,HS2323<br>Palmers'Co.(Lim.),Nwc. | 19 ″ 1<br>s 1 ″ 10½ | |
| 37<br>84356<br>WHNT | Aberdeen IronScBkn<br>Taylor85–87 ssLon.No.2–90<br>2Dks(1Irn1ptIrn–Uws)&Spardk<br>Wills ssLon.No.3–7,94 | 3659<br>3556<br>2382 | ✠100A1<br>Spar dk<br>7,94 11,93 1,95<br>✠NB4,92 ✠LMC6,93 | Lon<br>LA&CP | w | 1881<br>12mo | R.Napier &Sons<br>Glasgow | G.Thompson&Co. | 362·5\|44·4\|23·5<br>B43' 31·2<br>FK<br>WB = DBuE&B68'275t | Aberdeen<br>British<br>5BHCem<br>APT90t | T.3Cy.28",42"&70"–54" (s)<br>160lb 80lb 400HP<br>2DB,12rf,GS231,HS7058<br>R.Napier&Sons,Glasgow | 25 ″ 1<br>s 8 ″ 5½ | BT till 5,95 |
| 38<br>65076<br>KFJC | —<br>J.Strachan –94 ssAbn.No.3–6,87<br>ssShl.No.1–91<br>Well deck 1Dk2trB | 1026<br>782<br>640 | ✠90A1<br>12,94 5,94<br>✠NB6,87 LMC9,91<br>BS3,93 12,94 | Shl<br>A&CP | m | 1871<br>3mo | Hall, Russell&Co.<br>Aberdeen | Adam&Co. | 230·1\|30·3\|17·0<br>P121'F34'<br>ptNDB88 BK8½"<br>WB=DBa | Aberdeen<br>British<br>5BHCem<br>54'f53'107t | T.3Cy.17",28½"&51"–33" (s)<br>163lb 45lb NDB84 123HP<br>1SB,3cf,GS58<br>Tpd87Hall,R'ssell&CoAbn | 18 ″ 0<br>s 2 ″ 3 | |
| 39<br>100675 | —<br>T.Foster –93 WoodPad<br>1Dk | 554<br>424<br>349 | | | | 1893 | E.G. McKay<br>Okangan Lake,B.C. | CanadianPacific RailwayCo. | 146·2\|29·9\| 6·8 | Vancouver<br>British | H.2Cy.16"–72"<br>17HP<br>BritishColumbia IronWks.<br>Vancouver,B.C. | | |
| 40<br>6910<br>JQSN | Aberdeenshire IronScSr<br>J.Cross86–86 1Dk<br>Well deck<br>Wrecked | 365<br>280<br>227 | | | ... | 1855 | W.Simons &Co.<br>Renfrew | W.Rawson& J.Robinson | 171·2\|20·6\|11·5<br>P&B83' F16'<br>len71 | Hull<br>British | C.2Cy.17"&34"–26"<br>NB79 50HP<br>Cmp.79Earle'sC(Lim)Hull | 12 ″ 1<br>s 1 ″ 6 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / *Master.* / Special Surveys. | 3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xpired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. *ft. in.* | 15 Other Registers in which classed. Details of Bof Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **41** 84370 HGRJ | **Aberdour** *W.Keith*86–91 *Well deck* | **IronScSr** *ss*Shl.No.2–91 1*Dk*(*Irn*)2*trB* | 1445 1093 900 | ✠100A1 ~~3,94~~ 12,94 BS~~12,92~~ 3,94 | Shl LA&CP LMC9,91 | *p* | 1883 2mo | Hall, Russell&Co Aberdeen | Adam&Co. | 250·1 P142′F34 | 34·2 BK9″ *WB*=*DBa* | 17·7 | Aberdeen British 5*BHCem* 50*f*66′260*t* | C.2Cy.30″&59″–36″ (*s*) 100lb ~~*40lb* 80lb~~ 150H 2SB,*6pf*,GS106 NDB90 Hall,Russell&Co.,Abn. | 19 ″ 0 s **2** ″ 0 | |
| **42** 97361 LGNK | **Aberfeldy** *J.Berry*85–89 *Well deck* | **SteelScSr** *ss*Shl.No.1–94 1*Dk*(*Irn*)2*trB* | 2227 1730 1445 | ✠100A1 ~~3,94~~ 3,95 ✠LMC2,94 Cff | Shl LA&CP | *s* | 1889 8mo | J.Readhead&Sons South Shields | Maclean,Doughty &Co. | 290·0 P28′Q82′B118′ F33′ | 39·0 BK10′ *WB*=*Cel* | 20·2 | W.Hartlpl British 6*BHCem* *DB*206′417*t* | T.3Cy.22″,36″&60″–39″ (*r*) 160lb *80lb* 250H 2SB,*6rf*,GS107 J.Readhead&Sns,S.Shields | 21 ″ 8 s **2** ″ 0 | D |
| **43** 81138 JGSR | **Aberforth** *D.Sinclair*86–88 *Well deck* | **SteelScSr** *ss*Gmh.No.2–92 1*Dk*(*Stl*) | 691 507 428 | ✠100A1 6,94 ~~10,93~~ BS~~8,93~~ 10,94 ✠LMC5,92 | Mdb LA&CP | *j* | 1884 1mo | David J. Dunlop&Co Port Glasgow | A.&A.Y.Mackay | 190·3 Q57′B46′F46′ *WL*=*FBT* | 28·6 BK7½″ 26*tAPT*12*t* | 13·2 | Grngemth British 4*BHCem* *MT*20′126*t* | C.2Cy.24″&46″–36″ (*j*) 80lb *75lb* 90H 1SB,*3pf*,GS51 DavidJ Dunlop&Co.,P.Gls. | 14 ″ 2 s 1 ″ 2 | |
| **44** 84358 WJFS | **Abergeldie** *P.K.Barnet*82–92 | **IronScBkn** ~~*ssShl.No.2–90*~~ 1*Dk*(*Irn*)&*Spardk*3*trB* *ss*Liv.No.3-11,94 | 2904 1958 1869 | ✠100A1 *Spar dk* 11,94 ~~12,94~~ ✠LMC~~8,90~~ 11,94 BS~~2,93~~ Liv | Nwc A&CP | *u* | 1882 3mo | Sld.S.B.C. (Lim.) Sunderland | AdamSteamShip Co.(Lim.) (Adam&Co.*Mgrs*) | 315·0 F– ~~drp91~~ *WB*=*Cel* | 40·1 28·3 BK10′ | 20·3 | Aberdeen British 6*BHCem* *DB*224′412*t* | C.2Cy.40″&75″–48″ (*i*) 87lb *75lb* 300H 2DB,*14pf*,GS144 N.E.MarineE.Co(Lim.)Sld | 22 ″ 6 s **7** ″ 4½ | |
| **45** 68179 NDLT | **Abergrange** ~~*J.Wright*88–88~~ *R.B.Guthrie*94–94 | **IronScSr** *ss*Gmh.No.3–2.87 ~~*ssGmh.No.1–91.*~~ *ss*Cpn.No.2-95 1*Dk*2*trB* | 608 483 372 | ✠100A1 ~~3,93~~ 3,932,95 ✠NB12,89 | Gmh A&CP LMC~~3,91~~ 2,95 Lth Cpn | *j* | 1874 5mo | Cunliffe& Dunlop Port Glasgow | A.&A.Y.Mackay | 191·0 Q100′F32′ drp95 | 25·6 BK7½′ *WB*= | 14·2 | Grngemth British 4*BHCem* *MT*17′200*t* | C.2Cy.23″&44″–30″ (*a*) 90lb ~~*80lb*~~ NDB89 85H 1SB,*3f*,GS40 W.King&Co.,Glasgow | 15 ″ 3 s 1 ″ 8½ | |
| **46** 78444 HQKL | **Abermaed** *W.Hoskins*86–86 *Well deck* | **IronScSr** *ss*Cff.No.2–91 1*Dk*(*Irn*)2*trB* | 1111 976 710 | ✠100A1 ~~1,94~~ ~~3,94~~ 4,95 BS3,94 ✠LMC9,91 | Sws LA&CP | *n* | 1883 4mo | Palmers' Co.(Lim.) Newcastle | AbermaedS.S.Co. (Lim.)(Letricheux&David) *WB* | 225·7 Q113′B34′F29′ = *DBa*63′*f*59′218 | 31·2 BK8′ | 17·0 | Swansea British 4*BHCem* *APT*10*t* | C.2Cy.28″&52″–33″ (*a*) 80lb ~~*55lb 45lb*~~ 98H 1SB,*3pf*,GS27 Palmers'Co.(Lim.)Nwc. | 18 ″ 3 s **2** ″ 3 | |
| **47** 78450 JMQS | **Abertawe** *J.Phillips*84–86 *Well deck* | **IronScSr** *ss*Npt.No.2–93 1*Dk*(*Irn*)2*trB* | 1373 1156 881 | ✠100A1 ~~Shl~~ 12,94 ~~1,94 c.94~~ BS1,94 ✠LMC9,92 ~~Cff Hull~~ | Npt LA&CP | *o* | 1884 5mo | Palmers' Co.(Lim.) Newcastle | AbertaweS.S.Co. (Lim.)(Letricheux&David) *WB* | 240·5 Q93′B46′F28′ = *DBa*69′*f*63′255*t* | 33·2 FK | 18·1 | Swansea British 4*BHCem* *APT*25*t* | C.2Cy.30″&57″–39″ (*a*) 80lb *55lb* 150H 1SB,*3cf*,GS63,HS2359 Palmers'Co.(Lim.),Nwc. | 19 ″ 2 s **2** ″ 2 | |
| **48** | **Åbo** *Norring* | **IronScSr** 2*Dks* | 365 — 283 | | | | 1873 | W.Crichton&Co. Åbo | ÅboLansKustångbåtsAktiebolag (J.G.Wikeström) | 160·0 P114′ | 26·0 | 12·2 | Åbo Russian *WB* | C.2Cy.20″&40″–24″ | 93H | |
| Wrecked 10.95. **49** 86109 HKRQ | **Aboraca** *D.McKie*93,93 *Well deck* | **IronScSr** ~~2ndSurvey,Nwc.5,94~~ 1*Dk*(*Irn*)2*trB* 3rdSurvey,Got.7,94 | 2041 1628 1296 | ✠~~A1*1~~ 7,94 ~~8,94~~ Got BS~~10,93~~ | Hav Got LMC~~8,94~~ | Lv | 1883 2mo | ShortBros. Sunderland | J.Graham&Co. | 275·0 P70*t*Q95*t*B171*t* H38*t*F39*t* drp94 | 38·6 BK9½′ *WB*=*DBa* | 20·6 | Newcastle British 5*BH* *a*184*tf*150*t* | C.2Cy.36″&67″–36″ 75lb ~~*75lb 40lb*~~ 180H 1DB,*6f* T.Richardson&Sons,Hpl. | 22 ″ 5 s **2** ″ 8 | |
| **50** HBCP | **Abril** *E.Gomeza*92–94 *Well deck* (*ex*Ardgour) | **IronScSr** *ss*Bbo.No.3–4,94 1*Dk*(*Irn*)2*trB* | 1334 1024 846 | ✠100A1 4,94 ✠LMC4,94 | Bbo LA&CP | *o* | 1881 8mo | Cunliffe& Dunlop PortGlasgow | Cia.Bilbaina de Navegacion ~~(E.Aznar,*Mgr.*)~~ (Aznar y Cia,*Mgrs*) | 240·0 Q77′B74′F31′ *WB*=*Cel* | 34·8 BK8″ | 15·4 | Bilbao Spanish 4*BHCem* *DB*209′305*t* | C.2Cy.30″&55″–36″ (*b*) 65lb 130H 1DB,*4pf*,GS54 Cunliffe&Dunlop,P.Gl. | 18 ″ 5 | D |
| **51** 86102 HFTK | **Abrota** ~~*W.A.Carr* 94~~ *Well deck* *T.Nash* | **IronScSr** ~~2ndSurvey,Liv.11,94~~ 1*Dk*(*Irn*)2*trB* 3rdSurvey,Liv.9,94 | 1143 882 716 | ✠A1*1 2,94 ~~2,93~~ Liv | Hfs Liv | Lv | 1882 12mo | ShortBros. Sunderland | C.&G.Jamieson | 228·0 Q87*t*B104*t*F28*t* ~~drp93~~ drp94 | 32·7 BK7½′ *WB*=*DBa*&*f* | 16·5 | Newcastle British 3*BH*1PBH | C.2Cy.29″&56″–36″ 120H 2SB,*4f* N.E.MarineE.Co.(Lim)Sld | 17 ″ 6 s 1 ″ 9½ | |
| **52** NJVS | **Absalon** *H.P.Predbjorn*83–83 | **IronSc3MstSr** *ss*Cpn.No.3–5,9( 2*Dks*3*trB* *ss*Cpn.No.1–94 | 1435 957 892 | ✠90A1 6,94 ~~10,92~~ B&MS~~6,90~~ 6,94 ✠NB5,90 Cpn | Shl A&CP | *p* | 1872 12mo | Burmeister &Wain Copenhagen | DampskibsSelsk. Danmark (T.Sonne&Co., *Mgrs.*) | 245·7 BK9′ *WB*= | 32·3 | 24·2 | Copnhagn Danish 6*BHCem* =*MT*400*t* | C.4Cy.22″&44″–30″ 65lb ~~*65lb*~~ NDB90 120H 2SB,*4pf*,GS66,HS2114 Burmeister&Wain,Cpn. | 18 ″ 0 | DV |
| **53** RHNB | **Abydos** *H.Piening*89–91 | **SteelScSr** *ss*Ham.No.1–93 2*Dks*(1*Stl*)3*trL* | 2198 1829 1495 | ✠100A1 4,94 BS3,95 ✠LMC2,93 | Ham A&CP | *s* | 1888 12mo | Wigham Richardson&Co. Newcastle | Deutsche Dampfschifffahrts Ges."Kosmos" | 295·0 P69′B74′F36′ *WB*=*Cell* | 36·2 BK10′ | 23·5 | Hamburg German 6*BHCem* *DB*228′272*t* | T.3Cy.24½″,38″&63″–42″ (*o*) 150lb *80lb* 310H 2DB,8*pf*,GS131 WighmRichrdson&CoNwc | 26 ″ 0 | |
| **54** — Lost 5.94 KPBN | — *True*89–90 | **IronScSr** *ss*Lon.No.3–10,82 *ss*Gls.No.2–89 2*Dks*3*trB* | 1339 1299 858 | ✠~~100A1~~ 6,92 ✠NB2,89 | Gls A&CP LMC2,89 | *q* | 1871 3mo | Lon.& Glas.Co.Lim. Glasgow | Raeburn&Verél | 260·0 len82ptND89 drp90&92 | 31·4 BK8″ *WB*=*FPT* | 21·8 | London British 5*BHCem* 60*tAPT*80*t* | C.2Cy.28½″&54″–33″ (*s*) 80lb NDB89 150H 1SB,*3pf*,GS40 FD Lon.&Gls.Co.(Lim.),Gls. | | |
| **55** 77228 WPGP | **Acacia** ~~*R.G.Lambert*89–94~~ *J.T.Moore*95–95 3rdSurvey,Lon.3,92 | **IronSc3MstSr** 1*Dk*(*Irn*) | 428 357 270 | ✠A1*1 5,95 ~~8,94~~ ✠NB10,89 | Sws LMC8,92 | Lv | 1879 2mo | W.Hamilton&Co. Port Glasgow | Arnati&Harrison | 165·3 P50*t*H7*t*F14*t* lrp93&94 | 22·7 BK6″ | 12·5 | London British 3*BH* *WB*=*FPT* | C.2Cy.22″&40″–30″ 80lb *80lb* NDB93 80H 1SB,*3pf*,GS51 Dunsmuir&Jackson,Gls. | 13 ″ 4 s **2** ″ 1 | |
| **56** 77697 | **Acadia** *A.H.Malcolmson*88–88 | **IronScCtr** 2*Dks* | 806 362 509 | | | | 1867 | J Malcolmson HamiltonOnt | Æ.D.Mackay& Sons | 176·6 H194*t* | 25·6 F7*t* | 10·4 | Hamiltn,O British | 1Cy.32″–32″ | 87H | |
| **57** — 96891 | | **WoodScSr** (*ex*Yosemite) 2*Dks* | 520 520 354 | | | | 1880 | J.Roach &Son Chester,Pa. | Government of Canada | 182·5 | 23·6 | 18·7 | Ottawa British | C.3Cy.28⅞″&(2)40″–34″ | 138H J.Roach&Sons,NewYork | |
| **58** 61157 WPGS | **Acadian** | **IronScSr** 1*Dk*2*trB* | 931 698 596 | ✠ 9,72 | Sld | Lv | 1872 3mo | J.Dennistion Sunderland | H.&A.Allan | 205·1 P202*t* | 28·8 F31*t* | 15·8 | Montreal British 4*BH* | C.2Cy.26″&49″–30″ | 100H T.Richardson&Sons,Hpl. *WB*=*DBa* | |
| **59** 98613 | **Acanthus** *T.C.Saunders*88–91 2*Dks*(1*Stl*&1*Irn*)&*Deepframing*3*Dkrule* | **SteelScSr** | 2877 2408 1877 | ✠100A1 8,94 ~~9,93~~ ✠LMC8,91 Cff | Liv LA&CP | *t* | 1891 3mo | A.Stephen &Sons Glasgow | J.B.Murray&Co. | 310·0 P40′B72′F38′ | 42·0 BK10′ *WB*=*Cell* | 22·8 | Glasgow British 5*BHCem* *DB*248′561*t* | T.3Cy.23″,37″&59″–42″ (*s*) 160lb *75lb* 240H 2SB,*6rf*,GS104 A. Stephen&Sons,Glasgow | 25 ″ 6 s **4** ″ 3 | D |
| **60** 105235 JMBP | **Acapulco** *W.A.Clark*87–92 *Elec.light* | **IronScBn** 2*Dks*&*Spardk* | 2572 2572 1759 | | | | 1873 | Harlan& Hollingsworth Co. Wlmgtn,Del. | PacificMailS.S.Co. | 290·0 | 40·0 | 28·6 | New York Utd.States | C.2Cy.50″&88″–42″ | 400H J.Elder&Co.,Glasgow | | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. ps. | 15 Autres Reg sires où le navire est coté. Durée du Cert. B. of Trade |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **61** HBCM | **Acara** *1 Dk* | **SteelPadSr** | 429 — 334 | | | | 1884 | A.Leslie& Co. Newcastle | **B.A.Autmas&Co.** | 177·0 | 27·5 | 8·2 | **Para** Brazalian | C.2Cy.30″&54″–51″ 120HP Black,Hawthorn&Co.,Nwc | | |
| **62** 86946 HFLP | **Acaster** *R.Humphrey*89–91 *Well deck* | **IronScSr** *ss*Sws.No.3–11,89 *ss*Mdb.No.1–94 1*Dk(Irn)*2*trB* | 1450 1180 941 | ✠100A1 11,94 ~~1,03~~ BS11,94 | Hpl LA&CP ✠LMC9,93 Lth | *p* | 1882 12mo | J.Priest-man&Co. Sunderland | **Livingston, Conner&Co.** | 251·0 Q88′B56′F25′ | 34·6 BK9″ *WB=DBa* | 17·5 72′*f*58′247*t* | **W.Hartlpl** British | C.2Cy.31″&58″–36″ (*i*) 80lb *60lb* 140HP 2SB,*4pf*,GS64 N.E.MarineE.C.(Lim),Sld. | 19 ″ 0 s **1** ″ **11½** | |
| **63** 86294 HJSV | **Accomac** *D.Sutherland*92–92 | **IronScBn** *ss*Shl.No.2–91 2*Dks(Irn)*3*trB* | 2520 2343 1593 | ✠100A1 ~~11,93~~ 6,94 BS~~7,98~~ 11,94 ✠LMC4,91 | Shl LA&CP | *t* | 1883 1mo | M.Pearse &Co. Stockton | **Dixon,Robson&Co.** | 299·5 P36′B70′F38′ | 39·0 BK10″ *WB=Cell* | 25·0 *DB*246′473*t* | **Liverpool** British | C.2Cy.38″&71″–45″ (*b*) 80lb *50lb* 300HP 2SB,*5cf*&*1pf*,GS92 Blair&Co.(Lim.),Stockton | 27 ″ 10 s **5** ″ **0** | D |
| **64** 102608 NCSV | **Accra** *J.S.Hely*80–93 *Elec.light* | **SteelScSr** 2*Dks*(*UStl*–ws) *&Web frames* | 2808 2416 1788 | ✠100A1 6,94 ~~3,01~~ ~~3,11~~ ✠LMC7,93 | Liv LA&CP | *u* | 1893 7mo | NavalCon-struction& Armaments Co.(Lim.) Barrow | **British&African Stm.Nav.Co. (Lim.) (Elder, Dempster&Co., *Mgrs.*)** | 336·0 P39′B116′F43′ | 39·4 FK *WB=Cell DB*250′570*t FPT* | 22·3 76*t APT*41*t* | **Glasgow** British | T.3Cy.23″,38″&63″–42″ (*s*) 180lb *100lb* 198HP 2SB,*6rf*,GS137,HS3993 NavalC.&A.Co.(Lim),Brw | 25 ″ 0 s **5** ″ **0** | BT till 8,95 |
| **65** 81486 VKTD | **Accretive** *R.P.Hall*83–83 *Well deck* | **IronScSr** 3rdSurvey,Shl.1,94 1*Dk(Irn)&Webframes* | 1170 950 754 | ✠ A1✱1 ~~1,94~~ 11,94 | Shl LMC?,94 | Lv | 1880 12mo | S.P.Austin &Son Sunderland | **T.Stockdale** | 225·4 Q81*t*B91*t*F28*t* | 33·0 BK7½″ *WB=DBa&f* | 16·5 | **Sundrland** British | C.2Cy.28″&53″–36″ 80lb *80lb* 99HP 2SB,*4pf*,GS100 G.Clark,Sunderland | 18 ″ 0 s **2** ″ **1** | |
| **66** 25 HBDJ | **Achille** *Zelinka*57–87 | **IronScSr** 2*Dks* | 1964 1910 1216 | | | | 1874 | W.Denny &Bros. Dumbarton | **LloydAustriaco** | 307·0 | 33·0 | 26·0 | **Trieste** Aust.-Hung. | C.2Cy.41″&70″–42″ 269HP Denny&Co.,Dumbarton | | |
| **67** 94285 KMHN | **Achille Adam** *C.Winton* –93 | **SteelTwinScSr** 1*Dk*(*Stl*) | 460 387 212 | ✠ *withfreeboard* 10,87 ✠ *For Folkestone & Boulogne* | Lon LA&CP | | 1887 10mo | Samuda Bros.(Lim.) London | **SouthEastern RailwayCo.** *Passenger Service* | 190·0 Q34′ F35′ | 27·0 FK | 11·8 5*BHCem* | **London** British | C.4Cy.19″&35″–19″ 119HP MaudslaySons&Field,Lon. | 12 ″ 7 | BT till 5,95 |
| **68** 55008 WPTC | **Achilles** *C.F.Harvey* –94 | **IronScBk** | 2362 1495 1488 | | | | 1866 | ..... Renfrew | **OceanSteamShip Co.** | 309·5 | 38·8 | 20·6 28·4 | **Liverpool** British | C.2Cy.28″&56″–52″ NE&B76 300HP GreenockFoundryCo.,Grk. | | BT till ~~8,94~~ 7,95 |
| **69** 51181 HFQT | **—** *R.Eilley* –93 | **IronScSr** *ss*Sld.No.3–7,88 *ss*Sld.No.1–93 1*Dk*(*ptIrn*) | 1433 1128 913 | ✠90A1 ~~12,94~~ ~~11,98~~ 2,95 BS12,94 | Sld A&CP | *o* | 1865 2mo | J.Laing Sunderland | **Tyzack&Branfoot** | 274·8 P258*t*F38*t* len72ptND72pt73 | 32·2 BK7½″ | 18·5 | **Sundrland** British | C.2Cy.31″&53″–30″ (*i*) 75lb *75lb* NE72NB81 130HP 2SB,*4pf*,GS60 N.E.MarineE.Co(Lim),Sld. | 19 ″ 9 s **2** ″ **4** | |
| **70** 70471 WTFG | **—** ~~*E.Smith* –94~~ *E.Smith*93–93 | **IronSc3MstSr** *ss*Brw.No.3–5,85 *ss*Hul.No.2–93 1*Dk* | 489 400 308 | ✠90A1 ~~6,94~~ ~~5,98~~ 2,95 ✠NB5,85 BS~~8,98~~ 10,94 | Bwg A&CP Goc LMC8,92 Gmb | *h* | 1874 4mo | BarrowS.B Co.(Lim.) Barrow | **SmithSSCo.(Lim.) (J.&W.W.C.Smith *Mgrs.*)** | 182·0 Q46′F25 drp93 drp95 | 24·1 BK7″ | 12·4 3*BHCem* *WB=FPT* | **Glasgow** British | C.2Cy.20″&37½″–32″ (*a*) 60lb *30lb* NDB85 70HP 1SB,*2cf*,GS36 BarrowS.B.Co.,Barrow | 13 ″ 3 s **1** ″ **9½** | |
| **71** JVCK | **—** *H.T.Hillestad* –93 | **WoodScSr** 1*Dk* | 199 191 92 | — | | | 1893 | H.Gravdal Bergen | **H.Olsen** | 113·5 H8*t* | 21·9 | 12·3 | **Bergen** Norwegian | T.3Cy.11″,18″&29″–24″ 55HP Akers mek Verksted,Xia. | | N |
| **72** 98704 | **—** *J.Cottrall* –90 | **IronScK** 1*Dk* *ss*Hul.No.1–94 | 148 137 53 | ✠100A1 *Stm Trawler* 10,94 ~~10,99~~ ✠LMC~~11,98~~ 10,94 | Hul LA&CP | | 1890 10mo Hull | Earle'sS.B. &E.Co.(Lim.) | **AngloNorwegian Stm.FishingCo. (Lim.)** | 101·0 Q20′ — | 20·6 BK7½″ *WB=DBf* | 10·7 19′15*t* | **Hull** British | T.3Cy.12¾″,20″&32″–20″ (*s*) 150lb 50HP 1SB,*2cf*,GS28,HS760 Earle'sSB&ECo(Lim)Hull | 11 ″ 7 | |
| **73** 97373 LJGV | **Ackworth** *G.Kennedy* –94 *Well deck* | **SteelScBn** *ss*Hpl.No.3–9,92 1*Dk(Irn)&Webframes* | 2150 1649 1404 | ✠100A1 3,95 ~~1,94~~ ✠LMC9,92 Cff | Bly A&CP | *r* | 1889 10mo | Ropner& Son Stockton | **J.Merryweather& Co.** | 272·5 P27′Q86′B106′ F29′ | 38·9 BK9″ *WB=Cell* | 18·6 4*BHCem* *DB*218′426*t* | **W.Hartlpl** British | T.3Cy.21″,35″&57″–39″ (*r*) 160lb *80lb* 200HP 2SB,*4cf*,GS74,HS2990 Blair&Co.(Lim.),Stockton | 21 ″ 11 s **1** ″ **11½** | D |
| **74** 102797 | **Acme** *T.Tate*89–93 | **SteelScSr** 1*Dk*(*Stl*)&*Spardk*(*Irn*)3*trB* | 2280 2172 1460 | ✠100A1 *Spar dk* ~~1,93~~ 12,94 ✠LMC9,93 Cff | Liv A&CP | *r* | 1893 9mo | W.Dobson &Co. Newcastle | **" Acme "S.S.Co. (Lim.) (Newman &Dale)** | 280·5 drp94 *WB=Cell DB*232′ | 38·1 23·7 FK | 16·2 4*BHCem* 380*t APT*28*t* | **London** British | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *80lb* 180HP 2SB.*6pf*,GS107,HS3130 N.E.MarineECo(Lm),Nwc | 18 ″ 6 s **5** ″ **4** | |
| **75** 87925 | **—** | **WoodScSr** | 151 141 103 | | | | 1883 | G.Deakin (Lim.) Winsford | **SaltUnion(Lim.)** | 85·2 | 21·1 | 9·2 | **Liverpool** British | 2Cy.10″–12″ 22HP Gordon,Manchester | | |
| **76** HCBS | **Aco** *H.Poel*93–94 *Elec.light* | **SteelSc3MstSr** 1*Dk*(*Stl*)&*Spardk*(*Stl*) *&Webframes* | 3623 3224 2336 | ✠100A1 *Spar dk* 8,94 ~~3,04~~ *Carrying Cotton Seed Oil in bulk* | P.Gl LA&CP ✠LMC3,94 Grk | *w* | 1894 3mo Port Glasgow | D.J.Dun-lop&Co. | **Holland-American CottonOilCo.** *WB=Cell DB*68′192*t FPT*200*t APT*125*t* | 333·5 P96′B30′F48′ | 43·2 28·9 FK | 21·6 12*BHCem* | **Rottrdam** Dutch | T.3Cy.25″,40½″&65″–48″ (*s*) 160lb *100lb* 400HP 2DB,*12rf*,GS148,HS6127 D.J.Dunlop&Co.,P.Gl. | 22 ″ 9 s **6** ″ **4½** | V |
| **77** 65969 LJKW | **Aconcagua** *A.J.McWatt* –92 | **IronScBk** 3rdSurvey,84 3*Dks&Awngdk* | 4104 4076 2625 | ✠ *FS&Awng dk* 9,85 | Liv | Lv | 1872 6mo | J.Elder& Co. Glasgow | **PacificSteamNav. Co.** | 404·8 | 41·4 | 35·3 | **Liverpool** British | C.2Cy.61″&112″–48″ 600HP 6*BH* J.Elder&Co.,Glasgow | | |
| **78** HCBS | **—** *T.Gerkins*72–89 *Elec. light* | **SteelSc3MstSr** 2*Dks*(*UIrn*–ws)*&Shadedk* | 2252 1820 1390 | ✠90A1 *Shade dk* 10,89 *Valparaiso & Panama* | Cly LA&CP ✠LMC10,89 | *t* | 1889 10mo | J.Reid&Co P.Glasgow | **CompaniaSud. Americana de Vapores** | 339·8 F30′ | 40·2 BK10″ *WB=Cell* | 18·9 5*BHCem* *DB*252′390*t* | **Valparaiso** Chilian | T.3Cy.32″,52″&86″–54″ (*s*) 190lb 580HP 2D&1SB,*15cf*,GS309,HS9613 J.&J.Thomson,Glasgow | 22 ″ 9 | |
| **79** HGKS | **Açor** ~~*M.E.Pacheco*~~ *M.E.Pacheco*89–89 | **IronScSr** *ss*Lis.No.3–10,90 1*Dk&Spardk*3*trB* *ss*Sld.No.1–95 | 1211 770 774 | ✠100A1 *Spar dk* 5,95 ~~10,99~~ ✠NB3,85 | Lis A&CP Sld ~~BS5,98~~ LMC1~~7,98~~ 5,95 | *o* | 1877 11mo Hull | Earle'sCo. | **EmpresaInsulana deNavegaçao ~~(Bensaude&Co.,~~ *Mgrs.*)** | 240·0 ps85 drp95 | 30·7 22·7 BK8″ *WB=DB* | 15·4 4*BHCem* 123′ | **Lisbon** Portuguese | C.2Cy.32″&64″–36″ (*i*) 80lb *60lb* NDB92 180HP 2SB,*6cf*,GS102,HS3120 Earle'sCo.(Lim.),Hull | | |
| **80** HBCT | **Acre** | **IronPad** 1*Dk&ptHurDk* | — — 200 | | | | 1873 | Pusey, Jones&Co. WlmngtnDel | **AmazonS.Nav. Co.(Lim.)** | 130·0 | 24·0 | 7·0 | **Para** Brazilian | 2Cy.18″–72″ 100HP Pusey,Jones&Co.,Wmn. | | |
| **81** HBGW | **Actif** *Guihomat* –91 *Well deck* | **IronScSr** 1*Dk2trB* | 805 700 475 | ✠ 7,87 *For the Coal Trade* ✠ | Shl LA&CP | *l* | 1883 4mo | A.Hall& Co. Aberdeen | **J.Lamy** | 205·0 Q67′ B48′ drp83&85 | 31·6 | 14·2 F22′ | **Caen** French | C.2Cy.27″&50″–33″ 110HP 5*BHCem* Blaikie Bros.,Aberdeen *WB=DBa*40′*f*90′230*t* | | V |

*Now named "Egypte," See No. 23 in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xpired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of R. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82 HMJF | **Activ** — *S.Olsen* 82–93 *ss* Nwc. No. 1–93 — *Mathiesen* –95 1 *Dk (Irn) & Webframes* — *Well deck* | 1344 1035 1024 | ✠100A1 5,95 ~~12,98~~ ✠LMC 12,93 | Nwc | *p* LA&CP | 1889 9mo | Wood, Skinner & Co. Newcastle | O. Thoresen | 250·0 Q92′ B58′ F36′ WB = *Cell DB* 200′ 313*t* | 35·1 BK 9″ | 15·5 | Tönsberg Norwegian | T.3Cy.18½″,30″&49″–33″ (*s*) 150lb *75lb* 120HP 2SB.*4rf*,GS66 N.E.MarineE.Co.(L.)Nwc. | 18 ″ 0 | N |
| 83 JRCW | — — *H. Ellertsen* –87 | 424 290 251 | | | | 1872 | Aitken & Mansel Glasgow | G. Smith | 151·6 P108′ | 24·9 F18′ | 11·6 BK 9″ | Bergen Norwegian *WB* | C.2Cy.17″&33½″–24″ 50HP Kincaid&Co.,Greenock | | DN |
| 84 NSPR | — — *H.H.V. Hygom* 90– *ss* H.Kg.No.2–89 1 *Dk & Awngdk* | 416 350 249 | ✠100A1 *Awng dk with freeboard* 10,92 ✠LMC 10,93 | HKg | *h* LA&CP | 1880 11mo | R. Chambers, jun. Dumbarton | Dmpsk. Selsk Activ (C. Hassager) | 174·8 BS 7,94 | 24·3 | 11·8 BK 7″ *WB* = *MT* 61*t* | Randers Danish | C.2Cy.20″&38″–27″ (*j*) 70lb ~~*85lb*~~ *35lb* 65HP 1SB.*2pf*,GS34 M. Paul&Co.,Dumbarton | 12 ″ 9 s 8 ″ 1 | |
| 85 LMBF | **Activa** — *A. Peters* | 539 417 389 | | | | 1883 | Flensburg S.B.Co. Flensburg | Dampfschifffahrts Ges. "Neptun" | 169·9 Q48′ | 25·6 B47′ | 13·2 F20′ | Bremen German | C.2Cy.21″&38″–27″ 60HP FlensburgerSBCoFlnsbrg. | | DV |
| 86 19557 MSKR | **Active** — *Robertson* 83–88 | 348 348 237 | | | | 1852 | Robertson Peterhead | R. Kinnes | 117·0 | 28·6 | 18·1 | Dundee British | C.2Cy.20″&30″–21″ 40HP | | |
| 87 100186 | — — | 302 226 190 | | | | 1873 | G. Drolet Montreal | Montreal Transportation Co. | 129·5 H76*t* | 24·2 | 10·9 | Montreal British | 1Cy.34″–32″ 200HP | | |
| 88 106591 | — — *H.P. Marshal* 90– | 174 — 87 | | | | 1888 | Union Iron Works San Francisco | J.D. Spreckels & Bros. Co. | 100·0 | 22·5 | 12·5 | S. Frncisco Utd. States | C.2Cy.20″&40″–24″ 150HP UnionI.Wks,SnFncsco,Cal | | |
| 89 94894 | — — 1 *Dk* | 172 133 119 | | | | 1889 | D. McNair New Westminster | British Columbia Mills Timber and Trading Co. | 116·0 | 20·7 | 10·3 | NWstmstr British | T.3Cy.12″,18½″&32½″–24″ 50HP RoyalCity Planing Mills Co NewWestminster | | |
| 90 99561 | — *W. Rust* –92 — 1 *Dk* | 149 139 62 | ✠100A1 *Stm Trawler* 3,92 ✠LMC 3,92 | Hul | LA&CP | 1892 3mo | Cook, Welton & Gemmell Hull | Pickering & Haldane's Steam Trawling Co. (Lim.) | 102·4 Q20′ | 20·6 BK 7½″ | 11·0 | Hull British | T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 45HP 1SB2*f*,GS27,HS700 C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 91 HBMF | — — (*ex* Sailing Vessel) 1 *Dk* | 117 — 79 | | | | 1885 | H Stephens Como, N.S.W. | La Compagnie de Nickel | 100·7 | 18·2 | 9·0 | Nouméa French | C.2Cy.12″&24″–30″ 24HP Andersn,Campbll&Ss.Mel. | | |
| 92 81459 SPTB | **Activity** — ~~*P. Kelk* –92~~ *ss* Cff. No.3–3,90 — *Well deck* *ss* Bry. No.1–94 1 *Dk (Irn) 2trB* — *W. Jones* –94 | 1091 842 677 | ✠100A1 11,94 ~~3,94~~ BS ~~5,93~~ LMC ~~3,00~~ 11,94 | Bry | *n* A&CP | 1879 6mo | J. Laing Sunderland | Activity S.S.Co. (Lim.) (L. Guéret) | 225·5 Q82′ B42′ F23′ WB = *DBa* 53′ *f* 91′ | 31·8 BK 8″ | 16·2 | Cardiff British | C.2Cy.29½″&55″–36″ (*i*) 80lb *50lb* 140HP 2B,GS70 J.Dickinson,Sunderland | 17 ″ 6 s 1 ″ 10½ | |
| 93 91225 JWNP | **Actor** — *H.T. Burke* –93 *ss* Liv. No.2–93 — 1 *Dk (Stl) & Spar dk (Stl) & Webframes* | 1600 1540 1035 | ✠100A1 *Spar dk* ~~6,94~~ ~~11,03~~ ✠LMC 7,93 ~~BS 3,94~~ 2,95 ~~3,97~~ 2,95 | Liv | *q* A&CP | 1885 6mo | R. Dixon & Co. Middlesbro' | Charente S.S.Co. (Lim.) (T.&J. Harrison, *Mgrs.*) | 250·0 B22′ F23′ | 34·0 BK 8″ | 22·9 | Liverpool British | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *75lb* 140HP 2SB4*cf*,GS66 Blair&Co.(Lim.),Stockton | 15 ″ 9 s 5 ″ 7½ | BT till ~~10,04~~ 8,95 |
| 94 87357 JBTC | **Acuba** — *T. Graham* 85–91 2nd Survey, Shl. 5,92 — *Well deck* 1 *Dk (Irn) 2trB* | 1793 1471 1159 | ✠ A1*1 3,95 ~~1,94~~ | Shl | Lv | 1883 4mo | Short Bros. Sunderland | T. Stockdale | 260·0 P78*t* Q83*t* B132*t* F38*t* WB = *L* | 36·2 BK 9″ | 20·2 *Ba & f APT* | Sundrland British | C.2Cy.33″&62″–42″ 160HP 2SB,6*f* J.Dickinson,Sunderland | 21 ″ 8 s 2 ″ 5½ | D |
| 95 641 | **Acushnet** — *J.W. French* –93 | 189 — 102 | | | | 1859 | ..... Mystic, Conn. | S. Sanders (G.W. Miles, *Mgr*) | 130·5 | 26·8 | 8·5 | Rahw'y NJ Utd. States | 75HP | | |
| 96 | **Adalgisa** — *E. Giacopello* –94 *ss* Hul. No.3–7,83 (*ex* Zaire) *ss* Hul. No.2–92 1 *Dk 2trB* | 1550 1270 1183 | ✠ ⒷA1 2,94 BS ~~1,94~~ 2,95 | Lon | CP | 1860 11mo | M. Pearse & Co. Stockton | E. Giacopello | 289·3 P132′ F38′ len 70 | 31·3 BK 8½″ | 21·1 | Spezia Italian | C.4Cy.21½″&40″–30″ 55lb *35lb* NB79 140HP 1DB,GS80 *Cmp.*70C.&W.Earle,Hull | 22 ″ 3 s 4 ″ 1 | |
| 97 62963 RGKM | **Adam Smith** — ~~*C. Harding* –93~~ *ss* Dun. No.3–5,85 — *R. Leng* –94 *ss* Dun. No.2–93 1 *Dk* | 292 258 156 | ✠90A1 9,93 ✠NB 82 BS 11,94 | Dun | *f* A&CP | 1876 10mo | H. Murray & Co. Pt. Glasgow | W. Wighton | 150·3 Q49′ | 22·1 BK 7″ WB = *D* | 12·0 *4 BHCem Bf* 31′ *FPT* | Dundee British | C.2Cy.21″&37″–24″ 68lb *50lb* NDB89 60HP 1SB,*3f*,GS39 Kincaid,Donald&Co.,Grk. | 12 ″ 6 s 1 ″ 6½ | |
| 98 | **Adana** — *J. Bettin* (*ex* Roman) — *ss* Cpl. No.3–5,91 2 *Dks* | 1751 1596 1096 | ✠100A1 5,94 ✠NB 5,91 BS ~~5,94~~ 4,95 | Cpl | | 1862 11mo | C. Lungley London | Essayan, Oondjian & Co. | 320·9 Q134*t* F61*t* len 72 | 32·9 BK 10″ | 23·2 *Cem* | Constanpl Turkish | C.2Cy.35″&70″–45″ (*s*) 70lb *50lb* NE72 200HP 4SB,*8pf* NDB92 Maudslay&Co.,London | | |
| 99 97641 | **Adder** — *P. Maclaren* –92 — *ss* Gls. No.1–93 1 *Dk & Promenade Dk* | 951 771 146 | ✠ A1 *load line* 10/*t* ~~6,94~~ ~~5,98~~ 5,95 ✠LMC 6,93 *For Channel purposes. Scotland & Ireland* | Gls | LA&CP | 1890 5mo | Fairfield Co.(Lim.) Glasgow | G.&J. Burns | 280·0 | 33·0 BK 5½″ | 13·8 *7 BHCem* | Glasgow British | C.D.2Cy.51½″&93″–72″ (*s*) 113lb *113lb* 750HP 2DB,*16cf*,GS388 FairfieldCo.(Lim.),Gls. | 14 ″ 6 | BT till 5,95 |
| 100 89513 JDFW | **Addington** — *W.R. Willis* 89–89 — *Well deck* 1 *Dk (Irn) 2trB* | 1613 1274 1006 | ✠100A1 ~~9,94~~ ~~1,94~~ 8,94 ~~BS 3,94~~ ✠LMC 1,93 ~~6,94~~ Brs | Sld | *q* LA&CP | 1883 12mo | Edwards Sons&Craig Newcastle | G.B. Harland&Co. | 260·0 P26′ Q84′ B50′ F27 WB = *DBa* 88′ *f* 82 | 36·1 BK 9½″ | 18·7 *4 BHCem* 335*t APT* 20*t* | W. Hartlpl British | C.2Cy.32″&60″–39″ (*b*) 80lb ~~*62lb*~~ *54lb* 170HP 2SB,*4pf*,GS66 Blair&Co.(Lim.),Stockton | 19 ″ 10 s 1 ″ 11½ | |
| 101 | **Adeh** — *J. Mattie* 75–85 | 300 — 189 | | | | 1884 | Blackwood & Gordon Port Glasgow | Sarawak Government | 149·8 P25*t* | 25·1 H33*t* | 8·5 F6*t* | Sarawak Sarawak | C.2Cy.20″&37″–48″ 75HP Blackwood&Gordon,P.Gls | | |
| 102 77398 SPVD | **Adela** — *C. Kinch* –94 | 655 602 346 | ✠ 12,84 | Liv | *l* A&CP | 1878 11mo | H. Murray & Co. Port Glasgow | R. Tedcastle&Co. | 199·8 P23′ | 32·2 F16′ | 14·5 *5 BHCem* | Dublin British | C.2Cy.32″&59″–39″ 150HP Kincaid,Donald&Co.,Grk. *WB* = *FPT* | | BT till 5,95 |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5, 6, 7 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré. Lettre d'Équipement. | 8, 9 Construit. Quand. / Navire. / Mach. — Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. / Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est coté. Board of Trade. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|
| 103<br>HBFJ | **Adela** IronScSr<br>*J.Sanson* 2*Dks* | 622<br>—<br>382 | | 1878 J.Roach& Son<br>Chester,Pa. | Sobrinas de Herrera | 156·5\|28·4\|13·1 | Havannah<br>Spanish | C.2Cy.18″&34″–30″<br>130HP<br>J.Roach&Son,Chester,Pa. | | |
| 104<br>89402<br>SKLD | **Adelaide** IronScSr<br>*W.D.Mills* –93<br>*Elec. light* 2*Dks*(1*Irn*–ws)&*Awngdk* | 1711<br>1083<br>917 | ✠ *Awng dk withfreeboard* 11,83 ✠<br>Gls LA&CP r | 1883 D&WHenderson&Co.<br>8mo Glasgow | AdelaideS.S.Co. (Lim.) | 280·0\|33·2\|17·6<br>H34*t* 25·4 | SydnyNSW<br>British<br>4*BHCem*<br>*WB*= | C.2Cy.35½″&69″–48″<br>267HP<br>D.&W.Henderson&Co.Gls.<br>*DBa*28′*f*80′170*tFPT*30*t* | 18″11 | |
| 105<br>81173<br>TMGL | — SteelPadSr<br>*W.Gay* –92 2*Dks*<br>*Elec. light* | 976<br>757<br>551 | ✠ 7,80<br>Brw Lv | 1880 Barrow S.B.Co.<br>5mo Barrow | GreatEastern RailwayCo. | 254·2\|32·3\|13·0<br>P22*t* F16*t* | Harwich<br>British<br>3*BH* 3PBH | C.O.2Cy.45″&87″–72″<br>300HP<br>BarrowS.B.Co.,Barrow | | BT till ~~7,94~~ ~~8,95~~ 9,95 |
| 106<br>70459 | — IronPadBkn<br>*J.Craigie* 1*Dk* | 255<br>247<br>139 | | 1877 Hall,Russ'l &Co.<br>Aberdeen | AdelaideSteam TugCo.(Lim.) | 141·2\|22·4\|10·4<br>H8*t* | Adelaide<br>British | C.3Cy.26″,32″&32″–54″<br>99HP<br>Hall,Russell&Co.,Abn. | | |
| 107<br>102938 | — IronScK<br>*J.Holroyd* –94 1*Dk* | 139<br>133<br>57 | ✠100A1 *For Fishing purposes* 4,94<br>Hul LA&CP s<br>✠LMC4,94 | 1894 Cook,Welton& Gemmell<br>4mo Hull | HullSteamFishing &IceCo.(Lim.) | 99·0\|20·5\|11·0<br>BK7½′ | Hull<br>British<br>3*BHCem*<br>*WB*=*DTf*18*t* | T.3Cy.10″,16″&25½″–20″(*s*)<br>170lb 34H<br>1SB,2*pf*,GS22,HS590<br>Amos&Smith,Hull | ~~11″10~~<br>11″10 | |
| 108 | **Adelante** Wood<br>*Trevis* –92 YM7,92 | —<br>—<br>100 | | 1892 J.Rodriguez<br>Manila | L.R.Yangco | 121·0\|20·8\|10·0<br>B34′ | Manila<br>Spanish | C.2Cy.12½″&22″–14″<br>25HP<br>HongKongDockCo.,H.Kg | | V |
| 109<br>HBNV | **Adèle** IronSc3MstSr<br>*Caccialupi* 4thSurvey83<br>(*ex*Adela) 2*Dks* | 584<br>576<br>349 | 10,86<br>Lon Lv | 1870 A.Leslie& Co.<br>8mo Newcastle | J.Aubian | 200·4\|23·2\|17·8<br>len71 BK7′ | Bordeaux<br>French<br>3*BH* | C.2Cy.22″&44″–30″<br>NB76 75H<br>J.Taylor &Co.,Birkenhead | | V |
| 110<br>LCJF | **Adele** IronScSr<br>*E.Krützfeldt*82–82 1*Dk* | 280<br>—<br>221 | | 1881 Geo.Howaldt<br>Kiel | Sartori&Berger | 125·4\|21·1\|12·4<br>len90 | Kiel<br>German | C.2Cy.13½″&21″–16″<br>25H<br>Geo.Howaldt,Kiel | | G |
| 111<br>JFGN | **Adele Koeppen** IronScSr<br>*R.Meyer*93–93<br>(*ex*Kama,*ex*Loire,*ex*Kama,*ex*Saigon, *ex*Eaglescliffe) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 905<br>726<br>582 | ... | 1881 Ramage& Ferguson<br>1mo Leith | R.Koeppen | 209·7\|30·2\|15·0<br>Q75′ B48′ F30 | Stettin<br>German<br>*WB* | C.2Cy.25″&48″–30″<br>95H<br>Lees,Anderson&Co.,Gls. | 16″10 | V |
| 112<br>99617 | **Adelina Patti** SteelScSr<br>*J.Sinclair*88–92<br>1*Dk*(*Stl*)&*Spardk*(*Irn*)&*Webframes* | 3114<br>2864<br>1989 | ✠100A1 *Spar dk* ~~6,94~~ ~~7,93~~ 2,95<br>Sld A&CP u<br>✠LMC11,92<br>~~Cff~~ Bry | 1892 JLThompson&Sons<br>11mo Sunderland | JennesonTaylor &Co. | 330·0\|43·0\|17·7<br>P32′B58′F36′ 24·7<br>BK10″<br>*WB*=*CellDB*268 | Sundrland<br>British<br>6*BHCem*<br>620*tAPT*69*t* | T.3Cy.24″,39″&64″–42″ (*s*)<br>160lb *160lb* 300H<br>2SB,6*rf*,GS110,HS4000<br>J.Dickinson,Sunderland | 20″3<br>s5″10½ | |
| 113<br>HMPB | **Adelphi** IronScSr<br>*Vatis* ssShl.No.3–4,91<br>(*ex*Trewidden) 1*Dk*(*Irn*)2*trB*<br>*Well deck* ssMsl.No.1-95 | 1205<br>974<br>761 | ✠100A1 5,95~~1,91~~ ~~BS6,86~~ ~~6,91~~<br>Shl A&CP o<br>LMC~~1,86~~6,95<br>Msl | 1878 JReadhead &Co.<br>11mo S.Shields | G.L.Vatis | 240·0\|32·1\|17·9<br>Q90′B50′F26′<br>BK8½″<br>*WB*= | Zante<br>Greek<br>4*BHCem*<br>*DBa*69′*f*96′ | C.2Cy.28″&53″–36″<br>70lb *65lb*~~65lb~~ 115H<br>2B,GS60<br>J.Readhead&Co.,S.Shields | 18″11<br>s 2″0 | |
| 114<br>HNBJ | **Adelphi Chrissoveloni** SteelScSr<br>~~N.Monarchidis~~ ~~–91~~<br>1*Dk*(*Irn*)&*Webframes*&*ptAwngdk*<br>*N.Monarchidis* -94 | 2332<br>1678<br>1498 | ✠100A1 *pt Awng dk withfreeboard* 7,94~~11,93~~<br>Cff A&CP s<br>✠LMC6,91 | 1891 WGray& Co.(Lim.)<br>6mo WHartlepool | ChrissoveloniBros. | 280·5\|37·6\|19·0<br>RFD24′F31′<br>*pt Awningdk*225′ FK<br>*WB*=*CellDB*236′ | Syra<br>Greek<br>6*BHCem*<br>468*tAPT*27*t* | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb *80lb* 200H<br>2SB,6*rf*,GS91,HS3200<br>Cen.Mar.EngWrks,WHpl. | 21″8<br>s9″8½ | |
| 115<br>64<br>HBDN | **Adelphi Couppa** IronScSr<br>*Condouros* ssMsl.No.3–12,92<br>(*ex*Stuart) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1380<br>1133<br>940 | ✠100A1 12,92<br>~~BS3,94~~ 3,95<br>Msl A&CP p<br>✠LMC12,92 | 1880 W.Pickersgill&Son<br>11mo Sunderland | ~~N.Couppa~~<br>C.G.Malandeske | 245·0\|33·0\|18·0<br>Q84′B58′F32′<br>BK9″<br>*WB*=*DBa* | Argostoli<br>Greek<br>4*BHCem*<br>68′*f*56′280*t* | C.2Cy.29½″&55″–36″<br>75lb *45lb* 120HP<br>2SB,4*pf*,GS72<br>G.Clark,Sunderland | | |
| 116<br>68<br>HBDF | **Adelphi Vagliano** IronSc<br>*C.Nicolakis* (VaglianoBros.)<br>*Well deck* ssNpt.No.2–91<br>1*Dk*(*Irn*)2*trB* | 1598<br>1335<br>1010 | ✠100A1 1,94<br>~~BS4,94~~ ~~1,94~~ BS4,95<br>Gen A&CP q<br>✠LMC1,91 | 1883 Bartram, Haswell&Co.<br>2mo Sunderland | VaglianoBros. | 258·5\|36·0\|18·6<br>P24′Q94′B56′F32′<br>BK9″<br>*WB*=*DBa*66′*f*62′250*tFPT* | Argostoli<br>Greek<br>5*BHCem*<br>35*tAPT*20*t* | C.2Cy.33″&62″–42″ (*i*)<br>80lb *45lb35lb* 170HP<br>2SB,6*pf*,GS88<br>J.Dickinson,Sunderland | | |
| 117<br>98775<br>MLDV | **Aden** SteelScSr<br>*R.E.L.Hill* -94<br>*Elec.light* 2*Dks*(*StlU*–ws)3*trB* | 3925<br>3638<br>2517 | ✠100A1 2,92<br>Hpl LA&CP x<br>✠LMC2,92 | 1892 R.Dixon &Co.<br>1mo Middlesbro' | P.&O.Stm.Nav.Co. | 366·0\|46·1\|27·6<br>P41′B102′F49′<br>BK11″<br>*WB*=*CellDB*304′736*t* | Middlsbro'<br>British<br>7*BHCem* | T.3Cy.28″,46″&77″–48″ (*o*)<br>160lb *150lb* 500HP<br>2DB,12*cf*,GS247,HS7957<br>T.Richardson&Sons,Hpl. | 30″3<br>s6″7½ | BT till ~~6,94~~ 6,95 |
| 118<br>102950 | — IronScK<br>1*Dk* | ~~150~~ 139<br>139<br>61 | ✠100A1 *For Fishing purposes* ~~(Class Contem-plated)~~ 9,94~~5,94~~<br>Shl LA&CP<br>Hul<br>✠LMC4,94 | 1894 Edwards Bros.<br>5mo N.Shields | HullSteamFishing &IceCo.(Lim.) | ~~98·0\|20·5\|11·0~~<br>~~P18′F20′~~ BK7½″<br>98·5\|20·5\|11·0<br>*WB*=*DTf*14′23*t* | Hull<br>British<br>3*BHCem* | T.3Cy.10″,16″&25½″ 19½″<br>170lb (*s*) 40HP<br>1SB,2*pf*,GS16,HS557,<br>N.E.MarEngCo.(Lim.)Sld. | 11″11 | |
| 119<br>93823<br>KWBQ | **Adirondack** SteelScSr<br>*J.W.Sansom* –91 | 2167<br>1896<br>1415 | Hul | 1888 Aitken& Mansel<br>Glasgow | AtlasS.S.Co.(Lim) | 290·4\|37·0\|24·5<br>B54′ F28′ | Liverpool<br>British | T.3Cy.25″,41″&67″–42″<br>160lb 275HP<br>J.&J.Thomson,Glasgow | | |
| 120<br>102776 | **Adjutant** SteelScSr<br>*R.Oakley* –93 ~~1Dk(Stl)~~<br>*Well deck* ~~&Web frames~~<br>1*Dk*(*Stl.-ptws*) | 2392<br>1814<br>1532 | ✠100A1 12,93<br>Bry A&CP s<br>✠LMC6,93 | 1893 W.Gray& Co.(Lim.)<br>6mo W Hartlepool | GeneralStm.Nav. Co. | 290·5\|39·6\|18·9<br>P27′Q86′B122′<br>F27′ drp94 BK10″<br>*WB*=*Cell DB*244′551*t* | London<br>British<br>5*BHCem*<br>*APT*30*t* | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb *80lb* 240HP<br>2SB,6*rf*,GS76,HS3500<br>Cen.Mar.Eng Wrks,WHpl. | 21″4<br>s1″10½ | |
| 121<br>QDTN | **Adler** IronScSr<br>*A.Frese*84–89 2*Dks*&*Spardk* | 1336<br>1318<br>926 | | 1884 Flensburg S.Co.<br>Flensburg | Norddeutscher Lloyd | 240·0\|33·1\|17·2<br>24·6 | Bremen<br>German<br>*WB* | C.2Cy.37″&68″–39″<br>250HP<br>Flensburg S.Co.,Flensburg | | G |
| 122<br>JDTV | — IronScSr<br>*G.Rasch*92–92 1*Dk* | 356<br>240<br>255 | | 1882 Act.Ges. "Vulcan"<br>Stettin | R.C.Gribel | 149·2\|20·7\|10·2<br>Q72*t* | Stettin<br>German<br>*WB* | C.2Cy.17¼″&31½″–19·7″<br>50HP<br>Act.Ges."Vulcan,"Stettin | | V |
| 123<br>LCJB | — IronPadSr<br>*P.F.Petersen*66–93 (*ex*Ely) 1*Dk* | 231<br>179<br>167 | | 1857 Scott&Co.<br>Greenock | Sartori&Berger | 159·1\|19·2\|9·9<br>H23′ | Kiel<br>German | C.2Cy.26″&43″–42″<br>100HP<br>G.Howaldt,Kiel | | G |
| 124 | — SteelScSr<br>*Ch.F.Jensen*84–92 1*Dk*<br>*Elec.light* | 164<br>147<br>83 | | 1892 Act.Ges. "Neptun"<br>Rostock | Flensburg-Ekensunder Dampfschifffahrts Ges. | 102·7\|21·0\|10·6 | Flensburg<br>German<br>*WB* | C.2Cy.17¼″&33″–19¾″<br>60HP<br>Act.Ges."Neptun,"Ros. | | G |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / *Master.* / Special Surveys. | 3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of T. Sale Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 125<br>HFVJ | **Adlershorst**<br>*W.Andreis* –91 | **SteelScSr**<br>1*Dk* | 338<br>—<br>231 | | | | 1889 | Danziger Schiffs-Werft &Kessel-schmiede Danzig | F.Prowe | 129·9 / B31′ | 21·9 / F16′ | 13·1 | Danzig<br>German<br>*WB* | C.2Cy.15″&27″–18″<br>45H<br>StetMaschAnst&Schiffsbau A.G.,Stettin | | V |
| 126<br>RJFK | **Admiral**<br>*W.West*90–91<br>*Elec.light* | **SteelScSr**<br>(*ex*Tosari)<br>2*Dks*(1*Stl*)3*trB* | 2470<br>2013<br>1680 | ✠[illegible]<br>✠LMC12,90 | | | 1890<br>12mo | C.S.Swan& Hunter Newcastle | DeutscheOstAfrica Linie | 300·4 / P42′B82′H74′ / WB=*Cell* | 41·1 / BK8½″ | 21·6 / F41′ 6*BHCem* *DB*248′430*t* | Hamburg<br>German<br>*WB* | T.3Cy.26″,42″&69″–45″ (*s*)<br>160lb *160lb* 400H<br>2SB,*8pf*,GS144,HS5200<br>WllsndSlpwyCo(Lm)Nwc | 24 ″ 1 | DGV |
| 127<br>88306 | —<br>2*Dks* | **WoodPadSr**<br>509<br>407 | 682 | | | | 1880 | .....<br>Wilmington, Del. | P.Kelly | 176·0 / H172*t* | 29·0 | 17·6 | Quebec<br>British | 1Cy.49″–96″<br>106H | | |
| 128<br>47774<br>VQBT | —<br>*T.H.Little* –93 | **IronSc3MstSr**<br>470<br>363 | 608 | | | | 1864 | Palmer Bros.&Co. Newcastle | TyneSteamShip-pingCo.(Lim.) | 207·5 / Q67*t* | 26·0 / F20*t* | 14·7 | Newcastle<br>British | C.2Cy.27″&52″–33″<br>NE69 NB82 120H<br>Palmers'Co.(Lim.),Nwc. | 15 ″ 8<br>s 1 ″ 5 | |
| 129<br>97556 | —<br>*R.Saunderson*<br>1*Dk* | **SteelScK**<br>125<br>42 | 132<br>*StmTrawler*<br>1,95~~4,94~~ | ✠100A1<br>LA&CP<br>✠LMC10,91<br>Liv | Sws | | 1891<br>10mo | Hawthorns &Co. Leith | ~~MilfordHaven FishingCo.(Lim.)~~ ~~Brown,Sons&Co.,~~ ~~Mgrs.~~ LiverpoolStm. FishingCo.(Lim.) | 100·0 / F12′ drp95 | 20·1 | 10·1 / BK6½″ *WB*= | Milford<br>British<br>4*BHCem* *DBf*17′15*t* | C.2Cy.17″&34″–22″ (*s*)<br>100lb 48H<br>1SB,*2pf*,GS35<br>Hawthorns&Co.,Leith | 11 ″ 3 | |
| 130<br>83757 | —<br>*J.Clayton* –90 | **WoodScSr**<br>1*Dk* | 121<br>108<br>82 | | | | 1883 | W.Dunn NorthShore, N.S.W. | Mrs.E.Waterhouse | 102·0 / H10*t* | 20·6 | 9·2 | SydnyNSW<br>British | C.2Cy.14½″&25″–18″<br>50H<br>Plenty&Sons,Newbury,En | | |
| 131<br>89824 | —<br>*N.Darroch* –92 | **IronPadSp**<br>111<br>31 | 121 | | | | 1886 | W.Hepple &Co. N.Shields | Steel&Bennie | 100·7 | 19·3 | 9·3 | Glasgow<br>British | 1Cy.36½″–54″<br>50H<br>W.Hepple&Co.,Shields | | BT till ~~4,95~~ 4,96 |
| 132<br>96518 | —<br>*J.Andrews* –92 | **WoodScDandy**<br>103<br>23 | 103 | | | | 1890 | Lee& Wight Tweedmouth | ~~G.Scott,Jr.~~ J.H.Irvin | 95·6 | 20·2 | 10·6 | N.Shields<br>British | C.2Cy.16″&30″–22″<br>40H<br>Baird&Barnsley,N.Shields | | |
| 133<br>LMDQ | **Adolf**<br>*C.Schröder* –90<br>*Elec.light* | **SteelScSr**<br>1*Dk* | 965<br>695<br>674 | | | | 1889 | Rost. Act. Ges.fürSchiff &MaschBau Rostock | H.Schuldt | 213·9 / Q76′ | 31·7 / B52′ | 14·6 / F23′ | Flensburg<br>German<br>*WB* | T.3Cy.14″,23″&39″–32″<br>105H<br>Rstock.Schiffsb. Gesellsch. Rostock | | DV |
| 134<br>HTSM | —<br>*L.Petersson* –89 6thSurvey,Got.7,90<br>1stSurvey,Got.9,93<br>(*ex*Brackley,*ex*AnneSmith)<br>*Well deck* | **IronScSr**<br>1*Dk*(*pt Irn*)2*trB* | 883<br>613<br>655 | ✠ A1,1<br>~~5,94~~ ~~4,94~~<br>~~B&~~MS9,93<br>~~BS~~12,94 | Got<br>Sld | Lv | 1872<br>5mo | W.Cleland Newcastle | Ångf-Aktiebolaget "Amicitia" (A.Bratt,*Mgr.*) | 209·8 / P126′H23*t*F30′ ND(Irn)88 drp94 | 28·8 | 14·0 / BK7″ 5*BHCem* *WB*=*DBa&f* | Gothenbrg<br>Swedish | C.2Cy.26″&50″–33″<br>80lb NB84 *60lb* 98H<br>2SB<br>OuseburnEng.Wrks,Nwc. | | D |
| 135<br>MBCJ | **Adolf Deppe**<br>*Bachmann*88–90 ,*ss*Ant.No.1–93<br>*Well deck* | **IronScSr**<br>1*Dk*(*Irn*)2*trB* | 883<br>~~660~~ ~~640~~ 553 | ✠100A1<br>~~6,93~~ 1,95<br>✠LMC~~6,93~~7,94 | Ant<br>LA&CP | *l* | 1888<br>11mo | J.Duthie Sons&Co. Aberdeen | A.Deppe | 208·4 / P108′F26′ | 28·7 | 14·2 / BK7½″ *WB*=*DBa* | Antwerp<br>Belgian<br>4*BHCem* 55′*f*53′168*t* | C.2Cy.25″&48″–33″ (*s*)<br>100lb *70lb* 98H<br>1SB,*3pf*,GS50<br>Hall,Russell&Co.,Abn. | 14 ″ 11 | |
| 136<br>HRDT | **Adolfo** (*BROKEN UP*)<br>*Senti* (*ex*JuanRamos,*ex*Chrysolite) | **IronScBk**<br>673<br>478 | 702 | | | | ... 1865<br>6mo | Candlish, Fox&Co. Middlesbro' | Faes&Co. | 189·7 / Q29*t* | 28·4 | 17·2 | Carthagna<br>Spanish | C.2Cy.23″&46″–30″<br>NE&B74 100H<br>J.Jones&Sons,Liverpool | | |
| 137<br>HQJV | **Adolph Meyer**<br>~~*N.Svensson* –93~~<br>*N.Svensson*84–92 | **SteelScSr**<br>*ss*Skm.No.3–1,91<br>1*Dk*2*trB*<br>*ss*Got.No.1–95 | 785<br>~~626~~ ~~614,93~~ 594 | ✠90A1<br>5,95<br>~~BS~~<br>~~5,~~<br>✠LMC1,91 | Got<br>LA&CP | *k* | 1880<br>10mo | MotalaCo. Gothenburg | FörnyadeÅngf. Aktieb "Svenska Lloyd" (W.Frodi,*Mgr.*) | 190·9 / Q65′B47′H13*t* F17 | 26·5 | 16·0 / BK7″ 5*BHCem* *WB* | Gothenbrg<br>Swedish | C.2Cy.23⅝″&42½″–29¼″ (*e*)<br>65lb ~~*60lb*~~ *70lb* NDB95 110H<br>1SB,*3pf*,GS50<br>MotalaCo.,Gothenburg | | |
| 138<br>HBWR | **Adolpho De Barros**<br>(*ex*Ardgowan)<br>1*Dk*(*Stl*) | **SteelScSr** | 179<br>148<br>93 | ✠100A1<br>6,91<br>✠LMC4,91 | Cff<br>LA&CP | *b* | 1891<br>4mo | JM'Arthur &Co. Paisley | Almeida,Nazareth &Co. | 114·5 / Q35′B7′F16′ | 19·6 | 8·9 / BK6″ *WB*=*FPT*28*t* | R.Janeiro<br>Brazilian | C.2Cy.13¼″&26″–18″ (*s*)<br>120lb 33H<br>1SB,*2pf*,GS25,HS580<br>Bow,McLachlan&Co.,Psy. | 9 ″ 5<br>s 1 ″ 0½ | |
| 139<br>87314<br>RLGC | **Adonis**<br>1*Dk* | **IronPadSr**<br>142<br>116 | 160 | | | | 1883 | Dath,Henderson&Co. Brisbane | RobertDath | 109·8 / H18*t* | 21·6 | 7·1 | Brisbane<br>British | 2Cy.16″–42″<br>55H<br>Robey&Co.,Lincoln | | |
| 140<br>HBWR | **Adour**<br>*Fournier* | **SteelScSr**<br>3*Dks* | 3730<br>—<br>2154 | | | | 1889 | Forges et Chantiers de la Médit. LaSeyne | Messageries Maritimes | 370·7 / B98*t* | 43·0 | 31·8 | Marseilles<br>French<br>*WB* | T.3Cy.27½″,44″&70″–47″<br>350H<br>Forges etChantiers de la Médit.,Marseilles | | |
| 141<br>HBWQ | —<br>*Orain*84–90<br>*Well deck* | **IronScSr**<br>*ss*LaR.No.1–87<br>1*Dk*(*Irn*)2*trB* | 1011<br>943<br>641 | ✠ ——<br>12,91 | Cff<br>LA&CP | *o* | 1882<br>9mo | Palmers' Co.(Lim.) Newcastle | A.D'Orbigny& Faustin fils | 238·5 / P27′Q93′B16′F28′ | 32·6 | 16·4 / BK7″ 4*BHCem* *WB*=*DBa*73′*f*78′276*t* *APT*17*t* | LaRochlle<br>French | C.2Cy.30″&57″–36″ (*d*)<br>80lb 140H<br>Palmers'Co.(Lim.),Nwc. | | V |
| 142<br>HBWT | —<br>~~*v.Guichonnet*93–94~~<br>(*ex*Dundonald,*ex*Edendale)<br>*Well deck* *P.Roger*94–94 | **IronScSr**<br>*ss*Lon.No.2–92<br>1*Dk*(*Irn*) | 510<br>~~418~~ ~~417,94~~ 319 | ✠100A1<br>~~12,92~~<br>~~BS8,94~~ ✠LMC12,92<br>~~Hav~~ | Lon<br>A&CP | *h* | 1885<br>5mo | BlythS.B. Co.(Lim.) Blyth | E.Hulin | 165·8 / Q&B105′F19′ *WB*= | 26·1 | 12·4 / BK7″ 4*BHCem* *DBa*40′54*t* *FPT*31*t* *APT*15*t* | Rouen<br>French | C.2Cy.22″&42″–27″ (*r*)<br>85lb 80H<br>1SB,*3pf*,GS52,HS1350<br>M.Pratt,Huddersfield | 12 ″ 10<br>sl ″ 0 | |
| 143<br>HBWP | **Adour No. 2**<br>*A.Larre*76–76 | **WoodPadSr**<br>1*Dk* | 300<br>—<br>135 | | | | 1868 | Lauga& Descande Bayonne | BayonneChamber ofCommerce | 127·9 / P46′B40′F34′ | 26·1 | 14·1 / BK9″ 5*BHCem* *WB*=*DBa*72′*f*52′200*t* | Bayonne<br>French | 150H<br>Schneider&Co.,Creusot | | |
| 144<br>85192<br>WMJT | **Adowa**<br>~~*F.Paton*87–87~~<br>2*Dks*(1*pt Irn*)&*Awng dk*4*trB*<br>*D.Owen* –95 | **IronScSr**<br>~~*ss*Lon.No.2–90~~<br>*ss*Sld.No.3–5,95 | 2097<br>2082<br>1347 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>5,95~~11,93~~<br>~~BS11,95~~ | Lon<br>A&CP<br>Sld<br>✠LMC7,90~~3,95~~ | *r* | 1882<br>6mo | Strand SlipwayCo. Sunderland | ~~Fenwick&Co.~~ Fenwick,Stobart &Co~~(Lim.)~~ | 266·0 / P46′B40′F34′ *WB*=*DB* | 36·2 / 29·5 | 22·4 / BK9″ 5*BHCem* *a*72′*f*52′200*t* | London<br>British | T.3Cy.25″,33″&63″–39″<br>80lb *60lb* 150H<br>2SB,*4pf*,GS77<br>*Tpd.*88N.E.MarineE.Co. (Lim.),Sld. | 23 ″ 6<br>s 9 ″ 1½ | |
| 145<br>54<br>NBKQ | **Adria**<br>*F.Susini*<br>(*ex*Sempione,*ex*Messico,*ex*City of Bristol *ex*Etna) | **IronScSr**<br>3*Dks* | 2599<br>2267<br>1393 | — | | | 1855 | Caird&Co. Greenock | Navigazione GeneraleItaliana | 354·3 / P71′ | 37·4 / B108′ | 27·0 / F41′ | Genoa<br>Italian | C.2Cy.48¾″&84½″–42″<br>342H<br>LairdBros.,Birkenhead | | |

1 d ‡

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Entretenement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d Armement / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est coté. Duplicata du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **146** 1641 JBDH | **Adria** *Rumatz* *Well deck* | **SteelScSr** *ss*Stk.No.3–7,89 *ss*Tri.No.1–93 1*Dk*(*Stl*)2*trB* | 1039 1015 707 | ✠100A1 2,94 ✠NB7,89 | Gen LA&CP | *o* ✠LMC5,93 | 1880 6mo | Blackwood &Gordon Pt.Glasgow | RoyalHungn.Sea Nav.Co.Adria (Lim.) | 242·7 Q86′B46′F31′ *WB*= | 32·5 BK8″ *DBa*61′*f*92′ | 16·8 5*BHCem* &*uE* &B44′290*t* | Fiume Aust.-Hung. | T.3Cy.19″,30½″&52″–36″ (*s*) 160lb *80lb* NDB89 120HP 2SB,*4cf*,GS64,HS2580 *Tpd*.89Blair&Co.(Lim)Stk | 17 ″ 7 | A |
| **147** — JRDN | **IronScSr** *R.Rasmussen*92–92 *ss*Bgn.No.3–5,93 1*Dk*(*Irn*)&*Awngdk* | | 687 677 519 | ✠100A1 *Awng dk* *load line* 13*ft.* 5,93 ✠LMC5,93 | Bgn LA&CP 4*in.* | *j* BS2,95 | 1882 2mo Ges Rostock | RstckerAct J.L.Mowinckel& Sön | | 175·5 19·6 BK7″ *WB*=*DBa* | 26·3 | 12·8 5*BHCem* 27′*f*63′102*t* | Bergen Norwegian | C.2Cy.21¼″&41¾″–27½″ 80lb *80lb* NDB95 70HP 1SB,*3pf*,GS54 RstckerAct.Ges.,Rostock | | N |
| **148** * RJDT | **Adriana** *J.Witt*88–92 *Well deck* | **SteelScSr** 2*Dks*(1*Stl*)3*trB* | 3115 2526 2041 | ✠100A1 9,94~~8,92~~ ✠LMC11,90 | Ham LA&CP | *u* | 1890 12mo | C.S.Swan& Hunter Newcastle | Hamburg-Pacific Dampfsch.Linie (A.Kirsten,*Mgr.*) | 323·0 P&B202′F37′ *WB*=*Cell* | 40·2 BK9″ | 24·4 5*BHCem* *DB*274′618*t* | Hamburg German | T.3Cy.26″,42″&69″–45″ (*s*) 160lb *160lb* 330HP 2SB,*8pf*,GS150 NE.MarineECo(Lim),Nwc | 27 ″ 0 | |
| **149** — 311 | *E.Vascotto* –91 | **WoodScSr** 1*Dk* | 140 — 79 | | | | 1885 | L.Poli Capodistria | Societa di Navigazione a Vapore Istria-Trieste | 116·0 | 16·9 | 10·3 | Trieste Aust.-Hung. | C.2Cy.16½″&33″–18″ 40HP Bartlett&Co. | | |
| **150** 65925 KWMP | **Adriatic** *W.H.Kidley* –94 *Elec. light* | **IronSc4MstBk** 3*Dks*(2*Irn*) | 3888 3755 2458 | | | | 1871 10mo | Harland& Wolff Belfast | OceanicSteamNav. Co.,Lim.(Ismay, Imrie&Co.,*Mgrs*) | 437·2 H133*t* | 40·9 | 31·0 | Liverpool British 7*BH* | C.4Cy.41″&78″–60″ 600HP MaudslaySons&Field,Lon. | 33 ″ 8 s 9 ″ 7 | BT till ~~1,94~~ 4,95 |
| **151** — 99560 | *J.Dier*92–92 | **IronScSr** 1*Dk* | 144 137 30 | ✠100A1 *Stm Trawler* 3,92 ✠LMC3,92 | Shl LA&CP | | 1892 3mo | Hepple &Co. N.Shields | J.Kelsall (Kelsall&Co., *Mgrs.*) | 105·4 BK7″ | 20·6 | 11·0 3*BHCem* | Hull British | T.3Cy.12″,20″&32″–22″ (*s*) 160lb 60HP 1SB,*2cf*,GS26,HS1014 Hepple&Co.,N.Shields | 11 ″ 10 | |
| **152** HBDG | **Adriatico** *C.Catarinich* *Well deck* | **SteelScSr** *ss*Gen.No.1–93 1*Dk*(*Irn*)&*Webframes* | 1358 957 856 | ✠100A1 7,93 ✠LMC7,93 | Gen A&CP | *o* | 1890 7mo | S.P.Austin &Son Sunderland | DittaEredi C.Cav. Gerolimich&Co. *WB*=*Cell D* | 232·0 P29′Q54′B102′ F29′ drp93 *B*193′367*t* | 35·1 FK *APT*22*t* | 15·0 4*BHpt Asp* *pt Cem* | Lusinpiclo Aust.-Hung. 4*BHpt Asp* *pt Cem* | T.3Cy.19″,31″&51″–33″ (*s*) 160lb *80lb* 140HP 1SB,*3rf*,GS45 N.E.MarineCo.(Lim.),Sld. | 17 ″ 5 s 1 ″ 1 w1 ″ 3½ | A |
| **153** — 4 NBKT | *R.Marras*63–87 | **IronScSr** 2*Dks*&*Awngdk* | 1154 1126 742 | | | | 1862 | Gourlay Bros.&Co. Dundee | Navigazione GeneraleItaliana | 236·8 H27*t* len76 | 28·4 23·5 | 16·5 | Genoa Italian | C.2Cy.27″&45″–44″ 200HP Peirano&Danovaro | | I |
| **154** — | *P.Rapallo* | **IronScSr** 1*Dk* | 216 — 142 | | | | 1888 | G.Ansaldo &Co. SestriPon'nte | C.Queirolo | 124·6 | 21·6 | 9·1 | Genoa Italian | C.2Cy.14″&27″–18″ 61HP G.Ansaldo&Co.,Genoa | | |
| **155** 96355 LHMN | **Adula** *W.Walker* –92 1*Dk*(*Irn*) *Stl plating*&*Irn framing* | **Steel&IronScSr** | 772 506 372 | ✠ ~~Awngdk~~ ✠LMC9,89 | | … | 1889 9mo | M'Ilwaine &M'Coll (Lim.) Belfast | AtlasSteamship Co.(Lim.) | 212·5 P71′B76′F27′ drp92 *WB*=*Cell* | 29·1 FK *FPT* | 12·0 4*BHCem* *DB*212′320*t* | Liverpool British | T.3Cy.18″,30″&49″–33″ (*s*) 160lb 120HP 2SB,*6cf*,GS96 M'Ilwaine&M'Coll(L),Bel. | 12 ″ 10 | |
| **156** 106145 KBDJ | **Advance** *D.E.Griffith* | **IronScBn** 1*Dk*&*Spardk*3*Bs* | 2605 — 1902 | | | | 1883 | J.Roach& Son Chester,Pa. | Bedford&Carey | 295·0 | 38·4 | 14·5 23·6 | New York Utd. States | C.2Cy.36″&66″–54″ J.Roach&Son,New York | | R |
| **157** — WBQT | *E.H.Mörck*93–94 *Well deck* | **IronScSr** *ss*Cff.No.3–2,87 *ss*Cff.No.1–91 1*Dk*(*Irn*)2*trB* | 1348 1075 865 | ✠100A1 ~~11,93~~11,94 BS~~1,94~~ 4,95 ✠LMC5,91 | Cff LA&CP Shl | *p* | 1880 12mo | R.Duncan &Co. Pt.Glasgow | Aktieselskabet "Hekla" (W.M. Holby,*Mgr.*) | 244·6 Q89′B129*t*F27′ drp92 *WB*=*Cell* | 34·1 FK | 15·7 5*BHCem* *DB*212′320*t* | Chrstiania Norwegian | C.2Cy.29″&58″–36″ (*i*) ~~30lb~~ ~~40lb~~80lb NDB94 HP150 1DB,*4pf*,GS78 75lb Rankin&Blackmore,Grk. | 18 ″ 6 s 2 ″ 0 | |
| **158** — 88922 | *Rogers* –84 | **IronScCtr** 1*Dk* | 181 181 12 | | | | 1884 | PortPhillip E.S.Dk.Co. W'mstwn Vic | Government of Queensland | 120·0 | 21·0 | 13·0 | Brisbane British | C.2Cy.22″&40″–30″ 80HP W.King&Co.,Glasgow | | |
| **159** — | | **IronScSrTug** 1*Dk* | 154 154 21 | 100A1 *For Tug purposes only* 7,90 ✠LMC7,90 | Brs LA&CP | *y* | 1890 3mo | Harvey& Co.(Lim.) Hayle | | 100·0 BK6½″ | 21·1 | 11·4 4*BHCem* | Russian | T.3Cy.13″,19″&32½″–24″ 160lb 110HP 1SB,*2f*,GS35 Newall&Co.,Bristol | 12 ″ 2 | |
| **160** 68939 PNRL | **Advent** *J.Kemp*89–89 | **IronScSr** *ss*Shl.No.3–5,88 *ss*Shl.No.1–92 1*Dk*(*Irn*)2*trB* | 876 734 564 | ✠90A1 1,95~~1,93~~ BS~~1,93~~ 1,95 ✠LMC10,92 Shl | Nwc A&CP | *m* | 1876 4mo | ShortBros. Sunderland | J.Westoll *WB*=*D* | 213·5 Q120′F17*t* 1rp93 *Ba*80′*f*96′193*t* | 29·4 BK8″ | 15·9 4*BHCem* *FPT* 10*t* *APT* 15*t* | Sundrland British | C.2Cy.27″&50″–33″ (*s*) 80lb *60lb* NDB85 NB85 98HP 1SB,*3pf*,GS61,HS2114 J.Dickinson,Sunderland | 16 ″ 8 s 2 ″ 0 | |
| **161** * 89779 KFBW | **Adventure** *W.Rayment* –94 *Well deck* | **IronScSr** *ss*Shl.No.2–94 1*Dk*(*Irn*)2*trB* | 1914 ~~1533~~ 1206 | ✠100A1 2,95 ~~3,94~~ ✠LMC3,94 | Shl LA&CP Hpl | *r* | 1886 2mo | J.Read- head&Co. S.Shields | R.Harrowing | 280·0 Q108′B68′F29′ *WB*=*DBa* | 38·8 BK9½″ | 18·8 4*BHCem* 86′*f*114′469*t* | Whitby British | C.2Cy.34″&64″–42″ (*s*) 90lb *65lb* 170HP 2SB,*6pf*,GS96 J.Readhead&Co.,S.Shields | 19 ″ 10 s 2 ″ 0 | |
| **162** NTRD | **Ægir** *S.A.L.Klixbüll*91–91 | **IronPadSr** | 553 347 311 | | | | 1883 | Burmeister &Wain Copenhagen | DeDanske Statsbaner | 200·6 P176*t* | 23·5 H31*t* | 11·5 | Korsör Danish | C.4Cy.26″&50″–48″ 200HP Burmeister&Wain,Cpn. | | |
| **163** 102708 | **Æolus** *W.J.Brackenbury*94–94 1*Dk*(*pt Stl pt Irn*)&*Webframes*&*pt Awngdk*(*Iron*) | **SteelScSr** | 2875 2215 1845 | ✠100A1 *pt Awngdk* *with freeboard* ~~5,94~~ 3,95 ✠LMC1,94 | Cff LA&CP ~~Shd~~Bry | *t* | 1894 1mo | C.S.Swan &Hunter Newcastle | Rickinson,Son& Co. *WB*= | 312·0 P24′Q94′F30′ RFD38′ *pt Awngdk*126′ *Cell DB*264′640*t* | 41·0 FK | 20·6 | W.Hartlpl British 6*BHCem* | T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *80lb* 250HP 2SB,*6rf*,GS83,HS3760 Cntrl MrinE.Wrks,W.Hpl. | 23 ″ 1 s 9 ″ 1 | |
| **164** — HSGM | *P.O.Soderquist*75–85 | **SteelTwinScSr** 1*Dk*&*Awngdk* | 857 474 625 | | | | 1884 | MotalaCo. Gothenburg | Ångf.Aktieb. "SödraSverige" (J.G.Setterwall) | 204·7 H74*t* | 28·6 | 13·2 | Stockholm Swedish | C.4Cy.26″&48″–27″ 240HP MotalaCo.,Gothenburg | | |
| **165** — HLNT | *M.Garteis* | **IronScSr** *ss*Man.No.3–5,92 1*Dk*&*Shadedk* | 497 406 303 | ✠90A1 *Shade dk* *load line* 13*ft.* 5,94~~5,93~~ ~~1,95~~ ✠LMC10,91 | Man A&CP 3*in.* | *i* | 1879 11mo | Ramage& Ferguson Leith | Macleod&Co. | 166·8 P30′ | 25·0 F28′ | 13·6 BK7″ | Manila Spanish | C.2Cy.20″&37″–29″ (*a*) 70lb *35lb* 75HP 1B,GS29 Barclay,Curle&Co.,Gls. | | |
| **166** 96680 | **Æon** *A.Heron* –91 *Well deck* | **SteelScSr** *ss*Cff.No.1–93 1*Dk*(*Irn*)&*Webframes* | 2220 1653 1429 | ✠100A1 3,04~~12~~,94 ✠LMC3,94 Shl | Cff A&CP | *r* | 1889 12mo | Ropner& Son Stockton | ÆonS.S.Co.(Lim.) (Newman&Dale) | 272·2 P27′Q86′B106′ F29′ | 38·9 BK9″ | 18·6 4*BHCem* *DB*218′430*t* | London British | T.3Cy.21″,35″&57″–39″ (*r*) 160lb *80lb* 200HP 2SB,*4rf*,GS63,HS2990 Blair&Co.(Lim.),Stockton | 21 ″ 11 s 1 ″ 10½ | D |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built: When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c.: Length. / Breadth. / Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. / Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 167<br>78572<br>RDHG | Afghan<br>*R.Barton* -92 | IronScSr<br>ssLon.No.3-2,90<br>*2Dks(1Irn)3trB* | 2202<br>2114<br>1439 | ✠100A1<br>1,94<br>BS9,93 | Sng<br>A&CP<br>LMC2,90 | s | 1877<br>11mo | Aitken&<br>Mansel<br>Glasgow | MogulS.S.Co. Lim.(Gellatly, Hankey,Sewell& Co.,*Mgrs.*) | 312·0\|34·1\|25·6<br>F27'<br>drp91 BK9" | Rochester<br>British<br>*6BHCem* | C.2Cy.40"&72"-42" (*i*)<br>70lb *40lb* 280HP<br>2DB,GS150<br>J.&J.Thomson,Glasgow | 27 ″ 0<br>s 5 ″ 8 | |
| 168<br>104255<br>NKPQ | Afghan Prince<br>*W.Marr93-94*<br>*Elec.light* | SteelScSr<br>*1Dk(Stl)&Spar dk*<br>*(Stl-ws)&deepframing* | ~~3263~~<br>3261<br>2971<br>2110 | ✠100A1<br>*Spar dk*<br>11,94 ~~6,94~~<br>~~(Class Contemplated)~~ | Nwc<br>LA&CP<br>N.Yk<br>✠LMC6,94 | v | 1894<br>6mo | R.Stephen-son&Co. (Lim.)<br>Newcastle | PrinceSteamShip-pingInsurance Association (J.Knott,*Mgr.*) | ~~330·0\|43·0\|26·7~~<br>P38'B96'F36' FK<br>344·6\|43·1\|18·8<br>26·8<br>*WB=CellDBa96'uE&B48'f134'559tFPT42tAPT28t* | Newcastle<br>British<br>*5BHCem* | T.3Cy.28",~~64~~"&75"-48" (*s*)<br>160lb 46" *100lb* 400HP<br>2SB,*6cf*,GS119,HS5110<br>R.Stephenson&Co(L)Nwc | 21 ″ 4<br>s6 ″ 5½ | BT till 6,95 |
| 169<br><br>QDTC | Africa<br>*F.Segelken91-91* | IronScSr<br>*1Dk&Spardk&3trB* | 2232<br>2063<br>1629 | | | | 1883 | Act.Gesel. Weser<br>Bremen | D.H.Wätjen&Co. | 289·7\|37·7\|25·8 | Bremen<br>German | C.2Cy.36½"&66"-42"<br>260HP<br>Act.Ges."Weser,"Bremen<br>*WB* | | DG |
| 170<br>68108<br>MWFB | —<br>*W.A.Fausset* -92<br>*Elec. light* | IronSc3MstSr<br>ssLon.No.2-83<br>*3Dks(1Irn)* | 2030<br>1991<br>1299 | ✠<br>1,86 | Cal<br>A&CP | s | 1874<br>4mo | W.Denny &Bros.<br>Dumbarton | BritishIndiaStm. Nav.Co.(Lim.) | 315·2\|33·2\|25·6 | Glasgow<br>British<br>*5BHCem* | Q.4Cy.21½",32",43"&62½" -42"] NB90 202HP<br>*Qpd*.90Denny&Co.,Dmb. | 26 ″ 10<br>s 6 ″ 7 | |
| 171<br>65660<br>KVFP | —<br>~~*W.S.Howard -94*~~<br>~~*W.S.Howard93-94*~~<br>*J.A.Lobb94-95* | IronSc3MstSr<br>5thSurvey,Liv.6,93<br>*2Dks* | 1717<br>1537<br>1099 | ✠ A1✱1<br>~~6,94~~6,939,94 | Liv<br>Ham | Lv | 1871<br>12mo | LairdBros.<br>Birkenhead | AfricanSteamShip Co.(Elder,Demp-ster&Co.,*Mgrs.*) | 295·3\|34·3\|23·2<br>F53*t*<br>BK9½" | London<br>British<br>*7BH* | C.2Cy.27"&54"-36"<br>90lb NE&B86 150HP<br>2SB,*4pf*,GS82<br>Harland&Wolff,Belfast | 24 ″ 5<br>s 4 ″ 6 | |
| 172<br>16<br>NBLV | —<br>*A.Gheraldo* | IronScBn<br>*2Dks3trB&Awngdk* | 1112<br>717<br>685 | | | ... | 1865 | Palmer Bros.&Co.<br>Newcastle | Nav.Gen.Italiana | 240·1\|27·4\|17·2<br>H28*t* 25·3 | Genoa<br>Italian | C.2Cy.29"&53"-36"<br>*Cmp*.82 110HP<br>G.Ansaldo&Co.,Genoa | | I |
| 173<br><br>HBKQ | —<br>*Garcia69-73* | IronScSr<br>*1Dk* | 632<br>500<br>429 | ✠<br>6,69 | Cly<br>A&CP | | 1869<br>5mo | W.Simons &Co.<br>Renfrew | Soc.deNav.è. Industria | 182·0\|26·2\|15·6<br>P44*t* F22*t* | Barcelona<br>Spanish<br>*6BHCem* | C.2Cy.28"&50"-33"<br>90HP<br>Simons&Co.,Renfrew | | |
| 174<br>92285 | —<br>*Binier* -87 | WoodSc<br>*1Dk* | 482<br>362<br>328 | | | | 1873 | W.Power &Co.<br>Kingstn,Ont. | A.Thompson | 148·0\|26·0\|12·5<br>H120*t* | OwenS'nd<br>British | 1Cy.36"-34"<br>35HP<br>Davidson&Doron,Kingston, Ont. | | |
| 175<br>RDGT | —<br>*J.Andersen* -91 | IronScSr<br>*1Dk* | 352<br>352<br>273 | | | | 1871 | Reihers-tiegSchiffs. Wrft.<br>Hamburg | Lübeck-Wyburger Dampfschifffahrts Ges. | 150·0\|22·3\|13·0<br>Q36*t* B36*t* F22*t* | Lübeck<br>German | C.2Cy.17"&28"-24"<br>40HP<br>ReiherstiegScffs.Wrte., Hamburg | | V |
| 176<br>99671 | —<br>*A.Christen* -92 | IronScK<br>*1Dk* | 172<br>160<br>75 | ✠100A1<br>*Well fishing vessel*<br>10,94 ~~2,92~~ | Hul<br>LA&CP<br>✠LMC2,92<br>Gms | | 1892<br>2mo | Cochrane, Cooper& Schofield.<br>Beverley | International SteamTrawling Co.(Lim.) | 105·8\|21·0\|11·5<br>Q17'F19'<br>BK7½" | Grimsby<br>British<br>*3BHCem* | T.3Cy.12½",19½"&31½"-22½"<br>160lb (*s*) 50HP<br>1SB,*2f*,GS27,HS780<br>C.D.Holmes&Co.,Hull | 12 ″ 0 | |
| 177<br>84878 | —<br>~~Rogers~~ *Leary*<br>ssLiv.No.3-2,95 | IronScSk<br>~~ssMil.No.2-92~~<br>*1Dk(Irn)* | 122<br>122<br>41 | ✠100A1<br>*Stm Trawler*<br>2,95 ~~11,93~~<br>~~BS11,93~~ | Sws<br>LA&CP<br>Liv<br>✠LMC4,~~91~~ 2,95 | b | 1883<br>1mo | SirW.G. Armstrong, Mitchell &Co<br>Newcastle | C.Hooper | 100·0\|19·8\|10·1<br>BK6½" | Swansea<br>British<br>*4BHCem* | C.2Cy.21"&38"-24" (*s*)<br>100lb 80HP<br>1SB,*2pf*,GS43<br>Ross&Duncan,Glasgow | | |
| 178<br>82956<br>WPRV | African Prince<br>*W.B.Barton* -93<br>(*ex*Lockton)<br>*Well deck* | IronScSr<br>ssSld.No.3-2,87<br>ssLiv.No.1-92<br>*1Dk(Irn)2trB* | 1185<br>964<br>765 | ✠100A1<br>12,93<br>BS~~7,93~~ 11,94 | Liv<br>A&CP<br>✠LMC1,92 | o | 1882<br>11mo | Kish, Boolds&Co.<br>Sunderland | J.Knott | 240·0\|34·1\|14·1<br>Q90'B48'F26'<br>FK<br>*WB=Cell DB* 195'355*t* | Scarboro'<br>British<br>*4BHCem*<br>*APT*20*t* | C.2Cy.28"&54"-36" (*i*)<br>80lb *40lb* 123HP<br>2SB,*4pf*,GS60<br>W.Doxford&Sons,Sld. | 16 ″ 6<br>s 1 ″ 9½ | D |
| 179<br>HKJG | Africano<br>*P.da Costa* | IronScBn<br>(*ex*Cuban) | 1330<br>1314<br>845 | | | | 1865 | A.Leslie &Co.<br>Newcastle | Benchimol& Sobrinhos | 248·7\|31·7\|26·5 | Lisbon<br>Portuguese | C.4Cy.16"&36"-42"<br>NE&B71 120HP<br>G.Forrester& Co.Liverpool | | |
| 180<br><br>NBQH | Afrikaan<br>*J.VanDuyvenbode92-92*<br>ssRot.No.3-9,90 | IronScSr<br>*2Dks(Irn)&Spardk* | 1187<br>1142<br>842 | ✠<br>*Spar dk*<br>BS~~5,93~~ 9,94 | ✠LMC9,90 | ... | 1881<br>12mo | R.Dixon& Co.<br>Middlesbro' | NieuweAfrikaan-scheHandels Vennootschap | 232·0\|31·2\|22·0<br>ND90<br>BK8" | Rottrdam<br>Dutch<br>*5BHCem* | C.2Cy.27"&50½"-33" (*i*)<br>75lb *65lb* NDB87 100HP<br>1SB,*3pf*<br>Blair&Co.(Lim.),Stockton | | DV |
| 181<br>99047 | Afrikander<br>~~*T.C.Hubbock92-92*~~*R.Johnston94-95* | SteelScSr<br>*1Dk(Stl)&Spardk(Irn)&Webframes* | 2755<br>2571<br>1793 | ✠100A1<br>*Spar dk*<br>~~9,94 3,94~~ 1,95 | Ams<br>LA&CP<br>✠LMC3,92<br>~~Sld~~ | u | 1892<br>3mo | R.Dixon &Co.<br>Middlesbro' | British&Colonial S.N.Co.(Lim.) (BucknallBrs., *Mgrs.*) | 309·5\|40·6\|17·5<br>P31'B34' 25·4<br>F36' BK9"<br>*WB=Cell DB* 260' 588*t* | London<br>British<br>*5BHAsp*<br>*APT*58*t* | T.3Cy.24",38"&64"-42" (*s*)<br>160lb *90lb* 500HP<br>2SB,*6cf*,GS138,HS4495<br>T.Richardson&Sons,Hpl. | 20 ″ 0<br>s 5 ″ 11½ | D |
| 182<br><br>HCFD | Afrique<br>*Fauran* -87 | IronSc3MstSr<br>*2Dks&Spardk* | 1227<br>—<br>631 | | | | 1872 | Scott&Co.<br>Greenock | Cie.Gén.Trans-atlantique | 260·1\|29·8\|15·2<br>B32' 22·7 | Marseilles<br>French | C.2Cy.33½"&66"-36"<br>250HP<br>Greenock FoundryCo.,Grk | | V |
| 183<br>76793<br>QTSW | Afton<br>~~*S.Ritchie*~~<br>*W.Menzies95-95* | IronSc3MstSr<br>4thSurvey,Gls.2,94<br>*1Dk* | 287<br>241<br>135 | ✠ A1✱1<br>3,95 ~~2,94 10,94~~<br>✠NB11,86 | Gls<br>B&M82,94 | Lv | 1877<br>6mo<br>BS10,94 | Hanna<br>Paisley | AyrStm.Shipping Co. | 140·4\|23·2\|10·5<br>Q50'B14'F25'B17*t*<br>ptND89srp94 BK6"<br>*WB=* | Glasgow<br>British<br>*4BH*<br>*APT FPT* | C.2Cy.20"&36"-24" (*c*)<br>80lb 60HP<br>1SB,*2pf*,GS33<br>D.Rowan,Glasgow | 11 ″ 1<br>s 1 ″ 5 | |
| 184<br>54924<br>JKGB | Agamemnon<br>*J.W.P.Hutchinson85-90* | IronScBkn | 2346<br>2212<br>1491 | | | | 1865 | Scott&Co.<br>Greenock | OceanSteamShip Co. | 309·3\|38·8\|20·6<br>28·4 | Liverpool<br>British | C.2Cy.28"&56"-52"<br>NE&B78 300HP<br>Greenock FoundryCo.Grk. | | BT till ~~7,94~~ ~~3,95~~ 3,96 |
| 185<br>65673 | — | IronPadSp | 129<br>127<br>14 | | | | 1872 | Readhead, Softley&Co.<br>S.Shields | G.Petrie | 106·3\|18·4\|10·0 | London<br>British | 2Cy.28"-48"<br>55HP<br>ReadheadSoftley&CoS Shl | | |
| 186<br>99876<br>MWJF | Agapanthus<br>*R.J.C.Tod93-93* | SteelScSr<br>*2Dks(1Stl&1Irn) &Deepframing3Dkrule* | 4409<br>3975<br>2866 | ✠100A1<br>~~7,94~~ ~~2,94~~ 1,95 | Bry<br>LA&CP<br>✠LMC1,93<br>~~Dun~~ | x | 1893<br>1mo | A.Stephen &Sons<br>Glasgow | J.B.Murray&Co. | 380·0\|46·0\|27·5<br>P48'B88'F44'<br>BK11"<br>*WB=Cell DB* 308' 845*t* | Glasgow<br>British<br>*6BHCem*<br>*MT*24'570*t* | T.3Cy.26",41"&67"-48" (*s*)<br>160lb *80lb* 380HP<br>2SB,*6rf*,GS115,HS4120 FD<br>A.Stephen&Sons, Glasgow | 30 ″ 3<br>s 6 ″ 7½ | D |
| 187<br>78596 | Agate<br>*D.Campbell* -94<br>ssBwg.No.2-95 | IronScSr<br>ssGls.No.3-1,86<br>~~ssGly.No.1-90~~<br>*1Dk* | 178<br>154<br>59 | ✠100A1<br>3,95 ~~9,93~~<br>~~BS12,92~~<br>~~11,94~~ | Bwg<br>A&CP<br>LMC~~12,90~~2,95<br>Ayr | c | 1878<br>4mo | T.B.Seath &Co.<br>Glasgow | W.Robertson | 120·6\|20·1\|9·6<br>Q39'F20'<br>~~drp93~~ BK6"<br>*WB=FPT*15*t* | Glasgow<br>British<br>*3BHCem* | C.2Cy.16"&28"-22" (*i*)<br>70lb 35HP<br>1SB,GS73<br>W.King&Co.,Glasgow | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. ps. | 15 Autres Registres où le navire est coté. Duree du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 188 99546 | **Agate** | **IronScK** 1*Dk* | 156 143 61 | ✠100A1 *Stm Trawler* 11,94~~11,91~~ ✠LMC11,91 | Hul LA&CP | | 1891 11mo | Cochrane, Cooper& Schofield Beverley | **KingstonSteam TrawlingCo. (Lim.)** | 101·0 Q19′ | 20·5 F19′ | 11·0 BK7½″ | **Hull** British | C.2Cy.16″&32″–22″ 110lb 1SB,*2pf*,GS30,HS881 Amos&Smith,Hull | (*s*) 43HP | 11 ″ 10 | |
| 189 HBQK | **Agathe** *G.Kondruhn* –91 | **IronScSr** 1*Dk2trB* | 525 420 401 | | | | 1880 | Flensburg S.B.Co. Flensburg | **MemelerDmpfsch. Act.Ges.** | 168·6 Q50′ | 24·9 B42′ | 13·9 F21′ | **Memel** German *WB* | C.2Cy.20″&34½″–24″ 50HP Flensburg S B Co Flensburg | | | V |
| 190 HDGM | **Agder** *O.M.Johnsen* | **IronScSr** 1*Dk* | 314 223 184 | | | | 1884 | AkersMek Verksted Christiania | **ÖstlandskeLloyd** | 135·9 Q21*t* | 23·2 H7*t* | 11·1 B47*t* F14*t* | **Chrstiania** Norwegian *WB* | C.2Cy.16½″&29″–18½″ 35HP AkersMek Verksted,Xia | | | N |
| 191 88959 SLHN | **Age** ~~*J.Broadfoot* –94~~ *Well deck* *A.Easton* –94 | **SteelScSr** *ss*Mel.No.1–93 *Dk(Stl)&Web frames* | 2284 1722 1493 | ✠100A1 11,94~~12,93~~ ✠LMC12,93 Sba | Syd A&CP | *s* | 1888 2mo | E.Withy& Co. W Hartlepool | **W.H.Smith& Sons(Lim.)** *WB=Cell DB* 248′490*t* | 289·8 P31′Q86′B118′ F31′ drp93 | 38·1 BK8′ | 19·2 5*BHAsp APT*35*t* | **Melbourne** British | T.3Cy.21¾″,35″&59″–39″ 152lb 200HP 2SB,*6rf*,GS92 T.Richardson&Sons,Hpl. | (*o*) | 22 ″ 3 | |
| 192 86974 JBMQ | **Agenoria** ~~*G.H.Sergent*90–90~~ *Well deck* *F.A.H.Satow* –95 | **IronScSr** *ss*Hpl.No.2–91 1*Dk*(*Irn*)2*trB* | 1360 1065 850 | ✠100A1 6,93 BS1,94 ✠LMC10,91 | Bry A&CP | *o* | 1883 10mo | Irvine&Co. W Hartlepool | **Rickinson,Son& Co.** J.E.Guthe&Co. | 244·0 Q92′B61′F27′ | 33·0 BK8½′ *WB=Cell* | 15·9 4*BHCem DB*201′315*t* | **W. Hartlpl** British | C.2Cy.30″&57″–33″ 75lb *65lb* 2SB,*4pf*,GS66 T.Richardson&Sons,Hpl. | (*b*) 130HP | 18 ″ 8 s 1 ″ 7 | |
| 193 NVHR | **Agersösund** *J.C.Boyer*75–85 | **SteelScSr** 2*Dks* | 122 81 69 | | | | 1884 | G.Howaldt Kiel | **Dampskibsselskabet,forSkjelskör ogOmegn. (R.Harbö)** | 119·3 len85 | 18·6 | 5·7 11·5 | **Skjelskör** Danish | C.2Cy.16½″&28½″–15¾″ 45HP Howaldt Bros.,Kiel *WB* | | | |
| 194 HVSC | **Agge** *P.A.Andersson* –91 (*ex*Aage,*ex*Sif) | **WoodSc3MstSr** 1*Dk* | 376 288 273 | | | | 1873 | H.L.Hansen Odense | **G.R.Thalin** | 147·5 Q37′ | 25·3 B40′ | 12·8 | **Gefle** Swedish | C.2Cy.20″&36″–21″ 55HP Schweffel&Howaldt,Kiel | | | G |
| 195 | **Aggi** *H.Hatteberg*88–93 (*ex*Benwell Tower) 1*Dk(Stl)&Spar dk(Stl–ws)3trB* | **SteelScSr** | ~~3277~~ 2827 2073 | ✠100A1 *Spar dk* 5,94~~11,98~~ ✠LMC10,91 | Shl A&CP | *u* | 1891 10mo | Edwards' S.B.Co. (Lim.) Newcastle | **C.Michelsen&Co.** | 331·0 P46′B76′F35′ | 40·2 BK10″ *WB=Cell* | 19·1 26·7 5*BHCem DB*268′430*t* | **Bergen** Norwegian | T.3Cy.23″,38″&61″–45″ 160lb 265HP 2SB,*6cf*,GS123,HS4300 Wlsnd Slpwy&EC(L)Nwc. | (*s*) | 21 ″ 9 s 6 ″ 11 | |
| 196 102607 | **Aggie** *J.Smith* –93 *Well deck* | **Steel&IronScSr** 1*Dk* | 183 143 59 | ✠100A1 ~~7,942,94~~ 3,95 ✠LMC7,93 | Bwg LA&CP | *b* | 1893 7mo | J.Fullerton &Co. Paisley | **McKinney& Rafferty** | 110·2 F18′Q44′B7′ | 20·5 BK6″ *W* | 9·5 3*BHCem B=FPT*18*t* | **Glasgow** British | C.2Cy.16″&32″–24″ 120lb 43HP 1SB,*3pf*,GS45,HS945 Ross&Duncan,Glasgow | (*s*) | 10 ″ 2 | |
| * 197 | **Aghios Ioannis** *A.Cuzzucos* –90 (*ex*Transition) *Well deck* | **SteelScBn** *ss*Mdb.No.2–93 1*Dk*(*Stl*)2*trB* | 1682 1387 1093 | ✠100A1 11,93 BS2,94 ✠LMC2,93 2,95 | Msl A&CP | *q* | 1885 3mo | R.Dixon& Co. Middlesbro' | **VaglianoBros.** *WB=DBa* 74′*f*104′*&uE* | 257·0 P34′Q66′B62′ | 36·0 F32′ BK8″ | 18·5 4*BHCem &B*34′502*t* | **Cephlonia** Greek | T.3Cy.20″,33″&54″–36″ 160lb 150HP 2SB,*4cf* GS65 Blair&Co.(Lim.),Stockton | (*a*) | 19 ″ 6 s 2 ″ 0½ | |
| 198 20460 NBGW | **Agia Sofia** *D.Cruickshank*80–82 | **IronSc4MstBk** 3*Dks* | 2586 2574 1695 | ✠ 4,70 | Liv | Lv | 1857 | J.&G. Thomson Glasgow | **Papayanni&Co.** | 338·4 len72 | 35·5 | 29·2 6*BH* | **Liverpool** British | C.4Cy.26″&56″–42″ NE&B72 300HP G.Forrester&Co.,Liverpool | | | BT till ~~10,95~~ 5,95 |
| 199 44932 | **Agincourt** *Ashworth* | **IronPad** (*ex*Talbot) | 161 161 31 | | | | 1861 | W Marshall S.Shields | **Stuart& Gottschalk** | 103·7 len75 | 19·4 | 11·2 | **Liverpool** British | L.2Cy.33″–48″ 70HP Marshall Bros.,S.Shields | | | |
| 200 | **Agios Joannis** *G.Portolos* –94 | **WoodScSr** | 111 — 59 | | | | 1894 | McDowall &Barbour Piræus | **G.Portolos** | 92·0 Q21′ | 18·0 B13′ | 9·6 F22′ | **Piræus** Greek | C.2Cy.13¼″&26½–18″ 30HP McDowall&Brbour Piræus | | | |
| 201 HLMJ | **Ägir** *J.F.Aminoff*77– | **IronScSr** 1*Dk* | 438 381 340 | | | | 1874 | Götebrgs MkVkstad Gothenburg | **FörnyadeÅngf. Aktieb. "Göta" (H.Sternhagen)** | 144·0 B37′ | 23·6 H3*t* | 15·4 | **Gothenbrg** Swedish | C.2Cy.14″&30″–25″ 52HP GöteborgsMkVerks,Got. | | | V |
| 202 HPQL | — *G.Lundgren* –84 | **CompScSr** 1*Dk* | 223 202 165 | | | | 1878 | ..... Spången | **NorsJernbruksaktieb. (F.Hollender)** | 102·3 B18′ | 20·4 | 13·0 | **Edsvalla** Swedish | C.2Cy.10¼″&25″–17½″ 30HP KristinehamnsM.V.Kristh | | | |
| 203 RHKT | **Aglaia** *G.Petersen*93–93 2*Dks*(1*Stl&UptStl–ws*)3*trB* | **SteelScSr** | 2362 2115 1666 | ✠ 11,88 ✠ | Ham LA&CP | *t* | 1888 11mo | Flnsburger Schiffsbau Gesels Flensburg | **DeutscheDampfsch. Rhederei zu Hamburg** | 309·8 P52′B84′F36′ | 38·9 BK9″ *WB=Cell* | 22·8 6*BHCem DB*262′454*t* | **Hamburg** German | T.3Cy.24″,36½″&68″–45″ 350HP 4SB,*8cf*,GS121 Flensburgcr.Schiffsbau Gesel,Flensburg | | 25 ″ 7 | V |
| 204 3 HBJV | — *Mettel*63–86 | **IronScBk** 2*Dks* | 1894 1729 1166 | | | | 1879 | Austro Ungarico Lloyd Trieste | **LloydAustriaco** | 282·6 | 35·2 | 25·4 | **Trieste** Aust.-Hung. | C.2Cy.35¾″&61¾″–48″ 197HP ArsenaleLloyd,Trieste | | | |
| 205 JWPC | **Agnar** *E.Andersen*77–85 *Well deck* | **IronScSr** 1*Dk2trB* | 432 325 304 | | | ... | 1884 10mo | Stavanger, Stöberi& Dock Stavanger | **Actieselskabet "Agnar" (Ths.S.Falck** | 151·2 Q48′ | 24·0 B44′ | 12·2 F19′ | **Stavanger** Norwegian | C.2Cy.17″&32″–24″ 45HP J.Wigham,Sunderland *WB* | | 13 ″ 0 | N |
| 206 HFTS | **Agnes** *A.Brettschneider*86–88 *Well deck* | **IronScSr** *ss*Lon.No.3–1,87 *ss*Lon.No.1–92 1*Dk* | 938 713 589 | ✠ A1 8,93 MS5,92 | Lon A&CP | | 1870 2mo | Backh'se& Dixon Middlesbro' | **T.Rodenacker** | 200·0 Q63′B77′F20′ ND87 | 29·0 BK8½″ *WB=DBa&f* | 16·7 4*BHCem* | **Danzig** German *WB* | C.2Cy.25½″&47½″–33″ 65lb NB79 1SB,*2pf*,GS27 Blair&Co.(Lim.),Stockton | (*i*) 99HP | | |
| 207 RJBP | — *J.Bruntz*87–90 | **SteelScSr** 1*Dk&Hurricane dk* | 727 675 504 | | | | 1890 | Rostock Act.Ges.für Schiff&Mas'h Rostock | **L.F.Mathies&Co.** | 179·7 B57′ | 27·1 | 11·9 | **Hamburg** German *WB* | C.2Cy.22½″&40¼″–27½″ 90HP Rost.Maschinenbau Ges., Rostock | | | DV |
| 208 JVFR | — *C.Falsen* –92 | **IronScSr** 1*Dk2trB* | 438 331 265 | | | | 1889 | Stavanger, Stöberi & Dok Stavanger | **HaraldIrgens** | 147·1 Q34*t* | 24·6 B18*t* | 12·8 F14*t* | **Bergen** Norwegian | T.3Cy.11″,18″,29″&24″ 45HP Akers Mek Verkstad,Christiania | | | N |
| 209 87132 | — *Dredger* | **IronTwinScSr** | 322 322 135 | | | | 1883 | W.Simons &Co. Renfrew | **G.Furness** | 139·0 | 27·6 | 11·9 | **London** British | C.4Cy.14″&27″–42″ 60HP W.Simons&Co.,Renfrew | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of R. of Tn. de Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 210<br>74915 | **Agnes**<br>1*Dk* | **WoodPad** | 110<br>56<br>85 | | | | 1877 | G.B.Air<br>Moama,NSW | **NagambieStm. Nav.&SawMill Co.(Lim.)** | 82·0<br>H55*t* | 16·4 | 5·8 | **SydnyNSW**<br>British | 1Cy.9½″–18″<br>18HP<br>Marshall&SnsGainsboEng | | |
| 211<br>82866<br>WBGQ | **Agnes Otto**<br>*W.G.Maxwell*83–87 *ss*Shl.No.3–8,93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | **IronScSr** | 1246<br>1000<br>782 | ✠100A1<br>4,94 | Cff<br>LA&CP<br>LMC8,98 | *o* | 1881<br>3mo | J.Read-head&Co.<br>S.Shields | **G.Otto** | 249·9<br>Q95′B50′F26′<br>BK8½″<br>*WB*=*DBa* | 32·6<br>*4BHCem*<br>74′99′*f*305*t* | 17·5 | **London**<br>British | C.2Cy.28″&53″–33″ (*i*)<br>70lb *40lb* 115HP<br>1SB,3*pf*,GS48<br>J Readhead&Co.,S.Shields | 18 ″ 6<br>s 1″10½ | |
| *Now named "Colombo," See No. 22 in Supplement* | | | | | | | | | | | | | | | | |
| 212<br>99384<br>MNGD | **Agnes Seed**<br>*C.Young*<br>1*Dk* | **SteelScTug** | 93<br>87<br>22 | ✠ A1<br>*For Tug purposes*<br>8,93 | Liv<br>LA&CP<br>✠LMC8,92 | | 1892<br>3mo | Wiloughby Bros.(Lim.)<br>Plymouth | **T.Seed** | 86·1<br>BK6″ | 17·3 | 9·4 | **Liverpool**<br>British | C.2Cy.16″&32″–21″<br>100lb 60HP<br>1SB,2*pf*,GS36,HS649<br>WilloughbyBros.(Lm)Ply | 10 ″ 0 | |
| 213<br>1183<br>HRSG | **Agnhammar**<br>*A.H.Borgström* –91<br>1*Dk* | **CompScSr** | 180<br>152<br>130 | | | | 1883 | J.H.Seldon<br>Oroust | **Agnhammars Ångb.Aktieb. (A.Elieson)** | 100·7<br>P20′ Q5′ H4*t* | 20·5 | 8·6 | **Agnhmmr**<br>Swedish | C.2Cy.10½″&22½″–15″<br>25HP<br>P.Larsson,Torskog | | |
| 214<br>HBLW | **Agosto**<br>*D.Erauzquin*83–89 *ss*Bbo.No.1–93<br>1*Dk*(*Stl*)&*Spardk*(*Stl*)3*trB*<br>*F.Larrauri*89–94 | **SteelScSr** | 1762<br>1734<br>1136 | ✠100A1<br>*Spar dk*<br>1,95 7,93<br>BS6,95 | Bbo<br>A&CP<br>✠LMC6,98 | *r* | 1889<br>4mo | W.Pickers-gill&Sons<br>Sunderland | **Cia.Bilbaina de Navègacion (E. Aznar,** *Mgr.*) | 276·0<br>F31′<br>FK<br>*WB*=*C*<br>(Aznar y Cia, *Mgrs*) | 36·1<br>21·1<br>*ell DB*224′527*t FPT* | 13·8<br>46*t APT*38*t* | **Bilbao**<br>Spanish | T.3Cy.21″,35″&57½″–39″<br>160lb *60lb* 180HP<br>2SB,6*rf*,GS99<br>Black,Hawthorn&Co.,Gts | 17 ″ 2<br>s 5″7½<br>w5″10½ | D |
| 215<br>4 | **Agrumaria**<br>*Degrossi* –92 (*ex*MaschalAndrea,<br>*Well deck* *ex*Lobelia) 1*Dk*(*Irn*) | **IronScSr** | 448<br>385<br>268 | ✠<br>10,86 | Lon<br>LA&CP | *g* | 1883<br>12mo | T.&W. Toward&Co.<br>Newcastle | **Soc.Anon.Agrumaria Etnea di Catania** | 160·7<br>Q49′B38′F18′<br>drp85 | 23·4 | 12·0 | **Catania**<br>Italian | C.2Cy.21″&38″–24″<br>82HP<br>WappingE.W.Co.,S.Shl.<br>*WB*=*FPT*30*t APT*27*t* | 12″11 | V |
| 216 | **Agua Maré**<br>*Wilkinson* –91 | **SteelTwinScSr** | 1189<br>1130<br>926 | | | | 1891 | R&W Haw-thorn,Leslie &Co.(Lim.)<br>Newcastle | **Cia.Nacional de SalinasMossoro Assu** | 260·0<br>P25′ F35′ | 36·2 | 14·3 | **R.Janeiro**<br>Brazilian | C.4Cy.17″&34″–22″<br>80HP<br>Ross&Duncan,Glasgow<br>*WB* | | V |
| 217<br>84999<br>WFQG | **Ahdeek**<br>*R.T.Arthurs* –91 *ss*Sld.No.2–90<br>*Well deck* *ss*Gls.No.3–5,94 1*Dk*(*Irn*)2*trB* | **IronScSr** | 1457<br>1125<br>917 | ✠100A1<br>~~5,94~~ 7,93 4,93<br>~~BS8,98~~ ✠LMC8,96 5,94 | Gls<br>LA&CP | *p* | 1881<br>12mo | ShortBros.<br>Sunderland | **Donald&Taylor** | 245·6<br>P28′Q68′B56′F29′<br>lrp93 drp94 BK9″<br>*WB*=*DBa* | 34·5<br>6*BHCem*<br>72′*f*42′225*t* | 18·5 | **Sundrland**<br>British | C.2Cy.32″&61″–36″ (*i*)<br>80lb *60lb* 140HP<br>2SB,4*pf*,GS66<br>N.E.MarineE.Co.(Lm.)Sld | 20 ″ 2<br>s 1″11½ | |
| 218<br>95055 | **Aid**<br>~~*A.Smith* –88~~<br>*J.Mockett* –94 | **Iron&SteelSc**<br>(*Hopper Dredger*) | 223<br>219<br>99 | | | | 1888 | W.Simons &Co.<br>Renfrew | **~~W.Hill~~** F.Bevis | 112·3<br>Q4*t* | 26·0 | 11·5 | **Glasgow**<br>British | C.2Cy.15″&30″–21″<br>40HP<br>W.Simons&Co.,Renfrew | | |
| 219<br>96693 | —<br>*A.Page*75 -90 | **SteelPad** | 194<br>190<br>33 | | | | 1889 | W.Allsup &Sons (Lim.)<br>Preston | **Board of Trade** | 126·1 | 21·2 | 10·1 | **London**<br>British | CO.4Cy.18″&36″–48″<br>120HP<br>W.Allsup&Sons,Preston | | |
| 220<br>24691 | —<br>*C.Fox* –91 | **WoodPadSr** | 112<br>112<br>16 | | | | 1855 | .....<br>London | **J.Morgan&Co.** | 89·2<br>P25′ F35′ | 18·0 | 9·9 | **London**<br>British | 50HP | | |
| 221 | **Aida**<br>*Case*<br>1*Dk* | **IronScBn** | 723<br>645<br>645 | | | | 1882 | Day,Sum-mers&Co.<br>Southampton | **EgyptianLight-houseAdministration** | 213·0<br>P105*t*F51*t* | 26·2 | 15·4 | **Alexndria**<br>Egyptian<br>*WB* | C.2Cy.27″&52″–36″<br>130HP<br>Day,Summers&Co.,Sou. | | |
| 222<br>87915<br>JCHL | **Aidar**<br>*H.H.Jackson* –92 *ss*Lon.No.2–92<br>(*ex*Castlebank) 1*Dk*(*Irn*)&*Spardk*3*trB* | **IronSc** | 2408<br>2324<br>1583 | ✠100A1<br>*Spar dk*<br>2,94<br>BS2,94 ✠LMC9,91 | Not<br>LA&CP | *s* | 1883<br>11mo | Wigham Richrdsn& Co.<br>Newcastle | **LondnStmrs(Lim) (P.W.Richard-son,** *Mgr.*) | 300·0<br>B80′<br>FK<br>*WB*=*DBa*82′&*uE* | 37·2<br>27·3<br>*& B&c*58′ 270*t FPT* | 19·5<br>5*BHCem*<br>38*t APT*22*t* | **Liverpool**<br>British | C.2Cy.35″&70″–48″ (*s*)<br>90lb 300HP<br>2DB,8*cf*,GS122<br>Wigham Rchrdsn&CoNwc | 20 ″ 5<br>s 6″9½ | |
| 223 | **Aidin**<br>(*ex*Clacton) | **SteelPadSp** | 241<br>220<br>55 | | | | 1888 | J.Scott& Co.<br>Kinghorn | **O.Essayan** | 189·5 | 22·2 | 8·3 | **Constanpl**<br>Turkish | C.D.2Cy.28″&57″–57″<br>200HP<br>J.Scott&Co.,Kirkcaldy | | |
| 224<br>65 | —<br>*with freeboard*<br>1*Dk* | **SteelSc** | 65<br>65<br>33 | ✠<br>✠LMC9,96<br>*Coasting Service in the Sea of Marmora* | ... | | 1890<br>8mo | Stbilimnto Tecnico Trieste | **Regie desTabacs Turks** | 104·9<br>BK4″ | 13·6 | 6·7 | **Constanpl**<br>Turkish | C.2Cy.14″&25″–18″<br>90lb 35HP<br>1SB,2*f*,GS26<br>StabilimentoTecnico,Tri. | 2 ″ 6 | |
| 225<br>HCGV | **Aigle**<br>*Revillet*<br>*SparDk* | **IronTwinSc** | 150<br>—<br>120 | | | | 1872 | Claparéde &Co.<br>St.Denis | **MessageriesFluviales deCochinchine** | 98·4 | 15·4 | 6·6 | **Saïgon**<br>French | 2Cy.11″&12″–12″<br>Claparéde&Co.,St.Denis | | |
| 226<br>1304<br>HJNF | **Aikoku Maru**<br>*Yoichi Fusukawa*<br>2*Dks* | **IronScSr**<br>(*ex*Lydia) | 1722<br>1468<br>1068 | | | | 1879 | Dobie&Co.<br>Glasgow | **OiyeShichihei** | 259·8<br>P105*t*F51*t* | 32·1 | 23·9 | **Osaka**<br>Japanese<br>*WB* | C.2Cy.35″&58″–36″<br>160HP<br>J.Howden&Co.,Glasgow | | V |
| 227<br>1110<br>HGRL | —<br>*YanazaKatsushize* (*ex*YudsaMaru) | **WoodSr** | 143<br>133<br>88 | | | | 1888 | Uwaüma Ichibei<br>Asaka | **Yasuoka Yasutaro** | 102·0 | 14·7 | 13·8 | **Ushioqe**<br>Japanese | 1Cy.<br>10HP | | |
| 228<br>78735<br>JHMQ | **Ailsa**<br>*T.M.MacKnight* –92<br>2*Dks*(1*Irn*&1*pt Irn*)3*trB* | **IronScSr** | 2061<br>1813<br>1331 | | | ... | 1877<br>11mo | Aitken& Mansel<br>Glasgow | **AtlasSteamShip Co.(Lim.)** | 290·6<br>F26′ | 34·2 | 23·9 | **Liverpool**<br>British<br>*reb.*92 | C.2Cy.27″&68″–48″<br>NB92 300HP<br>McIlwaine&McColl(Lim.)<br>Belfast | 25″10 | |
| 229<br>97592 | **Ailsa Craig**<br>*J.A.Chalmers* –93<br>2*Dks*(*Irn–Uws*)&*Deepframing* | **SteelScSr** | 3382<br>3208<br>2189 | | | ... | 1890<br>1mo | WBThmp-son&Co.<br>Dundee | **ClydeShippingCo. (Lim.) (J.Cuthbert,** *Mgr.*) | 351·8<br>P47′B76′F39′ | 44·7 | 25·6 | **Glasgow**<br>British<br>*WB* | T.3Cy.24″,39″&63″–54″<br>300HP<br>WBThmpsn&Co.(Ld) Dun | 28″10 | D |
| 230<br>93488<br>LHDV | **Ainsdale**<br>*J.H.Hurst*83–89<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*ss*Cff.No.1–94 | **SteelScSr** | 2186<br>1723<br>1418 | ✠100A1<br>~~2,93~~ 10,94<br>1,95 ✠LMC2,~~89~~ 2,94<br>Cff | Bry<br>A&CP | *s* | 1889<br>9mo | J Readhead &Sons<br>S.Shields | **AinsdaleS.S.Co. (Lim.) (P.Hick,jr.,&Co.)** | 290·5<br>P28′Q82′B118′<br>F33′ drp95 BK10″<br>*WB*=*Cell* | 39·0<br>6*BHCem*<br>*DB*950′534*t* | 18·9<br>~~2SB,6*rf*~~,GS107 2SB,4*rf*,2*cf* | **Scarboro'**<br>British | T.3Cy19½″,37½″&61½″–39″<br>160lb *75lb* (*r*) 250HP<br>J Readhead&Sons,SShields | 21 ″ 5<br>s 1″11½ | D |
| 231<br>1320<br>HJPL | **Aioi Maru**<br>~~*Case*~~ | **WoodScSr** | 179<br>167<br>97 | | | | 1892 | Ikeda Tsurusaburo | **MatsudaGengoro** | 111·5 | 16·2 | 13·5 | **Nagasaki**<br>Japanese | 2Cy.<br>35HP | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant comme Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudieres. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 232 94036 | **Aira Force** *Owens* –91 *Well deck* | IronSc3MstSr 1*Dk*(*Irn*) | 349 284 95 | ✠100A1 4,93 ✠LMC6,92 | Liv LA&CP | *e* | 1891 2mo | Penarth Ship building & Ship repairing Co.(Lim.) Penarth | Aira ForceS.S. Co.(Lim.) (W.S.Kennaugh &Co.) | 145·3 Q78′ drp91,92&93 | 23·2 B10′F18′ BK7″ | 9·2 *WB*=*FPT*25*t* | Whitehvn British | C.2Cy.18″&36″–24″ 100lb *80lb* 55HP 1*B*2*pf*,GS29 1SB PenarthS.B.Co.(Lm),Pnth | (*s*) 11 ″ 1 s ″ 9 |
| 233 91308 KLMR | **Aire** *G.Arnold* –94 | SteelScSr *ss*Goo.No.1–91 1*Dk*(*Irn*) | 623 560 324 | ✠100A1 4,92 BS1,93 ✠LMC4,91 4,94 | Goo LA&CP | *l* | 1886 11mo | W.Dobson &Co. Newcastle | GooleSteamShipping Co.(Lim.) | 212·5 P30′F28′ | 28·8 BK6½″ | 13·8 5*BHCem* *WB*=*FPT* | Goole British 1SB,*4pf*,GS74 47*t* *APT* 53*t* | C.2Cy.27″&54″–33″ 100lb *95lb* 92lb 130HP N.E.Marine Co.(Lim),Nwc | (*s*) 14 ″ 5 s 1 ″ 11½ |
| 234 89595 JMSK | **Airlie** *W.Ellis*78–85 | IronScBg *ss*Syd.No.2–92 2*Dks*(1*Irn*)3*trB* | 2337 2053 1492 | ✠100A1 11,94 2,95 BS6,94 ✠LMC8,98 6,94 3,95 | Syd A&CP | *l* | 1884 4mo | W.Doxford &Sons Sunderland | Eastern& AustralianS.S. Co.(Lim.) | 314·0 P47′B56′F44′ | 38·3 BK10″ *WB*= | 23·6 6*BHCem* *DBa*80′165*t* | London British 2DB,*12cf*,GS109 Hawks,Crawshay&CoNwc | C.2Cy.40″&73″–48″ 90lb *60lb* 340HP | (*s*) 25 ″ 0 s 4 ″ 7 |
| 235 95900 LGFR | **Aislaby** *G.Maxfield* *Well deck* 1*Dk*(*Irn*)2*trB*&*Webframes* | SteelScSr *ss*Bry.No.1–93 | 2745 2151 1800 | ✠100A1 2,94 1,95 ✠LMC2,94 C.E. | Bry A&CP | *t* | 1889 7mo | Ropner& Son Stockton | R.Ropner&Co. | 313·8 P33′Q100′B118′ F31′ | 40·4 BK10″ *WB*=*Cell* | 20·2 5*BHCem* *DB*212′460*t* | W.Hartlpl British | T.3Cy.23″,38″&62½″–42″ 160lb *80lb* 280HP 2SB,*6rf*,GS98,HS3900 Blair&Co.(Lim.),Stockton | (*s*) 23 ″ 7 s 2 ″ 5 |
| 236 HCQM | **Ajaccio** *Francheschi* | IronScSr 2*Dks*&*Spardk* | 1228 — 638 | | | | 1872 | Scott&Co. Greenock | Cie.Gén.Trans-atlantique | 261·1 B32′ | 29·8 | 15·2 22·7 | Marseilles French | C.2Cy.33½″&66″–36″ 250HP GreenockFoundryCo.Grk. | |
| 237 54941 WQHV | **Ajax** *J.H.Goodwin* –94 | IronScBk | 2286 2212 1477 | | | | 1866 | Scott&Co. Greenock | OceanSteamShip Co. | 309·6 | 38·8 | 20·6 28·4 | Liverpool British | C.2Cy.28″&56″–52″ NE&B78 300HP GreenockFoundryCo.Grk. | |
| 238 HJBQ | — *Källander* –93 | IronScSr 1*Dk*2*trB* | 882 882 658 | | | | 18 6/7 | James Laing Sunderland | F.Dultz | 206·3 Q41′ | 32·1 B15′ | 18·4 F29′ | Pillau German | C.4Cy.15½″&39¼″–23½″ 95HP F.Schichau,Elbing | |
| 239 | — *W.Heyden* –94 | SteelScSr 1*Dk* | 751 522 446 | | | | 1894 | Helsingors Jernskibs og Maskinbyggeri Elsinore | Dampfschifffahrts Ges.“Neptun” | 185·0 Q20′ | 26·7 B119′ | 13·8 F46′ | Bremen German | T.3Cy.14½″,23″&38½″–27″ HelsingorsJernskibs og Maskinbyggeri,Elsinore | |
| 240 49331 | — | IronScSr 1*Dk* | 228 214 177 | | | | 1874 | ..... Rangoon | C.C.Wyse | 120·0 P14*t* | 24·0 | 12·0 | Rangoon British | 2Cy. 60HP | |
| 241 NVGS | — *L.J.C.Brorsen* | IronScSr 1*Dk* | — — 168 | | | | 1884 | P.Larssn& PvdLppe Thorskog | Dampskibssel-skabet “Ajax” (D.Torm) | 119·7 P18*t* | 23·4 B28′ | 11·8 | Copnhagn Danish | C.2Cy.15″&26″–18″ 45HP BolinderMk.Wks.,Skm. | |
| 242 55107 | — *H.Newell* –93 | IronScSr | 163 163 133 | | | | 1867 | Tod& McGregor Glasgow | ~~Inman&International S.S.Co. (Lim.)~~ International Nav.Co.(Lim.) | 108·0 | 23·1 | 8·9 | Liverpool British | 2Cy.14½″–18″ NB81 30HP Tod&McGregor,Glasgow | |
| 243 917 HFVN | **Ajikawa Maru** *Nagayoshi Ogawa* | WoodScSr | 530 510 329 | | | | 1885 | Yamagchi Tatsuya Kobe | Osaka Shosen Kaisha | 160·2 | 22·2 | 19·1 | Osaka Japanese | 2Cy. 56HP | |
| 244 HTVL | **Ajna** *A.Enestrom*90–90 | SteelScSr 1*Dk* | 336 285 243 | | | | 1889 | Göteborgs M.V. Gothenburg | Ångf.Aktieb. “Ajna” (T.Ahrenberg) | 130·2 B31′ | 21·8 H5*t* | 13·3 | Gothenbrg Swedish | C.2Cy.15½″&28¼″–19½″ 45HP GöteborgsMekVerks, *WB* Gothenburg | |
| 245 | **Ajudante** *Harris*87–87 (*ex*David) | SteelScSr 1*Dk*&*ptShadedk* | 214 170 145 | ✠ *For River purposes* 8,87 ✠ | Grk LA&CP | | 1887 6mo | Russell& Co. Greenock | Amazon Steam Nav.Co.(Lim.) | 129·5 | 24·9 | 7·7 | Para Brazilian 3*BHCem* | C.2Cy.16″&32″–20″ 43HP Kincaid&Co.,Greenock *WB*=*FPT*8*t* | 8 ″ 2 |
| 246 91229 JWTK | **Akaba** *B.Carter* –92 | IronScBn *ss*Ams.No.2–93 2*Dks*(*Irn*)3*trB* | 3751 3525 2473 | ✠100A1 5,94 5,93 BS5,94 ✠LMC9,93 Rot | Ams A&CP | *w* | 1885 6mo | M.Pearse& Co. Stockton | A.Ross&Co. | 350·0 P39′B90′F40′ | 42·0 BK11″ *WB*=*DBa* | 28·5 | Liverpool British | T.3Cy.27¾″,45″&74″–48″ (*s*) 170lb 70*lb* 450HP 2DB,*8cf*,GS148 Blair&Co.(Lim.),Stockton | 29 ″ 9 s 6 ″ 4½ |
| 247 1149 HGVB | **Akashi** *Trent* *Well deck* (*ex*Dean) *Elec. light* | SteelScSr *ss*Nag.No.1–92 1*Dk*(*Irn*)2*trB* | 1340 1050 856 | ✠100A1 2,92 BS4,94 ✠LMC2,92 | Nag A&CP | *o* | 1887 5mo | Gourlay Bros.&Co. Dundee | OsakaShosen ~~Kwaisha~~ Kaisha *WB*=*DBa*44′*f*65′187*t* | 244·0 P28′Q40′B69′F66′ | 34·2 BK7″ *FPT* 24*t* | 17·0 *APT* 9*t* | Osaka Japanese 5*BHCem* *MT*23′150*t* | T.3Cy.20″,31″&50″–36″ (*s*) 150lb 40*lb* 150HP 2SB,*6cf*,GS75 GourlayBrs.&Co.,Dundee | 18 ″ 0 s 1 ″ 7½ w1 ″ 9½ |
| 248 85042 WBKR | **Akassa** *J.Morgan* –91 *Elec. light* | SteelScSr 2ndSurvey,Bel.10,90 2*Dks*(1*pt Stl*) | 1466 1238 915 | ✠ A1*1 7,93 | Ham | Lv | 1881 6mo | Harland& Wolff Belfast | AfricanS.S.Co. (Elder,Dempster &Co.,*Mgrs.*) | 295·5 B11*t*H95*t*F46*t* | 30·3 BK8½″ | 18·9 5*BH*1PBH | London British 1SB,*3f* Harland&Wolff,Belfast | C.2Cy.27″&52″–36″ 120HP | 20 ″ 0 |
| 249 53524 QLPT | **Akbar** *Balduin* (*ex*NederlandenOranje)2*Dks*(1*Irn*)3*trB* *ss*Bom.No 3-12,94 | IronScSr ~~ex Bom.No.2–92~~ | 2244 2064 1441 | ✠100A1 12,94 2,93 BS2,93 ✠LMC4,92 1,95 | Bom A&CP | *t* | 1883 8mo | KonFab. v.Stm.Wrk Amsterdam | HajeeCassum Joosub | 300·4 P39′B40′F40′ | 37·0 BK10″ *WB*=*DBa*70′*f*u | 25·6 4*BHCem* *E*&*B*42′201*t* | Bombay British 2DB,*8cf*,GS112 Kon.Fab.v.StmWerk,Ams | C.2Cy.38″&70″–42″ (*i*) 75lb *80lb* NDB91 360HP | 27 ″ 0 s 5 ″ 0½ |
| 250 | **Åkers Kanal** *Gutke* | SteelSc 1*Dk* | 107 64 71 | | | | 1884 | Motala Mk. Vrkt.Aktl. Motala | Vaxholms Ångf.Aktieb. (C.H.Backert) | 88·3 Q31′ F9′ | 16·5 B30′ | 6·6 H4*t* | Stockholm Swedish | C.2Cy.13¾″&24¼″–17½″ 35HP MotalaCo.,Motala | |
| 251 106938 KLHD | **Al. Foster** *A.Foster* –92 *Elec. light* | IronTwinSc 1*Dk* | 824 — 498 | | | | 1892 | Harlan& Hollingswrth Wlmngtn Del | Al.FosterS.B.Co. | 213·0 | 32·0 | 15·0 | New York Utd.States | T.6Cy.16″,26″&40″–22″ Harlan&Hollingsworth, Wilmington,Del. | |
| 252 106995 | **Alabama** | SteelSc 3*Dks* | 1939 — 1371 | | | | 1893 | Maryland SteelCo. Bltimre,USA | BaltimoreSteam PacketCo. | 293·8 | 54·0 | 16·0 | Baltimore Utd.States | T.3Cy.24½″,42″&47″–42″ MarylandStlCo.,Maryland | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 253<br>96557<br>LWDV | **Alacrity** **SteelScSr**<br>*H.Watson*90–90<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 2190<br>1698<br>1412 | ✠100A1<br>6,94 ~~1,94~~<br>drp91 ✠LMC10,90 | Cff<br>A&CP | *r* | 1890<br>10mo | E.Withy &Co.<br>WHartlepool | HornerWilson& Co. | 272·0\|38·8\|19·3<br>P33′Q76′B108′<br>F31′ drp91 FK<br>*WB*=*Cell DB*228′ | | | Whitby<br>British | T.3Cy.21″,35″&58″–36″ (*s*)<br>160lb *60lb* 180HP<br>2SB,*4rf*,GS84,HS3094<br>379t*APT*33t T.Richardson&SonsWHpl | 21 ″ 11<br>s 1 ″ 11½ | |
| 254<br>87488<br>JCFB | — **SteelScSr**<br>*T.Roberts*79–92 *ss*Cff.No.2–91<br>*Frames&BeamsIrn*<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | 1080<br>810<br>561 | ✠100A1<br>~~9,94~~ ~~9,97~~ 2,95<br>BS~~0,93~~ 9,94 LMC5,91 | Cff<br>LA&CP | *n* | 1883<br>5mo | CastleSteel &Iron WorksCo. Milford | CurranS.S.Co. (Lim.)<br>(T.Jack,jr.,*Mgr.*)<br>*WB*=*DB*a73′*f*82′&*uE*&*B*31′ | 225·2\|32·3\|13·3<br>Q93′B42′F26′<br>FK | | | Belfast<br>British | C.2Cy.28″&52″–36″ (*a*)<br>80lb *60lb* 99HP<br>1SB,*3pf*,GS61<br>4*BHCem*<br>405t*APT*11t NorthMarineEng.Co.Nwc. | 16 ″ 4<br>s 1 ″ 6½ | |
| 255<br>99466 | — **SteelScK**<br>*P.Gill* –93 1*Dk*(*pt Irn*)<br>*Well deck* | 286<br>201<br>144 | ✠100A1<br>9,93<br>✠LMC2,93 | Shl<br>LA&CP | *d* | 1893<br>2mo | J.T.El-tringham& Co.<br>S.Shields | G.T.Grey | 130·5\|21·7\| 9·7<br>Q42′B10′F20′<br>BK7″ | | | S.Shields<br>British | C.2Cy.16″&32″–22″ (*r*)<br>100lb *80lb* 42HP<br>1SB,*2pf*,GS30,HS719<br>3*BHCem*<br>*WB*=*FPT*30t G.T.Grey,S.Shields | 10 ″ 0<br>s ″ 11½ | |
| 256<br>**Aladdin** **SteelScSr**<br>*A.Rödseth* –92<br>1*Dk*(*Irn*)2*trB*&*Webframes*<br>&*pt Awngdk*(*Irn*) | 3143<br>2368<br>2020 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard* ~~Cff~~ Shl<br>~~1,95~~ ~~1,96~~ 1,95<br>✠LMC5,92 | Shl<br>LA&CP | *u* | 1892<br>4mo | Ropner& Son<br>Stockton | C.Michelsen&Co. | 325·0\|41·6\|20·2<br>Q112′P29′ drp92<br>*pt Awng dk* 184′ BK10½″<br>*WB*=*Cell DB*266′585t | | | Bergen<br>Norwegian | T.3Cy.22½″,37″&61″–42″ (*s*)<br>160lb *80lb* 250HP<br>2SB,*6cf*,GS94,HS3740<br>5*BHCem*<br>Blair&Co.(Lim.),Stockton | 23 ″ 8<br>s 9 ″ 0½ | D |
| 257<br>**Alagoas** **SteelScSr**<br>*J.M.Pessoa* –88<br>2*Dks*(*UStl*–ws)&*Shadedeck* | 1989<br>1575<br>1254 | ✠ —<br>3,93<br>✠ | Rio<br>LA&CP | *r* | 1888<br>3mo | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | Cia.Braziliana de Nav.àVapor | 276·0\|38·2\|20·1<br>F36′ | | | | R.Janeiro<br>Brazilian | T.3Cy.26″,41″&67″–45″<br>250HP<br>5*BHCem*<br>R.&W.Hawthorn,Leslie& Co.(Lim.),Nwc.<br>*WB*=*DB*a68′123t*APT*27t | 21 ″ 6 | |
| 258<br>106184<br>KBML | **Alameda** **IronScBn**<br>*H.G.Morse*83–83 2*Dks*&*Awngdk*3*trB* | 3158<br>2936<br>1939 | | | | 1883 | W.Cramp &Sons Philadelphia | OceanicS.S.Co. | 314·0\|41·0\|17·3<br>B222t 26·0 | | | S.Frncisco<br>Utd.States | C.3Cy.43″&(2)61″–51″<br>W.Cramp&Sons,Phl. | | |
| 259<br>106198<br>KBQR | **Alamo** **IronScSr**<br>*Risk* 2*Dks*&*HurricaneDk* | 2943<br>—<br>2237 | | | | 1883 | J.Roach& Son Chester,Pa. | C.H.Mallory&Co. | 329·0\|40·5\|21·5 | | | New York<br>Utd.States | C.2Cy.40″&78″–54″<br>J.Roach&Son,Chester,Pa. | | R |
| 260<br>91244 | **Alarm** **IronTwinScSr**<br>*R.Chambers*78–85 | 225<br>214<br>94 | | | | 1885 | W.H.Pottr &Sons Liverpool | MerseyDocks& HarbourBoard | 118·8\|21·2\|11·2 | | | Liverpool<br>British | C.4Cy.13″&26″–24″<br>56HP<br>J.Jones&Sons,Liverpool | | |
| 261<br>84158<br>HGMC | **Alaska** **IronSc4MstBkn**<br>*Murray*86–82 *ss*Liv.No.2–90<br>*Elec. light* 4*Dks*(2*Irn-Uws*)3*Dkrule* | 6932<br>6586<br>3554 | ✠100A1<br>4,93<br>✠LMC4,94 | Liv<br>LA&CP | *c*† | 1881<br>7mo | J.Elder& Co. Glasgow | GuionS.S.Co. (Lim.) | 500·0\|50·0\|38·0<br>B328′<br>BK12″ | | | London<br>British | C.3Cy.68″&(2)100″–72″ (*o*)<br>100lb *60lb* 1800HP<br>9*BHCem*<br>9DB,*54cf*,GS1242<br>J.Elder&Co.,Glasgow | 39 ″ 8<br>s 12 ″ 0 | BT till 1,95 |
| 262<br>87468<br>HPFJ | — ~~(STRANDED 3,94)~~ **IronScSr**<br>~~*J.Garrick* 1891 2ndSurvey,Cff.5,91~~<br>*Well deck* *W.S.Jones* 1*Dk*(*Irn*)2*trB*<br>3rdSurvey,Hpl.6,94 | 2065<br>1712<br>1349 | ✠A1*1<br>3,95 ~~3,96~~ | Cff<br>Hpl<br>Gls | Lv | 1883<br>4mo | ShortBros. Sunderland | ~~M.Thompson&Co.~~<br>~~Maclay&McIntyre~~<br>S.S.Alaska Co.(Lm.)<br>(Maclay&McIntyre) | 275·0\|38·6\|20·7<br>P70t B151t F39t<br>drp94 | | | Cardiff<br>British | C.2Cy.33″&62″–42″<br>180HP<br>5*BH*<br>Carr&Co.(Lim.),Sld.<br>*WB*=*DBa*&*f* | 22 ″ 7<br>s 2 ″ 8 | DH |
| 263<br>105135 | — **IronSc** | 1288<br>—<br>1148 | | | | 1871 | CraigS.B. Co. Buffalo,N.Y. | AnchorLine (E.T.Evans) | 212·6\|32·0\|13·9 | | | Erie,Pa.<br>Utd.States | | | |
| 264<br>86359<br>JBSH | **Alassio** **IronScSr**<br>*J.Richardson*90–90 *ss*Npt.No.2–92<br>1*Dk*(*Irn*)&*Webframes*<br>*Well deck* | 1181<br>916<br>728 | ✠100A1<br>~~3,93~~ ~~4,93~~<br>BS6,93 ✠LMC5,92<br>8,94 Npt | Liv<br>A&CP | *n* | 1883<br>9mo | Strand SlipwayCo. Sunderland | R.W.Jones&Co. | 224·8\|34·3\|15·9<br>Q81′B46′F27′<br>FK<br>*WB*=*DBa*57′*f*90′ | | | Newport<br>British | C.2Cy.28″&52″–36″ (*a*)<br>80lb *70lb* 99HP<br>1SB,*3pf*,GS57<br>4*BHCem*<br>338t*APT*20t NorthMarineEng.Co.Nwc. | 17 ″ 4<br>s 1 ″ 8 | |
| 265<br>HBNM | **Alava** **IronScBg**<br>*Urribarri* –92 *ss*Liv.No.3–11,91<br>2*Dks*(*Irn*)3*trB* | 2244<br>2033<br>1448 | ✠100A1<br>12,93<br>BS~~12,93~~ ✠LMC11,91<br>2,95 | Liv<br>A&CP | *t* | 1879<br>1mo | WDoxford &Sons Sunderland | Larrinaga&Co. | 320·5\|35·0\|24·7<br>P40′B72′F38′<br>BK10″ | | | Bilbao<br>Spanish | C.2Cy.40″&70″–48″ (*i*)<br>70lb *60lb* NDB89 250HP<br>6*BHCem*<br>2DB,GS196<br>*WB*=*DBa*72′95t *MT*32′360t W.Doxford&Sons,Sld. | | |
| 266<br>HBNL | — **IronScSr**<br>*Ansoategui* 2*Dks*&*pt Shade dk* | 500<br>395<br>340 | ✠<br>9,75 | Cly<br>A&CP | | 1875<br>8mo | Cunliffe& Dunlop PortGlasgow | PabloGamiz | 194·1\|27·2\|11·0<br>F32′ | | | Havana<br>Spanish | C.2Cy.26″&46″–27″<br>90HP<br>4*BHCem*<br>Cunliffe&Dunlop,P.Gl. | | |
| 267<br>86961<br>HVPT | **Albania** **IronScSr**<br>*D.W.Simmons*81–86 *ss*Hpl.No.2–91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1877<br>1483<br>1212 | ✠100A1<br>10,94 ~~1,94~~<br>✠NB1,94 ✠LMC1,94<br>Bly | Hpl<br>A&CP | *r* | 1883<br>6mo | W.Gray& Co. WHartlepool | W.Gray | 263·8\|35·8\|20·0<br>P28′Q68′B70′F68′<br>BK9½″ | | | W.Hartlpl<br>British | C.2Cy.20½″&56″–40″ (*s*)<br>150lb *75lb* NDB90 160HP<br>4*BHCem*<br>2SB,*4rf*,GS64,HS2770<br>80′*f*102′357t Black,Hawthorn&Co.,Gts. | 21 ″ 5<br>s 2 ″ 0 | |
| 268<br>HMJG | — **SteelScSr**<br>~~*G.Malandra*tri86–92~~ *ss*Tri.No.1–92<br>*G.Cazuli* 2*Dks*(1*pt Stl*) | 1481<br>1261<br>881 | ✠100A1<br>5,92<br>BS~~7,93~~ LMC5,92<br>2,94 | Tri<br>LA&CP | *q* | 1887<br>5mo | AM'Millan &Son Dumbarton | PanhellenicS.S. Nav. | 264·0\|34·0\|19·8<br>P26′B74′F59′<br>BK9″ | | | Piræus<br>Greek | T.3Cy.25″,38″&62″–42″ (*a*)<br>150lb *60lb* 230HP<br>5*BHCem*<br>2DB,*8cf*,GS140<br>38t*APT*16t D.Rowan&Son,Glasgow | 21 ″ 0 | |
| 269<br>*A.Biazza* –93 | — **SteelScSr** | 219<br>160<br>100 | | | | 1892 | Stbilimnto Tecnico Trieste | Consorzio diNav.a VapRagusea(T. Cossovich *Mgr.*) | 135·0\|22·5\| 9·0 | | | Trieste<br>Aust.-Hung. | C.2Cy.15″&27″–18″<br>50HP<br>Stabilimnto Tecnico,Tri. | | A |
| 270<br>29316<br>QFDK | **Albano** **IronSc3MstSr**<br>*Johnson* (*ex*Albion) | 1069<br>815<br>691 | | | … | 1861<br>2mo | M.Samuel-son&Co. Hull | T.Wilson,Sons& Co.(Lim.) | 245·2\|29·0\|17·0<br>P136′ND(Irn)80 | | | Hull<br>British | C.2Cy.29″&56″–26″<br>NB80 150HP<br>*Cmp*.80Earle's Co.,Hull | | BT till ~~10,94~~ 2,98 |
| 271<br>87895<br>HWVS | ~~*H.Alcough*77–84~~ *ss*Hul.No.2–92<br>~~*Lowry* 92~~<br>*J.Tippett* 2*Dks*&*Webframes* | 2491<br>2366<br>1601 | ✠100A1<br>~~12,94~~ ~~4,94~~ 5,95<br>BS~~11,93~~ ✠LMC9,91<br>12,94 | Liv<br>LA&CP | *t* | 1883<br>6mo | LairdBros. Birkenhead | ~~S.S.Albany Co.~~<br>J.T.Lunn&Co<br>~~(D.MacIver&Co.)~~<br>*WB*=*DBuE*&*B*50′*f*165t*APT*25t | 300·7\|39·2\|26·4<br>B73′F43′ BK9″ | | | Liverpool<br>British | C.2Cy.~~30″~~ 30″&64″–42″ (*s*)<br>90lb *50lb* 260HP<br>6*BHCem*<br>2SB,*6f*,GS268<br>*MT*34′380t LairdBros.,Birkenhead | 27 ″ 10<br>s 5 ″ 4½ | |
| 272<br>106306 | — **SteelSc** | 1918<br>—<br>1678 | | | | 1884 | Detroit DryDockCo. Wyandotte | WesternTransit Co. | 267·0\|38·5\|15·8 | | | Buffalo,NY<br>Utd.States | C.2.Cy.28″&48″–48″<br>DetroitD.D.Co,Wyandotte | | |
| 273<br>86642<br>HWTS | — **IronScSr**<br>*G.A.Pattison*94–94 *ss*Hul.No.2–91<br>*Well deck* 1*Dk*(*pt Irn*)2*trB* | 1391<br>1083<br>878 | ✠100A1<br>~~2,94~~ 12,94<br>BS~~12,93~~ ✠LMC7,91<br>12,94 Hpl | Liv<br>A&CP | *o* | 1883<br>9mo | T.Turnbull &Son Whitby | Forman,Moody &Co. | 243·0\|34·0\|17·8<br>P24′Q63′B54′F31′<br>drp94 FK<br>*WB*=*DBa* | | | Hull<br>British | C.2Cy.31″&58″–36″ (*b*)<br>80lb *65lb* 130HP<br>4*BHCem*<br>2SB,*4pf*,GS63<br>65′*f*92′197t Blair&Co.(Lim.),Stockton | 19 ″ 3<br>s 2 ″ 2½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 274<br>44865<br>TWSV | **Albany**<br>*O.Odman* 81–91<br>(*ex* Claud Hamilton) | **IronScSr**<br>1 *Dk* | 878<br>794<br>460 | | | | 1862 | C.Mitchell &Co.<br>Newcastle | **AdelaideS.S.Co. (Lim.)** | 231·3<br>Q26*t*<br>len86 | 28·4<br>H50*t* | 16·5 | **Adelaide**<br>British<br>*WB* | 2Cy.27″&54″–36″<br>120HP<br>D.&W.Henderson,Gls. | |
| 275<br>94293<br>KMNG | **Albatros**<br>*G.S.Elliott* –87 *ss*B.As.No.1–92 | **IronSc3MstSr**<br>1 *Dk*(*Irn*) | 341<br>279<br>202 | ✠100A1<br>4,93<br>BS10,93–✠LMC5,92<br>1,95 | B.As<br>LA&CP | *f* | 1887<br>5mo | PenarthS. B.Co.<br>Penarth | **TheExecutors of the lateT.A. Walker** | 141·7<br>Q46′B7′F18′ | 23·4<br>BK7″<br>*WB*=*FPT*38*t* | 10·9 | **London**<br>British<br>3*BHCem* | C.2Cy.17½″&34″–24″ (*i*)<br>80lb 55HP<br>1SB,2*pf*,GS33<br>PenarthSBCo(Lim.)Pnrth | 11 ″ 9 |
| 276<br>RJLC | —<br>*T.L.Nielsen* 91–91 | **SteelScTug**<br>1 *Dk* | 187<br>168<br>71 | | | | 1891 | Schiffswrft &Maschinenf A.G.<br>Hamburg | **NeueBugsirDampferCompagnie** | 100·0 | 21·5 | 14·0 | **Hamburg**<br>German | C.2Cy.19″&36″–25″<br>70HP<br>Schiffswrft&Maschinenfab. A.G.,Hamburg | |
| * 277<br>89541<br>JGVD | **Albatross**<br>*J.H.Wills* –94<br>*Well deck*<br>*Elec.light* | **SteelScSr**<br>*ss*Lon.No.2–92<br>1 *Dk*(*pt Stl*)2*trB* | 1450<br>1234<br>937 | ✠100A1<br>~~9,91~~ ~~3,94~~ 12,94<br>BS~~4,98~~ ✠LMC1,92<br>6,94 | Lon<br>LA&CP<br>Liv | *q* | 1884<br>1mo | Palmers' Co.(Lim.)<br>Newcastle | **GeneralSteam Nav.Co.** | 250·0<br>P160′F60′ | 37·2<br>BK9″<br>*WB*=*Cell* | 17·4 | **London**<br>British<br>4*BHCem*<br>*DB*212′308*t* | C.2Cy.34″&66″–45″ (*e*)<br>90lb 70*lb* 184HP<br>2SB,6*pf*,GS118,HS3785<br>Palmers'Co.(Lim.),Nwc. | 19 ″ 7<br>s 2 ″ 4 |
| 278<br>QFTP | —<br>*D.Freese* –94 | **SteelScSr**<br>1 *Dk*2*trB* | 1083<br>736<br>777 | | | | 1893 | Stettiner Masch.& Schiffs.Act. Ges.<br>Grabow a/o | **Norddeutscher Lloyd** | 213·2<br>P148′ F24′ H55*t* | 29·4 | 16·2 | **Bremen**<br>German<br>*WB* | T.3Cy.17″,27½″&43⅜″–31½″<br>130HP<br>StettinerMasch&Schiffs. Act.Ges.,Stettin | |
| * 279<br>55222 | —<br>*D.Campbell* 76–82 *ss*Liv.No.3–10,91 | **IronScSr**<br>1 *Dk* | 366<br>318<br>162 | ✠100A1<br>~~9,91~~ ~~10,93~~ 4,95<br>BS~~10,98~~ LMC10,91<br>10,94 | Liv<br>A&CP | *g* | 1878<br>4mo | Ramage& Ferguson<br>Leith | **N.BritishSteam PacketCo. (H.Grierson)** | 170·0<br>P43′F35′<br>drp95 | 22·4 | 12·2<br>BK7″ | **Glasgow**<br>British<br>4*BHCem* | C.2Cy.25″&44″–30″ (*i*)<br>65lb *30lb* 85HP<br>1B,GS54<br>Hawthorns&Co.,Leith | 12 ″ 10<br>s 1 ″ 6½ |
| 280<br>87800<br>LJQD | —<br>*B.Cottrill* –92 | **IronScK**<br>1 *Dk* | 244<br>214<br>141 | 5,84<br>✠ | Hul | *d* | 1884<br>4mo | Earle'sCo. (Lim.)<br>Hull | **GreatGrimsby IceCo.(Lim.)** | 133·3<br>Q45′ F23′ | 21·7 | 10·9 | **Grimsby**<br>British<br>4*BHCem* | C.2Cy.21″&40″–24″<br>68HP<br>Earle'sCo.(Lim.),Hull | 12 ″ 0 |
| 281<br>74654 | —<br>*McMeckan* 74–77 | **IronPadBg**<br>*ss*Mel.No.3–5,93<br>1 *Dk* | 191<br>191<br>31 | ✠100A1<br>5,93 | Mel<br>A&CP | *c* | 1875<br>9mo | Barclay, Curle&Co.<br>Glasgow | **J.Paterson&Co.** | 131·4<br>srp93 | 21·1 | 10·7<br>BK7″ | **Melbourne**<br>British<br>3*BHCem* | L.2Cy.34″–46″ (*s*)<br>70lb NB6,93 80HP<br>1DB.6*cf*,GS90<br>Barclay,Curle&Co.,Gls. | |
| 282<br>78609 | —<br>*W.Dougherty* –92 | **IronPadSp** | 159<br>136<br>53 | | | | 1878 | J.Softley &Sons<br>S.Shields | **Steel&Bennie** | 141·0 | 19·1 | 7·7 | **Glasgow**<br>British | L.1Cy.40½″–54″<br>NB91 60HP<br>Hepple&Co.,S.Shields | |
| Lost by Collision 11.94<br>283<br>82958 | —<br>*A.E.Shimmin* 88–93 | **IronScSr**<br>(*Trawler*) | 123<br>123<br>84 | | | | 1882<br>11mo | W.Walker &Co.<br>London | **R.Knox** | 101·0 | 19·0 | 10·3 | **DouglasIM**<br>British | C.2Cy.18″&34″–28″<br>50HP<br>W.Lochhead&Co.Glasgow | |
| 284<br>JVWP | **Albert**<br>*J.Irgens* 91–93<br>*Well deck* | **IronScSr**<br>*ss*Bgn.No.2–92<br>1 *Dk* | 742<br>571<br>545 | ✠100A1<br>~~3,94~~ ~~10,93~~ 12,94<br>BS3,94 LMC10,92 | Bgn<br>Shi | *j* | 1884<br>7mo | Oscrshamn M.Vks.<br>Oscarhamn | **Bergh&Helland** | 186·3<br>Q55′B38′F27′ | 29·2<br>BK7½″<br>*WB*=*APT*15*t* | 13·8 | **Bergen**<br>Norwegian<br>4*BHCem*<br>*MT*31′200*t* | C.2Cy.26″&49″–30″<br>65lb 45*lb* E made 76 95HP<br>1SB,3*pf*,GS48<br>T.Richardson&Sons,Hpl. | |
| Wrecked by Ice 6,94<br>285<br>HKLJ | —<br>2 *Dks* | **WoodScBk** | 545<br>492<br>349 | | | | 1867 | FWWncke Bremerhaven | **F.V.Hansen** | 143·2<br>Q39′ | 32·9 | 18·5 | **Tönsberg**<br>Norwegian | 95HP | |
| 286<br>16663<br>MCKT | —<br>*D.A.McRae* –93 | **IronScSr**<br>1 *Dk*2*trB* | 531<br>480<br>319 | | | ... | 1856 | M.Samuelson<br>Hull | **W.H.Batt** | 178·5<br>P47′ | 27·8 | 15·1<br>FK | **Chrlottetn P.E.I.**<br>British | C.2Cy.27″&50″–30″<br>NE&B75 98HP<br>Humphrys&Pearson(Lim) Hull | 15 ″ 8<br>s 2 ″ 1 |
| 287<br>43937<br>TRCD | —<br>*G.Bray* –92<br>(*ex* Visconde di Attagonia) | **IronScSr**<br>1 *Dk*2*trB* | 525<br>424<br>217 | | | ... | 1856 | C&W Earle<br>Hull | **Shipowners&Merchants Agency (Lim.)** | 199·3<br>Q52′ F30′<br>len81 | 25·7 | 12·6 | **Hull**<br>British | C.2Cy.27″&53″–33″<br>NE&B81 98HP<br>Earle'sCo.(Lim.),Hull | 13 ″ 5 |
| 288<br>96712 | —<br>*E.Deon* | **WoodPad** | 217<br>150<br>146 | | | | 1888 | A.Goulet<br>AylmerP.Q. | **UpperOttawa ImprovementCo.** | 147·5 | 42·2 | 7·9 | **Ottawa**<br>British | 2Cy.26″–96″<br>100HP<br>Gilbert&Co.,Montreal | |
| 289<br>HVJC | —<br>*A.E.Samuelson* 91–91 | **CompScSr**<br>1 *Dk* | 213<br>180<br>132 | | | | 1890 | G.Persson<br>Nylandsö | **Ångf.Aktieb. "Albert" (J.A.Forsblad)** | 98·8<br>P25′ H7*t* | 21·1<br>Q31′ | 11·8 | **Gothenbrg**<br>Swedish | C.2Cy.13¼″&26¼″–17½″<br>35HP<br>EriksbergM.V.,Gothenbrg | |
| 290<br>WBHF | **Albert Dumois**<br>*C.Horgen* 91–93 | **SteelScSr**<br>1 *Dk*&*Spardk* | 1058<br>—<br>662 | | | | 1891 | Grngemth DockyardCo.<br>Grangmouth | **Actieselskabet "Jotun" (Winge&Co.)** | ..... | ..... | ..... | **Chrstiania**<br>Norwegian | T.3Cy.19″,31″&50″–33″<br>140HP<br>Dunsmuir&Jackson,Gls. | |
| 291<br>HJCM | **Albert Edward**<br>*A.G.S.Wahlström* –93 | **IronScSr**<br>1 *Dk*&*Awngdk*3*trB* | 1011<br>851<br>740 | ✠<br>*Awng dk*<br>3,74 | Lon | Lv | 1872<br>4mo | Schlesingr, Davis&Co.<br>Newcastle | **Ångf.Aktieb. "Thule" (O.Melin)** | 234·2<br>H16*t* | 28·9 | 17·2<br>24·3 | **Gothenbrg**<br>Swedish<br>5*BH* *WB* | C.2Cy.30″&60″–30″<br>170HP<br>Thompson,Boyd&Co.Nwc. | |
| 292<br>92039 | —<br>*C.W.Cockett* –93 | **IronTwinScTugSp**<br>1 *Dk* | 160<br>149<br>100 | ✠<br>7,86<br>✠ | Sou | *b* | 1886<br>6mo | Day,Summers&Co. Northam | **SouthmptnI.of W. S.of Eng. Ryl.Mail Stm.Pkt.Co.(Lim)** | 120·0 | 20·1 | 9·6 | **S'thamptn**<br>British<br>4*BHCem* | C.4Cy.17″&32″–24″<br>100HP<br>Day,Summers&Co.,Sou. | 10 ″ 5 |
| 293<br>625<br>HLFV | **Albert Ehrensvärd**<br>*J.Kläth* –93 (*ex*Alex.v.Humboldt) | **IronScSr**<br>1 *Dk* | 207<br>130<br>159 | | | | 1859 | Nyköping Meks.Vks.<br>Nyköping | **Göteborg-Strömstads Ångf.Aktieb.** (O.Lindberg) | 122·3<br>Q50′ H16*t* | 21·4<br>F39′ | 9·5 | **Gothenbrg**<br>Swedish | C.2Cy.18″&37½″–19½″<br>NE&B75 70HP<br>MotalaCo.,Motala | |
| 294<br>81646<br>THGJ | **Albert Victor**<br>*J.H.Hall* –94 | **SteelPad** | 814<br>699<br>298 | | | | 1880 | Samuda Bros.<br>London | **SouthEastern RailwayCo.** | 250·0<br>B51′ | 29·2 | 14·3 | **London**<br>British | O.2Cy.72″–60″ (*i*)<br>NE&B89 350HP<br>J.Penn&Sons,Greenwich | |
| 295<br>86379<br>LMHT | —<br>*H.J.Hardy* –93 (*ex*Lass o'Gowrie) | **IronPadSp** | 128<br>128<br>33 | | | | 1883 | J.TEltringham<br>S.Shields | **Cosens&Co. (Lim.)** | 106·0 | 19·8 | 9·7 | **Wymouth**<br>British | L.1Cy.37″–54″<br>70HP<br>J.P.Rennoldson&Ss.,SShl. | |
| 296<br>81545 | — | **IronPad** | 106<br>97<br>67 | | | | 1879 | Westwood<br>London | **Managers of Metropolitan AsylumDistrict** | 129·0<br>Q8*t* | 17·5 | 6·6 | **London**<br>British | O.2Cy.25″–30″<br>NB85 36HP<br>Lon.Steambt Co.(Lm.)Lon | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xplred. Equipment Letter. | 8 Built. When. / Ship. / Engines | 9 Built. By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Class Registers in which classed. Details of Surv. Tests Past Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 297<br>99439 | **Alberta** SteelScSr<br>*Davis*88–92<br>*Elec.light* 2*Dks*(*Irn*)&*Webframes* | 4823<br>4498<br>3162 | ✠100A1<br>~~3,94~~ 3,95<br>✠LMC2 92<br>~~Bon~~ Cff | Bry<br>A&CP | *x* | 1892<br>9mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool | **AlbertaS.S.Co.**<br>**(Lim.)**<br>(W.Tapscott&Co.)<br>*WB* = *Cell* | 386·0 \| 48·6 \| 28·5<br>P30′B96′F38′<br>*DB*331′1083*t* | FK<br>*FPT* | Liverpool<br>British<br>6*BHCem*<br>66*tAPT*46*t* | T.3Cy.27½″,43½″&73″–48″<br>160lb *80lb* (*s*) 500HP<br>2DB,*12rf*,GS152,HS5900<br>Cent.Mar.E.Wks.,W.Hpl. | 31 ″ 6<br>s 7 ″ 2½ | |
| 298<br>85765 | — SteelScSr<br>*Anderson*84–84 2*Dks* | 2282<br>1779<br>1552 | | | | 1883 | C.Connell<br>&Co.<br>Glasgow | **CanadianPacific**<br>**RailwayCo.** | 263·5 \| 38·2 \| 23·3 | | | Montreal<br>British | C.2Cy.35″&70″–48″<br>300HP<br>D.Rowan,Glasgow | | |
| 299<br>86086<br>WMKS | **Albertina** IronScSr<br>*C.Anthoney* –94 *ss*Nwc.No.3–11,88<br>*Well deck* *ss*Nwc.No.1–93<br>1*Dk*(*Irn*) | 706<br>569<br>453 | ✠100A1<br>1,95 ~~2,94~~<br>BS1,95 ✠LMC5,93 | Nwc<br>A&CP | *j* | 1882<br>6mo | D.Baxter<br>&Co.<br>Sunderland | **Fisher,Renwick**<br>**&Co.**<br>*WB*=*D* | 185·0 \| 30·3 \| 13·0<br>Q95′B18′F22′<br>drp95 BK7½<br>*Ba*42*f*51′135*tFPT* | | | Newcastle<br>British<br>5*BHCem*<br>25*tAPT*10*t* | T.3Cy.14¼″20¼″&40″–33″(*c*<br>150lb *80lb* NDB92 90HP<br>1SB,3*pf*,GS43<br>Douglas&Grant,Krkldy. | 13 ″ 10<br>s 1 ″ 3½ | |
| 300<br>HBNV | **Albertito** IronScSr<br>*V.Salegui*80–82 (*ex*Forty-nine)<br>1*Dk* | 168<br>—<br>105 | | | | 1870 | Backhouse<br>&Dixon<br>Middlesbro' | **Hijos deR.Garcia** | 118·3 \| 18·2 \| 10·4 | | | Bilbao<br>Spanish<br>*WB* | C.2Cy.18″–18″<br>35HP<br>D.Joy&Co.,Middlesbro' | | |
| 301<br>226 | **Alberto** IronScSr<br>*G.B.Schiaffino* 1*Dk*2*trB*<br>(*ex*FratelliDandria,*ex*Mauritania)<br>*ss*Liv.No.3–6,84 *ss*Cpl.No.2–93 | 764<br>678<br>481 | ✠90A1<br>~~5,94~~<br>~~BS5~~4,95<br>MS1,93 ~~BS2,94~~4,95 | Cpl<br>A&CP | *k* | 1871<br>2mo | Denton,<br>Gray&Co.<br>W Hartlepool | **A.Rossi** | 200·1 \| 28·8 \| 16·3<br>Q80′B41′<br>srp95 BK8″ | | | Genoa<br>Italian<br>4*BHCem*<br>*WB*=*ptDB* | C.2Cy.25½″&47½″–33″ (*i*)<br>65lb ~~40lb~~ NDB88 96HP<br>1SB,4*pf*<br>Blair&Co.(Lim.),Stockton | | |
| 302<br>HDFN | **Albertus** IronScSr<br>*E.T.Heyn* –86 1*Dk*&*Spardk*3*trB*<br>*Elec.light* | 912<br>912<br>731 | | | | 1882 | F.Schichau<br>Elbing | **MarcusCohn&**<br>**Sohn.** | 200·1 \| 28·0 \| 22·0 | | | Königsbrg<br>German<br>*WB* | C.2Cy.22″&44″–25½″<br>90H<br>P.Schichau,Elbing | | V |
| Wrecked 2,95 303<br>(*ex*Nelson) | **Albia** IronScSr<br>*Goicoechea*90–94 6thSurvey,Bbo.3,94<br>2*Dks*3*trB* | 1410<br>1406<br>895 | ✠ ~~A1~~ 1<br>3,94 | Bbo | Lv | 1870<br>7mo | C.Mitchell<br>&Co.<br>Newcastle | **R.de laSota** | 230·4 \| 32·1 \| 24·5<br>ND89<br>ptND94 | <br>BK<br>*WB*<br>=*DB*&*uB* | | Bilbao<br>Spanish<br>4*BHCem* | C.2Cy.29″&55″–33″<br>NB81 120HP<br>N.E.MarineCo.(Lim.),Sld. | 25 ″ 7<br>s 5 ″ 3½ | |
| 304<br>RGBN | **Albingia** IronScSr<br>*A.Voss*92–93 2*Dks*3*trB* | 1848<br>1723<br>1201 | | | … | 1881 | Dobie&Co.<br>Glasgow | **Hamburg**<br>**Amerikanische**<br>**Packet f.Act.Ges.** | 286·0 \| 34·4 \| 23·9<br>H130′ F32′ | | | Hamburg<br>German<br>*WB* | C.2Cy.34″&62″–42″<br>180HP<br>J.Howden&Co.,Glasgow | | V |
| 305<br>98522<br>MLDC | **Albion** SteelScSr<br>*J.Race*89–92<br>1*Dk*(*Irn*)2*trB*&*Webframes*<br>&*ptAwngdk*(*Irn*) | 3650<br>2801<br>2373 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>~~3,94~~ ~~5,93~~ 4,95<br>~~3,94~~ ~~10,93~~<br>12,94 | Npt<br>A&CP<br>Bly<br>✠LMC2 92 | *v* | 1892<br>2mo | Ropner&<br>Son<br>Stockton | **Rickinson,Son&Co** | 343·0 \| 45·0 \| 20·1<br>P29′Q118′ BK11″<br>*ptAwng dk*196′<br>*WB*=*Cell* | | | W. Hartlpl<br>British<br>6*BHCem*<br>*DB*268′721*t* | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *80lb* 250HP<br>2SB,6*cf*,GS110,HS4012<br>T.Richardson&Sons,Hpl. | 23 ″ 7<br>s 9 ″ 7½ | |
| 306<br>106976 | — WoodScSr | 216<br>—<br>165 | | | | 1892 | C.G.White<br>Alameda | **J.S.Kimball** | 120·0 \| 31·0 \| 9·0 | | | S.Frncisco<br>Utd.States | 75HP | | |
| 307<br>93724 | — WoodSc<br>*R.Hulse* 1*Dk* | 151<br>143<br>103 | | | | 1887 | G.Deakin<br>(Lim.)<br>Winsford | **SaltUnion(Lim.)** | 89·0 \| 21·0 \| 10·6 | | | Liverpool<br>British | T.3Cy.10″,13½″&23″–14″<br>34HP<br>G.Deakin(Lim.),Winsford | | |
| 308<br>78957<br>RSKH | **Albireo** IronScSr<br>*J.Murray*81–93 *ss*Cff.No.3–3,90<br>*Well deck* *ss*Sws.No.1–93<br>1*Dk*(*Irn*)2*trB* | 1250<br>1019<br>790 | ✠100A1<br>~~3,94~~ ~~5,93~~ 4,95<br>~~DS5,94~~<br>BS5,95 | Sws<br>A&CP<br>LMC5 93<br>Shl | *o* | 1878<br>6mo | Mounsey&<br>Foster<br>Sunderland | **Wake&Sanders** | 237·0 \| 31·6 \| 18·3<br>Q68′B62′F30′<br>BK8″<br>*WB*= | | | London<br>British<br>5*BHCem*<br>*DBa*61*f*67′ | C.2Cy.29″&55″–36″ (*i*)<br>75lb ~~80lb~~ 60lb 120HP<br>2B,GS58 NDB87<br>J.Dickinson,Sunderland | 19 ″ 9<br>s 1 ″ ~~11~~ 1½ | |
| 309<br>RJLQ | **Albis** SteelScSr<br>*P.vonBargen*86–91<br>*Well deck* 1*Dk*(*Irn*) | 663<br>504<br>481 | ✠100A1<br>3,94<br>✠LMC2 ~~92~~ | Cpn<br>LA&CP | *j* | 1892<br>1mo | Southmptn<br>Nvl.Wks.Co.<br>(Lm.)<br>Southampton | **Dampfschifffahrts**<br>**Act.Ges. "Albis"**<br>*WB*= | 182·1 \| 27·1 \| 13·5<br>Q89′B16′F21′ BK6″<br>4*BH*<br>*CellDB*68′75*tFPT* | 3,94 | | Hamburg<br>German<br>4*BH*<br>*ptCemptAsp*<br>19*tAPT*15*t* | T.3Cy.14″,23″&39″–30″ (*s*)<br>160lb *80lb* 92HP<br>1SB,~~8*f*~~,GS45 2*rf*<br>SouNavWksCo(Lim.)Sou | 14 ″ 6<br>s 1 ″ 2 | |
| 310<br>NCGR | **Alblasserdam** IronScSr<br>*B.Potjer*86–86 ~~*ss*Rot.No.2–91~~<br>*Well deck* *ss*Rot.No.3–3,95 1*Dk*(*Irn*)2*trB* | 1035<br>899<br>747 | ✠100A1<br>3,95 ~~1,94~~<br>~~BS12,93~~ | Rot<br>A&CP<br>LMC5 ~~93~~ | *n* | 1883<br>2mo | Rykee&Co.<br>Rotterdam | **Vrœge&deWys** | 231·2 \| 31·5 \| 14·7<br>Q92′B46′F23′<br>BK8″<br>*WB*=*DBo* | ,95 | | Rottrdam<br>Dutch<br>4*BHCem*<br>59*f*92′210*t* | C.2Cy.27″&50″–36″ (*i*)<br>81lb ~~80lb~~ 100HP<br>1SB,4*f*,GS72<br>Mj.deMaas,Delfshaven | | D |
| 311<br>682<br>650 | **Alboin** SteelScSr<br>*W.S.Ritchie* –92 1*Dk*(*Irn*)&*ptAwng*<br>*ss*Sng.No.1–93 *dk*(*Irn*)&*Webframes*<br>*CellDBBeams*&*Stringers*&*WebframesIrn* | 1037<br>682<br>650 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>8,94~~12,93~~<br>✠LMC12 93 | Sng<br>A&CP<br>drp93<br>Bom | *m* | 1889<br>6mo | Sundrland<br>Shipbuild-<br>ingCo.<br>Sunderland | **BorneoCo.(Lim.)** | 210·0 \| 30·1 \| 13·4<br>P23′Q46′ BK8″<br>*ptAwng dk*141′<br>*WB*=*Cell* | | | London<br>British<br>4*BHCem*<br>*DB*174′210*t* | T.3Cy.17″,28″&46″–30″ (*s*)<br>160lb 106HP<br>1SB,3*pf*,GS52<br>NEMrineE.Co.(Lim.)Nwc | 15 ″ 10<br>s 7 ″ 11<br>w 8 ″ 1 | |
| 312<br>146<br>154 | **Albrektsund** SteelScSr<br>*W.Edström*82–91 1*Dk* | 225 | | | | 1890 | Kockums<br>Mek.Verkst.<br>Malmö | **MarstrandsNya**<br>**Ångf.Aktieb.** | 119·6 \| 20·4 \| 10·4<br>B36*t* H30*t* F12*t* | | | Marstrand<br>Swedish | C.2Cy.15⅛″&30″–17½″<br>65HP<br>Kockums,Mk.Vrkst,Mlmö | | |
| 313<br>69871<br>WMVG | **Albula** IronScSr<br>*G.P.Proctor* –92 *ss*Shl.No.3–2,89<br>*ss*Fal.No.1–94<br>2*Dks*(1*Irn*)3*trB* | 1840<br>1805<br>1155 | ✠100A1<br>~~2,94~~ ~~3,94~~ 2,95<br>LMC8 94<br>~~Bay~~ Cff | Fal<br>A&CP | *r* | 1877<br>2mo | C.S.Swan&<br>Co.<br>Newcastle | **Cay,Hall&Co.** | 284·5 \| 34·2 \| 24·4<br>drp&ND94<br>BK9½<br>*WB*=*DBa* | | | S.Shields<br>British<br>5*BHCem*<br>82*f*68′269*t* | C.2Cy.32″&62″–36″ (*i*)<br>65lb *80lb* NDB89 180HP<br>2B,GS96<br>Black,Hawthorn&Co.,Gts. | 25 ″ 10<br>s 5 ″ 1 | |
| 314<br>106484<br>KDSP | **Alcatraz** WoodScSr<br>*G.M.Fagerland*89–92 1*Dk* | 256<br>—<br>194 | | | | 1887 | C. G. White<br>SanFrancisco | **L.E.White** | 130·2 \| 31·0 \| 10·8 | | | S.Frncisco<br>Utd.States | C.2Cy.12″&24″–20″<br>150HP<br>Hnckly,Spiers&Hayes,SFo | | |
| 315<br>106470<br>KDRF | **Alcazar** WoodScSr<br>*T.Gunderson*90–91 1*Dk* | 264<br>—<br>202 | | | | 1887 | A.Hay<br>SanFrancisco | **L.E.White** | 132·0 \| 31·5 \| 10·3 | | | S.Frncisco<br>Utd.States | C.2Cy.12″&24″–20″<br>150HP<br>Hnckly,Spiers&Hayes,SFo | | |
| Lost by Collision 10,94 316<br>104164 | **Alcedo** SteelScK<br>*J.J.Cowham* –94 –94 1*Dk* | 118<br>111<br>35 | ~~✠100A1~~<br>*StmTrawler*<br>4,94 | Abn<br>LA&CP<br>✠LMC3 94 | | 1894<br>3mo | Mackie&<br>Thomson<br>Glasgow | **J.Codling** | 87·0 \| 20·0 \| 10·4<br>BK7½ | | | Grimsby<br>British<br>3*BHCem* | C.2Cy.14″&28″–20″ (*s*)<br>110lb 35HP<br>1SB,2*pf*,GS29,HS574<br>Muir&Houston,Glasgow | 11 ″ 6 | |
| 317<br>87177<br>JCVD | **Alcester** IronScBn<br>*P.Bruce*78–84 *ss*Sws.No.2–91<br>1*Dk*(*Irn*)2*trB* | 1659<br>1452<br>1077 | ✠100A1<br>~~3,94~~10,94<br>BS2,94 ✠LMC2 91 | Liv<br>Shl | *r* | 1883<br>8mo | Richardson<br>Duck&Co.<br>Stockton | **MancunianSSCo.**<br>**(Lim.)**(Curwen<br>**Bros.**, *Mgrs.*) | 260·0 \| 36·0 \| 18·8<br>P26′B60′F60′<br>drp93<br>*WB*=*Cell* | FK<br>*DB*216′389*t* | | London<br>British<br>4*BHCem* | C.2Cy.32″&59″–33″ (*b*)<br>85lb *90lb* 180HP<br>1DB,4*cf*,GS75<br>T.Richardson&Sons,Hpl. | 21 ″ 0<br>s 2 ″ 10½ | |
| 318<br>*P.N.Curcumeni* | **Alcibiades** IronSc | 322<br>—<br>255 | | | | 1883 | Stabili-<br>mntoTecnico<br>Trieste | **D.A.Negroponte** | 174·0 \| 27·9 \| 7·4 | | | Taganrog<br>Russian | C.2Cy.11¼″&21″–18″<br>45HP<br>StabilimentoTecnico,Tri. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Entretenement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 319<br>93254<br>KFQV | **Alcides**<br>*T.Davies*93–93 | **SteelSc3Mst**<br>*ss*Qbc.No.2–93<br>2*Dks&Spar dk*(*Stl*) | 3421<br>2409<br>2181 | ✠100A1<br>*Spar dk*<br>~~10,93~~<br>12,94<br>BS12,94 | Qbc<br>LA&CP<br>✠LMC10,93<br>SWS | *w* | 1886<br>2mo | Napier, Shanks& Bell<br>Glasgow | **DonaldsonBros.** | 340·0\|42·1\|30·0<br>B100′F36′<br>drp93 BK11″<br>*WB=DBuB42′* | **Glasgow**<br>British<br>6*BHCem*<br>150*tFPT50t* | T.3Cy.29″,43″&68″–54″ (*s*)<br>150lb *90lb* 400H<br>2DB,*12cf*,GS228<br>J.&J.Thomson,Glasgow | 24 ″ 1<br>s 7 ″ 7 |
| 320<br>HDCG | **Alcyon**<br>*T.Dutheil* | **IronScSr**<br>1*Dk* | 111<br>—<br>60 | | | | 1878 | Blackwood &Gordon Pt.Glasgow | **Cie.desBateaux à Vapeur de la Guadeloupe** | 108·2\| \| 8·5 | **Pointe-à-Pitre**<br>French | C.2Cy.14″&28″–18″<br>35H<br>Blackwood&Gordon,P.Gls | |
| 321<br>95439<br>KTBH | **Aldborough**<br>~~*Jones*~~<br>*Well deck*<br>~~*Robson*~~ *J.Arnold*94–94 | **SteelScSr**<br>*ss*Nwc.No.1–92<br>1*Dk*(*Stl*)&*Webframes* | 2314<br>1770<br>1518 | ✠100A1<br>2,95 ~~3,03~~3,04<br>BS5,94 | Bry<br>A&CP<br>✠LMC5,92<br>~~C&F~~ | *s* | 1888<br>7mo | Russell& Co.<br>Pt.Glasgow | **AldboroughS.S. Co.(Lim.) (F.Woods)** | 289·8\|38·1\|19·4<br>P30′Q86′B118′<br>F30′ BK10″<br>*WB=Cell DB 250′596t APT21t* | **London**<br>British<br>~~5*BH Asp*~~<br>*5BHptCempt Asp* | T.3Cy.22½″,35½″&58½″–39″<br>160lb *80lb* (*s*) 220H<br>2SB,*3f*,GS74 FD<br>J.Howden&Co.,Glasgow | 22 ″ 0<br>s 2 ″ 0 |
| 322<br>JVWN | **Alden**<br>*M.Lund*76–91 | **IronScSr**<br>1*Dk* | 434<br>283<br>318 | | | | 1888 | Laxevaags Maskin& Jernskibs byggeri, Bergen | **NordreBergenhus AmtsKommune** | 154·8\|23·9\|12·4<br>P67*t*B21*t* H22*t*F40*t* | **Bergen**<br>Norwegian | T.3Cy.15½″,25″&40″–27″<br>80H<br>Hall,Russell&Co Aberdeen | |
| 323<br>96397<br>LMWQ | **Alderley**<br>*D.Nicholas* –94<br>*Elec. light* | **SteelScSr**<br>*ss*Ant.No 1–93<br>2*Dks*(1*Stl*&1*Irn*)3*trB* | 3045<br>2927<br>1961 | ✠100A1<br>~~4,91~~ ~~4,94~~<br>4,95 | Bry<br>A&CP<br>✠LMC9,93<br>~~C&F~~ Mdb | *u* | 1890<br>1mo | Palmers' Co.(Lim) Newcastle<br>*WB=DBa* | **TapscottStm.Ship Co.(Lim.)(W.Tapscott&Co.,** *Mgrs.*) | 320·0\|42·2\|26·6<br>P33′B62′F37′<br>BK11″<br>*FPT111t APT32t*<br>*6BHptCempt Asp* | **Liverpool**<br>British<br>150lb *80lb* 340H<br>2SB,*8pf*,GS134,HS4508<br>Palmers'Co.(Lim.),Nwc. | T.3Cy.24″,40″&64″–42″ (*a*)<br>*MT22′462t* | 27 ″ 10<br>s 5 ″ 7 |
| 324<br>72346<br>RDPC | **Alderney**<br>*R.Latis*83–91 | **IronScSr**<br>*ss*Dun.No.3–4,92<br>1*Dk* | 422<br>349<br>262 | ✠100A1<br>3,95 ~~3,04~~<br>✠NB3,92 | Dun<br>A&CP<br>LMC4,92 | *h* | 1875<br>3mo | Wigham Richardson<br>Newcastle | **Dundee&NewcastleStmShppng Co.(Lim.)** | 175·0\|25·2\|12·4<br>P33′B59′F55′<br>BK7″<br>*WB=DBa55′70t* | **Dundee**<br>British<br>5*BHCem*<br>1SB,*3pf*,GS52,HS937<br>J.Shaw&Co.,Newcastle | C.2Cy.26½″&42″–27″ (*s*)<br>80lb *80lb* NDB92 90H<br>s 1 ″ 6 | 13 ″ 1 |
| 325<br>96589<br>LFDQ | **Aldersgate**<br>*T.Harland*–93<br>*Well deck* | **SteelScSr**<br>*ss*Shl.No.1–93<br>1*Dk*(*pt Stl pt Irn*)&*Webframes* | 2271<br>1812<br>1484 | ✠100A1<br>11,94 ~~12,93~~<br>✠LMC12,93<br>Bry | Shl<br>A&CP | *s* | 1889<br>6mo | C.S.Swan& Hunter<br>Newcastle | ~~**AldersgateS.S. Co.(Lim.)**~~<br>~~**(H.W.Dillon)**~~<br>DowgateSSCo(*WB*<br>(Lim.)(H.W.Dillon,*Mgrs.*) | 289·5\|39·0\|21·1<br>P29′Q78′B124′<br>F33′ BK10″<br>*WB=Cell DB 152′310t APT25t* | **London**<br>British<br>5*BHCem*<br>2SB,*6f*,GS89<br>Blair&Co.(Lim.),Stockton | T.3Cy.22½″,36½″&60″-39″(*s*)<br>160lb *90lb* 230H<br>s 2 ″ 1 | 22 ″ 3 |
| 326<br>101914 | **Aldgate**<br>*G.H.J.Chesshire* –92 | **SteelScSr**<br>1*Dk*(*Stl*)&*Webframes*&*Spar dk*(*Irn*) | 3380<br>3226<br>2208 | ✠100A1<br>*Spar dk*<br>11,94 ~~10,03~~<br>✠LMC8,92 | Bry<br>LA&CP | *v* | 1892<br>8mo | Richrdson, Duck&Co.<br>Stockton | **AldgateS.S.Co.' (Lim.) (H.W. Dillon)** | 340·5\|42·1\|19·2<br>P35′F35′ 27·1<br>BK10″<br>*WB=CellDB 288′566t FPT 85t APT33t* | **London**<br>British<br>6*BHAsp*<br>2SB,*6cf*,GS116,HS4626<br>G.Blair&Co.(Lim.),Stk. | T.3Cy.24″,40″&66″–45″ (*s*)<br>160lb *90lb* 350H<br>s 7 ″ 0 | 21 ″ 7 |
| 327<br>36976<br>SCDB | **Aldinga**<br>*D.Macauley* –94 | **IronScSr**<br>1*Dk* | 446<br>379<br>259 | | | | 1860 | Scott&Co. Greenock | **EbenezerVickery** | 202·6\|24·6\|13·4<br>Q41*t* H26*t* | **SydnyNSW**<br>British | 2Cy.44″–48″<br>140H<br>Greenock Foundry Co.,Grk | |
| 328<br>98540 | **Aldworth**<br>*J.M.Reid*93–93 | **SteelScSr**<br>1*Dk*(*Stl*)2*trB*&*Webframes*&*pt Awng dk*(*Irn*) | 3369<br>2607<br>2190 | ✠100A1<br>*pt Awng dk withfreeboard*<br>~~6,91~~ ~~6,93~~<br>~~4,957~~ ~~4,97~~ | Shl<br>LA&CP<br>~~Lon~~ Bry<br>✠LMC5,93 | *u* | 1893<br>5mo | W.Gray& Co.(Lim.) W Hartlepool | **D.Cairns** | 320·2\|43·1\|21·6<br>Q125′ BK11″<br>*pt Awng dk 203′*<br>*WB=Cell DB 266′ 726t APT37t* | **Leith**<br>British<br>5*BHCem*<br>CentralMar.E.Wks.W.Hpl | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *90lb* 300H<br>2SB,*6rf*,GS91,HS4390 | 24 ″ 4<br>s 9 ″ 6 |
| 329<br>83629 | **Aleathea**<br>1*Dk* | **WoodSc** | 120<br>78<br>82 | | | | 1881 | R.Davis Brisbane Water,NSW. | **Parramatta River Steamers&TramwayCo.(Lim.)** | 109·4\|18·3\| 7·6<br>H42*t* | **SydnyNSW**<br>British | C.2Cy.13″&26″–18″<br>50H<br>Bow,McLachlan&Co.,Psy. | |
| 330<br>102915 | **Alecto**<br>*W.B.Marshall* | **SteelScSr**<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Webframes* | 3607<br>3377<br>2341 | ✠100A1<br>*Spar dk*<br>~~5,04~~ ~~8,93~~<br>4,95 | Mdb<br>LA&CP<br>✠LMC8,93<br>Lon | *w* | 1893<br>8mo | Richardsn, Duck&Co.<br>Stockton | **T.Wilson,Sons& Co.(Lim.)** | 346·0\|43·1\|19·1<br>B100′F39′ 27·1<br>BK10″<br>*WB=CellDB288′625t FPT151t APT23t* | **Hull**<br>British<br>6*BHCem*<br>3SB,*6cf*,GS112,HS4320<br>Amos&Smith,Hull | T.3Cy.24″,38″&64″–42″ (*s*)<br>180lb 205H<br>s 6 ″ 10½ | 21 ″ 9 |
| 331 | **Alejandro**<br>(*STRANDED*)<br>*E.F.Rogers* *ss*S.Fo.No.1–91 1*Dk*&<br>*Elec.light* *Awng Dk Irn frame Stl plating* | **Steel&IronScSr** | 979<br>896<br>620 | ✠<br>*Awng dk withfreeboard*<br>8,91<br>✠ | S.Fo<br>A&CP | *l* | 1886<br>4mo | Sld S.B.Co. (Lim.) Sunderland | **J.Redo** | 198·8\|32·1\|12·1<br>19·1<br>*WB=* | **Mazatlan**<br>Mexican<br>4*BHCem* | C.2Cy.29″&56″–36″<br>140H<br>N.E.MarineCo.(Lim.),Sld.<br>*DBa60′71tFPT25tAPT10t* | 12 ″ 9<br>s 7 ″ 11<br>w8 ″ 1 |
| 332<br>84045<br>JHMT | **Alene**<br>*E.Seiders*80–84 | **IronScSr**<br>2*Dks*(1*Irn*&1*pt Irn*) | 2293<br>1939<br>1482 | | | ... | 1880<br>8mo | Aitken& Mansel<br>Glasgow | **AtlasSteamShip Co.(Lim.)** | 310·8\|36·3\|23·5<br>B93′ F27′<br>len92 | **Liverpool**<br>British | T.3Cy.24″,38″&64″–48″<br>NE&B92 450H<br>McIlwaine&McColl(Lim.)<br>Belfast | 25 ″ 2 |
| 333<br>50370<br>HBFG | **Aleppo**<br>*J.J.B.Silk* –91 | **IronScBg** | 2181<br>1257<br>1399 | | | | 1865 | J.&G. Thomson<br>Glasgow | **CunardSteam ShipCo.(Lim.)** | 292·5\|38·2\|26·2<br>F74*t* | **Glasgow**<br>British | T.3Cy.22¼″,33¾″&58½″–48″<br>NE&B90 220H<br>J.Howden&Co.,Glasgow | 27 ″ 7<br>s 5 ″ 2 |
| 334<br>JVTC | **Alert**<br>*J.Houge* –91<br>*Well deck* | **IronScSr**<br>1*Dk*(*Irn*)2*trB* | 783<br>597<br>559 | | | ... | 1884<br>3mo | Bergens Mek.Vrkstd Bergen | **Bergh&Helland** | 194·4\|28·9\|13·8<br>Q57′ B60′ F24′<br>BK7½″ | **Bergen**<br>Norwegian<br>*WB* | C.2Cy.25″&47″–30″<br>85H<br>1SB,*3pf*,GS53<br>BergensMek.Vrkstd,Bgn. | 14 ″ 8 |
| 335<br>5526<br>JKBL | —<br>*H.W.Pearse* –92 | **IronScSr** | 329<br>283<br>209 | | | | 1855 | .....<br>Hull | **W.C.&L.Ringrose** | 176·0\|21·4\|10·8<br>P38*t* | **Hull**<br>British | 60H | 11 ″ 2<br>s 1 ″ 4½ |
| 336<br>101956 | —<br>*E.C.Taylor* –92<br>*Elec.light* | **SteelScSr**<br>1*Dk* | 194<br>182<br>49 | ✠100A1<br>12,92<br>✠LMC1,93 | Shl<br>LA&CP | *c* | 1892<br>12mo | J.T. Eltringham &Co.<br>S.Shields | **W.G.Soper** | 115·0\|21·1\|11·8<br>B7′<br>BK6½″ | **London**<br>British<br>5*BHCem* | C.2Cy.19″&38″–24″ (*r*)<br>100lb 99H<br>1SB,*3pf*,GS45,HS1167<br>G.T.Grey,S.Shields | 12 ″ 0 |
| 337<br>29992<br>JGVW | —<br>*W.Davies*87–87 | **IronPadSr**<br>1*Dk2trB* | 172<br>172<br>87 | | | ... | 1865 | Laird Bros.<br>Birkenhead | **MerseyDocks& HarbourBoard** | 117·8\|21·0\|10·7<br>FK | **Liverpool**<br>British | O.2Cy.33″–48″<br>NB91 70H<br>Laird Bros.,Birkenhead | |
| 338<br>60908<br>KBQF | — | **IronScSr** | 144<br>144<br>98 | | | | 1869 | .....<br>Glasgow | **Corporation of the TrinityHouse** | 104·0\|20·0\|10·7 | **London**<br>British | 2Cy.<br>35H | |
| 339<br>86459<br>KBDR | —<br>*J.Lihou*66–85 | **IronScSr**<br>1*Dk* | 122<br>121<br>25 | ✠<br>6,88<br>✠ | Sou<br>LA&CP | *b* | 1885<br>6mo | J.Fuller-ton&Co. Paisley | **GuernseySteam Towing&Trading Co.(Lim.)** | 110·0\|19·0\|10·1<br>*Shade dk* 26′<br>drp88 | **Guernsey**<br>British<br>4*BHCem* | C.2Cy.20″&38″–24″<br>60H<br>W.Kemp,Glasgow | 10 ″ 7 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of B.O.T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 340<br>86871 | Alert<br>*Goobey* –86 (*ex* George J. Stevens)<br>1*Dk* | WoodScSp | 105<br>82<br>63 | | | | 1880 | .....<br>Maine, U.S. | Newfoundland Guano Co. (Lim.)<br>(Job Bros. & Co., *Mgrs.*) | 98·3<br>H24*t* | 19·1 | 7·4 | S. John's<br>British | 1Cy. 18″–18″<br>35HP<br>Kendall & Roberts, Cam. Prt. Mass. | | |
| 341<br>HDFQ | Alesia<br>*J. Vallat* 81–82 *ss* Msl. No. 2–92<br>2*Dks* (1*Irn*) 3*trB* | IronScBg | 2851<br>2688<br>2131 | ✠100A1<br>4,94<br>~~BS10,92~~ ✠LMC2,92<br>9,94 | NYk<br>LA&CP | *u* | 1882<br>6mo | T. Royden & Sons<br>Liverpool | Compagnie Française de Nav. à vap. (C. Fabre & Co., *Mgrs.*) | 328·0<br>P27′B70′F42′<br>BK11″<br>*WB*= *DB*260′475*t* | 40·4 | 27·1 | Marseilles<br>French | C.2Cy.40″&76″–54″ (*i*)<br>80lb ~~50lb~~ NDB82 300HP<br>2DB, 12*pf*, GS171<br>G. Forrester & Co., Liv. | | |
| 342<br>3<br>NBTV | Alessandro<br>*G. Sturlese* 77–86<br>*Well deck* | IronSc<br>1*Dk* | 389<br>292<br>245 | | | ... | 1882<br>10mo | Pearce Bros<br>Dundee | G. B. Sturlese fu G. | 145·0<br>Q70′ B14′ F21′ | 23·1 | 12·0 | Genoa<br>Italian | C.2Cy.20″&35″–24″<br>65H<br>Pearce Bros., Dundee<br>*WB* | | I |
| 343<br>5<br>NBWH | Alessandro Volta<br>*F. Gazzo*<br>1*Dk*2*trB* | IronScSr | 610<br>—<br>388 | | | | 1862 | Randolph, Elder & Co.<br>Glasgow | Navigazione Generale Italiana | 203·4<br>P57′ H26*t* F57′ | 25·4 | 13·7 | Genoa<br>Italian | C.2Cy.28½″&48½″–45″<br>152H<br>McNab, Greenock | | I |
| 344<br>58764<br>LFDB | Alethea<br>*R. Lord* –92 *ss* Hpl. No. 3–3,85<br>~~*ss* Hpl. No. 1–90~~<br>*Well deck* *ss* Bly. No. 2–94 1*Dk*2*trB* | IronScSr | 1244<br>1006<br>798 | ✠90A1<br>~~5,90 8,92 11,94~~<br>5,95 ~~BS5,98~~<br>~~B & M S4,94~~ | Bly<br>A&CP<br>~~MS5,00~~<br>~~Hpl~~ ~~BS11,94~~ | *o* | 1872<br>5mo | Withy Alexander & Co.<br>Hartlepool | G. Horsley & Son | 240·0<br>Q92′B102*t*F28′<br>ptND85 BK8½″<br>~~drp91~~ *WB*= *DB* | 31·9 | 17·6 | Hartlepool<br>British | C.2Cy.29½″&59″–36″ (*i*)<br>65lb 130HP<br>2SB, 6*pf*<br>Blair & Co. (Lim.), Stockton | 18 ″ 4<br>s 1 ″ 7 | |
| 345<br>771<br>HRFT | Alexander<br>*M. P. Härström* –87<br>1*Dk* | IronSc3MstSr | 442<br>402<br>350 | | | | 1882 | Göteborgs M.V.<br>Gothenborg | Ångf. Aktieb. "Labora"<br>(E. J. Odenius) | 149·5<br>B25′ H3*t* | 23·7 | 15·3 | Gothenbrg<br>Swedish<br>*WB* | C.2Cy.16″&28″–19½″<br>45H<br>Götbrgs. Mek. Verks., Got. | | V |
| 346<br>—<br>(*ex* Alexander II. *ex* Alexander) | | WoodScBk<br>2*Dks* | 331<br>—<br>295 | | | | 1885<br>7 9 | W. A. Webb<br>New York | | 160·4 | 24·0 | 13·5 | | C.2Cy.18″&34″–21″<br>90HP<br>Risdon Iron Works, S. Fo. | | |
| 347<br>—<br>*Should be* "Alexandros," *See No.* 3 *in Supplement.* | | IronScSp | 85 | A<br>*For Tpg purposes only*<br>(*Class Contemplated*) | | | 1894 | J. T. Eltringham & Co.<br>S. Shields | Vagliano Bros. | 78·0 | 16·0 | 9·0 | Marianple<br>Russian | C.2Cy.28″&46–45″<br>30HP<br>Baird & Barnsley, N. Shl. | | |
| 348<br>105505 | Alexander Duncan<br>*C. Gray*<br>2*Dks* | WoodScSr | 372<br>—<br>260 | | | | 1876 | .....<br>San Francisco | Pacific Coast S.S. Co. | 140·5 | 25·3 | 12·8 | S. Frncisco<br>Utd. States | C.2Cy.12″&20″–20″<br>75HP<br>Risdon Iron Works, S. Fo. | | |
| 349<br>96898 | Alexander Fraser<br>2*Dks* | SteelPad | 321<br>204<br>174 | | | | 1891 | J. & R. Weir<br>Montreal | Upper Ottawa Improvement Co. | 140·0 | 41·0 | 7·5 | Ottawa<br>British | H.1Cy.26$\frac{5}{16}$″–72″<br>23HP<br>J. & R. Weir, Montreal | | |
| 350<br>HLTQ | Alexander Keiller<br>*E. N. E. Sundström* –91<br>1*Dk* | IronScSr | 434<br>387<br>341 | | | | 1874 | Göteburgs Mek. Verks.<br>Gothenburg | Förnyade Ångf. Aktieb. "Göta"<br>(H. Sternhagen) | 145·3<br>B29′ H3*t* | 23·2 | 15·4 | Gothenbrg<br>Swedish | C.2Cy.13″&30″–20″<br>52HP<br>Götbrgs Mek. Verks., Got. | | V |
| 351<br>65102<br>MLHK | Alexander Pirie<br>*C. Michie* –92 *ss* Abn. No. 3–3,87<br>*ss* Abn. No. 1–91 1*Dk* | IronScSr | 460<br>415<br>250 | ✠90A1<br>~~3,94~~ 11,94<br>✠NB81<br>~~BS6,98~~ 6,94 | Mdb<br>A&CP<br>LMC5,91<br>Hul | *i* | 1873<br>11mo | A. Hall & Co.<br>Aberdeen | Aberdn. Nwcstl. & Hull Steam Co. (Lim.) | 180·0<br>Q47′B49*t*F10*t*<br>ND87 BK7½″ | 26·0 | 14·0 | Aberdeen<br>British | C.2Cy.28″&48½″–24″ (*j*)<br>75lb *45lb* NDB81 90HP<br>1SB, 3*pf*, GS36<br>Gourlay Bros. & Co., Dundee | 14 ″ 9<br>s 1 ″ 11 | BT till 3,95 |
| 352<br>NGKT | Alexander Shukoff<br>*L. Johnsen* *ss* Lth. No. 3–5,93<br>(*ex* Brenda) 1*Dk* (*Irn*) 2*trB*<br>*Well deck* | IronScBn | 1661<br>1329<br>1053 | ✠100A1<br>4,95 ~~5,98~~<br>~~BS6,94~~ ✠LMC5,98<br>Bly | Sld<br>LA&CP | *q* | 1881<br>3mo | E. Withy & Co.<br>Hartlepool | Dansk. Russiske Dampskibs.<br>(M. Carl, *Mgr.*) | 257·5<br>P24′Q68′B68′F31′<br>srp93 BK9″<br>*WB*= *Cell DB*210′ | 34·6 | 17·9 | Copnhagn<br>Danish | C.2Cy.33″&61″–33″ (*b*)<br>~~75lb~~<br>75lb 150HP<br>1DB, 4*pf*, GS75<br>T. Richardson & Sons, Hpl. | 20 ″ 6<br>s 2 ″ 1 | |
| 353 | Alexander II.<br>*ss* Cpn. No. 3–7,76<br>*ss* Cpn. No. 2–85<br>1*Dk* ◊ *Awng dk* 3*trB* | IronScSr | 728<br>439<br>504 | ✠<br>*Awng dk with load line*<br>8,85 | Cpn | | 1860<br>7mo | Pile Spence & Co.<br>W. Hartlpool | Société Anon. John Cockerill | 205·6<br>len&ND69 | 25·2 | 13·5<br>19·7 | Antwerp<br>Belgian<br>3*BHCem* | C.4Cy.18⅜″&40¼″–33″<br>NE69 NB76 100HP<br>Henderson, Coulburn & Co., Renfrew | | |
| 354<br>26<br>MBDK | —<br>*Lindholm* 67–<br>1*Dk*2*trB* | IronPadSr | 518<br>490<br>424 | | | | 1858 | C. Lungley<br>London | Rigaer Dampschiff-fahrts Ges. | 199·1<br>P63′ | 24·9 | 11·7 | Riga<br>Russian | C.2Cy.33½″&48″–57″<br>153HP<br>*Cmp.* | | V |
| Foundered 12.94<br>355<br>NBRD | Alexander III.<br>*J. P. Jahde*<br>1*Dk* (*Stl*) 2*Dk Rule*<br>*Well deck* | SteelScSr | 1842<br>1309<br>1149 | ✠<br>12,91<br>✠ | Ant | *q* | 1889<br>4mo | Scott & Co.<br>Greenock | Forenede Damp-skibs Selskab | 259·9<br>Q61′ B140′ F31′<br>drp91 FK<br>*WB*= *Cell DB* 200′ 375*t* | 36·8 | 16·6 | Copnhagn<br>Danish<br>6*BHCem*<br>*APT*33*t* | T.3Cy.18″,29″&47″–39″<br>190HP<br>1SB, 4*cf*, GS78<br>Scott & Co., Greenock | 19 ″ 2 | |
| 356<br>7<br>NBWP | Alexandra<br>*F. Aprosio* –91 | IronSc3MstSr<br>(*ex* Acadia)<br>2*Dks* | 1082<br>1004<br>688 | | | ... | 1866<br>11mo | A. Stephen & Sons<br>Glasgow | P. Viale di G. B. | 264·8<br>Q74*t*<br>len74 | 26·4 | 20·2 | P. Maurizio<br>Italian | C.2Cy.29½″&53″–36″<br>NE&B74 200HP<br>D. & W. Henderson, Gls. | 21 ″ 3 | I |
| 357<br>45657<br>VFGR | —<br> | IronScSr<br>2*Dks* | 681<br>596<br>496 | | | | 1863 | Blackwood & Gordon<br>Port Glasgow | E. Bland | 243·8<br>P68*t* F17*t* | 27·1 | 14·3 | Sydny NSW<br>British | C.4Cy.24″&42″–30″<br>150HP<br>Australasian S.N.Co. | | |
| 358<br>JBQF | —<br>*G. P. Stöwahse* 67–81 | IronSc3MstSr<br>1*Dk*2*trB* | 496<br>475<br>373 | | | | 1856 | Früchte-nicht & Brock<br>Stettin | R. C. Gribel | 196·8<br>B21*t*<br>len67 | 24·3 | 15·1 | Stettin<br>German | C.2Cy.20½″&41″–23¾″<br>80HP<br>Stettiner Mas Ans Vulcan, Stettin | | DV |
| 359<br>NFPK | —<br>*J. A. Jörgensen* 88–92<br>*Elec. light* | SteelPadFerry<br>1*Dk* | 417<br>385<br>188 | | | | 1892 | Burmeister & Wain<br>Copenhagen | De Danske Stats-baner | 176·5 | 25·8 | 11·8 | Masnedsnd<br>Danish | C.2Cy.32″&60″–45″<br>150HP<br>Burmeister & Wain, Cpn. | | V |
| 360<br>45653<br>VFGM | —<br>*J. Thomas* –94 | IronPadSr | 369<br>322<br>99 | | | | 1863 | Caird & Co.<br>Greenock | ~~J. Jones~~ Swansea & Ilfracombe S.S. Alexandra (Lim) (J. Jones) | 204·5 | 23·7 | 11·0 | Swansea<br>British | C.2Cy.32″&52″–57″<br>NB93 145HP<br>*Cmp.* 93, Lon. & Gls. Co., Gls. | | BT till 11,94 |
| 361<br>81004 | —<br> | IronPadSp | 235<br>204<br>97 | | | | 1879 | Scott & Co.<br>Greenock | L. & S. W. Rail. Co. & Lon. B. & S. C. Railway Co. | 171·0 | 20·2 | 8·5 | Portsmth<br>British | C.D.2Cy.25″&50″–54″<br>NB92 120HP<br>Scott & Co., Greenock | | BT till 5,95 |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné aux cours après Lettre d'Equilibrement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le Navire est coté. Durée de Surv. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **362** 81544 | **Alexandra** *Capitaine.* | **IronPad** *Ex-nom, s'il y a lieu.* | 158 158 37 | | | | 1877 | Samuda Bros. London | London&India DocksJointCommittee | 100·0 \| 20·6 \| 10·7 | London British | L.2Cy.32½″–54″ 80HP Stewart&Co.,London | | |
| **363** 93819 | — *H.J.Johnson*88–88 | **IronScSk** 1*Dk*(*Irn*) | 142 142 1 | ✠ 8,88 ✠ | Ayr LA&CP | *b* | 1888 8mo | SM'Knight &Co. Ayr | AlexandraTowing Co.(Lim.) | 92·0 \| 20·1 \| 11·1 B7′ BK6½ | Liverpool British | C.2Cy.21″&42″–27″ 75HP 1SB,*3cf*,GS56 *BHCem APT*25*t* Muir&Houston,Glasgow | 12 ″ 0 | |
| **364** 95125 | — *W.Foote* –92 | **SteelPadSp** | 127 89 80 | | | | 1888 | W.Allsup& Sons Preston | Saltash,Three Towns&District StmboatCo.(Lim.) (W.Dusting,*Mgr.*) | 125·7 \| 17·3 \| 5·5 Q37*t* | Plymouth British | C.O.2Cy.20″&38″–36″ 61HP W.Allsup&Sons,Preston | | BT till 1896 1896 BT till 1901 1901 10,98 |
| **365** 72364 SPBJ | — *Crokell* | **IronScCtr** | 121 121 62 | | | … | 1876 3mo | Day,Summers&Co. Northam | Sou.Isle of Wight &Sth.of Eng. RoyalMailStm. PacketCo.(Lim.) | 110·0 \| 19·1 \| 8·9 | S'thamptn British | C.2Cy.20″&40″–24″ NB88 60HP Day,Summers&Co.,Sou. | | |
| **366** HDKC | **Alexandre Bixio** *Théobald* –89 *ss*Nts.No.3–11,90 *ss*Hav.No.1-95 | **IronSc3MstSr** 2*Dks*(*Irn*)3*trB* | 2189 2141 1473 | ✠100A1 4,95~~4,01~~ | Hav A&CP LMC1~~3,96~~4,95 | *t* | 1880 7mo | M.Pearse & Co. Stockton | Comp.Générale Transatlantique | 298·2 \| 35·8 \| 26·7 P39′F41′ ~~disp94~~ BK10″ *WB=DB* | Havre French | C.2Cy.36½″&68″–42″ 78lb *60lb* NB90NDB90180HP 2SB,*6pf*,GS ,HS3412 *6cf* 196*f*60′338*t* Blair&Co.(Lim.),Stockton | 26 ″ 7 | |
| Broke up 98 KBWT | — *W.Wards* –93 | | 2017 1487 1247 | | | … | 1870 9mo | R.Duncan &Co. PtGlasgow | ~~HendersonBros.~~ J.J.King | 300·5 \| 33·2 \| 22·6 F33*t* 29·4 | Glasgow British | C.2Cy.38″&68″–42″ NB79 424HP FinniestonWorksCo.,Gls. | | |
| **368** | — *M.F.Lagoa* –90 | **SteelScSr** 1*Dk* | 525 398 317 | ✠100A1 *withfreeboard* 9,90 ✠LMC9,90 | Grk LA&CP | *h* | 1890 9mo | T.B.Seath &Co. Glasgow | EmprezaEsperancaMaritima | 163·5 \| 28·1 \| 11·7 P43′B66′F23′ BK7′ *WB=APT*6*t* | R.Janeiro Brazilian | T.3Cy13″,20″&32″–24″ (*s*) 160lb *80lb* 90HP 1SB,*2rf*,GS30,HS1259 *4BHCem* Kincaid&Co.(Lim.),Grk. | 12 ″ 3 4 ″ 4½ | |
| **369** JWLQ | **Alf** *L.Taarland*90–90 | **WoodScSr** 1*Dk*2*trB* | 336 251 196 | | | | 1880 | Strömstenens Verft Stavanger | Ths.S.Falck | 134·1 \| 24·8 \| 12·6 Q32′ B43′ | Stavanger Norwegian | C.2Cy.15¼″&29¼″–24½″ 35HP AkersMek.Vrks.Chrstinia | | N |
| **370** | **Alfa** *G.Olsson* –93 (*ex*Tor) | **IronScSr** 1*Dk* | 161 127 108 | | | | 1857 | P.Larsson Amål | C.E.Hæger | 97·8 \| 20·3 \| 9·5 Q31′ F16′ H16*t* | LillaEdet Swedish | 1Cy.16½″–17½″ 30HP MotalaCo.,Motala | | |
| **371** 98144 | **Alfalfa** *J.Chamberlain* –90 1*Dk*(*pt Stl&pt Irn*) *ss*Npt.No.1-94 *&Webframes* *Well deck* | **SteelScSr** | 2183 1641 1403 | ✠100A1 ~~1,02~~ 1,04~~1,05~~ ✠LMC7~~05~~,94 | Npt A&CP | *s* | 1890 8mo | R.Dixon &Co. Middlesbro' | BuenosAyresGreat SouthernRailway Co.(Lim.) (A.Holland&Co.,*Mgrs.*) *WB=DBa*76′ | 277·0 \| 39·0 \| 18·2 P27′Q66′B126′ F34′ FK *f*86′*&uE&B*36′483*t* | London British | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *80lb* 200HP 2SB.6*pf*,GS90,HS3060 *MT*30′391*t* NEMarineE.Co.(Lim.)Sld. | 21 ″ 3 s 1 ″ 9½ | |
| * 372 78790 RPJF | **Alfonso** *W.D.Jenkins* –94 *Well deck* 3rdSurvey,Liv.3,91 | **IronScBg** 1*Dk*(*Irn*)2*trB* | 1325 1025 856 | A1*1 1,94 ✠NB6,98 | Bry | Lv | 1878 3mo | Oswald, Mordaunt& Co. Southampton | Strong,Reid& Page | 246·5 \| 31·9 \| 17·4 P263*t*F27*t* srp93 BK8½ *WB=DBa&f* | Liverpool British | C.2Cy.25″&60″–36″ (*s*) 120lb 150HP 1SB,*4rf*,GS ,HS2063 *5BH* Oswald,Mord'nt&Co.,Sou. | 18 ″ 10 s 1 ″ 11 | |
| 373 HRVP | — *M.Bengoschea* –92 (*ex*LeaNo.3,*ex*Tage,*ex*Diana)1*Dk*(*Irn*) | **IronScK** | 107 101 67 | 9,82 *For River& Sound pu* | Nwc | Lv *rp* | 1882 5mo *oses o* | CABushell Newcastle *nly* | Gaminde-y-Olloqui | 88·7 \| 19·4 \| 8·4 len84 | Bilbao Spanish | C.2Cy.10″&18″–16″ 16HP Paulin&Sons,Newcastle | | |
| **374** KFJD | **Alfonso XII.** *A.Gardan*85–91 2*Dks*(*Irn*–ws)*&Awngdk*(*Irn*–ws)4*trB* *Elec.light* | **SteelSc4Mst** *ss*Cdz.No.1–93 | 5063 4667 3268 | ✠100A1 *Awng dk withfreeboard* 9,94~~10,03~~ ✠LMC2,93 | Cdz LA&CP | *y* | 1888 8mo ~~BS9,94~~ | Wigham Richardson&Co. Newcastle | Cia.Trasatlantica | 438·5 \| 47·8 \| 24·9 B98′F62′ 33·2 BK11 *WB=Cell* | Barcelona Spanish 6*BHCem* *DB*322′542*t* | T.3Cy.34″,55″&90″–60″ (*s*) 160lb *160lb* 700HP 4DB,*24cf*,GS198 FD WighmRichrdsn&Co,Nwc | 27 ″ 6 s 11 ″ 5 w11 ″ 10½ | |
| **375** HBPQ | **Alfonso XIII.** *Lopez* *Elec.light* | **SteelSc4MstSr** 3*Dks* | 4381 2575 2632 | | | | 1888 | W Denny& Bros. Dumbarton | Cia.Trasatlantica | 414·4 \| 48·2 \| 29·0 P53′ B171′ F64′ | Barcelona Spanish | T.3Cy.34″,57″&91″–60″ W.Denny&Co.,Dumbarton | | V |
| **376** 94531 LDBN | **Alford** ~~*R.C.Turner* 88–98~~ *W.Wilson* *Well deck* 1*Dk*(*Stl*)*&Webframes* *ss*Lon.No.1-94 | **SteelScSr** | 1899 1457 1227 | ✠100A1 ~~7,94~~ 4,93~~11,94~~ 5,95 | Lon LA&CP ✠LMC~~5,86~~ 1,94 Sws Shl | *r* | 1889 5mo | Hall,Russell&Co. Aberdeen | AdamS.S.Co. (Lim.) (Adam&Co., *Mgrs.*) | 270·2 \| 37·0 \| 17·8 P32′Q52′B124′ F29′ BK9½ *WB=Cell* | Aberdeen British 4*BHCem* *DB*186′324*t* | T.3Cy.21″,33″&54″–39″ (*s*) 160lb *80lb* 200HP 2SB,*6rf*,GS93,HS2982 Hall,Russell&Co.,Abn. | 20 ″ 2 s 2 ″ 0 | |
| **377** PBFM | **Alfred** *R.Sprenger* –92 (*ex*Teutonia,*ex*Hudiksvall) | **IronScSr** 1*Dk* | 182 — 133 | | | | 1857 | O.Felander &Hammar Stockholm | Storrer&Scott | 114·1 \| 22·8 \| 10·2 | Königsbrg German | C.2Cy.14¾″&27¼″–15¾″ 35HP Aron&Gollnow,Stettin | | G |
| **378** JTQG | **Alfred Dumois** *S.L.Christie*89–90 | **SteelSc3MstSr** 1*Dk&Awngdk* | 728 677 439 | | | … | 1890 3mo | Blackwood &Gordon PortGlasgow | J.Christensen | 175·0 \| 28·0 \| 12·0 H51*t* 19·0 BK7″ *WB* | Bergen Norwegian | T.3Cy.15½″,25″&40″–33″ 85HP 1SB,*3rf*,GS60,HS1818 Blackwood&Gordon.P.Gl. | 12 ″ 10 | N |
| **379** 96052 LCMK | **Alfred Nobel** *C.Campbell* –93 (*ex*Ormea) | **SteelTwinScTug** *ss*Ard.No.1–92 1*Dk* | 353 249 85 | ✠100A1 ~~5,94~~ ~~12,96~~ 5,95 ~~BS7,97~~ ~~1,98~~ ✠LMC6,92 ~~5,99~~ | Ard LA&CP | *f* | 1888 12mo | Ardrossan Shpbldng Co. Ardrossan | Nobel'sExplosives Co.(Lim.) | 140·0 \| 22·1 \| 12·5 Q10′B60′F47′ *WB=FPT* | Glasgow British | T.6Cy10″,16½″&27″–22″ (*s*) 160lb *80lb* 70HP 2SB,*2rf*,GS66,HS690 *4BHCem* 14*t APT*7*t* Muir&Houston,Glasgow | 13 ″ 5 s 1 ″ 4½ | |
| **380** HBKP | **Alfredo** | **IronSc** | 146 — 91 | | | | 1883 | R.&J. Evans&Co. Liverpool | J.L.daSilva& Souza | 110·0 \| 22·1 \| 8·2 | Para Brazilian | C.2Cy.15″&30″–20″ 38HP D.Rollo&Sons,Liverpool | | |
| **381** HKDM | — (*ex*Zebedee) | **IronScK** *ss*Lis.No.1–93 1*Dk* | 146 131 91 | ✠100A1 *Stm Trawler* 8,94~~5,93~~ ✠LMC5,93 | Lis LA&CP | | 1889 1mo | Cook, Welton& Gemmell Hull | Cia.Portugueza dePescaria | 98·8 \| 20·3 \| 10·8 BK7½ | Lisbon Portuguese | C.2Cy.17″&33″–22″ (*r*) 90lb 45HP 1SB,*2f*,GS28 *3BHCem* C.D.Holmes&Co.,Hull | 11 ″ 9 | |
| **382** HDRN | **Alger** | **IronSc3Mst** 2*Dks* | 840 — 446 | | | | 1865 | Forges& C.de laMédit LaSeyne | Cie.deNav.Mixte. | 230·9 \| 27·9 \| 17·5 P54′ F31′ | Marseilles French | C.2Cy.28½″&57″–28¼″ 150HP Forges&C.de la Médit,Msl. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of Bd of Trade Pass. Cert. | 16 Mean Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 383<br>98676<br>MJNS | **Algeria** SteelScSr<br>*J.Craig*75–91 2*Dks*<br>*Elec.light* | 4510<br>3732<br>2931 | | | | 1891 | D.&W. Hendersn&C. Glasgow | HendersonBros. | 375·0<br>P73′ | 46·2<br>B96′ | 26·5<br>F46′ | Glasgow British | T.3Cy.26½″,44″&71″–60″ 440H<br>D&W Henderson&Co.,Gls. | | BT till 8,95 | |
| 384<br>76402<br>QKLT | **Algerian** IronScSr<br>*C.R.Musker* –94 2*Dks*(1*Irn*) | 1728<br>1676<br>1131 | ✠ 1,77 | Liv | Lv | 1876<br>11mo | Bowdler, Chaffer&Co. Liverpool | F.Leyland&Co. (Lim.) | 312·0<br>H52*t* | 31·2<br>F28*t* | 23·9 | Liverpool British 5*BH* 2PBH | C.2Cy.24″&64″–39″ NB87 200H<br>J.Jones&Sons,Liverpool | 25 ″ 1<br>s 4 ″ 11 | | |
| 385<br>HDRQ | **Algérie** IronScSr<br>*Rivaud* 3rdSurvey,Bdx.3,91 2,95<br>*Well deck Verdois* (*ex*Berbice)<br>1*Dk*(*Irn*)2*trB* | 1282<br>948<br>712 | ✠ A1✠1<br>2,95 1894,94<br>1894 MS7,92 NB2,95<br>1894,94 LMS2,95 | Bdx | Lv | 1883<br>3mo | Whitehavn SBCo.(Lim) Whitehaven | Verdeau&Co. | 221·6<br>Q112*t* | 33·3<br>B123*t* | 15·8<br>F39*t* FK<br>*WB*= | Bordeaux French 5*BH* 2PBH<br>*APT,FPT 3BHCem* | C.2Cy.23″&46″–42″ (*e*)<br>97lb 52lb 60lb *180lb* 130H<br>1DB,2*cf*,GS65 120lb NDB93<br>J.Jones&Sons,Liverpool<br>2SB,GS52,HS2776 | | V | 13·84<br>14·75<br>15 60<br>16 57 |
| 386<br>101903 | **Algerine** IronScBk<br>*H.B.Bartlett* –92 2*Dks* | 434<br>396<br>158 | | | | 1880 | Harland& Wolff Belfast | A.B.Kinnear, G.S.Dick, E.R.Bowring | 157·8<br>H37*t* | 29·5 | 14·5 | London British | C.2Cy.32″&54″–24″ 160H<br>Laird Bros., Birkenhead | | | |
| 387<br>64091<br>WKDN | — WoodScSr<br>1*Dk*<br>(*ex*H.M.S.Algerine) | 230<br>—<br>161 | | | | 1857 | Pitcher London | GeorgeMitchell | 125·7<br>H12*t* | 22·2 | 8·6 | HongKong British | 1Cy.18″–18½″ 80HP<br>MaudslaySons&Field,Lon. | | | |
| 388<br>105595<br>JRPT | **Algiers** IronScSr<br>*Boyd* 3*Dks* | 2287<br>—<br>1305 | | | | 1876 | Harlan& Hollingswrth Wilmington, Del. | Morgan'sL.&T. R.R.&S.S.Co. (SouthernPacific Co.) | 288·0<br>*WB* | 38·4 | 28·5 | NewYork Utd.States | T.3Cy.17″,27″&42″–30″ NE92 500HP<br>Morgan,I.W.,NewYork | | R | |
| 389<br>91241<br>KBMP | **Algoma** SteelSc3MstSr<br>*J.White* –92 *ss*Shl.No.3–10,92<br>2*Dks*(1*Stl*&1*pt Stl*)3*trB*<br>*Elec.light* | 2914<br>2736<br>1892 | ✠100A1<br>10,94 2,98 1,95<br>BS1 2,98 ✠LMC10,92<br>4,95 Hal Liv | Lon | *u* | 1885<br>5mo | J.L.Thompson&Sons Sunderland | Alleghany S.S.Co. (W.Tapscott&Co. *Mgrs.*) | 320·0<br>B74′F38′<br>*WB* = *CellDB* 260′543*t* | 42·0<br>BK11′ | 27·0<br>6*BHCem*<br>*APT*45*t* | Liverpool British | T.3Cy.26″,42″&66″–42″ (*a*)<br>130lb *80lb* 300H<br>2DB,*8cf*,GS161<br>T.Richardson&Sons,Hpl. | 29 ″ 10<br>s 6 ″ 2½ | | |
| 390<br>106774<br>KHNP | **Algonquin** IronScSr<br>*S.C.Platt* 2*Dks*&*Shelterdk* | 2833<br>—<br>2258 | | | | 1890 | W.Cramp &SsS&EBCo. Phldlphia,Pa | W.P.Clyde&Co. | 281·0<br>28·6 | 43·0 | 20·6 | NewYork Utd.States | 3Cy.21″,34″&56″–36″ W.Cramp&SonsS.&E.B. Co.,Philadelphia | | R | |
| 391<br>95051<br>KRGV | — SteelSc3MstSr<br>*J.S.Moore*88–89<br>1*Dk*(*Stl*)&*Spar dk*&*Webframes* | 1806<br>1732<br>1172 | ✠<br>*Spar dk*<br>4,88 ✠ | Gls<br>LA&CP | *q* | 1888<br>4mo | Napier, Shanks& Bell Glasgow | T.Marks&Co. St.Lawrence& Chicago S.N Co.(Lim.) | 245·0<br>F28′ | 40·1<br>20·6<br>FK | 13·9<br>6*BHCem* | P.Arthr, O. British | T.3Cy.21″,33″&54″–36″ 150H<br>Dunsmuir&Jackson,Gls.<br>*WB*=*CellDB*208′492*t* | 16 ″ 0 | | |
| 392<br>HBPW | **Algorta** SteelScSr<br>*V.Lauda*91–92 *ss*Nwc.No.1–91<br>(*ex*Newark) 1*Dk*(*Stl*)<br>*Well deck* ✠Bbo.No.2-94 1*Dk*(*Stl-pt*ws) | 560<br>459<br>328 | ✠100A1<br>10,94 1,98<br>1894,94 ✠LMC1894 10,94 | Bbo<br>A&CP | *h* | 1886<br>10mo | TyneI.S.B. Co.(Lim.) Newcastle | R.de la Sota | 169·5<br>Q87′B17′F18′<br>*WB*=*DBa*35′&*u*E&*B*33′104*t* | 27·2<br>drp92&98<br>BK7′ | 12·9<br>4*BHCem*<br>11*t APT*12*t* | Bilbao Spanish | C.2Cy.21½″&40″–30″ (*i*)<br>90lb 55lb 70H<br>1SB,2*pf*,GS33<br>HawksCrawshay&Sns,Gts | 13 ″ 6<br>s 1 ″ 1 | | |
| 393<br>JFHK | — WoodPadTug<br>*L.Santaruz* –92 (*ex*Reina del Mar) | 105<br>—<br>42 | | | | 1870 | ..... NorthShields | Cia.deRemolcadores delCantabrico(Aznar y Cia.,*Mgrs.*) | 89·9 | 18·6 | 9·3 | Bilbao Spanish | 40HP | | | |
| 394<br>90100 | **Alguada** SteelTwinScSr<br>*Beckett*<br>*Elec.light* | 302<br>302<br>188 | | | | 1886 | W.Denny &Bros. Dumbarton | Irrawaddy Flotilla Co.(Lim.) | 165·2 | 27·0 | 9·3 | Glasgow British | C.4Cy.21½″&38″–24″ 42HP<br>Denny&Co.,Dumbarton | | | |
| 395 | **Alhassannee** IronScBkn<br>*M.Maestre* –87<br>1*Dk*(*Irn*)*Awng dk*3*trB* | 1579<br>1554<br>1001 | ✠<br>*Awng dk*<br>*with load line*<br>6,85 ✠ | Liv<br>A&CP | *o* | 1882<br>2mo | R.Craggs &Sons Middlesbro' | Emperor of Morocco | 240·8<br>24·7 | 34·0 | 17·9 | Morocco Morocco 5*BHCem* *WB*=*DBa*3 | C.2Cy.31″&58″–36″ 130HP<br>Blair&Co.(Lim.),Stockton<br>4*f*126′&*u*E19′26*t FPT*30*t* | | | |
| 396<br>93879<br>LCQS | **Alhena** SteelScSr<br>~~*J.N.Clarke*85–89~~ *ss*Cff.No.1–93<br>Hook –94 1*Dk*(*Irn*)&*Webframes*<br>*Well deck* *Inner bottom plating Irn* | 2279<br>1825<br>1493 | ✠100A1<br>8,94 1,94 3,95<br>✠LMC4,93<br>NDE | Cff<br>A&CP | *s* | 1889<br>3mo | R.Dixon &Co. Middlesbro' | R.H.Penney &Sons | 295·0<br>Q122′B116′F32′<br>*WB*=*CellDB*248′ | 38·2<br>BK10′ | 20·2<br>5*BHCem*<br>442*t APT*42*t* | Shoreham British | T.3Cy22″,35″&59″–39″ (*o*)<br>160lb *75lb* 220HP<br>2SB,6*rf*,GS99<br>T.Richardson&Sons,Hpl. | 22 ″ 9<br>s 2 ″ 3 | D | |
| 397 | **Ali Dadacheff** SteelScSr<br>2*Dks*<br>(*Carrying Petroleum in bulk*) | 541<br>451<br>395 | | | | 1893 | Kockums Mek.Verk. Actieb. Malmö | A.Dadacheff | 150·5<br>Q17′B37′F21′ | 27·7 | 14·0 | Astrachan Russian | C.2Cy.20⅞″&38″–23⅝″ 358HP<br>Motala Verk.Nya Actieb. Motala | | | |
| 398 | **Ali Saib Pasha** IronSc3MstSr<br>*Omer Bey* –88 *ss*Brs.No.2–84<br>(*ex*Somerset) 3*Dks*(1*pt Irn*) | 1923<br>1796<br>1240 | ✠<br>12,85 | Brs<br>A&CP | Lv | 1875<br>3mo | Richardsn, Duck&Co. Stockton | IdareiMassousieh | 284·4<br>B99*t* | 35·8 | 25·0 | Constanpl Turkish 5*BHCem* | C.2Cy.40″&75″–45″ 250HP<br>Blair&Co.(Lim.),Stockton | 26 ″ 2 | | |
| 399<br>HKJL | **Alice** IronScBg<br>*Caldira* (*ex*Statesman)<br>2*Dks*(1*Irn*) | 1865<br>1774<br>1220 | | | ... | 1869<br>9mo | C. & W. Earle Hull | Benchimol& Sobrinho | 310·6<br>B97′ | 33·0<br>F20′ | 24·1 | Lisbon Portuguese | C.2Cy.38″&70″–42″ NB82 265HP<br>C.&W.Earle,Hull | | V | |
| 400<br>PBKS | — IronScSr<br>*E.Herrwig* –92 *ss*Sld.No.3–7,88<br>(*ex*Ours) *ss*Sld.No.1–92<br>1*Dk*&*Spardk*3*trB* | 1168<br>1159<br>742 | ✠90A1<br>*Spar dk*<br>4.92<br>✠NB7,88 | Sld<br>A&CP | *n* | 1875<br>2mo | R.Thompson,jr. Sunderland | R.Friedrichs (E.Brown,*Mgr.*) | 223·4<br>B12,94 | 30·1 | 17·0<br>23·3<br>BK8′<br>*WB*=*DB* | Lübeck German 4*BHCem*<br>*a*57*f*29′120*t* | C.2Cy.27″&50″–33″ (*r*)<br>80lb *50lb* NDB84 110HP<br>2SB,4*pf*<br>G.Clark,Sunderland | 17 ″ 9<br>s 5 ″ 11½ | | |
| 401<br>NBQV | — SteelScSr<br>*A.R.Warming* –91 1*Dk*&*Spardk* | 975<br>500<br>588 | | | | 1889 | Howaldtswerke Kiel | Dampskibsselsk. "Torm" (D.Torm) | 202·7<br>B46′ | 28·5<br>F11*t* | 10·4<br>17·7 | Copnhagn Danish | T.3Cy.14″,22″&36½″–19¾″ 90HP<br>Howaldtswerke,Kiel | | DG | |
| 402<br>HDTK | — IronSc3MstSr<br>*Brisson* (*ex*Selica) 1*Dk*2*trB* | 972<br>—<br>492 | ✠<br>12,75 | | Lv | 1872<br>1mo | A.Stephen &Sons Glasgow | CompagnieGénérale Transatlantique | 226·3<br>B9′ F38′ | 30·8 | 17·5<br>*WB* | St.Nazaire French 3*BH* 1PBH | 2Cy.26″&45″–30″ NB80 100H<br>D.Rowan,Glasgow | | V | |
| 403<br>HTCS | — IronScSr<br>*F.L.Pettersson* –88 1*Dk* | 368<br>290<br>263 | | | | 1887 | MotalaCo. Oscarshamn | Ångf.Aktieb. "Alice" (G.F.Petterson) | 130·8<br>Q52′ | 22·5<br>B34′ | 12·7<br>H11*t* | Motala Swedish *WB* | T.3Cy.10¼″,16½″&27¼″–22⅝″ 50H<br>MotalaCo.,Oscarshamn | | V | |
| 404<br>93601 | — IronScSr<br>*H.Sutherland* –93 1*Dk* | 352<br>300<br>218 | | | | 1889 | J.Wildridge Sydney,NSW | J.&A.Brown | 139·3<br>H31*t* | 24·0<br>F21*t* | 10·3 | SydnyNSW British | C.2Cy.18″&36″–24″ 70H<br>Lees&Anderson,Glasgow | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equivalement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Francbord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 405<br>63828 | **Alice** IronScSr | 306<br>306<br>193 | | | | 1871 | A.&J. Inglis<br>Glasgow | G.Turnbull&Co. | 187·1 | 25·3 | 8·8 | Glasgow<br>British | D.O.2Cy.35″–48″<br>90HP<br>A.&J.Inglis,Glasgow | |
| 406<br>106792<br>KHRS | **Alice Blanchard** WoodSc<br>*F.Worth* –92 1*Dk* | 393<br>—<br>350 | | | | 1890 | Blanchard &Wheeler<br>Tacoma | W.G.Heller | 135·2 | 28·6 | 11·9 | Tacoma<br>Utd.States | 2Cy.14″&28″–20″ | |
| 407<br>HDTN | **Alice Depeaux** SteelScSr<br>~~Lefevre~~ ~~Carpentier~~ *ss*Nwc.No.1-91<br>*Well deck* 1*Dk*(*Stl*)2*trB*<br>*Elec.light V.Carpentier*94-94 | 946<br>770<br>571 | ✠100A1<br>9,94 ~~2,94~~ ~~8,94~~<br>~~BS10,95~~ | Sld LA&CP | *n* ~~LMC1,93~~ | 1887<br>8mo<br>9,94 | Palmers' Co.(Lim.)<br>Newcastle | F.Depeaux&fils | 220·5 Q80′B58′F25′<br>drp94 BK8″ | 32·0 | 14·9<br>*WB*=*Cell* | Rouen<br>French | T.3Cy.19″,31½″&51″–36″ (*a*)<br>160lb *60lb* 140HP<br>2SB,*4cf*,GS72,HS2418<br>*DB*160′262*t* Palmers' Co.(Lim.)Nwc. | 17 ″ 2 |
| 408<br>99686<br>Missing since 12,94 | **Alice Isabel** IronScK<br>1*Dk*<br>*Stm Trawler* | 128<br>119<br>59 | ✠~~100A1~~<br>3,93 | Hul LA&CP | ~~LMC3,93~~ | 1893<br>3mo | Cochrane &Cooper<br>Beverley | T.Baskcomb | 93·0 Q17′F18′ | 20·6 | 11·0<br>BK6″ | Grimsby<br>British | C.2Cy.16″&32″–22″ (*s*)<br>150lb 45HP<br>1SB,*2pf*,GS25,HS626<br>*3BHCem*<br>C.D.Holmes&Co.,Hull | 11 ″ 10 |
| 409<br>PBJR | **Alice Krohn** IronScSr<br>*G.Tretau*68–84 1*Dk*2*trB* | 646<br>504<br>470 | | | | 1884 | H.Koch<br>Lübeck | NeueDampfschiff-fahrtsGes. | 176·8 Q35′ B51′ | 25·5 | 15·0 F20′ | Lübeck<br>German<br>*WB* | C.2Cy.22″&39″–26″<br>80HP<br>O.Henniges&Co.,Berlin | |
| * 410<br>65426<br>KWTH | **Alice Otto** IronScSr<br>*H.S.Holm*88–88 6thSurvey,Cff.1,90<br>1stSurvey,Shl.1,93<br>1*Dk*(*ptIrn*)2*trB* | 1267<br>1124<br>817 | ✠ A1,1<br>5,95 ~~5,98~~ ~~8,94~~<br>~~BS~~MS1,93<br>~~BS5,94~~ 5,95 | Shl | Lv | 1871<br>12mo | Oswald& Co.<br>Sunderland | G.Otto | 250·8 Q31*t*B79*t*F32*t* | 32·2 | 19·0<br>BK9″ | N.Shields<br>British | C.2Cy.28″&55″–39″<br>80lb ~~50lb~~ NB80 130HP<br>~~2B,4f~~SB,*3pf*<br>*4BH*<br>*WB*=*DBa*<br>Oswald&Co.,Sunderland | 20 ″ 1<br>s 3 ″ 3½ |
| 411<br>99204<br>MGNJ | **Alice Taylor** SteelScSr<br>*T.West*92–92<br>1*Dk*(*Stl*)2*trB* | 648<br>591<br>321 | ✠100A1<br>4,94 | Dun LA&CP | *k* ~~LMC8,91~~ | 1891<br>7mo | W Hamiltn &Co.<br>P.Glasgow | R.Taylor | 204·1<br>B13′F23′<br>drp94 | 29·0 | 14·3<br>BK7½″<br>*WB*=*FPT* | Dundee<br>British | C.2Cy.33″&62″–42″ (*s*)<br>85lb *70lb* 150HP<br>1DB,*6pf*,GS120<br>53*t APT*11*t*<br>G.Clark(Lim.),Sunderland | 15 ″ 2<br>s 2 ″ 3 |
| * 412<br>KFJW | **Alicia** IronSc3MstSr<br>*Aldamiz* 2ndSurvey,Liv.12,91<br>2*Dks*(*Irn*)3*trB* | 2854<br>2562<br>1839 | ✠ A1*1<br>3,95 ~~4,94~~ | Liv | Lv | 1883<br>10mo | London& Gls.Co.(Lim)<br>Glasgow | Linea deVapores Serra | 345·5<br>B96′F36′<br>drp92 | 37·7 | 25·9<br>BK11″<br>*WB*=*MT* | Bilbao<br>Spanish | C.2Cy.38″&71″–48″<br>300HP<br>2DB,*12f*<br>5*BH*<br>3PBH*Cem*<br>Lon.&Glas.Co.(Lim.),Gls. | |
| * 413<br>81515<br>TKCG | — IronScSr<br>*J.Clark* –92 *ss*Hpl.No.3–4,93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1406<br>1112<br>907 | ✠100A1<br>12,94 ~~2,94~~<br>BS4,94 | Shl LA&CP | *o* ~~LMC4,93~~ | 1880<br>7mo | E.Withy& Co.<br>Hartlepool | R.Ropner&Co. | 245·8<br>P147′F31′ | 33·1 | 16·6<br>BK8½″<br>*WB*=*Cell* | W.Hartlpl<br>British | C.2Cy.30″&55″–36″ (*i*)<br>80lb *60lb* 120HP<br>1DB,*4pf*,GS48<br>*4BHCem*<br>*DB*201′295*t* Blair&Co.(Lim.),Stockton | 18 ″ 8<br>s 1 ″ 11 |
| 414<br>89771<br>JFDL | **Aline** SteelScSr<br>*A.Woodcock* 80–94 *ss*Cff.No.2–92<br>*Well deck* 2*Dks*(*UStl*) ~~1*Dk*(*Stl*)2*trB*~~ | 1774<br>1392<br>1112 | ✠100A1<br>~~1,94~~ 11,94<br>BS6,93<br>8,94 | Cff<br>Lon A&CP | *q* ~~LMC5,92~~ | 1883<br>9mo | Doxford & Sons<br>Sunderland | BristolStm.Nav. Co.(Lim.) | 258·2<br>P24′Q74′B54′F29′<br>drp93 FK | 37·0 | 16·7<br>*WB*=*CellDB*192′401*t* | Bristol<br>British | C.2Cy.33″&62″–42″ (*b*)<br>80lb ~~80lb~~ *60lb* 164HP<br>2SB,*6pf*,GS100<br>*4BHCem*<br>*APT*52*t*<br>W.Doxford & Sons,Sld. | 19 ″ 1<br>s 2 ″ 0½ |
| 415<br>RJGK | **Aline Woermann** SteelScSr<br>*J.C.Jarck*84–92<br>*Elec.light* 2*Dks*3*trB* | 2377<br>1956<br>1719 | | | | 1891 | Blohm& Voss<br>Hamburg | Afrikanische Dampfsch.Act. Ges. | 310·0<br>P79′B88′F43′ | 38·0 | 26·0 | Hamburg<br>German | T.3Cy.24″,38″&63″–42″<br>325HP<br>Blohm&Voss,Hamburg<br>*WB* | |
| 416<br>106260<br>KCJT | **Al-ki** WoodSc3MstSr<br>*Plummer* 1*Dk*2*trB* | 1259<br>—<br>888 | | | | 1884 | GossMrine Works<br>Bath,Me. | PacificCoastS.S. Co. | 200·1 | 38·2 | 23·2 | S.Frncisco<br>Utd.States | C.2Cy.22″&44″–36″<br>250HP<br>GossMarineWorks | |
| 417<br>~~104240~~ | **Alla Verdi** SteelTwinSc3MstSr<br>*D.Schafaroff* 2*Dks*<br>(*Carrying Petroleum in bulk*)<br>*Elec.light Burning liquid fuel* | 994<br>950<br>676 | | | | 1894 | W.Dobson &Co.<br>Newcastle | Manafov | 252·5<br>B29′ | 27·8 | 17·1 | Astrachan<br>Russian | T.6Cy.14″,22″&36″–27″<br>140HP<br>WallsendSlipwayCo.(Lm)<br>Nwc. | |
| 418<br>106019<br>JVMG | **Alleghany** IronScSr<br>*D.P.W.Parker*88–88 3*Dks*&*Awng dk* | 2014<br>—<br>1433 | | | | 1881 | Cramp& Sons<br>Philadelphia | Merchants'& Miners'Trans-portationCo. | 250·0 | 38·5 | 16·6<br>27·0 | Baltimore<br>Utd.States | C.2Cy.34″&60″–45″<br>500HP<br>Cramp&Sons,Philadelphia | |
| Sunk by collision 9.95 419<br>98146<br>LTPN | **Allegheny** IronSc3MstSr<br>~~Tuckerton~~ ~~Lyon~~ *Tucker*<br>1*Dk*(*Irn*)&*Spar dk*(*Irn*)&*Webframes*<br>*Elec.light* | 2914<br>2886<br>1911 | ✠~~100A1~~<br>*Spar dk*<br>5,91 ~~5,93~~<br>*Carrying Petroleum* | Msl LA&CP | *u* ~~LMC8,00~~ *in bulk* | 1890<br>8mo<br>9,94 | Craig, Taylor&Co.<br>Stockton | S.S.Allegheny of London(Lim.) (A.Suart) | 320·0<br>*WB*=*DBuE*&*B* | 42·2 | 19·2<br>26·8<br>FK<br>56*t APT*9*t* | London<br>British | T.3Cy.25″,40″&66″–45″ (*s*)<br>150lb *80lb* 250HP<br>22*BHpt Cem*<br>2DB,*8cf*,GS144<br>J.Dickinson,Sunderland | 20 ″ 4<br>s 6 ″ 1 |
| 420<br>HLTP | **Allegro** IronScSr<br>*C.W.Ahman*89–91 1*Dk*2*trB* | 1070<br>807<br>665 | | | | 1874 | Bergsunds Mk.Vks.<br>Stockholm | Stockholms Ångf. Rederib. (G.Brolin) | 217·3<br>P127′ H19*t* | 28·7 | 17·6<br>F21′ | Stockholm<br>Swedish | C.2Cy.25½″&45″–26¼″<br>130HP<br>BergsundsMek.Vrk.,Skm. | |
| 421<br>RGCT | **Allemannia** IronScSr<br>*W.Jansen*93–94 2*Dks*3*trB* | 1841<br>1717<br>1375 | | | ... | 1881 | Dobie&Co. Glasgow | Hamburg-Ameri-kanischePacketf. Act.Ges. | 285·4<br>Q46′ B35′ | 34·4 | 23·8<br>F32′ | Hamburg<br>German<br>*WB* | C.2Cy.34″&62″–42″<br>195HP<br>J.Howden&Co.,Glasgow | |
| Wrecked 6.95 422<br>88931<br>WTLK | **Allendale** IronScSr<br>~~*W.Lorimer* 93~~ ~~4thSurvey,Lon.00~~<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>~~*J.Lorimer*00-02~~ 6thSurvey,Sld.4.94<br>*J.Wardropper* -94 | 857<br>711<br>551 | ✠ ~~A1,1~~<br>~~4,94~~ ~~8,98~~ ~~4,04~~<br>3,96 | Sld Liv | Lv | 1875<br>10mo | J.Laing<br>Sunderland | A.Laing | 211·8<br>Q69*t*B59*t*H44*t* | 28·5 | 16·1<br>~~trp01~~srp94 BK7″<br>*WB*=*DBa*&*f* | Sundrland<br>British | C.2Cy.25″&48″–33″<br>98HP<br>1B,*3f*<br>3*BH* 1PBH<br>T.Clark&Co.,Newcastle | 17 ″ 1<br>s 2 ″ 0 |
| 423<br>QDWT | **Aller** SteelSc4MstSr<br>*H.Christoffers*79–87 4*Dks*<br>*Elec.light* | 4964<br>4806<br>2924 | | | | 1885<br>12mo | Fairfield Shpbg.&Eng. Co.(Lim.) Glasgow | Norddeutscher Lloyd | 438·0<br>P30′ B140′ | 48·1 | 34·6<br>F72′ | Bremen<br>German | T.4Cy.44″,70″&108″–72″<br>1300HP<br>FairfdShp&E.Co.(Lm.)Gls | |
| 424<br>29885<br>QHMG | **Allerwash** IronSc3MstSr<br>~~*P.Duffster*-87~~ *ss*Hpl.No.3–4,92<br>(*ex*American) 1*Dk*(*ptIrn*)<br>*L.Jackson*94–94 *ss*Hpl.No.1-95 | 381<br>357<br>229 | 80 A1<br>~~3,94~~ 2,94 4,95<br>~~BS2,94~~ | Hpl A&CP | *g* LMC ~~4,98~~ 4,95<br>~~GS~~ | 1861<br>11mo<br>4,95 | Kerman& Co.<br>Millbrook | W.Benson&Son | 167·5<br>Q23′<br>ND70len76 | 25·8 | 11·4<br>BK6″<br>*WB*=*DBf*32′<br>70*t APT*30*t* | Newcastle<br>British | C.2Cy.18″&36″–24″<br>80lb NE75 NB82 50HP<br>*4BHCem*<br>1SB,*2pf*,GS28<br>Gilbert&Cooper,Hull | 12 ″ 5<br>s 2 ″ 0 |
| 425<br>106443<br>KDNC | **Alliança** IronScBn<br>*W.Meissner* –92 2*Dks*&*Awngdk* | 2985<br>—<br>2205 | | | | 1886 | DlwreRiv. ISB&EWks<br>Chester,Pa. | Bedford&Carey | 303·5<br>P112′ F27′ | 42·0 | 15·0<br>24·2 | New York<br>Utd.States | C.2Cy.38″&74″–54″<br>Delawr.Riv.I.S.B.&Eng.W | |
| 426<br>JRBV | **Alliance** IronScSr<br>*F.Meyer* –89 1*Dk*2*trB*<br>*Well deck* | 582<br>411<br>431 | | | ... | 1880 | C.Mitchell &Co.<br>Newcastle | J.L.Mowinckel& Sön | 175·5<br>P112′ F27′ | 24·5 | 13·1 | Bergen<br>Norwegian<br>*WB* | C.2Cy.18″&40″–28″ (*i*)<br>80HP<br>T.Clark&Co.,Newcastle | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 427<br>25115<br>PDQH | Alliance<br>*E.LeBas* –92 | IronPadSr | 387<br>361<br>176 | | | | 1855 | C.J.Mare &Co. London | London&S.W. RailwayCo. | 175·5 | 23·7 | 14·6 | S'thamptn British | C.O.2Cy.34″&57″–54″ NE78 NB88 146HP Day,Summers&Co.,Sou. | | | BT till ~~7,94~~ 10,96 |
| 428<br>67776<br>PLVD | —<br>*R.Parry*78–89 ~~ssCly.No.3–11,81~~<br>*ss*Abn.No.3-5,94 ~~ssDuh.No.2–89~~<br>1*Dk* | IronScSr | 321<br>268<br>188 | †90A1<br>5,94 ~~4,93~~<br>~~drp94~~<br>~~BS4,93~~ | Abn<br>A&CP<br>~~NB0,84~~<br>~~LMC12,88~~ | *f*<br>6mo<br>5,94<br>5,94 | 1874 | H.Murray &Co. Pt.Glasgow | J.&W.Henderson | 144·5<br>Q54′F17′drp&srp94<br>~~drp94~~ND94 | 22·6<br>BK6″ | 11·6 | Aberdeen British 47HP | C.2Cy.18½″&32″–22″ (*s*) ~~80lb~~ *80lb*,75lb 4*BHCem* 1SB,*2pf*,GS28 Kemp&Hume,Glasgow 1SB*3pf*GS41HS1042 | 11 ″ 7<br>~~1 ″ 4~~<br>s 1 ″ 2½ | | |
| 429<br>135825<br>KCVB | —<br>*J.Petersen*89–93 1*Dk2trB*<br>(*ex*EmmaHume) | WoodSc3MstSr | 298<br>—<br>214 | | | | 1884 | J.Stephens Astoria,Oreg. | PortlandCoast S.S.Co. | 125·0 | 27·0 | 12·0 | Portlnd,O. Utd.States | | | | R |
| 430<br>84300<br>VKSB | Alligator<br>*W.Horner*74–82<br>*Elec. light* | IronScSr | 985<br>707<br>449 | | | | 1881 | Barclay, Curle&Co. Glasgow | G.&J.Burns | 250·2<br>P154*t* F38*t* | 30·0 | 14·7 | Glasgow British | C.2Cy.38½″&69″–48″ NB91 280HP Barclay,Curle&Co.,Gls. | | | BT till ~~7,94~~ 6,95 |
| 431<br>83617<br>SLQN | Allowrie<br>*G.Walker* 1*Dk*&*Awngdk*(*pt*Stl–ws) | SteelTwinScSr | 504<br>500<br>294 | †<br>*Awng dk*<br>*with load line*<br>11,80 † | Cly<br>LA&CP | *i* | 1880<br>10mo | Napier, Shanks& Bell Yoker | IllawarraSteam NavigationCo. | 179·4<br>16·0<br>FK | 24·8 | 8·0 | SydnyNSW British 98HP 6*BHCem* | C.2Cy.25″&48″–27″ Rankin&Blackmore,Grk. *WB*=3*deepTanks*125*t* | | | |
| 432<br>97543<br>MGBF | Alma<br>*G.H.Lewis*91–91<br>1*Dk*(*Irn*)&*Webframes* &*pt Awngdk*(*Irn*) | SteelScSr | 2464<br>1872<br>1563 | †100A1<br>*pt Awng dk*<br>*withfreeboard*<br>~~13,94~~ 12,94 † | Lth<br>A&CP<br>~~SblBry~~<br>LMC7,91 | *s* | 1891<br>7mo | W.Pickers-gill&Sons Sunderland | S.S. "Alma" Co. (Lim.) (F.O.Pinkney) | 292·1<br>P29′Q88′<br>*ptAwng dk*175′<br>*WB*=*CellDB*216′392*t* | 39·3<br>FK | 19·7 | Sundrland British 200HP 5*BHCem* *APT*68*t* | T.3Cy.22″,36″&59″–39″ (*s*) 160lb *80lb* 2SB,*6pf*,GS103 G.Clark(Lim.)Sunderland | 22 ″ 5<br>s 9 ″ 1 | | |
| 433<br>— | —<br>1*Dk* | IronScSr | 498<br>—<br>400 | | | | 1872 | J.&W. Dudgeon London | RussianS.N.& TradingCo. | 210·0 | 29·0 | 10·4 | Odessa Russian | C.4Cy.15½″&27½″–14″ 60HP J.&W.Dudgeon,London | | | |
| 434<br>71239 | Alma Munro<br>2*Dks* | WoodScSr | 891<br>413<br>581 | | | | 1873/84 | Andrews &Sons Pt.Dalhousie | Mntreal&ChicagoMerchants'S.Co. | 176·4<br>H166*t* | 26·1 | 11·4 | P.Stanley British | 1Cy.30″–36″ 175HP G.N.Oille,St.Cath.,Ont. | | | |
| 435<br>JNQH | Almar<br>*J.M.Moe* (*ex*O.F.Ahlmark)<br>1*Dk* | CompScSr | 170<br>149<br>113 | | | | 1873 | C.J.Berg-lund Carlstad | T.T.Sveen | 100·5<br>Q5*t*H16*t* | 21·4 | 10·3 | Haugesnd Norwegian | C.2Cy.10¼″&25″–17½″ 30HP ChristinehamnsM.V., Christinehamn | | | |
| Wrecked 9-94<br>72525<br>PWKG | Alne Holme<br>*W.Turney* –92<br>*Well deck* | IronScSr<br>*ss*Sld.No.3–6,89<br>1*Dk2trB*<br>*ss*Ard.No.1-94 | 1036<br>852<br>658 | †~~90A1~~<br>2,94 ~~3,93~~<br>†NB6,89 | Mpt<br>A&CP<br>LMC6,89<br>Ard | *n*<br>7mo<br>12,93 | 1876 | JLThomp-son&Sons Sunderland | HineBros. | 220·3<br>Q123′F29′<br>ptND94 | 31·0<br>BK8″<br>*WB*= | 16·9 | Maryport British 98HP 4*BHCem* 1SB,*3pf*,GS53 J.Dickinson,Sunderland | C.2Cy.27″&51″–33″ 80lb *75lb* NDB89 1SB,*3pf*,GS53 J.Dickinson,Sunderland | 17 ″ 9<br>s 2 ″ 2 | | |
| 437<br>JBCV | Alnö<br>*C.Pettersson* –91<br>(*ex*Timrå) | IronSc<br>1*Dk* | 100<br>63<br>68 | | | | 1874 | W.Lind-bergsMk.Vks Stockholm | AlnösundetsÅngb. Aktieb. (G.Österman) | 86·7<br>Q32′ B26′ F17′ H3′ | 15·4 | 8·0 | Sundsvall Swedish | C.2Cy.10½″&22¼″–15⅝″ 25HP W.LindbergsMk.Vks., Stockholm | | | |
| 438<br>104242 | Alnwick<br>*J.P.Crosby*85–94<br>1*Dk*(*Stl*)&*Spr dk*(*Irn*)&*Webframes* | SteelScSr | 3127<br>2850<br>2010 | †100A1<br>*Spar dk*<br>10,94 ~~3,94~~ | Nwc<br>LA&CP<br>LMC3,94<br>Shl | *u* | 1894<br>3mo | TyneIron S.B.Co.(Ld.) Newcastle | NorwickS.S.Co. (Lim.) (Hunting&Son *Mgrs.*) | 320·4<br>P29′B78 F14<br>*WB*=*CellDB*240′ | 45·9<br>17·6<br>FK | Newcastle British 250HP 6*BHCem* 504*tAPT*12*t* | T.3Cy.24″,40″&64″–45″ (*s*) 160lb *80lb* 2SB,*8pf*,GS114,HS4490 J.Dickinson,Sunderland | 20 ″ 6<br>s 5 ″ 11 | | |
| 439<br>97946 | Aloedene<br>*J.Jones*90–90<br>*Well deck* | SteelScSr<br>1*Dk*(*Irn-pt*ws)2*trB* | 2411<br>1894<br>1525 | †100A1<br>3,94 | Nwc<br>A&CP<br>~~LMC6,90~~ | *s*<br>6mo<br>10,94 | 1890 | ShortBros. Sunderland | J.T.Lunn&Co. | 290·0<br>P31′Q82′B116′<br>F33′<br>*WB*= | 40·0<br>FK | 19·7 | Newcastle British 200HP 6*BHCem* *T65tAPT*47 | T.3Cy.22″,36″&59″–39″ (*s*) 160lb *80lb* 2SB,*6pf*,GS102 G.Clark(Lim.),Sunderland | 22 ″ 2<br>s 2 ″ 1 | | |
| 440<br>60167<br>JHND | Alonso<br>*J.A.C.Brown* –93 6thSurveyHul.9,88<br>1stSurveyHul.5,93<br>*Well deck* 1*Dk2trB* | IronScSr | 1315<br>1117<br>845 | † A1,1<br>~~5,93~~ 5,95 | Hul<br>Lon | Lv | 1869<br>4mo | Richard-son,Duck& Co. Stockton | E.Leetham | 240·0<br>P200*t*F12*t* | 32·1<br>BK9″<br>*WB*= | 19·5 | Hull British 5*BH* *DBa*&*f* | Q.4Cy.14″20½″29½″&43″–33″ NE81 NB93 98HP 1DB,*4cf*,GS43,HS1340 *Qpd*93Earle'sCo.(Lim)Hul | 20 ″ 6 | | |
| 441<br>82259 | Aloungpyah<br>*Rimmer* | IronPadSp | 569<br>497<br>385 | | | | 1872 | R.Duncan &Co. Pt.Glasgow | IrrawaddyFlotilla Co.(Lim.) | 245·0 | 26·2 | 8·0 | Glasgow British | C.D.2Cy.31″&54″–48″ 125HP Rankin&Blackmore,Grk. | | | |
| 442<br>45956<br>VGLQ | Alpha<br>*N.E.Holmes* –93 | IronScBk | 653<br>616<br>514 | | | ... | 1863<br>3mo | Barclay, Curle&Co. Glasgow | R.Pickford& W.A.Black | 221·8<br>P38*t* | 27·6 | 14·9 | Glasgow British | 2Cy. 112HP | | | |
| 443<br>JDCS | —<br>*N.Nielsen* *ss*Shl.No.2–81<br>2*Dks* | IronScSr | 605<br>579<br>372 | †<br>4,81 | Shl<br>A&CP | | 1872<br>3mo | AM'Millan &Sons Dumbarton | ÖstlandskeLloyd | 180·8<br>H26*t* | 25·0 | 16·7 | Chrstiania Norwegian 4*BHCem* | C.2Cy.22″&38″–27″ 70HP M.Paul & Co., Dumbarton *WB*=*MT*20′120*t* | | | N |
| 444<br>737<br>HVRD | —<br>*L.Sonesson* –93<br>1*Dk* | CompScSr | 413<br>320<br>312 | | | | 1891 | P.Larsson Thorskog | J.O.Lundwall | 137·7<br>Q37′B30′H9*t*F17′ | 22·8 | 13·0 | Malmö Swedish | C.2Cy.15½″&27½″–17½″ 60HP P.Larsson,Thorsberg | | | V |
| 445<br>98154 | —<br>*E.Richards* –91<br>*Hopper Barge* 1*Dk* | IronTwinScSp | 401<br>382<br>185 | | | | 1890 | T A Walker Sudbrook | ManchesterShip CanalCo. | 145·6 | 30·4 | 10·7 | London British | Q.8Cy.9″,12″,16″&24″–21½″ 96HP Fleming&Ferguson,Psy. | | | |
| 446<br>PBGJ | —<br>*Brinckmann* 1*Dk* | IronSc3MstSr | 393<br>287<br>300 | | | | 1869 | W.B. Hornby Newcastle | ActGes."St.Petrs-burg"(Jäde&Co., *Mgrs.*) | 159·7<br>P48′F14′ | 21·3 | 12·1 | Lübeck German *WB* | C.2Cy.19″&38″–20″ 60HP RostockS.B.&E.Co.,Ros. | | | DGV |
| 447<br>106775 | —<br>1*Dk* | IronPad | 355<br>—<br>242 | | | | 1890 | ..... Matthew's Bluff,Ga | JohnLawton | 123·5 | 36·8 | 6·8 | Savannah, Ga. Utd.States | | | | |
| 448<br>71413 | —<br>*Blauvelt*85–86 | WoodSc | 307<br>307<br>212 | | | | 1874 | H.Ramsay PrinceEdw. Island | YarmouthStm. ShipCo.,Ld. | 129·6 | 22·6 | 17·1 | Yarmth NS British | C.2Cy.18″&36″–24″ 100HP BurrellJohnson&C.Yr.N.S. | | | |
| 449<br>JPHV | —<br>*Ö.Olsen* –92 | WoodScSr<br>1*Dk2trB* | 303<br>245<br>177 | | | | 1872 | Trumpy& Sons Bergen | W.Tröye | 119·3<br>P38*t* Q16*t* | 25·9 | 13·3 | Bergen Norwegian | C.2Cy.15″&30″–18″ 34HP BergensMekVerks,Bergen | | | N |

| 1 | 2 / 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre. — Numero Officiel. — Signaux | Nom du Navire. Matériaux, Grément, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. — Sous le Pont. — Net. | Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | Construit. Quand. — Navire. — Mach. | Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. — Pavillon. | Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | Creux sur Quille. — Franc-bord au milieu du navire. pds. pc. | Autres Registres |
| 450 | **Alpha** WoodSc<br>*D.J.Roberts* | 233<br>—<br>154 | | | | 1867 | ...............<br>Washington, N.C. | J.Clark | 121·5\|23·5\|8·6 | Washngtn<br>Utd.States | | | |
| 451 | **—** IronScSr<br>(*ex*Gamleby) | 100<br>—<br>66 | | | | 1875 | J.Fletcher<br>Oscarshamn | PoulMörch | 86·2\|16·1\|9·1 | S.Petrsbrg<br>Russian | 2Cy.<br>20HP<br>OscarshamnMek.Verks | | |
| 452<br>HFGB | **Alphée** IronScBk<br>3*Dks* | 1961<br>—<br>998 | | | | 1861 | Messag. Marit.<br>LaCiotat | Messageries Maritimes | 331·8\|33·1\|25·4<br>P67′H51*t*F33′ | Marseilles<br>French | 2Cy.68″–46½″<br>400HP<br>Messag Mar.La Ciotat | | |
| 453<br>HFGK | **Alphonse Conseil** IronScSr<br>*Himene* -88 *ss*Bdx.No.2-92<br>(*ex*Port of Alicante)<br>2*Dks*(1*Irn*)&*Spardk* | 1629<br>1538<br>972 | ✠100A1<br>*Spar dk*<br>8,94 ~~5,92~~ ✠LMC ~~5,93~~ 8,94 | Bdx<br>LA&CP | *q* | 1884<br>1mo | Palmers' Co.(Lim.)<br>Newcastle | Les fils de T. Conseil | 241·0\|34·3\|17·1<br>24·8<br>BK8½″<br>*WB* = *DBa*72′*f*59′&*u* | Bordeaux<br>French<br>4*BHCem*<br>*E*&*B*36′ 292*t* | C.2Cy.30″&62″–42″ (*a*)<br>80lb *60lb* 158HP<br>2SB,6*pf*,GS95,HS3276<br>Palmers'Co.(Lim.),Nwc. | 18 ″ 3 | |
| 454<br>89125<br>LGVK | **Alphonse Parran** SteelScSr<br>*G.Hoskins* -92 *ss*Npt.No.1-93<br>1*Dk*(*Stl*)2*trB*&*ptAwngdk*(*Irn*) | 1876<br>1413<br>1203 | ✠100A1<br>*pt Awng dk withfreeboard*<br>~~9,91 0,93~~ ✠LMC6,93<br>5,95 ~~8,95~~ | Npt<br>A&CP | *r* | 1889<br>8mo | W.Doxford&Sons<br>Sunderland | AngloAlgerian S.S.Co.(Lim.) | 270·0\|37·0\|17·4<br>Q67′ FK<br>*ptAwngdk* 174′<br>*WB* = *CellDB*218′ | Swansea<br>British<br>4*BHCem*<br>413*tAPT*63*t* | T.3Cy.21″,33″&54″–36″ (*s*)<br>160lb *65lb* 160HP<br>2SB 4*rf*,GS70.HS2400<br>W.Doxford&Sons,Sld. | 19 ″ 8<br>s 8 ″ 7½ | D |
| 455<br>54599 | **Alps** IronScSr<br>*F.Byers* -93<br>(*ex*Alpes,*ex*Alps,*ex*Mandingo) | 1725<br>1608<br>1117 | | | | 1865 | Randolph, Elder&Co.<br>Glasgow | AtlasS.S.Co. (Lim.) | 295·9\|32·4\|19·3<br>F26*t* | Liverpool<br>British | C.2Cy.32″&60″–36″<br>NE74 NB89 180HP<br>J.&J.Thomson,Glasgow | | |
| 456<br>73817<br>PLGW | **Alsatia** IronScSr<br>*J.Swain*82-94 | 2773<br>2763<br>1793 | | | ... | 1876<br>1mo | D.&W. Henderson &Co.<br>Glasgow | HendersonBros. | 356·7\|36·2\|29·4 | Glasgow<br>British | T.3Cy.24″,37″&58″–48″<br>NE&B86 240HP<br>D.&W.Henderson&Co.Gls. | | |
| 457<br>76490<br>QNKV | **Alsatian** IronScSr<br>*W.Fackiell* -93 2*Dks*(1*Irn*) | 1732<br>1686<br>1133 | ✠<br>4,77 | Liv | Lv | 1877<br>3mo | F.Leyland &Co.<br>Liverpool | F.Leyland&Co. (Lim.) | 312·0\|31·2\|23·9<br>F28*t* | Liverpool<br>British<br>5*BH*2PBH | C.2Cy.23″&60″–39″<br>NB88 200HP<br>J.Jones&Sons,Liverpool | 25 ″ 0<br>s 4 ″ 11 | |
| 458<br>LCQJ | **Alsen** SteelScSr<br>*E.Hackbarth*93-88 *ss*Lth.No.3-2,94<br>1*Dk*(*Stl*)&*Webframes* | 742<br>649<br>572 | ✠100A1<br>5,95 ~~2,94~~<br>BS3,95 ✠LMC1,94 | Lth<br>LA&CP<br>Ham | *k* | 1888<br>6mo | G.Howaldt<br>Kiel | Nord-Ostsee-Rhederei | 195·0\|30·0\|13·8<br>B44′F29′<br>drp94 BK7½″<br>*WB* = *CellDB* | Hamburg<br>German<br>4*BHCem* | T.3Cy.14⅛″,23⅝″&39″–23⅝″<br>156lb (*k*) 100HP<br>2SB,2*cf*,GS42<br>G.Howaldt,Kiel | 16 ″ 4 | |
| 459<br>106574<br>KFHQ | **Alsenborn** SteelSc3Mst<br>*Lewis* 1*Dk* | 508<br>—<br>408 | | | | 1888 | ...............<br>Baltimore, Maryland | NewYork&BaltimoreTrans.Line | 163·5\|23·6\|8·5 | Baltimore<br>Utd.States | 108HP | | |
| 460<br>97998<br>MPTS | **Alston** SteelScSr<br>*D.M.Dreaper*92-92<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1818<br>1328<br>1155 | ✠100A1<br>~~4,94~~ 10,94<br>✠LMC5,92 | Npt<br>A&CP<br>Shl | *q* | 1892<br>6mo | BlythS.B. Co.(Lim.)<br>Blyth | AlstonS.S.Co. (Lim.) (Pickering,Wallis&Co.) | 260·0\|36·5\|16·9<br>P25′Q72′B108′<br>F29′ drp92 FK<br>*WB* = *CellDB* 218′ 334*t* | Newcastle<br>British<br>4*BHCem*<br>*APT*21*t* | T.3Cy.20″,33″&54″–36″ (*r*)<br>160lb *80lb* 160HP<br>2SB,6*pf*,GS86,HS2548<br>G.Clark(Lim),Sunderland | 19 ″ 3<br>s 1 ″ 6 | |
| 461 | **Altata** IronScTug<br>*Robinson* *ss*S.Fo.No.3-10,90<br>1*Dk* | 116<br>112<br>79 | ✠100A1<br>10,90<br>LMC10,90 | S.Fo<br>LA&CP | *a* | 1881<br>10mo | W.Walker &Co.<br>London | Sinalva&Durango RailroadCo. | 101·5\|16·4\|9·2<br>FK | Mazatlan<br>Mexican<br>4*BHCem* | C.2Cy.16″&28″–18″ (*i*)<br>75lb NB88 NDB88 35HP<br>J.Watt& Co.,Birmingham | | |
| 462<br>HWCB | **Alten** IronScSr<br>(*ex*Dannebrog) 2*Dks* | 140<br>135<br>92 | | | | 1870 | ...............<br>Christiania | O.B.Sörensen | 100·9\|16·3\|12·2 | Arendal<br>Norwegian | 32HP | | |
| 463<br>77439<br>WVDJ | **Altmore** IronScSr<br>*J.Watson*86-89 *ss*Sld.No.3-2,90<br>2*Dks*(1*Irn*)3*trB*<br>*ss*Shl.No.1-94 | 2037<br>1872<br>1297 | ✠100A1<br>3,95 ~~8,93~~<br>✠NB8,87<br>BS ~~3,94~~ 3,95 | Lon<br>A&CP<br>LMC12,93<br>Shl | *r* | 1877<br>9mo | R.Thompson,jr.<br>Sunderland | AdamSteamShip Co.(Lim.)(Adam &Co.,*Mgrs.*) | 291·5\|35·2\|24·8<br>B48′F24′<br>BK10″<br>*WB* = *DBa*82′*f*36′ 192*t FPT*98*t APT* | Aberdeen<br>British<br>5*BHCem*<br>32*t* *Tpd*87 | T.3Cy.22″,36″&66″–36″ (*s*)<br>160lb *65lb* 200HP<br>2SB,4*cf*,2*pf*,GS90<br>N.E.MarineE.Co.(Lim)Sld | 26 ″ 3<br>s 4 ″ 9½ | |
| * 464<br>67821<br>QNPM | **Altona** IronScSr<br>*G.Gill* -93 *ss*Hul.No.3-11,88<br>*Well deck* *ss*Hul.No.1-92<br>1*Dk* | 670<br>540<br>385 | ✠90A1<br>9,93<br>✠NB9,84<br>BS ~~9,93~~ 10,94 | Goo<br>A&CP<br>LMC9,92 | *k* | 1877<br>2mo | W.B. Thompson<br>Dundee | ~~YorkshireCoal&StmShCo(Lim.)~~<br>GooleStm.Shppg Co.(Lim.) | 202·1\|28·2\|13·0<br>Q99′B16′F29′<br>drp93 BK7″<br>*WB* = *DBa*51′*f*59′ | Goole<br>British<br>5*BHCem* | C.2Cy.28″&52″–33″ (*a*)<br>75lb *78lb* NDB92 98HP<br>1SB,3*pf*,~~GS6~~,HS2176 GS60<br>W.B.Thompson,Dundee | 13 ″ 11<br>s 1 ″ 7 | |
| 465<br>LFWP | **—** IronScSr<br>*C.Heinrichs*89-91 | 158<br>143<br>67 | | | | 1891 | Actien Gesellschaft "Neptun"<br>Rostock | J.Nibbe | 104·3\|20·4\|10·6<br>B33′ | Altona<br>German | C.2Cy.17¾″&33½″–20″<br>ActienGesell."Neptun," Rostock | | V |
| 466<br>77462<br>TNFB | **Altonower** IronSc3MstSr<br>~~*J.Murray*84-92~~ *ss*Ant.No.3-4,92<br>~~*R.C.Turner*~~ -94 2*Dks*(1*Irn*)&*Spar dk*<br>*Now named "Heijo Maru," See No. 40 in Supplement* | 2476<br>1785<br>1611 | ✠100A1<br>*Spar dk* 11,94<br>~~7,93 10,93~~<br>~~BS10,93~~ ✠LMC ~~5,92~~ 12,94 | Liv<br>A&CP<br>~~Shl~~ Sng | *t* | 1880<br>7mo | A.Leslie &Co.<br>Newcastle | AdamSteamShip Co.(Lim.)(Adam &Co.,*Mgrs.*) | 300·0\|37·0\|21·8<br>drp94 ptND94 28·9<br>BK10″<br>*WB* = *DBa*84′*f*90′280*t FPT* | Aberdeen<br>British<br>6*BHCem*<br>22*tAPT*15*t* | C.2Cy.37″&68″–42″ (*i*)<br>70lb *75lb* NDB88 220HP<br>2DB,8*pf*,GS100<br>N.E.MarineE.Co.(Lim)Sld | 23 ″ 3<br>s 7 ″ 4½ | |
| 467<br>77447<br>RSFK | **Altyre** IronScSr<br>*A.Ross*89-94 *ss*Shl.No.3-4,90<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*ss*Shl.No.1-94 | 1003<br>744<br>628 | ✠100A1<br>~~10,94 3,94 7,94~~<br>2,95<br>BS2,95 | Shl<br>A&CP<br>LMC3,94<br>~~Abn~~ | *l* | 1878<br>5mo | Mounsey &Foster<br>Sunderland | Adam&Co. | 231·5\|28·5\|15·0<br>Q76′B80′F27′<br>len79 BK8″<br>*WB* = *DBa*42′*f*46′ | Aberdeen<br>British<br>5*BHCem*<br>145*tFPT*22*t* | C.2Cy.27″&47″–30″<br>75lb *50lb* NDB82 98HP<br>1B,GS51<br>N.E.MarineE.Co.(Lim)Sld | 16 ″ 2<br>s 1 ″ 6½ | |
| 468<br>~~81763~~<br>~~STJN~~ | **Aludra** IronScSr<br>~~*H.Rule*80-87~~ *ss*Cff.No.3-9,84<br>*Well deck* *ss*Cff.No.2-92<br>1*Dk*(*Irn*)2*trB*<br>*Now named "Levant," See No. 21 in Supplement.* | 1429<br>1117<br>896 | ✠100A1<br>6,94 ~~9,93~~<br>BS1,94 | Npt<br>A&CP<br>LMC12,92<br>Cff | *p* | 1879<br>9mo | Mounsey &Foster<br>Sunderland | ~~R.H.Penney.~~ | 249·5\|33·5\|18·4<br>P28′ Q64′B71′ F34′<br>BK9″<br>*WB* = *DBa*76′*f*64′257*t* | ~~Shoreham~~<br>~~British~~ Swedish<br>4*BHCem* | C.2Cy.31″&57″–36″<br>75lb *70lb* 140HP<br>2B,GS70<br>J.Dickinson,Sunderland | 19 ″ 8<br>s 1 ″ 10½ | |
| 469<br>107034 | **Alva** SteelSc<br>2*Dks* | 2420<br>—<br>2001 | | | | 1893 | Cleveland S.B.Co.<br>Cleveland,O. | M.A.Bradley | 324·2\|42·0\|19·6<br>*WB* | Cleveland, Ohio<br>Utd.States | T.3Cy.24″,38″&61″–42″<br>253HP<br>ClevelandS.B.Co.,Clevelnd | | |
| 470<br>77449<br>SFHQ | **Alvah** IronScSr<br>*Lost by Collision 3,95*<br>*J.S.Young*78-84 ~~*ss*Abn.No.3-8,90~~<br>2*Dks*(1*Irn*)3*trB*<br>*ss*Lon.No.3-10,93 | 2271<br>2104<br>1473 | ~~✠100A1~~<br>11,94 ~~10,93 8,94~~<br>✠NB8,90<br>BS11,94 | Lon<br>A&CP<br>LMC ~~8,90~~ 10,93<br>~~Shl~~ Abn | *t* | 1878<br>9mo | Mounsey &Foster<br>Sunderland | AdamSteamShip Co.(Lim.)(Adam &Co.,*Mgrs.*) | 300·0\|36·0\|25·2<br>P33′B52′F35′<br>~~drp93~~ BK10″<br>*WB* = *DBa*76′*f*48′238*tFPT* | Aberdeen<br>British<br>5*BHCem*<br>42*tAPT*28*t* | T.4Cy.(2) 16″,37½″&68″–42″<br>160lb *70lb* (*s*) NDB84 200HP<br>2DB,8*rf*,GS104,HS4023<br>*Tpd*90Hall,Russ'll&C.Abn | 27 ″ 0<br>s 5 ″ 1½ | D |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or Retained. Builder. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Ice Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 471 HBRS | **Alvarado** *Fernandez* | **IronScSr** ssLiv.No.2–92 1*Dk*(*Irn*)&*Awngdk* | 1031 1008 638 | ✠100A1 *Awng dk withfreeboard* 3,95 ~~3,94~~ BS4,93 3,95 | Lon LA&CP | *m* ✠LMC5,92 | 1883 6mo | S.&H.Morton&Co. Leith | CiaMaritima | 210·9 \| 28·6 \| 21·2 BK7½ | | | Barcelona Spanish | C.2Cy.23″&46″–30″ (*i*) 85lb *50lb* 85HP 1DB,*4pf*,GS50 S.&H.Morton&Co.,Leith | 14 ″ 8 s 7 ″ 9 | |
| 472 63790 JSNB | **Alvena** *J.C.Dow* –93 (*ex*Glengyle) | **IronScBg** 3*Dks* | 1741 1594 1142 | | | … | 1870 8mo | Lon.&Glas Co. Glasgow | AtlasSteamShip Co.(Lim). | 274·2 \| 32·9 \| 24·4 P76*t* | | | Liverpool British | T.3Cy.21½″,35½″&58½″–39″ NE86 (*i*) 200HP Blair&Co.,Stockton | | |
| 473 81505 TDWR | **Alverton** ~~*J.Wingfield* –94~~ *Well deck N.Sharp*87-94 | **IronScSr** ss Npt.No.3–9,92 1*Dk*(*Irn*)2*trB* | 1397 1085 898 | ✠100A1 8,94 ~~2,94~~ BS11,93 ✠LMC92 8,94 | Bry LA&CP Hpl | *o* | 1880 4mo | E.Withy &Co. Hartlepool | JacksonBros.& Cory | 240·0 \| 33·0 \| 16·5 P&B144′F31′ drp94 BK8½ *WB*=*Cell* | | | ~~London~~ British | C.2Cy.29½″&55″–36″ (*a*) 80lb *55lb* 130HP 1SB,*4pf*,GS65 G.Clark,Sunderland W.Hartlepool | 18 ″ 10 s 1 ″ 9 | |
| 474 LCKD | **Alwine** *C.Petersen* –92 | **IronScSr** 1*Dk*&*Awngdk* | 511 — 400 | | | | 1881 | G.Howaldt Kiel | M.Jebsen | 162·4 \| 22·7 \| 17·8 | | | Kiel German *WB* | C.2Cy.20″&36″–21″ 50HP G.Howaldt,Kiel | | G |
| 475 QDVS | **Alwine Seyd** *C.Gosewich* –90 | **IronScSr** 1*Dk*2*trB* | 740 677 558 | | | | 1884 | J.Lange Vegesack | J.D.Bischoff | 181·4 \| 27·4 \| 18·0 B51′F22′ | | | Bremen German *WB* | C2Cy.17¾″&33½″–27½″ 75HP J.Lange,Vegesack | | V |
| 476 HCGK | **Amadeo** | **IronScSr** | 411 344 258 | | | | 1884 | Liv.Forge Co.(Lim.) Liverpool | J.Menendez | 151·8 \| 24·0 \| 11·9 B41*t*F18*t* | | | PntaArnas Chilian | C.2Cy.18″&36″–30″ 54HP J.Jones&Sons,Liverpool | | |
| 477 HBSV | — *G.H.Lewis*88–88 | **SteelTugScSr** 1*Dk* | 76 76 15 | ✠ *Tug* 11,88 ✠ | Cly A&CP | | 1888 11mo | Scott&Co. Bowling | Livramento&Co. | 81·3 \| 16·0 \| 9·5 BK6″ 3*BHCem* | | | Prnmbuco Brazilian | T.3Cy.9¾″,16″&25″–18″ 35HP 1SB,*2rf*,GS22 Alley&M'Lellan,Glasgow | 10 ″ 0 | |
| 478 HVNC | **Åmål** *C.W.Jansson*91–91 | **CompScSp** (*ex*Byelfven) 1*Dk* | 175 146 130 | | | | 1889 | J.O.Johannson Arvika | ÅmålsRederibol. (A.F.Lindgren) | 99·5 \| 20·7 \| 9·4 P19′Q7′H6*t*F9′ | | | Åmål Swedish | C.2Cy.11¾″&16½″–14½″ 15HP GöteborgsMekVerks.,Got. | | |
| 479 RGCN | **Amalfi** *R.Kraeft* –88 ss Ham.No.3–8,93 2*Dks*(*Irn*)3*trB* | **IronSc3MstSr** | 2345 2161 1792 | ✠100A1 9,94 ~~2,94~~ BS6,94 ✠LMC8,93 | Ham A&CP | *t* | 1881 5mo | M.Pearse& Co. Stockton | R.M.Sloman&Co. | 300·5 \| 36·1 \| 25·2 P28′F36′ BK10″ *WB*=*DB* | | | Hamburg German | C.2Cy.36½″&68″–42″ (*i*) 80lb *85lb* 200HP 2SB,*8pf*,GS85 Blair&Co.(Lim),Stockton | 26 ″ 3 | |
| 480 HBSV | **Amalia** (*ex*Squinabol,*ex*Italica) | **IronScBn** | 382 — 242 | | | … | 1860 11mo | Wingate& Co. Glasgow | F.Pi&Co. | 159·8 \| 25·4 \| 11·0 | | | Barcelona Spanish | C.2Cy.14″&27½″–21¼″ NB80 85HP T.Wingate&Co.,Glasgow | | |
| 481 HJMV | — *A.Eremenko* | **IronTwinSc** 445 | 350 — 286 | | | | 1883 | Stablimento Tecnico Trieste | A.J.Feldman | 181·0 \| 27·0 \| 9·5 | | | Taganrog Russian | C.4Cy.11″&21″–18″ 50HP StabilimentoTecnico,Tri | | |
| Broken up 95 HBTM | — *P.Senante*78–81 | **IronSr** 1*Dk* | 267 — 167 | | | | 1856 | ..... Glasgow | Hijos deG.Carratala | 139·7 \| 22·9 \| 11·3 | | | Alicante Spanish | 80HP | | |
| 483 LBWN | — *H.Rathke*88–88 | **IronSc3MstSr** 1*Dk* | 192 157 154 | | | | 1887/8 | Nrddtsche Schiff A.G. Kiel | R.C.Gribel | 121·7 \| 18·9 \| 9·4 Q9*t* len78 | | | Stettin German | C.2Cy.13″&24″–18″ 30HP Aron&Gottnow,Stettin | | V |
| 484 HDJB | **Amalia Vlassopulo** *P.Remandas*90–90 1*Dk*(*Irn*)2*trB*&*ptAwng dk*(*Irn*) *Elec. light* | **SteelScSr** ss Bla.No.1-94 | 2504 1871 1870 | ✠100A1 *pt Awng dk withfreeboard* 7,94 ~~4,93~~ ✠LMC2,96 ~~6,94~~ | Ant A&CP Sld | *t* | 1890 3mo | Palmers' Co.(Lim.) Newcastle | ~~E.D.Vlassopulo~~ P.A.Vagliano | 300·0 \| 40·2 \| 19·4 Q68′B&F190′ FK *WB*=*CellDB*254′ | | | ~~Ithaca~~ Greek | T.3Cy.22″,35″&58″–42″ (*a*) 160lb *90lb* 200HP 2SB.*6rf*,GS102,HS3908 Palmers'Co.(Lim.),Nwc. | 22 ″ 0 s 8″10½ w9″ 2½ | |
| | *Now named "Georgios P. Bouboulis," See No. 19 in Supplement.* | | | | | | | | | | | | Cephalonia | | | |
| 485 KRBJ | **Amalie** ~~*W.Graeper* –93~~ (*ex*Linnet) *Giese* -94 | **IronScTrawler** ss Bhn No.2–94 1*Dk* | 83 83 55 | ✠100A1 ~~4,94~~ 4,95 BS4,95 ✠LMC4,94 | Bhn LA&CP | | 1886 5mo | Cook, Welton& Gemmell Hull | W.Bade | 90·0 \| 20·4 \| 10·6 BK7½ | | | Gstemnde German | C.2Cy.14″&26″–20″ (*a*) 90lb 30HP 1SB,*2pf*,GS24,HS560 C.D.Holmes&Co.,Hull | 11 ″ 1 | |
| 486 NVFL | **Amalienborg** *P.V.Olsen*86–89 | **IronScSr** | 1415 1025 903 | | | | 1884 | Burmeister &Wain Copenhagen | Dmpskb.Slskbt. "Dannebrog" (C.K.Hansen, *Mgr.*) | 246·5 \| 33·2 \| 15·5 P155′F28′ | | | Copnhagn Danish | C.2Cy.30″&52″–33″ 120HP Burmeister&WainCpn. *WB* | | V |
| 487 91264 KCSF | **Amana** *W.J.McQuarrie* –93 ss Cff.No.2–94 2*Dks*(*Irn*)3*trB* | **IronScBn** | 3122 2904 2049 | ✠100A1 1,94 ✠LMC1,94 | Cff LA&CP | *v* | 1885 10mo | M.Pearse & Co. Stockton | J.M.Wood | 325·5 \| 40·0 \| 27·5 P24′B82′F29′ BK11″ *WDBaB*= | | | Liverpool British | T.3Cy.24″,40″&65″–48″ 160lb *60lb* 400HP 2DB,*8cf*,GS132 Blair&Co.(Lim.)Stockton | 28 ″ 9 s 5 ″10 | |
| | *Now named "Vivina," See No. 1 in Supplement.* | | | | | | | | | | | | | | | |
| 488 98197 | **Amara** ~~*Davis* *E.Jones* –94~~ 1*Dk*(*Stl*)&*Spardk*(*Irn*–ws)&*Webframes* | **SteelScSr** *R.K.Cowie*95-95 | 2454 2260 1566 — | ✠100A1 *Spar dk* 7,94 ~~3,93~~ 1,95 | Cff A&CP ✠LMC1,91 ~~Lon Liv~~ | *s* | 1891 1mo | J.Blumer &Co. Sunderland | ~~ClanLineSteamers,Ltd. PersianGulf S.S. Co.(Lim.)~~ Cayzer,Irvine&Co *Mgrs*) | 289·5 \| 40·3 \| 16·8 B66′F35′ 22·7 drp91 FK *WB*=*DBa*84′&*uE*&*B*48′311*t*FPT | | | Glasgow British | T.3Cy.23½″,38″&62″–42″ (*s*) 160lb *80lb* 220HP 2DB,*8cf*,GS120 NEMarineECo.(Lim.),Sld. | 17 ″ 11 s 6 ″ 3 | |
| 489 95092 KTVD | **Amaranth** *Cliff* | **SteelScSr** ss Liv.No.1–92 2*Dks*(1*Stl*&1*Irn*)3*Dk rule* | 2677 2391 1753 | ✠100A1 4,94 ✠LMC4,94 | Cff LA&CP | *t* | 1888 9mo | A.Stephen &Sons Glasgow | J.B.Murray&Co. | 310·0 \| 40·1 \| 24·8 P29′B60′F37′ BK10″ *WB*=*Cell* | | | Glasgow British | T.3Cy.23″,37″&59″–42″ (*s*) 160lb *75lb* 240HP 2SB.*6cf*,GS104 A.Stephen&Sons,Glasgow | 27 ″ 3 s 4 ″ 9½ | D |
| 490 71667 NKQT | **Amarapoora** *A.Bice* –93 | **IronSc3MstSr** ss Gls.No.3–10,86 ss Gls.No.1–90 3*Dks* | 2464 2427 1619 | ✠100A1 6,93 ✠NB83 BS5,93 | Liv A&CP LMC5,90 | *t* | 1874 7mo | Scott&Co. Greenock | ~~Amarapoora S.S. Co.(Lim.)~~ ~~(E.Haslehurst &Co.,~~ R.Varty ~~Sir R.Dixon&Co.~~ | 350·2 \| 36·3 \| 27·0 BK11″ | | | Glasgow British | C.2Cy.45″&78″–45″ (*c*) 70lb *45lb* NDB86 300HP 4SB,*8pf*,GS166 GreenockFoundryCo.Grk. | 28 ″ 0 | |
| 491 70405 WTJQ | **Amaryllis** *Archbold* | **IronSc3MstSr** ss Shl.No.3–3,88 ss Shl.No.1–92 2*Dks*(1*Irn*)3*trB* | 1660 1610 1045 | ✠90A1 9,93 ~~BS6,93~~ 10,94 | Cff A&CP LMC4,92 | *q* | 1875 10mo | ColeBros. Newcastle | J.Robinson&Sons | 264·4 \| 34·0 \| 24·3 BK9½ *WB*= | | | N.Shields British | C.2Cy.31″&58″–33″ (*i*) 60lb *75lb* NDB88 150HP 2SB,GS66 N.E.MarineE.C.(Lim.)Sld. | 25 ″ 9 s 4 ″7½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. *pds.* pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 492<br>84196<br>WGFP | **Amarynthia** SteelSc4Mst<br>~~*A.Gow* 94~~ ~~*ssLiv.No.2-96*~~<br>(*ex*MertonHall) 3*Dks*(*Stl*)<br>*McNeill* *ss*Qbc.No.3-9,94 | 3933<br>3819<br>2595 | ✠100A1<br>~~9,94 8,98~~<br>~~drp91~~ ✠LMC2,96 4,94<br>~~BS4,94~~ Qbc B35,95 | Gls<br>LA&CP | *y* | 1881<br>12mo | Gourlay, Bros.&Co. Dundee | DonaldsonBros. | 400·5 42·2 29·7<br>B74′F22′<br>~~srp93~~ drp94 BK11″ | | | Glasgow<br>British<br>6*BHCem* | C.2Cy.45″&84″–60″ (*s*)<br>80lb *80lb* NDB92 500HP<br>3DB,*18cf*,GS329<br>GourlayBros.&Co.Dundee | 31 ″ 0<br>s 7 ″5½ |
| 493 | **Amasie** SteelScSr<br>*Burning liquid fuel* 1*Dk*2*trB*<br>*Elec.light* (*Carrying petroleum in bulk*) | 543<br>437<br>369 | | | | 1894 | W.Dobson &Co. Newcastle | ArmenianSteam ShippingCo. | 150·3 28·0 13·7<br>Q22′ B42′ F25′ | | | Baku<br>Russian<br>*WB* | C.2Cy.22″&42″–24″<br>75HP<br>WlsndSlpwayCo(L.)Nwc. | |
| 494<br>1114<br>HGRQ | **Amatsu Maru** WoodSr<br>*MaqekawaKinzoro* (*ex*TenshinMaru) | 116<br>112<br>63 | | | | 1889 | Ishikawa Takejiro Tokio | TokiowanKisen Kaisha | 104·6 13·2 12·4 | | | Tokio<br>Japanese | 1Cy.<br>31HP | |
| 495<br>98726 | **Amazon** IronScK<br>*E.Agerskow*92–93 1*Dk* | 158<br>147<br>65 | ✠100A1<br>*StmTrawler*<br>3,91 ✠LMC3,91 | Hul<br>LA&CP | | 1891<br>3mo | Cochrane, Cooper& Schofield Beverley | T.Hamling&Co. (Lim.) | 104·0 21·0 11·0<br>Q20′ BK7½″ | | | Hull<br>British<br>3*BHCem* | T.3Cy.12½″,19½″&31½″–22½″<br>160lb (*s*) 50HP<br>1SB,*2cf*,GS29,HS778<br>Amos&Smith,Hull | 11 ″ 10 |
| 496<br>RJDG | **Amazonas** SteelScBn<br>*H.E.Kier*71–90 2*Dks*&*Hurdk*<br>*Elec.light* | 3075<br>2085<br>2185 | | | | 1890 | Blohm& Voss Hamburg | Hamburg-Süd-Amerik.Dampschifffahrts Ges. | 325·7 41·3 25·0<br>B– | | | Hamburg<br>German | T.3Cy.25″,40″&66″–48″<br>Blohm&Voss,Hamburg | |
| 497<br>HBFM | — IronScSr<br>*S.H.Moffett*90–91 | 2009<br>—<br>1145 | | | | 1874 | .....<br>Clyde | Cia.Sud Americana deVapores | 298·8 42·9 22·6 | | | Valparaiso<br>Chilian | | |
| 498<br>HFLT | **Amazone** IronSc<br>3*Dks* | 3350<br>—<br>1612 | | | | 1869 | Messag. Maritimes LaCiotat | Messageries Maritimes | 370·9 39·4 30·6<br>F50′H104*t* | | | Marseilles<br>French | 3Cy.43¼″&(2)60¼″-43¼″<br>500HP<br>Messag.Mar.,La Ciotat | |
| 499<br>60925<br>JQFD | **Amazonense** IronScBg<br>~~*Ex.Orsey*~~ *Harvey* 6thSurvey,Liv.9,93<br>(*ex*Hindostan) 2*Dks*(1*ptIrn*) | 1692<br>1447<br>1081 | A1*1<br>~~7,94 1,94~~ 12,94 | Liv | Lv | 1869<br>2mo | Wigham Richardson &Co. Newcastle | R.Singlehurst &Co. | 279·4 35·2 20·8<br>P68′ BK9″<br>*Shelter dk* 189′ *WB*=*DBa*&*f* | | | Liverpool<br>British<br>3*BH* 2PBH<br>*Cmp*81CDHolmes&CoHull | C.2Cy.44″&78″–36″<br>NB81 300HP<br>2SB,*6pf*,GS86 | 22 ″ 4<br>s 3 ″4½ |
| 500<br>HBMP | **Amazonia** IronTwinScSr | 570<br>—<br>237 | | | | 1883 | J.Roach& Son Chester,Pa. | S.G.deOliveira&Co | 193·0 32·2 9·2 | | | Para<br>Brazilian | C.2Cy.15″&28″–27″<br>J.Roach&Son,Chester,Pa. | |
| 501<br>HJWC | **Ambaca** SteelScSr<br>*J.J.Rosa*81–89 1*Dk*(*ptStl*–ws)<br>*Elec.light* &*Spar dk*(*Stl*–ws)3*trB*<br>*ss*Liv.No.1-93 | 2888<br>2787<br>1871 | ✠100A1<br>*Spar dk*<br>11,94 ~~5,93~~ ✠LMC5,93 | Liv<br>LA&CP | *v* | 1889<br>6mo | Earle'sCo. (Lim.) Hull | EmprezaNaçional deNav.àVapor | 340·8 41·1 18·7<br>B19′F52′ 26·4<br>*WB*=*Cell DB* 216′ 336*t* | | | Lisbon<br>Portuguese<br>8*BHCem*<br>*DT*46′280*t* | T.3Cy.32″,48″&80″–48″ (*s*)<br>160lb *80lb* 500HP<br>2DB,*12cf*,GS191<br>Earle's Co.(Lim.),Hull | 21 ″ 2 |
| * 502 | **Ambatiellos** SteelScSr<br>*Ambatiellos*75–93 *ss*Shl.No.1–93<br>(*ex*Maristow) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1679<br>1304<br>1074 | ✠100A1<br>12,93<br>~~BS3,95~~ ✠LMC5,93 | Cff<br>LA&CP | *q* | 1889<br>1mo | Ramage& Ferguson Leith | P.A.Vagliano | 260·0 37·1 17·1<br>Q104′B100′F35′<br>*WB*=*Cell DB* 184′ 293*t* | BK9½″ | | Cephlonia<br>Greek<br>4*BHpt Asp*<br>*ptCem* | T.3Cy.19″,30″&51″–39″ (*s*)<br>~~150lb~~ ~~*75lb*~~ 160lb *70lb* 160HP<br>2SB,*4rf*,GS84<br>Ramage&Ferguson,Leith | 19 ″ 5<br>s 1 ″ 6 |
| 503<br>94370<br>KRDN | **Amber** SteelScSr<br>*R.Greey* *ss*Mlt.No.1–92<br>*Elec.light* 2*Dks*(1*Stl*)&*Awngdk* | 1034<br>1021<br>557 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>6,92 BS6,93 ✠LMC6,92 | Mlt<br>LA&CP | *n* | 1888<br>2mo | R.Napier & Sons Glasgow | EasternTelegraph Co.(Lim.) | 217·5 31·1 14·3<br>21·5<br>BK8″<br>*WB*=*DBf* 75′111*t* | | | London<br>British<br>4*BHCem* | T.3Cy.21″,33″&46″–36″ (*s*)<br>150lb 250HP<br>2SB,*6cf*,GS108,HS3110<br>R.Napier&Sons,Glasgow | 16 ″ 10<br>s 8 ″ 4 |
| 504<br>99840 | — Steel&IronSc3MstSr<br>*D.McCormick* –94 1*Dk*(*Irn*)<br>*Well deck* *Irnframing Stlplating* | 401<br>284<br>123 | ✠100A1<br>12,93 ✠LMC8,92 | Bwg<br>LA&CP | *f* | 1892<br>8mo | Scott&Co. Bowling | W.Robertson | 142·5 25·1 10·8<br>Q68′B9′F24′<br>*WB*=*FPT* 18*t* | BK7″ | | Glasgow<br>British<br>3*BHCem* | C.2Cy.20″&40″–27″ (*s*)<br>110lb *75lb* 66HP<br>1SB,*2pf*,GS40,HS1238<br>Ross&Duncan,Glasgow | 12 ″ 0<br>s ″ 9½ |
| 505 | **Ambohimanga** SteelScSr<br>*Duhau* | 144<br>130<br>51 | | | | 1889 | At.&Chant de laGironde Bordeaux | Malagasy Government | 118·4 18·3 9·8 | | | Tamatave<br>Madagascar | C.2Cy.14″&24″–17″<br>40HP<br>J.Voruz,aîné,Nantes | |
| 506<br>TBJF | **Amboina** IronScSr<br>*J.Bekkering*91–92 2*Dks* | 917<br>545<br>487 | | | ... | 1874<br>8mo | Blackwood &Gordon Pt.Glasgow | Koninkl.Paketv. Maats. | 225·9 28·0 15·1<br>F28′ | | | Batavia<br>Dutch | C.2Cy.32″&54″–36″ (*i*)<br>155HP<br>Blackwood&Gordon,P.Gls | |
| 507<br>65894<br>WQRF | **Ambriz** IronSc3MstSr<br>~~*H.L.Barclay* 93~~ (*ex*Asiatic)<br>5thSurvey,Liv.9,93 2*Dks*3*trB*<br>*J.G.Cawthorne* ~~-94~~ | 2130<br>2073<br>1373 | ✠ A1*1<br>~~9,98~~ 9,94 | Liv | Lv | 1871<br>8mo | T.Royden &Sons Liverpool | AfricanSteam ShipCo.(Elder, Dempster,&Co., *Mgrs.*) | 324·6 35·2 25·6<br>H48*t*<br>ND91 BK10″ | | | London<br>British<br>8*BH* | C.2Cy.37″&75″–36″<br>90lb NB84 233HP<br>LairdBros.,Birkenhead | 18 ″ 7<br>s 6 ″ 9 |
| 508<br>58972<br>HVJF | **Ambrose** IronScBg<br>*T.Scantlebury* 94 | 1168<br>1149<br>756 | | | | 1869 | A.Leslie& Co. Newcastle | J.M.Lennard&Sns | 242·0 29·6 24·7 | | | Liverpool<br>British | C.2Cy.21″&48″–40″<br>NB77 90HP<br>Fawcett, Preston&Co.,Liv | |
| 509<br>HBVT | **Ambrosio Bolivar** IronScSr<br>*J.B.Farinos* –90 *ss*Gls.No.3–9,89<br>(*ex*Marie) 1*Dk* | 192<br>—<br>113 | 8,90 | Gls<br>A&CP | *b* | 1877<br>5mo | J Fullerton &Co. Paisley | Guarch&Co. | 110·4 19·2 9·1<br>Q45′ F19′ | | | Havannah<br>Spanish<br>3*BHCem* | C.2Cy.18″&32″–22″<br>45HP<br>W.King&Co.,Glasgow<br>*WB*=*FPT* 13*t* | 9 ″ 8 |
| 510 | **Ambrosios N.** IronTwinSc<br>*D.Skljossi* | 325<br>—<br>258 | | | | 1885 | Stablimento Tecnico Trieste | D.A.Negroponte | 176·1 27·4 7·5 | | | Taganrog<br>Russian | C.2Cy.11¼″&21″–18″<br>40HP<br>StabilimentoTecnico,Tri. | |
| 511<br>96370<br>LJPG | **Ameer** SteelSc4MstSr<br>~~*W.D Peterkin* 91~~ *ss*Liv.No.1–93<br>*Jefferson* 2*Dks*(*U Stl*–ws&1*Irn*)3*trB* | 4014<br>3921<br>2622 | ✠100A1<br>~~5,94~~ ~~2,94~~ 4,95<br>✠LMC3,93 | Liv<br>LA&CP | *y* | 1889<br>10mo | Harland& Wolff(Lim.) Belfast | T.&J.Brocklebank | 400·6 45·2 28·1<br>P41′B88′F42′<br>*WB*=*CellDB*316′ | BK9½″ | | Liverpool<br>British<br>7*BHCem* | T.3Cy.23″,37″&64″–48″ (*s*)<br>180lb *60lb* 320HP<br>2DB,*8rf*,GS141,HS4396<br>Harland&Wolff(Lim).Bel. | 31 ″ 4<br>s 7 ″5½ |
| 512<br>88362 | **Amelia** WoodPadSp<br>2*Dks* | 431<br>147<br>222 | | | | 1863 | .....<br>SanFrancisco | CanadianPacific Nav.Co.(Lim.) | 150·0 26·0 8·5<br>H98*t* | | | Vict'riaBC<br>British | 1.Cy.36″–72″<br>50HP<br>J.Kolwell,JerseyCityUSA | |
| 513<br>61<br>NCKP | — IronScSr<br>*G.Giglio* –88(*ex*LiguriaP.,*ex*Nuovo PortoMaurizio) 1*Dk* | 174<br>144<br>102 | | | | 1868 | H.Murray &Co. Pt.Glasgow | Flli.Corvaja | 122·3 19·7 10·2 | | | Palermo<br>Italian | C.2Cy.15¾″&26½″-23¾″<br>NE77 49HP | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net | 5 Particulars of Classification. Character. / ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Yrs Assigned / now xpired. Equipment Letter. | 8 Built. When — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 514<br>MBCK | **Amélie**<br>*L.Kersting* 78–90 | **IronScSr**<br>(*ex* Olga)<br>1 *Dk 2 tr B* | 1114<br>—<br>902 | | | | 1883 | G. Howaldt<br>Kiel | **A. Deppe** | 226·0 \| 32·8 \| 14·9<br>Q81′ B57′ F30′ | | | **Antwerp**<br>Belgian | C.2Cy.30½″&52¾″–36½″<br>140HP<br>MärkischeAct.Ges.Berlin | | V |
| 515<br>QFNB | **Amely**<br>*J. von Riegen* –93 | **IronScTrawler**<br>1 *Dk* | 158<br>143<br>72 | | | | 1891 | F.W. Wencke<br>Bremerhaven | **HochseeFischerei Ges.(Droste, Gehrels&Co., *Mgrs.*)** | 104·0 \| 20·5 \| 11·0 | | | **Brmrhavn**<br>German | C.2Cy.17¾″&30¾″–21½″<br>70HP<br>H.Pauksch,Landsberg | | G |
| 516<br>97839<br>MBPN | **America**<br>*Pearce* | **SteelSc4MstSr**<br>2 *Dks*(*Stl*–ws)<br>*& Spar dk*(*Stl*–ws)4 *tr B*<br>*ss* Lon.No.1-95 | 5158<br>5111<br>3340 | ✝100A1<br>*Spar dk*<~~6,04 12,02~~<br>4,95 | Lon<br>LA&CP<br>✝LMC1,01 | *z*<br>2,95 | 1891<br>1mo | Gourlay, Bros.&Co.<br>Dundee | **NationalSteam ShipCo.(Lim.)**<br>*WB = Cell DB* 366′ 70 7 *t FPT* | 435·0 \| 46·3 \| 25·2<br>33·0<br>BK 11½″<br>92 *t APT* 35 *t* | | | **Liverpool**<br>British | T.3Cy.30″,48″&79″–60″ (*s*)<br>180lb *180lb* 557HP<br>3DB,*12rf*,GS257,HS9470<br>Gourlay,Brs.&Co.,Dundee | 27 ″ 11<br>s 10 ″ 0 | |
| 517<br>QBVP | —<br>*P. Janssen* 93–93 | **IronScBk**<br>3 *Dks & Spar dk* | 2752<br>—<br>1794 | *Now named "Crazio," See No. 9 in Supplement.* | | | 1863 | Caird&Co.<br>Greenock | **Norddeutscher Lloyd** | 328·8 \| 40·0 \| 33·1 | | | **Bremen**<br>German | 2Cy.56″&96″–48″<br>NE72 700HP<br>Day,Summers&Co.,Sou. | | |
| 518<br>179<br>NCKV | —<br>*Porcella* –94 (*ex* Castilla,*ex* Peruvian, *ex* Westminster,*ex* TheSoutherner) 3 *Dks* | **IronScBk**<br>3,69 | 2304<br>—<br>1702 | ✝ | Liv | Lv | 1863<br>3mo | M.Pearse & Co.<br>Stockton | **G.B.S.Repetto** | 281·1 \| 38·1 \| 20·2<br>29·2 | | | **Genoa**<br>Italian | C.2Cy.34⅗″&74″–32¾″<br>360HP<br>Fossick&Hackworth,Stk. | | IV |
| 519<br>106638<br>KJFB | —<br>*J. Gibson* –89 | **SteelSc3MstSr**<br>1 *Dk 2 tr B* | 2171<br>1248<br>1749 | | | | 1889 | Union Dry Dock Co.<br>Buffalo,N.Y. | **J.Kelderhouse (M.M.Drake, *Mgr.*)** | 274·7 \| 42·2 \| 13·1 | | | **Buffalo, NY**<br>Utd. States | C.2Cy.28″&52″–48″<br>*WB*<br>H.G.Trout,Buffalo | | |
| 520<br>15 | —<br>*S. Spadavecchia* –92 (*ex* PietroTagliavia,*ex* Progresso) | **IronSc3MstSr** | 1193<br>1023<br>752 | | | | 1856 | R.Napier& Sons<br>Glasgow | **L.Scorcia&Figli** | 271·0 \| 31·0 \| 21·5 | | | **Bari**<br>Italian | C.2Cy.28½″&52″–36″<br>181HP<br>R.Napier&Sons,Glasgow | | |
| 521<br>JVGF | —<br>*F.W Hvoslef* 90–90 | **SteelScSr**<br>1 *Dk & Spar dk & Web frames* | 901<br>814<br>589 | ✝<br>*Spar dk with freeboard*<br>✝LMC3,90 | | | 1890<br>3mo | Sir R Dixon & Co.<br>Middlesbro' | **S.M.Kuhnle&Sön** | 197·0 \| 27·9 \| 13·6<br>21·0<br>BK 7½″<br>*WB = DB* a 42′ 7 7 3′ | | | **Bergen**<br>Norwegian | T.3Cy.17½″,29″&47″–33″ (*s*)<br>160lb *80lb* 110HP<br>1SB,*3rf*,GS50<br>J.Dickinson,Sunderland | 14 ″ 4<br>s 8 ″ 3½<br>w 8 ″ 6 | N |
| 522<br>HBWD | —<br>*Miro* 76–87 | **Wood&Iron** | 776<br>689<br>440 | | | | 1855 | .....<br>Philadelphia | **Sociedad de Navegaçion é Industria** | 206·7 \| 28·4 \| 18·8 | | | **Barcelona**<br>Spanish | <br>260HP | | |
| 523<br>48763<br>VWDR | —<br>*T. Melville* –94 | **IronPad**<br>(*ex* Cheshire) | 546<br>421<br>283 | | | | 1863 | .....<br>Liverpool | **LiverpoolStm. TugCo.(Lim.)** | 150·0 \| 30·0 \| 11·0 | | | **Manchestr**<br>British | O.4Cy.33″–42″<br>NB88 100HP<br>H.M.Lawrence&Co.,Liv. | | BT till ~~10,94~~ ~~2,95~~ 10,95 |
| 524<br>HTQM | —<br>*F.G. Wikström* 89–89 | **SteelScSr**<br>1 *Dk* | 421<br>328<br>308 | | | | 1889 | Bergsunds Mek. Verks.<br>Stockholm | **C.A.Hedqvist** | 140·7 \| 23·1 \| 12·9<br>Q51′ B36′ H6 *t* F16′ | | | **Piteå**<br>Swedish<br>*WB* | T.3Cy.10¾″,17″&28¼″–23½″<br>75HP<br>BergsundsMek.Verkstad, Stockholm | | V |
| 525<br>982 | —<br>*S. Crocker* | **WoodPad** | 251<br>—<br>128 | | | | 1864 | .....<br>Philadelphia | **Thames Towboat Co.** | 128·3 \| 27·3 \| 12·0 | | | **N.Lndn Cn**<br>Utd. States | 2Cy.36″&40″ | | |
| 526<br>98610 | — | **IronPadSk** | 244<br>213<br>42 | | | | 1891 | J.P Rennld-son&Sons<br>S.Shields | **ClydeShippingCo. (Lim.)(J.Cuthbert, *Mgr.*)** | 131·8 \| 22·6 \| 10·6 | | | **Glasgow**<br>British | 1Cy.41″–60″<br>98HP<br>J.P.Rennoldson&Ss.,SShl. | | BT till ~~8,95~~ 3,96 |
| 527<br>82480 | —<br>*W. Salmon* 80–83 | **IronScSr**<br>*ss* Hul.No.3–5,92<br>1 *Dk* | 198<br>198<br>114 | ✝90A1<br>~~3,93~~ 6,94<br>✝NB3,91 | Hul<br>LA&CP<br>✝LMC5,92 | *c* | 1880<br>5mo | Earle'sCo. (Lim.)<br>Hull | **HullStm.Fishing &IceCo.(Lim.)** | 130·4 \| 21·0 \| 10·8<br>BK 7″ | | | **Hull**<br>British | C.2Cy.21″&40″–27″ (*s*)<br>85lb 60HP<br>1SB,*2pf*,GS30,HS1114 FD<br>Earle'sCo.(Lim.),Hull | | |
| 528<br>99672 | — | **IronScK**<br>1 *Dk* | 172<br>160<br>75 | ✝100A1<br>*Well fishing*<~~3,92~~ 2,95<br>✝LMC3,92 | Hul<br>*vessel*<br>Gms | | 1892<br>3mo | Cochrane, Cooper& Schofield<br>Beverley | **InternationalStm. TrawlingCo(Lim.) (T.Baskcomb, *Mgr.*)** | 105·8 \| 21·0 \| 11·5<br>Q17′ F19′<br>BK 7½″ | | | **Grimsby**<br>British | T.3Cy.12½″,19½″&31½″–22½″<br>160lb (*s*) 50HP<br>1SB,*2f*,GS27,HS780<br>C.D.Holmes&Co.,Hull | 12 ″ 0 | |
| 529<br>*Segers* | — | **IronScTug** | 147<br>147<br>73 | | | | 1881 | Soc.<br>Cockerill<br>Hoboken | **J.Loth** | 89·6 \| 19·4 \| 11·0 | | | **Antwerp**<br>Belgian | C.2Cy.20″&39″–22″<br>110HP<br>HDeville-Chatel&CoBrsls. | | V |
| 530<br>87881 | — | **WoodSc** | 117<br>112<br>80 | | | | 1877 | T.Hulse<br>Winsford | **SaltUnion(Lim.)** | 82·9 \| 20·5 \| 8·9 | | | **Liverpool**<br>British | 2Cy.14″–18″<br>30HP<br>J.Verdin&Sons,Winsford | | |
| 531<br>NCWK | **American**<br>~~*M. Vargas* 83–93~~ *R. Butz* 91–94<br>2 *Dks*(1 *Stl* & 1 *pt Irn pt Stl*) & *Web frames*<br>*Elec. light* | **SteelSc3MstSr**<br>~~6 thSurvey,Liv.5,93~~<br>3 *Dks*(2 *Irn*–ws) | 3897<br>3333<br>2927 | ✝100A1<br>~~3,94 4,93~~ 1,95<br>*Carrying Petroleum in bulk*<br>✝LMC12,92 | NYk<br>LA&CP | *w* | 1892<br>12mo | Palmers' Co.(Lim.)<br>Newcastle | **AmericanPetroleumCo.of Rotterdam**<br>*WB = DBu E & B* | 345·4 \| 44·1 \| 27·6<br>P203′ F38′<br>FK<br>70′ 183 *t FPT* 105 *t* | | | **Rottrdam**<br>Dutch | T.3Cy.27″,44″&72″–48″ (*s*)<br>160lb *100lb* 400HP<br>2DB,*12cf*,GS214,HS6895<br>Palmers' Co.(Lim.),Nwc. | 29 ″ 2<br>s 5 ″ 1 | DV |
| 532<br>22<br>NCLG | **Amerigo Vespucci**<br>*A. di Bartolo* –93 | **IronScSr**<br>2 *Dks* | 592<br>432<br>373 | | | | 1862 | Blackwood &Gordon<br>Pt.Glasgow | **Nav.Gen.Italiana** | 200·7 \| 25·3 \| 13·6 | | | **Palermo**<br>Italian | C.O.2Cy.28½″&48″–45″<br>180HP<br>P.Danovaro,Genoa | | I |
| 533<br>NGBL | **Amerika**<br>*A. Thomsen* 80–93<br>(*ex* Celtic) | **IronSc4MstBk**<br>6 thSurvey,Liv.5,93<br>3 *Dks*(2 *Irn*–ws)<br>*Elec. light* | 4058<br>2754<br>2439 | ✝A1*1<br>4 94<br>MS5,93 | NYk<br><br>BS3,94 | | 1872<br>6mo | Harland& Wolff<br>Belfast | **Damps.Selsk. "Thingvalla" (F.V.Schjerbeck, *Mgr.*)** | 440·8 \| 38·5 \| 23·4<br>30·9<br>FS BK 9½″ | | | **Copnhagn**<br>Danish | C.4Cy.43½″&78½″–60″ (*i*)<br>65lb *65lb* 600HP<br>12SB,*24pf*,GS483<br>G.Forrester&Co.,Liv. | 33 ″ 4 | |
| 534<br>HFTG | **Amérique**<br>*Dardignac* –86<br>(*ex* Impératrice Eugénie,*ex* Atlantique)<br>*ss* NYk.No.3–12,77 *ss* Hav.No.2–85<br>*Elec. light* | **IronScBk**<br>3 *Dks & Awng dk* | 4584<br>—<br>2183 | *Awng dk with load line*<br>12,85 | Hav | *x* | 1865<br>1mo | Scott&Co.<br>St.Nazaire | **Comp.Gén.Transatlantique** | 393·7 \| 43·9 \| 29·0<br>38·4<br>BK 12″ | | | **Havre**<br>French | T.4Cy.36½″56¾″&(2)67″–51″<br>NE74 NB81 900HP<br>*Tpd*93 MaudslaySns&Field<br>Lon. | | V |
| 535<br>HFTJ | —<br>*A. Le Besque* | **IronScSr**<br>*ss* Msl.No.3–3,92<br>3 *Dks*(1 *Irn*) | 2055<br>1990<br>1351 | ✝100A1<br>4,95 ~~3,94~~<br>~~BS3,94~~<br>4,95 | Msl<br>A&CP<br>LMC3,92 | *s* | 1879<br>11mo | AM'Millan &Son<br>Dumbarton | **Cie.Marseillaise de Nav.àVap(Fraissinet&Co., *Mgrs.*)** | 308·7 \| 36·1 \| 26·7<br>F32 ND95 | | | **Marseilles**<br>French | C.2Cy.38″&68″–45″ (*j*)<br>~~70lb 45lb~~ 71lb *50lb* 260HP<br>NDB95,NB4,95<br>Denny&Co.,Dumbarton<br>2DB,*4f*,GS160 | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equivalement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 536<br>79042<br>RLTQ | Amethyst<br>~~D.Jones -95~~<br>*Well deck*<br>~~T.G.Brown -94~~ | IronSc3MstSr<br>*ss*Liv.No.3–8,90<br>1*Dk(Irn)*2*trB*<br>*ss*Liv.No.1–95 | 1357<br>975<br>872 | ✠100A1<br>1,95 ~~12,08~~<br>~~BS12,95~~ | Liv<br>A&CP<br>~~LMC~~ | *o* | 1878<br>4mo<br>1,95 | M.Pearse<br>&Co.<br>Stockton | AmethystS.S.Co. Lim. (T.R. Willings) | 240·2\|32·0\|16·7<br>P154′F31′<br>BK8″<br>*WB=DBa*69′103*t* | Liverpool<br>British<br>4*BHCem*<br>2B,Gs60<br>Blair&Co.(Lim.),Stockton | C.2Cy.28½″&53″–33″ (*i*)<br>77lb *60lb* NDB89 110HP<br>~~NE78 NE&B78~~ NB94 66HP | 17 ″ 6<br>s 1 ″ 8 |
| 537<br>78691<br>SNRM | —<br>*W.Keay* –92 *ss*Dun.No.3–11,92<br>*Well deck* 1*Dk(Irn)*2*trB* | IronScSr | 934<br>734<br>601 | ✠100A1<br>~~5,94~~ 4,98 ~~5,05~~<br>✠NB11,92 | Dun<br>A&CP<br>~~LMC11,92~~ | *m* | 1879<br>5mo | Gourlay<br>Bros.&Co.<br>Dundee | DundeeGemLine S.S.Co.(Lim.) (P.M.Duncan &Son,*Mgrs.*) | 218·0\|29·0\|15·9<br>Q66′B53′F26′<br>~~drp95~~ BK7½″<br>*WB=DBf*48′*&uE*13 | Dundee<br>British<br>5*BHCem*<br>*FPTAPT* | C.2Cy.24″&46″–30″ (*a*)<br>85lb *80lb* 98HP<br>1SB,*3pf*<br>GourlayBros.&Co.,Dundee | 16 ″ 7<br>s 1 ″ 9 |
| 538<br>87636<br>JLVH | —<br>*J.McNichol* –91 *ss*Gls.No.3–4,90<br>*Well deck* *ss*Bwg.No.1-94 1*Dk(Irn)* | IronSc3MstSr | 549<br>410<br>313 | ✠100A1<br>~~1,95 2nd~~<br>~~BS11,92~~ | Cff<br>LA&CP<br>✠LMC~~8,96~~6,94<br>Gls | *i* | 1883<br>2mo | J.Fuller-ton&Co.<br>Paisley | W.Robertson | 185·1\|27·1\|11·5<br>Q89′B9′F26′<br>~~drp91~~ BK7½″<br>*WB=CellDB* 110′160*tFPT* | Glasgow<br>British<br>4*BHCem*<br>51*tAPT*28*t* | C.2Cy.23″&45″–33″ (*b*)<br>75lb *50lb* 85HP<br>1SB,*3pf*,Gs50<br>W.King&Co.,Glasgow | 13 ″ 10<br>s 1 ″ 2 |
| 539<br>90097<br>SLGK | Amherst<br>*Shimmer*93–93<br>1*Dk(ptIrn)* | IronScSr<br>*ss*Sng.No.2–93 | 257<br>242<br>108 | ✠100A1<br>2,94 | Sng<br>A&CP<br>✠LMC8,93 | *d* | 1886<br>1mo | Blackwood &Gordon Pt.Glasgow | LimHoPuah | 130·1\|25·1\|10·0<br>B7′F18′<br>*ptShade deck* FK<br>srp93 *WB=FPT*20*t* | Singapore<br>British<br>4*BHCem*<br>Bow&M'Lachlan,Paisley | C.2Cy.18″&35″–20″ (*s*)<br>90lb 52HP<br>1SB,*2pf*,Gs37 | 10 ″ 9 |
| 540<br>93331 | —<br>1*Dk* | SteelPad | 237<br>237<br>149 | | | | 1886 | W.Denny &Bros. Dumbarton | IrrawaddyFlotilla Co.(Lim.) | 160·5\|24·0\| 7·8 | Glasgow<br>British | C.2Cy.25″&43″–42″<br>96HP<br>Denny&Co.,Dumbarton | |
| 541<br>98065 | Amie<br>*R.T.Pawley* –92 *ss*Cff.No.1-94<br>*Well deck* 1*Dk(Irn)*&*Webframes* | IronScSr | 1803<br>1317<br>1161 | ✠100A1<br>~~5,97 2,94~~ 7,94<br>✠LMC~~8,96~~ | Cff<br>LA&CP | *r* | 1890<br>3mo<br>~~,94~~ | E.Withy &Co. W.Hartlepool | Burdick&Cook | 270·0\|36·1\|16·7<br>P27′Q80′B110′<br>F31′ BK7½″<br>*WB=CellDB*228 drp94 | London<br>British<br>4*BHCem*<br>306*tAPT*15*t* | T.3Cy.21½″,35″&57″–36″ (*r*)<br>160lb *70lb* 190HP<br>1DB,*4cf*,Gs63,Hs2860<br>Blair&Co(Lim.),Stockton | 19 ″ 2<br>s 1 ″ 7 |
| 542<br>LMCD | Amigo<br>*A.Bendixen* 1*Dk*&*Spardk*&*3trB* | IronScSr | 1186<br>1144<br>822 | | | | 1884 | Blohm& Voss Hamburg | M.Jebsen | 220·1\|32·0\|15·4<br>Q27′ B18′ 21·1 | Apenrade<br>German<br>*WB* | C.2Cy.28″&48″–36″<br>120HP<br>Blohm&Voss,Hamburg | |
| 543<br>HFVL | Amiral Cécille<br>*P.Auffret*91–91<br>*Well deck* 1*Dk(Irn)*&*Webframes* | SteelScSr | 1153<br>855<br>707 | ✠100A1<br>~~5,92~~ 5,94<br>✠LMC10,91<br>Sld | Cff<br>A&CP | *n* | 1891<br>10mo | S.P.Austin &Son Sunderland | A.Lemoine | 225·0\|33·4\|14·2<br>P28′Q50′B44′F25′<br>FK<br>~~*WB=CellDB*~~ ~~*B*~~178/310*tFPT*<br>*WB=CellDB*178′8′343*tFPT*52*tAPT* | Rouen<br>French<br>4*BHCem*<br>~~18′APT22t~~<br>22*tDTa*63*t* | T.3Cy.18½″,30″&49″–33″ (*s*)<br>160lb *80lb* 120HP<br>1SB,*4pf*,Gs60<br>G.Clark(Lim.),Sunderland | 16 ″ 9<br>s 1 ″ 9 |
| 544<br>87370 | Amity<br>*P.Hazleton*86–93 *ss*Shl.No.2–92<br>*Well deck* 1*Dk(Irn)*2*trB* | IronScSr | 1389<br>1134<br>895 | ✠100A1<br>12,92<br>~~BS8,93~~ 11,94<br>✠LMC7,92 | Sld<br>A&CP | *o* | 1883<br>11mo | J.Laing<br>Sunderland | AmityS.S.Co. (Lim.) (G.Haig &Co.) | 240·0\|36·3\|15·7<br>Q96′B53′F24′<br>BK8½″<br>*WB=DB*<br>*a*72′*f*38′216*t* | Sundrland<br>British<br>4*BHCem*<br>1SB,*3cf*,Gs67<br>G.Clark,Sunderland | C.2Cy.29½″&55″–36″ (*a*)<br>80lb *55lb* 130HP | 16 ″ 9<br>s 1 ″ 7½ |
| 545<br>105291 | Amos C. Barstow<br>*S.W.Corwin*80–80 | WoodScSr | 268<br>—<br>204 | | | | 1873 | ..... Brooklyn NY | Providence&Ston-ingtonSteam-shipCo. | 140·0\|23·0\| 9·1 | Providnce, R.I.<br>Utd.States | 120HP | |
| 546<br>LMGS | Amoy<br>*W.Wulff*87–92 1*Dk*&*Spar dk* | SteelScSr | 1072<br>936<br>732 | | | | 1892 | Flensbrger Schiff.Gesell Flensburg | H.A.Petersen | 205·0\|31·1\|21·5<br>B56′ F32′ | Flensburg<br>German<br>*WB* | T.3Cy.15″,24½″&43″–27″<br>Flnsbrgr.Schffs.Ges.,Flns. | |
| 547<br>98766 | Ampere<br>*H.Berry* –91 | IronScK<br>1*Dk* | 154<br>143<br>61 | ✠100A1<br>*StmTrawler*<br>10,91<br>✠LMC10,91 | Hul<br>LA&CP | | 1891<br>10mo | Cochrane, Cooper& Schofield Beverley | F.&T.Ross | 101·0\|20·5\|11·0<br>Q19′<br>BK7½″ | Hull<br>British<br>3*BHCem* | T.3Cy.12½″,19½″&31½″–22½″<br>160lb (*s*) 50HP<br>1SB,*2cf*,Gs29<br>C.D.Holmes&Co.,Hull | 11 ″ 10 |
| 548<br>~~92000~~ | Amphion<br>~~*R.W.Orr*92–93~~<br>*Vacca*95–95 | IronScSr<br>1*Dk* | 287<br>255<br>118 | ✠<br>5,67 | Lth<br>A&CP | | 1867<br>5mo | J.Scott& Sons Invrkeithing | ~~AyrSteamShip-pingCo.~~<br>P.Mouries | 151·4\|21·1\|12·3<br>½P14*t*F8*t* | ~~Glasgow~~<br>Marseilles<br>4*BHCem*<br>French | C.2Cy.20″&39″–27″<br>~~NE78 NE&B78~~ NB94 66HP<br>A.&J.Inglis,Glasgow | |
| 549<br>262<br>HBSD | Amphitrite<br>*Lemessich*68–87<br>2*Dks*(1*Stl*)&*SparDk*(*ptStl*)4*trB* | SteelScSr | 3820<br>3622<br>2321 | ✠<br>*Spar dk*<br>1,85 ✠ | Tri<br>A&CP | *x* | 1884<br>10mo | Aus.Hung. LloydS.Arsnl Trieste | LloydAustriaco | 380·0\|42·5\|24·0<br>31·8 | Trieste<br>Aust.-Hung.<br>6*BHCem* | C.2Cy.50″&90″–57″<br>559HP<br>AusHun.LloydS.Arsnl.Tri | |
| 550<br>92919<br>KPST | —<br>*J.C.Disney* –92 *ss*Cff.No.1–91<br>*Well deck* 1*Dk(Stl)*&*Webframes* | SteelScSr | 2295<br>1723<br>1474 | ✠100A1<br>1,95 ~~1,98~~<br>~~BS1,93~~ 10,94<br>✠LMC12,91 | Ant<br>Bry | *s* | 1887<br>12mo | E.Withy & Co. W.Hartlpool | Rickinson,Son&Co | 289·8\|38·1\|19·0<br>P31′Q88′B114′<br>F31′ drp92 BK8″<br>*WB=Cell DB* 250′456*t* | W.Hartlp l<br>British<br>5*BHCem*<br>*APT*35*t* | C.3Cy.21½″,35″&58″–39″ (*s*)<br>150lb *60lb* 200HP<br>2SB,*6rf*,Gs98<br>CntrlMarineE.Co.,WHpl. | 22 ″ 3<br>s 2 ″ 0 |
| 551<br>98577<br>LVMN | Amra<br>*J.Kilpatrick* –92<br>*Elec.light* | SteelScSr<br>1*Dk*&*Shadedk* | 518<br>398<br>161 | ✠100A1<br>*Shade dk*<br>*withfreeboard*<br>11,90<br>✠LMC11,90 | Cly<br>LA&CP | *i* | 1890<br>11mo | AilsaShip-buildgCo. Troon | BritishIndiaS.N. Co.(Lim) | 190·0\|29·0\|11·6<br>18·9<br>BK7½″ | Glasgow<br>British<br>5*BHCem* | T.3Cy.16″,26″&42″–30″ (*s*)<br>160lb *80lb* 90HP<br>1SB,*3cf*,Gs46,Hs1983 FD<br>Dunsmuir&Jackson,Gls. | 12 ″ 3<br>s 1 ″ 7 |
| 552<br>RJTD | Amrum<br>*E.Mundt*87–93<br>1*Dk(Stl)*&*Webframes* | SteelScSr | 914<br>758<br>636 | ✠100A1<br>1,95 ~~7,93~~<br>✠LMC7,93<br>N.Yk | Ros<br>LA&CP | *m* | 1893<br>7mo | Act.Ges. "Neptun" Rostock | LangeGebrüder | 210·3\|30·6\|13·8<br>B52′F25′<br>BK6″<br>*WB=Cel[*<br>*DB*172′252*t* | Hamburg<br>German<br>4*BHCem*<br>1SB,*2cf*,Gs42,Hs1634<br>Act.Ges. "Neptun,"Ros. | T.3Cy.13¾″,22¾″&36¾″–27½″<br>164lb *85lb* (*s*) 110HP | 16 ″ 4 |
| 553<br>NDCM | Amstel<br>*C.Lareby* –93 | SteelScSr<br>2*Dks* | 590<br>—<br>431 | | | | 1893 | Howaldts-werke Kiel | P.A.vanEs&Co. | 173·8\|24·8\|13·5<br>P20′ B56′ F24′ | Rottrdam<br>Dutch<br>*WB* | C.2Cy.23″&37½″–27″<br>Howaldtswerke,Kiel | |
| 554<br>NDCS | Amstelstroom<br>*F.Parlevliet*85–85 | IronScSr<br>2*Dks* | 787<br>—<br>479 | | | | 1885 | Nederland StombtMaats Fyenoord | Hollandsche Stoomb. Maats. | 222·7\|28·4\|14·7<br>P82*t* H40*t* F56*t* | Amstrdam<br>Dutch | C.2Cy.25″&45¼″–33″<br>118HP<br>NedrlStoormbtMaats,Rot. | |
| 555<br>NDFC | Amsterdam<br>*G.Stenger*87–89 *ss*Rot.No.3–4,93<br>(*ex*BritishCrown) 3*Dks*(2*Irn*)<br>*Elec.light* | IronSc4MstSr | 3629<br>2407<br>2681 | ✠100A1<br>~~1,94 2nd~~ 1,95<br>✠NB4,93 | Rot<br>A&CP<br>LMC4,93 | *x* | 1879<br>8mo | Harland& Wolff Belfast | Nederl.Amerik. Stoomv.Maats | 410·3\|39·0\|28·9<br>P48′F78′<br>BK9½″ | Rottrdam<br>Dutch<br>7*BHCem* | T.4Cy.30″,47″,(2)60″–54″<br>~~T.3Cy.30″,47″ &(2)60″~~<br>150lb *75lb* NDB90 375HP<br>2DB,*12rf*,Gs253,Hs7444<br>*1pd.*93NIndStmb.Mts.Rot | (*s*) 30 ″ 10 |
| 556<br>99455 | —<br>*J.T.Henderson* –94 | SteelTwinScSr<br>2*Dks* ~~1Dk~~&*ptAwngdk* | 1745<br>1131<br>556 | | | | 1894 | Earle'sCo. (Lim.) Hull | TheGreatEastern RailwayCo. | 302·4\|36·0\|16·2<br>P40′<br>*pt Awng dk*248′ | Harwich<br>British<br>*WB* | T.6Cy26″,39½″&61″–36″<br>650HP<br>Earle'sCo.(Lim.),Hull | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Register'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Last Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 557<br>HQCD | Amsterdam<br>*A.Leverin* –86 | Steel Sc Sr<br>*ss* Skm. No. 3–5, 93<br>1 *Dk* 2 *tr B* | ~~928~~ 935<br>693<br>~~750~~<br>671 | ✠ 90 A1<br>~~8,98~~ 11,94<br>✠ NB 5,93 | Ams<br>A&CP<br>Skm | *l*<br>~~LMC 5,93~~ | 1880<br>3 mo | Motala Co.,<br>Gothenburg | Rederi Aktieb.<br>"Svea"<br>(K. Ahlborg,<br>*Mgr.*) | 199·7 P115′ srp 93 | 29·1 H16′ | 16·6 F17′<br>BK 7′<br>*WB* = *MT* 25′ | Stockholm<br>Swedish | C.2Cy. 19½″ & 43½″–29½″ (*s*)<br>120 lb *80 lb* NDB 93 120 HP<br>1SB, *3 rf*, GS 53, HS 1587<br>Motala Co Lindhlmn W. Got | 16 ″ 10 | D |
| 558<br>78643<br>RWKC | —<br>*J.Swan* –92 | Iron Sc Sr<br>*ss* Gmh. No. 3–5, 91<br>1 *Dk* 2 *tr B*<br>*ss* Mdb. No. 1–95 | 549<br>498<br>252 | ✠ 100 A1<br>~~4,93~~ 4,95<br>~~BS 4,98~~ LMC 5,91<br>~~Gmh~~ Mdb | Lth<br>A&CP | *j*<br>4,95 | 1878<br>8 mo | Birrell,<br>Stenhouse<br>& Co.<br>Dumbarton | J. Rankine & Son | 196·5 P33′ B60′ F52′<br>~~drp 93~~ | 27·1 | 14·4<br>BK 9′ | Glasgow<br>British | C.2Cy. 22″ & 40″–42″ (*i*)<br>70 lb 115 HP<br>2B, GS 102 *45 lb*<br>M. Paul & Co., Dumbarton | 15 ″ 3<br>s 1 ″ 10½ | D |
| 559<br>— | —<br>1853 | Iron Sc 3 Mst Sr<br>1 *Dk* | 267<br>—<br>190 | | | | 1853 | Tischbein<br>Rostock | Howaldtswerke | 190·0 | 21·0 | 12·0 | Kiel<br>German | 2Cy. 20″ & 20″–20″<br>60 HP<br>Tischbein, Rostock | | DV |
| 560<br>NDFG | Amulet<br>*Simpson* 92–92<br>*ss* Lth. 2nd No. 3-5, 94 | Iron Sc Sr<br>2 *Dks*<br>~~*ss* Rot. No. 3–4, 82~~<br>*ss* Lth. No. 2–90 | 1013<br>811<br>627 | ✠ 90 A1<br>11,94 ~~8,98~~<br>~~BS 5,98~~ | Lth<br>A&CP<br>LMC ~~6,98~~ 5,94 | *n* | 1876<br>8 mo | Aitken &<br>Mansel<br>Glasgow | W. S. & J. M. Burger | 246·6 P61′ B29′ F51′<br>*WB* = | 28·8 | 16·0 | Rottrdam<br>Dutch | C.2Cy. 30″ & 60″–36″ (*i*)<br>70 lb *45 lb* 150 HP<br>5 *BHCem*<br>*MT* 27′ 163 *t*<br>J. & J. Thomson, Glasgow | 16 ″ 11 | |
| 561<br>98073 | Amur<br>*S.D.Hine* –93<br>*Elec. light* | Steel Sc 3 Mst Sr<br>*ss* Lon. No. 1–95<br>1 *Dk* (*Irn*) & *Awngdk* | 907<br>862<br>570 | ✠ 100 A1<br>*Spar dk*<br>*with freeboard*<br>3,95 ~~1,93~~ | N Yk<br>A&CP<br>Bly<br>LMC ~~4,98~~ 8,94 | *k* | 1890<br>4 mo | Strand<br>Slipway Co.<br>Sunderland | Lombard S.S. Co.<br>(Lim.)<br>(J White, *Mgr.*) | 216·0 | 28·1 | 11·2<br>17·9<br>BK 7½″<br>*WB* = *Cell DB* 132′ 144 *t* *FPT* | London<br>British | T.3Cy. 20″, 33″ & 54″–33″ (*s*)<br>160 lb *80 lb* 200 HP<br>1DB, *6 pf*, GS 72<br>N.E.Mar.E.Co.(Lim.), Sld. | 13 ″ 5<br>~~s 8 ″ 11½~~<br>s 5 ″ 4½ | |
| 562<br>95461<br>KTRG | Amy<br>*D.Ford* –94<br>1 *Dk* (*Stl*) & *Spar dk* (*Stl*) & *Webframes* | Steel Sc Sr<br>*ss* Cff. No. 1–93 | 2336<br>2297<br>1522 | ✠ 100 A1<br>*Spar dk*<br>10,94 ~~9,98~~<br>~~BS 10,94~~ | Cff<br>A&CP<br>LMC 11,92<br>Shl | *s* | 1888<br>8 mo | W. Pickers-<br>gill & Sons<br>Sunderland | R. Gordon & Co. | 286·0 B8′ F18′ | 39·2 | 20·2<br>26·2<br>BK 9½″<br>*WB* = *Cell D B* 238 *f* 400 *t* | London<br>British | T.3Cy. 23½″, 39″ & 64″–42″ (*a*)<br>160 lb *60 lb* 230 HP<br>2SB, *8 rf*, GS 130<br>Black, Hawthorn & Co., Nwc | 21 ″ 6<br>s 6 ″ 0 | D |
| 563<br>91929 | —<br>*Shereel* 84–86 | Iron Pad<br>*ss* Dem. No. 2–93<br>1 *Dk* | 72<br>72<br>46 | ✠ A1<br>*For River pur*<br>4,94 ~~1,98~~<br>~~LMC 1,98~~ | Dem<br>*poses o*<br>LA&CP | 1886<br>6 mo | R. & H. Green<br>London | Sproston Dock &<br>Foundry Co. | 100·0 | 16·2 | 7·0<br>BK 4½″ | London<br>British<br>George town Dem | O.1Cy. 24½″–28″<br>30 lb 32 HP<br>1SB, *2 pf*, GS 15<br>J. Penn & Son, London | | |
| 564<br>96525 | Amy Gertrude | Iron Sc Sr<br>1 *Dk* | 110<br>104<br>23 | ✠ 100 A—<br>*Stm Trawler*<br>12,94 ~~7,91~~ | Shl<br>~~LMC 7,91~~ | | 1891<br>7 mo | J T Eltring-<br>ham & Co.<br>S. Shields | R. Hastie | 95·0 | 18·9 | 10·1<br>BK 6½″ | N. Shields<br>British | C.2Cy. 16″ & 32″–22″ (*r*)<br>100 lb 40 HP<br>1SB, *2 pf*, GS 28, HS 719<br>J.T.Eltringham & Co., S Shl. | 10 ″ 9 | |
| 565<br>95097 | Amyen | Steel Stern Wheel | 173<br>173<br>148 | | | | 1888 | W. Denny<br>& Bros.<br>Dumbarton | Irrawaddy Flotilla<br>Co. (Lim.) | 130·0 | 28·0 | 5·6 | Glasgow<br>British | C.H.2Cy 15″ & 26″–54″<br>45 HP<br>Denny & Co., Dumbarton | | |
| 566<br>~~202965~~ | Amyl<br>*R.E.Tether* 83-94<br>*Well deck* | Steel Sc Sr<br>1 *Dk* (*pt Stl, pt Irn*)<br>& *Webframes* | ~~2480~~<br>~~1832~~<br>~~1592~~<br>2474<br>1857<br>1576 | ✠ 100 A1<br>~~4,95~~<br>(*Class Contemplated*)<br>~~LMC 8,94~~ | Sld<br>A&CP Lon | *s* | 1894<br>8 mo | J L Thomp-<br>son & Sons<br>Sunderland | W. Tulley & Co. | 300·0<br>P24′ Q90′ B124′ FK<br>F32′ 41·1 | ~~41·0~~<br>18·1 | ~~18·2~~<br>*WB* = *Cell D Ba* 94 | Hull<br>British | T.3Cy. 22½″, 36½″ & 60″–39″ (*s*)<br>160 lb *160 lb* 200 HP<br>2SB, *6 cf*, GS 100, HS 3358<br>Blair & Co. (Lim.) Stockton<br>*f* 112′ 413 *t* *FPT* 89 *t* *APT* 30 *t* | 20 ″ 6<br>s 1 ″ 10½ | |
| 567<br>— | Anadolu<br>*Mustafa* 82–84 | Wood Pad | —<br>—<br>100 | | | | | | Idarei Massousieh | 102·1 | 14·0 | 10·4 | Constanpl<br>Turkish | 2Cy. 30″–48″<br>60 HP<br>Summers & Day, Sou. | | |
| 568<br>HGJD | Anais C.<br>*Vacca* –93 | Steel Sc Sr<br>(*ex* Ferdinando Isola)<br>1 *Dk* | 276<br>—<br>135 | | | | 1891 | A. Roncallo<br>Sampier-<br>darena | M. Castaldi & Co. | 138·8<br>F10′ B17′ | 24·3 | 10·0 | Marseilles<br>French | C.2Cy. 18½″ & 34″–20″<br>66 HP<br>A. Roncallo, Smpierdarena | | IV |
| 569<br>87693 | Ananda<br>*Jacks* | Steel Twin Sc Barge | 206<br>205<br>140 | | | | 1883 | R. Duncan<br>& Co.<br>P. Glasgow | Irrawaddy Flotilla<br>Co. (Lim.) | 140·5 | 25·0 | 7·7 | Glasgow<br>British | C.2Cy. 18″ & 31½″–21″<br>25 HP<br>Denny & Co., Dumbarton | | |
| 570<br>409<br>HLDF | Anatoli<br>*G.Pneumaticos* | Iron Sc<br>(*ex* Otter) | 400<br>—<br>199 | | | | 1877 | H. McIn-<br>tyre<br>Paisley | Carava Limnios<br>& Co. | 150·5 | 24·8 | … | Syra<br>Greek | 1Cy.<br>55 HP | | |
| 571<br>HGKM | Anatolie<br>*Garrigues* | Steel & Iron Sc Bn<br>2 *Dks* 3 *tr B* | 2249<br>—<br>1283 | | | | 1884 | Forges &<br>Chntrs de<br>la Médit.<br>Havre | Cie. de Nav. Armé-<br>nienne & Maro-<br>caine (N. Paquet<br>& Co., *Mgrs.*) | 308·4<br>P65′ B73′ | 35·8 | 23·8<br>F55′ | Marseilles<br>French | C.2Cy. 39″ & 73″–42″<br>375 HP<br>F. & C. de la Médit., Havre | | V |
| 572<br>— | —<br>*Ahmed* 83– | Wood Pad | —<br>—<br>122 | | | | 1857 | J. White<br>West Cowes | Chirket-i-Hairie<br>(Bosphorus<br>Steam Nav. Co.) | 135·0 | 20·0 | 10·2 | Constanpl<br>Turkish | 60 HP<br>Maudslay, Sons & Field, Lon | | |
| 573<br>NDFT | Anchises<br>*J.Rorison* 92–92 | Iron Sc Sr | 2025<br>1840<br>1278 | | | | 1875 | Scott & Co.<br>Greenock | Nederl. Stoomv.<br>Maats. "Oceaan" | 314·4 | 35·2 | 26·0 | Amstrdam<br>Dutch | C.2Cy. 26½″ & 56″–52″<br>250 HP<br>Greenock Foundry Co., Grk. | | D |
| 574<br>70476<br>QFSW | Anchoria<br>*A.Campbell* 66–89 | Iron Sc Bkn | 4168<br>4157<br>2713 | | | … | 1874<br>10 mo | Barrow<br>S.B.Co.<br>Barrow | Henderson Bros. | 408·0 | 40·1 | 33·8 | Glasgow<br>British<br>*Tpd* 87 | T.3Cy. 36″, 59″ & 96″–48″<br>NB 87 617 HP<br>D. & W. Henderson, Gls. | | BT till 5,95 |
| 575<br>86480<br>WMKJ | Ancient Briton<br>~~W. J. Wayman 93~~ ~~*ss* Cff. No. 2–90~~<br>*Well deck*<br>*Hole* –95 | Iron Sc Sr<br>1 *Dk* (*Irn*) 2 *tr B*<br>*ss* Cff. No. 3–4, 95 | 1003<br>832<br>611 | ✠ 100 A1<br>4,95 ~~3,94~~<br>~~BS 3,98~~ | Cff<br>LA&CP<br>LMC ~~6,98~~ 1,95 | *n* | 1882<br>7 mo | Tyne I.S.B.<br>Co. (Lim.)<br>Newcastle | Gibbs & Lee | 225·0<br>Q113′ B44′ F28′<br>~~drp 91~~ | 31·2 | 16·0<br>FK<br>*WB* = *DB a* 57 *f* 67 | Cardiff<br>British | C.2Cy. 28″ & 52″–33″ (*i*)<br>80 lb *40 lb* 98 HP<br>1SB. *3 pf*, GS 60<br>R. & W. Hawthorn, Nwc. | 17 ″ 1<br>s 2 ″ 0½ | |
| 576<br>76194<br>SPNQ | Ancona<br>*W.D.Mudie* 65–89<br>*Elec. light* | Iron Sc 3 Mst Sr<br>3 *Dks* (2 *Irn*) | 3142<br>2650<br>1888 | | | … | 1879<br>5 mo | Caird & Co.<br>Greenock | P. & O. Steam Nav.<br>Co. | 380·9<br>P246′ | 38·3 | 26·0<br>F48′ | Greenock<br>British | C.2Cy. 54″ & 94″–60″<br>600 HP<br>Caird & Co., Greenock | 27 ″ 3<br>s 5 ″ 0 | |
| 577<br>95205<br>KTHL | —<br>*D.Stark* –93 | Steel Sc 3 Mst Sr<br>*ss* Lth. No. 1–93<br>2 *Dks* (1 *Irn*) | 1207<br>1073<br>773 | ✠ 100 A1<br>~~1,94~~ 2,95<br>~~BS 1,94~~<br>2,95 | Lth<br>LA&CP<br>LMC 1,93 | | 1888<br>7 mo | Ramage &<br>Ferguson<br>Leith | Leith, Hull & Ham-<br>burgh S.P.Co.<br>(J. Currie & Co.,<br>*Mgrs.*) | 248·9<br>P23′ B40′ F28′ | 33·2 | 17·0<br>BK 9″<br>*WB* = *MT* 38′ | Leith<br>British | T.3Cy. 18″, 30″ & 48″–36″<br>150 lb *55 lb* 120 HP<br>1SB, *3 rf*, GS 62<br>Ramage & Ferguson, Leith | 18 ″ 4<br>s 2 ″ 10 | D |
| 578<br>21<br>NCRL | —<br>*V.Cacace* –91 | Iron Sc Sr<br>(*ex* Osborne) 2 *Dks* | 678<br>517<br>427 | | | | 1861 | Blackwood<br>& Gordon<br>Pt. Glasgow | Nav. Gen. Italiana | 204·0 | 26·2 | 14·5 | Palermo<br>Italian | C.2Cy. 29″ & 54″–30″<br>75 lb *Cmp.* 75 180 HP<br>Blackwood & Gordon, P. Gl. | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 579<br>HCJF | **Andalucia**<br>*Rubio* 62–92 | **SteelScSr**<br>2 *Dks*(1 *Stl*) & *Awng dk* | 1810<br>~~1800~~<br>1743<br>1160 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>1,95 ~~12,93~~ ✠LMC9,92 | Msl<br>A&CP | *q* | 1892<br>9mo | R.Thompson&Sons<br>Sunderland | **StephensonClarke &Co.**<br>Espaliu&Co, | 250·0 \| 36·0 \| 16·8<br>24·4<br>BK9″<br>*WB* = *Cell DB* 198′ | | | **Seville**<br>Spanish | T.3Cy.19½″,31½″&53″–36″<br>160lb *90lb* (*s*) 150H<br>1SB,*4pf*,GS63,HS2565<br>296*t APT* 9*t* N.E.Mar.E.Co.(Lim.),Sld. | 19 ″ 4<br>s 9 ″ 2 |
| 580<br>83919<br>WFJM | **Andalusia**<br>*R.B.Whalley* 91–93 *ss* ~~Sld.No.2–90~~<br>*Well deck* 1 *Dk*(*Irn*)2*trB*<br>*ss* Shl.No.3-5,94 | **IronScSr** | 1298<br>1040<br>818 | ✠100A1<br>5,94 ~~7,93~~<br>BS ~~4,98~~ ✠LMC2,00<br>5,95 | Brw<br>A&CP<br>Shl | *o* | 1881<br>10mo<br>3,94 | Strand<br>SlipwayCo.<br>Sunderland | **H.Scholefield& Son** | 250·0 \| 36·6 \| 13·4<br>P24′Q116′B53′<br>F30′ ~~drp91~~ FK<br>*WB* = *Cell DB* 208′ 524*t* | | | **Newcastle**<br>British | C.2Cy.32″&60″–39″ (*i*)<br>75lb ~~75lb~~ *50lb* 150H<br>2SB,*6pf*,GS90<br>G.Clark,Sunderland | 16 ″ 9<br>s 1 ″ 7 |
| 581<br>47828<br>VQGL | —<br>*J.Westrop* –92 *ss* Hpl.No.1–91<br>*ss* Hpl.No.3–11,87<br>1 *Dk* | **IronSc3MstSr** | 289<br>250<br>160 | ✠ A1<br>12,93<br>✠NB11,87<br>BS10,94 | Mdb<br>LMC8,93 | | 1863<br>10mo | J&R.Swan<br>Maryhill | **TeesUnionShippingCo.(Lim.)** | 147·7 \| 19·8 \| 11·7<br>Q51′F15′<br>len 79 drp 93 BK7″ | | | **Stockton**<br>British | C.2Cy.19″&34″–30″ (*s*)<br>80lb NE79 60H<br>1SB,*2pf*,GS30<br>3 *BH Cem*<br>Hutson&Corbett,Glasgow | 12 ″ (<br>s 1 ″ 7 |
| 582<br>76538<br>RBLG | **Andalusian**<br>*G.A.D.Thirkell* –93 | **IronScSr**<br>2 *Dks*(1 *Irn*) | 1733<br>1686<br>1136 | ✠<br>9,77 | Liv | Lv | 1877<br>7mo | F.Leyland &Co.<br>Liverpool | **F.Leyland&Co. (Lim.)** | 312·0 \| 31·3 \| 23·9<br>F27*t* | | | **Liverpool**<br>British<br>6 *BH* 1 PBH | C.2Cy.23″&60″–39″<br>NE&B88 200H<br>Fawcett,Preston&Co.,Liv. | 25 ″ 2<br>s 4 ″ 11 |
| 583<br>106926 | **Andaste**<br>1 *Dk* | **SteelSc** | 1574<br>—<br>1256 | | | | 1892 | Cleveland S.B.Co.<br>Cleveland,O. | **LakeSuperiorIron Co.** | 266·9 \| 38·1 \| 17·9<br>*WB* | | | **Mrquette, Mich.**<br>Utd.States | T.3Cy.17″,29″&47″–36″<br>140H<br>ClevelandS.B.Co.,Clevelnd | |
| 584<br>54626 | **Andes**<br>*T.M.Macknight* –92 (*ex* Lagos) | **IronScSr**<br>3 *Dks* | 1869<br>1198<br>1197 | | | … | 1865<br>12mo | Randolph, Elder&Co.<br>Glasgow | **AtlasS.S.Co.(Lim)** | 294·0 \| 32·5 \| 19·3<br>F23*t* 27·1<br>len 74 | | | **Liverpool**<br>British | C.2Cy.24″&62″–36″<br>NE74 NB90 150H<br>J.Taylor&Co.,Birkenhead | |
| 585<br>HBQS | **Andira**<br>1 *Dk* & *pt Hurdk* | **IronPad** | 463<br>—<br>240 | | | | 1871 | Pusey, Jones&Co.<br>WlmngtnDel | **AmazonS.NavigationCo.(Lim.)** | 150·0 \| 26·0 \| 7·0 | | | **Para**<br>Brazilian | 2Cy.20″–72″<br>80H<br>ThePusey&JonesC,WlDel | |
| 586<br>HDJV | **Andrade** | **IronSc** | 173<br>—<br>89 | | | | 1884 | .....<br>NorthShields | **Viuda&hijos de J.M.Canosa** | 99·7 \| 19·1 \| 8·3 | | | **Gijon**<br>Spanish | 30H | |
| 587<br>JBLF | **Andrassy**<br>~~*G.Lenz* 91–92~~<br>*C.Katnich* –94 1 *Dk*(*Stl*) & *Spardk*(*Irn*) & *Webframes* | **SteelScSr** | 1546<br>1376<br>954 | ✠100A1<br>*Spar dk*<br>*with freeboard*<br>10,94 ~~8,94~~ ✠LMC12,92 | Cff<br>A&CP<br>Lth | *p* | 1892<br>12mo | Wigham Richardson &Co.<br>Newcastle | **RoyalHungarian SeaNav.Co. "Adria"(Lim.)** | 240·4 \| 34·0 \| 21·2<br>P28′B55′F31′ 14·0<br>FK<br>*WB* = *Cell DB* 195′ | | | **Fiume**<br>Aust.-Hung. | T.3Cy.20″,32″&53″–36″ (*s*)<br>165lb *80lb* 160H<br>2SB,*4rf*,GS80,HS2868<br>306*t APT* 18*t* Wghm Richrdsn&Co.,Nwc | 16 ″ 3<br>s 5 ″ 6 |
| 588<br>146<br>NCST | **Andrea Doria**<br>*F.Oneto* *ss* Bhn.No.1–86<br>(*ex* Secolo,*ex* Prinz Georg)<br>1 *Dk*(*Irn*) & *Spardk* 3*trB* | **IronScSr** | 2869<br>2851<br>1907 | ✠<br>*Spar dk*<br>2,87 ✠ | N Yk<br>LA&CP | *u* | 1882<br>5mo | Nord Schiffswrft Kiel | **S.Repetto** | 318·9 \| 40·3 \| 28·3 | | | **Genoa**<br>Italian | C.2Cy.38 3/16″&66½″–43 5/16″<br>300H<br>7 *BH Cem*<br>Mrksch.Schles.Masch.& Hutten.Bau.Ges.Berlin | 23 ″ 1 |
| | *Now named "San Paulo," See No. 24 in Supplement.* | | | | | | | | | | | | | | |
| 589<br>49<br>HBCF | **Andrea Vagliano**<br>~~*A.M.Stavio*~~ *ss* Cff.No.3–3,93<br>*Well deck* *A.M.Stavio* 1 *Dk*(*Irn*)2*trB*<br>~~*G.Caradonna*~~ | **IronScSr** | 1622<br>1308<br>1045 | ✠100A1<br>~~2,93~~ ~~1,94~~ 5,95<br>BS ~~3,94~~ ✠LMC3,93<br>5,95 ~~H11~~ Cpl | Gen<br>A&CP | *q* | 1880<br>12mo | Bartram, Haswell<br>Sunderland | **VaglianoBros.** | 257·5 \| 35·0 \| 18·7<br>P28′Q58′B62′F29′<br>drp94 BK9″<br>*WB* = *DBa* 62′ *f* 38′ 165*t FPT* | | | **Argostoli**<br>Greek | C.2Cy.32″&60″–39″ (*i*)<br>90lb *50lb* 160H<br>2SB,*6pf*,GS76<br>70*t APT* 22*t* J.Dickinson,Sunderland | |
| 590<br>89808 | **Andrew Bain** | **IronPadSp** | 122<br>111<br>43 | | | | 1885 | Hepple& Co.<br>N.Shields | **J.Bain** | 98·0 \| 18·5 \| 9·0 | | | **N.Shields**<br>British | L.1Cy.34″–52″<br>40H<br>Hepple&Co.,N.Shields | |
| * 591<br>HBNQ | **Andriana**<br>*Bogiazides* *ss* Cff.No.1–93<br>1 *Dk*(*Irn*)2*trB*<br>*Well deck* | **SteelScSr** | 1823<br>1483<br>1174 | ✠100A1<br>~~8,94~~ 8,95<br>BS3,95 ✠LMC3,93<br>Bry | Cff<br>LA&CP | *r* | 1888<br>12mo | J.Jones& Sons<br>Liverpool | **A.Embiricos** | 274·8 \| 37·2 \| 18·8<br>P29′Q93′B78′F69′<br>drp94 FK<br>*WB* = *Cell DB* 70′ 185*t* | | | **Andros**<br>Greek | T.3Cy.21″,35″&53″–42″<br>160lb 70*lb* 160H<br>2SB,*6rf*,GS111<br>50*t APT* 38*t* J.Jones&Sons,Liverpool | 20 ″ 3<br>s 2 ″ 2 |
| 592<br>HMQF | **Andriana Stathatos** *Caravius*<br>1 *Dk*(*Stl*) & *Spar dk*(*Irn*)3*trB*<br>*Elec.light* | **SteelSc3MstSr** | 2498<br>2362<br>1610 | ✠100A1<br>*Spar dk*<br>~~1,94~~ ~~1,94~~<br>1,95 ✠LMC8,91<br>Bry Cff | Ant<br>LA&CP | *t* | 1891<br>8mo | W Doxford &Sons(Lim.)<br>Sunderland | **StathatosBros.** | 300·0 \| 40·7 \| 15·9<br>B26′F35′ 23·1<br>drp92 FK<br>*WB* = *Cell D* | | | **Ithaca**<br>Greek | T.3Cy.23″,37″&60″–42″ (*s*)<br>160lb *80lb* 220H<br>2SB,*6rf*,GS112<br>*B*250′ 589*t APT* 18*t* *MT* 36′ 620*t* W.Doxford&Sns(Lim)Sld. | 18 ″ 3<br>s 5 ″ 6 |
| 593<br>RJNP | **Andros**<br>*P.Jansen* 90–92 (*ex* Rosario)<br>2 *Dks*3*trB* | **IronScSr** | 1900<br>—<br>1381 | | | | 1881 | Blohm& Voss<br>Hamburg | **DeutscheLevante Linie** | 271·3 \| 34·4 \| 23·9<br>Q,B&F156*t*<br>FK | | | **Hamburg**<br>German | C.2Cy.34″&59″–39″<br>200H<br>Blohm&Voss,Hamburg | |
| 594<br>85065<br>WDJR | **Anerley**<br>*W.T.Sherborne* –92 *ss* Mdb.No.3–11,92<br>2 *Dks*(1 *Irn* & 1 *pt Irn*)3*trB* | **IronScSr** | 1887<br>1769<br>1199 | ✠100A1<br>10,94 ~~1,94~~<br>✠NE&B11,92<br>✠LMC11,92 | Cff<br>LA&CP | *s* | 1881<br>9mo | J.Blumer &Co.<br>Sunderland | ~~**Watts,Ward&Co.**~~<br>BritainSSCo.(Lim)<br>(~~Watts,Ward&Co.~~ *Mgrs*)<br>*WB* = *DB* a 76′ *f* 34′ & *uE* & *B* 34′ 270*t FPT*<br>(Watts,Watts&Co.,*Mgrs*) | 270·0 \| 37·2 \| 24·2<br>P30′B64′F30′<br>BK9½″ | | | **London**<br>British | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *80lb* NDB92 160H<br>2SB,*4cf*,GS74,HS2990<br>7 *BH Cem*<br>35*t APT* 25*t* Blair&Co.(Lim.),Stockton | 25 ″ 10<br>s 4 ″ 4 |
| 595<br>WJNP | **Angantyr**<br>*J.A.Nicander* –87 1 *Dk*<br>(*ex* Elfdalen,*ex* Angantyr,*ex* Ida,<br>*ex* Transport,*ex* Louis de Geer) | **WoodScSp** | 127<br>104<br>88 | | | | 1858 | .....<br>Norrköping | **Aug.Nilsson** | 97·1 \| 20·2 \| 8·7<br>Q6′ B17′ H3*t* | | | **Långbron**<br>Swedish | 1Cy.9¾″–7″<br>10H<br>MotalaCo.,Gothenburg | |
| 596<br>JWHV | **Angeles**<br>*G.Hormaechea* 93–93 1 *Dk*<br>(*ex* Yurre,*ex* Matilde) | **IronScSr** | 371<br>327<br>266 | | | … | 1865 | T.Wingate &Co.<br>Glasgow | **A.Areizaga&Co.** | 160·6 \| 24·3 \| 13·6<br>P55*t*F— ND82 | | | **Bilbao**<br>Spanish | C.2Cy.23″&44″–22″<br>NE72NB82 70H<br>T.Richardson&Sons,Hpl. | |
| 597<br>82773<br>TJKH | **Angelica**<br>*W.Beer* –91 2 *Dks* & *Spardk*<br>(*ex* Jose,*ex* Almo Gavat) | **IronScSr** | 1180<br>1174<br>739 | | | | 1857 | Caird&Co.<br>Greenock | **Powley,Thomas& Co.** | 250·7 \| 31·8 \| 22·4<br>len 69 | | | **London**<br>British | C.4Cy.22″&52½″–36″<br>NE68NB83 140H<br>J.Jack&Co.,Liverpool | |
| 598<br>50<br>NCWH | **Angelina**<br>*F.Chiappara* (*ex* Conte Cavour) | **IronSc** | 110<br>86<br>44 | | | | 1862 | .....<br>London | **DittaCorvaja** | 102·0 \| 16·0 \| 8·4 | | | **Palermo**<br>Italian | C.2Cy.<br>35H | |
| 599<br>LCJW | **Angeln**<br>*H.Stuhr* 93–90 | **IronScSr**<br>1 *Dk*2*trB* | 581<br>530<br>423 | | | | 1881 | G.Howaldt<br>Kiel | **Nord-Ostsee-Rhederei** | 176·5 \| 24·9 \| 15·7<br>B44′ | | | **Hamburg**<br>German<br>*WB* | C.2Cy.23″&37½′–27″<br>70H<br>G.Howaldt,Kiel | |
| 600<br>68721<br>NHLT | **Angelo**<br>*E.J.Johnson* –92<br>*Well deck* *Elec.light* | **IronSc3MstSr** | 1507<br>1057<br>970 | | | … | 1874<br>5mo | Humphrys &Pearson<br>Hull | **T.Wilson,Sons& Co (Lim.)** | 258·8 \| 33·6 \| 18·2<br>P385*t* H73*t* F32*t* | | | **Hull**<br>British | C.2Cy.37″&72″–42″<br>NB85 300H<br>Humphrys&Pearson,Hull | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of Refit Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 601<br>102657 | Angelo<br>*J.Thompson*94–94 | SteelSc<br>1*Dk*(*Stl*) | 90<br>74<br>43 | ✠ A1<br>9,94 ~~1,94~~<br>✠LMC1,94<br>*Coasting, River & Canal purposes* | Gls | A&CP | 1894<br>1mo | Mackie& Thomson Glasgow | D.Rowan,Jun. | 65·6 Q23′ | 18·0 | 8·0<br>BK5′ | Glasgow<br>British | C.2Cy.10″&20″–14″ (*s*)<br>100lb 17HP<br>1SB,*1pf*,GS12,HS318<br>Muir&Houston,Glasgow | 8 | 6 | |
| 602<br>96163<br>LMHQ | Angelus<br>*C.J.Jary*91–91 *ss*Nwc.No.1-93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | SteelScSr | 724<br>594<br>460 | ✠100A1<br>11,94 ~~3,94~~<br>✠LMC7,93 | Shl | *l*<br>A&CP | 1889<br>11mo | Wood, Skinner& Co. Newcastle | ~~J.Burnett~~<br>Burnett&Co<br>*WB*=*CellDB*152′ | 195·0 Q95′B11′F21′ 232*tAPT*15*t* | 30·1 | 13·5<br>BK7″ | Newcastle<br>British | T.3Cy.16″,26″&43″–30″ (*s*)<br>150lb *60lb* 90HP<br>1SB,*3pf*,GS50<br>N.E.Mar.E.Co.(Lim.) Nwc. | 16 | 0 | |
| 603<br>HJFG | Ångermanland<br>*P.O.Hulthén*72–79 1*Dk*&*Awngdk* | IronScSr | 647<br>373<br>522 | | | | 1872 | Bergsunds Mek Verkst Stockholm | Hernösands Ångb. Aktieb. (S.J.Hamberg) | 172·2 H27*t* | 24·4 | 13·0<br>20·3 | Hernösand<br>Swedish | C.2Cy.26″&47″–27″<br>100HP<br>W.Lindbergs Mk.V.,Skm. | | | |
| 604<br>87027<br>WHBG | Angers<br>*G.W.Bannister* –94 *ss*Msl.No.2–91<br>1*Dk*(*Irn*)&*Spardk*(*Irn*–ws)3*trB* | IronScSr | 3185<br>3071<br>2077 | ✠100A1<br>*Spar dk*<br>1,94<br>~~BS4,92~~ ✠LMC7,91 | Lon | *u*<br>LA&CP | 1882<br>10mo | D.P.Garbutt Hull | AngierLine(1887) (Lim.) | 320·6 B66′F32′ drp92&93 | 40·0 | 28·1<br>BK10″ | London<br>British | C.2Cy.40″&72″–48″ (*a*)<br>80lb *65lb* 300HP<br>2SB,*6pf*,GS126,HS4708<br>C.D.Holmes&Co.,Hull | 22 | 4 | |
| 605<br>HGRD | —<br>*Phélipot*87–90 | SteelTwinScSr<br>1*Dk* | 522<br>—<br>107 | | | | 1890 | Société des Forges et Chantiers de la Medit. Havre | London,Brighton &SouthCoast RailwayCo. | 210·6 B– F– | 26·3 | 13·6 | Dieppe<br>French | T.6Cy.(2)16½″,(2)24½,″(2) 37″–25½″<br>Forges et Chantiers de la Mediterranée,Havre | | | |
| 606<br>89529<br>JFQL | Angerton<br>*Marris*83–87 *ss*Bly.No.2–92<br>1*Dk*(*Irn*)&*Spardk*(*ptIrn*)3*trB* | IronScBg | 2794<br>2699<br>1823 | ✠100A1<br>*Spar dk*<br>5,95 ~~1,94~~ ✠LMC8,93 ~~BS6,94~~<br>NWC | Npt | *t*<br>LA&CP | 1884<br>1mo | W.Dobson &Co. Newcastle | W.Milburn&Co.<br>*WB*=*DBa*96′*f*70′&*uE*&*B*44′ 509*t FPT* | 320·0 | 38·0 | 27·4<br>BK10″ | London<br>British | C.2Cy.36″&74″–48″ (*s*)<br>100lb *75lb* 375HP<br>2SB,*8pf*,GS119,HS5000<br>WallsendSlipwayCo.Nwc. | 21 | 2<br>s 6 | |
| 607<br>59954 | Anglesea<br>*Phélipot*87–90 | WoodPad | 153<br>153<br>97 | | | | 1870 | .....<br>Quebec | ~~L.A.Nadeau~~<br>G.Demers | 129·0 | 30·0 | 9·0 | Quebec<br>British | | | | |
| 608<br>95312 | Anglesey<br>*Phélipot*87–90 | SteelScSr | 980<br>854<br>142 | | | | 1888 | Harland& Wolff Belfast | L.&N.W.Railway Co. | 301·5 | 33·1 | 13·4 | Dublin<br>British | T.6Cy.19″,29½″&48″–33″<br>280HP<br>Harland&Wolff,Belfast | | | BT till ~~1,94~~ 11,95 |
| 609<br>*Should be "Bangor," See No. 8 in Supplement* | —<br>(*Class Contemplated*) | SteelScSr | 290 | 100A1 | | | 1894 | Scott& Sons Bowling | Anglesey Shipping Co. | 145·0 Q53′B10′F24′ | 24·0 | 9·1 | Beaumaris<br>British | C.2Cy.20″&40″–27″<br>Ross&Duncan,Glasgow | | | |
| 610<br>97571 | —<br>*C.Sturt* –93 | SteelScK<br>1*Dk*(*Stl*) | 117<br>95<br>54 | ✠100A1<br>12,93 | Lon | *a*<br>LA&CP<br>~~LMC3,91~~ | 1891<br>2mo | P.Rodgers &Co. Carrickfrgus | A.H.Douglas | 91·5 Q36′ | 17·9 | 8·3<br>BK6′ | Beaumaris<br>British | C.2Cy.12″&24″–16″ (*s*)<br>100lb NB9,91 30HP<br>1SB,*1pf*,GS16<br>Campbll&CalderwoodPsy. | 8 | 10 | |
| 611<br>45816<br>VFTJ | Anglia<br>*R.Meikle* –93 *ss*Lth.No.3–5,85<br>*ss*Lth.No.2–93 2*Dks* | IronScSr | 827<br>733<br>520 | ✠ ~~A1~~ 1<br>~~6,93~~ 5,94<br>~~BS6,96~~ LMC6,93<br>5,95 | Lth | | 1863<br>9mo | Gourlay Bros. Dundee | G.Gibson&Co. | 253·4<br>P51′F46′<br>len71drp93 | 28·0 | 16·3<br>BK8″ | Leith<br>British | C.2Cy.33″&52″–30″ (*i*)<br>65lb *45lb* NE71 NB79 130HP<br>1SB,GS49<br>GourlayBros.&Co.,Dundee | 17<br>s 3 | 5<br>1 | D BT till 5,95 |
| 612<br>96223<br>LSQM | —<br>*W.Hill* –90 | IronScK<br>1*Dk*<br>*ss*Gms.No.1-94 | 147<br>133<br>50 | ✠100A1<br>*Stm Trawler*<br>6,94 ~~7,90~~ ✠LMC7 ~~90~~ 6,94<br>Gms | Hul | LA&CP | 1890<br>7mo | Cook Welton &Gemmell Hull | ~~Sir H.Bennett~~<br>AnchorStm.Fishing Co.(Lim.)<br>(W.S.Letten,*Mgr.*) | 102·0 Q22′F20′ | 20·4 | 11·0<br>BK7½ | Grimsby<br>British | T.3Cy.12½″,19½″&31½″-22½″<br>150lb (*s*) 50HP<br>1SB,*2cf*,GS27,HS780<br>C.D.Holmes&Co.,Hull | 11 | 10 | |
| 613<br>89805 | —<br>*R.Ramley*89–89 | IronPadSk | 126<br>120<br>7 | | | | 1885 | J.T.Eltringham S.Shields | J.Heads | 100·6 | 18·7 | 9·7 | N.Shields<br>British | L.1Cy.35″–52″<br>40HP<br>JPRennoldson&Ss.,SShlds | | | |
| 614<br>68820<br>NVJQ | Anglian<br>*F.J.Moseley* –93 2*Dks*3*trB*<br>*ss*Sou.No.3–2,86<br>*ss*Sou.No.1–90 | IronScSr ~~IronScBg~~ | 2159<br>2120<br>1354 | ✠100A1<br>1,94<br>✠NB12,85 LMC ~~12,89~~ 1,94<br>~~BS9,93~~ | Sou | *t*<br>A&CP | 1873<br>3mo | Aitken& Mansel Glasgow | ~~Union Steamship Co.(Lim.)~~<br>~~J.Huddart~~<br>Huddart,Parker &Co.(Lim.) | 314·0 B49′F46′ Dpts79 | 35·8 | 26·4<br>BK10″ | ~~Southampton~~<br>Melbourne<br>British | T.3Cy.26″,42″&69″–42″ (*a*)<br>150lb *60lb* ~~280HP~~ ~~270HP~~<br>2DB,*8cf*,GS240<br>*Tpd*85 T.Rchdsn&Sns,Hpl. | 27 | 5 | BT till ~~1,95~~ 10,95 |
| 615<br>NFTP | Anglo-Dane<br>*Th.Pedersen* *ss*Cpn.No.3–78<br>1*Dk*2*trB* | IronScSr | 806<br>602<br>506 | ✠<br>5,82 | Shl | A&CP | 1866<br>7mo | A.Leslie& Co. Newcastle | Forenede Dampskb Selskab | 209·4 Q63′ F35′ ND78 *WB*=*MT*24′ | 28·4 | 14·8<br>4*BH* *Cmp.* | Copnhagn<br>Danish | C.4Cy.19″&38″–30″<br>90HP<br>Burmeister&Wain,Cpn. | | | |
| 616<br>99393 | Angloman<br>*J.Evans* –93 3*Dks*(2*Irn*)&*Spardk*<br>*Elec.light* (*Irn*)&*partial Shelterdk* | SteelSc4MstSr | 4892<br>4493<br>3036 | ✠100A1<br>*Spar dk*<br>~~6,94~~ ~~3,94~~<br>3,95 ✠LMC4,92 | Liv | *z*<br>LA&CP | 1892<br>4mo | Laird Bros. Birkenhead | British&N.Atlantic S.N.Co.(Lim) (Richards,Mills& Co.,*Mgrs.*)<br>*WB*=*CellDB*300′ | 403·5<br>P34′B72′F50′<br>720*t MTa*66′630*t M* | 45·6 | 25·0<br>32·5<br>FK | Liverpool<br>British | T.3Cy.31″,47½″&78″–60″<br>150lb *80lb* 600HP<br>3DB,*14cf*,GS308,HS8961<br>LairdBros.,Birkenhead | 28<br>s 10 | 11<br>2 | |
| 617<br>97875 | Angola<br>*H.M.Goudie* –91<br>*Elec.light* 2*Dks*(*UStl*–ws)&*Webframes* | SteelScSr | 2870<br>2513<br>1878 | ✠100A1<br>~~6,94~~ ~~2,94~~ ~~9,94~~<br>3,95 ✠LMC7,91 | Liv | *t*<br>A&CP | 1891<br>6mo | R.Dixon &Co. Middlesbro' | African S.S.Co. (Elder,Dempster &Co.,*Mgrs.*)<br>*WB*=*CellDB*264′527*t* | 312·0<br>P31′B94′F41′<br>720*t MTa*66′630*t M* | 39·2 | 24·6<br>FK<br>*Tf*40′495*t* | London<br>British | T.3Cy.23″,38″&61″–42″ (*s*)<br>160lb *60lb* 240HP<br>2SB,*6cf*,GS120,HS4113<br>T.Richardson&Sons,Hpl. | 27<br>s 5 | 5<br>2½ | BT till ~~12,99~~ 6,95 |
| 618<br>HGQN | —<br>~~Menezes~~<br>*Rodriguez* 1*Dk*(*Irn*)&*Spardk*3*trB*<br>*ss*Liv.No.3-9,94 | IronScBg<br>~~ssHul.No.2–89~~ | 1966<br>1948<br>1263 | ✠100A1<br>*Spar dk*<br>9,94 ~~3,90~~<br>~~BS5,98~~ ✠LMC4,99 ~~7,94~~ | Liv | *s*<br>LA&CP | 1881<br>10mo | Earle'sCo. (Lim.) Hull | Empreza Nacional de Nav à Vap | 290·0<br>*WB*=*DBf*86′150*t* | 35·0 | 25·6<br>BK9½″<br>6*BHCem*<br>*MT*34′260*t* | Lisbon<br>Portuguese | C.2Cy.40″&72″–45″ (*i*)<br>80lb *45lb* 220HP<br>2SB,*6f*,GS110<br>Earle'sCo.(Lim.),Hull | | | |
| 619 | Angra dos Reis<br>1*Dk*(*Stl*) | SteelScSr | 345<br>259<br>198 | ✠ —<br>2,94 ✠<br>*withfreeboard*<br>*Coasting Rio Janeiro & Santos* | Npt | *e*<br>LA&CP | 1891<br>8mo | Exors.of T.A.Walker Sudbrook | ~~Cia. de Nav. Rio& S.Paulo~~<br>F.C A.da Costa | 150·0<br>Q38′B8′F23′ | 26·2 | 7·8<br>FK<br>*WB*= | R.Janeiro<br>Brazilian | Q.4Cy.9″,12″,16″&25″–21½″<br>160lb<br>Fleming&Ferguson,Psy. | 8 | 5 | |
| 620<br>93409<br>LQWC | Angus<br>*F.R.Cook* –94<br>*ss*Bos.No.1-94 | IronScK<br>1*Dk* | 129<br>120<br>43 | ✠100A1<br>*Stm Trawler*<br>9,94 ~~4,90~~ ✠LMC4,~~90~~ 9,94<br>Bos | Hul | LA&CP | 1890<br>4mo | Cochrane, Cooper& Schofield Beverley | S.Waddington | 92·0<br>F18′ | 20·6 | 11·0<br>BK7½″ | Boston<br>British | C.2Cy.15″&29″–21″ (*r*)<br>90lb 35HP<br>1SB,*2pf*,GS28,HS671<br>C.D.Holmes&Co.,Hull | 11 | 9 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné maintenant expire. | 7 Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 621 98899 | **Anita** *E.J.Harley* 89–91 | SteelScBarge 1*Dk*(*Stl*) *ss*B.As.No.1-94 | 334 270 193 | ✠ A1 *For River purposes only* 6,94 ~~2,91~~ ✠LMC ~~2,91~~ 6,94 | Npt LA&CP B.As | | 1891 y 2mo | Exors.of T.A.Walker Sudbrook | ~~E.Griggs~~ The Executors of the late T.A.Walker | 150·0 Q38′ | 26·2 B8′F24′ | 8·2 FK *WB*= | London British 4*BHCem* *DBf* 12′18*t* | Q.4Cy.9″,12″,16″&25″–21½″ 160lb (*s*) 48HP 1SB,*2pf*,GS33 Fleming&Ferguson,Psy. | 8 ″ 6 |
| 622 HCNR | — *Parrans* (*ex*Aurora) | IronScSp 1*Dk* | 166 — 114 | | | | ..... W Hartlepool | | AntonioMillan | 102·3 | 21·0 | 9·1 | Seville Spanish | C.2Cy.14″&28″ 30HP Glasgow | |
| 623 82893 VWBP | **Anjer Head** ~~*A.J.Reid* —93~~ *Morgan* | IronScBn ~~*ss*Cff.No.2–90~~ 2*Dks*(1*Irn*)3*trB* *ss*Sld.No.3–7,94 | 1976 1774 1235 | ✠100A1 ~~4,94~~ 9,92 ~~BS6,98~~ ✠LMC ~~2,96~~ 6,94 Sld | Liv LA&CP Sld | *s* | 1881 5mo | R.Dixon& Co. Middlesbro' | AngierLine(1887) (Lim.) | 276·0 ~~P38′F42′~~ P31′B66′F31′ *WB*= *DBa* 72′*f* 60′ *stTD* 94 | 36·3 BK7½″ | 24·4 5*BHCem* *guB* 32′385*t* | London British 2DB,*12pf*,GS186 T.Richardson&Sons,Hpl. | C.2Cy.36″&67″–36 (*b*) 75lb ~~*65lb* 50lb~~ 240HP | 25 ″ 7 ~~4 7~~ s 4 ″ 4 |
| 624 HGRJ | **Anjou** | IronSc 2*Dks* | 661 — 414 | | | | 1868 | Forges & C. de la Médit La Seyne | SociétéGénérale de Transports Maritimes à Vapeur | 196·8 | 24·7 | 17·1 | Marseilles French | C.2Cy.22″&44″–31½″ 100HP Fraissinet&Co.,Marseilles | |
| 625 JSBM | **Anna** *I.E.Kjörsvig* 88–93 *Beams,Stringers,Floors&Keelsons*(*Irn*) | SteelScSr (*ex*Solon) 1*Dk*2*trB* | 403 309 244 | | | ... | 1886 10mo | G.Larsson Thorskog | N.H.Knudtzon | 143·3 Q45′ | 24·3 B33′ H10*t* | 12·8 F19′ | Xiansund Norwegian | C.2Cy.16½″&31¼″–20½″ 55HP J.&C.Bolinders,Stockholm *WB* | |
| 626 NDQC | — *A.J.N.Moyel* 91–91 | SteelScSr 1*Dk* | 333 304 220 | | | | 1891 | Frederik-stadMek. Werk. Frederikstad | Dampsk.Selsk. "Myren" (Holm&Wonseld) | 142·6 | 24·1 | 12·8 | Copnhagn Danish | T.3Cy.10½″,17″&28″–22½″ 47HP FrederikstadMek.Werk., *WB* Frederikstad | |
| 627 HFNG | — *R.Meylænder* –91 (*ex*Gripen) | CompScSr 1*Dk* | 262 213 150 | | | | 1871 | J Bonnesen Malmö | Actieselskabet "Anna" (Jörgen Berner,jun.) | 127·9 B36*t* | 25·5 H6*t* | 11·1 | Stavanger Norwegian | C.2Cy.14¾″&31½″–24″ 40HP KockumsMek.Wks,Malmö | |
| 628 HVRM | — *C.A.Jansson* 88–90 | CompScSp 1*Dk* | 170 146 125 | | | | 1890 | G.Persson Nylandsö | Rederiaktieb "Concordia" (J.A.Waller) | 99·2 P20′ Q4′ | 21·1 H4*t* | 10·2 | Gothenbrg Swedish | 14HP | |
| 629 99 HPCJ | — *W.Scoular* 91–91 | IronScSr 1*Dk* | 125 125 55 | ✠ A1 *For Towing purposes* 7,91 ✠LMC 7,91 | Lon LA&CP | | 1891 7mo | G.Rennie &Co. London | Boreyscho& Maximovitch | 110·0 B11′ | 19·5 BK6″ | 9·0 | Libau Russian | T.3Cy.13½″,22″&35″–24″ (*s*) 160lb 67HP 1SB,*3pf*,GS45 Gourlay Bros.&Co.,Dun. | 9 ″ 9 |
| 630 | **Anna Clara** | IronScSr 1*Dk* | 216 154 129 | ✠ 5,75 | Cly A&CP | | 1875 mo | Blackwood &Gordon PortGlasgow | A.M.dosSantos | 133·9 P32′ | 21·0 F22′ | 9·0 | R.Janeiro Brazilian *WB* | C.2Cy.20″&35″–24″ 60HP Blackwood&Gordon,P.Gl. | |
| 631 RGSF | **Anna Woermann** *Triebe* 92–92 | SteelScSr 1*Dk*&*Spar dk* | 1115 1101 813 | | | | 1884 | Reihrstieg Schiffs Wrfte Hamburg | Afrikanische Dampfsch.Act.Ges | 222·1 B14′ | 31·2 | 14·5 20·5 | Hamburg German *WB* | C.2Cy.27″&50″–33″ 140HP Reiherstieg Schiffs Werfte, Hamburg | |
| 632 JTGV | **Anna & Caroline** *N.Juul* | WoodScSr 1*Dk*&*Awngdk* | 431 422 329 | | | | 1875 | J Bonnesen Malmö | J.C.Koch | 132·2 B58′ | 25·4 | 10·9 | Bodö Norwegian | C.4Cy.12″&24¾″–17¾″ 45HP Burmeister&Wain,Cpn. | |
| 633 104538 | **Annandale** *T.M.Milne* –94 | SteelScSr 1*Dk*(*Stl*)& *Spardk*(*ptIrnptStl*)&*deepframing* | ~~3800~~ ~~3449~~ 3847 3451 2538 | ✠100A1 *Spar dk* 1,95 ~~6,94~~ (*Class Contem. plated*) | P.Gl LA&CP Bry ✠LMC 7,94 | *w* | 1894 6mo | W.Hamil-ton&Co. PortGlasgow | R.Mackill&Co. | ~~350·0~~ P33′B82′F37′ 350·1 *WB*=*CellDBa* | ~~43·0~~ BK11″ 43·2 116′*uE*&*B44*′*f*134′ | ~~27·0~~ 19·1 27·0 *stTD* 94 16*BHCem* 19*tAPT* 80*t* | Glasgow British | T.3Cy.24″,40″&64″–45″ (*s*) 160lb *100lb* 360HP 2SB,*8rf*,GS156,HS4719 D.Rowan&Son,Glasgow | 21 ″ 9 s 6·10½ |
| 634 79635 SCBL | — *W.Burgess* 92–94 *Well deck* | IronScSr *ss*Hpl.No.3–6,91 1*Dk*(*Irn*)2*trB* | 1526 1190 966 | ✠100A1 ~~4,94~~ 12,94 ~~BS10,98~~ 12,94 | Gls A&CP LMC 6,91 Hpl | *q* | 1878 8mo | E.Withy& Co. Hartlepool | Steel,Young&Co. | 264·5 Q96′B68′F40′ drp 93 *WB*=*DBa* 86′*f* 82′ | 33·4 BK9″ ~~*guE*&*B44*′*f*~~ | 18·2 4*BHCem* ~~*stTD* 94 *E*&*B*~~ | London British 1B,GS69 *80lb* T.Richardson&Sons,Hpl. | C.2Cy.32″&59″–33″ (*i*) 65lb ~~*85lb*~~ NDB91 140HP | 20 ″ 0 s 1 ″ 10 |
| 635 102039 | — (*Tug*) | IronPadK 1*Dk* | 129 119 29 | | | | 1893 | J.P.Ren-noldson&Sns S.Shields | W.Reed | 100·0 | 18·2 | 9·4 | N.Shields British | L.1Cy.34″–54″ 50HP J.P.Rennoldson&Ss.,SShl. | |
| 636 87490 HWQC | **Anne Thomas** ~~*J.Williams* —94~~ *Jenkins* | IronScSr ~~*ss*Cff.No.2–92~~ *ss*Nwc.No.3–3,94 1*Dk*(*Irn*)2*trB* | 1360 1225 846 | ✠100A1 ~~5,94~~ ~~6,95~~ ~~9,95~~ ~~10,96~~ 4,95 ~~BS4,98~~ ~~BS6,95~~ ✠LMC ~~2,92~~ 3,94 | Cff LA&CP | *p* | 1883 8mo | Palmers'Co (Lim.) Newcastle | AnneThomasS.S. Co.(Lim.) (E.Thomas,Rad-cliffe &Co.) *WB*=*DBa* 76 | 249·5 B48′F26 52′ *guE* 16′ | 35·3 BK9″ ~~*guE*&*B36*′*f*~~ | 17·8 4*BHCem* *APT* 16*t* | Cardiff British 1SB,*4pf*,GS61,HS2323 Palmers'Co.(Lim.),Nwc. | C.2Cy.30″&58″–36″ (*e*) 80lb *80lb* NDB94 99HP | 19 ″ 2 s 2 ″ 10 |
| 637 276 HCMR | **Annei Maru** *GonkichiKonichi* | WoodScSr | 452 427 334 | | | | 1880 | Kosaku BunKioku Nagasaki | OsakaShosen Kaisha | 174·6 | 22·8 | 15·3 | Osaka Japanese | 1Cy. 49HP | |
| 638 | **Annette** *Johansson* (*ex*Primus) | IronScSp 1*Dk* | 123 113 82 | | | | 1876 | ..... Motala | O.A.Johansson | 96·9 Q7′ | 20·3 H9*t* | 10·5 | LillaEdet Swedish | 50HP | |
| 639 96794 | **Annex, No. 2** | WoodPad | 338 208 169 | | | | 1878 | Brooklyn AnnexCo. N.Baltimore, U.S. | J.F.Kinley | 116·3 H130*t* | 30·9 | 11·5 | HalifaxN.S British | 1Cy.36″–108″ 43HP McEntee&Dillon,Rondout, N.Y. | |
| 640 81201 SJWT | **Annie** *G.Rose* –93 | IronScSr *ss*CffNo.3–11,91 2*Dks*(1*Irn*)3*trB* | 1872 1778 1205 | ✠100A1 ~~4,94~~ ~~7,96~~ 3,96 ~~BS1,98~~ ~~2,94~~ ✠LMC 1,91 ~~How~~Cff | Bry A&CP | *s* | 1879 3mo | T.Turnbull & Son Whitby | J.Gray&Co. | 273·5 P26′F37′ | 34·5 BK9½″ *WB*=*DBa* 85′*f* 109′ | 24·5 5*BHCem* | Whitby British 2B,GS67 Blair&Co.(Lim.),Stockton | C.2Cy.33″&62″–39″ (*i*) 80lb *60lb* 170HP | 26 ″ 0 s 4 ″ 8 |
| 641 HFSN | — *R.Penner* 93–93 *Well deck* | IronScSr *ss*Dnz.No.3–9,92 1*Dk*2*trB* | 814 654 576 | ✠100A1 9,92 ~~BS11,98~~ 4,95 ✠LMC 9,92 | Dnz LA&CP | *l* | 1880 9mo | C.S.Swan &Hunter Newcastle | T.Rodenacker | 200·7 Q77′B43′F26′ *WB*=*MT* 17′ 128*t* | 28·8 BK7½″ *FPT* 20*t* | 15·7 3*BHCem* *APT* 58*t* | Danzig German 1SB,*3pf*,GS50 Black,Hawthorn&Co.,Gts. | C.2Cy.26″&49″–30″ (*i*) 75lb *70lb* 99HP | 16 ″ 6 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters | 2<br>Steamer's Name.<br>Master. Late Name if any.<br>Special Surveys. | 3<br>Material, Rig, &c.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke.<br>Boiler Pressure—Horse Power.<br>Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>ft. in. | 15<br>Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 642<br>87863<br>KBRT | Annie<br>~~J.T.Evans -94~~<br>Well deck H.E.Fisher -94 | IronScSr<br>ssLiv.No.2-92<br>1Dk(Irn) | 394<br>288<br>168 | ✠100A1<br>11,94 ~~12,93~~ ~~4,94~~<br>~~BS3,93~~<br>4,94 | Liv<br>LA&CP<br>✠LMC2,92 | g | 1883<br>6mo | BarrowSB Co.(Lim.)<br>Barrow | S.S."Annie"Co. (Lim.)<br>(J.J.Mack&Sons) | 160·0<br>Q56'B31'F17'<br>drp94 BK6"<br>WB=DBa38' | 23·2 | 11·0 | Liverpool<br>British<br>4BHCem<br>40tFPT37t | C.2Cy.22"&44"-27" (a)<br>90lb ~~45lb~~ 30lb 80HP<br>1SB,3pf,GS50,HS1601<br>BarrowS.B.Co.(Lim.), Brw | 11″10<br>s 1″2½ | |
| 643<br>QFLV | —<br>W.Deepen -93 | IronScSr<br>1Dk | 158<br>144<br>71 | | | | 1891 | F.W. Wencke<br>Bremerhaven | HochseeFischerei Ges.(Droste, Gehrels&Co Mgrs) | 104·5 | 20·9 | 10·3 | Brmrhavn<br>German | C.2Cy.17¾"&30¾"-21⅝"<br>H.Paucksch,Lndsbrg,A.W | | G |
| 644<br>63583<br>JQHC | Annie Ainslie<br>~~A.Grieves91-94~~<br>P.Millar86-94 | IronScSr<br>ssNwc.No.3-8,88<br>~~ssCff.No.1-91~~<br>ssCff.No.2-94 2Dks3trB | 1326<br>1314<br>847 | ✠ 80A1<br>12,94 ~~2,94~~<br>✠NB81<br>~~BS2,91~~ | Npt<br>A&CP<br>~~LMC9,91~~ Cff | p | 1870<br>2mo<br>12,94 | M.Pearse &Co.<br>Stockton | Nelson,Donkin&Co | 248·6<br>len72<br>BK8"<br>WB= | 30·4 | 23·2 | London<br>British<br>4BHCem<br>DBa47'f70' | C.2Cy.26"&50"-30"<br>70lb 30lb NDB81 98HP<br>2SB,4pf,GS84<br>N.E.MarineE.C.(Lim.)Sld. | 24″7<br>s 4″9 | |
| | Now named "Margaretha," See No. 69 in Supplement. | | | | | | | | | | | | | | | |
| 645<br>HTVS | Annie Therese<br>C.O.Ramström91-91 (exCyclop) | IronSc3MstSr<br>1Dk2trB | 1098<br>873<br>812 | | | | 1873 | Reihst. SchiffsWrft<br>Hamburg | Rederiaktieb. "Nordstjernan" (A.Johnson) | 232·5<br>Q122' B25' H26t<br>F32' | 28·4 | 16·7 | Stockholm<br>Swedish | 2Cy.28"&50"-33"<br>NB86 120HP<br>ReiherstgSchiffsWft.Ham | | V |
| 646<br>98542<br>LVKB | Annie Walker<br>A.Walker<br>— | IronScSr<br>1Dk<br>ssAbn.No.1-94 | 123<br>114<br>36 | ✠100A1<br>StmTrawler<br>~~10,94~~ ~~4,94~~ 2,95 | Abn<br>LA&CP<br>✠LMC~~9,90~~ | | 1890<br>9mo<br>10,94 | A.Hall&Co<br>Aberdeen | T.Walker | 96·0<br>BK6½" | 20·1 | 10·3 | Aberdeen<br>British<br>4BHCem | C.2Cy.18"&34"-24" (s)<br>100lb 50HP<br>1SB,2pf,GS36<br>A.Hall&Co.,Aberdeen | 10″11 | |
| 647<br>HNLG | Annika<br>E.Vlassopulo<br>(exPensher)<br>Well deck | IronScSr<br>3rdSurvey,Msl.4,94<br>1Dk(Irn)2trB | 1516<br>1177<br>991 | ✠ A1✱1<br>4,94 | Msl<br>LMC4,94 | Lv | 1882<br>4mo | ShortBros.<br>Sunderland | E.Vlassopulo&Co. | 240·0<br>P66tQ78tB120t<br>H47tF28t BK8½'<br>WB=D | 35·1 | 18·0 | Piræus<br>Greek<br>4BHCem<br>Baf&uE&B | C.2Cy.31"&57"-36"<br>75lb 99HP<br>2SB.4f<br>J.Dickinson,Sunderland | 19″10<br>s 2″1 | D |
| 648<br>5 | Annina<br>V.Ajello93-93 (exNil) | IronScSr<br>1Dk | 715<br>664<br>433 | | | | 1864 | Act.Ges. Vulcan<br>Stettin | R.Mineo | 213·9 | 27·9 | 18·2 | Catania<br>Italian | C.4Cy.27¾"&51½"-27"<br>120HP<br>Act.Ges.Vulcan,Stettin | | |
| 649<br>884<br>HTVP | Annona<br>O.T.Kjellberg90-90<br>Well deck (exFaithlie) | IronScSr<br>ssGot.No.2-92<br>1Dk(Irn) | 502<br>366<br>353 | ✠100A1<br>5,93<br>~~BS7,93~~<br>10,94 | Lon<br>LA&CP<br>✠LMC4,92 | h | 1884<br>4mo | A.Hall&Co<br>Aberdeen | Rederiaktieb. Avena (R.M.Thorburn, Mgr.) | 165·1<br>Q49'B44'H14tF21'<br>BK7'<br>WB=DB | 24·2 | 12·5 | Uddevalla<br>Swedish<br>5BHCem<br>a28'f38'100t | C.2Cy.22"&40"-27" (s)<br>90lb ~~45lb~~ 52lb 70H<br>1SB,3pf,GS40<br>Hall,Russell &Co.,Abn. | 13″3<br>1″4 | |
| 650<br>86266<br>WHBL | Anselm<br>J.Macartney80-84 | IronScBn | 1562<br>1379<br>998 | | | | 1882 | A.Leslie& Co.<br>Newcastle | TheBoothSteamshipCo.(Lim.) | 271·0<br>P55t | 33·8 | 22·9 | Liverpool<br>British | C.2Cy.28"&55"-48"<br>140H<br>R.Stephenson&Co.,Nwc. | | BT till ~~2,95~~ 3,96 |
| 651<br>JCLB | Anselmo<br>J.Naraliega73-75 (exPaz)<br>Well deck | IronScSr<br>1Dk2trB | 785<br>593<br>495 | ✠<br>5,75 | Sld<br>A&CP | | 1875<br>3mo | R.Thompson,jun.<br>Sunderland | Olavarria,Lozano &Co. | 200·9<br>P109' F19'<br>WB=DBa48'f81'150t | 28·1 | 15·5 | Gijon<br>Spanish<br>4BHCem | C.2Cy.27"&51"-33"<br>110HP<br>Black,Hawthorn&Co.,Gts | | |
| 652<br>NSDG | Ansgar<br>V.Larsen81-84 | IronScSr<br>2Dks | 1365<br>902<br>839 | | | | 1879 | Burmeister &Wain<br>Copenhagen | Dampskibsselsk. "Danmark" (T.Sonne&Co., Mgrs.) | 242·3 | 31·0 | 15·9<br>22·7 | Copnhagn<br>Danish<br>WB | C.4Cy.21"&42"-30"<br>120HP<br>Burmeister&Wain,Cpn. | | V |
| 653<br>JWQC | Ansgarius<br>Th.Middelthon | WoodScSr<br>1Dk | 506<br>435<br>309 | | | | 1890 | Ro.Hærem<br>Stavanger | E.Berentsen | 157·4<br>B65t | 26·4 | 15·8 | Stavanger<br>Norwegian | T.3Cy.11",18"&29"-24"<br>45HP<br>AkersMek.Værksted.Xia | | R |
| 654<br>97939 | Anster Fair<br>D.Birrell92-92<br>GIB | WoodScK<br>1Dk | 88<br>82<br>11 | ✠ 9A—<br>For fishing purposes<br>9,92 | Lth<br>✠LMC9,92 | | 1892<br>8mo | W.Jarvis<br>Anstruther | AnstrutherSteam LineFishingCo. (Lim.) | 89·0 | 18·6 | 8·9 | Kirkcaldy<br>British | C.2Cy.14"&28"-20" (s)<br>100lb 34HP<br>1SB,2pf,GS33,HS304<br>J.Cran&Co.,Leith | | |
| 655<br>87710<br>JGLF | Ant<br>J.Motyer -93<br>Well deck | IronScSr<br>ssLon.No.2-91<br>1Dk2trB | 1133<br>848<br>710 | ✠100A1<br>1,94<br>~~BS4,90~~<br>8,94 | Nwc<br>A&CP<br>✠LMC3,91 | m | 1883<br>8mo | W.Gray& Co.<br>WHartlepool | C.&G.Jamieson | 225·0<br>P27' Q52' B58' F31'<br>drp92 BK8'<br>WB=DBa 63'f88'236t | 31·5 | 14·9 | Glasgow<br>British<br>4BHCem<br>APT10t | C.2Cy.27"&50½"-33" (b)<br>80lb 50lb 99HP<br>1SB,3pf,GS47<br>Blair&Co.(Lim.),Stockton | 16″1<br>s 1″4½ | |
| 656<br>65934<br>SCLB | —<br>R.Roberts -91 | IronScSr<br>ssCly.No.3-2,85<br>ssLiv.No.2-93<br>1Dk | 188<br>153<br>97 | ✠90A1<br>4,94<br>~~B&MS4,93~~<br>BS8,94 | Liv<br>A&CP | c | 1872<br>4mo | J.Reid&Co<br>PortGlasgow | Ant.S.S.Co.(Lim.) (R.&D.Jones) | 110·3<br>Q15tF8t<br>BK7" | 20·5 | 10·3 | Liverpool<br>British<br>4BHCem | C.4Cy.8"&15"-18"<br>70lb NB79 52HP<br>1SB<br>Cmp.79 S.Baker,Liverpool | 10″6<br>s 1″2 | |
| 657<br>98717 | — | IronScK<br>1Dk<br>ssBos.No.1-94 | 158<br>145<br>69 | ✠100A1<br>StmTrawler<br>8,94 ~~1,94~~ | Hul<br>LA&CP<br>✠LMC~~1,91~~ 8,94 | | 1891<br>1mo | Cochrane, Cooper& Schofield<br>Beverley | BritishSteam TrawlingCo. (Lim.) | 101·4<br>Q19'F19'<br>BK7½" | 20·5 | 11·0 | Hull<br>British<br>3BHCem | T.3Cy.11½",18"&30"-22" (s)<br>160lb 45HP<br>1SB.2cf,GS26,HS680<br>C.D.Holmes&Co.,Hull | 11″10 | |
| 658<br>HGVT | Antarctic<br>L.Christensen -93 (exCapNor) | WoodScBk<br>1Dk | 346<br>315<br>226 | | | | 1871 | J.Jörgensen<br>Drammen | Rederiselskabet "Antarctic" (SvendFoyn) | 136·0<br>Q33' | 29·2 | 15·7 | Tönsberg<br>Norwegian | C.2Cy.<br>45HP<br>NylandsVerks,Christiania | | |
| 659<br>93435 | Antelope<br>J.LeFeuvre -93 | SteelTwinScSr | 668<br>479<br>202 | | | | 1889 | Laird Bros.<br>Birkenhead | GreatWestern RailwayCo. | 235·5<br>Q22t F3t | 27·6 | 13·1 | Milford<br>British | T.6Cy.16½",26"&41"-30"<br>300HP<br>LairdBros.,Birkenhead | | BT till ~~8,95~~ 2,96 |
| ~~660~~<br>~~NFGV~~ | ~~Antenor~~<br>~~J.Grier91-94~~ | IronScSr<br>2Dks | ~~2113~~ 2147<br>~~1949~~ 1949<br>~~1376~~ 1378 | | | | 1872 | A.Leslie& Co.<br>Newcastle | ~~Nederl.Stoomv. Maats."Oceaan"~~<br>~~Ocean S.S.Co.~~ | 322·0 | 33·7 | 25·6 | ~~Amstrdam~~<br>~~Dutch~~ ~~British~~<br>~~Liverpool~~<br>Japanese | C.2Cy.28½"&61"-45"<br>NB84 250HP<br>R.Stephenson&Co.,Nwc. | | D |
| | Now named "Tateyama Maru," See No. 32 in Supplement. | | | | | | | | | | | | | | | |
| 661<br>107008 | Anthony Groves, Jr. | IronSc | 605<br>—<br>482 | | | | 1893 | TheChas. Hilman S.B.&E.Co.<br>Philadelphia | Baltimore&Philadelphia S.B.Co. | 199·2 | 23·2 | 8·6 | Phildlphia<br>Utd.States | C.2Cy.20"&40"-28"<br>C.HillmanS.&E.B.Co.,Phl. | | R |
| 662<br>98434 | Anthony Radcliffe<br>~~J.Phillips -94~~<br>E.H.Dolton | SteelScSr<br>1Dk(Stl)&<br>Webframes&ptAwngdk(Stl) | 2866<br>2080<br>1815 | ✠100A1<br>ptAwngdk<br>withfreeboard<br>~~6,94~~ ~~2,94~~<br>12,94 | Cff<br>LA&CP<br>~~Npt~~<br>✠LMC9,93 | t | 1893<br>9mo | Palmers' Co.(Lim.)<br>Newcastle | AnthonyRadcliffe S.S.Co.(Lim.) (E.Thomas,Radcliffe&Co.) | 315·8<br>P27'Q52'<br>ptAwngdk236' FK<br>WB=CellDB226' | 43·0 | 19·6 | Cardiff<br>British<br>6BHCem<br>500tAPT15t | T.3Cy.22½",36½"&61"-42"<br>160lb 80lb (s) 229HP<br>2SB,6rf,GS120,HS3518<br>Palmers'Co.(Lim.),Nwc. | 20″11<br>s 8″10 | |
| 663<br>90910 | Antilia<br>C.F.Montell -93<br>Well deck | SteelScSr<br>1Dk | 929<br>614<br>588 | ✠100A1<br>11,93 | NYk<br>LA&CP<br>✠LMC3,93 | k | 1893<br>3mo | Grangmth DockyardCo.<br>Grangemouth | BahamasS.S.Co. (Lim.) | 200·0<br>P&B144'F27'<br>BK7½"<br>WB=CellDB161' 198t FPT | 30·2 | 12·3 | NassauNP<br>British<br>4BHCem<br>60tAPT30t | T.3Cy.17",27"&44"-33" (a)<br>160lb 80lb 99HP<br>2SB,4pf,GS71,HS1960<br>Hutson&Son,Glasgow | 14″9<br>s 1″5 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Francs-bords en milliers de navire. pds. p |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 664 | **Antilles** | IronScSr | 1326 | ✠100A1 | Lon | *p* | 1881 | Napier, | ~~Antilles S.S.Co.~~ | 270·3 \| 33·6 \| 17·1 | Dunkirk | C.2Cy.34″&52″–36″ (*a*) | 19 ″ |
| ~~85073~~ | *A.W.Hambly* ~~–93~~ | *ss*Lon.No.3–6,90 | 1215 | ~~10,92~~ 9,94 | LA&CP | | 9mo | Shanks&Bell | ~~(Lim.)~~ | P44′ B51′ F31′ | London | 75lb *45lb* 160HP | s 3 ″ |
| ~~WDVG~~ | | *ss*Lon.No.1-94 1*Dk*(*Irn*) | 847 | ~~BS8,95~~ ✠LMC~~8,98~~ 9,94 | | | | Glasgow | ~~Scratton S.&Co.~~ | BK9″ | British | 1*BHCem* | |
| | | | | | | | | | N.Dubuisson | *WB*=*Cell* | French | 1DB,*6pf*,GS98 | |
| 665 | **Antinojenes** | IronTwinScSr | 1277 | | | | 1892 | Neafie& | Menendez&Co. | 238·0 \| 35·0 \| 20·5 | Cienfuegos | C.4Cy.20″&40″–28″ | |
| | Menendez | 2*Dks* | — | | | | | LevyS.& | | | Spanish | | |
| HCPS | *Vior* | | 841 | | | | | E.B.Co. | | | | Neafie&LevyS.&E.B.Co., | |
| | | | | | | | | Philadelphia | | | | Philadelphia | |
| 666 | **Antiquary** | SteelScSr | 1030 | ✠100A1 | Lth | *m* | 1889 | W.Dobson | G.Gibson&Co. | 210·0 \| 30·1 \| 16·3 | Leith | T.3Cy.17″,28″&46″–30″ (*s*) | 17 ″ |
| 95216 | *J.Potts*89–89 | 1*Dk*(*Stl*)*&Webframes* | 790 | 5,95 ~~4,96~~ 5,94 | LA&CP | | 12mo | &Co. | | P24′ Q51′ B49′ F23′ | British | 150lb *50lb* 100HP | s 1 ″ |
| LMKP | *Well deck* | *ss*Lth.No.1-94 | 669 | ✠LMC~~12,96~~ 5,94 | | | | Newcastle | | FK | | 1SB,*3pf*,GS54 | |
| | | | | | | | | | | *WB*=*Cell* | | *DB*114′155*t* | NEMarineECo(Lim.)Nwc |
| 667 | **Antisana** | SteelScSr | 3584 | | | | 1893 | Harland& | Pacific3tm.Nav. | 360·8 \| 43·2 \| 19·5 | Liverpool | T.3Cy.24″,39½″&66″–48″ | |
| 102081 | *C.Yates* –93 | 2*Dks* | 2341 | | | | | Wolff(Lim.) | Co. | P40′ B96′ F42′ | British | 353HP | |
| NBCV | | | 2317 | | | | | Belfast | | | *WB* | Harland&Wolff(Lim.),Bel | |
| 668 | **Anton** | IronScSr | 505 | | | | 1882 | G.Howaldt | Sartori&Berger | 163·0 \| 22·7 \| 17·8 | Kiel | C.2Cy.20″&36″–21″ | |
| Condemned 2.95 | *A.Herrmann* | 1*Dk&Spar dk* | — | | | | | Kiel | | | German | 60HP | |
| LCKH | | | 396 | | | | | | | | *WB* | G.Howaldt,Kiel | |
| 669 | **Antona** | IronSc3MstSr | 517 | | Gls | | 1863 | Barclay, | J.Clark | 190·1 \| 26·8 \| 14·0 | Glasgow | C.2Cy.24″&47″–30″ | |
| 45965 | *W.Black* –92 | *ss*Cly.No.3–8,74 | 479 | 1,90 | | | 4mo | Curle&Co. | | P22′ | British | NB80 90HP | |
| VGMH | | *ss*Gls.No.2–83 | 336 | | | | | Glasgow | | ND77 | 1*BHCem* | *Cmp*.80.J.&T.Young,Ayr | |
| | | 2*Dks&fpt Shelter dk* | | | | | | | | | | | |
| 670 | **Antonie** | IronScSr | 181 | | | | 1879 | G.Howaldt | Sartori&Berger | 96·5 \| 20·9 \| 12·2 | Kiel | C.2Cy.13½″&21″–16″ | |
| | *J.Galster*76–83 | 1*Dk* | — | | | | | Kiel | | | German | 25HP | |
| LCHG | | | 134 | | | | | | | | | Schweffel&Howaldt | |
| 671 | **Antonina** | SteelScSr | 2396 | | | | 1893 | Blohm& | Hamburg-Süd- | 280·0 \| 38·0 \| 26·9 | Hamburg | T.3Cy.21″,34″&56″–39″ | |
| | *H.Schütterow*86–93 | 2*Dks* | 2096 | | | | | Voss | amerik.Dampf- | P19′ B75′ F36′ | German | | |
| RJTW | | | 1678 | | | | | Hamburg | schifffahrtsGes. | | *WB* | Blohm&Voss,Hamburg | |
| 672 | **Antonio** | IronScBg | 1858 | ✠100A1 | Bry | *s* | 1877 | W Doxford | TalbotSSCo.(Lim) | 280·0 \| 34·0 \| 23·9 | London | T.3Cy.19″,30½″&59″–39″ (*s*) | 25 ″ |
| 77017 | *A.Keys* –92 | *ss*Sld.No.3–8,90 | 1741 | 8,94 ~~11,92~~ | A&CP | | 6mo | &Sons | (T.BowenRees& | P29′ B24′ F31′ | British | 160lb ~~80lb~~ ND90 160HP | s 5 ″ |
| RBPM | | 2*Dks*(1*Irn*)3*trB* | 1214 | ✠NB8,90 | LMC~~8,98~~ 8,94 | | | Sunderland | Co.,*Mgrs.*) | ptND90 BK9½″ | 5*BHCem* | 2SB,*6pf*,GS86 *70lb* | |
| | | | | | Cff | | | | | *WB*=*DBa*75′121*t* | *MT*36′350*t* | *Tpd*.90G.Clark(Lim.),Sld. | |
| 673 | **Antonio Lopez** | ~~SteelScBk~~ | 3460 | ✠100A1 | Liv | *x* | 1881 | W.Denny | CompaniaTras- | 384·0 \| 42·2 \| 27·4 | Cadiz | C.2Cy.57″&102″–60″ (*i*) | |
| | ~~*R.Rock*87–88~~ | ~~*ss*Liv.No.2–89~~ | 3034 | 1,95 ~~3,90~~ | A&CP | | 11mo | &Bros. | atlantica | P101′ B48′ F58′ | Spanish | 80lb *20lb* 750HP | |
| HBCJ | *D.S.Moreno* | 3*Dks*(2*Stl U*–ws) | 1979 | ~~BS1,95~~ | ✠LMC~~8,99~~ 9,94 | | | Dumbarton | | BK11″ | 3*BHCem* | 3SB,*18cf*,GS372 | |
| | | *ss*Cdz.No.3-1,90 | | | Cdz | | | | | *WB*=*Cell* | *DB*322′523*t* | Denny&Co.,Dumbarton | |
| 674 | — | SteelSc | 128 | | | | 1886 | ..... | Cia.Gral. | 104·4 \| 19·1 \| 5·3 | Manila | | |
| | | | — | | | | | SanNicolas, | deTabacos | | Spanish | | |
| HCSK | | | 58 | | | | | Manila | | | | | |
| 675 | **Antonio Zambrana** | SteelScSr | 505 | | | | 1890 | Akers | Et.Actieselskab | 165·2 \| 26·1 \| 12·8 | Xiansund | T.3Cy.13″,21″,&33″–27″ | |
| | *O.Krogh* | 1*Dk* | 383 | | | | | Værksted | (P.W.Petersen) | Q32*t* B63*t* H9*t* | Norwegian | 60HP | |
| JSCL | | | 354 | | | | | Christiania | | F17*t* | | AkersMek.Værksted,Xia. | |
| 676 | **Antonios Stathatos** | IronScSr | 1516 | ✠100A1 | Shl | *p* | 1883 | J.Read- | StathatosBros. | 249·0 \| 36·0 \| 17·5 | Ithaca | C.2Cy.29″&54″–36 (*i*) | |
| 2 | ~~*Canarias*~~ | *ss*Cff.No.2–91 | 1232 | ~~12,94~~ 12,94 2,95 | LA&CP | | 7mo | head&Co. | | Q95′ B52′ F26′ | Greek | 80lb *50lb* 130HP | |
| HDCP | *Well deck* *Remandas* | 1*Dk*(*Irn*)2*trB* | 976 | BS~~6,98~~ 6,94 | ✠LMC5,91 | | | S.Shields | | BK9″ | 4*BHCem* | 1SB,*4pf*,GS61 | |
| | | | | | Cff Ant | | | | | *WB*=*DBa*74′*f*64′343*t* | | J.Readhead&Co.,S.Shields | |
| 677 | **Antrim** | SteelScSr | 492 | ✠100A1 | Bel | *h* | 1888 | M'Ilwaine, | AntrimIronOre | 174·0 \| 26·2 \| 12·5 | Belfast | T.3Cy.17″,27″&44″–30″ (*s*) | 13 ″ |
| 93173 | *J.Gray*93–94 | *ss*Bel.No.1–92 | 374 | ~~10,94~~ 11,94 2,95 | A&CP | | 8mo | Lewis&Co. | Co.(Lim.) | Q&B101′F27′ | British | 160lb *50lb* 98HP | s 1 ″ |
| KTNV | *Well deck* | 1*Dk*(*Irn*)*FloorsIrn* | 174 | BS10,94 | ✠LMC2,92 | | | Belfast | | Irp94 BK7″ | 5*BHCem* | 1SB,*3rf*,GS49,HS1496 | |
| | | | | | | | | | *WB*=*DBa*28′ | 52*t* *MT*17′37*t* *FPT* | 12*tAPT*22*t* | M'Ilwaine,Lewis&Co.,Bel. | |
| 678 | **Antverpia** | SteelScSr | 551 | ✠100A1 | Mdb | *i* | 1887 | R.Dixon& | DeClerck&Van | 175·0 \| 26·6 \| 12·3 | Antwerp | T.3Cy.15″,25″&40″–30″ (*s*) | 14 ″ |
| | ~~*Axfstan*~~ | *ss*Ant.No.1–92 | 439 | 4,95 ~~4,94~~ | A&CP | | 11mo | Co. | Hemelryck | Q111′F22′ | Belgian | 160lb *80lb* 80HP | |
| MBCL | (*ex*Eugalia) *D.Persyn* | 1*Dk*(*Irn*) | 348 | BS8,94 | ✠LMC2,92 | | | Middlesbro' | | Irp94 BK7½″ | 4*BHpt Asp* | 1SB,*2cf*,GS36 | |
| | *Well deck* | | | | Ant | | | | *WB*=*CellDB*132′140*t* | | *pt Cem* | Blair&Co.(Lim.),Stockton | |
| 679 | **Antwerp City** | SteelScSr | 3229 | ✠100A1 | Sld | *u* | 1894 | J.Priest- | Furness,Withy& | 339·5 \| 42·0 \| ~~27·5~~ | W.Hartlpl | T.3Cy.25″,40″&67″–45″(*s*) | 21 ″ |
| 102719 | *J.A.Jacobsen*89–94 | 1*Dk*(*Stl*)*&Spardk* | 3039 | *Spar dk* | A&CP | | 6mo | man&Co. | Co.(Lim.) | B64′ 20·3 | British | 160lb *80lb* 260HP | s 6 ″ |
| NJWK | | (*Stl*)*&Webframes* | ~~2136~~ 2108 | ~~6,94~~ 12,95 | Hpl | ✠LMC6,94 | | Sunderland | | Irp95 BK10½″ 27·5 | 5*BHCem* | W.Allan&Co.,Sunderland | |
| | | | | (*Class Contem plated*) | | | | | | *WB*=*DBa*112′*f*124′ | 753*t* | 2SB,*8pf*,GS114HS4400 | |
| 680 | **Antwerpen** | Iron&SteelScSr | 1712 | ✠ | Ant | *q* | 1887 | C.S.Swan& | ForenedeDamp- | 264·0 \| 35·3 \| 18·3 | Copnhagn | T.3Cy.20″,33″&54″–36″ | 19 ″ |
| | *H.Caroc*77–87 | 1*Dk*(*Irn*)2*trB* | 1389 | 4,91 | A&CP | | 9mo | Hunter | skibsselskab | P25′ Q62′ B70′ | Danish | 130HP | |
| NWKC | | *Platinghalf-lengthamidships Stl* | 1098 | | ✠ | | | Newcastle | | F30′ BK9″ | 4*BHCem* | 2DB,*6pf*,GS86,HS2620 | |
| | *Well deck* | | | | | | | | | *WB*=*DBa* | 70′*f*116′270*t* | WallsendSlipwayCo. Nwc. | |
| 681 | **Anubis** | SteelScSr | 2406 | ✠100A1 | Liv | *t* | 1890 | Aitken& | MossS.S.Co.(Lim.) | 320·0 \| 39·0 \| 20·0 | Liverpool | T.3Cy.24″,39″&64″–45″ (*s*) | 23 ″ |
| 97597 | *Crook* –92 | 2*Dks*(*Irn-Uws*) | 2097 | 12,94 ~~4,94~~ | A&CP | | 4mo | Mansel | | P26′ B114′ F38′ | British | 160lb *80lb* 290HP | |
| | *Elec.light* | *Floors&KeelsonIrn* | 1523 | | ~~LMC3,90~~ | | ~~2,94~~ | Glasgow | | FK | 5*BHCem* | 2DB,*8cf*,GS145 | |
| | | *ss*Liv.No.1-94 | | | | | | | | *WB*=*Cell* *DB*53′147*t* | *MT*30′263*t* | D.Rowan&Son,Glasgow | |
| 682 | **Anvers** | IronScBn | 2586 | ✠100A1 | Lon | *u* | 1882 | Barclay, | Soc.Columba Belge | 325·1 \| 37·2 \| 27·3 | Antwerp | C.2Cy.36″&68″–48″ (*a*) | 28 ″ |
| | *T.Hill* –93 | *ss*Lon.No.2–90 | 2449 | 4,93 | LA&CP | | 2mo | Curle&Co. | deNav. | B20′ F35′ | Belgian | 80lb 270HP | s 5 ″ |
| | (*ex*Pelican) | 3*Dks*(1*Irn*) | 1689 | BS8,93 | ✠LMC5,90 | | | Glasgow | | BK11″ | 5*BHCem* | 2DB,*4cf*,GS136 | |
| | | | | | | | | | | *WB*=*DB* | *a*52′*f*70′225*t* | Barclay,Curle&Co.,Gls. | |
| 683 | **Aomori Maru** | WoodSr | 201 | | | | 1882 | E.C.Kirby | KanoKisenKaisha | 119·7 \| 15·6 \| 9·0 | Kamaishi | 2Cy. | |
| 776 | *Miura Kinzo* | (*ex*HokuyoMaru) | 189 | | | | | &Co. | | | Japanese | 15HP | |
| HFKD | | | 125 | | | | | Kobe | | | | | |
| 684 | **Aorangi** | SteelScBk | 4196 | ✠100A1 | Lon | *x* | 1883 | J.Elder& | NewZealandShip- | 389·0 \| 46·0 \| 23·7 | London | C.2Cy.46″&88″–57″ (*a*) | 25 ″ |
| 76068 | *J.A.Sutcliff*86–87 | *ss*Lon.No.2–92 | 2755 | *Spar dk* | LA&CP | | 10mo | Co. | pingCo.(Lim.) | P36′ B124*t* 31·9 | British | ~~140lb~~ *90lb* 90lb 600HP | s 9 ″ |
| VSMG | | 2*Dks*(1*Stl*) | 2700 | ~~7,94 2,94~~ 1,95 | | | | Glasgow | | F57*t* BK11″ | 8*BHCem* | 3DB,*18cf*,GS390 | |
| | *Elec.light* | *f*1*pt Stl*)*&Spardk* | | ~~BS10,98~~ 2,90 | ✠LMC7,92 | | | | | | | J.Elder&Co.,Glasgow | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. *ft. in* | 15 Letter Registers in which classed. Details of R. of F. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **685** 98084 | **Apa** **SteelTwinScSr** *E.A.H.Mayne*90–90 *ss*B.As.No.1–94 1*Dk*(*Irn*) | 433 399 258 | ✠ A1 *For River pur* 3,94 | B.As *poses only* LA&CP | | 1890 5mo | R.Duncan &Co. Pt.Glasgow | ParaguayanDevelopementC.(Lim.) (HoulderBros.& Co.,*Mgrs.*) | 159·9 B26′ | 33·1 | 9·0 FK | London British *WB*=*APT*40*t* | T.4Cy.(2)9″,18″&32″–22″(*s*) 150lb *60lb* 60HP 1SB.*2cf*,GS38,HS1030 Rankin&Blackmore,Grk. | 9 ″ 7 | |
| *Now named "Carangola," See No. 76 in Supplement.* | | | | LMC3,94 | | | | | | | | | | | |
| **686** LMGP | **Apenrade** **SteelScSr** *J.Hollmann*91–91 1*Dk*&*Spardk* | 973 881 696 | | | | 1891 | Blohm& Voss Hamburg | **M.Jebsen** | 215·0 B31′ | 30·0 | 17·6 | Apenrade German | T.3Cy.15½″,25½″&39½″–33″ 150HF Blohm&Voss,Hamburg | | G |
| **687** 98940 | **Apex** **SteelScSr** *W.Gipson* –94 *ss*Shl.No.1–93 (*ex*Duquesa de Vistahermosa) *Well deck* 1*Dk*(*Stl*)2*trB* | 2342 1915 1477 | ✠100A1 5,94 ~~3,04~~ | Cff A&CP LMC4,93 Lon | *s* | 1889 2mo | PalmersCo (Lim.) Newcastle | "Apex"S.S.Co. (Lim.)(Newman &Dale) *WB*= *Cell DBu E&B* | 290·0 Q109′B68′F33′ 40′ 115*t* *MT*30′448*t* | 40·2 | 18·3 FK 5*BHAsp* &22′395*t* | London British | T.3Cy.22″,35″&58″–42″ (*s*) 160lb ~~165lb~~ *80lb* 220HF 2SB.*6pf*,GS99 NDB94 Palmers'Co.(Lim.),Nwc. | 21 ″ 4 *s* 2 ″ 5½ | D |
| **688** 136 HCFG | **Apis** **IronScSr** *Tellner*71–87 2*Dks* | 1211 1082 717 | | | | 1869 | W.Denny &Bros. Dumbarton | LloydAustriaco | 248·0 | 31·0 | 21·5 | Trieste Aust.-Hung. | C.2Cy.31″&56″–36″ 134HF Denny&Co.,Dumbarton | | |
| *Now named "Aphroditi" See No. 41 in Supplement.* | | | | | | | | | | | | | | | |
| **689** 93122 KPVS | **Apollo** **SteelScSr** (*MISSING SINCE 2,94*) *J.Douglas* –87 *Elec.light* | 3163 3066 2054 | | | ... | 1887 12mo | Earle'sS.B. Co.(Lim.) Hull | T.Wilson,Sons& Co.(Lim.) | 330·4 B70′ | 41·2 | 29·0 | Hull British | T.3Cy.25″,40″&66″–48″ 300HF Earle'sS.B.Co.(Lim.),Hull | 30 ″ 4 *s* 6 ″ 5½ *w* 6 ″ 10 | |
| **690** 190 HCFL | — **IronScSr** *Radimiri*64–87 2*Dks* | 1710 1540 1037 | | | | 1866 | W.Denny &Bros. Dumbarton | LloydAustriaco | 270·0 | 35·0 | 24·5 | Trieste Aust.-Hung. | C.4Cy.29½″&54″–36″ 236HF Denny&Co.,Dumbarton | | |
| **691** QDRL | — **IronScSr** *B.Pieper* –93 1*Dk*&*Spardk* | 643 371 517 | | | | 1883 | Möller& Holberg Stettin | Dampfschifffahrts Ges."Neptun" | 168·9 | 26·3 | 11·3 18·4 | Bremen German | C.2Cy.18″&30″–21″ 50HF Möller&Holberg,Stettin *WB* | | GV |
| **692** RHMK | — **IronSc3MstSr** *J.Blankau*93–93 *ss*Brw.No.3–6,85 *ss*Ham.No.2–94 1*Dk* | 489 400 308 | ✠90A1 4,94 ~~NB5,85~~ ~~BS11,94~~ | Ham A&CP LMC7,93 | *h* | 1874 4mo | Barrow ShipB.Co. Barrow | Dampfschifffahrts Act.Ges."Albis" | 182·0 Q47′B28′F24′ | 24·1 | 12·4 BK7″ | Hamburg German *3BHCem* *WB*=*FPT* | C.2Cy.20″&37½″–32″ (*a* 60lb *60lb* NDB85 70HF 1SB.*2cf*,GS36 BarrowS.B.Co.(Lim),Brw | 13 ″ 4 | |
| **693** 95039 | **Apolo** **SteelPadSr** *M.Vucassovich* 1*Dk*(*pt Stl*)&*Awngdk* | 1255 691 693 | | Dmb *poses only* LA&CP | | 1883 3mo | W.Denny &Bros. Dumbarton | LaPlatenseFlotillaCo.(Lim.) | 255·6 P167*t* F112*t* | 30·1 | 12·7 FK | Glasgow British 4*BHCem* | C.O.2Cy.44″&77″–72″ 262HF W.Denny&Co.,Dumbarton | | |
| **694** HCTV | **Apostol** **Iron** | 297 — 119 | | | | 1859 | ..... England | A.Millan | 150·9 | 22·8 | 13·2 | Seville Spanish | C.2Cy.22″&39″ 70HF England | | |
| **695** 102704 NDMK | **Appomattox** **SteelScSr** *H.Holland* –93 1*Dk*(*Stl*) &*Spar dk*(*Stl*&*Irn*)&*Web frames* *Elec.light* | 2875 2703 1821 | ✠100A1 *Spar dk* 12,94 ~~3,94~~ | Lon A&CP LMC9,93 | *v* | 1893 9mo | Furness, Withy&Co. (Lim.) W Hartlepool | Chesapeake&Ohio S.S.Co.(Lim.) | 345·0 P167′ F112′ *WB*=*Cell DB*280′ | 41·2 | 18·6 26·1 BK10″ | W. Hartlpl British 6*BHCem* 492*t APT*13*t* | T.3Cy.28″,44″&72″–48″ (*s*) 160lb *80lb* 412HP 2DB,*12cf*,GS187,HS6981 T.Richardson&Sons,Hpl. | 21 ″ 2 *s* 5 ″ 10 | |
| **696** MBCP | **Apscheron** **SteelSc3MstSr** *vonLübke* (*ex*Era) 1*Dk*(*Stl*)&*Spardk*(*Stl*)&*Webframes* *Elec.light* *Carrying Petroleum in bulk* | 1851 1827 1195 | | | ... | 1887 1mo | Palmers' Co.(Lim.) Newcastle | Soc.Anon.pour l'Importation des Huiles de Graissage | 271·0 B36′ | 37·2 | 15·2 22·5 FK | Antwerp Belgian 4*BHCem* *WB* | T.3Cy.21″,34″&57″–39″ 180HF Palmers'Co.(Lim.),Nwc. | 16 ″ 9 *s* 5″ 6½ | V |
| **697** | **Apurinan** **IronPadSr** *Borralho* | — — 404 | | | | 1884 | Pusey& JonesCo. WlmngtnDel | Levy,Ferreira &Co. | 160·0 | 30·0 | 8·0 | Para Brazilian | C.2Cy.24″&72″ | | |
| **698** 96203 LMVH | **Aquarius** **IronScYl** *J.Cutting*87–89 1*Dk* *ss*Gms.No.1–94 | 165 154 81 | ✠100A1 *Well fishing vessel* ~~1,94~~ ~~7,98~~ ~~1,98~~ 5,95 ~~LMC3,99~~ | Gms LA&CP LMC1,94 | | 1889 8mo | Mackie& Thomson Glasgow | Grimsby&N.Sea SteamTrawling Co.(Lim.) | 103·3 Q44′F21′ | 20·6 | 11·4 BK7½″ | Grimsby British 3*BHCem* | T.3Cy.11″,16½″&27″–22″ (*s*) ~~160lb~~155lb 40HP 1SB.*2pf*,GS33 Muir&Houston,Glasgow | 12 ″ 0 | |
| **699** | **Aquila** **SteelTwinScSr** *Rodrigues* *ss*MVo.No.1–94 1*Dk*(*Stl–ws*)&*Awngdk*(*pt Stl–ws*) *Elec.light* | 2627 2292 1448 | ✠100A1 *Awng dk* *withfreeboard* 1,94 ~~8,99~~ | Nwc LA&CP MVo LMC~~8,99~~ 1,94 | *t* | 1889 8mo | Wigham Richardson &Co. Newcastle | Government of Chili | 339·5 P56′F52′ | 39·2 | 17·6 25·7 BK9″ | Valparaiso Chilian 6*BHCem* | T.6Cy.29½″,45″&75″–42″ (*s*) 150lb *45lb* 658HP 2D&1SB.*16pf*&*3cf*,GS311FD WighmRichrdsn&Co.Nwc. | 18 ″ 9 *s* 10 ″ 3 *w* 10 ″ 6 | |
| **700** 225 | — **IronScSr** *Zino* *ss*Rot.No.3–10,91 (*ex*Wyberton,*ex*Zeeland,*ex*Wyberton) 2*Dks*3*trB* | 1966 1798 1338 | ✠100A1 8,92 BS10,93 | Liv A&CP LMC10,91 | *s* | 1877 10mo | R.Dixon& Co. Middlesbro' | F.Gazzo (Fratelli Gondrand,*Mgrs.*) | 286·0 P86′B26′F36′ ND91ptND92 *WB*=*DBa* | 36·2 BK10″ | 25·5 4*BHCem* 62′*f*44′160*t* | Genoa Italian | C.2Cy.36⅝″&70″–36″ 70lb 220HF 2DB,GS100 T.Richardson&Sons,Hpl. | 26 ″ 9 *s* 4 ″ 11½ | D |
| **701** 18602 MNLC | — **IronPadSr** *E.J.Collings*76–89 | 304 244 94 | | | | 1854 | J.Henderson&Sons Renfrew | Plymouth,Channel Islands&Brittany S.S.Co.(Lim.) J.Constant | 180·4 Q20*t* | 21·0 | 10·9 | Guernsey British | O.2Cy.42″–42″ NB92 110HP M'Nabb&Clarke,Greenock | | BT till ~~1,95~~ 10,95 |
| **702** HJLK | **Aquitaine** **SteelScSr** *Bonnot*78–90 2*Dks*(*Stl*)&*Spardk*(*pt Stl–ws*) | 3215 2967 2048 | ✠ [illegible] *Spar dk* | LMC12,90 | ... | 1891 1mo | Sunderlnd SB.Co.(Lim.) Sunderland | Soc.Gén.deTransportsMaritimes àVap. | 350·5 P46′B102′F53′ *WB*=*Cell DB*276′ | 42·6 | 18·3 26·2 BK10½″ 6*BHCem* 388*t APT*24*t* | Marseilles French | T.3Cy.28″,45″&73″–48″ (*s*) 160lb *80lb* 600HP 2DB.*12cf*,GS230 NEMarineECo.(Lim) Nwc | 21 ″ 0 | V |
| **703** HJLG | — **IronScSr** *A.Renauleand*81–86 *ss*Bdx.No.3–10,93 1*Dk*(*Irn*)2*trB* | 1642 1421 979 | ✠100A1 ~~10,93~~ 3,95 ~~NB10,93~~ | Cff A&CP LMC10,93 Dnk | *r* | 1883 1mo | J.Blumer &Co. Sunderland | Delmas frères | 260·1 P29′B52′F26′ *WB*=*Cell DB*212′456*t* | 38·1 BK9½″ | 17·2 6*BHCem* | LaRochlle French | C.2Cy.31″&60″–39″ 80lb 160HP 2SB.*6pf*,GS87 T.Clark&Co.,Newcastle | 19 ″ 10 *s* 3 ″ 4 | |
| **704** 97806 | **Arab** **SteelScSr** *A.S.Nash* –92 *Elec.light* 1*Dk*(*Stl*)&*Spardk*(*Irn*)3*trB* | 4248 4034 2723 | ✠100A1 *Spar dk* 11,93 LMC8,~~08~~94 | Lon A&CP | *x* | 1890 8mo | Palmers'Co (Lim.) Newcastle | BedouinSteam Nav.Co.(Lim.) (W.&R.Thomson, *Mgrs.*) *WB*=*Cell DB*322′735*t* *FPT* | 375·0 B82′F43′ | 46·3 | 20·4 28·3 FK | Liverpool British 6*BHCem* 76*t APT*35*t* | T.3Cy.28″,45″&74″–48″ (*a* 160lb *90lb* 360HF 2DB,*12rf*,GS200,HS7347 Palmers'Co.(Lim.),Nwc. | 23 ″ 5 *s* 7 ″ 10½ | |
| **705** 76846 SMFJ | — **IronScSr** *J.Tyson*88–89 *ss*Sou.No.3–6,92 2*Dks*(1*Irn*)&*Spardk* | 3192 3088 1962 | ✠100A1 *Spar dk* 5,95 ~~7,99~~ ~~10,04~~ ~~NB11,89~~ | Sou A&CP LMC6,92 | *v* | 1879 1mo | J.&G. Thomson Glasgow | UnionSteamShip Co.(Lim.) | 350·0 B98′ *WB*=*DBa*82′&*between* | 40·2 31·0 BK11″ | 23·6 6*BHCem* *E&B*28′330*t* | S'thamptn British | T.3Cy.33″,52½″&86″–54″ (*s*) 160lb *80lb* 557HP 2DB.*12cf*,GS240 *Tpd*.89J.&J.Thomson,Gls. | 24 ″ 11 | BT till 2,95 |

| 1 Numero d'Ordre. | 2 Nom du Navire. Matériaux, Gréement, etc. | 3 | 4 Tonnage Officiel. | 5 Détails de la Classification. Cote. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | Autres Registres où le navire est coté. Lloyd's |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero Officiel. Signaux | *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | | Total. Sous le Pont. Net. | ✠ Surveillance Spéciale. Date de la dernière Visite. | | | | | | | | | | | | |
| **706** 87737 JCSR | **Arabia** *G.Read* 76–94 | **IronScSr** | 3544 3326 2315 | | | ... | 1883 11mo | D.&W. Henderson &Co. Glasgow | **HendersonBros.** | 378·2 P80′ | 40·2 B85′ | 28·6 F45′ | **Glasgow** British | C.2Cy.33″&66″–60″ 480H D.&W.Henderson&Co.Gls. | | |
| **707** 105254 | — | **IronSc** | 1395 — 1203 | | | | 1873 | Gibson& Craig Buffalo,N.Y. | **WesternTransit Co.** | 221·8 | 34·5 | 14·2 | **Buffalo,NY** Utd.States | | | |
| **708** 25 NFHB | — *Saporiti* –91 | **IronSc3MstSr** *2Dks&Awngdk* | 1351 1325 890 | | | ... | 1870 5mo | Palmers'Co Newcastle | **Nav.Gen.Italiana** | 250·3 H26*t* | 31·4 25·3 *WB* | 16·8 *5BHCem* | **Genoa** Italian | C.2Cy.30″&60″–33″ NB77 235H Palmers'Co.(Lim.),Nwc. | | I |
| **709** 93660 | — | **WoodSc** | 156 146 106 | | | | 1883 | H.Gibson Northwich | **SaltUnion(Lim.)** | 90·0 | 20·9 | 10·4 | **Liverpool** British | 1Cy.9″–16″ 30H E.Bates,Northwich | | |
| **710** 44668 TWCR | **Arabian** *R.Parker* –93 | **IronScSr** *2Dks* | 2072 1961 1338 | ✠ 2,65 | Liv | 12 | 1862 4mo | Harland &Wolff Belfast | **F.Leyland&Co. (Lim.)** | 335·0 F9*t* | 34·2 | 24·1 | **Liverpool** British *6BH* | C.4Cy.23″&60″–48″ NE79 NB89 220H G.Forrester&Co.Liverpool | 26 ″ 5 s 5 ″ 1½ | |
| **711** 100394 | — *H.Chesnut* –92 | **SteelScSr** *2Dks* | 1073 614 770 | | | | 1892 | J.B.&H. Fairgrieve Hamilton, Ontario | **J.B.Fairgrieve** | 178·6 H27*t* | 31·0 | 13·6 | **Hamiltn,O** British | C.2Cy.20⅝″&40″–34″ 400H T.G.Beckett&Co.,Hamilton,Ontario | | |
| **712** 96158 LJVQ | **Arabian Prince** *G.Oldítch* –93 *Well deck* | **SteelScSr** *ss*Nwc.No.1–93 *1Dk(lrn)&Webframes* | 2265 1739 1443 | ✠100A1 *Spar dk* ~~5,044,93~~ 10,94 ✠LMC4,93 N.Yk ~~1908~~ | Nwc A&CP | *s* | 1889 10mo | Short Bros. Sunderland | **PrinceSteam ShippingCo. (Lim.)(J.Knott, *Mgr.*)** | 300·5 P32′Q80′B118′F30′ lrp93 BK10′ *WB=Cell* | 39·1 | 18·7 *5BHCem DB218′393t* | **Newcastle** British | Q.4Cy.15¾″,20″,31″&54″–42″ 200lb *80lb* (*s*) 200H 3SB,*6rf*,GS102,HS3600 W.Allan&Co.Sunderland | 21 ″ 2 s 1 ″ 11 | |
| **713** 98203 NBRM | **Arabistan** *F.W.Cutcliffe* 93–93 *Elec.light* | **SteelScSr** *1Dk(Stl)&Spar dk(ptStl-ws)&Deepframing* | 3194 3086 2045 | ✠100A1 *Spar dk* 6,94 ~~1,98~~ ✠LMC4,93 | Lon LA&CP | *v* | 1893 4mo | A.Stephen &Sons Glasgow | **Anglo-Arabian& PersianS.S.Co. (Lim.) (F.C.Strick& Co.,Lim.,*Mgrs.*)** | 325·0 Q36′B42′ *WB=Cell* | 42·0 26·8 FK *DB327′* | 18·9 *5BHCem 383tAPT47t* | **Swansea** British | T.3Cy.24″,39″&64″–42″ (*s*) 160lb 500H 3SB,*6cf*,GS124,HS5190 A.Stephen&Sons,Gls. | 21 ″ 6 s 6 ″ 9½ | |
| **714** | **Aracaju** | **IronScSr** | 359 — 160 | | | | 1866 | ..... Dumbarton | **Cia.deNav.aVap. deBahia** | 156·0 | 22·0 | 10·0 | **R.Janeiro** Brazilian | | | |
| **715** | **Arag** *Burning liquid fuel* | **SteelPadTug** *1Dk* | 232 200 63 | | | | 1894 | SirW.G. Armstrong Mitchell& Co.(Lim.) Newcastle | **MassisS.S.Co.** | 145·0 | 24·0 | 8·1 | **Astracan** Russian *WB* | D.C.2Cy.20″&38″–42″ WallsendSlpwyCo.(Lim.), Newcastle | | |
| **716** 106352 KDBH | **Arago** *Donaldson (Collier)* *Elec.light* | **SteelScSr** *1Dk2trB* | 828 620 620 | | | | 1885 | Union Iron Works SanFrancisco | **OregonCoal& NavigationCo.** | 200·0 P24′B58′H57*t* | 30·0 | 16·0 | **S.Frncisco** Utd.States *WB* | 2Cy.24″&48″–38″ 120H UnionIronWorks | | V |
| **717** HBTJ | **Araguahy** | **SteelPadSr** *1Dk* | — — 371 | | | | 1884 | A.Leslie &Co. Hebburn | **AmazonSteam NavigationCo. (Lim.)** | 177·0 | 27·5 | 8·2 | **Para** Brazilian | C.2Cy.30″&54″–51″ 120H Black,Hawthorn&CoGtsd. | | |
| **718** 99312 MHCP | **Aral** *D.Evans* –92 *Carrying Petroleum in bulk* *Elec.light* | **SteelScSr** | 2826 2675 2160 | | | | 1891 | SirW.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | **AralS.S.Co.(Lim.) (W.Tapscott&Co., *Mgrs.*)** | 310·0 B20′F40′ | 40·2 | 28·2 | **Liverpool** British | T.3Cy.22″,35″&58″–42″ 240H WallsendSlpwyCo.(Lim.), Newcastle | | V |
| **719** 96634 LHMP | **Aramac** *R.Armstrong* –93 *Elec.light* | **SteelScSr** *1Dk&Spardk(Stl-ws)&Webframes* | 2114 1807 1192 | ✠100A1 *Spar dk* 9,89 ✠LMC9,89 | Gls LA&CP | *t* | 1889 9mo | W.Denny &Bros. Dumbarton | **Australasian UnitedSteam NavigationCo. (Lim.)** | 300·0 P&B181′F45′ *WB=Cell* | 37·1 24·0 FK *DB212′307t* | 17·6 *5BHCem* | **Brisbane** British | T.3Cy.25″,41″&68″–48″ (*s*) 170lb 274H 2DB,*8cf*,GS192 Denny&Co.,Dumbarton | 24 ″ 9 | |
| **720** HJMB | **Aramis** *Esnol* –92 (*ex*Rouen,*ex*Normandy) | **IronScSr** *ss*Nhv.No.3–77 *ss*Nhv.No.1–80 *1Dk* | 130 120 65 | ✠ 11,80 | Nhv | | 1863 1mo | Wigham Richardson &Co. Newcastle | **A.Postel et ses fils** | 112·6 Q39′B14′F17′ | 17·9 | 10·2 *4BHCem WB* | **Cherbourg** French | C.2Cy.12¾″&22–18″ 35H Burrell&Sons,London | | V |
| **721** | **Aranäs** *S.Lundgren* 84–90 | **WoodScSr** *1Dk* | 187 166 132 | | | | 1874 | J.Olsson Sjötorp | **D.Carnegie&Co. (D.Danielsson)** | 101·5 H20*t* | 20·2 | 10·6 | **Årnäs,Mtd** Swedish | C.2Cy.10¾″&21½″–17½″ 20H MotalaCo.,Motala | | |
| **722** 86993 | **Aranci** *J.Hargrave* 64–89 | **SteelTwinScSr** | 157 122 78 | | | | 1882 | W.Walker &Co. London | **J.Crisp&Son** | 118·0 Q22*t*B9*t* len84 | 18·8 | 7·3 | **London** British | C.4Cy.11″&21″–14″ NB91 40H M.Pratt,Huddersfield | | |
| **723** 98579 LVNB | **Aranmore** *J.Hetherington* –90 *Well deck* *Elec.light* | **IronScSr** 2*Dks*(*UptIrn*–ws) | 1170 919 500 | ✠ ~~1908~~ ✠LMC9,90 | | ... | 1890 9mo | WBThmpson&Co(Lim) Dundee | **ClydeShippingCo. (Lim.) (J.Cuthbert, *Mgr.*)** | 241·5 P150′B25′F36′ *WB=Cell* | 34·8 BK8½′ | 15·7 *5BHCem DB207′340t* | **Glasgow** British | T.3Cy.23″,38″&61″–48″ (*a*) 150lb *65lb* NDB88 260H 2SB,*6rf*,GS187,HS3856 WBThmpsn&C.(Lm)Dun. | 18 ″ 0 | BT Ltd 6,90 |
| **724** 105749 JSRV | **Aransas** *Smith* | **IronTwinScSr** *2Dks* | 1157 — 679 | | | | 1877 | Harlan& Hollingsworth Co. Wlmngtn Del | **Morgan'sL.&T. R.R.&S.S.Co (SouthernPacific Co.)** | 240·0 | 35·6 | 18·6 | **N.Orleans** Utd.States *WB* | 2Cy.30″–30″ 350H TheHarlan&Hollingswrth Co.,Wilmington,Del. | | |
| **725** 102052 | **Arapahoe** *J.W.Wale* –93 | **SteelScSr** *2Dks(Irn)&Webframes* | 4763 4495 3134 | ✠100A1 3,95 ~~5,94~~ Cff ✠LMC12,92 | Liv A&CP | *x* | 1892 12mo | W.Gray& Co.(Lim.) WHartlepool | **"Arapahoe"S.S. Co.(Lim.) (W.Tapscott&Co. *WB=Cell*)** | 386·3 P30′B96′F38′ *DB331′* | 48·6 FK 1083*t* | 28·6 *FPT 66tAPT46t* | **Liverpool** British | T.3Cy.27½″,43½″&73″–48″ 160lb *80lb* (*s*) 500H 3DB,*16rf*,GS208,HS8235 CentralMar.E.Wks,WHpl | 31 ″ 6 | |
| **726** HBTQ | **Arapixy** | **IronPadSr** | — — 250 | | | | 1877 | ThePusey &JonesCo. Wilmington | **Cia.deMarajó& Tocantins** | 140·0 | 23·0 | 7·6 | **Para** Brazilian | 2Cy.18″–72″ ThePusey&JonesCo., Wilmington,Del. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Master.* *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 6 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 7 Port of Survey. | 8 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Ro/T Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 727 93705 KJDF | **Arara** IronScBn<br>*G.Kilgour* –94 *ss*Cff.No.1–91<br>2*Dks*(*Irn*)3*trB* | 3866<br>3669<br>2481 | ✠100A1<br>7,94~~1,04~~<br>~~BS4,93~~ ✠LMC7,~~94~~ Shl | Bry<br>A&CP | *x* | 1886<br>9mo<br>~~2,95~~ | M.Pearse &Co.<br>Stockton | J.M.Wood | 370·7 P24′B98′F40′<br>drp92 BK11″<br>*WB*=*DBa* | 42·3 | 29·0 | Liverpool<br>British<br>6*BHCem*<br>118′*f*68′595*t* | T.3Cy.28″,46″&75″–54″ (*s*)<br>170lb *60lb* 495H<br>2DB,12*cf*,GS79<br>Blair&Co.(Lim.),Stockton | 30 ″ 4<br>s 6 ″ 6½ | |
| 728 65892 WQRT | **Ararat** IronScSr<br>*W.Draper*88–88 | 2043<br>1996<br>1299 | | | | 1871 | Livpl.Ship BldgCo(Lim) Liverpool | Papayanni&Co. | 323·4 H47*t* | 33·4 | 26·0 | Liverpool<br>British | T.3Cy.25″,39″&65″–42″<br>NB92 212H<br>*Tpd*.92D.Rollo&Sons,Liv. | | BT till ~~10,94~~ 5,95 |
| 729 HBTV | **Araruama** Iron<br>*A.R.da Cunha* (*ex*Barros&Ferreira) | —<br>—<br>144 | | | | 1875 | ..... Glasgow | LloydBrazileiro | ..... | ..... | ..... | R.Janeiro<br>Brazilian | | | |
| 730 101829 | **Aras** SteelScSr<br>~~*C.H.Reynart*79–93~~ 1*Dk*(*Irn*)*Elec light* *Spardk*(*Irn*)*Webframes*<br>*Hocken* | 3210<br>3040<br>2088 | ✠100A1<br>*Spardk*<br>4,95~~2,04~~ ✠LMC6,93<br>*Carrying Petroleum in* ~~Cff~~ Npt *bulk* | Nwc<br>LA&CP | *v* | 1893<br>6mo | Palmers' Co.(Lim.) Newcastle | ArasS.S.Co.(Lim.) (Stephens &Mawson)<br>*WB*=*DBuE* | 325·0 P73′B20′ F38′<br>*Webframes* B50′153*t* | 42·7 28·7 FK<br>*FP*T65*t* | 21·0 | Newcastle<br>British<br>14*BHCem*<br>*APT*35*t* | T.3Cy.24″,40″&64″–42″ (*s*)<br>160lb *90lb* 300H<br>2SB,*6rf*,GS96,HS4112<br>Palmers'Co.(Lim.),Nwc. | 22 ″ 4<br>s 6 ″ 2 | |
| 731 63175 JDLG | **Araucania** IronScSr<br>*R.Fletcher* –93 3rdSurvey82<br>3*Dks* | 2884<br>2513<br>1786 | ✠<br>1,82 | | Lv | 1869<br>4mo | J.Elder &Co.<br>Glasgow | PacificSteamNav. Co. | 354·8 P118*t* *FS* | 41·0 26·0 | 18·0 | Liverpool<br>British<br>6*BH* | T.3Cy.24½″,39″&62″–45″<br>NE&B90 500H<br>NvlCon&ArmCo(Lm)Brw | | |
| 732 81272 SNPM | **Arauco** IronSc3MstSr<br>1*Dk*(*Irn*)2*trB* | 801<br>672<br>586 | ✠<br>5,79 | Dun | Lv | 1879<br>4mo | Gourlay Bros. Dundee | PacificSteamNav. Co. | 200·0 P60*t*F20*t* | 29·2 | 15·5 | Liverpool<br>British<br>3*BH*1PBH | C.2Cy.24″&48″–36″<br>105H<br>GourlayBrs.&Co.,Dundee<br>*WB*=*DBf* | | |
| 733 89953 JQGB | **Arawa** SteelSc4MstSr<br>*J.Stewart*84–84 *ss*Lon.No.2–92<br>*Elec.light* 3*Dks*(2*StlU*–ws) | 5026<br>4131<br>3268 | ✠100A1<br>8,93<br>~~BS8,93~~ ✠LMC7,~~94~~ 7,92 | Lon<br>LA&CP | *z* | 1884<br>6mo | W.Denny &Bros. Dumbarton | Shaw,Savill& AlbionCo.(Lim.) | 439·6 P64′B188′F48′ | 46·3 BK10″ | 28·9 | Glasgow<br>British<br>8*BHCem*<br>*DB*366′829*t* | T4Cy.37″61″&(2)71″–60″(*s*)<br>160lb 80*lb* 800H<br>4DB,24*cf*,GS120<br>Denny & Co.,Dumbarton | 32 ″ 1<br>s 7 ″ 0 | BT till 8,94 |
| 734 74642 8TBF | **Arawata** IronScBg<br>*R.E.Smith*84–90 3*Dks* | 1098<br>1085<br>623 | | | | 1875<br>6mo | T.Wingate &Co. Glasgow | UnionS.S.Co.of NewZealand (Lim.) | 245·4 H13*t* | 30·1 | 14·2<br>21·1 | Dunedin<br>British | C.2Cy.40″&80″–40″<br>300H<br>T.Wingate&Co.,Glasgow | | |
| 735 96649 LJMB | **Arawatta** SteelScSr<br>*L.Tindal* –93<br>1*Dk*~~*S*~~*Spardk*(*Stl*-ws)~~*S*~~*Webframes*<br>*Elec.light* | 2114<br>1807<br>1192 | ✠100A1<br>*Spar dk*<br>10,89 ✠LMC10,89 | Dmb<br>LA&CP | *t* | 1889<br>10mo | W.Denny &Bros. Dumbarton | Australasian UnitedSteam Nav.Co.(Lim.) | 300·0 P&B181′F46′ | 37·1 24·0 FK<br>*WB*=*Cell* | 15·8 | SydnyNSW<br>British<br>5*BHCem*<br>*DB*212′307*t* | T.3Cy.25″,41″&68″–48″ (*s*)<br>170lb 274H<br>2DB,8*cf*,GS54<br>Denny&Co.,Dumbarton | 16″10 | |
| 736 95517 KWTD | **Arbib Brothers** SteelScSr<br>*J.Hill*91–91 *ss*Nwc.No.1–93<br>2*Dks*(*Stl-Uws*)3*trB* | 2653<br>2528<br>1739 | ✠100A1<br>6,94~~12,93~~<br>~~BS2,95~~ ✠LMC6,~~93~~ | Cff<br>LA&CP | *v* | 1888<br>12mo | C.S.Swan &Hunter Newcastle | E.J.Arbib&Co. | 320·0 P35′B63′F34′ | 40·0 BK10″ | 24·3 | London<br>British<br>5*BHCem*<br>*DB*264′470*t* | T.3Cy.24″,39″&64″–42″ (*s*)<br>160lb 60*lb* 230H<br>2SB,6*cf*,GS120<br>T.Richardson&Sons,Hpl. | 27 ″ 0<br>s 5 ″ 2 | |
| 737 | **Arboga I.** CompScSp<br>*F.M.Rörström*72–89 1*Dk*<br>(*ex*Oskar,*ex*Arboga) | 176<br>122<br>127 | | | | 18~~5~~8~~0~~ | Långhlms-varfvet Stockholm | ArbogaRederi-aktieb. (J.A.Lundborg) | 96·1 Q28′B20′H5*t*F25′ | 20·5 | 9·9 | Arboga<br>Swedish | C.2Cy.15½″&29″–24″<br>40H<br>Brgsnds.Mk.Vrks.,Skm. | | |
| 738 | **Arboga II.** IronScSp<br>*J.P.Blomqvist*83–83 1*Dk*<br>(*ex*Köping,*ex*Hjo,*ex*HansBrask) | 174<br>100<br>126 | | | | 1848 | Motala Varf. Norrköping | ArbogaRederi-aktieb. (J.A.Lundborg) | 96·1 Q26′B40′H6*t*F16′ | 19·5 | 10·2 | Köping<br>Swedish | 40H | | |
| 739 JGMK | **Arbutus** IronScSr<br>*L.Larsen*<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1336<br>1074<br>827 | | | ... | 1884<br>4mo | Strand SlipwayCo. Sunderland | Rederiselsk. "Arbutus" (H.E.Jansen) | 244·0 Q94*t*B112*t*H23*t* F34*t* | 33·8 FK | 17·3 | Flekkefjrd<br>Norwegian<br>*WB* | C.2Cy.30″&56″–36″<br>120H<br>J.W.&F.Wilson, Sld. | 18 ″ 5 | N |
| 740 93172 KRNM | **Arcadia** SteelSc4MstBk<br>*W.B.Andrews*53–88<br>2*Dks*(1*Stl*)~~*S*~~*Spardk*(*Stl*)4*trB*<br>*Elec.light* | 6188<br>5697<br>3175 | ✠<br>*Spar dk*<br>5,88 ✠ | Bel<br>LA&CP | *c*† | 1888<br>5mo | Harland& Wolff Belfast | Peninsular& OrientalSteam NavigationCo. | 468·4 P47′F91′ | 52·1 34·5 | 26·8 | Belfast<br>British<br>8*BHCem*<br>*WB*=*D* | T.3Cy.40½″,63½″&102″–72″<br>1000H<br>Harland&Wolff,Belfast<br>*Bf*45′73*t*Cell*DBa*101′190*t* | 28 ″ 5<br>s 10″11 | BT till ~~9,94~~ 7,95 |
| 741 1758 HLJD | — IronScBg<br>*W.T.Worthington* –91 | 1901<br>1885<br>1221 | | | | 1855 | J.&G. Thomson Glasgow | Papayanni&Co. | 303·8 len75 | 31·7 | 27·4 | Liverpool<br>British | C.4Cy.24″&48″–36″<br>NE&B75 230H<br>Thompson&Co.,Newcastle | | BT till ~~5,95~~ 9,95 |
| 742 99166 | — IronScYl<br>*J.Russell*79–91<br>1*Dk* | 155<br>142<br>57 | ✠100A1<br>*Stm Trawler*<br>6,91 ✠LMC6,91 | Gls<br>LA&CP | | 1891<br>6mo | Mackie& Thomson Glasgow | Gt.Grimsby&East CoastStm.Fish-ingCo.(Lim.) | 100·5 Q19′F19′ | 20·5 BK7½″ | 10·7 | Grimsby<br>British<br>3*BHCem* | T.3Cy.11″,16½″&27″–22″ (*s*)<br>160lb *45lb* 45H<br>1SB,2*pf*,GS32<br>Muir&Houston,Glasgow | 11″11 | |
| 743 105613 | **Arcata** WoodSc3MstSr<br>*Ried* –93 1*Dk*~~*S*~~*Spardk* | 560<br>416<br>416 | | | | 1876 | DickeyBrs. SanFrancisco | Goodall,Perkins &Co. | 180·0 len80 | 26·2 | 8·6<br>16·6 | S.Frncisco<br>Utd.States | 2Cy.14″–28″<br>60H<br>DickeyBros. | | V |
| 744 87082 HKTV | **Archer** IronScSr<br>*E.Henry* –92 1*Dk* | 694<br>503<br>440 | | | ... | 1882<br>8mo | Lon.&Glas. S.B.Co. Glasgow | Australasian UnitedSteam Nav.Co.(Lim.) | 200·2 P44′F23′ | 29·0 | 13·2 | Brisbane<br>British | C.2Cy.27″&48″–36″<br>95H<br>Lon.&Glas.Co.,Glasgow | | |
| 745 MBCR | **Archiduc Rodolphe** Stl&IrnScSr<br>*L.Cattoor*84–85 1*Dk*2*trB* | 1007<br>807<br>717 | | | | 1883 | Soc.Cocke-rill Hoboken | Soc.Cockerill | 228·6 Q70′B60′F33′ | 27·7 | 16·7 | Antwerp<br>Belgian<br>*WB* | C.2Cy.27″&45″–33″<br>90H<br>Soc.Cockerill á Seraing | | V |
| 746 28 NFJM | **Archimede** IronScSr<br>*P.Pirandello*72–87 3*Dks*(2*Irn*–*Uws*) | 2839<br>2573<br>1849 | ✠<br>11,84 ✠ | Msl<br>LA&CP | *v* | 1881<br>11mo | A.Stephen &Sons Glasgow | Nav.Gen.Italiana<br>*WB*= | 350·1 P76′B25′F48′<br>*Cell DB*284′487*t* | 40·0 | 26·1 | Palermo<br>Italian<br>5*BHCem* | C.2Cy.48″&90″–48″<br>762H<br>A.Stephen&Sons,Glasgow | | I |
| 747 JBRT | **Archimedes** IronSc3MstSr<br>*P.Markwardt*82–86<br>(*ex*SigmundRobinow) 1*Dk* | 319<br>—<br>240 | | | | 1856 | Caird&Co. Greenock | NeueDampfer-Compagnie, Act.Ges. | 166·0 | 23·6 | 11·1 | Stettin<br>German | C.2Cy.19¾″&39½″–25½″<br>60H<br>Aron&Gollnow,Stettin | | |
| 748 | **Archipel** SteelScSr<br>1*Dk* | 65<br>65<br>33 | ✠<br>*with freeboard*<br>~~Coasting~~ ✠LMC10,~~90~~<br>*Coasting Service in Sea of Marmora* | | *** | 1890<br>10mo | Stbilimnto Tecnico Triestino Trieste | Regie desTabacs Turcs | 104·9 BK4″ | 13·6 | 6·6 | Constanpl<br>Turkish<br>4*BHCem* | C.2Cy.14″&25″–18″<br>90lb 35H<br>1SB,2*f*,GS26<br>Stabil.Tecnico,Trieste | 2 ″ 6 | |

| Numéro d'Ordre / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 749 84044 TPCS | **Architect** *J.K.Thomson* –93 | IronScSr | 1859 1793 1186 | | | ... | 1880 9mo | Cunliffe& Dunlop Port Glasgow | CharenteS.S.Co. (Lim.)(T.&J. Harrison,*Mgrs.*) | 302·0 P59*t* | 34·5 F48*t* | 23·1 | Liverpool British | C.2Cy.34″&68″–42″ 200H Cunliffe&Dunlop,P.Gl. | |
| 750 76 HCJR | **Arciduchessa Carlotta** *Serra*54–87 | IronPadSr 2*Dks* | 841 760 479 | | | | 1857 | Mare&Co. London | LloydAustriaco | 230·0 | 28·1 | 21·5 | Trieste Aust.-Hung. | C.2Cy.35″&61″–48″ 134H J.Watt&Co.,London | |
| 751 JBWS | **Arcona** *W.Stöwhase*81–81 | IronSc3MstSr 1*Dk*2*trB* | 515 437 366 | | | | 1863 | ActienGes. "Vulcan" Stettin | NeueDampfer-Compagnie, Act.Ges. | 213·2 P30′ len74′ | 24·7 B28′ | 12·6 F30′ | Stettin German | C.2Cy.19″&42″–24″ 56H Rostocker.Schiffs. und MaschAct.Ges.Rostock | |
| 752 94091 LDJR | **Arctic** *M.A.Bruce*89–89 *ss*Gms.No.1–92 1*Dk* | IronScK | 154 148 93 | ✠100A1 *Well fishing Vessel* 10,93 BS11,94 ✠LMC10,92 | Gms LA&CP | | 1888 9mo | Earle's S.B &E.Co.(Lim) Hull | GrimsbySteam FishingCo.(Lim) | 100·6 Q16′F18′ | 20·0 | 11·6 BK7½″ | Grimsby British | T.3Cy.12″,18″&30″–18″ (*s*) 155lb 45H 1SB,*2pf*,GS21,HS640 3*BHCem* Earle'sS.B.&E.Co(L.)Hull | 12 ″ 1 |
| 753 HCVQ | **Ardanaz** *J.B.Ibargaray* –88 (*ex*Blyth) | IronScSr *ss*Cff.No.3–6,85 *ss*Bcl.No.2–93 2*Dks* | 751 734 479 | ✠90A1 9,93 ✠NB8,93 | Bbo A&CP | *k* LMC6,93 | 1874 7mo | J.Blumer &Co. Sunderland | Marques de Comillas | 200·5 | 28·2 BK8″ | 17·7 | Barcelona Spanish | C.2Cy.27″&50″–30″ 80lb 95H 1SB,*3f*,GS53 4*BHCem* *WB=ptDB* Fowler&M'Collin,Hull | |
| 754 82328 TKQP | **Ardanbhan** *G.Allan* –93 *Well deck* | IronSc3MstSr *ss*Ard.No.3–12,92 2*Dks*(1*Irn*) | 1132 923 718 | ✠100A1 8,94 ~~10,98~~ ✠NB10,93 BS10,93 | Bel LA&CP Nwc | *n* ✠LMC12,92 | 1880 6mo | H.Murray &Co. Pt.Glasgow | ArdanS.S.Co.(Ld.) (Clark&Service, *Mgrs.*) | 235·5 Q84′B50′F34′ *a*65′*f*94′234*t* | 31·5 BK8″ *WB=DB* | 17·1 *FPT* | Glasgow British | C.2Cy.25″&50″–36″ (*s*) 100lb *85lb* NDB93 146H 1SB,*3rf*,GS64,HS2118 4*BHCem* 28*tAPT*30*t* W.King&Co.,Glasgow | 17 ″ 10 s 1 ″ 9 |
| 755 86688 WMLC | **Ardancorrach** ~~*A.F.Hird*–91~~ *Adair* -94 *Well deck* | SteelSc3MstSr ~~*ss*Liv.No.2–91~~ 1*Dk*(*ptIrn*)2*trB* *ss*Gls.No.3-11,94 | 1432 1167 908 | ✠100A1 ~~2,95~~ 11,94 BS10,93 | NYk LA&CP Gls | *o* ✠LMC11,~~90~~ 11,94 | 1882 8mo | Blackwood &Gordon Pt.Glasgow | ArdanS.S.Co.(Ld.) (Clark&Service, *Mgrs.*) | 244·5 Q83′B59′F36′ srp94 *a*67′*f*92′280*t* | 34·2 BK8½″ *WB=DB* | 17·2 *FPT* | Glasgow British | C.2Cy.30″&54″–36″ (*a*) 80lb *80lb* NDB91 125H 1DB,*4pf*,GS68 6*BHCem* 25*tAPT*18*t* Blackwood&Gordon,P.Gl. | 18 ″ 4 s 1·10½ |
| 756 102594 | **Ardandhu** *G.Walker* –93 | SteelScSr 1*Dk*(*Stl*)& *Spardk*(*Stl*–ws)&*Deepframing* | 2091 1916 1334 | ✠100A1 *Spar dk* ~~5,94~~ ~~12,93~~ 5,95 ✠LMC6,93 Gls | NYk LA&CP | *s* | 1893 6mo | Workman, Clark&Co. (Lim.) Belfast | ArdanS.S.Co.(Ld.) (Clark&Service, *Mgrs.*) | 281·7 P23′B70′ *WB* | 39·7 FK | 15·0 22·5 = *Cell DB*202′418*t* | Glasgow British | T.3Cy.22″,36″&60″–42″ (*s*) 180lb *80lb* FD 250H 2SB,*4rf*,GS73,HS3580 4*BHCem* *APT*36*t* Wrkmn,Clrk&Co(Lim)Bel | 17 ″ 9 |
| 757 85881 WFLM | **Ardangorm** ~~*W.Kinley*90–91~~ *Well deck A.Clyde* –94 | IronSc3MstSr *ss*Gls.No.3–9,93 1*Dk*2*trB* | 1612 1284 1035 | ✠100A1 7,94 ~~5,93~~ BS3,95 ✠LMC9,93 NYk | Gls LA&CP | *q* | 1881 10mo | Ramage& Ferguson Leith | ArdanS.S.Co.(Ld.) (Clark&Service, *Mgrs.*) | 260·2 Q115′B52′F35′ srp93 *WB* | 35·3 BK9½″ = *Cell DB*164′205*t* | 17·9 *FPT* | Glasgow British | C.2Cy.32″&60″–39″ (*i*) 85lb ~~*80lb*~~ 180H 2SB,*6pf*,GS116 6*BHCem* 19*tAPT*14*t* Walker,Hendersn,& C.Gls. | 20 ″ 3 |
| 758 98666 | **Ardanmhor** ~~*W.Anderson*92–91~~ *Davey* | SteelScSr 1*Dk*(*Stl*)& *Spardk*&*deepframes* | 2082 1949 1338 | ✠100A1 *Spar dk* ~~7,94~~ ~~8,93~~ 1,95 ✠LMC9,93 Liv NYk | Bry LA&CP | *s* | 1891 9mo | Workman, Clark&Co. (Lim.) Belfast | ArdanS.S.Co.(Ld.) (Clark&Service. *Mgrs.*) | 276·3 B42′F35′ *WB* | 38·3 23·6 BK9½″ = *Cell DB* 214′434*t* | 16·0 | Glasgow British | T.3Cy.22½″,35½″&58½″–39″ 160lb *80lb* FD (*s*) 250H 2SB,*6rf*,GS74,HS3288 4*BHCem* *APT*60*t* J.Howden&Co.,Glasgow | 18 ″ 10 |
| * 759 86737 HCKR | **Ardanrigh** *A.R.Adair* –93 *Well deck* | IronSc3MstSr *ss*Gls.No.2–91 1*Dk*(*ptIrn*)2*trB* | 1356 1105 864 | ✠100A1 ~~2,94~~ 11,94 BS2,94 ✠LMC12,90 Nwc | Lon LA&CP | *o* | 1882 11mo | Napier, Shanks& Bell Glasgow | ArdanS.S.Co.(Ld.) (Clark&Service, *Mgrs.*) | 244·3 Q89′B50′F34′ *WB* | 34·2 BK8½″ = *DBa*59*f*100′267*t* | 17·3 | Glasgow British | C.2Cy.28″&50″–36″ (*a*) 70lb *60lb* 120H 1SB,*4pf*,GS74 4*BHCem* *APT*47*t* W.King&Co.,Glasgow | 18 ″ 2 s 1 ″ 11 |
| 760 102654 NGMB | **Ardanrose** *R.A.Smith*90–94 | SteelScSr 1*Dk*(*Stl*)& *Spardk*(*Stl-Teaks*)&*deepframing* | 2129 1916 1360 | ✠100A1 *Spar dk* ~~7,94~~ ~~11,94~~ 2,95 ✠LMC1,94 Gls NYk | Bel LA&CP | *s* | 1894 1mo | Workman, Clark&Co. (Lim.) Belfast | ArdanS.S.Co.(Ld.) (Clark&Service, *Mgrs.*) | 281·7 P23′B70′F36′ *WB=CellDB*220 | 39·7 22·3 FK | 15·0 | Glasgow British | T.3Cy.22″,36″&60″–42″ (*s*) 180lb *80lb* 250H 2SB,*4rf*,GS73,HS3580 4*BHCem* 318*tAPT*36*t* Wrkmn,Clark&C.(L.),Bel. | 17 ″ 9 |
| * 761 91987 KLPN | **Ardbeg** *S.Nelson* –93 | IronScSr *ss*Ham.No.1–91 1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB* | 2255 2228 1467 | ✠100A1 *Spar dk* 9,93 BS9,93 ✠LMC8,91 | Bry A&CP | *s* | 1887 1mo | Sld.S.B.Co Sunderland | R.Gordon&Co. | 280·0 F17′ *WB=DBo* | 38·7 BK9½″ | 25·3 | London British | C.2Cy.34″&64″–42″ (*a*) 90lb *90lb* 180H 2SB.*6pf*,GS100 6*BHCem* 82′*f*36′186*t* J.Dickinson,Sunderland | 20 ″ 2 s 5 ″ 10½ |
| 762 63946 | **Ardclinis** *H.Ellis*90–90 | IronScSr *ss*Abn.No.3–7,87 *ss*Abn.No.1–91 1*Dk* | 161 144 81 | ✠90A1 4,95 ~~10,94~~ ~~11,94~~ BS~~1,94~~ 4,95 | Abn A&CP | *c* ✠LMC6,91 | 1870 11mo | Dobie&Co. Glasgow | J.&W.Henderson | 129·2 ND84 len71 | 19·1 BK8′ | 9·0 | Aberdeen British | C.2Cy.16″&26″–22″ 70lb *40lb* NB80 32H 1SB,*2pf*,GS27 3*BHCem* W.King&Co.,Glasgow | 9 ″ 8 s 1 ″ 4 |
| * 763 88869 SLRH | ~~*Thom*~~ *Smith* *ss*H.Kg.No.3–12,89 *Floors&Bms Irn* 1*Dk*(*Irn*)&*Spardk*3*trB* | SteelScSr | 1674 1546 1081 | ✠100A1 *Spar dk* 6,93 ~~7,94~~ ~~11,93~~ 2,95 | Shi LA&CP | *q* ✠LMC12,89 | 1886 8mo | W.Dobson &Co. Newcastle | J.J.B.Irving | 249·8 F36*t* | 34·0 BK8½″ | 16·9 23·8 *WB=DBo* | HongKong British | T.3Cy.21″,33″&55″–36″ 150lb ~~*60lb*~~ 160H 2SB,*4cf*,GS68 5*BHCem* 61′*f*65′206*t* Black,Hawthorn&Co.,Gts. | 17 ″ 10 |
| *Now named "Shoriki Maru," See No. 87 in Supplement.* | | | | | | | | | | | | | | | |
| 764 NFRC | **Ardjoeno** *H.le Clercq*86–93 | SteelScBn 3*Dks* | 2596 — 1870 | | | | 1891 | Maatschpy "DeSchelde" Flushing | Rotterdamsche Lloyd(W.Ruys &Zonen,*Mgrs.*) | 322·8 P131*t* | 38·0 B189*t* | 25·7 F34*t* | Amsterdm Dutch | Q.4Cy.24″,36″,48″&75″–42″ 250HP Maats'deSchelde,'Flushing *WB* | D |
| 765 93478 KWFP | **Ardle** *J.Batchelor*85–93 *Well deck* *Elec.light* | SteelScSr *ss*Dun.No.1–93 1*Dk*(*Irn*)2*trB* *Inner bottom Irn* | 1245 1019 794 | ✠100A1 3,95 ~~4,94~~ BS12,94 ✠LMC4,93 Cpn | Dun LA&CP | *p* | 1888 11mo | Gourlay Bros.&Co. Dundee | ~~NorthSeaSteam Shipping Co. (Lim.) (Berg, Sons&Co. *Mgrs.*)~~ Ardle SS Co(Lim)(J.P.Bruce) | 245·5 Q86′B65′F60′ drp93 *WB=CellDB*a182 | 34·2 BK7′ | 16·1 | Dundee British | T.3Cy.20″,31″&50″–36″ (*s*) 160lb *80lb* 150H 2SB,*6rf*,GS75,HS1938 4*BHCem* 219*tFPT*22*t* GourlayBros.&Co.,Dun. | 18 ″ 3 s 1 ″ 8½ |
| 766 88855 JCMR | **Ardlethen** *W.Cowie* –94 | IronScSr *ss*Shl.No.2–91 1*Dk*(*Irn*)&*Spardk*3*trB* | 1539 1498 975 | ✠100A1 *Spar dk* 1,95 ~~3,94~~ ~~BS8,93~~ ✠LMC3,91 | Shl A&CP | *q* BS10,94 | 1883 10mo | Sunderlnd S.B.Co. Sunderland | Adam&Co. | 249·0 F22′ *WB=DBa* | 34·1 BK8½″ | 23·3 | Aberdeen British | C.2Cy.30″&58″–36″ (*s*) 90lb *55lb* 160H 2SB,*6pf*,GS96 5*BHCem* 54′*f*63′154*t* Hwks,Crwshay&Sons,Gts. | 17 ″ 10 s 5 ″ 8 |
| 767 88861 JNLQ | **Ardmellie** *O.Rowsell*79–87 *Well deck* | IronScSr *ss*Liv.No.2–92 1*Dk*(*Irn*)2*trB* | 1475 1119 919 | ✠100A1 ~~3,94~~ ~~11,93~~ 4,95 BS~~7,93~~ ✠LMC4,92 9,94 | Shl LA&CP | *p* | 1884 6mo | HallRussll &Co. Aberdeen | Adam&Co. | 251·9 P142′F34′ *WB=DBa* | 34·3 BK9″ | 16·0 5*BHCem* 54′*f*80′254*t* | Aberdeen British | C.2Cy.30″&59″–36″ (*s*) 100lb *65lb* 180H 2SB,*6pf*,GS102 Hall,Russell& Co.,Abn. | 18 ″ 9 s 1·10½ |
| * 768 62666 WRNS | **Ardmore** ~~*P.J.Greggans*~~ *Well deck* *D.B.Scott* –94 | IronScSr *ss*Cly.No.3–8,90 1*Dk*2*trB* | 928 710 597 | ✠90A1 6,94 ~~3,96~~ ✠NB82 BS~~3,96~~ 6,94 | Liv A&CP | *m* LMC7,90 Npt | 1872 6mo | Bartram, Haswell &Co. Sunderland | J.Wood (W.Hine,*Mgr.*) | 215·8 P&B152′F24′ ptND90drp93 *WB=* | 30·0 BK8″ | 15·2 *DBa*55*f*50′ | Maryport British | C.2Cy.25″&48″–30″ 80lb *75lb* NDB89 90H 1SB,*2pf*,GS54 4*BHCem* Fowler&M'Collin,Hull | 16 ″ 6 s 1·10½ |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / *Master.* / Special Surveys. | 3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. | 6 Port of Survey. | 7 Years Assigned / now xpired. Equipment Letter. | 8 Built. When. Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of R. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 769<br>42537 | Ardmore<br>~~J.Williamson~~ | IronPadSp<br>(*ex*Sultan) | 124<br>124<br>30 | | | | 1861 | Barclay, Curle&Co. Glasgow | ~~J.Williamson~~<br>D.MacBrayne | 176·0 \| 16·6 \| 7·2<br>len65 | | | Glasgow<br>British | 2Cy.45″–42″<br>NB77 60H<br>Barclay,Curle&Co.,Gls. | | BT till 3,95 |
| 770<br>87081<br>HKMF | Ardnamult<br>~~R.B.Wade 93~~ ~~ssLiv.No.2–91~~<br>*Well deck* 1*Dk(Irn)*&*Web frames*<br>*Power* –95 *ss*Liv.No.3–4,95 | IronScSr<br>1063<br>796 ~~7,04 8,93~~ 4,95<br>669<br>~~Bc4,93~~ ✠LMC4,94<br>~~6,94~~ | ✠100A1<br>Liv *n*<br>A&CP | 1883 | T.&W. Smith N.Shields | C.Morley<br>*WB=* | 226·0 \| 33·1 \| 15·0<br>Q87′B50′F26′<br>BK8′ *DBa*70′*f*84′264*t Fl* | London<br>British<br>4*BHCem*<br>*T*20*t APT*7*t* | C.2Cy.26″&52″–33″ (*i*)<br>80lb *60lb* 99H<br>1SB,*3pf*,GS49,HS1980<br>WllsndSlipwyCo(Ld)Nwc | 15 ″ 11<br>s 1 ″ 6 | |
| 771<br>77460<br>TFKW | Ardoe<br>*A.Mowat* –94 *ss*Shl.No.3–7,92<br>*Well deck* 1*Dk(Irn)2trB* | IronScSr<br>1341<br>1061 ~~6,94 12,93~~ 10,94<br>858<br>~~BS4,93~~ ✠LMC7,92<br>10,94 Shl | ✠100A1<br>Lon *o*<br>LA&CP | 1880<br>4mo | Hall, Russell&C. Aberdeen | Adam&Co. | 243·4 \| 32·7 \| 17·3<br>P140′F34′<br>drp94 BK8½′<br>*WB=DBa*56′*f*52′250*t* | Aberdeen<br>British<br>5*BHCem* | C.2Cy.30″&56″–36″ (*i*)<br>80lb *80lb* NDB91 135H<br>2SB,*6pf*,GS92<br>Hall,Russell&Co.,Abn. | 18 ″ 6<br>s 1 ″ 11 | |
| 772<br>101909 | Ardrishaig<br>*J.S.Burns* –94<br>*Webframes*&*pt Awng dk(Irn)* | SteelScSr<br>2756<br>2006<br>1788<br>1 *Dk(Irn)*<br>*pt Awng dk*<br>*with freeboard*<br>1,95 ~~4,98~~<br>~~BS4,98~~ ✠LMC8,92 | ✠100A1<br>Shl *t*<br>LA&CP | 1892<br>8mo | Craig, Taylor&Co. Stockton | Steamship "Ardrishaig" Co.(Lim.) (J.J.Neill)<br>*WB=Cell D1* | 300·0 \| 40·2 \| 19·3<br>Q82′F29′ drp9<br>*Pt Awng dk*189′ FK<br>258′ 553*t FPT* 101*t*<br>drp9 | London<br>British<br>5*BHCem*<br>*APT*27*t* | T.3Cy.22″,35″&57″–39″ (*s*)<br>160lb *80lb* 180H<br>2SB,*6pf*,GS95,HS3100<br>N.E.Mar.E.Co.(Lim.),Sld. | 22 ″ 0<br>s 8 ″ 10 | |
| 773<br>89945<br>JNSG | Arecuna<br>*C.W.Hanslip* –94 *ss*Gls.No.2–92<br>1*Dk(Stl-ptws)*&*Web frames* | SteelScSr<br>1656<br>1531<br>1061<br>1,94<br>BS3,93 ✠LMC2,92<br>6,94 | ✠100A1<br>Gls *r*<br>LA&CP | 1884<br>6mo | J.&G. Thomson Glasgow | Caw,Prentice, Clapperton&Co. | 275·5 \| 36·1 \| 21·8<br>P44′B56′F30′<br>FK *WL* | Glasgow<br>British<br>4*BHCem*<br>=*APT*27*t* | C.2Cy.32″&63″–45″ (*s*)<br>90lb *50lb* 176H<br>1DB,*12cf*,GS126<br>J.&G.Thomson,Glasgow | 23 ″ 0 | D |
| 774<br>JVLK | Arendal<br>*E.L.Rostrup*72–82 | SteelScSr<br>515<br>488<br>303<br>1 *Dk*&*Awng dk* | | 1882 | Motala Co. Gothenburg | ArendalsDampskibs-Selskab | 159·0 \| 27·0 \| 17·7<br>H26*t* | Arendal<br>Norwegian | C.2Cy.23⅞″&43″–23⅞″<br>110H<br>MotalaCo.,Motala | | N |
| 775<br>QFLN | Arensburg<br>*J.J.H.Dahnert*88–90 *ss*Bhn.No.1–95<br>1*Dk(Irn)*&*Spar dk*&*Web frames* | SteelScSr<br>1776<br>1619<br>1278<br>*Spar dk*<br>~~1,94 1,94~~ ✠LMC1,95<br>5,95 Bhn | ✠100A1<br>Cpn *r*<br>LA&CP | 1891<br>1mo | Helsingors Jernskibs og Maskinbygg Elsinore | DeutscheDampfschifffahrts Ges."Hansa" | 260·0 \| 37·0 \| 21·6<br>B72′F34′<br>BK9′ *WB=Cel DB*214′290*t* | Bremen<br>German<br>5*BHCem* | T.3Cy.22½″,35″&60″–42″<br>160lb *100lb* 250H<br>2SB,*6rf*,GS98<br>HelsingorsJ.ogM.Elsinore | 16 ″ 6 | G |
| 776<br>96377<br>LMFW | Arequipa<br>*Elec.light* | SteelScSr<br>2953<br>2430<br>1387 | | 1889 | NavalConstrcn&ArmamentsCo.Lm Barrow | PacificSteam Nav.Co. | 350·0 \| 45·2 \| 29·9<br>P28′ F72′ | Liverpool<br>British | T.3Cy.31″,49″&78″–60″<br>610H<br>NavalConstruction&Armt. Co.(Lim),Barrow | | |
| 777<br>HVMT | Ares<br>*J.P.Påhlson*74–91 *ss*Skm.No.2–92<br>(*ex*Magnolia) 1*Dk(Irn)2trB*<br>*Well deck* | IronScSr<br>1199<br>918<br>754<br>702<br>✠100A1<br>4,95 ~~4,94~~<br>BS8,94 ✠LMC4,92<br>4,95 Skm | Bly *n*<br>A&CP | 1883<br>10mo | Osbourne, Graham& Co.(Lim.) Sunderland | ÅngfartygsAktieb. "Gefle" (P.J. Hægerstrand, *Mgr.*) *WI* | 230·0 \| 34·1 \| 16·4<br>Q83′B64′F34′H42*t*<br>BK8½<br>*=DBa*65′*f*54′ 276*t* | Gefle<br>Swedish<br>4*BHCem*<br>*APT*12*t* | C.2Cy.28″&53″–36″ (*i*)<br>80lb *65lb* NDB89 99H<br>1SB,*3pf*,GS50<br>Carr&Co.(Lim.),Sld. | 17 ″ 4<br>s 1 ″ 8 | D |
| 778<br>73589<br>WTDR | Arethusa<br>*E.McLeod*92–92<br>*ss*Cff.No.3–1,88<br>*ss*Sld.No.1–92<br>2*Dks3trB* | IronSc3MstSr<br>1841<br>1769 ~~2,94 2,93~~ 3,95<br>1181<br>✠NB1,92 | ✠100A1<br>Sld *r*<br>A&CP | 1875<br>5mc | Palmers'C. Newcastle | ArethusaS.S.Co. (Lim.)(J.Walton | 282·8 \| 33·3 \| 24·2<br>B40′F34′<br>BK9 *WB=DB*166 | N.Shields<br>British<br>5*BHCem*<br>*ŷuB*18′38*t* | C.2Cy.31″&61″–36″ (*r*)<br>80lb *80lb* NDB92 150H<br>2SB,*6pf*,GS82<br>Palmers'Co.,Newcastle | 25 ″ 8<br>s 4 ″ 1 | |
| 779<br>HJPC | Arethuse<br>2*Dks* | IronScBk<br>1184<br>—<br>685 | | 1864 | SamudaBs London | MessageriesMaritimes | 263·7 \| 33·5 \| 21·8<br>H109*t* F42′ | Marseilles<br>French | C.2Cy.30″&59″–39½″<br>250H<br>Messag.Marit.,LaCiotat | | |
| 780<br>RDMQ | Argentina<br>*J.Poschmann*81–93 *ss*Ham.No.2–82<br>2*Dks3trB* | IronScBn<br>2114<br>2034<br>1552<br>✠<br>3,82<br>*See "Tinos." Now named* | Ham *s*<br>A&CP | 1872<br>13mo | C.Mitchell & Co. Newcastle | Hamburg-Südamerik.-Dampfschifffahrts Ges. | 299·5 \| 36·1 \| 27·1<br>Q29′ B226′ F38 | Hamburg<br>German<br>5*BHCem* | C.2Cy.40″&72″–42″<br>250H<br>Thompson,Boyd&Co.,Nwc | | V |
| 781<br>HKDL | Argentine<br>(*ex*GoldenHope) 1*Dk*<br>*ss*Lis.No.1–94 | IronScYl<br>131<br>127<br>34<br>✠100A1<br>*Stm Trawler*<br>5,94 ~~5,89~~ ✠LMC~~5,89~~ 5,94<br>Lis | Gls<br>LA&CP | 1889<br>5mo | Mackie& Thomson Glasgow | Companhia deConservasArgentina | 100·0 \| 20·5 \| 9·4<br>Q20′<br>BK7½ | Lisbon<br>Portuguese<br>3*BHCem* | T.3Cy.11″,16½″&27″–22″ (*s*)<br>160lb 40H<br>1SB,*2pf*,GS33<br>Muir&Houston,Glasgow | 11 ″ 0 | |
| 782<br>65938<br>LDBF | Argentino<br>*W.G.Everett* –94 *ss*Stk.No.3–8,83<br>*ss*Shl.No.2–93<br>2*Dks3trB* | IronScSr<br>1432<br>1414 6,94 ~~12,93~~ 3,95<br>918<br>✠90A1<br>Shl *o*<br>A&CP<br>✠NB7,93 LMC12,93 | | 1872<br>3mo | W.Pile&C. Sunderland | H.R.Carnaby&Co. | 248·0 \| 31·9 \| 23·8<br>srp93 srp93<br>BK9′ *WB=* | S.Shields<br>British<br>5*BHCem*<br>*DBa*60′*f*44′ | C.2Cy.32¼″&58¼″–33″ (*i*)<br>75lb *50lb* 160H<br>2SB,*4pf*,GS59<br>N.E.MarineEng.Co.,Sld. | 24 ″ 5<br>s 5 ″ 11½ | |
| 783<br>JVSD | Argo<br>*J.Kuhnle*<br>*ss*Bgn.No.2–92<br>*Well deck* 1*Dk(Irn)2trB* | IronScSr<br>1297<br>1023<br>804<br>✠100A1<br>~~2,94~~ 11,94<br>BS2,94 ✠LMC4,92<br>Cff | Bgn *o*<br>A&CP | 1883<br>7mo | Martens, Olsen&Co. Bergen | S.M.Kuhnle&Sön<br>*WB=DBa*58′*f* | 234·9 \| 34·1 \| 16·8<br>Q84′B56′F25′<br>BK8½′ 37′*ŷinMainhold*63 | Bergen<br>Norwegian<br>5*BHCem*<br>251*t APT*15*t* | C.2Cy.29½″&57″–33″ (*i*<br>80lb *45lb* 130H<br>2SB,*4pf*,GS69<br>Martens,Olsen&Co.,Bergn | | N |
| 784<br>221<br>HCKP | —<br>*Covacich*72–87 2*Dks* | IronScSr<br>1238<br>1069<br>754 | | 1877 | AustroUngaricoLloyd Trieste | LloydAustriaco | 243·6 \| 31·5 \| 21·8 | Trieste<br>Aust.-Hung. | C.2Cy.31″&56″–36″<br>175H<br>ArsenaleLloyd,Trieste | | |
| 785<br>65303<br>JTMR | —<br>*W.A.Seavell* –93 | IronSc3MstSr<br>928<br>785<br>516 | | 1871<br>2mo | London& GlasgowCo. Glasgow | BristolSteam Nav.Co.(Lim.) | 230·7 \| 30·3 \| 16·2<br>23·5 | Bristol<br>British | C.2Cy.38″&68″–36″<br>NB83 210H<br>Lon.&Gls.Co.,Glasgow | | BT till 5,95 |
| 786<br>28253<br>PVQK | —<br>*G.M.Borrill* –94 | IronScSr<br>758<br>631<br>489 | | 1860 | C&W Earle Hull | T.Wilson,Sons&Co (Lim.) | 210·5 \| 27·2 \| 16·2<br>Q75*t* | Hull<br>British | T.3Cy.20½″,31″&55″–30″<br>NE70 NB88 150H<br>*Tpd*.88Amos&Smith,Hull | | BT till ~~12,94~~ 4,95<br>~~9,95~~ |
| 787<br>HVDN | —<br>*C.A.Grundelius*90–93 (*ex*Dwina)<br>1*Dk* | IronTwinScSr<br>130<br>112<br>46 | | 1869 | N.H.Witte Rostock | Bergnings och Dykeribolaget "Neptun" (E.Liljervalch) | 114·5 \| 16·9 \| 8·2<br>H19*t* | Stockholm<br>Swedish | C.4Cy.(2)15″&(2)26″–13½″<br>NE83 60H<br>N.H.Witte,Rostock | | |
| 788<br>HFLM | Argolis<br>*Korentges*89–91 (*ex*Vine) 1*Dk2trB* | IronScSr<br>488<br>—<br>247 | | 1878 | D&W Henderson Glasgow | PanhellenicSteam ShipNavigation (K.I.Psacharopoulos,*Mgr.*) | 183·0 \| 25·5 \| 13·3<br>P51′ F29′ | Piræus<br>Greek | C.2Cy.27″&49″–36″<br>NB89 234H<br>D.&W.Henderson,Gls. | | |
| 789<br>99002 | Argonaut<br>*J.Gilliveay*93–93 (*ex*Albatross)<br>*ss*Bhn.No.3–9,83 2*Dks*&*Awng dk*<br>*ss*Lon.No.2–91 | IronScSr<br>1052<br>1045<br>645<br>✠90A1<br>*Awng dk*<br>*with freeboard*<br>~~3,94 3,93~~ 1,95<br>BS4,94 | NYk *n*<br>A&CP | 1872<br>2mo | M.Pearse& Co. Stockton | ArgonautS.S.Co. (Lim.) (J.White) | 225·0 \| 28·1 \| 17·0<br>24·0<br>BK8″ *WB=* | London<br>British<br>4*BHCem*<br>*DBa*56′*f*38′ | C.2Cy.28″&56½″–36″ (*i*)<br>60lb *45lb* 120H<br>2SB,*8f*<br>Blair&Co.(Lim.),Stockton | 18 ″ (<br>s 8 ″ 6½ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enlèvement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 790 HJPS | **Argonauta** *Gonzalez* | **IronScSr** (*ex*Cuba) 2*Dks* | 938 — 601 | | | | 1879 | Neafie& Levy Philadelphia | **Menendez&Co.** | 211·0 | 34·0 | 21·6 | **Cienfueg's** Spanish | C.2Cy.30″&50″–36″ 200H Neafie&Levy,Philadelphia | |
| 791 76387 | **Argosy** *A.Atherton* | **WoodSc** | 101 101 69 | | | | 1872 | ..... Northwich | **SaltUnion(Lim.)** | 82·0 | 19·7 | 8·4 | **Liverpool** British | 2Cy.10½″–14″ 24H W.P.Gaulton,Manchester | |
| 792 95956 SLHV | **Argus** *E.Johnson* –92 | **SteelScSr** *ss*Sng.No.3–8,91 2*Dks*(*Irn*)3*trB* | 2792 2479 1822 | ✠100A1 7,94~~2,94~~ ✠LMC8,91 Mel | Cff A&CP | *t* | 1889 1mo | Palmers' Co.(Lim.) Newcastle | **A.Currie&Co.** | 325·0 P34′B82′F41′ | 40·4 BK10′ *WB*=*DBa*96 | 24·0 | **Melbourne** British | T.3Cy.26″,43″&70″–45″ 160lb 400H 2DB,*12cf*,GS99 Palmers Co.(Lim),Nwc. | (*s*) 25 ″ 2 s4 ″ 4½ w4 ″ 8 |
| 793 83990 HWQP | — *H.A.Cooper*93–91 *Well deck* | **IronScSr** *ss*Skm.No.3–11,91 1*Dk*(*Irn*)2*trB* | 1224 932 628 | ✠100A1 12,94~~3,94~~ BS8,94 ✠LMC11,91 Cff | Bel A&CP | *o* | 1883 7mo | Barrow S.B.C.(Lim.) Barrow | **ArgusSSCo.(Lim.) (T.Jack,jun.)** | 240·0 Q92′B52′F28′ *WB*= | 34·2 FK *CellDB*203′300*t* | 14·1 *FF* | **Barrow** British | C.2Cy.31″&58″–36″ 80lb *65lb* 150H 2SB,*6pf*,GS86,HS2800 Westray Copelnd&Co.Brw. | (*c*) 16 ″ 6 s1 ″ 6½ |
| 794 12589 LCMG | — *J.Thorp* | **IronTwinScSr** | 331 331 147 | | | ... | 1856 | M.Wigram &Sons London | **Corporation of Trinity House** | 164·4 | 23·9 | 13·3 | **London** British | T.3Cy.11½″,17½″&30½″–27″ NE&B88 90H Day,Summers&Co.,Sou. | |
| 795 106046 KGSD | — *J.W.Bennett*90–91 *Elec.light* | **IronScSr** 1*Dk* | 171 — 85 | | | | 1882 | J.H.Dialogue Camden,N.J. | **F.L.Neall** | 112·7 | 22·0 | 11·3 | **Phildlphia** Utd.States | C.2Cy.20″&40″–28″ J.H.Dialogue,Camden N J. | |
| 796 68679 MJQD | **Argyle** *J.Grant* *Well deck* | **IronScSr** *ss*Hul.No.3–12,84 *ss*Lon.No.2–93 1*Dk* | 1185 916 767 | ✠90A1 5,93 ✠NB82 BS4,94 | Lon A&CP LMC1,93 | *n* | 1872 11mo | Gilbert& Cooper Hull | **W.S.Bailey** | 241·6 P117′F29′ | 30·9 BK8′ *WB*=*MT*25′ | 15·8 | **Hull** British | C.2Cy.27″&53″–36″ 75lb *70lb* NDB92 1DB,*4pf*,GS70 Gilbert&Cooper,Hull | (*i*) 16 ″ 8 s 2 ″ 1 |
| 797 70362 | — | **WoodScSr** 1*Dk* | 163 101 129 | | | | 1876 | McQuarrie &McCallum Auckland | **NorthernS.S.Co., (Lim.)** | 114·3 B25*t* | 20·0 | 7·3 | **Auckland** British | 4Cy.30″&16″–20″ 45H Fraser&Tinne,Auckland | |
| 798 53388 | — *C.Robertson*85–85 | **IronPadSp** | 140 140 23 | | | | 1866 | Barclay Curle&Co. Glasgow | **D.Edwards** | 177·3 | 17·5 | 7·6 | **Dundee** British | 1Cy.47″–42″ NE79 NB84 75H Hutson&Corbett,Glasgow | |
| 799 99232 | **Argyll** ~~*J.G.Williamson* –92~~ *W.Ward* 2*Dks*(1*Stl*&*UIrn*–ws)&*Webframes* 3*Dk rule* | **SteelScSr** | 2907 2536 1886 | ✠100A1 ~~7,94~~ ~~7,93~~ ~~4,95~~ 5,95 | Shi LA&CP ✠LMC6,92 Cle Liv | *u* | 1892 6mo | W.Gray& Co.(Lim.) W Hartlepool | **J.Warrack&Co.** *WB*= | 320·2 P31′B80′F37′ *CellDB*272′559*t* | 40·7 BK10′ | 24·4 | **Leith** British | T.3Cy.25″,40″&65″–42″ 160lb *80lb* 2SB,*6rf*,GS112,HS4380 CenMarEWks(Lm),WHpl | (*s*) 27 ″ 0 s 5 ″ 0 |
| 800 98989 | **Ariadne** ~~*W.Maclean* –93~~ *W.Maclean*93–93 1*Dk*(*pt Stl*&*pt Irn*)&*Webframes* *Well deck* | **SteelScSr** | 1998 1501 1279 | ✠100A1 ~~8,94~~ ~~4,98~~ ✠LMC10,91 Npt | Hpl A&CP | *r* | 1891 10mo | W.Gray& Co.(Lim.) W Hartlepool | **"Ariadne"S.S.Co. (Lim.)** *WB*= | 277·1 P29′Q76′B114′ F31′ *CellDB*228′438*t* | 38·1 FK | 17·6 | **London** British | T.3Cy.20″,31½″&53″–36″ 160lb *80lb* 2SB,*4rf*,GS56,HS2760 Centrl Mar.E.Wrks.WHpl. | (*s*) 20 ″ 1 s1 ″ 6½ |
| 801 NFTS | — ~~*L.n.d.Vall*~~ (*ex*Zulu) *Well deck* *E.Datema*95–95 | **IronScSr** ~~*ss*Rot.No.3–4,92~~ 1*Dk*(*Irn*)2*trB* | 1407 1096 1008 | ✠100A1 3,94 ~~BS2,94~~ 3,95 | Rot A&CP LMC1,93 | *o* | 1879 3mo | M.Pearse &Co. Stockton | **Rotterdamsche Lloyd(W.Ruys &Sons,***Mgrs.*) | 244·0 Q88′F33′B62′ lrp93 | 32·0 BK8½ *WB*=*DBa*73′*f*92′ | 18·5 | **Rottrdam** Dutch | C.2Cy.30″&55″–36″ 77lb *65lb* 120H 2B,GS52 Blair&Co.(Lim.),Stockton | (*i*) |
| 802 RJDV | — *F.Dormien* –92(*ex*LadyGwendoline) | **SteelPadSr** 1*Dk* | 427 308 246 | | | | 1889 | J M'Arthur & Co. Paisley | **A.Ballin** | 210·8 | 23·1 | 8·8 | **Hamburg** German | C.D.2Cy.31″&57″–60″ NB90 160H Bow,M'Lachlan&Co.,Psy. | |
| 803 17874 MJLP | — *J.Jackson* –92 | **IronScSr** (*ex*DomPedro) 1*Dk* | 289 250 152 | | | ... | 1856 | R.Steel &Co. Greenock | **J.Little&Co.** | 158·0 Q76′ | 20·1 | 12·4 | **Barrow** British | C.2Cy.20″&35″–24″ NE85 NB75 55H Westray,Copelnd&Co.Brw | |
| 804 102799 | **Ariadne Alexandra** *W.Hodgson* –93 *Well deck* | **SteelScSr** 1*Dk*(*Irn*)&*Webframes* | 1986 1493 1252 | ✠100A1 1,94 | Bry LA&CP ✠LMC9,93 | *r* | 1893 9mo | W.Gray& Co.(Lim.) W Hartlepool | **"Ariadne"S.S.Co. (Lim.)** *WB*= | 277·0 P29′Q76′B114′ F31′ *Cell DB*228′438*t* | 38·2 FK | 17·7 | **London** British | T.3Cy.20″,31½″&53″–36″ 160lb *80lb* 2SB,*4rf*,GS57,HS2740 CentralMar.E.Wks.W.Hpl | (*s*) 20 ″ 3 s 1 ″ 6½ |
| 805 458 HLKM | **Ariadne Michalinos** *E.Mathiondis*89–89 (*ex*AriettaZigomala,*ex*Betty *ex*SeaGull) *Well deck* | **IronScSr** *ss*Sld.No.3–6,90 *ss*Cpl.No.1-94 2*Dks* | 1016 961 653 | ✠90A1 9,94~~5,90~~ LMC6,90 2,94 | Sld A&CP Cp | *m* | 1873 1mo 1894 | Iliff& Mounsey Sunderland | **Michalinos&Co.** | 216·5 P125′F26′ | 29·2 *WB*=*DBa* | 16·8 | **Syra** Greek | C.2Cy.27″&50″–30″ 65lb *65lb* NDB88 NB88 99H 1SB,*3pf*,GS54 *60lb* G.Clark,Sunderland | (*r*) |
| 806 | **Ariake Maru** (*ex*ChartersTower) *Well deck* | **SteelScSr** *ss*H.Kg.No.1–93 1*Dk*(*Irn*)2*trB*&*Webframes* | 2931 2179 1905 | ✠100A1 5,93 | HKg LA&CP ✠LMC5,93 | *t* | 1890 1mo | J.Read-head&Sons S.Shields | **Y.Mitsui** *W* | 300·6 P42′Q76′B120′ F39′ drp93 *B*=*CellDB*256′583*t* | 41·5 BK10′ | 21·8 | **Nagasaki** Japanese | T.3Cy.23″,38″&62½″–39″ 160lb *80lb* 310H 2SB,*6cf*,GS104,HS3491 J.Readhead&Sons,S.Shl. | (*r*) 24 ″ 4 s 2 ″ 6½ |
| 807 84121 VWTC | **Arica** | **SteelScSr** 2*Dks*(1*Stl*)&*Shaded* | 1771 1589 1310 | ✠ 7,84 | Liv | Lv | 1881 4mo | Laird Bros. Birkenhead | **PacificSteam NavigationCo.** | 300·0 F23*t* | 36·2 | 19·3 | **Liverpool** British | C.2Cy.34″&60″–42″ 220H 5*BH*1PBH Laird Bros.,Birkenhead *WB*=*CellDB* | |
| 808 95892 LCJS | **Ariel** *W.C.Usher* –93 *Well deck* | **SteelScSr** *ss*Bry.No.1–93 1*Dk*(*Irn*)2*trB*&*Webframes* | 2384 2325 1906 | ✠100A1 7,94~~6,98~~ ✠LMC1,93 ~~Hpl~~ Mab | Bry A&CP | *t* | 1889 4mo | W.Gray &Co.(Lim.) W Hartlepool | **Rickinson,Son& Co.** | 314·0 P29′Q102′B118′ F35′ *WB*=*DBa*106′ | 40·6 BK10′ | 22·1 | **W.Hartlpl** British | T.3Cy.23″,36½″&62″–39″ 160lb 220H Cen.MrneE.Wks.,W.Hpl. | (*s*) 23 ″ 8 s 2 ″ 6 |
| 809 NFVB | — *H.W.Stuit* | **SteelScSr** 1*Dk*2*trB* | 689 — 459 | | | | 1889 | Maatsch "DeMaas" Rotterdam | **Koninkl.Nederl. Stoomb.Maats.** | 179·7 | 27·4 | 15·4 | **Amstrdam** Dutch | T.3Cy.15″,25″&40″–30″ 80H Maats "de Maas," Rot. | |
| 810 293 HBMG | **Aries** *J.H.Briggs*81–87 | **IronSc3MstSr** 2*Dks* | 832 — 559 | | | | 1862 | Jas.Laing Sunderland | **Boston&Phila-delphiaS.S.Co.** | 197·0 | 27·6 | 15·9 22·0 | **Bostn,Mas** Utd.States | 1Cy.40″–48″ 332H Pusey&JonesCo.,Wlm.Del | |
| 811 83566 LMTB | — *G.Merchant*89–89 (*Trawler*) | **IronSc** *ss*Gms.No.3–2,92 1*Dk* | 118 118 67 | ✠100A1 2,92 ✠NB2,92 | Gms LA&CP ✠LMC2,92 | *a* | 1881 12mo | T.Charlton Grimsby | **Grimsby&North SeaSteamTraw-lingCo.(Lim).** | 95·4 ptND92 | 20·3 BK8′ | 10·2 | **Grimsby** British | C.2Cy.16½″&31″–20″ 70lb 1SB,*2pf*,GS21,HS630 T.Charlton,Grimsby | (*s*) 35H 3*BHCem* |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xpired. Equipment Letter. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in | 15 Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 812<br>106247<br>KCDJ | **Aries** IronSc<br>*B.Read* 1 *Dk* | 115<br>—<br>57 | | | | 1884 | American Shipbuilding Co. Philadelphia | ThamesTowBoat Co. | 89·5 | 20·1 | 9·0 | N.LndnCn. Utd.States | C.2Cy.17″&30″–24″<br>Neafie&Levy,Philadelphia | | |
| 813<br>KMFT | **Arion** IronScSr<br>*J.Kunisch* 1 *Dk* | 271<br>178<br>202 | | | | 1874 | Act.Ges "Weser" Bremen | Dampfschifffahrts Ges. "Neptun" | 117·4<br>P27′ F11′<br>len75 | 20·6 | 11·7 | Bremen German | C.2Cy.12″&21½″–18″ 40H<br>Janssen&Schmilinsky, Hamburg | | DV |
| 814<br>95008<br>KNTD | **Ariosto** SteelScSr<br>*Baines* *ss*Hul.No.1–92<br>1 *Dk(Stl)&Spardk(Stl)3trB* | 2920<br>2758<br>2265 | ✠100A1<br>*Spar dk*<br>1,94<br>BS2,94 ✠LMC3,92 | Cff<br>A&CP | *u* | 1887<br>8mo | Russell &Co. Greenock | R.M'Andrew&Co. | 320·3<br>P12′B70′ 27·3<br>BK10′<br>*WB* = *DBa88′f24′350t* | 40·2 | 19·4 | Glasgow British | T.3Cy.23″,39″&64″–42″ (*s*)<br>160lb *60lb* 250H<br>2SB,*6cf*,GS90<br>J.Howden&Co.,Glasgow | 20 ″ 11<br>*s* 7 ″ 3 | D |
| 815<br>95822<br>LPQG | — SteelScSr<br>*Elec.light* | 2376<br>2263<br>1545 | | | | 1890 | Earle's Co.(Lim.) Hull | T.WilsonSons& Co.(Lim.) | 300·4 | 38·0 | 20·0 | Hull British | T.3Cy.30″,46″&75″–45″ 400H<br>Earle'sCo.(Lim.),Hull | | BT till ~~3,95~~ 1,96 |
| 816<br>HBVN | **Aripuana** IronPadSr<br>*J.A.Marques* | —<br>—<br>371 | | | | 1884 | Pusey& JonesCo. Wilmington | J.Martins&Co. | 160·0 | 30·0 | 8·0 | Para Brazilian | C.2Cy.24″&72″<br>Pusey&JonesCo.,Wlm.Del | | R |
| 817 | **Aristea** SteelScSr<br>*A.Saliaris66–93* 1 *Dk(ptStl ptIrn)*<br>*&ptAwng dk(Irn)2trB* | 1818<br>1316<br>1132 | 100A1<br>*pt Awng dk*<br>*withfreeboard*<br>1,94 ✠LMC10,93 | Cff<br>A&CP | *q* | 1893<br>10mo | R.Thompson&Sons Sunderland | A.K.Saliaris&Co. | 263·2<br>P31′Q64′<br>*PtAwng dk* 168′ FK<br>*WB*=*CellDB202′348t FPT* | 36·0 | 16·8 | Piræus Greek | T.3Cy.20″,33″&54″–36″ (*r*)<br>160lb *80lb* 180H<br>2SB,*6pf*,GS90,HS2850<br>G.Clark(Lim),Sunderland | 19 ″ 2<br>*s* 8 ″ 3½ | |
| 818<br>81271<br>SNQF | **Arizona** IronSc4MstSr<br>*S.Brooks* –92 *ss*Liv.No.3–3,92<br>*Elec.light* 4 *Dks(2Irn&1ptIrnUws)* | 5164<br>5007<br>2657 | ✠100A1<br>4,94<br>BS4,94 | Liv<br>A&CP<br>LMC4,92 | *a*† | 1879<br>3mo | J.Elder &Co. Glasgow | Guion S.S.Co(Lim) | 450·2<br>B34′F74′ | 45·4 | 35·7<br>BK12″ | London British | C.3Cy.62″&90″(2)–66″ (*i*)<br>90lb *52lb* 1,200H<br>6D&6SB,GS840<br>J.Elder&Co.,Glasgow | 37 ″ 6<br>*s* 10 ″ 0½ | BT till 1,95 |
| 819<br>104163 | — IronScK<br>*R.Stokes* –94 1 *Dk* | 140<br>134<br>59 | ✠100A1<br>3,94<br>*StmTrawler*<br>✠LMC2,94 | Shl<br>LA&CP | | 1894<br>3mo | Edwards Bros. N.Shields | J.&G.Alward | 101·0<br>Q18′F19′ | 20·5 | 10·7<br>BK7½″ | Grimsby British | T.3Cy.11″,17″&30″–21″ (*s*)<br>160lb 45H<br>1SB,*2pf*,GS24,HS830<br>N.E.M.Eng.Co.(Lim.),Sld. | 11 ″ 8 | |
| 820<br>HQCP | **Arkösund** IronScSr<br>*C.F.Björklund* (*ex*Gamleby,*ex*<br>PerEnnes,*ex*NorraViken) 1 *Dk* | 167<br>84<br>139 | | | | 1872 | Gustaf Tillberg Oscarshamn | F.Blom | 107·3<br>Q26′B46′H10*t*F36′ | 18·1 | 6·9 | Nrrköping Swedish | C.2Cy.12½″&23″–16″ 30H<br>G.Tillberg,Oscarshamn | | |
| 821<br>HSVQ | **Arla** IronScSr<br>*A.Fris88–88* *ss*Got.No.3–8,87<br>(*ex*Celsus) *ss*Skm.No.1–92<br>*Well deck* 1 *Dk2trB* | 1022<br>776<br>789 | ✠90A1<br>4,92<br>BS4,94 ✠LMC4,92 | Skm<br>A&CP | *l* | 1871<br>9mo | J.L.Thompson&Sons Sunderland | Rederibolaget "Arla" (A.Fredholm) | 214·8<br>P121′H23*t*F23′<br>BK8″<br>*WB*=*DBa58′f19′* | 29·8 | 16·8 | Stockholm Swedish | C.2Cy.25″&50″–30″<br>90lb *47lb* NDB93 NB9098H<br>1SB,*3f*,GS54<br>G.Clark,Sunderland | 17 ″ 10 | |
| 822<br>HFVC | — CompScSr<br>*K.G.E.Lewin* –90 1 *Dk* | 239<br>190<br>168 | | | | 18 7 0 / 8 9 | .....<br>Oscarshamn | K.G.E.Lewin | 120·6<br>Q10′B29′F24′H27*t* | 21·4 | 10·6 | Stockholm Swedish | C.2Cy.13½″&30½″–20½″ 50H<br>GoteborgsMek.Verks,Got | | |
| 823<br>HJSK | **Arlindo** IronScSr<br>*M.Gomez* (*ex*Calderon) 2 *Dks* | 1054<br>967<br>660 | ✠<br>4,71 | Nwc | Lv | 1871<br>2mo | A.Leslie &Co. Newcastle | Companhia de Navegaçao Norte-Sul | 249·2<br>H87*t* | 29·3 | 16·9 | R.Janeiro Brazilian<br>4*BH*1PBH | C.2Cy.27″&52″–36″ 170H<br>R.Stephenson&Co.,Nwc. | | |
| 824<br>HJSK | **Armand Béhic** SteelSc<br>*Poydenot* –92 3 *Dks&Spardk* | 6467<br>—<br>2822 | | | | 1892 | Messageries Maritimes LaCiotat | Messageries Maritimes | 486·6 | 50·1 | 36·8 | Marseilles French<br>*WB* | T.3Cy.44″,67″&106″–53½″ 1000H<br>MessageriesMaritimes LaCiotat | | |
| 825<br>74759<br>WBDG | **Armathwaite** IronScSr<br>*L.Evans86–86* *ss*Liv.No.3–6,93<br>1 *Dk(Irn)2trB* | 1641<br>1301<br>989 | ✠100A1<br>11,94~~6,93~~<br>✠NB83 ✠LMC6,93<br>Harv Ant | Liv<br>LA&CP | *q* | 1881<br>5mo | Whitehven S.Co(Lim.) Whitehaven | S.S."Armathwaite"Co.(Lim) (Bürnyeát& Dalzell) *WB* | 255·0<br>P26′B48′F29′<br>drp92 BK9½″<br>= *DBa70′f64′273t* | 34·2 | 20·5 | Whitehvn British | C.2Cy.30″&60″–36″ (*a*)<br>80lb *80lb* NDB91 150H<br>2SB,*6pf*,GS168<br>J.Jones&Sons,Liverpool | | BS3,94 |
| 826<br>84314<br>VQSH | **Armenia** IronScSr<br>*R.J.Garrick88–94* | 3396<br>3005<br>2218 | | | | ... 1881<br>4mo | D.&W. Henderson &Co. Glasgow | HendersonBros. | 364·3<br>P21*t* B238*t* F21*t* | 38·0 | 28·6 | Glasgow British | C.2Cy.33″&66″–60″ 500H<br>D.&W.Henderson&Co.Gls. | | BT till ~~10,94~~ 3,96 |
| 827<br>97386<br>LPMH | — SteelScSr<br>*E.Scarf87–93* *ss*Hpl.No.1–94<br>*Well deck* 1 *Dk(Irn)&Webframes* | 2330<br>1777<br>1515 | ✠100A1<br>~~10,94 10,93,94~~<br>5,95<br>✠LMC~~8,95~~ 94<br>Bry | Hpl<br>LA&CP | *s* | 1890<br>3mo | W.Gray& Co.(Lim.) WHartlepool | W.Gray | 290·0<br>P29′Q92′B112′F29′<br>BK10″<br>*WB* = *DBa96′f108′452t* | 38·1 | 20·3 | W.Hartlpl British | T.3Cy.22″,35″&59″–39″ (*s*)<br>150lb *80lb* 200H<br>2SB,*6rf*,GS90<br>CentrlMrineE.Wks.,WHpl | 22 ″ 2<br>*s* 2 ″ 0½ | |
| 828<br>71209 | — WoodSc<br>1 *Dk* | 110<br>82<br>85 | | | | 1876 | D.Mc Murchy Picton,Ont. | Rathburn&Co. | 100·0 | 18·0 | 7·0 | Pictn,Ont British | 1Cy.16″–18″ 50H<br>J.Brokenshire,Kngstn,Ont | | |
| 829<br>HJSQ | **Arménie** IronScBn<br>*Thibal* 2 *Dks3trB* | 2120<br>—<br>1130 | | | | 1879 | Forges & C. de la Médit LaSeyne | Cie.deNav.Arménienne&Marocaine(N.Paquet &Co.,*Mgrs.*) | 296·5<br>P24′ B91′ F32′ | 35·8 | 23·7 | Marseilles French<br>*WB* | T4Cy(2)18″,37¾″&69¼″–35½″ 350H<br>*1pd.88*Frgs&Ch.delaMédt, Msl. | | V |
| 830<br>*Well deck* | **Arminda** SteelScSr<br>*W.Gilchrist* (*ex*Bosnian)<br>1 *Dk* | 382<br>264<br>200 | ✠100A1<br>6,91<br>✠LMC7,99 | Ayr<br>LA&CP | *f* | 1890<br>7mo | Mackie& Thomson Glasgow | CiaSantosta de ServicoMaritima | 148·0<br>Q79′B19′F21′<br>BK7″ | 23·6 | 10·5 | Santos Brazilian<br>4*BHAsp* | T.3Cy.13″,21½″&34″–27″ (*s*)<br>160lb *70lb* 60H<br>1SB,*3pf*,GS45<br>Muir&Houston,Glasgow | 11 ″ 6<br>*s* 1 ″ 2 | V |
| | *Now named "Itarare," See No. 3 in Supplement. WB=DBa35′29tFPT38t* | | | | | | | | | | | | | | |
| 831<br>8 | **Armonia** IronScSr<br>(*ex*Daisy) *ss*Dun.No.3–9,86<br>*Well deck* *ss*Dun.No.1–91<br>1 *Dk* | 602<br>523<br>392 | ✠90A1<br>~~7,91~~ 6,94<br>✠NB5,91 LMC5,91<br>Gen | Lon<br>A&CP | *j* | 1873<br>5mo | T.Turnbull & Son Whitby | Becchi&Calcagno | 180·6<br>Q66′B40′F23′<br>BK7½″ | 29·1 | 16·0 | Savona Italian<br>4*BHCem* | C.2Cy.23″&46″–30″ (*s*)<br>75lb 80H<br>1SB,*3pf*,GS50<br>Blair&Co.(Lim.),Stockton | 15 ″ 3<br>*s* 1 ″ 7 | |
| 832<br>HJVD | **Armorique** IronScSr<br>*Porsin* –93 | 356<br>312<br>258 | | | | 1871 | Chantiers &Ateliers de l'Océan Bordeaux | ChevillotteFrères | 154·2<br>P24′ B15′ F12′ | 21·3 | 12·4 | Brest French<br>*WB* | C.2Cy.18″&29½″–19¾″ 40H<br>Chntiers&Atlirsdel'Ocean, Bordeaux | | V |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux. Gréement, &c. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant aux lettres d'Epreuve. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 833 MBCQ | **Arnao** *J.Corrales* 73–73 | **IronScSr** | 132 132 97 | | | | 1873 | Cunliffe& Dunlop Pt.Glasgow | **Cie.RoyaleAsturienne desMines** | 109·9 | 18·4 | 9·0 | **Antwerp** Belgian | C.2Cy.17″&30″–20″ 40H Cunliffe&Dunlop,P.Gl. | |
| 834 163 NFPR | **Arno** *G.B.Demarchi* (*ex*Temerario,*ex*Frisia) | **IronScSr** 2 *Dks* | 3406 2359 2070 | | | | 1872 | Caird&Co. Greenock | **D.Schiattino** | 349·5 | 40·2 | 17·7 33·5 | **Genoa** Italian | C.2Cy.62″&104″–54″ NB82 984H Caird&Co.,Greenock | |
| 835 62637 WQVJ | — *T.S.Taylor* 89–89 6thSurvey,Shl.5,91 *Well deck* | **IronSc3MstSr** 1 *Dk2trB* | 1038 843 651 | ✠ —— 10,92 | Cff | | 1871 8mo | J.Laing Sunderland | **J.Westoll** | 232·1 P211*t* ND88 | 30·1 F29*t* | 17·1 | **Sundrland** British | C.2Cy.27″&53″–30″ NB81 98H Thompson,Boyd&Co.Nwc. *WB=DBa&f* 4*BH* | |
| 836 JDWC | **Arnold** *R.Kroll* 80–84 *Elec.light* | **IronScSr** 1 *Dk&Spardk&3trB* | 1196 1183 952 | | | | 1884 | G.Howaldt Kiel | **"Arnold"Dampfch. Ges.(F.Gribel)** | 222·7 P5*t* | 31·3 H30*t* | 21·7 *WB* | **Stettin** German | C.2Cy.25½″&43¼″–30″ 110H G.Howaldt,Kiel | |
| 837 HTVN | **Aron** *A.C.Bothén* –89 | **SteelScSr** 1 *Dk2trB* | 414 318 297 | | | | 1889 | MotalaCo. Oscarshamn | **Ångf.Aktieb. "Aron" (J.D.Grönwall)** | 141·7 Q48′ F17′ | 22·5 B37′ | 12·5 H10*t* *WB* | **Gothenbrg** Swedish | T.3Cy.12″,19¾″&32″–22″ 70H MotalaCo.,Motala | |
| 838 JPHQ | — | **CompSc3MstSr** | 240 145 181 | | | | 1869 | ..... Wennersborg | **Doscher&Co.** | 101·7 Q30′ | 21·9 B54′ | 10·1 F15 | **Bergen** Norwegian | 30H | |
| 839 98114 | **Aros** *W.Cole* 92–92 *Well deck* | **SteelScSr** 1 *Dk*(*Irn*)*&Webframes ss*Ros.No.1-94 | 1806 1348 1157 | ✠100A1 8,94~~6,94~~ ✠LMC5,94 Cff | Stn A&CP | *q* | 1890 6mo | J.Laing Sunderland | **ArosS.S.Co.(Lim.) (Newman&Dale)** *WB=Cell* | 265·5 Q112′ ~~drp92~~ *DB* 220′ | 35·6 B100′ FK *BH* 363*t* | 16·5 F31′ *Asp* *FPT* 35*t* *APT* 36*t* | **London** British | T.3Cy.19″,31″&51″–33″ 160lb *80lb* 2SB,*4rf*,GS60 N.E.MarineE.Co.(Lim)Sld | 18 ″ 8 s 1·6½ |
| 840 HKBF | — *A.L.Ekeberg* 69–72 | **IronScSr** 1 *Dk* | 296 161 228 | | | | 1872 | Oscarshamn Mek. Vrks. Oscarhamn | **Ångf.Aktieb. "Aros" (T.Sundeman)** | 136·8 P92′ | 20·6 H11*t* | 9·2 F22′ | **Vesterås** Swedish | 2Cy.19½″&39″–23¾″ 80H OscarshamnsMek.Verk. Oscarshamn | |
| 841 | — *E.F.Furtenbach* | **IronPad** 1 *Dk* | 120 106 71 | | | | 1852 | Motala Varf. Norrköping | **Bergman,Hummel &Co.** | 144·6 *Erections* 15*t* | 14·5 | 8·2 | **Luleå** Swedish | 2Cy.33¼″–31¼″ 60H MotalaCo.,Motala | |
| 842 | **Árpád** *A.Randich* 82–92 | **SteelScSr** 1 *Dk*(*Stl*)*&Spardk*(*Irn*–ws) *&deepframing* | 1180 1121 731 | ✠100A1 *Spar dk withfreeboard* 7,92 ✠LMC7,92 | Nwc A&CP | *o* | 1892 7mo | Wigham Richardson &Co. Newcastle | **RoyalHungarian SeaNavigation Co."Adria" (Lim.)** | 230·5 B45′F30′ *WB=Cell* | 33·1 *DB* 180 | 20·0 12·4 FK 5 *BHCem* 226*t* *APT* 7*t* | **Fiume** Aust.-Hung. WghmRchrdsn&Co.,Nwc. | T.3Cy.22″,36″&59″–39″ 165lb *80lb* 2SB,*6rf*,GS117,HS3802 | 14 ″ 8 s 5 ″ 7 |
| * 843 85924 WJDS | **Arracan** *H.Hannah* 84–93 *ss*Gls.No.3-2,95 | **SteelScSr** ~~*ss*Gls.No.2-90~~ ~~*2Dks(2Stl–Uws)*~~ 3 *Dks*(2*Stl–UTeaks*) | ~~2930~~ 2603 ~~1856~~ 1877 | ✠100A1 2,95~~1,94~~ ~~BS8,93 6,94~~ ✠LMC~~1,92~~ 6,94 | Gls LA&CP | *v* | 1882 2mo | R.Duncan &Co. Pt.Glasgow | **British&Burmese SteamNav.Co. (Lim.)** | 346·3 P44′B79′F45′ ~~drp91~~ | 39·9 ~~drp94~~ BK10′ *WB=Cell* | 25·2 | **Glasgow** British | C.2Cy.38″&68″–51″ 70lb ~~45lb~~ *70lb* NDB94 2DB,*4pf*,GS168 Denny&Co.,Dumbarton | 27 ″ 7 |
| 844 56183 | **Arran** *T.Smith* –91 (*ex*DunoonCastle) | **IronPadSk** | 171 171 30 | | | | 1867 | T. Wingate &Co. Glasgow | **J.Westwood** | 191·7 | 18·2 | 7·5 | **London** British | 1Cy.50″–39″ NB88 85H T.Wingate&Co.,Glasgow | |
| 845 68524 NGLH | **Arratoon Apcar** *J.E.Hansen* –92 *ss*Cal.No.2-94 | **IronSc3MstSr** *ss*HKg.No.3–7,86 ~~*ssHKg.No.1–91*~~ 2 *Dks3trB* | 2153 2007 1392 | ✠100A1 3,95~~3,93~~ ~~BS7,93~~ | HKg A&CP Cal | *s* | 1873 12mo | C.Mitchell &Co. Newcastle | **Apcar&Co.** | 323·2 | 35·5 | 25·7 | **London** British | C.2Cy.38″&68″–45″ 70lb ~~60lb~~ NB83′ 4*BH Cem* NDB91 MaudslaySons&Field,Lon. | 27 ″ 1 s 6 ″ 4½ |
| Lost by Collision 10.94 HCML | **Arrigo** *Martinolich* (*ex*Carolina P.,*ex*Liguria,*ex*Heathercliff) *Well deck* | **IronScSr** *ss*Tri.No.3–4,90 1 *Dk*(*Irn*) | ~~505~~ 400 263 | ~~✠100A1~~ 11,93 BS11,93 ✠LMC5,90 | Tri LA&CP | *h* | 1883 10mo | W.Hamilton&Co. Pt.Glasgow | **ConsorzioNav.à VapRagusea (T.Cossovich,** *Mgr.*) | 162·7 Q59′B40′F24′ drp93 | 25·7 BK7′ *WB=DBa* | 13·1 35′*f*33′ 119*t* | **Trieste** Aust.-Hung. J.Gilmour&Co.,Glasgow | C.2Cy.22″&44″–30″ 75lb 150H 1SB,*3pf*,GS50 | *(i)* |
| 847 HBWG | **Arroio de Pelotas** | | — — 115 | | | | ..... | | **M.Bromberg** | ..... | ..... | ..... | **PtoAlegre** Brazilian | | |
| 848 95789 | **Arrow** *W.Allan* –89 | **IronScS** | 123 111 83 | | | | 1889 | Head& Barnard Hull | **H.Leetham&Sons** | 93·5 Q9′ | 18·1 | 8·1 | **Hull** British | C.2Cy.10″&20″–14″ 17H VulcanIronWorks,Hull | |
| 849 96276 | — *J.Nicholas* –89 | **SteelTwinScSkTug** 1 *Dk* | 122 122 4 | ✠ 1,89 ✠ | Dun LA&CP | *a* | 1889 1mo | W.B. Thompson &Co.(Lim.) Dundee | **ShropshireUnion Railway& CanalsCo.** | 103·8 BK6½′ | 21·2 | 7·8 | **Chester** British | T.6Cy.9″,13″&24″–14″ 55H 1SB.*2pf*,GS30,HS890 WBThmpsn&Co(Lm)Dun | 8 ″ 4 |
| * 850 97760 | **Arroyo** *R.Samuel* –92 | **SteelScSr** 2 *Dks*(1*Irn*&1*Stl*)3*trB* | 3564 3248 2307 | ✠100A1 12,93 ✠LMC3,90 | Nwc LA&CP | *v* | 1890 3mo | R.Stephenson&Co. (Lim.) Newcastle | **ArroyoS.S.Co. (Lim.) (P.H.Dixon& Harrison)** | 340·7 P19′B86′F37′ *WB=Cell* | 43·1 FK *DB* 288′ | 26·8 555*t* | **Glasgow** British | T.3Cy.25½″,41″&67″–45″ 160lb *60lb* 2DB,*8cf*,GS300 R.Stphnsn&Co(Lim) Nwc. | 29 ″ 4 s 5 ″ 10 |
| Now named "Ino," *See No. 1 in Supplement.* | **Artemis** ~~*C.H.Lee* 93~~ *Well deck* | **IronSc3MstSr** ~~3489~~ JHTV *ss*Hul.No.3-3,90 ppts78 1 *Dk2trB* | 659 487 408 | ✠100A1 6,93 ✠NB82 BS3,93 | Hul A&CP ✠LMC3,90 | *j* | 1865 6mo | Marshall Bros. Newcastle | ~~Good,Flodman&~~ ~~Co.~~Stromstenens VartsAct Dampskibs | 179·7 P113′F29′ ptND88 *WB=* | 27·8 BK7″ *FPT&APT* | 14·6 ~~Hull~~ Stavanger 3 *BHCem* Norwegian *Cmp.*82Cooper&Co.,Hull | C.2Cy.25″&48″–27″ 70lb *65lb* NDB89 NE72 90H 1SB,*3pf*,GS49 | *(a)* | 15 ″ 9 s 1 ″ 5 |
| * 852 HNGB | **Artemisia** *G.Volicas* (*ex*Lemuria,*ex*Artemisia,*ex*Lemuria) *Well deck* | **IronScSr** *ss*Cpl.No.3–3,94 1 *Dk*(*Irn*)*2trB* | 1680 1311 1081 | ✠ ~~4,94~~ ✠LMC4,94 Gen | Cpl LA&CP | *q* | 1881 5mo | E.Withy& Co. Hartlepool | **M.T.Zygomlas** | 257·5 P24′Q68′B72′F31′ *WB=Cell* | 34·6 BK9″ *DB* 210′ | 17·8 369*t* | **Piræus** Greek T.Richardson&Sons,Hpl. | C.2Cy.33″&61″–33″ 75lb 160H 1DB,*4pf*,GS75 | *(i)* | 20 ″ 5 s2 ″ 0 |
| | **Arthur** *J.Williams* –92 *Well deck* | **IronScSr** ~~*ssNwc.No.3–2,86*~~ ~~*ssShl.No.1–90*~~ *ss*Bly.No.2-94 1 *Dk2trB* | ~~1221~~ ~~388~~ ~~778~~ 1228 949 748 | ✠90A1 ~~5,12,93~~ 5,95 ✠NB4,83 ~~BS7,93~~ | Bel A&CP ~~Bld~~ Shl | *o* | 1872 1mo 7,94 | Readhead, Softley&Co. S.Shields | **CharltonStmShippingCo.(Lim.) (Charlton,Mc-Allum&Co.,** *Mgrs.*) | 242·0 P124′F37′ ~~drp91~~ | 31·2 ptND90 drp94 BK8½′ *WB=* | 15·7 *DBa* 49′*f*65′ | **N.Shields** British | C.2Cy.27″& ~~27″ 33″~~ 70lb 55*lb* NDB83 2SB,*4pf* Thompson,Boyd &Co.Nwc | *(i)* 110H | 18 ″ 6 s 2 ″ 4 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of R. of Pract. Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 854 Official No. HBWL Code Letters. | **Arthur** IronScSr<br>~~81903~~ ~~*A.P.Rippon* –91~~ *ss*Npt.No.3–8,91<br>~~HKQB~~ *Well deck* 1*Dk*(*Irn*)2*trB*<br>*The vessel named "Sleipner," See No. 44 in Supplement.* | 1192<br>955<br>758 | ✠100A1<br>~~8,94~~ ~~6,98~~ ~~3,04~~<br>BS3,96 LMC8,91<br>5,94 Shl | Cst<br>A&CP | *o* | 1879<br>3mo | J.Read-head&Co.<br>S.Shields | ~~H.Baxter&Co.~~<br>J.v.d.Ohe | 240·0 Q90′B49′F26′ | 32·6 BK8½″ *WB*= | 17·5 *4BHCem DBa*69′*f*32′ | Bergen<br>~~Whitby~~<br>~~British~~<br>Norwegian | C.2Cy.27½″&52″–33″<br>65lb *80lb* NDB90 110HP<br>1B,GS53<br>J.Readhead&Co.,S.Shields | 18 ″ 7<br>s 1″10½ | |
| 855 Official No. Code Letters. | — SteelScSr<br>*W.Child* –94 511<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* 405<br>242 | ~~516~~<br>~~405~~<br>~~259~~ | ✠100A1<br>~~11,94~~<br>*(Class Contem. plated.)*<br>✠LMC6,94 | Dub<br>LA&CP | *h* | 1894<br>6mo | Murdoch & Murray PortGlasgow | M.Murphy,jun. | 170·0 Q72′B23′F24′ | 23·6 14·4 BK7 *WB*=*DBa*26 | ~~14·8~~ 9·0 *4BHCem* *22f*31′31*tFPT*14*tAT*11*t* | Dublin British | C.2Cy. 24″&45″–30″ (*s*)<br>80lb *80lb* 95HP<br>18B,*2pf*,GS60.HS1455<br>D.Rowan&Son,Glasgow | 15 ″ 2<br>s 1 ″ 6 | |
| 856 Official No. JDFL Code Letters. | — IronSc3MstSr<br>*W.Paske*86–89 (*ex*Marquis of Lorne)<br>*Elec.light* 1*Dk* | 166<br>157<br>123 | | | | 1870 | J.T.Eltringham S.Shields | R.C.Gribel | 120·0 Q27′ len75 | 18·9 | 9·2 | Stettin German | C.2Cy.13½″&24¾″–18½″<br>35HP<br>Möller&Holberg,Stettin | | V |
| 857 Official No. HBWL Code Letters. | — <br>*J.A.Silva* | —<br>115 | | | | | ..... | SunsaIrmao | ..... | ..... | ..... | Para Brazilian | | | |
| 858 Official No. 95927 Code Letters. | **Arthur Head** SteelScSr<br>*G.W.Lennard* –93<br>1*Dk*(*Stl*)2*trB*&*Webframes*<br>*Well deck* | 2909<br>~~2,04~~<br>2350<br>1887 | ✠100A1<br>~~11,94~~<br>✠LMC10,91 | Bry<br>A&CP | *u* | 1891<br>11mo | J.Priestman&Co. Sunderland | J.M.Lennard& Sons | 322·2 Q131′B120′F33′ *WB*=*DBa*106 | 41·7 BK10½″ | 22·7 | Stockton British | T.3Cy.22½″,37″&61″–42″ (*s*)<br>160lb *80lb* 210HP<br>2SB,*6pf*,GS112<br>N.E Mar.Eng.Co.(Lim)Sld | 24 ″ 0<br>s 2 ″ 11 | |
| 859 Official No. 107005 Code Letters. | **Arthur Orr** SteelScSr<br>2*Dks* | 2330<br>—<br>1973 | | | | 1893 | Chicago S.B.Co. Chicago,Ill. | C.W.Elphicke | 286·0 | 41·3 | 21·3 | Chcago,Ill. Utd. States *WB* | T.3Cy.19″,32″&52″–45″<br>H.G.Trout,Buffalo | | |
| 860 Official No. HKBS Code Letters. | **Artois** IronScS<br>*Bresque*74–87 | 1050<br>—<br>527 | | | | 1866 | Frges&C. de laMédit. LaSeyne | SociétéGénérale de TransportsMaritimes àVapeur | 212·6 | 29·0 | 24·3 | Marseilles French | 2Cy.33″–24½″<br>100HP<br>F.&C.de laMédit.,LaSeyne | | |
| 861 Official No. NFVM Code Letters. | **Arturo** IronPadSr<br>(*ex*Arthur) | 207<br>163<br>165 | | | | 1871 | Cunliffe& Dunlop PortGlasgow | A.S.Olmeta | 150·5 | 22·1 | 7·5 | LaGuayra Venezuelan | D.1Cy.38″–48″<br>60HP<br>Cunliffe&Dunlop,P.Gl. | | |
| 862 Official No. HFQW Code Letters. | **Artushof** IronScSr<br>*J.Wilke*81–89 1*Dk*2*trB* | 728<br>656<br>520 | | | | 1873 | J.G.Lawrie Glasgow | DanzigerSchiffahrtsAct.Ges. (A.Gibsone, *Mgr.*) (T.Rodenacker, *Mgr*) | 192·5 Q57′B52′F31′ | 26·8 BK7″ *WB*= | 16·2 *4BHCem* *DBa*40′40*t* | Danzig German *WB* | C.2Cy.28″&50″–33″<br>110HP<br>Blackwood&Gordon,P.Gl. | | V |
| 863 Official No. 105784 Code Letters. | **Arundell** IronSc | 339<br>—<br>257 | | | | 1878 | David Bell Buffalo,N.Y. | Cole&Holt | 166·6 | 26·5 | 10·7 | Pt.Huron, Mich. Utd. States | Neafie&Levy,Philadelphia | | |
| 864 Official No. NFVM Code Letters. | **Arundo** SteelScSr<br>~~*W.O.Peath* –99~~ *ss*Cpn.No.1–93<br>1*Dk*(*Irn*)&*Webframes*&*pt Awngdk*(*Irn*)<br>*J.Housvink*84–94 | 1834<br>1279<br>1174 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>3,95~~8,93~~ ✠LMC8,93 | Cpn<br>A&CP<br>Rot | *r* | 1890<br>6mo | C.S.Swan &Hunter Newcastle | Hudig&Veder<br>*WB*=*CellD* | 265·6 P26′Q72′B112′ F31′ drp93 FK *B*222′446*tAPT*44*t* | 37·0 | 17·4 *4BHptAsp ptCem* | Rottrdam Dutch | T.3Cy.20″,33″&54″–39″ (*s*)<br>160lb *80lb* 170HP<br>2SB,*6pf*,GS108,HS2822<br>Alley&M'Lellan,Glasgow | 19 ″ 9<br>s 8 ″ 8½ | D |
| 865 Official No. NFVS Code Letters. | **Ary Scheffer** IronScSr<br>*J.vanDuyen*93–93 *ss*Rot.No.2–92<br>*Well deck* 1*Dk*2*trB* | 528<br>489<br>364 | 100A1<br>4,93<br>✠NB4,93 LMC4,93 | Rot<br>LA&CP | *h* | 1883<br>10mo | Rykee&Co Rotterdam | C.Balguerie& Zoon | 170·0 Q84′B21′F11′ *WB*= | 24·2 BK7″ | 13·9 *4BHCem* *DBa*40′40*t* | Rottrdam Dutch | C.2Cy.19″&40″–30″ (*e*)<br>120lb *90lb* NDB93 70HP<br>1SB,*3pf*,GS56,HS1650<br>Maats de Schelde,Flushing | 14 ″ 9 | D |
| 866 Official No. 106629 Code Letters. | **Asa W. Hughes** IronScTug<br>*H.Melson* 1*Dk* | 106<br>—<br>53 | | | | 1889 | Neafie& Levy Philadelphia | A.S.Hughes | 84·8 | 19·4 | 9·0 | Phildlphia Utd.States | C.2Cy.15″&26″–22″<br>Neafie&Levy,Philadelphia | | |
| 867 Official No. 1137 HGTF Code Letters. | **Asagawo Maru** SteelScSr<br>*H.Walter* *ss*Nag.No.1–93<br>(*ex*Asagawo) 2*Dks*(*UIrn-ws*)&*Webframes* | 2453<br>2129<br>1521 | ✠100A1<br>*with freeboard*<br>1,94 ✠LMC8,93 | Yka<br>A&CP | *t* | 1889<br>1mo | J.Laing Sunderland | NipponYusen Kaisha<br>*WB*=*CellD* | 308·0 P45′B82′F35′ *B*244′413*t MTf*12 | 39·0 BK10″ | 23·3 5*BHCem* 200*ta*16′245*t* | Tokio Japanese | T.3Cy.23″,38″&62″–42″ (*s*)<br>150lb 220HP<br>2SB,*6f*,GS121<br>G.Clark,Sunderland | 26 ″ 2<br>s 5 ″ 1½<br>w 5 ″ 5 | |
| 868 Official No. 830 HFNS Code Letters. | **Asahi Maru** WoodScSr<br>*Wakihama Kotaro* | 497<br>484<br>308 | | | | 1884 | Yaman'she Shotaro Kobé | OsakaShosen Kaisha | 161·4 | 22·5 | 19·0 | Osaka Japanese | C.2Cy.20″&36″–22″<br>55HP | | |
| 869 Official No. 1138 HGTJ Code Letters. | **Asahigawa Maru** Wood—Sr<br>*Shiwozaki Ikichi*<br>(*ex*Asagao Maru) | 201<br>192<br>125 | | | | 1889 | Hayashi Kanjiro Osaka | OsakaShosen Kaisha | 119·0 | 16·2 | 14·2 | Osaka Japanese | 2Cy.<br>29HP | | |
| 870 Official No. 93759 KQDW Code Letters. | **Asama** SteelScSr<br>*Smith* *ss*Cff.No.1–92<br>2*Dks*(1*Stl*&1*Irn*)3*trB* | 3716<br>3533<br>2450 | ✠100A1<br>~~12,94~~ ~~4,94~~<br>BS4,94 ✠LMC1,92 | Bry<br>A&CP | *w* | 1888<br>1mo | M.Pearse& Co. Stockton | J.M.Wood<br>*WB*=*Cell DB* 308′ 739*t* | 370·0 P24′B98′F40′ | 42·3 BK11″ | 27·4 6*BHCem* *APT*27*t* | Liverpool British | T.3Cy.28″,46″&75″–54″ (*s*)<br>170lb *70lb* 495HP<br>2DB,*12cf*,GS179<br>Blair&Co.(Lim.),Stockton | 30 ″ 3<br>s 6 ″ 6½ | |
| 871 Official No. RHGN Code Letters. | **Ascania** SteelScSr<br>*P.Lüneschloss*92–93 2*Dks*3*trB* | 2069<br>1834<br>1480 | | | | 1887 | Sir W.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | Hamburg-AmerikanischePacketf. Act.Ges. | 290·0 P64′ B22′ F32′ len90 | 36·2 | 22·6 | Hamburg German *WB* | T.3Cy.22″,35″&58″–39″<br>250HP<br>WallsendSlipway&Eng. Co.(Lim.),Newcastle | | V |
| 872 Official No. JDVQ Code Letters. | — IronScSr<br>*H.Bastian*91–91 1*Dk* | 448<br>341<br>339 | | | | 1884 | Aron& Gollnow Stettin | A.Stenzel&Rolke | 175·4 P18′ B37′ F41′ len90 | 23·9 | 10·5 | Stettin German *WB* | C.2Cy.17¼″&32¾″–22½″<br>50HP<br>Aron&Gollnow,Stettin | | V |
| 873 ~~Official No. 84047~~ ~~TQWS~~ Code Letters. | **Ascanius** IronScCtr<br>~~*V.Myles*93–93~~ | 107<br>74<br>74 | | | | 1880 | Cochran& Co. Birkenhead | ~~BorneoCo.(Lim.)~~ | 74·0 P12*t* | 18·1 | 7·5 | Singapore ~~British~~ French | 1Cy.15″–16″<br>25HP<br>Cochran&Co.,Birkenhead | | |
| 874 Official No. 72358 PJWH Code Letters. | **Ascupart** IronScSr<br>*T.G.Weaver*86–86 *ss*Sld.No.3–11,88<br>2*Dks*3*trB* | 1351<br>1324<br>858 | ✠90A1<br>9,91<br>✠NB11,88 LMC11,88 | Sou<br>A&CP | *p* | 1875<br>12mo | M.Pearse& Co. Stockton | G.T.Harper&Co. (Lim.) | 250·0 B29′ drp90&91 ptND88 | 32·2 BK9″ *WB*= | 23·0 4*BHCem* *DBa*74′113*t* | S'thamptn British | T.3Cy.18″,29″&56″–40″ (*s*)<br>160lb NDB88 120HP<br>2SB,*4cf*,GS60<br>*Tpd*88 NEMarEC(Lm)Sld. | 24 ″ 2<br>s 4 ″ 3½ | D |
| 875 Official No. 81546 SNMQ Code Letters. | **Ashbrooke** IronScSr<br>*G.Higgs* –93 *ss*Sld.No.3–6,92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1419<br>1096<br>885 | ✠100A1<br>12,94 ~~6,92~~<br>~~BS4,94~~<br>2,95 LMC6,92<br>Shl | Sld<br>A&CP | *p* | 1879<br>5mo | Mounsey& Foster Sunderland | R.Gordon&Co. | 245·4 P25′ Q64′ B70′F34′ drp94 | 33·5 BK9″ *WB*=*DB* | 18·2 4*BHCem* *a*72′*f*62′247*t* | London British | C.2Cy.31″&57″–36″ (*i*)<br>75lb 150HP<br>2B,GS70<br>J.Dickinson,Sunderland | 19 ″ 9<br>s 1 ″ 10 | |

| 1 Numero d'Ordre / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant entre Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 876 | **Ashburne** | **IronScSr** | 2469 | ✠~~100A1~~ | Sld | *s* | 1879 | Short Bros. | J.S.Barwick&Co. | 297·5 | 38·0 | 25·0 | **Sundrland** | C.2Cy.36″&68″–44″ (*i*) | 26 " 1 |
| ~~89998~~ | *T.K.Brotherton* –91 *ss*Sld.No.3–9,90 | | 2010 | 2,94 | A&CP | | 3mo | Sunderland | | P163′F36′ | | | British | 70lb *70lb* 300HP | s 3 " 8 |
| SKFV | *Well deck* 2*Dks*(1*Irn*)3*trB* | | 1613 | BS7,93 | LMC9,90 | | | | *WB*= *DB a* 90′*f* 106′362*t* | srp92 BK10″ | | | 6*BHCem* | 2B,GS88 | |
| | | | | | | | | | | *FPT*25*t APT*25*t*~~*m Eq B92*~~ | | | | J.Dickinson,Sunderland | |
| 877 | **Ashdene** | **IronScSr** | 1138 | ✠100A1 | Shl | *n* | 1881 | Osbourne, | Bulman&Dixon | 230·1 | 33·0 | 16·3 | **Sundrland** | C.2Cy.28″&53″–36″ (*i*) | 17 " 3 |
| 84989 | ~~*J.Burn* –92~~ | ~~*ss*Shl.No.3–5,93~~ | 941 | 1,95 ~~3,93 3,94~~ | A&CP | | 7mo | Graham& | | Q82′B40′F28′ | | | British | 80lb ~~*85lb*~~*60lb* 99HP | s 1·10½ |
| WCFL | *Well deck* 1*Dk*(*Irn*)2*trB* | | 734 | BS6,94 | ✠LMC5,93 | | | Co. | | drp93 BK8′ | | | 4*BHCem* | 18SB,*3pf*,GS53 | |
| | *J.Burn*92-92 | | | | Lon | | | Sunderland | *WB*= *D Ba*61′*f*53′231*t FPT* | 28*t APT*7*t* | | | G.Clark,Sunderland | | |
| 878 | **Ashdown** | **SteelScSr** | 2899 | ✠100A1 | Lon | *t* | 1892 | C.S.Swan& | AshdownS.S.Co. | 312·0 | 41·0 | 20·5 | **London** | T.3Cy23″,37½″&61½″–39″ (*s*) | 23 " 1 |
| 99040 | *J.Cowie* –94 | | 2202 | *pt Awng dk* | A&CP | | 2mo | Hunter | (Lim.) | P24′Q94′B126′ | | | British | 160lb *80lb* 350HP | s 9 " 1 |
| | 1*Dk*(*pt Stl pt Irn*)*& Webframes*& | | 1854 | *with freeboard* | | | | Newcastle | (W.R.Price&Co.) | F36′ RFD32′ FK | | | 2SB.6*cf*,GS99,HS3520 | | |
| | *pt Awng dk*(*Irn*) | | | 2,94 | ✠LMC1,92 | | | | *WB*= *Cell DB*264′640*t* | | | | Blair&Co.(Lim.),Stockton | | |
| 879 | **Ashfield** | **IronScSr** | 1573 | ✠A1✱1 | Cff | Lv | 1878 | Richardsn, | F.Binnington&Co. | 250·0 | 33·0 | 23·5 | **Stockton** | C.2Cy.31½″&59″–36″ | 24 " 9 |
| 67510 | *E.L.Jenkins* –93 4thSurveyCff.5,93 | | 1476 | 3,94 | | | 7mo | Duck&Co. | | B38′F28′ | | | British | NDB89 150HP | s 4 " 3 |
| RSTD | 2*Dks*(*Irn*) | | 1007 | | | | | Stockton | | drp93 BK9″ | | | 5*BH*1PBH | 2B | |
| | *Now named "Fides," See No. 22 in Supplement* | | | | | | | | | *WB*= *DB* | | | 2*APT*.*FPT* | Blair&Co.(Lim.),Stockton | |
| 880 | **Ashford** | **IronScSr** | 1909 | ✠100A1 | Nwc | *r* | 1881 | J.L.Thomp- | SecondStandard | 276·0 | 37·5 | 19·6 | **Sundrland** | C.2Cy.34″&64″–42″ (*i*) | 20 " 10 |
| 84998 | *T.Thompson* –92 ~~*ssBly.No.2–90*~~ | | 1559 | ~~12,93~~ 11,94 | A&CP | | 12mo | son&Sons | S.S.Co.(Lim.) | P28′Q76′B50′F29 | | | British | 80lb *80lb* 180HP | s 2 " 7 |
| WJRM | *Well deck* 1*Dk*(*Irn*)2*trB* | | 1211 | | ✠LMC12,93 | | | Sunderland | (Speeding,Mar- | drp94 FK | | | 6*BHCem* | 2SB,6*pf*,GS100 | |
| | *ss*Nwc.No.3-12,93 | | | | Sld | | | | shall&Co.,*Mgrs.*) | | | | | J.Dickinson,Sunderland | |
| | | | | | | | | | *WB*= *DB* | *a* 80*f* 52′266*t FPT* | | | 32*t APT*28*t* | | |
| 881 | **Ashington** | **SteelScSr** | 885 | ✠100A1 | Bly | *l* | 1892 | W.Dobson | AshingtonCoalCo. | 206·7 | 30·1 | 14·1 | **Newcastle** | T.3Cy.17″,28½″&46″–33″ (*s*) | 16 " 3 |
| 97994 | *G.P.Ogg*94–94 | | 715 | ~~9,94 9,94~~ 2,95 | A&CP | | 5mo | &Co., | (W.Milburn&Co., | P19′Q84′B8′F22′ | | | British | 160lb *160lb* 98HP | s 1 " 7½ |
| MNWG | *Well deck* 1*Dk*(*Irn*)*& Webframes* | | 516 | | ✠LMC4,92 | | | Newcastle | *Mgrs.*) | drp95 FK | | | 4*BHCem* | 1SB,3*pf*,GS52,HS1840 | |
| | | | | | | | | | *WB*= *Cell DB*167′215*t FPT* | | | | 39*t APT*14*t* | J.Dickinson,Sunderland | |
| 882 | **Ashland** (*NOW A BARGE*) | **WoodScSr** | 762 | | | | 1863 | ..... | W.P.Clyde&Co. | 196·5 | 30·2 | 18·8 | **Phildlphia** | 1Cy.42″–36″ | |
| 78 | 2*Dks* | | — | | | | | Philadelphia | | | | | Utd.States | 166 HP | |
| HBTL | | | 487 | | | | | | | | | | | Neafie& Levy,Philadelphia | |
| 883 | **Ashlands** | **SteelScSr** | 2303 | ✠100A1 | Npt | *s* | 1890 | E.Withy | ~~Hardy,Wilson&Co~~ | 290·0 | 38·0 | 19·8 | **W.Hartlpl** | T.3Cy22″,35″&59″–39″ (*s*) | 22 " 3 |
| 97398 | *F.McEwen*90–91 *ss*Npt.No.1–94 | | 1768 | 1,94 | LA&CP | | 7mo | &Co. | J.F.Wilson&Co. | P33′Q84′B118′F31′ | | | British | 160lb *65lb* 200HP | s 2 " 1½ |
| | *Well deck* 1*Dk*(*Irn*)*& Webframes* | | 1491 | | ✠LMC1,94 | | | WHartlepool | | FK | | | 5*BH Asp* | 2SB,6*cf*,GS95,HS3372 | |
| | | | | | | | | | | *WB*= *Cell DB*248′425*t APT*27*t* | | | | T.Richardson&Sons,Hpl. | |
| 884 | **Ashley** | **SteelScSr** | 2297 | ✠100A1 | Liv | *s* | 1891 | Craig, | N.of IrelandS.S. | 289·0 | 37·9 | 19·3 | **Belfast** | T.3Cy.21″,34″&56″–39″ (*s*) | 21 " 9 |
| 96271 | *R.Hall*92–92 | | 1740 | 1,94 | A&CP | | 1mo | Taylor&Co. | Co.(Lim.) | Q113′ B120′F32′ | | | British | 160lb *80lb* 170HP | |
| MBRG | *Well deck* 1*Dk*(*Irn*)*& Webframes* | | 1500 | | ✠LMC11,90 | | | Stockton | | BK10″ | | | 6*BH Asp* | 2SB,4*rf*,GS64,HS2971 | |
| | | | | | | | | | *WB*= *Cell DB*242′452*t FPT* | | | | 75*t APT*15*t* | Wstgrth,English&Co.Mdb | |
| 885 | **Ashton** | **IronScBn** | 1663 | ✠100A1 | Cff | *q* | 1882 | E.Withy | W.&E.S.Lamp- | 257·4 | 34·6 | 17·8 | **London** | C.2Cy.32″&62″–40″ (*i*) | 20 " 3 |
| 85145 | *W.Wills* ~~*ssCff.No.2–90*~~ | | 1309 | 4,95 ~~3,94~~ | LA&CP | | 3mo | &Co. | lough | P26′Q70′B66′F31′ | | | British | 75lb *80lb* NDB92 150HP | s 2 " 2 |
| WMGC | *Well deck* 1*Dk*(*Irn*)2*trB* | | 1069 | BS7,93 | ✠LMC7,90 | | 4,95 | WHartlepool | | srp95 BK9″ | | | 4*BHCem* | 2SB,6*f*,GS82 | |
| | *ss*Sld.No.3–4,95 | | | | Sld | | | | | ~~*WB*= *Cell DB*210′378*t*~~ | | | | Black,Hawthorn & Co.Gts. | |
| | | | | | | | | | | *WB*= *Cell Ba*82′*f*84′288*t* | | | | | |
| 886 | — | **IronScSr** | 1007 | ✠100A1 | Gms | *n* | 1884 | E.Withy& | ManchesterShef- | 238·6 | 32·3 | 14·1 | **Grimsby** | T.3Cy.22″,37″&58″–36″ (*k*) | 15 " 3 |
| 90365 | *A.S.Knox* –94 *ss*Gms.No.2–93 | | 847 | 4,95 ~~3,94~~ | LA&CP | | 6mo | Co. | field&Lincoln | P32′B77′F47′ | | | British | 140lb *80lb* 170HP | s 2 " 3 |
| JNMT | 1*Dk*(*Irn*)2*trB* | | 647 | ~~BS3,94~~ 4,95 | ✠LMC8,93 | | | WHartlepool | RailwayCo. | srp94 FK | | | 5*BH Asp* | 2DB,8*cf*,GS146 | |
| | | | | | | | | | *WB*= *DB a* 48′*f* 59′145*t* | | | | | T.Richardson & Sons,Hpl. | |
| 887 | **Asia** | **IronScSr** | 3561 | | | ... | 1884 | D&W Hen- | HendersonBros. | 378·2 | 40·2 | 28·6 | **Glasgow** | C.2Cy.33″&66″–60″ | |
| 89989 | *J.Laird*65–90 | | 3326 | | | | 10mo | derson&Co. | | P79′B84′F44′ | | | British | 480HP | |
| JTSK | | | 2323 | | | | | Glasgow | | | | | | D.&W.Henderson&Co.Gls. | |
| 888 | — | **IronScSr** | 1680 | | | | 1882 | Act.Ges. | D.H.Wätjen&Co. | 263·4 | 34·4 | 24·9 | **Bremen** | C.2Cy.34¾″&59″–42″ | |
| | *C.Kobbe*89–89 | 2*Dks*3*trB* | — | | | | | Weser, | | B70′ | | | German | 198HP | |
| QDNR | | | 1212 | | | | | Bremen | | *Now named "Delos," See No. 4 in Supplement* | | | *WB* | Act.Gesel.Weser,Bremen | |
| 889 | — *L.Scarpali* | **IronSc3MstSr** | 1577 | ✠100A1 | Gen | *q* | 1874 | F.Odero | L.Scorcia&figli | 278·7 | 30·0 | 17·5 | **Bari** | C.2Cy.27″&47¼″–27½″ | |
| 12 | ~~*G.Cornelio*~~ | *ss*Gen.No.3–5,86 | 1090 | *Spar dk* | A&CP | | 3mo | Sestri | | | 24·4 | | Italian | 70lb ~~*80lb52lb*~~ 106HP | |
| NFRM | (*ex*Principe,Enrique | *ss*Gen.No.~~1–91~~2-94 | 1029 | ~~7,94 8,94~~ 3,95 | ~~BS3,94~~ | | | Ponente | | | BK8″ | | 5*BHCem* | 1SB,3*pf*,GS56 | |
| | Calvet,Eugenio&Scio) | 1*Dk*& *Spar dk*3*trE* | | ✠NB83 | LMC8,~~91~~ | | 5,94 | | | | | | *WB*= *pt DB* | F.Odero,Genoa | |
| 890 | — | **IronSc3MstSr** | 1364 | | | ... | 1870 | Wigham | Nav.Gen.Italiana | 268·0 | 31·0 | 16·1 | **Genoa** | C.2Cy.28¾″&54″–36″ | |
| 32 | *Raffo* –91 | 2*Dks*& *Awng dk* | 1334 | | | | 4mo | Richardson | | | 24·2 | | Italian | NB79fitted82 268HP | |
| NFRK | | | 897 | | | | | &Co. | | | | | 5*BHCem* | *Cmp*.82R.&W.Hawthorn, | |
| | | | | | | | | Newcastle | | | | | | Newcastle | |
| 891 | — | **IronScSr** | 199 | ✠90A1 | Hul | *c* | 1880 | Earle'sCo. | HullStm.Fishing | 131·0 | 20·0 | 10·8 | **Hull** | C.2Cy.21″&40″–27″ (*s*) | 11 " 6 |
| 82474 | ~~*Carlisle*~~ *ss*Hul.No.3–4,92 | | 199 | 8,94 ~~4,93~~ | LA&CP | | 4mo | Hull | &IceCo.(Lim.) | ptND92 | | BK7″ | British | 85lb 60HP | |
| | *A.Mason* 1*Dk* | | 121 | ✠NB4,92 | ✠LMC4,92 | | | | | | | | 3*BHCem* | 1SB,2*f* FD | |
| | | | | | | | | | | | | | | Earle'sCo.(Lim.),Hull | |
| 892 | — | **IronScK** | 151 | ✠100A1 | Hul | | 1891 | Cochrane, | International | 100·5 | 20·5 | 11·0 | **Grimsby** | T.3Cy.11½″,18″&30″–22″ (*s*) | 11 " 10 |
| 99663 | *W.Germany* –91 | | 139 | *Stm Trawler* | LA&CP | | 12mo | Cooper& | SteamTrawling | Q19′F17′ | | BK7½″ | British | 160lb 45HP | |
| | 1*Dk* | | 66 | 12,91 | ✠LMC12,91 | | | Schofield | Co.(Lim.) | | | | 3*BHCem* | 1SB,2*cf*,GS26,HS700 | |
| | | | | | | | | Beverley | (T.Baskcomb *Mgr*) | | | | | C.D.Holmes&Co.,Hull | |
| 893 | **Asiatic Prince** | **SteelScSr** | 2183 | ✠100A1 | Nwc | *r* | 1888 | Short Bros. | J.Knott | 292·0 | 39·1 | 18·9 | **Newcastle** | T.3Cy.22″,36″&59″–42″ (*s*) | 21 " 2 |
| 95250 | ~~*J.Hesketh* –92~~ | *ss*Nwc.No.1–92 | 1681 | 6,94 ~~4,92~~ | A&CP | | 7mo | Sunderland | | P32′Q76′B114′ | | | British | 150lb *80lb* 200HP | s 1·10½ |
| KSPT | *Well deck* 1*Dk*(*Irn*–ws)*& Webframes* | | 1416 | BS10,94 | ✠LMC9,92 | | | | | F30′ BK10″ | | | 6*BH Asp* | 2SB,~~6cf~~GS100 2*cf*& 4*rf* | |
| | *Anderson* | | | | Liv | | | | *WB*= *Cell DB*204′306*t* | | | | | J.Dickinson,Sunderland | |
| 894 | **Ask** | **SteelScSr** | 946 | | | | 1891 | Burmeister | Dampskibsel- | 209·4 | 28·0 | 13·3 | **Randers** | C.2Cy.25½″&46″–27″ | |
| | *N.C.Revsbeck*79–91 | | 553 | | | | | &Wain | skabet "Activ" | B49′ | | 20·7 | Danish | 115HP | |
| NDPM | | | 592 | | | | | Copenhagen | (C.Hassager) | | | | | Burmeister&Wain,Cpn. | |
| | | | | | | | | | | | | | | *WB* | |
| 895 | — | **SteelScSr** | 739 | | | | 1891 | Bergens | J.C.Giertsen | 201·8 | 28·1 | 11·1 | **Bergen** | T.3Cy.15½″,25″&40″–27″ | |
| | *O.Kars* | 1*Dk* | 551 | | | | | Mek.Værk- | | Q53*t*B96*t*F29*t* | | | Norwegian | 100HP | |
| JVHR | | | 444 | | | | | sted | | | | | | BergensMek.Værksted, | |
| | | | | | | | | Bergen | | | | | | Bergen | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Master.* / Special Surveys. | 3 *Late Name if any.* / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xpired. Equipment Letter. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. / Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 896<br>96094<br>LJFS | Aska<br>*J.Kennedy* –91<br>*Elec.light* | SteelScSr<br>1*Dk*&*Shaded*k | 527<br>398<br>130 | ✠<br>*Shade dk with freeboard*<br>10,89<br>✠ | Cly | *i*<br>A&CP | 1889<br>10mo | AilsaS.B. Co. Troon | BritishIndiaS.N. Co.(Lim.) | 190·0<br>P38*t* | 29·0<br>BK7½″ | 11·6<br>5*BHCem* | Glasgow<br>British | T.3Cy.16″,26″&42″–30″ 90H<br>1DB,*4cf*,GS78<br>Dunsmuir&Jackson,Gls. | 12 ″ 3 | | |
| 897<br>HFSL | Asker<br>*A.Andersen* –93 | SteelScSk<br>1*Dk* | 136<br>97<br>92 | | | | 1893 | Xiansands mek.Verksted Xiansand,S | Interessentskabet "Asker" (Thr.Martinsen) | 99·3<br>P38*t* | 16·7 | 9·4 | Chrstiania<br>Norwegian | C.2Cy.13″&25″-18½″ 35H<br>Xiansands mek.Verksted, Xiansand | | | |
| 898<br>HJCV | Askersund<br>*A.Jansson*83–87 (*ex*Solid)1*Dk* | CompScSr | 165<br>139<br>110 | | | | 1886 | P.Larsson Thorskog | W.Wallin | 99·1<br>B25′F12′ | 21·2 | 9·0 | Sätra,Skrb<br>Swedish | C.2Cy10¼″&22″–14¾″ 20H<br>P.Larsson,Thorskog | | | |
| 899 | Askold | TwinSc | | | | | 1880 | Act.Ges. "Vulcan" Stettin | RussianS.N.& TradingCo. | 208·6 | 29·0 | 12·0 | Odessa<br>Russian | C.2Cy.17⅞″&31½″–19¾″ | | | |
| 900<br>HJCV | Askur<br>*J.E.O.Ekström* –92 | CompScSr<br>1*Dk* | 333<br>267<br>242 | | | | 18$\frac{72}{89}$ | Sven Olsson Oscarshamn | P.W.Åkerstedt | 139·1<br>Q47′B20′F24′ | 22·8 | 11·5 | Hernösand<br>Swedish | C.2Cy.19″&33″–18½″ 45H<br>BergsundsMek.Værks.Skh | | | V |
| 901 | Aslan<br>*HussianBey* *ss*Cpl.No.3–9,88 (*ex*Minho,*ex*LeopoldII.) | IronScBn | 2541<br>2484<br>1491 | ✠<br>9,88 | Cpl | A&CP | 1872<br>10mo | Barclay, Curle&Co. Glasgow | IdareiMassousieh | 350·4 | 36·9 | 27·5 | Constanpl<br>Turkish<br>5*BH* | C.2Cy.50″&86″–48″ 450H<br>Barclay,Curle & Co.,Gls. | | | |
| 902<br>94547<br>LSPW | Asloun<br>*J.Murray*84-90 *ss*Gls.No.1-94<br>1*Dk*(*Irn*)&*Spardk*&*Webframes* | SteelScSr | 2828<br>2596<br>1827 | ✠100A1<br>*Spar dk*<~~7,94~~ 8,94<br>11,94<br>✠LMC3,94 | Gls<br>A&CP<br>~~Stl~~ Yka<br>LWL | *u* | 1890<br>7mo | Sunderlnd Shipbuilding Co. Sunderland | AdamS.S.Co(Lim) (Adam&Co,*Mgrs.*) | 309·0<br>P37′F40′<br>drp94<br>*WB*= *Cell* | 41·1<br>25·8<br>BK8″ | 18·6<br>*DB*256′449*t* | Aberdeen<br>British | T.3Cy.23½″,39″&64″-42″ (*r*)<br>160lb *90lb* 250H<br>2SB,*6rf*,GS125<br>Black,Hawthorn& Co.,Gts. | 21 ″ 2<br>s 7 ″ 0¼ | | |
| 903<br>86970<br>HWSN | Aspatria<br>*C.C.Bruhn* –93 *ss*Shl.No.2–92<br>2*Dks*(*Irn*)&*Webframes* | IronScBn | 2844<br>2647<br>1836 | ✠100A1<br>4,94<br>BS12,93<br>✠LMC7,92 | Hfx | *v* | 1883<br>8mo | M.Pearse &Co. Stockton | W.Runciman&Co. | 325·0<br>P32′B80′F37′<br>drp94<br>*WB*= *DBa* | 40·0<br>BK11″ | 26·5<br>98′*f*108′567*t* | W.Hartlpl<br>British | C.2Cy.39″&77″–48″ (*b*)<br>80lb ~~60lb~~ *70lb* 250H<br>2DB,*8pf*,GS132<br>Blair&Co.(Lim.),Stockton | 27 ″ 9<br>s 5 ″ 3 | | |
| 904<br>97628 | Asphodel<br>*G.F.Sawle* *ss*Phl.No.1–94<br>2*Dks*(1*Stl*1*Irn*)&*Deep framing* | SteelScSr | 2674<br>2339<br>1730 | ✠100A1<br>~~2,94~~ ~~3,94~~ 3,95<br>~~Stl~~ Dun<br>✠LMC2,94 | Phl<br>LA&CP | *t* | 1890<br>5mo | A.Stephen &Sons Glasgow | J.B.Murray&Co. | 310·0<br>P40′B72′F38′<br>drp94<br>drp95 | 41·0<br>BK10″<br>*WB*= *Cell* | 23·5<br>*DB*248′548*t* | Glasgow<br>British | T.3Cy.23″,37″&59″–42″ (*s*)<br>160lb *75lb* 240H<br>2SB,*6rf*,GS104<br>A.Stephen&Sons,Glasgow | 26 ″ 3<br>s 4 ″ 5½ | | D |
| 905<br>153<br>NFRL | Aspromonte<br>*J.Bellantonio*89–90<br>(*ex*Seybouse,*ex*Graecia) 2*Dks* | IronSc3MstSr | 436<br>—<br>262 | | | | 1869 | Scott&Co. Greenock | LaCalabria Società diNavigazione aVapore | 187·0<br>P64′H14*t*F10′ | 22·5 | 13·3 | Reggio, Calabria<br>Italian | C.2Cy.17¾″&35½″–24″ 73H<br>GreenckFoundry Co.,Grk. | | | V |
| 906<br>73415<br>QFTJ | Assagai<br>*H.Tupman*84–84 *ss*Sou.No.3–3,89<br>*ss*Sou.No.1–93<br>1*Dk* | IronScSrYt | 71<br>71<br>48 | ✠100A1<br>*Yacht*<br>4,93<br>✠NB5,87<br>LMC4,93 | Sou<br>A&CP | | 1876<br>8mo | Day,Summers&Co. Southampton | Lieut.Col.R.P. Crozier | 91·0 | 14·2 | 8·3 | Salcombe<br>British | C.2Cy.10″&20″–18″ (*s*)<br>70lb 20H<br>1SB,*2pf*,GS19<br>Day,Summers&Co.,Sou. | | | |
| 907 | Assaish<br>*Frango*61– | WoodPad | —<br>—<br>140 | | | | 1865 | Money Wigram London | Chirket-i-Hairie (BosphorusSteam Nav.Co.) | 160·0 | 21·0 | 10·0 | Constanpl<br>Turkish | 90H<br>MaudslaySons&Field,Lon. | | | |
| 908<br>73581<br>PHFD | Assam<br>*T.F.Creery* –92<br>*Elec.light* (*ex*FeldmarschallMolke) | IronScBg | 3060<br>1303<br>1611 | *Now named "Kaijio Maru", See No. 32 in Supplement.* | | | 1873 | Caird&Co. Greenock | P.&O.SteamNav. Co. | 350·0 | 39·4 | 30·8 | Greenock<br>British | C.2Cy.50″&86″–54″ NB81 500H<br>Caird&Co.,Greenock | | | |
| 909<br>93949 | Assaye<br>*R.Carruthers* –93 *ss*Bel.No.1-94<br>*Elec.light* 2*Dks*(*UStl*&1*Irn*)3*trB* | SteelSc4MstSr | 5129<br>4014<br>~~2797~~<br>3981 | ✠100A1<br>8,93 10,94<br>*Shelter dk with Freeboard*<br>✠LMC7,94 8,94 | Liv<br>LA&CP | *y*<br>Bel | 1891<br>7mo | Harland& Wolff(Lim.) Belfast | AfricanSteamShip Co. (Elder,Dempster &Co.,*Mgrs.*) | 401·0<br>P49′B80′F46′<br>drp94<br>*WB*= *Cell* | 45·3<br>35·3<br>BK9½″ | 28·1<br>*DB*312 827*t* | London<br>British | T.3Cy.25½″,42″&70″–51″ (*s*)<br>180lb *60lb* 375H<br>2DB,*12rf*,GS193<br>Harland&Wolff (Lim.)Bel. | 31 ″ 2<br>s ~~7 ″ 6~~ 5 ″ 10 | | 4 |
| 910 | —<br>*Elec.light* | SteelTwinScSr | 563<br>499<br>158 | | | | 1891 | SirW.G. Armstrong, Mitchell&Co. Newcastle | IndianGovernm'nt | 230·0<br>F67′ | 27·0 | 14·3 | | T.3Cy.22″,33″&49″–21″<br>Maudslay,Sons&Field,Lon | | | |
| 911<br>QCSN | Assecuradeur<br>*F.Meyer*84–88 | IronScSp<br>1*Dk* | 172<br>—<br>66 | | | | 1871 | Reih'rstieg Schiffswerfte Hamburg | Bugsirges"Union" | 110·5 | 21·1 | 12·5 | Bremen<br>German | C.2Cy.28″&48″–30″ 120H<br>Reihrstg Schffswrfte,Ham. | | | |
| 912<br>88<br>NFRP | Assiria<br>*M.Monticelli*84–86 1*Dk*&*Spardk*3*trB* | IronScBn | 1609<br>1090<br>1055 | | | ... | 1874<br>11mo | N.Odero Sestri Ponente | Nav.Gen.Italiana | 276·5<br>*WB* | 30·1 | 17·1<br>25·2 | Palermo<br>Italian | C.2Cy.35″&66″–30″ NB80 242H<br>*Cmp.*80N.Odero,Sestri Ponente | | | I |
| 913<br>97870 | Assistance<br>(*Tug*) | SteelScSp | 214<br>202<br>60 | | | | 1891 | Gourlay Bros.&Co. Dundee | PacificSteamNav. Co. | 105·0 | 22·6 | 12·0 | Liverpool<br>British | C.2Cy.17″&34″–24″ 65H<br>GourlayBrs.&Co.,Dundee | | | |
| 914<br>86460 | —<br>*G.Legg*89–89 | IronScTug<br>1*Dk* | 94<br>94<br>20 | ✠<br>3,87 | Gls | *a* | 1886<br>2mo | J.M'Arthur&Co. Paisley | GuernseyStm. Towing&Trading Co.(Lim.) | 96·7<br>B10′<br>len87 | 17·3 | 8·7 | Guernsey<br>British | C.2Cy.18″&35″–20″ 52H<br>Bow,McLachlan&Co., Psy. | 9 ″ 0 | | |
| 915 | Assü<br>*Wilkinson* | SteelTwinScSr | 1185<br>1126<br>925 | | | | 1891 | R.&W. Hawthorn, Leslie&Co. Newcastle | Companhia Nacional de SalinasMossoro Assü | 260·7<br>P25′F35′<br>*WB* | 36·2 | 14·3 | R.Janeiro<br>Brazilian | C.4Cy.17″&34″–22″ 80H<br>Ross&Duncan,Glasgow | | | V |
| 916<br>63808<br>JVLD | Assyria (*BROKEN UP 94*) | IronScSr | 2023<br>1487<br>1249 | | | ... | 1871<br>1mo | R.Duncan &Co. Pt.Glasgow | HendersonBros. | 300·5<br>P105*t*F32*t* | 33·2<br>29·4 | 22·6 | Glasgow<br>British | C.2Cy.38″&68″-42″ NB80 424H<br>FinniestonCo.,Glasgow | | | |
| 917<br>67980<br>NSWM | —<br>*G.A.Shepherd* –93 *ss*Cly.No.3–2,82 | IronScSr<br>2*Dks3trB* | 1495<br>1468<br>970 | ✠<br>2,85 | Bom | *p* | 1872<br>5mo | W.Simons &Co. Renfrew | BritishIndiaS.N. Co.(Lim.) | 269·8 | 30·6 | 24·2 | Glasgow<br>British | C.2Cy.35⅝″&60″–39″ NB82 200H<br>W.Simons&Co.,Renfrew | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14<br>Creux sur Quille. Franc bord... pds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 918<br>82809<br>TNWM | **Assyrian** SteelSc4MstSr<br>*R.H.Hughes* –93<br>(*ex*AssyrianMonarch) | 4017<br>3922<br>2501 | | | ... | 1880<br>8mo | Earle'sCo.<br>(Lim.)<br>Hull | **J.&.A.Allan** | 360·0\|42·7\|25·1<br>32·2 | **Glasgow**<br>British | C.2Cy.46″&87″–57″<br>500HP<br>Earle'sCo.(Lim.),Hull | |
| 919<br>96232 | — IronScK<br>*J.B.Macfayden* –93 *ss*Gms.No.1-95<br>1*Dk* | 175<br>153<br>84 | ✠100A1<br>*StmTrawler*<br>4,951,~~91~~ | Gms<br>LA&CP<br>✠LMC1,91 | 4,95 | 1891<br>1mo | GtGrimsby<br>Co-operative<br>Box&Fish<br>CarryingCo.<br>(Lim.)<br>Grimsby | **Gt.GrimsbyCo-operativeBox&FishCarrying Co.(Lim.)** | 109·3\|20·6\|10·8<br>Q47′F23′<br>BK7½″ | **Grimsby**<br>British<br>3*BHCem* | T.3Cy.12¾″,20″&32″–22″ (*s*)<br>150lb 50HP<br>1SB,*2rf*,GS30,HS821<br>Gt.GrimsbyCo-op.Box&FishCryngCo.(Lm.),Gms. | 11 |
| 920<br>98633 | **Asteria** Iron&SteelSc3MstSr<br>*W.Walker* –94 1*Dk*(*ptIrn*)<br>*Well deck* *Irnframing&Stlplating* | 493<br>369<br>199 | ✠100A1<br>12,92 | Bwg<br>LA&CP<br>✠LMC5,91 | *h* | 1891<br>5mo | Scott&Co.<br>Bowling | **W.Robertson** | 175·0\|26·6\|10·4<br>Q86′B10′F25′<br>drp92 BK7½″<br>*WB=CellDB*100′ | **Glasgow**<br>British<br>3*BHCem*<br>155*tFPT*24*t* | T.3Cy.14″,23″&36″–27″ (*s*)<br>160lb *70lb* 75HP<br>1SB,3*pf*,GS51,HS1234<br>Muir&Houston,Glasgow | 13<br>s 1 |
| 921<br>58201 | **Aston** IronScSr<br>~~*Davies*84–84~~ *ss*Nwc.No.3–5,76<br>*D.Macdougall*90-94 1*Dk* | 132<br>132<br>78 | ✠<br>2,78 | Bel | Lv | 1867<br>4mo | Schlesingr,<br>Davis&Co.<br>Newcastle | ~~**CoppackCarter&Co.**~~ J.Gardner&Co. | 100·0\|20·0\| 9·5<br>drp78 FK | **Chester**<br>British<br>3*BHCem* | C.2Cy.13″&26″-16<br>~~D.2Cy.18″–15″~~<br>NB7388 25HP<br>Thompson,Boyd&Co.Nwc. | |
| ✳ 922<br>86250<br>WNFQ | **Aston Hall** IronScSr<br>*C.McFee* –92 *ss*Liv.No.2–91<br>2*Dks*(*Irn*)3*trB* | 3468<br>3316<br>2254 | ✠100A1<br>7,949,~~91~~<br>BS~~4,94~~<br>3,95 | Bom<br>LA&CP<br>✠LMC1,~~91~~<br>Liv | *w*<br>11,94 | 1882<br>9mo | Gourlay<br>Bros.&Co.<br>Dundee | **SunShippingCo. (Lim.) (R.Alexander&Co.,*Mgrs.*)** | 360·0\|42·6\|28·0<br>P40′B76′F50′<br>BK11″ | **Liverpool**<br>British<br>5*BHCem* | C.2Cy.40″&76″–54″ (*s*)<br>85lb *50lb* 400HP<br>2DB,*12cf*,GS192<br>GourlayBros.&Co.,Dun. | |
| ✳ 923<br>92907<br>KJBC | **Astræa** SteelScSr<br>*D.Nicholas*86–86 *ss*Cff.No.1–91<br>*Well deck* 1*Dk*(*Stl*)&*Web frames* | 2079<br>1663<br>1349 | ✠100A1<br>10,94~~12,93~~5,94<br>BS3,94 | Cff<br>A&CP<br>✠LMC1,91<br>~~Shl~~ Ant. | *r* | 1886<br>10mo | W.Gray&<br>Co.<br>WHartlepool | **Rickinson,Son& Co.** | 275·2\|37·3\|20·0<br>P29′Q76′B108′<br>F27′ BK9½″<br>*WB=DBa* | **W.Hartlpl**<br>British<br>4*BHAsp*<br>88′*f*104′483*t* | T.3Cy.21″,35″&57″–39″ (*s*)<br>150lb *77lb* NDB90 220HP<br>2SB,*4cf*,GS73<br>Centrl.MrneEngCo.WHpl. | 21<br>s 2 |
| 924<br>84<br>SQGT | — SteelScSr<br>*J.Hjelt*88–91<br>*Elec.light* 1*Dk*(*Irn*)&*Spardk*3*trB* | 1118<br>953<br>662 | ✠100A1<br>*Spar dk withfreeboard*<br>6,94~~6,93~~ | Hul<br>A&CP<br>✠LMC9,91 | *n* | 1891<br>9mo | Wigham<br>Richardson<br>&Co.<br>Newcastle | **FinskaÅngfartygs Aktiebolaget** | 220·0\|32·0\|12·7<br>P14′B41′F21′ 19·9<br>BK8″<br>*WB=Cell* | **Helsingfrs**<br>Russian<br>5*BHCem*<br>*DB*156′100*t* | T.3Cy.23″,37″&60″–39″ (*s*)<br>160lb *80lb* 220HP<br>2DB,*12pf*,GS166<br>WighmRichrdsn&Co.Nwc. | 14<br>s 5 |
| 925<br>99436<br>MRVD | **Astrakhan** SteelScSr<br>*Simpson* 2*Dks*<br>*Elec.light* | 3438<br>3280<br>2236 | | | | 1892 | Palmers'<br>Co.(Lim.)<br>Newcastle | **"Astrakhan" S.S. Co.(Lim.) (W. Tapscott&Co.)** | 330·0\|42·9\|28·7<br>B20′F30′ | **Liverpool**<br>British | T.3Cy.24″,40″&64″–42″<br>340HP<br>Palmers'Co.(Lim.),Nwc. | |
| 926<br>96299<br>LDBM | **Astral** SteelScSr<br>*D.Nicholas* –92 *ss*Shl.No.1–93<br>1*Dk*(*Irn*)&*Spardk*(*Stl*)&*Web frames*<br>*Elec.light* | 2249<br>2221<br>1465 | ✠100A1<br>*Spar dk*<br>7,94~~8,93~~<br>*Carrying petroleum in bulk* | Shl<br>LA&CP<br>✠LMC8,93 | *s* | 1889<br>5mo | Palmers'<br>Co.(Lim.)<br>Newcastle | **AstralS.S.Co. (Lim.)(W.Tapscott&Co.)** | 281·0\|38·2\|18·3<br>F33′ 25·3<br>FK<br>*WB=L* *BuE&B*42′66*tFPT* | **Liverpool**<br>British<br>12*BHptCem*<br>80*tAPT*90*t* | T.3Cy.21″,34″&57″–39″ (*r*)<br>160lb *80lb* 200HP<br>2SB,*6rf*,GS99,HS3523<br>Palmers'Co.(Lim.),Nwc. | 19<br>s 5 |
| 927<br>990<br>HJOT | **Astrea** IronTwinScBarge<br>*P.Vatikiotti* | 394<br>—<br>305 | | | | 1883 | Stabilim-<br>entoTecnico<br>Trieste | **M.Valiano** | 178·4\|29·8\| 8·4 | **Rostof o/d**<br>Russian | C.4Cy.13½″&24″–20″<br>60HP<br>StabilimentoTecnico,Tri. | |
| 928 | — IronScSr<br>*B.O.Öhlin*89–89 1*Dk*&*Awngdk*<br>(*ex*ArbogaII,*ex*Vadstena) | 208<br>166<br>153 | | | | $18\frac{58}{89}$ | MotalaCo.<br>Motala | **Ångf.Aktieb"Göta Kanal" (E.B. Thorssell)** | 96·1\|20·0\| 6·5<br>B31′ H26*t* 13·3<br>F15′ | **Stockholm**<br>Swedish | C.2Cy.15⅝″&29¼″–19½″<br>60HP<br>MotalaCo.,Motala | |
| 929<br>88127<br>HLCP | **Astrion** IronScSr<br>*W.Winship* –93 *ss*Hul.No.3–7,88<br>*ss*Ant.No.1–93<br>*Well deck* 1*Dk*(*Irn-ws*)2*trB* | 1612<br>1314<br>1046 | ✠100A1<br>~~4,94~~11,94<br>BS4,94 | Sws<br>LA&CP<br>✠LMC6,93<br>Cff | *q* | 1883<br>4mo | C.S.Swan&<br>Hunter<br>Newcastle | **W.Tulley&Co.** | 261·0\|35·1\|18·1<br>Q94′B62′F28′<br>lrp94 BK9″<br>*WB=DBa* 70′*f*46′ 225*t* | **Hull**<br>British<br>5*BHCem*<br>*APT*25*t* | C.2Cy.32″&62″–39″ (*s*)<br>90lb *55lb* 170HP<br>2SB,*4pf*,GS77<br>WallsendSlipwayCo.Nwc. | 19<br>s 2 |
| ✳ 930<br>95227 | **Astrologer** SteelScSr<br>*E.Müller* –90 2*Dks*(1*Irn*) | 912<br>819<br>578 | ✠100A1<br>4,94 | Lth<br>A&CP<br>✠LMC10,~~90~~ | *m*<br>5,95 | 1890<br>10mo | W.Dobson<br>&Co.<br>Newcastle | **G.Gibson&Co.** | 210·0\|30·1\|17·2<br>P24′B48′F26′<br>drp90 FK<br>*WB=Cell* | **Leith**<br>British<br>4*BHCem*<br>*DB*111′143*t* | T.3Cy.17″,28″&46″–30″ (*s*)<br>160lb *80lb* 100HP<br>1SB,*3pf*,GS53<br>NEMarineECo.(Lim.)Nwc | 18<br>s 2 |
| ✳ 931<br>RBHM | **Astronom** IronScSr<br>*J.Michelsen*86–87 *ss*Ham.No.3–12,83<br>(*ex*Kestrell) *ss*Ham.No.2–92<br>1*Dk*2*trB* | 700<br>421<br>542 | ✠ Æ1<br>3,95 ~~3,93~~<br>✠~~NB6,88~~<br>BS3,95 | Ham<br>LMC8,92 | | 1863<br>1mo | M.Samuel-<br>son&Co.<br>Hull | **H.J.Perlbach&Co.** | 201·4\|28·4\|16·5<br>P25′ FK | **Hamburg**<br>German<br>4*BHCem* | C.2Cy.26″&48″–30″ (*i*)<br>75lb *60lb* NE74 90HP<br>2SB,*4f*,GS50 NDB78<br>Humphreys&Pearson,Hull | |
| 932<br>87923<br>JCVL | **Astronomer** IronScSr<br>*J.Hannay*72–84 | 3006<br>2915<br>1976 | | | ... | 1883<br>11mo | Aitken&<br>Mansel<br>Glasgow | **CharenteS.S.Co. (Lim.)(T.&J. Harrison,*Mgrs.*)** | 365·2\|40·0\|26·6<br>P25′ B112′ F42′ | **Liverpool**<br>British<br>6*BHCem* | C.2Cy.38″&75″–54″ (*a*)<br>375HP<br>J.&J.Thomson,Glasgow | 28 |
| 933<br>101844<br>NFHT | **Asturian Prince** SteelScSr<br>*W.Burgess*87–93 1*Dk*(*Stl*)&*Spardk*<br>*Elec.light* (*Stl-ws*)&*deepframing* | 3147<br>2920<br>2033 | ✠100A1<br>*Spar dk*<br>~~6,94 10,93~~<br>4,95 | Shl<br>LA&CP<br>✠LMC10,93<br>Ant | *v* | 1893<br>10mo | J.Read-<br>head&Sons<br>S.Shields | **PrinceSteamShippingCo.(Lim.) (J.Knott,*Mgr.*)** | 336·0\|42·0\|18·3<br>P37′B92′F36′ 26·2<br>FK<br>*WB=Cell DB* 278′ 586*t FPT* | **Newcastle**<br>British<br>5*BHCem*<br>94*tAPT*40*t* | T.3Cy.24″,40″&66″–45″ (*r*)<br>160lb *100lb* 300HP<br>2SB,*6cf*,GS127,HS4355<br>J.Readhead&Sons,S.Shl. | 20 |
| 934<br>HDBS | **Asturias** IronSc<br>*A.Gonzalez* *ss*Dun.No.2–81<br>*Well deck* | 628<br>489<br>469 | ✠<br>12,81<br>✠NE&B81 | Dun<br>A&CP | *j* | 1869<br>9mo | Gourlay<br>Bros.&Co.<br>Dundee | **MélitónGonzalez &Co.** | 196·9\|26·3\|12·9<br>Q33′ B45′ F27′<br>len74 | **Gijon**<br>Spanish<br>4*BHCem* | C.2Cy.25″&44″–30″<br>90HP<br>GourlayBros.&Co.,Dundee | |
| 935 | — IronScSrTug<br>*A.Rocher*89–89 1*Dk* | 113<br>—<br>90 | | | | 1881 | Pusey&<br>JonesCo.<br>Wlmngtn,Dl. | **BulnesHos** | 100·0\|18·0\| 7·6<br>H30*t* | **Frontera**<br>Mexican | C.2Cy.12″&21″–18″<br>25HP<br>Pusey&JonesCWlmgtnDl. | |
| 936<br>98039<br>LNTR | **Asuncion** SteelTwinScSr<br>~~*A.Wildbore*90–90~~ 1*Dk*(*Irn*)<br>*Now named "Teixeirinha," See No. 2 in Supplement* | 433<br>399<br>257 | ✠ A1<br>*For river purposes only*<br>2,90 | Cly<br>LA&CP<br>✠LMC2,90 | | 1890<br>2mo | R.Duncan<br>&Co.<br>Pt.Glasgow | **SouzaAlvesCo.** | 159·7\|32·1\| 9·0<br>B26′F17′ FK<br>*WB* | **London**<br>British<br>4*BHCem*<br>=*APT*40*t* | T.4Cy.(2)9″,18″&32″–22″(*s*)<br>150lb *60lb* 60HP<br>1SB,*2cf*,GS38,HS1030<br>Rankin&Blackmore,Grk. | 9 |
| 937<br>99658 | ~~**Aswanley**~~ Aswanly SteelScSr<br>~~*Turner*94-94~~ 1*Dk*(*Stl*)&*Spar dk*&<br>*Elec.light* (*Stl*)*Web frames*<br>*J.Murray*84–94 | 3535<br>3226<br>2293 | ✠100A1<br>*Spar dk*<br>5,95 ~~5,94~~<br>(~~*Class Contemplated*~~) | Sld<br>A&CP<br>✠LMC5,94 | *w*<br>Nwc | 1894<br>5mo | Sunderlnd<br>S.B.Co.(Ld.)<br>Sunderland | **Adam&Co.** | 345·0\|44·0\|~~26·3~~<br>P30′B86′~~F33~~18·7<br>F29′ 26·3<br>BK9″ *WB=* | **Aberdeen**<br>British<br>6*BHCem*<br>*CellDB*294′538*t* | T3Cy.24½″,40″&66″–45″ (*s*)<br>160lb *80lb* 330HP<br>N.E.MarEngCo.(Lim.)Sld.<br>2SB,*8pf*,GS126,HS4620 | 21<br>s 6 |
| 938<br>93848<br>LBST | **Ataka** SteelScSr<br>*Bement* –90 *ss*Bry.No.1–93<br>2*Dks*(1*Irn*&1*Stl*)3*trB* | 3650<br>3533<br>2372 | ✠100A1<br>~~7,94 12,93~~ 3,95 | Cff<br>A&CP<br>✠LMC5,93<br>Bry | *w* | 1889<br>3mo | Ropner&<br>Son<br>Stockton | **J.M.Wood** | 370·0\|42·3\|27·4<br>P28′B98′F40′<br>BK11″<br>*WB=Cell DB* 304′ 723*t* | **Liverpool**<br>British<br>6*BHCem*<br>*APT*23*t* | T.3Cy.28,″46″&75″–54″ (*s*)<br>170lb *70lb* 495HP<br>2DB,*12cf*,GS179<br>Blair&Co.(Lim.),Stockton | 30<br>s 6 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / *Master.* / Special Surveys. | 3 Material, Rig, &c. / *Late Name if any.* / No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Bo'ff Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 939<br>89454<br>JDBM | **Atalanta**<br>*J.Johnson*91–91<br>*Well deck* | **IronScSr**<br>*ss*HplNo.2–91<br>1*Dk*(*Irn*)2*trB* | 1164<br>891<br>743 | ✠100A1<br>2,95 12,93 8,94<br>BS12,93<br>2,95 | Lth<br>A&CP<br>✠LMC1,92<br>Hpl | *n* | 1883<br>12mo | W.Gray&Co.<br>WHartlepool | J.S.Allison&Co. | 235·2\|31·7\|15·1<br>Q84′B58′F31′<br>irp93 BK8″<br>*WB*=*DBa*69′*f*59′225*t* | | | W.Hartlpl<br>British<br>4*BHCem* | C.2Cy.27″&50″–33″ (*b*)<br>80lb *75lb* NDB91 99HP<br>1SB,2*cf*,GS55<br>T.Richardson&Sons,Hpl. | 16 ″ 1<br>s 1 ″ 3½ | |
| 940<br>HKGS | —<br>*G.Ekström*81–81 | **IronScSr**<br>1*Dk*2*trB* | 985<br>736<br>620 | | | | 1872 | Bergsunds M.V.<br>Stockholm | Stockholms Ångf. Rederib.<br>(G.Brolin) | 208·0\|28·5\|17·2<br>P122′ H20*t* F23 | | | Stockholm<br>Swedish | C.2Cy.18⅜″&41⅝″–26″<br>120HP<br>BergsundM.Works,Skm. | | V |
| 941<br>85813 | —<br>*R.Price* –94 | **IronScSp** | 143<br>138<br>79 | | | | 1884 | G.K.Stothert&Co.<br>Bristol | Severn&Canal Carrying Co.(Lim.)<br>~~ping&Steam Towing Co.~~<br>(W.J.Sanders, *Mgr*) | 118·2\|19·7\| 7·5 | | | Bristol<br>British | 1Cy.22″–18″<br>16HP<br>G.K.Stothert&Co.,Bristol | | |
| 942<br>17411<br>MGNR | —<br>— | **IronPad** | 108<br>—<br>60 | | | | 1851 | H.Smith&Son<br>Gainsboro' | Gainsboro' United SteamPacketCo.(Lim.) | 135·0\|15·2\| 7·7 | | | Grimsby<br>British | 2Cy.27″–30″<br>NB81 40HP<br>J.Penn&Son,Greenwich | | BT till ~~11,94~~ 11,95 |
| 943<br>87698 | **Ataran**<br>*Tinniswood* *Barge* | **SteelTwinSc** | 206<br>205<br>140 | | | | 1883 | R.Duncan&Co.<br>Pt.Glasgow | IrrawaddyFlotilla Co.(Lim.) | 140·5\|25·0\| 7·7 | | | Glasgow<br>British | C.4Cy.18″&31½″–21″ (*a*)<br>25HP<br>Denny&Co.,Dumbarton | | |
| 944<br>85764 | **Athabaska**<br>*Foote*84–84 | **SteelScSr**<br>2*Dks* | 2269<br>1774<br>1545 | | | | 1883 | Aitken&Mansel<br>Glasgow | CanadianPacific RailwayCo. | 262·8\|38·2\|23·3 | | | Montreal<br>British | C.2Cy.35″&70″–48″<br>300HP<br>D.Rowan,Glasgow | | |
| 945<br>JVBD | **Athalie**<br>*F.O.Kaltenborn*89–89 *ss*Bgn.No.1–93<br>1*Dk*(*Irn*)2*trB*&*Web frames* | **SteelScSr** | 2188<br>1971<br>1756 | ✠100A1<br>*withfreeboard*<br>~~3,93~~ 9,93<br>~~1,95~~ 2,95 | Cff<br>A&CP<br>✠LMC3,93<br>Hpl<br>Shl | *s*<br>~~Cpu~~ | 1889<br>4mo | Strand Slipway Co.(Lim.)<br>Sunderland | J.Christensen<br>*WB*=*CellDB*(*Irn*) | 286·3\|37·4\|21′9<br>P24′B60′F29′<br>drp94 BK9½″<br>)236′521*t* *FPT* 103*t* | | | Bergen<br>Norwegian<br>5*BHCem*<br>*APT*27*t* | T.3Cy.21½″,35″&58″–39″ (*s*)<br>160lb *80lb* 190HP<br>2SB,6*cf*,GS90,HS4500<br>NEMarine EngCo(Lm)Sld | 24 ″ 11<br>s 5 ″ 1½ | N |
| 946<br>RJSW | **Athayde**<br>*Robertson* –91<br>*Elec.light* | **SteelTwinScSr**<br>1*Dk*(*Stl*)&*Web frames*<br>&*pt Awng dk*(*Irn*) | 978<br>831<br>592 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>7,93 | Hpl<br>LA&CP<br>✠LMC6,93 | *s* | 1893<br>7mo | Richardson,Duck&Co.<br>Stockton | A.C.deFreitas&Co. | 277·5\|37·5\|18·4<br>P27′Q82′<br>*pt Awng dk*168′ FK<br>*WB*=*Cell* | | | Hamburg<br>German<br>4*BHAsp*<br>*DB* 184′430*t* | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *90lb* 200HP<br>2SB,4*cf*,GS74,HS2990<br>Blair&Co.(Lim.),Stockton | 21 ″ 8<br>s 8 ″ 2½ | |
| 949<br>HNMF | **Athena**<br>*J.Belisarios*91–93 | **SteelScSr**<br>2*Dks*&*Spardk* | 455<br>—<br>275 | | | | 1893 | | McDowall&Barbour | 162·0\|23·6\|14·0<br>F30′ | | | Piræus<br>Greek | T.3Cy.14″,22″&37½″–30″<br>90HP<br>McDowall&Barbour,Pir. | | |
| 950<br>HMLW | **Athenai**<br>*Syourdeos* –91<br>*Elec.light* | **SteelScSr**<br>3*Dks*(1*Stl*) | 2404<br>2108<br>1554 | ✠100A1<br>11,91 | Dun<br>A&CP<br>✠LMC11,91 | *t* | 1891<br>11mo | Gourlay Bros.&Co.<br>Dundee | ~~Panhellenic S.S. Nav.~~ Messageries Maritimes<br>*WB*=*Cell DB* 250′277*t* | 317·6\|39·2\|23·6<br>P62′B78′F58′<br>BK10″ | | | Piræus<br>Greek<br>5*BHCem*<br>*APT*19*t* | T.3Cy.25″,40″&65″–45″ (*s*)<br>160lb *80lb* 300HP<br>2DB,8*rf*,GS159,HS4947<br>GourlayBros.&Co.,Dundee | 26 ″ 5<br>s 4 ″ 6 | |
| *Now named "Begdad," See No. 54 in Supplement* | | | | | | | | | | | | | | | | |
| 951<br>82425<br>WGHN | **Athenian**<br>*W.Bainbridge*77–87 ~~*ss*Sou.No.2–90~~<br>*Elec.light* 3*Dks*(1*Irn*&1*pt Irn–Uws*)<br>*ss*Sou.No.3–8,94 | **IronSc3MstSr** | 3782<br>3612<br>2428 | ✠100A1<br>11,94 ~~11,02~~<br>✠NB12,86<br>~~BS4,93~~ | Sou<br>LA&CP<br>✠LMC5,~~99~~ 11,94 | *x* | 1881<br>12mo | Aitken&Mansel<br>Glasgow | UnionSteamShip Co.(Lim.) | 365·0\|45·8\|29·0<br>B102′F42′<br>BK10″<br>*WB*=*Cell* | | | S'thamptn<br>British<br>8*BHCem*<br>*DB*220′370*t* | T.3Cy.36″,58″&94″–54″ (*o*)<br>160lb *100lb* FD 600HP<br>3DB,18*cf*,GS<br>*Tpd*86T Rchrdsn&Sns,Hpl | 32 ″ 4 | BT till ~~11,94~~ ~~12,95~~ 11,95 |
| 952<br>70973<br>PDFW | —<br>*G.Broadbent* –94 | **IronScSr**<br>2*Dks*(1*Irn*) | 1579<br>1547<br>1030 | ✠ –<br>8,75 | Liv<br>Lv | | 1875<br>7mo | T.Royden&Sons<br>Liverpool | F.Leyland&Co.<br>(Lim.) | 301·6\|31·2\|23·3<br>F30*t* | | | Liverpool<br>British<br>6*BH*1PBH | C.2Cy.22½″&60″–36″<br>NB88 190HP<br>J.Jack,Rollo&Co.,Liv. | 24 ″ 9<br>s 4 ″ 10 | |
| 953<br>77066<br>RFJM | **Athens**<br>*W.Chapman* –92 | **IronSc3MstSr**<br>*ss*Nwc.No.3–8,91<br>2*Dks*(1*Irn*)3*trB* | 2313<br>2238<br>1494 | ✠100A1<br>3,95 ~~3,91~~ ~~1,96~~<br>✠NB12,88<br>~~BS3,95~~ | Msl<br>A&CP<br>LMC6,~~90~~<br>~~Lon~~Nwc | *s* | 1877<br>12mo | C.Mitchell&Co.<br>Newcastle | Nelson,Donkin&Co. | 315·9\|35·7\|26·1<br>P44′B68′F45′<br>ptND91 BK10″<br>*WB*=*DBa*96′&*u* | | | London<br>British<br>4*BHCem*<br>*E&B*36′265*t* | T.3Cy.21″,33¼″&55″–45″ (*s*)<br>160lb *160lb* NDB88 220HP<br>2SB,6*cf*,GS108,HS3480<br>*Tpd*88WlsdSlpyC(L.)Nwc | 27 ″ 2<br>s 5 ″ 2½ | |
| 954<br>RFWH | **Athlet**<br>*T.Suhr*88–92 | **IronScCtr**<br>1*Dk* | 110<br>110<br>29 | | | | 1880 | Janssen&Schmilinsky<br>Hamburg | VereinigteBugsir Dampfschiff-fahrts-Ges. | 85·0\|18·5\|12·0 | | | Hamburg<br>German<br>*WB* | C.2Cy.18″&30″–25″<br>60HP<br>Janssen&Schmilinsky,<br>Hamburg | | |
| 955<br>97857 | **Athlete**<br>1*Dk*<br>*ss*Liv.No.1–93 | **IronTwinScSr** | 314<br>260<br>48 | ✠ A1<br>*For River&Tug purposes*<br>~~4,95~~ 9,~~2~~ 11,94<br>5,95 | Liv<br>LA&CP<br>✠LMC9,~~91~~ | | 1890<br>1mo<br>4,94 | Canada Works (Lim.)<br>Birkenhead | Manchester&Liverpool S.S.Co. (Lim.) | 147·4\|22·8\|12·1<br>*Promenade dk*50′<br>BK6½″<br>*WB*=*T* | | | Liverpool<br>British<br>6*BHCem*<br>*ank a*35*tf*25*t* | C.4Cy.18″&36″–24″ (*a*)<br>100lb 99HP<br>1DB,4*pf*,GS70<br>CanadaWrksCo(Lim)Bkn. | 12 ″ 9 | BT till 2,95 |
| 956<br>101992 | —<br>*J.W.Deare* –93 (*Tug*) | **SteelScSr**<br>1*Dk* | 119<br>118<br>2 | ✠100A1<br>4,93 | Lon<br>LA&CP<br>✠LMC4,93 | *a* | 1893<br>4mo | J.Stewart&Son(Lim.)<br>London | M.Brownfield | 92·5\|19·6\|10·5<br>B11′<br>BK6½″ | | | London<br>British<br>4*BHCem* | T.3Cy.13″,21″&34″–24″ (*s*)<br>160lb 150HP<br>1SB,3*pf*,GS44,HS1200<br>J.Stewart&Son(Lim.)Lon. | 11 ″ 6 | |
| 957<br>84141<br>WCDR | **Athole**<br>*A.Watson* –91<br>(*ex*Inchrhona)<br>2*Dks*(1*Irn*)3*trB*<br>*ss*Shl.No.3–5,94 | **IronScSr**<br>~~*ss*Shl.No.2–89~~ | 2266<br>2204<br>1479 | ✠100A1<br>~~1,93~~ 1,95<br>BS2,95 | Bry<br>LA&CP<br>LMC2,~~94~~<br>~~Lon~~Nwc | *s* | 1881<br>7mo | C.Mitchell&Co.<br>Newcastle | AdamBros.&Co. | 285·0\|38·1\|26·3<br>B58′F32′<br>drp94 FK<br>~~*WB*=*DB88′&u E&B*48′312*t*~~ *FPT* 26*t*<br>*WB*=*DB88′*168*t* | | | Newcastle<br>British<br>5*BHCem*<br>*MT*24′262*t* | C.2Cy.35″&68″–45″ (*s*)<br>80lb *70lb* NDB88 300HP<br>2SB,6*pf*,GS107<br>R.&W.Hawthorn,Nwc. | 27 ″ 8<br>s 5 ″ 3 | |
| 958<br>53394 | —<br>*A.Brown*90–86 | **IronPadSp** | 165<br>164<br>41 | | | | 1866 | Barclay, Curle&Co.<br>Glasgow | ButeS.PacketCo. (Lim.) | 192·1\|18·5\| 7·8 | | | Glasgow<br>British | 1Cy.48″–48″<br>NB78 80HP<br>Barclay,Curle&Co. Glasgw | | |
| 959<br>97555 | —<br>*A.Black* –94 | **SteelScK**<br>(*Trawler*)<br>1*Dk* | 112<br>107<br>30 | ✠<br>✠LMC8,91 | | | 1891<br>8mo | Scott&Co.<br>Bowling | GeneralSteam FishingCo.(Lim.) | 92·0\|18·1\| 9·4<br>F12′<br>BK6″<br>*W* | | | Granton<br>British<br>4*BHCem*<br>*B*=*FPT*11*t* | C.2Cy.15″&28½″–21″ (*s*)<br>100lb 35HP<br>1SB,2*pf*,GS22<br>W.Kemp,Glasgow | 10 ″ 0 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 960<br>81322<br>JHNG | **Athos**<br>*H.Low*74–80 | **IronScSr**<br>*ss*Phl.No.1–83<br>2*Dks*(1*Irn*&1*pt Irn*) | 1944<br>1726<br>1262 | ✠<br>4,86 | N Yk<br>LA&CP | *s* | 1879<br>11mo | C.Connell &Co.<br>Glasgow | **AtlasSteamShip Co.(Lim.)** | 290·2<br>B95′ | 35·2<br>F31′ | 23·2 | **Liverpool**<br>British | C.2Cy.36″&68″–48″<br>275HP<br>5*BHCem*<br>J.&J.Thomson,Glasgow<br>*WB=FPT&APT* | |
| 961<br>106731<br>KHCS | **Atkins Hughes**<br>*W.Melson* | **IronSc**<br>1*Dk* | 116<br>—<br>58 | | | | 1890 | Neafie& Levy<br>Philadelphia | **A.S.Hughes** | 88·7 | 19·0 | 10·4 | **Phildlphia**<br>Utd.States | C.2Cy.15″&26″–22″<br>Neafie&Levy, Philadelphia | |
| 962<br>97546 | **Atlantic**<br>*C.F.Young* –92 | **SteelScSr**<br>1*Dk*(*pt Irn&pt Stl*)&*Webframes &pt Awng dk*(*Irn*) | 2478<br>1893<br>1613 | ✠100A1<br>*pt Awng dk withfreeboard*<br>~~7,04~~ 2,95<br>✠LMC10,91 | Liv<br>A&CP<br>~~Shl~~ Shl | *s* | 1891<br>10mo | R.Dixon &Co.<br>Middlesbro' | **AtlanticStm. ShippingCo. (Lim.)** | 297·0<br>P27′Q78′<br>*pt Awng dk*192′ FK<br>*WB=Cell* | 40·0<br>*DB*252′492*t* | 19·5 | **Sundrland**<br>British | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb *80lb* 250HP<br>2SB,*6cf*,GS85,HS3359<br>T.Richardson&Sons,Hpl. | 22<br>s 9 |
| 963<br>85491 | —<br>*R.D.Foot* –83 | **WoodSc**<br>2*Dks* | 683<br>247<br>442 | | | | 1883 | J.Simpson<br>Owen Sound | **GreatNorthern TransitCo.** | 147·0<br>P176*t* | 30·0 | 11·0 | **Collingwd**<br>**Ont.**<br>British | 1Cy.30″–34″<br>75HP<br>G.N.Oille,S.Catherine,Ont | |
| 964<br>98553 | —<br>*H.Funge*94–93 | **IronScSr**<br>1*Dk* | 120<br>108<br>12 | ✠100A— <br>*For fishing purposes*<br>12,94~~9,91~~<br>✠LMC2,91<br>Shl | Abn | | 1891<br>1mo | Hepple& Co.<br>N.Shields | **Kinnear&Co.** | 96·8<br>B8′ | 19·1<br>BK6½″ | 10·2 | **Aberdeen**<br>British | C.2Cy.17″&34″–24″ (*a*)<br>100lb 48HP<br>1SB,*2pf*,GS34,HS964<br>Hedley&Boyd,N.Shields | 10 |
| Stranded 5,94 965<br>HKGT | **Atlantique**<br>*J.Castan* (*ex*Abana) | **IronScBn**<br>*ss*Liv.No.2–89<br>2*Dks*(*Irn*)3*trB* | 2434<br>2288<br>1917 | ~~✠100A1~~<br>5,92<br>✠LMC6,93 | Liv<br>LA&CP | *t* | 1881<br>5mo | C.Connell &Co.<br>Glasgow | **Cie.Maritime du Pacifique** | 320·0<br>P28′F38′ | 36·2<br>BK10″ | 25·5 | **Havre**<br>French | C.2Cy.36″&68″–42″ (*a*)<br>75lb *60lb* 300HP<br>2SB,*8pf*,GS136<br>J.&J.Thomson,Glasgow | |
| 966<br>HKGR | —<br>*Moyon*84–90 | **IronSc3MstSr**<br>1*Dk2trB* | 885<br>—<br>483 | | | | 1879 | Jollet &Babin<br>Nantes | **A.D'Orbigny& Faustin fils** | 209·9<br>P83′ | 30·2<br>F38′ | 17·8 | **LaRochlle**<br>French<br>*WB* | T.3Cy.19¾″,28¼″&44″–27½″<br>100HP<br>Jollet&Babin,Nantes | |
| 967<br>89618<br>JPNQ | **Atlantis**<br>~~*J.Shorenan* 88~~<br>*Hines* –95 | **SteelScSr**<br>*ss*Lon.No.2–92<br>2*Dks*(1*Stl pt U*–ws) | 1426<br>1292<br>916 | ✠100A1<br>~~6,94~~ ~~10,03~~ 3,95<br>~~BS10,92~~<br>✠LMC8,92<br>BS12,94 | Lon<br>LA&CP | *r* | 1884<br>6mo | J.&G. Thomson<br>Glasgow | **AtlantisS.S.Co. (Lim.) (ScruttonSons &Co.)** | 280·0<br>P44′B52′F34′<br>drp93 FK<br>*WB=APT*31*t* | 33·1 | 19·2 | **London**<br>British | C.2Cy.30″&56″–36″ (*s*)<br>90lb *55lb* 134HP<br>1DB,*6pf*,GS95<br>J.&G.Thomson,Glasgow | 20<br>s 3 |
| 968<br>28477<br>PWNJ | **Atlas**<br>*W.Williams* –94 | **IronScBk** | 2396<br>2219<br>1533 | | | | 1860 | J.&G. Thomson<br>Glasgow | **CunardSteam ShipCo.(Lim.)** | 339·0<br>F53*t*<br>len73 | 36·5 | 25·7 | **Glasgow**<br>British | C.2Cy.44″&78″–42″<br>NE&B73 300HP<br>J.&G.Thomson,Glasgow | 27<br>s 6 |
| 969<br>HKRG | —<br>*K.Olsson*91–91 | **CompScSr**<br>1*Dk2trB* | 498<br>428<br>378 | | | | 1873 | CR.Fridell<br>Vestervik | **ÅngbåtsAktie-bolaget "Ferm" (A.Broström)** | 158·3<br>B39′ | 23·9 | 15·8 | **Krstnhmn**<br>Swedish | C.2Cy.17″&33″–23⅗″<br>60HP<br>BergsundM.Vrks,Stckhlm | |
| 970<br>91280 | —<br>*W.Jones*78– | **IronTwinSc** | 457<br>457<br>217 | | | | 1884 | SirW.G. Armstrong, Mitchell&C.L Newcastle | **MerseyDocks& HarbourBoard** | 131·0<br>B6*t* | 48·3 | 9·0 | **Liverpool**<br>British | C.4Cy.4″&11″–12″<br>40HP<br>Ross&Duncan,Glasgow | |
| 971<br>RGWB | —<br>*N.Büttner*87–92 | **IronScTug**<br>1*Dk* | 209<br>205<br>100 | | | | 1886 | Janssen& Schmilinsky<br>Hamburg | **Vereinigte-Bugsir Dampfschiff-fahrtsGes.** | 115·0<br>H6*t* | 20·0 | 13·0 | **Hamburg**<br>German<br>*WB* | C.2Cy.23″&40″–28″<br>90HP<br>Janssen&Schmilinsky, Hamburg | |
| 972<br>95512<br>KWSH | **Atrato**<br>*J.Brander* –93<br>3*Dks*(*UStl*–ws)&*Spardk*(*Stl*–ws)<br>*Elec.light* | **SteelSc3MstSr** | 5140<br>4531<br>2865 | ✠<br>*Spar dk*<br>8,91<br>✠ | Sou<br>LA&CP | *z* | 1888<br>12mo | R.Napier &Sons<br>Glasgow | **RoyalMailSteam PacketCo.** | 421·2<br>P41′F61′ | 50·0<br>33·4<br>BK9½″ | 25·0 | **London**<br>British | T.3Cy.42″,66″&92″–66″<br>1000HP<br>8SB,24*cf*,GS500<br>R.Napier&Sons,Glasgow | 26 |
| 973<br>1113<br>HGRP | **Atsu Maru**<br>*Sato Yoshitame* | **Wood—Sr** | 144<br>140<br>89 | | | | 1887 | Sayama Yoshitaro<br>Kobe | **KyodoKisen Kaisha** | 111·5<br>Q30*t* | 15·1 | 12·6 | **Furukawa**<br>Japanese | 2Cy.<br>26HP | |
| 974<br>HKGV | **Attalo**<br>*Howie* | **IronScSr**<br>1*Dk2trB* | 363<br>—<br>215 | | | | 1869 | T.Wingate &Co.<br>Glasgow | **MessageriesFluvi-ales deCochin-chine** | 173·7<br>Q30*t* | 21·9 | 13·3 | **Saïgon**<br>French<br>*WB* | C.2Cy.21¼″&36¼″–30″<br>85HP<br>T.Wingate&Co.,Glasgow | |
| 975<br>89796<br>LGRM | **Attila**<br>*R.Nicholas* –91<br>1*Dk*(*Stl*)&*Spardk*(*Irn*)&*Webframes*<br>*Elec.light* | **SteelSc3MstSr**<br>*ss*Mdb.No.1–94 | 2141<br>2134<br>1404 | ✠100A1<br>*Spar dk*<br>1,95~~2,04~~<br>*Carrying Petroleum in Bulk*<br>✠LMC2,94 | Mdb<br>A&CP<br>Ant | *s* | 1889<br>8mo | R.Craggs& Sons<br>Middlesbro' | **Lennard'sPetrol'm CarryingCo.(Lim.) (J.M.Lennard& Sons,*Mgrs.*)** | 280·0<br>25·6<br>FK<br>*WB=Cell D*<br>*BuE&B*60′94*t FPT* | 37·5 | 18·0 | **Middlsbro'**<br>British | T.3Cy.21″,34″&57″–39″ (*s*)<br>150lb *75lb* 180HP<br>2SB,*6rf*,GS97,HS2982<br>5*BHpt Cem*<br>*pt Asp*<br>*88t APT*102*t*<br>Wstgrth,English& Co,Mdb | 19<br>s 6 |
| 976<br>7<br>NFWG | **Attivita**<br>~~*L.Zino* —99~~<br>~~*F.Daygosta B.Duce*~~ | **SteelScSr**<br>*ss*Gen.No.1–93<br>2*Dks*(1*Irn*)3*trB* | 2473<br>2148<br>1615 | ✠100A1<br>5,95~~1,02~~ 6,04<br>✠LMC11,93 | Gen<br>A&CP | *t* | 1889<br>10mo | C.S.Swan& Hunter<br>Newcastle | **Zino fratelli** G.Zino fuD. | 309·8<br>P29′B56′F33′<br>BK10″<br>*WB=Cell* | 39·1 | 22·5 | **Savona**<br>Italian | T.3Cy.23″,38″&61″–42″ (*s*)<br>160lb *80lb* 302HP<br>2SB,*6pf*,GS116,HS4114<br>5*BHCem*<br>*DB*266′575*t*<br>WsndSlpy&E Co(Lm)Nwc | 25 |
| 977<br>86114<br>HNWK | **Auckland**<br>*T.Robinson* –93<br>*Well deck* | **IronScSr**<br>*ss*Shl.No.2–90<br>1*Dk*(*Irn*)2*trB* | 852<br>685<br>521 | ✠100A1<br>3,94<br>BS3,94<br>✠LMC11,90 | Nwe<br>A&CP | *m* | 1883<br>4mo | Pearce Bros.<br>Dundee | **Hannay,Boyd&Co** *WB=D* | 209·5<br>Q100′B25′F24′<br>drp93 BK8″<br>*Ba*47′*f*88′ 223*t FP* | 31·1 | 14·3 | **Newcastle**<br>British | C.2Cy.25″&49″–33″ (*b*)<br>80lb *80lb* 99HP<br>1SB,*3pf*,GS52,HS1801<br>4*BHCem*<br>*T*22*t APT*8*t*<br>PearceBros.,Dundee | 15<br>s 1 |
| 978<br>93126 | —<br>*J.Wilkin* 87 | **SteelScSr**<br>*ss*Hul.No.~~1–11~~ 2-95<br>1*Dk*(*Stl*)2*trB* | 210<br>207<br>91 | ✠100A1<br>~~7,94~~ ~~7,93~~ 5,95<br>~~BS6,93~~<br>6,04<br>✠LMC6,91 | Hul<br>LA&CP | *d* | 1887<br>1mo | Earle'sCo. (Lim.)<br>Hull | **HumberConserv-ancyCommissnrs** | 132·4<br>~~,95~~ | 22·0 | 10·8<br>BK8″ | **Hull**<br>British | C.2Cy.18″&36″–21″ (*s*)<br>90lb 45HP<br>1SB,*2pf*,GS33,HS1210<br>5*BHCem*<br>Earle'sCo.(Lim.),Hull | 11 |
| 979<br>86358<br>JBCM | **Auckland Castle**<br>*P.Rowland*83–83<br>*Well deck* | **IronScSr**<br>*ss*Npt.No.3–7,93<br>1*Dk*(*Irn*)&*Webframe* | 1130<br>913<br>714 | ✠100A1<br>~~7,95~~ ~~7,91~~ 5,95<br>BS11,94<br>✠LMC7,93 | Npt<br>A&CP | *n* | 1883<br>8mo | S.P.Austin &Son<br>Sunderland | **Mordey,Jones&Co.** | 225·0<br>Q88′B48′F26′<br>drp93 FK<br>*WB=DBa*65′*f*82′ | 32·1 | 16·0 | **Newport**<br>British | C.2Cy.28″&53″–36″ (*i*)<br>80lb *80lb* NDB93 99HP<br>1SB,*3pf*,GS63<br>301*t APT*30*t*<br>G.Clark,Sunderland | 17<br>s 1 |
| 980<br>JCQV | **Aud**<br>*C.Hermanstad*79–90 | **SteelScSr**<br>1*Dk* | 746<br>531<br>461 | | | | 1890 | Grangmth DockyardC Alloa | **Trondhjems Dampskibselskab** | 185·0<br>P177*t* | 29·0<br>F30*t* | 13·5<br>H10*t* | **Drontheim**<br>Norwegian | T.3Cy.14″,23″&38″–28″<br>75HP<br>Alley&McLellan,Glasgow | |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built: When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c.: Length. Breadth. Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. / Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 981<br>HKJN | Aude IronScSr<br>*Puginier*77–88 ssMsl.No.1–84<br>(exLifeGuard) 1*Dk* | 193<br>—<br>92 | ✠<br>6,84 | Msl<br>A&CP | *c* | 1879<br>7mo | A.&J. Inglis<br>Glasgow | Cie.Marseillaise de Nav.àVap. (Fraissinet&Co., *Mgrs.*) | 125·5\|20·2\|9·0<br>Q41' F18'<br>*WB=FPT* | Marseilles<br>French<br>3*BHCem* | C.2Cy.16"&28"–22"<br>40HP<br>A.&J.Inglis,Glasgow | | |
| 982<br>QDTB | August IronScSr<br>*J.Bothe*81–84 1*Dk*2*trB* | 726<br>679<br>581 | | | | 1883 | J.Lange<br>Vegesack | J.D.Bischoff | 200·5\|23·0\|17·2<br>len93 | Bremen<br>German<br>*WB* | C.2Cy.22"&42"–22"<br>50HP<br>J.Lange,Vegesack | | V |
| 983<br>HVGC | — SteelScSr<br>*H.Johnsson*84–91 1*Dk* | 671<br>509<br>493 | | | | 1890 | W.Lindbergs Mek. Werkst<br>Stockholm | LandskronaLastångareaktieb. (C.F.Neess) | 177·3\|27·3\|13·5<br>Q69' B41' H19*t*<br>F23'<br>*WB* | Landskrna<br>Swedish | T.3Cy.14½",23½"&33"–25½"<br>100HP<br>W.LindbergsMek.Werkst, Stockholm | | V |
| 984<br>LCJQ | — IronScSr<br>*J.Delfs*75–82 1*Dk*2*trB* | 458<br>393<br>366 | | | | 1881 | G.Howaldt<br>Kiel | Sartori&Berger | 162·4\|22·6\|14·9 | Kiel<br>German<br>*WB* | C.2Cy.20"&36"–23"<br>60HP<br>Schweffel&Howaldt,Kiel | | G |
| 985<br>KPGN | August Bröhan IronScSr<br>*H.Stemmer*92–92 1*Dk* | 158<br>139<br>73 | | | | 1889 | Rost.Act. Ges.für Schiff &Masch Bau<br>Rostock | CranzerFischdampfer.Ges. (Aug.Bröhan, *Mgr.*) | 101·7\|20·5\|10·9<br>F18' | Cranz a/d Elbe<br>German | C.2Cy.18"&34"–20"<br>62HP<br>RostockerSchiff-und Maschb.Act.Ges.,Rostock | | V |
| 986 | AugustKorff SteelScSr<br>*Bühner*94–94<br>2*Dks*&*Spardk*&*Webframes*<br>(*Carrying Petroleum in bulk*) | 4131<br>3735<br>3104 | | | | 1894 | J.C.Tecklenborg<br>Geestemünde | A.Korff | 352·1\|45·2\|22·1<br>P82' B28' F40' 29·4 | Bremen<br>German<br>*WB* | T.3Cy.25 9/16",40⅝"&67"–45¼"<br>350HP<br>MaschinenfabBuckan Magdeburg,Magdeburg | | |
| 987<br>67369<br>WRJD | Augusta IronSc3MstSr<br>*J.Poulson* –93 ssLiv.No.3–3,85<br>ssShl.No.2–92<br>1*Dk*2*trB* | 872<br>810<br>552 | 90A1<br>1,94<br>~~B&~~MS7,92<br>BS1,94 | Shl<br>A&CP | *m* | 1872<br>10mo | Palmers' Co.(Lim.)<br>Newcastle | R.Gordon&Co. | 221·0\|28·0\|17·2<br>Q56' F36'<br>ND85 BK8"<br>*WB=D* | Newcastle<br>British<br>4*BHCem*<br>*Bf*134'217*t* | C.2Cy.24"&48"–30" (*i*)<br>70lb 90HP<br>2B,4*pf*<br>Palmers'Co.(Lim.),Nwc. | 18 ″ 2<br>s2 ″ 11 | |
| 988<br>93620 | — CompScSr<br>*L.Tulloch* –92 1*Dk* | 204<br>173<br>122 | | | | 1889 | W.Dunn<br>Sydney,NSW | L.Tulloch | 109·5\|22·7\|9·5<br>H19*t* | SydnyNSW<br>British | C.2Cy.13"&26"–18"<br>30HP<br>Newall&Co.,Bristol | | |
| 989<br>NWPT | — IronSc3MstSr<br>*P.Klövborg* (exAstrid,exSedan)<br>1*Dk* | 180<br>139<br>105 | | | | 1871 | Nordd. Schiffsb.A.G.<br>Kiel | M.Lund | 113·3\|18·6\|9·5<br>P12' B26' F13' | Thisted<br>Danish<br>*WB* | C.2Cy.13"&21"–18"<br>25HP<br>Schweffel&Howaldt,Kiel | | V |
| 990<br>KHCW | — SteelPad<br>*W.Keppel*90–93 1*Dk* | 119<br>75<br>75 | | | | 1886 | J.L.Meyer<br>Papenburg | LeererDampfschifffahrtsGes. | 124·0\|16·5\|7·4 | Leer<br>German | C.2Cy.19"&31"–33"<br>J.L.Meyer,Papenburg | | G |
| 991 | — SteelScSp<br>1*Dk*(*Irn*) | 62<br>55<br>— | ✠ A1<br>*For Towing purposes*<br>—4,94 | Mtr<br>LA&CP<br>✠LMC4,94 | | 1894<br>4mo | Montrose S.B.&E.Co (Lim.)<br>Montrose | J.Constant | 68·8\|16·4\|8·2<br>BK5" | London<br>British<br>4*BHCem* | C.2Cy.14"&28"–22" (*s*)<br>120lb 55HP<br>1SB,2*pf*,GS30,HS699<br>GourlayBros.&Co.,Dun. | 8 ″ 6 | |
| 992<br>RHMP | AugustaVictoria StlTnSc3MstSr<br>*H.H.Barends*79–89 4*Dks*<br>*Elec.light* | 7661<br>4275<br>3932 | | | | 1889 | "Vulcan" Act. Gesellsch.<br>Stettin | Hamburg-AmerikanischePacketf. Act.Ges. | 459·3\|55·7\|33·8<br>P43' B321' F59' | Hamburg<br>German<br>*WB* | T.6Cy.41",67"&106"–63"<br>2500HP<br>"Vulcan"Act.Gesellsch., Stettin | | V |
| 993<br>HKNJ | Auguste Conseil IronSc<br>*Lagrave* ssBdx.No.3–3,83<br>(exLadyTredegar) ssBdx.No.2–92<br>1*Dk*2*trB* | 732<br>634<br>483 | ✠90A1<br>7,94~~10,93~~<br>✠NB12,86<br>~~MS7,92~~ B&MS7,94 | Bdx<br>A&CP<br>~~BS10,93~~ | *k* | 1874<br>2mo | W.Harkess<br>Middlesbro' | Les fils deT. Conseil | 198·2\|28·4\|15·1<br>Q67'<br>*WB=* | Bordeaux<br>French<br>4*BHCem*<br>*DBa*32'*f*50' | C.2Cy.27"&50"–30"<br>~~65lb~~80lb *65lb* NDB86 99HP<br>2SB,4*pf*<br>G.Clark,Sunderland | | |
| 994<br>LCHT | Auguste Victoria IronPadSr<br>*P.F.Petersen*66–81 1*Dk*<br>(exTopaze,exVille de Bruges) | 242<br>—<br>194 | | | | 1847 | Soc.J. Cockerill<br>Antwerp | Sartori&Berger | 167·6\|20·8\|10·2 | Kiel<br>German | C.3Cy.(2)17¾"&(1)48"–42"<br>96HP<br>SociétéJohnCockerill,Ant. | | |
| 995<br>54916<br>HKBM | Augustine IronScSr<br>*F.Grech*92–92 | 1106<br>1043<br>814 | | | | 1865 | Hart& Sinnott<br>Liverpool | F.Pace | 213·5\|29·6\|25·1 | Liverpool<br>British | C.2Cy.21"&48"–40"<br>NE&B75 91HP<br>J.Taylor&Co.,Birkenhead | | |
| 996 | Augusto Leal SteelScSr<br>*J.J.A.Henriques* (exGrangense)<br>1*Dk*(*Stl*) | 420<br>368<br>223 | ✠<br>8,89 | Liv<br>LA&CP<br>✠ | *g* | 1887<br>5mo | BarrowS. B.Co.(Lim.)<br>Barrow | Cia. da Estrada de Ferro de Bahia e Minas | 180·0\|26·2\|10·4<br>P11' B17' F25'<br>FK | R.Janeiro<br>Brazilian<br>4*BHCem* | T.3Cy.17",26½"&42"–24"<br>91HP<br>BarrowS.B.Co.(Lim.)Brw.<br>*WB=DBa*42'35*tFPT*28*t* | 10 ″ 11 | |
| 997<br>HKRP | Aunis IronScSr<br>*Jarno* –92 ssLaR.No.3–8,90<br>*Well deck* (exSestao)<br>1*Dk*(*ptIrn*)2*trB* | 1040<br>888<br>693 | ✠<br>✠NB8,89 | LMC8,90 | ... | 1877<br>12mo | A.Simey& Co.<br>Sunderland | Delmas frères | 235·3\|32·4\|14·7<br>Q84' B42' F28'<br>drp91 BK8"<br>*WB=* | LaRochlle<br>French<br>5*BHCem*<br>*DBa*79'*f*95' | C.2Cy.28"&52"–36" (*r*)<br>70lb NDB89 110HP<br>2SB,4*pf*,GS65<br>G.Clark,Sunderland | | |
| 998<br>87839<br>HRGW | Aurania SteelScBk<br>*A.McKay* –93<br>*Elec.light* | 7269<br>3468<br>4030 | | | | 1883 | J.&G. Thomson<br>Glasgow | CunardSteamShip Co.(Lim.) | 470·0\|57·2\|37·2<br>F102*t* | Liverpool<br>British | C.3Cy.68"(2)91"–72"<br>1500HP<br>J.&G.Thomson,Glasgow | 39 ″ 0<br>s10 ″ 9 | BT till ~~7,94~~ ~~2,95~~ 8,95 |
| 999<br>101963 | Aureola SteelScSr<br>~~*J.H.Bovey* –93~~ 1*Dk*(*ptStl ptIrn*)<br>&*Webframes*&*ptAwng dk*(*Irn*)<br>*J.Bennetts* | 2346<br>1798<br>1508 | ✠100A1<br>*ptAwng dk withfreeboard*<br>~~5,94~~~~7,93~~<br>11,94 | Cff<br>A&CP<br>~~Liv~~<br>✠LMC1,93 | *s* | 1893<br>1mo | Osbourne, Graham &Co.<br>Sunderland | ~~OrientalS.S.Co. (Lim.)~~ (*in liq.*) ~~(J.&R.Bovey, *Mgrs.*)~~<br>J.F.Wilson&Co. | 280·2\|39·1\|19·5<br>P29' Q84' BK10"<br>*ptAwng dk*167'<br>*WB=Cell* | ~~London~~<br>British<br>4*BHCem*<br>*DB*230'439*t*<br>W.Hartlpl | T.3Cy.21",35"&57½"–39" (*r*)<br>160lb *80lb* 165HP<br>2SB,6*pf*,GS93,HS3056<br>G.Clark(Lim.),Sunderland | 22 ″ 0<br>s8 ″ 8½ | |
| 1000<br>87127<br>HRWD | Auretta IronScSr<br>~~*F.W.Crags* –93~~ ssLiv.No.2–91<br>*D.C.Henderson*94-94 2*Dks*(*Irn*)3*trB* | 2634<br>2476<br>1729 | ✠100A1<br>9,94 ~~2,91~~<br>drp92 | Ant<br>Liv<br>LA&CP<br>✠LMC4,91<br>~~BS11,93~~ 2,95 | *t* | 1883<br>5mo | Palmers'Co (Lim.)<br>Newcastle<br>*WB=DBf* | ~~OrientalS.S.Co. (Lim.)~~ (*in liq.*) (J.&R. ~~Bovey, *Mgrs.*~~)<br>28'&*uE*&*B*40' 157*t*<br>Burrell&Son | 301·0\|38·2\|26·6<br>P29' B62' F36'<br>BK10"<br>*FPT* 80*t* *APT* 32*t* | London<br>British<br>7*BHCem*<br>*MT*22'408*t* | C.2Cy.36"&68"–45" (*a*)<br>80lb ~~80lb~~ *70lb* 280HP<br>2SB,8*pf*,GS120<br>Palmers'Co.(Lim.),Nwc. | 27 ″ 10<br>s5 ″ 4 | D |
| 1001<br>90113<br>JRNC | Auric IronScSr<br>*W.Holmes* –91 ssBel.No.2–93<br>1*Dk*(*Irn*)*Stlframes* | 454<br>381<br>218 | ✠100A1<br>~~9,94~~ ~~8,93~~ 3,95<br>BS9,94 | Fal<br>LA&CP<br>✠LMC5,93<br>Bel | *h* | 1884<br>11mo | Workman, Clark&Co.<br>Belfast | H.J.Scott&Co. | 173·5\|25·2\|12·2<br>Q21' B41' F30'<br>drp92 BK7"<br>*WB=FPT* | Belfast<br>British<br>5*BHCem*<br>50*t* *APT*30*t* | C.2Cy.21"&42"–30" (*a*)<br>90lb *40lb* 74HP<br>1SB,2*cf*,GS35<br>V.Coates&Co.(Lim.),Bel. | 13 ″ 0<br>s1 ″ 3½ | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant aux Machines d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1002<br>90350<br>KPRM | **Auricula** — IronScSr<br>*J.F.Souter*88–89 *ss*Sld.No.1–92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | | 1384<br>1037<br>899 | ✠100A1<br>~~3,93~~4,94<br>~~BS3,93~~ 4,94 ✠LMC2,92 | Sld<br>A&CP | *o* | 1887<br>11mo | J.Blumer &Co. Sunderland | J.F.Marshall | 240·0 \| 33·2 \| 16·2<br>P146′F26′<br>drp93 BK8″<br>*WB*=*DBo* | Sundrland<br>British | C.2Cy.28″&53″–36″ (*o*)<br>80lb *50lb* 120HP<br>1SB,*3pf*,GS62<br>W.&F.Wilson&Co.,Sld. | 17 ″ 4<br>s 1 ″ 9½ |
| 1003<br>98377 | — IronScK<br>*Buller*<br>1*Dk* | | 153<br>139<br>38 | ✠100A–<br>*Stm Trawler*<br>9,94~~1,93~~ ✠LMC2,92 | Sws<br>Mil | | 1892<br>2mo | J.P.Rennoldson &Sons S.Shields | C.Morley (F.J.Sellick, *Mgr.*) | 100·5 \| 20·5 \| 10·7<br>drp94 BK11″ | Milford<br>British | T.3Cy.12¼″,20″&32″–22″ (*s*)<br>160lb *80lb* 50HP<br>1SB,*2pf*,GS27,HS957<br>J.P.Rennoldson&Ss.,S.Shl | 11 ″ 8 |
| 1004<br>99049<br>LHMS | **Auriga** — SteelScSr<br>*E.Baker*–93<br>*Now named "King Cadwallon," See No. 10 in Supplement.*<br>1*Dk*(*Irn*)&*Webframes*<br>*Well deck* | | 2380<br>1789<br>1530 | ✠100A1<br>6,94~~3,94~~ | MVo<br>A&CP<br>Liv | *s* | 1892<br>3mo | BlythS.B. Co.(Lim.)<br>Blyth | ~~OrientalS.S.Co. (Lim.)~~ *(in liq)*<br>Line(Lm)(Phillips& Co.*Mgrs* | 289·6 \| 39·1 \| 19·1<br>P25′Q84′B124′<br>F31′ FK<br>*WB*=*Cell* | London<br>British | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *80lb* 180HP<br>2SB,*4cf*,GS73,HS2990<br>Blair&Co.(Lim.),Stockton | 21 ″ 6<br>s1 ″ 11½ |
| 1005<br>97369<br>LHMS | **Aurora** — SteelScSr<br>*E.Fell*94–94 *ss*Npt.No.1–94<br>1*Dk*(*Irn*)&*Webframes*2*trB*<br>*Well deck* | | 2741<br>2152<br>1799 | ✠100A1<br>2,94 ✠LMC2,94 | Npt<br>A&CP | *t* | 1889<br>9mo | Ropner& Son Stockton | RickinsonSon&Co. | 314·0 \| 40·4 \| 20·2<br>P29′Q104′B118′<br>F31′ drp94 BK10″<br>*WB*=*Cell* | W.Hartlpl<br>British | T.Cy.23″,37½″&61½″–39″ (*s*)<br>160lb *70lb* 220HP<br>2SB,*6rf*,GS99,HS3520<br>Blair&Co.(Lim.),Stockton | 23 ″ 7<br>s 2 ″ 5 |
| 1006<br>128<br>HCNV | — IronSc<br>*Gelcich*58–87 2*Dks* | | 1829<br>1637<br>1065 | | | | 1869 | W.Denny &Bros. Dumbarton | LloydAustriaco | 274·5 \| 34·0 \| 18·7 | Trieste<br>Aust.-Hung. | C.4Cy.29¾″&57″–39″<br>288HP<br>Denny&Co.,Dumbarton | |
| 1007<br>JQKP | — IronScSr<br>*E.M.Andersen* 1*Dk*&*Spardk*3*trB* | | 1204<br>1190<br>874 | | | … | 1874<br>10mo | BergenMk Vks Bergen | L.D.&C.Kahrs | 230·4 \| 32·8 \| 16·2<br>H14*t* 22·6 | Bergen<br>Norwegian<br>*WB* | T.3Cy.17″,28″&46″–33″<br>NE&B92 110HP<br>W.Allan&Co.,Sunderland | |
| * 1008<br>75184<br>QMRD | — IronScSr<br>*J.W.B.Learmouth* –93 1*Dk*2*trB*<br>*Well deck* 4thSurvey,Shl.8,92 | | 1175<br>920<br>748 | ✠ A1*1<br>~~8,94~~ ~~10,93~~<br>✠NB5,91 | Shl<br>LMC8,92 | Lv | 1876<br>7mo | Gourlay Bros.&Co. Dundee | R.A.Mudie&Sons | 244·1 \| 31·4 \| 17·8<br>P241*t*H56*t*<br>BK7½″ | Dundee<br>British | C.2Cy.31″&54″–36″ (*s*)<br>80lb *50lb* 140HP<br>2SB,*4pf*,GS69<br>GourlayBrs.&Co.,Dundee | 19 ″ 5<br>s 2 ″ 8 |
| 1009<br>75196<br>WVSQ | — WoodScBk<br>*J.Bannerman* –94 | | 580<br>527<br>386 | | | | 1876 | Stephen Dundee | C.T.Bowring&Co. | 165·2 \| 30·6 \| 18·9<br>Q32′ | Dundee<br>British | C.2Cy.25″&48″–30″<br>NB86 98HP<br>Cunliffe&Dunlop,P.Gl. | |
| 1010<br>101843 | — SteelPadSp<br>3*Dks* | | 490<br>281<br>267 | | | | 1886<br>8mo | W.Denny &Bros. Dumbarton | LaPlatenseFlotillaCo.(Lim.) | 175·2 \| 27·1 \| 7·6<br>Q56′ F53′ | M.Video<br>Uruguayan | C.D.2Cy.21″&37″–42″<br>60HP<br>Denny&Co.,Dumbarton | |
| 1011<br>101843 | — SteelTwinScSr<br>1*Dk* | | 315<br>266<br>151 | | | | 1893 | SirW.G. Armstrong, Mitchell &Co.(Lim.) Newcastle | ~~SirA.Noble,K.C.B.~~ | 197·0 \| 20·2 \| 12·4<br>F47*t* | ~~Newcastle~~ ~~British~~ Brazilian | T.6Cy.18″,26½″&38½″–17″<br>300HP<br>E.Scott&Mountain (Lim.), Nwc | |
| | *Now named "Gustav Sampaio," See No. 18 in Supplement* | | | | | | | | | | | | |
| 1012<br>752<br>HQSJ | — IronScSr<br>*B.O.Olsson* –88 1*Dk* | | 263<br>223<br>193 | | | | 1881 | Götbrgs Mek.Vrkst Gothenburg | Ångf.Aktieb "Aurora" (T.Ahrenberg) | 111·9 \| 21·2 \| 12·7<br>B27′ H4*t* | Gothenbrg<br>Swedish | C.2Cy.12″&26″–17″<br>40HP<br>GöteborgsMekVerks,Got. | |
| 1013<br>90442 | — WoodPad<br>*J.Bergman* 1*Dk* | | 224<br>127<br>141 | | | | 1885/89 | J.William Icelanders' River | LakeWinnipeg Trans.Lumber& TradingCo. | 121·0 \| 19·2 \| 8·4 | Winnipeg<br>British | 2Cy.17″–66″<br>19HP<br>Inglis&Hunter,Toronto | |
| 1014<br>NMTW | — IronSc3MstSr<br>*J.Baltzersen* 1*Dk* | | 198<br>173<br>118 | | | | 1885/95 | J.Henderson&Sons Renfrew | DetForenede Dampsk.Selsk. | 144·8 \| 20·3 \| 9·9<br>Q14*t* B8*t* | Copnhagn<br>Danish | C.4Cy.15″&30″–20″<br>60HP<br>LindholmensMek.Werk., Gothenburg | |
| 1015<br>84613<br>WPFD | — SteelScSr<br>*G.Koch*85–92<br>1*Dk*<br>*Well deck* | | 153<br>118<br>78 | ✠100A1<br>3,92 ✠LMC3,92 | Gls<br>LA&CP | *b* | 1892<br>3mo | J.H. Gilmour Irvine | StephanBros. | 95·0 \| 20·1 \| 8·0<br>Q33′B12′F16′<br>BK10″<br>*WB*=*FPT*27*t* | CapeTown<br>British | C.2Cy.14″&28″–21″ (*s*)<br>100lb 35HP<br>1SB,*2pf*,GS28,HS630<br>Muir&Houston,Glasgow | 8 ″ 8<br>s ″ 10½ |
| 1016<br>29<br>NGBM | **Aurora M.** — IronScSr<br>*E.Musso* –92<br>(*ex*Ichnusa,*ex*Alpha) 1*Dk*(*pt Irn*) | | 702<br>555<br>452 | | | … | 1884<br>6mo | Neder.Stm Maats. Rotterdam | L.Musso | 179·6 \| 27·7 \| 13·5 | Naples<br>Italian<br>*WB* | C.2Cy.23″&43″–30″<br>80HP<br>NedrlndStoom.Maats.Rot. | 14 ″ 2 |
| 1017<br>84334<br>WBGR | **Austerlitz** — IronScSr<br>*M.J.O'Sullivan* –94 *ss*Liv.No.3–4,94<br>3rdSurvey,4,94<br>1*Dk*(*Irn*)2*trB* | | 1653<br>1314<br>1076 | ✠100A1<br>A1*1<br>~~11,94~~ ~~4,94~~<br>4,95 ✠LMC4,94<br>BS5,95 | Liv<br>LA&CP<br>Sws | *q*<br>Lv<br>1Db | 1881<br>6mo | Hall,Russell&Co. Aberdeen | A.C.Gow&Co. | 260·0 \| 35·3 \| 19·4<br>Q62′B66′F31′<br>drp94 BK8½″<br>*WB*=*DBa*60′ | Glasgow<br>British | C.2Cy.32″&61″–39″ (*b*)<br>80lb *55lb* 165HP<br>1DB,*6cf*,GS105<br>Hall,Russell&Co.,Abn. | 20 ″ 7<br>s 2 ″ 2 |
| 1018<br>44555<br>HGDK | **Austin Friars** IronSc3MstSr<br>*H.W.Field*93–93 *ss*Shl.No.2–93<br>*ss*Gls.No.3–1,87 2*Dks* | | 1314<br>1286<br>839 | 75 A1<br>~~4,94~~11,94<br>BS12,94 | Cff<br>A&CP<br>LMC9,98<br>Rot | *p* | 1868<br>8mo | J.Laing Sunderland | Galbraith,Pembroke&Co. | 250·0 \| 30·3 \| 23·3<br>len70ND82<br>BK7″ | London<br>British | C.2Cy.27″&50″–30″ (*i*)<br>65lb *48lb* NE&B77 98HP<br>1SB,*3pf*,GS58<br>T.Richardson&Sons,Hpl. | 24 ″ 6<br>s 4·11½ |
| 1019<br>85923<br>WJFR | **Austral** SteelSc4MstSr<br>*T.M.Tuke* –91 *ss*Gls.No.3–3,84<br>*ss*Lon.No.2–92<br>4*Dks*(2*Stl*&1*pt Stl U*–ws) | | 5524<br>5315<br>3214 | ✠100A1<br>~~3,94~~ ~~4,94~~ 12,94<br>BS12,~~95~~ ✠LMC11,92<br>1,95 | Lon<br>LA&CP | *a*† | 1881<br>12mo | J.Elder& Co. Glasgow | OrientSteamNav. Co.(Lim.) | 456·0 \| 48·2 \| 33·9<br>BK12″<br>*WB*=*Cell DB*256′ 605*t FP* | Glasgow<br>British | C.3Cy.62″&(2)86″–60″ (*a*)<br>95lb *90lb* 1000HP<br>4DB,*24pf*,GS688<br>J.Elder&Co.,Glasgow | 37 ″ 0<br>s 10·3½ |
| 1020<br>88859<br>JMFR | **Australasian** IronScBk<br>*T.F.Spalding* –91 *ss*Lon.No.2–92<br>2*Dks*(1*Irn*)&*Spardk* | | 3630<br>2516<br>2343 | ✠100A1<br>*Spar dk*<br>2,95 ~~4,94~~<br>BS5,94 ✠LMC6,92 | Lon<br>LA&CP | *x* | 1884<br>4mo | R.Napier& Sons Glasgow | G.Thompson&Co. | 361·6 \| 44·2 \| 21·3<br>B94′F46′ 29·1<br>BK9″<br>*WB*=*DBuE*&*B*70′270*t APT*60*t* | Aberdeen<br>British | T.3Cy.32″,46″&70″–54″ (*s*)<br>125lb *125lb* 400HP<br>2DB,*12cf*GS250<br>R.Napier&Sons,Glasgow | 25 ″ 8<br>s 8 ″ 5½ |
| 1021<br>99786<br>MTLQ | **Australia** SteelSc4MstSr<br>*J.Reeves*56–92 2*Dks*(*Stl*–ws)<br>*Elec.light* &*Spardk*(*Stl*–ws)4*trB* | | 6901<br>5666<br>3590 | ✠100A1<br>*Spar dk*<br>9,93 ✠LMC10,92 | Lon<br>LA&CP | *c*† | 1892<br>10mo | Caird&Co. (Lim) Greenock | Peninsular& OrientalSteam Nav.Co. | 465·6 \| 52·2 \| 26·4<br>P40′B232′ 34·7<br>F74′ ptND90 BK9″<br>*WB*=*CellDBa*<br>101′*f*45′277*t* | Greenock<br>British | T.3Cy.42″,67″&108″–72″ (*s*)<br>160lb *100lb* 2500HP HS 20665<br>3D&3SB,*27rf*,GS495,<br>Caird&Co.(Lim),Greenock | 28 ″ 8<br>s10·11 |
| 1022<br>99803 | — SteelScSr<br>*H.Tait*91–93<br>1*Dk*(*Stl*)&*Spardk*(*Stl*-ws)&*Webframes* | | 3592<br>3386<br>2321 | ✠100A1<br>*Spar dk*<br>11,94~~2,94~~ ✠LMC5,92 | Bom<br>A&CP<br>Gls | *w* | 1892<br>5mo | ShortBros. Sunderland | HendersonBros. | 343·0 \| 43·0 \| 19·3<br>P32′B68′27·3F40′<br>FK<br>*WB*=*Cell* | Glasgow<br>British | T.3Cy.25″,40″&66″–42″ (*s*)<br>160lb *80lb* 300HP<br>3SB,*6pf*,GS120,HS4400<br>W.Allan&Co.,Sunderland | 22 ″ 0 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Year Assigned / now expired. Equipment Later. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1023<br>106751<br>KHFS | **Australia**<br>*H.C.Houdlette* 81–86<br>*Elec.light*<br>*ss*SFo No.2-94 2*Dks*(*Irn U*-ws)&*Spar dk* | **IronScM 4 MstBk**<br>*ss*SFo.No.3–7,86<br>~~*ss*SFo.No.1–90~~ | 2755<br>1737<br>1937 | ✠100A1<br>*Spar dk*<br>1,95 ~~4,94 9,94~~<br>✠NB7,89 | S.Fo<br>A&CP | *u*<br>LMC ~~8,91~~ 12,94 | 1875<br>11mo | J.Elder&Co.<br>Glasgow | OceanicS.S.Co. | 376·9 \| 37·4 \| 18·7<br>26·3<br>ptND89 | | | S. Frncisco<br>Utd. States | T.3Cy.29″,47″&76″–51″ (*s*)<br>160lb *75lb* NDB86 600HP<br>2DB,*12cf*,GS456<br>*Tpd*89 Fairfield C.(Lm),Gls | | |
| 1024<br>QDTS | —<br>*J.Barber* 72–91 | **IronScSr**<br>1*Dk&Spar dk&3trB* | 2248<br>—<br>1644 | | | | 1884 | Act.Gesell-schaft Weser<br>Bremen | D.H.Wätjen&Co. | 289·7 \| 37·7 \| 25·8<br>P20′ B72′ F30′ | | | Bremen<br>German<br>*WB* | C.2Cy.36½″&66″–42″<br>260HP<br>Act.Gesel.Weser.Bremen | | G |
| 1025<br>RGCS | —<br>*H.v.Levetzow* 93–94 | **IronScSr**<br>*ss*Ham.No.1–85<br>2*Dks*(*Irn*)3*trB* | 2119<br>1946<br>1603 | ✠<br>4,85<br>✠ | Ham<br>LA&CP | *s* | 1881<br>4mo | C.Mitchell<br>&Co.<br>Newcastle | Hamburg-Amerikanische Packetf. Act.Ges. | 297·9 \| 37·1 \| 22·9<br>P25′ B80′ F30′ | | | Hamburg<br>German<br>4*BHCem* | C.2Cy.34½″&64″–42″<br>250HP<br>Blair&Co.(Lim.),Stockton<br>*WB*=*Cell DB* 244′ 343*t* | | V |
| 1026<br>74491 | —<br>*J.W.Foster* | **IronPad**<br>(*ex*Claughton) | 619<br>487<br>201 | | | | 1875<br>12mo | D.&W.<br>Henderson<br>&Co.<br>Glasgow | J.Bell | 141·0 \| 31·2 \| 12·9 | | | Manchster<br>British | D.4Cy.30″–48″<br>NB82 120HP<br>D.&W.Henderson&Co.,Gls | | BT till ~~12,94~~ 10,95 |
| 1027<br>89928<br>KLHV | —<br>*J.Gibb* 87–89 | **SteelTwinScSr**<br>1*Dk*(*Stl*)&*Awng dk* | 418<br>454<br>283 | ✠<br>*Awng dk*<br>*with freeboard*<br>5,86<br>✠ | Mel<br>LA&CP | *g* | 1884<br>4mo | Burrell&<br>Sons<br>Dumbarton | UnionS.S.Co.of N. Zealand(Lim.) | 150·4 \| 26·1 \| 8·9<br>15·6<br>FK | | | Dunedin<br>British | C.4Cy.16″&30″–22″<br>77HP<br>M.Paul&Co.,Dumbarton<br>*WB*=*FPT* 22*t APT* 13*t* | 9 ″ 2 | |
| 1028<br>82519 | —<br>*W.Peaker* –93 | **IronScK**<br>~~*ss*Hul.No.1–00~~<br>1*Dk*<br>*ss*Hul.No.3-6,94 | 238<br>217<br>146 | ✠100A1<br>~~6,94 3,01~~ 3,95<br>~~BS3,94~~ ✠LMC ~~7,96~~ 6,94 | Hul<br>LA&CP | *e* | 1882<br>3mo | Earle'sCo.<br>(Lim.)<br>Hull | HullSteamFishing &IceCo.(Lim.) | 135·2 \| 22·6 \| 11·0<br>Q19′F23′<br>pdND90 BK7″ | | | Hull<br>British | C.2Cy.21″&40″–27″ (*o*)<br>80lb 60HP<br>1SB,*2pf*,GS37<br>Earle'sCo.(Lim.),Hull | 11 ″ 8<br>s 1 ″ 4 | |
| 1029<br>99673 | —<br>1*Dk* | **IronScK** | 151<br>139<br>66 | ✠100A1<br>*Stm Trawler*<br>4,92<br>✠LMC4,92 | Hul<br>LA&CP | | 1892<br>4mo | Cochrane,<br>Cooper<br>&Schofield<br>Beverley | International Stm.Trawling Co.(Lim.)<br>(T.Baskcomb *Mgr*) | 100·4 \| 20·5 \| 11·0<br>Q19′F17′<br>BK7½″ | | | Grimsby<br>British | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45HP<br>1SB,*2f*,GS27,HS700<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 1030<br>93827 | —<br>1*Dk* | **WoodScFlat** | 128<br>114<br>87 | | | | 1877 | C.Gibson<br>Northwich | SaltUnion(Lim.) | 85·5 \| 20·9 \| 8·8 | | | Liverpool<br>British | C.2Cy.14″&24″–12″<br>NE&B86 28HP<br>F.Friendenstral&Co.,Prs. | | |
| 1031<br>85095<br>WFTN | —<br>*J.G.Tucker* –93 | **IronScSr** | 128<br>127<br>18 | | | | 1882 | L.Smit&<br>Zoon<br>Kinderdyk | W.Watkins | 90·4 \| 20·6 \| 11·3 | | | London<br>British | 2Cy.22″–22″<br>70HP<br>Appleby Bros.E.Greenwich | | |
| 1032<br>78693<br>SRJV | **Australian**<br>*W.Evans* –94 | **IronScSr**<br>1*Dk* | 363<br>263<br>232 | | | | 1879 | Gourlay<br>Bros.&Co.<br>Dundee | NorthCoastSteam Nav.Co.(Lim.) | 160·3 \| 22·5 \| 10·5<br>Q61′ H40*t* F21′ | | | SydnyNSW<br>British<br>*WB* | C.2Cy.21″&36″–24″<br>70HP<br>Gourlay Bros.&Co.,Dundee | | |
| 1033<br>HKTQ | **Australien**<br>4*Dks*&*Spar dk* | **SteelSc3Mst** | 6428<br>5653<br>2887 | | | | 1889 | Mssageries<br>Maritimes<br>LaCiotat | MessageriesMaritimes | 482·3 \| 49·2 \| 34·1 | | | Marseilles<br>French<br>*WB* | T.3Cy.44″,67″&106″–53″<br>1000HP<br>Messageries Maritimes,<br>Marseilles | | |
| 1034<br>75323<br>VSJP | **Australind**<br>~~*Talboys* 92–92~~<br>1*Dk*(*pt Irn*–ws)&*Shaded k3trB*<br>*Elec.light* *Talboys* 92-92 *ss*Sng.No.2-94 | **IronScSr**<br>~~*ss*Sng.No.1–90~~ | 1019<br>756<br>554 | ✠100A1<br>*Shade dk*<br>12,94 ~~12,98~~<br>~~BS10,93~~ ✠LMC ~~12,96~~ 12,94 | Sng<br>A&CP | *n* | 1886<br>9mo | Blackwood<br>&Gordon<br>Pt.Glasgow | West Australian S.N.Co.(Lim.)<br>(C.Bethell&Co., *Mgrs.*) *WB*= | 224·8 \| 32·0 \| 14·6<br>P80′B20′F42′<br>BK8″<br>*DB uE* 19′ 42*t FPT* | | | Fremantle<br>British<br>4*BHCem*<br>24*t APT* 20*t* | T.3Cy19″,30″&50″–36″ (*a*)<br>150lb *45lb* 125HP<br>2SB,*6cf*,GS96,HS2638<br>Blackwood&Gordon,PGls. | 15 ″ 4 | |
| 1035<br>95832 | **Austria**<br>*Taylor*<br>*Well deck*<br>*Elec.light* | **SteelScSr**<br>*ss*Hul.No.1–94<br>1*Dk*(*Stl*)&*Webframes* | 2221<br>1607<br>1396 | ✠100A1<br>~~7,94 2,94~~ 10,94<br>✠MC2,94<br>~~Cdf~~ Bry | Hul<br>A&CP | *r* | 1890<br>5mo | S.P.Austin<br>&Sons<br>Sunderland | W.S.Bailey | 284·0 \| 39·1 \| 18·2<br>P31′Q72′B126′F29′<br>drp93 BK9″<br>*WB*=*Cell DB* 240′ 445*t* | | | Hull<br>British<br>6*BHCem*<br>*APT* 35*t* | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *65lb* 200HP<br>2SB,*4cf*,GS65<br>Blair&Co.(Lim.),Stockton | 20 ″ 6<br>1 ″ 9½ | D |
| 1036<br>6<br>HCPR | —<br>*Cattarinich* 69–87 | **IronScBn**<br>2*Dks* | 1685<br>1524<br>1033 | | | | 1865 | Austro-Un garicoLloyd<br>Trieste | LloydAustriaco | 276·0 \| 35·0 \| 24·6 | | | Trieste<br>Aust.-Hung. | C.4Cy.29½″&54″–36″<br>235HP<br>Denny&Co.,Dumbarton | | |
| 1037<br>87883 | — | **WoodSc** | 140<br>124<br>95 | | | | 1880 | C.Gibson<br>Northwich | SaltUnion(Lim.) | 86·6 \| 20·7 \| 9·7 | | | Liverpool<br>British | 2Cy.9″–12″<br>NE&B83 18HP<br>Bates,Northwich | | |
| 1038<br>5 | **Austria M.**<br>*M.Mihanovich* –89 | **SteelScSr** | 635<br>571<br>400 | | | | 1889 | Stabili-mentoTecni-co,Trieste | N.Mihanovich | 208·0 \| 31·0 \| 12·0<br>H64*t* | | | Bns.Ayres<br>Argentine | T.3Cy.10¼″,16½″&26¾″–17½″<br>60HP<br>StabilimentoTecnico,Tri. | | A |
| 1039<br>56190<br>HPJW | **Austrian**<br>*B.T.Eastaway* –94 | **IronScBk** | 2682<br>2670<br>1681 | | | | 1867 | Barclay,<br>Curle&Co.<br>Glasgow | J.&A.Allan | 319·0 \| 38·5 \| 32·5 | | | Glasgow<br>British | T.3Cy.23″,39″&64″–42″ (*s*)<br>NE&B88 220HP<br>J.Howden&Co.,Glasgow | | |
| 1040<br>70239<br>PGBH | **Autocrat**<br>*M.Manson* –91 | **IronScSr**<br>*ss*Shl.No.3–4,87<br>*ss*CffNo.1–92<br>1*Dk&Spar dk3trB* | 1539<br>1532<br>996 | ✠ 90A1<br>*Spar dk*<br>12,93<br>✠NB4,87 | Shl<br>A&CP | *q* | 1875<br>6mo | W.Doxford<br>&Sons<br>Sunderland | W.Forster | 262·0 \| 33·1 \| 16·8<br>23·7<br>BK9″<br>*WB*=*DBa* 64′ 91*t* | | | Newcastle<br>British<br>4*BHCem*<br>*MT* 32′ 302*t* | C.2Cy.29½″&55″–36″ (*r*)<br>80lb *75lb* NDB87 120HP<br>2SB,*4pf*<br>G.Clark,Sunderland | 17 ″ 6<br>s 6 ″ 3 | |
| 1041<br>HKTS | **Auvergne**<br>*Langrais*<br>(*ex*Vasco da Gama) | **IronScSr**<br>*ss*Msl.No.2–88<br>1*Dk&Spar dk3trB* | 1530<br>—<br>906 | ✠<br>*Spar dk*<br>3,91 | Sld<br>A&CP | *q* | 1879<br>5mo | W.B.<br>Thompson<br>Dundee | Soc.Gén.de Trans. Marit.à Vapeur | 254·9 \| 32·0 \| 17·2<br>srp91 23·8 | | | Marseilles<br>French<br>4*BHCem* | T.3Cy.21″,35″&57″–39″<br>NE&B91 350HP<br>2DB,*8cf*,GS104<br>N.E.Mar.E.Co.(Lim.), Nwc<br>*WB*=*DBa* 48′ 70*t FPT* 50*t* | | V |
| 1042<br>HDKG | **Auxiliar**<br>*L.Merlade* 80–90 | **IronPad**<br>(*ex*Riance)<br>1*Dk* | 193<br>—<br>62 | | | | 1875 | .....<br>London | Remolcadores Bilbainos | 115·1 \| 20·2 \| 10·4 | | | Bilbao<br>Spanish | 2Cy.32½″–61¾″<br>60HP | | |
| 1043<br>HKTV | **Ava** | **IronScBk**<br>3*Dks* | 3361<br>—<br>1608 | | | | 1870 | Mssageries<br>Maritimes<br>LaCiotat | Messageries Maritimes | 371·4 \| 39·4 \| 30·5<br>H102*t* F53′ | | | Marseilles<br>French | C.3Cy.43¼″&(2)60¾″–43¼″<br>500HP<br>Messag.Marit.,LaCiotat | | |
| 1044<br>95033 | —<br>*Elec.light* | **SteelPadLr** | 674<br>674<br>250 | | | | 1888 | W.Denny<br>&Bros.<br>Dumbarton | Irrawaddy Flotilla Co.(Lim.) | 250·0 \| 35·1 \| 9·8 | | | Glasgow<br>British | C.D.2Cy.37½″&65″–72″<br>375HP<br>Denny&Co.,Dumbarton | | |

| 1 Numero d'Ordre / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Entretenement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1045<br>60431<br>JQTL | **Avagyee**<br>*T.E.Smith* 88–88 | **IronScBg**<br>1 *Dk* | 427<br>342<br>247 | | | | 1869 | W.Denny & Bros. Dumbarton | **CheahTekSoon** | 196·4 P54*t* | 23·8 F21*t* | 12·2 | **Glasgow** British | 2Cy.34″–27″ 76HP Denny&Co.,Dumbarton | |
| 1046<br>97767<br>LQSD | **Avala**<br>*F.W.Langworthy* –94<br>2 *Dks*(1 *Irn*&1 *Stl*)3 *trB*<br>*ss*Cff.No.1-94 | **SteelScSr** | 3744<br>3534<br>2415 | ✠100A1 Dun<br>~~6,94~~ ~~2,96~~ 4,95<br>✠LMC4,90 5,94<br>Bry | A&CP | *w* | 1890<br>4mo | Ropner& Son<br>Stockton | **J.M.Wood**<br>*WB* | 370·0 P28′B98′F40′ ~~drp91&93~~ BK11″<br>= *Cell DB* 304′ 723*t* | 42·2 | 27·3 | **Liverpool** British | T.3Cy.28″,46″&75″–54″ (*s*) 170lb ~~80lb~~ *80lb* 495HP 2DB,*12cf*,GS142,HS7300 6 *BHCem* *APT*23*t* Blair&Co.(Lim.),Stockton | 30 ″4 s6 ″6 |
| 1047<br>95444<br>KTDN | **Avalon**<br>*E.Cox* 89–89<br>1 *Dk*(*Stl*)&*Webframes*<br>*Well deck* *Inner bottom Irn* | **SteelScSr**<br>*ss*Liv.No.1-93 | 2083<br>1645<br>1354 | ✠100A1 Liv<br>2,95 ~~12,93~~<br>~~BS2,95~~<br>✠LMC1,93 | LA&CP | *r* | 1888<br>7mo | C.S.Swan& Hunter<br>Newcastle | **English&American ShippingCo. (Lim.)** | 280·0 Q96′B120′F27′ BK9″<br>*WB*= *Cell DB* | 37·5 | 19·2 | **London** British | T.3Cy.22″,36″&59″–39″ (*s*) 160lb *75lb* 170HP 2SB,*6cf*,GS85 5 *BHCem* 234′*f* 427*t* Blair&Co.(Lim.),Stockton | 21 ″8 s1 ″11½ |
| 1048<br>52785<br>MFGS | **—**<br>*R.L.Searle* –94 | **IronScSr**<br>1 *Dk* | 845<br>574<br>542 | | | | 1865 | J.&W. Dudgeon<br>London | **Earle'sCo.(Lim.)** | 243·0 P169′ F26′ len90 | 27·0 | 13·5 | **Hull** British | T.3Cy.18″,27″&46″–33″ NE&B90 105HP Earle'sCo.(Lim.),Hull | |
| 1049<br>JNSR | **Avance**<br>*M.Lindöe* –91 (*ex*Süd)<br>1 *Dk* | **IronSc3MstSr** | 271<br>209<br>153 | | | | 1870 | Bergsunds Mek.Verkst<br>Stockholm | **B.Stolt-Nielsen** | 136·8 B41*t* | 22·1 Q15*t* | 9·8 | **Haugesnd** Norwegian | C.2Cy.16″&28″–19″ 40HP LübecksMas.Ges.Lübeck | |
| 1050<br>NQRS | **Avanti**<br>*A.C.Nedersöl* | **IronScSr**<br>1 *Dk*&*Hurdk* | 230<br>131<br>137 | | | | 1875 | Gothenbrg Mek Works<br>Gothenburg | **Det Forenede Dampskibssel-skab** | 134·1 len91 | 19·8 | 8·6<br>15·3 | **Aarhuus** Danish | C.2Cy.16″&35″–12½″ 60HP GothenbgMWks,Gothnbg | |
| 1051<br>HKTW | **Avelina**<br>*Lescalle* –91 *ss*Lon.No.3–3,89<br>(*ex*Gondola) 1 *Dk*(*pt Irn*)2 *trB*<br>*Well deck* | **IronScSr** | 1464<br>1193<br>830 | ✠100A1 Msl<br>2,93<br>~~BS5,91~~ ✠LMC3,89 | A&CP | *p* | 1882<br>11mo | W.Pickers-gill&Sons<br>Sunderland | ~~**J.C.Bonnin**~~<br>J.A.Michalinudis | 255·1 Q98′B51′F27′ drp91 FK | 35·0 | 17·1 | **Bordeaux** French | C.2Cy.32″&60″–39″ (*i*) 80lb 145HP 4 *BHCem* *APT*10*t* 2SB,*4pf*,GS70 G.Clark,Sunderland | 18 ″4 s1 ″11½ |
| | *Now named "Mtair Argyll," See No. 3 in Supplement.* | | | | | | | | | *WB* = *DBa*72′*f*100′276*t* | | | | | |
| 1052<br>HLJG | **Avena**<br>*A.L.Tegner* 85–85 *ss*Nwc.No.3–10,85<br>(*ex*Glenisla) *ss*Got.No.2–93<br>*Well deck* 1 *Dk* | **IronScSr** | 747<br>555<br>522 | ✠ 90A1 Got<br>5,95 ~~8,93~~ ~~6,94~~<br>~~BS9,94~~ LMC8,93<br>Lon | A&CP | *k* | 1873<br>9mo | Davison& Co.<br>Sunderland | **Rederiaktieb. "Avena" (R.M. Thornburn)** | 200·0 P103′F30′ ptND93 BK7½″<br>*WB*= *DBa*33′34*t* | 28·3 | 15·0<br>*FPT*45*t* | **Uddevalla** Swedish | T.3Cy.14″,24½″&48¼″–33″(*s*) 150lb NDB85 NB85 95HP 4 *BHCem* *MT*31′200*t* 1SB,*2cf*,GS37 *70lb* *Tpd* 85 OuseburnE.W.Nwc. | |
| 1053<br>HDKP | **Avenir**<br>*Thomas* 85–87 (*ex*Olmo,*ex*Two Roses)<br>1 *Dk* | **IronScSr** | 111<br>—<br>50 | | | | 1882 | C.Norfolk &Co. Hull | **H.Dupuis-Robial** | 83·3 B9′ | 18·0 | 8·5 | **St.Brieuc** French | C.2Cy.12″&22″–28″ 30HP Blair&Co.,Stockton | |
| * 1054<br>86363<br>WJFT | **Aviemore**<br>*F.J.R.Mills* –92<br>~~*ss*Dun.No.2–89~~<br>1 *Dk*&*Awngdk*<br>*ss*Dun.No.3-7,94 | **IronScSr**<br>*Awng dk with freeboard* | 931<br>927<br>589 | ✠100A1 Shl<br>~~7,91~~ ~~2,94~~ ~~5,96~~<br>~~BS8,98~~ ✠LMC7,90 7,94<br>Dun Lon | A&CP | *m* | 1882<br>3mo | W.B. Thompson<br>Dundee | **Albany Shipping Co.(Lim.) (D.Scott&Son, *Mgrs.*)** | 204·5 ~~drp91~~ srp94 BK7½″ drp95<br>*WB*= *DBa* | 29·9 | 13·8<br>20·6<br>*FPT*16*t* | **Dundee** British | C.2Cy.24″&48″–30″ (*i*) 80lb *80lb* NDB94 90HP 5 *BHCem* 1SB,*3pf*,GS54,HS1505 W.B.Thompson,Dundee | 14 ″8 s 7 ″11 |
| 1055<br>HDKP | **Aviles**<br>1 *Dk* | **IronScSr** | 568<br>—<br>422 | | | | 1873 | Cunliffe& Dunlop<br>Pt.Glasgow | **Sobrinos de Herrera** | 180·4 P38′F27′ | 26·2 | 12·8 | **Havana** Spanish | C.2Cy.23″&40″–28″ 75HP Cunliffe&Dunlop,Pt.Gls. | |
| 1056<br>86968<br>HWQR | **Avis**<br>~~*P.H.Petersen* 92~~ *ss*Skm.No.3–11,91<br>~~*Myers*~~ *Turner* 1 *Dk*(*Irn*)2 *trB*<br>*Well deck* | **IronScSr** | 1107<br>889<br>700 | ✠100A1 Cff<br>~~4,94~~ 11,94<br>~~BS11,98~~ ✠LMC8,91<br>11,94 M.Vo | A&CP | *n* | 1883<br>8mo | W.Gray&Co W Hartlepool | ~~**Hardy,Wilson& Co.**~~<br>J.F.Wilson&Co | 234·4 Q92′B51′F60′ drp93 BK8″<br>*WB*= *DBa* | 31·4 | 14·9<br>*FPT*224*t* | **W. Hartlpl** British | C.2Cy.27″&50½″–33″ (*b*) 80lb *52lb* 99HP 4 *BHCem* 1SB,*3pf*,GS47 Blair&Co.(Lim.),Stockton | 16 ″0 s 1 ″4½ |
| 1057<br>78700<br>TGBH | **Avlona**<br>*W.A.Milne* –92 *ss*Dun.No.3–9,86<br>*ss*Shl.No.2-95~~*ss*Lth No 1–91~~<br>2 *Dks*(*Irn*)3 *trB* | **IronScSr** | 1833<br>1771<br>1194 | ✠100A1 Nwc<br>3,95 ~~2,94~~<br>~~BS2,94~~ ✠LMC8,~~13~~,95<br>Shl | A&CP | *s* | 1880<br>4mo | Gourlay Bros.&Co.<br>Dundee | **W.Thomson&Sns.** | 284·1 P38′B62′F35′ BK9″<br>*WB*= *DBa* | 34·5 | 24·1<br>62′*f*56′ 254*t* &*u* E14′ | **Dundee** British | C.2Cy.34″&64″–39″ (*i*) 80lb *80lb* NDB~~90~~93 190HP 5 *BHCem* 2SB,*6f*,GS95 36*t FPT*23*t* GourlayBros.&Co.,Dun. | 25 ″3 s 4 ″4½ |
| 1058<br>98663 | **Avoca**<br>*A.Sanders* –93<br>*Elec. light* 3 *Dks*(2 *Stl*–ws) | **SteelSc3MstSr** | 5324<br>4460<br>3410 | ✠100A1 Dmb<br>8,91<br>✠LMC8,91 | LA&CP | *z* | 1891<br>8mo | W.Denny &Bros. Dumbarton | **British India Associated Steamers (Lim.)** | 420·0 P45′B165′F49′ BK11″ | 48·2 | 30·6 | **Glasgow** British | Q4Cy32″,46½″,64½″&92″–60″ 180lb *180lb* (*s*) 627HP 3DB,*18cf*,GS351 W.Denny&Co.,Dumbarton | 32 ″3 |
| 1059 | **—**<br>*Abbas* –89 | **IronScSr** | 1482<br>1463<br>905 | | | | 1866 | W.Denny& Bros. Dumbarton | **Sultan of Zanzibar** | 257·0 | 32·2 | 18·1<br>25·5 | Zanzibar | C.2Cy.44″&70″–36″ 250HP W.Denny&Bros.,Dmb. | |
| 1060<br>87339<br>HLDT | **—**<br>*Arnold* *ss*Ant.No.2–91<br>*Well deck* 1 *Dk*(*Irn*)2 *trB* | **IronScSr** | 1463<br>1198<br>903 | ✠100A1 Ant<br>5,93<br>~~BS5,93~~ ✠LMC5,91<br>7,94 | A&CP | *p* | 1883<br>3mo | StrandSlip wayCo. Sunderland | **Westcott&Laurance** | 250·0 Q92′B52′F28′ BK9″<br>*WB*= *DBa* | 35·2 | 18·0<br>68′*f*44′245*t* | **London** British | C.2Cy.29″&56″–36″ (*i*) 80lb *45lb* 120HP 5 *BHCem* 2SB,*4pf*,GS66 N.E.Marine E.C.(Lim.)Sld. | 19 ″3 s 2 ″2½ |
| * 1061<br>84470<br>JWNC | **Avocet**<br>*Stubbs* 74–85 *ss*Liv.No.3–12,91<br>2 *Dks*(*Upt Stl*–ws) | **SteelSc3MstSr** | 1097<br>1024<br>583 | ✠100A1 Liv<br>5,94 ~~6,99~~<br>~~BS5,94~~ ✠LMC4,98 | LA&CP | *p* | 1885<br>5mo | W.B. Thompson<br>Dundee | **CorkS.S.Co.(Lim.)** | 260·0 P105′B27′F44′ BK9″<br>*WB*= *DBa* | 34·3 | 15·6 | **Cork** British | C.2Cy.31″&62″–48″ (*a*) 90lb *55lb* 187HP 1DB,*6pf*,GS120,HS3470 18′*f*124′156*t* W.B.Thompson,Dundee | 18 ″8 s 2 ″11 |
| 1062<br>~~88860~~<br>~~JNDP~~ | **Avochie**<br>~~*T.Rowan* 89–90~~ *ss*H.Kg.No.2–92<br>1 *Dk*(*Irn*)&*Spardk*3 *trB* | **IronScSr** | 1629<br>1552<br>1056 | ✠100A1 HKg<br>*Spar dk*<br>3,94 ~~4,98~~<br>~~BS7,98~~ ✠LMC4,98 | LA&CP | *q* | 1884<br>6mo | W.Dobson &Co. Newcastle | ~~**A.G.Morris**~~<br>~~G.B.Bodwell~~ | 249·0 | 34·0 | 16·9<br>23·9<br>BK8½″ | ~~**Hong Kong**~~ Japanese | C.2Cy.31″&58″–36″ (*a*) 90lb 200HP 2SB,*6pf*,GS72 5 *BHCem* 99*t FPT*27*t* N.E.MarineE.C.(Lim.) Sld. | 18 ″1 s 6 ″0 |
| | *Now named "YedoMaru," See No. 6 in Supplement.* | | | | | | | | | *WB*= *DBa*65′ | | | | | |
| 1063<br>81623<br>TDFN | **Avon**<br>*H.Greaves* –93 | **IronScSr** | 2225<br>2213<br>1417 | | | … | 1880<br>1mo | J.Laing Sunderland | **Royal Mail Steam Packet Co.** | 283·3 | 35·2 | 29·3 | **Sundrland** British | C.2Cy.37″&68″–42″ (*i*) 200HP N.E.MarineE.C.(Lim.)Sld. | 23 ″10 |
| 1064<br>78569<br>LNMB | **—**<br>*P.White* –92<br>*Well deck* *Elec.light* | **IronScSr**<br>2 *Dks* | 749<br>654<br>372 | | | … | 1877<br>12mo | Cunliffe& Dunlop<br>Pt.Glasgow | **W.Sloan&Co.** | 219·9 P125′F33′ | 29·1 | 15·3 | **Glasgow** British | T.3Cy.21″,33″&53″–36″ NB7,88 NDB88 140HP *Tpd*88 DJDunlop&CoPGl. | |
| * 1065<br>45549<br>HFTD | **—**<br>*J.Robinson* 88–94 *ss*Gls.No.3–7,90<br>2 *Dks* | **IronSc3MstSr** | 572<br>554<br>277 | ✠ ⩓1 Cff<br>12,93<br>~~BS5,93~~ LMC7,90<br>~~4,94~~ BS2,95 | A&CP | | 1865<br>10mo | Barclay, Curle&Co.<br>Glasgow | ~~**R.Hughes&Co.**~~<br>Avon S.S.Co(Lim<br>(R.Hughes&Co.) | 192·3 Q22′B43′F17′ BK7″ | 28·0 | 14·9 | **Grngemth** British | C.2Cy.26″&54″–32″ (*i*) 80lb ~~40lb~~ NB80 NE72 120HP 4 *BHCem* Barclay,Curle&Co.,Glasgw | 15 ″11 s 2 ″3 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Register'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. / Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Re-Constructions, Port. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1066 99398 | Avon / ~~L.Hughes—92~~ J.Jones94-94 / Well deck | SteelSc3MstSr / 1Dk(Irn) | 534 / 396 / 225 | ✠100A1 / 1,95 2,91 | Liv / LA&CP / ✠LMC4,92 | h | 1892 / 4mo | Harvey& Co.(Lim.) Hayle | LiverpoolAvonS.S. Co.(Lim.) (~~Rogers&Bright, Mgrs.~~)(JEsplen,Mgr.) | 173·0 / Q97′B9′F28′ | 25·3 / BK7″ WB=FPT | 11·8 / 3BHCem 30tAPT15t | Liverpool British | T.3Cy.15″,23″&38″–30″ 160lb 80lb 73HP 1SB,3pf,GS56,HS1703 Harvey&Co.(Lim.),Hayle | 12 ″ 8 / s ″10½ | |
| 1067 | — (WRECKED6,91) | IronPadSr / 1Dk | 115 / 95 / 72 | | | | 1867 | H.J.McGee Melbourne | | 100·3 / B9′ | 18·2 / H3t | 6·8 / F3′ | | 2Cy.18″–30″ 30HP T.Wingate,Glasgow | | |
| 1068 98906 | Avona / ~~J.Harrison88-91~~ ssBry.No.3–2,93 / 1Dk(Irn)2trBs&Webframes / A.Widdes94-94 &ptAwngdk(Irn) | SteelScSr | 2965 / 2248 / 1933 | ✠100A1 / ptAwng dk withfreeboard ~~Lcm~~Npt ~~2,94 3,94~~ 4,95 | Cff / LA&CP / ✠LMC2,93 | t | 1891 / 3mo | Richardsn, Duck&Co. Stockton | AvonaS.S.Co. (Lim.)(Carlisle &Co.) | 306·8 / P29′Q96′ ptAwng lk182′ WB=Cell DB258′436t | 41·1 / FK | 21·2 / 28·5 5BHCem APT24t | London British 200HP | T.3Cy.22½″,37″&61″–39″ (s) 160lb 90lb 2SB.6cf,GS98,HS3469 T.Richardson&Sons,Hpl. | 23 ″ 8 / s 9 ″ 1 | |
| 1069 96367 LJDS | Avonmore / R.M.Duncanson –93 / 1Dk(Irn)&ptAwngdk(Irn)&Webframes ssLiv.No.1-93 | SteelScSr | 2511 / 1945 / 1626 | ✠100A1 / ptAwng dk withfreeboard 8,94 ~~4,98~~ | Bry / A&CP Liv / ✠LMC11,98 | t | 1889 / 10mo | JLThompson&Sons Sunderland | S.S.Arranmore (Lim.)(W.Johnston&Co.,Lim.) WB=Cell DBuE&B38′118t | 300·0 / Q99′ pt Awng dk 201′ MT40′606t | 41·1 / FK FPT54t | 20·3 / 60t94 | Liverpool British 250HP 7BHCem APT21t | T.3Cy.23½″,39″&64″–42″ (s) 160lb 80lb 2SB,6cf,GS63,HS4100 Blair&Co.(Lim.),Stockton | 22 ″ 1 / s 9 ″ 0 | |
| 1070 95766 | Avonmouth / R.Payne90–90 | IronScK / 1Dk | 139 / 131 / 39 | ✠100A1 / Stm Trawler 8,91 | Mil / LA&CP ✠LMC7,00 | | 1890 / 8mo | W.Harkess &Sons Middlesbro' | WesternSteam TrawlingCo. (Lim.) | 95·5 / Q14′ | 20·1 / BK7½″ | 10·7 / 3BHCem | Bristol British | C.2Cy.17½″&34″–24″ (s) 90lb 45HP 1SB,2pf VulcanIWCo.(Lim.),Hull | 11 ″ 10 | |
| 1071 57650 | Awarua / N.M'Donald | IronPadTug / ssDdn.No.2–92 / 1Dk | 159 / 157 / 100 | ✠100A1 / 5,92 ~~Bs6,96 4,04~~ | Ddn / LA&CP ✠LMC5,92 | b | 1884 / 4mo | R.&H. Green London | BluffHarbour Board | 109·8 / | 20·3 / BK6″ | 10·0 / | Invrcrgill, N.Z. British 3BHCem | L.2Cy.28″–48″ 40lb 32HP 2SB.4pf,GS66 J.Stewart&Co.,London | 10 ″ 7 | |
| 1072 87528 | Awhina / C.Petersen | WoodScCtr / 1Dk | 136 / 118 / 5 | | | | 1884 | H.McQuarrie Auckland | J.Dalton | 100·0 / H18t | 21·2 | 10·4 | Newcastle N.S.W. British | C.2Cy.18½″&33″–24″ 50HP Bow,McLachlan&Co.Psy. | | |
| 1073 JPKT | Axel / H.Hansen –89 YM12,90 | WoodScSr / 1Dk2trB | 272 / 210 / 191 | | | | 1873 | ..... Bergen | J.E.Lehmkuhl | 129·6 / Q35′ | 23·0 / B31′ | 11·7 | Bergen Norwegian | C.2Cy.15½″&30″–17½″ 30HP Laxevaags Verks,Bergen | | N |
| 1074 HSCG | — / C.G.E.Svensson92–92 | CompSc3MstSr / 1Dk | 264 / 234 / 189 | | | | 1884 | J.A.Swensson Gothenburg | Angf.Aktieb. "Axel" (A.Broström) | 121·0 / B23′ | 21·7 | 12·1 | Gothenbrg Swedish | C.2Cy.15½″&27″–18″ 45HP J&CGBolindersMWStklm | | |
| 1075 HVRK | Axel Johnson / H.E.Nordahl91–91 / 1Dk(Stl)&Webframes | SteelScSr | 1536 / 1198 / 973 | ✠100A1 / 6,93 | Brs / ✠LMC10,91 | p | 1891 / 10mo | O.A. Brodin Gefle | Rederiaktiebolaget Nordstjernan (A.Johnson,Mgr) WB=Cell DB194′418t | 251·0 / Q106′B54′H55t F30′ | 34·9 / FK FPT | 16·7 / 4BHCem 62tAPT34t | Stockholm Swedish | T.3Cy.18″,29″&46½″–30″ (s) 160lb 80lb 140HP 2SB,4rf,GS65 Berg.Mek.Vrks.Aktie.Skm | 18 ″ 9 / s 1 ″ 8½ | |
| 1076 NVJC | Axelhuus / J.B.Goll88–84 | IronScSr / 2Dks | 656 / 515 / 404 | | | | 1884 | Lobnitz& Co. Renfrew | ForenedeDmpskbs Selskab | 183·1 / P39′ | 27·6 / B45′ | 14·7 / F32′ | Copnhagn Danish WB | C.2Cy.25″&44″–33″ 90HP Lobnitz&Co.,Renfrew | | |
| 1077 99019 MKHG | Axminster / W.T.Pearce91–91 / Well deck 1Dk(Irn)&Webframes | SteelScSr | 1905 / 1395 / 1231 | ✠100A1 / 3,94 | Cff / A&CP ✠LMC11,91 | r | 1891 / 11mo | Ropner &Son Stockton | Erlebach, Livingston&Co. | 269·0 / P27′Q81′B108′ F28′ | 36·7 / BK9½″ WB=Cell | 16·5 / 4BHCem DB222′361t | London British | T.3Cy.20″,33″&54″–36″ (s) 160lb 80lb 140HP 2SB,4rf,GS60,HS2464 Blair&Co.(Lim.),Stockton | 19 ″ 6 / s 1 ″ 5½ | |
| 1078 104111 | Ayacanora / ~~J.Chamberlain —91~~ ~~J.Chamberlain,Sunderland~~ / W.R.Saunders94–94 | SteelScK ~~SteelSc~~ / 1Dk | 147 / 147 / 56 | ✠100A1 / StmTrawler 3,94 ~~(Class Contem. plated)~~ | Mil / LA&CP ✠LMC3,94 | | 1894 / 3mo | T.R. Oswald Milford Haven | ~~R.S.Brockelbank Newbon&Brockelbank~~ T.R.Oswald | 103·5 / | 21·1 / BK6½″ | 9·8 / | Milford C. British 3BHCem | 2Cy.17″&34″–22″ (s) 110lb 48HP 1SB,3pf Ross&Duncan,Gls. | 11 ″ 6 | |
| 1079 69323 WSJQ | Ayacucho / (exNewGranada) | IronSc3MstSr / 2Dks&Shade dk | 1916 / 1589 / 1208 | ✠ / 12,73 | Gls / | Lv | 1873 / 12mo | T.Wingate &Co. Glasgow | PacificSteamNav. Co. | 311·8 / F53t | 38·2 | 21·1 | Liverpool British 6BH | C.2Cy.51½″&84½″–42″ 400HP Wingate&Co.,Glasgow WB=DBf | | |
| 1080 82767 JBKV | Aycliffe / J.Hogg81–88 / Well deck | IronScBn / ssMdb.No.2–92 / 1Dk(Irn)2trB | 1611 / 1279 / 1039 | ✠100A1 / ~~2,94 4,98~~ 3,95 BS8,94 | Mdb / A&CP ✠LMC6,92 | p | 1883 / 9mo | R.Dixon& Co. Middlesbro' | AycliffeSS.C.(Lm) (Hogg&Henderson) | 250·0 / Q80′B70′F29′ lrp93 | 36·0 / BK9″ WB=DBa | 17·5 / 4BHCem 66′f96′400t | Middlsbro' British | C.2Cy.30″&55″–36″ (b) 80lb 60lb 120HP 1DB.4pf,GS57 Blair&Co.(Lim.),Stockton | 18 ″ 6 / s 1 ″ 1½ | |
| 1081 98508 MDGR | Aymestry / E.W.Crisp87–91 / ~~Well~~ deck | SteelScSr / 1Dk(ptStl&ptIrn) 2trB&Webframes | 3049 / 2244 / 1953 | ✠100A1 / ~~5,94 12,98~~ 11,94 | Bry / A&CP ✠LMC5,91 Shl | t | 1891 / 5mo | Ropner& Son Stockton | Sivewright,Bacon &Co. | 314·0 / Q131′B128′F33′ WB=Cell DB264′657t | 40·6 / FK | 20·2 / 5BHAsp APT26t | W.Hartlpl British | T.3Cy.23″,36½″&59″–42″ (s) 165lb 80lb 250HP 2SB,6cf,GS95,HS4113 T.Richardson&Sons,Hpl. | 23 ″ 7 / s 2 ″ 3½ | D |
| 1082 HCDS | Aymoré / C.H.Brown | SteelScSr / 1Dk | 665 / 487 / 389 | ✠ / 7,83 | Nwc / LA&CP | j | 1883 | SirW.G. Armstrong, Mitchell&Co Newcastle | LloydBrazileiro | 200·5 / P67′ | 28·2 / B44′ | 12·1 / F39′ FK | R.Janeiro Brazilian | C.2Cy.25″&50″–27″ 120HP WallsendSlipwayC.,Nwc. WB=APT20t | | |
| 1083 76783 QRLD | Ayrshire / W.Johnson –94 | IronSc3MstSr / ssNwc.No.3–6,89 ssShl.No.1–94 2Dks3trB | 1354 / 1331 / 871 | ✠100A1 / ~~9,94 11,98~~ 12,94 NB6,89 | Bly / A&CP LMC6,~~89~~94 ~~Shl~~ | p | 1877 / 5mo | W.Hamilton&Co. Pt.Glasgow | W.Runciman&Co. | 260·3 / ptND89 | 32·3 / BK9″ WB | 22·5 / 5BHCem =DBa40′ | S.Shields British | C.2Cy.39″&55″–36″ (s) 75lb 70lb NDB89 1SB.3pf,GS55,HS1857 WalkerHenderson&Co.Gls | 23 ″ 10 / s 4 ″ 4 | |
| 1084 86061 WMRJ | — / M.Suho~ –93 / Well deck | IronScSr / ssCpl.No.2–90 / 1Dk(Irn) | 774 / 614 / 500 | ✠100A1 / 10,91 BS~~4,94~~ 1,95 | Cpl / A&CP ✠LMC4,90 | k | 1882 / 8mo | PearceBrs. Dundee | Essayan,Shahum &Co. | 200·6 / Q93′B20′F25′ WB=DBa44′86tFPT | 29·2 / BK7½″ | 13·4 / 4BHCem 57tAPT22t | Belfast British | C.2Cy.23″&45″–30″ (i) 65lb 30lb 90HP 1SB.3pf,GS62,HS1624 Pearce Bros.,Dundee | | |
| 1085 76634 QNKP | Azalea / J.Petrie81–85 | IronSc3MstSr / ssCff.No.3–5,89 ssShl.No.1–93 2Dks(1Irn&UptIrn–ws)3trB | 1758 / 1707 / 1113 | ✠100A1 / ~~8,93~~ 8,94 BS8,94 | Shl / A&CP LMC8,98 Cff | r | 1877 / 2mo | C.Mitchell &Co. Newcastle | J.Robinson&Sons | 280·5 / | 34·0 / BK9½″ WB=DBa86′ | 24·6 / 5BHCem f102′260t | N.Shields British | C.2Cy.32″&61″–36″ (i) 65lb 60lb 160HP 2SB,4pf,GS75 N.E.MarineE.C.(Lim.)Sld. | 25 ″ 9 / s 4 ″ 10½ | |
| 1086 78646 | — / T.Hakly84–84 | IronScSr | 734 / 595 / 256 | | | | 1878 | A&J Inglis Glasgow | Glasgow,Dublin,& LondonderryStm. PacketCo.(Lim.) (A.A.Laird&Co., Mgrs.) | 217·6 / P46′ | 30·2 / B74′ | 15·1 / F46′ | Glasgow British | C.2Cy.30½″&67″–42″ NB93 200HP Alt.93A.&J.Inglis,Gls. | 15 ″ 7 / ~~s 2 ″ 3~~ s 2 ″ 2 | BT till ~~1,96~~ 4,96 |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu de navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1087<br>91895<br>KMNQ | **Azalea** **IronScSr**<br>~~*J.Bennett* —93~~ *ss*Lon.No.2–94<br>*Well deck* *J.Bennett*93–95 1*Dk*(*Irn*) | 493<br>373<br>~~814~~<br>270 | ✠100A1<br>~~5,94~~ ~~1,94~~ 4,95<br>BS11,94 ✠LMC9,98 | Lon<br>A&CP<br>~~Ayr~~ | *g* | 1886<br>1mo | Sunderlnd<br>ShipBuildingCo.<br>(Lim.)<br>Sunderland | **London,Antwerp, &Continental Nav.Co.(Lim.) (Sawer,Sons& Oakley,*Mgrs.*)** | 162·0\|23·6\|13·1<br>Q47′B42′F16′<br>drp94 BK7″<br>*WB=DBa*31′ | **London**<br>British<br>4*BHCem*<br>52*t*FPT47*t* | C.2Cy.20″&40″–27″ (*a*)<br>90lb *55lb* 80HP<br>1SB,*2pf*,GS33<br>N.E.MarineE.C.(Lim.)Sld. | 13 ″ 6<br>s 1 ″ 3 |
| 1088<br>96193<br>LDCP | — **IronScK**<br>*W.Hoole*89–89 *ss*Gms.No.1–93<br>1*Dk* | 165<br>156<br>70 | ✠100A1<br>*Well fishing*<br>~~6,93~~10,94 | Gms<br>*vessel*<br>LA&CP<br>✠LMC6,98 | | 1889<br>4mo | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | **NorthEasternStm. FishingCo. (Lim.)** | 106·4\|20·5\|11·5<br>Q18′F22′<br>BK7½″<br>*WB=DBa*31′ | **Grimsby**<br>British<br>3*BHCem* | T.3Cy.12½″,19½″&31½″–22½″<br>150lb (*s*) 50HP<br>1SB,*2cf*,GS27<br>C.D.Holmes&Co.,Hull | 12 ″ 0 |
| 1089<br>96662<br>LKHB | **Azamor** **SteelScSr**<br>*P.Gibson*92–92<br>(*ex*AnnieBarrow,*ex*EiffelTower)<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*trB* | 3085<br>2832<br>2005 | ✠100A1<br>*Spar dk*<br>11,92 | Gls<br>LA&CP<br>✠LMC11,89 | *u* | 1889<br>11mo<br>12,93 | W.Dobson<br>&Co.<br>Newcastle | **"AnnieBarrow" S.S.Co.(Lim.) (E.H.Forwood)** | 331·9\|40·3\|19·2<br>P47′B80′F42′ 26·7<br>BK10″<br>*WB=Cell* | **London**<br>British<br>5*BHCem*<br>*DB*264′433*t* | T.3Cy.23″,38″&61″–39″ (*s*)<br>160lb *80lb* 220HP<br>2SB,*6cf*,GS98,HS3916<br>WlsndSlpwy&EC(L)Nwc. | 21 ″ 9<br>s 6 ″ 10 |
| 1090<br>Azimet<br>*Goujon*52– | | —<br>—<br>90 | | | | 1870 | Maudslay,<br>Sons&Field<br>London | **Chirket-i-Hairie (BosphorusSteam Nav.Co.)** | 140·0\|18·0\|9·6 | **Constanpl**<br>Turkish | 60HP<br>Maudslay,Sons&Field,Lon | |
| 1091<br>HDKQ | **Aznalfarache** **IronScSr**<br>*J.delPino*93–93 *ss*Sld.No.3–11,84<br>(*ex*Ottawa) *ss*Sld.No.2–93<br>2*Dks*&*Spar dk* | 1311<br>869<br>831 | ✠ 90A1<br>*Spar dk*<br>10,93 | Sld<br>A&CP<br>LMC10,98 | *o* | 1873<br>3mo | J.L.<br>Thompson<br>Sunderland | **Cia.Sevillana de Nav. à Vap.** | 235·5\|31·4\|16·7<br>ND93 24·4<br>BK8″<br>*WB=DBa*62′*f*39′ | **Seville**<br>Spanish<br>1*BHCem*<br>1DB,*6pf*,GS74<br>G.Clark,Sunderland | C.2Cy.28½″&57″–33″ (*a*)<br>75lb *45lb* NB84 130HP<br>1DB,*6pf*,GS74<br>G.Clark,Sunderland | 17 ″ 6<br>s 6 ″ 3½ |
| 1092<br>256<br>JQRK | **Azoff** **IronScSr**<br>*ss*Lon.No.2–73<br>1*Dk*2*trB* | 1414<br>—<br>1057 | ✠<br>10,74 | Lon | | 1867<br>8mo | A.Leslie&<br>Co.<br>Newcastle | **RussianS.N.& TradingCo.** | 256·0\|33·0\|21·2<br>FK | **Odessa**<br>Russian<br>4*BHCem* | C.4Cy.21″&44″–36″<br>120HP<br>Maudslay,Sons&Co.,Lon.<br>*WB=ptDB* | |
| 1093<br>99402<br>MPJS | **Azov** **SteelSc3MstSr**<br>*R.Jones* –92 2*Dks* | 2332<br>2189<br>1512 | | | | 1892 | SirW.G.<br>Armstrong<br>Mitchell&<br>Co.<br>Newcastle | **AzovS.S.Co (Lim.) (W.Tapscott &Co.)** | 285·0\|38·5\|25·9<br>B49*t* H27*t* F32*t* | **Liverpool**<br>British | T.3Cy.22″,36″&59″–39″<br>225HP<br>Blair&Co.(Lim.),Stockton | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of Bd of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1<br>91058 | B.D. No. 1<br>*A.Nicholas*86–86 | SteelScSrHprDrdger<br>*ss*Brs.No.2–92<br>1*Dk*(*Irn*)2tr*B* | 1049<br>1022<br>415 | ✠ A1<br>*Steam Hopper Dredger*<br>~~11,04~~1,02~~1~~,95<br>~~BS3,93~~ ✠LMC3,92 | Lon<br>LA&CP<br>Brs | | 1886<br>10mo | W.Simons &Co.<br>Renfrew | Corporationof the CityofBristol | 214·3\|43·0\|15·1<br>FK<br>*WB*=*FPT*34*t* | | | Bristol<br>British<br>6*BHCem*<br>*APT*(2)6*t* | T.6Cy.17″,27″&43″–30″ (*s*)<br>150lb 250HP<br>3SB,*6cf*,GS109<br>W.Simons&Co.,Renfrew | 17 ″ 0 | |
| 2<br>HLCT | B. D. Wood<br>*W.Spence* –92 | IronSc<br>1*Dk* | 176<br>—<br>112 | | | | 1892 | Neafie& Levy<br>Philadelphia, Pa. | B.D.Wood&Sons | 100·0\|21·0\|11·0 | | | N.Orleans<br>Utd.States | C.2Cy.20″&36″–26″<br>Neafie&Levy,Philadelphia | | R |
| 3<br>HLCT | B. F.<br>*Paris*88–91 | SteelScSr<br>1*Dk* | 235<br>—<br>85 | | | | 1891 | Forges& Chantiers de laMédit.<br>Havre | Bretel frères | 124·7\|21·6\| 9·8<br>Q28′ B40′ F22′<br>*WB* | | | St.Vaast<br>French | T.3Cy.13″,20″&32″–20″<br>Forges&Chant.delaMédit., Havre | | V |
| 4<br>82680<br>WKSP | B. Granger<br>~~*E.J.Lane*98–98~~<br>*Well deck*<br>~~*Mills*~~ *Speedy* | IronScSr<br>~~*ss*Cff.No.2–90~~<br>*ss*Cff.No.3–8,94<br>1*Dk*2tr*B* | 1404<br>1080<br>873 | ✠100A1<br>~~S.94~~S,~~03~~ 5,95<br>~~BS2,98~~ ✠LMC9~~,96~~ | Sws<br>A&CP<br>~~Cff~~ Shl | *o* | 1882<br>6mo<br>8,94 | T Turnbull &Son<br>Whitby | RobinsonBros. | 243·0\|34·0\|17·9<br>P25′Q63′B59′F33′<br>FK<br>*WB*=*DBa* | | | Whitby<br>British<br>4*BHCem*<br>65′*f*92′264*t* | C.2Cy.31″&58″–36″ (*b*)<br>80lb ~~35lb~~ *40lb* 130HP<br>2SB,*4pf*,GS63<br>Blair&Co.(Lim.),Stockton | 19 ″ 5<br>s 2 ″ 1½ | D |
| 5<br>1130<br>JCNG | B. Kemeny<br>~~*Sverljuga*~~<br>*Well deck*<br>*A.Sverluga* | IronSc<br>~~*ss*Fal.No.3–11,91~~<br>1*Dk*(*Irn*)2tr*B*<br>*ss*Nwc.No.3–8,94 | 1129<br>1109<br>767 | ✠100A1<br>8,94~~12,98~~<br>BS11,98 ✠LMC~~11,94~~<br>✠NB8,94 | Npt<br>LA&CP<br>Nwc | *o* | 1881<br>12mo<br>8,94 | Burrell& Son<br>Dumbarton | RoyalHungarian SeaNav.Co. "Adria"(Lim.)<br>*WB*=*DBa* 57′*f* 96′*&u* | 245·4\|35·1\|16·9<br>Q77′B62′F30′<br>BK8″<br>drp94 | | | Fiume<br>Aust.-Hung.<br>4*BHCem*<br>*E&B*46′310*t*<br>*Tpd*94 | T.3Cy.17½″30½″&53″–36″ (*s*)<br>165lb *90lb* NDB94 130HP<br>1SB,*3rf*,GS57,HS2439<br>~~M.Paul&Co.,Dumbarton~~<br>WighamRichardson&Co.Nwc | 18 ″ 0 | A |
| 6<br>95669<br>LCFK | B. T. Robinson<br>~~*W.C.Speedy* 92~~<br>*Well deck*<br>*Robinson* | SteelScSr<br>*ss*Cff.No.1–93<br>1*Dk*(*Irn*)&*Webframes* | 1844<br>1419<br>1199 | ✠100A1<br>8,91~~97,94~~<br>✠LMC1,93 | Cff<br>A&CP | *r* | 1889<br>6mo | J.Blumer& Co.<br>Sunderland | RobinsonBros. | 275·0\|38·0\|17·3<br>P25′Q86′B106′<br>F30′ BK9″<br>drp94 *WB*=*Cell* | | | Whitby<br>British<br>6*BHCem*<br>*DB*232′421*t* | T.3Cy.21″,33″&54″–39″ (*s*)<br>160lb *70lb* 160HP<br>2SB,*6f*,GS86<br>Amos&Smith,Hull | 19 ″ 8<br>s 1 ″ 8 | |
| 7<br>3389<br>KDWT | B. W. Morse | WoodSc<br>2*Dks* | 432<br>—<br>216 | | | | 1887 | B.W.&H. F.Morse<br>Bath,Me. | Knickerbocker SteamTowage Co. | 147·0\|30·8\|16·3 | | | Bath,Me.<br>Utd.States | C.2Cy.31″&58″–36″ | | |
| 8<br>RJVF | Babitonga<br>*H.Evers*85–93 | SteelScSr<br>2*Dks* | 2373<br>2093<br>1533 | | | | 1893 | Reiher-stiegSchiffs-werfte<br>Hamburg | Hamburg-Süd-amerik.Dampf-schifffahrts Ges. | 280·0\|38·0\|26·9<br>P19′B75′F36′ | | | Hamburg<br>German<br>*WB* | T.3Cy.21″,34″&56″–39″<br>ReiherstiegSchiffswft,Ham | | V |
| 9<br>5<br>JKMF | Babushka | IronPad<br>1*Dk* | —<br>—<br>120 | | | | 1871 | RussianSS. &TradingCo.<br>Sebastopol | RussianSteam Navigation& TradingCo. | 130·0\|22·5\| 7·1 | | | Odessa<br>Russian | 2Cy.18″–44<br>60HP<br>RussianS.N.&TradingCo. | | |
| 10<br>HDKV | Bacolod | IronPadSr | 187<br>—<br>113 | | | | 1874 | A&J Inglis<br>Glasgow | Inchausti&Co. | 119·1\|22·4\| 6·7<br>H26*t* | | | Manila<br>Spanish | 1Cy.38″–45″<br>45HP<br>A.&J.Inglis,Glasgow | | |
| 11<br>91103 | Badibon<br>*J.Lyons* –90 | IronScSr | 112<br>96<br>76 | | | | 1880 | Edwards& Symes<br>London | C.Mann | 104·3\|16·1\| 7·8<br>H16*t* | | | Bathurst<br>British | C.2Cy.12½″&21″–16″<br>Wilson&Co.,London | | |
| 12<br>87865<br>HWCM | Badsworth<br>*J.Harvey* –93<br>*Well deck* | IronScSr<br>*ss*Cff.No.2–92<br>1*Dk*(*Irn*)&*Spardk*3tr*B* | 1945<br>1869<br>1273 | ✠100A1<br>*Spar dk*<br>~~S.94~~S,~~98~~ 4,95<br>~~BS11,98~~ ✠LMC~~3,94~~95 | Npt<br>A&CP<br>~~Cff~~ Shl | *r* | 1883<br>6mo | Oswald, Mordaunt& Co.<br>Southampton | BadsworthS.S.Co. (Lim.)<br>(W.Wheatley&Co)<br>*WB* | 263·8\|36·1\|24·2<br>P20′B60′F28′<br>BK9″<br>=*DBuE&B*38′125*t* | | | Liverpool<br>British<br>5*BHCem*<br>*MT*30′330*t* | C.2Cy.30″&60″–42″ (*a*)<br>90lb *70lb* 170HP<br>2SB,*4cf*,GS76,HS2826<br>Oswald,Mordaunt&Co.Sou | 18 ″ 8<br>s 6 ″ 0 | |
| 13<br>65600<br>KLWS | Baghdad<br>*P.deSt.Croix* –93 | IronScBg<br>*ss*Cly.No.3–8,8~~0~~<br>2*Dks*3tr*B* | 1271<br>1256<br>809 | ✠<br>3,84 | Cal<br>A&CP | *n* | 1871<br>7mo | W.Simons &Co.<br>Renfrew | BritishIndia SteamNaviga-tionCo.(Lim.) | 251·5\|31·5\|23·6 | | | Glasgow<br>British<br>5*BHCem* | C.2Cy.34″&60″–36″<br>NDB91 NB79 180HP<br>W.Simons&Co.,Renfrew | | |
| 14<br>4<br>NGKP | Bagnara<br>*A.Anatra*88–88 | IronScBn<br>(*ex*Mimosa)<br>1*Dk*2tr*B* | 887<br>729<br>553 | ✠<br>2,77 | | Lv | 1872<br>3mo | R.&J. Evans&Co.<br>Liverpool | Navigazione GeneraleItaliana | 218·5\|29·2\|17·2<br>Q74*t* F30*t* | | | Palermo<br>Italian<br>4*BH* | 2Cy.25″&50″–30″<br>185HP<br>DeWinton&Co.,Carnarvon | | I |
| 15<br>102648<br>NGBQ | Bahaduri<br>*H.Schumacker* –93<br>*Elec.light* | SteelScSr<br>1*Dk*&*Spardk*<br>(*Stl-Teaks*)&*deepframing* | 1590<br>1464<br>829 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>12,93 ✠LMC12,93 | Trn<br>LA&CP | *p* | 1893<br>12mo | AilsaS.B. Co.<br>Troon | BombayStm.Nav. Co. (Shepherd &Co.,*Mgrs.*) | 246·0\|36·0\|14·4<br>21·8<br>BK8″<br>*WB*=*FPT* | | | Glasgow<br>British<br>5*BHCem*<br>50*t**APT*55*t* | T.3Cy.20″,33″&55″–36″ (*s*)<br>200lb 238HP<br>2DB,*12cf*,GS207,HS4414<br>Dunsmuir&Jackson,Gls. | 15 ″ 1<br>s 5 ″ 6 | BT till 12,94 |
| 16<br>RHBW | Bahia<br>*J.Schreiner*89–92 | Iron&SteelScBn<br>2*Dks* | 2172<br>1909<br>1606 | | | | 1886 | SirW.G. Armstrong, Mitchell& Co.<br>Newcastle | Hamburg-Süd-amerik.Dampf-schifffahrts Ges. | 307·4\|36·1\|25·0<br>P52′ B73*t* | | | Hamburg<br>German<br>*WB* | T.3Cy.24″,39″&64″–42″<br>350HP<br>WallsendSlipCo.,N'wc'stle | | V |
| 17<br>LCMR | Bahia Blanca<br>*F.Müller* –89 | SteelScSr<br>1*Dk* | 104<br>—<br>50 | | | | 1889 | Howaldts-werke<br>Kiel | Argentine Govern-ment | 86·5\|16·8\|10·2 | | | Bns.Ayres<br>Argentine<br>*WB* | C.2Cy.15″&27″–15½″<br>Howaldtswerke, Kiel | | |
| 18 | Bahrenfeld<br>*C.Hinrichs*86– | IronScSr<br>1*Dk*&*Spardk*3tr*B* | 1530<br>912<br>1112 | | | | 1882 | Act.Ges. "Vulcan"<br>Stettin | Gläfcke& Hennings | 233·6\|31·6\|16·8<br>Q28′ B52′ F28′24·1 | | | Hamburg<br>German<br>*WB* | C.2Cy.29½″&54″–36″<br>130HP<br>Act.Ges."Vulcan,"Stettin | | V |

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | **Bahri-Jeddid** IronSc3MstSr<br>*MustafaGabitBey* -88<br>(*ex*Glenelg,*ex*Florencia)ssH.Kg.No.2-83<br>3*Dks* | 1316<br>1168<br>895 | ✠<br>7,84 | Liv<br>A&CP | *p* | 1873<br>8mo | Samuda<br>Bros.<br>London | IdareiMassousieh | 249·7<br>P52′ F40′ | 32·8 | 22·3 | Constanpl<br>Turkish<br>4*BHCem* | C.2Cy.26″&54″-36″<br>150HP<br>Humphrys,Tennant&C.Ln | |
| 20<br>65229<br>KGFH | **Baidar** IronScSr<br>*J.Richardson* -94 1*Dk*(*Irn*)2*trB*<br>*Well deck* 6thSurveyLiv.8,90<br>1stSurveyHpl.7,93 | 973<br>759<br>731 | ✠ A1, 1<br>4,95 ~~12,93~~ | Liv | Lv | 1871<br>3mo | Hum-<br>phrys&Co.<br>Hull | S.Hough | 232·0<br>P129′F28′<br>drp93 BK7″<br>W B=*MT*26′*DTa*16′ | 28·0 | 15·6 | Liverpool<br>British<br>5*BHCem*<br>2PBH | C.2Cy.26″&46″-30″<br>NB80 95HP<br>Humphrys&Co.,Hull | 16 ″ 6<br>s 2 ″ 1½ |
| 21<br><br>HLFM | **Baikal** IronScSr<br>*Ericksen* ssNag.No.2-86<br>(*ex*Edendale) 1*Dk*(*Irn*)&*Awngdk* | 1109<br>1104<br>713 | ✠<br>*Awng dk*<br>*with load line*<br>5,88 | Shi<br>A&CP | *n* | 1879<br>1mo | J.Laing<br>Sunderland | M.G.Sheveleff | 227·0 | 29·5 | 15·9<br>22·0 | Vladvostk<br>Russian<br>4*BHCem* | C.2Cy.27″&50″-36″<br>99HP<br>G.Clark,Sunderland<br>*WB=DBa*55′*f*28′ | |
| 22<br>83918<br>WDST | **Baines Hawkins** IronScSr<br>*G.Blackburn* -93 ssLiv.No.3-3,94<br>*Well deck* 1*Dk*(*Irn*) | 723<br>591<br>464 | ✠100A1<br>8,94 ~~2,94~~ | Liv<br>A&CP<br>✠LMC3,94<br>Cff | *j* | 1881<br>9mo | Hodgson&<br>Soulsby<br>Blyth | Fisher,Renwick&<br>Co. | 189·6<br>Q104′B18′F21′<br>BK7½″<br>*WB=DBa*48′*f*75′ | 30·1 | 13·6 | Newcastle<br>British<br>4*BHCem*<br>170*tAPT*16*t* | C.2Cy.24″&48″-33″ (*i*)<br>90lb *80lb* NDB90 95HP<br>1SB,3*pf*,GS49<br>Hawks,Crawshy&Co.,Gts. | 14 ″ 5<br>s 1 ″ 3 |
| 23<br><br>HDLK | **Bais** WoodSc<br>*Mill*86-86 | 137<br>—<br>93 | | | | 1884 | ……………<br>HongKong | B.Veloso | 109·9 | 17·4 | 11·5 | Ilo-Ilo<br>Spanish | 35HP | |
| 24 | **Bakil-Tinga** IronScK<br>(*ex*Industry) 1*Dk* | 203<br>202<br>108 | ✠<br>5,84<br>✠ | Stk<br>A&CP | *c* | 1884<br>4mo | R.Dixon&<br>Co.<br>Middlesbro' | PrinceSaiSanit-<br>wongse | 123·5 | 21·0 | 11·6 | Bangkok<br>Siamese<br>4*BHCem* | C.2Cy.19″&36″-24″<br>55HP<br>Blair&Co.(Lim.),Stockton | 12 ″ 1 |
| 25 | **Baklanoff** SteelPadSr<br>1*Dk* | 652<br>—<br>356 | | | | 1894 | Stabilmnto<br>Tecnico<br>Trieste | RussianS.N.&<br>TradingCo. | 210·0<br>P78*t* F73*t* | 26·6 | 12·0 | Odessa<br>Russian | C.2Cy.26½″&47″-50″<br>150HP<br>StabilimentoTecnico,Tri. | |
| 26<br>467<br>HKCB | — SteelPad | 176<br>—<br>127 | | | | 1881 | H.Schœni-<br>chen<br>Neupest | Don,Azoff&Black<br>SeaS.Nav.Co. | 164·9 | 22·5 | 7·5 | Rostoff<br>Russian | 55HP | |
| 27<br>101968 | **Baku Standard** SteelScSr<br>*H.S.Browne*92-93<br>1*Dk*(*Stl*)&*Spardk*(*Irn*)&<br>*Elec.light* *Webframes*<br>Burning | 3708<br>3335<br>2375 | ✠100A1<br>*Spar dk*<br>2,95 ~~4,94~~<br>*Carrying Petroleum in bulk*<br>*Liquid Fuel—Experimental* | Shl<br>LA&CP<br>✠LMC2,93 | *w* | 1893<br>2mo | SirW.G.<br>Armstrong,<br>Mitchell&<br>Co.(Lim.)<br>Newcastle | AnapaCo.(Lim.)<br>(A.Suart,*Mgr.*) | 330·6<br>P83′B24′F33′ 29·9<br>FK<br>*WB=DBuE&B*62′139*t* | 43·0 | 23·0 | London<br>British<br>13*BHCem*<br>*FPT*187*t* | T.3Cy.24″,40″&64″-48″ (*s*)<br>160lb *100lb* 300HP<br>2DB,8*cf*,GS136,HS4540<br>WallsndSlp.C.(Lim.),Nwc | 24 ″ 2<br>s 6 ″ 8 |
| 28<br>91944<br>KHGT | **Bakuin** IronSc3MstSr<br>*C.F.Beyer*86-87 ~~ssHpl.No.1-90~~<br>*Well deck* ssHam.No 2-94 2*Dks*(1*Irn*)<br>*Elec.light* | 1669<br>1313<br>1093 | ✠100A1<br>~~10,94~~3,94 ~~1,95~~<br>*Carrying Petroleum in bulk*<br>3,95 ~~BS7,93~~ | Ham<br>A&CP<br>✠LMC~~11,90~~ 8,94 | *q* | 1886<br>6mo | W.Gray&<br>Co.<br>WHartlepool | PetroleumTrans-<br>port&StorageCo.<br>(Lim.)(A.Suart,<br>*Mgr.*) | 260·4<br>P161′F30′<br>~~drp92&93~~ FK<br>*WB=CellDB*230′555*tFP* | 36·0 | 17·5 | London<br>British<br>7*BHAsp*<br>*T*39*tAPT*7*t* | T.3Cy.21″,35″&57″-39″ (*s*)<br>150lb ~~*80lb*~~ *90lb* 200HP<br>2SB,4*cf*,GS77<br>CntrlMarineEng.CoWHpl | 20 ″ 4<br>s 2 ″ 6 |
| 29<br>89193<br>JPMC | **Bala** IronScSr<br>*D.Jones* ssCff.No.2-92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1925<br>1484<br>1199 | ✠100A1<br>~~6,94 6,93~~ 3,95<br>BS3,94 | Lth<br>A&CP<br>✠LMC11,92<br>Cff | *r* | 1884<br>8mo | W.Gray&<br>Co.<br>WHartlepool | BalaS.S.Co.(Lim.)<br>(E.Thomas,Rad-<br>cliffe&Co.) | 270·5<br>P28′Q72′B103′<br>F31′ BK9½″<br>*WB=DBa* | 35·7 | 20·1 | Cardiff<br>British<br>4*BHCem*<br>84′*f*104′365*t* | C.2Cy.34″&64″-39″ (*b*)<br>80lb *60lb* 175HP<br>2SB,4*pf*,GS88<br>T.Richardson&Sons,Hpl. | 21 ″ 6<br>s 2 ″ 0 |
| 30<br>3244<br>KBHL | **Balæna** WoodScBk<br>*H.H.Norwood*90-93 2*Dks*3*trB* | 524<br>464<br>390 | | | | 1883 | DickieBros<br>SanFrancisco | PacificSteam<br>WhalingCo. | 149·5 | 32·0 | 17·0 | S.Frncisco<br>Utd.States | T.3Cy.12″,20″&32″-24″<br>245HP<br>RisdinIronWorks,S.Fo. | |
| 31<br>99205 | **Balaena** WoodScBk<br>*A.Fairweather* -91<br>(*ex*Mjölner) 2*Dks* | 416<br>375<br>248 | | | | 1872 | Jörgensen<br>&Knudsen<br>Drammen | R.Kinnes | 140·9<br>Q37′ | 31·1 | 16·6 | Dundee<br>British | C.2Cy.20″&40″-24″<br>66HP<br>NylandsWerks.Xia. | |
| 32 | **Balboa** SteelScSr<br>*J.Albizuri*73-94 1*Dk*(*Stl*)<br>&*Spar dk*(*Irn*)&*Webframes* | ~~1334~~<br>1336 ~~1240~~<br>1282<br>837 | ✠100A1<br>*Spar dk wth freeboard*<br>11,94<br>~~(Class Contemplated)~~ | Nwc<br>A&CP<br>✠LMC11,94 | *o* | 1894<br>11mo | Wood,<br>Skinner&Co.<br>Newcastle | Cia.Maritima<br>~~(R.MacAndrew &Co.,*Mgrs.*)~~ | ~~236·0~~<br>239·0 B11′<br>BK8″<br>*WB=CellDBa*57′*uE&B*33′*f*95′ | 33·2 | ~~20·3~~<br>12·5<br>20·3 | Barcelona<br>Spanish<br>4*BHCem*<br>256*tAPT*35*t* | T.3Cy.19″,31″&51″-33″ (*s*)<br>160lb *80lb* 150HP ~~140HP~~<br>1SB,4*pf*,GS70,HS2400<br>NEMarineE.Co.(Lim),Sld. | 14 ″ 11<br>s 5 ″ 1 |
| 33<br>87896<br>JCDG | **Balcarres Brook** IronScSr<br>*H.Harrison*90-90 ssLiv.No.2-92<br>1*Dk*(*Irn*)&*Spardk*3*trB* | 2001<br>1874<br>1306 | ✠100A1<br>*Spar dk*<br>11,94 ~~1,94~~<br>BS5,98 | Ham<br>LA&CP<br>Mdb<br>✠LMC2,92 | *r* | 1883<br>8mo | Oswald,<br>Mordaunt&C<br>Southampton | BalcarresBrook<br>S.S.Co.(Lim.)<br>(W.G.Killick) | 264·8<br>P20′F28′<br>BK9″<br>*WB=DBuE&B*38′125*t* | 36·1 | 24·2 | Liverpool<br>British<br>5*BHCem*<br>*MT*30′330*t* | C.2Cy.30″&60″-42″ (*a*)<br>90lb *40lb* 170HP<br>2SB,4*cf*,GS76,HS2826<br>Oswald,Mord'nt&Co.,Sou. | 18 ″ 9<br>s 6 ″ 3 |
| 34<br><br>HJFB | **Balder** IronScSr<br>*Strömbom*94-94 1*Dk*&*Awngdk* | 595<br>379<br>473 | | | | 1872 | MotalaCo.<br>Norrköping | Ångf.Rederibola-<br>get "Norden"<br>(PJ.Hægerstrand) | 152·0 | 25·3 | 14·3<br>21·5 | Gefle<br>Swedish | C.2Cy.17″&36″-50″<br>60HP<br>A.Tham,Norrköping | |
| 35<br><br>JPNK | — SteelScSr<br>*E.Wulfsberg*90-92<br>*Well deck* 1*Dk*2*trB* | 485<br>401<br>369 | | | … | 1882<br>9mo | MotalaCo.<br>Gothenburg | J.C.Giertsen | 159·4<br>Q52′ B35′ F18′ | 24·3 | 13·8 | Bergen<br>Norwegian<br>*WB* | C.2Cy.19½″&35½″-23⅜″<br>60HP<br>MotalaCo.Lndhlmn.WGot | |
| 36<br><br>HJPD | — CompScSr<br>*C.J.Pettersson* -89 1*Dk* | 322<br>281<br>259 | | | | 1872 | JohBang<br>Lödöse | Ångf.Aktieb.<br>"Arctic"<br>(T.Ahrenberg) | 126·6<br>B28′ H4*t* | 22·1 | 14·0 | Gothenbrg<br>Swedish | C.2Cy.11½″&25¾″-17½″<br>40HP<br>Göteborgs Mek.Verk,Got. | |
| 37<br><br>HKVS | **Baldomero Iglesias** IronScSr<br>*A.Roldos*88-92 ssLiv.No.3-11,81<br>(*ex*Ebro,*ex*Rakaia) 2*Dks*3*trB* | 1507<br>1507<br>1025 | 12,88<br>✠NE&B81 | Liv<br>LA&CP | *r* | 1866 | Randolph<br>Elder&Co.<br>Glasgow | Cia.Trasatlantica | 273·0 | 34·1 | 25·8 | Barcelona<br>Spanish<br>5*BHCem* | C.2Cy.35″&70″-48″<br>300HP<br>G.Forrester&Co.,Liverpool | |
| 38<br><br>NQJB | **Baldur** IronScSr<br>*H.F.Ishöi* 1*Dk* | 460<br>308<br>282 | | | | 1876 | Burmeister<br>&Wain<br>Copenhagen | DetForenede<br>DampskibsSels-<br>kab | 168·7<br>P103′ F24′ | 23·5 | 11·6 | Frdrkshvn<br>Danish<br>*WB* | C.4Cy.16½″&34″-20″<br>80HP<br>Burmeister&Wain,Cpn. | |
| 39<br><br>HDLM | **Balear** SteelScSr<br>*G.Ensinat*91-92 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1345<br>1015<br>847 | ✠100A1<br>3,94 | Mlt<br>A&CP<br>✠LMC8,90 | *o* | 1890<br>9mo | Strand<br>SlipwayCo.<br>Sunderland | SociedadGeneral<br>Mallorquina de<br>Palma<br>*WB=CellDB* | 242·5<br>P30′Q59′B48′F32′<br>BK8½″<br>191′422*tAPT*25*t* | 35·0 | 14·8 | Palma,<br>Majorca Is.<br>Spanish<br>4*BHCem* | T.3Cy.18½″,30″&49″-33″ (*s*)<br>150lb *80lb* 120HP<br>1SB,3*pf*,GS45<br>NEMarineE.Co.(Lim),Sld. | 17 ″ 6<br>s 1 ″ 6½<br>w1 ″ 8½ |
| 40<br>77459<br>TDPL | **Balgownie** IronScSr<br>*A.Wood*86-93 ssShl.No.3-4,92<br>*Well deck* 1*Dk*2*trB* | 1104<br>872<br>706 | ✠100A1<br>~~7,94 10,93~~ 4,95<br>BS~~5,93~~<br>7,94 | Lon<br>LA&CP<br>LMC4,92<br>Shl | *n* | 1880<br>1mo | A.Hall&<br>Co.<br>Aberdeen | GrampianS.S.Co.<br>(Lim.)<br>(Adam&Co.,<br>*Mgrs.*) | 235·1<br>P126′F34′<br>BK8″<br>*WB=DBa* | 30·1 | 17·0 | Aberdeen<br>British<br>5*BHCem*<br>63′*f*57′290*t* | C.2Cy.28″&52″-34″ (*i*)<br>80lb *55lb* 120HP<br>1SB,3*pf*,GS60<br>SmithBros.,Glasgow | 18 ″ 1<br>s 2 ″ 1 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now required. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. | 16 Mean Draft. (See Reg.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41<br>HLGB | **Balkan**<br>*Andrac*<br>*Special Surveys.* | **IronSc**<br>*ss*Msl.No.2-92<br>1*Dk(Irn)&Spardk3trB* | 1759<br>1594<br>1059 | ✠100A1<br>*Spar dk*<br>3,94<br>BS8,94 ✠LMC10,91 | Msl<br>LA&CP | *r* | 1882<br>12mo | AM'Millan<br>&Son<br>Dumbarton | Cie Marseillaise de Nav.àVap(Fraissinet&Co. *Mgrs.*) | 260·0 \| 37·1 \| 23·0<br>P24′B28′F29′<br>BK8″ | Marseilles<br>French | C.2Cy.36½″&63″–48″ (*c*)<br>70lb 250HP<br>2DB,*8pf*,GS168<br>Denny&Co.,Dumbarton | | | |
| 42<br>81838<br>WNQL | **Ballaarat**<br>*T.S.Angus* –92<br>2*Dks*(1*Stl*)&*Spardk*(*Stl*–ws)4*trB*<br>*Elec.light* | **SteelScBg**<br>3441<br>2663 | 4748<br>*Spar dk*<br>10,82 ✠ | ✠<br>Grk<br>LA&CP | *y* | 1882<br>8mo | Caird&Co.<br>Greenock | P.&O.SteamNav. Co. | 420·2 \| 43·0 \| 26·4<br>*pt Irnfloors* 34·5 | Greenock<br>British | C.2Cy.56″&100″–66″<br>900IP<br>8*BHCem*<br>Caird&Co.,Greenock | 28 ″ 3<br>s 10 ″ 5½ | BT till ~~10,94~~ 11,95 | |
| 43<br>77463<br>TQMK | **Ballochbuie**<br>*W.French* –92 *ss*Lon.No.3–4.93<br>*Well deck* 1*Dk(Irn)2trB* | **IronScSr**<br>532<br>408 | 651<br>4,95 ~~6,92 1,96~~<br>BS7,94 ✠LMC5,93 | ✠100A1<br>LA&CP | Lon | *k* | 1880<br>10mo | Hall,Russell&Co.<br>Aberdeen | Sollas&Sons | 190·3 \| 31·2 \| 13·0<br>Q55′B40′F22′<br>drp93 FK<br>*WB=DBf*53′130*t* | London<br>British | C.2Cy.23½″&46″–30″ (*i*)<br>80lb *50lb* 90HP<br>1SB,*3pf*,GS57<br>Hall,Russell&Co.,Abn. | 13 ″ 10<br>s 1 ″ 5 | | |
| 44<br>84280<br>VDRN | **Ballycotton**<br>*J.Davidson* –94<br>*Well deck* 2*Dks* | **IronScSr**<br>749<br>401 | 844 | | | … | 1880<br>12mo | W.Simons<br>&Co.<br>Renfrew | ClydeShippingCo. (Lim.)<br>(J.Cuthbert, *Mgr.*) | 225·0 \| 30·3 \| 15·7<br>P127′F54′ | Glasgow<br>British | C.2Cy.25″&54″–54″<br>NDB91 200HP<br>W.Simons&Co.,Renfrew<br>*WB=DBa*48′86*t FPT*50*t* | | BT till ~~3,95~~ 12,95 | |
| 45<br>89221<br>QHVN | **Balmain**<br>~~*W.R.Russell* –92~~ *ss*Syd.No.2-92<br>*Well deck* 1*Dk*<br>*T.Hunter* | **SteelScSr**<br>404<br>377 | 604<br>3,93<br>~~BS5,98~~ ✠LMC1,92<br>8,94 | ✠90A1<br>LA&CP | Syd | *h* | 1883<br>6mo | Dobie&Co.<br>Glasgow | A.Sneddon | 186·0 \| 27·1 \| 10·8<br>P96′F29′<br>FK<br>*WB=APT*49*t* | SydnyNSW<br>British | C.2Cy.23″&45″–30″ (*a*)<br>90lb. 85HP<br>2SB,*4f*,GS66<br>J.Jack&Co.,Liverpool | | | |
| 46<br>83773 | —<br>*J.Brown* 1*Dk* | **WoodPad** | 177<br>140<br>112 | | | | 1883 | S.Briggs<br>Balmain, N.S.W. | BalmainSteam FerryCo.(Lim.) | 120·0 \| 20·0 \| 7·3<br>H34*t* | SydnyNSW<br>British | C.2Cy.15½″&28″–48″<br>45HP<br>Morts.Dk.&Eng.Co.,Blmn | | | |
| 47<br>98548 | **Balmoral Castle**<br>*J.Bond*90–90 | **SteelScSr**<br>1*Dk* | 145<br>139<br>47 | ✠100A1<br>*Stm Trawler*<br>6,94 ~~12,98~~ ✠LMC11,96 | Abn<br>LA&CP | | 1890<br>11mo | J.Scott&Co.<br>Kinghorn | J.Barclay&Co. | 101·8 \| 20·8 \| 11·5<br>BK6½″ | Aberdeen<br>British | T.3Cy.11″,17″&30″–20″ (*s*)<br>150lb 50HP<br>1SB,*2pf*,GS35,HS798<br>J.Scott&Co.,Kirkcaldy | 11 ″ 10 | | |
| 48<br>96414<br>LVGC | **Balmore**<br>~~*L.Ewan* –91~~ *ss*Shl.No.1-95<br>1*Dk(Irn)&Webframes&ptAwngdk(Irn)*<br>*G.B.Taylor* –94 | **SteelScSr**<br>896<br>783 | 1272<br>*pt Awng dk*<br>*with freeboard*<br>5,95 ~~8,03~~ ✠LMC~~9,00~~ 5,95 | ✠100A1<br>A&CP<br>~~Shl~~ | Shl | *n* | 1890<br>9mo | T.&W.<br>Smith<br>N.Shields | AlbanyShipping Co.(Lim.)<br>(D.Scott&Son, *Mgrs.*) *WB=DBa*63′*f*52′241*t FPT* | 229·0 \| 32·5 \| 16·1<br>Q79′ ~~drp91~~ 23·1<br>*pt Awng dk* 150′ FK<br>*f*52′241*t FPT* | Dundee<br>British | T.3Cy.17″,28″&46″–33″ (*s*)<br>160lb *80lb* 110HP<br>1SB,*3pf*,GS57<br>N.E.Mar.Eng.C.(Ld),Nwc. | 17 ″ 1<br>s 8 ″ 0 | | |
| 49<br>78690<br>SJNP | **Balmuir**<br>~~*W.Spence* 75–80~~ *ss*Dun.No.3–5,92<br>~~*H.R.Shotton*95–95~~ 2*Dks*(1*Irn*) | **IronScSr**<br>1231<br>886 | 1381<br>~~6,74 12,93~~ 4,95<br>✠NB4,92 | ✠100A1<br>A&CP | Bly | *q* | 1879<br>1mo | Gourlay<br>Bros.<br>Dundee | W.N.Machan | 258·1 \| 32·0 \| 20·2<br>P36′B57′F30′<br>BK8½″<br>*WB=DBa*54′*f*50′*&uE&B*14′ | Dundee<br>British | C.2Cy.32″&56″–36″ (*s*)<br>80lb *80lb* 150HP<br>1SB,*4pf*,GS69,HS1956<br>Gourlay Bros.&Co.Dundee | 21 ″ 5<br>s 3 ″ 3 | | |
| 50<br>93690<br>KHVB | **Balniel**<br>~~*M.Cowell*83–86~~ ~~*ss*Bel.No.1–90~~<br>*W.Nelson* 1*Dk*(*Irn*)<br>*ss*Bel.No.2-94 | **IronScSr**<br>379<br>217 | 450<br>~~9,04 12,03~~ 4,95<br>~~BS10,98~~<br>BS4,95 | ✠100A1<br>LA&CP<br>~~Shl~~ Npt<br>✠LMC8,~~00~~ 6,94<br>~~Bel~~ | Liv | *h* | 1886<br>7mo | M'Ilwaine<br>Lewis&Co.<br>(Lim.)<br>Belfast | TheWiganCoal &IronCo.(Lim.) | 174·0 \| 26·1 \| 12·6<br>Q95′F27′<br>~~drp92~~ FK<br>*WB=DBa*38′64*t FPT*12*t deep tank*17′39*t APT*27*t* | Liverpool<br>British | C.2Cy.22″&44″–30″ (*a*)<br>95lb *22lb* 80HP<br>1SB,*3pf*,GS52<br>M'Ilwne,Lewis&C.(L.)Bel | 13 ″ 5<br>s 1 ″ 0½ | | |
| 51<br>HCNS | **Baltic**<br>*Joh.Evensen* 1*Dk2trB* | **CompScSr**<br>305<br>246 | 360 | | | | 1875 | R.Triddel<br>Westervik | H.A.Reinert | 133·0 \| 23·6 \| 14·2<br>B53*t* | Moss<br>Norwegian | C.2Cy.15¾″&28⅝″–16¾″<br>40HP<br>BergsundsVerks,Stockhlm | | N | |
| 52<br>JMPD | —<br>*H.Reinces* (*ex*HenriTeissier)<br>*Well deck* 1*Dk(Irn)FloorsptIrn* | **SteelScSr**<br>268<br>198 | 340<br>3,95 ~~4,02~~ | ✠100A1<br>LA&CP<br>✠LMC4,92<br>Bgn | Stk | *e* | 1892<br>4mo | R.Craggs&<br>Sons<br>Stockton | B.Stolt-Nielsen | 141·3 \| 22·2 \| 11·0<br>Q44′B16′H10*t*F24′<br>*WB=FPT* | Haugesnd<br>Norwegian | T.3Cy.11″,17″&28″–21″ (*s*)<br>160lb 45HP<br>3*BHCem*<br>20*t APT*10*t* | 11 ″ 9 | | |
| 53<br>HJFR | —<br>*Pettersson* –89 1*Dk* | **CompScSr** | 293<br>—<br>216 | | | | 1872 | D.R.Anderson<br>Carlshamn | C.G.O.Winter | 127·9 \| 21·8 \| 11·1<br>Q40′ B35′ H4*t* F15′ | Crlskrona<br>Swedish | C.3Cy.15½″,16½″&28½″–20½″<br>40IP<br>BergsundsMek.Verks,Skm | | G | |
| 54<br>94095<br>LDJT | —<br>*J.Wadmore* –93 *ss*Gms.No.1–92<br>1*Dk* | **IronScK**<br>148<br>93 | 154<br>*Well fishing*<br>5,95 ~~11,02~~<br>BS12,94 ✠LMC11,92 | ✠100A1<br>LA&CP | Gms<br>*vessel* | | 1888<br>12mo | Earle'sCo.<br>(Lim.)<br>Hull | GrimsbySteam FishingCo.(Lim.) | 100·6 \| 20·1 \| 11·6<br>Q16′F18′<br>BK7½″ | Grimsby<br>British | T.3Cy.12″,18″&30″–18″ (*s*)<br>155lb 45HP<br>1SB,*2pf*,GS21,HS692<br>Earle'sCo.(Lim.),Hull | 12 ″ 1 | | |
| 55<br>91142<br>JNVL | **Baltimore**<br>*C.W.Simpson* *ss*Liv.No.2–92<br>2ndSurveyLiv.4,92<br>2*Dks*(*Irn*)3*trB* | **IronScSr**<br>3556<br>2459 | 3730<br>A1*1<br>~~6,04 10,02~~ 1,95<br>~~BS12,98~~ ✠LMC10,92 | ✠100A1<br>LA&CP | Liv | *w*<br>Lv | 1884<br>6mo | M'Intyre&<br>Co.(Lim.)<br>Newcastle | S.S.Baltimore (Lim.)(W.Johnston&Co.,)(Lim.)<br>*WB=DBuE&B*76′ | 350·5 \| 43·1 \| 28·7<br>P32′B96′F38′<br>BK11″<br>230*t FPT*60*t MT*32′ 535*t APT*15*t* | Liverpool<br>British | C.2Cy.43″&84″–54″ (*j*)<br>90lb *90lb* 360HP<br>2DB,*12cf*,GS212<br>Blair&Co.(Lim.),Stockton | 30 ″ 6<br>s 6 ″ 5 | | 23·57<br>25·12<br>26·67<br>28·22 |
| 56<br>QBCN | —<br>*H.Hashagen*83–90<br>2*Dks&Awngdk&4trB* | **IronScBg** | 2321<br>2316<br>1676 | | | | 1868 | Caird&Co.<br>Greenock | Norddeutscher Lloyd | 297·5 \| 39·4 \| 23·0<br>30·8 | Bremen<br>German | C.2Cy.42″&77″–48″<br>300HP<br>Caird&Co.,Greenock | | V | |
| 57<br>3329<br>KDFB | —<br>*A.E.Niekle* –73<br>YM3,91 | **WoodScSr**<br>2*Dks* | 1414<br>—<br>1013 | | | | 1885 | W.E.Wood-all&Co.<br>Baltimore | BaltimoreChesapeake&RichmondSteamboatCo. | 223·0 \| 35·7 \| 22·2 | Baltimore<br>Utd.States | C.2Cy.30″&57″–36″<br>300HP<br>C.Reeder&Sons,Baltimore | | R | |
| 58<br>92926<br>KRTD | **Baltimore City**<br>*C.R.Graham* –94 *ss*Hpl.No.1–92<br>2*Dks*(1*Stl*)3*DkRule* | **SteelScSr**<br>2030<br>1534 | 2334<br>4,95 ~~1,04~~<br>BS6,94 ✠LMC9,92<br>Off | ✠100A1<br>LA&CP | Lon | *s* | 1888<br>5mo | A.Stephen<br>& Sons<br>Glasgow | Furness,Withy&Co.(Lim.) | 290·0 \| 39·1 \| 22·8<br>P28′B62′F34′<br>BK10″<br>*WB=Cell* | W.Hartlpl<br>British | T.3Cy.21″,33″&52″–42″ (*s*)<br>160lb *80lb* 210HP<br>2SB,*4rf*,GS154<br>A.Stephen&Sons,Glasgow | 25 ″ 4<br>s 4 ″ 3 | | |
| 59<br>841<br>HJCK | **Baltzar von Platen**<br>*H.Swensson* –91 1*Dk* | **IronScSr**<br>583<br>548 | 732 | | | | 1872 | ColeBros.<br>Newcastle | C.Henckel | 186·3 \| 27·9 \| 14·6<br>Q63′B32′H20*t*F21′ | Hlsngborg<br>Swedish | C.2Cy.22″&42″–33″<br>75IP<br>OuseburnEng.Wrks.,Gtd. | | V | |
| 60<br>61 | —<br>*I.P.Johansson*81–90 1*Dk&Awngdk*<br>**Bambak** | **IronScSp**<br>**SteelTwinScSr**<br>2*Dks* | 225<br>105<br>167 | | | | 1871<br>1894 | MotalaCo.<br>Motala<br>SirW.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | Ångf.Aktieb. "GötaKanal" (E.B.Thorssell)<br>MassisS.S.Co. | 97·4 \| 21·6 \| 8·3<br>H6*t* | Stockholm<br>Swedish<br>Astrachan<br>Russian | C.2Cy.18″&32″–20″<br>45IP<br>Bergsd.Mek.Verks,Skm.<br>C.4Cy.19″&38″–24″<br>WallsendSlipwyCo.(Lim.) Nwc. | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62<br>97953 | **Bamboro** SteelScSr<br>*(WRECKED 4,94)*<br>*G.Lindsay* –93<br>1*Dk*(*Stl*)&*Spardk3trB* | | 2016<br>1867<br>1279 | ✠<br>*Spar dk*<br>9,93 ✠ | Cff<br>LA&CP | | 1890<br>11mo | Palmers' Co.(Lim.) Newcastle | Bamboro S.S. (Lim.) (J.E Bowser&Son) | 265·5\|39·7\|15·9<br>B14′ F33′ 22·2<br>FK<br>*WB = Cell DB* 220′ 468*t*<br>*APT* 20*t* | Newcastle<br>British | T.3Cy.22″,35″&58″–42″ 200HP<br>2SB,6*cf*,GS84,HS3523<br>Palmers'Co.(Lim.),Nwc. | 18 ″ 0<br>s 5·10 |
| 63<br>78645<br>RWNF | **Ban Hin Guan** IronScSr<br>*H.Smith* –92 (*ex*Krishna) | | 449<br>432<br>199 | | | | 1878<br>8mo | T.Wingate &Co. Glasgow | LimHoPuah | 180·3\|22·2\|10·9<br>Q27*t* | Singapore<br>British | T.3Cy.15″,24″&40″–30″ 75HP<br>Dunsmuir&Jackson,Gls. | |
| 64<br>97513 | **Ban Poh Guan** SteelScSr<br>*H.Stratton*86–91<br>2*Dks*(*UptStl*–ws)<br>*Elec.light* | | 925<br>821<br>576 | ✠100A1<br>~~12,03~~10,94<br>✠LMC10,91 | Sng<br>A&CP | *m* | 1891<br>10mo | Wigham Richardson &Co. Newcastle | LimHoPuah | 225·0\|32·2\|16·5<br>B17′F30′<br>*pt Shade dk* 114′<br>BK8″ | Singapore<br>British | T.3Cy.16½″,26″&43″–33″ (*s*)<br>150lb *75lb* 120HP<br>1SB,4*pf*,GS70<br>WghmRichrdsn&Co.,Nwc | 17 ″ 3<br>s 3 ·0 |
| 65<br>60704<br>MSHK | **Ban Righ** IronScSr<br>*T.Ward* –92 *ss*Abn.No.3–5,93<br>2*Dks*(*UIrn*–ws)<br>*Elec.light* | | 940<br>780<br>490 | ✠100A1<br>~~7,94~~ ~~4,94~~2,95<br>✠NE&B5,93 | Abn<br>A&CP | *m* | 1870<br>3mo | J.Elder& Co. Glasgow | AberdeenSteam Nav.Co. | 241·0\|30·2\|16·6<br>P72′F42′<br>ptND85 BK7½″ | Aberdeen<br>British | T.3Cy.23″,37″&60″–39″ (*s*)<br>160lb *80lb* NDB93 275HP<br>2DB,12*cf*,GS153,HS3705<br>Hall,Russell&Co.,Abn. | 17 ″ 7<br>s 2 ·3 |
| 66<br>88020<br>SLGJ | **Ban Seng Guan** IronScSr<br>*J.E.Geary*84–86 *ss*Sng.No.2–94<br>2*Dks* | | 801<br>708<br>498 | ✠100A1<br>~~7,94~~ ~~4,94~~2,95<br>~~BS2,93~~ ✠LMC1,94 | Sng<br>LA&CP | *m* | 1886<br>7mo | Ramage& Ferguson Leith | TanYongSeeack | 225·8\|30·0\|15·5<br>P26′B62′F27′<br>FK | Singapore<br>British | C.2Cy.28″&54″–36″ (*s*)<br>90lb ~~*70lb*~~ 125HP<br>1DB,4*pf*,GS82<br>Ramage&Fergnson,Leith | 16 ″ 8 |
| 67<br>88012<br>SLGB | **Ban Whatt Hin** IronScSr<br>*J.M.Thow*85–85 1*Dk* | | 361<br>304<br>195 | ✠<br>3,89 ✠ | Sng<br>LA&CP | *g* | 1885<br>7mo | Blackwood &Gordon Pt.Glasgow | StraitsS.S.Co. (Lim.) | 169·6\|25·0\|10·4<br>F24′ | Singapore<br>British | C.2Cy.22″&44″–30″ 85HP<br>Blackwood&Gordon,P.Gl. | 10 ″ 9 |
| 68<br>82045<br>WCRF | **Ban Whatt Soon** IronScSr<br>*I.Delmage* *ss*Sng.No.1–85<br>1*Dk* | | 336<br>281<br>199 | ✠<br>5,85 ✠ | Sng<br>LA&CP | *g* | 1881<br>3mo | Blackwood &Gordon Pt.Glasgow | TanYongSeeack &others | 170·7\|25·1\| 9·6<br>F23′<br>FK | Singapore<br>British | C.2Cy.22″&44″–24″<br>NDB93 NB93 80HP<br>Blackwood&Gordon,P.Gl. | |
| 69<br>~~~ | **Ban Yong Seng** IronScSr<br>*ss*Sng.No.2–80<br>2*Dks* | | 540<br>453<br>367 | ✠<br>3,83 | Sng<br>A&CP | *i* | 1872<br>2mo | J Fullerton &Co. Paisley | Rajah of Ampanan | 180·4\|25·4\|14·0<br>P47*t* F25*t*<br>ND80 | Ampanan<br>Lombok<br>Dutch | C.2Cy.22″&40″–30″<br>NB80 75HP<br>Walker,Henderson&C. Gls | |
| 70<br>HFRG | **Banan** SteelScSr<br>*T.Hansen*88–88 *ss*N.Yk.No.1–93<br>*Well deck* 1*Dk*2*trB* | | 978<br>754<br>697 | ✠100A1<br>~~11,98~~3,94<br>✠LMC10,93 | NYk<br>A&CP | *m* | 1888<br>12mo | W Doxford &Sons Sunderland | Actieselsk.Banan (T.Dannevig) | 216·1\|30·2\|15·7<br>Q72′B51′F30′<br>BK8″<br>*WB =* *DBa* 40′ 46*t* *MT* 27′ | Chrstiania<br>Norwegian | T.3Cy.16½″,27½″&44″–30″<br>160lb (*s*) 120HP<br>1SB,3*rf*,GS50<br>W.Doxford&Sons,Sld. | 16 ″ 6 |
| 71 | **Banca** IronScSr<br>*Dunlop*87–87 *ss*Sng.No.2–83<br>(*ex*Edenholme) 1*Dk* | | 363<br>294<br>235 | ✠<br>5,83 | Sng<br>A&CP | *g* | 1873<br>7mo | W.E.Boutland Newcastle | A.S.Johnston&Co. | 160·4\|21·3\|11·8<br>Q45′ | Sandakar (NBorneo)<br>Dutch | C.2Cy.20″&36″–24″ 56HP<br>Marshall,Osborne&C.S Shl<br>*WB = DBa* 31′ | |
| 72<br>84281<br>VDWF | **Bancoora** SteelSc3MstSr<br>*F.Thurston* –94 *ss*Cal.No.1–85<br>2*Dks*(*UStl*–ws)3*Dkrule* | | 2880<br>2647<br>2170 | ✠<br>3,86 ✠ | Cal<br>LA&CP | *v* | 1880<br>11mo | W.Denny &Bros. Dumbarton | Brit.IndiaSteam Nav.Co.(Lim.) | 322·8\|40·3\|25·9<br>P44′B25′F42′ | Glasgow<br>British | C.2Cy.36″&68″–51″ 290HP<br>Denny&Co.,Dumbarton<br>*WB = Cell DB* 282′622*t* | 28 ″ 11 |
| 73<br>RHWT | **Banda** SteelScSr<br>*J.Schuldt*91–91 *ss*Ham.No.1–94<br>*Elec.light* 2*Dks*(1*Irn*&*UStl*–ws)3*trB* | | 3091<br>2878<br>2015 | ✠100A1<br>5,94~~8,91~~<br>✠LMC6,~~00~~5,94 | Ham<br>LA&CP | *v* | 1890<br>6mo | C.Connell &Co. Glasgow | HamburgCalcutta Linie | 340·0\|42·1\|26·3<br>B80′F42′<br>BK10″<br>*WB = Cell DB* 272′496*t* | Hamburg<br>German | T.3Cy.24½″,37″&64″–48″ (*s*)<br>160lb *80lb* 300HP<br>2DB,8*cf*,GS178,HS4802<br>D.Rowan&Son,Glasgow | 29 ″ 0 |
| 74<br>HDVN | **Bandak** SteelScSr<br>*C.Hjorth* –91 1*Dk* | | 165<br>113<br>85 | | | | 1890 | Fredrikstd MekVærkstd Fredrikstad | EtActieselskab (HolgerFischer) | 95·6\|19·3\| 9·3<br>Q15*t* B31*t* | Chrstiania<br>Norwegian | T.3Cy.10″,16″&26″–16″ 50HP<br>FredrikstadMek. Værksted,Fredrikstad | |
| 75<br>86027 | **Bandorille** WoodScSr<br>(*ex*GeorgeH.Chance)<br>1*Dk* | | 132<br>132<br>99 | | | | 18$\frac{89}{93}$ | G.Rader Oneata,Or. | G.W.Williams | 104·0\|21·0\| 8·5<br>B24′ | Portlnd,O.<br>Utd.States | C.2Cy.8½″&16″–12″<br>Hinkley,Spiers&Hays, SanFrancisco | |
| 76<br>JVCT | **Banes** SteelScSr<br>*J.I.Kieding*90–90 1*Dk*&*Spardk* | | 748<br>693<br>454 | | | | 1890 | Grngemth Dockyard Co. Alloa | Harloff&Böe | 180·6\|28·0\|19·2<br>H55*t* | Bergen<br>Norwegian | T.3Cy.16″,26″&40″–33″ 90HP<br>*WB* Hutson&Corbett,Glasgow | |
| 77<br>104587<br>NPGF | **Banffshire** SteelScSr<br>*B.Coull*81–94 2*Dks*<br>(*StlUpt*–ws)&*deep framing*3*DkRule*<br>*Elec.light* | | 5526.<br>5208<br>3603 | ✠100A1<br>5,95~~11,94~~<br>*(Class Contemplated)*<br>✠LMC11,94 | Nwc | *pt*†<br>Lon | 1894<br>11mo | R&W Hawthorn,Leslie &Co.(Lim.) Newcastle | ElderslieS.S.Co. (Lim.)(Turnbull, Martin&Co., *Mgrs.*) | 420·0\|54·0\|28·7<br>P41′B262′F49′<br>FK<br>*WB = Cell DB* a1 *4′uE&B69′f*<br>186′1150*t* *FPT* 175*t* *APT* 75*t* | ~~London~~<br>British<br>Glasgow<br>7*BHCem* | T.3Cy.30″,48″&78″–54″ (*s*)<br>160lb *160lb* 380HP<br>2SB,8*rf*,GS149,HS4686<br>Hwthrn,Lslie&Co.Ld.Nwc | 32 ″ 0<br>s 6 ·9 |
| 78<br>90050<br>JWGR | **Bangkok** SteelTwinScSr<br>*T.Meyer* –87 | | 307<br>288<br>197 | | | | 1885 | J.Elder& Co. Glasgow | ScottishOriental S.S.Co.(Lim.) (Ferguson,Davidson&Co.,*Mgrs.*) | 140·0\|28·0\| 9·5 | Glasgow<br>British | C.4Cy.15″&30″–18″ 100HP<br>J.Elder&Co.,Glasgow | |
| 79<br>76636 | — IronPadSr<br>1*Dk* | | 149<br>149<br>32 | | | | 1877 | J.Softley& Co. North Shields | TanjongPagar DockCo.(Lim.) | 115·3\|20·0\|10·0 | Singapore<br>British | 1Cy.30½″–54″ 80HP<br>Hepple&Co.,N.Shields | |
| 80<br>54685 | **Bangor Castle** IronPadSk<br>*S.Vincent*94–94 (*ex*Palmerston) | | 246<br>196<br>71 | | | | 1866 | T.Wingate &Co. Glasgow | ~~NewBelfast,Bangor&LarneSteamboatCo.(Lim.)~~ | 191·3\|22·1\| 6·9 | ~~Belfast~~<br>British<br>Plymouth | D.2Cy.36″–42″ NB74 100HP<br>T.Wingate&Co.,Glasgow | |
| 81<br>NGKD | **Banjermassin** IronScSr<br>*S.Jackson*88–89 1*Dk*&*Shadedk* | | 428<br>324<br>261 | | | ... | 1886<br>6mo | Wigham Richardson &Co. Newcastle | Nederl.Stoomv. Maats."Oceaan" | 174·0\|23·7\|12·2<br>P60*t* F35*t*<br>FK | Amstrdam<br>Dutch | T.3Cy.14½″,22½″&38″–30″ 80HP<br>WighamRichardson&Co., Newcastle | 12 ″ 10<br>~~1 ″ 1~~<br>~~1 ″ 6~~ |
| 82<br>JRWV | **Bankchef Fasting** IronScSr<br>*O.Överaas* –91 1*Dk*(*Irn*)2*trB*<br>(*ex*GeneralRoberts)<br>*Well deck* | | 1468<br>1172<br>1121 | | | ... | 1881<br>12mo | Palmers' Co.(Lim.) Newcastle | G.Gravem | 248·9\|35·2\|16·7<br>Q96′B44′H62*t* F27′ | Xiansund<br>Norwegian | C.2Cy.30″&58″–36″ 160HP<br>Palmers'Co.(Lim.),Nwc.<br>*WB* | 19 ″ 0 |

PlymouthExcursionSSCo.(Lim.)

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now tried. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Ice Strengthening. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83 | **Bankchef Henriksen** | **IronScSr** | 709 / 702 / 529 | | Bgn | | 1883 / 1mo | Martens, Olsen&Co. Bergen | CoreanGovernment | 173·9 | 27·2 | 13·3 / 19·2 | Corean | C.2Cy.23″&41″–28″ 75HP | 13″10 | N |
| | *C.G.Benzenius93–86* | *1Dk(Irn)&AwngDk* | | *Awng dk withfreeboard* 4,84 ✠ | LA&CP | | | | | | | *W* | 5BHCem | Martens,Olsen&Co.,Bgn. | | |
| | | | | | | | | | | | | *B=DBa31′* | *f 75′138tAPT12t* | | | |
| 84 | **Bankoku Maru** | **IronScSr** | 2238 ✠ / 2102 / 1476 | 6,73 | Nwc | Lv | 1873 / 2mo | C.Mitchell &Co. Newcastle | AsanoSoichiro | 310·0 | 36·1 | 27·3 | Tokio Japanese | C.2Cy.40″&72″–42″ 250HP | | V |
| 1205 HJCS | *OkumaTokuzo* | *2Dks3trB* | | | | | | | | QB&F31′ | | | | Thompson,Boyd&Co.,Nwc. | | |
| | | *(exApenrade,exMontevideo)* | | | | | | | | | | | | | | |
| 85 | **Banks Peninsula** | **SteelTwinScSr** | 171 / 122 / 34 | ✠100A1 6,93 ✠LMC6,93 | Hbt | *b* | 1889 / 2mo | Grangm'th DockyardCo Grangmouth | E.T.Miles | 120·0 | 20·0 | 7·9 / FK | Hobart British | C.4Cy.13½″&27″–18″ *(a)* 100lb 62HP | 8″5 | |
| 76071 VSMN | *Lloyd* | *ssHbt.No.1–93* | | | | | | | | Q57′B12′F19′ | | | 4BHCem | 1SB,*3pf*,GS43 | | |
| | *Well deck* | *1Dk* | | | | | | | | *WB=FPT* | | | 7tAPT3t | Hutson&Corbett,Glasgow | | |
| 86 | **Bannockburn** | **SteelSc3MstSr** | 1620 / 1491 / 1035 | ✠100A1 6,93 ✠LMC6,93 | Mdb | *q* | 1893 / 6mo | SirR. Dixon&Co. Middlesbro' | MontrealTransportationCo. | 245·0 | 40·1 | 18·4 / FK | Montreal British | T.3Cy.21″,34″&56″–39″ *(s)* 160lb *80lb* 170HP | 21″4 s 3″7 | |
| 102093 | *S.W.J.Thompson93–93* | *1Dk(Irn)* | | | | | | | | Q31′F30′ | | | 5BHCem | 2SB,*6pf*,GS100,HS3050 | | |
| | | *&Webframes* | | | | | | | | *WB=CellDB188′500t FPT* | | | 125tAPT93t | N.E.Mar.E.Co.(Lim.),Nwc | | |
| 87 | **Banshee** | **Iron&SteelPadSr** | ~~1221~~ 1256 ~~875~~ 875 ~~848~~ 881 | | | | 1884 | Laird Bros. Birkenhead | L.&N.W.Ry.Co. | 310·0 | 34·1 | 14·3 | Dublin British | T.3Cy.44″,70″&108″–78″ NE&B94 700HP ~~420HP~~ | | BT till 7,95 |
| 88991 | *Taylor57–* | | | | | | | | | P197t | | | | LairdBros.,Birkenhead | | |
| 88 | **Bantam** | **SteelScSr** | 2314 / 1978 / 1521 | ✠100A1 2,94 BS12,94 ✠LMC2,94 | HKg | *s* | 1884 / 10mo | A&J Inglis Glasgow | Koninkl.Paketv. Maats. | 290·2 | 37·2 | 24·2 | Amstrdam Dutch | C.2Cy.36″&70″–45″ *(a)* 90lb *80lb* NDB94 250HP | 25″2 | D |
| NGKB | *C.v.d.Berg93–93* | *ssH.Kg.No.2–94* | | | | | | | | P54′B82′F30′ | | | 5BHCem | 2DB,*12pf*,GS175 | | |
| | | *2Dks(UptStlplt1rn–ws)3trB* | | | | | | | | drp94 | | BK10″ | | A.&J.Inglis,Glasgow | | |
| 89 | **Baracaldo** | **SteelScSr** | 1180 / 886 / 743 | ✠100A1 8,93 ✠LMC8,93 | Hpl | *n* | 1893 / 8mo | W.Gray& Co.(Lim.) WHartlepool | R.de laSota | 230·0 | 32·1 | 14·7 | Bilbao Spanish | T.3Cy.16½″,26″&44″–33″ *(s)* 160lb *75lb* 100HP | 16″10 s 1″5½ | |
| HDMG | *L.de Ybarra* –93 | *1Dk(Irn)&Webframes* | | | | | | | | P25′Q61′B57′ | | | 4BHCem | 1SB,*3rf*,GS36,HS1734 | | |
| | *Well deck* | | | | | | | | | F26′ | | FK | 204tAPT46t | Cen.Mar.Eng.Wrks,WHpl | | |
| | | | | | | | | | | *WB=CellDB192′* | | | | | | |
| 90 | **Baracoa** | **SteelScSr** | 784 / 732 / 484 | | | | 1890 | S.&H.Morton&Co. Leith | Harloff&Böe | 182·1 | 28·2 | 19·2 | Bergen Norwegian | T.3Cy.16″,26″&40″–30″ 85HP | | N |
| JVBM | *S.Clausen90–90* | *1Dk&SparDk* | | | | | | | | B75tH7t | | | | S.&H.Morton&Co.,Leith | | |
| 91 | **Barambio** | **IronSc** | 754 ✠ / 602 / 483 | 7,74 | Sld | | 1874 / 5mo | Austin & Hunter Sunderland | MelitónGonzalez &Co. | 195·8 | 29·0 | 15·5 | Bilbao Spanish | C.2Cy.27″&47″–30″ 90HP | | |
| HDMK | *S.Piñole* | *1Dk2trB* | | | A&CP | | | | | Q66′ B44′ F23′ | | | 5BHCem | N.E.MarineE.C.(Lim.) Sld | | |
| | *Well deck* | | | | | | | | *WB=DBa44′f 29′80t* | | | | | | | |
| 92 | **Barangaroo** | **WoodPad** | 205 / 205 / 129 | | | | 1890 | D.Drake Sydney NSW | NorthShoreSteam FerryCo.(Lim.) | 119·3 | 25·0 | 7·5 | SydnyNSW British | C.2Cy.14″&26″–48″ 40HP | | |
| 93625 | *J.J.Lee* | | | | | | | | | | | | | Perdrian&West,Sydney | | |
| 93 | **Barawa** | **IronScSr** | 330 / 265 / 234 | | | | 1885 | Flensburg Schiffsb.Ges. Flensburg | Sultan of Zanzibar | 141·0 | 22·1 | 12·0 | Zanzibar *WB* | C.2Cy.18″&33″–21″ 45HP | | |
| | | *1Dk* | | | | | | | | P17′ B19′ F25′ | | | | Flens.SchiffsGes.,Flensbrg | | |
| 94 | **Barbadian** | **SteelScSr** | 4502 / 4491 / 2934 | ✠100A1 *Shelter dk withfreeboard* ~~5,374,94~~ 2,95 ✠LMC1,93 | Liv | *x* | 1893 / 1mo | NavalCon. &Armnts.Co. (Lim.) Barrow | WestIndian& PacificS.S.Co. (Lim.) | 380·2 | 44·2 | 26·7 / BK8″ | Liverpool British | T.3Cy.25½″,42½″&72″–51″ 200lb *75lb (s)* 255HP | 29″6 s 12″7 | BT till 8,95 |
| 102072 MWJR | *A.H.Haighton88–93* | *3Dks(2Stl)* | | | LA&CP | | | | | | | | 7BHCem | 2DB,*12cf*,GS231,HS6896 | | |
| | *Elec.light* | *&Shelterdk* | | | | | | | *WB=CellDB296′673t FPT128t* | | | | APT99t | NavalC.&A.Co(Lim.)Brw. | | |
| 95 | **Barbara Boscowitz** | **WoodScSr** | 269 / 265 / 239 | | | | 1883 | JMCSmith Victoria | S.Williams | 119·0 | 22·0 | 16·0 | Vict'riaBC British | C.2Cy.9½″&18″–18″ 12HP | | |
| 83454 | *S.Williams* | *2Dks* | | | | | | | | | | | | T.Gowan,Victoria,B.C. | | |
| 96 | **Barbaras** | **WoodScK** | 93 / 91 / 57 | ✠ 9 A1 *For Coasting* ~~2,04~~ 2,95 ✠NB12,92 | Abn | | 1888 / 5mo | W.Jarvis Anstruther *Rider Keelson* | W.R.Aiken *AmericanElm* | 85·0 | 20·5 | 9·0 | Aberdeen British | C.4Cy.7½″&11″–12″ *(s)* 100lb 20HP | | |
| 62969 | *J.Adam* –94 HTAbn.92 | *1Dk* | | | *purposes* LMC12,92 | | | | | | | | | 1SB,*1pf*,GS9,HS249 | | |
| | | *ptIB* | | | | | | | | | | | | E~~&B~~.made86 fitd.88 | | |
| | | | | | | | | | | | | | | W.King&Co.,Glasgow | | |
| 97 | **Barcelona** | **IronScBn** | 1802 / 1750 / 1180 | ✠100A1 1,95~~7,93~~ BS~~6,93~~ 7,94 | Hfx | *s* | 1878 / 3mo | Gourlay Bros.&Co. Dundee | Canada&Newfoundland S.S. Co.(Lim.) (J.Hall,*Mgr.*) | 284·2 | 34·2 | 24·3 / BK9″ | Halifax NS British | C.2Cy.34″&64″–39″ *(i)* 65lb *48lb* 190HP | 25″7 s 4″7½ | |
| 78678 | *D.Campbell* –92 | *ssHfx.No.3–1,92* | | | A&CP LMC1,92 Liv | | | | | P28′F32′ | | | 5BHCem | 2B,GS84 | | |
| | | *2Dks(1Irn)3trB* | | | | | | | | *WB=DBa74′f 60′ &uE14′289t FPT* | | | 22tAPT16t | GourlayBros.&Co.,Dundee | | |
| 98 | — | **IronScSr** | 1446 / 1265 / 883 | ✠100A1 4,95~~8,94~~ BS~~4,93~~ 6,94 | Ham | *q* | 1879 / 11mo | A.Stephen &Sons Glasgow | R.M.Sloman&Co. | 265·7 | 33·9 | 19·9 / BK9½″ | Hamburg German | C.2Cy.30″&57″–36″ *(i)* 75lb *90lb* 150HP | | V |
| RFWD | *E.Rambusch91–91* | *ssHam.No.3–5,92* | | | LMC5,92 | | | | | B28′F23′ | | | 4BHCem | 2B,GS70 | | |
| | | *2Dks(1Irn)* | | | | | | | | | | | | A.Stephen&Sons,Glasgow | | |
| 99 | **Barcoo** | **SteelScSr** | 1505 / 1376 / 745 | | | ... | 1885 / 8mo | W.Denny &Bros. Dumbarton | Australasian UnitedSteam NavigationCo. Lim. | 250·1 | 36·1 | 15·5 / FK | Brisbane British | T.3Cy.25″,41″&68″–48″ 308HP | 16″5 s 6″0½ w 6″3 | |
| 91876 KCNS | *J.Banks* –93 | *1Dk&Spardk(ptStl)&Webframes* | | | | | | | | B16′F41′ | | | | Denny&Co.,Dumbarton | | |
| | *Elec.light* | | | | | | | | | *WB=CellDB178′240t* | | | | | | |
| * 100 | **Barden Tower** | **IronScSr** | 2252 / 2214 / 1470 | ✠100A1 *Spar dk* ~~10,98~~10,94 ✠NB82 | PGl | *s* | 1881 / 1mo | Wigham Richardson &Co. Newcastle | Burrell&Son | 290·5 | 37·2 | 27·5 | Glasgow British | C.2Cy.35″&70″–48″ *(s)* 90lb *80lb* 300HP | 20″8 s 6″6½ | |
| 84081 HSWQ | ~~*J.A.Broadfoot* –93~~ *Gregan* | | | | Clf LMC10,93 | | | | | B76′ | | | 5BHCem | 2DB,*8pf*,GS110 | | |
| | *(exOceanique)* | *ssP.Gl.No.3–10,93* | | | | | | | | ptND93 | | BK9″ | | Wgm.Richardson&CoNwc | | |
| | | *1Dk(Irn)&Spardk3trB* | | | | | | | | *WB=DBa36′&uE&B62′308t* | | | | | | |
| 101 | **Bari** | **IronSc** | 326 / 269 / 167 | | | | 1870 | Schlick Fiume | Soc.diNav.aVap. Puglia | 149·2 | 20·0 | 13·9 | Bari Italian | C.2Cy.16 7/16″&21 3/8″–21 5/16″ 45HP | | A |
| 13 NGLR | *M.Alfonso88–88* | *(exLiburno)* | | | | | | | | | | | | G.Stradtholf,Trieste | | |
| 102 | **Baria** | **SteelScSr** | 3069 / 2911 / 1954 | ✠100A1 ~~7,94~~ ~~3,94~~ 11,94 ✠LMC7,~~90~~ 7,94 | Ham | *v* | 1890 / 8mo | J.Laing Sunderland | Hamburg Calcutta Linie | 340·0 | 42·1 | 26·4 | Hamburg German | T.3Cy.24½″,38″&64″–48″ *(s)* 160lb *80lb* 225HP | 28″11 | V |
| RJFG | *J.Ostermann90–90* | *ssHam.No.1–94* | | | LA&CP | | | | | B80′F45′ | | | 7BHCem | 2DB,*8cf*,GS329 | | |
| | | *2Dks(UStl–ws&1Irn)3trB* | | | | | | | | | | BK11″ | | T.Richardson&Sns,WHpl. | | |
| | *Elec.light* | | | | | | | | | *WB=Cell* | | | *DB271′434t* | | | |
| 103 | **Barion** | **IronScBn** | 879 ✠ / 781 / 670 | ✠LMC7,93 | | | 1880 / 12mo | C.Mitchell &Co. Newcastle | Soc.diNav.aVap. Puglia | 223·5 | 28·1 | 18·2 | Bari Italian | C.2Cy.27″&54″–33″ *(i)* 70lb 181HP | | I |
| 1 NGLQ | *Gambardella* | *ssLgn.No.3–7,93* | | | | | | | | P122′F29′ | | BK8″ | 4BHCem | 2SB,*4pf*,GS66 | | |
| | | *2Dks(1Irn)* | | | | | | | | *WB=DBu* | | | *E&B38′57t* | WallsendSlipwayCo.,Nwc. | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 104<br>95550<br>LCPV | Barking SteelTwinScSr<br>Stacey93-93 ssLon.No.1-94<br>1Dk(Stl-ptws)&Webframes | 1106<br>1068<br>648 | ✠100A—<br>~~8,94~~ ~~1,93~~<br>5,95~~12,94~~ | Lon<br>✠LMC~~6,98~~<br>8,94 | | 1889<br>3mo | Naval Con.<br>&Armmnts<br>Co.(Lim.)<br>Barrow | LondonCounty<br>Council | 232·3<br>~~lmp91&92~~ drp94 | 38·2 | 15·0<br>FK | London<br>British<br>8BHCem | T.6Cy.15″,24″&38″–27″ (s)<br>150lb ~~160lb~~ 175HP<br>2SB,6cf,GS126,HS3200<br>NavalC&C Co.(Lim.),Brw. | |
| 105<br><br>RHQJ | Barmen SteelScSr<br>L.Petersen90-94 ssHam.No.1-93<br>Well deck 2Dks(Stl-Uws)&Webframes<br>Elec.light Now named "Bolivia," See No. 30 in Supplement. | 2614<br>2104<br>1693 | ✠100A1<br>5,93<br>✠NB5,92 | Ham<br>LA&CP<br>✠LMC5,93 | t | 1889<br>11mo | SirW.G.<br>Armstrong,<br>Mitchell&<br>Co.(Lim.)<br>Newcastle | Hamburg-Ameri-<br>kanischePacketf.<br>Act.Ges.<br>WB=CellDB276'500tFPT | 310·0<br>P186'F34' | 39·0 | 23·6<br>BK10' | Hamburg<br>German<br>6BHAsp<br>30tAPT20t | T.3Cy.23″,38″&61″–39″ (s)<br>165lb FD 300HP<br>2SB,2rf,GS100,HS4100<br>Wlsnd.S&ECo(Lim.),Nwc. | 26 |
| 106<br>80463 | Barmore IronScSrYt<br>D.M'Kinnon82-82 ssGrk.No.3-4,91<br>1Dk | 120<br>100<br>49 | 90A1<br>12,93<br>✠NB1,89<br>BS4,93 | Grk<br>LA&CP<br>LMC4,91 | b | 1879<br>5mo | J.Fuller-<br>ton&Co.<br>Paisley | R.Thom | 110·3<br>Q46'F13' | 18·0 | 9·0<br>BK6' | Glasgow<br>British<br>4BHCem | C.2Cy.18″&32″–22″ (s)<br>95lb 45HP<br>1SB,2pf,GS32<br>W.King&Co.,Glasgow | 9 |
| 107<br>95274<br>KWLB | Barmston SteelScSr<br>W.Brown84-88 ssSld.No.1-93<br>Well deck 1Dk(Stl)&Webframes | 1374<br>1086<br>868 | ✠100A1<br>12,94~~4,94~~<br>BS12,94 | Sld<br>A&CP<br>✠LMC8,93<br>Lon | p | 1888<br>10mo | S.P.Austin<br>&Son<br>Sunderland | Marquess of Lon-<br>donderry (S.J.<br>Ditchfield,Mgr.)<br>WB=CellDB202'334tFPT | 250·0<br>P27'Q63'B48'F31<br>drp94 | 35·5 | 16·0<br>BK9' | Sundrland<br>British<br>~~4BHAsp~~<br>4BHpt Asp pt Cem<br>32tAPT34t | T.3Cy.20″,32½″&53″–36″ (r)<br>160lb 150HP<br>2SB,4rf,GS80<br>G.Clark,Sunderland | 18 |
| 108<br>81348<br>TGVS | Barnesmore IronScSr<br>A.James -94 3rdSurveyLiv.8,92<br>Well deck 1Dk(Irn)2trB | 1518<br>1262<br>981 | ✠ A1*1<br>2,93 ~~2,94~~ | Liv | Lv | 1880<br>5mo | T.Royden<br>&Sons<br>Liverpool | Steamship<br>Barnesmore(Lim.)<br>(W Johnston&Co.)<br>WB=DBuE&BMTAPTFPT | 259·5<br>Q89'B55'F33' | 33·9 | 17·9<br>FK | Liverpool<br>British<br>4BHCem<br>2PBH | C.2Cy.28″&56″–39″<br>150HP<br>J.Jack&Sons,Liverpool | 20 |
| 109<br>98782<br>NHMV | Barnstable SteelScSr<br>~~J.Philip94-94~~ 1Dk(ptStl-ws)2trB<br>~~Elec.light~~ C.Clare &Awng dk | 1356<br>1151<br>745 | ✠100A1<br>Awning dk<br>withfreeboard<br>9,94 ~~3,94~~ | Mdb<br>A&CP<br>Bos<br>✠LMC3,94 | n | 1894<br>3mo | R.Craggs<br>&Sons<br>Middlesbro' | R.Craggs&Sons<br>WB=CellDB180'178tFPT | 230·2 | 31·5 | 15·0<br>22·2<br>BK8' | Middlsbro'<br>British<br>4BHCem<br>19tAPT20t | T.3Cy.22″,35″&57″–36″ (s)<br>160lb 80lb 170HP<br>2SB,6rf,GS122,HS3469<br>Wstgrth,Eng'sh&Co,Mdb. | 17 |
| 110<br><br>RHWM | Baroda SteelScSr<br>L.Doherr90-90 ssHam.No.1-94<br>Elec.light 2Dks(UStl-ws&1Irn)3trB | 2907<br>2783<br>1896 | ✠100A1<br>5,95~~12,93~~ | Ham<br>LA&CP<br>✠LMC12,89 12,93 | v | 1889<br>12mo | London&<br>Glasgow<br>Co.(Lim.)<br>Glasgow | HamburgCalcutta<br>Linie | 340·0<br>P16'B74'F42'<br>WB=CellDB256'567t | 42·1 | 26·2<br>BK11' | Hamburg<br>German<br>7BHCem | T.3Cy.24½″,37″&64″–48″ (s)<br>160lb 80lb 225HP<br>2DB,8cf,GS180,HS4821<br>Lon.&Glas.Co.(Lim.),Gls. | 29 |
| * 111<br>97563 | Baron Ardrossan SteelScSr<br>E.Wisnom83-92<br>1Dk(Stl)&Spardk(Irn)3trB | 2823<br>2647<br>1825 | ✠100A1<br>Spar dk<br>12,93 | Liv<br>A&CP<br>✠LMC12,91 | u | 1892<br>1mo | R.Dixon<br>&Co.<br>Middlesbro' | H.Hogarth | 309·2<br>P29'B40'F36'<br>WB=CellDB260'520t | 40·6 | 17·6<br>25·4<br>FK | Ardrossan<br>British<br>5BHCem | T.3Cy.23½″,38″&62″–42″ (s)<br>160lb 80lb 280HP<br>2SB,6cf,GS95,HS3730<br>T.Richardson&Sons,Hpl. | 19 |
| * 112<br>92877<br>KNLM | Baron Belhaven SteelScSr<br>~~R.Crosby -91~~ ~~ssMdb.No.1-91~~<br>Smith 2Dks(1Stl)<br>ssP.Gl.No.2-94 | 2356<br>2042<br>1482 | ✠100A1<br>11,94~~11,93~~ | Bry<br>A&CP<br>✠LMC11,93 11,94<br>P.Gl | t | 1887<br>8mo | R.Duncan<br>&Co.<br>Pt.Glasgow | H.Hogarth<br>WB | 300·5<br>P32'B70'F42'<br>drp94<br>=CellDB246'507t | 40·0 | 21·9<br>BK10' | Ardrossan<br>British<br>5BHCem<br>APT50t | T.3Cy.22″,35½″&57″–39″ (s)<br>160lb 70lb 250HP<br>2DB,8cf,GS110,HS3474<br>DuncanStewart&Co.,Gls. | 24 |
| 113 | Baron Clyde IronScSr<br>Beidelberg ssCly.No.3-5,89<br>ssArd.No.1-93<br>Well deck 1Dk(ptIrn)2trB | 1719<br>1390<br>1071 | ✠100A1<br>~~6,90~~ ~~10,90~~ 11,94 | Ard<br>LA&CP<br>✠LMC9,93 BS8,94<br>Shl | q | 1883<br>6mo | T.Turnbull<br>&Son<br>Whitby | F.Rahtkens&Co. | 260·4<br>Q98'B68'F29'<br>WB=DBu82'f96'324t | 37·1 | 18·5<br>FK | Rostock<br>German<br>4BHCem | C.2Cy.29″ ~~32″~~&62″–39″ (b)<br>80lb 60lb 160HP<br>2SB,6pf,GS78<br>Blair&Co.(Lim.),Stockton | |
| 114<br>92879<br>KVPD | Baron Douglas SteelScSr<br>J.F.Corning -94 ssLiv.No.1-93<br>2Dks(1Irn)&Webframes | 2700<br>2312<br>1725 | ✠100A1<br>12,94 ~~9,93~~ | Msl<br>LA&CP<br>✠LMC4,93<br>Bry | t | 1888<br>10mo | Blackwood<br>&Gordon<br>Pt.Glasgow | H.Hogarth<br>WB | 302·3<br>P47'B68'F37'<br>=CellDB250'429 | 40·2 | 23·5<br>BK10' | Ardrossan<br>British<br>5BHCem<br>APT72t | T.3Cy.22″,35″&57″–42″ (a)<br>160lb 60lb 200HP<br>2DB,8cf,GS110<br>Blackwood&Gordon,P.Gl. | 26 |
| 115<br>92880<br>LFRC | Baron Elibank SteelScSr<br>W.R.Smith -92 ssArd.No.1-93<br>1Dk(Irn)&Spardk&Webframes | 1772<br>1739<br>1135 | ✠100A1<br>Spar dk<br>~~10,94~~ ~~7,93~~<br>4,95 | Ard<br>LA&CP<br>✠LMC8,93<br>Cff | r | 1889<br>6mo | Murdoch &<br>Murray<br>Pt.Glasgow | H.Hogarth<br>WB | 259·7<br>B20'<br>=CellDB218'357t | 37·0 | 15·0<br>22·5<br>BK9' | Ardrossan<br>British<br>4BHCem<br>APT31t | T.3Cy.19½″,30½″&50″–39″(o)<br>160lb 70lb 160HP<br>2SB,4rf,GS84,HS2780<br>D.Stewart & Co.,Glasgow | 17 |
| 116<br>97561<br>LNTJ | Baron Fife SteelScSr<br>J.M.Crocker -93 ssGls.No.1-93<br>1Dk(Stl)&Spardk&Webframes<br>Now named "Saint Louis," See No. 45 in Supplement. | 1310<br>1258<br>816 | ✠100A1<br>Spar dk<br>4,94 | Gls<br>LA&CP<br>✠LMC11,90 | o | 1890<br>2mo | R.Duncan<br>&Co.<br>Pt.Glasgow | H.Hogarth<br>WB=CellD | 230·0<br>B19'<br>B193'303tAPT22t | 33·1 | 13·7<br>20·5<br>FK | Ardrossan<br>British<br>4BHptCem<br>ptAsp | T.3Cy.17½″27½″&46″–36″ (s)<br>160lb 70lb 130HP<br>2SB,4rf,GS71,HS2110<br>D.Stewart & Co.,Glasgow | 15 |
| 117<br>29793<br>QHDF | Baron Hambro' IronSc3MstSr<br>J.Moloney -92 ssNo.3-72<br>ssHul.No.2-80 1Dk2trB | 579<br>526<br>367 | ✠<br>1,83 | Hul | j | 1861<br>1mo | C.Lungley<br>London | Powley,Thomas&<br>Co. | 209·0<br>Q30'<br>ptND83len68 | 25·2 | 14·5<br>FK | W.Hartlpl<br>British<br>3BH | C.2Cy.20¼″&40″–26″<br>NE69NB~~77~~92 70HP<br>C.&W.Earle,Hull | |
| Lost 1,95 118<br><br>NBVH | Baron Stjernblad SteelScSr<br>V.Kihl79-90 2Dks<br>Elec.light | 999<br>774<br>627 | | | | 1890 | Motala M V<br>Gothenburg | Det forenede<br>Dampskibsselskab | 199·1 | 31·1 | 15·8 | Copnhagn<br>Danish<br>WB | T.3Cy.18″,29″&46½″–21″<br>130HP<br>MotalaM.V.,Gothenburg | |
| 119<br><br>TBSG | Baron van Tuijll IronScSr<br>J.Mondt74-74 1Dk<br>(exBanHok,exSingTjin) | 314<br>—<br>173 | | | | 1880 | Kon.Fab.<br>v.Stoom<br>Amsterdam | Billiton-Maats. | 132·3<br>P20' | 21·3 | 13·3 | Batavia<br>Dutch<br>WB | C.2.Cy.18″&32″–28″<br>45HP<br>Kon.Fab.v.Stoom.Ams. | |
| 120<br>187 | Barone de Pino IronScSr<br>F.Storff -89 (exSalve) 1Dk | 232<br>199<br>129 | | | | 1883 | Stabliment<br>Tecnico<br>Trieste | Flli.Rismondo fuF. | 140·1 | 17·0 | 11·0 | Macarsca<br>Aust.-Hung. | C.2Cy.18¼″&32″–21″<br>50HP<br>StabilimntoTecnco,Trieste | |
| 121<br>2115<br>JCFK | Baross SteelScSr<br>~~G.Katnich83-92~~ ssTri.No.1-92<br>Volani(exApex) 1Dk(Stl)2trB<br>Well deck Inner bottom plating Iron | 2117<br>1639<br>1331 | ✠100A1<br>5,93<br>BS9,94 | Gls<br>LA&CP<br>✠LMC8,92 | r | 1888<br>10mo | Palmers'<br>SBCo.(Lim.)<br>Newcastle | RoyalHungarian<br>SeaNav.Co.<br>"Adria"(Lim.) | 276·0<br>P29'Q76'B117'F34'<br>WB=CellDB228'416t | 37·8 | 18·8<br>BK9½' | Fiume<br>Aust.-Hung.<br>4BHCem | T.3Cy.22″,35″&58″–42″ (r)<br>160lb 80lb 200HP<br>2SB,6pf,GS99<br>Palmers'S.B.Co.(Lim)Nwc | 21 |
| 122 | Barquisimeto IronScSr<br>W.Wiseman (exCragside) 1Dk(Irn) | 129<br>105<br>75 | | ... | | 1887<br>6mo | Wood,<br>Skinner&Co.<br>Newcastle | QuebradaRy.Land<br>&CopperCo.Lim.<br>(N G.Burch,Mgr) | 92·0<br>Q30' | 20·1<br>B7' | 8·3<br>F13' | Pt.Cabllos<br>Venezuelan<br>WB | C.2Cy.12″&22″–16″<br>30HP<br>J.Abbot&Co.(Lim.),Nwc. | 8 |
| 123<br>64795<br>SQBP | Barrabool IronScBk<br>~~J.Clark -94~~ ssSyd.No.3-11,87<br>Well deck ssMel.No.1-91 1Dk2trB<br>Bell | 942<br>721<br>588 | ✠90A1<br>~~8,94~~ ~~10,93~~ 4,95<br>B&MS~~10,93~~<br>8,94 | Mel<br>A&CP | m | 1874<br>4mo | Palmrs'Co.<br>Newcastle | W.H.Smith&Sons<br>(Lim.) | 224·8<br>Q84'B44'F36'<br>srp94 | 30·5 | 15·2<br>BK8' | Melbourne<br>British<br>5BHCem | C.2Cy.30½″&57½″–36″<br>75lb NB81 140HP<br>2B<br>Cmp.81MortsDk&EngCo. | |

| 1 No. in Book. / Official No. / Code letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Register Tonnage: Gross. Under deck. Net. | 6 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 7 Port of Survey. | 7 Years Assigned. Date surveyed. Engines surveyed. Letter. | 8 | 9 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 (Other Registers in which classed. Details of Ice Class. Date of last Cert.) | 16 Mean Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 124 97377 LKCT | **Barraclough** *Well deck* McGregor | **SteelScSr** ~~SteamYacht~~ ssCliff.No.1–93 1*Dk*(*Irn*)2*trB* | 1784 1306 1117 | †100A1 12,92~~,04~~ | Bhn A&CP | *q* †LMC4,98 | | 1889 11mo | Ramage& Ferguson Leith | **T.Barraclough** *WB*=*Cell DB* 184′293*t FPT* | 260·1 \| 37·1 \| 17·1 P32′Q72′B100′ F31′ BK9½′ | **W Hartlepl** British | T.3Cy.19″,30″&51″–39″ (*s*) 160lb *70lb* 170H 2SB,*4rf*,GS84 Ramage&Ferguson,Leith | 19 ″ 5 s 1 ″ 6½ | | |
| 125 87185 KCQG | **Barracouta** *Hubbard*86–86 2*Dks*(*UStl–pt*ws)*pt Shadedk* | **SteelScSr** | 1659 1388 1082 | | | ... | | 1883 9mo | J.&G. Thomson Glasgow | **ChinaS.S.Co. (Lim.)** | 275·0 \| 35·1 \| 19·9 P74′ B58′ F30′ FK | **London** British | C.2Cy.32″&63″–45″ 176H J.&G.Thomson,Glasgow *WB* | 21 ″ 7 | | |
| 126 101031 | **Barratta** *J.Irving* 1*Dk* | **IronScCtr** | 113 98 68 | | | | | 1884 | J W Sutton &Co. Brisbane | **Burns,Philp&Co. (Lim.)** | 107·0 \| 20·2 \| 6·6 H9*t* F5*t* | **Sydny NSW** British | C.2Cy.13″&26″–18″ 30H Ross&Duncan,Glasgow | | | |
| 127 89428 SKLH | **Barrier** *A.Nicol* –93 *Well deck* 1*Dk*(*Stl*)&*Webframes* | **SteelScSr** | 2036 1594 1290 | † 6,89 † | Sld A&CP | *r* | | 1889 6mo | S. P. Austin &Son Sunderland | **AdelaideS.S.Co. (Lim.)** *WB*=*Cell DB* 236′529*t* | 282·0 \| 38·0 \| 18·4 P30′Q72′B124 F29′ BK9½′ | **Adelaide** British | T.3Cy.21″,35″&59″–39″ 200H 2SB,*4f*,GS74 Blair&Co.(Lim.),Stockton | 21 ″ 3 | | |
| 128 102077 | **Barrister** *J.Valiant* –93 2*Dks*(*Stl–Uws*)3*trB* *Elec.light* | **SteelScSr** | 4750 4397 3080 | †100A1 ~~6,94~~ 12,03 3,95 | Mdb A&CP | *y* †LMC2,98 Liv | | 1893 2mo | Sir R Dixon &Co. Middlesbro' | **CharenteS.S.Co. (Lim.)(T.&J. Harrison,** *Mgrs.*) *WB*=*Cell DB* 112′252*t* | 400·0 \| 45·2 \| 29·7 P58′B102′F48′ FK | **Liverpool** British | T.3Cy.25″,41″&68″–54″ (*s*) 180lb *90lb* 500H 2DB,*12cf*,GS210,HS7159 T.Richardson&Sons,Hpl. | 31 ″ 3 s 7 ″ 2½ | BT till ~~10,04~~ 9,05 | |
| 129 99069 MQBL | **Barrow** *C.Viveash* –92 1*Dk*(*Stl*)&*Webframes* | **SteelTwinScSp** | 1001 976 595 | †100A— 10,93 ~~12,93~~ | Lon LA&CP | †LMC~~9,98~~ 10,94 | | 1892 5mo | Naval Con. &Armmnts Co.(Lim.) Barrow | **LondonCounty Council** *WB*=*FPT* | 232·1 \| 38·2 \| 13·8 F19′ FK 154*t APT* 6′ | **London** British | T.6Cy.15″,23″&35″–24″ (*s*) 150lb 160H 2SB,*6cf*,GS108,BS2803 NavalC&ACo.(Lim.),Brw. | 14 ″ 6 | | |
| 130 91157 JPRS | **Barrowmore** *R.Waite* –91 ssLiv.No.2–92 2ndSurvey10,92 2*Dks*(*Irn*)3*trB* | **IronScBu** | 3715 3543 2454 | †100A1 A1*1 ~~6,04~~ 12,93 5,95 BS11,98 ~~12,94~~ | Liv LA&CP Lon | *w* Lv †LMC7,92 | | 1884 8mo | Richardsn, Duck&Co. Stockton | **S.S."Barrowmore" (L)(W.Johnston&Co.,Lim.)** *WB*= *DBuE & B* 76′238*t* | 350·0 \| 42·7 \| 28·8 P33′B94′F88′ BK11′ *FPT* 68*t APT* 23*t M* | **Liverpool** British | C.2Cy.43″&84″–54″ (*j*) 90lb *90lb* 400H 2DB,*12cf*,GS212 Blair&Co.(Lim.),Stockton | 30 ″ 7 s 6 ″ 4 | | 23·88 25·43 26·97 28·51 |
| 131 | **Barten** (*ex*Euxine) 1*Dk*(*Stl*) | **SteelScSr** | 166 137 84 | † 7,92 † | Cpl LA&CP | *b* | | 1888 10mo | J.F.Waddington&Co. Seacombe | **IdareiMassousieh** | 120·0 \| 20·0 \| 8·5 P26′F18′ | **Constanpl** Turkish | C.2Cy.13″&26″–18″ 28H 3*BHCem* J.F.Waddington&Co., Seacombe | | | |
| 132 98750 | **Barton** *Fulstow*76–91 1*Dk* | **IronTwinScK** | 123 123 23 | †100A— *For Towing* 6,91 | Shl *purposes* †LMC6,91 | | | 1891 6mo | Hepple& Co. N.Shields | **Man.Sheffield& Lin.Rly.Co.** | 96·5 \| 19·3 \| 8·6 BK6′ | **Hull** British | C.4Cy.13″&25″–22″ (*a*) 110lb 53H 1SB,*2pf*,GS30 Hepple&Co.,NorthShields | 9 ″ 0 | | |
| 133 65649 KRNH | **Basil** *Thompson*80–81 (*ex*Mirfield) 2*Dks*3*trB* | **IronScSr** | 1185 809 748 | 4,78 | Lon | ... Lv | | 1871 12mo | Scott&Co. Greenock | **BoothSteamShip Co.(Lim.)** | 221·4 \| 30·4 \| 17·6 24·4 | **Liverpool** British | C.2Cy.37″&55″–39″ NE&B85 130H D.Rollo&Sons,Liverpool *WB*=*DBa MT* | | BT till ~~9,94~~ 3,96 | |
| 134 99406 | **Bass Rock** *C.Edwards* –94 *Well deck* 1*Dk*(*Irn*) | **SteelScSr** | 493 338 198 | †100A1 ~~4,04~~ 10,94 | Liv LA&CP | *g* †LMC5,92 | | 1892 5mo | Ailsa S.B. Co. Troon | **A.Rowland&Co.** *WB*=*DBa* 33′ 36*t FPT* | 164·7 \| 26·1 \| 11·5 P12′Q73′B12′F22′ BK7′ | **Liverpool** British | T.3Cy.14″,23″&36″–27″ (*s*) 160lb *80lb* 81H 1SB,*3pf*,GS54,HS1425 Dunsmuir&Jackson,Gls. | 12 ″ 1 s ″ 9½ | | |
| 135 | **Bassac** *Lecoq* | **SteelTwinSc** | 214 — 128 | | | | | 1890 | A Dubige'n Nantes | **Messageries Fluviales de Cochinchine** | 167·3 \| 22·9 \| 5·5 Q19′ B14′ F26′ | **Saïgon** French | T.6Cy.9″,15″&24″–26″ 100H Voruz aîné,Nantes | | V | |
| 136 68359 WRKS | **Bassano** *W.Rea* | **IronSc3MstSr** (*ex*Altona) | 1822 1611 1183 | | | ... | | 1872 9mo | Backhouse &Dixon Middlesbro' | **T.Wilson,Sons& Co.(Lim.)** | 280·0 \| 35·0 \| 24·5 Q110′ F30′ | **Hull** British | T.3Cy.21″,35″&67″–36″ 260H *Cmp*.83CDHolms&Co.Hul | | | |
| 137 HLKJ | **Basse Indre** | **SteelTwinSc** | 125 — 56 | | | | | 1891 | Dubigeon Nantes | **Cie.deNavigation de laBasse-Loire** | 114·8 \| 19·7 \| 7·5 | **Nantes** French | C.4Cy.10¼″&20$\frac{1}{16}$″–10¼″ Daydé etPillé,Creil | | | |
| 138 52629 WCMR | **Bassein** *C.B.Jensen* –90 2*Dks* | **IronPadSr** | 340 318 208 | | | | | 1865 | Barclay, Curle&Co. Glasgow | **IndiaGen.Steam NavigationCo. (Lim.)** *WB* | 205·0 \| 21·2 \| 10·3 | **Calcutta** British | C.2Cy.25″&40″–60″ 110H Barclay,Curle&Co.,Gls. | | | |
| 139 98749 MTLV | **Bassethound** 1*Dk* | **IronScK** | 150 138 57 | †100A1 *StmTrawler* 7,91 | Hul LA&CP | †LMC7,91 | | 1891 7mo | Cook, Welton& Gemmell Hull | **HumberSteam TrawlingCo. (Lim.)** | 100·2 \| 20·9 \| 11·0 Q21′F19′ BK7½′ | **Hull** British | C.2Cy.17″&33″–22″ (*s*) 90lb 45H 1SB,*2pf*,GS30 Bailey&Leetham,Hull | 11 ″ 10 | | |
| 140 HLKN | **Bastia** *Poggi* 2*Dks*&*Spardk* | **IronScSr** | 1227 — 634 | | | | | 1872 | Scott&Co. Greenock | **Cie.Gén.Trans-atlantique** | 260·5 \| 29·9 \| 15·2 H80*t* 22·7 | **Marseilles** French | C.2Cy.33″&66″–36″ 250H Greenock Fndry.Co.,Grk. | | V | |
| 141 HLKS | **Bastiais** *Pietri* *Elec.light* (*ex*Shandon,*ex*Principe Tomaso) 2*Dks* | **IronScSr** | 940 — 472 | | | | | 1864 | Palmer Bros.&Co. Newcastle | **ChargeursCorses Réunis** | 250·8 \| 28·2 \| 17·6 Q85*t* F38*t* | **Marseilles** French | T.3Cy.21½″,36″&58″–36″ NE&B87 300H D.Rollo&Sons,Liverpool | 18 ″ 8 s 2 ″ 8½ | V | |
| 142 99072 MPNR | **Basuto** *W.Ladds* –94 1*Dk*(*Stl*)&*Spardk*(*Irn*)&*Webframes* | **SteelScSr** | 2742 2560 1764 | †100A1 *Spardk* ~~6,04~~ 12,94 4,95 ~~5,04~~ | Shl A&CP | *u* †LMC5,92 | | 1892 5mo | J.Laing Sunderland | **British&Colonial S.N.Co.(Lim.) (BucknallBros.,** *Mgs.*) *WB*= | 310·0 \| 40·5 \| 17·5 P30′B34 F36′ 25·5 drp92 BK10′ *Cell DB* 260′530*t AP* | **London** British | T.3Cy.24″,38″&64″–42″ (*r*) 160lb *90lb* 500H 2SB,*6rf*,GS35,HS4542 G.Clark(Lim.),Sunderland | 20 ″ 0 s 5 ″ 10½ | D | |
| 143 102639 NFQH | **Batanga** *J.W.Murray*87–93 *Elec.light* | **SteelScSr** 2*Dks*(*UStl*-ws)&*Webframes* | 2808 2416 1788 | †100A1 3,94 ~~6,04~~ | Liv LA&CP | *u* †LMC11,93 | | 1893 11mo | Naval Con-struction& Armaments Co.(Lim.) Barrow | **British&African Stm.Nav.Co. (Lim.,)** (Elder,Dempster &Co.,*Mgrs.*) *WB*= *Cell DB* 250′ 570*t FPT* | 336·0 \| 39·4 \| 22·3 P39′B116′F43′ FK *76t APT* 41*t* | **Glasgow** British | T.3Cy.23″,38″&63″–42″ (*s*) 180lb *100lb* 198H 2SB,*6rf*,GS126,HS3913 Naval Cnstruction&Armaments Co.(Lim.),Barrow | 25 ″ 0 s 5 ″ 0 | BT till ~~10,95~~ 6,95 | |
| 144 SGQW | **Batavier** *J.Sauer*74–81 2*Dks* | **IronScSr** | 678 — 502 | | | | | 1872 | Nederland StmbtMaats Rotterdam | **Nederl.Stoomb. Maats.** | 226·3 \| 29·9 \| 13·6 P44′ Q19′ B37′ | **Rotterdam** Dutch | C.2Cy.25″&45″–30″ 115H Nederl.Stmbt.Maats.Rtdm | | D | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | Cr. Qu. Fr. ber. mille. pds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 145 101663 | **Batavier** *E.B.Flak* –93 | **IronScSr** *ss*Sng.No.3–11,93 1*Dk* | 333 320 216 | ✠100A1 5,94 ~~11,98~~ 11,94 | Sng LA&CP LMC11,98 | *e* | 1882 8mo | P.Smit,jun Slikkerveer | **LimHoPuah** | 140·6 \| 21·8 \| 12·6 B24′F21′ *WB*= | **Singapore** British | C.2Cy.15¾″&30½″–21″ (*s*) 100lb *40lb* NB11,93 40H 1SB,*2cf*,GS30,HS778 *DBa*45′34*t* P.Smit,junr.,Slikkerveer | 12 |
| 146 JCGB | **Bathori** *M.Glavan*88–92 | **SteelScSr** 2*Dks*(*StlU*–ws)&*Webframes* | 2247 2010 1421 | ✠100A1 3,93 | Gls A&CP ✠LMC10,92 | *s* | 1892 10mo | Wigham Richard-son&Co. Newcastle | **RoyalHungarian SeaNavigation Co.“Adria”** (Lim.) *WB*= | 285·0 \| 38·2 \| 23·1 P30′B60′F33′ FK *Cell DB*220′372*t* | **Fiume** Aust.-Hung. | T.3Cy.22″,36″&59″–39″ (*s*) 165lb *80lb* 230H 2SB,*6rf*,GS99,HS3808 5*BHCem* *APT*49*t* WghmRichrdsn&Co.,Nwc | 25 s 4 |
| 147 102614 NDHW | **Bathurst** ~~*Walsh*~~ *T.W.Norman* -95 *Elec.light* | **SteelScSr** 2*Dks*(*UStl*–ws)&*Webframes* | 2808 2416 1788 | ✠100A1 ~~6,94 3,94 6,97~~ 3,95 | Liv LA&CP ✠LMC8,93 | *u* | 1893 8mo | NavalCon. &Armaments Co.(Lim.) Barrow | **British&African S.N.Co.(Lim.) (Elder,Dempster& Co.,*Mgrs.*)** *WB*= *Cell* | 336·0 \| 39·4 \| 22·3 P39′B116′F43′ FK *DB* 250′ 570*t* *FPT* | **Glasgow** British | T.3Cy.23″,38″&63″–42″ (*s*) 180lb *100lb* 198H 2SB,*6rf*,GS137,HS3993 6*BHCem* *APT*41*t* NavalC.&A.Co.(Lim),Brw. | 25 s 5 |
| 148 79548 | **Batman** | **IronScSr** 1*Dk* | 388 388 169 | | | | 1883 | W.Simons &Co. Renfrew | **MelbourneHar-bourTrustCom-missioners** | 153·6 \| 26·1 \| 12·2 | **Melbourne** British | C.2Cy.22″&40″–27″ 75H W.Simons&Co.,Renfrew | |
| 149 102786 | **Batoum** *R.H.Prout* –94 *Elec.light* | **SteelScSr** 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*Webframes* | 4054 3848 2621 | ✠100A1 *Spar dk* 9,94 ~~8,94~~ *Carrying Petroleum in bulk* | Sld A&CP ✠LMC8,93 | *w* Bry | 1893 8mo | J.Laing Sunderland | **S.S.Batoum (Lim.) (A.Suart)** | 345·0 \| 44·7 \| 22·0 B76′F38′ 29·0 FK | **London** British | T.3Cy.26″,42″&68″–45″ (*s*) 160lb *100lb* 400H 2DB,*8rf*,GS150,HS5350 14*BHCem* J.Dickinson,Sunderland | 23 s 6 |
| 150 HLKR | **Battambang** *Legros* | **SteelScSr** 1*Dk*&*Awngdk* | 668 634 318 | | | | 1888 | A.Dubig'on Nantes | **Messageries Fluviales de Cochinchine** | 191·7 \| 28·0 \| 21·0 B21*f* 14·1 | **Saïgon** French | T.3Cy.18″,29″&47″–29″ 150H J.Voruz,ainé,Nantes | |
| * 151 90085 | **Battle Isle** *W.McFarlane*84–85 *Well deck* | **IronScSr** *ss*Cly.No.3–8,90 1*Dk* | 198 151 51 | ✠100A1 5,93 BS3,93 | Gls LA&CP ✠LMC9,90 | *c* | 1885 10mo | Scott&Co. Bowling | ~~**W.S.Anderson (Colvils,Lowden &Co.,*Mgrs.*)**~~ C.F.Paton&Co. | 125·0 \| 20·1 \| 9·5 Q52′B5′F19′ drp91 BK7″ *WB*= *FPT* 15*t* | **Glasgow** British | C.2Cy.21″&40″–27″ (*s*) 90lb *90lb* 68H 1SB,*3pf*,GS52 3*BHCem* W.King&Co.,Glasgow | 10 |
| 152 3141 KGSF | **Battler** *F.Woolman*92–9 | **IronScSr** 1*Dk* | 139 — 77 | | | | 1881 | Neafie& Levy Philadelphia | **F.L.Neall** | 108·4 \| 22·0 \| 11·0 | **Philadlphia** Utd.States | C.2Cy.20″&34″–26″ Neafie&Levy,Philadelphia | |
| 153 HDBF | **Bauan** | **WoodSc** | 240 — 114 | | | | 1885 | ..... Manila | **Inchausti&Co.** | 140·0 \| 21·8 \| 8·5 | **Manila** Spanish | 60H | |
| 154 RJDM | **Baumwall** *H.Schuldt*87–90 | **SteelScSr** 2*Dks*(*Stl*–ws)3*trB* | 2889 2637 2143 | *Now named “Christiania,” See No. 52 in Supplement* | | … | 1890 12mo | Blohm& Voss Hamburg | **Hamburg-Ameri-kanischePacketf. Act.Ges.** | 330·2 \| 41·0 \| 25·6 P15′ B70′ F36′ BK11″ | **Hamburg** German | T.3Cy.23½″,38″&63″–42″ 300H 2SB,*6cf*,GS133 Blohm&Voss,Hamburg *WB* | 28 |
| 155 RFPK | **Bavaria** *C.J.D.Russ*91–91 | **IronScSr** 2*Dks*3*trB* | 1748 1610 1243 | | | | 1879 | Flensburg SchiffsbGes. Flensburg | **Hamburg-Ameri-kanischePacketf. Act.Ges.** | 273·9 \| 33·8 \| 23·5 P46′ F32′ | **Hamburg** German | C.2Cy.34″&62″–42″ 180H Flsbrg.Schffs.Ges.,Flsbrg. | |
| 156 96405 LKFH | — *J.Rees*85–89 *Well deck* *Elec.light* | **SteelScSr** *ss*Sws.No.1–93 1*Dk*(*Irn*)&*Webframes* | 1685 1358 1087 | ✠100A1 4,95 ~~12,93~~ | Sws LA&CP ✠LMC10,93 Dun | *q* | 1889 11mo | Murdoch & Murray Pt.Glasgow | **D.Scott&Son** | 259·1 \| 37·0 \| 16·7 Q94′B107′F31′ FK *WB*= *Cell DB*218′ | **Dundee** British | T.3Cy.21″,33″&54″–36″ (*s*) 160lb *80lb* 180H 2SB,*6rf*,GS93 4*BHCem* 369*t* *APT*52*t* Dunsmuir&Jackson,Gls. | 19 s 1 |
| Dismantled 1892 157 63226 JKMW | **Bavarian** *J.Penwill* –91 | **IronSc4MstSr** 3*Dks*(2*Irn*) | 3030 2020 1976 | ✠ 12,69 | Bel | Lv | 1869 10mo | Harland& Wolff Belfast | ~~**Furness,Withy&Co.(Lim.)**~~ T. W. Ward | 400·0 \| 37·2 \| 28·5 FS | **Liverpool** British | C.2Cy.32″&66″–54″ NE77 350H 7*BH* J.Jack&Co.,Liverpool | 30 s |
| 158 TBVH | **Bawean** *H.E.Sexauer*91–92 *Well deck* | **SteelScSr** 1*Dk*2*trB* | 923 601 649 | | | … | 1886 1mo | J.Laing Sunderland | **Koninkl.Paketv-Maats.** | 210·0 \| 30·5 \| 13·8 P140′ F32′ FK | **Batavia** Dutch | T.3Cy.19″,31″&51″–33″ 150H G.Clark,Sunderland | 19 |
| 159 96255 LGSC | **Bawnmore** *T.G.Keane* –94 *Well deck* | **SteelScSr** 1*Dk*(*Irn*)&*Webframes* | 2196 1675 1438 | ✠ *Class erased while fitted for carrying Petroleum in bulk* | Ant A&CP ✠LMC7,89 | *s* | 1889 7mo | AM'Millan & Son Dumbarton | **W.J.Woodside& Co.** *WB*= *Cell* | 279·0 \| 37·8 \| 19·4 P24′Q84′B116′F31′ *DB* 222′ 436*t* *FPT* | **Belfast** British | T.3Cy.22″,34″&56″–39″ 160H 4*BHCem* 92*t* *APT*39*t* Dunsmuir&Jackson,Gls. | 27 s 2 |
| * 160 98495 | **Bawtry** *E.J.Simmons* –94 *Well deck* | **SteelScSr** 1*Dk*(*pt Stl&pt Irn*) &*Webframes* | 2407 1810 1542 | ✠100A1 9,94 ~~4,94~~ | Bry A&CP ✠LMC11,90 Bly | *s* | 1890 11mo | TyneIron Shipbuilding Co.(Lim.) Newcastle | **Sivewright,Bacon &Co.** *WB*= *Cell DB* | 290·0 \| 38·1 \| 19·9 Q117′B120′F33′ FK 248′ | **W. Hartlpl** British | T.3Cy.21½″,35″&58″–39″ (*s*) 160lb *80lb* 220H 2SB,*6pf*,GS100,HS3500 6*BHCem* 563*t* *APT*8*t* Wlsd.Slp.&Co.(Lim.) Nwc | 27 s 3 |
| * 161 83996 JPHN | **Bay Fisher** ~~*R.Halcaff* 94~~ *W.Bee*91–95 | **IronScSr** *ss*Brw.No.2–92 1*Dk*(*pt Irn*) | 352 324 177 | ✠100A1 4,94 ~~BS2,94~~ 4,95 | Brw LA&CP ✠LMC9,92 | *g* | 1884 7mo | M'Ilwaine, Lewis & Co. Belfast | **BayFisherS.S.Co. (Lim.) (J.Fisher&Sons)** | 162·3 \| 23·9 \| 11·9 Q21′ B35′F29′ BK7″ *WB*= *FPT* | **Barrow** British | C.2Cy.19″&36″–30″ (*a*) 85lb 60H 1SB,*2pf*,GS36 4*BHCem* 21*t* *APT*27*t* M'Ilwaine,Lewis&Co.,Bel. | 13 s 1 |
| 162 | **Bayazid** *Cosma*55–72 | **WoodPad** | — — 64 | | | | 1860 | J.White West Cowes | **Chirket-i-Hairie (Bosphorus SteamNav.Co.)** | 120·0 \| 17·0 \| 8·1 | **Constanpl** Turkish | 40H JohnPenn&Sons | |
| QFBS | **Bayern** *W.Schmölder*86–93 *Elec.light* | **SteelScBg** 3*Dks*&*pt Prom dk* | 5343 3290 3435 | | | | 1886 | Act.Ges. “Vulcan” Stettin | **Norddeutscher Lloyd** | 436·1 \| 45·0 \| 32·6 B146′F60′ len93 *WB* | **Bremen** German | T.3Cy.36″,57″&91″–59″ Act.Ges.“Vulcan,”Stettin | |
| 164 61153 | **Bayfield** (*ex*Edsall,*ex*GeneralU.S.Grant) 1*Dk* | **WoodSc** | 150 150 94 | | | | 1864 | W.Crosth-wait Buffalo,U.S. | **Government of Canada** | 110·0 \| 18·5 \| 9·3 | **Toronto** British | 1Cy.28″–30″ 75H D.Dell,Buffalo,U.S. | |
| 165 JSRM | **Bayonés** *C.Piñole* –93 (*ex*UgarteNo.1) | **IronScSr** 1*Dk* | 176 — 92 | | | | 1876 | W.B. Thompson Dundee | **J.Pedrós** | 118·2 \| 20·6 \| 9·8 Q20′ F19′ *WB* | **Bilbao** Spanish | C.2Cy.17″&34″–20″ 45H W.B.Thompson,Dundee | |

| 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 166 **Bayonne** SteelSc3MstSr<br>*J.E.Payne –92* *ssGls.No.1–93*<br>*1Dk(Stl)&Spardk(Stl)&Webframes*<br>*Elec.light VonHugo88–96* | 3294<br>3068<br>2154 | ✠100A1<br>3,95 *Spardk*<br>~~11,94~~ ~~1,98~~ ✠LMC11,98<br>*Carrying Petroleum in bulk* | Gls<br>LA&CP | *v*<br>PM | 1889<br>8mo | A.& J. Inglis<br>Glasgow | Act.GesellschaftAtlantic<br>~~BayonneSteam ShipCo.(Lim.) (T.P.Bliss)~~<br>*WB=DBu B38′ 122t FPT* | 330·0 \| 42·2 \| 21·1<br>P84′B15′F48′ 28·4<br>srp93 FK<br>*103t APT80t DeepT* | Bremen<br>~~London~~<br>British<br>*14BHpt Cem* | T.3Cy.24″,40″&63″–48″ (*s*)<br>160lb *90lb* NDB93 250HP<br>2DB,*12rf*,GS180,HS4834<br>A.&J.Inglis,Glasgow | 22 ″ 2<br>s 6 ″9½ | |
| 167 **Bazalgette** SteelTwinSc<br>*Pirie92–92* *ssLon.No.1–91*<br>*1Dk(Stl)* | 990<br>967<br>613 | ✠100A–<br>6,94 ~~10,98~~<br>✠LMC~~8,98~~6,94 | Lon | | 1887<br>5mo | Brw.S BCo. (Lim.) Barrow | **LondonCounty Council** | 230·2 \| 38·2 \| 13·8<br>drp93 FK | London<br>British<br>*5BHCem* | T.6Cy.15″,22″&33″–24″ (*s*)<br>150lb 120HP<br>2SB,*4cf*,GS80,HS2020<br>BarrowSBCo.(Lim.),Brw. | | |
| 168 **Bazan** IronSc3MstSr<br>~~*P.Mantecola74–91*~~ *ssLon.No.3–5,93*<br>*N.Asqueta76–93* *1Dk2trB* | 805<br>679 ~~5,94 5,96~~ 5,95<br>479 BS5,94 ✠LMC5,93 | ✠90A1<br>5,95 | Lon<br>A&CP<br>Ham | *k* | 1880<br>6mo | J.Read-head&Co. S.Shields | ~~J.Roca&Co.~~<br>*ClaMaritima* | 194·5 \| 29·6 \| 15·5<br>P56′B9′F27′ BK7½″ | Barcelona<br>Spanish<br>*4BHCem* | C.2Cy.23″&46″–30″ (*i*)<br>80lb *50lb* 90HP<br>1DB,*4pf*,GS60<br>J.Readhead&Co.,S.Shields | | |
| 169 **Bea Bellido** SteelScSr<br>~~*J.W.Dunn88–93*~~ *1Dk(Stl)*<br>*&Spardk(Stl–ws)&deepframing*<br>*Elec.light R.W.Young91–94* | 1914<br>1732<br>1202 | ✠100A1<br>*Spardk*<br>~~8,94~~ ~~1,93~~ ✠LMC4,93<br>2,95 | Sld<br>A&CP<br>N.Yk | *r* | 1893<br>4mo | Short Bros. Sunderland | **PrinceStm.Shipping Co.(Lim.) (J.Knott,*Mgr.*)** | 277·0 \| 37·2 \| 14·3<br>P20′B71′F32′ FK<br>*WB=Cell DB 212′ 372t FPT* | Newcastle<br>British<br>*4BHCem*<br>*95tAPT33t* | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *100lb* 180HP<br>2SB,*6cf*,GS94,HS3180<br>J.Dickinson,Sunderland | 16 ″ 6<br>s 5 ″ 0 | |
| 170 **Beacon Light** SteelScSr<br>*W.Deuchars90–90*<br>*Elec.light 2Dks*<br>*Carrying Petroleum in bulk* | 2763<br>2694<br>2107 | | | | 1890 | Sir W.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | **R.Stewart&Co.** | 311·0 \| 40·2 \| 28·2<br>B20′ F28′ | Liverpool<br>British | T.3Cy.23″,37″&60″–39″<br>FD 250HP<br>Wlsd.Slpw.Co.(Lim.),Nwc | | V |
| 171 **Beaconsfield** IronScSr<br>*W.Holmes89–89* *ssShl.No.3–4,89*<br>*ssShl.No.1–93*<br>*2Dks(1Irn)3trB* | 1736<br>1640<br>1118 | ✠100A1<br>7,94 ~~9,98~~<br>✠NB4,89 | Shl<br>A&CP<br>Lon | *r* | 1877<br>7mo | Tyne I.S. B.Co. Newcastle | **G.Cleugh&Co.** | 270·0 \| 34·0 \| 24·5<br>Q40′F38′ BK9½″<br>*WB=DBa82′* | N.Shields<br>British<br>*4BHCem*<br>*fuB24′186t* | C.2Cy.32″&61″–36″ (*r*)<br>80lb *80lb* NDB89 160HP<br>2SB,*6pf*,GS96<br>N.E.MarineE.C.(Lim.),Sld | 25 ″ 9<br>s 4 ″7½ | |
| 172 **Beagle** WoodSc3MstSr<br>*C.Stuart –92* *1Dk* | 229<br>213<br>156 | | | | 1877 | W.Yabsley Rchd R.NSW | **JohnM.Brydon** | 147·1 \| 21·0 \| 8·8 | Brisbane<br>British | 2Cy.21″–15″<br>35HP | | |
| 173 — SteelTwinScSk<br>*1Dk* | 147<br>121<br>100 | | | | 1892 | Blackwood &Gordon Pt.Glasgow | **OceanS.S.Co.** | 110·5 \| 20·2 \| 6·8<br>P10′ Q19′ F12′ | Liverpool<br>British<br>*WB* | C.4Cy.9″&18″–15″<br>27HP<br>Blackwood& Gordon,P.Gl. | | |
| 174 **Beamish** IronScSr<br>*J.S.Watson79–83* ~~*ssShl.No.2–91*~~<br>*Well deck* *1Dk(Irn)2trB*<br>*ssLon No.3–2,94* | 1270<br>996<br>791 | ✠100A1<br>6,94 ~~3,94 5,94~~<br>~~BS2,94~~ ✠LMC~~2,94~~2,94 | Lon<br>LA&CP<br>Shl | *o* | 1883<br>4mo | J.Read-head&Co. S.Shields | **J.Fenwick&Son** | 240·0 \| 35·2 \| 16·0<br>Q90′B50′F30′<br>drp94 FK<br>*WB=DBa73′f59′* | London<br>British<br>*4BHCem*<br>*360tAPT14t* | C.2Cy.30″&57″–36″ (*i*)<br>80lb *75lb* 135HP<br>2SB,*4pf*,GS65<br>J.Readhead&Co.,S.Shields | 17 ″ 0<br>s 1 ″10 | |
| 175 **Bear** IronScSr<br>*A.Blair –92* | 658<br>566<br>317 | | | | 1870 | J.&G. Thomson Glasgow | **G.&J.Burns** | 220·6 \| 28·1 \| 14·1<br>P65*t* F50*t* - | Glasgow<br>British | C.2Cy.33½″&58½″–36″<br>NB81 150HP<br>J.&G.Thomson,Glasgow | | BT till ~~7,94~~ 6,95 V |
| 176 **Bearn** IronScBg<br>*DeFerry*<br>*3Dks(Irn)* | 4134<br>3892<br>2616 | | | … | 1881<br>10mo | Brw S BCo. (Lim.) Barrow | **Société Gén.de TransportsMarit. à vapeur** | 398·9 \| 40·2 \| 31·6<br>B91′F73′ BK10″ | Marseilles<br>French<br>*8BHCem*<br>*WB* | C.2Cy.49 3/7″&90 3/8″–47¼″<br>500HP<br>6SB,18*pf*,GS387<br>Brw.S.B.Co.(Lim.)Barrow | | |
| 177 — SteelScSr<br>*E.Goron85–94*<br>*1Dk(ptIrnptStl)2trB* | 1235<br>1122<br>887 | ✠100A1<br>3,94 ✠LMC3,94 | Mdb<br>LA&CP | *o* | 1894<br>3mo | Sir Raylton Dixon &Co. Middlesbro | **Delmas frères** | 232·7 \| 34·5 \| 16·8<br>P24′B53′F29′ BK8″<br>*WB=CellDB178′* | La Rochlle<br>French<br>*4BHCem*<br>*314tAPT44t* | T.3Cy.17½″,28″&46″–33″ (*s*)<br>160lb *80lb* 150HP<br>1SB,*4pf*,GS66,HS2160<br>N.E.Mar.E.Co.(Lim.),Nwc | 19 ″ 0<br>s 2 ″ 7½ | |
| 178 **Beatrice** SteelScSr<br>*J.Edwards –93* *ssShl.No.1–92*<br>*Well deck* *1Dk(Stl)2trB* | 2195<br>1724<br>1442 | ✠100A1<br>9,94 ~~3,94~~ ✠LMC10,92 | Gls<br>A&CP<br>Bry | *s* | 1888<br>9mo | Bartram, Haswell &Co. Sunderland | **Howard S.S.Co. (Lim.)(C.Howard &Sons,*Mgrs.*)** | 290·0 \| 39·0 \| 18·7<br>Q98′B138′F33′ BK10″<br>*WB=CellDB220′* | London<br>British<br>*6BHCem*<br>*402tAPT21t* | T.3Cy.22″,36½″&60″–42″ (*s*)<br>150lb *80lb* 200HP<br>2SB,6*cf*,GS100<br>J.Dickinson,Sunderland | 21 ″ 6<br>s 2 ″ 1 | |
| 179 — SteelScSr<br>*B.Smith83–90* *ssDub.No.1–93*<br>*Well deck* *1Dk(Irn)&Webframes* | 657<br>552<br>304 | ✠100A1<br>5,94 ~~10,93~~ ✠LMC10,93 | Dub<br>LA&CP | *l* | 1890<br>1mo | Richardson Duck&Co. Stockton | **M.Murphy, jun.** | 208·0 \| 29·1 \| 13·4<br>P24′Q84′F27′ BK7″<br>*WB=Cell DB169′ 218t FPT* | Dublin<br>British<br>*4BHAsp*<br>*16tAPT8t* | T.3Cy.16½″,26½″&45″-33″(*s*)<br>160lb *75lb* 99HP<br>1SB,*3cf*,GS60,HS1899<br>T.Richardson&Sons,Hpl. | 15 ″ 8<br>s 1 ″ 9½ | |
| 180 — IronPad | 159<br>158<br>38 | | | | 1881 | Samuda Bros. London | **Lon.&IndiaDocks JointCommittee** | 100·0 \| 20·6 \| 10·7 | London<br>British | L.2Cy.32¼″–54″<br>80HP<br>J.Stewart&Son,London | | |
| 181 **Beautiful Star** IronScSr<br>*J.M.Richardson –89* *1Dk* | 177<br>152<br>146 | | | | 1862 | Wigham Richardson &Co. Newcastle | **UnionS.S.Co.of NewZealand (Lim.)** | 119·2 \| 17·2 \| 10·6<br>H21*t* | Dunedin<br>British | 2Cy.18″–13″<br>30HP | | |
| 182 **Beaver** SteelTwinScSr<br>*A.Macintyre –91*<br>*(Hopper Dredger) 1Dk(Irn–ws)* | 412<br>411<br>138 | ✠<br>*Stm Hopper*<br>5,89 ✠ | Gls | | 1889<br>5mo | W.Simons &Co. Renfrew | ~~NatalHarbour Board~~<br>*NatalGovernment* | 150·2 \| 30·1 \| 11·4<br>FK | PortNatal<br>British<br>*4BHCem* | C.4Cy.15″&30″–21″<br>85HP<br>W.Simons&Co.,Renfrew | 12 ″ 0 | |
| 183 — SteelSc3MstSr<br>*H.S.Carter90–90* *1Dk(Irn)*<br>*Well deck* *ssHul.No.1–94* | 312<br>248<br>188 | ✠100A1<br>7,94 ~~6,93~~<br>~~BS10,94~~ ✠LMC~~1,00~~ 7,94 | Liv<br>A&CP<br>Hul | *e* | 1890<br>1mo | Schlesinger Davis&Co. Newcastle | **CarterBros.&Co.** | 138·0 \| 22·4 \| 10·7<br>Q74′B7′F20′<br>~~drp91&93~~ BK6″<br>*WB=FPT* | Exmouth<br>British<br>*3BHCem*<br>*49tAPT18t* | T.3Cy.10½″,16½″&27″–21″(*s*)<br>160lb *60lb* 35HP<br>1SB,*2pf*,GS33,HS750<br>Hanna,Donld&Wilsn,Psy. | 11 ″ 6<br>s ″ 11½<br>w1 ″ 0½ | |
| 184 — SteelTwinScSr<br>*J.Mitchell –86* *1Dk* | 222<br>218<br>73 | ✠<br>3,94 ✠ | Lth<br>LA&CP | *d* | 1886<br>3mo | Ramage & Ferguson Leith | **Webster&Co.** | 135·2 \| 21·6 \| 10·6<br>B55′ | Brisbane<br>British<br>*4BHCem* | C.4Cy.17″&34″–18″<br>96HP<br>Ramage&Ferguson,Leith | 11 ″ 6 | |
| 185 **Beberibe** SteelScSr<br>*S.deSilva –90*<br>*1Dk(ptStl–ws)&ptShade dk* | 656<br>476<br>389 | ✠100A1<br>*pt Shade dk*<br>3,90 ✠LMC3,90<br>*CoastingRio Grande doSul&Ceara* | Nwc<br>LA&CP | *j* | 1890<br>3mo | W.Dobson &Co. Newcastle | **Cia.deNav.de Pernambuco** | 200·5 \| 29·2 \| 11·5<br>P52′F28′ FK<br>*WB=CellDB128′* | Prnmbuco<br>Brazilian<br>*4BHCem*<br>*138tAPT24t* | T.3Cy.16″,26″&43″–30″ (*s*)<br>160lb *80lb* 80HP<br>2SB,*4cf*,HS76<br>Wghm Richrdsn&Co.,Nwc | 12 ″ 1 | |
| 186 **Bebington** IronTwinSc | 435<br>435<br>140 | | | … | 1880<br>8mo | W.Allsup &Sons Preston | **MunicipalCorporation of Birkenhead** | 130·0 \| 45·2 \| 12·4 | Liverpool<br>British | C.4Cy.19″&34″–24″<br>98HP<br>W.Allsup&Sons,Preston | | BT till ~~6,94~~ 7,95 |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 / 3 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 187<br>82792<br>VCWF | **Beckton** IronScSr<br>*J.Mountain* -93 ssShl.No.3-8,93<br>1*Dk(Irn)*2*trB* | 1448<br>1161<br>905 | ✠100A1<br>5,93 ~~8,93~~<br>BS~~8,94~~ ✠LMC12,92<br>2,95 | Shl<br>Nwc | *p* | 1880<br>7mo | JLThomp-son&Sons<br>Sunderland | R.Gordon&Co. | 248·0\|35·3\|17·6<br>P29'B26'F26' BK9"<br>WB=DBa80'f44'296tFPT | London<br>British<br>6BHCem<br>69tAPT40t | C.2Cy.33"&63"-39" (i)<br>80lb 160HP<br>2SB,6pf,GS86<br>N.E.MarineECo.(Lim.)Sld. |
| 188<br><br>MDQJ | **Bedale** IronScSr<br>~~*Speigelberg*~~ -92 ssShl.No.3-7,92<br>*Well deck* 1*Dk(Irn)*2*trB*<br>*Grahll* | 1238<br>1029<br>799 | ✠100A1<br>6,94 ~~6,93~~<br>BS~~10,93~~ LMC7,92<br>11,94 | Mdb<br>A&CP<br>Shl | *o* | 1879<br>7mo | J.Read-head&Co.<br>S.Shields | C.Rahtkens | 242·0\|32·6\|17·6<br>Q89'B50'F26'<br>BK8½"<br>WB=DBa69'f98' | Rostock<br>German<br>4BHCem | C.2Cy.27½"&52"-33"<br>70lb 70lb NDB89 110HP<br>1B,GS50<br>J.Readhead&Co.,S.Shields |
| 189<br>90337<br>KJCW | **Bede** IronScSr<br>*W.Anderson*82-90 ssSld.No.1-91<br>1*Dk(Irn)*&*Spardk*3*trB* | 3270<br>3046<br>2101 | ✠100A1<br>*Spar dk*<br>1,94<br>BS1,94 ✠LMC11,90 | Sld<br>A&CP | *v* | 1886<br>7mo | Short Bros.<br>Sunderland | J.S.Barwick | 322·0\|42·1\|19·9<br>B80'F21' 27·4<br>BK11"<br>WB=CellDB242'431t | London<br>British<br>5BHCem | T.3Cy.25",40"&66"-45" (s)<br>150lb 70lb 400HP<br>2DB,8cf,GS138<br>J.Dickinson,Sunderland |
| 190<br>79229<br>SWNK | **Bedford** IronScSr<br>*J.Taylor* -93 ssLgn.No.3-2,93<br>2*Dks*(1*Irn*)3*trB* | 1849<br>1725<br>1201 | ✠100A1<br>~~7,94 6,93~~ 3,95<br>BS~~5,90~~ ✠LMC2,93<br>7,94 | Shl<br>LA&CP<br>Cff | *r* | 1879<br>12mo | TyneI.S. B.Co.<br>Newcastle | Cay,Hall&Co. | 270·0\|35·0\|24·4<br>P25'B68'F32'<br>BK9½"<br>WB=DBa80'&uB26' | N.Shields<br>British<br>5BHCem | C.2Cy.33"&63"-39"<br>80lb 80lb 180HP<br>2B,GS78<br>N.E.MarineECo.(Lim.)Sld |
| 191<br>89970<br>JFCT | **Bedlington** IronScSr<br>Wrecked, 5,95<br>*E.Thomas*92-92 2ndSurvey,Shl.2,91<br>*Well deck* 1*Dk(Irn)*2*trB* | 1379<br>1080<br>892 | ✠ ~~A1~~<br>4,94<br>B&MS4,94 | Shl | Lv | 1884<br>1mo | BarrowCo. (Lim.)<br>Barrow | J.Lilly&Co. | 240·1\|34·2\|16·3<br>Q102tB140tH26t<br>F31t FK<br>drp92 WB=CellDB | W. Hartlpl<br>British<br>4BH1PBH | C.2Cy.30"&60"-36" (a)<br>90lb 150HP<br>2SB,6pf,GS104,HS2522<br>BarrowCo.(Lim.),Brw. |
| 192<br>78637<br>RWSL | **Bedlormie** IronSc3MstSr<br>~~*E.G.Thomas*~~ -93 ssBrw.No.3-9,90<br>*T.Little* -94 1*Dk(Irn)* | 402<br>311<br>187 | ✠<br><br>BS1,94 LMC6,90 | | ··· | 1878<br>6mo | R.Dixon& Co.<br>Middlesbro' | J.Mawson&Son | 155·0\|23·6\|12·4<br>P58'F23'<br>BK7"<br>WB=DBa33'f47' | Barrow<br>British<br>3BHCem<br>95tFPT18t | C.2Cy.23½"&42"-30"<br>68lb 70HP<br>1B,GS32<br>Blair&Co.(Lim.),Stockton |
| 193<br>81276<br>SPQR | **Bedouin** IronScSr<br>*T.Pole* -94 ssHul.No.3-12,91<br>2*Dks*(1*Irn*&1*ptIr*)3*trB*<br>*Now named* "Pentland," *See No. 3 in Supplement.* | 1967<br>1844<br>1277 | ✠100A1<br>9,93<br>BS5,94 LMC3,91 | Npt<br>A&CP | *s* | 1879<br>5mo | C.Mitchell &Co.<br>Newcastle | ~~BedouinStm.Nav. Co.(Lim.)~~<br>~~(W.&R.Thomson Mgrs.)~~<br>C.H.Scott&Co. | 286·0\|35·0\|24·2<br>P27'F37'<br>srp92 BK9½"<br>WB=DBaf&uE&B140' | Liverpool<br>British<br>5BHCem | C.2Cy.34"&64"-42"<br>80lb 225HP<br>2B,6pf,GS98<br>Wllsnd.S.C.(Lim.),Wlsnd |
| 194<br>95806 | **Bee** SteelScSr<br>*J.Litten*89-89 ssHul.No.1-93<br>1*Dk* | 141<br>131<br>47 | ✠100A1<br>*StmTrawler*<br>10,94 ~~8,93~~<br>✠NB10,94 | Hul<br>A&CP<br>✠LMC8,93 | | 1889<br>9mo | D.M'Gill &Co.<br>Irvine | BritishSteam TrawlingCo. (Lim.) | 100·8\|20·6\|10·0<br>F8'<br>BK6" | Hull<br>British<br>3BHCem | T.3Cy.11",16½"&27"-22" (s)<br>160lb 40HP<br>1SB,~~2pf,GS38~~2cfGS23HS615<br>Muir&Houston,Glasgow |
| 195 | — SteelScK<br>*Nurse*92-92 1*Dk(Irn)* | 55<br>55<br>1 | ✠ A1<br>*For Towing purposes*<br>10,92 ✠LMC10,92 | Glr | | 1892<br>10mo | Summers& Scott<br>Gloucester | J.Constant | 67·6\|16·2\|7·9<br>BK5" | London<br>British<br>4BHCem | C.2Cy.14"&28"-22" (s)<br>100lb 35HP<br>1SB<br>Summers&Scott,Glr. |
| 196<br>97951<br>LWGN | **Beechdene** SteelScSr<br>*J.Harrison*92-92 ssNwc.No.1-95<br>1*Dk(Irn)*2*trB*&*ptAwngdk(Irn)* | 2508<br>1904<br>1586 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard* ~~Bly Lr~~<br>~~6,94 7,93~~<br>~~2,94~~ 4,95 ✠LMC10,90 9,94 | Nwc<br>A&CP | *s* | 1890<br>10mo | ShortBros.<br>Sunderland | J.T.Lunn&Co. | 290·0\|40·0\|19·9<br>P31'Q82'B116'F33'<br>FK<br>WB=CellDB218'504tFPT | Newcastle<br>British<br>6BHCem<br>65tAPT47t | Q.4Cy.17",21",32½"&57"-39"<br>200lb 80lb (s) 200HP<br>3SB,6pf,GS102<br>W.Allan&Co.,Sunderland |
| 197<br>85007<br>WJQH | **Beechville** IronScSr<br>~~*J.A.Booth*~~ -92 ssHpl.No.2-90<br>*Well deck* 1*Dk(Irn)*2*trB*<br>*J.W.Robinson* | 1639<br>1309<br>1042 | ✠100A1<br>7,93<br>BS~~7,90~~ ✠LMC8,90<br>3,94<br>*Now named* "Hafursfjord," *See No. 35 in Supplement.* | Shl<br>A&CP | *q* | 1882<br>4mo | W.Gray& Co.<br>WHartlepool | R Shadforth&Co. | 257·1\|35·7\|18·8<br>Q98'B67'F33'<br>drp92 BK9"<br>WB=DBa82'/92'316t | Sundrland<br>British<br>4BHCem | C.2Cy.32½"&60"-39" (i)<br>80lb 75lb NDB90 150HP<br>2SB,6pf,GS70<br>Blair&Co.(Lim.),Stockton |
| 198<br>102936 | **Beeforth** SteelScSr<br>*R.Bennington* -94 1*Dk*(*ptStlptIrn*)<br>&*Webframes*&*ptAwng dk*(*Irn*) | 2659<br>1997<br>1722 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard* ~~Bly~~ Bry<br>~~8,94 2,94~~ ✠LMC3,94<br>5,95 | Nwc<br>LA&CP | *t* | 1894<br>2mo | Palmers' Co.(Lim.)<br>Newcastle | Newton,Appleton &Co. | 303·0\|43·1\|19·2<br>P25'Q96'<br>*ptAwng dk*181' FK<br>WB=CellDB216'439t | Hull<br>British<br>6BHCem | T.3Cy.24",38"&64"-42" (s)<br>160lb 300HP<br>2SB,6rf,GS92,HS4105<br>Palmers'Co.(Lim.),Nwc. |
| 199<br>93302 | **Beeloo** SteelPadSr<br>*Elec.light* | 1033<br>1033<br>650 | | | | 1886 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.(Lim.) | 310·0\|40·1\|11·7 | Glasgow<br>British | C.2Cy.37½"&65"-72"<br>375HP<br>Denny&Co.,Dumbarton |
| * 200<br>96144<br>LFMK | **Beeswing** SteelScSr<br>*H.Russell*83-89 ssBlv.No.1-94<br>1*Dk(Stl)*&*Spardk*3*trB* | 1924<br>1865<br>1248 | ✠100A1<br>*Spar dk*<br>3,95 ~~2,94~~ ✠LMC8,94 | Bly<br>A&CP<br>Shl | *r* | 1889<br>6mo | Palmers' Co.(Lim.)<br>Newcastle | BeeswingS.S.Co. (Lim.)<br>(J.E.Bowser& Son) | 265·0\|39·8\|15·6<br>F33' 22·1<br>FK<br>WB=CellDB224' | Newcastle<br>British<br>4BHCem<br>450tAPT20t | T.3Cy.22",35"&58"-42" (r)<br>150lb 80lb 200HP<br>2SB,6cf,GS103,HS3523<br>Palmers'Co.(Lim.),Nwc. |
| * 201<br>87040<br>HCKW | — SteelScSr<br>*J.Roland* -94 ssMel.No.2-92<br>*Well deck* 1*Dk(Irn)*2*trB* | 1119<br>877<br>716 | ✠100A1<br>12,93<br>BS7,93 ✠LMC8,92 | Mel<br>LA&CP | *n* | 1882<br>9mo | Dobson& Charles<br>Grangemoth | MelbourneShip-pingCo.(Lim.) | 230·0\|33·2\|15·5<br>Q77'B61'F32'<br>srp94<br>WB=DBa54f | Melbourne<br>British<br>5BHCem<br>87tFPT30tAPT13t DTf13'73t | C.2Cy.27"&53"-36" (j)<br>80lb 120HP<br>Hutson&Corbett,Glasgow |
| 202<br>95263<br>KRBW | **Beethoven** SteelScSr<br>*G.W.Turner* -93 ssShl.No.1-93<br>*Well deck* 1*Dk(Stl)*&*Webframes* | 2216<br>1683<br>1407 | ✠100A1<br>~~3,93~~10,94<br>BS7,94 ✠LMC5,92 | Bry<br>A&CP | *s* | 1888<br>3mo | JLThomp-son&Sons<br>Sunderland | JennesonTaylor& Co. | 290·6\|38·6\|19·5<br>P29'Q80'B122'<br>F33' BK10"<br>WB=CellDB234' | Sundrland<br>British<br>6BHCem<br>175tAPT25t | T.3Cy.22",37"&60"-39" (s)<br>160lb 160lb 200HP<br>2SB,6cf,GS92<br>J.Dickinson,Sunderland |
| 203<br>83765<br>QHVJ | **Bega** SteelTwinScSr<br>*W.O.Hersee* 1*Dk*&*Awngdk* | 567<br>555<br>305 | ✠<br>*Awng dk*<br>*with load line*<br>5,83 ✠ | Grk<br>LA&CP | *i* | 1883<br>3mo | Russell& Co.<br>Greenock | IllawarraS.N.Co. | 189·4\|24·6\|8·0<br>16·0<br>FK | SydneyNSW<br>British<br>4BHCem<br>WB=tankf56tAPT17t tanka22t | C.2Cy.25"&48"-27"<br>98HP<br>Rankin&Blackmore,Grk. |
| 204<br>96197<br>LFMH | **Begonia** IronScK<br>*A.Naulls*89-89 ssGms.No.1-93<br>1*Dk* | 165<br>156<br>70 | ✠100A1<br>*Wellfishing vessel*<br>7,93 | Gms<br>LA&CP<br>✠LMC7,93 | | 1889<br>6mo | Cochrane, Cooper& Schofield<br>Beverley | North-Eastern SteamFishing Co.(Lim.) | 106·5\|20·5\|12·5<br>Q18'F22'<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12½",19½"&31½"-22½"<br>150lb (s) 50HP<br>1SB,2cf,GS27,HS797<br>C.D.Holmes&Co.,Hull |
| 205 | **Beharyeh** WoodPad<br>*Cosmah*53- | —<br>—<br>140 | | | | 1865 | M.Wigram<br>Poplar | Chirket-i-Hairie (Bosphorus SteamNav.Co.) | 160·0\|21·0\|10·0 | Constanpl<br>Turkish | 90HP<br>Maudslay,Sons&Field |
| 206<br>45869<br>SPFR | **Behera** IronScSr<br>Wrecked, 3,95<br>~~*P.Gray*90-92~~ ssGls.No.3-7,92<br>(*ex*FannyDavid) 2*Dks*&*Spardk*<br>*G.Russell* | 1384<br>1366<br>829 | ✠ ~~A1~~<br>*Spar dk*<br>~~8,94 9,93~~ 11,94<br>BS~~9,93~~ LMC7,92<br>11,94 | Gls<br>Npt | | 1864<br>2mo | Marshall Bros.<br>Newcastle | SS"Behera"Co. (Lim.) (Maclay &McIntyre) | 239·5\|32·7\|17·0<br>B33' 24·9<br>ptND92 BK7½" | Glasgow<br>British<br>4BHCem | C.2Cy.30"&54"-36" (i)<br>64lb NB79 127HP<br>2B,GS64<br>*Cmp.*79M.Paul&Co.,Dmb. |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now: xpired. Equipment Letter. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 207 | **Behera** **IronScBn** | — — 1080 | | | | 1865 | J.Samuda London | **KhedivialS.S. Administration** | 274·0 | 34·6 | 22·0 | **Alexndria** Egyptian | C.2Cy.38″&70″–48″ 70lb 300HP J.Jack&Co.,Liverpool | | |
| 208 83819 VLQH | **Beignon** **IronScBn** *ExN.Recd —94* *ssCff.No.3–12,92* *Well deck W.H.Stacey -94 1Dk(Irn)2trB* | 1318 1083 858 | ✠100A1 4,94 11,94 BS1,94 ✠LMC12,92 | Cff LA&CP | *p* | 1880 12mo | Richardson,Duck & Co. Stockton | **Beignon S.S.Co. (Lim.) (Morel Bros.&Co.)** | 250·0 Q79′B70′F29′ drp94 *WB=Cell* | 35·0 FK | 15·2 | **Cardiff** British | C.2Cy.30″&55″–36″ (*i*) 80lb *65lb* 99HP 4*BHCem* 1DB,*4pf*,GS58 Blair&Co.(Lim.),Stockton | 18 ″ 0 s 1 ″ 9½ | |
| 209 82273 SVDH | **Belair** **IronScSr** *E.C.Mahn –93 ssShl.No.3–11,92* *Well deck 1Dk(Irn–ptws)* | 1369 1063 872 | ✠100A1 7,94 ~~5,99~~ BS4,94 | Hpl A&CP LMC1,92 Shl | *o* | 1879 10mo | J.&G. Thomson Glasgow | **J.E.Guthe&Co.** *WB=* | 243·8 P41′Q51′B56′F32′ *DBa77′f80′* ~~*Sundries B42′*~~ 233*t* | 32·7 BK8½″ | 16·6 5*BHCem* | **Cardiff** British | C.2Cy.29″&52″–36″ (*a*) 75lb *80lb* 150HP 5*BHCem* 1DB,GS84 J.&.G.Thomson,Glasgow | 19 ″ 2 s 2 ″ 0 | |
| 210 381 JRDC | **Belbek** **IronScSr** (*ex*Dowerie) 2*Dks* | 582 — 410 | | | | 1871 | Mayer Linz | **Russian SteamNav &TradingCo.** | 195·0 | 27·0 | 11·5 | **Odessa** Russian | C.2Cy.20″&31″–26″ 60HP Esher,Wyss&Co.,Zürich | | |
| 211 99467 | **Belcher** **SteelScK** *W.Cressy93–93* 1*Dk* | 148 138 43 | ✠100A1 *Stm Trawler* 4,94 | Abn LA&CP ✠LMC11,93 | | 1893 11mo | Hall, Russell&Co. Aberdeen | **J.Wilson (J.T.T.Wilson, *Mgr.*)** | 100·8 | 20·7 BK6½″ | 10·7 | **S.Shields** British | C.2Cy.17″&34″–24″ (*s*) 100lb 50HP 3*BHCem* 1SB,*2pf*,GS29,HS905 Hall,Russell&Co.,Abn. | 11 ″ 3 | |
| 212 HPTG | **Bele** **SteelScSr** ~~*E.O.Ewer&f72–92*~~ *ssGot.No.3–10,92* *Upperdkbeams(Irn)* 1*Dk&Spardk3trB* *J.W.Larsson* | 1342 1307 1051 | ✠100A1 *Spar dk* 6,93 ✠NB3,89 | Lon A&CP BS4,95 ✠LMC10,92 | *o* | 1879 10mo | Motala Co. Gothenburg | **Ångf.Aktieb. "Thule" (O.Melin)** | 231·9 H35*t* | 30·6 23·8 BK7½ *WB=* | 16·2 | **Gothenbrg** Swedish | C.2Cy.31½″&54½″–35″ 70lb ~~85lb~~ *50lb* NDB89 190HP 5*BHCem* 2B *MT37′320t* MotalaCo.,Gothenburg | | |
| 213 | **Belèm** **SteelTwinScSr** | 418 340 284 | | | | 1891 | Russell& Co. Pt.Glasgow | **AmazonStm.Nav. Co.(Lim.)** | 170·3 | 31·1 | 8·4 | **Para** Brazilian | T.6Cy.9″,14″&22″–18″ 70HP Kincaid&Co.(Lim.),Grk. | | |
| 214 88994 KSTD | **Belfast** **IronScSr** *R.Fitzgerald –93* 2*Dks* | 482 380 191 | | | … | 1884 10mo | Irvine&Co. W Hartlepool | **City of Dublin SteamPacket Co.** | 192·3 P29′ | 24·2 | 13·5 | **Dublin** British | C.2Cy.28½″&53″–33″ 110HP Blair&Co.(Lim),Stockton | 14 ″ 0 | BT till 4,95 |
| 215 MBDK | **Belgenland** **IronScSr** *Ehoff* *ssAnt.No.3–2,91* 3*Dks*(2*Irn*)4*trB* | 3692 3453 2364 | ✠100A1 5,93 ~~BS6,93~~ 6,94 | Ant A&CP LMC2,91 | *x* | 1878 12mo | Barrow S.B.Co. Barrow | **Soc.Anon.Belge Américaine** | 402·9 | 40·2 BK10′ | 30·6 | **Antwerp** Belgian | C.2Cy.52″&90″–54″ 80lb *75lb* 600HP 7*BHCem* 3DB,GS280 Barrow S.B.C.(Lim.),Brw. | 32 ″ 2 | V |
| 216 94360 KQHG | **Belgian Prince** **SteelScSr** *J.McFarlane –93* 1*Dk*(*Irn*)2*trB* *Well deck* | 1266 917 797 | ✠ 1,91 | Cly LA&CP | *n* | 1888 2mo | AilsaS.B. Co. Troon | **PrinceS.S.Co. (Lim.) (J.Knott, *Mgr.*)** | 231·2 P135′F31′ drp89 | 33·2 | 16·9 | **Newcastle** British | T.3Cy.17″,27″&44″–36″ 98HP 4*BHCem* D.Rowan&Sons,Gls. *WB=DBa55′f84′230t FPT42t* | 17 ″ 10 | DV |
| 217 91208 JVSR | **Belgic** **Steel&IronSc4MstSr** *W.H.Walker88–85* 3*Dks*(2*Stl*) *Elec.light* | 4212 3845 2695 | | | | 1885 1mo | Harland& Wolff Belfast | **OceanicSteam Nav.Co.(Lim.) (Ismay,Imrie& Co.,*Mgrs.*)** | 420·3 | 42·4 | 29·6 | **Liverpool** British | C.2Cy.43″&86″–60″ 500HP 7*BH*1PBH Harland&Wolff,Belfast | 31 ″ 5 s 8 ″ 1½ | |
| 218 GQBH | **Belgique** **IronPad** | — — 269 | | | | 1863 | Soc.J. Cockerill Antwerp | **BelgianGovernment** | 182·1 | 21·3 | 6·8 | **Antwerp** Belgian | | | |
| 219 RHJK | **Belgrano** **SteelScSr** *H.Mählman80–92* 2*Dks* *Elec.light* | 2616 2127 1865 | | | | 1888 | Reiherstieg Schiffswerfte Hamburg | **Hamburg-Südamerik.Dampfschifffahrts Ges.** | 321·0 P88′B78′F54′ | 39·8 | 25·8 | **Hamburg** German | T.3Cy.25″,40½″&65″–42″ 380HP ReiherstiegSchiffswerfte, Hamburg | | V |
| 220 HLPV | — **IronSc3MstSr** ~~oken up 5,94~~ 2*Dks* | 2131 — 1502 | | | | 1872 | Chantiers de l'Océan Havre | **ChargeursRéunis** | 321·5 P75′B29′F55′ | 33·1 | 26·2 | **Havre** French | C.2Cy.34″&59″–47″ 150HP B.Normand,Havre | | |
| 221 85911 WHKC | **Belgravia** **IronScBk** *W.Laird88–93* | 4977 4397 3275 | | | … | 1881 12mo | D. & W. Henderson &Co. Glasgow | **HendersonBros.** | 400·0 P86*t* B256*t* H212*t* F26*t* | 44·8 | 33·0 | **Glasgow** British | C.2Cy.57″&103″–48″ 495H D.&W.Henderson&Co.,Gls | | |
| 222 102080 | **Bell Rock** **Steel&IronSc3MstSr** *J.McNicol –94* 1*Dk*(*Irn*) *Well deck Irnframing Stl plating* | 368 273 127 | ✠100A1 ~~11,93~~ 6,94 ✠LMC8,95 | Liv LA&CP | *f* | 1893 2mo | R.William-son&Son Workington | **A.Rowland&Co.** | 153·2 Q84′B10′F20′ drp93 *WB=DBf79′* | 23·6 BK7″ | 9·0 | **Liverpool** British | C.2Cy.19″&38″–27″ (*s*) 100lb *80lb* 60HP 3*BHCem* 1SB,*2pf*,GS36,HS1191 *94tFPT23t* Dunsmuir&Jackson,Gls. | 11 ″ 3 s ″10 | |
| 223 97611 LPSC | **Bellagio** **SteelScSr** *A.Blacklock85–90* *ssAnt.No.1–94* 2*Dks*(1*Stl&Upt Stl*-ws)&*Deep framing*3*Dk-rule* | 3919 3531 2531 | ✠100A1 ~~8,91 8,93~~ 4,95 ✠LMC3~~,00~~ 8,94 ~~Ant~~Gls | Liv LA&CP | *w* | 1890 3mo | D.&W. Henderson &Co. Glasgow | **BellagioS.S.Co. (Lim.)(BellBros. &McLelland)** *WB=DBa50′* | 360·0 P36′B82′F48′ *f56′&uE&B70′579t* | 46·1 BK11″ | 26·3 | **Glasgow** British | T.3Cy.24″,40″&66″–48″ (*s*) 160lb *80lb* 450HP 6*BHCem* 3SB,*9rf*,GS160 *FPT122t* D.&W.Henderson&Co.,Gls | 29 ″ 5 | |
| 224 96098 LKDS | **Bellanoch** **SteelScSr** *J.Robertson89–89* 2*Dks*(1*Stl*)3*trB* *ssAnt.No.1–94* | 2548 2421 1635 | ✠100A1 ~~1,93~~ 4,95 ✠LMC1~~0,89~~ 10,94 Ant | Liv LA&CP | *t* | 1889 10mo | D.&W. Henderson &Co. Glasgow | **BellanochS.S.Co. (Lim.)(BellBros. &McLelland)** | 310·0 P32′B62′F40′ *WB=CellDB146′* | 39·2 BK10″ | 23·8 *180tFPT80t* | **Glasgow** British | T.3Cy.22″,36″&59″–42″ (*s*) 160lb *80lb* 250HP 6*BHCem* 2SB.*6rf*,GS112 D.&W.Henderson&Co.,Gls | 27 ″ 10 | |
| 225 96029 KWHV | **Bellarden** **SteelScSr** *A.Davidson88–88* *ssLiv.No.1–93* 2*Dks*(1*Stl*)3*trB* | 2715 2421 1770 | ✠100A1 12,93 | Liv LA&CP ✠LMC1,95 | *t* | 1888 11mo | D.&W. Henderson &Co. Glasgow | **BellardenS.S.Co. (Lim.)(BellBros. &McLelland)** | 310·0 P32′B62′F40′ *WB=CellDB146′* | 39·2 BK10″ | 23·8 *180tFPT80t* | **Glasgow** British | T.3Cy.22″,36″&59″–42″ (*o*) 160lb *80lb* 250HP 6*BHCem* 2SB.*6rf*,GS112 D.&W.Henderson&Co.,Gls | 27 ″ 10 | |
| 226 87661 HQGT | **Bellarena** **IronScSr** ~~*H.Nerien91–91*~~ *ssNpt.No.2–91* *Minghetti –94* 1*Dk*(*Irn*)2*trB* | 1568 1408 1008 | ✠100A1 ~~12,93~~ 10,94 BS9,92 ✠LMC9,91 | P.Gl LA&CP | *r* | 1883 4mo | H.Murray &Co. Dumbarton | ~~**BellarenaS.S.Co. (Lim.)(BellBros. &McLelland)**~~ Camnyurano&Co | 260·0 Q127′F35′B11′ *WB=DBa62′f56′* | 36·6 BK9½″ | 19·4 | **Glasgow** British | C.2Cy.30″&60″–42″ (*j*) 80lb *50lb* 160HP 4*BHCem* 2SB,*6pf*,GS114 *314tAPT39t* Hutson&Corbett,Glasgow | 20 ″ 9 s 2 ″ 9 | |
| 227 93354 KLFD | **Bellaura** **SteelScSr** *J.F.Moppett87–87* *ssLiv.No.1–92* 2*Dks*(1*Stl*)3*trB* | 2714 2421 1769 | ✠100A1 ~~6,94 1,94~~ 10,94 BS~~7,93~~ 6,94 | Rio Liv LA&CP ✠LMC1,92 | *t* | 1887 1mo | D.&W. Henderson &Co. Glasgow | **BellauraS.S.Co. (Lim.)(BellBros. &McLelland)** *WB=DB* | 310·0 P32′B62′F40′ *a40′f64′&uE&B42′* | 39·2 BK10″ | 23·8 *180tFPT80t* | **Glasgow** British | T.3Cy.22″,36″&59″–42″ (*a*) 160lb *75lb* 250HP 6*BHCem* 2SB,*6cf*.GS112 D.&W.Henderson&Co.,Gls | 27 ″ 10 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 228 86950 HKMW | **Bellcairn** *J.Hourie* –93 *Well deck* | **IronScBn** *ss*Lon.No.2–90 1*Dk*(*Irn*)2*trB* | 1315 1062 837 | ✠~~100A1~~ 8,94~~1,04~~ BS~~5,02~~ 2,93 | Mdb A&CP LMC7,90 Sws | *o* | 1883 3mo | Irvine & Co W Hartlepool | **JacksonBros.& Cory** | 244·6 Q91′B61′F27 drp92 | 33·3 ″BK8½ | 15·8 **W.Hartlpl** British *WB=Cell* | C.2Cy.30″&57″–33″ 75lb *55lb* 130 4*BHCem* 2SB,4*pf*,GS66 *DB*201′315*t* T.Richardson&Ss.,W.Hp |
| 229 99419 | **Belle** *T.Seed* –92 | **SteelTwinSr** 1*Dk* | 147 144 55 | | | | 1892 | Willough-byBrs.(Lim) Plymouth | **Llandudno&Car-narvonSteam-boatCo.(Lim.)** | 143·7 B99′ | 19·2 | 8·0 **Liverpool** British | C.4Cy.17″&32″–32″ 45 Willoughby Brs.(Lim.)P |
| 230 | **Belle Isle** *Jamais* | **IronPadTug** 1*Dk* | 178 — 36 | | | | 1863 | Gouin&Co. Nantes | **CompagnieGéné-raleTrans-atlantique** | 120·0 B68′ | 20·3 | 10·2 **St.Nazaire** French | 2Cy.33½″–44″ 90 Voruz,Nantes |
| 231 93369 KLNQ | **Bellena** *T.Iversen* –91 | **SteelScSr** *ss*Liv.No.1–91 2*Dks*(1*Stl*)3*trB* | 2715 2421 1770 | ✠100A1 4,94 BS5,93 | Liv LA&CP LMC9,91 | *t* | 1887 3mo | D.&W. Henderson &Co. Glasgow | **BellenaS.S.Co (Lim.)(BellBros. &McLelland)** | 310·0 P32′B62′F40′ BK10″ *WB=CellDB*146′ | 39·2 | 23·8 **Glasgow** British 6*BHCem* 480*tFPT*80*t* | T.3Cy.22″,36″&59″–42″ 160lb *80lb* 250 2SB,6*cf*,GS112 D.&W.Henderson&Co.Gl |
| * 232 93389 KMRL | **Bellenden** *D.Fraser*87–87 | **SteelScSr** *ss*Liv.No.1–91 2*Dks*(1*Stl*)3*trB* | 2715 2421 1770 | ✠100A1 12,94~~1,04~~ BS10,93 | Liv LA&CP LMC11,91 N.Yk | *t* | 1887 6mo | D.&W. Henderson &Co. Glasgow | **BellendenS.S.Co. (Lim.)(BellBros. &McLelland)** *WB=* | 310·0 P32′B62′F40′ BK10″ *DBa*82′ *f*&*uE*&*B*64′ | 39·2 | 23·8 **Glasgow** British 6*BHCem* 480*tFPT*80*t* | T.3Cy.22″,36″&59″–42″ 160lb 250 2SB,6*cf*,GS112 D.&W.Henderson&Co.Gl |
| 233 | **Bellerophon** | **IronScSr** | 2096 1972 1356 | | | | 1880 | Scott&Co. Greenock | **Nederl.Stoomv. Maats.“Oceaan”** | 320·0 | 34·3 | 26·0 **Amstrdam** Dutch | C.2Cy.27″&56″–52″ 300 Scott&Co.,Greenock |
| 234 89319 RLHT | **Bellinger** *E.A.Browne* –94 *Well deck* | **IronScSr** 1*Dk*(*Irn*) | 225 165 134 | ✠ 6,86 ✠ | Mel LA&CP | *c* | 1884 8mo | J.McAr-thur&Co. Paisley | **E.T.Miles** | 125·0 Q64′ B7′ F15′ FK | 22·1 | 8·5 **Hobart** British 4*BHCem* | C.2Cy.17″&32″–21″ 45 W.Kemp,Glasgow *WB=FPT*9*tAPT*15*t* |
| * 235 79219 SNCT | **Bellingham** *G.Clark*94–94 | **IronSc3MstSr** *ss*Nwc.No.3–7,91 2*Dks*(1*Irn*)3*trB* | 1681 1540 1071 | ✠100A1 11,94~~2,04~~ BS~~6,93~~ 11,94 | Nwc A&CP LMC1,91 | *r* | 1879 4mo | A.Leslie & Co. Newcastle | **J.Coull** *WB=D* | 260·0 P40′F36′ ptND91 *Ba* 72′ 140*tAPT*20*t* | 34·2 BK9½″ | 23·3 **N.Shields** British 5*BHCem* *MT*14′210*t* | C.2Cy.32″&61″–36″ 70lb *65lb* NDB91 180 2B,GS74 N.E.MarineECo(Lim.)Sl |
| Wrecked 10,94 236 RHFV | **Bellona** *F.Jäger*92–92 *Elec. light* | **SteelScSr** *ss*Ham.No.1–91 2*Dks*(1*Stl*&1*ptIrn*-ws)3*trB* | 2647 2425 1721 | ✠~~100A1~~ ~~7,93~~6,94 BS6,94 | Ham LA&CP LMC11,91 | *u* | 1887 9mo | C.S.Swan& Hunter Newcastle | **DeutscheDampf-sch.Rhederei zuHamburg** *WB=DBa*56′101*t C* | 330·0 P43′B70′F39′ *ellDB*64′ 182*t FPT* | 38·2 BK10″ | 22·5 **Hamburg** German 5*BHCem* 140*tAPT*27*t* | T.3Cy.24″,37½″&64″–42″ 150lb *80lb* 200 2SB,6*rf*,GS128 Hawthorn,Leslie&Co,Nw |
| 237 96085 LHTD | **Bellova** *P.M'Lean*88–89 | **SteelScSr** 2*Dks*(1*Stl*)3*trB* *ss*Ant.No.1–94 | 2548 2421 1635 | ✠100A1 9,94~~1,02~~ ✠LMC~~9,93~~ Ant | Lon LA&CP | *t* | 1889 9mo | D.&W. Henderson &Co. Glasgow | **BellovaS.S.Co. (Lim.)(BellBros. &McLelland)** *WB=CellDB*146′ | 310·0 P32′B62′F40′ BK10″ | 39·2 | 23·8 **Glasgow** British 6*BHCem* 480*tFPT*80*t* | T.3Cy.22″,36″&59″–42″ 160lb *80lb* 250 2SB,6*rf*,GS112 D.&W.Henderson&Co.Gl |
| 238 3286 KCNF | **Bells** *G.K.Dalzell* | **WoodSc** | 818 — 767 | | | | 1884 | ..... Philadelphia, Pa. | **T.C.Eastman** | 147·2 | 41·0 | 6·6 **New York** Utd.States | |
| 239 95080 KTNJ | **Bellucia** *O.O.Aagaard*87–88 | **SteelScSr** ~~*ss*Npt.No.1–92~~ 2*Dks*(1*Stl*)3*trB* *ss*Liv.No.2–95 | 2715 2421 1770 | ✠100A1 5,95~~5,94~~ ✠LMC~~10,92~~ | Liv LA&CP | *t* | 1888 8mo | D.&W. Henderson &Co. Glasgow | **BelluciaS.S.Co. (Lim.)(BellBros. &McLelland)** *WB=DBa* | 310·0 P32′B62′F40′ drp95 40′*f* 42′&*uE*&*B*64′ | 39·2 BK10″ | 23·8 **Glasgow** British 6*BHCem* 48*tFPT*80*t* | T.3Cy.22″,36″&59″–42″ 160lb *80lb* 250 2SB,6*cf*,GS112 D.&W.Henderson&Co.Gl |
| 240 HDTF | **Bellver** *J.Bil* –88 | **IronScBg** 1*Dk*&*Spardk*3*trB* | 1261 1232 857 | ✠ *Spar dk* 2,83 | N Yk LA&CP | *o* | 1879 12mo | J.&G. Thomson Glasgow | **SociedadIsleña Maritima** | 247·8 | 30·0 | 15·2 22·9 **Palma** Spanish 5*BHCem* | C.2Cy.34″&60″–39″ 160 J.&G.Thomson,Glasgow *WB=MT*34′210*t* |
| 241 53118 HJKS | **Belmont** *E.A.Ablett* –93 | **IronScSr** *ss*Sld.No.3–4,77 *ss*Sld.No.2–86 1*Dk*2*trB* | 777 725 577 | 1,89 | Sou A&CP | *l* | 1865 9mo | J.Laing Sunderland | ~~**Fenwick&Co.**~~ Fenwick,Stobart &Co.(Lim.) | 210·3 Q23*t* len73 | 28·7 B29*t* | 16·7 **London** British 4*BHCem* | C.2Cy.24″&46″–27″ NDB86 NB82 80 *Cmp*82NEMarinEC(L)Sl *WB=DBa*63′*f*23′ |
| 242 HSJL | **Belos** *J.M.Wright*84–87 | **SteelScSr** 1*Dk* | 362 350 185 | | | | 1885 | MotalaCo. Gothenburg | **Bergn.ochDykeri-bol.“Neptun” (E.Liljewalch)** | 146·6 Erections11*t* | 24·8 | 13·4 **Stockholm** Swedish *WB* | C.2Cy.26″&48″–30″ 160 MotalaCo.,Gothenburg |
| 243 99692 NCLV | **Beltisloe** *J.Bennett*93–93 *Web frames&ptAwngdk*(*ptStl,ptIrn*) | **SteelScSr** 1*Dk*(*ptStl,ptIrn*)2*trB*& | 2869 2207 1851 | ✠100A1 *pt Awng dk withfreeboard* 8,94~~2,04~~ 11,94 ✠LMC6,93 | Bry A&CP ~~Hdl~~Sws | *t* | 1893 6mo | Furness, Withy&Co. (Lim.) W Hartlepool | **Bennetts&Co.** | 314·0 Q131′ *ptAwng dk*183′ FK *WB=CellDB*266′ | 40·5 | 21·3 **Grimsby** British 6*BHCem* 509*tAPT*30*t* | T.3Cy.24″,38″&64″–42″ 160lb *80lb* 260 2SB,6*cf*,GS93,HS3873 T.Richrdson&Sns,W.Hpl |
| 244 102777 | **Beltor** *T.J.Holman* –93 *Web frames&ptAwngdk*(*Irn*) | **SteelScSr** 1*Dk*(*Irn*)2*trB*& | 3020 2308 1930 | ✠100A1 *pt Awng dk withfreeboard* 5,95~~3,94~~ ✠LMC6,93 | Cff A&CP Bry | *t* | 1893 6mo | Ropner& Son Stockton | **J.Holman&Sons** | 315·0 P29′Q94′ *ptAwng dk*192′ FK *WB=CellDB*264′ | 40·5 | 20·2 **London** British 5*BHCem* 560*tAPT*63*t* | T.3Cy.22½″,37″&61″–42″ 160lb *80lb* 200 2SB,6*rf*,GS104,HS3760 Blair&Co.(Lim.),Stockto |
| 245 91465 JWGB | **Beluga** *J.T.Baker*92–93 (*ex*Mary&Helen) | **WoodScBk** 2*Dks* | 508 — 409 | | | | 1882 | Goss&Saw-yer Bath,Me. | **PacificSteam WhalingCo.** | 141·8 | 31·3 | 16·7 **S.Frncisco** Utd.States | 1Cy.22″–30″ DelamaterIronWorks,Ph |
| 246 99082 | **Belvedere** *Jones* –92 | **SteelTwinScSp** 1*Dk*(*Stl*)&*Webframes* | 1001 976 595 | ✠100A– 11,94~~2,04~~ ✠LMC9,93 | Lon LA&CP | | 1892 5mo | NavalCon. &Armamnts Co.(Lim.) Barrow | **LondonCounty Council** | 232·1 F19′ drp94 *WB=FPT* | 38·2 FK | 13·8 **London** British 6*BHCem* 154*tAPT*6*t* | T.6Cy.15″,23″&35″–24″ 150lb 160 2SB,6*cf*,GS108,HS2804 NavalC.&A.Co.(Lim.) Br |
| 247 79690 | **Bembridge** *C.Bartlett*87–87 (*ex*Princess of Wales) | **IronPad** | 104 94 73 | | | | 1878 | LonSteam-boatCo. London | **S.Wheeler** | 137·4 Q10*t* | 16·1 | 6·8 **Prtsmouth** British | O.2Cy.24½″–30″ 40 Kincaid,Donald&Co.,Grk |
| 248 89831 KRFT | **Ben Clune** *J.Brock*77–88 *Well deck* | **SteelScSr** *ss*Shl.No.1–93 1*Dk*(*Irn*)&*Webframes* | 2051 1610 1334 | ✠100A1 4,94 ✠LMC3,93 | Cff LA&CP | *r* | 1888 4mo | J.Laing Sunderland | **J.Morrison&Son** | 273·5 Q111′B106′F30′ *WB=DBa* | 38·2 BK9½″ | 19·3 **N.Shields** British 4*BHCem* 86′*f*48′233*t* | T.3Cy.20″, 33″&54″–36″ 150lb *60lb* 180 2SB,4*rf*,GS90 G.Clark,Sunderland |

| No. | Steamer's Name. / Master. / Special Surveys. | Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | Regist'd Tonnage: Gross. / Under deck. / Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built: When. Ship. Engines | By Whom. Where. | Owners. | Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. / Freeboard amidships ft. in. | Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9<br>40<br>G | Ben Corlic<br>*J.C.Hoy78–89*<br>*Well deck* | SteelScSr<br>ssShl.No.1–93<br>*1Dk(Irn)&Webframes* | 2061<br>1608<br>1341 | ✠100A1<br>2,95 ~~3,94~~ | Gen<br>A&CP<br>✠LMC8,93<br>Shl | r | 1889<br>3mo | J.Laing<br>Sunderland | J.Morrison&Son | 273·5<br>Q111'B106'F30'<br>drp93 BK9½"<br>*WB=DBa86' f48'223tAPT40t* | 38·3 | 19·2 | N.Shields<br>British<br>*4BHptAsp, ptCem* | T.3Cy.20",33"&55"–36" (r)<br>160lb *65lb* 180HP<br>2SB,*4rf*,GS80<br>G.Clark,Sunderland | 20 ″ 5<br>s 1 ″ 9½ | D |
| 0<br>91<br>IF | Ben Ledi<br>*W.H.Oram*<br>*Well deck* | IronScSr<br>ssShl.No.2–93<br>*1Dk(Irn)2trB* | 1916<br>1600<br>1220 | ✠100A1<br>~~9,94~~ ~~2,93~~ 4,95<br>BS5,94 | Shl<br>A&CP<br>✠LMC2,93<br>~~Bry~~ Npt | r | 1884<br>3mo | J.Laing<br>Sunderland | J.Morrison&Son | 270·0<br>Q98'B56'F34'<br>BK9½"<br>*WB=DB a80'f52'209t* | 36·4 | 21·0 | N.Shields<br>British<br>*4BHCem* | C.2Cy.30"&60"–39"<br>80lb *55lb* 160HP<br>2SB,*4pf*,GS72<br>G.Clark,Sunderland | 22 ″ 4<br>s 2 ″ 7½ | |
| 1<br>41 | —<br>*F.Ross* | IronPadK | 114<br>112<br>10 | | | | 1878 | Hall,Russell&Co.<br>Aberdeen | AyrHarbour Trustees | 90·0 | 18·6 | 10·2 | Ayr<br>British | L.2Cy.25"–48"<br>50HP<br>Hall,Russell&Co.,Abn. | | |
| 2<br>25<br>N | Ben Lomond<br>*E.C.Nicholls86–86* | IronScSr<br>ssShl.No.3–10,86<br>*1Dk2trB* | 1148<br>1050<br>702 | ✠90A1<br>9,90<br>✠NB3,89 | Shl<br>A&CP<br>LMC10,86 | p | 1871<br>12mo | J.Laing<br>Sunderland | J.Morrison&Son | 234·9<br>Q45'<br>BK9"<br>*WB=DBa57'f50'* | 31·7 | 19·5 | N.Shields<br>British<br>*4BHCem* | C.2Cy.27"&53"–33" (r)<br>70lb *75lb* 98HP<br>1SB,*3pf*,GS54<br>Thompson,Boyd&Co.Nwc. | 20 ″ 8<br>s 3 ″ 5½ | |
| 3<br>05<br>N | Ben Macdui<br>*W.Park –94*<br>ssShl.No.2-95 ~~ssLon.No.1-90~~ | IronScSr<br>ssAbn.No.3–11,86 | 574<br>475<br>356 | ✠90A1<br>4,95 ~~4,94~~ ~~11,94~~<br>✠NB83<br>~~BS3,94~~ | Shl<br>A&CP<br>LMC~~6,90~~ 4,95 | j | 1874<br>2mo | Hall,Russell&Co.<br>Aberdeen | GrampianSteam ShipCo.(Lim.) (Adam&Co., *Mgrs.*) | 184·8<br>Q55'B36'<br>BK7½"<br>*WB=DBf40'96t* | 26·2 | 14·4 | Aberdeen<br>British<br>*5BHCem* | C.2Cy.24"&40"–30" (s)<br>80lb *80lb* NDB93 72HP<br>1SB,*3pf*,GS49<br>Hall,Russell&Co.,Abn. | 15 ″ 2<br>s 2 ″ 0½ | |
| 4<br>39<br>T | Ben More<br>*J.H.Wells –91*<br>(*ex*Samson) | IronScSr<br>ssSld.No.3–5,85<br>ssShl.No.1–89<br>*2Dks&Spardk* | 1320<br>1312<br>827 | 90A1<br>*Spar dk*<br>9,91<br>B&MS12,89 | Shl | o | 1860<br>2mo | J.Laing<br>Sunderland | J.Morrison&Son | 228·0<br>drp90 24·1<br>ptND88len69 BK7½" | 32·7 | 18·0 | N.Shields<br>British<br>*5BHCem* | C.2Cy.27"&53"–33" (i)<br>70lb NE&B74 98HP<br>2SB,*4pf*<br>Gilbert&Cooper,Hull | 18 ″ 9<br>s 5 ″ 7 | |
| 5<br>88 | Ben My Chree<br>*A.Gibson81–89* | IronPadSr | 1146<br>872<br>523 | | | | 1875 | BarrowS.B Co.<br>Barrow | IsleofManS.P.Co. (Lim.) | 310·0<br>F24*t* | 31·0 | 13·0 | DouglasIM<br>British | O.2Cy.65"–90"<br>NB84 420HP<br>BarrowS.B.C.(Lim.),Brw. | | BT till 2,95 |
| 56<br>41<br>T | Ben Nevis<br>*E.C.Johnson89–89* | IronScSr<br>ssShl.No.3–10,86<br>*1Dk2trB* | 1010<br>904<br>618 | ✠90A1<br>1,90<br>✠NB4,89 | Npt<br>A&CP<br>MS11,86 | l | 1872<br>3mo | J.Laing<br>Sunderland | J.Morrison&Son | 232·7<br>Q36'F19'<br>BK8½" | 30·2 | 17·7 | N.Shields<br>British<br>*4BHCem* | C.2Cy.27"&53"–33" (r)<br>70lb 98HP<br>1SB,*3pf*,GS54<br>Thompson,Boyd&Co.,Nwc | 19 ″ 1<br>s 2 ″ 11½ | |
| 57<br>54 | —<br>*W.Davies93–93* | IronScSr<br>ssLiv.No.2–92<br>*1Dk* | 208<br>169<br>100 | ✠100A1<br>11,93<br>BS2,95 | Bwg<br>A&CP<br>✠LMC11,93 | c | 1884<br>8mo | AbercornS. B.Co.<br>Paisley | WallaceBros. | 121·0<br>Q13'B9'F19'<br>BK6½"<br>*WB=DBf27'* | 20·1 | 10·3 | Glasgow<br>British<br>*3BHCem*<br>*22tFPT7t* | C.2Cy.18"&36"–24" (a)<br>85lb ~~80lb~~ 55HP<br>1SB,*2pf*,GS38<br>HannaDonald&Co.Paisley | 11 ″ 1 | |
| 58<br>37<br>R | Ben Venue<br>*E.C.Nichols83–93* | IronScSr<br>ssShl.No.3–8,90<br>*2Dks3trB* | 1502<br>1479<br>945 | ✠100A1<br>3,94<br>BS5,93 | Cff<br>A&CP<br>LMC8,90 | q | 1877<br>2mo | J.Laing<br>Sunderland | J.Morrison&Son | 257·4<br>F19'<br>drp91 BK9"<br>*WB=DBa72'f28'* | 34·5 | 23·9 | N.Shields<br>British<br>*4BHCem* | C.2Cy.32"&60"–39" (i)<br>75lb *55lb* NDB89 150HP<br>2B,GS90<br>Thompson&Co.,Newcastle | 24 ″ 8<br>s 4 ″ 2 | |
| 59<br>41<br>M | Ben Voirlich<br>*W.Dyer88–88* | IronScSr<br>ssShl.No.3–9,90<br>*2Dks3trB* | 1489<br>1472<br>935 | ✠100A1<br>1,94<br>BS~~5,93~~ 8,94 | Npt<br>A&CP<br>LMC9,90 | q | 1877<br>5mo | J.Laing<br>Sunderland | J.Morrison&Son | 257·2<br>B8'F18'<br>BK9"<br>*WB=DB100'* | 34·1 | 23·8 | N.Shields<br>British<br>*4BHCem* | C.2Cy.32"&60"–36" (i)<br>~~70lb~~ 61lb *65lb* NDB88 150HP<br>2B,GS74<br>N.E.MarineE.Co.(Lim)Sld | 24 ″ 10<br>s 4 ″ 1 | |
| 60<br>54 | Ben Wyvis<br>~~*H.Boaden –94*~~<br>*Well deck*<br>*J.Masson* | SteelScSr<br>ssShl.No.1-95<br>~~*1Dk(Irn&Woodframes)*~~<br>*1Dk(Irn)&Webframes* | 925<br>722<br>582 | ✠100A1<br>5,95 ~~11,93~~ | Shl<br>A&CP<br>✠LMC~~4,91~~ 5,95 | l | 1891<br>2mo | R.Thompson&Sons<br>Sunderland | J.&A.Davidson | 205·0<br>Q70'B49'F24'<br>BK7½"<br>*WB=DBa48'f42'143tFPT* | 31·1 | 14·8 | Aberdeen<br>British<br>*5BHCem*<br>*41tAPT62t* | T.3Cy.16½",26½"&43½"–30"<br>160lb *80lb* (s) 90HP<br>1SB,*3rf*,GS50,HS1706<br>N.E.Mar.Eng.Co.(Lim)Sld | 15 ″ 9<br>s 1 ″ 6 | |
| 61<br>64<br>N | Benabourd<br>*F.Bunkewitz*<br>*Well deck* | IronScSr<br>ssShl.No.3–7,93<br>*1Dk(Irn)* | 657<br>513<br>401 | ✠100A1<br>9,94 ~~7,93~~<br>BS9,94 | Shl<br>LA&CP<br>✠LMC7,93 | k | 1881<br>1mo | Hall, Russell&Co.<br>Aberdeen | P.Brown | 190·3<br>Q55'B42'F22'<br>drp93 FK<br>*WB=DBf53'120t* | 31·2 | 10·4 | Aberdeen<br>British<br>*5BHCem* | C.2Cy.26"&49"–30" (i)<br>~~75lb~~ *55lb* 65lb 99HP<br>1SB,*3pf*,GS49<br>Hall,Russell&CoAberdeen | 13 ″ 9<br>s 1 ″ 3½ | |
| 62 | Benalder<br>~~*C.K.McIntosh90–90*~~ | IronScSr<br>ssLth.No.3–12,93<br>*2Dks(1Irn)3trB* | 2054<br>1904<br>1294 | ✠100A1<br>12,93<br>BS12,93 | Lth<br>LA&CP<br>✠LMC10,92 | t | 1880<br>9mo | A.Stephen &Sons<br>Glasgow | ~~W.Thomson&Co.~~ | 309·5<br>P32'B36'F36'<br>BK10"<br>*WB=CellDB236'419t* | 35·0 | 23·6 | ~~Leith~~<br>~~British~~<br>*5BHCem*<br>Japanese | C.2Cy.38"&69"–45" (b)<br>80lb *50lb* NDB87 240HP<br>2DB,*8pf*,GS128<br>A.Stephen&Sons,Glasgow | 26 ″ 8<br>s 5 ″ 2 | |
| | *Now named "Doya Maru," See No. 19 in Supplement.* | | | | | | | | | | | | | | | |
| 63<br>07<br>T | —<br>ted 8,94<br>*J.J.Harney –94*<br>(*ex*ThomasAdam)<br>*Well deck* | IronScBg<br>ssLon.No.3–6,84<br>ssCpn.No.2–90<br>*1Dk* | 886<br>658<br>562 | ✠ ~~A1~~<br>2,94<br>BS2,94 | Sld<br>A&CP<br>MS12,90 | | 1870<br>6mo | Hall, Russell&Co.<br>Aberdeen | Whittles,Pallister &Co. | 201·4<br>P42'B81'F33'<br>BK7"<br>*WB=DBa25'f47'130t* | 29·2 | 16·9 | S.Shields<br>British<br>*5BHCem* | C.2Cy.26"&47"–33" (b)<br>60lb *70lb* NB75 95HP<br>1DB,*6f*,GS72<br>Hall,Russell&Co.,Abn. | 18 ″ 0<br>s 1 ″ 9½ | |
| 64<br>05<br>G | Benan<br>*A.G.Hurlow –93* | IronScSr<br>ssNpt.No.3–5,90<br>*1Dk(Irn)2trB*<br>ssNwc.No.1-94 | 1149<br>987<br>717 | ✠100A1<br>3,95 ~~5,94~~<br>~~BS7,93~~ | Nwc<br>A&CP<br>LMC~~5,90~~ 8,94 | o | 1878<br>7mo | Whitehavn S.B.Co.<br>Whitehaven | AnitaSteamShip Co.(Lim.) | 240·2<br>~~drp92~~<br>FK<br>*WB=DBa71'f82'450tFPT* | 33·2 | 16·6 | Liverpool<br>British<br>*3BHCem*<br>*70tAPT20t* | C.2Cy.25"&50"–36"<br>85lb *60lb* NDB89 110HP<br>1DB,GS70<br>J.Jones&Sons,Liverpool | 18 ″ 2<br>s 2 ″ 9 | |
| 65<br>K | Benares<br>*C.Schönfeldt91–91*<br>*Elec. light* | SteelScSr<br>ssHam.No 1-94<br>*2Dks(UStl–ws&1Irn)3trB* | 2964<br>2826<br>1916 | ✠100A1<br>~~6,91~~ ~~2,94~~ ~~10,94~~<br>3,95 | Ham<br>LA&CP<br>✠LMC~~4,90~~ 2,94 | v | 1890<br>4mo | Barclay, Curle&Co. (Lim.)<br>Glasgow | HamburgCalcutta Linie | 340·0<br>P20'B80'F42'<br>BK10"<br>*WB=CellDB296'525t* | 42·0 | 26·3 | Hamburg<br>German<br>*7BHCem* | T.3Cy.24½",38"&64"–48" (o)<br>160lb *80lb* 275HP<br>2DB,*8cf*,GS161<br>Barclay,Curle&C(Lim)Gls | 29 ″ 0 | V |
| 66<br>21<br>K | Benbow<br>*R.D.Arnold –93* | IronSc3MstSr<br>*1Dk2trB* | 843<br>757<br>515 | | | ... | 1865<br>3mo | TyneISB Co.<br>Newcastle | Gen.Stm.Nav.Co. | 224·8<br>Q31' F29'<br>len76 | 29·1 | 17·2 | London<br>British | C.2Cy.31"&54"–30"<br>NE&B76 125HP<br>GourlayBros&Co.,Dundee<br>*WB=DBa38'f74'155t* | 18 ″ 0<br>s 2 ″ 10 | |
| 67<br>18 | Bencliff<br>*J.Donovan –94* | SteelSc3MstSr<br>*1Dk(Irn)2trB&Webframes* | 2210<br>1977<br>1376 | ✠100A1<br>*Turret dk*<br>5,95 ~~5,94~~ ~~10,94~~<br>~~(Class Contemplated)~~ | Sld<br>A&CP ~~Bly~~ Shl<br>✠LMC5,94 | s | 1894<br>5mo | W.Doxford &Sons (Lim.)<br>Sunderland | Geo.Horsley&Sons | 297·0<br>FK<br>*WB=CellDB264'* | 40·0 | 21·7 | W.Hartlpl<br>British<br>*5BHCem*<br>*700tAPT36t* | T.3Cy.21½",36"&59"–39" (s)<br>160lb *80lb* 200HP<br>2SB,*6rf*,GS120,HS3972<br>W.Doxford&Sons,Sld. | 24 ″ 1 | |
| 68<br>49<br>R | Bencroy<br>~~*Appleton81–91*~~<br>*Poll* | SteelScSr<br>ssBry.No.1–92<br>*1Dk(Stl)&Spardk(Stl)&Webframes* | 2517<br>2333<br>1667 | ✠100A1<br>*Spar dk*<br>~~6,94~~ ~~9,93~~<br>5,95 | Cff<br>LA&CP<br>✠LMC9,93<br>Liv | t | 1887<br>8mo | J.Jones&Sons<br>Liverpool | S.S.BencroyCo. (Lim.)(J.Hoult) | 288·7<br>P12'B66'F31' 25·4<br>FK<br>*WB=CellDB236'* | 38·3 | 17·2 | Liverpool<br>British<br>*5BHCem*<br>*539tAPT49t* | T.3Cy.21",35"&53"–42" (s)<br>160lb *70lb* 160HP<br>~~2SB,4cf,GS100~~<br>J.Jones&Sons,Liverpool<br>2DB,*4cf*,GS100,HS2612 | 20 ″ 3<br>s 7 ″ 0 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enlignement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 269 97764 LQJH | Bendi *C.W.Bendeke73–90* 1*Dk*(*Stl*)3*trB* *Well deck W.J.Goldsworthy* –94 | SteelScSr | 3518 2746 2297 | ✠100A1 12,92 | Cff A&CP | *v* | 1890 3mo 1,95 | Schlesinger Davis&Co. Newcastle | S.S.BendiCo. (Lim.)(J.Holt) *WB=CellD* | 346·6 P19′Q118 F39′ drp91 FK *B288′918t FPT128t* | 43·2 B140 | 21·0 BK6½″ | Liverpool British 6*BHCem* *APT79t* | T.3Cy.25″,42″&64″–45″ (*s*) 160lb *80lb* 300H 2SB,*8pf*,GS128 NEMarEng.Co.(Lm.),Nwc |
| 270 99464 | Bendigo *F.Ballard83–92* 1*Dk* | SteelScSr | 144 133 39 | ✠100A1 *Stm Trawler* 11,94~~5,04~~ | Abn LA&CP ✠LMC9,92 | | 1892 9mo | Hall,Russell&Co. Aberdeen | J.Wilson (J.T.T.Wilson, *Mgr.*) | 100·5 | 20·5 | 10·5 BK6½″ | Aberdeen British 3*BHCem* | C.2Cy.17″&34″–24″ (*s*) 100lb 50H 1SB,*2pf*,GS29,HS905 Hall,Russell&Co.,Abn. |
| * 271 97793 | Bendo *C.Parks* ~~–94~~ 1*Dk*(*Stl*)3*trB* *Well deck* *ss*Bry.No.1-94 *Worrall* –94 | SteelScSr | 3489 2738 2281 | ✠100A1 3,95 ~~4,94~~ ~~10,04~~ | Bry A&CP ✠LMC~~8,00~~4,94 Liv | *v* | 1890 6mo | Schlesinger Davis&Co. Newcastle | S.S.BendoCo. (Lim.)(J.Holt) *WB=CellD* | 346·0 P19′Q118′B140′ F36′ drp95 FK *B288′918t FPT128t* | 43·2 20·9 *ptAwng dk*189′ FK *=Cell DB250′391t* | | Liverpool British 6*BHCem* *APT79t* | T.3Cy.25½″,42″&64″–45″ (*s*) 160lb *80lb* 300H 2SB,*8rf*,GS128 NEMarineECo.(Lim.)Nwc |
| * 272 98076 | Benedick *E.M.Ahlstead* ~~–92~~ *ss*Shl.No.1–94 1*Dk*(*Stl*)&*ptAwng*&(*Irn*)&*Webframes* *Hansey* | SteelScSr | 2440 1853 1581 | ✠100A1 *ptAwng dk withfreeboard Shl* ~~10,93~~ ~~5,98~~ | Cff A&CP ✠LMC~~4,00~~10,94 | *s* | 1890 4mo | Bartram, Haswell & Co Sunderland | HowardS.S.Co. (Lim.)(C.Howard &Sons,*Mgrs.*) *WB* | 300·0 P31′Q80′ *ptAwng dk*189′ FK *=Cell DB250′391t* | 39·1 | T9·0 | London British 6*BHCem* *APT32t* | T.3Cy.22″,36½″&60″–42″ (*s*) 160lb *85lb* 250H 2SB,*6rf*,GS100 J.Dickinson,Sunderland |
| 273 84048 TPRC | Benefactor *J.Stubbs89–89* 3rdSurveyCff.4,93 *Well deck* 1*Dk*(*Irn*)2*trB* | IronScSr | 1034 782 625 | ✠ A1*1 ~~10,94~~ ~~10,98~~ | Cff | Lv | 1880 9mo | W.H.Potter&Son Liverpool | BenefactorS.S. CardiffCo.(Lim) (~~Duncan,Valette &Co.~~ (J.T.Duncan&Co | 203·0 Q94*t*B97′H16*t*F45*t* FK *WB=MT* | 32·4 | 14·3 3*BH*3PBH | Cardiff British *APTFPT* | C.2Cy.23″&46″–33″ 95H J.Jones&Sons,Liverpool |
| 274 2722 | — *J.S.Tunnell* 2*Dks* | IronScSr | 843 — 638 | | | | 1870 | Reaney Sns & Archbold Chester,Pa. | NewYork&Wilmington S.S.Co. | 173·0 | 36·0 | 18·4 | New York Utd.States | 2Cy.20″&40″–28″ 125H Reaney,Sons&Archbold |
| 275 84996 WFNB | Beneficent *A.Denton* –91 ~~2ndSurveyShl.00~~ *Well deck* 1*Dk*(*Irn*)2*trB* 3rdSurvey,Bly.4,94 | IronScSr | 1978 1628 1289 | ✠ A1*1 4,94 | Bly | Lv | 1881 12mo | Short Bros. Sunderland | J.Westoll | 275·0 P69*t*Q90*t*B160*t* H48*t*F30*t* | 37·1 BK9½″ *WB=DBa&f* | 20·6 | Sundrland British 4*BH*1PBH | C.2Cy.36″&67″–36″ 180H 1DB,*6f* T.Richardson&Sons,Hpl. |
| 276 87424 KDCB | Bengal *W.Barratt57–88* 3*Dks*(2*Stl-Uws*) *Elec. light* | SteelSc3MstSr | 4383 3786 2417 | ✠ 12,85 ✠ | Grk LA&CP | *y* | 1885 11mo | Caird&Co. Greenock | Peninsular& OrientalSteam Nav.Co. | 400·3 P260′ F79′ | 45·3 | 29·2 | Greenock British 8*BHCem* | T.3Cy.35″,56″&89″–66″ 800H Caird&Co.,Greenock |
| 277 93826 | — *W.Holland* | IronScFlat | 173 160 117 | | | | 1885 | J.Verdin & Sons Winsford | SaltUnion(Lim.) | 90·4 | 20·8 | 10·6 | Liverpool British | 2Cy.9½″–12″ 20H W.E.Bates,Northwich |
| 278 93740 KNGC | Bengar *G.King* –94 *ss*Qbc.No.3–10,91 *Well deck* 1*Dk*(*Stl*)2*trB* | SteelScSr | 1461 1166 946 | ✠100A1 4,94 BS2,94 | Bry A&CP ✠LMC1,92 | *o* | 1887 7mo | Craig, Taylor&Co. Stockton | S.S.BengarCo. (Lim.)(J.Holt) *WB=C* | 236·0 Q87′B59′F26′ *ellDB201′319t FPT* | 33·7 FK | 16·7 4*BHCem* *66t APT18t* | Liverpool British | T.3Cy.18″,29″&48″–36″ (*s*) 150lb *60lb* 120H 2SB,*4cf*,GS63,HS2405 Carr&Co.(Lim.)Sundrland |
| 279 | Bengazi (*ex*Insulaire,*ex*PrinceNapoleon) 2*Dks* | IronScSr | 602 — 352 | | | | 1861 | Scott&Co. Greenock | IdareiMassousieh | 193·9 | 25·6 | 18·2 | Constanpl Turkish | C.4Cy.20½″&42″–30″ 250H *Cmp.*77,Cie.Valery |
| 280 73449 | Bengkalis *1Dk* | WoodScSr | 133 96 90 | | | | 1882 | TamAmow Hong Kong | LimHoPuah | 111·3 | 17·0 | 8·2 | Singapore British | C.2Cy.12″&22″–14″ 20H Fenwick&MorrisonHg.Kg. |
| 281 79150 SCVP | Bengloe *J.D.Sarchet* –93 *ss*Lth.No.3–2,91 2*Dks*(1*Irn*)3*trB* *Now named "OyoMaru," See No. 14 in Supplement.* | IronScSr | 1854 1789 1183 | ✠100A1 ~~17,338~~,94 BS12,98 Shi | Lon A&CP LMC2,91 | *s* | 1878 9mo | Barclay, Curle&Co. Glasgow | ~~W.Thomson&Co.~~ – | 301·5 B16′F41′ | 33·2 | 25·1 BK10″ | Leith British 5*BHCem* | C.2Cy.36″&63″–45″ – (*i*) 70lb *60lb* NDB89 230H 2B,GS110 Barclay,Curle&Co.,Gls. |
| * 282 90101 JHWQ | Bengore Head *W.A.Brennan*90–94 *ss*Bel.No.2–92 1*Dk*(*Irn*)&*Sprdk*(*Irn*)3*trB* | IronScSr | 2490 2413 1619 | ✠100A1 *Spar dk* 4,95 ~~3,04~~ ~~BS7,98~~ 7,94 | Bel LA&CP Shl ✠LMC1,92 BS4,95 | *t* | 1884 3mo | A.& J. Inglis Glasgow | UlsterSteamShip Co.(Lim.) (G.Heyn&Sons, *Mgrs.*) *WB* | 324·0 B68′ drp92 *=Cell DB236′509t* | 37·2 24·9 BK10″ | 17·7 5*BHCem* *APT100t* | Belfast British 5*BHCem* *APT100t* | C.2Cy.34″&68″–45″ (*a*) 90lb *80lb* 275H 2SB,*6cf*,GS151 A.&J.Inglis,Glasgow |
| 283 71655 NDHJ | Benguela *G.A.Eversfield* –92 ~~5thSurveyLiv.9,89~~ 2*Dks* 6thSurvey,Liv.5,94 | IronScSr | 1796 1673 1157 | ✠ A1,1 ~~5,94~~ ~~12,98~~ ~~2,04~~ ~~12,04~~ 4,95 | Liv | Lv | 1874 6mo | J.Elder& Co. Glasgow | British&African SteamNav.Co. (Lim.)(Elder, Dempster&Co., *Mgrs.*) | 302·6 P107*t*H28*t*F52*t* ND87 drp94 5*BH* | 33·9 | 23·9 1PBH*Cem* | Glasgow British | T.3Cy.21″,34¼″&55¾″–36″ *Tpd.*87 ~~NB87~~ 270H Fawcett,Preston&Co.,Liv. |
| 284 93733 KMVT | Benholm *J.M.Jones* –92 *ss*Liv.No.1–91 *Well deck* 1*Dk*(*Stl*)2*trB* | SteelScSr | 1438 1163 944 | ✠100A1 1,95 ~~11,98~~ BS~~7,98~~ 8,94 | Liv A&CP ✠LMC6,91 | *o* | 1887 5mo | Craig,Taylor&Co. Stockton | S.S.BenholmCo. (Lim.) (J.Holt) *WB=Ce* | 236·0 Q87′B60′F26′ *ll DB201′319t FPT* | 33·6 FK | 16·7 4*BHCem* *66t APT18t* | Liverpool British | T.3Cy.18″,29″&48″–36″ (*a*) 150lb ~~55lb~~*65lb* 120H 2SB,4*cf*,GS63 Carr&Co.(Lim.)Sunderlnd |
| 285 HMNQ | Benicarlo *A.deCupelastequi88–88* 2*Dks*3*trB* (*ex*Fivaller,*ex*CityofBaltimore) 6thSurvey11,74 AnnualSurvey,Msl.2,88 3rdSurvey,2,88 | IronScBn | 2388 2100 1509 | *Subject to Annual Survey* 4,90 | Msl | Lv | 1855 | Tod& M'Gregor Glasgow | J.Ripollès | 330·7 | 39·0 | 18·2 26·0 | Valencia Spanish 3*BH*4PBH | 2Cy.44″&82″–45″ NE&B74 300H J.Jack,Rollo&Co.,Liv. |
| 286 89603 JSKL | Benin *E.Addison* –90 2ndSurvey,Liv.6,92 2*Dks*(1*Stl*) | SteelScSr | 2223 2002 1437 | ✠ A1*1 ~~1,95~~ ~~4,04~~ 5,95 | Liv | Lv | 1884 6mo | Harland& Wolff Belfast | AfricanSteam ShipCo.(Elder, Dempster&Co. *Mgrs.*) | 330·7 P55*t*H111*t*F48*t* | 36·7 | 21·7 BK10″ | London British 5*BH*1PBH | C.2Cy.34″&68″–42″ 200H 2B,*6f* Harland&Wolff,Belfast |
| 287 98286 | Benington *J.B.Bray* –94 1*Dk* | IronScK | 131 126 39 | ✠100A1 *Trawler* 12,92 | Bos LA&CP ✠LMC8,90 | | 1890 8mo | JPRennldson&Sons S.Shields | BostonDeepSea Fishing&IceCo. (Lim.) | 95·0 | 20·4 | 10·5 BK7″ | Boston British 3*BHCem* | C.2Cy.15″&29″–21″ 90lb 35H 1SB,2*pf*,GS23,HS678 J P.Rennoldsn&Sons,SShl. |
| Wrecked 12/98 9661 LKGV | Benisaf *B.E.Gundry* –91 1*Dk*(*Stl*)2*trB*&*ptAwngdk*(*Irn*) *ss*Shl.No.1-94 | SteelScSr | 1934 1408 1203 | ~~✠100A1~~ *pt Awng dk withfreeboard* 9,94 ~~11,98~~ | Npt A&CP Shl ✠LMC4,94 | *r* | 1889 11mo | W.Doxford &Sons Sunderland | English& AmericanShipping Co.(Lim.) *WB* | 269·5 P27′Q67′ ~~drp90~~ *ptAwng dk* FK *=Cell DB218′413t* | 37·0 | 17·4 | London British 4*BHCem* *APT63t* | T.3Cy.21″,33″&54″–36″ (*s*) 160lb *65lb* 160H 2SB,4*rf*,GS70,HS2400 W.Doxford&Sons,Sld. |

| 2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Rig of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Benita** SteelScSr<br>*Arana* ssLiv.No.1–91<br>2*Dks*(1*Irn*)*Floors,Beams,&KeelsonIrn* | 1610<br>1450<br>1048 | ✠100A1<br>8,94 ~~9,00~~<br>BS~~8,93~~ 8,94 | Liv<br>LA&CP<br>LMC4,91 | *r* | 1887<br>3mo | Oswald, Mordaunt& Co.<br>Southampton | Linea deVapores Serra | 261·0<br>B68′F36′ | 34·3<br>BK9½″ | 20·7<br>*WB=DBa60′&uE&B48′240t* | Bilbao<br>Spanish | T.3Cy.21½″,33″&55″–39″ (*s*)<br>150lb *80lb* 150H<br>1DB,*6rf*,GS100<br>Oswld,Mordaunt&Co.,Sou. | 22 ″ 2 | |
| **Benito** IronScSr<br>*J.Lane* –93 ssLiv.No.2–92<br>1*Dk* | 712<br>640<br>424 | ✠~~90A1~~<br>7,92 | Liv<br>LA&CP<br>LMC7,92 | *k* | 1884<br>4mo | DavidJ. Dunlop& Co.<br>PortGlasgow | British&African SteamNavigationCo.(Lim.) (Elder,Dempster &Co.,*Mgrs.*) | 210·9<br>P28′F23′ | 28·2<br>FK | 13·5<br>5*BHCem* | Glasgow<br>British | C.2Cy.24″&46″–33″ (*m*)<br>80lb *60lb* 90H<br>1SB,*3pf*,GS56<br>DavidJ.Dunlop&Co.,P.Gl. | 14 ″ 6<br>s 2 ″ 6½ | |
| **Benito Estenger** IronScSr<br>*D.Babbin* –92 | 439<br>—<br>219 | | | | 1882 | J.H. Dialogue Camden, N.J. | Gallego,Messa& Cia. | 146·3 | 25·1 | 11·9 | Santiago de Cuba<br>Spanish | C.2Cy.20″&40″–28″<br>250H<br>J.H.Dialogue,Camden | | R |
| **Benjamin Haynes** IronSc<br>~~*B.Garcia*~~ ssSev.No.3-3,85<br>*E.Martin* ssCdz.No.1-90<br>(*ex*RiodeOro,*ex*Guadalete) 1*Dk*2*trB* | 443<br>—<br>351 | ✠100A1<br>9,90<br>B&M~~S8,90~~ 6,94 | Cdz<br>✠NB9,90 | | 1861<br>3mo | Henderson &Son<br>Renfrew | Sons of T.Haynes | 173·5<br>P30′F20′ | 23·1<br>BK6″ | 13·1<br>4*BHCem* | Cadiz<br>Spanish | C.2Cy.20″&41″–24″ (*s*)<br>90lb NE74 80H<br>2SB,*4f*,GS120<br>Portilla,White&Co.Seville | 13 ″ 1 | |
| **Benlarig** IronScSr<br>*E.LeBoutillier*81–90 ~~ssLon.No.2–88~~<br>2*Dks*(1*Irn*)3*trB*<br>ssLth.No.3-10,94 | 2265<br>2094<br>1453 | ✠100A1<br>10,94 ~~7,98~~<br>~~B&M10,98~~ LMC~~2,98~~ 10,94 | Shi<br>LA&CP<br>Lth | *t* | 1881<br>9mo | A.Stephen &Sons<br>Glasgow | W.Thomson&Co. | 318·4<br>P36′B20′F36′<br>~~drp94~~ | 38·1<br>BK10″ | 25·2<br>5*BHCem* | Leith<br>British | C.2Cy ~~38½″&68½″–48″~~ (*b*)<br>80lb *45lb* 285H<br>2DB,*8pf*,GS119<br>A.Stephen&Sons,Glasgow | 26 ″ 7<br>s 5 ″ 2 | |
| **Benlawers** SteelScSr<br>*A.Webster*68–86 ssLth.No.1–91<br>2*Dks*(*IrnU*-ws)3*trB* | 2316<br>2160<br>1484 | ✠100A1<br>5,94 ~~5,12~~<br>BS2,94 | Lth<br>LA&CP<br>LMC4,91<br>Shi | *t* | 1886<br>11mo | Barclay, Curle&Co.<br>Glasgow | W.Thomson&Co. | 319·7<br>P37′B84′F36′ | 38·0<br>BK10″ | 25·3<br>6*BHCem*<br>*WB=DBuE&B66′180t* | Leith<br>British | T.3Cy.24″,40″&61″–45″ (*o*)<br>160lb *50lb* 285H<br>2DB,*8cf*,GS120<br>BarclayCurle&C.(Lim)Gls | 26 ″ 5<br>s 5 ″ 0½ | |
| **Benledi** SteelScSr<br>*R.Farquhar*85–93 ssNwc.No.1–92<br>2*Dks*(*Stl-Uws*)3*trB* | 2303<br>2155<br>1481 | ✠100A1<br>~~3,94~~ ~~2,94~~ 1,95<br>BS2,94 | Lon<br>LA&CP<br>LMC2,92<br>Shi | *t* | 1888<br>6mo | Barclay, Curle&Co.<br>Glasgow | W.Thomson&Co. | 320·0<br>P37′B84′F38′ | 38·0<br>BK10″ | 25·1<br>6*BHCem*<br>*WB=DBuE&B58′165t* | Leith<br>British | T.3Cy.24″,38″&63″–45″ (*o*)<br>160lb *50lb* 285H<br>2DB,*8cf*,GS140<br>Barclay,Curle&Co.,Gls. | 26 ″ 5<br>s 5 ″ 0 | |
| **Benlomond** SteelScSr<br>~~*A.W.S.Thomson*83–90~~ ssLth.No.1-95<br>*C.K.McIntosh*90-95 2*Dks*(*Irn-Uws*)3*trB* | 2670<br>2382<br>1752 | ✠100A1<br>2,95 ~~7,93~~<br>LMC~~8,96~~ 6,94 | Shi<br>LA&CP<br>Lth | *t* | 1890<br>8mo | A.Stephen &Sons<br>Glasgow | W.Thomson&Co. | 320·0<br>P40′B70′F40′ | 40·0<br>BK10″ | 24·0<br>6*BHCem*<br>*WB=CellDB236′466t* | Leith<br>British | T.3Cy.24″,39″&64″–42″ (*s*)<br>160lb *75lb* 285H<br>2SB,*6cf*,GS126<br>A.Stephen&Sons,Glasgow | 26 ″ 9<br>s 4 ″ 5 | |
| **Benmohr** SteelScSr<br>*J.H.Clark*66–93<br>2*Dks*(1*Stl&UIrn*-ws)3*trB* | 3000<br>2698<br>1935 | ✠100A1<br>11,93 | Gls<br>LA&CP<br>LMC11,93 | *u* | 1893<br>11mo | A.Stephen &Sons<br>Glasgow | W.Thomson&Co. | 340·0<br>P40′B72′F39′ | 41·8<br>BK10½″ | 24·1<br>6*BHCem*<br>652*tAPT*25*t* | Leith<br>British | T.3Cy.25″,41″&67″–42″ (*s*)<br>160lb *80lb* 285H<br>2SB,*6cf*,GS135,HS4648<br>A.Stephen&Sons,Glasgow | 27 ″ 0<br>s 5 ″ 2 | BT till 10,94 |
| **Benmore** SteelScSr<br>*C.Watson*86–88 ssShl.No.1–91<br>1*Dk*(*Irn*)&*Webframes* | 1521<br>1223<br>951 | ✠100A1<br>3,95 ~~1,91~~ | Shl<br>LA&CP<br>LMC9,92 | *p* | 1888<br>6mo<br>BS8,94 | W.Dobson &Co.<br>Newcastle | GrampianSteam ShipCo.(Lim.) (Adam&Co., *Mgrs.*) | 255·2<br>P30′Q54′B54′F60′ | 34·7<br>BK8½″ | 16·9<br>4*BHCem*<br>*WB=CellDB176′230t* | Aberdeen<br>British | T.3Cy.20″,33″&55″–36″ (*s*)<br>150lb *90lb* 160HP<br>2SB,*4cf*,GS75<br>NEMarineCo.(Lim.),Nwc. | 19 ″ 2<br>s 2 ″ 1 | |
| — IronPadSk<br>*J.Williamson* –92 | 235<br>198<br>32 | | | | 1876 | T.B.Seath &Co.<br>Glasgow | J.Williamson | 201·2<br>Q37*t* | 19·1 | 7·3 | Glasgow<br>British | D.1Cy.50″–56″<br>NB90 85H<br>W.King&Co.,Glasgow | | BT till ~~9,94~~ 5,95 |
| **Bentala** SteelScSr<br>*W.Filmer* –90 1*Dk*(*Stl*)2*trB*<br>*Well deck* | 2688<br>2125<br>1767 | ✠100A1<br>7,93 | Cff<br>A&CP<br>LMC7,89 | *t* | 1889<br>7mo | Schlesinger Davis&Co.<br>Newcastle | SteamShipBentala Co.(Lim.) (J.Hoult)<br>*WB=CellDB250′727tFPT* | 303·0<br>P17′Q98′B124′<br>F33′ | 40·2<br>FK | 20·2<br>6*BHAsp*<br>82*tAPT*32*t* | Liverpool<br>British | T.3Cy.22″,34″&56″–42″ (*s*)<br>160lb 180H<br>2SB,*6rf*,GS93<br>Black,Hawthorn&Co.,Gts. | 23 ″ 2<br>s 2 ″ 5 | |
| **Bento Gonçalves** Wood<br>*Gonçalves* (*ex*Carangola)<br>YM1,88 | 486<br>—<br>284 | | | | 1885 | P.d'Area Corte | Companhia deNav. Norte-Sul | ..... | ..... | ..... | R.Janeiro<br>Brazilian | | | |
| **Benton** IronScSr<br>*J.Cooper* –92 ssShl.No.3–7,85<br>ssStk.No.1–89<br>1*Dk*2*trB* | 869<br>756<br>545 | ✠90A1<br>8,91<br>BS12,91<br>drp90 | Shl<br>A&CP<br>LMC4,89 | | 1872<br>7mo | W.Doxford &Sons<br>Sunderland | W.Taylor&Co. | 229·0<br>Q24′B70′F26′<br>len79 | 28·7<br>BK8″ | 16·2<br>4*BHCem*<br>*WB=DBa47′f49′237t* | London<br>British | C.2Cy.26″&48″–30″ (*i*)<br>60lb *80lb* NB78 NDB91 90H<br>1B,GS48<br>Hawks,Crawshy& Co.,Gts. | 17 ″ 0<br>s 2 ″ 4½ | |
| **Benvenue** IronScSr<br>~~*B.W.Thomson*83–87~~ ssLth.No.2–91<br>*Sarchet* 2*Dks*(1*Irn*)3*trB* | 2286<br>2115<br>1468 | ✠100A1<br>~~6,94~~ ~~4,96~~ 1,95<br>~~BS6,98~~ LMC~~2,91~~ 1,95<br>~~4,94~~ | Lon<br>LA&CP<br>~~Lth~~ | *t* | 1883<br>3mo | A.Stephen &Sons<br>Glasgow | W.Thomson&Co. | 318·5<br>P36′B26′F35′ | 38·1<br>BK10″ | 25·2<br>4*BHCem*<br>*WB=DBuE&B64′186t* | Leith<br>British | C.2Cy.38″&68″–48″ (*b*)<br>85lb *50lb* 285H<br>2DB,*8pf*,GS120<br>A.Stephen&Sons,Glasgow | 26 ″ 7<br>s 5 ″ 2½ | |
| **Benwick** SteelScSr<br>*J.A.Pollexfen* –94 ssLiv.No.1–93<br>*Well deck* 1*Dk*(*Stl*)2*trB* | 2722<br>2148<br>1792 | ✠100A1<br>10,93 | Liv<br>A&CP<br>LMC10,93 | *t* | 1889<br>5mo | Schlesinger Davis&Co.<br>Newcastle | S.S.BenwickCo. (Lim.)(J.Hoult)<br>*WB=CellDB252′727tFPT* | 302·0<br>P17′Q98′B124′<br>F33′drp93 | 40·2<br>FK | 20·1<br>5*BHCem*<br>82*tAPT*32*t* | Liverpool<br>British | T.3Cy.22″,34″&56″–42″ (*s*)<br>160lb *70lb* 180HP<br>2SB,*6rf*,GS93<br>Black,Hawthorn&Co.,Gts. | 23 ″ 2<br>s 2 ″ 5 | |
| **Bercy** SteelScSr<br>*Lemerle* | 636<br>604<br>457 | | | | 1889 | Chant.& Ateliers de laLoire Nantes | Compagnie Parisienne de Navig.à Vapeur | 187·0 | 27·9 | 15·3 | Rouen<br>French | C.2Cy.19″&35″–25″<br>100HP<br>Ateliers&Chant.delaLoire, Nantes | | V |
| **Berenguer el Grande** SteelScSr<br>ssLon.No.1–93<br>(*ex*Suffolk)<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB* | 3303<br>2914<br>2179 | ✠100A1<br>*Spar dk*<br>7,93 | Lon<br>LA&CP<br>LMC7,93 | *v* | 1889<br>5mo | Ramage& Ferguson<br>Leith | F.Prats&Co. | 330·0<br>P49′B94′F42′<br>~~drp94~~ | 41·2<br>26·3<br>BK10″ | 18·8<br>6*BHCem*<br>*WB=CellDB280′430t* | Barcelona<br>Spanish | T.3Cy.25½″,41″&67″–42″ (*s*)<br>160lb *60lb* 230HP<br>1D&2SB,*12cf*,GS180<br>Ramage&Ferguson,Leith | 21 ″ 5<br>s 6 ″ 11½ | D |
| **Berenice** IronScBk<br>*Perine*68–87 2*Dks*(1*Irn*)3*trB* | 2625<br>2388<br>1633 | | | ... | 1882<br>4mo | E.Strudt-hoff<br>San Rocco | Lloyd Austriaco | 340·0 | 37·5 | 24·9 | Trieste<br>Aust.-Hung. | C.2Cy.39″&70″–48″<br>309HP<br>E.Strudthoff,Trieste | 24 ″ 7 | |
| — IronScBg<br>*C.T.Poederbach*89–92 1*Dk*2*trB* | 775<br>—<br>549 | | | ... | 1864<br>3mo | Richardsn, Duck&Co.<br>Stockton | Koninkl.Nederl. Stoomb.Maats. | 195·0 | 29·0 | 17·2 | Amstrdam<br>Dutch | C.2Cy.26″&48″–36″<br>120HP<br>Richardson,Duck&Co.,Stk | | DV |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylind. Course du Pistou. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **309** 89474 KBLR | **Beresford** *A.E.Leganger* –91 *ss*Bry.No.2–94 *Well deck* 1*Dk*(*Irn*)&*Web frames* | **SteelScSr** | 2108 1655 1379 | ✠100A1 ~~1,91~~ ~~10,94~~ 3,95 ✠LMC4,94 ~~Bldr~~ | Bry | *r* | 1885 7mo | E.Withy & Co. W Hartlepool | G.Horsley&Son *WB*= | 285·3 P28′Q86′B104′F29′ lrp&srp94 BK9″ *CellDB240′380t* | 36·5 | 18·5 | W. Hartlpl British 5*BHpt Asp ptCem* | T.3Cy.21″,35″&57″–36″ 148lb *55lb* 2SB,*4cf*,GS82 T.Richardson&Sons,H |
| **310** 89752 JDQL | **Bergamo** ~~*W.L.Trevorrow*84–84~~ *ss*Npt.No.2–92 *Well deck* 1*Dk*(*Irn*)&*Webframes* *Prance* | **IronScSr** | 1127 893 699 | ✠100A1 ~~6,94~~ ~~6,96,93~~ 1,95 ~~BS6,93~~ ✠LMC4,92 6,94 ~~Lpr~~ Lon | Npt | *n* | 1883 11mo | W.Pickersgill & Son Sunderland | R.W.Jones&Co. *WB*= | 225·2 Q83′B46′F22′ *DBa59′f90′* | 32·2 FK | 16·3 | Newport British 4*BHCem* 270*tAPT9t* | C.2Cy.28″&52″–36″ 80lb *60lb* 1SB,*3pf*,GS61 NorthMarineEC(Lim |
| **311** JPSD | **Bergen** *H.Kjerland* –87 1*Dk*&*Awngdk3trB* | **IronSc3MstSr** | 1368 963 859 | | | | 1871 | Burmeister&Wain Copenhagen | JacobChristensen | 232·0 | 30·6 | 25·0 | Bergen Norwegian *WB* | T.3Cy.17″,28″&46″–33″ NE91 W.Allan&Co.,Sunder |
| **312** JVRT | — *E.Amundsen* *ss*Rot.No.2–81 *Well deck* 1*Dk2trB* | **IronScSr** | 393 301 239 | ✠ 7,83 | Abn | *g* | 1873 2mo | Coulson, Cooke&Co. Newcastle | Vestlandske "Lloyds" (E.Rusten) | 159·4 Q46*t* | 21·2 B29*t* | 12·0 H16*t* | Bergen Norwegian 4*BHCem* | C.2Cy.19″&36″–24″ Thompson,Boyd&Co. *WB*=*DBa34′* |
| **313** NFSC | **Bergenhuus** *J.Jörgensen*89– 1*Dk* | **IronScSr** | 444 355 280 | | | | 1870 | Burmeister&Wain Copenhagen | ForenedeDampskibsselskab | 156·6 P45*t* B16*t* H7*t* F22′ | 23·1 | 14·0 | Copnhagn Danish | C.4Cy.15″&30″–20″ Burmeister&Wain,Cp |
| **314** JVSW | **Bergenseren** *J.Mortensen*84–84 *ss*Bgn.No.2–91 *Well deck* 1*Dk2trB* | **IronScSr** | 665 508 492 | ✠100A1 ~~9,94~~ ~~10,91~~ 2,95 ~~BS8,94~~ ✠LMC10,91 2,95 ~~NyVk~~ | Bgn A&CP | *j* | 1884 4mo | FlensburgerSchiff. Gesell. Flensburg | Bergh&Helland | 179·5 Q52′B49′F25′ | 27·3 BK7″ | 14·2 | Bergen Norwegian 4*BHCem* | C.2Cy.22½″&42″–27″ 75lb ~~75lb~~ *70lb* 1SB,*2pf*,GS34 Flens.Schffs.Gesell.Fl |
| **315** RHBV | **Berger Wilhelm** *W.Jensen*86–89 (*ex*WillemI.) *Elec.light* 1*Dk2trB* | **IronScSalvageSr** | 509 500 362 | | | | 1856 | P V.Vissingen Amsterdam | NordischerBergungsVerein | 213·0 | 26·2 | 13·8 | Hamburg German *WB* | C.2Cy.21″&34″–23″ Gebr.Howaldt,Kiel |
| **316** JWNF | **Bergliot** *A.Monsen*89–89 1*Dk2trB* | **WoodScSr** | 502 418 312 | | | | 1881 | K.Enochsen Stavanger | Act.Selsk."Bergliot" (A.Meling) | 145·4 Q20*t* | 26·5 B61*t* | 17·3 | Stavanger Norwegian | C.2Cy.18″&32½″–24″ AkersM.Verks,Christ |
| **317** HFGN | **Bergsund** *K.A.Aminoff* –77 1*Dk2trB* | **IronScSr** | 888 663 693 | | | | 1869 | Bergsunds Mk.Vks. Stockholm | StockholmsÅngf. Rederib. (G.Brolin) | 201·7 P111′ len82 | 28·9 H9*t* | 16·3 F22′ | Stockholm Swedish | C.2Cy.24″&43″–25″ BergsundsMek.Verks Stockholm |
| **318** 2905 JPQV | **Berks** *Swazey* 1*Dk2trB* | **IronScSr** | 565 377 377 | | | | 1874 | J.Roach& Sons Chester,Pa. | Philadelphia& ReadingR.R.Co. | 189·0 | 29·0 | 14·4 | Phildlphia Utd.States | C.2Cy.20½″&34″–30″ Philadelphia&Readin Co.,Pa. |
| **319** 3175 JVNR | **Berkshire** *J.Ryder*88–92 3*Dks*&*Awngdk* | **IronScSr** | 2014 — 1433 | | | | 1881 | Cramp& Sons Philadelphia | Merchnts'&Minrs' TransportationCo. | 250·0 F39*t* | 38·5 27·0 | 16·6 | Baltimore Utd.States | C.2Cy.34″&60″–45″ Cramp&Sons,Philade |
| **320** 70913 RGFH | **Berlin** *F.Watkins* –93 (*ex*City of Berlin) *Elec.light* | **IronScBn** | 5526 5151 3302 | | | | 1874 10mo | Caird&Co. Greenock | ~~Inman&International S.S.Co. (Lim.)~~ Nav.Co.(Lim.) | 488·6 F97′ | 44·2 | 34·9 | Liverpool British | T.3Cy.41″,65″&101″–6 NE&B87 1 LairdBros.,Birkenhea |
| Broken up 94 **321** QCHJ | — *H.Weber*92–92 2*Dks*&*Awngdk*&*4trB* | **IronScBg** | 2334 2329 1637 | | | | 1868 | Caird&Co. Greenock | Norddeutscher Lloyd | 297·2 | 39·0 | 30·5 | Bremen German | C.2Cy.42″&77″–42″ Caird&Co.,Greenock |
| **322** 99454 | — *R.Henderson* –94 2*Dks*~~*Dk*~~&*pt Awngdk* | **SteelTwinScSr** | 1745 1131 556 | | | | 1894 | Earle'sS.B. &E.Co. (Lim.) Hull | GreatEastern RailwayCo. | 302·4 P40′ *ptAwng dk* 248′ | 36·0 | 16·2 | Harwich British | T.6Cy.26″,39½″&61″–3 Earle'sCo.(Lim.),Hull |
| **323** 98383 | — *T.W.Kitwood* –94 1*Dk*(*Stl*–ws)2*trB* *Elec.light* | **SteelScSr** | 1090 903 535 | ✠100A1 2,94 ✠LMC8,91 | Hul LA&CP | *o* | 1891 8mo | W.B. Thompson &Co(Lim.) Dundee | ~~YorkshireCoal&~~ ~~SteamShipping Co.(Lim.)~~ GooleStm Shppg. Co.(Lim.) | 245·0 P33′B91′F33′ lrp92&93 BK8½″ *WB*=*DBa50′f57* | 34·1 | 15·8 | Goole British 5*BHCem* 5*uE24′214t* | T.3Cy.24″,38″&62″–42″ 160lb 2SB,*6cf*,GS110,HS4390 WBThmpsn&Co(Lm |
| **324** JDTM | — *R.Hoppe*81–84 1*Dk2trB* | **IronScSr** | 944 777 738 | | | | 1881 | Act.Gesell. "Vulcan" Stettin | NeueDampferCompagnie,Act.Ges. | 217·5 P105′ | 28·3 F32′ | 15·6 | Stettin German | C.2Cy.25″&47″–29½″ Act.Gesells."Vulcan" |
| **325** 47014 VLTF | — *T.McGill* –92 | **IronScSr** | 652 527 401 | | | | 1863 | Barclay, Curle&Co. Glasgow | Leith,Hull&HamburgStm.Pkt.Co. (J.Currie&Co., *Mgrs.*) | 216·6 P27*t* | 27·1 | 14·4 | Leith British | C.2Cy.28″&47″–33″ NE74 NB94 J.Penn&Sons,Greenw |
| **326** 68919 NWJB | **Bermuda** ~~*L.Halliburton*90–92~~ *W.McKay*92–94 | **IronScSr** *ss*Sld.No.3–12,86 *ss*N.Yk.No.1–91 1*Dk*&*Spardk3trB* | 1284 1146 823 | ✠100A1 *Spar dk* 8,94 ~~8,94~~ ~~BS8,98~~ ✠LMC3,91 ✠NE&B12,86 BS6,94 | NYk A&CP | *o* | 1874 9mo | W.Doxford &Son Sunderland | QuebecS.S.Co. *WB*= | 233·0 | 29·2 22·9 BK8″ *DBa52′62t* | 16·7 | Sundrland British 4*BHCem* | T.3Cy.18″,29″&48″–33″ 150lb *75lb* NDB86 2SB,*4cf*,GS78 W.Doxford&Sons,Sld |
| **327** JWPK | **Bernadotte** *T.Hjorth* –89 1*Dk* | **IronScSr** | 413 316 242 | ✠ 6,89 ✠ | Cpn LA&CP | *f* | 1889 3mo | Bergens Mek.Værk. Bergen | Actieselskabet "Bernadotte" (S.Bergesen) *WB*=*D* | 144·5 Q30*t*B47*t*F9*t* drp89 *BuE&B26′33t* | 24·3 BK7″ | 11·9 *FPT* | Stavanger Norwegian 4*BHCem* 20*tAPT13t* | T.3Cy.11″,18″&29″–20″ 1SB,*2cf*,GS25 BergensMek.Værk.B |
| **328** 89772 JFMK | **Bernard** *E.Davies* *ss*Cff.No.2–92 *Well deck* 1*Dk*(*pt Irn*)2*trB* | **IronScSr** | 1726 1451 1109 | ✠100A1 5,94 BS5,94 ✠LMC1,92 | Bry A&CP | *q* | 1884 1mo | T.Turnbull & Son Whitby | TurnbullBros. | 260·0 Q96′B68′F31′ drp93 | 37·1 FK | 18·5 *WB*=*DB* | Whitby British 5*BHCem* *a80′f96′321t* | C.2Cy.32″&60″–39″ 80lb *45lb* 2SB,*4pf*,GS66 Blair&Co.(Lim.),Stock |
| **329** 3460 KGWL | — *E.E.Paine*92–93 1*Dk2trB* | **IronScSr** | 915 881 577 | | | | 1870 | T.Royden & Sons Liverpool | BostonFruitCo. | 231·2 | 26·2 | 21·1 | Bostn, Mas Utd.States | C.2Cy.21″&48″–40″ NB82 Fawcett,Preston&Co. |
| **330** 84059 VKSC | **Bernard Hall** *P.W.Treleaven* –93 | **IronScBg** | 2601 2497 1687 | | | | 1880 | J.Laing Sunderland | W.India&Pacific S.S.Co.(Lim.) | 338·0 B93*t* | 38·0 F30*t* | 26·0 | Liverpool British | C.2Cy.29″&59″–42″ G.Forrester&Co.,Live |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of R. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 331 Bernhard LCSP | *P. Roos* -90 — Steel Sc Sr — 1 *Dk* & *Webframes* | 651 — 447 | | | | 1890 | H. Koch Lübeck | Sartori & Berger | 188·2 \| 25·7 \| 12·8 B43′ F22′ | Kiel German *WB* | C.2Cy.21⅛″&40¼″–27½″ Klawitter, Danzig | | G |
| 332 Bernicia 86107 HKGV | *A. Andersen* -91 — *ss* Cff. No.2–91 — 2 *Dks* (*Irn*) 3 *trB* — Iron Sc Sr | 2546 2454 1652 | ✠100A1 5,94 ~~10,02~~ 8,94 BS10,93 | Nwc ~~Shl~~ LA&CP ✠LMC8,91 Nwc | *t* | 1883 2mo | Palmers' Co. (Lim.) Newcastle | Bernicia S.S.Co. (Lim.) (J.E. Bowser & Son) | 300·8 \| 39·3 \| 25·2 P26′B76′F34′ BK 10″ *WB* = *Cell DB* 252′ | Newcastle British | C.2Cy.35″&71″–48″ (*a*) 90lb *65lb* 300 HP 2DB, *8pf*, GS140, HS4437 Palmers' Co. (Lim.), Nwc. | 27 ″ 9 s 5 ″ 4½ | D |
| 333 — 99228 — *D. Mackay* 74–92 — 2 *Dks* (*Uirn–ptws*) — *Elec. light* *Well deck* — Steel Sc Sr | | 793 575 506 | ✠100A1 ~~10,93~~ ~~14,98~~ | Lth LA&CP ✠LMC3,92 | *l* | 1892 4mo | Ramage & Ferguson Leith | Leith, Hull & Ham. Stm. Pkt. Co. (J. Currie & Co., *Mgrs.*) | 215·5 \| 28·6 \| 14·5 P101′F54′ BK 7½″ *WB* = *FPT* | Leith British | C.2Cy.30″&55″–36″ (*o*) 80lb *65lb* 175 HP 2SB, *6rf*, GS102, HS2530 Ramage & Ferguson, Leith | 15 ″ 5 | BT till ~~14,94~~ 10,95 |
| 334 Bernina 87829 HMTR | *R. Roberts* -94 — 2nd Survey Msl. 3,92 — 2 *Dks* (1 *Irn*) — Iron Sc Bn | 1431 1301 916 | ✠ A1* 1 2,94 *Now named "Catania," See No. 28 in Supplement.* | Liv | Lv | 1883 4mo | R. & J. Evans & Co. Liverpool | Bernina S.S.Co. (Lim.) (Richards, Mills & Co. | 256·2 \| 33·1 \| 20·6 P50*t* B91*t* F31*t* BK 9″ *WB* = *Cell DB* | Liverpool British | C.2Cy.28″&50″–30″ 120 HP 3 *BH* 1 PBH De Winton & Co., Carnarvon | 23 ″ 3 s 3 ″ 6½ | |
| 335 Berrington 53117 HGBQ | *S. Merriman* 89–89 | 767 701 479 | | | … | 1865 9mo | Palmers' Co. Newcastle | J. Fenwick & Son | 210·3 \| 28·1 \| 16·7 Q24′ len 76 | London British *Cem* | C.2Cy.25″&48″–30″ 99 HP *Cmp.* 76 Palmers' Co., Nwc. | 18 ″ 2 s 3 ″ 2 | |
| 336 Berry HMBQ | *Debrien* 79–88 — *ss* Msl. No.2–93 — 1 *Dk* (*pt Irn-ws*) & *Spar dk* 3 *trB* | 1600 1054 851 | ✠100A1 *Spar dk* 2,93 BS4,94 | Msl LA&CP ✠LMC2,93 | *q* | 1884 8mo | W.B. Thompson Glasgow | Société Générale de Transports Maritimes à Vapeur | 255·2 \| 34·1 \| 16·7 F25′ 24·5 BK 9″ *WB* = *DBa* 52′ 73*t* *FPT* 36*t* *APT* 25*t* | Marseilles French | C.2Cy.36″&72″–42″ 85lb 250 HP 4SB, *8pf*, GS184 W.B. Thompson, Dundee | 17 ″ 10 | |
| 337 Bertha LRGT | *J.C. Trost* -90 — 1 *Dk* & *Webframes* | 710 — 515 | | | | 1890 | Howaldts-werke Kiel | Zerssen & Co. | 180·0 \| 29·4 \| 16·4 B39′ F24′ | Tönning German *WB* | T.3 Cy.14¼″,22¼″&36⅝″–19¾″ Howaldtswerke, Kiel | | G |
| 338 — 68297 MDSK | *M.C. Watson* -91 — *ss* Stk. No.3–7,86 — 1 *Dk* 2 *trB* | 636 531 401 | ✠ — 9,91 | Stk A&CP | *k* | 1873 7mo | Backhouse & Dixon Middlesbro' | Bertha S.S.Co. (Lim.) (Jervelund & Clephan) | 195·0 \| 27·0 \| 14·9 Q72′ F27′ | Middlsbro' British 4 *BH Cem* | C.2Cy.24½″&48½″–33″ NDB88 90 HP *WB* = *DBa* 49′ *f* 71′ 170*t* Blair & Co. (Lim.), Stockton | 16 ″ 0 | |
| 339 — 3397 | *C.M. Anderson* 80–88 — 2 *Dks* 3 *trB* — Wood Sc Bn | 597 — 450 | | | | 1888 | M. Turner Benicia, Cal. | Karluk Packing Co. | 140·0 \| 32·0 \| 22·0 | S. Frncisco Utd. States | C.2Cy.16″&32″–24″ 125 HP W. Deacon & Co., S. Frncisco | | |
| 340 Berthilde RHDJ | *P. Tesdorpf* 90–90 — 2 *Dks* — Iron Sc Salvage Sr | 514 502 285 | | | | 1886 | Rostock S.B.&E.Co. Rostock | Nordischer Bergungs Verein | 170·7 \| 27·3 \| 14·7 Q17′ B23′ H5*t* | Hamburg German *WB* | 2Cy.31½″&59″–35½″ 106 HP Rostock S.B.&E.Co., Ros. | | G V |
| 341 Bertie 81659 WCFK | *T. Martin* -91 — ~~*ss* Hpl. No.2–90~~ — *Well deck* — 1 *Dk* (*Irn*) 2 *trB* — *ss* Shl. No.3–9,93 | 1676 1336 ~~1083~~ 1135 | ✠100A1 12,94 ~~10,02~~ ✠LMC1,94 Hpl | Brs A&CP | *q* | 1881 7mo | M. Pearse & Co. Stockton | ~~O. Trechmann~~ Trechmann Bros. | 257·5 \| 34·5 \| 18·0 P27′Q68′B158*t* F30′ BK 10″ *WB* = *Cell DB* 216′ 345*t* | Hrtlepool British 4 *BH Cem* | C.2Cy.32″&60″–39″ (*i*) 80lb *45lb* 140 HP 1DB, *4pf*, GS63 Blair & Co. (Lim.), Stockton | 20 ″ 5 s 2 ″ 1 | D |
| 342 Berwick 72487 NTRF | ~~*W. Ivey* -98~~ — (*ex* Richard Trevithick) — *W.J. Durbridge* -95 — *ss* Lon. No.3–6,83 — *ss* Lon. No.2–92 — 1 *Dk* — Iron Sc Sr | 421 341 262 | ✠100A1 ~~5,93~~ ~~10,94~~ 10,94 ✠NB85 BS ~~6,98~~ 8,94 | Sws A&CP MS4,92 ~~Mch~~ Lon | *h* | 1874 12mo | Cunliffe & Dunlop Pt. Glasgow | J.T. Harrison | 160·4 \| 24·5 \| 13·2 Q74′F23′ Irp 93 ND 92 BK 7″ *WB* = *MT* 11′ 60*t* | London British 4 *AB Cem* | C.2Cy.21″&38″–24″ (*i*) 80lb *60lb* NDB85 60 HP 1SB, *3pf*, GS44 Cunliffe & Dunlop, P.Gl. | 14 ″ 1 s 1 ″ 5½ | |
| 343 Beryl 82465 TDJH | *G.W. Kinmond* -94 — *Well deck* — *ss* Cff. No.3–7,90 — 1 *Dk* (*Irn*) 2 *trB* | 1302 977 838 | ✠100A1 3,92 BS ~~10,93~~ 5,94 | Cff A&CP ✠LMC7,90 | *o* | 1880 2mo | M. Pearse & Co. Stockton | W. Tulley & Co. | 240·4 \| 32·0 \| 16·7 P154′F31′ BK 8″ *WB* = *DBa* 67′ | Hull British 4 *BH Cem* | C.2Cy.28½″&53″–33″ (*i*) 80lb *30lb* 110 HP 1DB, *4pf*, GS50 Blair & Co. (Lim.), Stockton | 17 ″ 7 s 1 ″ 7 | |
| 344 — 82740 YKWF | *J. Campbell* 82–82 — *Well deck* — *ss* Dun. No.3–3,94 — 1 *Dk* (*Irn*) 2 *trB* — Iron Sc Sr | 1190 876 774 | ✠100A1 4,95 ~~3,94~~ BS ~~3,95~~ | Dun A&CP ✠LMC3,94 | *n* | 1881 2mo | W.B. Thompson Dundee | Dundee Gem Line S.S.Co. (Lim.) (P.M. Duncan & Son, *Mgrs.*) | 234·0 \| 32·2 \| 15·3 P136′F37′ BK 8″ *WB* = *Cell DB* 187 | Dundee British 5 *BH Cem* 200*t* *APT* 8*t* | C.2Cy.27″&54″–36″ (*i*) 80lb *55lb* 120 HP 2SB, *4cf*, GS76 W.B. Thompson, Dundee | 17 ″ 7 s 1 ″ 9 | |
| 345 — 102605 NCRQ | ~~*W. McGarva* 93–93~~ — *Well deck* — *Irn framing* & *Stl plating* — *N. Walker* — 1 *Dk* (*Irn*) — Steel & Iron Sc 3 Mst Sr | 402 284 122 | ✠100A1 ~~12,94~~ ~~7,98~~ 2,95 ✠LMC7,98 | Bwg LA&CP | *f* | 1893 7mo | Scott & Sns Bowling | W. Robertson | 142·3 \| 25·2 \| 10·7 Q68′B9′F24′ BK 7″ *WB* = *FPT* 18*t* | Glasgow British 3 *BH Cem* | C.2Cy.20″&40″–27″ (*s*) 110lb *75lb* 66 HP 1SB, *2pf*, GS38, HS1283 Ross & Duncan, Glasgow | 12 ″ 1 s ″ 9 | |
| 346 Besós HDTP | *J.R. Franco* 75–84 | 408 375 277 | | | | 1862 | ..... England | Hijos de G. Carratala | 172·9 \| 23·0 \| 12·8 | Alicante Spanish | 60 HP | | |
| 347 Bessarabetz 643 HQVN | *Kruse* -91 — *Elec. light* — 1 *Dk* — Steel Pad | 315 258 163 | | | | 1891 | Howaldts-werke Kiel | Compagnie Russe de Navigation à Vapeur sur la Mer Noire et le Danube | 164·0 \| 22·9 \| 10·5 | Odessa Russian | T.3Cy.20⅞″,32¾″&51¼″–47¼″ Howaldtswerke, Kiel | | V |
| 348 Bessarabia 78733 WVKT | *J. Martin* 80–83 — ~~3rd Survey, Liv. 2,98~~ — 4th Survey, 3,94 — *ss* Liv. No.3–2,90 — *ss* Liv. No.1–94 — 2 *Dks* (*Irn*) 3 *trB* — Iron Sc Sr | 1644 1498 1025 | ✠100A1 A1* 1 5,94 ~~10,02~~ *Now named "Tormes," See No. 11 in Supplement.* | Liv A&CP LMC3,94 | *r* Lv | 1877 10mo | W. Gray & Co. W Hartlepool | R. Wilson | 261·0 \| 33·6 \| 23·4 P24′F36′ BK 9″ *WB* = *DBa* 64′ *f* 78′ 6*u*E & B38′ *APT* | Liverpool British 4 *BH Cem* | C.2Cy.32″&60″–39″ (*i*) 76lb *75lb* NDB92 170 HP 2SB, *6f* Blair & Co. (Lim.), Stockton | 24 ″ 9 s 4 ″ 5½ | |
| 349 — * 12 JQBS | — 1 *Dk* — Iron Sc Sr | 423 — 322 | | | | 1861 | Motala Works Norrköping | Russian Stm. Nav. & Trading Co. | 219·0 \| 27·0 \| 10·1 | Odessa Russian | C.2Cy.26″&41″–24″ 60 HP Russian S.S.&Nav.Co. | | |
| 350 Bessbrook 69772 TMSV | *P. Casey* -94 | 533 422 195 | | | … | 1877 | A.&J. Inglis Glasgow | Dundalk & Newry Stm. Pkt. Co. (Lim) | 182·0 \| 27·2 \| 14·0 | Newry British | C.2Cy.32″&58″–36″ NDB92 NB92 140 HP A.&J. Inglis, Glasgow | | BT till ~~13,04~~ 6,05 |
| 351 Bessell 78819 SDBF | *Watson* 72–83 | 1901 1764 1166 | | | | 1878 | A Leslie & Co. Newcastle | Liverpool, Brazil & River Plate Steam Nav. Co. (Lim.) (Lamport & Holt, *Mgrs.*) | 306·9 \| 33·7 \| 24·4 | Liverpool British | C.2Cy.26″&58″–45″ 180 HP R. Stephenson & Co., Nwc. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **352** 101898 | **Bessie** SteelScK<br>*H.C.Callaway* –92<br>1*Dk*(*Stl*) | 154<br>122<br>90 | 100A1<br>4,92<br>LMC7,92 | Vdm<br>LA&CP | *a* | 1892<br>4mo | J.Mulder<br>Vierverlaten | Mrs.M.L.Whitelegg (T.D.Whitelegg *Mgr.*) | 96·2 \| 20·1 \| 8·3<br>P19*t*Q38′F14′<br>BK6½″ | London<br>British | C.2Cy.13″&25″–18″ (*s*)<br>100lb 25HP<br>1SB,2*pf*,GS20,HS556<br>Hedley&Boyd,N.Shields | 9 ″ 0<br>s ″ 11 |
| **353** 104581 NPBM | **Bessie Barr** SteelSc3MstSr<br>*J.McNicol* -94<br>*Well dk* 1*Dk*(*Irn*) | ~~412~~ 418<br>~~288~~ 289<br>~~100~~ 168<br>LMC10,94 | 100A1<br>PG1<br>LA&CP<br>*(Class Contem plated.)* | | *f* | 1894<br>10mo | Murdoch & Murray<br>PortGlasgow | R.B.Ballantyne& Co. | ~~142·0~~ 142·2 \| ~~25·1~~ 25·0 \| ~~11·0~~ 11·1 BK7″<br>Q76′B9′F24′<br>*WB*=*FI T45tAPT42t* | Glasgow<br>British | T.3Cy.13″,21½″&34″–27″ (*s*)<br>160lb ~~70lb~~ 60HP<br>3*BHCem*<br>1SB,3*pf*GS49,HS1013<br>Muir&Houston,Glasgow | 12 ″ 1<br>s ″ 9 |
| **354** JQHB | **Bestante** WoodScSr<br>*J.Röring* –92 (*ex*Sailing Vessel)<br>1*Dk* | 150<br>141<br>104 | | | | 1872 | .....<br>Stavanger | F.Röring | 95·6 \| 23·5 \| 11·4<br>P72*t*Q22*t* | Bodö<br>Norwegian | 1Cy.11″–12″<br>12HP<br>BergensMek.Verkstd.Bgn | |
| **355** 65262 KSJV | **Beta** IronScSr<br>*J.Thompson* –94 6thSurvey,Shl.9,91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1390<br>1072<br>895 | A1 1<br>4,94 | Shl | Lv | 1871<br>9mo | Humphrys & Pearson<br>Hull | G.S.Rosevear | 259·5 \| 31·8 \| 18·0<br>P156′F28′<br>drp92 BK9″<br>*WB*=*DBa*20′*fs inMain hold*60′225*t* | Hull<br>British | C.2Cy.30″&56″–33″<br>NB80 130HP<br>5*BH*<br>Humphrys&Co.,Hull | 19 ″ 1<br>s 2 ″ 4 |
| **356** 68072 MLTG | **—** IronSc3MstSr<br>*Smith*88–88 2*Dks*(*Irn*)*&Spardk* | 1087<br>679<br>677 | <br>*Spar dk*<br>3,74 | Cly<br>A&CP | | 1873<br>11mo | Aitken & Mansel<br>Glasgow | W.A.Black | 235·1 \| 28·5 \| 14·7<br>22·1 | Glasgow<br>British | C.I.2Cy.33½″&58½″–36″<br>160HP<br>4*BHCem*<br>J.&G.Thomson,Glasgow | |
| **357** 91150 | **—** IronScSk<br>*Griffiths* –84 2ndSurvey,Liv.7,93<br>1*Dk*(*Irn*) | 395<br>364<br>225 | A1~~*~~1<br>~~4,94~~ 7,94 | Liv | Lv | 1884<br>7mo | W.Simons & Co.<br>Renfrew | Mayor,Aldermen& Citizens of the City of Liverpool | 151·0 \| 25·2 \| 12·3<br>drp94 FK | Liverpool<br>British | C.2Cy.22″&42″–27″<br>75HP<br>4*BH*<br>1SB,2*f*<br>*WB*=*DB* W.Simons & Co.,Renfrew | |
| **358** 98920 | **—** IronTwinScSp<br>*T.Purvis*89–91 1*Dk* | 393<br>382<br>176 | | | | 1891 | TA Walker<br>Sudbrook | ManchesterShip CanalCo. | 145·5 \| 30·4 \| 10·7 | Liverpool<br>British | Q.8Cy.9″,12″,16″&25″–21½″<br>96HP<br>Fleming&Ferguson,Psy. | |
| **359** HRFV | **Betty** IronScSr<br>*A.Arvidson* –92 1*Dk* | 379<br>324<br>283 | | | | 1882 | Oscarshmn Mk.Vrks.<br>Oscarshamn | MotalaRederi-aktiebolag (G.F.Petterson) | 135·5 \| 22·0 \| 13·8<br>B37′ H4*t* | Motala<br>Swedish | C.2Cy.15½″&32″–22″<br>60HP<br>*WB* OscarshamnMek.Verks.,<br>Oscarshamn | |
| **360** JRDQ | **—** CompScSr<br>*S.Jacobsen*82–82 1*Dk* | 261<br>195<br>146 | | | | 1870 | S.Olsson<br>Oscarshamn | JacobR.Olsen | 123·3 \| 22·6 \| 10·6<br>Q16*t* B11*t* F6*t* | Bergen<br>Norwegian | C.2Cy.11″&23½″–20″<br>50HP | |
| **361** HSRC | **—** IronScSr<br>*Tranlund* –89 1*Dk* | 155<br>126<br>128 | | | | 1883 | G F Cawallin<br>Sjöberg | G.F.Cawallin | 113·0 \| 16·8 \| 9·5<br>B24′<br>len86 | Timrå<br>Swedish | C.2Cy.11″&19″–18″<br>25HP<br>G.F.Cawallin,Sjöberg | |
| **362** MDNP | **—** IronSc<br>*Roffmann* ssBhn.No.1–91<br>1*Dk* | 140<br>136<br>72 | 100A1<br>*Stm Trawler*<br>8,93<br>BS12,94 LMC8,96 | Bhn<br>LA&CP | | 1887<br>11mo | RostockSB &E.Co.<br>Rostock | F.A.Pust | 101·7 \| 20·6 \| 10·5<br>F18′<br>BK9″ | Rostock<br>German | C.2Cy.17¾″&33½″–19⅝″ (*i*)<br>92lb 60HP<br>3*BHCem*<br>1SB,2*f*,GS25<br>RostockS.B.&E.Co.,Ros. | |
| **363** 102582 NBWL | **Bezwada** SteelScSr<br>*H.G.Creft*83–93 1*Dk*(*Irn*)*&Spardk*<br>(*Irn*)*&Deepframing* | 5001<br>4610<br>3270 | 100A1<br>*Spar dk*<br>12,93<br>LMC5,93 | Lon<br>LA&CP | *y* | 1893<br>5mo | A.Stephen &Sons<br>Glasgow | BritishIndiaStm. Nav.Co.(Lim.) | 400·0 \| 48·0 \| 19·7<br>P28′B80′F42′ 28·8<br>BK11″<br>*WB*=*Cell DB328′954t* | Glasgow<br>British | T.3Cy.26″,41″&67″–48″ (*s*)<br>160lb *80lb* 380HP<br>6*BHCem*<br>2DB,8*rf*,GS154,HS6190<br>A.Stephen &Sons,Glasgow | 22 ″ 6<br>s 7 ″ 11 |
| **364** 80428 WVRP | **Bheema** IronScSr<br>*B.R.W.Williams* –92 | 445<br>428<br>197 | | | | 1878 | T.Wingate &Co.<br>Glasgow, | LimHoPuah | 180·6 \| 22·1 \| 13·8<br>Q20*t* F8*t* | Singapore<br>British | T.3Cy.15″,24″&40″–30″<br>75HP<br>*Tpd*.88Dunsmuir&Jackson<br>Gls. | |
| | *Now named "Poh Hin Guan," See No. 17 in Supplement* | | | | | | | | | | | |
| **365** RHTM | **Bhopal** SteelScSr<br>*C.L.Hansen*90–91 ssHam.No.1–94<br>2*Dks*(*UStl*-ws*&*1*Irn*)3*trB* | 3041<br>2778<br>2145 | 100A1<br>4,95 ~~4,94~~<br>LMC4,94 | Ham<br>LA&CP | *v* | 1890<br>3mo | Blohm& Voss<br>Hamburg | HamburgCalcutta Linie | 340·8 \| 42·1 \| 25·9<br>P18′B76′F42′<br>BK11″<br>*WB*=*Cell DB256′570t* | Hamburg<br>German | T.3Cy.25 $\frac{3}{16}$″,40″&66″–48″<br>160lb *80lb* (*s*) 300HP<br>8*BHCem*<br>2DB,8*cf*,GS160<br>Blohm&Voss,Hamburg | 28 ″ 9 |
| **366** 82336 TNFC | **Bhundara** SteelSc3MstSr<br>*W.H.Jacobs* –94 ssCal.No.1–85<br>2*Dks*(*UStl*-ws)3*Dk rule* | 2899<br>2663<br>2190 | <br>11,87 | Sng<br>LA&CP | *v* | 1880<br>8mo | W.Denny &Bros.<br>Dumbarton | Brit.IndiaSteam Nav.Co.(Lim.) | 319·9 \| 40·3 \| 25·9<br>P44′ B25′ F42′ | Glasgow<br>British | C.2Cy.38″&68″–51″<br>290HP<br>6*BHCem*<br>Denny&Co.,Dumbarton<br>*WB*=*Cell DB282′622t* | |
| **367** 96295 *C.M.Thomas* | **Biafra** IronScSr<br>~~*P.R.Hall* –93~~ ~~ssLiv.No.1–89~~<br>–94(*ex*Algarve) 1*Dk*(*Irn*)<br>*Well deck* ~~*Thomas*~~ ss Liv.No.2–94 | 839<br>669<br>517 | 100A1<br>~~7,912,93~~ 4,95<br>~~BS10,92~~ LMC12,~~8~~6,94<br>Liv | Ham<br>A&CP | *k* | 1885<br>6mo | J.Priestmn &Co.<br>Sunderland | AfricanSteamShip Co.(Elder,Dempster&Co.*Mgrs.*) | 200·8 \| 30·1 \| 14·0<br>Q103′B20′H16*t*<br>F21′ BK7½″<br>*WB*=*DB a48′f55′164t* | London<br>British | C.2Cy.24″&48″–36″ (*a*)<br>80lb *60lb* 95HP<br>4*BHCem*<br>1SB,3*pf*,GS50<br>T.Clarke&Co.,Newcastle | ~~14 ″ 11~~<br>15 ″ 0<br>s 2 ″ 0 |
| **368** RHCQ | **Bianca** IronScSr<br>*R.Petersen* –93 1*Dk*&*Spardk*3*trB* | 1745<br>1689<br>1151 | | | | 1886 | Flensburg S.B.Co.<br>Flensburg | Hamburg-Pacific Dampfsch.Linie (A.Kirsten,*Mgr.*) | 258·5 \| 34·8 \| 17·1 | Hamburg<br>German | T.3Cy.22″,34″&58″–42″<br>250HP<br>*WB* FlensburgS.B.Co.,Flnsbg. | |
| **369** 73761 | **Bickerstaffe** IronPadSr<br>*J.Harry* –93 | 197<br>193<br>97 | | | | 1879 | Laird Bros.<br>Birkenhead | J.Bickerstaffe | 155·2 \| 21·6 \| 8·6 | Fleetwood<br>British | D.2Cy.38″–48″<br>95HP<br>LairdBros.,Birkenhead | |
| **370** 87945 JHNR | **Bidar** IronScSr<br>~~*Ellis*~~ *J.Ellis* ssLon.No.2–92<br>(*ex*Castlecrag) 1*Dk*(*Irn*)*&Spardk*3*trB* | 2876<br>2789<br>1891 | 100A1<br>*Spar dk*<br>1,95 ~~2,94~~<br>BS7,93 LMC10,91<br>11,94 | Npt<br>LA&CP | *u* | 1884<br>1mo | Wigham Rchdsn&Co<br>Newcastle | LondonSteamers (Lim.) (P.W. Richardson,*Mgr.*) | 330·0 \| 38·3 \| 27·7<br>B80′<br>FK<br>*WB*=*DBa 80′f&uE&B48′f 195t FPT 56t APT 25t MT 28′f* | Liverpool<br>British | C.2Cy.38″&75″–48″ (*s*)<br>90lb *80lb* NDB89 235HP<br>6*BHCem*<br>2DB,~~8*cf*,GS122~~ 12*pf*,GS216<br>WghmRichardsn&Co.Nwc<br>*356tdeep tank aft 24′257t* | 21 ″ 1<br>s 7 ″ 1½ |
| **371** 47719 VPSF | **Biddick** IronScSr<br>*T.Roach*85–85 | 874<br>751<br>561 | | | ... | 1864<br>5mo | J.Laing<br>Sunderland | ~~H.T.Morton&Co.~~<br>Earl of Durham (T.Nicholson,*Mgr*) | 211·0 \| 29·0 \| 16·9<br>Q22*t* B56*t* | Sundrland<br>British | C.2Cy.26″&47″–36″<br>NB88NE78 95HP<br>G.Clark,Sunderland | 17 ″ 10<br>s 2 ″ 8½ |
| **372** 63247 JNBM | **Biela** IronScBg<br>*F.Salter* –94 | 2182<br>1473<br>1374 | | | | 1870 | A.Leslie &Co.<br>Newcastle | Liverpool,Brazil &RiverPlate SteamNavigationCo.(Lim.) (Lamport&Holt, *Mgrs.*) | 316·0 \| 34·9 \| 29·4 | Liverpool<br>British | C.2Cy.34″&68″–48″<br>NE&B83 250HP<br>J.Jones&Sons,Liverpool | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / *Master.* / *Late Name if any.* / Special Surveys. | 3 Material, Rig, &c. / No. of Decks, &c. | 4 Register'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of Boil Trade Pass Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 373<br>QCTW | Biene<br>*M.Jantzen74–74* | IronSc3MstSr<br>1*Dk* | 235<br>199<br>167 | | | | 1874 | J.Lange<br>Vegesack | F.G.Reinhold | 141·0 | 17·6 | 10·1 | Danzig<br>German *WB* | C.2Cy.13″&22½″–15″<br>451P<br>J.Lange,Vegesack | | | V |
| 374<br>JBTD | Bilbaino<br>*L.Olacta92–92*<br>(*ex*Rufina,*ex*Palmira) | IronScSr<br>1*Dk* | 111<br>—<br>66 | | | | 1868 | .....<br>Glasgow | A.Areizaga&Co. | 103·0 | 20·5 | 9·8 | Bilbao<br>Spanish | 50HP | | | |
| 375<br>HDTW | Bilbao<br>*A.Bilbao –89*<br>(*ex*Burmah,*ex*BenLomond) | IronPadK | 180<br>177<br>26 | | | | 1876 | Hall,Russell&Co.<br>Aberdeen | Cia deRemolcadores delCantabrico(Aznar y Cia.,*Mgrs.*) | 121·7 | 21·2 | 11·0 | Bilbao<br>Spanish | L.2Cy.33″–54″<br>100HP<br>Hall,Russell&Co.,Abn. | | | |
| 376<br>101065 | Billie Barlow<br>*E.J.Tooker –93* | WoodScK | 134<br>106<br>84 | | | | 1892 | R.Davis<br>Brisbane Water | R.Davis | 92·0<br>F7*t* | 21·6 | 6·0 | SydnyNSW<br>British | T.3Cy.6½″,10″&17″–14″<br>72HP<br>Plenty&Sons,Newbury | | | |
| 377<br>81614<br>WCQP | Billiton<br>*T.M.Heslop –91* | IronScSr<br>1*Dk* | 336<br>283<br>195 | | | | 1880 | Blackwood &Gordon<br>Pt.Glasgow | TanBengGam | 159·9<br>H33*t* | 25·1<br>F19*t* | 9·1 | Singapore<br>British | C.2Cy.22″&42″–24″<br>80HP<br>Blackwood&Gordon,P.Gls | | | |
| 378<br>TCDM | —<br>*F.Meyer70–70*<br>(*ex*Geene) | IronScSr<br>2*Dks* | 280<br>—<br>173 | | | | 1874 | Maatschappydeatlas<br>Amsterdam | Billiton-Maats | 137·8 | 23·6 | 18·9 | Batavia<br>Dutch | C.2Cy.20″&36″–21″<br>75HP<br>Kkl.MaatsdeSchelde,Vlgn | | | D |
| 379<br>99048 | Binnie<br>*E.J.Allen93–93*<br>1*Dk(Stl)&Webframes* | SteelTwinScSp | 1001<br>976<br>595 | ✠100A— Lon<br>~~6,94 10,94~~ ✠LMC7~~,98~~<br>5,95 9,94 | Lon | | 1892<br>3mo | NavalCon.<br>&Armmnts Co.(Lim.)<br>Barrow | LondonCounty Council | 232·1<br>F19′ | 38·2<br>FK<br>*WB=FPT* | 13·8 | London<br>British<br>6*BHCem*<br>154*tAPT*6*t* | T.6Cy.15″,23″&35″–24″ (*s*)<br>150lb 160HP<br>2SB,6*cf*,GS108,HS2°03<br>NavalC&A Co.(Lim.),Brw | 14 | 6 | |
| 380<br>HBDP | Bio-Bio<br>*J.Gajardo –91*<br>1*Dk(Irn–ptws)&Shelterdk* | SteelTwinScSr | 713<br>710<br>443 | ✠ Gls<br>*Shelter dk* LA&CP<br>4,88 ✠<br>*Valparaiso & the River Maule* | Gls | | 1888<br>4mo | R.Napier& Sons<br>Glasgow | Cia.SudAmericana deVapores | 170·2<br>F19′ | 32·1<br>B6′ | 9·9<br>16·8 | Valparaiso<br>Chilian<br>5*BHCem* | T.3Cy.11″,17″&28″–21″<br>100HP<br>R.Napier&Sons,Glasgow<br>*WB=FPT*24*tAPT*29*t* | 10 | 7 | |
| 381<br>14<br>HFSM | Biokovo<br>*Andreis –92*<br>(*ex*Dubrovnich) | IronScSr<br>*ss*Tri.No.2–88<br>1*Dk* | 227<br>166<br>121 | ✠<br>2,88 | Tri<br>A&CP | *d* | 1879<br>12mo | AM'Millan &Son<br>Dumbarton | FratelliRismondo | 131·2<br>P31′ | 20·2<br>B6′ | 9·5<br>F24′<br>FK | Macarsca<br>Aust.-Hung.<br>4*BHCem* | C.2Cy.19″&35″–24″<br>NB86 50HP<br>Hutson&Corbett,Glasgow<br>*WB=FPT*10*t* | | | A |
| 382<br>87334<br>HFJR | Birch<br>*J.Smiles –93*<br>*Well deck*<br>~~*ss*Shl.No.2–90~~<br>1*Dk(Irn)*2*trB*<br>*ss*Shl.No.3–11,94 | IronScSr | 1611<br>1287<br>1019 | ✠100A1 Shl<br>~~6,94 12,97~~ 11,94 A&CP<br>~~BS4,96~~ ✠LMC~~12,00~~ 11,94<br>New | Shl | *q* | 1882<br>12mo | Strand<br>Slipway Co.<br>Sunderland | F.A.Jaques&Co. | 260·0<br>P22′Q78′B54′F28′ | 35·3 | 18·7<br>BK9″<br>*WB=DB* | Sundrland<br>British<br>4*BHCem*<br>a74*f*48′252*t* | C.2Cy.32″&60″–39″ (*i*)<br>80lb ~~45lb~~ 140HP<br>2SB,6*pf*,GS91<br>J.W.&F.Wilson,Sld. | 20<br>s 2 | 0<br>2½ | |
| 383<br>93774<br>KRJM | Birchfield<br>*B.Norton89–89*<br>*Well deck* | SteelScSr<br>*ss*Cff.No.1–92<br>1*Dk(Stl)&Webframes* | 2327<br>1808<br>1480 | ✠100A1 Cff<br>1,95 ~~4,94~~ A&CP<br>BS4,94 ✠LMC6,92 | Cff | *s* | 1888<br>4mo | JLThompson&Sons<br>Sunderland | Steamship"Birchfield"Co.(Lim.)(J.Brown&Son) | 290·0<br>P29′Q80′B122′<br>F33′ | 38·7<br>BK10″<br>*WB=DB*a88*f*60 | 20·9 | Liverpool<br>British<br>6*BHCem*<br>293*tAPT*25′ | T.3Cy.23″,38″&62″–39″ (*s*)<br>160lb ~~75lb~~ 250HP<br>2SB,6*cf*,GS100<br>J.Dickinson,Sunderland | 22<br>s 2 | 3<br>0½ | D |
| 384<br>93440 | Birda<br>*P.Ebbison –90*<br>*Plating partStl* | IronScK<br>1*Dk* | 132<br>129<br>66 | ✠100A1 Mil<br>*Stm Trawler* LA&CP<br>5,92<br>BS9,93 ✠LMC10,90 | Mil | | 1890<br>12mo | T ROswald &Co.(Lim.)<br>Milford Havn | BirdaTrawling Co.(Lim.)(F.J.Sillick) | 107·7<br>BK7″ | 20·5 | 10·1 | Milford<br>British<br>4*BHCem*<br>*WB=DBf*7′7*t* | C.2Cy.17″&30″–22″ (*s*)<br>100lb 50HP<br>1SB,2*pf*,GS34<br>W.King&Co.(Lim.),Gls. | 11 | 6 | |
| 385<br>98000 | Birdoswald<br>~~*J.Newton92–92*~~<br>*Pearn*<br>1*Dk(ptStl ptIrn)*2*trB&*<br>*Webframes&ptAwngdk(Irn)* | SteelScSr | 2993<br>2269<br>1922 | ✠100A1 Bry<br>*ptAwng dk* LA&CP<br>*withfreeboard*<br>4,95 ~~3,94~~ ✠LMC7,92 | Bry | *t* | 1892<br>7mo | Furness, Withy&Co.(Lim.)<br>W Hartlepool | Lunn&Maccoy | 314·0<br>Q131′<br>*ptAwng dk*183′ | 40·5<br>FK<br>*WB=CellDB*268′ | 21·2 | Newcastle<br>British<br>6*BHCem*<br>512*tAPT*47*t* | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *80lb* 270HP<br>2SB,6*cf*,GS96,HS4012<br>T.Richardson&Sons,Hpl. | 23<br>s 9 | 10<br>5 | |
| 386<br>JBNV | Birger Jarl<br>*G.Brandt84–93*<br>*Elec.light* | SteelScSr<br>1*Dk&Awngdk* | 858<br>466<br>632 | | | | 1893 | W.Lindbergs, M.V.<br>Stockholm | Ångf.Aktieb. "SödraSverige"(J.G.Setterwall) | 187·7<br>H78*t* | 27·5<br>20·7 | 13·3 | Stockholm<br>Swedish | T.3Cy.18½″,29¾″&48¾″–29½″<br>160HP<br>W.Lindbergs,M.V.,Skm. | | | V |
| 387<br>102164 | Birkenhead<br>*A.Ritchie94–94*<br>*Elec.light* | SteelPad<br>1*Dk* | ~~450~~<br>434<br>305<br>168 | ✠100A— Lth<br>*For Ferry par* poses<br>6,94 ✠LMC6,94<br>(*Class Contem* plated) | Lth | | 1894<br>5mo | J.Scott& Co.<br>Kinghorn | Corporation of Birkenhead | 150·0<br>*Promenadedk* 133′ | 28·2<br>FK | 10·2 | Liverpool<br>British<br>4*BHAsp* | CDACy.22″&40″–48″ (*s*)<br>110lb 150HP<br>2SB,6*pf*,GS81,HS2600<br>J.ScottCo.,Kinghorn | 11 | 0 | BT till 6,95 |
| 388<br>93590 | —<br>*W.H.Mitchelmore* | WoodSc | 115<br>102<br>78 | | | | 1888 | J.Pashley<br>Balmain, N.S.W. | BalmainSteam FerryCo.(Lim.) | 87·6<br>H13*t* | 22·2 | 6·7 | SydnyNSW<br>British | C.2Cy.13″&26″–18″<br>28HP<br>J.Pollock,London | | | |
| 389<br>77452<br>WVSL | Birkhall<br>*J.McDonald86–93*<br>1*Dk(Irn)&Spardk3trB*<br>*ss*Lon.No.1–95 | IronScSr<br>*ss*Shl.No.3–1,91 | 1434<br>1410<br>913 | ✠100A1 Shl<br>*Spar dk* A&CP<br>~~6,91 8,94~~ 1,95 LMC~~1,97~~ 1,95<br>✠NB9,86 ~~BS12,93~~ | Shl<br>Lon | *q* | 1878<br>10mo | Hall,Russell&Co.<br>Aberdeen | GrampianS.S.Co.(Lim.)(Adam&Co.,*Mgrs.*) | 250·6<br>drp95 | 32·3<br>24·6<br>BK8½<br>*WB=DB* | 17·5 | Aberdeen<br>British<br>5*BHCem*<br>a50*f*54′215*t* | T.3Cy.17″,31″&57″–36″ (*s*)<br>160lb *80lb* NDB90 140HP<br>2SB,4*cf*,GS62<br>*Tpd*86 HallRussell&C.Abn | 18<br>s 5 | 3<br>1½ | |
| 390<br>79337<br>QPJM | Birksgate<br>*C.E.Saunders –93*<br>1*Dk(ptIrn)&Spardk* | IronScSr | 1458<br>1446<br>916 | ✠<br>*Spar dk*<br>9,84 ✠ | Syd<br>LA&CP | *q* | 1882<br>2mo | D.&W. Henders'n&Co<br>Glasgow | AustralasianUtd. SteamNav.Co.(Lim.) | 255·0<br>drp84 | 33·0<br>FK | 21·7 | SydnyNSW<br>British<br>5*BHCem* | C.2Cy.30½″&63″–48″<br>163HP<br>D.&W.Henderson,Gls.<br>*WB=CellDB*216′266*t* | | | |
| 391<br>58<br>NHLG | Birmania<br>*Pizzarello* | IronScBn<br>2*Dks*3*trB* | 2364<br>—<br>1562 | | | | 1882 | Flli. Orlando<br>Leghorn | Navigazione Generale Italiana | 290·0 | 36·1 | 26·6 | Genoa<br>Italian *WB* | C.2Cy.35″&70″–36″<br>429HP<br>Palmer&Co.,Newcastle | | | I |
| 392<br>104<br>NHLF | Bisagno<br>*Baccarani* | IronScSr<br>2*Dks*(*Irn–Uws*)3*trB* | 2303<br>2062<br>1499 | | | ... | 1884<br>9mo | Burrell& Son<br>Dumbarton | NavigazioneGeneraleItaliana | 301·3<br>P44′ | 37·2<br>B82′ | 23·3<br>F40′ | Genoa<br>Italian *WB* | C.2Cy.35″&67″–42″<br>200HP<br>DuncanStewart&Co.,Gls. | 26 | 8 | I |
| 393<br>HCNP | Biscaya<br>*A.E.Pettersen88–88*<br>(*ex*Oregrund) | WoodSc3MstSr<br>1*Dk*2*trB* | 684<br>521<br>496 | | | | 1873 | A.Brodin<br>Gefle | H.A.Reinert | 176·5<br>Q64*t*B71*t*F23*t* | 30·8 | 15·8 | Moss<br>Norwegian | C.2Cy.20″&40″–24½″<br>60HP<br>NylandsMek.Vrkstd.,Xia. | | | N |
| 394<br>HMGB | Biscaye<br>*LeBihan –92*<br>*ss*Bdx.No.3–8,93<br>1*Dk(Irn)*2*trB* | IronScSr | 1642<br>1421<br>979 | ✠100A1 Cff<br>11,93<br>✠NB8,93 ✠LMC8,93 | Cff | *r* | 1882<br>11mo | J.Blumer &Co.<br>Sunderland | Delmas frères | 260·1<br>P29′B52′F26′<br>drp93 | 38·0<br>BK9½″<br>*WB=Cell* | 17·2 | La Rochlle<br>French<br>6*BHCem*<br>*DB*212′456*t* | C.2Cy.31″&60″–39″ (*e*)<br>80lb 150HP<br>2SB,6*pf*,GS83<br>T.Clark&Co.,Newcastle | 19<br>s 3 | 10<br>4 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur | 14 Creux sur Quille. Franc-bord en milliers de navire. pds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 395<br>95502<br>KWMD | **Bishopsgate**<br>~~*G.Wilkie,87–91*~~<br>*Well deck*<br>*Watt* | **SteelScSr**<br>*ss*Cff.No.1–93<br>1*Dk*(*Stl*)&*Webframes* | 2242<br>1808<br>1464 | ✠100A1<br>~~6,94~~ 3,93 11,94<br>✠LMC8,93<br>~~Nte~~ | Cff<br>A&CP | *s* | 1888<br>12mo | J.L.Thompson&Sons<br>Sunderland | ~~BishopsgateSteamShipCo.(Lim.)~~<br>~~(H.W.Dillon)~~<br>D.&W.gateSSCo(Lim.)<br>(H.W.Dillon,*Mgr.*) | 290·0\|38·7\|20·9<br>P29′Q80′B122′<br>F33′ BK10″<br>*WB*=*DBa88f64* | London<br>British<br>6*BHCem*<br>314*tAPT25t* | T.3Cy.22″,37″&60″–39″ (*s*)<br>160lb *85lb* 230H<br>2SB,*6cf*,GS92<br>J.Dickinson,Sunderland | 22<br>s 2 |
| 396<br>HJBM | **Bissau**<br>*S.F.dosSantos* ~~*ssHul.No.2–90*~~<br>*Well deck* (*ex*LottieKershaw) 1*Dk*<br>*ssLig.No.3-12,94* | **IronScSr** | 458<br>329<br>285 | ✠100A1<br>~~12,92~~ 12,94<br>~~BS4,94~~ ✠LMC10,94<br>Lig | Liv<br>LA&CP | *g* | 1882<br>9mo<br>~~12,94~~ | Forrestt&Son<br>London | Empreza Nacional de Nav.à Vap | 159·0\|24·0\|12·2<br>Q73′B16′F23′<br>~~dsp92~~ BK7″ | London<br>Portuguese<br>4*BHCem* | C.2Cy.20″&38″–30″<br>80lb ~~*60lb*~~*45lb* 70HP<br>1SB,*2pf*,GS49<br>R.H.Pearson&Co.,Gls. | |
| 397<br>77084<br>RHWP | **Bittern**<br>*C.Mallett* –92 | **IronSc3MstSr**<br>2*Dks* | 972<br>753<br>531 | | | … | 1878<br>2mo | M.Pearse&Co.<br>Stockton | General Steam Navigation Co. | 230·0\|29·0\|17·0<br>P64′F45′ | London<br>British | C.2Cy.35″&65″–42″<br>165HP<br>Blair&Co.(Lim.),Stockton<br>*WB* | |
| 398<br>80214<br>VQLC | —<br>~~*W.Matthew –93*~~ *ss*Liv.No.3–10,93<br>*Well deck* 1*Dk*(*Irn*)<br>~~*G.Booth*~~ *W.Matthew* –93 | **IronScSr** | 657<br>527<br>424 | ✠100A1<br>~~9,94 10,93~~ 5,95<br>BS10,94 ✠LMC10,93<br>Mch | Liv<br>LA&CP | *j* | 1880<br>9mo | HM'Intyre&Co.<br>Paisley | Cork S.S.Co.(Lim.) | 180·3\|28·1\|13·3<br>Q88′B13′F43′<br>FK<br>*WB*=*CellD* *B141′140tAPT9t* ~~*Cell(T)BaEg'D*~~ | Cork<br>British<br>4*BHCem*<br>Hutson&Corbett,Glasgow | C.2Cy.24″&48″–33″ (*a*)<br>85lb *55lb* 96HP<br>1SB,*3pf*,GS57 | 15<br>s 1 |
| 399<br>99693 | —<br>*W.Ross*93–93 | **SteelScYawl**<br>1*Dk* | 141<br>135<br>54 | ✠100A1<br>*StmTrawler*<br>6,93 ✠LMC6,93 | Gls<br>LA&CP | | 1893<br>6mo | Mackie&Thomson<br>Glasgow | Gt.Grimsby Ice Co.(Lim.) | 98·0\|20·5\|10·7<br>BK7½″<br>*WB*= | Grimsby<br>British<br>3*BHCem*<br>*DTf14′27t* | T.3Cy.10″,16″&25½″–20″ (*s*)<br>160lb 35HP<br>1SB,*2pf*,GS27,HS540<br>Muir&Houston,Glasgow | 11 |
| 400<br>65762<br>KGNF | **Bivouac**<br>*A.Woodcock* –94 | **IronSc3MstSr** | 1122<br>1118<br>706 | | | … | 1871 | Aitken&Mansell<br>Glasgow | Bristol Steam Nav.Co.(Lim.) | 246·4\|29·3\|21·6 | Bristol<br>British | C.2Cy.26″&48″–36″<br>NB80 99HP<br>Hawthorns&Co.,Leith | 16<br>s 5 |
| 401<br>HSDL | **Bjälbo**<br>*K.J.H.Curman* | **CompScSr**<br>1*Dk* | 220<br>191<br>156 | | | | 1884 | S.Groth<br>Sjötorp | Motala Rederiaktiebolag (G.F.Petterson) | 100·7\|21·1\|11·7<br>B17′H3*t* | Motala<br>Swedish | C.2Cy.13″&24″–17″<br>30HP<br>MotalaCo.,Motala | |
| 402<br>JWBP | **Bjarne**<br>*E.C.Wang* | **WoodScSr**<br>(*ex*Skellefteå)<br>1*Dk* | 524<br>389<br>391 | | | | 1873 | J.H.Fouget<br>Hudikswall | H.A.Reinert | 173·3\|28·0\|12·9<br>Q74*t*B56*t*H5*t* | Moss<br>Norwegian | C.2Cy.17″&34″–23½″<br>60HP<br>MotalaIronWorks,Motala | |
| 403<br>JSQW | **Björg**<br>*J.Olsen* –91 | **SteelScSr**<br>1*Dk*2*trB* | 776<br>556<br>538 | | | | 1891 | Nylands Værksted<br>Christiania | Trondhjems Dampskibsselskab | 185·9\|28·8\|13·6<br>P183*t*F30*t*H6*t* | Drontheim<br>Norwegian<br>*WB* | T.3Cy.14½″,24″&39″–27″<br>90HP<br>NylandsVærksted,Xia. | |
| 404<br>WBJM | **Björgvin**<br>*H.Hansen*90–93<br>1*Dk*(*pt Stl&pt Irn*)2*trB*&*Webframes*<br>*&pt Awng dk*(*Irn*) | **SteelScSr** | 2795<br>2169<br>1786 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>8,91 ✠LMC5,91 | Sba<br>A&CP | *t* | 1891<br>5mo | J.Readhead&Sons<br>S.Shields | Bergh&Helland | 300·0\|41·6\|21·5<br>Q90′P28′<br>*pt Awngdk*181′ BK10″<br>*WB*=*CellDB*253′573*t* | Bergen<br>Norwegian<br>5*BHCem*<br>*APT45t* | T.3Cy.23″,37½″&61½″–39″<br>160lb *80lb* (*r*) 250HP<br>2SB,*6rf*,GS104<br>J.Readhead&Sons,S.Shl. | 24<br>s 9 |
| 405<br>JPFK | —<br>*P.Scheitlie*86–86 | **IronScSr**<br>1*Dk*2*trB* | 385<br>273<br>225 | | | | 1870 | Bergens Mek.Værks<br>Bergen | Det Nordenfjeldske Dampskibsselskab | 138·4\|22·7\|13·2<br>P95*t*H6*t*F11*t* | Drontheim<br>Norwegian | C.2Cy.22″&44″–22″<br>60HP<br>BergensMek.VærksBergen | |
| 406<br>HJDV | **Björn**<br>*F.W.Larsson*72–79 | **IronScSr**<br>1*Dk*2*trB* | 1005<br>793<br>763 | | | | 1872 | W.Watson<br>Sunderland | Ångf.Aktieb "Thule" (O.Melin) | 218·5\|25·6\|17·0<br>Q88′ B46′ H10′<br>F25*t* | Gothenbrg<br>Swedish | C.2Cy.26″&52″–30″<br>100HP<br>Thompson,Boyd&Co.,Nwc | |
| 407<br>JWBM | —<br>*E.Wettergren*89–89<br>(*ex*Jemtland,*ex*Brage) | **WoodScSr**<br>1*Dk*2*trB* | 530<br>411<br>317 | | | | 1872 | W.Hägglund<br>Sundswall | Rederiselskabet "Björn" (H.A. Reinert) | 164·8\|27·4\|14·4<br>Q38*t* B54*t* H7*t*<br>F20*t* | Moss<br>Norwegian | C.2Cy.17¾″&37″–27½″<br>60HP<br>KockumsMek.Værks.Mlm | |
| 408<br>— | —<br>*J.A.Tobiasson* –91 | **CompScSr**<br>1*Dk* | 168<br>145<br>126 | | | | 1889 | S.Groth<br>Sjötorp | Andersson&Lindberg | 104·6\|21·2\| 9·9<br>P19′ Q5′ | Gothenbrg<br>Swedish | Wilhelmsbergs,M.V.,Got. | |
| 409<br>30032<br>QJDC | **Black Boy**<br>*J.Holden*56–89<br>*Annual Survey* | **IronSc3MstSr**<br>1*Dk*2*trB* | 488<br>438<br>296 | 9,80 | Sld | Lv | 1854 | Palmer Brs.<br>Newcastle | N.Wood&Co. | 167·5\|26·7\|13·5<br>Q36*t*<br>*WB*=*DB* | Sundrland<br>British<br>3*BH* | C.2Cy.23″&42″–26″<br>NE76 NB85 75HP<br>N.E.MarineE.Co.,Sld. | 16<br>s 2 |
| 410<br>83928<br>VKSR | **Black Head**<br>*E.Suffern*91–91 *ss*Bel.No.3–2,93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | **IronScSr** | 1145<br>919<br>720 | ✠100A1<br>2,95 ~~(1)~~<br>BS8,94 ✠LMC2,93<br>2,95 | Bel<br>LA&CP | *o* | 1881<br>1mo | Harland&Wolff<br>Belfast | Ulster Steam Ship Co.(Lim.) (G.Heyn&Sons, *Mgrs.*) | 249·7\|31·2\|15·5<br>Q90′B71′F33′<br>BK8½″<br>*WB*=*Cell* | Belfast<br>British<br>4*BHCem*<br>*DBAPT45t* | C.2Cy.28″&53″–38″ (*i*)<br>75lb *70lb* 140HP<br>2SB,*4f*,GS72<br>J.Howden&Co.,Glasgow | 18<br>s 1·7 |
| 411<br>84889<br>JBTR | **Black Prince**<br>*E.E.Corner* *ss*Bly.No.2–91<br>(*ex*YorkMinster) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | **IronScSr** | 1480<br>1222<br>960 | ✠100A1<br>4,94<br>BS4,94 ✠LMC9,91 | Liv<br>LA&CP | *p* | 1883<br>8mo | Palmers' Co.(Lim.)<br>Newcastle | J.Knott | 250·7\|35·3\|17·3<br>Q96′B52′F30′<br>drp94 FK<br>*WB*=*CellDB210′* | N.Shields<br>British<br>4*BHCem*<br>350*tAPT24t* | C.2Cy.30″&58″–36″<br>80lb *60lb* 142HP<br>1SB,*4pf*,GS61<br>Palmers'Co.(Lim.),Nwc. | 19<br>s 2 |
| 412<br>60025<br>WTNJ | — | **IronPadSp** | 212<br>209<br>55 | | | | 1867 | Dobie&Co.<br>Glasgow | E.Griffiths | 139·0\|20·7\|11·9 | Liverpool<br>British | D.2Cy.36″–60″<br>NB77 90HP<br>Rankin&Blackmore,Grk. | |
| 413<br>96536 | —<br>*J.Morris* | **IronScK**<br>1*Dk* | 125<br>115<br>16 | ✠100A—<br>*StmTrawler*<br>~~6,94 10,93~~ ✠LMC1,92<br>4,95 | Abn | | 1892<br>1mo | J.T.Eltringham&Co.<br>S.Shields | W.H.Storey | 97·0\|19·3\|10·5<br>BK7″ | N.Shields<br>British<br>3*BHCem* | C.2Cy.18″&34″–24″ (*r*)<br>100lb 50HP<br>1SB,*2pf*,GS32,HS955<br>Baird&Barnsley,N.Shields | 11 |
| 414<br>69857 | —<br>*W.Nicholson* –93 | **WoodPad**<br>ptIB | 104<br>104<br>14 | ✠<br>*For River purposes only*<br>1,75 | Shl<br>A&CP | 7 | 1874<br>6mo | R.Stobbs<br>N.Shields | Forth Towing Co.(Lim.) | 97·8\|18·9\| 9·8<br>Cl | Bo'ness<br>British | L.1Cy.35½″–50″<br>42HP<br>T.R.Scott&Co.,N.Shields | |
| 415<br>99324 | **Black Rock**<br>~~*T.Beattie –94*~~ ~~*Hocky –94*~~<br>*Well deck* 1*Dk*(*Irn*) *Stlplating&*<br>*Candlish* *Irnframing* | **Steel&IronSc3MstSr** | 362<br>270<br>130 | ✠100A1<br>~~7,94 1,94~~ 5,95<br>✠LMC10,91 | Liv<br>LA&CP | *f* | 1891<br>10mo | R.Williamson&Son<br>Workington | A.Rowland | 152·3\|23·6\| 8·7<br>Q84′B10′F20′<br>drp95 BK7″<br>*WB*=*DBf80′100t* | Liverpool<br>British<br>3*BHCem*<br>Dunsmuir&Jackson,Gls. | C.2Cy.18″&36″–24″ (*s*)<br>100lb *80lb* 71HP<br>1SB,*2pf*,GS35 | 11<br>s |
| 416<br>49614<br>WDQM | **Black Swan**<br>*G.Kell* –93 *ss*Shl.No.3–7,84<br>*ss*Shl.No.2–93 1*Dk*2*trB* | **IronScBn** | 650<br>605<br>412 | ✠A1<br>~~5,94 6,93~~ 2,95<br>BS7,94 LMC6,93 | Shl | | 1864<br>4mo | T.&W.Smith<br>N.Shields | T.&W.Smith | 199·1\|27·3\|15·0<br>Q55′F33′<br>ptND84len70<br>ptND90 FK | Newcastle<br>British<br>4*BH* | C.4Cy.19″&34″–26″ (*i*)<br>60lb *60lb* NB79 *Cmp*79 80HP<br>1SB,GS45<br>Thompson&Boyd,Nwc. | 16<br>s 1·1 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. *Master.* Special Surveys. | 3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. *ft. in.* | 15 Other Registers in which classed. Details of B. of T. trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **417** 91283 KTBG | **Blackcock** *W. Derbyshire* –92 | **IronScSr** | 254 213 49 | | | | 1886 | Laird Bros. Birkenhead | **W.B.Hill** | 146·2 \| 21·8 \| 10·8 F14*t* | Liverpool British | T.3Cy.19″,28″&47½–30″ 200H Laird Bros., Birkenhead | | |
| **418** 96654 LJSG | **Blackheath** *C.B.Holt* –93 *Well deck* | **SteelScSr** *ss*Hul.No.1–93 1*Dk*(*Irn*)&*Webframes* | 2571 2042 1675 | ✝100A1 ~~11,93~~ 11,94 Liv ✝LMC11,98 | Hul A&CP | *t* | 1889 10mo | W.Gray& Co.(Lim.) W Hartlepool | **Britain S.S.Co. (Lim.)** (~~Watts, Ward&Co.~~ *Mgrs.*) (Watts, Watts&Co. *Mgrs.*) | 300·0 \| 41·6 \| 19·6 P27′Q98′B112′ F29′ BK10″ *WB*=*Cell* | London British 5*BHCem* *DB*254′624*t* | T.3Cy23″,37½″&61½″–39″(*r*) 160lb *65lb* 250H 2SB,*6cf*,GS99 Blair&Co.(Lim.),Stockton | 23 ″ 0 s 2 ″ 3½ | |
| **419** 99743 | **Blackrock** *T.Morgan*70–92 *Well deck* *Elec.light* | **SteelScSr** 2*Dks*(*UStl*–ws) | 869 682 197 | ✝100A1 ~~5,91~~ 3,91 4,95 ✝LMC1~~1,98~~ 5,94 Liv Brw | Liv LA&CP | *n* | 1892 11mo | NavalCon. &Armnts. Co.(Lim.) Barrow | **F.McCormick&Co.** | 240·0 \| 32·1 \| 15·2 P&B157′F65′ drp94 BK6″ *WB*=*Cell* | Dublin British 4*BHCem* *DB*100′87*t* | T.3Cy.23″,38″&61″–42″ (*s*) 170lb *75lb* 360H 2DB,*12cf*,GS216,HS5207 NavalC.&A.Co.(Lim) Brw. | 16 ″ 0 s 2 ″ 0 | BT till ~~11,94~~ 5,95 |
| **420** 81448 JFDC | **Blackwater** *P.Hyland* –92 *Well deck* | **IronScSr** *ss*Liv.No.2–91 1*Dk*(*Irn*) | 513 427 299 | ✝100A1 ~~6,94~~ 5,93 1,95 ~~BS2,94~~ 1,95 ✝LMC11,91 | Liv LA&CP | *h* | 1883 10mo | Workman, Clark&Co. Belfast | **S.S.M'Cormick** | 176·0 \| 24·6 \| 12·9 Q82′B17′F22′ BK7″ *WB*=*DBa*33′50*t* | Dublin British 4*BHCem* *FPT*28*t* | C.2Cy.22″&44″–33″ (*s*) 90lb *60lb* 80H 1SB,*3pf*,GS52 W.King&Co.,Glasgow | 13 ″ 8 s 1 ″ 1½ | |
| **421** 95185 | **Blaenavon** *W.H.West* –94 (*ex*Cardiff Castle) *Well deck* | **SteelScSr** *ss*Cff.No.1–93 1*Dk*(*Stl*)2*trB* | 1965 1547 1266 | ✝100A1 1,94 Cff LA&CP ✝LMC10,98 | Cff | *r* | 1889 12mo | ButeS.B.& E.Co.(Lim.) Cardiff | **BlaenavonS.S.Co. (Lim.) (MorelBros& Co.)** | 265·4 \| 36·2 \| 18·4 Q94′B110′F34′ drp93 FK *WB*=*Cell* | Cardiff British 4*BHCem* *DB*226′378*t* | T.3Cy.19″,32″&52″–39″ (*s*) 160lb 160H 2SB,*4rf*,GS80 W.Kemp,Glasgow | 20 ″ 10 s 1 ″ 10 | |
| **422** 101961 | **Blagdon** *A.Stewart* –93 *Well deck* | **SteelScSr** 1*Dk*(*pt Stl.pt Irn*)& *Webframes* | 1996 1502 1268 | ✝100A1 ~~9,94~~ ~~14,94~~ 5,95 Nwc LA&CP ✝LMC1,98 Hpl | Nwc | *r* | 1893 1mo | W.Gray& Co.(Lim.) W Hartlepool | **London&Northern S.S.Co.(Lim.) (PymanBrs., *Mgrs.*)** | 276·5 \| 38·1 \| 17·6 P29′Q76′B144′ F31′ FK *WB*=*Cell* *DB*228′438*t* | London British 4*BHCem* *APT*18*t* | T.3Cy.20″,31½″&53″–36″ (*s*) 160lb *80lb* 140H 2SB,*4rf*,GS56,HS2740 Cen.Mar.E.Wks.,W.Hpl. | 20 ″ 1 s 1 ″ 6½ | |
| **423** 94533 LDWM | **Blairmount** *G.Grubb*86–93 | **Steel&IronScSr** *ss*Shl.No.1–93 1*Dk*(*Irn*)&*Webframes* *Beams Irn* | 1439 1000 924 | ✝100A1 *pt Awng dk with freeboard* 12,94 ~~1,94~~ ✝LMC2,98 | Nwc A&CP Shl | *o* | 1889 6mo | Sld.S.B.Co (Lim.) Sunderland | **GrampianS.S.Co. (Lim.)** (**Adam& Co.**, *Mgrs.*) | 245·0 \| 34·3 \| 15·1 P29′Q53′ BK7″ *pt Awng dk* 163′ *WB*=*CellD* | Aberdeen British 4*BHCem* *B*171′248*t* | T.3Cy.18½″,30″&49″–33″ (*s*) 160lb *80lb* 160H 2SB,*4rf*,GS68 N.E.MarineCo.(Lim.),Sld. | 17 ″ 6 s 8 ″ 5½ | D |
| **424** 88817 LBHC | **Blakemoor** ~~*J.Pryst* –94~~ *W.Johnson* *Well deck* | **SteelScSr** *ss*Shl.No.1–93 1*Dk*(*Irn*)2*trB* *Inner bottom plating pt Irn* | 1702 1324 1096 | ✝100A1 ~~7,94~~ ~~5,95~~ 3,95 BS4,95 ✝LMC9,98 | Shl LA&CP | *q* | 1889 1mo | J.Read- head&Sons S.Shields | **W.Runciman& Co.** | 259·0 \| 36·0 \| 17·9 P28′Q70′B108′ F33′ drp94 BK9½″ *WB*=*CellD* | S.Shields British 4*BHCem* *B*220′386*t* | T.3Cy.20½″,33½″&55″–36″(*r*) 160lb ~~80lb~~ *70lb* NDB95 170H 2SB,*4rf*,GS71,HS2701 J.Readhead&Sons,S.Shl. | 20 ″ 6 s 1 ″ 7½ | |
| **425** HMGL | **Blanche** *Leleu* | **IronScBn** 2*Dks* | 885 — 518 | | | ... | 1869 6mo | Henderson Coulborn&Co Renfrew | **Worms,Josse& Co.** | 220·0 \| 30·2 \| 16·2 P52*t*F34*t* | Havre French *WB* | C.2Cy.30″&54″–36″ NE&B81 120H Soc.Anon.desConst.N.Hav | | V |
| **426** HMJF | — *Diraison* –91 | **IronSc3MstSr** 1*Dk*2*trB* | 505 — 317 | | | | 1857 | M.Samuel- son Hull | **Leblanc,Charle- maine&Co.** | 164·3 \| 27·6 \| 15·7 P22′ | Rouen French *WB* | C.2Cy.36¾″&55″–26½″ 80H Lobnitz,Coulborn&Co.Ren | | V |
| **427** HVQL | — *A.W.E.Örbom*87–91 *Elec.light* | **SteelScSr** 1*Dk* | 407 302 288 | | | | 1891 | Motala Co. Oscarshamn | **Ångf.Aktieb. "Falken" (G.E.Falck)** | 133·3 \| 22·6 \| 12·7 Q49′B36′H10*t*F17′ | Gothenbrg Swedish | T.3Cy.11¼″,18¼″&29¼″–19½″ 50H Oscarshamns M.V.,Oscar- shamn | | V |
| **428** 45963 VGMD | — *R.W.Fryer* –93 | **IronScSr** | 255 225 98 | | | ... | 1863 4mo | A.&J. Inglis Glasgow | **Osborn&Wallis** | 146·1 \| 20·0 \| 12·0 Q30′ ND75 | Bristol British | C.2Cy.15″&30″–18″ NB93 NE76,*fitted*93 50H Wingate&Co.Glasgow | 12 ″ 5 | |
| **429** 68133 WRSD | — *G.McHugh* –78 | **IronSc3MstSr** | 229 225 111 | | | | 1872 | Usk side I. Co. Newport | ~~**H.Lane W.Taylor**~~ S.MacLerie | 120·0 \| 20·0 \| 12·3 | Lndnderry British | I.2Cy.18″–18″ 40H Usk side I.Co.,Newport | | |
| **430** HMJK | **Blanche Amélie** *Agaisse*86–92 (*ex*Stentor) | **IronScSr** *ss*Stk.No.2–82 1*Dk* | 299 — 188 | ✝ 9,84 Lon A&CP | Lon | *f* | 1874 5mo | R.Dixon& Co. Middlesbro' | **P.&A.Legal fils** | 141·0 \| 22·2 \| 12·3 Q45′B48*t* | Nantes French 4*BHCem* | C.2Cy.18″&35½″–20″ 45H Blair&Co.(Lim.),Stockton *WB*=*DBa*33′*f*23′ | 12 ″ 10 s 1 ″ 4 | |
| **431** 102131 | **Blanche Rock** *J.Green*91–94 *Well deck* | **SteelSc3MstSr** 1*Dk*(*Irn*) | 471 343 172 | ✝100A1 3,95 ~~2,94~~ Trn LA&CP ✝LMC2,94 Liv | Trn | *g* | 1894 2mo | AilsaShip- building Co. Troon | ~~**A.Rowland&Co.**~~ S.S.BlancheRock Co.(Lim.)(A.Rowland) | 162·0 \| 25·6 \| 11·5 Q89′B10′F24′ BK7″ *WB*=*DBf* 10′20*t* *FPT* | Liverpool British 3*BHCem* 48*t* *APT*10*t* | C.2Cy.21″&42″–30″ (*s*) 115lb *70lb* 73H 1SB,*3pf*,GS63,HS1360 Muir&Houston,Glasgow | 12 ″ 7 s 0 ″ 9½ | |
| **432** 88770 JFLV | **Blanchland** *F.Manson*84–88 *Well deck* | **IronScSr** *ss*Shl.No.2–92 1*Dk*(*Irn*)2*trB* | 1213 937 760 | ✝100A1 4.94 BS4,94 Shl A&CP ✝LMC4,92 | Shl | *n* | 1883 11mo | Osborne, Graham& Co. Sunderland | **Hannay,Boyd&Co.** | 230·5 \| 34·1 \| 16·2 Q75′B68′F25′ drp93 BK8½″ *WB*=*D* *Ba*59′*f*65′249*t* *FPT* | Newcastle British 4*BHCem* 35*t* *APT*12*t* | C.2Cy.28″&53″–36″ (*a*) 80lb *50lb* 120H 1SB,*3pf*,GS41 Carr&Co.(Lim.),Sld. | 17 ″ 4 s 1 ″ 8 | |
| **433** RDSJ | **Blankenese** *H.Fölser*92–92 (*ex*Albert Victor) | **IronPadCtr** 1*Dk* | 398 301 232 | | | | 1866 | Aitken& Mansel Glasgow | **Hamburg-Ameri-kanische Packetf. Act.Ges.** | 230·9 \| 24·3 \| 8·8 | Hamburg German | 2Cy.17¾″–28½″ 200H Aitken&Mansel,Glasgow | | |
| **434** 92020 LJKQ | **Blarney** ~~*H.Hoare* –93~~ *Elec.light* *H.Hoare* –93 | **IronScSr** 2*Dks*(1*pt Irn*) *ss*Crk.No.1–94 | 1158 1012 538 | ✝100A1 ~~5,94~~ ~~10,90~~ 5,95 ✝LMC~~10,89~~ 5,94 Lon A&CP Crk | Lon | *p* | 1889 10mo | Earle's Co. (Lim) Hull | **City of Cork Steam Packet Co.(Lim.)** | 256·6 \| 33·0 \| 15·9 P74′B63′F45′ ~~drp90~~ BK8½″ *WB*=*Cell* *DB*200′ | Cork British 5*BHCem* 206*t* *APT*5*t* | T.3Cy.24″,38″&62″–42″ (*s*) 160lb ~~60lb~~ *45lb* 200H 2DB,*8rf*,GS126,HS4080 Earle's S.&E.Co(Lim) Hull | 18 ″ 2 s 2 ″ 6½ | BT till ~~5,94~~ 5,95 |
| **435** 95158 KTDJ | **Blazer** ~~*W.Johnson* –94~~ (*ex*The Rose) ~~*Ellis*~~ *H.Johnson* -91 | **IronScSrTug** *ss*Liv.No.1–93 1*Dk*(*Irn*) | 283 241 6 | ✝100A1 1,95 *Tug* ~~10,94~~ ~~7,93~~ BS10,94 Liv LA&CP ✝LMC7,98 | Liv | *e* | 1888 6mo | SM'Knght &Co. Ayr | **Liverpool Steam Tug Co.(Lim.)** | 130·0 \| 23·5 \| 12·6 BK7″ | Liverpool British 4*BHCem* | C.2Cy.29″&55″–36″ (*a*) 80lb 130H 1SB,*4pf*,GS82 J.Gilmour&Co.,Glasgow | 13 ″ 6 | |
| **436** | **Blekinge** *A.Svensson*88–93 (*ex*Småland,*ex*Arcona,*ex*Dalerne) | **IronScSr** 1*Dk* | 256 137 191 | | | | 18~~6~~8 8 | Akers Mek. Værkst. Christiania | **Blekinge Ångb. Aktieb (F.A.Harms)** | 118·0 \| 19·3 \| 8·7 Q28′B45′H15*t*F38′ | Karlshmn Swedish | 2Cy.10¾″&18½″–15½″ 25H Akers.Mek.Værkst.,Xia. | | |
| **437** 83911 WBVL | **Blencowe** ~~*W.Marker* –94~~ *Well deck* *James* | **IronScSr** *ss*Nwc.No.3–10,93 1*Dk*(*Irn*) | 519 417 304 | ✝100A1 10,93 3,95 ~~BS2,95~~ ✝LMC10,98 Lon Nwc LA&CP | Nwc | *h* | 1881 7mo | J.T.El- tringham S.Shields | **Fisher,Renwick& Co.** | 165·0 \| 26·1 \| 13·0 P21′Q85′B17′ drp95 BK7″ *WB*=*DBa* | Newcastle British 4*BHCem* 40′*f*42′110*t* | C.2Cy.22″&40″–30″ (*i*) 80lb ~~80lb~~ *80lb* NDB95 70H 1SB,*3pf*,GS46 J.P.Rennoldson,S.Shields | 13 ″ 6 s 1 ″ 1 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. ✝ Surveillance Speciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 438 NDHV | **Blenda** IronTwinScSr<br>*H.C.Bonnesen* –92 1*Dk* | 274<br>164<br>167 | | | | 1875 | Gothenburg Mek. Verks. Gothenburg | Det Forenede Dampskibselskab | 135·3 Q50′ | 20·3 B25′ | 9·7 H4*t* F37′ | Frdrkshvn Danish | C.4Cy.12¼″&26½″–18″ 80HP<br>GothenburgMek.Verkst. | |
| 439 96559 MCFG | **Blenheim** SteelScSr<br>~~*E.W.Chadwick* 91–94~~ *H.Watson*<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | 2403<br>1874<br>1547 | ✝100A1<br>1,95~~4,94~~ | Cff<br>LA&CP<br>✝LMC3,91 | *s* | 1891<br>3mo | W.Gray &Co.(Lim) WHartlepool | Horner Wilson &Co. | 285·0 P27′Q92′B112′ F28′ drp91 BK10″ *WB*=*DBa* | 39·0 | 21·4 P29′Q88′B118′ F31′ BK8″ *WB*=*Cell DB*246′401*t* | Whitby British | T.3Cy.22″,35″&59″–39″ (*s*) 160lb *80lb* 200HP<br>2SB,*6cf*,GS81,HS3200<br>5*BHCem*<br>94′*f*104′530*t*<br>CentrlMarineEWks WHpl | 22″10<br>s 2″1½ |
| 440 98043 LPKT | — SteelScSr<br>*A.S.Cole* –94 *ss*Npt.No.1–94<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 2248<br>1712<br>1450 | ✝100A1<br>5,95~~4,94~~ | Npt<br>LA&CP<br>✝LMC3,94<br>Cff | *s* | 1890<br>3mo | E.Withy& Co. WHartlepool | Steel,Young&Co. | 290·0 P29′Q88′B118′ F31′ BK8″ *WB*=*Cell DB*246′401*t* | 38·0 | 19·1 | London British | T.3Cy.22″,35″&59″–39″ (*s*) 160lb *80lb* 200HP<br>2SB,*6cf*,GS90,HS3372<br>5*BHCem*<br>*APT*29*t*<br>T.Richardson& Sons,Hpl. | 22″5<br>s 2″0½ |
| 441 584 HQSL | **Blesk** SteelSc3MstSr<br>*Bourakoff* 1*Dk*2*trB*<br>*Elec.light* *Carrying Petroleum in bulk* | 2868<br>2479<br>2076 | | | | 1890 | MotalaCo. Göteborg | Russian S.N.& Trading Co. | 316·9 Q120′ | 40·0 F34′ | 26·7 *WB* | Odessa Russian | T.3Cy.24″,39″&64″–42″ NB&NDB94 300HP<br>MotalaCo.,Motala | |
| 442 HMKR | **Blidah** IronSc3MstSr<br>*Loubatiere*76–88 2*Dks* | 498<br>—<br>266 | | | | 1856 | Caird&Co. Greenock | Cie.Marseillaise de Nav.àVap.(Fraissinet&Co.*Mgrs.*) | 183·4 H50*t* | 28·0 F18′ | 15·5 | Marseilles French | C.2Cy.21½″&42″–27″ 100HP<br>Fraissinet&Co.,Marseilles | |
| 443 | **Blidösund** IronScSr<br>*J.A.Österman*82–89 (*ex*Ljusterö) 1*Dk* | 141<br>81<br>102 | | | | 1876 | Bergsunds Mek.Verks Stockholm | Ångf.Rederi-aktieb."Ljusterö" (A.G.Förselius) | 100·3 Q32′ | 17·4 B39′ | 8·8 H7*t* | Stockholm Swedish | 2Cy.13¾″&24″–16″&20″ 30HP<br>BergsundsMek.Verks,Skm | |
| 444 98444 | **Blodwen** SteelScSr<br>*E.E.Thomas*94–94 1*Dk*(*pt Stl pt Irn*)2*trB*<br>&*deep framing* &*pt Awng dk*(*Irn*) | 2978<br>~~2250~~<br>2264<br>1945 | ✝100A1<br>*pt Awng dk withfreeboard*<br>11,93~~8,94~~<br>(*Class Cont'm plated*) | Shl<br>A&CP<br>Cff<br>✝LMC3,94 | *t* | 1894<br>8mo | J.Read-head&Sons SouthShields | ~~W.H.&C.T.Jones~~<br>BlodwinS.S.Co. (Lim.)<br>(W.H.&C.T Jones) | 315·0 ~~Q126~~ Q127′ *pt Awng dk*188′ | 41·5 | 21·0 22·3 FK | Cardiff British | T.3Cy.23″,37½″&61½″–42(*r*) 160lb *80lb* 270HP<br>2SB,*6rf*,GS87,HS3603<br>5*BHCem*<br>*WB*=*Cell DBa*<br>04′*uE*20′*f*124′556*tAPT*35*t* | 23″7<br>s 9″1 |
| 445 99097 | **Bloemfontein** SteelScSr<br>*T.L.Salmon* –93 1*Dk*(*Stl*)<br>&*Spar dk*(*Irn*)&*Webframes* | 2745<br>2560<br>1764 | ✝100A1<br>*Spar dk*<br>12,94~~9,94~~ | Shl<br>A&CP<br>✝LMC8,92<br>Ams | *u* | 1892<br>8mo | J.Laing Sunderland | British&Colonial SNCo(Lim)(Bucknall Brs.,*Mgrs.*)<br>*WB*=*Cell D* | 310·0 P30′B34′F36′ *B*260′530*t* | 40·5 BK10″ | 17·5 25·7 *APT*46*t* | London British *pt Asp pt Cem* | T.3Cy.24″,38″&64″–42″ (*r*) 160lb *90lb* 500HP<br>2SB,*6rf*,GS135,HS4542<br>5*BHpt Asp*<br>G.Clark(Lim.),Sunderland | 20″0<br>s 5″10½ |
| 446 HFQK | **Blonde** IronScSr<br>*T.Jahn*83–88 *ss*Lon.No.3–4,71<br>1*Dk*2*trB* | 595<br>—<br>462 | ✝<br>4,71 | Lon<br>A&CP | | 1863<br>9mo | C.Lungley London | T.Rodenacker | 177·8 | 28·7 | 14·9 | Danzig German | 4Cy.16″&36″–27″ 80HP<br>4*BH*<br>C.Lungley,London | |
| 447 95821 MTNB | **Bloodhound** IronScK<br>*G.Porter* –90 *ss*Hul No.1-94<br>1*Dk* | 150<br>138<br>52 | ✝100A1<br>*Stm Trawler*<br>10,94~~3,90~~ | Hul<br>LA&CP<br>✝LMC2,90 | | 1890<br>2mo<br>~~4,94~~ | Cook, Welton& Gemmell Hull | Humber Steam Trawling Co. (Lim.) | 100·4 Q22′F18′ ~~drp90~~ | 20·9 BK7½″ | 10·9 | Hull British | C.2Cy.17″&33″–22″ (*s*) 90lb 45HP<br>1SB,*2pf*,GS30<br>3*BHCem*<br>Bailey&Leetham,Hull | 11″11 |
| 448 76926 | **Blosse Lynch** IronPad<br>*A.Holland* | 466<br>309<br>384 | | | | 1876 | J.&G. Rennie London | Euphrates& Tigris Stm.Nav. Co.(Lim.) | 220·4 | 29·1 | 6·0 | London British | C.H.4Cy.18½″&35″–54″ 100HP<br>J.&G.Rennie,London | |
| 449 89802 | **Blücher** IronPadSp<br>*W.Thomson* –91 | 106<br>106<br>40 | | | | 1885 | Hepple& Co. North Shields | Grangemouth Towing Co. | 95·8 | 18·4 | 8·9 | Grngemth British | 2Cy.34½″–52″ 40HP<br>Hepple&Co.,N.Shields | |
| 450 99084 MPTJ | **Blue Bell** SteelScSr<br>~~*R.Winter* 89–92~~ 1*Dk*(*Stl*)<br>*Well deck* *J.Fife* | 562<br>418<br>344 | ✝100A1<br>~~2,95 3,03 3,04~~<br>4,95 | Lon<br>LA&CP<br>✝LMC5,92 | *i* | 1892<br>5mo | D.J.Dun-lop&Co. Pt.Glasgow | Lon.Antwrp&Con. Nav.Co.(Lim.) (Sawer,Sons& Oakley,*Mgrs.*) | 175·9 Q42′B52″F48′ drp95 BK7″ *WB*=*DBa*31′ | 26·1 | 12·6 *27t FPT*33*t* | London British | T.3Cy.15″,23″&38″–27″ (*s*) 160lb *80lb* 96HP<br>1SB,*3pf*,GS54,HS1553<br>4*BHCem*<br>D.J.Dunlop&Co.,P.Gl. | 13″5<br>s 1″1 |
| 451 99140 | **Blue Cross** SteelScSr<br>*C.Smith* –92 1*Dk*(*pt Stl pt Irn*)2*trB*<br>&*pt Awng dk*(*Irn*)&*Webframes* | 3028<br>2296<br>1959 | ✝100A1<br>*pt Awng dk withfreeboard*<br>12,~~92~~,~~94~~ | Cff<br>A&CP<br>Sld<br>✝LMC4,92 | *v* | 1892<br>4mo | J.L. Thompson &Sons Sunderland | Rowland& Marwood'sS.S. Co.(Lim.) | 322·0 P29′Q160′ *pt Awng dk*192′ *WB*=*Cell DB*230′500*t* | 41·5 BK10″ | 21·5 *APT*30*t* | Whitby British | T.3Cy.24″,39″&64″–42″ (*s*) 160lb *100lb* 250HP<br>2SB,*6pf*,GS116,HS4000<br>6*BHCem*<br>J.Dickinson,Sunderland | 24″0<br>s 9″0 |
| 452 97033 | **Blue Hill** WoodScSr<br>*W.H.Cook*80–91 1*Dk* | 196<br>74<br>98 | | | | 1887 | ..... East Boston, Mass. | Bras D'Or S.N.Co. (Lim.) | 135·0 | 18·0 | 7·0 | Halifax NS British | C.2Cy.12″&22″–12″ | |
| 453 87481 HTFV | **Blue Jacket** IronScSr<br>~~*W.Trudgett* –93~~ *ss*Cff.No.2–91<br>*J.Thomas* 2*Dks*(1*Irn*)3*trB* | 2113<br>1857<br>1338 | ✝100A1<br>~~7,94 2,95~~ 5,95<br>drp92<br>BS~~4,93~~9,94 | Cff<br>A&CP<br>✝LMC8,91 | *s* | 1883<br>5mo | J.L.Thomp-son&Sons Sunderland | BlueJacket S.S. Co.(Lim.) (G.Hallett) | 282·7 P32′B58′F26′ *WB*=*D* | 36·6 BK9½″ *Ba*88′*f*60′300*t FPT* | 23·9 7*BHCem* 43*t APT*21*t* | Cardiff British | C.2Cy.35″&66″–42″ (*i*) 80lb *60lb* 200HP<br>2SB,*6pf*,GS106<br>J.Dickinson,Sunderland | 25″5<br>s 4″6 |
| 454 99557 | — IronTwinScK<br>*W.Simpson* –92 1*Dk*<br>(*Trawler*) | 153<br>143<br>62 | | | | 1892 | Cochrane, Cooper& Schofield Beverley | R.Hodgson | 101·0 Q19′ | 20·5 | 11·0 | Hull British | C.4Cy.10″&20″–14″ 32HP<br>J.Holmes,Hull | |
| 455 96617 LGNV | **Blue Star** SteelScSr<br>~~*R.Ellis* –94~~ *ss*Liv.No.3–7,93<br>1*Dk*(*Stl*)&*pt Awng dk*(*Irn*)<br>*Seaborne* &*Webframes* | 2431<br>1884<br>1577 | ✝100A1<br>*pt Awng dk withfreeboard*<br>4,95~~4,94~~ | Cff<br>A&CP<br>✝LMC7,93 | *s* | 1889<br>8mo | Hawthorn, Leslie&Co. (Lim.) Newcastle | BlueStar S.S.Co. (Lim.)(Carlisle &Co.) | 300·0 P27′Q90′ lrp94 *pt Awng dk*183′ *WB*=*Cell DB*252′425*t* | 38·8 BK10″ | 19·5 5*BHCem* *APT*75*t* | London British | T.3Cy.22½″,36½″&60″–39″(*s*) 160lb *60lb* 160HP<br>2SB,*8pf*,GS125<br>HwthnLslie&Co(Lm)Nwc | 21′11<br>s 8″9 |
| 456 3449 KGQM | **Bluefields** IronScSr<br>*G.C.Lewis* –92 *ss*Goo.No.3–9,77<br>(*ex*WilliamCoulman) *ss*Goo.No.2–83<br>1*Dk*2*trB* | 491<br>445<br>366 | ✝<br>3,90 | Phl<br>A&CP | | 1865<br>10mo | Macnab& Co. Greenock | Baltimore&Philadelphia Steamboat Co. | 211·5 P41*t* len71DS77 | 24·2 | 12·7 | Phildlphia Utd.States | C.2Cy.22″&44″–27″ NE71 NB79 95HP<br>*Cmp*.79C.D.Holmes&Co., Hull<br>6*BHCem* | |
| 457 | **Blyth** Steel&IronTwinScHopper Dredger | 665 | | | | 1892 | W.Simons &Co. Renfrew | Blyth Harbour Commissioners | 175·0 | 35·0 | 14·0 | Blyth British | C.4Cy.19″&38″–24″<br>W.Simons&Co.,Renfrew | |
| 458 98696 | **Blythswood** SteelScSr<br>*A.M'Millan* –93 1*Dk*(*Stl*)<br>*Well deck* | 232<br>180<br>96 | ✝100A1<br>9,94~~8,93~~ | Gls<br>LA&CP<br>✝LMC2,92<br>Bwg | *c* | 1892<br>2mo | J.Mc Arthur&Co. Paisley | Paton&Hendry | 120·0 Q37′B12′F25′ | 22·0 BK6½″ | 9·1 3*BHCem* *WB*=*FPT*13*t* | Glasgow British | C.2Cy.13¾″&26″–18″ (*s*) 120lb 33HP<br>1SB,*2pf*,GS26<br>Bow,McLachlan&Co.,Psy. | 10″0<br>s 4″10½ |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of Rof Trade Pass Cert. | 16 Mean Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 459 78402 RBKQ | **Blythville** *A.Wallace* –92 *Well deck* | **IronScSr** ssHpl.No.3–1,90 ssHpl.No.1–94 1*Dk*(*Irn*)2*trB* | 1325 1047 822 | ✠100A1 3,94 ✠NB3,88 | Hpl A&CP LMC4,94 | *o* | 1877 7mo | W.Gray& Co. WHartlepool | W.Gray | 248·0 Q84′B122*t*F34′ | 32·1 | 18·4 BK8½″ *WB*=*DBa*69′*f*63′ | W.Hartlpl British 4*BHCem* | C.2Cy.29″&56″–33″ (*s*) 80lb *60lb* 120HP 2SB,*4pf*,GS66 N.E.MarineE.C.(Lim.),Sld | 19 ″ 4 s 1 ″ 10 | D | |
| 460 63620 JSDN | **Blythwoode** *H.Thompson*92–92 *Well deck* | **IronScSr** 6thSurvey,Npt.2,90 1stSurvey,Shl.11.92 1*Dk*(*Irn*)2*trB* | 1168 895 715 | ✠ A1, 1 ~~9,94~~ 11,92 B&MS1,92 | Lon Shl | Lv ✠NB1,92 | 1870 5mo | Denton, Gray&Co. WHartlepool | H.Briggs | 230·0 P229*t*F28*t* | 32·0 | 17·2 BK9″ *WB*=*DBa*&*f* | S.Shields British 4*BH* | C.2Cy.28″&56″–36″ (*s*) 80lb *50lb* NB76 120HP 1SB,*3pf*,GS54 R.&W.Hawthorn,Nwc. | 18 ″ 2 s 2 ″ 2 | | |
| 461 98722 MTND | **Boarhound** 1*Dk* | **IronScK** | 153 139 57 | ✠100A1 *Stm Trawler* 2,91 ✠LMC2,91 | Hul LA&CP | | 1891 2mo | Cook, Welton &Gemmell Hull | HumberSteam TrawlingCo.(Lim.) | 101·0 Q22′ | 20·8 F18′ | 10·9 BK7½″ | Hull British 3*BHCem* | C.2Cy.17″&33″–22″ (*s*) 90lb 45HP 1SB,*2pf*,GS30 Bailey&Leetham,Hull | 11″10 | | |
| 462 1071 HGNT | **Bocho Maru** *HamadaKanematsu* | **WoodScSr** | 384 366 238 | | | | 1888 | Kawasaki Shozo Kobe | Kyoyeisha | 143·4 | 20·4 | 18·3 | Osaka Japanese | 1Cy. 65HP | | | |
| 463 HMLR | **Bocognano** | **IronScSr** | 847 — 379 | | | | 1884 | Claparede &Co. Rouen | Cie.Marseillaise de Nav.à Vap. (Fraissinet&Co., *Mgrs.*) | 217·0 | 29·0 | 17·5 | Marseilles French | C.2Cy.33½″&59½″–35½″ 150HP Claparede&Co.,Rouen | | | |
| 464 | **Bogtcha Ada** (*ex*MeggieSmart) | **WoodPadTug** | 102 — 16 | | | | 1868 | J.P.Rennoldson North Shields | Idarei-i-Massousieh S.Nav.Co. | 97·6 | 18·6 | 9·6 | Constanpl Turkish | 1Cy.36″–50″ 60HP J.P.Rennoldson,S.Shields | | | |
| 465 RGFQ | **Bohemia** *N.F.Schröder*82–91 *Elec.light* | **IronScSr** 2*Dks*&*Spardk*&4*trB* | 3423 3355 2536 | | | … | 1881 | A.&J. Inglis Glasgow | Hamburg-Amerikanische Packetf. Act.Ges. | 351·1 B84′ | 40·7 | 23·0 30·0 | Hamburg German *WB* | C.2Cy.40″&77″–54″ 360HP A.&J.Inglis,Glasgow | | V | |
| 466 98622 MDFG | — *N.A.W.Lindquister*73–91 | **SteelScSr** | 3190 2709 2061 | | | | 1891 | D.&W. Hndrson&Co. Glasgow | HendersonBros. | 320·0 P70′ | 43·0 B76′ | 24·5 F44′ | Glasgow British | T.3Cy.22″,37″&60″–48″ 250HP D.&W.Henderson&Co.,Gls | | | |
| 467 99167 | — | **IronScYl** 1*Dk* | 155 142 57 | ✠100A1 *Stm Trawler* 6,91 ✠LMC7,91 | Gls LA&CP | | 1891 6mo | Mackie& Thomson Glasgow | Gt.Grimsby&East CoastStm.Fishing Co.(Lim.) | 100·5 Q19′F19′ | 20·5 | 10·7 BK7½″ | Grimsby British 3*BHCem* | T.3Cy,11″,16½″&27″–22″ (*s*) 160lb 45HP 1SB,2*pf*,GS32 Muir&Houston,Glasgow | 11″11 | | |
| 468 | **Bohol** *Ponce* –90 ptGIBF&Y*Mover* | **CompSc** 1*Dk* *woodSheathing*12,90 | 224 199 150 | ✠ 12 A1 12,90 ✠LMC12,90 | Man LA&CP | | 1890 8mo | Varadero deManila Cañacao | J.Vaño | 128·0 10&16yrsMat *Iron frame planked* | 19·2 | 12·0 | Manila Spanish | C.2Cy.16″&32″–22″ (*s*) 100lb 43HP Rankin&Blackmore,Grk. | | | |
| 469 HRPG | **Bohus** *A.Lindberg*94–94 | **CompScSr** 1*Dk* | 188 157 139 | *Now named "Ida," See No. 5 in Supplement.* | | | 1883 | E.Jansson Gäddvik | A.Bratt | 96·5 B23′ H4*t* | 20·6 | 10·5 | Gothenbrg Swedish | C.2Cy.12″&25¼″–19½″ 30HP MotalaCo.,Gothenburg | | G | |
| 470 707 HTNS | — *O.Ohlsson*88–88 | **SteelScSr** 1*Dk* | 177 130 120 | | | | 1888 | MotalaCo. Gothenburg | Ångb.Aktieb."BohuslänskaKusten" (C.O.S.Posse) | 98·4 Q29′ | 21·2 H18*t* | 8·8 F13′ | Uddevalla Swedish | T.3Cy.9¼″,14⅝″&24½″–17½″ 45HP MotalaCo.,Motala | | | |
| 471 89185 JMQV | **Boileau** *G.W.Young* –94 | **IronScSr** ssSws.No.2–92 1*Dk*(*Irn*)2*trB* | 1840 1674 1202 | ✠100A1 9,93 ~~BS8,93~~ 10,94 ✠LMC12,91 | Bry LA&CP | *r* | 1884 5mo | Palmers' Co. Newcastle | BoileauS.S.Co. (Lim.) (L.Guéret) *WB*=*DBa*78′*f*60′*s*&*uE*&*B*38′432*t*F*PT* | 258·0 B56′F31′ | 36·4 | 21·7 BK9½″ 47*t*A*PT*23*t* | Cardiff British 4*BHCem* | C.2Cy.33″&62″–42″ (*a*) 80lb *55lb* 180HP 2SB,*6cf*,GS97,HS2844 Palmers'Co.(Lim.),Nwc. | 23 ″ 1 s 3 ″ 10 | | |
| 472 | **Bojana** *S.Petcovich* –93 | **SteelScSr** 1*Dk* | 204 — 97 | | | | 1890 | Stabilimnto Tecnico Trieste | Consorzis di Nav.a Vap.Ragusea(T. Cossovich, *Mgr.*) | 120·0 P16*t* | 22·0 Q31*t* | 8·0 F10*t* | Trieste Aust.-Hung. | C.2Cy.14″&25″–18″ 30HP StablimntoTecnico,Trieste | | A | |
| 473 76494 | **Boko** *J.Hinton*85–86 | **IronPadSrTug** 1*Dk* | 203 201 70 | | | | 1877 | A.Leslie& Co. Newcastle | FrederickH.Hart | 125·0 | 21·1 | 10·4 | Brisbane British *WB* | C.2Cy.37″–54″ 99HP Thompson&Co.,Newcastle | | | |
| 474 HGVC | **Bolama** *J.deF.Miranda* | **IronScSr** ssLis.No.2–91 1*Dk* | 539 448 337 | ✠100A1 8,92 BS1,94 ✠LMC8,92 | Lis LA&CP | *i* | 1883 4mo | Earle'sCo. (Lim.) Hull | EmprezaNacional de Nav. a vap | 180·0 P32′B23′F28′ | 26·0 | 13·6 BK7½″ *WB*=*DBa* | Lisbon Portuguese 4*BHCem* | C.2Cy.24″&45″–33″ (*s*) 80lb 90HP 2SB,*4pf*,GS59,HS1800 Earle'sCo.(Lim.),Hull | | | |
| 475 83590 JMQC | **Bolderaa** *G.Tune* –93 *Well deck* | **IronScSr** 2ndSurvey,Hpl.2,92 1*Dk*(*Irn*)2*trB* | 1638 1342 1061 | ✠ A1*1 ~~9,94~~ 5,94 4,95 MS2,92 ~~BS8,98~~ 8,94 | Brs Mid Cff | Lv | 1884 2mo | J.Laing Sunderland | C.M.Norwood& Co. | 244·0 Q100′B50′H25*t* F26′ | 36·3 | 18·1 BK8½″ *WB*=*DBa*&*f* | London British 4*BH* | C.2Cy.29½″&55″–36″ 80lb *60lb* 140HP 2SB,*4f* G.Clark,Sunderland | 19 ″ 6 s 2 ″ 3½ | | 16·27 17·29 18·31 19·32 |
| 476 96167 | **Boldon** *W.Sheriff* –93 *Well deck* | **IronScSr** ssNwc.No.1–93 1*Dk*(*Irn*)2*trB* | 1129 893 720 | ✠100A1 ~~2,95~~ ~~3,93~~ 3,95 ✠LMC1,93 | Cff A&CP Shl | *n* | 1889 12mo | Wood, Skinner&Co. Newcastle | W.Swanston& Sons *WB*=*CellDB* | 237·7 P21′Q54′B46′ F26′ 188′322*t*A*PT*28*t* | 33·0 | 15·0 BK8″ | Newcastle British 4*BHpt Aspt Cem* | T.3Cy.18½″,30″&49″–33″ (*s*) 150lb *70lb* 120HP 2SB,*4pf*,GS74 NEMarineEngCo(Ld)Nwc | 17 ″ 6 s 1 ″ 8½ | | |
| 477 HDVQ | **Bolinao** *J.A.Eiguren* | **IronScSr** ssMan.No.2–92 1*Dk* | 247 198 120 | ✠100A1 11,92 ✠LMC11,92 | Man LA&CP | *d* | 1884 2mo | Abercorn S.B.Co. Paisley | F.L.Roxas | 134·0 F17′ | 24·1 | 7·9 BK6″ | Manila Spanish 4*BHCem* | C.2Cy.18″&34″–24″ (*a*) 60lb 50HP 1SB,*2pf*,GS32 Hanna,Donald&Wlsn,Psy. | 8 ″ 7 | | |
| 478 68081 MPSW | **Bolivia** *W.Baxter*84–91 | **IronScSr** | 3999 2956 2561 | | | … | 1873 10mo | R.Duncan &Co. Pt.Glasgow | HendersonBros. | 400·0 | 40·0 | 25·1 33·0 | Glasgow British | T.3Cy.27½″,44″&71½″–54″ NE&B91 390HP D.&W.Henderson&Co.,Gls | | BT till 10,94 | |
| 479 69349 MTCW | — | **IronSc3MstSr** 2*Dks*&*Shadedk* | 1925 1590 1215 | ✠ 4,74 | Gls | Lv | 1874 4mo | T.Wingate &Co. Glasgow | PacificSteamNav. Co. | 311·8 F54*t* | 38·2 | 21·1 | Liverpool British 6*BH* | C.2Cy.51½″&84½″–42″ 400HP T.Wingate&Co.,Glasgow | | | |
| 480 96090 LJBK | **Boma** ~~C.Harvey~~ –91 *Hely* –95 2*Dks*(*UStl–ws*)&*Webframes* ssLiv.No.1–94 | **SteelScSr** | 2681 2434 1736 | ✠100A1 2,95 ~~3,93~~ ✠LMC~~9,94~~ 2,95 | Liv LA&CP | *t* | 1889 9mo | NavalCon. &Armmnts Co.(Lim.) Barrow | British&African S.N.C.(Lim.) (Elder,Dempster&Co., *Mgrs.*) | 311·6 P40′B80′F40′ | 39·2 | 24·7 BK9″ *WB*=*Cell* | Glasgow British 5*BHCem* *DB*236′451*t* | T.3Cy.23″,38″&61″–42″ 160lb *60lb* 240HP 2SB,*6rf*,GS130,HS3973 NavalC&ACo.(Lim.),Brw. | 27 ″ 5 s 5 ″ 2½ | D BT till ~~10,94~~ 8,95 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Epitrement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. / Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 481 86976 WMKF | **Bombay** *W.E.Robertson* –91 *2Dks(1Irn&1pt Irn–ws)3tr B* | **IronSc3MstSr** *ss*Mdb.No.3–1,91 | 3192 2923 2049 | ✠100A1 5,94 ~~12,93~~ ✠NE&B1,91 | Bry LA&CP | *v* ✠LMC1,91 | 1882 6mo | C.Mitchell &Co. Newcastle | **NelsonDonkin& Co.** *WB=Cell* | 337·0 P40′B82′F46′ *DB272′410t* | 41·4 BK11″ *FPT* | 26·5 *6BHCem 30tAPT30t* | London British | T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *160lb* NDB91 300HP 2SB*6rf*,GS123,HS4127 Blair&Co.(Lim.),Stockton | 29 ″ 0 s 5 ″ 9 |
| 482 93212 LBTW | — *R.J.Sleeman* –93 *Elec.light* | **SteelScSr** *2Dks(Stl–ws)3Dk rule Inner bottom plating Irn* | 3168 3012 2048 | ✠ 7,89 ✠ | Lon LA&CP | *w* | 1889 3mo | Caird&Co. (Lim.) Greenock | **Peninsulr&Orien-talSteamNav. Co.** *WB=Cell* | 349·4 P35′B104′F49′ drp93 *DB298′622t* | 42·1 BK9″ *FPT* | 26·5 *7BHCem 51tAPT50t* | Greenock British | T.3Cy.24″,40″&62″–54″ 450HP 2DB.*12rf*,GS206 Caird&Co.(Lim.),Grk. | 29 ″ 9 s 6 ″ 3 |
| 483 150 69 | — 1*Dk* *ss*Hul.No.1–95 | **IronScK** | 167 150 69 | ✠100A1 *Stm Trawler* 5,95 ~~2,91~~ ✠LMC ~~2,91~~ 5,95 | Hul LA&CP | | 1891 2mo | Cochrane, Cooper& Schofield Beverley | **HullSteamFishing &IceCo.(Lim.)** | 105·5 Q21′F20′ | 21·0 BK7½″ | 11·0 *3BHCem* | Hull British | T.3Cy.12½″,19½″&31½″–22½″ 160lb 50HP 1SB,*2cf*,GS27HS778 Amos&Smith,Hull | 11 ″ 10 |
| 484 98052 LPQN | **Bona** *P.H.Leach*90–90 *ss*Liv.No.1–93 1*Dk(Irn)&Webframes&pt Awng dk(Irn)* | **SteelScSr** | 2427 1780 1567 | ✠100A1 *pt Awng dk with freeboard* 10,94 ~~5,04~~ ✠LMC8,93 | Shl A&CP Qbc | *s* | 1890 3mo | R.Dixon& Co. Middlesbro' | **English&Ameri-canShippingCo. (Lim.)** | 297·0 P27′Q78′ *PtAwng dk*192′ FK *WB=Cell* | 40·0 | 18·9 *5BHCem DB248′489t* | London British | T.3Cy.22″,35″&59″–39″ (*s*) 160lb *90lb* 250HP 2SB,*6cf*,GS107,HS3670 T.Richardson & Sons,Hpl. | 21 ″ 4 s 8 ″ 11 |
| 485 91043 JPKQ | — *N.Walters*75–90 2ndSurvey,Hul.4,92 (*ex*HighlandPrince) 1*Dk(Irn)2tr B* *Well deck* | **IronSc3MstSr** | 1466 1180 933 | ✠A1*1 1,94 | Lon | Lv | 1883 12mo | ShortBros. Sunderland | **W.S.Bailey** | 240·0 P28′Q60′B64′F25′ | 36·1 FK | 16·9 *6BHCem WB=DBa&f* | Hull British | C.2Cy.31″&58″–36″ 144HP 2SB,*4f* NEMarineE.Co.(Lim.)Sld. | 18 ″ 4 s 2 ″ 1 |
| 486 HDNS | — *E.Pettersson* –91 (*ex Sailing Vessel* Motala No.II.) | **CompScSp** 1*Dk* | 145 128 99 | | | | 1876 91 | MotalaCo. Motala | **TransportAktieb. Motala (H.G.Enberg)** | 99·3 H17*t* | 21·0 | 8·9 | Motala Swedish | C.2Cy.9¾″&17½″–13½″ NE&B91 20HP MotalaCo.,Gothenburg | |
| 487 87966 JKMR | **Bonavista** ~~*J.B.Pataine* –94~~ *Fraser* | **IronScSr** *ss*Mtl.No.2–93 1*Dk(pt Irn)2tr B* | 1306 1092 837 | ✠100A1 4,94 ✠LMC ~~4,94~~ | Hfx LA&CP | *o* | 1884 3mo 4,95 | Wigham Richardson &Co. Newcastle | **DominionCoalCo. (Lim.)** *WB=DBa72′&uE&B48′169t* | 240·4 P52′B52′F26′ | 33·5 FK | 18·3 *4BHCem 27tAPT9t* | Montreal British | C.2Cy.31″&62″–42″ (*s*) 76lb *55lb* 160HP 2SB,*6pf*,GS108 Wigham Richrdsn&Co Nwc | 19 ″ 6 s 2 ″ 9 |
| 488 3162 JVLG | **Bonita** *Green* YM1,87 | **WoodScSr** 2*Dks3tr B* | 489 — 356 | | | | 1881 | Dickie Bros. SanFrancisco | **PacificCoastS.S. Co.** | 172·2 | 27·0 | 8·9 16·0 | S.Frncisco Utd.States | C.2Cy.18″&34″–27″ 59HP RisdonIronWorks.,S.Fo. | |
| 489 75281 | **Bonnie Doon** *D.Evans* –92 | **IronPadSp** | 272 228 81 | | | | 1876 | TBSeath& Co. Glasgow | **Edwards,Robert-son&Co.** | 218·0 | 20·0 | 7·5 | Bristol British | D.1Cy.50″–72″ NB87 96HP A.Campbell&Son,Glasgow | |
| 490 | **Bonnie Kate** ~~*M.A.Flagestad* 94–98~~ *Well deck* 6thSurvey,Sld.7,91 *J.M.Johnstone* –94 1*Dk(Irn)2tr B* | **IronScSr** | 827 651 539 | ✠ A1,1 8,93 | Grk | Lv | 1870 7mo | TROswald Sunderland | **Skibsactieselska-bet"Bonnie Kate"(Lim.) (I.Kobro)** W.H.Stott&Co. | 208·1 P108′F20′ drp92 *Irndk*91 srp93 drp94 BK6½″ *WB=MTf20′* | 28·2 | 15·9 *4BH* | ~~Chrstiania~~ Norwegian ~~*4BH*~~British Liverpool *60tAPT20t* | C.4Cy.19″&34″–30″ NB79 80HP *Cmp.*73CDHolmes&CoHul | 16 ″ 9 |
| *Now named "Flashlight," See No. 11 in Supplement.* | | | | | | | | | | | | | | | |
| 491 86194 | **Bonnie Princess** *W.Williams* –91 | **IronPadSr** | 440 404 138 | | | | 1882 | TBSeath& Co. Glasgow | **Liverp'l&N.Wales S.S.Co.(Lim.)** | 240·0 | 26·2 | 9·3 | Liverpool British | D.O.2Cy.43″–72″ NB88 160HP A.Campbell&Son,Glasgow | |
| 492 87649 HNDM | **Bonnington** *W.D.Leighton*91–94 *ss*Gls.No.3–10,92 2*Dks(1Stl&Upt Stl pt Irn-pt ws)3tr B* | **SteelSc3MstSr** | 2059 1999 1332 | ✠100A1 ~~8,94~~ 10,94 BS8,94 ✠LMC10,92 | Bry LA&CP Cff | *t* | 1883 3mo | R.Duncan &Co. Pt.Glasgow | ~~**S.S.Bonnington Co. (Lim.)(Raeburn &Verel)**~~ Raeburn&Verel | 289·2 B72′F39′ drp94 *WB=Cell* | 38·2 BK10″ *DB224′378t* | 23·1 *5BHCem* | Glasgow British Dunsmuir&Jackson,Gls. | C.2Cy.36″&68″–45″ (*a*) 85lb *70lb* 200HP 1DB.*6pf*,GS107 | |
| 493 98639 MFJD | **Bonny** ~~*W.L.Keene* –98~~ 2*Dks(UStl–ws)&Webframes3Dk rule* *Elec.light Windham* –94 | **SteelScSr** | 2702 2373 1713 | ✠100A1 ~~5,94~~ ~~2,04~~ ~~3,04~~ 5,95 ✠LMC6,91 | Liv LA&CP | *u* | 1891 6mo | NavalCon. &Armaments Co.(Lim.) Barrow | **British&African S.N.Co.(Lim.) (Elder,Demp-ster&Co.,*Mgrs.*)** *WB=Cell DBa72′f138′&uE&B34′525t* | 327·6 B108′P40′F42′ | 39·4 FK | 22·0 *5BHCem FPT82tAPT42t* | Glasgow British NavalC&ArCo.(Lm.),Brw. | T.3Cy.23″,38″&61″–42″ (*s*) 160lb *60lb* 240HP 2SB,*6rf*,GS133,HS3793 | 24 ″ 9 s 4 ″ 11 |
| 494 82316 THWN | **Booldana** *C.Hughill* –94 2*Dks(StlU–ws)3Dk rule* | **SteelSc3MstSr** *ss*Bom.No.1–85 | 2823 2577 2134 | ✠ 2,85 ✠ | Bom LA&CP | *v* | 1880 6mo | WDenny& Bros. Dumbarton | **BritishIndiaStm. Nav.Co.(Lim.)** | 332·2 P48′ B26′ F41′ | 40·2 | 25·5 *6BHCem* | Glasgow British | C.2Cy.38″&68″–51″ 300HP Denny&Co.,Dumbarton *WB=CellDB282′622t* | |
| 495 90606 | **Booth** 1*Dk* | **WoodPad** | 235 147 194 | | | | 1885 | P.Lam-orthe Nor.Bay.Ont. | **JohnR.Booth** | 120·0 H88*t* | 37·0 | 8·0 | Ottawa British | 1Cy.26½″–84″ 120HP J.&R.Wier,Montreal | |
| 496 HQTC | **Bordeaux** *P.A.Velin*94–94 2*Dks* | **SteelScSr** | 913 899 736 | | | | 1881 | MotalaCo. Gothenburg | **FörnyadeÅngf. Aktieb."Svenska Lloyd"(W.Frodi)** | 195·8 H8*t* | 27·2 | 21·3 | Gothenbrg Swedish *WB* | C.2Cy.23″&44″–30″ 110HP MotalaCo.,Gothenburg | |
| 497 91071 JPQV | — *S.Boden* –94 *Well deck* | **IronScSr** *ss*Bwg.No.2–93 1*Dk* | 560 425 353 | ✠100A1 ~~7,04~~ ~~3,04~~ 1,95 BS5,94 ✠LMC8,93 ~~Std. Cls.~~ | Bwg LA&CP | *h* Trg | 1884 8mo | Ramage& Ferguson Leith | **SmithS.S.Co(Lm.) (J.&W.W.C.Smith *Mrgs.*)** | 170·0 Q50′B44′F21′ *WB=DBa31′* | 26·9 BK7″ *27tFPT24t* | 12·8 | London British | C.2Cy.22″&41″–30″ (*s*) 90lb ~~*60lb*~~ *50lb* 72HP 1SB,*3pf*,GS42 Ramage&Ferguson,Leith | 13 ″ 9 s 1 ″ 4½ |
| 498 80314 WHPF | — Dismantled 94 | **IronPadSr** | 433 385 307 | | | | 1865 | C.Lungley London | ~~**L.&N.C.Bull**~~ T.R.Oswald | 214·0 Q34*t* | 23·7 | 10·8 | Nw. Haven British *5BHCem* | O.2Cy.52″–57″ NB78 200HP C.Lungley,London | |
| 499 87946 JHRS | **Borderer** ~~*J.Trinick* –93~~ *G.Barclay* 2*Dks(Irn)&Spar dk(Irn)* | **IronSc4MstSr** *ss*Lon.No.2–92 | 4740 3417 3135 | ✠100A1 *Spar dk* 2,94 BS ~~6,93~~ 6,94 ✠LMC6,92 | Lon LA&CP | *y* | 1884 1mo | BarrowCo. (Lim.) Barrow | **Atlantic&Eastern S.S.Co.(Lim.) (J.Glynn&Son, *Mgrs.*)** *WB=DBa* | 400·0 P20′B104′F47′31·3 *88′&uE&B104f518t* | 44·2 BK11″ | 23·7 *6BHCem MT32f412t* | Liverpool British 2D&2SB,*18cf*,GS412, BarrowS.B.C(Lim.),Brw. | C.2Cy.50″&90″–60″ (*a*) 90lb *90lb* 354HP HS11971 | 26 ″ 11 s 9 ″ 4 |
| 500 102138 | — *J.Weatherhead*86–94 1*Dk(Stl)2tr B* *&deep framing&pt Awng dk(Stl)* | **SteelScSr** | 2983 2293 1935 | ✠100A1 *pt Awng dk with freeboard* ~~7,04~~ 3,04 4,95 ✠LMC3,94 | Gls LA&CP Cff Bom | *u* | 1894 3mo | C.Connell &Co. Glasgow | **BordererSteam ShipCo.(Lim.) (J.Little&Co.)** | 320·0 Q118′ *Pt Awng dk*200′ | 42·1 BK10″ *WB=Cell* | 21·0 *6BHCem DB264′541t* | Liverpool British Dunsmuir&Jackson,Gls. | T.3Cy.23″,38″&62″–42″ (*s*) 160lb *80lb* 267HP 2SB,*6cf*,GS120,HS4292 | 23 ″ 8 s 9 ″ 2 |
| 501 HCRL | **Bore** *J.E.Beskow* –86 | **IronTwinScSr** 1*Dk* | 563 335 435 | | | | 1853 | Motala Co. Norrköping | **RederiAktie-Bolaget"Svea" (K.Ahlborg)** | 175·2 P111′ | 26·0 F28′ | 11·5 H21*t* | Stockholm Swedish | C.4Cy.16″&31″–21″ 160HP W Lindbergs Mk Vks.,Stk. | |

89

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Master. Late Name if any. Special Surveys. | Material, Rig, &c. No. of Decks, &c. | Regist'd Tonnage: Gross. Under deck. Net. | Character. for Special Survey. Date of last Survey. | Port of Survey. | Equipment Letter. | When. Ship. Engines | Built. By Whom. Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Other Registers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 502 | Bore<br>O P.Larson93-93 | SteelScSr<br>1Dk | 103<br>77<br>71 | | | | 1893 | Göteborgs M.V.,<br>Gothenburg | C.E.Hæger | 86·0\|17·4\| 8·0<br>B21′ | LillaEdet<br>Swedish | C.2Cy.12¼″&26½″-19½″<br>35HP<br>MotalaCo.,Motala | | |
| 503<br>63698<br>KBDG | Borghese<br>J.McRitchie91-92 ssGls.No.3-5,91<br>(exGalatea)<br>S.Tierney94-94 | IronScSr<br>3Dks | 2044<br>1950<br>1331 | ✠100A1<br>8,94 7,93<br>✠NE&B82<br>BS1,94 ✠LMC4,91 | Cff<br>A&CP | r | 1870<br>11mo | W.Pile&Co.<br>Sunderland | Raeburn&Vérel | 289·6\|35·4\|25·9<br>ptND91<br>drp93 BK9′ | Glasgow<br>British<br>5BHCem<br>WB=ptDB | C.2Cy.36⅝″&64″-42″ (a)<br>80lb 60lb NDB85 200HP<br>2B.8pf,GS130<br>J.Howden&Co.,Glasgow | | |
| 504<br>969<br>JCGS | Borgholm<br>C.N.P.Nordström92-92 | IronScSr<br>1Dk | 143<br>73<br>112 | | | | 1877 | Oscarshmn Mek.Vrks.<br>Oscarshamn | Oscarshamns Ångf.Aktieb.<br>(P.Deurell) | 95·5\|17·6\| 7·3<br>Q25′ B42′ F28′ | Oscrshmn<br>Swedish | C.2Cy.11¼″&22½″-16″<br>30HP<br>OscarshamnMekVrks.Osc. | | |
| 505 | Borgnis Desbordes | SteelScSp<br>2Dks | 230<br>172<br>167 | | | | 1893 | Scott&Co.<br>Greenock | Deves&G.Chaumet | 145·0\|22·0\| 7·5<br>Awng dk 120′ | Bordeaux<br>French | C.D.2Cy.18″&38″-42″<br>70HP<br>Scott&Co.,Greenock | | |
| 506<br>HDVW | Borinquen<br>Z.delaCruz -89 | IronScSr<br>2Dks&Awngdk | 1262<br>—<br>804 | | | | 1878 | R.&J. Evans<br>Liverpool | Linea deVapores "Serra" | 248·5\|30·1\|16·9<br>24·2 | Bilbao<br>Spanish | C.2Cy.26″&45″-42″<br>120HP<br>J.Jack&Co..Liverpool | | |
| 507 | Boris<br>G.A.Sodich94-94<br>Elec.light | SteelScSr<br>1Dk&Spardk(ptStl-ws)&deepframing | 930 869<br>765<br>542 | ✠100A1<br>Spar dkwithfreebd<br>6,94<br>Class Contemplated | Nwc<br>LA&CP | m | 1894<br>6mo | Wigham Richardson &Co.<br>Newcastle | BulgarianTrading Stm.Nav.Co. | 211·8\|31·2\|13·0<br>B0 F34′ B35′ 10·2<br>220·0\|32·0\|17·7 BK7½ | Varna<br>Bulgarian<br>4BHCem | T.3Cy.19″,31″&50″-36″ (s)<br>160lb 80lb 180HP<br>2SB,6cf,GS105,HS2698<br>WighmRichrdsn&Co,Nwc<br>WB=CellDB121′80t APT8t | 12″4<br>s 5″3 | |
| 508<br>KHLJ | Borkum<br>M.Visser -90 | IronPad<br>1Dk | 196<br>—<br>123 | ✠LMC6,94 | | | 1890 | BotjeEnsing&Co.<br>Groningen | Act.Ges."Ems" | 165·7\|19·0\| 9·2 | Emden<br>German | C.2Cy.23½″&42″-45″<br>J.L.Meyer,Papenburg | | G |
| 509<br>101<br>NHMC | Bormida<br>Ansaldo | IronScSr<br>2Dks(Irn-Uws)3trB | 2304<br>2062<br>1499 | | | ... | 1884<br>7mo | Burrell&Son<br>Dumbarton | Nav.Gen.Italiana | 299·7\|37·2\|23·6<br>P44′ B82′ H102t<br>F40′ | Genoa<br>Italian<br>WB | C.2Cy.35″&67″-42″<br>195HP<br>DuncanStewart&Co.,Gls. | 26″8 | I |
| 510<br>NHFB | Borneo<br>T.S.Theunissen93-93 ssHKg.No.2-93<br>B.Pekelaar92-94 | SteelScSr<br>2Dks(ptStlptIrn-Uws)3trB<br>3Dks(UptStl&ptIrn-Teaks) | 2378<br>2039<br>1561 | ✠100A1<br>7,94 6,93 12,94<br>BS7,94 ✠LMC 12,94 | HKg<br>LA&CP<br>Sng Rot | s | 1884<br>12mo | A&JInglis<br>Glasgow | Rotterdamsche Lloyd(W.Ruys&Sons,Mgrs.) | 290·2\|37·2\|24·2<br>P54′B82′F30′<br>BK10″ | Rottrdam<br>Dutch<br>5BHCem | C.2Cy.36″&70″-45″ (a)<br>90lb 250HP<br>2DB,12pf,GS175<br>A.&J.Inglis,Glasgow | 25″2 | D |
| 511<br>85104<br>WCRS | — <br>C.F.Bullen -92 | IronScSr<br>1Dk | 643<br>540<br>404 | ✠<br>12,84<br>✠ | Sng<br>LA&CP | j | 1881<br>12mo | Campbell, Macintosh& Boustead<br>Newcastle | OhSweeKeat | 206·3\|26·0\|13·9<br>Q85′ F26′<br>len90 | Singapore<br>British<br>5BHCem | C.2Cy.25½″&48″-33″<br>100HP<br>T.Clark&Co.,Newcastle | | |
| 512<br>NTLK | Bornholm<br>J.Jensen88-88 | IronScSr<br>1Dk&SprDk | 846<br>510<br>515 | | | | 1883 | G. Howaldt<br>Kiel | DampskibsSelsk Bornholm (D.Torm) | 208·5\|25·1\|13·0<br>19·9 | Svaneke<br>Danish | C.2Cy.25″&40″-27″<br>85HP<br>HowaldtBros.,Kiel<br>WB | | DV |
| 513<br>82488<br>VFHJ | Borodino<br>C.E.Thornhill -94<br>Well deck | SteelScSr | 1264<br>1106<br>836 | | | ... | 1880<br>9mo | Earle'sCo.<br>Hull | T.WilsonSons&Co. (Lim.) | 239·8\|33·0\|16·9<br>Q85t F36t H37′<br>FK | Hull<br>British | C.2Cy.24″&53″-36″<br>98HP<br>Earle'sShipBldng.Co.,Hull | | |
| 514<br>98378 | Boronia<br>J.Foreman92-92 | IronScK<br>1Dk | 153<br>139<br>38 | ✠100A-<br>StmTrawler<br>3,92 ✠LMC3,92 | Shl | | 1892<br>3mo | J.P.Rennoldson&Ss.<br>S.Shields | C.Morley (F.J.Sillick, Mgr.) | 100·5\|20·5\|10·7<br>BK7″ | Milford<br>British<br>3BHCem | T.3Cy.12¼″,20″&32″-22″ (s)<br>160lb 50HP<br>1SB,2pf,GS27,HS957<br>J.P.Rennoldson&Ss,S.Shl. | 11″8 | |
| 515<br>HJVG | Borregaard<br>C.Pedersen ssGot.No.3-3,84<br>(exGraphic,exSahel, exGraphic) ssAnt.No.2-92<br>Well deck | IronScSr<br>1Dk2trB | 959<br>726<br>592 | ✠90A1<br>7,94 8,93 9,94<br>✠NB4,86 LMC4,88 7,94 | Sld<br>A&CP<br>Xia | n | 1872<br>7mo | A.Hall&Co.<br>Aberdeen | BorregaardS.S.Co. (G.W.Pedersen) | 229·2\|29·6\|13·8<br>P130′F33′<br>drp94 BK<br>WB=DBa | Christiania<br>Norwegian<br>6BHCem<br>69′f56′250t | C.2Cy.25″&50″-33″ (s)<br>80lb 60lb NDB86 98HP<br>1SB,3pf,GS54<br>W.B.Thompson,Dundee | 17″10<br>2″3 | |
| 516<br>97540<br>MBQD | Borrowdale<br>P.Rutter -93 | SteelScSr | 1093<br>805<br>682 | | | | 1891 | J.Laing<br>Sunderland | J.Laing | 216·5\|31·1\|15·0<br>Q89′ B46′ F22′ | Sundrland<br>British | T.3Cy.17½″,29″&47″-33″<br>99HP<br>W.Allan&Co.,Sunderland | | V |
| 517<br>RFPH | Borussia<br>H.Jagemann91-91 | IronScSr<br>2Dks3trB | 1777<br>1628<br>1306 | | | | 1878 | ReiherstiegSchiffs Werfte<br>Hamburg | Hamburg-Amerikanische Packetf. Act.Ges. | 271·0\|33·8\|24·2<br>P46′ B32′ | Hamburg<br>German | C.2Cy.34″&62″-42″<br>180HP<br>ReiherstiegSchiffsWerfte, Hamburg | | V |
| 518<br>65924 | Borwick Rails | IronPadSp | 136<br>136<br>48 | | | | 1871 | Liv.ShipbuildngCo.<br>Liverpool | W.J.Barratt | 102·6\|19·1\| 9·6 | Liverpool<br>British | D.2Cy.36″-30″<br>70HP<br>G.Forrester&Co.,Liverpool | | |
| 519<br>78<br>NHMV | Bosforo<br>A.Cardillo -91 | IronSc3MstSr<br>(exWistowHall)<br>2Dks(Irn)3trB | 2773<br>2550<br>1812 | | | ... | 1878<br>8mo | C.Connell &Co.<br>Glasgow | Nav.Gen. Italiana | 360·5\|37·1\|26·4<br>B35′ F31′ | Genoa<br>Italian | C.2Cy.44″&78″-54″<br>677HP<br>J.&J.Thomson,Glasgow | | I |
| 520<br>85253<br>WHPT | Boskenna Bay<br>J.Tregarthen -93 ssLon.No.2-90<br>ssCff.No.3-8,94 | IronScSr<br>1Dk(Irn)&Spardk3trB | 2230<br>2169<br>1433 | ✠100A1<br>Spar dk<br>8,94 8,93<br>BS8,93 ✠LMC5,90 8,94 | Lth<br>LA&CP<br>Cff | s | 1882<br>2mo | Schlsngr, Davis&Co.<br>Newcastle | BoskennaBayS.S. Co.(Lim.) (F.Banfield& Sons) | 290·6\|37·2\|26·8<br>srp94 BK9½″<br>WB=DBa86′f118′ | Penzance<br>British<br>5BHCem<br>293tAPT23t | C.2Cy.37″&70″-45″ (s)<br>80lb 40lb 75lb 280HP<br>2SB,6pf,GS108<br>R.&W.Hawthorn,Nwc. | 21″0<br>s 6″11½ | |
| 521<br>88804 | Bosphorus<br>J.Ballard | IronPadSp | 151<br>139<br>26 | | | | 1884 | J.T.Eltringham<br>S.Shields | J.Wilson | 112·2\|19·2\| 9·7 | S.Shields<br>British | L.1Cy.36¼″-54″<br>70HP<br>J.P.Rennoldson&Ss.,S.Shl. | | |
| 522 | Bosphorus No. 41<br>Comyn | SteelPadSr<br>1Dk | 230<br>202<br>123 | ✠ A1<br>withfreeboard<br>7,92 ✠LMC6,92<br>Coasting Service, Bosphorus & Sea of Marmora. | Fal<br>LA&CP | d | 1892<br>6mo | Napier, Shanks&Bell<br>Glasgow | Chirket i Hairie | 160·0\|20·1\| 9·0<br>BK6″ | Constanpl<br>Turkish<br>3BHCem | O.2Cy.35″-36″ (s)<br>60lb 82HP<br>1SB,3pf,GS56<br>D.Rowan&Son,Glasgow | 9″6<br>s 4″4 | |
| 523 | Bosphorus No. 42 | SteelPadSr<br>1Dk | 230<br>202<br>123 | ✠ A1<br>withfreeboard<br>7,92 ✠LMC8,92<br>Coasting Service, Bosphorus & Sea of Marmora. | Gls<br>LA&CP | d | 1892<br>7mo | Napier, Shanks&Bell<br>Glasgow | Chirket i Hairie | 160·0\|20·1\| 9·0<br>BK6″ | Constanpl<br>Turkish<br>3BHCem | O.2Cy.35″-36″ (s)<br>60lb 82HP<br>1SB,3pf,GS56<br>D.Rowan&Son,Glasgow | 9″6<br>s 4″4 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Quand. Navire. / Mach. | 9 Construit. Par qui. / Où. | 10 Armateurs. | 11 Longueur | Largeur | Creux | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 524<br>3140 | **Boston** IronSc | 1830<br>—<br>1670 | | | | 1880 | Detroit DryDockCo.<br>Wyandotte | WesternTransit Co. | 263·0 | 36·0 | 5·4 | Buffalo,NY<br>Utd. States | | |
| 525<br>98585 | — SteelScSr<br>*Stanwood* ssBos.No.1-94<br>1*Dk&Awngdk*(*Stl*–ws)&*Shadedk*<br>*Elec.light* | 1694<br>1623<br>734 | ✠ A1<br>*withfreeboard*<br>*YarmouthNS*<br>6,94 ~~4,93~~ ✠LMC~~10,90~~ 6,94 | Bos<br>LA&CP<br>*&Boston.* | *p* | 1890<br>10mo<br>*U.S.A* | A.Stephen &Sons<br>Glasgow | YarmouthS.S.Co. (Lim.) | 245·0 | 36·1 | 20·0<br>27·7<br>BK6″<br>*WB=DBa* | Yarmth NS<br>British<br>6*BHCem*<br>38′*f*36′120*t* | T.3Cy.34″,51″&84″–36″ (*s*)<br>160lb *80lb* 550HP<br>2D&1SB,*15rf*,GS315<br>A.Stephen&Sons,Glasgow | 13<br>8 |
| 526<br>54652<br>JPCB | — IronSc3MstSr<br>*B.Dunbar* -92 | 881<br>820<br>547 | | | ... | 1866<br>2mo | Palmers' Co.<br>Newcastle | CommercialSteam ShipCo.(Lim.) | 226·0<br>Q52′<br>len72 | 28·2 | 17·1 | London<br>British | C.2Cy.24″&44″–30″ (*i*)<br>NB82 80HP<br>*Cmp.*72Palmers'Co.,Nwc. | 18<br>3 |
| 527<br>98838<br>NCMQ | **Boston City** SteelScSr<br>~~*T.L.Weiss*78–93~~ 2*Dks*(*Irn*)3*trB*<br>*H.W.Barclay* -95 | 2346<br>2166<br>1483 | ✠100A1<br>10,9~~1,94~~ 1,95<br>✠LMC6,93 | Brs<br>A&CP | *s* | 1893<br>6mo | J.Blumer& Co.<br>Sunderland | C.Hill&Sons<br>*WB=* | 295·0<br>P30′B79′F35′<br>*DBa*92′&*uB*30′325 | 39·3 | 22·5<br>BK10″ | Bristol<br>British<br>6*BHCem*<br>*MT*26′313*t* | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *90lb* 230HP<br>2SB,*6rf*,GS118,HS4200<br>Blair&Co.,(Lim.),Stockton | 25<br>4 |
| 528<br>84538<br>WHNS | — IronScSr<br>~~*F.Clark*~~ -92 ~~ssShl.No.2-90~~<br>*Well deck J.Smith* -94 2*Dks*(*Irn*)3*trB*<br>~~*Sanders*~~ ssHpl.No.3-8,94 | 2334<br>1839<br>1534 | ✠100A1<br>~~6,9~~ 1,93 ~~1,9~~<br>~~BS10,92~~<br>2,95 | Lon<br>A&CP<br>✠LMC7,~~90~~ 8,94 | *s* | 1882<br>2mo | W.Gray& Co.<br>WHartlepool | Furness,Withy& Co.(Lim.) | 279·6<br>P&B187′ F31′ | 40·0 | 22·3<br>BK9½″ | W.Hartlpl<br>British<br>5*BHCem* | C.2Cy.38″&71″–45″ (*i*)<br>80lb *50lb* 200HP<br>2DB,*8pf*,GS96<br>Blair&Co.(Lim.),Stockton | 23 |
| 529<br>93797<br>KTWR | **Bostonian** SteelSc4MstSr<br>~~*G.W.Muir*~~ -93 ssLiv.No.1-93<br>*R.Parker* -94 3*Dks*(*Stl*) | 4473<br>4397<br>2925<br>*BH. o* | ✠100A1<br>*withfreeboard*<br>3,95 ~~9,93~~<br>*s per Section22* | Liv<br>LA&CP<br>✠LMC9,93<br>*not fitted* | *z* | 1888<br>8mo<br>*betwee* | Harland& Wolff<br>Belfast<br>*n Middle & Up* | F.Leyland&Co. (Lim.)<br>*per Decks* | 421·8<br>P56′B156′F88′ | 43·2 | 30·9<br>BK9″<br>*WB=Cell* | Liverpool<br>British<br>7*BHCem*<br>*DB*308′661*t* | T.3Cy.29″,45″&74″–60″ (*o*)<br>150lb 500HP<br>2DB,*12cf*,GS206<br>Harland&Wolff,Belfast | 34<br>9 |
| 530 | **Botelho** SteelTwinSc<br>*D.Brown*92–92 1*Dk&Promenadedk* | 417<br>325<br>283 | ✠ A1<br>*For River pur*<br>10,92 | P.Gl<br>*poses o*<br>A&CP<br>✠LMC10,92 | *nly* | 1892<br>10mo | Murdoch &Murray<br>Pt.Glasgow | A.F.Berneaud | 170·1 | 30·0 | 8·5<br>FK | Para<br>Brazilian<br>5*BHCem* | T.6Cy.9″,14″&22″–18″ (*s*)<br>160lb *80lb* 60HP<br>1SB,*2rf*,GS43,HS1229<br>D.Rowan&Son,Glasgow. | 9 |
| 531<br><br>TCHN | **Both** IronScSr<br>*A.de-Bruijn*90–91 2*Dks&Spardk*<br>*Elec.light* | 1360<br>1292<br>830 | | | | 1890 | Mtschapij de"Schelde"<br>Flushing | Koninkl.Paketv. Maats. | 258·8 | 34·4 | 16·9 | Batavia<br>Dutch | T.3Cy.20″,31″&51″–42″<br>200HP<br>Maats.de"Schelde,"Flshng | |
| 532<br>76225<br>RVHP | **Bothal** IronScSr<br>*Thomas* -93 ssCff.No.3–5,90<br>2*Dks*(1*Irn*)3*trB*<br>ssCff.No.1-94 | 1876<br>1818<br>1203 | ✠100A1<br>3,95 ~~1,93,9,94~~<br>~~BS1,93~~<br>~~7,94~~ | Bly<br>A&CP<br>LMC5,90 7,94<br>~~Cff~~Hul | *r* | 1878<br>3mo | C.S.Swan& Co.<br>Newcastle | R.Bell&Co. | 280·0<br>F28′ | 34·9 | 24·5<br>BK9½″<br>*WB=DBa*80′ | Newcastle<br>British<br>5*BHCem*<br>*f&uE&B*44′ | C.2Cy.32″&62″–42″ (*i*)<br>75lb *55lb* 180HP<br>2B,GS90<br>R.&W.Hawthorn,Nwc. | 25<br>4 |
| 533<br>60829 | — IronPad<br>*W.Dinsdale* -93<br>(*ex*FlyingSquadron,*ex*Fergus MacIvor) | 149<br>149<br>14 | | | | 1868 | R.&H. Green<br>London | BlythStm.TugCo. | 109·4 | 20·0 | 10·1 | N.Shields<br>British | L.2Cy.31″–54″<br>NE74&NB87 70HP<br>J.Stewart,London | |
| 534<br>68094<br>MVKQ | **Bothnia** IronScBk<br>*T.Stephens* -93 | 4535<br>4531<br>2923 | | | | 1874 | J.&G. Thomson<br>Glasgow | CunardSteamship Co.(Lim.) | 422·3 | 42·2 | 34·5 | Glasgow<br>British | C.2Cy.60″&104″–54″<br>600HP<br>J.&G.Thomson,Glasgow | 28<br>12 |
| 535<br>82872<br>WCJS | **Bothwell Castle** IronScBn<br>~~*W.H.Robertson*~~ -93 ssLon.No.3–1,94<br>*Casey* 2*Dks*(1*Irn*)3*trB* | 2542<br>2399<br>1653 | ✠100A1<br>~~1,91~~ 1,94 9,94 | Lon<br>LA&CP<br>✠LMC1,94<br>Yka—Mel | *u* | 1881<br>3mo | R.Dixon& Co.<br>Middlesbro' | BothwellCastleSS Owners(Lim.)<br>(T.Skinner&Co.) | 329·1<br>F34′<br>srp94 | 38·3 | 26·0<br>BK10″<br>*WB=* | London<br>British<br>4*BHCem*<br>*DBa*86′205*t* | C.2Cy.40″&75″–42″ (*b*)<br>75lb 300HP<br>2DB,*8pf*,GS150<br>T.Richardson&Sons,Hpl. | 27<br>5 |
| 536<br><br>NFBQ | **Botnia** SteelScSr<br>*C.Nielsen* 1*Dk&AwngDk*<br>*Elec.light* | 1032<br>671<br>578 | | | | 1891 | Lobnitz& Co.<br>Renfrew | DetForenede Dampsk.Selsk. | 209·6<br>B32′ | 30·5 | 23·0<br>15·4 | Copnhagn<br>Danish<br>*WB* | T.3Cy.18″,30″&48″–36″<br>150HP<br>Lobnitz&Co.,Renfrew | |
| 537<br><br>JWBN | — WoodScSr<br>*O.H.Ellingsen*82–82<br>(*ex*W.T.Marshall,*ex*KarlAbraham Axell) 1*Dk*2*trB* | 642<br>550<br>454 | | | | 1873 | Hägglund<br>Sundsvall | Rederiselskabet "Botnia"(HA.Reinert) | 183·0<br>B88*t* | 30·6 | 16·0 | Moss<br>Norwegian | C.2Cy.20½″&41″–24″<br>60HP<br>W.LindbergsMk.Vks. Stockholm | |
| 538<br><br>HSJN | **Bottenhafvet** WoodSc3MstSr<br>*J.Westman* -87 (*ex*SamuelBerner)<br>1*Dk* | 297<br>246<br>221 | | | | 18 $\frac{56}{84}$ | ..................<br>Sunderland | L.R.G.Hillman | 119·7<br>H34*t* | 29·1<br>F13′ | 11·3 | Söderhmn<br>Swedish | 45HP<br>BergsundsMk.Vks.,Skm. | |
| 539<br><br>HNKG | **Boucau** IronScSr<br>*Pinaud*82–86 ssLaR.No.1–87<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1159<br>1021<br>643 | ✠<br>5,89 | Cff<br>LA&CP | *o* | 1882<br>7mo | Palmers' Co.(Lim.)<br>Newcastle | A.D'Orbigny& Faustin fils | 240·3<br>P27′<br>F28′<br>drp88 | 33·2<br>Q93′ | 16·1<br>B16′<br>FK | LaRochlle<br>French<br>4*BHCem*<br>*WB* | C.2Cy.30″&57″–36″<br>— 140HP<br>Palmers'Co.(Lim.),Nwc.<br>=*DBa*73′*f*78′276*tAPT*17*t* | |
| 540<br>79655 | **Boulogne** IronTwinScSr<br>*G.C.Dane* -94 | 427<br>360<br>196 | | | ... | 1878<br>11mo | Earle'sCo.<br>Hull | SouthEastern Railway Co. | 182·0<br>Q37′ | 25·0<br>F33′ | 12·0<br>FK | London<br>British | C.4Cy.20″&39″–24″<br>NB89 110HP<br>Earle'sCo.(Lim.),Hull | |
| 541<br>102109 | **Bourbon** SteelScSr<br>*S.Hendy*75–93<br>*Elec.light* 2*Dks*(*StlUpt*–ws) | 1588<br>1349<br>1010 | ✠100A1<br>~~7,94~~ 2,94 ~~9,94~~<br>2,95 | Liv<br>LA&CP<br>✠LMC9,93 | *r* | 1893<br>9mo | C.Connell &Co.<br>Glasgow | Liverpool& MaranhamS.S. Co.(Lim.)<br>*WB* | 271·0<br>P34′B98′F31′<br>=*CellDB*206′283*t* | 35·2 | 19·7<br>BK8″ | Liverpool<br>British<br>1*BHptAsp*<br>*ptCem* | T.3Cy.20″,33″&54″–42″ (*s*)<br>175lb 147HP<br>1DB,*6cf*,GS115,HS3791<br>Dunsmuir&Jackson,Gls. | 22<br>3 |
| 542<br><br>HNLQ | **Bourgogne** IronScBk<br>*Iperti*76–87 3*Dks* | 1998<br>—<br>1059 | | | | 1865 | J.Laing<br>Sunderland | Soc.Gén.deTrans. Maritimes àVapeur | 318·2 | 31·8 | 22·6 | Marseilles<br>French | 2Cy.36¼″&73½″–36″<br>300HP<br>R.Napier&Sons,Glasgow | |
| 543<br>93107 | **Bournemouth** IronScTrawler<br>~~*A.Howe*~~ ssMil.No.1–91<br>*W.Dayes* 1*Dk* | 135<br>134<br>62 | ✠100A1<br>*Trawler*<br>12,93<br>~~BS10,90~~ 9,91 | Sws<br>LA&CP<br>✠LMC9,91 | | 1887<br>3mo | Cook,Welton&Gemmell<br>Hull | WesternSteam TrawlingCo.(Lim) | 97·0<br>F16′ | 20·6 | 11·0<br>BK7½″ | Bristol<br>British<br>3*BHCem* | C.2Cy.16″&30″–22″ (*r*)<br>90lb 40HP<br>1SB,*2pf*,GS30,HS761<br>C.D.Holmes&Co.,Hull | 10 |
| 544<br>87119 | **Boussa** SteelStrnWheel<br>*J.S.Dyson* | 478<br>419<br>395 | | | | 1883 | Shuttleworth& Chapman<br>Erith | RoyalNigerCo. (Lim.) | 170·0 | 32·0 | 5·8 | London<br>British | C.H.4Cy.13″&24″–30″<br>60HP<br>Shttlwrth &Chapmn,Erith | |
| 545<br>99430<br>MRNJ | **Bovic** SteelTwinSc4MstSr<br>*T.P.Thompson* -92 3*Dks* | 6583<br>6271<br>4230 | | | | 1892 | Harland &Wolff (Lim.)<br>Belfast | OceanicS.N.Co. (Lim.)(Ismay, Imrie&Co. *Mgrs.*) | 470·0 | 53·1 | 23·9<br>31·6 | Liverpool<br>British | T.6Cy.22½″,36½″&60″–48″<br>631HP<br>Harland&Wolff(Lim.), Belfast | |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Master. Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke.<br>Boiler Pressure—Horse Power.<br>Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>ft. in. | 15<br>Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 546<br>3482<br>KHMJ | Bowden IronScSr<br>~~H.L.Hopkins~~ ~~ssBos.No.1-92~~<br>(exMarmion) 1Dk&Awng dk<br>A.D.Wilkie ssBos.No.2-95 | 777<br>768<br>401 | ✠100A1<br>Awng dk<br>withfreeboard<br>3,95~~9,92~~<br>~~BS7,93~~ ✠LMC2,92 | Bos<br>LA&CP | j | 1886<br>11mo | Scott&Co.<br>Bowling | BostonFruitCo. | 200·0\|27·1\|12·7<br>19·8<br>BK7½<br>WB=DBa48 | BostonMas<br>Utd.States<br>4BHCem<br>58tFPT36t | T.3Cy.20″,32″&53″-36″<br>150lb 50lb 140HP<br>2SB,4cf,GS82<br>J.&T.Young,Ayr | 13 ″ 3<br>8 ″ 4 | |
| 547<br>89717 | Bowra WoodScSr<br>J.Weston -92 1Dk<br>Foundered 10,94 | 205<br>202<br>140 | | | | 1883 | T.Davis<br>Terrigal,<br>N.S.W. | J.Weston | 123·0\|23·6\|8·2 | Hobart<br>British | T.3Cy.9″,14″&28″-14″<br>40HP<br>A.Shanks&Sons,Arbroath | | |
| 548<br>940<br>JCGW | Box IronScSr<br>V.Andersson94-94 1Dk&Spar dk<br>(exLeverington) | 1053<br>698<br>680 | | | ... | 1869<br>7mo | J.Laing<br>Sunderland | G.R.Thalin | 214·4\|30·2\|16·1<br>23·2 | Gefle<br>Swedish | C.2Cy.27½″&51″-36″<br>NB79 99HP<br>Cmp.79J.Dickinson,Sld.<br>WB | 17 ″ 7 | |
| 549 | Boyardville SteelSc<br>1Dk | 112<br>—<br>39 | | | | 1892 | Blasse<br>Nantes | Fournier&Cie. | 106·3\|17·9\|7·4 | StGeorges<br>d'Oleron<br>French<br>WB | C.2Cy.13⅜″&23⅝″-16⅛″<br>Voruz,Nantes | | |
| 550<br>85047<br>WBJL | Boyne IronScSr<br>~~F.A.Barrett~~ -91 ssNwc.No.3-4,93<br>C.Fisher -94 2Dks(1Irn)3rtrB | 1927<br>1807<br>1226 | ✠100A1<br>3,95 ~~3,94~~<br>BS12,94<br>✠LMC4,93 | Npt<br>LA&CP<br>Cff | s | 1881<br>6mo | WGray&C.<br>WHartlepool | MercantileS.S.Co.<br>(Lim.) | 285·0\|35·5\|24·4<br>P25'B56'F24'<br>ND93 BK9½<br>WB=DBa | London<br>British<br>5BHCem<br>88'f62'283t | C.2Cy.33″&63″-36″ (i)<br>70lb ~~40lb~~90lb NDB93 200H<br>2SB,4pf,GS85<br>T.Richardson&Sons,Hpl. | 25″10<br>s 4 ″ 11 | D |
| 551<br>101918 | Boynton SteelScSr<br>W.T.Irving -92 1Dk(Stl)&Webframes<br>&ptAwngdk(Irn) | 2578<br>1876<br>1630 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>9,94~~2,94~~<br>✠LMC8,92 | Bry<br>A&CP | t | 1892<br>9mo | JLThompson&Sons<br>Sunderland | W.&E.S.Lamplough | 300·0\|40·0\|19·6<br>P29'Q90'<br>ptAwng dk181' FK<br>WB=CellDB206 | London<br>British<br>6BHCem<br>440tAPT20t | T.3Cy.23″,37½″&61½″-39″<br>160lb 160lb (s) 200H<br>2SB,6cf,GS108,HS3800<br>Blair&Co.(Lim.),Stockton | 22 ″ 1<br>s 8 ″ 5½ | |
| 552<br>83909<br>WBLQ | Bracadaile IronScSr<br>J.L.V.Millett88-93 ssShl.No.2-89<br>3Dks(2Irn)<br>Now named "Hazeldene," See No. 27 in Supplement. | 2141<br>2061<br>1380 | ✠100A1<br>5,93<br>BS10,92 ✠LMC5,89 | Crk<br>LA&CP | t | 1881<br>6mo | Palmers'<br>Co.(Lim.)<br>Newcastle | UnitedSShippg Co.<br>(Lm.)(J.Temperley&Co., Mgrs.) | 292·0\|37·2\|23·6<br>P26'B52'F34'<br>BK10″<br>WB=CellD<br>B202'283tAPT12t | Newcastle<br>British<br>7BHCem<br>MT24'375t | C.2Cy.36″&68″-45″ (d<br>85lb 40lb 270H<br>2SB,6pf,GS110<br>Palmers'Co.(Lim.),Nwc. | 26 ″ 1<br>s 4 ″ 7 | |
| 553<br>96419 | Bracken IronScK<br>W.Murdoch -94 1Dk(Irn)<br>Lost by Collision 7,94 | 168<br>131<br>90 | ~~✠100A1~~<br>3,94<br>✠LMC3,91 | Hul<br>LA&CP | b | 1891<br>3mo | Hawthorns<br>&Co.<br>Leith | W.Kinnear&Co. | 95·2\|20·2\|8·6<br>Q36'B7'F14'<br>drp92 FK<br>WB=FPT | Dundee<br>British<br>3BHCem<br>18tAPT9t | C.2Cy.12″&26″-18″ (s)<br>100lb 28H<br>1SB,2pf,GS20<br>Hawthorns&Co.,Leith | 9 ″ 6<br>s ″ 10 | |
| 554<br>28182 | Brackley IronPadSr<br>W.Yates85-85 | 122<br>122<br>46 | | | | 1859 | T.Vernon<br>&Sons<br>Liverpool | ManchesterShip<br>CanalCo. | 116·0\|17·6\|7·6 | Liverpool<br>British | C.D.2Cy.20″&40″-36″<br>NE&B93 50H<br>LythamSB&E.Co. Lytham | | |
| 555<br>54809<br>HGQM | Bradford IronScSr<br>W.J.Corner -91 1Dk2trB | 468<br>403<br>293 | | | ... | 1865<br>12mo | A.&J.<br>Inglis<br>Glasgow | Manchester,Sheffield&Lincolnsh.<br>Rly.Co. | 205·2\|24·4\|12·0<br>P50t len71 | Grimsby<br>British | C.2Cy.27″&50″-30″<br>NB79 97H<br>Cmp.79Earle'sCo.,Hull | 12″10 | |
| 556<br>63389<br>KWHT | Bradley IronSc3MstSr<br>~~L.Fletcher81-86~~ ssLon.No.3-2,89<br>(exJonesBros.) ssShl.No.1-93<br>J.Thompson94-95 1Dk2trB | 744<br>628<br>482 | ✠90A1<br>2,95~~11,93~~<br>✠NE&B5,85 ✠LMC6,93<br>BS11,94 | Shl<br>A&CP | i | 1871<br>12mo | W.Harkess<br>Middlesbro' | R.Thorman | 189·6\|28·2\|15·3<br>Q57'F27'<br>BK7½<br>WB=DBf112 | Liverpool<br>British<br>3BHCem<br>180tFPT80t | C.3Cy.13″,19″&35″-24″<br>150lb 40lb 90H<br>1SB,2cf,1pf,GS39<br>N.E.MarineCo.(Lim.),Sld | 16 ″ 1<br>s 2 ″ 3½ | |
| 557<br>~~76412~~<br>~~[illegible]~~ | Braemar IronScSr<br>~~J.Strachan94-94~~ ssAbn.No.3-9,88<br>Well deck ssShl.No.1-91<br>1Dk2trB<br>Now named "Brunla," See No. 38 in Supplement. | 704<br>569<br>437 | ✠100A1<br>1,94<br>✠NB9,88 LMC10,91 | Bly<br>A&CP | k | 1875<br>5mo | Hall,Russell&Co.<br>Aberdeen | ~~GrampianS.S.Co.~~<br>~~(Lim.)~~Petersen<br>~~(Adam&Co.,~~<br>~~Mgrs.)~~ | 200·3\|27·1\|12·9<br>Q59'B40'F23'<br>BK7½<br>WB=<br>DBf51'106t | ~~Aberdeen~~<br>~~British~~Moss<br>5BHCem<br>Norwegian | T.3Cy.15″,24½″&45″-30″<br>160lb NDB88 99H<br>1SB,3rf,GS41<br>Tpd.88Hall,Russell&CAbn | 16 ″ 4<br>s 1 ″ 9½ | |
| 558<br>63324<br>JTDW | Braganza IronScBg<br>C.H.Holtum95-93 5thSurvey,Liv.6,91<br>2Dks | 1168<br>1011<br>755 | ✠A1*1<br>2,94 | Liv | Lv | 1870<br>11mo | LairdBros.<br>Birkenhead | ~~Liv.&Maranham~~<br>~~SteamShipCo.~~<br>MossgielSSCo(Lm)<br>(J.Bruce&Co Mgr) | 258·2\|29·7\|20·0<br>P78tH47t<br>len73 BK7 | ~~Liverpool~~<br>British<br>4BHCem<br>Glasgow | C.2Cy.30″&56″-36″<br>NE&B83 180H<br>LairdBros.,Birkenhead | 21 ″ 2<br>s 3 ″ 6 | V |
| 559<br><br>JVSB | Brage SteelScSr<br>R.Greger93-93 1Dk2trB<br>Well deck | 489<br>401<br>297 | ✠<br>9,83<br>✠ | Cpn<br>LA&CP | h | 1883<br>6mo | KckmMek.<br>Wks.Actiebolg.<br>Malmo | Bergh&Helland | 161·2\|24·5\|13·8<br>Q23tB52tH7tF6t | Bergen<br>Norwegian<br>5BHCem | C.2Cy.20″&35″-24″<br>65H<br>Kckms.M.W.Actie,Malmo<br>WB | | N |
| 560<br><br>NBLG | — IronScSr<br>H.B.Hansen78-87 1Dk | 217<br>184<br>129 | | | | 18⁶⁵⁄₇₅ | Gourlay<br>Bros.&Co.<br>Dundee | Forenede<br>Dampskibsselskab. | 143·5\|19·9\|10·4<br>Q51' | Veile<br>Danish | C.4Cy.15″&30″-20″<br>60H<br>Burmeister&Wain,Cpn. | | |
| 561<br>98677<br>MJSN | Brahmani SteelScSr<br>MahomedBudrodeen<br>1Dk&Spardk&Deepframing<br>Elec.light | 1015<br>941<br>523 | ✠100A1<br>Spar dk<br>withfreeboard<br>11,91 ✠LMC11,91 | Trn<br>LA&CP | m | 1891<br>11mo | AilsaShipbuildingCo.<br>Troon | BombayStm.Nav.<br>Co. (Shepherd<br>&Co., Mgrs.) | 210·0\|31·0\|13·0<br>20·2<br>BK7½<br>WB=FPT | Bombay<br>British<br>5BHCem<br>28tAPT22t | T.3Cy.18″,29″&48″-30″ (s<br>180lb 150H<br>2SB,6rf,GS104<br>Dunsmuir&Jackson,Gls. | 13 ″ 7<br>s 5 ″ 3½ | |
| 562<br><br>HNLW | Braila IronScSr<br>Portal ssMsl.No.3-3,94<br>1Dk(Irn)&Spardk3trB | 1746<br>1594<br>1044 | ✠100A1<br>Spar dk<br>3,94 ✠LMC3,94 | Msl<br>LA&CP | r | 1881<br>9mo | AM'Millan<br>&Son<br>Dumbarton | Cie.Marseillaise de<br>Nav.àVap.(Fraissinet&Co., Mgrs.) | 259·2\|37·0\|22·7<br>P25'B28'F26'<br>BK8″ | Marseilles<br>French<br>5BHCem | C.2Cy.36″&63″-48″ (c)<br>75lb 300H<br>2DB,8pf,GS150<br>D.Rowan,Glasgow | | |
| 563<br><br>NGPH | Brake SteelScSr<br>L.Schumacher -93 2Dks | 1110<br>708<br>845 | | | | 1893 | H.Koch<br>Lübeck | Oldenburg-Portugiesische Dampfsch.Rhederei | 205·4\|29·5\|22·0<br>B51'F23' | Oldenburg<br>German<br>WB | T.3Cy.15¾″,25½″&40″-27½″<br>H.Paucksch,Landberg o/w. | | GV |
| 564<br>96010<br>KVNG | Bramble SteelScSr<br>~~H.G.Moxon~~ -94 ssGls.No.1-93<br>Well deck 1Dk(Irn)2trB<br>G.H.Ferry91-94 CellDB&StringersIrn | 1508<br>1191<br>962 | ✠100A1<br>~~7,94~~3,94~~11,94~~<br>12,94<br>✠LMC2,93 | Gls<br>A&CP Npt<br>~~N.Fk~~ | q | 1888<br>10mo | Cmpbltwn<br>S.B.Co.<br>Campbeltwn | P.H.Dixon&<br>Harrison | 260·0\|37·1\|16·9<br>Q92'B72'F34'<br>BK9″<br>WB=CellDB212' | Glasgow<br>British<br>4BHCem<br>293tAPT30t | T.3Cy.18″,29″&46″-36″ (s)<br>160lb ~~60lb~~50lb 170H<br>1DB,4cf,GS71<br>Hutson&Corbett,Glasgow | 19 ″ 1<br>s 1 ″ 10½ | |
| 565<br>98912 | Bramham SteelScSr<br>P.O.Arkley -92<br>Well deck 1Dk(ptStl&ptIrn)<br>&Webframes | 1978<br>1505<br>1270 | ✠100A1<br>~~4,94~~12,94<br>✠LMC8,91 3,95 | Hpl<br>A&CP | r | 1891<br>2mo | W.Gray<br>&Co.(Lim)<br>WHartlepool | London&Northern<br>S.S.Co.(Lim.)<br>(PymanBros.,<br>Mgrs.) | 277·0\|38·0\|17·6<br>P29'Q76'B114'<br>F27' BK9″<br>WB=CellDB228'438t | London<br>British<br>4BHCem<br>APT18t | T.3Cy.20″,31½″&53″-39″ (s<br>160lb 80lb 160H<br>2SB,4rf,GS70,HS2760<br>CentrlMarineEWks WHpl | 20 ″ 2<br>s 1 ″ 6½ | |
| 566<br>102100 | Brancker SteelTwinScSp<br>R.Jennings75-93 2Dks(UStl-ws) | 2511<br>2414<br>1630 | ✠100A1<br>Dredger<br>1,94 ✠LMC7,93 | Liv<br>LA&CP | u | 1893<br>7mo | NavalCon.<br>&Armamnts<br>Co.(Lim.)<br>Barrow | MerseyDocks&<br>HarbourBoard | 320·0\|47·0\|19·4<br>P38 F30'<br>FK<br>WB=MT25' | Liverpool<br>British<br>7BHptAsp<br>140t ptCem | T.6Cy.18″,29″&47″-30″ (s<br>160lb 160lb 225H<br>2SB,6cf,GS134,HS4232<br>NavalC&ACo.(Lim.),Brw. | 20 ″ 6 | |

| 1 Numero d'Ordre / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. / Visites Périodiques. Nombres des Ponts. | 3 Ex-nom, s'il y a lieu. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equilibrement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | Co. Qd. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **567** HPRB | **Brand** *J.Throndsen* 1*Dk&Spardk* | **SteelScSr** | 2003 / 1879 / 1519 | | | | 1890 | R.Duncan & Co. P.Glasgow | G.Knudsen | 269·9 / P31*t* | 37·1 / H87*t* | 23·2 / F5*t* | Porsgrund Norwegian | T.3Cy.21″,35″&56″–39″ 180H Muir&Houston,Glasgow | |
| **568** 96297 LCRV | **Brandenburg** *S.O.Oulton* –94 *ss*Liv.No.1–93 *Elec.light* 2*Dks*(1*Stl&UptStl*–ws) | **SteelScSr** | 1568 / 1354 / 999 | ✠100A1 4,95~~,11~~ ✠LMC5,93 | Liv LA&CP | *r* | 1889 / 5mo | C.J.Bigger Londonderry | Liverpool&MaranhamS.S.Co.(Lim) | 271·0 / P60′B82′F48′ | 35·2 / BK8″ *WB=Cell* | 19·7 / 4*BHAsp* *DB*194′269*t* | Liverpool British | T.3Cy.23″,37″&59″–42″ (*s*) 150lb *80lb* 250H 1DB.*6cf*,GS115 D.Rollo&Sons,Liverpool | 25 3 |
| **569** 67248 | **Brandon** *S.Johnson* –94 (*ex*RichardYoung) | **IronScSr** | 668 / 582 / 305 | | | | 1871 | J&W Dudgeon London | GreatEastern RailwayCo. | 245·0 / F24*t* | 27·0 | 13·5 | Harwich British | T.3Cy.20½″,32″&54″–33″ NE&B90 150H Earle'sCo.(Lim.),Hull | |
| **570** 3318 | **Brandywine** *J.F.Jacobs* –90 1*Dk Saloondk&Hurdk* | **IronSc** | 407 / — / 215 | | | | 1885 | Harlan& Hollingsworth Co. WlmngtnDel | Wilmington SteamboatCo. | 175·0 | 25·0 | 9·2 | Phildlphia Utd.States | C.2Cy.24″&42″–24″ Harln&HollngswthC.Wil. | |
| **571** 93761 KQHP | **Branksome Hall** *W.H.Hood* *ss*Liv.No.1–92 *Elec.light* 2*Dks*(*UStl*–ws)3*trB* | **SteelScSr** | 3839 / 3538 / 2495 | ✠100A1 ~~9,94 4,04~~ 6,95 ~~BS4,94~~ 3,95 ✠LMC7,92 | Liv LA&CP | *x* | 1888 / 2mo | Palmers' Co.(Lim.) Newcastle | SunShippingCo. (Lim.) (R. Alexander & Co.,*Mgrs.*) | 380·0 / P43′B130′F47′ *WB=CellDB*324′ | 45·3 / FK | 27·4 / 6*BHCem* 958*tAPT*37*t* | Liverpool British | T.3Cy.29″,47″&76″–51″ (*s*) 150lb *80lb* 550H 2DB,*12cf*,GS228 Palmers'Co.(Lim.),Nwc. | 30 6 |
| **572** 476 HKCL | **Brat** 1*Dk* | **IronPad** | 291 / — / 190 | | | | 1882 | Mayer Linz | RussianSteam Navigation& TradingCo. | 170·0 | 25·0 | 8·0 | Odessa Russian | C.2Cy.24″&36″–42″ 70H Escher,Wyss&Co.,Zurich | |
| **573** HPRJ | **Bratsberg** *K.Evensen* 1*Dk*(*Irn*)*&Spardk* | **IronScSr** | 1423 / 1353 / 1100 | | | | 1884 | RostockSB &Eng.Co. Rostock | G.Knudsen | 232·8 / B59′ | 33·3 | 22·0 / *WB* | Porsgrund Norwegian | C.2Cy.27½″&51½″–31½″ 100H RostockSB&Eng.Co.,Ros. | |
| *574 JVTW | **Bratten** *A.Uchermann*88–88 (*ex*Gabalva) 4thSurvey,Bgn.1,94 1*Dk*(*Irn*-ws)2*trB* | **IronScSr** | 705 / 564 / 432 | ✠A1*1 ~~6,95 4,94 14,24~~ B&MS1,94 | Bgn N.Yk | Lv | 1878 / 4mo | Schlesingr Davis&Co. Newcastle | J.L.Mowinckel& Sön | 190·0 / Q88*t*B18*t*H28*t*F24′ ND92 drp94 | 28·1 / BK6½″ *WB=DBa&f* | 15·6 / 3*BHCem* 1P *APT FPT* | Bergen Norwegian | C.2Cy.24″&45″–33″ 90lb NDB89 NB89 90H BH 1SB,*3pf* T.Clark&Co.,Newcastle | |
| **575** QFMC | **Braunfels** *W.Tegge*91–93 1*Dk*(*Irn*)*&Spardk*(*Stl*–ws)*&Webframes* | **SteelScSr** | 3701 / 2802 / 1976 | ✠100A1 *Spar dk* 8,94 ~~5,01~~ ✠LMC3,91 Ham | Sld A&CP | *u* | 1891 / 3mo | Sunderlnd SB.Co.(Lim.) Sunderland | Deutsche Dampfschifffahrts Ges.“Hansa” | 343·0 / B78′F41′ *WB=Cell* | 41·1 / 26·0 BK8″ | 18·5 / 6*BHCem* *DB*276′489*t* | Bremen German | T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *100lb* 280H 2SB,*6rf*,GS115,HS4500 WlsdSlpy&ECo(Lim)Nwc | 21 |
| **576** QCNF | **Braunschweig** *D.Köhlenbeck*85–92 *Elec.light* 2*Dks&Awngdk&*4*trB* | **IronScBg** | 3173 / — / 1971 | | | | 1873 | R.Steele& Co. Greenock | Norddeutscher Lloyd | 351·1 | 39·0 | 31·7 | Bremen German | C.2Cy.49″&86″–48″ 494H R.Steele&Co.,Greenock | |
| **577** KQRL | **Bravo** *N.Morales* –89 (*ex*Brabo) 1*Dk*(*Irn*)*&ptLower dk*(*Irn*) | **IronScSr** | 1269 / 945 / 794 | | | … | 1883 / 10mo | H.Murray &Co. Dumbarton | “La Bética” Empresa deNav. áVap | 224·7 / P88′ *Shade dk* | 33·7 / F20′ 50′ | 17·5 / *WB* | Seville Spanish | C.2Cy.27″&54″–36″ 120H Hutson&Corbett,Glasgow | 18 1 |
| **578** JVHW | — *C.Smith* –91 | **IronScBg** | 1052 / 860 / 696 | | | … | 1865 / 12mo | Lon.&Gls. Co. Glasgow | T.Wilson,Sons& Co.(Lim.) | 240·1 / Q24*t* len75 | 29·2 / F— FK | 15·9 | Hull British | C.2Cy.25¼″&47½″–30″ NE75NB89 95H Amos&Smith,Hull | |
| **579** 3467 KJFC | **Brazil** *J.Hulligan*88–93 | **SteelScSr** 1*Dk*2*trB* | 2187 / 2012 / 1655 | | | | 1890 | UnionDry Dock Co. Buffalo,N.Y. | RepublicS.S.Co. (M.M.Drake) | 276·1 | 40·0 | 21·6 | Buffalo,NY Utd.States | T.3Cy.19″,32″&52″–45″ H.G.Trout,Buffalo | |
| **580** — | *P.H.Duarte* –90 *Elec.light* 2*Dks*(1*pt Irn*–ws)*&Shadedk* | **SteelScSr** | 2003 / 1565 / 1260 | ✠ *Shade dk withfreeboard* 5,90 ✠ *CoastingRiodeJaneiro* | Gls A&CP | | 1890 / 5mo | J.&G. Thomson Glasgow | LloydBrazileiro | 282·0 / F48′ *WB=Cell DB*76′124*t* *&Para* | 38·1 / BK7″ | 20·7 | R.Janeiro Brazilian | T.3Cy.27″,40½″&61″–45″ 250H 2DB,*120cf*,GS216 J.&G.Thomson,Glasgow | 22 |
| **581** 87885 | — | **WoodScFlat** | 142 / 131 / 111 | | | | 1881 | H.Gibson Witton | SaltUnion(Lim.) | 87·7 | 21·1 | 10·0 | Liverpool British | L.2Cy.10″–11″ 16H E.Bates,Northwich | |
| **582** 97624 LRCD | **Brazilian** *A.C.Whyte* –90 2*Dks*(*Stl*–*Uws*)*&deepframing*3*dkRule* *Elec.light* | **SteelScSr** | 3204 / 2858 / 2085 | | | … | 1890 / 4mo | D.&W. Henderson &Co. Glasgow | J.&A.Allan | 340·0 / P37′B70′F40′ | 42·0 / FK | 25·0 / *WB* | Glasgow British | T.3Cy.24″,40″&66″–48″ 350H D&WHenderson&Co.,Gls. | 28 |
| **583** 96250 MFCD | — *A.Christen* –91 | **IronScK** 1*Dk* | 174 / 152 / 84 | ✠100A1 *Stm Trawler* 6,91 ✠LMC6,91 | Gms LA&CP | | 1891 / 6mo | GtGrimsby Co-operative Box&Fish CarryingCo. (Lim.) Grimsby | Gt.GrimsbyCo-operativeBox& FishCarryingCo. (Lim.) | 108·0 / Q47′F23′ | 20·6 / BK7½″ | 10·8 / 3*BHCem* | Grimsby British | T.3Cy.12¾″,20″&32″–22″ (*s*) 150lb 53H 1SB,*2rf*,GS30,HS821 Gt.GrimsbyCo-op.B.&F.C. Co.(Lim.),Gt.Grimsby | 11 |
| **584** 97552 | **Breadalbane** *A.Craigie* –94 | **SteelScK** *Trawler* 1*Dk* | 112 / 107 / 30 | ✠100A1 7,91 ✠LMC7,91 | Bwg LA&CP | *a* | 1891 / 7mo | Scott&Co. Bowling | GeneralSteam FishingCo.(Lim.) | 92·0 / F12′ | 18·1 / BK6″ *WB=FPT*11*t* | 9·4 / 4*BHCem* | Granton British | C.2Cy.15″&28½″–21″ (*s*) 100lb 35H 1SB,*2pf*,GS22,HS656 W.Kemp,Glasgow | 10 |
| **585** 3120 JTRS | **Breakwater** *C.W.Clark* 2*Dks* | **IronScSr** | 1065 / — / 794 | | | | 1880 | J.Roach& Son Chester,Pa. | MachecaBros. | 221·0 | 30·0 | 19·8 | N.Orleans Utd.States | 1Cy.38″–48″ J.Roach&Son,Chester,Pa. | |
| **586** 102070 | **Breckfield** *H.Furgeson*84–92 1*Dk*(*Irn*)*& Spardk*(*Irn*)3*trB* | **SteelScSr** | 3088 / 2864 / 1988 | ✠100A1 *Spar dk* 11,94~~7,92~~ ✠LMC1,98 Cff | Shl A&CP | *u* | 1893 / 1mo | JLThompson&Sons Sunderland | S.S.BreckfieldCo. (Lim.)(J.Brown &Son) | 330·0 / P31′B64′ F37′ *WB=CellDB*268′ | 43·0 / 24·7 BK10″ | 17·7 / 6*BHCem* 620*tAPT*69*t* | Liverpool British | T.3Cy.24″,39″&64″–42″ (*s*) 160lb *160lb* 350H 2SB,*6rf*,GS116,HS4000 J.Dickinson,Sunderland | 20 5 |
| **587** 89511 JDBN | **Breconshire** (*WRECKED 4,94*) *R.Taylor* –93 *ss*Ant.No.2–92 *Well deck* (*ex*Numida) 2*Dks*(*Irn*)3*trB* | **IronSc3MstSr** | 2544 / 2109 / 1648 | ✠ 9,93 ✠ | Shl A&CP | | 1883 / 11mo | Sld.S.B.Co (Lim.) Sunderland | BreconshireS.S. Co.(Lim.)(Thompson,Elliott&Co.) | 299·7 / P&B178′F30′ *WB=DBa*96′*f*24′ | 37·2 / BK10″ | 24·3 / 5*BHCem* *&uB*20′306*t* | London British | C.2Cy.36½″&68″–42″ 250H 2SB,*8pf*,GS122 Blair&Co.(Lim.),Stockton | 25 3 |

| 1 No. in Book. / Official No. / Code letters. | 2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 8 Built. When. / Slip. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. / Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of BoT Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 588<br>47420<br>VNMG | **Breeze**<br>*E.Belchamber* –93 | SteelPad | 385<br>361<br>154 | | | | 1863 | M.Wigram &Sons<br>London | London Chatham& DoverRailway Co. | 201·4 \| 25·2 \| 11·6<br>len85 | | | London<br>British | D.O.2Cy.50″–45″<br>NB85 160lb<br>Ravenhill&Co.,London | | | BT till 3,95 |
| 589<br>JVGP | **Breidablik**<br>*N.Nilsen* –90<br>*Well deck* 1*Dk* | SteelScSr | 711<br>530<br>434 | ✠ [illegible] | ✠LMC7,90 | | 1890<br>7mo | Bergens Mek.Vrkstd<br>Bergen | J.C.Giertsen | 194·0 \| 28·3 \| 11·0<br>Q51′B55′F30′<br>BK7½″<br>*WB=CellDB30* | | | Bergen<br>Norwegian | T.3Cy.15½″,25″&40″–27″<br>150lb *80lb* 92HP<br>1SB,*2cf*,GS44,HS1528<br>BergensMk.Værkstd,Bgn. | 13 ″ 9 | | N |
| 590<br>JWPV | **Breifond**<br>*O.Berg*90–90<br>*Well deck* 1*Dk2trB* | IronScSr | 445<br>329<br>325 | | | | 1890 | Stavanger Stöberi&Dok<br>Stavanger | Actieselskabet "Breifond" (SigvalBergesen) | 146·3 \| 24·6 \| 12·7<br>Q49′B38′H6*t*F20′ | | | Stavanger<br>Norwegian | T.3Cy.11″,18″&29″–24″<br>40HP<br>AkrsMk.Vrkstd,Chrstania | | | N |
| 591<br>QDMF | **Brema**<br>*Ch.Hasselmann*89–93<br>*Well deck* | IronScBg<br>2*Dks*3*trB* | 1843<br>1703<br>1342 | | | | 1882 | H.F. Ulrichs<br>Vegesack | Gildemeister& Ries | 264·1 \| 33·8 \| 25·8<br>Q68′ B72′ F36′ | | | Bremen<br>German<br>*WB* | C.2Cy.33″&60″–36″<br>165HP<br>O.Henniges,Berlin | | | DGV |
| 592<br>NGDP | **Bremen**<br>*A.Brockmann* –90 | IronScSr<br>1*Dk*&*Spardk* | 1060<br>946<br>812 | | | | 1886 | H.Koch<br>Lübeck | Oldenburg-Portugiesische Dampfsch Rhederei | 197·1 \| 29·7 \| 20·7<br>B57′ | | | Oldenburg<br>German<br>*WB* | T.3Cy.15″,26″&43″–27″<br>100HP<br>H.Paucksch,Landsberg | | | GV |
| 593<br>HFDK | —<br>*W.P.Lorentzen*<br>1*Dk* | IronScSr | 342<br>316<br>211 | | | | 1881 | .. .....<br>Blyth | Winge&Co. | 139·9 \| 22·1 \| 13·7<br>B7*t* H19*t* | | | Chrstiania<br>Norwegian<br>*WB* | C.2Cy.20″&36″–24″<br>60HP<br>R.H.Pearson&Co.,Gls. | | | N |
| 594<br>QFRH | —<br>*J.Pauls*92–92<br>1*Dk* | SteelScTrawler | 161<br>148<br>71 | | | | 1892 | G.Seebeck<br>Geestemünde | F.Lampe | 109·6 \| 22·0 \| 10·7 | | | Brmrhavn<br>German<br>*WB* | C.2Cy.17¾″&32¾″–22″<br>65HP<br>G.Seebeck,Geestemünde | | | G |
| 595<br>NHGM | **Bremerhaven**<br>~~*R.Batz*91–91~~ *ssN.Yk.No.1–94*<br>2*Dks*(1*Irn*&1*Stl*)&*Webframes*(*Irn*)<br>*Elec.light M.W.Ninnes* –94 | SteelSc3MstSr | 3393<br>2952<br>2179<br>*For C* | ✠100A1<br>~~6,91~~ ~~4,94~~ 11,94<br>2,95 ✠LMC3,94<br>*rrying Petro* ~~1,96~~ *in bulk* | NYk | *v* | 1890<br>3mo | Russell& Co.<br>Greenock | AmericanPetroleumCo. | 339·6 \| 42·6 \| 26·1<br>P106′F40′drp94 FK<br>*ptShadedk*&BD88′<br>*WB=DBuE*&*B60′116tFPT72tAPT77t Deeptnkf22′245t* | | | Rottrdam<br>Dutch<br>14*BHCem* | T.3Cy.25″,40″&66″–42″ (*s*)<br>160lb *100lb* 300HP<br>2DB,*8rf*,GS160,HS4780<br>D.Stewart&Co.,Glasgow | 27 ″ 5<br>s 5 ″ 0½<br>w 5 ″ 4½ | | DV |
| 596<br>QFRT | —<br>*T.Eims* –93<br>1*Dk* | SteelScTrawler | 159<br>144<br>67 | | | | 1892 | G.Seebeck<br>Geestemünde | F.Lampe | 110·7 \| 22·0 \| 10·9 | | | Brmrhavn<br>German | C.2Cy.17″&32″–22″<br>75HP<br>G.Seebeck,Geestemünde | | | G |
| 597<br>en up 94 | —<br>1*Dk* | IronPad | 118<br>—<br>60 | | | | 1846 | J.Lange<br>Vegesack | Norddeutscher Lloyd | 164·0 \| 15·5 \| 7·6 | | | Bremen<br>German | C.2Cy.33″&45″<br>Coches frères,Paris | | | |
| 598<br>JNHC | **Bremnæs**<br>*J.Thorsen*92–92<br>1*Dk* | WoodScSr | 134<br>114<br>84 | (*ex*Reginald) | | ... | 1881<br>6mo | Brundrit& Co.<br>Runcorn | J.Jörgensen | 91·5 \| 20·6 \| 9·4<br>B19*t* H4*t* | | | Bergen<br>Norwegian | C.2Cy.15″&30″–20″<br>40HP<br>S.Baker,Liverpool | | | N |
| 599<br>104807 | **Brenda**<br>*J.Lumsden* –94<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | SteelScSr | ~~950~~<br>991<br>778<br>605 | ✠100A1<br>4,95 ~~11,96~~<br>*(Class Contem plated)*<br>~~✠LMC11,94~~ | Mdb<br>A&CP<br>Sld | *m* | 1894<br>11mo | W.Harkess &Son<br>Middlesbro' | ~~Fenwick,Stobart&~~ ~~Co.(Lim.)~~<br>Brenda S.S.Co (London)(Lim.)<br>(Fenwick,Stobart&Co.(Lim.) | 211·4 \| 32·1 \| 13·7<br>P25′Q46′B44′F22′<br>BK7″<br>*WB=CellDB* | | | London<br>British<br>4*BHCem* | T.3Cy.17″,28″&46″–30″ (*s*)<br>160lb *80lb* 106HP<br>1SB,*3pf*,GS47 HS1870<br>N.E.Mar.E.Co.(Lim.),Sld. | 16 ″ 1<br>s 1 ″ 8 | | |
| 600<br>88814<br>KRVF | **Brenner**<br>~~*J.Cotthew*79–88~~ *ssShl.No.1–92*<br>*J.Reid* –94 1*Dk*(*Irn*)2*trB Floors*&*pt*<br>*Well deck* *Innerbottomplating Irn* | SteelScSr | 1827<br>1409<br>1185 | ✠100A1<br>9,94 ~~8,98~~<br>BS5,94 ✠LMC4,92 | Cff<br>A&CP | *r* | 1888<br>5mo | W Doxford &Sons<br>Sunderland | Cay,Hall&Co. | 265·0 \| 37·1 \| 17·4<br>P28′Q66′B120′<br>F28′ FK<br>*WB=CellDB186′* | | | S.Shields<br>British<br>4*BHCem* | T.3Cy.20″,33″&54″–36″ (*s*)<br>160lb *90lb* 160HP<br>2SB,*4rf*,GS82<br>W.Doxford&Sons,Sld. | 19 ″ 8<br>s 1 ″ 7½ | | D |
| 601<br>93935 | **Brent**<br>1*Dk* | SteelScK | 142<br>136<br>44 | ✠100A1<br>*Stm Trawler*<br>~~2,91~~ ~~9,93~~ 12,94<br>✠LMC9,92 | P.Gl<br>LA&CP<br>~~Hull~~ Lth | | 1892<br>9mo | W.Hamilton&Co.<br>Pt.Glasgow | W.&J.Hamilton | 100·2 \| 20·5 \| 10·6<br>Q17′F18′<br>BK7½″ | | | P.Glasgow<br>British<br>3*BHCem* | T.3Cy.11″,17″&27″–22″ (*s*)<br>160lb 45HP<br>1SB,*2pf*,GS31,HS916<br>D.Rowan&Son,Glasgow | 11 ″ 11 | | |
| 602<br>98132 | **Brenttor**<br>*P.C.Symons*74–92<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | SteelScSr<br>~~ssCff.No.1-95~~ | 1951<br>1434<br>1233 | ✠100A1<br>5,95 ~~5,94~~<br>✠LMC7,90 | Npt<br>A&CP | *r*<br>Cff<br>~~10,94~~ | 1890<br>7mo | J.Blumer &Co.<br>Sunderland | J.Holman&Sons | 270·0 \| 37·1 \| 17·1<br>P27′Q74′B116′<br>F32′ FK<br>drp94 *WB=CellDB220′415t* | | | London<br>British<br>4*BHCem* | T.3Cy.20″,32½″&35″–36″ (*s*)<br>160lb *80lb* 170HP<br>2SB,*4pf*,GS76,HS2560<br>N.E.Mar.E.Co.(Lim.),Sld. | 19 ″ 3<br>s 1 ″ 7½ | | |
| 603<br>HNMK | **Brésil**<br>*Minier* | SteelSc3MstSr<br>3*Dks*&*Spardk* | 5810<br>3785<br>2861 | | | | 1889 | F.&C.de la Medit.<br>LaSeyne | MessageriesMaritimes | 463·9 \| 46·4 \| 32·5 | | | Marseilles<br>French<br>*WB* | T.3Cy.45½″,63″&102″–51″<br>900HP<br>Forges&Chantiers de la Médit.,Marseilles | | | |
| 604<br>87243<br>HGBF | **Breslau**<br>*C.Browne* –91<br>*ss*Lth.No.3–3,95 | SteelSc3MstSr<br>~~ssLth.No.2–91~~<br>2*Dks*(*Irn–Uwss*) | 1313<br>988<br>836 | ✠100A1<br>3,95 ~~8,94~~<br>~~BS8,94~~ ✠LMC~~6~~ 8,95 | Lth<br>LA&CP | *o* | 1882<br>12mo | R.Steele& Co.<br>Greenock | Leith,Hull&HamburgS.P.Co. (J.Currie&Co., *Mgrs.*) | 254·5 \| 33·2 \| 16·8<br>P32′B50′F135′<br>BK8½″<br>*WB=FPT20t* | | | Leith<br>British<br>6*BHCem* | C.2Cy.38″&60″–42″ (*a*)<br>160lb *40lb* 175HP<br>2SB,*6cf*,GS98<br>R.Steele&Co.,Greenock | 17 ″ 10<br>s 2 ″ 3½ | | BT till ~~2,95~~ 3,96 |
| 605<br>JDVF | —<br>*T.Nicolai*82–89<br>1*Dk*&*Spardk*&*3trB* | IronScSr | 1195<br>1183<br>927 | | | | 1882 | Möller& Holberg<br>Grabow | NeueDampfer-Compagnie,Act.-Ges. | 231·6 \| 29·4 \| 22·1 | | | Stettin<br>German<br>*WB* | C.2Cy.27½″&47″–29½″<br>105HP<br>Möller&Holberg,Grabow | | | V |
| 606<br>HNMT | **Brestois**<br>*Roturier* | IronSc3MstSr | 376<br>335<br>224 | | | | 1873 | McKellar& Co.<br>Dumbarton | Chevilotte frères | 152·8 \| 22·0 \| 12·0<br>Q52′ F23′ | | | Brest<br>French<br>*WB* | C.2Cy.20″&33″–24″<br>50HP<br>W.King&Co.,Glasgow | | | V |
| 607<br>HNPD | **Bretagne**<br>*Escarras*82–84 | IronSc<br>2*Dks* | 2209<br>—<br>924 | | | | 1877 | F.&C.de la Médit.<br>LeSeyne | Société Générale de Transports Maritimes à vapeur | 288·7 \| 39·0 \| 25·6 | | | Marseilles<br>French | C.2Cy.37¾″&69¾″–35½″<br>300HP<br>Forges&C.de la Médit.,Msl. | | | |
| 608<br>HNPM | —<br>*Merdrignac* | IronScSr<br>2*Dks* | 117<br>—<br>67 | | | | 1881 | Soc.Anon. deConst. Navales<br>Havre | Rochaïd | 87·9 \| 21·6 \| 6·1 | | | SaintMalo<br>French | C.4Cy.24″&40″–30″<br>40HP<br>Soc.Anon deConst.Navales Havre | | | |
| 609<br>94353<br>HQVH | **Breton**<br>*J.Johnson* –91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | IronScSr<br>*ssShl.No.3–6,91* | 1291<br>1098<br>835 | ✠100A1<br>3,95 ~~1,98~~<br>BS2,98 9,94 | Nwc<br>A&CP<br>LMC6,91 | *o* | 1878<br>3mo | Schleisngr, Davis&Co.<br>Newcastle | R.Gordon&Co. | 243·0 \| 32·2 \| 18·6<br>Q94′B50′F33′<br>BK8½″<br>*WB=DB165′* | | | London<br>British<br>4*BHCem* | C.2Cy.29″&55″–36″ (*i*)<br>~~70lb~~ 62lb 130HP<br>2B,GS72<br>Hawks,Crawshay&Ss.Nwc | 19 ″ 9<br>s 1 ″ 11½ | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'enfoncement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylin res. Course du Piston. Pression des Chaudieres. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord d'hiver. pds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 610 | **Breton** | **IronScSr** | 164 | ✠ | Hav | *b* | 1884 | S&H Morton&Co. | M.&A.Achaque | 110·3 | 19·0 | 8·5 | Algiers | C.2Cy.13″&25″–18″ | 9 ″ |
| | *LeMarchand*84–84 *ss*Hav.No.1–88 | | 129 | 7,90 | LA&CP | | 4mo | Leith | | Q35′ | F17′ | | French | 30HP | |
| HNQD | | 1*Dk* | 96 | | | | | | | drp90 | | | 3*BHCem* | S.&H.Morton&Co.,Leith | |
| 611 | — | **IronScSr** | 137 | | | | 1873 | Westwood, Baillie&Co. London | P.&A.Legal fils | 110·1 | 17·1 | 9·5 | Nantes | C.2Cy.16″&22″–16″ | |
| | *Solgrain*84–89 | 1*Dk* | — | | | | | | | len87 | | | French | | |
| HNQF | | | 75 | | | | | | | | | | | Westwood,Baillie&Co., London | |
| 612 | **Bretwalda** | **IronScSr** | 2907 | ✠100A1 | Brw | *u* | 1881 | Palmers' | HallBros. | 320·0 | 39·2 | 20·5 | Newcastle | 32½″ C.2Cy.~~30″~~&71″–48″ | (*d*) 23 ″ |
| 83917 | *J.Aikman* –92 ~~*ss*C℄ No.2–89~~ | | 2872 | *Awng dk* | LA&CP | | 9mo | Co.(Lim.) Newcastle | | B50′ | 27·6 | | British | 80lb *50lb* 300HP | s 9 ″ |
| WDSL | 1*Dk*(*Irn*)&*Awngdk3trB* | | 1902 | *withfreeboard* | Shl | | | | | | BK10″ | | 7*BHCem* | 2B,8*pf*,GS128 | |
| | *ss*Shl.No.3–3,95 | | | 3,95 ~~10,92~~ | ✠LMC10,~~91~~94 | | | | | *WB*=*CellDB*276*f* | | | 430*tAPT*14*t* | Palmers'Co.(Lim.),Nwc. | |
| | | | | BS~~3,93~~ 5,94 | | | | | | | | | | | |
| 613 | **Briar** | **SteelScK** | 188 | ✠100A1 | Dun | *b* | 1891 | W.B. Thompson &Co.(Lim.) Dundee | W.Kinnear&Co. | 100·0 | 20·0 | 8·8 | Dundee | C.2Cy.13½″&26″–21″ | (*s*) 9 ″ |
| 99208 | *J.Pert* –92 | | 141 | 4,95 ~~11,93~~ | A&CP | | 12mo | | | Q35′B9′F13′ | | | British | 100lb 40HP | s ·11 |
| MKQW | *Well deck* | 1*Dk*(*ptIrn*) | 87 | | ✠LMC12,91 | | | | | lrp93 | BK6½″ | | 3*BHCem* | 1SB,2*pf*,GS25,HS484 | |
| | | | | | Lon | | | | | | *WB* | | =*FPT*22*t* | WBThmpsn&Co(Lm) Dun | |
| 614 | **Bride** | **IronScSr** | 1198 | ✠ Ⓐ1 | Hul | | 1866 | Earle&Co. Hull | W.Brown,Atkinson&Co. | 252·6 | 30·1 | 15·9 | Hull | C.2Cy.26″&50″–30″ | (*a*) 17 ″ |
| 53292 | *A.N.Cuthbert*83–89 *ss*Hul.No.3–2,92 | | 904 | 11,94 ~~4,04~~ | A&CP | | 4mo | | | P162′F30′ | | | British | 70lb *55lb* 105HP | s 2 ·1 |
| HPBR | *Well deck* | 1*Dk*2*trB* | 773 | ✠NB4,84 | LMC4,92 | | | | | len69ptND82&85 | BK7″ | | 4*BHCem* | 1SB,3*pf*,GS54,HS2200 | |
| | | | | BS~~4,94~~3,95 | | | | | | | | | *Cmp.*84 | Earle'sC(Lm.)Hull | |
| 615 | — | **IronSc3MstSr** | 271 | | | | 1863 | Harvey& Co. Hayle | W.Harvey | 163·7 | 23·1 | 12·1 | Hayle | 2Cy.35″–24″ | 12 ″ |
| 29737 | *S.Willey*79–89 | | 271 | | | | | | | | | | British | 100HP | s 1·6 |
| | | | 162 | | | | | | | | | | | Harvey&Co.,Hayle | |
| 616 | **Bridesmaid** | **IronScK** | 139 | | | | 1885 | Hewett& Co.(Lim.) London | Hewett&Co. (Lim.) | 103·6 | 20·2 | 9·6 | London | C.2Cy.12″&24″–18″ | |
| 91865 | *J.Roberts* –92 | | 139 | | | | | | | | | | British | 24HP | |
| | | | 84 | | | | | | | | | | | J.Stewart&Son,London | |
| 617 | **Bridgewater** | **SteelScSr** | 208 | ✠100A1 | Dmb | *c* | 1889 | AM'Millan &Son Dumbarton | CoastalSteam PacketCo.(Lim.) | 120·0 | 20·0 | 9·0 | HalifaxNS | C.2Cy.18″&36″–24″ | (*s*) 9 ″ |
| 96081 | *J.Oakes*89–93 | 1*Dk* | 141 | 8,89 | LA&CP | | 8mo | | | P37′F22′ | | | British | 90lb 54HP | |
| | | | 119 | | ✠LMC8,89 | | | | | | BK6½″ | | 4*BHCem* | 1SB,2*pf*,GS39 | |
| | | | | | | | | | | | *WB* | | *B*=*APT*9*t* | Kincaid&Co.(Lim.),Grk. | |
| 618 | — | **IronPad** | 126 | | | | 1857 | T.Vernon &Son Liverpool | ManchesterShip CanalCo. | 109·2 | 20·1 | 8·1 | Liverpool | L.2Cy.34½″–36″ | |
| 19571 | *T.Leech*89–89 | | 126 | | | | | | | | | | British | 70HP | |
| | | | 56 | | | | | | | | | | | Sanderson&Co.Warrington | |
| 619 | **Brier** | **IronScSr** | 734 | | | | 1882 | D.&W. Henderson Glasgow | A.A.Laird&Co. | 209·8 | 30·2 | 15·3 | Glasgow | C.2Cy.31″&60″–42″ | 15 ″ |
| 86704 | *A.McLarty*80–84 | | 589 | | | | | | | P71*t* | F38*t* | | British | 177HP | s 2·1 |
| | | | 254 | | | | | | | | | | | D.&W.Henderson&Co.Gls. | |
| 620 | **Brier Rose** | **Steel&IronSc3MstSr** | 497 | ✠100A1 | Liv | *g* | 1892 | J.Shearer &Son Glasgow | BrierRoseS.S.Co. (Lim.) (R.Hughes&Co.) | 165·0 | 25·1 | 10·3 | Liverpool | C.2Cy.22″&44″–30″ | 11 ″ |
| 99394 | *J.Evans*91–92 | 1*Dk*(*Irn*) | 333 | ~~14,92~~ 11,94 | LA&CP | | 4mo | | | Q89′B12′F29′ | | | British | 100lb *80lb* 80HP | s ·6 |
| | *Well deck* | *Irn framingStl plating* | 173 | | ✠LMC4,92 | | | | | lrp92 | BK7″ | | 3*BHCem* | 1SB,3*pf*,GS50,HS1523 | |
| | | | | | | | | | | | *WB*=*FPT* | | 56*tAPT*14*t* | Hutson&Corbett,Glasgow | |
| 621 | **Brigadier** | **IronPadSr** | 275 | | | | 1854 | J.Henderson&Sons Renfrew | D.MacBrayne | 180·5 | 21·4 | 9·7 | Glasgow | O.2Cy.42¾″–42″ | |
| 17807 | *A.McAllister* –92 | (*ex*Cygnus) | 227 | | | | | | | Q18*t* | | | British | NE&B92 120HP | |
| MJFC | | 1*Dk* | 85 | | Brs | | | | | | | | | Hutson&Corbett,Glasgow | |
| 622 | **Brighton** ~~*J.H.Head* –94~~ | **SteelPadSr** | 594 | ✠ A1 5,95 | Cly | | 1878 | J.Elder& Co. Glasgow | ~~Bulot~~ Pocketts BristolChannel S.P.Co (Lim.) (T.Probert,*Mgr*) | 221·3 | 27·7 | 10·6 | ~~Boulogne~~ French | C.2Cy.48″&83″–60″ (*o*) | 11 ″ |
| 63050 | *J.H.Read* –94 | 1*Dk* | 434 | ~~1,94~~ 3,78 8,94 | A&CP | | 2mo | | | Q95′ | | | 4*BHCem* | 80lb NB91 300HP | |
| | | *ss*Brs.No.3–7,94 | 222 262 | *With load line* | *Stl* Brs | LMC7,94 | | | | drp&srp94 | FK | | Swansea British | J.Elder&Co.,Glasgow | |
| | | | | *For ~~English~~ Channel purposes* | | | | | | | | | 4SB.*Scf*GS195,HS1135 | | |
| | | | | *Bristol* | BS5,95 | | | | | | | | | | |
| 623 | — | **Iron&SteelPadSr** | 417 | | | | 1883 | T.B.Seath &Co. Glasgow | PortJacksonS.S. Co.(Lim.) | 220·2 | 23·0 | 10·7 | SydnyNSW | C.2Cy.31″&60″–60″ | |
| 83792 | | 1*Dk* | 404 | | | | | | | | | | British | 160HP | |
| | | | 127 | | | | | | | | | | | Campbell&Son,Glasgow | |
| 624 | — | **WoodPad** | 100 | | | | 1878 | Johnston N.Shields | Brightn,Worthing &S.CoastSteamboatCo.(Lim.) | 105·4 | 17·5 | 9·0 | Glasgow | L.1Cy.29½″–48″ | |
| 78956 | *J.Lee* | | 106 | | | | | | | | | | British | NB93 28HP | |
| | | | 34 | | | | | | | | | | | T.R.Scott&Co.,N.Shields | |
| 625 | **Brilliant** | **SteelSc3MstSr** | 3162 | | | | 1890 | SirW.G. Armstrong Mitchell&Co. Newcastle | Deutsch-AmerikanischePetroleumGes. | 319·2 | 42·0 | 29·5 | Gstemnde | T.3Cy.23″,37″&60″–48″ | |
| KRFB | *G.Keller*92–92 | 2*Dks* | 3042 | | | | | | | B22′ | F38′ | | German | FD 260HP | |
| | *Elec.light* | *Carrying Petroleum in bulk* | 2411 | | | | | | | | | | | WallsendSlipway&Eng. Co.,Newcastle | |
| 626 | **Brilliant Star** | **IronPadSp** | 330 | | | | 1876 | J.Read- head&Co. S.Shields | BrilliantStarStm. TugCo.(Lim.) (H.Strong) | 158·4 | 23·2 | 12·4 | Liverpool | L.2Cy.40″–66″ | |
| 76388 | *I.Walton* | | 289 | | | | | | | | | | British | 180HP | |
| QKPB | | | 52 | | | | | | | | | | | J.Readhead&Co.,S.Shields | |
| 627 | **Brinawarr** | **WoodScSr** | 114 | | | | 1890 | J.Hawken, sen. Coolangatte, N.S.W. | AdelaideS.S.Co. (Lim.) | 91·2 | 18·4 | 7·5 | SydnyNSW | 1Cy.13″&26″–16″ | |
| 93645 | *A.G.Baker*91–93 | 1*Dk* | 95 | | | | | | | | | | British | 25HP | |
| | | | 77 | | | | | | | | | | | Kincaid&Co.(Lim.),Gls | |
| 628 | **Brindisi** | **IronScBk** | 3505 | | | ... | 1880 | W.Doxford & Sons Sunderland | P.&O.SteamNav. Co. | 360·2 | 40·0 | 23·0 | Sunderlnd | C.2Cy.48″&84″–54″ | 24 ″ |
| 81478 | *F.Speck* –94 | | 2443 | | | | 9mo | | | F42′ | | 31·0 | British | 550HP | s 8·9 |
| VCWH | | | 2129 | | | | | | | | | | | W.Doxford&Sons,Sld. | |
| 629 | **Brinkburn** | **SteelScSr** | 3229 | ✠100A1 | Stk | *v* | 1894 | Richard- son,Duck &Co. Stockton | BrinkburnS.S. Co.(Lim.) (Harris&Dixon) | 330·0 | 43·1 | 18·0 | London | T.3Cy.23½″,39″&64″–42″ (*s*) | 20 ″ |
| 102849 | *G.W.Watson* –94 | 1*Dk*(*Stl*)& | 3064 | *Spar dk* | LA&CP | | 3mo | | | B79′F39′ | | 25·9 | British | 160lb *80lb* 300HP | s6 ·4 |
| | *Spar dk*(*Irn*)&*Web frames* | | 2096 | 6,94 ~~3,94~~ | ✠LMC3,94 | | | | | | | FK | 6*BHCem* | 2SB,6*cf*,GS118,HS4200 | |
| | | | | | Bry | | | | | *WB*=*DBa*130′*f* | | | *PT*43*t* | Blair&Co.(Lim.),Stockton | |
| 630 | **Brio** | **SteelScSr** | 1107 | ✠100A1 | Nwc | *n* | 1891 | Cmpbltwn Shpbldng Co Campbeltown | R.B.Fenwick& J.Reay | 225·0 | 33·0 | 16·3 | Newcastle | T.3Cy.17″,27″&44″–33″ (*s*) | 17 ″ |
| 97966 | *J.Sterry* –93 | | 884 | 12,94 ~~4,04~~ | LA&CP | | 5mo | | | Q77′B96′F27′ | | | British | 160lb *80lb* 98HP | |
| | *Well deck* | 1*Dk*(*Stl*)&*Web frames* | 700 | | ✠LMC5,91 | | | | | | | FK | 4*BHCem* | 1SB,~~2*cf*~~,GS63,HS1418 3*pf* | |
| | | | | | Mdb | | | | | *WB*=*DBa*56′*f*56′ | | | 290*tAPT*58*t* | Kincaid&Co (Lim.),Grk. | |
| 631 | **Bris** | **IronScSr** | 1006 | | | ... | 1874 | E.Withy &Co. Hartlepool | Actieselskabet "Bris"(Hessler &Co.) | 220·0 | 29·0 | 16·3 | Laurvig | C.2Cy.27″&50″–33″ | 16 ″ |
| | *Hummel*93–93 (*ex*Breeze) | 1*Dk*2*trB* | 799 | | | | 10mo | | | Q85′B54′F27′ | | | Norwegian | 99HP | |
| HPBS | *Well deck* | | 766 | | | | | | | | | | *WB* | T.Richardson&Sons,Hpl. | |

| 1 No. in book. Official No. Code letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned now Class renewed. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of R.of Trade Pass. Cert. | 16 Mean Draft. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 632<br>02351 | **Brisbane**<br>1 *Dk* | IronScK<br>~~150~~<br>139<br>139<br>61 | ✠100A1<br>*for fishing purposes*<br>~~Class Contem. plated~~<br>5,94 | Shl<br>LA&CP | | 1894<br>6mo | Edwards Bros.<br>N.Shields<br>✠LMC5,94 | HullSteamFishing &IceCo.(Lim.) | ~~98·0~~ \| 20·5 \| ~~11·0~~<br>~~P13 T20~~ \| \| 11·0<br>98·5 \| BK7½″<br>*WB=DT f* 14′23*t* | Hull<br>British<br>3*BH Cem* | T.3Cy.10″,16″&25½″–~~26~~19½″<br>170lb (*s*) 40HP<br>1SB,*2pf*,GS16,HS557<br>N.E.MarEngCo.(Lim.)Sld | 11 ″ 11 | | |
| 633<br>86081<br>WLPS | **Briscoe**<br>~~*E.H.Scarse* –92 *ss*C&E.No.2–90~~<br>*W.R.Stuart*<br>2 *Dks*(*Irn*)3*trB*<br>*ss*Shl.No.3–7,94 | IronScSr<br>2226<br>2133<br>1444 | ✠100A1<br>~~7,94 14,98~~ 10,94<br>~~107,98~~<br>12,94 | Shl<br>LA&CP<br>~~LMC7,98~~ 7,94<br>~~C&~~ Lon | *t* | 1882<br>6mo | Palmers' Co.<br>Newcastle | C.W.Ormston&Co. | 292·5 \| 38·3 \| 23·7<br>P29′B64′F29′<br>drp91 drp94 BK10″<br>*WB=CellDB*244′ | Newcastle<br>British<br>6*BH Cem* | C.2Cy.33½″&68″–45″ (*d*)<br>75lb ~~400lb~~ 80lb NDB94 250HP<br>2SB,*6pf*,GS112<br>Palmers'Co.(Lim.),Nwc. | 26 ″ 3<br>s 4 ″ 10 | D | |
| 634<br>93196<br>NWB | **Britannia**<br>*C.F.Preston* –93<br>2 *Dks*(1 *Stl*)&*Spar dk*(*Stl–ws*)4*trB*<br>*Elec. light* | SteelSc4MstBk<br>6061<br>5575<br>2949 | ✠<br>*Spar dk*<br>10,87 ✠ | Grk<br>LA&CP | *c*† | 1887<br>8mo | Caird & Co.<br>Greenock | P.&O.SteamNav. Co. | 465·8 \| 52·0 \| 18·7<br>P44′F91′ 34·1<br>BK9″<br>*WB=DBa*70 | Greenock<br>British<br>8*BH Cem*<br>*f* 45′257*t* | T.3Cy.41″,63″&100″–72″<br>1000HP<br>10DB,*60cf*,GS860<br>Caird&Co.,Greenock | 28 ″ 4<br>10–11½ | BT till ~~12,98~~ 9,95 | |
| 635<br>69291<br>MFKT | —<br>*H.Brown* –92<br>3 *Dks*(1*Irn*)&*Awng dk* | IronScSr<br>4105<br>4076<br>2474 | ✠<br>*F S&Awng dk*<br>10,85 | Liv | Lv | 1873<br>6mo | Laird Bros.<br>Birkenhead | PacificSteam Nav.Co. | 411·4 \| 43·8 \| 33·8<br>H53*t* | Liverpool<br>British<br>7*BH* | C.2Cy.60″&103″–54″<br>650HP<br>LairdBros.,Birkenhead | | BT till ~~5,98~~ 3,95 | |
| 636<br>91193<br>VWN | —<br>*G.Rogers*73–85 | IronSc4MstBk<br>3129<br>2972<br>2041 | | | | 1885 | T.Royden &Sons<br>Liverpool | Papayanni&Co. | 353·0 \| 39·3 \| 28·1 | Liverpool<br>British | C.2Cy.29″&58″–42″<br>280HP<br>G.Forrester&Co.,Liverpool | | BT till ~~7,94~~ ~~9,95~~ | 5,95 |
| 637<br>82258<br>IRKW | —<br>*J.Brown*81–89 | IronSc3MstSr<br>3069<br>2913<br>1991 | | | … | 1879<br>8mo | D.&W.<br>Henderson<br>Glasgow | HendersonBros. | 350·0 \| 38·5 \| 28·7<br>H156*t* | Glasgow<br>British | C.2Cy.33″&63″–60″<br>400HP<br>D.&W.Henderson&Co.Gls. | | BT till 4,95 | |
| 638<br>HNRJ | —<br>*Parazols*83–84<br>2 *Dks*(1*Irn*)3*trB* | IronSc<br>2477<br>—<br>1387 | ✠<br>11,86<br>✠ | N Yk<br>LA&CP | *u* | 1881<br>10mo | T.Royden &Sons<br>Liverpool | Cie.Française de Nav.àVapeur (C.Fabre&Co., *Mgrs.*) | 328·0 \| 40·4 \| 23·4<br>F38′<br>*WB=CellDB* | Marseilles<br>French<br>5*BH Cem*<br>260′470*t* | C.2Cy.40″&76″–48″<br>375H<br>NDB82<br>G.Forrester&Co. Liverpool | | | |
| 639<br>89690<br>JWDP | —<br>*J.Kennedy*88–88<br>1 *Dk*(*pt Stl*)&*Spar dk*(*pt Stl*)3*trB* | SteelTwinScSr<br>1525<br>1027<br>859 | ✠100A1<br>A1*1<br>*Spar dk*<br>2,95 ~~1,97~~<br>BS8,94 | Lon<br>LA&CP<br>✠LMC9,93 | *q*<br>Lv | 1885<br>5mo | LairdBrs.<br>Birkenhead | TelegraphCon-struction& Maint.Co.(Lim.)<br>*WB=DBf*64′201*t deep* | 247·2 \| 34·3 \| 17·4<br>24·8<br>BK8½″<br>*tanks*40′112*t* | London<br>British<br>5*BH Cem*<br>2SB,*6pf*,GS127<br>Laird Bros.,Birkenhead | C.4Cy.26″&45″–30″<br>75lb *60lb* 180HP | 19 ″ 1<br>s 5 ″ 11½ | BT till ~~8,94~~ 2,96 | 18·07<br>19·22<br>20·37<br>21·53 |
| 640<br>99000<br>JVGN | —<br>*J.Philip*<br>3 *Dks* | IronScSr<br>1485<br>1378<br>672 | | | | 1890 | Laxevaags Maskn&Jern skibsbyggeri<br>Bergen | C.H.Pile | 254·1 \| 34·1 \| 23·3<br>H106*t*<br>*WB* | London<br>British | T.3Cy.28″,45½″&72″–45″<br>440H<br>Bow,McLachlan&Co.,Psy. | | N | |
| 641<br>75202<br>JDHC | —<br>*W.Smith*82–89<br>*Well deck*<br>*Elec.light*<br>*ss*Lth.No.3–4,90<br>*ss*Lth.No.1–93<br>2 *Dks* | IronScSr<br>988<br>790<br>490 | ✠100A1<br>~~7,94 4,97~~ 5,95<br>✠NE&B5,93 | Lth<br>A&CP<br>✠LMC5,93 | *o* | 1877<br>3mo | Gourlay Bros.<br>Dundee | G.Gibson&Co. | 254·8 \| 29·5 \| 16·7<br>P49′B75′F42′<br>ptND93 BK8½″<br>*WB* | Leith<br>British<br>6*BH Cem* | T.3Cy.21″,33″&54″–42″ (*s*)<br>170lb *60lb* NDB93 200HP<br>2SB,*6cf*,GS126,HS3132<br>S.&H.Morton&Co.,Leith | 17 ″ 8<br>s 2 ″ 6½ | BT till 4,95 | |
| 642<br>JFDG | —<br>*F.Pust*81–90<br>1 *Dk*2*trB* | SteelScSr<br>959<br>908<br>690 | | | | 1890 | RostActGes für Schiffs& Masch.-bau<br>Rostock | Pommersche Dampfsch.Ges. (F.Ivers, *Mgr.*) | 199·8 \| 31·4 \| 14·9<br>P– B– F– | Stettin<br>German<br>*WB* | T.3Cy.14″,22½″&36½″–27½″<br>100HP<br>RostockerSchiffsbauGesll. Rostock | | V | |
| 643<br>68962<br>RCGW | —<br>*A.Digman*89–89<br>*Well deck*<br>*ss*Lon.No.3–3,94<br>1 *Dk*(*Irn*)2*trB* | IronScSr<br>949<br>779<br>612 | ✠90A1<br>~~6,95 3,94~~<br>BS12,94 | Lon<br>A&CP<br>LMC3,94<br>NWQ | *m* | 1877<br>10mo | Short Bros.<br>Sunderland | T.G.Beatley&Son<br>*WB=DB* | 212·0 \| 30·1 \| 15·9<br>Q77′B40′F24′<br>Irp94 BK8″<br>*a*55′*f*53′ 205*t FPT* | Sundrland<br>British<br>4*BH Cem*<br>20*t APT* 15*t* | C.2Cy.27″&50″–33″ (*i*)<br>70lb *65lb* NDB89 98H<br>1B,GS46<br>J.Dickinson,Sunderland | 17 ″ 0<br>s 1 ″ 9 | | |
| 644<br>91078<br>JVKM | —<br>*H.S.Nelson* –92<br>2 *Dks*(1*Irn*) | SteelScSr<br>726<br>539<br>429 | ✠100A1<br>10,94 ~~10,98~~<br>BS~~10,98~~ 10,94<br>✠LMC10,91 | Lth<br>LA&CP | *l* | 1885<br>2mo | S.&H.Mor-ton&Co.<br>Leith | Leith,Hull&Ham-burgS.P.Co. (J.Currie&Co., *Mgrs.*) | 210·4 \| 27·1 \| 14·5<br>P57′B40′F55′<br>drp92 BK7½″<br>*WB=FPT*32*t* | Leith<br>British<br>6*BH Cem*<br>*MT* 29′162*t* | C.2Cy.30″&52″–36″ (*s*)<br>60lb *40lb* 120HP<br>2SB,*6cf*,GS78<br>S.&H.Morton&Co.,Leith | 15 ″ 6<br>s 1 ″ 6½ | BT till ~~11,94~~ 10,95 | |
| 645<br>87535 | —<br>*T.Clarke*<br>1 *Dk* | WoodPad<br>197<br>94<br>108 | | | | 1885 | C.Bailey<br>Auckland | DevonportSteam FerryCo.(Lim.) | 119·0 \| 21·5 \| 5·5<br>H98*t* | Auckland<br>British | 2Cy.16″–42″<br>45H | | | |
| 646<br>84965 | —<br>*W.W.Lyon* –88 | SteelTwinScSr<br>144<br>122<br>55 | | | | 1888 | Grangmth Dock YardCo. Grangmouth | MorecambeSteam BoatCo.(Lim.) | 120·4 \| 19·0 \| 7·0 | Lancaster<br>British | C.4Cy.12″&24″–18″<br>50H<br>Hawthorns & Co.,Leith | | BT till ~~9,94~~ ~~10,94~~ | 10,95 |
| 647<br>99194<br>MKDP | —<br>*J.Greeves* –91<br>1 *Dk* | IronScK<br>138<br>125<br>58 | ✠100A1<br>*StmTrawler*<br>5,95 ~~11,91~~<br>✠LMC11,91 | Hul<br>LA&CP<br>Gms | | 1891<br>11mo | Earle's S.B.&E.Co. (Lim.) Hull | J.Meadows(Lim.) | 96·7 \| 20·1 \| 10·6<br>Q18′F18′<br>BK7½″ | Grimsby<br>British<br>3*BH Cem* | T.3Cy.12″,18″&30″–18″ (*s*)<br>150lb 44H<br>1SB,*2pf*,GS26,HS750<br>Earle'sSB&ECo(Lim)Hull | 11 ″ 2 | | |
| 648<br>3427 | —<br>*A.L.Dunn* –91 | IronSc<br>135<br>—<br>68 | | | | 1889 | Neafie& Levy<br>Phldlpha,Pa. | Baker,Whiteley CoalCo. | 96·4 \| 20·6 \| 10·0 | Baltimore<br>Utd.States | T.3Cy.14″,21″&36″–26″<br>Neafie&Levy,Philadelphia | | | |
| 649<br>93088<br>MTNF | —<br>*S.Smith*89–<br>1 *Dk* | IronScK<br>122<br>122<br>51 | ✠100A1<br>*Trawler*<br>~~5,93~~ 10,94<br>BS~~4,94~~<br>✠LMC4,91 | Hul<br>LA&CP | | 1886<br>8mo | Cook,Wel-ton&Gem-mell<br>Hull | HumberSteam TrawlingCo. (Lim.) | 89·8 \| 20·7 \| 10·9<br>ptND94<br>BK7½″ | Hull<br>British<br>3*BH Cem* | C.2Cy.15″&29″–21″ (*s*)<br>90lb 35H<br>1SB,*2pf*,GS30,HS640<br>C.D.Holmes & Co.,Hull | | | |
| 650<br>99650 | —<br>~~*Rennie* –93~~<br>*G.Butler*<br>*Salted* IB<br>1 *Dk* | WoodScK<br>75<br>75<br>31 | ✠9 A1<br>*For Fishing purposes*<br>12,94 ~~13~~<br>✠LMC4,98 | Pet<br>LA&CP | | 1893<br>3mo | Forbes& Birnie<br>Peterhead | Johnstone& Sherrit | 81·6 \| 18·3 \| 9·1 | Aberdeen<br>British | C.2Cy.12″&26″–18″ (*r*)<br>100lb 28H<br>1SB,*2pf*,GS24,HS440<br>Clyne,Mitchell&Co.,Abn. | 10 ″ 5 | | |
| 651<br>69368<br>MWSH | **Britannic**<br>*E.J.Smith* –91<br>*Elec.light*<br>3 *Dks*(2*Irn*) | IronSc4MstBk<br>5004<br>4757<br>3152 | | | | 1874<br>2mo | Harland& Wolff<br>Belfast | OceanicSteam Nav.Co.(Lim.) (Ismay,Imrie& Co., *Mgrs.*) | 455·0 \| 45·2 \| 26·2<br>33·7 | Liverpool<br>British<br>8*BH* 1PBH | C.4Cy.48″&83″–60″<br>760H<br>MaudslaySons&Field,Lon. | 36 ″ 1<br>s 9 ″ 9 | BT till ~~7,94~~ 8,95 | |
| 652<br>~~93278~~<br>CWGL | —<br>~~*T.W.Hepple* –94~~<br>*Well deck*<br>*A.Wilson* –94<br>1 *Dk*(*Irn*)&*Webframes* | SteelScSr<br>2302<br>1774<br>1507 | ✠100A1<br>1,95 ~~1,94 11,94~~<br>BS1,95 | Shl<br>A&CP<br>✠LMC2,93<br>Liv | *s* | 1888<br>11mo | Bartram<br>Haswell&Co.<br>Sunderland | ~~Britannic S.Spg. Co(Lim.)(Green-well&Parsons.)~~<br>G.Knudsen | 290·0 \| 39·0 \| 19·4<br>P29′Q70′B138′<br>F26′ BK10″<br>*WB=CellDB*222′ | Sundrland<br>British<br>6*BH Cem*<br>372*t APT* 28*t*<br>Porsgrund<br>Norwegian | T.3Cy.22″,36½″&60″–42″ (*s*)<br>~~450lb~~ ~~260lb~~ 80lb 200H<br>2SB,*6cf*,GS100<br>J.Dickinson,Sunderland | 21 ″ 9<br>s 2 ″ 0½ | D | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 / 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 / 6 / 7 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Enlèvement. | 8 / 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 653<br>99548 | **Britannic** IronScSr<br>*J.High* 91–91<br>1 *Dk* | 144<br>137<br>31 | ✠100A1<br>*Stm Trawler*<br>12,91 | Shl<br>LA&CP<br>✠LMC12,91 | | 1891<br>12mo | Hepple&<br>Co.<br>N.Shields | J.Kelsall<br>(Kelsall&Co.,<br>*Mgrs.*) | 105·4<br>BK7″ | 20·6 | 11·0 | Hull<br>British<br>*3BHCem* | T.3Cy.12″,20″&32″–22″ (*s*)<br>160lb 60HP<br>1SB,*2cf*,GS26,HS1014<br>Hepple&Co.,N.Shields | 11 |
| 654<br>97837 | **British Crown** SteelScSr<br>*H.W.Williams* 90–90 2 *Dks*(1 *Stl* & 1 *Irn*)<br>*Elec.light* & *Deep framing* 3 *Dk rule* | 3219<br>2977<br>2065 | ✠100A1<br>1,94<br>✠LMC1,91 | Liv<br>LA&CP | *v* | 1891<br>1mo | Harland&<br>Wolff(Lim.)<br>Belfast | BritishShipowners<br>Co.(Lim.) | 345·6<br>P38′B94′F46′<br>BK9″<br>*WB = Cell DB* 264 | 40·9 | 26·6<br>545*t APT* 48*t* | Liverpool<br>British<br>*1BHCem* | T.3Cy.23″,37″&64″–48″ (*s*)<br>180lb *70lb* 320HP<br>2DB,*8rf*,GS150,HS4580<br>Harland&Wolff(Lim),Bel. | 29<br>s 6 |
| 65[illegible]<br>962<br>LCKQ | **British Empire** SteelScSr<br>*R.Wills* 83–89 *ss* Lon.No.1–93<br>2 *Dks*(1 *Irn* & 1 *Stl*)<br>3 *Dk Rule* | 3020<br>2962<br>1971 | ✠100A1<br>5,95 ~~9,98 10,14~~<br>~~BS3,95~~ ✠LMC3,93 | Lon<br>LA&CP | *v* | 1889<br>4mo | Harland &<br>Wolff(Lim.)<br>Belfast | BritishShip<br>OwnersCo.(Lim.) | 345·6<br>P33′B88′F43′<br>BK9″<br>*WB = Cell DB* 264 | 40·9 | 26·7<br>545*t APT* 48*t* | Liverpool<br>British<br>*5BHCem* | T.3Cy.23″,37″&64″–48″ (*s*)<br>180lb *70lb* 320HP<br>2DB,*8rf*,GS142<br>Harland &Wolff(Ld.),Bel. | 29<br>s 6 |
| 656<br>97866 | **British King** SteelScSr<br>*J.O'Hagan* 91–91 2 *Dks*(1 *Stl* & *Upt Stl*<br>*Elec.light* & *pt Irn*-ws 3 *tr B* | 4717<br>4396<br>3042 | ✠100A1<br>3,95~~5,01~~<br>✠LMC6,91 | Lon<br>LA&CP<br>Clf | *y* | 1891<br>6mo | Palmers'<br>Co.(Lim.)<br>Newcastle | BritishShipowners<br>Co.(Lim.) | 405·0<br>P40′B123′F48′<br>FK<br>*WB = Cell DB* 346′ 1938*t APT* 53*t* | 47·9 | 27·9<br>*7BHCem*<br>*MT* 33′470*t* | Liverpool<br>British | T.3Cy.29″,47″&76″–51″ (*o*)<br>150lb *80lb* 500HP<br>2DB,*12cf*,GS436,HS7495<br>Palmers'Co.(Lim.),Nwc. | 30<br>s 6 |
| 657<br>76796<br>SJLM | — IronScTug<br>*ss* Cly.No.1–81<br>(*ex* Flying Hurricane, *ex* Tweed) 1 *Dk* | 154<br>153<br>— | 9,81 | Cly<br>A&CP | *b* | 1877<br>7mo | J Fullerton<br>&Co.<br>Paisley | H.J.Ward&Co. | 112·5 | 20·2 | 12·0 | Liverpool<br>British<br>*4BHCem* | C.2Cy.28″&48″–30″<br>100HP<br>J.Howden & Co.,Glasgow | |
| 658<br>86164<br>WHTC | **British Prince** SteelSc4MstBkn<br>~~*W.H.Morle* —91~~ *ss* Liv.No.2–90<br>*Freeth ss* Liv.No.3-8,94 3 *Dks*(2 *Stl*-Uws)<br>*Irn floors & Beams* | 3937<br>~~3683~~<br>2490 | ✠100A1<br>~~8,04 8,04~~ 5,95<br>~~BS5,95~~ ✠LMC4,94 | Liv<br>LA&CP | *x* | 1882<br>2mo | Harland&<br>Wolff<br>Belfast | BritishShip<br>OwnersCo.(Lim.) | 420·1<br>P53′F88′<br>~~Lap92~~<br>BK9½″ | 42·2 | 29·0<br>*7BHCem* | Liverpool<br>British | C.2Cy.43″&86″–60″ (*a*)<br>90lb ~~*80lb*~~ ~~NDB92~~ 450HP<br>3DB,*18pf*,GS315 ~~90lb~~ NDB91<br>Harland & Wolff,Belfast | 30<br>s 7 |
| 659<br>96127<br>KWCF | — SteelScSr<br>*E.F.Fothergill* –93 *ss* Nwc.No.1–93<br>*Well deck* 1 *Dk*(*Irn-pt* ws) & *Webframes* | 2217<br>1713<br>1402 | ✠100A1<br>11,94 ~~1,04~~<br>~~BS11,94~~ ✠LMC7,93 | Ant<br>A&CP | *r* | 1888<br>11mo | ShortBros.<br>Sunderland | PrinceSteam<br>ShippingCo.<br>(Lim.)(J.Knott,<br>*Mgr.*) | 292·0<br>P32′Q76′B114′<br>F30′ BK10″<br>*WB = Cell DB* 204 | 39·1 | 18·9<br>*5BHCem*<br>306*t APT* 40*t* | Newcastle<br>British | T.3Cy.22″,36″&59″–42″ (*a*)<br>150lb *60lb* 200HP<br>2SB,*6cf*,GS106<br>G.Clark,Sunderland | 21<br>s 1 |
| 660<br>87817<br>HKVM | **British Princess** SteelSc4MstBk<br>~~*E.H.Freeth* 89–89~~ *ss* Liv.No.2–89<br>*M.H.Morle* -94 3 *Dks*(2 *Stl U*-ws)<br>*Irn floors & Beams* | 3936<br>3675<br>2485 | ✠100A1<br>7,94 ~~8,04~~<br>~~BS10,93~~ ✠LMC2,89 1,95<br>~~1,93~~ | Liv<br>LA&CP | *x* | 1882<br>12mo | Harland&<br>Wolff<br>Belfast | BritishShip<br>OwnersCo.(Lim.) | 420·1<br>B150′<br>BK9½″ | 42·2 | 29·0<br>*9BHCem* | Liverpool<br>British | C.2Cy.43″&86″–60″ (*a*)<br>90lb ~~*90lb*~~ NDB94 450HP<br>3DB,*12cf*,GS295<br>Harland & Wolff,Belfast | 30<br>s 7 |
| 661<br>97782 | **British Queen** SteelScSr<br>*A.Smith* 87–90 2 *Dks*(*Stl U*-ws) 3 *tr B*<br>*ss* Lon.No.1–94 | 4388<br>4058<br>2807 | ✠100A1<br>~~5,94 5,94 11,94~~<br>5,95 ✠LMC~~5,95~~ 94 | Lon<br>LA&CP | *y* | 1890<br>5mo | Palmers'<br>Co.(Lim.)<br>Newcastle | BritishShip<br>OwnersCo.(Lim.) | 400·0<br>P49′B131′F47′<br>FK<br>*WB = Cell DB* 340′ 1009*t APT* 42*t* | 47·2 | 27·9<br>*5BHCem* | Liverpool<br>British | T.3Cy.29″,47″&76″–51″ (*o*)<br>150lb *80lb* NDB90 500HP<br>2DB,*12cf*,GS436,HS7495<br>Palmers'Co.(Lim.), Nwc. | 30<br>s 6 |
| 662<br>1540<br>HKLQ | — IronSc3MstSr<br>*J.Pritchard* –93 | 735<br>654<br>432 | | | | 1849 | W.Denny<br>&Bros.<br>Dumbarton | CunardSteam<br>ShipCo.(Lim.) | 195·0 | 29·0 | 18·0 | Liverpool<br>British | C.2Cy.29″&54″–36″<br>NE&B78 125HP<br>J.Jack & Co.,Liverpool | 19<br>s 3 |
| 663<br>43808<br>WFML | — IronScSr<br>*J.J.Snowdon* –93 1 *Dk* 2 *tr B* | 676<br>572<br>424 | | | | 1865<br>3mo | T.H.Pile&<br>Co.<br>Hartlepool | W.Hartlepool<br>SteamNav.Co. | 230·2 | 28·5 | 15·9 | W.Hartlpl<br>British | C.2Cy.29″&55″–33″<br>NE&B74 120HP<br>T.Richardson&Sons,Hpl.<br>*WB = DBa&f* | 16<br>s 2 |
| 664<br>3493 | **Briton** SteelSc<br>2 *Dks* | 2348<br>—<br>1875 | | | | 1890 | GlobeIron<br>WorksCo.<br>Cleveland,O. | MenomineeTransit<br>Co.<br>(L.C.Hanna) | 296·2 | 40·4 | 21·1<br>*WB* | Cleveland,<br>Ohio<br>Utd.States | T.3Cy.24″,38″&61″–42″<br>GlobeIrnWksCo.,Clevelnd | |
| 665<br>45228<br>VCLF | — IronScDredger<br>*A.Whitecross* –79 | 139<br>139<br>50 | | | | 1861 | .....<br>Cardiff | FalmouthDocks<br>(F.J.Bowles,<br>*Mgr.*) | 79·0 | 26·8 | 8·3 | Falmouth<br>British | 2Cy.20″–24″<br>NB90 60HP<br>Cox&Co.,Falmouth | |
| 666<br>99179 | — IronScK<br>*T.Thornham* –91<br>1 *Dk* | 134<br>127<br>55 | ✠100A1<br>*Stm Trawler*<br>5,92 | Gms<br>LA&CP<br>✠LMC8,91 | | 1891<br>8mo | R.Dixon<br>&Co.<br>Middlesbro' | GreatGrimsby<br>AlbionSteam<br>FishingCo.(Lim.) | 96·3<br>Q20′F19′<br>BK7½″ | 20·3 | 10·7<br>*3BHCem* | Grimsby<br>British | T.3Cy.11″,17″&28″–20″ (*s*)<br>160lb 40HP<br>1SB,*2cf*,GS25,HS831<br>Wstgarth,English& C.Mdl | 11 |
| 667<br>83852<br>TNWH | — IronScTug<br>*G.Stodden* –86 *ss* Fal.No.3–7,92<br>1 *Dk* | 66<br>66<br>19 | ✠100A1<br>*For Tug purposes only*<br>7,92<br>~~BS10,93~~ ✠LMC7,92 | Fal<br>LA&CP | | 1880<br>8mo | Cox&Co.<br>Falmouth | FalmouthTowage<br>Co.(Lim.) | 84·8<br>len86<br>BK6″ | 15·7 | 9·1<br>*4BHCem* | Falmouth<br>British | C.2Cy.16″&30″–21″ (*i*)<br>78lb 46HP<br>1SB,*2pf*,GS25<br>Cox&Co.,Falmouth | |
| 668<br>47990<br>HBGM | **Brittany** IronPadSr<br>*R.C.Mabb* –94 | 625<br>545<br>283 | | | | 1864 | J.Ash&Co.<br>London | London&S.W.<br>RailwayCo. | 236·0<br>Q44*t* F31*t*<br>en83 | 25·3 | 13·0 | S'thamptn<br>British | O.2Cy.40″&68″–60″<br>NE83 NB93 230HP<br>Day,Summers&Co.,Sou. | |
| 669<br>79175<br>WLRV | — SteelPadSr<br>*W.Morris* –93 2 *Dks* | 605<br>449<br>261 | ✠<br>*with load line*<br>7,82<br>*For English Channel purposes*<br>✠ | Gls<br>LA&CP | | 1882<br>5mo | J.Elder&<br>Co.<br>Glasgow | Lon.Brighton&S.<br>CoastRail.Co. | 231·0<br>Q142′<br>FK | 27·7 | 10·6<br>*4BHCem* | Newhaven<br>British | C.2Cy.46″&83″–60″<br>NB92 350HP<br>J.Elder&Co.,Glasgow | |
| 670<br>— | **Brixham** IronScSr<br>*J.Davie* *ss* N.Yk.No.2–92<br>1 *Dk*(*Irn*) 2 *tr B* | 626<br>548<br>396 | ✠100A1<br>3,93<br>~~BS8,98~~ ✠LMC2,92 | N Yk<br>A&CP | *j* | 1885<br>5mo | Boolds,<br>Sharer&Co.<br>Sunderland | W.S.Walsh | 183·0<br>P26′B44′F22′<br>BK7½″<br>*WB = DBa* 46′*f* 70′152*t* | 27·1 | 14·2<br>*4BHCem* | Perth<br>Amboy,NJ<br>Utd.States | C.2Cy.24″&48″–33″ (*r*)<br>90lb 96HP<br>1SB,*3pf*,GS100<br>J.Dickinson,Sunderland | 15<br>1 |
| 671<br>95490<br>KWCJ | **Broadmayne** SteelSc3MstSr<br>*A.B.Parker* —93 *ss* Shl.No.1–93<br>(*ex* Oka) 1 *Dk*(*Irn*) & *Spar dk*(*pt Irn pt Stl*)<br>& *Webframes* | 3176<br>2952<br>~~1905~~<br>1984 | ✠100A1<br>*Spar dk*<br>~~1,058,94~~ 5,98<br>*Carrying Petroleum in bulk*<br>✠LMC9,93 | Shl<br>A&CP ~~Shl~~ | *u* | 1888<br>11mo. | Palmers'<br>Co.(Lim.)<br>Newcastle | ~~S.S.Broadmayne~~<br>~~(Lim.)~~<br>PetroleumShippg<br>Co.of London(Lm)<br>(*A.Swart Mgr.*) | 334·4<br>P92′F42′<br>drp95<br>*WB = FPT* | 44·0 | 16·9<br>24·9<br>FK<br>60*t APT* 74*t* | London<br>British<br>*12BHCem* | T.3Cy.26″,43″&69″–45″ (*s*)<br>150lb *75lb* 287HP<br>2DB,*12cf*,GS178<br>Palmers'Co.(Lim.)Nwc. | 18<br>s 6 |
| 672<br>89701<br>KPJT | **Brock** IronTwinScSp | 141<br>121<br>15 | | | | 1883 | T.B.Seath<br>&Co.<br>Glasgow | Lan.&Yorks.&<br>London&N.W.<br>RailwayCos. | 95·2 | 19·1 | 9·0 | Fleetwood<br>British | C.2Cy.18″&34″–24″<br>50HP<br>Rankin&Blackmore,Grk. | |
| 673<br>78614 | **Brodick Castle** IronPadSr<br>*A.Langlois* –91 | 283<br>222<br>134 | | | | 1878 | H M'Intyre<br>&Co.<br>Paisley | Bournemouth<br>Swanage&Poole<br>Stm.Pkt.Co.<br>(Lim.) | 207·6<br>Q19*t* | 21·7 | 7·5 | Poole<br>British | D.2Cy.38½″–66″<br>NB88 96HP<br>W.King&Co.,Glasgow | |

Lost by fire 1.94

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Master. Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.-Stroke.<br>Boiler Pressure—Horse Power.<br>Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>ft. in. | 15<br>Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 674<br><br>NHKS | Bromo SteelScBn<br>P.deBoer 3Dks<br>Eleclight | 2507<br>—<br>1810 | | | | 1888 | Kon.Maats deSchelde<br>Flushing | Rotterdamsche Lloyd(W.Ruys &Zonen, Mgrs.) | 330·0\|37·0\|25·8<br>P96' B76' F52' | Rotterdam<br>Dutch<br>WB | Q4C.23",33",43",63"–42"<br>250HP<br>KoninklijkeMaatschappij deSchelde,Flushing | | DV |
| 675<br>62477<br>HQSJ | Bromsgrove IronScSr<br>B.Philip79–85 ssSou.No.3–5,93<br>1Dk2trB | 667<br>609<br>405 | A1 (Æ)<br>4,94<br>✠NB3,85<br>BS2,94 | Sld<br>A&CP<br>LMC3,93 | | 1868<br>7mo | TROswald<br>Sunderland | J.L.Hill | 191·1\|28·6\|16·5<br>Q27t<br>BK7½"<br>WB=DB | S'thamptn<br>British<br>4BHCem<br>a56'f38'139t | C.2Cy.25"&50"–29" (i)<br>70lb 62lb 104HP<br>1SB,3pf,GS40<br>Cmp75DaySmrs&Co.,Sou. | 17 " 9<br>s 2 " 1½ | |
| 676<br>99212<br>MLSW | Brook SteelScSr<br>~~G.Nairn92–92~~<br>W.Murdoch 1Dk(ptIrn) | 188<br>141<br>87 | ✠100A1<br>1,95 ~~12,93~~ | Dun<br>A&CP<br>✠LMC2,92<br>Shl | b | 1892<br>2mo | W.B. Thompson &Co.(Lim.)<br>Dundee | W.Kinnear&Co. | 100·0\|20·0\|8·8<br>Q35'B9'F13'<br>BK6½"<br>WB | Dundee<br>British<br>3BHCem<br>=FPT22t | C.2Cy.13½"&26"–21" (s)<br>100lb 40HP<br>1SB,2pf,GS25,HS484<br>WBThmpsn&Co(Lm)Dun | 9 " 6<br>s " 11½ | |
| 677<br>98783 | Brookline SteelScSr<br>C.W.Clare94–94<br>Eleclight 1Dk(ptStl-ws)2trB&Awngdk | 1357<br>1151<br>746 | ✠100A1<br>Awng dk with freeboard<br>4,94 | Mdb<br>A&CP<br>✠LMC4,94 | n | 1894<br>4mo | R.Craggs &Sons<br>Middlesbro' | R.Craggs&Sons | 230·2\|31·5\|22·2<br>BK8'<br>WB=Cell DB184'178t FPT | Middlsbro'<br>British<br>4BHCem<br>19tAPT20t | T.3Cy.22",35"&57"–36" (s)<br>160lb 80lb 170HP<br>2SB,6rf,GS122,HS3469<br>Wstgrth,English&C.,Mdb | 17 " 2<br>s 8 " 8½ | BT till 4,95 |
| 678<br>78467<br>VKTN | Brooklyn City IronScBn<br>~~J.Watkins93–93~~ ssBrs.No.3–5,93<br>G.T.Watkins94-95 2Dks(Irn)3trB | 1670<br>1521<br>1052 | ✠100A1<br>1,95 ~~1,94&3,94~~<br>✠NB6,93 | Brs<br>LA&CP<br>✠LMC5,93 | r | 1881<br>2mo | Richardson Duck&Co.<br>Stockton | C.Hill&Sons | 260·0\|34·5\|20·2<br>P26'F33'<br>BK9"<br>WB=DBa70 | Bristol<br>British<br>5BHCem<br>&uB30'240t | C.2Cy.33"&61"–33" (s)<br>80lb 70lb 180HP<br>1DB,4pf,GS75,HS3100<br>T.Richardson&Sons,Hpl. | 23 " 6<br>s 3 " 9½ | |
| 679<br>99620<br>MWJG | Brookside SteelScSr<br>G.Dabner85–93<br>1Dk(Stl)&Spardk(Irn)&Webframes | 2705<br>2504<br>1702 | ✠100A1<br>Spar dk<br>11,94 ~~12,93~~ | Liv<br>A&CP<br>✠LMC1,93 | t | 1893<br>1mo | ShortBros.<br>Sunderland | SunderlandSteam ShipCo.(Lim.) (J.L.Browne, Mgr.) | 300·0\|40·4\|16·6<br>P32'B74' 24·1<br>F38' FK<br>WB=CellDB236' | Sundrland<br>British<br>5BHCem<br>600tAPT45t | T.3Cy.22½",37"&61"–42" (s)<br>160lb 80lb 220HP<br>2SB,6pf,GS112,HS3670<br>W.Allan&Co.,Sunderland | 19 " 0<br>s 5 " 7 | |
| 680<br>83907<br>WBJC | Broomhaugh IronScSr<br>D.Davies86–92 ssNwc.No.3–9,93<br>2Dks(1Irn)3trB | 1997<br>1876<br>1280 | ✠100A1<br>12,94 ~~1,94~~<br>BS12,94 | Bry<br>LA&CP<br>✠LMC4,93<br>Shl | s | 1881<br>6mo | C.S.Swan& Hunter<br>Newcastle | Dunford&Elliott | 286·4\|36·1\|22·4<br>P28'B67'F29'<br>BK10"<br>WB=DBa82'f64'&u | Newcastle<br>British<br>5BHCem<br>E&B36'400t | C.2Cy.28"&64"–42" (s)<br>75lb 90lb NDB93 240HP<br>2SB,6pf,GS112<br>R. & W.Hawthorn,Nwc. | 25 " 8<br>s 4 " 8½ | |
| 681<br>78687<br>WNVP | Broomhill IronScSr<br>J.Stratford -92 ssShl.No.3–6,93<br>Well deck 1Dk(Irn-ws) | 562<br>418<br>339 | ✠100A1<br>~~10,94&3,93~~ 2,95<br>✠NB6,93 | Nwc<br>A&CP<br>LMC6,93 | i | 1878<br>8mo | T.Wingate &Co.<br>Glasgow | H.Andrews | 174·7\|29·0\|10·4<br>Q86'B7'F21'<br>FK<br>Wb | N.Shields<br>British<br>4BHCem<br>=DBa141' | C.2Cy.25"&50"–33" (r)<br>90lb 90lb NDB93 95HP<br>1SB,3pf,GS44,HS1855<br>Wingate&Co.,Glasgow | 13 " 5<br>s1 " 5½ | D |
| 682<br>98292 | Brothertoft IronScK<br>A.Cutting -92 1Dk | 155<br>144<br>63 | ✠100A1<br>Stm Trawler<br>7,91 | Hul<br>LA&CP<br>✠LMC7,91 | | 1891<br>7mo | Earle'sS.B. &ECo.(Lim.)<br>Hull | BostonDeepSea Fishing&IceCo. (Lim.) | 100·6\|20·5\|11·0<br>Q18'<br>BK7½' | Boston<br>British<br>3BHCem | T.3Cy.11½",17"&30"–21" (s)<br>150lb 45HP<br>1SB,2pf,GS26,HS706<br>Earle'sCo.(Lim.),Hull | 11 " 10 | |
| 683<br>93158<br>KHDS | Broughshane IronScSr<br>S.Skimin93–93 ssBel.No.1–90<br>1Dk | 346<br>291<br>148 | ✠100A1<br>3,94<br>BS3,94 | Bel<br>LA&CP<br>✠LMC10,92 | g | 1886<br>5mo | Workman, Clark&Co. (Lim.)<br>Belfast | H.Lane&Co. | 152·2\|23·1\|11·8<br>Q21'B40'F27'<br>drp91&92 BK7'<br>WB=Dptnkf | Lndnderry<br>British<br>5BHCem<br>33tAPT33t | C.2Cy.19"&38"–30" (s)<br>80lb 60lb 70HP<br>1SB,3pf,GS52<br>J.&J.Thomson,Glasgow | 12 " 6 | |
| 684<br>99587<br>MVTD | Broxholme IronScK<br>C.Hodder -92<br>1Dk | 154<br>145<br>61 | ✠100A1<br>StmTrawler<br>12,92 | Hul<br>LA&CP<br>✠LMC12,92 | | 1892<br>12mo | Cook,Welton&Gemm'll<br>Hull | C.Hellyer&Co. (Lim.) | 105·2\|20·5\|11·0<br>BK7½' | Hull<br>British<br>3BHCem | T.3Cy.12½",19½"&32"–23"<br>160lb (s) 55HP<br>1SB,2cf,GS27,HS799<br>C.D.Holmes&Co.,Hull | 11 " 9 | |
| 685<br>84910 | Bruce IronScDandy<br>Cambe85–85 | 103<br>101<br>43 | • | | ... | 1883<br>9mo | Hawthorns &Co.<br>Leith | GeneralSteam FishingCo.(Lim.) | 92·8\|18·0\|9·4<br>F12' | Granton<br>British | C.2Cy.15"&27"–21"<br>32HP<br>Hawthorns&Co.,Leith | | |
| 686<br>~~93340~~<br>KJTB | Bruges IronScSr<br>by Collision 10,94<br>~~A.Winton–91~~ ssSld.No.3–5,87<br>Well deck ssGmh.No.1–91<br>1Dk(Irn) | 577<br>433<br>341 | ✠~~100A1~~<br>2,94<br>BS~~6,93~~ 7,94 | Lth<br>A&CP<br>✠LMC5,91 | h | 1884<br>11mo | R.Thompson&Sons<br>Sunderland | T.Cowan | 170·3\|29·1\|11·7<br>Q84'B16'F17'<br>lrp93 FK<br>WB=DBa35'f21'119tFP | Grngemth<br>British<br>4BHCem<br>T30tAPT8t | C.2Cy.22"&42"–30" (a)<br>80lb 60lb 80HP<br>1SB,2pf,GS28<br>J.W. & F.Wilson,Sld. | 12 " 8<br>s 1 " 0½ | |
| 687<br>89837<br>KWLS | Brunel SteelScSr<br>J.W.Henderson83-88 ssShl.No.1–93<br>2Dks(1Stl)3trB | 2003<br>1816<br>1308 | ✠100A1<br>~~6,94 11,93~~ 3,95 | Nwc<br>A&CP<br>✠LMC3,93<br>Shl | s | 1888<br>11mo | TyneI.S.B. Co.(Lim.)<br>Newcastle | J.Wait | 286·7\|37·0\|22·1<br>P29'B56'F27'<br>BK9½'<br>WB=CellDB(ptIrn)236 | N.Shields<br>British<br>6BHCem<br>403t ~~APT6t~~ | T.3Cy.22",36½"&60"–39" (s)<br>160lb 75lb 200HP<br>2SB,6rf,GS100,HS3624<br>NEMarine EngCo.,Nwc. | 24 " 7<br>s 4 " 3 | |
| 688<br><br>HFST | Brunette IronScSr<br>Messling83–93 ssDnz.No.3–8,93<br>Well deck 1Dk2trB | 792<br>653<br>518 | ✠100A1<br>11,93<br>BS8,94 | Lon<br>LA&CP<br>✠LMC6,93 | l | 1881<br>9mo | C.S.Swan& Hunter<br>Newcastle | T.Rodenacker | 201·7\|28·6\|15·7<br>P&B113'F22'<br>BK7½"<br>WB=FPT20tAPT63t | Danzig<br>German<br>4BHCem<br>MT18'133t | C.2Cy.26"&49"–36" (i)<br>75lb 57lb 99HP<br>1SB,3f,GS52<br>Black,Hawthorn&Co.,Gts. | | |
| 689<br><br>RJVH | Brunhilde SteelScSr<br>F.Biblie93–93 1Dk2trB | 1381<br>925<br>977 | | | | 1893 | Flensbrgr. Schiffs.Ges.<br>Flensburg | Dampfsch.Rhederei v. 1889 | 233·0\|34·2\|17·2<br>Q71'B107'F27' | Hamburg<br>German<br>WB | T.3Cy.16",26"&43"–33"<br>150HP<br>Flensb.Schiffs.Ges.Flnsbg | | V |
| 690<br>84493<br>SLPD | Brunner SteelScSr<br>W.Waller90–90 1Dk(Stl) | 540<br>434<br>333 | | | ... | 1888<br>4mo | JM'Arthur &Co.<br>Paisley | UnionS.S.Co.of NewZealand (Lim.) | 172·7\|26·1\|13·1<br>P28' B44' F24 | Dunedin<br>British<br>WB | T.3Cy.17",27"&43"–30"<br>95HP<br>Bow&M'Lachlan,Paisley | 13 " 10 | |
| 691<br>99584 | Bruno SteelScSr<br>A.Gordon -93 1Dk(Stl-ptws)2trB | 841<br>686<br>424 | ✠100A—<br>10,92 | Hul<br>LA&CP<br>✠LMC10,92 | m | 1892<br>10mo | Earle'sCo. (Lim.)<br>Hull | T.Wilson,Sons &Co.(Lim.) | 232·0\|30·0\|14·1<br>P26'B81'F37'<br>FK<br>WB=Cell | Hull<br>British<br>5BHCem<br>DB165'140t | T.3Cy.23½",35"&57"–33" (s)<br>150lb 90lb 170HP<br>2SB,6cf,GS114HS3920<br>Earle'sCo.(Lim.),Hull | 16 " 4<br>s 2 " 0 | BT till 5,95 |
| 692<br>84092<br>VLQD | Brunswick IronScSr<br>J.Crofts -92 ssShl.No.3–4,94<br>Well deck 1Dk(Irn)2trB | 1389<br>1132<br>904 | ✠100A1<br>12,94 ~~4,94~~ | Shl<br>A&CP<br>✠LMC4,94<br>Cpn | p | 1881<br>3mo | W.Pickersgill&Sons<br>Sunderland | Crosby,Magee&Co | 246·0\|33·0\|18·0<br>Q84'B58'F32'<br>drp93 drp94 BK9'<br>WB=DBa | W. Hartlpl<br>British<br>4BHCem<br>68'f56'280t | C.2Cy.29½"&55"–36" (i)<br>80lb 130HP<br>2SB,4pf,GS72<br>G.Clark,Sunderland | 19 " 7<br>s 2 " 1½ | D |
| 693<br>63316<br>WQKV | — IronScBg<br>~~S.O.Oulton -93~~ 2Dks<br>5thSurvey,Liv.9,91<br>D.C.Stevens -95 | 1171<br>1011<br>757 | ✠A1✱1<br>~~4,94~~ 3,95 | Liv | Lv | 1870<br>11mo | Laird Bros.<br>Birkenhead | ~~Liv&Maranham S.S.Co.(Lim.)~~<br>~~J.Bruce&Co.~~<br>MossgielSSCo(Lm) (J.Bruce&Co.Mgrs) | 258·2\|29·7\|20·0<br>len74<br>drp93 | ~~Liverpool~~<br>British<br>4BHCem<br>Glasgow | C.2Cy.30"&56"–36"<br>NE&B83 180HP<br>Laird Bros.,Birkenhead | 21 " 1<br>s3 " 4½ | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | Franc bord |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 694<br>HDWN | Brutus IronScBn<br>~~B.de Aboytes~~ ssMan.No.3–4,92<br>(exParana,exCarmela,exCoreboIII)<br>B.Aboytiz 1Dk(Irn)&Awng dk | 1104<br>646<br>702 | ✠100A–<br>Awng dk<br>withfreeboard<br>4,92 | Man<br>LA&CP<br>✠LMC~~4,92~~6,94 | n | 1880<br>2mo | A.McMillan&Son<br>Dumbarton | Macleod&Co. | 220·3 | 32·4 | 12·6<br>FK | Manila<br>Spanish<br>4BHCem | C.2Cy.26"&47"–36" (i)<br>65lb 35lb 145H<br>2SB,4pf,GS60<br>M.Paul&Co.,Dumbarton<br>Freeboard to Awning Dk | 13<br>1.<br>7 |
| 695<br>LOGN | — IronScSr<br>H.Cruse94–94 ssHamNo.3–2,90<br>ssHam.No.1–94 1Dk2trB | 630<br>585<br>460 | ✠100A1<br>3,94<br>✠NB1,87 | Ham<br>A&CP<br>LMC3,94 | j | 1877<br>3mo | A.Stephen&Sons<br>Glasgow | AndersenGebrüder | 190·1<br>F20' | 27·0 | 15·8<br>BK7½"<br>WB= | Kiel<br>German<br>6BHCem<br>MT18'125t | C.2Cy.26"&45"–30" (s)<br>80lb 80lb NDB87 90H<br>1SB,2pf,GS34,HS1544 FD<br>A.Stephen&Sons,Glasgow | |
| * 696 | Bruxelles IronScSr<br>~~T.Hill~~ Krüger ssLiv.No.2–91<br>(exKent) 2Dks(Irn–Uws)3trB | 2484<br>2373<br>1620 | ✠100A1<br>8,94 ~~4,94~~<br>BS~~6,93~~ 8,94 | Ant<br>LA&CP<br>✠LMC6,91 | u | 1883<br>3mo | Lon.&Glas Co.(Lim.)<br>Glasgow | Soc.Columba Belge deNav. | 320·4<br>B58'F30' | 39·1 | 25·8<br>BK11" | Antwerp<br>Belgian<br>4BHCem | C.2Cy.38"&68"–48" (a)<br>80lb 60lb 300H<br>2SB,4pf,GS184<br>Lon.&Gls.Co.,Glasgow | 27<br>5 |
| 697<br>NVJT | Bryderen Iron&SteelScSr<br>H.C.Christensen84–85 1Dk | 417<br>362<br>112 | | | | 1884 | Kockums Mek.Werks.<br>Malmö | DetForenede Dampskibsselskab | 138·1<br>Q43' H21' | 32·2 | 14·1<br>F18' | Copnhagn<br>Danish<br>WB | C.2Cy.35"&64¼"–35"<br>185H<br>KockumsMekWerks Mlmö | |
| 698<br>86356<br>HMVL | Bryn Glâs IronScSr<br>H.Bethell85–85 ssCff.No.2–91<br>1Dk(Irn)&Spar dk(Irn–ptws)3trB<br>Now named "Barry," See No. 17 in Supplement. | 2309<br>1606<br>1504 | ✠100A1<br>Spar dk<br>1,93<br>BS5,92 | Sws<br>A&CP<br>LMC1,91 | s | 1883<br>3mo | J.Laing<br>Sunderland | ~~BrynGlâsS.S.Co.(Lim.)~~ P.Morel<br>~~(JonesBrs.&Co.)~~ | 296·0<br>F17'<br>drp92<br>WB=DBa | 37·9 | 20·1<br>27·6<br>BK9½" | Newport<br>British<br>4BHCem<br>84'f60'254t | C.2Cy.37"&68"–42" (i)<br>80lb 280H<br>2SB,6rf,GS100<br>N.E.Marine E.C.(Lim.),Sld | 21<br>6 |
| 699<br>98088 | Buccaneer SteelSc3MstSr<br>E.Cove –91 ss Lon.No.1–94<br>Well deck 1Dk(Irn)&Webframes | 939<br>740<br>653 | ✠100A1<br>8,94 ~~3,94~~ | Lon<br>LA&CP<br>✠LMC4,94<br>Sws | m | 1890<br>5mo | J.Scott&Co.<br>Kinghorn | BuccaneerS.S.Co. (Lim.)(Tatham Bromage&Co.) | 217·5<br>Q84'P24'F26'<br>WB=CellDB176' | 30·1 | 14·0<br>FK | London<br>British<br>4BHCem<br>182tFPT45t | T.3Cy.21½",33"&54"–36" (s)<br>156lb 90lb 180H<br>1DB,6rf,GS107,HS2902<br>J.Scott&Co.,Kirkcaldy | 16<br>1 |
| * 700<br>91871<br>KCGN | — SteelScSr<br>D.W.Barker84-89 ssLonNo.1-90<br>1Dk&Awng dk<br>Elec.light Beams&FloorsIrn | 785<br>765<br>460 | ✠100A1<br>Awng dk<br>withfreeboard<br>6,90<br>BS11,91 | Lon<br>LA&CP<br>✠LMC6,90 | l | 1885<br>9mo | Wigham Richardson &Co.<br>Newcastle | IndiaRubberGutta Percha&Tele. WorksCo.(Lim) | 190·0<br>WB=DBuE&B44' | 28·2 | 12·8<br>20·0<br>BK7½" | London<br>British<br>4BHCem<br>70tAPT15t | C.2Cy.30"&61"–39" (s)<br>100lb 40lb 180H<br>1DB,6cf,GS103<br>Wigham Richrdsn&C.Nwc | 13<br>8 |
| Wrecked 2.95<br>701<br>~~84065~~ | Buccleuch IronScDandy<br>W.Neil –94 1Dk | 103<br>100<br>33 | | | ... | 1883<br>2mo | Hawthorns &Co.<br>Leith | GeneralSteam FishingCo. (Lim.) | 92·3<br>F12' | 18·0 | 9·4<br>W | Granton<br>British<br>B=FPT8t | C.2Cy.15"&27"–21"<br>32H<br>Hawthorns&Co.,Leith | |
| * 702<br>70232<br>NTGC | Bucentaur IronSc3MstSr<br>Innes ssNwc.No.3–5,87<br>ssNwc.No.1–90<br>2Dks3trB | 1773<br>1695<br>1126 | ✠100A1<br>3,95 ~~2,94~~<br>✠NB10,90 | Cff<br>A&CP<br>LMC~~10,90~~ 3,95<br>Gls | r | 1875<br>1mo | Palmers' Co.<br>Newcastle | HallBrs. | 282·3<br>B40'F32'ND90<br>WB=DBaf | 33·3 | 24·2<br>BK9½" | Newcastle<br>British<br>5BHCem<br>§uE&B184' | C.2Cy.30½"&61"–36" (s)<br>86lb 80lb NDB90 150H<br>2SB,6pf,GS110,HS3055<br>Palmers'Co.,Newcastle | 25<br>4 |
| 703<br>88919<br>QHSK | Bucephalus IronScS<br>J.M.Hay –93 ssHKgNo.3–6,90<br>2Dks(Irn) | 1818<br>1697<br>1192 | ✠100A1<br>9,93<br>✠NB10,92 | Mel<br>LA&CP<br>✠LMC10,92 | r | 1884<br>2mo | ~~Pa~~lmers' Co.(Lim.)<br>Newcastle | A.Currie&Co. | 276·0<br>P28'F36'<br>WB=DBa24 | 36·2 | 21·9<br>BK10" | Melbourne<br>British<br>4BHCem<br>§uB16'89t | T.4Cy.(2)15",32½"&54"–42"<br>160lb 80lb (s) NDB92 147H<br>2SB,6rf,GS107,HS3014<br>Tpd92Blckwd&GrdonP.Gl | 23<br>4 |
| * 704<br>98741<br>MTNJ | Buckhound IronScK<br>1Dk | 151<br>139<br>58 | ✠100A1<br>StmTrawler<br>~~8,94 6,91~~<br>1,95 | Hul<br>LA&CP<br>✠LMC6,91 | | 1891<br>6mo | Cook, Welton& Gemmell<br>Hull | HumberSteam TrawlingCo. (Lim.) | 100·9<br>Q22'F18' | 20·9 | 11·0<br>BK7½" | Hull<br>British<br>3BHCem | C.2Cy.17"&33"–22" (s)<br>90lb 45H<br>1SB,2pf,GS30<br>Bailey&Leetham,Hull | 11 |
| * 705<br>98608 | Buckingham SteelScSr<br>C.E.P.Edwards –94<br>Well deck 1Dk(Irn)2trB&Webframes | 2879<br>2235<br>1876 | ✠100A1<br>3,94 | Cff<br>LA&CP<br>✠LMC8,91 | t | 1891<br>3mo | W.Gray&Co.(Lim.)<br>WHartlepool | S.S.Buckingham Co.(Lim.) (Raeburn&Vérel) | 314·3<br>P29'Q100'B120'<br>F35'<br>WB=Cell | 40·5 | 20·6<br>BK10" | Glasgow<br>British<br>5BHCem<br>DB268'573t | T.3Cy.24",38"&64"–42" (s)<br>160lb 65lb 240H<br>2SB,6rf,GS94,HS3750<br>Cen.Mar.Eng.Wks.W.Hpl | 23 |
| 706<br>101943 | Buckminster SteelScSr<br>J.Elmes92–92 1Dk(Irn)&Webframes<br>Well deck | 2025<br>1493<br>1297 | ✠100A1<br>1,95 ~~3,94~~ | Cff<br>LA&CP<br>✠LMC11,92<br>Shl | r | 1892<br>11mo | W.Gray&Co.(Lim.)<br>WHartlepool | Erlebach,Livingston&Co.<br>WB=D | 277·0<br>P29'Q76'B114'<br>F29'<br>Ba88'185tf102'229t | 38·0 | 18·7<br>BK9½" | London<br>British<br>4BHCem<br>APT32t | T.3Cy.20",31½"&53"–36" (s)<br>160lb 80lb 160H<br>2SB,4rf,GS56,HS2740<br>CentralMar.E.Wks.W.Hpl | 20<br>1 |
| 707<br>JCQS | Buda SteelScSr<br>A.Sichich92–92<br>1Dk(Stl)&Spardk(Irn–ws)<br>Deepframing | 1191<br>1133<br>737 | ✠100A1<br>Spar dk<br>withfreeboard<br>8,92 | Nwc<br>A&CP<br>✠LMC8,92 | o | 1892<br>8mo | Wigham Richardson &Co.<br>Newcastle | RoyalHungarian SeaNav.Co. "Adria"(Lim.) | 230·0<br>B45'F30'<br>WB=CellDB180' | 33·1 | 20·0<br>12·4<br>FK | Fiume<br>Aust.-Hung.<br>4BHCem<br>226tAPT7t | T.3Cy.22",36"&59"–39" (s)<br>165lb 80lb 198H<br>2SB,6rf,GS117,HS3808<br>WghmRchrdsn&Co.,Nwc. | 14<br>5 |
| 708<br>55111<br>JMVW | — IronScSr<br>W.Slater –92 | 771<br>699<br>487 | | | | 1865<br>12mo | Barclay, Curle&Co.<br>Glasgow | LeithHull&Hamb. Stm.Pkt.Co. (J.Currie&Co., Mgrs.) | 225·1<br>P41t | 29·6 | 15·4 | Leith<br>British | C.2Cy.27"&47"–33"<br>NE&B77 98H<br>R.Napier&Sons,Glasgow | 16<br>2 |
| 709 | Budapest SteelScSr<br>V.Akacic 1Dk(Stl–ptws)<br>Elec.light | 509<br>332<br>268 | ✠100A1<br>6,92 | Tri<br>LA&CP<br>✠LMC6,92 | h | 1892<br>6mo | Stabilimento Tecnico<br>Trieste | Soc.inAzioniUngaroCroata di Nav.Mar.àVap<br>WB= | 169·0<br>P47'B37'F52'<br>DBa26'f35'42tFP | 25·5 | 12·2<br>FK | Fiume<br>Aust.-Hung.<br>4BHCem<br>T9tAPT9t | T3Cy.16⅛",26"&42½"–26" (s)<br>156lb 119H<br>2SB,4cf,GS73,HS2188<br>StabilimentoTecnico,Tri. | 13 |
| * 710 | Buena Ventura IronScBg<br>~~Asteinza~~ Uzzita ssLiv.No.3–9,90<br>Well deck 1Dk(ptIrn)2trB | 1699<br>1593<br>1155 | ✠100A1<br>6,94 ~~1,94~~<br>~~BS1,94~~ | Liv<br>A&CP<br>LMC~~9,90~~ 1,95 | s | 1871<br>1mo | Oswald&Co.<br>Sunderland | Larrinaga&Co. | 278·0<br>P150'B61'F39'<br>drp92&94 | 34·4 | 23·7<br>BK11" | Bilbao<br>Spanish<br>4BHCem<br>WB=FPT | C.2Cy.36"&64"–48" (i)<br>70lb 70lb NDB90 NE&B77<br>2SB,6f,GS108 200H<br>J.Jack,Rollo&Co.,Liv. | |
| 711<br>HFBQ | Buenos Aires SteelSc3MstSr<br>~~F.Moret83–93~~ ssGrk.No.3–7,93<br>Elec.light Bayona 3Dks(2Stl-Uws) | 5021<br>4147<br>3220 | ✠100A1<br>5,94<br>BS10,94 | Cdz<br>LA&CP<br>✠LMC7,93 | z | 1887<br>11mo | W.Denny &Brs.<br>Dumbarton | CompaniaTrasatlantica | 410·6<br>P42'B164'F48'<br>WB= | 48·2 | 22·4<br>30·5<br>BK11" | Barcelona<br>Spanish<br>6BHCem<br>DB346'902t | Q4Cy32",46½",64½"&92"–60"<br>170lb 162lb FD (s) 627H<br>3DB,18cf,GS342<br>Denny&Co.,Dumbarton | 32 |
| 712<br>RJSF | — SteelScSr<br>N.Meyer91–93<br>1Dk&Spardk3trB | 3195<br>2803<br>2380 | | | | 1893 | Blohm&Voss<br>Hamburg | Hamburg-Südamerik.Dampfschifffahrts Ges. | 315·9<br>P46' | 40·0<br>B76' | 27·0<br>F35' | Hamburg<br>German<br>WB | T.3Cy.23",38"&61"–45"<br>265H<br>Blohm&Voss,Hamburg | |
| 713<br>82274<br>SVHK | Buenos Ayrean SteelScBk<br>A.H.Vipond –91 | 4005<br>3083<br>2560 | | | ... | 1879<br>10mo | W.Denny &Brs.<br>Dumbarton | J.&A.Allan | 385·2 | 42·2 | 23·3<br>30·8 | Glasgow<br>British | C.2Cy.51"&88"–54"<br>500H<br>Denny&Co.,Dumbarton | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Build. Trade. Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 714<br>91448<br>KCTM | Buffalo<br>*Malet*<br>*Elec.light* | SteelSc4MstBk | 4431<br>3631<br>2909 | | | ... | 1885<br>8mo | Palmers' Co.<br>Newcastle | T.Wilson,Sons&Co (Lim.) | 385·0 45·3 27·8<br>P&B241′ F70′ | Hull<br>British | T.3Cy.33″,54″&86″–60″<br>450HP<br>Palmers'Co.(Lim.),Nwc. | 29 ″ 11 | BT till 6,95 |
| 715<br>—<br>— | —<br>*ssELon.No.2–90*<br>*1Dk* | IronPadSrTug | 107<br>107<br>34 | ✠<br>*For Tug purposes*<br>7,90 ✠ | ELn | | 1883<br>10mo | Hepple& Co.<br>N.Shields | Portuguese Government | 101·0 17·8 8·9<br>*3BHCem* | Beira<br>Portuguese | L.2Cy.24½″–46″<br>60HP<br>Hepple&Co.,NorthShields | 9 ″ 3 | |
| 716<br>102656 | —<br>*J.Walker93–94* | SteelSc<br>*1Dk(Stl)* | 90<br>74<br>43 | ✠ A1<br>3,95 ~~1,94~~<br>✠LMC1,94<br>*Coasting,River&Canal purposes* | Gls<br>A&CP | Tra | 1894<br>1mo | Mackie& Thomson<br>Glasgow | D.Rowan,jr. | 65·6 18·0 8·0<br>Q23′ BK5″<br>*WB= 3BHCem FPT10t* | Glasgow<br>British | C.2Cy.10″&20″–14″ (*s*)<br>100lb 17HP<br>1SB,*1pf*,GS12,HS318<br>Muir&Houston,Glasgow | 8 ″ 6 | |
| 717<br>87846<br>HSFL | Buffon<br>*C.F.Ferguson –93* | IronScSr | 2304<br>2030<br>1459 | | | | 1883<br>5mo | A.Leslie& Co.<br>Newcastle | Liverpool,Brazil& RiverPlate SteamNav.Co. (Lim)(Lamport &Holt,*Mgrs.*) | 302·0 37·3 24·5<br>P168*t* | Liverpool<br>British | C.2Cy.34″&66″–48″<br>250HP<br>R.Stephenson&Co.,Nwc. | | |
| 718<br>783<br>HFKQ | Buji Maru<br>*Chuichi Sakaguchi* | WoodSr | 110<br>87<br>68 | | | | 1883 | Morikawa Usaburo<br>Osaka | OsakaShosen Kaisha | 90·7 13·4 11·0 | Osaka<br>Japanese | 1Cy.<br>16HP | | |
| 719<br>—<br>— | Bukogawa Maru | Steel | 407<br>—<br>252 | | | | 1893 | Osaka Iron Works<br>Osaka | OsakaShosen Kaisha | 158·6 21·0 15·4 | Osaka<br>Japanese | T.3Cy.<br>58HP | | |
| 720<br>~~E.Pajbjerg 94–94~~<br>*G.A.Sodich* | Bulgaria<br>1*Dk&Spar dk*<br>(*ptStl-ws*)&*deep framing* | SteelScSr | ~~1176~~<br>1108<br>948<br>758 | ✠100A1<br>*Spar dk with freeboard*<br>1,95 ~~1,94~~<br>(*Class Contem plated*) | Msl | *o* | 1894<br>8mo | Wigham Richardson &Co.<br>Newcastle | BulgariaTrading Stm.Nav.Co. | ~~230·8 33·2~~ 11·1<br>P48′B35′F35′ 18·6<br>240·5 33·5 BK7½″<br>*WB=CellDBu64′f's 167′t FPT* | Varna<br>Bulgarian | T.3Cy.20″,32″&53″–36″ (*s*)<br>160lb *80lb* 200HP<br>2SB3*cf*GS114,HS3366<br>WighmRichrdsn&Co, Nwc | 13 ″ 3<br>s5 ″ 3½ | |
| 721<br>528<br>HNDS | —<br>*P.Sontzoff89–89* | SteelScSr | 572<br>447<br>389 | ✠<br>*withfreeboard*<br>5,86 ✠<br>*For Coasting and River purposes,River Danube and Odessa* | Nwc<br>LA&CP | | 1886<br>4mo | Wigham Richardson &Co.<br>Newcastle | BlackSea& DanubeSteam Nav.Co. | 190·0 26·1 12·6<br>P48′ B41′ F30′<br>FK<br>*4BH Asp* | Odessa<br>Russian | T.3Cy.14½″,22½″&38″–30″<br>80HP<br>WighamRichardson&Co., Newcastle | 13 ″ 0 | |
| 722<br>63258<br>JPNF | Bulgarian<br>*W.Knight –92*<br>*Elec.light* | IronSc4MstBkn<br>3*Dks*(2*Irn*) | 3118<br>2020<br>2031 | ✠<br>5,70 | Bel | Lv | 1870<br>2mo | Harland& Wolff<br>Belfast | Furness,Withy& Co.(Lim.) | 400·0 37·2 20·5<br>FS 28·1<br>*7BH WB* | Liverpool<br>British | C.2Cy.32″&66″–54″<br>NE&B77 350HP<br>J.Jack&Co.,Liverpool | 30 ″ 3<br>s 7 ″ 1½ | |
| 723<br>86726<br>WVTQ | Bulimba<br>*F.Winzar –94*<br>*Elec.light* | SteelScSr<br>3*Dks*(*UStl-ws*) | 2510<br>2210<br>1607 | ✠<br>2,86<br>✠ | Lon<br>LA&CP | *t* | 1882<br>9mo | A.&J. Inglis<br>Glasgow | Australasian UnitedS.N.Co. (Lim.) | 315·8 38·2 17·3<br>P64′ B76′ F37′ 25·1<br>*5BHCem* | Brisbane<br>British | C.2Cy.40″&73″–51″<br>300HP<br>A.&J.Inglis,Glasgow | 26 ″ 5<br>s5 ″ 3½ | |
| 724<br>99562<br>MTWL | Bull Dog<br>1*Dk* | IronScK | 148<br>138<br>57 | ✠100A1<br>*StmTrawler*<br>3,92 ✠LMC3,92 | Hul<br>LA&CP | | 1892<br>3mo | Cook, Welton& Gemmell<br>Hull | HumberSteam TrawlingCo. (Lim.) | 100·4 20·7 11·0<br>Q20′ BK7½″<br>*3BHCem* | Hull<br>British | C.2Cy.17″&33″–22″<br>90lb 45HP<br>1SB,*2pf*,GS30<br>Bailey&Leetham,Hull | 11 ″ 11 | |
| 725<br>49779<br>— | —<br>*G.Storar*<br>1*Dk* | IronScK<br>*ssNo.1–69* | 144<br>137<br>92 | *For River purposes only*<br>5,70 | Sws<br>A&CP | | 1866<br>3mo | Wigham Richardson &Co.<br>Newcastle | Sully&Co.(Lim.) | 100·8 20·9 9·0<br>drp70 | Bridgwatr<br>British | 2Cy.12″–15″<br>40HP<br>WighamRichardson&Co., Newcastle | | |
| 726<br>—<br>— | —<br>*W.Dix* | SteelTwinSc | 105<br>105<br>62 | | | | 1884 | E.Finch& Co.(Lim.)<br>Chepstow | Corporation of the City of Bristol | 87·9 20·0 8·7 | Bristol<br>British | C.4Cy.12″&24″–14″<br>60HP<br>E.Finch&Co.(Lim.),Chp. | | |
| 727<br>89429<br>SKLM | Bullarra<br>*J.Anthon86–*<br>*Welldeck*<br>*Elec.light* | SteelScSr<br>1*Dk*(*Stl*)&*Web frames* | 1725<br>1235<br>1087 | ✠<br>✠LMC11,90 | | ... | 1890<br>11mo | Gourlay Bros.&Co.<br>Dundee | AdelaideStm.Ship Co.(Lim.) | 260·2 37·2 16·5<br>P154′F35′<br>drp92 FK<br>*WB=CellDB228′314t* | P.Adelaide<br>British | T.3Cy.23″,38″&61″–42″ (*s*)<br>160lb *160lb* FD 250HP<br>2SB,*6rf*,GS129,HS3404<br>Gourlay Brs.&Co.,Dundee | 19 ″ 0 | |
| 728<br>102805 | Bullmouth<br>*T.G.Scott92–93*<br>*Elec.light* | Steel3MstScSr<br>2*Dks*(*Stl*)<br>&*Webframes*&*Shade dk* | 4018<br>3447<br>2607 | ✠100A1<br>*Shade dk withfreeboard*<br>10,94 ~~10,93~~ ✠LMC10,93<br>*CarryingPetroleum in bulk* | Hpl<br>A&CP<br>Lon | *w* | 1893<br>10mo | W.Gray& Co.(Lim.)<br>W Hartlepool | M.Samuel&Co. | 347·0 45·6 26·7<br>FK<br>*WB=CellDB66′150t FPT* | London<br>British | T.3Cy.26″,42″&70″–45″ (*s*)<br>160lb *100lb* 400HP<br>2SB,*9rf*,GS114,HS5780<br>Cen.Mar.Eng Wrks,WHpl. | 28 ″ 6<br>s 4 ″ 11 | |
| 729<br>RHWL | Bundesrath<br>*A.Stahl92–92*<br>*Elec.light* | SteelScBn<br>2*Dks*&*Webframes* | 2192<br>1769<br>1558 | | | | 1890 | Blohm& Voss<br>Hamburg | DeutscheOst-AfrikaLinie | 310·0 38·0 23·3<br>P67′B80′F43′<br>*WB* | Hamburg<br>German | T.3Cy.24″,38″&63″–42″<br>335HP<br>Blohm&Voss,Hamburg | | DGV |
| 730<br>96643<br>LJCN | Bungaree<br>~~*A.d Burgess –93*~~<br>*Welldeck*<br>*J.R.Brodie* | SteelSc3MstSr<br>*ssLon.No.1–94*<br>2*Dks*(1*Stl*&*UptStl-ws*)3*trB* | 2893<br>2761<br>1859 | ✠100A1<br>~~7,94~~ 7,93 12,94<br>✠LMC1,94 | Lon<br>A&CP | *v* | 1889<br>9mo | Wigham Richardson &Co.<br>Newcastle | W.Lund | 335·0 42·1 24·0<br>P214′F41′<br>BK11″<br>*WB=DBuE&B&c.66′213t Tunnel Tank96′83t FPT* | London<br>British | T.3Cy.28″,45″&73″–48″ (*s*)<br>150lb *80lb* 450HP<br>2DB,*12pf*,GS189<br>Wghm.Richardson&CNwc | 28 ″ 0 | BT till 1,95 |
| 731<br>43230<br>WNTH | —<br>1*Dk* | IronPad | 163<br>163<br>85 | | | | 1861 | Barclay, Curle&Co.<br>Glasgow | J.&A.Brown | 121·5 22·4 9·4 | Newcastle N.S.W.<br>British | L.2Cy.44″–54″<br>150HP<br>A.&J.Inglis,Glasgow | | |
| 732<br>79538<br>QHSB | Buninyong<br>~~*D.D.Richardson –92*~~<br>*Well deck Bell* | SteelScBg<br>*ssMel.No.2–91*<br>1*Dk*(*Stl*)2*trB* | 2070<br>1645<br>1289 | ✠100A1<br>11,92<br>✠LMC10~~,93~~ 4,95 | Mel<br>LA&CP | *r* | 1883<br>1mo | Caird, Purdie&Co.<br>Barrow | W.H.Smith& Sons(Lim.) | 279·9 38·1 20·2<br>P147′F36′<br>ND95 BK9½″<br>*WB=DBa72′&uE&B64′258t MT22′313t* | Melbourne<br>British | C.2Cy.36″&70″–48″ (*a*)<br>90lb 300HP<br>4SB,*8f*,GS148<br>J.Jack&Co.,Liverpool | | |
| 733<br>—<br>HRFQ | Bur<br>*K.G.Bjarke –93*<br>1*Dk* | IronScSr | 867<br>786<br>648 | | | | 1882 | O.A.Brodin<br>Gefle | Rederi-Aktie-Bolaget"Union" (G.O.Wallenberg) | 202·1 27·9 18·5<br>B40′ H8*t* | Stockholm<br>Swedish<br>*WB* | C.2Cy.21″&42″–27″<br>80HP<br>MotalaCo.,Motala | | V |
| 734<br>89270 | Burdekin<br>1*Dk* | IronScK | 124<br>102<br>80 | | | | 1884 | Foster& Minty<br>Blmain,NSW | W.V.Brown | 112·1 18·4 7·0<br>Q10′ F7′ | Twnsville<br>British | C.2Cy.13″&26″–18″<br>28HP<br>Davey&Sands,Pyrmont | | |
| 735<br>98535<br>MWLD | Burdon<br>*W.Edwards78–93*<br>1*Dk*(*ptStlptIrn*)2*trB*&*Webframes*<br>&*ptAwngdk*(*Irn*) | SteelScSr | 3019<br>2347<br>1962 | ✠100A1<br>*ptAwng dk withfreeboard*<br>12,94 ~~12,93~~ ✠LMC1,93 | Hpl<br>LA&CP<br>Npt | *u* | 1893<br>1mo | Ropner& Son<br>Stockton | WestHartlepool Stm.Nav.Co. | 322·0 41·5 20·6<br>P29′Q110′ BK10″<br>*ptAwng dk183′*<br>*WB=Cell DB264′588t* | W.Hartlpl<br>British | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *80lb* 270HP<br>2SB,*6cf*,GS118,HS4200<br>Blair&Co.(Lim.),Stockton | 24 ″ 0<br>s 9 ″ 1½ | D |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement. etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné Terme auquel expire. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 736 LCHJ | **Burg** | **IronSc3MstSr** | 216 107 160 | | | | 1879 | Blohm& Voss Hamburg | Lübeck-Königsberger Dampfschifffahrts Ges. | 128·6 B42′ | 16·5 len83 | 7·7 | Lübeck German | C.2Cy.14″&24″–18″ 27H Blohm&Voss,Hamburg | |
| | *J.Johannsen81–81* | *1Dk* | | | | | | | | | | | | | |
| 737 NHMQ | **Burgemeester den Tex** ~~*H.Klein90–93*~~ | **IronSc3MstSr** ~~*ssAms.No.2–90*~~ (*ex*Insulinde) | 3052 2886 2193 | ✠100A1 *Spar dk* ~~11,54 2,04~~3,95 ~~BS10,93~~ ✠LMC8,99 7,94 | Ams LA&CP | *v* | 1882 5mo | J.Elder& Co. Glasgow | Stoomv.Maats. "Nederland" | 350·0 F44′ | 39·4 | 21·2 29·2 BK10″ | Amstrdam Dutch | C.2Cy.42″&80″–48″ 80lb *80lb* NDB90 400H 2DB.*12cf*,GS240 J.Elder&Co.,Glasgow | (*b*) 22 |
| | *Elec.light* *R.J.Weber11–90* | 2*Dks*(*UIrn–ws*)&*Spardk* *ssAms.No.3–7,94* | | | | | | | | | | | | | |
| 738 NHMR | **Burgemeester van Vollenhoven** *W.H.Scholtens85–* | **IronSc** *ssRot.No.2–92* 1*Dk*(*Irn*) | 215 165 128 | 100A1 4,93 | Dnk LA&CP | *c* | 1884 8mo | P.Smit,jr. Slikkerveer | Duinkerksche Stoomb.Reederij | 119·8 B28′F15′ | 19·4 | 8·7 PK6½ | Rottrdam Dutch | C.2Cy.15½″&28″–16″ 80lb *60lb* NB92 30H 1SB.*2pf*,GS23,HS624 P.Smit,jun.,Slikkerveer | (*i*) 9 |
| | | | | | LMC9,92 | | | | | | | | | | |
| 739 RHVC | **Bürgermeister Petersen** *H.Bünger86–92* | **SteelSc3MstSr** *Carrying Petroleum in bulk* | 2794 2720 2090 | | | | 1889 | SirW.G. Armstrong, Mitchell& Co. Newcastle | Deutsch-Amerikanische Petroleum Ges. | 310·0 B20′ | 40·2 F28′ | 28·3 | Hamburg German | T.3Cy.23″,37″&60″–39″ FD 250H Wallsend Slipway&EngCo *WB* Nwc. | |
| | *Elec.light* | | | | | | | | | | | | | | |
| 740 HNTM | **Burgundia** *Dulac82–82* | **IronSc** ~~*ssMsl.No.2–92*~~ 2*Dks*(1*Irn*&1*ptIrn*)3*trB* *ssMsl.No.3–9,94* | 2856 2688 2169 | ✠100A1 ~~3,94 14,03~~3,95 ~~BS12,93~~ ✠LMC10,92 ✠NB9,94 9,94 | NYk LA&CP | *u* | 1882 10mo | T.Royden &Sons Liverpool | Cie.Française de Nav.àVap. (C.Fabre&Co., *Mgrs.*) | 328·0 P27′B70′F42′ | 40·3 BK11″ *WB*=*Cell* | 27·1 5*BHCem* *DB*260′475*t* | Marseilles French | C.2Cy.40″&76″–54″ (*s*) ~~76lb~~ ~~50lb~~ 80lb 78*lb* 375H 2DB,*12pf*,GS198 NDB94 G.Forrester&Co.Liverpool | |
| 741 52711 HVRM | **Burham** *A.Cowens* –94 (*ex*Upton) | **IronSc3MstSr** *ssSld.No.3–9,89* *ssShl.No.1–93* 1*Dk*(*Irn*)2*trB* | 831 722 533 | ✠ ~~A1~~ ~~9,94 14,03~~2,95 ✠NB5,89 | Shl LA&CP LMC2,93 Hpl—Nwc | | 1865 4mo | Palmers' Co. Newcastle | LambertBros. | 201·8 Q55′F29′ *NIron dk*89 drp93 | 28·1 BK7″ *WB*=*DB* | 17·4 4*BHAsp* *a62′f40′188t* | London British | C.2Cy.25″&48″–30″ (*o*) 75lb 80lb NDB89 90H 1SB,*3pf*,GS50 *Cmp*70Palmers'Co.,Nwc. | 18 s 3 |
| 742 95961 | **Burke** | **IronSc** | 345 345 183 | | | | | SouthAustralian Governmnt S.Australia | MelbourneHarbourTrustCommissioners | 128·0 | 30·0 | 9·5 | Melbourne British | C.2Cy.14″&28″–18″ 30H Fleming&FergusonPaisley | |
| 743 67526 LDQR | **Burlington** *A.Cordiner* –9 *Well deck* | **IronScSr** *ssHpl.No.3–9,85* *ssSws.No.2–93* 1*Dk*(*Irn*)2*trB* | 839 667 514 | ✠90A1 ~~9,94 14,03~~2,95 MS8,92 BS11,93 11,94 | Sws LA&CP Shl | *l* | 1872 4mo | W.Doxford &Sons Sunderland | Thompson,Elliott &Co. | 202·7 Q60′B61′F26′ ptND93 | 29·1 BK8″ *WB*=*DB* | 16·3 4*BHCem* *a53′f68′216t* | W.Hartlpl British | C.2Cy.25″&47½″–30″ (*i*) 75lb *65lb* NDB90 NB80 90H 1DB,*4pf*,GS48 T.Richardson&Sons,Hpl. | 17 s 1 |
| 744 JCQV | **Burma** *F.Paschich* –93 | **SteelScSr** 1*Dk*(*Irn*)2*trB* &*Webframes*&*ptAwng dk*(*Irn*) | 3078 2369 2004 | ✠100A1 *pt Awng dk withfreeboard* ~~9,94 4,98~~1,95 ✠LMC6,93 | Hpl A&CP | *u* Liv | 1893 6mo | W.Gray& Co.(Lim.) W Hartlepool | ~~L.Ossoinack~~ SocAnonUngarese di Armamento Marit Oriente *W* (L.Ossoinack,*Mgr*) | 325·2 Q127′ *ptAwng dk*198 *B*=*DBa* 110′*f*124′ | 41·6 BK10½″ | 22·8 5*BHCem* 632*t APT*44*t* | Fiume Aust.-Hung. CentrlMar.E.Wrks.WHpl. | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 240H 2SB,*6rf*,GS85,HS3700 | 24 s 9 |
| 745 98382 | — *J.Ingleby76–91* *Well deck* | **SteelScSr** *ssGoo.No.1–95* 1*Dk*(*Stl*) | 724 536 264 | ✠100A1 ~~6,94 7,01~~4,95 ✠LMC7,91 ~~Hpl~~ Goo 4,95 | Sld A&CP | *k* | 1891 7mo | S.P.Austin &Son Sunderland | BennettS.S.Co. (Lim.) | 203·3 Q99′B20′F29′ *WB*=*DBa* | 30·1 BK7″ | 13·5 4*BHCem* *a39′f48′97t* | Goole British | T.3Cy.19″,30″&49″–33″ (*s*) 160lb *80lb* 120H 2SB,*4cf*,GS76 G.Clark(Lim.)Sunderland | 14 s 1 |
| 746 80498 | — *Butterwick* | **SteelPad** | 476 476 345 | | | | 1879 | R.Duncan &Co. Pt.Glasgow | IrrawaddyFlotilla Co.(Lim.) | 249·9 | 30·1 | 8·8 | Glasgow British | C.D.2Cy.34″&59″–54″ 155H Rankin&Blackmore,Grk. | |
| 747 99555 | **Burmah** *W.Nightingale92–92* | **IronScSr** 1*Dk* | 144 137 30 | ✠100A1 *StmTrawler* 1,92 ✠LMC1,92 | Shl LA&CP | | 1892 1mo | Hepple &Co. N.Shields | G.Beeching | 105·4 | 20·6 | 11·0 BK7″ | Hull British | T.3Cy.12″,20″&32″–22″ (*s*) 160lb 60H 1SB,*2cf*,GS26,HS1014 Hepple&Co.,NorthShields | 11 |
| 748 87878 | — | **WoodScFlat** | 127 112 86 | | | | 1875 | C.Gibson Northwich | SaltUnion(Lim.) | 86·9 | 20·8 | 8·8 | Liverpool British | 2Cy.8″–13″ NE&B82 24H E.Bates,Northwich | |
| 749 87695 HVWJ | **Burnley** ~~*A.E.Cary* –94~~ *G.Gillard83–95* | **SteelScSr** ~~*ssN.Yk.No.2–92*~~ 1*Dk*(*Stl–ptws*)&*Webframes* | 1517 1383 975 | ✠100A1 ~~2,95 11,93 4,94~~ BS11,93 ✠LMC11,92 2,95 | Lth LA&CP ~~Irv~~ Gls | *r* | 1883 6mo | J.&G. Thomson Glasgow | ~~Burnley S.S.Co. (Lim.) (Caw, Davidson&Gow,~~ Liverpool&Maranham S.S.Co.(Lim) | 275·0 P50′B62′F30′ | 33·2 BK7″ *WB*=*Cell* | 19·8 4*BHCem* *DB*214′236*t* | ~~Glasgow~~ Liverpool | C.2Cy.32″&63″–45″ (*s*) 90lb *60lb* NDB93 176H 1DB.*6cf*,GS126 J.&G.Thomson,Glasgow | 22 s 4 |
| * 750 94423 | **Burnock** *J.McMillan90–90* *Well deck* | **SteelSc3MstSr** 1*Dk*(*Irn*) | 436 339 215 | ✠100A1 7,94 ~~2,93~~ ✠LMC8,90 | Brw LA&CP Trn | *g* | 1890 8mo | SM'Knght &Co. Ayr | GarnockSteamshipCo.(Lim.) (Rowan&Bain, *Mgrs.*) | 158·5 Q82′B7′F19′ drp92 | 25·1 BK7″ *WB*=*FPT* | 11·8 4*BHCem* *a40t* | Ayr British | T.3Cy.14″,22½″&36″–27″ (*s*) 160lb *80lb* 75H 1SB,*2rf*,GS32 W.Kemp,Glasgow | 12 s 1 |
| 751 96404 LHPF | **Burrawong** *R.Taplin* | **SteelTwinScSr** 1*Dk*(*Irn*) | 391 279 246 | ✠90A1 9,89 ✠LMC9,89 | Dun LA&CP | *f* | 1889 9mo | Gourlay, Bros.&Co. Dundee | NorthCoastStm. Nav.Co.(Lim.) | 155·0 P44′B37′F26′ | 28·1 FK *WB*=*FPT* | 8·8 4*BHCem* *19t APT*14*t* | SydnyNSW British | T.6Cy.10½″,16″&26″–18″ (*s*) 160lb 70H 1SB,*3rf*,GS47,HS1159 GourlayBros.&Co.,Dundee | 9 |
| 752 91487 | **Burrumbeet** *A.H.Thorpe* –93 *Well deck* *Elec.light* | **SteelScSr** 1*Dk*(*Stl*)2*trB* | 2420 1897 1561 | ✠ 4,85 ✠ | Nwc LA&CP | *s* | 1885 2mo | Swan& Hunter Newcastle | HuddartParker &Co.(Lim.) | 300·0 P151′ F48′ *WB*=*DBa*66′&*u* | 40·1 | 19·7 *E*&*B*60′385*t* | Melbourne British | C.3Cy.23″,33″&60″–42″ 180H Wallsnd.Slpwy.Co.,Wlsnd. *FPT*65*t APT*20*t MT*22′520*t* | 21 |
| 753 82766 JSWH | **Burslem** *J.Dingle88–88* *Well deck* | **IronScSr** *ssB.As.No.2–92* 1*Dk*(*Irn*) | 405 296 225 | ✠100A1 2,94 ✠NB2,94 BS2,94 ✠LMC5,92 | B.As LA&CP | *g* | 1883 7mo | Russell& Co. Pt.Glasgow | TheExecutors of the lateT.A. Walker | 149·2 Q48′B37′F24′ | 23·5 BK7″ | 11·3 4*BHCem* | London British | C.2Cy.18″&36″–24″ (*s*) ~~(m)~~ ~~54lb~~ 80lb 55H 1SB,*2pf*,GS32,HS916 Alley&Maclellan,Gls. | 12 |
| * 754 99589 | **Burton** *Eales* | **SteelScSr** (*ex*BurtonConstable) 1*Dk*(*Irn*)&*Webframes* &*ptAwngdk*(*Irn*) | 1966 1455 1271 | ✠100A1 *pt Awng dk withfreeboard* 7,94 ~~2,94~~ ✠LMC10,92 | Cff A&CP Shl | *r* | 1892 10mo | Edward's S.B.Co.(Lim) Newcastle | DeddingtonS.S.Co. (Lim.) (H.Samman& Co.,*Mgrs.*) | 275·5 Q107′ *ptAwngdk*168′ FK *WB*=*Cell DB*234′406*t* | 36·7 | 16·6 *APT*39*t* | Hull British | T.3Cy.20½″,33½″&55″–36″ 160lb *80lb* (*s*) 150H 2SB,*4cf*,GS65,HS2561 Blair&Co.(Lim.),Stockton | 19 s 8 |
| 755 93408 LKDW | — *H.Mountain* –92 | **SteelScSr** *ssMdb.No.1–93* 1*Dk*(*Irn*) | 613 492 333 | ✠100A1 ~~3,94 9,93~~ 11,94 ✠LMC9,93 | Mdb A&CP | *j* | 1889 10mo | R.Craggs &Son Stockton | W.F.Beaumont | 195·0 Q84′B15′F20′ drp94 | 28·4 BK7½″ *WB*=*Cell* | 11·8 4*BHCem* *DB*160′172*t* | Boston British | T.3Cy.16½″,26″&44″–33″ (*s*) 160lb *65lb* 99H 1SB,*3rf*,GS47,HS1797 Wstgrth,English&Co.Mdb | 14 s 1 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Master. Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions Deck Erections, &c.<br>Length \| Breadth \| Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>ft. in. | 15<br>Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 756<br>83789<br>HVL | Burwah SteelScSr<br>G.Smith -93 ssMel.No.3-4,93<br>Elec.light 2Dks | 982<br>934<br>568 | ✠90A1<br>~~[illegible]~~12,94<br>BS12,94 ✠LMC12,93<br>Bsb | Mel<br>LA&CP | m | 1883<br>6mo | J.Key&<br>Sons<br>Kinghorn | W.H.Smith&Sons<br>(Lim.)<br>WB= | 220·4 \| 30·1 \| 19·6<br>B38'<br>srp93 FK<br>DBa42'&uE&B50' | SydnyNSW<br>British<br>4BHCem<br>150tFPT33t | C.2Cy.31"&63"–42" (s)<br>100lb 100lb 200HP<br>J.Key&Sons,Kirkcaldy | | |
| 757<br>99721<br>HKG | Busby SteelScSr<br>[...]cked6,94<br>P.W.Sherwood82–94<br>1Dk(Stl)&Spardk(Irn)3trB | 3276<br>3111<br>2107 | ✠~~100A1~~<br>Spar dk<br>6,94 ~~2,94~~<br>✠LMC8,94<br>Npt | Stk<br>A&CP | v | 1894<br>3mo | Ropner<br>&Son<br>Stockton | R.Ropner&Co. | 329·6 \| 43·0 \| 18·5<br>P27'B64'F31' 26·3<br>BK10"<br>WB=Cell | Stockton<br>British<br>5BHCem<br>DB264'564t | T.3Cy.23½",39"&64"–42" (s)<br>160lb 160lb 300HP<br>2SB,6rf,GS118,HS4200<br>Blair&Co.(Lim.),Stockton | 21″0<br>s 6″5½ | |
| 758<br>96266 | Bushmills SteelScSr<br>O.Venning -90<br>1Dk(Irn)&Webframes<br>Elec.light &ptAwngdk(Irn) | 2466<br>1889<br>1589 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>2,94<br>✠LMC8,90 | Liv<br>LA&CP | t | 1890<br>8mo | E.Withy<br>&Co.<br>W Hartlepool | Steamship<br>"Bushmills"<br>(Lim.)<br>(Carlisle&Co.)<br>WB | 300·0 \| 38·5 \| 20·6<br>P33'Q90'<br>ptAwngdk177' FK<br>drp91&92<br>= Cell DB276'440t | Belfast<br>British<br>5BHptAsp<br>ptCem<br>APT24t | T.3Cy.22",36"&60"–39" (s)<br>150lb 80lb 250HP<br>2SB,6rf,GS90,HS3280<br>CentralMar.E.Wks,WHpl. | 23″2<br>s 8″7 | |
| 759<br>85091<br>VFLR | Bussorah IronScSr<br>W.Harper -93 ssLon.No.2–89<br>1Dk(Irn)&Awngdk3trB<br>[Ren]amed "Josip Brailli," See No. 18 in Supplement. | 1986<br>1967<br>1292 | ✠100A1<br>Awng dk<br>withfreeboard<br>10,93<br>✠LMC10,89<br>BS10,93 | Cff<br>A&CP | r | 1881<br>11mo | Sld.S.B.Co.<br>(Lim.)<br>Sunderland | ~~PersianGulf~~<br>~~SteamShipCo.~~<br>~~(Lim.)~~G.Brailli | 268·2 \| 35·2 \| 20·5<br>28·1<br>drp91 BK9½"<br>WB=DB | London<br>British<br>5BHCem<br>a70'f54'168t | C.2Cy.32"&61"–39" (i)<br>80lb 40lb 200HP<br>2SB,4pf,GS71<br>N.E.MarineE.C.(Lim.)Sld. | 22″9<br>s 9″0 | |
| 760<br>51356<br>HDJF | Busy Bee IronSc3MstSr<br>R.Goundry -94 1Dk2trB | 902<br>790<br>565 | ✠<br>12,79 | Nwc | Lv | 1865<br>4mo | Palmer<br>Bros.&Co.<br>Newcastle | TyneS.Shipping<br>Co.(Lim.) | 231·8 \| 28·2 \| 15·8<br>Q49t F27t<br>len70 | Newcastle<br>British<br>3BH | C.2Cy.28"&50"–30"<br>NE71 150HP<br>R.&W.Hawthorn,Nwc.<br>WB=DB | 18″9<br>~~s 3″7~~<br>~~w 3″0~~<br>s 3″8 | |
| 761<br>98692 | Bute SteelScSr<br>J.M'Nicol -92<br>1Dk(Irn)<br>Well deck | 158<br>124<br>38 | ✠100A1<br>12,94 ~~5,93~~ ~~6,94~~<br>✠LMC2,92<br>Gls | Bwg<br>A&CP | b | 1892<br>1mo | J Fullerton<br>&Co.<br>Paisley | J.Rodger | 110·0 \| 20·0 \| 9·0<br>Q42'F18'<br>BK6"<br>W | Glasgow<br>British<br>3BHCem<br>B=FPT17t | C.2Cy.16"&32"–24" (s)<br>100lb 80lb 43HP<br>1SB,2pf,GS34<br>Cameron,Mills&Co.,Gls. | 9″7 | |
| 762<br>02653 | Buteshire SteelScSr<br>B.Coull81–93 2Dks(Stl–Uptws)&<br>Elec.light deep framing3dkRule | 5574<br>5207<br>3636 | ✠100A1<br>4,95 ~~12,93~~ ~~7,94~~<br>✠LMC12,93<br>Lon | Nwc<br>LA&CP | a† | 1893<br>12mo | R.&W.<br>Hawthorn,<br>Leslie&Co.<br>(Lim.)<br>Newcastle | ElderslieS.S.Co.<br>(Lim.)(Turn-<br>bull,Martin&<br>Co.) WB=Cell | 420·0 \| 54·0 \| 28·7<br>P41'B262'F49'<br>FK<br>DB354'1150tFPT | Glasgow<br>British<br>7BHCem<br>175tAPT75t | T.3Cy.30",48"&78"–54" (s)<br>160lb 100lb 600HP<br>2SB,6rf,GS130,HS4770 FD<br>Hwthrn,Leslie&C.(L) Nwc | 32″0<br>s 6″9 | BT<br>till<br>~~12,94~~<br>4,96 |
| 763<br>78558<br>VFQ | — IronSc3MstSr<br>T.Greig91–93 ssNwc.No.3–10,89<br>2Dks(1Irn)3trB<br>ssCff.No.1–94 | 1355<br>1332<br>872 | ✠100A1<br>2,94 ~~6,93~~ 10,94<br>✠NB10,89<br>3,95<br>LMC~~10,89~~1,94<br>Shl | Bly<br>A&CP | p | 1877<br>10mo | W.Hamil-<br>ton&Co.<br>Pt.Glasgow | S.ShieldsS.S.Co.<br>(Lim.)(W.Run-<br>ciman&Co.,<br>Mgrs.) | 260·3 \| 32·3 \| 22·7<br>B20'<br>ND92 BK9"<br>W | S.Shields<br>British<br>5BHCem<br>B=DBa40' | C.2Cy.29"&55"–36" (s)<br>75lb 65lb NDB89 140HP<br>1SB,3pf,GS55<br>Walker,Henderson&CoGls | 23″9<br>s 4″4 | |
| 764<br>FCM | Butuan IronSc<br>G.Amusategui ssH.Kg.No.3–10,85<br>ssMan.No.1–90<br>1Dk&Awngdk | 502<br>—<br>328 | ✠90A1<br>Awng dk<br>load line 11ft 3in<br>5,91<br>MS9,90 BS1,92 | Man<br>A&CP | g | 1873<br>8mo | Gourlay<br>Bros.&Co.<br>Dundee | Macleod&Co. | 160·0 \| 24·1 \| 11·0<br>17·8<br>BK6" | Manila<br>Spanish<br>4BHCem | C.2Cy.27"&48"–24"<br>70lb 40lb NB81 90HP<br>GourlayBros.&Co.,Dundee | | |
| 765 | Buyukdereh WoodPad | 170<br>—<br>100 | | | | 1860 | J.White<br>W.Cowes | Chirket iHairie<br>(BosphorusS.N.<br>Co.) | 140·0 \| 19·5 \| 9·5 | Constanpl<br>Turkish | 60HP<br>Maudslay,Sons&Field,Lon | | |
| 766<br>247<br>CKT | Buzen Maru Wood Sr<br>MusakichiKayama | 137<br>112<br>85 | | | | 1880 | Kirby&Co.<br>Kobe | OsakaShosen<br>Kaisha | 104·2 \| 14·8 \| 11·6 | Osaka<br>Japanese | 1Cy.<br>10HP | | |
| 767<br>78617<br>NLM | Byculla IronSc3MstSr<br>J.Forbes -93 ssCal.No.1–83<br>1Dk(Irn–ws)2trB | 1464<br>1450<br>1072 | ✠<br>3,85 | Cal<br>A&CP | p | 1878<br>5mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndia<br>SteamNav.Co.<br>(Lim.) | 264·4 \| 32·2 \| 21·7<br>W | Glasgow<br>British<br>4BHCem | C.2Cy.27"&54"–36"<br>122HP<br>Denny&Co.,Dumbarton<br>B=DBf46'170tAPT121t | | |
| 768<br>BDG | Byelfven CompScSr<br>A.R.Edgren89–91 1Dk | 165<br>140<br>118 | | | | 1891 | J.Jacobson<br>Arvika | Ångf.Aktieb."Ar-<br>vika-Göteborg"<br>(A.R.Edgren) | 98·8 \| 20·8 \| 9·4<br>P19' H5t F10' | Arvika<br>Swedish | C.2Cy.11¾"&16½"–14½"<br>15HP<br>GöteborgsMVGothenburg | | |
| 769<br>HFGS | Bygdö IronScSr<br>C.Brekke88–88 1Dk(Irn)2trB | 1223<br>1195<br>771 | | | ... | 1882<br>6mo | Kockums<br>Mek.Verk.<br>Malmö | Christiania<br>Dampskibs-<br>selskab<br>(Fearnley&Eger,<br>Mgrs.) | 226·3 \| 31·3 \| 15·3<br>H28t 22·3 | Chrstiania<br>Norwegian | C.2Cy.28"&48"–30"<br>100HP<br>KockumsMekVerk,Malmö | | N |
| 770 | Bylgia CompScSp<br>J.Carlsson91–92 (exSjötorp)<br>1Dk | 184<br>168<br>127 | | | | 1878 | S.Groth<br>Sjötorp | Ångf.Aktieb.<br>"Ran"<br>(A.E.Almén) | 101·0 \| 20·6 \| 11·4<br>P16' | Jönköping<br>Swedish | C.2Cy.10¼"&21⅞"–14⅝"<br>25HP<br>MotalaCo.,Motala | | |
| 771 | — IronPadSternWheel<br>Ahrnbom -88 (exSkönvik)<br>1Dk&Shade dk | 100<br>64<br>63 | | | | 1885 | Engvall&<br>Co.<br>Hudiksvall | O.A.Brodin | 88·7 \| 16·9 \| 4·9<br>H36'<br>len88 | Gefle<br>Swedish | C.2Cy.13½"&25¼"–35"<br>35HP<br>Engvall&Co.,Hudiksvall | | |
| 772<br>95519<br>LBCT | Byron SteelScSr<br>~~A.C.Cooke -92~~ ssNpt.No.1–93*<br>Cubitt 1Dk(Stl)&ptAwng<br>Dk(Irn)&Webframes | 2057<br>1631<br>1319 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>9,94 ~~1,94~~<br>✠LMC7,93 | Grk<br>A&CP<br>Bry | s | 1889<br>1mo | JLThomp-<br>son&Sons<br>Sunderland | GloverBros.<br>WB | 275·0 \| 38·2 \| 20·6<br>P29'Q72' BK9½"<br>ptAwng dk173'<br>= DBa80'f58'283t | London<br>British<br>6BHCem<br>APT23t | T.3Cy.22",37"&60"–39" (s)<br>160lb 75lb 250HP<br>2SB,6cf,GS90<br>J.Dickinson,Sunderland | 22″0<br>s 8″0 | |
| 773<br>101024<br>SVTQ | — WoodScSr<br>N.P.Andersen -93 | 145<br>134<br>99 | | | | 1891 | T.Davis<br>Terrigal,<br>N.S.W. | G.W.Nicoll | 96·2 \| 20·4 \| 8·1<br>H8t | SydnyNSW<br>British | C.2Cy.11"&22"–16"<br>22HP<br>GourlayBros.,Dundee | | |
| 774<br>MNG | Byzantion SteelScSr<br>Raftopoulo -92<br>Elec.light 3Dks(1Stl)<br>Now named "Memphis," See No. 63 in Supplement. | 2404<br>2108<br>1554 | ✠100A1<br>8,94 ~~12,92~~<br>✠LMC2,92 | Msl<br>A&CP | t | 1892<br>2mo | Gourlay,<br>Bros.&Co.<br>Dundee | ~~PanhellenicS.S.~~<br>~~Nav.~~Messag-<br>eriesMaritimes<br>WB | 317·6 \| 39·2 \| 23·6<br>P62'B78'F58'<br>BK9"<br>= Cell DB250'277t | Piræus<br>Greek<br>5BHCem<br>APT19t | T.3Cy.25",40"&65"–45" (s)<br>160lb 80lb 300HP<br>2DB,8rf,GS159,HS4947<br>GourlayBros.&Co.,Dundee | 26″5<br>s 4″6 | |
| 775 | Byzanz SteelScSr<br>~~C.W.Rehse93–93~~ (exGodrevy)<br>1Dk(ptStlptIrn–ptws)&Webframes<br>~~C.Ludewer94–94~~ &ptAwng dk(Irn–ws)<br>C.Gudewer94-94 | 1873<br>1346 ~~1304~~<br>1142<br>1205 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>11,94 ~~10,92~~<br>✠LMC10,92 | Nwc<br>A&CP<br>Ham | q | 1892<br>10mo | W.Dobson<br>&Co.<br>Newcastle | A.C.deFreitas&<br>Co.<br>WB=CellDB | 255·0 \| 35·3 \| 16·7<br>Q89'B67'F32'<br>drp94 FK<br>a64'f110'264tFPT | Hamburg<br>German<br>4BHCem<br>88tAPT36t | T.3Cy.19",31½"&51"–36" (s)<br>160lb 80lb 130HP<br>2SB,4cf,GS59,HS2218<br>Blair&Co.(Lim.),Stockton | 19″3<br>~~s 8″5~~<br>s 8″8 | |

*⁎* Additional Ships are inserted in the Supplement at the end of the Register.

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maximum après l'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement / Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**While the Committee take all means possible to obtain correct information concerning the Vessels enter in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Socie they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metallic tonnage, dimensions, decks, classification, &c.**

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1 **C. A. Bade** — SteelScSr
*B.Fokken* –88 *ss*Bhn.No.1–92
QFDJ *Well deck* 1*Dk*(*Stl*)
592 / 399 / 378 — ✠100A1 9,92 — Bhn LA&CP — *h* — 1888 — 2mo — Sld.S.B.Co. (Lim.) Sunderland — Dampfschifffahrts Ges. "Neptun" — WB = *DBa*40′35*t FPT* — 170·0|26·2|12·5 P100′F20′ BK6″ — Bremen German — T.3Cy.14″,23″&39″–27″ (*s*) 160lb 151lb *94lb* 85H 1SB,.2*cf*,GS32 40*t APT*15*t* — 4*BHCem* — N.E.MarineE.Co.,Sld.
BS12,94 ✠LMC9,92

2 **C. B. Powell** — CompPad
92664 (*ex*G.B.Pattee) 1*Dk*
272 / — / 172 — 1887 — A.Miller& W.C.White Pembrk.Ont. — UpperOttawa TowingCo.(Lim.) — 139·0|36·0| 7·2 — Ottawa British — 1Cy.25″–60″ 21H J.&R.Weir,Montreal,P.Q.

3 **C. P. A. Koch** — SteelScSr
*P.M.Möller* 2*Dks*3*trB*
NPWT
1148 / 659 / 636 — 1893 — Lobnitz& Co. Renfrew — Forenede Dampskibs Selskab. — 237·2|30·3|14·7 22·6 — Copnhagn Danish — T.3Cy.19″,32″&51″–39″ 278H *WB* Lobnitz&Co.,Renfrew

4 **C. R. Bishop** — WoodScSr
*(WRECKED 1,94)*
*E.LeClair* –88 (*ex*Kelpie) 1*Dk*
389 / 281 / 143 — 1880 — HallBros. Pt.Ludlow, W.I. — InterIslandSteam Nav.Co. — 114·0|26·0| 9·5 Q21′ H54′ F13′ — Honolulu Hawaiian — C.2Cy.12″&22″–18″ 25H Hinckley,Spires&Hays

5 **C. W. Chamberlain** — WoodSc
80574 (*ex*C.N.Pratt) 1*Dk*
385 / 236 / 243 — 1881 — H.Jenkings Adelaide — C.Beck — 127·0|26·6| 9·7 — Wndsr Ont British — 1Cy.24″–24″ 120H CingahagoWks,Clevld,Ore

6 **C. W. Eborall** — IronTwinScSr
87039 *G.C.Dane* –93 1*Dk*(*pt Irn*)
HDCQ
452 / 379 / 217 — ✠ — Hul LA&CP — 1882 — 12mo — Earle'sCo. (Lim.) Hull — SouthEastern RailwayCo. — 190·2|25·1|12·0 Q36′ F33′ FK — London British — C.4Cy.20″&39″–24″ 110H 5*BHCem* — Earle'sCo.(Lim.),Hull
1,83 ✠ *For Channel purposes, Folkestone & Boulogne*

7 **C. W. Morse** — WoodScSr
126574 *C.H.Blair*89–89 2*Dks*
KGMP
510 / — / 255 — 1889 — BW&HF Morse Bath,Me. — Morse Transportation Co. — 154·4|30·0|17·6 — Bath,Me. Utd.States — C.2Cy.32″&55″–36″ Neaffie&LevyPhiladelphia

8 **Cabenda** — SteelScSr
97845 *W.P.Thompson* –93 2*Dks*(1*Stl*–ws)
MCDS (*ex*OilRivers) *& Web frames*
*Elec.light*
2848 / 2501 / 1839 — ✠100A1 12,94 — Liv LA&CP — *t* — 1891 — 3mo — R.Dixon& &Co. Middlesbro' — African S.S.Co. (Elder,Dempster &Co.,*Mgrs.*) — 312·0|39·2|24·6 P31′B94′F41′ FK — London British — T.3Cy.23″,38″&61″–42″ (*s*) 160lb *60lb* 240H 5*BHCem* — 2SB,*6cf*,GS115,HS4113 *WB* = *Cell DB*264′537*t* — T.Richardson&Sons,Hpl.
~~9,01~~ ~~2,94~~ ~~6,94~~ ✠LMC3,91

9 — — IronSc3MstSr
~~65915~~ ~~*F.A.Eliott*93–96~~ 2ndSurvey,79 1*Dk*
197 / 157 / 73 — ✠ 8,79 — Liv — Lv — 1871 — 12mo — TRoyden& Sons Liverpool — ~~E.W.Fyffe,Son&Co.~~ Anderson& Braun — 130·3|20·1| 8·8 Q18*t* H21*t* F4*t* — ~~London~~ Punta Arena Chilian — C.2Cy.15″&30″–18″ NB79 40H 3*BH* Fawcett,Preston&Co.,Liv.

10 **Cabo Creux** — IronScSr
*I.Goitia* ~~*ss*Bbo.No.2–89~~
LKGW (*ex*Landore) 1*Dk*(*Irn*)2*trB*
*Well deck* *ss*Bbo.No.3-4,93
1517 / 1228 / 1032 — ✠100A1 5,94 ~~10,90~~ 7,94 — Bbo LA&CP — *p* — 1880 — 9mo — Schlesingr, Davis&Co. Newcastle — Ybarra&Co. — 254·0|32·8|18·8 Q82′B70′F32′ BK9″ — Seville Spanish — C.2Cy.30″&58″–36″ (*i*) 70lb *55lb* 150H 4*BHCem* — 2SB,*6pf*,GS114 *W B* = *DBa*72′*f*100′ *& u E&B*16′303*t FPT* — 34*t APT*30*t* — R.&W.Hawthorn,Nwc.
BS4,03 ~~7,88~~ ✠LMC7,88 4,93

11 **Cabo Nao** — SteelScSr
*C.Echebarria* (*ex*Cabo deLaNao)
LKHB 2*Dks*(1*Stl*)*& Awng dk*(*Irn*)3*trB*
1551 / 1490 / 989 — ✠100A1 *Awng dk with freeboard* 8,94 ~~8,93~~ — Sld A&CP Bbo — *o* — 1893 — 3mo — JLThompson&Sons Sunderland — Ybarra&Co. — 237·0|34·5|14·9 22·6 BK7½″ — Seville Spanish — T.3Cy.18″,29½″&48½″-33″(*s*) 160lb *90lb* 115H 5*BHCem* — 2SB,*4cf*,GS56,HS1947 *WB* = *Cell DB* 195′287*t* — *APT*15*t* — Blair&Co.(Lim.),Stockton
~~BS3,94~~ ✠LMC3,93

12 **Cabo Ortegal** — IronScSr
*I.Aramburu*72–93 *ss*Bbo.No.3–6,93
LKHQ (*ex*Cypriano) 1*Dk*(*Irn*)2*trB*
*Well deck*
1551 / 1228 / 1055 — ✠100A1 ~~5,94~~ 4,95 — Bbo LA&CP — *p* — 1880 — 11mo — Schlesingr, Davis&Co. Newcastle — Ybarra&Co. — 254·0|32·8|18·9 Q82′B70′F32′ BK9″ — Seville Spanish — C.2Cy.30″&58″–36″ (*i*) 75lb *55lb* 150H 4*BHCem* — 2SB,*6pf*,GS114 *W B* = *DBa*72′*f*100′ *& u E* 16′303*t FPT* — 34*t APT*30*t* — R.&W.Hawthorn,Nwc.
BS7,94 ✠LMC6,93

13 **Cabo Palos** — IronScK
*G.Belaunde*92–92 ~~*ss*Bbo.No.1–90~~
LMBC *Well deck* 1*Dk*(*Irn*)2*trB*
*ss*Bbo.No.2-94
1562 / 1148 / 1004 — ✠100A1 8,94 ~~6,93~~ — Bbo A&CP — *p* — 1885 — 10mo — JLThompson&Sons Sunderland — Ybarra&Co. — 250·0|35·1|17·0 P&B148′F65′ BK9″ — Seville Spanish — T.3Cy.19″,31½″&51″–36″ (*s*) 160lb *60lb* 130H 6*BHAsp* — 2SB,*4cf*,GS60 *WB* = *Cell DB*182′289*t* — Blair&Co.(Lim.),Stockton
~~BS8,94~~ ✠LMC9,~~90~~ 3,94

14 **Cabo Penas** — SteelScSr
~~*V.Goitia*82–87~~ *ss*Bbo.No.~~1–92~~2–95
LMBV *F.Guerrica*88–95 2*Dks*(1*Stl*)*& Awng dk*
1742 / 1145 / 1116 — ✠100A1 *Awng dk with freeboard* ~~1,95~~ ~~4,92~~ 4,95 — Bbo A&CP — *q* — 1887 — 3mo — JLThompson&Sons Sunderland — Ybarra&Co. — 250·0|36·0|16·6 24·4 BK11″ — Seville Spanish — T.3Cy.19″,31½″&51″–36″ (*s*) 160lb *60lb* 130H 6*BHpt Cem* — 2SB,*4cf*,GS60 *WB* = *Cell DB*182′272*t* — *pt Asp* — Blair&Co.(Lim.),Stockton
~~BS10,94~~ ~~BS7,98~~ ✠LMC~~8,92~~4,95

15 **Cabo Prior** — SteelScSr
~~*J.C.Zorozua*~~
2*Dks*(1*Stl*)*& Awng dk*
~~*J.C.deSorrosua*93–94~~
*Zaldua*94-94
1026 / 1005 / 630 — ✠100A1 *Awng dk with freeboard* 7,94 ~~4,91~~ — Sld A&CP Bbo — 1891 — 1mo — JLThompson&Sons Sunderland — Ybarra&Co. — 205·0|30·0|12·4 19·8 BK7½″ — Seville Spanish — T.3Cy.15½″,26″&42″–30″ (*s*) 160lb *80lb* 85H 5*BHCem* — 1SB,2*cf*,GS33,HS1540 *WB* = *Cell DB* 126′145*t* — *APT*34*t* — Blair&Co.(Lim.),Stockton
~~BS8,85~~ ✠LMC12,90

16 **Cabo Quejo** — SteelScSr
~~*Ybargaray*87–91~~ *ss*Bbo.No.1–91
LMDB *J.Lersundi*86–94 2*Dks*(1*Stl*)*& Awng dk*
*Elec. light*
1747 / 1145 / 1118 — ✠100A1 *Awng dk with freeboard* 7,91 — Bbo A&CP — *q* — 1887 — 4mo — JLThompson&Sons Sunderland — Ybarra&Co. — 250·0|36·0|16·6 24·4 BK11″ — Seville Spanish — T.3Cy.19″,31½″&51″–36″ (*s*) 160lb *60lb* 130H 6*BHpt Cem* — 2SB,*4cf*,GS60 *WB* = *Cell DB*182′272*t* — *pt Asp* — Blair&Co.(Lim.),Stockton
~~BS6,93~~ ✠LMC7,91 ~~BS3,94~~ 5,95

17 **Cabo Roca** — SteelScSr
*A.Borreguers*91–92 2*Dks*(*Stl*)*& Awng dk*(*Irn*)
LMDC
1515 / 966 / 1151 — ✠100A1 *Awng dk with freeboard* 12,92 — Nwc A&CP — *o* — 1892 — 12mo — W.Dobson &Co. Newcastle — Ybarra&Co. — 235·4|34·5|15·2 B50′ 22·7 BK7″ — Seville Spanish — T.3Cy.18″,29″&47″–33″ (*s*) 160lb *100lb* 110H 5*BHCem* — 2SB,*4pf*,GS58,HS1930 *WB* = *Cell DB* 199′268*t* — *APT*29*t* — N.E.Mar.E.Co.(Lm.),Nwc.
✠LMC12,92

18 **Cabo San Antonio** — SteelScSr
*U.Torres*81–91 *ss*Bbo.No.1–92
LMDW *Elec. light* 2*Dks*(1*Stl*)*& Awng dk*
1756 / 1740 / 1124 — ✠100A1 *Awng dk with freeboard* 5,95 ~~2,94~~ — Msl A&CP Bbo — *q* — 1888 — 2mo — JLThompson&Sons Sunderland — Ybarra&Co. — 250·0|36·0|16·7 24·6 BK11″ — Seville Spanish — T.3Cy.19″,31½″&51″–36″ (*s*) 160lb *60lb* 130H 6*BHpt Cem* — 2SB,*4cf*,GS76 *WB* = *Cell DB*182′272*t* — *pt Asp* — Blair&Co.(Lim.),Stockton
~~BS2,94~~ ✠LMC~~3,92~~ 3,95

| 1<br>No. in Book.<br>Official No.<br>Signal Letters. | 2<br>Steamer's Name. Master. Special Surveys. | 3<br>Material, Rig, &c.<br>Late Name if any.<br>No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Equipment Letter. | 8<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Length. | Breadth. | Depth.<br>Regist'd Dimensions, Deck Erections, &c. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke.<br>Boiler Pressure—Horse Power.<br>Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>ft. in. | 15<br>Other Registers in which classed. Details of Ref Trade Pass Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19<br>FDG | Cabo San Sebastian<br>*L.deBalanda89–93* | SteelScSr<br>*2Dks(1Stl)&Awngdk(Irn)3trB* | 1552<br>1491<br>985 | ✠100A1<br>*Awng dk withfreeboard*<br>2,93 ✠LMC2,93 | Sld<br>A&CP | o | 1893<br>2mo | JLThompson&Sons<br>Sunderland | Ybarra&Co. | 237·0 | 34·5 | 14·9<br>22·6<br>BK7½"<br>WB = Cell DB 195' 287t | Seville<br>Spanish<br>5BHCem<br>APT15t | T.3Cy.18",29½"&48½"–33"<br>160lb 90lb (s) 115HP<br>2SB,4cf,GS56,HS1947<br>Blair&Co.(Lim.),Stockton | 17 ″ 1<br>s 7 ″ 7 | |
| 20<br>FDK | Cabo San Vicente<br>*T.Garrastazu* | SteelScSr<br>*2Dks(1Stl)&Awngdk* | 1817<br>1780<br>1164 | ✠100A1<br>*Awng dk withfreeboard*<br>8,91 ✠LMC8,91 | Sld<br>A&CP | q | 1891<br>8mo | JLThompson&Sons<br>Sunderland | Ybarra&Co. | 250·0 | 36·0 | 16·8<br>24·5<br>BK9"<br>WB=Cell DB182'270t | Seville<br>Spanish<br>6BHCem | T.3Cy.19",31½"&51"–36" (s)<br>160lb 80lb 130HP<br>2SB,4cf,GS54<br>Blair&Co.(Lim.),Stockton | 19 ″ 4<br>s 9 ″ 2½ | |
| 21<br>MGB | Cabo Santa Maria<br>*V.Bereguer86–86* | IronScK<br>*1Dk(Irn)* | 155<br>133<br>105 | ✠<br>1,86 ✠ | Stk<br>A&CP | b | 1885<br>12mo | R.Dixon & Co.<br>Middlesbro' | Ybarra&Co. | 100·0 | 19·1 | 8·5<br>Q77' | Seville<br>Spanish<br>3BHCem | C.2Cy.14"&25"–18"<br>25HP<br>J.P.Rennoldson & Ss,S.Shl<br>WB=FPT16t | 9 ″ 1 | |
| 22<br>FDJ | Cabo Silleiro<br>*M.Tellechea* | SteelScSr<br>*2Dks(1Stl)&Awngdk* | 1026<br>1005<br>630 | ✠100A1<br>*Awng dk withfreeboard*<br>12,90 ✠LMC11,90 | Sld<br>A&CP | l | 1890<br>12mo | JLThompson&Sons<br>Sunderland | Ybarra&Co. | 205·0 | 30·0 | 12·4<br>19·8<br>BK7½"<br>WB = Cell DB 126' 145t | Seville<br>Spanish<br>5BHCem<br>APT34t | T.3Cy.15½",26"&42"–30" (s)<br>160lb 80lb 85HP<br>1SB,2cf,GS33,HS1540<br>Blair&Co.(Lim.),Stockton | 14 ″ 6<br>s 8 ″ 4½ | |
| 23<br>KHR | Cabo Tortosa<br>*F.Guerrica* | SteelScSr<br>*2Dks(1Stl)&Awngdk(Irn)3trB* | 1551<br>1490<br>989 | ✠100A1<br>*Awng dk withfreeboard*<br>3,93 ✠LMC3,93 | Sld<br>A&CP | o | 1893<br>3mo | JLThompson&Sons<br>Sunderland | Ybarra&Co. | 237·0 | 34·5 | 14·9<br>22·6<br>BK7½"<br>WB = Cell DB 195' 287t | Seville<br>Spanish<br>5BHCem<br>APT15t | T.3Cy.18",29½"&48½"–33"<br>160lb 90lb (s) 115HP<br>2SB,4cf,GS36,HS1947<br>Blair&Co.(Lim.),Stockton | 17 ″ 1<br>s 7 ″ 7 | |
| 24<br>MHD | Cabo Trafalgar<br>*J.Lersundi86–88*<br>*Well deck* | IronScSr<br>ssBbo.No.2–93<br>1Dk2trB | 1542<br>1174<br>992 | ✠100A1<br>11,94 ~~10,93~~<br>BS11,94 ✠LMC8,93 | Bbo<br>A&CP | p | 1885<br>8mo | C.S.Swan &Hunter<br>Newcastle | Ybarra&Co. | 250·4 | 35·1 | 16·7<br>P150'F25'<br>BK9"<br>WB=Cell DB208'310t | Seville<br>Spanish<br>5BHCem | T.3Cy.19",31½"&51"–36" (s)<br>160lb 60lb 130HP<br>2SB,4cf,GS60<br>Blair&Co.(Lim.),Stockton | 19 ″ 0 | |
| 25<br>GVM | Cabo Verde<br>*E.Y.G.Rosa* | IronScBg<br>ssLiv.No.2–92<br>1Dk&Spardk(Irn)3trB | 2261<br>2245<br>1460 | ✠100A1<br>*Spar dk*<br>2,95 ~~1,94~~<br>BS~~7,93~~7,94 ✠LMC7,91 | Liv<br>LA&CP | t | 1883<br>8mo | Earle'sCo.(Lim.)<br>Hull | EmprezaNacional deNav.àVap. | 310·0 | 37·1 | 26·0<br>BK10"<br>WB=DBf88'190t | Lisbon<br>Portuguese<br>6BHCem<br>MT34'250t | C.2Cy.40"&74"–48" (s)<br>80lb 40lb 250HP<br>2DB,8pf,GS146<br>Earle'sCo.(Lim.),Hull | | |
| 26 | Cabral | IronTwinScSr<br>1Dk | 445<br>—<br>305 | | | | 1884 | LairdBros.<br>Birkenhead | Cia.de Nav.àVapor doMaranhaõ | 185·0 | 26·0 | 12·0<br>P54' B62' F44' | Maranham<br>Brazilian | C.4Cy.19"&35"–24"<br>120HP<br>Laird Bros.,Birkenhead | | |
| 27<br>BRN | Caçador | ScSr | —<br><br>114 | | | | | Forges&C. de l'Océan<br>Havre | F.G.Burnay | 65·6 | 16·4 | 9·8 | Lisbon<br>Portuguese | 70HP | | |
| 28<br>BDN | Cachapoal<br>*A.D.McDougal85-90* | IronSc3MstSr<br>2Dks&Shadedk | 2160<br>1776<br>1449 | ✠<br>*Shade dk*<br>10,81 ✠<br>*Valparaiso & Panama* | Liv<br>LA&CP | s | 1881<br>8mo | LairdBros.<br>Birkenhead | Cia.SudAmericana deVapores | 334·6 | 40·2 | 20·8 | Valparaiso<br>Chilian<br>5BHCem | C.2Cy.45"&80"–54"<br>NDB91 400HP<br>LairdBrothers.Birkenhead<br>WB=DB174'282t | | |
| 29<br>NVT | Cachar<br>*Canavaggio* | Iron&SteelScBg<br>2Dks3trB | 3485<br>—<br>2033 | | | | 1884 | F.&C.de la Médit.<br>LaSeyne | Cie.Nationale de Navigation | 344·5 | 41·0 | 29·1<br>P36'F44' | Marseilles<br>French | C.2Cy.39½"&73"–42"<br>450HP<br>WB Forges & C.de laMédit,Msl. | | V |
| 30 | Cacheiorano | IronPad<br>1Dk | 175<br>—<br>102 | | | | 1874 | Wigham Richardsn&C.<br>Newcastle | Comp.deNav.à Vapor deBahia | ........ | | | Bahia<br>Brazilian | 2Cy.32"–46"<br>80HP<br>Wghm.Richardsn&C.Nwc. | | |
| 31<br>TVW | Cachemire<br>*Duchène* | Iron&SteelScBg<br>2Dks3trB | 3385<br>—<br>1988 | | | | 1884 | F.&C.de la Médit.<br>LaSeyne | Cie.Nationale de Navigation | 344·5 | 41·0 | 29·1<br>P36' F44' | Marseilles<br>French | C.2Cy.39½"&73"–42"<br>450HP<br>WB Forges &C.de la Médit,Msl. | | V |
| 32<br>2829 | Cacique<br>*W.F.Young93–94* | SteelScSr<br>1Dk(Stl)&Spardk(Irn)3trB | 3052<br>2812<br>1951 | ✠100A1<br>*Spar dk*<br>~~7,94~~ ~~2,94~~ ✠LMC1,94<br>1,95 | NYk<br>A&CP | u | 1894<br>1mo | J.L. Thompson &Sons<br>Sunderland | NewYork&Pacific S.S.Co.(Lim.) | 322·0 | 42·7 | 18·6<br>P30'B80'F34' 26·0<br>BK10"<br>WB=CellDB256' | London<br>British<br>6BHCem<br>558tAPT66t | T.3Cy.24½",40"&66"–45" (s)<br>160lb 90lb 250HP<br>2SB,6rf,GS138,HS4600<br>J.Dickinson,Sunderland | 21 ″ 1<br>s 5 ″ 10 | |
| 33<br>7993<br>GM | Cacouna<br>*T.Whalen –94*<br>*Well deck* | IronScSr<br>ssMtl.No.2–92<br>1Dk(Irn)2trB | 1451<br>1148<br>931 | ✠100A1<br>4,94 | Hfx<br>LA&CP<br>4,95 | p | 1883<br>12mo | Wigham Richardson&Co.<br>Newcastle | DominionCoalCo.(Lim.) (Kingman, Brown&Co.Mgrs.) | 250·0 | 35·4 | 16·4<br>P22'Q68'B52'F26'<br>FK<br>WB = Cell DB 204' 317t | Montreal<br>British<br>4BHCem<br>APT17t | C.2Cy.30"&58"–36" (s)<br>75lb 55lb 142HP<br>2SB,6pf,GS87<br>Wigham Richrdsn&C.Nwc | 18 ″ 9<br>2 ″ 5 | |
| 34<br>PJQ | Cadagua<br>*J.Calle92–92*<br>*Carrying Petroleum in bulk*<br>*Elec.light* | SteelSc3MstSr<br>2Dks | 2394<br>2256<br>1858 | | | | 1892 | SirW.G. Armstrong, Mitchell& Co.(Lim.)<br>Newcastle | Fourcade y Gurtubay | 295·0 | 39·0 | 25·4<br>B22' F36' | Bilbao<br>Spanish | T.3Cy.22½",36"&59"–39"<br>240HP<br>WallsendSlipwayCo. (Lim.),Nwc. | | V |
| 35<br>9564 | Cadeby<br>*J.R.Ward –93*<br>*Well deck* | SteelScSr<br>1Dk(Stl)&Webframes | 1150<br>855<br>709 | ✠100A1<br>~~9,94~~ 4,95<br>✠LMC4,92 | Nwc<br>A&CP<br>Shl | n | 1892<br>4mo | S.P.Austin &Son<br>Sunderland | DenabyMainCollieryCo.(Lim.) | 225·0 | 33·4 | 14·2<br>P28'Q50'B44'F25'<br>drp93 FK<br>WB=CellDB178'310tFPT38t | Hull<br>British<br>4BHCem<br>APT22t | T.3Cy.18½",30"&49"–33" (r)<br>160lb 80lb 120HP<br>1SB,3pf,GS193<br>G.Clark(Lim.),Sunderland | 16 ″ 9<br>s 1 ″ 9 | |
| 36<br>4775 | Cadell<br>*G.Johnston87–90* | IronPad<br>1Dk | 154<br>147<br>74 | | | | 1876 | W.Gordon<br>Goolwa,S.A. | G.Johnston | 122·3 | 20·3 | 8·0<br>B11t | Adelaide<br>British | C.2Cy.17"&30"–36"<br>~~2Cy.18"&18"–36"~~<br>45HP<br>Blackwood&Gordon, P.Gl. | | |
| 37<br>6876 | Cadillac | SteelSc<br>1Dk | 1264<br>—<br>1068 | | | | 1892 | Chicago S.B.Co.<br>Chicago,Ill. | ClevelandCliffs IronCo. | 230·0 | 37·2 | 15·3<br>Q73' F33'<br>WB | Mrquette, Mich.<br>Utd.States | T.3Cy.15",25"&42"–30"<br>ClevelandS.B.Co.,Clevelnd | | |
| 38<br>0985<br>KB | Cadiz<br>*T.Drummond –91*<br>*(exLacydon)* | IronScSr<br>ssLon.No.3–7,92<br>2Dks&Spardk | 1400<br>912<br>901 | ✠100A1<br>*Spar dk*<br>8,9 ~~6,93~~<br>BS~~7,90~~ 8,94 | Lon<br>A&CP<br>LMC9,91 | p | 1869<br>7mo | WPile&Co<br>Sunderland | J.Hall,jr.&Co. | 255·0 | 32·2 | 17·6<br>BK9" 24·8<br>Sprdk&dpt87pt88<br>WB=DB | London<br>British<br>6BHCem<br>a58'f29'170t | C.2Cy.34½"&64"–42" (i)<br>80lb 50lb NE&B79 160HP<br>2B,GS87<br>Blair&Co.(Lim.),Stockton | 19 ″ 2 | BT till 6,94<br>8,95 |
| 39<br>3807<br>KG | Cadoxton<br>*W.Browne –91* | IronScSr<br>ssCff.No.3–3,93<br>2Dks(UIrn–ws)3trB | 1698<br>1628<br>1102 | ✠100A1<br>~~3,94 10,93~~ 1,95<br>BS3,94 ✠LMC3,93 | Cff<br>A&CP | r | 1880<br>8mo | Schlesingr, Davis&Co.<br>Newcastle | M.Cope | 281·0 | 33·8 | 23·1<br>P21'B28'F32'<br>drp94 BK9½"<br>WB=DBa80'f56'203t &u B 20' 240t FPT 35t | Cardiff<br>British<br>5BHCem<br>APT20t | C.2Cy.32"&62"–40" (i)<br>75lb 75lb 200HP<br>2SB.6pf,GS46<br>R.&W.Hawthorn,Nwc. | 24 ″ 4<br>s 4 ″ 5 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 40<br>70687<br>NRCV | **Caduceus** IronSc3MstSr<br>*H.Beadle* –91 *ss*Shl.No.3–7,87<br>*ss*Hul.No.1–91<br>2*Dks*(1*Irn*)3*trB* | 1757<br>1681<br>1114 | ✠100A1<br>~~6,94~~ ~~9,93~~ 12,94<br>B&MS12,91 ✠NB2,90 | Bry<br>A&CP<br>Cff | *r* | 1874<br>11mo | Palmers'<br>Co.(Lim.)<br>Newcastle | HallBros. | 282·0\|33·3\|24·2<br>B40'F32'<br>ND90 BK9½"<br>*WB=DBaf&uE&B*184' | London<br>British<br>5*BHCem* | C.2Cy.30½"&61"–36" (r)<br>80lb *80lb* NDB90 150HP<br>2SB.6*pf*,GS49<br>Palmers'Co.(Lim.),Nwc. |
| 41<br>78861<br>WVGB | **Cædmon** IronScSr<br>*H.Lewer* *ss*Cff.No.3–3,90<br>*Well deck* *ss*Cff.No.1-94 1*Dk*2*trB* | 1225<br>1015<br>771 | ✠100A1<br>9,94 ~~11,93~~<br>BS5,95 | Cff<br>A&CP<br>LMC4,94 | *n* | 1877<br>10mo | T Turnbull<br>&Son<br>Whitby | T.Turnbull&Son | 236·2\|32·1\|17·1<br>Q80'B58'F33'<br>BK8"<br>*WB=DBa*64'*f*95' | Whitby<br>British<br>4*BHCem* | C.2Cy.28½"&53"–33" (i)<br>75lb ~~[illegible]~~ *65lb* NDB87 130HP<br>2B, GS52<br>Blair&Co.(Lim.),Stockton |
| 42<br>HNVQ | **Caen** SteelTwinScSr<br>*Aubriot*87–90 | 522<br>—<br>107 | | | | 1890 | F.&C.de la<br>Médit.<br>Havre | London,Brighton<br>&S.C.Rail.Co. | 210·6\|26·3\|13·6<br>H— | Dieppe<br>French | T.6Cy.16½",24½"&37"–25½"<br>Forges et Chantiers de la Méditerranée,Havre |
| 43<br>68140<br>MCPT | **Caerleon** IronScSr<br>*W.G.Browne* –91<br>*Well deck* 6thSurvey,Cff.9,91<br>1stSurveyCff2,95 1*Dk*2*trB* | 811<br>684<br>491 | ✠ A1,1<br>2,95 ~~1,94~~ | Cff | Lv | 1873<br>2mo | Schlesingr,<br>Davis&Co.<br>Newcastle | M.Cope | 205·3\|28·5\|17·4<br>Q86*t*F27*t*<br>ND88 srp95 BK8"<br>*WB=DBa&f* | Cardiff<br>British<br>*Cem* | C.2Cy.25"&50"–30"<br>NB81 90HP<br>Simpson&Co.,London |
| 44<br>84366<br>HBTC | **Caerloch** IronScSr<br>*J.Palmer*89–89 *ss*Abn.No.3–2,94<br>*Well deck* 1*Dk*(*Irn*) | 694<br>553<br>422 | ✠100A1<br>4,95 ~~2,94~~ ~~1,95~~<br>BS4,95 | Abn<br>A&CP<br>✠LMC2,94<br>Cpn ~~Liv~~ | *j* | 1882<br>10mo | J.Priest-<br>man&Co.<br>Sunderland | A.Nicol&Co. | 180·5\|30·2\|13·0<br>Q93'B18'F21'<br>drp95 BK7½"<br>*WB=DBa*40'*f*73' | Aberdeen<br>British<br>4*BHCem*<br>160*tAPT*10*t* | C.2Cy.23"&46"–33" (s)<br>90lb *45lb* 88HP<br>1SB.3*pf*,GS40<br>WighamRchrdsn&CoNwc |
| 45<br>JFBG | **Cæsar** SteelScSr<br>*C.Brandenburg*88–89 1*Dk&Webframes* | 2315<br>1659<br>1509 | | | | 1888 | C.S.Swan<br>&Hunter<br>Newcastle | A.Bredt | 280·5\|42·3\|18·0<br>Q98' B&F184' | Stettin<br>German<br>*WB* | T.3Cy.21",35"&57"–39"<br>190HP<br>WllsndSlpwy&EngC.Nwc. |
| 46<br>131<br>NKMB | **Caffaro** IronScSr<br>*G.Zino* –94 *ss*Ant.No.1–86<br>(*ex*PrinzAlexander)<br>1*Dk*(*Irn*)&*Spardk*3*trB* | 2927<br>2788<br>1927 | ✠ ——<br>8,91<br>*Spar dk* ✠ | Gen<br>LA&CP | *u* | 1882<br>7mo | Nord<br>Schiffswerft<br>Kiel | G.B.Repetto | 311·3\|40·3\|28·2<br>B64'<br>*WB=Cell* | Genoa<br>Italian<br>7*BHCem*<br>*DB*258'411*t* | C.2Cy.38 3/16"&66⅛"–43 5/16"<br>400HP<br>Mrksch.Schles.Masch.&<br>Hutton,BauGes.Berlin |
| * 47<br>85011<br>HFGS | **Caffila** IronScSr<br>*J.McGovern* –93 *ss*Shl.No.2–91<br>2*Dks*(*Irn*)3*trB* | 2095<br>1949<br>1349 | ✠100A1<br>3,94<br>BS ~~3,93~~ 6,94 | Lon<br>A&CP<br>✠LMC11,91 | *s* | 1882<br>6mo | Bartram,<br>Haswell&Co.<br>Sunderland | G.J.Hay&Co. | 285·5\|37·2\|24·4<br>P33'B70'F35'<br>BK10"<br>*WB=DBa*62'*f*38'&*u* | Sundrland<br>British<br>6*BHCem*<br>*E&B*44'279*t* | C.2Cy.36"&68"–45" (s)<br>90lb *60lb* 220HP<br>2SB.6*pf*,GS107<br>R.&W.Hawthorn,Nwc. |
| 48 | **Cagou** WoodSc | 77 | | | | 1885 | Nouméa | PenePouchon | ........................ | Nouméa<br>French | |
| 49<br>HFDM | **Caibarien** Wood<br>Lost by Fire 1,95 | 484<br>—<br>314 | | | | 1878 | ..................<br>NewYork | N.Cubias | 133·7\|20·9\| 8·2 | Spanish | 80HP |
| 50<br>97999<br>MRCL | **Cairnavon** SteelScSr<br>*W.Baker*85–92<br>1*Dk*(*Irn*)&*Deepframing*<br>*Well deck* | 1562<br>1233<br>998 | ✠100A1<br>5,95 ~~5,94~~ | Nwc<br>A&CP<br>✠LMC7,92<br>Npt | *p* | 1892<br>7mo | Wood,<br>Skinner&<br>Co.<br>Newcastle | CairnLineofSteam<br>Ships(Lim.)<br>(Cairns,Young&<br>Noble,*Mgrs.*) | 250·6\|36·1\|16·8<br>Q95'B60'F27'<br>FK<br>*WB=CellDB*210' | Newcastle<br>British<br>4*BHCem*<br>341*tAPT*28*t* | T.3Cy.19",31"&51"–36" (s)<br>160lb *80lb* 130HP<br>2SB.4*pf*,GS60,HS2340<br>Black,Hawthorn&Co.,Gts. |
| 51<br>91489<br>JWHF | **Cairndhu** IronScSr<br>*J.H.Hunter* –93<br>2ndSurvey,Nwc.1,94 1*Dk*(*Irn*)&<br>*Well deck* *Webframes* | 1304<br>1023<br>822 | ✠A1✱1<br>9,94 ~~1,94~~ | Nwc | Lv | 1885<br>5mo | H.S.Ed-<br>wards&Sons<br>Newcastle | Cairns,Young&<br>Noble | 231·0\|34·6\|17·2<br>Q93*t*B132*t*H29*t*<br>F27*t* drp94 FK<br>*WB=DBa&f* | Newcastle<br>British<br>4*BH* | T.3Cy.18½",30"&48"–36"<br>120HP<br>1SB,3*f*<br>Blair&Co.(Lim.),Stockton |
| 52<br>99869 | — SteelScDredger<br>*J.Shearer* –92 1*Dk* | 698<br>698<br>311 | | | | 1892 | Fleming&<br>Ferguson<br>Paisley | Trustees of the<br>ClydeNavigation | 194·2\|37·2\|12·0 | Glasgow<br>British | C.2Cy.26"&51"–36"<br>90HP<br>Fleming&Ferguson,Psy. |
| 53<br>97964 | **Cairnglen** SteelScSr<br>*J.Anderson*83–91<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1565<br>1251<br>987 | ✠100A1<br>~~9,94~~ ~~12,93~~ 11,94 | Shl<br>A&CP<br>✠LMC5,91<br>~~Cff~~ Nwc | *p* | 1891<br>5mo | W.Dobson<br>&Co.<br>Newcastle | CairnglenS.S.Co.<br>(Lim.)<br>(Cairns,Young&<br>Noble) | 251·0\|36·1\|1?·8<br>Q95'B61'F27'<br>FK<br>*WB=CellDB*208' | Newcastle<br>British<br>4*BHCem*<br>291*tAPT*22*t* | T.3Cy.19",31"&51"–36" (s)<br>160lb *80lb* 130HP<br>2SB.4*pf*,GS63<br>Black,Hawthorn&Co.,Gts. |
| * 54<br>87257<br>HVMS | **Cairngorm** IronScSr<br>*D.Wales*90–93 *ss*Hpl.No.2–92<br>*Well deck* 1*Dk*(*ptIrn*–ws)2*trB* | 1125<br>924<br>730 | ✠100A1<br>3,95 ~~7,93~~<br>BS ~~1,94~~ 3,95 | Shl<br>LA&CP<br>✠LMC2,92<br>Lth | *o* | 1883<br>6mo | Dobie&Co.<br>Glasgow | T.Cowan | 240·6\|32·9\|15·6<br>Q63'B52'F30'<br>FK<br>*WB=MT*29' | Leith<br>British<br>4*BHCem*<br>249*tAPT*40*t* | C.2Cy.28"&54"–36" (a)<br>80lb *55lb* 98HP<br>1SB.3*pf*,GS62<br>W.Kemp,Glasgow |
| 55<br>87714<br>JBWQ | — IronSc3MstSr<br>*N.McLean* –92 *ss*Gls.No.3–11,86<br>(*ex*Strathnairn) *ss*Bwg.No.1–91<br>1*Dk*(*Irn*) | 433<br>315<br>173 | ✠100A1<br>~~9,91~~ 5,94<br>BS1,94 | Bwg<br>LA&CP<br>✠LMC10,91 | *g* | 1883<br>9mo | Burrell&<br>Son<br>Dumbarton | W.Robertson | 160·4\|24·7\|11·1<br>Q81'B7'F27'<br>BK7"<br>*WB=FPT* | Glasgow<br>British<br>3*BHCem*<br>54*tAPT*18*t* | C.2Cy.20"&38"–30" (a)<br>80lb *40lb* 60HP<br>1SB,2*pf*,GS35<br>Hutson&Corbett,Glasgow |
| 56<br>88733<br>HTCL | **Cairngowan** IronScSr<br>*R.Pearson* –93 *ss*Nwc.No.2–92<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1181<br>919<br>735 | ✠100A1<br>~~7,91~~ ~~1,94~~ 12,94<br>BS ~~2,93~~ 7,94 | Nwc<br>A&CP<br>✠LMC1,92 | *n* | 1883<br>6mo | S.P.Austin<br>&Son<br>Sunderland | Cairns,Young&<br>Noble | 225·4\|34·0\|14·4<br>Q76'B57'F23'<br>FK<br>*WB=CellDB* 174' 403*t* *FPT* | Newcastle<br>British<br>4*BHCem*<br>60*tAPT*36*t* | C.2Cy.28½"&53"–33" (b)<br>80lb *55lb* 99HP<br>1SB,4*pf*,GS60<br>Blair&Co.(Lim.),Stockton |
| 57<br>98557 | **Cairnie** IronScSr<br>*C.Lawrence* –93 1*Dk*(*Irn*)<br>*ss*Abn.No.1-94 | 240<br>194<br>128 | ✠100A1<br>~~11,93~~ 12,94 | Abn<br>LA&CP<br>✠LMC ~~3,91~~ | *c* | 1891<br>3mo<br>12,94 | Blyth<br>Shipbuilding<br>Co.(Lim.)<br>Blyth | W.T.Moffatt | 120·2\|20·5\|10·2<br>Q39'B9'F15'<br>~~drp91&92~~ BK6½"<br>drp94 *WB=FPT*29*t* | Aberdeen<br>British<br>3*BHCem* | C.2Cy.15"&34"–24" (s)<br>100lb *100lb* 50HP<br>1SB,2*pf*,GS35<br>BlaikieBros.,Aberdeen |
| * 58<br>101803<br>MSLQ | **Cairnmore** SteelScSr<br>*J.D.Gibson* –92<br>1*Dk*(*Irn*)&*Deepframing*<br>&*ptAwngdk*(*Irn*) | 1627<br>1233<br>1038 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>8,94 ~~10,93~~ | Cff<br>A&CP<br>Nwc<br>✠LMC9,92 | *p* | 1892<br>9mo | Wood,<br>Skinner&Co.<br>Newcastle | CairnLineSteam-<br>shipCo.(Lim.)<br>(Cairns,Young&<br>Noble,*Mgrs.*) | 250·5\|36·1\|16·8<br>Q95'B60'F28'<br>RFD68' FK<br>*WB=CellDB*210' | Newcastle<br>British<br>4*BHCem*<br>341*tAPT*28*t* | T.3Cy.19",31"&51"–36" (s)<br>160lb *80lb* 130HP<br>2SB,4*pf*,GS60,HS2340<br>Black,Hawthorn&Co.,Gts. |
| 59<br>104251 | **Cairnross** SteelScSr<br>*F.J.J.Quicke* –94<br>1*Dk*(*Irn*(&*deepframing* | 1509<br>1393<br>959 | ✠100A1<br>~~5,94~~ 4,95<br>~~(Class Contemplated)~~ | Sld<br>A&CP Nwc | *q* | 1894<br>5mo<br>✠LMC5,94 | J.Laing<br>Sunderland | CairnLine of<br>Steamships(Lim.)<br>(Cairns,Young&<br>Noble,*Mgrs.*) | 255·0\|36·7\|18·1<br>P20'B60'F26'<br>FK<br>*WB=CellDB*212'363 | Newcastle<br>British<br>4*BHCem*<br>*tAPT*35*t* | T.3Cy.19",31"&51"–36" (r)<br>160lb *80lb* 130HP<br>1SB,4*pf*,GS65,HS2420<br>G.Clark(Lim.),Sunderland |
| 60<br>95203<br>KRPW | **Cairnryan** SteelScSr<br>*J.Hambly* –88 *ss*Shl.No.1–92<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1663<br>1230<br>1060 | ✠100A1<br>3,95 ~~12,92~~ ~~5,94~~<br>BS8,94 | Bry<br>LA&CP<br>✠LMC2,92<br>~~Cff~~ Nwc | *q* | 1888<br>5mo | Palmers'<br>Co.(Lim.)<br>Newcastle | R.Cairns&Co. | 260·0\|36·3\|16·5<br>P31'Q64'B110'<br>F27' FK<br>*WB=CellDB* 218' 407*t* *FPT* | Leith<br>British<br>4*BHCem*<br>60*tAPT*9*t* | T.3Cy.18½",31"&51"–36" (o)<br>160lb *70lb* 150HP<br>2SB,4*rf*,GS69,HS2418<br>Palmers'Co.(Lim.),Nwc. |

| 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c. | 4 Regist'd Tonnage: Gross / Under deck / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. Present Position. Letter. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | 11 Breadth. | 11 Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of R.of Tr.de Pass.Cert. | 16 Mem. Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 61 **Cairo** IronScSr<br>476 *J.Rowe89–93* *ssCff.No.2–91*<br>VG 1*Dk(Irn)&Spardk(Irn)3trB* | 2177<br>2153<br>1381 | ✠100A1<br>*Spar dk*<br>~~1,94~~11,94 Bry | Cff<br>A&CP | *s* | 1883<br>5mo | J.Laing<br>Sunderland | CairoSSCo.(Lim.)<br>(G.H.Wills&Co.) | 295·0<br>B12′ | 37·4<br>27·5 | 20·0<br>BK9½ | Cardiff<br>British | C.2Cy.35″&66″–42″ (*i*)<br>80lb *40lb* 230HP<br>2SB,*6pf*,GS100<br>G.Clark,Sunderland | 21 ″ 10<br>s 6 ″ 5 | D | |
| 62 — IronScBn<br>638 *F.C.Corner* *ssCff.No.2–91*<br>VP *Well deck* 1*Dk(ptIrn)2trB* | 1729<br>1448<br>1110 | ✠100A1<br>7,93<br>BS7,93 ✠LMC1,91 | Cff<br>A&CP | *q* | 1882<br>12mo | T Turnbull<br>&Son<br>Whitby | T.Turnbull&Son | 260·4<br>Q104′B68′F32′ | 37·1<br>FK | 18·5<br>*WB=DBa* | Whitby<br>British | C.2Cy.32″&60″–39″ (*b*)<br>80lb *60lb* 150HP<br>2SB,*6pf*,GS79<br>Blair&Co.(Lim.),Stockton | 19″11<br>s 2 ″ 1½ | | |
| 63 — SteelScSr<br>542 *F.W.Bearpark* –94<br>GL *Well deck* | 1671<br>1362<br>1085 | | | … | 1882<br>11mo | Earle'sCo.<br>(Lim.)<br>Hull | T.Wilson,Sons&<br>Co.(Lim.) | 270·8<br>Q93*t* | 34·1<br>B186*t* | 18·3<br>F38*t*<br>FK | Hull<br>British | C.2Cy.25″&50″–45″<br>140HP<br>Earle'sCo.(Lim.),Hull | | D | |
| 64 **Calabar** SteelScSr<br>679 ~~*J.Clancy* –91~~ 2ndSurvey,Liv.6,91<br>WP *W. Jones* 2*Dks*(1*ptStl*–ws) | 1701<br>1562<br>1090 | ✠A1*1<br>~~6,91~~6,94~~6,94~~<br>6,95 | Liv | Lv | 1883<br>6mo | J.Elder&<br>Co.<br>Glasgow | ~~British~~&African<br>S.N.Co.(Lim.)<br>(Elder,Dempster&Co.,*Mgrs.*) | 300·3<br>P113*t*H37*t*F43*t* | 36·2 | 20·4<br>BK9″ | Glasgow<br>British | C.2Cy.33″&63″–42″<br>250HP<br>2DB,*8f*<br>J.Elder&Co.,Glasgow | 21 ″ 5<br>s 4 ″ 6 | BT till ~~10,94~~ 6,95 | 16·8<br>17·81<br>18·82<br>19·82 |
| 65 **Calabria** IronScBk<br>492 *C.A.Powell89–89* (*ex*Australasian)<br>FK | 3321<br>3313<br>2031 | | | | 1857 | J.&G.<br>Thomson<br>Glasgow | TelegraphCon.&<br>MaintenanceCo<br>(Lim.) | 338·5<br>P184*t* | 42·1<br>F51*t* | 36·7 | London<br>British | C.2Cy.37½″&67¼″–48″<br>NE&B79 220HP<br>J.&G.Thomson,Glasgow | | | |
| 66 — IronSc3MstSr<br>372 *J.Rees92–93* *ssNwc.No.2–91*<br>BS *Well deck* 1*Dk(Irn)2trB* | 1526<br>1224<br>977 | ✠100A1<br>6,94 ~~5,93~~<br>~~BS5,93~~ ✠LMC5,91<br>6,94 | Bly<br>LA&CP | *q* | 1883<br>4mo | W.B.<br>Thompson<br>Dundee | D.Scott&Son<br>*WB=Cell* | 259·6<br>Q86′B54′F28′ | 36·6<br>FK<br>*DB 222′ 337t FPT* | 16·6<br>*40tAPT32t* | Dundee<br>British | C.2Cy.28″&56″–42″ (*i*)<br>80lb ~~*80lb*~~ *60lb* 140HP<br>1DB,*6pf*,GS90,HS2392<br>W.B.Thompson,Dundee | 18 ″ 4<br>s 1·11½ | | |
| 67 — SteelSc<br>4 *Barbaro* –94 1*Dk*<br>PD | 225<br>211<br>103 | | | | 1892 | G.Ansaldo<br>&Co.<br>Sestri<br>Ponente | Cia.diNav."La<br>Calabria" | 150·1 | 19·7 | 11·5 | Reggio<br>Calabria<br>Italian | C.2Cy.18⅞″&37⅜″–19½″<br>144HP<br>G.Ansaldo&Co.,Sampierdarena | | IV | |
| 68 **Calabro** SteelScSr<br>14 *R.DelliSanti* 2*Dks*(*Stl*)&*Spardk*<br>PM *ssGen.No.1–94* | 2103<br>1874<br>1343 | ✠100A1<br>*Spar dk*<br>7,94 ~~7,93~~ ✠LMC~~6,93~~8,94 | Gen<br>A&CP | *s* | 1890<br>5mo | Sundrland<br>S.B.Co.Lim.<br>Sunderland | Soc.Anon.deNav.<br>aVap.Puglia | 275·0<br>P55′B26′F30′ | 38·2<br>23·7<br>FK<br>*WB=Cell* | 15·3<br>5*BHCem*<br>*DB222′329t* | Bari<br>Italian | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *90lb* 363HP<br>2SB,*8pf*,GS128<br>N.E.MarineE.Co(Lm)Nwc | 17 ″ 9<br>s 6 ″ 6<br>w6 ″ 9 | I | |
| 69 **Calais** IronScSr<br>126 *J.Butcher* –94<br>IV | 299<br>298<br>128 | | | | 1874 | J&WDudgeon<br>London | London Chatham&<br>DoverRail.Co.,<br>London | 161·2 | 22·2 | 12·2 | Dover<br>British | C.2Cy.24¾″&45″–24″<br>80HP<br>J.&W.Dudgeon,London | | | |
| 70 **Calais Douvres** IronTwinPadK<br>1*Dk2trB*<br>BK | 1820<br>1287<br>862 | ✠<br>5,80<br>*Expl.for Channel pur* | Lon<br>A&CP | | 1877<br>4mo<br>*poses* | ALeslie&C<br>Newcastle<br>*only* | London Chatham&<br>DoverRail.Co.,<br>London | 302·0 | 61·0 | 13·9<br>FK | Calais<br>French | D.4Cy.63″–72″<br>600HP<br>6*BHCem*<br>Black,Hawthorn&Co.,Gts. | | | |
| 71 — SteelPadSr<br>575 *F.Dane* –91<br>RV *Elec.light* | 1212<br>960<br>308 | | | | 1889 | FairfieldCo<br>(Lim.)<br>Glasgow | LondonChatham&<br>DoverRail.Co.,<br>London | 324·5<br>P35*t* | 35·9<br>F7*t* | 13·5 | London<br>British | C.D.2Cy.59″&106″–72″<br>950HP<br>FairfieldCo.(Lim.),Gls. | | BT till ~~2,95~~ 3,95 | |
| 72 **Calaisien** SteelTwinScTug<br>*Thin73–92* 1*Dk2trB* | 224<br>169<br>4 | | | | 1892 | Atel.&<br>Chant.de la<br>Loire<br>Nantes | Chambre deCommerce | 115·6 | 22·3 | 11·7<br>*WB* | Calais<br>French | C.4Cy.16½″&27½″–19½″<br>125HP<br>Ateliers&Chantiers de la Loire,Nantes | | V | |
| 73 **Calanas** IronScSr<br>685 ~~*M.Henderson* –94~~ *ssShl.No.2–90*<br>CC *Well deck* *L.C.Welch* 1*Dk(Irn)2trB* | 1586<br>1264<br>1025 | ✠100A1<br>6,94 ~~7,91~~<br>~~BS4,94~~ LMC10,~~99~~ 4,94<br>Nwc | Lon<br>LA&CP | *q* | 1882<br>7mo | Palmers'Co<br>(Lim.)<br>Newcastle | ScottBros. | 265·2<br>P24′Q72′B58′F29′ | 35·5<br>FK | 16·8<br>*WB=CellDB224′* | Newcastle<br>British | C.2Cy.30″&57″–39″ (*a*)<br>80lb *80lb* 140HP<br>1DB,*6pf*,GS63.HS2495 FD<br>Palmers'Co.(Lim.),Nwc. | 19 ″ 0<br>s 2 ″ 1 | | |
| 74 **Calchfaen** SteelSc3MstSr<br>12 *O.Owens93–93* 1*Dk(Irn)*<br>*Well deck* | 421<br>306<br>145 | ✠100A1<br>9,94 ~~4,94~~<br>✠LMC10,93<br>✠NE&B10,92*re-fitted*10,93 | Tru<br>LA&CP | *y* | 1893<br>10mo | AilsaS.B.<br>Co.<br>Troon | Kneeshaw,Lupton<br>&Co. | 160·0<br>Q84′B12′F26′ | 24·6<br>BK7″ | 10·8<br>3*BHCem*<br>*WB=FPT47t* | Liverpool<br>British | C.2Cy.20″&40″–27″ (*s*)<br>110lb *75lb* 66HP<br>1SB,*2pf*,GS40,HS1283<br>Ross&Duncan,Glasgow | 11 ″ 9<br>s ″ 8½ | | |
| 75 **Calcutta** IronScK<br>54 *J.Hobbs* -94 1*Dk* | 139<br>133<br>57 | ✠100A1<br>*Stm Trawler*<br>5,95 ~~3,94~~ ✠LMC6,94<br>*(Class Contest—plates)* | Hul<br>LA&CP | | 1894<br>6mo | Cochrane&<br>Cooper<br>Beverley | HullStm.Fishing&<br>IceCo.(Lim.) | ~~96·8~~<br>99 . 5 | ~~20·4~~<br>20 · 5 | ~~12·3~~<br>11 · 0<br>BK7½<br>*WB=DTf* | Hull<br>British | T.3Cy.10″,16″&25½″–20″ (*s*)<br>170lb 35HP<br>1SB,*2pf*,GS22,HS573<br>Amos&Smith,Hull | 11″10 | | |
| 76 — WoodSc<br>61 | 114<br>101<br>78 | | | | 1868 | H.Gibson<br>Northwich | ~~SaltUnion(Lim.)~~<br>SWHigginbottom | 81·8 | 19·5 | 8·9 | Liverpool<br>British | C.2Cy.12″–14″<br>24HP<br>E.Bates,Northwich | | | |
| 77 **Calder** IronScSr<br>Sup'94 78 *T.W.Lockyer* –93 *ssBom.No.3–85*<br>KP 1*Dk&Awngdk* | 639<br>630<br>400 | ✠<br>*Awng dk*<br>*with load line*<br>4,86 | Bom<br>A&CP | *i* | 1872<br>3mo | J&R.Swan<br>Dumbarton | Bombay&Persia<br>SteamNavigationCo.(Lim.) | 174·6 | 25·1 | 13·7<br>20·5 | Bombay<br>British | C.2Cy.25″&44″–30″<br>NB81 NDB80 85HP<br>Blackwood&Gordon,P.Gl. | | | |
| 78 — SteelScSr<br>109 *G.Wake* –92 *ssGoo.No.1–91*<br>TQ 1*Dk(Irn)BeamsIrn* | 631<br>562<br>323 | ✠100A1<br>3,93<br>BS4,94 ✠LMC10,91 | Goo<br>LA&CP | *i* | 1887<br>4mo | W.Dobson<br>&Co.<br>Newcastle | GooleSteamShipping Co.(Lim.)<br>*WB=* | 215·5<br>P30′B50′F28′<br>*CellDB57′72tFPT* | 28·8<br>BK7″ | 13·8<br>5*BHCem*<br>47*tAPT53t* | Goole<br>British | C.2Cy.27″&54″–33″ (*s*)<br>100lb *100lb* 130HP<br>1SB,*4pf*,GS90<br>N.E.MarineCo.(Lim.)Nwc | 14 ″ 7<br>s 2 ″ 0 | | |
| 79 **Calderon** IronSc3MstSr<br>*A.delCastillo* –90 2*Dks*<br>DP | 608<br>515<br>378 | | | | 1869 | Bowdler,<br>Chaffer&Co.<br>Birkenhead | "LaBetica"Empresa deNavegacion àVapor | 183·4 | 25·0 | 15·2 | Seville<br>Spanish | C.2Cy.22″&44″–24″<br>70HP<br>J.Taylor&Co.,Birkenhead | 15 ″ 8<br>s 2 ″ 5½ | | |
| 80 **Caldy** SteelScSr<br>83 *E.H.Lilley91–93* 1*Dk(Stl)2trB*<br>&*Webframes*&*pt Awngdk(Irn)*<br>*Elec.light* | 3043<br>2360<br>1960 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>8,94 ~~4,94~~<br>✠LMC4,93 | Bry<br>LA&CP | *u* | 1893<br>4mo | Richrdson,<br>Duck&Co.<br>Stockton | Farrar,Groves<br>&Co. | 315·0<br>P35′Q94′<br>*pt Awng dk* 186′<br>*WB=CellDB266′* | 41·1<br>FK | 21·5<br>6*BHCem*<br>569*tAPT42t* | London<br>British | T.3Cy.23″,38″&62½″–42″ (*s*)<br>160lb *100lb* 250HP<br>2SB,*6cf*,GS109,HS3898<br>Blair&Co.(Lim.),Stockton | 24 ″ 0<br>s 9 ″ 0½ | D | |
| 81 **Caledon** IronScSr<br>(*ex*Pan,*ex*Albion) 1*Dk*<br>CQ | 234<br>206<br>136 | | | | 1865 | Tod&<br>McGregor<br>Glasgow | NorthWestRlwy.<br>Society ofGreece | 160·5 | 20·2 | 10·4 | Piræus<br>Greek | C.2Cy.20″&38″–22″<br>60HP<br>Hawthorns&Co.,Leith | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 82<br>102390<br>NSLB | **Caledonia** SteelSc4MstSr ~~SteelSc~~<br>*W.B.Andrews*53-94 3*Dks*(*UStl-Teaks*)<br>*Elec.light* &*Spar dk*(*Stl-Teaks*) | ~~7500~~<br>7558<br>6191<br>3529 | ✠100A1<br>*Spar dk*<br>8,94<br>(*Class Contemplated*) | Grk<br>LA&CP<br>✠LMC8,94 | *d*† | 1894<br>8mo | Caird&Co.<br>(Lim.)<br>Greenock | P.&O.Stm.Nav.Co. | 486·0<br>~~P43'B250'F74'~~<br>P46'B255'F76'<br>*WB*=*CellDB*a50'*f*52'162*t* | 54·2<br>~~54·0~~ | 26·2<br>~~36·7~~<br>34·6<br>BK9 | Greenock<br>British<br>10*BHCem* | T.5Cy.(2)33",69"&(2)84"–<br>165lb 72" (*s*) 3500HP<br>3D&4SB,30*cf*,GS598,HS2409<br>Caird&Co.(Lim.),Grk. |
| 83<br>96548<br>LMDW | —<br>SteelScSr<br>*E.Griffiths*83-89 1*Dk*(*ptIrn*&*ptStl*)<br>2*trB*&*Webframes*&*ptAwngdk*(*Irn*)<br>*ss*Cff.No.1-94 | 2599<br>2060<br>1670 | ✠100A1<br>*pt Awng dk withfreeboard*<br>~~5,94~~ 5,93<br>5,95 ~~2,95~~ | Cff<br>A&CP<br>~~Shl~~<br>✠LMC~~12,89~~ 1,94 | *t* | 1889<br>12mo | JLThompson&Sons<br>Sunderland | International LineS.S.Co. (Lim.) (C.Marwood, *Mgr.*) | 316·0<br>P29'Q88'<br>*ptAwng dk*199'<br>*WB*=*CellDB*224' | 40·6 | 20·8<br>BK10" | Whitby<br>British<br>6*BHCem*<br>407*tAPT*31*t* | T.3Cy.23½",38"&62"–42" (*s*)<br>160lb *70lb* 230HP<br>2SB,6*rf*,GS126<br>J.Dickinson,Sunderland |
| 84<br>47833<br>VQGS | —<br>IronScBk<br>*W.Laird* -92 | 2151<br>2121<br>1396 | | | ... | 1863<br>10mo | Tod&<br>McGregor<br>Glasgow | HendersonBros. | 310·6<br>H29*t*<br>len72 | 33·3 | 21·4<br>28·5 | Glasgow<br>British | C.2Cy.38"&68"–42"<br>NB83NE72 424HP<br>FinniestonCo.,Glasgow |
| ⁕ 85<br>232 | —<br>IronScSr<br>*G.Reboa*93-93 *ss*Cff.No.2-93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1938<br>1632<br>1256 | ✠100A1<br>6,95 ~~2,94~~<br>BS~~2,94~~<br>5,95 | Gen<br>LA&CP<br>✠LMC1,93 | *r* | 1883<br>12mo | Oswald,<br>Mordaunt&<br>Co.<br>Southampton | C.Pastorino fu P. | 270·4<br>Q94'B62'F30'<br>*WB*=*DBa*72'*f*120'540*t* | 38·0 | 18·6<br>BK9½" | Genoa<br>Italian<br>4*BHCem* | C.2Cy.32"&60"–42" (*a*)<br>80lb *60lb* 155HP<br>2SB,6*pf*,GS96<br>Oswald,Mordaunt&C.,Sou. |
| 86<br>NHPK | Wrecked 12,94<br>—<br>IronScSr<br>*J.Stephan*92-92 *ss*Mdb.No.2-90<br>(*ex*Schmidborn) *ss*Stk.No.3-7,82<br>1*Dk* | 380<br>361<br>231 | ✠ ~~A1~~<br>~~10,92~~ 5,94<br>BS~~5,93~~<br>5,94 | Rot<br>A&CP<br>MS11,90 | | 1870<br>3mo | Backhouse<br>&Dixon<br>Middlesbro' | W.H.Müller&Co. | 155·6<br>Q16*t* | 24·0 | 13·9<br>BK6½" | Rottrdam<br>Dutch<br>4*BHCem*<br>*WB*=*ptDB* | C.2Cy.22½"&42"–30" (*i*)<br>65lb *65lb* 70HP<br>1SB,3*f*<br>Blair&Co.(Lim.),Stockton |
| 87<br>96066 | —<br>SteelPadSk<br>*C.Mitchell*89-89 | 244<br>222<br>58 | | | | 1889 | J.Reid&<br>Co.<br>Pt.Glasgow | CaledonianSteam PacketCo.(Lim.) | 200·4 | 22·1 | 7·5 | Glasgow<br>British | CD.2Cy.30"&54"–60"<br>FD 140HP<br>Rankin&Blackmore,Grk. |
| 88<br>97162 | —<br>WoodSc<br>*G.Oding* -91 2*Dks* | 237<br>206<br>130 | | | | 1891 | McFeeBrs.<br>N.Westmnstr<br>B.C. | Hudson'sBayCo. | 100·0 | 24·5 | 4·7 | Vict'ria BC<br>British | 2Cy.16"–72"<br>50HP<br>AlbionIronWks.Co.(Lim.)<br>Victoria,B.C. |
| 89<br>99642 | —<br>WoodScSr<br>*J.~~Rennie~~* ~~-93~~ Salted IB 1*Dk*<br>*B.Butler* | 82<br>76<br>28 | 9A1<br>*For fishing purposes*<br>~~10,94~~ ~~9,93~~ 5,95 | Abn<br>LA&CP<br>✠LMC11,92 | | 1892<br>10mo | Forbes&<br>Birnie<br>Peterhead | Johnstone&<br>Sherrit | 81·8 | 18·3 | 9·1 | Aberdeen<br>British | C.2Cy.12"&26"–18" (*r*)<br>100lb *75lb* 27HP<br>1SB,2*pf*,GS24,HS440<br>Clyne,Mitchell&Co.,Abn. |
| ⁕ 90<br>67497<br>WVHQ | **Caledonian** IronSc3MstSr<br>~~*A.McCallum*~~ *ss*Gls.No.1-91<br>*ss*Gls.No.3-5,87 2*Dks*&*ptAwng dk*<br>*J.Barrett*83-94 *Elec.light* | 553<br>422<br>~~257~~<br>264 | 100A1<br>~~4,94~~ ~~6,93~~ 3,95<br>✠NB5,87<br>BS~~7,93~~ 7,94 | Gls<br>A&CP<br>LMC~~5,91~~ 3,95<br>Liv | *j* | 1874<br>4mo | J.Elder&<br>Co.<br>Glasgow | ~~W.Sloan&Co.~~<br>J.J.Mack&Sons | 201·0<br>P74*t*<br>ptND85 | 26·1 | 12·9<br>BK7½" | Liverpool<br>British<br>5*BHCem* | C.2Cy.30½"&55"–36" (*s*)<br>70lb *60lb* NDB85 150HP<br>2SB,4*pf*,GS71<br>J.Elder&Co.,Glasgow |
| 91<br>81140 | —<br>IronSc | 249<br>239<br>122 | | | | 1875 | W.Simons<br>&Co.<br>Renfrew | CaledonianRailwayCo. | 133·6 | 24·6 | 12·2 | Grngemth<br>British | C.2Cy.18"&30"–24"<br>60HP<br>W.Simons&Co.,Renfrew |
| 92<br>HPCM | **Caledonie** SteelScSr<br>*J.M.Dano*84-90 *ss*Sld.No.1-90<br>(*ex*Vedra) 1*Dk*(*Stl*)&*Spardk*<br>(*ptIrn*-ws)3*trB* | 2890<br>2613<br>1890 | ✠100A1<br>*Spar dk*<br>10,94 ~~7,93~~<br>BS10,94 | Nts<br>A&CP<br>✠LMC12,90 | *t* | 1888<br>6mo | ShortBros.<br>Sunderland | Cie.Nantaise de Nav.àVap. | 302·5<br>B80'F32'P47'<br>drp92<br>*WB*=*CellDB*218'348*t* | 40·1 | 19·2<br>27·1<br>BK10" | Nantes<br>French<br>6*BHCem* | T.3Cy.24",39"&64"–42" (*a*)<br>150lb *85lb* 350HP<br>2DB,12*cf*,GS147<br>G.Clark,Sunderland |
| 93<br>HPCN | **Calédonien** IronScBk<br>3*Dks* | 4233<br>—<br>2093 | | | | 1882 | Messagries<br>Maritimes<br>LaCiotat | MessageriesMaritimes | 413·9 | 41·3 | 32·8 | Marseilles<br>French | C.3Cy.43¼"&(2)65"–43¼"<br>640HP<br>Mess.Maritimes,LaCiotat |
| 94<br>68211<br>LDNG | **California** IronScSr<br>*G.Mitchell*88-92 | 3410<br>2510<br>2214 | | | ... | 1872<br>8mo | A.Stephen<br>&Sons<br>Glasgow | HendersonBros. | 361·5 | 40·5 | 24·2<br>31·6 | Glasgow<br>British | C.2Cy.33"&66"–60"<br>NE&B81 480HP<br>D.&W.Henderson&Co.Gls |
| 95<br>RGMH | —<br>IronScSr<br>*C.Dempwolf*92-93 2*Dks*&*Spardk* | 2690<br>2650<br>2163 | | | | 1883 | SirW.G.<br>Armstrong,<br>Mitchell&<br>Co.(Lim.)<br>Newcastle | Hamburg-AmerikanischePacketf. Act.Ges. | 300·5<br>B62' | 38·7 | 30·7 | Hamburg<br>German<br>*WB* | C.2Cy.38"&74"–48"<br>350HP<br>WallsendSlipwayCo.(Lm)<br>Newcastle |
| 96<br>477<br>HDJL | **Calipso** IronScBg<br>*Grisogono*72-87 *ss*Lon.No.2-72<br>(*ex*CityofBuenosAyres) 1*Dk*2*trB*<br>*Well deck* | 1702<br>1520<br>1005 | ✠<br>1,73 | Lon<br>A&CP | | 1867<br>7mo | Richardsn,<br>Duck&Co.<br>Stockton | LloydAustriaco | 299·6<br>P135' F26'<br>len72 | 32·5 | 21·1 | Trieste<br>Aust.-Hung.<br>5*BHCem* | C.2Cy.38"&68"–33"<br>NE&B72 160HP<br>MillwallIronWorks,Lon. |
| 97<br>99612<br>MSKJ | Wrecked 5,94<br>**Calitro** SteelScSr<br>*J.M.Storm* -92<br>1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB* | 2969<br>2765<br>1920 | ✠~~100A1~~<br>*Spar dk*<br>2,94 | Sld<br>A&CP<br>✠LMC9,92 | *u* | 1892<br>9mo | J.Laing<br>Sunderland | NeptuneStm.Nav. Co.(Lim.) (W.&T.W.Pinkney *Mgrs.*) | 320·0<br>P8'B78'F34'<br>*WB*=*CellDB*258'436*t* | 41·8 | 18·2<br>26·0<br>BK10" | Sundrland<br>British<br>5*BHCem*<br>*APT*36*t* | T.3Cy.24",40"&65"–42" (*r*)<br>160lb *80lb* 350HP<br>2SB,8*pf*,GS124,HS4204<br>G.Clark(Lim.),Sunderland |
| 98<br>97367<br>LHGR | **Calliope** SteelScSr<br>*G.Grigs* -93<br>*Well deck* 1*Dk*(*Irn*)2*trB*&*Webframes*<br>*ss*Msl.No.1-94 | 2934<br>2317<br>1927 | ✠100A1<br>8,94 ~~5,93~~ | Nwc<br>A&CP<br>✠LMC~~9,89~~ 4,94<br>Cff | *t* | 1889<br>9mo | W.Gray&<br>Co.(Lim.)<br>W.Hartlpool | Gladstone&Cornforth | 314·5<br>P29'Q102'B118'<br>F35'<br>drp94 *WB*=*DBa*106'*f*120'562*t* | 40·6 | 22·0<br>BK10" | W.Hartlpl<br>British<br>5*BHCem* | T.3Cy.23",36½"&62"–39" (*s*)<br>160lb *80lb* 220HP<br>2SB,6*rf*,GS98<br>Cen.MarineE.Wks.,W.Hpl |
| ⁕ 99 | —<br>IronScSr<br>*Z.Gjertsen* -93 6thSurvey,Mdb.9,93<br>1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1430<br>1118<br>912 | ✠ A1⁕ 1<br>9,94 ~~2,94~~<br>✠NB9,91 | Mdb<br>B&MS9,91 | Lv | 1871<br>1mo | Humphrys<br>&Co.<br>Hull | Actieselskabet "Calliope" (J.Wild&Co.) | 260·0<br>P135'F26'<br>drp93<br>*WB*= | 32·0 | 17·1<br>FK | Tönsberg<br>Norwegian<br>5*BH*<br>*MT FPT* | C.2Cy.30"&56"–33" (*s*)<br>70lb *50lb* NDB88 140HP<br>1SB,3*pf*,GS58<br>Humphrys&Co.,Hull |
| ⁕ 100<br>KSPB | **Calon** IronScSr<br>*R.Esquivel*88-88 *ss*Bbo.No.2-90<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1567<br>1272<br>1009 | ✠100A1<br>1,94<br>BS~~5,90~~<br>6,94 | Dnk<br>A&CP<br>✠LMC7,90 | *p* | 1882<br>10mo | Strand<br>SlipwayCo.<br>Sunderland | J.Duranona | 250·0<br>P28'Q64'B52'F27'<br>*WB*=*DBa*68'*f*48'256*t* | 35·3 | 17·9<br>BK9" | Bilbao<br>Spanish<br>4*BHCem* | C.2Cy.31"&57"–36" (*i*)<br>70lb *50lb* 130HP<br>2SB,4*pf*,GS64<br>G.Clark,Sunderland |
| ⁕ 101<br>95025<br>KPWM | **Caloric** SteelScSr<br>*A.Albrethson* -93 *ss*Gls.No.1-92<br>*Well deck* 1*Dk*(*Stl*)2*Dkrule* | 1748<br>1282<br>1139 | ✠100A1<br>11,94 ~~2,94~~<br>BS10,93<br>✠NB10,93 | Gls<br>A&CP<br>✠LMC5,92<br>Cff | *q* | 1887<br>12mo | A.Stephen<br>&Sons<br>Glasgow | E.Kemp(Maclay &M'Intyre, *Mgrs.*) | 260·0<br>Q92'B102'F31'<br>*WB*=*CellDB*208'365*t* | 36·8 | 16·6<br>FK | Glasgow<br>British<br>4*BHCem*<br>*APT*29*t* | T.3Cy.18",29"&46"–39" (*s*)<br>160lb *60lb* 170HP<br>1SB,3*rf*,GS67,HS2300<br>A.Stephen&Sons,Glasgow |
| 102<br>90130<br>KDGM | —<br>SteelScSr<br>*Davidson*79-86 2ndSurvey,Bel.5,94<br>*Elec.light* 2*Dks*(1*Stl*) | 974<br>736<br>368 | ✠ A1⁕ 1<br>4,95 ~~5,94~~ | Bel<br>LA&CP | Lv | 1885<br>10mo | Harland<br>&Wolff<br>Belfast | BelfastSteam ShippingCo. (Lim.) | 243·9<br>P42'B92'F37' | 31·9 | 15·3<br>BK8" | Belfast<br>British<br>4*BH*3PBH<br>*WB*=*APT* | C.2Cy.35"&70"–45"<br>100lb 200HP<br>2DB,12*f*<br>Harland&Wolff,Belfast |

| 1 | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey, Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now or prid. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. boiler pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Class. Last Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 103 | **Calvados** *Lenormand* (*ex*Adriana) | **IronScK** 1*Dk* | 104 — 61 | | | | 1885 | Ateliers du Rhône Marseilles | **Lenormand** | 108·3 \| 15·9 \| 6·8 Q13′ | **Havre** French | C.2Cy.11″&20″–20″ 25HP A.F.Smulders,Utrecht | | V |
| 104 | **Calvin** *T.Hunter* –92 *ssWebframes&ptAwngdk(Irn)* | **SteelScSr** 1*Dk(Stl)* | 2578 1958 1679 | ✠100A1 *pt Awng dk withfreeboard* 1,95~~12,98~~ ✠LMC5,91 | Npt LA&CP | *t* | 1891 5mo | C.S.Swan &Hunter Newcastle | **CalvinS.S.Co. (Lim.)(A.Holland &Co.)** | 299·0 \| 40·0 \| 20·3 P24′Q88′B122′F34′ RFD30′ FK *WB=Cell* | **London** British 5*BHCem* *DB252′560t* | T.3Cy.22½″,36″&60″–39″ (*s*) 160lb *80lb* 250HP 2SB,*8pf*,GS124 NE.MarineECo.(Lm),Nwc | 22 ″ 11 s 8 ″ 11½ | |
| 105 | **Calypso** *W.Vickerman* –92 | **IronScBg** | 1283 1237 835 | | | | 1865 8mo | C&W Earle Hull | **T.Wilson,Sons& Co.(Lim.)** | 251·4 \| 32·1 \| 20·5 P28*t* B68*t* H68*t* | **Hull** British | C.4Cy.20″&40″–30″ NB74 150HP *Cmp.*74Humphrys&C.Hull | | |
| 106 | — *A.W.Rae* –89 | **IronScSp** | 544 433 339 | | | | 1889 | Scott&Co. Greenock | **OceanSteamShip Co.** | 190·0 \| 30·6 \| 11·6 P31′ F26′ | **Liverpool** British | C.2Cy.18¾″&38″–30″ 90HP Scott&Co.,Greenock | | |
| 107 | **Cam** *J.Mathias*93–93 1*Dk(pt Stl pt Irn)2trB ssWebframes&ptAwngdk(Irn)* | **SteelScSr** | 3022 2305 1930 | ✠100A1 *pt Awng dk withfreeboard* 3,95 4,94 ✠LMC12,93 | Shi Yka | *u* A&CP | 1893 12mo | J.L. Thompson &Sons Sunderland | **MercantileS.S.Co. (Lim.)** | 322·0 \| 41·6 \| 21·5 P28′Q102′ *ptAwngdk*190′ FK *WB=CellDB234′* | **London** British 6*BHCem* 486*tAPT30t* | T.3Cy.24″,39″&64″–42″ (*s*) 160lb 100*lb* 300HP 2SB,*6cf*,GS116,HS3950 J.Dickinson,Sunderland | 24 ″ 0 s 9 ″ 1 | |
| 108 | — *J.J.Drew*83–83 *ss*Nwc.No.2–91 1*Dk(Irn)* | **IronScSr** | 175 148 93 | ✠100A1 6,91 ✠NB7,91 ✠LMC7,91 | Nwc LA&CP | *c* | 1883 7mo | J.M'Arthr &Co. Paisley | **EastCoastS.S.Co. (Lim.)** | 120·4 \| 20·1 \| 9·6 Q35′F14′ BK6½″ *WB=FPT13t* | **Lynn** British 3*BHCem* | C.2Cy.15″&27″–21″ (*s*) 90lb 90*lb* NDB91 30HP 1SB,*2pf*,GS25 J.Gilmour&Co.,Glasgow | 10 ″ 6 s 1 ″ 3 | |
| 109 | **Camara** *A.Corveto* | **IronScSr** 1*Dk2trB* | 826 653 562 | ✠ 2,76 | Lon A&CP | | 1875 9mo | A.Simey &Co. Sunderland | **Espaliu&Co.** | 210·7 \| 30·0 \| 15·9 P49′ F50′ drp76 *WB=DBa60′&under E&B33′* | **Seville** Spanish 4*BHCem* | C.2Cy.27″&52″–33″ 110HP J.Dickinson,Sunderland | | |
| | *Now named "Ciudad de Mahon," See No. 19 in Supplement.* | | | | | | | | | | | | | |
| 110 | **Camargue** | **IronScSr** 1*Dk* | | | | | 1881 | Soc.Dyle& Bacalan Bordeaux | **J.E.Buhan père et fils,&A.Tesseire** | 85·3 \| 17·1 \| 8·9 | **St.Louis, Senegal** French | 2Cy.16¾″&31½″–15¾″ 50HP H.Satre,Lyons | | |
| 111 | **Cambay** *C.Barnsley* –94 1*Dk(pt Stl pt Irn)2trB& ptAwngdk(Irn)* | **SteelScSr** | 2632 2000 1694 | ✠100A1 *pt Awng dk withfreeboard* 7,94 ~~12,98~~ 2,98 ✠LMC2,98 | Cff Bry | *t* A&CP | 1893 2mo | J.Read- head&Sons S.Shields | **CambaySteamship Co.(Lim.) (Chapman&Miller)** | 298·5 \| 40·1 \| 20·4 P25′Q90′ BK10″ *ptAwngdk*183′ drp95 *WB=Cell* | **Newcastle** British 5*BHCem* *DB254′582t* | T.3Cy 23″,37½″&61½″–39″ 160lb *80lb* (*r*) 250H 2SB,*6rf*,GS104,HS3421 J.Readhead&Sons,S.Shl. | 23 ″ 2 s 8 ″ 11 | |
| 112 | **Cambodge** | **IronScSr** | 2599 — 1401 | | | | 1861 | Forges& Chantiers de la Medit. LaSeyne | **Messageries Maritimes** | 318·9 \| 38·7 \| 31·4 P77′ | **Marseilles** French | 2Cy.76½″–52½″ 500HP Forges&Chantiers de la Medit.Marseilles | | |
| 113 | **Cambrai** *Hervé* (*ex*Louise) | **IronScSr** 1*Dk2trB* | 965 899 611 | | | | 1875 | Schlesingr Davis&Co. Newcastle | **Cie.Générale des Bateaux à Vap. à hélice du Nord** | 219·1 \| 30·2 \| 18·4 Q114′ F34′ *WB* | **Dunkirk** French | C.2Cy.28″&53″–35½″ 120H T.Clark&Co.,Newcastle | | V |
| 114 | **Cambria** *Richardson* ~~*H.Westhepill* 92~~ *ssBry.No.1–93* 1*Dk(Stl)&Webframespt Awngdk(Irn)* | **SteelScSr** | 1957 1792 1257 | ✠100A1 *pt Awng dk withfreeboard* ~~7,98 12,98~~ 3,95 ✠LMC4,98 | Cff LA&CP | *s* | 1889 4mo | J.L.Thomp- son&Sons Sunderland | **InternationalLine S.S.Co.(Lim.) (C.Marwood, *Mgr.*)** *WB* | 284·0 \| 38·1 \| 18·2 P29′Q74′ *ptAwngdk*181′ FK *=Cell DB212′387t* | **Whitby** British 6*BHCem* *APT22t* | T.3Cy.21″,35″&57″–39″ (*s*) 160lb 180H 2SB,*6rf*,GS90 J.Dickinson,Sunderland | 20 ″ 8 s 8 ″ 1 | |
| 115 | — *S.Murphy* –93 | **SteelScSr** 2*Dks* | 1878 — 1377 | | | | 1887 | GlobeIron Works ClevelandO. | **TheMutualTrans. Co. (L.C.Hanna)** | 280·0 \| 40·0 \| 20·0 F36′ *WB* | **Cleveland, Ohio** Utd.States | T.3Cy.24″,38″&61″–42″ GlobeIrnWorksCo.,Clvlnd | | |
| 116 | — *N.Campbell* (*ex*Champion) 2*Dks* | **WoodPadSr** | 937 647 590 | | | | 1877 | G.T.Davie Levis,Canada | **G.W.Brown** | 174·8 \| 23·3 \| 10·7 H290*t* | **Prt Arthur Ont.** British | 1Cy.40″–81″ 80HP | | |
| 117 | — *J.Jones* –94 | **IronPadSr** | 209 209 55 | | | | 1870 6mo | ThamesIW Co.(Lim.) London | **W.Watkins** | 138·8 \| 20·0 \| 11·5 | **London** British | L.2Cy.34″–54″ 100HP J.Stewart,London | | |
| 118 | ~~*O.Robinson* 93~~ *Guéret*94–94 | **IronPadSr** ~~*ssLiv.No.1–84*~~ 1*Dk* | 172 156 64 | 7,84 *For River and* | Liv *Tug p* | LA&CP *ur* | 1879 2mo *poses* | T.Redhead &Son Preston | ~~**Dansey&Robinson**~~ Ailleret&Co. | 118·7 \| 20·4 \| 9·9 BK6″ | ~~**London**~~ ~~**British**~~ French 3*BHCem* Havre | L.2Cy.32½″–45″ NE79 70HP 1B,GS34 R.Smith,Preston | | BT till 10,94 |
| 119 | — | **WoodScK** | 105 105 12 | | | | 1890 | Lee&Wght Berwick-on-Tweed | **R.Irvin** | 96·0 \| 20·0 \| 10·6 | **N.Shields** British | C.2Cy.17″&32″–22″ 45HP J.P.Rennoldson&Son,S.Shl | | |
| 120 | **Cambridge** *J.Chilver* –94 | **SteelTwinScSr** | 1194 906 650 | | | | 1886 10mo | Earle'sShp Co.(Lim.) Hull | **GreatEastern RailwayCo.** | 280·5 \| 31·0 \| 15·2 | **Harwich** British | C.4Cy.30″&57″–36″ *80lb* 275HP Earle'sCo.(Lim.),Hull | | BT till ~~12,94~~ 1,96 |
| 121 | — | **CompSc** 1*Dk2trB* | 834 — 693 | | | | 1890 | WEWood- all&Co. BaltimoreMd | **ChoptankS.B.Co.** | 165·3 \| 37·5 \| 10·0 | **Baltimore** Utd.States | 2Cy.20″&40″–26″ J.Clark&Co. | | R |
| 122 | **Cambroman** *E.Maddox*80–92 *Elec.light* | **SteelSc4MstSr** 3*Dks(Irn)&ptShelterdk* | 4920 4487 3070 | ✠100A1 *pt Shelter dk* ~~7,94 1,96~~ 3,95 ✠LMC11,92 | Liv A&CP | *z* | 1892 11mo | Laird Bros. Birkenhead | **British&NorthAtlanticS.N.Co. (Lim.) (Richards, Mills&Co.,*Mgrs.*) *WB=CellDB290′*** | 429·9 \| 46·3 \| 30·1 P33′B103′F48′ FK *650t D T f 36′ 700t* | **Liverpool** British 6*BHCem* *a36′657t* | T.3Cy.30½″,48″&78″–60″ (*s*) 160lb 600HP HS8923 2D&2SB,*14cf*,GS308, Laird Bros.,Birkenhead | 34 ″ 6 s 7 ″ 11½ | |
| 123 | **Camden** *W.J.H.Bland* –91 *ss*Npt.No.3–1,91 2*Dks(1Irn)3trB ss*Lth.No.1–95 | **IronScSr** | 1449 1386 915 | ✠100A1 ~~6,90 10,92 12,97~~ BS8,94 | N Yk A&CP Bry Lth | *p* | 1878 9mo | C.Mitchell &Co. Newcastle | **Watts,Ward&Co.** Watts,Watts&Co. | 252·0 \| 33·0 \| 22·3 B50′F19′ ND95 FK *WB=DBa74′&u* | **London** British 4*BHCem* *E&B14′150t* | C.2Cy.30″&58″–36″ (*i*) 75lb *60lb* 150HP 2B,GS70 Wallsend Slipwy.Co.,Nwc. | 23 ″ 8 s 4 ″ 2½ | |
| 124 | **Camel** *S.English*91–91 *ss*Bel.No.3–12,83 *ss*Gls.No.2–92 5thSurvey,Gls.4,92 1*Dk(Irn-ptws)* | **IronScSr** | 356 323 226 | ✠100A1 A1✠1 ~~3,94~~ 3,95 ✠NB11,88 ~~BS6,93~~ 7,94 | Npt A&CP Liv LMC4,92 | *f* Lv | 1870 9mo | Harland& Wolff Belfast | **SSCamelCo.(Lim) (Matthews&Luff)** | 170·5 \| 21·9 \| 12·2 P18′ len72drp93 BK5½″ | **London** British 4*BHCem* | C.2Cy.18″&38½″–24″ 90lb *80lb* 70HP 2SB,*2f* Greenock Fndry.Co.,Grk. | 13 ″ 1 s 1 ″ 10 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Feuillement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 125<br>79208<br>RWMP | **Camellia**<br>*L.Morton* –92 | **IronScSr**<br>*ss*Cff.No.3–1,91<br>1*Dk*(*pt Irn*)2*tr B* | 1316<br>1276<br>832 | ✠100A1<br>3,94<br>~~BS6,93~~<br>7,94 | Shl<br>A&CP<br>LMC1,91 | *p* | 1878<br>8mo | TyneI.S.B.<br>Co.(Lim.)<br>Newcastle | J.Robinson&Sons | 258·0 \| 32·0 \| 21·2<br>B17′ BK9″<br>*WB*= | N.Shields<br>British<br>70lb *50lb* 130HP<br>5*BHCem*<br>2B,GS64 | C.2Cy.28″&54″–33″ (*i*)<br>*DBa*82′*f*64′<br>N.E.MarineE.Co(Lim.)Sld |
| 126<br>99992 | —<br>*Lamsford* | **IronScK**<br>1*Dk* | 140<br>134<br>48 | ✠100A1<br>*Stm Trawler*<br>12,93 ✠LMC9,92 | Sws<br>LA&CP | | 1892<br>9mo | SirR.<br>Dixon&Co.<br>Middlesbro' | C.Morley&W.G.D.<br>Goff<br>(F.J.Sellick,*Mgr.*) | 100·6 \| 20·4 \| 10·7<br>Q20′F20′<br>drp93 BK7½″ | Milford<br>British<br>100lb 46HP<br>1SB,2*pf*,GS30,HS3800<br>3*BHCem* | C.2Cy.16″&32″–22″ (*s*)<br>N.E.MarineE.Co(Lim.)Sld |
| 127<br>93078 | **Camenes**<br>*W.Chapman* | **IronScK**<br>*ss*Hul.No.3–6,93<br>1*Dk* | 159<br>146<br>64 | ✠100A1<br>*StmTrawler*<br>11,93 ✠LMC6,93<br>✠NE&B6,93 | Hul<br>LA&CP | | 1886<br>4mo | Head&<br>Riley<br>Hull | ~~W.R.Leyman~~<br>Hall,Leyman&Co<br>(Lim) | 103·0 \| 20·1 \| 11·0<br>Q16′F20′<br>len93 BK7½″ | Hull<br>British<br>160lb (*s*) 50HP<br>3*BHCem* | T.3Cy.12″,19½″&31½″–22½″<br>C.D.Holmes&Co.,Hull |
| 128<br>84661<br>WCJQ | **Cameo**<br>*J.Collins*79–93 | **IronScSr**<br>*ss*Cff.No.3–4,89<br>2*Dks*(*Irn*)3*tr B*<br>*ss*Bry.No.1–94 | 2280<br>2103<br>1450 | ✠100A1<br>7,94 ~~2,93~~<br>~~drp93~~<br>BS7,94 | Liv<br>LA&CP<br>✠LMC2,93<br>Bry | *t*<br>… | 1881<br>8mo | A.Stephen<br>&Sons<br>Glasgow | CameoS.S.Co.<br>(Lim.)<br>(G.H.Wills&Co.) | 300·0 \| 39·1 \| 23·7<br>P32′B28′F34′<br>BK10″<br>*WB*= *Cell* | Cardiff<br>British<br>80lb ~~70lb~~ *80lb* 200HP<br>2SB,*6pf*,GS92 NDB89<br>*DB*216′460*t* | C.2Cy.35″&65″–42″ (*i*)<br>A.Stephen&Sons,Glasgow |
| 129<br>75329<br>PVBR | —<br>*R.Potter* –92<br>*Well deck* | **IronSc3MstSr** | 1278<br>939<br>826 | | | | 1876<br>5mo | Earle'sCo.<br>Hull | T.Wilson,Sons&<br>Co.(Lim.) | 245·0 \| 31·0 \| 17·3<br>P155′ F28′<br>FK | Hull<br>British | C.2Cy.33¼″&64½″–42″<br>170HP<br>Earle'sCo.,Hull |
| 130<br>87682<br>HTVS | —<br>~~*J.R.G.Collins* –93~~<br>(*ex*Strathadder)<br>*A.Johnston* -94 | **IronSc3MstSr**<br>*ss*Bwg.No.3–4,92<br>1*Dk*(*Irn*) | 322<br>277<br>134 | ✠100A1<br>7,94 ~~4,92~~<br>BS6,93<br>7,94 ✠LMC4,92 | Bwg<br>LA&CP | *g* | 1883<br>5mo | J.Fuller-<br>ton&Co.<br>Paisley | W.Robertson | 160·2 \| 23·2 \| 10·9<br>Q85′B7′F25′<br>BK6″<br>drp94 *WB*= *FPT* | Glasgow<br>British<br>80lb *50lb* 60HP<br>1SB,2*pf*,GS32<br>4*BHCem*<br>45*tAPT*16*t* | C.2Cy.19″&36″–27″ (*o*)<br>J.&T.Young,Ayr |
| 131<br>68115<br>NBTM | **Cameroon**<br>*Dalgarno* | **IronScBg**<br>6thSurvey,Liv.8,93<br>2*Dks* | 1862<br>1676<br>1185 | ✠ A1, 1<br>~~7,94 3,94 10,94~~<br>3,95 | Liv | Lv | 1874<br>5mo | J.Elder&<br>Co.<br>Glasgow | British&African<br>SteamNav.Co.<br>(Lim.) (Elder,<br>Dempster&Co.,<br>*Mgrs.*) | 302·5 \| 33·8 \| 24·0<br>P105*t* H28*t* F53*t*<br>ND89drp93 | Glasgow<br>British<br>6*BH* | T.3Cy.21″,34½″&55¾″–36″<br>*80lb* NDB89 157HP<br>2SB,*6cf*,GS99,HS3350<br>*Tpd*.89D.Rollo&Son,Liv. |
| 132<br>HCPK | **Cameta**<br>1*Dk*&*HurDk* | **IronPad** | 478<br>—<br>340 | | | | 1881 | Laird Bros.<br>Birkenhead | AmazonSteam<br>Nav.Co.(Lim.) | 181·0 \| 28·0 \| 9·5 | Para<br>Brazilian | C.2Cy.32″&52″–54″<br>124HP<br>LairdBros.,Birkenhead |
| 133<br>HFDT | **Camiguin** | **Iron** | 194<br>—<br>121 | | | | 1873 | ……<br>England | P.E.Martinez | 130·2 \| 22·2 \| 6·6 | Manila<br>Spanish | C.2Cy.14″&26″–18″<br>25HP<br>Thompson&Co.,Newcastle |
| 134<br>54730<br>HNPJ | **Camilla**<br>*W.H.Kirkcaldy* –91 | **IronSc3MstSr**<br>*ss*Lon.No.3–3,79<br>*ss*Lon.No.1–84<br>1*Dk*2*tr B* | 967<br>837<br>595 | ✠<br>4,89 | Lon<br>A&CP | *n* | 1866<br>6mo | Palmers'<br>Co.<br>Newcastle | W.H.Kirkcaldy | 239·7 \| 28·1 \| 17·0<br>Q70′ F37′<br>len73 BK7″ | London<br>British<br>4*BHptAsp*<br>*ptCem* *WB*= *DBa*31′*f*52′*MT*62′260*t* | C.2Cy.26″&51″–30″<br>NB74 160HP<br>*Cmp*74Vic.DockE.C.,Lon. |
| *Now named "Jet," See No. 15 in Supplement.* | | | | | | | | | | | | |
| 135<br>HNPJ | **Camillo**<br>*J.T.Oliveira* (*ex*Cervantes) | **IronScSr**<br>1*Dk*2*tr B* | 1131<br>—<br>698 | | | | 1874 | A.Leslie&<br>Co.<br>Newcastle | Companhia deNav.<br>Norte-Sul | 251·3 \| 29·6 \| 17·4 | R.Janeiro<br>Brazilian | C.2Cy.28″&52″–36″<br>170HP<br>Thompson,Boyd&Co.,Nwc |
| 136<br>86938<br>WMLG | **Camma**<br>*C.J.Tornquist* –92<br>*ss*Shl.No.2–90 | **IronScSr**<br>1*Dk*(*Irn*)2*tr B* | 808<br>639<br>490 | ✠100A1<br>11,93<br>~~BS10,93~~ ✠LMC10,90<br>10,94 | Shl<br>A&CP | *k* | 1882<br>8mo | M.Pearse<br>&Co.<br>Stockton | Herskind&Co. | 199·5 \| 30·0 \| 14·0<br>Q119′F28′<br>lrp92 BK7½″<br>*WB*= *DBa*59′*f*77′181*t FPT* | W.Hartlpl<br>British<br>1SB,*3pf*,GS39<br>4*BHCem*<br>57*tAPT*9*t* | C.2Cy.24″&45½″–30″ (*i*)<br>Blair&Co.(Lim),Stockton |
| 137<br>84285<br>SKJW | **Camorta**<br>*T.W.Lewins* –93<br>*ss*HKg.No.2–89 | **IronScSr**<br>3*Dks*(*UIrn*-ws) | 2097<br>1891<br>1355 | ✠<br>6,89 ✠ | HKg<br>LA&CP | *s* | 1880<br>11mo | A&J Inglis<br>Glasgow | BritishIndiaS.N.<br>Co.(Lim.) | 285·2 \| 35·2 \| 24·1<br>P42′B44′F38′<br>BK10″<br>*WB*= *DBa* 80′*f* 122′ *&uE&B* 46′295*t* | Glasgow<br>British<br>*BHCem*<br>2SB,*6pf*,GS123 | C.2Cy.34″&60″–45″<br>NDB92 200HP<br>A.&J.Inglis,Glasgow |
| 138<br>HPGJ | **Campana**<br>*Voisin* | **SteelScBn**<br>1*Dk*&*Spardk*&*3tr B* | 3038<br>2549<br>1616 | | | | 1889 | Ateliers&<br>Chant.de la<br>Loire<br>St.Nazaire | ChargeursRéunis | 312·0 \| 40·3 \| 19·8<br>B23′H124′F45′27·5 | Havre<br>French<br>*WB* | 3Cy.24″,40″&62″–44″<br>360HP<br>Ateliers&Chant.de la<br>Loire,St.Dennis |
| 139<br>51646 | —<br>*J.McNab* | **IronScSr** | 1288<br>1242<br>876 | | | | 1873 | Aitken&<br>Mansel<br>Glasgow | A.M.Smith | 240·8 \| 35·3 \| 20·7 | London<br>British<br>*WB* | C.2Cy.26″&52″–33″<br>225HP<br>D.Rowan,Glasgow |
| 140<br>102086<br>NBLT | **Campania**<br>*W.H.P.Hains*67–93<br>*Elec.light* | **SteelTwinScSr**<br>4*Dks*(3*Stl*–ws)<br>&*Promenadedk*(*Stl*–ws) | 12950<br>10267<br>4974 | ✠100A1<br>~~8,94 2,94~~ 4,95<br>✠LMC4,93 | Liv<br>LA&CP | | 1893<br>3mo | Fairfield<br>Co.(Lim.)<br>Glasgow | CunardS.S.Co.<br>(Lim.) | 601·0 \| 65·2 \| 37·8<br>P75′F120′ FK<br>*Promenade dk*370′<br>*WB*= *CellDB* | Liverpool<br>British<br>12*BHCem*<br>457′2384*t* | T10Cy(4)37″(2)79″&(4)98″<br>–69″] 165lb (*s*) 5000HP<br>FairfieldCo.(Lim.),Gls. |
| 141<br>104166 | —<br>*J.Gregory*94-94 | **IronScK**<br>1*Dk* | ~~139~~<br>134<br>~~58~~<br>59 | ~~✠100A1~~<br>*StmTrawler*<br>~~(Class Contem plated)~~<br>9,94 ✠LMC6,94 | Gms.<br>LA&CP | | 1894<br>6mo | Edwards<br>Bros.<br>N.Shields | ~~AllianceSteam~~<br>~~FishingCo.(Lm.)~~<br>GrimsbyAlliance<br>Stm.FishingCo.(Lim.) | 101·0 \| 20·5 \| ~~10·7~~<br>~~Q19′F17′~~<br>10·9<br>Q18′F18′ BK7½″ | Grimsby<br>British<br>160lb 45HP ~~43HP~~<br>3*BHCem* | T.3Cy.11″,17″&30″–21″ (*s*)<br>1SB,*2pf*,GS24,HS880<br>N.E.Mar.E.Co.,Lim.,Sld. |
| 142 | **Campeador**<br>~~*M.Baldo*70-94~~ ~~2*Dks*(1*Stl*1*Spardk Irn*)~~<br>~~*gWebframes*~~<br>1*Dk*(*Stl*&*Spardk*(*Irn*)&*Webframes* | **SteelScSr** | ~~1334~~<br>1337<br>1281<br>833 | ✠100A1<br>*Spar dk with freeb'rd*<br>11,94 ~~8,94~~<br>~~(Class Contem plated)~~ ✠LMC8,94 | Nwc<br>A&CP Lon | *o* | 1894<br>8mo | Wood,<br>Skinner&Co.<br>Newcastle | Cia.Maritima<br>~~(MacAndrew&~~<br>~~Co.,*Mgrs.*)~~ | ~~236·0~~ \| 33·2 \| 12·5<br>238·8 \| 20·3<br>BK8″<br>*WB*= *CellDBa*57′*uE&B*57′795′2556*tAPT*35*t* | Barcelona<br>Spanish<br>160lb *80lb* 150HP ~~140HP~~<br>4*BHCem*<br>N.E.Mar.E.Co.(Lim.),Sld. | T.3Cy.19″,31″&51″–33″ (*s*)<br>1SB,*2pf*,GS50 HS2400 |
| 143<br>98046<br>LPMR | **Camperdown**<br>~~*Exam*90–90~~<br>*Well deck*<br>*W.J.Davies*94-94 | **SteelScSr**<br>1*Dk*(*Irn*)&*Web frmes*<br>*ss*Shl.No.1-94 | 1562<br>1148<br>988 | ✠100A1<br>~~11,94 7,93~~ 2,95<br>✠LMC~~3,93~~ 6,94 | Cff<br>A&CP | *p* | 1890<br>3mo | J.Blumer<br>&Co.<br>Sunderland | S.S.Camperdown<br>Co.(Lim.)<br>(E.Nye) | 250·0 \| 37·0 \| 16·7<br>Q89′B106′F28′<br>~~drp92~~ FK<br>*WB*= *Cell* | London<br>British<br>160lb *80lb* 180HP<br>4*BHCem*<br>*DB*162′263*t* | T.3Cy.18″,30″&48″–36″ (*s*)<br>2SB,4*rf*,GS77<br>Alley&McLellan,Glasgow |
| 144<br>TCJL | **Camphuijs**<br>*J.Scherpbier*90–91<br>F&YM89<br>(*WoodSheathed*) | **IronScSr**<br>1*Dk*&*Hurdk* | 724<br>699<br>400 | | | | 1890 | Huijgens&<br>VanGelder<br>Amsterdam | Koninkl.Paketv.<br>Maats. | 174·8 \| 28·5 \| 20·3 | Batavia<br>Dutch | T.3Cy.15½″,24½″&40″–36″<br>104HP<br>Maatschappij de "Maas,"<br>Rotterdam |
| 145<br>24<br>NKSL | **Campidoglio**<br>*N.Parinello*65–86 | **IronScSr**<br>2*Dks* | 601<br>517<br>341 | | | | 1862 | Scott&Co.<br>Greenock | Navigazione<br>Generale<br>Italiana | 195·8 \| 26·6 \| 15·7<br>Q54*t* | Palermo<br>Italian | C.2Cy.28″&55″–30″<br>150HP<br>FonderiaOretea,Palermo |

| 2 Steamer's Name. *Master.* Special Surveys. | 3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Current Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. *ft. in.* | 15 Other Registers in which classed. Details of Roll Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Campinas** *W.Somborn91-92* | **Steel&IronScSr** 2*Dks*3*trB* | 2296 1960 1660 | | | | 1886 | Reirhstieg Schiffs.Wrft. Hamburg | Hamburg-Südamerik.Dampfschifffahrts Ges. | 309·0 P68′ \| 36·3 B76′ \| 24·0 F47′ | Hamburg German *WB* | T.3Cy.24″,39″&62″–42″ 300H ReihrstiegSchiffsWfteHam | | DV |
| **Campos** *J.deSouzaValle* –91 | **Steel&IronSc3MstSr** (*ex*President Carnot) | 350 — 225 | | | | 1890 | Edwards& Symes London | Comp.deNav.S. João daBarrae Campos | 155·8 B16′ \| 27·5 F19′ \| 9·0 | R.Janeiro Brazilian *WB* | C.2Cy.18″&36″–22″ 65H A.Wilson&Co.,London | | |
| **Camrose** *T.Seaward* –92 | **SteelScSr** 1*Dk(Stl)&Web frames&ptAwngdk(Irn)* | 2565 1885 1631 | ✠100A1 *pt Awng dk withfreeboard* 1,95 5,94 | Cff A&CP | *t* ✠LMC7,92 | 1892 7mo | JLThompson&Sons Sunderland | J.Marychurch& Co. *WB* | 300·0 Q98′P25′ *ptAwng dk*177′ FK = *Cell DB* 228′510*t* | Cardiff British 6*BHCem APT*30*t* | T.3Cy.22″,37″&60″–39″ (*s*) 160lb *160lb* 190H 2SB,*6rf*,GS95,HS3600 J.Dickinson,Sunderland | 21 ″ 9 s **8** ″ **6½** | |
| **Canada** *Servan Elec.light* | **IronScBk** (*ex*Panama) 3*Dks&Awngdk* | 4287 — 1933 | | | … | 1865 | Cie.Génle Trnsatlntque St.Nazaire | Cie.Génle.Transatlantique | 354·3 \| 43·9 \| 30·7 38·1 | Havre French | C.4Cy.41″&75″–51″ NE76 NB82 900H MaudslaySons&Field,Lon. | | V |
| — *T.Foot* –92 | (*BROKEN UP 4,94*)**IronScBkn** (*ex*Pennsylvania) | 4276 4256 2709 | | | … | 1863 10mo | Palmers' Co. Newcastle | S.F.Staples | 391·6 len72 \| 41·2 \| 35·2 | Liverpool British | C.2Cy.50″&85″–48″ NE&B72 400H LairdBros.,Birkenhead | 29 ″ 4 s **12** ″ **6½** | |
| — *G.Symes* | **WoodScSr** 2*Dks* | 557 331 366 | | | | 1872 | ..... Hamilton, Ont. | J.S.Nesbitt | 135·2 H46*t* \| 24·2 \| 11·5 | Hamiltn, O British | 1Cy.24″–28″ 20HP Pusey,Jones&Co., Wilmington,Del. | | |
| — *Archer* | **IronScK** ~~ssHull.No.1~~ 90 *ss*Hul.No.3-7,94 1*Dk* | 191 179 103 | ✠100A1 ~~7,94~~ ~~8,98~~ 2,95 ~~BS8,98~~ | Hul LA&CP Lon | *c* ✠LMC ~~6,96~~ 5,94 2,95 | 1886 7mo | Cochrane &Co. Beverley | HullSteam Fishing&Ice Co.(Lim.) | 117·2 Q20′F20′ ptND94 \| 22·2 \| 11·2 BK7½″ | Hull British 3*BHCem* | T.3Cy.13½″,19″&32″–24″ (*s*) 150lb 50H 1SB,*2cf*,GS34 C.D.Holmes&Co.,Hull | 12 ″ 4 | |
| — | **IronScK** 1*Dk* | 151 139 66 | ✠100A1 *Stm Trawler* 7,92 | Hul LA&CP ✠LMC8,92 | | 1892 5mo | Cochrane, Cooper& Schofield Beverley | InternationalStm. TrawlingCo.(Lim) | 100·4 Q17′F19′ drp92 \| 20·5 \| 11·0 BK7½″ | Grimsby British 3*BHCem* | T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 45HP 1SB,*2cf*,GS27,HS700 C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| — *R.Goodier* –93 | **SteelScSk** (*Tug*) 1*Dk(Irn)* | 129 128 2 | ✠100A1 1,94 | Ayr A&CP ✠LMC1,94 | *b* | 1894 1mo | S.Mc Knight&Co. Ayr | AlexandraTowing Co.(Lim.) | 92·0 \| 20·1 \| 11·3 BK6½″ *WB*= *APT*3*t* | Liverpool British 4*BHCem* | C.2Cy.21″&42″–27″ (*s*) 100lb 74HP 1SB,*3cf*,GS57,HS1500 Muir&Houston,Glasgow | 12 ″ 0 | |
| — | **WoodSc** | 112 101 76 | | | | 1869 | H.Gibson Northwich | J.J.Berrington | 81·8 \| 19·5 \| 8·9 | Northwich British | 2Cy.12″–14″ 24HP E.Bates,Northwich | | |
| **Canada Atlantic** Transfer ~~Wanted 10,94~~ | **WoodPad** 1*Dk* | 619 517 395 | | | | 1884 | J.Dunbar CohanLanding,Ont. | CanadaAtlantic RailwayCo. | 171·0 \| 70·0 \| 8·6 | Ottawa British | 2Cy.22½″–96″ 270HP J.Rees,Pittsburg,U.S. | | |
| **Canadian** *W.Cumming* –94 | **IronSc3MstSr** | 2911 2295 1872 | | | … | 1872 8mo | T.Royden &Sons Liverpool | J.&A.Allan | 349·9 \| 35·6 \| 17·7 25·1 | Glasgow British | C.2Cy.44″&82″–45″ NB83 280HP J.Jack,Rollo&Co.,Liv. | | |
| — *F.A.E.Leonard* –91 | **IronScK** 1*Dk* | 134 127 48 | ✠100A1 *Stm Trawler* 5,95 ~~10,91~~ | Mdb LA&CP ✠LMC10,91 Gms | | 1891 10mo | R.Dixon &Co. Middlesbro' | Gt.Grimsby Albion Steam Fishing Co.(Lim.) | 96·5 Q20′F19′ \| 20·3 \| 10·7 BK7½″ | Grimsby British 3*BHCem* | T.3Cy.11″,17″&28″–21″ (*s*) 160lb 40HP 1SB,*2pf*,GS22 NEMar.Eng.Co.(Lm.)Sld. | | |
| **Canara** *H.P.Jones* –94 *Elec.light* | **IronScSr** *ss*Lon.No.2–83 3*Dks*(*UIrn*–ws) | 1902 1248 1216 | ✠ 5,85 | Cal A&CP | *s* | 1874 8mo | W.Denny &Brs. Dumbarton | BritishIndia SteamNav.Co. (Lim.) | 298·0 \| 33·3 \| 25·7 | Glasgow British 5*BHCem* | Q4Cy19½″,29″,39″&56½″–42″ 166HP *Qpd*90Denny&Co.,Dmbrtn | | |
| **Canarias** *Duviet* | **SteelScBn** 1*Dk&Spar dk*3*trB* | 3242 2835 1625 | | | | 1893 | Ateliers& Chantiers de la Loire St.Nazaire | ChargeursRéunis | 343·7 P22′ \| 40·7 F40′ \| 23·5 | Hâvre French *WB* | T.3Cy.24″,40$\frac{3}{20}$″&65$\frac{3}{8}$″–44$\frac{3}{32}$″ 365HP Ateliers&Chantiers de la Loire,Nantes | | V |
| **Cancer** *W.Baker*87–89 (*Trawler*) | **IronScDandy** ~~ssGms.No.2–91~~ 3-6,94 1*Dk* | 126 122 74 | ✠100A1 6,94 ~~9,97~~ ~~BS6,98~~ ✠NB6,94 | Gms LA&CP ~~LMC7,01~~ 6,94 | *a* | 1883 3mo | T.Charlton Grimsby | Grimsby&North SeaSteam TrawlingCo. (Lim.) | 95·0 Q16′ ptND94 \| 20·1 \| 10·4 BK8″ | Grimsby British 3*BHCem* | C.2Cy.16¾″&31¾″–20″ (*s*) ~~60lb~~ 75lb 35HP 1SB,*2pf*,GS~~26~~28 T.Charlton,Grimsby | | |
| **Candia** ~~*T.Hasketh*89–92~~ *Well deck* ~~*J.Phillips*~~ -94 *E.W.Jones* –95 | **IronScSr** *ss*Bly.No.1–92 1*Dk*(*Irn*)2*trB* | 1318 1063 835 | ✠100A1 ~~8,91~~ ~~12,98~~ 3,95 BS9,94 ✠LMC10,92 | Cff A&CP | *o* | 1888 5mo | W.Dobson &Co. Newcastle | Stephens,Mawson &Goss | 248·5 Q89′B54′F30′ \| 34·2 \| 17·0 BK8½″ *WB*=*DBa* | Newport British 4*BHCem* | T.3Cy.17″,29″&48″–36″ (*s*) 150lb *75lb* 125HP 1SB,*4pf*,GS67 Black,Hawthorn&Co.,Gts. | 18 ″ 0 s **1** ″ **11** | |
| — *C.Paratore* (*ex*Cairo) | **IronScSr** 2*Dks* | 1046 929 573 | | | … | 1862 7mo | Palmer, Bros.&Co. Newcastle | Nav.Gen.Italiana | 248·0 \| 27·9 \| 20·1 | Palermo Italian 4*BHCem* | T.3Cy.24″,38″&62″–36″ NE&B87 FD 498HP R.&W.HawthornLeslie&C Newcastle | | I |
| **Canning** *B.P.Creagh*80–89 (*ex*Golconda) | **SteelScSr** 3*Dks*(1*ptStl ptIrn*) | 2112 1880 1357 | ✠ 6,83 ✠ | Lon LA&CP | | 1882 11mo | A.&J. Inglis Glasgow | IndianGovernment | 285·0 P41′ \| 36·2 B48′ \| 23·7 F30′ | British 5*BHCem* | C.2Cy.34″&60″–45″ 200HP A.&J.Inglis,Glasgow *WB*=*CellDB*220′290*t* | | |
| **Canopus** *G.Lochead*85–86 *Well deck* | **IronSc4MstBk** 3rdSurvey,80 2*Dks*(*Irn–Uws*)3*trB* | 2793 2657 1794 | ✠ 11,80 | Liv | Lv | 1870 10mo | C.&W. Earle Hull | MossSteamShip Co.(Lim.) | 384·8 F33′ \| 37·0 \| 27·5 | Liverpool British 5*BH* | C.2Cy.32″&74″–51″ NE73 NB77 217HP Hawthorn&Co.Newcastle | | |
| **Cantabria** (*ex*Springhill) *Well deck* | **SteelScSr** *ss*Nwc.No.1–90 1*Dk*(*Stl*) | 563 460 334 | ✠100A1 11,93 BS10,93 | Nwc A&CP ✠LMC10,90 | *h* | 1885 11mo | TyneI.S.B. Co. Newcastle | J.Pedros *WB*=*DBa*35′§ | 169·5 Q87′B17′F18′ drp92 \| 27·2 \| 12·9 BK7″ *uE&B*33′104*t* | Bilbao Spanish 4*BHCem* 12*tAPT*2*t* | C.2Cy.21½″&40″–30″ (*i*) 90lb 70HP 1SB,*2pf*,GS33 Hawks,Crawshay&SonGts. | 13 ″ 6 s **1** ″ **1** | |
| — *P.Benito*90–90 | **IronPadSpTug** (*ex*Engeland) | 163 — 53 | | | | 1876 | J.Readhead&Co. S.Shields | Cia.deRemolcadores delCantabrico (Aznar y Cia., *Mgrs.*) | 108·2 \| 18·9 \| 9·8 | Bilbao Spanish | 2Cy.28″–51″ J.Readhead&Co.S.Shields | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu.. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 168<br>HPJB | **Canton**<br>*Gadais* | **IronScBg**<br>*2Dks&Spardk* | 3783<br>—<br>1956 | | | | 1882 | F.&C. del Médit. LaSeyne | Cie.Nationale de Navigation | 279·6 \| 40·0 \| 22·2<br>B28′ F54′ 29·6 | Marseilles<br>French | C.2Cy.39½″&73″–42″<br>400H<br>Forges&C.de la Médit.Msl. | |
| 169<br>93223<br>LKCB | —<br>*C.L.Wellesley* –92<br>*Elec.light* | **SteelScSr**<br>*2Dks(Stl–ws)3Dk rule* | 3171<br>3012<br>2044 | ✠<br>11,89<br>✠ | Grk<br>LA&CP | *w* | 1889<br>11mo | Caird&Co.<br>(Lim.)<br>Greenock | P.&O.Steam Nav.Co. | 349·4 \| 42·1 \| 26·5<br>P35′B104′F49′<br>BK9″<br>*WB=CellDB298′622t FPT51t APT50t* | Greenock<br>British | T.3Cy.24,″40″&68″–54″<br>450H<br>2DB,*12rf*,GS206,HS4667<br>Caird&Co.(Lim.)Greenock | 26 s 6 |
| 170<br>60539<br>JKSQ | Wrecked 10.94<br>*J.N.Bell* –94 5thSurveyBrs.2,91<br>(*ex*Alnwick Castle) *2Dks(1ptIrn)3trB* | **IronScSr** | 1823<br>1764<br>1169 | ✠ ~~A1✠ 1~~<br>~~1,94~~ 8,94<br>BS1,94 | Cff<br>MS2,91 | Lv | 1869<br>12mo | C.Mitchell &Co.<br>Newcastle | W.R.Corfield&Co. | 280·0 \| 33·9 \| 25·1<br>len78<br>BK9″ | London<br>British | C.2Cy.30″&60″–30″ (*i*)<br>70lb *70lb* NB78 150H<br>*5BH*<br>ThompsonBoyd&Co.Nwc. | 26 s 5 |
| 171<br>81640<br>SKJL | —<br>*Bremner*85–85 | **IronScSr** | 1737<br>1652<br>1110 | | | ... | 1880<br>3mo | Wigham Richardson &Co.<br>Newcastle | Indo-ChinaS.N. Co.(Lim.) | 285·0 \| 34·3 \| 16·3<br>23·6 | London<br>British | C.2Cy.35″&68½″–45″<br>250H<br>WighamRichrdsn&C.Nwc | 28 |
| 172<br>99338 | —<br>*Elec.light* | **SteelPadLr** | 674<br>674<br>250 | | | | 1886 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.(Lim.) | 250·0 \| 35·1 \| 9·8 | Glasgow<br>British | QD4Cy23″,35″,46″&67″–72″<br>250H<br>Denny&Co.,Dumbarton | |
| 173<br>89137 | —<br>*S.Marican* –89 | **WoodSc** | 128<br>109<br>97 | | | | 1884 | ..... | ChinAhHeang | 133·0 \| 16·0 \| 7·0 | Penang<br>British | 45H | |
| 174<br>HPJL | **Cantonnais**<br>*Castelin* | **IronScSr**<br>*2Dks* | 178<br>—<br>102 | | | | 1881 | Scott&Co.<br>Greenock | MessageriesFluviales deCochin Chine | 135·7 \| 19·9 \| 7·2<br>H39*t* | Saïgon<br>French | C.2Cy.15″&27″–15″<br>40H<br>Scott&Co.,Greenock | |
| 175<br>62400<br>KQTH | **Canute**<br>*A.Fox*90–91 *ss*Nwc.No.3–10,83<br>*Well deck* *ss*Shl.No.2–92<br>*1Dk2trB* | **IronScSr** | 1103<br>840<br>686 | ✠90A1<br>~~4,95 7,93 8,94~~<br>✠NB81<br>~~BS7,93~~ 9,94 | Bly<br>A&CP<br>LMC4,92<br>Shl | *m* | 1871<br>5mo | A.Leslie& Co.<br>Newcastle | CharltonSteam ShippingCo(Lm) (Charlton, McAllum&Co., *Mgrs.*) *WB* | 225·5 \| 30·6 \| 17·4<br>P119′F37′<br>drp94 BK8½″<br>*=DBa46′f53′145t APT10t* | Newcastle<br>British | C.2Cy.26″&52″–30″ (*i*)<br>70lb *60lb* NDB81 99H<br>2SB,*4pf*,GS70<br>R. & W.Hawthorn,Nwc. | 18 s 2 |
| 176<br>102802 | **Capac**<br>*T.Thomas*93–93 | **SteelScSr**<br>*1Dk(Stl)&Spar dk (Irn)3trB* | 3052<br>2812<br>1951 | ✠100A1<br>*Spar dk*<br>~~10,98~~<br>10,94 | Sld<br>A&CP<br>✠LMC10,93<br>NYk | *u* | 1893<br>10mo | J.L.Thompson&Sons<br>Sunderland | NewYork&Pacific S.S.Co.(Lim.) *WB* | 322·0 \| 42·7 \| 26·0<br>P30′B80′F34′ 18·6<br>BK10″<br>*=Cell DB256′558t* | London<br>British | T.3Cy.24½″,40″&66″–45″ (*s*)<br>160lb *90lb* 250H<br>2SB,*6rf*,GS138,HS4600<br>J.Dickinson,Sunderland | 21 s 5 |
| 177<br>97808<br>LTQV | **Cape Breton**<br>*Reid* *ss*Hfx.No.1-95<br>*Well deck* *1Dk(Stl)&Web frames* | **SteelScSr** | 1764<br>1327<br>1109 | ✠100A1<br>4,95 ~~3,94~~<br>✠LMC7,90<br>Hfx | Bos<br>A&CP | *q* | 1890<br>8mo | Osbourne, Graham&Co<br>Sunderland | DominionCoalCo. (Lim.) (Kingman,Brown&Co., *Mgrs.*) *WB* | 258·0 \| 37·0 \| 16·8<br>Q95′B110′F34′<br>~~drp00~~ FK<br>*=Cell DB212′407t* | Montreal<br>British | T.3Cy.20″,33″&54″–36″ (*s*)<br>150lb ~~80lb~~ *70lb* 160H<br>4*BHCem*<br>2SB,*6pf*,GS88,HS2720<br>NEMarineECo.(Lim.)Nwc | 19 s 1 w 1 |
| 178<br>~~72067~~<br>~~PLFS~~ | **Cape Clear**<br>*1Dk* | **IronScSr** | 168<br>168<br>99 | | | | 1876 | Day& Summers<br>Southampton | ~~BorneoCo.(Ltd.)~~ | 118·5 \| 22·1 \| 10·2 | ~~Singapore~~<br>British Siamese *WB* | C.2Cy.20″&40″–24″<br>60H<br>Day&Summers,Sou. | |
| 179<br>96138<br>LCTJ | **Cape Colonna**<br>~~*H.T.Alston* –91~~<br>*Well deck* *1Dk(Irn)2trB&Web frames*<br>*J.W.Drake*85–95 | **SteelScSr**<br>*ss*Bly.No.1-94 | 2707<br>2235<br>1767 | ✠100A1<br>3,97 ~~12,02 8,94~~<br>✠LMC5,89<br>~~Bly~~ Bry | Liv<br>LA&CP | *t* | 1889<br>4mo | TyneI.S.B. Co.(Lim.)<br>Newcastle | W.Milburn&Co. | 312·0 \| 40·5 \| 21·0<br>P29′Q90′B120′<br>F29′ BK10″<br>drp95 *WB=Cell* | Newcastle<br>British | T.3Cy.23″,38″&61″–45″ (*s*)<br>160lb *75lb* 300H<br>2SB,*8pf*,GS125,HS4216<br>WlsndSlpwy&EC(L)Nwc. | 20 s 2 |
| 180<br>97973<br>MFVL | **Cape Comino**<br>*C.A.Payne* *1Dk(Stl)&Webframes&ptAwngdk(Irn)* | **SteelScSr** | 2600<br>1975<br>1660 | ✠100A1<br>*pt Awng dk withfreeboard*<br>4,94<br>✠LMC7,91 | Bly<br>A&CP | *t* | 1891<br>7mo | TyneI.S.B. Co.(Lim.)<br>Newcastle | W.Milburn&Co. *WB* | 300·5 \| 38·6 \| 20·6<br>P29′Q84′ BK10″<br>*ptAwngDk186′*<br>*=Cell DB252′503t* | Newcastle<br>British | T3Cy.23″,37″&62″–42″ (*s*)<br>160lb *160lb* 250H<br>2SB,*8pf*,GS95,HS3750<br>WighamRichrdsn&CNwc. | 23 s 8 |
| 181<br>97963<br>MDKR | **Cape Comorin**<br>*W.Newman* –94 *1Dk(ptStl&ptIrn)&Webframes&ptAwngdk(Irn)* | **SteelScSr** | 2597<br>1974<br>1660 | ✠100A1<br>*pt Awng dk withfreeboard*<br>3,95 ~~12,08~~<br>✠LMC4,91 | Bly<br>A&CP<br>Bry | *t* | 1891<br>4mo | TyneI.S.B. Co.(Lim.)<br>Newcastle | W.Milburn&Co. *WB* | 300·5 \| 38·6 \| 20·6<br>P29′Q84′ BK10″<br>*ptAwngdk186′*<br>*=Cell DB252′503t* | Newcastle<br>British | T.3Cy.23″,38″&63″–42″ (*s*)<br>150lb *150lb* 225H<br>2SB,*8pf*,GS110<br>NEMarineECo(Lim.)Nwc. | 23 s 8 |
| 182<br>97968<br>MFHC | **Cape Corrientes**<br>*J.W.Drake*85–91 *1Dk(ptStl&ptIrn)&Webframes&ptAwng dk(Irn)*<br>*Robinson*81–94 *ss*Nwc.No.1-95 | **SteelScSr** | 2598<br>1976<br>1660 | ✠100A1<br>*pt Awng dk withfreeboard*<br>~~9,94 4,04~~ 3,95<br>✠LMC~~5,94~~ 3,95 | Nwc<br>LA&CP | *t* | 1891<br>6mo | TyneI.S.B. Co.(Lim.)<br>Newcastle | W.Milburn&Co. *WB* | 300·5 \| 38·6 \| 20·6<br>P29′Q84′ BK10″<br>*ptAwng dk186′*<br>*=Cell DB252′503t*<br>drp95 | Newcastle<br>British | T.3Cy.23″,38″&63″–42″ (*s*)<br>150lb *150lb* 225H<br>2SB,*8pf*,GS110<br>NEMarineECo.(Lim.)Nwc | 23 s 8 |
| 183<br>97741<br>LNDM | **Capella**<br>*W.T.Ball* –94 *ss*Liv.No.1–94<br>*1Dk(Irn)&Spardk(Stl-ws)3trB* | **SteelScSr** | 3115<br>3038<br>2036 | ✠100A1<br>*Spar dk*<br>~~1,956,92~~<br>4,95<br>✠LMC8,94 | Liv<br>LA&CP | *v* | 1890<br>1mo | C.Connell &Co.<br>Glasgow | CharenteS.S.Co. (Lim.) (T.&J. Harrison, *Mgrs.*) *WB=* | 350·0 \| 40·0 \| 20·2<br>B81′F40′ 28·0<br>BK11″<br>*MT32′450t* | Liverpool<br>British | T.3Cy.24″,40″&66″–48″ (*s*)<br>160lb *80lb* 400H<br>2DB,*8cf*,GS145<br>J.&J.Thomson,Glasgow | 21 |
| 184<br>LMFJ | —<br>*H.Schamberg*88–91 *ss*Ham.No.1–94<br>*Well deck* *1Dk(Irn)&Webframes* | **SteelScSr** | 1143<br>865<br>813 | ✠100A1<br>2,94<br>✠LMC2,94 | Ham<br>A&CP | *n* | 1889<br>12mo | S.&H.Morton&Co.<br>Leith | Holm&Molzen *WB=* | 224·0 \| 33·2 \| 14·6<br>P21′Q55′ B54′F30′<br>FK<br>*CellDB190′250t FPT9t APT28t* | Flensburg<br>German | T.3Cy.16½″,27″&42″–33″ (*s*)<br>160lb *80lb* 99H<br>1SB,*3rf*,GS52<br>S.&H.Morton&Co.,Leith | 17 |
| 185<br>SQBL | —<br>*C.Kortman*<br>*1Dk&Spardk* | **SteelScSr** | 1050<br>951<br>610 | | | | 1888 | H.Koch<br>Lübeck | FinskaÅngfartygs AktieBolaget (L.Krogius) | 196·8 \| 29·7 \| 12·8 | Helsingfrs<br>Russian *WB* | T.3Cy.18″,28″&44″–27½″<br>125H<br>H.Taucksch, LandsbergW. | |
| 186<br>JVTN | —<br>*L.Iversen* | **Iron&SteelScSr**<br>*1Dk&Awng dk3trB plating pt Stl* | 877<br>844<br>539 | ✠<br>*Awng dk withfreeboard*<br>12,85<br>✠ | Bgn<br>LA&CP | *m* | 1885<br>8mo | Martens, Olsen&Co.<br>Bergen | Bergenske Dmpskbslskbt. | 191·9 \| 28·8 \| 14·7<br>H34*t* 20·3<br>BK7½″<br>*WB=CellDB143* | Bergen<br>Norwegian | C.2Cy.32″&59″–36″<br>140H<br>2SB,*4cf*,GS84<br>Martens,Olsen&Co.,Bgn. | 15 |
| 187<br>RCHL | —<br>*A.Kniesberg* *ss*Ham.No.3–11,76<br>*ss*Ham.No.1–82<br>*1Dk2trB* | **IronScSr** | 818<br>699<br>556 | ✠<br>4,86 | Lon<br>A&CP | | 1865<br>12mo | C.Mitchell &Co.<br>Newcastle | A.Kirsten | 224·5 \| 29·5 \| 16·9<br>P82*t* B46′ F24′ | Hamburg<br>German | C.2Cy.29″&52″–30″<br>NB76 120H<br>*Cmp.*76ReihSchff&Msch.<br>Fab.,Hamburg<br>*WB=DBaf&uE&B212′* | |
| 188<br>HJQP | —<br>*A.Stökken*87–89<br>*1Dk* | **WoodScBk** | 372<br>347<br>262 | | | | 1872 | F.W. Wencke<br>Bremerhaven | Aktieb. "Ishafvet" (C.B.Pedersen) | 137·4 \| 24·5 \| 16·3<br>Q37′ | Gothenbrg<br>Swedish | C.2Cy.20½″&35″–20½″<br>NB93 60H<br>Z.U.Bücao,Magdeburg | |

| 1 No. in Book. / Official No. / Code letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned. Instrument. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 189<br>96537 | **Capella** IronScK<br>*W.Bromly*94–92 1*Dk* | 111<br>106<br>10 | | | | 1892 | Hepple&Co.<br>N.Shields | **R.K.Lillie** | 97·0 | 19·3 | 10·5 | N.Shields<br>British | C.2Cy.16″&32″–22″<br>42H<br>Hepple&Co.,N.Shields | | |
| 190<br>98162 | **Capenor** SteelScSr<br>~~*R.Sanderson* –92~~ *ss*Npt No.1–95<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*<br>*W.Leis*84–94 | 2536<br>1954<br>1651 | ✠100A1 ~~6,94 4,94~~ 5,95<br>✠LMC~~8,98~~ 6,94 | Shl<br>LA&CP<br>~~Iun~~Npt | *t* | 1890<br>9mo<br>6,94 | E.Withy&Co.<br>WHartlepool | **Steel,Young&Co.** | 300·0<br>P29′Q94′B122′<br>F31′ BK8″<br>*WB*=*Cell DB*256 | 38·5 | 20·6<br>5*BH*~~*Lay*~~*Cem*<br>104*t*~~*1 Dp*~~28*t*<br>*APT*23*t* | London<br>British | T.3Cy.22½″,37″&61″–39″ (*s*)<br>160lb *80lb* NDB91 210H<br>2SB,*6cf*,GS194,HS3469<br>T.Richardson&Sons,Hpl. | 23 ″ 2<br>s2 ″ 4 | D |
| 191<br>100203 | **Capilano** SteelScSp<br>*Webster*<br>1*Dk* | 231<br>193<br>157 | | | | 1892 | Union Steamship Co.(Lim.) Vancouver, B.C. | **UnionSteamship Co.(Lim.)** | 120·0 | 22·2 | 9·6 | Vancouver B.C.<br>British | C.2Cy.13″&26″–18″<br>28H<br>Bow,McLachlan&Co.,Psy. | | R |
| 192 | **Capitain Karpfanger** SteelScSr<br>1*Dk* | 264<br>231<br>117 | | | | 1893 | Reiherstieg Schiffsw &Maschinenf Hamburg | **HamburgerStaat** | 121·2<br>Q46′ B10′ | 23·0 | 14·8 | Hamburg<br>German<br>*WB* | T.3Cy.12″,18¼″&30″–22½″<br>ReiherstiegSchiffs.&Masc.<br>Hamburg | | |
| 193<br>HPJV | **Cappy** SteelSr<br>*Boullet* –91 | 164<br>—<br>89 | | | | 1887 | Dubigeon Nantes | **LWacogne&Antier** | 114·8 | 18·3 | 8·5 | Nantes<br>French | C.2Cy.13¾″&23⅝″–16½″<br>150H<br>Voruz, Nantes | | |
| 194<br>204 | **Capraia** IronScSr<br>*F.Chiama* (*ex*Collingwood, *ex*Raphael) 1*Dk2trB* | 605<br>—<br>373 | | | | 1866 | Wigham Richardson &Co. Newcastle | **C.Caruta** | 195·2<br>B32′ | 27·2 | 15·1 | Genoa<br>Italian | C.2Cy.25¼″&40″–30″<br>97H<br>WighmRichrdsn&Co.Nwc<br>*WB* | | V |
| 195<br>22<br>NKVT | **Caprera** IronScSr<br>*G.Quartino* 2*Dks*<br>(*ex*Express) | 584<br>483<br>324 | | | … | 1856 | J.&G. Thomson Glasgow | **Nav.Gen.Italiana** | 193·2<br>P47′ | 24·9 | 15·4 | Genoa<br>Italian | C.2Cy.25″&50″–33″<br>NE&B76 184H<br>Palmers'Co.(Lim.),Nwc. | | I |
| 196<br>RGBV | **Capri** IronScSr<br>~~*H.Hansen*92–92~~ *ss*Ham.No.3–6,93<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>~~*Gerdes*~~ ~~*J.Gerdau*~~ *P.Gerdau*94–94 | 1181<br>977<br>763 | ✠100A1 ~~2,95 1,94~~ 5,95<br>BS6,94 ✠LMC5,93 | Ham<br>A&CP | *o* | 1881<br>1mo | J.Blumer &Co. Sunderland | **R.M.Sloman&Co.** | 231·0<br>Q120′B19′F26′<br>*WB*=*Cell* | 35·0 | 14·7<br>BK8″<br>3*BH Cem*<br>*DB*196′ 226*t* | Hamburg<br>German | C.2Cy.28″&54″–33″ (*i*)<br>80lb *80lb* 110H<br>2SB,*4pf*,GS56<br>N.E.MarineE.C.(Lim.)Sld. | | V |
| 197<br>96204<br>LMVJ | **Capricornus** IronScYl<br>*J.Race*89–89 *ss*Gms.No.1–94<br>1*Dk* | 165<br>154<br>81 | ✠100A1<br>*Well fishing v*<br>3,94 | Gms<br>*essel*<br>LA&CP<br>✠LMC3,94 | | 1889<br>8mo | Mackie& Thomson Glasgow | **Grimsby&N.Sea SteamTrawling Co.(Lim.)** | 103·3<br>Q44′F21′ | 20·6 | 11·4<br>BK7½″ | Grimsby<br>British | T.3Cy.11″,16½″&27″–22″ (*s*)<br>160lb 40H<br>1SB,*2pf*,GS33<br>Muir&Houston,Glasgow | 12 ″ 0 | |
| 198<br>99052 | **Caprivi** SteelScSr<br>*J.James* –94 1*Dk*(*Irn*&*Stl*)2*trB*<br>&*Webframes*&*ptAwng dk*(*Irn*) | 2980<br>2282<br>1899 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>4,95~~4,94~~ ✠LMC3,92 | Shl<br>LA&CP<br>Bly | *t* | 1892<br>3mo | Ropner &Son Stockton | **CapriviS.S.(Lim.) (McNabb,Rougier &Co.)** | 315·0<br>P33′Q98′ drp92&93<br>*Awng dk*184′ BK10″<br>= *Cell DB*262′ 552*t* | 40·5 | 20·3<br>*pt*<br>*WB*<br>5*BH Cem*<br>*APT*31*t* | London<br>British | T.3Cy.23″,38″&62½″–42″ (*s*)<br>160lb *80lb* 280H<br>2SB,*6cf*,GS109,HS3900<br>Blair&Co.(Lim.),Stockton | 23 ″ 7<br>s 8 ″ 11½ | |
| 199<br>97560 | **Captain** SteelScK<br>*T.Swannay* –93<br>1*Dk* | 126<br>118<br>33 | ✠100A1<br>*Stm Trawler*<br>1,95~~1,94~~ ✠LMC5,92 | Lth<br>LA&CP | | 1892<br>5mo | Hawthorns &Co. Leith | **T.Devlin,jun.** | 100·0<br>F13′ | 20·1 | 10·2<br>BK6½″<br>*WB* | Granton<br>British | C.2Cy.17″&34″–22″ (*s*)<br>100lb 50H<br>1SB.*2pf*,GS35.HS960<br>Hawthorns&Co.,Leith | 11 ″ 3 | |
| 200<br>58783<br>JWCF | **Captain Cook** IronScSr<br>~~*M.Childs*74–87~~ ~~*ss*Dub.No.3–9,82~~ 1*Dk*<br>*J.Fernback* –95 ~~*ssLiv.No.2–90*~~<br>*ss*Dub.2nd.No.3–3.95 | 247<br>222<br>153 | ✠100A1<br>~~3,90 2,92~~ 3,95<br>~~B&MS2,97 2,96~~<br>B&MS2,95 | Dub<br>A&CP | *d* | 1870<br>10mo | W.B. Hornby Newcastle | ~~**M.Murphy,jun.**~~<br>G. Webster | 141·0<br>Q22′B22′F21′<br>~~drp93~~ | 22·2 | 10·4<br>BK7″<br>*WB*=*DBa*32′ | Dublin<br>British | C.2Cy.20″&35″–22″ (*i*)<br>65lb *45lb* NE&B79 65H<br>1SB,GS27<br>T.Richardson&Sons,Hpl. | 11 ″ 1<br>s 1 ″ 6½ | |
| 201<br>101105<br>VSWJ | — WoodScSr<br>*C.Phillipson* –94 1*Dk* | 185<br>184<br>126 | | | | 1876 | Mort'sDk. &E.Co.(Lim) Balmain, N.S.W. | **C.Phillipson** | 123·6 | 21·0 | 12·0 | SydnyNSW<br>British | 1Cy.30″–20″<br>60H<br>Mort'sDk.&E.Co.(Lim.), Balmain | | |
| 202<br>89000 | **Captain M'Clure** IronScSr<br>*W.Brown*87–89 *ss*Dub.No.2–93<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 503<br>416<br>304 | ✠100A1<br>~~7,94 2,94~~ 5,95<br>BS7,94 ✠LMC9,93<br>6,95 | Dub<br>A&CP | *h* | 1885<br>9mo | Murdoch& Murray P.Glasgow | **M.Murphy,jun.** | 169·9<br>Q72′B23′F21′<br>*WB*=*DBa*31′*f*37′ 73*t FPT* | 23·6 | 14·2<br>BK7″<br>4*BH Cem*<br>15*t APT*9*t* | Dublin<br>British | C.2Cy.24″&45″–30″ (*s*)<br>80lb *45lb* 90H<br>1SB,*3pf*,GS57<br>J.&T.Young,Ayr | 15 ″ 2<br>s 1 ″ 5½ | |
| 203<br>RHNF | **Capua** SteelScSr<br>*G.Müller*93–93 *ss*N.Yk.No.1–93<br>2*Dks*(*Stl*)3*DkRule* | 2012<br>1719<br>1304 | ✠100A1<br>~~11,93 6,94~~<br>12,94 ✠LMC11,93 | NYk<br>LA&CP | *s* | 1889<br>5mo | A.Stephen &Sons Glasgow | **R.M.Sloman&Co.** | 285·0<br>P36′B60′F36′<br>*WB*=*Cell* | 37·0 | 21·2<br>BK9½″<br>5*BH Cem*<br>*DB*224′374*t* | Hamburg<br>German | T.3Cy.21″,33″&54″–42″ (*s*)<br>160lb 210H<br>2SB,*4rf*,GS73<br>A.Stephen& Sons,Glasgow | 23 ″ 8 | |
| 204<br>87956<br>JHMP | **Capulet** IronSc<br>*W.H.Eills* –93 2*Dks*(*Irn*)3*trB*<br>*ss*Liv.No.2–93 | 2246<br>2012<br>1461 | ✠100A1<br>11,94~~8,93~~<br>BS6,94 ✠LMC4,93<br>Liv | Brw<br>A&CP | *t* | 1884<br>2mo | R.Dixon& Co. Middlesbro' | **CapuletS.S.Co. (Lim.) (C.T. Bowring&Co.)** | 300·0<br>P24′B79′F89′<br>*WB*=*Cell* | 37·0 | 23·1<br>BK10″<br>5*BH Cem*<br>*DB*246′455*t* | Liverpool<br>British | C.2Cy.36″&67″–45″ (*b*)<br>80lb *80lb* 300H<br>2DB,*8pf*,GS150<br>T.Richardson&Sons,Hpl. | 25 ″ 9<br>s 4 ″ 5½ | |
| 205<br>70382<br>VHRN | — IronScSr<br>*E.Halfpenny* –92 | 336<br>284<br>202 | | | … | 1874<br>5mo | Softley&C. S.Shields | **GeneralSteam Nav.Co.** | 151·1<br>Q90′ | 22·1 | 12·1 | London<br>British | C.2Cy.18½″&36″–30″<br>55H<br>J.P.Rennoldsn,S.Shields | 12 ″ 8<br>s 1 ″ 3 | |
| 206<br>76914 | **Carabinier** IronPadCtr<br>*A.Campbell*93–93 (*ex*AlbertEdward) | 299<br>236<br>121 | | | | 1878 | Oswald, Mordaunt& C Southampton | **D.MacBrayne** | 169·4 | 20·5 | 9·0 | Glasgow<br>British | C.O.2Cy.26″&50″–51″<br>120H<br>Oswald,Mordaunt&Co,Sou | | BT till 1,96 |
| 207<br>126576<br>KGMT | **Caracas** IronScSr<br>*W.Woodrick*85–89 *ss*N.Yk.No.1–94<br>2*Dks*(1*Irn*–ws)&*Shaded* | 2584<br>2417<br>1775 | ✠100A1<br>*Shade dk*<br>*withfreeboard*<br>11,94~~2,94~~ ✠LMC12,93 | NYk | *s* | 1889<br>9mo | W.Cramp &SonsS&E B.Co. Philadelphia | **Atlantic&Carrib-beanSteamNav. Co.** | 283·6<br>27·9 | 40·2 | 20·5<br>BK10″ | Wilmgton, (Del.)<br>Utd. States | T.3Cy.25″,41″&67″–42″<br>160lb *100lb* 385H<br>1SB,*12cf*,GS240<br>WCrmp&SnsS&EBCo Phl. | 22 ″ 1<br>s 11 ″ 2<br>w11 ″ 6 | R |
| 208<br>65451<br>LNSD | **Caradoc** IronScSr<br>*W.Carr* –93<br>*ss*Nwc.No.3–4,85 1*Dk*&*Spardk3trB*<br>*ss*Nwc.No.2–99 | 1367<br>1333<br>861 | ✠90A1<br>*Spar dk*<br>9,94~~8,94 7,94~~<br>BS1,94 LMC10,92<br>3,95 | Lon<br>A&CP<br>✠NB83<br>Nwc | *p* | 1872<br>12mo | A.Leslie& Co. Newcastle | **Fisher,Renwick& Co.** | 240·4<br>drp94 | 30·8 | 17·6<br>24·4<br>*WB*= | N.Shields<br>British | C.2Cy.26″&54″–33″ (*i*)<br>70lb~~50lb~~ NDB83 120H<br>2SB,*4pf*<br>Thompson,Boyd&Co.Nwc. | 18 ″ 6<br>s 6 ″ 1½ | |
| 209<br>HPLC | **Caravellas** SteelScSr<br>1*Dk*&*Spardk3trB* | 3242<br>2835<br>1625 | | | | 1893 | Ateliers& Chantiers de la Loire St.Nazaire | **ChargeursRéunis** | 343·7<br>P22′ F40′ | 40·7 | 23·5 | Hâvre<br>French<br>*WB* | T.3Cy.24″,40$\frac{3}{16}$″&65$\frac{3}{8}$″–44$\frac{3}{32}$″<br>365H<br>Ateliers&Chantiers de la Loire,Nante- | | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 210<br>HCQT | **Caravellas**<br>*P.Vinhas* | **Steel** | 350<br>320 | | | | 1881 | .....<br>Glasgow | **Cia.deNav.àVapor deBahia** | ..... | ..... | ..... | **Bahia**<br>Brazilian | 100HP | |
| 211<br>26965<br>PHNQ | **Carbon**<br>*Atchinson85–85* | **IronSc3MstSr** | 714<br>637<br>459 | | | ... | 1855 | J.Clayton<br>Liverpool | **M.Archer (A.P.Harrison &Co.,*Mgrs.*)** | 194·7 P67*t* | 27·6 | 19·1 | Newcastle<br>British | 2Cy.38″–30″ NE69 90HP<br>R.&W.Hawthorn,Nwc. | 19 ″ 6<br>s 3 ″ 2 |
| 212<br>98829 | —<br>*W.Woodman* –92 | **SteelScSp**<br>1*Dk* | 115<br>104<br>72 | | | | 1892 | G.K.Stothert&Co.<br>Bristol | **A.J.Smith** | 101·4 | 17·2 | 7·1 | Bristol<br>British | C.2Cy.12″&24″–16″ 30HP<br>G.K.Stothert&Co.,Bristol | |
| 213<br>126647<br>KHFN | **Carbonero**<br>*S.Gillingham* –90 | **IronScSr** | 362<br>—<br>181 | | | | 1890 | J.H.Dialogue<br>CamdenNJ | **W.D.Munson** | 134·5 | 25·5 | 14·4 | Pensacola<br>Utd.States | T.3Cy.16″,24″&40″–28″<br>J.H.Dialogue,Camden,N.J. | |
| 214 | **Cardiff**<br>*E.Ghiorgali*<br>(*ex*Poseidon,*ex*Tor) | **IronTwinSc3MstSr**<br>2*Dks* | —<br>—<br>352 | | | | 1866 | Laird Bros.<br>Birkenhead | **Nav.àVap.Egèe (P.M.Courtgi& Co.,*Mgrs.*)** | 197·0 | 25·5 | 11·8 | Constanpl<br>Turkish | 2Cy.30″&24″ 140HP<br>Laird Bros.,Birkenhead | |
| 215<br>98437 | —<br>*G.S.Smith*87–93 | **SteelScSr**<br>1*Dk* | 79<br>79<br>18 | ✠100A1<br>*For Towing purposes*<br>10,93 ✠LMC10,93 | Chp<br>LA&CP | | 1893<br>10mo | E.Finch&<br>Co.(Lim.)<br>Chepstow | **BrazilianCoalCo. (Lim.)** | 90·0 | 17·5 | 8·7<br>BK6″ | Cardiff<br>British | C.2Cy.16″&30″–22″ (*s*) 100lb 85HP<br>1SB,*2pf*,GS36,HS800<br>E.Finch&Co.(Lm),Chpstw | 9 ″ 3<br>s ″ 11½ |
| 216<br>~~87180~~<br>HVKD | **Cardiganshire**<br>~~*Sincoal*~~<br>*ss*Lon.No.2–91<br>2*Dks*(1*Irn*&1*ptIrn*)3*trB* | **IronScBn** | 2486<br>2319<br>1623 | ✠100A1<br>10,93<br>~~BS6,93~~ ✠LMC4,91 | Shi<br>A&CP | *t* | 1883<br>5mo | Swan&<br>Hunter<br>Newcastle | ~~**Jenkins&Co.**~~<br>HokkaidoTauko<br>TetsudoKaisha | 317·3 P28′B54′F33′ | 38·1 | 24·5<br>BK10″<br>*WB=Cell* | ~~**London British**~~<br>5*BHAsp*<br>*DB*268′400*t*<br>Japanese | C.2Cy.38″&70″–45″ (*s*) 90lb 275HP<br>2SB,*6f*,GS150<br>R.&W.Hawthorn,Nwc. | 27 ″ 0<br>s 5 ″ 5 |
| *Now named "Iburi Maru," See No. 13 in Supplement* | | | | | | | | | | | | | | | |
| 217<br>101816 | **Cardinal**<br>*C.Kemp*85–92<br>1*Dk*(*Stl*)&*Webframes*<br>*Well deck* | **SteelScSr** | 2303<br>1760<br>1474 | ✠100A1<br>1,95 ~~2,94~~ ✠LMC12,92 | Bly<br>A&CP<br>Nwc | *s* | 1892<br>12mo | Furness,<br>Withy&Co.<br>(Lim.)<br>WHartlepool | **ChadwickStmshp. Co.(Lim.) (R.B.Avery,*Mgr.*)** | 288·0<br>Q115′ B118′ F31′ | 39·5 | 18·8<br>FK<br>*WB=Cell* | Newcastle<br>British | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *60lb* 200HP<br>2SB,*4cf*,GS72,HS2979<br>T.Richardson&Sons,Hpl. | 21 ″ 3<br>s 2 ″ 0 |
| 218<br>96599 | **Cardinal Wolsey** | **SteelPadSr** | 130<br>130<br>99 | | | | 1889 | Edwards &<br>Symes<br>London | **VictoriaSteambt. Assoc.(Lim.)** | 150·0 | 15·5 | 6·7 | London<br>British | O.2Cy.20″–21″ 35HP<br>A.Wilson&Co.London | |
| 219 | **Carenero**<br>(*ex*GovernorMaclean) | **SteelTwinScSr**<br>1*Dk* | 285<br>205<br>128 | | | | 1886 | BarrowS.B<br>Co.<br>Barrow | **CareneroRailway &Nav.Co.(Lim.)** | 141·0 | 23·1 | 8·9 | LaGuayra<br>Venezuelan | C.4Cy.16″&32″–20″ 86HP<br>BarrowS.B.Co.,Barrow | |
| 220<br>63955 | **Cargan**<br>*G.Ross*88–88 | **IronScSr**<br>*ss*Bel.No.3–9,85<br>*ss*Abn.No.2–93<br>1*Dk* | 167<br>155<br>96 | 90A1<br>12,93<br>✠NB12,93 | Abn<br>A&CP<br>LMC12,93 | *c* | 1873<br>2mo | Fullerton&<br>Co.<br>Paisley | **Aberdeen,Leith,& MorayFirthS.S. Co.(Lim.)** | 123·1<br>Q14′ B36′<br>ND88 | 19·2 | 9·3<br>BK6½″ | Aberdeen<br>British | C.2Cy.15″&27½″–22″ (*s*) 90lb *80lb* NDB94 32HP<br>1SB,2*pf*,GS23,HS518<br>J.&T.Young,Ayr | 9 ″ 9<br>s 1 ″ 4 |
| 221<br>97840 | **Cariama**<br>*B.F.Brett* –92 | **SteelScSr**<br>1*Dk*<br>*ss*Liv.No,1–95 | 165<br>155<br>36 | ✠100A1<br>*StmTrawler*<br>~~3,94~~ 4,95 ✠LMC1~~,94~~ | Liv<br>LA&CP | | 1891<br>1mo | J.Duthie<br>Sons&Co.<br>Aberdeen | **LiverpoolSteam FishingCo.(Lim.)** | 101·1 | 20·6 | 11·7<br>BK6½″ | Liverpool<br>British | C.2Cy.17″&34″–24″ (*s*) 100lb 50HP<br>1SB,2*pf*,GS35<br>BlaikieBros.,Aberdeen | 12 ″ 0 |
| 222<br>84642<br>WNQK | **Carib**<br>*E.Sharpe*<br>*Well deck* | **IronScSr**<br>*ss*Lon.No.2–91<br>1*Dk*(*Irn*)2*trB* | 1437<br>1088<br>912 | ✠100A1<br>8,94 ~~2,94~~<br>~~BS2,94~~ ✠LMC1~~,94~~ | Lon<br>LA&CP | *p* | 1882<br>9mo | Richard-<br>son,Duck<br>&Co.<br>Stockton | **Anderson,Anderson&Co.** | 245·3<br>P38′Q28′ B58′ F60′<br>erp95 | 34·0 | 16·4<br>FK<br>*WB=Cell* | Stockton<br>British | C.2Cy.29″&55″–33″ (*i*) 85lb *54lb* 99HP<br>1DB,*4pf*,GS63<br>T.Richardson & Sons,Hpl. | 19 ″ 2<br>s 1 ″ 10 |
| 223<br>101830<br>NCLH | **Carib Prince**<br>~~*E.C.Leyg*~~<br>*Elec.light*<br>*Scott* | **SteelScSr**<br>1*Dk*(*Stl*)&*Spardk*<br>(*Stl*–ws)&*Deepframing* | 2048<br>1817<br>1305 | ✠100A1<br>*Spar dk*<br>~~5,94 6,93~~ ✠LMC6,93<br>12,94 NYk | Sld<br>A&CP | *r* | 1893<br>6mo | Short Brs.<br>Sunderland | **PrinceSteamShipping Co.(Lim.) (J.Knott,*Mgr.*)** | 282·0<br>P22′B77′F29′<br>*WB=Cell* | 37·7 | 14·9<br>22·4<br>FK | Newcastle<br>British | T.3Cy.22″,36″&59″–39″ (*s*) 160lb *100lb* 200HP<br>2SB,*6cf*,GS102,HS3300<br>Blair&Co.(Lim.),Stockton | 17 ″ 2<br>s 5 ″ 1½ |
| 224<br>92425 | **Cariban** | **WoodSc**<br>1*Dk* | 144<br>68<br>97 | | | | 1868 | A.Cantin<br>Montreal | **CanadianPacific Car&PassengerTransferCo. (Lim.)** | 88·6<br>H76*t* | 17·4 | 6·7 | Prescott<br>British | 1Cy.15″–14″ 88HP<br>A.Cantin,Montreal | |
| 225<br>77095<br>RLTH | **Caribbee**<br>~~*D.Morrison* –93~~<br>*ss*N.YkNo.1–95<br>*Elec. light McKay* | **IronScSr**<br>(*ex*Merionethshire)<br>*ss*Gls.No.3–10,90<br>2*Dks*(1*Irn*)3*trB* | 1944<br>1817<br>1247 | ✠100A1<br>2,95 ~~3,94~~<br>~~BS4,93~~ LMC10,90<br>~~7,94~~ 2,95 | N Yk<br>A&CP | *s* | 1878<br>4mo | Lon.&Glas.<br>Co.<br>Glasgow | **QuebecS.S.Co.** | 301·5<br>B17′ F40′ | 34·2 | 24·0<br>BK10″ | London<br>British | C.2Cy.36″&66″–42″ (*i*) 70lb *80lb* NDB90 250HP<br>2B,GS104<br>Lon.&Gls.Co.(Lim.),Gls. | |
| 226<br>64140 | **Cariboo & Fly**<br>*W.Beynon* –93 | **WoodTwinScSr**<br>2*Dks* | 281<br>106<br>202 | | | | 1866 | T.Dougall<br>Victoria, B.C. | **R.Cunningham** | 130·2 | 22·3 | 6·4 | Vict'ria BC<br>British | 2Cy.9″–18″ 54HP<br>AlbionIronWorksCo., Victoria,B.C. | |
| 227<br>9<br>NLBF | **Cariddi**<br>2*Dks* | **IronScBn** | 1228<br>1001<br>773 | ✠<br>9,66 | Cly<br>A&CP | | 1866<br>8mo | Macnab&<br>Co.<br>Greenock | **Nav.Gen.Italiana** | 269·0<br>P&F127*t* | 30·2 | 18·4 | Palermo<br>Italian<br>4*BH* | 2Cy.21″&52″–36″ 338HP<br>Macnab&Co.,Greenock | |
| 228<br>87041<br>HDRP | **Carina**<br>*Blackburn*87–87<br>*Well deck* | **IronScBn**<br>*ss*Npt.No.2–91<br>1*Dk*(*Irn*)2*trB* | 1636<br>1336<br>1054 | ✠100A1<br>~~9,93~~6,94<br>BS9,93 ✠LMC2,91 | Shl<br>A&CP<br>Cff | *q* | 1882<br>11mo | M.Pearse&<br>Co.<br>Stockton | **H.T.Cloake,Jr.** | 257·5<br>Q68′ B64′ F30 | 34·5 | 18·1<br>BK9″<br>*WB=Cell* | London<br>British | C.2Cy.32″&60″–39″ (*b*) 80lb *40lb* 160HP<br>1DB,*4pf*,GS63<br>Blair& Co.(Lim.),Stockton | 20 ″ 6<br>s 2 ″ 3 |
| 229<br>82671<br>WFGM | **Carisbrook**<br>~~*J.Smith* –94~~<br>*Well deck*<br>*J.Henderson* –95 | **IronScBn**<br>~~*ss*Cff.No.2–90~~<br>1*Dk*(*Irn*)2*trB*<br>*ss*Bly.No.3–2,94 | 1630<br>1286<br>1030 | ✠100A1<br>1,95 ~~7,93~~<br>~~BS7,93~~ ✠LMC2~~,90~~<br>8,94 Bly 2,94 | Shl<br>A&CP | *q* | 1881<br>11mo | W.Gray&<br>Co.<br>WHartlepool | **S.S.CarisbrookCo. (Lim.) (Russell, Miller&Huskie, *Mgrs.*)** | 256·8<br>Q100′ B66′ F29′<br>drp94 | 34·6 | 19·4<br>BK9″<br>*WB=DB* | Whitby<br>British | C.2Cy.32″&60″–39″ (*i*) 80lb *75lb* NDB92 150HP<br>2SB,6*pf*,GS70<br>Blair & Co.(Lim.),Stockton | 20 ″ 10<br>s 2 ″ 0 |
| 230<br>72360 | **Carisbrooke**<br>*W.Short* | **IronPadSr** | 198<br>164<br>95 | | | | 1876<br>1mo | Barclay,<br>Curle&Co.<br>Glasgow | **Sou.I.ofW.&S.of Eng.RoyalMail Stm.PktC(Lim)** | 165·7<br>*a*84′*f*90′331*t* | 20·1 | 8·0 | S'thamptn<br>British | C.O.2Cy.23″&40″–42″ NB89 70HP<br>Barclay,Curle & Co.,Gls. | |
| 231<br>HRDL | **Carl**<br>*J.A.Pettersson*89–91 | **WoodSc3MstSr**<br>(*ex*Anna)<br>1*Dk* | 315<br>277<br>240 | | | | 1882/91 | CJ Petters-<br>son<br>Svanv'k | **F.L.Pettersson** | 140·2<br>len91 | 22·2<br>B22′ | 12·3<br>H8*t* | Undenäs<br>Swedish | C.2Cy.13¾″&26¾″–17½″ NE&B91 50HP<br>EriksbergsM.V.,Gthbg. | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or Transferred. Engine Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 232 LCMV | **Carl** **IronScSr** *F.Sörensen* –89 1*Dk* | 277 — 220 | | | | 1883 | G.Howaldt Kiel | **Sartori&Berger** | 102·3 len89 | 21·0 | 12·3 | **Kiel** German | C.2Cy.13½″&21″–16″ 25H Gebr.Howaldt,Kiel | | G |
| 233 HCSD | — **WoodScSr** *J.Olsen*68–80 1*Dk* | 227 160 163 | | | | 1871 | Jörgensen &Knudsen Drammen | **M.GabrielMonsen** | 116·5 Q34′ | 24·7 B30′ | 10·2 | **Stavanger** Norwegian | C.2Cy.15″&29″–24½″ 35H NylandsVerkstad,Xia. | | |
| 234 GFPK | — **IronScSr** *H.Beckmann*92–92 1*Dk* | 137 125 55 | | | | 1892 | J.C.Tecklenborg Gstemunde | **C.Langenberg** | 102·3 | 20·7 | 9·7 | **Brmrhavn** German | C.2Cy.17¾″&32¾″–22″ J.C.Tecklenborg,Gstmnde | | G |
| 235 MDPG | **Carl Behnk** **SteelScSr** *R.Krohn* –90 1*Dk* | 667 622 429 | | | | 1890 | Rost.Act. Ges.fürSchiff &Maschn'bau Rostock | **H.Bauer** | 180·1 Q62′ | 28·0 B49′ | 13·0 F46′ | **Rostock** German *WB* | C.2Cy.22″&41″–28″ 90H Rost.Act.Ges.fürSchiff& Maschinenbau,Rostock | | DV |
| 236 NFMC | **Carl Hecksher** **SteelScSr** *H.V.Petersen*79–92 1*Dk* | 1689 1239 1043 | | | | 1892 | Helsingörs Jernskibs og Msknbyggri. Elsinore | **Dampskibsselskabet "Kjöbenhavn" (PeterL.Fisker)** | 258·2 Q70′ | 35·5 B126′ | 16·6 F32′ | **Copnhagn** Danish | T.3Cy.19½″,31½″&51½″–36″ 155H HelsngörsJerns.ogMskin, Elsinore | | DV |
| 237 RHKV | **Carl Hirschberg** **SteelScSr** *G.Kraeft*94–94 *ss*Sld.No.3–9,91 1*Dk*(*Irn*)&*Webframes* | 1310 909 828 | ✠100A1 3,95~~1,92~~ BS~~12,94~~ 5,95 | Ham LA&CP ✠LMC8,91 | *o* | 1888 10mo | S.P.Austin &Son Sunderland | **C.Hirschberg** | 232·0 P28′Q53′ drp93 *WB*=*CellDB*193′ | 35·1 B93′ FK | 15·0 F30′ 4*BHCem* 367*tAPT*22*t* | **Hamburg** German | T.3Cy.19″,31″&51″–33″ (*s*) 160lb *80lb* 130H 1SB,*3cf*,GS45 N.E.MarineE.Co(Lim.)Sld | 17 ″ 5 | |
| 238 HRPM | **Carl O. Kjellberg** **SteelScSr** ~~*L.d.Aminoff*~~ *ss*Got.No.3–9,93 *Well deck* 1*Dk2trB* *E.Sundstrom* | 651 509 478 | ✠90A1 4,94 BS~~1,91~~ 3,95 | Got LA&CP ✠LMC9,93 | *i* | 1883 3mo | Göteborgs Mek.V. Gothenburg | **FörnyadeÅngf. Aktieb. "Göta" (H. Sternhagen, *Mgr.*)** | 170·0 Q49′B45′F21′ drp94 *WB*=*APT*6*t* | 26·2 BK7½″ | 15·5 5*BHCem* *MT*24′160*t* | **Gothenbrg** Swedish | C.2Cy.24″&40″–30″ (*a*) 70lb ~~*45lb*~~ *75lb* 120H 1SB,*3pf*,GS60 *NDB*95 GothenbrgE.Wrks.,Got. | | D |
| 239 KGVD | **Carl Rahtkens** **IronScSr** ~~*W.Harrison* –94~~ ~~*ssShl.No.1–89*~~ *Well deck* *ss*Shl.No.2–93 1*Dk*(*Irn*)2*trB* *P.Spiegelberg* | 89718 1279 1034 | ✠100A1 9,94 ~~5,93~~ BS5,94 | Shl LA&CP ✠LMC5,93 Gms | *q* | 1885 7mo | J Readhead &Co. S.Shields | **F.Rahtkens&Co.** | 259·0 Q106′B64′F28′ *WB*=*DBa* | 37·0 BK9″ | 17·8 4*BHCem* 78′*f*104′405*t* | **Middlsbro'** British | C.2Cy.28″&60″–36″ (*r*) 85lb ~~*80lb*~~ *70lb* 150H 2SB,*4pf*,GS68 J.Readhead&Co.,S.Shields | 18″11 s 1″ 9 | D |
| 240 HRVG | **Carl v. Linné** **SteelScSr** *E.V.Lübeck*74–83 1*Dk* | 389 221 286 | | | | 1884 | MotalaCo. Norrköping | **Ångf.Aktieb. "Linné" (AdlerLarson)** | 144·9 P90′ | 23·5 H21*t* | 10·3 F35′ | **Stockholm** Swedish | C.2Cy.24″&43″–24″ 80H MotalaCo.,Motala | | |
| 241 | — **IronScSr** *P.M.Tydrén*91–91 1*Dk* | 110 61 70 | | | | 1849 | MotalaCo. Motala | **W.Bünsow** | 87·4 Q10′ | 17·2 H37*t* | 7·8 | **Sundswall** Swedish | 2Cy.25¼″–17½″ 60H MotalaCo.,Motala | | |
| 242 JCLK | **Carl Wennberg** **CompScSr** *J.A.Winqvist*94–94 1*Dk* | 165 138 105 | | | | 1891 | J.A.Svensson SödraGarn | **Ångb.Aktieb.Göteborg-Jönköping (J.B.Strömberg)** | 100·4 B22′ | 21·0 H5*t* | 9·0 | **Gothenbrg** Swedish | 30H | | |
| 243 RGDM | **Carl Woermann** **IronScSr** *J.C.Fastert*88–89 2*Dks3trB* | 2017 1821 1459 | | | | 1881 | Reiherstieg Schiffs.Wrfte Hamburg | **Afrikanische Dampfsch.Act. Ges.** | 291·0 | 36·4 | 21·9 | **Hamburg** German *WB*= | C.2Cy.34″&62″–42″ 190H Rihrstg.Schffs.WrfteHam | | V |
| 244 HGDR | **Carl XV.** **IronSc3MstSr** *J.G.Lomberg* –90 *ss*Got.No.3–10,82 *ss*Got.No.2–91 1*Dk*&*Awngdk3trB* | 1070 731 894 | ✠ *Awng dk* *loadline*15*ft*10½*in* ✠NB7,88 LMC10,91 | | … | 1865 2mo | T.&W. Smith N.Shields | **Ångf.Aktieb. "Thule" (O.Melin, *Mgr.*)** | 216·4 len71 | 24·9 BK7″ | 15·0 21·9 4*BHCem* | **Gothenbrg** Swedish | C.2Cy.22⅜″&47¾″–29¼″ (*s*) 85lb NE77 130H 1SB,*3pf*,GS60 GoteborgsMek.Wks.,Got. | 18 ″ 0 | |
| 245 | **Carlingford Lough** **SteelScSr** *M.Ferguson* –94 1*Dk*(*Stl*) *Well deck* | 219 166 79 | ✠100A1 12,92 ✠LMC8,91 | Bwg A&CP | *c* | 1891 8mo | J Fullerton &Co. Paisley | **Carlingford LoughS.S.Co. (Lim.)** | 125·2 Q43′B7′F19′ drp91 | 20·1 BK6″ *W* | 9·5 3*BHCem* *B*=*FPT*20*t* | **Newry** British | C.2Cy.17½″&35″–24″ (*s*) 100lb 52H 1SB,*2pf*,GS35 Ross&Duncan,Glasgow | 10 ″ 1 s 1 ″ 1 | |
| 246 WMRH | **Carlisle** **IronScSr** *G.Gibb*92–94 ~~*ssCff.No.2–91*~~ 2*Dks*(*Irn*)3*trB* *ss*Rot.No.3–2,94 | 2141 2036 1397 | ✠100A1 5,94 ~~drp92~~ ~~BS6,93~~ | Rot LA&CP LMC4,91 | *s* | 1882 8mo | Palmers' Co. Newcastle | **S.S.CarlisleCo. (Lim.)(Blindell Bros.&Co.)** | 286·3 P30′B60′F33′ *WB*=*DBa*90′*f* 16 | 37·2 BK10″ | 24·2 5*BHCem* 198*tAPT*10*t* | **London** British | C.2Cy.36″&68″–45″ (*a*) 80lb ~~*65lb*~~ 220H 2SB,*6pf*,GS112 Palmers'Co.(Lim.),Nwc. | 25″11 s 4 ″ 6½ | D |
| 247 LFQK | — **SteelScSr** *E.G.Bowles*90–90 *ss*Shl.No.1–92 *Well deck* 1*Dk*(*Irn*)&*Webframes*, *CellDB,Beams,Stringers&WebframesIrn* | 95895 1002 709 642 | ✠100A1 8,94 ~~11,06~~ | Npt LA&CP ✠LMC12,92 Shl | *m* | 1889 5mo | Sunderland S.B.Co.(Lim) Sunderland | **Livingston, Conner&Co.** | 213·5 P30 Q44′B96′F24′ *WB*=*Cell* | 30·2 BK8″ | 13·7 4*BHCem* *DB*179′215*t* | **W.Hartlpl** British | T.3Cy.15½″,25″&41″–27″ (*s*) 160lb *100lb* 95H 1SB,*3rf*,GS56 G.Clark,Sunderland | 15″10 s 1 ″ 1½ | |
| 248 NJBD | **Carlisle City** **SteelScSr** *T.C.Newton* –94 1*Dk*(*Stl*)& *Elec.light* *Spardk*(*Stl*)&*Webframes* | 102717 3002 2809 1894 | ✠100A1 *Spar dk* 11,94 ~~4,04~~ ✠LMC4,94 Lon | Sld A&CP | *v* | 1894 4mo | W.Doxford &Sons(Lim.) Sunderland | **Furness,Withy &Co.(Lim.)** | 345·0 F33′ *WB*=*CellDB*268′ | 41·2 26·1 FK | 18·7 530*tAPT*20*t* | **W. Hartlpl** British | T.3Cy.28″,44″&72″–48″ (*s*) 160lb *80lb* 400H 2DB.*12cf*,GS222,HS6362 W.Doxford&Sons(Lm)Sld | 21 ″ 2 s 5 ″ 10 | |
| 249 TLHJ | **Carlo** **IronScSr** *S.Geen*85–85 *ss*Cff.No.3–7,92 *Well deck* 1*Dk*(*Irn*)2*trB* | 81789 1233 1031 786 | ✠100A1 1,95~~2,94~~ BS~~1,94~~ 1,95 | Cff LA&CP ✠LMC7,92 Bry | *o* | 1880 7mo | A.Stephen &Sons Glasgow | **CarloSSCo.(Lim.) (G.H.Wills&Co.)** | 239·5 Q73′B58′F27′ *WB*=*Cell* | 34·0 FK | 15·9 4*BHCem* *DB*184′300*t* | **Cardiff** British | C.2Cy.28″&52″–36″ (*i*) 75lb *80lb* *NDB*92 130H 1SB,*3pf*,GS60 A.Stephen&Sons,Glasgow | 18 ″ 8 s 2 ″ 1½ | |
| 250 NLCS | **Carlo Poerio** **SteelScSr** *Elec.light* 1*Dk*(*Irn*)&*Spardk3trB* | 102864 2155 1958 1273 | ✠100A1 *Spar dk* 7,93 ✠LMC11,91 | Lon A&CP | *s* | 1891 11mo | Palmers' Co.(Lim.) Newcastle | **A.Serena** | 302·0 P37′B66′F35′23·1 *WB*=*CellDB*240′ | 38·4 FK | 15·3 6*BHAsp* 374*tAPT*16*t* | **London** British | T.3Cy.27″,44″&71″–48″ (*s*) 160lb *90lb* 370H 4SB,*12cf*,GS226 Palmers'Co.(Lim.),Nwc. | 17 ″ 9 s 5 ″ 8 | I |
| | *Now named "Cametense." See No. 2 in Supplement.* | | | | | | | | | | | | | | |
| 251 NLCV | **Carlo R.** **IronSc** *J.Cremonini*90–90 *ss*Gen.No.1–90 2*Dks*(1*Irn*&*UptIrn*-ws)3*trB* | 126 2674 2505 1759 | ✠100A1 6,93 BS~~6,93~~ ✠LMC6,90 | Gen LA&CP | *t* | 1886 11mo | SirW.G. Armstrong Mitchell& Co.(Lim.) Newcastle | **DittaC.Raggio** | 310·5 P28′B62′F32′ *WB*=*CellDB*272′ | 39·1 BK10″ | 25·1 6*BHCem* 390*tAPT*30*t* | **Genoa** Italian | T.3Cy.24″,39″&64″–42″ (*s*) 150lb *45lb* 346H 2DB,*8cf*,GS135,HS4720 WallsendSlipwayCo.Nwc. | 28 ″ 0 | I |
| | *Now named "Raggio," See No. 11 in Supplement.* | | | | | | | | | | | | | | |
| 252 RGDW | **Carlos** **IronScSr** *A.Wunderlich*83–91 1*Dk*&*Spardk*&*3trB* | 996 945 761 | | | | 1881 | Norddeutsche Schiffswerft Kiel | **F.G.Reinhold** | 201·1 | 28·2 | 14·5 | **Danzig** German | C.2Cy.24½″&42½″–27½″ 90H F.A.Egells&Co.,Berlin | | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Environnement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le Navire est classé. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 253<br>126404 | **Carlos Pacheco**<br>*W.M.Colburn*89–89 | **WoodScSr**<br>1*Dk* | 172<br>—<br>104 | | | | 1886 | A.Hay<br>S.Francisco | **MexicanInternationalPacific&GulfofCaliforniaS.S.Co.** | 95·0 | 22·9 | 11·0<br>H35*t* | Nw. Haven Con.<br>Utd.States | C.2Cy.11″&22″–18″<br>160H<br>Hinckley,Spiers&Hays,SanFrancisco | | |
| 254<br>HBDM | **Carlos Roberto**<br>*Honare*87–87<br>*Well deck* (*ex*DonMariano,*ex*Alberto) | **IronScSr**<br>1*Dk2trB* | 644<br>537<br>464 | ✠<br>2,73 | Stk<br>A&CP | | 1872<br>11mo | Backhouse &Dixon<br>Middlesbro | **Cia.Esplotadora de Lota y Coronel** | 191·2 | 26·4 | 18·0<br>Q68′ B51*t* F28′ | Valparaiso<br>Chilian | C.2Cy.24″&45″–30″<br>81H<br>Black,Hawthorn&Co.Nwc<br>*WB=ptDB* | | |
| 255<br>HBDM | **Carlos Sundblad**<br>*Beckwith* –91 | **SteelScSr**<br>1*Dk* | 104<br>—<br>20 | ✠100A1<br>4,91<br>✠LMC11,90 | Fal<br>LA&CP | *a* | 1891<br>3mo | Cox&Co.<br>Falmouth | **A.E.Rugeroni** | 90·0 | 18·3 | 9·3<br>Q25′ BK6″ | Bns.Ayres<br>Argentine | T.3Cy.12″,18″&30″–21″ (*s*)<br>150lb 70H<br>1SB,*2cf*,GS31<br>Cox&Co.,Falmouth | 9 ″ 6 | |
| 256<br>JQNV | **Carlotta**<br>*S.K.Herzberg*88–88 *ss*Shl.No.1–77<br>*Well deck* 1*Dk* | **IronScSr** | 647<br>513<br>468 | ✠<br>5,79 | Nwc<br>A&CP | | 1873<br>7mo | J.Blumer&Co.<br>Sunderland | **P.G.Halvorsens Börn** | 190·3 | 27·4 | 13·6<br>Q82′B23′F22′H7*t* | Bergen<br>Norwegian | C.2Cy.25″&44″–30″<br>86H<br>Fowler&M$^{c}$Collin,Hull<br>*WB=DBa*42′*f*49′140*t* | | DN |
| 257<br>95539<br>LCGW | —<br>*ss*B.As.No.1–92<br>(*Barge*) 1*Dk*(*Irn*) | **IronSc3MstSr** | 296<br>275<br>219 | ✠ A1<br>*For River purposes*<br>12,92 | B.As<br>LA&CP<br>LMC12,92 | | 1889<br>4mo | TAWalker<br>Sudbrook | **TheExecutors of the lateT.A. Walker** | 150·7 | 26·5 | 8·1<br>FK<br>*WB*= | London<br>British | Q.4Cy.9″,12″,16″&25″–21½″<br>160lb (*s*) 50H<br>1SB,*2pf*,GS33<br>*Tankf*18′35*t* Fleming&Ferguson,Psy. | 8 ″ 6 | |
| 258<br>101964 | —<br>*E.Tracey*<br>(*Ferry*)<br>1*Dk* | **IronTwinSc** | 261<br>180<br>177 | | | | 1893 | A.W.Robertson&Co.<br>London | **London,Tilbury& SouthendRly.Co.** | 124·7 | 32·5 | 7·7 | London<br>British | C.4Cy.12″&24″–18″<br>50H<br>A.W.Robertson&Co.,Lon. | | BT till 10-00 12,00 |
| 259<br>91991<br>KLHP | **Carmarthenshire**<br>~~*A.W.Malander* –94~~<br>*Elec. light* 2*Dks*(1*Stl*ʃ1*ptStl*)3*trB*<br>~~*D.Davies* –94~~ *D.Richards* –94 | **SteelSc~~3Mst~~Sr**<br>*ss*Ant.No.1–91 | 2726<br>2489<br>1776 | ✠100A1<br>~~9,94~~ 3,93 12,94<br>~~BS8,98~~ ✠LMC8,91<br>12,94<br>~~H.Kg~~ | Ant<br>A&CP | *u* | 1887<br>1mo | C.S.Swan&Hunter<br>Newcastle | **Jenkins&Co.**<br>*WB=CellDB*220′392*t* | 329·5 | 40·0 | 25·1<br>~~P49′B60′~~F45′<br>P201′ BK11″<br>*DeepTf*40′313*tDee* | London<br>British | T.3Cy.27″,43″&70″–45″ (*s*)<br>150lb *80lb* 500H<br>3DB,*12pf*,GS204,HS6000<br>*pTa*38′368*t* Hwthrn,Leslie&Co.,Nwc. | 27 ″ 7<br>~~s 5 0~~<br>s 4 ″ 6½ | BT till 9-96 |
| 260<br>RHTJ | **Carmen**<br>*F.Lass*91–91<br>(*ex*PrinceBaudouin) | **Steel&IronScSr**<br>1*Dk2trB* | 1023<br>813<br>744 | | | | 1882 | Soc.Cockerill<br>Hoboken | **M.Petersen** | 228·6 | 27·6 | 17·1<br>Q70*t* B60*t* F33*t*<br>*WB* | Rostock<br>German | C.2Cy.27″&45″–33″<br>90H<br>Soc.Cockerill,Seraing | | V |
| 261<br>RHTJ | —<br>(*ex*Paris)<br>1*Dk*(*Irn*)<br>*Now named* "Sao João da Barra." *See letter* S. | **SteelScSr** | 379<br>311<br>230 | ✠<br>12,89<br>✠ | Npt<br>A&CP | *f* | 1887<br>3mo | C.S.Swan&Hunter<br>Newcastle | | 162·0 | 25·1 | 9·0<br>Q77′ B6′ F14′<br>FK | | T.3Cy.13½″,22″&36″–24″<br>70H<br>Westgrth,English&C.Mdb<br>*WB=FPT*26*tAPT*26*t* | 9 ″ 9 | |
| 262<br>HFNQ | —<br>(*ex*Record) | **Wood**<br>1*Dk* | 170<br>—<br>98 | | | | 1889 | .....<br>HongKong | **Aldecoa&Cia.** | 112·6 | 21·0 | 7·7 | Manila<br>Spanish | | | |
| 263 | — | **WoodScSr** | 142<br>124<br>106 | | | | 1889 | A.Hay<br>SanFrancisco | | 96·0 | 26·6 | 8·0 | Mexican | C.2Cy.9″&18″–18″<br>30H<br>GoldenState&Miners' Foundry Co.,San Francisco | | |
| 264<br>86122<br>WLPM | **Carn Brea**<br>*J.Worth* –93 ~~*ss*Cff.No.2–90~~<br>*Well deck ss*Bry.No.3-7,94 1*Dk*(*Irn*)2*trB* | **IronScSr** | 1685<br>1319<br>1060 | ✠100A1<br>7,94~~4,94~~<br>✠LMC4,94 | Bry<br>LA&CP | *q* | 1882<br>6mo | TyneI.S.B.<br>Co.(Lim.)<br>Newcastle | **E.Handcock&Co.**<br>*WB=DBa*72′*f*108′*ʃ* | 265·0 | 36·0 | 19·0<br>P28′Q70′B62′F25′<br>FK<br>*uE & B*38′419*tFPT* | Falmouth<br>British | C.2Cy.33″&63″–39″ (*i*)<br>80lb 180H<br>2SB,*4pf*,GS76<br>18*tAPT*18*t* NE.MarineECo.(Lim.)Sld. | 20 ″ 1<br>s 2 ″ 0 | |
| 265<br>89733<br>JGVM | **Carn Marth**<br>*A.Hurrell* –91 *ss*Cff.No.2–92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | **IronScSr** | 1687<br>1328<br>1059 | ✠100A1<br>4,93<br>~~BS4,98~~ ✠LMC8,91<br>6,94 | Fal<br>LA&CP | *q* | 1884<br>1mo | TyneI.S.B.<br>Co.(Lim.)<br>Newcastle | **E.Handcock&Co.**<br>*WB=DBa*72′*f*108′*ʃ* | 265·0 | 36·1 | 19·0<br>P28′Q70′ B62′ F26′<br>FK<br>*uE & B*38′410*tFPT* | Falmouth<br>British | C.2Cy.32″&62″–42″ (*i*)<br>80lb *70lb* 162H<br>2SB,*4pf*,GS84<br>17*tAPT*12*t* NEMarineECo.(Ld.),Nwc. | 20 ″ 1<br>s 2 ″ 0 | D |
| 266<br>90411<br>JPFS | **Carnarvon**<br>*W.H.Walters* –94 *ss*P.Nl.No.2–93 | **IronScSrTug**<br>1*Dk* | 104<br>92<br>47 | 100A1<br>6,94~~3,93~~<br>✠LMC~~3,93~~ 6,94 | P.Nl<br>LA&CP | *a* | 1884<br>6mo | Day,Summers&Co.<br>Northam | **UnionS.S.Co. (Lim.)** | 90·1 | 17·1 | 8·0<br>F16′<br>FK<br>*WB* =*FPT*14*t* | S'thamptn<br>British | C.2Cy.16″&30″–18″ (*i*)<br>75lb 40H<br>1SB,*2pf*,GS27<br>Day,Summers&Co.,Sou. | | |
| 267<br>91036 | **Carnsew**<br>*N.Couch* –94 | **IronSc3MstSr** | 340<br>309<br>191 | | | | 1888 | Harvey&Co.(Lim.)<br>Hayle | **Harvey&Co.(Lm.)** | 141·6 | 23·1 | 12·0<br>Q33′ B9′ | Penzance<br>British | C.2Cy.19″&34½″–21″<br>51H<br>Harvey&Co.(Lim.),Hayle | 12 ″ 3<br>s 1 ″ 6 | |
| 268<br>JBLM | **Carola**<br>*A.Goranson* –92 *ss*Lon.No.3–1,90<br>(*ex*Godalming) *ss*Cpn.No.1–94<br>*Well deck* 1*Dk*(*Irn*)2*trB* | **IronScSr** | 1269<br>1027<br>940 | ✠100A1<br>~~4,94~~ 3,95<br>~~BS3,95~~ ✠LMC4,94 | Cpn<br>A&CP | *o* | 1881<br>6mo | Blumer&Co.<br>Sunderland | **C.Henckel** | 240·0 | 34·0 | 17·0<br>P21′Q60′B46′H21*t*<br>F28′ BK8½<br>*WB=DBa* | Hlsngborg<br>Swedish | C.2Cy.30″&58″–39″ (*i*)<br>80lb *60lb* 130H<br>2SB,*4f*,GS70<br>63′*f*51′200*t* T.Clark&Co.,Newcastle | 18 ″ 5<br>s 2 ″ 0½ | |
| 269<br>HFTJ | —<br>*G.Martinek*92–93<br>1*Dk*(*Stl*)&*Spardk*<br>*Elec. light* | **SteelScSr** | 891<br>842<br>550 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>4,91<br>✠LMC2,92 | Tri<br>LA&CP | *m* | 1892<br>2mo | Wigham Richardson &Co.<br>Newcastle | **RoyalHungarian SeaNav.Co. "Adria"(Lim.)**<br>*WB=CellDB*160 | 216·3 | 30·0 | 10·9<br>B41′ 18·3<br>FK<br>177*tAPT*6*t* | Fiume<br>Aust.-Hung. | T.3Cy.19″,31″&50″–36″ (*s*)<br>165lb *80lb* 200H<br>2SB,*6rf*,GS108<br>WighmRichrdsn&Co.Nwc. | 13 ″ 0<br>s 5 ″ 4 | A |
| 270<br>HFTJ | **Carolina**<br>~~*Atlantis*~~ *ss*Liv.No.3–7,88 2*Dks*(1*Irn*ʃ *ss*Liv.No.1–92 *UpIrn*–ws)3*trB*<br>*Calzada* –95 | **IronScSr** | 2099<br>2056<br>1355 | ✠100A1<br>4,95~~7,93 5,94~~<br>~~BS7,98~~ ✠LMC7,92<br>1,95 | Liv<br>A&CP | *s* | 1876<br>5mo | London&Glas.Co.<br>Glasgow | **Linea deVapores Serra** | 331·9 | 34·1 | 25·0<br>BK10″ | Bilbao<br>Spanish | C.2Cy.38″&71″–48″ (*i*)<br>85lb *50lb* NDB87 300H<br>2DB,*6f*,GS180<br>Lon.&Glas.Co.,Glasgow | | |
| 271<br>HFTM | —<br>*S.Requena*86–82 | **IronScSr**<br>1*Dk* | 234<br>—<br>145 | | | | 1879 | E.Withy&Co.<br>Hartlepool | **CompañiaMetalúrgica de Mazarron** | 135·0 | 20·0 | 9·5<br>Q48′ | Mazarron<br>Spanish<br>*WB* | C.2Cy.20″&35″–21″<br>50H<br>T.Richardson&Sons,Hpl. | | |
| 272<br>TCJW | **Carolina Johanna**<br>*G.E.Olthoff* –91 | **IronScSr**<br>1*Dk* | 243<br>209<br>157 | | | | 1891 | Boon, Molema& deCock<br>Hoogezand | **Bataviaasche Stoomv. Onderneming** | 149·2 | 23·0 | 9·0 | Batavia<br>Dutch | C.2Cy.16″&27½″–16″<br>50H<br>Boon,Molema&deCock, Hoogezand | | DV |
| 273<br>JCSR | **Caroline**<br>*H.Lehnert*90–92<br>(*ex*Wimbledon) | **IronScSr** | 1474<br>1474<br>957 | ✠100A1<br>~~9,94 6,98~~<br>~~BS12,93~~<br>4,95 | Shl<br>A&CP | *q* | 1872<br>12mo | Richrdson, Duck&Co.<br>Stockton | **S.O.Freiwirth (E.Brown,*Mgr.*)** | 251·0 | 32·0 | 24·6<br>ND89 BK9″ | Fiume<br>Aust.-Hung. | C.2Cy.30½″&61″–39″<br>75lb *58lb* NB83*fitted*89 150H<br>1DB,*6cf*,GS110<br>*WB=pt DB* Blair&Co.(Lim.),Stockton | 25 ″ 7<br>s 5 ″ 9 | V |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 274<br>76872<br>RVGL | Caroline IronScSr<br>A.Roy -94 ssLon.No.3-5,91<br>2Dks | 618<br>590<br>308 | ✠100A1<br>5,91<br>BS4,94 | Lon<br>A&CP<br>LMC5,91 | k | 1878<br>6mo | T.Royden<br>&Sons<br>Liverpool | TheCarronCo. | 192·8\|28·1\|16·1<br>P27'B48'F25'<br>BK8" | Grngemth<br>British<br>5BHCem | C.2Cy.29"&58"-36" (i)<br>80lb 150HP<br>2B,GS180<br>LairdBros.,Birkenhead | 17 " 0<br>s 2 " 2½ | D |
| 275<br>84681 | — WoodSc<br>(exSailing) | 121<br>113<br>71 | | | | | ............<br>Sweden | Dundee,Perth&<br>LondonShipping<br>Co. | 93·0\|23·6\|9·6<br>Q5t | Dundee<br>British | C.O.2Cy.9"&15"-16"<br>NE&B90 15HP<br>White&Cooper,Dundee | | |
| 276<br>HFTW | Carpio IronSc3MstSr<br>Ag.Iriarte -90 | 718<br>—<br>540 | | | | 1870 | Bowdler,<br>Chaffer&Co.<br>Liverpool | "LaBetica"Em-<br>presadeNavega-<br>cion á Vapor | 185·3\|27·0\|16·0 | Seville<br>Spanish | C.2Cy.22"&44"-24"<br>70HP<br>J.Taylor&Co.,Birkenhead | 16 " 8<br>s 2 " 9 | |
| 277<br>99605<br>MNPW | Carradale SteelScSr<br>J.G.Sharp -93<br>1Dk(Stl)&Spardk(Stl)3trB | 3531<br>3370<br>2270 | ✠100A1<br>Spar dk<br>5,914,94<br>2,95 8,94 H.Kg | Rio<br>LA&CP<br>LMC | v | 1892<br>4mo | J.Laing<br>Sunderland | A.Laing | 340·3\|44·7\|18·3<br>P20'B78'F36' 26·1<br>WB=CellDB288' 648tAPT48t | Sundrland<br>British<br>6BHCem | T.3Cy.24½",40"&66"-45" (r)<br>160lb 80lb 400HP<br>2DB,8rf,GS140,HS4298<br>G.Clark(Lim.),Sunderland | 20 " 10<br>s 6 " 6 | |
| | Now named "Hikosan Maru," See No. 48 in Supplement | | | | | | | | | | | | |
| 278<br>HFVB | Carranza IronSc<br>S.Martinez93-93 ssBbo.No.2-91<br>Well deck 1Dk(Irn)2trB | 1452<br>1298<br>1004 | ✠100A1<br>4,95 4,93<br>BS12,93<br>4,95 | Nwc<br>LA&CP<br>LMC11,91<br>Str-Bbo | q | 1883<br>8mo | J.Priestmn<br>&Co.<br>Sunderland | Soc.Maritima de<br>Vizcaya<br>WB=DBa72' | 255·0\|36·5\|18·0<br>Q94'B64'F28'<br>drp93 BK9"<br>f98'&uE&B38'464t | Bilbao<br>Spanish<br>4BHCem<br>APT10t | C.2Cy.32"&60"-39" (i)<br>75lb 50lb 140HP<br>2SB,4pf,GS78<br>J.W.&F.Wilson&Co.,Sld. | 19 " 3 | |
| 279<br>90082<br>KDMV | Carrick SteelScSr<br>G.Leadbetter92-92 (ex Saltees)<br>ssAyr.No.2-94 2Dks | 581<br>472<br>231 | ✠ | LMC4,94 | | 1885<br>9mo | D.&W.<br>Henderson<br>&Co.<br>Glasgow | AyrSteam<br>ShippingCo. | 186·0\|28·0\|14·2<br>P34'B65'F28'<br>BK7½"<br>WB=DBa37'58t | Glasgow<br>British<br>6BHCem | C.2Cy.25"&50"-36" (a)<br>80lb 60lb 105HP<br>2SB,4f,GS70*<br>D.&W.Henderson&Co.,Gls | 14 " 10 | BT till 10,94 |
| 280<br>99122 | Carrick Castle SteelScSr<br>T.McNeeley90-91<br>1Dk(Irn) | 223<br>166<br>64 | ✠100A1<br>11,91 | Ayr<br>LA&CP<br>LMC11,91 | c | 1891<br>11mo | S.M'Knght<br>&Co.<br>Ayr | C.M.Legg | 128·8\|22·0\|7·6<br>Q42'B7'F25'<br>BK6½"<br>WB=DBf63' 51tFPT18t | Belfast<br>British<br>3BHCem | C.2Cy.16"&32"-22" (s)<br>100lb 50HP<br>1SB,2pf,GS29,HS802<br>W.Kemp,Glasgow | 9 " 6<br>s " 11 | |
| 281<br>88905<br>KVDC | Carrie SteelSc<br>A.Clausen87-88 ssHpl.No.3-3,91<br>Well deck 1Dk(Stl)&Webframes<br>W.Harrison | 1744<br>1310<br>1117 | ✠100A1<br>4,94<br>BS12,94 | Hpl<br>A&CP<br>LMC3,91 | q | 1888<br>10mo | W.Gray&<br>Co.<br>W Hartlepool | C.Nielsen&Son | 260·0\|36·7\|18·2<br>Q107'B104'F27'<br>FK<br>WB=DBa82'f100'378t | W.Hartlpl<br>British<br>1BHAsp | T.3Cy.19",30½"&51"-36" (s)<br>150lb 75lb 150HP<br>2SB,4rf,GS66<br>CntrlMarineEng CoW.Hpl | 19 " 5<br>s 1 " 6 | |
| 282<br>HCSP | Carroll WoodScBn<br>9,95 J.Hanson -92 (exProteus) 3Dks | 1372<br>—<br>822 | | | | 18 6 2/7 4 | ............<br>NewYork | NorthAtlantic<br>SteamshipCo. | 206·7\|35·3\|20·3 | Bostn,Mas<br>Utd.States | 2Cy.44"-36"<br>497HP<br>H.Esler&Co.,Brooklyn | | |
| 283<br>81130<br>JDPL | Carron SteelScSr<br>J.Bain74-87 ssGmh.No.2-92<br>2Dks | 636<br>601<br>300 | ✠100A1<br>2,94 8,93 2,95<br>BS9,93<br>BS2,95 5,94 | Gmh<br>LA&CP<br>LMC9,91<br>Lon | k | 1883<br>12mo | T.Royden<br>&Sons<br>Liverpool | CarronCo. | 195·0\|29·0\|15·7<br>P21'B64'F25'<br>drp93 BK8" | Grngemth<br>British<br>6BHCem | C.2Cy.31"&60"-36" (a)<br>90lb 75lb 170HP<br>2SB,6f,GS100<br>J.Jack&Co.,Liverpool | 16 " 6<br>s 2 " 4½ | |
| 284<br>HCGK | Cartagena IronScSr<br>R.Sepo93-88 5thSurvey,Hpl.12,87<br>(exAna deRamos,exFiley)<br>Well deck 1Dk2trB | 1221<br>986<br>773 | ✠<br>5,91 | Nwc | Lv | 1870 | Schlesingr,<br>Davis&Co.<br>Newcastle | Guixot&Ycardo | 230·4\|32·2\|17·6<br>P140' H11t F37' | Carthagna<br>Spanish<br>4BHCem | C.2Cy.29"&55"-30"<br>NB77 120HP<br>Thompson,Boyd&Co.,Nwc<br>WB=DBa&f | | V |
| 285<br>65553<br>LDTJ | Cartago Nova IronSc3MstSr<br>J.Brown80-84 ssNwc.No.3-2,83<br>ssCff.No.2-91 2Dks3trB | 1638<br>1618<br>1293 | ✠90A1<br>8,93<br>BS12,93 | Cff<br>A&CP<br>LMC1,91 | p | 1870<br>11mo | Palmers'<br>Co.<br>Newcastle | HallBros.<br>T.Dixon&Sons | 265·6\|33·2\|24·3<br>ptND83<br>BK9½"<br>WB=DB173' | London<br>British<br>5BHCem | C.2Cy.30"&54"-33"<br>50lb 40lb NB78 NDB87 120HP<br>Palmers'Co.,Newcastle | 25 " 5<br>s 5 " 2½ | D |
| | Now named "Belfast," See No. 3 in Supplement | | | | | | | | | | | | |
| 286<br>81822<br>WDJL | Carthage IronSc4MstBk<br>W.A.Wheler64-89<br>Elec.light 3Dks(2Irn-Uws)4trB | 4879<br>4733<br>2454 | ✠<br>10,81 | Cly<br>LA&CP<br>✠ | z | 1881<br>8mo | Caird&Co.<br>Greenock | P.&O.SteamNav.<br>Co. | 430·1\|44·4\|33·5<br>P40' F68' | Greenock<br>British<br>8BHCem | C.4Cy.44"&82"-60"<br>1000HP<br>Caird&Co.,Greenock | 35 " 0<br>s 9 " 1½ | BT till 10,95 |
| 287<br>89990<br>JRDP | Carthaginian SteelSc3MstSr<br>J.France -91 | 4214<br>3882<br>2755 | | | ... | 1884<br>10mo | GovanShp-<br>pingCo.<br>Glasgow | J.&A.Allan | 386·4\|45·2\|21·6<br>B148' F53' 29·4 | Glasgow<br>British | C.2Cy.51"&88"-54"<br>520HP<br>J.&J.Thomson,Glasgow | 31 " 3 | BT till 3,96 |
| 288<br>84086<br>TMJF | Cascapedia IronScSr<br>J.J.Kerr -94 ssLiv.No.2-89<br>1Dk(Irn)&Spar dk(Irn)3trB | 2860<br>2770<br>1842 | ✠100A1<br>Spar dk<br>11,92<br>BS11,92 | Sld<br>A&CP<br>LMC12,89 | u | 1881<br>2mo | Sld.S.B.Co<br>(Lim.)<br>Sunderland | R.M.Hudson | 322·5\|40·0\|21·8<br>B23'F18' 29·7<br>BK10"<br>WB=DBa86'f72'353t | Sundrland<br>British<br>4BHCem | C.2Cy.39"&73"-45" (i)<br>80lb 50lb 300HP<br>2SB,6pf,GS120<br>N.E.MarineE.C.(Lim),Sld. | 23 " 9<br>s 6 " 7 | D |
| 289<br>99051 | Cashmere SteelScK<br>E.Garnham92-92 1Dk | 142<br>136<br>44 | ✠100A1<br>Stm Trawler<br>9,92 | Gls<br>A&CP<br>LMC3,92 | | 1892<br>3mo | W.Hamil-<br>ton&Co.<br>Pt.Glasgow | UnitedKingdom<br>SteamTrawling<br>Co.(Lim.)<br>(Fisher&Sprott,Mgrs) | 100·2\|20·5\|10·6<br>F18'Q19'<br>BK7½" | London<br>British<br>3BHCem | T.3Cy.11",17"&27"-22" (s)<br>160lb 45HP<br>1SB,2pf,GS31,HS916<br>D.Rowan&Sons,Glasgow | 11 " 11 | |
| 290<br>86361<br>QHRV | Casino IronSc3MstSr<br>T.Boyd -84 ssMel.No.2-90<br>Well deck 1Dk(ptIrn) | 425<br>289<br>274 | ✠90A1<br>10,93 | Mel<br>A&CP<br>LMC1,93 1,94 | g | 1882<br>2mo | GourlayBs.<br>&Co.<br>Dundee | Belfast&Koroit<br>S.N.Co.(Lim.)<br>WB=FPT17t | 160·4\|24·1\|10·2<br>Q51'B40'F35' FK<br>BK7"<br>deeptanka14'24t | Belfast<br>(Vic.)<br>British<br>4BHCem | C.2Cy.21"&36"-24" (s)<br>70lb 40lb 65HP<br>1SB,3pf,GS39<br>GourlayBros.&Co.,Dundee | | |
| 291<br>78833<br>SHLG | Casma SteelSc3MstSr<br>2Dks&Shade dk | 592<br>560<br>358 | ✠<br>1,79 | Liv | Lv | 1878<br>11mo | Laird Bros.<br>Birkenhead | PacificSteamNav.<br>Co. | 180·4\|30·1\|14·8<br>H32t FK | Liverpool<br>British<br>3BH | C.2Cy.25"&48"-36"<br>95HP<br>LairdBros.,Birkenhead | | |
| 292<br>97848 | Casos SteelScSr<br>J.Goodall87-91<br>1Dk(ptIrn&ptStl)&Webframes<br>&ptAwng dk(Irn) | 2240<br>1606<br>1422 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>6,9 12,93<br>2,95 | Cff<br>A&CP<br>LMC6,93 95 | s | 1891<br>3mo | JLThomp-<br>son&Sons<br>Sunderland | S.S."Casos"Co.<br>(Lim.)<br>(R.Nicholson&<br>Sons) WB | 284·0\|38·0\|18·2<br>F29'ptAwng dk175'<br>RFD80' BK10"<br>=Cell DB202'401t | Liverpool<br>British<br>6BHCem<br>APT22t | T.3Cy.21½",35"&58"-39" (s)<br>160lb 100lb 180HP<br>2SB,6rf,GS103<br>J.Dickinson,Sunderland | 20 " 8<br>s 8 " 3 | D |
| 293<br>126518 | Caspar WoodScSr<br>O.Anfindsen -88 1Dk | 300<br>—<br>234 | | | | 1888 | Hansen&<br>Fraser<br>SanFrancisco | CasparLumberCo. | 132·5\|33·0\|11·0 | S.Frncisco<br>Utd.States | C.2Cy.12"&20"-24"<br>125HP<br>Miners'FoundryCo.,S.Fo. | | |
| 294<br>102866 | Caspian SteelScSr<br>H.B.Beard75-94<br>2Dks(1Irn&1Stl)<br>&Web frames | 3603<br>3340<br>2318 | ✠100A1<br>9,94 5,94 | Nwc<br>A&CP<br>LMC5,94<br>Bry | w | 1894<br>5mo | Edwards'<br>S.B.Co.<br>(Lim)<br>Newcastle | Nelson,Donkin<br>&Co.<br>WB=CellDB | 350·0\|43·0\|26·6<br>P29'B70'F35' FK<br>drp94<br>278' 568t FPT101t | London<br>British<br>6BHCem<br>APT73t | T.3Cy.24",40"&66"-45" (s)<br>160lb 160lb 250HP<br>2SB,6rf,GS122,HS4636<br>Blair&Co.(Lim.),Stockton | 29 " 3<br>s5 " 10½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Entretenement. | 8 Construit. Quand — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 295 63758 JQLD | **Caspian** *A.McDougall* –92 | **IronScBk** | 2747 2254 1599 | | | … | 1870 2mo | Lon.& Glas Co. Glasgow | J.&A.Allan | 349·6 38·0 31·8 P136*t* F84*t* | Glasgow British | C.2Cy.46″&86″–48″ NE&B82 300HP LairdBros.,Birkenhead | |
| 296 | **Cass** *Janssen*88–93 2*Dks*(1*pt Stl*) *Elec.light* *ss*Shi.No.1–93 | **SteelTwinScSr** | 1394 1016 705 | ✠100A1 *pt Shade dk with freeboard* 2,94 | Shi LA&CP | *p* | 1888 6mo | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | Government of Formosa | 250·5 34·2 18·0 F46′ FK | Formosa Chinese 5*BHCem* | T.6Cy.19″,30″&50″–33″ (*s*) 160lb *75lb* 300HP 2DB,*12pf*,GS198 R.&W.Hawthorn,Leslie& Co.(Lim.),Newcastle | 19 ″ 0 6 ″10 |
| | *Now named "Arthur," See No. 63 in Supplement* | | | ✠LMC2,94 | | | | | | | | | |
| 297 98926 | **Cassel** *R.Barker* –94 *Well deck* | **SteelScSr** 1*Dk*(*Irn*) | 448 316 257 | ✠100A1 11,94 1,94 ✠LMC4,91 | Lon LA&CP | *g* | 1891 4mo | Southmptn NavalWorks (Lim.) Southampton | ~~Weatherley,Mead &Hussey~~ Mead,Son&Hussey *WB*=*C* | 160·0 24·0 11·0 Q77′B14′F19′ drp91&94 BK7″ *ell DBa*23′ 21*t FPT* | London British 4*BHCem* 17*t APT*11*t* | T.3Cy.13½″,22″&34″–24″ (*s*) 160lb *80lb* 95HP 1SB,*2rf*,GS42 Sou.NavalWks.(Lim.)Sou. | 11 ″ 9 s ″ 9 |
| 298 86360 JCRH | **Cassia** ~~*J.Smith* Hill~~ *Well deck* | **IronScSr** *ss*Npt.No.2–92 1*Dk*(*Irn*)2*trB* | 1088 900 676 | ✠100A1 2,95 ~~2,94~~ B~~S1,94~~ ✠LMC7,92 | Cff LA&CP | *n* | 1883 10mo | Murdoch& Murray Pt.Glasgow | Stephens,Mawson &Goss | 236·2 32·3 15·9 Q82′B54′F30′ FK *WB*=*DBa*67′*f*50′ | Newport British 4*BHCem* 49*t APT*19*t* | C.2Cy.29″&57″–39″ (*a*) 80lb *55lb* 99HP 1SB,*4pf*,GS78 Kincaid&Co.,Greenock | 17 ″ 0 s 1 ″ 9 |
| 299 RGDS | **Cassius** *M.Unruh*92–92 | **IronScSr** *ss*Ham.No.3–9,93 2*Dks*(*Irn–Uws*) | 2449 2071 1606 | ✠100A1 3,94 ✠NB6,93 | Ham LA&CP | *t* | 1881 9mo | Nordtsche Werft KielGaarden | C.Andersen | 302·1 37·4 25·3 P40′B68′F39′ srp93pt NDS94 BK9″ *WB*=*Cell* | Hamburg German 6*BHCem* *DB*248′385*t* | C.2Cy.38⅜″&66½″–43⅛″ (*l*) 80lb *84lb* NDB93 210HP 2SB,*6pf*,GS120 HS4184 MärkischSchls.M.C.Berlin | D |
| 300 126610 | **Castalia** *C.C.Allen* –89 | **SteelSc3MstSr** 2*Dks* | 2513 — 1841 | | | | 1889 | GlobeIron Works ClevelndOhio | BrownS.S.Co. (H.H.Brown) | 292·5 40·6 21·6 *WB* | Cleveland, Ohio Utd.States | T.3Cy.24″,38″&61″–42″ GlobeIrnWksCo.Clevelnd. | |
| 301 98438 | **Castanos** ~~*H.E.Stephens* –93~~ *W.Croxton* | **SteelScSr** 1*Dk*(*Stl*)2*trB*§ *Webframes* | 2958 2805 1920 | ✠100A1 *withfreeboard* 6,94 ~~11,93~~ 12,94 | Hpl A&CP ✠LMC11,93 Cff Bly | *u* | 1893 11mo | W.Gray& Co.(Lim.) WHartlepool | CastanosS.S.Co. (Lim.) (Morel Bros.&Co.) *WB*= | 325·0 42·5 25·8 B68′F32′ FK *DBa*108′*f*128′679*t* | Cardiff British 5*BHCem* *APT*48*t* | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 300HP 2SB,*6rf*,GS84,HS3750 Cen.Mar.E.Works.,W.Hpl. | 26 ″ 10 s 6 ″ 0 |
| 302 | — (*WRECKED 6,93*) *Well deck* | **IronScSr** *ss*Cff.No.2–92 1*Dk*(*Irn*)2*trB* | 1663 1376 1081 | ✠ 1,93 ✠ | Cff LA&CP | *q* | 1882 12mo | Oswald, Mordaunt& Co. Southampton | | 258·9 36·0 18·0 Q87′ B64′ F26′ FK *WB*= | | C.2Cy.30″&60″–42″ 170HP Oswald,Mordaunt&Co.Sou | 19 ″ 8 s 2 ″ 1 |
| | *Now named "Ithaca," See No. 2 in Supplement.* | | | | | | | | | | | | |
| 303 HFWB | **Castellano** *Y.de Ugarte* | **IronScSr** ~~*ss*Man.No.2–90~~ 1*Dk* *ss*Man.No.3–3,94 | 322 225 212 | ✠100A— 3,94 ~~8,91~~ B~~S8,91~~ ✠LMC~~8,90~~ 3,94 | Man LA&CP | *e* | 1880 10mo | R.Cham-bers,jun. Dumbarton | F.Reyes&Co. | 139·8 23·2 9·6 Q47′F34′ *pt Shade dk* FK | Manila Spanish 3*BHCem* *WB* | C.2Cy.20″&36″–27″ (*i*) 55lb *45lb* 60HP 1SB,*2pf*,GS30 M.Paul&Co.,Dumbarton | 9 ″ 9 |
| 304 92916 KNHW | **Casterton** *R.Mackay*87–92 *Well deck* | **SteelScSr** *ss*Hpl.No.1–92 1*Dk*(*Stl*)§*Webframes* | 2360 1808 1540 | ✠100A1 4,95 ~~5,94 7,94~~ BS~~11,96~~ 1,95 | Bry A&CP ✠LMC4,92 ~~Npt~~ Cff | *s* | 1887 9mo | Irvine&Co. WHartlepool | R.Irvine&Co. | 289·6 39·1 19·0 P29′Q82′B120′ F37′ BK9″ *WB*=*Cell* | W.Hartlpl British 5*BHAsp* *DB*250′500*t* | T3Cy21½″,35½″&58½″–39″ 160lb ~~*75lb*~~ (*s*) 200HP 2SB,*6cf*,GS82 (*s*)*65lb*(*p*)*75lb* Blair&Co.(Lim.),Stockton | 21 ″ 8 s1 ″ 11½ |
| 305 101820 | **Castillian Prince** *D.Coull* –93 | **SteelScSr** 2*Dks* | 2316 1575 1497 | | | | 1893 | C.S.Swan& Hunter Newcastle | PrinceStm.Ship-pingCo.(Lim.) (J.Knott,*Mgr.*) | 290·6 38·7 18·5 P212′ F34′ | Newcastle British | T.3Cy.22¼″,36½″&60″–39″ 250HP R.Stephenson&Co.(Lim.), Newcastle | V |
| 306 86982 WNCJ | **Castle Eden** *W.Shadwick*89–89 | **IronScSr** *ss*Nwc.No.2–91 1*Dk*(*Irn*–ws)§*Spar dk*3*trB* | 2381 2251 1526 | ✠100A1 *Spar dk* 8,94 ~~9,93~~ ✠NB12,91 | Brw LA&CP Cff ✠LMC12,91 | *s* | 1882 9mo | Wigham Richardson &Co. Newcastle | CastleEden S.S.Co. (Lim.) (J.Little &Co.) *WB*=*DBa*82′§ | 300·2 37·2 26·8 BK9″ *uE*§*B*58′270*t APT* | Liverpool British 6*BHCem* 22*t* ~~*PT*~~ ~~88*t*~~ | C.2Cy.38″&72″–48″ (*s*) 80lb ~~*80lb*~~ 330HP 2DB,*8pf*,GS116 WighmRichrdsn&Co.Nwc | 21 ″ 4 |
| 307 86270 HLRJ | **Castledale** ~~*W.Davies* –93~~ *Yarker*94–94 | **IronScSr** ~~*ss*Shl.No.2–91~~ 1*Dk*(*Irn*)§*Spar dk*3*trB* *ss*Gls.No.3–7,94 | 2358 2282 1532 | ✠100A1 *Spar dk* 3,95 ~~6,94 7,94~~ BS~~12,91~~ ✠LMC~~1,94~~ 7,94 | Shl LA&CP Cff Hpl | *s* | 1882 11mo | Wigham Richardson &Co. Newcastle | ~~CastledaleS.S.Co.~~ (J.Little&Co.) Burrell&Son *WB*=*D* | 300·4 37·2 19·2 26′6 BK9″ ND94srp94 *inhold*48′199*t FPT* *Ba*92′§*uB*§*pt ma* | ~~Liverpool~~ British 6*BHCem* Glasgow 38*t APT* 22*t* | C.2Cy.38″&72″–48″ (*s*) 80lb ~~*80lb*~~ 330HP 2DB,*8pf*,GS116 WighmRichrdsn&Co.Nwc | 21 ″ 4 |
| 308 95924 LQBW | **Castlefield** *T.J.Johnson* –93 1*Dk*(*Irn*)*pt Awng dk*(*Irn*)§*Webframes* | **IronScSr** *ss*Cff.No.1–92 | 2255 1655 1483 | ✠100A1 *pt Awng dk with freeboard* 1,95 ~~11,92~~ ✠LMC11,92 | Cff LA&CP | *s* | 1890 3mo | Richardsn. Duck&Co. Stockton | F.Binnington&Co. | 277·0 37·5 18·5 P26′Q98′ BK9½″ *pt Awng dk* 177′ *WB*=*Cell* | Stockton British 4*BHCem* *DB*184′422*t* | T.3Cy.21″,35″&57″–39″ (*r*) 160lb *75lb* 170HP 2SB,*4cf*,GS74,HS2990 Blair&Co.(Lim.),Stockton | 21 ″ 9 s8 ″ 1½ D |
| 309 101808 | **Castlegarth** *A.Nichol*72–92 | **SteelScSr** 1*Dk*(*pt Stl pt Irn*)2*trB* §*pt Awng dk*(*Irn*) | 2615 1987 1673 | ✠100A1 *pt Awng dk with freeboard* 7,94 ~~8,93~~ ✠LMC10,92 | Nwc A&CP | *t* | 1892 10mo | J.Read-head&Sons S.Shields | ClaphamSteam ShipCo.(Lim.) (G.E.Macarthy, *Mgr.*) | 298·5 40·1 20·1 P29′Q86′ BK10″ *pt Awng dk*183′ *WB*=*Cell* | Newcastle British 5*BHCem* *DB*254′530*t* | T.3Cy.23″,37½″&61½″–39″ 160lb *80lb* (*r*) 250HP 2SB,*6rf*,GS106,HS3421 J.Readhead&Sons,S.Shl. | 23 ″ 2 s 8 ″ 9 V |
| 310 99461 MQDS | **Castlemoor** *J.Flause*87–92 | **SteelScSr** 1*Dk*(*pt Stl pt Irn*)2*trB*§*Webframes*§*pt Awng dk*(*Irn*) | 2868 2191 1846 | ✠100A1 *pt Awng dk with freeboard* ~~8,94~~ ~~9,93~~ 1,95 ✠LMC6,92 | Bly A&CP ~~Bly~~ Hnl | *t* | 1892 6mo | J.Read-head&Sons S.Shields | S.ShieldsStm. ShippingCo. (Lim.) (W.Runciman& Co.,*Mgrs.*) | 306·0 41·7 21·2 P29′Q92′B126′ F31′ FK *WB*=*Cell* | S.Shields British 5*BHCem* *DB*260′598*t* | T.3Cy.23″,37½″&61½″–42″(*r*) 160lb *80lb* 270HP 2SB,*6rf*,GS110,HS3713 J.Readhead&Sons,S.Shl. | 24 ″ 4 s 9 ″ 0½ |
| 311 98772 MGTQ | **Castleton** *R.Batty* –91 *Well deck* | **SteelScSr** *ss*Hpl.No.1–95 1*Dk*(*Irn*)§*Webframes* | 2395 1856 1540 | ✠100A1 3,95 ~~4,94~~ ✠LMC~~8,91~~ 3,95 | Hpl LA&CP | *s* | 1891 8mo | W.Gray& Co.(Lim.) WHartlepool | English&Co. *WB* | 285·8 38·2 21·4 P27′Q86′B116′ F32′ ~~drp94~~ FK *DBa*94′*f*106′499*t* | Middlsbro' British 5*BHCem* *APT*31*t* | T.3Cy.21½″,35″&58″–39″ (*s*) 160lb *80lb* 190HP 2SB,*6cf*,GS72,HS3090 Cen.Mar.E.Wks.,W.Hpl. | 22 ″ 9 s 2 ″ 2 |
| 312 98509 | **Castleventry** *W.T.Horsfield* –94 *Well deck* | **SteelScSr** 1*Dk*(*Irn*§*Stl*) §*Webframes* 2*trB* | 2994 2268 1915 | ✠100A1 ~~4,94 5,93~~ ~~6,94~~ 5,95 ~~1,95~~ ~~Shl~~ ~~Cff~~ | Shl A&CP | *t* | 1891 5mo | E.Withy& Co. WHartlepool | Sivewright,Bacon &Co. *WB*=*Cell DB* 268′508*t* | 314·0 40·5 21·3 Q131′B126′F33′ FK | W.Hartlpl British 5*BHAsp* *APT*47*t* | T.3Cy.23″,36½″&59″–42″ (*s*) 165lb *80lb* 275HP 2SB,*6cf*,GS95,HS4113 T.Richardson&Sons,Hpl. | 23 ″10 s 2 ″ 5 |
| 313 NHSF | **Castor** *J.R.Visser*77–80 | **IronSc3MstSr** 1*Dk*§*Spar dk* | 1520 — 1073 | | | | 1870 | A.&J.Inglis Glasgow | Koninkl.Nederl. Stoomb.Maats. | 253·8 33·5 25·5 F40′ | Amstrdam Dutch | C.2Cy.37″&64″–36″ 200HP A.&J.Inglis,Glasgow | D |
| 314 NDHC | — *J.C.F.Kruse* –92 | **IronScSr** (*ex*Aguadillana) 1*Dk*§*Spar dk*2*trB* | 1258 740 777 | | | | 1885 | J.C.Teck-lenborg Geestemünde | DetForenede Dampskibs-selskab | 234·1 30·1 21·0 13·5 | Copnhagn Danish *WB* | C.2Cy.26¾″&50½″–31½″ 110HP Mas. Fab.Bucka,Magdebrg | V |

Sunk by Collision 94

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 315 / HMSG | **Castor** **IronScSr** / *J.F.Mattsson*81–85 1*Dk* | 568 / 485 / 441 | | | | 1874 | MotalaCo. Gothenburg | TrelleborgsÅngf. NyaAktieb. (F.Malmros) | 166·3 / Q53′ | 24·8 / B38′ | 15·0 / H5*t* | Trelleborg Swedish | C.2Cy.15½″&33″–27″ 70HP *WB* MotalaCo.,Gothenburg | | V |
| 316 — / JVWB | **IronScSr** *Chr.Riise* *ss*Lon.No.1–81 (*ex*Rügenwalde) 1*Dk* | 512 / 382 / 306 | ✠ 5,81 | Lon A&CP | *h* | 1875 / 7mo | Short Bros. Sunderland | BergenskeDampskibsselskab | 169·5 / Q56′ | 25·0 / B48′ | 14·0 / F22 | Bergen Norwegian | C.2Cy.22″&41″–28″ 90HP 4*BHCem* T.Richardson&Sons,Hpl. *WB*=*DBa*44*f*30′80*t* | | |
| 317 — / 95037 | **SteelPad** *Simonet* | 282 / 282 / 231 | | | | 1883 | Ateliers et Chantiers de laLoire Nantes | LaPlatenseFlotillaCo.(Lim.) | 123·7 | 21·0 | 13·3 | Glasgow British | O.2Cy.16″&27½″–30¾″ 100HP Soc.desA.etC.delaLoireNts | | |
| 318 / 13 / HDNP | **Castore** **IronScSr** *Mahorsich*61–86 2*Dks* | 1845 / 1715 / 1146 | | | | 1874 | Austro Ungarico Lloyd Trieste | LloydAustriaco | 271·7 | 35·2 | 23·8 | Trieste Aust.-Hung. | C.2Cy.41″&70″–36″ 246HP ArsenaleLloyd,Trieste | 25 ″ 4 s 6 ″ 7½ | |
| 319 / HFWR | **Castro** **IronTwinScSr** *F.Avello*89–89 (*ex*JoseFani,*ex*Primero de Espana) | 160 / 153 / 82 | | | | 1865 | Jameson Newcastle | PedroAcha | 120·6 | 17·9 | 8·9 | Bilbao Spanish | 2Cy.15″–18″ 42HP Jameson,Newcastle | | |
| 320 / HGCQ | **Catalina** **SteelScSr** *J.Abisqueta*85–93 1*Dk*(*Stl*)&*Spar dk* (*Stl*-ws)3*trB* | 5291 / 4662 / 3501 | ✠100A1 *Spardk* 7,93 ✠LMC7,93 | Gls LA&CP | *y* | 1893 / 7mo | C.Connell &Co. Glasgow | Pinillos,Saenz&Co. | 415·0 / P63′B94′F56′ | 48·0 / 2·93 BK11′ *WB*=*Cell* | 21·3 / 6*BHCem* *DB*328′844*t* | Cadiz Spanish | T.3Cy.29″,46″&74″–51″ (*s*) 160lb *80lb* 452HP 2DB,*12cf*,GS504,HS7714 Dunsmuir&Jackson,Gls. | 24 ″ 0 s 8 ″ 1 | |
| 321 / 84126 / WBGS | **Catalonia** **IronScBk** *J.J.Atkin*83–88 *Elec.light* | 4841 / 4638 / 3093 | | | | 1881 / 5mo | J.&G. Thomson Glasgow | Cunard SteamShip Co.(Lim.) | 429·6 / F7*t* | 43·0 | 33·8 | Liverpool British | C.2Cy.51″&88″–60″ 600HP J.&G.Thomson,Glasgow | 27 ″ 9 s10 ″ 8 w11 ″ 2 | BT till ~~7,94~~ ~~6,95~~ 7,95 |
| 322 / HGDB | **Cataluna** **IronScBn** *A.Jenis*87–92 *ss*Cdz.No.2–91 3*Dks*(2*Irn*–*Uws*) | 3488 / 3052 / 1989 | ✠100A1 6,94 ~~12,93~~ 5,95 BS12,93 5,95 ✠LMC8,91 | Cdz LA&CP | *x* | 1883 / 10mo | W.Denny &Bros. Dumbarton | CompaniaTrasatlantica | 384·2 / P101′B48′F62′ | 42·2 / BK11′ *WB*=*Cell* | 27·5 / 6*BHCem* *DB*322′523*t* | Cadiz Spanish | C.2Cy.57″&102″–60″ (*j*) 80lb *60lb* 750HP 6SB,*18cf*,GS835 Denny&Co.,Dumbarton | 30 ″ 0 s 6 ″ 2½ w6 ″ 7 | |
| 323 — / HGCW | **IronScSr** *G.Ensrñat* *ss*Msl.No.2–91 2*Dks*(1*Irn*) | 1071 / 933 / 678 | ✠ 9,91 | Msl LA&CP | *n* | 1880 / 11mo | Hodgson& Soulsby Blyth | SociedadIsleña Maritima | 221·6 / P36′ | 31·1 / B52′ | 18·5 / F29 BK8′ | Palma Spanish | C.2Cy.29½″&55″–36″ 150HP 2SB.4*f*,GS70 Black,Hawthorn&Co.,Gts. | | |
| 324 / RGCF | **Catania** **IronScSr** *H.N.Matzen*90–92 ~~*ss*Ham.No.2–90~~ *ss*Ham.No.3–10,94 2*Dks*(*Irn*)3*trB* | 2198 / 1955 / 1429 | ✠100A1 10,94 ~~8,92~~ ~~BS5,94~~ | Ham LA&CP ~~LMC4~~ | *t* | 1881 / 4mo / 10,94 | A.Stephen &Sons Glasgow | R.M.Sloman&Co. | 315·1 / P40′B37′F41′ | 35·7 / BK10′ *WB*=*Cell* | 22·6 / 4*BHCem* *DB*268′452*t* | Hamburg German | C.2Cy.35″&65″–42″ (*i*) 80lb *70lb* 200HP 2SB.6*pf*,GS92 A.Stephen&Sons,Glasgow | | |
| 325 / 98037 | **Catarina** **IronSc3MstSr** *Purvis*89–90 *ss*B.As.No.1–93 1*Dk*(*Irn*) | 306 / 275 / 178 | ✠ A1 *For River purposes only* 2,95 ~~8,93~~ ✠LMC8,93 | BAs LA&CP | | 1890 / 2mo | TA Walker Sudbrook | TheExecutors of the lateT.A. Walker | 151·0 / FK | 26·3 | 8·0 / *WB*=*MT*4′22*t* | London British | Q.4Cy.9″,12″,16″&25″–21½″ 160lb (*s*) 50HP 1SB,*2f*,GS33 Fleming&Ferguson,Psy. | 8 ″ 6 | |
| 326 / LDPJ | **Catch Me** **WoodScK** *Wathne*88–88 GIB 1*Dk* | 54 / — / 18 | *For fishing purposes* 12,89 ✠ | Lth | 8 | 1886 / 5mo | B.Moir Glasgow | J.Gray&J.Murray | 69·6 | 17·1 | 8·6 | N.Shields British | C.2Cy.12″&24″–15″ 25HP A.Hutcheson,Glasgow | 9 ″ 5 | |
| 327 / 1 | **Catharina** **Iron&SteelSc** *Dasseville* | 120 / — / 60 | | | | 1885 | Jabon Ombret | Soc.Anon.des PêcheriesOstendaises | 93·5 | 20·0 | 9·9 | Ostend Belgian | C.2Cy.16″&30″–20″ 36HP C.Beer,Jemeppe | | V |
| 328 / 5542 / JFGL | **Catharine** **WoodSc3MstSr** Whiting 2*Dks*3*trB* *E.L.Eldridge* | 881 / — / 565 | | | | 1864 | ..... Malden,N.Y. | W.H.Phillips | 186·0 | 31·2 | 20·5 | Philadlphia Utd.States | 1Cy.40″–36″ 350HP G.Starbuck,Troy,N.Y. | | |
| 329 / 65702 / LDPJ | **Cathay** **IronSc3MstSr** *A.Symons*53–88 *Elec.light* | 2983 / 2925 / 1873 | | | | 1872 / 6mo | W.Denny &Bros. Dumbarton | P.&O.SteamNav. Co. | 360·8 | 39·3 | 29·4 | Glasgow British | C.2Cy.50″&86″–54″ NB80 500HP Denny&Co.,Dumbarton | 23 ″ 3 s10 ″ 5 | |
| 330 / 102385 | **Cathcart Park** **SteelScSr** *J.Brock*91–94 *Floors&StringersIrn* *Well deck* 1*Dk*(*Irn*) | 607 / 444 / 333 | ✠100A1 ~~9,94~~ ~~8,04~~ 5,95 ✠LMC3,94 ~~Lst~~ Grk | Lth A&CP | *i* | 1894 / 3mo | Cumming &Ellis Inverkeithng | CathcartS.S.Co. (Lim.) (J.&J.Denholm, *Mgrs.*) *WB*=*DBa*42′68*t* *FPT* | 180·0 / Q94′B18′F24′ | 27·6 / BK7½′ | 12·7 / 4*BHCem* 48*tAPT*14*t* | Greenock British | T.3Cy.15″,25″&40″–27″ (*s*) 160lb *80lb* 80HP 1SB,3*rf*,GS56,HS1330 Muir&Houston,Glasgow | 13 ″ 6 s 1 ″ 0 | |
| 331 / 101 / PMBF | **Catherina II** **IronScSr** ~~*A.Vieth*84–89 4thSurvey,Hamn.4,91~~ *G.Neumann*83–93 2*Dks*(1*Irn*)3*trB* 5thSurveyLbc.5,94 | 1253 / 1221 / 811 | ✠ MS4,91. B&MS2,94 | ~~BS0,93~~ | | 1874 / 5mo | Davison& Stokoe Sunderland | ~~St.PetersburgS.S. Co. (Bindeman, Kanewsky&Co., *Mgrs.*)~~ Russian S.N.&T.TradingCo. | 242·5 / H32*t* ND91 | 30·4 | 22·5 / BK8½′ 5*BHCem* *WB*=*DBa* Odessa | ~~S.Petrsbrg~~ Russian | C.2Cy.29½″&56″–36″ 75lb *75lb* NDB86NB86 130HP 2SB,3*f*,GS90 OuseburnEng.Wks.,Nwc. | 23 ″ 0 s 4 ″ 3 | |
| 332 / 1 | **Catherine** **WoodSc** | 166 / — / 112 | | | | 1893 | C.B.Harrington Bath,Me. | Rockland&BlueHillCo. | 100·4 | 18·1 | 8·0 | Rockland Utd.States | C.2Cy.13″&24″–16″ | | |
| 333 — / 92781 | **IronScK** *C.Challis*84–86 ~~*ss*Gms.No.1–90~~ *ss*Gms.No.3–5,94 1*Dk* | 113 / 109 / 60 | ✠100A1 *StmTrawler* 5,94 ~~6,90~~ BS6,93 ✠LMC6,90 ~~,94~~ | Gms LA&CP | | 1885 / 8mo | T.Charlton Grimsby | T.Charlton | 89·1 / Q16′ | 19·5 | 10·3 / BK8′ 3*BHCem* | Grimsby British | C.2Cy.14″&26″–18″ (*i*) 80lb 30HP 1SB,2*f*,GS18 T.Charlton,Grimsby | 11 ″ 1 | |
| 334 / 98338 / WCNR | **Catherine Apcar** **Iron&SteelScSr** *J.G.Olifent*87–92 2*Dks*(*IrnU*–ws)& *Elec.light* *deepframing3dkrule* | 2716 / 2525 / 1734 | ✠100A1 ~~7,93~~ 2,95 ✠LMC6,92 Cal | HKg LA&CP | *v* | 1892 / 6mo | D&W Henderson&Co. Glasgow | Apcar&Co. | 351·0 / P53′B108′F42′ | 40·0 / BK10′ *WB*=*Cell* | 24·9 / 6*BHCem* 550*t* *FPT*23*t* | Calcutta British | T.3Cy.25″,40″&66″–48″ (*s*) 160lb *85lb* 359HP 2DB,*12rf*,GS195,HS6245 D.&W.Henderson&Co.,Gls | 27 ″ 9 s5 ″ 7½ | |
| 335 / 96112 | **Catherine Sutton** **SteelScSr** *G.R.Sutton*92–92 1*Dk*(*Irn*) *Well deck* | 308 / 251 / 141 | ✠100A1 ~~6,94~~ ~~12,98~~ ~~12,94~~ 5,95 ✠LMC8,92 Tim. | Npt LA&CP | *f* | 1892 / 8mo | R.Craggs &Sons Stockton | A.Sutton&Co. | 150·0 / Q82′B12′F22′ | 22·6 / BK7′ *WB*=*DBf* | 9·5 / 3*BHCem* 80′90*t* *FPT*12*tAPT*8*t* | Cork British | C.2Cy.20″&40″–27″ (*s*) 100lb *100lb* 70HP 1SB,3*pf*,GS42,HS1465 Wstgrth,Englsh&Co.Mdb. | 11 ″ 9 s ″11 | |
| 336 / 56260 / KQGF | **Cato** **IronScSr** *R.T.Jones* –94 | 1076 / 877 / 701 | | | ... | 1867 / 3mo | Lon&Glas. Co. Glasgow | T.Wilson Sons&Co. (Lim.) | 245·4 / Q34*t* len76 | 29·5 / B163*t* | 16·2 / F13*t* FK | Hull British | C.2Cy.27″&48″–26″ NB76 98HP *Cmp.*76 Amos&Smith,Hull | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | reux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est classé. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **337** 98784 | **Cattersty** *H.F.Verrill*91–94 *Well deck* | **SteelScSr** 1*Dk*(*Irn*) | 491 365 161 | ✠100A1 7,94~~5,01~~ ✠LMC4,94 | Sld A&CP | *g* | 1894 4mo | J.L.Thompson&Sons Sunderland | **SkiningroveIron Co.(Lim.)** | 155·0 Q84′F19′P16′ *WB* | 26·8 FK | 11·7 *=DBa*38′46*t FPT* | Middlsbro′ British | T.3Cy.13″,21″&34″–24″ (*s*) 160lb 60H *BHCem* 8*t APT* 22*t* 1SB.2*pf*,GS36,HS1085 J.Dickinson,Sunderland | 12 ″ 3 s ″ 10½ | |
| **338** 82876 VQCW | **Catterthun** *N.Shannon* –91 *ss*Syd.No.3–6,93 2*Dks*(1*Irn*)3*trB* | **IronScSr** | 2179 1987 1406 | ✠100A1 ~~3,94~~1,95 ✠LMC4,94 | Syd A&CP | *t* | 1881 4mo | W.Doxford &Sons Sunderland | **East.&Austral. S.S.Co.(Lim.)** | 302·3 P32′B44′F35′ *WB* | 36·5 BK10″ *=DBa*32′*&under E* | 23·7 7 *BHCem &B*94′350*t* | London British | C.2Cy.40″&70″–48″ (*i*) 75lb *55lb* 250H 2DB,*8pf*,GS144 W.Doxford&Sons,Sld. | | |
| **339** MBFC | **Caucase** *Loppens* *Elec. light* 1*Dk&Spardk* *Carrying Petroleum in bulk* | **SteelScSr** | 1666 1321 1087 | | | | 1888 | SirW.G. Armstrong Mitchell& Co.(Lim.) Newcastle | **L.Lambert** | 250·0 F20′ | 35·1 | 24·3 | Antwerp Belgian *WB* | T.3C.18½″,30″&48″–33″ 150H Wallsend Slipway&EngCo (Lim.) Newcastle-on-Tyne | | V |
| **340** | **Cautin** *C.MacDonald*91–92 | **SteelScSr** 2*Dks* | 620 617 422 | | | | 1892 | J.Reid&Co (Lim.) Glasgow | **CompaniaSud Americana de Vapores** | 165·5 P87*t* | 29·1 | 16·5 | Valparaiso Chilian | T.3Cy.14″,23″&37″–27″ 95H Kincaid&Co.(Lim.),Grk. | | |
| * **341** 87638 | **Cavalier** *D.McTavish*74–83 *Elec. light* | **IronScSr** ~~*ssGls.No.2–91*~~ 2*Dks&ptShade dk ss*Gls.No.3–3,95 | 388 283 200 | ✠100A1 *pt Shade dk withfreeboard* 3,95~~4,01~~ ✠LMC~~1,04~~ 2,95 | Gls A&CP | *g* | 1883 2mo | Aitken& Mansel Glasgow | **D.MacBrayne** | 151·1 P55*t*F24*t* | 25·1 BK7″ | 11·8 *BHCem* | Glasgow British | C.2Cy.24″&48″–39″ (*s*) 95lb ~~*45lb*~~ 110H 2SB,4*pf*,GS75 Muir&Caldwell,Glasgow | 12 ″ 6 sl ″ 1½ | BT till ~~1,98~~ 1,99 |
| **342** 67794 | **Cavan** *J.Conlin* –93 | **IronPadSr** | 803 702 392 | | | | 1876 5mo | Laird Bros. Birkenhead | **City of Dublin SteamPacketCo.** | 250·2 P87*t* | 27·2 | 14·8 | Dublin British | C.O.2Cy.46″&79″–84″ 300H LairdBros.,Birkenhead | | BT till ~~1,94~~ 1,94 |
| **343** | **Cavancha** *T.Lacroix*93–93 | **SteelScSp** (*Tug*) 1*Dk*(*Irn*) | 104 96 7 | ✠100A– 8,93 ✠LMC7,93 | Shl | | 1893 8mo | J.P.Rennoldson&Sns S.Shields | **A.D.Bordes&fils** | 86·1 BK6″ | 16·6 | 10·6 *BHCem* | Valparaiso Chilian | C.2Cy.17″&34″–22″ (*r*) 80lb 45H 1SB,2*pf*,GS31,HS1003 J.P.Rennoldson&Sns,S.Shi | 11 ″ 0 | V |
| **344** 86964 HWDL | **Cavendish** ~~*N.Cave* –91~~ *Well deck* 2ndSurvey,Hull,12,91 1*Dk*(*Irn*)2*trB* *W.J.Ward*94–94 | **IronScSr** | 1614 1343 1024 | ✠A1*1 ~~2,94~~10,94 | Bry Lth | Lv | 1883 7mo | Schlesingr, Davis&Co. Newcastle | **D.Cairns** | 248·3 Q101*t*B112*t*H23*t* F35*t* | 34·8 BK8″ *WB=DBaf* | 20·8 4 *BH*1PBH *Cem* | Leith British | C.2Cy.29″&56″–42″ 150H 2SB4*f* N.E.MarineE.C.(Lim.),Sld | 21 ″ 11 s 2 ″ 8 | D |
| **345** 97752 LPBJ | **Caxo** *R.Leng* –93 | **SteelScSr** 1*Dk*(*Stl*)*&Web frames&ptAwng dk*(*Irn*) *ss*Cff.No.1–94 | 2061 1505 1291 | ✠100A1 *ptAwng dk withfreeboard* ~~5,97~~ ~~7,98~~ 12,94 ✠LMC~~2,99~~ 5,94 | Cff Bry | *s* | 1890 2mo | J.L.Thompson&Sons Sunderland | **CorinthianShippingCo.(Lim.) R.Nicholson&Sns)** | 284·0 P29′Q72′ *pt Awng dk* 183′ *WB=CellDB*198 | 38·1 BK9″ | 18·1 *BHCem* 365*t APT*23*t* | Liverpool British | T.3Cy.21½″,35″&58″–39″ (*s*) 160lb *90lb* 180H 2SB,6*f*,GS92 J.Dickinson,Sunderland | 20 ″ 8 s 8 ″ 0½ | |
| **346** 87919 JNKS | **Caxton** *Ohls* (*ex*Test) *ss*Liv.No.2–91 2*Dks*(1*Irn*&1*ptIrn*)3*trB* *Now named "Mendota," See No. 48 in Supplement* | **IronScBn** | 2784 2589 1794 | ✠100A1 ~~2,94~~3,94 1,95 BS2,94 ✠LMC2,92 NYk | Npt LA&CP | *u* | 1883 7mo | Oswald, Mordaunt &Co. Southampton | **Liverpool,Brazil, &RiverPlate Stm.Nv.Co.(Lm.) (Lamport&Holt, *Mgrs.*)** | 310·6 P28′B65′F36′ *WB=DBa*74′*&u* | 38·8 BK10″ | 26·7 *BHCem E&B*70′507*t* | Liverpool British | C.2Cy.37″&74″–48″ 90lb *60lb* 300H 2SB,6*cf*,GS128 Oswald,Mordaunt&Co.Sou | 28 ″ 6 s 5 ″ 11½ | |
| **347** 102807 | **Cayo Mono** *W.E.Pope*~~93~~–93 | **SteelScSr** 1*Dk*(*Stl*)*&Spar dk* (*Stl*)*&deepframing* | 2711 2512 1756 | ✠100A1 *Spar dk* 12,94~~10,93~~ ✠LMC10,93 Bhn | Nwc LA&CP | *u* | 1893 10mo | C.S.Swan& Hunter Newcastle | **CubanS.S.Co(Lim) (Bigland&Co. *Mgrs.*)** | 315·7 P70′B86′ F35′ *WB=CellDB* | 41·0 24·4 FK | 16·8 *BHCem* 2o2′552*t* | London British | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 300H 2SB,6*cf*,GS115,HS4017 T.Richardson&Sons,Hpl. | 19 ″ 4 s 5 ″ 8½ | |
| **348** 102800 | **Cayo Romano** *J.K.Widgery* –93 | **SteelScSr** 1*Dk*(*Stl*)*&Spar dk*(*Irn*) *&Web frames* | 2690 2523 1735 | ✠100A1 *Spar dk* ~~7,94~~ ~~11,94~~ 5,95~~11,94~~ ✠LMC9,93 | Ant LA&CP | *u* | 1893 9mo | J.Readhead&Sons S.Shields | **CubanS.S.Co(Lim) (Bigland&Co. *Mgrs.*)** *WB=CellDB*272′574*t* | 315·5 P71′B88′ – F34′ | 41·2 24·4 FK | 16·6 *BHCem* | London British | T.3Cy.24″,40″&65″–42″ (*r*) 160lb *80lb* 300H 2SB,6*rf*,GS115,HS4367 J.Readhead&Ss.,S.Shields | 19 ″ 0 s 5 ″ 9½ | |
| **349** HPSL | **Cayor** *Langelouse* –91 | **SteelScSr** 1*Dk&Awng dk* | 1581 — 1025 | | | | 1888 | A.McMillan&Son Dumbarton | **Devès& G.Chaumet** | 255·0 | 36·2 21′6 | 14·0 *WB* | Bordeaux French | T.3Cy.20″,30″&52″–36″ 140H D.Rowan&Son,Glasgow | | DV |
| **350** 126556 | **Cayuga** | **SteelSc4MstSr** 2*Dks*3*trB* | 2669 — 1939 | | | | 1889 | GlobeIron WorksCo. Cleveland,O. | **LehighValley Transp.Co.** | 290·0 | 40·8 | 13·6 *WB* | Buffalo,NY Utd.States | T.3Cy.24″,38″&61″–42″ GlobeIrnWksCo.,Clevelnd | | |
| **351** HJWD | **Cazengo** *J.M.deBurros* *Elec. light* | **SteelScSr** 1*Dk*(*ptStl–ws*) *&Spardk*(*Stl–ws*)3*trB* *ss*Liv.No.1–94 | 2889 2787 1871 | ✠100A1 *Spardk* 10,94~~3,92~~ ✠LMC10,93 | Liv LA&CP | *v* | 1889 9mo | Earle'sS.B. &E.Co.Lim. Hull | **EmprezaNacional deNav.àVapor** *WB=CellDB* | 340·9 B19′F52′ 242′ 336*t Deep tank* | 41·1 26·6 BK11″ | 18·7 *BHCem* a 46′280*t* | Lisbon Portuguese | T.3Cy.32″,48″&80″–48″ (*s*) 160lb *80lb* 500H 2DB,12*cf*,GS191 Earle'sSB&ECo(Lim)Hull | 21 ″ 2 | |
| **352** RGKQ | **Ceara** *Opitz*94–94 | **IronScBn** 1*Dk&Spardk* | 1990 1795 1471 | | | | 1882 | C.Mitchell &Co. Newcastle | *Now named "Mi*os," *See No. 7 in Supplem* | 284·7 Q&B189*t* | 36·4 | 24·2 | Hamburg German | C.2Cy.34″&66″–42″ 200H WallsendSlipwayCo(Lim) Newcastle | | DV |
| **353** 63181 JFSG | ~~*A.McKenzie* –91~~ 6thSurvey,Liv.12,93 *Casey* -95 | **IronScBg** 3*Dks* | 1381 1329 890 | ✠A1*1 ~~8,95~~ ~~12,98~~ ~~10,99~~ ✠NB9,90 LMC11,93 | Liv | Lv | 1869 6mo | T.Royden &Sons Liverpool | **R.Singlehurst& Co.** | 269·4 | 30·5 BK9″ | 25·1 6*BH* | Liverpool British | Q.4Cy.16″,22½″,32″&52″–30″ 200lb *80lb* NDB90(*s*) 136H 2SB.6*rf*,GS90 *Qpd*90,D.Rollo&Sons,Liv. | 26 ″ 7 s 5 ″ 2 | BT till ~~8,94~~ 4,99 |
| **354** 97227 | **Cecil** *G.P.Hardley*87–90 | **IronScSr** *ss*Liv.No.1–95 1*Dk*(*Irn*) | 229 184 75 | ✠100A1 ~~7,94~~ ~~12,92~~ 4,95 ✠LMC~~6,00~~4,95 | Liv LA&CP | *d* | 1890 10mo | R.Smith &Co. Lytham | **CecilS.S.Co.(Lim.) (Brundrit&Co.)** | 130·2 Q47′F17′ | 21·1 FK | 9·5 3 *BHCem* *WB=FPT*30*t* | Runcorn British | C.2Cy.18″&36″–24″ (*a*) 100lb 60H 1SB,3*pf*,GS40 Clayton,Goodfellow&Co., Blackburn | 10 ″ 5 sl ″ 2½ | |
| **355** 86424 | **Cecily** *A.Kennington*89–89 | **IronScDandy** *ss*Gms.No.3–5,92 1*Dk* | 98 95 56 | ✠100A1 *For fishing purposes* 5,92 ✠NE&B5.92 ✠LMC5,92 | Gms LA&CP | *a* | 1882 1mo | T.Charlton Grimsby | **T.Charlton** | 81·9 Q17′ ND92 | 19·4 BK7½″ | 10·2 3 *BHCem* | Grimsby British | C.2Cy.10″&20″–18″ (*s*) 90lb 25H 1SB,2*pf*,GS16HS314 T.Charlton,Grimsby | | |
| **356** 80430 | **Cedar** *A.McEwan*85–86 | **IronScSr** | 748 612 256 | | | | 1878 11mo | D.&W. Henderson Glasgow | **A.A.Laird&Co.** | 217·7 P46′ | 30·4 B74′ | 15·4 F46′ *alt*92 | Glasgow British | C.2Cy.30½″&68″–42″ NB92 450H D.&W.Henderson,Gls. | 15 ″ 9 ~~2 ″ 3~~ § 2 ″ 2 | BT till ~~8,94~~ 4,99 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Last Repaired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which Vessel is built of Roof Triple Pass Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 357<br>90339<br>KJDG | **Cedar Branch** **SteelScSr**<br>*F.S.Iliff* –94 *ss*Npt.No.1–91<br>1*Dk*(*Stl*)&*Spardk*(*pt Stl*)3*trB* | | 2408<br>2356<br>1542 | ✠100A1<br>*Spardk*<br>8,94 ~~9,93~~<br>~~BS9,93~~ ✠LMC7,~~91~~ 9,94 | Liv<br>A&CP<br>Shl | *s* | 1886<br>9mo | Bartram,<br>Haswell&Co<br>Sunderland | **NautilusS.S.Co.**<br>**(Lim.)**<br>**(F.&W.Ritson,**<br>*Mgrs.*) *WB* | 290·8\|39·0\|20·2<br>B32′F26′ 27·5<br>BK10″<br>=*DBa*84′*f*44&*t*70′ | **Sundrland**<br>British<br>6*BHCem*<br>377*tAPT*27*t* | T.3Cy.23½″,38″&62″–42″ (*s*)<br>150lb *75lb* 300HP<br>2SB,*6cf*,GS100<br>J.Dickinson,Sunderland | 21 ″ 6<br>s 5 ″ 10 | |
| 358<br>~~2160~~<br>~~1850~~<br>1762 | **Celaeno** **SteelScSr**<br>*H.Q.Posthumus*83–94 2760<br>~~*Well deck*~~ 1*Dk*(*Stl*)2*trB* 2116<br>~~*Class Cmte mplated*~~ | | 2800<br>2160<br>~~1850~~<br>1762 | ~~✠100A1~~<br>9,94 ~~11~~<br>~~✠LMC6,94~~ | ~~Sld~~<br>A&CP<br>Rot | *t* | 1894<br>6mo | W.Doxford<br>&Sons<br>Sunderland | **Hudig&Veder** | 300·0\|42·0\|~~22·3~~<br>Q108′B138′F33′FK<br>19·9<br>*WB*=*CellDB*260′ | **Rottrdam**<br>Dutch<br>5*BHCem*<br>527*tAPT*53*t* | T.3Cy.23″,38″&62″–42″ (*s*)<br>160lb *80lb* 250HP ~~200HP~~<br>2SB,*6rf*,GS120,HS3800<br>W.Doxford&Sons,Sld. | 22 ″ 0<br>s 2 ″ 1 | |
| 359<br>NJSK | **Celebes** **SteelScSr**<br>*M.deWyn*93–93 *ss*Ams.No.2–91<br>2*Dks*(*Upt Stlpt Irn*–ws)3*trB* | | 2306<br>1988<br>1507 | ✠100A1<br>4,93<br>BS4,~~93~~ 2,95 ✠LMC11,91 | Ams<br>LA&CP | *s* | 1883<br>12mo | A.&J.<br>Inglis<br>Glasgow | **Stoomv.Maats.**<br>**"Nederland"** | 285·0\|37·2\|23·9<br>P54′B78′F40′<br>BK10″ | **Amstrdam**<br>Dutch<br>5*BHCem* | C.2Cy.36″&70″–45″ (*a*)<br>90lb *80lb* NDB93 250HP<br>2DB,*12pf*,GS175<br>A.&J.Inglis,Glasgow | 25 ″ 2 | DV |
| 360<br>79086 | **Celerity** **IronScSr**<br>*Walker*81–84 | | 193<br>192<br>114 | | | … | 1878<br>3mo | R.Dixon&<br>Co.<br>Middlesbro' | **Hewett&Co.**<br>**(Lim.)**<br>(J.W.Wilkins,*Mgr*) | 129·5\|21·0\|10·5 | **London**<br>British | C.2Cy.18″&36″–24″<br>50HP<br>R.&W.Hawthorn,Nwc. | | |
| 361<br>72643 | **Celeste** **IronScSr**<br>*H.Green* –94 *ss*Stk.No.3–9,86<br>(*ex*Citta di Barletta, *ss*Nwc.No.1–91<br>*Well deck* *ex*Celeste) 1*Dk*2*trB* | | 713<br>543<br>453 | ✠90A1<br>~~4,94~~ 7,94<br>~~MS2,91~~<br>B&MS4,94 | Nwc<br>A&CP<br>~~BS4,94~~<br>Cff | *j* | 1875<br>1mo | R.Craggs&<br>Sons<br>Middlesbro' | **E.Jenkins&Co.** | 183·0\|28·0\|14·7<br>Q76′B78*t*F27′<br>drp94 BK7½″<br>*WB*=*DBa*57′*f*54′ | **Liverpool**<br>British<br>4*BHCem* | C.2Cy.24″&45½″–30″ (*i*)<br>70lb ~~*70lb*~~ *50lb* 80HP<br>1SB,*4f*<br>Blair&Co.(Lim.)Stockton | 15 ″ 8<br>s 1 ″ 5½ | |
| 362<br>68453<br>MKNW | **Celestial** **IronScSr**<br>*C.F.Bullon*92– | | 1013<br>989<br>641 | | | … | 1873<br>3mo | Blake&Co.<br>Northfleet | **TanKimTian**<br>**&Son** | 205·0\|27·7\|14·6<br>21·8 | **Singapore**<br>British | C.2Cy.27″&50″–36″<br>120HP<br>W.Pile&Co.,Sunderland | | |
| 363<br>126224<br>KCNG | **Celia** **WoodSc3MstSr**<br>*Y.Johnson* 1*Dk* | | 174<br>—<br>116 | | | | 1884 | M.Turner<br>Benicia,Cal. | **G.H.Collins** | 115·0\|29·0\| 8·6 | **S.Frncisco**<br>Utd.States | C.2Cy.10″&20″–18″<br>40HP<br>Hinckley,Spiers&Hayes | | |
| 364<br>HQGK | **Celte** **SteelScSr**<br>*Roturier* –93 2*Dks* | | 950<br>757<br>600 | | | | 1893 | Sundrland<br>SB.Co.(Lim.)<br>Sunderland | **Chevillotte frères** | 210·0\|31·0\|15·5<br>Q75′ B52′ F27′ | **Brest**<br>French<br>*WB* | T.3Cy.18½″,30″&49″–33″<br>N.E.Mar.E.Co.(Lim.),Sld. | | V |
| 365<br>96196<br>LDPH | **Celtic** **IronScK**<br>*J.Bryant*88–89 *ss*Gms.No.1–93<br>1*Dk* | | 170<br>157<br>77 | ✠100A1<br>*Well fishing*<br>8,93 ✠LMC8,93 | Gms<br>*Vessel*<br>LA&CP | | 1889<br>5mo | Earle'sS.B.<br>Co.(Lim.)<br>Hull | **GrimsbySteam**<br>**FishingCo.**<br>**(Lim.)** | 106·4\|20·5\|11·4<br>Q37′F20′<br>BK7½″ | **Grimsby**<br>British<br>3*BHCem* | T.3Cy.12¾″,20″&32″–22″(*s*)<br>150lb 53HP<br>1SB,*2f*,GS29<br>Earle'sS.B.Co.(Lim.),Hull | 12 ″ 0 | |
| 366<br>98196 | **Celtic King** **SteelScBn**<br>~~*LG Tools* 00~~ *A.G.McGibbon* –94<br>*Elec.light* 2*Dks*(*Stl*)&*Deepframing*<br>3*deckrule* | | 3738<br>3429<br>2429 | ✠100A1<br>~~6,94 1,94~~ 11,94<br>✠LMC4,91 | Lon<br>LA&CP | *x* | 1891<br>1mo | Workman,<br>Clark&Co.<br>(Lim)<br>Belfast | **A.Hughes** | 371·8\|44·2\|27·2<br>P38′B105′F40′<br>BK10″<br>*WB*=*CellDB*286′ | **London**<br>British<br>6*BHCem*<br>704*tAPT*54*t* | T.3Cy.26½″,44″&72″–48″ (*s*)<br>160lb *80lb* 350HP<br>2DB,*12rf*,GS190,HS5430<br>J.&J.Thomson,Glasgow | 29 ″ 10<br>s 6 ″ 3½ | |
| 367<br>86352<br>WPMD | **Celynen** **IronScSr**<br>*G.E.McKeer* –91 ~~*ss*Npt.No.2–91~~<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*ss*Cff.No.3–2,95 | | 1514<br>1163<br>931 | ✠100A1<br>2,95 ~~5,94~~<br>~~BS9,93~~ ✠LMC1~~912~~,95<br>Cff | Bry<br>LA&CP | *p* | 1882<br>9mo | W.Doxford<br>&Sons<br>Sunderland | **T.Beynon&Co.**<br>**(Lim.)** | 250·0\|36·1\|17·2<br>P24′Q100′B50′<br>F26′ BK9″<br>*WB*=*DBa*50′*f*54′&<br>*uE*&*B*32′299*tFPT* | **Newport**<br>British<br>6*BHCem*<br>52*tAPT*24*t* | C.2Cy.31″&56″–36″ (*i*)<br>80lb *50lb* 150HP<br>2SB,*4pf*,GS70<br>W.Doxford&Sons,Sld. | 18 ″ 4<br>s 1 ″ 10 | D |
| 368<br>~~a Barge~~ | **Centaure** **SteelScTug**<br>1*Dk* | | 118<br>—<br>41 | | | | 1894 | Howaldts-<br>werke<br>Kiel | **J.Theophilatos**<br>**&Sons** | 95·4\|20·0\| 9·2 | **Braila**<br>Roumanian<br>*WB* | T.3Cy.11⅞″,18¾″&29$^{9}/_{16}$″-15¾″<br>Howaldtswerke,Kiel | | |
| 369<br>8753 | **Centauro** **SteelTwinScSr**<br>*J.Russells* 1*Dk* | | 524<br>404<br>268 | ✠<br>6,84<br>✠ | Cly<br>LA&CP | *i* | 1884<br>5mo | DavidJ.<br>Dunlop&Co<br>PortGlasgow | **E.Balparda y**<br>**Pineyma** | 180·1\|30·2\|11·0<br>P44′ B46′ F33′<br>FK | **Bns.Ayres**<br>Argentine<br>4*BHCem* | C.4Cy.18″&35″–24″<br>90HP<br>DavidJ.Dunlop&Co.,P.Gls<br>*FPT*25*tAPT*15*t* | 11 ″ 7 | |
| 370<br>8753<br>a Barge | **Centipede** **IronScSr**<br>*J.Hansen*86–86 1*Dk*2*trB* | | 437<br>319<br>319 | | | | 1869 | ReaneySon<br>&Archibld<br>Chester,Pa. | **Philadelphia&**<br>**ReadingR.R.Co.** | 169·0\|29·6\|11·5 | **Phildlphia**<br>Utd.States<br>*WB* | 1Cy.34″–28″<br>109HP<br>ReaneySon&Archbd,Chst. | Pa. | |
| 371<br>126994 | **Centurion** **SteelScSr**<br>2*Dks* | | —<br>—<br>2728 | | | | 1893 | F.W.<br>Wheeler&Co.<br>W.BayCity | **HopkinsTrans-**<br>**portationCo.** | 360·0\|45·0\|26·0<br>*WB* | **East China**<br>**Mich.**<br>Utd.States | T.3Cy.23″,37½″&63″–44″<br>F.W.Wheeler&Co.West<br>BayCity | | |
| 372—<br>97525 | **SteelScSr**<br>*G.F.Maulden* –93 1*Dk*(*Stl*)&*Spardk*<br>(*Irn*)&*Webframes Plating pt Irn*<br>*ss*Sld.No.1–95 | | 1942<br>1899<br>1233 | ✠100A1<br>*Spar dk*<br>1,95 ~~1,94~~<br>✠LMC4,~~90~~ 1,94 | N Yk<br>A&CP<br>Sld | *r* | 1890<br>4mo | J.Blumer<br>& Co.<br>Sunderland | **J.Blumer&Co.** | 276·5\|38·1\|16·2<br>~~dsp92~~ 23·8<br>BK9″<br>*WB*=*Cell* | **Sundrland**<br>British<br>4*BHCem*<br>*DB*216′406*t* | T.3Cy.21″,33″&54″–42″ (*s*)<br>160lb *80lb* 170HP<br>2SB,*6rf*,GS106,HS3009<br>Alley&McLellan,Glasgow | 18 ″ 6<br>~~s 6 ″ 1~~<br>s 5 ″ 9½ | |
| 373<br>86205<br>WLVP | **Cephalonia** **IronScBk**<br>*T.C.Dutton*80–89<br>*Elec.light* | | 5517<br>5235<br>3490 | | | | 1882 | Laird Bros.<br>Birkenhead | **CunardSteam**<br>**ShipCo.(Lim.)** | 430·6\|46·5\|34·5<br>F79*t* | **Liverpool**<br>British | C.2Cy.52″&93″–66″<br>700HP<br>LairdBros.,Birkenhead | 36 ″ 0<br>s 9 ″ ~~11~~ 11½ | BT till ~~11,94~~ 5,95 |
| 374—<br>HBDV | ~~*M.Pappala.*~~ *ss*Ham No.3–5,91<br>*Well deck* *A.J.Cosmos* 1*Dk*2*trB* | **IronSc** | 1254<br>997<br>929 | ✠100A1<br>4,95 ~~3,93~~ ~~11,94~~<br>~~BS9,93~~ ✠LMC5,91<br>11,94 | Msl<br>A&CP<br>Pir | *o* | 1878<br>12mo | R.Dixon&<br>Co.<br>Middlesbro | **A.A.Vagliano fils** | 240·2\|31·2\|17·5<br>Q97′B50′F25′<br>ptND91 BK8½″<br>*WB*=*DBa*71′*f*86′ | **Argostoli**<br>Greek<br>4*BHCem*<br>1B,GS60 | C.2Cy.29″&50″–33″<br>65lb ~~*65lb* NDB94~~ 115HP<br>R.&W.Hawthorn,Nwc. | | D |
| 375—<br>~~*N.Patrichio*~~ –94 *ss*Gen.No.3–4,90<br>*ss*Gen.No.1–93<br>(*ex*Camilla.*ex*CamillaC.,*ex*Alcira,<br>*ex*Douro) 1*Dk*(*Irn*)2*trB* | | **IronScSr** | 732<br>549<br>473 | ✠1<br>4,94<br>B&MS11,98 | Gen<br>A&CP | | 1864<br>11mo | Harland&<br>Wolff<br>Belfast | **A.A.Vagliano** | 198·4\|27·5\|16·0<br>P114′F26′ | **Cephlonia**<br>Greek<br>4*BHCem* | C.2Cy.28½″&52″–33″ (*i*)<br>60lb NE71 NB84 163HP<br>J.Jack&Co.,Liverpool | 15 ″ 9 | |
| 376<br>125904 | **Cepheus** **IronPad**<br>*C.A.Pearce*82–84 | | 882<br>—<br>578 | | | | 1881 | J.Roach&<br>Son<br>Chester,Pa. | **IronSteamboat**<br>**Co.** | 213·6\|32·4\|11·5 | **NewYork**<br>Utd.States | 1Cy.53″–132″<br>W.Fletcher,NewYork | | R |
| 377—<br>99667 | **IronScYl** | | 155<br>142<br>57 | ✠100A1<br>*Stm Trawler*<br>12,91 ✠LMC12,91 | Gls<br>LA&CP | | 1891<br>12mo | Mackie&<br>Thomson<br>Glasgow | **Grimsby&North**<br>**SeaStm.Trawling**<br>**Co.(Lim.)** | 100·5\|20·5\|10·7<br>Q19′F19′<br>BK7½″ | **Grimsby**<br>British<br>3*BHCem* | T.3Cy.11″,16½″&27″–22″ (*s*)<br>160lb 45HP<br>1SB,*2pf*,GS32<br>Muir&Houston,Glasgow | 11 ″ 11 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres.<br>Course du Piston.<br>Pression des Chaudières.<br>Force nominale.<br>Nom du Constructeur. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>pds. pc. | Autres Registres |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 378<br>99668 | **Cerberus** IronScYl<br>1*Dk* | 155<br>142<br>57 | ✠100A1<br>*StmTrawler*<br>7,92<br>✠LMC12,91 | Hul<br>LA&CP | | 1891<br>12mo | Mackie&<br>Thomson<br>Glasgow | Grimsby&North SeaStm.Trawling Co.(Lim.) | 100·5<br>Q19'F19'<br>BK7½"<br>*WB* | 20·5 | 10·7 | Grimsby<br>British<br>3*BHCem*<br>= *APT*3*t* | T.3Cy.11",16½"&27"–22" (*s*)<br>160lb 45HP<br>1SB,2*pf*,GS32<br>Muir&Houston,Glasgow | 11 ″ 11 | |
| 379<br>98279 | **Cereda** SteelScSr<br>*L.Johnson* -92 1*Dk*(*ptStl*&*ptIrn*)<br>2*trB*&*ptAwngdk*(*Irn*) | 2530<br>1906<br>1603 | ✠100A1<br>*pt Awng dk withfreeboard*<br>6,9~~✠10,93~~2,95<br>✠LMC2,91 | Cff | *s* | 1891<br>2mo | JReadhead<br>&Sons<br>S.Shields | Cay,Hall&Co. | 290·1<br>P29'Q82'B118'<br>F34' FK<br>*WB*= *CellDB* 246' | 40·7 | 19·6 | S.Shields<br>British<br>5*BHCem*<br>565*tAPT*49*t* | T.3Cy.23",37½"&61½"–39"<br>160lb 80*lb* (*a*) 250HP<br>2SB,6*rf*,GS104,HS3491<br>JReadhead&SonsS.Shields | 22 ″ 3<br>s 8 ″ 7 | D |
| 380<br>8<br>HDRM | **Ceres** IronScSr<br>*Doncich*57–87 2*Dks* | 1828<br>1642<br>1127 | | | | 1867 | W.Denny<br>&Bros.<br>Dumbarton | LloydAustriaco | 274·5 | 34·0 | 26·0 | Trieste<br>Aust.-Hung. | C.4Cy.20½"&54"–36"<br>225HP<br>Denny&Co.,Dumbarton | | |
| 381<br>JVWG | — IronScSr<br>*Evjenth* *ss*Bgn.No.3–9,88<br>(*ex*Swaledale) *ss*Bgn.No.1–93<br>2*Dks*(1*Irn*)3*trB* | 1627<br>1506<br>1142 | ✠100A1<br>12,93<br>✠NB9,88<br>BS4,95 | Spl<br>A&CP<br>LMC2,93 | *q* | 1875<br>10mo | Short Bros.<br>Sunderland | P.Jebsen<br>(Berg&Helland,<br>*Mgrs.*) | 258·5<br>BK9"<br>*WB*=*DBa*78' | 33·0 | 24·2 | Bergen<br>Norwegian<br>5*BHCem*<br>140*tAPT*15*t* | C.2Cy.33"&60"–33"<br>80lb 60*lb* NDB88 160HP<br>2SB,4*pf*,GS85,HS3102<br>Hawks,Crawshy&Co.,Gts. | 24 ″ 10 | N |
| 382<br>70<br>SQFV | — SteelScSr<br>*H.Björling*89–89 *ss*Nwc.No.1–93<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1056<br>795<br>678 | ✠100A1<br>2,95~~7,93~~<br>✠LMC7,93 | Nwc<br>LA&CP<br>Liv | *m* | 1889<br>8mo | TyneIron<br>Shipbuild-<br>ingCo.Lim.<br>Newcastle | FinskaÅngfartygs Actiebolaget | 210·5<br>Q77'B60'F23'<br>FK<br>*WB*=*DB* *a*64'*f*49'&*uE*&*B*35' | 31·2 | 15·3 | Helsingfrs<br>Russian<br>4*BHCem*<br>291*tAPT*15*t* | T.3Cy.17",28"&46"–30" (*s*)<br>150lb 55*lb* 100HP<br>1SB,3*pf*,GS58<br>NEMarineEn.C.(Lim)Nwc | 16 ″ 1<br>s 1 ″ 2½<br>w1 ″ 4½ | |
| 383<br>NJSV | — IronScSr<br>*G.J.Wilmink*87–90 *ss*Got.No.1–81<br>(*ex*Phœbe) 1*Dk*&*Awngdk* | 1045<br>1030<br>678 | ✠<br>*Awng dk with load line*<br>4,83 | Ams<br>A&CP | *m* | 1876<br>4mo | Abercorn<br>S.B.Co.<br>Paisley | Koninkl.Nederl. Stoomb.Maats. | 221·4 | 29·7 | 13·0<br>20·3 | Amstrdam<br>Dutch<br>4*BHCem* | C.2Cy.33"&56"–33"<br>120HP<br>J.&T.Young,Ayr<br>*WB*=*DBa*26'*f* 35' | | DV |
| 384<br>HRGV | — IronScSr<br>*O.J.Svensson*89–91 2*Dks*&*Awngdk* | 874<br>715<br>581 | | | ... | 1882<br>9mo | Kockums<br>Mek.Werk.<br>Malmö | SkånskaÅnbg. Aktieb. | 227·0<br>B32'H13*t*<br>BK8" | 30·2 | 14·3<br>21·8 | Malmö<br>Swedish<br>*WB* | C.2Cy.35"&63"–39"<br>200HP<br>2SB,6*pf*,GS102<br>KckmsMkWrkAct.,Malmö | 16 ″ 8 | |
| 385<br>QCSD | — IronScSr<br>*L.Prahm* -93 1*Dk*&*Spardk* | 622<br>608<br>510 | | | | 1874 | Act.Ges.<br>Weser<br>Bremen | Dampfschifffahrts Ges."Neptun" | 189·9 | 25·0 | 19·0 | Bremen<br>German | 2Cy.17"&29½"–22½"<br>60HP<br>Act.Ges.Weser,Bremen | | V |
| 386 | — Iron&SteelSc<br>*B.O.Öhlin*89–93 1*Dk*&*Shltrdk* | 257<br>97<br>190 | | | | 1885 | MotalaCo.<br>Motala | Ångf.Aktieb"Göta Kanal"<br>(E.B.Thorssell) | 96·4<br>*Erections* 41*t* | 21·5 | 8·2 | Stockholm<br>Swedish | C.2Cy.16½"&30"–20"<br>50HP<br>MotalaCo.,Motala | | |
| 387<br>HCVP | — Wood<br>*L.Valladao*<br>YM9,92 | —<br>—<br>182 | | | | 18 70 | ............<br>Rebuilt<br>Rio Janeiro | Cia.Torreno Brazileira | ............ | | | R.Janeiro<br>Brazilian | | | |
| 388<br>99579 | — SteelScSr<br>*C.Nielsen*92–92 1*Dk* | 159<br>146<br>46 | ✠100A1<br>*Stm Trawler*<br>~~0,948,92~~<br>4,95<br>✠LMC8,92 | Abn<br>LA&CP<br>Hul | | 1892<br>8mo | A.Hall&<br>Co.<br>Aberdeen | Anglo-Norwegian SteamFishing Co.(Lim.) | 102·7<br>Q19'<br>BK7½" | 20·6 | 11·1 | Hull<br>British<br>3*BHCem* | T.3Cy.12",19"&32¼"–24" (*s*)<br>160lb 60HP<br>1SB,2*rf*,GS37,HS950<br>A.Hall&Co.,Aberdeen | 11 ″ 7 | |
| 389<br>HJBM | — IronScSr<br>*J.Dräger* -86 1*Dk* | 149<br>123<br>107 | | | | 1866 | F.Shichau<br>Elbing | ElbingerDampfsch. Rhederei | 126·6<br>P20' B19' | 17·2 | 8·7 | Elbing<br>German | C.2Cy.9"&19"–16½"<br>40HP<br>F.Schichau,Elbing | | V |
| 390<br>86202 | — WoodScFlat<br>(*ex*Sailing) | 135<br>126<br>92 | | | | 1880 | G.Deakin<br>(Lim.)<br>Winsford | SaltUnion(Lim.) | 87·1 | 21·2 | 9·3 | Liverpool<br>British | 2Cy.11"–12"<br>NE&B85 23HP<br>G.Deakin(Lim.),Winsford | | |
| Lost by Collision 1.95<br>391<br>84116<br>VRFC | **Cerigo** IronScSr<br>*J.E.Leggett* -92 1*Dk*(*Irn*)2*trB*<br>*Well deck* 3rdSurvey,Liv.3,93 | 1547<br>1262<br>1000 | ✠ ~~A1*1~~<br>1,95~~4,94~~<br>✠NB3,92 | Bry<br>Lon<br>LMC3,92 | Lv | 1881<br>1mo | T.Royden<br>&Sons<br>Liverpool | R.Nicholson&Sons | 259·5<br>Q89*t*B147*t*H9*t*<br>F39*t* FK<br>*WB*=*DBuE*&*BM* | 34·0 | 18·0 | Liverpool<br>British<br>4*BH*2PBH<br>*TAPTFPT* | T.3Cy.19",30"&48"–39" (*s*)<br>160lb 80*lb* NDB92 140HP<br>1SB,4*rf*,GS77,HS2300<br>*Tpd*92 J.Jack&Co.,Liv. | 19 ″ 9<br>s 2 ″ 3½ | |
| 392<br>HGLB | **Cervantes** IronScSr<br>*Bercena* (*ex*Acor) 1*Dk* | 412<br>—<br>296 | | | | 1853 | T.Wingate<br>&Co.<br>Glasgow | J.R.JuarezLlanos | 192·0 | 21·3 | 12·0 | Barcelona<br>Spanish | C.2Cy.16"&32"–24"<br>60HP<br>J.Jack&Co.,Liverpool | | |
| * 393<br>69875<br>QWCV | **Cervin** IronScSr<br>*S.Hughson*80-81 *ss*Shl.No.3–2,90<br>2*Dks*(1*Irn*)3*trB* | 1888<br>1794<br>1173 | ✠100A1<br>12,93<br>BS10,93 | Npt<br>A&CP<br>LMC2,90 | *r* | 1877<br>7mo | C.S.Swan&<br>Co.<br>Newcastle | Cay,Hall&Co. | 287·4<br>ND90<br>BK9½"<br>*WB*=*DBa* | 34·2 | 24·7 | S.Shields<br>British<br>5*BHCem*<br>82'*f* 68'274*t* | C.2Cy.32"&62"–36" (*i*)<br>65lb 90*lb* NDB90 180HP<br>2B,GS96<br>Black,Hawthorn&Co.,Gts. | 26 ″ 0<br>s 5 ″ 0½ | |
| * 394<br>HVLF | **Cette** IronScSr<br>*A.E.Peterson*88–91 ~~*ss*Ham.No.3–7,84~~<br>(*ex*Lissabon, ~~*ss*Ham.No.2–90~~<br>*Well deck* *ex*Acacia) 1*Dk*(*Irn*)2*trB*<br>*ss*Got.No.3-8,94 | 1100<br>899<br>784 | ✠90A1<br>8,94 ~~3,91~~<br>~~BS3,94~~ | Msl<br>A&CP<br>LMC~~7,90~~ 8,94<br>Got | *n* | 1872<br>1mo | Denton,<br>Gray&Co.<br>WHartlepool | Ångf.Aktieb. Avenir<br>(C.Busck,*Mgr.*) | 231·1<br>Q89'B50'H18*t*F25'<br>BK7"<br>*WB*=*DBa* | 29·1 | 17·4 | Gothenbrg<br>Swedish<br>4*BHCem*<br>85'*f*54'260*t* | C.2Cy.27"&54"–33" (*i*)<br>65lb 110HP<br>2SB,6*f*<br>Blair&Co.(Lim.),Stockton | | |
| Sunk by Collision 7.94<br>395<br>125903<br>JVGN | **Cetus** IronPad<br>*L.L.Morrell*86–86 | 848<br>—<br>581 | | | | 1881 | W.Cramp<br>&Sons<br>Philadelphia | IronSteamboat Co. | 212·0 | 32·0 | 11·6 | NewYork<br>Utd.States | 1Cy.52"–132"<br>W.Cramp&Sons,Phl. | | R |
| 396<br>99714<br>NFDV | — SteelScYl<br>*R.Leverett* -93 1*Dk* | 139<br>127<br>54 | ✠100A1<br>*Stm Trawler*<br>5,95~~9,93~~<br>✠LMC9,93 | Gls<br>LA&CP<br>Gms | | 1893<br>9mo | Mackie&<br>Thomson<br>Glasgow | Grimsby&North SeaStm.Trawling Co.(Lim.) | 99·3<br>Q17'F19'<br>BK7½" | 20·1 | 10·4 | Grimsby<br>British<br>3*BHCem* | T.3Cy.11",17"&27"–20" (*s*)<br>165lb 40HP<br>1SB,2*pf*,GS29,HS574<br>Muir&Houston,Glasgow | 11 ″ 7 | |
| 397<br>102126 | **Cevic** SteelTwinSc4MstSr<br>*R.Nicol* -94 | 8315<br>7960<br>5335 | | | | 1894<br>1mo | Harland&<br>Wolff(Lim.)<br>Belfast | OceanicStm.Nav. Co.(Lim.) | 500·0 | 60·0 | 38·0 | Liverpool<br>British<br>*WB* | T.6Cy.23½",38½"&64"–48"<br>708HP<br>Harland&Wolff(Lim.)Bel. | | BT till 1,98 |
| 398<br>98785 | **Ceylon** SteelScSr<br>*C.E.Baker*89-94 2*Dks*(*Stl-ws*)3*trB*<br>*Elec.light* | ~~4250~~<br>4094<br>3788<br>2637 | ✠100A1<br>~~2,94~~11,94<br>~~(Class Contemplated)~~<br>~~✠LMC7,94~~ | Mdb<br>A&CP<br>Lon | *x* | 1894<br>7mo | SirR.<br>Dixon&Co.<br>Middlesbro' | P.&O.Steam NavigationCo. | 375·0<br>P48'B110'F55'<br>FK<br>*WB*= *CellDBa*102'*uE*&*B* | 47·0 | 28·0 | Middlsbro'<br>British<br>7*BHCem*<br>62'*f*146'724*t* | T.3Cy.30",49"&77"–48" (*s*)<br>160lb 160*lb* 500HP<br>2DB,12*cf*,GS247,HS7957<br>T.Richardson&Sons,Hpl. | 30 ″ 10<br>s 6 ″ 8 | BT till ~~4,96~~ 4,96 |
| 399<br>JVPH | — SteelScSr<br>*H.Böe*71–88 *ss*Bgn.No.1–93<br>1*Dk*(*Irn*)&*Webframes*<br>*Well deck* *Inner bottom plating Irn* | 2191<br>1696<br>1704 | ✠100A1<br>~~5,94 12,93~~ 3,95<br>✠LMC~~3,93~~ 3,95 | Bry<br>A&CP<br>~~Hul~~ Bgn | *s* | 1888<br>10mo | J.Blumer&<br>Co.<br>Sunderland | Harloff&Böe | 290·0<br>P29'Q90'B112'<br>F31' BK10"<br>*WB*=*Cell* | 38·0 | 19·5 | Bergen<br>Norwegian<br>6*BH*~~*Asp*~~<br>*DB*240'450*t*<br>*ptAsp ptCem* | T.3Cy.21½",36"&59"–39" (*s*)<br>160lb 80*lb* 200HP<br>2DB,~~6*cf*~~,GS96 8*pf*<br>N.E.MarineE.(Lim.),Sld. | 22 ″ 3 | DN |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. *Master.* Special Surveys. | 3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xpired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Bo'rd Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 400<br>22173<br>NKJD | Ceylon<br>*W.F.Coborne* –94 | IronScBk<br>1*Dk* | 2164<br>1981<br>1277 | | | | 1858<br>6mo | SamudaBr.<br>London | **M.Drury-Lavin** | 306·1<br>P105*t* | 40·9 | 26·1 | London<br>British | C.2Cy.37″&71″–45″<br>NE&B83 300HP<br>G.Clark,Sunderland | | |
| 401<br>— | | WoodScSr<br>1*Dk* | 203<br>203<br>138 | | | | 1872 | Camper&<br>Nicholson<br>Gosport | **CeylonGovernment** | 136·5 | 23·6 | 13·4 | British | 2Cy.25″–15″<br>45HP<br>Maudslay,Sons&Field,Lon | | |
| 402<br>95842 | —<br>*D.Grimwood* –90 | IronScK<br>ssHul.No.1–94<br>1*Dk* | 169<br>153<br>~~74~~ 65 | ✠100A1<br>*Trawler*<br>~~6,98~~ 10,94 | Hul-<br>LA&CP<br>✠LMC7~~,90~~ 7,94 | | 1890<br>7mo | Cook,Welton&<br>Gemmell<br>Hull | **HullSteam Fishing&Ice Co.(Lim.)** | 106·0<br>Q21′F21′<br>drp94 | 21·0<br>BK7½″ | 11·0 | Hull<br>British<br>3*BHCem* | T.3Cy.12½″,19½″&31½″–22½″<br>150lb (*s*) 50HP<br>1SB,2*cf*,GS27,HS780<br>C.D.Holmes&Co.,Hull | 11″10 | |
| 403<br>99175 | —<br>*C.H.N.Blackburn* –91 | IronScK<br>1*Dk* | 146<br>134<br>70 | ✠100A1<br>*StmTrawler*<br>8,91 | Hul<br>LA&CP<br>✠LMC8,91 | | 1891<br>8mo | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | **T.C.&F.Moss** | 97·1<br>Q17′F17′ | 20·5<br>BK7½″ | 11·0 | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45HP<br>1SB,2*cf*,GS26,HS711<br>C.D.Holmes&Co.,Hull | 11″10 | |
| 404<br>298<br>JQVB | Cezarevitch<br>ssLon.No.1–73<br>2*Dks3trB* | IronSc | 2035<br>1924<br>1584 | ✠<br>12,76 | Bel<br>A&CP | | 1869<br>11mo | A.Leslie&<br>Co.<br>Newcastle | **RussianS.N.&TradingCo.** | 286·8<br>Q46′ F45′ | 36·1 | 26·7 | Odessa<br>Russian<br>5*BHCem* | 2Cy.52″–42″<br>170HP<br>Maudslay,Sons&Field,Lon | | |
| 405<br>347<br>JRBL | Cezarevna<br>2*Dks&Spardk* | IronSc | 1260<br>1254<br>987 | ✠<br>6,72 | Lon<br>A&CP | | 1872<br>3mo | SamudaBr.<br>London | **RussianS.N.&TradingCo.** | 254·3 | 32·0 | 17·6<br>25·4 | Odessa<br>Russian<br>3*BHCem* | 2Cy.55″–39″<br>180HP<br>J.Penn&Sons,London | | |
| 406<br>78840<br>SHKN | Chala<br>2*Dks&Shade dk* | SteelSc3MstSr | 598<br>560<br>358 | ✠<br>2,79 | Liv | Lv | 1878<br>12mo | LairdBros.<br>Birkenhead | **PacificSteamNav. Co.** | 180·4<br>H38*t* | 30·1 | 14·8<br>FK | Liverpool<br>British<br>3*BH* | C.2Cy.25″&48″–36″<br>95HP<br>LairdBros.,Birkenhead | | |
| 407<br>89650<br>KQFH | Challenge<br>*W.M.Jamieson* –91 | IronScYl<br>1*Dk* | 137<br>137<br>14 | | | … | 1884<br>11mo | J Readhead<br>&Co.<br>S.Shields | **Dick&Page** | 100·0 | 20·0 | 11·4 | London<br>British | C.2Cy.22″&42″–24″<br>95HP<br>J.Readhead &Co.,S.Shields | 11″11 | |
| 408<br>45432<br>VDHR | Challenger<br>(*ex*Rattler) | IronPadSp | 246<br>244<br>15 | | | | 1862 | .....<br>Liverpool | **Liverpool Steam TugCo.(Lim.)** | 139·2 | 24·3 | 12·0 | Liverpool<br>British | D.2Cy.36″–60″<br>NE&B76 90HP<br>J.Jack&Co.,Liverpool | | |
| 409<br>68508<br>WMLD | —<br>*R.Stewart* –93 | IronPadSr | 142<br>140<br>28 | | | *n* | 1873 | J Readhead<br>& Co.<br>S.Shields | **R.Stewart** | 113·5 | 19·2 | 9·6 | S.Shields<br>British | L.2Cy.29½″–54″<br>98HP<br>J.Readhead &Co.,S.Shields | | |
| 410<br>97558 | —<br>*A.Dryburgh* –93 | SteelScK<br>1*Dk* | 126<br>118<br>33 | ✠100A1<br>*StmTrawler*<br>2,95~~,96~~ | Lth<br>LA&CP<br>✠LMC3,92 | | 1892<br>3mo | Hawthorns<br>&Co.<br>Leith | **T.Devlin,jun.** | 100·0<br>F13′ | 20·1<br>BK6½″ | 10·2<br>*WB*=*DBf*10′9*t* | Granton<br>British<br>4*BHCem* | C.2Cy.17″&34″–22″ (*s*)<br>100lb 50HP<br>1SB,2*pf*,GS35,HS960<br>Hawthorns&Co.,Leith | 11 ″ 3 | |
| 411<br>84995 | —<br>*Richardson*85– | IronPadSk | 104<br>104<br>23 | | | | 1881 | JTEltringham<br>S.Shields | **I.Hodgson** | 100·7 | 18·0 | 9·0 | Sundrland<br>British | L.1Cy.36″–56″<br>50HP<br>Hepple&Co.,S.Shields | | |
| 412<br>125768<br>JTNB | Chalmette<br>*Brown* | IronSc3MstSr<br>3*Dks* | 2983<br>—<br>1931 | | | | 1879 | W.Cramp<br>&Sons<br>Philadelphia | **Morgan'sL&T.R.R&S.S.Co.(SouthernPacific Co.)** | 320·0 | 42·0 | 31·0 | N.Orleans<br>Utd.States<br>*WB* | C.2Cy.35″&70″–45″<br>1800HP<br>W.Cramp&Sons,Phl. | | R |
| 413<br>98143 | Chamois<br>*R.S.Osbon* –93<br>*Well deck* | Steel&IronScSr<br>1*Dk*(*Irn*)2*trB*<br>*Plating&floors ptIrn*<br>*ss*Shl.No.1–94 | 2100<br>1648<br>1347 | ✠100A1<br>10,94~~,94~~ | Shl<br>LA&CP<br>✠LMC8~~,99~~ | *r* | 1890<br>8mo<br>10,94 | J.Priestman&Co.<br>Sunderland | **Jackson,Bros.& Cory** | 275·0<br>P25′Q80′B112′<br>F23′ drp92′ | 39·2<br>BK10″ | 19·9<br>*WB*=*DBa* | London<br>British<br>5*BHCem*<br>82′*f*80′452*t* | T.3Cy.21″,34″&56″–39″ (*s*)<br>150lb ~~80lb 6625~~ 80lb 170HP<br>2SB,4*rf*,GS120<br>Wstgrth,Englsh&Co.,Mdb | 21 ″ 3<br>s 2 ″ 1 | |
| 414<br>80017 | Champion | WoodPad | 190<br>123<br>120 | — | | | 1880 | G.McLeod<br>St.John,N.B. | **J.Tapley** | 121·6 | 24·1 | 6·2 | StJohnN.B<br>British | 1Cy.32″–72″<br>42HP<br>Fleming&Humbert,St.J. | | |
| 415<br>102933 | —<br>~~*S.Winsor* –94~~<br>*R.G.Cumins* –94 | IronScK<br>1*Dk* | 150<br>140<br>58 | ✠100A1<br>*Stm Trawler*<br>1,94 | Hul<br>LA&CP<br>✠LMC1,94 | | 1894<br>1mo | Cook,<br>Welton&<br>Gemmell<br>Hull | ~~**R.Simpson**~~<br>R.G.Cumins<br>(R.Simpson,*Mgr.*) | 101·1<br>Q22′ | 20·8<br>BK7½″ | 11·0<br>3*BHCem* | Hull<br>British | C.2Cy.16″&33″–22″ (*s*)<br>100lb 45HP<br>1SB,2*pf*,GS30<br>Bailey&Leetham,Hull | 11″10 | |
| 416<br>86667 | —<br>*Q.Carsell* –92 | IronPadSk<br>(*ex*FlyingJavelin) | 146<br>132<br>26 | | | | 1882 | J.T.Eltringham<br>S.Shields | **A.M'Kinnon** | 108·4 | 18·6 | 9·7 | Glasgow<br>British | L.1Cy.36″–54″<br>80HP<br>J.P.Rennoldson&Son,S.Shl. | | |
| 417<br>76666<br>WVNB | —<br>*Sherwood*74–85 | IronPadSp | 124<br>124<br>29 | | | | 1876 | J.T.Eltringham<br>S.Shields | **T.&S.Oates** | 102·6 | 19·3 | 10·0 | Grimsby<br>British | L.2Cy.27″–50″<br>80HP<br>J.T.Eltringham,S.Shields | | |
| 418<br>101948<br>MVRD | —<br>*E.Tall* –93 | IronScK<br>1*Dk* | 116<br>115<br>20 | ✠100A1<br>*For Towing*<br>10,92 | Lon<br>*purpo*<br>LA&CP<br>✠LMC10,92 | *ses* | 1892<br>10mo | A.W.<br>Robertson<br>&Co.<br>London | **ElliottSteamTug Co.** | 89·1<br>B13′ | 19·0<br>BK6½″<br>*WB* | 11·1<br>3*BHCem*<br>=*APT*1*t* | London<br>British | C.2Cy.18″&38″–24″ (*s*)<br>120lb 95HP<br>1SB,3*pf*,GS47,HS1362<br>A.W.Robertson&Co.,Lon. | 11 ″ 8 | |
| 419<br>81973 | —<br>*J.Newton* | WoodPadSk<br>(*ex*TyneDockNo.2) | 108<br>107<br>40 | | | | 1866 | R.Stobbs<br>N.Shields | ~~**J.Lawson**~~-Lawson<br>StmTugBoatCo(Lm)<br>(J.Lawson*Mgr*) | 87·0 | 19·0 | 9·2 | S.Shields<br>British | L.2Cy.25″–41¾″<br>42HP<br>J.P.Almond,N.Shields | | |
| 420<br>96328 | — | WoodScFlat | 102<br>96<br>69 | | | | 1864 | R.G.Cross<br>Winsford | **H.Bloor** | 81·7 | 19·2 | 8·1 | Liverpool<br>British | 2Cy.9″–12″<br>NB80 18HP<br>W.Galton,Manchester | | |
| 421<br>97882 | Chancellor<br>*J.Hannay* –91 | SteelSc3MstSr<br>2*Dks*(*Stl*)3*trB* | 4637<br>4286<br>3037 | ✠100A1<br>10,94~~,92,93~~ | Liv<br>A&CP<br>✠LMC7,91 | *y* | 1891<br>7mo | C.S.Swan&<br>Hunter<br>Newcastle | **CharenteSSC(Lm)(T.&J.Harrison,** *Mgrs.*) | 400·0<br>P39′B100′F46′ | 47·0 | 28·7<br>BK9″<br>*WB*=*Cell* | Liverpool<br>British<br>6*BHCem*<br>*DB*340′830*t* | T.3Cy.29″,48″&77″–51″ (*s*)<br>160lb *80lb* 456HP<br>2DB,16*pf*,GS235,HS7500<br>WllsndSlpwyCo(Lm)Nwc | 31 ″ 6<br>s 7 ″ 2 | BT till ~~1,94~~ 4,95 |
| 422<br>82308 | —<br>*D.McPhedran* –92 | SteelPad | 272<br>233<br>60 | | | | 1880<br>4mo | R.Chambers,jun.<br>Dumbarton | **Glasgow&S.WesternRailwayCo.** | 199·7<br>H39*t* | 21·9 | 8·2 | Glasgow<br>British | C.D.2Cy.26″&48″–60″<br>NE&B92 99HP<br>Blackwood& Gordon,P.Gl. | | BT till ~~4,95~~ 5,95 |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 423<br>76759<br>QNPH | **Chanda** | **IronScSr** | 2022<br>1983<br>1305 | ✠<br>9,85 | Cal<br>A&CP | *s* | 1877<br>3mo | W.Denny<br>&Bros.<br>Dumbarton | **BritishIndiaStm. Nav.Co.(Lim.)** | 316·0 | 33·2 | 18·2<br>25·8 | **Glasgow**<br>British | C.2Cy.36½″&63″–45″<br>221HP<br>6*BHCem*<br>Denny&Co.,Dumbarton | |
| | *S.S.Boon* –93 | *ss*Cal.No.2–85<br>3*Dks*(*UIrn*–ws) | | | | | | | | | | | | | |
| 424<br><br>HQMG | **Chandernagor**<br>*Castelli* | **IronScBg**<br>2*Dks&Spardk* | 3077<br>—<br>1658 | | | | 1882 | W.Denny<br>&Bros.<br>Dumbarton | **Cie.Nationale de Navigation** | 341·2<br>H74*t* | 40·3<br>F34′ | 21·2<br>28·7 | **Marseilles**<br>French | C.2Cy.41″&72″–51″<br>324HP<br>Denny&Co.,Dumbarton | |
| 425<br>72815 | **Chang On**<br>*F.C.Kleffel* | **SteelTwinScSr** | 1393<br>596<br>1021 | | | | 1890 | SCFarnhm<br>&Co.<br>Shanghai | ~~**J.MacGregor**~~<br>A.P.MacEwen | 212·8<br>H76*4t* | 30·0<br>F36*t* | 12·0 | **Shanghai**<br>British | C.4Cy.16″&32″–24″<br>85HP<br>S.C.Farnham&Co.,Shi. | |
| 426 | **Chang Ryong**<br>*F.Tessensohn*<br>(*ex*Signal) | **IronScSr**<br>*ss*H.Kg.No.2–86<br>1*Dk2trB* | 536<br>442<br>403 | ✠<br>10,88 | Nag<br>A&CP | *h* | 1878<br>6mo | Flensburg<br>S.B.Co.<br>Flensburg | **CoreanGovern-ment** | 167·3<br>Q98′ | 25·1 | 14·3 | **Chemulpo**<br>Corean | C.2Cy.23″&41″–27″<br>70HP<br>4*BHCem*<br>FlensburgSBC.,Flensburg<br>*WB*=*DB*112′ | |
| 427<br>91952<br>KHFQ | **Changsha**<br>*J.E.Williams*76–86 | **SteelScSr** | 2269<br>1964<br>1463 | | | | 1886<br>7mo | Scott&Co.<br>Greenock | **ChinaNavgtionCo. (Lim.)** | 315·2<br>P46′ | 38·2<br>B102′ | 23·8<br>F43′ | **London**<br>British | T.3Cy.25″,40″&62″–48″<br>400HP<br>Scott&Co.,Greenock | |
| 428<br>72824 | **Changwo**<br>*E.Rocquist* –93 | **SteelTwinSternPad**<br>1*Dk* | 1065<br>525<br>696 | | | | 1891 | S.C.Farn-<br>ham&Co.<br>Shanghai | **H.Smith** | 200·0<br>H90*t* | 40·0 | 7·8 | **Shanghai**<br>British | C.4Cy.17½″&30″–60″<br>80HP<br>Bow,McLachlan&Co.,Psy. | |
| 429<br>102955 | **Chanticleer**<br>*J.Chant* -94 | **IronScK**<br>1*Dk* | 150<br>142<br>~~62 58~~ | ✠100A1<br>*Stm Trawler*<br>9,94 ~~9,91~~<br>~~(*Glass Contem. plated*)~~ | Hul<br>LA&CP | | 1894<br>6mo | Cook,<br>Welton&<br>Gemmell<br>Hull | **White&Co.** | ~~103·0~~<br>103·3 | ~~20·9~~<br>20·8 | ~~11·0~~<br>BK7½″ | **Hull**<br>British | T.3Cy.11½″,18″&30″–22″(*s*)<br>160lb 45HP<br>3*BHCem*<br>C.D.Holmes&Co.,Hull | 11 ″ 9 |
| 430<br>86235 | — | **WoodScFlat** | 113<br>105<br>77 | | | | 1868 | AnnDea-<br>kin<br>Winsford | **SaltUnion(Lim.)** | 88·0 | 19·1 | 8·7 | **Liverpool**<br>British | 2Cy.12″–16″<br>NE76 NB79 24HP<br>J.Jack,Liverpool | |
| 431<br>97757<br>LPVD | **Chantrey**<br>*T.Hening* –93 | **SteelScSr** | 2791<br>2566<br>1775 | | | | 1890 | R.&W.<br>Hawthorn<br>Leslie&Co.<br>Newcastle | **Liverpool,Brazil &RiverPlate SteamNav.Co. (Lim.)(Lamport &Holt,*Mgrs.*)** | 324·3<br>P35′ | 42·2<br>B64′ | 23·4<br>F38′ | **Liverpool**<br>British | T.3Cy.24″,38″&62″–45″<br>228HP<br>R.&W.HawthornLeslie&<br>Co.(Lim.),Nwc. | |
| 432<br><br>HQMC | **Chanzy**<br>~~*V.Carpentier* 92~~<br>1*Dk*(*Irn*)*Floors,Beams&KeelsonsIrn*<br>*Well deck V.Guihomat* | **SteelScSr**<br>*ss*Hav.No.3–1,94 | 639<br>523<br>237 | ✠100A1<br>~~10,32 1,04~~ 4,95<br>B82,95 ✠LMC1,94<br>~~Sus.~~ Cff | Hav<br>A&CP | *j* | 1888<br>4mo | Sunderlnd<br>SBCo.(Lim.)<br>Sunderland | **P.Allainguillaume &Co.**<br>*WB*=*pt CellDB* | 189·7<br>Q92′B14′F26′<br>drp94 drp95 FK<br>(*Irn*)121′105*tAPT* | 30·0 | 13·9 | **Caen**<br>French<br>4*BHCem*<br>*25t FPT 20t* | T.3Cy.16″,26″&43″–30″ (*s*)<br>150lb *100lb* 90HP<br>1SB,3*rf*,GS45<br>N.E.MarineCo.(Lim.),Sld.<br>*Tanks in E&B space 32&28t* | 14 ″ 8<br>s 1 ″ 3 |
| 433<br><br>HCVR | **Chapman**<br>*A.F.Paulsson*86–77 | **IronTwinScSr**<br>1*Dk* | 573<br>400<br>434 | | | | 1859 | MotalaCo.<br>Norrköping | **Ångf.Aktieb "SödraSverige" (J.G.Setterwall)** | 196·8<br>P96′ | 25·8<br>Q7′ | 12·0<br>H7*t* | **Stockholm**<br>Swedish | C.4Cy.19″&37″–21″<br>120HP<br>W.Lindberg'sMkVks,Skm | |
| 434<br><br>HQNG | **Charente** | **SteelScBn**<br>3*Dks* | 3775<br>—<br>2693 | | | | 1889 | Forges&<br>Chantiers<br>de laMédit.<br>Havre | **MessageriesMari-times** | 371·4 | 43·0 | 34·4 | **Marseilles**<br>French | T.3Cy.28″,44″&70″–47″<br>525HP<br>*WB* Forges&Chantiers,Havre | |
| 435<br><br>HMND | **Charilaos Tri-coupis**<br>*S.Hanos*84–92<br>1*Dk*(*Stl*)*&Spardk*(*Irn*)3*trB*<br>*Elec.light* | **SteelSc3MstSr** | 2511<br>2362<br>1626 | ✠100A1<br>*Spar dk*<br>2,95 ~~3,04~~ ✠LMC2,92 | Cff<br>A&CP | *t* | 1892<br>2mo | W.Doxford<br>&Sons(Lim.)<br>Sunderland | **O.A.Stathatos**<br>*WB*=*CellD* | 300·0<br>B72′F35′<br>*B230′480t APT 18t* | 40·7<br>FK | 16·0<br>23·1 | **Ithaca**<br>Greek<br>5*BHCem*<br>*MTa26′165t* | T.3Cy.23″,37″&60″–42″ (*s*)<br>160lb *80lb* 220HP<br>2SB,6*rf*,GS112<br>W.Doxford&Sns(Lim),Sld | 18 ″ 4<br>s 5 ″6½ |
| 436<br>99068 | **Charing Cross**<br>*G.J.Mills*86–92 | **SteelScSr**<br>1*Dk*(*Stl*)2*trB&*<br>*pt Awngdk*(*Irn*) | 2534<br>1953<br>1646 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>6,94 ~~6,98~~ ✠LMC5,92 | Cff<br>A&CP | *t* | 1892<br>5mo | Palmers'<br>Co.(Lim.)<br>Newcastle | **J.A.Lee** | 300·0<br>P25′Q96′<br>*pt Awng dk*179′<br>*WB*=*Cell* | 40·2<br>FK | 20·9<br>*DB216′386t* | **London**<br>British<br>6*BHCem*<br>2SB,6*rf*,GS84,HS3590 | T.3Cy.22½″,36½″&60″–42″<br>160lb *70lb* (*s*) 229HP<br>Palmers'Co.(Lim.),Nwc. | 22 ″ 2<br>s 8 ″10 |
| 437 | **Charkieh** | **IronScBg** | —<br>—<br>1160 | | | | 1865 | Thames<br>IronW.<br>London | **KhedivialS.S. Administration** | 274·0 | 34·6 | 24·0 | **Alexndria**<br>Egyptian | C.2Cy.38″&70″–48″<br>300HP<br>J.Jack&Co.,Liverpool | |
| 438<br><br>NTBM | **Charkow**<br>*C.P.Fischer* | **IronSc3MstSr**<br>(*ex*Möwe) | 687<br>589<br>476 | | | … | 1857 | Palmer<br>Bros.&Co.<br>Newcastle | **ForenedeDamp-skibsselskab** | 200·9<br>Q62′<br>len66 | 25·9<br>B48*t* | 15·2 | **Copnhagn**<br>Danish<br>5*BH* | C.2Cy.26″&52″–36″<br>100HP<br>PalmerBros.&Co.,Nwc. | |
| 439<br>65681<br>LBQS | **Charlaw**<br>*L.H.Russell* –94<br>*Well deck* | **IronScSr**<br>6thSurvey,Lon.5,91<br>1*Dk2trB&Webframes* | 901<br>762<br>587 | ✠ A1,1<br>5,94 | Shl | Lv | 1871<br>11mo | RThomp-<br>son,jun.<br>Sunderland | **R.Gordon&Co.** | 212·7<br>Q63*t*B61*t*F15*t*<br>drp93 | 29·0<br>BK8″<br>*W* | 16·5<br>3*BH*1PBH<br>*B*=*DBa&f* | **London**<br>British<br>1SB,2*f* | C.2Cy.25″&48″–30″<br>90HP<br>Black,Hawthorn&Co.,Gts. | 17 ″ 6<br>s 2 ″4½ |
| 440<br><br>HQPL | **Charles**<br>*Lehœrff* | **SteelScSr**<br>2*Dks* | 844<br>622<br>478 | | | | 1886 | Strand<br>SlipwayCo.<br>Sunderland | **Chevilotte frères** | 209·9<br>Q92′ | 31·0<br>B51′ | 14·0<br>F27′ | **Brest**<br>French<br>*WB* | T.3Cy.17½″,29″&47″–33″<br>120HP<br>N.E.Mar.Eng.Co.,Sld. | |
| 441<br>65662<br>LWNF | **Charles Dickens**<br>*J.Harforth*82–88 | **IronPadSp** | 121<br>121<br>17 | | | | 1872 | Readhead,<br>Softley&Co.<br>S.Shields | **TeesConservancy Commissioners** | 103·2 | 18·3 | 10·1 | **Stockton**<br>British | L.2Cy.28″–48″<br>55HP<br>Readh'd,Softley&Co.S.Shl. | |
| 442<br>47850<br>VQHW | **Charles Edward**<br>*T.Whitwell*62–69 | **IronTwinScSr**<br>1*Dk* | 201<br>171<br>123 | | | | 1864 | A.Denny<br>Dumbarton | **JosephH.Cock** | 143·0<br>H30*t* | 19·2 | 8·5 | **Nelson, NZ**<br>British<br>*WB* | C.4Cy.20″&24″–14″<br>48HP<br>A.Brown,Nelson,N.Z. | |
| 443<br>126191<br>KCDM | **Charles F. Mayer**<br>*D.J.Anthony* | **IronScSr**<br>1*Dk2trB* | 1218<br>—<br>885 | | | | 1884 | Harlan&<br>Holling-<br>worth<br>WlmngtnDel | **ConsolidationCoal Co.** | 236·5 | 37·0 | 18·0 | **Baltimore**<br>Utd.States<br>*WB* | C.2Cy.30″&56″–36″<br>800HP<br>Harlan&Hlngwrth,Wlmn.<br>Del. | |
| 444<br>126621 | **Charles Macalester**<br>*L.T.Blake* –90<br>*Elec.light* | **IronPad**<br>1*Dk* | 625<br>—<br>463 | | | | 1890 | Harlan&<br>Hollingwrth<br>WlmngtnDel | **MountVernon& MarshallHall S. B.Co.** | 195·0 | 30·0 | 10·6 | **Georget'n, D.C.**<br>Utd.States | 1Cy.44″–120″<br>Harlan&HollingsworthCo.<br>Wlmngtn,Del. | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 445 Charles Martel HQXL | Iron Sc 3 Mst Sr *Proteus* (*ex* Gleneagles) *G.Symons* –94 2 *Dks* (1 *Irn* & 1 *pt Irn*) 3 *trB* | 2798 2597 1838 | ✠ ~~100 A1~~ 1,94 | Msl A&CP LMC 8,93 | *v* | 1877 1mo | London & Glasgow Co. Glasgow | Caillol & Saint-Pierre | 367·1 P47′F48′ | 37·1 BK 11 | 26·4 5 *BH Cem* | Marseilles French | C.2Cy.50″&88″–48″ (*i*) 70lb *50lb* 530H 2DB, GS 220, *12pf* London & Glasgow Co., Gls. | 28 ″ 1 s 6 ″ 0 | D |
| 446 Charles Mitchell 51367 HKBG | Iron Sc Sr *G.Symons* –94 *ss* Cff. No. 3–12,84 *ss* Cff. No. 1–89 1 *Dk 2 trB* | 776 698 491 | ✠ —— 2,94 drp 90 | Cff A&CP | | 1865 6mo | C. Mitchell & Co. Newcastle | W. J. Tillett & Co. | 205·4 F40*t* ptND 70 & 89 drp 92 *WB* = | 28·3 4 *BH Cem* *DBa* 46′*f* 90′ | 16·6 | Cardiff British | C.2Cy.26″&47″–36″ NE & B 76 95H R. & W. Hawthorn, Nwc. | 17 ″ 6 | |
| 447 Charles Steels 97385 LNHF | Steel Sc Sr *J.Robinson* –93 *ss* Lon. No. 1–94 *Well deck* 1 *Dk* (*Irn*) & *Webframes* | 1170 857 738 | ✠ 100 A1 ~~3,95 1,94~~ | Lon A&CP ✠ LMC 1,94 Shl | *n* | 1890 1mo | J. Priest-man & Co. Sunderland | J. Lilly & Co. | 230·0 Q87′B94′F27′ drp 93 *WB* = *Cell* | 32·5 BK 8 *DB* 191′*f* 285*t* | 14·1 4 *BH Asp* | W. Hartlpl British | T.3Cy.16½″,27″&44″–33″ (*s*) 160lb *75lb* 99H 1SB, *3rf*, GS 50 Hutson & Corbett, Glasgow | 16 ″ 7 s 1 ″ 4½ | |
| 448 Charles T. Jones 95198 | Steel Sc Sr *R.C.Dew* –94 *Well deck* 1 *Dk* (*pt Irn* & *pt Stl*) 2 *trB* *ss* Shl. No. 1–94 | 2422 1857 1562 | ✠ 100 A1 9,94 ~~1,94~~ ✠ LMC ~~8,99~~ 9,94 Shl | Cff LA&CP | *s* | 1890 8mo | J Readhead & Sons S. Shields | Charles T. Jones S.S. Co. (Lim.) (W.H. & C.T. Jones) *WB* = | 290·4 P29′Q82′B118′F33 drp 94 *Cell DB* 250′ 545*t* | 40·0 BK 10′ | 19·8 6 *BH Cem* *APT* 41*t* | Cardiff British | T3Cy.23″,37½″&61½″–39″(*r*) 160lb *80lb* 250H 2SB, *6rf*, GS 104 J. Readhead & Sons, S. Shl. | 22 ″ 6 s 2 ″ 1½ | |
| 449 Charles W. Anderson Chapley Pawley | Iron Sc 3 Mst Sr *ss* Cff. No. 3–~~11,94~~ 4,94 1 *Dk* (*Irn*) & *Spardk* 3 *trB* | 1452 1446 938 | ✠ 90 A1 *Spar dk* 1,95 ~~1,94~~ ✠ NB ~~8,80~~ 8,94 | Cff A&CP LMC 4,94 | *p* | 1872 3mo | Wigham Richardson & Co. Newcastle | Morel Bros. & Co. | 253·0 drp 95 *WB* = | 33·2 22·7 BK 8½ *DBa* | 16·1 5 *BH Cem* *f* 162′ | S. Shields British | C.2Cy.30″&57″–36″ (*i*) 80lb *60lb* NDB 94 NB 82 140H 1SB, *4pf*, GS 74 J. Dickinson, Sld. | 17 ″ 3 s 5 ″ 9 | |
| 450 Charlestown 82823 | Iron Pad Sr *C.Dickson* 87–89 *ss* Dem. No. 3–7,90 *ss* Dem. No. 1–93 1 *Dk* | 88 82 56 | ✠ A1 *For River purposes only* 12,93 ✠ NB 9,91 | Dem LA&CP LMC 12,93 *fitted* 93 | | 1880 11mo | R. & H. Green London | Sprostons Dock & Foundry Co. | 104·0 BK 4 | 16·1 3 *BH Asp* 92 | 7·7 | Georget'n British | O.2Cy.24½″–28″ (*a*) 35lb 30H 1SB, *2pf* J. Penn & Sons, Greenwich | | |
| 451 Charlois NJWG | Steel Sc 3 Mst Sr *P.M.Peters* 88–89 *ss* Ams. No. 1–93 *Elec.light* 2 *Dks* (*Stl*) & *Webframes* | 2744 2584 2116 | ✠ 100 A1 ~~6,94 1,94 1,96~~ *Carrying Petroleum in bulk* 4,95 BS 4,95 ✠ LMC 4,94 Ams | Rot A&CP Ams | *t* | 1888 2mo | Russell & Co. Greenock | American Petroleum Co. | 310·3 P94′B28′F34′ FK *Shaded* 58′ drp 94 *WB* = *FPT* 147*t* | 39·2 *APT* 196*t* | 25·2 | Rottrdam Dutch | T.3Cy.22″,36″&58″–42″ (*o* 160lb *90lb* 250H 2SB, *6rf*, GS 120, HS 3538 D. Stewart & Co., Glasgow | 26 ″ 6 4 ″ 9½ 5 ″ 1 | DV |
| 452 Charlotte 126597 KGPQ | Iron Sc *A.C.Nickle* –89 2 *Dks* *Elec.light* | 1747 — 1198 | | | | 1889 | Neafie & Levy Philadelphia Pa. | Baltimore, Chesapeake and Richmond S.B. Co. | 229·8 | 38·0 | 23·2 | Baltimore Utd. States | T.3Cy.21″,31″&55″–36″ Neafie & Levy, Philadelphia | | R |
| 453 Charlton 95481 KVMQ | Steel Sc Sr ~~*J.H.Irvin* –92~~ *ss* Brs. No. 1–93 *Well deck* 1 *Dk* (*Stl*) & *Webframes* *Thomas* | 1925 151 1232 | ✠ 100 A1 ~~6,94 1,94 10,94~~ 1,95 BS 1,95 | Hul A&CP Bry ✠ LMC 11,92 Cff ~~Lon~~ | *r* | 1888 10mo | J L Thomp-son & Sons Sunderland | W. & E.S. Lamp-lough *WB* = | 277·0 P29′Q72′B118′F34 *DBa* 80′*f* 60′ 280*t* | 37·1 BK 9½ | 19·5 3 *BH Cem* *APT* 11*t* | London British | T.3Cy.21½″,35″&53″–39″ (*s* 160lb *70lb* 180H 2SB, *6cf*, GS 92 J. Dickinson, Sunderland | 20 ″ 9 s 1 ″ 9½ | |
| 454 — 88622 | Wood Sc Tug (*ex* Charles Kellogg) 1 *Dk* | 261 153 178 | | | | 1862 | T. Miller Chicago | International Wrecking & Trans. Co. | 120·0 H18*t* | 19·2 | 13·2 | Wndsr Ont British | 2Cy.24″–22″ H. Warrington, Chicago | | |
| 455 Charrington 81498 WBGT | Iron Sc Sr *J.Juby* –94 *ss* Sld. No. 3–7,93 *Well deck* 1 *Dk* (*Irn*) 2 *trB* | 1770 1454 1125 | ✠ 100 A1 7,94 ~~2,94~~ BS 10,94 | Sld A&CP LMC 7,93 | *r* | 1881 5mo | J. Laing Sunderland | Culliford & Clark | 269·0 P28′Q72′B48′F32′ trp 93 *WB* = | 36·0 BK 9½ *DB* | 20·6 5 *BH Cem* *t* 72′*f* 48′ 207*t* | Sundrland British | C.2Cy.32″&60″–39″ (*i* 80lb *50lb* NDB 83 160H 2SB, *4pf*, GS 78 G. Clark, Sunderland | 22 ″ 5 2 ″ 10 | |
| 456 Chatburn 102713 NHJG | Steel Sc Sr *T.Douglass* 81–94 *Well deck* 1 *Dk* (*Irn*) & *Webframes* | 1942 1445 1225 | ✠ 100 A1 4,95 ~~3,94~~ ✠ LMC 3,94 Cff | Hpl A&CP | *r* | 1894 3mo | W. Gray & Co. (Lim.) W Hartlepool | Murrell & Yeoman *WB* = | 270·0 P29′Q72′B116′F27′ *Cell DB* 190′ 459*t* | 37·0 FK | 18·8 4 *BH Cem* *APT* 27*t* | W. Hartlpl British | T.3Cy.20″,31½″&53″–36″ (*s* 160lb *80lb* 150H 2SB, *4pf*, GS 53, HS 2540 Cen. Mar. E. Wrks., W. Hpl. | 20 ″ 0 1 ″ 6½ | |
| 457 Chateau Lafite HRCQ | Iron Sc Sr *Chabot* *ss* Bdx. No. 3–1,93 1 *Dk* (*Irn*) & *Spardk* (*Irn*) 3 *trB* | 3575 2456 2110 | ✠ 100 A1 *Spar dk* ~~10,02 9,94~~ 3,95 ✠ LMC ~~2,94~~ 10,94 | Bdx LA&CP | *w* | 1881 4mo | Oswald, Mordaunt & Co. Southampton | Nouvelle Cie. Bordelaise de Nav. (H. Bordes & Co., *Mgrs.*) | 366·2 B32′F40′ | 41·1 30·0 BK 10′ | 22·0 6 *BH Cem* | Bordeaux French | C.2Cy.45″&82″–50″ 80lb *65lb* 450H 2DB, *16pf*, GS 304 Oswald, Mordaunt & Co. Sou | | |
| 458 Chateau Yquem HRDG | Iron Sc 3 Mst Sr *Olivier* *Elec.light* 2 *Dks* & *Spardk* | 4211 2689 2270 | | | | 1883 | Chantiers & A. de la Gironde Bordeaux | Nouvelle Cie Bordelaise de Nav. (H. Bordes & Co., *Mgrs.*) | 386·5 P34′B127′F55′ | 41·0 31·0 | 22·8 | Bordeaux French | C.2Cy.49¼″&80¾″–51¼″ 600H Schneider & Co., Creuzot | | |
| 459 Chateaugay 126487 | Steel Pad | 743 — 577 | | | | 1888 | ..... Shelburne, Vt | Champlain Transportation Co. | 196·0 | 29·7 | 9·4 | Brlngtn Vt Utd. States | | | |
| 460 Chatfield 98896 | Steel Sc Sr *W.McFee* 89–91 *Well deck* 1 *Dk* (*pt Irn* & *pt Stl*) & *Webframes* | 2931 2253 1904 | ✠ 100 A1 7,93 ✠ LMC 2,91 | Cff A&CP | *t* | 1891 2mo | Irvine & Co. W Hartlepool | SS. Chatfield Co. (Lim.) (F. Woods) | 314·8 P31′Q38′B128′F33 *WB* = | 40·6 BK 10′ *Cell* | 21·0 5 *BH Cem* *DB* 268′ 515*t* | London British | T.3Cy.24″,38″&64″–42″ (*s* 160lb *80lb* 200H 2DB, *8cf*, GS 126, HS 4105 T. Richardson & Sons, Hpl. | 23 ″ 8 s 2 ″ 5½ | |
| 461 Chatham 126269 KCVM | Iron Sc Sr *H.D.Foster* 71–91 3 *Dks* & *Awngdk* | 2729 — 1909 | | | | 1884 | American S.B. Co. Philadelphia | Merchants & Miners Transportation Co. | 265·4 F90*t* | 40·0 30·2 | 15·6 | Baltimore Utd. States | C.2Cy.40″&72″–48″ Neafie & Levy, Philadelphia | | R |
| 462 — 68123 TQGR | Iron Sc Sr *G.Butcher* –92 | 287 278 111 | | | | 1873 | J. & W. Dudgeon London | London, Chatham & Dover Railway Co. | 160·7 | 22·2 | 12·9 | Dover British | C.2Cy.24¾″&45″–24″ 80H J. & W. Dudgeon, London | | |
| 463 Chatsworth 68137 LPKG | Iron Sc Sr ~~*T.A.Tait* –91~~ *ss* Sws. No. 3–10,85 *B.Rees* 94–94 *ss* Nwc. No. 2–94 *Well deck* 1 *Dk 2 trB* | 966 816 629 | ✠ 90 A1 ~~6,94 1,94 3,95~~ B&MS 1,94 5,95 ✠ NB 5,91 Sws | Nwc A&CP | *n* | 1872 12mo | J. Softley & Co. S. Shields | ~~Christie & Co.~~ A.W. Elford & Co. | 229·2 Q83′B47′F29′ ptND 91 *WB* = | 29·0 BK 7½ *DBa* 68′*f* 69′ | 17·0 4 *BH Cem* | Cardiff British | C.2Cy.25½″&50$\frac{3}{16}$″–30″ (*s*) 75lb *50lb* 95H 1DB, *4pf*, GS 45, HS 1536 T. Richardson & Sons, Hpl. | 18 ″ 5 s 2 ″ 2½ | |
| 464 Chattahoochee 126076 JWRL | Iron Sc Sr *Daggett* 81–87 2 *Dks* & *Spardk* | 2676 — 1888 | | | | 1882 | J. Roach & Son Chester, Pa. | Ocean S.S. Co. | 280·0 H— | 40·7 24·1 | 15·8 | Savannh, G Utd. States | C.2Cy.38″&74″–54″ 360H J. Roach & Son | | R |
| 465 Chaucer 93702 KJDC | Iron Sc | 2769 2603 1737 | | | | 1886 9mo | R. & W. Hawthorn, Leslie & Co. (Lim.) Newcastle | Liverpool, Brazil & River Plate Stm. Nav. Co. (Lim.) (Lamport & Holt, *Mgrs.*) | 315·0 P36′B72′F44′ | 39·3 | 27·0 | Liverpool British | T.3Cy.26″,41″&70″–48″ 350H R. & W. Hawthorn, Leslie & Co. (Lim.), Nwc. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant après l'acte d'Enlignement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. p/s. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **466** 63304 JSNP | **Cheang Chew** *F.Webb* 94-94 *ss*HKg.No.3–10,90 (*ex*St.Louis) | **IronScBn** 1*Dk&Spardk ss*Sng.No.1–95 | 1862 1164 1213 | ✠ⒶA1 2,95 NB83 BS11,93 | Sng A&CP LMC10,90 2,95 | | 1870 7mo | G.R. Clover&Co. Birkenhead | ~~K.M.K.Chitty~~ ~~Lim.Chan Sin~~ KhooAikSeng KhooChengYeow *Mgrs.*) | 301·3 ND88 | 35·0 | 17·2 24·6 BK10″ | Singapore British | C.2Cy.32″&65″–36″ (*a*) 90lb *65lb* ND95 180HP 2SB,*6pf*,GS104 *Cmp*83 CDHlmes&Co,Hul. | 18 ″ 7 s 7 ″ 5 |
| **467** 16840 WKCH | **Cheang Hock Kian** *Dinsdale* –91 *ss*HKg.No.3–2,91 (*ex*UnitedService) 2*Dks&Awngdk3trB* | **IronScBg** | 1459 1003 955 | 80A— *Awng dk load line* 17 *ft* 6 2,93 NB11,89 | Sng A&CP *in* *p* | LMC11,89 | 1857 | J.Laing Sunderland | ~~Mrs.YeohSiewKim~~ ~~Neoh~~ Khoo Ghin Ew | 263·4 len&ND75 | 31·3 | 17·9 24·6 BK$\frac{1}{2}$″ | Singapore British | C.2Cy.31½″&57″–36″ (*s*) 80lb *80lb* NE75 150HP 18SB,*3pf* A.&J.Inglis,Glasgow | 19 ″ 3 |
| **468** 62292 JQNC | **Cheang Hye Teng** *Scott* –88 (*ex*Atholl) | **IronScBg** *ss*HKg.No.3–2,91 2*Dks3trB* | 1436 13924,94 923 | ✠ 95A1 ~~11,92~~ BS11,91 NB3,91 | Sng | *o* LMC3,91 | 1870 6mo | A.Stephen &Sons Glasgow | ~~Mrs.YeohSiewKim~~ ~~Neoh~~ Khoo Ghin Ew | 244·7 ptND80ND84 | 32·3 | 24·0 BK9″ | Singapore British | C.2Cy.30″&60″–39″ ~~60lb~~ 80lb 170HP 5*BHCem* 2SB,*6pf* J.Howden&Co.,Glasgow | 18 ″ 3 |
| **469** 73626 PKSF | **Chefoo** *J.E.McArthur* –93 | **IronScSr** | 1087 1069 684 | | | | 1876 | Scott&Co. Greenock | ChinaNav.Co. (Lim.) | 233·6 | 27·3 | 22·1 | London British | C.2Cy.23″&46″–36″ 98HP Scott&Co.,Greenock | |
| **470** 99452 NCBH | **Chelmsford** *J.H.Robinson* –94 | **SteelTwinScSr** 2*Dks&ptAwngdk* | 1635 1076 596 | | | | 1893 | Earle'sS.B. &E.Co.(Lim.) Hull | GreatEastern RailwayCo. | 300·4 P39′ *ptAwngdk*247′ | 34·5 | 16·2 | Harwich British | T.6Cy.26″,39½″&61″–36″ 397HP Earle'sCo.(Lim.),Hull | |
| **471** 89398 | — *C.Hopkins*88–89 | **WoodSc** | 104 94 70 | | | | 1886 | ..... NorthShore, N.S.W. | NorthernS.S.Co. (Lim.) | 89·8 | 18·5 | 8·8 | AuklndNZ British | 25HP | |
| **472** 87361 JCNP | **Chelona** *R.Kinmond* –94 *Well deck* | **IronScSr** *ss*Ant.No.2–92 1*Dk*(*Irn*)2*trB* | 1675 1368 1078 | ✠100A1 4,95 ~~11,93~~ BS3,93 6,94 | Hpl A&CP LMC3,92 Lon | *q* | 1883 11mo | Bartram Haswell&Co. Sunderland | G.J.Hay&Co. | 258·0 P28′Q66′B66′F28′ *WB*=*DB* | 36·1 BK9″ | 18·6 4*BHCem* *166′f*60′250*t* | Sundrland British | C.2Cy.33″&61″–33″ (*b*) 80lb *60lb* 160HP 1DB,*4pf*,GS82 T.Richardson&Sons,Hpl. | 20 ″ 0 s 2 ″ 2 |
| **473** 89641 JRPN | **Chelsea** *G.Howard*85–85 *Well deck* | **IronScSr** *ss*Shl.No.2–93 1*Dk*(*Irn*)&*Webframes* | 1171 893 754 | ✠100A1 ~~9,94~~ 11,94 BS2,94 ~~4,95~~ | Shl A&CP LMC4,93 | *n* | 1884 11mo | Palmers' Co.(Lim.) Newcastle | RiverSteamCollier Co.(Lim.) | 230·0 Q80′B44′F24′ *WB*=*CellDB*193 | 33·2 FK | 14·9 4*BHCem* 331*tAPT7t* | London British | C.2Cy.28″&54″–36″ (*s*) 85lb *60lb* 120HP 1SB,*4pf*,GS71,HS2180 Palmers' Co.(Lim.),Nwc. | 17 ″ 2 s 1 ″ 11 |
| **474** 126929 KLJC | — | **WoodScSr** 1*Dk* | 565 — 417 | | | | 1892 | Wilmingtn Del. | G.W.Carroll | 140·4 | 34·2 | 10·8 | Nw Londn. Conn. Utd.States | | |
| **475** 97538 MBCN | **Chelydra** ~~*T.Gould*–94~~ 2*trB&Webframes&ptAwngdk*(*Irn*) *W.Whitburn*94–94 | **SteelScSr** 1*Dk*(*ptStl&ptIrn*) *ss*Sld.No.1–94 | 2825 2155 1794 | ✠100A1 *pt Awng dk with freeboard* ~~8,94~~ ~~4,94~~ 3,95 | Sld A&CP Ant LMC11,00 | *t* | 1890 12mo | JLThomp-son&Sons Sunderland | C.Hutchinson | 316·0 P29′Q88′ *ptAwngdk*198′ *WB*=*CellDB*224′474*t* | 40·5 BK10″ | 20·9 *6BHCem* *APT33t* | Sundrland British | T.3Cy.23″,38″&62½″–42″ (*s*) 160lb *80lb* 240HP 2SB,*6cf*,GS106 Blair&Co.(Lim),Stockton | 23 ″ 3 s 9 ″ 1½ |
| **476** 91889 KDCV | — *R.Cass* –91 *Elec.light* | **SteelScSr** 2*Dks*(1*Stl&*1*ptStl*)3*trB* | 2467 2231 1574 | | | ... | 1885 9mo | JLThomp-son&Sons Sunderland | Indo-ChinaS.N.Co. (Lim.) | 301·0 P37′ B86′ F40 *WB* | 40·0 | 25·3 | London British | T.3Cy.24″,39″&64″–42″ 300HP T.Richardson & Sons,Hpl. | 27 ″ 10 s 5 ″ 3½ |
| **477** RHWQ | **Chemnitz** *J.Hellerich*90–90 *Well deck* *Elec.light* | **SteelScSr** *ss*Ham.No.1–93 2*Dks*(*Stl*)&*Deep framing*3*Dk rule* | 2700 2162 1745 | ✠100A1 7,94 ~~1,94~~ | Ham LA&CP LMC8,93 | *u* | 1889 12mo | A.Stephen &Sons Glasgow | Deutsch-Austra-lischeDampfsch. Ges. | 320·0 P197′ BK10′ *WB*=*Cell* | 39·0 F38′ | 22·9 6*BHCem* *DB*236′460*t* | Hamburg German | T.3Cy.23″,37″&59″–42″ (*s*) 160lb 300HP 2SB,*6rf*,GS100 A.Stephen & Sons,Gls. | 25 ″ 6 |
| **478** 126195 | **Chemung** | **IronSc** | 2615 — 1943 | | | | 1888 | UnionDry DockCo. Buffalo,N.Y. | UnionSteamboat Co. | 325·7 | 41·2 | 14·8 | Buffalo,NY Utd.States | T.3Cy.28″,42½″&72″–54″ QuintardIronWorks,N.Yk | |
| **479** 94324 KNLT | **Cheniston** *J.W.Martin*85–90 *Well deck* *Steele* | **SteelScSr** *ss*Shl.No.1–91 1*Dk*(*Irn*)&*Webframes* | 1987 1625 1304 | ✠100A1 ~~10,94~~ ~~2,94~~ 5,95 BS2,94 | Lth LA&CP LMC12,91 Bry | *r* | 1887 9mo | J.Laing Sunderland | ChenistonS.S. (Lim.) (Harris&Dixon) | 278·0 Q121′B54′F31′ *WB*=*Cell* | 37·2 BK9½″ 4*BHtAspCem* | 19·2 ~~4*BHAsp*~~ *DB*228′369*t* | London British | T.3Cy.22″,36½″&60″–42″ (*a*) 150lb *120lb* 300HP 2SB,*6cf*,GS112 G.Clark,Sunderland | 21 ″ 11 s 2 ″ 6 |
| **480** 71694 NQSB | **Cherbourg** *W.H.Bacon* –93 | **IronScBn** | 1614 1600 1038 | | | | 1874 11mo | J.&G. Thomson Glasgow | CunardSteamShip Co.(Lim.) | 251·2 | 32·4 | 26·5 | Glasgow British | C.2Cy.33½″&58½″–42″ 170HP J.&G.Thomson,Glasgow | 20 ″ 4 s 8 ″ 4½ |
| **481** 68826 NKTQ | — *J.Butt* –93 | **IronScSr** | 373 304 214 | | | ... | 1873 10mo | J.&R.Swan Dumbarton | London&S.W. RailwayCo. | 165·6 Q84′ | 23·1 F42′ | 11·9 | S'thamptn British | C.2Cy.22″&38″–27″ NB91 65HP SmithBros.&Co.,Glasgow | |
| **482** HRFB | **Chéribon** *Duchesne*88–88 | **IronScBg** 2*Dks&Spardk* | 3116 — 1659 | | | | 1882 | W.Denny &Bros. Dumbarton | Cie.Nationale de Navigation | 341·2 H74*t* | 40·3 F34′ | 21·2 28·7 | Marseilles French | C.2Cy.41″&72″–51″ 324HP Denny&Co.,Dumbarton | |
| **483** 89127 LNSV | **Cheriton** *H.L.Beynon* –94 *Well deck* | **SteelScSr** *ss*Npt.No.3–12,92 1*Dk*(*Irn*)&*Webframes* | 1125 826 709 | ✠100A1 5,94 ~~2,94~~ | Liv A&CP LMC12,92 | *n* | 1890 2mo | J.Priest-man&Co. Sunderland | S.S.CheritonCo. (Lim.)(T.P. Richards&Co.) | 231·5 Q87′B94′F28′ *WB*=*DB* | 32·1 BK8″ 4*BHCem* | 15·3 *a67′f*61′282*t* | Swansea British | T.3Cy.17″,28″&46″–33″ (*s*) 160lb *80lb* 106HP 2SB,*4pf*,GS54 W.Allan&Co.,Sunderland | 16 ″ 4 s 1 ″ 4 |
| **484** 126391 KDNP | **Cherokee** *H.A.Bearse* | **IronScSr** 2*Dks&Shelterdk* | 2557 — 1967 | | | | 1886 | W.Cramp &Sons,S.& E.B.Co. Philadelphia | Wm.P.Clyde&Co. | 264·0 | 43·0 | 18·8 | NewYork Utd.States | C.3Cy.21″,34″&56″–36″ W.Cramp&Sons,S.&E.B. Co.,Philadelphia | |
| **485** RJCD | **Cheruskia** *vonFrankenberg*89–94 | **SteelScSr** 1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB* | 3372 2951 2195 | | | ... | 1890 8mo | RStephen-son&Co. (Lim) Newcastle | Hamburg-Amerikanische Packetf. Act. Ges. | 344·5 P48′ B90′ F43′ | 41·3 | 18·9 26·3 | Hamburg German | T.3Cy.25½″,41″&67″–42″ 350HP R.Stphnsn&Co.(Lim)Nwc *WB* | 21 ″ 5 |
| **486** 99310 MHBW | **Cheshire** *J.O'Neill* –94 *Elec.light* | **SteelTwinSc4MstSr** 3*Dks*(*Stl–Uws*) | 5708 5089 3663 | ✠100A1 ~~5,94~~ ~~7,93~~ 4,95 | Liv LA&CP LMC9,91 | *a*† | 1891 9mo | Harland& Wolff(Lim.) Belfast | BibbySS.Co.(Lim) (BibbyBros.& Co.,*Mgrs.*) | 445·5 P56′B145′F55′ *WB*=*CellDB*330′976*t* | 49·1 FK&BK3″ | 29·7 7*BHCem* *FPT*60*tAPT*50*t* | Liverpool British | T.6Cy.23″,37″&64″–48″ 176lb 630HP HS10586 2D&2SB,*18rf*,GS336, Harland&Wolff(Lim.)Bel. | 33 ″ 6 s 8 ″ 3½ |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of R.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 487<br>97754 | **Cheshire**<br>*J.Hunt* –90 | **SteelPad**<br>1*Dk* | 380<br>380<br>73 | | | … | 1889<br>9mo | Canada<br>Wrks.E&S Co.(Lim.) Birkenhead | MunicipalCorporation of Birkenhead | 137·2 | 28·0 | 11·4<br>FK | Liverpool<br>British | C.D.4Cy.24½″&47″–42″<br>187H<br>CanadaWorks Eng.&Shipbuildng Co.(Lim.)Bkhd. | 11 | 6 | BT till ~~8,94~~ 9,95 |
| 488<br>HRFL | **Chesme**<br>*Finkernagel*93–93 *ss*Shl.No.3–7,84<br>(*ex*Bewick) *ss*Shl.No.2–93<br>3*Dks* | **IronSc3MstSr** | 1401<br>1374<br>873 | ✠90A1<br>~~9,94 10,99 1,94~~<br>10,94<br>✠NB81<br>~~B88,93~~ | Hav<br>A&CP<br>LMC7,92<br>Rou | *p* | 1872<br>2mo | W.Doxford &Sons Sunderland | H.Genestal& Delzons | 253·3<br>ptND89<br>*WB=DBa68′f86′239t* | 32·4 | 24·0 | Havre<br>French<br>5*BHCem* | C.2Cy.31″&58″–33″ (*b*)<br>75lb *60lb* NDB88 130H<br>N.E.MarineE.Co.(Lim)Sld | 25 | 3 | V |
| 489<br>69272<br>LWPD | **Chester**<br>*R.Bond* –94 (*ex*Cityof Chester)<br>*Elec.light* | **IronScBkn** | 4770<br>4485<br>2925 | | | | 1873 | Caird&Co. Greenock | ~~Inman&International S.S.Co. (Lim.)~~ International Nav.Co.(Lim) | 444·6 | 44·2 | 34·6<br>tional | Liverpool<br>British | C.2Cy.68″&120″–66″<br>NB82 850H<br>Caird&Co.,Greenock | | | BT till ~~2,95~~ 3,95 |
| 490<br>NJWQ | —<br>~~*Heinrich Tolle*80–90~~ *ss*Rot.No.1–92<br>*Elec. light* 2*Dks*(*Stl*)&*Web frames*<br>*B.Boysen*94–94 | **SteelSc3MstSr** | 2834<br>2569<br>1872 | ✠100A1<br>~~10,94 10,99~~ 3,95<br>*Carrying Petr*<br>~~BS11,96~~ ✠LMC2,92 | Bal<br>A&CP<br>*oleum in bulk*<br>~~BS10,94~~ | *u* | 1888<br>2mo | Russell& Co. Greenock | AmericanPetroleumCo. | 311·7<br>P88′B20′F31′ FK<br>*Shade dk*58′ drp94<br>*WB=FPT147t* | 39·2 | 25·0 | Rottrdam<br>Dutch<br>15*BHCem*<br>*APT110t* | T.3Cy.22″,36″&58″–42″ (*s*)<br>160lb *100lb* NDB95 250H<br>2SB,*6rf*,GS116,HS3200<br>D.Stewart&Co.,Gls. | 26 | 2<br>s 4 | DR<br>9½<br>w5 1 |
| 491<br>65512<br>KMSW | —<br>*G.V.Groth* –94 *ss*Hpl.No.3–1,84<br>*ss*Hpl.No.2–92<br>*Well deck* 1*Dk*2*trB* | **IronScSr** | 1095<br>846<br>678 | ✠90A1<br>~~3,95 4,94~~<br>~~BS4,94 5,96~~ LMC12,92 | Hpl<br>A&CP | *m* | 1871<br>7mo | Withy, Alexander &Co. Hartlepool | G.Pyman,&Co. | 228·3<br>Q105*t*B72*t*F24*t*<br>drp95 BK8½″<br>*WB=DBa62′f85′200t* | 30·9 | 16·5<br>4*BHCem*<br>*APT15t* | W.Hartlpl<br>British | C.2Cy.28″&53″–33″ (*k*)<br>70lb *90lb* NDB94 NB79110H<br>1DB,GS52<br>T.Richardson&Sons,Hpl. | 17<br>s 1 | 10<br>11½ | |
| 492<br>90357<br>JLSW | —<br>*F.Brown* –93 *ss*Gms.No.2–92<br>1*Dk*(*Irn*)2*trB* | **IronScSr** | 1010<br>842<br>640 | ✠100A1<br>~~10,94 10,03~~<br>~~BS10,99~~ ✠LMC8,92<br>10,94 | Gms<br>LA&CP | *n* | 1884<br>4mo | E.Withy& Co. WHartlepool | Manchester Sheffield&Lincoln RailwayCo. | 238·6<br>P23′B99′F47′ FK<br>*WB=BDa48′f59′140t* | 32·2 | 14·1<br>5*BHCem* | Grimsby<br>British | T.3Cy.22″,37″&58″–36″<br>140lb *90lb* NDB93 170H<br>2DB.*8pf*,GS146<br>T.Richardson&Sons,Hpl. | 15<br>s 2 | 4<br>1½ | BT till ~~10,94~~ 10,95 |
| 493<br>S3409 | **Chevalier**<br>*McMillan*84–86 | **IronPadSk** | 292<br>287<br>100 | | | | 1866 | J.&G. Thomson Glasgow | D.MacBrayne | 211·0 | 22·2 | 9·3 | Glasgow<br>British | O.2Cy.42″–54″<br>NB86 150H<br>J.&G.Thomson,Glasgow | | | BT till 4,95 |
| 494<br>67370<br>SVHR | ~~*C.Ferguson* –93~~<br>*Well deck* ~~*Bevan* –94~~ 1*Dk*<br>*T.H.Brown*95–95 | **IronScSr**<br>~~*ss*Lon.No.3–2,92~~<br>*ss*Liv.No.3–4,95 | 305<br>254<br>169 | ✠90A1<br>~~10,94 2,94 11,94~~<br>4,95<br>~~DS4,98 3,98~~ LMC12,92 | Lon<br>A&CP<br>~~Mch Liv~~<br>4,95 | *e* | 1872<br>6mo | J.T.Eltringham S.Shields | J.T.Harrison | 140·5<br>Q70′B7′F19′<br>ND90&92s93drp94<br>drp95 BK7′ | 21·0 | 11·5<br>4*BHCem* | London<br>British | C.2Cy.18″&34″–30″ (*j*)<br>75lb *50lb* NB82 50H<br>1SB,*2pf*<br>W.&J.Almond,N.Shields | 12<br>s 1 | 2<br>8 | |
| 495<br>97965<br>MDTJ | **Cheviot**<br>*A.Wattwool* –93<br>*Well deck* 1*Dk*(*Irn*) | **SteelScSr** | 258<br>196<br>132 | ✠100A1<br>~~4,92~~ 2,95<br>✠LMC3,91 | Nwc<br>A&CP | *d* | 1891<br>5mo | Wood, Skinner&Co. Newcastle | R.Mason | 130·5<br>Q42′B10′F19′<br>drp92 FK<br>*WB=FPT130t APT4t* | 21·6 | 9·3<br>3*BHCem* | Newcastle<br>British | T.3Cy.11″,18″&30″–21″ (*s*)<br>160lb *80lb* 50H<br>1SB,*2pf*,GS23<br>NEMarineECo.(Lim)Nwc | 10<br>s 1 | 0<br>1 | |
| 496<br>HMGW | **Chevy Chase**<br>*L.Haraldsen* –88 | **IronScSr**<br>1*Dk*2*trB* | 417<br>311<br>253 | | | … | 1848<br>12mo | W.Denny &Bros. Dumbarton | Actieselskabet "ChevyChase" (AlfMonsen) | 167·6<br>Q22*t* B60*t* | 24·1 | 12·7<br>F23*t* | Tönsberg<br>Norwegian | C.2Cy.19″&34½″–26″<br>NE&B69 60H<br>Thompson,Boyd&Co.Nwc. | | | N |
| 497<br>73460 | **Chi-Yuen**<br>*Null*81–84<br>2*Dks*(1*Irn*&1*pt Irn–Uws*)3*trB* | **IronSc3MstSr** | 1873<br>1749<br>1177 | ✠<br>5,85<br>✠ | HKg<br>LA&CP | *r* | 1881<br>10mo | Lobnitz, Coulbourn &Co. Renfrew | ~~China Merchants Stm.Nav.Co.~~ J.R.Twentyman | 284·9<br>B46′ | ~~34·1~~<br>34·2 | ~~21·2~~<br>18·3<br>24·3 | Shanghai<br>British<br>6*BHCem* | C.2Cy.34″&64″–48″<br>175H ~~200lb~~<br>Lobnitz,Coulborn&Co.Rnf.<br>*WB=APT10t MT84′356t* | 25 | 11 | |
| 498 | **Chibine**<br>(*ex*Octavia) | **WoodScSr** | —<br>—<br>678 | | | | 1865 | J.Ash&Co. London | KhedivialS.S. Administration | 236·0<br>P— | 29·0 | 17·0 | Alexndria<br>Egyptian | C.2Cy.33″&56″–33″<br>160H<br>J.Stewart,London | | | |
| 499<br>89467<br>JKRG | **Chicago**<br>*W.W.Hadaway* –94<br>(*ex*LincolnCity) | **IronScSr** | 2729<br>2114<br>1750 | | | … | 1884<br>3mo | W.Gray& Co. WHartlepool | T.Wilson,Sons& Co.(Lim.) | 301·0<br>P199′ F75′ | 40·0 | 22·6 | Hull<br>British | C.2Cy.38″&70″–39″<br>300H<br>T.Richardson&Sons,Hpl. | 23 | 10 | |
| ecked 10,94<br>97857 | **Todd**<br>1*Dk*(*Irn*)&*Spar dk*(*Irn–ptws*)3*trB* | **SteelScSr** | 2381<br>2281<br>1538 | ✠~~100A1~~<br>*Spar dk*<br>4,94<br>✠LMC12,90 | Sld<br>A&CP | *s* | 1890<br>12mo | Short Brs. Sunderland | NeptuneStmNav. Co.(Lim.) | 293·5<br>B68′F32′<br>drp91&92 FK<br>*WB=Cell DB228′505t* | 39·0 | 18·4<br>25·9<br>5*BHCem* | Sundrland<br>British | T.3Cy.22″,36½″&60″–42″ (*s*)<br>160lb *80lb* 260H<br>2SB,*6rf*,GS108<br>G.Clark(Lim.)Sunderland | 21<br>s 5 | 1<br>9 | D |
| 501 | —<br>*Hesdin* –93 | **SteelPadTug** | 260<br>—<br>156 | | | | 1893 | Nederlandsche StoomMaats. Rotterdam | Société de remorquage "Chicago" | 124·0<br>H60*t* | 22·5 | 10·4 | Boulogne<br>French | C.4Cy.14½″&27½″–35¾″<br>65H<br>Nederl.Stoomb.Maatsch.. Rotterdam | | | V |
| 502<br>98836<br>MVRB | **Chicago City**<br>*A.Sendell* –94<br>2*Dks*(*Irn*)3*trB* | **SteelScSr** | 2324<br>2160<br>1478 | ✠100A1<br>2,95 ~~2,94~~<br>✠LMC12,92 | Brs<br>A&CP | *t* | 1892<br>12mo | J.Blumer &Co. Sunderland | C.Hill&Sons | 295·0<br>P28′B82′F36′<br>*WB=DBa92′&uB50′316t* | 39·3 | 22·5<br>BK10″<br>5*BHCem*<br>*MT26′312t* | Bristol<br>British | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *90lb* 230H<br>2SB,*6cf*,GS118,HS4200<br>Blair&Co.(Lim.),Stockton | 25<br>s 4 | 9<br>2 | |
| 503<br>102706<br>NFPJ | **Chickahominy**<br>*S.Farneaux* –94<br>1*Dk*(*Stl*)&*Spar dk*(*Stl&Irn*)<br>*Elec.light* &*Web frames* | **SteelScSr** | 2875<br>2703<br>1821 | ✠100A1<br>*Spar dk*<br>2,94<br>✠LMC11,93 | Lon<br>A&CP | *v* | 1893<br>11mo | Furness, Withy&Co. (Lim.) WHartlepool | Chesapeake&Ohio S.S.Co.(Lim.) | 345·0<br>P28′B82′F36′<br>*WB=CellDB280′560t* | 41·2 | 18·6<br>26·1<br>BK10″<br>6*BHCem*<br>*492t APT134t* | W.Hartlpl<br>British | T.3Cy.28″,43½″&72″–48″ (*s*)<br>160lb *80lb* 412H<br>2DB,*12rf*,GS156,HS6640<br>Cen.Mar.EngWrks,W Hpl. | 21<br>s 5 | 2<br>10 | |
| 504<br>95884<br>KWRF | **Chicklade**<br>*W.M.Davies* –94 *ss*Bry.No.1–93<br>*Well deck* *Frames pt Irn*<br>1*Dk*(*Stl*)&*Web frames* | **SteelScSr** | 2374<br>1634<br>1554 | ✠100A1<br>1,95 ~~2,94 10,94~~<br>~~Sld.~~ Hpl<br>✠LMC9,93 | Bry<br>A&CP | *t* | 1888<br>12mo | E.Withy& Co. WHartlepool | G.Horsley&Son | 299·0<br>P35′Q88′B122′<br>F31′drp95 FK<br>*WB=CellDB256′560t APT132t* | 38·5 | 20·7<br>~~5 BH Asp~~<br>5*BHAsp pt Cem* | W.Hartlpl<br>British | T.3Cy.22″,37″&61″–39″ (*s*)<br>152lb *60lb* 200H<br>2SB,*6rf*,GS101<br>T.Richardson&Sons,Hpl. | 23<br>s 2 | 3<br>2½ | D |
| 505<br>1346<br>HJRD | **Chidori Maru** | **WoodScSr** | 282<br>265<br>175 | | | | 1893 | Kawasaki Shozo,Kobé | OyaShichihei | 134·0 | 17·7 | 15·3 | Osaka<br>Japanese | 48H | | | |
| 506<br>126961<br>KLRF | **Chief**<br>1*Dk* | **WoodSc2Mst** | 170<br>—<br>125 | | | | 1893 | Wilmington, Del. | W.H.Churchman | 92·0 | 23·0 | 10·5 | Wilmngtn Del. Utd.States | | | | |
| 507<br>71178 | **Chieftain** | **WoodPadSr** | 435<br>201<br>197 | | | | 1874 | ..... GardenIsld. | TheCalvinCo. (Lim.) | 136·8 | 24·1 | 9·4 | Kingston, Ont.<br>British | 100H | | | |
| 508<br>99685 | —<br>*A.Bannister* –93 | **IronScK**<br>1*Dk* | 120<br>111<br>39 | ✠100A1<br>*Stm Trawler*<br>2,95 ~~2,98~~<br>✠LMC2,93<br>Gms | Hul<br>LA&CP | | 1893<br>2mo | Cook, Welton&Gemmll Hull | T.Robinson | 88·5<br>Q18′ | 20·1 | 10·7<br>BK7½″ | Grimsby<br>British | C.2Cy.17″&32″–21″ (*s*)<br>90lb 44H<br>1SB,*2pf*,GS27,HS750<br>C.D.Holmes&Co.,Hull | 11 | 4 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Équipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 509<br>89491<br>JCFQ | Chigwell IronScSr<br>~~C.F.Beyer -93~~ ssNwc.No.3-4,93<br>Well deck 1Dk(Irn)&ptAwngdk2trB<br>~~Luckham~~ W.H.Leighton -94 | 1824<br>1372<br>1192 | ✠100A1<br>pt Awng dk withfreeboard<br>1,95~~3,94~~ ✠LMC4,93<br>CarryingPetroleum in bulk | Shl<br>A&CP<br>Lon | q | 1883<br>10mo<br>BS8,94 | Bartram, Haswell&Co.<br>Sunderland | A.Suart<br>WB=D | 258·8<br>Q94'B72'F33'<br>Ba66'f58'255tFPT | 36·2 | 18·7<br>BK9" | London<br>British<br>4BHCem<br>25tAPT20t | C.2Cy.33"&61"-33" (b)<br>80lb 55lb 200HP<br>1DB,4pf,GS82<br>T.Richardson&Sons,Hpl. | 20 " 0<br>s 8 " 7 |
| 510<br>1292<br>HJMP | Chihaya Maru IronScSr<br>SudzukiYeijiro (exAnshinMaru)<br>1Dk | 475<br>399<br>295 | ✠<br>7,90 ✠<br>For River purposes only | Shi<br>L A&CP | e | 1888<br>2mo | PearceBrs.<br>Dundee | HiroumiNisaburo | 145·0<br>B21' F17'<br>alt90 | 22·1 | 10·7 | Osaka<br>Japanese<br>4BHCem | C.2Cy.20"&38"-27"<br>60HP<br>PearceBros.,Dundee | 11 " 5 |
| 511<br>1197<br>HJCG | Chikugogawa Maru Iron—Sr<br>HichizoKotaka | 664<br>586<br>412 | | | | 1890 | CFCordoll<br>Akinoura | OsakaShosen Kaisha | 176·0 | 26·9 | 16·7 | Osaka<br>Japanese | 1Cy.<br>75HP | |
| 512<br>93659 | Chili WoodSc<br>H.Lewis93-93 | 108<br>101<br>73 | | | | 1869 | H.Gibson<br>Northwich | ~~SaltUnion(Lim.)~~<br>OwensBrothers | 82·0 | 19·5 | 8·8 | Liverpool<br>British | C.2Cy.12"-14"<br>24HP<br>H.Gibson,Northwich | |
| 513<br>99719 | Chilian (WRECKED 4,94) IronScK<br>J.Little -94 1Dk | 161<br>144<br>80 | ✠<br>Stm Trawler<br>1,94<br>✠ | Shl<br>L A&CP | | 1894<br>1mo | Edwards Bros.<br>N.Shields | GreatGrimsby Co-operativeBox &FishCarrying Co.(Lim.) | 107·5<br>Q42'F22' | 20·5 | 11·0<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11½",18½"&30"-22"<br>45HP<br>1SB,2pf,GS30,HS770<br>Gt.GrimsbyCo-op.Box& FishCarryingCo.(L.) Gms. | 11 " 5 |
| 514<br>80424<br>WVPQ | Chilka IronScSr<br>M.G.Williams -93 ssCal.No.2-86<br>2Dks(UIrn-ws)3dk-rule | 1944<br>1921<br>1450 | ✠<br>11,89 | Cal<br>A&CP | s | 1878<br>10mo | W.Denny& Bros.<br>Dumbarton | BritishIndiaSteam Nav.Co.(Lim.) | 285·0 | 35·2 | 23·9 | Glasgow<br>British<br>5BHCem | C.2Cy.34"&60"-42"<br>185HP<br>Denny&Co.,Dumbarton<br>WB=CellDB250'328t | |
| 515<br>126639 | Chilkat WoodScSr<br>C.Carlson | 142<br>—<br>106 | | | | 1890 | L.Morten-sen<br>Astoria,Or. | D.Morgan | 105·0<br>len92 | 20·5 | 7·6 | Astoria<br>Utd.States | C.2Cy.9"&17"-16" | |
| 516 | Chillan SteelTwinScSr<br>M.Sabuga -91 | 713<br>710<br>447 | | | | 1891 | R.Napier& Sons<br>Glasgow | CiaSudAmericana deVapores | 170·2 | 32·0 | 17·0 | Valparaiso<br>Chilian | T.6Cy.11",17"&28"-21"<br>100HP<br>R.Napier&Sons,Glasgow | |
| 517<br>56155<br>HPNT | Chiltern IronScSr ~~IronScBg~~<br>J.W.Starkey81-88 | 1391<br>1297<br>808 ~~832~~ | | | | 1866 | W.Denny& Bros.<br>Dumbarton | EasternTelegraph Co.(Lim.) | 262·0<br>F44t | 31·3 | 22·6 | London<br>British<br>WB | ~~T.3Cy.20",31½"&53"-36"~~<br>NE&B93 ~~N 1880~~ 250HP ~~200HP~~<br>~~J.Watt&Co.,London~~ T.Richardson&Sons,Hpl. | |
| 518<br>HJRC | Chimbo IronScSr<br>F.Endeiza92-92 ssLon.No.2-91<br>(exArgus) 1Dk(ptIrn) | 189<br>149<br>79 | ✠<br>BS12,94 ~~1,93~~ ✠LMC7,91 | | | 1883<br>3mo | JFullerton &Co.<br>Paisley | A.Areizaga&Co. | 115·0<br>Q42'F18'<br>WB=FP | 21·1 | 9·0<br>BK6" | Bilbao<br>Spanish<br>3BHCem<br>T23tAPT7t | C.2Cy.17"&30"-22" (b)<br>70lb 50lb 40HP<br>1SB,2pf,GS27<br>W.King&Co.,Glasgow | |
| 519<br>65886<br>KPQC | Chimborazo IronScBk<br>H.G.Darby -93 5thSurvey,Lon.2,92<br>3Dks&Awngdk<br>Now named "Cleopatra," See No. 69 in Supplement | 3847<br>3816<br>2443 | ✠ A1*1<br>FS&Awngdk<br>3,93 | Lon | Lv | 1871<br>6mo | J.Elder& Co.<br>Glasgow | ~~OrientSteamNav. Co.(Lim.)~~ | 384·0<br>H31t | 41·3 | 35·3<br>BK12" | Liverpool<br>British<br>6BH | C.2Cy.60"&104"-48"<br>550HP<br>3DB,18f<br>J.Elder&Co.,Glasgow | 29 " 1<br>s 12 " 5½ |
| 520<br>72829 | Chin Lung SteelScTug<br>J.McClure 1Dk | 154<br>124<br>4 | | | | 1893 | S.C.Farn-ham&Co. (Lim.)<br>Shanghai | TakuTug&Lighter Co.(Lim.) | 95·0<br>B44' | 20·1 | 11·4 | Shanghai<br>British<br>WB | C.2Cy.16"&32"-24"<br>43HP<br>S.C.Farnham&Co.(Lim.), Shanghai | |
| 521<br>~~95862~~ | Chin Shan WoodScSr<br>~~C.P.Chapman~~ 1Dk | 140<br>131<br>85 | | | | 1892 | Kwang TakHing<br>HongKong | ~~ChanChe~~ | 120·5<br>H9t | 18·6 | 9·4 | ~~HongKong~~<br>~~British~~ | C.2Cy.14"&28"-16"<br>33HP<br>KwangNamSing.HngKng | |
| 522 | Chin-tung IronScSr<br>A.W.Windsor87-87 (exShanTung)<br>2Dks | 1330<br>—<br>835 | | | | 1870 | A&JInglis<br>Glasgow | ChinaMerchants' SteamNav.Co. | 216·2 | 39·2 | 16·4 | Shanghai<br>Chinese | C.2Cy.24"&46½"-36"<br>180HP<br>A.&J.Inglis,Glasgow | |
| 523<br>96083<br>LHGB | China SteelSc4MstSr<br>3Dks | 4940<br>4697<br>2401 | | | | 1889 | Fairfield Co.(Lim.)<br>Glasgow | China S.S.Co. (Lim.) | 440·4<br>Promenade dk 220'<br>P56' F58' | 48·1 | 32·8 | Glasgow<br>British<br>WB | T.3Cy.40",66"&106"-72"<br>1350HP<br>FairfieldCo.(Lim.),Gls. | 26 " 0<br>s 11 " 11 |
| 524<br>LMCH | — IronScSr<br>P.Voss91-91 1Dk&Spardk&3trB | 1741<br>1628<br>1271 | | | | 1884 | Flensburg Schffsb.Ges.<br>Flensburg | Dampfsch.Ges. "Swatow" | 256·5<br>B72' | 34·7 | 17·7<br>23·2 | Hamburg<br>German<br>WB | C.2Cy.32½"&60"-36"<br>160HP<br>Flnsb.Schffsb.Ges.,Flnsbg | |
| 525<br>60963<br>HVSM | — IronScSr<br>W.H.Penligen80-85 ssHul.No.3-6,81<br>ssHul.No.2-90<br>2Dks | 1729<br>1441<br>1121 | ✠ Ⓐ1<br>2,93<br>✠NB5,91 | Cpn<br>A&CP<br>LMC2,93 | | 1869<br>5mo | Wigham Richardson &Co.<br>Newcastle | W.S.Bailey | 290·3<br>P138'<br>WB= | 35·3 | 20·9<br>BK9" | Hull<br>British<br>4BHCem<br>DBa67'f86' | T.3Cy.24",37"&61"-36" (s)<br>160lb 60lb NDB91 190HP<br>2SB,6rf,GS90,HS2745<br>Tpd91Bailey&LeethamHl. | 22 " 5<br>s 3 " 7 |
| 526<br>5972 | — IronSc | 1239<br>—<br>932 | | | | 1871 | Craig S.B.Co.<br>Buffalo,N.Y. | AnchorLine (E.T.Evans) | 210·5 | 32·6 | 14·0 | Erie,Pa.<br>Utd.States | | |
| 527<br>95095 | — SteelPadLr<br>Elec.light | 1224<br>1224<br>892 | | | | 1888 | W.Denny &Bros.<br>Dumbarton | IrrawaddyFlotilla Co.(Lim.) | 310·0 | 46·0 | 10·7 | Glasgow<br>British | C.D.2Cy.37½"&65"-72"<br>375HP<br>Denny&Co.,Dumbarton | |
| 528<br>67824<br>WVFD | — IronScSr<br>E.Foster -91 ssHul.No.3-1,90<br>Well deck 1Dk<br>ssHul.No.1-94 | 457<br>352<br>215 | ✠100A1<br>~~6,94 9,92~~ 1,95<br>✠NB84<br>~~B49,92~~ | Goo<br>A&CP<br>LMC1,90<br>Hul | h | 1877<br>10mo<br>5,94<br>BS1,95 | J.Read-head&Co.<br>S.Shields | BennettS.S.Co., Lim. | 169·6<br>Q77'B14'F19'<br>~~len91~~<br>drp&srp95 WB= | 25·7 | 12·2<br>BK7" | Goole<br>British<br>5BHCem<br>DBa30'f52' | C.2Cy.22"&40"-27" (s)<br>80lb 60lb NDB85 80HP<br>1SB,2pf,GS36<br>J.Readhead&Co.,S.Shields | 13 " 0<br>s 1 " 4 |
| 529<br>99717 | — IronScK<br>A. Christian -93 1Dk | 170<br>158<br>77 | ✠100A1<br>Well Fishing Vessel<br>12,93 | Hul<br>L A&CP<br>✠LMC1,94 | | 1893<br>12mo | Cochrane &Cooper<br>Beverley | International Stm. TrawlingCo. (Lim.) | 105·5<br>Q17'F19' | 21·0 | 11·5<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.12½",19½"&32"-22½"<br>160lb (s) 50HP<br>1SB,2pf,GS30<br>C.D.Holmes&Co.,Hull | 12 " 0 |
| 530 | Chincoteague Pad | 143<br>—<br>110 | | | | 1893 | Pusey& JonesCo.<br>Wilmington | PennsylvaniaR.R. Co. | 104·0 | 21·0 | 5·8 | Utd.States | 1Cy.13"-60"<br>ThePusey&JonesCo.,Wil. | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Official No. / Code letters. | Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks, &c. | | Regist'd Tonnage. Gross. Under deck. Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Year Assigned or Last Special Equipment Letter. | Built. When. Ship. Engines. | Built. By Whom. Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of B.of T. Trade Pass. Cert. | Mean Drafts. (See Key.) |
| | | | | | | | | | BritishIndiaStmNavCo(Lm) | | | | | | |
| 531 | **Chindwara** IronScSr<br>~~E.R.Robinson—92~~ ssCal.No.1–84<br>~~80442~~ 2Dks(UIrn–ws) 3dk–rule<br>SHTN E.R.Robinson –93<br>~~Passed 2/95~~ R.Russell ssBel.No.1–92 1Dk | | 1983<br>1921<br>1487 | ✠<br>6,85 | Cal<br>A&CP | s | 1879<br>2mo | W.Denny &Bros. Dumbarton | ~~BritishIndia SteamNav.Co. (Lim.)~~ | 285·0 \| 35·2 \| 23·9<br>WB=CellDB250'3 | Glasgow<br>~~Glasgow~~ ~~British~~ Britsh 185H<br>28t5BHCem | C.2Cy.34″&60″–42″<br>Denny&Co.,Dumbarton | | | |
| 532 | **Chindwin** IronScK<br>R.Russell ssBel.No.1–92 1Dk | | 127<br>127<br>59 | ✠ ~~100A1~~<br>Trawler<br>7,92 ✠LMC7,92 | Bel<br>LA&CP | | 1887<br>12mo | Cook,Welton&GemmllHull | G.Beeching&Co. | 100·0 \| 20·1 \| 10·3<br>BK7½ | Hull<br>British<br>3BHCem | C.2Cy.17″&33″–22″ (r)<br>90lb 45H<br>1SB,2pf,GS29,HS900<br>C.D.Holmes&Co.,Hull | | | |
| 533 | **Chinese Prince** IronScSr<br>~~A.Hibbert—93~~ ssSld.No.2–92<br>87905 (exChina) 2Dks(1Irn)&Webframes<br>JBKP W.C.Colman94-94 | | 2187<br>2002<br>1410 | ✠100A1<br>10,94 ~~7,93~~ ✠LMC8,92<br>NYk | Sld<br>LA&CP | s | 1883<br>9mo | E.Withy &Co. W Hartlepool | J.Knott | 285·3 \| 36·0 \| 24·4<br>P30′B62′F30′<br>ptND92 BK9½<br>WB=DBa80′f102′309/ | Newcastle<br>British<br>5BHCem | C.2Cy.36″&67″–36″ (b)<br>75lb 50lb 200H<br>2SB,6pf,GS188<br>T.Richardson&Sons,Hpl. | 25 ″ 2<br>s 4 ″ 4 | D | |
| 534 | **Ching Ping** SteelScSr<br>*Now named "Te Yi," See Vol. 34 in Supplement.* | | 886<br>~~716~~<br>525 | | | | 1890 | Blyth Shipbuilding Co.(Lim) Blyth | ChineseEngineering&MiningCo. | 215·0 \| 32·1 \| 13·2<br>P33′ B48′ F29′ | Tientsin<br>Chinese | T.3Cy.15″,25″&41″–24″<br>80H<br>M.Pratt,Huddersfield | | | |
| 535 | **Chingford** SteelScSr<br>96639 A.Dobson –93 ssCff.No.1–93<br>LHVF Well deck 1Dk(Irn)&Webframes | | 1764<br>1288<br>1100 | ✠100A1<br>7,94 ~~12,98~~ ✠LMC12,93 | Cff<br>LA&CP | q | 1889<br>9mo | W.Gray &Co.(Lim.) WHartlepool | PymanBros. | 264·5 \| 37·0 \| 17·8<br>Q70′B112′F29′<br>WB=DBa80′f100′ | London<br>British<br>BHCem<br>393tAPT17t | T.3Cy.20″,31½″&53″–36″ (s)<br>160lb 75lb 160H<br>2SB,4rf,GS71<br>Cntrl Mrne E.Wks,W.Hpl. | 18 ″ 11<br>s 1 ″ 6 | | |
| 536 | **Chingtu** SteelScSr<br>91937 J.D.Arthur85–87<br>KHRF | | 2268<br>1964<br>1459 | | | | 1886<br>8mo | Scott&Co. Greenock | China Navigation Co.(Lim.) | 315·2 \| 38·2 \| 23·8<br>P46′ B102′ F54′ | London<br>British | T.3Cy.25″,40″&62″–48″<br>400HP<br>Scott&Co.,Greenock | | | |
| 537 | **Chinzei Maru** WoodScSr<br>752 SakaiShoyemon<br>HFGP | | 460<br>439<br>285 | | | | 1882 | K.Genjiro Hiogo | OsakaShosen Kaisha | 171·0 \| 21·4 \| 16·8 | Osaka<br>Japanese | 1Cy.<br>50H | | | |
| 538 | **Chios** SteelScSr<br>E.Kuhlmann –92 2Dks3trB<br>RJGD | | 1710<br>1221<br>1163 | | | | 1890 | Wigham Richardsn&C Newcastle | DeutscheLevante Linie | 260·0 \| 36·0 \| 19·1<br>Q72′ F26′<br>pt Awng dk162′ | Hamburg<br>German<br>WB | T.3Cy.20½″,33″&54″–36″<br>WighamRichrdsn&C.Nwc. | | V | |
| 539 | — IronScSr<br>Kammenos79– (exPortland) 2Dks<br>HKMJ | | 923<br>—<br>537 | | | | 1876 | R.Steele &Co. Greenock | HellenicS.S.Co. | 230·3 \| 30·8 \| 15·6<br>P56′ F44′ | Syra<br>Greek | C.2Cy.31″&57″–45″<br>150H<br>R.Steele&Co.,Greenock | | | |
| 540 | — IronScSr<br>T.Sgourdas 3rdSurvey,Cpl.1,92<br>(exLocust) 2Dks | | 411<br>403<br>194 | A1*1<br>~~1,92~~ 10,94<br>MS1,92<br>BS~~10,93~~ 10,94 | Cpl<br>✠NB1,92 | Lv | 1881<br>5mo | Blackwood &Gordon Pt.Glasgow | Nav.âVap.Egée (P.M.Courtgi& Co.,Mgrs.) | 191·0 \| 25·2 \| 13·0<br>drp94<br>WB=FP T8tAPT35t | Constanpl<br>Turkish<br>5BH2PBH | C.2Cy.25″&48″–36″ (r)<br>90lb 35lb 100H<br>1SB,3pf,HS1592<br>Blackwood&Gordon,P.Gl. | | | 11·24<br>11·88<br>12·50<br>13·13 |
| 541 | **Chipchase** IronSc3MstSr<br>45637 J.G.Detchon –93 ssNwc.No.3–4,87<br>VFDL ssNwc.No.1–91 1Dk2trB | | 689<br>684<br>438 | ✠ ~~A~~ 1<br>7,94 ~~12,93~~<br>MS7,91<br>BS~~11,93~~ 12,94 | Shl<br>✠NB2,86 | | 1864<br>3mo | Wigham Richardson &Co. Newcastle | M.Archer (W.Swanston& Sons,Mgrs.) | 213·0 \| 27·4 \| 15·4<br>len69 BK7″<br>WB=DBf103′ FPTAPT | Newcastle<br>British<br>3BHCem | C.2Cy.26″&48″–33″ (s)<br>70lb 80lb NE74 NDB93 99H<br>2SB.4pf,GS60<br>Dunston Eng.Wks.C.,Nwc. | 16 ″ 8<br>s 3 ″ 1 | | |
| 542 | **Chippewa** SteelPadSr<br>100753 J.McGiffin –93 3Dks | | 1514<br>1514<br>764 | | | | 1893 | Hamilton BridgeCo. HamiltonOnt | NiagaraNav.Co. | 308·5 \| 36·3 \| 12·5 | Toronto<br>British | 1Cy.75″–121″<br>187H<br>W.R.Fletcher&Co.,Hbkn.,NYk | | | |
| 543 | **Chire** IronScK<br>A.DaSilva ssLis.No.1–94<br>HKDN (exGraphic) 1Dk | | 141<br>141<br>69 | ✠100A1<br>StmTrawler<br>3,94 ✠LMC3,94 | Lis<br>LA&CP | | 1889<br>10mo | Cook,Welton& Gemmell Hull | Parceria de PescariasNorte | 103·7 \| 20·3 \| 10·7<br>BK7½ | Oporto<br>Portuguese<br>3BHCem | T.3Cy.12½″,19½″&31½″–22½″<br>150lb (s) 50H<br>1SB,2cf,GS27<br>C.D.Holmes&Co., Hull | 11 ″ 8 | | |
| 544 | **Chirton** IronScSr<br>84872 W.Heans87–87 ~~ssShl.No.2–90~~<br>WPRJ Well deck 1Dk(Irn)&Webframes ssShl.No.3-8,94 | | 1052<br>806<br>668 | ✠100A1<br>8,94 ~~11,92~~<br>~~BS6,93~~ ✠LMC~~1,94~~ 8,94 | Shl<br>A&CP | n | 1882<br>10mo<br>1,94 | T.&W. Smith N.Shields | J.Walton | 225·0 \| 33·1 \| 14·9<br>Q90′B50′F26′<br>drp94 BK8″<br>WB=DBa69′f84′273tFPT | N.Shields<br>British<br>4BHCem<br>22tAPT7t | C.2Cy.26″&52″–33″ (i)<br>80lb 60lb 99H<br>1SB,3pf,GS54<br>Wallsend Slpwy.Co.,Nwc. | 16 ″ 1<br>~~s 1 ″ 7~~<br>s 1 ″ 5½ | | |
| 545 | **Chispa** IronSc<br>P.Emparanza (exIvanhoe) 1Dk | | 172<br>143<br>58 | | | ... | 1880<br>3mo | HM'Intyre &Co. Paisley | Macleod&Co. | 120·2 \| 19·1 \| 9·4<br>Q49′ F17′ | Manila<br>Spanish | C.2Cy.20″&36″–24″<br>60H<br>W.King&Co.,Glasgow<br>WB | 10 ″ 1 | | |
| 546 | **Chitose Maru** CompScSr<br>486 G.Nakashima<br>HBFQ (exTsuruMaru) CF Spardk | | 456<br>448<br>326 | ✠<br>Spar dk<br>1,70 | Cly<br>A&CP | 16 | 1869<br>12mo | A.Stephen &Sons Glasgow | NipponYusen Kaisha | 160·4 \| 23·1 \| 11·0<br>18·0<br>Iron frame planked | Tokio<br>Japanese | C.2Cy.19″&36″–24″<br>56HP<br>J.Howden&Co.,Glasgow | | | |
| 547 | **Chittagong** IronScBn<br>88878 Davey ~~ssDub.No.2–89~~<br>VFKM ssCff.No.3-1,95 ~~2Dks(Irn)3trB~~<br>2Dks(Irn-U Teaks)3trB | | 1912<br>1765<br>1241 | ✠100A1<br>1,95 ~~11,92~~<br>~~BS8,93~~ ✠LMC~~10,89~~ 1,95<br>Cff | Sws<br>LA&CP | s | 1881<br>10mo<br>1,95 | R.Dixon& Co. Middlesbro' | W.R.Corfield&Co. | 276·4 \| 36·2 \| 23·0<br>P27′B68′F37′<br>srp95 BK9½″<br>WB=CellDBa70′f114′260t ~~WB=CellDB334t~~ | London<br>British<br>5BHCem | C.2Cy.36½″&68″–42″ (b)<br>80lb 180H<br>2SB,8pf,GS92<br>Blair&Co.(Lim.),Stockton | 25 ″ 9<br>s 4 ″ 3 | D | |
| 548 | **Chiyo Maru** IronScSr<br>1344 Kalsunuma –93 (exElectra)<br>HJRB 2Dks3trB | | 1698<br>1530<br>1053 | | | | 1879 | Dobie& Co. Glasgow | Hiroumi Nisaburo | 260·8 \| 31·9 \| 24·1<br>P51t B34t F45t | Osaka<br>Japanese<br>WB | C.2Cy.35″&58″–36″<br>153HP<br>J.Howden&Co.,Glasgow | | V | |
| 549 | **Choan Maru** WoodSr<br>362 HashimotoTsunetaro<br>HCSR (ex sailing vesselNaniwaMaru) | | 119<br>115<br>91 | | | | 1880 | Nagata Sanjiro | Kashiwadani Chinshichi | 96·8 \| 12·9 \| 12·4 | Osaka<br>Japanese | 1Cy.<br>14HP | | | |
| 550 | **Choctaw** SteelSc<br>126874 1Dk | | 1574<br>—<br>1256 | | | | 1892 | Cleveland S.B.Co. Cleveland,O. | LakeSuperiorIron Co. | 266·9 \| 38·1 \| 17·9<br>WB | Mrquette, Mich.<br>Utd.States | T.3Cy.17″,29″&47″–36″<br>140HP<br>ClevelandS.B.Co.,Clevelnd | | | |
| 551 | **Choice** IronScK<br>99902 A.Smith –93 1Dk | | 144<br>137<br>69 | ✠100A1<br>StmTrawler<br>3,95 ~~2,94~~ ✠LMC11,92 | Lth<br>A&CP | | 1892<br>5mo | R.Craggs &Sons Stockton | W.Johnston | 100·0 \| 20·2 \| 10·9<br>Q19′F19′<br>BK7½″ | Granton<br>British<br>3BHCem | T.3Cy.11½″,17″&28″–20″ (s)<br>160lb 40H<br>1SB,2cf,GS25,HS830<br>Wstgrth,Englsh&Co.Mdb. | 11 ″ 8 | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assigné maintenant, expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 552 658 HDTK | **Chokyu Maru** *Koza Yaheiji* | **WoodSr** | 129 119 80 | | | | 1881 | Haruki Tojiro Fukushima | OsakaShosen Kaisha | 100·3 \| 13·4 \| 12·4 | Osaka Japanese | 2Cy. 34HP | |
| 553 87079 HKMD | **Chollerton** *R.Milne*91–93 *ss*Bly.No.2–91 1*Dk*(*Irn*–ws)*&Spardk3trB* | **IronScSr** | 2650 2579 1734 | ✠100A1 *Spar dk* 10,94 ~~2,94~~ ✠LMC6,91 BS12,93 | Bly LA&CP | *t* | 1883 2mo | A.Leslie& Co. Newcastle *W* | W.Milburn&Co. *B=DBa80′f84′&* | 317·2 \| 37·1 \| 27·2 drp94 ptND91 BK10″ *uE&B36′383tFPT* | London British 6*BHCem* 36*tAPT*23*t* | C.2Cy.36″&70″–48″ (*s*) 100lb *80lb* 300HP 2SB,*6pf*,GS120 W.Richardson&Co.,Nwc. | 21 *n* 1 *s* 6 *v* 4 |
| 554 82663 TMVB | **Cholmley** *Page* *Well deck* | **IronScBn** *ss*Cff.No.3–4,93 1*Dk2trB* | 1355 1147 862 | ✠100A1 4,94 BS4,94 ✠LMC4,93 | Shl A&CP | *o* | 1880 7mo | T.Turnbull &Son Whitby | T.Turnbull&Son | 240·0 \| 34·0 \| 17·9 Q87′B110*t*F33′ FK *WB=DBa* | Whitby British 4*BHCem* 67′*f*94′271*t* | C.2Cy.30″&57″–33″ (*i*) 75lb *80lb* 140HP 2SB,*4pf*,GS66 T.Richardson&Sons,Hpl. | 19 *n* 6 *s* 2 *v* 2½ |
| 555 RGVM | **Chow-Chow-Foo** *F.Meyer* –93 | **IronScSr** 1*Dk&Spardk&3trB* | 1027 971 796 | | | | 1885 | HnryKoch Lübeck | Dampfsch.Ges. "Swatow" | 202·1 \| 27·6 \| 14·6 Q12′ B47′ 21·6 | Hamburg German *WB* | C.2Cy.24″&43″–30″ 100HP A.Borsig,Berlin | |
| 556 95081 KTNP | **Chow Fa** *F.W.Phillips* –88 | **SteelScSr** 2*Dks* | 1646 1525 1055 | | | | 1888 | Fairfield S.B.&Eng. Co.(Lim.) Glasgow | ScottishOriental S.S.Co.(Lim.) (Ferguson,Davidson&Co.,*Mgrs.*) | 270·5 \| 37·0 \| 21·8 B18′ F40′ | Glasgow British | T.3Cy.22″,36″&57″–42″ 250HP FairfieldS.B.&Eng.Co. (Lim.),Glasgow | |
| 557 71507 WCPL | **Chow Phya** *W.Cockburn* –91 | **IronSc3MstSr** 1*Dk* | 507 451 370 | | | | 1858 | ..... W.Hartlpool | ~~KhooTeongPoh~~ K.M.KChitty | 178·6 \| 25·7 \| 12·7 P10*t* H37*t* | Singapore British | 2Cy.34″–22″ 70HP T.Richardson&Co.,Hpl. | |
| 558 94372 KRBD | **Choy Sang** *C.R.Balberney* –88 | **SteelScSr** | 1830 1737 1194 | | | … | 1888 3mo | Hall,Russell&Co. Aberdeen | Indo-ChinaSteam Nav.Co.(Lim.) | 260·4 \| 35·0 \| 18·1 B61′ F33′ 24·8 | London British | T.3Cy.21″,33″&54″–39″ 200HP Hall,Russell&Co.,Abn. | 19 *n* 0 *s* 6 *v* 1 *w*6 *v*4½ |
| 559 604 HDPS | **Choyo Maru** *Fukichi Fujiwara* | **Wood—Sr** | 144 121 89 | | | | 1881 | Kirby&Co. Kobé | OsakaShosen Kaisha | 107·0 \| 15·6 \| 12·6 | Osaka Japanese | 2Cy. 15H | |
| 560 NBQS | **Chr. Broberg** *P.M.Möller* | **SteelScSr** 1*Dk&Spardk* | 1227 694 778 | | | | 1889 | Burmeister &Wain Copenhagen | ForenedeDampskibsselskab | 224·4 \| 31·2 \| 12·6 B94*t* 20·1 | Copnhagn Danish *WB* | T.3Cy.16½″,27″&45″–33″ 130HP Burmeister&Wain,Cpn. | |
| 561 LRFM | **Christian** *P.Plähn*83–83 | **IronScSr** 1*Dk2trB* | 854 679 645 | | | | 1883 | HnryKoch Lübeck | Zerssen&Co. | 202·0 \| 27·6 \| 15·6 P50′ B44′ F26′ | Tönning German *WB* | C.2Cy.23½″&43½″–29″ 100HP O.Henniges&Co. | |
| 562 JSBN | **Christian Johnsen** *O.Denstad*88–88 (*ex*Maria) *Well deck* | **IronScSr** *ss*Bgn.No.2–91 *ss*Gls.No.3–7,82 1*Dk2trB* | 519 404 344 | ✠90A1 4,94 ✠NB82 BS~~3,93~~ 4,94 | NYk A&CP LMC1,91 | *h* | 1874 1mo | R.Dixon& Co. Middlesbro' | EtActieselskab (J.Loennechen) | 170·5 \| 24·9 \| 14·5 Q54′B38′F24′ BK7″ *WB=DB* | Xiansund Norwegian 4*BHCem* *a*45*f*62′110*t* | C.2Cy.22″&44″–29″ (*j*) 80lb 80HP 1SB,*3pf*,GS45 Christie,Gutch& Co.,N.Shl. | 15 *n* 5 *s* 1 *v*10 |
| 563 NPGJ | **Christian IX.** *Mollerup*72–76 | **IronSc3MstSr** 1*Dk2trB* | 1236 821 787 | ✠ 5,79 | Lon A&CP | | 1874 4mo | Burmeister &Wain Copenhagen | ForenedeDampskibsselskab | 232·4 \| 30·3 \| 16·5 P&F291*t* 23·3 | Copnhagn Danish 6*BHCem* | 4Cy.21″&44″–30″ 120HP Burmeister&Wain,Cpn. | |
| 564 NPFG | **Christiania** *M.T.Möller*88–90 | **IronPadSr** | 837 448 461 | | | | 1875 | Burmeister &Wain Copenhagen | ForenedeDampskibsselskab | 249·4 \| 25·7 \| 18·2 11·3 | Copnhagn Danish | C.O.4Cy.33″&66″–54″ 260HP Burmeister&Wain,Cpn. | |
| 565 HFDM | — *P.S.Christensen* –88 | **IronSc3MstSr** 1*Dk&AwngDk* | 461 456 339 | | | | 1871 | Akers Mek. Verks. Christiania | Winge&Co. | 139·8 \| 24·8 \| 11·4 H5*t* 17·9 | Chrstiania Norwegian | C.2Cy.22½″&43½″–24¾″ 70HP AkersMek Vrks Christiania | DN |
| 566 NTWB | **Christiansborg** ~~*H.Ewaldsen*89–89~~ *Well deck* *Schmidt* | **IronScSr** *ss*Nwc.No.2–91 1*Dk*(*Irn*)2*trB* | 1326 992 842 | ✠100A1 7,94 ~~11,93~~ BS11,94 ✠LMC11,93 Shl | Cpn LA&CP | *o* | 1883 9mo | Burmeister &Wain Copenhagen | DampskibsSelskabetDannebrog (C.K.Hansen *Mgr*) *WB=DB* | 237·0 \| 33·2 \| 15·1 P148′F28′ drp92&93 BK8½″ *a*57*f*80′*&uE&B42′* | Copnhagn Danish 4*BHCem* 280*tAPT*20 | C.2Cy.30″&52″–33″ (*f*) 75lb *75lb* 120HP 2SB,*4pf*,GS73 Burmeister&Wain,Cpn. | 17 *n* 11 *s* 1 *v* 8 |
| 567 NSVP | **Christianssund** *S.C.F.Jensen* *Well deck* | **IronScSr** | 581 370 356 | | | | 1881 | Lobnitz &Co. Renfrew | ForenedeDampskibsselskab | 185·1 \| 25·6 \| 13·1 20·2 P135*t* B19*t* F33*t* | Copnhagn Danish | C.2Cy.24″&44″–30″ 85HP Lobnitz & Co.,Renfrew | |
| 568 JSGF | **Christiansund** *A.Bothner* | **IronScSr** 1*Dk* | 117 75 81 | | | | 1865 | Akers Mek. Veks. Christiania | Christiansunds Dampskibsselskab | 107·5 \| 18·2 \| 8·4 Q13′ B23′ H7*t* | Xiansund Norwegian | C.2Cy.11½″&22″–18″ 25HP TrondhjemsMek Værksted Drontheim | N |
| 569 86010 | **Christina** *J.Davey*93–93 *Well deck* | **SteelSc3MstSr** 1*Dk*(*Stl*) | 500 359 181 | ✠100A1 12,94 ~~11,94~~ ~~5,94~~ ✠LMC~~7,93~~ 5,94 ~~Glds~~ | Ayr A&CP | *h* | 1893 7mo | S.Mc Knight &Co. Ayr *W* | MurphyBros. | 165·0 \| 26·1 \| 10·8 Q79′B14′F26′ drp94 BK7″ *B=DBf*91′120*tFP* | Waterford British 3*BHCem* *T*37*tAPT*8*t* | C.2Cy.23″&46″–33″ (*s*) 120lb *80lb* 90HP 1SB,*3pf*,GS70,HS1820 Muir&Houston,Glasgow | 13 *n* 4 *s* *v*11½ |
| 570 98909 | — *A.Wyon*89–91 | **SteelScBarge** 1*Dk*(*Stl*) *ss*B.As.No.1–94 | 336 270 195 | ✠ A1 *For Riverpurposes only* 6,94 ~~3,91~~ ✠LMC~~3,94~~ 6,94 | Npt LA&CP B.As | | 1891 3mo | Exors of T.A Walker Sudbrook | E.Griggs The Executors of the late T.A.Walker | 150·0 \| 26·2 \| 8·2 Q38′ B8′ F24′ FK *WB=DBf*12′18*t* | London British 4*BHCem* 1SB,*2pf*,GS33 Fleming&Ferguson,Psy. | Q.4Cy.9″,12″,16″&25″–21½″ 160lb (*s*) 48HP | 8 *n* 6 |
| 571 NCPS | **Christine** *J.P.Larsen*91–91 *Elec.light* (*Carrying Petroleum in bulk*) | **SteelSc3MstSr** 1*Dk&Spardk* | 2293 1510 1422 | | | | 1890 | Burmeister &Wain Copenhagen | DanskPetroleums Aktieselskab (V.E.Wulff) | 280·8 \| 37·3 \| 18·5 25·6 P26′ B53′ H17*t* | Aarhus Danish *WB* | T.3Cy.22″,35″&57″–39 250HP Burmeister&Wain,Cpn. | |
| 572 126952 | **Christopher Columbus** *Whaleback* | **SteelScSr** 4*Dks* | 1511 — 946 | | | | 1893 | American Stl.BargeCo. Superior,Wis | ColumbianWhalebackS.S.Co. | 362·0 \| 42·0 \| 24·0 *WB* | Mrquette, Mich. Utd.States | T.3Cy.26″,42″&70″–42″ S.F.Hodge&Co.,Detroit | |
| 573 45723 | **Christopher** Thomas *J.Thomas* –93 | **IronTwinScSr** 1*Dk* Sp | 164 148 ~~91~~ 86 | | | | 1864 | Henderson. Coulborn&Co Renfrew | ~~W.S.Ogden~~ AfricanAssocn. (Lim) | 131·9 \| 26·1 \| 7·8 alt91 | ~~Cardiff~~ British Liverpool | C.4Cy.9″&18″–12″ NE&B91 30HP Plenty&Sons,Newbury | |
| 574 82870 WDSV | **Chrysolite** ~~*W.W.Hobson*92–92~~ *Lowery* | **IronScBn** *ss*Cff.No.3–6,87 *ss*Bry.No.1–92 2*Dks*(*Irn*)3*trB* | 1621 1475 1047 | ✠~~100A1~~ 11,94 ~~9,92~~ BS3,94 ✠LMC11,91 | Cff A&CP | *q* | 1881 9mo | M.Pearse& Co. Stockton | H.Briggs,Sons& Co. | 250·0 \| 34·0 \| 22·0 P26′F33′ BK9″ *WB=DB* | Hull British 4*BHCem* *a*68*f*50′245*t* | C.2Cy.31″&58″–36″ (*i*) 80lb *50lb* 160HP 1DB,*4pf*,GS66 Blair&Co.(Lim.),Stockton | 23 *n* 4 *s* 3 *v* 5½ |

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| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 575<br>4879<br>HDSB | Chrystenah WoodPad<br>1Dk | 571<br>—<br>418 | | | | 1866 | ..........<br>Nyack,N.Y. | J.Blauvelt | 196·5 | 30·2 | 9·3 | NewYork<br>Utd.States | | | |
| 576 | Chuen Tiao SteelTwinScSr<br>W.S.Wyles88–88 1Dk | 379 ✠<br>330<br>161 | 3,88<br>✠ | Nwc<br>A&CP | g | 1888<br>3mo | SirW.G. Armstrong, Mitchell& Co.(Lim.)<br>Newcastle | ChineseImperial Maritime Customs (Lane,Crawford &Co.,Mgrs.) | 155·0 | 25·1 | 12·4 | Chinese<br>5BHCem | T.6Cy.12½″,20″&33″–24″<br>150HP<br>WallsendSlipwayCo. (Lim.),Nwc. | 13 ″ 0 | |
| | P20′ B16′ F29′ FK | | | | | | | | | | | | | | |
| 577 | Chukran SteelPadSr<br>Osman 1Dk2trB | 244<br>—<br>154 | | | | 1890 | R.&H. Green<br>London | Chirket-i-Hairie (Bosphorus S.N.Co.) | 165·0 | 21·0 | 9·6 | Constanpl<br>Turkish | O.2Cy.37″–36″<br>90HP<br>J.Penn&Sons,London | 10 ″ 0 | |
| 578<br>85169<br>WKTV | Chung King SteelTwinScSr<br>J.Hutchinson76–86 | 1258<br>1138<br>801 | | | | 1882<br>5mo | Scott&Co.<br>Greenock | ChinaNavigation Co.(Lim.) | 244·3 | 32·4 | 20·1 | London<br>British | C.4Cy.25″&50″–30″<br>240HP<br>Scott&Co.,Greenock | | |
| 579<br>80431<br>SFRL | Chupra IronScSr<br>F.Sheldrick -93 ssCal.No.1–82<br>2Dks(UIrn-ws)3dkrule | 1944 ✠<br>1921<br>1432 | 5,84 | Cal<br>A&CP | s | 1878<br>11mo | W.Denny &Bros.<br>Dumbarton | Brit.IndiaSteam NavigationCo. (Lim.) | 285·0 | 35·2 | 23·9 | Glasgow<br>British<br>5BHCem | C.2Cy.34″&60″–42″<br>180H<br>Denny&Co.,Dumbarton<br>WB=CellDB250′328t | 26″10 | |
| 580<br>86303<br>JBGL | Churchill IronTwinScTug<br>L.Jewett83–91 | 194<br>184<br>42 | | | ... | 1883<br>8mo | Hall,Russell&Co.<br>Aberdeen | ~~NatalHarbour Board~~<br>NatalGovernment | 115·0 | 22·1 | 11·0 | Pt.Natal<br>British | C.4Cy.19″&34″–24″<br>100H<br>Hall,Russell&Co.,Abn. | | |
| | B23′ | | | | | | | | | | | | | | |
| 581<br>HJRT | Churruca IronScSr<br>M.deRaronechea ssLon.No.1–91<br>1Dk(Irn)&Spardk&Webframes | 1245 ✠100A1<br>1220<br>771 | Spar dk with freeboard<br>10,93 ✠LMC5,91<br>BS10,93 8,94 | Lon<br>LA&CP | n | 1886<br>9mo | J.Readhead&Co.<br>S.Shields | ~~J.Roca&Co.~~<br>Cia,Maritima | 227·0 | 32·2 | 21·7 | Barcelona<br>Spanish<br>4BHCem<br>DBa49′52t | T.3Cy.18″,28″&48″–30″ (s)<br>160lb 60lb 99H<br>1SB.3cf,GS40 FD<br>J.Readhead&Co.,S.Shields | 15 ″ 0<br>s5″10½ | |
| | BK8″ WB= | | | | | | | | | | | | | | |
| 582<br>HJRW | — IronScSr<br>~~J.Ojinaga82–82~~ ssLiv.No.3–3,90<br>G.Esquivee 2Dks(1Irn) | 616 ✠100A1<br>582<br>419 | 7,92<br>✠NE&B90 ✠LMC7,90 7,94 | Man<br>A&CP | j | 1878<br>11mo | A.Leslie &Co.<br>Newcastle | ~~Cia.Maritima~~<br>Larrinaga & Co. | 190·0 | 26·2 | 16·0 | Bilbao<br>Spanish<br>4BHCem<br>44′f18′FPT | T.3Cy.18″,29″&46″–30″ (s)<br>160lb ~~80lb~~ NDB90 150H<br>1SB,~~3cf~~,GS66 60lb 4rf<br>D.Rollo&Sons,Liverpool | | |
| | ND90 BK7½″ WB=DBa | | | | | | | | | | | | | | |
| 583<br>87414<br>JPDR | Chusan SteelSc3MstSr<br>W.E.Thompson60–89<br>Elec. light 3Dks(2Stl-Uws) | 4348 ✠<br>3781<br>2509 | 5,85<br>✠ | Lon<br>LA&CP | y | 1884<br>8mo | Caird&Co.<br>Greenock | Peninsular& OrientalSteam Nav.Co. | 400·3 | 45·2 | 28·9 | Greenock<br>British<br>8BHCem | C.2Cy.52″&96″–66″<br>800H<br>Caird&Co.,Greenock | 30 ″ 9<br>s6 ″ 1 | BT till ~~11,94~~ 9,95 |
| | P255′ F78′ | | | | | | | | | | | | | | |
| 584<br>RHWS | — SteelScSr<br>W.Wendt85–90 1Dk&Spardk | 1007<br>914<br>719 | | | | 1890 | Blohm& Voss<br>Hamburg | Dampfsch.Ges. "Swatow" | 216·0 | 31·0 | 12·0 | Hamburg<br>German<br>WB | T.3Cy.15″,24″&39″–33″<br>115H<br>Blohm&Voss,Hamburg | | V |
| | B77′ | | | | | | | | | | | | | | |
| 585<br>1175<br>HGWR | Chuyetsu Maru IronScSr<br>OkaShinjiro 3rdSurvey,Kob.3,92<br>(exDaiIchiMaru,exCraigmore)<br>Well deck 1Dk(Irn)2trB | 1536 ✠ A1✱1<br>1254<br>987 | 3,94<br>LMC3,94 | Kob | Lv | 1880<br>8mo | BarrowS. B.Co.<br>Barrow | ChuyetsuKisen Kaisha | 260·0 | 34·2 | 17·9 | Fushiki<br>Japanese<br>4BH2PBH<br>APT FPT | C.2Cy.32½″&60″–36″ (b)<br>70lb 160H<br>2SB,6f<br>BarrowS.B.Co.,Barrow | | D |
| | Q107tB131tF33t FK W B=DBu E&B MT | | | | | | | | | | | | | | |
| 586<br>71666<br>NKPJ | Chyebassa IronSc3MstSr<br>O.R.Mitchell -94 ssLon.No.2–82<br>3Dks(UIrn-ws) | 2663 ✠<br>2607<br>1688 | 4,86 | Lon<br>A&CP | u | 1874<br>7mo | W.Denny &Bros.<br>Dumbarton | BritishIndia Associated Steamers(Lim.) | 350·2 | 36·4 | 28·0 | Glasgow<br>British<br>5BHCem | C.2Cy.47″&82″–42″<br>NDB91 346HP<br>Denny&Co.,Dumbarton | 29 ″ 0<br>s7″10½ | |
| 587 | Cibao IronScSp<br>(exClevedon) 1Dk | 167 ✠<br>143<br>103 | 10,75<br>For River and Sound purposes only | Shl | Lv | 1875<br>7mo | J.T.Eltringham<br>S.Shields | S.DomingoS.S.Co. | 107·3 | 20·3 | 8·4 | S.Domingo<br>Haytian<br>4BH | C.2Cy.16″–18″<br>25HP<br>Pattison&Atkinson,Nwc. | | |
| | FK | | | | | | | | | | | | | | |
| 588<br>92732 | Cibola SteelPad<br>McCorquodale -88 2Dks | 961<br>463<br>521 | | | | 1888 | W.C.White<br>Deseronto | NiagaraNav.Co. | 252·0 | 28·4 | 10·7 | Toronto<br>British | C.2Cy.47″&85″–66″<br>314H<br>Rankin&Blackmore,Gnk. | | |
| 589<br>78808<br>RWHP | Cicero IronScSr<br>A.B.George83–83 ssLiv.No.3–2,91<br>1Dk(Irn)2trB | 1588 ✠100A1<br>1491 A1✱1<br>1030 | 2,91<br>BS6,92 LMC2,91 | Liv<br>A&CP | s<br>Lv | 1878<br>7mo | Barrow S.B.Co.(Lim)<br>Barrow | ~~E.W.C.Oates~~<br>S.S.Cicero(Lim)<br>(E.W.C.Oates) | 301·5 | 32·4 | 21·8 | Liverpool<br>British<br>6BHCem<br>=DBuB26′ | C.2Cy.29″&59″–48″<br>70lb 180H<br>2DB,8f,GS126<br>BarrowS.B.Co.(Lim.)Brw. | | |
| | P14′B24tF40′ BK10″ WB | | | | | | | | | | | | | | |
| | Now named "Noel," See No. 23 in Supplement. | | | | | | | | | | | | | | |
| 590<br>HJMG | Cidade do Porto IronScBk<br>A.P.daCosta (exHistorian)<br>2Dks(1Irn) | 1830<br>1744<br>1202 | | | ... | 1870 | Harland& Wolff<br>Belfast | Benchimol& Sobrinho | 323·5 | 33·4 | 24·0 | Lisbon<br>Portuguese<br>WB | C.2Cy.38″&70″–42″<br>NB82 200H<br>J.Jack&Co.,Liverpool | | V |
| 591<br>KBJP | Cienfuegos IronScSr<br>Colloway 2Dks&Spardk3trB | 2332<br>1630<br>1630 | | | | 1883 | J.Roach& Son<br>Chester,Pa. | NewYork&Cuba MailS.S.Co. | 292·0 | 39·8 | 15·0 | NewYork<br>Utd.States | C.2Cy.38″&74″–54″<br>J.Roach&Son,Chester,Pa. | | R |
| | F49′ 22·3 | | | | | | | | | | | | | | |
| 592<br>HGNT | Ciervana IronScSr<br>Carriles94–94 ssShl.No.3–9,88<br>Well deck ssBbo.No.1–93<br>(exNithsdale) 1Dk(Irn)2trB | 1232 ✠100A1<br>907<br>786 | 1,93<br>✠NB9,91 ✠LMC1,93 | Bbo<br>LA&CP | o | 1881<br>1mo | Cunliffe& Dunlop<br>Pt.Glasgow | Cia.Sevillana de Nav.àVap. | 241·3 | 32·5 | 15·0 | Bilbao<br>Spanish<br>5BHCem<br>DB211′300t | C.2Cy.30″&50⅞″–36″ (s)<br>80lb 70lb 120HP<br>1DB,6pf,GS90<br>Cunliffe&Dunlop,P.Glas. | | D |
| | P147′F33′ BK7″ WB=Cell | | | | | | | | | | | | | | |
| 593<br>HGML | Cifuentes IronScSr<br>Menendez64–73 2Dks | 673 ✠<br>594<br>436 | 10,70 | Stk<br>A&CP | | 1870<br>10mo | Backhouse &Dixon<br>Middlesbro' | Olavarria,Lozano &Co. | 191·7 | 28·7 | 15·8 | Gijon<br>Spanish<br>Cem | C.2Cy.28″&51″–36″<br>115HP<br>T.Richardson&Sons,Hpl.<br>WB=ptDB | | |
| | P55t F16t | | | | | | | | | | | | | | |
| 594<br>83912<br>WCGT | Cilurnum IronScSr<br>A.E.Mace -91 ssNwc.No.3–10,85<br>ssNwc.No.2–93<br>2Dks(1Irn)3trB | 2123 ✠100A1<br>1971<br>1370 | ~~12,93~~ 2,95<br>BS10,94 ✠LMC11,92<br>6,94 Off | Nwc<br>LA&CP | s | 1881<br>8mo | C.S.Swan& Hunter<br>Newcastle | Dunford&Elliott | 295·8 | 36·2 | 24·6 | Newcastle<br>British<br>5BHCem<br>&B36′426t | C.2Cy.28″&64″–42″ (s)<br>75lb ~~45lb~~ 40lb 240HP<br>2SB,6pf,GS112<br>R.&W.Hawthorn,Nwc. | 26 ″ 0<br>s 4 ″ 11 | |
| | P28′B67′F29′ drp93 BK10″ WB=DBa90′f70′&uE | | | | | | | | | | | | | | |
| 595<br>NGHM | Cimbria SteelScK<br>A.Solling90–93 1Dk | 224 ✠100A1<br>205<br>122 | Stm Trawler<br>10,93 ✠LMC6,93 | Cpn<br>LA&CP | d | 1893<br>6mo | SirR. Dixon&Co.<br>Middlesbro' | DanskDamp. TrawlingAktieselskab"Dan" (A.Carl,Mngr.) | 140·0 | 21·5 | 10·7 | Copnhagn<br>Danish<br>3BHCem<br>APT5t | T.3Cy.14″,22″&35″–24″ (s)<br>160lb 70HP<br>1SB,2pf,GS32,HS1175<br>SirR.Dixon&Co.,Mdb. | 12 ″ 4 | |
| | Q22′ F23′ BK7″ WB= | | | | | | | | | | | | | | |
| 596<br>9620<br>LGNM | Cineraria IronScK<br>J.H.Baskcomb89–89 ssGms.No.1–93<br>1Dk | 154 ✠100A1<br>146<br>71 | For fishing purposes<br>5,95 ~~9,93~~<br>BS5,95 ✠LMC9,93 | Gms<br>LA&CP | | 1889<br>8mo | Cochrane, Cooper& Schofield<br>Beverley | N.EasternSteam Fishing Co. (Lim.) | 100·6 | 20·6 | 11·0 | Grimsby<br>British<br>3BHCem | T.3Cy.11½″,19½″&31½″–22½″<br>150lb (s) 50HP<br>1SB,2cf,GS27,HS797<br>C.D.Holmes&Co.,Hull | 11″10 | |
| | Q16′F20′ BK7½″ | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné ou indiqué après Lettre d'Enfoncement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 597 / 83738 / QHVG | **Cintra** / *J.Sainberlich*82–89 / *Elec.light* | **SteelScSr** / 2*Dks* / 1*Dk*(*pt Irn-ws*)3*trB* | 2643 / 2125 / 1894 | | | | 1889 | Blohm& Voss Hamburg | **Hamburg-Südamerik.Dampfschifffahrts Act. Ges.** | 322·0 / P84′ | 39·8 / B76′ | 25·8 / F52′ | **Hamburg** / German *WB* | T.3Cy.25¼″,40″&66″–42″ / 400HP / Blohm& Voss,Hamburg | V |
| 598 / 83738 / QHVG | — / *J.Banks* –93 / *Elec.light* | **IronScBg** / 1*Dk*(*pt Irn-ws*)3*trB* | 1979 / 1662 / 1175 | ✠ / 2,83 | Gls / LA&CP | *s* | 1882 / 11mo | Napier, Shanks& Bell Glasgow | **Australasian United Steam Nav.Co.(Lim.)** | 270·3 / P62′ | 37·2 / B62′ | 22·7 / F62′ | **SydnyNSW** / British 4*BHCem* | C.2Cy.41″&78″–54″ / 400HP / J.&J.Thomson,Glasgow / *WB*=*MT*16′260*t* | |
| 599 / NGHC | — / *J.Duken*84–88 / *Elec.light* | **IronScSr** / 1*Dk*&*Spardk* | 1144 / 1012 / 886 | | | | 1888 | H.Koch Lübeck | **Oldenburg-Portugiesische Dampfsch. Rhederei** | 205·3 / B59′ | 29·5 | 20·7 | **Oldenburg** / German *WB* | 3Cy.16½″,25½″&40″–27½″ / 110HP / H.Paucksch Lndsbrg,O.W. | |
| 600 / 40 / NMRB | **Cipro** / *E.Dodero* (*ex*Canadian,*ex*Emma) / | **IronScSr** / 2*Dks* | 906 / 696 / 592 | | | | 1870 | R.Thompson Sunderland | **Navigazione Generale Italiana** | 202·7 / P60′ | 29·0 / H20*t* | 18·4 / F51′ | **Genoa** / Italian *WB* | C.2Cy.29″&53″–30″ / 178HP / N.Odero&Ferro,Sestri Pon. | I |
| 601 / 76887 / RMCT | **Circassia** / *J.W.Shanklin* –94 / | **IronScBk** | 4272 / 2972 / 2770 | | | … | 1878 / 3mo | Barrow S.B. Co.(Lim.) Barrow | **Barrow S.S.Co. (Lim.) (Henderson Bros.,** *Mgrs.*) | 399·7 | 42·0 | 25·1 / 33·2 | **Barrow** / British | C.2Cy.59″&107″–48″ / 600HP / Barrow S.B.Co.(Lim.) Brw. | |
| 602 / 78414 / RTBJ | **—** / *W.Minton*89–93 / *Well deck* | **IronScSr** / *ss*Hpl.No.3–8,90 / 1*Dk*(*Irn*)2*trB* *ss*Hpl.No.1-95 | 1318 / 1042 / 829 | ✠100A1 / 3,95 ~~3,94~~ / ~~BS2,94~~ | Hpl / A&CP / ~~LMC8,90~~ | *o* | 1878 / 6mo / 3,95 | W.Gray& Co. W.Hartlepool | **W.Gray** | 241·0 / Q84′B59′F34′ ~~drp91~~ | 33·3 | 18·2 / BK8½″ *WB*= | **W.Hartlpl** / British 4*BHCem* *DB*a69′*f*63′ | C.2Cy.29″&55″–33″ (*i*) / 75lb ~~80lb~~ NDB89 120HP / 2B.GS62 *75lb* / T.Richardson&Sons,Hpl. | 19 ″ 6 / s 1 ″ 9½ |
| 603 / 68026 / LSGN | **Circassian** / *R.Barrett* –93 / | **IronScBk** | 3724 / 3674 / 2308 | | | | 1872 / 6mo | R.Steele Greenock | **J.&A.Allan** | 415·5 / len75 | 40·3 | 18·5 / 33·5 | **Glasgow** / British | C.2Cy.55″&92″–48″ / NE75 500HP / Laird Bros.,Birkenhead | |
| 604 / 96137 / LCNV | **Circassian Prince** / *O.J.Simpson* –93 / *Elec.light* *Carrying Petroleum in bulk* | **SteelSc3MstSr** | 2243 / 2205 / 1468 | | | | 1889 | C.S.Swan &Hunter Newcastle | **J.Knott** | 272·0 / B38*t* | 38·1 | 26·1 | **Newcastle** / British *WL* | T.3Cy.20½″,33½″&55″–36″ / FD 200HP / N.E.Mar.Eng Co(Lim) Nwc | V |
| 605 / HRKN | **Circassie** / *Boschel* / | **SteelScBg** / 3*Dks* | 2454 / — / 1240 | | | | 1890 | Gourlay Bros.&Co. Dundee | **Cie.de Nav.Marocaine&Arménienne(N.Paquet &Co.,** *Mgrs.*) | 315·0 / P58′ | 37·5 / B28′ | 25·0 / F27 | **Marseilles** / French | T.3Cy.25″,40″&64″–45″ / 425HP / Gourlay Bros.&Co.,Dundee | |
| 606 / 99994 | **Circe** / *G.Hallatt*92–92 / | **IronScK** / 1*Dk* | 140 / 134 / 49 | ✠100A1 / *Stm Trawler* 11,92 | Mdb / LA&CP / LMC11,92 | | 1892 / 11mo | Sir R Dixon &Co. Middlesbro' | **F.J.Sellick** | 100·5 / Q19′F20′ | 20·4 | 10·7 / BK7½′ | **Milford** / British 3*BHCem* | C.2Cy.16″&32″–22″ (*s*) / 100lb 46HP / 1SB.2*pf*,GS30,HS800 / N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 8 |
| 607 / HGPF | **Ciscar** / ~~*Albisari*~~ *Gamecho* -94 / *ss*Lon.No.3–6,93 / 1*Dk2trB* | **IronScSr** | 799 / 670 / 474 | ✠90A1 / ~~4,94~~ 2,95 / BS5,94 | Ham / A&CP / ✠LMC6,93 | *k* | 1880 / 7mo | J Readhead &Co. S.Shields | **Cia.Maritima** | 194·3 / P56′B9′F27′ | 29·5 | 15·3 / BK7½′ | **Barcelona** / Spanish 4*BHCem* | C.2Cy.23″&46″–30″ (*i*) / 80lb *55lb* 90HP / 1DB,*4pf*,GS60 / J.Readhead&Co.,S.Shields | |
| Wrecked 3,94 | **Cisne** / *Maggio* | **IronTwinSc** | 221 / — / 138 | | | | 1869 | D.Rowan &Co. Glasgow | **La Platense Flotilla Co.(Lim)** | 162·0 | 21·0 | 9·0 | **Bns.Ayres** / Argentine | C.2Cy.18″&36″–20″ / 55HP / D.Rowan,Glasgow | |
| 609 / 58774 | **Citie of the Tribes** / *M.Delargy* –94 / | **IronPadSp** | 117 / 117 / 48 | | | | 1872 / 8mo | J.T. Eltringham S.Shields | **Galway Bay S.B. Co.(Lim.)** | 99·5 | 18·8 | 9·2 | **Galway** / British | L.2Cy.25″–48″ / NB85 50HP / J.P.Rennoldson,S.Shields | |
| 610 / HTVF | **Cito** / *C.Eneroth*94–94 / | **IronScSr** / (*ex*Lusitania) / 1*Dk*&*Spardk* | 1137 / 1090 / 848 | | | | 1881 | Rostock SB Co. Rostock | **Ångf.Aktieb "Viking" (K.O.F.Dalman,** *Mgr.*) | 225·4 / B22′ | 28·0 / H10*t* | 14·4 / 21·2 | **Gothenbrg** / Swedish | C.2Cy.27½″&51″–31″ / 110HP / Rostock Shpbg.C.,Rostock / *WB* | |
| 611 / | **—** / *P.Brandt*92–93 / | **IronScSr** / 1*Dk2trB* | 538 / 417 / 337 | | | | 1884 | Flnsburger SchiffsbGes Flensburg | **H.M.Struve** | 168·9 / Q48′ | 25·6 / B47′ | 13·3 / F20 | **Blnkenese** / German *WL* | C.2Cy.21″&38″–27″ / 65H / FlensburgerSchiffsb.Ges. | |
| *Now named "Sanyu Maru," See No. 68 in Supplement.* | | | | | | | | | | | | | | | |
| 612 / 94 / HKGN | **—** / *Baeberow* (*ex*Riga Lübeck) / | **IronScSr** / 1*Dk* | 253 / — / 194 | | | | 1870 | Nord Schiffs Act.Ges. Kiel | **W.G.Reincke** | 154·9 / P30′ len76 | 20·7 / F30′ | 9·3 | **Windau** / Russian | C.4Cy.13″&26″–27″ / 50H / Schweffel&Howaldt,Kiel | |
| 613 / 102687 | **Citrine** / *W.Leitch*89–94 / *Well deck* | **SteelSc3MstSr** / 1*Dk*(*Irn*) | 602 / 434 / 199 | ✠100A1 / ~~3,94~~ 5,95 / | Bwg / A&CP / ✠LMC5,94 | *i* | 1894 / 5mo | Scott& Sons Bowling | **W.Robertson** | 180·0 / Q90′B11′F37′ | 29·1 | 10·6 / BK7½″ *WB*=*Cell DB*95′ | **Glasgow** / British 3*BHCem* | T.3Cy.17″,27¼″&44″–30″ (*s*) / 160lb *70lb* 120HP / 1SB,*3pf*.GS63,HS1650 / 140*t FP T*22*t* Muir&Houston,Glasgow | 13 ″ 0 / s 1 ″ 0 |
| 614 / 214 / NMRQ | **Cittá di Genova** / *G.Olivari*91–93 / 1*Dk*(*Stl*–ws)&*Awngdk*(*pt Irn*–ws)3*trB* / *Elec.light* *Floors Irn* | **SteelScSr** | 1936 / 1705 / 1255 | | | … | 1889 / 4mo | Wigham Richardson &Co. Newcastle | **La Veloce Nav. Italiana** | 300·0 / P48′ | 35·3 / F24′ | 17·2 / 25·6 | **Genoa** / Italian | T.3Cy.27½″,43½″&71″–48″ / 500HP / Wigham Richdsn&C.Nwc. | 18 ″ 3 |
| 615 / | **Cittá di Trapani** / *A.Urso* (*ex*Wellingdorf) / | **IronScSr** | 919 / — / 602 | | | | 1882 | G.Howaldt Kiel | **M.Serraino fuG. & Co.** | 217·5 | 28·3 | 20·8 | **Trapani** / Italian | C.2Cy.23″&43″–30″ / 100HP / Howaldt Bros.,Kiel. | |
| * 616 / 101801 / MRLJ | **City** / *J.J.Thompson*94–94 / 1*Dk*(*Stl*)&*Web frames* &*pt Awng dk*(*Irn*) | **SteelScSr** | 2893 / 2263 / 1875 | ✠100A1 / *pt Awng dk with freeboard* / ~~10,94~~ ~~1,94~~ ~~5,95~~ | Nwc / A&CP / Bry ✠LMC8,92 | *t* | 1892 / 8mo | Palmers' Co.(Lim.) Newcastle | **Durham S.S.Co. (Lim.) (J.White,** *Mgr.*) | 310·0 / P27′Q98′ | 40·8 / *pt Awng dk*184′ | 22·8 / FK *WB*=*Cell DB*224′393*t* | **Newcastle** / British 6*BHCem* | T.3Cy.22½″,36½″&61″–42″(*s* / 160lb *80lb* 250HP / 2SB.6*rf*,GS93,HS3518 / Palmers' Co.(Lim.),Nwc. | 24 ″ 8 / s 9 ″ 4½ |
| 617 / 65094 / NWSD | **City of Aberdeen** / *H.Dowman* –92 / *Elec.light* | **IronScSr** / *ss*Abn.No.3–6,86 *ss*Abn.No. ~~1–92~~ 92-94 / 2*Dks*(*UIrn*–ws) | 952 / 791 / 481 | ✠100A1 / 10,94 ~~9,93~~ / ✠NB6,86 ~~BS5,96~~ | Abn / A&CP / LMC ~~10,92~~ | *n* | 1873 / 3mo / 10,94 | Cunliffe& Dunlop PortGlasgow | **Aberdeen Steam Nav.Co.** | 240·8 / P80′B60′F50′ ~~lkp91~~ | 30·1 | 16·6 / BK7 | **Aberdeen** / British 4*BHCem* | C.2Cy.46″&80″–39″ / 70lb *70lb* NDB86 300HP / 2DB,*12cf*,GS126 / Cunliffe&Dunlop,P.Gls. | 17 ″ 6 / s 2 ″ 2 / w 2 ″ 4 |
| 618 / 80476 / STPK | **City of Agra** / *W.W.Greenhorn* –93 / *Elec.light* *Deck Teak* | **IronScSr** / *ss*Gls.No.3–6,91 / 3*Dks*(1*Irn*ws–*UIrn Teak* s) | 3274 / 3109 / 2133 | ✠100A1 / ~~9,94~~ ~~12,93~~ / ✠NE& B6,91 | Gls / A&CP / ✠LMC6,91 | *w* | 1879 / 5mo | C.Connell& Co. Glasgow | **G.Smith&Sons** | 385·4 / B30′F35′ | 38·7 | 28·6 / BK11 | **Glasgow** / British 5*BHCem* | T.3Cy.26½″,44″&72″–48″ (*s*) / 160lb *80lb* NDB91 375HP / 2SB.*6pf*,GS105,HS4285 FD / J.&J.Thomson,Glasgow | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now Expired. Equipment Letter | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 619<br>96998 | **City of Ainsworth** WoodPad<br>1*Dk* | 193<br>58<br>122 | | | | 1892 | D Bremner<br>Ainsworth, B.C. | **J.Patterson** | 84·0 | 21·0 | 4·2 | **N.Wstmtr, B.C.** | H.1Cy.10″–40″<br>66HP<br>Willard&Co.,Chicago USA | | |
| 620<br>126974 | **City of Alpena** SteelPad<br>*M.Lightbody*88–93 2*Dks* | 1736<br>942<br>1282 | | | | 1893 | Detroit<br>DryDockCo.<br>Wyandotte | **Detroit&ClevelandS.Nav.Co.** | 266·2 | 38·6 | 13·4 | **Detroit, Mich.**<br>Utd.States | C.2Cy.42″,66″&88″–132″<br>W.&A.Fletcher&Co.,<br>Hoboken,N.J. | | |
| 621<br>77386<br>QSMV | **City of Amsterdam** IronScSr<br>*S.Murray* *ss*Hpl.No.3–7,90<br>*ss*Lon.No.1–94 2*Dks* | 841<br>771<br>524 | ✝100A1<br>3,95 ~~2,94~~<br>~~BS3,95~~ | Lon<br>A&CP<br>LMC1,94 | *m* | 1877<br>5mo | Richardsn,<br>Duck&Co.<br>Stockton | **Palgrave,Murphy &Co.** | 220·5<br>P33′F29′<br>ND90 BK8″<br>*WB=DBa* | 30·2<br>5*BHCem*<br>52*f*59′240*t* | 15·6 | **Dublin**<br>British | C.2Cy.28″&52″–33″ (*i*)<br>60lb *60lb* NDB90 120HP<br>1B,GS54<br>T.Richardson&Sons,Hpl. | 16 ″ 8<br>s 2 ″ 3 | |
| 622<br>125868<br>JVBF | **City of Augusta** IronScSr<br>*J.Catherine*80–87 2*Dks*&*ptHurdk* | 2870<br>—<br>1929 | | | | 1880 | J.Roach&<br>Son<br>Chester,Pa. | **OceanS.S.Co.** | 302·0<br>B148′ F43′ | 40·0<br>25·9 | 17·0 | **Savannh,G**<br>Utd.States | C.2Cy.42″&82″–54″<br>J.Roach&Son,Chester,Pa. | | R |
| 623<br>96251<br>LDQG | **City of Belfast** SteelScSr<br>~~*J.Davies* –89~~ *ss*Liv.No.1–93<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*<br>*Elec.light* *Sinclair* | 2226<br>1737<br>1415 | ✝100A1<br>10,94 ~~11,93~~<br>✝LMC11,93<br>Clf | Liv<br>A&CP | *s* | 1889<br>5mo | Short Bros.<br>Sunderland | **City of BelfastS.S. Co.(Lim.) (Carlisle&Co.)** | 292·0<br>P32′Q72′B118′<br>F34′drp93 BK10″<br>*WB=CellDB*206<br>drp94 | 39·1<br>6*BHCem*<br>383*tAPT*53*t* | 19·2 | **Belfast**<br>British | T.3Cy.21″,35″&58″–36″ (*s*)<br>150lb *80lb* 180HP<br>1DB.6*rf*,GS85<br>T.Richardson&Sons,Hpl. | 21 ″ 8<br>s 1 ″ 11 | D |
| 624<br>99938 | — SteelTwinScSr<br>*T.Myerscough* –93 2*Dks* | 1065<br>773<br>330 | | | | 1893 | Laird Bros.<br>Birkenhead | **J.Little&Co.** | 280·6 | 32·1 | 13·4 | **Barrow**<br>British | T.6Cy.18″,28″&42″–30″<br>191HP<br>LairdBros.,Birkenhead | | BT till ~~10,94~~ 3,95 1,96 |
| 625<br>74555<br>QGVT | — IronScSr<br>*Cough* (*ex*Tudor)<br>~~3rdSurvey,Npt 11,89~~ 1*Dk2trB*<br>4thSurvey,Liv 2,95 | 895<br>787<br>536 | ✝ A1*1<br>~~7,92~~ 2,95<br>~~BS7,92~~ LMC11,89~~2,95~~ | Brs<br>Liv | Lv | 1876<br>9mo | J.Key&<br>Sons<br>Kinghorn | **Palgrave,Murphy &Co.** | 226·9<br>Q32*t*F30*t*<br>len89,ptND89 BK8″ | 29·3<br>3*BH* 1PBH<br>*WB=DB* | 17·5 | **Dublin**<br>British | C.2Cy.27″&51″–30″<br>70lb *48lb* NB82 110HP<br>1SB,3*pf*,GS54<br>J.Key&Sons,Kirkcaldy | 18 ″ 3<br>s 2 ″ 7 | |
| 626<br>71094 | **City of Belleville** WoodSc<br>2*Dks* | 101<br>53<br>69 | | | | 1878 | .....<br>St.Catherines | **CanadianPacific Car&PassengerTransferCo.(Lim.)** | 89·7 | 15·4 | 7·0 | **Prescott, Ont.**<br>British | 1Cy.<br>60HP | | |
| 627<br>126512<br>KFHM | **City of Birmingham** IronScSr<br>*C.S.Burg*87–88 3*Dks* | 3066<br>—<br>2352 | | | | 1888 | Delaw'reR.<br>IronShip-<br>bldg&Eng.C<br>Chester,Pa. | **NewEng.& SavannahS.S. Co.** | 300·0 | 42·4 | 16·7<br>26·9 | **Bostn,Mas**<br>Utd.States | 3Cy.24″,38″&63″–45″<br>DelawareRiverI.S.B.&E.<br>Co.,Philadephia | | R |
| 628<br>98760<br>sing since 12,94 | — IronScK<br>*W.Needham* –91<br>1*Dk* | 143<br>136<br>50 | ~~✝100A1~~<br>*Stm Trawler*<br>10,94 ~~0,01~~<br>✝LMC8,91 | Hul<br>LA&CP | | 1891<br>8mo | Cook,<br>Welton&<br>Gemmell<br>Hull | **G.W.Bowman** | 99·0 | 20·9 | 11·0<br>BK7½″ | **Hull**<br>British | C.2Cy.16½″&33″–22″ (*s*)<br>100lb 45HP<br>1SB,2*pf*,GS29,HS938<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 629<br>90098<br>KDNW | **City of Bombay** IronScSr<br>*J.Marr*75–90 *ss*Gls.No. ~~1–90~~ 2–94<br>*Elec.light* 3*Dks*(2*Irn–UTeak* s) | 4540<br>4165<br>~~3986~~<br>2981 | ✝100A1<br>~~6,94~~ ~~7,92~~ 1,95<br>✝LMC8,92 | Gls<br>LA&CP | *y* | 1885<br>8mo | Workman,<br>Clark&Co.<br>Belfast | **G.Smith&Sons** | 404·0<br>B150′F44′ | 48·0 | 29·2<br>BK11′ | **Glasgow**<br>British | C.2Cy.50″&96″–60″ (*s*)<br>90lb *70lb* 650HP<br>3DB,*18pf*,GS378<br>J.&J.Thomson,Glasgow. | 30 ″ 11 | BT till 7,94 3,95 |
| 630<br>126376<br>KDMB | **City of Bridgeport** WoodSc<br>*D.C.Wilcox* 1*Dk*&*lightdk* | 588<br>—<br>340 | | | | 1886 | Bayles&Sn<br>Pt.Jefferson.<br>L.I. | **BridgeportSteamboatCo.** | 144·8 | 28·4 | 10·0 | **Bridgeprt**<br>Utd.States | C.2Cy.20″&34″–26″<br>Neafie&Levy,Philadelphia | | R |
| 631<br>81439<br>WHPS | **City of Bristol** IronScSr<br>*M.Walsh*76–83 *ss*Sws.No.3–3,94<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1252<br>969<br>799 | ✝100A1<br>3,94<br>~~BS12,94~~ ✝LMC12,93 | Sws<br>LA&CP | *o* | 1882<br>1mo | E.Withy&<br>Co.<br>Hartlepool | **Palgrave,Murphy &Co.** | 235·1<br>P&B138′F29′<br>BK8″<br>*WB=Cell* | 32·6<br>4*BHCem*<br>*DB*180′290*t* | 15·7 | **Dublin**<br>British | C.2Cy.29¾″&~~30″~~–33″ (*b*)<br>70lb *60lb* 57″ 150HP<br>1DB,8*pf*,GS~~140~~70<br>T.Richardson&Sons,Hpl. | 18 ″ 1<br>s 1 ″ 10½ | |
| 632<br>126386 | **City of Brockton** WoodPad<br>*C.G.Davis* –90 | 2771<br>—<br>1912 | | | | 1886 | .....<br>Chelsea,Mass | **OldColonySteamBoatCo.** | 271·2 | 43·4 | 18·1 | **FallRiver, Mass.**<br>Utd.States | | | |
| 633<br>82793<br>VQHF | **City of Brussels** IronScSr<br>*G.W.Bryan*82–89 *ss*Lon.No.3–1,93<br>1*Dk* | 272<br>228<br>167 | ✝100A1<br>~~9,94~~ ~~1,93~~ 12,94<br>✝NB1,93 ✝LMC1,93 | Lon<br>LA&CP | *e* | 1880<br>7mo | R Chambrs<br>jun.<br>Dumbarton | **D.C.Thomas&Sons** | 135·1<br>Q28′B12′F20′ | 22·5<br>FK | 10·8 | **London**<br>British | C.2Cy.20″&36″–27″ (*s*)<br>80lb *70lb* NDB93 67HP<br>1SB,2*pf*,GS36,HS1060<br>Kincaid,Donald&Co.,Grk. | | |
| 634<br>45019<br>VBNG | **City of Cadiz** IronSc3MstSr<br>*P.Connor* –92 *ss*Sws.No.3–7,89<br>(*ex*Corcyra) *ss*Brs.No.1–93 1*Dk2trB* | 749<br>699<br>474 | ✝ ~~A~~1<br>8,94 ~~7,92~~<br>~~✝NB8,94~~<br>~~BS8,94~~ | Sws<br>Hpl<br>LMC8,93 | | 1862<br>7mo | Richardsn,<br>Duck&Co.<br>Stockton | **Palgrave,Murphy &Co.** | 204·4<br>~~P&F~~ P34′F36′<br>ND94 BK6½″ | 28·5<br>5*BH* | 17·3 | **Dublin**<br>British | C.2Cy.26″&49″–30″ (*s*) ~~(f)~~<br>70lb *40lb* ~~NE&B~~76 99HP<br>1SB,3*pf*,GS51,HS1518<br>T.Richardson&Sons,Hpl. | 18 ″ 1<br>s 2 ″ 7½ | |
| 635<br>85862<br>WDSP | **City of Calcutta** IronSc3MstSr<br>*A.Thoms*78–84 ~~*ss*Gls.No.2–90~~<br>*Elec.light* 3*Dks*(2*Irn–UTeak* s)<br>*ss*Gls.No.3–12,94 | 3836<br>3672<br>2505 | ✝100A1<br>3,95 ~~2,93~~<br>✝LMC1,94 | Gls<br>LA&CP | *x* | 1881<br>9mo | C.Connell<br>&Co.<br>Glasgow | **G.Smith&Sons** | 400·0<br>F34′ | 42·1 | 30·1<br>BK11″ | **Glasgow**<br>British | C.2Cy.50″&96″–60″ (*a*)<br>80lb *30lb* 600HP<br>3DB,*18f*,GS336<br>J.&J.Thomson,Glasgow | 31 ″ 4 | BT till ~~1,95~~ 2,95 |
| 636<br>86729<br>WHBQ | **City of Cambridge** IrnSc4MstBk<br>*J.Black*82–90 *ss*Gls.No.2–90<br>*Elec.light* 3*Dks*(2*Irn–Uws*) | 3844<br>3573<br>~~3472~~<br>2498 | ✝100A1<br>7,94 ~~8,93~~<br>~~BS7,94~~ ✝LMC8,93 | Gls<br>LA&CP | *x* | 1882<br>8mo | Workman,<br>Clark&Co.<br>Belfast | **G.Smith&Sons** | 400·0<br>B156′F34′ | 42·1 | 29·6<br>BK11″ | **Glasgow**<br>British | C.2Cy.50″&96″–60″ (*a*)<br>80lb *50lb* 600HP<br>2DB,8*f*<br>J.&J.Thomson,Glasgow | 30 ″ 10 | BT till ~~8,94~~ 3,95 |
| 637<br>71704<br>NSDG | **City of Canterbury** IronScSr<br>*G.Whish*90–90 *ss*Gls.No.3–9,88<br>*Elec.light* ~~3Dks(2Irn)~~<br>*ss*Gls.No.1–94 3*Dks*(2*Irn UTeak* s) | 3416<br>3177<br>2242 | ✝100A1<br>7,94 ~~5,92~~<br>✝NE&B5,89 ✝LMC~~8,93~~5,94 | Gls<br>A&CP | *w* | 1875<br>1mo | Barclay,<br>Curle&Co.<br>Glasgow | **G.Smith&Sons** | 379·7<br>F28′B68′ | 38·2<br>5*BHCem* | 29·2<br>BK11″ | **Glasgow**<br>British | T.3Cy.25″,42″&68½″–48″ (*s*)<br>160lb *70lb* NDB89 350HP<br>2SB,6*pf*,GS84 FD<br>J.Howden&Co.,Glasgow | | BT till 4.95 |
| 638<br>92734 | **City of Chatham** WoodSc2Mst<br>*Cometet* –88 3*Dks* | 341<br>151<br>232 | | | | 1888 | Polson Iron<br>Works,<br>Toronto | **ChathamNavigationCo.** | 125·6 | 28·5 | 9·0 | **Toronto**<br>British | C.2Cy.18″&31″–24″<br>150HP<br>PolsonI.Wrks Ld.,Toronto | | |
| 639<br>126493 | **City of Chester** IronSc<br>*P.Bloomsbury*83–88 | 612<br>—<br>328 | | | | 1888 | Harlan&<br>Hollings-<br>worthCo.<br>WilmngtnDl. | **Wilmington SteamboatCo.** | 190·0 | 28·0 | 10·0 | **Phildlphia**<br>Utd.States | T.18½″,27″&42″–24″<br>Harlan & Hollingsworth<br>Co.,Wilmington | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux; Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 640<br>126627 | **City of Chicago** | **SteelPad** | 1164<br>—<br>737 | | | | 1890 | F.W. Wheeler&Co. W.BayCity | Graham&Morton Transp.Co. | 226·0 | 34·0 | 13·6 | Grnd Havn Mich. Utd. States | C.B.2Cy.36″&54″–80″&120″<br>W.&A.Fletcher&Co., Hoboken,N.J. | |
| 641<br>126333 | **City of Cleveland**<br>*D.McLachlan78–86* | **SteelPad**<br>*2Dks* | 1924<br>1128<br>1324 | | | | 1886 | Detroit DryDockCo. Wyandotte | Detroit&Cleve-landS.Nav.Co. | 272·0 | 40·6 | 14·6 | Detroit, Mich. Utd. States | Beam1Cy.66″–144″<br>W.&A.Fletcher&Co., Hoboken,N.J. | |
| 642<br>94766 | **City of Collingwood**<br>*M.J.Bassett –93* | **WoodScSr**<br>*2Dks* | 1387<br>1003<br>893 | | | | 1893 | J.Simpson OwenSound, Ont. | NorthShoreNav. Co.(Lim.) | 213·0<br>H384*t* | 34·0 | 12·6 | OwenS'nd Ont. British | T.3Cy.18″,30″&48″–30″ 107H<br>J.Inglis&Sons | |
| 643<br>125879<br>JVCS | **City of Columbia**<br>*N.H.Jenney* YM9,92 | **WoodScSr**<br>*2Dks3trB* | 1878<br>—<br>1285 | | | | 1880 | J.Englis & Son Greenprt,NY | OldDominionSS.Co | 266·0 | 38·7 | 21·5 | NewYork Utd.States | C.2Cy.36″&60″–54″<br>QuintardIronWorks,N.Y. | |
| 644<br>60574<br>KDNQ | **City of Cork**<br>*Hungerford79–83*<br>(*ex*MarquisofLorne) 6thSurveyLon.9,90<br>*Well deck* 1stSurvey,Lon.2,94 | **IronScSr**<br>*1Dk2trB* | 1019<br>836<br>659 | ✠ **A1,1**<br>1,95~~2,94~~ | Lon | Lv | 1870<br>9mo | T ROswald &Co. Sunderland | Palgrave,Murphy &Co. | 229·5<br>P115′F34′<br>ND88 | 30·0<br>BK7″ | 17·2<br>4*BH*<br>*WB=DBa&f* | Dublin British | C.2Cy.28″&52″–33″ NE&B77 120H<br>T.Richardson&Sons,Hpl. | 18 ″ 5<br>s 2 ″ 7 |
| 645<br>52560 | — | **IronPadSp** | 138<br>120<br>78 | | | | 1866 | G. Robinsn &Co. Cork | Cork,Blackrock& PassageRailway Co. | 150·9<br>Q19*t* | 17·1 | 6·9 | Cork British | C.2Cy.35″–36″ NB77 75H<br>J.Penn&Sons,Greenwich | |
| 646<br>125076<br>JMLB | **City of Dallas**<br>*J.Raymond* YM10,93 | **WoodSc3MstSr**<br>*2Dks3trB* | 915<br>479<br>479 | | | | 1872 | C.Mallony PortlandCon. | MachecaBros. | 185·8<br>B74*t* | 35·0 | 18·0 | N.Orleans Utd.States | 1Cy.36″–42″ 260H<br>C.H.Delamater&Co.,N.Yk. | |
| 647<br>126546 | **City of Detroit**<br>*A.J.McKay83–91* | **SteelPad**<br>*2Dks* | 1919<br>849<br>1454 | | | | 1889 | Detroit DryDockCo. Wyandotte | Detroit&Cleve-landS.Nav.Co. | 286·6 | 40·8 | 14·0 | Detroit, Mich. Utd. States | VB.C2Cy44″&68″–96″&144″<br>W.&A.Fletcher&Co., Hoboken,N.J. | |
| * 648<br>54640<br>HRBF | **City of Dortmund**<br>*S.Codd84–87* *ss*Bel.No.3–1,89<br>(*ex*LordByron) *ss*Hpl.No.1–94 | **IronScSr**<br>*1Dk2trB* | 773<br>689<br>489 | ✠ A1<br>4,94<br>✠NB4,94 | Hpl<br>A&CP<br>LMC4,94 | | 1865<br>7mo | Richard-son,Duck & Co. Stockton | Palgrave,Murphy &Co. | 200·5<br>P35′B28′F36′<br>ND87srp94 | 29·4<br>BK8″ | 17·4<br>5*BH Cem* | Dublin British | C.2Cy.26″&49″–30″ (*s*<br>70lb *60lb* NE75 98H<br>1SB,*3pf*,GS51<br>T.Richardson&Sons,Hpl. | 18 ″ 6<br>s 2 ″ 7½ |
| 649<br>95045<br>KQRT | **City of Dublin**<br>*E.Snow –93* *ss*Gls.No.1–92<br>*Elec.light* 2*Dks*(*Stl–Uws*)3*DkRule*<br>*Greenhorn* | **SteelScSr** | 3267<br>3085<br>2150 | ✠100A1<br>8,94 ~~4,94~~<br>BS~~10,93~~ 3,95 | Gls<br>LA&CP<br>✠LMC7,92 | *w* | 1888<br>1mo | Workman, Clark&Co. Belfast | G.Smith&Sons | 361·7<br>B92′F46′<br>*WB=Cell BD* 268′ 637*t* | 42·7<br>BK9½″ | 26·4<br>7*BH Cem*<br>*ankа*22′116*t* | Glasgow British | T.3Cy.25½″,43″&67½″–48″(*s*<br>160lb *90lb* 350H<br>2DB,*12cf*,GS188<br>J.&J.Thomson,Glasgow | 29 ″ 2 |
| * 650<br>97668<br>LTPG | **City of Dundee**<br>*E.Halley70–90* 2*Dks*(*Stl–Uws*)&<br>*Deepframing3DkRule*<br>*Elec.light* | **SteelScBn** | 3427<br>3167<br>2612 | ✠100A1<br>3,94 | Bry<br>LA&CP<br>✠LMC8~~,90~~ 4,95 | *w* | 1890<br>8mo | Workman, Clark&Co. (Lim.) Belfast | G.Smith&Sons | 361·7<br>P28′B88′F40′<br>*WB=Cell DB* 272′659*t* | 42·7<br>BK10″ | 26·4<br>6*BH Cem*<br>*epTanka*95*t* | Glasgow British | T.3Cy.25″,42″&68½″–48″ (*s*<br>160lb *70lb* 350H<br>2SB,*6pf*,GS84 FD<br>J.Howden&Co.,Glasgow | 29 ″ 3 |
| 651<br>73866<br>QJPK | **City of Edinburgh**<br>*W.Frame –90* *ss*Gls.No.3–2,89<br>*Elec.light* *DeckTeak*3*Dks*(2*Irn–Uws*)<br>*ss*Gls.No.1–93 | **IronSc3MstSr** | 3230<br>3069<br>2102 | ✠100A1<br>~~7,94~~ ~~12,2~~ 12,94<br>✠NB12,86 | Gls<br>A&CP<br>LMC9,93<br>Sha N.Yk | *w* | 1876<br>8mo | C.Connell &Co. Glasgow | G.Smith&Sons | 381·5<br>F28′ | 38·5<br>BK11″ | 29·0<br>5*BH Cem* | Glasgow British | T.3Cy.28½″,44″&73″–48″ (*s*<br>150lb *80lb* NDB94 500H<br>2DB*12cf*,GS208<br>*Tpd*.86 J.&J.Thomson,Gls. | 30 ″ 1 |
| 652<br>126088 | **City of Fall River**<br>*H.Nickerson* | **WoodPad** | 2533<br>—<br>1723 | | | | 1883 | .....<br>Chelsea,Mass | OldColonySteam-boatCo. | 262·0 | 44·0 | 17·3 | Fall River, Mass. Utd. States | | |
| 653<br>125258<br>JPKH | **City of Fitchburg**<br>*J.S.Bibber* | **WoodScSr**<br>*2Dks3trB* | 822<br>—<br>433 | | | | 1874 | C.H.Dele-mater&Co. Williamsbrg, N.Y. | OldColonySteam-boatCo. | 188·0 | 33·0 | 13·5 | Fall River, Mass. Utd. States | 1Cy.36″–36″<br>C.H.Delemater&Co.,N.Yk. | |
| 654<br>63145<br>WQRV | **City of Ghent**<br>*C.E.Pye –92* | **IronScSr**<br>*1Dk* | 199<br>184<br>119 | | | ... | 1871<br>1mo | T.Charlton Grimsby | S.O.Crowell | 135·9<br>P20*t* | 20·4 | 9·7 | London British | C.2Cy.14″&28″–20″<br>NE&B81 40H<br>*WB* Windas&Dunsmore,Lon. | |
| 655<br>91407 | **City of Glasgow**<br>(*ex*Sailing) ptIB | **WoodScSk**<br>*Salted*†<br>*1Dk* | 88<br>84<br>35 | ✠<br>*For fishing purposes*<br>3,85 | Hul<br>LA&CP | 10 | 1885<br>3mo | W.&J. M'Cann Hull | G.Bowman | 77·5 | 20·5 | 10·6 | Hull British | C.2Cy.10″&20″–14″<br>NE&B90 35H<br>A.Simpson,Hull | |
| 656<br>98514<br>MFWB | **City of Gloucester**<br>*R.W.Milburn92–92* 1*Dk*(*Irn*)&*Web*<br>*frames&ptAwngdk*(*Irn*) | **SteelScSr** | 2423<br>1850<br>1570 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>8,94~~1,94~~ ✠LMC7,91 | Liv<br>A&CP<br>Cff | *s* | 1891<br>7mo | Osbourne, Graham&Co. Sunderland | C.Smales | 290·4<br>P29′Q90′<br>*ptAwng dk*171′ | 38·1<br>BK10″ | 19·9<br>6*BH Cem*<br>*WB=Cell DB*220′413*t* | Whitby British | T.3Cy.21″,35″&57½″–39″ (*s*<br>160lb *80lb* 180H<br>2SB,*6pf*,GS100<br>G.Clark(Lim),Sunderland | 22 ″ 6<br>s 8·10½ |
| 657<br>126139<br>KBLV | —<br>*N.Procter78–90* | **WoodScSr**<br>*2Dks* | 561<br>—<br>396 | | | | 1883 | J.D.Leary Brooklyn | Boston&Glouces-terSteamboatCo. | 149·0 | 28·0 | 22·0 | Bostn, Mas Utd.States | C.2Cy.21″&36″–30″ | |
| 658<br>73845<br>PWGB | **City of Grafton**<br>*D.Anthon –93* | **IronPadSr**<br>*1Dk&Awng dk* | 825<br>810<br>555 | ✠<br>*Awng dk with load line*<br>7,76 | Cly<br>A&CP | | 1876<br>6mo | A.Stephen &Sons Glasgow | NorthCoastStm. Nav.Co.(Lim.) | 207·4 | 26·9 | 11·9<br>19·3<br>FK | SydnyNSW British | C.O.2Cy.33″&56″–60″ 150H<br>A.Stephen&Sons, Glasgow | |
| 659<br>81436<br>WFGC | **City of Hamburg**<br>*J.P.Cunningham –93* ~~*ss*Lon.No.2–88~~<br>*Well deck* 2*Dks*(1*Irn*)<br>*ss*Liv.No.3–8,94 | **IronScSr** | 1174<br>889<br>742 | ✠100A1<br>8,94~~6,98~~<br>BS~~6,94~~ | Sws<br>A&CP<br>LMC6,93<br>Liv | *n* | 1881<br>10mo | J.Laing Sunderland | Palgrave,Murphy &Co. | 231·0<br>P134′F26′<br>~~Irp98~~ | 32·6<br>BK6½″<br>*WB=Cell* | 14·5<br>4*BH Cem*<br>*DB*184′285*t* | Dublin British | C.2Cy.31″&58″–33″ (*i*<br>70lb *50lb* 150H<br>1DB,*4pf*,GS70<br>T.Richardson&Sons,Hpl. | 17 ″ 6<br>s 1 ″ 7½ |
| 660<br>126081 | **City of Jacksonville**<br>*Shaw* | **IronSc** | 460<br>—<br>396 | | | | 1882 | Harlan& Hollingswrth Wlmngtn,Dl. | DeBaryMer.Line (F.DeBary&Co. *Mgrs.*) | 160·5 | 32·6 | 7·9 | NewYork Utd.States | 2Cy.30″–72″<br>TheHarlan&Hollingswrth Co.,Wilm.,Del. | |
| * 661<br>78632<br>RSKM | **City of Khios**<br>*A.Kinloch91–94* *ss*Gls.No.3–10,91<br>*Elec.light* 3*Dks*(2*Irn–Uws*) | **IronScSr** | 3496<br>3196<br>2283 | ✠100A1<br>3,95~~1,94~~<br>~~✠NB10,91~~ ✠NE&B10,91 | Gls<br>A&CP<br>~~✠~~LMC10,91 | *w* | 1878<br>6mo | Barclay, Curle&Co. Glasgow | G.Smith&Sons | 381·5<br>B130′F30′ | 38·4<br>BK11″ | 29·2<br>6*BH Cem* | Glasgow British | T.3Cy.25″,42″&68½″–48″ (*s*<br>160lb *70lb* NDB91 350H<br>2SB,*6pf*,GS98,~~Hs1386~~ FD<br>~~*Tpd*91~~ J.Howden&Co.,Gls.<br>Hs1346 | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Distinguishing Mark of Yacht. Port Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 662<br>126214<br>KGRM | City of Kingston<br>*G.Roberts* –90 | IronSc<br>1*Dk* | 1117<br>—<br>816 | | | | 1884 | Harlan & Hollingswrth Co. Wlmngtn,Dl. | PugetSound& AlaskaS.S.Co. | 246·0 | 33·5 | 12·5 | P.Twnsnd Wash. Utd.States | C.2Cy.30″&56″–36″<br>Harlan&Hollingsworth Co.,Wilmington,Del. | | |
| 663<br>98778<br>NBFG | —<br>*J.McGrath*<br>1*Dk&Spardk3trB* | SteelScSr | 844<br>754<br>410 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>7,94 3,94 ✠LMC3,93 | Bos<br>A&CP | *m* | 1893<br>3mo | SirR. Dixon&Co. Middlesbro' | T.S.Vipond&Son | 205·0 | 29·5 | 13·2<br>20·8<br>BK7½″<br>*WB=Cell* | Middlsbro'<br>British | T3Cy.20″,32″&52″–36″ (*s*)<br>160lb *80lb* 200HP<br>2SB.*6pf*,GS118,HS3172<br>Wstgrth,English&Co.Mdb | 14 ″ 0<br>s 5 ″ 5 | |
| 664<br>54994<br>KMBJ | City of Lincoln<br>~~*Steel* –92~~<br>*N.Steele* –92<br>(*ex*Solis,*ex*Massachusetts,*ex*Manhattan) | IronScSr<br>*ss*Sld.No.3–10,86<br>~~*ssHam.No.1–89*~~<br>*ss*Cff.No.2–95 3*Dks* | 3182<br>2641<br>2104 | 100A1<br>~~8,94 12,93~~ 5,95<br>~~NE&B10,86~~<br>~~BS4,95~~ ✠LMC2,94 8,94 | Lon<br>LA&CP<br>Cff | *v* | 1866<br>5mo | Palmers' Co.(Lim.) Newcastle | W.H.Ross&Co. | 335·0<br>P184′F49′<br>ptND86~~drp93~~<br>BK10½″ | 42·5 | 27·7 | Liverpool<br>British<br>6*BHCem* | T.3Cy.26″,42″&68″–42″ (*o*)<br>160lb *50lb* 250HP<br>2DB8*cf*GS156<br>W.Doxford&Sons,Sld. | 29 ″ 7<br>s 5 ″ 8 | D |
| 665<br>47988<br>VQWD | City of Lisbon<br>*W.Gaul* –93<br>(*ex*Anglian) | IronScSr<br>*ss*Gls.No.3–5,89<br>*ss*Sws.No.1–93 | 636<br>590<br>385 | ✠A1<br>~~9,93~~ 4,95<br>~~BS4,95~~ | Sws<br>A&CP<br>Bel | | 1864<br>3mo | C.Lungley London | Palgrave,Murphy &Co. | 204·4<br>P46′F38′<br>ND84 | 26·3 | 15·9 | Dublin<br>British<br>4*BHCem* | C.2Cy.26″&49″–30″ (*i*)<br>60lb *45lb* NE&B76 98HP<br>T.Richardson&Sons,Hpl. | 17 ″ 0<br>s 2 ″ 6 | |
| 666<br>69262<br>MJPK | City of Liverpool<br>*J.Walsh*92–92 6thSurvey,Lon.12,91<br>(*ex*Dromore,*ex*Dawn) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | IronScSr | 1168<br>866<br>742 | ✠A1,1<br>3,94 | Bel | Lv | 1872<br>11mo | Humphrys &Pearson Hull | Palgrave,Murphy &Co. | 246·6<br>P210*t*F27*t*<br>FK<br>*WB=MT* | 30·0 | 16·4<br>4*BHCem*<br>2PBH | Dublin<br>British | C.2Cy.27″&52″–33″<br>NB82 130HP<br>Humphrys&Pearson,Hull | 17 ″ 2 | D |
| 667<br>91272 | —<br>*Stubbs*85– | WoodSc | 147<br>135<br>100 | | | | 1885 | G.Deakin (Lim.) Winsford | SaltUnion(Lim.) | 88·8 | 20·8 | 10·2 | Liverpool<br>British | C.2Cy.13½″&22″–16″<br>32HP<br>E.Foden,Sandbach | | |
| 668<br>73818<br>PLHB | City of London<br>*R.C.Warden*90–90<br>*Elec.light* | IronScSr<br>*ss*Gls.No.3–5,88<br>*ss*Gls.No.1–92<br>3*Dks*(2*Irn–Uws*) | 3229<br>3076<br>~~2097~~<br>2056 | ✠100A1<br>~~11,93~~ 10,94<br>✠NB11,85 ✠LMC1~~4,93~~ 10,94 | Gls<br>A&CP | *w* | 1876<br>1mo | C.Connell &Co. Glasgow | G.Smith&Sons | 381·6<br>B39′&29′F37′<br>*DeckTeak* | 38·8 | 29·0<br>BK11″<br>5*BHCem* | Glasgow<br>British | C.2Cy.52″&89″–48″ (*s*)<br>75lb ~~*81lb*~~ 450HP<br>2DB,*12pf*,GS262<br>J.&J.Thomson,Glasgow | 30 ″ 1 | BT till ~~1,94~~ 6,95 |
| 669<br>65079<br>MWKP | —<br>~~*Chalmers*76–85~~<br>*W.J.Taylor*95–95<br>*Elec.light* | IronScSr<br>*ss*Grk.No.3–6,82<br>*ss*Abn.No.2–90<br>1*Dk*(*Irn–ws*)2*trB* | 1037<br>789<~~522~~ 490 | ✠100A1<br>1,94<br>✠NB82<br>BS2,95 | Abn<br>A&CP | *m* | 1871<br>6mo | J.Elder& Co. Glasgow | AberdeenSteam NavigationCo. | 241·9<br>P70′F50′ | 30·5 | 16·7<br>BK7½″<br>5*BHCem* | Aberdeen<br>British | C.2Cy.46″&80″–39″ (*i*)<br>70lb *65lb* NDB82 275HP<br>2DB,*12pf*,GS174<br>J.Elder&Co.,Glasgow | 17 ″ 7 | BT till 1,95 |
| 670<br>82390 | —<br>*G.H.Playter*92–92<br>(*ex*Kathleen) | CompSc<br>3*Dks* | 516<br>365<br>294 | | | | 1888 | M.Clayton Kingston Ont reb.92, R.And | W.J.Sheppard rews,Collingwood | 120·0<br>P150*t* | 27·0 | 7·8<br>27·4 | Collingwd Ont. British | T.3Cy.10″,16″&27″–16″<br>37HP<br>CanadianLocomotiveCo., Kingston,Ontario | | |
| 671<br>99031 | —<br>*J.Berry*79–91<br>*Well deck* | SteelScSr<br>1*Dk*(*Irn*) | 351<br>262<br>182 | ✠100A1<br>~~3,94 12,93~~<br>1,95 ✠LMC12,91 | Liv<br>A&CP<br>Lon | *e* | 1891<br>12mo | Schlesingr. Davis&Co. Newcastle | D.C.Thomas&Sons | 135·3<br>P14′Q59′F20′ | 23·6 | 11·6<br>FK<br>*WB=APT17t* | London<br>British | T.3Cy.12½″,20″&33″–24″(*s*)<br>160lb *80lb* 50HP<br>1SB,*2pf*,GS32,HS1100<br>N.E.Mar.E.Co.(Lim.)Nwc | 12 ″ 3<br>s ″10½ | |
| 672<br>47359<br>VNHF | —<br>*H.Jones* –93 | IronPadSp | 158<br>143<br>7 | | | | 1863 | .....<br>Poplar | StrongSteamTug Co.(Lim.) (H.Strong,*Mgr.*) | 114·5 | 19·1 | 10·2 | Liverpool<br>British | 2Cy.<br>140HP | | |
| 673<br>126988 | City of Mackinnac<br>*H.J.Slyfield*90–93 | SteelPad<br>2*Dks* | 1750<br>954<br>1278 | | | | 1893 | Detroit<br>DryDockCo. Wyandotte | Detroit&Cleve-landS.Nav.Co. | 266·0 | 38·6 | 13·4 | Detroit, Mich.<br>Utd.States | C.2Cy.42″&66″–<br>W.&A.Fletcher&Co., Hoboken,N.J. | | |
| 674<br>125621<br>JSPT | City of Macon<br>*H.C.Lewis* –92 | IronScSr<br>2*Dks&Awngdk* | 2093<br>—<br>1447 | | | | 1877 | J.Roach& Son Chester,Pa. | NewEngland& SavannahS.S. Co. | 257·0 | 38·7 | 24·8 | Savannh.G<br>Utd.States | C.2Cy.38″&68″–54″<br>400HP<br>J.Roach&Son,Chester,Pa. | | |
| 675<br>62657<br>LGVH | City of Malaga<br>*J.Donnelly* –91 6thSurvey,Gls.9,92<br>(*ex*Borthwick) 1*Dk2trB*<br>*Well deck* | IronScSr | 1026<br>833<br>650 | ✠A1,1<br>~~7,94 11,93~~ | Gls<br>Brs | Lv | 1872<br>6mo | J.L.Thomp-son Sunderland | Palgrave,Murphy &Co. | 220·0<br>P207*t*F24*t*<br>ND88 | 30·2 | 16·9<br>BK8″<br>*WB=DBa&f* | Dublin<br>British<br>4*BH* | C.2Cy.27″&50″–30″<br>65lb NB82 98HP<br>G.Clark,Sunderland | 17 ″ 10<br>s 2 ″ 3½ | |
| 676<br>46427<br>VJLC | City of Melbourne<br>*G.H.Leggett* | IronScBk | 838<br>767<br>580 | | | | 1862 | J.&G. Thomson Glasgow | Australasian UnitedS.N.Co. (Lim.) | 250·4<br>P59*t* Q— | 28·2 | 16·6 | SydnyNSW<br>British | C.2Cy.40″&70″–33″<br>NE&B73 200HP<br>J.Inglis,Glasgow | | |
| 677<br>125906 | City of Milwaukee | IronPad | 1149<br>—<br>872 | | | | 1881 | Detroit DryDockCo Wyandotte | GrandTrunkR.R. Co. | 230·7 | 33·5 | 12·3 | Grnd Havn Mich.<br>Utd.States | 1Cy.53″–144″<br>Fletchr,Harrisn &C.,N.Yk | | |
| 678<br>57871 | City of Monticello<br>*J.McKee*<br>(*ex*CityofNorfolk) | IronPadSr | 1034<br>715<br>566 | | | | 1866 | Harlan& Hollingswrth Wilmington, Del. | Bay of FundyS.S. Co.(Lim.) (Troop&Son, *Mgrs.*) | 232·0<br>F46*t* | 32·0 | 10·8 | Liverpool<br>British | C.1Cy.50″–132″<br>83HP<br>Rebuilt 86 Quinsand Iron Works,New York. | | |
| 679<br>90698 | City of Mount Clemens<br>1*Dk* | WoodScSr | 102<br>80<br>69 | | | | 1880 | .....<br>Mt.Clemens, U.S. | Gilbert&Co. | 95·0 | 21·8 | 6·0 | SCathrnes Ont.<br>British | 1Cy.14¼″–16″<br>85HP | | |
| 680<br>96995 | City of Nanaimo<br>*W.Rogers* –91<br>YM9,91 1*Dk* | WoodScSp | 761<br>—<br>518 | | | | 1891 | McAlpin& Allen Vancouver, B.C. | Mainland&Nan-aimoS.N.Co. (Lim.) | 159·0 | 32·0 | 9·4 | N.Wstmtr, B.C.<br>British | C.2Cy.14″&26″–18″<br>58HP<br>JDotyEn.Co.,Toronto,Ont. | | R |
| 681<br>125254<br>JPHR | City of New Bedford<br>*H.H.Webber* | WoodScSr<br>2*Dks3trB* | 822<br>—<br>433 | | | | 1874 | C.H.Dele-mater & Co Williamsbrg. N.Y. | OldColonySteam-boatCo. | 180·0 | 32·6 | 13·0 | FallRiver, Mass.<br>Utd.States | 1Cy.36″–36″<br>C.H.Delemater&Co.,N.Yk. | | |
| 682<br>86072<br>WHVB | City of Newcastle<br>*O.Jones* –93 | IronScSr<br>~~*ssCff.No.2–90*~~<br>2*Dks*(1*Irn*)3*trB*<br>*ss*Cff.No.3–8,94 | 1973<br>1847<br>1245 | ✠100A1<br>~~8,94 4,95~~ 11,94<br>~~BS4,95~~ ✠LMC5,90 8,94<br>Sws | Cff<br>LA&CP | *s* | 1882<br>2mo | C.S.Swan& Hunter Newcastle | Tyne&BlythStm. ShipOwningCo. (Lim.)(R.Bell &Co.,*Mgrs.*) | 285·5<br>P28′B52′F32′<br>drp94 | 36·1 | 24·1<br>BK9½″<br>*WB=DBa82′140t* | Newcastle<br>British<br>6*BHCem*<br>*MT22′355t* | C.2Cy.36″&68″–42″ (*s*)<br>80lb ~~*80lb*~~ NDB90 200HP<br>2SB.*6pf*,GS84<br>R.&W.Hawthorn,Nwc. | 25 ″ 6<br>s 4 ″ 8½ | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné maintenant expiré. | 7 Lettre d'Enrôlement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Francbord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 683 5033 HDWK | **City of Newport** | **WoodPad** 1 *Dk* | 562 — 469 | | | | 1863 | ..... NewYork | **B.Buffurn** | 177·5 | 28·5 | 8·8 | **Providnce, R.I.** Utd.States | 250HP | |
| 684 62655 LFWP | **City of Oporto** *T.Hoare*87–91 (*ex*Marcasite) | **IronScSr** *ss*Lon.No.3–4,85 ~~*ss*Lon.No.1–90~~ *ss*Brs.No.2-94 1*Dk*2*trB* | 874 777 560 | ✠90A1 ~~7,94 2,93 1,95~~ 3,95 BS~~2,93~~ | Dub A&CP LMC~~3,90~~ ~~Bro~~ Bel | *l* Brs | 1872 4mo | J.Blumer& Co. Sunderland | **Palgrave,Murphy &Co.** | 215·7 Q20′F23′ ~~1sp91~~ srp94 | 30·1 ND90 *WB=DBa* | 15·4 BK8″ 65*f* 84′210*t* | **Dublin** British | C.4Cy.18″&37″–30″ (*b*) 70lb *50lb* NB82 95HP 1SB,*3pf*,GS53 NDB89 4*BHCem* T.Bates&Co.,SowerbyBdg. | 16 ″ 1 s 2 ″ 5½ |
| 685 71181 | **City of Owen Sound** *A.Anderson* | **WoodSc** 1*Dk* | 732 505 498 | | | | 1875 | J.Simpson OwenSound, Ont. | **CollinsBayRafting andForwarding Co.** | 172·0 P47*t* | 31·0 | 13·0 | **Toronto** British | 1Cy.30″–36″ Oill&Co.St.CatherinesOnt. | 30HP |
| * 686 86679 WMGP | **City of Oxford** *W.Miller*75–82 *Elec.light* | **IronScSr** *ss*Gls.No.2–91 3*Dks*(2*Irn–UTeaks*) | 4009 3752 ~~2564~~ 2632 | ✠100A1 1,94 ✠NB91 | Gls LA&CP ✠LMC2,91 | *x* | 1882 6mo | Barclay, Curle & Co. Glasgow | **G.Smith&Sons** | 400·0 B62′F43′ | 43·2 BK11″ | 29·8 6*BHCem* | **Glasgow** British | T.3Cy.31″,50″&83″–60″ (*a*) 150lb *75lb* NDB91 660HP 2SB,*8pf*,GS154 FD *Tpd*91Brcly,Curle&Co.Gls. | |
| 687 125204 JNTF | **City of Panama** *G.Mackinnon*93–93 | **IronScSr** 2*Dks*3*trB* | 1490 — 1046 | | | | 1873 | J.Roach& Son Chester,Pa. | **Pacific MailS.S.Co.** | 250·0 | 36·1 | 20·2 | **NewYork** Utd.States | C.2Cy.30″&56″–54″ 216HP J.Roach&Son,Chester,Pa. | |
| 688 125664 JSWK | **City of Para** *J.L.Lockwood*81–88 *Elec.light* | **IronScBkn** 3*Dks* | 3532 — 2505 | | | | 1878 | J.Roach& Son Chester,Pa. | **Pacific MailS.S.Co.** | 345·0 | 38·6 | 20·0 28·3 | **NewYork** Utd.States | T.3Cy.28″,44″&70″–48″ NE92 MorganIronWorks,N.Yk | |
| 689 125265 JPNF | **City of Peking** *Searle* –92 *Elec.light* | **IronSc4MstS** 4*Dks* | 5080 — 3129 | | | | 1874 | J.Roach& Son Chester,Pa. | **Pacific MailS.S.Co.** | 423·0 | 48·0 | 27·8 | **NewYork** Utd.States | C.4Cy.51″&88″–54″ 1000HP J.Roach&Son,Chester,Pa. | |
| * 690 98572 | **City of Perth** *J.Swan* –92 2*Dks*(*Stl–Uws*)*&Deepframing*3*Dkrule* *Elec.light* | **SteelScBa Sr** | 3427 3167 2606 | ✠100A1 7,93 | Gls LA&CP ✠LMC~~3,90~~ ,95 | *w* | 1890 9mo | Workman, Clark&Co. (Lim.) Belfast | **G.Smith&Sons** *WB=* | 361·7 P28′B88′F40′ *Cell DB*272′659*t* | 42·7 BK10″ *DeepTank a*95*t* | 26·4 6*BHCem* | **Glasgow** British | T.3Cy.26½″,44″&72″–48″ (*s*) 160lb *80lb* 375HP 2SB,*6rf*,GS99,HS4260 FD J.&J.Thomson,Glasgow | 29 ″ 8 |
| 691 125979 JVRN | **City of Puebla** *Debney* *Elec.light* | **IronScBn** 3*Dks* | 2624 — 1713 | | | | 1881 | W.Cramp & Sons Philadelphia | **OregonImprove-mentCo.** | 320·6 | 38·6 | 26·3 | **S.Frncisco** Utd.States | C.2Cy.43″&86″–60″ W.Cramp&Sons,Phldlphia | |
| 692 HDLW | **City of Richmond** *G.Becker* –93 *Elec.light* | **IronScBk** 3*Dks&Awngdk* | 4989 2336 3141 | | | | 1873 2mo | Tod&Mc Gregor Glasgow | **Aktieselskabet "City of Richm'nd" (D.S.Meier)** | 440·8 B253*t* F142*t* | 43·5 H72*t* | 19·1 34·1 | **Chrstiania** Norwegian | C.2Cy.68″&120″–60″ NB82 700HP Tod&McGregor,Glasgow | |
| 693 5020 HDVW | **—** | **WoodPad** | 940 411 601 | | | | 1865 | ..... Athens,N.Y. | **City of Richmond SteamboatCo.** | 227·5 | 30·6 | 10·0 | **N.Lndn,Ct** Utd.States | 350HP | |
| 694 110346 JSWB | **City of Rio de Janeiro** *J.T.Smith*92–92 *Elec.light* | **IronScBkn** 3*Dks* | 3548 — 2275 | | | | 1878 | J.Roach& Son Chester,Pa. | **Pacific Mail S.S.Co** | 344·0 | 38·0 | 28·9 | **New York** Utd.States | T.3Cy.28″,44″&70″–48″ NE92 UnionIronWorks,S.Fo. | |
| * 695 68995 SJCN | **City of Rochester** *R.Hardy*76–79 | **IronScSr** *ss*Sld.No.3–7,91 1*Dk*(*Irn*)2*trB* | 1368 1090 510 | ✠100A1 2,94 BS7.91 ✠NB83 *fitted*91 | Sld A&CP LMC11,90 | *o* | 1879 2mo | Osbourne, Graham&Co. Sunderland | **W.A.Watson** *WB=DBa* | 240·0 Q61′B44′F27′ 67′*f* 46′ 189*t* | 33·0 BK8½″ | 18·9 5*BHCem* *MT*44′86*t* | **Sundrland** British | C.2Cy.31″&58″–36″ (*i*) 80lb *80lb* NDB88 140HP N.E.MarineE.Co(Lim.)Sld | 20 ″ 3 s 2 ″ 2½ |
| 696 84148 WCGN | **City of Rome** *H.Young*68–87 *Elec.light* | **IronSc4MstSr** | 8144 7468 3453 | | | ... | 1881 6mo | Brw.S.B.C. (Lim.) Barrow | **BarrowS.S.Co. (Lim.)(Hender-sonBros.,** *Mgrs.*) | 560·2 H841*t* | 52·3 F106*t* | 37·0 | **Barrow** British | C.6Cy.43″&86″–72″ 1500HP BarrowSBC.(Lim.)Barrow | |
| 697 81447 | **City of Rotterdam** *T.Green* –93 *Well-deck* | **IronScSr** *ss*Sou.No.2–92 2*Dks*(1*ptIrn*) | 656 563 303 | ✠100A1 ~~1,94~~ 10,94 BS~~4,93~~ 9,94 | Brs LA&CP ✠LMC3,92 Ham | *l* | 1883 8mo | Dobie& Co. Glasgow | **Palgrave, Murphy &Co.** | 210·0 Q77′B46′F25*t* | 29·2 BK6½″ *WB=Cell* | 12·1 4*BHCem* *DB*165′198*t* | **Dublin** British | C.2Cy.28″&52″–36″ (*j*) 80lb *60lb* 120HP 1DB,*4pf*,GS75 Hutson&Corbett,Glasgow | 14 ″ 6 s 1 ″ 9½ |
| 698 126692 KHVR | **CityofSt.Augustine** *Ray* –92 | **WdSc3MstSr** 1*Dk* | 564 — 391 | | | | 1890 | Jackson& SharpCo WlmngtnDel | **W.Ray** | 163·0 | 36·0 | 12·6 | **SAgustine** Utd.States | C.2Cy.14″&26″–22″ | |
| 699 59286 | **City of St. John** *W.Simpson* | **WoodPadSr** 1*Dk* | 709 235 447 | | | | 1870 | ..... Carleton,N.B. | **Yarmouth Steam-ship Co.(Lim.)** | 159·9 H474*t* | 27·1 | 9·8 | **Gaspé** British | | |
| 700 125040 JLPS | **City of San Antonio** *Risk* | **IronSc3MstSr** 2*Dks*3*trB* | 1605 — 1204 | | | | 1872 | J.Roach& Son Chester,Pa. | **C.H.Mallory&Co.** | 228·0 | 36·6 | 20·3 | **NewYork** Utd.States | 1Cy.48″–48″ 250HP J.Roach&Son,Chester,Pa. | |
| 701 126635 KHLJ | **City of Seattle** *M.Nichols* –89 | **SteelScSr** 2*Dks* | 1411 — 913 | | | | 1890 | Neafie& Levy Philadelphia | **PugetSound& AlaskaS.S.Co.** | 244·6 | 40·0 | 15·0 | **Utsalady** Utd.States | C.2Cy.32″&60″–36″ Neafie&Levy,Philadelphia | |
| 702 100134 | **City of Selkirk** *H.Black* - 92 | **WoodSc** 1*Dk* | 322 141 219 | | | | 1892 | W.Overton Selkirk, Manitoba | **ManitobaFishCo. (Lim.)** | 103·7 H115*t* | 23·4 | 9·1 | **Winnipeg** British | C.2Cy.15″&27″–18″ 32HP KerrEngineCo.,Toronto | |
| 703 22571 HQWP | **City of Springfield** *F.H.Beeby*88–93 | **WoodPad** | 1417 — 1047 | | | | 1867 | ..... Brooklyn | **E.H.Williams** | 286·0 | 26·0 | 9·6 | **Hartfrd Cn** Utd.States | | |
| 704 125470 JRMP | **City of Sydney** *D.E.Friele*85–85 | **IronScBk** 3*Dks&Spardk* | 3017 — 1965 | | | | 1875 | J.Roach& Son Chester,Pa. | **PacificMailS.S.Co.** | 339·0 | 40·2 | 20·5 | **S.Frncisco** Utd.States | C.2Cy.51″&88″–60″ 700HP J.Roach&Son,Chester,Pa. | |
| 705 | **City of Taunton** *E.H.McDonald* –92 | **WoodPad** 2*Dks*3*trB* | 2882 — 1999 | | | | 1892 | Mont-gomery& Howard Chelsea,Mass | **OldColonySteam-boatCo.** | 283·0 | 43·0 | 18·0 | **FallRiver, Mass.** Utd.States | 2Cy.47″&71″–8″&12″ W.A.Fletcher&Co.Hobokn, N.J. | |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. / Under deck. / Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey | Years Assigned now expired. Equipment Letter. | Built. When. Ship. Engines | By Whom. Where. | Owners. | Length | Breadth | Depth | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed, Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 706<br>25662 | City of the Straits IronPad<br>D.McLachlan84-89 2Dks<br>(exCity of Detroit) | 1095<br>673<br>812 | | | | 1878 | Detroit<br>DryDockCo.<br>Wyandotte | Detroit&Cleve-<br>landS.Nav.Co. | 234·0 | 36·0 | 13·0 | Detroit, Mich.<br>Utd.States | Beam1Cy.62″–132″<br>W.&AFletcher&C,Hob.NJ | | |
| 707<br>126738 | City of Toledo SteelPad<br>E.McNelly91-94 1Dk,promenade dk.<br>&hurricane dk | 1004<br>—<br>654 | | | | 1891 | Craig<br>S.B.Co.<br>Toledo, O. | Toledo&Island<br>SteamboatCo. | 212·0 | 31·7 | 12·8 | Toledo, Ohio<br>Utd.States | T.3Cy.26″,42″&66″–72″<br>ClevelandS.B.Co.,Clevelnd | | |
| 708<br>126241<br>KCPL | City of Topeka IronScSr<br>D.Wallace -89 2Dks3trB | 1057<br>1057<br>747 | | | | 1884 | J.Roach&<br>Son<br>Chester,Pa. | OregonImprove-<br>mentCo. | 198·0<br>H25t | 35·2<br>F17t | 18·0 | Portlnd,Or<br>Utd.States | C.2Cy.24″&44″–45″<br>800HP<br>J.Roach&Son,Chester,Pa. | | V |
| 709<br>88747<br>HWVB | City of Truro IronScSr<br>H.Fulcher ssCff.No.2–92<br>2Dks(Irn)3trB | 1983<br>1866<br>1261 | ✠100A1<br>3,95 7,93 8,94<br>BS3,92 ✠LMC1,92<br>2,94 | Hul<br>LA&CP<br>Bty Cff | s | 1883<br>9mo | Palmers'<br>Co.(Lim.)<br>Newcastle | Tyne&BlythSteam<br>Ship Owning Co.<br>(Lim.)(R.Bell &<br>Co., Mgrs.) | 281·0<br>P26′B58′F29′<br>drp93 | 37·3 | 23·1<br>BK9½″<br>WB=DBa | Newcastle<br>British<br>4BHCem<br>88′f64′300t | C.2Cy.33″&64″–42″ (a)<br>75lb 60lb 200HP<br>2SB,6pf,GS100<br>Palmers'Co.(Lim.)Nwc. | 24 ″ 3<br>s 4 ″ 5½ | |
| 710<br>86129<br>JBVH | —<br>B.R.Wood90–90 ssCff.No.2–92<br>Well deck Smith 1Dk(Irn)2trB<br>B.R.Wood90–90 | 1682<br>1309<br>1064 | ✠100A1<br>2,94 12,94<br>BS6,92 ✠LMC3,91<br>12,94 | Cff<br>A&CP | q | 1883<br>10mo | W.Gray&<br>Co.<br>W Hartlepool | CornwallStm.Ship<br>Co.(Lim)<br>(J.&R.B.<br>Chellew, Mgrs) | 257·0<br>P29′Q66′B66′F34′<br>drp92 | 34·8 | 19·7<br>BK9″<br>WB=DBa | Falmouth<br>British<br>4BHCem<br>78′f96′333t | C.2Cy.32″&60″–36″ (b)<br>80lb 65lb ND B92 150HP<br>2SB,4pf,GS75<br>T.Richardson&Sons,Hpl. | 20″10<br>s 2 ″ 0 | |
| 711<br>71726<br>NWFV | City of Venice IronSc3MstSr<br>J.Campbell -91 ssGls.No.3–11,90<br>Elec.light 3Dks(2Irn–UTeaks) | 3456<br>3170<br>2201<br>2250 | ✠100A1<br>6,91 3,94<br>✠NB1,87 ✠LMC7,93<br>6,94 | Gls<br>A&CP | w | 1875<br>4mo | Barclay,<br>Curle&Co.<br>Glasgow | G.Smith&Sons | 379·5<br>B132′F28′<br>drp92 | 38·2 | 29·2<br>BK11″ | Glasgow<br>British<br>5BHCem | Q.4Cy.30″,40″,52″&70″–48″<br>145lb 50lb NDB85 (o)<br>2SB,6pf,GS80 FD 440HP<br>Qpd87,J.Howden&Co.,Gls. | 30″10 | BT till 7,94 6,95 |
| 712<br>70736 | City of Verviers IronScSr<br>C.M.Gauld89–91 ssLon.No.3–8,89<br>ssLon.No.1–93<br>1Dk | 267<br>206<br>169 | ✠90A1<br>4,95 12,93<br>✠NB9,93 | Lon<br>Ant<br>A&CP<br>LMC9,93 | d | 1875<br>6mo | J.Read-<br>head&Co.<br>S.Shields | D.C.Thomas&Sons | 135·3<br>Q69′<br>ND93 | 22·2 | 10·2<br>BK7″ | London<br>British<br>4BHCem | C.2Cy.14″&28″–20″ (s)<br>80lb 40HP<br>1SB,2pf,GS40<br>J.Readhead&Co.,S.Shields | 10″10<br>s ″ 11 | |
| 713<br>97652 | City of Vienna SteelScBkn<br>D.Anderson64–90 3Dks(2Stl–ws)<br>Elec.light | 4672<br>4197<br>3008 | ✠100A1<br>9,93<br>✠LMC6,90 8,94 | Lon<br>Gls<br>LA&CP | y | 1890<br>6mo | Workman,<br>Clark&Co.<br>(Lim.)<br>Belfast | G.Smith&Sons | 412·3<br>P40′B162′F42′ | 46·7 | 29·3<br>BK11″ | Glasgow<br>British<br>6BHCem | T.3Cy.32″,53″&87½″–60″ (s)<br>160lb 80lb FD 700HP<br>4SB,12pf,GS208<br>J.&J.Thomson,Glasgow | 31 ″ 0 | BT till 9,94 5,95 |
| 714<br>97980 | City of Wakefield SteelScSr<br>R.Townsend86–91 ssCff.No.1-95<br>1Dk(Irn)2trB&Webframes&<br>ptAwng dk(Irn) | 3004<br>2274<br>1937 | ✠100A1<br>ptAwng dk<br>withfreeboard<br>5,94 1,94 4,95 ✠LMC9,94 5,95 | Bry<br>A&CP<br>Cff | t | 1891<br>9mo | Ropner&<br>Son<br>Stockton | Tyne&Blyth<br>Stm.ShipOwning<br>Co.(Lim.) pt | 315·0<br>P33′Q98′<br>Awng dk184′ | 40·5 | 20·2<br>BK10″<br>WB=Cell | Newcastle<br>British<br>5BHCem<br>DB260′550t | T.3Cy.23″,37½″&61½″–39″(s)<br>160lb 80lb 230HP<br>2DB,4rf,GS99,HS3600<br>Blair&Co.(Lim.),Stockton | 23 ″ 7<br>s 8 ″ 11½ | |
| 715<br>98729 | — IronScK<br>1Dk | 143<br>136<br>44 | ✠<br>Stm Trawler<br>✠LMC3,91 | | ... | 1891<br>3mo | Cook,Wel-<br>ton&Gemm'll<br>Hull | G.Bowman | 99·0 | 20·9 | 11·0<br>BK7½″ | Hull<br>British<br>3BHCem | C.2Cy.17½″&34″–24″ (s)<br>100lb 48HP<br>1SB,2pf,GS41<br>Tindall&Co.,Hull | 11″10 | |
| 716<br>125625<br>JSRH | City of Washington IronScBn<br>Hofmann -92 3Dks | 2635<br>1649<br>1650 | | | | 1877 | J.Roach&<br>Son<br>Chester,Pa. | NewYork&Cuba<br>MailS.S.Co. | 300·0 | 38·0 | 27·0 | NewYork<br>Utd.States<br>Tpd89 | T.3Cy.24″,38″&63″–60″<br>MorganIronWorks,N.Yk. | | R |
| 717<br>79022 | City of Westminster IronScK<br>(exSirenes,exSailing) | 107<br>107<br>58 | | | | 1878 | BalticEng.<br>Works<br>Hull | G.Bowman | 85·6<br>len86 | 20·3 | 9·6 | Hull<br>British | C.2Cy.14″&26″–20″<br>NB86 30HP<br>C.D.Holmes&Co.,Hull | | |
| 718<br>77481 | City of Winchester IronSc<br>(exCyclopes,exSailing) Trawler<br>1Dk | 110<br>110<br>52 | ✠<br>9,77 | Hul | | 1877<br>8mo | Gilbert<br>Hull | G.Bowman | 85·3<br>len86 | 20·3 | 10·1 | Hull<br>British | C.2Cy.14″&26″–20″<br>30HP<br>C.D.Holmes&Co.,Hull | | |
| 719<br>94843 | City of Windsor WoodSc<br>J.Thorburn (exE.K.Roberts) | 511<br>407<br>316 | | | | 1883 | DetroitDry<br>DocksCo.<br>Detroit,U.S. | S.T.Reeves | 117·0<br>H104t | 24·8 | 11·0 | WndsrOnt<br>British | C.2Cy.15″&28″–28″<br>34HP<br>H.G.Trout,Buffalo,N.Yk. | | |
| 720<br>98506 | City of Worcester SteelScSr<br>W.C.Fortune91–91<br>Welldeck 1Dk(Stl)&Webframes | 2404<br>1845<br>1553 | ✠100A1<br>3,95 11,93<br>✠LMC3,91 | Ant<br>A&CP | s | 1891<br>4mo | Osbourne,<br>Graham&Co.<br>Sunderland | "City of Worces-<br>ter"S.S.Co.,(Lim.)<br>(Livingston,<br>Conner&Co.) | 290·0<br>P27′B116′Q92′F35′ | 38·1 | 20·1<br>BK10″<br>WB=Ce | W.Hartlpl<br>British<br>6BHCem<br>DB240′459t | T.3Cy.22″,35″&58″–39″ (s)<br>160lb 80lb 190HP<br>2SB,6rf,GS72<br>CentrlMarine.EWksWHpl | 22 ″ 7<br>s 2 ″ 2 | |
| 721<br>HGQD | Ciudad Condal IronScBg<br>M.Carmona86–90 (exWashington)<br>3Dks(1Irn) | 2576<br>2426<br>1751 | ✠<br>5,73 | Liv<br>Sld | Lv | 1872 | Oswald&<br>Co.<br>Sunderland | CompañiaTras-<br>atlantica | 306·8<br>B68t H23t<br>F59t | 38·2 | 21·3<br>28·3 | Barcelona<br>Spanish<br>3BH2PBH | C.2Cy.51″&86″–42″<br>350HP<br>Oswald&Co.,Sunderland | | V |
| 722<br>HGQF | Ciudad de Cadiz IronScBk<br>J.Lopez88–92 ssCdz.No.3–1,86<br>Elec.light ssCdz.No.1–90<br>3Dks(2Irn)&AwngdK4trB | 3084<br>2133<br>1844 | ✠100A1<br>Awng dk<br>load line22ft6in.<br>12,93 ✠LMC5,92 | Cdz<br>A&CP | v | 1878<br>11mo | Lobnitz,<br>Coulbrn&<br>Co.,<br>Renfrew | CompañiaTras-<br>atlantica | 363·6<br>ptND92srp92 | 38·2 | 24·2<br>31·7<br>BK10″ | Barcelona<br>Spanish<br>4BHCem | T.3Cy.28½″,48″&74″–54″ (i)<br>160lb 160lb NDB92 700HP<br>2D&1SB,15rf,GS300 HS7435<br>Lobnitz,Coulbrn&Co.,Rnf. | | |
| 723<br>HGQC | Ciudad de Reus SteelSc3MstSr<br>Zaragoza 1Dk(Stl)&Web<br>P.Zaragoza frames&Spar dk(Stl)<br>Elec.light | 1899<br>1787<br>1210 | ✠NE&B5,92<br>✠100A1<br>Spar dk<br>2,95 4,94 ✠LMC2,93<br>Carrying Petroleum in bulk | Phl<br>A&CP | r | 1893<br>2mo | Grange-<br>mouthDock-<br>yardCo.<br>Grangem'th | SociedadLaMutua | 260·0<br>B23′F28′<br>drp95 | 36·2 | 17·0<br>24·5<br>FK<br>WB=FPT | Barcelona<br>Spanish<br>11BHCem<br>50tAPT45t | T.3Cy.20″,33″&54″–36″ (a)<br>160lb 80lb 171HP<br>2SB,6rf,GS103,HS2520<br>Hutson&Corbett,Glasgow | 18 ″ 0<br>s 4 ″ 11 | |
| 724<br>HGQB | Ciudad de Santander IronSc3MstSr<br>A.Garcia87–92 ssCdz.No.2–93<br>Elec.light 3Dks(2Irn–Uws) | 3488<br>3052<br>1989 | ✠100A1<br>3,94 7,94<br>BS3,94 ✠LMC2,93 | Cdz<br>LA&CP | x | 1883<br>12mo | W.Denny<br>&Bros.<br>Dumbarton | CompañiaTras-<br>atlantica | 384·2<br>P101′B48′F62′ | 42·2 | 27·5<br>FK<br>WB=Cell | Cadiz<br>Spanish<br>6BHCem<br>DB322′523t | C.2Cy.57″&102″–60″ (j)<br>80lb 750HP<br>6SB,18cf,GS384<br>Denny&Co.,Dumbarton | 30 ″ 0 | |
| 725<br>64410 | Civility WoodSc3MstSr<br>1Dk | 249<br>220<br>169 | | | | 1872 | RockDavis<br>Brisbane | P.Denne | 132·0<br>H28t | 25·5 | 10·7 | SydnyNSW<br>British | 2Cy.15″–24″<br>40HP<br>Vale&Lacy,Sydney | | |
| 726<br>98095<br>LRPK | Clacton Belle SteelPadSk<br>E.Mills -90 2Dks | 458<br>392<br>182 | | | | 1890 | W.Denny<br>&Bros.<br>Dumbarton | London,Woolwich,<br>&Clacton-on-the-<br>Sea Steamboat<br>Co.(Lim.) | 246·0<br>Promenade dk 142′ | 26·5 | 9·5 | London<br>British | C.D.2Cy.28″&50″–60″<br>183HP<br>Denny&Co.,Dumbarton | | BT till 11,94 |
| 727<br>101973 | Clam SteelSc3MstSr<br>J.Davies -94 2Dks(Stl)&Web<br>Elec.light frames<br>Well deck | 3552<br>3066<br>2311 | ✠100A1<br>2,94 10,94<br>Carrying Petroleum in bulk<br>✠LMC3,93 | Lon<br>A&CP<br>Mal | w | 1893<br>2mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool | M.Samuel&Co. | 338·0<br>P219′F47′<br>WB=CellD B64′117t FPT123t | 43·0 | 26·4<br>FK | London<br>British<br>8BHCem<br>APT30t | T.3Cy.25½″,40½″&67″–45″<br>160lb 100lb (s) 299HP<br>3SB,9rf,GS108,HS5202<br>Centrl Mar.E.Wks.,W.Hpl | 28 ″ 0<br>s 4 ″ 10 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. | 6 Surveillance Spéciale. Date de la dernière Visite. | 7 Port de Visite. Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 728 78650 SDBG | **Clan Alpine** *T.Walker* 88-92 2*Dks*(*UIrn*-ws)3*trB* | **IronScSr** *ss*Gls.No.3–7,90 | 2080 1903 1349 | ✠100A1 3,94 ✠NB12,89 | Gls A&CP LMC12,89 | *s* | 1878 9mo | A.Stephen &Sons Glasgow | Cayzer,Irvine &Co | 305·6 34·8 24·2 P13′B38′F36′ ND91 BK10″ 5*BHCem* *WB*=*MTa*24′ | Glasgow British 176*tf*12′110*t* | T.3Cy.22″,34″&59″–42″ (*s*) 160lb NDB89 200H 1SB,*3pf*,Gs50 FD *Tpd*89,J.Howden&Co.,Gls. | 25 ″ 7 |
| 729 85927 WJPV | **Clan Buchanan** *P.C.Crockett* –93 *ss*Gls.No.2-91 2*Dks*(*Irn-Uws*)&*Webframes* *Harrison* –95 *ss*Gls.No.3-3,95 | **IronScSr** | 2933 2662 1913 | ✠100A1 3,95 12,00 ✠LMC12,00 8,95 | Gls LA&CP | *v* | 1882 2mo | A.M'Millan&Son Dumbarton | Cayzer,Irvine &Co | 330·3 40·1 26·3 P64′B78′F38′ ND92 BK11″ 6*BHCem* *WB*=*Cell* | Glasgow British *DB*400′927*t* 260′510*t* | C.2Cy.39″&75″–48″ (*b*) 85lb *100lb* NDB93 400H 2DB,*8cf*,Gs165 D.Rowan,Glasgow | 29 ″ 1 s6 ″ 0 |
| 730 85913 WHQT | **Clan Cameron** *W.Barr* 91–92 2*Dks*(*Irn-Uws*) | **IronScSr** *ss*Gls.No.2–90 | 2448 2253 1548 2913 | ✠100A1 9,93 ✠NB7,92 | Gls LA&CP ✠LMC7,92 12,94 | *u* | 1882 2mo | A.Stephen &Sons Glasgow | Cayzer,Irvine &Co | 324·5 38·1 23·8 P12′B74′F28′ ND92drp93 BK10″ 6*BHCem* *WB*=*Cell* | Glasgow British *DB*278′408*t* | T.3Cy.23½″,38″&63″–45″ (*s*) 180lb *85lb* NDB92 350H 2SB,*6rf*,Gs103,Hs4393 FD *Tpd*92NavC&AC(Lm)Brw | 26 ″ 4 |
| 731 86669 WLVN | **Clan Drummond** *N.Harrison* 84–86 *ss*Gls.No.2–91 2*Dks*(*Irn-Uws*)&*Webframes* *P.Crockett* -94 | **IronScSr** *ss*Brw.No.3-10,93 | 2920 2661 1795 1872 | ✠100A1 5,95 ✠NB10,93 ✠LMC10,93 | Gls LA&CP | *v* | 1882 5mo | A.M'Millan&Son Dumbarton | Cayzer,Irvine &Co | 330·3 40·1 26·3 P64′B78′F38′ ptND s93 BK11″ 6*BHCem* *WB*=*Cell* | Glasgow British *DB*188′327*t* | T.3Cy.24½″,40″&67–48 (*s*) 180lb *100lb* NDB93 226H 2SB,*6rf*,Gs116,Hs4663 FD *Tpd*93NavC&AC(Lm)Brw | 29 ″ 0 s5 ″ 8 |
| 732 86680 WMHQ | **Clan Forbes** *E.H.Bond* –93 2*Dks*(*Irn-Uws*)&*Webframes* | **IronScSr** *ss*Brw.No.2–92 | 2461 2253 1561 | ✠100A1 4,94 ✠NB2,92 | Gls LA&CP ✠LMC2,92 | *u* | 1882 8mo | A.Stephen &Sons Glasgow | Cayzer,Irvine &Co | 324·5 38·1 23·8 P12′B74′F38′ ND92drp93 BK10″ 6*BHCem* *WB*=*Cell* | Glasgow British *DB*278′408*t* | T.3Cy.23½″,38″&63″–45″ (*s*) 180lb *85lb* NDB92 350H 2SB,*6rf*,Gs83,Hs4394 FD *Tpd*92WstryCplnd&CBrw | 26 ″ 6 s 5 ″ 1½ |
| 733 80420 SFJP | **Clan Fraser** *W.Henderson* –91 *Hill* –94 2*Dks*(*UIrn*-ws)3*trB* | **IronScBg** *ss*Gls.No.3–11,90 | 2048 1906 1330 | ✠100A1 9,94 ✠NB2,89 | Gls A&CP LMC5,91 Liv | *s* | 1878 11mo | A.Stephen &Sons Glasgow | Cayzer,Irvine &Co | 305·6 34·8 24·2 P13′F36′ ND91 BK10″ 5*BHCem* *WB*=*MTa*24′ | Glasgow British 176*tf*12′110*t* | T.3Cy.22″,36″&59″–42″ (*s*) 160lb NDB89 250H 1SB,*3cf*,Gs57 FD *Tpd*.89D.Rowan&Son,Gls. | 25 ″ 7 s 5 ″ 0½ |
| 734 80441 SHNJ | **Clan Gordon** *W.H.Ridgeway* 92–92 *ss*Gls.No.3–3,91 2*Dks*(*UIrn*-ws)3*trB* | **IronScBg** | 2062 1905 1343 | ✠100A1 8,94 ✠NB12,88 LMC8,91 BS5,94 | Gls A&CP | *s* | 1879 2mo | A.Stephen &Sons Glasgow | Cayzer,Irvine &Co | 305·6 34·8 24·2 P13′B38′F36′ ND90 BK10″ 5*BHCem* *WB*=*MTa*24′ | Glasgow British 176*tf*12′110*t* | T.3Cy.22″,34″&59″–42″ (*s*) 160lb *80lb* NDB88 200H 1SB,*3pf*,Gs50 FD *Tpd*.88J.Howden&Co.,Gls. | 25 ″ 7 |
| 735 85943 WKRD | **Clan Graham** *J.R.Kewley* –92 2*Dks*(*Irn-Uws*)&*Webframes* *Elec.light* *ss*Brw.No.3-2,94 | **IronScSr** *ss*Gls.No.2–91 | 2926 2662 1784 1878 | ✠100A1 4,95 ✠NB2,94 | Gls LA&CP ✠LMC2,94 | *v* | 1882 3mo | Napier, Shanks & Bell Glasgow | Cayzer,Irvine &Co | 330·5 40·2 26·3 P62′B80′F38′ srp94ND94 BK11″ 6*BHCem* *WB*=*Cell* | Glasgow British *DB*264′512*t* | T.3Cy.24½″40″&67″–48″ (*s*) 180lb *100lb* NDB94 310H 2SB,*6rf*,Gs115Hs4663 FD *Tpd*94NavC&AC(Lm)Brw | 29 ″ 2 s 5 ″ 9½ |
| 736 86745 HGLP | **Clan Grant** *Darley* *C.Alexanderson* 2*Dks*(*Irn-Uws*)3*trB* | **IronSc3MstSr** *ss*Gls.No.2–91 | 3545 2783 2306 | 100A1 6,94 7,93 LMC7,93 6,94 | Gls LA&CP | *w* | 1883 1mo | A.Stephen &Sons Glasgow | Cayzer,Irvine &Co | 350·5 41·1 26·6 P240′F48′ BK11″ 4*BHCem* | Glasgow British 2DB,*12pf*,Gs186 A.Stephen&Sons,Glasgow | C.2Cy.44″&80″–48″ (*b*) 85lb *85lb* 400H s 4 ″ 8½ |
| 737 98662 MGQR | **Clan Macalister** *A.Leslie* 91–93 *J.Nicol* –95 2*Dks*(1*Stl*&*UIrn*-ws)3*trB* | **SteelScSr** | 2268 2058 1473 | ✠100A1 9,94 12,93 1,95 5,95 ✠LMC8,91 | Gls LA&CP | *s* | 1891 8mo | A.Stephen &Sons Glasgow | Cayzer,Irvine &Co | 305·0 39·0 23·3 P28′B72′F37′ BK10″ 6*BHCem* *WB*=*MTa*28′ | Glasgow British 302*tf*18′330*t* | T.3Cy.23″,37″&62″–42″ (*s*) 180lb *100lb* 300H 2SB,*6rf*,Gs100 FD A.Stephen&Sons,Glasgow | 24 ″ 9 |
| 738 87657 HPRF | **Clan Macarthur** *M'Mahon* 82–87 *Elec.light* 3*Dks*(2*Stl-Uws*) | **SteelScSr** *ss*Brw.No.2–93 | 3994 3547 2615 | ✠100A1 9,94 9,93 ✠NB1,93 ✠LMC1,93 | Gls LA&CP | *x* | 1883 3mo | Scott&Co. Greenock | Cayzer,Irvine &Co | 381·2 43·3 27·9 B144′F48′ BK11″ 6*BHCem* *WB*=*Cell* | Glasgow British *DB*300′490*t* | T.3Cy.30½″,48″&82″–60″ (*s*) 160lb *85lb* 332H 2SB,*8rf*,Gs160,Hs6411 FD *Tpd*93NavC&AC(Lm)Brw | 30 ″ 6 s 6 ″ 7 |
| 739 85914 WHQV | **Clan Macdonald** *W.Rule* –91 *Sterling* 94-94 3*Dks*(2*Irn-Uws*) | **IronScBg** *ss*Cdz.No.2–91 | 2642 2570 1716 | ✠100A1 2,93 BS6,94 ✠LMC3,89 6,94 | Gls LA&CP | *u* | 1882 2mo | Scott&Co. Greenock | Cayzer,Irvine &Co | 335·5 39·3 26·9 B74′F30′ BK10″ 7*BHCem* *WB*=*DBa*90′158*t* | Glasgow British *MT*34′452*t* | C.2Cy.40″&78″–48″ (*j*) 80lb *80lb* 60℔ 400H 2DB,*12cf*,Gs198 Scott&Co.,Greenock | 28 ″ 3 |
| 740 86692 WMPN | **Clan Macgregor** *C.E.Darley* –93 2*Dks*(*Irn-Uws*)&*Webframes* | **IronScSr** *ss*Gls.No,2–91 | 2956 2688 1927 | ✠100A1 7,94 8,98 ✠LMC8,98 | Gls LA&CP | *v* | 1882 8mo | Ramage& Ferguson Leith | Cayzer,Irvine &Co | 329·6 40·3 26·4 P64′B78′F38′ lrp93NDS93 BK11″ 6*BHCem* *WB*=*Cell* | Glasgow British *DB*182′360*t* | C.2Cy.39″&75″–48″ (*c*) 85lb *80lb* NDB93 400H 2DB,*8cf*,Gs165 *100lb* D.Rowan;Glasgow | 29 ″ 2 s 5 ″ 11 |
| 741 87690 HVGT | **Clan Macintosh** *M.Allister* 82–86 *Elec.light* *H.L.Wilson* –95 3*Dks*(2*Stl-Uws*) | **SteelScSr** *ss*Brw.No.2–92 | 3994 3547 2619 | ✠100A1 4,95 10,98 1,94 ✠NB11,92 ✠LMC11,92 | Gls LA&CP | *x* | 1883 6mo | Scott&Co. Greenock | Cayzer,Irvine &Co | 381·2 43·2 27·9 B144′F48′ BK11″ 6*BHCem* *WB*=*Cell* | Glasgow British *DB*300′490*t* | T.3Cy.30½″,48″&82″–60″ (*s*) 160lb *85lb* 475H 2SB,*8rf*,Gs160,Hs6411 FD *Tpd*92NavC&AC(Lm)Brw | 30 ″ 6 |
| 742 98936 MFHQ | **Clan Macintyre** *T.Hill* –94 *T.Hill* 94-94 2*Dks*(1*Stl*&*UIrn*-ws3″*thick*)3*trB* *G.Miller* -94 | **SteelScSr** | 2517 2296 1615 | ✠100A1 6,94 1,94 10,94 ✠LMC6,91 | Gls A&CP | *t* | 1891 6mo | W.Doxford &Sons(Lim.) Sunderland | Cayzer,Irvine &Co | 312·0 39·0 23·5 P31′B74′F40′ BK10″ 5*BHCem* *WB*=*MTa*28′ | Glasgow British 313*tf*18′321*t* | T.3Cy.23″,37″&62″–42″ (*s*) 180lb *100lb* 300H 2SB,*6rf*,Gs95 FD WDoxford&Sns(Lim.)Sld | 24 ″ 8 |
| 743 85944 WKRJ | **Clan Mackenzie** *H.L.Wilson* –91 2*Dks*(*Irn-Uws*)&*Webframes* *H.S.Sumner* 95–95 | **IronScSr** *ss*Gls.No.2–91 *ss*Gls.No.3-5,95 | 2954 2687 1930 | ✠100A1 6,95 8,93 ✠LMC7,93 5,96 | Gls LA&CP | *v* | 1882 4mo | Ramage& Ferguson Leith | Cayzer,Irvine &Co | 329·6 40·0 26·3 P64′F38′ NDS93 srp95 BK11″ 6*BHCem* *WB*=*Cell* | Glasgow British *DB*220′360*t* | C.2Cy.39″&75″–48″ (*c*) 85lb *100lb* NDB93 400H 2DB,*8cf*,Gs165 D.Rowan,Glasgow | 29 ″ 3 s 6 ″ 0 |
| 744 98627 MDPJ | **Clan Mackinnon** *A.J.Barham* –91 2*Dks*(1*Stl-UIrn*-ws)3*trB* | **SteelScSr** | 2268 2058 1473 | ✠100A1 10,94 9,94 9,94 3,95 ✠LMC5,91 | Gls LA&CP | *s* | 1891 5mo | A.Stephen &Sons Glasgow | Cayzer,Irvine &Co | 305·0 39·0 23·3 P28′B72′F37′ drp91 BK10″ 6*BHCem* *WB*=*MTf*18′330*t* | Glasgow British *fa*28′302*t* | T.3Cy.23″,37″&62″–42″ (*s*) 180lb *100lb* 300H 2SB,*3rf*,Gs50 FD A.Stephen&Sons,Glasgow | 24 ″ 9 |
| 745 63807 JVGC | **Clan Maclean** *J.E.Roberts* –91 (*ex*City of Cambridge) 3*Dks* | **IronScBk** *ss*Gls.No.3–3,93 | 2336 2318 1486 | ✠100A1 10,94 4,94 NE&B3,93 ✠LMC3,93 | Gls A&CP | *s* | 1870 12mo | Barclay, Curle&Co. Glasgow | Cayzer,Irvine &Co | 326·5 36·1 27·7 ND83ptND93 BK11″ 5*BHCem* | Glasgow British 2SB,*6rf*,Gs85,Hs3590 FD Bow,McLachlan&Co.,Psy. | T.3Cy.22″,37″&61″–42″ (*s*) 180lb *100lb* NDB93 300H | 29 ″ 3 s 6 ″ 6 |
| 746 98620 MDBP | **Clan Macleod** *E.Worfolk* –91 2*Dks*(1*Stl*UIrn-ws3″*thick*)3*trB* | **SteelScSr** | 2517 2296 1615 | ✠100A1 4,95 3,94 ✠LMC5,91 Gls | Liv A&CP | *t* | 1891 5mo | WDoxford &Sons(Lim.) Sunderland | Cayzer,Irvine &Co | 312·0 39·0 23·5 P31′B74′F40′ BK10″ 5*BHCem* *WB*=*MTf*18′321*t* | Glasgow British *fa*28′313*t* | T.3Cy.23″,37″&62″–42″ (*s*) 180lb *100lb* 300H 2SB,*6rf*,Gs95 FD WDoxford&Sns.(Lim),Sld | 24 ″ 8 |
| 747 98645 | **Clan Macnab** *C.R.Wakeford* –92 2*Dks*(1*Stl-UIrn*-ws)3*trB* | **SteelScSr** | 2268 2058 1473 | ✠100A1 9,94 4,94 3,95 ✠LMC6,91 | Gls LA&CP | *s* | 1891 6mo | A.Stephen &Sons Glasgow | Cayzer,Irvine&Co | 305·0 39·0 23·3 P28′B72′F37′ BK10″ 6*BHCem* *WB*=*MTa*28′ | Glasgow British 302*tf*18′330*t* | T.3Cy.23″,37″&62″–42″ (*s*) 180lb *100lb* 300H 2SB,*6rf*,Gs100 FD A.Stephen&Sons,Glasgow | 24 ″ 9 |

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 748<br>98611<br>MCKL | Clan Macneil SteelScSr<br>J.Schofield84-91<br>2Dks(1Stl&UIrn-ws3"thick)3trB | 2487<br>2296<br>1595 | ✠100A1<br>~~6,94~~ ~~1,94~~11,94<br>✠LMC3,91 | Gls<br>A&CP | t | 1891<br>3mo | W.Doxford<br>&Sons(Lim)<br>Sunderland | Cayzer,Irvine&Co<br>WB=M | 312·0\|39·0\|23·5<br>P31'B74'F40'<br>BK10"<br>Tf18'321t aft deep tank28'313t | Glasgow<br>British<br>5BHCem | T.3Cy.23",37"&62"–42" (s)<br>180lb 100lb 300HP<br>2SB,6rf,GS95 FD<br>WDoxford&Sons.(Lim)Sld | 24 " 8 | |
| 749<br>87709<br>HWRP | Clan Macpherson SteelScSr<br>T.W.Gourlay82-88 ssGls.No.2-92<br>Elec.light ~~3Dks(Stl-Uws)~~<br>3Dks(Stl-UTeak S) | 3942<br>3504<br>2595 | ✠100A1<br>8,94 ~~9,98~~<br>✠NB9,92 ✠LMC9,92 | Gls<br>LA&CP | x | 1883<br>5mo | Napier,<br>Shanks &<br>Bell<br>Glasgow | Cayzer,Irvine &Co | 380·7\|43·2\|28·3<br>B136'F40'<br>BK11"<br>WB=Cell | Glasgow<br>British<br>6BHCem<br>DB292'524t | T.3Cy.30½",48"&82"–60" (s)<br>160lb 80lb 470HP<br>2SB,8rf,GS160,HS6286 FD<br>Tpd92 D&W Hendersn,Gls. | 30 " 7<br>s 6 " 7 | BT till ~~9,94~~ 8,95 |
| 750<br>87725<br>JCGP | Clan Matheson SteelScSr<br>S.Beer -91 ssGls.No.2-92<br>Elec.light 3Dks(2Stl-Uws) | 3930<br>3504<br>2562 | ✠100A1<br>5,94~~6,93~~<br>✠NB7,92 ✠LMC6,93 5,94 | Gls | x | 1883<br>8mo | Napier,<br>Shanks &<br>Bell<br>Glasgow | Cayzer,Irvine &Co | 380·7\|43·2\|28·3<br>B136'F40'<br>BK11"<br>WB=Cell | Glasgow<br>British<br>6BHCem<br>DB292'524t | T.3Cy.30½",48"&82"–60" (s)<br>160lb ~~86lb~~ 80lb 600HP<br>2SB,8rf,GS160,HS6286 FD<br>Tpd 92D.Rowan,Glasgow | 30 " 7<br>s 6 " 7 | BT till ~~6,94~~ 5,95 |
| 751<br>85879<br>WFKS | Clan Monroe IronScSr<br>C.Jones -92 ssBrw.No.2-92<br>2Dks(Irn-Uws)3trB | 2197<br>2034<br>1437 | ✠100A1<br>10,93<br>✠NB9,92 ✠LMC9,92 | Gls<br>A&CP | s | 1881<br>11mo | Bartram,<br>Haswell<br>&Co.<br>Sunderland | Cayzer,Irvine &Co<br>W | 285·5\|37·2\|24·4<br>P33'B70'F35'<br>ptND92 BK10"<br>B=DBa44'f62'&u | Glasgow<br>British<br>6BHCem<br>E&B38'279t | Q.4Cy.22",32¾",44"&64"–45"<br>170lb 85lb NDB92 (s) 300HP<br>1SB,4rf,GS76,HS2774 FD<br>Qpd92WstryCplnd&CBrw | 25"10 | |
| 752<br>82745<br>WFQH | Clan Murray IronSc3MstSr<br>Elliott86-90 ssGls.No.3-9,93<br>(exMuriel) 2Dks(Irn-Uws) | 2108<br>1913<br>1373 | ✠100A1<br>2,94<br>✠NB4,93 ✠LMC4,93 | Gls<br>LA&CP | s | 1881<br>6mo | TyneI.S.<br>B.Co.<br>Newcastle | Cayzer,Irvine &Co<br>WB | 290·0\|36·2\|23·2<br>P28'B68'F28'<br>ND93srp93 BK10"<br>=Cell DB238'403t | Glasgow<br>British<br>5BHCem<br>APT11t | Q.4Cy.22",32¾",44"&64"–45"<br>170lb 85lb NDB93 (s) 250HP<br>1SB,4rf,GS76,HS2850 FD<br>Qpd93WstryCplnd&CBrw | 26 " 0 | |
| 753<br>80439<br>SGWB | Clan Ranald IronScSr<br>~~W.G.Young -91 ssGly.No.3-5,81~~<br>C.Sommerfelt94-94 ~~ssGls.No.2-90~~<br>ssGls.No.3-7,94 2Dks(UIrn-ws)3trB | 2068<br>1918<br>1339 | ✠100A1<br>~~7,94 4,93~~ 2,95<br>✠NB9,90 LMC9,90 8,93 | Gls<br>A&CP | s | 1878<br>12mo | A.M'Mil-<br>lan&Son<br>Dumbarton | Cayzer,Irvine &Co | 305·0\|34·8\|24·4<br>P14'B56'<br>ND90 BK10"<br>WB=MTf10'170t | Glasgow<br>British<br>5BHCem<br>a16'169t | T.3Cy.22",36"&59"–42" (s)<br>160lb 80lb NDB90 280HP<br>1SB,3cf,GS60 FD<br>Tpd90AStephen&Sons,Gls | 25 " 7 | |
| 754<br>86705<br>WPLM | Clan Sinclair IronScSr<br>W.Miller82-92 ssGls.No.2-90<br>2Dks(Irn-Uws)&Webframes | 2933<br>2662<br>1912 | ✠100A1<br>4,94<br>✠LMC4,94 | Gls<br>LA&CP | v | 1882<br>8mo | Napier,<br>Shanks&<br>Bell<br>Glasgow | Cayzer,Irvine &Co | 330·5\|40·2\|26·3<br>P62'B80'F38'<br>ND93 BK11"<br>WB=Cell | Glasgow<br>British<br>6BHCem<br>DB264'512t | C.2Cy.39"&75"–48" (b)<br>85lb 100lb NDB93 400HP<br>2DB,8cf,GS165<br>D.Rowan,Glasgow | 29 " 2<br>s 6 " 0½ | BT till 4,95 |
| 755<br>80447<br>SKMN | Clan Stuart IronScSr ~~IronScBg~~<br>~~J.Nicol-93~~ ssGls.No.3-2,91<br>~~Morrison~~ 2Dks(UIrn-ws)3trB<br>D.S.Smith84-95 | 2094<br>1911<br>1355 | ✠100A1<br>2,95~~12,93 6,94~~<br>✠NB10,89 LMC10,89 6,94 | Gls<br>A&CP | s | 1879<br>2mo | A.M'Mil-<br>lan&Son<br>Dumbarton | Cayzer,Irvine &Co | 305·4\|34·8\|24·4<br>P13'F36'<br>ptND89 BK10"<br>WB=MTf10'170t | Glasgow<br>British<br>5BHCem<br>a20'207t | T.3Cy.22",36"&59"–42" (s)<br>160lb 80lb NDB89 280HP<br>1SB,3cf,GS60 FD<br>Tpd.89A.Stephen&Son,Gls | 25 " 6 | |
| 756<br>94366<br>KQLV | Clandeboye SteelScSr<br>~~W.H.Strickland93-93~~ ssCff.No.3-3,94<br>Well deck 1Dk(Stl)&Webframes<br>~~G.Forbes -94~~ H.T.Hay -95 | 2196<br>1691<br>1443 | ✠100A1<br>~~7,94 3,94~~ 9,94<br>4,95 ✠LMC3,94<br>BS4,95 ~~PblNgt~~ | Cff<br>A&CP | r | 1888<br>2mo | Richard-<br>son,Duck<br>&Co.<br>Stockton | ClandeboyeS.S.<br>Co.Lim.(Car-<br>lisle&Co.) | 275·0\|37·3\|19·1<br>P28'Q78'B110'<br>F29' BK9½"<br>WB=Cell | London<br>British<br>4BHAspCem<br>DB234'521t | T.3Cy.22",36"&59"–39" (s)<br>160lb 70lb 170HP<br>1DB,6f,GS77<br>Blair&Co.(Lim.),Stockton | 22 " 2<br>s 1 " 11½ | |
| 757<br>63775 | Clansman IronScSr<br>Sinclair56-86 | 597<br>477<br>303 | | | | 1870 | J.&G.<br>Thomson<br>Glasgow | D.MacBrayne | 211·3\|27·3\|13·4<br>P112t | Glasgow<br>British | C.2Cy.33½"&58½"–36"<br>150HP<br>J.&G.Thomson,Glasgow | | BT till ~~1,95~~ 1,96 |
| 758<br>87590 | — SteelSc3MstSr<br>Farquhar75–<br>Well deck 1Dk(Stl-ws) | 591<br>335<br>336 | | | ... | 1884<br>4mo | Blackwood<br>&Gordon<br>Pt.Glasgow | NorthernS.S.Co.<br>(Lim.) | 191·7\|26·1\|10·8<br>F20'P&B138' | Auckland<br>British<br>WB | C.2Cy.26"&48"–36"<br>99HP<br>Blackwood&Gordon,P.Gl. | 11 " 4 | |
| 759 | Clapet No. XI. SteelTwinScBarge<br>1Dk | 297<br>—<br>182 | | | | 1887 | Palmers'<br>Co.(Lim.)<br>Newcastle-<br>on-Tyne | PanamaCanalCo. | 133·5\|25·0\|11·5 | | C.4Cy.14"&28"–24"<br>60HP<br>Palmers'Co.(Lim.),Nwc. | | |
| 760 | Clapet No. XII. SteelTwinScBarge<br>1Dk | 297<br>—<br>182 | | | | 1887 | Palmers'<br>Co.(Lim.)<br>Newcastle-<br>on-Tyne | PanamaCanalCo. | 133·5\|25·0\|11·5 | | C.4Cy.14"&28"–24"<br>60HP<br>Palmers'Co.(Lim.),Nwc. | | |
| 761 | Clapeyron IronScSr<br>G.H.Lewis -92 ~~2ndSurvey,Sld.9,86~~<br>(exCotherstone) ~~2Dks(Irn)3trB~~<br>3rdSurvey,Got,1,95 2Dks(Irn-Uws)3trP | 1776<br>1644<br>~~1405~~<br>1337 | ✠ A1*1<br>1,95 7,90<br>✠NB1,95 LMC1,95<br>Now named "Olof," See No 18 in Supplement. | Cff<br>Got | Lv | 1877<br>6mo | ShortBros.<br>Sunderland | T.Liljewalch | 273·6\|31·7\|23·8<br>B50' H56t<br>srp95 | Stockholm<br>Swedish<br>4BH1PBH<br>WB | C.2Cy.~~33~~"&62"–39" (s)<br>85lb 29½ 60lb 180HP<br>JohnDickinson,Sld.<br>=DBa&uE&B APT FPT<br>2SB,6pf,GS76,HS3228 | | |
| 762<br>50892<br>HSLK | Clapton IronSc3MstSr<br>W.A.Warman -91 ssNwc.No.3-11,88<br>(exCannel, ssLon.No.1-92<br>exJ.E.McConnell) 1Dk2trB | 758<br>658<br>449 | ✠ Æ1<br>4,94<br>✠NB5,87 LMC5,92<br>BS~~7,93~~ 8,94 | Ant<br>A&CP | | 1867<br>9mo | Palmers'<br>Co.<br>Newcastle | Arnati&Harrison | 201·3\|28·1\|17·4<br>Q54'F32'<br>ND(Irn)87 BK7"<br>drp93 WB=DB | London<br>British<br>4BHCem<br>a56'f58'220t | C.4Cy.19"&38"–30" (s)<br>75lb 98HP<br>2SB,4pf,GS131<br>Cmp.Gen.I.S.CollCo.,Lon. | 18 " 9<br>s 3 " 0 | |
| 763<br>96551<br>LRKT | Clara Steel&IronScSr<br>W.W.Lyon -93 1Dk(Irn)&Webframes<br>IrnframingStlplating<br>Well deck ssCff.No.1-94 | 1854<br>1386<br>1166 | ✠100A1<br>~~6,94~~~~5,93~~ 1,95<br>✠LMC6,90 6,94 | Cff<br>A&CP<br>Bly | r | 1890<br>6mo | J.Blumer<br>&Co.<br>Sunderland | RobinsonBros. | 270·0\|37·1\|17·1<br>P27'Q82'B106'F31'<br>~~drp91~~ FK<br>WB=Cell | Whitby<br>British<br>4BHCem<br>DB220' 415t | T.3Cy.20",32½"&53"–36" (s)<br>160lb 80lb 150HP<br>2SB,4pf,GS76,HS2560<br>N.E.MarineECo.(Lim.)Sld | 19 " 3<br>1 " 8 | |
| 764<br>LKVP | — IronScSr<br>H.Ipland 2Dks | 879<br>832<br>684 | | | | 1882 | Howaldt<br>Bros.<br>Kiel | M.Jebsen | 203·4\|26·0\|20·2<br>F11' | Apenrade<br>German<br>WB | C.2Cy.24½"&40"–27"<br>80HP<br>HowaldtBros.,Kiel | | G |
| 765<br>HGQK | — IronScSr<br>Larragan | 669<br>—<br>488 | | | | | ..................<br>England | Sobrinos de<br>Herrera | 190·6\|28·4\|12·6 | Havana<br>Spanish | 100HP | | |
| 766<br>50332<br>WHQK | — IronScSr<br>A.McPherson -93 ssCly.No.2-74<br>1Dk2trB | 318<br>257<br>184 | 2,78 | Cly | | 1864<br>7mo | A.Stephen<br>&Sons<br>Glasgow | J.&P.Hutchison | 165·4\|20·9\|12·0<br>Q65'<br>ND74 | Glasgow<br>British<br>4BHCem | C.2Cy.18"&32"–22"<br>NE&B74 50HP<br>Walker,Henderson&Co.Gl. | 12 " 6<br>s 1 " 6½ | |
| 767<br>JDTG | — IronScSr<br>R.F.Crull -88<br>Elec.light 1Dk | 266<br>202<br>201 | | | | 1881 | Möller&<br>Holberg<br>Grabow | C.J.F.Bräunlich | 135·5\|20·8\|11·1<br>P28t Q12t B10t<br>F14t | Stettin<br>German<br>WB | C.2Cy.17¾"&30¾"–17¾"<br>45HP<br>Möller&Holberg,Grabow | | V |
| 768 | Clara Siegheim IronScSr<br>(STRANDED 10,93 & CONDEMNED)<br>(exBenacre) 2ndSurveyHpl.2,91<br>Well deck 1Dk(Irn)2trB | 1544<br>1161<br>1228 | ✠<br>2,91 | Hpl | Lv | 1882<br>3mo | Caird&<br>Purdie<br>Barrow | Rederiaktieb,<br>"Union"<br>(G.O.Wallen-<br>berg) | 246·3\|34·2\|17·0<br>P375t F38t | Stockholm<br>Swedish<br>3BH3PBH | C.2Cy.30"&55"–39"<br>160HP<br>W.Kemp,Glasgow<br>WB=MT APT FPT | | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2–3 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 769<br>102702 | Clarence IronPadSp<br>*M.J.Ions* –93 (*Tug*) 1*Dk* | 131<br>117<br>9 | | | | 1893 | J.P.Rennoldson&Ss.<br>S.Shields | NorthEastern RailwayCo. | 95·5<br>B11' | 19·2 | 9·8 | W.Hartlpl<br>British | L.2Cy.28"–50"<br>75HP<br>J.P.Rennoldson&Ss.,S.Shl. | |
| 770<br>65923 | Claribel IronScSr<br>*J.C.Dow* –92 (*ex*Avila) | 1134<br>1072<br>883 | | | | 1872<br>1mo | T.Royden &Sons<br>Liverpool | AtlasS.S.Co. (Lim.) | 250·0<br>H62*t* | 28·2 | 21·1 | Liverpool<br>British | C.2Cy.29"&56"–30"<br>NB84 135HP<br>J.Jack,Rollo&Co.,Liv. | |
| 771<br>125937 | Clarion IronSc | 1712<br>—<br>1513 | | | | 1881 | Detroit DryDockCo<br>Wyandotte | AnchorLine (E.T.Evans) | 240·9 | 36·1 | 15·5 | Erie,Pa.<br>Utd.States | | |
| 772<br>87845 | Clarissa IronScSpTug<br>*J.Evans* 1*Dk* | 92<br>92<br>— | *For Tug purposes*<br>6,84 | Gls<br>LA&CP | *a* | 1883<br>2mo | J.Parkes<br>Liverpool | W.Lee | 86·2 | 18·1 | 9·6 | Liverpool<br>British<br>3*BHCem* | C.2Cy.18"&34"–21"<br>65HP<br>E.Foden,Sandbach | |
| 773<br>95173<br>LDCM | Clarissa Radcliffe SteelScSr<br>*D.Parry* –94 *ss*Cff.No.1–93<br>*Well deck* 1*Dk*(*Stl*)2*trB* | 2460<br>1968<br>1591 | ✠100A1<br>1,95 ~~4,94~~<br>BS2,95 ✠LMC6,93 | Cff<br>A&CP | *t* | 1889<br>2mo | Palmers' Co.(Lim.)<br>Newcastle | ClarissaRadcliffe S.S.Co.(Lim.) (E. Thomas,Radcliffe&Co.) *WB = Cell BD* 252' 559*t* | 296·0<br>P31'Q82'B119' F34' drp95 BK10" | 40·2 | 20·6 | Cardiff<br>British<br>5*BHAsp* *APT*50*t* | T.3Cy.23½",38"&62"–42" (*s*)<br>160lb *60lb* 230HP<br>2SB,6*rf*,GS99,HS3949<br>Palmers'Co.(Lim.),Nwc. | 23 3<br>2 4½ |
| 774<br>74431<br>PDCQ | Claud Hamilton IronPadSr<br>*J.Precious* –94<br>*Elec.light* | 972<br>677<br>561 | | | | 1875<br>6mo | J.Elder& Co.<br>Glasgow | GreatEastern RailwayCo. | 251·6<br>P153*t* F115*t* | 30·2 | 13·7 | Harwich<br>British | C.O.2Cy.54"&95"–63"<br>NB88 350HP<br>J.Elder&Co.,Glasgow | |
| 775 | Claudine SteelScSr<br>*W.Davies*86–93<br>*Elec.light* 2*Dks* | —<br>—<br>609 | | | | 1890 | Napier, Shanks& Bell<br>Glasgow | Wilder'sS.S.Co. (Lim.) | 184·0<br>P116' F19' | 32·0 | 15·9 | Honolulu<br>Hawaiian<br>*WB* | T.3Cy.18",29"&48"–30"<br>115HP<br>Dunsmuir&Jackson,Gls. | |
| 776<br>81480<br>TRDN | Claudius IronScSr<br>~~*T.Humble* –92~~ *Jackson* *ss*Sws.No.3–11,89<br>*Well deck* *ss*Sld.No.1–94<br>1*Dk*(*Irn*)2*trB* | 1638<br>1306<br>1051 | ✠100A1<br>~~6,94~~ 4,94 5,95<br>BS1,95 ✠LMC11,93 | Mdb<br>LA&CP<br>Sld | *q* | 1880<br>10mo | JLThompson&Sons<br>Sunderland | J.&E.Kish | 260·0<br>P28'Q64'B58'F26' drp94 BK9" *WB=D Ba*76'*f*54'327*tAPT* | 36·0 | 18·5 | London<br>British<br>4*BHCem*<br>12*tFPT*42*t* | C.2Cy.33"&63"–39" (*i*)<br>80lb *80lb* NDB94 180HP<br>2SB,4*pf*,GS75<br>N.E.Mar.E.Co.(Lim.),Sld. | 19 10<br>2 0½ |
| 777<br>104806 | Claverley SteelScSr<br>*A.Bice* –94<br>1*Dk*(*Stl*)&*Spar dk*(*Iron*)&*Webframes* | ~~2870~~<br>2837<br>2650<br>1838 | ✠100A1<br>*Spar dk* 10,94<br>(~~*Class Contemplated*~~)<br>5,95 | Mdb<br>A&CP<br>Cff<br>✠LMC10,94 | *u* | 1894<br>10mo | Sir Raylton Dixon&Co.<br>Middlesbro' | "Claverley"S.S.~~Co~~ (Lim.) (E.Haslehust&Co., ~~*Mgrs.*~~) | 310·1<br>P41'B42'F35' 25·5 FK *WB=Cell DBa*92'*uE&B*52'*f*132'653*t* | 40·5 | 17·5 | London<br>British<br>5*BHCem* | T.3Cy.23",36"&57"–42" (*s*)<br>160lb *80lb* 300HP<br>2SB,8*pf*,GS108,HS4000<br>N.E.Mar.E.Co.(Lim.),Sld. | 19 11<br>6 0 |
| 778<br>77224 | Clavis IronTwinScSk<br>(*ex*Walrus) 1*Dk* | 119<br>119<br>20 | | | | 1877 | R.Duncan &Co.<br>PortGlasgow | Government of Mauritius | 113·8 | 20·0 | 9·4 | PortLouis<br>British | C.4Cy.18"&34"–24"<br>50HP<br>Rankin&Blackmore,Grk. | |
| 779<br>85852 | Claymore IronScSr<br>*D.McEachnie* | 720<br>564<br>363 | | | | 1881<br>7mo | J.&G. Thomson<br>Glasgow | D.MacBrayne | 227·0<br>P131*t* | 29·6 | 14·5 | Glasgow<br>British | C.2Cy.32"&61"–45"<br>200HP<br>J.&G.Thomson,Glasgow | |
| 780<br>62613<br>JWDK | Cleadon IronScSr<br>*Mohrke*64–87 4thSurvey,83<br>1*Dk*2*trB* | 760<br>712<br>489 | ✠<br>12,85 | Sld | Lv | 1871<br>1mo | W.Watson<br>Sunderland | ~~H.T.Morton&Co.~~ Earl of Durham (T.Nicholson,*Mgr*) | 196·8<br>Q22*t* B27*t* | 29·0 | 16·7 | Sundrland<br>British<br>4*BH* | L.2Cy.38"–30"<br>90H<br>G.Clark,Sunderland<br>*WB=DBa&f* | 17 6<br>2 11½ |
| 781<br>101868 | Clearwater SteelScSr<br>~~*J.H.McFarlane*93–94~~ *H.Galt* –94<br>1*Dk*&*Spar dk*(*pl Stl*–*ws*)3*trB* | 1147<br>992<br>691 | ✠100A1<br>*withfreeboard*<br>5,94 ~~2,94~~ ✠LMC2,94 | Nwc<br>LA&CP<br>NOs | *o* | 1894<br>2mo | Wigham Richardson &Co.<br>Newcastle | ~~NewOrleans,Belize RoyalMail& CentralAmerica S.S.Co.(Lim.)~~ ClearwaterSSCo(Lim) | 240·0<br>19·5 BK8" *WB= CellDB*137' | 33·1 | 12·3 | Belize,BH.<br>British<br>4*BHCem*<br>83*tAPT*12*t* | T.3Cy.23",37"&61"–39" (*s*)<br>165lb *90lb* 270H<br>2DB,12*pf*,GS173,HS4602<br>Wigham Richrdsn&C.Nwc | 14 0<br>5 0 |
| 782<br>89462<br>JGRQ | Clematis IronScSr<br>(*LOST BY COLLISION 4,94*)<br>*T.Batty*94–94 *ss*Cff.No.2–91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1234<br>967<br>764 | ✠<br>3,94<br>✠ | Lon<br>A&CP | *n* | 1884<br>3mo | R.Craggs& Sons<br>Middlesbro' | NorthEastern ShippingCo. (Lim.)(J.H. Buck,*Mgr.*) | 230·2<br>Q90'B63'F28' drp92 BK8" *WB=DBa*75'*f*84' | 32·0 | 15·4 | W.Hartlpl<br>British<br>4*BHCem*<br>274*tAPT*23*t* | C.2Cy.26"&48"–36"<br>99H<br>1SB,3*pf*,GS49,HS1798<br>Wstgrth,English&C.,Mdb | 16 6<br>1 4½ |
| 783<br>76479<br>QMNR | Clement IronScSr<br>*C.H.Lancaster*88–88(*ex*Barbary)<br>1stSurvey,81 1*Dk*(*Irn*)2*trB* | 1227<br>870<br>785 | ✠<br>7,81 | Crk | Lv | 1877<br>2mo | J.Laird<br>Birkenhead | BoothS.S.Co. (Lim.) | 230·4<br>P259*t*Q58*t*F34*t* FK | 31·1 | 19·6 | Liverpool<br>British<br>5*BH* | C.2Cy.28½"&50"–33"<br>150H<br>LairdBros.,Birkenhead | |
| 784<br>126440 | Cleone WoodScSr<br>*Crawford* 1*Dk* | 197<br>—<br>141 | | | | 1887 | Boole& Beaton<br>S.Francisco | C.L.Dingley | 119·0 | 31·2 | 9·5 | S.Frncisco<br>Utd.States | C.2Cy.12"&24"–20"<br>75HP<br>HinkleySpiers&Hayes, SanFrancisco | |
| 785<br>100755 | Cleopatra SteelScSr<br>1*Dk* | 104<br>94<br>71 | | | | 1893 | Goodrham &Blackstock<br>Toronto | A.E.Gooderham | 113·5 | 16·9 | 9·2 | Toronto<br>British | T.3Cy.10",15"&25"–12"<br>32H<br>KerrBros.Walkervlle,Ont | |
| 786<br>89719 | Cleveland SteelScSr<br>*L.H.Taylor* –93 *ss*Hpl.No.2–93<br>*Well deck* 1*Dk*2*trB* | 2153<br>1659<br>1401 | ✠100A1<br>~~7,94 3,94~~ 3,95<br>BS12,94 ✠LMC10,93 | Hpl<br>A&CP<br>Bry | *r* | 1886<br>2mo | W.Gray& Co.<br>WHartlepool | W.Taylor | 275·1<br>P29'Q76'B108' F27' drp93 BK9½" *WB=DBa*88'*f*104'483*t* | 37·3 | 20·0 | Middlsbro'<br>British<br>4*BHCem* | T.3Cy.21",35"&57"–39" (*s*)<br>150lb ~~*80lb*~~ *70lb* NDB89 200H<br>2SB,4*cf*,GS73 *75&65lb*<br>Cent.MarineEng.Co.,Hpl. | 21 8<br>1 11 |
| 787<br>67363<br>LPTS | — IronScSr<br>*J.Watson* –94 *ss*Nwc.No.3–6,85<br>*ss*Nwc.No.2–94<br>*Well-deck* 1*Dk*2*trB* | 1210<br>974<br>769 | ✠90A1<br>1,95 ~~1,94~~<br>✠NB8,87 | Nwc<br>A&CP<br>LMC1,94<br>Shl | *o* | 1872<br>7mo<br>BS3,95 | ColeBros<br>Newcastle | StocksfieldS.S.Co. (Lim.) (Pickering,Wallis &Co. *Mgrs.*) | 255·5<br>P119'F32' len77 BK8" *WB=ptDB* | 29·5 | 16·4 | Newcastle<br>British<br>4*BH pt Cem pt Asp* | C.2Cy.27"&49¼"–33" (*a*)<br>80lb ~~*60lb*~~ *50lb* 98HP<br>2SB,4*pf*,HS1946<br>NEMarineE.C.(Lim.),Sld. | 17 8<br>2 3 |
| 788<br>82753 | — IronPadSp | 172<br>172<br>58 | | | | 1881 | JTEltringham<br>S.Shields | NorthEastern RailwayCo. | 120·0 | 20·6 | 10·6 | Middlsbro'<br>British | L.2Cy.32"–54"<br>NB88 95HP<br>J.P.Rennoldson,S.Shields | |
| 789<br>88763<br>JDFB | Clieveden IronScSr<br>*C.Mears* –94 *ss*Cff.No.3–3,91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1644<br>1305<br>1038 | ✠100A1<br>~~2,94 6,90~~ 1,95<br>BS~~2,90~~ 9,94 ✠LMC3,91 | Cff<br>A&CP<br>Bry | *q* | 1883<br>11mo | J.Blumer &Co.<br>Sunderland | ClievedenS.S.Co. (Lim.)(M.Angel) | 258·0<br>P27'Q72'B54'F32' drp92&93 BK9" *WB=DBa*74'&*uE&B*54'280*t* | 36·0 | 16·5 | Newcastle<br>British<br>4*BHCem* | C.2Cy.32"&60"–39" (*a*)<br>80lb *55lb* 140HP<br>2SB,6*pf*,GS99,HS3006<br>NorthMar.E.Co.(Lim),Gts. | 19 7<br>1 11½ |
| 790<br>95812<br>LKCD | Clifton SteelScSr<br>~~*T.E.Frogarthen* –94~~ *ss*Cff.No.1-94<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*<br>*O.Bowen* –94 | 2101<br>1652<br>1338 | ✠100A1<br>~~7,94 1,96~~ 6,95<br>✠LMC10,89 6,94 | Bly<br>LA&CP<br>Cff | *r* | 1889<br>10mo | J.Laing<br>Sunderland | DeddingtonSteamshipCo.(Lim.) (H.Samman&Co, *Mgrs.*) | 273·0<br>Q111'B106'F30' BK9½" *WB=DB* | 38·2 | 19·4 | Hull<br>British<br>~~4*BHAsp*~~<br>4*BHpl Asp pt Cem*<br>186'*f*48'232*t* | T.3Cy.20",33"&54"–36" (*s*)<br>160lb *80lb* 180HP<br>2SB,4*rf*,GS80,HS2452<br>G.Clark(Lim.),Sunderland | 20 6<br>1 9½ |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Refit Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 791<br>62771 | Clifton<br>*J.Brown* –93 | IronPadSk<br>1*Dk*(*Irn*) | 136<br>136<br>34 | ✠100A1<br>3,95 ~~5,94~~ | Brs<br>LA&CP | *e* | 1871<br>6mo | W.Allsup<br>Preston | BlackpoolPierCo. | 135·6 \| 18·6 \| 8·2<br>P49′F16′ | Preston<br>British | D.2Cy.26″–48″<br>NB81 60HP<br>W.Allsup,Preston | | BT till ~~03,96~~ 1,96 |
| 792<br>85810<br>HVRC | Clifton Grove<br>*E.Morgans*91–91 *ss*Brs.No.3–5,92<br>1*Dk*(*Irn*) | IronSc3MstSr | 249<br>209<br>100 | ✠100A1<br>3,95 ~~5,94~~<br>~~NE&B6,92~~ ✠LMC6,92 | Brs<br>LA&CP | *e* | 1883<br>6mo | G.K.Stothert&Co.<br>Bristol | W.Butler&Co. | 134·7 \| 22·6 \| 11·0<br>Q39′F17′<br>Irp93 FK<br>*WB*= *DBf*84′160*t* | Bristol<br>British<br>3*BHCem* | C.2Cy.16″&30″–21″ (*s*)<br>100lb *100lb* NDB92 40HP<br>1SB,*2pf*,GS34,HS788<br>Cox&Co.,Falmouth | 11 ″ 7<br>s 1 ″ 5 | |
| 793<br>5456<br>JCMV | Clinton<br>*Benson*<br>2*Dks* | IronPad | 1187<br>—<br>718 | | | | 1862 | TheHarland&HollingsworthCo.<br>WlmngtonDl | Morgan'sL.&T.&R.R.&S.S.Co.<br>(SouthernPacific Co.) | 220·0 \| 34·5 \| 18·2 | N.Orleans<br>Utd.States | 1Cy.50″–132″<br>TheHarland&HollingsworthCo.,Wlmngton.Del. | | |
| 794<br>72951 | —<br>*H.Maitland*<br>1*Dk* | WoodSc | 430<br>341<br>292 | | | | 1874 | M.Simpson<br>St.Catherines | J.T.Mathews | 138·0 \| 23·8 \| 12·0<br>P49*t* | S.Cathrnes<br>British | 1Cy. | | |
| 795<br>84857<br>WDBC | Clintonia<br>*G.Bulman*77–81 *ss*Cff.No.3–1,94<br>2*Dks*(1*Irn*&1*pt Irn*)3*trB* | IronScSr | 1970<br>1809<br>1252 | ✠100A1<br>12,94 ~~1,94~~<br>BS~~1,94~~ 12,94 ✠LMC4,98<br>Shl | Cff<br>LA&CP | *s* | 1881<br>8mo | TyneI.S.B.Co.(Lim.)<br>Newcastle | J.Robinson&Sons | 287·0 \| 37·0 \| 21·8<br>P28′B28′F22′<br>drp94 FK<br>*WB*= *CellDB*236′ | N.Shields<br>British<br>3*BHCem*<br>403*t FPT*18*t* | C.2Cy.33″&63″–39″ (*i*)<br>80lb *80lb* NDB91 180HP<br>2SB,*4pf*,GS75<br>N.E.Mar.E.Co.(Lim.),Sld. | 24 ″ 5<br>s 4 ″ 4½ | D |
| 796<br>95784<br>LBWT | Clio<br>*J.J.Wood* –92<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | SteelScSr | 2697<br>2106<br>1779 | ✠<br>3,89<br>✠ | Hpl<br>LA&CP | *l* | 1889<br>3mo | W.Gray&Co.<br>WHartlepool | T.Wilson,Sons&Co.(Lim.) | 300·0 \| 40·7 \| 21·1<br>P27′Q98′B112′<br>F33′ BK10″<br>*WB*= *DB*/ | Hull<br>British<br>5*BHCem*<br>96′*f*112′503*t* | T.3Cy.23″,36½″&62″–39″<br>220HP<br>2SB,*6cf*,GS98<br>CntrlMarEWks(L)WHpl. | 23 ″ 0 | |
| 797<br>18<br>QTNP | —<br>*Björkquist*84–84 *ss*Hul.No.2–91<br>*Well deck* 1*Dk*2*trB* | IronScSr | 892<br>685<br>557 | ✠100A1<br>4,94<br>BS~~7,93~~ 7,94 ✠LMC4,91 | Hul<br>LA&CP | *l* | 1884<br>4mo | Murdoch&Murray<br>Pt.Glasgow | A.Hedman | 204·9 \| 29·9 \| 15·0<br>Q56′B63′F29′<br>BK8″<br>*WB*= | Nikolaistd<br>Russian<br>4*BHCem*<br>*MT*22′158*t* | C.2Cy.24″&46″–30″ (*a*)<br>80lb *70lb* NDB91 100HP<br>1SB,*3pf*,GS51<br>Dunsmuir&Jackson,Gls. | 16 ″ 1 | |
| 798<br>69388<br>MFGB | —<br>*T.Manley* –94 *ss*Brs.No.3–8,90<br>2*Dks* | IronScSr | 766<br>688<br>470 | ✠90A1<br>4,93<br>B&MS8,90 ✠NB8,90 | Brs<br>A&CP | *m* | 1873<br>2mo | J.Key<br>Kinghorn | BristolSteamNav.Co.(Lim.) | 230·3 \| 28·5 \| 16·0<br>P44′F36′<br>Irp91<br>*WB*= *DBa*51′ | Bristol<br>British<br>5*BHCem*<br>76*t FPT*30*t* | C.2Cy.28″&54″–33″ (*a*)<br>80lb *45lb* 120HP<br>1SB,*3pf*,GS67<br>J.Key,Kirkcaldy | 16 ″ 10<br>s 2 ″ 5 | D |
| 799<br>88942<br>QHSW | Clitus<br>*W.Firth* –92<br>2*Dks*(*Stl*)3*trB* | SteelScSr | 2435<br>2144<br>1588 | ✠100A1<br>4,94 ~~2,90~~<br>~~BS9,92~~ ✠LMC~~3,90~~ 11,94<br>Syd. | Nwc<br>LA&CP | *t* | 1886<br>4mo | Palmers'Co.(Lim.)<br>Newcastle | A.Currie&Co. | 300·0 \| 38·2 \| 23·5<br>P34′B58′F34′<br>BK10″<br>*WB*= *DBa*88′ | Melbourne<br>British<br>5*BHCem*<br>&*uB*18′216*t* | T.3Cy.23½″,37″&61″–42″ (*s*)<br>~~150lb~~ 150lb ~~40lb~~ 200HP<br>2SB,*6cf*,GS105,HS3833<br>Palmers'Co.(Lim.),Nwc. | 24 ″ 10 | D |
| 800<br>87403 | Clive<br>*Hand*<br>1*Dk*(*Irn*) | IronTwinScSrTug | 572<br>537<br>91 | ✠<br>3,84<br>✠ | Cly<br>LA&CP | *i* | 1884<br>2mo | R.Duncan&Co.<br>Pt.Glasgow | CliveSteamTug Co.<br>(Gladstone,Wyllie &Co.,*Mgrs.*) | 192·0 \| 30·2 \| 14·0 | Greenock<br>British<br>5*BHCem* | C.4Cy.27″&52″–33″<br>230HP<br>Rankin&Blackmore,Grk.<br>*WB*= *APT*27*t* | 14 ″ 11 | |
| 801<br>98419 | —<br>*G.T.Fisher*89–92<br>1*Dk* | IronTwinScTug | 114<br>113<br>— | ✠100A–<br>~~7,93~~ 4,95<br>✠LMC11,92 | Bry | *a* | 1892<br>5mo | Barry GravingDock&E.Co.(Lim.)<br>Barry | BarryRailwayCo. | 90·0 \| 19·5 \| 10·1<br>BK7″ | Cardiff<br>British<br>4*BHCem* | C.4Cy.16″&32″–18″ (*s*)<br>80lb 80HP<br>1SB,*4pf*,GS53<br>BarryGrvgDk&EC(L)Bry | | |
| 802<br>87721<br>JBWV | Cloch<br>*J.Hodge* –94 *ss*Gls.No.2–91<br>*Well deck* 1*Dk*2*trB* | IronScSr | 726<br>643<br>388 | ✠100A1<br>5,94<br>~~BS3,94~~ ✠LMC3,~~94~~ 4,95 | Gls<br>LA&CP | *m* | 1883<br>9mo | Dobie&Co.<br>Glasgow | G.Bazeley&Sons | 216·0 \| 28·7 \| 15·0<br>P&B123′F23′<br>BK8″<br>*WB*= *DBa*36 | Glasgow<br>British<br>5*BHCem*<br>39*t FPT*54*t* | C.2Cy.23″&46″–42″ (*a*)<br>80lb *60lb* 105HP<br>1SB,*3pf*,GS60<br>J.&J.Thomson,Glasgow | 16 ″ 3 | BT till 5,95 |
| 803<br>82050 | —<br>*N.McCorkindale*84–84<br>*Dredger* | IronScSk | 390<br>390<br>179 | | | | 1882 | W.Simons&Co.<br>Renfrew | The Trustees of the Clyde Lighthouses | 154·1 \| 26·0 \| 12·2 | PtGlasgow<br>British | C.2Cy.19″&36″–24″<br>55HP<br>W.Simons&Co.,Renfrew | | |
| 804<br>89623<br>JPWS | Cloncurry<br>~~*H.MacCartney* –93~~ *ss*Sld.No.3–10,91<br>*McDonald* 2*Dks*(*Irn*)3*trB* | IronScSr | 2579<br>2422<br>1639 | ✠100A1<br>~~2,94~~ ~~2,94~~ 4,95<br>✠LMC~~6,98~~ 2,~~94~~ | Mel<br>A&CP | *t* | 1884<br>7mo | Doxford&Sons<br>Sunderland | M'Ilwraith, M'Eacharn &Co.<br>*WB*= *DB* | 300·0 \| 40·0 \| 24·4<br>P28′B74′F32′<br>BK10″<br>180′&*uE*&*B*50′285*t* | Melbourne<br>British<br>6*BHCem*<br>*MT*28′336*t* | C.2Cy.35″&70″–48″ (*a*)<br>80lb *80lb* 260HP<br>2DB,*8pf*,GS130<br>W.Doxford&Sons,Sld. | 25 ″ 9<br>s 4 ″ 8½ | |
| 805<br>94258<br>LCJV | Clunie<br>*A.Pirie* –93 *ss*Abn.No.1–93<br>*W.T.Moffatt* 1*Dk*(*Irn*) | IronSc | 207<br>190<br>98 | ✠100A1<br>8,93<br>BS2,95 ✠LMC2,93 | Abn<br>LA&CP | *c* | 1889<br>1mo | J.Duthie Sons&Co.<br>Aberdeen | W.T.Moffatt | 122·4 \| 20·3 \| 10·0<br>F16′<br>BK6½″<br>*WB*= *FPT*5*t* | Aberdeen<br>British<br>4*BHCem*<br>*MT*28′336*t* | C.2Cy.15″&30″–20″<br>100lb *60lb* 40HP<br>1SB,*2pf*,GS25<br>Hall,Russell&Co.Aberdeen | 10 ″ 9<br>s 1 ″ 1½ | |
| 806<br>~~Clutha~~<br>~~94345~~<br>VDRH | ~~Clutha~~<br>~~*G.Staley* –91~~<br>2*Dks* | ~~IronSc3MstSr~~ | 594<br>533<br>375 | ✠<br>6,64 | Cly | | 1864<br>5mo | Barclay, Curle&Co.<br>Glasgow | W.Harkess(J.M. Lennard&Sons) | 191·5 \| 27·5 \| 15·0<br>F18′ | Middlsbro'<br>British<br>4*BHCem* | C.2Cy.27½″&48½″–36″<br>NE&B89 120HP<br>CardiffJunc.&DryDk.Co.(Lim.),Cardiff | 15 ″ 11<br>s 2 ″ 4½ | V |
| 807<br>98131 | Clyde<br>*A.E.Bell* –93<br>*Elec.light* | SteelSc3MstSr<br>3*Dks*(*UStl*–ws)<br>&*Spardk*(*Stl*–ws) | 5645<br>4758<br>3377 | ✠100A1<br>*Spar dk*<br>9,91 ✠LMC6,90 | Sou<br>LA&CP | *z* | 1890<br>6mo | R.Napier&Sons<br>Glasgow | RoyalMailSteam PacketCo. | 436·3 \| 50·2 \| 25·4<br>P48′F68′ 33·4<br>*Promenade dk* 192′<br>BK10″ | London<br>British<br>9*BHCem* | T.3Cy.43″,66″&92″–66″ (*s*)<br>150lb *150lb* 1100HP<br>8SB,*24cf*,GS532<br>R.Napier&Sons,Glasgow | 26 ″ 11 | BT till ~~5,94~~ 9,95 |
| 808<br>84345<br>WCJV | —<br>*J.L.Parfitt*69–89<br>2*Dks*(*Stl-Uws*)&*Spardk* | SteelSc3MstSr | 4099<br>2901<br>2198 | ✠<br>*Spar dk*<br>11,82 ✠ | Lon<br>LA&CP | *x* | 1881<br>6mo | W.Denny&Bros.<br>Dumbarton | P.&O.SteamNav.Co. | 390·0 \| 42·1 \| 24·5<br>B136′ 32·4 | Glasgow<br>British<br>7*BHCem* | C.2Cy.58″&100″–63″<br>800HP<br>Denny&Co.,Dumbarton | 26 ″ 2<br>s 9 ″ 5½ | BT till 8,94 |
| 809<br>~~93807~~<br>JKBP | —<br>~~Dismantled 95~~ | IronScBkn<br>2*Dks*3*trB* | 2017<br>—<br>1406 | | | | 1870 | Cramp&Sn<br>Philadelphia | PacificMailS.S.Co. | 263·0 \| 37·0 \| 20·2<br>len5,76 | New York<br>Utd.States | 1Cy.43″–42″<br>480HP<br>Cramp&Sons,Philadelphia | | |
| 810<br>89842 | —<br>*D.Ferguson*82–85 | IronScSk | 337<br>337<br>152 | | | | 1882 | W.Simons&Co.<br>Renfrew | TheTrustees of the ClydeLighthouses | 159·3 \| 30·0 \| 9·4 | PtGlasgow<br>British | 2Cy.23″&24″–30″<br>80HP<br>W.Simons&Co.,Renfrew | | |
| 811<br>84072<br>WPMR | —<br>*F.W.Rees* –93 *ss*Liv.No.3–6.93<br>1*Dk*(*Irn*) | IronScSr | 296<br>249<br>133 | ✠100A1<br>10,94 ~~12,93 3,94~~<br>~~NB5,89~~ ✠LMC4,98 | Liv<br>LA&CP | *e* | 1880<br>12mo | WhnS.B.C.(Lim.)<br>Whitehaven | Rogers&Bright | 133·2 \| 20·7 \| 11·5<br>Q44′F14′<br>drp93 drp94 | Liverpool<br>British<br>4*BHCem* | C.2Cy.17″&34″–30″ (*r*)<br>75lb *75lb* NDB89 70HP<br>1SB,*2pf*,GS36<br>J.Jones&Sons,Liverpool | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 812 82960 | **Clyde** *S.A.Harjell* –92 | **IronPadSpTug** | 174 162 68 | | | ... | 1882 10mo | T.&W. Toward Newcastle | J.G.Bridges | 116·0\|20·2\|10·3 | Leith British | L.1Cy.38″–58″ 90HP G.P.Hepple,N.Sheilds | |
| 813 96247 | — *J.W.Austin* –91 | **IronScK** 1*Dk* | 146 134 69 | ✠100A1 *StmTrawler* ~~6,04 5,84~~ 3,95 | Hul LA&CP ✠LMC5,91 Gms | | 1891 5mo | Cochrane, Cooper& Schofield Beverley | T.C.&F.Moss | 97·2\|20·6\|11·0 Q17′F17′ BK7½″ | Grimsby British | T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 45HP 1SB.*2cf*,GS26 C.D.Holmes&Co.,Hull | 11 ″10 |
| 814 89986 | — | **IronPad** | 121 121 14 | | | | 1851 | A&J Inglis Glasgow | The Trustees of the Clyde Navigation | 103·0\|20·1\| 8·4 | Glasgow British | L.2Cy.34″–48″ 80HP A.&J.Inglis,Glasgow | |
| 815 44780 TWMG | **Clydesdale** *C.Cameron* –93 | **IronScSr** | 468 413 232 | | | | 1862 | J.&G. Thomson Glasgow | D.MacBrayne | 196·7\|24·1\|13·5 Q23*t* | Glasgow British | C.2Cy.26½″&53″–30″ NB93 150HP *Cm p*.93Hutson&Son,Glasgow | |
| 816 81557 SPGQ | **Clymene** *G.Tucker* –93 *ss*Cff.No.3–2,92 2*Dks*(*Irn*)3*trB* | **IronScBn** | 1463 1384 942 | ✠100A1 4,95 ~~4,04~~ BS4,94 | Shl A&CP LMC11,91 Cd | *p* | 1879 6mo | M.Pearse& Co. Stockton | H.T.Cloake,jun. | 245·0\|33·0\|22·0 P25′F31′ BK9″ *WB*= | London British | C.2Cy.29″&60″–39″ (*i*) 82lb *70lb* NDB88 140HP 1DB,GS56 Blair&Co.(Lim.),Stockton | 23 ″0 s 3 ×8 |
| 817 94040 NWKJ | **Clytie** *J.Hughan*88–93 *Well deck* | **SteelSc3MstSr** 1*Dk*(*Irn*) | 471 342 178 | ✠100A1 ~~2,95 3,03 7,94~~ 4,95 | Trn LA&CP ✠LMC1,93 | *g* | 1893 1mo | AilsaS.B. Co. Troon | R.Simpson | 162·2\|25·6\|11·5 Q90′B10′F24′ srp93 BK7″ *WB*=*DBf*10′20*t FPT* | Whitehvn British | C.2Cy.21″&42″–30″ (*s*) 110lb *70lb* 74HP 1SB,*3pf*,GS63,HS1340 Muir&Houston,Glasgow | 12 ″7 s ″9 |
| 818 65448 WRHG | **Coanwood** *J.Johnson*93–93 6thSurvey,Shl.9,91 1stSurvey,Shl.1,95 | **IronScSr** 1*Dk*(*Irn*)2*trB* | 1105 806 710 | ✠ A1,1 ~~1,95 3,04 4,04~~ ✠NB1,87 ~~BS5,93~~ 5,94 | Shl LMC8,91 | Lv | 1872 7mo | Osbourne, Graham&Co. Sunderland | J.T.Eltringham& Co. | 226·8\|30·0\|16·6 P196*t*Q56*t*H10*t* F23*t* BK8″ *W* | N.Shields British | C.2Cy.26¾″&48″–30″ (*s*) 80lb *80lb* NDB91 95HP 1SB,*3pf*,GS51 M.Samuelson,Hull | 19 ″10 s 2 ×3 |
| 819 89730 LWGC | **Coatham** *G.A.Couzens* –93 *ss*Brs.No.1–95 *Well deck* 1*Dk*(*Irn*)&*Webframes* | **SteelScSr** | 1771 1312 1134 | ✠100A1 1,95 ~~3,01~~ ✠LMC10 ~~96~~ 1,95 Brs | Nwc | *q* | 1890 10mo | W.Gray& Co.(Lim.) W Hartlepool | English&Co. *WB*=*DBa* | 260·8\|36·5\|18·2 P27′Q80′B104′ F31′ FK 82′*f*98′383*t APT*27*t* | Middlsbro' British | T.3Cy.19″,30½″&51″–36″(*s*) 150lb *75lb* 150HP 2SB,*4rf*,GS60,HS2180 Cntl. Mrne.E.Wks.,W.Hpl. | 19 ″3 s 1 ×6 |
| 820 86071 | **Coban** *R.Frazer*84–84 ~~*ss*Mtl.No.2–90~~ *ss*Mtl.No.3–6,93 1*Dk*(*ptIrn*) | **IronScSr** | 1063 920 689 | ✠100A1 6,93 | Mtl A&CP ✠LMC3,94 | *n* | 1882 2mo Sunderland | W.Doxford &Sons | BlackDiamond S.S.C.of Montreal (Lim.)(Kingman, Brown&Co., *Mgrs.*) | 230·0\|33·1\|16·0 P35′F21′ FK *WB*=*CellDB* | Montreal British | C.2Cy.31″&56″–36″ (*i*) 80lb *70lb* NDB93 130HP 2SB,*4pf*,GS70 W.Doxford&Sons,Sld. | 18 ″9 |
| 821 53015 HJWQ | **Cobden** *R.Ling* –94 | **IronScSr** 1*Dk* | 997 791 618 | ✠ 7,67 | | Lv | 1866 3mo | Richardsn, Duck&Co. Stockton | TeesUnionShip-pingCo.(Lim.) | 240·3\|29·0\|16·3 P206*t* len67 | Middlsbro' British | 2Cy.43″–30″ 110HP 5*BH*2PBH Fossick,Blair & Co.,Stk. *WB*=*DBaf*&*uE*&*B* | 17 ″2 s 2 ×2 |
| 822 88777 | **Coble Dene** *J.Wilkinson*73–83 *ss*Nwc.No.2–89 1*Dk* | **IronPadTug** | 125 125 23 | ✠ *For Tug purposes* 10,89 ✠ | Nwc | | 1883 4mo | Hepple&Co. N.Shields | Tyne Improvement Commissioners | 90·0\|19·6\| 9·5 | Newcastle British | L.2Cy.30″–48″ 60HP 3*BHCem* Hepple&Co.,N.Shields | |
| 823 87245 HJVP | **Coblenz** *Grierson* ~~*ss*Lth.No.2–91~~ *ss*Lth.No.3-3,95 2*Dks*(*UIrn*–ws) | **SteelSc3MstSr** | 1315 988 840 | ✠100A1 3,95 ~~4,01~~ BS3,94 | Lth LA&CP ✠LMC6,91 | *o* | 1883 2mo Greenock | R.Steele& Co. | Leith,Hull&Ham-burgS.P.Co. (J.Currie&Co., *Mgrs.*) | 254·5\|33·2\|16·8 P32′B50′F135′ BK8½″ *WB*=*FPT*20*t* | Leith British | C.2Cy.38″&60″–42″ (*a*) 60lb *40lb* 175HP 2SB,*6cf*,GS98 R.Steele&Co.,Greenock | 17 ″10 s 2 ×3 |
| 824 RJFH | **Cobra** *J.M.Spiessen*91–91 (*ex* St.Tudno, *ex* Cobra) | **SteelPadSr** *ss*Ham.No.1–93 1*Dk* | 1155 817 671 | ✠ A1 *with load line* 4,95 ~~5,03~~ *Channel purposes Hamburg & Heligoland* | Ham *10ft* ✠LMC5,93 | | 1889 4mo Glasgow | FairfieldCo (Lim.) | A.Ballin | 265·2\|33·2\|14·8 BK5½″ | Hamburg German | DH.2Cy.50″&92″–66″ (*s*) 110lb 700HP 4SB,*12cf*,GS1336 FairfieldCo.(Lim.),Gls. | 15 ″3 |
| 825 104171 | **Cockatrice** *E.Brown* –94 | **IronScK** 1*Dk* | ~~130~~ 115 110 50 | ~~✠100A1~~ *StmTrawler* 8,94 *(Class Contemplated)* | Gms ✠LMC5,94 | | 1894 6mo N.Shields | Edwards Bros. | ~~Mackrell&Son~~ Mackrill&Son | ~~90·0\|20·0\|10·5 Q19′F20′~~ Q17′F17′ 90·6\|20·1\|10·6 BK7½″ | Grimsby British | T.3Cy.10″,16″&25½″–~~20″~~19½″ 170lb (*s*) 40HP 1SB,*2pf*,GS16,HS557 N.E.Mar.E.Co.,(Lim.)Sld. | 11 ″7 |
| 826 67995 LJWF | **Coconada** *T.E.Smith* –92 *ss*Cal.No.2–83 2*Dks* | **IronScSr** | 862 713 547 | ✠ 1,86 | Cal A&CP | *m* | 1872 7mo | A&J.Inglis Glasgow | BritishIndia SteamNav.Co. (Lim.) | 230·4\|28·6\|16·4 P85*t* F46*t* | Glasgow British | C.2Cy.28″&50″–36″ 120HP 4*BHCem* A.&J.Inglis,Glasgow | |
| 827 126886 | **Codorus** | **SteelSc** | 2166 — 1802 | | | | 1892 | Union DryDockCo. Buffalo,N.Y. | Erie&Western TransitCo. | 275·5\|40·1\|26·0 | Erie,Pa. Utd.States | T.3Cy.20″,33″&54″–45″ KingIronWorks,Buffalo | |
| 828 TCLJ | **Coen** *H.Cramer*91–92 *Elec.light* | **IronScSr** 2*Dks*&*Hurdk* | 1367 1299 834 | | | | 1890 | Matschapij de"Schelde" Flushing | Koninkl.Paketv. Maats. | 258·4\|34·3\|17·0 | Batavia Dutch | T.3Cy.20″,31″&51″–42″ 200HP Maatsch.de'Schelde'Flsing | |
| 829 87351 HWCL | **Cogent** *R.Swan* –93 *Well deck* | **IronScSr** 2ndSurvey,Shl.3,91 1*Dk*(*Irn*)2*trB* | 2051 1631 1309 | ✠ A1*1 ~~3,95 5,94~~ | Cff Bly | Lv | 1883 7mo | ShortBros. Sunderland | J.Westoll | 275·0\|38·6\|20·6 P71*t*Q96*t*B172*t* H37*t*F44*t* BK9½″ *W* | Sundrland British | C.2Cy.36″&67″–36″ 180HP 1DB,*6f* 5*BH* T.Richardson&Sns.,Hpl. | |
| 830 29159 QDLV | **Cognac** *J.Mooney* –93 | **IronSc3MstSr** 2*Dks* | 495 486 303 | ✠ 4,67 | Cly | 12 | 1860 11mo | T.Vernon &Sons Liverpool | CharenteS.S.Co. (Lim.) (T.&J.Harrison, *Mgrs.*) | 170·0\|25·1\|16·4 drp67 | Liverpool British 3*BH* | C.2Cy.17″&32″–27″ NE82 50HP Lees,Anderson&Co.,Gls. | |
| 831 93246 KGCJ | **Coila** *J.McDonald*83–89 *ss*Phl.No.2–93 *Well deck* | **IronScSr** 1*Dk*(*Irn*) | 325 278 162 | ✠100A1 3,93 BS9,93 | Phl LA&CP ✠LMC3,93 | *f* | 1884 7mo | M'Knight, M'Credie&C. Ayr | D.Farquharson | 150·0\|23·0\|11·2 Q53′B33′F19′ BK7″ *WB*=*FPT* | Glasgow British | C.2Cy.18″&36″–28″ (*b*) 80lb 55HP 4*BHCem* 1SB,*2pf*,GS33 J.Gilmour&Co.,Glasgow | 11 ″8 |
| 832 NGJV | **Coimbra** ~~*G.D.Claassen*84–96~~ *J.Löding*94–95 *Well deck* | **SteelScSr** *ss*Ham.No.1–94 1*Dk*(*Irn*) | 699 487 437 | ✠100A1 3,95 ~~4,01~~ | Ham LA&CP ✠LMC3,94 | *j* | 1890 8mo | A.Hall& Co. Aberdeen | Oldenburg-Portugiesische Dampfsch. Rhederei *WB*=*DBa* 33′ 45*t FPT* | 182·1\|27·3\|13·9 P101′F25′ BK7½″ 45*t APT*25*t* | Oldenburg German | T.3Cy.14″,23″&39″–30″ (*s*) 160lb *80lb* 78HP 1SB,*3rf*,GS54,HS1191 A.Hall&Co.,Aberdeen | 14 ″8 |

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 3 / 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 833<br>78607<br>RMDG | Colaba IronSc3MstSr<br>*C.K.Browne* −93 *ss*Cal.No.1–82<br>1*Dk*(*Irn*)2*trB* | 1640<br>1446<br>1071 | ✠<br>9,82 | Cal<br>A&CP | *p* | 1878<br>4mo | W.Denny&<br>Brrs.<br>Dumbarton | BritishIndiaSNC.<br>(Lim.) | 264·6\|32·2\|21·6<br>*WB* | Glasgow<br>British<br>4*BHCem* | C.2Cy.27″&54″–36″<br>122HP<br>Denny&Co.,Dumbarton<br>=*DBa*46′170*tAPT*121*t* | | |
| 834<br>89469<br>JLPN | Colac IronScSr<br>*P.Barry* −98 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1480<br>1185<br>958 | ✠<br>6,84<br>✠ | Hpl<br>LA&CP | *o* | 1884<br>1mo | E.Withy&<br>Co.<br>WHartlepool | AdelaideS.S.Co.<br>(Lim.) | 245·2\|34·2\|17·2<br>Q94′ B57′ F31′ | P.Adelaide<br>British<br>4*BHCem* | C.2Cy.30″&57″–33″<br>140HP<br>T.Richardson&Sons,Hpl.<br>*WB*=*DBa*71′*f*88′284*t* | 18 ″ 9 | |
| 835<br><br>JDTF | Colberg IronScSr<br>*P.Hildebrandt*80–83 1*Dk* | 213<br>164<br>155 | | | | 1881 | Stettiner<br>Mas.Akt.<br>Ges"Vulcan"<br>Stettin | ColbergerDampf-<br>schifffahrtsAct.<br>Ges.(E.Reinholz) | 125·3\|19·5\|10·2<br>Q39′ B39′ F22′ | Colberg<br>German<br>*WB* | C.2Cy.15″&27½″–19½″<br>35HP<br>StettinerMaschAkt.-Ges.<br>"Vulcan,"Stettin | | V |
| 836<br>91332<br>LBQP | Colchester SteelTwinScSr<br>*J.Precious* −94<br>*Elec.light* | 1160<br>907<br>517 | | | | 1889 | Earle'sCo.<br>(Lim.)<br>Hull | GreatEastern<br>RailwayCo. | 280·8\|31·0\|15·2<br>B138′ P58′ F47′ | Harwich<br>British | C.4Cy.30″&57″–36″<br>275HP<br>Earle'sCo.(Lim.),Hull | | BT till ~~11,94~~ 12,95 |
| 837<br>93977 | ked11,94 SteelScSr<br>~~*G.Howe*64–90~~ 1*Dk*(*Stl*)<br>*J.Robinson*94-94 | 96<br>88<br>49 | ~~✠100A1~~<br>4,90 | Lon<br>LA&CP<br>LMC3,90 | *a* | 1890<br>4mo | Mackenzie<br>&Co.<br>London | ~~Beckwith&Co.~~<br>African<br>Association(Lim) | 86·0\|18·1\| 6·8<br>BK6″<br>*WB*=*FPT*7*t* | Colchester<br>British<br>4*BHCem* | C.2Cy.12½″&24″–16″<br>100lb 30HP<br>1SB,2*pf*<br>Plenty&Son,Newbury | 7 ″ 5 | |
| 838<br>70966<br>MQCP | Coleridge IronScSr<br>*F.H.Broom* −92 (*ex*Mira)<br>3*Dks* | 2610<br>2468<br>1644 | | | | 1875 | A.Leslie&<br>Co.<br>Newcastle | Liverpool,Brazil&<br>RiverPlateStm.<br>Nav.Co.(Lim.)<br>(Lamport&Holt,<br>*Mgrs.*) | 352·7\|37·0\|20·3 | Liverpool<br>British | T.3Cy.25″,39″&62″–48″<br>NE&B90 300HP<br>D.Rollo&Son,Liverpool | | |
| 839<br>126642 | Colgate Hoyt SteelSc<br>1*Dk*2*trB*<br>*Whaleback* | 1253<br>—<br>1008 | | | | 1890 | American<br>Stl.BargeCo.<br>Duluth,Minn | AmericanSteel<br>BargeCo. | 276·5\|36·1\|18·6<br>*WB* | Buffalo,NY<br>Utd.States | C.2Cy.26″&50″–42″<br>S.F.Hodge&Co.,Detroit | | |
| 840<br><br>JWPH | Colibri WoodScSr<br>*H.Waage*89–89 1*Dk*2*trB* | 319<br>251<br>190 | | | | 1888 | .................<br>Stavanger | Actieselskabet<br>"Colibri"(Ths.<br>S.Falck) | 124·0\|24·1\|13·1<br>Q21*t* B45*t* | Stavanger<br>Norwegian | T.3Cy.11″,18″&29″–24″<br>45HP<br>Akers,Mek.Vrks,Xia. | | N |
| 841<br>125153<br>JNBW | Colima IronScBg<br>*J.F.Taylor*92–92 2*Dks*&*Spardk*<br>*Elec.light* | 2906<br>2216<br>2144 | | | | 1873 | J.Roach&<br>Son<br>Chester,Pa. | PacificMailS.S.Co. | 299·7\|40·0\|20·3<br>29·1 | S.Frncisco<br>Utd.States | C.2Cy.49¾″&88¾″–42″<br>450HP<br>J.Roach&Son,Chester,Pa. | | RV |
| 842<br>68022<br>LPVR | Colina IronScSr<br>*A.T.Crighton* −92 *ss*Gls.No.3–5,83<br>*ss*Gls.No.2–91<br>3*Dks*(1*ptIrn*77) | 2001<br>1971<br>1297 | ✠100A1<br>8,92<br>BS3,92<br>✠NB83 | Gls<br>A&CP<br>LMC2,91 | *s* | 1872<br>10mo | Barclay,<br>Curle&Co.<br>Glasgow | DonaldsonBros. | 319·3\|34·8\|25·6<br>BK10″ | Glasgow<br>British<br>5*BHCem* | C.2Cy.44″&78″–46″ (*c*)<br>80lb *60lb* NDB83 265HP<br>2DB,8*cf*,GS176<br>Barclay,Curle&Co.,Gls. | 26 ″ 7<br>s 6 ″ 3 | |
| 843<br>81505<br>STFL | — IronScBn<br>*C.Mawer* −92 *ss*Npt.No.3–8,88<br>*Well deck* *ss*Hpl.No.1–92<br>1*Dk*(*Irn*)2*trB* | 1590<br>1273<br>1018 | ✠100A1<br>8,94 ~~2,94~~<br>BS~~3,93~~<br>5,94 | Hpl<br>A&CP<br>LMC2,92 | *q* | 1879<br>10mo | Irvine&Co.<br>WHartlepool | R.Irvine&Co. | 259·0\|34·1\|19·6<br>Q106′B60′F30′<br>drp94 BK9″<br>*WB*=*DBa*92′*f*70′~~&*uE*&*B*34′~~256*t* | W.Hartlpl<br>British<br>4*BHCem* | C.2Cy.32″&60″–39″ (*i*)<br>80lb *75lb* NDB92 140HP<br>2SB,GS70<br>Blair&Co.(Lim.),Stockton | 21 ″ 7<br>s 2 ″ 1 | |
| 844<br>25060<br>PDKQ | Colleen Bawn IronPadSr<br>*L.Branagan* | 715<br>603<br>297 | ✠<br>5,68 | Dub | 9 | 1862<br>4mo | Randolph,<br>Elder&Co.<br>Glasgow | DroghedaSteam<br>PacketCo.(Lim.) | 221·4\|28·1\|15·3<br>Q&F— | Drogheda<br>British<br>4*BH* | C.O.2Cy.45″&84″–72″<br>NE&B84 303HP<br>J.Jack&Co.,Liverpool | | BT till ~~10,94~~ ~~3,95~~ 3,96 |
| 845<br>15700<br>LTJP | Collier IronSc3MstSr<br>*J.Hazell* −94 *ss*Brs.No.3–76<br>1*Dk* | 206<br>194<br>123 | 1,79 | Brs | | 1849<br>1mo | J.Reid&<br>Co.<br>P.Glasgow | PockettsBristol<br>ChannelStm.<br>Pkt.Co.(Lim.)<br>(T.Probert,*Mgr.*) | 127·7\|20·2\|10·5<br>drp79len57ND66 | Bristol<br>British<br>4*BHCem* | 2Cy.20″–24″<br>NB81 40HP<br>Caird&Co.,Greenock | 11 ″ 1<br>s 1 ″ 9 | |
| 846<br>96603<br>LGJQ | Collingham SteelScSr<br>*G.Jacob*93–93 *ss*Cff.No.1–92<br>*Frames*&*reverseframesIrn*<br>1*Dk*(*Irn*)&*ptAwngdk*(*Irn*)&*Webframes* | 2354<br>1824<br>1540 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>11,94 ~~3,94~~ | Cff<br>A&CP<br>Bry<br>✠LMC5,92 | *s* | 1889<br>7mo | R.Dixon&<br>Co.<br>Middlesboro | CollinghamS.S.<br>(Lim.) (Harris&<br>Dixon) | 295·0\|38·2\|20·1<br>P24′Q92′ BK10″<br>*ptAwngdk*178′<br>*WB*=*Cell* | London<br>British<br>6*BHCem*<br>*DB*240′442*t* | T.3Cy.23″,37″&61″–42″ (*s*)<br>150lb *75lb* 300HP<br>2SB,8*pf*,GS120<br>N.E.MarineCo.(Lim.),Nwc | 22 ″ 9<br>s 9 ″ 2½ | |
| 847<br>99486 | Collingwood SteelScK<br>*W.D.Coates* −93 1*Dk* | 142<br>136<br>44 | ✠100A1<br>*Stm Trawler*<br>~~10,92~~<br>11,94 | P.Gl<br>LA&CP<br>✠LMC9 92<br>Hul | | 1892<br>10mo | W.Hamil-<br>ton&Co.<br>Pt.Glasgow | ~~W.J.Ingram~~<br>~~(S.Waddington,~~<br>~~*Mgr.*~~)<br>W.H.Ainsworth | 100·2\|20·5\|10·6<br>Q19′F18′<br>BK7½″ | Boston<br>British<br>3*BHCem* | T.3Cy.11″,17″&27″–22″ (*s*)<br>160lb 45HP<br>1SB,2*pf*,GS31,HS916<br>D.Rowan&Son,Glasgow | 11″11 | |
| 848<br>126548 | Collis SteelScTug<br>*S.B.Randall*90–90 1*Dk* | 206<br>—<br>103 | | | | 1889 | UnionIron<br>Works<br>SanFrancisco | PacificImprove-<br>mentCo.(Southern<br>PacificCo.) | 110·0\|23·0\|13·0 | S.Frncisco<br>Utd.States | C.2Cy.22″&42″–24″<br>UnionIronWorks,S.Fo. | | |
| 849<br>89208<br>KHQV | Collivaud SteelScSr<br>*J.Fox* −93 *ss*Cff.No.3–6,92<br>*Well deck* 1*Dk*(*Stl*)2*trB* | 1413<br>1188<br>924 | ✠100A1<br>~~2,91~~11,94 | Cff<br>LA&CP<br>✠LMC2,94 | *o* | 1886<br>3mo | ButeShip-<br>ping,Eng.<br>&DryDkCo<br>Cardiff | CollivaudS.S.Co.<br>(Lim.) (Morel<br>Bros.&Co.) | 240·9\|33·1\|18·0<br>Q86′B50′F26′<br>FK<br>*WB*=*DBa*67′*f*101′ | Cardiff<br>British<br>4*BHCem*<br>306*tAPT*25*t* | C.2Cy.29″&56″–36″ (*a*)<br>80lb *50lb* 132HP<br>1SB,4*pf*,GS68<br>Palmers'Co.(Lim.),Nwc. | 19 ″ 2<br>s 2 ″ 0 | |
| 850<br>99640 | Collynie IronScSr<br>~~*J.Bammant* −93~~ *Pirie* 1*Dk*(*Irn*)<br>*Well deck* | 272<br>211<br>129 | ✠100A1<br>~~11,94~~~~12,93~~ 1,95 | Abn<br>LA&CP<br>✠LMC6,92<br>— | *d* | 1892<br>6mo | Hall,Rus-<br>sell&Co.<br>Aberdeen | W.T.Moffatt | 130·4\|20·7\|10·3<br>Q40′B9′F16′<br>drp95 BK6½″<br>*W* | Aberdeen<br>British<br>3*BHCem*<br>*B*=*FPT*37*t* | C.2Cy.18″&36″–24″ (*s*)<br>100lb *80lb* 60HP<br>1SB,2*pf*,GS36,HS925<br>Hall,Russell&Co.,Abn. | 11 ″ 0<br>s 1 ″ 2½ | |
| 851<br><br>JDVS | Cöln IronScSr<br>*H.Harder* −92 1*Dk*&*Spardk*3*trB* | 1151<br>1106<br>847 | | | | 1884 | Stettiner<br>Mas.Akt.<br>Ges."Vul-<br>can"<br>Stettin | NeueDampfer<br>Compagnie,<br>Act.Ges. | 223·7\|30·3\|15·1<br>20·3 | Stettin<br>German | C.2Cy.26¾″&49″–31½″<br>110HP<br>StettinerMasch.Akt.-Ges.<br>"Vulcan,"Stettin<br>*WB* | | V |
| 852<br><br>HSBT | Colomba IronScSr<br>*Frémant* 2*Dks*&*Spardk* | 836<br>—<br>437 | | | | 1865 | Scott&Co.<br>S.Nazaire | CompagnieGéné-<br>raleTransatlan-<br>tique | 199·4\|26·8\|18·0<br>B38′ 23·1 | St.Nazaire<br>French | C.2Cy.24″&51″–30″<br>120HP<br>Scott&Co.,Greenock | | V |
| 853<br>126848<br>KLFW | Colombia SteelScSr<br>*W.Shackford*77–92 3*Dks*<br>*Elec.light* | 3617<br>—<br>2338 | | | | 1892 | Delaware<br>RiverI.S.B.&<br>EngineWrks.<br>Chester,Pa. | PacificMailS.S.Co. | 326·0\|45·0\|27·5 | NewYork<br>Utd.States | T.3Cy.28″,40″&70″–48″<br>MorganIronWorks,N.Yk. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant aux différents degrés d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Francs-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 854<br>HSCM | **Colombia**<br>*Viel* 84–91 | **SteelScBn**<br>1*Dk* & *Spardk* & 3*trB* | 2925<br>—<br>1616 | | | | 1890 | Ateliers & Chantiers de la Loire St. Nazaire | **ChargeursRéunis** | 320·2 F37*f* | 40·0 H– | 19·8 28·5 | **Havre**<br>French | T.3Cy.24″,40″&62″–44″<br>500HP<br>At.&Chantiers de la Loire, *WB* Nantes | |
| 855<br>50828 | —<br>(*ex* Quaker City) | **WoodPadSr**<br>2*Dks* | 1137<br>985<br>758 | | | | | ..... Philadelphia | **WilliamMcEwen** | 224·4 | 33·6 | 20·5 | **Kingstn Ja**<br>British | 1Cy.<br>1000HP | |
| 856<br>JTQF | —<br>*O.Berg* –93 | **SteelScSr**<br>1*Dk* | 825<br>607<br>510 | | | | 1893 | Bergens mek. Verksted Bergen | **A.Halvorsen** | 206·2 Q58*t*B97*t*H37*t*F26*t* | 29·7 | 12·0 | **Bergen**<br>Norwegian *WB* | T.3Cy.16½″,26½″&43″–30″<br>120HP<br>Bergens mek. Verksted Bgn | |
| 857<br>HSCN | **Colombie**<br>*Pherivong* | **IronScBk**<br>(*ex* Floride) | 2876<br>—<br>1473 | | | | 1862 | Caird & Co. Greenock | **CompagnieGénéraleTransatlantique** | 278·8 | 37·7 | 36·1 | **St. Nazaire**<br>French | C.2Cy.52″&93″–42″<br>500HP<br>Soc.Anon.de Const.Nav., Havre | |
| 858<br>HSCK | **Colombo**<br>*Loquente* | **IronScBg**<br>2*Dks* & *Spardk* | 3795<br>—<br>1932 | | | | 1882 | F.&C.de la Médit. LaSeyne | **Cie.Nationale de Navigation** | 379·6 B97′ F54′ | 39·7 | 21·9 29·6 | **Marseilles**<br>French | C.2Cy.39½″&72¾″–42½″<br>400HP<br>Forges&C.de la Médit.,Mls. | |
| 859<br>162<br>NPDB | —<br>*Ottavio Testori* (*ex* Brazil, *ex* Orion,<br>*ex* Nicaragua, *ex* Orion) | **IronScSr**<br>2*Dks* & *Spardk* | 2394<br>2217<br>1571 | | | | 1873 | A.Leslie & Co. Newcastle | **G.Cresta** | 342·3 | 34·9 | 27·5 | **Genoa**<br>Italian *WB* | C.2Cy.30″&70″–48″<br>280HP<br>Maudslay,Sons&Field,Lon | |
| 860<br>HDCN | —<br>1*Dk* | **IronPadSr** | 423<br>—<br>266 | | | | 1880 | Laird Bros. Birkenhead | **Cia.deNav.aVapor doMaranhaõ** | 168·4 P48′ | 25·5 B63′ | 9·9 F31′ | **Maranham**<br>Brazilian | C.2Cy.32″&50″–54″<br>120HP<br>Laird Bros.,Birkenhead | |
| 861<br>HJWQ | —<br>(*ex* Scottish Maid) *ss* Lis. No 1–93 | **IronScK**<br>1*Dk* | 122<br>122<br>51 | ✠100A1<br>*Stm Trawler*<br>8,93 | Lis<br>LA&CP | | 1889<br>1mo | J Scott & Co Kinghorn | **Bensaude&Co.** | 100·4 | 19·8 BK6½″ | 9·1 | **Lisbon**<br>Portuguese | C.2Cy.17″&34″–24″ (*s*)<br>100lb 45HP<br>1SB,*3pf*,GS41<br>J.Scott&Co.,Kirkcaldy | |
| 862<br>125099<br>JMSK | **Colon**<br>*J.M.Cavarly* 64–92 | **IronScBg**<br>3*Dks* | 2686<br>—<br>1843 | | | | 1873 | J.Roach & Son Chester,Pa. | **PacificMailS.S.Co.** | 280·0 | 40·0 | 28·6 | **NewYork**<br>Utd. States | C.2Cy.50″&88″–42″<br>400HP<br>J.Roach&Son,Chester,Pa. | |
| 863<br>HGST | —<br>*E.Olaeta* 78–84 | **IronSc3MstSr**<br>2*Dks* | 742<br>632<br>459 | | | | 1871 | Bowdler, Chaffer&Co. Liverpool | **Compania Maritima** | 191·0 | 28·2 | 16·7 | **Barcelona**<br>Spanish | C.2Cy.23″&46″–24″<br>80HP<br>J.Taylor&Co.,Sunderland | 17 ″ 6<br>s 2 ″ 9½ |
| 864 | —<br>*Siches* | **IronSc** | 380<br>274<br>162 | | | | 1884 | F.Schichau Elbing | **JuilianHermanos** | 172·9 B49′ | 26·9 | 9·8 | **M.Video**<br>Uruguayan | C.4Cy.14″&27″–16″<br>70HP<br>F.Schichau,Elbing | |
| 865<br>HGSW | —<br>*A.Blanco* | **WoodScTug** | 161<br>—<br>94 | | | | 1890 | The Harlan & Hollingsworth Co. Wilmgtn,Del | **J.Ferrer Torralbas** | 86·6 | 20·7 | 9·0 | **Santiago DeCuba**<br>Spanish | C.2Cy.14″&26″–18″<br>45HP<br>Pusey&Jones,Wilmington | |
| 866<br>126701 | —<br>*Robinson* –90 | **WoodScTug**<br>YM1,91 | 104<br>—<br>59 | | | | 1891 | Jackson & Sharp Co. Wilmgtn,Del | **TheSpanish AmericanIronCo** | 90·0 | 20·0 | 10·0 | **NewYork**<br>Utd. States | C.2Cy.14″&26″–18″ | |
| 867<br>88182 | **Colonel Smith**<br>*Edwards* | **IronScSr**<br>*ss* Hul. No.2–92<br>1*Dk* | 241<br>203<br>114 | ✠100A1<br>12,94 ~~11,98~~ 3,95<br>BS ~~11,98~~ 3,95 ✠LMC10,92 | Hul<br>LA&CP | *d* | 1884<br>4mo | R.&H. Green&Co. London | **Gt.NorthernS.S. FishingCo.(Lim.)** | 134·8 B24*t*F12*t* | 22·1 BK7″ | 11·0 | **Hull**<br>British | C.2Cy.23″&44″–28″<br>100lb 82HP<br>1SB,*3pf*,GS54<br>A.W.Robertson&Co.,Lon. | 11 ″ 5 |
| 868<br>HSDK | **Colonia**<br>*Lequeux* 82–91 | **SteelScBn**<br>1*Dk* & *Spardk* & 3*trB* | 2925<br>—<br>1616 | | | | 1889 | Ateliers & Chantiers de la Loire St. Nazaire | **ChargeursRéunis** | 320·2 B25′ F45′ | 40·3 H124′ | 19·8 28·5 | **Havre**<br>French | 3.Cy.24″,40″&62″–44″<br>360HP<br>Ateliers Chant.de la Loire, *WB* St.Dénis | |
| Wrecked 8,94<br>RHGD | —<br>*L.Petersen* 90–92 | **SteelScSr**<br>2*Dks* | 2069<br>1333<br>1479 | | | | 1887 | Sir W.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | **Hamburg-Amerikanische Packetf.Act.Ges.** | 290·0 P64′ | 36·2 B22′ | 22·6 F32′ | **Hamburg**<br>German | T.3Cy.22″,35″&58″–39″<br>250HP<br>Wallsend Slipway&Eng. Co.(Lim.),Newcastle<br>*WB* | |
| 870<br>96673<br>Wrecked 9,94 | **Colonist**<br>*A.M.Mars* –91<br>*Well deck* | **SteelScSr**<br>*ss* Mel. No.1–93<br>1*Dk*(*Irn*) & *Web frames* | 2286<br>1759<br>1467 | ~~✠100A1~~<br>11,93<br>✠LMC8,93 | NSW<br>A&CP | *s* | 1889<br>12mo | Osbourne, Graham& Co. Sunderland | **Angier Line** (1887) (Lim.) | 290·0 P27′Q92′B114′ F33′ | 38·0 BK10″ *WB*=*Cell DB* 240′ | 20·0 6*BH pt Asp* 160*pt Cem* | **P.Adelaide**<br>British | T.3Cy.23″,36″&59″–39″ (*s*)<br>160lb *80lb* 190HP<br>2SB,*6rf*,GS99<br>Black,Hawthorn&Co.,Gts. | 22 ″ 6<br>s 2 ″ 9 |
| 871<br>93119<br>KPLM | **Colorado**<br>*W.Abbott* –94<br>*Elec.light* | **SteelSc3MstSr** | 4220<br>3413<br>2787 | | | ... | 1887<br>11mo | Earle's Co. (Lim.) Hull | **T.Wilson,Sons&Co (Lim.)** | 370·0 P230′ | 44·7 F92′ | 28·4 | **Hull**<br>British | T.3Cy.31″,50″&82″–57″<br>450HP<br>Earle's Co.(Lim.),Hull | 30 ″ 7 |
| 872<br>125734<br>JTKC | —<br>*W.Evans* 86–88 | **IronScSr**<br>3*Dks* | 2765<br>—<br>2022 | | | | 1879 | J.Roach & Son Chester,Pa. | **C.H.Mallory&Co.** | 306·0 | 39·6 | 21·6 | **NewYork**<br>Utd. States<br>*WBa* | C.2Cy.38″&68″–54″<br>1200HP<br>J.Roach&Son,Chester,Pa. | |
| 873<br>70657<br>WSQK | **Colstrup**<br>*J.Dupear* –93<br>*Well deck* | **IronScSr**<br>*ss* Nwc. No.3–4,88<br>*ss* Shl. No.1–92 1*Dk* | 482<br>398<br>296 | ✠90A1<br>~~9,94~~ ~~9,92~~ 3,95<br>✠NB5,91 | Shl<br>A&CP<br>LMC7,92 | *h* | 1874<br>7mo | C.S.Swan & Co. Newcastle | **T.E.Brigham (W.Swanston& Sons,*Mgrs.*)** | 159·4 Q90′B15′F22′ | 24·1 BK6½″ *WB*=*DBa* 39′*f* 34′ | 14·2 4*BH Cem* | **Newcastle**<br>British | C.2Cy.21″&38″–30″ (*r*)<br>80lb *60lb* NDB91 60HP<br>1SB,*3pf*,GS49<br>Ousebrn Eng.Wks.,Nwc. | 14 ″ 6<br>s 1 ″ 4½ |
| 874<br>65696<br>LCSJ | **Columba**<br>*C.Robson* 93–93<br>*Well deck* 1stSurvey,Nwc.7,94 | **IronScSr**<br>6thSurveyShl.6,90<br>1*Dk*2*trB* | 1009<br>755<br>609 | ✠ A1,1<br>~~5,93~~ ~~7,94~~<br>3,95 | Bly<br>~~Nwc~~<br>~~Sws~~<br>Nwc | Lv | 1872<br>4mo | J.Laing Sunderland | **BlacowenS.S.Co. (Lim.) (Black, Cowen&Co.,*Mgrs.*)** | 221·4 P219*t*F29*t* drp96 | 29·5 BK9″ *WB*=*DBa&f* | 16·8 4*BH* | **London**<br>British | C.2Cy.26″&49″–33″<br>75lb NB80 98HP<br>T.Clark&Co.,Newcastle | 18 ″ 1<br>s 2 ″ 5 |
| 875<br>HTRQ | —<br>*O.S.Roslin* 91–91<br>(*ex* Nordbo, *ex* Egyptien) | **IronSc3MstSr**<br>1*Dk*2*trB* | 614<br>556<br>452 | | | | 1853 | ..... LaSeyne | **G.L.Ahlström** | 189·3 Q29′ | 25·9 H23*t* | 16·8 F18′ | **Stockholm**<br>Swedish | C.2Cy.31½″&57½″–30½″<br>120HP<br>Fraissinet&Co.,Marseilles | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of Ro.ff Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 876<br>78626 | **Columba** SteelPadSk<br>*Campbell*69–85 | 543<br>538<br>126 | | | | 1878<br>4mo | J.&G. Thomson<br>Glasgow | **D.MacBrayne** | 301·4 | 27·1 | 9·4 | **Glasgow**<br>British | O.2Cy.53″–66″<br>220HP<br>J.&G.Thomson,Glasgow | | | BT till 12,94 |
| 877<br>99903 | — IronScK<br>*J.Rankin* –93 1*Dk* | 138<br>124<br>22 | ✠100A1<br>*Stm Trawler*<br>11,93 ✠LMC6,93 | Lth<br>LA&CP | | 1893<br>7mo | Hawthorns &Co.<br>Leith | **T.Devlin,junr.** | 100·0<br>F14′ | 20·1<br>BK7′ | 10·1<br>*WB*= | **Granton**<br>British | C.2Cy.17″&34″–22″ (*s*)<br>100lb 48HP<br>1SB,*2pf*,GS34,HS998<br>Hawthorns&Co.,Leith | 11 | 3 | |
| 878<br>RHNW | **Columbia** SteelTwinSc3MstSr<br>*H.Vogelgesang*79–89 4*Dks*<br>*Elec.light* | 7578<br>5915<br>3737 | | | | 1889 | Laird Bros.<br>Birkenhead | **Hamburg-Amerikanische Packetf. Act.Ges.** | 463·5<br>Q50′ | 55·6<br>B318′ | 35·5<br>F56′ | **Hamburg**<br>German | T.6Cy.41″,66″&101″–66″<br>2500HP<br>Laird Bros.,Birkenhead<br>*WB=Cell DB* | | | V |
| 879<br>125801<br>JTQR | — IronScBg<br>*Bolles*66–80 2*Dks3trB* | 2723<br>—<br>1746 | | | | 1880 | J.Roach& Son<br>Chester,Pa. | **Union Pacific Railway Co.** | 310·0 | 38·4 | 23·2 | **Portlnd,O.**<br>Utd.States | C.2Cy.42½″&82″–54″<br>341HP<br>J.Roach&Son,Chester,Pa. | | | R |
| 880<br>23 | — IronSc3MstSr<br>*A.Pesce* | 2079<br>1462<br>1352 | | | … | 1866<br>9mo | A.Stephen &Sons<br>Glasgow | **Flli.Benanno** | 283·3 | 33·6 | 22·2<br>29·5 | **Messina**<br>Italian | C.2Cy.33″&60½″–48″<br>NE&B78 380HP<br>D.&W.Henderson,Gls. | | | V |
| 881<br>125592<br>JSKG | — WoodPad<br>*J.Thomas* 1*Dk* | 1468<br>—<br>1098 | | | | 1877 | .....<br>GreenPoint, N.Y. | **Baltimore&Ohio R.R.Co.** | 260·6 | 39·0 | 12·0 | **Baltimore**<br>Utd.States | | | | |
| 882 | — IronSc3MstSr<br>*G.Terrarossa* *ss*Lon.No.3–3,82<br>(*ex*Alba,*ex*Italia) *ss*Gen.No.1–86<br>1*Dk2trB* | 792<br>710<br>499 | ✠<br>4,86 | Gen | | 1860<br>9mo | Scott&Co.<br>Greenock | **C.Gianelli** | 254·2<br>Q35*t* F30*t*<br>len69 | 28·2 | 16·5 | **Bns.Ayres**<br>Argentine<br>5*BHpt Asp pt Cem* | C.2Cy.26″&51″–30″<br>NB76 160HP<br>*Cmp.*76Vict.Dk.E.Wks.Co.<br>London | | | |
| 883<br>91982 | — IronScK<br>*G.Palmer* –91 *ss*Hul.No.1–91<br>1*Dk* | 251<br>214<br>121 | ✠100A1<br>9.91<br>BS3,94 | Hul<br>&CP<br>✠LMC9,91 | *d* | 1886<br>12mo | M.Pearse &Co.<br>Stockton | **Gt.Northern SS. Fishing Co.(Lim.)** | 137·2<br>Q51′F22′ | 21·5 | 11·0<br>BK7′ | **Hull**<br>British | T.3Cy.15″,24½″&40″–24″ (*s*)<br>160lb 70HP<br>1SB,*2cf*,GS26<br>Blair&Co.(Lim.),Stockton | 11<br>s 1 | 6<br>3 | |
| 884<br>89649<br>JSBN | — SteelScK<br>*W.Scott*81–84 | 214<br>186<br>42 | | | | 1884 | DeMass.C. (Lim.)<br>Delfshavn. | **W.Watkins** | 121·0 | 22·0 | 12·5 | **London**<br>British | T.3Cy.15″,23″&44″–24″<br>NE&B94 160HP 120HP<br>DeMaasCo.(Lim.)Delfshvn<br>J.Stewart&Son(Lim.),Lon. | 13<br>s 2 | 3<br>0 | |
| 885<br>99662 | — IronScYl<br>*J.Russell*77–91 1*Dk* | 155<br>142<br>57 | ✠100A1<br>*Stm Trawler*<br>6,94 11,93 | Hul<br>LA&CP<br>✠LMC12,91<br>Gms | | 1891<br>12mo | Mackie& Thomson<br>Glasgow | **Gt.Grimsby&East Coast Steam Fishing Co.(Lim.)** | 100·5<br>Q19′F19′ | 20·5 | 10·7<br>BK7½′ | **Grimsby**<br>British | T.3Cy.11″,16½″&27″–22″ (*s*)<br>160lb 45HP<br>1SB.*2pf*,GS32<br>Muir&Houston,Glasgow | 11 | 11 | |
| 886<br>97811<br>LVCK | **Columbian** SteelSc4MstSr<br>*F.Shepherd* –93 3*Dks*(*Stl–Uws*)<br>*ss*Liv.No.1-94 | 5088<br>4802<br>3323 | ✠100A1<br>*withfreeboard*<br>1,95 1,94 | Liv<br>LA&CP<br>✠LMC8,90 1,94 | *a*† | 1890<br>8mo | Harland& Wolff(Lim)<br>Belfast | **F.Leyland&Co. (Lim.)**<br>*WB=Cell DB328′*<br>*BHds as per Section 22 not fitted b* | 442·6<br>P62′B138′F96′<br>696*t APT49t* BK9½′<br>*etween middle&upper decks* | 45·2 | 31·0<br>*7BHCem* | **Liverpool**<br>British | T.3Cy.30″,45″&74″–60″ (*o*)<br>150lb *90lb* 500HP<br>2DB,*12cf*,GS216,HS6910<br>Harland&Wolff(Lim.)Bel. | 34<br>s 9 | 1<br>3½ | |
| 887<br>101254 | — SteelTwinScSp<br>*J.E.Bernier* –93 1*Dk*<br>*Elec.light* | 704<br>355<br>461 | | | | 1892 | Delaware River I.S.B. &E.Works<br>Chester,Pa. | **G.Shea** | 175·0 | 33·5 | 9·0 | **SJhn'sNFL**<br>British | T.6Cy.12½″,19″&30″–15″<br>Delaware River I.S.B.&Eng Works,Chester,Pa. | | | |
| 888<br>94936 | — WoodPad<br>*B.McCamus* –92 | 271<br>178<br>159 | | | | 1892 | A.Tour-cotte<br>Lindsay,Ont | **W.&T.McCamus** | 112·0<br>*Shade dk*93*t* | 19·0 | 6·4 | **P Hope Ont**<br>British | C.2Cy.15″&30″–30″<br>37HP<br>J.Inglis&Sns,Toronto,Ont | | | |
| 889<br>JVGM | **Columbus** WoodScSr<br>*J.C.Jensen* –91 1*Dk2trB* | 483<br>375<br>293 | | | | 1890 | Laxevaags Skibsbyggeri<br>Bergen | **Rasmus F.Olsen** | 153·5<br>Q28*t* B56*t* H6*t* | 25·2 | 14·2<br>F16*t* | **Bergen**<br>Norwegian | T.3Cy.11″,18″&29″–20″<br>47HP<br>Bergens Mek.Værksted,<br>Bergen | | | N |
| 890<br>29940 | — IronPadSp<br>*W.Leech* –92 | 194<br>194<br>32 | | | | 1865 | Laird Bros.<br>Birkenhead | **Hercules Stm.Tug Co.(Lim.) (E.deSoberon& WHDodd,*Mgrs.*)** | 134·2 | 20·4 | 10·6 | **Liverpool**<br>British | D.2Cy.38″–54″<br>NB85 100HP<br>Laird Bros.,Birkenhead | | | BT till 11,94 |
| 891<br>45431<br>VDHQ | — IronPadSp<br>*Stone* –86 1*Dk* | 170<br>170<br>97 | | | | 1862 | Laird Bros.<br>Birkenhead | **Baboo N.K.Ghose** | 128·5 | 20·4 | 10·0 | **Calcutta**<br>British | 2Cy.<br>90HP<br>Laird Bros.,Birkenhead | | | |
| 892<br>26316<br>KDFC | **Comal** IronScSr<br>*J.Ask*79–86<br>2*Dks&Promenade dk* | 2935<br>—<br>2251 | | | | 1885 | J.Roach& Son<br>Chester,Pa. | **C.H.Mallory&Co.** | 320·0 | 42·8 | 21·5 | **New York**<br>Utd.States | C.2Cy.38″&74″–54″<br>J.Roach&Son,Delaware R. | | | R |
| 893<br>63378<br>SRDT | **Comeragh** IronSc3MstSr<br>*C.Minards* –94 *ss*Liv.No.2–87<br>2*Dks&pt Awng dk* | 818<br>710<br>467 | ✠<br>8,92<br>*pt Awng dk with load line* | Liv<br>A&CP | *m* | 1879<br>7mo | London& Glasgow Co.<br>Glasgow | **Waterford Steam-ship Co.(Lim.)** | 230·1<br>P16′ | 30·2 | 16·0 | **Waterford**<br>British<br>5*BHCem* | C.2Cy.30″&56″–45″<br>200HP<br>Lon.&Glas.Co.,Glasgow<br>*WB=FPT* | | | BT till ~~1905~~ 3,96 |
| 894<br>HGTS | **Comercio** IronScK<br>(*ex*Goeland,*ex*Anglesea) 1*Dk*<br>*Well deck* | 142<br>108<br>58 | | | … | 1884<br>11mo | W.Thomas &Son<br>Amlwch | **F.H.deMaruri** | 95·2<br>Q38′ | 18·4<br>B7′ | 8·6<br>F15′ | **Bilbao**<br>Spanish | C.2Cy.14″&27″–20″<br>35HP<br>DeWinton&Co.,Carnarvon | 9 | 1 | |
| 895<br>74712<br>VFNT | **Comet** IronPadSp<br>*R.Mitchell* –92 | 132<br>132<br>24 | | | | 1876 | J.&M. Gunn&Co.<br>Cardiff | **R.M.Hudson** | 106·7 | 19·4 | 9·8 | **Sundrland**<br>British | L.2Cy.28″–48″<br>56HP<br>J.&M.Gunn&Co.,Cardiff | | | BT till 10,94 |
| 896<br>QCPT | — IronPadSp<br>*G.Strothoff* | 107<br>—<br>66 | | | | 1858 | .....<br>Newcastle | **Norddeutscher Lloyd** | 112·5 | 18·1 | 6·9 | **Bremen**<br>German | 2Cy.28½″–45¾<br>73HP<br>Thompson&Woods,Nwc. | | | |
| 897 | **Cometa** SteelTwinScSr<br>*D.Ogg* *ss*Rio.No1–93<br>1*Dk*(*Irn*)&*Awng dk*<br>*Reversed frames, floors, keelsons & beams Irn* | 1151<br>1114<br>718 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>1,93 ✠LMC~~1,96~~ 3,95,✠NB3,95 | Rio<br>LA&CP | *m* | 1888<br>11mo | A.M'Millan&Son<br>Dumbarton | **Companhia de Navegaçao Carioca** | 220·0<br>19·7<br>FK<br>*WB=FPT* | 32·1 | 12·5<br>*4BHCem*<br>27*t APT*13*t* | **R.Janeiro**<br>Brazilian | T.6Cy.12″,19″&31″–24″ (*s*<br>160lb *80lb*,NDB95 90H<br>~~4DF~~ 1SB,*4cf*,GS70,HS1741<br>D.Rowan&Son,Glasgow | 13<br>s 8<br>w 8 | 1<br>4½<br>6½ | |
| 898<br>HSDW | **Commandant Franchetti** IrnScSr<br>*Perthuis*87–87 1*Dk2trB* | 979<br>925<br>582 | | | | 1869 | Oswald& Co.<br>Sunderland | **Worms,Josse&Co.** | 219·8<br>Q67′ | 30·5<br>B55′ | 17·2<br>F26′ | **Havre**<br>French<br>*WB* | C.2Cy.30″&60″–36″<br>160HP<br>Lobnitz&Co.,Renfrew | | | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 899 | **Commandante Alvim** Steel ScSr<br>*H.C.Miles* 91–91 1 *Dk*<br>(*ex* Rosa Lowndes, *ex* Corsican) | | 336<br>267<br>177 | ✠100A1<br>8,92<br>✠LMC4,90 | Rio<br>LA&CP | *f* | 1890<br>4mo | Mackie& Thomson<br>Glasgow | Lloyd Brazileiro | 148·0 \| 23·6 \| 10·5<br>Q79′ B26′ F21′<br>BK7″<br>*WB* = *DBa*35 | R. Janeiro<br>Brazilian | T.3Cy.13″, 21½″ & 34″–27″ (*s*)<br>160lb 70*lb* 60H·P<br>1 *BHCem*91 1SB,*3pf*,GS45<br>29*t FPT* 38*t* Muir&Houston,Glasgow | 11 ″ 6<br>s 1 ·1½ |
| 900 | **Commendador Lage** Wood Twin Sc<br>1 *Dk* | | | | | | 1892 | Lage<br>Rio Janeiro | Companhia Nacional de Navegaçao Costeira | 111·2 \| 18·3 \| 4·9 | R. Janeiro<br>Brazilian | C.4Cy.12″ & 24″–16″ | |
| 901<br>HSDM | **Commentry** Iron ScSr<br>*E.Bidault* 78–79 1 *Dk*(*Irn*)2*trB* | | 1387<br>—<br>790 | ✠<br>4,86<br>✠ | Cff<br>A&CP | *p* | 1882<br>10mo | Osbourne,<br>Graham& Sunderland | A.D'Orbigny& Faustin fils | 251·0 \| 37·2 \| 17·3<br>Q28′ B38′ F35<br>FK<br>*WB* = *DBa*76*f* | La Rochlle<br>French | C.2Cy.32″ & 60″–40″<br>150H·P<br>4 *BHCem* 70′ *f* & *u* *E* & *B* 56′ 540*t* *APT* 12*t* Hwks Crwshy&Sons,Nwc. | V |
| 902<br>68771<br>PNDL | **Commerce** Wood ScSr<br>*J.T.Baudain* –93 ptGIB<br>HT Gns.80 | | 132<br>121<br>34 | 4,80 | Gns | 9 | 1874<br>12mo | Ogier<br>Guernsey | Plymouth,Channel Isnds&Brittany S.S.Co.(Lim.) | 105·4 \| 20·6 \| 9·6<br>8&12yrs Mat<br>*Pitch pine tr′ nails* | Guernsey<br>British | C.2Cy.18″ & 29″–16″<br>NB90 40H·P<br>*Cmp.*75 J.Stewart,London | |
| 903<br>LCNK | **Commercial** Iron ScSr<br>*F.Meesen* 91–92 1 *Dk*2*trB* | | 502<br>417<br>407 | | | | 1883 | Act.Ges.<br>"Germania"<br>Kiel | Paulsen&Ivers | 166·0 \| 24·6 \| 13·0<br>Q98′ F20′<br>*WB* | Kiel<br>German | C.2Cy.17¾″ & 32¾″–24″<br>60H·P<br>Act.Gesell"Germania,"Bln | |
| 904<br>70392<br>WSQC | — Iron ScK<br>*H.Burns* ss Lon.No.3–10,86<br>ss Lon.No.2-94 ~~ss Lon.No.1–90~~ 1 *Dk* | | 113<br>109<br>64 | ✠90A1<br>12,94 ~~12,93~~<br>✠NB10,89 LMC ~~12,90~~ 12,94 | Lon<br>A&CP | *a* | 1874<br>9mo | J.Softley&<br>Co.<br>South Shields | Burt,Boulton,& Haywood | 100·7 \| 18·3 \| 8·6<br>ND86<br>BK6½″ | N.Shields<br>British | C.2Cy.11½″ & 23″–18″<br>90lb 25H·P<br>3 *BHCem* 1SB,*2pf*,GS24<br>W.&J.Almond,N.Shields | 9 ″ 6<br>s 1 · 1½ |
| 905<br>MSHJ | **Commerzienrath Boeckel** Irn ScSr<br>*H.Lehnert* 90–90 (*ex* Rosetta)<br>6th Survey 10,82 ~~3rd Survey Cpn 1,92~~<br>Annual Survey Shl 10,93 2 *Dks*(1 *Irn*)<br>4th Survey Cpn.3,95 | | 1261<br>1222<br>814 | A1,–<br>~~3,95 10,93~~ 3,95 ~~Cpn~~<br>*Subject to Annual Survey* | Shl | Lv | 1864<br>2mo | Pile,<br>Spence&Co.<br>Hartlepool | P.Boeckel (E.Brown, *Mgr.*) | 255·6 \| 28·3 \| 22·0<br>len 72 ~~drp 88~~<br>BK8″ | Wismar<br>German | C.4Cy.22″ & 42″–30″<br>NB80 150H·P<br>4 *BH*<br>*Cmp.*72 Earle'sCo.,Hull | |
| 906<br>HBQW | **Commerzienrath Fowler** Iron ScSr<br>*O.Kuspiel* 82– 1 *Dk* & *Web frames* | | 881<br>709<br>721 | | | | 1884 | G.Howaldt<br>Kiel | Memeler Dampfsch. Act.Ges. | 217·2 \| 28·2 \| 14·5<br>Q60′ B51′ F28′ | Memel<br>German<br>*WB* | C.2Cy.25″ & 40″–27″<br>Geb.Howaldt,Kiel | G |
| 907<br>73799<br>WTHB | **Commilla** Iron ScSr<br>*C.Browning* –98 ss Cal.No.2–83<br>2 *Dks* & *Shelter dk* | | 872<br>696<br>550 | ✠<br>*Shelter dk*<br>12,83 | Cal<br>A&CP | *n* | 1875<br>10mo | A.&J.<br>Inglis<br>Glasgow | British India Stm. Nav.Co.(Lim.) | 230·4 \| 28·3 \| 16·3<br>P53′ B30′ F53′ 23·7 | Glasgow<br>British | C.2Cy.32″ & 54″–36″<br>140H·P<br>5 *BHCem* A.&J.Inglis,Glasgow | |
| 908<br>45163<br>VCFS | **Commissioner** Wood PadSr<br>*G.Taws* 70–83 | | 102<br>102<br>34 | | | … | 1862<br>5mo | T.Hepple<br>Newcastle | Tyne Improvement Commissioners | 90·6 \| 19·5 \| 9·5 | Newcastle<br>British | L.1Cy.36½″–52″<br>45H·P<br>T.Hepple,Newcastle | |
| 909<br>62336<br>JLCH | **Commodore** Iron ScSr<br>*H.A.Neddew* –93 ss Hpl.No.3–4,84<br>ss Hpl.No.2–93 1 *Dk*2*trB* | | 873<br>799<br>554 | ✠90A1<br>~~10,93~~ 11,94<br>MS1,95 ✠NB3,86<br>~~BS8,94~~ 4,95 | Bly<br>A&CP<br>Nwc | *m* | 1870<br>1mo | Wigham<br>Richardson<br>&Co.<br>Newcastle | Pyman,Bell&Co. | 219·7 \| 29·9 \| 16·8<br>P31′ B42′ F24′<br>ptND84 drp93 BK8″<br>*WB* = *DBa*46′ *f*64′ | Newcastle<br>British | C.2Cy.25″ & 48″–30″ (*s*)<br>80lb 75*lb* NDB93 96H·P<br>4 *BHCem* 1SB,*3pf*,GS49<br>R.&W.Hawthorn,Nwc. | 17 ″ 10<br>s 2 · 7½ |
| 910<br>47450 | — Iron PadSr<br>*T.Grant* (*ex* Great Emperor) | | 225<br>225<br>30 | | | | 1863 | .....<br>Newcastle | W.&T.Jolliffe (J.Holme, *Mgr.*) | 139·7 \| 23·2 \| 11·3 | Liverpool<br>British | L.2Cy.39″–57″<br>NB77 110H·P<br>Marshall Bros.,Newcastle | |
| 911<br>74986 | — Iron PadTug<br>*Heselton* 1 *Dk* | | 187<br>187<br>84 | | | | 1877 | J.T.<br>Eltringham<br>South Shields | Port Jackson S.S. Co.(Lim.) | 130·9 \| 20·7 \| 10·3 | Sydny NSW<br>British<br>*WB* | 2Cy.34″–54″<br>95H·P<br>J.P.Rennoldson,S.Shields | |
| 912<br>73787 | — Iron PadSp<br>(*ex* Gladstone, *ex* Flying Meteor) | | 158<br>158<br>27 | | | | 1875 | J.T.<br>Eltringham<br>S.Shields | F.Warren | 118·9 \| 19·8 \| 10·4 | Dundee<br>British | L.1Cy.40″–54″<br>NB86 95H·P<br>J.P.Rennoldson,S.Shields | |
| 913<br>97553 | — Iron ScK<br>~~*P.Cutt* –98~~ 1 *Dk*<br>~~*H.A.Neddew*~~ *L.Herson* | | 133<br>125<br>43 | ✠100A1<br>*Stm Trawler*<br>~~10,94 7,98~~ 4,95 ✠LMC7,91 | Lth<br>LA&CP | | 1891<br>8mo | Hawthorns<br>&Co.<br>Leith | T.Devlin,Junr. | 100·0 \| 20·1 \| 10·1<br>F12′<br>BK7″<br>*WB* = *DBf*17′ 15*t* | Granton<br>British | C.2Cy.17″ & 34″–22″ (*s*)<br>100lb 48H·P<br>4 *BHCem* 1SB,*2pf*,GS35<br>Hawthorns&Co.,Leith | 11 ″ 3 |
| 914<br>97551 | — Steel ScK<br>~~*W.H.Ferrand* –92~~ 1 *Dk*<br>~~*J.Gray* –94~~ ss Abn.No.1-94<br>*D.Sutherland* 95–95 | | 126<br>119<br>37 | ✠100A1<br>*Stm Trawler*<br>2,95 ~~4,92 6,94~~ Abn<br>BS11,91 ✠LMC7,90 ~~4,94~~ | Mil<br>LA&CP | | 1890<br>7mo | Hawthorns<br>&Co.<br>Leith | R.S.Brockelbank<br>J.McPherson | 100·8 \| 20·0 \| 9·6<br>BK6½″ | Granton<br>British | C.2Cy.17″ & 34″–22″ (*s*)<br>90lb 48H·P<br>4 *BHCem* 1SB,*3pf*,GS35<br>Hawthorns&Co.,Leith | 10 ″ 6 |
| 915<br>49540 | — Wood PadTug<br>*J.M'Crorey* 88–87 ptIB | | 114<br>114<br>21 | ✠<br>*For River purposes only*<br>6,70 | Nwc | 6<br>C4 | 1864<br>4mo | T.Hepple<br>Newcastle | Union Steam Towing Co.(Lim.) | 107·8 \| 19·7 \| 9·8<br>Cl. ptND70 | Belfast<br>British | L.1Cy.38½″–56″<br>60H·P<br>T.Hepple,Newcastle | |
| 916<br>88761<br>JKNQ | **Commonwealth** Iron ScSr<br>*E.Faulkner* 84–84 ss Shl.No.2–92<br>*Well deck* 1 *Dk*(*Irn*)2*trB* | | 901<br>715<br>550 | ✠100A1<br>~~9,94 11,94~~ 11,94<br>BS2,94 ✠LMC7,92 | Shl<br>LA&CP | *m* | 1883<br>10mo | Pearce Brs.<br>Dundee | Commonwealth S.S.Co.(Lim.)<br>~~(Wilson&Armstrong)~~ *WB* = *D*<br>(J.A.Armstrong) | 215·0 \| 31·7 \| 14·3<br>Q107′ B26′ F31′<br>BK8″<br>*Ba*51′ *f*53′ 221*t* *FPT* 31*t* *APT* 15*t* | Newcastle<br>British | C.2Cy.26″ & 50″–33″ (*j*)<br>80lb 50*lb* 99H·P<br>4 *BHCem* 1SB,*3pf*,GS58<br>Pearce Bros.,Dundee | 15 ″ 3<br>s 1 · 6½ |
| | *Now named "Anvers," See No. 59 in Supplement* | | | | | | | | | | | | |
| 917<br>65265<br>WQSP | **Como** Iron ScBg<br>*J.Owen* –91<br>*Well deck* | | 1497<br>1214<br>990 | | | … | 1871<br>9mo | Earle'sCo.<br>Hull | T.Wilson,Sons,& Co.(Lim.) | 272·6 \| 32·0 \| 17·7<br>P117′ F33′<br>FK | Hull<br>British | C.2Cy.32″ & 60″–33″<br>NB81 200H·P<br>Earle'sCo.,Hull | |
| 918<br>HSFN | **Comorin** Iron ScBg<br>*Sérénon*<br>2 *Dks* & *Spardk* | | 3811<br>—<br>1905 | | | | 1882 | F.&C.de la Médit.<br>La Seyne | Cie.Nationale de Navigation | 379·2 \| 40·0 \| 21·9<br>P28′ B97′ F54′ 29·6 | Marseilles<br>French | C.2C.39½″ & 72¾″–42½″<br>400H·P<br>Forges&C.de la Médit.,Msl. | |
| 919<br>45995<br>VGPH | — Iron ScSr<br>*Andersen* 86–89 ss Gls.No. ~~1–91~~ 2–94<br>*Well deck* ss Gls.No.3–10,86<br>2 *Dks* | | 585<br>485<br>346 | ✠90A1<br>12,94 ~~5,93~~<br>~~BS2,98~~ LMC ~~3,91~~ 12,94 | Gls | *j* | 1863<br>8mo | W.Simons<br>&Co.<br>Renfrew | J.&P.Hutchison | 210·3 \| 25·0 \| 14·2<br>P&B140′ F32′<br>len 72 ~~drp 93~~ FK<br>srp 94 | Glasgow<br>British | C.2Cy.24½″ & 48¾″–27″<br>75lb ~~85lb NDB91~~ NB81 93H·P<br>4 *BHCem*<br>1SB,*3pf*,GS55 80*lb* NDB94<br>*Cmp.*76 Hamilton&Co.Gls. | 14 ″ 9<br>s 1 · 7 |
| 920<br>100202 | **Comox** Steel ScSp<br>*H.Newcomb* –91 | | 101<br>68<br>60 | | | | 1891 | Union S.S. Co.(Lim.)<br>Vancouver | Union SS.Co.(Lim) | 101·0 \| 18·1 \| 5·2 | Vancouver<br>B.C.<br>British | C.2Cy.18″ & 24″–18″<br>24H·P<br>Bow,McLachlan&Co.,Psy. | |
| 921<br>HGTW | **Compania de Filipinas** Steel ScSr<br>*Willet* | | 655<br>505<br>390 | | | | 1890 | Lobnitz&<br>Co.<br>Renfrew | Compania de Tabacos de Filipinas | 180·0 \| 29·9 \| 12·0<br>Q56′ B44′ F32′ | Manila<br>Spanish<br>*WB* | T.3Cy.15″, 25″ & 40″–30″<br>96H·P<br>Lobnitz&Co.,Renfrew | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Ex-Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 922 NowaHulk | Comte d'Eu | IronPadSr | — — 596 | | | | 1864 | ..... London | V.J.Frietaodos Ries | 227·4 | 35·0 | 9·7 | R.Janeiro Brazilian | 220HP | | |
| 923 GQBM | Comte de Flandre (BROKEN UP) | IronPad | — — 419 | | | | 1870 | ..... Antwerp | BelgianGovernment | 200·0 | 24·8 | 7·3 | Ostend Belgian | | | |
| 924 98376 HGWC | Comus P.Ebbison –91 | IronScK 1Dk | 133 127 54 | ✠100A1 Stm Trawler 4,95 ~~11,93~~ ✠LMC11,91 | Sws LA&CP Mil | | 1891 11mo | R.Dixon& Co. Middlesbro' | F.J.Sellick | 96·5 Q20′F19′ | 20·3 | 10·7 BK7½ | Milford British 3BHCem | T.3Cy.11″,17″&28″–21″ (s) 160lb 50HP 1SB,2pf,GS22 NE.Mar.Eng.Co.(Lim)Sld. | 11 ″ 8 | |
| 925 HGWC | Concepcion I.Rodriguez –92 | IronScTug (exMarkLane) 1Dk | 52 52 7 | ✠ For Tug purp 3,91 ✠ | Lon oses LA&CP | | 1889 10mo | Westwood, Baillie&Co. London | DonMaximoDe Lamo | 69·0 | 15·2 | 8·1 BK5″ | Carthagna Spanish 4BHCem | C.2Cy.15″&28″–18″ 50HP 1SB,2pf,GS34 Newall&Co.,Bristol | 8 ″ 3 | |
| 926 101953 | Conch J.A.Moses –93 Well deck E.S.Baker94-94 Elec.light | SteelSc3MstSr 2Dks(Stl)& Web frames | 3555 3068 2314 | ✠100A1 ~~9·94~~ 10,94 Carrying Petr ✠LMC12,92 | Lon A&CP oleum | w Sws in bulk | 1892 12mo | W.Gray& Co.(Lim.) WHartlepool | M.Samuel&Co. WB=CellD | 338·4 B64′ | 43·0 117t | 26·4 FPT123t | London British 3BHCem APT30t | T.3Cy.25½″,40½″&67″–45″ 160lb 100lb (s) 299HP 3SB,9rf,GS108,HS5202 CentrlMar.E.Wks.,W.Hpl | 28 ″ 0 s 4 ″10 | |
| 927 MBFV | Concha F.Schmidt93–93 | Steel&IronScSr 1Dk2trB | 858 764 588 | | | | 1877 | Société Cockerill Hoboken | SociétéAnon. JohnCockerill | 213·2 Q117′ | 27·3 F33′ | 16·7 | Antwerp Belgian WB | C.2Cy.27″&45″–33″ 90HP SociétéCockerill,Seraing | | V |
| 928 126719 KJHD | Concho J.Bolger –91 Elec.light | SteelScSr 2Dks&Saloondk | 3724 — 2640 | | | | 1891 | Delaware RivISB&EW Chester,Pa. | C.H.Mallory&Co. | 329·5 | 47·0 | 21·2 29·6 | NewYork Utd.States | T.3Cy.30″,45″&72″–54″ DelawareRiverI.S.B.&E. W.Chester,Pa. | | R |
| 929 95668 LCDT | Concord ~~W.Raines –93~~ Well deck Smailes | SteelScSr ssCff.No.1–93 1Dk(Stl)2trB | 1774 1344 1110 | ✠100A1 5,95 ~~11,937,94~~ B85,95 ✠LMC5,93 | Cff A&CP | q | 1889 3mo | T.Turn-bull&Son Whitby | T.Smailes&Son | 259·0 P28′Q60′B112′ F32′ drp9¼ WB=DBo | 37·0 | 18·1 FK | Whitby British 5BHCem 72′f104′342t | T.3Cy.20″,33″&54″–36″ (s) 160lb 140HP 2SB,4cf,GS58 Blair&Co.(Lim.),Stockton | 19 ″ 4 s 1 ″ 6½ | |
| 930 HSLQ | Concordia Thébaut90–90 | SteelScBn 1Dk&Spardk&3trB | 2925 — 1616 | | | | 1889 | Ateliers Chantiers de la Loire St.Nazaire | ChargeursRéunis | 320·2 H148′ | 40·0 F45′ | 19·8 28·3 | Havre French WB | T.3Cy.24″,40″&62″–44″ 360HP AteliersChant.de laLoire, St.Denis | | V |
| 931 84342 WBLC | — T.M.Scott –94 | IronSc3MstSr ssGls.No.3–5,94 2Dks(Irn)3trB | 2547 2435 1617 | ✠100A1 9,94 ~~9·94~~ ✠NB5,94 ✠LMC5,94 Sws | Gls LA&CP | t | 1881 7mo | Barclay, Curle&Co. Glasgow | DonaldsonBros. | 319·6 B94′F34′ WB=DBu | 41·0 | 25·1 BK10′ | Glasgow British 6BHCem der B42′ 108t | C.2Cy.36″&68″–54″ (s) 90lb 40lb NDB94 296HP 2DB,8pf,GS154 Barclay,Curle&Co.,Gls. | 26 ″ 5 s 5 ″ 2½ | |
| 932 JRFC | — M.PrytzAndersen76–76 | IronScSr 1Dk2trB | 597 484 400 | | | | 1863 | Oswald& Co. Sunderland | C.K.Gran (Bergh&Helland, Nu named "Vestford," See No. 6 in Supp. | 182·2 Q65′ | 24·9 B44′ | 15·2 F20′ | Bergen Norwegian WB | C.2Cy.19″&48″–30″ 90HP Thompson,Boyd&Co.Nwc. | | N |
| 933 VGBJ | — J.E.Grönblom | Iron | — — 204 | | | | 1885 | Björnborgs Mek.Werk Björneborg | ÅngfAkie.Bol. "Concordia"(W. Rosenlew&Co.) | 142·3 | 22·9 | 9·0 | Björnebrg Russian | | | |
| 934 | — Berrisso | | 210 — 140 | | | | 1875 | Harley& Co. MonteVideo | Sarda,Coll&Co. | 115·0 | 20·0 | 7·4 | M.Video Uruguayan | 55HP Harley&Co.,MonteVideo | | |
| 935 KMNV | — H.Osse –92 | IronPadCtr 1Dk | 125 125 76 | | | | 1870 | A.Tisch-bein Rostock | Stade-Altländer Dampfschifffahrts &RhedereiGes. | 133·0 | 17·8 | 7·5 | Stade German | C.3Cy.21″&(2)33″–42″ 60HP A.Tischbein,Rostock | | |
| 936 LMFT | Concurrent A.Tüchsen84–90 | SteelScSr 1Dk | 845 608 590 | | | | 1890 | Flensbrger Schff.Gesell Flensburg | H.A.Petersen | 192·0 Q59′ WB | 30·5 B49′ | 15·0 F20′ | Flensburg German | T.3Cy.14″,21″&40½″–27″ 90HP FlensburgrSchffs.Gesell., Flensburg | | V |
| 937 HDGN | Conde d'Eu | | — — 622 | | | | ..... | ..... | Cia.Nacional de Nav.àVap. | ..... | ..... | ..... | Corumba Brazilian | 200HP | | |
| 938 HDGP | — | IronTwinSc 1Dk&HurDk | 445 — 303 | | | | 1883 | Blackwood &Gordon PortGlasgow | AmazonSteam Nav.Co.(Lim.) | 181·0 | 28·0 | 9·5 | Para Brazilian | C.4Cy.21″&38″–27″ 125HP Blackwood&Gordon,P.Gls | | |
| 939 HJDG | Conde Wifredo J.Diez89–92 | SteelScBg 2Dks(Stl–Uws)&SparDk(Stl–ws) | 3555 3197 2335 | ✠100A1 Spar dk 2,89 ✠LMC1,89 | Nwc A&CP | w | 1889 1mo | JLThomp-son&Sons Sunderland | Pinillos Saenz&Co. WB=Cell DB252′493t | 363·0 P73′B95′F50′ | 44·1 | 20·1 27·6 BK10′ APT43t | Cadiz Spanish 7BHCem | T.3Cy.31″,51″&83″–54″ 160lb 90lb 500HP 6SB,18cf,GS279 J.Dickinson,Sunderland | 22 ″ 8 | |
| 940 102781 NCSD | Condor ~~J.Munroe –93~~ Beall | SteelScSr 1Dk(Stl)&Spar dk (Irn)3trB | 3053 2812 1958 | ✠100A1 Spar dk 1,95 ~~3,94~~ ✠LMC7,93 | NYk A&CP | u | 1893 7mo | JLThomp-son&Sons Sunderland | NewYork&Pacific SteamshipCo. (Lim.) WB=Cell DB256′558t | 322·0 P30′B80′F34′ | 42·7 | 18·7 26·0 BK10′ APT66t | London British 6BHCem | T.3Cy.24½″,40″&66″–45″ (s) 160lb 90lb 250HP 2SB,6rf,GS138,HS4600 J.Dickinson,Sunderland | 21 ″ 1 s 5 ″10 | |
| 941 QDTG | — G.Schütze82–92 | IronScSr 2Dks&Spardk | 1230 1221 1020 | | | | 1883 | J.C.Teklen borg Gestemünde | Norddeutscher Lloyd | 224·7 | 30·1 | 16·2 23·1 | Bremen German WB | C.2Cy.26¾″&50½″–30½″ 120HP F.Schichau,Elbing | | V |
| 942 73604 PNFM | — H.G.Ferris –93 | IronScSr 1Dk2trB | 682 541 434 | | | | 1875 12mo | Gourlay Bros. Dundee | GeneralSteam Nav.Co. | 189·6 Q54′ | 26·5 B46′ | 14·5 F24′ | London British | C.2Cy.24″&40″–30″ 80HP GourlayBros.,Dundee WB=ptDB | 15 ″ 5 s1 ″ 11½ | |
| 943 102947 | — G.Oliver –94 | IronScK 1Dk | 151 140 64 | ✠100A1 Stm.Trawler 2,95 ~~5,94~~ 8,94 (Class Contem plated) ✠LMC5,94 | Hul LA&CP | | 1894 5mo | Cook, Welton& Gemmell Hull | Pickering&Haldane'sSteam TrawlingCo. (Lim.) | 101·5 Q25′ | 20·6 | 11·0 BK7½ ~~BK7½~~ | Hull British 3BHCem | T.3Cy.~~11″~~,18″&30″–22″ (s) 160lb 11½″ 45HP 1SB,2cf,GS24,HS690 C.D.Holmes&Co.,Hull | 11 ″ 10 | |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enlèvement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 944 | **Condor** | **IronScTug** | 110 — 60 | | | | 1885 | Badaracca & Sons Buenos Ayres | Quintana y Lesca y Cia | ..... | ..... | ..... | Bns.Ayres Argentine | 26H Wilson & Co.,London | |
| | *J.Fironi* | | | | | | | | | | | | | | |
| 945 | — | **IronScSr** | 74 | ✠ A1 | B.As | | 1889 | Westwood & Baillie London | T.A.Walker The Executors of the late T.A.Walker | 80·0 | 16·6 | 9·0 BK6″ | London British | T.3Cy.12″,18″&31″–20″ 160lb ~~90lb~~ 50H 1SB.~~2f~~,GS30 *2rf* J.Stewart&Son,London | 9 ″ 6 |
| | *T.A.Prewett*88–89 *ss*B.As.No.1–93 1*Dk* | | 74 14 | *For Towing* 2,953~~,93~~ BS2,95 | *purposes* LA&CP ✠LMC3,93 | | | | | | | | | | |
| 946 | **Condoren** | **SteelScSr** | 1246 | ✠100A1 | Rot | *o* | 1891 | OA Brodin Gefle | RederiAktieb "Condor"(B.A. F.Georgii) | 238·4 | 32·9 | 15·2 | Stockholm Swedish | T 3Cy.18″,29″&46½″–30″ (*s*) 160lb *75lb* 140H 2SB,*4f*,GS56,HS2000 MotalaCo.,Motala | 17 ″ 10 |
| 890 HVND | *C.J.Svensson*90–91 *Well deck* 1*Dk*(*Stl*)&*Webframes* *Elec.light* | | 964 790 | 3,94 | LA&CP ✠LMC5,91 | | 4mo | | | Q90′ | B54′ | F25′H32*t* FK | *4BHCem* *APT*23*t* | | |
| | | | | | | | | | *WB* = *Cell DB* 182′ 273*t* | | | | | | |
| 947 | **Conductor** | **IronPadSp** | 165 148 10 | | | | 1880 | Eltringh'm & Co. S.Shields | J.Stuart | 117·6 | 19·6 | 10·3 | Liverpool British | L.2Cy.30½″–54″ 62H Hepple&Co.,S.Shields | |
| 81606 | | | | | | | | | | | | | | | |
| 948 | **Conemaugh** | **IronSc3MstSr** | 2328 2121 | ✠100A1 3,95 ~~8,98~~ | NYk A&CP | *s* | 1882 12mo | Bartram, Haswell&Co Sunderland | InternationalNav. Co. | 300·0 | 37·1 | 24·4 | New York Utd. States | C.2Cy.38″&73″–45″ (*i*) 75lb *70lb* 250H 2SB,*6pf*,GS120 J.Dickinson,Sunderland | |
| | ~~*J.H.Spencer*~~88–90 (*ex*Sacrobosco) *ss*N.Yk.No.1-95 *ss*N.Yk.No 3–10,90 2*Dks*(1*Irn*&1*pt Irn*)&*Webframes* *J.A.Broomhead* –94 | | 1739 | BS7,92 | ✠LMC7,90 8,95 | | | | *WB* = *DBa*88′ *f*78′ 319*t* | ND90 | | BK10″ | 5*BHCem* *APT*11*t* | | |
| 949 | **Confiance** | **IronTwinScTug** | 141 137 — | | | | 1884 9mo | E.Foden Northwich | TheAdmiralty | 107·1 | 19·4 | 10·3 BK6″ | London British | C.4Cy.16″&30″–19″ 85H 1SB,*3pf*,GS46 E.Foden,Sandbach | 10 ″ 8 |
| 91180 | | (*ex*Navigator) | | | | | | | | | | | | | |
| 950 | **Confidence** | **IronScSr** | 303 239 | ✠100A1 4,93 ~~11,92~~ ~~5,94~~ | Ldy LA&CP | *d* | 1885 5mo | E.Foden Northwich | H.Lane | 120·5 | 22·1 | 10·9 | Runcorn British | C.2Cy.16″&30″–22″ (*i*) 80lb 65H 1SB,*2pf*,GS32 W.E.Bates,Northwich | 11 ″ 6 / s 1 ″ 4 |
| 83515 KDNV | *G.McHugh* ~~*ss*Liv.No.1–89~~ *ss*Ayr.No.2–94 1*Dk* | | 151 | BS10,92 ✠LMC8,93 ~~5,94~~ ✠LMC4,95 | Ayr | | | | | Q38′ | B14′ | F14′ FK | 3*BHCem* *FPT*20*t* | | |
| | | | | | | | | | | | | | *WB* = | | |
| 951 | — | **WoodPad** | 103 103 37 | | | | 1862 5mo | F.J.Leach Middlesbro' | S.McCandless | 98·8 | 18·4 | 9·1 B35′ | Lndnderry British | 2Cy.25″–46″ 50H J.P.Rennoldson,S.Shields | |
| 45141 | *J.McCandless* –93 | | | | | | | | | | | | | | |
| 952 | **Congal** | **IronScSr** | 1453 1142 888 | ✠ 7,89 | Bgn | *Lv* | 1879 5mo | W.Doxford & Sons Sunderland | Actieselskabet "Congal" (H.Fredriksen) | 253·1 | 33·0 | 17·8 Q102*t* B42*t* F32*t* FK | Sandefjord Norwegian *4BH*2PBH | C.2Cy.27″&56″–39″ 150HP W.Doxford&Sons,Sld. *WB* = *DBu E*&*BMT* | N |
| HNLJ | *A.Kröger*(*ex*Arranmore) 1*Dk*(*Irn*)2*trB* *Well deck* 2ndSurvey,Liv.7,88 | | | | | | | | | | | | | | |
| 953 | **Congella** | **IronScSr** | 1585 1569 1033 | ✠100A1 *Spar dk* 9,93 | Cal A&CP ✠LMC5,~~91~~ 8,95 | *q* | 1881 12mo | W.Doxford & Sons Sunderland | Bullard,King&Co. | 255·0 | 34·6 | 22·9 FK | London British | T.3Cy.21″,34″&56″–42″ (*a*) 150lb *80lb* NDB92 200H 2SB,*6cf*,GS101 G.Clark,Sunderland | 18 ″ 3 / s 5 ″ 6 |
| 85097 WFPM | *D.Richards* *ss*Sld.No.3–6,86 *ss*Cal.No.1–91 1*Dk*(*Irn*)&*Spardk*3*trB* | | | ✠NE&B6,86 | BS1~~6,92~~ 6,94 | | | | | | | | *WB* = *Cell* | 6*BHCem* *DB*180′300*t* | |
| 954 | **Conger** | **IronScK** | 139 133 45 | ✠100A– *Stm Trawler* 6,91 | Shl ✠LMC6,91 | | 1891 6mo | J.P.Rennoldson&Sns S.Shields | SteamTrawlingCo of Boston(Lim.) (W.F.Beaumont *Mgr.*) | 95·0 | 20·3 | 10·6 BK7″ | Boston British | C.2Cy.16⅛″&32¼″–21″ (*r*) 90lb 40H 1SB.*2pf*,GS26 J.P.Rennoldson&Ss.,S.Shl. | 10 ″ 9 |
| 98290 | *C.Payne* –93 1*Dk* | | | | | | | | | | | | 3*BHCem* | | |
| 955 | **Congo** | **IronScBk** | 3831 — 2017 | | | | 1878 | Messageris Maritimes LaCiotat | Messageries Maritimes | 394·6 | 39·7 | 32·8 | Marseilles French | C.3Cy.60¼″(2)48¾″–48¾″ 600H MessageriesMar.,La Ciotat | |
| HSPJ | 3*Dks* | | | | | | | | | | | | | | |
| 956 | — | **SteelScSr** | 2906 2178 1892 | ✠100A1 *pt Awng dk* *withfreeboard* 9,90 | Stk LA&CP ✠LMC9,90 | *t* | 1890 9mo | Richard-son,Duck &Co. Stockton | T.Wilson,Sons &Co.(Lim.) | 307·0 | 41·1 | 20·7 Q117′ FK | Hull British | T.3Cy.22½″,37″&61″–42″ (*s*) 160lb *90lb* 200H 2SB,*6cf*,GS106,HS3900 Blair&Co.(Lim.),Stockton | 23 ″ 6 / s 9 ″ 0½ |
| 95846 LVHJ | *W.Morgan* –93 1*Dk*(*Irn*)2*trB* &*Webframes*&*pt Awng dk*(*Irn*) | | | | | | | | | *pt Awng dk* 190′ | | *WB* = *Cell* | 5*BHCem* *DB*252′456*t* | | |
| 957 | — | **IronScSr** | 2102 2086 1335 | ✠100A1 *Awng dk* *withfreeboard* ~~12,94~~ ~~3,94~~ 3,95 | Bry A&CP ~~Cff~~ Brs LMC3,94 | *s* | 1881 5mo | J.Laing Sunderland | CongoS.S.Co. (Lim.) (G.H.Wills&Co.) | 289·5 | 36·0 | 20·0 27·5 BK9½″ | Cardiff British | C.2Cy.33″&62″–42″ (*i*) 80lb *44lb* 160H 2SB,*6pf*,GS90 G.Clark,Sunderland | 22 ″ 1 / s 8 ″ 10 |
| 84654 VWNP | *T.Cook*91–93 *ss*Bry.No.3–3,94 1*Dk*(*Irn*)&*Awng dk*3*trB* | | | | | | | | | | | *WB* = *DBa* | 4*BHCem* 84′*f*52′260*t* | | |
| 958 | — | **Steel&IronScSr** | 1764 1694 1325 | | | | 1888 | Société J. Cockerill Hoboken | Société Cockerill | 267·5 | 32·9 | 24·2 16·5 | Antwerp Belgian *WB* | T.3Cy.26⅜″,45¼″&52⅜″–39⅜″ 180H Soc.J.Cockerill,Seraing. | |
| MBGD | *Rein*92– 1*Dk*&*Spardk*&3*trB* | | | | | | | | | | | | | | |
| 959 | — | **SteelScSr** | 1689 1477 1078 | ✠ A1*1 ~~2,93~~ 2,93 11,94 | Ham Liv | *Lv* | 1882 1mo | Cunliffe& Dunlop Pt.Glasgow | British&African SteamNavigationCo.(Lim.) (Elder,Dempster&Co.*Mgrs.*) | 300·7 | 36·2 | 19·6 P70*t*H97*t*F42*t* srp93 BK9″ | Glasgow British | C.2Cy.33″&63″–36″ ~~75lb~~ 175H 2SB.*6f* Cunliffe&Dunlop,Pt.Glas. | 21 ″ 0 / s 4 ″ 5 |
| 85896 WGFB | ~~*J.A.Windham* –94~~ 2*Dks*(*Upt Stl*-ws) ~~2ndSurvey,Liv.96~~ *G.G.Hough* -94 3rdSurvey,Liv.8,94 | | | | | | | | | | | | | | |
| 960 | **Congress** | **IronScBn** | 1137 922 697 | ✠100A1 12,93 ✠NB8,92 | Cff A&CP LMC8,92 | *o* | 1878 10mo | R.Dixon& Co. iddlesbro' | NewBiscayS.S.Co. (Lim.) (Curwen Bros.,*Mgrs.*) | 250·4 | 32·0 | 15·5 Q96′B57′F28′ FK | Liverpool British | C.2Cy.30″&55″–36″ (*s*) 90lb *90lb* NDB92 130H 1DB,*4pf*,GS70 Blair&Co.(Lim.),Stockton | 16 ″ 3 / s 1 ″ 9½ |
| 76124 WVRD | *E.H.W.Dabbert* –92 ~~*ss*Liv.No.1–89~~ *ss*Shl.No.3–12,90 *Well deck* 1*Dk*(*Irn*)2*trB* | | | | | | | | | | | *WB* = *DBa* | 4*BHCem* 72′*f*102′352*t* | | |
| 961 | **Coniscliffe** | **SteelScSr** | 2547 1894 1636 | ✠100A1 *pt Awng dk* *withfreeboard* 8,94 ~~4,94~~ | Hpl A&CP ✠LMC4,94 | *s* | 1894 4mo | W.Gray& Co.(Lim.) W Hartlepool | Thompson,Ford& Co. | 300·0 | 40·0 | 18·5 P27′Q90′ FK | W.Hartlpl British | T.3Cy.22″,35″&59″–39″ (*s*) 160lb *75lb* 35″ 220H 2SB,*6cf*,GS73,HS3468 Cen.Mar.E.Works,W.Hpl. | 20 ″ 10 / s 8 ″ 7½ |
| 102716 NJBM | *W.Louttit*94–94 1*Dk*(*Irn*)&*Web frames*&*pt Awng dk*(*Irn*) | | | | | | | | | *pt Awng dk* 183′ | | *WB* = *Cell DB* 238′6 | 5*BHCem* 08*t APT*31*t* | | |
| 962 | **Coniston Fell** | **SteelScSr** | 337 237 130 | ✠100A1 5,93 BS12,92 | Liv LA&CP ✠LMC8,91 | *e* | 1882 7mo | H. Tipping & Co. Portsmouth | ~~ConistonFellS.S.Co. (Lim.)~~ ~~W.L.Jackson~~ D.W.Bain&Co. | 144·6 | 22·0 | 10·0 P18′Q34′B35′F20′ lrp93 BK7″ | Liverpool British | C.2Cy.20″&38″–27″ (*a*) 80lb *45lb* 65H 1SB,*3pf*,GS42 D.Rollo&Sons,Liverpool | 11 ″ 9 / s ″ 9 |
| 86265 WVTP | *J.G.Christie* –94 *ss*Liv.No.2–91 *Well deck* 1*Dk*(*Stl*) | | | | | | | | | | | | 4*BHCem* | | |
| 963 | **Connaught** | **IronPadSr** | 1695 1366 573 | | | | 1860 4mo | Laird Bros. Birkenhead | City of DublinStm PacketCo. | 338·0 | 35·2 | 18·8 — | Dublin British | O.2Cy.98″–78″ NB87 700H Ravenhill&Co.,London | |
| 28722 QBPS | *T.G.Kendall* –92 | | | | | | | | | | | | | | |
| 964 | **Connemara** | **IronSc3MstSr** | 3354 3230 2167 | ✠100A1 *Spar dk* 3,91 BS5,91 | NYk A&CP ✠LMC9,89 | *v* | 1881 6mo | Sunderlnd S.B.Co(Lim.) Sunderland | Swan&Hunter | 365·5 | 41·0 | 21·5 B25′F48′ ND89 | Sundrland British | C.2Cy.44″&83″–48″ (*i*) 80lb *90lb* NDB91 350H 2DB,*12pf*,GS212 N.E.MarineECo.(Lim)Sld. | 23 ″ 3 / s 7 ″ 5½ |
| 94663 LMNC | *S.R.Trenaman* –92 ~~*ss*Liv.No.2–89~~ (*ex*ChateauLeoville) 1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB* | | | | | | | | | | | BK11″ | 7*BHCem* | | |

*Now named "Belgian King," See No. 39 in Supplement.*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey | 7 Years assigned. Date of last Repairs. Distinguishing Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 965 125882 | Conoho **IronSc** *A.M.Walker* | 367 — 298 | | | | 1881 | Neafie& Levy Philadelphia | Roanoke,Norfolk& BaltimoreS.Co. | 176·6 | 26·6 | 9·0 | Plymth NC Utd. States | C.2Cy.20″&36″–28″ Neafie&Levy, Philadelphia | | |
| 966 | Conquerant (*ex*Conqueror) **IronPadTugSp** 1*Dk* | 167 165 8 | | | | 1884 | Hepple& Co. N.Shields | Soc.Anon.du Remorquage Boulonnais | 123·5 | 20·1 | 10·1 | Boulogne French | L.2Cy.32″–58″ 140H Hepple&Co.,NorthShields | | |
| 967 63816 | Conqueror **IronPadSp** 1*Dk* | 233 232 24 | | | | 1871 | Henderson Coulbrn&Co. Renfrew | Sincennes McNaughton Line | 136·6 | 21·7 | 11·8 | Montreal British | 2Cy.36″–66″ 150H Hndson.,Coulborn&C.Rfw | | |
| 968 98136 | — **IronPadYl** *R.Andrews* –93 1*Dk* | 210 184 38 | | | | 1890 | Hepple& Co. N.Shields | W.Sandford | 132·0 H5*t* | 20·1 | 10·4 | London British | L.2Cy.31½″–58″ 150H Hepple&Co.,N.Shields | | BT till 5,95 |
| 969 82281 KRFN | — **IronTwinScSk** *J.J.Brown* –94 | 184 183 9 | | | | 1879 12mo | Napier, Shanks&Bell Glasgow | AlexandraTowing Co.(Lim.) | 122·0 | 20·9 | 11·0 | Liverpool British | C.2Cy.21″&40″–26″ 98H Rankin&Blackmore,Grk. | | |
| 970 Broken up 94421 | — **WoodPadSp** 1*Dk* | 146 134 57 | | | | 1866 | ..... St.John,N.B. | IntercolonialCoal MiningCo. | 104·3 | 18·6 | 10·5 | S.John, NB British | 2Cy. 100H | | |
| 971 28289 | — **IronPadTug** *J.Short* 1*Dk* | 144 — 14 | ✠ 5,67 | Hpl | 9 | 1861 7mo | Pile Spence &Co. WHartlepool | NorthEastern RailwayCo. | 107·0 | 20·4 | 10·2 | W.Hartlpl British 3*BHAsp* | 2Cy.30″–54″ 60H W.Huntley | | |
| 972 | — **SteelScTug** *J.Reed*91–91 1*Dk*(*Irn*) | 45 45 7 | ✠ A— *For Tug purposes* 7,91 | Ply ✠LMC7,91 | | 1891 7mo | Willough- by Bros. (Lim.) Plymouth | G.Etheredge | 66·3 BK6″ | 14·1 | 7·6 | London British 4*BHCem* | C.2Cy.12½″&24″–18″ (*s*) 100lb 24H 1SB,*2pf*,GS23 WilloughbyBrs.(Lim)Ply. | 8 ″ 0 | |
| 973 HSPM | Conquy **Steel&IronScSr** *Trivier* | 145 121 80 | | | | 1884 | H.Satre Arles | A.Conquy aîné& Co. | 131·9 | 21·6 | 5·2 | Marseilles French | C.4Cy.11″&19″–11″ 30H H.Satre,Lyons | | |
| 974 NKVR | Conrad **IronSc3MstSr** ~~*D.J.Duinker*90–90~~ *ss*Ams.No.3–8,92 ~~*C.L.J.Kotting*93–94~~ 2*Dks*&*Spardk* *D.J.Duinker*90–90 | 3087 2940 2282 | 100A1 *Spar dk* A&CP ~~5,94~~ 1,95 ✠NB8,92 | Ams LMC8,92 | *u* | 1871 11mo | J.Elder& Co. Glasgow | Stoomv.Maats. "Nederland" | 352·0 H147*t* | 39·5 29·5 BK9″ | 21·8 | Amstrdam Dutch 6*BHCem* | C.2Cy.50″&86″–42″ (*s*) 65lb *80lb* NDB92 400H 2DB,*12rf*,GS195,HS5640 J.Elder&Co.,Glasgow | 22 ″ 10 | DV |
| 975 HSPQ | Conseil **IronScBn** *LeRiche* *ss*Bdx.No.3–7,86 (*ex*Heimdal) *ss*Bdx.No.1–90 2*Dks*(1*Irn*&1*pt Irn*)3*trB* | 2028 1904 1269 | ✠100A1 4,94 | Bdx LA&CP ✠LMC4,94 | | 1882 4mo | Dobie&Co. Glasgow | Les fils de T.Conseil | 286·0 B18′F28′ *WB*=*DB* a64′84*t* *M* | 35·1 BK10″ | 25·0 | Bordeaux French 5*BHCem* | C.2Cy.35″&68″–42″ (*k*) 80lb *60lb* 200H 2SB,*6pf*,GS126 Walker,Henderson&C.Gls. | | V |
| 976 HSPN | Conseil frères **IronScSr** *Coiquaud* *ss*Bdx.No.2–91 (*ex*Cairngorm) 2*Dks*(1*Irn*)&*Webframes* | 1920 1736 1162 | ✠100A1 ~~6,03~~10,94 | Bdx LA&CP ✠LMC6,03 10,94 | *s* | 1883 6mo | AM'Millan &Son Dumbarton | Les fils de T.Conseil | 275·7 P30′B30′F30′ *WB*=*Cell* | 36·0 BK9½″ | 22·7 | Bordeaux French 4*BHCem* *DB*204′295*t* | C.2Cy.34″&60″–42″ (*a*) 75lb *60lb* NDB90 250H 2SB,*6pf*,GS116 D.Rowan,Glasgow | 25 ″ 1 | V |
| 977 | Conselheiro **IronTwinScSr** Antonio Ennes *ss*P.Nl.No.2–91 (*ex*Lady Wood) 1*Dk* | 133 127 50 | ✠100A1 12,92 | PNl LA&CP ✠LMC6,92 | *a* | 1882 8mo | A.D.Lewis &Co. London | PortugueseGovt. | 95·4 | 20·0 BK7″ | 8·8 | Mozmbque Portuguese 4*BHCem* | C.4Cy.14″&25″–16″ (*i*) 75lb 50H 1SB,*3pf*,GS52 A.Wilson&Co.,London | | |
| 978 | Conselheiro Dantas **SteelPadSr** 1*Dk*&*Shade dk* | 249 166 115 | | | | 1894 | Russell& Co. Greenock | LloydBrazileiro | 125·0 | 22·0 | 8·7 | R.Janeiro Brazilian | T.3Cy.11″,17″&28″–18″ Kincaid&Co.(Lim.),Gnk. | | |
| 979 69000 SMJP | Consent **IronScSr** *A.Normandale* –93 1*Dk*(*Irn*)2*trB* 3rdSurveyShl.3,91 *Well deck* | 1436 1170 923 | ✠ A1*1 1,94 | Shl | Lv | 1879 4mo | Bartram, Haswell&Co Sunderland | J.Westoll | 251·0 P28′Q60′B60′F29′ *WB*=*L* | 34·1 BK8½″ | 18·2 *Ba*&*f APT* | Sundrland British 3*BH*1PBH | C.2Cy.32″&59″–33″ 140H 1DB,*4f* T.Richardson&Sons,Hpl. | | D |
| 980 62642 KSWC | Consett **IronScSr** *T.Liddle*71–85 5thSurvey,Sld.7,85 1*Dk*2*trB* | 807 751 522 | ✠ 2,87 | Sld | Lv | 1871 11mo | ShortBros. Sunderland | ~~H.T.Morton&Co.~~ Earl of Durham (T.Nicholson,*Mgr*) | 211·7 Q29*t* | 29·8 B27*t* | 16·1 | Sundrland British 3*BH* | C.2Cy.27″&52″–33″ NB78 98H Ouseburn Eng.W.Co.,Nwc. *WB*=*DBa*&*f* | 17 ″ 3 s 2 ″ 7½ | |
| 981 99618 | Constance **SteelScSr** ~~*J.B.Rose* –94~~ *Taylor* 1*Dk*(*Stl*)&*Spardk*(*Stl*–ws) &*Webframes* | 3930 3640 2487 | ✠100A1 *Spar dk* A&CP ~~9,12,94~~ 4,95 | Dun ~~Not classed~~ Not Ant | *w* | 1892 11mo | Short Bros. Sunderland | J.Y.Short&E.T. Gourley | 365·0 P36′B72′ FA | 45·0 27·4 | 19·5 | Sundrland British 6*BHCem* | T.3.Cy.26″,42″&68″–45″ (*r*) 160lb *80lb* 300H 2DB,*12pf*,GS147,HS4959 G.Clark(Lim.),Sunderland | 22 ″ 0 s7 ″ 1½ | |
| 982 86936 WMJR | — **IronScBn** *G.Pickering*82–82 *ss*ShlNo.3–5,90 *Well deck* 1*Dk*(*Irn*)2*trB* *ss*Hpl.No.1–95 | 1082 864 685 | ✠100A1 4,95 ~~10,5~~ B85,93 | Hpl LA&CP ✠LMC5,90 | *n* | 1882 8mo | R.Irvine& Co. WHartlepool | G.Pyman&Co. | 230·0 Q90′B57′F27′ *WB*=*Cell* | 32·2 FK | 13·8 | W.Hartlpl British 4*BHCem* | C.2Cy.27″&50″–33″ (*i*) 80lb *75lb* 99H 1SB,*3pf*,GS54 T.Richardson&Sons,Hpl. | 16 ″ 5 s 1 ″ 5 | |
| 983 HDVC | — **IronSc3MstSr** *W.E.B.Thorsen* 1*Dk* (*ex*Hamburgh) | 593 481 367 | | | ... | 1871 9mo | Reihersteig Schffswfte Hamburg | Actieselskabet "Constance" (Ch.Thorbjörnsen) | 189·6 Q51*t* | 25·6 B30*t* | 13·1 H14*t* F15*t* | Chrstiania Norwegian | C4Cy.10½″,15″,21½″&30–26″ NB75 70H ReihrstgSchffswfte,Ham. | | N |
| 984 100412 | — **SteelScSr** *G.M.May* –91 | 185 160 126 | | | | 1891 | PolsonIron WorksCo. (Lim.) Toronto | J.A.Chaplean | 115·6 F16*t* | 19·6 | 11·2 | Ottawa British | C.2Cy.18″&36″–24″ 50H Polson Irn Wrks Co.(Lim.), Toronto | | |
| 985 96338 | — **WoodScFlat** *J.Molyneux* | 126 120 80 | | | | 1889 | J.Harland Tranmore | H.I.Thompson | 85·6 | 20·2 | 9·3 | Liverpool British | 2Cy.10¼″–10″ 20H Cochrane&Co.,Birkenhead | | |
| 986 VGBK | Constantia **SteelScSr** *C.E.Wilén* 1*Dk*2*trB* | 771 — 441 | | | | 1890 | Björnebrg Mek Werpstd Björneborg | W.Rosenlew&Co. | 186·6 | 29·4 | 13·8 | Björnebrg Russian | T.3Cy.16″,26″&43″–26″ 112H W.Rosenlew&CoBjörnebg | | V |
| 987 | — **SteelPadScTug** *Blanchard* | 195 164 108 | | | | 1886 | Ateliers & C.de la Loire Nantes | Roumanian Government | 118·1 B40′ | 19·0 | 10·5 | Const'ntia Roumanian | C.2Cy.32″&50″–47″ 150H Ateliers&C.delaLoireParis | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 988 NSHT | **Constantin** *I.V.Fenger* –83 | **IronScSr** 2*Dks&Awngdk* | 878 749 504 | *Awng dk with load line* 4,80 | Cpn | *o* | 1880 1mo | Kockums MekVkAk Malmö | **ForenedeDampskbs.Selskab** | 228·3 \| 30·3 \| 22·4 15.6 *WB* | | | Copnhagn Danish | C.2Cy.35″&61″–39″ 180HP KockumsMekVerk,Malmö *f*67′*MT*33′250*t APT FPT* | |
| 989 513 HRCM | — *Wolter* | **IronScSr** | 629 — 511 | | | | 1866 | Palmers'S. &I.Co. Newcastle | **RigaerDampfschiff fahrtsGes.** | 207·4 \| 29·1 \| 12·5 Q78′ | | | Riga Russian | C.4Cy.18″&37″–20″ 75HP Lindberg,Stockholm | |
| 990 HSRN | — ~~*C.LeChevallier* –92~~ *Well deck* (*ex*Haco) *J.Baudet* | **IronSc3MstSr** ~~*ss*Sld.No.3–7,86~~ ~~*ssHav.No.1–91*~~ *ss*Hav.No.2–94 1*Dk* | 513 456 392 | ✠ ⓐ1 9,94 ~~2,84~~ ~~BS4,93~~ ✠LMC1,91 ✠NE&B7,86 | Hav A&CP | | 1870 8mo | Scott&Co. Greenock | **Cie.Havraise Pénins.deNav.à Vapeur** | 194·2 \| 23·1 \| 14·8 Q68′B24′F24′ ND85 BK6½″ | | | Havre French | T3Cy.12½″,20½″&34″–34″ (*s*) 150lb ~~75lb~~ NDB86 65HP 1SB,2*cf*,GS30 G.Clark,Sunderland | 16 ″ 2 |
| 991 28 MVBL | — *A.Ling*87–87 | **IronScSr** 1*Dk* | 364 — 283 | | | | 1875 | F.Schichau Elbing | **Dampfschifffahrts Ges. "Osilia"** | 159·5 \| 21·7 \| 11·0 P125′ F21′ | | | Arensburg Russian | C.2Cy.18¾″&41½″–21½″ 80HP F.Schichau,Elbing | |
| 992 51388 MLFD | **Constantine** *J.H.Brown* –94 | **IronSc3MstSr** *ss*Nwc.No.3–7,91 1*Dk*2*trB* | 753 641 467 | ✠ ⓐ1 ~~8,94~~ ~~10,93~~ 2,95 ✠NB82 ~~BS3,94~~ 8,94 | Nwc A&CP | | 1866 1mo | C.Mitchell &Co. Newcastle | **J.Walton** | 204·9 \| 28·3 \| 14·9 Q42′B7′F30′ BK7″ drp93 ptND91 *WB=DB*141′ | | | London British | C.2Cy.27″&48″–30″ (*s*) 80lb ~~40lb~~ NDB82 90HP 1SB,3*pf*,GS57 ~~57lb~~ R.&W.Hawthorn,Nwc. | 18 ″ 5 s 2 ″ 11½ |
| 993 HBNP | **Constantinos** ~~*M.Bistis* –80~~ *Well deck* *Polemis* | **IronScSr** *ss*Cff.No.2–92 1*Dk*(*Irn*)2*trB* | 1727 1413 1109 | ✠100A1 4,95 2,94 BS2,94 ✠LMC5,92 4,95 | Cff LA&CP | *q* | 1884 8mo | M'Intyre& Co. Newcastle | **G.M.Embiricos** *WB=DBuE&B*34′100*t* | 260·0 \| 36·2 \| 18·0 Q88′B74′F33′ FK *FPT*65*t APT*18*t M* | | | Andros Greek | C.2Cy.32″&60″–39″ (*b*) 80lb *60lb* 140HP 2SB,6*pf*,GS90 Blair&Co.(Lim.),Stockton | 19 ″ 2 s 2 ″ 2 |
| 994 HMKP | **Constantinos Stathatos** ~~*Caravias* –91~~ *Maratos* 1*Dk*(*ptStl&ptIrn*)2*trB&ptAwngdkIrn* *ss*Bry.No.1–94 | **StlScSr** | 2340 1702 1501 | ✠100A1 *ptAwng dk with freeboard* ~~3,01~~ ~~2,95~~ 3,95 ✠LMC5,90 | Shl LA&CP | *s* | 1890 6mo | J Readhead &Sons S.Shields | **StathatosBros.** *WB=Cell DB*256′534*t* | 296·8 \| 39·5 \| 17·7 Q78′P36′ ~~drp98~~ *ptAwng dk*184′ BK10″ | | | Ithaca Greek | T.3Cy.23″,37½″&61½″–39″ (*r*) 160lb *80lb* 250HP 2SB,6*rf*,GS105 J.Readhead&Sons,S.Shl. | 20 ″ 6 s 8 ″ 2 |
| 995 29 PNMV | **Conte Menabrea** *M.Bocci* | **IronScSr** 1*Dk* | 165 140 97 | ✠ 9,65 | Cly A&CP | | 1865 8mo | J G.Lawrie Glasgow | **Nav.Gen.Italiana** | 123·6 \| 17·1 \| 9·2 Q13*t*F9*t* | | | Genoa Italian | C.2Cy.14″&28″–24″ 53HP Pierano&Danovaro,Genoa | |
| 996 81610 ~~16QR~~ | **Contest** ~~*T.Stabell* –91~~ *Well deck* | **IronScSr** ~~*ss*Hpl.No.3,11–91~~ 1*Dk*(*Irn*) *ss*Ayr.2ndNo.3–4,95 | 475 379 241 | ✠100A1 ~~4,95~~ ~~8,98~~ ~~BS7,93~~ ✠LMC11,91 4,95 | Bly LA&CP Ayr | *h* | 1879 12mo | J.Laing Sunderland | ~~**Actieselskab Contest (F.M.Bachke)**~~ S.McKnight&Co | 166·0 \| 26·2 \| 12·3 Q53′B37′F21′ 164·2 \| drp95 BK7″ *WB=* | | | ~~Drontheim~~ Glasgow British | C.2Cy.20″&40″–30″ (*i*) 75lb *45lb* 60HP 1B,GS30 G.Clark,Sunderland | 12 ″ 11 s 1 ″ 2 |
| 997 87173 | — *S.Thompson* | **IronScSr** 1*Dk* | 82 82 10 | ✠ 9,83 ✠ | Hul LA&CP | *a* | 1883 7mo | E.Wales Hull | **G.D.Braine** | 81·0 \| 16·6 \| 9·4 | | | London British | C.2Cy.17″&34″–21″ 50HP E.Wales,Hull | |
| 998 NLBC | **Continental** *Schaal* –93 | **SteelScSr** 1*Dk&Spardk* | 1053 977 672 | | | | 1891 | Sir W.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | **Reederij "Neutraal"** | 205·0 \| 30·4 \| 19·7 B26′ F25′ | | | Rottrdam Dutch | T.3Cy.17″,28″&46″–30″ 120HP *WB* NEMarineECo.(Lim.),Sld. | |
| 999 93722 | **Coogee** (*ex*LancashireWitch) *Elec.light* | **SteelSc3MstSr** | 762 536 286 | | | | 1887 3mo | J L Thompson&Sons Sunderland | **Huddart,Parker& Co.(Lim.)** | 225·0 \| 30·2 \| 13·5 B80*t* F20*t* | | | Melbourne British | T.3Cy.23″,37″&60″–36″ 183HP J.Dickinson,Sunderland | |
| 1000 98163 | **Cookham** *J.Beeching* –94 *Well deck* | **Iron&SteelScSr** 1*Dk*(*Irn*)*&Webframes* *Irnframing&StlPlating* | 1594 1241 999 | ✠100A1 ~~6,04~~ ~~12,92~~ 9,94 ✠LMC9,90 Lon | Shl LA&CP | *p* | 1890 9mo | T.R.Oswald&Co. (Lim) MilfordHavn | **LambertBros.** *WB=DBa*71′*f*103′*&u* | 249·9 \| 32·3 \| 17·9 P.Q.&B134′F27′ Irp93 FK *E&B*36′451*t* | | | London British | T.3Cy.19½″,29″&55″–36″ 160lb *60lb* 140HP 2SB,6*rf*,GS *Tpd*.90T.R.Oswald&Co. (Lim.),MilfordHaven | 21 ″ 0 s 2 ″ 6½ |
| 1001 ~~97750~~ ~~LQDK~~ | **Coomassie** *W.A.Turpin* –93 *Elec.light* | **SteelScSr** 2*Dks*(*UStl*–*ws*)*&Webframes* *ss*Liv.No.1–93 | 2902 2434 1883 | ✠100A1 ~~9,94~~ ~~2,98~~ 4,95 ✠LMC9,93 Ham Ant | Liv LA&CP | *t* | 1890 3mo | Naval Con. & Armamnts Co.(Lim.) Barrow | ~~**AfricanS.S.Co. (Elder,Dempster& Co.,*Mgrs.*)**~~ CieBelge Maritime du Congo *WB=Cell DB*236′451*t* | 311·6 \| 39·2 \| 24·7 P40′B80′F40′ ~~Irp92~~ BK9″ | | | ~~London~~ Antwerp Belgian | T.3Cy.23″,38″&61″–42″ (*s*) 160lb *60lb* ~~240HP~~ 2SB,6*rf*,GS130,HS3973 NavalC.&A.Co.(Lim.)Brw. | 27 ″ 5 s 5 ″ 3 |
| 1002 93511 | **Coomonderry** *R.F.Duck* –86 | **SteelScSr** 1*Dk* | 147 121 58 | ✠ 4,86 ✠ | Drt LA&CP | *b* | 1886 2mo | T.B.Seath &Co. Glasgow | **J.Hay** | 110·2 \| 20·1 \| 7·6 Q25′ B12′ F17′ | | | SydnyNSW British | C.2Cy.15″&30″–18″ 37HP Kincaid&Co.,Greenock *WB=FPT*24*t* | 8 ″ 1 |
| 1003 126223 KCMT | **Coos Bay** *A.Nicholson* | **WoodScSr** 2*Dks3trB* | 311 — 194 | | | | 1884 | H.R.Reed Marshfield, Oreg. | **PacificCoastSteam ShipCo.** | 140·0 \| 26·0 \| 7·3 H— 18·0 | | | S.Frncisco Utd.States | C.2Cy.16″&30″–20″ 200HP FultonIronWorks,San Francisco | |
| 1004 93937 | **Coot** *T.W.Truman* –94 | **SteelScK** 1*Dk* | 142 136 44 | ✠100A1 *Stm Trawler* 10,92 ✠LMC9,92 | P.Gl LA&CP | | 1892 10mo | W.Hamilton&Co. Pt.Glasgow | **W.&J.Hamilton** | 100·2 \| 20·5 \| 10·6 Q19′ F18′ BK7½″ | | | Pt.Glasgw British | T.3Cy.11″,17″&27″–22″ (*s*) 160lb 45HP 1SB,2*pf*,GS31,HS916 D.Rowan&Son,Glasgow | 11 ″ 11 |
| 1005 | **Copeland** *J.Cleary* -94 | **IronScSr** 2*Dks* | 1200 907 524 | | | | 1894 | W.B. Thompson& Co.(Lim.) Dundee | **ClydeShippingCo. (Lim.)** | ~~246·2~~ \| ~~33·5~~ \| ~~16·3~~ P&B150′F52′ 246·5 \| 33·7 \| 16·2 *WB* | | | Glasgow British | T.3Cy.23″,38″&61″–48″ 260HP WBThmpsn&Co(Lm)Dun | |
| 1006 93756 KQDG | **Copernicus** *H.Hammond* –92 | **IronScBn** *ss*Liv.No.1–92 2*Dks*(*Irn*)3*trB* | 3230 3018 2052 | ✠100A1 3,94 BS4,94 ✠LMC3,92 | Liv LA&CP | *v* | 1888 1mo | Oswald, Mordaunt& Co. Southampton | **Liverpool,Brazil& R.PlateS.N.Co. (Lim.) (Lamport &Holt,*Mgrs.*)** | 331·4 \| 42·1 \| 26·3 P30′B72′F44′ BK11″ *WB=Cell* | | | Liverpool British | T.3Cy.26½″,41″&70″–48″ (*s*) 150lb *70lb* 340HP 2DB,12*cf*,GS208 Oswald,Mordaunt&Co.Sou | 29 ″ 4 |
| 1007 HBKP | **Copiapo** *H.Marrow* –92 | **IronScSr** 2*Dks&Awngdk* | 1337 — 888 | | | | 1870 | Bowdler, Chaffer&Co. Liverpool | **Cia.Sud-Americana deVapores** | 258·0 \| 34·0 \| 20·6 | | | Valparaiso Chilian | C.2Cy.38″&74″–33″ 180HP Fawcett,Preston&Co.,Liv. | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross. / Under deck. / Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assig'd now expired. Equipment Letter. | Built: When. Ship. Engines | By Whom. Where. | Owners. | Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1008<br>HDRS | Copsewood SteelScSr<br>O.H.Bommen ~~ssShl.No.2-91~~<br>(exCraighill)<br>Well deck ssShl,No.3-2,95 1Dk(Irn)2trB | 1116<br>858<br>709 | ✠100A1<br>2,95~~8,93~~<br>~~BS4,94~~ ✠LMC2,95 2,95 | Mdb<br>LA&CP<br>Shl | n | 1882<br>8mo | Dobson&<br>Charles<br>Grang'mouth | Actieselskab<br>"Copsewood"<br>(C.Klaveness) | 240·5<br>Q82'B62'H25tF30'<br>WB = Cell DB 197' 204t | 33·2 | 14·0 | Chrstiania<br>Norwegian<br>4BHCem<br>APT16t | 26½"<br>C.2Cy.~~30"~~&54"-36" (j)<br>80lb 45lb 150HP<br>Hutson&Corbett,Glasgow | 16 " 5 | D |
| 1009<br>84164<br>WDQR | Coptic SteelSc4MstBk<br>H.S.Lindsay -94 3Dks(2Stl-Uws)<br>Elec.light | 4352<br>3974<br>2744 | | | | 1881<br>8mo | Harland&<br>Wolff<br>Belfast | OceanicSteamNav.<br>Co.(Lim.)(Ismay<br>Imrie&Co.Mgrs.) | 430·2<br>H329t | 42·2 | 29·4<br>~~31·5~~ | Liverpool<br>British<br>7BH | T.3Cy.28",47"&73"-60"<br>NE&B94 570HP ~~550HP~~<br>~~J.Jack&Co.,Liverpool~~<br>Harland&Wolff(Lim.),Belf. | 33 " 4<br>~~s9 " 0½~~<br>s9 " 1 | BT till ~~3,94~~ 11,95 |
| 1010<br>99625 | Coquet SteelScSr<br>~~E.Curtess-93~~ L.Reed -94<br>1Dk(ptIrnptStl)&Webframes<br>Well deck | 2298<br>1900<br>1463 | ✠100A1<br>~~12,92,94~~ 5,95<br>✠LMC9,93 | Sld<br>A&CP<br>~~Lp~~ | s | 1893<br>9mo | SirRDixon<br>&Co.<br>Middlesbro' | J.&E.Kish | 282·0<br>Q101'B68'F35'<br>WB = Cell DB 230' 546t | 40·6 | 19·8<br>FK | Sundrland<br>British<br>4BHCem<br>APT58t | T.3Cy.22",36"&58"-39" (s)<br>160lb 90lb 200HP<br>2SB,6pf,GS103,HS3220<br>N.E.Mar.E.Co.(Lim.)Nwc. | 22 " 1<br>s 2 " 5½ | |
| 1011<br>101802 | — IronPadSk<br>G.Hudson -93 1Dk | 119<br>107<br>12 | ✠100A—<br>~~7,94~~ ~~8,92~~ 3,95<br>✠LMC8,92 | Shl<br>Bly | | 1892<br>8mo | J.P.Ren-<br>noldson&<br>Sons<br>S.Shields | H.Andrews<br>(J.Earnshaw,<br>Mgr.) | 90·3 | 19·2 | 9·4<br>BK6" | Newcastle<br>British<br>3BHCem | L.2Cy.25"-45" (r)<br>45lb 45HP<br>1SB,2pf,GS38,HS990<br>J.P.Rennoldsn&Sns.,S.Shl | 9 " 6 | |
| 1012<br>63330<br>JVNP | Coquimbo IronSc3MstSr<br>4thSurvey,84<br>2Dks&Shadedk | 1821<br>1643<br>1075 | ✠<br>10,84 | Liv | Lv | 1870<br>8mo | J.Elder&<br>Co.<br>Glasgow | PacificSteamNav.<br>Co. | 290·5<br>H178t | 38·3 | 22·9 | Liverpool<br>British<br>6BH | C.2Cy.46"&80"-39"<br>NB84 300HP<br>J.Elder&Co.,Glasgow | | |
| 1013<br>100205 | Coquitlam SteelScSp<br>W.Webster -92 1Dk | 256<br>217<br>166 | | | | 1892 | UnionS.S.<br>Co.(Lim.)<br>Vancouver | UnionSS.Co(Lim.) | 120·0<br>H9t | 22·0 | 9·6 | Vancouver<br>British | C.2Cy.13"&26"-18"<br>28HP<br>Bow,McLachlan&Co,Psy. | | R |
| 1014<br>81772<br>SRWV | Cora Maria IronScSr<br>C.J.Parkinson -93 ssSld.No.3-4,92<br>Well deck 1Dk(Irn)2trB<br>ssCph.No.1-94 | 1260<br>1079<br>822 | ✠100A1<br>~~6,94~~ ~~9,93~~ 4,95<br>~~BS9,93~~ LMC5,92 5,94 | Nwc<br>A&CP<br>~~Cph~~ | o | 1879<br>6mo | Schlesingr,<br>Davis&Co.<br>Newcastle | R.Gordon&Co | 235·0<br>Q73'B54'F30'<br>drp94 | 31·2 | 18·3<br>FK<br>WB= | Cardiff<br>British<br>4BHCem<br>DBa53'f60' | C.2Cy.28"&53"-36"<br>75lb 110HP<br>1B,GS52<br>T.Clark&Co.,Newcastle | 19 " 8<br>s 2 " 1 | D |
| 1015<br>75052<br>WNLT | Coraki IronTwinScSr<br>A.Jenkyns -93 1Dk | 326<br>267<br>198 | | | | 1879 | W.B.<br>Thompson<br>Dundee | NorthCoastSteam<br>Nav.Co.(Lim.) | 159·6<br>P50' B40' | 26·1 | 8·5<br>F15' | SydnyNSW<br>British | C.4Cy.15"&27"-16"<br>65HP<br>W.B.Thompson,Dundee<br>WB | | |
| 1016<br>99819 | Coral Steel&IronSc3MstSr<br>D.Shaw -93<br>Irn framing Stlplating<br>Well deck 1Dk(Irn) | 477<br>351<br>170 | ✠100A1<br>4,95 ~~11,92~~<br>✠LMC6,92 | Gls<br>LA&CP<br>Bwg | h | 1892<br>6mo | J.Shearer<br>&Son<br>Glasgow | W.Robertson | 165·2<br>Q81'B10'F28' | 26·1 | 10·8<br>BK7½"<br>WB | Glasgow<br>British<br>3BHCem<br>=FPT20t | C.2Cy.20"&40"-27" (s)<br>100lb 75lb 66HP<br>1SB,2pf,GS40,HS1283<br>Ross&Duncan,Glasgow | 12 " 2<br>s " 9½ | |
| 1017<br>99554 | Coralie SteelScSr<br>T.W.Rank -92<br>1Dk(Irn)&Webframes&<br>pt Awngdk(Irn) | 2920<br>2212<br>1881 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>4,95 ~~12,93~~<br>✠LMC2,94 4,95 | Cff<br>LA&CP<br>Sws | t | 1892<br>1mo | Richardsn<br>Duck&Co.<br>Stockton | Cammell,Haigh&<br>Co.<br>WB = CellDB | 312·0<br>P29'Q96'<br>pt Awng dk 187'<br>262'521t APT 24tpt | 41·0 | 20·6<br>FK | Hull<br>British<br>5BH ptCem<br>Asp | T.3Cy.23",38"&62½"-42" (s)<br>160lb 90lb 250HP<br>2SB,6cf,GS109,HS3900<br>Blair&Co.(Lim.),Stockton | 23 " 2<br>s9 " 0½ | |
| 1018<br>HSVL | Corbeil IronScSk<br>N.LeDugue -91 1Dk(Irn)<br>ssHav.No.1-94 | 141<br>108<br>63 | ✠100A—<br>~~7,94~~ ~~7,93~~ 4,95<br>~~✠LMC10,90~~<br>For Coasting purposes<br>✠LMC7,94 | Hav | | 1890<br>4mo | Hepple&<br>Co.<br>N.Shields | H.Collet | 96·0 | 20·1 | 8·1<br>BK6" | Havre<br>French<br>3BHCem | C.2Cy.13"&24"-18" (a)<br>80lb 25HP<br>1SB,1pf,GS13,HS364<br>W.Hepple&Co.,N.Shields | 8 " 6 | |
| 1019<br>104243 | Corbridge SteelScSr<br>J.S.Ryder90-94<br>1Dk(Irn)&Webframes&ptAwngdk(Irn) | 2104<br>1552<br>1354 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>10,94 ~~3,94~~<br>✠LMC3,94 | Bly<br>A&CP<br>Cff | r | 1894<br>3mo | BlythSB.<br>Co.(Lim.)<br>Blyth | CorbridgeS.S.<br>(Lim.)<br>(Stephens&Maw-<br>son) | 275·0<br>P27' Q80'<br>pt Awng dk168'<br>WB = Cell DB216' 393t | 37·5 | 18·5<br>FK | Newcastle<br>British<br>5BHCem<br>APT22t | T.3Cy.20",33"&54"-36" (s)<br>160lb 80lb 170HP<br>2SB,6pf,GS81,HS2740<br>NEMarEng.Co.(Lim)Nwc. | 20 " 9<br>s8 " 6½ | |
| 1020<br>RHCM | Cordelia IronScSr<br>A.Hansi -90 1Dk&Spardk&3trB | 1745<br>1639<br>1174 | | | | 1886 | Flensburg<br>S.B.Co.<br>Flensburg | Hamburg-Pacific<br>Dampfsch.Linie<br>(A.Kirsten,<br>Mgr.) | 260·0<br>B86' | 35·0 | 17·0<br>24·5 | Hamburg<br>German<br>WB | T.3Cy.22½",33"&58"-42"<br>250HP<br>FlensburgS.B.Co.,Flnsbrg | | V |
| 1021<br>HSWB | Cordoba SteelScBn<br>Thomas 1Dk&Spardk&3trB | 2906<br>—<br>1675 | | | | 1887 | M.Pearse&<br>Co.<br>Stockton | ChargeursRéunis | 320·0<br>H44' F44' | 40·2 | 19·7<br>27·2 | Havre<br>French<br>WB | T.3Cy.24",40"&66"-45"<br>250HP<br>Blair&Co.(Lim.),Stockton | | V |
| 1022<br>HSVP | Cordouan IronScSr<br>3Dks | 3680<br>—<br>2094 | | | | 1884 | M'ssageries<br>Maritimes<br>LaCiotat | MessageriesMari-<br>times | 328·1 | 45·3 | 26·2 | Marseilles<br>French<br>WB | 2Cy.36¼"&65"-43¼"<br>350HP<br>MessageriesMar.,LaCiotat | | |
| 1023<br>84312<br>VMPJ | Corean IronSc3MstSr<br>W.S.Main -93 | 3488<br>3404<br>2259 | | | ... | 1881<br>2mo | W.Doxford<br>&Sons<br>Sunderland | J.&A.Allan | 360·1<br>B78' F46' | 41·0 | 23·0<br>31·0 | Glasgow<br>British<br>6BH | C.2Cy.48"&84"-54"<br>400HP<br>W.Doxford&Sons,Sld. | | BT till ~~7,94~~ ~~2,95~~ 12,95 |
| 1024<br>TCLW | Coredo IronScSr<br>1Dk | 41<br>35<br>28 | ✠<br>5,84<br>✠ | Gls<br>LA&CP | | 1884<br>5mo | W.S.Cum-<br>ming<br>Glasgow | C.W.R.vanRenesse<br>vanDuigivenbode | 60·0 | 12·0 | 6·8 | Ternate<br>Dutch<br>3BHCem | C.2Cy.8"&15"-12"<br>10HP<br>Fisher&Co.,Paisley | 7 " 3 | |
| 1025<br>94535<br>LJQR | Corennie IronScSr<br>J.Stephen84-89 ssAbn.No.1-93<br>Well deck 1Dk(Irn) | 624<br>442<br>375 | ✠100A1<br>1,94<br>✠LMC10,93 | Nwc<br>A&CP | i | 1889<br>10mo | BlythS.B.<br>Co.(Lim.)<br>Blyth | W.T.Moffatt | 180·0<br>Q67'B46'F23' | 27·2 | 13·0<br>BK7½"<br>WB=DBa | Aberdeen<br>British<br>5BHCem<br>47'f40'114t | T.3Cy.13",21"&34"-24" (s)<br>150lb 60lb 80HP<br>1SB,2rf,GS33<br>BlaikieBros.,Aberdeen | 13 " 7<br>s 1 " 1½ | |
| 1026<br>HFVG | Corfitz Beck-Friis IronScSr<br>A.Olsson -93 1Dk | 457<br>389<br>354 | | | | 1870 | MotalaCo.<br>Gothenburg | TrelleborgsAngf.<br>Nya.Aktb.<br>(F.Malmros) | 146·3<br>B34' H9t | 23·8 | 15·4 | Trelleborg<br>Swedish | C.2Cy.15"&30"-22"<br>45HP<br>S.Almqvist,Gothenburg | | V |
| 1027<br>HSWD | Corine IronSc3MstSr<br>Chantreau ssNts.No.3-10,89<br>(exBristol,exCatalan,exCollina) 1Dk | 232<br>—<br>154 | ✠90A1<br>10,93<br>~~B&MS10,89~~<br>BS10,89,MS10,93 | Nts | d | 1862<br>11mo | J&R.Swan<br>Glasgow | L.Flornoy&fils | 134·8<br>Q41'B12'<br>ND78ptND89 | 19·5 | 11·0<br>BK5" | Nantes<br>French<br>4BHCem | T.3Cy.12",17"&29"-22" (i)<br>57lb 71lb NDB84 NE78 60HP<br>NBmade84,fitted88<br>1SB,2f,GS ,HS495<br>Jollet&Babin,Nantes | | |
| 1028<br>WBGL | Coringa IronScBn<br>J.Olsen -93 (exBangalore)<br>1Dk&Spardk3trB | 2160<br>1336<br>1393 | | | | 1867 | W.Denny<br>&Bros.<br>Dumbarton | Actieselskabet<br>"Coringa"<br>(W.Wilhelmsen) | 318·4<br>P186t F92t | 38·4 | 26·4 | Tönsberg<br>Norwegian | Q.4Cy.22",30",40"&60"-42"<br>NE&B91 180HP<br>Fleming&Ferguson,Psy. | | N |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné pour nouvelle expire. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord en milliers de navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1029<br>79252<br>QFLB | Corinna<br>*W.A.Pearce*83–91 | IronScSr<br>2*Dks*(1*Irn*) | 1279<br>1244<br>820 | ✠<br>5,82 | Gls | Lv | 1882<br>4mo | D.&W.<br>Henderson<br>Glasgow | UnionS.S.Co.of NewZealand (Lim.) | 235·6 \| 32·5 \| 21·0<br>H35*t* FK | Launceston<br>British | 2Cy.27″&54″–42″<br>141HP<br>6*BH*1PBH<br>D.&W.Henderson,Gls.<br>*WB*=*DBa&f* | |
| 1030<br>81327<br>TBKP | Corinthia<br>*R.Roberts*84–90 *ss*Liv.No.3–8,92<br>(*ex*Author) 2*Dks*(*UIrn*–ws91) | IronScSr | 1330<br>1257<br>838 | ✠100A1<br>2,95 ~~2,94~~ 2,94<br>BS9,93 ✠LMC8,92 | Liv<br>A&CP | *p* | 1880<br>1mo | C.Mitchell<br>&Co.<br>Newcastle | CorinthiaS.S.Co.<br>(Lim.)<br>(Goodyear&Co.) | 250·8 \| 32·1 \| 21·2<br>P33′B48 F35′<br>BK9″ | Liverpool<br>British | C.2Cy.28″&56″–39″ (*i*)<br>74lb *80lb* NDB~~93~~88 170HP<br>2SB,*4pf*,GS70<br>WallsendSlipwayCo.,Nwc. | 22 ″ 0<br>s 3 ·8 |
| 1031<br>62591<br>LFCG | Corisande<br>*W.A.Fisker*80–87 | IronScSr<br>1*Dk2trB* | 1022<br>846<br>768 | | | … | 1870<br>6mo | W.Pile&<br>Co.<br>Sunderland | CorisandeS.S.Co.<br>(Lim.) (Jerve-lund&Clephan) | 218·5 \| 30·1 \| 17·1<br>Q63*t* B58*t* H17*t*<br>F38*t* | Middlsbro'<br>British | C.4Cy.20″&40″–33″<br>NB90 98HP<br>*Cmp*.75G.Clark,Sld.<br>*WB*=*DBa* | 18 ″ 0<br>s 2 ·0 |
| 1032 | Coritiba<br>*Cardia* | SteelScSr | 913<br>743<br>717 | | | | 1891 | Scott&Co.<br>Greenock | Companhia de PaquetesBrazil OrientaleDiques Fluctuantes | 230·7 \| 33·2 \| 13·7 | R.Janeiro<br>Brazilian | T.3Cy.16″,26″&43″–30″<br>106HP<br>Scott&Co.,Greenock | |
| 1033 | Cormoran<br>*F.Lafilière* | IronSc<br>*ss*Bdx.No.3–6,92<br>1*Dk* | 77<br>—<br>40 | ✠ ⓑ —<br>*StmTrawler*<br>5,94<br>LMC5,94 | Bdx | | 1866<br>9mo | Randolph,<br>Elder&Co.<br>Glasgow | H.S.Johnston&Co. | 90·5 \| 16·1 \| 8·4<br>ND84 BK5″ | LaTeste<br>French | C.2Cy.18″&36″–21″<br>60lb NB84 30HP<br>1SB,*2pf*<br>Randolph,Elder&Co.,Gls. | |
| 1034<br>23015<br>NQBH | Cormorant<br>*H.Hore* –93 | IronSc3MstSr | 1055<br>928<br>578 | | | … | 1853 | E.Pike<br>Cork | City of CorkSteam PacketCo.(Lim.) | 259·9 \| 36·2 \| 17·5<br>P74*t* | Cork<br>British | C.2Cy.38″&70″–36″<br>NE&B75 200HP<br>J.Jack,Rollo&Co.,Liv. | 18 ″ 1<br>s 2 ·9½ |
| 1035<br>87020<br>HCVQ | —<br>*F.Abbott* –93<br>*Well deck* | IronScSr<br>*ss*Lon.No.3–4,93<br>1*Dk2trB* | 744<br>632<br>461 | ✠90A1<br>4,93<br>BS6,94 ✠LMC4,93 | Lon<br>LA&CP | *l* | 1882<br>10mo | W.Walker<br>&Co.<br>London | GeneralSteamNav. Co. | 195·0 \| 30·1 \| 15·0<br>P119′F29′<br>drp93 BK8′<br>*WB*=*DB* | London<br>British | C.2Cy.27″&48″–30″ (*s*)<br>75lb *50lb* 95HP<br>1SB,*3f*,GS52<br>*a*49′*FPT*12′ GourlayBros.&Co.,Dundee | 15 ″ 9<br>s 1 ·9½ |
| 1036<br>90355<br>JLVR | —<br>1*Dk* | IronScK | 244<br>214<br>141 | ✠<br>6,84<br>✠ | Hul<br>LA&CP | *d* | 1884<br>5mo | Earle'sCo.<br>(Lim.)<br>Hull | GreatGrimsbyIce Co.(Lim.) | 133·4 \| 21·7 \| 11·0<br>Q45′ F23′ | Grimsby<br>British | C.2Cy.21″&40″–24″<br>68HP<br>4*BH*Cem<br>Earle'sCo.(Lim.),Hull | 12 ″ 0 |
| 1037<br>98753 | —<br>1*Dk* | IronScK | 154<br>143<br>62 | ✠100A1<br>*Stm Trawler*<br>7,91<br>✠LMC7,91 | Hul<br>LA&CP | | 1891<br>7mo | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | Pickering,Haldane &Co.(Lim.) | 101·0 \| 20·5 \| 11·0<br>Q19′ BK7½″ | Hull<br>British | T.3Cy.12½″,19½″&31½″–22½″<br>160lb (*s*) 50HP<br>1SB,2*cf*,GS27,HS780<br>C.D.Holmes&Co.,Hull | 11 ″ 10 |
| 1038<br>56679 | —<br>*I.Burnett*87–88 IB *Salted*†<br>1*Dk* | WoodScK | 55<br>55<br>22 | ✠<br>*Forfishing pu rposes*<br>10,85<br>✠ | Lth<br>LA&Cr | 10 | 1885<br>9mo | Lee&<br>Wight<br>Berwick | T.F.R.Carr | 71·2 \| 17·3 \| 8·3 | Berwick<br>British | C.2Cy.8½″&16″–12″<br>10HP<br>Hawthorns&Co.,Leith | 9 ″ 2 |
| 1039<br>67520<br>KTPC | Cornelia<br>*M.F.Paulsen*89–89 1*Dk2trB*<br>6thSurveyCff.11,90<br>1stSurvey,Cff.5,93 | IronScSr | 894<br>734<br>556 | ✠ A1,1<br>~~12,94~~ 12,94 ~~12,94~~ | Cff | Lv | 1872<br>1mo | Denton,<br>Gray&Co.<br>WHartlepool | J.&M.Gunn&Co. | 220·3 \| 29·2 \| 16·3<br>Q68*t*H87*t*<br>drp94 BK8″<br>*WB*=*DBa&f* | W.Hartlpl<br>British | C.2Cy.27″&50″–33″<br>99HP<br>1B,*4f*<br>T.Richardson & Sons,Hpl. | 17 ″ 3<br>s 2 ·2 |
| 1040<br>78689 | —<br>*J.Nielsen* | IronScSr<br>1*Dk* | 323<br>274<br>194 | | | | 1878 | Roy&Mit-chell<br>Montrose | KhawJooGhee | 143·5 \| 22·1 \| 11·5<br>Q35′ B12′ F20′ | Penang<br>British<br>*WB* | C.2Cy.20″&36″–24″<br>60HP<br>W.B.Thompson,Dundee | |
| 1041<br>97614 | Cornelian<br>*C.McIntyre* –93 *ss*Gls.No.1–94<br>*Well deck* 1*Dk*(*Irn*)<br>*Irnframing Stlplating* | Steel&IronSc3MstSr | 408<br>286<br>139 | ✠100A1<br>~~7,94~~ ~~11,94~~ 12,94<br>✠LMC3,94<br>Bwg | Gls<br>A&CP | *f* | 1890<br>3mo | Scott&Co.<br>Bowling | W.Robertson | 142·5 \| 25·1 \| 11·1<br>Q68′B9 F24′<br>drp&srp94 BK7″<br>*WB*=*FPT*26*t* | Glasgow<br>British | T.3Cy.13″,21½″&34″–27″ (*s*)<br>160lb *70lb* 60HP<br>1SB,3*pf*,GS49<br>Muir & Houston,Glasgow | 12 ″ 0<br>s ·10 |
| 1042<br>Wrecked | Cornelius | IronScSr<br>1*Dk* | 106<br>105<br>53 | | | | 1886 | Bergens<br>Mek Verksted<br>Bergen | | 96·8 \| 16·8 \| 9·5 | | C.2Cy.13½″&23¾″–18½″<br>25HP<br>NylandsVerksted,Xia. | |
| 1043<br>97958 | Cornhill<br>*J.Warminger* –92<br>*Well deck* 1*Dk*(*Irn*)<br>*ss*Nwc.No.1–95 | SteelScSr<br>*FloorsIrn* | 922<br>589<br>534 | ✠100A1<br>~~6,94~~ ~~10,93~~ 12,95<br>✠LMC~~2,94~~ 2,95 | Nwc<br>LA&CP | *k* | 1891<br>2mo | R.Stephen-son&Co.<br>(Lim.)<br>Newcastle *W* | WarkworthShip-pingCo.(Lim.)(H. Andrews,*Mgr.*)<br>*B*=*DBa* 47′*f*73′ *d* | 195·4 \| 31·6 \| 12·2<br>P22′Q40′B86′F22<br>BK7½″<br>*uE&B* 36′242*t*FPT | Newcastle<br>British | T.3Cy.17″,28″&46″–33″ (*s*)<br>160lb *80lb* 106HP<br>1SB,3*pf*,GS48<br>30*t*APT27*t* RStphnson&Co(Lm)Nwc. | 14 ″ 6<br>s 1 ·1½ |
| 1044<br>95905<br>LNCS | Cornubia<br>~~*J.Richards* –93~~ *ss*Cff.No.1–94<br>*Well deck* 1*Dk*(*Stl*)&*Webframes*<br>*Hichens* | SteelScSr | 1750<br>1315<br>1117 | ✠100A1<br>~~2,94~~ 11,94<br>✠LMC2,94 | Cff<br>LA&CP | *q* | 1889<br>12mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool | CornubiaS.S.Co.<br>(Lim.) (J.&R.B. Chellew)<br>*WB* | 260·0 \| 36·6 \| 18·2<br>P27′Q80′B104′<br>F25′ drp94 FK<br>=*DBa*82*f*100′378*t* | Falmouth<br>British | T.3Cy.19″,30½″&51″–36″ (*s*)<br>150lb *75lb* 150HP<br>2SB,4*rf*,GS67<br>4*BH*Cem<br>*APT*25*t* CentrlMrneE.Wrks,WHpl | 19 ″ 5<br>s 1 · 6 |
| 1045<br>96563 | —<br>*J.Nicholls* –93<br>*Well deck* 1*Dk*(*Stl*) | SteelScK | 261<br>189<br>133 | ✠100A1<br>12,93<br>✠LMC12,93 | Nwc<br>A&CP | *d* | 1893<br>12mo | Anderson,<br>Laverick&<br>Co.(Lim.)<br>Newcastle | J.H.Bennetts | 125·6 \| 24·1 \| 8·7<br>Q39′B9′F21′<br>*WB*<br>=*FPT*28*t* | Penzance<br>British | C.2Cy.14″&28″–20″<br>100lb 60HP<br>3*BH*Cem<br>Hedley&Boyd,N.Shields | 9 ″ 6<br>s 1 · 0 |
| 1046<br>85023<br>WPMH | Cornucopia<br>*E.Happer*93–93 *ss*Sws.No.3–2,93<br>1*Dk*(*Irn*)&*Spardk*3*trB*<br>*Now named* "Astrid," *See No. 33 in Supplement.* | IronScSr | 1591<br>1541<br>994 | ✠100A1<br>*Spar dk*<br>12,93<br>✠LMC8,92<br>BS12,93 | Sld<br>A&CP | *q* | 1882<br>9mo | Osbourne,<br>Graham&Co.<br>Sunderland | ArgosyS.S.Co.<br>(Lim.) (T.Potts & Co.,*Mgrs.*)<br>*WB* | 251·0 \| 34·2 \| 24·0<br>BK9″<br>=*DBa* 74′*f*44′235*t* | Sundrland<br>British | C.2Cy.31″&57″–36″ (*i*)<br>80lb *48lb* 150HP<br>2SB,4*pf*,GS64<br>5*BH*Cem<br>*APT*15*t* G.Clark,Sunderland | 18 ″ 3<br>s 5 ·8 |
| 1047<br>87418<br>KBCG | Coromandel<br>*W.A.Wheeler* –92 3*Dks*(2*Stl*–*Uws*)<br>*Elec.light* | SteelSc3MstSr | 4359<br>3786<br>2383 | ✠<br>7,85<br>✠ | Grk<br>LA&CP | *y* | 1885<br>6mo | Caird&Co.<br>Greenock | P.&O.SteamNav. Co. | 400·3 \| 45·3 \| 29·2<br>P260′ F79′ | Greenock<br>British | T.3Cy.35″,56″&89″–66″<br>800HP<br>8*BH*Cem<br>Caird&Co.,Greenock | 30 ″ 9<br>s 6 · 0 |
| 1048 | —<br>(*ex*Empress of India, *ex*Coromandel,*ex*LaPampa) | IronTwinScBkn | 2184<br>2149<br>1370 | | | | 1870 | J.&W.<br>Dudgeon<br>London | Actieselskabet "Coromandel" (W.Wilhelmsen) | 346·5 \| 34·2 \| 17·5<br>25·2 | Tönsberg<br>Norwegian | T.6Cy.17″,27″&45″–30″<br>NE&B89 350HP<br>BlakieBros.,Aberdeen | |
| 1049<br>126505 | Corona<br>*J.Dunn*90–93 | SteelSc<br>1*Dk*&*Spardk* | 2408<br>—<br>1828 | | | | 1888 | GlobeIron Works ClevlandOhio | TheMutualTrans-portationCo. (L.C.Hanna) | 209·5 \| 40·8 \| 21·0<br>F34′ | Cleveland, Ohio<br>*WB* Utd.States | T.3Cy.24″,38″&61″–42″<br>GlobeI.Works,Cleveland | |
| 1050<br>NFWH | —<br>*G.Wittenberg*84–84 | IronScSr<br>2*Dks*3*trB* | 1883<br>1634<br>1396 | | | | 1882 | H.F.Ul-richs<br>Vegesack | Dampfsch. Rhederei "Columbus" | 262·4 \| 33·8 \| 25·5<br>Q68′ B72′ F36′ | Elsfleth<br>German | C.2Cy.33″&60″–36″<br>170HP<br>O.Henniges & Co.,Berlin | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of R. of T. Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1051<br>126522<br>KGBH | Corona<br>*Hall* | SteelScSr<br>2*Dks*&*Hur Dk* | 1492<br>—<br>966 | | | | 1888 | Neafie&<br>Levy<br>Philadelphia | OregonImprovementCo. | 220·7 H148′ | 35·2 | 15·7<br>23·6 | S.Frncisco<br>Utd.States<br>*WB* | T.3Cy.20″,31″&51″–36″<br>200HP<br>Neafie&Levy,Philadelphia | | |
| 1052<br>68403<br>LTJM | Coronet<br>*J.Smith*93–93 | IronSc3MstSr<br>*ss*Sld.No.3–10,91<br>3*Dks* | 1736<br>1689<br>1122 | ✝90A1<br>7,94~~4,93~~<br>BS11,93 | Shl<br>A&CP<br>LMC10,91<br>Sld | *r* | 1873<br>2mo | Palmers'<br>Co.(Lim.)<br>Newcastle | CoronetS.S.Co.<br>(Lim.)(J.Walton) | 274·8<br>ptND91 | 33·3 | 24·2<br>*WB* | N.Shields<br>British<br>5*BHCem*<br>=*DB*146′ | C.2Cy.30″&60″–33″<br>70lb NB80*fitted*83 140HP<br>~~80lb~~ NDB85*fitted*94<br>Palmers'Co.(Lim.),Nwc. | 25 ″ 8<br>s 5 ″ 3 | |
| 1053<br>79215<br>SGKL | Coronilla<br>*House* | IronScSr<br>*ss*Cff.No.3–3,91<br>1*Dk*(*ptIrn*)2*trB* | 1312<br>1274<br>822 | ✝100A1<br>11,94~~12,93~~<br>BS12,93 | Shl<br>A&CP<br>LMC3,91<br>Bry | *p* | 1878<br>12mo | TyneI.S.B.<br>Co.<br>Newcastle | J.Robinson&Sons | 258·0<br>B17′ | 32·0 | 21·1<br>BK9″<br>*WB*=*DBa* | N.Shields<br>British<br>5*BHCem*<br>*f*146′*FPT* | C.2Cy.28″&54″–33″<br>75lb *45lb* 130HP<br>2B,GS64<br>N.E.MarineE.Co.(Lim)Sld | 22 ″ 2<br>s 3 ″ 10 | |
| 1054<br>89917<br>JLHQ | Corra Linn<br>*J.B.Clements* –91 | IronScSr<br>*ss*Trn.No.2–92<br>1*Dk*(*Irn*) | 801<br>708<br>506 | ✝100A1<br>~~9,92~~3,95<br>~~BS11,92~~ ✝LMC~~8,92~~2,95 | Trn<br>LA&CP<br>Bbo | *l* | 1884<br>4mo | Workman,<br>Clark&Co.<br>Belfast | J.&A.Wyllie<br>*WB*=*D* | 208·0<br>Q114′F27′<br>drp95<br>*Ba*58′120*t* | 29·2 | 14·1<br>BK7″<br>*FPT*63*t* | Glasgow<br>British<br>4*BHCem*<br>*APT*200*t* | C.2Cy.24″&48″–36″ (*a*)<br>80lb *45lb* 96HP<br>1SB,2*cf*,GS48<br>W.Kemp,Glasgow | 14 ″ 11<br>s 1 ″ 8 | |
| 1055<br>HJKS | Correo de Alicante<br>*J.Salinas* | IronScSr<br>(*ex*LaFlandre) | 243<br>—<br>170 | | | | 1872 | H.Murray<br>&Co.<br>PtGlasgow | V.Salinas | 154·8 | 20·8 | 11·7 | Alicante<br>Spanish | C.2Cy.23″&38″–24″<br>50HP | | |
| 1056<br>HJKP | Correo de Cartagena<br>*Lavis* –90<br>(*ex*Cecile) | IronScSr<br>6thSurvey,Liv.6,87<br>2*Dks*(1*Irn*) | 563<br>563<br>457 | ✝<br>9,90 | Liv | Lv | 1863<br>4mo | C.&W.<br>Earle<br>Hull | Sociedad<br>"LaMenorquina" | 207·4 | 24·2 | 15·7 | Mahon<br>Spanish<br>4*BH* | C.2Cy.24″&46″–26′<br>NE&B73 80HP<br>Earle'sCo.(Lim),Hull | | |
| 1057<br>HJKQ | —<br>*S.Cardona* | IronScSr<br>(*ex*Lafarge) | 411<br>—<br>264 | | | | 1856 | .....<br>Newcastle | P.FerrerMary | 177·1 | 23·5 | 13·4 | Tarragona<br>Spanish | 80HP | | |
| 1058<br>HJKT | Correo de Cette | Iron | 274<br>—<br>153 | | | | 1866 | .....<br>Belfast | C.Sala&Co. | 128·9 | 19·7 | 11·7 | Barcelona<br>Spanish | 60HP | | |
| 1059<br>HTBV | Corrientes<br>*Lainey*87–91 | SteelScBn<br>1*Dk*&*Spardk*&3*trB* | 2925<br>—<br>1616 | | | | 1889 | Ateliers&<br>Chantiers<br>de la Loire<br>St.Nazaire | ChargeursRéunis | 320·2<br>F45′ | 40·0 | 19·8<br>28·5 | Havre<br>French | T.3Cy.24″,40″&62″–44″<br>360HP<br>Ateliers&C.de la Loire,<br>*WB* St.Denis | | V |
| 1060<br>118<br>NPTM | Corriere de Genova<br>*F.Massa* | IronTwnScSr<br>1*Dk*(*Irn*) | 217<br>169<br>124 | ✝<br>6,86 | Shl<br>A&CP | *c* | 1886<br>6mo | T.&W.<br>Smith<br>N.Shields | A.Centurini | 125·5<br>Q15′ | 24·1<br>B9′ | 7·0<br>F14′<br>FK | Genoa<br>Italian<br>4*BHAsp* | C.4Cy.14″&25″–18″<br>94HP<br>WallsndSlipwyC.Ld.,Nwc. | 7 ″ 7 | |
| 1061<br>143<br>NPVD | Corriere di Livorno<br>*G.B.Massa*87–90 | IronTwnScSr<br>1*Dk* | 226<br>141<br>127 | | | | 1887 | T.&W.<br>Smith<br>N.Shields | A.Centurini | 125·0<br>P17′ | 23·0<br>B48′ | 6·0<br>F14′ | Genoa<br>Italian | C.2Cy.13″&24″–18″<br>80HP<br>WallsendSlipway&Eng.<br>Co.,Ld.,Newcastle | | |
| 1062<br>109<br>NPTS | Corriere di Roma<br>*F.Belledonne* | IronTwnScSr<br>1*Dk*(*Irn*) | 239<br>163<br>154 | ✝<br>8,85 | Nwc<br>A&CP | *c* | 1885<br>8mo | T.&W.<br>Smith<br>N.Shields | A.Centurini | 125·0<br>B13′ | 23·0 | 7·0<br>FK | Genoa<br>Italian | C.4Cy.14″&25″–18″<br>83HP<br>WallsndSlipwyC.Ld.,Nwc. | 7 ″ 6 | |
| 1063<br>84994<br>HPJB | Corrwg<br>~~*E.Jones* 92~~<br>*Well deck D.W.Vigors*94–94<br>~~*Vigors*91–94~~ | IronScSr<br>*ss*Cff.No.3–12,92<br>1*Dk*(*Irn*) | 897<br>705<br>570 | ✝100A1<br>~~6,94~~ ~~4,94~~ 12,94<br>~~BS4,94~~ 1,95 | Sws<br>A&CP<br>LMC12,92<br>Cff | *m* | 1881<br>11mo | W.Pickers-<br>gill&Co.<br>Sunderland | CorrwgS.S.<br>Co.(Lim.)<br>(W.M.Lewis) | 220·0<br>Q89′B42′F28′<br>drp94<br>*WB*=*Cell* | 31·2 | 12·5<br>FK<br>*DB*185′255*t* | Cardiff<br>British<br>4*BHCem* | C.2Cy.28″&52″–33″ (*d*)<br>80lb *60lb* 99HP<br>1SB,3*pf*,GS56<br>Palmers'Co.(Lim.),Nwc. | 14 ″ 9<br>s 1 ″ 7 | |
| 1064<br>69408<br>SDKH | Corsair<br>*J.Macfarlane* –93<br>*Well deck*<br>*ss*Gls.No.1–93<br>1*Dk* | IronScSr<br>*ss*Gls.No.3–3,89 | 383<br>318<br>202 | ✝100A1<br>1,94<br>✝NB3,90 | Npt<br>A&CP<br>LMC9,93 | *g* | 1876<br>9mo | J.Blumer&<br>Co.<br>Sunderland | ~~J.Macfarlane&Co.~~<br>C.Houston<br>(G.Milne*Mgr*) | 160·8<br>Q84′B18′F18′ | 23·2 | 12·6<br>BK7″<br>*WB*=*DB* | Glasgow<br>British<br>4*BHCem*<br>*a*33′*f*38′55*t* | C.2Cy.20″&38″–24″ (*s*)<br>85lb 65HP<br>1SB,3*pf*,GS45<br>G.Clark,Sunderland | 13 ″ 0<br>s 1 ″ 2½ | |
| 1065<br>99465 | —<br>*J.Ridley* –92 | IronPadSp<br>1*Dk* | 153<br>139<br>24 | | | | 1892 | J.P.Ren-<br>noldson&Sns.<br>S.Shields | J.White | 105·0 | 19·1 | 9·8 | S.Shields<br>British | L.2Cy.28″–50″<br>80HP<br>J.P.Rennoldson&Ss.,S.Shld | | |
| 1066<br>HTCN | Corsica<br>*Esnol*90–92 | SteelScBn<br>1*Dk*&*Spardk*&3*trB* | 2925<br>—<br>1616 | | | | 1890 | Ateliers&<br>Chantiers<br>de la Loire<br>St.Nazaire | ChargeursRéunis | 320·2<br>F37′ | 40·0<br>H– | 19·8<br>28·5 | Havre<br>French | T.3Cy.24″,40″&62″–44″<br>Ateliers&C. de la Loire,<br>*WB* Nantes | | V |
| 1067<br>120474 | —<br>*W.Cumming*87–88 | SteelSc3MstSr<br>1*Dk*&*Spardk* | 2364<br>—<br>1787 | | | | 1887 | GlobeIron<br>Works<br>ClevelandOhi | TheMutualTrans-<br>portation Co.<br>(L.C.Hanna) | 299·5<br>F34′ | 40·8 | 21·0<br>*WB* | Cleveland,<br>Ohio<br>Utd.States | T.3Cy.24″,38″&61″–42″<br>Globe Irnwks,Clvlnd,Ohio | | |
| 1068<br>14<br>NPWD | —<br>*E.Massa*<br>(*ex*Liguria) | IronScSr<br>*ss*Gen.No.3–75<br>*ss*Gen.No.1–79 1*Dk*2*trB* | 222<br>—<br>140 | 11,80 | Gen | | 1866<br>7mo | J&WDud-<br>geon<br>London | Nav.Gen.Italiana | 144·3<br>Q18*t*<br>ptND75 | 18·4<br>F15*t* | 10·8 | Genoa<br>Italian<br>3*BHCem* | C.2Cy.19″&28″–21″<br>65HP<br>P.Ferro&Co.,Genoa | | I |
| 1069<br>98440 | Corso<br>*T.Rich*82–93 | SteelScSr<br>1*Dk*(*Stl*)&*Webframes*<br>&*ptAwngdk*(*Stl*) | 1252<br>907<br>777 | ✝100A1<br>*pt Awng dk*<br>*withfreeboard*<br>4,95 ~~3,94~~ ✝LMC11,93 | Cff<br>LA&CP<br>Liv | *n*<br>PGl | 1893<br>11mo | Campbel-<br>townS.B.<br>Co.<br>Campbltown | CastroSS.Co(Lim)<br>(G.H.Wills&Co.<br>*Mgrs.*) | 230·0<br>Q79′<br>*ptAwng dk*150′<br>*WB*=*Cell DB* 146′200*t* | 32·7 | 16·4<br>FK | Cardiff<br>British<br>4*BHCem*<br>*APT*80*t* | T.3Cy.17½″,27½″&45″–33″(*s*)<br>160lb 113HP<br>1SB,3*rf*,GS68<br>Kincaid&Co.(Lim.),Grk. | 17 ″ 4<br>s 7 ″ 10½ | |
| 1070<br>74518<br>PMVK | —<br>*N.Lewis* –92 | IronScBg<br>4thSurvey,Liv.11,92<br>1*Dk*2*trB* | 1106<br>976<br>693 | ✝ A1*1<br>~~7,94~~ ~~4,93~~ | Liv | Lv | 1876<br>3mo | Bowdler,<br>Chaffer&Co.<br>Liverpool | Strong,Reid &<br>Page | 246·5<br>P58*t*H27*t*F45*t* | 31·3 | 17·7<br>BK7″<br>*WB*=*DBa*&*f* | Liverpool<br>British<br>5*BHCem* | C.2Cy.30″&60″–30″<br>NB89 150HP<br>Fawcett,Preston&Co.,Liv. | | |
| 1071<br>102358<br>NKVQ | —<br>*W.Magee*81–94 1*Dk*(*Irn-ptwks*)2*trB* | SteelScSr<br>~~905~~<br>~~712~~<br>450<br>410 | ~~✝100A1~~<br>7,94<br>~~*Class Contem. plated*~~<br>~~✝LMC7,94~~ | Sld<br>A&CP | *m* | 1894<br>7mo | J.Priest-<br>man&Co.<br>Sunderland | T.Wilson,Sons&<br>Co.(Lim.) | 234·0<br>P17′B99′F28′<br>*WB*=*D* | 31·0 | ~~14·6~~<br>14·4<br>FK<br>*Ba*33′*f*47′69*t* | Hull<br>British<br>5*BHCem* | T.3Cy.22½″,35″&57½″–36″(*r*)<br>180lb *90lb* 175HP<br>2SB,6*cf*,GS127,HS4089<br>G.Clark(Lim.),Sld. | 15 ″ 6<br>sl ″ 11½ | BT till 5,95 |
| 1072<br>HJHV | Cortes<br>*A.Visijoy*74–87 | IronScSr<br>*ss*Lon.No.2–92<br>1*Dk*(*Irn*)&*Spardk* | 1261<br>1249<br>951 | ✝100A1<br>*Spar dk*<br>*withfreeboard*<br>6,94 ~~8,93~~ ✝LMC11,92<br>~~BS8,92~~ 6,94 | Lon<br>A&CP | *n* | 1884<br>7mo | J.Laing<br>Sunderland | Cia.Maritima | 228·0<br>B8′ | 32·4 | 13·9<br>21·6<br>BK8″ | Barcelona<br>Spanish<br>4*BHCem* | C.2Cy.26″&52″–30″ (*a*)<br>90lb ~~54lb~~55lb 95HP<br>1DB,4*pf*,GS50<br>J.Dickinson,Sunderland | 14 ″ 10<br>s 5 ″ 11 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Survivance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. ps. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1073** | **Corunna** | **SteelScSr** | 1291 | ✠100A1 | Gmh | *n* | **1891** | Ramage | **Lth,Hull,& Hmbrg** | 230·0 \| 34·1 \| 13·0 | **Leith** | T.3Cy.17″,27″&44″–30″ (*s*) | 13 ″ 9 |
| 99224 | *T.Watson*89–91 | | 1257 | *Awng dk* | LA&CP | | 9mo | & Ferguson | **SteamPacketCo.** | drp91 19·7 | British | 160lb *55lb* 99HP | s 8 ″ 2½ |
| MHLQ | | 1*Dk*(*Stl*)*&Awngdk* | 807 | *withfreeboard* | Lth | | | Leith | **(J.Currie & Co.,** | FK | 5*BHCem* | 1SB,*3trf*,GS63,HS1681 | |
| | | | | 1,95 ~~2,94~~ | ✠LMC9,91 | | | | *Mgrs.*) *WB* | = *FPT*84*t APT*25*t* | *MT*30′400*t* | Ramage&Ferguson,Leith | |
| **1074** | **Corvus** | **SteelScYl** | 140 | ✠100A1 | Gls | | **1893** | Mackie& | **Grimsby&North** | 99·3 \| 20·1 \| 10·4 | **Grimsby** | T.3Cy.11″,17″&27″–20″ (*s*) | 11 ″ 7 |
| 99715 | *E.Freer* –93 | 1*Dk* | 127 | *StmTrawler* | LA&CP | | 9mo | Thomson | **SeaStm.Trawling** | Q17′F19′ | British | 165lb 40HP | |
| NFGH | | | 54 | 9,93 | ✠LMC9,98 | | | Glasgow | **Co.(Lim.)** | BK7½ | 3*BHCem* | 1SB,*2pf*,GS29,HS574 | |
| | | | | | | | | | | | | Muir&Houston,Glasgow | |
| **1075** | **Cosme de Herrera** | **SteelScSr** | 647 | ✠ | Sld | *k* | **1888** | Sunderlnd | **Sobrinos de** | 200·0 \| 31·0 \| 12·3 | **Havanah** | T.3Cy.18″,29″&48″–33″ | |
| | *Garcia* | *Floors pt Irn* | 512 | 11,88 | LA&CP | | 11mo | S.B.Co(Lim.) | **Herrera** | P44′F27′ | Spanish | 140HP | |
| HLCD | (*ex*ElenaOms) | 1*Dk*(*pt Stl*-ws) | 384 | | ✠ | | | Sunderland | | *pt Shade dk*64′ FK | 4*BHCem* | 2SB,*4cf*,GS64 | |
| | | | | | | | | | | | | N.E.Marine E.Co.(Lim.)Sld | |
| **1076** | **Cosmopolis** | **WoodScSr** | 340 | | | | **1887** | G.Boole | **G.H.Collins** | 154·0 \| 32·0 \| 10·5 | **S.Frncisco** | C.2Cy.16″&30″–20″ | |
| 126443 | *G.Dettmers* | | 267 | | | | | SanFrancisco | | | Utd.States | 200HP | |
| KDVM | | 1*Dk* | 267 | | | | | | | | | Hnckly,Spiers&HaysS.Fo. | |
| **1077** | **Cosmopolit** | **IronScSr** | 865 | | | | **1882** | G.Howaldt | **RhedereiAct.Ges.** | 204·0 \| 25·8 \| 20·2 | **Kiel** | C.2Cy.25″&40″–27″ | |
| | *Holtz* –93 | 1*Dk*&*Spardk* | 831 | | | | | Kiel | **"Cosmopolit"** | B59′ | German | 85HP | |
| LCKP | | | 671 | | | | | | | | *WB* | HowaldtBros.,Kiel | |
| **1078** | **Cosmopolitan** | **IronScSr** | 1592 | ✠90A1 | Cff | *r* | **1875** | T.Turnbull | **T.Turnbull&Son** | 274·0 \| 33·7 \| 17·5 | **Whitby** | T.3Cy.19½″,32″&52″–39″ (*s*) | 18 ″ 7 |
| 72129 | *F.Corner*87–90 | *ss*Stk.No.3–6,87 | 1577 | *Spar dk* | A&CP | | 5mo | &Son | | ND92 24·4 | British | 160lb *85lb* NDB93 150HP | s 6 ″ 1½ |
| NWPV | | *ss*Cff.No.1–91 | 1024 | 8,94 ~~9,04~~ | ✠LMC10,91 | | | Whitby | | BK10″ | 4*BHCem* | 2SB,*4cf*,GS68 | |
| | | 1*Dk*&*Spardk3trB* | | ✠NB6,87 | BS7,98 8,94 | | | | | *WB*=*DBa*80′*f*140′ | *Tpd*87Blair&Co.(Lim.)Stk | | |
| **1079** | — | **WoodPadTug** | 170 | ✠ | Shl | 7 | **1869** | Readhead, | **J.Wardle** | 118·7 \| 20·1 \| 11·2 | **S.Shields** | L.2Cy.30″–54″ | |
| 62985 | *J.Leath* | ptIB | — | 6,69 | A&CP | | 5mo | Softley&Co. | | Cl | British | 60HP | |
| | | | 70 | *For Tug purposes* | | | | S.Shields | | | | Readhd,Softly&Co. S.Shl. | |
| **1080** | **Cosmos** | **SteelPadSr** | 1003 | | | | **1879** | A&J Inglis | **P.Henderson&Co.** | 249·6 \| 29·1 \| 11·2 | **Bns.Ayres** | C.2Cy.44″&77″–72″ | |
| | | | 564 | | | | 10mo | Glasgow | | P173*t* F36*t* | Argentine | 250HP | |
| | *Elec.light* | | 734 | | | | | | | | | A.&J.Inglis,Glasgow | |
| **1081** | **Cossack** | **IronSc3MstSr** | 863 | | | | **1859** | C&WEarle | **R.Brown** | 218·7 \| 29·4 \| 17·0 | **S.Shields** | C.4Cy.20″&36″–30″ | |
| 27567 | *R.Burdon* –93 | | 749 | | | | | Hull | | Q79*t* | British | NB87 98HP | |
| PRTQ | | | 525 | | | | | | | | | *Cmp*75 Baily&LeethmHull | |
| **1082** | — | **SteelScSr** | 756 | ✠100A1 | Spl | *k* | **1890** | Wood, | ~~**PrincePierreN.**~~ | 200·5 \| 30·0 \| 12·6 | **Odessa** | T.3Cy.14½″,23½″&39″–27″(*s*) | 13 ″ 8 |
| | ~~*Paxomoff*~~ *ss*Oda.No.1-94 | | 577 | 10,94 ~~5,92~~ | A&CP | | 4mo | Skinner&Co. | ~~**Troubetzkoi**~~ | Q64′B53′F25′ | Russian | 160lb *60lb* 90HP | s 1 ″ 3 |
| | *Well deck* | 1*Dk*(*Irn*) | 473 | | ✠LMC4,96 | | 10,94 | Newcastle | PrincePierreN. | drp92 FK | 4*BHCem* | 2SB,*4pf*,GS46,HS1378 | |
| | *Petroosha* | | | | Oda | | | | Troubetzkoi *WB* | =*DBa*42′53*t FPT* | 18*t APT*12*t* | NEMarineECo.(Lim.)Nwc | |
| **1083** | **Costa Rica** | **IronSc3MstSr** | 1983 | ✠100A1 | Vcr | *s* | **1875** | M.Pearse& | **R.Dunsmuir&Sons** | 278·0 \| 38·3 \| 24·0 | **Corinto** | C.2Cy 27″&66″–42″ (*s*) | 25 ″ 2 |
| | *J.McIntyre*90–93 | *ss*SFo.No.3–7,88 | 1779 | A1*1 | A&CP | Lv | 9mo | Co. | | P64′B49′F39′ | Nicaraguan | 150lb *65lb* NDB94 250HP | 4 ″ 10 |
| | (*ex*Bristol,*ex*City | ~~3rdSurvey,88~~ | 1274 | 2,95 ~~3,01~~ | ~~✠LMC7,88~~ | | 12,94 | Stockton | | drp91 BK12″ | 5*BHCem* | ~~NDB,85~~ 2SB,*6pf*,GS132,HS156 | |
| | of Valparaiso) | 2*Dks*3*trB* | | **BS11,89** | SFo ~~✠NB12,94~~ | | | | *WB*=*DBa*70′*f* | 54′ *&u E&B*60′361*t* | *APT*41*t* | Hawks,Crawshy&Co.,Gts. | |
| | *ss*Vcr.No.1-94 | 4thSurvey,12,94 | | | | | | | | | | | |
| **1084** | — | **SteelScSr** | 1783 | | | | **1891** | Del.River | **PacificMailS.S.Co.** | 221·5 \| 36·0 \| 19·3 | **New York** | T.3Cy.20″,32″&50″–36″ | |
| 126741 | *J.M Doyle*88–92 | | — | | | | | I.S.B.&E. | | | Utd.States | | |
| KJNP | *Elec.light* | 2*Dks*&*Saloondk* | 1167 | | | | | Works, | | | | Del.RiverI.S.B.&E.Works, | |
| | | | | | | | | Chester,Pa. | | | | Chester,Pa. | |
| **1085** | **Costa Rican** | **SteelScSr** | 3179 | ✠ | Liv | Lv | **1885** | Harland& | **WestIndia&** | 360·6 \| 41·2 \| 26·8 | **Liverpool** | C.2Cy.40″&80″–51″ | |
| 91236 | *W.Kelly* –93 | 3*Dks*(2*Stl*) | 2993 | 3,86 | LA&CP | | 6mo | Wolff | **PacificSteam** | P45′B40*t* | British | 2B,*12f* 266HP | |
| KBMF | | | 2084 | | | | | Belfast | **Co.(Lim.)** | BK11″ | 7*BHCem* | Harland&Wolff,Belfast | |
| **1086** | **Costante** | **IronScSr** | 1121 | ✠100A1 | Gen | *o* | **1882** | H.McIn- | **M.&A.Dall'Orso** | 235·4 \| 32·8 \| 16·3 | **Spezia** | C.2Cy.26″&52″–42″ (*a*) | 17 ″ 6 |
| | ~~*L.Faggioni*~~ | ~~*ss*P.G1.No.2–91~~ | 954 | 3,95 ~~3,91~~ | LA&CP | | 10mo | tyre&Co. | **fu G.** | Q116′B15′F31′ | Italian | 80lb *80lb* NDB92 99HP | s 1 ″ 11 |
| | (*ex*Bellmore) | 1*Dk*(*Irn*)2*trB* | 717 | **BS10,93** | ~~✠LMC9,91~~ 3,95 | | | Paisley | | FK | 5*BHCem* | 2SB,*4pf*,GS84 | |
| | *Well deck G.B.Casteletto* | *ss*GenNo3-3,95 | | | | | | | | *WB*=*DBa* | 59*f*46′250*t* | Muir&Houston,Glasgow | |
| **1087** | **Cotehele** | **SteelScSr** | 2681 | ✠100A1 | Mdb | *t* | **1892** | SirR. | **"Cotehele" SS.Co.** | 299·5 \| 40·1 \| 20·5 | **Plymouth** | T.3Cy.22″,36½″&60″–42″ (*s*) | 22 ″ 10 |
| 99267 | *R.Trinnick* –92 | | 2067 | *pt Awng dk* | A&CP | | 12mo | Dixon&Co. | **(Lim.)** | P27′Q84′ | British | 160lb *80lb* 200HP | s 9 ″ 4 |
| | | 1*Dk*(*pt Stl*&*pt Irn*) | 1715 | *withfreeboard* | N.Yk | | | Middlesbro' | **(Bellamy&Co.)** | FK | 6*BHCem* | 2SB,*6pf*,GS94,HS3400 | |
| | | *&Webframes&pt Awngdk*(*Irn*) | | 9,94 ~~12,02~~ | ✠LMC11,92 | | | | *WB* | = *Cell DB*234′513*t* | *APT*111*t* | N.E.Mar.E.Co.(Lim.),Sld. | |
| **1088** | **Cotentin** | **IronSc** | 132 | ✠ | Lon | *a* | **1884** | R.&H. | **J.B.Breissan** | 90·0 \| 18·1 \| 8·4 | **Pt.Bail** | C.2Cy.15″&27″–18″ | 8 ″ 11 |
| | | 1*Dk* | 98 | 4,84 | LA&CP | | 3mo | Green | | B33′ | French | 4*BHCem* | |
| HTCV | | | 67 | | ✠ | | | London | | | | A.Wilson&Co.,London | |
| **1089** | **Cottage City** | **WoodSc** | 1885 | | | | **1890** | NewEng- | **MaineS.S.Co.** | 233·1 \| 40·6 \| 23·3 | **Prtlnd.Me.** | T.3Cy.22″,34″&55″–36″ | |
| 126613 | *J.Bennett* –90 | | — | | | | | landS.B.Co. | | | Utd.States | | |
| KGWT | | | 982 | | | | | Bath,Me. | | | | | |
| **1090** | **Coufidah** | **IronScSr** | 227 | ✠ | Brs | *c* | **1871** | G.Stothert | **IdareiMassousieh** | 122·0 \| 20·0 \| 10·6 | **Constanpl** | C.2Cy.16″&32″–18″ | |
| 1021 | *ss*Bdx.3–3,84 | | 183 | 8,90 | A&CP | | 1mo | &Co. | | Q36*t* | Turkish | 40HP | |
| | (*ex*Ixia) | *ss*Bdx.No.1–88 1*Dk* | 132 | | | | | Bristol | | | 4*BHCem* | G Stothert&Co.,Bristol | |
| **1091** | **Counsellor** | **IronSc3MstSr** | 2161 | | | | **1877** | Aitken& | **C.S.Swan&Hunter** | 311·0 \| 34·1 \| 25·6 | **Liverpool** | C.2Cy.35″&70″–48″ | |
| 76504 | *T.J.Tester* –93 | | 2103 | | | | 4mo | Mansel | | | British | 230HP ~~280lb~~ | |
| QRFC | | | 1411 | | | | | Glasgow | | | | J.&J.Thomson,Glasgow | |

*Yard named "Alacrita," See No. 13 in Supplement.*

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1092** | **Count d'Aspremont** | **IronScSr** | 452 | ✠90A1 | Sws | *h* | **1874** | Coulson, | **HarriesBros.&Co.** | 162·5 \| 23·2 \| 14·1 | **Swansea** | C.2Cy.20½″&40″–28″ (*i*) | 14 ″ 9 |
| 70222 | *J.Stevenson* –94 | *ss*Sws.No.3–4,93 | 372 | ~~12,93~~ 12,94 | A&CP | | 2mo | Cooke&Co. | | Q87′ | British | 75lb *50lb* NDB85 65HP | s 1 ″ 7 |
| PNMJ | (*ex*Othello,*ex*Count d'Aspremont) | | 274 | ✠NB7,85 ✠LMC11,92 | | | | Newcastle | | BK6½ | 4*BHCem* | 1SB,*2pf*,GS36 | |
| | | | | BS12,93 12,94 | | | | | | | | Christie,Gutch&Co.,Nwc. | |
| **1093** | **Count Ignatieff** | **IronPadSr** | 181 | | | | **1889** | J.Jones& | **BlackSea&** | 144·1 \| 20·1 \| 7·9 | **Odessa** | CD.4Cy.14½″&28″–42″ | |
| | | | 181 | | | | | Sons | **DanubeS.N.Co.** | | Russian | 90HP | |
| | | | 61 | | | | | Liverpool | | | | J.Jones&Sons,Liverpool | |
| **1094** | **Countess** | **IronScSr** | 2197 | ✠ A1*1 | Sld | Lv | **1885** | Short Bros. | **Taylor&Sander-** | 275·0 \| 40·1 \| 22·4 | **Sundrland** | C.2Cy.33″&62″–42″ | 25 ″ 2 |
| 90324 | *M.Brown*87–89 | 1*Dk*(*Irn*)2*trB* | 1926 | ~~12,98 5,04~~ | Shl | | 5mo | Sunderland | **son** | B166*t*Q48*t* | British | 100lb *65lb* 180HP | s 4 ″ 1½ |
| KBCT | | 2ndSurvey,Sld.12,93 | 1406 | **BS5,02** | LMC8,93 | | | | | BK10″ | 5*BH* | 2SB,*6pf*,GS35 | |
| | | | | 10,94 | | | | | | *WB*=*DBa*68′*f*92′ | *&uB*32′407*t* | Carr&Co.(Lim.),Sld. | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. — Master. — Special Surveys. | 3 Late Name if any. — No. of Decks, &c. | 4 Regist'd Tonnage: Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. How Limited. Distinguishing Letter | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. — Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which vessel is classed, &c. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1095 / 98555 | **Countess** ~~A.Emerson~~ *J.Green94–94* | **IronScK** *ssAbn.No 1-95* 1*Dk* | 113 / 105 / 21 | ✠100A– *StmTrawler* ~~6,94 9,93~~ 5,95 ✠LMC3,91 1,95 | Abn | | 1891 1mo | J.T. Eltringham &Co. S.Shields | **R.Laing** | 93·0 | 18·6 | 10·1 BK6″ | Aberdeen British | C.2Cy.16″&32″–22″ (*s*) 100lb 40HP 1SB,*2pf*,GS32 Clyne,Mitchell&Co.,Abn. | 10 ″ 3 | |
| 1096 / 77445 BQLG | **Countess of Aberdeen** *(WRECKED 4,94)* *W.Jass89–89* | **IronScSr** *ssAbn.No.3–12,86 ssAbnNo.1–91* 1*Dk2trB* | 580 / 480 / 291 | ✠ 5,93 ✠NB12,86 | Abn A&CP | *j* | 1878 2mo | BarrowS.B Co.(Lim.) Barrow | **Aberdeen,Newcstl. &HullSteamCo. (Lim.)** | 200·1 P56′ ND86 | 26·8 B48′ | 13·9 F37′ BK7½″ | Aberdeen British 4*BHCem* | C.2Cy.33″&66″–33″ NDB86 180HP 2SB,*6pf*,GS98 BarrowS.B.C.(Lim.)Brw. | 14 ″ 8 s 1 ″ 9 | |
| 1097 / 84918 | **Countess of Bantry** *W.O'Halloran89–89* | **IronScSr** *ssBel.No.1–89* 1*Dk* | 86 / 86 / 44 | ✠ ~~——~~ 10,91 ✠ | Bel | *a* | 1884 5mo | Workman, Clark&Co. Belfast | **BantryBayS.S. Co.(Lim.)** | 91·6 | 17·0 | 9·0 | Skibbereen British 4*BHCem* | C.2Cy.14″&27″–20″ NB93 30HP W.Kemp,Glasgow | 9 ″ 6 | BT till ~~8,94~~ 8,95 |
| 1098 | **Countess of Derby** | | 136 / — / 86 | | | | 1884 | Hepple& Co. N.Shields | **CrownAgent for the Colonies** | 125·0 B19′ | 18·1 H25′ | 8·2 F30′ | Srra.Leone British *WB* | 2Cy.27″–36″ 48HP Hepple&Co.,NorthShields | | |
| 1099 / 58415 LCST | **Countess of Dublin** *(CONDEMNED 3,94 after COLLISION)* *W.Boyd88–91* | **IronScSr** 6thSurvey,Dub.3,89 1stSurvey,Dub.2,92 2*Dks* | 741 / 601 / 415 | ✠ 10,93 | Lon | Lv | 1869 6mo | Walpole, Webb&Co. Dublin | **British&Irish SteamPacket Co.(Lim.)** | 220·4 P87*t* | 28·2 H50*t* | 15·0 F22*t* | Dublin British 4*BHCem* | 2Cy.44″–42″ 150HP Thompson,Boyd&Co.Nwc. | 15″10 | BT till 10,94 |
| 1100 / 95497 | **Countess of Lathom** | **SteelDblTwinSc** 1*Dk*(*Stl*-ws) | 338 / 338 / 230 | ✠ 9,89 ✠ *For Greenwich ferry purposes* | Lon LA&CP | | 1888 8mo | Steward& Latham London | **GreenwichFerry Co.(Lim.)** | 120·0 | 40·0 | 10·1 FK | London British 7*BH* | C.4Cy.18″&34″–24″ 92HP Appleby Bros.,London | 10″11 | |
| 1101 / 85268 | **Countess of Lisburne** *E.Jenkins –93* *Well deck* | **IronScSr** 1*Dk*(*ptIrn*) | 179 / 135 / 63 | ✠ 4,90 ✠ | Brs LA&CP | *b* | 1886 2mo | Grangmth Dockyard Co. Grangemouth | **Aberystwith& AberdoveyStm. Pkt.Co.(Lim.)** | 110·0 Q40′B8′F14′ | 19·9 | 8·2 FK | Abrystwth British 4*BHCem* | C.2Cy.18″&34″–24″ 50HP Ross&Duncan,Glasgow *WB=FPT15t* | 9 ″ 0 | |
| 1102 / 95498 | **Countess of Zetland** | **SteelDblTwinSc** 1*Dk*(*Stl*-ws) | 338 / 338 / 230 | ✠ 11,89 ✠ *For Greenwich ferry purposes* | Lon LA&CP | | 1888 9mo | Steward& Latham London | **GreenwichFerry Co.(Lim.)** | 120·0 | 40·0 | 10·1 FK | London British 7*BH* | C.4Cy.18″&34″–24″ 92HP Appleby Bros.,London | 10″11 | |
| 1103 / 96165 LKTF | **County** *G.Russell –89* *Well deck* | **SteelScSr** *ssNwc.No.1–94* 1*Dk*(*Stl*)2*trB* | 2044 / 1650 / 1310 | ✠100A1 ~~5,95 7,94 7,94~~ ✠LMC2,94 ~~Npt~~ | Nwc LA&CP | *r* | 1889 11mo | Palmers Co (Lim.) Newcastle | **DurhamS.S.Co. (Lim.) (J.White,** *Mgr.*) | 275·2 Q76′P29′B107′ E34′ drp94 | 37·9 BK9½″ *WB=Cell* | 19·0 *4BH.Asp DB*226′416*t* *4BHptAsppt Cem* | Newcastle British | Q.4Cy.16½″20″35″&54″–42″ 200lb *70lb* (*s*) 200HP 2SB,*6rf*,GS93,HS3006 Palmers'Co.(Lim.),Nwc. | 21 ″ 8 s 1 ″ 11½ | |
| 1104 / 93179 LBSC | **County Antrim** *G.Thomsen –93* *Well deck* | **IronScSr** *ssHul.No.1–93* 1*Dk*(*Irn*)2*trB* | 1960 / 1464 / 1283 | ✠100A1 1,94 ~~8,93~~ ✠LMC8,93 ~~Liv~~ | Hul A&CP | *r* | 1889 2mo | Wood, Skinner&Co. Newcastle | **CountySteamShip Co.(Lim.) (W.J.Woodside,** *Mgr.*) *WB=DB* | 270·0 Q96′B116′F29′ *n72′f120′373tFPT* | 37·0 FK | 18·4 *68tAPT42t* | Belfast British 4*BHCem* | T.3Cy.20″33″&54″–36″ (*s*) 160lb *60lb* 150HP 2SB,*6f*,GS74 N.E.MarineCo.(Lim.)Nwc. | 19 ″ 8 s 1 ″ 9½ | |
| 1105 / 96258 LKMJ | **County Derry** *G.Winterton –94* *Well deck* | **SteelScSr** 1*Dk*(*Irn*)&*Webframes* | 1897 / 1381 / 1168 | ✠100A1 2,92 ✠LMC11,89 | Liv A&CP | *r* | 1889 11mo | S.P.Austin &Son Sunderland | **CountySteamShip Co.(Lim.) (W.J.Woodside,** *Mgr.*) | 272·0 Q68′P28′B124′ F27′ *WB=CellDB228* | 38·1 FK | 16·8 *4BHAsp 356tAPT36t* | Belfast British | T.3Cy.20″32½″&53″–36″ (*s*) 160lb *80lb* 160HP 2SB,*4rf*,GS72,HS2522 N.E.MarineEng.Co.Ld Sld. | 19 ″ 0 s 1 ″ 6½ | |
| 1106 / 96260 | **County Down** *W.Craig –93* *Well deck* *Elec.light* | **SteelScSr** *ssCff.No.1–95* 1*Dk*(*Stl*)&*deepframing* | 2210 / 1595 / 1427 | ✠100A1 ~~12,93~~ 1,95 ✠LMC~~4,96~~ 1,95 | Cff LA&CP | *s* | 1890 4mo | Workman, Clark&Co. (Lim.) Belfast | **CountySteamShip Co.(Lim.) (W.J.Woodside,** *Mgr.*) *WB* | 285·3 Q104′B118′F34′ *=Cell DB 260′490t* | 38·2 BK10″ | 19·2 *5BHCem APT26t* | Belfast British | T.3Cy.19″32″&52″–42″ (*s*) 160lb *80lb* 160HP 1DB,*6rf*,GS102 W.King&Co.,Glasgow | 22 ″ 1 s 2 ″ 0½ | |
| 1107 / 88752 JCBT | **County of Durham** *W.Ross86–86* *Well deck* | **IronScSr** *ssNpt.No.2–92* 1*Dk*(*Irn*) | 775 / 609 / 481 | ✠100A1 ~~2,94 2,94 12,94~~ 5,95 BS2,93 ✠LMC1,92 6,94 ~~Jan~~ Shl | Nwc A&CP | *k* | 1883 10mo | J.Priest- man&Co. Sunderland | **E.Jobson** | 195·0 Q101′B20′F24′ *WB=DBa* | 30·2 BK7½″ | 14·1 *4BHCem 46′f53′140t* | Newcastle British | C.2Cy.24″&48″–36″ (*s*) 80lb ~~*55lb 45lb*~~ 90HP 1SB,*3pf*,GS50 Black,Hawthorn&Co.,Gts. | 15 ″ 0 s 1 ″ 5½ | |
| 1108 / 87975 JLMV | **County of Lancaster** *T.Cole –94* | **IronScK** *ssLiv.No.2–92* 1*Dk*(*Irn*) | 214 / 188 / 130 | ✠100A1 ~~9,94 2,94~~ BS3,94 ✠LMC3,92 Brs | Liv LA&CP | *c* | 1884 5mo | PenarthCo Penarth | **A.J.Smith** | 120·0 Q44′F16′ | 20·0 BK7″ | 9·8 *3BHCem* | Bristol British | C.2Cy.13″&24″–18″ (*i*) 80lb 40HP 1SB,*2pf*,GS22 PenarthShBgCo.(Lm)Pth. | 10 ″ 5 s 1 ″ 2 | |
| 1109 / 91169 JSPR | **County of York** *G.Maddrell –94* | **IronScSr** *ssBrw.No.2–94* 2*Dks*(*Irn*)&*Webframes* | 2282 / 2146 / 1478 | ✠100A1 3,94 ✠NB3,94 ✠LMC3,94 | Brw LA&CP | *s* | 1884 9mo | BarrowS. B.C. (Lim.) Barrow | **Gracie,Beazley& Co.** *WB=DBa48′&uE&B60′302tFPT* | 285·2 P39′B61′F33′ 60*t* | 38·3 BK10″ | 24·2 *6BHCem APT30t* | Liverpool British FD | Q.4Cy.20″,28½″,40″&57″–42″ 200lb *90lb* NDB94 (*s*) 200HP ~~2SB,6cf,GS99,HS2032~~ BarrowS.B.Co.(Lim.)Brw. 1SB,*3rf*,GS55,~~HS221~~ | 25 ″ 8 s 4 ″ 7 | |
| 1110 / 95231 KPMS | **Courier** *G.W.Gallois –93* *Well deck* | **SteelScCtr** 1*Dk* | 728 / 455 / 223 | | | | 1887 9mo | C.S.Swan &Hunter Newcastle | **Huddart,Parker &Co.(Lim.)** | 220·8 Q140′ | 30·0 F37′ | 12·6 | Melbourne British | T.3Cy.30′,46″&73″–36″ FD 300HP Hawthrn,Leslie& Co.,Nwc. | 13 ″ 3 s 1 ″ 4½ w1 ″ 6 | |
| 1111 HCJP | — *J.Törresen83–83* | **SteelScSr** 1*Dk2trB* | 595 / 484 / 362 | | | … | 1883 6mo | MotalaCo. Gothenburg | **LislebyFabrik** | 161·8 Q27*t* B61*t* H13*t* F9*t* | 26·6 | 15·3 | Frdrikstad Norwegian *WB* | C.2Cy.19½″&35½″–23½″ 80HP MotalaCo.,Gothenburg | | N |
| 1112 86457 | — *N.Whales76–81* | **IronScSr** 1*Dk* | 140 / 149 / 36 | 5,87 | Sou LA&CP | *c* | 1883 5mo | Day,Sum- mers&Co. Northam | **T.N.Barbenson &Co.** | 129·8 | 19·2 | 9·7 | Guernsey British 4*BHCem* | C.2Cy.20″&40″–24″ 65HP Day,Summers&Co.,Sou. | | |
| 1113 71854 | — *W.Whales* | **IronScSr** 1*Dk* | 105 / 100 / 37 | | | | 1876 | Day,Sum- mers&Co. Southampton | **Mrs.M.Willis (N.Barbenson,** *Mgr.*) | 109·7 F13*t* | 17·1 | 8·1 | Guernsey British | C.2Cy.13″&26″–18″ 30HP Day,Summers&Co.,Sou. | | |
| 1114 65777 WRGS | **Courland** *T.C.Clinock –94* | **IronSc3MstSr** *ssGls.No.3–12,85 ssC.Tn.No.2–94* 2*Dks3trB* | 1248 / 1221 / 760 | ✠100A1 2,94 ✠NB12,85 | CTn A&CP | *o* | 1872 7mo | R.Napier &Sons Glasgow | **D.Currie&Co.** | 250·4 BS4,95 | 30·2 LMC2,94 | 21·5 BK8½″ | London British 6*BHCem FPT10t* | C.2Cy.30″&54″–36″ (*r*) 70lb ~~450~~ NDB86~~85~~ 130HP 2SB,*6cf*,GS80 R.Napier&Sons,Glasgow | | |
| 1115 HTDV | **Courlis** *J.Brousteau84–89* (*Trawler*) | **IronSc** *ssBdx.No.2–92* 1*Dk* | 112 / 110 / 65 | ✠100A1 5,94 BS5,94 ✠LMC12,92 | Bdx LA&CP | *b* | 1884 6mo | Hawthorns &Co. Leith | **H.S.Johnston &Co.** | 101·5 F12′ | 18·0 BK6½″ | 9·4 | LaTeste French 4*BHCem* | C.I.2Cy.15″&27″–21″ (*j*) 75lb 33HP 1SB2*pf*,GS19 Hawthorns&Co.,Leith | 10 ″ 1 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Capitaine.* *Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. * Pression des Chaudières. Force nominale. Nom du Constructeur. | 14<br>Creux sur Quille. Franc-bord au milieu du navire.<br>pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1116<br>96997 | Courser WoodSternWheelPad<br>*G.H.Cooper* -92 | 161<br>35<br>101 | | | | 1892 | G H Cooper<br>N.Westminster,B.C. | A.Peers | 125·0\|14·5\| 3·5 | N.Wstmtr.<br>B.C.<br>British | H.1Cy.16″–48″<br>23H<br>BritishColumbiaIrnWks., Vancouver | |
| 1117<br>102821 | Courtfield SteelScSr<br>*W.J.Sheldrake*69–93<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*Webframes* | 3253<br>3069<br>2105 | ✠100A1<br>*Spar dk*<br>~~7,94~~ ~~1,94~~<br>4,95 ✠LMC11,93 | Bom<br>LA&CP<br>~~Bry~~ Bly | *v* | 1893<br>11mo | Richardsn,<br>Duck&Co.<br>Stockton | CourtfieldS.S.Co.<br>(Lim.)<br>(Harris&Dixon)<br>*WB=DBa&uE* | 330·0\|43·1\|18·0<br>B79′F39′ 25·9<br>FK<br>130′*f*136′600*tFPT* | London<br>British<br>6*BHCem*<br>91*tAPT*43*t* | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *80lb* 300H<br>2SB,*6cf*,GS118,HS4200<br>Blair&Co.(Lim.),Stockton | 20″10<br>s 6″4 |
| 1118<br>87042<br>HDBJ | Cousins Arbib IronScBn<br>~~*W.Wiseman*87–93~~ *ss*Lon.No.2–91<br>*J.E.Chandler* -95 2*Dks*(1*Irn*)3*trB* | 2147<br>1979<br>1395 | ✠100A1<br>5,94<br>BS~~11,93~~ ✠LMC7,91<br>2,95 | Shl<br>LA&CP | *s* | 1882<br>11mo | R.Dixon<br>&Co.<br>Middlesbro' | E.Arbib&Co. | 300·2\|35·2\|24·0<br>P36′B63′F34′<br>len86 BK9½″<br>*WB=DBa*58′*f*76′253*t* | London<br>British<br>5*BHCem* | C.2Cy.35″&65″–36″ (*b*)<br>80lb 170HP<br>2SB,*4cf*,GS88<br>T.Richardson&Sons,Hpl. | |
| 1119<br>HJLS | Covadonga IronSc<br>*P.Garcia* *ss*Dun.No.2–79<br>*Well deck* 2*Dks* | 801<br>565<br>545 | ✠<br>9,79 | Dun<br>A&CP | *j* | 1870<br>9mo | Gourlay<br>Bros.&Co.<br>Dundee | MelitónGonzalez<br>&Co. | 190·0\|28·2\|14·5<br>P116′ F36′ | Gijon<br>Spanish<br>5*BHCem* | C.2Cy.31″&49″–42″<br>NB79 140HP<br>Gourlay,Brs.&Co.,Dundee | |
| 1120<br>83886<br>TMHG | Coventina IronScSr<br>*A.J.Warden* *ss*Cff.No.3–12,91<br>2*Dks*(1*Irn*)3*trB* | 1645<br>1524<br>1062 | ✠100A1<br>6,94 ~~12,93~~<br>BS~~5,93~~ ✠LMC12,91<br>8,94 | Sld<br>A&CP<br>Shl | *r* | 1880<br>8mo | Palmers'<br>Co.(Lim.)<br>Newcastle | B.J.Sutherland&<br>Co. | 255·7\|34·2\|22·3<br>P20′B62′F30′<br>ptND93 BK9″<br>*WB=CellDB*212′275*t* | Newcastle<br>British<br>4*BHCem* | C.2Cy.32″&60″–42″ (*i*)<br>80lb *45lb* 200H<br>2SB,*6pf*,GS98<br>Palmers'Co.(Lim.),Nwc. | 24″5<br>s 3″10 |
| 1121<br>86963<br>HWBV | Coventry IronScSr<br>~~*A.E.Wilson* -92~~ *ss*Hpl.No.2–91<br>*Race*94-94 1*Dk*(*Irn*)&*Webframes*<br>*Well deck* | 1702<br>1326<br>1073 | ✠100A1<br>10,93<br>BS8,93 ✠LMC6,91 | Bly<br>LA&CP | *q* | 1883<br>7mo | E.Withy<br>&Co.<br>WHartlepool | Sivewright,Bacon<br>&Co. | 257·6\|34·6\|19·4<br>Q88′B78′F33′<br>BK9″<br>*WA=DBa*72′*f*96′307*t* | W.Hartlpl<br>British<br>4*BHptAsp*<br>*ptCem* | C.2Cy.33″&61″–33″ (*b*)<br>75lb ~~65lb~~*55lb* 150H<br>1DB,*4pf*,GS75<br>T.Richardson&Sons,Hpl. | 20″5<br>s 2″1 |
| 1122<br>~~91308~~<br>~~KLGD~~ | Coya SteelScSr<br>~~*C.W.Hallett*92-93~~ (*ex*Bayley)<br>*ss*Lon.No.1–91 2*Dks*(*Stl*)3*trB* | 2607<br>2392<br>1696 | ✠100A1<br>6,94 ~~12,93~~<br>BS~~12,92~~ ✠LMC1,91 | NYk<br>LA&CP | *u* | 1886<br>11mo | C.S.Swan<br>&Hunter<br>Newcastle | ~~NewYork&Pacific~~<br>~~S.S.Co.(Lim.)~~ | 329·5\|40·0\|24·5<br>P38′B80′F40′<br>BK10″<br>*WB=CellDB*256′325*t FPT* | ~~London~~<br>~~British~~<br>5*BHCem*<br>14*tAPT*14*t*<br>Peruvian | T.3Cy.26″,42″&69″–48″ (*s*)<br>150lb *60lb* 400H<br>3DB,*12pf*,GS186<br>WallsndSlpy&E.Co.(Lm.) | 27″0<br>s 4″1 |
| | *Now named* "La Constitucion," *See No. 26 in Supplement.* | | | | | | | | | | | |
| 1123<br>97989 | Cragg SteelScSr<br>*F.Meredith*92–93<br>1*Dk*(*Irn*)*Floors*(*Irn*)<br>*Well deck* | 555<br>416<br>333 | ✠100A1<br>12,93<br>✠LMC1,92 | Liv<br>A&CP | *h* | 1892<br>1mo | TyneI.S.B.<br>Co.(Lim.)<br>Newcastle | Fisher,Renwick<br>&Co.<br>*WB=DBa*37′ | 169·5\|27·2\|10·5<br>Q86′B21′F18′<br>drp93 BK7″<br>&*uE*& B33′109*tFP* | Newcastle<br>British<br>4*BHCem*<br>*T*19*tAPT*2*t* | T.3Cy.13″,22″&36″–24″ (*s*)<br>160lb *80lb* 70H<br>1SB,*3pf*,GS39,HS1235<br>WlsndSlpwyCo(Lm.)Nwc | 13″6<br>s ″11 |
| 1124<br>HFKQ | Craggs SteelScSr<br>*O.Mohn* -92 1*Dk*(*Steel*) | 520<br>398<br>316 | | | | 1891 | R.Craggs<br>&Sons<br>Middlesbro' | Aktiesel.Dampskibet"Craggs"<br>(D.S.Meier) | 161·9\|26·4\|12·6<br>Q59*t*B35*t*H13*t*F14*t* | Chrstiania<br>Norwegian | T.3Cy.13″,21″&34″–24″<br>65HP<br>Westgrth,English&C.Mdb | |
| 1125<br>101813 | Cragside SteelScSr<br>*T.Morris* -93<br>*Well deck* 1*Dk*(*Irn*) | 513<br>357<br>227 | ✠100A1<br>~~6,93~~11,94<br>✠LMC11,92 | Nwc<br>A&CP | *g* | 1892<br>12mo | Wood,<br>Skinner&Co<br>Newcastle | L.S.Carr&Co.<br>W | 160·3\|25·6\|11·9<br>Q81′B14′F21′<br>FK<br>B=DBa31′28*t FP* | Newcastle<br>British<br>4*BHCem*<br>*T*17*tAPT*7*t* | T.3Cy.13″,21½″&34″–27″ (*s*)<br>160lb *80lb* 60H<br>1SB,*3pf*,GS41,HS1120<br>N.E.Mar.E.Co.(Lim.),Sld. | 12″6<br>s ″10 |
| 1126<br>102680 | Craigearn SteelScSr<br>*D.Kirkwood*94–94 2*Dks*(*Stl*)&<br>*deep framing*3*DkRule* | 3013<br>2704<br>1948 | ✠100A1<br>1,95 ~~4,94~~<br>✠LMC4,94 | Gls<br>LA&CP<br>Cff | *u* | 1894<br>4mo | D.&W.<br>Henderson<br>&Co.<br>Glasgow | ~~Biggart&Fulton~~<br>Steamship"Craigearn"(Lm)<br>(Biggart&Fulton)<br>*WB=C* | 316·0\|42·0\|23·6<br>P45′B60′F31′<br>FK<br>*ellDB*146′470*tFPT* | Glasgow<br>British<br>5*BHCem*<br>70*tAPT*65*t* | T.3Cy.23½″,38″&62″–42″ (*s*)<br>160lb *60lb* 258HP<br>2SB,*6pf*,GS121,HS4010<br>D.&W.Henderson&Co.Gls. | 27″0 |
| 1127<br>87712<br>JBQP | Craigendoran IronScSr<br>~~*W.S.Jones* -93~~ *ss*Gls.No.2–92<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*R.Stephen*94–95 | 1471<br>1155<br>943 | ✠100A1<br>3,95 ~~3,94~~11,94<br>BS~~10,93~~ ✠LMC10,91<br>11,94 | Gls<br>LA&CP | *p* | 1883<br>10mo | Ramage&<br>Ferguson<br>Leith | S.S."Craigendoran"Co.(Lim.)<br>(Maclay&<br>McIntyre) | 250·0\|34·2\|17·7<br>Q89′B72′F25′<br>FK<br>*WB=* | Glasgow<br>British<br>4*BHCem*<br>*MT*22′200*t* | C.2Cy.30″&56″–39″ (*s*)<br>80lb *50lb* 150HP<br>1DB,*6pf*,GS103<br>Ramage&Ferguson,Leith | 18″9<br>s 1″10 |
| 1128<br>89456<br>JDTL | Craiglands IronScSr<br>*H.Dettmer*93–93 *ss*Shl.No.2–92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1373<br>1073<br>851 | ✠100A1<br>~~5,94~~ ~~10,93~~ 2,95<br>~~BS4,93~~ ✠LMC2,92<br>BS2,95 ~~5,94~~ | Hpl<br>A&CP<br>~~Npt~~ Cff | *o* | 1883<br>12mo | Irvine&Co.<br>WHartlepool | ~~Hardy,Wilson&Co.~~<br>J.F.Wilson&Co | 245·2\|33·3\|15·9<br>Q90′B63′F65′<br>drp92 BK8½″<br>*WB=Cell* | W.Hartlpl<br>British<br>4*BHCem*<br>*DB*201′321*t* | C.2Cy.30″&57″–33″ (*b*)<br>80lb *60lb* 138HP<br>1DB,*4pf*,GS68<br>T.Richardson&Sons,Hpl. | 18″11<br>s 1″7 |
| 1129<br>96089<br>LHVW | Craiglee SteelScSr<br>~~*W.R.Wilson* -93~~ *G.W.Leslie*<br>*Well deck* 1*Dk*(*Stl*)&*Webframes*<br>*ss*Sld.No.1-94 | 1921<br>1635<br>1233 | ✠100A1<br>~~5,94~~ ~~6,93~~ 3,95<br>✠LMC~~9,89~~12,93 | Lon<br>LA&CP<br>~~Sld~~ Syd | *r* | 1889<br>9mo | Campbeltn<br>S.B.Co.<br>Campbeltwn | S.S.Craiglee(Lim.)<br>(Biggart&Fulton) | 285·0\|39·1\|18·5<br>Q98′B60′F40′<br>BK10″<br>*WB=CellDB*230′ | ~~Sydny NSW~~<br>British<br>5*BHCem*<br>383*tAPT*64*t* | T.3Cy.21″,33″&54″–39″ (*s*)<br>160lb *75lb* 160HP<br>2SB,*6rf*,GS102,HS2590<br>Muir&Houston,Glasgow | 21″2 |
| 1130<br>97747<br>LNPJ | Craigmore SteelScSr<br>~~*R.S.W.Parry*85–90~~ *Beesley*<br>*Well deck* 1*Dk*(*Irn*)2*trBFloorsIrn*<br>*ss*Liv.No.1-94 | 2285<br>1699<br>1458 | ✠100A1<br>10,94 ~~1,94~~<br>✠LMC~~2,90~~ 1,94 | Nwc<br>A&CP<br>Liv | *r* | 1890<br>2mo | Bartram,<br>Haswell&<br>Co.<br>Sunderland | SSCraigmore(Lm)<br>(W.Johnston&Co.,<br>Lim.)<br>*WB=CellDB*36 | 284·0\|39·0\|18·2<br>Q94′B136′F34′<br>FK<br>78*tFPT*54*tAPT*50*t* | Liverpool<br>British<br>5*BHCem*<br>*MT*38′462*t* | T.3Cy.22″,36½″&60″–42″ (*s*)<br>160lb *70lb* 250HP<br>2SB,*6rf*,GS94<br>J.Dickinson,Sunderland | 20″0<br>s 1″8 |
| 1131<br>58805<br>JBFD | Craignair IronScSr<br>*Griffiths*92–92 ~~*ss*Liv.No.2–90~~<br>*ss*Liv.No.3-5,94 1*Dk* | 105<br>84<br>59 | ✠90A1<br>5,94 ~~10,92~~<br>✠NB90 ✠LMC~~6,90~~5,94 | Liv<br>LA&CP | *a* | 1881<br>8mo | Dobson&<br>Charles<br>Grang'mouth | CraignairS.S.Co.<br>(Lim.)<br>(R.&D.Jones) | 87·8\|18·5\| 7·2<br>Q35′F11′<br>~~drp91&92~~ BK6″<br>*WB=FPT*3*t* | Liverpool<br>British<br>3*BHCem* | C.2Cy.11″&24″–18″<br>75lb 25HP<br>1SB,*2pf*,GS21<br>R.H.Pearson&Co.Glasgow | |
| 1132<br>~~86719~~<br>~~WPRK~~ | Craigton IronScSr<br>~~*H.G.Ferry*90–92~~ *ss*Ply.No.2–90<br>*A.Marcenaro*92-94 2*Dks*(*Irn*)3*trB* | 2063<br>1784<br>1325 | ✠100A1<br>9,94 ~~11,93~~<br>BS~~2,93~~ ✠LMC10,90<br>3,94 | Npt<br>LA&CP<br>Lon | *s* | 1882<br>9mo | Ramage&<br>Ferguson<br>Leith | ~~GlasgowS.S.Co.~~<br>~~(Lim.)(P.H.Dixon~~<br>~~&Harrison,Mgrs.)~~<br>G.B.Reforzo | 275·0\|37·2\|22·4<br>P41′B60′F40′<br>BK9½″<br>*WB=FPT*50*t* | ~~Glasgow~~<br>Genoa Italian<br>5*BHCem*<br>*MT*28′450*t* | C.2Cy.32″&64″–42″ (*b*)<br>80lb ~~80lb~~*60lb* 200HP<br>2SB,*6rf*,GS120<br>Blaikie Bros.,Aberdeen | 23″6<br>s 3″8 |
| | *Now named* "Assunta," *See No. 37 in Supplement.* | | | | | | | | | | | |
| 1133<br>67341<br>LQBG | Cramlington IronSc3MstSr<br>*J.Lockyer* *ss*Shl.No.3–1,85<br>*ss*Shl.No.2–93<br>1*Dk*2*trB* | 862<br>747<br>545 | ✠90A1<br>~~3,94~~ 8,94<br>✠NB3,85 LMC5,93<br>BS8,94 | Shl<br>A&CP | *m* | 1872<br>11mo | T.&W.<br>Smith<br>N.Shields | W.Mason&Co.<br>*WB=D* | 214·5\|28·5\|15·7<br>Q61′F18′<br>drp93 BK8″<br>*Ba* 47′91′250*t FPT* | Newcastle<br>British<br>4*BHCem*<br>25*tAPT*45*t* | C.2Cy.26½″&50″–33″<br>80lb ~~70lb~~ NDB93 99HP<br>1SB,*3pf* *80lb*<br>M.Samuelson,Hull | 16″10 |
| 1134<br>94935 | Crandella WoodPad<br>*F.Crandell* -91 2*Dks* | 266<br>102<br>169 | | | | 1891 | G.Crandell<br>Lindsay,Ont. | G.Crandell | 112·0\|21·0\| 7·0 | PortHope<br>British | 1Cy.17″–48″<br>100HP<br>Polson&Co.,Toronto | |
| 1135<br>80551<br>SQLD | Crane IronScSr<br>*Grout*76–90 *ss*Bly.No.3–8,92<br>2*Dks*(1*Irn*)3*trB* | 1860<br>1823<br>1209 | ✠100A1<br>9,93<br>BS~~9,93~~ LMC8,92<br>10,94 | Bly<br>A&CP | *s* | 1879<br>8mo | JLThompson&Sons<br>Sunderland | CraneShippingCo.<br>(Lim.)(Dent&Co.) | 275·5\|35·0\|24·0<br>B66′F27′<br>drp93 BK9½″<br>*WB=DBa*80′*f*60′ | Newcastle<br>British<br>6*BHCem*<br>*FPTAPT* | C.2Cy.34″&64″–42″ (*i*)<br>75lb *75lb* NDB90 180HP<br>2B,GS80<br>J.Dickinson,Sunderland | 25″4<br>s 4″5 |

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure.—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. | 16 Mean Drafts. (*See Key.*) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1136 | **Cranford** **SteelScSr** | 2293 | ✠100A1 | Cff | *s* | 1888 | W.Gray&C | PymanBros. | 293·0 | 38·2 | 18·7 | London | T.3Cy.23″,36½″&62″–39″ (*s*) | 22 ″ 2 | D | |
| 88459 | *R.M.Murison* –94 *ss*Hpl.No.1–92 | 1750 | 7,94 ~~7,93~~ | A&CP | | 9mo | WHartlepool | | P29′Q84′B122′F28′ | | | British | 160lb *80lb* | s 1″11½ | | |
| KTQN | *Well deck* 1*Dk*(*Stl*)&*Webframes* | 1498 | BS7,94 ✠LMC12,92 | Hpl | | | | *WB*=*CellDB* | 248′539*tAPT*21*t* | | | 5*BHpt Asp pt Cem* | 2SB,*6rf*,GS98 | | | |
| 1137 | **Cranz** **SteelPad** | 142 | | | | 1885 | G.Howaldt | Memel-Cranzer Dampfsch.Ges. | 145·3 | 15·5 | 7·5 | Memel | C.2Cy.20″&34″–39″ | | | |
| | *R.Hamann* –85 1*Dk* | — | | | | | Kiel | | B20′ | | | German | | | | |
| | | 102 | | | | | | | | | | | Geb.Howaldt,Kiel | | | |
| 1138 | **Crathie** **IronScSr** | 475 | ✠100A1 | Bly | *h* | 1883 | J.Key& | W.T.Moffatt | 160·4 | 24·2 | 13·0 | Aberdeen | C.2Cy.21″&42″–27″ (*s*) | 13 ″ 8 | | |
| 88858 | *A.Gordon* –93 *ss*Abn.No.2–92 | 369 | 11,94 ~~10,93~~ | LA&CP | | 11mo | Sons | | Q54′B42′F20′ | | | British | 90lb *68lb* *60lb* 73HP | s 1 ″ 0 | | |
| JGHC | *Well deck* 1*Dk*(*Irn*) | 281 | BS6,93 ✠LMC6,92 7,94 | Abn | | | Kinghorn | | | | BK7½″ | 1SB,*3pf*,GS54 | | | | |
| | | | | | | | | | | | *WB*=*DB* | *a*35′*f*33′98*t* | J.Key&Sons,Kirkcaldy | | | |
| 1139 | **Crathorne** **SteelScSr** | 2752 | ✠100A1 | Npt | *t* | 1888 | W.Gray&C | R.Ropner&Co. | 300·0 | 40·7 | 21·0 | W.Hartlpl | T.3Cy.23″,37½″&61½″–39″ | 23 ″ 0 | D | |
| 92923 | ~~*R.Crombie* –91~~ *ss*Cff.No.1–93 | 2138 | ~~7,94~~ 8,94 12,94 | A&CP | | 4mo | WHartlepool | | P32′Q92′B112′ | | | British | 160lb *80lb* (*s*) 250HP | s 2 ″ 2½ | | |
| KRFS | *Well deck* 1*Dk*(*Stl*)&*Webframes* | 1811 | ✠LMC1,93 | ~~Shl~~ Cff | | | | | F35′ | | BK10½″ | 5*BHCem* | 2SB,*6f*,GS99 | | | |
| | ~~*G.Lewis* 92–94~~ | | BS7,94 | | | | | | | | *WB*=*DBa*100′ | *f* 112′506*t* | Blair&Co.(Lim.),Stockton | | | |
| 1140 | **Creaden** **IronScSr** | 504 | ✠100A1 | Liv | *h* | 1883 | J.Eltring- | WaterfordSteam ShipCo.(Lim.) | 165·5 | 25·3 | 12·7 | Waterford | C.2Cy.22″&40″–30″ (*a*) | 13 ″ 4 | | |
| 86004 | ~~*E.J.Ritchie* 93–93~~ ~~*ss*Liv.No.2–91~~ | 391 | ~~7,94~~ 11,93 5,95 | LA&CP | | 3mo | ham | | Q84′B17′F20′ | | | British | 80lb *65lb* NDB93 70HP | s 1 ″ 0½ | | |
| JBHV | *Well deck* *W.J.Farrell* 92–95 1*Dk*(*Irn*) | 292 | ~~BS2,93~~ ✠LMC4,95 | | | | S.Shields | | ~~drp93~~ | | BK7″ | 4*BHCem* | 1SB,*3pf*,GS40 | | | |
| | *ss*Liv.No.3–5,95 | | | | | | | | | | *WB*=*DBa*42′ | 56*tFPT*20*t* | J.P.Rennoldson,S.Shields | | | |
| 1141 | **Cremon** **IronScBn** | 2067 | — — | | ... | 1871 | J.Laing | Hamburg-Amerikanische Packetf. Act.Ges. | 302·1 | 35·4 | 25·1 | Hamburg | T.3Cy.20″,31½″&50″–42″ | | V | |
| | *W.Schlaefke* 93–93 (*ex*Bahia) | 1921 | | | | 8mo | Sunderland | | B74′ F36′ | | | German | NDB87 NE&B4,87 200HP | | | |
| RHDF | 2*Dks*3*trB* | 1356 | *Now named "Dalmatia," See No. 14 in Supplement.* | | | | | | ND87 | | | | | | | |
| | | | | | | | | | | | *WB* | | Blohm & Voss,Hamburg | | | |
| 1142 | **Cremona** **SteelSc3MstSr** | 1173 | ✠100A1 | Lth | *o* | 1883 | R.Steele | Leith,Hull&Hamburgh S.P.Co. (J.Currie&Co., *Mgrs.*) | '48·2 | 33·2 | 17·3 | Leith | C.2Cy.30″&52″–36″ (*a*) | 18 ″ 3 | | |
| 87252 | *R.Surry* –92 ~~*ss*Lth.No.2–91~~ | 1088 | ~~11,93~~ 2,95 | LA&CP | | 5mo | &Co. | | P24′B40′F33′ | | | British | 60lb ~~*45lb*~~ *55lb* NDB95 120HP | s 2″11½ | | |
| HQTC | *ss*Lth.No.3–2,95 2*Dks*(1*Irn*) | 741 | ~~BS11,93~~ ✠LMC11,94 | | | 2,95 | Greenock | | ~~drp92~~ | | BK8½″ | 5*BHCem* | 1SB,*3cf*,GS58,HS1726 | | | |
| | | | | | | | | | | | *WB*=*FPT*60*t* | *MT*38′350*t* | R.Steele&Co.,Greenock | | | |
| 1143 | **Creole** **IronScSr** | 1639 | ✠100A1 | Shl | *q* | 1881 | J.L.Thomp- | CreoleShippingCo. (Lim.)(Dent&Co.) | 248·0 | 35·0 | 15·5 | Newcastle | C.2Cy.32″&60″–39″ (*a*) | 18 ″ 7 | | |
| 83904 | ~~*H.Blade* –92~~ ~~*ss*Bly.No.2–90~~ | 1627 | *Spar dk* | A&CP | | 6mo | son&Sons | | | | 22·5 | British | 80lb ~~*60lb*~~ *50lb* 160HP | s 6 ″ 3 | | |
| VTMJ | *C.Griffins* 94–94 1*Dk*(*Irn*)&*Spar dk*3*trB* | 1070 | 7,94 ~~10,92~~ | Bly | | | Sunderland | | | | FK | 4*BHCem* | 2SB,*6pf*,GS90 | | | |
| | *ss*Bly.No.3–7,94 | | ~~BS6,92~~ ✠LMC~~3,90~~ 7,94 BS12,94 | | | | | | *WB*=*CellDB*206′ | | | 296*tAPT*15*t* | G.Clark,Sunderland | | | |
| 1144 | **Creole Prince** **SteelScSr** | 2047 | ✠100A1 | Sld | *r* | 1893 | Short Bros. | PrinceSteamShipping Co.(Lim.) (J.Knott, *Mgr.*) | 282·0 | 37·7 | 14·9 | Newcastle | T.3Cy.22″,36″&59″–39″ (*s*) | 17 ″ 2 | | |
| 101827 | ~~*C.W.Handslip* 93–93~~ 1*Dk*(*Stl*) | 1817 | *Spar dk* | A&CP | | 5mo | Sunderland | | P22′B77′F29′ | | 22·4 | British | 160lb *100lb* 200HP | s 5 ″ 1½ | | |
| | &*Spar dk*(*Stl*–ws)&*Deep framing* | 1304 | 12,94 ~~5,98~~ | LMC5,98 | | | | | | | FK | 4*BHCem* | 2SB,*6cf*,GS102,HS3300 | | | |
| | *Elec.light* *Byers* | | | N.Yk | | | | *WB*=*C* | *ellDB*213′377*tFPT* | | | 86*tAPT*36*t* | Blair&Co.(Lim.),Stockton | | | |
| 1145 | **Crescent** **IronScSr** | 1474 | ✠100A1 | N Yk | *q* | 1881 | Murdoch& | MarineSecurities Corpn.(Lim.) | 264·4 | 34·1 | 22·4 | London | C.2Cy.32″&60″–39″ (*c*) | | | |
| 88873 | *W.Owen* –93 *ss*Cff.No.2–90 | 1408 | 8,93 | LA&CP | | 11mo | Murray | | B16′F35′ | | | British | 75lb *80lb* NDB92 157HP | | | |
| WFDV | (*ex*Iolani) 2*Dks*(1*Irn*)3*trB* | 905 | BS8,94 ✠LMC11,92 | | | | Pt.Glasgow | | drp92 | | FK | 4*BHCem* | 2SB,*6cf*,GS92 | | | |
| | | | | | | | | *WB*= | *DBa*62′ 180*t deep t* | | | *auk f*23′110*t* | Kincaid,Donald&Co.,Grk. | | | |
| 1146 | **Cresswell** **SteelScSr** | 2030 | ✠100A1 | Bry | *r* | 1891 | Palmers' | CresswellS.S.Co. (Lim.) (J.E.Bowser& Son) | 265·0 | 40·0 | 15·9 | Newcastle | T.3Cy.22″,35″&58″–42″ (*r*) | 18 ″ 0 | | |
| 97978 | *T.Larkin* 91–91 | 1883 | *Spar dk* | A&CP | | 9mo | Co.(Lim.) | | F33′ | | 22·3 | British | 150lb *80lb* 200HP | ~~s 5″10½~~ | | |
| | 1*Dk*(*Stl*)&*Spar dk*3*trB* | 1287 | ~~7,94~~ ~~1,94~~ | LMC9,91 | | | Newcastle | | drp93 | | FK | 4*BHCem* | 2DB,*6cf*,GS84,HS3523 | s 5 ″ 6 | | |
| | | | 3,95 | Nwc Shl | | | | | *WB*=*CellDB*220′ | | | 468*tAPT*20*t* | Palmers'Co.(Lim.),Nwc. | | | |
| 1147 | **Crete** **IronScSr** | 1725 | ✠100A1 | Lth | *q* | 1883 | J.L.Thomp- | CobanShipCo.Lim. (Dent&Co., *Mgrs*) | 260·0 | 36·0 | 18·5 | Newcastle | C.2Cy.32″&62″–39″ (*j*) | 19 ″ 5 | | |
| 88760 | *E.James* 76–84 *ss*Shl.No.2–92 | 1379 | ~~7,94~~ ~~6,93~~ 9,94 | A&CP | | 9mo | son&Sons | | P28′Q72′B58′F26′ | | | British | 80lb *60lb* 140HP | s 2 ″ 3 | | |
| JCPD | *Well deck* 1*Dk*(*Irn*)2*trB* | 1121 | ~~BS5,98~~ | LMC2,92 | | | Sunderland | | drp94 | | BK9″ | 6*BHCem* | 2SB,*6pf*,GS96 | | | |
| | | | 5,94 | ~~Bly~~ Fal | | | | *WB*=*L* | *Ba*76*f*62′ 267*t FPT* | | | 33*tAPT*26*t* | WllsendSlipC.(Lim.),Nwc | | | |
| 1148 | — **IronScSr** | 492 | | | | 1881 | H.M'Intyre&Co. | D.P.Goudis | 186·3 | 26·0 | 13·7 | Piræus | C.2Cy.24″&48″–33″ | | | |
| | *Goudy* 81–86 1*Dk* | — | | | | | Paisley | | B29′ F24′ | | | Greek | 96HP | | | |
| HFLJ | | 302 | | | | | | | | | *WB* | | Hutson&Corbett,Glasgow | | | |
| 1149 | — **IronScSr** | 411 | A1*1 | Cpl | Lv | 1881 | Blackwood | Nav.àVap.Egée (P.M.Courtgi& Co., *Mgrs.*) | 191·0 | 25·2 | 13·0 | Constanpl | C.2Cy.25″&48″–36″ | | | 11·24 |
| | *Alexander* 3rdSurvey,Cpl.10,93 | 403 | 10,93 | | | 5mo | &Gordon | | | | | Turkish | 85lb *40lb* NDB91 100HP | | | 11·87 |
| | (*ex*Lizard) 2*Dks* | 194 | ✠NB7,91 | | | | Pt.Glasgow | | | | | 5*BH*2PBH | 1SB,*3pf* | | | 12·56 |
| | | | ~~Ba~~MS10,93 | BS4,95 | | | | | *WB*=*MT* | | | *APT FPT* | Blackwood&Gordon P.Gls | | | 13·13 |
| 1150 | **Cricket** **IronScYl** | 155 | ✠100A1 | Gls | | 1891 | Mackie& | BritishSteam TrawlingCo. (Lim.) | 100·5 | 20·5 | 10·7 | Hull | C.2Cy.16″&32″–22″ (*s*) | 11″11 | | |
| 98763 | 1*Dk* | 142 | *Stm Trawler* | LA&CP | | 9mo | Thomson | | Q19′F19′ | | | British | 110lb 45HP | | | |
| | | 57 | ~~10,94~~ ~~9,91~~ | LMC9,91 | | | Glasgow | | | | BK7½″ | 3*BHCem* | 1SB.*2pf*,GS30 | | | |
| | | | | Hul | | | | | | | | | Muir&Houston,Glasgow | | | |
| 1151 | **Crimdon** **IronScSr** | 1656 | ✠100A1 | Shl | *q* | 1878 | W.Gray& | R.Ropner&Co. | 261·8 | 34·7 | 19·3 | W.Hartlpl | C.2Cy30½″&59″–33″ (*i*) | 20 ″ 7 | | |
| 78410 | *J.C.White* –93 *ss*Cff.No.3–3,91 | 1372 | 2,95 ~~1,94~~ | A&CP | | 3mo | Co. | | Q99′B62′F36′ | | | British | 65lb ~~*60lb*~~ *50lb* 140HP | s 2 ″ 0½ | | |
| RHQD | *Well deck* 1*Dk*(*Irn*)2*trB* | 1060 | BS2,94 | LMC5,96 | | 2,95 | WHartlepool | | ~~drp92~~ | | BK9″ | 4*BHCem* | 2B,GS74 | | | |
| | *ss*Shl.No.1–95 | | | | | | | | | | *WB*= | *DBa*84′*f*90′ | T.Richardson&Sons,Hpl. | | | |
| 1152 | **Crimea** **IronScSr** | 1664 | ✠100A1 | Npt | *q* | 1889 | BlythShip- | Stephens,Mawson &Goss | 260·0 | 36·6 | 16·9 | Newport | T.3Cy.20″,33″&54″–36″ (*o*) | 19 ″ 2 | | |
| 91370 | ~~*T.H.Kendall* –93~~ *ss*Cff.No.1–93 | 1276 | 11,94 ~~2,94~~ | A&CP | | 8mo | buildingCo. | | Q96′B108′F31′ | | | British | 160lb *65lb* 150HP | s 1 ″ 8 | | |
| LGVS | *Well deck* 1*Dk*(*Irn*)&*Webframes* | 1077 | | ✠LMC7,93 | | | (Lim.) | | drp94 | | FK | 4*BHCem* | 2SB,*4rf*,GS77 | | | |
| | *Parry* | | | Cff | | | Blyth | | *WB*=*CellDB*190′ | | | 353*tAPT*21*t* | Black,Hawthrn&Co.Gtshd | | | |
| 1153 | **Cristobal Colon** **WoodScSr** | 662 | | | | 1854 | ..... | Empresa deFomento yNavegacion delSur | 181·4 | 35·8 | 8·6 | Havana | | | | |
| HJNF | | — | | | | | NewYork | | | | | Spanish | 141HP | | | |
| | | 569 | | | | | | | | | | | | | | |
| 1154 | **Cristoforo Colombo** **IronPadSr** | 598 | | | | 1863 | W.Simons | NavigazioneGen. Italiana | 216·8 | 25·4 | 12·3 | Genoa | C.2Cy.36″&60″–66″ | | | |
| 7 | (*BROKEN UP, 94*) | — | | | | | & Co. | | P53′ H67*t* F36′ | | | Italian | 212HP | | | |
| NQGT | 2*Dks* | 294 | | | | | Renfrew | | | | | | Simons&Co.,Renfrew | | | |
| 1155 | **Critic** **IronScSr** | 2601 | ✠100A1 | Dun | *u* | 1881 | JLThomp- | ArrowSpg.Co.Ld. (Dent&Co.*Mgrs.*) | 330·0 | 39·0 | 18·7 | Newcastle | T.3Cy.20½″,40″&57″–48″ (*s*) | 22 ″ 7 | | |
| 83920 | *E.Davies* 81–87 *ss*Dun.No.3–11,93 | 2576 | *Spar dk* | A&CP | | 11mo | son&Son | | ptND93lrp93 | | 26·2 | British | 165lb *80lb* NDB93 300HP | s 7 ″ 5½ | | |
| WFKC | 1*Dk*(*Irn*)&*Spar dk* | 1701 | 2,95 ~~1,93~~ ~~7,91~~ 1 Nwc | | | | Sunderland | | | | FK | 7*BHCem* | 2SB,*4rf*,GS91,HS3338 | | | |
| | (*pt Irn*)3*trB* | | ✠NB11,93 ✠LMC11,93 | | | | | *WB*=*CellDB*238′ | | | | 457*tAPT*21*t* | *Tpd*93GourlayBs&Co.Dun | | | |
| 1156 | **Croatan** **SteelTwinScSr** | 1204 | ✠ | Liv | *m* | 1881 | HM'Intyre | W.P.Clyde&Co. | 201·6 | 32·1 | 12·2 | NewYork | C.4Cy.17″&34″–30″ | | R | |
| 126799 | *C.Hanson* –92 (*ex*Joaquin Ancona, *ex*Alpin) 1*Dk*(*Stl*)&*Awng dk*3*trB* | 1003 | *Awng dk* | LA&CP | | 7mo | &Co. | | P26′B28′F22′ | | 19·5 | Utd.States | 99HP | | | |
| KJWH | | 824 | *with load line* 11,86 ✠ | | | | Paisley | | | | | 4*BHCem* | Hutson&Corbett,Glasgow | | | |
| | | | | | | | | | | | | | *WB*=*FPT*42*tAPT*40*t* | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1157 RHLW | **Croatia** *A.Rörden* 92–94 | **SteelScSr** 2*Dks*3*trB* | 2052 1802 1486 | | | | 1888 | Blohm& Voss Hamburg | **Hamburg-Amerikanische Packetf. Act.Ges.** | 290·0 P50′B28′ *WB*= | 36·0 H50′ F47 *CellDB*350*t* | 22·4 | **Hamburg** German | T.3Cy.22″,35″&58″–39½″ 300HP Blohm&Voss,Hamburg | |
| 1158 | — *J.Prossen* *Elec.light* | **SteelScSr** 1*Dk*(*Stl*) | 555 335 405 | ✠100A1 11,91 | Ham LA&CP | *h* | 1891 11mo | Howaldtswerke Kiel | **Soc.inAzioni UngaroCroatadiNav.Mar.à Vap.** | 167·9 P45′B38′F41′ *WB*= | 25·0 BK7″ *ptCellDB*69′71*t FP* | 10·6 *T8tAPT*10*t* | **Fiume** Aust.-Hung. | T.3Cy.17″,27½″&43¾″–24¾″ 172lb (*r*) 130HP 2SB,4*cf*,GS59 Howaldtswerke,Kiel | 12 ″ 8 |
| 1159 91174 | **Crocus** *T.Maxwell*66–87 | **SteelDbleTwinSc** 1*Dk* | 300 300 35 | | | ... | 1884 8mo | W.Allsup& Sons Preston | **WallaseyLocal Board** | 130·9 | 35·1 | 10·6 | **Liverpool** British | C.4Cy.18″&37″–24″ 113HP W.Allsup&Sons,Preston | 11 ″ 0 |
| 1160 85198 WMHT | **Crœsus** ~~*L.Reed* 90~~ *ss*Sld.No.3–3.94 *Well deck* *Sonichsen* –94 | **IronScSr** 1*Dk*(*Irn*)2*trB* | 1182 962 763 | ✠100A1 7,94~~3,91~~ BS3,95 | Sld A&CP | *o* | 1882 6mo | Kish, Boolds&Co. Sunderland | **J.E.Guthe&Co.** | 240·0 Q90′B48′F26′ *WB* | 34·1 FK *CellDB* 195′355*t* | 14·1 | **London** British | C.2Cy.28″&54″–36″ 80lb *55lb* 150HP 1SB,3*pf*,GS58 Carr&Co.(Lim.) Sndrland. | (*i*) 16 ″ 8 s 1 ″ 7 |
| 1161 97970 MFPN | **Croft** *G.J.Robertson*81–91 1*Dk*(*Stl*)*&Webframes&Spardk*(*Irn*) | **SteelScSr** | 2675 2514 1710 | ✠100A1 *Spar dk* ~~7,93~~8,93 1,95 | Dun A&CP | *t* | 1891 6mo 1,95 | BlythS.B. Co.(Lim.) Blyth | **ArrowShippingCo. (Lim.) (Dent&Co.,*Mgrs.*)** | 300·0 B66′F32′ drp95 *WB* | 40·0 25·7 FK =*DBa*94′*f*118′429*t* | 18·2 | **Newcastle** British | T.3Cy.22″,37″&61″–42″ 160lb *80lb* 220HP 2SB,6*rf*,GS115 J.Dickinson;Sunderland | (*s*) 20 ″ 7 ~~6 ″ 4~~ s5″10 |
| 1162 102772 | — *H.Stubbs* –94 | **SteelTwinScSr** 1*Dk* | 794 680 476 | | | | 1893 | D.J. Dunlop&Co. Pt.Glasgow | **RoyalNigerCo. (Chartered& Limited)** | 204·0 P32′ B20′ | 35·1 F31′ | 12·3 | **London** British | T.6Cy.11″,18″&28″–24″ 85HP D.J.Dunlop&Co.,P.Gls. | |
| 1163 94037 | **Crofthead** *C.Candlish* –92 | **IronSc3MstSr** 1*Dk*(*Irn*) | 380 277 150 | ✠100A1 ~~3,94~~ 1,95 | Brw LA&CP Liv | *f* | 1891 11mo | J.Fuller- ton&Co. Paisley | **J.Bain&Co.** | 142·0 Q72′B9′F24′ drp95 *WB* | 25·2 BK6″ =*FPT*43*t* | 10·8 | **Whitehvn** British | C.2Cy.20″&40″–27″ 100lb *70lb* 65HP 1SB,3*pf*,GS52 Muir&Houston,Glasgow | (*s*) 12 ″ 1 s ″ 9 |
| 1164 88745 HWRK | **Croma** *W.R.Lord*71–87 *ss*Nwc.No.2–92 1*Dk*(*Irn*)*&Spardk*3*trB* | **Iron3MstScSr** | 3187 3126 2071 | ✠100A1 *Spar dk* ~~9,04~~ ~~11,93~~2,95 BS~~11,93~~ | Dun A&CP Lth | *v* BS 9,94 | 1883 8mo | JLThomp- son&Son Sunderland | **CromaShipCo.Ld. (Dent&Co.)** | 330·3 B76′F31′ *WB* | 43·7 FK =*CellDB* 240′545*t* | 27·3 *APT*67*t* | **Newcastle** British | C.2Cy.40″&76″–48″ 80lb 300HP 3SB,9*pf*,GS168,HS5388 WllsdSlipwayC(Lim)Nwc | (*s*) 23 ″ 2 s 7 ″ 8 |
| 1165 99227 MNFB | **Cromarty** *D.C.Duncan* (*ex*Camelot) 1*Dk*(*Stl*)*&Spar dk*(*Irn*)*&Webframes* | **SteelScSr** | 2881 2766 1864 | ✠100A1 *Spar dk* 4,94 | HKg LA&CP | *u* | 1892 3mo | A.Stephen &Sons Glasgow | **J.Warrack&Co.** | 319·5 drp92 *WB*= | 42·1 25·9 BK10″ *Cell* | 17·2 *DB*256′584*t* | **Leith** British | T.3Cy.24″,39″&64″–42″ 160lb *75lb* 290HP 2SB,6*rf*,GS127,HS4400 A.Stephen&Sons,Glasgow | (*s*) 19 ″ 8 s 6 ″ 4 |
| 1166 99623 | **Cromer** *Well deck* | **SteelSc3MstSr** 1*Dk*(*Stl*) | 329 230 162 | ✠100A1 2,93 | Nwc A&CP | *e* | 1893 2mo | Anderson &Laverick Newcastle | **C.J.Briggs** | 131·1 Q73′B15′F20′ *WB*= | 22·2 FK *DBf*36′ | 11·3 29*t FPT* | **Sundrland** British | C.2Cy.17″&34″–24″ 100lb *100lb* 45HP 1SB,2*pf*,GS30,HS964 Hedley&Boyd,N.Shields | (*a*) 11 ″ 10 s ″ 8 |
| *Now named "Vasco," See No. 7 in Supplement.* | | | | | | | | | | | | | | | |
| 1167 87736 JCTF | **Crosshill** *J.J.Paterson*88–91 *ss*Gls.No.2–91 *Well deck* | **IronScSr** 1*Dk*(*Irn*)2*trB* | 954 713 ~~538~~ 469 | ✠100A1 7,94~~8,93~~ BS4,94 | Cff LA&CP | *m* | 1883 11mo | Ramage& Ferguson Leith | **ShramrockS.S.Co. of Larne(Lim.) (T.Jack,Jun., *Mgr.*)** | 215·5 Q70′B58′F30′ drp94 *WB*= | 30·1 BK8″ =*BDa*58′121*t* | 15·3 *FPT*38*t* | **Glasgow** British | C.2Cy.26″&50″–36″ 80lb *60lb* 98HP 1SB,3*pf*,GS66,HS1873 Ramage&Ferguson,Leith | 16 ″ 0 s 1 ″ 6 |
| 1168 96140 LDTB | **Crown** *G.Tindle*89–89 *ss*Bly.No.1–94 *Well deck* *Web frames* *Stringers&CellDB,Irn* | **SteelScSr** 1*Dk*(*Irn*)*&Webframes* | 1659 1278 1066 | ✠100A1 ~~2,94~~11,94 | Bly A&CP Shl | *q* | 1889 5mo | BlythS.B. Co.(Lim.) Blyth | **CrownShipping Co.(Lim.) (Dent&Co.)** | 260·5 P25′Q72′B107′F28′ *WB*= | 36·5 FK =*CellDB* 190′353*t* | 16·9 *APT*21*t* | **Newcastle** British | T.3Cy.20″,33″&53″–36″ 160lb *80lb* 150HP 2SB,4*pf*,GS69 N.E.MarineCo.(Lim.) Nwc | (*s*) 19 ″ 3 s 1 ″ 8 |
| 1169 84882 HVSP | **Crown Prince** *A.Deuchars* –93 *Well deck* | **IronScBn** 1*Dk*(*Irn*)2*trB* | 1803 1340 1157 | ✠100A1 8,94~~3,91~~ BS12,93 | Hul LA&CP Nwc | *q* | 1883 6mo 12,94 | Palmers' Co.(Lim.) Newcastle | **J.Knott** | 258·3 Q94′B60′F31′ *WB*= | 36·2 FK =*CellDB* 220′365*t* | 17·3 *APT*21*t* | **N.Shields** British | C.2Cy.31″&60″–39″ 80lb 152HP 2SB,4*pf*,GS77 Palmers'Co.(Lim.),Nwc. | (*a*) 19 ″ 3 s 1 ″ 9 |
| 1170 96515 | — *W.Cook* *ss*Abn.No.1-94 1*Dk* | **IronScSr** | 110 103 23 | ✠100A— *Stm Trawler* ~~4,04~~ ~~11,93~~ 12,94 | Abn | | 1890 10mo 12,94 | JTEltring- ham&Co. S.Shields | **W.H.Storey** | 93·0 BK6″ | 18·6 | 10·1 | **N.Shields** British | C.2Cy.16″&32″–22″ 100lb 40HP 1SB,2*pf*,GS28,HS719 Baird&Barmsley,NShields | (*r*) 10 ″ 3 |
| 1171 87713 JBQD | **Crown of Arragon** ~~*Dorward*89–91~~ *ss*Liv.No.3–5,92 *J.G.Dorward*89-91 2*Dks*(1*Irn*)3*trB* | **IronScSr** | 2256 2145 1486 | ✠100A1 7,94 ~~4,94~~ 4,95 BS5,95 | Gls LA&CP ~~Eng~~ Mlt | *t* | 1883 10mo | Scott&Co. Greenock | **Caw,Prentice, Clapperton&Co.** | 300·5 B66′F38′ drp93 *WB*= | 37·3 BK10″ =*DTa*32′249*t* | 26·1 | **Glasgow** British | C.2Cy.24″&49″–54″ 90lb *60lb* 275HP 2SB,6*cf*,GS115 Scott&Co.,Greenock | 21 ″ 9 |
| 1172 99115 Stranded 11,94 | **Crown of England** *W.Gibson* –93 1*Dk*(*ptStl&ptIrn*)*&Webframes &ptAwngdk*(*Irn*) | **SteelScSr** | 2574 1908 1658 | ~~✠100A1~~ *ptAwng dk withfreeboard* 3,94 | S.Fo. LA&CP | *s* | 1891 4mo | Richardsn, Duck&Co. Stockton | **CrownS.S.Co.of Belfast(Lim.) (J.Reid, *Mgr.*)** | 297·0 P29′Q92′ *ptAwng dk*176′ *WB*= | 40·1 BK10″ =*CellDB*248′549*t* | 19·0 | **Belfast** British | T.3Cy.22″,36″&59″–39″ 160lb *80lb* 200HP 2SB,6*cf*,GS99,HS3520 Blair&Co.(Lim.),Stockton | (*s*) 8 ″ 6 |
| 1173 80429 WVRN | **Croydon** *J.Adrian* | **IronScSr** (*ex*Gunga) | 357 329 198 | | | | 1878 | T.Wingate &Co. Glasgow | **Australasian UnitedStm.Nav. Co.(Lim.)** | 180·6 Q20*t*F8*t* | 22·1 | 10·8 | **Brisbane** British | C.2Cy.20″&40″–30″ 75HP T.Wingate&Co.,Glasgow | |
| 1174 125028 | **Cuba** | **IronSc** | 1526 — 1360 | | | | 1872 | ..... Buffalo,N.Y. | **J.Donaldson** | 231·7 | 25·7 | 11·3 | **Buffalo,NY** Utd.States | | |
| 1175 HFLJ | — *J.A.Bornholdt* | **IronScSr** (*ex*Portugal) 2*Dks* | 726 666 531 | | | | 1883 8mo | Actien Gesell Weser Bremen | **Dampskibsel- skabet"Cuba" (C.Thorbjörnsen)** | 189·6 B37*t*H10*t*F11*t* | 27·1 | 17·9 | **Chrstiania** Norwegian | C.2Cy.19″&43″–29″ 106HP *WB* ActienGesll.Wesr.,Bremn. | |
| 1176 99336 | **Cuban** *W.H.Howell* –93 *ss*Brw.No.3–9,93 2*Dks*(*Stl*)*&Webframes* *Elec.light* | **SteelScSr** | 4202 4192 2728 | ✠100A1 *Shelter dk withfreeboard* 12,94~~,04~~ | Liv LA&CP | *x* | 1891 11mo | NavalCon. &Armamnts Co.(Lim.) Barrow | **WestIndia& PacificSteam ShipCo.(Lim.)** *WB*= | 360·0 drp93 *CellD* | 43·2 BK8″ *B*282′593*t FPT*127*t* | 33·8 *APT*57*t* | **Liverpool** British | T.3Cy.27″,44″&72″–48″ 160lb *75lb* 600HP 2DB,12*rf*,GS226,HS6507 NavalC&A.Co.(Lim ),Brw | (*s*) 29 ″ 3 s12 ″ 7 |
| 1177 104169 | **Cuckoo** *T.Dudinan* –94 1*Dk* *Irnframing&Stlplating* | **Iron&SteelScK** | 135 130 62 | ✠100A1 *Well Fishing vessel* ~~8,93~~ 10,94 (~~Class Contem plated~~) ~~✠NB94~~ | Hul LA&CP ~~LMC6,94~~ | | 1894 6mo | Earle'sCo. (Lm.) Hull | **PioneerSteam FishingCo.(Lim.)** | ~~23·5~~ 94·0 | ~~20·5~~ 20·6 | 11·0 BK7½ | **Grimsby** British | T.3Cy.8¾″,13¾″&26″–18″ 180lb *Emade*69 30HP~~40HP~~ 1SB,2*pf*,GS26,HS547 *3BHCem* *Tpd*94 Earle'sCo.(Lim.)Hull | (*s*) 11 ″ 6 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Master.* / Special Surveys. | 3 *Late Name if any.* / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. / Freeboard amidships. *ft. in.* | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1178<br>93825<br>KWJT | **Cufic**<br>*H.Smith* –93<br>*Elec.light* | **SteelSc4MstSr**<br>2*Dks*(*Stl*)3*trB* | 4639<br>4570<br>3055 | | | ... | 1888<br>11mo | Harland&<br>Wolff<br>Belfast | **OceanicSteamNav. Co.(Lim.)**<br>(Ismay,Imrie& Co.,*Mgrs.*) | 430·7<br>P41′ | 45·2<br>B80′ | 30·0<br>F48′ | **Liverpool**<br>British | T.3Cy.27″,44½″&74″–60″<br>520H<br>Harland&Wolff,Belfast<br>*WB* | 33 ″ 8 | |
| 1179<br>Reed 1894<br>QCBL | **Cuirassier**<br>*D.McDougall* –92 | **SteelScSr** | 106<br>105<br>54 | | | | 1860 | Richardsn,<br>Duck&Co.<br>Middlesbro' | **D.M.Gardner** | 95·4 | 19·6 | 7·8 | **Glasgow**<br>British | 2Cy.9½″–14″<br>25H<br>Carmichael&Co.,Dundee | | |
| 1180<br>96681 | **Culgoa**<br>*J.Pankhurst* –92<br>*Well deck* | **SteelSc3MstSr**<br>*ss*Lon.No.1-94<br>2*Dks*(1*Stl*&1*pt Stl*)3*trB* | 3325<br>2767<br>2135 | ✠100A1<br>~~10,94 9,98~~4,95<br>✠LMC~~12,89~~ 10,94 | Lon<br>A&CP | *v* | 1890<br>1mo | JLThomp-<br>son&Sons<br>Sunderland<br>*WB*=*CellDB* | **W.Lund** | 335·0<br>P217′F42′<br>~~drp92~~ BK11″<br>*uE&B*58′ 203*t FP* | 43·0<br>6*BHCem*<br>*T*43*t APT*36*t* | 24·3<br>*Tunnel Tank*92′99*t* | **London**<br>British | T.3Cy.28″,44″&72″–48″ (*s*)<br>160lb *80lb* 450H<br>2DB,*12rf*,GS198<br>T.Richardson& Sns.W.Hpl | 28 ″ ( | BT till ~~9,94~~ 9,95 |
| 1181<br>97810 | **Culmore**<br>~~*G.W.Beesley* –92~~<br>*Well deck*<br>*McLeod* | **SteelScSr**<br>1*Dk*(*Irn*) | 650<br>501<br>365 | ✠100A1<br>~~2,93~~8,94<br>✠LMC8,90 | Liv<br>LA&CP<br>Bal | *j* | 1890<br>8mo | J.Jones&<br>Sons<br>Liverpool | **S.S.Culmore(Lim.)**<br>(W.Johnston& Co.Lim.)<br>*WB*= | 182·3<br>Q57′B51′F24′<br>BK7½″<br>*DBa*35′*f*30*t FPT* | 27·0<br>4*BHCem*<br>20*t APT*34*t* | 14·1 | **Liverpool**<br>British | T.2Cy.18″,29″&46″–36″ (*s*)<br>150lb *80lb* 109H<br>1SB,*3rf*,GS58<br>J.Jones&Sons,Liverpool | 14 ″ 9<br>*s* 1 ″ 1½ | |
| 1182<br>80435<br>SGLQ | **Culna**<br>*A.S.Houstoun* –93 *ss*Cal.No.1–84<br>2*Dks*(1*Irn*)3*dk rule* | **IronScSr** | 1984<br>1921<br>1469 | ✠<br>3,86 | Cal<br>A&CP | *s* | 1878<br>12mo | W.Denny<br>& Bros.<br>Dumbarton | **BritishIndiaSteam Nav.Co.(Lim.)** | 285·0<br>Q53′B47′ | 35·2 | 23·9 | **Glasgow**<br>British | C.2Cy.34″&60″–42″<br>NDB90 185H<br>Denny&Co.,Dumbarton<br>*WB*=*CellDB*250′328*t* | 26 ″ 9 | |
| 1183<br>126981<br>KCWL | **Cumberland**<br>*J.Thompson* | **WoodPad**<br>1*Dk* | 1606<br>—<br>1188 | | | | 1885 | NwEnglnd<br>S.B.Co.<br>Bath,Me. | **InternationalS.S. Co.** | 252·2 | 37·0 | 14·8 | **EastprtMe**<br>Utd.States | | | |
| 1184<br>55037<br>JMWF | —<br>*A.Masson* –91 | **IronSc3MstSr**<br>*ss*Gls.No.3–5,90<br>2*Dks*<br>*ss*Lth.No.1-94 | 873<br>734<br>538 | ✠*A1<br>~~5,94 6,98~~<br>✠NB5,90 | Ham<br>A&CP<br>LMC~~5,90~~ 5,94 | | 1866<br>11mo | Barclay,<br>Curle&Co.<br>Glasgow | **Leith,Hull& Hamb.Stm.Pkt. Co.(J.Currie& Co.,*Mgrs.*)** | 249·5<br>P38′F33′<br>*pt Awng dk*76′<br>len69ND90~~drp92~~ | 28·0<br>BK8″<br>5*BH* | 15·5 | **Leith**<br>British | C.2Cy.29″&49″–36″ (*s*)<br>65lb*50lb* NDB90 NE77 108H<br>1SB,*3cf*,GS63<br>Barclay,Curle&Co.,Gls. | 16 ″ 7<br>*s* 2 ″ 8 | |
| 1185<br>102092 | —<br>*T.Hughes* –93<br>*Well deck* | **Steel&IronSc3MstSr**<br>1*Dk*(*Irn*)<br>*Steel framing Iron plating* | 396<br>285<br>159 | ✠100A1<br>~~4,93~~8,94<br>✠LMC5,98 | Psy<br>A&CP<br>Ldy | *g* | 1893<br>4mo | J Fullerton<br>&Co.<br>Paisley | **S.S.Cumberland Co.(Lim.)<br>(J.J.Mack&Sons)** | 142·2<br>Q77′B9′F24′<br>BK6″<br>*WB*<br>=*FPT*41*t* | 25·2 | 11·5 | **Liverpool**<br>British | C.2Cy.20″&40″–27″ (*s*)<br>100lb *70lb* 67H<br>1SB,*2pf*,GS40,HS1283<br>Ross&Duncan,Glasgow | 12 ″ 7<br>*s* ″ 9½ | |
| 1186<br>126109 | —<br>*J.A.Minot* –93 | **WoodPad** | 119<br>—<br>88 | | | | 1882 | .....<br>Manteo,N.C. | **RedSnapperFishing Co.** | 124·0 | 21·5 | 7·5 | **Galveston**<br>Utd.States | | | R |
| 1187<br>87633<br>HJPB | **Cumbrae**<br>*T.Robertson*67–83 | **IronScSr**<br>2*Dks*(1*pt Irn*) | 916<br>804<br>448 | | | ... | 1882<br>12mo | Dobie&Co.<br>Glasgow | **ClydeShippingCo. (Lim.)<br>(J.Cuthbert,*Mgr.*)** | 230·2<br>P46′ F39′ | 31·9 | 15·6 | **Glasgow**<br>British | C.2Cy.28″&57″–51″<br>190H<br>Lees,Anderson&Co.,Gls.<br>*WB* | | BT till ~~9,95~~ 1,96 |
| 1188<br>89841 | —<br>*G.Hepburn*82–82 | **IronScBarge** | 389<br>389<br>178 | | | | 1882 | W.Simons<br>& Co.<br>Renfrew | **The Trustees of the Clyde Light-houses** | 153·8 | 26·0 | 12·2 | **PGlasgow**<br>British | C.2Cy.19″&36″–24″<br>55H<br>W.Simons&Co.,Renfrew | | |
| 1189<br>45976 | —<br>(*ex* Victory,*ex* Marquis of Lorne) | **IronPadSk** | 126<br>125<br>19 | | | | 1863 | Barclay,<br>Curle&Co.<br>Glasgow | **J.Carvill** | 176·7 | 17·6 | 6·8 | **Glasgow**<br>British | 1Cy.54″–42″<br>NB79 75H<br>Barclay,Curle&Co.,Gls. | | |
| 1190<br>84631<br>HBQF | **Cumbrian**<br>*G.T.Beer*94–94<br>*Well deck* | **IronScSr**<br>~~*ss*Liv.No.2–94~~<br>1*Dk*(*Irn*)&*Webframes*<br>*ss*Shl.No.3-6,94 | 1221<br>998<br>782 | ✠100A1<br>6,94~~8,94~~<br>~~BS12,96~~ ✠LMC~~8,96~~ 6,94 | Npt<br>LA&CP<br>Shl | *o* | 1882<br>11mo | Whitehavn<br>S.B.Co.<br>Whitehaven | **J.Denholm&Co.** | 240·0<br>Q88′B46′F28′<br>drp94 BK8½″<br>*WB*=*DBa*65′*f*93 | 33·2<br>4*BHCem*<br>330*t APT*8*t* | 16·1 | **Bo'ness**<br>British | C.2Cy.27″&52″–36″ (*b*)<br>80lb *60lb* 99H<br>1SB,*3pf*,GS63<br>Westray&Copeland,Brw. | 17 ″ 3<br>*s* 1 ″ 11 | |
| 1191<br>102879<br>MWPV | **Cumeria**<br>*W.J.Howell*94–94<br>1*Dk*(*Irn*)&*Spar dk*(*Irn*)3*trB* | **SteelScSr** | 3101<br>2864<br>1994 | ✠100A1<br>~~2,94~~12,94<br>✠LMC2,93 | Cff<br>A&CP | *u* | 1893<br>2mo | JLThomp-<br>son&Sons<br>Sunderland | **R.Nicholson& Sons** | 330·0<br>P31′B64′F37′<br>BK10″<br>*WB*<br>=*CellDB*264′ | 43·0<br>24·7<br>6*BHCem*<br>620*t APT*69*t* | 17·7 | **Liverpool**<br>British | T.3Cy.24″,39″&64″–42″ (*s*<br>160lb *80lb* 350H<br>2SB,*6rf*,GS116,HS4000<br>J.Dickinson,Sunderland | 20 ″ 3<br>*s* 5 ″ 8½ | |
| 1192<br>HJKQ | **Cunga**<br>*A.E.Caiado*91–92 | **IronPad** | —<br>—<br>140 | | | | 1869 | London&<br>Glasgow Co.<br>Glasgow | **BancoNational Ultramarino** | 160·1 | 25·9 | 6·9 | **Loanda**<br>Portuguese | 1Cy.27″<br>40H | | |
| 1193<br>9<br>NQKV | **Cuore ed Arte**<br>1*Dk* | **SteelTwinSc** | 359<br>349<br>136 | | | | 1888 | E.Cravero<br>&Co.<br>Genoa | **C.Ferrari** | 142·7<br>H10*t* | 31·2 | 10·8 | **Spezia**<br>Italian | C.4Cy.14″&25″–16″<br>92H<br>E.Cravero&Co.,Genoa | | |
| 1194<br>93479<br>KWGB | **Curfew**<br>~~*R.Sangster* –88~~<br>*J W Learmouth* 1*Dk*(*Stl*)&*Spar dk*3*trB* | **SteelScSr**<br>*ss*Nwc.No.1–92 | 1949<br>1850<br>1261 | ✠100A1<br>*Spar dk*<br>~~7,94 8,94~~<br>4,95 | Shl<br>A&CP<br>✠LMC11,92<br>Nwc | *s* | 1888<br>11mo | WBThmp-<br>son&Co.<br>(Lim.)<br>Dundee | **R.A.Mudie&Sons** | 275·0<br>B64′F63′<br>BK9½″<br>*WB*=*CellDB*204′ | 37·2<br>22·8<br>5*BHCem*<br>283*t FPT*67*t* | 15·8 | **Dundee**<br>British | T.3Cy.21″,33″&54″–42″ (*s*)<br>160lb *78lb* 180H<br>2SB,*6rf*,GS96,HS2626<br>WBThmpsn&Co(Lm)Dun | 18 ″ 1<br>*s* 6 ″ 0 | D |
| 1195<br>RHFL | **Curityba**<br>*A.Birch*80–88<br>*Elec.light* | **SteelScBn**<br>2*Dks* | 2484<br>—<br>1744 | | | | 1887 | Reiherstg<br>Werfte<br>Hamburg | **Hamburg-Südamerik. Dampfschifffahrts.Ges.** | 309·0<br>P86′ B76′ | 40·0<br>F48′ | 25·0 | **Hamburg**<br>German | T.3Cy.24″,39″&62″–42″<br>325H<br>Reiherstieg Werfte,Ham. | | V |
| 1196<br>99016 | **Curler**<br>*T.L.Davison* –94<br>*Well deck* | **SteelScSr**<br>1*Dk*(*Stl*) | 377<br>299<br>190 | ✠100A1<br>5,94 | Lon<br>A&CP<br>✠LMC11,91 | *f* | 1891<br>11mo | J.Duthie,<br>Sons&Co.<br>Aberdeen | **R.Thomson** | 147·5<br>Q73′B6′F21′<br>BK7″<br>*WB*<br>=*FPT*50*t* | 23·1<br>3*BHCem* | 12·0 | **London**<br>British | T.3Cy.12″,18″&30″–21″ (*s*)<br>160lb *80lb* 55H<br>1SB,*2pf*,GS30<br>Gourlay Bros.&Co.,Dundee | 12 ″ 9<br>*s* 1 ″ 1 | |
| 1197<br>70701<br>PJKM | **Curlew**<br>*W.Drynan* –94 | **IronScSr**<br>1*Dk*2*trB* | 634<br>501<br>394 | | | ... | 1875<br>2mo | Gourlay<br>Bros.<br>Dundee | **GeneralSteamNav. Co.** | 188·5<br>Q53′ B47′ | 26·5 | 12·2 | **London**<br>British | C.2Cy.24″&40″–30″<br>80H<br>Gourlay Bros.,Dundee<br>*WB* | 15 ″ 6<br>*s* 1 ″ 10 | |
| 1198<br>29943<br>NGBK | —<br>*B.LePatourel*89–90 | **SteelPadSr** | 409<br>409<br>154 | | | | 1865<br>9mo | Jones,<br>Quiggin&C<br>Liverpool | **IndiaGeneralStm. Nav.Co.(Lim.)** | 224·3 | 24·0 | 11·4 | **Calcutta**<br>British | O.D.2Cy.47″–66″<br>160H<br>J.Watt&Co.,Birmingham | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enrôlement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. / Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1199 | **Curlew** | **SteelScSr** | 158 | | | | 1892 | PolsonIron WksCo(Lim) OwenSound | **C.H.Tupper** | 116·3 | 19·8 | 11·3 | **Ottawa** British | C.2Cy.18″&36″–24″ 50HP Pols'nIWCo(Lm)OwnSnd | |
| 100413 | *J.H.Peatt* –92 | 1*Dk* | 136 96 | | | | | | | | | | | | |
| 1200 | — | **Steel&IronScYl** | 155 | ✠100A1 | Abn | | 1892 | Mackie & Thomson Glasgow | ~~NorthernOcean Stm.FishingCo.~~ (J.L.Cunliffe&Co. *Mgrs.*). | 100·5 | 20·5 | 10·7 | **Aberdeen** British | T.3Cy.12″,19″&31″–22″ (*s*) 160lb 50HP 1SB,*2pf*,GS34,HS750 Muir&Houston,Glasgow | 11 ″ 1 |
| 98569 | ~~*E.Holland* –94~~ *Irn framing,Stl plating* 1*Dk* ~~*Cursey J.Westerby*95–95~~ | | 142 57 | *StmTrawler* 2,94~~12,93~~ 2,95 | LA&CP ✠LMC1,92 | | | | | Q19′F19′ BK7½ | | | | | |
| 1201 | — | **WoodScK** | 39 | | | | 1884 | AGGifford &Co. Leith | **J.L.Cunliffe&Co.** | 62·2 | 17·5 | 6·8 | **Granton** British | C.2Cy.8″&15″–12″ 10HP J.Cran&Co.,Leith | 8 ″ 0 |
| 87275 | (*ex*Earnest) 1*Dk* | | 38 23 | | | | 7mo | | | P94′ F27′ | | | German *WB* | | |
| 1202 | **Curonia** | **IronScSr** | 536 | | | | 1883 | Act.-Ges. "Vulcan", Stettin | **"Kurland"Dampf-schifffahrts-Act. Ges.** | 163·0 | 24·4 | 12·7 | **Stettin** | C.2Cy.21½″&39½″–27½″ 70HP Act.Ges."Vulcan,"Stettin | |
| JDVK | *E.Jancke*72–84 1*Dk2trB* | | 369 399 | | | | | | | | | | | | |
| 1203 | **Currajong** | **IronTwinSc3MstSr** | 603 | | | | 1875 | T.Wingate &Co. Glasgow | **BellambiCoalCo. (Lim.)** | 222·2 | 30·1 | 15·7 | **SydnyNSW** British | C.4Cy.26″&52″–20″ 250HP T.Wingate&Co.,Glasgow | |
| 73779 | *D.McAuley*88–88 | | 527 | | | | | | | P13′ Q63′ | | | | | |
| QHVD | (*ex*MarquisofLorne,*ex*Victory,*ex*The Clarence) 1*Dk* | | 410 | | | | | | | | | | | | |
| 1204 | **Curry** | **SteelScSr** | 129 | | | | 1890 | Kristine-hamn MkVrk Kristinehmn | **Nora-Venerns Jernvägsaktieb. (J.Wallner)** | 92·2 | 17·3 | 11·2 | **Krstnhmn** Swedish | C.2Cy.18½″&31½″–19¾″ 80HP KristinehamnsM.V,Kristh. | |
| | *J.A.Johansson*90–90 1*Dk* | | 105 70 | | | | | | | B18′ H5*t* | | | | | |
| 1205 | **Cutch** | **IronScSr** | 324 | ✠100A1 | Bom | *g* | 1884 | J.Bremner &Co. Hull | **UnionS.S.Co.of BritishColumbia (Lim.)** | 180·0 | 23·2 | 11·7 | **Vncvr,B.C.** British | C.2Cy.25″&48″–30″ 95lb 98HP 1DB,*4pf*,GS52,HS1600 J.Bremner&Co.,Hull | |
| 88178 | *Johnson* ~~*ssBom.No.1–80*~~ *ss*Vcr.No.2-93 1*Dk* | | 285 163 | 11,93~~2,99~~ ~~BS3,94~~ | LA&CP ✠LMC2,~~80~~3,94 Vcr | | 3mo | | | P37′Q36′F30′ BK8′ *WB=DBa45′25tFP* | | | | 1*BHCem* *T5tAPT5t* | |
| 1206 | **Cuvier** | **IronScSr** | 2299 | | | | 1883 | A.Leslie& Co. Newcastle | **Liv.Brazil&R. PlateS.N.Co. (Lim.) (Lamport &Holt,*Mgrs.*)** | 302·0 | 37·2 | 24·6 | **Liverpool** British | C.2Cy.34″&66″–48″ 250HP R.Stephenson&Co.,Nwc. | |
| 87903 | *W.Carnan* –93 | | 2021 | | | | 10mo | | | P177*t* F25*t* | | | | | |
| JBGV | | | 1452 | | | | | | | | | | | | |
| 1207 | **Cuxhaven** | **IronScSr** | 783 | ✠100A1 | Hul | *m* | 1882 | W.B. Thompson Dundee | ~~**YorkshireCoal&-SteamShipCo (Lim.)**~~ Goole Stm.ShippgCo(Lim) | 220·0 | 32·0 | 13·7 | **Goole** British | C.2Cy.30″&60″–33″ (*s*) 80lb 150HP 2SB,*4cf*,GS78,HS2388 W.B.Thompson,Dundee | 14 ″ 6 s 2 ″ 0 |
| 67836 | *H.Eyre*91–91 *ss*Skm.No.3–8,93 1*Dk*(*pt Irn*) | | 683 487 | 5,94 ✠NB5,89 | A&CP ✠LMC8,98 | | 5mo | | | lrp93 BK8″ *WB=DBa46′f55′* | | | | 5*BHCem* *fuE15′210t* | |
| 1208 | — | **IronScSr** | 158 | | | | 1891 | Actien Gesellschaft "Neptun" Rostock | **D.Bartels,jr.** | 104·3 | 20·3 | 10·5 | **Altona** German | C.2Cy.17¾″&33½″–20″ ActienGesell."Neptun," Rostock | |
| LFWM | *Wilhelm* –93 1*Dk* | | 143 67 | | | | | | | B33′ | | | | | |
| 1209 | **Cuyaba** | **IronSc** | 535 | | | | 1867 | Robertson &Co. Greenock | **A.J.dosSantos** | 186·2 | 25·5 | 15·3 | **R.Janeiro** Brazilian | 2Cy.40″–48″ 110HP DavidRowan,Glasgow | |
| HDLK | | | 391 | | | | | | | | | | | | |
| 1210 | **Cuyuni** | **IronTwinScSr** | 78 | 100A1 | Dem | | 1883 | R.&H. Green London | **SprostonDock& FoundryCo.** | 80·0 | 16·0 | 8·8 | **London** British | C.4Cy.16″&26″–18″ (*i*) 60lb NB94 50HP 1SB,*2f*,GS36 J.Penn&Son,London | |
| 89498 | *Phillips*78–87 *ss*Dem.No.2–92 1*Dk* | | 78 41 | *For Tug or Ri* 3,94. | *ver purposes* LA&CP LMC3,94 | | 11mo | | | BK5″ | | | 3*BHCem* | | |
| 1211 | **Cuzco** | **IronScBk** | 3898 | ✠A1*1 | Lon | Lv | 1871 | J.Elder& Co. Glasgow | **OrientSteam NavigationCo. (Lim.)** | 384·2 | 41·4 | 35·3 | **Liverpool** British | T.3Cy.35″,57″&90″–54″ (*s*) 150lb NDB88 650HP 3D&1SB,*20cf* FairfieldCo.(Lim.),Gls. | 29 ″ 1 s 12·5 |
| 65901 | *J.F.Anderson*89–90 4thSurvey,Lon.7,90 3*Dks&Awng dk* | | 3814 2506 | 4,94 *FS& Awng dk* ✠NE&B1,88 | BS~~12,93~~2,94 ✠LMC12,92 | | 10mo | | | H31*t* *NewAwng dk*88 BK12″ | | | 6*BHCem* | | |
| KRHC | | | | | | | | | | | | | | | |
| 1212 | **Cyanus** | **SteelScSr** | 1635 | ✠100A1 | Gls | *q* | 1880 | E.Withy& Co. Hartlepool | **Ferguson&Reid** | 265·0 | 34·4 | 16·6 | **Glasgow** British | C.2Cy.33″&61″–33″ (*i*) 70lb ~~*45lb*~~ NDB90 150HP 1DB,*4pf*,GS75 *65lb* T.Richardson&Son,Hpl. | 19 ″ 7 s 1·11 |
| 82803 | *J.Rice* –93 *ss*Gls.No.3–2,94 | | 1273 | 2,94 | LA&CP | | 8mo | | | P166′F30′ | | | 4*BHCem* | | |
| TNMB | *Well deck* 1*Dk*(*Stl*)2*trB* | | 1026 | BS10,94 | ✠LMC7,98 | | | | | srp94 BK9″ *WB=Cell* | | | *DB218′432t* | | |
| 1213 | **Cycle** | **SteelScSr** | 1942 | ✠100A1 | Cff | *s* | 1889 | JLThomp-son&Sons Sunderland | **S.S.CycleCo.(Lim) (R.Nicholson& Sons)** | 284·0 | 38·1 | 18·2 | **Liverpool** British | T.3Cy.21½″,35″&58″–39″ (*s*) 160lb *80lb* 180HP 2SB,*6cf*,GS92 J.Dickinson,Sunderland | 20 ″ 8 s 8·0 |
| 93838 | *R.T.Deans* –93 *ss*Cff.No.1–93 | | 1779 | *pt Awng dk* | A&CP | | 2mo | | | Q72′P29′ BK9½″ | | | 6*BHCem* | | |
| LBQC | 1*Dk*(*Stl*)&*pt Awngdk*(*Irn*)&*Webframes* *Inner bottomplating Irn* | | 1254 | *withfreeboard* 5,94~~,94~~ | ✠LMC1,98 | | | | | *pt Awng dk*183′ *WB=CellDB*210′382*t* | | | *APT23t* | | |
| 1214 | **Cyclone** | **IronScSr** | 986 | ✠100A1 | Liv | *n* | 1878 | R.Napier& Sons Glasgow | **D.Currie&Co.** | 231·3 | 32·2 | 18·2 | **Glasgow** | C.2Cy.28″&48″–39″ (*i*) ~~60lb~~ *50lb* NDB88 110HP 1B,GS85 R.Napier&Sons,Glasgow | 19 ″ 2 s 3 ″ 6 |
| 78605 | ~~*W.Morgan –93.*~~ *ssLiv.No.3–7,90* | | 962 | ~~5,94~~ ~~4,93~~ 7,94 | A&CP | | 4mo | | | B14′F23′ BK8″ *WB=DBa56′f69′* | | | British 60lb 5*BHCem* | | |
| RSHW | ~~*N.Norquay Ross*~~ 1*Dk*(*Irn*)2*trB* *ss*Liv.No.1-94 | | 613 | ~~BS4,98~~ | LMC7,90~~3,94~~ | | | | | | | | | | |
| 1215 | **Cyclop** | **IronPadSpTug** | 129 | | | | 1867 | Act.-Ges. "Weser" Bremen | **Norddeutscher Lloyd** | 131·5 | 16·6 | 7·6 | **Bremen** German | 2Cy.32″–22″ 41HP Act.Ges."Weser,"Bremen | |
| | *J.Froböse*79–79 | | — 75 | | | | | | | | | | | | |
| 1216 | **Cyclops** | **IronScSr** | 2108 | | | | 1880 | Scott&Co. Greenock | ~~**OceanSteamShip**~~ Nederlandsche Stoomv.Maats."Ocean" | 321·4 | 34·3 | 26·0 | ~~**Liverpool**~~ ~~British~~ Dutch Amsterdam | C.2Cy.24½″&56″–52″ 300HP GreenockFoundryCo.,Grk. | |
| ~~81349~~ | ~~*J.Barr –94*~~ | | 1984 | | | | 4mo | | | | | | | | |
| ~~TFGN~~ | | | 1363 | | | | | | | | | | | | |
| 1217 | **Cydonia** | **IronSc3MstSr** | 1637 | ✠100A1 | Cff | *q* | 1876 | ColeBros. Newcastle | **J.Robinson&Sons** | 265·0 | 34·0 | 24·4 | **N.Shields** British | C.2Cy.31″&58″–33″ (*i*) 70lb *70lb* 150HP 2SB,GS66 N.E.MarineEng.Co.,Sld. | 25 ″ 8 s 4 ″ 7 |
| 70415 | *E.S.Winspear*88–88 *ss*Shl.No.3–10,88 *ss*Cff.No.1–93 2*Dks*(1*Irn*)3*trB* | | 1588 1029 | 9,~~9~~~~8,93~~ 5,95 BS3,94 | A&CP LMC3,98 Bry | | 4mo | | | BK9½″ *WB=DB* | | | 5*BHCem* *a80′f96′242t* | | |
| PNQH | | | | | | | | | | | | | | | |
| 1218 | **Cyfarthfa** | **IronScSr** | 1334 | ✠100A1 | Cff | *o* | 1880 | Palmers' Co.(Lim.) Newcastle | **CyfarthfaS.S.Co. (Lim.) (MorelBros.& Co.)** | 241·0 | 33·2 | 16·6 | **Cardiff** British | C.2Cy.28″&54″–36″ (*i*) 75lb *60lb* 99HP 1SB,*4pf*,GS69 Palmers'Co.(Lim.),Nwc. | 19 ″ 0 s 1 ″ 6 |
| 81784 | *L.Langlois* –94 *ss*Cff.No.3–6,89 | | 1060 | 8,94~~11,92~~ | A&CP | | 2mo | | | Q92′B95′F28′ FK *WB=CellDB205′* | | | 4*BHCem* | | |
| VBFM | *Well deck* *ss*Bry.No.1–92 1*Dk*(*Irn*)2*trB* | | 868 | BS3,94 | ✠LMC9,92 | | | | | | | | | | |
| 1219 | **Cygne** | **IronPadSr** | 146 | | | | 1854 | ANormand Hâvre | **Cie.Anonyme des Paquebots à Vapeur entreLe Havre,Caen,Hon-fleur, etles Ports de laNormandie** | 138·1 | 19·0 | 9·3 | **Hâvre** French | 2Cy.37½″–41¾″ 80HP Mazeline frères,Havre | |
| | *Halloin*82– 1*Dk* | | — 63 | | | | | | | | | | | | |
| HTPQ | | | | | | | | | | | | | | | |

| No. in Book. Official No. Code Letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage Gross. Under deck. Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built. When. Ship. Engines | By Whom. Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of B. of Trade Pass. Cert. | Mean Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1220<br>87183<br>JBHR | Cygnet SteelScSr<br>J.E.Green -94 ssMdb.No.2-92<br>2Dks(1ptStl)&Awngdk | 2012<br>1297<br>1291 | ✠100A1<br>Awng dk<br>withfreeboard<br>10,91 1,94 6,94<br>BS2,93 ✠LMC9,91 BS5,94 | Lon<br>LA&CP<br>Liv | p | 1883<br>9mo | Gourlay<br>Bros.&Co.<br>Dundee | GeneralSteamNav.<br>Co. | 286·0\|37·2\|15·7<br>len92<br>BK8½<br>WB=CellDBa64'f136'252t | London<br>British<br>5BHCem | C.2Cy.34"&64"-42" (s)<br>80lb 50lb 210H<br>2SB,6pf,GS103<br>GourlayBros.&Co.,Dundee | 18 // 5<br>s 9 // 4 | | |
| 1221<br>99694 | — SteelScYawl<br>T.Thornham93-93 1Dk | 141<br>135<br>54 | ✠100A1<br>StmTrawler<br>6,93 ✠LMC6,93 | Gls<br>LA&CP | | 1893<br>6mo | Mackie&<br>Thomson<br>Glasgow | Gt.GrimsbyIceCo.<br>(Lim.) | 98·0\|20·5\|10·7<br>BK7½<br>WB=DTf14'27t | Grimsby<br>British<br>3BHCem | T.3Cy.10",16"&25½"-20" (s)<br>160lb 35H<br>1SB,2pf,GS27,HS540<br>Muir&Houston,Glasgow | 11 // 7 | | |
| 1222<br>91893<br>KDTF | — SteelScSr<br>F.Marshall86-89 1Dk | 124<br>120<br>66 | ✠<br>For River purposes<br>2,86 ✠LA&CP | Lon | | 1885<br>9mo | Davis&<br>Clow<br>Abingdon | W.J.Watchorn | 120·0\|17·3\| 8·7<br>FK | Sydney<br>British<br>5BHCem | C.2Cy.16"&32"-18"<br>43H<br>Bow&McLachlan,Paisley | | | |
| 1223<br>82959 | — IronScSr<br>E.Cammish -91 1Dk | 102<br>102<br>45 | | | ... | 1882<br>12mo | JTEltring-<br>ham<br>S.Shields | R.Irvin | 94·7\|19·0\|10·0 | Scarboro'<br>British | C.2Cy.17"&32"-22"<br>40H<br>J.P.Rennoldson&Ss.,S.Shl. | | | |
| 1224<br>125900 | Cygnus IronPad<br>C.Foster | 857<br>—<br>555 | | | | 1881 | J.Roach&<br>Son<br>Chester,Pa. | IronSteamboatCo. | 212·6\|31·4\|11·3 | NewYork<br>Utd.States | 1Cy.53"-132"<br>W.&A.Fletcher,NewYork | | R | |
| 1225<br>97864 | — IronScSr<br>J.T.Francis -91 1Dk(Irn)<br>ssLon No 1-95 | 355<br>268<br>183 | ✠100A1<br>9,91 2,94 4,95<br>✠LMC5,91 4,95<br>Gmb Lon | Sws<br>LA&CI | f | 1891<br>5mo | WThomas<br>&Sons<br>Amlwch | R.J.Francis&<br>A.Eraut | 148·0\|24·0\|10·8<br>P19'Q60'B7'F21'<br>drp91 drp95 FK<br>WB=Tf52t | Liverpool<br>British<br>3BHCem | C.2Cy.18"&36"-24" (a)<br>100lb 80lb 54H<br>1SB,2pf,GS43<br>DeWinton&Co.,Carnarvon | | | |
| 1226<br>79470<br>SJMC | Cymbeline IronScBn<br>C.H.Smith ssHul.No.3-7,91<br>Well deck 1Dk2trB | 1359<br>1176<br>880 | ✠100A1<br>5,94<br>BS8,92<br>1,95 | Npt<br>A&CP<br>LMC7,91 | p | 1879<br>2mo | Richard-<br>son,Duck<br>&Sons<br>Stockton | Thompson,Elliott<br>&Co. | 248·6\|32·2\|18·5<br>Q79'B56'F29'<br>drp95 FK<br>WB=DBa46'f62' | Hull<br>British<br>5BHCem | C.2Cy.29"&55"-33" (i)<br>75lb 60lb NDB89 130H<br>1DB,GS58<br>T.Richardson&Sons,Hpl. | 19 // 9<br>s 2 // 3½ | | |
| 1227<br>89174<br>JGSF | Cymmrodorion IronScSr<br>W.P.Prout94-94 W.Gibson -95 136<br>Well deck 2ndSurvey,Shl.4,92<br>1Dk(ptIrn)2trB | 1706<br>1184 1108<br>1068 | ✠ A1✱1<br>2,95 4,94<br>BS4,94<br>4,95 | Cff<br>LMC4,92 | Lv | 1884<br>2mo | Schlesin-<br>ger,Davis<br>&Co.<br>Newcastle | CymmrodorionS.S.<br>Co.(Lim.)<br>(W.H&C.T.Jones) | 260·0\|36·3\|19·4<br>P60tQ103tB119t<br>F34t BK9"<br>WB=DBa&fAPT | Cardiff<br>British<br>4BH1PBH | C.2Cy.33"&63"-39" (a)<br>75lb 60lb 169H<br>2SB,6f<br>Black,Hawthorn&Co.,Gts. | 20 // 7<br>s 2 // 6 | | 16·74<br>17·79<br>18·84<br>19·88 |
| 1228<br>86226 | Cynosure WoodScFlat<br>(exSailing) | 119<br>111<br>81 | | | | 1877 | Ann<br>Deakin<br>Winsford | SaltUnion(Lim.) | 84·2\|20·5\| 8·8 | Liverpool<br>British | 2Cy.11"-17"<br>NE&B84 22H<br>Deakin&Co.,Winsford | | | |
| 1229<br>99079 | Cynthia IronPadK<br>J.Jones -93 1Dk | 244<br>210<br>107 | | | | 1892 | JTEltring-<br>ham&Co.<br>S.Shields | W.Watkins | 153·4\|21·4\|10·3<br>B21t H13t | London<br>British | C.D.2Cy.23"&46"-36"<br>98H<br>J.Stewart&Son(Lim.),Lon | | BT<br>till<br>8,94<br>10,94 | |
| 1230<br>99164 | — IronScK<br>W.Browning91-91 1Dk | 133<br>127<br>45 | ✠100A1<br>StmTrawler<br>6,91 6,91<br>3,95 ✠LMC6,91 | Mdb<br>LA&CP<br>Gms | | 1891<br>6mo | Raylton<br>Dixon&Co<br>Middlesbro' | W.J.Allen | 96·5\|20·3\|10·7<br>Q20'F19'<br>BK7½ | Grimsby<br>British<br>3BHCem | T.3Cy.11",17"&28"-20" (s)<br>160lb 40H<br>1SB,2cf,GS25,HS831<br>Wstgrth,English&Co.Mdb. | 11 // 8 | | |
| 1231<br>98618 | Cynthiana SteelScSr<br>D.Mackenzie -92 1Dk(Stl)&Web<br>Elec. light frames&ptAwngdk(Irn)<br>W.S.Vaughan94-94 ssCff.No 1-94 | 2923<br>2151<br>1934 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>5,91 2,93<br>12,94 5,94<br>✠LMC4,91 5,94 | Liv<br>A&CP<br>Cff | t | 1891<br>4mo | Russell<br>&Co.<br>Greenock | R.B.Stoker | 311·5\|41·3\|20·2<br>ptAwngdk 258'F33'<br>drp92 drp94 FK<br>WB=CellDB218'500t | Glasgow<br>British<br>5BHCem | T.3Cy.23½",38"&62"-42" (s)<br>160lb 80lb 245H<br>2SB,6rf,GS115,HS3636<br>Blackwood&Gordon,P.Gls | 22 // 11<br>s 9 // 7½ | | |
| 1232<br>68992<br>SGHP | Cyprus IronScSr<br>C.McCormick87-87 ssGot.No.3-84<br>J.B.Mackie -94 ssSld.No.1-88<br>ssSld.No.3-6,94 2Dks(Irn)3trB | 1859<br>1656<br>1205 | ✠100A1<br>8,91 7,91 11,94<br>BS7,91 | Liv<br>A&CP<br>LMC11,88 6,94<br>Sld | r | 1878<br>12mo | ShortBros.<br>Sunderland | Taylor&Sanderson | 274·5\|36·0\|23·8<br>P28'B63'F34'<br>drp94 BK9½"<br>WB=DBa84'f48'f171t FPT 30tAPT20t | Sundrland<br>5BHCem<br>British | C.2Cy.33"&62"-42" (i)<br>80lb 50lb 180H<br>2B,GS90<br>G.Clark,Sunderland | 25 // 2<br>s 3 // 9 | | |
| 1233<br>76243<br>RWKT | — IronScSr<br>E.Guild86-86 ssCff.No.3-5,87<br>ssShl.No.1-91<br>1Dk(Irn)2trB | 1225<br>1115<br>777 | ✠100A1<br>4,94<br>drp92<br>BS10,93 | Cff<br>A&CP<br>LMC2,92 | p | 1878<br>8mo | Wigham<br>Richardson<br>&Co.<br>Newcastle | Dunford&Elliott | 245·0\|33·2\|19·6<br>P28'F27'<br>BK8"<br>WB=DBa70'f56' | Newcastle<br>British<br>5BHCem | C.2Cy.30"&56"-36" (s)<br>75lb 80lb NDB90 160H<br>2B,GS108<br>J.Shaw&Co.,Newcastle | 21 // 1<br>s 3 // 1 | | |
| 1234<br>99572 | — IronScYl<br>1Dk | 132<br>126<br>57 | ✠100A1<br>StmTrawler<br>4,95 6,92 ✠LMC6,92 | Hul<br>LA&CP | | 1892<br>6mo | Cook,Wel-<br>ton&Gem-<br>mell<br>Hull | HullSteamFishing<br>&IceCo.(Lim.) | 95·6\|20·5\|10·8<br>BK7½"<br>WB=FPT17t | Hull<br>British<br>3BHCem | T.3Cy.10",16"&25½"-19½"<br>160lb (s) 35H<br>1SB,2pf,GS19,HS511<br>C.D.Holmes&Co.,Hull | 11 // 7 | | |
| 1235<br>95272<br>KVGW | Cyrene SteelScSr<br>A.W.Amey -91 ssLiv.No.1-93<br>1Dk(Irn)&Spardk(ptIrn-ws)3trB<br>KeelsonsIron | 2904<br>2649<br>1834 | ✠100A1<br>Spar dk<br>1,95 6,93 ✠LMC3,93<br>BS1,95 | Ant<br>A&CP<br>Liv | t | 1888<br>10mo | ShortBros.<br>Sunderland | Lumsdon,Byers&<br>Co. | 302·0\|42·0\|19·4<br>B65'F33' 27·4<br>BK10"<br>WB=DBa92'f50'354t FPT62t | Sundrland<br>British<br>5BHCem | T.3Cy.23½",38"&62"-42" (r)<br>150lb 90lb 250H<br>2SB,6cf,GS120<br>G.Clark,Sunderland | 20 // 6<br>s 7 // 1 | | |
| 1236<br>70881<br>WSMQ | Cyrenian IronScSr<br>H.F.Nash86-90 2Dks(1Irn) | 1403<br>1369<br>916 | ✠<br>11,74 | Liv | Lv | 1874<br>9mo | Bowdler,<br>Chaffer&Co<br>Liverpool | Gellatly,Hankey,<br>Sewell&Co. | 292·2\|30·1\|22·2 | Rochester<br>British<br>5BH2PBH | C.2Cy.32"&64"-36"<br>170H<br>J.Jack,Rollo&Co.,Liv. | 23 // 4 | V | |
| 1237<br>95165<br>KVLH | Cyril SteelScSr<br>H.Story -91 ssCff.No.1-93<br>Well deck Davies 1Dk(Stl)2trB | 2363<br>1918<br>1545 | ✠100A1<br>2,95 12,93 2,94<br>BS2,95 ✠LMC1,93 | Cff<br>A&CP | s | 1888<br>10mo | TTurnbull<br>&Son<br>Whitby | TurnbullBros. | 289·2\|38·3\|20·7<br>P28'Q76'B124'<br>F32' FK<br>WB=DBa88'f114'432t | Whitby<br>British<br>6BHCem | T.3Cy.22",36"&59"-39" (s)<br>160lb 60lb 175H<br>2SB,6cf,GS84<br>Blair&Co.(Lim.),Stockton | 22 // 2<br>s 2 // 1 | D | |
| 1238<br>86259<br>WPRB | — IronScBn<br>R.Oliphant89-89 (exPacaxo)<br>Well deck | 1190<br>910<br>751 | | | ... | 1882<br>9mo | London&<br>GlasgowCo<br>Glasgow | BoothSteamShip<br>Co.(Lim.) | 235·0\|31·3\|17·1<br>Q82' B55' F31' | Liverpool<br>British | C.2Cy.27"&51"-36"<br>130H<br>Londn.&Glas.Co.,Glasgow | | BT<br>till<br>7,94<br>5,95 | |
| 1239<br>HTPV | Cyrnos SteelScSr<br>Lacotte -90 1Dk&Awngdk<br>Elec. light | 1027<br>—<br>390 | | | | 1890<br>2mo | D.J.Dun-<br>lop&Co.<br>P.Glasgow | CieMarseillaise de<br>Nav.àVap.<br>(Fraissinet&Co.<br>Mgrs.) | 225·6\|29·2\|21·2<br>H46' | Marseilles<br>French<br>WB | T.3Cy.22¾",36"&60"-42"<br>FD 250H<br>D.J.Dunlop&Co.,P.Gls. | | V | |
| 1240<br>98520<br>MKQS | Cyrus SteelScSr<br>E.Fleetham -94<br>1Dk(Irn)2trB&Webframes<br>&ptAwng dk(Irn) | 3368<br>2596<br>2174 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>9,91 10,93 ✠LMC12,91<br>2,95 | Npt<br>A&CP<br>Bry | v | 1891<br>12mo | Ropner&<br>Son<br>Stockton | Gladstone&<br>Cornforth | 330·0\|43·1\|21·0<br>Q141' BK11"<br>ptAwng dk189'<br>WB=CellDB252'604t | W.Hartlpl<br>British<br>5BHCem | T.3Cy.23½",39"&64"-42" (s)<br>160lb 80lb 240H<br>2SB,6rf,GS118,HS4127<br>Blair&Co.(Lim.),Stockton | 24 // 6<br>s 9 // 4½ | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu des navires. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1241** | **Cyrus** | **SteelScSr** | 1082 | ✠100A1 | Stk | *n* | 1883 | Dobson& | J.E.Guthe&Co. | 240·5 | 33·1 | 14·0 | Grngemth | C.2Cy.30″&54″–36″ (*j*) | 16 ″ 3 |
| 81134 | *J.Christiansen* –94 | *ss*Sld.No.3–11,92 | 867 | 7,93 | LA&CP | | 4mo | Charles | | Q82′ | B62′ | F30′ | British | 80lb *60lb* NDB89 130HP | s 1 ″ 6 |
| HRLW | *Well deck* | 1*Dk*(*Irn*)2*trB* | 699 | BS~~1,94~~ ✠LMC11,92 | | | | Grngemouth | | | | BK7½″ | | 4*BHCem* | |
| | | | | ~~5,95~~ | | | | | *WB*=*CellDBa*57′*f*96′200*t* | | | | | *APT*16*t* | |
| **1242** | **Cyrus Walker** | **WoodPad** | 241 | | | | 1864 | ..... | PugetSoundCom- | 130·0 | 25·7 | 8·6 | P.Gamble, | 1DB,*6pf*,GS95 | |
| 5123 | | 1*Dk* | — | | | | | SanFrancisco | mercialCo. | | | | Wash. | Hutson&Corbett,Glasgow | |
| HFBN | | | 154 | | | | | | | | | | Utd.States | 202HP | |
| **1243** | **Czar** | **SteelScBk** | 2242 | ✠ | Nwc | *t* | 1883 | SirW.G. | RussianSteam | 319·0 | 37·0 | 23·5 | Odessa | C.2Cy.40″&78″–48″ | |
| 487 | *Demme* | 3*Dks*(1*Stl*) | 2007 | 6,83 | LA&CP | | 4mo | Armstrong | Navigation& | P59′ | B94′ | F55′ | Russian | 350HP | |
| HKCS | | | 1491 | ✠ | | | | Mitchell &Co. | TradingCo. | | | | 8*BHCem* | Wallsend SlipC.(Lim)Nwc | |
| | | | | | | | | Newcastle | | | | | | *WB*=*CellDB*300*t* | |
| **1244** | **—** | **IronScSr** | 1347 | ✠100A1 | Lth | *o* | 1879 | J.Laing | W.Thomson& | 243·0 | 32·5 | 17·8 | Leith | C.2Cy.29½″&56″–36″ (*i*) | 19 ″ 2 |
| 79155 | *A.Clark*93–93 | *ss*Lth.No.3–4,92 | 1047 | ~~6,04~~ 5,95 | A&CP | | 5mo | Sunderland | Co. | P89′ | B58′ | F30′ | British | 70lb *70lb* NDB93 140HP | s 2 ″ 2 |
| SNGB | *Well deck* | 2*Dks* | 863 | BS~~3,04~~ LMC4,92 | | | | | | | | BK8½″ | | 2SB,GS66 | |
| | | | | 5,95 | | | | | | | | | | 4*BHCem* | |
| | | | | | | | | | | | | | | N.E.MarineE.Co.(Lim)Sld | |
| **1245** | **Czarina** | **IronScSr** | 983 | ✠100A1 | NYk | *m* | 1883 | J.Blumer | R.M.Phillips | 220·3 | 31·6 | 13·3 | NewYork | C.2Cy.27″&50″–33″ (*i*) | 15 ″ 4 |
| 126693 | ~~*S.Hughes* –93~~ | *ss*N.Yk.No.2–92 | 810 | 11,9~~46,92~~7,94 | A&CP | | 5mo | &Co. | | Q108′ | B20′ | F24′ | Utd.States | 80lb *50lb* 95HP | s 1 ″ 7 |
| KHVQ | (*ex*G.W.Jones) | 1*Dk*(*Irn*)2*trB* | 627 | BS7,94 ✠LMC3,92 | | | | Sunderland | | | | BK8″ | | 2SB,*4pf*,GS55 | w1 ″ 6 |
| | *Well deck* | *J.Wetherell*94–94 | | | | | | | *WB*=*DBa*53′ 70*t* *FPT* | | | | | 4*BHCem* | |
| | | *C.Lapslay*94–94 | | | | | | | | | | | | 25*t* *APT*15*t* | |
| **1246** | **Czaritza** | **SteelScBk** | 2875 | ✠ | N | ... | 1886 | TyneIron | RussianS.N.& | 347·0 | 38·7 | 19·9 | Odessa | T.3Cy.27″,44″&74″–48″ (*s*) | 20 ″ 11 |
| 639 | | *ss*Bly.No.1–91 | 2648 | *Spar dk* | | | 9mo | SBCo.(Lim) | TradingCo. | B96′ | F42′ | 27·5 | Russian | ~~150lb~~ NB94 450HP | s 7 ″ 0 |
| HQVM | (*ex*PortAugusta) | | 1851 | ✠LMC5,91 | | | | Newcastle | | | | BK11″ | | ~~2DB,*12cf*,GS187~~ | |
| | *Elec.light* | 1*Dk*(*Stl*)&*Spar dk*3*trB* | | | | | | | *WB*=*DBa*98′*f*62′&*uE* | &*B*58′ | 383*t* | *FPT*18*t* | | 7*BHCem* | |
| | | | | | | | | | | | | | | *APT*17*t* | |
| | | | | | | | | | | | | | | WighmRichrdsn&Co.Nwc | |

**Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 4 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 82298 | **D. D. Calvin** 1*Dk* | **WoodScSp** | 750 606 483 | | | | 1883 | H. Roney Garden Is. Ont. | **TheCalvinCo. (Lim.)** | 166·0 H82*t* | 32·0 F62*t* | 15·1 | **Kingston, Ont.** British | C.2Cy.27″&50″–36″ 300H Globe Iron Works, Cleveland,Utd.States | | |
| 2 74094 | **D. P. Ingraham** *W.H.Cross* 1*Dk* | **WoodSc** | 113 69 69 | | | | 1864 ..... Philadelphia | **Newfoundland Steam Screw TugCo.** | | 102·0 len76 | 21·4 B37*t* | 8·1 | **SJhnsNFL** British | 1Cy.30″–14″ 75H Neafie&Levy,Philadelphia | | |
| 3 71104 | **D. R. Van Allen** 1*Dk* | **WoodSc** | 318 — 216 | | | | 1874 Chisholm &Simpson Chatham,Ont | **G.Wright** | | 136·0 H58*t* | 26·0 | 10·0 | **ChthmOnt** British | 1Cy. 87H Hyslop&Rowd'n,ChtmOnt | | |
| 4 HFVG | **D. Siedler** *G.Peters*90–90 1*Dk2trB* | **SteelScSr** | 531 400 369 | | | | 1889 J.W.Klawitter Danzig | **F.G.Reinhold** | | 171·9 Q34′ | 25·0 B44′ | 12·9 F21′ | **Danzig** German *WB* | T.3Cy.13″,22″&35″–26″ 35H J.W.Klawitter,Danzig | | DV |
| 5 | **D. W. Lilljehöök** *J.Nylén*83–88 1*Dk* | **CompScSr** | 159 134 114 | | | | 1888 G.Persson Nylandsö | **G.Silvén** | | 100·5 P23′ | 21·1 Q5′ | 8·8 | **Seffle** Swedish | C.2Cy.10¼″&25″–17½″ 30H KristinehamnsM.V.Kristh. | | |
| 6 84359 WKBJ | **Dabulamanzi** *J.W.Watling*89–89 *ss*Lon.No.2–90 1*Dk*(*Irn*)*&Spardk3trB* | **IronScSr** | 1537 998 980 | ✠100A1 *Spar dk* 12,93 ✠NB10,88 B83,95 | Lon A&CP | *q* ✠LMC5,90 | 1882 Hall, 5mo Russell&Co. Aberdeen | **J.T.Rennie&Son** | | 260·6 B28′ | 35·4 | 21·2 FK | **Aberdeen** British *WB=Cell* | T.3Cy.21″,33″&56″–42″ 160lb *90lb* NDB92 200H 2SB,*6rf*,GS100 *Tpd*88Hall Russell&C.Abn | 16 ″ 6 s 5 ″11 | |
| 7 56907 HTLB | **Dacia** *D.Morton* –94*ss*Lon.No.3–1,93 1*Dk&Spardk3trB* | **IronScBk** | 1856 1252 1473 | ✠ A1 *Spar dk* 1,95 ~~7,02~~ BS5,94 | Lon A&CP | LMC1,93 | 1867 J.Laing 11mo Sunderland | **IndiaRub.Gutta Percha&Telegph Works Co.(Lim.)** | | 283·0 len70 | 34·7 BK8½″ *WB=* | 17·9 25·3 *5BHCem DBf*90′460*t* | **London** British | C.4Cy.23″&45″–36″ (*i*) 70lb *75lb* NB75 170H 2SB,*6pf* *Cmp.*75G.Clark,Sunderlnd | 19 ″ 6 s 6 ″ 6 | |
| 8 93350 | **Daga** *Elec.light* | **SteelPadLr** | 237 237 149 | | | | 1887 W.Denny &Bros. Dumbarton | **IrrawaddyFlotilla Co.(Lim.)** | | 160·0 | 24·0 | 7·7 | **Glasgow** British | C.2Cy.24″&43″–42″ 90H Denny&Co.,Dumbarton | | |
| 9 NKMB | **Dagmar** *F.A.S.Hansen*75–85 (*ex*Theben) 1*Dk&Awngdk3trB* | **IronScSr** | 1174 788 727 | ✠ *Awng dk* 4,77 | Lon A&CP | | 1872 Denton, 9mo Gray&Co. W Hartlepool | **Forenede Dmpskibsselskab** | | 230·6 | 30·4 | 14·8 21·6 | **Copnhagn** Danish | C.2Cy.28″&56½″–36″ 120H Blair&Co.(Lim.),Stockton *WB=ptDB* | | |
| 10 60 MQFB | — *Zöllner*85– 1*Dk* | **IronPadSr** | 504 — 385 | | | | 1867 Motala Co. Norrköping | **H.D.Schmidt** | | 188·5 | 25·0 | 11·8 | **Pernau** Russian | 2Cy.52″–48″ | | |
| 11 HRGM | — *G.A.Christoffersson* –89 1*Dk* | **CompScSr** | 368 317 261 | | | | 1882 G.Persson Rättaregården | **Ångf.Aktieb. "Dagmar" (G.E.Falck)** | | 139·8 B33′ | 21·5 H3*t* | 13·4 | **Gothenbrg** Swedish | 2Cy.16½″&29¼″–20½″ 50H MotalaCo.,Gothenburg | | G |
| 12 NBMC | — *J.Jörgensen*88–89 2*Dks2trB* | **SteelPadFerry** | 332 313 122 | | | | 1889 Burmeister &Wain Copenhagen | **DeDanskeStatsbaner** | | 165·6 | 26·3 | 10·9 | **Masndsnd** Danish | C.2Cy.32″&60″–45″ 150H Burmeister&Wain,Cpn. | | V |
| 13 JPWC | — *E.M.Iversen*75–75 1*Dk2trB* | **WoodScSr** | 273 234 161 | | | | 1860 ..... Sjötorp | **N.J.Michelsen** | | 121·4 len76 | 22·2 B37*t* | 13·2 | **Bergen** Norwegian | C.2Cy.15″&29¾″–18″ 30H LaxevaagsVerkst,Bergen | | N |
| 14 64 LRDG | — *Lange* | **IronScSr** | 245 204 176 | | | | 1867 J.Schichau Elbing | **W.G.Reincke** | | 100·0 P36′ | 19·0 | 11·0 | **Windau** Russian | 2Cy.23¾″–18½″ 60H F.Schichau,Elbing | | V |
| 15 47614 | — | **IronPadSr** | 183 183 19 | | | | 1863 Laird Bros. 9mo Birkenhead | **ManchesterShip CanalCo.** | | 138·0 | 21·0 | 8·4 | **Liverpool** British | D.2Cy.38″–48″ 95H Laird Bros.,Birkenhead | | |
| 16 34 RMCL | — *Zvanoff* | **IronPad3MstSr** | 157 — 99 | | | | 1869 Wigham Richardson Newcastle | **V.Maksimoff** | | 130·0 | 21·1 | 7·8 | **Nicolaief** Russian | 2Cy.30″–42″ 60H Black Hawthorn&Co.Nwc. | | |
| 17 68965 RCMQ | **Dago** *W.Scroggie* –93 *ss*Shl.No.3–10,89 2*Dks*(1*Irn*)3*trB* *ss*Npt.No.1–94 | **IronScSr** | 1914 1738 1239 | ✠100A1 ~~7,04~~ ~~3,04~~ 4,95 ✠NB9,90 | Npt A&CP LMC10,~~89~~ 7,94 Cff | *s* | 1877 J.Laing 11mo Sunderland | **ColumbiaS N.Co. (Lim) (W&TW Pinkney,** *Mgrs.*) | | 283·0 B60′F30′ | 33·8 BK9½″ *WB=* | 24·8 *4BHCem DBa*78′*f*60′ | **Sundrland** British | T.3Cy.20″,32″&55″–39″ (*s*) 160lb *80lb* NDB90 180H 2SB,*6pf*,GS78,HS2736 *Tpd*90 J.P.Rnldsn&SsSShl | 25 ″ 10 s 4 ″ 5½ | |
| 18 96206 LHDW | **Dahlia** *J.H.Taylor*89–89 *ss*Gms.No.1–93 1*Dk* | **IronScK** | 154 147 71 | ✠100A1 *For fishing purposes* 6,93 ✠LMC6,93 | Gms LA&CP | | 1889 Cochrane, 9mo Cooper& Schofield Beverley | **NorthEastern SteamFishing Co.(Lim.)** | | 180·9 Q16′F20′ | 20·7 BK7½″ | 11·0 *3BHCem* | **Grimsby** British | T.3Cy.11½″19½″&31½″–22½″ 150lb (*s*) 50H 1SB,*2cf*,GS27,HS782 C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 19 98996 | **Dahomey** *F.W.Clarke* –93 2*Dks*(*UStl*–ws)*&Webframes* *Elec.light* | **SteelScSr** | 2854 2508 1828 | ✠100A1 ~~2,94~~ ~~3,94~~ ~~12,94~~ 4,95 ✠LMC10,91 | Liv A&CP | *u* | 1891 Sir Raylton 10mo Dixon&Co. Middlesbro' | **Elder,Dempster &Co.** | | 312·0 P31′B94′F41′ | 40·0 | 24·6 FK *WB=Cell* | **London** British *5BHCem DB*262′ 554*t* | T3Cy.23″,38″&61″–42″ (*s*) 160lb *60lb* 240H 2SB,*6cf*,GS120,HS4113 T.Richardson&Sons,Hpl. | 27 ″ 5 s 5 ″ 3½ | BT till ~~6,94~~ ~~10,94~~ 6,95 |
| 20 544 HDKS | **Dairyu Maru** *SukeyukiHijikata* | **Wood—Sr** | 292 271 181 | | | | 1881 J.Hannah Hiogo | **OsakaShosen Kaisha** | | 139·0 | 18·6 | 14·7 | **Osaka** Japanese | 2Cy. 40H | | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Grèement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21<br>81303 | Daisy<br>*A.Kenyon*64–88 | IronPad | 285<br>285<br>82 | | | | 1879<br>7mo | T.B.Seath &Co.<br>Glasgow | WallaseyLocal Board | 150·2 | 25·3 | 10·3 | Liverpool<br>British | D.2Cy.36″–66″<br>~~NB94~~ NB94 90HP<br>D.Rowan,Glasgow | |
| 22<br>96519 | —<br>*Peck* | IronScSr<br>1*Dk* | 118<br>108<br>15 | ✠100A— *for fishing purposes*<br>~~6,91~~ ~~10,93~~<br>9,94 | Abn<br>✠LMC1,91 | | 1891<br>1mo | Hepple& Co.<br>N.Shields | J.Chisholm&Co. | 96·8 | 19·1 | 10·2<br>BK6½ | N.Shields<br>British | C.2Cy.16¼″&32¼″–22″ (*a*)<br>100lb 43HP<br>1SB.*2pf*,GS31<br>Hepple&Co..N.Shields | 10 ″ 6 |
| 23<br>157351<br>Wrecked 1,95 | Daisy Kimball | WoodScSr | 276<br>—<br>203 | | | | 1892 | C.G.White<br>Alameda | J.S.Kimball | 131·5 | 31·0 | 10·2 | S.Frncisco<br>Utd.States | 40HP | |
| 24<br>321<br>HCQK | Daiyu Maru<br>*W.Emma* | WoodScSr | 578<br>553<br>319 | | | | 1869 | T.Wingate &Co.<br>Glasgow | OkinawaKaiun Kaisha | 180·2 | 23·6 | 20·8 | Nawa<br>Japanese | 2Cy.<br>73HP | |
| 25 | Dakahlieh | IronScBn | —<br>—<br>1108 | | | | 1865 | Wigram& Sons<br>London | KhedivialS.S. Administration | 270·0 | 34·6 | 24·0 | Alexndria<br>Egyptian | C.2Cy.38″&70″–48″<br>300HP<br>J.Jack&Co.,Liverpool | |
| 26<br>HTQS | Dakar<br>*Bouteiller* | IronScSr | 282<br>—<br>108 | | | | 1876 | Jollet& Babin<br>Nantes | M.Cottereau | 155·0 | 20·8 | 11·5 | Nantes<br>French | C.2Cy.20½″&34⅝″–25⅝″<br>Jollet&Babin,Nantes | |
| 27 | Dalaröström<br>*O.Flygare*88–88 | IronSc<br>1*Dk* | 106<br>84<br>72 | | | | 1876 | Bergsunds Mek. Verks<br>Stockholm | ÅngbåtsBol.Nya Dalarö (C.H.Backert) | 106·3<br>Q36′ | 18·0<br>H18*t* | 8·0 | Stockholm<br>Swedish | 2Cy.13¾″&23½″–15½″&19½″<br>30HP<br>BergsundsMek.V.,Skm. | |
| 28<br>76130<br>SRQH | Dalbeattie<br>*T.Bell*82–90<br>*Well deck* | IronScBn<br>*ss*Mdb.No.3–6,92<br>1*Dk2trB* | 1342<br>1049<br>849 | ✠100A1<br>~~5,94~~ ~~3,97~~ 1,95<br>~~BS5,98~~<br>LMC6,92<br>~~Bus~~<br>8,94 | Mdb<br>A&CPHpl | *o* | 1879<br>8mo | R.Dixon& Co.<br>Middlesbro' | DalbeattieSS.C.Ld (E.Harris&Co.) | 239·8<br>Q90′B62′F29′<br>drp92 drp95 | 33·3<br>BK8½<br>*WB=DBa* | 17·6<br>78′*f*54′219*t* | Middlsbro'<br>British | C.2Cy.29″&55″–33″ (*i*)<br>75lb *57lb* 120HP<br>1B,GS58<br>T.Richardson&Sons,Hpl. | 18 ″ 8<br>s 1·10½ |
| 29<br>65381<br>KBFD | Dale<br>*C.Reay*88–94<br>*Well deck* | IronScSr<br>1*Dk2trB*<br>6thSurveyLth.6,91 | 1002<br>744<br>617 | ✠ A1, 1<br>5,94 | Lth | Lv | 1871<br>1mo | W.Pile& Co.<br>Sunderland | London&Edinbgh. Shippg.Co.(Lim.) | 221·5<br>P191*t*F32*t* | 30·1<br>BK8″<br>*WB* | 17·0<br>5*BH*<br>*=DBa&f* | Leith<br>British | C.2Cy.27″&50″–30″<br>NB81 100HP<br>R.&W.Hawthorn,Nwc. | 17″11<br>s 2·3 |
| 30<br>99568 | Dale Castle<br>~~*W.C.Saunders* 93~~<br>*A.Barrett* | IronScK<br>1*Dk* | 148<br>137<br>57 | ✠100A1<br>*StmTrawler*<br>3,95 ~~5,92~~ | Hul<br>LA&CP<br>LMC5,92<br>Cff | | 1892<br>5mo | Cook, Welton& Gemmell<br>Hull | G.H.D.Birt | 100·5<br>Q20′ | 20·8<br>BK7½ | 11·0<br>3*BH Cem* | Hull<br>British | T.3Cy.12½″,19½″&31½″–22½″<br>160lb (*s*) 50HP<br>1SB,*2cf*,GS27,HS790<br>C.D.Holmes&Co.,Hull | 11″11 |
| 31<br>96146<br>LFVK | Dalegarth<br>~~*J.A.Rowell* 92~~<br>*Well deck*<br>*Henry* | SteelScSr<br>*ss*Shl.No.1-94<br>1*Dk*(*Irn*)2*trB* | 2206<br>1716<br>1436 | ✠100A1<br>1,95 ~~7,92~~<br>LMC9,93<br>Cff | Shl<br>LA&CP | *s* | 1889<br>6mo | J.Read-head&Sons<br>S.Shields | ClaphamSteamshp Co.(Lim.) (G.E.Macarthy, *Mgr.*) | 290·0<br>P29′Q82′B118′<br>F33′ | 39·0<br>BK10″<br>*WB=Cell* | 18·8<br>6*BH Cem*<br>*DB250′500t* | Newcastle<br>British | T.3Cy.22″,36″&60″–39″ (*r*)<br>160lb *75lb* 250HP<br>2SB,*6cf*,GS99<br>J.Readhead&Sons,S.Shl. | 21 ″ 5<br>s 1·11½ |
| 32 | Dalhousie<br>*C.W.Hewett*86–88<br>*Elec. light* | SteelScSr | 1524<br>—<br>— | | | | 1886 | Caird&Co.<br>Greenock | Indian Government | 239·5 | 36·0 | 27·3 | British | T.3Cy.27″,42″&66′–45″<br>300HP<br>Caird&Co.,Greenock | |
| 33<br>97582 | —<br>*Sampson* –92<br>*Elec. light* | SteelTwinScSrTug<br>1*Dk2trB* | 741<br>647<br>62 | ✠100A1<br>5,92<br>LMC11,89 | Cal<br>LA&CP | *m* | 1889<br>11mo | W.Denny &Bros.<br>Dumbarton | CliveStmTugCo. (Gladstone,Wyllie &Co.,*Mgrs.*) | 216·0<br>B27′ | 32·1<br>BK8″<br>*WB=deep* | 15·6<br>6*BH Cem*<br>*tank16′35t* | Calcutta<br>British | C.4Cy.29″&54″–36″ (*s*)<br>100lb 250HP<br>2DB,*12pf*,GS194<br>Denny&Co.,Dumbarton | 16 ″ 6 |
| 34<br>97364<br>LGVR | Dalmally<br>*J.W.Wilson* –89<br>*Well deck* 1*Dk*(*pt Stlpt Irn*)&*Webframes*<br>*ss*Cff.No.1-94 | SteelScSr | 2472<br>1803<br>1611 | ✠100A1<br>~~5,94~~ ~~10,92~~ 2,95<br>LMC8,~~93~~ 9,94<br>~~Bus~~ Cff | Bly | *s* | 1889<br>8mo | E.Withy& Co.<br>W Hartlepool | G.Horsley&Son | 290·0<br>Q117′B119′F33′<br>FK<br>*WB=Cell DB250′* | 40·1<br>5*BH Asp*<br>*560t APT11t* | 19·3 | W.Hartlpl<br>British | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb ~~80lb~~ *60lb* 180HP<br>2SB,*6rf*,GS90<br>T.Richardson&Sons,Hpl. | 21 ″ 10<br>s 2 ″ 0 |
| 35<br>99791 | Dalmatia<br>*J.Thomson*91–93 | SteelScSr<br>2*Dks* | 3317<br>2709<br>2109 | | | | 1892 | D&W Hen-derson&Co.<br>Glasgow | HendersonBros. | 320·0<br>P176′ | 43·0<br>F44′ | 24·5 | Glasgow<br>British | T.3Cy.22″,37″&60″–48″<br>250HP<br>D&W Henderson&Co.,Gls. | |
| 36<br>99665 | —<br>*R.Emery* –91 | IronScYl<br>1*Dk* | 155<br>142<br>57 | ✠100A1<br>*StmTrawler*<br>7,94 ~~12,91~~ | Gls<br>LA&CP<br>LMC12,91<br>Gms | | 1891<br>12mo | Mackie& Thomson<br>Glasgow | Gt.Grimsby&East CoastSteam FishingCo.(Lim.) | 100·5<br>Q19′F19′ | 20·5<br>HS7½ | 10·7<br>3*BH Cem* | Grimsby<br>British | T.3Cy.11″,16½″&27″–22′ (*s*)<br>160lb 45HP<br>1SB,*2pf*,GS32<br>Muir&Houston,Glasgow | 11″11 |
| 37<br>~~2~~ | Dalmazia<br>*Mihanovich* | IronScSr<br>1*Dk*(*Irn*) | 350<br>280<br>238 | ✠<br>11,84<br>✠ | Crk<br>A&CP | *f* | 1884<br>9mo | Murray Bros.<br>Dumbarton | N.Mihanovich&Co | 141·3<br>Q18′ B28′ | 29·1<br>F19′<br>FK | 9·7<br>3*BH Cem* | Bns.Ayres<br>Argentine | C.2Cy.20″&40″–27″<br>70HP<br>Muir&Houston,Glasgow<br>*WB=FPT36t* | 10 ″ 2 |
| 38<br>48 | —<br>*G.Perich*<br>*Well deck* | IronScSr<br>~~*ss*Tri.No.1–90~~<br>1*Dk*(*Irn*)<br>*ss*Fiu No.2-94 | 277<br>205<br>178 | ✠100A1<br>~~5,94~~ ~~12,90~~ 8,94<br>~~BS12,93~~<br>~~BS8,95~~ | Tri<br>A&CP<br>LMC~~2,~~02 2,93<br>Fiu | *d* | 1886<br>1mo | J.Knox& Co.(Lim.)<br>Sunderland | Soc.inAzioni Ungaro-Croata diNav.Mar.aVap | 125·0<br>P29′Q38′B6′F20′ | 21·2<br>BK6½ | 10·4<br>4*BH Cem*<br>*WB=FPT* | Fiume<br>Aust.-Hung. | C.2Cy.16″&30″–20″ (*a*)<br>90lb ~~60lb~~ *50lb* 40HP<br>1SB,*2pf*,GS25<br>G.Clark,Sunderland | 11 ″ 0 |
| 39<br>84336 | Dalriada<br>*P.Johnston*88–91 | IronSc3MstSr<br>~~*ss*Cly.No.2–89~~<br>1*Dk*<br>*ss*Bwg.No.3-11,94 | 273<br>231<br>128 | ✠100A1<br>~~5,94~~ ~~8,92~~ 2,95<br>~~BS8,92~~<br>LMC~~8,01~~ 1,94 | Bwg<br>LA&CP | *e* | 1881<br>7mo | J Fullerton &Co.<br>Paisley | W.Robertson | 140·0<br>~~Q45~~F21′ Q76′B7<br>~~drp91~~ srp94<br>ND94 | 23·0<br>BK6″<br>*WB=FPT* | 10·5<br>3*BH Cem*<br>*26t APT8t* | Glasgow<br>British | C.2Cy.20″&36″–24″ (*b*)<br>70lb *25lb* 56HP<br>1SB,*2pf*,GS32<br>W.King&Co.,Glasgow | 11 ″ 0<br>s 1 ″ 6½ |
| 40<br>84071<br>VHGM | Dalton<br>*A.E.Barton* –91 | IronScSr | 2030<br>1889<br>1255 | | | | 1881 | A.Leslie &Co.<br>Newcastle | Liverpl,Brazil& River PlateStm. Nav.Co.(Lim.) (Lamport&Holt *Mgrs.*) | 315·4 | 34·9 | 24·9 | Liverpool<br>British | C.2Cy.26″&60″–45″<br>200HP<br>R.Stephenson&Co.,Nwc. | |
| 41<br>76215<br>WVKH | —<br>*J.H.Ashton* –94<br>*Well deck* | IronScSr<br>*ss*Shl.No.3–1,91<br>1*Dk2trB* | 1275<br>1012<br>791 | ✠100A1<br>6,94 ~~12,98~~<br>~~BS3,94~~<br>LMC12,90<br>Bly<br>4,95 | Nwc<br>A&CP | *o* | 1877<br>10mo | M.Pearse &Co.<br>Stockton | Pyman,Bell&Co. | 235·0<br>Q80′B57′F34′ | 32·5<br>BK8½<br>*WB=* | 17·9<br>4*BH Cem*<br>*DBa63′f86′* | Newcastle<br>British | C.2Cy.30″&55½″–36″ (*i*)<br>74lb *55lb* NDB84 120HP<br>2B,GS54<br>Blair&Co.(Lim.),Stockton | 18″10<br>s 1 ″ 10 |

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard (Tabular Freeboard) ft. | in. | 15 Other Registers in which classed. Details of Ref. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 | **Damanhour** **IronSc3MstSr** (*ex*Ibena) | —<br>—<br>627 | | | | 1857 | Smith& Rodger Glasgow | Khedivial S.S. Administration | 225·0 P | 30·0 | 17·0 | Alexndria Egyptian | C.2Cy.26″&52″–36″ 120HP Day,Summers&Co.,Sou. | | | |
| 43<br>90009<br>JTQD | **Damara** **IronScSr**<br>*G.Lynus* *ss*Lon.No.2–93<br>1*Dk*(*Irn*)&*Spardk*(*pt Irn*)3*trB* | 1779<br>1669<br>1145 | ✠100A1<br>*Spar dk*<~~5,04~~ 7,02><br>7,94 | Lon<br>LA&CP | *r* | 1885<br>2mo | A.Stephen &Sons Glasgow | Furness,Withy& Co.(Lim.) | 275·0<br>B84′<br>*WB*=*DBuE*&*B*60′118(*MT*20′293*t* | 35·0<br>23·0<br>BK9″ | 15·4<br>6*BHCem* | Glasgow<br>British | C.2Cy.33″&62″–42″ (*s*) 90lb *50lb* 200HP 2SB,*6pf*,Gs99 A.Stephen&Sons,Glasgow | 16 ″ 4<br>s 5 ″ 7 | BT till ~~7,94~~ 7,95 |
| 44<br>94521<br>KQCG | **Damascus** **SteelSc**<br>*A.H.Douglas*87–87 *ss*Lon.No.1–92<br>2*Dks*(1*Stl*&1*Irn*)<br>*Elec.light* &*Spardk*&*Webframes* | 3609<br>3517<br>2327 | ✠100A1<br>*Spar dk*<~~6,04~~ 7,01 11,94><br>4,95 BS1,94 | Lon<br>LA&CP<br>✠LMC2,92 | *x* | 1887<br>12mo | R.Napier &Sons Glasgow | G.Thompson&Co. | 362·0<br>B98′F45′<br>*WB*=*DBuE*&*B*70′ | 44·3<br>31·6<br>BK9″ | 23·6<br>6*BHCem* 270*t APT*60*t* | Aberdeen<br>British | T.3Cy.28″,42″&70″–54″ (*s*) 150lb *150lb* 400HP 2DB,*12cf*,Gs240 R.Napier&Sons,Glasgow | 25 ″ 4<br>s 8 ″ ~~5½~~ | BT till ~~11,94~~ 11,98 |
| 45<br>NTMQ | **Dan** **IronSc3MstSr**<br>*C.M.Kreemer*93–93 1*Dk*2*trB* | 1566<br>1151<br>985 | | | | 1882 | Lobnitz& Co. Renfrew | Dampskibs Selskabet "Carl"(L. H.Carl,*Mgr.*) | 244·0<br>B16′ | 34·4<br>F29′ | 17·1 | Copnhagn<br>Danish | C.2Cy.32″&60″–36″ 160HP *WB* Löbnitz&Co.,Renfrew | | | V |
| 46<br>NPQJ | **Dana** **IronScSr**<br>~~*C.Lawson*~~ 1*Dk*&*Spardk*<br>*Nielsen* *ss*Cpn.2ndNo.3-2,95 | 1024<br>681<br>648 | ✠90A1<br>*Spar dk*<br>2,95<br>~~[illegible]~~ | Cpn<br>A&CP<br>B&MS2,95 | | 1875<br>6mo | Kockums Malmo | Helsingörske Dampskibssel-skab | 217·5<br>F16′<br>drp95 | 30·5<br>21·7 | 15·0<br>5*BHCem* ~~*WB*~~ | Elsinore<br>Danish | C.2Cy.25″&50″–30″ 75lb *75lb* NB87 NDB87 100HP Kockums Mek.Wrk.Malmo *WB*=*MT*33′250~~4~~ | 16 ″ 0 | | ~~I~~ |
| 47<br>JQMF | — **IronScSr**<br>*M.Michelsen*82–82 *ss*Bgn.No.1–88<br>*Well deck* 1*Dk*2*trB* | 526<br>379<br>377 | ✠<br>1,90 | Bgn<br>LA&CP | *h* | 1882<br>11mo | Bergens Mek.Verk. Bergen | M.A.Schjelderup | 170·0<br>Q46′ | 24·2<br>B50′ | 12·9<br>F28′ | Bergen<br>Norwegian | C.2Cy.20½″&39″–24″ 58HP 4*BHCem* *WB*=*APT*13*t MT*12′60*t* Bergns Mek. Vrks.,Bergen | | | ~~N~~ |
| 48<br>HKJG | — **IronScSr**<br>*E.Johansson*93–94 1*Dk* | 405<br>251<br>318 | | | | 1885⅞ | W.Lind-bergsMek. Verks Stockholm | Ångf.Aktieb. "Södra Sverige" (J.G.Setterwall) | 162·4<br>P94′ | 23·2<br>H10′ | 10·4<br>F35′ | Stockholm<br>Swedish | C.2Cy.20½″&41″–24″ 80HP W.LindbergsMk Vks. Skm. | | | |
| 49<br>20<br>HFDN | **Danae** **IronScSr**<br>*Brelich*72–87 2*Dks* | 1318<br>1171<br>793 | | | | 1879 | Lloyd Austro-Ungarico Trieste | Lloyd-Austriaco | 249·6 | 31·5 | 21·8 | Trieste<br>Aust.-Hung. | C.2Cy.31″&56″–36″ 175HP ArsenaleLloyd,Trieste | | | |
| 50<br>HVGL | **Danaë** **SteelScSr** ~~SteelSc~~ | 1125<br>951<br>827 | | | | 1894 | Rykee&Co. Rotterdam | Koninkl.Stoomb. Maats. | 229·3 | 32·2 | 16·7 | Amstrdam<br>Dutch | T.3Cy.17½″,28″&45″–36″ Nedr IndscheStoomv.Maats,Rot. | | | |
| 51<br>98491 | **Danby** **SteelScSr**<br>*W.H.Bulmer*83–90 *ss*Hpl.No 1–94<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 2260<br>1721<br>1465 | ✠100A1<br>~~2,04~~ 2,04 1,95<br>✠LMC9,90<br>~~Hpl~~ Npt | Cff<br>A&CP | *r* | 1890<br>8mo | Ropner&S. Stockton | J.Merryweather &Co. | 272·1<br>P27′Q84′B108′F29′<br>*WB*=*Cell* | 38·9<br>BK9″ | 18·7<br>4*BHCem* *DB*224′434*t* | W.Hartlpl<br>British | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *80lb* 200HP 2SB,*4cf*,Gs74,Hs2990 Blair & Co.(Lim.)Stockton | 21 ″ 11<br>s 1 ″ 11 | |
| 52<br>53398 | **Dandie Dinmont** **IronPadSp**<br>*J.Willcox*89–89 | 272<br>201<br>131 | | | | 1866<br>5mo | A.&J. Inglis Glasgow | Southsea,Ventnor, Sandown& ShanklinSteam-boat Co.(Lim.) | 197·2 | 22·1 | 6·9 | Portsmth<br>British | C.2Cy.25″&40″–60″ NB91 110HP *Cmp.*91Stiven&Smith,Lon. | | | BT till 10,94 |
| 53<br>45224<br>VCKT | **Dandy** **IronPadSp**<br>*W.Earl* –93 | 126<br>126<br>34 | | | | 1863 | Marshall Bros. Newcastle | J.Ness | 105·9 | 19·1 | 9·9 | Scarboro'<br>British | L.1Cy.40″–48″ 60HP Rennoldson&Co.Shields | | | |
| 54<br>91152<br>JPMS | **Danehill** **IronScSr**<br>*R.Mehan*80–91 *ss*Shl.No.3–8,91<br>*Well deck* 1*Dk*(*pt Irn*) | 1112<br>754<br>688 | ✠100A1<br>~~6,98~~ 8,94<br>BS~~10,93~~ 1,95 | Nwc<br>LA&CP<br>✠LMC8,91 | *m* | 1884<br>4mo | Campbell, Mackintosh &Bowstead Newcastle | Warkworth Ship Co.(Lim.) (H.Andrews,*Mgr*) *WB*=*DBa* | 220·5<br>Q&B136′F57′<br>drp93 FK<br>27′*f* 84′&*uE*&*B*42′ | 35·1<br>BK9″ | 11·9<br>4*BHCem* 255*t APT*30*t* | Newcastle<br>British | C.2Cy.26″&52″–30″ (*s*) 80lb *55lb* 125HP 1DB,*4cf*,Gs69,Hs2220 WllsndSlpwy Co.(Ld)Nwc | 14 ″ 6<br>s 1 ″ 5 | D |
| 55<br>RHSC | **Dania** **SteelScSr**<br>*W.Kühlewein*70–91<br>*Elec.light* 2*Dks*&*Spardk*&4*trB* | 4390<br>—<br>2938 | | | | 1889 | "Vulcan" Act.Ges. Stettin | Hamburg-Amerikanische Packetf. Act.Ges. | 370·7<br>P46′ | 44·3<br>B120′ | 30·2<br>F60′ | Hamburg<br>German | T.3Cy.33″,53″&84½″–55″ 700HP *WB* VulcanAct.Gesell.,Stettin | | | V |
| 56<br>~~95565~~<br>~~KFMH~~ | — **IronScSr**<br>~~*J.Tait*90–90~~ 6thSurveyHpl.8,96<br>1stSurveyHpl.11,93 1*Dk*(*pt Irn*)2*trB* | 901<br>723<br>551 | ✠ A1, 1<br>~~5,04~~ 5,95<br>B&MS11,93<br>BS12,94 | Shl | Lv | 1871<br>3mo | Denton, Gray&Co. W Hartlepool | ~~Herskind&Co.~~<br>Aktieselskabet "Dania" (C.Klaveness) | 220·0<br>Q65*t*<br>*WB*=*DBa*&*f* | 29·0<br>BK8″ | 16·3<br>4*BHptAsp* *ptCem* | ~~W.Hartlpl~~<br>Christiania<br>Norwegian | C.2Cy.26½″&50″–33″ 65lb *50lb* NB84 99HP 1SB,*3pf*,Gs36 FD Blair&Co.(Lim.),Stockton | 17 ″ 1<br>s ~~1 ″ 11½~~ | |
| 57<br>95273<br>KVMW | **Daniel** **SteelScSr**<br>*W.Chater* –94 *ss*Lth.No.1–92<br>1*Dk*(*Irn*)&*Webframes*(*Irn*)<br>*Well deck* | 2125<br>1579<br>1388 | ✠100A1<br>~~7,33~~ 4,95<br>BS12,94<br>✠LMC5,92<br>Brw Ant | Cff<br>LA&CP | *r* | 1888<br>10mo | W.Dox-ford & Sons Sunderland | O.Jaffe(Carlisle& Co.Lon.,*Mgrs.*) | 280·0<br>P29′Q70′B126′<br>F28′<br>*WB*=*Cell DB*(*Irn*)228′ | 38·2<br>FK | 18·4<br>4*BHCem* 538*t APT*60*t* | Belfast<br>British | T.3Cy.21″,35″&57″–39″ (*o*) 160lb *90lb* 180HP 2SB,*4cf*,Gs60 W.Doxford&Sons,Sld. | 21 ″ 0<br>s 1 ″10 | |
| 58<br>79620<br>WVQC | **Danish Monarch** **IronScSr**<br>*R.Pascoe*93–93 *ss*Hpl.No.3–5,91<br>1*Dk*(*Irn*)2*trB*<br>*ss*Ard.No.1-95 | 1338<br>1116<br>867 | ✠100A1<br>3,95 ~~10,02~~ 3,94<br>BS~~10,02~~ 8,94<br>✠LMC5,91<br>Ard | Shl<br>A&CP | *p* | 1878<br>6mo | Wigham Richardson, &Co. Newcastle | Crosby,Magee &Co. | 250·8<br>Q124′F30′<br>~~drp93~~<br>*WB*=*DBa*52′*MT*24′220*t APT*<br>*WB*=*DB*52′30*t APT* | 33·2<br>BK9″ | 18·5<br>4*BHCem* | London<br>British | C.2Cy.30″&56″–36″ (*a*) 75lb *50lb* 150HP 2B,Gs108 J.Shaw&Co.,Newcastle | 19 ″ 11<br>s 2 ″ 4½ | D |
| 59<br>91045<br>JQFT | **Danish Prince** **IronScSr**<br>~~*McDiggs* –93~~<br>*Well deck* ~~*Broadhead*~~<br>*Turner* 1*Dk*(*Irn*)2*trB* | 1571<br>1293<br>1012 | ✠100A1<br>4,95 ~~6,03~~ 3,94<br>BS10,94<br>✠LMC6,93<br>~~Ant~~Lon | Nwc<br>LA&CP | *q* | 1884<br>1mo | J.Read-head&Co. S.Shields | Prince S.S.Co. (Lim.)(J.Knott, *Mgr.*) | 259·0<br>Q99′B64′F28′<br>*WB*=*DBa* | 36·1<br>BK9″ | 17·5<br>4*BHCem* 78′*f* 72′340*t* | Newcastle<br>British | C.2Cy.32″&60″–36″ (*i*) 80lb *60lb* 154HP 2SB,*6pf*,Gs85 J.Readhead&Co.,S.Shields | 18 ″ 8<br>s 2 ″ 0 | |
| 60 | **Dankali** **IronSc**<br>*ss*Msl.No.1–89<br>1*Dk* | 72<br>66<br>49 | ✠<br>7,89 | Msl | *a* | 1884<br>7mo | Bainbridge &Beckwith Swansea | Lavalle&Medici | 77·1 | 16·0 | 8·5 | Ensenada<br>Argentine | C.2Cy.15″&30″–20″ 40HP 5*BHCem* Bainbrdge&Beckwth,Sws. | | | |
| 61<br>NGCR | **Danmark** **SteelScSr**<br>*T.Heintzelmann*79–93<br>*Well deck* 1*Dk*(*Stl*)&*Web frames* | 2060<br>1529<br>1301 | ✠100A1<br>~~2,94~~ ~~7,02~~ 5,95<br>✠LMC7,93<br>~~Bly~~ Lon | Cpn<br>LA&CP | *r* | 1893<br>7mo | Burmeister &Wain Copenhagen | Dampskibssels-kabet "Skjold" (L.H.Carl,*Mgr.*) *WB*=*Cell* | 282·6<br>P21′Q88′B112′<br>F25′<br>*DB*238′ 486*t FPT* | 37·7<br>FK | 17·3<br>6*BHCem* 34*t APT*75*t* | Copnhagn<br>Danish | T.3Cy.21½″,35″&57″–39″ (*s*) 160lb *90lb* 200HP 2SB,*6f*,Gs97,Hs2909 Burmeister&Wain,Cpn. | 20 ″ 0 | |
| 62<br>HVGL | **Dansätter** **CompScSp**<br>*C.Anderson*90–90 1*Dk* | 162<br>131<br>106 | | | | 1890 | G.Persson Nylandsö | Transport Aktieb. "Motala" (H G.Enberg) | 97·8<br>Q22′ | 20·8<br>H4*t* | 8·8 | Motala<br>Swedish | C.2Cy.10¾″&21½″–15⅝″ 30HP Motala Co.,Motala | | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Eglisement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 63 | **Dante** | **IronScSr** | 1695 | ✠100A1 | Gen | *r* | 1877 | J.Read- | ~~R.M'Andrew&Co.~~ | 276·0 34·2 22·6 | Rotterdam | C.2Cy.29″&58″–36″ (*i*) | 24 ″ 0 |
| ~~17607~~ | *R.F.Scaes* ~~–87~~ | *ss*Ant.No.3–3,91 | 1444 | ~~3,9413,3~~ 4,95 | A&CP | | 8mo | head&Co. | ~~London~~ | P118′F31′ | ~~Brit.~~ Dutch | 70lb *60lb* NDB87 140H | s 3 ″ 10 |
| ~~RBNM~~ | *Well deck* *G.Scholtz*95-95 | 2*Dks*3*trB* | 1302 | ~~BS12,08~~ 8,94 | ~~Lon.~~ Ant | | | S.Shields | Beederij Neutraal | BK9″ | | 2B,GS62 | |
| | | *ss*Ant.No.1-95 | | | | | | | | *WB*= | | *DBa*52′*f*26′ | |
| | | | | | | | | | | | | J.Readhead&Co.,S.Shields | |
| 64 | **Danube** | **SteelSc3MstSr** | 5946 | ✠100A1 | Gls | *b*† | 1893 | J.&G. | **RoyalMailStm.** | 420·0 52·0 33·5 | London | T.3Cy.38″,60″&94″–66″ (*s*) | 35 ″ 3 |
| 102868 | *Hicks* –94 | 4*Dks*(2*Stl*–ws,*UTeak* s) | 4952 | ~~10,94~~ 10,95 | LA&CP | | 11mo | Thomson | **PacketCo.** | P42′F73′ | British | 160lb *160lb* 685H | |
| | *Elec.light* | *&Promenadedk* | 3425 | ✠LMC4,94 | | | | (Lim.) | | BK10″ | 10*BHCem* | 4DB,*32cf*,GS624,HS17292 | |
| | | | | Sou | | | | Glasgow | | *Promenade dk*217′ | | J.&G.Thomson(Lim.),Gls. | |
| 65 | — | **IronScBg** | 887 | | | | 1869 | J.Elder& | **CanadianPacific** | 215·6 27·7 20·7 | Vict'riaBC | C.2Cy.28″&50″–30″ | |
| 62279 | | | 882 | | | | | Co. | **Nav.Co.(Lim.)** | | British | NB80 100H | |
| JSCT | *J.Hill*88–88 | | 561 | | | | | Glasgow | | | | J.Elder&Co.,Glasgow | |
| 66 | — | **IronScK** | 125 | ✠100A1 | Hul | | 1894 | Cochrane | **T.Hamling&Co.** | 92·8 20·6 11·0 | Hull | C.2Cy.16″&32″–22″ (*s*) | 11 ″ 10 |
| 102939 | | 1*Dk* | 117 | 4,91 | LA&CP | | 4mo | &Cooper | **(Lim.)** | Q17′ | British | 110lb 43H | |
| | | | 46 | 1,95 ~~4,91~~ | ✠LMC4,94 | | | Beverley | | BK7½″ | 3*BHCem* | 1SB,*2pf*,GS27,HS751 | |
| | | | | | | | | | | | | C.D.Holmes&Co.,Hull | |
| 67 | — | **SteelScSp** | 93 | ✠100A1 | Lon | *a* | 1886 | D.J.Dun- | **London&Tilbury** | 80·0 18·1 9·7 | London | T.3Cy.15″,23″&38″–24″ | 10 ″ 9 |
| 91938 | *C.Smith*86–86 | *ss*Lon.No.1–91 | 63 | 4,91 | LA&CP | | 6mo | lop&Co. | **LighterageCo.** | srp92 | British | 150lb 70H | |
| | | 1*Dk* | 7 | ~~BS10,93~~ | ✠LMC~~5,91~~ 10,94 | | | Pt.Glasgow | **(Lim.)** | BK6″ | 4*BHCem* | 1SB,*3cf*,GS40 | |
| | | | | | | | | | | | | D.J.Dunlop&Co.,P.Gl. | |
| 68 | **Danubio** | **IronScSr** | 817 | | | | 1866 | "Vulcan" | **Lloyd-Austriaco** | 198·0 30·5 18·2 | Trieste | C.4Cy.28½″&52″–26¾″ | |
| 88 | *Bellen*72–87 | 2*Dks* | 697 | | | | | Works | | | Aust.-Hung. | 155H | |
| HFGL | | | 491 | | | | | Stettin | | | | "Vulcan"Works,Stettin | |
| 69 | **Danville** | **WoodScSr** | 1298 | | | | 1882 | Woodall& | **Baltimore,Chesa-** | 210·0 36·0 21·6 | Baltimore | C.2Cy.30″&50″–36″ | |
| 157088 | *Billup*81–86 | | — | | | | | Co. | **peake&Rich-** | | Utd.States | | |
| | | 2*Dks* | 909 | | | | | Baltimore | **mondS.BoatCo.** | | | C.Reeder&Sons,Baltimore | |
| 70 | **Danzig** | **SteelScBg** | 1852 | | | | 1886 | Act.Ges. | **Norddeutscher** | 260·0 35·5 24·5 | Bremen | T.3Cy.23½″,39″&63″–49″ | |
| | *H.Wempe*92–92 | 2*Dks*3*trB* | 1535 | | | | | "Vulcan" | **Lloyd** | P56′ B95′ F39′ | German | | |
| QFBR | *Elec.light* | | 1116 | | | | | Stettin | | | *WB* | Act.Ges."Vulcan"Stettin | |
| 71 | **Daphne** | **SteelScSr** | 1966 | ✠100A1 | Ham | *s* | 1887 | Flensbur- | ~~**DeutscheDampf-**~~ | 289·5 36·6 21·9 | Hamburg | T.3Cy22½″,35½″&64″–42″(*o*) | 24 ″ 3 |
| ~~*J.Voss*84–87~~ | | *ss*Ham.No.1–91 | 1751 | ~~5,94 10,91~~ 12,94 | A&CP | | 11mo | gerSchiffs- | ~~**sch.Rhederei zu**~~ | P52′B72′F44′ | German | 156lb *90lb* 320H | |
| RHGC | *F.Clausen*90-95 | 2*Dks*(1*Stl*&1*pt Stl*)3*trB* | 1395 | BS6,94 | ✠LMC10,91 | | | Gesel | ~~**Hamburg**~~ | BK9″ | 7*BHCem* | 2SB,*4cf*,GS180 | |
| | | | | | | | | Flensburg | DampfschGes."Swatow | *WB*= *Cell* | *DB*258′320*t* | FlensburgSB.Co.,Flnsbrg. | |
| 72 | — | **IronScBk** | 1902 | | | | 1881 | Lloyd | **Lloyd-Austriaco** | 289·5 35·2 25·4 | Trieste | C.2Cy.35¾″&61¾″–48″ | |
| 72 | *Radonicich*68–87 | 2*Dks* | 1749 | | | | | Austro- | | | Aust.-Hung. | 197H | |
| HFGR | | | 1194 | | | | | Ungarico | | | | ArsenaleLloyd,Trieste | |
| | | | | | | | | Trieste | | | | | |
| 73 | **Dardanus** | **IronScSr** | 2374 | | | | 1886 | R.&W. | **OceanSteamship** | 321·0 36·5 26·0 | Liverpool | C.2Cy.27″&58″–60″ | |
| 93671 | *T.Purdy*80–86 | | 2154 | | | | 5mo | Hawthorn, | **Co.** | | British | 400H | |
| KGHF | | | 1507 | | | | | Leslie & Co. | | | | R.Stephenson&Co.,Nwc. | |
| | | | | | | | | Newcastle | | | | | |
| *Now named "Otaru Maru," See No. 2 in Supplement* | | | | | | | | | | | | | |
| 74 | **Darent** | **IronScSr** | 975 | ✠90A1 | Cff | *n* | 1875 | T.Turn- | ~~**T.Turnbull&Son**~~ | 225·0 30·1 17·0 | Whitby | C.2Cy.27″&50½″–33″ (*i*) | 17 ″ 10 |
| 72128 | *W.Emmerson* –93 | *ss*Stk.No.3–12,87 | 769 | 1,94 | A&CP | | 2mo | bull&Son | TurnbullBros | Q83′B48′F28′ | British | 70lb *52lb* 99H | s 1 ″ 8½ |
| NWKQ | *Well deck* | *ss*Cff.No.1–91 | 610 | MS12,91 | ~~BS1,94~~ 1,95 | | | Whitby | | drp93 BK8″ | 4*BHCem* | 18B,*4f* | |
| | | 1*Dk2trB* | | | | | | | | *WB*= *DB* | *a*61′*f*88′186*t* | Blair&Co.(Lim),Stockton | |
| 75 | **Darial** | **SteelSc3MstSr** | 2767 | | | | 1889 | SirW.G. | **DarialSteamship** | 310·0 40·2 28·3 | London | T.3Cy.23″,37″&60″–39″ | |
| 95522 | *W.Davies* –93 | 1*Dk*&*Spardk* | 2718 | | | | | Armstrong, | **Co.(Lim.)(Lane** | B66′ F9′ | British | 250H | |
| LBGC | *Elec.light* | *Carrying Petroleum in bulk* | 1814 | | | | | Mitchell&C | **&Macandrew)** | | | Wllsnd.Slpwy.Co.(Lim.) | |
| | | | | | | | | Newcastle | | | *WB* | Nwc. | |
| 76 | **Darien** | **SteelScSr** | 3300 | | | ... | 1888 | Barclay, | **WestIndia&** | 370·0 41·2 27·0 | Liverpool | T.3Cy28″,44″&74″–51″ | 28 ″ 8 |
| 93821 | *H.Wrake* –92 | 3*Dks*(2*Stl*–*Uws*) | 2196 | | | | 10mo | Curle&Co. | **PacificSteam-** | P42′ B126′ F47′ | British | 387H | |
| KWCD | | | 2173 | | | | | Glasgow | **shipCo.(Lim.)** | | *WB* | Barclay,Curle&Co.(Lim.), | |
| | | | | | | | | | | | | Gls. | |
| 77 | **Daring** | **IronPadSk** | 135 | | | | 1876 | J.Read- | **R.Redhead** | 106·9 19·1 10·0 | London | L.2Cy.28″–51″ | |
| 73715 | *J.Nicholson* –93 | | 135 | | | | | head&Co. | | | British | 70H | |
| QLMP | | | 7 | | | | | S.Shields | | | | J.Readhead&Co.,S.Shields | |
| 78 | **Darius** | **SteelScSr** | 3283 | ✠100A1 | Mel | *v* | 1892 | W.Doxford | **A.Currie&Co.** | 340·0 43·0 25·0 | Melbourne | T.3Cy.26″,43″&70″–45″ (*s*) | 26 ″ 4 |
| 101707 | *J.Curry* | 2*Dks*(*Irn*)3*trB* | 2873 | 7,93 | A&CP | | 11mo | &Sons | | P35′B86′F35′ | British | 160lb *80lb* 260H | s 5 ″ 0 |
| | | | 2130 | | ✠LMC11,92 | | | (Lim.) | | BK11″ | 6*BHCem* | 2DB,*8cf*,GS176,HS5900 | |
| | | | | | | | | Sunderland | | *WB*= *DB* | *a*104′ 272*t* *f*60′ 123*t* | &*uB*28′105*t* | W.Doxford&Sns.(Lm.)Sld |
| 79 | **Darius Cole** | **IronPad** | 538 | | | | 1885 | GlobeIron | **DariusCole** | 201·4 32·5 9·4 | Pt.Huron, | | |
| 157173 | | | — | | | | | WorksCo. | | | Mich. | | |
| | | | 402 | | | | | Cleveland,O. | | | Utd.States | | |
| 80 | **Darlington** | **SteelScSr** | 2523 | ✠100A1 | Bry | *s* | 1890 | Richardson | **Commercial** | 297·0 40·0 19·0 | London | T.3Cy.22½″,37″&61″–42″(*a*) | 21 ″ 8 |
| 98119 | *R.W.Moon* –94 | *ss*Bry.No.1–94 | 1879 | *pt Awng dk* | LA&CP | | 6mo | Duck&Co. | **SteamshipCo.** | ~~drp90&93~~ | British | 160lb *65lb* 230H | s 8 ″ 6½ |
| | 1*Dk*(*Stl*)&*Webframes*&*pt Awngdk*(*Irn*) | | 1625 | *withfreeboard* | | | | Stockton | **(Lim.)** | BK10″ | 5*BHCem* | 2SB,*6cf*,GS94,HS3740 | |
| | | | | 5,94 ~~3,93~~ | ✠LMC6,~~90~~ 5,94 | | | | | *WB*= *Cel* | *DB*248′552*t* | Blair&Co.(Lim.),Stockton | |
| 81 | **Darmstadt** | **SteelScSr** | 5316 | | | | 1890 | Fairfield | **Norddeutscher** | 415·0 48·0 31·3 | Bremen | T.3Cy.31″,52″&83″–54″ | |
| | *G.Thumann* –93 | 4*Dks* | — | | | | | Co.(Lim.) | **Lloyd** | P62′ B180′ F76′ | German | | |
| QFKW | *Elec.light* | | 3405 | | | | | Glasgow | | | *WB* | FairfieldCo.(Lim.),Gls. | |
| 82 | **Darro** | **IronScSr** | 305 | | | | 1859 | W.Simons | **J.Mawson&Son** | 156·2 21·2 12·3 | Barrow | C.2Cy.20″&36″–24″ | |
| 27210 | *J.Thomas* –93 | | 266 | | | | | &Co. | | Q12*t* | British | NE79 55H | |
| PVLN | | | 145 | | | | | Glasgow | | | | Hall,Russell&Co,Aberdeen | |
| 83 | **Dart** | **IronScK** | 151 | ✠100A1 | Hul | | 1893 | Earle'sCo. | **Morris&Jeffs** | 98·0 20·7 11·1 | Grimsby | T.3Cy.11″,17″&30″–21″ (*s*) | 11 ″ 9 |
| 99705 | *H.Bantock* –93 | 1*Dk* | 140 | *StmTrawler* | LA&CP | | 8mo | (Lim.) | | Q18′F19′ | British | 160lb 45H | |
| | | | 61 | 2,95 ~~8,93~~ | ✠LMC8,93 | | | Hull | | BK 7½″ | 3*BHCem* | 1SB,*2pf*,GS28,HS792 | |
| | | | | | Gms | | | | | | | Earl'sCo.(Lim.),Hull | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84 99463 MRKS | **Dartmoor** SteelScSr<br>*J.Davies* –94 1*Dk*(*pt Stl pt Irn*)<br>2*trB&W Webframes&pt Awng dk*(*Irn*) | 2870<br>2191<br>1844 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>3,95 ~~11,92~~ ✠LMC8,92 | Cff<br>LA&CP<br>Npt | *t* | 1892<br>8mo | J.Read-head&Sons<br>S.Shields | S.ShieldsSteam ShippingCo. (Lim.)(W.Runciman&Co. *Mgrs.*) | 306·0\|41·7\|21·2<br>P29′Q92′B126′<br>F31′RFD28′ FK<br>drp95 *WB=Cell* | S.Shields<br>British<br>*DB260′598t* | T.3Cy.23″,37½″&61½″–42″<br>160lb *80lb* (*r*) 270HP<br>2SB,*6rf*,GS110,HS3713<br>J.Readhead&Sons,S.Shl. | 24 ″ 4<br>s 9 ″ 0½ | D |
| 85 84147 WCGB | **Dartmore** IronScBn<br>~~*A.Cotter* –93~~ 3rdSurveyLiv.12,93<br>*Well deck* ~~*Borg*~~ 1*Dk*(*Irn*)2*trB*<br>~~*A.Cotter* –93~~ | 1609<br>1298<br>1039 | ✠ A1*1<br>~~6,94 B2,92 1,95~~ Ant<br>2,95 | Liv | Lv | 1881<br>8mo | Richardsn, Duck&Co. Stockton | S.S.Dartmore(Ld) (W.Johnston& Co.,Lim.) | 260·0\|36·0\|18·2<br>Q91*t*B160*t*H21*t*<br>F39*t* FK<br>*WB=DBu E & BMT* | Liverpool<br>British<br>160HP<br>4*BH*2PBH<br>*APT FPT* | C.2Cy.32″&60″–39″<br>2SB,*4f*<br>Blair&Co.(Lim.),Stockton | 19 ″ 7<br>s 2 ″ 2½ | |
| 86 95765 – JTGD | **Dartmouth** IronScK<br>*H.Smith* *ss*Mil.No.1–94<br>1*Dk* | 139<br>131<br>38 | ✠100A1<br>*Trawler*<br>10,94 ~~4,98~~ ✠LMC6,~~00~~<br>~~BS10,03~~ Mil | Sws<br>LA&CP | | 1890<br>7mo<br>10,94 | W.Harkess &Sons Middlesboro' | WesternSteam TrawlingCo. (Lim.) | 95·5\|20·1\|10·7<br>Q14′<br>BK7½″ | Bristol<br>British<br>3*BH Cem* | C.2Cy.17″&30″–22″ (*i*)<br>75lb E *made* 74 B85 40HP<br>1SB<br>W.King&Co.,Glasgow | 11 ″ 10 | |
| 87 89656 JTGD | **Darwin** IronSc<br>*D.D.Lacey* –94 *ss*Ant.No.2–93<br>2*Dks*(*Irn*)3*trB* | 2506<br>2267<br>1638 | ✠100A1<br>~~6,85 4,93~~ 4,95<br>BS2,94 ✠LMC3,93<br>~~2nt~~ | Lon<br>LA&CP | *t* | 1884<br>12mo | Swan& Hunter Newcastle | DarwinS.S.Co. (Lim.) (A.Holland&Co.) | 317·0\|37·5\|23·8<br>P32′B71′F35′<br>drp93 BK10″<br>*WB=CellDB248′411tAPT22t* | London<br>British<br>5*BH Cem* | C.2Cy.37″&70″–45″ (*s*)<br>100lb ~~*60lb*~~ *55lb* 250HP<br>2SB,*6pf*,GS132<br>R.&W.Hawthorn,Nwc. | 26 ″ 6<br>s 4 ″ 9½ | |
| 88 99033 MKWR | — SteelScSr<br>*E.Edwards*<br>*Elec.light* 2*Dks*(1*Irn*) | 752<br>692<br>475 | ✠100A1<br>~~11,94 4,98~~ 1,95<br>BS4,93 ✠LMC1,92 | Sng<br>A&CP | *l* | 1892<br>1mo | W.Doxford &Sons(Lim.) Sunderland | H.W.H.Stevens | 200·0\|30·1\|16·0<br>B45′F22′<br>drp93 BK8″<br>*WB=Cell DB151′195t* | Melbourne<br>British<br>4*BH Cem* | T.3Cy.17½″,28″&46″–30″ (*s*)<br>160lb *80lb* 120HP<br>1SB,*3cf*,GS132<br>W.Doxford&Sons(Lm)Sld | 18 ″ 1<br>s 3 ″ 6 | |
| 89 99993 | **Datura** IronScK<br>*Eagle* 1*Dk* | 140<br>134<br>49 | ✠100A1<br>*Stm Trawler*<br>11,93 ✠LMC10,92 | Sws<br>LA&CP | | 1892<br>10mo | SirR. Dixon&Co. Middlesbro' | C.Morley&W.G.D. Goff (F.J.Sellick, *Mgr.*) | 100·5\|20·4\|10·7<br>P20′F20′<br>BK7½″ | MlfrdHavn<br>British<br>3*BH Cem* | C.2Cy.16″&32″–22″ (*s*)<br>100lb 46HP<br>1SB,*2pf*,GS30,HS800<br>N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 8 | |
| 90 2 NSFH | **Dauno** IronScSr<br>*F.Andriolo* *ss*Gen.No.1–83<br>1*Dk*(*Irn*) | 467<br>402<br>260 | 10,83 | Gen<br>A&CP | *h* | 1878<br>8mo | HM'Intyre &Co. Paisley | Società di Nav. àVap.Puglia | 164·0\|24·6\|12·8<br>F23′<br>*WB=DBa&f* | Bari<br>Italian<br>4*BH Cem* | C.2Cy.20″&38″–30″<br>73HP<br>Muir&Houston,Glasgow | | I |
| 91 89468 JLGT | **Dauntless** IronScSr<br>*W.B.Ling*92–92 *ss*Nwc.No.2–92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1711<br>1332<br>1078 | ✠100A1<br>~~3,94 12,92~~ 10,94<br>~~BS12,92~~ ✠LMC11,91<br>5,94 ~~Shl~~ Bry | Hpl<br>A&CP | *q* | 1884<br>4mo | W.Gray& Co. WHartlepool | G.B.Harland&Co. | 258·0\|35·8\|19·0<br>P29′Q68′B67′<br>F35′ BK9″<br>*WB=DBa 80′f94′316t* | W.Hartlpl<br>British<br>4*BH Cem*<br>2SB,*6pf*,GS80 | C.2Cy. ~~29½″&60″–39″~~ (*i*)<br>80lb *65lb* 150HP<br>Black,Hawthorn&Co.,Gts. | 20 ″ 1<br>s 1 10½ | |
| 92 86096 WPRM | — IronScSr<br>*R.Hinman* –93 *ss*Ams.No.3–2,88<br>*Well deck* *ss*Shl.No.1–93<br>1*Dk*(*Irn*)2*trB* | 1611<br>1293<br>999 | ✠100A1<br>3,95 ~~7,93 5,00~~<br>~~BS8,94~~ ✠LMC4,93<br>~~Dry~~ Gms | Shl<br>A&CP | *q* | 1882<br>10mo | T.&W. Smith N.Shields | DauntlessS.S.Co. (Lim.)(Sutton, Brewis&Co., *Mgs.*) | 269·0\|36·6\|17·5<br>Q104′B56′F26′<br>FK<br>*WB=DBa80′f 26′ft uE&B40′ 296tFPT* | Newcastle<br>British<br>4*BH Cem*<br>2SB,*6pf*,GS94<br>60*tAPT24t* | C.2Cy.32″&60″–40″ (*s*)<br>80lb *55lb* 200HP<br>Hawks,Crawshay&Co.Gts. | 18 ″ 10<br>~~s 2 ″ 2½~~<br>s1 ″ 10½ | |
| 93 ~~5,94~~ 90610 | — WoodPadTug<br>1*Dk* | 342<br>342<br>216 | | | | 1885 | P.Lamothe Pmbroke,Ont | UpperOttawa ImprovementCo. | 149·6\|42·0\| 7·9 | Ottawa<br>British | 1Cy.32″–96″<br>80HP<br>G.Brush,Montreal | | |
| 94 96331 | — WoodScFlat | 137<br>129<br>93 | | | | 1886 | J.Wood-cock Northwich | SaltUnion(Lim.) | 84·0\|21·0\|10·0 | Liverpool<br>British | 2Cy.9½″–12″<br>20HP<br>E.Bates,Leftwich | | |
| 95 89664 JTMV | — IronScSr<br>*Denton* 1*Dk* | 120<br>119<br>14 | ✠<br>1,87<br>✠ | Lon<br>LA&CP | *b* | 1884<br>10mo | Harvey& Co. Hayle | Wilson,Sons&Co. (Lim.) | 107·0\|19·1\|10·2 | Hayle<br>British<br>6*BH Cem* | C.2Cy.21″&39″–21″<br>120HP<br>Harvey&Co.(Lim.),Hayle | | |
| 96 HTWK | **Dauphiné** IronScSr<br>*Souchon*82–88 2*Dks* | 1033<br>—<br>524 | | | | 1866 | Forges& Chantiers LaSeyne | SociétéGénérale de Transports Maritimes à vapeur | 238·1\|28·9\|21·3 | Marseilles<br>French | 2Cy.33″–24½″<br>100HP<br>Forges&Chantiers,Marslls. | | |
| 97 86902 | **Davaar** SteelScSr<br>*S.Muir*76–89 1*Dk* | 568<br>441<br>166 | | | … | 1885<br>5mo | Lon.&Gls. Co.(Lim.) Glasgow | Campbeltown& GlasgowStm.Pkt. JointStockCo. | 217·8\|27·0\|12·9<br>Q56′ B63′ F48′ | Campb'ltn<br>British | C.2Cy.29″&58″–42″<br>155HP<br>Lon.&Gls.Co.(Lim.),Gls.<br>*WB* | 13 ″ 7<br>3 ″ 3 | BT till ~~5,96~~ 4,96 |
| 98 95899 LPQS | **Daventry** SteelScSr<br>*C.Garnsworthy*90–92<br>*Well deck* 1*Dk*(*pt Irn pt Stl*)*&Web frames*<br>*ss*Hpl.No.1–94 | 2455<br>1813<br>1579 | ✠100A1<br>6,94 ~~12,92~~<br>✠LMC2,94<br>Cff | Liv<br>A&CP | *s* | 1889<br>6mo | E.Withy &Co. WHartlepool | SivewrightBacon &Co. | 290·0\|40·1\|19·3<br>Q117′B118′F33′<br>drp94 FK<br>*WB=CellDB250′565tAPT11t* | W. Hartlpl<br>British<br>5*BH pt Asp pt Cem* | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb *80lb* 200HP<br>2SB,*6f*,GS88<br>T.Richardson&Sons,Hpl. | 21 ″ 10<br>s 1 ″ 11 | D |
| 99 102811 | **David Burnett** SteelScLaunch<br>1*Dk*(*Irn*) | 35<br>32<br>8 | ✠ A–<br>*For River purposes only*<br>4,94 ~~7,93~~ ✠LMC7,93<br>Lon | Ply | | 1893<br>7mo | Willough-by Bros. (Lim.) Plymouth | LordMayor, Aldermen&Commonalty of the City of London | 65·5\|13·6\| 6·5<br>BK4½″ | London<br>British<br>4*BH Cem* | C.2Cy.11″&21″–18″ (*s*)<br>100lb 25HP<br>1SB,*2pf*,GS23,HS471<br>Wiloghby.Brs.(Lim.),Ply. | 7 ″ 0 | |
| 100 85306 | **David G. Thomson** WoodSc<br>1*Dk* | 182<br>124<br>75 | | | | 1883 | R.Robert-son Kingston Ont | MontrealTrans-portationCo. | 103·3\|17·3\| 9·8<br>H47*t* | Montreal<br>British | 2Cy.17″–24″<br>200HP<br>J.Weir,Montreal | | |
| 101 99493 | **David Mainland** SteelScSr<br>~~*J.Winn* –93~~<br>*Well deck* 1*Dk*(*Irn*)*&Web frames*<br>*Freeman* | 1898<br>1415<br>1201 | ✠100A1<br>2,95 ~~8,94~~<br>✠LMC10,93<br>Cff | Bly<br>A&CP | *r* | 1893<br>10mo | W.Gray& Co.(Lim.) WHartlepool | J.Coverdale&Son | 270·0\|37·0\|18·4<br>P27′Q74′B116′<br>F27′ FK<br>*WB=DBa84′ f106′ 463t* | Hartlepool<br>British<br>4*BH Cem*<br>*APT25t* | T.3Cy.19″,30½″&51″–36″ (*s*)<br>160lb *75lb* 140HP<br>2SB,*4rf*,GS48,HS2330<br>Central Mar.E.Wks,WHpl | 19 ″ 6<br>s 1 ″ 6 | |
| 102 68989 WVSF | **Dawdon** IronScSr<br>*J.B.Thompson*84–89 *ss*Sld.No.3–1,91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1361<br>1116<br>891 | ✠100A1<br>3,94<br>~~BS9,93~~ LMC1,91<br>8,94 | Sld<br>A&CP | *o* | 1878<br>11mo | Short Bros. Sunderland | R.Thorman | 240·4\|34·0\|18·0<br>Q94′B48′F26′<br>BK8½″<br>*WB=DBa75′f42′ 209tAPT15t* | Sundrland<br>British<br>5*BH Cem* | C.2Cy.29½″&55″–36″ (*i*)<br>75lb *50lb* 130HP<br>2B,GS65<br>G.Clark,Sunderland | 19 ″ 0<br>s 2 ″ 0 | |
| 103 73718 | **Dawn** IronScSr<br>*F.Chapman* *ss*Mel.No.3–11.88<br>*ss*Mel.No.1–92<br>1*Dk&Awng dk* | 522<br>504<br>328 | ✠100A1<br>*Awng dk*<br>*load line* 12*ft* 7*in*<br>8,94 ~~9,93~~ LMC8,~~93~~94 | Mel<br>A&CP | | 1876<br>5mo | W.Pile& Co. Sunderland | Portland&Bel. Stm.Nav.Co. (Lim.) | 154·6\|24·0\|12·5<br>H12*t* 18·4<br>ptND88 BK6″<br>*WB=ptDB* | Portland, Vic.<br>British<br>4*BH Cem* | C.2Cy.20″&40″–27″ (*a*)<br>75lb *50lb* NB88 75HP<br>1SB,*3pf*,GS41<br>Rankin&Blackmore,Grk. | | |
| 104 98503 MBQF | **Daybreak** SteelScSr<br>*D.Morgan*82–91<br>*Well deck* 1*Dk*(*Irn*)2*trB&Web frames* | 2922<br>2281<br>1904 | ✠100A1<br>10,94 ~~11,93~~<br>✠LMC2,91 | Cff<br>A&CP | *t* | 1891<br>2mo | Ropner &Son Stockton | J.Wood&Co. | 313·6\|40·6\|20·2<br>P29′Q104′B118′<br>F31′ BK10″<br>*WB=Cell DB258′550t* | W.Hartlpl<br>British<br>5*BH Cem* | T3Cy.23″,37½″&61½″–39″(*s*)<br>160lb *80lb* 230HP<br>2SB,*6cf*,GS99,HS3520<br>Blair&Co.(Lim.)Stockton | 23 ″ 7<br>s 2 ″ 4 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord en milliers de navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Stranded 11.94. | | | | | | | | | | | | | | | |
| 105 / 85024 / HBTR | **Daylesford** / *J.B.Watson*93–93 / *Well deck* | **IronScSr** / ~~ssDub.No.2–91~~ / 1*Dk*(*Irn*)2*trB* ssGot.No.3–5,95 | 1406 / 1088 / 885 | ~~100A1~~ ~~5,94 5,95~~ ~~BS3,94~~ | Lth / A&CP / ~~LMC2,94~~ Got | *o* | 1882 / 11mo / ~~5,95~~ | R.Thompson&Sons / Sunderland | **R.Mackie&Co.** | 240·7 / P23′Q69′B52′F28′ drp95 FK WB=*DBa69′f46′* | 34·1 | 17·0 | **Leith** / British / 4*BHCem* 134*tFPT40r* | C.2Cy.30″&58″–39″ (*s*) 80lb ~~50lb~~ ~~60lb~~ NDB95 140H 2SB,4*f*,GS70 T.Clark&Co.,Newcastle | 18 / s 1 / 7 |
| 106 / 97365 / LGVN | **Daylight** / *W.J.Edwards* –94 / *Well deck* | **SteelScSr** / ssShl.No.1–93 / 1*Dk*(*Irn*)&*Web frames* | 2338 / 1803 / 1534 | ~~100A1~~ 4,95 ~~4,94~~ | Sou / A&CP / ~~LMC7,93~~ Lon | *s* | 1889 / 8mo / ~~4,95~~ | R.Dixon&Co. / Middlesbro' | **J.Wood&Co.** WB | 295·1 / P25′Q90′B124′F31′ drp93&94 BK10″ =*Cell DB*244′ 442*r* | 38·2 | 20·1 | **W.Hartlpl** / British / 5*BHptCem* *ptAsp* | T.3Cy.22″,35″&59″–39″ (*s*) 160lb *90lb* 200H 2SB,*6cf*,GS95,HS3330 T.Richardson&Sons,Hpl. | 22 / s 2 / 8 |
| 107 / 82900 / WBJM | **De Bay** / *G.Yeates* –93 / | **IronScSr** / ~~ssLon.No.2–89~~ / 2*Dks*(*Irn*)3*trB* ssBel.No.3–4,94 | 1664 / 1522 / 1083 | ~~100A1~~ ~~11,94 8,92~~ 1,95 ~~BS7,92~~ | Ant / LA&CP / ~~LMC1,90~~ Bel | *r* | 1881 / 5mo / ~~4,94~~ | Palmers' Co.(Lim.) / Newcastle | **DeBayS.S.Co. (Lim.)(W.J. Woodside&Co.)** WB=*Cell DB*206′ 295*r* 170′ 233′ | 250·5 / P28′B62′F32′ BK9″ | 35·6 | 21·5 | **Belfast** / British / 5*BHCem* | C.2Cy.30″&55″–42″ (*i*) 80lb *50lb* 160H 2SB,6*f*,GS86 Palmers'Co.(Lim.),Nwc. | 24 / s 3 / 8 |
| 108 / TCMP | **De Carpentier** / *C.J.Peters*90–92 / *Elec.light* | **SteelScSr** / 2*Dks&Spardk* | 1212 / — / 757 | | | | 1890 | Nederland-scheStmb Mts Rotterdam | **Koninkl.Paketv. Maats.** | 234·5 | 32·8 | 16·6 | **Batavia** / Dutch / *WB* | T.3Cy.21″,34″&55″–45″ 250H NederlStoombMatsRot. | |
| Missing since 3.95. | **109 De Ruyter** / *H.Meyer* –92 / (*ex*Tromp) | **IronScBk** / 2*Dks*3*trB* | 2304 / — / 1618 | ~~100A1~~ 4,73 | Gls | Lv | 1873 / 3mo | A.Stephen &Sons Glasgow | **SociétéAno.du Steamer "De Ruyter" (ThéodoreC.Engels& Co.,*Mgrs.*)** | 316·9 / H83*t* | 35·4 | 27·0 | **Antwerp** / Belgian / 3*BH*1PBH | T.3Cy.21″,38″&66″–42″ 250H *Tpd*86WalsndSlpwyCNwc | |
| 110 / JDRS | **Deák** / *G.Zambelli*85–92 / | **SteelScSr** / 2*Dks*(*Stl–Uws*)&*Web frames* | 2249 / 2014 / 1422 | ~~100A1~~ 12,92 | Nwc / A&CP / ~~LMC12,92~~ | *s* | 1892 / 12mo | Wigham Richardson &Co. Newcastle | **RoyalHungarian SeaNav.Co. "Adria"(Lim.)** | 285·0 / P30′B60′F33′ FK WB=*CellDB*218′ 369*tAPT49r* | 38·3 | 23·1 | **Fiume** / Aust.-Hung. / 5*BHCem* | T.3Cy.22″,36″&59″–39″ (*s*) 165lb *80lb* 230H 2SB,6*trf*,GS99,HS3808 WighmRchrdson&Co.Nwc | 25 / s 4 / 7 |
| 111 / 93480 / LBKW | **Dean** / *J.Durie* –94 / *Well deck* *Elec.light* | **SteelScSr** / ssNwc.No.1–93 / 1*Dk*(*Irn*)&*Web frames* | 1476 / 1223 / 938 | ~~100A1~~ ~~7,94 8,93~~ 1,95 ~~BS1,95~~ | Nwc / A&CP / ~~LMC8,93~~ ~~Bry~~ Lon | *q* | 1889 / 2mo | Gourlay Bros.&Co. Dundee | ~~G.Armistead (Burg,Sons&Co. *Mgrs.*)~~ R.&C.Allan | 257·5 / Q90′B67′F65′ FK WB=*CellDB*218′ | 36·0 | 16·9 | **Dundee** / British / 4*BHCem* 269*tFPT32r* | T.3Cy.20″,31″&51″–39″ (*s*) 160lb *80lb* 180H 2SB,6*trf*,GS84 GourlayBros.&Co.Dundee | 19 / s 1 / 11 |
| 112 / 6990 / JTMH | **Decatur H. Miller** / *E.Foster*90–90 | **IronScSr** / 3*Dks&Hurdk* | 2296 / — / 1674 | | | | 1879 | Harlan& Hollgswth WilmgtnDel. | **Merchants'& Miners' TransportationCo.** | 258·0 | 38·0 | 16·0 30·0 | **Baltimore** / Utd.States | C.4Cy.24″&54″–48″ 300H Harlan&Hollingsworth | |
| 113 / 81367 | **Decempedes** / (*ex*Sailing) | **SteelScFlat** | 169 / 154 / 141 | | | | 1879 | H.E.Falk Winsford | **SaltUnion(Lim.)** | 90·0 | 21·1 | 10·5 | **Liverpool** / British | 2Cy.10½″–14″ NE&B88 7H W.E.Bates,Northwich | |
| 114 / LKSQ | **Decima** / *C.Christensen*90– | **IronScSr** / 1*Dk&Spardk&3trB* | 1516 / 1482 / 1145 | | | | 1878 | Flensburg S.B.Co. Flensburg | **Flensburger Dampfschifffahrts Ges.v.1869** | 245·5 | 32·5 | 17·7 24·7 | **Flensburg** / German / *WB* | C.2Cy.30″&57″–33″ 140H FlnsburgS.B.Co.,Flnsburg | |
| 115 / 95790 / LGHW | **Deddington** / *T.S.Cairns* –93 / *Well deck* | **SteelScSr** / 1*Dk*(*Irn*)2*trB* ssHul.No.1–93 | 2145 / 1712 / 1411 | ~~100A1~~ ~~10,93 12,92~~ 3,95 ~~LMC7,93~~ Hul Cff | Bry / A&CP | *r* | 1889 / 5mo / ~~10,93~~ | J.Priestmn Sunderland | **DeddingtonS.S.Co. (Lim.) (H.Samman&Co.)** | 280·5 / P25′Q86′B112′ F27′ FK WB=*DBa88′f80′473r* | 39·2 | 18·8 | **Hull** / British / 4*BHCem* | T.3Cy.21″,35″&57½″–39″ (*r*) 160lb *70lb* 200H 2SB,6*trf*,GS98 G.Clark,Sunderland | 20 / s 1 / 11 |
| 116 / 68007 / WRJN | **Dee** / *C.S.Tivdall* –94 / (*ex*Stateof Minnesota,*ex*Minnesota) | **IronScSr** | 1864 / 1813 / 1196 | | | ... | 1872 / 11mo | T.Wingate &Co. Glasgow | **RoyalMailSteam PacketCo.** | 300·5 | 35·3 | 24·6 | **Glasgow** / British | T.3Cy.24″,39½″&64″–39″ NE&B87 250H Earle's Co.(Lim.),Hull | 26 / 0 |
| 117 / 88856 / JDBT | — / *J.Scott*87–93 / *Well deck* | **IronScSr** / ssHpl.No.3–7,91 / 1*Dk*(*Irn*) | 472 / 351 / 270 | ~~100A1~~ ~~5,94 5,93~~ 4,95 ~~BS9,93~~ 9.94 | Abn / LA&CP / ~~LMC7,91~~ Lon | *y* | 1883 / 12mo | HallRussll &Co. Aberdeen | **H.Burden,junr., &Co.** | 160·3 / Q43′B45′F19′ BK7″ WB=*DBa26′f36′60r* | 23·7 | 12·3 | **Poole** / British / 4*BHCem* | C.2Cy.20″&39″–27″ (*s*) 90lb ~~80lb~~ *40lb* 70H 1SB,3*pf*,GS42 Hall,Russell&Co.,Abn. | 13 / s 1 / 1 |
| 118 / 99700 | — | **IronScK** / 1*Dk* | 151 / 140 / 61 | ~~100A1~~ *StmTrawler* 7,93 | Hul / LA&CP / ~~LMC7,93~~ | | 1893 / 7mo | Earle'sCo. (Lim.) Hull | **Morris&Jeffs** | 98·0 / Q18′F19′ | 20·7 | 11·1 BK7½″ | **Grimsby** / British / 3*BHCem* | T.3Cy.11″,17″&30″–21″ (*s*) 160lb 45H 1SB,2*pf*,GS28,HS792 Earle'sCo.(Lim.),Hull | 11 / 9 |
| 119 / 81484 / VDLN | **Deepdale** / ~~*H.Nicholls* –98~~ / ssSld.No.3–1,95 *W.F.Lorimer*92–95 | **IronScS~~r~~** / ~~ssAnt.No.2–88~~ / 1*Dk*(*Irn*)~~&*Awngdk3trB*~~ &*Spardk*(*Irn*)3*trB* | ~~2598~~ 2488 1650 | ~~100A1~~ ~~*Awng dk withfreeboard*~~ ~~1,95 8,92~~ *Spr dk* 5,95 ~~BS7,93~~ | Shl / LA&CP / Sld ~~LMC7,93~~ | *t* | 1880 / 10mo / 1,95 | J.Laing Sunderland | **A.Laing** | 310·8 / B68′F28′ lrp95 BK10″ WB=*DB* | 38·1 | ~~29·4~~ | **Sundrland** / British / 5*BHCem* a90′*f*56′243*r* | C.2Cy 24½″&63″–45″ (*r*) ~~(t)~~ ~~75lb~~ ~~40lb~~ 160lb *80lb* 280H ~~3SBCpf~~,GS126 NDB95 G.Clark,Sunderland 2SB,4*pf*,GS76,HS3526,FD | 23 / s 6 / 4 |
| 120 / 84539 / WHQD | **Deer Hill** / *J.C.Bainbridge*90–90 / *Well deck* | **IronScBn** / ~~ssHpl.No.2–90~~ / 1*Dk*(*Irn*)2*trB* ssHpl.No.3–2,95 | 1648 / 1303 / 1036 | ~~100A1~~ 2,95 ~~2,91~~ ~~BS12,93~~ | Hpl / A&CP / ~~LMC1,90~~ | *q* | 1882 / 2mo / ~~2,95~~ | W.Gray& Co. WHartlepool | **J.H.Murrell&Co.** | 259·6 / Q100′B67′F35′ BK9″ WB=*DB* | 34·7 | 19·5 | **W.Hartlpl** / British / 4*BHCem* a84′*f*90′331*r* | C.2Cy.32″&60″–39″ (*b*) 80lb ~~45lb~~ *50lb* 150H 2SB,4*cf*,GS68 Blair&Co.(Lim.),Stockton | 20 / s 1 / 11 |
| 121 / 86383 / WPSC | **Deerhound** / ~~*H.Pringle* –93~~ *Well deck* *Gorvin*92–94 | **IronScBn** / ~~ssHpl.No.2–91~~ / 1*Dk*(*Irn*)2*trB* ssOff.No.3–4,95 | 1689 / 1307 / 1052 | ~~100A1~~ ~~6,94 2,93~~ 9,94 4,95 ~~BS4,96~~ 6,94 | Cff / A&CP / ~~LMC2,94~~ | *q* | 1882 / 11mo / 4,95 | W.Gray& Co. WHartlepool | **OgmoreS.S.Co. (Lim.)(Chitham &Henry,*Mgrs.*)** | 257·9 / P28′Q68′B66′ F32′drp&srp94 BK9″ WB=*DB* | 35·7 | 19·0 | **Hartlepool** / British / 4*BHCem* a80′*f*94′316*r* | C.2Cy.30″&60″–39″ (*b*) 80lb ~~75lb~~ NDB91 150H 2SB,6*pf*,GS79 Blair&Co.(Lim.),Stockton | 20 / s 1 / 10 |
| 122 / 87030 / HGKB | — / *G.Smith* -82 / *Well deck* | **IronScSr** / ssLon.No.2–91 / 1*Dk* | 443 / 329 / 271 | ~~100A1~~ ~~8,94 5,93~~ 10,94 ~~BS12,93~~ | Shl / LA&CP / ~~LMC7,91~~ Lon | *g* | 1882 / 10mo / ~~5,94~~ | Forrestt& Son London | **Walker,Howard &Co.** | 159·6 / Q73′B15′F23′ BK7″ ~~drp94~~ WB=*FPT* | 24·0 | 12·2 | **London** / British / 3*BHCem* 46*tAPT22r* | C.2Cy.20″&38″–30″ 80lb *70lb* 70H ~~3SB,6pf,GS79~~ 1SB,2*pf*,GS49 R.H.Pearson & Co.,Gls. | 12 / 11 / 1 |
| 123 / 95815 / MTNL | — / *E.Johnson*89–89 | **IronScK** / 1*Dk* ssHul.No.1–94 | 140 / 140 / 60 | ~~100A1~~ *StmTrawler* 5,94 ~~11,89~~ | Hul / LA&CP / ~~LMC11,89~~ | | 1889 / 11mo / ~~5,94~~ | Cook, Welton &Gemmell Hull | **HumberSteam TrawlingCo. (Lim.)** | 100·7 / BK7½″ | 20·9 | 10·9 | **Hull** / British / 3*BHCem* | C.2Cy.17″&33″–22″ (*s*) 90lb 45H 1SB,2*pf*,GS30 Bailey&Leetham,Hull | 11 / 11 |
| 124 / 6878 | **Defiance** / *J.A.Burgess* | **WoodPad** | 540 / — / 421 | | | | 1875 | ..... WlmngtnDel | **Baltimore,Chesapeake&RichmondS.S.Co.** | 195·0 | 23·0 | 8·4 | **Phildlphia** Utd.States | | |
| 125 / 45402 / VDFR | — | **IronPadSr** / 1*Dk* | 199 / 199 / 114 | | | | 1862 | J.Laird, Sons&Co. Liverpool | **BurmahSteamTug Co.(Lim.)** | 129·1 | 21·3 | 10·6 | **Moulmein** / British | 2Cy. 90H J.Laird,Sons & Co.Birknhd | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 126 87413 | **Defiance** | **IronPadSk** | 115 / 115 / 37 | | | | 1884 / 7mo | **Hepple&C** N.Shields | **W.Park** | 101·0 | 18·4 | 9·0 | **Greenock** British | 1Cy.36″–54″ 80HP Hepple&Co.,NorthShields | | |
| 127 89514 | — | **IronPad** | 114 / 114 / 27 | | | | 1883 | **W.Allsup &Sons** Preston | **Lon.&IndiaDocks JointCommittee** | 91·0 | 19·0 | 9·0 | **London** British | L.2Cy.30″–52″ 60HP W.Allsup&Sons,Preston | | |
| 128 29599 | — *C.Woodcock* –92 | **IronPadSp** (*ex*Charley) | 106 / 106 / 27 | | | | 1862 | ..... Neath Abbey | **T.Wilson,Sons& Co.(Lim.)** | 87·8 | 17·6 | 9·6 | **Hull** British | L.2Cy.28″–48″ NB78 60HP W.H.Price | | BT till 9,94 |
| 129 91651 | **Degrave** *Degrave* | **WoodScDandy** | 115 / 114 / 46 | | | | 1885 | **D.Allan&** Co. Granton | **G.Hutson** | 104·0 | 20·2 | 9·4 | **Granton** British | C.2Cy.14″&28″–21″ 35HP Hutson&Corbett,Glasgow | | |
| 130 69331 MNGW | **Delambre** *W.Jardine* –91 | **IronScSr** *ss*Liv.No.2–83 2*Dks3trB* | 1308 / 1303 / 812 | ✠ 6,86 | Liv A&CP | *o* | 1873 9mo | **W.Hamil-ton&Co.** Pt.Glasgow | **Liverpool,Brazil &RiverPlate SteamNav.Co. (Lim.)(Lamport &Holt,*Mgrs.*)** | 233·7 | 31·2 | 24·4 | **Liverpool** British 3*BHCem* | C.2Cy.28″&54″–33″ 125HP J.&T.Young,Ayr | | |
| 131 99610 MBHB | **Delano** *T.Evans* –92 *H.Sutherland* –94 | **SteelScSr** 1*Dk(Irn)*✠ *Spardk(Irn)3trB* | 2968 / 2765 / 1920 | ✠100A1 *Spar dk* 8,94 3,95 | Sld LA&CP ✠LMC8,92 Bal. | *u* Shl | 1892 7mo | **J.Laing** Sunderland | **NeptuneS.N.Co. (Lim.) (W.&T.W. Pinkney,*Mgrs.*)** | 320·0 P8′B78′F34 drp94 drp95 *WB=Cell* | 41·8 26·0 BK10″ | 18·1 *5BHCem DB258′436t* | **Sunderlnd** British | T.3Cy.24″,40″&65″–42″ (*r*) 160lb *80lb* 350HP 2SB,*8pf*,GS112,HS4204 G.Clark(Lim.),Sunderland | 20 ″ 9 s 6 ″ 2 | D |
| 132 102775 | **Delaware** *T.Thomas*89–93 *Elec.light* | **SteelSc3MstSr** 1*Dk(Stl)*✠ *Spardk(Stl)*✠*Webframes* | 3855 / 3458 / 2469 | ✠100A1 *Spardk* 12,94 2,93 *Carrying Petroleum in bulk* | Liv A&CP ✠LMC6,93 | *w* | 1893 6mo | **D.J.** Dunlop&Co. Pt.Glasgow | **" Delaware " S.S. Co.(Lim.) (F.E.Bliss)** *WB=Cell DB72′192t* | 345·0 P96′B30′30·3 F47′ | 44·3 FK | 23·0 15*BHCem DTf22′390t* | **London** British | T.3Cy.27″,43½″&70″–51″ (*s*) 160lb *100lb* 550HP 2DB,*12rf*,GS230,HS7150 D.J.Dunlop&Co.,P.Gls. | 24 ″ 3 s 6 ″ 8½ | |
| 133 157023 JVCQ | — *Garvin* | **WoodScBn** YM4,92 2*Dks3trB* | 1646 — 1279 | | | | 1880 | **Birely, Hill** &Streaker Philadelphia | **W.P.Clyde&Co.** | 251·8 | 37·0 | 17·8 | **Phildlphia** Utd.States | C.2Cy.30″&50″–36″ 600HP | | R |
| 134 94896 | — *A.Insley* | **WoodPad** | 475 / 475 / 309 | | | | 1889 | **A.Insley** N.Wstminstr B.C. | **WestminsterS.N. Co.(Lim.)** | 136·0 | 27·5 | 4·8 | **N.Wstmtr, B.C.** British | C.2Cy.14″&22″–72″ 45HP VancouverCy.F&MW.Ver | | |
| 135 KMCW | **Delbrück** *H.Jantzen* –89 | **IronSc3MstSr** 1*Dk* | 371 / 317 / 288 | | | | 1873 | **Act.-Ges.** "Weser" Bremen | **J.D.Bischoff** | 145·6 B35′ | 22·6 F15′ | 13·9 | **Bremen** German | C.2Cy.17″&29½″–22″ 40HP Act.Ges."Weser,"Bremen | | G |
| 136 82820 TWCB | **Delcomyn** *T.R.Keen* –93 | **IronScSr** *ss*Brs.No.3–2,93 2*Dks*(1*Irn*)*3trB* | 1818 / 1704 / 1176 | ✠100A1 6,94 6,93 BS6,94 | Brs A&CP ✠LMC10,92 NYk | *s* | 1880 10mo | **Wigham** Richardson &Co. Newcastle | **BucknallNephews** | 280·0 P26′B16′F30′ ptND91 | 35·3 BK9″ | 22·6 *5BHCem DB180′235t* | **London** British | C.2Cy.31″&62″–48″ (*s*) ~~41lb 40lb~~ *65lb* 80lb 260HP 2SB.*6pf*,GS100 WghmRichardson&C.Nwc | 25 ″ 6 s 4 ″ 7½ | |
| 137 JPBQ | **Delfin** *G.R.F.Högdahl* –93 (*ex*GötaKanalIV.,*ex*Delfin) | **CompScSr** 1*Dk* | 163 / 132 / 108 | | | | 1884 | **P.Larsson** Thorskog | **P.Larsson** | 97·8 H31*t* | 20·8 | 9·1 | **Thorskog** Swedish | C.2Cy.11″&22″–18″ 30HP MotalaCo.,Gothenburg | | |
| 138 | — *A.O.Olsson* –90 (*ex*Werner,*ex*Dalsland) | **WoodScSr** 1*Dk* | 121 / 95 / 71 | | | | 18 66 88 | ..... Sikhall | **A.O.Olsson** | 97·5 P21′ | 21·4 Q5′ | 7·2 F17′ | **Gothenbrg** Swedish | C.2Cy.7¾″&15½″–10¾″ NE&B88 12HP LundbyM.V.,Gothenburg | | |
| 139 68 HFJL | **Delfino** *Vasiotto*73–87 | **IronScSr** 1*Dk* | 733 / 693 / 441 | | | | 1874 | **Lloyd** Austro-Ungarico Trieste | **LloydAustriaco** | 198·0 | 27·0 | 18·7 | **Trieste** Aust.-Hung. | C.2Cy.20″&36″–23″ 72HP ArsenaleLloyd,Trieste | | |
| 140 48666 VTQH | **Delhi** *D.Morgans* –92 | **IronScBg** | 2009 / 1881 / 1293 | | | | 1864 | **M.Wigram &Sons** London | ~~**R.B.Stoker**~~ **T.E.Hawks** | 313·3 P168*t* | 38·0 F94*t* | 26·3 | **Glasgow** British | C.2Cy.35″&60″–39″ NE82 200HP Hutson&Corbett,Glasgow | | |
| 141 89143 | **Deli** *S.B.Sheard* | **WoodScSr** | 138 / 123 / 88 | | | | 1889 | ..... HongKong | **LeePheeYeow** | 108·0 | 18·5 | 9·0 | **Penang** British | C.2Cy.14″&28″–14½″ 30HP Dudgeon&Co.,London | | |
| 142 RJNM | **Delia** *G.Weller*89–92 | **SteelScSr** 2*Dks3trB* | 3103 / 2506 / 2139 | | | | 1892 | **Flensbrger** Schiffsbau Gesellschaft Flensburg | **Hamburg-Pacific Dampfsch.Linie (A.Kirsten,*Mgr.*)** | 324·0 P196′ | 40·0 F44′ | 27·8 | **Hamburg** German | T.3Cy.25″,41″&68″–45″ FlensburgerSchiffsbau Gesellschaft,Flensburg | | V |
| 143 96591 LFMQ | **Delmar** *J.W.McEwan*92–92 *Well deck* | **SteelScSr** *ss*Hpl.No.1–93 1*Dk(Irn)*✠*Webframes* | 2324 / 1816 / 1523 | ✠100A1 2,94 5,93 5,95 | Shl A&CP ✠LMC12,93 Npt. | *s* Npt. | 1889 6mo | **R.Dixon&** Co. Middlesbro' | **DelmarS.S.Co. (Lim.)** (Hardy, (J.F.Wilson&Co.) *WB=CellD* | 295·2 P24′Q92′B122′ F34′ | 38·2 BK10″ | 20·2 *5BHptCem B240′442t A P T30t* | **London** British | T.3Cy.23″,37″&61″–42″ (*r*) 160lb *55lb* 250HP 2SB,*8pf*,GS120 G.Clark,Sunderland | 22 ″ 9 s 2 ″ 3 | D |
| 144 60226 WQKC | **Delos** *R.Smith* *Well deck* | **IronScSr** 6thSurvey,Hul.9,89 1stSurvey,Hul.9,92 1*Dk(Irn)*2*trB* | 1501 / 1258 / 981 | ✠ A1, 1 2,95 ~~2,99 3,04~~ *Now named "Ayrgal," See p. 45 in Supplement* | Hul Gms | Lv | 1870 | **Richard-son,Duck & Co.** Stockton | **H.Briggs,Sons& Co.** | 258·5 P223*t*F30*t* ND89 | 34·1 BK10″ | 19·7 *4BHI*PBH | **Hull** British | C.2Cy.31″&58″–33″ NE&B78 140HP C.D.Holmes&Co.,Hull | 20 ″ 11 s 2 ″ 8 | |
| 145 KRDB | **Delphin** *D.Marwitz* –92 | **IronScTrawler** 1*Dk* | 127 — 55 | | | | 1889 2mo | **J.C.Teck-lenborg** Geestemünde | **C.Kämpf** | 103·4 | 20·8 | 11·2 | **Gstemnde** German | C.2Cy.18″&33″–22″ 60HP MaschinenfabBuckau, Magdeburg | | G |
| 146 1816 HLPB | **Delta** *A.Kennedy* –91 | **IronScBk** | 831 / 810 / 552 | | | | ... 1854 | **Barclay,** Curle&Co. Glasgow | **G.E.Francklyn** | 208·6 P21*t* | 27·0 | 15·8 | **Glasgow** British | C.2Cy.20″&36″–24″ NE81 55HP W.King&Co.,Glasgow | | R |
| 147 | — | **IronTwinScSp** | 289 / 262 / 182 | | | | 1886 | **J.Jones&** Sons Liverpool | **LaPlatense FlotillaCo. (Lim.)** | 135·6 | 28·1 | 7·9 | **BnsAyres** Argentine | D.2Cy.15″–30″ 40HP J.Jones&Sons,Liverpool | | |
| 148 96374 | — | **IronScFlat** | 203 / 172 / 174 | | | | 1873 | ..... Antwerp | **LiverpoolGrain Storage&Tran-sitCo.(Lim.)** | 147·2 | 19·8 | 6·8 | **Liverpool** British | 1Cy.12″–12″ 25HP Societé deLion,Antwerp | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 3 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Enlèvement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 149 HNMJ | **Demetrio S. Schilizzi** SteelScSr<br>*A.Syronas* –93<br>*Elec.light* 1*Dk*(*pt Stl pt Irn*)&*Web frames*&*pt Awng dk* | 2034<br>1477<br>1277 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>2,955,44<br>✠LMC7,93 | Hpl<br>A&CP<br>Cff | *r* | 1893<br>7mo | W.Gray&Co.(Lim.)<br>W Hartlepool | Foscolo,Mango&Co.<br>*WB=Cell D* | 285·0\|39·2\|16·4<br>Q107′drp94<br>*Pt Awng dk*178′ FK<br>*B*224′ 588*t FPT*53*t* | Piræus<br>Greek<br>6*BHCem*<br>*APT*596*t* | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *80lb* 200H<br>2SB,*6cf*,GS102,HS3300<br>Blair&Co.(Lim.),Stockton | 19 ″ 2<br>s 9 • 3½ |
| 150 99552 MKTB | **Denaby** SteelScSr<br>*R.Moore* –92<br>1*Dk*(*Stl*)&*Webframes*<br>*Well deck* | 1150<br>855<br>709 | ✠100A1<br>3,95 8,93 12,94<br>✠LMC12,91 | Hul<br>A&CP | *n* | 1891<br>12mo | S.P.Austin&Son<br>Sunderland | Denaby Main Colliery Co.(Lim.)<br>*WB=Cell D* | 225·0\|33·4\|14·2<br>P28′Q50′B44′F25′<br>drp92 FK<br>*B*178·310*t FPT* | Hull<br>British<br>4*BHCem*<br>1SB,3*pf*,GS58<br>J.Dickinson,Sunderland | T.3Cy.18½″,30″&49″–33″ (*s*)<br>160lb *80lb* 120H<br>R.&W.Hawthorn,Nwc. | 16 ″ 9<br>s 1 • 6 |
| 151 ~~85669~~ ~~3TPD~~ | ~~**Denbighshire**~~ IronScSr<br>~~*A.U.Malinder* –91~~ *ss*Ant.No.2–93<br>*Elec.light* 2*Dks*(1*Irn*&1*pt Irn*)3*trB*<br>*Now named "Fukuoka Maru," See No. 21 in Supplement.* | 2538<br>2352<br>1663 | ✠100A1<br>5,9413,036,94<br>BS5,94 ✠LMC1,93 | Yka<br>A&CP<br>Ant Lon | *t* | 1885<br>1mo | C.S.Swan&Hunter<br>Newcastle | ~~Jenkins&Co.~~<br>Hokkaido Tanko Tetsudo Kaisha<br>*WB=Cell DB* | 317·0\|38·0\|24·5<br>P38′B76′F41′<br>BK10″<br>234′440*t FPT* 220*t* | ~~London~~<br>~~British~~<br>7*BHCem*<br>4*PT*230*t*<br>Japanese | C.2Cy.38″&72″–48″ (*s*<br>100lb ~~*80lb*~~ *70lb* 300H<br>2SB,*6pf*,GS135<br>R.&W.Hawthorn,Nwc. | 27 ″ (<br>s 4 • 11½ |
| 152 RGWV | **Denderah** IronScSr<br>*P.Beelendorf* 89–89 *ss*Ham.No.2–91<br>(*ex*Padang) 3*Dks*(1*Irn*) | 2285<br>2085<br>~~1479~~<br>1475 | ✠100A1<br>~~7,9410,01~~1,95<br>~~BS9,93~~ ✠LMC10,91<br>8,94 | Ham<br>A&CP | *t* | 1883<br>6mo | R.Dixon&Co.<br>Middlesbro' | Deutsche Dampfschifffahrts Ges. "Kosmos"<br>*WB=DB a*80′*f* 76′*&u* | 300·0\|37·0\|25·7<br>P50′B40′F42′<br>BK10′<br>*E&B*42′348*t* | Hamburg<br>German<br>5*BHCem*<br>2DB,*8pf*,GS140<br>R.&W.Hawthorn,Nwc. | C.2Cy.38″&70″–42″ (*i*)<br>80lb *80lb* 250H<br>M.Pratt,Huddersfield | 27 ″ ( |
| 153 91371 LHVN | **Denia** IronScSr<br>*F.W.Botting* –94 (*ex*Wyndcliffe)<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*ss*Sws.No.1–94 | 1940<br>1507<br>1267 | ✠100A1<br>~~6,9415,08~~ 3,95<br>✠LMC~~9,88~~ 6,94<br>~~8,97~~ | Cff<br>LA&CP | *r* | 1889<br>9mo | Craig, Taylor&Co.<br>Stockton | W.S.Bailey<br>*WB=D B* | 269·8\|37·2\|18·3<br>Q102′B106′F31′<br>FK<br>*a*80′*f*114′365*t FPT* | Hull<br>British<br>4*BH Asp*<br>66*t APT*21*t* | T.3Cy.20″,33″&54″–36″ (*s*<br>160lb *80lb* 160H<br>2SB,*6f*,GS72<br>M.Pratt,Huddersfield | 19 ″ 8<br>s 1 • 8½ |
| 154 HJWD | —<br>*M.Cano*84–90<br>1*Dk*(*Stl*)&*Spar dk*&*Webframes*<br>*Stringers*&*Web frames Irn* | 1668<br>1525<br>1052 | ✠100A1<br>*Spar dk*<br>8,93 ✠LMC4,90 | Shl<br>A&CP | *q* | 1890<br>4mo | Sunderlnd Shipbldng Co.(Lim.)<br>Sunderland | Companiа Valenciana de Navegacion | 249·0\|35·3\|15·0<br>P27′F31′22·5<br>BK7″<br>*WB=Cell DB*209′275*t* | Valencia<br>Spanish<br>5*BHCem*<br>2SB,*4rf*,GS74<br>Black,Hawthorn&Co.,Gts. | T.3Cy.19″,31″&51″–36″ (*s*<br>160lb *90lb* 150H<br>w6″ 2 | 17 ″ 3<br>s 5 • 11½ |
| 155 56156 HPNR | —<br>*W.Watters*93–94 *ss*Stk.No.3–4,88<br>*ss*Sws.No.1–93<br>1*Dk* | 248<br>219<br>97 | 90A1<br>5,94<br>BS5,94 LMC2,92<br>✠NB11,84 | Trn<br>A&CP | *e* | 1866<br>9mo | Scott&Co.<br>Greenock | W.B.Niven (J.Hamilton, *Mgr.*) | 141·0\|20·2\|11·8<br>Q44′<br>ptND89 BK6½″ | Troon<br>British<br>3*BHCem* | C.2Cy.21⅜″&34½″–18″ (*g*<br>60lb NE73 NDB84 40H<br>1SB,2*pf*,GS25,HS721<br>Gourlay Bros.&Co.,Dundee | 12 ″ 4<br>s 1 • 7 |
| 156 54945 WQVC | **Denmark** IronScBkn<br>*T.Foot* –94 | 3724<br>3720<br>2326 | | | … | 1865<br>9mo | M.Pearse&Co.<br>Stockton | National Steam Ship Co.(Lim.) | 342·9\|42·2\|36·0 | Liverpool<br>British | C.2Cy.28″&59½″–42″<br>NB80 350HP<br>*Cmp*80J.Jones&Sons,Liv. | 29 ″ 9<br>s 12 • 4 |
| 157 347 HBLM | **Denshiu Maru** IronScSr<br>*Kawakami Sakujiro* | 252<br>241<br>156 | | | | 1873 | Saigaye<br>Tokio | Amagazaki Isaburo | 118·3\|18·5\|14·6 | Osaka<br>Japanese | 2Cy.<br>17HP<br>*WB* | |
| 158 1085 HGPS | **Denshiu Maru No.2** IronTwinScSr<br>*Mayeda Otomatsu* | 331<br>311<br>205 | | | | 1888 | Niikuma<br>Masajiro<br>Osaka | Amagazaki Isaburo | 128·8\|19·7\|15·9 | Osaka<br>Japanese | 4Cy.<br>45HP | |
| 159 1131 HGST | **Denshiu Maru No. III.** Wood Sr<br>*Sakai Chozo* | 151<br>145<br>94 | | | | 1889 | Niikuma<br>Masajiro<br>Osaka | Amagazaki Isaburo | 108·9\|18·6\|14·7 | Osaka<br>Japanese | 2Cy.<br>26HP | |
| 160 97545 | **Deptford** SteelScSr<br>*C.W.Woodruff* 88–91<br>1*Dk*(*Stl*)2*trB*&*Webframes* | 2595<br>2331<br>1673 | ✠100A1<br>*with freeboard*<br>~~3,914,02~~<br>5,95 ✠LMC10,91 | Shl<br>LA&CP<br>Liv | *s* | 1891<br>10mo | J.Laing<br>Sunderland | J.Ness<br>*WB=Cell DB*254′407*t* | 298·0\|39·0\|23·7<br>B64′F32′<br>FK | Sundrland<br>British<br>5*BHCem*<br>*APT*30*t* | T.3Cy.23″,38″&62″–42″ (*s*)<br>160lb *160lb* 300H<br>2SB,*6vf*,GS112<br>N.E.Mar.E.Co.(Lim.),Sld. | 26 ″ 2<br>s 5 • 4 |
| 161 JDGK | **Der Kaiser** IronPadSr<br>*W.Sprenger* –91 1*Dk* | 189<br>—<br>122 | | | | 1865 | ..... | C.J.F.Bräunlich | 186·6\|18·2\| 8·1 | Stettin<br>German | 2Cy.<br>80HP | |
| 162 JBRS | **Der Preusse** IronScSr<br>*H.Bethmann*83–84 1*Dk* | 290<br>—<br>221 | | | | 18 5/6 6/5 | J.Scott<br>Russell&Co<br>London | Neue Dampfer-Compagnie, Act.-Ges. | 144·0\|19·8\|11·5<br>Q25′ B25′ F10′ | Stettin<br>German | C.2Cy.20½″&35½″–25″<br>60HP<br>StetnMasActGes"Vulcan" | |
| 163 95543 LCMB | **Deramore** SteelScSr<br>*J.Buchan* –91 *ss*Cff,No.1–94<br>1*Dk*(*Irn*)&*Webframes* | 2283<br>2070<br>1485 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>10,916,02<br>3,95 ✠LMC10,93<br>BS3,95 | Bry<br>A&CP<br>Cff | *s* | 1889<br>4mo | C.S.Swan&Hunter<br>Newcastle | Deramore S.S.Co. (Lim.) (Carlisle&Co.) | 290·0\|39·0\|19·8<br>P25′Q92′B172′<br>*Awng dk*173′ BK10″<br>drp94 *WB=Cell DB*244′460*t* | London<br>British<br>5*BHCem*<br>WlsndSlpwy&EC(L)Nwc | T.3Cy.22½″36½″&60″–39″(*s*)<br>160lb ~~*65lb*~~ *80lb* 215H<br>2SB,*6rf*,GS110,HS3920 | 22 ″ 3<br>s 8 • 9½ |
| 164 | **Dérocheuse** IronScSr<br>1*Dk* | 695<br>—<br>352 | | | | 1887 | Lobnitz&Co.<br>Renfrew | Compagnie Universelle du Canal Maritime de Suez | 180·2\|40·2\|11·0 | Port Said<br>Egyptian | C.4Cy.14″&28″–24″<br>Lobnitz&Co.,Renfrew | |
| 165 81603 SWLJ | **Derwent** IronSc3MstSr<br>*F.Merservy* –93<br>2*Dks*(1*Irn*&1*pt Irn*)3*trB* | 2402<br>2234<br>1558 | ✠<br>9,82<br>✠ | Lon | *u* | 1879<br>10mo | R.Thompson,jun.<br>Sunderland | Royal Mail Steam Packet Co. | 329·1\|36·0\|25·5<br>P70′ B68′ F34′ | Sundrland<br>British<br>6*BHCem*<br>*WB=DBa*94′*f* 58′296*t FPT*63*t* | C.2Cy.42″&73″–48″<br>NB93 350HP<br>N.E.MarineE.Co(Lim)Sld | 26 ″ 10 |
| 166 68680 MHPS | —<br>~~*B.Duncan* 94–94~~ *ss*Hpl.No.3–4,85<br>*ss*Sld.No.2–94 ~~*ss*Gls.No.1–89~~<br>*G.E.Doyle*95–95 1*Dk*&*Spar dk*3*trB* | 1539<br>1529<br>986 | ✠90A1<br>~~4,9~~4,95<br>~~BS6,93~~ LMC1,89,94<br>✠NB83 | Gls<br>A&CP Sws | *p* | 1873<br>6mo | Gilbert&Cooper<br>Hull | Mercantile Steam Ship Co.(Lim.) | 239·3\|32·7\|17·3<br>24·7<br>BK8½″<br>*WB=DBa*62′*f*110′258*t* | London<br>British<br>5*BHCem*<br>*Cmp*73 CDHolmes&C.Hull | C.2Cy.30″&56″–36″ (*r*)<br>75lb *60lb* 130HP<br>1SB,*4pf*,GG72,HS2466 | 17 ″ 8<br>s 6 • 4 |
| 167 91316 KTHQ | —<br>*R.Woodhead* –93 *ss*Goo.No.1–92<br>1*Dk*(*Irn*) | 749<br>668<br>345 | ✠100A1<br>9,94 5,92<br>BS9,94 ✠LMC5,92 | Goo<br>LA&CP | *m* | 1888<br>7mo | W.Dobson&Co.<br>Newcastle | Goole Steam Shipping Co.(Lim.) | 230·0\|30·7\|14·7<br>P29′B54′F31′<br>BK7″<br>*WB=Cell DB*115′128*t* | Goole<br>British<br>5*BHCem*<br>WlsndSlpwyCo(Lm.)Nwc | T.3Cy.21″,33½″&54″–33″ (*s*)<br>160lb *95lb* 160H<br>2SB,*6rf*,GS114,HS3500 | 15 ″ 8<br>s 2 • 2 |
| 168 68177 MVJF | —<br>*J.Hutton*77–87 *ss*Gmh.No.3–7,87<br>2*Dks* *ss*Gmh.No.1–91 | 598<br>570<br>307 | ✠100A1<br>9,93<br>MS11,91 BS9,93 | Gmh | *k* | 1874<br>2mo | Barclay, Curle&Co.<br>Glasgow | Carron Co. | 193·7\|28·0\|15·9<br>P27′ B48′ F25′<br>BK7½″ | Grngemth<br>British<br>6*BHCem* | C.2Cy.31″&54″–36″ (*i*)<br>60lb *35lb* 130HP<br>1DB,*6f*<br>Barclay,Curle&Co.,Gls. | 16 ″ 10<br>s 2 • 2½ |
| 169 50005 WGJP | —<br>*J.Selmes* –92 1*Dk* | 478<br>383<br>351 | | | | 1864<br>6mo | A&J Inglis<br>Glasgow | W.H.Smith&Sons (Lim.) | 196·0\|25·3\|13·3<br>P93*t* | Sydny NSW<br>British | C.2Cy.24″&38″–32″<br>NE80 96HP<br>J.Jack&Co.,Liverpool | |

| 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. *Late Name if any.* No. of Decks, &c | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. *ft. in.* | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **erwent** | **Steel&IronSc3MstSr** | 267 | ✠100A1 | Liv | *e* | 1883 | R.William- | **DerwentSteam** | 144·2 | 23·0 | 10·4 | Workngtn | C.2Cy.18″&34″–24″ (*i*) | 11 ″ 2 | |
| *E.Robinson* | *ss*Lon.No.2–92 | 239 | 2,94~~1~~,95 | LA&CP | | 12mo | son&Son | **ShipCo.(Lim.)** | Q50′B7′F19′ | | | British | 80lb ~~85lb~~ 49HP | s 1 ″ 3 | |
| | *IrnframesStlplating1Dk(Irn)* | 111 | BS~~10,98~~ ✠LMC4,92 1,95 | Wrk | | Workington | Workington | **(Gibson&Greenop** | drp94 BK7″ | | | 3*BHCem* | 1SB.*2pf*,GS32 | | |
| | | | | | | | | | *WB*= | | *DB*70′70*t* | | J.&T.Young,Ayr | | |
| | **IronScK** | 151 | ✠100A1 | Hul | | 1893 | Earle'sCo. | **Morris&Jeffs** | 98·0 | 20·7 | 11·1 | Grimsby | T.3Cy.11″,17″&30″–21″ (*s*) | 11 ″ 9 | |
| *F.Hobbs* –93 | 1*Dk* | 140 | *StmTrawler* | LA&CP | | 8mo | (Lim.) | | Q18′F19′ | | | British | 160lb 45HP | | |
| | | 61 | 8,93 ✠LMC8,93 | | | Hull | | | | | BK7½″ | 3*BHCem* | 1SB.*2pf*,GS28,HS792 | | |
| | | | | | | | | | | | | | Earl'sCo.(Lim.),Hull | | |
| **erwent Holme** | **SteelScSr** | 2107 | ✠100A1 | Sld | *r* | 1888 | J.L.Thomp- | **HineBros.** | 284·0 | 38·2 | 19·4 | Maryport | T.3Cy.21½″,35″&58″–39″ (*o*) | 20 ″ 9 | |
| *W.Holmes* | *ss*Ham.No.1–93 | 1565 | *ptAwngdk* | A&CP | | 6mo | son&Sons | | P29′Q74′B126′F26′ | | | British | 150lb *70lb* 180HP | s 8 ″ 0 | |
| *ell deck* | | 1331 | *withfreeboard* | | | Sunderland | Sunderland | | | | BK9½″ | 6*BHCem* | 2SB.*6rf*,GS80 | | |
| *Dk(Stl)&Webframes&ptAwngdk(Irn)* | | | 5,95 ~~2,94~~ ✠LMC2,94 | | | BS~~0,99~~ | | | *WB*=*DBa*82′*f*64′299*t* | | | *APT*22*t* | J.Dickinson,Sunderland | | |
| **erwentdale** | **IronScSr** | 1515 | ✠100A1 | Cff | *q* | 1883 | J.Read- | **P.Hick,jun.&Co.** | 259·5 | 36·0 | 17·5 | Scarboro' | C.2Cy.~~25″~~&58″–36″ (*i*) | 18 ″ 6 | D |
| *F.D.Tindall* –92 | *ss*Cff.No.2–91 | 1215 | ~~6,94 1,93~~ 11,94 | LA&CP | | 2mo | head&Co. | | Q100′ B52′ F32 | | | British | 80lb *65lb* 145HP | s 2 ″ 0 | |
| *ell deck* | 1*Dk*(*Irn*)2*trB* | 958 | BS~~0,93~~ ✠LMC~~5,94~~ 1,94 | Swg | | S.Shields | S.Shields | | | | BK9″ | 4*BHCem* | 2SB.*4pf*,GS65 | | |
| | | | | | | | | | *WB*=*DBa* | | | 78′*f*72′340*t* | J.Readhead&Co.,S.Shields | | |
| **esdemona** | **SteelScSr** | 2745 | | | | 1889 | Flensbrger | **Hamburg-Pacific** | 310·0 | 40·0 | 26·9 | Hamburg | T.3Cy.24″,36½″&68″–45″ | | V |
| *D.Petersen*90–92 | 2*Dks*3*trB* | 2429 | | | | 12mo | Schiffsbau | **Dampfsch.Linie** | P42′ B83′ | | F37 | German | 1600HP | | |
| | | 1778 | | | | | Gesellschaft | **(A.Kirsten,*Mgr.*)** | | | | | Flensburger Schiffsbau | | |
| | | | | | | | Flensburg | | | | | *WB* | Gesellschaft,Flensburg | | |
| **eseado** | **SteelScSr** | 314 | ✠100A— | B.As | *d* | 1890 | Newall& | **Bossio&Camuy-** | 151·0 | 26·4 | 8·3 | Bns.Ayres | T.3Cy.13″,19″&32½″–20″ (*s*) | 9 ″ 0 | |
| *B.Casaglia* | *ss*B.AsNo.1–94 | 200 | 4,94 | LA&CP | | 1mo | Co. | **rano** | P30′ F19′ | | | Argentine | 150lb 80HP | | |
| | 1*Dk* | 173 | *Buenos Ayres & RiverPlate* | | | Bristol | Bristol | | len93 | | FK | 5*BHCem* | 1SB.*2cf*,GS37 | | |
| | | | ✠LMC4,94 | | | | | | | | | | Newall&Co.,Bristol | | |
| **esideratum** | **IronScK** | 150 | ✠100A1 | Hul | | 1891 | Cook, | **R.Simpson** | 100·5 | 20·8 | 11·0 | Hull | C.2Cy.17″&33″–22″ (*s*) | 11″11 | |
| | | 139 | *StmTrawler* | LA&CP | | 7mo | Welton& | | Q21′ | | | British | 90lb 45HP | | |
| | 1*Dk* | 59 | 1,957,91 ✠LMC8,91 | | | | Gemmell | | | | BK7½″ | 3*BHCem* | 1SB.*2pf*,GS30 | | |
| | | | | | | | Hull | | | | | | Bailey&Leetham,Hull | | |
| **ésirade** | **IronScBk** | 1452 | | | | 1868 | Randolph, | **Compagnie** | 268·0 | 32·7 | 20·6 | Marseilles | 2Cy.39½″&71″–36″ | | |
| *Dutruch* | (*ex*City of Brussels) | — | | | | | Elder&Co. | **GénéraleTrans-** | P73′ F44′ | | | French | 250HP | | |
| | | 744 | | | | Glasgow | Glasgow | **atlantique** | | | | | Randolph,Elder&Co.,Gls. | | |
| **espatch** | **IronScSr** | 237 | | | | 1869 | T.B.Seath | **HuddartParker&** | 151·0 | 20·1 | 10·3 | Melbourne | C.2Cy.18″&36″–22″ | | |
| *J.Coull* –94 | 1*Dk* | 204 | | | | | &Co. | **Co.(Lim.)** | Q30*t* | | | British | 90HP | | |
| | | 114 | | | | | Glasgow | | | | | | Rankin&Blackmore,Grk. | | |
| | **IronPadSp** | 210 | | | | 1856 | Jones | **LiverpoolSteam** | 129·0 | 20·2 | 10·0 | Liverpool | D.2Cy.34″–48″ | | BT till ~~6,94~~ 7,95 |
| *T.Jones* –91 | | 181 | | | | | Liverpool | **TugCo.(Lim.)** | | | | British | NE78 NB92 80HP | | ~~12,94~~ |
| | | 78 | | | | | | | | | | | Fawcett,Preston&Co.,Liv. | | |
| | **IronPad** | 130 | | | | 1875 | J.Stewart | **GreatEastern** | 99·4 | 18·5 | ... | Lowestoft | L.2Cy.30″–42″ | | |
| *S.Sterry* –92 | | 127 | | | | | London | **RailwayCo.** | | | | British | 60HP | | |
| | | 36 | | | | | | | | | | | J.Stewart,London | | |
| **espina** | **SteelScSr** | 1223 | ✠100A1 | Gls | *n* | 1890 | Campbltn | **P.A.Vagliano** | 225·0 | 32·~~7~~6 | 16·4 | Cephalonia ~~Argostoli~~ | T.3Cy.17″,27″&44″–33″ (*s*) | 17 ″ 3 | |
| *P.Margaronis*90–90 | *ss*Msl.No.1–94 | 916 | ~~5,94~~10,~~99~~12,94 | LA&CP | | 10mo | Shipbldg | | Q77′B96′F27′ | | | Greek | 160lb *60lb* 98HP | s 1 ″ 3½ | |
| *ell deck* | 1*Dk*(*Stl*)&*Webframes* | 779 | ✠LMC1~~0,96~~ 12,94 | Pav Msl | | | Co. | | drp94 | | FK | 4*BHCem* | 1SB.*3rf*,GS68 | | |
| | | | | | | | Campbeltwn | | *WB*=*APT*73*t* | | | *MT*23′220*t* | R. Harvey & Co., Glasgow | | |
| **espina G. Michalino** | **SteelScSr** | 1763 | ✠100A1 | Gen | *q* | 1889 | Irvine&Co. | **Michalinos&Co.** | 260·6 | 36·6 | 16·5 | Syra | T.3Cy.20,″33″&54″–36″ (*s*) | 19 ″ 0 | |
| *M.Carivalis* | *ss*Npt.No.1–93 | 1302 | ~~3,94~~5,~~93~~ 4,95 | LA&CP | | 1mo | W Hartlepool | | P29′Q70′B110′ | | | Greek | 160lb *70lb* 140HP | s 1 ″ 6½ | |
| | 1*Dk*(*Irn*)&*Webframes* | 1141 | BS4,95 ✠LMC3,93 | Strd | | | | | F30′ drp93 BK9″ | | | 4*BHCem* | 2SB.*4cf*,GS58 | | |
| *ell deck Floors&InnerbottomplatingIrn* | | | | | | | | | *WB*=*Cell* | | | *DB*220′462*t* | Blair&Co.(Lim.),Stockton | | |
| **essalines** | **WoodScBn** | 570 | | | | 1883 | B.G.Hill- | **HaytianGovern-** | 167·0 | 31·0 | 17·5 | | C.2Cy.24″&42″–36″ | | |
| | (*ex*Ethel) | — | | | | | man&Co. | **ment** | | | | Haytian | | | |
| | | 306 | | | | | Camden,N.J. | | | | | | Neafie& Levy,Philadelphia | | |
| **essoug** | **IronSc3MstSr** | 1367 | | | | 1864 | Denton, | **OceanStm.ShipCo.** | 233·0 | 32·3 | 16·7 | Savannah | C.2Cy.28″&57″–48″ | | |
| *Christie* | 3*Dks* | — | | | | | Gray&Co. | | B10′ | | 23·6 | Utd.States | 160HP | | |
| | | 892 | | | | | W Hartlepool | | | | | | W.Cramp& Son,S.&E.B.Co Phl. | | |
| **esterro** | **SteelTwinScSr** | 1495 | ✠100A1 | Nwc | *p* | 1889 | R.&W. | **LloydBrazileiro** | 265·7 | 34·1 | 17·8 | R.Janeiro | T.6Cy.18″,28″&44″–27″ (*s*) | 19 ″ 0 | |
| *Wilkinson* –89 | 2*Dks*(*UptStl*–ws) | 1329 | 10,89 | A&CP | | 10mo | Hawthorn, | | | | | Brazilian | 160lb 210HP | | |
| *ec.light* | | 918 | ✠LMC10,89 | | | | Leslie&Co.Ld | | | | BK6″ | 4*BHCem* | 2SB.*6pf*,GS216 | | |
| | | | | | | | Newcastle | | *WB*= | | | *DB*70′123*t* | HwthrnLslie&C(Lm) Nwc | | |
| **eucalion** | **IronScSr** | 2111 | | | | 1872 | A.Leslie | **Nederl.Stoomv.** | 322·0 | 33·7 | 25·6 | Amstrdam | C.2Cy.28¼″&61″–45″ | | D |
| *R.Day*92–92 | | 1946 | | | | | &Co. | **Maats.“Oceaan”** | | | | Dutch | NB84 250HP | | |
| | | 1374 | | | | | Newcastle | | | | | | R.Stephenson&Co.,Nwc. | | |
| **euteros** | **IronScSr** | 1630 | | | | 1881 | Flensburg | **Flensburger** | 257·8 | 33·8 | 17·8 | Flensburg | C.2Cy.32½″&60″–36″ | | V |
| *W.A.Dinse*89–90 | 1*Dk*&*Spardk*&3*trB* | 1612 | | | | | S.B.Co. | **Dampfschifffahrts** | B10′ F24′ | | 24·8 | German | 160HP | | |
| | | 1251 | | | | | Flensburg | **Ges.v.1869** | | | | *WB* | FlensburgS.B.C.,Flensbrg | | |
| **eutscher Kaiser** | **IronSc3MstSr** | 1285 | ✠ | Hpl | | 1868 | J.Laing | **J.A.Bredt** | 253·0 | 30·3 | 16·0 | Stettin | 2Cy.29″&57″–36″ | | GV |
| *M.Gollin*87–87 | (*ex*Shepperton) | 1275 | *Spar dk* | A&CP | | 5mo | Sunderland | | | | 23·5 | German | 110HP | | |
| | 1*Dk*&*Spardk*3*trB* | 944 | 10,71 | | | | | | len75drp69&70 | | | 4*BHCem* | Ouseburn Eng.Wks.,Nwc. | | |
| **eutschland** | **SteelSc3MstSr** | 3796 | | | | 1893 | Stettiner | **Deutsch-Ameri-** | 338·0 | 43·8 | 31·7 | Hamburg | T.3Cy.23¾″,40″&64½″–49½″ | | V |
| *Dinklage* –93 | 2*Dks*&*Spar dk* | — | | | | | Maschinenb. | **kanischePetro-** | P42′ B25′ | | F32′ | German | | | |
| | (*CarryingPetroleum in bulk*) | 2542 | | | | | Act.Ges. | **leumGes.** | | | | | StettinerMaschinenb. | | |
| *ec.light* | | | | | | | “Vulcan” | | | | | *WB* | Act.Ges.“Vulcan,”Stetn | | |
| | | | | | | | Bredow a/o | | | | | | | | |
| | **IronSc3r** | 692 | | | | 1882 | Möller& | **Riga-Lübecker** | 194·8 | 26·7 | 15·1 | Lübeck | C.2Cy.23″&46″–27″ | | G |
| *J.H.Steffen*77–82 | 1*Dk* | — | | | | | Holberg | **Dampfschiff-** | P92′ B35′ | | | German | 100HP | | |
| | | 541 | | | | | Stettin | **fahrtsGes.** | | | | *WB* | Möller&Holberg,Stettin | | |
| | **SteelScSr** | 195 | | | | 1893 | Gebrüder | **Norderneyer** | 117·0 | 21·2 | 9·0 | Norderney | C.2Cy.10¾″&19″–12⅝″ | | G |
| *H.H.Höfer*93–93 | 1*Dk* | 147 | | | | | Sachsenberg | **Dampfsch.** | *Promenade dk* 55′ | | | German | 75HP | | |
| | | 119 | | | | | Gesel.m.b.H. | **Rhederei** | | | | | GebrüderSachsenberg | | |
| | | | | | | | Rosslau | **“Einigkeit”** | | | | *WB* | Gesel.m.b.H.,Rosslau | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equivement. | 8 Construit. Quand. — Navire. Mach. | 9 Par qui — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 192<br>95032<br>KQCL | **Devawongse**<br>*P.H.Loff* 80–87 | **SteelScSr** | 1643<br>1525<br>1057 | | | | 1888 | FairfieldS. B.& E.Co. (Lim.) Glasgow | ScottishOriental S.S.Co.(Lim.) (Ferguson,Davidson&Co.,*Mgrs.*) | 270·5 B18′ | 37·0 F40′ | 21·8 | Glasgow<br>British | T.3Cy.22″,36″&57″–42″<br>250H<br>Fairfield SB&Eng.C.(Lim) Glasgow | |
| 193<br>51431 | **Development** | **IronScFlat** | 147<br>113<br>100 | | | | 1865 | Winsford len&reb.87 H.E.Falk,Liv | SaltUnion(Lim.) | 88·5 Q26*t* | 19·8 | 7·8 | Liverpool<br>British | 2Cy.9½″–12″<br>NE&B87 6H<br>W.E.Bates,Leftwich | |
| 194<br>73519<br>Wrecked 9,94 | **Devon**<br>*R.Reid* 88–91 | **IronScSr**<br>1*Dk* | 191<br>139<br>130 | | | | 1876 | J Fullerton &Co. Paisley | UnitedS.S.Co. (Lim.) | 123·7 P40′ | 19·4 | 9·0 | LncstnTas<br>British<br>*WB* | C.2Cy.19″&33″–24″<br>50H<br>W.King&Co.,Glasgow | |
| 195<br>70650 | **Devonhurst** | **IronScSr**<br>2*Dks*3*trB* | 1808<br>1634<br>1164 | | | ... | 1874<br>8mo | C.Mitchell &Co. Newcastle | EastIndianOcean S.S.Co.(Lim.) | 280·0 P56′ F41′<br>ND82 | 33·3 | 24·6 | Liverpool<br>British<br>*WB* | C.2Cy.35½″&63″–36″<br>200H<br>N.E.MarineEC.(Lim.),Sld | |
| 196<br>76879<br>QPRK | **Devonia** | **IronScBk** | 4270<br>4121<br>2772 | | | ... | 1877<br>3mo | BarrowSB Co.(Lim.) Barrow | BarrowS.S.Co. (Lim.) (HendersonBros., *Mgrs.*) | 400·3<br>H149*t* | 42·0 | 25·1<br>33·2 | Barrow<br>British | C.2Cy.50″&107″–48″<br>600H<br>BarrowS.B.C.(Lim.),Brw. | |
| 197<br>81609<br>TDBG | —<br>*J.Menzies* –93 | **IronScSr**<br>*ss*Bly.No.3–5,92<br>1*Dk*(*Irn*)2*trB* | ~~1327~~<br>1226<br>~~887~~<br>840 | ✠100A1<br>8,94~~–8,98~~<br>~~BS8,94~~<br>3,95 | Nwc<br>A&CP<br>✠LMC5,92<br>Bly | *p* | 1879<br>12mo | Palmers' Co.(Lim.) Newcastle | ScottishOceanic S.S.Co.(Lim.) (Russell,Miller& Huskie,*Mgrs.*) *WB*=*DBa*70′*f*20′ | 242·3<br>P20′B14′F33′<br>drp94 | 33·2<br>FK | 20·1<br>5*BHCem*<br>*&uE &B*44′305*tFP* | London<br>British<br>*T*67*tAPT*8*t* | C.2Cy.28″&58″–36″<br>75lb *45lb* 140H<br>1DB,GS64<br>Palmers'Co.(Lim.)Nwc. | 21 ″ 7<br>s 3 ″½ |
| 198<br>91081 | —<br>*E.Paterson* –93 | **IronPadSk** | 112<br>112<br>14 | | | | 1885 | J.T.El-tringham S.Shields | J.Smart | 100·0 | 18·5 | 9·5 | Leith<br>British | L.1Cy.35″–51″<br>40H<br>Baird&Barnsley,N.Shields | |
| 199<br>95919 | —<br>*W.Jones* –94 | **IronScSr**<br>1*Dk*(*Irn*) | 99<br>80<br>29 | ✠100A1<br>1,94<br>✠LMC1,94 | Irv<br>LA&CP | *a* | 1894<br>1mo | J.H.Gil-mour Irvine | Bideford&Bristol S.S.Co.(Lim.) | 85·0<br>Q12′F14′ | 18·1<br>BK6″ | 7·5<br>3*BHCem*<br>*WB*=*FPT*15*t* | Bideford<br>British<br>1SB,*2pf*,GS24,HS535<br>Muir&Houston,Glasgow | C.2Cy.12″&24″–18″ (*s*)<br>110lb 24H | 8 ″ 1 |
| 200<br>73567 | **Devonshire**<br>*G.Bell* | **IronSc3MstSr**<br>3rdSurvey,83<br>1*Dk*(*Irn*) | 678<br>575<br>431 | ✠<br>3,86 | Shl | Lv | 1875<br>7mo | J.Laing Sunderland | Earl of Durham | 186·3<br>Q38*t* | 30·0 | 14·3<br>3*BH*1PBH | London<br>British | C.2Cy.24″&46″–30″<br>NB86 90H<br>J.Dickinson,Sunderland<br>*WB*=*DBf* | |
| 201<br>84540<br>WJBL | **Dewdrop**<br>*A.Simmonds* –94<br>*Well deck* | **IronScBn**<br>*ss*Got.No.3–10,89<br>*ss*Lon.No.1–94<br>1*Dk*(*Irn*)2*trB* | 1144<br>874<br>695 | ✠100A1<br>~~1,952,94~~ 4,95<br>✠LMC2,94<br>BS3,95 | Lon<br>LA&CP<br>Shl | *n* | 1882<br>3mo | Irvine&Co W Hartlepool | J.Wood&Co. | 230·2<br>Q60′B126*t*F25′<br>drp94 | 32·4<br>FK | 13·8<br>4*BHCem*<br>*WB*=*Cell* | W. Hartlpl<br>British<br>1SB,*3pf*,GS54<br>T.Richardson&Sons,Hpl. | C.2Cy.27″&50″–33″ (*b*)<br>75lb *65lb* 99H | 16 ″ 6<br>s 1 ″ 5 |
| 202<br>89082 | —<br>~~*Farray Barwood*~~<br>*J.Burwood* | **WoodSc**<br>IB 1*Dk*<br>HTAbn.94 | 70<br>70<br>36 | Cont.6A–<br>*from* 9.90 Shl.<br>~~2,90 1,94~~<br>*For fishing purposes only*<br>~~BS3,94~~ | Abn<br>✠LMC8,~~90~~ 10,94 | 9 | 1883<br>5mo | W.Jarvis Anstruther | W.H.Burn | 84·7<br>len90 | 19·5<br>ND90 | 7·7 | Dundee<br>British | C.2Cy.15″&27″–16″ (*s*)<br>80lb 32H<br>1SB,*2pf*,GS90<br>W.B.Thompson,Dundee | 8 ″ 3 |
| 203<br>89171<br>JFGQ | **Dewsland**<br>*R.Horne*<br>*Well deck* | **IronScSr**<br>*ss*Sld.No.2–92<br>1*Dk*(*Irn*)2*trB* | 1977<br>1619<br>1249 | ✠100A1<br>*pt Awng dk with freeboard*<br>2,95 ~~4,96~~<br>BS2,94 | Cff<br>A&CP<br>✠LMC9,92 | *r* | 1883<br>10mo | JLThomp-son&Sons Sunderland | MarychurchS.S. Co.(Lim.) (J.Marychurch& Co.*Mgrs*) *WB*=*D* | 275·0<br>P29′ Q75′<br>*pt Awng dk*167′<br>*Ba*80′*f*48′233*tFPT* | 37·6<br>BK9½″ | 19·6<br>*Ba*80′*f*48′233*tFPT* | Cardiff<br>British<br>6*BHCem*<br>34*tAPT*28*t* | C.2Cy.34″&64″–42″ (*a*)<br>80lb *50lb* 175H<br>2SB,*6pf*,GS90<br>G.Clark,Sunderland | 20 ″ 10<br>s 8 ″ 8 |
| 204<br>55130<br>*Now named "Starforth," See No. 84 in Supplement.* | **Dhu Heartach**<br>*M.S.Lindsay* –93 | ~~IronTwinScSr~~<br>1*Dk* | 159<br>149<br>82 | | | | 1868 | Wigham Richardson &Co. Newcastle | ~~T.Colling~~<br>J.Wigham & T.Colling | 125·5 | 18·0 | 9·8 | Sunderlnd<br>British | C.4Cy.10″&18″–12″<br>NE&B91 30H<br>Dunlop&Bell,Liv. | |
| 205<br>70572<br>NBVH | **Diadem**<br>*R.Porter* 87–87 | **IronSc**<br>*ss*Shl.No.3–9,87<br>*ss*Cff.No.1–91<br>2*Dks*3*trB* | 1783<br>1703<br>1141 | ✠90A1<br>7,94~~10,98~~<br>✠NB8,87 LMC11,91<br>BS~~10,98~~ 11,94 | Bry<br>A&CP | *r* | 1874<br>5mo | Palmers' Co. Newcastle | HallBros. | 282·8<br>F30′ | 33·3<br>BK9½″<br>*WB*=*DBaf* | 24·2<br>5*BHCem*<br>*&uE &B*176′ | London<br>British<br>2SB,*6pf*,GS96<br>Palmers'Co.,Newcastle | C.2Cy.30″&60″–33″ (*a*)<br>80lb *80lb* NDB87 140H | 25 ″ 10<br>s 5 ″ 1 |
| 206<br>RJPF | **Diamant**<br>*Wischhausen* 93–93<br>*Carrying Petroleum in bulk* | **SteelSc3MstSr**<br>3*Dks* | 3525<br>3266<br>2270 | | | | 1892 | SirW.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | Deutsch-Amerika-nischePetroleum Ges. | 330·0<br>P33′ | 43·0<br>B24′ | 29·9<br>F39′ | Hamburg<br>German | T.3Cy.24″,40″&64″–48″<br>300H<br>WallsndSlp.C.(Lim),Nwc. | |
| 207<br>*Now named "Masatoyo Maru," See No. 64 in Supplement.* | **Diamantino**<br>*Meyer* –88 | **SteelPadSr**<br>1*Dk* | 760<br>—<br>540 | | | | 1888 | "Vulcan" Co. Stettin | LloydBrazileiro | 220·1 | 29·5 | 13·2 | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.14½″,32½″&51½″–39½″<br>120H<br>"Vulcan" Co.,Stettin | |
| 208<br>67990<br>WCSH | **Diamond**<br>*W.Hall* 80–81<br>(*ex*Jeddah) | **IronScBg**<br>*ss*Cle.No.2–81<br>2*Dks*&*Spardk* | 1578<br>873<br>1030 | ✠<br>*Spar dk*<br>3,84 | Sng<br>A&CP | *q* | 1872<br>7mo | W.Denny &Bros. Dumbarton | ~~LeePheeYeow~~<br>~~KhooTheamLye~~<br>KhooTheamLye<br>LeeTengSee | 280·0 | 33·2<br>23·4 | 16·0 | Singapore<br>British<br>5*BHCem* | C.2Cy.35″&60″–42″<br>NB81 200H<br>Hall,Russell&Co.,Abn. | |
| 209<br>82744<br>WBKG | —<br>~~*Gambley* –92~~<br>*J.Gambley* –92 | **IronScSr**<br>*ss*Dun.No.3–6,87<br>*ss*Dun.No.1–92<br>1*Dk*(*Irn*)&*Awngdk*3*trB* | 1126<br>1117<br>729 | ✠100A1<br>*Awng dk with freeboard*<br>~~3,94~~ 3,95<br>~~BS3,98~~ ✠LMC5,92 | Ant<br>A&CP<br>~~Mdb~~<br>Shl | *n* | 1881<br>7mo<br>BS6,94 | W.B. Thompson Dundee | DundeeGemLine S.S.Co.(Lim.) (P.M.Duncan& Son,*Mgrs.*) | 218·0<br>*WB*=*Cell DB*184′ | 30·2 | 15·7<br>21·1 | Dundee<br>British<br>4*BHCem*<br>172*tAPT*7*t* | C.2Cy.25″&50″–42″ (*k*)<br>90lb *80lb* 98H<br>1SB,*3cf*,GS72<br>W.B.Thompson,Dundee. | 16 ″ 6<br>s 8 ″ 5 |
| 210<br>93373<br>KGHT | —<br>*A.McArthur* 92–94<br>*Well deck* | **IronSc3MstSr**<br>~~*ss*Bwg.No.1–91~~<br>*ss*Bwg.No.2–94<br>1*Dk*(*Irn*) | 444<br>331<br>186 | ✠100A1<br>12,94~~–9,98~~<br>~~BS4,98~~ ✠LMC8,91<br>*Now named "Masatoyo Maru," See No. 47 in Supplement.* | Bwg<br>LA&CP | *h* | 1886<br>5mo<br>10,94 | Scott&Co. Bowling | W.Robertson | 175·0<br>Q86′B10′F25′<br>*WB*=*C* | 25·1<br>BK8″ | 10·3<br>3*BHCem*<br>*ell DB*98′ 144*tFPT* | Glasgow<br>British<br>1SB,*3pf*,GS54,HS1390<br>45*tAPT*7*t* | C.2Cy.22″&42″–30″ (*s*)<br>90lb *45lb* 80H<br>Ross&Duncan,Glasgow | 12 ″ 9<br>s ″ 11 |
| 211<br>98739 | —<br>*T.Webb* 91–91 | **IronScYl**<br>1*Dk* | 149<br>142<br>61 | ✠100A1<br>*Stm Trawler*<br>5,91 | Gls<br>LA&CP<br>✠LMC5,91 | | 1891<br>5mo | Mackie& Thomson Glasgow | KingstonSteam FishingCo.(Lim.) | 100·5<br>Q19′F19′ | 20·5<br>BK7½″ | 10·7 | Hull<br>British<br>3*BHCem* | C.2Cy.16″&32″–22″ (*s*)<br>110lb 45H<br>1SB,*2pf*,GS30<br>Muir&Houston,Glasgow | 11 ″ 11 |

| 2 / 3 Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of Re-Classification. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| mond IronScK<br>*Blackburn* –94 1*Dk* | 150<br>139<br>63 | ✠100A1<br>*Stm Trawler*<br>~~5,94~~12,94 | Hul<br>LA&CP<br>Gms | | 1894<br>5mo | Cochrane &Cooper Beverley | T.C.&F.Moss | ~~98·8~~\|~~20·4~~\|~~12·2~~<br>Q17′F18′ BK7½″<br>101·0\|20·5\|11·0 | Grimsby British<br>3*BHCem* | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45HP<br>1SB,*2cf*,GS24,HS790<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| ~~(Class Contemplated)~~ ✠LMC6,94 | | | | | | | | | | | | |
| a SteelScSr<br>*Pertz*90–93 1*Dk*&*Spardk3trB* | 2100<br>1854<br>1351 | | | | 1889 | Flensburgr Schiffsbau Gesellschft Flensburg | Hamburg-Pacific Dampfsch.Linie (A.Kirsten, *Mgr.*) | 284·0\|35·4\|24·3<br>B100′ F39′ | Hamburg German<br>*WB* | T.3Cy.22½″,35″&64″–42″<br>310HP<br>FlensburgerSchiffsbau Gesellschft,Flensburg | | V |
| IronScSr<br>*aluschnig*70–87 2*Dks* | 1708<br>1541<br>1035 | | | | 1866 | W.Denny &Bros. Dumbarton | LloydAustriaco | 270·0\|35·0\|24·5 | Trieste Aust.-Hung. | C.4Cy.29½″&54″–36″<br>241HP<br>Denny&Co.,Dumbarton | | |
| ~~Name changed "Uraedd,"~~ *See No. 5 in Supplement* | | | | | | | | | | | | |
| IronScSr<br>*Edom* –94 2*Dks* | 779<br>598<br>293 | | | ... | 1876<br>11mo | Aitken& Mansel Glasgow | London&S.W. RailwayCo. | 232·6\|28·2\|14·1<br>Q132′ F53′ | S'thamptn British | T.3Cy.23½″,37″&57″<br>NE&B92 210HP<br>Day,Summers&Co.,Sou. | | BT till ~~8,94~~ 9,95 |
| SteelPad | 519<br>238<br>372 | | | | 1880 | W.Denny &Bros. Dumbarton | LaPlatense FlotillaCo. (Lim.) | 160·3\|26·0\| 8·7<br>P93*t* F58*t* | M.Video Uruguayan | C.D.2Cy.31½″&55″–40″<br>150HP<br>Denny&Co.,Dumbarton | | |
| WoodScBk<br>*hite*79–79 1*Dk*<br>ector) | 473<br>405<br>275 | | | | 1870 | A.Stephen &Sons Dundee | AvalonSteamShip Co.(Lim.) (JobBros.,*Mgrs.*) | 151·2\|27·1\|16·6<br>*322t* | St.John's British<br>*WB* | 2Cy.<br>70HP | | |
| IronScSr<br>*Hammje*85– 1*Dk*2*trB* | 414<br>—<br>324 | | | | 1872 | Act.Ges. "Weser" Bremen | Dampfschifffahrts Ges."Neptun" | 145·7\|22·8\|13·8<br>P76′ F15′ | Bremen German | C.2Cy.17″&29½″–22½″<br>40HP<br>Act.Ges."Weser,"Bremen | | DV |
| IronScSr<br>*s*94-94 1*Dk*2*trB* | 396<br>341<br>287 | | | | 1883 | Oscrshmn's Mek.Verks. Oscarshamn | ~~F.M.Bruhn~~ K.Naesheim | 138·4\|24·4\|13·7 | ~~Flensburg~~ ~~German~~ Haugesund Norwegian | C.2Cy.17″&34″–23″<br>50HP<br>Oscarshamn's Mek.Verkst. | | V |
| IronScSr<br>*C.S.Fürst* –90 (*ex*Hudiksvall) 1*Dk* | 383<br>206<br>300 | | | | 18~~5~~7/8~~3~~ | Lindbergs Mer.Ver. Stockholm | Ångf.Aktieb."Göteborg-Kiel" (C.A.Möller) | 151·0\|23·7\|12·5<br>P109′ F48′ H12*t* | Gothenbrg Swedish | C.2Cy.20″&40″–24″<br>70HP<br>Bergsunds M.V.,Stckhlm. | | |
| IronScSr<br>*Sars*73–73 *ss*Bgn.No.3–6,81<br>*deck* *ss*Bgn.No.2–90 1*Dk* | 374<br>297<br>225 | ✠<br>MS8,90 | BS2,93 | ... | 1873<br>4mo | Coulson, Cooke&Co. Newcastle | ~~J.Troye~~ W.Hansen | 159·7\|21·6\|12·0<br>Q76′B21′F–<br>BK6′<br>*WB* | Bergen Norwegian<br>4*BHCem*<br>=*DBa*44′ | C.2Cy.18½″&36″–24″ (*i*)<br>75lb NB84 51HP<br>1SB,*2pf*<br>Pattison&Atkinson,Nwc. | | N |
| WoodScBk<br>*Davidson* 2*Dks* | 341<br>324<br>212 | | | | 1871 | J.Jörgensn Drammen | R.Kinnes | 135·5\|29·0\|15·8 | Dundee British | C.2Cy.16″&24″–24″<br>45HP<br>*Cmp.*92McFarlane,Machen &Co.,Dundee | | |
| CompSc3MstSr<br>*Naulls* –91 SSCly.81<br>ivrique,*ex*Diana) pt.d.69 CF | 189<br>179<br>71 | ✠<br>6,86 | Lon<br>A&CP | 18 | 1869<br>3mo | A.Stephen &Sons Glasgow | TurnerEngine Syndicate(Lim.) | 115·4\|21·5\|12·4<br>Iron frame planked | Grimsby British | T5Cy.(2)8½″,21″,(2)36″–22″<br>NB94 65HP<br>*Tpd.*94EarlesCo(Lm),Hull | | |
| CompScSp<br>*A.Uddgren*94–94 1*Dk* | 181<br>148<br>125 | | | | 1889 | J.A.Svensson SödraGarn | C.Pettersson | 98·8\|21·1\| 9·8<br>Q5′ B21′ H6*t* | Gothenbrg Swedish | C.2Cy.11¾″&23¾″–14½″<br>25HP<br>EriksbergsM.V.,Got. | | |
| IronScSp<br>*Haak*93– 1*Dk* | 125<br>—<br>68 | | | | 1868 | Wigham Richardson &Co. Newcastle | Bugsirges. "Union" | 99·7\|21·6\|10·6 | Bremen German | C.2Cy.17¾″&32¾″–22″<br>NE88<br>Maschinenfabrik "Buckau,"Magdeburg | | G |
| na Vernon IronPadSk<br>*McTaggart*83–88 | 193<br>154<br>84 | | | | 1885 | Barclay Curle&Co. Glasgow | NorthBritishS.P. Co. (H.Grierson) | 180·5\|18·1\| 7·1 | Glasgow British | 1Cy.43″–60″<br>103HP<br>Barclay,Curle&Co.,Gls. | | BT till 4,95 |
| tator SteelScSr<br>~~Owen~~ ~~92~~ *Bond* 2*Dks*(*UStl*–ws)*Irn*)2*trB* | 4116<br>3877<br>2659 | ✠100A1<br>2,95~~4,94~~<br>drp91 | Liv<br>A&CP<br>✠LMC8,91 | *w* | 1891<br>8mo | Sir Raylton Dixon& Co. Middlesbro' | CharenteS.S.Co. (Lim) (T.&J.Harrison, *Mgrs.*) *WB* | 365·0\|45·1\|29·7<br>P7′B78′F42′<br>BK10′<br>=*CellDBa*100′188*t* | Liverpool British<br>6*BHCem*<br>*MT*32′621*t* | T.3Cy.24″,40″&66″–51″ (*s*)<br>180lb *90lb* 400HP<br>2DB,*12cf*,GS190,HS6793<br>T.Richardson&Sons,Hpl. | 31 ″ 3<br>s 7 ″ 3½ | BT till ~~10,94~~ 4,95 |
| am SteelScSr<br>*G.Bruinsma* 2*Dks*(*UStl*-ws)3*trB* | 2751<br>2256<br>1773 | ✠100A1<br>9,93 | Rot<br>LA&CP<br>✠LMC5,91 | *t* | 1891<br>5mo | Nederlnds. Stoomvt.Mij Rotterdam | Nederl.Amerik. Stoomv.Maats. | 332·2\|39·9\|22·6<br>P96′B98′F49′<br>BK10′<br>*WB*=*Cell* | Rottrdam Dutch<br>8*BHCem*<br>*DB*216′320*t* | T.3Cy.28¾″,46½″&74″–51″<br>160lb *75lb* (*k*) 450HP<br>2DB,*12rf*,GS234 FD<br>Ned.Stoom.Mij.Etab. Feyenoord,Rotterdam | 25 ″ 1 | DV |
| o IronSc4MstSr<br>*B.Sturdy* –92 1*Dk*(*Irn*)2*trB* | 1409<br>1278<br>911 | 12,78 | Hul | ... Lv | 1862 | C.&W. Earle Hull | ~~T.Wilson,Sons&Co (Lim.)~~ Earle'sSB&ECo(Lim) | 278·0\|30·4\|21·0 | Hull British<br>7*BH* | C.4Cy.23″&40″–36″<br>NB79 150HP<br>*Cmp.*69C.&W.Earle,Hull | | |
| umsich69–87 IronScSr<br>1*Dk* | 1220<br>966<br>734 | | | | 1873 | WPile&Co Sunderland | LloydAustriaco | 247·0\|31·0\|17·0 | Trieste Aust.-Hung. | C.2Cy.28″&52″–33″<br>126HP<br>F.Black&Co.,Sunderland | | |
| *H.Westergaard* YM4,91 WoodScSr<br>1*Dk*2*trB* | 341<br>285<br>202 | | | | 1879 | ..... Stavanger | Strömstenens Verft | 132·9\|25·0\|14·1<br>B36′ | Stavanger Norwegian | C.2Cy.14″&28″–24″<br>35HP<br>NylandsVerkst.Chrstiania | | N |
| Dievenow IronPadSr<br>*Last* –92 1*Dk* | 104<br>—<br>68 | | | | 1852 | Früchtenich&Brock Stettin | C.J.F.Bräunlich | 119·1\|16·2\| 7·8 | Stettin German | | | |
| Erndte IronScSr<br>*Fohrbandt* 1*Dk* | 151<br>130<br>109 | | | | 1864 | Act.Ges. "Vulcan" Stettin | E.Haubuss | 132·8\|18·7\| 8·7 | Stettin German | C.2Cy.14¾″&27½″–15¾″<br>35HP<br>Aron&Golnow,Grabow a/o Stettin | | V |
| nstag IronScY1<br>~~Zeff~~ 92–92 1*Dk*<br>*Gahde*94–94 | 151<br>138<br>71 | ✠100A1<br>*Stm Trawler*<br>~~1,95~~2,,92<br>3,95 | Gls<br>A&CP<br>✠LMC2,92<br>Ham | | 1892<br>2mo | Mackie& Thomson Glasgow | HamburgAltonaer HochseeFischerei Ges. | 100·5\|20·5\|10·7<br>Q19′F19′<br>BK7½″ | Hamburg German<br>3*BHCem* | C.2Cy.16″&32″–22″ (*s*)<br>110lb 45HP<br>1SB,*2pf*,GS30<br>Muir&Houston,Glasgow | 11 ″ 11 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Capitaine.* *Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 235<br><br>HWBV | **Dieppe** IronScSr<br>*L.Phelipot*87–87 | 317<br>301<br>106 | | | | 1875 | Forges& Chantiers<br>Havre | L.B.& S.C.Railway Co. | 168·4<br>Q18*t* | 21·1 | 11·9 | Dieppe<br>French | C.2Cy.24¼″&39½″–23¾″<br>120HP<br>Forges&Chantiers,Havre | |
| 236<br>60655 | **Digby Grand** IronPadSp<br>*R.Angus* –90 | 103<br>103<br>22 | | | | 1871 | J.T.El- tringham<br>S.Shields | G.Smith | 93·0 | 18·9 | 8·7 | N.Shields<br>British | L.1Cy.33½″–51″<br>40HP<br>J.P.Rennoldson,S.Shields | |
| 237 | **Dikili** IronSc<br>1*Dk* | 161<br>—<br>85 | | | | 1885 | W.Allsup& Sons<br>Preston | EssayanShahum& Co. | 120·8<br>Q32′ | 18·0<br>B12′ | 9·0<br>F22′ | Smyrna<br>Turkish | C.2Cy.17″&34″–20″<br>60HP<br>W.Allsup&Sons,Preston | |
| 238<br>95262<br>KQPC | **Diligent** SteelScSr<br>*M.Henderson* –93 *ss*CffNo.1–93<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | 2121<br>1668<br>1366 | ✠100A1<br>4,94<br>BS4,94 ✠LMC5,93 | Bly<br>A&CP | *r* | 1888<br>3mo | ShortBros.<br>Sunderland | J.Westoll | 292·3<br>P33′Q76′B111′<br>F35′ BK10″<br>*WB*=*Cell* | 39·1 | 18·9 | Sundrland<br>British<br>6*BHCem*<br>*DB*204′304*t* | T.3Cy.21½″,35″&58″–39″ (*s*)<br>150lb *80lb* 200HP<br>2SB,*6cf*,GS90<br>J.Dickinson,Sunderland | 21<br>s 1·10 |
| 239<br>65576<br>KPNR | **Dilston Castle** IronSc3MstSr<br>~~*C.J.S.Caines*93–93~~ *ss*Liv.No.3–5,83<br>*R.Porter*87-94 *ss*Shl.No.2–92<br>2*Dks*3*trB* | 1603<br>1575<br>1007 | ✠90A1<br>7,94 ~~10,93~~ 9,94<br>BS~~8,93~~ 9,94 LMC4,92 | Shl<br>A&CP<br>~~Brs~~Cff | *p* | 1871<br>4mo | Palmers' Co.<br>Newcastle | DilstonCastleS.S. Co.(Lim.)<br>(M.McN.Mein) | 265·8<br>ND88<br>srp92 BK9½″<br>*WB*=*DB* | 32·7 | 23·1 | London<br>British<br>5*BHCem*<br>*a*81′*f*45′187*t* | C.2Cy.30″&60″–33″ (*i*)<br>70lb *60lb* NB77 150HP<br>2B,GS82 NDB88<br>Palmers'Co.,Newcastle | 25<br>s 5 |
| 240<br><br>102645 | **Dilwara** SteelSc3MstSr<br>*A.W.Mann*76–93 3*Dks*(2*Stl*–ws)&<br>*Elec.light* *Webframes* | 5441<br>4637<br>3517 | ✠100A1<br>3,95 ~~12,93~~<br>✠LMC12,91 | Gls<br>LA&CP<br>Sou | *z* | 1891<br>12mo | A&J.Inglis<br>Glasgow | BritishIndiaAssociatedSteamers (Lim.) | 425·4<br>P51′B164′F54′<br>BK10″ | 48·2 | 30·6 | Glasgow<br>British<br>6*BHCem* | T.3Cy.33″,52″&86″–60″ (*s*)<br>170lb *170lb* 700HP<br>3DB,*18rf*,GS342,HS9681<br>A.&J.Inglis,Glasgow | 32 |
| 241 | **Dimitri** SteelScSr<br>~~*Emerethy*~~ *ss*Oda.No.~~1–90~~ 2-94<br>*Grott* 1*Dk*(*Stl*)&*Awngdk* | 1000<br>986<br>680 | ✠100A1<br>*Awng dk withfreeboard*<br>8,94 ~~10,90~~ ✠LMC~~5,90~~ 8,94 | Oda<br>LA&CP | *l* | 1887<br>12mo | W.Dobson &Co.<br>Newcastle | RussianCo.for Sea, River,&Land Insurance&Conveyanceof Goods | 210·0<br><br>*WB*=*DB* | 30·2 | 20·8<br>FK | Odessa<br>Russian<br>5*BHCem*<br>*a*&*f* 141′154*t* | T.3Cy.17″,28″&47″–30″ (*s*)<br>150lb *75lb* 100HP<br>2SB,*4cf*,GS66<br>N.E.MarineEC.(Lim.)Nwc | 14<br>s 8<br>w8 |
| 242 | **Dinara** SteelSc<br>*G.Machiella* –92 | 118<br>—<br>39 | | | | 1888 | Stabilmnto Tecnico<br>Trieste | Flli.Rismondo fuF. | 120·0 | 16·1 | 8·2 | Macarsca<br>Aust.-Hung. | T.3Cy.12″,18″&30″–18″<br>40HP<br>StabilimentoTecnico,Tri. | |
| 243<br>83783<br>QHVK | **Dingadee** SteelSc3MstSr<br>*A.Anderson*89–92<br>*Well deck* | 640<br>497<br>393 | ✠<br>4,83<br>✠ | Crk<br>LA&CP | *j* | 1883<br>3mo | RoyalVictoriaDks.Co.<br>Cork | UnionSSCo.ofN.Z. (Lim.) | 180·4<br>Q100′ | 28·1<br>B7′ | 13·6<br>F30′ | Dunedin<br>British<br>3*BHCem* | C.2Cy.22″&44″–33″<br>80HP<br>Kincaid&Co.,Greenock | 14 |
| 244<br>98428<br>MVQC | **Dingwall** SteelScSr<br>*J.Irwin*89–93<br>1*Dk*(*Irn*)&*Webframes* &*ptAwngdk*(*Irn*) | 2128<br>1577<br>1366 | ✠100A1<br>*ptAwng dk withfreeboard*<br>4,94 ✠LMC12,92 | Cff<br>LA&CP | *r* | 1892<br>12mo | BlythS.B. Co.(Lim.)<br>Blyth | Stephens,Mawson &Goss | 275·5<br>P27′ Q80′ B&F169′<br>FK<br>*WB*=*Cell D B* 232′379*t* | 37·6 | 18·5 | Cardiff<br>British<br>5*BHCem*<br>*APT*22*t* | T.3Cy.20″,33″&54″–36″ (*s*)<br>160lb *80lb* 160HP<br>2SB,*4pf*,GS64,HS2800<br>Black,Hawthorn&Co.,Gts. | 20<br>s 8 |
| 245<br>67380<br>NKGB | **Dinnington** IronScSr<br>*J.Coates*87–87 *ss*Goo.No.3–10,87<br>*ss*Hul.No.1–91 1*Dk* | 371<br>308<br>234 | ✠90A1<br>12,94 ~~7,93~~<br>BS~~5,93~~ 6,94 LMC11,91 | Goo<br>A&CP | *g* | 1873<br>7mo | Coulson, Cooke&Co.<br>Newcastle | ~~YorkshireCoal& SteamShipCo. (Lim.)~~ Goole Stm.ShippgCo(Lim) | 159·0<br>Q70′ F—<br>ptND87drp93 BK6″<br>*WB*=*DBa*26′ | 21·4 | 12·2 | Goole<br>British<br>4*BHCem* | C.2Cy.18½″&36″–24″ (*i*)<br>70lb *45lb* NB81 50HP<br>1SB,*2f*,GS33<br>Pattison&Atkinson,Nwc. | 12<br>s 1 |
| 246<br>92205 | **Dinorwic** SteelScSr<br>*T.Williams*91–91<br>*Well deck* 1*Dk*(*Stl*) | 276<br>212<br>111 | ✠100A1<br>~~1,93~~ 5,94<br>✠LMC1,92 | Bel<br>LA&CP<br>Ayr | *d* | 1892<br>1mo | S.Mc- Knight&Co.<br>Ayr | G.W.D.Assheton-Smith(Hon.W. W.Vivian, *Mgr.*) | 128·0<br>Q44′B14′F20′<br>drp94 BK7″<br>*WB*=*FPT*20*t* | 23·0 | 10·4 | Carnarvon<br>British<br>3*BHCem* | C.2Cy.18″&38″–24″ (*s*)<br>120lb *80lb* 60HP<br>1SB,*2pf*,GS41,HS1276<br>W.Kemp,Glasgow | 11<br>s 1 |
| 247 | **Dio Fili** WoodPadSkTug<br>(*ex*Pera) | 107<br>107<br>18 | | | | 1885<br>5mo | Would- have& Johnston<br>N.Shields | N.Langoussi | 99·0<br>– | 18·6 | 9·9 | Syra<br>Greek | L.1Cy.34¾″–52″<br>S.C. 42HP<br>Findlay&Co.,N.Shields | |
| 248<br><br>HWFG | **Diolibah** IronScSr<br>*Labatut*84–84 *ss*Msl.No.1–85<br>1*Dk*(*Irn*)&*Spardk* | 1642<br>—<br>990 | ✠<br>*Spar dk*<br>4,85<br>✠ | Msl<br>LA&CP | *r* | 1880<br>6mo | AM'Millan &Son<br>Dumbarton | Cie.Française de Nav.àVap. (C.Fabre&Co., *Mgrs.*) | 263·7<br>B32′<br>*WB*=*CellD* | 35·8<br>H69*t* | 21·6 | Marseilles<br>French<br>3*BHCem*<br>*B*198′300*t* | *Tpd.* Soc. Forges et Chantiers de la Md.,LaSeyne | |
| 249<br>60046<br>JKFV | **Diomed** IronScSr<br>*E.Wilkinson* –94 | 2198<br>1475<br>1432 | | | | 1868 | A.Leslie &Co.<br>Newcastle | OceanSteamShip Co. | 326·8<br>len82 | 34·8 | 28·1 | Liverpool<br>British | C.2Cy.28″&58″–45″<br>NB76 170HP<br>R.Stephenson&Co.,Nwc. | |
| | *Now Named* "Gensau Maru," *See No. 3 in Supplement.* | | | | | | | | | | | | | |
| 250<br>73558<br>PFLT | **Diomedea** IronScSr<br>*W.G.Bland*93–93 5thSurvey,Stk.89<br>1*Dk*2*trB* | 1240<br>1141<br>791 | ✠ A1,1<br>8,93 | Npt | Lv | 1875<br>7mo | J.Laing<br>Sunderland | "Diomedea"S.S. Co.(Lim.)<br>(H.A.Elphick) | 233·6<br>Q26*t*F31*t* BK8½″<br>drp91ptND89 | 32·1 | 21·2 | London<br>British<br>4*BH*<br>*WB*=*DBa* | C.2Cy.30″&57″–36″<br>150HP<br>2SB,*4f*<br>J.Dickinson,Sunderland | 22<br>s 3 |
| 251<br>60133<br>JCLD | **Dione** IronScSr<br>*C.W.Jordan* –92 *ss*Sld.No.2–78<br>1*Dk* | 830<br>679<br>495 | ✠<br>10,80 | Fal<br>A&CP | | 1868<br>3mo | Richardsn, Duck&Co.<br>Stockton | TeesUnion ShippingCo. (Lim.) | 191·1<br>Q20*t* | 29·0<br>B13*t* | 16·8 | Stockton<br>British<br>4*BHCem* | C.2Cy.28½″&53″–33″<br>NE&B79 120HP<br>Blair&Co.(Lim.),Stockton<br>*WB*=*DBa*28′*f*45′ | 17<br>s 2 |
| 252 | **Dionysios** IronPadTug<br>(*ex*SarahSmart) | 115<br>115<br>23 | | | | 1883 | J.T.El- tringham<br>South Shields | N.Sulariotes | 103·0 | 18·6 | 9·3 | Galatz<br>Roumanian | L.1Cy.34¼″–54″<br>60HP<br>J.P.Rennoldson&S.,S.Shl. | |
| 253<br><br>HDGV | **Dionysios Stathatos** SteelScSr<br>*Kyparissio* –90 *ss*Cff.No.1–93<br>*Well deck* 1*Dk*(*Stl*)2*trB*<br>*Floors and part Inner bottom plating Irn* | 1965<br>1484<br>1274 | ✠100A1<br>~~3,93~~ 7,94<br>✠LMC~~3,93~~ 7,94 | Cff<br>LA&CP<br>Bdx | *r* | 1889<br>2mo | JReadhead &Sons<br>S.Shields | StathatosBros. | 291·5<br>P36′Q70′B118′<br>F35′ drp94 BK9″<br>*WB*=*Cell D B* 242′457*t* | 38·1 | 17·6 | Ithaca<br>Greek<br>7*BHCem*<br>*APT*36*t* | T.3Cy.21″,35″&57″–39″ (*r*)<br>160lb *75lb* 200HP<br>2SB,*6cf*,GS70,HS3108<br>J.Readhead& Ss.,S.Shields | 20<br>s 1 |
| 254 | **Director Gerling** IronSc<br>*J.v.Horn*82–92<br>1*Dk* | 174<br>167<br>27 | ✠100A1<br>*For Towing purposes*<br>4,93<br>✠LMC2,92 | Ant<br>LA&CP | *s* | 1892<br>2mo | Cook, Welton& Gemmell<br>Hull | SociétéAnonyme deRemorquage àHélice | 116·0<br>BK6½″<br>*WB*=*APT*12*t* | 22·0 | 11·4 | Antwerp<br>Belgian<br>4*BHCem* | T.3Cy.15″,24½″&39″–24″ (*s*)<br>150lb 80HP<br>1SB,*3pf*,GS39,HS950<br>C.D.Holmes&Co.,Hull | 12 |
| 255<br><br>JFGP | **Director Reppenhagen** SteelScSr<br>*M.Bening* –93<br>1*Dk*&*ptHurricane dk*<br>*Elec.light* | 1735<br>1172<br>1233 | | | | 1893 | Stettiner Mas.Act.Ges. "Vulcan"<br>Stettin | NeueDampfer Compagnie,Act. Ges. | 260·0<br>P25′<br>*ptHurricane dk*170′<br>*WB* | 36·0 | 20·4 | Stettin<br>German | T.3Cy.20″,31½″&51½″–31½″<br>StettinerMas.Act.Ges. "Vulcan,"Stettin | |

| 2 / 3 Name. Material, Rig, &c. | 4 Regist'd Tonnage | 5 / 6 / 7 Particulars of Classification. | 8 / 9 Built. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. | 12 Port of Registry. | 13 Engines. | 14 Moulded depth. | 15 |
|---|---|---|---|---|---|---|---|---|---|
| Late Name if any. Special Surveys. No. of Decks, &c. | Gross. Under deck. Net. | Character. for Special Survey. Date of last Survey. Port of Survey. Years Assigned now expired. Equipment Letter. | When. Ship. Engines. By Whom. Where. | | Length. Breadth. Depth. | Flag. | No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Freeboard amidships ft. in. | Other Registers in which classed. Details of B.of Trade Pass. Cert |
| **ektor Arthur Bartz** IronScSr<br>*Ahrens* 87–91 *1Dk* | 282<br>150<br>184 | | 1891 Actien Gesellschaft "Neptun" Rostock | NordischeDampfschifffahrtsAct. Ges. (F.Petersen, *Mgr.*) | 123·6 \| 22·0 \| 8·3<br>Q42′ *pt Awng dk* 81′ | Rostock<br>German | C.2Cy.17½″&32½″–19¾″<br>ActienGesells. "Neptun," Rostock | | G |
| **covery** SteelScSr<br>*Donovan* –93 *ss* Cff.No.1–92<br>*deck* *1Dk(Stl) & Webframes* | 1916<br>1510<br>1224 | ✠100A1 Cff *r*<br>3,95~~1,94~~ A&CP<br>~~BS9,94~~ ✠LMC10,92 | 1888 J.L. Thompson &Sons Sunderland | Rowland&Marwood's S.S.Co. (Lim.) *WB* | 284·0 \| 38·1 \| 18·2<br>P29′Q74′B126′<br>F26′ drp95 FK<br>= *Cell D B* 212′379*t* | Whitby<br>British<br>6*BHCem*<br>*APT22t* | T.3Cy21″,35″&58″–36″ (*o*)<br>160lb *65lb* 180H<br>2SB.*4rf*,Gs88<br>T.Richardson&Sons,Hpl. | 20 ″ 9<br>s 1 ″ 9½ | |
| **patch** IronScSr<br>*Pryor* 77–84 | 193<br>193<br>114 | … | 1878 R.Dixon& Co. Middlesbro' | Hewett&Co.(Lim) | 129·5 \| 21·0 \| 10·5 | London<br>British | C.2Cy.18″&36″–24″<br>50H<br>R.&W.Hawthorn,Nwc. | | |
| IronScSk | 167<br>167<br>96 | | 1870 R.Duncan &Co. Pt.Glasgow | HendersonBros. | 119·0 \| 21·1 \| 10·6 | Glasgow<br>British | 2Cy.24″–24″<br>NB83 70H<br>FinniestonCo.,Glasgow | | BT till ~~10,94~~ 10,98 |
| **marsia II.** IronScSr<br>*Jochimsen* 79–~~93~~ *1Dk* | 137<br>125<br>88 | | 1873 Norddeutsche Schiffsb. Act.Ges. Kiel | Aug.Ehlers | 110·0 \| 20·0 \| 9·6 | Kappeln<br>German | 2Cy.<br>60H | | |
| **nik** IronSc<br>*Mustafa Bey* –88 | 1046<br>—<br>668 | | 1871 Backhouse &Dixon Middlesbro' | Idarei-Massousieh | 221·6 \| 28·3 \| 21·5 | Constanpl<br>Turkish | C.2Cy.28″&53″–33″<br>120H<br>T.Richardson&Sons,Hpl. | | |
| **dushka** IronPadTug | —<br>—<br>215 | | 1871 Russische Dampfsch.& HandelGes. Sebastopol | RussianS.N.& TradingCo. | 116·0 \| 22·2 \| 7·8 | Sebastopl<br>Russian | 2Cy.30″–44″<br>60H<br>RussischeDampsch.&HandelsGes.,Sebastopol | | |
| **mnah** IronScBk<br>3*Dks* | 3785<br>—<br>1955 | | 1875 Mesageries Maritimes LaCiotat | MessageriesMaritimes | 394·6 \| 39·7 \| 32·8 | Marseilles<br>French | C.3Cy.60¼″(2)43½″–43¼″<br>600H<br>MessageriesMar.,LaCiotat | | |
| **epr** IronScSr<br>*1Dk* | 484<br>—<br>377 | … | 1872 Samuda London | RussianSteam Navigation& TradingCo. | 212·3 \| 29·0 \| 9·4 | Odessa<br>Russian | C.2Cy.23″&41″–24″<br>60H<br>Penn&Sons,Greenwich | | |
| **hran** IronScSrYt<br>*Ellis,jr.* 84–84 *ss* Grk.No.3–4,89<br>*ss* Ips.No.1–93<br>2*Dks* | 319<br>307<br>180 | ✠100A1 Ips *g*<br>5,93 A&CP<br>✠NB4,89 ~~LMC5,93~~ | 1876 Cunliffe& Dunlop Pt.Glasgow | T.V.Smith | 193·0 \| 22·0 \| 13·0<br>ND89 BK7″ | London<br>British<br>4*BHCem* | C.2Cy.26½″&46⅛″–27″ (*s*)<br>65lb 100H<br>1SB.*3pf*,Gs59<br>Cunliffe&Dunlop,P.Gls. | 14 ″ 8 | |
| **Ehrenbaum** SteelScSr<br>*H.Schnieders* 93–93 *Trawler*<br>*1Dk* | 183<br>169<br>87 | | 1891 C.Jürgens &Co. Hamburg | Juswich&Co. | 116·6 \| 21·5 \| 12·2 | Hamburg<br>German<br>*WB* | C.2Cy.16½″&30½″–23″<br>C.Jürgens&Co.,Hamburg | | V |
| **Friedrich Witte** IronScSr<br>*Ohlerich* –91 *1Dk* | 238<br>—<br>167 | | 1887 RostockS. &E.Co. Rostock | NordischeDampfschifffahrtsAct. Ges. (F.Petersen, *Mgr.*) | 123·0 \| 22·0 \| 8·5<br>Q42′ B31′ 14·7<br>F16′ *pt Awng dk* 34′ | Rostock<br>German<br>*WB* | C.2Cy.13″&26¾″–18⅛″<br>160H<br>RostockS.&E.Co.,Rostock | | G |
| **von Stephan** SteelScSr<br>*deVries* 90–92 *1Dk* | 134<br>—<br>87 | | 1892 E.J.Smit& Zoon Hoogezand | Habich&Goth | 98·6 \| 20·4 \| 6·9<br>Q32′ B24′ F21′ | Emden<br>German | C.2Cy.13″&21½″–12″<br>E.J.Smit&Zoon,Hoogeznd. | | G |
| **lo** IronSc3MstSr<br>*Nelson* –93 | 1176<br>1085<br>712 | … | 1855 E.Pike Cork | D.Boughton | 254·9 \| 36·0 \| 16·2<br>P56*t*<br>len71 | Cork<br>British | C.2Cy.36″&66″–36″<br>NE73NB81 180H<br>J.Jack&Co.,Liverpool | | |
| IronScBg<br>*ritchley* –~~93~~ *ss* Liv.No.1–93<br>*ss* Liv.No.3–8,89<br>*1Dk* | 531<br>465<br>326 | ✠90A1 Liv *i*<br>8,93 A&CP<br>✠NB8,93 LMC8,93 | 1879 Cunliffe& Dunlop Pt.Glasgow | British&African SteamNav.Co. (Lim.)(Elder, Dempster&Co., *Mgrs.*) | 195·8 \| 25·2 \| 12·3<br>P28′ F—<br>ptND89&93 FK<br>srp93 | Glasgow<br>British<br>4*BHCem* | C.2Cy.24″&42″–27″ (*s*)<br>70lb *65lb* 80H<br>1SB.*3pf*,Gs45<br>Cunliffe&Dunlop.,P.Gls. | 13 ″ 2<br>s 2 ″ 4½ | BT till 8,94 |
| **ona** IronScSr<br>*Atkinson* 92–92 *ss* Npt.No.2–90<br>*deck* *1Dk(Irn)2trB* | 1478<br>1162<br>926 | ✠100A1 Npt *p*<br>6,93 A&CP<br>BS7,92 ✠LMC12,90 | 1882 J.L.Thompson&Son Sunderland | T.E.Hick *WB = DB* | 245·6 \| 35·0 \| 18·4<br>P28′Q52′B60′<br>F27′ BK9″<br>*a*64′*f* 100′296*t FPT* | Scarboro'<br>British<br>6*BHCem*<br>30*t APT26t* | C.2Cy.32″&60″–39″ (*i*)<br>80lb *50lb* 140H<br>2SB4*pf*,Gs78<br>J.Dickinson,Sunderland | 19 ″ 8<br>s 2 ″ 1½ | |
| **lwijk** SteelScSr<br>~~Lean Zanten –91~~ *ss* Rot.No.1–95<br>*deck* *1Dk(Irn) & Deepframing*<br>*R.J.Datema* | 867<br>649<br>612 | ✠100A1 Rot *l*<br>5,95~~,93~~ LA&CP<br>✠LMC6,90 | 1890 Bonn& Mees Rotterdam | W.Ruys&Sons | 200·5 \| 31·5 \| 12·9<br>P127′F54′<br>~~drp91~~ BK7½″<br>*WB = Cell DB* 169′240*t* | Rottrdam<br>Dutch<br>4*BHCem* | T.3Cy.15″,24″&45″–30″ (*s*)<br>150lb *85lb* 90H<br>1SB.*3rf*,Gs51<br>Knik.Mts.deScheldeFlsng | 15 ″ 3 | D |
| **coath** IronScSr<br>*Miller* –93 *ss* Cff.No.2–91<br>*deck* *1Dk(ptIrn)2trB* | 1706<br>1367<br>1082 | ✠100A1 Cff *r*<br>7,92 A&CP<br>~~BS8,93~~ 6,94 LMC2,91 | 1882 J.Laing Sunderland | DolcoathS.S.Co. (Lim.) (Osborn&Wallis) *WB = D* | 266·3 \| 36·5 \| 19·2<br>P24′ Q74′ B56′ F26′<br>BK9½″<br>*Ba*78′*f* 56′303*t FPT* | Cardiff<br>British<br>6*BHCem*<br>50*t APT14t* | C.2Cy.33″&63″–39″ (*i*)<br>80lb *60lb* 150H<br>2SB.*4pf*,Gs72<br>NE.MarineECo.(Lim.),Sld | 20 ″ 9<br>s 2 ″ 2½ | |
| **i** IronSc<br>*Tuanich* | 166<br>—<br>102 | | 1883 Murray Bros. Dumbarton | N.Mihanovich &Co | 98·9 \| 16·9 \| 8·7 | Bns.Ayres<br>Argentine | 40H | | |
| **lie** IronScSr<br>~~*Rathbone* 92–92~~ *ss* Liv.No.2–92<br>*deck* *Kerruish* *1Dk(Irn)* | 389<br>293<br>161<br>~~drp94~~ | ✠100A1 Liv<br>~~8,~~6,13,94 12,94 LA&CP<br>~~BS10,94~~ ✠LMC2,94 | 1884 BrwS.B.C. (Lim.) Barrow | S.S.DollieCo. (Lim.) (J.J.Mack&Sons) | 160·0 \| 23·2 \| 11·0<br>Q56′B38′F17′<br>drp94 BK6″<br>*WB = DBa* 38′40*t* | Liverpool<br>British<br>4*BHCem*<br>*FPT37t* | C.2Cy.22″&44″–27″ (*a*)<br>90lb *25lb* 80H<br>1SB.*3pf*,Gs58,Hs1596<br>BarrowS.B.Co.(Lim.)Brw. | 11 ″ 8<br>s 1 ″ 1½ | |
| **ma-Bagtchi** IronSc<br>*fehemed Bey* –88 | —<br>—<br>834 | | 1856 A&J Inglis Glasgow | Idarei-Massousieh | 217·0 \| 28·0 \| 17·8 | Constanpl<br>Turkish | 2Cy.42″–30″<br>M'Nabb&Co.,Greenock | | |
| **phin** IronScSr<br>*1Dk* | 147<br>128<br>63 | | 1882 A.E.B. Brown Adelaide | D.Symon | 100·4 \| 17·6 \| 9·4<br>Q16*t* | Adelaide<br>British | C.2Cy.18″&33″–24″<br>49H<br>Plenty&Sons,Newbry,Eng | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 278<br>93767 | Dolphin<br>*A.Molyneux* | WoodScFlat | 143<br>136<br>97 | | | | 1887 | J.Wood-cock<br>Northwich | SaltUnion(Lim.) | 89·7 | 20·9 | 10·0 | Liverpool<br>British | C.4Cy.8″&15½″–19½″<br>60HP<br>J.H.Wilson & Co.,Liv. | |
| 279<br>98289 | —<br>*W.Duell* –92 | IronScK<br>*ss*Bos.No.1-95<br>1*Dk* | 138<br>132<br>41 | ✠100A–<br>*StmTrawler*<br>5,95~~4,91~~<br>~~✠LMC4,01~~ 5 95 | Shl<br>Bos | | 1891<br>4mo | J.P.<br>Rennoldson<br>&Sons<br>S.Shields | SteamTrawlingCo.<br>of Boston(Lim.)<br>(W.F.Beaumont,<br>*Mgr.*) | 95·0 | 20·2 | 10·5<br>BK7″ | Boston<br>British<br>3*BHCem* | C.2Cy.16½″&32½″–21″ (*r*)<br>90lb 40HP<br>1SB,*2pf*,GS26<br>JP.Rennoldson&Sns,SShld. | 10 ″ 9 |
| 280<br>~~91085~~ | —<br>~~*G.Elliott* –93~~ | IronScSr<br>*ss*Sws.No.3–3,93<br>1*Dk* | 115<br>115<br>44 | ✠100A1<br>*StmTrawler*<br>3,94<br>~~✠LMC3,93~~ | Liv<br>LA&CP | | 1885<br>1mo | WBThmp-<br>son<br>Dundee | ~~LiverpoolStm.~~<br>~~FishingCo.(Lim.)~~ | 100·0 | 20·1 | 10·0<br>BK6½″ | ~~Swansea~~<br>~~British~~<br>3*BHCem* | C.2Cy.17″&34″–24″ (*s*)<br>95lb 45HP<br>1SB,*2pf*,GS32<br>W.B.Thompson,Dundee | 11 ″ 0 |
| *Now named "Mamelena II.," See No. 23 in Supplement.* | | | | | | | | | | | | | | | |
| 281<br>HWGT | Dom Pedro<br>*Créquer*83–91 | IronScBg<br>2*Dks*&*Spardk* | 2999<br>2857<br>1834 | ~~✠LMC3,93~~ | | | 1878 | Forges&C.<br>de laMédit<br>Havre | ChargeursRéunis | 329·8<br>B77′ | 39·4<br>F41′ | 22·0<br>31·3 | Havre<br>French | C.2Cy.35½″&71″–39½″<br>325HP<br>Forges&C.dela Médit.Hav. | |
| Wrecked 5,99 | | | | | | | | | | | | | | | |
| 282<br>HDMQ | Dom Pedro II. | IronPad<br>1*Dk*&*HurDk* | 397<br>—<br>250 | | | | 1883 | Blackwood<br>&Gordon<br>Pt.Glasgow | AmazonSteamNav<br>Co.(Lim.) | 170·0 | 26·0 | 9·5 | Para<br>Brazilian | 2Cy.33″–48″<br>90HP<br>Blackwood&Gordon,Pt.Gl | |
| 283<br>59<br>NSWB | Domenico Balduino<br>*A.Cruciani*76–90 (*ex*China)<br>2*Dks*(1*Irn*)&*Spardk*(*Irn*–ws) | IronScBn | 4580<br>3089<br>3044 | ✠<br>*Spar dk*<br>1,85<br>✠ | Gen<br>LA&CP | *y* | 1882<br>2mo | Palmers'<br>Co.<br>Newcastle | Navigazione<br>GeneraleItaliana | 400·3<br>B102′ | 44·6<br>H274*t* | 31·2<br>F52 | Genoa<br>Italian<br>6*BHCem* | C.2Cy.54″&96″–60″<br>1112HP<br>Palmers'Co.(Lim.),Nwc.<br>*WB*=*DBa*116′&*uB*58′430*t* | |
| 284<br>99192 | Dominican<br>1*Dk* | IronScK | 134<br>127<br>48 | ✠100A1<br>*StmTrawler*<br>10,91<br>~~✠LMC9,91~~ | Mdb<br>LA&CP | | 1891<br>10mo | R.Dixon<br>&Co.<br>Middlesbro' | GreatGrimsby<br>AlbionSteam<br>FishingCo.(Lim.) | 96·5<br>Q20′F19′ | 20·3 | 10·7<br>BK7½″ | Grimsby<br>British<br>3*BHCem* | T.3Cy.11″,17″&28″–21″ (*s*)<br>160lb 40HP<br>1SB,*2pf*,GS22<br>N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 8 |
| * 285<br>69342<br>NBLW | Dominion<br>*G.J.Cross*<br>*ss*Liv.No.1–90<br>*ss*Liv.No.3–3,87 3*Dks*&*AwngDk* | IronSc3MstSr | 3176<br>1590<br>2032 | ✠100A1<br>*Awng dk*<br>*withfreeboar*<br>3,94<br>✠NB4,90 ~~LMC3,94~~ | Liv<br>A&CP | *v* | 1873<br>11mo | AM'Millar<br>&Son<br>Dumbarton | Mississippi&<br>DominionS.S.Co.<br>(Lim.)(~~Lim.~~,<br>~~Maine&Montgo-~~<br>~~mery,*Mgrs.*~~) | 335·0<br>ND90 | 38·4<br>32·5<br>BK11″ | 25·7 | Liverpool<br>British<br>5*BHCem* | T.3Cy.26″,41″&66″–45″ (*s*)<br>~~160lb~~ *50lb* NDB90 223HP<br>2DB,*8rf*,GS168,HS5426<br>*Tpd*.90,D.Rollo&Sons,Liv. | 26 ″ 8<br>s10 ″ 8 |
| 286<br>90707 | —<br>2*Dks* | WoodSc | 478<br>323<br>304 | | | | 1868 | LShickl'na<br>StCatherine's | Mrs.E.J.Peters | 135·0 | 25·8 | 11·4 | S Cathrnes<br>Ont.<br>British | 1Cy.26½″–28″<br>26HP<br>G.N.Oille,St.Catharines | |
| 287<br>77466<br>WVJC | Domino<br>*O.Tholander* –93<br>*Well deck* | IronSc3MstSr | 937<br>662<br>603 | | | … | 1877<br>3mo | Schlesing'r<br>Davis&Co.<br>Newcastle | T.Wilson,Sons&Co<br>(Lim.) | 225·4<br>P&B–len82 | 28·2<br>F– | 14·7 | Hull<br>British | C.2Cy.26″&55″–33″<br>NB91 120HP<br>Amos&Smith,Hull | |
| 288<br>95047<br>KRDQ | Domira<br>~~*A.Ewd* –94~~<br>*ss*Gls.No.1–91<br>*Well deck* *Corse* -94 1*Dk*(*Stl*)2*dkrule* | SteelScSr | 1791<br>1282<br>1174 | ✠100A1<br>1,95~~1,94~~<br>~~BS5,94~~ ~~✠LMC8,91~~<br>5,95 | Grk<br>A&CP<br>Gls | *q* | 1888<br>4mo | A.Stephen<br>&Sons<br>Glasgow | S.S.DomiraCo.(L.<br>(Maclay&<br>M'Intyre) | 260·0<br>Q60′B140′F32′<br>drp94<br>*WB*=*CellDB*208′ | 36·8<br>FK | 16·6<br>365*tAPT*29*t* | Glasgow<br>British<br>4*BHCem* | T.3Cy.18″,29″&46″–39″ (*s*)<br>160lb *65lb* 170HP<br>1SB,*3cf*,GS54<br>A.Stephen&Sons,Glasgow | 19 ″ 2<br>s 1 ″ 6 |
| 289<br>6922<br>LPHK | Don<br>*R.Woolward* –93 6thSurvey,Hul.4,89<br>(*ex*Corcovado) 3*Dks*(1*ptIrn*)&*Awngdk*<br>*Elec.light* | IronScBkn | 4028<br>3772<br>2311 | ✠<br>*Awng dk*<br>4,89<br>✠<br>✠NB4,89 | Hul<br>A&CP | Lv<br>*w* | 1872<br>9mo | Laird Bros.<br>Birkenhead | RoyalMailSteam<br>PacketCo. | 387·5<br>B33′<br>NOrlopdk&pt<br>Ndks89 | 43·1<br>33·9<br>BK10″ | 26·2 | London<br>British<br>7*BHCem* | T.3Cy.40″,63″&96″–54″<br>NDB89 600HP<br>8SB,*24cf*,GS384,HS10760<br>*Tpd*89Earle'sC.(Lm.),Hull | 27 ″ 8 |
| 290<br>98389<br>MRKD | —<br>*G.Ibbetson* –93<br>1*Dk*(*Irn*)&*Webframes* | SteelScSr | 939<br>773<br>464 | ✠100A1<br>2,93<br>~~✠LMC8,92~~ | Goo<br>A&CP | *n* | 1892<br>8mo | W.Dobson<br>&Co.<br>Newcastle | GooleStmShipping<br>Co.(Lim.) | 225·5<br>P80′B62′F33′ | 33·3<br>BK7″ | 15·7<br>*WB*=*Cell* | Goole<br>British<br>5*BHCem* | T.3Cy.19″,32″&52″–36″ (*s*)<br>160lb *100lb* 130HP<br>2SB,*6rf*,GS112,HS2938<br>WllsndSlpwy&EC(L)Nwc | 16 ″ 6<br>s 2 ″ 1½ |
| 291<br>99701 | —<br>*W.Vince* –93 | IronScK<br>1*Dk* | 151<br>140<br>61 | ✠100A1<br>*StmTrawler*<br>11,94~~8,93~~<br>~~✠LMC8,92~~ | Hul<br>LA&CP<br>Gms | | 1893<br>8mo | Earle'sCo.<br>(Lim.)<br>Hull | Morris&Jeffs | 98·0<br>Q18′F19′ | 20·7 | 11·1<br>BK7½″ | Grimsby<br>British<br>3*BHCem* | T.3Cy.11″,17″&30″–21″ (*s*)<br>160lb 45HP<br>1SB,*2pf*,GS28,HS792<br>Earle'sCo.(Lim.),Hull | 11 ″ 9 |
| 292<br>55 | —<br>1*Dk*(*Irn*) | SteelSc | 62<br>55<br>— | ✠ A1<br>*For Towing p*<br>4,94<br>✠LMC4,94 | Mtr.<br>*urposes*<br>LA&CP | *s* | 1894<br>4mo | Montrose<br>S.B.&E.Co.<br>(Lim.)<br>Montrose | J.Constant | 68·8<br>BK5″ | 16·4 | 8·2 | London<br>British<br>4*BHCem* | C.2Cy.14″&28″–22″ (*s*)<br>120lb 55HP<br>1SB,*2pf*,GS30,HS699<br>GourlayBros.&Co.,Dun. | 8 ″ 6 |
| 293 | Don Isabel | IronPad | —<br>—<br>— | | | | 1883 | Blackwood<br>&Gordon<br>Pt.Glasgow | AmazonStm.Nav.<br>Co.(Lim.) | 180·0 | 27·0 | 9·0 | Para<br>Brazilian | Blackwood&Gordon,P.Gl. | |
| 294<br>QDMB | Donar<br>*B.J.Grundmann* –90<br>1*Dk*&*Spardk*&3*trB* | IronScSr | 1611<br>1600<br>1202 | | | | 1882 | Actien<br>GesellWeser<br>Bremen | Köper,Docke&<br>Co. | 263·4<br>*WB* | 34·4 | 17·5<br>24·9 | Bremen<br>German | C.2Cy.34″&59″–42″<br>160HP<br>ActienGesellschftWeser | |
| 295<br>LRJK | Donata<br>*Aguirre*<br>*Well deck* | IronScSr<br>1*Dk*2*trB* | 845<br>659<br>524 | ✠<br>11,82<br>✠ | Liv<br>LA&CP | *m* | 1880<br>2mo | Lon.&Glas<br>Co.<br>Glasgow | Linea deVapores<br>Serra | 210·0<br>Q80′ | 28·8<br>B44′ | 16·0<br>F35′ | Bilbao<br>Spanish<br>4*BHCem* | C.2Cy.25″&46″–36″<br>100HP<br>London&Gls.C.(Lim.),Gls.<br>*WB*=*DBa*60′*FPT* | |
| Lost by Fire 3,99 | | | | | | | | | | | | | | | |
| 296<br>QBKH | Donau<br>~~*Siegel* 90–90~~<br>*J.Rebethje*95–95<br>*ss*Bly.No.3-10,90<br>3*Dks*&*Shelterdk*<br>*ss*Ham No.1–94 | IronScSr | 2896<br>2276<br>1771 | ~~100A1~~<br>*Shelter dk*<br>*withfreeboard*<br>~~7,94~~ 12,94<br>~~✠LMC9,00~~ 8 94<br>~~✠NE&B9,90~~ ~~B86,93~~ | Cff<br>LA&CP<br>~~Hdrs~~ Phl | *v* | 1868 | Caird&Co.<br>Greenock | H.Bischoff&Co. | 347·8<br>drp94 | 40·0 | 25·7<br>33·5<br>BK10″ | Bremen<br>German<br>5*BHCem* | T.3Cy.23″,37″&62″–42″ (*s*)<br>160lb 250HP<br>3SB9*pf*,GS123<br>WghmRichardsn&Co.Nwc | 27 ″ 3<br>s 11 ″ 3½ |
| 297<br>JVRM | —<br>*P.Isberg*91–91<br>*Well deck* | IronScSr<br>1*Dk*(*Irn*)2*trB* | 1452<br>1123<br>1033 | | | … | 1882<br>7mo | R.Thomp-<br>son&Sons<br>Sunderland | A.C.Mohr&Sön<br>(M.A.Schjelderup,<br>*Mgr.*) | 240·1<br>P140′F24′ | 35·1 | 16·8<br>FK | Bergen<br>Norwegian<br>*WB* | C.2Cy.31″&58″–36″<br>NB3,91 180HP<br>2SB,*4pf*,GS76<br>J.Dickinson,Sunderland | |
| 298<br>75359 | Doncaster | IronPadSp | 216<br>205<br>165 | | | | 1856 | M.Samuel-<br>son&Co.<br>Hull | Manchester,Shffld<br>&LincolnshireRailwayCo. | 160·5 | 18·7 | 8·4 | Hull<br>British | O.2Cy.36″–36″<br>NB92NE75 80HP<br>LairdBros.,Birkenhead | |

| 3 Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xpired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. | 16 Mean Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **gal** IronPadSr<br>rrison 73–81 (ex Buffalo) | 676<br>611<br>289 | | | | 1865 | Caird & Co.<br>Greenock | J. Little & Co. | 241·1 \| 26·3 \| 13·4<br>Q85′ B55′ F37′ | | | Barrow<br>British | C.D.3Cy.45″&(2)58½″–60″<br>&72″ NB81 290 H<br>*Cmp.*81D.&W.Hndrson,Gl. | | BT till ~~7·94~~ 1·95 | 1·95<br>8,95 |
| **a Maria** SteelSc3MstSr<br>*Marreiros* 87–92 *ss*Bly.No.1–92<br>tFairy) 1 *Dk(Irn)*&*Spardk*<br>ws) 3 *trB Beams*&*Inner Bottom Irn* | 2539<br>2370<br>1645 | ✠100A1<br>*Spar dk*<br>~~6,94 4,93~~ ✠LMC10,92<br>1,95 | NYk<br>LA&CP<br>Liv | *u* | 1887<br>12mo | Wigham Richardson &Co.<br>Newcastle | J.H.Andresen | 330·0 \| 38·3 \| 18·7<br>B68′F39′ 26·2<br>BK10″<br>*WB = Cell* | | | Oporto<br>Portuguese | T.3Cy.27″,42″&69″–48″ (*s*)<br>160 lb ~~90 lb~~ *80 lb* 450 H<br>3DB,*12pf*,GS174<br>*BH Cem*<br>*DB*250′316*t*<br>WighmRichrdsn&Co.Nwc. | 21 ″ 3<br>s 6 ″ 8 | | |
| **IronSc3MstSr**<br>llan –94<br>a) 1 *Dk2trB* | 279<br>231<br>114 | | | ... | 1857 | Rhoodee S.B.Co.<br>Chester | AyrStm.Shipping Co. | 133·0 \| 21·0 \| 11·5<br>Q50′B18′ | | | Glasgow<br>British | C.2Cy.17″&33″–20″<br>NB88 50 H<br>*Cmp.*76D.Rowan,Glasgow | 12 ″ 4 | | |
| **Glen** Steel&IronScSk<br>'err –93 1 *Dk* | 146<br>105<br>50 | | | | 1893 | J.Mc Arthur&Co.<br>Paisley | J.G.Frew&Co. | 83·0 \| 19·1 \| 8·5<br>Q30′ F11′ | | | Glasgow<br>British<br>*WB* | C.2Cy.12″&24″–18″<br>24 H<br>Bow,McLachlan &Co.,Psy | | | |
| **oon** IronPadSp<br>*thews* | 608<br>494<br>425 | | | | 1878 | W.Denny &Bros.<br>Dumbarton | IrawaddyFlotilla Co.(Lim.) | 248·7 \| 30·3 \| 8·5 | | | Glasgow<br>British | C.D.2Cy.34″&59″–54″<br>125 H<br>W.Denny&Bros.,Dumbrtn. | | | |
| SteelScSr<br>*Vitchell* –92 *ss*Cff.No.1–92<br>2 *Dks*(1 *Stl*)3 *trB* | 2376<br>2217<br>1558 | ✠100A1<br>~~3,95 3,94~~<br>BS2,94 ✠LMC6,92 | Cff<br>A&CP | *s* | 1887<br>12mo | T.Turnbull&Son<br>Whitby | T.Turnbull&Son | 301·3 \| 38·1 \| 24·1<br>P30′B70′F35′<br>BK10′<br>*WB = DB* | | | Whitby<br>British | T.3Cy22½″,36½″&60″–39″(*s*<br>160 lb *60 lb* 180 H<br>5*BH Cem*<br>2SB,*6cf*,GS97<br>Blair&Co.(Lim.),Stockton | 25 ″ 7<br>s 4 ″ 8½ | | |
| SteelScSr<br>*Fookes* –91 *ss*Nwc.No.1–92<br>1 *Dk(Stl)*&*Webframes* | 1755<br>1295<br>1133 | ✠100A1<br>~~1,95 3,91~~<br>BS1,95 ✠LMC12,92 | Nwc<br>A&CP<br>Bry | *q* | 1888<br>8mo | R.Irvine& Co.<br>W Hartlepool | ~~O.Trechmann~~<br>TrechmannBros. | 260·3 \| 36·5 \| 16·4<br>P29′Q70′B110′<br>F30′ BK9′<br>*WB = Cel* | | | W.Hartlpl<br>British | T.3Cy.20″,33″&54″–36″ (*s*<br>160 lb *70 lb* 140 H<br>4*BH Asp*<br>2SB,*4cf*,GS60<br>*DB*220′462′<br>Blair&Co.(Lim.),Stockton | 19 ″ 0<br>s 1 ″ 6 | | |
| SteelScSr<br>*eeks* –93<br>2 *Dks*(*Upt Stl*–ws) | 813<br>596<br>185 | | | ... | 1889<br>3mo | R.Napier &Sons<br>Glasgow | London&South WesternRailwy Co. | 240·0 \| 30·0 \| 14·2<br>259′ B&Q142′ | | | S'thamptn<br>British<br>*WB* | T.3Cy.27″,40″&65″–36″<br>220 H<br>R.Napier&Sons,Glasgow | 15 ″ 2 | BT till ~~7·94~~ 3,96 | |
| SteelScSr<br>*remer* 83–91 1 *Dk* | 399<br>292<br>292 | | | | 1890 | G.Evers<br>Lübeck | Lübeck-Bremer Dampfschifffahrts Ges. | 137·6 \| 23·0 \| 11·2<br>Q23′ B23′ F19 | | | Lübeck<br>German<br>*WL* | C.2Cy.17″&30″–21″<br>35 H<br>Maschinenfabrik'Buckau' Magdeburg | | V | |
| WoodScBn<br>*Hague* 79–80 1 *Dk2trB* | 198<br>136<br>136 | | | | 1880 | M.Turner<br>S.Francisco | AlaskaCommercialCo. | 112·0 \| 27·2 \| 13·2 | | | S.Frncisco<br>Utd.States | C.2Cy.11″&20″–18″<br>40 H<br>W.McAffee,SanFrancisco | | | |
| IronScTrawler<br>eyer –93 1 *Dk* | 134<br>122<br>58 | | | | 1892 | F.W. Wencke<br>Bremerhaven | H.Siebert | 105·0 \| 21·0 \| 8·9 | | | Brmrhavn<br>German<br>*WL* | C.2Cy.17½″&31½″–19½″<br>70 H<br>R.Küchen,Bielefeldt | | G | |
| **Forster** SteelScSr<br>*Evans* –94 *ss*Shl.No.1–93<br>1 *Dk(Irn)*&*Webfrms*<br>ck *Inner bottom plating Irn* | 2409<br>1974<br>1570 | ✠100A1<br>~~8,98~~ 8,94<br>✠LMC8,93 | Shl<br>A&CP | *s* | 1889<br>3mo | TyneI.S.B. Co.(Lim.)<br>Newcastle | Hunting&Son | 300·0 \| 38·5 \| 20·7<br>P29′Q84′B118′<br>F28′ BK10<br>*WB = Cel* | | | London<br>British<br>*DB*242′452′ | T.3Cy.22″,38″&63″–42″ (*s*<br>150 lb 225 H<br>2SB,*8pf*,GS110,HS3748<br>N.E.Mar.E.Co.(Lim.) Nwc | 23 ″ 3<br>s 2 ″ 4½ | | |
| **ester** IronScSr<br>owes 67–89 3 *Dks* | 2537<br>—<br>1876 | | | | 1889 | Harlan& Hollings-worthCo.<br>Wilmington | Merchants'& Miners'Trans. Co. | 261·0 \| 40·0 \| 23·0<br>30·0 | | | Baltimore<br>Utd.States | T.24″,39″&59″–48″<br>Harlan&HollingsworthCo<br>Wilmington,Del | | | |
| **gne** SteelScBn<br>3 *Dks* | 3750<br>—<br>2636 | | | | 1889 | Forges& Chantiers de la Médit.<br>Havre | MessageriesMaritimes | 371·4 \| 43·0 \| 34·4 | | | Marseilles<br>French | T3C.28″,44″&70″–47″<br>525 H<br>Forges & Chantiers de la Médit.,Havre | | | |
| SteelScSr<br>*ervin* *ss*Cff.No.2–94<br>*g* 2ndSurvey2,94<br>*ck* 1 *Dk(Stl)*&*Webframes* | 870<br>641<br>539 | ✠100A1<br>A1* 1<br>4,95 ~~2,94~~<br>✠LMC1,94<br>BS2,95 | Cff<br>A&CP | *l*<br>Lv | 1885<br>10mo | Osbourne, Graham & Co.<br>Sunderland | Cardiff S.S.Co. (Lim.)<br>~~(Hooper, Campbell & Co., *Mgrs.*)~~<br>(W.R.Corfield *Mgr.*) | 200·0 \| 29·3 \| 15·2<br>P114′F53′<br>BK7½<br>*WB = DB*a51 | | | Cardiff<br>British<br>4*BH Cem*<br>69*t FPT*22*t* | C.2Cy.26″&47″–36″ (*a*<br>80 lb *60 lb* 96 H<br>1SB,*3pf*,GS45<br>G.Clark,Sunderland | 16 ″ 0<br>s 1 ″ 2 | | 13·87<br>14·7<br>15·57<br>16·41 |
| **echt** SteelScSr<br>*Heidemann* 91–91<br>1 *Dk(Irn)*&*Webframes*<br>ck | 1798<br>1453<br>1144 | ✠100A1<br>~~6,94 4,94~~ 4,95<br>✠LMC8,91<br>Shl | Qns<br>LA&CP | *r* | 1891<br>8mo | Wood, Skinner&Co.<br>Newcastle | Maats.Stoomschip "Dordrecht" (Ph.vanOmmeren) | 274·5 \| 37·2 \| 17·2<br>Q101′B64′F31′<br>Irp92 FK<br>*WB = Cell DB*228 | | | Rottrdam<br>Dutch<br>4*BH Cem*<br>371*t AP*7 29*t* | T.3Cy.20½″,34″&56″–39″ (*s*)<br>160 lb *80 lb* 170 H<br>2SB.*6pf*,GS88.HS2900<br>NE MarineECo.(Lim)Nwc | 19 ″ 8 | D | |
| **n** IronScBk<br>*ermpohl* –93 *ss*Cly.No.2–78<br>2 *Dks* | 1039<br>899<br>667 | | | ... | 1868<br>11mo | Duncan &Dunlop<br>Pt.Glasgow | J.E.Kerr | 237·5 \| 30·2 \| 19·9<br>Q90*t* F36*t* | | | Glasgow<br>British | C.4Cy.20″&35″–36″<br>NB78 207 H<br>*Cmp.*78D.&W.Henderson& Co.,Glasgow | | | |
| SteelSc4MstS<br>*.Kempson* –94 3 *Dks*(2 *Stl*)<br>*ght* | 4784<br>3194<br>3071 | | | | 1883<br>3mo | Harland& Wolff<br>Belfast | OceanicSteam Nav.Co.(Lim.) (Ismay,Imrie&Co. *Mgrs.*) | 440·9 \| 44·2 \| 31·5<br>B46*t* H301*t* | | | Liverpool<br>British<br>7*BH*2PBH | C.4Cy.32″&71″–60″<br>550 H<br>Harland&Wolff,Belfast | 33 ″ 5<br>s 9 ″ 3½ | BT till 6,95 | |
| IronScK<br>*ryant* 88–89 *ss*Gms.No.1–93<br>1 *Dk* | 170<br>157<br>77 | ✠100A1<br>*Well fishing Vessel*<br>~~6,93~~ 5,95<br>✠LMC6,93 | Gms<br>LA&CP | | 1889<br>7mo | Earle'sCo. (Lim.)<br>Hull | GrimsbySteam FishingCo.(Lim.) | 106·4 \| 20·5 \| 11·4<br>Q37′F20′<br>BK7½ | | | Grimsby<br>British<br>3*BH Cem* | T.3Cy.12¾″,20″&32″–22″ (*s*)<br>150 lb 53 H<br>1SB,*2cf*,GS29<br>Earle'sCo.(Lim.),Hull | 12 ″ 0 | | |
| SteelScSr<br>*.Mackenzie* –92<br>1 *Dk(Stl)*&*Spardk*3 *trB*<br>*ssEng.No.1–92* | 1785<br>1766<br>1128 | ✠100A1<br>*Spar dk*<br>4,94 ~~12,91~~ ✠LMC10,~~93~~<br>Sba | Lon<br>LA&CP | *r* | 1888<br>9mo | R.Duncan &Co.<br>Pt.Glasgow | S.S.DorisCo. (Lim.)(Aitken & Walker) | 259·8 \| 37·2 \| 15·5<br>22·4<br>BK9″<br>*WB = Cell* | | | Glasgow<br>British<br>4*BH Cem*<br>*DB*214′386*t* | T.3Cy.18″,29½″&47″–39″ (*s*)<br>160 lb 120 H<br>2SB,*6cf*,GS90<br>Muir&Houston,Glasgow | 17 ″ 9<br>s 6 ″ 1 | D | |
| IronScSr<br>*.Petersen* 1 *Dk*&*Awngdk* | 1037<br>996<br>817 | | | | 1882 | G.Howaldt<br>Kiel | M.Jebsen | 219·1 \| 28·5 \| 20·9 | | | Hamburg<br>German<br>*WB* | C.2Cy.23″&43″–35½″<br>90 H<br>HowaldtGebr.,Kiel | | G | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné à la durée après Lettre d'Équipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord en milliers de navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 320 | **Dorotea** | SteelScSr | 1545 | ✠100A1 | Mlt | *q* | 1888 | Wood, | G.L.Premuda&Co. | 259·5 | 36·0 | 17·7 | Trieste | T.3Cy.20″,33″&54″–36″ (*s*) | 19 ″ 1 |
| | *L.U.Scopinich* | *ss*Cff.No.1–92 | 1392 | 1,95~~2,02~~7,0~~4~~ | LA&CP | | 2mo | Skinner&Co. | | Q129′ | B29′ | F28′ | Aust.-Hung. | 160lb 150H | s 2 ″ 1 |
| | (*ex*Gabalva) | 1*Dk*(*Stl*)2*trB* | 949 | BS2,94 ✠LMC2,92 | | | | Newcastle | | | | BK9″ | | 2SB.*6pf*,GS82,HS2700 | |
| | *Well deck* | | | | | | | | | *WB*=*DBa*74′*f*98 | | | 476*t* | *APT*35*t* | NEMarineECo(Lim),Nwc. |
| 321 | **Dorset** *J.Fettes*93–94 | IronSc3MstSr | 2638 | ✠100A1 | Ant | *u* | 1881 | JLThomp- | Macbeth&Gray | 331·0 | 39·0 | 19·0 | Glasgow | C.2Cy.37″&76″–48″ (*r*) (*w*) | 22 ″ 7 |
| 78469 | ~~*J.Fettes*93–94~~ | ~~*ss*Stk.No.2–89~~ | 1834 | *Awng dk* | A&CP | | 5mo | son&Son | | ptND&srp94 | | 26·4 | British | ~~70lb *60lb*~~ 80lb *55lb* 300H | s 8 ″ 7½ |
| WCFR | ~~2*Dks*(1*Irn*&1*pt Irn*)&*Awngdk*~~ | | ~~1716~~ | *withfreeboard* | ~~Gls~~ | | | Sunderland | | ~~drp92~~ | | FK | | ~~2DB.*12pf*,GS180~~ | |
| | *C.M.Mackenzie*91–94 | *ss*Gls.No.3–5,94 | 1636 | ~~8,94~~9,9212,94 | Liv | | | | | *WB*=*CellDB*248 | | | 460*t* | *APT*20*t* | G.Clark,Sunderland |
| | 1*Dk*(*Irn*-ws)&*Awngdk*(*pt Irn*-ws,2*trB* | | | BS10,91 ✠LMC8,~~89~~5,94 | | | | | | | | | | | NB *made*89*fitted*94 |
| | | | | | | | | | | | | | | | 2SB.*6pf*,GS118,HS3500 |
| 322 | **Dorunda** | IronSc3MstSr | 3136 | ✠ | Lon | *v* | 1875 | W.Denny | BritishIndia | 368·5 | 37·3 | 28·5 | Glasgow | C.2Cy.47″&82″–48″ | 29 ″ 9 |
| Wrecked 9.94 | *F.Wilson* –93 | *ss*Lon.No.2–84 | 2920 | 10,85 | A&CP | | 10mo | &Brs. | Associated Stms | | | | British | 400H | s 7 ″ 8 |
| 73795 | | | | | | | | | | | | | | | |
| WTGJ | | 2*Dks*(*UIrn*-ws)3*trB* | 2010 | | | | | Dumbarton | (Lim.) | | | | 5*BHCem* | | Denny&Co.,Dumbarton |
| 323 | — | IronScSrTug | 102 | ✠ | Lon | *a* | 1890 | Steward& | F.Pattison | 85·2 | 19·1 | 10·2 | London | C.2Cy.17″&32″–24″ | 10 ″ 4 |
| 98096 | *E.J.Holland* –92 | | 102 | *For towing purposes* | | | 5mo | Latham | | B10′ | | | British | 70H | |
| | | 1*Dk* | 2 | 5,90 ✠ | LA&CP | | | London | | | | BK5½″ | 4*BHCem* | | 1SB,2*pf*,GS40 |
| | | | | | | | | | | | | | | | Ross&Duncan,Glasgow |
| 324 | **Dos Hermanos** | IronScSr | 816 | ✠100A1 | Man | *l* | 1882 | R.Napier | Gutierrez her- | 204·5 | 26·4 | 10·0 | Manila | C.2Cy.26″&45″–36″ (*a*) | |
| | *J.Arguelles* | *ss*Man.No.2–90 | 761 | *Awng dk* | LA&CP | | 6mo | &Sons | manos | | | 17·0 | Spanish | 65lb *35lb* 100H | |
| HCQW | (*ex*AntonioMuñoz) | 1*Dk*&*Awngdk* | 527 | *load line*11*ft*6*in.* | | | | Glasgow | | | | BK7 | 4*BHCem* | 2SB,*4pf*,GS66 | |
| | | | | 8,90 | | | | | | | | *WB*=*CellDB*88′110*t* | | | R.Napier&Sons,Glasgow |
| | | | | ~~BS1,02~~ ✠LMC7,~~90~~5,94 | | | | | | | | | | | *WB*=*CellDBa*22′*f*26′56*t* |
| 325 | — | IronScSr | 162 | | | | | ..... | A.Millan | 104·9 | 22·6 | 10·4 | Cadiz | C.2Cy.16″&30″ | |
| | (*ex*Maria,*ex*Fortuna,*ex*DosHermanos) | | | | | | | Glasgow | | | | | Spanish | 44H | |
| HTMF | | 1*Dk* | 93 | | | | | | | | | | | | |
| 326 | **Dotshka** | IronPad | 201 | | | | 1879 | Mayer | RussianS.N.& | 144·0 | 21·0 | 8· 2 | Odessa | C2Cy.24″&36″–44″ | |
| | | | — | | | | | Linz | TradingCo. | | | | Russian | 70H | |
| | | | 108 | | | | | | | | | | | | Escher,Wyss&Co.,Zürich |
| 327 | **Dotterel** | IronSc3MstSr | 1401 | ✠100A1 | Liv | *q* | 1878 | WHPotter | CorkStmS.Co.Lim. | 264·8 | 32·1 | 21·8 | Cork | T.3Cy.20″,32″&52″–36″ (*s*) | 23 ″ 6 |
| 76865 | *J.C.Badger* –93 | *ss*Liv.No.3–6,88 | 1321 | ~~6,94~~3,03 ,5,95 | A&CP | | 8mo | &Son | | | | | British | 150lb *60lb* NDB88 150H | s 4 ″ 4½ |
| SDQK | | *ss*Liv.No.1–93 | 909 | | | | | Liverpool | | | | BK9½″ | 6*BHCem* | | |
| | | 2*Dks*(*Irn*) | | ✠NB6,88 LMC8,~~93~~ | | | | | *WB*= | *DBa*38′35*t*FPT40*t* | | | *MT*23′290*t* | *Tpd*.88D.Rollo&Sons,Liv. | |
| | | | | | | | | | | | | | | BS6,~~94~~ | |
| 328 | **Douglas** | IronScSr | 768 | | | ... | 1861 | Marshall | ~~H.T.Morton&Co.~~ | 205·0 | 29·0 | 17·2 | Sundrland | C.2Cy.26″&48″–30″ | 18 ″ 0 |
| 43732 | *W.R.Edwards* –91 | 1*Dk*2*trB* | 741 | | | | 7mo | Bros. | Earl of Durham | Q30′ | B7′ | F20′ | British | NE&B79 90H | s 2 ″ 8 |
| TQFK | | | 481 | | | | | S.Shields | (T.Nicholson,*Mgr*.) | len71ND71 | | | | G.F.Pattison&Co.,Nwc. | |
| 329 | — | SteelPadSpTug | 132 | | | ... | 1888 | W.Allsup | Corporation of | 120·8 | 20·2 | 6·5 | Preston | D.2Cy.30″–48″ | |
| 88719 | *R.Brownfield*88–88 | 1*Dk* | 132 | | | | 2mo | &Sons | Preston | | | FK | British | 70H | |
| | | | 26 | | | | | Preston | | | | | | W.Allsup&Sons,Preston | |
| 330 | — | IronScSr | 101 | ✠ | Lth | *a* | 1876 | Murdoch& | GeneralSteam | 97·2 | 17·2 | 7·9 | Granton | C.2Cy.15″&26″–21″ | |
| 73860 | *W.Liston* –94 | *ss*Lth.No.2–84 | 84 | 8,88 | A&CP | | 8mo | Murray | FishingCo. | Q38′ | F11′ | | British | 30H | |
| | | 1*Dk* | 48 | ✠NB84 | | | | Pt.Glasgow | (Lim.) | | | | 4*BHCem* | | Muir,Houston&Co.,Gls. |
| 331 | **Douglas Hill** | SteelScSr | 2172 | ✠100A1 | Cff | *r* | 1890 | Palmers' | E.Thomas,Rad- | 275·3 | 37·8 | 20·2 | Cardiff | T.3Cy.22″,35″&58″–39″ (*s*) | 21 ″ 8 |
| 95192 | *E.Williams* –90 | *ss*Cff.No.1–94 | 1660 | 8,94~~4,04~~ | LA&CP | | 4mo | Co.(Lim.) | cliffe&Co. | P29′Q76′B108′ | | | British | 160lb *70lb* 185H | s 1 ″ 11½ |
| | *Well deck* | 1*Dk*(*Irn*)2*trB* | 1384 | | | | | Newcastle | | drp94 | | BK9½″ | 4*BHCem* | 2SB,*6pf*,GS101,HS3254 | |
| | | | | ✠LMC11,~~93~~ | | | | | | *WB*=*DBa*88′*f*108′340*t* | | | *APT*38*t* | Palmers'Co.(Lim.),Nwc. | |
| 332 | **Doune Castle** | SteelScSr | 4046 | ✠100A1 | Lon | *x* | 1890 | Barclay, | D.Currie&Co. | 396·0 | 43·2 | 28·5 | London | T.3Cy.29½″,48″&78″–54″ (*s*) | 31 ″ 0 |
| 98174 | *R.F.Harris* –91 | | 3689 | ~~5,94~~11,94 | LA&CP | | 11mo | Curle&Co. | | P33′B96′F46′ | | | British | 160lb *65lb* 463H | |
| | *Elec.light* | 3*Dks*(2*Stl*-ws) | 2613 | ✠LMC11,~~96~~ | | | | (Lim.) | | drp91 | | BK11″ | 5*BHCem* | 2DB,*12cf*,GS212 | |
| | | | | | | | | Glasgow | | | | *WB*=*Cell* | *DB*305′621*t* | Barclay,Curle&C.(Lm)Gls | |
| 333 | **Douro** | SteelScSr | 2696 | | | | 1889 | Messa- | Messageries | 337·9 | 38·1 | 25·6 | Marseilles | T.3Cy.25½″,37″&55″–43″ | |
| | *Vernet* –89 | 3*Dks* | 1853 | | | | | geriesMari- | Maritimes | H72*t* | | | French | 350H | |
| HWLK | | | 1569 | | | | | times | | | | | | Forges et Chantiers de la | |
| | | | | | | | | LaCiotat | | | | | | Médit.,Marseilles | |
| 334 | — | SteelScSr | 2383 | ✠ | Hul | *s* | 1889 | Richardson | T.Wilson,Sons& | 297·0 | 40·1 | 19·0 | Hull | T.3Cy.22½″,37″&61″–39″ | 21 ″ 8 |
| 95796 | *W.Magee* –93 | | 1810 | *pt Awng dk* | LA&CP | | 6mo | Duck&Co. | Co.(Lim.) | Q120′ | | BK10″ | British | 200H | |
| LFPK | 1*Dk*(*Stl*)&*pt Awngdk*(*Irn*)&*Webframes* | | 1569 | *withfreeboard* | | | | Stockton | | *pt Awngdk*175′ | | | 5*BHCem* | 2SB.*6cf*,GS101 | |
| | | | | 5,91 ✠ | | | | | | drp91 | *WB*=*Cell* | | *DB*248′552*t* | T.Richardson&Sons,Hpl. | |
| 335 | — | IronScSr | 1644 | ✠100A1 | Sld | *q* | 1879 | J.Laing | Culliford&Clark | 263·0 | 33·7 | 20·7 | Sundrland | C.2Cy.31″&57″–36″ (*i*) | 22 ″ 0 |
| 68999 | ~~*L.Luby* –93~~ | *ss*Sld.No.3–6,93 | 1406 | ~~6,03~~10,94 | A&CP | | 2mo | Sunderland | | Q81′B101*t*F30′ | | | British | 75lb *45lb* 150H | s 2 ″ 8½ |
| SMGT | *Well deck* *J.Savage* | -94 1*Dk*(*Irn*)2*trB* | 1060 | | | | | | | | | BK9½″ | 3*BHCem* | 2SB,GS65 | |
| | | | | BS10,~~94~~ ✠LMC6,~~93~~ | | | | | | | | *WB*=*DB*114′ | | G.Clark,Sunderland | |
| 336 | — | SteelScSr | 815 | | | | 1889 | Burmeister | ForenedeDamp- | 187·9 | 27·6 | 12·5 | Copnhagn | T.3Cy.14½″,23″&36″–24″ | |
| | *E.S.Brahrand* | 1*Dk*&*Awngdk* | 477 | | | | | &Wain | skibsselskab | | | 19·9 | Danish | 120H | |
| NBJP | | | 503 | | | | | Copenhagen | | | | | *WB* | Burmeister&Wain,Cpn. | |
| 337 | — | IronScSr | 432 | ✠90A1 | Brs | *g* | 1879 | G.K.Sto- | G.K.Stothert&Co. | 171·3 | 20·1 | 11·1 | Bristol | C.2Cy.20″&38″–24″ | 11 ″ 9 |
| 78459 | *Thomas*84–84 | *ss*Brs.No.3–10,91 | 254 | *Awng dk* | A&CP | | 2mo | thert&Co. | | | | 17·4 | British | 80lb *55lb* NDB90 65H | s 7 ″ 0 |
| SPQM | | 1*Dk*&*Awngdk* | 211 | *withfreeboard* | | | | Bristol | | | | BK7″ | 4*BHCem* | | |
| | | | | 3,95 ~~7,98~~ | LMC~~10~~12,95 | | | | | | | | | | G.K.Stothert&Co.,Bristol |
| | | | | ✠NB6,~~90~~ | | | | | | | | | | | |
| 338 | — | IronSc | 105 | | | | 1875 | Abercorn | Franceschi, | 85·9 | 18·7 | 8·2 | Algiers | C.2Cy.10½″&17″–12″ | |
| Wrecked 7,94 | *Dominici* | | 96 | | | | | S.B.Co. | Schiaffino&Co. | Q6*t* | | | French | NB81 15H | |
| HWLM | | (*ex*BlairAthole) | 68 | | | | | Paisley | | len84 | | | | Hanna,Donald&Wilson, | |
| | | | | | | | | | | | | | | Paisley | |
| 339 | **Dous de Julho** | IronPadSr | — | | | | 1862 | Richard- | Cia.deNav.àVap | 135·0 | 20·0 | 8·5 | Bahia | 2Cy.29″–36″ | |
| | | | — | | | | | son,Duck&Co | deBahia | | | | Brazilian | 50H | |
| | | | 261 | | | | | Stockton | | | | | | Ritson&Hewitson,Leeds | |
| 340 | **Dovre** | IronScSr | 459 | ✠ | | ... | 1889 | E.Finch& | Dampskibs- | 160·0 | 25·0 | 12·3 | Christiana | T.3Cy.12″,20″&32″–24″ | 13 ″ 6 |
| | *C.Jacobsen*79–89 | | 358 | | | | 10mo | Co.(Lim.) | selskabet"Dovre" | Q74 | B16′F26′ | | Norwegian | 160lb 55H | |
| HDWV | *Well deck* | 1*Dk*(*Irn*) | 282 | | | | | Chepstow | (Winge&Co.) | | | BK7″ | 4*BHCem* | 1SB,*2rf*,GS35 | |
| | | | | ✠LMC10,~~89~~ | | | | | *WB*=*DBuE&B*31′60*t*FPT | | | | 50*t* | *APT*16*t* | E.Scott&Co.,Newcastle |

| 2 / 3 Steamer's Name. Material, Rig, &c. / Late Name if any. / Master. / Special Surveys. / No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 / 6 / 7 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Year Assigned now Equipment Letter. | 8 / 9 Built. When. — Ship. — Engines | By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Dowlais** IronScSr<br>*W.P.Mills83–89 ssCff.No.3–4,93*<br>*Dell deck* 1*Dk*(*Irn*)2*trB* | 1157<br>952<br>747 | ✠100A1<br>4,95 ~~5,98~~<br>BS~~5,93~~ 9,94 ✠LMC3,92 | Cff<br>LA&CP | *o* | 1880<br>11mo | Palmers' Co. Newcastle | DowlaisS.S.Co. (Lim.)(Morel Bros.&Co.) | 241·0 / 33·2 / 14·5<br>Q92′B50′F26′ FK<br>*WB=CellDB205′ 4BHCem 325tAPT15t* | | | Cardiff<br>British | C.2Cy.28″&54″–36″ (*i*)<br>~~68lb~~ *65lb* ~~75lb~~ NDB88 99HP<br>1B,GS68<br>Palmers'Co.(Lim.),Nwc. | 17 ″ 0<br>s 1 ″ 8 | |
| **Drache** IronPad<br>*W.Funk –92* 1*Dk* | 151<br>111<br>113 | | | | 1865 | J.W.Klawitter Danzig | WeichselDanzigerDampfschifffahrts&SeebadAct.Ges. | 119·4 / 17·0 / 7·7<br>len92 | | | Danzig<br>German | C.2Cy.21¾″&34½″–39″<br>75HP<br>J.W.Klawitter,Danzig | | |
| **Drachenfels** IronScSr<br>*E.Kenneweg93–93 ssHam.No.3–4.94*<br>*Dell deck* 2*Dks*(*Irn*)3*trB* | 2547<br>2077<br>1835 | ✠100A1<br>2,95 ~~4,94~~<br>✠NB8,92 ✠LMC4,94 | Ham<br>A&CP | *t* | 1882<br>1mo | Sunderland S.B.Co. Sunderland | DeutscheDampfschifffahrts Ges."Hansa" | 298·8 / 36·7 / 23·6<br>P&B174′F36′<br>ND92 BK10″<br>*WB=Cell DB252′405t* | | | Bremen<br>German | C.2Cy.36″&68″–42″ (*s*)<br>105lb *100lb* NDB92 220HP<br>2SB.*6pf*,GS112,HS3618<br>Black,Hawthorn&Co.,Gts. | | G |
| **Draco** SteelScSr<br>*J.Kendrick –93*<br>*Dell deck* | 1713<br>1366<br>1113 | | | … | 1882<br>7mo | Earle'sCo. (Lim.) Hull | T.Wilson,Sons& Co.(Lim.) | 270·2 / 34·1 / 18·4<br>Q93*t*B185*t*F38*t* FK | | | Hull<br>British | T.3Cy.21″,32″&56″–36″<br>140HP<br>Earle'sCo.(Lim.),Hull | | D |
| **Dracona** SteelScSr<br>~~*J.Thompson92–92*~~ *ssShl.No.2–92*<br>*S.King* 2*Dks*(*Stl-Uws*) | 1854<br>1790<br>1198 | ✠100A1<br>11,94 ~~4,94~~<br>BS~~3,94~~ 3,95 ✠LMC2,92 | Shl<br>LA&CP | *s* | 1884<br>5mo | Gourlay Bros.&Co. Dundee | W.Thomson& Sons<br>*WB=DBa62′f60′* | 284·0 / 35·7 / 24·1<br>P28′B62′F34′ BK9″<br>*ŝ u E14′ 295t APT 19tFPT21t* | | | Dundee<br>British | C.2Cy.31⅞″&64″–42″ (*a*)<br>80lb *50lb* 210HP<br>2SB,*6cf*,GS113<br>GourlayBros.&Co.,Dun. | 25 ″ 0<br>s 4 ″ 5 | |
| **Dragoman** SteelScSr<br>*H.H.Godwin92–94 ssNwc.No.2–94*<br>1*Dk*(*Stl*)*&Spardk*(*ptIrn–ws*)3*trB* | 2815<br>2724<br>1785 | ✠100A1<br>*Spar dk*<br>9,94 ~~2,94~~ ✠LMC11,93<br>~~BS3,95~~ Cff | Nwc<br>LA&CP | *w* | 1885<br>10mo | SirW.G. Armstrong, Mitchell& Co. Newcastle | BedouinStm.Nav. Co.(Lim.)(W.&R. Thomson,*Mgrs.*)<br>*WB=CellDB272′425tFPT* | 310·0 / 39·2 / 19·4<br>B71′F27′ 26·9<br>srp94 drp95 FK<br>*6BHCem 38tAPT15t* | | | Liverpool<br>British | T.3Cy.24″,39″&64″–42″ (*s*)<br>150lb *80lb* 300HP<br>2DB,*12pf*,GS156<br>WlsndSlpwyCo(Lim)Nwc | 22 ″ 0<br>s 7 ″ 2 | |
| **Dragon** SteelScK<br>~~*Grindaw–93*~~<br>*Dell deck* 1*Dk*(*Stl*) | 290<br>219<br>156 | ✠100A1<br>9,93 ✠LMC9,93 | Nwc<br>A&CP | *d* | 1893<br>9mo | Anderson, Laverick& Co.(Lim.) Newcastle | ~~J.Constant~~ | 125·0 / 24·1 / 9·4<br>Q39′B9′F21′ BK7″<br>*WB=FPT16t* | | | ~~London~~ ~~British~~<br>*3BHCem*<br>Turkish | C.2Cy.14″&28″–22″ (*s*)<br>120lb 60HP<br>1SB,*2pf*,GS28,HS840<br>Hedley&Boyd,N.Shields | 10 ″ 2<br>s 1 ″ 1½ | |
| – SteelScSp<br>*W.White –93* 1*Dk* | 16<br>153<br>6 | ✠100A1<br>*For Towing purposes*<br>5,93 ✠LMC4,93 | Fal<br>LA&CP | | 1893<br>5mo | Cox&Co. Falmouth | FalmouthTowage Co.(Lim.) | 114·7 / 20·1 / 10·5<br>BK7″<br>*WB=APT10t* | | | Falmouth<br>British | T.3Cy.15″,23″&38″–25″ (*s*)<br>150lb 99HP<br>1SB,*3cf*,GS46,HS1575<br>Cox&Co.,Falmouth | 11 ″ 0<br>s ″ 11½ | |
| **Dragut** IronScSr<br>*Halgand* 1*Dk&Spardk* | 556<br>—<br>259 | | | | 1880 | Scott&Co. Greenock | Compagnie Générale Transatlantique | 182·4 / 25·6 / 9·3<br>16·6 | | | Marseilles<br>French | C.2Cy.25″&50″–30″<br>80HP<br>GreenockFoundryCo.,Grk. | | V |
| **Drammen** IronScSr<br>*G.Gundersen* 1*Dk&Awngdk* | 596<br>590<br>433 | | | | 1875 | Bergens Mek.Verks Bergen | Dampskibsselskabet "Drammen" (Winge&Co.) | 160·5 / 26·2 / 20·1<br>H6*t* 13·3 | | | Chrstiania<br>Norwegian | C.2Cy.20″&40″–24″<br>75HP<br>BergensMek.Verks.Bgn. | | DN |
| **Dreadnought** IronPadSp<br>*F.Baker* | 145<br>145<br>42 | | | | 1867 | T.A.Young London | London&India Dks.JointCommittee | 112·6 / 19·3 / 10·3 | | | London<br>British | L.2Cy.30″–54″<br>80HP<br>T.A.Young,London | | |
| **Drenthe** IronScSr<br>*J.Sharp86–92 ssRot.No.3–10,85*<br>*ssRot.No.2–95~~ssRot.No.1–90~~*<br>2*Dks3trB* | 2235<br>1311<br>1444 | ✠100A1<br>~~4,93~~ 3,95<br>✠NB10,85<br>~~BS11,93 6,94~~ | Sng<br>A&CP<br>~~LMC1,90~~ 3,95 | *s*<br>Rot | 1875<br>12mo | C.Mitchell &Co. Newcastle | Rotterdamsche Lloyd (W.Ruys&Sons, *Mgrs.*) | 295·9 / 36·4 / 26·1<br>P86′B68′F46′<br>ptND85 BK10″<br>*WB=DBa96′150t* | | | Rottrdam<br>Dutch | T.3Cy.20½″,38″&70″–45″ (*i*)<br>150lb ~~80lb~~ *90lb* 250HP<br>2DB,*8pf*,GS72 NDB90<br>*Tpd85*NEMarECo(Lm)Sld | | D |
| **Drepano** IronScBn<br>*Marchini –92* 2*Dks* | 1558<br>1443<br>1026 | ✠<br>6,73 | Sld | Lv | 1873<br>3mo | W.Watson Sunderland | Navigazione GeneraleItaliana | 278·8 / 32·8 / 23·6<br>B60*t*<br>*WB=DBa&f* | | | Venice<br>Italian | C.2Cy.36″&68″–36″<br>365HP<br>G.Clark,Sunderland | | I |
| **Dresden** SteelScSr<br>*B.Blanke –93* 3*Dks*<br>*Dec.light* | 4802<br>—<br>3505 | | | | 1888 | FairfieldS. &E.Co.(Lim) Glasgow | Norddeutscher Lloyd | 390·5 / 46·7 / 33·0<br>P70′ B131′ F76′<br>*WB* | | | Bremen<br>German | T.3Cy.30″,50″&80″–54″<br>FairfieldS.&E.Co(Lim)Gls | | G |
| – IronScSr<br>*M.W.Arthur –93* | 809<br>699<br>507 | | | | 1865 | Barclay, Curle&Co. Glasgow | Leith,Hull& Hamb.Stm.Pkt. Co.(J.Currie& Co.,*Mgrs.*) | 225·0 / 29·7 / 15·5<br>P42*t* | | | Leith<br>British | C.2Cy.27″&47″–33″<br>*50lb* NE76NB90 117HP<br>R.Napier&Sons,Glasgow | 16 ″ 3<br>s 2 ″ 6½ | |
| – SteelScSr<br>*A.Broadhead –94 ssGoo.No.2–92*<br>1*Dk*(*ptStl-ws*) | 809<br>729<br>425 | ✠100A1<br>11,94 ~~2,94~~<br>~~BS11,93~~ 11,94 ✠LMC8,92 | Goo<br>LA&CP | *m* | 1884<br>6mo | W.B. Thompson Dundee | ~~YorkshireCoal& S.S.Co.(Lim.)~~<br>GooleStm.Shipg Co.(Lim.) | 230·0 / 32·0 / 13·6<br>P51′B74 F25′<br>drp93 BK8″<br>*WB=DBa49′f 65 ŝuE15′203t* | | | Goole<br>British | C.2Cy.30″&60″–33″ (*a*)<br>100lb *50lb* 150HP<br>2SB,*6pf*,GS94,HS3196<br>W.B.Thompson,Dundee | 14 ″ 8<br>s 2 ″ 1½ | |
| | SteelScTug<br>1*Dk* | 110 | | | | 1893 | Howaldtswerke Kiel | KaiserlicheNordOstseeKanal Kommission | 88·5 / 18·0 / 10·2 | | Kiel<br>German | T.3Cy.11 13/16″,18 13/16″&29½″–15¾″]<br>Howaldtswerke,Kiel | | |
| **Drever** SteelScSr<br>~~*R.Scarfe*~~<br>*Old deck* 1*Dk*(*Stl*)*&Webframes*<br>*R.Scarfe* | 1029<br>772<br>~~559~~<br>579 | ✠100A1<br>~~7,94 5,95~~ 5,95<br>~~BS1,95~~<br>✠LMC3,93 | Shl<br>A&CP | *n* | 1888<br>11mo | Palmers' Co.(Lim.) Newcastle | J.Fenwick&Son<br>*WB=CellDB183′300tFPT* | 220·0 / 32·4 / 14·7<br>Q88′B48′F24′ FK<br>*4BHCem 40′APT15t* | | | London<br>British | T.3Cy.20″,33″&54″–36″ (*s*)<br>150lb *70lb* 163HP<br>2SB,*6pf*,GS99<br>Palmers'Co.(Lim.),Nwc. | 17 ″ 0<br>s 1 ″ 6½ | |
| **Driffield** IronScBn<br>~~*J.Simpson93–93*~~<br>~~*Jenkins*~~ 2ndSurvey,Cff.7,96<br>2*Dks*(*Irn*)<br>3rdSurvey Cff.1,95 | 1807<br>1680<br>1166 | ✠ A1*1<br>~~2,95 3,94~~ | Npt<br>Cff | Lv | 1882<br>11mo<br>~~LMC1,95~~ | Richardson,Duck& Co. Stockton | F.Binnington&Co. | 250·0 / 36·2 / 23·5<br>P52*t*F44*t*<br>drp95 BK10″<br>*WB=DB af ŝuE&B* | | | Stockton<br>British | C.2Cy.31″&58″–36″ (*i*)<br>80lb *80lb* NDB93 150HP<br>2SB,~~*4f*~~ *4pf*,GS76,HS2522<br>Blair&Co.(Lim.),Stockton | 24 ″ 11<br>s 4 ″ 1½ | |
| **Drogheda** SteelPadSk<br>*G.Duffy –91* (*Tug*) 1*Dk* | 125<br>125<br>11 | | | | 1891 | J.Mc Arthur&Co Paisley | Drogheda Harbour Commissioners | 100·2 / 20·1 / 8·4 | | | Drogheda<br>British | D.2Cy.26½″–48″<br>60HP<br>Bow,McLachlan&Co.,Psy. | | |
| **Dromedary** IronScSr<br>*W.Davies –94*<br>*Dec.light* | 975<br>707<br>440 | | | | 1881 | Barclay, Curle&Co. Glasgow | G.&J.Burns | 250·2 / 30·0 / 14·7<br>P156*t*F31*t* | | | Glasgow<br>British | C.2Cy.38½″&69″–48″<br>NB92 280HP<br>Barclay,Curle&Co.,Gls. | | BT till ~~3,96~~ ~~2,96~~ 4,96 |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant exprès. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Croix sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **362** JQGN | **Dronning Gyda** WoodScSr<br>*Rogde* 1*Dk* | 188<br>166<br>133 | | | | 1871 | .....<br>Sweden | **Döscher&Co.** | 101·6\|22·5\|10·4<br>Q8′ | **Bergen**<br>Norwegian | C.2Cy.10½″&25″–17¼″<br>25HP<br>KristinehamnsMek.Verks.<br>Kristinehamn | |
| **363** NSQM | **Dronning Lovisa** IronScSr<br>*P.Thomsen*82–88 (*ex*DrottningLovisa)<br>1*Dk* | 626<br>327<br>384 | | | | 18$\frac{6}{77}$ | **MotalaCo.**<br>Norrköping | **ForenedeDampskibsselskab** | 200·8\|23·6\|12·4<br>19·5<br>P72*t* B57*t* F40*t* | **Copnhagn**<br>Danish<br>*WB* | C.2Cy.34″&58″–32″<br>150HP<br>MotalaCo.,Motala | |
| **364** JPDW | **Dronning Sophie** WoodScSr<br>*R.Sörböe*90–90 1*Dk*2*trB* | 476<br>403<br>279 | | | | 1873 | **J.Gran**<br>Bergen | **J.Berner,jun.** | 163·9\|24·7\|16·1<br>B51′ | **Stavanger**<br>Norwegian | C.2Cy.19½″&37″–24″<br>55HP<br>Bergens Mek.Verks.,Bgn. | |
| **365** JWHC | — SteelScSr<br>*T.Wilhelmsen* *ss*Bgn.No.3–5,89<br>*Well deck* 1*Dk*2*trB* | 363<br>273<br>248 | ✠<br>9,92 | Bgn<br>A&CP | *f* | 1878<br>6mo | **MotalaCo.**<br>Norrköping | **T.Meling** | 132·7\|23·4\|12·6<br>Q43′ B32′ F14′<br>drp90srp92 BK6½″ | **Stavanger**<br>Norwegian<br>4*BHCem* | C.2Cy.13⅝″&28¼″–20½″<br>NDB92 NB92 45HP<br>1SB,*2pf*,GS26,HS714<br>MotalaCo.,Norrköping | |
| **366** JVPQ | **Dronningen** SteelScSr<br>*E.Rostrup* | 661<br>625<br>400 | | | | 1893 | **Fevig Jernskibsbyggeri**<br>Grimstad | **ArendalsDampskibsselskab** | 186·6\|27·0\|20·1<br>B61′ | **Arendal**<br>Norwegian | T.3Cy.16½″,27″&45″–30″<br>130HP<br>Bergens mek.Verkst,Bgn | |
| **367** NWPQ | — IronPadSr<br>*N.W.Riise* 1*Dk* | 397<br>276<br>246 | | | | 1876 | **R.Dixon& Co.**<br>Middlesbro' | **ForenedeDampskibsselskab** | 182·2\|22·2\|10·5<br>P31′ B71′ | **Aarhuus**<br>Danish<br>*WB* | C.2Cy.29″&55″–48″<br>130HP<br>T.Richardson&Sons,Hpl. | |
| **368** JVHD | **Drot** SteelScSr<br>*H.Hansen*83–91 *ss*Skm.No.1-94<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*<br>*Beams,webframes&stringersIrn* | 2931<br>2274<br>1862 | ✠100A1<br>2,93 8,94<br>✠LMC4,94 | Liv<br>LA&CP<br>Skm | *t* | 1891<br>4mo | **Laxevags Maskin-& Jernskibsbyggeri**<br>Bergen | **S.M.Kuhnle&Sön**<br>*WB*=*CellD* | 313·3\|41·0\|20·4<br>P24′Q92′B132′F36′<br>drp94 BK10″<br>B268′528*t*APT35*t* | **Bergen**<br>Norwegian<br>5*BHpt Cem*<br>*&pt Asp* | T.3Cy.23″,37″&61″–42″ (*s*) 23 ″ 11<br>160lb *80lb* 220HP<br>2SB,*6cf*,GS110,HS3740<br>T.Richardson&Sons,Hpl. | |
| **369** | **Drott** IronScSr<br>*J.W.Wretman*84–94 *ss*Hpl.No.3–3,94<br>(*ex*Raleigh,*ex*Marzo,*ex*Raleigh)<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1349<br>1056<br>835 | ✠100A1<br>5,94 3,94<br>✠LMC3,94 | Hpl<br>LA&CP<br>Bly | *o* | 1881<br>8mo | **Caird&**<br>Purdie Barrow | **Ångf.AktiebGefle (P.J.Hægerstrand** *Mgr.*)<br>*WB*=*Cell DB*189′279*t* | 244·4\|34·1\|15·2<br>Q79′B65′F30′<br>drp93 drp94 BK8½″<br>*APT*28*t* | **Gefle**<br>Swedish<br>4*BHCem* | C.2Cy.26″&55″–36″ (*i*) 17 ″ 8<br>80lb 110HP s 1 ″ 8<br>2SB,*4pf*,GS77<br>WestrayCopelnd&CoBrw. | |
| **370** HPVT | **Drottning Sophia** IronScSr<br>*P.Ysberg*87–94 2*Dks*&*Shelterdk* | 606<br>345<br>491 | | | | 1875 | **Bergsunds Mek.Verkst.**<br>Stockholm | **Ångf.Akt.Bol. "SödraSverige" (J.G.Setterwall)** | 165·2\|24·2\|12·9<br>H22*t* 20·2 | **Stockholm**<br>Swedish | C.2Cy.24″&48″–27″<br>100HP<br>BergsundsMek.Vks.,Stk. | |
| **371** 92866 | **Drudge** SteelScSk<br>*V.Stephen* –91 | 438<br>403<br>278 | | | | 1887<br>6mo | **SirW.G. Armstrong Mitchell& Co.(Lim.)**<br>Newcastle | **W.D.Cruddas** | 125·0\|35·2\|12·5 | **Newcastle**<br>British | T.3Cy.12″,19½″&32″–20″<br>60HP<br>Wallsend SlipwayCo.,Nwc | |
| **372** HWMD | **Druentia** IronScSr<br>*Jaubert*83–86 2*Dks* | 1233<br>—<br>675 | | | | 1883 | **Claparède &Co.**<br>Rouen | **CompagnieFrançaise deNav.à Vap.(C.Fabre& Co.,*Mgrs.*)** | 234·9\|32·5\|21·2<br>B53′ | **Marseilles**<br>French | C.2Cy.33″&57″–41⅜″<br>195HP<br>Claparède&Co.,Rouen<br>*WB* | |
| **373** 53589 | **Druid** IronPadSr<br>1*Dk* | 239<br>221<br>166 | | | | 1856 | **Tod& McGregor**<br>Glasgow | **Government of Canada** | 160·0\|21·6\| 9·6<br>H18*t* | **Ottawa**<br>British | 2Cy.44″–52″<br>170HP<br>Tod&McGregor,Glasgow | |
| **374** KWPN | **Drumfell** SteelScSr<br>~~*O.Steidleman* 90~~ *ss*Dun.No.1–92<br>2*Dks*(*UIrn*–ws)&1*Stl*)3*trB*<br>*J.A.Taylor*94–94 | 2390<br>2282<br>1568 | ✠100A1<br>12,93<br>✠LMC1,93 | Bry<br>A&CP | *t* | 1888<br>12mo | **R.Thompson&Sons**<br>Sunderland | **S.S.DrumfellCo. (Lim.) (Gillison &Chadwick)**<br>*WB*=*CellDB*226′382*t*FPT67*t*APT8*t*<br>*WB*=*CellDB*187′118*t*12*t*FPT67*t*APT8*t* | 305·0\|39·7\|24·2<br>P26′B72′F34′<br>BK10″ | **Liverpool**<br>British<br>5*BHpt Asp*<br>*pt Cem* | T.3Cy.23½″,38″&62″–42″ (*s*) 26 ″ 10<br>160lb 220HP s 4 ″ 11<br>2DB,*8cf*,GS132<br>N.E.MarineE.Co(Lim.)Sld | |
| **375** LNHG | **Drummond** SteelScSr<br>*D.Mills* –94 *ss*Bry.No.1-94<br>2*Dks*(*UIrn*–ws&1*Stl*)3*trB* | 2832<br>2656<br>1794 | ✠100A1<br>~~7,94~~ 9,92 8,95<br>✠LMC1,~~00~~ 3,94 | Lon<br>A&CP<br>Bry | *u* | 1890<br>1mo | **R.Thompson&Sons**<br>Sunderland | **S.S.DrummondCo. (Lim.) (Gillison& Chadwick)**<br>*WB*=*CellDB*264′528*tFP* | 325·0\|42·1\|24·7<br>P27′B78′F38′<br>BK10″ | **Liverpool**<br>British<br>5*BHCem* | T.3Cy.24½″,40″&66″–45″ (*s*) 27 ″ 3<br>160lb *80lb* 250HP s 5 ″ 4<br>2DB,*8cf*,GS142,HS4640<br>J.Dickinson,Sunderland | |
| **376** WCGQ | **Drummond Castle** IronScBg<br>*J.B.Harrison* –93 *ss*Lon.No.3–3,93<br>3*Dks*(2*Irn*&1*ptIrn–Uws*)<br>*Elec.light* | 3663<br>3537<br>2352 | ✠100A1<br>9,94 ~~4,04~~<br>✠NB10,87 ✠LMC3,93 | Lon<br>LA&CP | *w* | 1881<br>2mo | **J.Elder& C**<br>Glasgow | **D.Currie&Co.** | 365·0\|43·5\|31·3<br>B96′F48′<br>BK11″<br>*WB*=*DBa*40′160*t* | **London**<br>British<br>8*BHCem* | T.3Cy.33″,55″&88″–57″ (*o*)<br>150lb *80lb* NDB87 600HP<br>3DB,*12cf*,GS234<br>*Tpd*87T Richrdsn&SnsHpl | 32 ″ 7 |
| **377** KCWB | **Dryden** IronScSr<br>~~*Graham*79–85~~ 2*Dks*(1*Irn*&1*ptIrn*-ws)<br>*R.Graham*79–85,, *ss*Liv.No.2-94 3*trB*<br>*Now named "Menemsha," See No. 62 in Supplement.* | 2743<br>2558<br>1724 | 100A1<br>7,94<br>LMC7,94 | Liv<br>LA&CP | *u* | 1885<br>7mo | **A.Leslie& Co.**<br>Newcastle | **Liv.Brazil&River PlateStm.Nav. Co.(Lim.)(Lamport&Holt *Mgrs.*)** | 310·6\|38·8\|27·0<br>~~P79*t*~~ ~~F35*t*~~ BK10″<br>P36′B68′F42′<br>*WB*=*DB*80′170*t* | **Liverpool**<br>British<br>6*BHCem*<br>*&Eg*B54′180 | C.2Cy.35″&70″–48″<br>90lb *70lb* (*s*) 300HP s 5 ″ 6<br>R.&W.Hawthorn,Nwc.<br>2DB,*8pf*,GS154,HS5114 | 28 ″ 4 |
| **378** ~~36054~~ LGQW | ~~*Dryfesdale*~~ SteelScSr<br>~~*J.Stewart*~~ *ss*Ant.No.1–94<br>2*Dks*(*Irn–Uws*)3*trB* | 2400<br>2167<br>1574 | ✠100A1<br>1,94<br>✠LMC1,94 | Ant<br>LA&CP | *t* | 1889<br>4mo | **C.Connell &Co.**<br>Glasgow | **R.Mackill&Co.** NisaburoHiroumi | 300·0\|40·0\|23·7<br>P44′B68′F36′<br>BK10″<br>*WB*=*Cell DB*236′498*t* | ~~**Glasgow**~~<br>~~British~~<br>6*BHCem*<br>OsakaJapanese | T.3Cy.23″,37″&60″–42″ (*s*) 26 ″ 5<br>160lb 280HP<br>2DB,*8cf*,GS140<br>D.Rowan&Son,Glasgow | |
| **379** RVTK | **Duart Castle** IronScBg<br>*C.Seeley*92–92 *ss*Lon.No.3–5,91<br>(*ex*Adjutant) 3*Dks*(1*Irn*) | 1839<br>1799<br>1180 | ✠100A1<br>~~10,93~~ 12,94<br>BS12,94 LMC12,93 | Hfx<br>A&CP | *s* | 1878<br>7mo | **Barclay, Curle&Co.**<br>Glasgow | **Pickford&Black** | 301·5\|33·2\|25·1<br>F22′<br>BK10″ | **London**<br>British<br>5*BHCem* | C.2Cy.36″&63″–45″ (*i*)<br>70lb *50lb* NDB91 230HP<br>2SB,*8pf*,GS110<br>Barclay,Curle&Co.,Gls. | |
| **380** NMPS | **Dubbeldam**<br>*A.Potjer*89–93<br>*Elec.light* 2*Dks*(*UStl*–ws)3*trB* | 2700<br>2204<br>1749 | ✠100A1<br>8,93<br>✠LM | Rot<br>LA&CP | *t* | 1891<br>8mo | **Bonn& Mees**<br>Rotterdam | **Nederl.-Amerik. Stoomv.Maats.** | 329·1\|40·3\|22·4<br>P96′H96′F49′<br>BK10″<br>*WB*=*Cell* | **Rottrdam**<br>Dutch<br>8*BHCem*<br>*DB*216′320*t* | T.3Cy.28¾″,46½″&74″–51″<br>160lb 75*lb* (*k*) 450HP<br>2DB,*12rf*,GS234 FD<br>Ned.Stoomb.My.Etablis.<br>Feyenoord,Rotterdam | 25 ″ 0 |
| **381** HFQM | **Dubrovnik** SteelScSr<br>~~*P.Melchiore* –92~~ *G.Cvitanich* –93<br>*Well deck* 1*Dk*(*ptStl*) | 481<br>347<br>235 | ✠100A1<br>9,92<br>✠LMC9,92 | Trn<br>LA&CP | *h* | 1892<br>9mo | **AilsaShipbuildingCo.**<br>Troon | ~~**ConsorzioVapore Dubrovnik**~~<br>Consorzio diNav a VapRagusea (T.Cossovich *Mgr*) | 170·0\|25·0\|11·5<br>P40′B64′F30′<br>BK7″<br>*WB*=*FPT* | **Ragusa**<br>Aust.-Hung.<br>4*BHCem*<br>20*t APT*18*t* | T.3Cy.16″,26″&40″–30″ (*s*) 12 ″ 0<br>160lb *80lb* 99HP s ″ 11<br>1SB,*3cf*,GS50,HS1673<br>Dunsmuir&Jackson,Gls. | |
| **382** HWND | **Duc-de-Bragance** SteelScSr<br>*Bargilliat* 1*Dk*&*Spardk*&3*trB*<br>*Elec.light* | 2096<br>—<br>786 | | | | 1889 | **Cie.Générl. Trnsatlntq.**<br>St.Nazaire | **Cie.Générale Transatlantique** | 334·6\|34·7\|16·8<br>F46′ 24·1 | **Marseilles**<br>French | T.3Cy.33″,49″&78″–49″<br>850HP<br>Cie.Gén.Trans.,St.Nazaire | |

| 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. (✠ for Special Survey. Date of last Survey.) | 6 Port of Survey. | 7 Years Assigned. now xpired. Equipment Letter. | 8 Built. When. Ship. / Engines | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ica di Galliera** SteelSc<br>*L.Ballestrini*85–91 (*ex*Oaxaca)<br>*c.light* 2*Dks*(1*Stl*)&*Spardk*(*Stl*–ws) | 4304<br>3761<br>2841 | | | … | 1883<br>12mo | R.Napier&Sons<br>Glasgow | LaVeloceNav.Italiana | 400·0<br>F46′ | 44·0 | 23·1<br>31·6 | Genoa<br>Italian<br>*WB* | T.3Cy.40″,64″&92″–60″<br>1000H<br>R.Napier&Sons,Glasgow | 24 ″ 4 | I |
| **ichess** IronScSr<br>*H.Ingram* *ss*Shl.No2–93<br>*ll deck* 1*Dk*(*Irn*)2*trB* | 1430<br>1180<br>920 | ✠100A1<br>~~6,94~~ ~~1,94~~ 2,95<br>~~BS4,94~~ | Shl<br>A&CP<br>✠LMC1,93<br>Bly | *o* | 1883<br>11mo | E.Withy&Co.<br>WHartlepool | G.B.Harland&Co. | 245·5<br>Q94′B57′F31′ | 34·0 | 17·3<br>BK8½″<br>*WB*=*DBa* | W.Hartlpl<br>British<br>4*BHCem*<br>71*f*88′284*t* | C.2Cy.30″&57″–33″ (*b*)<br>75lb *55lb* 130H<br>T.Richardson&Sons,Hpl. | 18 ″ 6<br>s 1 ″ 7½ | |
| **SteelPadSkTug**<br>*G.S.Walton*93–93 1*Dk* | 104<br>104<br>12 | ✠<br>*For Tug purposes*<br>5,86 ✠ | Nwc | | 1885<br>9mo | J.Lawson&Co.<br>S.Shields | T.D.Hall | 96·0<br>B53′ | 18·1 | 9·0 | N.Shields<br>British<br>3*BHCem* | L.1Cy.32½″–50″<br>42H<br>R.B.Findley&Sons,N.Shl. | 9 ″ 4 | |
| **ichess of Albany** SteelPadSp<br>*C.J.Gubbey* –90 1*Dk* | 256<br>226<br>102 | | | | 1889 | Scott&Co.<br>Greenock | L.&S.W.&L.B.&S.C.Ry.Cos. | 170·4<br>B53′ | 22·1 | 8·5 | Portsmth<br>British | C.D.2Cy.23″&54″–54″<br>130H<br>Scott&Co.,Greenock | | BT till 5,95 |
| **ichess of Connaught** SteelPadSr | 342<br>292<br>149 | | | … | 1884<br>4mo | Aitken&Mansel<br>Glasgow | L.&S.W.&L.B.&S.C.Ry.Cos. | 190·6 | 26·1 | 8·8 | Portsmth<br>British | C.D.2Cy.32″&55″–60″<br>200H<br>J.&J.Thomson,Glasgow | 9 ″ 5 | BT till ~~2,96~~ 2,98 |
| **ichess of Cornwall** SteelScSr<br>*F.R.Chellew* –92 *ss*Cff.No.1–93<br>*ll deck* 1*Dk Stl&Webframes* | 1720<br>1295<br>1080 | ✠100A1<br>2,95~~2,94~~ | Cff<br>A&CP<br>✠LMC6,93 | *q* | 1889<br>5mo | W.Gray&Co.(Lim.)<br>WHartlepool | Duchess of Cornwall S.S.Co.Ld.<br>(J.&R.B.Chellew)<br>*WB*=*DBa* 82′*f* 100′ 378*t* | 260·5<br>P27′Q80′B104′<br>F25′ | 36·6<br>BK9″ | 18·3<br>4*BHCem*<br>*APT*15*t* | Falmouth<br>British | T.3Cy.19″,30½″&51″–36″ (*s*)<br>150lb *75lb* 150H<br>2SB,*4rf*,GS133<br>Cent.Mar.E.Wks.,W.Hpl. | 19 ″ 5<br>s 1 ″ 6 | |
| **ichess of Devon-hire** SteelPadSr<br>1*Dk*<br>*J.P.Putt* –92 | 221<br>185<br>85 | | | | 1891 | R.&H.Green<br>London | DevonS.S.Co(Lim) | 170·0<br>B84′ | 20·0 | 8·1 | Exeter<br>British | C.D.2Cy.22½″&45″–36″<br>385H<br>J.Penn&Sons(Lim.),Lon. | | BT till 11,94 |
| **ichess of Edinburgh** SteelPadSr | 342<br>292<br>149 | | | … | 1884<br>4mo | Aitken&Mansel<br>Glasgow | L.&S.W.&L.B.&S.C.Ry.Cos. | 190·6 | 26·1 | 8·8 | Portsmth<br>British | C.D.2Cy.32″&55″–60″<br>200H<br>J.&J.Thomson,Glasgow | 9 ″ 5 | BT till ~~12,94~~ 12,95 |
| **ichess of Fife** SteelScSr<br>*J.B.Leask* –93 *ss*Abn.No.1–94<br>*ll deck* 1*Dk*(*Irn*) | 671<br>507<br>420 | ✠100A1<br>~~10,94~~ ~~4,94~~ 4,95<br>✠LMC4,94 | Abn<br>LA&CP | *j* | 1890<br>4mo | HallRussell&Co.<br>Aberdeen | AberdeenLime Co. | 190·4<br>Q57′B49′F23′<br>*WB*=*DB* | 28·4<br>BK6½″ | 10·7<br>5*BHCem*<br>33′*f*44′180*t* | Aberdeen<br>British | C.2Cy.25″&47″–30″ (*s*)<br>100lb *80lb* 95H<br>1SB,*3pf*,GS50,HS1522<br>Hall,Russell&Co.,Abn. | 14 ″ 1<br>s 1 ″ 2½ | |
| **ichess of Hamilton** SteelPadSk<br>*R.Morrison* –90<br>*c. light* 2*Dks* | 553<br>472<br>201 | | | | 1890 | WDenny&Bros.<br>Dumbarton | CaledonianSteam PacketCo.(Lim.) | 250·0<br>H50*t* | 30·1 | 10·0 | Glasgow<br>British | C.D.2Cy.34½″&60″–60″<br>266H<br>Denny&Co.,Dumbarton | | BT till ~~1,96~~ 10,98 |
| **ichess of Marl-borough** IronSc3MstSr<br>(*ex*Howard) 1*Dk*<br>*J.W.Dickinson*87–87 *ss*Lon.No.3–8,85<br>*ll deck* *ss*Sld.No.2–93 | 402<br>309<br>223 | ✠90A1<br>9,93<br>✠NB8,85 | Sld<br>A&CP<br>LMC9,93 | *g* | 1874<br>12mo | BarrowS.B.Co.(Lim.)<br>Barrow | WestIndia&PanamaTel.Co.(Lim.) | 172·0<br>Q47′B31 F48′<br>ptND91srp93 | 23·0<br>BK9″ | 12·5<br>3*BHCem* | London<br>British | C.2Cy.22″&38″–32″ (*i*)<br>75lb *50lb* 80H<br>1SB,*3pf*,GS54<br>BarrowS.B.Co.(Lim.),Brw. | 13 ″ 4<br>s 1 ″ 5 | |
| **ichess of Roxburghe** IronScSr<br>~~*J.Stewart* –94~~ *ss*Lth.No.3–1,92<br>Nicolaus) 1*Dk*(*Irn*)&*Webframes*<br>*ll deck* *P.S.Reddie* –95<br>*c.light* | 2113<br>1596<br>1334 | ✠100A1<br>3,95 ~~2,94~~<br>✠NB11,88 | Gls<br>A&CP<br>LMC~~1,99~~ 3,95 | *r* | 1888<br>11mo | Laxevaags-maskin&jernskibs-byggeri<br>Bergen | T.C.Glover (Maclay&McIntyre,*Mgrs.*) | 279·1<br>P138*t*B298*t*F52*t* | 36·8<br>BK9½″<br>*WB*=*Cell* | 19·4<br>5*BHCem*<br>*DB*208′400<br>*APT*85*t* | Leith<br>British | T.4Cy.(2)15¼″,32″&62″–36″<br>150lb *70lb* 180H<br>2SB,*4cf*,GS82<br>*Tpd*88,Laxevaagsmaskin&jernskibsbyggeri,Bergen | 21 ″ 11<br>s 2 ″ 1 | |
| **ichess of** IronTwinScSr<br>Sutherland *Haldane*76– 2*Dks* | 848<br>761<br>180 | ✠<br>8,69 | Nwc | Lv | 1869<br>6mo | A.Leslie&Co.<br>Newcastle | London&N.W.RailwayCo. | 251·0<br>P111*t* | 30·1 | 14·4 | Dublin<br>British<br>4*BH* | T.6Cy.16½″,26″&41″–30″<br>NE&B88 260H<br>LairdBros.,Birkenhead | | BT till ~~11,94~~ 10,95 |
| **ichess of York** IronScK<br>1*Dk* | 150<br>140<br>58 | ✠100A1<br>*Stm Trawler*<br>10,94~~1,93~~ | Hul<br>LA&CP<br>✠LMC11,93 | | 1893<br>11mo | Cook,Welton&Gemmell<br>Hull | E.Brown (R.Simpson,*Mgr*) | 101·1<br>Q22′ | 20·8<br>BK7½″ | 11·0<br>3*BHCem* | Hull<br>British | C.2Cy.16″&33″–22″ (*s*)<br>100lb 45H<br>1SB,*2pf*,GS30<br>Bailey&Leetham,Hull | 11 ″ 10 | |
| **chessa di Genova** SteelScBk<br>*T.Mascazzini*86–88 (*ex*Mexico)<br>2*Dks*(1*Stl*)*Spardk*(*Stl*–ws)<br>*c.light* | 4304<br>3772<br>2793 | | | … | 1884<br>2mo | R.Napier&Sons<br>Glasgow | LaVeloceNav.Italiana | 400·0<br>F46′ | 44·0 | 23·1<br>31·6 | Genoa<br>Italian | T.3Cy.40″,64″&92″–60″<br>1000H<br>R.Napier&Sons,Glasgow<br>*WB* | 24 ″ 4 | I |
| **ckenfield** SteelTwinScSr<br>*G.Tait*<br>*ll deck* 1*Dk*(*Stl*)2*trB*<br>*c.light* *ss*Syd.No.1–94 | 912<br>726<br>552 | ✠100A1<br>~~6,94~~ ~~6,99~~ 12,94<br>✠LMC6,~~99~~ 3,94<br>~~Syd~~ Mel | Cly<br>LA&CP | *m* | 1890<br>6mo | Fleming&Ferguson<br>Paisley | J.&A.Brown | 220·0<br>Q109′B22′F24′<br>*WB*=*DBa*57′*f* | 31·0<br>BK8″ | 13·1<br>6*BHCem*<br>42′*APT*28*t* | Newcastle N.S.W.<br>British<br>*uE&B*31′140*t FPT* | Q.4Cy.13″,18″,25″&36″–29″<br>200lb ~~80lb~~ (*s*) 150H<br>2SB,*6rf*,GS92 *75lb*<br>Fleming&Ferguson,Psy. | 15 ″ 6<br>s 1 ″ 6½<br>w1 ″ 8 | |
| **co** SteelScSrTug<br>*L.Jones* 1*Dk* | 130<br>125<br>26 | ✠100A1<br>9,92<br>✠LMC5,92 | Gls<br>LA&CP | *b* | 1892<br>5mo | Mackie&Thomson<br>Glasgow | J.H.Williams | 101·0<br>F19′<br>drp92 | 20·9<br>BK7½″ | 10·5<br>4*BHCem* | Wellingtn, N.Z.<br>British | T.3Cy.13″,21½″&34″–27″ (*s*)<br>160lb 60H<br>1SB,*3rf*,GS60,HS1104<br>Muir&Houston,Glasgow | 11 ″ 0 | |
| **ddon** IronScSr<br>*I.Mills* –94 ~~*ss*Liv.No.2–90~~<br>*ll deck* 1*Dk*<br>*ss*Mpt.No.3–2,95 | 335<br>260<br>147 | ✠100A1<br>~~4,93~~ 2,95<br>✠NB12,89 ✠LMC~~2,99~~ 2,95<br>Mpt | Brw<br>LA&CP | *e* | 1882<br>10mo | R.Smith<br>Preston | G.Nelson(Burnyeat,Dalzell&Co.,*Mgrs.*) | 144·7<br>Q79′B10′F19′<br>~~drp92&98~~ | 23·1<br>*WB*=*DBa* | 10·6<br>3*BHCem*<br>28′*f*54′80*t* | Whitehvn<br>British | C.2Cy.~~17~~″&34″–24″ (*s*)<br>100lb ~~45lb~~ NDB82 60H<br>1SB,*2f*,GS30 *35lb*<br>R.Smith,Preston | 11 ″ 2<br>~~1 ″ 1½~~<br>s ″11 | |
| **IronPadSp** | 107<br>106<br>27 | | | | 1866 | Harland&Wolff<br>Belfast | W.J.Barratt | 94·4 | 18·1 | 9·3 | Liverpool<br>British | L.2Cy.27½″–46″<br>50H<br>G.K.Stothert&Co.,Bristol | | |
| **esternbrook** IronScSr<br>*2.Wallis*93–92 1*Dk*2*trB* | 619<br>366<br>432 | | | | 1882 | G.Howaldt<br>Kiel | Nord-Ostsee-Rhederei | 176·1<br>B40′ | 25·1 | 15·7 | Hamburg<br>German<br>*WB* | C.2Cy.23″&37½″–27″<br>70H<br>G.Howaldt,Kiel | | V |
| **fferin** SteelPad<br>*c.light* | 1033<br>1033<br>650 | | | | 1886 | W.Denny&Bros.<br>Dumbarton | IrrawaddyFlotilla Co.(Lim.) | 310·0 | 40·1 | 11·7 | Glasgow<br>British | C.D.2Cy.37½″&65″–72″<br>375H<br>Denny&Co.,Dumbarton | | |
| **ffield** SteelSc3MstSr<br>*L.Lowe*88–94 1*Dk*(*Stl*)c<br>*c.light* *Spardk*(*Irn*)&*Webframes* | 3767<br>3451<br>2456 | ✠100A1<br>*Spardk*<br>~~7,94~~ ~~4,94~~<br>*Carrying Petroleum in bulk*<br>3,95 | Nwc<br>LA&CP<br>✠LMC1,94<br>Shl | *w* | 1894<br>1mo | TyneIron Shipbuilding Co.(Lim.)<br>Newcastle | NorthernPetroleumTankS.S.Co.(Lim.)(Hunting&Son,*Mgrs.*) | 340·0<br>P81′B38′F35′<br>*WB*=*Cell*<br>*DB*68′188*t FPT* | 44·2<br>29·1<br>FK | 22·1<br>14*BHCem*<br>112*t APT*80*t* | Newcastle<br>British | T.3Cy.25½″,41″&68″–48″ (*s*)<br>160lb 265Hps<br>3SB,*9rf*,GS150,HS5667<br>WlsndSlipy&E.C.(L)Nwc. | 23 ″ 4<br>s 6 ″ 6½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. / Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 405<br>94132 | Dugong | IronScCtr<br>1*Dk* | 260<br>260<br>177 | | | | 1878 | J.Walker&Co.<br>Maryborough | Government of Queensland | 135·3 | 23·1 | 10·3 | Brisbane<br>British | C.2Cy.18″&33″–20″<br>47H<br>J.Walker&Co.,Maryboro' | |
| 406 | Duguay Trouin<br>*Henon*84–84 | WoodPad<br>1*Dk* | 145<br>—<br>45 | | | | 1886 | F.Gautier<br>St. Malo | Fichet&Co. | 95·8<br>B20′ | 16·2 | 6·9 | St.Malo<br>French | C.2Cy.17¾″&28½″–35½″<br>35H<br>Normand,Havre | |
| 407<br>NMQB | Duitschland<br>*T.M.Lucas* | SteelPadSr<br>1*Dk*&*Awngdk* | 1653<br>1542<br>870 | | | | 1886<br>12mo | Fairfield S.&E.Co.(Lim)<br>Glasgow | Stoomv.Maats.<br>"Zeeland" | 286·5<br>FK | 35·3 | 22·9 | Flushing<br>Dutch | C.O.2Cy.60″&104″–84″<br>600H<br>FairfieldS.&E.Co.(Ld),Gls | 17 ″ 0 |
| 408<br>68419<br>MBFD | Duke of Argyll<br>*W.L.Prentice*86–86 | IronSc4MstBk | 3159<br>2931<br>2457 | | | | 1873<br>2mo | R.Duncan&Co.<br>Port Glasgow | EasternS.S.Co.(Lim.)<br>(J.B.Westray&Co., *Mgrs.*) | 379·8 | 38·3 | 28·5 | Barrow<br>British | T.3Cy.25″,42″&68½″–48″<br>NE&B91 400H<br>J.Howden&Co.,Glasgow | |
| 409<br>67767 | —<br>*J.O'Flaherty*70–78 | IronPadSr | 809<br>697<br>361 | | | | 1873 | R.Duncan&Co.<br>Port Glasgow | Dublin&Glasgow Sailing&Steam PacketCo. | 250·0<br>F28*t* | 29·2 | 15·1 | Dublin<br>British | C.O.2Cy.42″&78″–84″<br>NB81 300H<br>*Cmp.*81A.&J.Inglis,Gls. | |
| 410<br>76899<~~THCB~~><br>TKCB | Duke of Buckingham<br>*J.G.Groombridge*89–89<br>3*Dks* | ~~IronSc~~<br>IronSc3MstSr | 3134<br>2954<br>~~2020~~<br>1993 | | | | 1880<br>3mo | BarrowSB Co.(Lim.)<br>Barrow | EasternSteam ShipCo.(Lim.)<br>(J.B.Westray&Co.,*Mgrs.*) | 384·0<br>P52′ | 38·3 | 28·5 | Barrow<br>British<br>*Tpd*94 | T.3Cy.26″,42″&80″–48″<br>NB94 400H<br>~~BarrowS.B.Co.(Lim.)Brw.~~<br>WighamRichardson&Co.,Nwc | |
| 411<br>89707 | Duke of Clarence<br>*J.Cook* –92 | SteelTwinScSr<br>2*Dks* | 1489<br>1040<br>531 | | | | 1892 | Laird Bros.<br>Birkenhead | Lan.&Yorks.&London&N.W. RailwayCos. | 312·5<br>P75′ B128′ F72′ | 36·2 | 15·9 | Fleetwood<br>British | T.6Cy.22″,34″&51″–33″<br>500H<br>LairdBros.,Birkenhead | |
| 412<br>73746<br>KPMJ | Duke of Connaught<br>(*BROKEN UP, 94*)<br>*T.W.Gwyther*87–87 | IronPadSr | 1122<br>879<br>527 | | | | 1875<br>7mo | BarrowSB Co.(Lim.)<br>Barrow | S.Galbraith | 267·5<br>P138*t* | 30·2 | 15·7 | Fleetwood<br>British | C.D.4Cy.34″&64″–72″<br>400H<br>BarrowS.B.Co.(Lim.)Brw. | 17 ″ 0 |
| 413<br>92237<br>KSCP | Duke of Cornwall<br>*T.Hodge*91–93<br>*Well deck* | SteelScSr<br>*ss*Cff.No.1–92<br>1*Dk*(*Stl*)&*Webframes* | 1718<br>1293<br>1090 | ✠100A1<br>10,94 ~~12,02~~<br>~~DS10,94~~<br>✠LMC4,92 | Bry<br>A&CP<br>Cff | *q* | 1888<br>6mo | W.Gray&Co.<br>W Hartlepool | Duke ofCornwall S.S.Co.(Lim.)<br>(J.&R.B.Chellew) | 260·5<br>P27′Q80′B104′<br>F25′ BK9″<br>*WB*=*DB*82′*f*100′378*t* | 36·6 | 18·2 | Falmouth<br>British | T.3Cy.19″,30½″&51″–36″ (*s*)<br>150lb *75lb* 150H<br>2SB,*4cf*,GS133<br>CntrlMarineEng.Co WHpl | 19 ″ 3<br>s 1 ″ 6 |
| 414<br>68222<br>WSLH | Duke of Devonshire<br>*D.C.Long*82–82 | IronSc4MstBk | 3257<br>2918<br>2482 | | | | 1873<br>6mo | BarrowSB Co.(Lim.)<br>Barrow | EasternSteam ShipCo.(Lim.)<br>(J.B.Westray&Co.,*Mgrs.*) | 379·8 | 38·3 | 28·5 | Barrow<br>British | T.3Cy.25″,42″&68½″–48″<br>NE&B92 278H<br>Denny&Co.,Dumbarton | |
| 415<br>68707 | Duke of Edinburgh<br>*T.Keating* –94 | IronScSr<br>1*Dk* | 123<br>123<br>74 | | | | 1874 | Humphrey Pearson&Co.(Lim.)<br>Hull | J.MacCousland | 114·5<br>len81 | 19·9 | 8·2 | Hull<br>British | C.2Cy.15″&30″–15″<br>25H<br>Humphrey,Pearson&Co.(Lim.),Hull | |
| 416<br>63444 | —<br>(*ex*Craigrownie) | IronPad | 123<br>123<br>68 | | | | 1870 | R.Duncan&Co.<br>Pt.Glasgow | VictoriaSteam-boat Association (Lim.) | 175·0 | 17·1 | 6·8 | London<br>British | O.2Cy.28″–44″<br>NB77 70H<br>Rankin&Blackmore,Grk. | |
| 417<br>99745 | Duke of Fife<br>*J.Cunniam*70–92<br>*Elec.light* | SteelScSr<br>2*Dks*(*UStl*-ws) | 997<br>753<br>290 | ✠100A1<br>9,94 ~~11,03~~<br>✠LMC4,92 | Gls<br>LA&CP<br>Cff | *n* | 1892<br>4mo | AilsaSBCo<br>Troon | Dublin&Glasgow Sailing&Steam PacketCo. | 244·0<br>P59′B88′F59′<br>– BK8″ | 31·8 | 15·5 | Dublin<br>British | T.3Cy.26″,41″&66″–42″ (*s*)<br>160lb *80lb* 332H<br>2DB,*12cf*,GS222,HS5741<br>Dunsmuir&Jackson,Gls. | 16 ″ 1<br>s 2 ″ 2 |
| 418<br>58426 | Duke of Leinster<br>*J.O'Flaherty* –93 | IronPadSr | 775<br>662<br>350 | | | | 1870 | R.Duncan&Co.<br>Pt.Glasgow | Dublin&Glasgow Sailing&Steam PacketCo. | 250·0<br>F26*t* | 29·2 | 15·0 | Dublin<br>British | C.O.2Cy.42″&72″–84″<br>NE&B80 529H<br>A.&J.Inglis,Glasgow | |
| 419<br>98892<br>MBST | Duke of Portland<br>~~*G.Wilson* –93~~ *J.Crichton*84–95<br>*Well deck* | SteelScSr<br>1*Dk*(*Stl*)&*Webframes*<br>*ss*Trn.No.1-95 | 1533<br>1144<br>972 | ✠100A1<br>~~9,02~~ 4,95<br>✠LMC~~2,94~~ 3,95 | Trn<br>A&CP<br>Ard | *p* | 1891<br>2mo | Grngemth DockydCo.<br>Grangemuth | J.&A.Wyllie | 248·0<br>P&B150′F27′<br>BK9″<br>*WB*=*CellDB*201′ | 34·2 | 16·7 | London<br>British<br>354*t* | T.3Cy.19″,31″&50″–36″ (*a*)<br>160lb *80lb* 150H<br>2SB,*4rf*,GS72<br>*4BHCem*<br>*FPT*70*t* Hutson&Corbett,Glasgow | 19 ″ 1<br>s 2 ″ 0 |
| 420<br>68220<br>MGPC | Duke of Sutherland<br>*C.Whymper* –91 | IronSc4MstBk | 3217<br>2931<br>2492 | | | | 1873<br>4mo | R.Duncan&Co.<br>Pt.Glasgow | EasternSteam ShipCo.(Lim.)<br>(J.B.Westray&Co.,*Mgrs.*) | 379·8 | 38·3 | 28·5 | Barrow<br>British | T.3Cy.25″,42″&68½″–48″<br>NE&B93 278H<br>Denny&Co.,Dumbarton | |
| 421<br>83982<br>WKQH | Duke of West-minster<br>*J.S.Cox*74–89 | SteelSc4MstSr | 3726<br>3426<br>2427 | | | | 1882<br>4mo | BarrowSB Co.(Lim.)<br>Barrow | EasternSteam ShipCo.(Lim.)<br>(J.B.Westray&Co.,*Mgrs.*) | 400·0<br>H300*t* | 40·3 | 28·7 | Barrow<br>British | C.2Cy.43″&86″–54″<br>450H<br>BarrowS.B.Co.(Lim.)Brw. | |
| 422<br>99142<br>MRCN | Duke of York<br>~~*R.H.Tindall*~~ 92–92 *Hunter*<br>1*Dk*(*ptStlptIrn*)2*trB*&*Webframes*<br>&*ptAwngdk*(*Irn*) | SteelScSr | 3026<br>2330<br>1973 | ✠100A1<br>*pt Awng dk with freeboard*<br>~~11,98~~ 11,94<br>✠LMC7,92 | Bry<br>A&CP<br>Cff | *u* | 1892<br>7mo | SirR Dixon&Co.<br>Middlesbro' | RobinsonBros. | 319·5<br>P29′Q96′<br>*WB*=*CellDB* 252′ 595*t* | 41·1 | 21·5<br>FK | Whitby<br>British | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *80lb* 220H<br>*6BHCem*<br>*APT*152*t* 2SB,*6cf*,GS120,HS4127<br>Blair&Co.(Lim.),Stockton | 24 ″ 0<br>s 9 ″ 6 |
| 423<br>104233<br>NJVG | —<br>*J.Cook* –94 | SteelTwinScSr<br>2*Dks* | 1531<br>1112<br>457 | | | | 1894 | W.Denny&Bros.<br>Dumbarton | L.&Y.andL.&N.W. JointRy.Cos. | 310·2<br>P76′ B126′ F70′ | 37·0 | 16·0<br>*WB* | Fleetwood<br>British | T.6Cy.23″,35½″&53″–33″<br>Denny&Co.,Dumbarton | |
| 424<br>102922 | — | IronScK<br>1*Dk* | 150<br>139<br>58 | ✠100A1<br>*Stm Trawler*<br>9,93<br>✠LMC9,93 | Hul<br>LA&CP | | 1893<br>9mo | Cook, Welton&Gemmell<br>Hull | R.Simpson | 100·8<br>Q22′ | 20·7 | 11·0<br>BK7½″ | Hull<br>British | C.2Cy.16″&33″–22″ (*s*)<br>100lb 45H<br>*3BHCem*<br>1SB,*2pf*,GS31<br>Bailey&Leetham,Hull | 11 ″ 10 |
| 425<br>102801 | Dulwich<br>*R.M.Cox*84–93<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB* | SteelScSr | 3276<br>3061<br>2111 | ✠100A1<br>*Spar dk*<br>12,94 ~~2,94~~ 1,94<br>✠LMC10,93 | Cff<br>LA&CP<br>Liv | *v* | 1893<br>10mo | Ropner&Son<br>Stockton | BritainSteamship Co.(Lim.)<br>(Watts,Watts&Co.,*Mgrs.*) | 330·0<br>P25′B64′F39′<br>*WB*=*CellDB*264′ | 43·0 | 18·5<br>26·3<br>BK10″ | London<br>British<br>554*t* | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *90lb* 300H<br>*5BHCem*<br>*APT*146*t* 2SB,*6cf*,GS118,HS4200<br>Blair&Co.(Lim.),Stockton | 21 ″ 0<br>s 6 ″ 5½ |
| 426<br>98337 | Dumbarton<br>*Nelson* | SteelTwinScSp<br>2*Dks* | 172<br>166<br>80 | | | | 1891 | W.Denny&Bros.<br>Dumbarton | G.Dickson | 111·0 | 22·0 | 9·3 | Calcutta<br>British | C.2Cy.20″&38″–24″<br>75H<br>W.Denny&Bros.,Dmb. | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of Build. Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 427 Dumra 102894 | Steel Sc Sr<br>G.P.Withers 88-94 2 Dks (UStl-ws)<br>Elec. light & Awng. dk (Teak) | 1695<br>1632<br>752-785 | ✠100A1 Awng dk with freeboard<br>8,94 LA&CP Bom<br>(Class Contemplated) ✠LMC8,94 | Gls | r | 1894<br>6mo | A.&J. Inglis Glasgow | British India Steam Navigation Co. (Lim.) | 275·0 \| 35·0 \| 17·8<br>25·3<br>BK 9″<br>WB = DBa 54′ 103t | Glasgow<br>British | T.3Cy.28½″,46″&74″–48″<br>165lb 75lb (s) 500HP<br>2DB,12rf,GS226,HS6534<br>A.&J.Inglis,Glasgow | 19 ″ 0<br>s 9 ″ 1 | BT till 4,95 |
| 428 Düna 85 MBHW | Iron Sc Sr<br>Buswerth 1 Dk 2 tr B | 556<br>—<br>447 | | | | 1868 | Randolph, Elder & Co. Glasgow | Rigaer-Dampfschifffahrts Ges. | 181·2 \| 26·3 \| 17·6<br>WB | Riga<br>Russian | C.2Cy.23″&40″–21″<br>80HP<br>Randolph,Elder&Co.,Gls. | | V |
| 429 Dunaj 324 JQWG | Iron Sc Sr<br>1 Dk | 546<br>—<br>410 | | | | 1871 | Samuda Bros. London | Russian Steam Navigation & Trading Co. | 215·0 \| 29·0 \| 9·7 | Odessa<br>Russian | C.2Cy.23″&41″–24″<br>60HP<br>Penn&Sons,London | | |
| 430 Dunara Castle 70319 | Iron Sc Sr<br>C.McKinnon –91 | 423<br>339<br>203 | | | | 1875 | Blackwood & Gordon Pt.Glasgow | M.Orme | 180·4 \| 24·5 \| 12·5<br>P 70t | Pt Glasgow<br>British | C.2Cy.30″&52″–30″<br>NB94 130HP<br>Cmp.82Blkwd&GrdnP.Gl. | | BT till 3,96 |
| 431 Dunbar 70251 LBQT | Iron Sc<br>Porrett –89 ss Cff. No.3–3,86<br>ss Cff. No.1–30 2-94<br>(ex Peer of the Realm) 2 Dks (Irn) 3 tr B | 1774<br>1717<br>1127 | ✠90A1<br>12,94 3,94<br>✠NB10,90 LMC10,90 3,94 | Cff<br>A&CP | r | 1876<br>2mo | W Doxford & Sons Sunderland | J.&M.Gunn&Co. | 280·2 \| 34·0 \| 24·0<br>B31′F16′<br>BK 9½″<br>WB = DBa 64′ 74t | London<br>British | C.2Cy.25″&51½″–42″ (s)<br>90lb 80lb NDB90 170HP<br>2SB.6pf,GS576,HS2968<br>R.Stephenson&Co.,Nwc. | 25 ″ 4<br>s 4 ″ 8½ | |
| 432 Dunbar Castle 87166 JBKL | Iron Sc Bg<br>R.Winder –98 ss Lon. No.2–92<br>D.Wallace –94 3 Dks (UIrn-ws) | 2608<br>2506<br>1691 | ✠100A1<br>8,94<br>BS11,92 ✠LMC8,91<br>12,93 | Lon<br>LA&CP | u | 1883<br>8mo | Barclay, Curle&Co. Glasgow | D.Currie&Co. | 335·0 \| 38·2 \| 27·2<br>B86′F40′<br>BK 11″<br>WB = MT 20′ 260t | London<br>British | C.2Cy.36″&68″–48″ (a)<br>80lb 80lb NDB94 270HP<br>3DB,8cf,GS136<br>Barclay,Curle&Co.,Gls. | 23 ″ 5 | BT till 5,95 |
| 433 Dunbeth 98603 | Steel Sc Sr<br>C.M.Mackenzie 91–93<br>Well deck 1 Dk (Irn) & Webframes<br>ss NYk. No.1–95 | 2276<br>1740<br>1472 | ✠100A1<br>3,95<br>BS5,93 ✠LMC8,95<br>Ham-NYk | Hpl | s | 1891<br>2mo | Craig, Taylor&Co. Stockton | Macbeth&Gray | 289·0 \| 37·9 \| 19·3<br>P27′Q86′B120′<br>F28′ drp93 BK 10″<br>WB = Cell DB 242′ 452t FPT | Glasgow<br>British | T.3Cy.22″,34″&56″–39″ (s)<br>160lb 80lb 205HP<br>2SB.6rf,GS114,HS3246<br>Dunsmuir&Jackson,Gls. | 21 ″ 9<br>s 2 ″ 0½ | D |
| 434 Dunblane | Steel Sc Sr | 1785 | 100A1<br>pt Awng dk with freeboard<br>(Class Contemplated) | | | 1894 | Grange-mouth Dock-yard Co. Grangem'uth | Macbeth&Gray | 286·0 \| 40·7 \| 18·2<br>Q99′ | Glasgow<br>British | T.3Cy.21″,33½″&57½″–39″<br>Now named "PhillisAngel," See No. 4 in Supplement<br>Hutson&Son,Glasgow | 21 ″ 1<br>s 8 ″ 6½ | |
| 435 Dunbrody 86006 KJPV | Iron Sc 3 Mst Sr<br>M.J.Burns –92 ss Cff. No.1–30<br>2 Dks (1 pt Irn)<br>ss Cff. No.2–94 | 888<br>776<br>407 | ✠100A1<br>1,97 12,96<br>3,95 BS6,95 ✠LMC8,96<br>BS3,95 Cff | Liv<br>LA&CP | o | 1886<br>4mo | Lon.& Glas Co.(Lim.) Glasgow | Waterford S.S.Co. (Lim.) | 245·0 \| 32·1 \| 14·7<br>P77′B54′F52′<br>drp93 BK 8″<br>WB = Cell DB 186′ 186t FPT | Waterford<br>British | T.3Cy.24½″,39″&62″–42″ (s)<br>150lb 50lb 250HP<br>3SB,9cf,GS155<br>Lon.&Gls.Co.(Lim.),Gls. | 17 ″ 2<br>s 2 ″ 7½ | BT till 3,96 |
| 436 Duncan 95535 | Iron & Steel Pad<br>J.Giles 89–89 ss Lon. No.1–92<br>1 Dk (pt Stl)<br>Elec. light Stl plating Irn framing | 493<br>361<br>311 | ✠ A1<br>For Woolwich<br>10,94 2,98<br>✠LMC4,92 | Lon<br>Ferry<br>LA&CP | pu<br>rposes<br>2mo | 1889<br>2mo | R.&H. Green London | London County Council | 164·6 \| 42·1 \| 6·3<br>B60′<br>FK | London<br>British | D.4Cy.33″–36″ (s)<br>30lb 100HP<br>2SB,4pf,GS88<br>J.Penn&Son,Greenwich | 7 ″ 0 | BT till 5,95 |
| 437 Dundee 89097 LGMC | Steel Sc Sr<br>A.Young 82–92 ss Dun. No.2–92<br>2 Dks (Stl–Uws) | 1371<br>1041<br>682<br>719 | ✠100A1<br>1,95 3,01<br>BS2,94 ✠LMC12,92<br>1,95 | Dun<br>LA&CP | q | 1885<br>11mo | Gourlay Bros.&Co. Dundee | Dundee, Perth& London Shipping Co. | 270·0 \| 34·1 \| 15·7<br>P58′B66′F33′<br>BK 9″<br>WB = Cell DBu E & B 62′ | Dundee<br>British | T.3Cy.26″,43″&70″–42″ (s)<br>165lb 60lb 435 300HP<br>2DB,12cf,GS180<br>Gourlay Bros.&Co.,Dun. | 18 ″ 6<br>s 3 ″ 0½ | BT till 8,96 12,95 |
| 438 — 97671 LTQW | Steel Sc Sr<br>J.Gentle –94<br>1 Dk (pt Irn–ws) 2 tr B | 839<br>671<br>441 | ✠100A1<br>4,94<br>✠LMC8,90 | Lth<br>LA&CP | m | 1890<br>8mo | J.Scott& Co. Kinghorn | J.Rankine&Son | 223·8 \| 29·0 \| 13·5<br>P43′B59′F58′<br>BK 8″<br>WB = Cell DB 124′ 115t FPT | Glasgow<br>British | T.3Cy.19½″,32″&52″–42″ (s)<br>160lb 80lb 200HP<br>2SB,6rf,GS90,HS3240<br>J. Scott & Co.,Kirkcaldy | 16 ″ 1 | BT till 3,95 |
| 439 — 72550 | Iron Pad<br>C.Wright 78–78 | 264<br>206<br>160 | | | | 1865 | W.Simons &Co. Renfrew | Trustees of the Harbour of Dundee | 149·3 \| 27·1 \| 7·1 | Dundee<br>British | C.D.2Cy.23″&42″–42″<br>NE75NB89 80HP<br>W.Simons&Co.,Renfrew | | BT till 6,94 6,95 |
| 440 Dunedin 89499 JCRL | Iron Sc Sr<br>R.Wigzell –93 ss Cff. No.2–92<br>2 Dks (Irn) 3 tr B | 2196<br>2031<br>1418 | ✠100A1<br>10,94 1,98 7,00<br>BS4,98 ✠LMC9,91<br>7,94 | Cff<br>A&CP | s | 1883<br>9mo | W Doxford & Sons Sunderland | J.&M.Gunn&Co. | 286·0 \| 37·3 \| 22·9<br>B64′F36′<br>drp93 BK 10″<br>WB = Cell DB 234′ 361t | London<br>British | C.2Cy.31½″&63″–45″ (a)<br>80lb 55lb 250HP<br>2SB,6pf,GS100<br>W.Doxford&Sons,Sld. | 25 ″ 6<br>s 4 ″ 4½ | |
| 441 Dunelm 68953 QNKH | Iron Sc Sr<br>E.J.Laming 79–79 ss Sld. No.3–7,89<br>ss Sld. No.1–93<br>1 Dk (Irn) 2 tr B | 782<br>667<br>481 | ✠90A1<br>2,94 1,95<br>2,95 LMC6,93 | Sld<br>A&CP | l | 1877<br>3mo | J.Blumer& Co. Sunderland | W.A.Watson | 200·5 \| 29·7 \| 15·8<br>P16′B33′F22′<br>BK 7″<br>WB = DB a 62′ f 73′ 195t | Sundrland<br>British | C.2Cy.27″&51″–33″ (o)<br>80lb 45lb NB89 99HP<br>1SB,2pf,GS39<br>J.Dickinson,Sunderland | 16 ″ 11<br>s 2 ″ 4 | |
| 442 Dunera 98623 MFDH | Steel Sc Sr<br>J.Smith 78–91 3 Dks (2 Stl-ws) &<br>Elec. light Webframes | 5413<br>4637<br>3457 | ✠100A1<br>12,94 7,91<br>✠LMC5,91 | Lon<br>LA&CP | z | 1891<br>5mo | A&J Inglis Glasgow | British India S.N. Co. (Lim.) | 425·4 \| 48·2 \| 30·6<br>P51′B164′F54′<br>BK 10″ | Glasgow<br>British | T.3Cy.33″,52″&86½″–60″ (s)<br>170lb 170lb 700HP<br>3DB,18rf,GS327<br>A.&J.Inglis,Glasgow | 32 ″ 2 | BT till 5,95 |
| 443 — 99078 | Iron Sc Tug Sp<br>1 Dk | 91<br>91<br>3 | ✠100A–<br>For Towing purposes<br>5,92 ✠LMC5,92 | Shl | | 1892<br>5mo | Hepple& Co. N.Shields | J.J.Holland | 86·0 \| 19·1 \| 9·9<br>BK 6″ | London<br>British | C.2Cy.17″&32″–24″ (s)<br>120lb 80HP<br>1SB,3pf,GS40,HS1020<br>W.Hepple&Co.,N.Shields | 10 ″ 6 | |
| 444 Dungeness 99829 | Iron Sc Sr<br>J.Tait 81–92 2 Dks (UIrn–ws)<br>Well deck<br>Elec. light | 1201<br>912<br>514 | ✠100A1<br>3,90 4,94<br>✠LMC7,92 | Gls<br>LA&CP | o | 1892<br>7mo | Gourlay Bros.&Co. Dundee | Clyde Shipping Co. (Lim.)<br>J.Cuthbert, Mgr.) | 246·3 \| 33·7 \| 16·2<br>P&B150′F52′<br>BK 8″<br>WB = DB a 48′ f 53′ 175t | Glasgow<br>British | T.3Cy.24″,39″&61″–48″ (r)<br>150lb 60lb 270HP<br>2SB,6rf,GS97,HS4321 FD<br>Gourlay Bros.&Co.,Dundee | 17 ″ 3 | BT till 4,95 3,96 |
| 445 Dungonnell 86535 HJNG | Iron Sc Sr<br>J.Kerr –93 ss Bel. No.3–7,91<br>1 Dk (Irn) | 273<br>254<br>129 | ✠100A1<br>1,95 3,01<br>BS4,94 ✠LMC7,91<br>4,95 Cff | Gls<br>LA&CP | e | 1883<br>1mo | M'Ilwaine, Lewis&Co. Belfast | A.F.Blackater | 158·0 \| 21·7 \| 11·1<br>Q21′B30′F27′<br>WB = FP | Glasgow<br>British | C.2Cy.19″&32″–27″ (a)<br>75lb 60lb 50HP<br>5BHCem91<br>T 6t APT 8t<br>M'Ilwaine&Lewis,Belfast | 11 ″ 9<br>s 1 ″ 2 | |
| 446 Dunkeld 92908 KJGQ | Iron Sc Sr<br>J.P.Cumming 82–89 2 Dks 3 tr B<br>Well deck (ex Katie) | 2791<br>2287<br>1806 | | | | 1880 | A.Stephen &Sons Glasgow | J.&M.Gunn& Co. | 320·8 \| 40·5 \| 23·2<br>P462t F43t | London<br>British | C.2Cy.38″&68″–45″<br>240HP<br>A.Stephen&Sons,Glasgow | | V |
| 447 — 79638 SDVN | Iron Sc Sr<br>R.Russell 76–93 ss Gls. No.3–10,93<br>2 Dks | 1147<br>1121<br>710 | ✠100A1<br>10,93 | Gls<br>A&CP<br>LMC10,93 | n | 1878<br>8mo | R.Napier& Sons Glasgow | J.Clark | 240·8 \| 32·3 \| 18·8<br>B57′F21′<br>srp93 BK 8½″<br>WB = | Glasgow<br>British | C.2Cy.32″&55″–36″ (i)<br>70lb 40lb 150HP<br>1B,GS85<br>R.Napier&Sons,Glasgow | 20 ″ 1<br>s 3 ″ 6 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 448<br>HWRB | **Dunkerquois** IronPadSp<br>*E.Charet*75–82 1*Dk* | 262<br>—<br>93 | | | | 1878 | Claparède &Co.<br>St.Denis | Chambre deCommerce | 112·5\|20·6\|11·1 | Dunkirk<br>French | C.2Cy.27½"&47¼"–39¼"<br>Claparède&Co.,Rouen | |
| 449<br>102641 | **Dunlossit** SteelScSr<br>*N.Campbell* –93 (*ex*Velinheli)<br>1*Dk*(*Stl–pt*ws) | 126<br>94<br>50 | ✠100A1<br>11,93<br>✠LMC2,92 | Ayr<br>LA&CP | *a* | 1892<br>3mo | S.Mc Knight&Co.<br>Ayr | ~~F.M.Allan~~<br>Hon.W.W.Vivian | 95·0\|18·5\|7·5<br>Q33'B8'F12'<br>BK6½"<br>WB=FPT12t | Glasgow<br>British<br>3*BHCem* | C.2Cy.13"&28"–18" (*s*)<br>120lb 40HP<br>1SB,2*pf*,GS25,HS687<br>W.Kemp,Glasgow | 8 ″ 6<br>s • 9 |
| | *Now named "Velinheli," See No. 5 in Supplement.* | | | | | | | | | | | |
| 450<br>88764<br>JFCM | **Dunmail** IronScSr<br>*E.F.Hammond* –91 *ss*ShlNo.2–91<br>1*Dk*(*Irn*)&*Webframes*<br>*Well deck* — | 995<br>706<br>~~592~~<br>607 | ✠100A1<br>~~7,94~~ ~~8,94~~ 10,94<br>BS10,93 ✠LMC6,91 | Shl<br>A&CP<br>~~Cff~~ Bly | *m* | 1883<br>12mo | S.P.Austin &Son<br>Sunderland | Sharp&Co. | 216·0\|31·3\|14·1<br>P36' Q49' B55' F24'<br>drp92 FK<br>WB=CellDB173'291t FPT | Newcastle<br>British<br>4*BHCem*<br>39t*APT*32t | C.2Cy.28½"&53"–33" (*a*)<br>80lb ~~45lb~~ 80*lb*NDB94 120HP<br>1SB,3*pf*,GS53<br>Blair&Co.(Lim.),Stockton | 16 ″ 4<br>s 1 • 4 |
| 451<br>95208<br>LBGD | **Dunmore** SteelScSr<br>~~A.J.Campbell84–88~~ *ss*Lth.No.1–93<br>~~J.S.Fotheringham –94~~ 1*Dk*(*Irn*)2*trB*<br>*Farquhar*<br>*Well deck* *InnerbottomplatingIrn* | 1282<br>1028<br>820 | ✠100A1<br>11,94 ~~10,93~~<br>BS8,95 ✠LMC10,93 | Lth<br>LA&CP<br>Lon | *o* | 1888<br>11mo | S M'Knght &Co.<br>Ayr | DunedinS.S.Co. (Lim.) (Henderson& McIntosh,*Mgrs.*) | 245·0\|34·1\|15·7<br>Q85'B73'F33'<br>BK9"<br>WB=CellDB197 | Leith<br>British<br>4*BHCem*<br>220t*APT*17t | T.3Cy.18",30"&48"–36" (*s*)<br>~~160lb~~ 70*lb* 140lb 117HP<br>1SB,4*rf*,GS62<br>Hutson&Corbett,Glasgow | 18 ″ 0<br>s 1 • 8 |
| 452<br>101027 | **—** WoodScSr<br>*N.Hansen* –91<br>1*Dk* | 277<br>244<br>171 | | | | 1891 | R.Davis<br>Blackwall, N.S.W. | G.L.Fuller | 130·5\|25·6\|10·8 | SydnyNSW<br>British | T.3Cy.12",20"&32½"–24"<br>70HP<br>Muir&Houston,Glasgow | |
| 453<br>96254<br>LGHS | **Dunmore Head** SteelScSr<br>~~J.Auld79–89~~ *R.Temple* 1*Dk*(*Stl*)2*trB*<br>*Well deck* *ss*Bel.No.1–93<br>*Elec. light* | 2230<br>1868<br>1447 | ✠100A1<br>~~2,94~~ ~~2,94~~ 5,95<br>✠LMC10,93 | Gls<br>LA&CP<br>~~Cff~~ Bel | *s* | 1889<br>7mo | Workman, Clark&Co. (Lim.)<br>Belfast *WB=* | UlsterS.S.Co. (Lim.)(G. Heyn&Sons,*Mgrs*)<br>*Cell DB*228'492t F | 302·4\|40·2\|19·5<br>Q112'B80'F34'<br>drp94 BK10"<br>*PT* 15t *Dp tnk a*16' | Belfast<br>British<br>*BHptAsp*<br>90t *ptCem* | T.3Cy.22",36"&60"–42" (*s*)<br>170lb 80*lb* 275HP<br>2SB,6*rf*,GS230<br>J.&J.Thomson,Glasgow | 22 ″ 4<br>s 2 • 3 |
| 454<br>98152<br>LVCN | **Dunottar Castle** SteelSc3MstSr<br>*H.Rigby* –94<br>2*Dks*(*UStl*–ws)&*Spardk*<br>*Elec.light* (*Stl*–ws)4*trB* | 5465<br>4935<br>3069 | ✠100A1<br>*Spar dk*<br>3,94<br>✠LMC~~3,90~~ 9,94 | Lon<br>LA&CP | *a*† | 1890<br>8mo | Fairfield Co.(Lim.)<br>Glasgow | D.Currie&Co. | 420·0\|49·8\|25·0<br>33·1<br>P115'B155'F55' FK<br>drp94 WB=Cel. | London<br>British<br>7*BHCem*<br>DB320'779t | T.3Cy.38$\frac{5}{16}$",61½"&100"–66"<br>160lb 160*lb* (*o*) 1100HP<br>4DB,24*cf*,GS500,HS17816<br>FairfieldCo.(Lim.),Gls. | 28 ″ 3<br>s 10 • 3 |
| 455<br>52537 | **Dunrobin** IronPadSp<br>*J.Buck*86–86 | 109<br>109<br>19 | | | | 1876 | J&WGunn<br>Cardiff | ~~R.H.Strong&Co.~~<br>J.Douglass,Sen. | 95·4\|18·2\|9·6 | Cardiff<br>British | L.1Cy.33½"–52"<br>37HP<br>J.&W.Gunn&Co.,Cardiff | |
| 456<br>96542<br>LDWS | **Dunsley** SteelScSr<br>*T.Richards* –93 *ss*Cff.No.1–93<br>*Well deck* 1*Dk*(*Stl*)*Webframes* | 2022<br>1607<br>1321 | ✠100A1<br>3,95 ~~11,93~~ ~~7,94~~<br>✠LMC6,93 | Cff<br>A&CP | *r* | 1889<br>6mo | JLThomp-son&Sons<br>Sunderland | J.H.Barry&Co. | 284·0\|38·1\|19·4<br>P29'Q82'B118'F31<br>FK<br>WB=DBa82'f114 | Whitby<br>British<br>5*BHCem*<br>372t*APT*22t | T.3Cy.21½",35"&58"–39" (*s*)<br>160lb 80*lb* 180HP<br>2SB,6*cf*,GS90<br>J.Dickinson,Sunderland | 20 ″ 8<br>s 1 • 9 |
| 457<br>65387<br>KDJG | **Dunstanborough** IronScSr<br>*J.Rumbellow*88–88 *ss*Shl.No.3–5,92<br>1*Dk*2*trB* | 994<br>863<br>607 | ✠90A1<br>2,95 ~~5,94~~<br>✠NB6,90 LMC5,92 | Bly<br>A&CP<br>Shl | *m* | 1871<br>2mo | T&WSmth<br>N.Shields | W.H.A.Johnson | 216·0\|30·5\|17·5<br>Q51tF31t<br>ND88 BK8'<br>W | N.Shields<br>British<br>4*BHCem*<br>B=DBa&f | C.2Cy.27"&50"–27" (*s*)<br>80lb 80*lb* NE78 98HP<br>1SB,3*pf*,GS54 NDB88<br>R.&W.Hawthorn.,Nwc. | 18 ″ 6<br>s 2 • 5 |
| 458<br>87741<br>JDQN | **Dunvegan** IronSc3MstSr<br>~~H.G.Muir –94~~ *ss*GlsNo.2–92<br>*Walker* -94 1*Dk*(*Irn*) | 265<br>236<br>108 | ✠100A1<br>11,94 ~~1,93~~ ~~7,94~~<br>BS~~5,93~~ 7,94 ✠LMC2,92 | Bwg<br>LA&CP<br>Trn | *e* | 1883<br>12mo | Scott&Co.<br>Bowling | SmithS.S.Co(Lim) (J.&W.W.C. Smith,*Mgrs.*) | 140·0\|22·2\|10·5<br>Q45'B7'F19'<br>drp93 BK7"<br>WB | Glasgow<br>British<br>4*BHCem*<br>=*FPT*34t | C.2Cy.18"&34"–28" (*b*)<br>80lb 50*lb* 50HP<br>1SB,2*pf*,GS33<br>J.Gilmour&Co.,Glasgow | 10 ″ 11<br>s 1 • 5 |
| 459<br>67338<br>LNRM | **Duplex** IronScSr<br>*H.C.Gifford*84–93 *ss*Cff.No.3–6,85<br>(*ex*Nentwater) *ss*Nwc.No.2–94<br>*Elec.light* 1*Dk*(*Irn*–ws)2*trB* | 874<br>746<br>434 | ✠90A1<br>4,94<br>✠NE&B4,94 ✠LMC4,94 | Lon<br>A&CP | *m* | 1872<br>11mo | C.Mitchell &Co.<br>Newcastle | Eastern&SAfrican TelegraphCo. (Lim.) | 214·3\|30·2\|17·1<br>P33'F28'<br>srp94 FK<br>WB=DB | London<br>British<br>5*BHCem*<br>a51'f66'190t | T.3Cy.16½",26½"&44"–33"(*s*)<br>160lb 90*lb* 123HP<br>1SB,3*cf*,GS45,HS2054 FD<br>WlsndSlpwy&EC(L)Nwc | 17 ″ 8<br>s 2 • 8 |
| 460<br>HWRT | **Dupuy de Lôme** IronSc4MstSr<br>*Dechaille*85–87<br>2*Dks*&*Spardk* | 3500<br><br>2459 | | | | 1882 | F.&C.de la Médit.<br>Havre | Cie.Commercialede Transports. à Vap.Français | 379·2\|40·0\|21·7<br>B39' F37' 29·6 | Havre<br>French | C.2Cy.39½"&70½"–43"<br>375HP<br>Forges&C.de laMédit,Hav. | |
| | *Now named "California," See No. 51 in Supplement* | | | | | | | | | | | |
| 461<br>HWSR | **Durance** IronSc3MstSr<br>*Eharent*68–83 2*Dks* | 511<br>—<br>284 | | | | 1855 | Caird&Co.<br>Greenock | Cie.Marseillaise de Nav. àVap. (Fraissinet&Co. *Mgrs.*) | 183·4\|28·0\|15·5<br>B28' F18' | Marseilles<br>French | C.2Cy.24½"&42"–26¼"<br>100HP<br>Fraissinet&Co.,Marseilles | |
| 462<br>71844 | **Duras** IronScK<br>*N.Delargy* –93 1*Dk* | 131<br>110<br>51 | ✠100A—<br>1,93<br>✠LMC1,93 | Shl | | 1893<br>1mo | J.P.Ren-noldson& Sons<br>S.Shields | GalwayBay SteamboatCo. (Lim.) | 95·5\|18·1\|9·7<br>BK6" | Galway<br>British<br>4*BHCem* | C.2Cy.16"&32"–21" (*r*)<br>90lb 42HP<br>1SB,2*pf*,GS26,HS762<br>JPRennoldson &Sns,S.Shl. | 10 ″ 0 |
| 463<br>48662<br>WRBG | **Durham** IronSc3MstSr<br>*C.M.Dobson*85–85 (*ex*Smyrna) 2*Dks*<br>6thSurvey,2,81 *AnnualSurvey*,Lon.6,93<br>3rdSurveyHull12,90 | 1813<br>1753<br>1444 | *Subject to Annual Survey* | | | 1864<br>1mo | A.Leslie &Co.<br>Newcastle | W.S.Bailey | 299·3\|31·2\|24·5<br>P25'B27'<br>BK8" | Hull<br>British<br>4*BH* | C.2Cy.28"&54"–42"<br>NE78NB80 120HP<br>Bailey&Leetham,Hull | 26 ″ 0<br>s 6 • 2 |
| 464<br>53470 | **—** IronPad<br>*Young*54–66 | 141<br>141<br>37 | | | | 1866 | ................<br>Newcastle | TyneImprovement Commissioners | 94·1\|26·4\|8·2 | N.Shields<br>British | L.2Cy.25½"–45"<br>NE86NB85 44HP<br>T.Hepple&Co.LowWalker | |
| 465<br>84541<br>WJDP | **Durham City** IronScBn<br>~~J.Jacobsen89–90~~ ~~*ss*LonNo.2–90~~<br>~~Thompson~~ *W.Thompson* 2*Dks*(*Irn*)&*Spardk*<br>*ss*Lon.No.3–5,94 | 3092<br>2046<br>2037 | ✠100A1<br>4,95 *Spardk* 2,94<br>~~7,94~~<br>~~BS12,93~~ ✠LMC~~1,90~~ 12,93<br>~~BS4,95~~ | Lon<br>A&CP<br>Gls | *u* | 1882<br>3mo | W.Gray &Co.<br>W Hartlepool | Furness,Withy& Co.(Lim.) | 314·0\|43·0\|27·4<br>B84'F37'<br>BK10" | W.Hartlpl<br>British<br>4*BHCem* | C.2Cy.45"&83"–48" (*b*)<br>80lb s 65lb 300HP<br>2DB,8*pf*,GS126 PNDB91 80*lb*<br>Blair&Co.(Lim.),Stockton | 22 ″ 0<br>s 6 • 7 |
| 466<br>HKVM | **Duro** (*LOST*) IronScSr<br>*J.Delor*74–91 *ss*Shl.No.3–7,80<br>(*ex*Ebor) *ss*Stk.No.2,89<br>1*Dk*2*trB* | 701<br>681<br>441 | ✠<br>9,93<br>✠NB82 | Lon<br>A&CP | | 1868<br>4mo | Denton, Gray&Co.<br>Hartlepool | OlavarriaLozano &Co. | 201·7\|29·0\|17·0<br>WB= | Gijon<br>Spanish<br>4*BHCem*<br>*DBa*60'*f*19 | C.2Cy.24"&45"–30"<br>NE74 90HP<br>G.Clark,Sunderland | 17 ″ 11 |
| 467<br>99233<br>MQVB | **Durward** SteelScSr<br>*A.L.Lundgreen*81–92<br>*Elec.light* 2*Dks*(1*Stl*) | 1274<br>1032<br>648 | ✠100A1<br>11,94 ~~3,94~~<br>✠LMC7,92 | Lth<br>LA&CP | *p* | 1892<br>7mo | A.Stephen &Sons<br>Glasgow | G.Gibson&Co. | 260·0\|32·5\|16·2<br>P50'B65'F50'<br>BK9"<br>WB= | Leith<br>British<br>6*BHCem*<br>*MT*23'202t | T.3Cy.23",37"&59"–42" (*s*)<br>170lb 50*lb* 260HP<br>2SB,6*cf*,GS147,HS4352<br>A.Stephen&Sons,Glasgow | 17 ″ 5<br>s 2 • 4 |
| | *Now named "Quentin," See No. 2 in Supplement* | | | | | | | | | | | |
| 468<br>HDNP | **Dux** SteelScSr<br>*R.W.Willborg*84–87 *ss*Got.No.3–3,91<br>*Well deck* 1*Dk*2*trB* | 1014<br>751<br>630 | ✠90A1<br>7,94 ~~3,93~~<br>✠NB3,91 LMC3,91 | Skm<br>A&CP | *m* | 1878<br>11mo | MotalaCo.<br>Norrköping | StockholmsÅngf. Rederib (G.Brolin*Mgr.*) | 207·6\|29·1\|17·0<br>P124'H24tF25'<br>BK7" | Stockholm<br>Swedish<br>4*BHCem* | T.3Cy.16½",24⅜"&43¾"–33"<br>140lb 50*lb* NDB91 130HP<br>1SB,3*f*,GS47<br>*Tpd.*91MotalaCo.,Motala | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now Retired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 469 Dwarka 109669 NHTC | *J.C.Tice* 82–94 *Elec.light* **SteelScSr** 2*Dks*(*UStl–ws*) ✠*Awngdk*(*Teak*) | 1651 1632 785 | ✠100A1 *Awng dk with freeboard* 3,94 | Gls LA&CP | *r* | 1894 3mo | A.&J.Inglis Glasgow | **BritishIndiaStm. Nav.Co.(Lim.)** | 275·0 P184′ len72 | 35·0 BK9″ *WB=DB* | 17·8 25·3 FK | **Glasgow** British | T.3Cy.28½″,46″&74″–48″ 165lb *75lb* (*s*) 500HP 2DB,*12rf*,GS224,HS6534 A.&J.Inglis,Glasgow | 19 ″ 0 s 9 ″ 1 | BT till 12,94 |
| 470 Dwina 44838 TWQV | *E.A.J.Blagdon* –94 **IronScSr** 1*Dk2trB* | 983 785 795 | 5,78 | Lon | … Lv | 1862 4mo | C&W Earle Hull | **C.M.Norwood&Co.** | 233·2 P184′ len72 | 28·9 Q9*t* | 14·9 FK | **London** British | 2Cy.34″–30″ NB84 80HP C.&W.Earle,Hull | 16 ″ 2 s 2 ″ 6 | |
| 471 — 28757 QBTD | *D.Wilson* –94 ~~ss Lth.No.3–3,82~~ ss Lth.No.3-9,94 ~~ss Lth.No.2–90~~ 1*Dk2trB* | 749 701 463 | ✠ A1 9,94 ~~12,93~~ ✠NB7,90 ~~BS12,93~~ | Lth | | 1861 3mo | Barclay, Curle&Co. Glasgow | **Leith,Hull,&Hamburg Steam Packet Co.(J. Currie&Co.*Mgrs.*)** | 241·6 P21′F18′ optr&s68len70 ~~drp91~~ | 27·7 BK8″ *WB=* | 15·0 *5BHpCem MT*39′194*t* | **Leith** British | C.2Cy.24″&42″–30″ (*s*) 75lb *55lb* NDB90NE71 70HP 18B,*3cf*,GS45 J.Penn&Sons,London | 15 ″ 10 s 2 ″ 9½ | |
| 472 Dynamic 86543 JCKL | ~~*J.Brennan* –93~~ *J.Brennan* 87–94 **IronScSr** ss Bel.No.2–92 2*Dks*(1*pt Irn*) | 937 746 366 | ✠100A1 ~~5,94~~ 2,93 5,95 ~~BS8,93~~ ~~LMC6,93~~ | Bel LA&CP | *n* | 1883 9mo | Harland& Wolff Belfast | **BelfastSteamShip Co.(Lim.)** | 243·3 P35′F29′ *WB=Tanks* a15 | 31·9 BK8″ | 15·3 *5BHCem* ✠21′57✠35*t* | **Belfast** British | C.2Cy.35″&70″–45″ (*a*) 100lb *50lb* 200HP 2DB,*8cf*,GS185 Harland&Wolff,Belfast | 16 ″ 3 | BT till 5,95 |
| 473 Dynamo 88169 JLPQ | *J.T.Smith* –93 **SteelSc3MstSr** | 501 441 319 | | | … | 1884 3mo | Earle'sCo. (Lim.) Hull | **T.Wilson,Sons& Co.(Lim.)** | 175·7 Q28′ | 25·0 B24′ | 13·8 F16′ FK | **Hull** British | T.3Cy.17″,27″&48″–27″ 110HP Earle'sCo.(Lim.).Hull | 14 ″ 10 | D |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. / Mach. | 9 Construit. Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1<br>136205<br>KJPV | **E. B. Bartlett** SteelSc<br>*G.E.Atkinson* -93 1*Dk2trB*<br>*Whaleback* | 1400<br>—<br>1075 | | | | 1891 | American StlBargeCo<br>W.Superior, Wis. | AmericanSteel BargeCo. | 265·0\|38·0\|24·0<br>*WB* | BuffaloN.Y<br>Utd.States | T.3Cy.17½",28"&47"-33"<br>NorthEasternM.E.Co.,Sld. | |
| 2<br>136192 | **E. C. Pope** SteelSc3MstSr<br>1*Dk2trB* | 2637<br>—<br>2064 | | | | 1891 | Detroit DryDockCo.<br>Wyandotte | EddyBros. | 317·2\|42·2\|20·5<br>*WB* | Pt.Huron, Mich.<br>Utd.States | T.3Cy.22",35"&56"-44"<br>DetroitDryDockCo.,Wynd | |
| 3<br>135980 | **E. L. Levy** IronSc | 142<br>—<br>71 | | | | 1888 | Neafie& Levy<br>Phldlphia, Pa | E.P.Newcombe | 104·5\|21·5\| 8·6 | Plattsburg N.Y.<br>Utd.States | | |
| 4<br>135983 | **E. M. Peck** CompSc | 1809<br>—<br>1572 | | | | 1888 | Detroit DryDockCo.<br>Wyandotte | North-Western Transp.Co. | 282·6\|40·2\|18·6 | Detroit, Mich.<br>Utd.States | T.3Cy.19",30"&52"-40"<br>DetroitDryDockCo.,Wynd | |
| 5<br>135984 | **E. P. Wilbur** SteelSc4MstSr<br>2*Dks3trB* | 2633<br>—<br>1903 | | | | 1888 | GlobeIron WorksCo.<br>Cleveland,O. | LehighValley Transp.Co. | 290·0\|40·8\|13·6<br>F34'H—<br>*WB* | Buffalo,NY<br>Utd.States | T.3Cy.24",38"&61"-42"<br>GlobeIrnWksCo.,Clevelnd | |
| 6<br>58763 | **E. S. Jobson** IronScSr<br>*F.Hughes* -93 ssHpl.No.3-8,84<br>*Well deck* ssShl.No.2-93<br>1*Dk2trB* | 1118<br>891<br>719 | ✠90A1<br>9,94 ~~7,936,94~~<br>BS4.94 | G<br>A&CP<br>LMC4,93<br>~~Skm~~Bly | *n* | 1871<br>11mo | Withy, Alexander &Co.<br>Hartlepool | G.Horsley&Son | 230·8\|30·4\|16·7<br>Q88'B52'F30'<br>drp93 drp94 BK8"<br>*WB*=*DBa*71'*f*84' | Hartlepool<br>British<br>4*BHCem*<br>193*tAPT*18*t* | C.2Cy.38"&53"-33" (*b*)<br>75lb *50lb* NB82 NDB88 110HP<br>1DB.*4pf*,GS48<br>T.Richardson&Sons,Hpl. | 17 · 8<br>s 1 · 11 |
| 7<br>95195<br>LRTC | Wrecked 10.94<br>**E. S. Lancaster** IronScSr<br>*T.Kelly* -94 1*Dk*(*Irn*)<br>*Well deck* | 542<br>412<br>294 | ✠~~100A1~~<br>4,94 | Cff<br>LA&CP<br>✠LMC5,90 | *h* | 1890<br>5mo | T.&W. Smith<br>N.Shields | Lancaster,Speir& Co. | 168·4\|25·2\|13·4<br>Q90'B19'F21'<br>BK8"<br>*WB*=*DBa*38' 46*tFPT* | Cardiff<br>British<br>4*BHCem*<br>15*tAPT*9*t* | T.3Cy.13¼",22"&36"-24" (*s*)<br>160lb *80lb* 70HP<br>1SB,*3pf*,GS39,HS1045<br>J.P.Rennoldson&Ss.,SShl. | 14 · 2<br>s 1 · 0 |
| 8<br>98967 | **E. Sang** SteelScSr<br>*G.Payne* -94 2*Dks* | 1783<br>1619<br>1127 | | | | 1891 | Lon.&Gls. S.B.&E.Co. (Lim.)<br>Glasgow | Indo-ChinaSteam NavigationCo. (Lim.) | 260·0\|36·1\|22·0<br>B64' | London<br>British | T.3Cy.20",32"&52"-39"<br>175HP<br>Lon.&Gls.Co.(Lim.),Gls. | |
| 9<br>135958 | **E. V. McCaulley** IronSc | 136<br>—<br>68 | | | | 1887 | J.H.Dia-logue<br>Camden,N.J. | JamesMcCaulley | 96·5\|20·5\|10·8 | Phildlphia<br>Utd.States | T3Cy13",21"&32"-24"<br>J.H.Dialogue,Camden | |
| 10<br>95971 | **Eagle** SteelSpTug<br>*Waters* -90 1*Dk*(*Irn*) | 229<br>226<br>17 | ✠100A1<br>4,90 | Nwc<br>LA&CP<br>✠LMC4,90 | *d* | 1890<br>4mo | J.T.Elt-ringham&Co.<br>S.Shields | Huddart,Parker &Co.(Lim.) | 125·4\|22·6\|12·8<br>BK7" | Melbourne<br>British<br>4*BHCem* | T.3Cy.16",26"&43"-30"<br>160lb 95HP<br>1SB,*3f*,GS54<br>J.P.Rennoldson&S.,S.Shl. | |
| 11<br>87543 | — SteelPad<br>*O.Gregory* 1*Dk* | 219<br>135<br>138 | | | | 1886 | H.G.Fox<br>Auckland | TheDevonport SteamFerryCo. (Lim.) | 135·7\|21·3\| 6·0<br>H70*t* | Auckland<br>British | C2Cy.18"&36"-42"<br>70HP<br>McLachlan&Co.,Paisley | |
| 12<br>48931<br>VWSB | — IronPadSk<br>*A.Gillies* -92 | 208<br>206<br>47 | | | | 1864 | C.Connell &Co.<br>Glasgow | ~~G.Buchanan~~<br>ShipCanalPassenger SteamerCo(1893)(Lim) | 219·5\|20·5\| 7·3 | Glasgow<br>British | D.1Cy.50¼"-56"<br>NE76 NB89 85HP<br>W.King&Co.,Glasgow | |
| 13<br>99181 | — IronScK<br>*R.Staff* -91 1*Dk* | 146<br>134<br>70 | ✠100A1<br>*StmTrawler*<br>8,91 | Hul<br>LA&CP<br>✠LMC8,91 | | 1891<br>8mo | Cochrane, Cooper& Schofield<br>Beverley | T.Baskcomb | 97·1\|20·5\|11·0<br>Q17'F17'<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½",18"&30"-22" (*s*)<br>160lb 45HP<br>1SB,*2cf*,GS26,HS711<br>C.D.Holmes&Co.,Hull | 11 · 10 |
| 14<br>86128<br>HWSV | — IronScTug<br>*S.Kitt* 1*Dk* | 102<br>102<br>25 | | | ... | 1883<br>8mo | Harvey&C.<br>Hayle | J.H.Deeble | 100·2\|17·1\|10·0 | Falmouth<br>British | C.2Cy.16¾"&31¼"-21"<br>NB92 80HP<br>Harvey&Co.,Hayle | |
| 15<br>89540<br>JHPK | — IronSc<br>*T.H.Mason* -94<br>1*Dk* | 95<br>94<br>6 | | | ... | 1884<br>2mo | Maats.de Maas<br>Delfshaven | H.P.Chapman | 82·4\|17·5\| 9·7 | London<br>British | C.2Cy.19"&35"-22"<br>70HP<br>Maats.deMaas.,Delfshaven | 10 · 6 |
| 16<br>85116<br>WHPV | **Ealing** IronScBn<br>~~*W.L.Dixon* -93~~ ~~ssLiv.No.2-90~~<br>*A.Meek* -94 2*Dks*(1*Irn*)3*trB*<br>ssMdb.No.8-6,94 | 2026<br>1881<br>1280 | ✠100A1<br>~~6,91,3,93~~ 1,95<br>~~drp91~~<br>~~BS11,92~~ | Cff<br>A&CP<br>✠LMC~~10,91~~ 6,94<br>~~Mdb~~ | *s* | 1882<br>2mo | Hodgson& Soulsby<br>Blyth | ~~Watts,Ward&Co.~~<br>Watts,Watts&Co. | 285·0\|36·0\|24·0<br>P31'B62'F33'<br>srp94 BK9½"<br>*WB*=*DBa*88' ~~9"~~ 162 | London<br>British<br>5*BHCem*<br>~~Eq B88 248t~~ | C.2Cy.35"&68"-45" (*s*)<br>90lb *50lb* 250HP<br>2SB,*6pf*,GS107<br>R.&W.Hawthorn,Nwc. | 25 · 2<br>~~s 4 · 7~~<br>s 4 · 4 |
| 17<br>70620 | **Earl Spencer** IronPadSr<br>*Clay*80- 2*Dks* | 909<br>722<br>402 | ✠<br>9,74 | Liv | Lv | 1874<br>4mo | LairdBros.<br>Birkenhead | London&N.W. RailwayCo. | 253·7\|29·4\|14·7<br>Q76' B61' F73' | Dublin<br>British<br>5*BH* | D.O.2Cy.64"-72"<br>NB84 350HP<br>LairdBros.,Birkenhead | |
| 18<br>94527<br>LBGJ | **Earl of Aberdeen** SteelScSr<br>*A.Dove*90-90 1*Dk2trB*<br>ssAbn.No.1-93 | 734<br>573<br>326 | ✠100A1<br>4,95 ~~5,94~~<br>BS5,95 | Nwc<br>LA&CP<br>✠LMC5,93 | *l* | 1889<br>1mo | Hall,Rus-sell&Co.<br>Aberdeen | Aberdeen,New-castle&Hull Stm.Nav.Co.(Ld.) | 210·0\|30·2\|14·8<br>P55'B46'F55'<br>BK8" | Aberdeen<br>British<br>4*BHCem* | T.3Cy.21",33"&54"-36"<br>160lb *85lb* 200HP<br>2SB,*6rf*,GS104<br>Hall,Russell&Co.,Abn. | 15 · 5 |
| 19<br>89209 | **Earl of Bute** IronPadSk<br>*H.Pimm*91-93 1*Dk* | 145<br>132<br>25 | | | | 1886 | JTEltring-ham<br>S.Shields | Martin&Mar-quand | 108·0\|18·6\| 9·7 | Cardiff<br>British | L.1Cy.36¼"-54"<br>80HP<br>JPRennoldson&Sn. S.Shl. | |
| 20<br>98743 | **Earl of Devon** IronScYl<br>*J.Clatworthy* -91 1*Dk* | 156<br>142<br>56 | ✠100A1<br>*StmTrawler*<br>1,95 ~~7,92~~ | Hul<br>LA&CP<br>✠LMC6,91 | | 1891<br>6mo | Mackie& Thomson<br>Glasgow | J.Leyman | 100·5\|20·5\|10·7<br>Q19'F19'<br>BK7½" | Hull<br>British<br>3*BHCem* | T.3Cy.12",19"&31"-22" (*s*)<br>160lb 50HP<br>1SB,*2pf*,GS35<br>Muir&Houston,Glasgow | 11 · 11 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or Last Retained. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Ice Tests. Past Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 21 86478 WMHN | **Earl of Dumfries** *J.Arthur* –93 *Well deck* | **IronScSr** *ssCff.No.3–1,89 ssCff.No.1–93 1Dk(Irn)&Webframes* | 1445 1141 906 | ✠100A1 ~~6/94 2,93~~ 2,95 A&CP BS~~3,94~~ ✠LMC3,98 5,95 | Cff | *p* | 1882 7mo | S.P.Austin &Son Sunderland | Martin&Marquand | 244·6 Q86′B48′F30′ WB=DBa64′f70 | 36·1 BK8″ | 17·3 | Cardiff British | C.2Cy.31″&57″–36″ *(i)* 80lb *45lb* 99H 2SB,*4pf*,GS74 374t*APT*25t | 19 ″ 0 s 2 ″ 1½ | D |
| 22 96187 | **Earl of Dunraven** *R.Case* –93 | **IronPadSp** | 190 173 61 | | | | 1888 | JTEltringham S.Shields | Martin&Marquand | 122·5 | 20·3 | 10·7 | Cardiff British | L.1Cy.41″–60″ 98H J.P.Rennoldson&Ss.S.Shl. | | BT till ~~11/04~~ ~~1/05~~ 3,95 |
| 23 20774 | **Earl of Ellesmere** *S.Edwards*89–89 | **IronPad** | 114 114 52 | | | | 1857 | Ogle&Co. Preston | ManchesterShip CanalCo. | 109·9 | 20·0 | 8·0 | Liverpool British | L.2Cy.31″–42″ 60H Ogle&Co.,Preston | | |
| 24 22810 NPBQ | **Earl of Erne** *J.Berrill* –94 | **IronPadSr** | 698 613 315 | | | | 1855 | R.Napier& Sons Glasgow | Dundalk&Newry SteamPacket Co.(Lim.) | 219·4 Q26t | 31·5 | 14·7 | Dundalk British | C.2Cy.37″&70″–72″ NE85 NB88 300H A.&J.Inglis,Glasgow | | BT till ~~9/01~~ ~~10/04~~ 11,95 |
| 25 89205 | **Earl of Jersey** *T.Bewick* –92 | **IronPadSk** | 147 133 25 | | | | 1886 | JTEltringham SouthShields | Martin& Marquand | 108·0 | 18·5 | 9·8 | Cardiff British | L.1Cy.36¼″–54″ 80H J.P.Rennoldson&Ss.S.Shl. | | BT till 10,94 |
| 26 13861 | **Earl of Malmesbury** | **WoodPad** | 109 109 59 | | | | 1825 | ..... Cowes | Countess of Mount Edgcumbe | 107·4 | 17·2 | 9·7 | Plymouth British | 2Cy. 50H | | |
| 27 15873 LVDF | **Earl of Mar & Kellie** *J.Davidson*90–90 (*ex*Sailing) Rest68–8yrs *diad*–2yrs } 10yrs | **WoodScBk** ptIB | 430 408 278 | 12,78 | Lon | 7 C2 | 1856 | ..... Alloa | E.Fraser | 144·3 P22t F&diad68 | 25·8 | 16·6 | London British | C.2Cy.20″&40″–24″ NE&B85 70HP W.B.Thompson,Dundee | | |
| 28 76559 | **Earl of Powis** | **IronTwinScSk** | 116 116 29 | | | | 1882 2mo | R.Duncan &Co. PortGlasgow | ShropshireUnion Railway &Canal Co. | 105·6 | 21·3 FK | 7·6 | Chester British | C.2Cy.18″&34″–24″ 50HP Rankin & Blackmore,Grk. | | BT till 5,95 |
| 29 83806 TNBG | **Earl of Rosebery** *E.H.Gregory*82–82 *Well deck* | **IronScSr** *ssCff.No.3–11,92 1Dk(Irn)2trB* | 1125 937 725 | ✠100A1 10,94~~9,98~~ BS1,94 | Cff LA&CP ✠LMC11,92 | *o* | 1880 8mo | A.Stephen &Sons Glasgow | Martin& Marquand | 239·5 Q111′B27′F28′ drp94 WB=Cell | 33·4 FK | 15·1 | Cardiff British 4BHCem DB184′264t | C.2Cy.28″&52″–36″ *(i)* 75lb *55lb* 99H 1SB,*3pf*,GS60 A.Stephen&Sons,Glasgow | 17 ″ 2 s 1 ″ 10 | |
| 30 73758 KPHS | **Earl of Ulster** *J.Hughan*84–84 | **IronPadSr** *2Dks* | 1165 898 546 | | | | 1878 | BarrowSB Co. Barrow | ~~Lancashire&Yorkshire&London&~~ L.&N.Eastern&L.&A.M.Carlisle | 275·0 P149t | 30·2 F21t | 14·4 | Fleetwood British 4BH1PBH | C.D.4Cy.34″&64″–72″ 350H BarrowS.B.Co.,Barrow | | BT till 7,94 |
| 31 68187 | **Earl of Zetland** *W.Nicolson* ~~–92~~ *Reid* | **IronScSr** *ssAbn.No.3–2,89 ssAbn.No.1–93 1Dk* | 232 172 145 | ✠90A1 9,94~~9,98~~ ✠NB84 LMC9,98 BS9,94 | Abn A&CP | *c* | 1877 3mo | J Fullerton &Co. Paisley | North of Scotland Orkney&Shetland S.N.Co. | 144·8 P53′B25′F28′ len84 | 20·2 BK6″ | 8·9 | Aberdeen British 4BHCem | C.2Cy.18½″&33″–21″ *(s)* 70lb *30lb* 50H 1SB,*3pf*,GS37 J.Howden & Co.,Glasgow | 9 ″ 6 | BT till ~~9/01~~ 9,95 |
| 32 89949 | **Earn** | **IronScSr** | 181 176 143 | | | | 1884 | Blackwood & Gordon Port Glasgow | Elder,Dempster& Co. | 113·8 len89 | 22·0 | 8·0 | Glasgow British | C.2Cy.11½″&19¼″–16″ 25HP *Cmp*87White&Cooper,Dun | | |
| Wrecked 11.94 33 84107 VQLT | **Earncliffe** *Bingham* (*ex*Khalif) | **IronScSr** *ssNwc.No.3–11,93 2Dks(1Irn)3trB* | 2258 2200 1475 | ~~✠100A1~~ 11,93 5,94 A&CP ✠LMC11,93 Phl | Nwc | *s* | 1881 4mo | C.Mitchell &Co. Newcastle | EarncliffeS.S. Co.(Lim.) (A.Earnshaw) | 285·2 B48′F24′ WB=DBa88′f24′264t | 38·1 BK10″ | 26·3 | Liverpool British 5BHCem | C.2Cy.33″&68″–45″ *(s)* 90lb *80lb* 270H 2SB,*6pf*,GS110 WallsndSlipwayCo.,Nwc | 27 ″ 6 s 5 ″ 2½ | |
| 34 96156 | **Earndale** *W.H.Carter* –93 *ssBal.No.1–93 2Dks(Stl)3trB* | **SteelScSr** | 2263 2038 1474 | ✠100A1 2,93 10,94 LA&CP ✠LMC8,98 | Bal | *s* | 1889 10mo | Palmers' Co.(Lim.) Newcastle | EarndaleS.S.Co. Lim.(A Earnshaw) | 290·0 P37′B72′F34′ WB=CellDB244′474t | 39·3 BK10″ | 22·8 | Newcastle British 6BHCem *pt* Asp | T.3Cy.23½″,38″&64″–42″ *(s)* 160lb 300H 2DB,*12pf*,GS207 Palmers' Co.(Lim.),Nwc. | 25 ″ 3 s 4 ″ 0 | |
| 35 96134 LCHG | **Earnford** *W.Jamieson* | **SteelScSr** *ssBal.No.1–93 2Dks(Stl)3trB* | 2209 2038 1441 | ✠100A1 1,94 A&CP ✠LMC3,98 | Bal | *s* | 1889 3mo | Palmers' Co.(Lim.) Newcastle | EarnfordS.S.Co. Lim.(A Earnshaw) | 290·0 P36′B72′F33′ WB=Cell | 39·3 BK10″ | 22·8 | Newcastle British 6BHCem DB244′474t | T.3Cy.23½″,38″&64″–42″ *(s)* 160lb 300H 2DB*12pf*,GS207 Palmers' Co. (Lim.),Nwc. | 25 ″ 3 s 4 ″ 0 | |
| 36 68107 NHCL | ~~*A.Black* –93~~ *Elec.light A.Black*93–93 | **IronScSr** *ssAbn.No.3–5,87 ssLth.No.1,91 2Dks* | 418 321 191 | ✠100A1 ~~4,94 2,96~~ 10,94 A&CP ✠NB5,87 LMC12,91 BS~~4,94~~ 10,94 ~~Lth~~ | Abn | *h* | 1874 3mo | A.&J.Inglis Glasgow | Aberdeen,Leith& MorayFirth S.S.Co.(Lim.) | 170·0 F46′ ND87 P&ptAwng dk 98′ WB=DBa31′f36′ | 24·3 BK7″ | 13·0 | Aberdeen British 5BHCem | T.3Cy.17″,27″&48″–30″ *(s)* 160lb *65lb* NDB87 110H 1SB,*3cf*,GS49 Tpd87HallRussell&CAbn | 13 ″ 9 | BT till ~~4/05~~ 10,95 |
| 37 92855 KLFC | **Earnwell** *N.P.Sampson*89–91 | **SteelScSr** *ssPhl.No.1–91 2Dks(Stl–Uws)3trB* | 2013 1855 1323 | ✠100A1 12,94 ~~1,94 2,94~~ A&CP BS~~1,97~~ ✠LMC4,91 7,94 | Bal | *s* | 1886 12mo | Palmers' Co.(Lim.) Newcastle | EarnwellS.S.Co. (Lim.) (A.Earnshaw) | 280·5 P43′B62′F29′ WB=DBa88′f70 | 36·2 BK9½″ | 23·0 | Newcastle British 6BHCem &uB20′332t | T.3Cy.22″,35″&58″–42″ *(a)* 154lb *150lb* NDB93 250H 2SB,*6cf*,GS108,HS3567 Palmers'Co.(Lim.),Nwc. | 24 ″ 4 s 4 ″ 0½ | |
| 38 84197 WGFD | **Earnwood** *J.L.Rogers* (*ex*Roxburgh) | **IronScSr** *ssNwc.No.3–10,93 2Dks(1Irn)3trB* | 2101 2003 1375 | ✠100A1 12,93 LA&CP BS12,94 ✠LMC10,93 | Bal | *t* | 1881 12mo | Palmers' Co.(Lim.) Newcastle | EarnwoodS.S.Co. (Lim.) (A.Earnshaw, *Mgr.*) | 290·6 P30′B28′F36′ ptND93 WB=Cell | 37·2 BK10″ | 23·1 | Liverpool British 4BHCem DB206′301t | C.2Cy.33″&68″–45″ *(i)* 80lb *50lb* 250HP 2SB,*8pf*,GS120 Palmers'Co.(Lim.),Nwc. | 25 ″ 11 s 4 ″ 10½ | D |
| 39 84895 JDSL | **Earsdon** *J.J.Arthur*84–84 *Well deck* | **IronScSr** *ssShl.No.3–3,92 1Dk(Irn)2trB* | 1238 978 778 | ✠100A1 ~~9,94 3,96~~ 1,95 A&CP BS~~7,98~~ ✠LMC3,92 4,94 | Shl | *o* | 1883 12mo | T.&W. Smith N.Shields | ~~Eskdale,Dodds &Co.(J.Walton, *Mgr.*)~~ J.Walton | 226·0 Q88′B49′F26′ WB=DBa67′f84′273t | 33·2 BK8″ | 17·6 | N.Shields British 4BHCem | C.2Cy.26″&52″–33″ *(s)* 80lb *60lb* 112HP 1SB,*3pf*,GS56 WllsndSlipCo.(Lim.),Nwc | 19 ″ 0 s 1 ″ 2 | |
| 40 68374 LWKC | **Easby** *Wallace* | **IronScSr** 6thSurvey.Mel.6,90 1stSurvey.Mel.9,93 *1Dk(Irn)2trB* | 1489 1279 969 | ✠ A1, 1 ~~9,94 9,98~~ | Mel | Lv | 1872 11mo | Richardsn, Duck&Co. Stockton | JamesPaterson &Co. | 250·7 Q185tH26tF25t WB=DBa&fAPT | 32·0 BK8″ | 21·4 | Melbourne British 5BH | C.2Cy.28″&56″–36″ *(i)* 65lb NB86 140HP C.D.Holmes&Co.,Hull | | |
| 41 98424 MSDK | **Easby Abbey** *J.Cooper* –93 | **SteelScSr** *1Dk(ptStlptIrn)2trB& Webframes&ptAwngdk(Irn)* | 2963 2268 1901 | ✠100A1 *pt Awng dk withfreeboard* 2,95 ~~9,93~~ A&CP ✠LMC9,92 | Cff | *t* | 1892 9mo | Ropner& Son Stockton | Pyman,Watson& Co. | 315·0 P29′Q102′ *ptAwng dk*184′ WB=Cell | 40·5 BK10″ | 20·3 | Cardiff British 5BHCem DB262′545t | T.3Cy.23″,38″&62½″–42″ *(s)* 160lb *90lb* 210HP 2SB,*6rf*,GS105,HS3898 Blair&Co.(Lim.),Stockton | 23 ″ 7 s 8 ″ 11½ | |
| 42 73820 | **Easdale** *M.McTavish* –94 *ssGls.No.2–84 1Dk* | **IronScSr** | 102 86 45 | ✠ 4,85 | Cly A&CP | *a* | 1876 2mo | Russell &Co. Pt.Glasgow | J.Currie | 80·7 Q37′ B5′ drp85 | 18·5 F12′ | 8·2 | Glasgow British 3BHCem | C.2Cy.12″&21″–21″ NB92 20HP WalkerHendersn&Co.,Gls. | 8 ″ 8 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné dans chaque Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84<br>95267<br>KTJS | **Edendale** SteelScSr<br>~~Humphrey 77–88~~ ssSld.No.1–92<br>1Dk(Stl–ws)2trB&Webframes<br>W.Bedlington –95 | | 2405<br>2254<br>1566 | ✠100A1<br>withfreeboard<br>11,93<br>~~BS11,98~~ ✠LMC6,92 | HKg<br>LA&CP | t | 1888<br>8mo | J.Laing<br>Sunderland<br>BS1,95 | A.Laing | 308·0 39·0 23·4<br>P45′B82′F42′<br>BK10″<br>WB=Cell | Sundrland<br>British | T.3Cy.23″,38″&62″–42″ (r)<br>150lb 70lb 250HP<br>2SB,6rf,GS120<br>DB260′411t | 26 ″ 2<br>s 5 ″ 1½<br>w5 ″ 6 |
| 85<br>101849 | **Edenmoor** SteelScSr<br>J.Lascelles89–94 1Dk(ptStlptIrn)<br>2trB&deepframing&ptAwngdk(Irn) | | 3107<br>2410<br>2000 | ✠100A1<br>ptAwng dk<br>withfreeboard<br>10,94 ~~1,94~~ ✠LMC1,94 | Shl<br>A&CP<br>Ant | u | 1894<br>1mo | J.Read-head&Sons<br>S.Shields | W.Runciman&Co. | 321·5 41·6 21·9<br>P29′Q98′F34′<br>RFD30′ FK<br>ptAwng dk130′<br>WB=Cell | Newcastle<br>British | T.3Cy.24″,40″&64″–42″ (r)<br>160lb 80lb 300HP<br>2SB,6rf,GS70,HS4444<br>DB276′692t | 24 ″ 4<br>s 9 ″ 4½ |
| 86<br>96294<br>LCMD | **Edenmore** SteelScSr<br>R.E.Jepson –94 ssHam.No.1–93<br>Well deck 1Dk(Irn)&Webframes<br>FloorsIrn | | 2459<br>1940<br>1564 | ✠100A1<br>~~1,92~~ 5,94<br>✠LMC12,92 | Liv<br>A&CP<br>Ant | t | 1889<br>4mo | Bartram,<br>Haswell&<br>Co.<br>Sunderland | S.S.Ennismore<br>(Lim.)(W.John-ston&Co.,Lim.,<br>Mgrs.) WB | 300·0 41·2 18·9<br>Q98′B144′F40′<br>FK<br>= Cell DB246′546t | Liverpool<br>British | T.3Cy.23½″,38″&63″–42″ (s)<br>160lb 70lb 250HP<br>2SB,6cf,GS125<br>APT34t | 22 ″ 0<br>s 2 ″ 1 |
| 87<br>81204<br>SNJB | **Edgar** IronScBn<br>(LOST BY COLLISION, 4,94)<br>G.E Gray –94 ssCff.No.3–1,92<br>2Dks(1Irn)3trB | | 1445<br>1368<br>922 | ✠<br>4,94<br>BS6,98 | Nwc<br>A&CP<br>LMC1,92 | q | 1879<br>5mo | T Turnbull<br>&Son<br>Whitby | G.Reid&Co. | 243·0 33·0 22·0<br>P25′B21′F36′<br>ptND92 BK8½″<br>WB= | Newcastle<br>British | C.2Cy.31″&58″–36″<br>130HP<br>4BHCem<br>DBa69′f95′ | 23 ″ 6<br>s 3 ″ 11½ |
| 88<br>62370<br>WQLS | — (CONDEMNED AFTER COLLISION, 11,92) IronScSr<br>ssNwcNo.3–2,85<br>Well deck ssNwc.No.1–90<br>1Dk2trB | | 1070<br>836<br>667 | ✠<br>10,92 | Bly<br>A&CP | m | 1870<br>10mo | A.Leslie&<br>Co.<br>Newcastle | | 225·0 30·1 17·3<br>P123′ F36′ | Newcastle<br>British | C.2Cy.26″&52½″–30″<br>NB80 99HP<br>5BHCem<br>WB=ptDB | 18 ″ 3<br>s 2 ″ 1½ |
| 89<br>100682 | — WoodPad | | 165<br>60<br>114 | | | | 1893 | H Symcock<br>New West-minster,B.C. | R.H.Baker | 90·0 18·0 5·0 | N.Wstmtr,<br>B.C.<br>British | H.2Cy.12″–54″<br>10HP<br>J.Dougall,Victoria,B.C. | |
| 90<br>6173<br>KJCL | **Edgar F. Luckenbach** IronScSr<br>J.Keene –91 | | 273<br>—<br>136 | | | | 1891 | J.Dialogue<br>Camden,N.J. | L.Luckenbach | 120·2 25·0 14·0 | New York<br>Utd.States | T.3Cy.16″,24″&40″–28″<br>J.H.Dialogue,Camden,NJ. | |
| 91<br>189<br>NWBV | **Edilio R.** SteelScSr<br>~~Pittalugua~~E.Pezzoloss Gen.No.1–92<br>(exPalestro) 2Dks(Stl)3trB | | 3331<br>3164<br>2208 | ✠100A1<br>7,94 ~~3,93~~<br>BS5,94 ✠LMC7,92 | Cff<br>A&CP | v | 1888<br>4mo | R.&W.<br>Hawthorn,<br>Leslie&Co.<br>(Lim.)<br>Newcastle | DittaC.Raggio&<br>Cassa diSconto<br>WB=DBa56′ | 340·6 42·2 27·2<br>P32′B78′F38′<br>BK11″<br>uE&B76′496t FPT | Genoa<br>Italian | T.3Cy.27″,43″&70″–45″ (s)<br>150lb 73lb 350HP<br>2DB,8cf,GS168<br>109tAPT25t | 28 ″ 6<br>R.&W.Hawthorn,Leslie&<br>Co.(Lim.),Nwc. |
| 92<br>10286<br>HFGW | **Edina** IronScSr<br>J.M.Cameron –94 ssLth.No.3–8,92<br>2Dks | | 452<br>368<br>275 | ⩓1<br>4,95 ~~2,94~~<br>✠NE80 ✠LMC8,92<br>✠NB8,92 | Lth<br>A&CP | | 1865<br>3mo | Aitken&<br>Mansel<br>Glasgow | Leith,Hull&Hamb.<br>SteamPakt.Co.<br>(J.Currie&Co.,<br>Mgrs.) | 191·0 23·7 12·9<br>P31′B44′F26′<br>len70ND80 BK6½″ | Leith<br>British | C.2Cy.23″&40″–27″ (o)<br>65lb 65lb NDB92 70HP<br>1SB,3pf,GS50,HS1155<br>3BHCem | 13 ″ 10<br>s 2 ″ 0<br>Hawthorns&Co.,Leith |
| 93<br>11136<br>KRJH | — IronScSr<br>W.C.Forbes –93<br>2Dks | | 380<br>289<br>223 | | | | 1854 | Barclay,<br>Curle&Co.<br>Glasgow | W.H.Smith&Sons<br>(Lim.) | 171·0 23·6 12·7<br>P54tF31t | Melbourne<br>British | 2Cy.22″&30″–26″<br>NE84 85HP<br>D.Rollo&Sons,Liverpool | |
| 94<br>88774<br>JKDM | **Edinburgh** IronScSr<br>R.Gray –94 2ndSurvey,Shl.12,91<br>Well deck 1Dk(Irn)2trB | | 1653<br>1426<br>1072 | ✠A1*1<br>~~7,94 2,94~~<br>BS2,94 LMC4,91<br>1,95 | Gls<br>Shl | Lv | 1884<br>3mo | M.Pearse&<br>Co.<br>Stockton | ~~R.H.Wesencraft&~~<br>~~Co.~~ Crosby,<br>Magee&Co. | 248·0 34·5 20·6<br>Q88′B50′H18′F30′<br>BK9″<br>WB=DBa&f | Newcastle<br>British<br>4BH1PBH<br>Cem | C.2Cy.31″&58″–36″<br>90lb 50lb 144HP<br>2SB,4f<br>Blair&Co.(Lim.),Stockton | 21 ″ 10<br>s 2 ″ 7 |
| 95<br>80464 | **Edinburgh Castle** IronPad<br>W.Barr68–79 | | 261<br>224<br>51 | | | | 1879 | R.Duncan<br>&Co.<br>Pt.Glasgow | M.T.Clark | 205·3 19·9 7·6 | Glasgow<br>British | D.Cy.50″–66″<br>NB93 83HP<br>Rankin&Blackmore,Grk. | |
| 96<br>91088 | — SteelPadSp<br>T.Cragie | | 158<br>153<br>57 | | | | 1886<br>4mo | J.Scott&<br>Co.<br>Kinghorn | GallowaySaloon<br>SteamPacketCo. | 160·0 20·1 7·0 | Leith<br>British | D.Cy.46″–60″<br>85HP<br>J.Scott&Co.,Kirkcaldy | |
| 97<br>96549<br>LNJR | **Edith** SteelScSr<br>T.Williams93–93 ssCff.No.1–93<br>Well deck 1Dk(Irn)&Webframes | | 1784<br>1358<br>1123 | ✠100A1<br>3,95 ~~1,94~~<br>✠LMC4,93 | Cff<br>A&CP<br>Bly | q | 1890<br>3mo | Grange-<br>mth. Dock-<br>yard Co.<br>Grngemouth | Robinson,Bros. | 259·0 36·1 18·3<br>Q97′B108′F32′<br>BK9″<br>WB=Cell | Whitby<br>British | T.3Cy.19″,30″&51″–39″ (s)<br>160lb 80lb 140HP<br>2SB,6rf,GS99<br>DB172′437t | 19 ″ 5<br>s 1 ″ 8½<br>Alley&M'Lellan,Glasgow |
| 98<br>63663 | — IronTwinScSr<br>Owen –73<br>2Dks | | 837<br>749<br>149 | ✠<br>9,70 | Nwc | Lv | 1870<br>4mo | A.Leslie&<br>Co.<br>Newcastle | London&N.W.<br>RailwayCo. | 250·6 30·1 14·4 | Dublin<br>British<br>4BH | T.6Cy.16½″,26″&41″–30″<br>NE&B92 260HP<br>LairdBros.,Birkenhead | |
| 99<br>50369<br>KBDH | — IronSc3MstSr<br>W.Kitchman –93 | | 609<br>492<br>274 | | | | 1864 | Henderson<br>Coulborn&<br>Co.<br>Renfrew | G.Lawson&Sons<br>(in liq.) | 218·5 25·2 12·4<br>P47t | Hull<br>British | C.4Cy.21″&40″–27″<br>NE&B80 150HP<br>Earle'sCo.(Lim.),Hull | 13 ″ 0<br>s 2 ″ 4<br>w 2 ″ 5 |
| 100<br>87781 | — IronScSr<br>J.Woods –92 ssLon.No.3–2,90<br>Well deck 1Dk(Irn)<br>ssLon.No.1–94 | | 405<br>296<br>259 | ✠100A1<br>9,94 ~~5,98~~<br>~~BS5,98~~ ✠LMC ~~1,00~~ 6,94<br>Lon | Goo<br>LA&CP | g | 1883<br>8mo | Russll.&Co<br>Pt.Glasgow | J.Francis | 149·2 23·5 11·3<br>Q48′B37′F24′<br>~~drp93~~ BK7″<br>WB=FP | Grimsby<br>British | C.2Cy.18″&36″–24″ (a)<br>~~75lb~~ 50lb 70lb 55HP<br>4BHCem<br>T14tAPT8t | 12 ″ 0<br>s 1 ″ 0½<br>1SB,2pf,GS36<br>Alley&Maclellan,Glasgow |
| 101<br>HVTM | — IronScSr<br>C.A.Arvidsson92–92 ssGot.No2–92<br>(exAvance) 1Dk(Irn) | | 343<br>~~250~~<br>191 | ✠100A1<br>~~4,95 1,04~~<br>BS ~~1,94~~ ✠LMC4,92<br>4,95 | Skm<br>LA&CP | f | 1884<br>2mo | G.Howaldt<br>Kiel | G.Petterson | 142·8 22·3 13·4<br>B28′F15′H8t<br>drp94 BK7″<br>WB=DBuE&B29′34t | Motala<br>Swedish | C.2Cy.15¾″&27⅛″–15¾″<br>86lb 40HP<br>2SB,2cf,GS21<br>MT17′60t<br>G.Howaldt,Kiel | 14 ″ 0 |
| 102 | — IronTwinScSr | | 183<br>163<br>97 | | | | 1888 | BarrowCo.<br>(Lim.)<br>Barrow | M.Adavo | 110·0 23·1 7·3<br>Q14t | Bns.Ayres<br>Argentine | C.2Cy.10″&20″–18″<br>35HP<br>BarrowCo.(Lim.),Barrow | |
| 103<br>99488 | — SteelScK<br>R.Rix93–93 1Dk(Irn)<br>Well deck | | 148<br>112<br>78 | ✠100A1<br>4,94<br>✠LMC7,98 | Abn<br>LA&CP | a | 1893<br>7mo | A.Hall&<br>Co.<br>Aberdeen | R.Rix | 95·3 20·1 7·6<br>Q32′B7′F11′<br>BK6½″<br>WB | Boston<br>British | C.2Cy.13″&26″–18″ (s)<br>100lb 30HP<br>3BHCem<br>B=FPT18t | 8 ″ 2<br>s ″ 8½<br>A.Hall&Co.,Aberdeen |
| 104<br>96330 | — WoodScFlat | | 116<br>112<br>79 | | | | 1880 | J.Thomp-son<br>Northwich | J.Bacon(Lim.) | 87·6 20·0 9·0 | Liverpool<br>British | D.2Cy.15″–16″<br>30HP<br>W.E.Bates,Leftwich | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. Term if limited. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B. of T. Trade Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 105 79662 Lost by Fire 4,94 | **Edith** *W.Jones* –89 | **WoodScK** ptIB *Salted* 1*Dk* | 89 85 53 | 11,90 | Mil A&CP | 11 C3 | 1878 2mo | Gowan Berwick | United Welsh Slate Co. (Lim.) | 82·0 \| 20·2 \| 8·7 Cl | | | Newcastle British | 2Cy.12″–16″ NB89 30HP Wrdhaugh&Bulmer,Nwc. | | |
| 106 91091 | **—** *J.Birrell* 92–92 | **WoodScK** 1*Dk* | 49 49 20 | | | ... | 1886 8mo | J.M'Kenzie&Co. Leith | J.Birrell | 60·0 \| 17·4 \| 7·6 | | | Kirkcaldy British | C.2Cy.10″&20″–15″ NB87 16HP J.Cran&Co.,Leith | | |
| 107 | **—** | **IronScTug** 1*Dk* | 33 33 — | ✠ A1 7,93 *For Towing purposes* BS9,94 ✠LMC7,98 | Hul LA&CP | | 1893 7mo | Cook, Welton& Gemmell Hull | J.Scott | 60·1 \| 14·0 \| 7·0 BK6″ | | | Hull British 4*BHCem* | C.2Cy.12″&22″–18″ 85lb E.&B.*made*85 207P 1SB C.D.Holmes&Co.,Hull | 7 ″ 6 | |
| 108 63216 WPVD | **Edith Hough** *T.Paul* –94 (*ex*Zakynthos) *G.Thomas* –94 | **IronScSr** 6thSurvey,Liv.9,89 1stSurveyLiv.2,93 1*Dk2trB* | 759 682 493 | ✠ A1,1 ~~6,94~~ 7,98 ~~8,94~~ BS5,94 ~~5,95~~ LMC10,91 | Liv | Lv | 1869 9mo | Bowdler, Chaffer&Co Liverpool | S.Hough | 219·6 \| 26·2 \| 16·9 P32′B43′F37′ ptND92 BK7″ | | | Liverpool British 5*BHCem* *WB=MT APT* | C.2Cy.25″&50″–36″ 80lb *45lb* NE&B84 104HP 1SB D.Rollo&Sons,Liverpool | 18 ″ 3 s 2″11½ | |
| 109 91243 KBNF | **Editor** ~~*J.Turner*~~ *ss*Liv.No.2–93 1*Dk*(*Stl*)&*Spardk*(*Stl*)&*Webframes* *E.Clegg* | **SteelScBn** | 1618 1560 1039 | ✠100A1 *Spar dk* 11,94 ~~4,94~~ ✠LMC8,93 BS9,94 | Liv LA&CP | *q* | 1885 7mo | M.Pearse& Co. Stockton | Charente S.S.Co. (Lim.) (T.&J.Harrison, *Mgrs.*) | 250·0 \| 33·9 \| 15·1 B21′F35′ 23·0 BK8″ | | | Liverpool British 4*BHCem* | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *70lb* 146HP 2SB,*4cf*,GS66 Blair&Co.(Lim.),Stockton | 15 ″ 9 s 5 ″ 7½ ~~10,94~~ 6,95 | BT till ~~10,94~~ 6,95 |
| 110 90301 JLTD Now named | **Edmondsley** *J.R.Nasbet* –94 *Well deck* "Anine," *See No. 60 in Supplement* | **IronScSr** *ss*Sld.No.2–92 1*Dk*(*Irn*)&*Webframes* | 1526 1188 980 | ✠100A1 12,94 ~~1,94~~ BS1,94 | Nwc A&CP ✠LMC12,92 Grk | *o* | 1884 5mo | J.L.Thompson & Son Sunderland | Tyzack&Branfoot Stm.Shippg.Co. (Lim.) | 245·2 \| 35·0 \| 17·5 Q92′B59′F27′ FK *WB=DBa*69′*f*54′ | | | Sundrland British 5*BHCem* 238*t APT* 21*t* | C.2Cy.31″&57″–36″ 85lb NDB94 140HP 1DB,*4pf*,GS80 J.Dickinson,Sunderland | 18 ″ 8 s 1″11½ | |
| 111 | **Edrémid** *Hussein Bey* | **IronScSr** (*ex*Kydoniai) 1*Dk*(*Irn*) | 414 333 178 | ✠ 11,88 ✠ | Cpl LA&CP | *h* | 1887 7mo | Sld.S.B.Co (Lim.) Sunderland | Idarei Massousieh | 180·5 \| 25·1 \| 12·9 P32′ B40′ F24′ BK7″ | | | Constanpl Turkish 4*BHCem* | T.3Cy.15″,25″&40″–27″ 90HP 1SB,*2cf*,GS20 N.E.Marine E.Co(Lim.)Sld | 13 ″ 6 | |
| 112 JDWQ | **Eduard** *E.Lemcke*88–92 *Well deck* | **IronScSr** *ss*Stk.No.2–85 (*ex*Jubilee) *Elec.light* 1*Dk* | 907 733 642 | ✠ 3,86 ✠ | Stk A&CP | *m* | 1877 9mo | W.Harkess Middlesbro' | "Renata" Dampfsch.Ges. (Th.Gribel) | 220·0 \| 31·1 \| 13·6 Q77′ B44′ F29′ FK | | | Stettin German 5*BHCem* | C.2Cy.25½″&48″–33″ 90HP Blair&Co.(Lim.),Stockton *WB=DBa*64′*f*51′ | | DG |
| 113 RJFB | **Eduard Bohlen** *J.F.H.Taggenbrock*85–92 *Elec.light* | **SteelScBn** 2*Dks*3*trB* | 2367 1947 1706 | | | | 1891 | Blohm& Voss Hamburg | Afrikanische Dampfsch.Act. Ges. | 311·3 \| 37·7 \| 26·0 P69′ B84′ F43′ | | | Hamburg German *WB* | T.3Cy.24″,38″&63″–42 Blohm&Voss,Hamburg | | V |
| 114 HKDS | **Eduardo** *ss*Hul.No.3–7,89 *ss*Lis.No.1–93 (*ex*Antonio,*ex*Sailing) | **IronScK** 1*Dk* | 123 123 44 | ✠100A1 *Stm Trawler* ~~8,98~~ 12,94 ✠NE&B7,89 | Lis LA&CP | | 1885 1mo | Cochrane &Co. Beverley | Cia.Portugeza dePescaria | 97·6 \| 20·5 \| 10·1 len89 BK7½″ | | | Lisbon Portuguese 3*BHCem* | C.2Cy.16″&30″–22″ (*r*) 90lb 40HP 1SB,*2pf*,GS27.HS760 C.D.Holmes&Co.,Hull | 11 ″ 0 | |
| 115 HLBM | **Eduardo Feser** | **Wood** | 474 — 261 | | | | 1864 | ..... New York | Empresa delFerrocarril de la Bàhia | 132·2 \| 27·4 \| 11·1 | | | Havana Spanish | | | |
| 116 67354 LGTS | **Edward Eccles** *C.B.Laws*84–88 *Well deck* | **IronSc3MstSr** *ss*Nwc.No.3–8,85 *ss*Nwc.No.2–93 1*Dk2trB* | 788 622 474 | ✠90A1 ~~10,93~~ 10,94 ~~8,94~~ BS10,94 LMC10,98 | Nwc A&CP | *m* | 1872 6mo | Short Bros. Sunderland | E.Eccles | 210·9 \| 28·5 \| 15·3 Q69′B64*t*F25′ BK8″ *WB=DBa*69′*f*78′ | | | Newcastle British 4*BHCem* | C.2Cy.27″&50″–30″ (*d*) 70lb *80lb* NB81 NDB84 99HP 1SB,*3pf*,GS46 92 R.&W.Hawthorn,Nwc. | 16 ″ 9 s 2 ″ 0 | D |
| 117 93798 MTNV | **Edward Robson** *H.Howard*89–89 | **IronScYwl** *ss*Hul.No.1–93 1*Dk* | 140 140 50 | ✠100A1 *Stm Trawler* ~~5,94~~ ~~9,93~~ 4,95 | Hul LA&CP ✠LMC9,93 | | 1889 7mo | Cook, Welton&Gemmll. Hull | Humber Steam Trawling Co. (Lim.) | 100·6 \| 20·9 \| 10·8 BK7½″ | | | Hull British 3*BHCem* | C.2Cy.17″&33″–22″ (*s*) 90lb 45HP 1SB,*2pf*,GS30 Bailey&Leetham,Hull | 11 ″ 11 | |
| 118 98993 | **Edward William** *J.W.Hatton* –91 | **SteelPad** | 195 152 106 | | | | 1891 | Samuda Bros.(Lim.) London | South Eastern Railway Co. | 150·0 \| 18·6 \| 8·2 | | | London British | O.2Cy.30″–33″ 60HP T.A.Young&Son,London | | BT till ~~10,94~~ 10,95 |
| 119 65518 KQJF | **Edward Williams** *R.Rochester*93–93 | **IronScSr** *ss*Gls.No.3–5,89 *ss*Bly.No.1–93 1*Dk2trB*&*Webframes* | 772 638 471 | ✠100A1 ~~9,94~~ 9,94 ✠NB10,93 | Shl A&CP LMC10,93 | *k* | 1871 9mo | Denton, Gray&Co. W Hartlepool | J.Ridley,Son& Tully | 194·0 \| 29·0 \| 16·0 Q69′ BK7½″ *WB=DBa*&*f*91′ | | | W.Hartlpl British 4*BHCem* | C.2Cy.24½″&47½″–30″ (*r*) 80lb ~~*70lb*~~ 96HP 1SB,*3pf*,GS45,HS1596 T.Richardson&Sons,Hpl. | 16 ″ 9 s 1 ″ 9 | |
| 120 79210 SDKB | **Edwin** *T.Matthews* | **IronScSr** *ss*Nwc.No.3–3,91 2*Dks*(1*Irn*)3*trB Shaded*54′ | 1860 1767 1204 | ✠100A1 8,94 ~~2,94~~ BS10,93 | Nwc A&CP LMC3,91 | *s* | 1878 9mo | A.Leslie& Co. Newcastle | H.E.P.Adamson | 285·2 \| 34·7 \| 24·2 P40′F40′ BK9½″ *WB=DBa*72′*f*96′280*t* | | | N.Shields British 5*BHCem* | C.2Cy.33″&66″–42″ 60lb *25lb* 200HP 2B,GS106 R.&W.Hawthorn,Nwc. | 25 ″ 9 s 4 ″ 7½ | |
| 121 136296 | **EdwinBaileyWoodTwinSc3MstSr** *F.Lewis* –93 | | 238 — 119 | | | | 1892 | N.Smith Patchogue, L.I. | J.Bailey | 122·0 \| 28·0 \| 9 0 | | | Patchogue L.I. Utd.States | C.4Cy.13″&26″–18″ F.A.Verdon,Hoboken,N.J. | | |
| 122 | **Edwin H. Mead** *T.Donovan* –92 | **SteelSc** 1*Dk* | 248 — 124 | | | | 1892 | T.S.Marvel &Co. Newburg,NY | Cornell Steamboat Co. | 110·0 \| 25·0 \| 11·0 | | | Albany,NY Utd.States | C.2Cy.22″&44″–32″ T.S.Marvel&C.,Nwbrg NY. | | |
| 123 87091 HMSN | **Eeta** (*STRANDED & SUNK 5,94*) *G.H.Roberts* –94 *Well deck* | **IronScSr** *sss*Lon.No.2–92 1*Dk*(*Irn*)&*Webframes* | 1191 878 765 | ✠ 12,93 ✠ | Liv LA&CP | *n* | 1883 3mo | Wigham Rchrdsn&Co. Newcastle | W.H.Stott&Co. | 235·0 \| 32·3 \| 14·6 P134′F31′ FK *WB=Cell DB*188′227*t FPT* | | | London British 4*BHCem* *inhold*53′80*t* | C.2Cy.27″&54″–36″ 150HP 2SB,*4f*,GS66 Wigm.Richardson&C.Nwc | 16 ″ 4 s 1 ″ 8½ | |
| 124 68973 RJTL | **Effective** *W.J.Crosby*84–87 | **IronScSr** *ss*Sld.No.3–8,90 2*Dks*(*Irn*)3*trB* *ss*Sld.No 1-94 | 1936 1742 1264 | ✠100A1 11,94 ~~3,94~~ | Sld A&CP LMC3,94 | *s* | 1878 3mo | Short Bros. Sunderland | Anderson,Horan & Co. | 274·4 \| 35·0 \| 24·2 P28′B49′F30′ BK9½″ *WB=DBa* | | | Sundrland British 5*BHCem* 92′*f*50′170*t* | C.2Cy.33″&62″–39″ (*i*) 75lb *50lb* 180HP 2B,GS90 G.Clark,Sunderland | 25 ″ 1 s 4 ″ 1½ | |
| 125 98678 | **Effie Gray** *D.Murray* –94 | **IronSc3MstSr** 1*Dk*(*Irn*) | 369 278 148 | ✠100A1 5,94 ✠LMC11,91 | Lon A&CP | *f* | 1891 11mo | Murdoch &Murray Port Glasgow | R.B.Ballantyne &Co. | 141·8 \| 25·0 \| 10·9 Q72′B9′F24′ drp92&94 BK7″ *WB=FP* | | | Glasgow British 3*BHCem* *T*45*t APT*4*t* | T.3Cy.13″,21½″&34″–27″ (*s*) 160lb *70lb* 60HP 1SB,*3pf*,GS45 Muir&Houston,Glasgow | 12 ″ 1 s ″ 9 | |

| 1 Numero l'Ordre / Numero Officiel / Signaux | 2–3 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total / Sous le Pont / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. / Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Équipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 126<br>8<br>NWDK | Egadi IronSc3MstSr<br>A.Dodero -92 ssGen.No.3-12,83<br>(exGalatea,exSurprise)<br>Well deck | 1939<br>1619<br>1239 | ✠<br>12,83 | Gen<br>A&CP | r | 1872<br>2mo | Henderson<br>Coulbrn&Co.<br>Renfrew | Nav.Gen.Italiana | 278·2\|34·1\|24·1<br>P&B181' H100t<br>F49' | Palermo<br>Italian<br>5BHCem | C.4Cy.30"&60"-48"<br>NB82 620HP<br>Henderson,Clbrn.&C.,Rnf. | |
| 127<br>92678 | Egerton SteelPad<br>F.G.Rudolf -93 1Dk | 112<br>89<br>71 | | | | 1889 | Beauchmn<br>& fils<br>Sorel, P.Q. | T.G.McKay | 112·2\|19·5\|6·2<br>H23t | Pictou,N.S<br>British | C.2Cy.15"&30"-42"<br>37HP<br>Beauchemin&fils,SorelP.Q | |
| 128<br>95164<br>KVHW | Egglestone Abbey SteelScSr<br>E.B.Barnett83-92 ssSws.No.1-93<br>Well deck 1Dk(Stl)&Webframes | 2401<br>1858<br>1567 | ✠100A1<br>11,94 10,93<br>BS11,94 ✠LMC3,98 | NYk<br>A&CP<br>Cff | s | 1888<br>10mo | W.Gray&<br>Co.<br>WHartlepool | Pyman,Watson&<br>Co. | 290·0\|38·2\|20·3<br>P27'Q94'B112'<br>F30' BK10"<br>WB=DBa96'f108'452t | Cardiff<br>British<br>5BHptAsp<br>ptCem | T.3Cy.22",35"&59"-39" (s)<br>150lb 80lb 200HP<br>2SB,6rf,GS90<br>Cen.Mar.E.Co.,W.Hpl. | 22 " 2<br>s 2 " 0 |
| 129<br>JSBW | Egil WoodScSr<br>T.Wattne YM11,90 2Dks | 418<br>414<br>245 | | | | 1889 | ..........<br>Christiania | Fr.Wattne | 135·5\|24·1\|18·1<br>B100t F24t | Stavanger<br>Norwegian | T.3Cy.11",18"&29"-22"<br>45HP<br>A.L.Thune,Christiania | |
| 130<br>HMKL | Egina WoodScSr<br>M.Emmanuil 1Dk | —<br>—<br>96 | | | | 1890 | McDowall<br>&Barbour<br>Piræus | Pepas&Co. | 105·0\|18·0\|10·9 | Piræus<br>Greek | C.2Cy17½"&32"-22"<br>McDowll&Barbour Piræus | |
| 131<br>17<br>NWFJ | Egitto IronSc3MstSr<br>F.Tarabotto ssGen.No.3-79<br>2Dks | 1112<br>941<br>733 | ✠<br>2,82 | Gen<br>A&CP | | 1869<br>4mo | Palmer's<br>Co.<br>Newcastle | Nav.Gen.Italiana | 232·6\|30·0\|19·3<br>Q44' H87t F29'<br>ND75 | Genoa<br>Italian<br>4BHCem | C.2Cy.29"&53"-30"<br>NB79 199HP<br>Cmp.79Odero&Ferro,Gen.<br>WB=DBf112'<br>25 | |
| 132<br>79212<br>SDPH | Eglantine IronScSr<br>A.Bruce89-89 ssCff.No.3-12,90<br>1Dk(ptIrn)2trB<br>ssShl.No.1-95 | 1307<br>1269<br>823 | ✠100A1<br>3,95 7,93<br>BS7,93 7,94 | Cff<br>A&CP<br>LMC12,90 3,95<br>Shl | p | 1878<br>9mo | TyneI.S.B.<br>Co.<br>Newcastle | J.Robinson&Sons | 258·0\|32·0\|21·1<br>B17'<br>BK9"<br>WB=DB146' | N.Shields<br>British<br>5BHCem | C.2Cy.28"&54"-33" (i)<br>75lb 60lb 130HP<br>2B,GS64<br>N.E.MarineE.C.(Lim.)Sld. | 22 " 3<br>s 3 " 10 |
| 133<br>99848 | Eglinton SteelScSr<br>P.McFarlane93-93 1Dk(Irn)<br>Well deck | 449<br>305<br>180 | ✠100A1<br>4,94<br>✠LMC9,92 | Bwg<br>LA&CP | g | 1892<br>9mo | Murdoch&<br>Murray<br>Pt.Glasgow | EglintonChemical<br>Co.(Lim.)<br>WB=C | 159·7\|24·1\|11·1<br>Q78'B16'F32'<br>Irp93 FK<br>ellDB87' 103tFPT | Glasgow<br>British<br>4BHCem<br>28tAPT13t | T.3Cy.13",21"&34"-27" (s)<br>160lb 80lb 70HP<br>1SB,2cf,GS43,HS1204<br>D.Rowan&Son,Glasgow | 12 " 0<br>s 1 " 0½ |
| 134<br>50039<br>WGLT | Egmont IronSc3MstSr<br>C.Sproule89-89 1Dk | 670<br>670<br>419 | ✠<br>7,64 | Cly | | 1864<br>5mo | Hendersn,<br>Coulbrn&Co.<br>Renfrew | BellambiCoalCo.<br>(Lim.) | 200·0\|24·8\|18·3<br>len75 | SydnyNSW<br>British<br>4BH | C.2Cy.26"&50"-24"<br>NE72 100HP<br>J.&W.Dudgeon,London | |
| 135<br>96398<br>LNBM | Egremont Castle SteelScSr<br>W.Valentine79-89 ssMdb.No.1-93<br>1Dk(Irn)3trB&<br>Webframes&ptAwngdk(Irn) | 2877<br>2250<br>1873 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>7,95 10,93 ✠LMC10,93 | Mdb<br>LA&CP<br>Nwc Cff | u | 1890<br>1mo | Palmers'<br>Co.(Lim.)<br>Newcastle | LancasterShip<br>Owners'Co.(Lim.)<br>(J.Chambers&Co.,<br>Mgrs.) | 314·0\|41·3\|21·5<br>P30'Q90' BK11"<br>pt Awng dk 193'<br>WB=CellDB270' | Liverpool<br>British<br>5BHCem<br>550tAPT22t | T.3Cy.24",39"&64"-42" (s)<br>160lb 80lb 300HP<br>2SB,8rf,GS132,HS3949<br>Palmers'Co.(Lim.),Nwc. | 23 " 10<br>s 9 " 6½ |
| 136<br>96101<br>LNWQ | Egret SteelSc3MstSr<br>W.J.Nicholls -93 2Dks(1Irn)<br>Elec.light FramingptIrn<br>ssMch.No.1-94 | 1234<br>995<br>672 | ✠100A1<br>8,94 8,93 | Liv<br>A&CP<br>✠LMC2,90 8,94<br>Mch | o | 1890<br>2mo | WBThmp-<br>son&Co.<br>(Lim.)<br>Dundee | CorkSteamShipCo.<br>(Lim.) | 256·0\|32·2\|15·4<br>P109'B26'F47'<br>BK9"<br>WB=CellDB220'168t | Cork<br>British<br>5BHCem | T.3Cy.21",34"&55"-42" (s)<br>160lb 60lb 175HP<br>2SB,6rf,GS103,HS2866<br>W.B.Thmpsn&Co(L.)Dun. | 18 " 3<br>s 2 " 9 |
| 137<br>87197<br>JBRW | — SteelScSr<br>J.H.Lidstone -93 ssNwc.No.3-4,87<br>Well deck ssLon.No.1-92<br>1Dk2trB | 696<br>511<br>431 | ✠100A1<br>2,94<br>BS8 93 ✠LMC5,92 | Liv<br>A&CP | j | 1883<br>10mo | SirW.G.<br>Armstrong,<br>Mitchell&<br>Co.(Lim.)<br>Newcastle | GeneralSteamNav.<br>Co.<br>WB=D | 190·6\|27·7\|14·4<br>Q70'B40'F26'<br>BK7½"<br>Ba47'f42' 95t FPT | London<br>British<br>5BHCem<br>1tAPT13t | C.2Cy.25"&50"-27" (s)<br>80lb 60lb 98HP<br>1SB,3pf,GS53,HS1850<br>W'llsndSlpwyC(Lim)Nwc. | 15 " 1<br>s 1 " 6 |
| 138<br>98721 | Egypt IronScK<br>H.Howard -91 1Dk<br>ssHul.No.1-95 | 145<br>136<br>53 | ✠100A1<br>Stm Trawler<br>9,94 2,91<br>5,95 | Hul<br>LA&CP<br>✠LMC2,91 5,95 | | 1891<br>2mo | Cook,<br>Welton&<br>Gemmell<br>Hull | HullStmFishing&<br>IceCo.(Lim.) | 100·5\|20·3\|10·8<br>F18'<br>BK7½" | Hull<br>British<br>3BHCem | T.3Cy.11½",18"&30"-22" (s)<br>160lb 45HP<br>1SB,2cf,GS25,HS711<br>C.D.Holmes&Co.,Hull | 11 " 10 |
| 139<br>42648<br>TKQD | Egyptian IronSc3MstSr<br>S.Dickinson -93 | 2047<br>1958<br>1336 | | | ... | 1861 | Harland&<br>Wolff<br>Belfast | F.Leyland&Co.<br>(Lim.) | 335·0\|34·2\|24·0<br>F46t | Liverpool<br>British | C.4Cy.23"&60"-48"<br>NE79 220HP<br>G.Forrester&Co.,Liv. | 26 " 3<br>s 5 " 1½ |
| 140<br>99691 | — IronScK<br>1Dk | 141<br>135<br>54 | ✠100A1<br>StmTrawler<br>5,93 | Mdb<br>A&CP<br>✠LMC5,93 | | 1893<br>5mo | SirR.<br>Dixon&Co.<br>Middlesbro' | GreatGrimsby<br>AlbionStm.Fish-<br>ingCo.(Lim.) | 100·2\|20·4\|10·6<br>Q19'F20'<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11",17"&28"-21" (s)<br>160lb 40HP<br>1SB,2pf,GS24,HS830<br>N.E.MarEngCo.(Lim.)Sld. | 11 " 8 |
| 141<br>82867<br>NERP | Egyptian Monarch IronSc4MstBk<br>J.Kendrick -94<br>Named "Ohio," See No. 22 in Supplement | 3916<br>3877<br>2552 | | | ... | 1880<br>12mo | AM'Millan<br>&Son<br>Dumbarton | T.WilsonSons&Co.<br>(Lim.) | 360·0\|43·1\|24·8<br>32·3 | Hull<br>British | C.2Cy.46"&87"-57"<br>500HP<br>D.Rowan,Glasgow | |
| 142<br>80556<br>SVBK | Egyptian Prince IronScBn<br>T.J.Dunbar -93 ssNwc.No.3-2,93<br>(exArgosy) 2Dks(1Irn)3trB | 1910<br>1800<br>1251 | ✠100A1<br>2,93<br>BS4,94 | Nwc<br>A&CP<br>LMC2,93 | s | 1879<br>10mo | M.Pearse&<br>Co.<br>Stockton | PrinceSteam<br>ShippingCo.<br>(Lim.)<br>(J.Knott,Mgr.) | 275·0\|35·5\|24·0<br>F34'<br>ND93<br>WB=DBa88'f92' | Newcastle<br>British<br>4BHCem | C.2Cy.31"&62"-39" (i)<br>80lb 45lb 40lb 150HP<br>Blair&Co.(Lim.),Stockton | 24 " 11 |
| 143<br>QDNF | Ehrenfels Iron&Steel IronScSr<br>J.Wilkens -93 ssHam.No.2-90<br>1Dk(Irn)&Spardk3trB<br>A.Ziegenmeyer94-94 ssBhn.No.3-11,94 | 2672<br>2464<br>1727 | ✠100A1<br>11,94 6,93 Sprdk<br>✠NB10,86<br>BS12,93 | Ham<br>LA&CP<br>LMC11,90 11,94<br>Bhn | te | 1882<br>3mo | Wigham<br>Richardson<br>&Co.<br>Newcastle | DeutscheDampf-<br>schifffahrts Ges.<br>"Hansa"<br>WB=DBa92'& | 322·8\|35·8\|26·6<br>F31'B57'H28'<br>len94ptND94 BK9"<br>uE&B58'220t FPT<br>46'/36' 375t | Bremen<br>German<br>6BHCem<br>30tAPT20t<br>5BHCem | T.3Cy.25",38"&72"-48" (s)<br>150lb 90lb,ND91 300HP<br>2SB,6cf,GS99<br>Tpd86WgmRchdn&CNcw | 28 " 4 |
| 144<br>HQNJ | Eidanger IronScSr<br>H.Rasmussen -91 1Dk<br>(exLaban,exVingäker) | 143<br>105<br>96 | | | | 1857 | MotalaCo.<br>Motala | Et.ActieSelskab<br>(A.Johnsen) | 101·8\|19·0\|10·3<br>B30t H7t | Skien<br>Norwegian | 2Cy.19"&36"-18"&20"<br>60HP<br>BergsundsM.V.,Skm. | |
| 145<br>QFRV | Eide SteelScTrawler<br>Dancke92-92 1Dk<br>Missing since 12,94 | 139<br>127<br>56 | | | | 1892 | J.C.Teck-<br>lenborg<br>Geestemünde | E.Siebs | 106·1\|20·6\|9·7 | Brmrhavn<br>German | C.2Cy.17¾"&32¾"-22"<br>75HP<br>J.C.Tecklenborg,Gstmnde. | |
| 146<br>81464<br>SWTM | Eident IronScSr<br>T.Bell -93 3rdSurvey,Shl.7,92<br>Well deck 1Dk(Irn)2trB | 1586<br>1306<br>1032 | ✠A1✱1<br>8,94 9,93 | Shl | Lv | 1880<br>1mo | ShortBros.<br>Sunderland | J.Westoll | 260·5\|34·0\|18·7<br>Q100'B62'F30'<br>BK8½"<br>WB=DBa& | Sundrland<br>British<br>5BH<br>fAPTFPT | C.2Cy.33"&61"-33"<br>150HP<br>1DB,4f<br>T.Richardson&Sons,Hpl. | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Years Assigned. Now Expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which Vessel has been of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 147 KHNQ | **Eider** *W.Wright* –94 *ss*Bly.No.3–4,94 1*Dk*(*Irn*) | **IronScS.** | 251 212 135 | 85A1 4,94 ✠NB5,84 | Bly A&CP LMC4,94 | | 1856 | C.Lungley London | **Blaydon&London S.S.Co.(Lim.)** | 124·3 BK 6″ | 20·1 | 11·6 | **Newcastle** British 4*BHCem* | C.2Cy.15″&30¼″–20″ (*a*) 80lb NE71 38HP 1SB,*2pf*,GS23 Blair&Co.(Lim.),Stockton | 12 ″ 4 s 1 ″ 5½ | |
| 148 JDWP | — *J.Habeck*91–85 (*ex*Coaster) 1*Dk* | **IronScSr** | 153 — 103 | | | | 1881 | Edwards& Symes London | **G.Metzler** | 95·0 | 17·5 | 10·0 | **Stettin** German | 1Cy.18″–22″ 30HP Hamilton&Woods,Man. | | |
| 149 93938 | — *E.Harrod* –94 1*Dk* | **SteelScK** | 142 136 44 | ✠100A1 *StmTrawler* 6,93 | Abn A&CP ✠LMC10,92 | | 1892 10mo | W.Hamilton&Co. Pt.Glasgow | **W.&J.Hamilton** | 100·2 Q19′F18′ BK 7½″ | 20·5 | 10·6 | **P.Glasgow** British 3*BHCem* | T.3Cy.11″,17″&27″–22″ (*s*) 160lb 45HP 1SB,*2pf*,GS31,HS916 D.Rowan&Son,Glasgow | 11 ″ 11 | |
| 150 JTDC | **Eidsfjord** *A.Holte*92–92 1*Dk* | **SteelScSr** | 105 88 62 | | | | 1891 | AkersMek. Værksted Christiania | **Dampskibsselskab "Eidsfjord" (R.Kaarbö)** | 101·1 Q8*t* F7*t* | 17·0 | 8·1 | **Bodö** Norwegian | T.3Cy.11″,18″&29″–18″ 45HP AkersMek.Værksted,Xia. | | N |
| 151 98919 | **Eiffel Tower** ~~*T.T.Farrell* –93~~ *Campbell* -94 1*Dk*(*Stl*)&*Spardk*(*Stl*)3*trB* | **SteelScSr** | 3187 2830 2063 | ✠100A1 *Spar dk* ~~7,93 4,94~~ 10,94 ✠LMC4,91 Bry | Lon A&CP | *u* | 1891 4mo | W.Dobson &Co. Newcastle | **DunedinS.S.Co. (Lim.)** | 330·0 P48′B80′F43′ drp92 | 40·3 BK 10″ *WB*=*Cell* | 19·1 26·7 *DB*264′433*t* | **Leith** British 5*BHCem* | T.3Cy.23″,38″&61″–42″ (*s*) 160lb *80lb* 220HP 2SB,*6cf*,GS120,HS4120 WlsndSlpwy&EC.(L)Nwc | 21 ″ 9 s 6 ″ 5½ | D |
| 152 JSQG | **EinarTambarskjælver** *H.S.Halvorsen* 1*Dk* | **SteelScSr** | 123 70 58 | | | | 1889 | Moss.Jernstöberi& MekVærks Moss | **"Hevne"Dampskibsselskab** | 99·3 Q10*t* B31*t* H5*t* F6*t* | 16·7 | 7·7 | **Drontheim** Norwegian | C2Cy.13″&28″–16½″ 35HP Moss.Jernstöberi&Mek. Værksted,Moss | | N |
| 153 102153 | **Eira** *W.Richards*81-94 1*Dk*(*Stl*)&*Web frames*&*pt Awng dk*(*Stl*) | **SteelScSr** | 1252 907 ~~777~~ 791 | ✠100A1 *pt Awng dk with freeboard* ~~2,94~~ 2,95 (*Class Confirm plated*) ✠LMC6,94 | Grk LA&CP Sws | *n* | 1894 6mo | Campbeltown Shipbuilding Co Campbelt'wn | **Lewis&Co.** | 230·0 Q79′ *pt Awng dk* ~~159~~ 150 FK | 32·7 | 16·4 *4BHCem* | **Liverpool** British | T.3Cy.17½″,27½″&45″–33″(*s*) 160lb *60lb* 113H 1SB,*3yf*,GS63,HS1709 Kincaid&Co.(Lim.),Gnk. *WB*=*CellDB*148′20*tAPT*80*t* | 17 ″ 4 s 7 ″ 11 | |
| 154 1101 HQPB | **Ekatarina** *G.Franovich* –91 | **SteelSc** | — — 324 | | | | 1891 | Stabit.Tecnico Triestino Trieste | **E.S.Anischenks** | 180·0 | 28·0 | 10·6 | **Rostoff** Russian | C.4Cy.13″&24″–21″ 80HP StabilimentoTecnico,Tri. | | A |
| 155 | **Ekholmen** *C.V.Lindberg* 1*Dk* | **IronSc** | 138 76 103 | | | | 1876 | Bergsunds Mek.Verks. Akt.bol. Stockholm | **Ångbåtsb"Drottningholm-Fittja" (C.H.Backert)** | 104·6 Q32′ | 17·6 B36′ | 8·2 H8*t* | **Stockholm** Swedish | C.2Cy.13¾″,23½″&15½″–19½″ 32HP BergsundsMekVks,Skm. | | |
| 156 RJQL | **Eko** *R.Plaschke*93–93 1*Dk* (*ex*Frej,*ex*Holland) | **SteelScSr** | 337 253 227 | | | | 1890 | Möller& Holberg Stettin | **Witt&Büsch** | 130·7 Q53′ | 22·4 B23′ | 11·2 F14′ | **Hamburg** German *WB* | C.2Cy.17½″&31½″–21½″ 60HP Möller&Holberg,Stettin | | V |
| 157 | **Ekolsund** *A.E.Nyman*80–83 1*Dk* | **IronSc** | 155 86 119 | | | | 1883 | Bergsunds Mek.Verks Akt.bol. Stockholm | **Ångf.Aktieb. "Svartsjölandet" (A.G.Förselius)** | 110·2 Q26′ F13′ | 17·7 B44′ | 8·2 H10*t* | **Stockholm** Swedish | C.2Cy.14½″&25¼″–19½″ 35HP BergsundsMek.Vks.,Stkm | | |
| 158 90031 JVNS | **El Callao** *J.S.Garvin*94–94 *ss*N.YkNo.1–90 1*Dk*(*Irn*)&*Awngdk* | **IronScSr** | 1019 944 642 | ✠90A1 *Awng dk with freeboard* 4,92 BS3,94 ✠LMC5,90 | N Yk LA&CP | *m* | 1885 4mo | Ramage& Ferguson Leith | **J.T.Morgan (W.P.Clyde&Co. *Mgrs.*)** | 210·2 B38′ FK | 31·2 | 12·0 18·4 *4BHCem* | **Glasgow** British | C.2Cy.26″&50″–36″ 80lb 106HP 1SB,*3pf*,GS54,HS1533 Ramage&Ferguson,Leith *freeboard to Awng dk* | 12 ″ 8 1 ″ 1 7 ″10 | |
| | | | | | | | | *Now named* "Oneida," *See No. 1 in Supplement.* | | *WB*=*FPT*17*t APT*8*t MT*11′118*t* | | | | | | |
| 159 | **El-Caratal** *M.Olivares* –89 | **IronScSr** | 271 — 140 | | | | 1886 | Maats.de Maas Rotterdam | **Linea deVapores deOriente** | 146·9 B96*t* | 20·3 | 9·8 | **LaGuayra** Venezuelan | C.2Cy.19″&35″–22″ 75HP Maatschappij de Maas, Rotterdam | | V |
| 160 | **El Cid** *J.W.Hawthorn* –93 2*Dks*&*Awng dk* | **SteelSc** | 4665 4399 2905 | | | | 1893 | N'portNws Shipbldg.& DryDockCo N'port.News | | 390·6 | 46·8 | 31·6 | *WB* | T.3Cy.32″,52″&84″–54″ NewportNewsS.B&DD.Co NewportNews,Va. | | R |
| 161 135814 KCTD | **El Dorado** *Hines* 2*Dks*&*Awngdk* | **IronSc4Mst** | 3531 — 2562 | | | | 1884 | W.Cramp &Sons Philadelphia | **SouthernPacific Co.** | 331·8 | 42·6 | 22·6 | **NewYork** Utd.States *WB* | C.2Cy.38″&76″–54″ W.Cramp&Sons,Phl. | | R |
| 162 88738 HVLW | — *C.G.Clausen* –93 *ss*Cpn.No.2–91 *Well deck* 1*Dk*(*Irn*)2*trB* | **IronScSr** | 1518 1230 975 | ✠100A1 ~~2,94~~ 11,94 BS~~8,95~~ 8,94 ✠LMC5,91 Lon | Bly A&CP | *q* | 1883 6mo | JLThompson&Sons Sunderland | **H.Scholefield&Son** | 259·9 P28′Q72′B48′F26′ FK *WB*=*Cell DB*210′432*t* | 38·0 | 14·4 *4BHCem APT*25*t* | **Newcastle** British | C.2Cy.32″&60″–39″ (*i*) 80lb *60lb* 140HP 2SB.*4pf*,GS84 G.Clark,Sunderland | 17 ″ 0 s 1 ″ 9½ | |
| 163 85199 WMKL | — *S.H.Bolton* –93 *ss*Lon.No.3–8,91 1*Dk*(*Irn*)&*Webframes* | **IronScSr** | 1291 1059 820 | ✠100A1 ~~2,95 3,94~~ 4,95 BS5,94 ✠LMC1,91 Lon | Liv A&CP | *o* | 1882 7mo | T.&W. Smith N.Shields | **S.Hough** | 240·2 P40′B54′F28′ BK 8½″ *WB*=*DBa*69′*f*92′221*t* | 34·0 | 17·5 *4BHCem APT*9*t* | **Liverpool** British | C.2Cy.30″&56″–36″ (*s*) 80lb *50lb* 150HP 2SB.4*pf*,GS68.HS2200 R.&W.Hawthorn,Nwc. | 18 ″ 2 s 2 ″ 6 | |
| 164 70649 WSMH | — *F.Purkis* –91 1*Dk*&*Awngdk* (*ex*DonnaIsabel) | **IronScSr** | 1182 1178 892 | ✠ *Awng dk with load line* 6,78 | Lon A&CP | | 1874 8mo | Cunliffe& Dunlop Pt.Glasgow | **Indo-ChinaSteam Nav.Co.(Lim.)** | 240·5 | 32·9 20·0 FK | 12·8 *4BHCem* | **London** British | C.2Cy.31″&54″–33″ 130HP Cunliffe&Dunlop,Pt.Gls. | | |
| 165 HNDG | **El Gallo** *Abad* –92 *Elec.light* 1*Dk* | **SteelScSr** | 632 485 362 | | | | 1892 | SirW.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | **G.Roiz de laParra** (*in liq.*) | 170·5 P55′ | 28·0 F22′ | 14·5 | **Santander** Spanish *WB* | T.3Cy.16½″,26″&43″–27″ 110HP WallsndSlp.C.(Lim.)Nwc. | | V |
| 166 | **El Kahira** *D.L.Dalziel*91–92 *Elec.light* 2*Dks*(1*Stl*-ws)& *Spardk*(*Stl*-ws) | **SteelScSr** | 2027 1761 953 | ✠100A1 *Spar dk* 4,92 ✠LMC4,92 | Gls LA&CP | *s* | 1892 4mo | R.Napier &Sons Glasgow | **Khedivial S.S.Administration** *Pr* | 300·0 *omenade dk*122′23·5 F35′ BK 9½″ *WB*=*Cell* | 37·5 | 15·8 5*BHCem DB*226′319*t* | **Alexndria** Egyptian | T.3Cy.31″,47″&79″–54″ (*s*) 150lb *150lb* 520HP 4SB.*12rf*,GS282,HS8716 R.Napier&Sons,Glasgow | 18 ″ 6 s 6 ″ 2 | |
| 167 136064 KGLW | **El Mar** *Grant* | **IronSc4MstSr** 2*Dks*&*Awngdk* | 3531 — 2539 | | | | 1889 | W.Cramp &Sons'Co. Philadelphia | **SouthernPacific Co.** | 331·8 | 42·6 | 22·6 | **NewYork** Utd.States | T.3Cy.29″,45″&74″–54″ W.Cramp&Sons,Phl. | | R |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant pour date d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu de navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 168<br>135897<br>KDMN | **El Monte**<br>*Parker* | **IronSc4Mst**<br>2*Dks&Awngdk* | 3531<br>—<br>2562 | | | | 1886 | W.Cramp &Sons Philadelphia | SouthernPacific Co. | 331·8 | 42·6 | 22·6 | NewYork Utd.States<br>*WB* | C.2Cy.38″&76″–54″ 300HP<br>W.Cramp&Sons,Phl. | |
| 169<br>136316<br>KLJV | **El Norte**<br>*J.W.Hawthorn* –92 | **IronSc4MstSr**<br>2*Dks&Awngdk* | 4659<br>—<br>2901 | | | | 1892 | NwprtNws SB&DDCo. NptNews,Va. | SouthernPacific Co. | 380·5 | 48·0 | 23·9<br>31·6 | NewYork Utd.States<br>*WB* | T.3Cy.32″,52″&84″–54″<br>Npt.NewsS.B.&D.D.Co., NewportNews | |
| 170 | **El Oriental** | | —<br>—<br>810 | | | | 1864 | Randolph, Elder&Co. Glasgow | H.Formosa | 212·0 | 28·0 | 10·2 | M.Video Uruguayan | | |
| 171<br>135800<br>KCRG | **El Paso**<br>*H.S.Quick* | **IronSc4Mst**<br>2*Dks&Awngdk* | 3531<br>—<br>2562 | | | | 1884 | W.Cramp &Sons Philadelphia | SouthernPacific Co. | 331·8 | 42·6 | 22·6 | NewYork Utd.States<br>*WB* | C.2Cy.38″&76″–54″<br>W.Cramp&Sons,Phl. | |
| 172 | **El Progresso** | **IronPadSr** | —<br>—<br>225 | | | | 1878 | Pusey& JonesCo. Wilmington | H.L.Boulton | 150·0 | 25·0 | 7·0 | Maracaibo Venezuelan | 2Cy.18″–72″<br>Pusey&JonesCo.,Wilmgtn | |
| 173<br>136348<br>KLNQ | **El Rio**<br>*R.B.Quick* | **SteelSc**<br>3*Dks&Awngdk* | 4665<br>—<br>2905 | | | | 1893 | Newport NewsS.B.& D.D.Co. Newport News,Va. | SouthernPacific Co. | 389·2 | 48·0 | 24·3<br>32·5 | NewYork Utd.States | T.3Cy.35″,52″&84″–54″<br>NewportNewsS.B.&D.D. Co.,NewportNews | |
| 174<br>JRHF | **El Siglo**<br>*S.Ramon*–88 | **IronPad** | 121<br>—<br>48 | | | | 1883 | Lawson, Eltringham S.Shields | Cia.deRemolcadores delCantabrico(Aznar y Cia.,*Mgrs.*) | 95·0 | 18·5 | 9·5 | Bilbao Spanish | 50HP<br>G.P.Hepple,N.Shields | |
| 175<br>136164<br>KHTV | **El Sol**<br>*G.W.Mason* | **IronSc4MstSr**<br>2*Dks&Awng dk* | 4523<br>—<br>3021 | | | | 1890 | W.Cramp &SonsS.& E.B.Co. Philadelphia | SouthernPacific Co. | 390·6 | 46·8 | 24·0<br>31·5 | NewYork Utd.States<br>*WB* | T.3Cy.32″,52″&84″–54″<br>W.Cramp&Sons,S.&E.B. Co.,Philadelphia | |
| 176<br>136305<br>KLHS | **El Sud**<br>*Higgins* –92 | **IronSc4MstSr**<br>2*Dks&Awngdk* | 4659<br>3243<br>2901 | | | | 1892 | Newport News Shipbuilding Co. NewprtNews | SouthernPacific Co. | 380·5 | 48·0 | 23·9<br>32·2 | NewYork Utd.States<br>*WB* | T.3Cy.32″,52″&84″–54″<br>NptNewsSB.Co.,NptNews | |
| 177<br>136196 | **El Toro** | **IronScTug** | 136<br>—<br>65 | | | | 1891 | NwprtNws SB&DDCo. Newport News,Va. | PacificImprovementCo. (SouthernPacific Co.) | 90·0 | 19·0 | 10·0 | NewYork Utd.States | Q.4Cy.9¾″,13½″,18¾″&26″<br>NewportNewsS.B.&D.D. Co.,NewportNews,Va. | |
| 178<br>63381<br>PJFG | **Elaine**<br>*F.Kolesar*79–79 ~~*ssLiv.No.3-6,82*~~<br>*ss*Liv.No.3-9,94 ~~*ssLiv.No.2-90*~~<br>(*ex*Yeves) | **IronSc3MstSr**<br>1*Dk* | 544<br>515<br>343 | ✠90A1<br>9,94~~4,98~~<br>~~BS4,98~~ | Liv<br>A&CP<br>~~LMC10,00~~3,94 | *h* | 1869<br>2mo | Harland& Wolff Belfast | F.H.Powell&Co. | 195·5<br>P44′F20′<br>len71p~~tND91~~ BK6½″<br>ptND91&94 | 23·6 | 15·3 | Liverpool British<br>*2BHCem*<br>*WB=DBf* | C.2Cy.22″&42″–28″ (*i*)<br>80lb *80lb* NDB91 80HP<br>1SB,*3pf*,GS40 NE&B75<br>V.&D.Coates,Belfast | |
| 179<br>55454 | — | **IronPad**<br>1*Dk* | 128<br>118<br>44 | | | | 1867 | R.Duncan &Co. Pt.Glasgow | ~~G.Buchanan~~ W.Buchanan | 175·0 | 17·1 | 6·6 | Glasgow British | O.2Cy.28″–44″<br>NB80 70HP<br>Rankin&Blackmore,Grk. | |
| 180<br>74903<br>WNKS | **Elamang**<br>*W.Faucett* | **IronTwinScBg**<br>2*Dks* | 946<br>912<br>490 | ✠<br>11,76 | Cly<br>A&CP | | 1876<br>8mo | Blackwood &Gordon Pt.Glasgow | AustralasianUtd. SteamNav.Co. (Lim.) | 229·9<br>H34*t* | 29·2 | 18·8 | SydnyNSW British<br>*6BHCem* | C.4Cy.27″&47″–30″ 200HP<br>Blackwood&Gordn,Pt.Gls<br>*WB=DBa*46′ | |
| 181<br>102764 | **Elax**<br>*W.Daniel* –94<br>2*Dks*(*Stl*)*&Webframes&Shade dk*<br>*Elec.light* | **SteelSc3MstSr**<br>1*Dk*(*Irn*)*&Webframes* | 4015<br>3437<br>2612 | ✠100A1<br>*Shade dk.*<br>~~12,94 1,02~~ 13,96<br>*Carrying Petr* | Lon<br>A&CP<br>✠LMC6,93 | *w*<br>Ham<br>*oleum in bulk* | 1893<br>5mo | W.Gray& Co.(Lim.) W Hartlepool | M.Samuel&Co.<br>*WB=CellL* | 347·2<br>FK<br>*B66′150t FPT118t* | 45·6 | 26·7 | London British<br>11*BHCem*<br>*APT31t* | T.3Cy.26″,42″&70″–45″ (*s*)<br>160lb *100lb* 400HP<br>3SB,*9rf*,GS114,HS5780<br>Cen.Mar.Eng.Wrks,WHpl | 28 *n* 6<br>*s* 4 *s* 11 |
| 182<br>66<br>NWGD | **Elba**<br>*L.Gallino* –92 | **IronScSr**<br>2*Dks* | 207<br>165<br>105 | | | | 1862 | Wigham Rchrdsn&Co. Newcastle | Navigazione Generale Italiana | 133·5<br>Q40′ | 18·7<br>H12*t* | 12·8<br>F20 | Genoa Italian | C.2Cy.21″&40″–24″ 76HP<br>P.Ferro&Co.,Genoa | |
| Lost by Collision 1.95<br>183<br>*C.P.Grosse*87–92<br>QDKR<br>*Elec.light* | **Elbe**<br>3*Dks&Spardk* | **IronSc** | 4510<br>2272<br>2810 | | | | 1881 | J.Elder& Co. Glasgow | Norddeutscher Lloyd | 418·2<br>B90′ | 44·9 | 35·4 | Bremen German | C.3Cy.60″&(2)85″–60″ 1000HP<br>J.Elder&Co.,Glasgow | |
| 184<br>63565<br>JLKD | —<br>*T.K.Exham* –94<br>*Elec.light* | **IronScBn** | 3093<br>3053<br>1732 | | | | 1870 | J.Elder& Co. Glasgow | RoyalMailSteam PacketCo. | 350·0 | 40·2 | 33·3 | Glasgow British | T.3Cy.33″,53″&88″–48″<br>NB87 500HP<br>*Tpd*87,Oswald,Mordaunt &Co.,Sou. | |
| 185<br>RGSN | —<br>*C.Leewe* –92 *ss*Ham.No.2–92<br>*Well deck* 1*Dk*(*Irn*)*&Webframes* | **IronScSr** | 1191<br>935<br>755 | ✠100A1<br>12,94~~1,02~~<br>~~BS3,94~~<br>4,95 | Ham<br>A&CP<br>✠LMC3,92 | *n* | 1884<br>3mo | S.P.Austin &Sons Sunderland | A.Kirsten | 225·0<br>Q78′ B45′ F27′<br>BK8″5 | 33·1<br>*WB=DBa*113′278*t* | 16·3 | Hamburg German<br>5*BHCem*<br>G.Clark,Sunderland | C.2Cy.28″&53″–36″ (*i*)<br>80lb *50lb* 115HP<br>2SB,*4pf*,GS72 | 17 *n* 5 |
| 186<br>87074<br>HPBV | —<br>*W.G.Johnson* –93 *ss*Rot.No.2–91<br>*W.G.Johnson*80–93 2*Dks* | **IronScSr** | 774<br>680<br>492 | ✠100A1<br>~~7,94 3,98~~ 11,94<br>~~BS6,02~~<br>7,94 | Ham<br>LA&CP<br>✠LMC4,91<br>~~Hpl~~Shl | *m* | 1883<br>2mo | Dobie& Co. Glasgow | Coverley& Westray | 210·0<br>P29′B47′F25′<br>BK8″4 | 29·1<br>*WB=MT*22′ 168*t deep* | 15·9 | London British<br>4*BHCem*<br>*tanka*15′89*t* | C.2Cy.26″&49″–36″ (*j*)<br>80lb *44lb* 98HP<br>1SB,*3pf*,GS50<br>W.Kemp,Glasgow | 16 *n* 10<br>*s* 2 *s* 5½ |
| 187<br>PBJV | —<br>*J.Elfers* –87<br>*Elec.light* | **SteelScSr** | 658<br>485<br>519 | | | | 1886 | Hy.Koch Lübeck | Hanseatische Dampfschifffahrts Ges. | 180·1<br>P110′ | 26·0<br>F23′ | 15·2 | Lübeck German<br>*WB* | C.2Cy.23″&39½″–25½″ 80HP<br>Berl.Akten-Gessellsch. Vormals"FreundBerlin" | |
| Missing since 12.94<br>188<br>*J.Brauer*92–92<br>LFWC | —<br>(*Trawler*)<br>1*Dk* | **IronScSr** | 158<br>143<br>67 | | | | 1891 | Act.Ges. "Neptun" Rostock | J.Nibbe | 104·5<br>B33′ | 20·4 | 10·5 | Altona German<br>*WB* | C.2Cy.17¾″&33½″–20″<br>Act.Ges."Neptun,"Rostck | |
| 189<br>*D.Brinckmann*86–<br>KNSF | —<br>1*Dk* | **IronPadCtr** | 138<br>138<br>86 | | | | 1879 | Blohm& Voss Hamburg | Stade-Altländer Dampfschifffahrts &Rhederei-Ges. | 143·0<br>B30′ | 20·0 | 7·5 | Stade German | C.2Cy.25″&44″–39″ 70HP<br>Blohm&Voss,Hamburg | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Rig of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 190 RHNQ | **Elberfeld** *L.Sonderhoff90–94* *Well deck* *Elec.light* | **SteelScSr** *ssHam.No.1–94* *2Dks(Stl–Uws)&Webframes* *Now named "Hercynia," See No. 28 in Supplement.* | 2617 2095 1712 | ✠100A1 2,94 ✠NB7,92 | Ham LA&CP | *t* ✠LMC2,94 | 1889 6mo | Sir W.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | Hamburg-Amerikanische Packetf. Act. Ges. *WB=Cell* | 310·0 P186′F34′ *DB264′500t FPT* | 39·0 BK10″ | 23·5 | Hamburg German *6BHCem* *30t APT20t* | T.3Cy.23″,38″&61″–39″ (*s* 165lb 300H 2SB,*6cf*,GS121,HS5010 FI Wlsnd.Slpwy.&E.Co.Nwc | 26 ″ 0 s 3 ″ 11½ | DV |
| 191 95480 KVMN | **Elbruz** *S.Brown* –91 *Elec.light* | **SteelSc3MstSr** *Carrying Petroleum in bulk* | 2715 2700 2101 | | | | 1888 | Sir W.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | Elbruz S.S.Co. (Lim.)(Lane& Macandrew) | 309·5 | 40·4 | 28·2 | London British | T.3Cy.23″,37″&60″–39″ 260H FD Wlsnd.Slpwy.&Eng.Co., Nwc. | | V |
| 192 HLBS | **Elcano** *Mendita* *ssMan.No.3-2,94* | **IronScSr** ~~*ssLiv.No.2–80*~~ *2Dks* | 819 769 518 | ✠100A1 ~~11,91~~ 3,95 ~~BS10,91~~ ✠LMC7,~~88~~ ~~2,04~~ 3,95 | Man LA&CP | *m* | 1880 3mo | AM'Millan &Son Dumbarton | Larrinaga&Co. | 212·0 F40′ *WB=DBa40′f21′* | 30·2 BK8″ *59t FPT12t* | 17·8 | ~~Bilbao~~ Manila Spanish *4BHCem* 1DB,*6pf*,GS99 D.Rowan,Glasgow | C.2Cy.29″&56″–36″ (*c*) 60lb *35lb* 150H | | |
| 193 89929 JLSK | **Elderslie** *D.C.Duncan* –93 *Well deck* | **IronScBk** *ssLon.No.2–92* *2Dks(1Irn)3trB* | 2761 2274 1801 | ✠100A1 7,94 ~~10,98~~ BS3,93 | Lon LA&CP | *t* ✠LMC1,92 | 1884 4mo | Palmers' Co. Newcastle | Elderslie S.S.Co. (Lim.)(Turnbull Martin&Co.) | 300·0 P184′F28′ *WB=Cell* | 40·0 BK9″ *DB252′457t* | 23·9 | Glasgow British *5BHCem* | C.2Cy.38″&72″–48″ (*s*) 90lb *90lb* 300H 2DB,*12pf*,GS166 Palmers' Co.(Lim.),Nwc. | 26 ″ 7 | |
| 194 93081 KGNP | **Eldorado** *C.Lawson* –91 *Elec.light* | **IronScSr** | ~~1382~~ 1511 ~~1320~~ 1425 ~~828~~ 945 | | | … | 1886 | Earle'sCo. (Lim.) Hull | T.WilsonSons& Co. (Lim.) | ~~249·6~~ 267·6 | 33·2 H86 | 15·7 len95 | Hull British | T.3Cy.28″,43″&70″–39″ 250H | 16 ″ 7 s 8· 6½ | BT till 5,95 |
| 195 88816 KVNF | **Eleanor** *H.Fill89–89* *Well deck* | **SteelScSr** *ssBly No.1–92* *CellDB&WebframesIrn 1Dk(Irn)&Webframes* | 1911 1525 1228 | ✠100A1 9,94 ~~5,94~~ BS4,95 | Shl A&CP | *r* ✠LMC8,92 Nwc | 1888 11mo | H.S.Edwards&Sons Newcastle | J.RidleySon& Tully *WB=Cell DB220′471t* | 270·0 P31′Q68′B113′ F32′ drp94 | 36·5 BK9″ *MT54′126t* | 19·7 *5BHCem* | S.Shields British *4BHCem* | T.3Cy.21″,34½″&55″–36″ (*s*) 160lb *70lb* 160H 2SB,*6pf*,GS108 J.P.Rennoldson&SonsS.Sh | 22 ″ 3 s 2 ″ 1 | |
| 196 81437 | — *Thomas82–* | **SteelPadSr** | 903 707 378 | | | | 1881 | Laird Bros. Birkenhead | London&N.W. RailwayCo. | 254·2 P116*t* | 30·0 | 14·2 | Dublin British | C.O.4Cy.36″&60″–78″ 350H LairdBros.,Birkenhead | | BT till ~~8,94~~ 8,95 |
| 197 98209 KMTB | — ~~*T.Harris94–94*~~ *Well deck* *W.Fisher95–95* | **SteelScSr** *1Dk(Stl)* | 520 544 441 272 | ✠100A1 3,95 ~~10,98~~ ~~11,94~~ *(Class Contemplated)* ✠LMC10,94 ~~Lon~~ Sws | Mtr LA&CP | *h* | 1894 10mo | Montrose S.&E.Co.(Lm.) Montrose | Harries Bros.&Co. | ~~170·0~~ Q82′B12′F24′ 171·2 | 25·4 drp94 BK7″ *WB=DBa30′f3′* | 13·0 *4BHCem* *89t APT8t* | Swansea British *4BHCem* | C.2Cy.22″&44″–30″ (*s*) 100lb *80lb* 80H 1SB,*3pf*,GS60,HS1648 Hll,Brwn,Buttery& C.,Gls. | 13 ″ 10 s 1 ″ 3 | |
| 198 49613 WDQL | — *B.H.Evans* | **IronPadSr** *1Dk* | 167 167 99 | | | | 1864 | ..... Newcastle | Adelaide Stm.Tug Co.(Lim.) | 130·3 | 20·2 | 10·6 | Adelaide British | 2Cy. 80H | | |
| 199 135015 JPNH | **Eleanora** *Bennett* | **WoodScSr** *3Dks* | 988 — 582 | | | | 1874 | J.Englis & Son Grnpnt,N.Y. | Maine S.S.Co. | 186·4 | 35·0 | 16·6 | Prtlnd,Me. Utd.States | 1Cy.42″–60″ 300H C.H.Delamater&C.,N.York | | |
| 200 LMHK | **Electra** *J.Miang83–93* | **SteelScSr** *1Dk2trB* | 1268 926 881 | | | | 1893 | Flensburgr Schiffsbau Ges Flensburg | Holm&Molzen | 230·0 Q71′ B57′ F27′ | 34·2 | 15·5 *WB* | Flensburg German | T.3Cy.16″,26″&43″–33″ 120H FlnsbrgrSchffsb.Ge.Flnbg | | V |
| 201 89675 JTRM | — *H.S.Smith* *Elec.light* | **SteelScSr** *ssLon.No.2–93* *2Dks(1pt Stl)&Awngdk* | 1219 787 656 | ✠100A1 *Awng dk with freeboard* 9,93 ✠LMC6,93 ~~BS1,95~~ | Lon LA&CP | *o* | 1885 1mo | R.Napier& Sons Glasgow | Eastern Tel.Co. (Lim.) *WB=DTa40′121t DBf42′* | 237·4 23·8 | 32·1 BK7½″ *&uE21′166t* | 16·6 *4BHCem* | London British | C.2Cy.32″&64″–42″ (*s*) 85lb *65lb* 200H 2SB,*6cf*,GS117 R.Napier&Sons,Glasgow | 17 ″ 7 s 9 ″ 2½ | |
| 202 76364 RDLB | — ~~*R.Jones94–94*~~ *T.Walters94–95* | **IronScSr** ~~*ssStk.No.3–1,89*~~ *ssLly.No.1–93* *1Dk2trB* | 495 488 305 | ✠100A1 ~~6,94~~ ~~3,94~~ ✠NB1,88 ~~BS3,94~~ 4,95 | Lly A&CP Shl | *h* ✠LMC6,93 | 1876 10mo | J Readhead &Co. S.Shields | Lewis&Co. *WB=DBa48′f37′* | 176·6 BK7½″ | 25·4 | 14·8 *4BHCem* | Liverpool British *4BHCem* | C.2Cy.20″&39″–30″ (*s*) 70lb ~~*35lb*~~ 65H 1SB,GS39 J.Readhead&Co.,S.Shields | 15 ″ 7 s 2 ″ 3½ | |
| 203 93190 | — *E.Farrell* *Elec.light* | **SteelTwinScSr** *1Dk* | 395 355 210 | ✠ 6,87 | Cly A&CP | *g* | 1887 4mo | Russell& Co. Pt.Glasgow | North Coast Stm. Nav.Co.(Lim.) *WB=deep t* | 160·5 *Dk3″thick* | 27·0 FK | 10·9 *tank f22t deep* | Sydny NSW. British *4BHAsp* *tank a 15t FPT10t APT33t* | C.2Cy.23″&42″–30″ 76H Rankin&Blackmore,Grnk. | 11 ″ 5 | |
| 204 93080 | — ~~*D.Pettit–*~~ ~~*J.Mims80–90*~~ ~~*Unknown*~~ *Dove* | **IronScK** ~~*ssHul.No.1–90*~~ *Trawler* *1Dk* *ssHul.No.3–5,94* | 102 102 54 | ✠100A1 5,95 ~~8,92~~ 5,94 ~~BS11,96~~ BS5,95 | Mil LA&CP ✠LMC~~5,90~~ ~~Hul~~ Cff | 1886 5mo 5,94 | Cook,Welton&Gemmll Hull | F.&T.Ross | 90·0 ptND94 | 20·4 BK7½″ | 10·6 *3BHCem* | Hull British | C.2Cy.14″&26″–20″ (*a*) 90lb 30H 1SB,*2pf*,GS24,HS560 C.D.Holmes&Co.,Hull | 11 ″ 1 | |
| 205 *Now named "Peloponessos," See No. 8 in Supplement.* | **Electric** *Craig86–86* | **IronScSr** | 608 505 272 | | | | 1863 | Tod& McGregor Glasgow | D.P.Goudis | 210·1 P61*t* | 27·1 | 14·4 | Piræus Greek | T.3Cy.19½″,31″&49″–33″ 150H A.&J.Inglis,Glasgow | | |
| 206 96212 | — | **IronScK** *1Dk* *ssGms.No.1-94* | 183 163 79 | ✠100A1 *Well Fishing vessel* 2,~~90~~ 12,94 ✠LMC~~2,90~~ 12,94 | Hul Gms LA&CP | 1890 2mo | Earle'sCo. (Lim.) Hull | Grimsby Steam Fishing Co. (Lim.) | 107·4 Q42′F20′ | 20·5 BK7½″ | 11·5 *3BHCem* | Grimsby British | T.3Cy.12¾″, 20″&32″–22″ (*s*) 150lb 55H 1SB,*2cf*,GS29,HS800 Earle'sCo.(Lim.),Hull | 12 ″ 0 | |
| 207 93729 KMNR | **Electrician** *H.Shaw* –94 | **SteelScSr** ~~*ssLiv.No.1–91*~~ 2-95 *1Dk(Stl)&Spardk(Stl)3trB* | 2847 2753 1862 | ✠100A1 *Spar dk* 3,95 ~~4,94~~ ~~BS5,94~~ ✠LMC~~5,91~~ 3,95 | Liv A&CP | *u* | 1887 4mo | R.Dixon& Co. Middlesbro' | Charente S.S.Co. (Lim.)(T.&J. Harrison, *Mgrs.*) | 325·0 B68′F41′ | 40·2 28·0 BK10″ | 20·2 *6BHCem* | Liverpool British | T.3Cy.24″,40″&66″–45″ (*s*) 160lb *75lb* 375H 2DB,*8cf*,GS136 Blair&Co.(Lim.),Stockton | 21 ″ 5 s 7 ″ 2 | BT till ~~11,94~~ 4,95 |
| 208 68 HGBL | **Elektra** *Mersa69–87* | **IronScBk** *3Dks* | 3185 2918 1996 | | | | 1884 | Lloyd Austro-Ungarico Trieste | Lloyd Austriaco | 375·0 | 39·0 | 28·0 | Trieste Aust.-Hung. | C.2Cy.43″&80″–52″ 435H ArsenaleLloyd,Trieste | | |
| 209 83922 WFMS | **Elemore** *G.Golding* –91 *Well deck* | **IronScSr** *ssBly.No.3–5,93* *1Dk(Irn)* | 932 743 ~~613~~ 573 | ✠100A1 9,94 ~~10,98~~ ~~BS9,94~~ ✠LMC5,93 | Bly A&CP | *m* | 1881 11mo | S.P.Austin &Son Sunderland | Sharp&Co. *WB=CellDB183′177t APT6t* | 216·0 P26′Q56′B42′F22′ | 31·0 FK | 13·8 *5BHCem* | Newcastle British | C.2Cy.28″&54″–33″ (*i*) 80lb *40lb* 99H 1SB,*3pf*,GS55 NEMarineECo.(Lim.),Sld. | 16 ″ 2 s 1 ″ 7 | D |
| 210 HLCB | **Elena** *Aquirre66–73* | **IronScSr** *2Dks* | 591 591 417 | | | | 1862 | Richardsn, Duck&Co. Stockton | Linea de Vapores Serra | 179·1 | 27·2 | 15·6 | Bilbao Spanish | C.2Cy.23″&43″–24″ 90H *Cmp82Blckwd&Wood,Liv* | | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Entretement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu de navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 211 | **Elena** | IronTwinScSp | 289 / 262 / 182 | | | | 1886 | J.Jones& Sons Liverpool | Brazilian Government | 135·6 / Q23*t* | 28·1 | 7·9 | RioGrnde doSol Brazilian | D.2Cy.15″–30″ 40HP J.Jones&Sons,Liverpool | |
| 212 | **Elena Cosulich** | SteelScSr | 1117 / 892 | ✝100A1 2,94 | Gen A&CP | *n* | 1889 / 8mo | J.Priest-man&Co. Sunderland | Flli.Cosulich (M.O.Cosulich, Venice, *Mgr.*) | 231·5 / Q87′B94′F27′ BK8″ *WB=DBa* | 32·1 | 15·3 | Trieste Aust.-Hung. | T.3Cy.17″,28″&46″–33″ (*s*) 160lb *80lb* 106HP 1SB,*3rf*,GS50 Hutson&Corbett,Glasgow | 16 ″ 4 |
| HGBM | *Well deck* 1*Dk*(*Irn*)&*Webframes* | | 672 | | LMC2,94 | | | | | | | | | | |
| 213 | **Elena Cuppa** | SteelScSr | 431 / — / 223 | | | | 1893 | Stabili-mento Tecnico Trieste | D.Curcumelli | 185·0 | 29·0 | 8·6 | Berdiansk Russian *WB* | C.2Cy.13½″&24″–20″ 60HP StabilimentoTecnico,Tri. | |
| 214 | **Eleni** | IronScSr | 423 / 364 | 12,84 | Gls LA&CP | *i* Lv | 1883 / 7mo | A.Stephen &Sons Glasgow | P.Pantaleon | 177·0 / P25′ F33′ | 25·3 | 13·4 | Syra Greek | C.2Cy.20″&35″–24″ 65HP PearceBrothers,Dundee | 14 ″ 2 |
| HMFG | (*ex*Ianthe,*ex*Rose) 2*Dks* | | 223 | | | | | | | lrp&lrp84 | | | *4BHCem* | | |
| 215 | **Eleni Millas** | SteelScSr | 2381 / 2132 | ✝100A1 *withfreeboard* | Ant A&CP | *t* | 1892 / 6mo | J.L.Thomp-son&Sons Sunderland | J.Millas&Sons | 302·0 / P40′B74′F38′ FK | 40·6 | 22·1 | Argostoli Greek | T.3Cy.23″,38″&62½″–42″ (*s*) 170lb *80lb* 210HP 2SB,*6cf*,GS116,HS4054 Blair&Co.(Lim),Stockton | 24 ″ 11 s 5 ″ 4 |
| HNLD | 1*Dk*(*Stl*)2*trB*&*Webframes* | | ~~1503~~ | ~~3,93~~ 10,94 | LMC6,92 Br | | | | | *WB=Cell DB*244′ 606*t FPT* | | | *6BHCem* | | |
| | *Elec.light* | | | | | | | | | | | | 73*t APT*60*t* | | |
| 216 | **Elettrico** | SteelScSr | 1295 / 1227 | | | | 1887 / 8mo | A.Stephen &Sons Glasgow | Navigazione Generale Italiana | 259·8 | 33·0 | 14·( 22· | Palermo Italian | T.3Cy.30″,48″&77″–48″ 913HP A.Stephen&Sons,Glasgow | 15 ″ 11 |
| 80 NWHV | *A.Desimone* –91 *Elec.light* 2*Dks*(1*pt Stl*)&*Awngdk*3*trB* | | 571 | | | | | | | | | | | | |
| 217 | **Elfängen** | IronSc | 108 / 62 / 80 | | | | 1865 | Bergsunds Mek.Verks. Stockholm | NolsÅngb.Aktieb. (A.Thorsson) | 93·5 / Q25′ | 16·1 B32′ | 7·5 F14′ | Nol Swedish | C.2Cy.12″&25¼″–19½″ 30HP BergsundsM.V.Stockholm | |
| | *J.Eliasson*91–91 (*ex*Torshalla,*ex*Runan) 1*Dk* | | | | | | | | | | | | | | |
| 218 | **Elfie** | IronScSr | 1188 / 917 | ✝100A1 9,94~~7,93~~ | Hpl A&CP | *o* | 1880 / 6mo | W.Gray& Co. W Hartlepool | Napier ShippingCo (Lim.) | 238·0 / Q78′B136*t*F33′ | 32·1 | 17·0 | Glasgow British | C.2Cy.28″&53½″–33″ 80lb *75lb* NDB88 110HP 1DB,*4pf*,GS52 Blair&Co.(Lim.),Stockton | 18 ″ 2 s 1 ″ 6 |
| 81655 TGPL | *W.Tyre*90–94 *ss*Hpl.No.3–2,92 *Well deck* 1*Dk*(*Irn*)2*trB* | | 742 | BS~~6,93~~ 6,94 | LMC2,92 Gls | | | | | drp94 *WB=DBa* | BK8″ | | *4BHCem* 63′*f* 86′254*t* | | |
| 219 | **Elfkungen** | IronScSr | 109 / 75 / 77 | | | | 1881 | Oscar-shamsMkWk Oscarshamn | ElfkungensÅngb. Aktieb. (C.F.Lundberg) | 94·8 / Q25′ | 17·2 H17*t* | 7·8 F30′*t* | Trollhättn Swedish | C.2Cy.13″&27″–18″ 25HP OscarshamnsMek.Werk, Oscarshamn | |
| 220 | **Elfrida** | SteelScSr | 2257 / 1760 | ✝100A1 2,95 ~~2,93 7,04~~ | Hpl A&CP | *s* Ply | 1889 / 1mo | Osbourne, Graham&Co. Sunderland | Pyman,Bell&Co. | 290·0 / P27′Q92′B114′ F33′ BK10″ *WB=Cell* | 38·0 | 20·1 | Newcastle British | T.3Cy.22″,36½″&60″–42″ (*s*) 160lb *80lb* 200HP 2SB,*6pf*,GS90 N.E.MarineE.C.(Lm.),Sld. | 22 ″ 6 s 2 ″ 2 |
| 96133 LBCP | *J.S.Steel*79–93 *ss*Hpl.No.1–94 *Well deck* 1*Dk*(*Irn*)&*Webframes* *B.Burgess* –95 | | 1454 | BS1,95 | LMC2,94 Nwc | | | | | | | | 6*BHCem* *DB*236′450*t* | | |
| 221 | — | IronScSr | ~~496~~ 470 / ~~387~~ 281 / ~~310~~ | ✝100A1 ~~11,0~~ ~~3,94~~ 5,95 NB6,92 | Liv LA&CP LMC6,92 ~~Stn~~ | *h* | 1880 / 11mo | Campbell& Co. Paisley | Colvils,Lowden &Co. | 165·0 / Q77′B17′F40′ drp95 BK7″ *WB=DBa*31′&*uE*10′ | 24·6 | 12·9 | Glasgow British | C.2Cy.22″&40″–30″ (*s*) 80lb *80lb* NDB92 70HP 1SB,*3f*,GS50 Fleming&Ferguson,Psly. | 13 ″ 11 s 1 ″ 0½ |
| 84290 VGLS | *M.M'Neil*85–85 *ss*Gls.No.3–7,92 *Well deck* 1*Dk* | | | | | | | | | | | | 7*0tFPT*30*t* | | |
| 222 | **Elgen** | WoodScSr | 518 / 465 / 316 | | | | 1870 | MotalaCo. Gothenburg | T.Meling | 156·8 / B52*t* | 28·2 | 17·2 | Stavanger Norwegian | C.2Cy.17¼″&34½″–23½″ 42HP MotalaCo.,Gothenburg | |
| HFCV | F&YM6,90 | | | | | | | | | | | | | | |
| 223 | **Elias** | | — / — / 397 | | | | | ..... | A.F.Berneaud | ..... | ..... | ..... | Para Brazilian | | |
| | *J.BorgesAlves* | | | | | | | | | | | | | | |
| HFBR | | | | | | | | | | | | | | | |
| 224 | **Elias Sehlstedt** | IronScSr | 321 / 179 / 238 | | | | 1882 | Oscars-hamn Mek.Vrks. Oscarshamn | Ångf.Aktieb. "Norrland" (E.R.Lundsten) | 120·3 / B89′ | 20·2 H16*t* | 10·8 F33′ | Hernösand Swedish | C.2Cy.19″&38″–21″ 60HP Oscarshamns Mek.,Verks. Oscarshamn | |
| | *J.V.Godin*89–89(*ex*ExcellensenPosse) 1*Dk* | | | | | | | | | | | | | | |
| HRCT | | | | | | | | | | | | | | | |
| 225 | **Elihu Thompson** | IronScSr | 919 / 896 | ✝ *Spar dk* | Nwc LA&CP | *l* | 1888 / 9mo | W.Dobson &Co. Newcastle | Sprague&Breed | 195·0 / H20*t* | 28·0 | 13·6 | Boston Utd.States | T.3Cy.15″,23″&40″–30″ 75HP NEMarineECo.(Lim) Nwc | 14 ″ 4 |
| 136155 KHQD | *J.Hansen* 1*Dk*(*Irn*)&*Spardk*&*Webframes* | | 699 | *withfreeboard* 3,91 | | | | | | | | | 4*BHAsp* *WB* | *=DBa*51′*f* 79′132*t APT*30*t* | |
| 226 | **Elingamite** | SteelScSr | 2585 / 1998 | ✝ 9,87 | Nwc A&CP | *t* | 1887 / 9mo | C.S.Swan& Hunter Newcastle | Huddart,Parker& Co.(Lim.) | 310·5 / P169′ | 40·8 F57′ | 19·7 | Melbourne British | T.3Cy.25″,41″&67″–42″ FD 250HP 7*BHCem* Wallsnd SlpwyCo(L.)Nwc | 22 ″ 2 |
| 92865 SLHF | *P.W.Bull* –93 *Well deck* 1*Dk*(*Stl*)&*Webframes* *Elec.light* | | 1675 | | | | | | | | | | *WB=Cell D* | *B*248′488*t FPT*65*t APT*37*t* | |
| 227 | **Elisa** | IronScSr | 1431 / 1402 | | | | 1867 | Palmer& Co. Newcastle | Benchimol& Sobrinho | 221·8 | 36·3 | 26·6 | Lisbon Portuguese | C.2Cy.23″&52″–33″ NE&B89 120HP KoninMaatsScheltFlshing | |
| | *B.S.Lopes* (*ex*Cenisio,*ex*Centro | | | | | | | | | | | | | | |
| HKJW | America,*ex*Clementina) 2*Dks* | | 927 | | | | | | | | | | | | |
| 228 | **Elisa Anna** | IronSc3MstSr | 1435 / 1425 | | | | 1864 | Malcom-sonBros. Waterford | P.Tassi | 246·0 / H10*t* | 30·2 | 17·0 23·6 | Leghorn Italian | C.2Cy.30″&56″–36″ 220HP J.Jones&Sons,Liverpool | |
| 11 NWKV | *G.Preve* –91 (*ex*Cordova) 1*Dk*&*Awngdk* | | 782 | | | | | | | | | | | | |
| 229 | **Elisa Sonto** | IronScSr | 462 / 361 | ✝ 7,86 | NYk A&CP | *g* | 1878 / 11mo | Murdoch & Murray Pt.Glasgow | J.R.Craigen | 170·3 / P25′ F24′ FK | 25·1 | 10·9 | R.Janeiro Brazilian | C.2Cy.19″&34″–36″ 75HP Lees,Anderson&Co.,Gls. | 11 ″ 7 |
| | *W.Owens* *ssN.Yk.No 2–86* (*ex*Arran) 1*Dk*(*Irn*–ws) | | 283 | | | | | | | 4*BHCem* | | | | *WB=FPT&APT* | |
| 230 | **Elisabeth** | IronScSr | 450 / 389 | | | | 1884 | Eriksbergs Mk.Werks. Gothenburg | S.A.Philipsen | 144·8 / B41′ | 23·9 F10′ | 14·6 | Copnhagn Danish | C.2Cy.16″&31″–19″ 50HP EriksbrgsMk.Werks.,Goth | |
| | *M.Frantzen*86–86 1*Dk* | | | | | | | | | *WB* | | | | | |
| NVDR | | | 277 | | | | | | | | | | | | |
| 231 | **Elisabetta** | IronSc3MstSr | 390 / 291 | ✝100A1 10,92 | Tri LA&CP | *g* | 1880 / 5mo | H.M'In-tyre&Co. Paisley | ErediF.Raffo | 162·0 / Q74′B12′F22′ ptND89 BK7″ *WB* | 23·2 | 13·2 | Leghorn Italian | C.2Cy.21″&40″–30″ (*i*) 80lb *60lb* NB89 74HP 1SB,*3f*,GS54 Fleming&Ferguson,Psy. | |
| 8 NWMS | *A.Scotto* –80 *ss*Tri.No.3–10,92 (*ex*Adeline Schüll) 1*Dk*(*pt Irn*) *Well deck* | | 245 | BS~~1,94~~ 2,95 | LMC10,92 | | | | | *=FPT*70*t* | | | 4*BHCem* | | |
| 232 | **Elise** | SteelScTrawler | 143 / 130 / 58 | | | | 1892 | J.C.Teck-lenborg Geestemünde | Gebr.Thomae | 105·5 | 20·7 | 10·1 | Hamburg German | C.2Cy.17¾″&32½″–22″ 65HP J.C.Tecklenborg,Gstmnde | |
| RJNT | *H.Meier*92–92 1*Dk* | | | | | | | | | | | | | | |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross. / Under deck. / Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built. When. Ship. Engines | By Whom. Where. | Owners. | Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 233<br>RHQW | Elise Marie SteelScSr<br>*H.Hinsch*89-89<br>*Elec.light* *Carrying Petroleum in bulk*<br>*1Dk&Spar dk&Web frames* | 3568<br>3078<br>2587 | | | | 1889 | SirW.G. Armstrong, Mitchell&Co.<br>Newcastle | TankDampfschiffahrtsGes. (*inLiq.*) | 320·0<br>B24' F38' | 42·0 | 29·5 | Hamburg<br>German<br>*WB* | T.3Cy.23",37"&60"-42"<br>FD 300HP<br>WallsendSlipwayC.(Lim.) Nwc. | | V |
| 234<br>PBKF | Elita SteelScSr<br>*Th.Pierstorff*76-93 *1Dk*<br>*Elec.light* | 735<br>485<br>526 | | | | 1889 | Rost.Act. Ges.für Schiff &Masch.Bau<br>Rostock | Libau-Lübecker Dampschifffahrts Ges.(Schroeder& Pape*Mgrs.*) | 178·8<br>P109' F52' | 26·5 | 13·8 | Lübeck<br>German<br>*WB* | T.3Cy.13",20"&33"-24"<br>90HP<br>Rost.Schif.Ges.,Rostock | | GV |
| 235<br>65601 | Eliza IronPad<br>*W.Dorsett* -89 *ss*Dem.No.3-3,86<br>*ss*Dem.No.2-92<br>*1Dk* | 69<br>69<br>36 | A1<br>*For River purposes only*<br>1,94<br>B&MS1,94 | Dem<br>A&CP | | 1871<br>6mo | Green<br>London | SprostonDock& FoundryCo. | 100·0<br>BK4½" | 16·1 | 6·9 | Georget'n<br>British<br>3*BH* | O.2Cy.24½"-33" (*a*)<br>40lb NB85 37HP<br>1SB,GS27<br>J.Stewart,London | | |
| 236<br>63585<br>NGMP | Elizabeth IronScSr<br>*R.C.Turnbull* 6thSurvey,Hull11,88<br>(*ex*Ninovah) 1stSurvey,Lon.4,92<br>*Well deck* *1Dk2trB* | 1041<br>815<br>679 | ✠ A1,1<br>3,94 | Hul | Lv | 1869<br>12mo | TROswald<br>Sunderland | W.S.Bailey | 225·5<br>P194*t*F22*t*<br>drp94 BK8"<br>ptND94 *WB* | 30·7 | 16·9 | Hull<br>British<br>4*BH*<br>=*DBa&f* | C.4Cy.20"&39"-33"<br>70lb NE74 NB84 128HP<br>Bailey&Leetham,Hull | 17 " 10<br>s 2 " 3 | |
| 237<br>82894<br>VWBS | Elizabeth Allen IronScSr<br>*J.Allen*84-84 *ss*Lon.No.3-4,94<br>*Well deck* *1Dk(Irn)2trB* | 1570<br>1257<br>997 | ✠100A1<br>11,94~~1,94~~ | Lon<br>A&CP<br>✠LMC4,94<br>Brw | *q* | 1881<br>5mo | Bartram Haswell&Co<br>Sunderland | J.Allen&Co. | 257·2<br>P29'Q58'B62'F34'<br>BK9"<br>*WB*=*DB* *a*64'*f*40' 169*t FPT* | 35·0 | 18·7 | London<br>British<br>5*BHCem*<br>46*tAPT*22*t* | C.2Cy.32"&60"-39" (*i*)<br>90lb 160HP<br>2SB,*6pf*,GS96<br>J.Dickinson,Sunderland | 19 " 10<br>s 1 " 11 | |
| 238<br>85101<br>WGMC | Elk IronScSr<br>*A.J.vonPirch*93-93 ~~*ss*Npt.No.2-90~~<br>*Well deck* *1Dk(Irn)2trB*<br>*ss*Npt.No.3-12,94 | 1420<br>1160<br>903 | ✠100A1<br>3,95 ~~11,93~~<br>~~BS8,93~~<br>BS12,94 | Cff.<br>A&CP<br>✠LMC~~2,90~~ 3,93<br>Shl | *o* | 1881<br>12mo | Osbourne &Graham<br>Sunderland | JacksonBros. &Cory | 246·5<br>Q76'B76'F29'<br>BK8½"<br>*WB*=*DBa* | 34·1 | 17·4 | London<br>British<br>4*BHCem*<br>61'*f*77'296*t* | C.2Cy.30"&55"-36" (*i*)<br>80lb *55lb* 120HP<br>1DB,*4pf*,GS57<br>Blair&Co.(Lim.),Stockton | 18 " 1<br>s 1 " 7½ | |
| 239<br>89584<br>KBLV | Ella IronScSr<br>*J.O.T.Berlin* -93 ~~*ss*Shl.No.1-88~~<br>*Well deck* *1Dk(Irn)2trB*<br>*ss*Nwc,No.2-94 | 2133<br>1668<br>1375 | ✠100A1<br>~~6,94 5,91~~ 1,95 | Shl<br>A&CP<br>✠LMC8,93<br>~~Nwc~~ | *r* | 1884<br>4mo | N.ofEng.S. B.Co.(Lim.)<br>Sunderland | R.Gordon&Co. | 270·0<br>P28'Q68'B70'F30'<br>BK9½"<br>*WB*=*D* *Ba*76'*f*60'339*tFPT* | 39·3 | 19·0 | London<br>British<br>6*BHCem*<br>87*tAPT*34*t* | T.3Cy.27",34"&65"-42" (*i*)<br>80lb *Tpd*91 180HP<br>2SB,*6pf*,GS98<br>N.E.MarineE.Co(Lm)Nwc | 20 " 2<br>s 2 " 1 | |
| 240<br>104337 | — SteelScSr<br>*W.H.Kirkaldy*94-94<br>*Well deck* *1Dk(Stl)2trB* | ~~1075~~ 1122<br>~~823~~ 842<br>~~680~~ 702 | ✠100A1<br>3,95 ~~6,94~~<br>~~(Class Contemplated)~~ | Sld<br>A&CP<br>✠LMC6,94 | *m* | 1894<br>6mo | ShortBros.<br>Sunderland | J.S.Barwick | ~~218·5~~ 218·2<br>P24'Q50'B46'F23'<br>*WB*=*CellDB*162'260*tFPT* | ~~33·2~~ 33·1 FK | 13·7 | Sunderland<br>British<br>4*BHCem*<br>52*tAPT*21*t* | T.3Cy.17½",29"&47"-33"(s)<br>160lb *80lb* 130HP<br>2SB,*4pf*,GS62,HS2000<br>J.Dickinson,Sunderland | 16 " 0<br>s 1 " 7½ | |
| 241<br>82420<br>WBHL | — IronSc<br>*W.Gregory* -94 *2Dks* | 851<br>645<br>404 | | | ... | 1881<br>5mo | Aitken& Mansel<br>Glasgow | London&S.W. RailwayCo. | 235·5<br>Q126' F60' | 29·1 | 14·2 | S'thamptn<br>British | C.2Cy.37"&69"-39"<br>220HP<br>J.&J.Thomson,Glasgow | | BT till 1,95 |
| 242<br>62296<br>LWFP | — IronSc3MstSr<br>*E.F.Fuller* -92 *1Dk&Awngdk* | 784<br>680<br>519 | | | ... | 1870<br>10mo | J.Scott& Sons<br>Invrkeithing | A.R.Greaves | 197·5 | 25·3 | 11·5<br>18·2<br>FK | Shanghai<br>British<br>*WB* | C.2Cy.20"&36"-27"<br>NB80 75HP<br>J.Scott&Sns,Inverkeithng | 12 " 6 | |
| 243<br>NCLK | — SteelScSr<br>*A.Rasmussen* *1Dk*<br>*Elec.light* | 389<br>281<br>240 | | | | 1890 | Helsingör Jernskibs& Maskinbygri<br>Elsinore | Dampskibsselskabet'Ostersöen' (Hecksher&Sön, *Mgrs.*) | 145·5<br>Q57*t* B22*t* F14' | 23·7 | 10·9 | Copnhagn<br>Danish<br>*WB* | C.2Cy.19"&35"-21"<br>50HP<br>Helsingörs,Jernskibs& Maskinbyggeri,Helsingör | | V |
| 244<br>98282 | — IronScSr<br>~~*C.Farrar*~~ *1Dk*<br>*G.K.Grimmer*94-94 | 113<br>105<br>22 | ✠100A–<br>*Stm Trawler*<br>~~6,94 11,93~~<br>5.95 | Abn<br>✠LMC5,91 | | 1891<br>5mo | JTEltringham&Co.<br>S.Shields | J.T.Eltringham &Co. | 93·0<br>BK6" | 18·6 | 10·1 | S.Shields<br>British<br>3*BHCem* | C.2Cy.16"&32"-22" (*r*)<br>100lb 45HP<br>1SB,*2pf*,GS28,HS719<br>G.T.Grey,S.Shields | 10 " 3 | |
| 245<br>88744<br>HWRM | Ella Sayer IronScSr<br>*G.Turnbull*80-84 ~~*ss*Nwc.No.2-91~~<br>*Well deck* *1Dk(Irn)2trB*<br>*ss*Liv.No.3-5,94 | 1694<br>1388<br>1095 | ✠100A1<br>~~5,91 11,93~~ 9,94<br>~~BS10,93~~ | Nwc<br>A&CP<br>✠LMC~~8,91~~ 5,94<br>~~Liv~~ | *q* | 1883<br>6mo | Doxford& Sons<br>Sunderland | EllaSayerS.S.Co. (Lim.)(Fisher, Renwick&Co.) | 258·0<br>Q90' B62' F27'<br>~~drp92~~ drp94 FK<br>*WB*=*CellDB*210' | 37·0 | 16·7 | Newcastle<br>British<br>4*BHCem*<br>130*tAPT*70*t* | C.2Cy.33"&62"-42" (*a*)<br>100lb ~~50lb~~ *80lb* 164HP NDB94<br>2SB,*4cf*,GS88<br>W.Doxford&Sons,Sld. | 19 " 1<br>s 2 " 2 | |
| 246<br>RGNL | Ella Woermann IronScSr<br>*H.Iversen*91-92<br>*2Dks* | 1727<br>1499<br>1231 | | | | 1883 | Blohm& Voss<br>Hamburg | Afrikanische Dampfsch. Act.Ges. | 271·3<br>P58' B76' F33' | 34·8 | 21·2 | Hamburg<br>German | C.2Cy.30"&52"-42"<br>160HP<br>Blohm & Voss,Hamburg | | V |
| 247<br>27260<br>PQMG | Ellan Vannin IronTwinScSr<br>*E.Corkhill* -91 (*ex*Mona'sIsle) | 375<br>304<br>124 | | | | 1860 | Tod& McGregor<br>Glasgow | Isle ofManSteam PacketCo.(Lim.) | 198·6<br>Q32*t* | 22·2 | 10·7 | Douglas<br>British | C.4Cy.18"&34"-24"<br>NE&B83 100HP<br>Westray,Copeland&C.Brw | | BT till ~~10,94~~ 10,95 |
| 248<br>71780 | Ellen IronPad<br>*H.King*88- *1Dk* | 324<br>263<br>161 | | | | 1876 | Sheltiff<br>Goolwa,S.A. | RiverMurrayNav. Co.(Lim.) | 120·0<br>H17*t* | 18·9 | 7·5 | P.Adelaide<br>British | C.2Cy.12"&18"-42"<br>80HP<br>Roberts&Sons,Sandhurst, Victoria | | |
| 249<br>739<br>JCDH | — WoodScSr<br>*J.A.Nikander*93-93 *1Dk* | 168<br>137<br>110 | | | | 1893 | J.Jakobs-sonKöp-<br>mannabro | Aug.Nilsson | 97·7<br>P23' H5*t* | 21·1 | 9·4 | Långbron<br>Swedish | C.2Cy.11½"&19½"-11¾"<br>20HP<br>WilhelmsbergsM.V.,Got. | | V |
| 250<br>LMBP | Ellida IronScSr<br>*J.Tank*93-93 *1Dk2trB* | 580<br>442<br>429 | | | | 1883 | Eriksberg Mek.Verkst.<br>Gothenburg | F.M.Bruhn | 168·9<br>B42' F17' | 25·5 | 14·1 | Flensburg<br>German<br>*WB* | C.2Cy.20"&39"-23"<br>75HP<br>Eriksberg Mek Vrks.Gthg. | | V |
| 251<br>JQDH | — WoodScSr<br>*J.W.Brox*79-89 *1Dk* | 225<br>169<br>146 | | | | 1870 | ....................<br>Wenersborg | StatensHavnevæsen | 101·7<br>Q13' B40' | 24·1 | 11·9 | Bergen<br>Norwegian | 30HP | | |
| 252<br>86097<br>WVTK | Ellington IronScSr<br>*D.Read* -92 *ss*Sws.No.2-89<br>*Well deck* *1Dk(Irn)* | 703<br>533<br>440 | ✠100A1<br>9,94 ~~2,94~~<br>~~BS2,94~~ | Hpl<br>A&CP<br>✠LMC~~3,89~~ 9,94 | *j* | 1882<br>9mo | D.Baxter &Co.<br>Sunderland | Humble&Thompson | 184·5<br>Q95' B18' F22'<br>drp90&94 BK7½"<br>*WB*=*D* *Ba*42'*f*51'135*tFPT* | 30·4 | 13·0 | Newcastle<br>British<br>5*BHCem*<br>25*tAPT*10*t* | C.2Cy.24"&48"-33" (*i*)<br>80lb *80lb* NDB92 95HP<br>1SB,*3pf*,GS50,HS1793<br>Baird&Barnsley,N.Shields | 13 " 9<br>s 1 " 3 | D |
| 253<br>97076 | Elliot WoodSc3MstSr<br>~~*A.Brown* -93~~ F&YM9,94 *1Dk*<br>*D.McDonald* cf *Salted*† | 367<br>277<br>227 | ✠ 10A1<br>9,94 ~~12,93~~<br>✠NE&B83, *re-fitted*12,93 | P.E I<br>LA&CP<br>✠LMC~~12,93~~ 9,94 | | 1893<br>11mo | R.Mc Millan<br>Charlottetown,P.E.I. | R.McMillan | 147·4 | 25·0 | 12·0 | Chrlottetn<br>British<br>1*BH* | C.2Cy.20"&38"-27" (*i*)<br>70lb NDB83, *refitted*93 80HP<br>1SB,*2cf*,GS36 *45lb*<br>PearceBros.,Dundee | | |
| 254<br>89188 | Elliot & Jeffery IronScSp<br>*R.Smith*87-87 | 150<br>132<br>19 | | | | 1884 | Elliot& Jeffery<br>Cardiff | Elliot&Jeffery | 105·2 | 19·8 | 10·7 | Cardiff<br>British | C.2Cy.19"&35"-20"<br>70HP<br>Elliot&Jeffery,Cardiff | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Entretement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres, Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord en galliots de navire. pds. pc |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 255 96228 LVTH | **Elloe** *B.Danielson* –91 *Well deck* | **SteelScSr** 1*Dk(Stl)&Webframes* | 1744 1315 1119 | ✠100A1 3,94 ✠LMC10,90 | Cff L.A&CP | | 1890 10mo | W.Gray& Co.(Lim.) W Hartlepool | Bennetts&Co. | 260·0 Q107′ | 36·5 B104′ | 18·2 F27′ FK *WB=DBa* | Grimsby British *4BHCem* *82′f98′383t* | T.3Cy.19″,30½″&51″–36″ (*s*) 150lb *80lb* 150HP 2SB,*4rf*,GS60,HS2180 CentrlMarineEWks,WHpl | 19 ″ 3 s 1 ″ 6 |
| 256 80437 SPGW | **Ellora** *W.H.Jacobs* –93 | **IronScSr** *ss*Cal.No.1–83 2*Dks(UIrn–ws)3dkrule* | 1970 1921 1471 | ✠ 6,85 | Cal A&CP | *s* | 1879 1mo | R.Napier &Sons Glasgow | BritishIndiaStm. Nav.Co.(Lim.) | 285·0 B34′ | 35·2 F29′ | 23·9 | Glasgow British *5BHCem* | C.2Cy.34″&60″–42″ 185HP R.Napier&Sons,Glasgow *WB=DBaf&uE&B250′* | |
| 257 89936 | **Elm** *R.Carswell*87–87 | **SteelScSr** | 522 405 166 | | | | 1884 | A&J Inglis Glasgow | A.A.Laird&Co. | 182·2 P36′ | 27·7 B63′ | 12·8 F53′ | Glasgow British | C.2Cy.26″&50″–36″ 130HP A.&J.Inglis,Glasgow | 13 ″ 6 s 1 ″ 8 |
| 258 7563 HFTS | **Elm City** | **WoodPad** 1*Dk* | 1049 — 897 | | | | 1855 ..... NewYork | R.Peck | | 282·6 | 36·7 | 11·3 | Nw. Haven Con. Utd.States | | |
| 259 65450 WRQC | **Elma** *T.Potter*73–89 6thSurvey,Hul.4,92 (*ex*Parsee) 1stSurvey,Hul.1,95 *Well deck* | **IronScSr** 1*Dk(pt1rn)2trB* | 1536 1258 992 | ✠ A1,1 ~~1,95~~ | Hul | Lv | 1872 11mo | Schlesinger Davis&Co. Newcastle | W.S.Bailey | 250·0 P274*t* | 34·2 F34*t* BK8″ *WB=DBa&f* | 19·6 | Hull British *4BHCem* | C.2Cy.30″&60″–36″ 90lb NB83 150HP *NDB95* Jackson&Watkins,London | 20 ″ 11 s 3 ″ 0 |
| Stranded&Sunk2,95 | **Elmete** *D.Williamson* –93 *Well deck* | **SteelScSr** 1*Dk(ptStl&ptIrn)&Webframes* | 1991 1506 1276 | ~~✠100A1~~ ~~11,94~~ 12,93 ~~✠LMC6,94~~ 11,94 | Nwc A&CP Cff | *r* | 1891 5mo | W.Gray& Co.(Lim) W Hartlepool | London&Northern S.S.Co.(Lim.) (PymanBros., *Mgrs.*) | 277·4 P29′Q76′ F27′drp92&93 | 38·1 B114′ BK9″ *WB=CellDB228′* | 17·6 | London British *4BHCem* *438tAPT18t* | T.3Cy.20″,31½″&53″–36″ (*s*) 160lb *80lb* 160HP 2SB,*4cf*,GS70,HS2760 CentrlMrineEWks,WHpl. | 20 ″ 1 s 1 ″ 6 |
| 261 84645 HNLB | **Elmfield** *R.E.Townsend*90–93 2ndSurvey,Cff.6,91 | **IronScBn** 2*Dks(Irn)* | 1811 1683 1167 | ✠ A1*1 ~~6,94~~ ~~9,98~~ MS6,91 | Cff BS~~9,98~~ 12,94 | Lv | 1883 3mo | Richardson Duck&Co. Stockton | F.Binnington&Co. | 250·0 P51*t* | 36·2 B10*t* | 23·5 F44*t* BK10″ *WB=DBaf&uE&B* | Stockton British *3BH1PBH* | C.2Cy.31″&58″–36″ 80lb *80lb* NDB94 150HP 2SB,*4f* Blair&Co.(Lim.),Stockton | 24 ″ 10 s 4 ″ 1½ |
| * 262 89698 JWLC | **Elmina** ~~*Stephen*~~ *J.A.Lopp* –94 | **SteelScSr** ~~1stSurvey,Liv.2,80~~ 2*Dks*(1*ptStl*) 2ndSurvey,Ham.9,94 | 1764 1614 1143 | ✠ A1*1 ~~2,94~~ ~~7,01~~ | Ham | Lv | 1885 4mo | Harland& Wolff Belfast | AfricanS.S.Co. (Elder,Dempster &Co.,*Mgrs.*) | 300·5 P46′ | 36·2 | 19·8 BK8″ | London British *7BH1PBH* | C.2Cy.32″&64″–42″ 200HP 2B,*6f* Harland&Wolff,Belfast | |
| 263 95295 LHDG | **Elmville** *J.Dove* 82–89 *Well deck* | **SteelScSr** *ss*Hpl.No.1–93 1*Dk(Irn)&Webframes* | ~~1862~~ 1394 ~~1287~~ 1173 | ✠100A1 ~~12,94~~ ~~6,93~~ ~~7,94~~ 2,95 ~~✠LMC6,93~~ Slr | Hpl A&CP | *r* | 1889 9mo | W.Gray& Co.(Lim.) W Hartlepool | R.Shadforth&Co. | 270·2 P29′Q80′ F27′ drp93 *WB=DBa84′f106′* | 37·0 B108′ BK9½″ | 18·5 | Sundrland British *4BHCem* *410tAPT19t* | T.3Cy.20″,31½″&53″–36″(*s*) 150lb *75lb* 160HP 2SB,*4rf*,GS79 Cen.Mar.E.Works.W.Hpl. | 20 ″ 0 s 1 ″ 7½ |
| 264 JDWB | **Eloby** *J.A.Campen*87–93 | **Iron&SteelScSr** 1*Dk* | 168 142 118 | | | | 1884 | Act.Ges. "Vulcan" Stettin | Witt&Büsch | 114·8 F32′ | 21·3 | 8·9 | Hamburg German *WB* | C.2Cy.12″&22″–15″ 25HP Act.Ges."Vulcan,"Stettin | |
| 265 98881 NLBQ | **Elorrio** *W.L.Trevorrow*83–94 *Well deck* | **SteelScSr** 1*Dk(Stl)&Webframes* | 1347 ~~1000~~ 836 | ✠100A1 11,94 ~~r,01~~ *(Class Contemplated)* ~~✠LMC7,94~~ Npt | Sld A&CP | *o* | 1894 7mo | W.Pickers-gill&Sons Sunderland | R.W.Jones&Co. | ~~240·0~~ B58′ *WB=DBa69′f88′* | ~~35·7~~ Q87′ 240·2 | 16·0 F30′ FK 35·8 *309tAPT40t* | Newport British *4BHCem* | T.3Cy.19″,31″&51″–36″ (*r*) 160lb *80lb* 171HP 2SB,*4pf*,GS69,HS2797 G.Clark(Lim.),Sld. | 17 ″ 0 s 1 ″ 7 |
| 266 70217 MVCB | **Elphinstone** *J.Beal* –93 | **IronScSr** *ss*Cff.No.3–1,87 *ss*Nwc.No.1–90 2*Dks3trB* | 1776 1771 1146 | ✠90A1 2,94 ~~✠NB5,84~~ ~~BS8,95~~ LMC2,94 | Shl A&CP | *r* | 1874 3mo | Palmers' Co.(Lim.) Newcastle | MacintyreBros.& Co. | 280·5 F32′ drp94 *WB=DBa78′f50′&u* | 33·5 BK9½″ | 24·9 *E&B48′280t* | Newcastle British *5BHCem* | C.2Cy.30″&60″–33″ (*b*) 75lb *60lb* NDB84 140HP 2SB,*4pf*,GS66 Palmers'Co.(Lim.),Nwc. | 26 ″ 4 |
| 267 HKMB | — *E.Preston* –91 *Vellissarios*79– | **SteelScSr** (*ex*Hindoo) 1*Dk&Shadedk* (*ex*Truthful) 1*Dk2trB* | 440 384 146 | | | | 1887 12mo | Wigham Richardson &Co. Newcastle | RoyalIndian Marine | 205·5 F37′ | 28·2 | 12·1 | Bombay British | T.3Cy.21″,32″&53″–36″ 300HP WighamRichardson&Co., Newcastle | 12 ″ 9 |
| 268 78417 SFBR | **Elpis** *R.W.Ramsay*93–93 | **IronScSr** *ss*Hpl.No.3–5,91 2*Dks(Irn)3trB* *ss*Bry.No.1–94 | 1909 1743 1214 | ✠100A1 3,95 ~~3,00~~ ~~2,04~~ ~~BS1,04~~ | Npt A&CP ~~LMC5,01~~ 2,95 Bry Hpl | *s* | 1878 9mo | W.Gray& Co. WHartlepool | R.Ropner&Co. | 286·0 P42′F36′ *WB=DBa96′f94′222t* | 35·9 BK9½″ ~~2K~~ *WB=DBa96′f94′ &uE12′328t* | 23·9 | W. Hartlpl British *4BHCem* | C.2Cy.35″&64½″–36″ (*i*) 75lb *80lb* NDB89 180HP 2B,GS88 T.Richardson&Sons,Hpl. | 25 ″ 4 s 4 ″ 7 |
| 269 HKMB | — *Vellissarios*79– | **IronScSr** (*ex*Truthful) 1*Dk2trB* | 956 806 606 | ✠ 1,78 | Brw A&CP | | 1877 11mo | Barrow S.B.Co. Barrow | HellenicS.S.Co. | 240·2 P53′ | 30·0 B60′ | 16·1 F42′ BK8″ *WB=DBa79′FPT* | Syra Greek *4BHCem* | C.2Cy.33″&66″–36″ 160HP BarrowS.B.Co.,Barrow | |
| 270 LMDG | **Elsa** *R.Lieberg*92–92 *Elec.light* | **SteelScSr** 1*Dk* | 786 611 571 | | | | 1888 | Flensbur-gerSchiff. Gesell. Flensburg | H.Schuldt | 192·0 Q59′ | 30·4 B50′ | 13·1 F26′ | Flensburg German | T.3Cy.14″,25″&40½″–27″ 90HP Flensb.Schiff.Ges.,Flensbg *WB* | |
| 271 LCMT | — *E.Dohmstrich*93–93 | **IronScSr** 1*Dk&Awngdk* | 772 722 581 | | | | 1883 | G.Howaldt Kiel | Nord-Ostsee-Rhederei | 196·5 | 24·7 | 18·6 | Hamburg German *WB* | C.2Cy.23″&37½″–27″ 70HP HowaldtGebr.,Kiel | |
| 272 JMDR | **Elsbeth** *S.Torgersen* | **IronScSr** (*ex*Isolde) 1*Dk* | 226 196 126 | | | | 1883 | FSchichau Elbing | T.Waage | 96·2 B23*t* | 23·0 | 12·0 | Stavanger Norwegian | C.2Cy.12¾″&22¾″–14″ 30HP F.Schibau,Elbing | |
| 273 RHGJ | **Else** *C.H.Christensen* | **SteelScSr** 1*Dk&Awngdk* | 975 903 747 | | | | 1888 | Blohm& Voss Hamburg | Mich.Jebsen | 205·0 B28′ | 30·0 | 20·9 | Hamburg German *WB* | T.3C.15¼″,24¼″&39½″–33″ 90HP Blohm&Voss,Hamburg | |
| 274 82673 WFLC | **Elsie** *E.Creeder* –92 | **IronScSr** *ss*Cff.No.3–3,88 *ss*Cff.No.1–92 1*Dk(Irn)&Awngdk3trB* | 2347 2326 1493 | ✠100A1 *Awng dk withfreeboard* 8,94 ~~8,03~~ ~~BS8,98~~ 1,94 ~~LMC6,92~~ | Cff A&CP | *s* | 1881 12mo | J.L.Thomp-son&Son Sunderland | J.Gray&Co. *WB=DBa84′f64′293tFPT* | 285·0 srp&drp94 drp93 | 37·6 28·4 BK10″ | 21·2 *33tAPT21t* | Whitby British *7BHCem* | C.2Cy.36″&68″–42″ (*i*) 80lb *60lb* 220HP 2SB,*6pf*,GS100 J.Dickinson,Sunderland | 23 ″ 2 s 8 ″ 9 |
| 275 88160 | **Elsy** *J.Gross*89–89 | **IronScK** *ss*Ips.No.2–92 1*Dk(Irn)* | 116 103 65 | ✠90A1 ~~1,02~~ ~~2,02~~ 4,95 ~~✠NB3,02~~ 4,95 ~~✠LMC9,92~~ ~~Lrwb~~ Lon | Ips LA&CP | *a* | 1883 12mo | E.Wales Hull | J.E.Crisp | 80·4 Q25′F10′ | 19·3 BK6″ *WB=FPT5t* | 8·5 | Lowestoft British *3BHCem* | C.2Cy.11″&22″–15″ (*s*) ~~30lb~~ 90lb 20HP 1SB,*6pf*,GS20,HS358 E.Wales,Hull | 9 ″ 0 s 1 ″ 0½ |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now Altered. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed Details of Ice Class Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 276 Elton<br>C.J.Payne –93 ssCff.No 1–92<br>KPVD Well deck 1Dk(Stl)&Webframes | | SteelScSr | 2461<br>1946<br>1596 | ✠100A1 [4,94]12,94<br>BS1,04 ✠LMC3,92<br>12,94 Hpl | Bry | s | 1888<br>1mo | W.Gray&Co.<br>WHartlepool | R.Ropner&Co. | 300·0\|38·6\|22·0<br>P27′Q98′B112′<br>F32′ BK10″<br>WB=DBa100′ | W.Hartlpl<br>British<br>5BHCem<br>f112′505t | T.3Cy.23″,37½″&61½″–39″<br>160lb 80lb (s) 250HP<br>2SB,6cf,GS99<br>Blair&Co.(Lim.),Stockton | 23 ″ 2<br>s 2 ″ 4 | |
| 277 Elvaston<br>W.E.Steele –92 ssLth.No.1–92<br>KPGH Well deck 1Dk(Irn)&Webframes<br>Now named "PawelAndrejeff," See No. 1 in Supplement. | | SteelScSr | 2084<br>1618<br>1367 | ✠100A1<br>2,94<br>✠LMC8,92 | Npt<br>LA&CP | r | 1887<br>10mo | J.Laing<br>Sunderland | ElvastonS.S.(Lim)<br>(Harris&Dixon) | 278·0\|37·2\|19·2<br>Q121′B96′F31′<br>BK9½″<br>WB=Cell | London<br>British<br>4BHAsp<br>DB228′369t | T.3Cy.22″,36½″&60″–42″ (a)<br>150lb 150lb 300HP<br>2SB,6cf,GS112<br>G.Clark,Sunderland | 21″11<br>s 2″0½ | D |
| 278 Elve<br>J.Kuijper –93 | | IronScSr<br>1Dk2trB | 429<br>371<br>320 | | | | 1885 | G.Howaldt<br>Kiel | P.A.vanEs&Co. | 161·4\|24·0\|11·5<br>Q98′ B6′ | Rottrdam<br>Dutch | C.2Cy.18″&34″–24″<br>60HP<br>G.Howaldt,Kiel | | DV |
| 279 Elvira<br>Aspuru | | IronScSr<br>1Dk2trB | 1058<br>807<br>677 | | | | 1871 | Tod&Macgregor<br>Glasgow | Linea deVapores Serra | 231·5\|30·3\|16·0<br>WB | Bilbao<br>Spanish | C.2Cy.28″&48″–36″<br>140HP<br>Tod&Macgregor,Glasgow | | V |
| 280 —<br>E.Dalman | | SteelPadSk<br>1Dk | 129<br>107<br>26 | ✠ A1<br>withfreeboard<br>10,94 4,98 ✠LMC7,98<br>For Ferry purposes, | Cdz<br>A&CP | | 1892<br>7mo<br>Gibralta | Blackwood&Gordon<br>Pt.Glasgow<br>r & Algeciras | Algeciras (Gibraltar) Railway Co.(Lim.) | 113·2\|18·5\|7·6<br>FK | Greenock<br>British<br>3BHCem<br>Algeciras<br>Spanish | C.D.2Cy.20″&34″–36″ (s)<br>110lb 70HP<br>1SB,2pf,GS32,HS933<br>Blackwood&Gordon,P.Gls | 8 ″ 1<br>s 2 ″ 5 | |
| 281 Elwick<br>A.Steele86–91<br>MJGP Well deck 1Dk(Irn)&Webframes | | SteelScSr | 2434<br>1841<br>1577 | ✠100A1<br>3,95<br>✠LMC10,91<br>Ant. Bom | Hpl<br>A&CP | s | 1891<br>11mo | Ropner&Son<br>Stockton | T.Appleby&Co. | 290·0\|39·0\|18·6<br>P29′Q92′B116′<br>F31′ BK10″<br>WB=Cell | W.Hartlpl<br>British<br>5BHCem<br>DB238′502t | T.3Cy.22½″,36½″&60″–39″(s)<br>160lb 80lb 180HP<br>2SB,6rf,GS89,HS3358<br>Blair&Co.(Lim.),Stockton | 21″10<br>s 1″11 | D |
| 282 Ely<br>D.Donovan –91 1Dk(Stl)&Webframes<br>Well deck ssCff.No.1–95 | | SteelScSr | 873<br>642<br>541 | ✠100A1<br>2,95<br>✠LMC9,95 | Cff<br>A&CP | l | 1890<br>9mo | Osbourne,Graham&Co.<br>Sunderland | CardiffS.S.CoLim.<br>(Hooper,Campbell&Co.,Mgrs.)<br>(W.R.CorfieldMgr.) | 200·0\|29·3\|15·2<br>P117′F52′<br>BK7½″<br>WB=DBa51′67t | Cardiff<br>British<br>BHCem<br>FPT21t | T3Cy16½″,26½″&43½″-30″(s)<br>160lb 80lb 96HP<br>1SB,3pf,GS45,HS1531<br>N.E.MarineE.Co.(Lim)Sld | 16 ″ 1<br>s 1 ″ 3½ | |
| 283 Ely Rise<br>Davies85–95 ssCff.No.1-94 | | IronScSr<br>1Dk(Irn)2trB | 1160<br>945<br>735 | ✠100A1<br>4,95 12,03 3,94<br>BS4,98 LMC8,98 3,94<br>Cff | Npt<br>A&CP | n | 1877<br>12mo | ShortBros.<br>Sunderland | ElyRiseS.S.Co.<br>(Lim)(Hurley Matthews&Co.)<br>WB=DBa67′f86′230tFPT | 225·0\|31·5\|17·8<br>Q88′B42′F28′<br>srp94 BK8″<br>15tAPT10t | Cardiff<br>British<br>5BHCem<br>C.Clark,Sunderland | C.2Cy.27″&50″–36″ (i)<br>65lb 80lb 110HP<br>2B,GS60 | 19 ″ 0<br>s 1″10½ | |
| 284 Elysia<br>H.MacKay91–93 | | IronScBk | 2714<br>2714<br>1745 | | | ... | 1873<br>6mo | J.Elder&Co.<br>Glasgow | HendersonBros. | 351·0\|35·0\|29·7 | Glasgow<br>British | C.2Cy.33″&66″–48″<br>NB83 436HP<br>D.&W.Henderson,Gls. | | |
| 285 Elzina<br>G.Detloff –90 | | IronSc3MstSr<br>(exEllaConstance)<br>1Dk2trB | 655<br>518<br>460 | | | ... | 1858 | Richardsn,Duck&Co.<br>Stockton | O.Robyns | 192·0\|26·3\|15·5<br>Q25′ B76′ F13′<br>ptAwngdk75′ | Antwerp<br>Belgian | C.2Cy.22″&49″–26″<br>NE70 NB81 90HP<br>GreenockFoundryCo.,Grk. | 16 ″ 3 | |
| 286 Em.Z.Svitzer<br>P.N.Magensen (Salvage)<br>NVLB 1Dk | | IronScSr | 299<br>288<br>146 | | | | 1885 | Burmeister&WainCopenhagen | Em.Z.Svitzer's Bjergnings Enterprise | 141·9\|25·3\|12·3<br>B10t | Copnhagn<br>Danish<br>WB | T.2Cy.30″&52″–33″<br>120HP<br>Burmeister&Wain,Cpn. | | V |
| 287 Emanuel<br>E.Mattsson –86 | | CompScSr<br>1Dk | 174<br>153<br>128 | | | | 1886 | ..... | E.Mattsson | 99·1\|20·5\|12·5<br>H21t | Seffle<br>Swedish | C.2Cy.8¾″&17″–11¾″<br>15HP<br>EriksbergsM.V.,Got. | | |
| 288 Embiricos<br>T.Voulgaris86–93<br>HBNR 1Dk(ptStlptIrn)<br>Elec.light 2trB&ptAwngdk(Irn) | | SteelScSr | 2707<br>1943<br>1743 | ✠100A1<br>ptAwng dk<br>withfreeboard<br>2,95 3,03 ✠LMC6,93 | Bry<br>LA&CP<br>Cff | t | 1893<br>6mo | SirR.Dixon&Co.<br>Middlesbro' | A.Embiricos<br>WB=CellDB40′122t | 302·0\|41·1\|18·0<br>P33′Q107′<br>ptAwngdk195′ FK<br>FPT93t APT52tM<br>drp95 | Andros<br>Greek<br>6BHCem<br>T36′548t | T.3Cy.23″,37″&60″–42″ (s)<br>160lb 80lb 246HP<br>2SB,6cf,GS126,HS3960<br>J.Dickinson,Sunderland | 21 ″ 0<br>s 9 ″ 0 | |
| 289 Embla<br>A.T.Anderson –92 ssLth.No.2–91<br>HGTJ Well deck 1Dk(Irn)&Webframes<br>ssLth.No.3-4,95 | | IronScSr | 1125<br>881<br>707 | ✠100A1<br>4,95 4,04<br>BS4,93 ✠LMC4,91 4,95 | Lth<br>LA&CP | n | 1882<br>12mo | S.&H.Morton&Co.<br>Leith | J.T.Salvesen&Co.<br>WB=CellDB190′250tFPT | 226·9\|33·0\|14·8<br>P27′Q48′B65′F35′<br>FK<br>T9tAPT28t | Grngemth<br>British<br>5BHCem<br>1DB,4pf,GS48<br>Blair&Co.(Lim.),Stockton | C.2Cy.28½″&53″–33″ (b)<br>80lb 50lb 99HP<br>s 1 ″ 8 | 17 ″ 4 | |
| 290 —<br>T.Natvig –92 | | WoodScSr<br>1Dk2trB | 497<br>390<br>304 | | | | 1892 | Laxevaags Maskin&Jernskbg<br>Bergen | J.C.Giertsen | 162·1\|25·9\|14·5<br>Q32t B50t F16t H8t | Bergen<br>Norwegian | T.3Cy.11½″,18″&29½″–24″<br>45HP<br>LaxevaagsMaskin&Jernskbg.,Bergen | | N |
| 291 Embleton<br>R.G.Richards –91 ssHpl.No.3–5,93<br>VLKG Well deck 1Dk(Irn)2trB | | IronScBn | 1690<br>1310<br>1060 | ✠100A1<br>4,95 12,03<br>BS8,94 ✠LMC5,93<br>Shl | Lth<br>LA&CP | q | 1881<br>3mo | W.Gray&Co.<br>WHartlepool | J.Wood&Co. | 256·2\|34·7\|19·7<br>P38′Q68′B65′F27′<br>BK9″<br>WB=DBa79′f89′325t | W.Hartlpl<br>British<br>4BHCem<br>2SB,6pf,GS74<br>Blair&Co.(Lim),Stockton | C.2Cy.30″&55″–39″ (i)<br>80lb 65lb 50lb 150HP<br>2SB,6pf,GS74 | 20″11<br>s2″0½ | |
| 292 Emden<br>F.Newlove –91 ssHul.No.1–91 2-95<br>KMFG 1Dk(ptIrn) | | IronScSr | 751<br>676<br>357 | ✠100A1<br>5,91 12,08 4,95<br>BS5,08 LMC11,00 4,95<br>Hul | Goo<br>LA&CP | m | 1887<br>4mo | Earle'sCo.(Lim.)<br>Hull | TorkshireCoal&SteamshipCo.<br>(Lim.)GooleStmShippg.Co.(Lim.) | 220·0\|32·1\|13·9<br>P40′B80′F32′<br>drp95 BK8″<br>WB=DBa47′f44′ | Goole<br>British<br>5BHCem<br>Earle'sCo.(Lim.),Hull | T.3Cy.21½″,34″&52″–36″ (s)<br>150lb 50lb 150HP<br>1DB,6cf,GS93 | 14 ″ 9<br>s 1 ″ 11 | |
| 293 —<br>J.A.Visser –93 | | SteelPad | 227<br>199<br>139 | | | | 1893 | Act.Ges.Weser<br>Bremen | Act.Ges."Ems." | 159·3\|19·2\|8·8 | Emden<br>German | C.D.2Cy.24⅜″&42″–20½″<br>110HP<br>Act.Ges.Weser,Bremen | | G |
| 294 Emerald<br>D.Rob94–95 | | IronScSr<br>1Dk2trB | 933<br>743<br>578<br>577<br>568 | ✠90A1<br>5,05 11,92 4,95<br>NB11,93 LMC11,93<br>Gls Gls | Shl<br>A&CP | m | 1872<br>4mo | ShortBros.<br>Sunderland | Donald&Taylor | 217·8\|29·5\|16·5<br>Q83′B42′F26′<br>srp93 BK8″<br>WB=DBa60′f46′180t | Glasgow<br>British<br>5BHCem<br>1SB,3pf,GS49,HS1751<br>G.Clark,Sunderland | C.2Cy.17″&47″–30″ (s)<br>160lb 80lb NDB93 98HP<br>1SB,3pf,GS49,HS1751<br>G.Clark,Sunderland | 17 ″ 8<br>s 1″11½ | N |
| 295 —<br>H.Rattray –91 ssDun.No.3–8,91<br>RCKG Well deck 1Dk2trB | | IronScSr | 618<br>511<br>400 | ✠90A1<br>1,95 4,04 12,91<br>NB8,91 LMC8,91<br>Dun Shl | Sld<br>A&CP | j | 1877<br>12mo | Gourlay Bros.&Co.<br>Dundee | DundeeGemLine S.S.Co.(Lim.)<br>(P.M.Duncan & Son,Mgrs.) | 189·0\|26·0\|14·5<br>Q59′B43′F13′<br>BK7″<br>WB=DB42′ | Dundee<br>British<br>6BHCem<br>1SB,3pf,GS49<br>GourlayBros.&Co.,Dun. | C.2Cy.24″&40″–30″ (a)<br>80lb 80lb NDB91 75HP<br>1SB,3pf,GS49<br>GourlayBros.&Co.,Dun. | 15 ″ 5<br>s1 ″ 11 | |
| 296 —<br>J.McKegan82–89 1Dk(Irn)<br>Well deck ssBwg.No.1-94 | | IronSc3MstSr | 404<br>310<br>152 | ✠100A1<br>4,95 6,98 3,95<br>✠LMC8,94 | Bwg<br>A&CP | g | 1889<br>7mo | J.Fullerton&Co.<br>Paisley | W.Robertson | 165·2\|25·1\|10·9<br>Q81′B10′F28′<br>drp89&92 BK7½″<br>WB=FPT42t | Glasgow<br>British<br>3BHCem<br>1SB,3pf,GS49<br>Muir&Houston,Glasgow | T.3Cy.13″,21½″&34″–27″ (s)<br>160lb 60HP<br>1SB,3pf,GS49<br>Muir&Houston,Glasgow | 12 ″ 0<br>s ″ 10 | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Observations Générales. Francs-bords et lignes de charge. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 297<br>98754 | **Emerald** IronScY1<br>*N.C.Nialsen*90–91<br>1*Dk* | 155<br>142<br>57 | ✠100A1 Stm Trawler 8,91 | Gls<br>LA&CP<br>✠LMC8,91 | | 1891<br>8mo | Mackie&Thomson<br>Glasgow | KingstonSteam FishingCo.(Lim.) | 100·5<br>Q19′F19′ | 20·5<br>BK7½″ | 10·7 | Hull<br>British | C.2Cy.16″&32″–22″ (s)<br>110lb 45H<br>1SB.2*pf*,GS37<br>3*BHCem*<br>Muir&Houston,Glasgow | 11·1 |
| 298<br>104172 | — IronScK<br>1*Dk*<br>*W.J.Staff* | 150<br>139<br>63 | ✠100A1 Stm Trawler 6,94<br>(~~Class Contem. plated~~) | Hul<br>LA&CP<br>✠LMC6,94 | | 1894<br>~~6mo~~ | Cochrane&Cooper Beverley | T.C.&F.Moss | ~~88·8~~<br>Q17′F18′<br>101·0 | ~~20·4~~<br>BK7½″<br>20·5 | ~~12·3~~<br>11·0 | Grimsby<br>British | T.3Cy.11½″,18″&30″–22″(s)<br>160lb 45H<br>1SB.2*cf*,GS24,HS790<br>3*BHCem*<br>C.D.Holmes&Co.,Hull | 11·1 |
| 299<br>96492 | — WoodSc<br>*J.Deas*94-94<br>1*Dk* | 47<br>47<br>20 | | | | 1889<br>2mo | MarrBros.<br>Leith | ~~Kinnear&Co.~~<br>~~M.Hughes~~<br>Pittenweem&CellardykeFishingCo.(Lim.)(M.Hughes*Mgr.*) | 71·6<br>Q35*t* | 17·6<br>BK6″ | 7·1 | ~~N.Shields~~<br>British,<br>Kirkcaldy | C.2Cy.10½″&20″–14″<br>18H<br>1SB.2*pf*,GS18<br>J.O.Spence,N.Shields | |
| 300<br>18089<br>MKHV | **Emerald Isle** IronPadSr<br>*J.Farrell* –87 | 784<br>677<br>287 | | | | 1862 | J.&G.Thomson<br>Glasgow | Dundalk&Newry SteamPacket Co. | 235·5<br>Q35*t* | 28·2<br>BK7″ | 15·1 | Dundalk<br>British | O.2Cy.63½″–66″<br>NB83 320H<br>J.&G.Thomson,Glasgow | |
| 301<br>GQBW | **Emeraude** IronPadSr | —<br>—<br>192 | | | | 1858 | .....<br>England | BelgianGovernment | 169·0<br>Q8*t* | 20·0<br>F6*t* | 6·0 | Antwerp<br>Belgian | | |
| 302<br>JBVR | **Emile** IronScSr<br>~~*A.Pillard*~~ (*ex*BaronArdrossan)<br>*Well deck* *ss*~~Shl.No.2–89~~ 1*Dk2trB*<br>*P.Leroy*94-94 *ss*Hav.No.3-7 94 | 1456<br>1106<br>804 | ✠100A1 ~~7,94 4,93~~ 4,95<br>BS7,94 | Rou<br>A&CP<br>✠LMC4,93<br>~~Hav~~ Dnk | *p* | 1881<br>4mo | T Turnbull&Son<br>Whitby | J.C.Bonnin<br>T.Weissenburger (LDuménil-Leblé *Mgr*) | 243·5<br>Q87′B124′F33′<br>~~trp93~~ srp94 FK<br>ptND94 *WB*=*DBa64′f98′285t* | 34·0<br>BK7½″ | 17·9 | ~~Havre~~<br>French<br>Blair&Co.(Lim.),Stockton | C.2Cy.31″&58″–36″<br>80lb ~~80lb~~ NDB95 130H<br>2SB,4*pf*,GS56<br>4*BHCem* | |
| 303<br>JBWQ | **Emile Eloïse** IronScSr<br>*S.Viani* 1*Dk* | 233<br>—<br>158 | | | | 1877 | Black&Noble<br>Montrose | Franceschi,Schiaffino&Co. | 124·3<br>Q8*t* | 20·2<br>F6*t* | 9·0 | Algiers<br>French | C.2Cy.18″&30″–22″<br>45H<br>Kemp&Hume,Glasgow | |
| 304<br>HFDB | **Emiliana** IronSc<br>*J.F.Santos* –87 (*ex*Guarany) | 193<br>—<br>132 | | | | 1871 | J.Fullerton&Co.<br>Paisley | M.Monteiro&Co. | 119·5<br>Q8*t* | 20·1<br>F6*t* | 9·3 | R.Janeiro<br>Brazilian | C.2Cy.16″&26″–22″<br>40H<br>W.King&Co.Glasgow | |
| 305<br>HLJK | **Emiliano** IronScBg<br>*Beotegui* *ss*Liv.No.3–9,90<br>2*Dks&ptAwngdk* | 2098<br>1782<br>1427 | ✠100A1 8,92<br>BS11,92 | Liv<br>A&CP<br>LMC9,90 | *t* | 1871<br>7mo | T.R.Oswald&Co.<br>Sunderland | Larrinaga&Co. | 306·0<br>B81′F42′<br>len78 | 34·9<br>BK10″ | 24·0 | Bilbao<br>Spanish | C.2Cy.40″&70″–48″<br>70lb 30lb NE&B78 280H<br>2DB,GS180<br>6*BHCem*<br>J.Jack&Co.,Liverpool | |
| 306<br>91842<br>JWSV | **Emilie** IronScSr<br>~~*T.Skotton*~~ ~~–93~~ *ss*Cff.No.2–92<br>*Well deck* 1*Dk*(*Irn*)*&Webframes*<br>~~*T.Skotton*~~ ~~94-93~~ *Screech* | 1695<br>1370<br>1099 | ✠100A1 ~~6,94 12,93~~ 11,94<br>BS9,93 | Cff<br>A&CP<br>✠LMC10,92<br>Brs | *q* | 1885<br>6mo | E.Withy&Co.<br>WHartlepool | Burdick&Cook | 260·0<br>P26′Q72′B60′F31′<br>40′*&uE&B*105′224*t*<br>*WB*=*DBa76′f* | 36·1<br>BK7½″ | 17·9 | London<br>British<br>*pt Cem* | T.3Cy.21″,34″&56″–36″ (s)<br>160lb 50lb 180H<br>1DB,4*cf*,GS68<br>4*BHpt Asp*<br>Blair&Co.(Lim.),Stockton | 19·4<br>s 1·11 |
| 307<br>JCDN | — IronScSr<br>*A.Balsen*83–83 1*Dk2trB* | 875<br>—<br>470 | | | | 1877 | Claparède&Co.<br>S.Denis,Seine | G.Beck | 214·2<br>P106′ F28′ | 28·2 | 16·2 | Dunkirk<br>French | C.2Cy.25½″&43½″–29½″<br>125H<br>Claparède&Co.,S.Denis,Seine | |
| 308<br>57345 | — WoodPadSp<br>(*ex*Wm.Seabrook)<br>2*Dks* | 352<br>347<br>202 | | | | 1839 | .....<br>Charleston,U.S. | G.A.Stewart | 136·7 | 24·1 | 16·7 | Nassau,NP<br>British | 1Cy.<br>125H | |
| 309 | — IronPadSp<br>(*ex*Magpie) (*ex*Resolute) | 113<br>113<br>31 | | | | 1880 | J.T.Eltringham<br>S.Shields | Flli.B.Mendl | 100·0<br>~~Cpn~~ Shl | 18·4 | 9·6 | Braila<br>Roumanian | L.1Cy.36″–54″<br>70H<br>J.P.Rennoldson,S.Shields | |
| 310<br>HVKT | **Emily** IronScSr<br>*N.P.Svensson*87–91 *ss*Shl.No.3–8,90<br>*Well deck* *ss*Cpn.No.1–95 1*Dk*(*Irn*)2*trB* | 1203<br>963<br>908 | ✠100A1 ~~6,95 7,00~~ 4,95<br>~~BS3,94~~ | Lon<br>A&CP<br>~~LMC8,90~~ 3,95<br>~~Cpn~~ Shl | *o* | 1878<br>4mo | J.Readhead&Co.<br>SouthShields | C.Henckel | 240·0<br>Q89′B49′H19*t*<br>F30′ | 31·0<br>BK8½″<br>*WB*= | 17·4 | Hlsngborg<br>Swedish | C.2Cy.26½″&51″–33″ (*i*)<br>70lb 45lb 110H<br>4*BHCem*<br>*DBa69′f96′*<br>J.Readhead&Co.,S.Shields | 18·6 |
| 311<br>99889 | — SteelScSr<br>*W.Guy* –93 1*Dk*(*Stl*)<br>*Well deck* | 227<br>166<br>70 | ✠100A1 ~~9,94~~ 4,95 | Cff<br>A&CP<br>✠LMC8,93 | *c* | 1893<br>4mo | J Fullerton&Co.<br>Paisley | W.T.Symonds | 125·2<br>Q43′B7′F19′ | 20·1<br>BK6″<br>*W* | 9·5 | Glasgow<br>British | C.2Cy.17½″&35″–24″ (s)<br>100lb 75lb 51H<br>3*BHCem*<br>*B*=*FPT30t*<br>1SB,2*pf*,GS35,HS910<br>Ross&Duncan,Glasgow | 10·1<br>s 1·6 |
| 312<br>58943<br>NQMV | — IronScSr<br>*W.Thorne* –92 | 156<br>120<br>96 | | | | 1868 | C.McConochie&Co.<br>Liverpool | J.Burnett&Sons | 116·5<br>Q33*t*<br>len70 | 16·2 | 8·1 | London<br>British | C.2Cy.14⅝″&25″–16″<br>NB85 27H<br>C.McConochie&Co.,Liv. | |
| 313<br>136129 | **Emily P. Weed** SteelSc<br>2*Dks*<br>*Elec.light* | 2363<br>—<br>1900 | | | | 1890 | F.W.Wheeler&Co<br>West Bay Cty<br>Mich. | HollisterTrans.Co. | 300·0 | 41·0 | 21·0 | Suspensn. Bdg.,N.Y.<br>Utd.States | T.3Cy.23″,37″&62″–42″<br>S.F.Hodge&Co.,Detroit,<br>*WB* Mich. | |
| 314<br>HFVS | **Emily Rickert** SteelScSr<br>*G.Steinhagen*91–91 | 546<br>400<br>376 | | | | 1891 | J.W.Klawitter<br>Danzig | Behnke&Sieg | 172·0<br>Q46′ B45′ | 25·0<br>F21′ | 14·2 | Danzig<br>German | T.3Cy.13″,21⅞″&35½″–25½″<br>90H<br>J.W.Klawitter,Danzig<br>*WB* | |
| 315<br>96309<br>LDSR | **Emir** SteelScSr<br>~~*J.B.Crawford*~~ ~~–94~~ *ss*Liv.No.1–92<br>1*Dk*(*Stl*)*&Spardk*(*Stl*-ws)3*trB*<br>*Elec.light* *J.H.Robson* -94 | 4027<br>3895<br>2620 | ✠100A1 *Spar dk*<br>9,94 ~~7,93~~ | Cff<br>LA&CP<br>✠LMC11,92 | *x* | 1889<br>5mo | Palmers'Co(Lim.)<br>Newcastle<br>*WB*=*CellDB290′731t* | Bedouin Stm. Nav. Co.(Lim)(W.&R Thomson, *Mgrs*) | 375·0<br>B82′F32′<br>drp94<br>*FPT155tAPT35t* | 46·3<br>28·2<br>FK | 20·3 | Liverpool<br>British<br>*pt Cem* | T.3Cy.28″,45″&73″–48″ (*a*)<br>160lb 90lb 360H<br>2DB,12*cf*,GS69<br>6*BHpt Asp*<br>Palmers'Co.(Lim.),Nwc. | 23·8<br>s 8·0 |
| 316<br>JCGK | — IronScSr<br>2*Dks&Spardk* | 1378<br>—<br>779 | | | | 1882 | Wigham Richardson&Co.<br>Newcastle | Cie.deNav.Mixte. | 246·0 | 31·7 | 23·6 | Marseilles<br>French | C.2Cy.34″&64″–41¾″<br>250H<br>Wigham Richardson&Co.,Newcastle<br>*WB* | |
| 317<br>98518 | **Emma** SteelScSr<br>*O.Thoren* –91<br>1*Dk*(*ptStl&ptIrn*)*&Web frames*2*trB*<br>*Well deck* | 2893<br>2220<br>1837 | ✠100A1 ~~6,94 4,94~~ 3,95<br>~~Npt~~ | Cff<br>A&CP<br>✠LMC10,91 | *t* | 1891<br>10mo | Irvine&Co.<br>WHartlepool | ~~G.Trechmann~~<br>TrechmannBros | 314·4<br>P31′Q102′B124′<br>F33′ | 40·6<br>BK10″<br>*WB*=*Cell* | 20·9 | W.Hartlpl<br>British | T.3Cy.23″,36½″&59′–42″ (s)<br>160lb 80lb 180H<br>5*BHCem*<br>*DB268′518t*<br>2SB,6*rf*,GS86,HS4113<br>T.Richardson&Sons,Hpl. | 23·8<br>s 2·5 |
| 318<br>JCKQ | — SteelScSr<br>*Basroger*87–92 2*Dks* | 1643<br>—<br>880 | | | | 1892 | A.McMillan&Son,Ld.<br>Dumbarton | Worms.Josse&Co. | 255·0<br>B62′ F40′ | 35·5 | 22·0 | Havre<br>French | T.3Cy.20″,34″&54″–42″<br>198H<br>D.Rowan&Son,Glasgow | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross / Under deck / Net | Character (✠ for Special Survey; Date of last Survey) | Port of Survey / Years Assigned / Equipment Letter | Built: When (Ship / Engines) | By Whom / Where | Owners | Regist'd Dimensions (Length / Breadth / Depth), Deck Erections, &c. | Port of Registry / Flag | Engines: No. & Dia. of Cylinders—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth / Freeboard amidships (ft. in.) | Other Registers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 319<br>LCNF | Emma IronScSr<br>P.Krützfieldt,jun.64-83 2Dks | 863<br>—<br>671 | | | 1883 | G.Howaldt<br>Kiel | Sartori&Berger | 204·0 \| 26·9 \| 19·3 | Kiel<br>German<br>WB | C.2Cy.25"&40"-27"<br>85HP<br>HowaldtBros.,Kiel | | G |
| 320<br>HFTG | — IronScSr<br>H.Witt75-92 1Dk2trB | 683<br>632<br>485 | | | 1883<br>8mo | T.W.Klawitter<br>Danzig | F.G.Reinhold | 183·5 \| 26·0 \| 17·4<br>B29' | Danzig<br>German<br>6BH WB | C.2Cy.23"&44"-25"<br>90HP<br>F.Schichau,Elbing | 18 ″ 7<br>s 2 ″ 7½<br>w2 ″ 9½ | V |
| 321<br>RJMD | — IronSc<br>H.vonEitzen -92 1Dk | 132<br>—<br>56 | | | 1889<br>5mo | J.C.Tecklenborg<br>Geestemünde | Gebr.Thomae | 103·1 \| 20·3 \| 9·7 | Hamburg<br>German | C.2Cy.18"&32⅔"-22"<br>Maschinenfabrik "Buckau" Magdeburg | | G |
| 322<br>RGNP | Emma Sauber IronScSr<br>C.H.I.Favre -88 ssHam.No.3-11,88<br>ssHam.No.1-92 1Dk(Irn)2trB | 1307<br>1230<br>855 | ✠100A1<br>~~6,94~~ 5,95<br>~~BS2,94~~ ✠LMC1,92<br>5,95 | Ham p<br>LA&CP | 1883<br>7mo | Reihrstg. Schiffs.& Masch.<br>Hamburg | SauberGebr. | 255·2 \| 32·8 \| 18·9<br>B48'F20'<br>drp93 FK<br>WB=Cell | Hamburg<br>German<br>7BHCem<br>DB210'320t | C.2Cy.30"&56"-36"<br>80lb 130HP<br>2SB,4pf,GS80<br>Reih.Schffs.Wrft.Hambrg. | | |
| 323<br>87613 | Emmanuel Scicluna IronScSr<br>~~M.de Maria75-84~~ ssMlt.No.2-92<br>Well deck 1Dk(Irn)2trB<br>S.Jennings -94 | 971<br>767<br>622 | ✠100A1<br>8,94 ~~6,93~~<br>~~BS6,93~~ ✠LMC6,92 8,94 | Mlt l<br>LA&CP<br>Gls | 1884<br>3mo | Caird, Purdie&Co.<br>Barrow | ~~MarquisJScicluna~~<br>~~G.Scicluna~~<br>W.H.Stott&Co. | 200·6 \| 31·0 \| 15·3<br>Q63'B50'F25'<br>BK8"<br>WB=DBa 38'f49'152t | ~~Malta~~<br>British<br>4BHCem<br>~~Glasgow~~ Liverpool | C.2Cy.27"&52"-36" (a)<br>80lb 60lb 114HP<br>1SB,3pf,GS63<br>Westray,Copeland&C.Brw | 16 ″ 2 | |
| | Now named "Twilight," See No. 15 in Supplement. | | | | | | | | | | | |
| 324<br>QFNL | Emmy IronScTrawler<br>H.deBloom -91 1Dk | 132<br>121<br>54 | | | 1891 | J.C.Tecklenborg<br>Geestemünde | C.C.H.Bösch | 102·7 \| 20·3 \| 9·7 | Brmrhavn<br>German | C.2Cy.17"&32"-22"<br>65HP<br>J.C.Tecklenborg,Gstmnde | | G |
| 325<br>99908 | Emperor IronScK<br>~~A.Logan -94~~<br>T.W.Lindsay 1Dk | 144<br>138<br>60 | ✠100A1<br>StmTrawler<br>~~1,95~~ 9,93<br>5,95 | Mdb<br>A&CP<br>✠LMC9,93<br>~~Lth~~ Hul | 1893<br>9mo | R.Craggs&Sons<br>Middlesbro' | R.Craggs&Sons<br>(D.M.Gammie, Mgr.) | 100·3 \| 20·2 \| 10·8<br>Q19'F19'<br>BK7½" | Granton<br>British<br>3BHCem | T.3Cy.11½",17"&28"-20" (s)<br>160lb 40HP<br>1SB,2pf,GS27,HS753<br>Wtgrth.English&Co.,Mdb | 11 ″ 8 | |
| 326<br>86127<br>JWGS | — IronScTugSk<br>P.Thomas77-83 ssHay.No.1-86<br>1Dk | 114<br>114<br>26 | ✠<br>For Tug purposes<br>6,87<br>drp91 ✠ | Fal a<br>LA&CP | 1883<br>7mo | Harvey&Co.<br>Hayle | P.Thomas | 100·2 \| 19·2 \| 10·2<br>len86 | Falmouth<br>British<br>4BHCem | C.2Cy.21"&38"-21"<br>80HP<br>Harvey&Co.,Hayle | | BT till 10,94 |
| 327<br>82804 | — IronScTugSp<br>1Dk | 106<br>106<br>56 | ✠<br>9,80<br>✠ | Hay a<br>LA&CP | 1880<br>7mo | Harvey&Co.<br>Hayle | WilsonSons&Co.<br>(Lim.) | 90·1 \| 18·0 \| 10·5 | London<br>British<br>4BHCem | C.2Cy.21"&38"-21"<br>65HP<br>Harvey&Co.,Hayle | | |
| 328 | — IronScSp<br>N.N.Petelo ssM.Vo.No.3-4,91<br>1Dk | 98<br>98<br>38 | ✠ ——<br>3,94<br>For Tug purposes | MVo a<br>LA&CP | 1882<br>2mo | W.Allsup&Sons<br>Preston | F.Lussich&Sons | 85·8 \| 18·1 \| 10·0 | M.Video<br>Uruguayan<br>4BHCem | C.2Cy.20"&36"-24"<br>NB91 60HP<br>W.Allsup&Sons,Preston | | |
| 329<br>84169<br>WFDJ | Empire IronScSr<br>~~T.Davies76-81~~ ssAnt.No.3-1,94<br>Jones 2Dks(Irn)3trB | 2130<br>1890<br>1375 | ✠100A1<br>3,94 ~~1,94~~ | Ant s<br>LA&CP<br>✠LMC1,94<br>Cff | 1881<br>9mo | R.&J.Evans&Co.<br>Liverpool | S.S.EmpireCo.<br>(Lim.)<br>(W.Thomas&Co.) | 280·0 \| 35·9 \| 24·8<br>P28'Q102tB80'<br>F34' BK9½"<br>WB=DBa80'220t | Liverpool<br>British<br>5BHCem<br>MT28'224t | C.2Cy.33"&66"-42"<br>80lb NDB82 200HP<br>1DB,6pf,GS110<br>D.Rollo&Sons,Liverpool | 25″10<br>s 4 ″ 3 | D |
| 330<br>8973<br>JNVD | — WoodScSr<br>G.M.Jessen -93 2Dks3trB | 732<br>—<br>526 | | | 1873 | O.Reed<br>P.Madison, Wash. | R.D.Chandler | 110·1 \| 32·7 \| 20·1<br>H124t F46' | S.Frncisco<br>Utd.States | 1Cy.34"-34"<br>225HP<br>W.Deacon | | |
| 331<br>98536 | Empress SteelScSr<br>A.Stewart92-93<br>1Dk(ptStl,ptIrn)2trB&Webframes&<br>ptAwngdk(ptStlptIrn) | 2918<br>2233<br>1875 | ✠100A1<br>pt Awng dk<br>with freeboard<br>6,93 1,94 | Liv t<br>A&CP<br>Cff<br>✠LMC2,93 | 1893<br>2mo | Furness, Withy&Co.<br>(Lim.)<br>W Hartlepool | ImperialSteamshipCo.(Lim.)<br>Sivewright,Bacon<br>&Co.,Mgrs. | 314·0 \| 40·5 \| 21·4<br>Q131'<br>pt Awng dk183' FK<br>WB=Cell | W.Hartlpl<br>British<br>6BHCem<br>DB266'509t | T.3Cy.23",38"&62"-42" (s)<br>160lb 80lb 250HP<br>2SB,6cf,GS89,HS3730<br>T.Richardson&Sons,Hpl. | 23″10<br>s 9 ″ 2½ | |
| 332<br>85005<br>WJDG | — IronScSr<br>J.M.Hall -92 3rdSurvey,Sld,11,93<br>Well deck 1Dk(Irn)2trB | 2183<br>1786<br>1431 | ✠A1* 1<br>11,94 ~~1,94~~ | Sld Lv<br>Nwc<br>LMC11,93<br>BS11,94 | 1882<br>3mo | ShortBros.<br>Sunderland | Taylor&Sanderson | 291·0 \| 40·2 \| 20·2<br>P75tQ102tB152t<br>F31t BK10"<br>drp93 WB=DB | Sundrland<br>British<br>6BH<br>a90'f64'430t | C.2Cy.34"&64"-42"<br>80lb 200HP<br>2SB,6f<br>J.Dickinson,Sunderland | 22 ″ 1<br>s 2″11½ | |
| 333<br>96340<br>LGJD | — SteelScSr<br>E.J.Phillips -93 ssAnt.No.1-93<br>Well deck 1Dk(Irn)&Webframes | 1315<br>1006<br>852 | ✠100A1<br>1,95 ~~7,93~~ | Ant o<br>A&CP<br>✠LMC7,93<br>Lon | 1889<br>7mo | Grangemouth Dk. Yard Co.<br>Alloa | NewBiscayS.S.Co.<br>(Lim.)<br>(CurwenBros., Mgrs.) | 232·0 \| 34·9 \| 16·4<br>P24'B115'F54'<br>drp93 BK8½"<br>WB=Cell | Liverpool<br>British<br>4BHCem<br>DB150'227t | T.3Cy.18",30"&48"-36" (a)<br>160lb 140HP<br>1SB,4rf,GS62<br>Hutson&Corbett,Glasgow | 17 ″ 5<br>s 1 ″ 7½ | |
| 334<br>94297<br>KNGS | — SteelPadSr<br>G.Paine -91 | 1213<br>964<br>288 | | | 1887<br>6mo | FairfieldS.B.&E.Co.Lim<br>Glasgow | London,Chatham<br>&DoverRailway<br>Co. | 324·6 \| 34·9 \| 13·5 | London<br>British | C.2Cy.58"&104"-72"<br>900HP<br>FairfieldS&ECo.(Lim.)Gls | | BT till ~~6,94~~ 8,95 |
| 335<br>51151<br>WMDB | — IronScSr<br>L.Brabazon93-94 ssDun.No.3-9,82<br>(exKoine) ssShl.No.2-91<br>1Dk&Awngdk3trB | 1205<br>796<br>775 | ✠90A1<br>Awng dk<br>with freeboard<br>3,94<br>✠NE&B82 | Phl o<br>LA&CP<br>BS3,94<br>✠LMC1,91 | 1864<br>8mo | Candlish, Fox&Co.<br>Middlesbro' | EmpressS.S.Co.<br>(Lim.)<br>(S.Hughes) | 230·1 \| 30·2 \| 17·8<br>25·4<br>drp92 BK7"<br>WB=DBu | Dundee<br>British<br>4BHCem<br>E&B34'90t | C.2Cy.28"&55"-36" (i)<br>75lb 80lb 130HP<br>1SB,3pf,GS45,HS1997<br>W.B.Thompson,Dundee | 18 ″ 7<br>s 9 ″ 3 | |
| | Now named "Laurada," See No. 32 in Supplement. | | | | | | | | | | | |
| 336<br>97362<br>LGNP | — SteelScSr<br>T.Cooper ssHpl.No.1-94<br>1Dk(Stl-ws)&Webframes pt Irn Framing<br>Elec.light | 990<br>838<br>482 | ✠100A1<br>4,94 | Hpl o<br>A&CP<br>✠LMC9,93 | 1889<br>8mo | W.Gray&Co.(Lim.)<br>W Hartlepool | WestHartlepool<br>S.N.Co. | 260·0 \| 31·5 \| 15·3<br>P44'B98'F85'<br>BK8½"<br>WB=DBa | W.Hartlpl<br>British<br>4BHCem<br>57'f56'127t | T.3Cy.25",40"&65"-42" (s)<br>160lb ~~85lb~~ 80lb 300HP<br>2DB,8rf,GS133<br>CntrlMarineE.Wks.WHpl | 16 ″ 0<br>s 2 ″ 1½ | BT till ~~3,95~~ 3,96 |
| 337<br>73086 | — WoodPad<br>(exPeerless) 1Dk | 678<br>293<br>372 | | | 18 73/86 | W.CWhite<br>Montreal | OttawaRiver<br>Navigation Co. | 185·3 \| 27·6 \| 8·1<br>H270t 27·1 | Montreal<br>British | 1Cy.38"-120"<br>152HP<br>G.Brush,Montreal | | |
| 338<br>96040 | — SteelPadSk<br>M.Gillis89-90 | 229<br>143<br>90 | | | 1888 | Napier, Shanks&Bell<br>Glasgow | NorthBritishStm.<br>PacketCo.<br>(H.Grierson) | 165·0 \| 20·1 \| 6·3 | Glasgow<br>British | D.2Cy.36"-48"<br>115HP<br>D.Rowan&Son,Glasgow | | BT till ~~11,94~~ 11,95 |
| 339<br>63915<br>TFBC | — IronPadSr<br>W.Stone -94 | 164<br>164<br>88 | | | 1879 | Samuda Bros.<br>London | Cosens&Co.(Lim.) | 160·1 \| 18·1 \| 8·3 | Weymouth<br>British | O.2Cy.30"-33"<br>NB84 52HP<br>J.Penn&Sons,Greenwich | | BT till 10,94 |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres, Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 340<br>98395 | **Empress** SteelPadSk<br>*W.Sherburn* -93 1*Dk* | 156<br>130<br>79 | | | | 1893 | J.Reid&Co.(Lim.)<br>Glasgow | Goole&HullSteam PacketCo.(Lim.) | 140·2 | 17·1 | 7·3 | Goole<br>British | T.3Cy.9",15"&24"-12"<br>25HP<br>Kincaid&Co.,Greenock | |
| 341<br>98541 | — IronScSr<br>*R.Payne* 1*Dk*<br>ssAbn.No.1-94 | 104<br>104<br>30 | ✠100A-<br>*Stm Trawler*<br>6,94 ~~10,93~~<br>✠LMC8,90 | Abn | | 1890<br>6mo<br>6,94 | JTEltringham&Co.<br>S.Shields | R.Laing,Jr. | 93·0 | 18·6 | 10·1<br>BK6" | Aberdeen<br>British<br>3*BHCem* | C.2Cy.16"&32"-22"<br>100lb 40HP<br>1SB,2*pf*,GS30,HS868<br>Clyne,Mitchell&Co.,Abn. | 10 |
| 342<br>81032 | — IronPadSp<br>*J.Trenance* -92 | 101<br>68<br>54 | | | | 1880 | W.Allsup&Sons<br>Preston | Saltash,Three Towns&District StmboatCo.(Lim.)<br>(W.Dusting,*Mgr.*) | 115·0 | 16·2 | 4·9 | Plymouth<br>British | C.O.2Cy.16"&30"-30"<br>NB89 40HP<br>W.Allsup&Sons,Preston | |
| 343<br>98953 | **Empress of China** SteelTwinSc 3MstSr<br>*Archibald*<br>*Elec.light* 3*Dks*(2*Stl*-ws)4*trB* | 5905<br>5098<br>3003 | ✠100A1<br>10,94 ~~1,94~~<br>✠LMC7,91 | HKg<br>LA&CP | *b*† | 1891<br>7mo | NavalCon.&Armnts.Co.(Lim.)<br>Barrow | CanadianPacific RailwayCo. | 455·6<br>P65'F79'<br>B&*Prom.dk*217'<br>*WB*=*CellDB*337' | 51·2<br>BK12" | 33·1 | London<br>British<br>12*BHCem*<br>755*tAPT*36*t* | T.6Cy.32",51"&82"-54" (*s*)<br>160lb *160lb* 2000HP<br>4DB,32*cf*,GS710,HS20193<br>Nvl.Con&Amts.C.(L)Brw | 36<br>8 |
| 344<br>98887 | **Empress of India** SteelTwinSc 3MstSr<br>*O.P.Marshall*90-90<br>*Elec.light* 3*Dks*(2*Stl*-ws)4*trB* | 5905<br>5098<br>3003 | ✠100A1<br>2,94<br>✠LMC1,91 | HKg<br>LA&CP | *b*† | 1891<br>1mo | NavalCon.&Armnts.Co.(Lim.)<br>Barrow | CanadianPacific RailwayCo. | 455·6<br>P65'F79'<br>B&*Prom.dk*217'<br>*WB*=*CellDB*337' | 51·2<br>BK12" | 33·1 | London<br>British<br>12*BHCem*<br>755*tAPT*36*t* | T.6Cy.32",51"&82"-54" (*s*)<br>160lb *160lb* 2000HP<br>4DB,32*cf*,GS710,HS20193<br>Nvl.Con& Amts.C.(L)Brw | 36<br>8 |
| 345<br>72998 | — WoodPad<br>3*Dks* | 579<br>247<br>336 | | | | 1876 | H.R.Rathbone&Son<br>MillPt.,Ont. | ~~ArthurW.Hepburn~~<br>LakeOntarioNav Co.(Lim.) | 170·0 | 26·0 | 15·5 | Toronto<br>British | 1Cy.33½"-96"<br>75HP<br>Rathbone&S.,Mill Pt.,Ont. | |
| 346<br>77197 | — IronPadSp<br>*R.Mathews* | 174<br>160<br>24 | | | | 1877 | J.&M.Gunn<br>Cardiff | J.G.Bridges | 117·4 | 19·7 | 10·3 | Leith<br>British | L.2Cy.28½"-48"<br>90HP<br>J.&M.Gunn,Cardiff | |
| 347<br>98911<br>MCHQ | **Empress of Japan** SteelTwinSc 3MstSr<br>*G.A.Lee*91-91<br>*Elec.light* 3*Dks*(2*Stl*-ws)4*trB* | 5905<br>5098<br>3003 | ✠100A1<br>12,93<br>✠LMC3,91 3,95 | HKg<br>LA&CP | *b*† | 1891<br>3mo | NavalCon.&Arms.Co.(Lim.)<br>Barrow | CanadianPacific RailwayCo. | 455·6<br>P65'F79'<br>B&*Prom.dk*217'<br>*WB*=*CellDB*337' | 51·2<br>BK12" | 33·1 | London<br>British<br>12*BHCem*<br>755*tAPT*36*t* | T.6.Cy.32",51"&82"-54" (*s*)<br>160lb *160lb* 2000HP<br>4DB,32*cf*,GS710,HS20193<br>Nvl.Con&AmtsC.(L)Brw | 36<br>8 |
| 348<br>77113<br>RNKD | **Empusa** IronScSr<br>*H.E.Olifent* -93<br>*Well deck* | 1153<br>850<br>732 | | | ... | 1878<br>5mo | M.Pearse&Co.<br>Stockton | MerseyS.S.Co.(Lim.)<br>(Leech,Harrison&Forwood,*Mgrs*) | 230·0<br>P134' | 30·2<br>F32' | 17·0 | Liverpool<br>British | C.2Cy.30"&55"-36"<br>120HP<br>Blair&Co.(Lim.),Stockton | |
| 349<br>QDTR | **Ems** IronSc4MstSr<br>*W.Keimkasten*86-92 4*Dks*<br>*Elec.light* | 4728<br>4625<br>2954 | | | | 1884 | J.Elder&Co.<br>Glasgow | Norddeutscher Lloyd | 429·8<br>P28'<br>F74' | 47·0<br>B138' | 26·5<br>34·5 | Bremen<br>German | C.3Cy.62"&(2)86"-60"<br>1000HP<br>J.Elder&Co.,Glasgow | |
| 350<br>74783<br>SKLG | **Emu** IronScSr<br>*A.F.Mullock* -93 ssAdl.No.1-81<br>1*Dk*&*Awng dk* | 616<br>611<br>362 | ✠<br>*Awng dk with load line*<br>7,81 | Adl<br>A&CP | *i* | 1876<br>9mo | Blackwood&Gordon<br>Pt.Glasgow | AdelaideS.S.Co.(Lim.) | 179·4 | 25·1 | 11·7<br>18·7 | Sydney<br>British<br>4*BHCem* | C.2Cy.24"&46"-33"<br>95HP<br>Blackwood&Gordon,P.Gls | |
| 351<br>88943 | — IronPadLr<br>1*Dk* | 103<br>78<br>42 | | | | 1886 | D.&R.Buchanan<br>Melbourne | H.C.Sleigh | 82·6 | 21·7 | 5·8 | Melbourne<br>British | C.2Cy.13"&25"-36"<br>30HP<br>D.&R.Buchanan,S.Mlbrne. | |
| 352 | **Emulator** IronSc<br>*W.H.Marshall* 1*Dk* | 104<br>103<br>— | ✠<br>9,85<br>✠ | Bel | *a* | 1885<br>4mo | P.Rodgers<br>Carrickfrgus | WestonPointStm.Towing Co. | 95·0 | 18·0 | 10·0 | Runcorn<br>British<br>4*BHCem* | C.2Cy.18"&34"-21"<br>50HP<br>D.&W.Grant,Belfast | 10 |
| 353<br>RDSN | **Enak** IronScCtr<br>*W.Behrens*84-91 1*Dk* | 116<br>116<br>37 | | | | 1874 | Janssen&Schmilinsky<br>Hamburg | VereinigteBugsir-Dampfschifffahrts Ges. | 90·0<br>Höt | 20·0 | 12·0 | Hamburg<br>German<br>*WB* | C.2Cy.20"&40"-24"<br>80HP<br>Janssen&SchmilinskyHam | |
| 354<br>97524<br>LQWS | **Enchantress** SteelScSr<br>*W.H.Riches* -93<br>1*Dk*(*Irn*)&*Spardk*3*trB*<br>ssSld.No.1-94 | 2636<br>2397<br>1669 | ✠100A1<br>*Spar dk*<br>7,94 ~~6,93~~<br>✠LMC4,90 7,94 | Nwc<br>A&CP<br>Sld | *s* | 1890<br>4mo | ShortBros.<br>Sunderland | Taylor&Sanderson | 293·5<br>B62'F34'<br>*WB*=Cell | 40·2 | 18·5<br>26·2<br>BK10" | Sundrland<br>British<br>4*BHCem*<br>*DB*206'334*t* | Q.4Cy.15⅞",20",31"&54"-42"<br>200lb *80lb* (*s*) 200HP<br>~~2SB~~,6*rf*,GS1023SB<br>W.Allan&Co.,Sunderland | 20<br>6 |
| 355<br>96552<br>LRNW | **Endeavour** SteelScSr<br>*G.Breckon* -93 1*Dk*(*ptStl*&*ptIrn*)<br>&*ptAwng dk*(*Irn*)&*Webframes* 2*trB*<br>ssCff.No.1-94 | 2795<br>2078<br>1762 | ✠100A1<br>*ptAwng dk withfreeboard*<br>1,95 ~~5,94~~<br>✠LMC5,90 5,94 | Cff<br>A&CP | *t* | 1890<br>5mo | JLThompson&Sons<br>Sunderland | Rowland&MarwoodsS.S.Co.(Lim.) | 316·0<br>P29'Q88'<br>*ptAwng dk*198'<br>*WB*=*CellDB*226' | 40·5<br>BK10" | 20·8 | Whitby<br>British<br>6*BHCem*<br>457*tAPT*28*t* | T.3Cy.23½",38"&62"-42" (*s*)<br>160lb *75lb* 230HP<br>2SB,6*rf*,GS100<br>J.Dickinson,Sunderland | 23<br>8 |
| 356<br>95237<br>KQNR | — SteelScSr<br>*M.Thompson*73-89 ssLiv.No.1-92<br>1*Dk*(*Stl*)&*Spardk*3*trB* | 2519<br>2354<br>1640 | ✠100A1<br>*Spardk*<br>2,95 ~~2,94~~<br>BS10,94<br>✠LMC4,92 | Nwc<br>LA&CP<br>Shl | *s* | 1888<br>2mo | RStephenson&Co(Lim)<br>Newcastle | MacintyreBros.&Co. | 290·0<br>P30'F29'<br>*WB*=*DBa*78'*f*34'&*uE* | 40·2 | 18·0<br>25·8<br>BK9½ | Newcastle<br>British<br>7*BHCem*<br>&*B*42'316*t* | T.3Cy.22½",37"&61"-42" (*s*)<br>170lb *80lb* 250HP<br>2SB,6*f*,GS130<br>Blair&Co.(Lim.),Stockton | 19 |
| 357<br>89564 | — IronScSr<br>*J.Bayley* -94 1*Dk* | 226<br>225<br>125 | | | ... | 1884<br>5mo | R.Dixon&Co.<br>Middlesbro' | Hewett&Co(Lim.) | 136·8<br>len90 | 21·1 | 11·4 | London<br>British | C.2Cy.19"&36"-24"<br>55HP<br>Blair&Co.(Lim.),Stockton | 12 |
| 358<br>102943 | — Iron&SteelScK<br>*J.Ashton*<br>1*DkPlatingptIron* | 156<br>145<br>59 | ✠100A1<br>*Stm Trawler*<br>~~8,94~~<br>1,95<br>✠LMC4,94 | Gls<br>LA&CP<br>Hul | | 1894<br>4mo | Mackie&Thomson<br>Glasgow | GreatNorthern SteamShipFishingCo.(Lim.) | 103·7<br>Q17'RFD16' | 20·5 | 10·7<br>BK7½"<br>*WB*= | Hull<br>British<br>3*BHCem*<br>*DTf*14'25*t* | T.3Cy.11",17"&27½"-20" (*s*)<br>160lb 45HP<br>1SB,2*pf*,GS30,HS690<br>Muir&Houston,Glasgow | 11 |
| 359<br>97476 | **Endsleigh** SteelScSr<br>~~*N.Thomas*~~ -94 1*Dk*(*ptStl*&*ptIrn*)<br>&*Webframes*&*pt Awng dk*(*Irn*)<br>*Proctor* ssCff.No.1-95 | 2366<br>1785<br>1530 | ✠100A1<br>*ptAwng dk withfreeboard*<br>5,95 ~~12,94~~ ~~1,94~~<br>✠LMC5,91 5,95 | Cff<br>A&CP | *s* | 1891<br>5mo | R.Dixon&Co.<br>Middlesbro' | EndsleighS.S.Co.(Lim.)<br>(Bellamy&Co.) | 280·0<br>P25'Q76'<br>*ptAwng dk*179'<br>*WB*=*CellDB*234' | 39·2<br>FK | 19·5 | Plymouth<br>British<br>4*BHCem*<br>426*tAPT*26*t* | T.3Cy.21",35"&57"-39" (*s*)<br>160lb *80lb* 160HP<br>2SB,4*cf*,GS74,HS2990<br>Blair&Co.(Lim.),Stockton | 21<br>8 |
| 360<br>82843<br>VFJQ | **Endymion** IronScSr<br>*T.Harrison* -93 ssCff.No.2-89<br>2*Dks*(1*Irn*)3*trB* | 2237<br>2054<br>1438 | ✠100A1<br>11,92<br>BS11,92<br>drp91<br>✠LMC1,89 | Bry<br>LA&CP | *s* | 1880<br>12mo | Palmers'C.(Lim.)<br>Newcastle | HallBros. | 291·3<br>P31'B49'F36'<br>*WB*=*DBa*88'*f*20'&*uE* | 37·3 | 24·5<br>BK9" | London<br>British<br>6*BHCem*<br>&*B*38'270*t* | C.2Cy.36"&68"-45" (*i*)<br>80lb 250HP<br>2SB,8*pf*,GS120<br>Palmers'Co.(Lim.),Nwc. | 25<br>4 |
| 361<br>87114<br>HRDB | **Energia** IronScBkn<br>*C.Saw*85-93 ~~ssNwc.No.2-90~~<br>2*Dks*(1*Irn*&1*ptIrn*)3*trB*<br>ssLon.No.3.5,94 | 3177<br>2935<br>2064 | ✠100A1<br>~~5,94~~2,95<br>BS12,92<br>BS2,95<br>✠LMC8,90 | Lon<br>LA&CP<br>Liv | *v* | 1883<br>1mo<br>5,94 | TyneISBC(Lim.)<br>Newcastle | Gellatly,Hankey,Sewell&Co. | 337·0<br>P41'B82'F45'<br>*WB*=*CellDB*280'505*tFP* | 41·2 | 26·5<br>BK11" | Rochester<br>British<br>6*BHCem*<br>*T*17*tAPT*8*t* | C.2Cy.40"&74"-54" (*i*)<br>90lb *50lb* 350HP<br>2DB,12*pf*,GS160<br>NE.MarineE.Co.(Lim.)Sld | 29<br>5 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. / Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 362 1096 HQNR | **Energia** *M.Garosko* 91–91 | **SteelScSr** 1 *Dk* | 650 — — | | | | 1891 | Stabilimento Tecnico Triestino Trieste | **Ivan Koschkine** | 208·0 B24′ | 31·0 F28′ | 12·0 | **Rostoff** Russian | C.4Cy.14½″,7″&28″–20″ 90 HP Stabilimento Tecnico, Tri. *WB* | | A |
| 363 KRCS | **Energie** *H.Fortmann* 70–90 *Elec.light* | **SteelSc3MstSr** 2 *Dks3trB* *Carrying Petroleum in bulk* | 2911 2691 1909 | | | | 1888 | Sir W.G. Armstrong, Mitchell&Co. Newcastle | **Deutsche-Amerikanische Petroleum Ges.** | 310·0 B22′ | 40·1 F29′ | 29·5 | **Gstemnde** German | T.3Cy.23″,37″&60″–39″ Wallsend Slipway & Eng. Co.(Lim.), Newcastle | | V |
| 364 HWBF | — *Krützfeldt* *Elec.light* | **SteelTwinSc** *ss* Rot.No.3–12,92 1 *Dk(Irn)* | 640 548 403 | ✠100A1 12,92 BS6,94 | Rot A&CP ✠LMC12,92 | *j* | 1887 3mo | Sir W.G. Armstrong, Mitchell&Co. Newcastle | **Rhein&See Schifffahrts Ges.** | 200·0 B40′F29′ *WB=CellDB83′* | 30·1 FK | 11·1 5 *BHAsp* 130 *tFPT* 19 *t* | **Cologne** German | T.3Cy.10½″,17″&28″–20″ (*s*) 150 lb 90 HP 2SB,*4pf*,GS52,HS1538 WllsndSlpwyCo(Lm)Nwc | 13 ″ 1 | D |
| 365 | — *VanOosten* 72– | **IronScCtr** | 115 115 70 | | | | 1872 | Jansen& Schmilinsky Hamburg | **Soc.Anon.de Remorquage à hélice** | 80·0 | 17·4 | 11·6 | **Antwerp** Belgian | C.2Cy.16½″&33″–18″ 49 HP Jansen & Schmilinsky, Hamburg | | V |
| 366 | **Energique** (*ex* Biafra) | **IronScBk** | 1513 — 879 | | | | 1868 | Randolph, Elder&Co. Glasgow | **O.M.Essayan** | 312·0 P133 *t* len74 | 32·0 F39 *t* | 19·5 | **Constanpl** Turkish | C.2Cy.34″&57″–36″ NE&B76 150 HP Laird Bros., Birkenhead | | |
| 367 89557 | **Energy** *R.Hunt* | **IronScK** 1 *Dk* | 203 202 108 | ✠ 8,84 ✠ | Lon A&CP | *c* | 1884 4mo | R.Dixon& Co. Middlesbro' | **Sir T.G.Freake,Bt.** | 123·5 | 21·0 | 11·6 | **Brixham** British 4 *BHCem* | C.2Cy.19″&36″–24″ 55 HP Blair&Co.(Lim.) Stockton | 21 ″ 1 | |
| 368 102976 | Mss since 12,94 | **IronScYl** 1 *Dk* | 145 138 51 | ✠~~100A1~~ *Stm Trawler* ~~7,04 3,03~~ 5,94 | Gls LA&CP ✠LMC8,93 Hul | | 1893 8mo | Mackie& Thomson Glasgow | **Gt.Northern Stm. Ship Fishing Co. (Lim.)** | 100·5 | 20·5 BK7½″ *WB=* | 10·7 3 *BHCem* *DTf* 14′27 *t* | **Hull** British | C.2Cy.15″&30″–20″ (*s*) 110 lb 40 HP 1SB,*2pf*,GS33,HS813 Muir&Houston,Glasgow | 11 ″ 7 | |
| 369 NQBC | **Engeland** *H.L.Stasse* 75–86 | **SteelPadSr** 1 *Dk* & *Awngdk* | 1648 1542 829 | | | … | 1886 11mo | Fairfield S.&E.Co.Ld Glasgow | **Stoomv.Maats. "Zeeland"** | 286·5 | 35·3 22·9 FK | 16·6 | **Flushing** Dutch | C.O.2Cy.60″&104″–84″ 600 HP Fairfield S.&E.Co.(Ld.)Gls | 17 ″ 0 ~~11 — 7~~ | |
| 370 86175 WJRQ | **Engineer** *D.A.Wood* –92 | **IronSc3MstSr** 2 *Dks(Irn)* 3 *trB* | 2591 2504 1683 | | | … | 1882 3mo | Aitken& Mansel Glasgow | **Charente S.S.Co. (Lim.)** (**J.&J. Harrison,** *Mgrs.*) | 350·2 B54′ | 38·0 | 25·3 6 *BHCem* | **Liverpool** British | C.2Cy.38″&75″–54″ 375 HP J.&J.Thomson,Glasgow | | BT till ~~7,94~~ 2,99 |
| 371 94386 KBJQ | — *A.Hocken* –92 | **SteelSc3MstSr** *ss* Cff.No.1–92 1 *Dk(pt Stl)* | 723 558 466 | ✠100A1 9,94 ~~12,98~~ BS9,94 | Bly LA&CP ✠LMC3,92 Cff | *k* | 1888 5mo | J.Laing Sunderland | **Engineer S.S.Co. (Lim.) (Tatham, Bromage &Co.)** | 195·2 Q92′F27′ *WB=CellDB111′* | 28·2 FK | 12·6 3 *BHCem* 131 *tFPT* 30 *t* | **London** British | T.3Cy.18″,28″&43″–36″ (*a*) 150 lb *60lb* 120 HP 1SB,*3cf*,GS57 G.Clark, Sunderland | 15 ″ 6 s 1 ″ 7 | |
| 372 | — *A.Johansen* 91–91 | **SteelSc** 1 *Dk* | 53 48 21 | ✠ A– 6,91 *For Harbour purposes* ✠LMC5,91 | Dnz | | 1891 5mo | J.Cran& Co. Leith | **Boreyschi & Maximovitch** | 70·2 B8′ | 13·6 BK5″ | 8·0 3 *BHCem* | **Libau** Russian | C.2Cy.12″&24″–18″ (*s*) 100 lb 24 HP 1SB,*2pf*,GS25 J.Cran&Co.,Leith | 8 ″ 6 | |
| 373 ~~20881~~ ~~LDFQ~~ | **Engineer ~~Avdakoff~~** Abdakoff *C.Volia* 90–90 *Well deck* | **SteelScSr** (*ex* Washington) 1 *Dk(Irn)* 2 *trB* *ss* Msl.No.1–95 | 1194 943 766 | ✠100A1 2,95 ~~2,90~~ ~~BS6,94~~ | Lon A&CP ✠LMC5,~~98~~ Msl | *n* | 1889 5mo 2,95 | Strand Slipway Co.Ld. Sunderland | ~~A.Carazaief~~ ~~A.Chrzanowski~~ D.Charadjeuli *WB=Cell* | 227·0 P27′Q61′B46′F30′ *DB182′368 t FPT* | 34·2 BK8″ | 15·0 ~~4 *BH* 437 *Cem*~~ 4 *t APT* 25 *t* | **Marinople** Russian | T.3Cy.18″,29″&50″–30″ (*s*) 150 lb ~~455~~ *50lb* 140 HP ~~130 HP~~ 1SB,*3rf*,GS52 N.E.MarineCo.(Lim.),Sld. | 17 ″ 7 s 1 ″ 8 w1 ″ 10 | |
| 374 29996 NHVB | **England** *A.F.Heeley* –93 | **IronScBkn** | 4898 4857 3022 | | | … | 1865 6mo | Palmers' Co. Newcastle | **National S.S.Co. (Lim.)** | 437·9 len73 | 42·5 | 35·0 | **Liverpool** British | C.2Cy.55″&90″–48″ NE&B74 420 HP G.Forrester& Co.Liverpool | 30 ″ 0 s 12 ″ 2 | |
| 375 72540 QRCM | — *J.James* –94 *Well deck* | **IronScSr** *ss* Npt.No.3–8,89 *ss* Shl.No.1–93 1 *Dk(Irn)* 2 *trB* | 1027 867 634 | ✠90A1 ~~1,04~~ 1,95 ✠NB8,98 | Shl A&CP LMC3,93 | *n* | 1877 1mo | Schlesingr, Davis &Co Newcastle | **W.Runciman** | 220·5 Q117′B12′F29′ *WB=DBa65* | 30·2 BK8″ | 18·5 4 *BHCem* *f*69′ *APT* | **Cardiff** British | C.2Cy.24″&53″–36″ (*s*) 70 lb 120 HP 1SB,*3pf*,GS55,HS1728 T.Clark&Co.,Newcastle | 19 ″ 11 s 2 ″ 2 | |
| 376 NBSH | — *H.P.Hansen* 89–92 *Well deck* | **SteelScSr** *ss* Cpn.No.1–92 1 *Dk(Irn)* & *Web frames* | 809 587 496 | ✠100A1 5,94 | Cpn LA&CP ✠LMC12,92 | *k* | 1890 1mo | W.Dobson &Co. Newcastle | **Dampskibsselskabet Nordsöen (A.Christensen,** *Mgr.*) *WB* | 200·0 Q70′B55′F25′ drp94 *=DBa50′f81′& uE* | 28·2 FK | 13·2 4 *BHCem* & *B31′210 t* | **Copnhagn** Danish | T.3Cy.15″,25″&41″–30″ (*s*) 160 lb *80lb* 90 HP 1SB,*3pf*,GS, HS1563 Alley&M'Lellan,Glasgow | 15 ″ 4 | |
| 377 ~~10955~~ | Mss since 12,94 | **IronScK** 1 *Dk* | 139 133 57 | ✠~~100A1~~ *Stm Trawler* 7,94 *(Class Contem plated)* | Hul LA&CP ✠LMC7,94 | | 1894 7mo | Cochrane &Cooper Beverley | **Hull Steam Fishing&Ice Co. (Lim.)** | ~~96·8~~ 99·5 | ~~20·4~~ 20·5 BK7½″ *WB=* | ~~12·3~~ 11·0 *DTf* 17′25 *t* | **Hull** British | T.3Cy.10″,16″&25½″–20″ (*s*) 170 lb 35 HP 1SB2*pf*GS22,HS578 Amos&Smith,Hull | 11 ″ 10 | |
| 378 69869 QMPL | — *W.Hendersen* | **WoodPadTug** ptIB | 115 115 12 | ✠ 9,76 *For River or similar purposes* | Shl A&CP | 8 | 1876 4mo | J.P.Rennoldson S.Shields | **C.Dyble** | 100·6 Cl | 19·5 | 9·9 | **S.Shields** British | L.1Cy.37″–51″ 60 HP J.P.Rennoldson,S.Shields | | |
| 379 95814 LKQC | **Englishman** *A.Dines* –91 | **IronScTugK** 1 *Dk* *ss* Hul.No.1–95 | 169 169 32 | ✠100A1 1,95 ~~5,09~~ *For Towing purposes* ✠LMC14,89 | Hul LA&CP | | 1889 11mo | Cook, Welton&Gemm'll Hull | **T.Gray&Co.(Lim.) (W.H.Tulley,** *Mgr.*) | 116·0 | 22·0 BK7″ | 11·4 3 *BHCem* | **Hull** British | T.3Cy.15″,24½″&39″–24″ (*s*) 150 lb 96 HP 1SB,*3cf*,GS30,HS997 C.D.Holmes&Co.,Hull | 12 ″ 1 s 1 ″ 4½ | |
| 380 | **Engsö** *C.Söderström* 91–91 | **IronScSp** (*ex* Upsala) 1 *Dk* | 144 86 108 | | | | 1860 | W.Lind- brgsMk Vkst Stockholm | **Engsö Ångf. Aktiebolag (K.Almqvist)** | 94·4 Q26′ | 18·3 B30′ | 8·2 F17′ | **Engsö** Swedish | C.2Cy.14″&29″–17″ 40 HP W Lindbergs Mk. Vrkst Skm | | |
| 381 NDLK | **Enigheden** *H.L.Hansen* –91 | **SteelScSr** | 672 493 413 | | | | 1891 | Burmeister &Wain Copenhagen | **H.C.Christensen's Enke** | 182·3 Q61′ | 29·8 B49′ | 11·7 F27′ | **Marstal** Danish | C.2Cy.25″&44″–27″ 100 HP Burmeister&WainCpnhgn | | V |
| 382 | **Enköping I.** *A.F.Pettersson* | **IronScSp** 1 *Dk* | 183 104 130 | | | | 1885 | W.Lind- bergs Mk. Vks Stockholm | **Enköpings Ångfartygs Aktiebolag (A.Östlund)** | 109·5 Q28′ | 18·4 B45′ | 9·6 H13 *t* | **Enköping** Swedish | C.2Cy.17″&30″–21″ 45 HP W Lindbergs Mk. Vrks. Skm | | |
| 383 | **Enköping II.** *O.P.Larsson* | **IronSc** (*ex* Nya Enkoping) 1 *Dk* | 154 86 117 | | | | 1871 | W.Lind- bergs Mk. Vks Stockholm | **Enköpings Ångfartygs Aktiebolag (A.Östlund)** | 109·2 P65′ | 17·2 H2 *t* | 7·5 F11′ | **Enköping** Swedish | C.2Cy.11″&24″–31″ 30 HP W Lindbergs Mk. Vrks. Skm | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur | 14 Creux sur Quille. Franc-bord en milliers de navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 384<br>36<br>PBHR | **Enna**<br>*G.Rapallo* –91 | **IronScBkn**<br>*2Dks&Spardk* | 1778<br>1635<br>918 | | | | 1874 | F[lli]Orlando<br>Leghorn | Navigazione Generale Italiana | 276·5 \| 32·5 \| 25·1 | | | Palermo<br>Italian | C.2Cy.44″&76″–42″<br>549HP<br>Thompson,Boyd&Co.,Nwc | |
| 385<br>65455<br>LPHQ | **Ennerdale**<br>*R.Hurst* –93 | **IronScSr**<br>*ss*Shl.No.3–10,87<br>*ss*Sws.No.1–92<br>1*Dk&Spardk3trB* | 1250<br>1239<br>798 | ✠90A1<br>*Spardk*<br>9,94 ~~2,94~~<br>✠NB9,87 | Shl<br>A&CP<br>LMC7,92<br>BS2,94 | *o* | 1872<br>11mo | ShortBros.<br>Sunderland | MilburnBros. | 233·3 \| 30·6 \| 17·5<br>23·6<br>ND87 BK8′5<br>*WB=DBa* | | | Newcastle<br>British | T.3Cy.17″,27″&52″–33″ (*r*)<br>150lb *50lb* 110HP<br>1SB,*3pf*,GS47<br>*7pd87*Baird&BarnslyNShl | 18 ″ 5<br>s 5· 10 |
| ✱ 386<br>84056<br>TWBD | **Ennismore**<br>*Hadden*91–91<br>*Well deck* | **IronScSr**<br>3rdSurveyHul.10,90<br>1*Dk(Irn)2trB* | 1560<br>1254<br>1002 | ✠A1✱1<br>5,93 | Lth | Lv | 1880<br>10mo | BarrowS.B. Co.(Lim.) Barrow | J.Cormack | 260·0 \| 34·2 \| 17·9<br>Q107*t*B157*t*H9*t*<br>F33*t* FK<br>*WB=DBf*31′100*t*&*Eq* | | | Leith<br>British | C.2Cy.30″&60″–36″<br>160HP<br>*4BH*2PBH<br>*BAPTFPT* BarrowS.B.C.(Lim.),Brw. | 19 ″ 6<br>s 2· 3 |
| 387<br>HNLG | **Enossis**<br>1*Dk* | **WoodScSr** | —<br>—<br>57 | | | | 1891 | McDowall &Barbour Piræus | E.Evangalatos | 92·0 \| 18·6 \| 10·0 | | | Piræus<br>Greek | C.2Cy.13¼″&26½″–18″<br>30HP<br>McDowall&Brbour,Piræus | |
| ✱ 388<br>~~HLMR~~ | **Enrique**<br>*Larranoi* | **IronSc**<br>*ss*Liv.No.3–1,91<br>2*Dks(Irn)3trB* | 2298<br>2162<br>1495 | ✠100A1<br>7,94 ~~8,03~~<br>BS12,93 | Liv<br>A&CP<br>LMC1,91 | *t* | 1878<br>6mo | Earle'sCo. (Lim.) Hull | ~~Compañia de Navegación La Flecha~~<br>W.Wilhelmsen | 325·3 \| 34·7 \| 25·2<br>B78′<br>BK10′5<br>*WB=DBa*70′ | | | Tonsberg<br>Norwegian | C.2Cy.36″&72″–48″ (*i*)<br>75lb 250HP<br>2DB,GS187<br>Earle'sCo.(Lim.),Hull | 26 ″ 9<br>s 5· 3 |
| 389<br>~~HLMR~~ | **Enrique Barroso**<br>*A.Lanfranco* *ss*M.Vo.No.1–92<br>1*Dk(Irn)* | **SteelScSr** | 586<br>502<br>313 | ✠ A—<br>*withfreeboard*<br>~~12,94 3,02~~<br>BS5,94<br>*For River&Co* | MVo<br>A&CP<br>✠LMC12,92<br>*casting pu* | *j* | 1889<br>1mo | Grange-mouthDock-yardCo. Grngemouth<br>*rposes, River Plate&* | Lanfranco& Ramos<br>*Rio Grande* | 199·5 \| 32·1 \| 10·1<br>P77′F60′<br>FK<br>*WB=FPT*39′ | | | M.Video<br>Uruguayn. | T.3Cy.15″,24″&40″–30″ (*a*)<br>~~155lb~~ 150lb 80HP<br>1SB,*2rf*,GS44<br>Hutson&Corbett,Glasgow | 10 ″ 6<br>1 · 7 |
| ✱ 390<br>86734<br>HBWN | **Ensign**<br>*S.Masson* –92 *ss*Bwg.No.3–3,94<br>1*Dk(ptIrn)* | **IronSc3MstSr** | 399<br>261<br>129 | ✠100A1<br>9,94 ~~8,94~~<br>✠NB3,94 | Bwg<br>LA&CP<br>✠LMC3,94 | *f* | 1882<br>11mo | T.B.Seath &Co. Glasgow | W.Robertson | 155·5 \| 23·1 \| 10·4<br>Q54′B7′F22′<br>len94 BK6′4<br>*WB=FPT*34*t* | | | Glasgow<br>British | C.2Cy.18″&34″–28″ (*s*)<br>100lb *40lb* 50HP<br>1SB,*2pf*,GS35,HS800<br>J.&T.Young,Ayr | 11 ″ 8<br>s ″ 8 |
| 391<br>102949 | —<br>1*Dk plating pt Irn* | **Iron&SteelScK** | 156<br>145<br>59 | ✠100A1<br>*StmTrawler*<br>9,94 ~~5,94~~ | Gls<br>LA&CP<br>Hul<br>✠LMC5,94 | | 1894<br>5mo | Mackie& Thomson Glasgow | Gt.NorthernStm. ShipFishingCo. (Lim.) | 103′7 \| 20′5 \| 10′7<br>Q17′RFD16′<br>BK7½′<br>*WB=DTF*14′25*t* | | | Hull<br>British | T.3Cy.11″,17″&27½″–20″ (*s*)<br>160lb 45H<br>1SB,*2pf*,GS30,HS690<br>Muir&Houston,Glasgow | 11 ″ 7 |
| 392<br>98170 | **Enskar**<br>*Kneebone* –90<br>1*Dk(Stl)&Spardk(ptStl–ws)3trB*<br>*ss*Cff.No 1-95 | **SteelScSr** | 3093<br>2887<br>1995 | ✠100A1<br>*Spar dk*<br>~~6,94 4,00~~<br>3,95 | Lon<br>LA&CP<br>✠LMC~~10,00~~<br>Cff 11,94 | *u* | 1890<br>10mo | Wigham Richardson &Co. Newcastle | LondonSteamers (Lim.)(P.W. Richardson,*Mgr.*) | 318·0 \| 41·2 \| 21·1<br>P28′B66′F38′ 26·2<br>FK<br>*WB=DBu*B44′ | | | London<br>British | Q.4Cy.20½″,29″,43″&60″–42″<br>180lb *80lb* (*s*) 350HP<br>2SB,*6cf*,GS110<br>WighamRich'dson&CNwc<br>*83t TunnelTank*74′ *77tMT*26′41 *7t&*24′340*tFPT*76*tAPT*20*t* | 22 ″ 4<br>s 7 · 1 |
| 393<br>65<br>PBMG | **Entella**<br>*V.Bruno* –90 | **IronScBn**<br>*2Dks3trB* | 2258<br>2062<br>1479 | | | … | 1883<br>5mo | Blackwood &Gordon Pt.Glasgow | Nav.Gen.Italiana | 299·2 \| 37·2 \| 23·6<br>P30′ B54′ F49′ | | | Palermo<br>Italian | C.2Cy.35″&67″–42″<br>410HP<br>Blackw'd&Gordon,Pt.Gls. | |
| 394<br>17032<br>MDWK | **Enterprise** | **IronPadSr** | 759<br>653<br>302 | | | | 1856 | T.&.W. Smith Newcastle | Dundalk&Newry SteamPacket Co.(Lim.) | 221·6 \| 27·8 \| 15·0<br>Q35*t* | | | Dundalk<br>British | C.O.2Cy.44″&76″–78″<br>NE&B80 300HP<br>A.&J.Inglis,Glasgow | |
| 395<br>~~88147~~ | —<br>*R.Watton* –87 | **WoodScCtr**<br>1*Dk&Spardk* | 620<br>467<br>400 | | | | 1864 | Alex.Muir S.Catherines, Ont. | B.Muir | 177·2 \| 28·4 \| 12·2 | | | S Cathrnes Ont.<br>British | 1Cy.50″–34″<br>200HP<br>A.Gartshore,Dundas,Ont. | |
| 396<br>89061 | —<br>*D.Glackin* –93 | **IronTwinScK**<br>1*Dk* | 220<br>170<br>68 | | | … | 1884<br>6mo | Earle'sCo. (Lim.) Hull | W.Hammond | 120·4 \| 21·1 \| 9·7<br>Q43′ F21′<br>FK | | | Lndnderry<br>British | C.4Cy.17″&32″–18″<br>88HP<br>*WB* Earle'sCo.(Lim.),Hull | 10 ″ 10 |
| 397<br>89665<br>KNFQ | —<br>*H.Evans* –94 | **IronPadSk** | 157<br>156<br>8 | | | | 1885 | Hepple& Co. N.Shields | EnterpriseTug (Lim.) | 118·4 \| 19·7 \| 10·2 | | | Liverpool<br>British | 2Cy.31½″–58″<br>120HP<br>Hepple&Co.,N.Shields | |
| 398<br>102918 | —<br>1*Dk* | **IronScYl** | 145<br>138<br>51 | ✠100A1<br>*StmTrawler*<br>~~9,94 8,03~~<br>10,94 | Gls<br>LA&CP<br>✠LMC8,93<br>Hul | | 1893<br>8mo | Mackie& Thomson Glasgow | Gt.NorthernStm. ShipFishingCo. (Lim.) | 100′5 \| 20′5 \| 10′7<br>BK7½′<br>*WB=DTF*14′27*t* | | | Hull<br>British | T.3Cy.11″,17″&27″–20″ (*s*)<br>160lb 45H<br>1SB,*2cf*,GS30,HS690<br>Muir&Houston,Glasgow | 11 ″ 7 |
| 399<br>136168<br>KHVW | —<br>1*Dk* | **WoodSc** | 124<br>—<br>62 | | | | 1890 | .....<br>Camden,N.J. | G.W.Umbach | 91′6 \| 21′0 \| 10′0 | | | Baltimore<br>Utd.States | | |
| 400<br>95661<br>KTHS | **Enterprize**<br>*G.Seago* –94<br>*Well deck* | **SteelScSr**<br>*ss*Cff.No.1–93<br>1*Dk(Stl)&Webframes* | 1915<br>1507<br>1223 | ✠100A1<br>3,95 ~~4,04 11,94~~<br>BS11,94 | Cff<br>A&CP<br>✠LMC1,93 | *r* | 1888<br>8mo | J.L.Thmp-son&Sons Sunderland | Rowland&Mar-wood'sS.S.Co. (Lim.) | 284·0 \| 38·1 \| 18·2<br>P29′Q74′B126′<br>F36′ drp94 FK<br>*WB=Cell DB*212′379*t* | | | Whitby<br>British | T.3Cy.35″&58″–36″ (*o*)<br>160lb *80lb* 180HP<br>2SB,*4rf*,GS88<br>T.Richardson&Sons,Hpl. | 20 ″ 9<br>s 1 · 9 |
| 401<br>JCNP | **Entre Rios**<br>*Richard*90–92 | **SteelScBk**<br>2*Dks3trB* | 2853<br>2770<br>1661 | | | | 1887 | Ateliers& Chantiersde la Loire St.Nazaire | ChargeursRéunis | 322·5 \| 40·0 \| 27·1<br>B92′ F45′ | | | Havre<br>French | T.3Cy.25″,43″&55″–34″<br>350HP<br>Ateliers&C.de la Loire<br>*WB* | |
| ✱ 402<br>65289<br>LBPV | **Envoy**<br>*J.Taylor*79–87<br>*Well deck* | **IronScSr**<br>*ss*Lon.No.3–8,84<br>*ss*Lon.No.2–93<br>1*Dk2trB* | 1353<br>1059<br>881 | ✠90A1<br>3,94<br>✠NB81<br>BS3,94 | Hul<br>A&CP<br>LMC4,93 | *o* | 1872<br>1mo | Gilbert& Cooper Hull | W.S.Bailey | 253·8 \| 31·9 \| 18·0<br>P136′F42′<br>BK7½″ | | | Hull<br>British | C.2Cy.31⅛″&58″–36″ (*i*)<br>72lb *45lb* 130HP<br>2SB,*4pf*,GS78<br>Gilbert&Cooper,Hull | 19 ″ 1<br>s 2 · 10 |
| 403<br>102948 | —<br>1*Dk plating pt Irn* | **Iron&SteelScK** | 156<br>145<br>59 | ✠100A1<br>*StmTrawler*<br>9,94 ~~5,94~~ | Gls<br>LA&CP<br>✠LMC5,94<br>Hul | | 1894<br>5mo | Mackie& Thomson Glasgow | Gt.NorthernStm. ShipFishingCo. (Lim.) | 103′7 \| 20′5 \| 10′7<br>Q17′RFD16′<br>BK7½′<br>*WB=DTF*14′25*t* | | | Hull<br>British | T.3Cy.11″,17″&27½″–20″ (*s*)<br>160lb 45H<br>1SB,*2pf*,GS30,HS690<br>Muir&Houston,Glasgow | 11 ″ 7 |
| 404<br>HTBD | **Eol**<br>*E.Höggren*93–93<br>(*ex*DronningSophie) 1*Dk* | **IronScSr** | 152<br>144<br>94 | | | | 1876 | Nylands Mek.Verkst. Christiania | Bergn.ochDykeri-bol "Neptun" (E.Liljewalch) | 121′9 \| 16′6 \| 10′9<br>H8*t* | | | Stockholm<br>Swedish | C.2Cy.18″&31″–24″<br>60HP<br>NylandsMek.Verkstad, Christiania | |
| 405 | **Eolo**<br>*Elec.light* | **SteelPadSr**<br>1*Dk(ptStl)&Awngdk* | 1749<br>932<br>969 | *Awng dk*<br>9,86<br>*For River pur* | Dmb<br>A&CP<br>*poses only* | | 1886<br>6mo | W.Denny & Bros Dumbarton | LaPlatenseFlo-tillaCo.(Lim.) | 299·0 \| 35·1 \| 12·8<br>FK | | | Bns.Ayres<br>Argentine | C.D.2Cy.44″&87″–72″<br>300HP<br>4*BHCem*<br>Denny&Co.,Dumbarton | 13 ″ 6 |

Stranded 6.94 & Condemned

| 1 | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned or changed. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 15 Moulded depth. Freeboard amidships. ft. in. | 16 Other Registers in which classed. Details of B. of Trade Exam. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 406 | **Eos** *L.A.Mattsson*78–93 (*ex*Aranmore) | **IronScSr** 2*Dks* | 832 714 580 | | | ... | 1881 4mo | W.Simons &Co. Renfrew | Skånska Ångb. Aktieb. | 220·2 P43′H28*t*F30′ *pt Shade dk*133′ | 29·7 | 15·7 | Malmö Swedish *WB* | C.2Cy.26″&54″–48″ 180HP W.Simons&Co.,Renfrew | | |
| 407 | — *F.B.Sjömann* | **SteelScSr** *ss*Got.No.1–90 1*Dk* | 293 222 214 | ✠100A1 5,90 BS3,93 | Got LA&CP ✠LMC5,90 | *d* | 1886 3mo | P.Larsson Thorskog | Nya Ångfartygs Aktiebolaget | 116·3 Q40′F17′ | 21·1 BK8½″ *WB=FPT* | 11·6 | Helsingfrs Russian *4BHCem 6tAPT5t* | C.2Cy.13⅜″&24⅜″–17½″ 80lb 35HP 1SB,*4pf*,GS26 P.Larsson,Thorskog | 11 ″ 8 | |
| 408 | — *J.G.Ahlberg*67–73 | **CompScSr** 1*Dk* | 199 155 138 | | | | 1873 | G Bäährn-hjelm Wenersborg | E.J.Magnusson | 100·3 B35′ | 20·0 H9*t* | 12·0 | Lidköping Swedish | C.2Cy.10¾″&24¾″–20″ 30HP MotalaCo.,Gothenburg | | |
| 409 | **Ephaistos** (*ex*Caravelle) 2*Dks* | **IronScBkn** | 692 — 502 | | | | 1855 | Samuda Bros. London | McDowall&Barbour | 200·0 | 29·0 | 17·5 | Piræus Greek | C.2Cy.32″&57″–28″ 200HP Forgrs&Chantiers,Havre | | V |
| 410 | **Epidauro** *M.Matteo*88–92 *ss*Tri.No.1–93 1*Dk* | **SteelScSr** | 358 265 178 | ✠100A1 3,93 | Tri LA&CP ✠LMC3,93 | *f* | 1888 12mo | J.Scott& Co. Kinghorn | Consorzio di Nav à VapRagusea(T. Cossovich,*Mgr.*) | 148·0 P35′B32′F30′ | 22·8 BK7″ *WB=FPT22t* | 10·9 | Trieste Aust.-Hung. | T.3Cy.13″,19″&34″–27″ (*s*) 150lb 70HP 1SB,*2rf*,GS42 J.Scott&Co.,Kirkcaldy | 11 ″ 5 | A |
| 411 | **Epirus** *Coucoudaki*83–87 *ss*Nwc.No.3–80 (*ex*Estremadura) | **IronScSr** | 613 472 460 | ✠ 3,82 | Tri A&CP | *j* | 1862 1mo | A.Leslie& Co. Newcastle | Panhellenic S.S. Nav. (K.J. Psacharopoulos, *Mgr.*) | 213·0 P43′ F50′ len80drp82 | 24·3 *WB=* | 13·1 | Piræus Greek | C.2Cy.23″&44″–30″ NE80 NB88 85HP 1SB,*2pf*,GS36 N.E.MarineE.Co(Lm.),Sld | | |
| 412 | **Eppleton** *F.A.Eliot* –94 *Well deck* 1*Dk*(*Irn*)&*Webframes* *ss*Bly.No.3-9,94 | **IronScSr** ~~*ss*Npt.No.2–90~~ | ~~947~~ 681 562 575 | ✠100A1 9,94 ~~9,04~~ ~~BS1,91~~ | Shl A&CP ✠LMC10,00 Bly | *m* | 1882 9mo | S.P.Austin &Son Sunderland | Sharp&Co. | 216·2 P24′Q42′B45′F28′ ~~drp31,93&~~drp94 *WB=Cell D B* | 31·0 FK 181′248*t* | 13·6 | Newcastle British *4BHCem APT30t* | C.2Cy.28″&54″–33″ (*i*) 80lb ~~90lb~~ NDB90 99HP 1SB,*3pf*,GS63 ~~80lb~~ J.Dickinson,Sunderland | 16 ″ 2 s 1 ″ 5 | |
| 413 | **Eptanisos** *Bacos*76– | **IronScSr** | 631 — 332 | | | | 1860 | T.H.Pile& Co. W Hartlepool | Hellenic Steam ShipCo. | 185·0 | 26·5 | 15·5 | Syra Greek | C.4Cy.24″&45″–30″ 125HP | | |
| 414 | — | **IronPad** 1*Dk* | 121 — 36 | | | | 1879 | J.Eltringham S.Shields | C.A.Foca | 105·8 | 18·9 | 9·5 | Cephalonia Greek *WB* | 1Cy.37⅝″–54″ 60HP J.P.Rennoldson,S.Shields | | |
| 415 | **Epworth** *W.Jefferson*87–91 1*Dk*(*pt Stl&pt Irn*) &*Webframes&pt Awngdk*(*Irn*) | **SteelScSr** | 2404 1787 1530 | ✠100A1 *pt Awng dk withfreeboard* 3,95 ~~2,94~~ ✠LMC4,91 | Cff A&CP | *s* | 1891 4mo | JLThompson&Sons Sunderland | J.H.Barry&Co. | 292·0 P29′Q80′ *pt Awngdk*183′ FK *WB=DBa*88′*f*112′432*t* | 39·0 | 20·2 | Whitby British *6BHCem APT24t* | T.3Cy.22″,36″&59″–39″ (*s*) 160lb *80lb* 190HP 2SB,*6rf*,GS109 J.Dickinson,Sunderland | 21 ″ 8 s 8 ″ 2½ | D |
| 416 | **Equateur** 3*Dks* | **IronScBk** | 3716 — 2497 | | | | 1875 | Messageris Maritimes LaCiotat | MessageriesMaritimes | 394·6 | 39·7 | 32·8 | Marseilles French | C.3Cy.60¼″&(2)43¼″–43¼″ 600HP MessageriesMar.,LaCiotat | | |
| 417 | **Equity** *A.W.Braham*90–91 *Elec.light* 1*Dk*(*Irn*–ws) | **IronScSr** *ss*Hul.No.1-93 | 837 666 408 | ✠100A1 3,95 ~~3,93~~ BS2,95 | Hul LA&CP ✠LMC3,93 | *m* | 1888 9mo | Earle'sCo. (Lim.) Hull | Co-operative WholesaleSoc. (Lim.) | 220·7 P42′B71′F30′ *WB=Cell D B* | 32·4 BK8″ 97′128*t* | 13·7 *FPT22t APT8t* | Goole British *5BHptAsp ptCem* | T.3Cy.24″,39″&64″–33″ (*s*) 160lb *80lb* 210HP 2SB,*6rf*,GS146,HS4500 Earle'sCo.(Lim.),Hull | 14 ″ 7 s 1 ″ 11 | |
| 418 | **Era** ~~*H.E.Hill* –93~~ *Moore* *Well deck* | **SteelScSr** *ss*Mel.No.1–93 1*Dk*(*Stl*)&*Webframes* *Frames pt Irn* | 2379 1851 1550 | ✠100A1 1,95 ~~2,94~~ BS8,94 Mel | Ant A&CP ✠LMC8,92 | *t* | 1888 9mo | E.Withy & Co. W Hartlepool | W.H.Smith&Sons (Lim.) | 299·2 P35′Q88′B122′ F31′ *WB=CellDB256′* | 38·5 BK8″ | 20·7 *5BHAsp 560tAPT32t* | Melbourne British | T.3Cy.23″,36½″&62″–39″ (*s*) 150lb *60lb* 250HP 2SB,*6rf*,GS98 FD CntrlMarineEngCo.WHpl | 23 ″ 3 s 2 ″ 1½ w2 ″ 5½ | |
| 419 | **Erasmus** ~~*J.Kremer*01–01~~ *F.Haynes*94–94 | **IronScSr** *ss*Rot.No.2–92 1*Dk2trB* | ~~1263~~ ~~1088~~ 1221 1010 713 | ✠100A1 ~~6,95~~ 1,94 4,95 BS1,94 3,95 | Rot LA&CP ✠LMC7,92 Liv | | 1884 1mo | J.Smit,Czn Rotterdam | Ronke&Visser AfricanAssociation (Lim) | ~~241·8~~ B52′F26′ drp92 *WB=* | ~~32·9~~ ~~33·1~~ BK8½″ | ~~16·5~~ ~~15·3~~ *4BHCem DB172′300t* | ~~Rotterdam~~ Dutch LiverpoolBritish | C.2Cy.28″&52″–33″ (*r*) 90lb *75lb* 100HP ~~120HP~~ 1DB,*6pf*,GS88 KonMaatsdeSchldeFlshng | 17 ″ 10 s 2 ″ 4 | D |
| 420 | **Erasmus Wilson** *W.Whiting* –92 *Well deck* | **IronSc3MstSr** *ss*Lon.No.3–9,88 *ss*Lon.No.1–92 1*Dk2trB* | 751 606 437 | ✠90A1 7,94 ~~8,93~~ BS~~7,98~~7,94 | Lon A&CP LMC6,92 | *l* | 1876 3mo | E.Withy& Co. W Hartlepool | S.Clarke&Co. | 199·0 Q104′B11′F29′ | 30·1 BK7½″ *WB=* | 12·8 *4BHCem DBa*112′ | London British | C.2Cy.27″&50½″–33″ (*i*) 70lb *70lb* 99HP 1B,GS43 Blair&Co.(Lim.),Stockton | 15 ″ 2 s 1 ″ 8½ | |
| 421 | **Erato** *W.Alexander* –93 *Well deck* | **IronScBn** *ss*Cff.No.2–91 1*Dk*(*Irn*)2*trB* | 1764 1380 1137 | ✠100A1 1,95 ~~5,94~~ BS~~11,93~~ 12,94 | Brs A&CP ✠LMC6,91 Shl | *q* | 1883 2mo | W.Gray& Co. W Hartlepool | Gladstone&Cornforth | 259·1 P28′Q68′B66′F60′ | 34·7 BK9″ *WB=DBa* | 19·5 80′994′333*t* | W. Hartlpl British | C.2Cy.32″&60″–39″ (*b*) 80lb *65lb 50lb* 150HP 2SB,*4pf*,GS66 Blair&Co.(Lim.),Stockton | 21 ″ 0 s 1 ″ 11 | |
| 422 | — *J.Elsom* | **IronScSr** | 1481 1167 970 | | | ... | 1870 4mo | Humphrys &Co. Hull | T.Wilson,Sons& Co.(Lim.) | 252·4 P139′ | 34·8 H13*t* | 17·5 F32′ FK | Hull British | C.2Cy.32″&60″–33″ NB82 150HP Humphrys&Co.,Hull | | |
| 423 | — *A.N.Grunden*88–88 (*ex*Saffi,*ex*BaronSelborne) *Well deck* | **IronScSr** *ss*Got.No.3–7,88 *ss*Got.No1–92 1*Dk2trB* | 987 795 700 | ✠90A1 10,93 ~~BS8,93~~ 4,95 | Lon A&CP LMC4,92 | *m* | 1872 12mo | W.Watson Sunderland | Ångfartygs Aktieb "Viking" (K.O.F.Dalman, *Mgr.*) | 217·0 Q91′B44′H17*t* F28′ | 27·8 BK8″ *WB=* | 16·8 *4BHCem DBa*64′*f*40′ | Gothenbrg Swedish | C.2Cy.27″&50″–30″ (*b*) 75lb *45lb* NB82 99HP NDB82 N.E.Mar.E.Co.(Lim.),Sld. | | |
| 424 | **Erenkieui** (*ex*Lancelot) | **IronPadSk** | 142 142 24 | | | | 1868 | R.Duncan &Co. Pt.Glasgow | IdareiMassousieh | 191·2 | 18·0 | 6·9 | Constanpl Turkish | O.2Cy.32½″–48″ NB88 90HP Rankine&Blackmore,Grk. | | |
| 425 | **Ereta** *J.Panto* (*ex*Saunier) | **IronPad** | 167 156 97 | | | | 1853 | ..... LaSeyne | P.Brunet fuA. | 118·7 | 20·1 | 10·0 | Palermo Italian | 2Cy.35⅝″–51½″ 88HP | | |
| 426 | **Eric** *G.Taylor* –92 | **SteelScSr** 1*Dk*(*Irn*)&*Webframes&pt Awngdk*(*Irn*) | 2768 2123 1788 | ✠100A1 *pt Awng dk withfreeboard* ~~8,94~~ ~~12,93~~ 12,94 ✠LMC4,92 | Cff LA&CP | *t* | 1892 4mo | T.Turnbull &Son Whitby | TurnbullBros. | 312·5 P29′Q90′ drp93 *pt Awngdk*194′ FK *WB=CellDBa*102′ | 40·7 | 21·9 *6BHCem f*122′574*t* | Cardiff British | T.3Cy.23″,37½″&61½″–39″(*s*) 160lb *70lb* 236HP 2SB,*6cf*,GS99,HS3520 Blair&Co.(Lim.),Stockton | 23 ″ 2 s 9 ″ 1½ | |
| 427 | **Eridan** | **IronScSr** 2*Dks* | 1853 — 927 | | | | 1866 | Messageres Maritimes LaCiotat | MessageriesMaritimes | 320·5 P67′ | 32·3 F30′ | 24·0 | Marseilles French | 2Cy.62¼″–46½″ 280HP Messag.Marit.,LaCiotat | | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enrôlement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 428 NLCT | **Erik** — IronSc3MstSr<br>*H.W.Wrisberg*84–88 1*Dk2trB*<br>*ss*Cpn.No.3–11,89<br>*ss*Bly.No.1-93 | 1347<br>1011<br>824 | ✠90A1 7,94~~11,93~~ 5,95<br>✠NB83 LMC11,93 | Cpn A&CP | *n* Shl | 1872<br>11mo<br>~~BS7,94~~ | Henderson Coulborn & Co. Renfrew | Dampskibssel-skabet "Skjold" (L.H.Carl, *Mgr.*) | 236·6 32·1 16·9<br>P33′B123′F29′<br>~~drp91~~ BK8″<br>*WB=APT30t* | Copenhgn Danish | C.2Cy.27½″&60″–36″ (*i*)<br>65lb *60lb* NDB83 150H<br>2SB.*4pf*,GS78<br>HendersonClbrn&Co.Renf. | 18 ″ |
| 429 52665 HCFG | — — WoodScSr<br>*A.Gray* –91 | 533<br>533<br>412 | | | … | 1865 | ..... Dundee | Hudson'sBayCo. | 157·8 29·5 18·5 | London British | C.2Cy.23″&44″–24″<br>NB85 80H<br>GourlayBros.&Co.,Dundee | 19 ″<br>3 ″ 6 |
| 430 JWNC | **Erik Berentsen** — IronScSr<br>*Middelthon* –93 *ss*Bgn.No.3–7,92<br>1*Dk&Awngdk3trB* | 441<br>435<br>262 | ✠90A1<br>*Awng dk withfreeboard*<br>10,94~~7,93~~<br>BS1,94 ✠LMC7,92 | Bgn Lon | | 1881<br>10mo | Nylands værksted Christiania | C.Middelthon | 138·0 24·0 11·5<br>H5*t* 17·8<br>drp94 BK7″<br>*WB=MT45t* | Stavanger Norwegian | C.2Cy.18½″&32½″–24¾″<br>70lb 45H<br>1SB,*2pf*,GS28<br>Nylands værksted,Xia.<br>*Freeboard to Awning deck* | 1 ″ 8<br>7 ″ 6 |
| 431 JSWD | **Erik Jarl** — Steel&IronScSr<br>*A.Munkebye*81–89 1*Dk* | 178<br>119<br>123 | | | | 1889 | Trond-hjemsMek. Verks. Drontheim | StenkjærsDamp-skibsselskab | 119·6 18·2 8·6<br>Q6*t* B37*t* H9*t* F7*t* | Stenkjær Norwegian | T.3Cy.11″&18″&29″–20″<br>50H<br>TrondhjemsMek.Verks., Drontheim | |
| 432 63996 JPSD | **Erimus** — IronScSr<br>*J.Rowe* –94 | 203<br>200<br>124 | | | … | 1870<br>6mo | Backhouse &Dixon Middlesbro' | W.Lidgey&Co. | 137·8 20·2 9·6 | Falmouth British | C.2Cy.13½″&30½″–20″<br>NE73 NB93 35H<br>Blair&Co.(Lim.),Stockton | 10 ″<br>1 ″ 3 |
| 433 89724 | — — Iron&SteelPad<br>*N.Allan*76–88 | 185<br>145<br>133 | | | | 1888 | R.Dixon & Co. Middlesbro' | Corporation of Middlesbrough | 95·2 30·4 6·1 | Middlsbro' British | L.2Cy.26″–42″<br>45H<br>Westgarth,English&Co., Middlesbro' | |
| 434 49718 | **Erin** — IronPadSp<br>*J.Brown* –91 | 259<br>210<br>79 | | | | 1864 | Kirkptrick Pt. Glasgow | ~~New Belfast Bangor & Larne Steam~~ Belfast & County Down Railway Co<br>~~C.H.Ward~~ H.J.Ward&Co | 205·2 21·0 7·7 | Belfast British | D.O.2Cy.40″–54″<br>NB71 110H<br>J.Howden&Co.,Glasgow | |
| 435 29949 | **Erin's King** — IronPad<br>*G.Cubben*87–88 (*ex*HeatherBell) | 205<br>205<br>91 | | | | 1865 | T.Vernon &Son Liverpool | C.H.Ward | 159·8 21·2 9·0 | Liverpool British | O.2Cy.36″–42″<br>NB83 80H<br>Jones&Son,Liverpool | |
| 436 MBHK | **Erivan** — SteelSc3MstSr<br>*Johnson* 2*Dks*<br>*Carrying Petroleum in bulk* | 2424<br>2289<br>1596 | | | | 1893 | Palmers' Co.(Lim.) Newcastle | Société anonyme pour l'Importation desHuiles de Graissage | 285·0 38·6 25·8<br>B24′ F38′ | Antwerp Belgian | T.3Cy.22½″,36½″&60″–42″<br>225H<br>Palmers'Co.(Lim.),Nwc. | |
| Wrecked 8,94 RHQG | **Erlangen** — SteelScSr<br>*Hahn*93–93 *ss*Ham.No.1–93<br>*Well deck* 2*Dks*(*Stl*-ws)3*trB*<br>*Elec.light* | 2750<br>2230<br>2055 | ✠~~100A1~~<br>10,93<br>✠LMC11,93 | Ham A&CP | *u* | 1889<br>10mo | Blohm& Voss Hamburg | Deutsch-Austra-lische Dampfsch. Ges. | 321·9 38·0 23·4<br>P188′F49′<br>BK10″<br>*WB=Cell* | Hamburg German | T.3Cy.23¾″,38″&63″–42″ (*s*)<br>165lb 320H<br>2SB,*6cf*,GS130<br>Blohm&Voss,Hamburg | 26 ″ 2 |
| 438 HFJM | **Erling** — IronScSr<br>*D.Iversen* (*ex*Onega) 1*Dk2trB* | 903<br>664<br>654 | | | | 1864 | J.Laing& Co. Sunderland | Dampskibsselskbt. "Erling" (C.Thorbjörnsen) | 203·2 30·5 14·3<br>P195*t* H6*t* F29*t*<br>FK | Chrstiania Norwegian *WB* | Q.4Cy.13″,18″,25″&36½″<br>–29½″ 85H<br>Clark,Sunderland | |
| 439 JWBG | **Erna** — IronScSr<br>*G.L.Larsen* 1*Dk* | 484<br>395<br>299 | | | | 1884 | Act.Ges. "Germania" Kiel | R.M.Peterson | 165·1 24·7 12·6<br>Q72′ F8*t* H8*t* | Moss Norwegian *WB* | C.2Cy.17¾″&30¾″–24″<br>50H<br>Act.Ges"Germania"Berlin | |
| 440 NQRF | — — IronScSr<br>*A.C.V.Ibsen* 1*Dk&ptHurdk* | 192<br>137<br>99 | | | | 1877 | Kockums Mek.Vrks. Malmö | Östbornholmske Dampsk.Selsk. | 124·5 20·0 9·4<br>P30′ B&H9*t* 16·0<br>F12*t* | Nexö Danish | C.2Cy.23″&41″–20½″<br>70H<br>KockumsMek.VrksMalmö | |
| 441 QFLS | — — IronScSr<br>*A.Neplin* –93 1*Dk* | 158<br>144<br>71 | | | | 1890 | F. W. Wencke Bremerhaven | Hochsee-Fisherei Ges.(Droste Gehrels&Co.) | 104·5 20·9 10·3 | Brmrhavn German *WB* | C.2Cy.17¾″&30¾″–21⅛″<br>H.Paucksch,Landsberg A/W | |
| 442 RGSQ | **Erna Woermann** — SteelScSr<br>*C.T.Nissen* –93 1*Dk&Spardk* | 1152<br>1112<br>808 | | | | 1884 | Reiher-stiegSchiffs Wfte. Hamburg | Afrikanische Dampsch.Act.Ges. | 222·4 31·3 14·5<br>B14′ 22·0 | Hamburg German *WB* | C.2Cy.27″&50″–33″<br>140H<br>ReiherstiegS.B.Co.,Ham. | |
| 443 JCSW | **Ernest Simons** — SteelSc<br>4*Dks&Spar dk* | 5200<br>—<br>2260 | | | | 1893 | Mssageries Maritimes LaCiotat | MessageriesMari-times | 442·9 47·1 36·7 | Marseilles French *WB* | T.3Cy.41⅜″,61½″&100½″–51⅜″<br>900H<br>MessageriesMaritimes,La Ciotat | |
| 444 HFDK | **Ernesta Foscolo** — IronScBg<br>*R.E.Inglessis* –92 (*ex*ParisLambrinidi, *ex*Olga) 6thSurvey,Cpl.5,92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1421<br>1038<br>1044 | ✠ A1, 1<br>~~6,95~~ ~~2,94~~<br>~~Bx~~MS4,93 ~~BS8,94~~ 3,95 | Gen | Lv | 1870<br>6 mo | J.Laing Sunderland | ~~J.G.Valsamachi~~ Foscolo & Valsamachi | 251·2 32·2 17·2<br>P258*t*F32*t*<br>FK | Argostoli Greek | C.2Cy.31″&58″–30″<br>70lb NB82 130H<br>2B<br>Thompson,Boyd&Co.Nwc | |
| 445 JCTH | **Ernestine** — IronScSr<br>*Driont* (*ex*Aurelia,*ex*Express)<br>*Well deck* 1*Dk2trB* | 756<br>569<br>485 | ✠<br>4,70 | Sld | Lv | 1870<br>3mo | W.Pile& C. Sunderland | L.Flornoy&fils | 188·6 26·4 16·4<br>P162*t* F25*t*<br>BK7″ | Nantes French | 2Cy.23″&39½″–28″<br>100H<br>1SB,*3f*<br>T.Clark&Co.,Newcastle | |
| 446 JCTL | — — IronSc3MstSr<br>*Godard* –87 1*Dk2trB* | 605<br>552<br>301 | ✠<br>7,66 | Hul A&CP | | 1865<br>4mo | C&W Earle Hull | Leblanc,Charle-maine&Co. | 184·0 27·5 16·3<br>P26′ F22′<br>FK | Rouen French | 2Cy.37″–30″<br>90H<br>C.&W.Earle,Hull | |
| * 447 HLPB | **Ernesto** — SteelScSr<br>*J.M.Garteiz*77–90<br>2*Dks*(1*Stl&*11*rn*)&*Deepframing3dkrule* | 2573<br>2428<br>1653 | ✠100A1<br>~~7,93~~ 7,94<br>✠LMC12,90 | Liv LA&CP | *u* | 1890<br>12mo | Harland& Wolff(Lim.) Belfast | ~~Cia.deNav.La Flecha~~ "La Flecha" | 320·7 39·2 24·9<br>P31′B83′F44′<br>BK9″<br>*WB=Cell D B242′514t FPT 37t APT48t* | Bilbao Spanish | T.3Cy.22″,36″&60″–48″ (*s*)<br>180lb 300H<br>1D&2SB.*8rf*,GS133HS4515<br>Harland&Wolff(Lim.),Bel. | 27 ″<br>5 ″ 1 |
| 448 LCQV | **Ernst** — IronScSr<br>*I.Haye*88–91 *ss*Ham.No.2–92<br>(*ex*Wolf) 1*Dk*(*Irn*) | 628<br>446<br>442 | ✠100A1<br>7,92<br>~~BS9,93~~ ✠LMC7,92<br>~~11,94~~ | Ham LA&CP | *h* | 1884<br>4mo | RoyalS.& E.W.Co. Flushing | Sartori&Berger | 170·4 25·3 13·2<br>BK7″<br>*WB=D Ba24′80t F P T 38t APT15t* | Kiel German | C.2Cy.22″&41″–30″<br>95lb *65lb* 90H<br>1SB,*3pf*,GS55<br>ScheldtRylShbg&En.Wks. | 14 ″ 1 |
| 449 JWQS | — — CompScSr<br>*J.Randulff* –92 1*Dk* | 277<br>147<br>222 | | | | 1872 | S.Olsson Oscarshamn | EtActieselskab (R.G.Ramsland) | 117·4 21·8 9·5<br>P120*t* H5*t* F5*t* | Stavanger Norwegian | C.2Cy.13″&22¾″–16½″<br>25H<br>OscarshamnsM.V.,Oscars-hamn | |

| 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Refits & Pass. Cert | 16 Mean Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| rnst Günther<br>*P.Jensen* –88 | **IronScSr**<br>1*Dk* | 133<br>104<br>89 | | | | 1885 | Flensburg<br>Schiffsb.Ges.<br>Flensburg | Flensburg-Ekensund Dampfschifffahrts-Ges. | 109·9 \| 21·7 \| 7·8<br>B&H69′ | **Flensburg**<br>German | C.2Cy.18½″&34″–21″<br>55HP<br>FlensburgSchffsb.Ges.,<br>Flensburg | | | |
| ros<br>*J.Brown* –94 2nd Survey, Cff.7,91<br>*ell deck* 1*Dk*(*Irn*)2tr*B* | **IronScBn**<br>1537<br>1203 | 1843 | ✠**A1*1**<br>~~3,95 6,98~~ | Cff | Lv | 1883<br>7mo | Richardsn,<br>Duck&Co.<br>Stockton | L.Wright&Co. | 260·0 \| 36·0 \| 20·0<br>P50*t*Q80*t*B122*t*<br>F33*t* BK8½″<br>*WB*=*DBa*4*BH*1PBH<br>2SB.4*f*<br>Blair&Co.(Lim.),Stockton | **Newcastle**<br>British | C.2Cy.32″&60″–39″<br>160HP | 21 ″ 3<br>s 2 ″ 8 | D | 17·12<br>18·27<br>19·41<br>20·55 |
| –<br>*J.A.Samuelsson* –92 | **SteelScSr**<br>1*Dk* | 480<br>374<br>363 | | | | 1892 | P.Larsson<br>Thorskog | P.Larsson | 147·6 \| 24·9 \| 13·1<br>Q44′ B53′ F19′<br>H12*t* | **Thorskog**<br>Swedish | C.2Cy.18″&30″–22″<br>70HP<br>ThorskogsM.V.Thorskog | | V | |
| rymanthe<br>*3Dks* | **IronSc**<br>— | 2095<br>1127 | | | | 1862 | Mesageries<br>Maritimes<br>LaCiotat | MessageriesMaritimes | 344·8 \| 32·8 \| 25·2<br>P69′ H43*t* F33′ | **Marseilles**<br>French | 3Cy.36¼″&(2)51¼″–31½″<br>310HP<br>Messag.Marit.,LaCiotat | | | |
| s sid et-Turki<br>*J.N.Nielsen*92–92 | **SteelScSr**<br>1*Dk* | 463<br>364<br>349 | | | | 1892 | Act.Ges.<br>"Weser"<br>Bremen | F.Krupp | 157·2 \| 26·6 \| 10·5<br>Q28′ B33′ F19′ | **Bremen**<br>German | T.3Cy.10⅜″,16½″&26¾″–16½″<br>180HP<br>Act.Ges.Weser,Bremen | | DG | |
| saias Tegnér<br>*E.F.Nordeman*88–88 | **IronScSp**<br>1*Dk* | 134<br>95<br>84 | | | | 1851 | Motala Co.<br>Motala | LinköpingsRederi Aktie Bolag (C.Thorngren) | 96·1 \| 20·5 \| 9·8<br>Q37′ H15*t* F16′ | **Linköping**<br>Swedish | 2Cy.18½″&33″–17½″&21½″<br>60HP<br>Bergsunds Mek.Verk.,Stck | | | |
| sbern Snare<br>*J.C.Holm* | **IronScSr**<br>2*Dks*&*Hurdk* | 403<br>334<br>226 | | | | 1875 | Burmeister<br>&Wain<br>Copenhagen | ForenedeDampskibsselskab | 168·3 \| 23·3 \| 12·0<br>P36′ H13*t* F23*t* | **Aarhus**<br>Danish<br>*WB* | C.4Cy.16½″&34″–20″<br>80HP<br>Burmeister&Wain,Cpn. | | | |
| sbjerg<br>*H.Olsen* | **IronScSr**<br>1*Dk*&*Hurdk* | 478<br>402<br>280 | | | | 1872 | Cunliffe&<br>Dunlop<br>Pt.Glasgow | ForenedeDampskibsselskab | 175·9 \| 27·1 \| 12·8<br>P37*t* F22*t* 19·5 | **Aarhus**<br>Danish<br>*WB* | C.2Cy.23¼″&40½″–28″<br>75HP<br>Cunliffe&Dunlop,Pt.Gls. | | | |
| scallonia<br>*Garnham* –92 | **IronScK**<br>1*Dk* | 140<br>134<br>49 | ✠100A1<br>*Stm Trawler*<br>11,93 ✠LMC11,92 | Sws<br>LA&CP | | 1892<br>11mo | SirR Dixon<br>&Co.<br>Middlesbro' | C.Morley&W.G.D. Goff (F.J.Sellick,*Mgr.*) | 100·5 \| 20·4 \| 10·7<br>F20′Q19′ BK7½″ | **Milford**<br>British<br>3*BHCem* | C.2Cy.16″&32″–22″ (*s*)<br>100lb 46HP<br>1SB.2*pf*,GS30,HS800<br>N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 8 | | |
| scalona<br>*W.A.Milne* –93 *ss*Shl.No.2–92 | **SteelScSr**<br>2*Dks*(*Stl–Uws*) | 1880<br>1794<br>1234 | ✠100A1<br>~~3,94~~ 2,95<br>BS~~2,94~~ 4,95 ✠LMC2,92 | Nwc<br>LA&CP | *s* | 1884<br>1mo | Gourlay<br>Bros.&Co.<br>Dundee | W.Thomson&Sons | 284·0 \| 35·7 \| 23·9<br>P28′B62′F34′ BK9″<br>*WB*=*DBa*62′*f*60<br>*ŷ u E*14′ 295*t FPT* | **Dundee**<br>British<br>5*BHCem*<br>21*t APT*19*t* | C.2Cy.34″&64″–42″ (*a*)<br>80lb *50lb* 210HP<br>2SB.6*cf*,GS113<br>GourlayBros.&Co.,Dun. | 25 ″ 0<br>4 ″ 5 | D | |
| scano<br>~~*Pdro F.deDao*~~<br>(*ex*NuevoAcuña)<br>*ell deck* | **IronScSr**<br>2*Dks*<br>*ss*Man.No.2–94 | 423<br>287<br>249 | ✠100A1<br>9,94 ~~8,01~~<br>✠LMC9~~,01~~ 9,94<br>Man | Bcl<br>LA&CP | *g* | 1884<br>12mo | H.M'Intyre&Co.<br>Paisley | F.Escano | 159·8 \| 22·1 \| 12·1<br>P&B91′F25′ BK7″<br>*WB*=*FPT*20*t APT*30*t* | **Manila**<br>Spanish<br>5*BHCem*<br>*MT*17′70*t* | C.2Cy.22″&42″–30″ (*a*)<br>85lb *40lb* 80HP<br>1SB,3*pf*,GS46<br>Hutson&Corbett,Glasgow | 12 ″ 11 | | |
| scort<br>*A.Campbell* –89 | **SteelScSrTug**<br>1*Dk* | 234<br>233<br>55 | ✠<br>7,89<br>*For Towing purposes* | Lon<br>LA&CP | | 1889<br>7mo | Edwards&<br>Symes<br>London | BritishIndia SteamNav.Co. (Lim.) | 112·5 \| 23·0 \| 12·8 | **Glasgow**<br>British<br>3*BHCem*<br>*WB* | C.2Cy.26″&52″–36″<br>120HP<br>J.Stewart&Sons,London | 13 ″ 7 | | |
| Escurial<br>~~1,95~~<br>~~*P.W.Duff* –94~~<br>*C.Andrews*94–94 | **IronScSr**<br>2*Dks*(1*Irn*)3tr*B*<br>*ss*Gls.No.1–94 | 1188<br>1143<br>755 | ✠~~100A1~~<br>~~10,94 11,93~~ 12,94<br>✠NB7,96<br>~~Gls~~ Msl | Cff<br>A&CP<br>LMC~~7,96~~ 10,94 | *o* | 1879<br>1mo | A.Stephen<br>&Sons<br>Glasgow | Raeburn&Vérel | 230·2 \| 30·2 \| 22·0<br>B16′F33′drp&srp94<br>~~drp92~~ BK8″<br>*WB*=*DBa*50′88*t deep tank f*19′45*t* | **Glasgow**<br>British<br>4*BHCem* | C.2Cy.28″&52″–36″ (*s*)<br>80lb *50lb* NDB88 130HP<br>1SB,3*pf*,GS50 FD<br>A.Stephen&Sons,Glasgow | | | |
| Eshcolbrook<br>*T.James* –92<br>*ell deck* | **SteelScSr**<br>1*Dk*(*Irn*)&*Webframes* | 2143<br>1615<br>1357 | ✠100A1<br>1,95 ~~3,04~~<br>✠LMC8,92<br>Sws | Lth<br>LA&CP | *r* | 1892<br>8mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool | J.Foster&Co. | 285·5 \| 38·8 \| 18·8<br>P29′Q92′B114′<br>F28′ FK<br>*WB*=*DBa*96*f*104′ | **Whitby**<br>British<br>5*BHCem*<br>460*t APT*65*t* | T.3Cy.21½″,34″&57″–39″ (*s*)<br>160lb *80lb* 180HP<br>2SB.6*rf*,GS66,HS3180<br>CentrlMar.E.Wks.,W.Hpl. | 20 ″ 0<br>s 1 ″ 7½ | | |
| Esk<br>*H.E.Rudge* –93<br>*Elec.light* | **IronSc3MstSr** | 2145<br>1306<br>1374 | | | ... | 1882<br>12mo | BarrowS.<br>B.Co.(Lim.)<br>Barrow | RoyalMailSteam PacketCo. | 309·5 \| 36·2 \| 16·7<br>B77′ 24·6 | **Glasgow**<br>British | C.2Cy.38″&74″–54″<br>NB94 350HP<br>Barrow S.B.Co.(Lim.)Brw. | | BT till 8,95 | |
| –<br>*J.A.Nelson*89–89 | **IronScSr**<br>1*Dk*2tr*B* | 706<br>676<br>447 | ✠<br>5,86 | Shl<br>A&CP | | 1869<br>6mo | Denton,<br>Gray&Co.<br>WHartlepool | T.S.Blues&Co. | 201·5 \| 29·0 \| 16·9<br>Q21*t* | **S.Shields**<br>British<br>4*BHCem* | C.2Cy.24″&45″–30″<br>NE76NB91 90HP<br>G.Clark,Sunderland<br>*WB*=*DBa*&*f* | 17 ″ 9<br>s 2 ″ 5½ | | |
| – | **IronSc** | 224<br>221<br>96 | | | | 1887 | W.Simons<br>&Co.<br>Renfrew | WhitbyPort& HarbourTrustees | 112·0 \| 26·1 \| 11·4 | **Whitby**<br>British | C.2Cy.15″&28″–21″<br>35HP<br>W.Simons&Co.,Renfrew | | | |
| Eskdale<br>*C.Houston*82–93 | **SteelScSr**<br>1*Dk*(*Stl–ptws*)2tr*B*&<br>*deep framing*&*ptAwng dk*(*Stl*) | 2996<br>2232<br>1926 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>~~9,94 11,97~~ ✠LMC11,98 | Cff<br>LA&CP<br>Lon | *u* | 1893<br>11mo | C.Connell<br>&Co.<br>Glasgow | R.Mackill&Co. | 320·0 \| 42·1 \| 20·9<br>P28′Q90′ BK10½″<br>*PtAwng dk*200′<br>*WB*=*Cell DB*268′542*t* | **Glasgow**<br>British<br>6*BHCem*<br>*APT*61*t* | T.3Cy.23″,38″&61″–42″ (*s*)<br>160lb *100lb* 280HP<br>2SB.8*pf*,GS130,HS4019<br>D.Rowan&Son,Glasgow | 23 ″ 8<br>s 9 ″ 0½ | | |
| Eskilstuna<br>*C.J.Tjulin*86–91 | **SteelScSp**<br>1*Dk* | 203<br>99<br>149 | | | | 1891 | W.Lind-<br>brgs Mk Vkst.<br>Stockholm | "Eskilstuna"Rederiaktiebolag (E.A.Lundblad) | 108·9 \| 19·0 \| 9·2<br>Q21′B58′H23*t*F12′ | **Eskilstuna**<br>Swedish | C.2Cy.17″&30⅛″–20½″<br>50HP<br>WLndbrgsMkVkt.Stkhlm | | | |
| Eskilstuna I.<br>*F.G.W.Jansson*87–91 | **SteelSc**<br>1*Dk* | 214<br>97<br>161 | | | | 1886 | W.Lind-<br>berg's M.V.<br>Stockholm | "Eskilstuna"Rederiaktiebolag (E.A.Lundblad) | 101·7 \| 20·6 \| 8·5<br>P71′ H24′ F12′ | **Eskilstuna**<br>Swedish | C.2Cy.14″&26″–18″<br>35HP<br>W.Lindberg's M V Stokhlm | | | |
| Eskilstuna II.<br>*L.E.Olsson*74–86 | **IronScSp**<br>(*ex*Eskilstuna)<br>1*Dk* | 140<br>74<br>110 | | | | 18$\frac{68}{87}$ | MotalaCo.<br>Motala | "Eskilstuna"Rederiaktiebolag (E.A.Lundblad) | 102·2 \| 18·7 \| 7·0<br>Q32′ B33′ H15*t* F4′ | **Eskilstuna**<br>Swedish | 1Cy.16″–22″<br>30HP<br>MotalaCo.,Motala | | | |
| Eslington<br>~~*W.Evans* –94~~<br>*Well deck*<br>*S.Overton* | **IronScSr**<br>*ss*Liv.No.3–11,88<br>*ss*Shl.No.1–92<br>1*Dk*(*Irn*)2tr*B* | 1034<br>864<br>637 | ✠90A1<br>3,95 ~~4,94 11,94~~<br>✠NB8,92 | Shl<br>A&CP | *n* | 1876<br>10mo | Schlesinger<br>Davis&Co.<br>Newcastle | W.Runciman&Co. | 224·0 \| 30·2 \| 18·4<br>Q117′B12′F29′<br>drp94 BK8″<br>*WB*=*DB*139′ | **S.Shields**<br>British<br>4*BHCem* | C.2Cy.28″&53″–36″ (*s*)<br>80lb *60lb* NDB87 120HP<br>1SB,3*pf*,GS62,HS2047<br>T.Clark&Co.,Newcastle | 19 ″ 3<br>s 2 ″ 0½ | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>Surveillance Speciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14<br>Franc-bord au milieu du navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 472<br>95859<br>SLRK | **Esmeralda** SteelScSr<br>*G.A.Tayler*86–91<br>*Elec.light* 1*Dk*(*Irn*)&*Spardk*3*trB* | 1495<br>1366<br>966 | ✠100A1<br>*Spar dk*<br>8,94 ~~7,93~~ | HKg<br>LA&CP<br>✠LMC4,91 | *p* | 1891<br>3mo | W.Hamilton&Co.<br>P.Glasgow | China&Manila SteamShipCo. (Lim.)(Shewan &Co., *Mgrs.*) | 238·7\|35·1\|15·1<br>F31' 22·1<br>*Shade dk*64' BK8"<br>*WB*=*DBf*31' | HongKong<br>British<br>4*BHCem*<br>100*tFPT*48*t* | T.3Cy.21",33"&54"-36" (*a*)<br>160lb *80lb* 148HP<br>2SB,4*rf*,GS90<br>Hutson&Corbett,Gls. | 16<br>s 5 |
| 473<br>JCVG | **Espagne** SteelSc3MstSr<br>*Alemand* –91<br>2*Dks*&*Spardk* | 4007<br>—<br>2174 | | | | 1891 | Forges&C de la Médit<br>LaSeyne | SociétéGénérale deTransports MaritimesàVap. | 398·8\|41·9\|22·5<br>30·4 | Marseilles<br>French<br>*WB* | T.3Cy.32",51"&82"–49"<br>700HP<br>Forges&C.de laMédit,Msl. | |
| 474<br>HLPV | **España** IronScBg<br>*M.Deschamps*90–93 *ss*Cdz.No.3–2,85<br>(*ex*EdinburghCastle) *ss*Liv.No.1–90<br>3*Dks* | 2679<br>2624<br>2006 | ✠100A1<br>5,90<br>✠NB5,83<br>BS1,93 | Liv<br>A&CP<br>LMC5,90 | *t* | 1872<br>3mo | R.Napier& Sons<br>Glasgow | Cia.Trasatlantica | 335·3\|37·7\|28·2<br>BK11" | Cadiz<br>Spanish<br>5*BHCem* | C.2Cy.44"&72"–42" (*a*)<br>80lb *80lb* NDB83 270HP<br>R.Napier&Sons,Glasgow | |
| 475<br>HLPR | — IronSc<br>*Zavala* ~~*ss*Man.No.2–89~~<br>1*Dk*&*Shadedk*<br>*ss*Man.No.3-6,94 | 875<br>867<br>595 | ✠100A1<br>*Shade dk*<br>*load line* 13*ft*<br>6,94 ~~10,91~~<br>~~BS10,91~~ | Man<br>LA&CP<br>✠LMC ~~5,89~~ ~~6,94~~ 3,95 | | 1881<br>1mo | Caird& Purdie<br>Barrow | ~~F.Reyes~~<br>CiaMaritima | 200·0\|29·2\|19·9<br>BK7½"<br>*WB* | Manila<br>Spanish<br>4*BHCem*<br>=*DBa*38' | C.2Cy.30"&52"–36"<br>65lb *30lb* NDB91 150HP<br>2SB,4*pf*,GS80<br>Westry,Copeland&Co.Brw | |
| 476<br>JVFP | — IronScSr<br>*R.Nielsen*83–89 1*Dk*2*trB* | 528<br>429<br>323 | | | | 1889 | Laxevaags Maskin& Jernskibs-byggeri<br>Bergen | J.L.Mowinckel& Sön | 164·3\|25·3\|12·7<br>B60*t* F10*t*<br>*WB* | Bergen<br>Norwegian | C.2Cy.21"&41"–28"<br>75HP<br>LaxevaagsMaskin& Jernskibsbyggeri,Bgn. | |
| 477<br>82014<br>TSBK | **Esparto** IronScSr<br>*T.Harris*82–83 *ss*Lth.No.3–4,93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1245<br>978<br>772 | ✠100A1<br>5,95 ~~5,94~~<br>✠NB4,93 | Lth<br>LA&CP<br>LMC4,93 | *o* | 1880<br>9mo | S.&H.Morton&Co.<br>Leith | London&Edin. ShippingCo. | 241·2\|33·1\|15·8<br>Q95'B61'F30'<br>BK8½"<br>*WB*=*Cell* | Leith<br>British<br>4*BHCem*<br>*DB*202'260*t* | T.3Cy.17",28½"&46"–39" (*s*)<br>170lb *60lb* NDB93 130HP<br>1SB,3*cf*,GS66,HS1771<br>*Tpd*.93.J.Cran&Co.,Leith | 18<br>s 1 |
| 478 | **Esperanca** SteelScSr<br>*M.F.Lagoa*90–91<br>1*Dk*(*Stl*–ws)&*Shadedk*<br>*Elec.light* | 823<br>556<br>469 | ✠100A1<br>*Shade dk*<br>1,92 | Trn<br>LA&CP<br>✠LMC1,92 | *k* | 1892<br>1mo | AilsaShip-buildingCo<br>Troon | Empreza Esperanca Maritima | 195·5\|32·1\|12·5<br>BK7"<br>*WB* | R.Janeiro<br>Brazilian<br>4*HBAsp*<br>=*APT*10*t* | T.3Cy.18",30"&48"–30" (*s*)<br>168lb *80lb* 150HP<br>1B<br>Kincaid&Co.(Lim.),Grk. | 12<br>s 1 |
| 479 | — SteelTwinScSr<br>*J.P.Bevis* –87<br>1*Dk*&*Shadedk*&*ptshadedk* | 500<br>362<br>340 | *Shade dk*<br>9,87 | Liv<br>LA&CP | | 1887<br>9mo | LairdBros.<br>Birkenhead | AmazonSteam Nav.Co.(Lim.) | 182·0\|28·1\| 9·6<br>F28'<br>FK | Para<br>Brazilian<br>7*BHCem* | T.6Cy.13",19½"&33"–24"<br>150HP<br>LairdBros.,Birkenhead | 10 |
| 480<br>63867<br>KRHM | **Esperanza** IronScSr<br>*C.F.Crumpston* –93 *ss*Liv.No.3–9,84<br>(*ex*Toward) *ss*Hul.No.2–92<br>*Well deck* 1*Dk*2*trB* | 729<br>619<br>375 | ✠100A1<br>~~4,94~~ 4,95<br>~~BS8,94~~<br>4,95 | Hul<br>A&CP<br>LMC9,92 | *l* | 1871<br>11mo | JGLawrie<br>Glasgow | W.S.Bailey | 220·0\|28·6\|15·6<br>P122'F40'<br>drp93 BK8" | Hull<br>British<br>5*BHCem* | C.2Cy.28"&52"–36"<br>70lb *48lb* NB79 120HP<br>2SB,4*f*<br>Blackwood&Gordon,P.Gl. | |
| 481 | — IronScSr<br>*J.Rosell* –91 *ss*Dun.No.3–6,76<br>(*ex*Queen) *ss*Gls.No.2–84 | 284<br>271<br>178 | ✠<br>2,90<br>✠NB84 | Lon<br>A&CP | *f* | 1854 | R.Napier& Sons<br>Glasgow | Cia.Hispano-Argelina | 159·9\|22·1\|13·1 | Almeria<br>Spanish | C.2Cy.20"&36"–22½"<br>58HP<br>W.B.Thompson,Dundee | 13 |
| 482<br>135<br>HGNP | **Espero** IronScSr<br>*Boganovich*69–87 2*Dks* | 1822<br>1643<br>1113 | | | | 1869 | W.Denny& Bros.<br>Dumbarton | LloydAustriaco | 274·5\|34·0\|26·0 | Trieste<br>Aust.-Hung. | C.4.Cy.29¾"&57"–39"<br>236HP<br>Denny&Co.,Dumbarton | |
| 483 | **Espirito Santo** IronScBg<br>*C.L.Gomes* 2*Dks*&*Shade dk* | 1737<br>1457<br>1181 | ✠<br>*Shade dk*<br>4,75 | Cly<br>A&CP | | 1875<br>4mo | J.&G. Thomson<br>Glasgow | LloydBrazileiro | 251·1\|38·2\|12·6<br>F49' 20·1 | R.Janeiro<br>Brazilian<br>4*BHCem* | C.2Cy.46"&80"–42"<br>360HP<br>J.&G.Thomson,Glasgow | |
| 484<br>JDGT | **Espoir** IronScSr<br>*Esposito* (*ex*Acuna,*ex*Mahones) | 179<br>—<br>113 | | | | 1854 | J.Scott& Sons<br>Greenock | H.Chaber | 132·5\|18·1\| 9·8 | Oran<br>French | C.2Cy.11¾"&2½"–21⅓<br>25HP<br>J.B.Prudhon,Marseilles | |
| 485<br>52562<br>JRCQ | **Esquimaux** WoodScS<br>*J.Phillips* –91 | 593<br>563<br>466 | | | ... | 1865<br>4mo | Stephen<br>Dundee | D.Bruce&Co. | 157·3\|29·5\|19·3 | Dundee<br>British | 2<br>70HP | |
| 486<br>RHPT | **Essen** SteelScSr<br>*J.Bruhn*90–90 *ss*Ham.No.1–94<br>*Well deck* 2*Dks*(*Stl*–*U*ws)3*trB*<br>*Elec.light* | 2985<br>2348<br>2274 | ✠100A1<br>~~5,94~~ 11,94<br>BS5,94 | Ham<br>A&CP<br>✠LMC8,93 | *u* | 1889<br>9mo | FlensburgrSchiffsGesel.<br>Flensburg | Deutsch-Australische Dampfsch. Ges. | 319·4\|38·8\|23·7<br>P200'F47'<br>BK10"<br>*WB*=*Cell* | Hamburg<br>German<br>6*BHCem*<br>*DB*268'503*t* | T.3Cy.23",35"&66"–42" (*r*)<br>165lb *90lb* 320HP<br>2SB,6*rf*,GS118<br>FlnsbrgrSchffGesl.Flnbrg | 26 |
| 487<br>96528 | **Essequebo** SteelTwinScK<br>*E.S.Haynes* –91 *ss*Dem.No.1–94<br>1*Dk* | 202<br>180<br>121 | ✠ A1<br>*withfreeboard*<br>4,94<br>*For British Guiana& its rivers* | Dem<br>A&CP<br>✠LMC4,94 | | 1891<br>8mo | C.S.Swan& Hunter<br>Newcastle | SprostonDock& FoundryCo. | 140·3\|22·5\| 7·7<br>B14'F16'<br>BK7½" | Georget'n, Dem.<br>British<br>4*BHAsp* | T.6Cy.9½",15"&24"–18" (*s*)<br>160lb 60HP<br>1SB,2*pf*,GS34,HS1010<br>WllsndSlpwyCo(Lm)Nwc | 8<br>s 2 |
| 488<br>65237<br>KRLB | **Essequibo** IronScSr<br>*T.Bulkeley* –93 (*ex*Bladworth)<br>3*Dks*(1*Irn*) | 1831<br>1812<br>1329 | | | ... | 1871<br>6mo | Richardson Duck&Co.<br>Stockton | RoyalMailSteam PacketCo. | 275·4\|34·6\|25·5 | Sundrland<br>British | C.2Cy.35"&66"–36"<br>NB85 170HP<br>C.D.Holmes&Co.,Hull | 27 |
| 489<br>136138<br>KJLW | **Essex** IronScSr<br>*J.T.Taylor*76–90 3*Dks*&*Hurdk* | 2531<br>—<br>1873 | | | | 1890 | WCramp& SonsS&EBCo<br>Philadelphia | Merchants'& Miners'Trans.Co. | 259·0\|40·0\|23·7<br>30·7 | Baltimore<br>Utd.States | T.3Cy.24",39"&59"–48"<br>W.Cramp&Ss.S.&E.B.Co., Philadelphia | |
| 490<br>60176<br>KPDF | — IronScSr<br>*J.Martin* –94 1*Dk*(*Irn*)2*trB*<br>*Well deck* ~~5thSurvey,Hul.10,87~~<br>6thSurvey,Hul.3,95 | 1219<br>961<br>~~864~~<br>780 | ✠ A1*1<br>3,95<br>✠NB3,95 | Hul<br>LMC3,95 | | 1869<br>7mo | Humphrys &Pearson<br>Hull | W.S.Bailey | 238·0\|31·7\|17·0<br>P124'F25'<br>FK | Hull<br>British<br>5*BHCem* | C.2Cy.21"&48"–33" (*s*)<br>105lb NB94 ~~NB79~~ *75lb* 98HP<br>1SB,4*pf*,GS60,HS1892<br>~~Cmp.79Hull~~ NDB95<br>*Comp*79Bailey&Leetham,Hull | 18<br>s 2 |
| 491<br>JDHT | **Esther** IronScK<br>*Bawn* 1*Dk* | 321<br>317<br>184 | | | | 1864 | A.Cochot<br>Paris | M.E.Rodocanachi | 145·5\|25·7\|10·1<br>Q16*t* | Marseilles<br>French | H.2Cy.22½"–20"<br>50HP<br>A.Cochot,Paris | |
| 492 | **Estrella** IronScSr<br>*M.J.daSilvaReis* 1*Dk*&*Shadedk* | 400<br>318<br>225 | ✠<br>11,87 ✠ | Cly<br>A&CP | *h* | 1887<br>5mo | Blackwood &Gordon<br>P.Glasgow | Cia.Brazileira de Estrada de Fèrro eNav. | 175·0\|25·0\|10·4<br>P32' F36'<br>FK | R.Janeiro<br>Brazilian<br>4*BHCem* | C.2Cy.22"&44"–30"<br>85HP<br>Blackwood&Gordon,P.Gl. | 10 |

| 1 No. in Reg.; Official No.; Signal Letters | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 93 RN | Etelka SteelScSr F.Sodich92-92 1Dk(Stl)&Spardk (Irn)&Webframes Elec.light | 2373 2206 1524 | ✠100A1 Spar dk 4,94 ✠LMC11,92 Carrying Pet roleum in bulk | Tri | s | 1892 11mo | SirW.G. Armstrong Mitchell& Co.(Lim.) Newcastle | Soc.Anon. RaffineriaDye OliMinerali | 289·0\|37·4\|19·6 B22'F29' 26·3 WB=DBuE&B56' | Fiume Aust.-Hung. FK 13BHCem 119tFPT93t | T.3Cy.22",36"&59"–39" (s) 160lb 100lb 250HP 2SB,6cf,GS103,HS3280 N.E.Mar.E.Co.(Lim.),Nwc | 20 " 7 s 5 " 8½ | V |
| 94 BH | Ethel IronSc W.Coysh86-86 ssHul.No.3–4,84 Well deck ssHul.No.1–89 1Dk2trB | 1036 832 669 | ✠90A1 3,91 BS4,92 LMC2,89 | Hul A&CP | l | 1871 7mo | R.Thompson,jr. Sunderland | F.B.Grotrian&Co. | 227·2\|29·3\|16·4 P121'F25' BK8" WB=DBa | Hull British 4BHCem 61'f23'139t | C.2Cy.26"&47"–33" 65lb NB79 95HP 1B,GS45 G.Clark,Sunderland | 17 " 10 s 2 " 3 | |
| 95 W | ~~George~~ SteelScSr ~~Ethel 94 & Re-floated~~ ssNwc.No.3–12,89 ssSws.No.1-94 1Dk(Stl)2trB | 869 724 525 | ✠95A1 ~~5,94~~ ~~4,93~~ 1,95 BS1,93 LMC12,89 5,94 | Sws A&CP Hul | m | 1878 2mo | C.Mitchell &Co. Newcastle | ~~EthelS.S.Co.(Lim.) (W.Turpin)~~ J.Grindell | 210·6\|30·1\|16·5 P27'B42'F27' ~~drp&srp91~~ drp95WB=DBa64' FK | Newcastle British 4BHCem &uE&B40' | C.2Cy.26"&52"–30" 65lb 65lb NDB91 100HP 1B,GS54 WallsendSlpwyCo.,Nwc. | 17 " 3 s 2 " 5½ | |
| 96 KF | — IronScSr D.McTavish -92 (exObokh) 1Dk | 287 246 153 | | | ... | 1880 8mo | Workman, Clark&Co. Belfast | D.MacBrayne | 150·1\|21·7\|10·7 B28' F26' | Glasgow British | C.2Cy.19"&38"–30" 60HP J.Rowan&Son(Lim.),Gls. | | BT till 5,95 |
| 97 QN | — IronScSr J.H.Jarre -92 ssStk.No.3–1,85 ssMdb.No.2–92 1Dk(Irn) | 174 160 100 | ✠100A1 9,92 BS9,93 10,94 LMC8,92 | Mdb A&CP | b | 1878 5mo | R.Craggs &Sons Middlesbro' | ClevelandSteam ShippingCo. (Lim.) (R.H.Appleton, Mgr.) | 120·2\|19·9\| 8·4 len85 BK6" | Stockton British 3BHCem WB=FPT | C.2Cy.15"&28"–18" 65lb 30HP 1SB,GS17 Pattison&Atkinson,Nwc. | 8 " 11 s 1 " 1½ | |
| 98 | — IronScSp | 118 100 55 | | | | 1870 | J.Payne Vauxhall, Som. | R.Burton&Son | 83·2\|18·7\| 9·3 | Newport British | 1Cy.18"–16" 25HP J.Payne,London | | |
| 99 | Ethel Jackson CompPad | 159 150 90 | | | | 1876 | R.Wilson Echuca,Vict. | H.C.Sleigh | 115·2\|22·0\| 8·4 | Melbourne British | 2Cy.18"–42" 62HP Roberts&Sons,Sandhurst | | |
| 00 VJ | Etheläida SteelScSr R.Newton -94 Well deck 1Dk(ptStlptIrn)2trB | 2669 2049 1705 | ✠100A1 ~~11,94~~ ~~5,94~~ 2,95 ✠LMC10,91 | Cff A&CP ~~NYk~~ Bry | t | 1891 10mo | JReadhead &Sons S.Shields | J.H.Harrowing | 300·4\|41·5\|20·2 P28'Q79'B132' F33' BK10" WB=Cell DB254' 582t | Whitby British 6BHCem APT45t | T3Cy.23",37½"&61½"–42"(r) 160lb 80lb 270HP 2SB,6rf,GS110,HS3750 J.Readhead&Sns,S.Shields | 23 " 0 s 2 " 2½ | D |
| 01 LT | Ethelbald IronScSr (WRECKED12,93) R.Bay -93 ssBly.No.3–12,91 Well deck 1Dk(Irn) | 658 493 423 | ✠ 11,93 ✠ | Grk LA&CP | i | 1886 8mo | Workman, Clark&Co. (Lim.) Belfast | MacgregorS.S.Co. (Lim.) (Colvils,Lowden &Co.,Mgrs.) | 180·6\|26·1\|13·7 Q50'B58'F28' drp92&93 BK7½" WB=DBa33' | Glasgow British 4BHCem 70tFPT53 | T.3Cy.15",24"&40"–33" 95HP 1SB,3cf,GS45 Hutson&Corbett,Glasgow | 14 " 9 s 1 " 2 | |
| 02 SJ | Ethelbert IronScSr M.M.Wallace ssShl.No.3–7,93 Well deck 1Dk(Irn) | 483 373 294 | ✠100A1 ~~1,95~~ ~~7,93~~ ~~3,94~~ 3,95 BS8,94 ✠LMC7,93 | Shl LA&CP | h | 1881 1mo | Workman, Clark&Co. (Lim.) Belfast | P.Brown | 170·0\|24·6\|12·8 Q80'B18'F38' BK7½" WB=DBa35' | London British 3BHCem 70tFPT26t | C.2Cy.22"&40"–30" (i) 80lb 80lb NDB93 75HP 1SB,3pf,GS52 Muir&Houston,Glasgow | 14 " 0 s 1 " 1½ | |
| 03 HQ | Ethelburga SteelScSr T.E.Winder92-92 ssCff.No.1–91 Well deck 1Dk(Irn)2trB -FloorsIrn&InnerbottomplatingptIrn | 2223 1709 1446 | ✠100A1 5,94 ~~3,94~~ BS11,93 2,95 ✠LMC5,91 | Nwc LA&CP Bry | s | 1887 9mo | J.Readhead&Co. S.Shields | J.H.Harrowing | 290·0\|38·5\|18·7 Q82'P28'B118' F33' BK10" WB=Cell | Whitby British 6BHCem DB250'492. | T.3Cy.23",37½"&61½"–39"(r) 160lb 65lb 250HP 2SB,6cf,GS96 J.Readhead&Co.,S.Shields | 21 " 5 s 1 " 11½ | D |
| 04 DH | Ethelgonda SteelScSr C.V.Goding80–91 Well deck 1Dk(Stl)2trB | 2692 2035 1726 | ✠100A1 ~~9,94~~ ~~11,93~~ 3,95 ✠LMC7,91 | Bry A&CP Bom | t | 1891 7mo | JReadhead &Sons S.Shields | J.H.Harrowing | 300·0\|41·5\|20·2 P28'Q79'B132' F33' BK10" WB=Cell DB254' 582t | Whitby British 6BHCem APT45t | T.3Cy.23",37½"&61½"–42"(r) 160lb 80lb 270HP 2SB,6rf,GS110 J.Readhead&Sons,Shl. | 23 " 0 s 2 " 2½ | |
| 05 RF | Ethelred IronScSr J.Foreman -93 ssCpn.No.3–2,84 Well deck ssShl.No.2–94 1Dk2trB | 1110 843 685 | ✠90A1 ~~1,94~~ 8,94 ✠NB5,83 | Shl A&CP LMC8,93 | m | 1872 3mo | A.Leslie& Co. Newcastle | H.E.P.Adamson | 225·5\|30·6\|17·4 P119'F37 WB=DB | N.Shields British 5BHCem a46'f54'161t | C.2Cy.26"&52"–30" (i) 70lb 45lb NDB83 99HP 2SB,4pf,GS66 Thompson,Boyd&Co.,Nwc. | 18 " 9 s 2 " 3 | |
| 06 | — SteelScSr L.Hopkins 2Dks&Awngdk ssN.Yk.No.1–95 | 894 842 531 | ✠100A1 Awng dk withfreeboard 3,95 ~~10,92~~ ✠LMC5,90 | Bos LA&CP N.Yk 3,95 | l | 1890 5mo | S.Mc-Knight&Co Ayr | MacgregorSteamshipCo.(Lim.) (Colvils,Lowden &Co.,Mgrs.) | 205·0\|28·1\|12·9 ~~drp92~~ 20·3 BK7½" WB=Cell | Glasgow British DB150'123t | T.3Cy.18",27"&45"–36" 160lb 90lb 130HP D.Rowan&Son,Glasgow | 15 " 2 s 8 " 1½ w8 " 3½ | |
| 07 FC | Ethelreda SteelScSr J.Harrison79–93 ssSld.No.1–93 Well deck 1Dk(ptStl&Irn)&Webframes | 2159 1703 1401 | ✠100A1 ~~6,94~~ ~~11,93~~ 5,95 ✠LMC10,93 | Cff A&CP | s | 1889 7mo | JLThompson&Sons Sunderland | J.H.Harrowing | 292·0\|39·0\|19·1 P29'Q80'B124' F33' BK10" WB=Cell DB244' 502t | Whitby British 6BHCem APT36t | T.3Cy.23",37½"&61½"–39"(s) 160lbs 80lb 220HP 2SB,6rf,GS110,HS3840 J.Dickinson,Sunderland | 21 " 9 s 2 " 0½ | |
| 08 VB | Ethelwalda SteelScSr D.Evans88–92 ssNpt.No.1–94 Well deck 1Dk(ptIrn&ptStl)2trB | 2431 1856 1566 | ✠100A1 ~~10,94~~ ~~4,94~~ 5,95 ✠LMC10,90 8,94 | Bry A&CP ShlCff | s | 1890 10mo | JReadhead &Sons S.Shields | J.H.Harrowing | 290·4\|40·0\|19·9 P28'Q82'B118' F33' ~~drp93~~ BK10" WB=Cell DB250' 545t | Whitby British 6BHCem APT41t | T3Cy.23",37½"&61½"–39"(r) 160lb 80lb 250HP 2SB,6rf,GS96,HS4001 J.Readhead&Sons,Shl. | 22 " 6 s 2 " 1½ | D |
| 09 | Ethelwold SteelScSr ~~A.D.Wilkie~~ McGrath ssNYk.No.1–95 2Dks&Awngdk | 956 853 533 | ✠100A1 Awng dk withfreeboard 4,95 ~~2,94~~ ✠LMC10,90 3,95 | Bos LA&CP NYk | l | 1890 10mo | Workman, Clark&Co. (Lim.) Belfast | MacgregorS.S.Co. (Lim.) | 208·1\|28·1\|12·7 19·7 BK7" WB=Cell | Glasgow British 4BHCem DB147'163t | T.3Cy.18",~~27~~"&45"–36" (s) 27¼" 160lb 90lb 130HP 1DB,6cf,GS60 D.Rowan&Co.,Glasgow | 15 " 3 s 8 " 2½ | |
| 10 | Etherley SteelScSr W.J.T.Egglesfield94–94 1Dk(Irn)&ptAwngdk(Irn)&Webframes ssShl No.1–94 | 1755 1585 1140 | ✠100A1 pt Awng dk withfreeboard 11,94 ~~8,93~~ ✠LMC9,89 8,93 | Shl LA&CP | w | 1889 9mo | TyneI.S.B. Co.(Lim.) Newcastle | Bilton,Williams& Co. | 265·0\|36·5\|16·2 P29'Q72' drp94 FK pt Awng dk 164' WB=Cell DB220' 422t | London British 4BHCem APT21t | T.3Cy.20",34"&54"–36" (s) 160lb 80lb 165HP 2SB,6pf,GS82,HS2700 WlsndSlpy&EC(Lm)Nwc | 18 " 6 s 7 " 11½ | D |
| 11 DS | Ethiope SteelScSr ~~F.Wankel -93~~ Miles ssMdb.No.1–93 1Dk(Irn) &ptAwngdk(Irn)2trB&Webframes | 2893 2645 1905 | ✠100A1 pt Awng dk withfreeboard ~~8,94~~ ~~9,93~~ 4,95 ✠LMC9,93 | Mdb A&CP H.Kg | u | 1889 5mo | R.Dixon& Co. Middlesbro' | AngierStmShppng Co.(Lim.) | 320·0\|40·2\|21·2 Q129' BK11" pt Awng dk 191' WB=Cell | London British 5BHCem DB286'494t | T.3Cy.24",38"&64"–42" (s) 160lb 65lb 250HP 2DB,8rf,GS120 BS4,95 T.Richardson&Sons,Hpl. | 24 " 3 s 9 " 8½ | |
| 12 JB | Ethiopia IronScBk J.Wilson83–93 | 4005 2891 2604 | | | ... | 1873 8mo | A.Stephen &Sons Glasgow | HendersonBros. | 402·0\|40·2\|24·8 33·0 | Glasgow British | C.2Cy.38"&76"–60" NE&B84 720HP D.&W.Henderson&Co.,Gls | | BT till ~~11,94~~ ~~10,94~~ 7,95 |
| 13 | — SteelScSr J.Clare -93 ssCff.No.1–94 1Dk(Stl)RQD(Stl–ws)&Webframes &ptAwng dk(Irn–ws) | 2523 1836 1657 | ✠100A1 pt Awng dk withfreeboard ~~7,94~~ ~~8,94~~ 11,94 ✠LMC7,91 | Ham A&CP Cff 11,94 | s | 1891 7mo | R.Dixon &Co. Middlesbro' | AfricanS.S.Co. (Elder,Dempster &Co.,Mgrs.) | 297·0\|39·8\|18·8 Q113' FK ptAwng dk184' drp94 WB=Cell | London British 5BHCem DB248'496t | T.3Cy.22½",37"&61"–39" (s) 160lb 90lb 250HP 2SB,6rf,GS88,HS3524 NEMarineE.Co.(Lim.)Sld. | 21 " 4 s 9 " 2 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enlèvement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 514<br>68120<br>NDHK | **Ethiopia**<br>*G.D.Clarke* –98<br>*Elec.light* | **IronSc3MstSr**<br>*ss*Lon.No.2–83<br>3*Dks*(*UIrn*–ws) | 2035<br>1342<br>1302 | ✠<br>6,85 | Cal<br>A&CP | *s* | 1874<br>6mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.(Lim.) | 315·6 | 33·3 | 25·5 | Glasgow<br>British | Q.4Cy.21½″32″43″&62½″–42″<br>NB90 202HP<br>5*BHCem*<br>*Qpd.*90 Denny&Co.,Dmb. | 26 ″ 9<br>s 6 ·7 |
| 515<br>47460<br>VNQW | **Etna**<br>*E.Elliott*93–93 | **IronScBg**<br>(*ex* St.Thomas) | 1283<br>1246<br>826 | | | | 1863 | TR.Oswald<br>Sunderland | A.Laming&Co. | 226·0 | 31·2 | 24·7 | Liverpool<br>British | C.4Cy.20″&45″–30″<br>NE73 150HP<br>G.Forrester&Co.,Liverpool<br>NB83, *fitted*89 | |
| 516<br>67558<br>WSTD | —<br>*G.Boyd* –93<br>*Well deck* | **IronScSr**<br>*ss*Hpl.No.3–12,86<br>~~*ss*Hpl.No.1–91~~<br>*ss*Nwc.No.2–94 1*Dk2trB* | 1159<br>901<br>703 | ✠90A1<br>~~12,94~~ 5,94 2,95<br>✠NB12,86<br>~~BS1,94~~ | Nwc<br>A&CP<br>~~LMC3,91~~ 12,94<br>Bly | *n* | 1874<br>11mo | M.Pearse<br>&Co.<br>Stockton | G.P.Cutting | 235·0<br>Q93′B46′F34′<br>*WB* = *DBa*67′ *f* 88′ 283*t* | 31·1<br>BK8″ | 17·5<br>4*BHptAsp*<br>*ptCem* | W.Hartlpl<br>British | T.3Cy.17″,28⅜″&46½″–33″ (*s*)<br>160lb *45lb* 110HP<br>1SB,3*f*,GS52<br>*Tpd.*86 Blair&Co.(Lm.)Stk. | 18 ″ 5<br>s 1 ·8 |
| 517<br>30<br>PCJM | —<br>*E.Chiocca* –94 | **IronScBn**<br>2*Dks* | 603<br>509<br>319 | | | | 1862 | Scott&Co.<br>Greenock | Navigazione<br>GeneraleItaliana | 198·4 | 26·6 | 15·7 | Palermo<br>Italian | T.4Cy.13″(2),26″&55″–30″<br>155HP<br>Scott&Co.,Greenock<br>(altered 1888) | |
| 518<br>NRDM | —<br>*J.Mink*90–92 | **IronScSr**<br>1*Dk2trB* | 592<br>524<br>434 | | | | 1871 | Scott&Co.<br>Greenock | Koninkl.Nederl.<br>Stoomb.Maats. | 194·5<br>H96*t* | 23·0 | 14·8 | Amstrdam<br>Dutch | C.2Cy.20″&41″–36″<br>100HP<br>GreenockFoundryCo. | |
| 519<br>93718<br>KMSH | **Etolia**<br>~~*R.Jones* –92~~<br>*F.D.Lugg* -94 | **Steel&IronSc3MstSr**<br>*ss*Liv.No.1–91<br>2*Dks*(*Irn*)3*Dkrule* | 3270<br>2988<br>2113 | ✠100A1<br>7,94 ~~10,93~~<br>~~BS4,94~~ ✠LMC8,91 | Liv<br>LA&CP<br>Shl | *w* | 1887<br>1mo | Harland&<br>Wolff<br>Belfast | ~~City ofLiverpool~~<br>AfricanS.S.Co.<br>(Elder,Dempster&<br>Co.,*Mgrs.*) | 345·6<br>P33′B92′F43′<br>*WB* = *Cell DB* 264′ 545*t* | 40·9<br>BK9″ | 26·7<br>6*BHCem*<br>*APT*48*t* | Liverpool<br>British | T.3Cy.24½″,37″&64″–48″ (*o*)<br>155lb *60lb* 320HP<br>2DB,*8cf*,GS148<br>Harland&Wolff,Belfast | 29 ″ 6<br>s 8 ·5 |
| 520<br>98031<br>LNJH | **Eton**<br>~~*E.Newcomb*72–90~~<br>*Well deck*<br>*H.Brophy*93–95 | **SteelScSr**<br>*ss*Hpl.No.1–95<br>1*Dk*(*Stl*)&*Webframes* | 2688<br>2686<br>1746 | ✠100A1<br>2,95 ~~8,98~~<br>✠LMC1,90 2,95 | Bry<br>LA&CP<br>Hpl | *t* | 1890<br>1mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool | GalbraithPem-<br>broke&Co. | 300·5<br>P27′Q90′B120′<br>F27′~~drp91~~<br>*WB* = *DBa*100 | 41·6<br>BK10″ | 21·2<br>5*BHCem*<br>*f*112′529*t* | London<br>British | T.3Cy.23″,36½″&62″–39″ (*s*)<br>150lb *80lb* 250HP<br>2SB,*6rf*,GS108<br>Cent.Mar.E.W.,W.Hpl. | 23 ″ 0<br>s 2 ·3 |
| 521<br>98138<br>LTJC | **Etona**<br>*W.J.Enright* –93<br>1*Dk*(*pt Stl&ptIrn*)&*Webframes&pt*<br>*Awngdk*(*Irn*) | **SteelScSr**<br>*ss*N.Yk.No.1–94 | 2513<br>1879<br>1613 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>~~12,94~~ 10,93<br>4,95<br>✠LMC7,90 12,94 | Hpl<br>LA&CP<br>N.Yk | *s* | 1890<br>7mo | Richards'n<br>Duck&Co.<br>Stockton | BucknallNephews | 297·0<br>P29′Q92′<br>*pt Awng dk* 176<br>*WB* = *Cell DB* 248′ 552*t* | 40·0<br>~~drp91~~<br>BK10″<br>*SB.Tpt Asp pt Cem* | 19·0<br>~~*SB.Ins*~~<br>*APT*11*t* | London<br>British | T.3Cy.22½″,37″&61″–42″ (*s*)<br>160lb *80lb* 300HP<br>2SB,*6cf*,GS94,HS3740<br>Blair&Co.(Lim.),Stockton | 21 ″ 8<br>s 8 ·5 |
| 522<br>91187<br>JTPM | **Etruria**<br>*H.Walker* –93<br>*Elec.light* | **SteelScBk** | 8120<br>7129<br>3690 | | | | 1884<br>9mo | J.Elder&<br>Co.<br>Glasgow | CunardS.S.Co.<br>(Lim.) | 501·6<br>P56′ B200′ F39′ | 57·2 | 38·2 | Liverpool<br>British | C.3Cy.71″&(2)105″–72″<br>2500HP<br>5*BHCem*<br>J.Elder&Co.,Glasgow | 40 ″ 0<br>s11 ·7 |
| 523<br>RJVT | —<br>*G.R.C.Cantieny*79–93<br>1*Dk*(*Irn*)&*Webframes&ptAwng dk*(*Irn*) | **SteelScSr**<br>(*ex*Ortyga) | 2133<br>1572<br>1361 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>12,93<br>✠LMC9,91 | Ham<br>LA&CP | *r* | 1891<br>9mo | Craig,<br>Taylor&Co.<br>Stockton | A.C.deFreitas&Co | 283·0<br>Q107′<br>*pt Awng dk* 176′<br>*WB* = *Cell DB* 232′ 412*t* | 37·1<br>FK<br>*FPT* | 17·7<br>5*BHCem*<br>50*tAPT*24*t* | Hamburg<br>German | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *80lb* 160HP<br>2SB,*4cf*,GS74<br>Blair&Co.(Lim.),Stockton | 20 ″ 5<br>s 8 ·7 |
| 524<br>99688 | —<br>*J.Russell* –93 | **IronScYawl**<br>1*Dk* | 154<br>141<br>59 | ✠100A1<br>*StmTrawler*<br>5,95 ~~5,93~~<br>✠LMC5,93 | Gls<br>A&CP<br>Grns | | 1893<br>5mo | Mackie&<br>Thomson<br>Glasgow | Gt.Grimsby&<br>E.CoastStm.Fish-<br>ingCo.(Lim.) | 100·5<br>Q19′F19′ | 20·5<br>BK7½″ | 10·7<br>3*BHCem* | Grimsby<br>British | T.3Cy.11″,16½″&27″–22″ (*s*)<br>160lb 45HP<br>1SB,*2pf*,GS32,HS587<br>Muir&Houston,Glasgow | 11 ″ 11 |
| 525<br>32<br>HGPL | **Ettore**<br>*Lazzarch*54–87 | **IronScSr**<br>2*Dks* | 1935<br>1908<br>1194 | | | | 1874 | W.Denny<br>&Bros.<br>Dumbarton | LloydAustriaco | 307·0 | 33·0 | 26·0 | Trieste<br>Aust.-Hung. | C.2Cy.41″&70″–42″<br>291HP<br>Denny&Co.,Dumbarton | |
| 526 | **Euboia**<br>*A.Kokinos*<br>(*ex*Glengarnock) | **IronSc3MstSr**<br>1*Dk* | 292<br>255<br>127 | | | … | 1874<br>4mo | T.B.Seath<br>&Co.<br>Glasgow | V.Chios | 148·6<br>P18′F36′ | 22·3 | 11·1 | Piræus<br>Greek | C.2Cy.21″&35″–24″<br>NB86 NDB86 56HP<br>*WB*<br>A.Campbell&Sons,Gls. | |
| 527<br>76531<br>WVJK | **Euclid**<br>*R.W.Trenaman* –93 | **IronScBn**<br>1*Dk*(*ptIrn*)&<br>*Spardk*3*trB* | 1559<br>1501<br>960 | ✠<br>6,79 | Liv<br>A&CP | | 1877<br>7mo | Hall,Rus-<br>sell&Co.<br>Aberdeen | Liverpool,Brazil&<br>River Plate Stm.<br>Nav.Co.(Lim.)<br>(Lamport&Holt,<br>*Mgrs.*) | 276·3<br>24·5 | 32·7 | 19·1 | Liverpool<br>British | C.2Cy.26″&58″–39″<br>150HP<br>5*BHCem*<br>Hall,Russell&Co.,Abrdeen | |
| 528<br>98727 | **Eudocia**<br>*W.Just* –91 | **IronScK**<br>1*Dk* | 147<br>138<br>56 | ✠100A1<br>*Stm Trawler*<br>~~11,94 3,91~~<br>2,95<br>✠LMC3,91 | Hul<br>LA&CP | | 1891<br>3mo | Cook,Wel-<br>ton&Gemm'll<br>Hull | C.Hellyer&Co.<br>(Lim.) | 101·3<br>BK7½″ | 20·3 | 11·0 | Hull<br>British | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45HP<br>3*BHCem*<br>1SB,*2cf*,GS26,HS711<br>C.D.Holmes&Co.,Hull | 11 ″ 10 |
| 529<br>MDKQ | **Eugène Krohn**<br>*J.Jantzen*83–83 | **IronScSr**<br>1*Dk*&*Spardk* | 802<br>757<br>581 | | | | 1883 | H.Koch<br>Lübeck | F.W.Fischer | 187·5 | 27·0 | 13·0<br>20·0 | Rostock<br>German<br>*WB* | C.2Cy.24″&43″–30″<br>90HP<br>O.Henniges&Co.,Berlin | |
| 530<br>JDWQ | **Eugène Pereire**<br>*Lota* –88<br>*Elec.light* | **SteelScSr**<br>2*Dks*&*Spardk* | 2078<br>—<br>711 | | | | 1888 | Compagnie<br>Générale<br>Trnsltq.<br>St.Nazaire | CieGénéraleTrans-<br>atlantique | 334·6<br>F45′ | 35·1<br>16·4 | 23·9 | Marseilles<br>French | T.3Cy.31½″,49″&79″–49″<br>850HP<br>Cie.GénéraleTransatlan-<br>tique,St.Nazaire | |
| 531<br>JVFM | **Eugenie**<br>*L.W.Hansen*91–91<br>*Well deck* | **SteelScSr**<br>*ss*Bgn.No.1–93<br>1*Dk*(*Irn*)2*trB* | 2364<br>1856<br>1512 | ✠100A1<br>~~5,94 7,93~~ 4,95<br>~~BS4,95~~<br>✠LMC7,93 | Bgn<br>A&CP<br>~~Nwc~~ Bly | | 1888<br>12mo | R.Dixon&<br>Co.<br>Middlesbro' | A.C.Mohr&Sön<br>(Bergh&Helland,<br>*Mgrs.*) | 295·0<br>Q123′B112′F26′<br>*WB* = *Cell* | 38·2<br>BK10″ | 20·1<br>5*BHAsp*<br>*DB*248′442*t* | Bergen<br>Norwegian | T.3Cy.22″,35″&59″–39″ (*o*)<br>160lb *80lb* 190HP<br>2SB,*6rf*,GS97<br>T.Richardson&Sons,Hpl. | 22 ″ 8 |
| 532<br>98040<br>LPCN | —<br>*H.Maronier* –92<br>*Well deck* | **IronScSr**<br>*ss*Cff.No.1–94<br>1*Dk*(*Irn*)&*Webframes* | 1792<br>1309<br>1157 | ✠100A1<br>3,95 ~~5,93~~ ~~5,94~~<br>✠LMC7,90 ~~5,94~~ | Cff<br>A&CP | *r* | 1890<br>2mo | Richardsn,<br>Duck&Co.<br>Stockton | Burdick&Cook | 270·0<br>P27′Q110′B76′<br>F31′<br>*WB* = *Cell DB* 226′ | 36·6<br>BK9½″ | 16·5<br>4*BHCem*<br>409*tAPT*9*t* | London<br>British | T.3Cy.21½″,35″&57″–36″ (*s*)<br>160lb *60lb* 190HP<br>1DB,*4cf*,GS63,HS2360<br>Blair&Co.(Lim.),Stockton | 19 ″ 2<br>s 1 ·7 |
| 533<br>46342<br>VJCL | —<br>(*ex*AnnaJ.Lyman) | **WoodPadSr**<br>1*Dk* | 176<br>169<br>92 | | | | 1862 | .....<br>Keyport,U.S. | R.W.Simpson | 119·2 | 22·1 | 7·8 | Nassau,NP<br>British | 1Cy.<br>45HP | |
| 534<br>73393<br>TDSB | **Eulima**<br>*H.Roberts* (*Auxiliary*)<br>*Elec.light* | **IronScSrYt**<br>*ss*Liv.No.3–7,90<br>(*ex*OliverCromwell) | 28<br>—<br>17 | ✠100A1<br>7,90<br>✠NB7,90 | Liv<br>A&CP<br>LMC7,90 | | 1875<br>7mo | Barclay,<br>Curle&Co.<br>Glasgow | W.Chadburn | 62·2 | 12·0 | 7·2 | Greenock<br>British | C.I.2Cy.7″&12″–12″ (*s*)<br>100lb NE79 10HP<br>2*BHCem*75<br>1SB,*1f*,GS7<br>R.Napier&Sons,Glasgow | |

| 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Euphrates** IronScK<br>*T.Rix*<br>1*Dk* | 125<br>125<br>47 | | | ... | 1886<br>5mo | W.B. Thompson<br>Dundee | Hewett&Co.(Lm.) | 103·8<br>len92 | 20·3 | 10·2 | Yarmouth<br>British | C.2Cy.15″&27″–15″<br>30H<br>W.B.Thompson,Dundee | | |
| **Euplectela** SteelSc3MstSr<br>~~*R.C.Barry93–94*~~ *F.Morris*<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)&*Web frames*<br>*Elec.light* | 3918<br>3506<br>2507 | †100A1<br>*Spar dk*<br>~~1st~~ 5,95<br>*Carrying Petroleum in Bulk* | Nwc<br>LA&CP<br>~~Shl~~Tri | *w* | 1894<br>2mo | Sir W.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | M.Samuel&Co.<br>*WB=DB* | 340·0<br>P85′B24′F35′<br>*uE&B64′138t FPT* | 44·0<br>29·9<br>FK | 22·9<br>13*BHCem* | London<br>British<br>180*tAPT65t* | T.3Cy.25″,41″&67″–48″ (*s*)<br>160lb *90lb* 400H<br>2DB,*12cf*,GS175,HS5100<br>WallsendSlip.Co,(L.),Nwc | 24 ″ 2<br>s 6 ″ 9½ | |
| **Eureka** IronScSr<br>*C.Rule* –93 *ss*Brs.No.2–91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1344<br>1061<br>837 | †100A1<br>8,94 ~~12,93~~<br>BS~~8,93~~ 8,94 | Cff<br>A&CP<br>LMC3,91 | *o* | 1882<br>8mo | Strand Slipway Co.<br>Sunderland | Eureka S.S.Co. (Lim.)(Osborn& Wallis)<br>*WB=DBa* | 244·0<br>Q92′B55′F27′<br>drp92<br>71′*f*59′331*t FPT* | 33·8<br>FK | 17·2<br>4*BHCem*<br>66*tAPT30t* | Cardiff<br>British | C.2Cy.29″&56″–36″ (*i*)<br>80lb ~~90lb~~ 132H<br>2SB,*4pf*,GS63<br>N.E.MarineECo.(Lim.)Sld | 18 ″ 5<br>s 1 ″ 9½ | |
| — WoodScSr<br>*G.Leland* (*ex*California)<br>2*Dks3trB* | 689<br>—<br>514 | | | | 1864 | ..... MysticR.Con. | PacificCoastS.S. Co. | 168·0<br>len92 | 28·5 | 15·5 | S.Frncisco<br>Utd.States | C.2Cy.21″&42″–34″<br>88H<br>Risdon I.Wks.,S.Francisco | | |
| — SteelScSrTug<br>*C.Quackenbush* –93<br>1*Dk*(*Stl*-ws) | 163<br>163<br>12 | †100A1<br>4,93 | P.Gl<br>A&CP<br>LMC3,93 | *b* | 1893<br>4mo | W.Hamilton&Co.<br>Pt.Glasgow | Z.Charon | 94·7<br>BK7″ | 22·0 | 11·9<br>3*BHCem* | P.Glasgow<br>British | C.2Cy.19″&38″–24″ (*s*)<br>130lb 40H<br>1SB,*2rf*,GS42,HS1382<br>D.Rowan&Son,Glasgow | 12 ″ 9<br>s 1 ″ 3 | * |
| — IronScTug<br>named "Gina R," *See No. 7 in Supplement.* | 111<br>47 | | | | 1885 | Flli.Cadenaccio Sestri Ponent. | N.Baraschio fu R. | 94·8<br>F15′ | 15·8 | 9·7 | Genoa<br>Italian | 1Cy.39½″<br>50H | | |
| **Eurimbla** SteelScSr<br>*W.Sinclair* –93 1*Dk*&*Spardk* | 1055<br>997<br>598 | | | | 1884 | J.Key& Sons<br>Kinghorn | Australasian United Stm.Nav Co.(Lim.) | 214·2 | 31·2 | 19·2 | SydnyNSW<br>British<br>*WB* | C.2Cy.30″&60″–39″<br>180H<br>J.Key&Sons,Kirkcaldy | | |
| **Euripides** IronScSr<br>*W.Richardson* –94 *ss*N.Yk.No.2–91<br>2*Dks*(1*Irn*) | 1728<br>1519<br>1117 | †100A1<br>1,94 ~~2,94~~<br>BS~~7,93~~ 11,94 | Gls<br>LA&CP<br>LMC12,91<br>Msl | *r* | 1883<br>5mo | Caird, Purdie&Co.<br>Barrow | S.S.Euripides Co. (Lim.)(Layborn &Legge)<br>*WB=FPT32t MT24′208t* | 250·7<br>P37′B53′F37′<br>*DTa34′ 283t* | 35·1<br>FK | 21·8<br>4*BHCem* | Liverpool<br>British | C.2Cy.31″&60″–42″ (*i*)<br>85lb *40lb* 160H<br>2SB,*6pf*,GS102<br>W.Kemp,Glasgow | 23 ″ 3<br>s 3 ″ 2 | |
| **Europa** IronScBn<br>*A.Borchers*91–91 2*Dks*&*Awngdk*&4*trB* | 2401<br>—<br>1820 | | | | 1881 | H.F. Ulrichs<br>Vegesack | D.H.Wätjen&Co. | 287·7<br>P40′ B36′ F37′ | 36·1 | 24·7 | Bremen<br>German<br>*WB* | T.3Cy.22″,35″&60″–39″<br>*Tpd*.87 NB87 190H<br>J.C.Tecklnbrg,Geestmnde | | DG |
| — IronScBkn<br>*J.W.C.Martyr* –94 *ss*Liv.No.3–9,93<br>(*ex*Ramleh) 2*Dks*(*Irn*)3*trB* | 2232<br>2144<br>1433 | †100A1<br>7,94 ~~9,93~~ | Liv<br>A&CP<br>LMC9,93 | *t* | 1881<br>3mo | M.Pearse &Co. Ocean Stockton | ~~City of Liverpool~~ Transport Co(Lm) (Elder,Dempster &Co. *Mgrs.*) | 300·0<br>P28′F36′<br>*WB=DBa* | 36·0<br>BK10′ | 25·5<br>4*BHCem*<br>96′*f*60′338*t* | Liverpool<br>British | C.2Cy.36½″&68″–42″ (*i*)<br>80lb ~~45lb~~ *80lb* NDB94 280H<br>2DB,*8pf*,GS86<br>Blair&Co.(Lim.),Stockton | | |
| — IronSc4MstSr<br>(*TO BE BROKEN UP, 94*)<br>2*Dks*&*Spardk* | 2202<br>2026<br>1264 | | | | 1873 | Wigham Richardson &Co. Newcastle | La Veloce Nav. Italiana | 313·0<br>Q54′H115*t*F26′ | 35·4 | 27·3 | Genoa<br>Italian | C.2Cy.52″&91¾″–41¾″<br>60lb 780H<br>R.&W.Hawthorn,Nwc. | | V |
| — IronScSr<br>*C.H.Halling*87–94 2*Dks*(1*Irn*) | 1532<br>1433<br>1002 | | | ... | 1879<br>11mo | C.Mitchell &Co. Newcastle | Witt&Büsch | 260·1<br>P24′ F31′ | 33·8 | 22·2 | Hamburg<br>German<br>*WB* | C.2Cy.32″&60″–39″<br>150H<br>Blair&Co.(Lim.),Stockton | 23 ″ 4 | V |
| — IronSc3MstSr<br>~~*N.Gramata* 5thSurvey,Gen.7,90~~<br>(*ex*Camilla,*ex*Maranhense) 3*Dks*<br>*Materazzo* 6thSurvey,Gen.1,95 | 1334<br>1264<br>863 | † A1*1<br>~~4,90~~ 1,95 | Gen<br>B&MS12,94<br>NB12,94 | Lv | 1869 | T.Royden &Sons<br>Liverpool | L.Scorcia&Figli | 269·3<br>25·1 | 30·5 | 16·9<br>6*BH Cem* | Bari<br>Italian | C.2Cy.33″&64″–27½″ (*s*)<br>~~C.2Cy.32″&64″–30″~~<br>80lb *75lb* ~~NB91~~ 136H<br>2SB,*4pf*,GS84 NDB94<br>Fawcett,Preston&Co.,Liv. | | |
| — IronScSr<br>*L.Schultz* –93<br>1*Dk*&*Awngdk* | 678<br>—<br>491 | | | | 1883 | G.Howaldt<br>Kiel | Dampfsch.Act. Ges.“Europa” (Schröder& Pape) | 175·6 | 25·3 | 18·4<br>*WB* | Lübeck<br>German | C.2Cy.28″&37½″–27″<br>100H<br>HowaldtBros.,Kiel | | G |
| **Europe** SteelSc4MstSr<br>*J.Robinson* –91 *ss*Lon.No.1–95<br>2*Dks*(1*Stl*–ws&1*Irn*–ws)&*Spardk*<br>*Elec.light* (*Stl*–ws)4*trB* | 5302<br>5265<br>3400 | †100A1<br>*Spar dk*<br>~~3,94~~ ~~4,93~~<br>5,95 | NYk<br>LA&CP<br>LMC4,91 3,95<br>Lon | *z* | 1891<br>4mo | Palmers' Co.(Lim.) Newcastle | National Stm.Ship Co.(Lim.)<br>*WB=Cell DB375′865t FPT* | 435·0<br>33·0<br>BK11½″<br>67*t APT35t* | 46·4 | 25·2<br>7*BHCem* | Liverpool<br>British | T.3Cy.29″47½″&77½″–60″(*r*)<br>180lb *180lb* 600H<br>3DB,*18cf*,GS330<br>Palmers'Co.(Lim.),Nwc. | 28 ″ 1<br>s 10 ″ 0 | |
| TO 94 IronSc3MstSr<br>*Loubatuer* (*ex*Tartar)<br>2*Dks*&*Awngdk*4*trB* | 2322<br>1663<br>1283 | †<br>*Awng dk with load line*<br>4,76 | Lon<br>A&CP | | 1873<br>4mo | Dobie& Co. Glasgow | Cie.Marseillaise de Nav.à Vap (Fraissinet&Co. *Mgrs.*) | 309·0<br>32·5 | 35·4 | 24·1<br>4*BHCem* | Marseilles<br>French | C.2Cy.47¼″&90¼″–48″<br>350H<br>J.Howden&Co.,Glasgow | | V |
| — IronScSr<br>*W.Richardson* *ss*Hul.No.3–9,91<br>1*Dk* | 198<br>198<br>120 | †90A1<br>2,93<br>NB9,91 LMC9,91 | Lon<br>LA&CP | *c* | 1880<br>4mo | Earle'sCo. Hull | Hull Stm.Fishing &IceCo.(Lim.) | 130·8<br>drp93 | 21·0 | 10·9<br>3*BHCem* | Hull<br>British | C.2Cy.21″&40″–27″ (*s*)<br>85lb FD 60H<br>1SB,*2pf*,GS30<br>Earle'sCo.(Lim.),Hull | | |
| — IronScK<br>*C.Leonard* –91 1*Dk* | 151<br>139<br>66 | †100A1<br>*Stm Trawler*<br>12,91 | Lon<br>LA&CP<br>LMC12,91 | | 1891<br>12mo | Cochrane, Cooper& Schofield Beverley | International Stm.Trawling Co. (Lim.) | 100·5<br>Q19′F17′ | 20·5<br>BK7½″ | 11·0<br>3*BHCem* | Grimsby<br>British | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45H<br>1SB,*2cf*,GS26<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| **European** IronScBn<br>*H.Barnes* –92 *ss*Sou.No.3–5,84<br>(*ex*William Penn) *ss*Lon.No.2–93<br>2*Dks*(*Irn*)&*Awng dk* | 2659<br>1812<br>1736 | 90A1<br>*Awng dk with freeboard*<br>6,94 ~~2,94~~<br>NE&B5,84 BS~~6,93~~ 7,94 | Lon<br>LA&CP<br>LMC7,92 | *u* | 1866 | Malcolmson Bros. Waterford | F.Ross | 326·8<br>B36′F43′<br>len76 | 36·3<br>28·6<br>BK10″ | 21·5<br>9*BHCem*<br>*WB=MT31′400t* | Liverpool<br>British | C.2Cy.34″&68″–46″ (*a*)<br>90lb *80lb* ~~NDB90~~ 250H<br>2SB,*6cf*,GS128 NDB89<br>Oswald,Mordaunt&C.,Sou. | 23 ″ 1<br>s 9 ″ 3 | |
| — IronSc3MstSr<br>*J.A.Carmichael* –93 | 539<br>483<br>341 | | | ... | 1850<br>12mo | Smith& Rodger Glasgow | W.&C.L.Ringrose | 196·0<br>Q27*t*<br>len75 | 25·3 | 14·3 | Hull<br>British | Q.4Cy.14″,21″,29″&44″–27″<br>NE75NB90 115H<br>*Qpd*90Earle'sCo(Lim.)Hul | | D<br>BT till ~~7,94~~ 7,95 |
| **Eurydice** WoodPad<br>(*ex*Hastings) | 590<br>590<br>438 | | | | 1863 | ..... Montreal | P.G.Close | 142·0<br>len75 | 24·7 | 8·8 | Toronto<br>British | 1Cy.36″–96″<br>43H | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 556<br>HLWS | **Euskaro** IronScSr<br>~~M.deZabalandicoechea~~ ssLiv.No.1-91<br>~~Lauda~~ Landa 1Dk(Irn)&Spardk(Irn)3trB | 2472<br>2373<br>1613 | ✠100A1<br>Spar dk<br>9,94 ~~6,94~~<br>BS6,93 ✠LMC1,91 BS9,94 | Liv<br>A&CP | s | 1886<br>11mo | R.Thompson&Sons<br>Sunderland | M.M.deArrotegui | 290·0\|38·6\|18·7<br>B44'F19' 26·3<br>BK10"<br>WB=CellDB230'308tFPT | Bilbao<br>Spanish<br>5BHCem<br>66tAPT10t | C.2Cy.38"&72"-48" (a)<br>90lb 80lb NDB89 250H<br>2DB,12pf,GS180<br>J.Dickinson,Sunderland | 21 |
| * 557<br>78421<br>SNTR | **Eustace** IronScSr<br>W.Jackson80-93 ssHpl.No.3-9,91<br>Well deck 1Dk(Irn)2trB | 1665<br>1381<br>1076 | ✠100A1<br>3,94<br>BS3,94 LMC9,91 | Hpl<br>A&CP | q | 1878<br>12mo | T.Turnbull&Son<br>Whitby | G.Pyman&Co. | 258·6\|34·1\|19·9<br>Q99'B31'F36'<br>BK9"<br>WB=DBa84'f 96'296t | W. Hartlpl<br>British<br>5BHCem | C.2Cy.32"&60"-39" (i)<br>72lb 75lb NBD91 140H<br>2SB,GS64<br>Blair&Co.(Lim.),Stockton | 21<br>s 2 |
| 558<br>HMQD | **Eustathios Vlassopulo** SteelScSr<br>E.Caravias91-91<br>1Dk(Irn)2trB&ptAwngdk(Irn)<br>Elec.light<br>Newnamed "Eptalofos," See No. 13 in Supplement | 2591<br>1951<br>1680 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>5,94 ~~2,94~~ ✠LMC11,90 | Sld<br>LA&CP | t | 1890<br>11mo | Palmers' Co.(Lim.)<br>Newcastle | E.D.Vlassopulo | 299·0\|40·2\|19·5<br>P40'Q68'<br>ptAwngdk191'<br>drp91 FK<br>WB=CellDB262'605tAPT10t | Ithaca<br>Greek<br>5BHAsp | T.3Cy.22",35"&58"-42" (a)<br>160lb 90lb 200H<br>2SB,6rf,GS102,HS3902<br>Palmers' Co.(Lim.),Nwc. | 22<br>s 8·11 |
| 559<br>135603<br>JWKP | **Eutaw** CompPad<br>L.H.Adair83-85 | 547<br>—<br>503 | | | | 1882 | S.J.Prignall&Bro.<br>Charlstn,S.C. | SouthCarolina SteamboatCo. | 156·0\|29·0\| 7·0 | Chlstn,S.C<br>Utd.States | 180H | |
| * 560<br>HGRD | **Euterpe** SteelScSr<br>Terenzio64-86<br>Elec. light 2Dks(1Stl&1ptStl)3trB | 2296<br>2032<br>1387 | ✠<br>9,86<br>✠ | Sld<br>A&CP | t | 1886<br>6mo | JLThompson&Sons<br>Sunderland | LloydAustriaco | 315·0\|38·1\|24·3<br>B86'F33'<br>WB = CellDB236'260tFPT | Trieste<br>Aust.-Hung.<br>5BHCem<br>26tAPT10t | T.3Cy.26",42"&69"-48"<br>377H<br>T.Richardson&Sons,Hpl. | 27 |
| 561<br>87498<br>JOML | — IronScSr<br>~~Rule~~ D.E.Rule ssBry.No.2-92<br>Well deck 1Dk(Irn)2trB | 1522<br>1228<br>956 | ✠100A1<br>~~1,95 2,94~~ 3,95<br>~~BS2,94~~ ✠LMC~~1,92~~ 1,95 | Cff<br>LA&CP | q | 1883<br>10mo | A.Stephen&Sons<br>Glasgow | EuterpeSteam ShipCo.(Lim.) (Osborn&Wallis) | 260·1\|36·0\|16·4<br>Q102'B58'F30'<br>FK<br>WB = Cell DB 182'399t | Cardiff<br>British<br>4BHCem<br>APT15t | C.2Cy.32"&60"-39" (b)<br>80lb 40lb 180H<br>2SB,4cf,GS72<br>A.Stephen,&SonsGlasgow | 19<br>s 1·10 |
| 562<br>96234 | **Euthamia** IronScKTrawler<br>J.Baskcomb90-90 1Dk<br>ssGms.No.1-94 | 142<br>139<br>61 | ✠100A1<br>Stm Trawler<br>7,94 ~~12,90~~<br>✠LMC~~12,90~~ 7,94 | Lon<br>LA&CP<br>Gms | | 1890<br>12mo | A.W.Robertson&Co.<br>London | NorthEasternStm. FishingCo.(Lim.) | 96·2\|20·2\|10·7<br>Q16'<br>BK7½" | Grimsby<br>British<br>3BHCem | C.2Cy.16"&32"-20"<br>105lb 45H<br>1SB,2pf,HS946<br>A.W.Robertson&Co.,Lon | 11 |
| 563<br>JFLT | **Euxène** IronScSr<br>Mercadier 2Dks | 1103<br>—<br>649 | | | | 1864 | Caird&Co.<br>Greenock | Cie.Marseillaise de Nav.àVap.(Fraissinet&Co., Mgrs.) | 249·3\|30·0\|20·6<br>P77t B15t F13t | Marseilles<br>French | C.2Cy.34½"&64"-33"<br>130H<br>Fraissinet&Co.,Marseilles | |
| 564<br>65590<br>LWHK | **Euxine** IronScSr<br>T.Corngall -93 ssNwc.No.3-8,93<br>2Dks&Spardk | 1531<br>1528<br>978 | ✠90A1<br>~~7,94 10,93~~ 11,94<br>BS~~9,93~~ 11,94 ✠NB82 LMC7,93 | Nwc<br>A&CP Cff | p | 1871<br>3mo | C.Mitchell&Co.<br>Newcastle | Nelson,Donkin&Co. | 244·8\|32·1\|17·9<br>24·6<br>BK8"<br>WB=DBa&f135' | London<br>British<br>4BHCem | C.2Cy.29"&56"-33" (i)<br>65lb ~~80lb~~ NDB82 160H<br>2SB,4pf,GS72 60lb<br>N.E.MarineE.Co.(Lim)Sld | 18<br>s 6 |
| 565 | — SteelScSp<br>1Dk | 171<br>167<br>18 | | | ... | 1889<br>5mo | J.T.Eltringham<br>S.Shields | O.A.Stathatos | 115·0\|20·1\|10·6 | Ithaca<br>Greek | T.3Cy.14",23"&37"-24"<br>75H<br>J.P.Rennoldson&Sns S.Shl | 11 |
| 566 | **Eva** SteelScSr<br>~~H.Hatteberg89-93~~ 1Dk(Stl)2trB&<br>Webframes&ptAwngdk(Irn)<br>Hansen | 3129<br>2407<br>2020 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>5,95 ~~1,93~~ ✠LMC5,93 | Cff<br>A&CP | u | 1893<br>5mo | Ropner&Son<br>Stockton | C.Michelsen&Co. | 322·0\|41·5\|20·7<br>P29'Q110' BK10"<br>ptAwngdk183'<br>WB=CellDB266'613t | Bergen<br>Norwegian<br>5BHCem | T.3Cy.22½",37"&61"-42" (s)<br>160lb 80lb 250H<br>2SB,6cf,GS104,HS3760<br>Blair&Co.(Lim.),Stockton | 24<br>s 9 |
| 567<br>96605<br>LGJV | — SteelScSr<br>J.Williamson82-89 ssSld.No.1-92<br>Well deck 1Dk(Irn)2trB | 1276<br>1017<br>820 | ✠100A1<br>~~5,94 8,93~~<br>5,95<br>✠LMC8,92 | Sld<br>A&CP | o | 1889<br>7mo | Strand SlipwayCo.(Lim.)<br>Sunderland | Fenwick,Stobart&Co.(Lim.) | 242·0\|34·9\|14·9<br>P29' Q59'B48'F33'<br>BK8"<br>WB=Cell DB192'422tFPT65tAPT | London<br>British<br>4BHptAsp&18t ptCem | T.3Cy.18½",30"&49"-33" (s)<br>150lb 70lb 130H<br>1SB,2f,GS52,HS2078<br>NEMarineE.Co.(Lim.)Sld | 17<br>s 1·9 |
| 568 | — IronScSr<br>H.Blom (exAmanda)<br>Well deck 1Dk(Irn)2trB | 1264<br>968<br>811 | | | ... | 1877<br>9mo | W.Gray&Co.<br>WHartlepool | Actieselskabet "Eva" (F.Ohlsen) | 237·6\|31·6\|17·2<br>Q76' B57' F32' | Laurvig<br>Norwegian<br>WB | C.2Cy.28"&53"-33"<br>110H<br>T.Richardson&Sons,Hpl. | 18 |
| 569 | — SteelScSr<br>Main91-93 1Dk | 88<br>84<br>30 | ✠100A—<br>For fishing purposes<br>9,93 ✠LMC1,93 | Abn | | 1893<br>1mo | A.Hall&Co.<br>Aberdeen | "Eva" LineSteam FishingCo.(Lim.) | 86·6\|18·6\| 8·8<br>BK7" | Aberdeen<br>British<br>3BHCem | C.2Cy.13"&26"-18" (s)<br>100lb 30H<br>1SB,2pf,GS23,HS530<br>A.Hall&Co.,Aberdeen | 9 |
| 570<br>96274 | **Eveleen** SteelScSr<br>A.Brines89-91 ssBel.No.1-95<br>Well deck 1Dk(ptStl&ptIrn) | 489<br>351<br>160 | ✠100A1<br>~~3,95 2,94~~ 5,95<br>✠LMC~~2,91~~ 3,95 | Bel<br>LA&CP | h | 1891<br>3mo | Workman, Clark&Co.(Lim.)<br>Belfast | J.Milligen | 171·8\|26·1\|10·2<br>P19'Q80'B50'F24'<br>~~drp91~~ drp95 BK6"<br>WB=Cell DB80'81tFPT | Belfast<br>British<br>4BHCem<br>15tAPT10t | T.3Cy.16",26"&42"-30"<br>160lb 60lb 90H<br>1SB,3pf,GS56<br>Muir&Houston,Glasgow | 12<br>s ·10 |
| 571 | **Evelina** IronScSr<br>Dismantled<br>(exVerbano) | 258<br>—<br>154 | | | | 1853 | Samuda Bros.<br>London | | 166·7\|20·0\|11·7 | | 2Cy.32"-30"<br>100H<br>J.Watt&Co. | |
| 572<br>92924<br>KRGJ | **Evelyn** SteelScSr<br>A.Wood -91 ssShl.No.1-91<br>Well deck 1Dk(Stl)&Webframes | 2346<br>1867<br>1529 | ✠100A1<br>4,94<br>BS4,94 ✠LMC12,91 | Bry<br>A&CP | s | 1888<br>4mo | W.Gray&Co.<br>WHartlepool | T.Appleby&Co. | 290·0\|38·2\|20·3<br>P27'Q94'B112'<br>F29' BK10"<br>WB=DBa96'f 106'447t | W.Hartlpl<br>British<br>5BHCem | T.3Cy.22½",36½"&60"-39"(s)<br>160lb 70lb 200H<br>2SB,6f,GS97<br>Blair& Co.(Lim.),Stockton | 22<br>s 2·1 |
| 573<br>84535<br>WFNC | **Everest** IronScBn<br>C.Kienz94-94 ssHpl.No.3-3,94<br>Well deck 1Dk(Irn)2trB | 1646<br>1299<br>1035 | ✠100A1<br>3,95 ~~3,94~~<br>BS3,95 ✠LMC3,94 | Hpl<br>A&CP | q | 1881<br>12mo | W.Gray&Co.<br>WHartlepool | Murrell&Yeoman | 261·6\|34·6\|19·5<br>Q100'B66'F34'<br>BK9"<br>WB=DBa84'f90'331t | W.Hartlpl<br>British<br>4BHCem | C.2Cy.32"&60"-39" (i)<br>80lb 65lb 150H<br>2SB,6pf,GS70<br>Blair&Co.(Lim.),Stockton | 20<br>s 2·0 |
| 574 | **Everett** SteelSc5MstSr<br>1Dk2trB<br>Whaleback | 1515<br>—<br>950 | | | | 1894 | PacificStl. BargeCo.<br>Everett,Wsh. | | 360·0\|42·0\|26·5<br>WB | Utd. States | T.3Cy.24",38"&64"-42"<br>FrontierIronWrks,Detroit | |
| 575<br>84677<br>WJRS | **Everilda** IronScBn<br>J.H.Napier -94 ~~ssCff.No.2-90~~<br>Well deck ssGls.No.3-11,94 1Dk2trB | 1401<br>1149<br>894 | ✠100A1<br>4,95 ~~3,94 12,94~~<br>BS2,95 ✠LMC10,93 | Gls<br>A&CP | o | 1882<br>4mo | TTurnbull&Son<br>Whitby | ~~S.S.EverildaCo.(Lim.)(Maclay~~<br>S.S.EverildaCo.(Lim.)<br>(Maclay&McIntyre) | 243·0\|34·0\|17·9<br>P25'Q63'B52'F34'<br>FK<br>WB=DBa66'f94'270t | Glasgow<br>British<br>4BHCem | C.2Cy.30"&57"-33" (i)<br>80lb 60lb 130H<br>2SB,4pf,GS76<br>T.Richardson&Sons, Hpl. | 19<br>s 2·2 |
| 576<br>98080 | **Ewo** SteelScSr<br>W.S.Carmichaels -90<br>Elec. light<br>CarryingPetroleum in bulk | 423<br>341<br>260 | | | | 1890 | W.G.Armstrng,Mitchll&Co.(Lim.)<br>Newcastle | W.Keswick | 149·0\|27·4\|11·5<br>P27' F23' | London<br>British | T.3Cy.18",21"&34"-27"<br>70H<br>Ross&Duncan,Glasgow | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Steamer's Name. *Master.* Special Surveys. | Material, Rig, &c. *Late Name if any.* No. of Decks, &c. | Regist'd Tonnage. Gross. — Under deck. — Net | Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built. When. — Ship. — Engines | By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships *ft. in.* | Other Registers in which classed. Details of Bo'ft Trials, Cert. |
| 77 | **Excellencen** *L.Thommessen* (*ex*ExcellencenToll) | **IronScSr** 1*Dk* | 421 378 303 | | | | 1859 | MotalaCo. Norrköping | J.W.Prebensen, sen. | 159·2 \| 23·1 \| 16·5 P32*t* H10*t* | Xiansand Norwegian | C.2Cy.33″&57¾″–23¼″ 110H MotalaCo.,Gothenburg | | N |
| 78 | **Excelsior** *Higgins* | **IronSc4MstSr** 3*Dks* | 3264 — 2407 | | | | 1882 | Harlan& HollingwthC WilmngtnDl. | Morgan'sL.&T. R.R.&S.S.Co. (SouthernPacific Co.) | 330·0 \| 42·6 \| 23·5 32·6 | NewYork Utd.States *WB* | C.2Cy.38″&76″–54″ Harlan&Hollingsworth C., Wilmington,Del. | | R |
| 79 | — *W.Burnett* –91 *Well deck* | **SteelScSr** *ss*Npt.No.1–92 1*Dk*(*Stl*)2*trB* | 1788 1368 1132 | ✠100A1 ~~11,94~~ ~~7,98~~ BS11,94 | Sws A&CP ✠LMC11,92 Cff | *q* | 1888 8mo | Turnbull& Son Whitby | H.Baxter&Co. | 259·0 \| 37·0 \| 18·1 P28′Q60′B112′ F32′ drp94 FK *WB*=*DBa*72′ | Whitby British 5*BHCem* | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *65lb* 140H 2SB,*4cf*,GS58 Blair&Co.(Lim.),Stockton | 19 ″ 4 s 1 ″ 6 | |
| 80 | — | **WoodScSr** | 524 — 365 | | | | 1893 | ..... Eureka,Cal. | C.A.Hooper&Co. | 175·5 \| 35·0 \| 17·5 | S.Frncisco Cal. Utd.States | | | |
| 81 | — *G.Moore* –91 | **SteelScCtr** *ss*Mel.No.3–11,92 1*Dk*(*pt Stl*) | 340 287 172 | ✠100A1 11,92 ✠NB11,92 | Mel LA&CP ✠LMC11,92 | *g* | 1882 9mo | Day,Summers&Co. Southampton | Huddart,Parker, &Co.(Lim.) | 186·6 \| 21·1 \| 10·7 Q92′ BK7½″ | Melbourne British 5*BHCem* | Q.4Cy.15″,21″,31″&43″–30″ 190lb (*s*) 160H 2SB,*4rf*,GS78,HS2600 *Qpd*92Rnkn&BlckmreGrk | | |
| 82 | — *G.H.Leighton*89–89 | **IronScK** *ss*Hul.No.1–93 1*Dk* | 140 140 50 | ✠100A1 *Trawler* ~~11,94~~ ~~7,93~~ ✠LMC7,93 | Hul LA&CP | | 1889 6mo | Cook,Welton&Gemmll Hull | HumberSteam Trawling Co. (Lim.) | 100·6 \| 20·9 \| 10·8 BK7½″ | Hull British 3*BHCem* | C.2Cy.17″&33″–22″ (*s*) 90lb 45H 1SB,*2pf*,GS30 Bailey&Leetham,Hull | 11″11 | |
| 83 | — | **WoodScFlat** | 122 117 96 | | | | 1864 | W.Cross Winsford | SaltUnion(Lim.) | 82·0 \| 19·5 \| 10·0 | Liverpool British | 2Cy.9½″–12″ NB83 19H W.Gaulton,Manchester | | |
| 84 | — | **IronPadSr** | 105 105 20 | | | | 1866 | ..... London | F.Warren | 90·5 \| 17·2 \| 9·4 | N.Shields British | L.2Cy.26″–42″ 45H T.A.Young,London | | |
| 85 | **Exchange** *A.Grant*86–89 *Well deck* | **IronScSr** *ss*Liv.No.2–91 1*Dk* | 292 224 95 | ✠100A1 ~~11,98~~ 11,94 BS~~4,98~~ 7,94 ✠LMC6,92 | Liv LA&CP | *a* | 1884 2mo | W.Thomas Amlwch | W.Thomas&Co. | 135·0 \| 22·3 \| 9·9 Q49′B7′F17′ ND91 BK7″ drp92&93 | Liverpool British 3*BHCem* | C.2Cy.18″&34″–24″ (*a*) 85lb *40lb* 50H 1SB,*2pf*,GS38 DeWinton&Co.Carnarvon | 10 ″ 7 s 1 ″ 2½ | |
| 86 | **Exe** *Watson* *Well deck* | **SteelScSr** *ss*Sld.No.1–92 1*Dk*(*Stl*)&*Webframes* | 2064 1611 1309 | ✠100A1 1,95~~3,09~~ BS7,94 | Cff A&CP ✠LMC1,92 Bry | *r* | 1887 8mo | J.L.Thompson&Sons Sunderland | MercantileSteamshipCo.(Lim.) | 275·0 \| 38·2 \| 20·7 P28′Q72′B114′ F32′ BK9½″ *WB*=*BDa*80′*f*58′ | London British 6*BHCem* 277*t* 4*PT*35*t* | T3Cy21½″35½″&58½″–39″(*s*) 160lb ~~200lb~~ *80lb* 250H 2SB,*6cf*,GS82 Blair&Co.(Lim.),Stockton | 22 ″ 1 s 2 ″ 0 | |
| 87 | **Exeter City** ~~*H.W.Barclay* –94~~ *J.Watkins*93–95 | **SteelScSr** *ss*Brs.No.1–92 2*Dks*(*Irn*)3*trB* | 2198 2046 1434 | ✠100A1 ~~1,95~~ ~~4,04~~ 3,95 BS~~12,98~~ 1,95 ✠LMC1,92 | Brs A&CP | *s* | 1887 12mo | BlythSB Co.(Lim.) Blyth | C.Hill&Sons | 285·0 \| 38·0 \| 23·9 P29′B62′F36′ drp95 BK10″ *WB*=*DBa*86′ | Bristol British 6*BHCem* *f*u*B*26′261*t* | T.3Cy.22½″,37″&61″–42″ (*s*) 160lb ~~200lb~~ *85lb* 200H 2SB,*6f*,GS108 NDB94 Blair&Co.(Lim.),Stockton | 25 ″ 3 s 4 ″ 1 | |
| 88 | **Exmouth** *J.G.Sims*93–93 (*ex*Scotia,*ex*Weasel) | **IronSc3MstSr** *ss*Cly.No.3–73 1*Dk*&*Awngdk*3*trB* | 1108 1098 713 | *Awng dk* 4,77 | Cly A&CP | | 1866 3mo | J.&G. Thomson Glasgow | E.Hulbert | 261·1 \| 26·2 \| 13·4 20·7 len73 | London British 6*BHCem* | C.4Cy.21″&42″–33″ NE&B78 280H D.& W.Henderson,Glasgw | | |
| 89 | — *Smith* | **IronScK** 1*Dk* | 133 127 49 | ✠100A1 *StmTrawler* 7,92 ✠LMC8,91 | Mil LA&CP | | 1891 8mo | SirRaylton Dixon&Co. Middlesbro' | WesternSteam TrawlingCo. (Lim.) | 96·5 \| 20·3 \| 10·7 Q20′F19′ BK7½″ | Bristol British 3*BHCem* | T.3Cy.11½″,18″&29″–21″ (*s*) 160lb 50H 1SB,*2rf*,GS30,HS800 Worth,McKenzie&Co.Stk. | 11 ″ 8 | |
| 90 | **Expedient** | **IronScYl** 1*Dk* | 145 138 51 | ✠100A1 *Stm Trawler* 8,93 ✠LMC8,93 | Gls LA&CP | | 1893 8mo | Mackie& Thomson Glasgow | Gt.NorthernStm. ShipFishingCo. (Lim.) | 100·5 \| 20·5 \| 10·7 BK7½″ *WB*=*DTf*14′27*t* | Hull British 3*BHCem* | C.2Cy.15″&30″–20″ (*s*) 110lb 40H 1SB,*2pf*,GS33,HS813 Muir&Houston,Glasgow | 11 ″ 7 | |
| 91 | **Experiment** *J.Gibson* | **IronScSr** | 211 211 126 | | | | 1875 | Aitkin& Mansel Glasgow | MillwallDockCo. | 113·0 \| 26·1 \| 11·1 | London British | C.2Cy.15″&30″–16″ 40H Rait&Lindsay,Glasgow | | |
| 92 | — | **IronSc** | 103 93 70 | | | | 1864 | H.E.Falk Chester | SaltUnion(Lim.) | 86·8 \| 17·9 \| 7·0 | Liverpool British | 2Cy.10″–14″ NE&B85 20H H.E.Falk,Winsford | | |
| 93 | **Expert** | **Iron&SteelScK** 1*Dk* *PlatingptIrn* | 156 145 59 | ✠100A1 *StmTrawler* ~~8,94~~ ~~4,94~~ ✠LMC4,94 Hul | Gls LA&CP | | 1894 4mo | Mackie& Thomson Glasgow | GreatNorthern SteamShipFishingCo.(Lim.) | 103·7 \| 20·5 \| 10·7 Q17′RFD16′ BK7½″ *WB*=*DTf*14′25*t* | Hull British 3*BHCem* | T.3Cy.11″,17″&27½″–20″ (*s*) 160lb 45H 1SB,*2pf*,GS30,HS690 Muir&Houston,Gls. | 11 ″ 7 | |
| 94 | — *D.T.Morris* –93 | **SteelScSrTug** 1*Dk* | 100 100 20 | ✠100A1 ~~5,94~~ ~~9,92~~ ✠LMC3,92 | Lon LA&CP | *a* | 1892 3mo | R.&H. Green London | M.Brownfield | 86·9 \| 18·0 \| 10·4 BK6″ | London British 4*BHCem* | C.2Cy.18″&36″–24″ 100lb 70H 1SB,*3pf*,GS44,HS1232 J.Stewart&Son,Lon. | 11 ″ 6 | |
| 95 | **Explorer** *R.H.Jones* –88 (*ex*Crocus) | **IronScSr** *ss*Stk.No.3–10,87 *ss*Liv.No.1–92 2*Dks*(*Irn*)3*trB* | 2011 1925 1304 | 100A1 ~~1,95~~ ~~4,94~~ ✠NE&B9,87 BS~~8,98~~ ✠LMC10,91 | Liv A&CP | | 1873 1mo | R&J Evans &Co. Liverpool | CharenteS.S.Co. (Lim.)(T.&J. Harrison,*Mgrs.*) | 300·3 \| 34·7 \| 25·2 B45′F32′ ND(*Irn*)87 BK10″ | Liverpool British 5*BHCem* | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *75lb* NDB87 225H 2SB,*4cf*,GS66 Blair&Co.(Lim.),Stockton | 26 ″ 5 s 5 ″ 2 | BT till ~~1,98~~ 7,95 |
| 96 | — | **Iron&SteelScK** 1*Dk* *PlatingptIrn* | 156 145 59 | ✠100A1 *Stm Trawler* ~~6,94~~ ~~4,94~~ 5,95 ✠LMC4,94 Hul | Gls LA&CP | | 1894 4mo | Mackie& Thomson Glasgow | GreatNorthern SteamShipFishingCo.(Lim.) | 103·7 \| 20·5 \| 10·7 Q17′RFD16′ BK7½″ *WB*=*DTf*14′25*t* | Hull British 3*BHCem* | T.3Cy.11″,17″&27½″–20″ (*s*) 160lb 45H 1SB,*2pf*,GS36,HS690 Muir&Houston,Gls. | 11 ″ 7 | |
| 97 | **Expres** *L.Mecklenburg*81–89 | **IronScSr** | 672 556 396 | | | | 1881 | Flensburg S.B.Co. Flensburg | ForenedeDampskibsSelskab | 211·3 \| 27·5 \| 13·6 P48*t* H21*t* 20·3 F29*t* | Aalborg Danish *WB* | C.2Cy.32½″&60″–36″ 160H FlensburgS.B.C.Flnsburg | | |
| 98 | **Express** *B.McDonnell* –94 | **IronScSr** 1*Dk*2*trB* | 435 346 178 | ✠ 3,74 | Stk A&CP | | 1874 2mo | Irvine&Co W Hartlepool | City of Dublin SteamPacketCo. | 191·4 \| 23·8 \| 13·2 P30′ F33′ | Dublin British 5*BHCem* | C.2Cy.27″&54″–33″ 110H Blair&Co.(Lim.),Stockton | | BT till ~~7,94~~ 9,95 |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. / Capitaine. / Visites Périodiques. | 3 Matériaux, Grécment, etc. / Ex-nom, s'il y a lieu. / Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 599<br>84967<br>MQGF | **Express**<br>*G.R.Thompson* –93 | **SteelPadSr**<br>1*Dk* | 428<br>321<br>141 | | | | 1892 | J.Scott&Co.<br>Kinghorn | MorecambeSteamboatCo.(Lim.) | 202·5 B73′ | 24·2 F25′ | 10·2 | Lancaster<br>British | C.D.4Cy.25″&45″–54″<br>NB94 200H<br>J.Scott&Co.,Kirkcaldy | |
| 600<br>84273 | — | **IronTwinSc** | 299<br>272<br>169 | | | | 1880 | D&W Henderson&Co.<br>Glasgow | HendersonBros. | 150·0 | 25·1 | 10·7 | Glasgow<br>British | C.4Cy.16″&32″–24″<br>170H<br>D.&W.Henderson&Co.Gls. | |
| 601<br>QRWG | —<br>*A.Rusko* | **IronScSr** | 298<br>—<br>218 | | | | 1877 | .....<br>Oscarshamn | C.Korsman | 160·1 | 22·3 | 11·7 | Hangö<br>Russian | 170H | |
| 602<br>13401 | —<br>*G.Crowley* –91 | **IronScSr** | 239<br>225<br>136 | | | | 1847 | Ditchburn &Mare<br>London | ~~Ramshaw&Co.~~<br>J.W.Hiles | 146·5<br>Q7*t* | 22·7 | 12·2 | London<br>British | 20H | |
| 603<br>62206<br>WJRL | —<br>*G.Playle* –94 | **IronScSr**<br>*ss*Abn.No.3–4,82<br>*ss*Abn.No.2–91<br>1*Dk* | 217<br>159<br>98 | ✠ A1<br>3,92<br>✠NB6,83<br>BS3,92 | Abn<br>A&CP<br>LMC5,91 | | 1869<br>2mo | Readhead,<br>Softley&Co.<br>S.Shields | G.Robertson | 138·1<br>Q28′B44′<br>len82 | 19·1<br>BK6″ | 10·2<br>4*BH Cem*<br>*WB=DB* | Kirkwall<br>British<br>*a*20′*f*43′ 45*t* | C.2Cy.18″&34½″–22″ (*i*)<br>75lb *45lb* 50H<br>1SB,*2pf*,Gs27<br>*Cmp.*75Readhead,Softley &Co.,S.Shields | 11 ″ 0<br>s 1 ″ 0 |
| 604<br>102937 | —<br>*W.Stears*93–94 | **Iron&SteelScK**<br>1*Dk*<br>*PlatingptIrn* | 156<br>145<br>59 | ✠ ~~100A1~~<br>*Stm Trawler*<br>7,94~~4,94~~ | Gls<br>LA&CP<br>✠LMC3,94<br>Hul | | 1894<br>4mo | Mackie&<br>Thomson<br>Glasgow | GreatNorthernSS. FishingCo. (Lim.) | 103·7<br>Q17′RFD16′ | 20·5<br>BK7½″ | 10·7<br>3*BH Cem*<br>*WB=DTf*14′25*t* | Hull<br>British<br>1601b<br>1SB,*2pf*,Gs30,Hs690<br>Muir&Houston,Glasgow | T.3Cy.11″,17″&27½″–20″ (*s*)<br>45H | 11 ″ 7 |
| 605 | — | **SteelScSp** | 142<br>142<br>71 | | | | 1883 | Samuda Bros.<br>London | | 158·0 | 20·1 | 8·2 | Norwegian | C.4Cy.7″&12″–9″,14¾″&25½″ –11″<br>95H<br>A.M.Perkins&Sons,Lon. | |
| 606<br>86468 | —<br>*W.Grant* –94 | **WoodPadSr**<br>IB 1*Dk* | 123<br>110<br>~~86~~45 | Cont. 7 A1<br>*from*3,95Ply,<br>*with freeboard purposes*<br>6,94~~11,85~~<br>*For Coasting purposes* | Ply<br>LA&CP<br>✠LMC6,94 | 10 | 1885<br>3mo | W.Date&<br>Sons<br>Kingsbridge | W.King | 102·6<br>Q24′<br>9&12yrsMat | 19·0 | 9·3 | Salcombe<br>British<br>Plymouth | D.2Cy.28½″–36″ (*e*)<br>40lb 68H<br>WilloughbyBros.,Ply.<br>1SB,*2f*,Gs38 | 10 ″ 7<br>10 ″ 4<br>s 1 ″ 6 |
| 607<br>JBFK | **Express I.**<br>*G.F.L.Carlsson* –91 | **CompScSr**<br>(*ex*Express)<br>1*Dk* | 192<br>166<br>121 | | | | 1890 | S.Groth<br>Sjötorp | S.Groth | 100·3<br>Q5′ P23′ | 20·8 | 10·6 | Sjötorp<br>Swedish | C.2Cy.11¾″&23¼″–14½″<br>30H<br>EriksbergsM.V.,Got. | |
| 608<br>JBFL | **Express II.**<br>*L.P.Svensson* –91 | **CompScSr**<br>1*Dk* | 185<br>161<br>118 | | | | 1891 | S.Groth<br>Sjötorp | S.Groth | 99·7<br>H23*t* | 21·0 | 10·4 | Sjötorp<br>Swedish | C.2Cy.11¾″&23¼″–14½″<br>30H<br>EriksbergsM.V.,Got. | |

Missing since 12.94

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification. &c.

| 1 | 2 Steamer's Name. Late Name if any. Master. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned. Now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of R.of I. trade Pss. Cert. | 16 Mean Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | F. Bischoff<br>*N.Geerdes* –92<br>*Well deck* | IronScSr<br>(*ex*Potaro)<br>1*Dk*(*Irn*)2*trB* | 1271<br>990<br>818 | | | ... | 1879 | E.Withy &Co. Hartlepool | J.D.Bischoff | 230·5 Q84′ \| 31·5 B59′ \| 17·4 F30′ | | | Bremen<br>German<br>*WB* | C.2Cy.28″&53″–33″<br>110HP<br>T.Richardson&Sons,Hpl. | 18 ″ 2 | | V |
| 2 | F. C. Andersen<br>*H.Nielsen*93–93<br>*Well deck* | SteelScSr<br>1*Dk*(*Irn*) | 590<br>435<br>327 | ✠100A1<br>4,95~~4,94~~<br>✠LMC10,93 | Nwc<br>LA&CP | *h* | 1893<br>10mo | W.Dobson &Co. Newcastle | Akt.Selsk.S.S. "F.C.Andersen" (H.Svarrer& Co.,*Mgrs.*) | 173·6 Q89′B20′F20′ \| 26·1 FK \| 13·1<br>*WB*=*DBa*40′*f*46′ | | | Copnhagn<br>Danish<br>4*BHCem*<br>98*tAPT*10*t* | T.3Cy.13½″,22″&36″–27″ (*r*)<br>160lb *80lb* 75HP<br>1SB,*3pf*,GS42,HS1186<br>G.Clark(Lim.),Sunderland | 14 ″ 0 | | |
| 3 | F. D. Lambert<br>*A.B.Taylor*72–92<br>1*Dk*(*Stl*)&*Webframes*&*pt Awng dk*(*Irn*) | SteelScSr<br>*pt Awng dk with freeboard* | 2214<br>1670<br>1407 | ✠100A1<br>8,94~~4,96~~<br>✠LMC6,92 | Bry<br>A&CP<br>Shl | *s* | 1892<br>7mo | Short Bros. Sunderland | J.Westoll | 280·7 P33′Q76′B122′ \| 38·0 F28′RFD49′ FK \| 18·4<br>*WB*=*CellDB*214′ | | | Sundrland<br>British<br>6*BHCem*<br>532*tAPT*68*t* | T.3Cy.21″,35″&58″–39″ (*r*)<br>160lb *80lb* 200HP<br>1DB,*6pf*,GS84,HS3107<br>G.Clark(Lim.),Sunderland | 20″10<br>s 8 ″ 7 | | |
| 4 | F. E. Webb<br>*W.Kelsey*74–91<br>*Well deck* | SteelScSr<br>1*Dk*(*Irn*) | 585<br>473<br>340 | ✠100A1<br>2,95~~4,94~~ 7,94<br>✠LMC10,91 | Lon<br>A&CP<br>Shl | *h* | 1891<br>10mo | R.Thompson&Sons Sunderland | StephensonClarke &Co. | 161·7 Q50′B16′F21′ \| 29·9 FK \| 13·7<br>*WB*=*DBf*95′ | | | London<br>British<br>3*BHCem*<br>164*tAPT*7*t* | T.3Cy.15″,25′&40″–27″ (*s*)<br>160lb *90lb* 90HP<br>1SB,*3pf*,GS40<br>N.E.Mar.Eng.Co.(Lim)Sld | 14 ″ 7<br>s 1 ″ 6 | | |
| 5 | F. L. B.<br>*Benoit* –93<br>*Well deck* | SteelScSr<br>1*Dk*(*Irn*) | 270<br>201<br>103 | ✠100A1<br>5,95~~5,93~~<br>✠LMC5,93 | Irv<br>LA&CP<br>Npt | *d* | 1893<br>1mo | J.H.Gilmour Irvine | F.LeBrise | 135·0 Q73′B7′F20′ \| 22·1 BK7″ \| 9·9<br>*WB*=*FPT* | | | L'Orient<br>French<br>4*BHCem*<br>15*tAPT*5*t* | T.3Cy.11″,16½″&27″–22″(*s*)<br>160lb *70lb* 45HP<br>1SB,*2pf*,GS32,HS587<br>Muir&Houston,Glasgow | 10 ″ 8 | | |
| 6 | F. T. Barry<br>~~*R.Evans* –93~~ ~~*ss*~~Shl.No.3–6,93<br>*Well deck* *T.Humphrey* 1*Dk*2*trB* | IronScSr | 839<br>687<br>495 | ✠100A1<br>10,94 ~~6,93~~<br>BS8,94 ✠LMC6,93 | Shl<br>A&CP<br>Lon | *m* | 1872<br>8mo | Backhouse &Dixon Middlesbro' | TaliesinS.S.Co. (Lim.) (T.Owen &Co.,*Mgrs.*) | 220·0 Q80′B48′F18′ drp93 \| 31·2 \| 15·1<br>*WB*=*DBa*56′*f*84′ | | | London<br>British<br>4*BHCem*<br>2SB,*4pf*,GS80<br>T.Brassey&Co.,Brknhead | C.2Cy.27″&50″–33″ (*i*)<br>65lb *55lb* NB81 99HP<br>2SB,*4pf*,GS80<br>T.Brassey&Co.,Brknhead | 16 ″ 2<br>s 2 ″ 0½ | D | |
| 7 | Fabian<br>*S.J.Delanly* –91 | IronScSr<br>2*Dks*(*Irn*) | 2197<br>2155<br>1444 | ✠<br>10,81 | Sou | Lv | 1881<br>8mo | Oswald, Mordaunt &Co. Southampton | F.Leyland&Co. (Lim.) | 342·0 F32*t* \| 34·4 \| 23·5 | | | Liverpool<br>British<br>6*BH*1PBH | C.4Cy.24″&50″–48″<br>250HP<br>Oswald,Mordaunt&Co.Sou | 25″10<br>s 5 ″3½ | | |
| 8 | Fædrelandet<br>*O.Falsen*88–88<br>*Well deck* | IronScSr<br>*ss*Cff.No.2–93<br>1*Dk*(*Irn*)2*trB* | 1556<br>1239<br>983 | ✠100A1<br>~~2,94~~7,94<br>BS2,94 ✠LMC3,93 | Bgn<br>LA&CP<br>Bry | *q* | 1884<br>7mo | Martens, Olsen&Co. Bergen | Bergh&Helland | 254·4 Q95′B61′F28′ \| 37·2 BK9½″ \| 17·0<br>*WB*=*DBa*62′*f*102′ | | | Bergen<br>Norwegian<br>5*BHCem*<br>321*tAPT*25*t* | C.2Cy.34″&63″–39″ (*i*)<br>80lb *80lb* 160HP<br>2SB,*6pf*,GS99<br>Martens,Olsen&Co.,Bgn. | 18 ″ 5<br>s 1 ″ 10½ | N | |
| 9 | Færder<br>*A.Andersen* | SteelScSr<br>1*Dk*(*Stl*) | 545<br>366<br>394 | | | ... | 1885<br>8mo | Hnry Koch Lubeck | Actieselskabet "Færder"(Jens Meinich&Co.) | 161·4 P14*t*H16*t*F23*t* \| 26·0 \| 12·7 | | | Chrstiania<br>Norwegian | C.2Cy.18½″&32″–21½″<br>70HP<br>H.Pauksch,Landberg<br>*WB* | 13 ″ 8 | N | |
| 10 | Faidherbe<br>*Croizet*<br>(ex*Chigwell*) | IronScSr<br>*ss*Bdx.No.2–23<br>1*Dk*(*Irn*)&*Shade dk* | 1517<br>994<br>987 | ✠100A1<br>*Shade dk with freeboard*<br>4,94 ✠LMC8,93 | Bdx<br>A&CP | *o* | 1882<br>6mo | R.Thompson&Son Sunderland | J.E.Buhan père et fils et A.Teisseire | 240·0 \| 35·0 BK8″ \| 15·1<br>*WB*=*DBa*65′ | | | Bordeaux<br>French<br>4*BHCem*<br>116*tFPT*41*t* | C.2Cy.31″&58″–36″ (*i*)<br>75lb *75lb* 130HP<br>2SB,*4pf*,GS74<br>J.Dickinson,Sunderland | 16 ″ 2<br>s 8 ″ 0½<br>w8 ″ 2½ | | |
| 11 | Fair Head<br>*W.Kennedy*<br>*Well deck* | IronScSr<br>*ss*Bel.No.3–3,91<br>*ss*Bel.No.1–95 1*Dk*(*Irn*)2*trB* | 1132<br>922<br>717 | ✠100A1<br>5,95~~3,94~~<br>~~BS8,94~~ ~~✠LMC8,91~~ LMC6,95 | Bel<br>A&CP | *n* | 1879<br>5mo | Harland& Wolff Belfast | UlsterStm.ShipCo. (Lim.) (G.Heyn &Sons,*Mgrs.*) | 232·3 Q84′B65′F31′ \| 31·2 BK8″ \| 17·0<br>*WB*=*DBa*63′*f*67′ | | | Belfast<br>British<br>3*BHCem*<br>2B,GS75<br>D.Rowan,Glasgow | C.2Cy.27″&51″–38″ (*i*)<br>70lb *60lb* 120HP<br>2B,GS75<br>D.Rowan,Glasgow | 18 ″ 5<br>s 1 ″ 7 | | |
| 12 | Fairfax<br>*J.S.March*72–91<br>*Elec.light* | IronScSr<br>3*Dks*&*Spar dk* | 2551<br>—<br>1975 | | | | 1891 | Harlan& Hollingsworth Co. Wlmngtn Del | Merchants'& Miners' Trans. Co. | 270·0 \| 42·0 \| 26·0 | | | Baltimore<br>Utd.States | T.3Cy.28″,45″&72″–48″<br>Harlan&HollingsworthCo<br>Wilmington,Del. | | | |
| 13 | Fairfield<br>*J.W.Lightfoot* –93 ~~3rdSurvey,Skm.8,89~~<br>*Well deck* | IronScBn<br>1*Dk*(*Irn*)&*Webframes*<br>4thSurvey,Cff.9,94 | 1773<br>1386<br>1157 | ✠ A1*1<br>~~2,94~~~~10,92~~ 2,95 | Cff<br>Sws | Lv | 1884<br>9mo | Richardsn Duck&Co. Stockton | F.Binnington&Co. | 260·0 P26′Q76′B52′F31′ \| 38·0 drp94 drp95 FK \| 16·3<br>*WB*=*DBa*&*fu*E&*B* | | | Stockton<br>British<br>4*BH Cem*<br>2SB,*4f*<br>Blair&Co.(Lim.),Stockton | C.2Cy.30″&55″–36″<br>130HP | 18 ″ 6<br>s 2 ″ 2 | | 14·76<br>15·76<br>16·76<br>17·76 |
| 14 | Fairlight | IronPadSr<br>1*Dk* | 315<br>279<br>177 | | | | 1878 | T. Wingate & Co. Glasgow | PortJacksonS.S. Co.(Lim.) | 171·4 H36*t* \| 22·2 \| 10·1 | | | SydnyNSW<br>British | C.2Cy.28″&56″–60″<br>130HP<br>T.Wingate&Co.,Glasgow | | | |
| 15 | Fairmead<br>*W.Nicholson* –90<br>*Well deck* | SteelScSr<br>*ss*Cff.No.1–94<br>1*Dk*(*Stl*)2*trB* | 2245<br>1743<br>1432 | ✠100A1<br>9,94~~4,94~~<br>✠LMC4,94 | Cff<br>LA&CP | *s* | 1890<br>4mo | T Turnbull &Son Whitby | T.Turnbull&Son | 289·6 P28′Q76′B124′F32′ \| 38·3 FK \| 19·6<br>*WB*=*Cell* | | | Whitby<br>British<br>6*BHCem*<br>*DB*24′504*t* | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *80lb* 175HP<br>2SB,*6cf*,GS84,HS3300<br>Blair&Co.(Lim.),Stockton | 22 ″ 2<br>s 2 ″ 1 | D | |
| 16 | Fairway<br>*G.R.Grant* –91<br>*Well deck* | IronScSr<br>*ss*Lon.No.2–92<br>1*Dk*(*Irn*) | 615<br>480<br>374 | ✠100A1<br>~~6,94~~~~3,92~~10,94<br>6,95 BS7,93 ✠LMC3,92<br>10,94 | Lon<br>LA&CP | *i* | 1884<br>5mo | PearceBrs. &Co. Dundee | ~~FairwayS.S.Co.~~ ~~(Lim.)~~(J.Forsey ~~&~~Sawer,Sons& Oakley | 172·0 Q86′B12′F24′ drp95 \| 26·2 BK7½″ \| 13·4<br>*WB*=*DBa*38′*f* | | | London<br>British<br>4*BHCem*<br>52*tFPT*64*t* | C.2Cy.20″&40″–30″ (*b*)<br>80lb ~~70lb~~ 66HP<br>1SB,*3pf*,GS45<br>Pearce Bros.,Dundee | 14 ″ 4<br>s 1 ″ 4 | D | |
| 17 | Fairy<br>*T.P.Bullard*89–~~94~~<br>*ss*Hul.No.1–94<br>*ss*Hul.No.3–4,90<br>1*Dk*2*trB* | IronScSr | 633<br>558<br>407 | ✠ A1<br>4,95 ~~4,94~~<br>✠NB4,90 | Hul<br>A&CP | | 1868<br>3mo | Earle'sCo. Hull. | W.S.Bailey | 195·2 Q68′F16*t*<br>ND90 \| 26·4 BK7″ \| 15·3<br>3*BHCem* | | | Hull<br>British | T.3Cy.16″,26½″&43″–26″ (*s*)<br>150lb *60lb* NDB90 90HP<br>1SB,*3rf*,GS45<br>*Tpd*90Bailey&Leethm,Hul | | BT till ~~10,94~~ 4,95 | |
| 18 | —<br>*E.G.T.Elzvi*~~92~~–~~92~~ | CompScSr<br>1*Dk* | 414<br>315<br>308 | | | | 1892 | P.Larsson Thorskog | C.G.Brulin | 137·9 Q37′ B31′ \| 23·6 \| 12·4 H12*t* F19′ | | | Thorskog<br>Swedish | T.3Cy.9″,13″&28½″–20″<br>50HP<br>ThorskogsM.V.,Thorskog | | V | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant après Entretien d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19<br>98629 | **Fairy Queen**<br>*J.Cannell* –91 | SteelTwinScSr | 330<br>246<br>126 | | | | 1891 | T.B.Seath &Co.<br>Glasgow | MonaSteamship Co.(Lim.) | 170·0<br>B120′ | 22·1 | 9·4 | DouglasIM<br>British | C.4Cy.14″&28″–18″<br>70HP<br>Fisher&Co.,Paisley | |
| 20<br>44870 | **—**<br>(*ex*Queen of the Orwell) | IronPadSr | 165<br>161<br>114 | | | | 1862 | R.Napier& Sons<br>Glasgow | VictoriaSteam BoatAssociation (Lim.) | 171·6<br>— | 18·5 | 7·9 | London<br>British | D.2Cy.25″–30″<br>NB69 54HP<br>R.Napier&Sons,Glasgow | |
| 21<br>29982 | **—**<br>*J.White*87–87 | IronPad | 149<br>149<br>106 | | | | 1865 | Harland & Wolff<br>Belfast | T.W.Thompson | 135·0<br>— | 20·1 | 7·7 | Liverpool<br>British | 2Cy.35″–42″<br>NB90 70HP<br>Blackwood&Gordon,P.Gl. | |
| 22<br>97934 | **Faith**<br>*M.Doig*91–91<br>1*Dk* | SteelScK | 135<br>129<br>46 | ✠100A1<br>*Stm Trawler*<br>3,95 ~~1,94~~ ✠LMC7,91 | Abn<br>LA&CP | | 1891<br>7mo | J Scott&Co<br>Kinghorn | S.Williamson (D.Murray, *Mgr.*) | 100·3<br>F7′<br>*WB=CellDBa* | 20·1<br>BK6″ | 10·3<br>16′7t*FPT6t* | Kirkcaldy<br>British<br>4*BHCem* | T.3Cy.11″,17″&30″–20″ (*s*)<br>150lb 50HP<br>1SB,*2pf*,GS34,HS798<br>J.Scott&Co.,Kinghorn | 11 ″ 1 |
| 23<br>65891<br>KQMB | **Faithful**<br>*J.Edwards* –93 ~~*ssLiv.No.8-3,88*~~<br>*ss*Liv.2ndNo.3-5,95 ~~*ssLiv.No.2-91*~~<br>1*Dk2trB* | IronScSr | 869<br>731<br>555 | ✠100A1<br>~~4,94~~ 5,95<br>✠NB85 ~~LMC10,91~~ 4,95<br>~~BS4,94~~ | Liv<br>A&CP | *m* | 1871<br>8mo<br>4,95 | Dobie&Co.<br>Glasgow | F.H.Powell&Co. | 230·1<br>P54′B46′F41′<br>ptND88 | 28·7<br>ND85 | 16·1<br>135HP<br>5*BHCem* | Liverpool<br>British | C.4Cy.20″&40″–33″ (*i*)<br>85lb *60lb* 2SB,*4cf*<br>Rankin&Blackmore,Grk. | |
| 24<br>102753<br>NKWQ | **Fal**<br>~~*W.Eastway*~~<br>*Well deck* *R.McMillan*94–94<br>1*Dk* | SteelScSr | 281<br>213<br>98 | ✠100A1<br>~~7,94~~ 10,94<br>*(Class Contem. plated)* | Fal<br>LA&CP<br>Gls | *d* | 1894<br>7mo<br>✠LMC7,94 | Cox&Co.<br>Falmouth | Cox&Co. | 130·0<br>Q49′B12′F19′<br>drp94 | ~~22·0~~ 22·1<br>BK7″ | 10·0<br>4*BHCem*<br>*WB=FPT*<br>*0tAPT4t* | Falmouth<br>British | C.2Cy.20″&40″–26″ (*s*)<br>90lb *100lb* 69HP ~~66HP~~<br>1SB,*3pf*,GS45,HS1192<br>Cox&Co.,Falmouth | 10 ″ 7<br>s ″10 |
| 25<br>87358<br>JCFP | **Falcon**<br>*W.S.Bruce* –94 2ndSurvey,Bly.9,91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | IronScSr | 1209<br>950<br>753 | ✠A1*1<br>~~a.94 3,94~~ 2,95<br>MS9,91 | Cff<br>Sld | Lv | 1883<br>8mo | Kish, Boolds&Co.<br>Sunderland | ThompsonShippng Co.(Lim). (V.T.Thompson& Co.,*Mgrs.*) | 240·0<br>Q93′B110′H25′<br>F33′ drp92&93 FK | 34·2<br>*WB=CellDB* | 14·0<br>1PBH | Sundrland<br>British | C.2Cy.31″&57″–36″<br>80lb *55lb* 130HP<br>3*BHCem*<br>2SB,*4f*<br>G.Clark,Sunderland | 16 ″ 6<br>s 1 ″7½ |
| 26<br>73616<br>RBJG | **—**<br>*W.L.Bone* –94 2*Dks* | IronScSr | 621<br>511<br>321 | | | … | 1876<br>1mo | C.Mitchell &Co.<br>Newcastle | GeneralSteam NavigationCo. | 200·0<br>P59′ Q51′ F45′ | 27·2<br>FK | 14·0 | London<br>British | C.2Cy.30″&56″–33″<br>NB91 140HP<br>Thompson&Co.,Newcastle<br>*WB* | |
| Missing since 10.94<br>75964<br>WNHQ | **—**<br>*Knee*88–88 (*ex*Groenland)<br>1*Dk* | WoodSc | 458<br>431<br>311 | | | | 1872 | F.B. Wencke<br>Bremerhaven | C.T.Bowring&Co. | 160·1<br>P&F27*t* | 26·6 | 17·2 | SJhnsNFL<br>British | C.2Cy.23½″&38½″–27½″<br>80HP | |
| 28<br>5336<br>JHFR | **—** (*BROKEN UP 94*)<br>*R.C.Reed* –94 *ss*Hul.No.3–75<br>1*Dk2trB* | IronScSr | 442<br>396<br>263 | 4,78 | Hul | | 1854 | W.Denny &Bros.<br>Dumbarton | T.Wilson,Sons& Co.(Lim.) | 174·2<br>Q40′<br>ND75 | 24·1 | 14·1 | Hull<br>British<br>4*BHCem* | C.2Cy.23″&44″–27″<br>NE&B75 75HP<br>C.D.Holmes,Hull | |
| 29<br>89631 | **—**<br>*Moore*85–87<br>1*Dk* | IronScSr | 134<br>133<br>25 | ✠<br>*For Towing purposes only*<br>10,84 ✠ | Lth<br>LA&CP | | 1884<br>9mo | S.&H.Morton&Co.<br>Leith | Huddart,Parker& Co.(Lim.) | 96·9<br>— | 19·3<br>— | 11·2<br>— | Melbourne<br>British<br>3*BHCem* | C.2Cy.20½″&40″–24″<br>90HP<br>A.Shank&Son,Arbroath | 11″10 |
| 30<br>99090 | **—**<br>*W.Brownfield* –92<br>1*Dk* | IronScTug | 124<br>124<br>5 | ✠100A1<br>*For Towing purposes*<br>5,92 ✠LMC5,92 | Lon<br>LA&CP | | 1892<br>5mo | G.Rennie &Co.<br>London | GameCockTowing Co.<br>(A.J.Couves, *Mgr*) | 91·5<br>B12′ | 19·1<br>BK7″ | 10·9<br>1*BHCem* | London<br>British | C.2Cy.18″&38″–24″ (*s*)<br>120lb 98HP<br>1SB,*3pf*,GS33,HS1397<br>J.Stewart&Son(Lim.)Lon. | 11 ″ 7 |
| 31<br>84062<br>VDLK | **Falernian**<br>*C.J.Moore*81–89 2*Dks*(*Irn*) | IronScSr | 2208<br>2159<br>1453 | ✠<br>1,81 | Sou | Lv | 1880<br>9mo | Oswald, Mrdaunt&Co<br>Southampton | F.Leyland&Co. (Lim.) | 343·4<br>F33*t* | 34·5<br>— | 23·5<br>— | Liverpool<br>British<br>6*BH1*PBH | C.4Cy.24″&50″–48″<br>250HP<br>Oswald,Mordnt&Co.,Sou. | 25″10<br>s 5 ″3 |
| 32<br>95890<br>LCFG | **Falka**<br>*E.K.Stonehouse*82–89 *ss*Bry.No.1–93<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | SteelScSr | 1744<br>1315<br>1107 | ✠100A1<br>9,94 ~~5,04~~<br>✠LMC6,93 | Bry<br>A&CP<br>Npt | *q* | 1889<br>3mo | W.Gray& Co.(Lim.)<br>W Hartlepool | Herskind&Co. | 260·0<br>Q107′B104′F31′<br>*WB=DBa* | 36·7<br>FK | 18·2<br>4*BHCem*<br>82′*f*102′383*t* | W.Hartlpl<br>British<br>1SB,*3rf*,GS40<br>Cntrl.Mrne.EWrks.W.Hpl | T.3Cy.19″,30½″&51″–36″ (*s*)<br>160lb *80lb* 150HP<br>FD | 19 ″ 5<br>s 1 ″ 6 |
| 33<br>— | **Falke**<br>1*Dk* | SteelScSr | 1083<br>736<br>653 | | | | 1894 | Stettiner Maschinenbauanstalt undSchiffsbw Act.Ges. Grabow a/o | Norddeutscher Lloyd | 213·2<br>P148′ | 30·0<br>F24′ | 16·2<br>H55*t* | Bremen<br>German<br>*WB* | T.3Cy.17″,27½″&43½″–31½″<br>StettinerMaschinenbauanstalt undSchiffsbw. Act.Ges.,Stettin | |
| 34<br>JBQV | **Falken**<br>*A.v.Björnmarck*91–93<br>*Well deck* 1*Dk*(*Irn*)&*Web frames* | SteelScSr | 1376<br>1060<br>854 | ✠100A1<br>~~7,94~~ 10,94 ~~10,94~~ 10,94<br>✠LMC5,93 ~~Sld~~ Ams | Sws<br>LA&CP | *o* | 1893<br>5mo | Craig, Taylor&Co.<br>Stockton | RederiAktieb. Condor (B.A.F.Georgii)<br>*WB=CellD* | 237·0<br>Q89′B58′H80*t*<br>*B190′273tFPT109t* | 34·5<br>F29′<br>FK | 15·3<br>4*BHCem*<br>*APT100t* | Stockholm<br>Swedish | T.3Cy.18½″,30″&49″–33″ (*s*)<br>160lb *80lb* 140HP<br>2SB,*4pf*,GS68,HS2000<br>N.E.Mar.E.Co.(Lim.),Sld. | 17 ″ 9<br>s 1 ″ 10 |
| 35<br>HCBM | **—**<br>*T.B.Cederberg*93–93 (*ex*Eskilstuna)<br>1*Dk* | IronScSr | 230<br>132<br>167 | | | | 18$\frac{58}{72}$ | Bergsund Mek.Vrk.<br>Stockholm | HallandsÅngb. Aktieb. (L.Kollberg) | 131·2<br>P72′ | 20·1<br>H4*t* | 8·9<br>F24′ | Halmstad<br>Swedish | C.2Cy.19″&38½″–20″<br>60HP<br>Kockums Mek Verk.Malmö | |
| 36<br>QDVM | **Falkenburg**<br>*H.T.Soeken*–93<br>1*Dk*&*Spardk3trB* | IronScSr | 1622<br>—<br>1175 | | | | 1884 | F.Schichau Elbing | DeutscheDampfschifffahrts Ges.“Hansa” | 230·9<br>P38′<br>F20′ | 34·4<br>B55′ | 17·4<br>24·4<br>*WB* | Bremen<br>German | T.3Cy.20½″,32½″&50″–33″<br>175HP<br>F. Schichau,Elbing | G |
| 37<br>99808 | **Falkland**<br>*R.Milne*88–92 1*Dk*(*Stl*)&*ptAwngdk*<br>(*Irn*)2*trB*&*Webframes* | SteelScSr | 2918<br>2252<br>1876 | ✠100A1<br>*pt Awng dk*<br>*with freeboat*<br>9,94 ~~6,93~~ ✠LMC5,92 | Bry<br>A&CP<br>~~Sld~~ Shl | *t* | 1892<br>5mo | TyneI.S.B. Co.(Lim.)<br>Newcastle | Steamship “Falkland” Co.(Lim.) (Raeburn&Vérel) | 315·0<br>P29′Q100′<br>*ptAwng dk*186′<br>*WB=CellD B266′602t* | 40·5<br>BK10″ | 21·0<br>*APT22t* | Glasgow<br>British<br>5*BHCem* | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *80lb* 250HP<br>2SB,*6rf*,GS96HS4012<br>T.Richardson&Sons,Hpl. | 23 ″ 7<br>s 9 ″ 1½ |
| 38<br>99412 | **Fallodon Hall**<br>*C.Kilvert*67–92 1*Dk*(*Stl*)&<br>*Spardk*(*Irn*)&*Webframes* | SteelScSr | 3389<br>3192<br>2206 | ✠100A1<br>*Spardk*<br>10,94 ~~1,94~~ ✠LMC6,92 | Nwc<br>A&CP<br>Bry | *v* | 1892<br>6mo | SirR. Dixon&Co.<br>Middlesbro’ | C.G.Dunn&Co. | 335·0<br>P21′B68′F40′<br>drp92 | 43·7<br>BK9″ | 18·6<br>26·3<br>6*BHCem*<br>*WB=Cell* | Liverpool<br>British | T.3Cy.25″,40″&66″–45″ (*s*)<br>160lb *80lb* 250HP<br>2SB,*6rf*,GS116,HS4970<br>Blair&Co.(Lim.),Stockton | 21 ″ 0<br>s 6 ″6½ |
| 39<br>104626 | **Falls of Bracklinn**<br>*FWilson* 85-94 1*Dk*(*Stl*)&*Spardk*(*ptIrn*<br>&*ptStl*)&*deepframing* | SteelScSr | ~~3705~~<br>3453<br>3193<br>2232 | ✠100A1<br>*Spar dk*<br>~~2,94~~ 2,95<br>*(Class Contem. plated)* | P.Gl<br>A&CP<br>~~Bry~~ Liv | *w* | 1894<br>6mo<br>✠LMC6,94 | Russell& Co.<br>PtGlasgow | Wright,Graham& Co. | ~~345·0~~ 343·2<br>P36′B102′F40′<br>344·3<br>27·2 | ~~43·2~~ 43·1<br>BK10½″ | ~~27·2~~ 20·1<br>*WB=DBa* | Glasgow<br>British<br>6*BHCem* | T.3Cy.22″,38″&64″–42″ (*s*)<br>200lb *90lb* 250HP<br>2SB,*6cf*,GS138,HS2134<br>Fleming&Ferguson,Psy. | 21 ″ 4 |

| 1 No. in Book. Official No. Code letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | **Falls of Inversnaid** SteelScSr | 2611 | ✠100A1 | Liv | *t* | 1888 | Russell& | SS.Falls of Inversnaid Co.(Lim.) (Wright,Graham &C.) *WB=CellDB* | 312·6 \| 40·2 \| 19·5 | Glasgow | Q.4Cy.18″,26″,36″&52″-39″ | 22 ″ 2 | D |
| 960(2) | *T.Wright* -94 *ss*Dun.No.1-92 | 2046 | 1,95~~3,01~~ | A&CP | | 10mo | Co. | | P30′Q90′B132′ | British | 180lb *80lb* (*s*) 200HP | s 2 ″ 3 | |
| KVGD | *Well deck* 1*Dk*(*Stl*)&*Webframes* | 1710 | ~~DS8,94~~ | ✠LMC10,92 | | | Greenock | | F32′ BK10″ 5*BH* | *pt Asppt Cem* | 2SB.*6cf*,Gs72 FD | | |
| | | | | Bry | | | | | q96′*f*126′566*t FPT* drp95 | 34*t APT*27*t* | Rankin&Blackmore,Grk. | | |
| 41 | **Falmouth** IronScK | 133 | ✠100A1 | Sws | | 1891 | R.Dixon& | WesternSteam TrawlingCo. (Lim.) | 96·5 \| 20·3 \| 10·7 | Bristol | T.3Cy.11½″,18″&29″-21″ (*s*) | 11 ″ 8 | |
| 98827 | *G.Hallett* -91 1*Dk* | 127 | *Stm Trawler* | LA&CP | | 10mo | Co. | | Q20′F19′ | British | 160lb 50HP | | |
| | | 54 | 12,93 | | | | Middlesbro' | | | 3*BH Cem* | Worth,McKenzie&Co (L.), Stockton | | |
| | | | BS8,92 | ✠LMC10,91 | | | | | | | | | |
| 42 | **Falshaw** ~~SteelScSr~~ | 2317 | ✠100A1 | Shl | *s* | 1888 | T.Turnbull | H.Baxter&Co. | 288·0 \| 38·3 \| 21·0 | Whitby | T.3Cy.22″,36″&59″-39″ (*s*) | 22 ″ 2 | |
| 89787 | ~~*J.S.Furgell*~~ -91 ~~*ss*Oil.No.1-92~~ | 1814 | 3,95~~2,11~~ | A&CP | | 4mo | &Son | | P28′Q76′B124′ | British | 160lb *60lb* 175HP | s 2 ″ 1½ | |
| KRHD | *Well deck* *J.M.Storm* -95 1*Dk*(*Stl*)2*trB* | 1484 | ~~BS5,94~~ | ✠LMC8,92 ~~3,95~~ | | | Whitby | | F32′ ~~drp93~~ FK drp95 *WB=DBa* | 6*BH Cem* 88′*f*114′440*t* | Blair&Co.(Lim.),Stockton | | |
| | | | *ss*Bry.No.3-3,95 | | | | | | | | | | |
| 43 | **Falster** IronScSr | 159 | | | | 1866 | Burmeister | ForenedeDmpskbs Selskb. | 137·1 \| 18·6 \| 9·0 | Copnhagn | C.4Cy.14″&28″-18″ | | |
| | *R.A.Skov* 1*Dk* | 128 | | | | | &Wain | | Q43′ B4*t* F4*t* | Danish | 50HP | | |
| NKTC | | 93 | | | | | Copenhagen | | | | Burmeister&Wain,Cpnhgn | | |
| 44 | **Fame** IronTwinScTug | 226 | | | ... | 1857 | T.D.Marshall S.Shields | Government of HongKong | 133·2 \| 22·3 \| 11·8 alm.rb.88 | HongKong British | C.4Cy.15″&30″-18″ NE&B4,88 74HP | | |
| | *MaxIsaac* -91 1*Dk* | 220 | | | | | | | | | Hong Kong & Whampoa | | |
| | | 140 | | | | | | | | | DockCo.(Lim.)HongKong | | |
| 45 | **Fanita** IronScSr | 432 | | | | 1868 | ThePusey | W.P.Clyde&Co. | 161·0 \| 26·0 \| 8·8 | Phildlphia | 1Cy.28″-28″ | | |
| 9694 | 1*Dk* | — | | | | | &JonesCo. | | | Utd.States | 172HP | | |
| | | 289 | | | | | WlmngtnDel | | | | Pusey&JonesCoWlmngtn | | |
| 46 | **Fannie** IronScBn | 1684 | ✠~~100A1~~ | Shl | *q* | 1882 | W.Gray& | C.Rahtkens | 256·5 \| 35·6 \| 18·9 | Rostock | C.2Cy.32″&60″-39″ (*b*) | 20 ″ 1 | D |
| cked | 1,~~95~~*Spiegelberg* -91 *ss*Hpl.No.2-91 | 1309 | 3,94 | A&CP | | 9mo | Co. | | P28′Q68′B66′F29′ | German | 80lb *70lb* 150HP | s 1 ″ 10 | |
| MDQB | *Well deck* 1*Dk*(*Irn*)2*trB* | 1059 | BS~~7,92~~ 1,94 | ✠LMC3,91 | | | WHartlepool | | *WB=DBa* | 4*BH Cem* 80*f*93′316*t* | Blair&Co.(Lim.),Stockton | | |
| 47 | **Fanny** IronScSr | 470 | | | | 1883 | Gothenbrg | Ångf.Aktieb. "Marine" (T.Ahrenberg) | 149·9 \| 23·8 \| 15·1 | Gothenbrg | C.2Cy.19″&31″-20″ | | V |
| | *R.M.V.Schultz*83–83 1*Dk* | 411 | | | | | Mek.Verkst | | B33′ H5*t* | Swedish | 60HP | | |
| HBSM | | 350 | | | | | Gothenburg | | | | Gothenburg,MekVerkst. | | |
| 48 | **Fanö** IronScSr | 859 | | | ... | 1872 | M.Pearse | ForenedeDamps-kibsselskab | 224·9 \| 27·0 \| 16·6 | Copnhagn | C.2Cy.28″&56½″-36″ | | |
| | *N.H.Anthonisen* (*ex*Strauss) | 702 | | | | 9mo | &Co. | | P45′ B41′ F30′ | Danish | 120HP | | |
| NCHB | 2*Dks* | 543 | | | | | Stockton | | | *WB* | Blair&Co.(Lim.),Stockton | | |
| 49 | **Fänrik Stål** IronPadSp | 139 | | | | 1866 | Bergsunds | T.Engströmer | 118·7 \| 17·1 \| 7·7 | Sollefteå | 2Cy.29¼″&29¼″-29¼″ | | |
| | *C.Widholm*83–90 1*Dk* | 108 | | | | | Mek.Vks | | H30*t* F14′ | Swedish | 50HP | | |
| | | 75 | | | | | Stockholm | | | Singapore | BergsundsM.V,Stockholm | | |
| 50 | **Fantee** SteelTwinScSr | 167 | ✠ | Cly | *c* | 1879 | A.Stephen | ~~OceanSteamShip Co.~~ W,Kinsey | 120·2 \| 18·0 \| 8·3 | ~~Liverpool~~ 80 | C.4Cy.13″&20″-21″ | | |
| 84124 | *A.Highton* 1*Dk* | 139 | 7,81 | LA&CP | | 12mo | &Sons | | Q35′ FK | British | 50HP | | |
| | | 98 | | | | | Glasgow | | 4*BH Cem* | | A.Stephen&Sons,Glasgow | | |
| 51 | **Faraday** IronTwinSc3MstSr | 4917 | ✠100A1 ✠ | Lon | *x* | 1874 | C.Mitchell | SiemensBros.& Co.(Lim.) | 360·4 \| 52·3 \| 34·7 | London | C.4Cy.39″&68″-48″ (*s*) | 36 ″ 6 | BT till ~~1,94~~ 2,96 |
| 68535 | *P.LeFanu*82–82 *ss*Lon.No.3–11,88 | 4884 | 4,95~~12,93~~ | A&CP | | 2mo | &Co. | | F49′ | British | 65lb *60lb* 500HP | s 8 ″ 9 | |
| NGJD | *ss*Lon.No.1–93 2*Dks*4*trB* | 3123 | ✠NB~~3,92~~ BS~~12,93~~ 1,95 | MS12,92 | 82 | | Newcastle | | *WB* | FK 3*BH Cem* 6SB,*18pf*,Gs324 | T.Clark&Co.,Newcastle | | |
| 52 | — IronScSr | 880 | | | ... | 1873 | T.&W. | G.Reid&Co. | 214·5 \| 28·5 \| 15·2 | Newcastle | C.2Cy.26″&50″-33″ | 16 ″ 8 | |
| 67342 | *A.Wilkie* -92 1*Dk*2*trB* | 731 | | | | 1mo | Smith | | Q70′ B66′ F21′ | British | 90HP | | |
| LPWS | *Well deck* | 556 | | | | | N.Shields | | | | OuseburnEng.Works,Nwc. | | |
| 53 | **Färdig** IronScSp | 108 | | | | 1871 | MotalaCo. | Ångf.Aktieb. "Herkules" (A.B.Elfversson) | 86·3 \| 18·4 \| 10·9 | Gothenbrg | C.2Cy.15⅞″&30¼″-21⅝″ | | |
| | *C.J.W.F.Molin* -89 1*Dk* | 108 | | | | | Motala | | | Swedish | 50HP | | |
| | | 53 | | | | | | | | | MotalaCo.,Motala | | |
| 54 | **Faria Lemos** Wood | — | | | | | ..... | Cia.da Estrada de Ferro deBahia& Minas | | R.Janeiro | | | |
| Lost | *L.C.O.Valladäs* YM12,88 | — | | | | | RiodeJaneiro | | | Brazilian | | | |
| | | 687 | | | | | | | | | | | |
| 55 | **Farmanden** IronScSr | 114 | | | | 1865 | MotalaCo. | Dampskibs-selskabet "Farmanden" (W.Pedersen) | 101·5 \| 20·6 \| 7·6 | Drammen | Q.Cy.11¾″-25″ | | |
| | *J.Steengaard* 1*Dk* | 86 | | | | | Motala | | H28*t* | Norwegian | 25HP | | |
| IDWB | | 63 | | | | | | | | | MotalaCo.,Motala | | |
| 56 | **Farmer** CompPad | 470 | | | | 1880 | S.J Pregnell | FloridaCentral& PeninsularR.R. Co. | 146·0 \| 29·5 \| 5·8 | ChlstnS.C. | 2Cy.18½″-60″ | | |
| 120427 | *F.H.Cushman* | — | | | | | &Bros. | | | Utd.States | | | |
| | | 433 | | | | | CharlstonSC | | | | | | |
| 57 | **Farnley Hall** IronScSr | 913 | ✠90A1 | Hpl | *l* | 1871 | R.Irvine& | R.Irvine&Co. | 213·0 \| 29·2 \| 16·1 | W.Hartlpl | C.2Cy.27″&50″-33″ (*i*) | 16 ″ 11 | |
| 65508 | ~~*D.Jenkins*92–92~~ *ss*Hpl.No.3–11,84 | 710 | ~~2,02~~6,94 | A&CP | | 6mo | Co. | | Q88′B121*t*F28′ | British | 74lb *60lb* NB78 98HP | s 1 ″ 7 | |
| KJHN | *Well deck* *ss*Hpl.No.2–93 | 582 | ~~BS3,94~~ 4,95 | Npt LMC2,93 | | | WHartlepool | | *WB=DBa* | 4*BH Cem* 66′*f*73′214*t* | 1SB,Gs45 NDB89 T.Richardson&Sons,Hpl. | | |
| | *D.Jones*95–95 1*Dk* | | | | | | | | | | | | |
| 58 | **Faro** IronSc3MstSr | 963 | | Lon | *m* | 1868 | Aitken& | NavigazioneGen-eraleItaliana | 240·2 \| 29·2 \| 16·6 | Palermo | C.2Cy.26½″&46″-36″ | | I |
| 6 | *A.Benfante* *ss*Mlt.No.3–79 | 814 | 10,81 | A&CP | | 7mo | Mansel | | P92*t* F21*t* | Italian | NB73 174HP | | |
| PFQN | (*ex*Headquarters) 1*Dk*2*trB* | 618 | | | | | Glasgow | | len71 | 4*BH Cem* *WB=FPT*28′ | J.Aitken&Co.,Glasgow | | |
| 59 | **Farrallon** WoodScSr | 442 | | | | 1888 | A.Hay | Dolbeer&Carson | 158·5 \| 33·8 \| 10·3 | S.Frncisco | T.3Cy.14″,22″&36″-24″ | | V |
| 120724 | *S.Bonifield*88–88 1*Dk* | — | | | | | SanFrancisco | | | Utd.States | 175HP | | |
| | | 357 | | | | | | | | | FultonIWks.,SanFrncisco | | |
| 60 | **Farrapo** SteelScSr | 207 | | | | 1893 | Howaldts-werke | Board of Public Works,Brazil | 137·8 \| 23·0 \| 10·9 | RioGrande doSul | T.3Cy.11$\frac{13}{16}$″,18$\frac{13}{16}$″&29½″-15¾″] | | |
| | 1*Dk* | — | | | | | Kiel | | *WB* | Brazilian | Howaldtswerke,Kiel | | |
| | | 89 | | | | | | | | | | | |
| 61 | **Farsistan** SteelSc | 3830 | 100A1 | | | 1894 | A.Stephen | Anglo-Arabian& PersianS.S.Co. (Lim.) (F.C.Strick&Co.) | 345·0 \| 47·0 \| 26·7 | Swansea | T.3Cy.25″,41″&67″-45″ | | |
| | *Should be "Turkistan," See No. 3 in Supplement.* | | (*Class Contemplated*) | | | | &Sons | | P46′B74′F40′ | British | | | |
| | | | | | | | Glasgow | | | | A.Stephen&Sons,Gls. | | |

| Numero d'Ordre. / Numero Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné | Construit. Quand. Navire. / Mach. | Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Longueur. | Largeur. | Creux. | Port d'Armement. / Pavillon. | Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | Creux sur Quille. Franc-bord au milieu du navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62<br>94291<br>KMLW | **Fastnet** SteelScSr<br>~~A.V.Puttkamer -93~~ ssCff.No.1-91<br>Well deck 1Dk(Irn)&Webframes<br>D.Jones | 2227<br>1717<br>1416 | ✠100A1<br>9,94~~10,93~~<br>BS10,93 ✠LMC6,91 | Cff<br>A&CP<br>Shl | s | 1887<br>5mo | M.Pearse&Co.<br>Stockton | FarrarGroves&Co | 290·0<br>P28'Q84'B116'<br>F35' | 38·0 | 19·9<br>BK9"<br>WB=DBa | London<br>British<br>6BHCem<br>94'f108'477t | T.3Cy.21½",35½"&58½"-39"<br>160lb 60lb (s) 200HP<br>2SB,6cf,GS82<br>Blair&Co.(Lim.),Stockton | 21 " 4<br>s 1 " 11 |
| 63<br>78634<br>RWHS | — SteelScSr<br>S.Hall -91<br>Well deck 1Dk | 338<br>275<br>155 | | | … | 1878<br>6mo | T. Wingate&Co.<br>Glasgow | W.A.Black | 145·4<br>Q77' B7' F31' | 23·5 | 11·3 | Glasgow<br>British<br>WB | C.2Cy.20"&40"-30"<br>75HP<br>T.Wingate&Co.,Glasgow | 12 " 0 |
| 64<br>98404 | — IronScSp<br>J.Jones85-90<br>1Dk | 62<br>62 | ✠100A1<br>12,90<br>For Towing purposes<br>✠LMC12,90 | Chp<br>LA&CP | | 1890<br>12mo | E.Finch&Co.(Lim.)<br>Chepstow | Christie&Co. | 75·0 | 15·0 | 9·1<br>BK6" | Cardiff<br>British<br>3BHCem | C.2Cy.15"&30"-20" (s)<br>100lb 50HP<br>1SB,2pf,GS16<br>Newall&Co.,Bristol | 9 " 6 |
| 65<br>JFRT | **Fatouville** IronScBn<br>Dejoie ssShl.No.3-6,93<br>(exLimosa) 2Dks(1Irn)8trB | 1536<br>1429<br>992 | ✠100A1<br>11,94~~6,93~~<br>BS11,94 ✠LMC7,93 | Shl<br>A&CP<br>Hav | r | 1880<br>9mo | M.Pearse&Co.<br>Stockton | E.Corblet | 250·0<br>P28'F32'<br>WB=DBa80'f44 | 33·7 | 23·0<br>BK9" | Havre<br>French<br>4BHCem<br>&uB18'607t | C.2Cy.32"&60"-39" (i)<br>80lb ~~60lb~~ 160HP<br>2SB,6pf,GS74<br>Blair&Co.(Lim.),Stockton | 24 " 3<br>s 3 " 9½ |
| 66<br>88843 | **Fatshan** SteelTwinSc<br>W.I.Risby87-91<br>Elec.light | 2260<br>943<br>1425 | | | | 1887<br>3mo | Ramage&Ferguson<br>Leith | HongKong,Canton&MacaoSteam-boatCo.(Lim.)&ChinaNav.Co.(Lim.) | 280·0<br>F651t | 54·0 | 10·2 | HongKong<br>British | T.6Cy.17",27"&42"-24"<br>225HP<br>Ramage&Ferguson,Leith | |
| 67<br>HVSN | **Faunus** SteelScSr<br>W.Lundgren87-91<br>1Dk(Irn)&Webframes &ptAwngdk | 952<br>619<br>603 | ✠100A1<br>pt Awng dk with freeboard<br>7,94~~10,93~~ ✠LMC4,91 | Shl<br>LA&CP | l | 1891<br>4mo | S'thampt'n Naval Works (Lim.)<br>Southampton | RederiAktieb. "Concordia" (J.A.Waller, Mgr.) | 200·0<br>Q83'H46t<br>drp92<br>pt Awning dk 117'<br>WB=CellDB163'240tFPT | 29·1 | 12·5<br>FK | Gothenbrg<br>Swedish<br>4BHptAsp &ptCem<br>39tAPT36t | T.3Cy.13½",22"&34"-24" (s)<br>160lb 76HP<br>2SB,4rf,GS42,HS1250<br>SthmptnNvlWks(L.),Sou | 15 " 0<br>s 8 " 3½ |
| 68<br>84138<br>WBLP | **Favonian** IronScSr<br>H.W.Stephen -93 2Dks(Irn) | 2200<br>2156<br>1445 | ✠<br>8,81 | Sou | Lv | 1881<br>5mo | Oswald,Mordnt&Co.<br>Southampton | F.Leyland&Co.(Lim.) | 342·5<br>F31t | 34·5 | 23·5 | Liverpool<br>British<br>6BH1PBH | C.4Cy.24"&50"-48"<br>250HP<br>Oswald,Mordant&Co.,Sou. | 25 " 8<br>s 5 " 2½ |
| 69<br>94762 | **Favourite** WoodSc<br>G.Sutherland -89 | 491<br>176<br>334 | | | | 1889 | H Chsholm<br>Meaford, Ont. | C.A.Farrer | 130·0 | 25·0 | 10·0 | OwenS'nd<br>British | C.2Cy.15"&27"-24"<br>31HP<br>JDotyEngineCoTrnto,Ont | |
| 70<br>79549 | **Fawkner** IronScSr<br>1Dk | 388<br>388<br>169 | | | | 1883 | W.Simons&Co.<br>Renfrew | MelbourneHrbour TrustCommissioners | 153·6 | 26·1 | 12·2 | Melbourne<br>British | C.2Cy.22"&40"-27"<br>75HP<br>W.Simons&Co.,Renfrew | |
| 71<br>~~87186~~<br>~~JCDS~~ 87186<br>JCDS | **Fawn** IronScSr<br>~~R.Hodge -93~~ ssAms.No.3-3,94<br>Well deck L.Dundas -95 1Dk(Irn)2trB | 1131<br>916<br>713 | ✠100A1<br>6,94~~3,94~~<br>BS5,95 ✠LMC3,94 | Ams<br>LA&CP<br>Nwc | n | 1883<br>6mo | VulcanIW Co.(Lim.)<br>Beverley | ~~Macbeth&Gray~~<br>~~TuronSSCo(Lim)~~<br>~~(F.A.Jaques,Mgr)~~<br>TuronSSCo(Lim)<br>(F.A.Jaques,Mgr) | 230·0<br>Q85'B46'F27'<br>WB=DBa77'f78'&u | 32·2 | 15·3<br>FK | ~~Glasgow~~ Glasgow<br>~~British~~ British<br>1BHCem<br>&B34'300t<br>BilbaoSpanish | C.2Cy.27"&50"-36"<br>75lb 75lb 99HP<br>1SB,3pf,GS57<br>VulcanI.W.C.(Lim.),Hull | 16 " 7<br>s 1 " 5½ |
| 72<br>120682 | **Fayette Brown** CompSc | 1741<br>—<br>1516 | | | | 1887 | Detroit DryDockCo.<br>Wyandotte | North-Western Transp.Co. | 252·6 | 40·3 | 18·6 | Detroit, Mich.<br>Utd.States | T.3Cy.19",30"&52"-40"<br>DetroitDryDockCo.,Wynd | |
| 73 | **Fayoum** IronPadBn | —<br><br>1070 | | | | | Samuda Bros.<br>London | KhedivialS.S.Administration | 274·0<br>P— rebuilt 64 | 34·0 | 21·6 | Alexndria<br>Egyptian | C.O.2Cy.57"&97"-72"<br>300HP<br>J.Penn&Sons,Greenwich | |
| 74<br>98578<br>LVMS | **Fazilka** SteelScSr<br>J.Wilson -94<br>3Dks(2IrnU-ws) | 4152<br>3799<br>2698 | ✠100A1<br>10,90<br>✠LMC10,90 | Sld<br>A&CP | x | 1890<br>10mo | Doxford&Sons<br>Sunderland | BritishIndiaS.N. Co.(Lim.) | 366·0<br>P40'B98'F48'<br>WB=CellDB312' 915t FPT | 48·2 | 26·5<br>FK | Glasgow<br>British<br>6BHCem<br>94tAPT29t | T.3Cy.28",46"&74"-51" (s)<br>160lb 80lb 450HP<br>3DB,12cf,GS261<br>W.Doxford&Sons,Sld. | 29 " 3 |
| 75<br>120945 | **Fearless** Iron&SteelSc | 656<br>—<br>472 | | | | 1893 | Harlan&Hollingswrth<br>Wilmington, Del. | Phila.&Gloucester FerryCo. | 160·0 | 35·0 | 15·6 | Wilmgton (Del.)<br>Utd.States | C.3Cy.22"&(2)30"-26"<br>Harlan&HollingsworthCo. Wilmington,Del. | |
| 76<br>KLFB | — SteelSc<br>D.Haskell | 400<br>—<br>200 | | | | 1892 | UnionIron Works<br>SanFrancisco | J.D.Spreckels&Bros.Co. | 145·0 | 26·0 | 16·0 | S.Frncisco<br>Utd.States | T.3Cy.20",30"&50"-36"<br>UnionIronWorks,S.Fo. | |
| 77<br>95971<br>SLJC | **Federal** SteelScSr<br>~~J.H.Veitch -93~~ McDonald<br>Well deck 1Dk(Stl)&Webframes<br>ssMel.No.1.95 | 2403<br>1859<br>1540 | ✠100A1<br>1,95~~3,94~~<br>✠LMC4,90 1,95 | Mel<br>A&CP | s | 1890<br>5mo | W.Doxford&Sons<br>Sunderland | M'Ilwraith McEacharn&Co. (Lim.) | 290·0<br>P24'Q88'B120'<br>F29' drp90&93<br>WB=Cell DB242' 555t | 40·0 | 19·6<br>FK | Melbourne<br>British<br>6BHCem<br>APT54t | T.3Cy.23",37"&60"-42" (s)<br>160lb 80lb 250HP<br>2DB,8cf,GS145<br>W.Doxford&Sons,Sld. | 22 " 0<br>s 1 " 11<br>w 2 " 3 |
| 78<br>91963<br>KHVL | **Federation** SteelScSr<br>W.B.Tregerthen -94 ~~ssLon.No.1-90~~<br>2Dks(1Stl&1ptStlU-ws)3trB<br>ssLiv.No.2-94 | 2494<br>2234<br>~~1578~~<br>1570 | ✠100A1<br>~~8,94~~12,94<br>~~BS4,93~~ ✠LMC7,90 3,94 | Liv<br>A&CP<br>Hpl | t | 1886<br>7mo | JLThompson&Sons<br>Sunderland | AngierStm.ShippingCo.(Lim.)<br>(AngierBrsMgrs.) | 300·0<br>P37'B86'F40'<br>WB=CellDB220'397t | 40·1 | 25·1<br>BK10" | London<br>British<br>6BHCem | T.3Cy.24",39"&64"-42" (a)<br>147lb 60lb 300HP<br>2DB,8cf,GS126<br>T.Richardson&Sons,Hpl. | 27 " 10<br>~~s 5 " 4~~<br>s 5 " 1 |
| 79<br>91307<br>KJTW | — SteelScSr<br>C.Sherwood83-86 ~~ssGoo.No.1-90~~<br>Elec.light 1Dk(Stl)BeamsIrn<br>ssGoo.No.2-94 | 693<br>590<br>327 | ✠100A1<br>~~6,94 2,91~~ 5,95<br>~~BS1,93~~ ✠LMC6,90 6,94 | Hul<br>A&CP<br>~~Goo~~ | m | 1886<br>10mo | S.P. Austin&Son<br>Sunderland | Co-operative WholesaleSoc. (Lim.) | 220·0<br>P35'B65'F30'<br>~~drp91~~<br>~~WB=CellDB176'222t~~ | 30·7 | 12·6<br>BK7" | Goole<br>British<br>4BHCem | T.3Cy.19",31"&51"-33" (a)<br>150lb 70lb 130HP<br>2SB,4cf,GS54<br>NEMarineE.Co.(Lim.)Sld.<br>WB=CellDBa0'783'14t | 14 " 5<br>s 1 " 11½ |
| 80<br>HMGW | To be Broken up 9.94<br>**Federico** IronSc3MstSr<br>Forurin90-90 5thSurveyLiv.7,91<br>(exTropic) 2Dks(1Irn)3trB | 2093<br>—<br>1423 | ✠~~A1✠1~~<br>5,92<br>✠NB,81 | Liv<br>LMC2,92 | Lv | 1871<br>10mo | T.Royden&Sons<br>Liverpool | ~~Cia.deNav."La Flecha"~~<br>T.N.Ward | 324·6 | 35·2 | 17·9<br>25·6 | Bilbao<br>Spanish<br>8BH | 2Cy.40"&80"-36"<br>80lb 55lb NDB81 250HP<br>2DB,12pf,GS214<br>LairdBros.,Birkenhead | 19 " 7<br>s 5 " 10 |
| 81 | **Fee Cheu** SteelScSr<br>LiutCeuHo92-93 2Dks(1Stl) | 1034<br>1006<br>643 | ✠<br>6,87<br>✠ | Sld<br>A&CP | n | 1887<br>4mo | WDoxford&Sons<br>Sunderland | Government of Formosa | 220·0<br>F28' | 32·1 | 20·0 | Formosa<br>Chinese<br>4BHCem | T.3Cy.19½"31½"&52"-36"<br>150HP<br>W.Doxford&Sons,Sld. | 20 " 8<br>5 " 7 |
| 82<br>LCQN | **Fehmarn** SteelScSr<br>F.Hoppe93-88 ssLth.No.1-92<br>1Dk(Stl)&Webframes | 742<br>649<br>572 | ✠100A1<br>9,92<br>BS7,94 ✠LMC9,92 | Lth<br>LA&CP | k | 1888<br>7mo | G.Howaldt<br>Kiel | Nord-Ostsee Rhederei | 195·1<br>B44'F29'<br>WB=CellDB152'224t | 30·0 | 13·8<br>BK7½" | Hamburg<br>German<br>4BHCem | T.3Cy.14½",23½"&39"-23½"<br>156lb (k) 100HP<br>2SB,2cf,GS42<br>GebrüderHowaldt,Kiel | 16 " 4 |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross / Under deck / Net | Particulars of Classification: Character (✠ for Special Survey. Date of last Survey) | Port of Survey | Years Assigned now expired Equipment Letter | Built: When (Ship / Engines) | By Whom / Where | Owners | Regist'd Dimensions, Deck Erections, &c.: Length / Breadth / Depth | Port of Registry / Flag | Engines: No. & Dia. of Cylinders—Stroke. Boiler Pressure—Horse Power. Maker's Name | Moulded depth / Freeboard amidships ft. in. | Other Registers in which classed, Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83 | Fei Ching IronScSr<br>~~Warren -90~~ (exFaabah) | 1560<br>1471<br>994 | | | | 1883 | Clapèrede &Co.<br>Rouen | ~~B.A.Clarke&Co.~~<br>P.A.Lieder | 253·0\|36·0\|21·0 | ~~Shanghai~~ Hamburg<br>~~British~~ German | C.2Cy.35″&59″–42″<br>250HP<br>Clapèrede&Co.,Rouen | | V |
| 84<br>WGQR | Fei Lung IronScSr<br>~~P.Morgan -93~~ ssShi.No.3–3,94<br>Well deck Leask 2Dks(1Irn) | 1180<br>933<br>752 | ✠100A1<br>6,95 ~~8,94~~<br>BS3,95 ✠LMC3,94 | Shi<br>A&CP | n | 1882<br>1mo | J.Blumer& Co.<br>Sunderland | ~~E.W.Tisdall~~<br>P. Lieder | 240·0\|33·0\|15·0<br>P23′Q67′B44′F24<br>BK8″<br>WB=DBa65′f65′ 260tFPT35t | ~~Shanghai~~<br>~~British~~<br>4BHCem<br>Hamburg German | C.2Cy.29½″&56″–39″ (s)<br>80lb 40lb 130HP<br>2SB,4f,GS130<br>T.Clark&Co.,Newcastle | 15″10 | |
| 85 | Fei Yung WoodScSr<br>Brissander92–93<br>(exKinling,exWha-On) 2Dks | 585<br>—<br>423 | | | | 1879 | Eng.Chang<br>Shanghai | H.Mandl&Co. | 152·3\|28·9\|12·8<br>H64t 19·6 | Shanghai<br>Aust.-Hung. | C.2Cy.14″&28″–15″<br>35HP<br>Boyd&Co.,Shanghai | | |
| 86<br>95455<br>KTNG | Felbridge SteelScSr<br>W.Stokes -94 ssLon.No.1–93<br>Well deck 1Dk(Irn)&Webframes | 2066<br>1659<br>1336 | ✠100A1<br>10,94 ~~12,93~~<br>BS11,94 ✠LMC12,93 | Lon<br>LA&CP<br>Liv | r | 1888<br>8mo | C.S.Swan& Hunter<br>Newcastle | FelbridgeS.S.Co. (Lim.)<br>(W.R.Price&Co.) | 280·0\|37·5\|19·3<br>P24′Q80′B112′<br>F27′ FK<br>WB=Cell | London<br>British<br>4BHCem<br>DB234′450t | T.3Cy.22″,36″&59″–39″ (s)<br>160lb 65lb 250HP<br>2SB,6rf,GS108,HS3420<br>WlsndSlpwy&EC(L.)Nwc | 21″8<br>s 2″0 | |
| 87<br>98617 | Feliciana SteelScSr<br>S.Lawlan -93<br>Well deck 1Dk(Irn)&Webframes | 2922<br>2149<br>1900 | ✠100A1<br>~~3,94~~ 11,94<br>✠LMC3,94 | Lon<br>LA&CP<br>Shl | t | 1891<br>4mo | Palmers' Co.(Lim.)<br>Newcastle | R.B.Stoker | 313·0\|41·2\|20·6<br>P259′F32′<br>FK<br>WB=Cell | Glasgow<br>British<br>5BHCem<br>DB262′553t | T.3Cy.23½″,38″&62″–42″ (a)<br>160lb 80lb 300HP<br>2SB,6cf,GS115,HS4052<br>Palmers'Co.(Lim.),Nwc. | 23″2<br>s 2″5½ | |
| 88 | Felix CompScSr<br>C.A.Magnusson -91 1Dk | 156<br>138<br>117 | | | | 1885 | P.Larsson<br>Thorskog | J.F.Bodén | 98·4\|20·9\|10·0<br>H18t | LillaEdet<br>Swedish | C.2Cy.8½″&17″–14″<br>12HP<br>P.Larsson,Thorskog | | |
| 89<br>HMKP | Felix Melliza Wood | 169<br>—<br>100 | | | | 1886 | ..................<br>Donzol | F.Eseaño | 121·7\|18·0\| 7·7 | Iloilo<br>Spanish | 30HP | | |
| 90<br>JGDQ | Félix Touache SteelScSr<br>Bassères 2Dks&Spardk | 1469<br>—<br>764 | | | | 1889 | Wigham Rchrdsn&C<br>Newcastle | Compagnie de Navigation Mixte | 251·5\|32·2\|17·0<br>B38′ 24·0 | Marseilles<br>French<br>WB | T.3Cy.25″,38½″&65″–42″<br>300HP<br>WighamRichrdsn&C Nwc. | | V |
| 91 | Feliz IronScTug<br>Catoni | 101<br>—<br>70 | | | | 1875 | Kincaid& Co.<br>Greenock | Estate of José Catoni | 84·0\|18·0\| 6·0 | Bns.Ayres<br>Argentine | 22HP | | |
| 92 | Feliz Naposta IronSc<br>Catoni | 230<br>—<br>127 | | | | 1864 | Kincaid& Co.<br>Greenock | Estate of José Catoni | 113·0\|20·3\| 6·8 | Bns.Ayres<br>Argentine | 27HP | | |
| 93<br>76303<br>JCTG | Fenella IronTwinScSr<br>E.Karkhill -93 2Dks | 557<br>402<br>216 | ✠<br>8,82 | Whn<br>LA&CP | j | 1881<br>6mo | Barrow S.B Co.(Lim.)<br>Barrow | Isle of ManSteam PacketCo.(Lim.) | 200·0\|26·0\|13·0<br>P65′ B49′ F60′ | DouglasIM<br>British<br>7BHCem | C.4Cy.23″&42″–24″<br>NDB85 NB93 152HP<br>BarrowSB.Co.(Lim.),Brw. | | BT till 5,95 |
| 94<br>65390<br>KFCM | Fenham IronScSr<br>M.Tose83–93 ssShl.No.3–8,83<br>(exArchDruid) ssSld.No 2–93<br>Well deck 1Dk2trB | 1242<br>1039<br>778 | ✠ ✠90A1<br>3,95 ~~4,94~~ ~~11,93~~ ~~7,94~~<br>✠NB4,93 | Sld<br>A&CP<br>LMC4,93<br>~~Ply~~ | o | 1871<br>3mo | W.Pile &Co.<br>Sunderland | ThompsonSteam ShippingCo.(Lim.)<br>(V.T.Thompson &Co.,Mgrs.) | 240·5\|30·9\|19·6<br>Q46′B84′F26′<br>ptND83srp93 BK8″<br>WB= | Sundrland<br>British<br>5BHCem<br>DBa43′f34′ | C.2Cy.27″&50″–36″ (r)<br>80lb 90lb NDB93 120HP<br>1SB,3pf,GS50,HS2046<br>R.&W.Hawthorn,Nwc. | 20″9<br>s 3″0½ | |
| 95<br>1014<br>HSJK | Fenix IronSc3MstSr<br>O.E.F.Svensson91–92 1Dk | 234<br>201<br>177 | | | | 1885 | Vilhelm- bergsM.V.<br>Gothenburg | ÅngbåtsAktieb. "Ferm"<br>(A.Broström) | 126·9\|16·7\| 9·7<br>H33t | Krstnham<br>Swedish | C.2Cy.13½″&24½″–17½″<br>40HP<br>WB BolindersM.V.,Stockholm | | |
| 96 | — IronScSr<br>Abanuza (exMejico) | —<br>—<br>128 | | | | 1880 | J.H.Dia- logue<br>Camden, N.J. | RomanoHermanos | 98·0\|20·0\| 8·6 | Frontera<br>Mexican | C.2Cy.15″&26″–20″<br>WB J.H.Dialogue,Camden,N.J | | |
| 97<br>73735<br>WVBQ | Fenton IronSc3MstSr<br>R.Herring ssSld.No.2–85<br>1Dk(Irn) | 784<br>643<br>496 | ✠<br>7,86 | Sld<br>A&CP | l | 1876<br>10mo | Austin& Hunter<br>Sunderland | Earl of Durham | 200·8\|30·9\|14·1<br>Q94′ F26′ | London<br>British<br>3BHCem | C.2Cy.26″&48″–33″<br>95HP<br>G.Clark,Sunderland<br>WB=CellDB126′214t | 14″11 | |
| 98<br>LCNJ | Ferdinand IronScSr<br>T.R.Lage75–83 1Dk&Awngdk | 542<br>535<br>352 | | | | 1883 | G. Howaldt<br>Kiel | Sartori&Berger | 162·0\|23·7\|17·0 | Kiel<br>German<br>WB | C.2Cy.17¾″&35½″–23½″<br>60HP<br>HowaldtBros.,Kiel | | G |
| 99 ed12,94<br>JGFN | Ferdinand A. IronScSr<br>Soulas -90 ssRou.No.3–12,92<br>(exFireQueen) 1Dk&Spardk3trB | 1208<br>1153<br>914 | ~~A1~~<br>Spar dk<br>5,93<br>MS12,92 BS2,94 | Rou | | 1864<br>10mo | Pile, Spence&Co.<br>Hartlepool | F.Anquetil&fils | 249·5\|29·6\|14·1<br>22·0<br>BK9″ | Rouen<br>French<br>4BHCem | C.2Cy.25″&50″–36″<br>75lb NE72 NB82 104HP<br>1B<br>J.Jones&Co.,Liverpool | 15″0<br>s 1″11 | |
| 100<br>JGFL | Ferdinand de Lesseps IronScBk<br>Villeaumoras (exStadHaarlem)<br>3Dks(Irn–Uws) | 2920<br>—<br>1541 | | | ... | 1875<br>1mo | A&JInglis<br>Glasgow | Comp.Gén. Transatlantique | 350·0\|38·3\|27·8<br>F50′ | Havre<br>French | C.2Cy.50″&88″–48″<br>NB85 450HP<br>A.&J.Inglis,Glasgow | | V |
| 101<br>72<br>HCGR | Ferdinando Massi- miliano IronPadSr<br>2Dks | 846<br>762<br>465 | | | | 1856 | Mare&Co.<br>London | LloydAustriaco | 230·0\|28·1\|21·5 | Trieste<br>Aust.-Hung. | C.2Cy.35″&61″–48″<br>133HP<br>J.Watt&Co.,Birmingham | | |
| 102<br>99878<br>MWLN | Ferguslie SteelSc3MstSr<br>~~R.Stewart -94~~ 1Dk(Irn)<br>Well deck Floors&ReverseframesIrn<br>McCorquodale -95 | 410<br>292<br>152 | ✠100A1<br>4,95 ~~12,93~~ 12,94<br>✠LMC2,93 5,95 | Gls<br>LA&CP | f | 1893<br>1mo | J.McAr- thur&Co.<br>Paisley | Paton&Hendry | 142·5\|25·1\|11·0<br>Q77′B9′F22′<br>drp93 drp95 BK7″<br>WB=FP | Glasgow<br>British<br>3BHCem<br>T38tAPT5t | C.2Cy.17½″&35″–24″ (s)<br>120lb 70lb 51HP<br>1SB,3pf,GS54,HS1194<br>Bow,McLachlan&Co.,Psy. | 12″2<br>s ″8½ | |
| 103<br>1026<br>HRGQ | Ferm WoodSc3MstSr<br>F.Olsson92–92 1Dk | 288<br>259<br>213 | | | | 1882 | P.Larsson<br>Thorskog | ÅngbåtsAktieb. "Ferm"<br>(A.Broström) | 130·2\|21·4\|12·1<br>B21 | Krstnham<br>Swedish | C.2Cy.11¼″&18½″–15½″<br>40HP<br>P.Larsson,Thorskog | | G |
| 104<br>86673 | Fern IronScSr<br>G.Belattie89–89 (exGala)<br>1Dk | 260<br>236<br>137 | | | | 1871 | McCulloch Patersn&Co<br>PortGlasgow | Glasgow,Dublin, &Londonderry S.P.Co.(Lim.)<br>(A.A.Laird&Co., Mgrs.) | 147·4\|21·2\|11·0<br>P19t F12t<br>FK | Glasgow<br>British | C.2Cy.19″&38″–28″<br>NE&B80 60HP<br>Rankin&Blackmore,Grk. | 12″4<br>s 1″6½ | BT till ~~9,95~~ 8,95 |
| 105<br>JMRQ | Fernanda IronScSr<br>P.Fuglestad (exAron)<br>1Dk2trB | 235<br>200<br>157 | | | | 1882 | P.Larsson<br>Thorskog | BrödreneJacobsen | 101·0\|22·4\|12·5<br>B31t | Haugesnd<br>Norwegian<br>WB | C.2Cy.12½″&25½″–19½″<br>27HP<br>P.Larsson,Thorskog | | N |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 106 HMLV | **Fernandez Sanz** *M.Urresborreta* | **IronScSr** 1*Dk* | 181 — 118 | | | | 1875 | Blackwood &Gordon Pt.Glasgow | Anto.Fernandez &Co. | 133·1 | 19·1 | 9·5 | Santander Spanish | C.2Cy.14″&25″–18″ 30H *WB* Blackwd&Gordon,Pt.Gls. | |
| 107 Foundered 11 94 | **Fernando** *Santamarina* | **Steel—Sr** | 382 — 240 | | | | 1884 | ..... Dumbarton | Santamarina Hermanos | 127·9 | 26·2 | 6·6 | Havana Spanish | | |
| 108 JDVM | **Fernando Po** *M.Varas*92–92 (*ex*QuintaHermosa) | **IronScYt** 1*Dk* | 127 97 70 | ✠ 8,85 ✠ | Gls LA&CP | *a* | 1885 7mo | J Fullerton &Co. Paisley | Cia.Trasatlantica | 95·0 Q15′ | 18·0 B16′ | 9·0 F14′ | Carril Spanish | C.2Cy.14½″&28″–22″ 33H 3*BHCem* Ross&Duncan,Glasgow | 9 ″ 7 |
| 109 JDVM | **Fernbrook** *H.Hærter* –93 *Well deck* | **IronScSr** *ss*Cff.No.2–92 1*Dk*(*Irn*)2*trB* | 1648 1286 1024 | ✠100A1 9,94 ~~4,04~~ BS~~8,98~~ 11,94 | Shl A&CP ✠LMC5,92 | *q* | 1883 12mo | W.Gray& Co. WHartlepool | C.Rahtkens | 257·5 Q98′B67′F32′ drp93 *WB=Ba*82*f*92′317*t* | 35·5 BK9″ *DB*37*tAPT*10*t* | 19·0 *FPT* | Rostock German | C.2Cy.32″&60′–39″ (*b*) 80lb *85lb* NDB93 150H 2SB,*4pf*,GS66 Blair&Co.(Lim.),Stockton | 20 ″ 9 s 1·12 |
| 110 68956 QPTG | **Ferndale** *W.H.Lambert*83–86 *Well deck* | **IronScSr** *ss*Sld.No.3–4,88 *ss*Sld.No.1–92 1*Dk*(*Irn*)2*trB* | 914 762 587 | ✠90A1 ~~6,94 7,02 3,05~~ ✠NB4,88 ~~Shl~~ | Sld A&CP Cff 6,95 LMC9,92 | *m* | 1877 3mo | J.Laing Sunderland | A.Laing | 212·2 Q70′B41′F24′ *WB=DBa*51*f*51′ | 30·5 | 16·0 | Sundrland British | C.2Cy.27″&50″–33″ (*o*) 80lb *65lb* NDB88 95H 4*BHCem* 1SB,*3pf*,GS60 J.Dickinson,Sunderland | 17 ″ 9 s 1·10 |
| 111 97961 MCJN | **Ferndene** *D.Clark* –92 1*Dk*(*Irn*)2*trB*&*ptAwngDk*(*Irn*) | **SteelScSr** | 2537 1939 1598 | ✠100A1 *pt Awng dk withfreeboard* ~~Cff~~ 10,94 ~~9,96~~ ✠LMC3,91 | Liv A&CP Nwc | *s* | 1891 4mo | Short,Bros. Sunderland | J.T.Lunn&Co. | 290·0 P31′Q82′B116′ F33′ drp94 *WB=Cell* | 39·9 FK *DB*218′504*tFPT*65 | 19·9 | Newcastle British | T.3Cy.22″,36½″&60″–39″ (*s*) 160lb *80lb* 200H 6*BHCem* *tAPT*47*t* W.Allan & Co.,Sunderland | 22 ″ 8 s 8·10 |
| 112 92905 KFPC | **Fernlands** *J.Sellers*84–86 *Well deck* | **SteelSc** *ss*Hpl.No2.–94 1*Dk*(*Stl*)2*trB* | 2042 1562 1294 | ✠100A1 2,95 ~~1st 10,94 Essn~~ BS2,95 | Hpl ✠LMC1,94 | *r* | 1885 10mo | W.Gray& Co. WHartlepool | ~~Hardy,Wilson&~~ ~~Co.~~R.Hardy&Co | 276·1 P29′Q76′B108′ F27′ *WB=DBa* | 37·2 BK9½″ 88*f*104′483*t* | 19·9 | W. Hartlpl British | T.3Cy.21″,35″&57″–39″ (*s*) 150lb *60lb* 170H 2SB,*4cf*,GS73 CentralMarineEng.C.Hpl. | 21 ″ 8 s 1·11 |
| 113 89263 | **Fernmount** *S.Boulden* –89 | **WoodScSr** 1*Dk* | 269 249 183 | | | | 1884 | W.M'Culloch Scot'sCreek N.S.W. | NorthCoastS.N. Co.(Lim.) | 134·0 H20*t* | 25·6 | 8·4 | SydnyNSW British | C.4Cy.9½″&16½″–12″ 40H Perdrian&Wst,Blmn NSW | |
| 114 87355 JBMD | **Fernside**(*STRANDED1,93*) *J.Juby* –92 (*ex*Triumph) *Well deck* | **IronScSr** *ss*Sld.No.3–11,89 1*Dk*(*Irn*)2*trB* | 1936 1562 1227 | ✠ 1,92 ✠ | Cff A&CP | *r* | 1883 9mo | Sld.S.B.Co (Lim.) Sunderland | SunderlandS.S.Co (Lim.) (J.LBrowne,*Mgr*) | 280·0 P26′Q74′B74′F35′ | 37·1 | 20·5 | Sundrland British | C.2Cy.32″&62″–42″ 170H 7*BHCem* N.E.MarineCo.(Lim.),Sld. *WB=DBa*84*f*60′283*t* | 22 ″ 1 s 2·3 |
| 115 98494 | **Feronia** *R.Butterwick* –93 2*trB*&*Webframes*&*ptAwningdk* | **SteelScSr** 1*Dk*(*Irn*) | 2966 2271 1930 | ✠100A1 *pt Awng dk withfreeboard* 7,94 ~~10,06~~ ✠LMC11,90 | Msl A&CP Cff | *t* | 1890 11mo | Ropner& Son Stockton | Gladstone& Cornforth | 315·0 P33′Q98′ *pt Awng dk*184′ drp94 *WB=CellDB* | 40·5 BK10″ 220′452*t* | 20·2 | W. Hartlpl British | T.3Cy.23″,38″&62½″–42″ (*s*) 160lb *80lb* 220H 5*BHCem* 2SB,*6cf*,GS106,HS3900 Blair&Co.(Lim.),Stockton | 23 ″ 7 s 9·0 |
| 116 82009 TMBS | **Ferrara** *T.Moir* –94 | **SteelSc3MstSr** *ss*Lth.No.3–8,92 2*Dks* | 1162 1084 735 | ✠100A1 7,94 ~~6,98~~ BS~~6,98~~ | Lth LA&CP ✠LMC~~8,92~~7,94 | *o* | 1880 8mo | R.Steele& Co. Greenock | Leith,Hull,&HamburgS.P.Co. (J.Currie&Co., *Mgrs.*) | 248·3 P21′F29′ *WB=MT* | 33·2 BK8½″ 35′300*t* | 17·0 | Leith British | C.2Cy.30″&52″–36″ 60lb *50lb* NDB90 120H 6*BHCem* 1SB,*3cf*,GS60 R.Steele&Co.,Greenock | 18 ″ 3 s 3·1 |
| 117 63864 QKBM | **Ferret** *W.Crocker*71–85 | **IronScSr** 1*Dk* | 445 343 246 | | | | 1871 | J.&G. Thomson Glasgow | AdelaideS.S.Co. (Lim.) | 170·9 | 23·2 | 12·7 | Adelaide British | C.2Cy.23″&40″–33″ 99H *WB* J.&G.Thomson,Glasgow | |
| 118 86545 JDCB | ~~**F.Hamilton** –92~~ *W.Burns*95–95 | **IronScSr** *ss*Bel.No.2–92 1*Dk*(*ptIrn*) | 336 281 150 | ✠100A1 5,95 ~~ex 12,94~~ BS~~5,98~~ 6,94 | Bel LA&CP ✠LMC1,92 ~~Cff~~ | *f* | 1883 12mo | M'Ilwaine, Lewis&Co. Belfast | H.J.Scott&Co. | 154·0 Q21′B33′F28′ *WB=FPT* | 22·6 BK7″ 15*tAPT*10*t* | 11·5 | Belfast British | C.2Cy.19″&36″–30″ (*a*) 85lb ~~*35lb 45lb*~~ *50lb* 60H 5*BHCem* 1SB,*2pf*,GS36 M'Ilwaine,Lewis&Co.,Bel. | 12 ″ 1 s 1·3 |
| 119 HVSJ | **Ferro** *O.E.Nyberg* –93 (*ex*Adara) *Well deck* | **IronScSr** *ss*Cff.No.3–5,89 1*Dk*(*Irn*)2*trB* | 1322 1056 971 | ✠90A1 1,93 BS5,94 | Shl A&CP LMC1,92 | *o* | 1877 3mo | Mounsey & Foster Sunderland | Ángf.Aktieb.Ferm (A.Broström, *Mgr.*) | 236·4 Q92′B60′H15*t* F30′ *WB=DBa* | 30·1 BK8″ 67′*f*82′228*t* | 17·9 | Xinehamn Swedish | C.2Cy.29″&55″–36″ (*i*) 60lb *60lb* 120H 4*BHCem* J.Dickinson,Sunderland | 19 ″ 0 s 1·8 |
| 120 98529 | ~~**S.G.S.Lee** –94~~ **Ferrum** *Well deck Edward* | **SteelScSr** 1*Dk*(*Irn*) | 425 329 252 | ✠100A1 11,94 ~~4,04~~ ✠LMC7,92 | Mdb LA&CP | *g* | 1892 7mo | Helsingörs Jernskibs& Msknbyggri Elsinore | G.E.Casebourne& Co. *WB=DBf*30′35*tFPT*24*t* | 155·5 Q17′B37′F17′ drp94 | 24·1 BK7″ 3*BHCem* *APT*19*t* | 11·6 | W. Hartlpl British | T.3Cy.12½″,19¾″&33″–18″(*s*) 160lb *90lb* 55H 1SB,*2f*,GS26,HS937 HelsingörsJ.&M.Elsinore | 12 ″ 6 s 1·4 |
| 121 78794 RVJS | **Fez** *D.O'Keefe* –92 | **IronScSr** *ss*Liv.No.3–7,92 2*Dks*(1*Irn*) | 874 774 519 | ✠100A1 ~~6,94 7,98~~ 2,95 BS~~7,98~~ 7,94 | Sws A&CP LMC7,92 ~~Liv~~ | | 1878 6mo | Aitken& Mansel Glasgow | S.S.Fez(Lim.) (R.Bennett) | 217·7 F33′ | 27·6 BK7″ | 16·4 | Liverpool British | C.2Cy.27″&47″–33″ 75lb *50lb* 90H ~~4B.&S50~~ 1SB3*pf*GS50 J.&J.Thomson,Glasgow | |
| 122 1074 HTPN | **Fia** *J.Andreasson* –89 | **CompScSr** 1*Dk* | 223 171 165 | | | | 1889 | P.Larsson Thorskog | Ángf.Aktieb. "Baltic" (E.J.Odenius) | 109·2 Q29′B24′H12*t* | 21·0 | 9·6 | Gothenbrg Swedish | 2Cy.11¾″&17½″–17½″ 30H P.Larsson,Thorskog | |
| | *Now named "Forsog," See p. 16 in Supplement.* | | | | | | | | | | | | | | |
| 123 ~~68971~~ RJKP | **Fiado** ~~*R.P.Scott* –93~~ *Well deck* | **IronScSr** *ss*Mel.No.3–2,91 1*Dk*(*Irn*)2*trB* | 985 786 640 | ✠90A1 12,95 BS4,93 | Syd A&CP LMC2,91 | *m* | 1878 3mo | R.Thompson,jr. Sunderland | ~~A.Jouve&Co.~~ Syndicat Calédonien *WB=DBa*59′*f*22′149*tFPT* | 210·3 Q82′B40′F21′ | 30·1 BK8″ 47*tAPT*21*t* | 16·4 | ~~SydnyNSW~~ Numea French | C.2Cy.28″&51″–33″ (*i*) 65lb 110H 4*BHCem* 2SB,GS56 J.Dickinson,Sunderland | |
| 124 99544 | **Fidelia** *A.Jones* | **IronScK** 1*Dk* | 147 136 56 | ✠100A1 *Stm Trawler* 10,94 ~~11,98~~ ✠LMC11,91 Hul | Mil LA&CP | | 1891 11mo | Cook, Welton& Gemmell Hull | F.&T.Ross | 100·0 Q20′ | 20·5 BK7½″ 3*BHCem* | 11·0 | Hull British | T.3Cy.12½″,19½″&31½″–22½″ 160lb (*s*) 50H 1SB,*2cf*,GS29,HS780, C.D.Holmes&Co.,Hull | 11 ″ 10 |
| 125 RGPL | **Fidelio** *Th.Nissen*88–92 | **IronScSr** 1*Dk*&*Spardk*&3*trB* | ~~1160~~ ~~1142~~ ~~858~~ 1187 1124 834 | | | | 1884 | Blohm& Voss Hamburg | Dampfsch.Ges. "Swatow" | 221·1 B12′ | 32·4 | 15·4 21·0 | Hamburg German | C.2Cy.26″&46″–33″ 115H *WB* Blohm&Voss,Hamburg | |
| 126 60116 HQMB | **Fido** *W.Bettinson* –94 | **IronScSr** | 954 836 617 | | | ... | 1867 12mo | C&W Earle Hull | T.Wilson,Sons& Co.(Lim.) | 217·8 B50′ F14*t* | 29·0 FK | 16·8 | Hull British | C.2Cy.24″&48″–30″ NB83 95H C.&.W.Earle,Hull | |
| 127 LKTG | **Fiducia** *S.Siever*89–89 | **IronScSr** 1*Dk*2*trB* | 528 447 404 | | | | 1880 | Flensburg S.B.Co. Flensburg | J.Jost | 167·0 Q53′ | 24·0 B42′ | 14·0 F23′ | Flensburg German | C.2Cy.20″&34½″–24″ 50H *WB* FlensburgS.B.Co.,Flnsbrg | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'e Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Ref. Trade Pass Conv. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 128 7 PGQF | **Fieramosca** *C.Di Cagno* (*ex*SophieJobson) *Well deck* ~~ssGen.No.2-91~~ ssGen.2ndNo.3-12,94 **IronScSr** 1*Dk* | 600 495 227 | ✠100A1 12,94~~,98~~ MS7,91 BS10,92 | Gen A&CP | *i* B&MS8,94 | 1873 7mo | Davison& Stokoe Sunderland | **Società diNav.à Vap.Puglia** | 170·0 Q54′B44′F27′ | 27·1 BK7½″ *WB=DBa* | 13·8 | Bari Italian | C.2Cy.22″&42″–33″ (*i*) 60lb *54lb* NB83 71HP 2SB.*4pf*,GS71 OuseburnE.Works,Nwc. | | |
| 129 63028 | **Fiery Cross** *R.Black* ptIB **WoodPadTug** | 105 104 9 | ✠ *For River pur* 11,73 | Shl *poses o* A&CP | 7 *nly* | 1873 6mo | Stobbs N.Shields | **C.Dyble** | 93·7 Cl | 19·1 | 9·8 | S.Shields British | L.1Cy.35″–50″ 45HP T.R.Scott&Co.,N.Shields | | |
| 130 98010 KNTL | **Fifeshire** *A.R.Pilkington* –93 *ss*Lon.No.1–92 *Well deck* 2*Dks*(*Stl*)&*Webframes* **SteelScBg** | 3720 3028 2425 | ✠100A1 ~~5,94~~ 11,94 BS11,93 ✠LMC10,91 | Lon A&CP | *w* | 1887 7mo | C.S.Swan& Hunter Newcastle | **ElderslieS.S.Co. (Lim.) (Turnbull,Martin&Co.,*Mgrs.*)** | 345·0 P206′F48′ | 47·6 BK11″ *WB=Cell* | 24·1 6*BHCem* *DB*276′615*t* | Glasgow British | T.3Cy.27″,44″&71″–48″ (*s*) 160lb 400HP 3DB.*12cf*,GS162 Blair&Co.(Lim.),Stockton | 26 ″ 10 s 4 ″ 4½ | BT till ~~10,94~~ 11,95 |
| 131 22682 NMLO | — *W.Lanceman*81–81 **IronPadSk** | 243 198 153 | | | | 1858 | R.Napier& Sons Glasgow | **Trustees of the Harbour of Dundee** | 134·4 | 30·1 | 6·6 | Dundee British | D.2Cy.36″–42″ NB92 80HP R.Napier,Glasgow | | BT till ~~11,94~~ 12,95 |
| 132 99708 | **Fijian** *W.Fraser*92–93 1*Dk* *Stl framing Irn plating* **Iron&SteelScK** | 141 135 49 | ✠100A1 *StmTrawler* 5,95~~,98~~ ✠LMC8,93 Gms | Mdb A&CP | | 1893 9mo | SirR Dixon &Co. Middlesbro' | **GreatGrimsby AlbionStm. FishingCo(Lim)** | 100·2 Q20′F20′ | 20·4 BK7½″ | 10·6 3*BHCem* | Grimsby British | T.3Cy.11″,17″&28″–21″ (*s*) 160lb 40HP 1SB.*2pf*,GS24,HS830 N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 8 | |
| 133 77591 | **Filgate** **IronPad** | 263 232 154 | | | | 1879 | W.White Montreal | **A.Gaulet** | 158·0 | 25·4 | 7·8 | Montreal British | 2Cy.32″–96″ 100HP Bartley&Co.,Montreal | | |
| 134 | **Filipino** **Wood** | 171 — 85 | | | | 1884 | Binondo | **Inchausti&Cia.** | 122·0 | 21·5 | 7·0 | Manila Spanish | | | |
| 135 129631 JWVQ | **Finance** *Bearse* –93 1*Dk*&*Shade dk*3*trB* **IronScBn** | 2603 — 1920 | | | | 1883 | J.Roach& Son Chester,Pa. | **UnitedStates& BrazilMailS.S. Co.** | 300·0 *WB* | 38·4 | 23·6 | New York Utd.States | C.2Cy.36″&66″–54″ J.Roach&Son,Chester,Pa. | | R |
| 136 62526 JDSW | **Finchale** *C.Mellentin*83–84 *ss*Sld.No.3–79 *ss*Sld.No.1–82 1*Dk*2*trB* **IronScSr** | 714 675 549 | 12,85 | Sld A&CP | | 1869 6mo | J.Laing Sunderland | ~~**H.T.Morton&Co.**~~ Earl of Durham (T.Nicholson,*Mgr*) | 196·9 Q22*t* F17*t* | 29·0 | 16·7 4*BHCem* | Sundrland British | C.4Cy.19″&38″–28″ NB74 90HP N.E.MarineE.Co(Lim.)Sld *WB=DBa—′f8′* | 17 ″ 10 s 2 ″ 8½ | |
| 137 99246 | **Fingal** *A.Howling*61–94 *Electlight* **SteelScSr** | 1548 1113 609 | ✠100A1 ~~3,97~~ 5,95 *(Class Contem. plated.)* ✠LMC1,94 | Dun A&CP Lth | *r* | 1894 5mo | W.B. Thompson &Co.(Lim.) Dundee | **London&Edinburgh Shipping Co.** | 280·0 P69′B69′F73′ FK *WB=CellDB*113′ | 35·0 5*BHCem* | 18·0 33*tFPT*18*t* | Leith British | T.3Cy.32″,49″&80″–48″ (*a*) 175lb *175lb* FD 350HP 2DB.*12cf*,GS286HS9152 W B Thompsn & C(L)Dun. | 19 ″ 3 s 2 ″ 7 | BT till ~~3,95~~ 5,95 |
| 138 HDCB | — *C.T.Gogstad* –89 *ss*Hav.No.3–73 *ss*Hul.No.2–82 1*Dk*2*trB* **IronSc3MstSr** | 957 722 616 | ✠ 1,84 | Hul | *m* | 1862 12mo | S.&H.Morton&Co. Leith | **Atkie.Selsk. "Fingal" (H.Fredriksen)** | 237·4 P223*t* H6*t* F6*t* len73 ND82 | 28·1 | 16·0 5*BHCem* | Sandefjord Norwegian | C.2Cy.26″&50″–30″ NB79 100HP *Cmp.*69Tennant&Co.,Lth. | | N |
| 139 78555 | — *N.McArthur* –92 **IronScSk** | 124 96 54 | | | | 1877 | A.& J.Inglis Glasgow | **D.MacBrayne** | 115·3 Q27*t* | 18·1 | 7·3 | Glasgow British | C.2Cy.15″&26″–20″ (*i*) 30HP Muir&Caldwell,Glasgow | | BT till 5,95 |
| 140 JGMP | **Finistère** *Lemoal* (*ex*Scotia) *ss*Hav.No.3–2,88 *ss*Hav.No.1–92 **IronScSr** | 453 388 252 | ✠100A1 5,95 ~~5,92~~ 6,94 ✠NB6,84 B&MS8,92 BS~~8,92~~ 8,95 | Hav A&CP | *i* | 1875 5mo | W.B. Thompson Dundee | **Cie.Anon.des Paquebots du Finistère** | 179·5 P35′F17′ BK7″ | 24·1 | 14·3 4*BHCem* | Havre French | C.2Cy.27″&50″–33″ (*i*) 61lb *65lb* NDB84 99HP 1SB.*3pf*,GS64 W.B.Thompson,Dundee | | |
| 141 88168 JGLC | **Finland** *W.Eshelby*93–93 *ss*Hul.No.2–92 *Well deck* 1*Dk*(*Irn*)2*trB* **IronScSr** | 1828 1351 1170 | ✠100A1 ~~4,92~~ 2,95 BS~~9,93~~ 1,95 ✠LMC4,92 Tri | Hul LA&CP | *q* | 1884 1mo | Earle'sCo. (Lim.) Hull | **T.WilsonSons&Co. (Lim.)** | 271·1 P160′F29′ *WB=DBa*72*f*′74′ | 35·1 BK9½″ | 18·6 395*tFPT*50*t* | Hull British | T.3Cy.20″,32″&56″–36″ (*s*) 150lb 152HP 2SB.*4cf*,HS2200 Earle'sCo.(Lim.),Hull | 19 ″ 10 s 2 ″ 0½ | |
| 142 QWRH | — *J.G.Wallin* 2*Dks* **IronScSr** | — — 352 | | | | 1876 | W.Crichton Åbo | **FinskaÅngf.Aktie. Bol. (L.Krogius)** | 163·7 | 27·3 | 13·1 | Helsingfrs Russian | C.2Cy.20″&40″–24″ 120HP W.Crichton&Co.,Åbo. | | |
| 143 VKBH | — *E.E.Flinkenberg* 1*Dk* **IronScSr** | 284 — 208 | | | | 1855 | Brownlow, Lumsden&Co Hull | **AlfredHedman** | 152·5 | 20·0 | 12·4 | Nikolaistd Russian | C.3Cy.16″&28¾″–23½″ 60HP LübeckerMasch.Akt.-Ges. | | |
| 144 JPGR | **Finmarken** *Forkildsen* 2*Dks* **IronSc3Mst** | 565 559 341 | | | | 1864 | Samuelson & Co. Hull | **Bergenske Dampskibsselskab** | 171·6 | 24·4 | 19·9 | Bergen Norwegian *WB* | C.2Cy.25″&48″–24″ 80HP HumberIronWorks | | |
| 145 HFPR | **Finn** *H.Gundersen* –75 1*Dk* **IronScSr** | 225 118 165 | | | | 1862 | ..... Gothenburg | **H.Gundersen&B. B.Sewell** | 115·7 F25*t* | 20·8 P74*t* | 7·2 H9*t* | Skien Norwegian *WB* | C.2Cy.13″&28¾″–24¾″ 35HP VerkstNylandsChristiania | | N |
| 146 97670 | **Finnieston** *W.G.James* –90 **SteelDoubleTwinSc** | 236 236 43 | | | | 1890 | W.Simons &Co. Renfrew | **Trustees of the ClydeNavigation** | 80·0 | 43·0 | 9·6 | Glasgow British | T.3Cy.9″,14½″&24″–18″ 30HP W.Simons&Co.,Renfrew | | BT till 5,95 |
| 147 82795 TMSW | **Finsbury** *W.N.James*88–92 *ss*Mdb.No.3–10,93 2*Dks*(*Irn*)3*trB* **IronScSr** | 1854 1699 1174 | ✠100A1 ~~3,94~~ 12,94 ✠NE&B10,93 Cff ✠LMC10,93 | Liv A&CP | *r* | 1880 7mo | Swan& Hunter Br Newcastle | ~~**Watts,Ward&Co.,**~~ **tainS.S.Co.(Lim.)** (Watts,Watts&Co.,*Mgrs.*) | 270·0 P30′B50′F36′ ptND93 *WB=DBa*86′&*E* | 35·1 BK9½″ | 22·7 6*BHCem* &B40′230*t* | London British | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *80lb* NDB93 200HP 2SB.*4cf*,GS60,HS2480 Blair&Co.(Lim.),Stockton | 25 ″ 8 s 4 ″ 4½ | |
| 148 89280 RLHJ | **Fiona** *R.H.Smith* –93 **SteelTwinScBn** 1*Dk*2*trB* | 817 750 414 | | | | 1883 8mo | J.Reid&Co Pt.Glasgow | **ColonialSugar RefiningCo.** | 211·1 B64′ F40′ | 30·2 FK | 15·4 *WB* | SydnyNSW British | C.4Cy.24″&46″–30″ 178HP Rankin&Blackmore,Grk. | 17 ″ 6 | |
| 149 NCSG | — *C.J.M.Hahn*75–90 **SteelScSr** | 358 259 198 | | | | 1890 | Burmeister &Wain Copenhagen | **ForenedeDampskibsselskab** | 159·7 | 23·7 | 11·2 | Svendborg Danish *WB* | T.3Cy.14″,23″&36″–24″ 120HP Burmeister&Wain,Cophgn | | V |
| 150 88749 JBSP | **Firdene** ~~*Belding*91–91~~ *ss*Lgn.No.3–3,87 *A.Lindsay*94–94 *ss*Bry.No.1–92 *Well deck* 1*Dk*(*Irn*)2*trB* **IronScSr** | 1394 1147 887 | ✠100A1 ~~3,92~~ 12,94 BS~~8,93~~ 12,94 ✠LMC2,92 Cff | Nwc LA&CP | *p* | 1883 9mo | Wigham Richardson & Co. Newcastle | **T.Stephens&Sons** | 250·0 P28′Q68′B58′F26′ FK *WB=CellDB*317*t* | 35·3 | 16·4 4*BHCem* *APT*17*t* | London British | C.2Cy.30″&58″–36″ (*s*) 80lb 98HP 2SB.*6pf*,GS87 WghamRchrdsn&Co.,Nwc | 18 ″ 9 s 2 ″ 1½ | D |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 151<br>63787 | Fire King IronSc3MstSr<br>I.Campbell73–78 4thSurvey,Gls.8,90<br>1Dk2trB | 438<br>404<br>243 | ✠A1✱1<br>7,93<br>✠NB84<br>BS12,93 | Gls<br>LMC8,90 | Lv | 1870<br>8mo | Henderson<br>Coulborn&Co<br>Renfrew | H.Lamont&Co. | 170·3\|24·3\|14·1<br>Q33tF11t<br>drp91 BK7½ | Glasgow<br>British<br>4BH1PBH | C.2Cy.24″&50″–33″<br>80lb 80lb NDB92 90HP<br>Henderson,Clbrn&Co.Rnf. | 15<br>2 |
| 152<br>80499 | Fire Queen IronScSr<br>M.Beaton88–88 ssTrn.No.3–7,91<br>1Dk2trB | 474<br>435<br>297 | ✠100A1<br>1,95 12,93<br>✠NB7,91 | Gls<br>A&CP<br>LMC7,91 | i | 1879<br>5mo | J.E.Scott<br>Greenock | H.Lamont&Co. | 179·7\|25·0\|14·2<br>P27′F29′<br>ND91 BK7½ | Glasgow<br>British<br>3BHCem | C.2Cy.23⅝″&48″–33″ (s)<br>80lb 80lb NDB91 110HP<br>1SB,3pf,GS46<br>J.Howden&Co.,Glasgow | |
| 153<br>93744 | Firefly IronTwinScSp<br>W.Ashworth86–87 ~~ssLiv.No.2–93~~<br>1Dk<br>ssLiv.No.3–5,95 | 165<br>146<br>51 | ✠ A1<br>loadline5ft6in<br>For Channel purposes<br>5,95 4,94<br>BS4,94 | Liv<br>LA&CP<br>✠LMC3,93 | 5,95 | 1887<br>7mo | J.F.Wad-<br>dington&Co.<br>Seacombe | R.A.Macfie<br>(G.Robinson,<br>Mgr.) | 133·5\|18·2\| 8·5<br>FK | Liverpool<br>British<br>1BHCem | C.4Cy.12½″&25″–18″ (s)<br>100lb 57HP<br>1SB,2cf,GS36<br>D.Rollo&Sons,Liverpool | 9 |
| 154<br>93402<br>LMPJ | Fishtoft IronSc<br>H.W.Dean –94 ~~ssHul.No.1–90~~<br>Trawler 1Dk<br>ssBos.No.2–94 | 105<br>100<br>52 | ✠90A1<br>7,90 5,94<br>BS9,93 | Hul<br>LA&CP<br>✠LMC7,90<br>Bos | 5,94 | 1886<br>2mo | Earle'sCo.<br>(Lim.)<br>Hull | BostonDeepSea<br>Fishing&IceCo.<br>(Lim.) | 85·0\|20·0\| 9·9<br>F17′<br>FD94 BK7½ | Boston<br>British<br>3BHCem | C.2Cy.12″&22″–20″ (s)<br>90lb 25HP<br>1SB,1cf,GS14,HS510<br>Earle'sCo.(Lim.),Hull | 10 |
| 155<br>99186 | Fittonia IronScK<br>J.H.Baskcombe –91<br>1Dk | 146<br>134<br>70 | ✠100A1<br>StmTrawler<br>9,91 | Hul<br>LA&CP<br>✠LMC9,91 | | 1891<br>9mo | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | NorthEastern<br>Stm.FishingCo.<br>(Lim.) | 97·2\|20·6\|11·0<br>Q17′F17′<br>BK7½ | Grimsby<br>British<br>3BHCem | T.3Cy.11½″,18″&30″–22″ (s)<br>160lb 45HP<br>1SB,2cf,GS26,HS711<br>C.D.Holmes&Co.,Hull | 11 |
| 156<br>71683<br>WSPD | Fitzclarence IronSc3MstSr<br>H.D.Peskett –91 ssGls.No.3–7,84<br>ssRot.No.2–92<br>2Dks | 919<br>762<br>584 | ✠90A1<br>1,91 5,95<br>✠NB7,84<br>BS1,94 2,95 | Rot<br>A&CP<br>LMC11,92 | m | 1874<br>9mo | TROswald<br>Sunderland | London&Rotter-<br>damS.S.Co.(Lim.) | 231·5\|28·1\|16·4<br>Q127′F27′<br>BK9″<br>WB | London<br>British<br>4BHCem<br>=DBa63′ | C.2Cy.27⅛″&51⅛″–33″ (s)<br>75lb NDB94 99HP<br>1DB,4pf,GS68,HS1954<br>T.R.Oswald,Sunderland | 17<br>2 |
| 157<br>68048<br>MKDC | Fitzgerald IronScSr<br>S.Ruggier87–87 ssGls.No.3–6,82<br>ssGls.No.1–87 1Dk | 390<br>309<br>248 | ✠<br>9,87 | Gls<br>A&CP | g | 1873<br>8mo | J&R.Swan<br>Dumbarton | F.Pace | 165·6\|23·1\|11·9<br>P42′ Q84′ | Glasgow<br>British<br>4BHCem | C.2Cy.22″&38″–27″<br>65HP<br>W.King&Co.,Glasgow | |
| 158<br>63733<br>JKGQ | Fitzpatrick IronSc3MstSr<br>C.Otto ssHKg.No.3–8,78<br>ssSng.No.1–82<br>2Dks&Awngdk | 942<br>778<br>597 | ✠<br>Awng dk<br>with load line<br>11,85 | Sng<br>A&CP | | 1869<br>10mo | Blackwood<br>& Gordon<br>Pt.Glasgow | ~~LeePeeYeow~~<br>~~KhooTheamLye~~<br>~~KhooTheamLye~~<br>LeeHaiThye | 225·7\|29·2\|17·3<br>P111t H45t F17t | Penang<br>British<br>7BHCem | C.2Cy.27⅛″&47⅛″–36″<br>NB78 120HP<br>Blackwood&Gordon,P.Gl. | 18 |
| 159<br>76632<br>QMLR | Fitzroy IronSc3MstSr<br>J.Crosthwaite –94 3rdSurvey,Shl.6,90<br>2Dks(1Irn)3trB | 1581<br>1496<br>1007 | ✠ A1✱1<br>8,93 | Lth | Lv | 1877<br>1mo | Bartram<br>Haswell&Co.<br>Sunderland | ~~Wilkie&Turnbull~~<br>C.Turnbull&Co. | 260·7\|33·2\|23·6<br>P47tB21tH9t<br>BK9″ | N. Shields<br>British<br>3BH1PBH<br>WB | C.2Cy.32″&60″–36″<br>150HP<br>4SB,8f<br>J.Dickinson,Sunderland | 24<br>4 |
| 160<br>89544<br>RLHK | —<br>L.Tindal –93 SteelScSr<br>2Dks | 870<br>810<br>504 | | | | 1883<br>10mo | J.Key&Ss.<br>Kinghorn | Australasian<br>UnitedS.N.Co.<br>(Lim.) | 209·5\|28·9\|18·6<br>B40′F25′ | SydneyNSW<br>British<br>5BH<br>WB | C.2Cy.30″&60″–39″ (s)<br>90lb 180HP<br>J.Key&Sons,Kirkcaldy<br>=DBa40′&uE&B46′127t | 19 |
| 161<br>99180 | — IronScK<br>1Dk | 132<br>125<br>50 | ✠100A1<br>StmTrawler<br>2,95 8,91 | Mdb<br>LA&CP<br>✠LMC8,91<br>Gms | | 1891<br>8mo | R.Dixon<br>&Co.<br>Middlesbro' | Ellis&Johnson | 96·5\|20·3\|10·6<br>Q20′F19′ | Grimsby<br>British<br>3BHCem | T.3Cy.11″,17″&28″–21″ (s)<br>160lb 40HP<br>NE.MarineE.Co.(Lim)Sld. | 11 |
| 162<br>56151<br>HLVG | Fitzwilliam IronSc3MstSr<br>C.Pawson88–88 ssGls.No.3–11,90<br>1Dk | 317<br>276<br>179 | ✠ Æ1<br>10,94 1,94<br>~~BS1,94~~<br>~~2,95~~ | Sws<br>A&CP<br>LMC11,90 | 2,95 | 1866<br>7mo | J&R.Swan<br>Maryhill | Matthews&Luff | 160·6\|19·7\|11·8<br>Q59′<br>ptND78 BK7″ | London<br>British<br>3BHCem | C.2Cy.18″&32″–24″ (i)<br>70lb NE&B78 45HP<br>1SB,GS36 2pf<br>Kincaid,Donald&Co.,Grk. | 12<br>1 |
| 163<br>56 | Fiume SteelScSr<br>G.Randieh 1Dk | 369<br>—<br>189 | | | | 1888<br>12mo | Howaldts-<br>werke<br>Kiel | SocietàUngaro-<br>Croata diNav.<br>àVap. | 157·8\|23·1\|11·1<br>P26′ B36′ F32½′ | Fiume<br>Aust.-Hung. | T.3Cy.14⅜″,22⅛″&36⅝″–23⅝″<br>Howaldtswerke,Kiel | |
| 164<br>JPBF | Fjalir IronScSr<br>H.Ottesen72–89 1Dk | 243<br>178<br>176 | | | | 1858 | A.Denny<br>Dumbarton | NordreBergen-<br>huusAmtskom-<br>mune | 131·7\|20·9\|11·1<br>Q44′ F38′ | Bergen<br>Norwegian<br>WB | C.2Cy.17⅛″&35″–24⅜″<br>45HP<br>Cmp74,NylandsVrks,Xia. | |
| 165<br>JBSH | Fjellbacka WoodScSp<br>C.L.Andersson93–93 1Dk<br>(exCharlottenberg) | 174<br>155<br>122 | | | | 1873 | E.Jansson<br>Gäddvik | Göteborg-Ström-<br>stadsÅngbAktieb.<br>(O.Lindberg) | 100·5\|20·3\|10·2<br>H19t | Gothenbrg<br>Swedish | C2Cy.10¼″&25¼″–17½″<br>28HP<br>KristinehamnsM.V.,Krmn | |
| 166<br>JCMV | Flachat IronSc3MstSr<br>Leroy89–89 ssNts.No.3–1,91<br>(exAkaba) 2Dks(Irn)3trB | 2277<br>2141<br>1495 | ✠100A1<br>1,91 6,94 | Nts<br>A&CP<br>LMC1,91<br>Hav | t | 1880<br>4mo | M.Pearse<br>& Co.<br>Stockton | CieGénéraleTrans-<br>atlantique | 300·0\|36·0\|25·5<br>P28′F36′<br>BK10″<br>WB=DB | Havre<br>French<br>4BHCem<br>a96′f60′338t | C.2Cy.36⅜″&68″–42″<br>78lb 60lb NB91 280HP<br>2SB,6pf,HS3412 NDB90<br>Blair&Co.(Lim.),Stockton | |
| 167 | Fladen SteelScSr<br>3Dks | 265 | | | | 1892 | Kockums<br>Mek.Verks<br>Malmö | Board of Lights | 105·0\|20·0\|12·0<br>18·6 | Gothenbrg<br>Swedish | C.2Cy.15¾″&23¾″–19⅞″<br>186HP<br>KockumsMekVrks,Malmö | |
| 168<br>91499<br>KDJN | Flamboro SteelScSr<br>D.Jones87–89 ssNwc.No.2–94<br>1Dk(Stl)&Spardk3trB | 1933<br>1879<br>1259 | ✠100A1<br>Spar dk<br>1,95 1,94 7,94 | Nwc<br>LA&CP<br>ShCft<br>✠LMC5,94 | r | 1885<br>11mo | Palmers'<br>Co.(Lim.)<br>Newcastle | FlamboroS.S.Co.<br>(J.E.Bowser<br>&Son) | 265·0\|39·9\|22·4<br>drp94 FK<br>WB=CellDB224′ | Newcastle<br>British<br>4BHCem<br>450tAPT20t | T.3Cy.22″,35″&58″–42″ (a)<br>150lb 70lb 200HP<br>2SB,6cf,GS95,HS3310<br>Palmers'Co.(Lim.),Nwc. | 18<br>5 |
| 169<br>58061<br>HTFP | Flamborough IronScSr<br>W.F.Stevenson –93 1Dk2trB | 993<br>646<br>639 | ✠<br>6,67 | Sld<br>A&CP | Lv | 1867<br>3mo | Oswald<br>& Co.<br>Sunderland | R.Williams,junr. | 198·7\|28·4\|23·6<br>H32t | Bermuda<br>British<br>4BHCem<br>WB=D | C.2Cy.28″&54″–33″<br>NE&B80 130HP<br>N.E.MarineE.Co.,Sld.<br>Ba58′60tMT10′76tAPT12t | |
| 170<br>92918<br>KPMT | Flambro SteelScSr<br>~~D.McGregor –93~~ ssBry.No.1,92<br>Moorsom 1Dk(Stl)&Webframes<br>Well deck | 2224<br>1742<br>1449 | ✠100A1<br>12,94 2,92<br>BS2,94 | Bry<br>A&CP<br>✠LMC2,92<br>Bly | s | 1887<br>12mo | W.Gray<br>& Co.<br>WHartlepool | W.Hartlepool<br>SteamNav.Co. | 284·2\|37·8\|19·5<br>P27′Q90′B108′<br>F27′ BK10″<br>WB=Cell | W.Hartlpl<br>British<br>5BH Asp<br>D B240′489t | T.3Cy.22″,35″&59″–39″ (s)<br>160lb 80lb 200HP<br>2SB,6cf,GS108<br>Central Marine ECo.WHpl | 22<br>2 |
| 171 | Flamengo SteelTwinScSr<br>A.Jackson –90 (exLadyBrassey)<br>1Dk(Stl–ws) | 248<br>200<br>117 | ✠<br>For River&Channel purposes<br>8,90 ✠ | Lon | | 1888<br>8mo | H.S.Ed-<br>wards&Sons<br>Newcastle | AmazonStm.Nav.<br>Co.(Lim.) | 160·0\|24·1\| 8·3<br>Q57′ B41′ | Para<br>Brazilian<br>4BHCem | T.6Cy.10″,16″&26–18″<br>75HP<br>E.Scott&Co.,Newcastle | 8 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 172 20634 NBWM | **Flamingo** *F.B.Boyes* –94 | **IronScSr** (*ex*Leopard) | 849 690 550 | | | ... | 1858 | **Brownlow** Pearson&C Hull | **T.Wilson,Sons &Co.(Lim.)** | 223·1 \| 28·9 \| 16·5 Q68′ | **Hull** British | C.2Cy.26″&47″–36″ NE&B79 99H Earle'sCo.(Lim.),Hull | | BT till ~~8.94~~ 3,95 |
| 173 — BJMV | *O.Nommels*93–98 | **IronPadSr** (*ex*Paris) | 481 422 267 | | | ... | 1875 6mo | **J.Elder&Co.** Glasgow | **A.Ballin** | 220·0 \| 25·2 \| 11·0 Q74′ F53′ FK | **Hamburg** German | C.O.2Cy.41″&72″–60″ NB88 220H J.Elder&Co.,Glasgow | | |
| 174 — 91527 JWGL | 1*Dk* | **IronSc** | 255 224 134 | ✠ 1,89 | Lon LA&CP | *e* | 1885 5mo | **Earle'sCo.** (Lim.) Hull | **GreatGrimsbyIce Co.(Lim.)** | 137·9 \| 21·5 \| 11·2 Q16′ drp89 | **Grimsby** British 4*BHCem* | T.3Cy.15½″,24″&40″–24″ 80H Earle'sCo.(Lim.),Hull | 12 ″ 0 | |
| 175 Flaminian 84042 TPBD | *C.J.Moore* –93 | **IronScSr** 2*Dks*(*Irn*) | 2080 2040 1361 | ✠ 10,80 | Nwc | Lv | 1880 9mo | **Palmers'** Co.(Lim.) Newcastle | **F.Leyland&Co. (Lim.)** | 333·0 \| 33·3 \| 23·6 F35*t* | **Liverpool** British 7*BH* | C.2Cy.24″&50″–48″ 250H Palmers'Co.(Lim.),Nwc. | 25 ″ 10 s 5 ″ 1½ | |
| 176 RHLG | **Flandria** *Ph.Hahn*89–89 | **SteelScSr** 2*Dks*3*trB* | 2098 1844 1533 | | | | 1888 | **Reiher-stiegSchiffs-werfte Hamburg** | **Hamburg-Ameri-kanischePacketf. Act.Ges.** | 290·0 \| 36·0 \| 25·7 P46′ B46′ F26′ | **Hamburg** German | T.3Cy.22½″,36″&58″–42″ 300H Reihrstg.Schiffwrft.,Ham. *WB*=*DB*350*t* | | V |
| 177 81375 TJPV | **Flavian** *R.T.Prior* –92 | **IronScSr** | 2091 2042 1364 | | | ... | 1880 5mo | **Palmers'** Co.(Lim.) Newcastle | **F.Leyland&Co.** (Lim.) | 333·0 \| 33·3 \| 23·6 F38*t* | **Liverpool** British | C.2Cy.24″&50″–48″ 250H Palmers'Co.(Lim.),Nwc. | 25 ″ 10 s 5 ″ 1½ | |
| 178 27 PHDO | **Flavio Gioja** *A.Desideri* | **IronPadSr** 1*Dk*2*trB* | 517 372 300 | | | | 1863 | **W.Simons &Co.** Renfrew | **Nav.Gen.Italiana** | 213·5 \| 23·9 \| 11·8 | **Palermo** Italian | C.O.2Cy.29″&46″–45″ 190H W.Simons&Co.,Renfrew | | |
| 179 86258 WPSD | **Flaxman** *Royce* | **IronScSr** *ss*Liv.No.2–92 2*Dks*(1*Irn*&1*ptIrn*)3*trB* | 2168 2018 1356 | ✠100A1 5,94 BS5,94 | Liv LA&CP ✠LMC2,91 | *s* | 1882 8mo | **Oswald,** Mordaunt &Co. Southampton | **Liverpool,Brazil &RiverPlate SteamNav.Co. (Lim.)(Lamport &Holt,** *Mgrs.*) | 299·3 \| 36·1 \| 23·9 B48′ BK10″ | **Liverpool** British 5*BHCem* | C.2Cy.32″&64″–42″ (*i*) 90lb *90lb* NDB92 200H 2SB.6*pf*,GS116 Oswald,Mordaunt&Co.Sou | | |
| 180 71721 | **Fleetwood** (*ex*Ibrahimieh) | **IronTwinSc** | 122 122 45 | | | | 1872 | **W.Simons &Co.** Renfrew | **Lan.&Yorks.& London&N.W. RailwayCo.** | 82·0 \| 24·4 \| 8·4 | **Fleetwood** British | C.2Cy.18″&30″–24″ 60H W.Simons&Co.,Renfrew | | |
| 181 57600 QTVK | **Flinders** *H.J.Holland* –94 | **IronScSr** 2*Dks* | 948 917 499 | | | | 1878 | **A.&J.** Inglis Glasgow | ~~**UnionS.S.Co.of NewZealand(Lim.)**~~ Mc.Ilwraith,Mc.Eachan &Co | 227·1 \| 28·3 \| 20·1 H66*t* *WB* | ~~**Hobart**~~ **Melbourne** British | C.2Cy.37″&66″–42″ 200H A.&J.Inglis,Glasgow | | |
| 182 — 70676 NPWJ | *J.Tait* –91 | **IronScSr** *ss*Adl.No.1–79 1*Dk* | 521 381 278 | ✠ 4,79 | Adl A&CP | *i* | 1874 10mo | **J.Laing** Sunderland | **AdelaideS.S.Co. (Lim.)** | 195·7 \| 25·0 \| 12·1 P47′ B45′ F22′ | **Sydney** British 5*BHCem* | C.2Cy.26″&50″–30″ 90H G.Clark,Sunderland | | |
| 183 987 | **Flink** *C.Martinolich* | **IronScSr** | 107 — 62 | | | | 1886 | **N Martino-lich** Lussnpiccolo | **G.F.Tonetti** | 99·4 \| 14·6 \| 9·2 | **Fianona** Aust.-Hung. | C.2Cy.13″&23″–15″ 25H Bartlett&Greenham,Trste | | V |
| 184 85500 KWLR | **Flintshire** *W.Dwyer* *Elec.light* | **SteelSc3MstSr** *ss*H.Kg.No.1–92 2*Dks*(*Stl-Uws*)3*trB* | 2879 2644 1871 | ✠100A1 9,93 ✠LMC4,93 | Ant LA&CP | *v* | 1888 12mo | **London&** Glasgow Co.(Lim.) Glasgow | **Jenkins&Co.** *WB*= | 344·2 \| 40·1 \| 26·5 P50′B72′F47′ BK11″ *Deep tank f* 40′284*t* | **London** British 6*BHCem* a46′240*t* | T.3Cy.30″,48″&75″–51″ (*s*) 155lb 650H 2DB.12*cf*,GS229 Lon.&Gls.Co.(Lim.),Gls. | 27 ″ 10 s 5 ″ 7 | BT till 9,94 |
| *Now named "Toyahashi Maru," See No. 19 in Supplement.* | | | | | | | | | | | | | | |
| 185 — NRPH | *H.McGill* –92 | **IronScSr** *ss*Stk.No.3–10,85 2*Dks*(1*Irn*)3*trB* | 1565 1541 1017 | ✠ 2,91 | Sng A&CP | *p* | 1872 7mo | **London&** Glasgow Co.(Lim.) Glasgow | **Nederl.Stoomv. Maats."Oceaan"** | 270·7 \| 32·8 \| 23·8 | **Amstrdam** Dutch 6*BHCem* | C.2Cy.31″&54″–33″ NB82 150H Lon.&Gls.Co.(Lim.),Gls. | 25 ″ 1 | |
| 186 82526 WLPR | **Flora** *H.A.G.Morrisby*92–92 *Well deck* | **IronScSr** 2*Dks* | 1273 949 838 | ✠ 8,82 | Hul | Lv | 1882 4mo | **Earle'sCo.** (Lim.) Hull | **UnionS.S.Co.of NewZealand(Lim)** | 250·8 \| 32·2 \| 16·6 P289*t* F24*t* | **HobartT'n** British 3*BH*3PBH | C.2Cy.34″&64″–39″ 180H Bailey&Leetham,Hull *WB*=*MT FPT* | | |
| 187 — | *B.Klini* –93 *Well deck* | **IronScSr** 1*Dk*(*Irn*) | 723 543 492 | ✠ 1,86 | Nwc LA&CP | *j* | 1885 12mo | **Wigham** Richardson &Co. Newcastle | **SouthRussian S.N.Co.** | 189·5 \| 29·2 \| 11·6 Q62′ B48′ F23′ FK *WB*= | **Odessa** Russian 4*BHCem* *DBa*44′&*uE* | C.2Cy.25″&48″–33″ 97H WighamRhrdsn.&C.,Nwc. &*B*31′90*tFPT*24*tAPT*14*t* | 14 ″ 0 | A |
| 188 — QFNK | *G.L.Langhaus* –93 | **SteelScSr** 1*Dk* | 348 284 261 | | | | 1891 | **Eriksbergs** Mek Werkstad Gothenburg | **Dampfschiffahrts Ges."Neptun"** | 140·9 \| 22·3 \| 11·9 Q31′ B24′ F12′ len93 | **Bremen** German | C.2Cy.13⅜″&26⅝″–17½″ 35H EriksbergsMekWerkstad, Gothenburg | | DG |
| 189 — HCPR | *A.T.Ekbom*83–90 (*ex*Hangö,*ex*Telegrafen) | **IronScSr** 1*Dk* | 261 160 193 | | | | 1863 | **Motala** Varf. Norrköping | **Ångf. Aktieb. "Göteborg-Kiel" (C.A.Möller)** | 119·4 \| 22·9 \| 10·3 P37′ H20*t* F33′ | **Gothenbrg** Swedish | | | |
| 190 222 HJFS | **Flora L.** *Miletich*68–87 | **IronScSr** 2*Dks* | 1372 1213 812 | | | | 1871 | **Austro-Un-garicoLloyd** Trieste | **LloydAustriaco** | 255·4 \| 31·7 \| 22·4 | **Trieste** Aust.-Hung. | C.2Cy.34¼″&59¼″–36″ 168H ArsenaleLloyd,Trieste | | |
| 191 ~~85296~~ | ~~**Florence** *F.Lutz* –91~~ *Phipps*94–94 | **SteelScSr** *ss*Dnk.No.1–94 1*Dk*(*Irn*)&*Spardk*3*trB* | 2492 2391 1609 | ✠100A1 *Spar dk* ~~3,95 1,94~~ 3,95 ✠LMC1,94 ~~Std~~ Npt | Dnk A&CP | *s* | 1889 10mo | **ShortBros.** Sunderland | **E.T.Gourley** | 293·5 \| 40·2 \| 26·3 B62′F34′ 26·1 drp95 BK10″ *WB*=*Cell* | **Sundrland** British 4*BHCem* *DB*482′284*t* | T.3Cy.22″,35″&59″–39″ (*s*) 160lb *80lb* 200H 2SB.6*rf*,GS90,HS3330 T.Richardson&Sons,Hpl. | 20 ″ 11 s 6 ″ 9½ | |
| 192 — 82069 VWDQ | *D.Adams*92–94 | **IronScSr** *ss*Hpl.No.3–4,94 2*Dks*(1*Irn*)3*trB* | 2128 1956 1347 | ~~✠100A1 3,94~~ ~~3,94~~ 5,95 ✠NE&B4,94 ~~Std~~ Stl ✠LMC4,94 | Hpl A&CP | *s* | 1881 5mo | **T.Turn-bull&Son** Whitby | **PymanBros.** | 281·2 \| 38·0 \| 23·8 P32′F35′ drp94 *WB*=*DBa* | **London** British 5*BHCem* 86′*f*105′352*t* | T.3Cy.22″,35&59″–39″ (*s*) 170lb *90lb* NDB94 218H 2SB.6*cf*,GS84,HS3273 T.Richardson&Sns,W.Hpl | 25 ″ 9 s 4 ″ 5 | D |
| 193 — 67515 WGJC | *J.Ecclesfield*86–86 | **IronScSr** *ss*Mdb.No.3–1,93 1*Dk*(*Irn*) | 207 175 99 | ✠100A1 3,94 ✠NB7,88 BS7,94 ✠LMC1,93 | Yar A&CP | *c* | 1881 2mo | **R.Craggs &Sons** Middlesbro' | **ClevelandSteam ShippingCo.(Lim.** (R.H.Appleton, *Mgr.*) | 121·8 \| 21·2 \| 8·7 Q20′ drp94 | **Stockton** British | C.2Cy.16″&30″–20″ (*s*) 80lb 35H 1SB.2*pf*,GS19 Blair&Co.(Lim.),Stockton | 9 ″ 7 s 1 ″ 0 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 194<br>81451 | Florence IronPadSp | 137<br>137<br>42 | | | | 1879 | J T Eltringham<br>S.Shields | C.Douglas | 113·8 | 19·2 | 9·9 | Sundrland<br>British | L.1Cy.37″–54″<br>65HP<br>J.P.Rennoldson,S.Shields |
| 195<br>85453 | — WoodScSr<br>1Dk | 133<br>128<br>90 | | | | 1883 | H.Dinning<br>Quebec | HenryBrown | 91·2 | 22·8 | 9·5 | Quebec<br>British | 1Cy.11″–11″<br>25HP<br>F.Drolet,St.Rocks,Quebec |
| 196<br>76145 | — IronPadTug<br>R.Mounsey71–80 1Dk | 117<br>117<br>26 | | | ... | 1879<br>10mo | R.Williamson&Son<br>Harrington | MaryportS.S.Co. (Lim.) | 94·6 | 18·6 | 19·5 | Maryport<br>British | L.2Cy.31″–48″<br>Emade59,B80 70HP<br>J.P.Almond,N.Shields |
| 197<br>88309 | — WoodSc<br>H.Jewell –90 1Dk | 113<br>83<br>30 | | | | 1885 | Maritime&IndustrialC<br>Levis.Quebec | HenryJewell | 91·0<br>H30t | 19·8 | 9·0 | Quebec<br>British | C.2Cy.18″&36″–24″<br>54HP<br>Maritime&Ind.Co.,Levis |
| 198<br>83653 | Florence Annie IronPad | 187<br>95<br>137 | | | | 1882 | S.Thomas<br>Echuca,Vic | JohnH.Brown | 77·5 | 25·6 | 6·2 | SydnyNSW<br>British | 2Cy.12″–30″<br>28HP<br>Scott&Young,Melbourne |
| 199<br>74653 | Florence Maud IronScCtr<br>1Dk | 105<br>105<br>71 | | | | 1876 | Robison Bros.&Co.<br>Melbourne | TheColonialSugar RefiningCo.,Ld. | 96·5 | 18·8 | 9·0 | Melbourne<br>British | 2Cy.15″–16″<br>35HP<br>RobisonBros.&Co.,Mel. |
| 200<br>87038<br>HCGF | Florida IronSc3MstSr<br>D.Young ssMdb.No.3–2,91<br>2Dks(1Irn&1ptIrn)3trB | 3202<br>2924<br>2050 | ✠100A1<br>~~7,91 4,91~~ 11,94<br>✠NE&B2,91<br>✠LMC2,91 | Bry<br>LA&CP<br>Shl | v | 1882<br>9mo | C.Mitchell &Co.<br>Newcastle | Nelson,Donkin&Co. | 336·6<br>P40′B82′F46′<br>WB=CellDB280′410tFPT | 41·2<br>BK11″ | 26·5 | London<br>British<br>5BHCem<br>25tAPT18t | T.3Cy.23½″,39″&64″–42″(s)<br>160lb 160lb NDB91 300HP<br>2SB,6rf,GS123,HS4127<br>Blair&Co.(Lim.),Stockton |
| 201<br>120926<br>KLPD | — SteelScSr<br>C.Lapsley –93<br>(exHondo) 2Dks&Awngdk | 1619<br>1012<br>1013 | | | ... | 1887<br>1mo | R.Duncan &Co.<br>Pt.Glasgow | PlantImprovementCo. | 235·8 | 35·0 | 18·5<br>26·9 | NewYork<br>Utd.States | T.3Cy.22″,35½″&57″–39″<br>180HP<br>Muir&Houston,Glasgow |
| 202<br>98901 | — SteelSc<br>T.Denkin ssLiv.No.1–91<br>1Dk | 28<br>27<br>11 | ✠<br>StmTender<br>BS3,92 ✠LMC6,91 | | ... | 1887<br>8mo | J.Cran& Co.<br>Leith | ManchesterShip CanalCo. | 56·5 | 11·4<br>BK4″ | 6·6 | London<br>British<br>3BHCem | C.2Cy.10″&20″–15″ (s)<br>80lb 17HP<br>1SB,1pf,GS13<br>J.Cran&Co.,Leith |
| 203<br>87994<br>JNTL | Floridian IronScSr<br>T.T.King –92 3Dks(2Irn) | 3257<br>3000<br>2098 | ✠<br>11,85 | Liv | Lv | 1884<br>4mo | Harland& Wolff<br>Belfast | W.India&Pacific SteamNav.Co. (Lim.) | 360·7<br>P56′ B118′ H257t<br>F48′ | 41·2 | 26·9 | Liverpool<br>British<br>7BH | C.2Cy.40″&80″–51″<br>266HP<br>Harland&Wolff,Belfast |
| 204<br>~~65805~~<br>~~KDVS~~ | Flos IronScSr<br>~~F.Lowery –93~~<br>6thSurvey,Npt.5,90 1stSurvey,Bry.3,93<br>1Dk(Irn)2trB | 1418<br>1108<br>898 | ✠ A1,1<br>8,93 | Cff | Lv | 1870<br>10mo | Richardsn, Duck&Co.<br>Stockton | ~~H.Briggs,Sons&Co.~~<br>Actieselskabet "Flos"<br>(A.O.Lindvig) | 247·7<br>P222tF33t | 32·8<br>BK8″ | 18·9 | ~~Hull~~<br>~~British~~<br>Krageró<br>Norwegian<br>5BH<br>WB=DBuE&B | C.2Cy.27″&54″–33″<br>NB82 110HP<br>C.D.Holmes & Co.,Hull |
| 205<br>68129<br>WJCR | Flowerdale IronTwinScSr<br>J.Davies (exRecovery)<br>1Dk(Irn)2trB | 538<br>468<br>282 | ✠<br>5,78 | Brw | Lv | 1878<br>2mo | BarrowS.B Co.(Lim.)<br>Barrow | D.MacBrayne | 177·0 | 25·1 | 14·7 | Glasgow<br>British<br>3BH 1PBH<br>WB=A | C.4Cy.23″&42″–24″<br>150HP<br>BarrowSBCo.(Lim.),Brw.<br>PTFPTDBa&f&uE&B |
| 206<br>89777<br>JTCW | Flowergate IronScBn<br>W.G.Barnard ssCff.No.2–92<br>2Dks(1Irn)3trB | 2005<br>1915<br>1307 | ✠100A1<br>11,94 ~~11,88~~<br>BS11,93 ✠LMC11,92 | Cff<br>A&CP<br>Npt | s | 1884<br>12mo | TTurnbull &Son<br>Whitby | T.Turnbull&Son | 286·0<br>P26′B68′F35′<br>WB=DBa | 36·0<br>BK9½″ | 24·1 | Whitby<br>British<br>5BHCem<br>38′f112′370t | C.2Cy.34½″&64″–42″ (b)<br>80lb 60lb 160HP<br>2SB,6pf,GS90<br>Blair&Co.(Lim.),Stockton |
| 207<br>90751 | Flushing WoodScSr<br>(exIngersoll)<br>1Dk | 257<br>120<br>175 | | | | 1882 | ..................<br>Athens,N.Y. | GrandManan SteamboatCo. | 115·9<br>H102t | 24·0 | 8·2 | S.John,NB<br>British | 1Cy.20″–22″<br>61HP<br>McEntee&Dillon,Rondont N.Y. |
| 208<br>95843 | Fly IronScK<br>E.Brown –90 1Dk<br>ssHul.No.1–94 | 158<br>145<br>59 | ✠100A1<br>Trawler<br>~~6,94 6,91~~<br>5,95<br>✠LMC~~8,90~~6,94 | Hul<br>LA&CP | | 1890<br>8mo | Cochrane, Cooper &Schofield<br>Beverley | BritishSteam TrawlingCo. (Lim.) | 101·4<br>Q20′B20′F19′ | 20·6<br>BK7½″ | 11·0 | Hull<br>British<br>3BHCem | T.3Cy.11½″,18″&30″–22″(s)<br>160lb 45HP<br>1SB,2cf,GS25,HS680<br>C.D.Holmes&Co.,Hull |
| 209<br>~~85807~~ | Flying Arrow IronPadSp<br>~~J.Leitch –91~~ | 142<br>131<br>26 | | | | 1882 | JTEltringham<br>S.Shields | ~~ClydeShippingCo. (Lim.) (J.Cuthbert,Mgr.)~~<br>M.Vagliano | 108·0 | 18·5 | 9·8 | ~~Glasgow~~<br>~~British~~<br>Taganrog<br>Russian | L.1Cy.36″–54″<br>80HP<br>J.P.Rennldsn&S.,S.Shields |
| 210<br>71699 | — IronPadSp<br>W.H.Morgan91–91 | 123<br>123<br>8 | | | | 1875 | JTEltringham<br>S.Shields | G.R.Anderson | 108·6 | 18·2 | 9·3 | N.Shields<br>British | L.1Cy.36″–54″<br>60HP<br>J.P.Rennldsn&S.,S.Shields |
| 211<br>89940 | Flying Bat IronPadSp<br>J.Gardiner –92 | 145<br>130<br>23 | | | | 1884 | JTEltringham<br>S.Shields | ClydeShippingCo. (Lim.) (J.Cuthbert,Mgr.) | 108·3 | 18·9 | 9·7 | Glasgow<br>British | L.1Cy.36″–54″<br>80HP<br>J.P.Rennldsn&S.,S.Shields |
| 212<br>65120 | Flying Cloud IronPad<br>Henderson | 104<br>104<br>22 | | | | 1871 | T.Hepple &Co.<br>Newcastle | J.G.Bridges | 96·5 | 18·1 | 9·2 | Leith<br>British | L.1Cy.34¾″–54″<br>75HP<br>T.Hepple&Co.,Newcastle |
| 213<br>95044<br>KQMG | Flying Cormorant SteelTwinScSr<br>A.McDougall –93 | 307<br>268<br>36 | | | | 1888 | R.Duncan &Co.<br>Pt.Glasgow | ClydeShippingCo. (Lim.) (J.Cuthbert,Mgr.) | 135·2 | 24·0 | 12·0 | Glasgow<br>British | C.2Cy.25″&48″–30″<br>98HP<br>Rankin&Blackmore,Grk. |
| 214<br>99373 | Flying Dutchman IronPadSp<br>A.Keith –94 (Tug) | 165<br>153<br>28 | | | | 1892 | J.P.Renoldson&Sns<br>S.Shields | ClydeShippingCo. (Lim.) (J.Cuthbert,Mgr.) | 116·0 | 19·6 | 10·5 | Glasgow<br>British | L.1Cy.38″–56″<br>48HP<br>J.P.Rennldsn&S.,S.Shields |
| 215<br>98606<br>MBWF | Flying Eagle SteelTwinScSr<br>M.McAllister –93 1Dk | 337<br>295<br>53 | | | | 1890 | W.B. Thompson & Co.(Lim)<br>Dundee | ClydeShippingCo. (Lim.) (J.Cuthbert,Mgr.) | 145·0 | 24·1 | 12·0 | Glasgow<br>British | T.6Cy.12″,18″&30″–30″<br>98HP<br>W.B.Thompson&Co.(Lim)<br>Dundee |
| 216 | — IronPadSk<br>(exMountEtna) 2Dks | 232<br>225<br>34 | ✠<br>4,86 | Grk | Lv | 1880<br>2mo | R.Chambers<br>Dumbarton | TheAdmiralty | 139·6 | 21·9 | 11·4 | British<br>3BH | C.D.2Cy.25″&48″–60″<br>98HP<br>Rankin&Blackmore,Grk. |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Build. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 217 96044 | **Flying Elf** *J.Gardner* –93 | **IronPadSp** | 146 131 25 | | | | 1889 | JTEltringham S.Shields | **ClydeShippingCo. (Lim.)** (J.Cuthbert, *Mgr.*) | 108·0 | 18·5 | 9·7 | **Glasgow** British | L.1Cy.36″–54″ 80H J.P.Rennldsn&S.,S.Shields | | |
| 218 76862 LBTG | **Flying Falcon** *J.Green* –94 | **IronPadSr** (*ex*LordBandon) | 154 154 30 | | | | 1878 | JTEltringham S.Shields | **FlyingFalconTug (Lim.)** (T.C. Coggins, *Mgr.*) | 122·2 | 19·7 | 10·3 | **Liverpool** British | L2Cy.30⅝″–54″ 95H Hepple&Co.,S.Shields | | BT till ~~3,95~~ 3,96 |
| 219 93248 | **Flying Fish** *T.Brierley* –91 | **IronPadSk** | 177 177 40 | | | | 1886 | JTEltringham S.Shields | **ClydeShippingCo. (Lim.)** (J.Cuthbert, *Mgr.*) | 122·0 | 20·4 | 10·7 | **Glasgow** British | L.1Cy.41″–60″ 98H J.P.Rennldsn&S.,S.Shields | | BT till 5,95 |
| 220 88014 | — *J.Nicholson* –94 | **IronPadSp** | 151 151 59 | | | | 1882 | JTEltringham S.Shields | **S.Chisholm** | 116·0 | 19·6 | 10·3 | **Sundrland** British | L.1Cy.38″–56″ 75H J.P.Rennldsn&S.,S.Shields | | |
| 221 76739 | **Flying Foam** *M.Madden*89–89 | **IronScSk** | 126 125 8 | | | | 1877 | Murdoch & Murray Pt.Glasgow | **UnionSteamTowingCo.(Lim.)** | 109·2 | 18·1 | 9·2 | **Glasgow** British | C.2Cy.20″&40″–24″ NB83 70H Rait&Lindsay,Glasgow | | |
| 222 90041 | **Flying Fox** *W.Kirby* –92 | **IronPadSk** | 174 174 42 | | | | 1885 | JTEltringham S.Shields | **ClydeShippingCo. (Lim.)** (J.Cuthbert, *Mgr.*) | 122·5 | 20·3 | 10·9 | **Glasgow** British | L.1Cy.41″–60″ 98H J.P.Rennldsn&S.,S.Shields | | BT till ~~1,95~~ 2,96 |
| 223 78628 | **Flying Huntress** *J.McLachlan* –92 | **IronPadSp** | 177 164 40 | | | | 1878 | JTEltringham S.Shields | **ClydeShippingCo. (Lim.)** (J.Cuthbert, *Mgr.*) | 122·5 | 20·2 | 10·6 | **Glasgow** British | L.1Cy.41″–60″ 98H J.P.Rennldsn&S.,S.Shields | | |
| 224 84307 | **Flying Huntsman** *T.Mahony* –93 | **IronPadSk** | 184 172 49 | | | | 1881 | JTEltringham S.Shields | **WaterfordS.S.Co. (Lim.)** | 122·2 | 20·1 | 10·7 | **Limerick** British | L.1Cy.41″–60″ 98H J.P.Rennoldson&Sns S.Sh | | BT till 4,95 |
| 225 93256 | **Flying Irishman** *J.Blair* –93 | **IronPadSk** 1*Dk* | 152 152 19 | | | | 1885 | JTEltringham S.Shields | **ClydeShippingCo. (Lim.)** (J.Cuthbert, *Mgr.*) | 116·0 | 19·6 | 10·3 | **Glasgow** British | L.1Cy.38″–56″ 90H J.P.Rennoldson&Sns S.Sh | | |
| 226 77225 | **Flying Kestrel** *J.Brown* –94 | **IronTwinScSk** (*ex*Narwhal) | 135 133 — | | | | 1878 | R.Duncan & Co. Pt.Glasgow | **AlexandraTowing Co.(Lim.)** | 114·6 | 20·8 | 10·0 | **Liverpool** British | C.2Cy.21″&40″–26″ 70H Rankin&Blackmore,Grk. | | |
| 227 99858 | **Flying Mist** *W.Reid* –93 | **IronPadTugSp** 1*Dk* | 148 134 30 | | | | 1892 | J.P.Rennldson&Sons S.Shields | **ClydeShippingCo. (Lim.)** (J.Cuthbert, *Mgr.*) | 108·0 | 18·5 | 9·7 | **Glasgow** British | L.1Cy.36″–54″ 80H J.P.Rennoldson&Sns S.Sh | | |
| 228 102642 | **Flying Phantom** *T.Halbert* –94 | **IronPadSkTug** 1*Dk* | 166 153 29 | | | | 1893 | J.P.Rennoldson&Sns S.Shields | **ClydeShippingCo. (Lim.)** (J.Cuthbert, *Mgr.*) | 116·6 B15′ | 19·6 | 10·3 | **Glasgow** British | L.1Cy.38″–56″ 90H J.P.Rennoldson&Sns,SSh | | |
| 229 80440 | **Flying Scotchman** *H.Evans*90–90 | **IronPadSp** | 111 111 41 | | | | 1879 | JTEltringham S.Shields | **W.High** | 98·8 | 18·2 | 9·5 | **Dundee** British | L.1Cy.34½″–54″ 70H J.P.Rennoldson&Sns S.Sh | | |
| 230 93334 | **Flying Scotsman** *A.Carmichael* –92 | **IronPadSk** | 146 131 24 | | | | 1886 | JTEltringham S.Shields | **ClydeShippingCo. (Lim.)** (J.Cuthbert, *Mgr.*) | 108·0 | 18·6 | 9·7 | **Glasgow** British | L.1Cy.36″–54″ 80H J.P.Rennoldson&Sns S.Sh | | |
| 231 93335 KQVW | **Flying Serpent** *J.Williamson* –93 | **SteelTwinScSr** 1*Dk* | 297 259 30 | | | | 1886 11mo | R.Duncan & Co. Pt.Glasgow | **ClydeShippingCo. (Lim.)** (J.Cuthbert, *Mgr.*) | 134·9 | 24·0 | 11·9 | **Glasgow** British | C.2Cy.25″&48″–30″ 98H Rankin&Blackmore,Grk. | | |
| 232 99882 | **Flying Spindrift** | **IronPadSpTug** 1*Dk* | 146 131 24 | | | | 1893 | J.P.Rennoldson& Sons S.Shields | **ClydeShippingCo. (Lim.)** (J.Cuthbert, *Mgr.*) | 108·0 | 18·6 | 9·8 | **Glasgow** British | L.1Cy.36″–54″ 80H J.P.Rennoldson&Sns S.Sh | | |
| 233 88703 | **Flying Sportsman** *T.Murphy* –94 | **IronPadSp** | 187 174 47 | | | | 1882 | JTEltringham S.Shields | **ClydeShippingCo. (Lim.)** (J.Cuthbert, *Mgr.*) | 122·0 | 20·2 | 10·7 | **Glasgow** British | L.1Cy.41″–60″ NB93 98H J.P.Rennoldson&Sns S.Sh | | BT till ~~8,94~~ ~~10,94~~ 8,95 |
| 234 96048 | **Flying Sprite** *A.McAffer* –91 | **IronPadSk** | 145 130 24 | | | | 1889 | JTEltringham S.Shields | **ClydeShippingCo. (Lim.)** (J.Cuthbert, *Mgr.*) | 108·0 | 18·6 | 9·6 | **Glasgow** British | L.1Cy.36″–54″ 80H J.P.Rennoldson&Sns S.Sh | | |
| 235 60405 | — | **IronPadSp** | 105 105 12 | | | | 1869 | JTEltringham S.Shields | **W.McBean** | 98·2 | 17·9 | 9·4 | **Scarboro'** British | 65H | | |
| 236 63839 | **Flying Squall** | **IronPadSp** | 116 116 24 | | | | 1871 | JTEltringham S.Shields | **R.Middleton** ~~(C.S.Fields, *Mgr.*)~~ (C.E.Bradley, *Mgr.*) | 108·2 | 18·1 | 9·2 | **Scarboro'** British | L.1Cy.36″–54″ 80H J.P.Rennoldson&Sns S.Sh | | |
| 237 93269 | **Flying Squirrel** *J.McKellar* –91 | **IronPadSk** | 145 131 24 | | | | 1886 | JTEltringham S.Shields | **ClydeShippingCo. (Lim.)** (J.Cuthbert, *Mgr.*) | 108·5 | 18·5 | 9·7 | **Glasgow** British | L.1Cy.36″–54″ 80H J.P.Rennoldson&Sns S.Sh | | |
| 238 93386 | **Flying Swallow** *D.Cameron* –92 | **IronPadSp** | 146 132 20 | | | | 1887 4mo | JTEltringham S.Shields | **ClydeShippingCo. (Lim.)** (J.Cuthbert, *Mgr.*) | 108·0 B8′ | 18·6 | 9·8 | **Glasgow** British | L.1Cy.36″–54″ 80H J.P.Rennoldson&Sns S.Sh | | |
| 239 60451 | **Flying Sylph** *J.Blackman* –93 | **IronPadSp** | 116 116 15 | | | | 1869 4mo | JTEltringham S.Shields | **R.Middleton** ~~(C.S.Fields, *Mgr.*)~~ (C.E.Bradley, *Mgr.*) | 108·2 | 18·0 | 9·2 | **Scarboro'** British | L.1Cy.36″–54″ 80H J.P.Rennoldson&Sns S.Sh | | |
| 240 97605 LNTB | **Flying Vulture** *J.Lindsay*71–90 | **SteelTwinScTug** | 291 256 46 | | | | 1890 | SM'Knght & Co. Ayr | **ClydeShippingCo. (Lim.)** (J.Cuthbert, *Mgr.*) | 135·0 | 24·1 | 12·0 | **Glasgow** British | C.2Cy.25″&48″–30″ 98H Rankin&Blackmore,Gnk. | | |
| 241 98675 | **Flying Witch** *J.Buchanan* –93 | **IronPadSkTug** 1*Dk* | 142 131 25 | | | | 1891 | J.P.Rennoldson&Sons S.Shields | **ClydeShippingCo. (Lim.)** (J.Cuthbert, *Mgr.*) | 108·0 | 18·7 | 9·7 | **Glasgow** British | L.1Cy.36″–54″ 80H J.P.Rennoldson&Sns S.Sh | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 242<br>98680 | **Flying Wizard** IronPadSpTug<br>*N.Black* -93 1*Dk* | 142<br>131<br>25 | | | | 1891 | J.P.Ren-n'ldson&Sons<br>S.Shields | ClydeShippingCo. (Lim.)<br>(*J.Cuthbert,Mgr.*) | 108·0 | 18·7 | 9·7 | Glasgow<br>British | L.1Cy.36″-54″<br>80HP<br>J.P.Rennoldson&Sns S.Shl | |
| 243<br>JGTH | **Foam** SteelPadSr<br>2*Dks* | 512<br>—<br>262 | | | | 1862 | Samuda Bros.<br>London | London,Chatham &DoverRail-wayCo. | 230·6<br>B24′ | 26·5 | 14·5 | Calais<br>French | 2Cy.62″-54″<br>240HP<br>Ravenhill,Salkeld&C.,Lon | |
| 244<br>HMRL | **Focas** SteelSc3MstSr<br>*J.Callagass*<br>1*Dk*(*Stl*)&*Spardk*(*Irn*)&*Webframes*<br>*Elec.light* | 2288<br>2240<br>1480 | ✠100A1<br>*Spar dk*<br>1,95 ~~12,93~~ ✠LMC4,92 | Cff<br>A&CP<br>Msl | *s* | 1892<br>4mo | J.Priest-man&Co.<br>Sunderland | G.A.Foca | 300·0 | 40·6 | 17·3<br>24·3<br>FK | Cephlonia<br>Greek<br>5*BHCem*<br>*WB=DBa*96′*f*112′517*t* | T.3Cy.23″,38″&62″-42″ (*r*)<br>160lb *80lb* 220HP<br>2SB,*6pf*,GS112,HS3703<br>G.Clark(Lim.),Sunderland | 18<br>5 |
| 245<br>KPGQ | **Fock & Hubert** SteelScSr<br>*H.Wegener*91-91 *Trawler*<br>1*Dk* | 154<br>137<br>72 | | | | 1890 | C.Jürgens &Co.<br>Hamburg | Cranzer-Fisch-DampfschiffahrtsGes.(Aug Bröhan,*Mgr.*) | 101·5<br>F17′ | 20·3 | 12·0 | Cranz a/d Elbe<br>German<br>*WB* | C.2Cy.16″&31″-20½″<br>C.Jürgens&Co.,Hamburg | |
| 246<br>LCQT | **Föhr** SteelScSr<br>*H.J.T.Lowe*89-89 *ss*Lth.No.1-92<br>1*Dk*(*Stl*) | 789<br>657<br>579 | ✠100A1<br>6,94 ~~9,92~~<br>BS7,94 ✠LMC9,92 | Lth<br>L&CP<br>Ham | *k* | 1888<br>10mo | G.Howaldt<br>Kiel | LangeGebrüder | 195·1<br>B44′F29′ | 30·0 | 13·8<br>BK7½″ | Hamburg<br>German<br>4*BHCem*<br>*WB=Cell DB*152′224*t* | T.3Cy.14½″,23½″&36½″-23½″<br>156lb (*k*) 100HP<br>2SB.2*cf*,GS42<br>G.Howaldt,Kiel | 16 |
| 247<br>77458<br>SWRL | **Fokien** IronScSr<br>*Davis*90-90 *ss*H.Kg.No.3-4,93<br>1*Dk*&*Awngdk* | 814<br>792<br>509 | ✠90A1<br>*Awning dk with freeboard*<br>4,94 ~~5,93~~ LMC5,93 | HKg<br>A&CP<br>BS4,94 | *m* | 1880<br>1mo | Hall,Rus-sell&Co.<br>Aberdeen | TheDouglasS.S. Co.(Lim.) | 200·3<br>srp93 | 28·6 | 13·0<br>19·9<br>BK7½″ | HongKong<br>British<br>4*BHCem*<br>*WB=DB*40′40*t* | C.2Cy.30″&52″-33″ (*i*)<br>75lb *50lb* 120HP<br>2B,GS76<br>Hall,Russell&Co.,Abn. | 13<br>7 |
| 248<br>HDGL | **Foldin** IronScSr<br>*P.Michaelsen* 1*Dk*2*trB*<br>*Well deck* | 681<br>533<br>429 | ✠<br>12,84 ✠ | Cpn<br>L&CP | | 1884<br>2mo | Helsingörs Jernskibsog Mskbyggeri<br>Elsinore | ÖstlandskeLloyd | 183·8<br>Q50*t* B72*t* H9*t* F17*t*<br>drp84 | 29·3 | 14·0 | Christiania<br>Norwegian<br>4*BHCem*<br>*WB=FPT*21*tMT*200*tAPT*10*t* | C.2Cy.23½″&44″-27″<br>85HP<br>HlsngfJernsk-ogMsk.,Els. | 15 |
| 249<br>JQMH | **Folgefonden** IronScSr<br>*S.Juell* -91 1*Dk* | 197<br>118<br>141 | | | | 1875 | C.Mitchell &Co.<br>Newcastle | HardangerSönd-hordlandske Dampskibssel-skab | 120·5<br>P45′ F24′ | 19·1 | 9·5 | Bergen<br>Norwegian | C.2Cy.17″&32″-21″<br>45HP<br>Thompson&Co.,Newcastle | |
| 250<br>77090<br>JRWD | **Folkestone** IronTwinScSr<br>*G.C.Dane* -94 | 420<br>376<br>181 | | | ... | 1878<br>3mo | Earle's Co. (Lim.)<br>Hull | SouthEastern RailwayCo. | 190·0<br>Q37′ | 25·0 | 11·7<br>FK | London<br>British | C.4Cy.20″&39″-24″<br>NB89 110HP<br>Earle'sCo.(Lim.),Hull | |
| 251<br>JGVW | **Fomento** IronScSr<br>*J F.Henry*82-88 (*ex*Glengarnock)<br>1*Dk* | 220<br>189<br>99 | | | | 1870 | J.Fuller-ton&Co.<br>Paisley | J.Aubian | 129·4<br>Q49′ H15′ | 20·1 | 9·9 | Bordeaux<br>French<br>*WB* | 2Cy.25″-24″<br>45HP<br>W.King&Co.,Glasgow | |
| 252<br>96671<br>LKVR | **Fonar** SteelScSr<br>*T.Willis*90-90 *ss*Lon.No.1-93<br>1*Dk*(*Stl*)&*Spardk*(*ptStl*-ws)3*trB* | 3014<br>2914<br>1976 | ✠100A1<br>*Spar dk*<br>~~9,91~~ ~~11,93~~ 1,95 Cff<br>~~drp91~~ ✠LMC11,93 | Lon<br>L&CP | *u* | 1889<br>11mo | Wigham Richardson &Co.<br>Newcastle<br>*WB=D* | Mnchstr&District ShippngCo.(Lim.) (P.W.Richardson, *Mgr.*)<br>*BuB*42′76*t Tunnel* | 318·0<br>P28′B66′E37′<br>~~trp91&94~~<br>*tank*74′77*tMTf*26′ | 41·2 | 18·7<br>26·2<br>drp94 FK | London<br>British<br>5*BHCem*<br>417*tDeeptank*24′340*tFPT*76*tAPT*20*t* | Q.4Cy.21″,29″,42″&60″-42″<br>180lb *80lb* (*s*) 350HP<br>2SB.6*cf*,GS110<br>WghmRchrdsn&Co.,Nwc. | 22<br>7 |
| 253<br>85171<br>WKVG | **Fontabelle** IronSc3MstSr<br>~~*E.G.Cumming*~~ -93 *ss*HKg.No.3-2,91<br>(*ex*Pembrokeshire) 2*Dks*(*IrnUws*)3*trB*<br>*Elec.light* *McKenzie* | 2646<br>2422<br>1699 | ✠100A1<br>11,93<br>BS4,93 ✠LMC9,90<br>6,94 | Lon<br>L&CP | *u* | 1882<br>6mo | Lon.&Glas Co.<br>Glasgow | QuebecS.S.Co. | 330·0<br>P50′B32′F44′ | 38·8 | 25·6<br>BK11″ | London<br>British<br>5*BHCem*<br>*WB=FT*211*tAT*266*t* | C.2Cy 42″&74″-48″ (*j*)<br>85lb *90lb* NDB93 400HP<br>2DB.12*pf*,GS204<br>Lon.&Glas.Co.,Glasgow | 27<br>5 |
| 254<br>88849 | **Fook Ching** WoodScSr<br>*Christian* -88 1*Dk* | 126<br>—<br>77 | | | | 1888 | TsinUg<br>Hong Kong | J.L.Wemyss | 98·5 | 17·0 | 8·6 | Penang<br>British | C.2Cy.12″&24″-16″<br>24HP<br>KwongHepLoang,Hg.Kg. | |
| 255<br>85081<br>WFDL | **Fooksang** IronScSr<br>*Hogg*83-86 2*Dks*(1*Irn*)&*Shadedk*4*trB* | 1557<br>1419<br>991 | ✠<br>*Shade dk*<br>2,85 ✠ | HKg<br>L&CP | *r* | 1881<br>10mo | Hall,Rus-sell&Co.<br>Aberdeen | Indo-ChinaSteam Nav.Co.(Lim.) | 250·0<br>B48′ F29′ | 35·2 | 22·3 | London<br>British<br>4*BHCem*<br>*WB=DBa*52′105*tMT*14′125*t* | C.2Cy.33″&64″-39″<br>175HP<br>Hall,Russell&Co.,Abn. | |
| 256<br>87988 | **Footah** IronScSr<br>~~*D.Davies*89-89~~ *ss*Liv.No.3-11,89<br>*Hodgson* -95 1*Dk*<br>*ss*Liv.No.1-95 | 108<br>91<br>62 | ✠ A1<br>1,95 ~~11,89~~<br>~~BS1,93~~ ✠LMC11,89 12,94<br>*For towing purposes (river and coasting)* | Liv | | 1884<br>6mo | J.Jones& Sons<br>Liverpool | Fisher&Randall (Lim.) | 95·1<br>F14′<br>len89 | 14·2 | 8·7<br>FK | ~~SrraLeone~~<br>British<br>3*BHCem*<br>Liverpool | C.2Cy.12″&22″-15″ (*a*)<br>100lb 20HP<br>1SB,2*pf*,GS17<br>J.Jones&Sons,Liverpool | 9<br>1·5 |
| 257<br>68077<br>MNVJ | **Forcados** IronScBg<br>*H.G.M.Cheetham* -94 | 456<br>394<br>327 | | | | 1874 | Cunliffe& Dunlop<br>Pt.Glasgow | British&African SteamNav.Co. (Lim.) (Elder, Dempster&Co., *Mgrs.*) | 185·6<br>P42*t* F14*t* | 25·1 | 11·4 | Glasgow<br>British | C.2Cy.23″&40″-24″<br>NB79 80HP<br>Cunliffe&Dunlop,P.Gls. | 12<br>2 |
| 258<br>QDKL | **Forelle** IronPadSp<br>*J.H.Rohde* -90 1*Dk* | 298<br>—<br>180 | | | | 1881 | H.F. Ulrichs<br>Vegesack | Norddeutscher Lloyd | 201·1 | 20·2 | 9·0 | Bremen<br>German | 2Cy.41″-48″<br>O.Henniges&Co.,Berlin | |
| 259<br>NTRL | **Foreningen** IronScSr<br>~~*M.Nielsen*98-93~~ *ss*Hul.No.3-7,90<br>(*ex*Elgina) *ss*Stn.No.1-94 1*Dk*<br>*Well deck* *C.Paulsen* | 469<br>344<br>287 | ✠100A1<br>6,94 ~~6,93~~<br>✠NB9,85 LMC7,90 4,94<br>~~BS4,94~~<br>BS5,95 | Dun<br>A&CP<br>Stn | *y* | 1878<br>4mo | Murdoch &Murray<br>Pt.Glasgow | Dampsk.Selsk. "Foreningen" (C.Poulsen)<br>*WB=MT*21 | 164·6<br>Q70′B15′F38′<br>~~drp93~~<br>75*tFPT* | 23·7 | 12·1<br>BK7″ | Copnhagn<br>Danish<br>4*BHCem* | C.2Cy.20″&36″-27″ (*i*)<br>70lb 60HP<br>1SB.2*pf*,GS74<br>Dunsmuir&Jackson,Gls. | 12 |
| 260<br>30390 | **Forerunner** IronScSp<br>*L.Jewitt*83- 1*Dk* | 156<br>152<br>54 | | | | 1873 | Westwood &Baillie<br>London | ~~NatalHarbour Board~~<br>NatalGovernment | 100·0 | 21·0 | 9·4 | PortNatal<br>British | 2Cy.34″-48″<br>80HP<br>Westwood&Baillie,Lon. | |
| 261<br>87474<br>HVTL | **Forest** IronScSr<br>*C.D.Pyves* -93 *ss*Cff.No.2-92<br>(*ex*Allende) 1*Dk*(*Irn*)2*trB* | 1644<br>1331<br>1063 | ✠100A1<br>~~10,94~~ 4,95<br>BS9,93 ✠LMC5,92<br>11,94 | Npt<br>L&CP<br>Cff | *q* | 1883<br>5mo | Palmers' Co.(Lim.)<br>Newcastle | ForestS.S.Co. (Lim.) (MorelBrs.&Co.) | 258·1<br>Q94′ B60′F31′<br>*WB=CellDB*218′ | 36·2 | 17·3<br>FK | Cardiff<br>British<br>4*BHCem*<br>361*tAPT*21*t* | C.2Cy.31″&60″-39″ (*a*)<br>80lb *80lb* NDB92 99HP<br>2SB,4*pf*,GS77<br>Palmers'Co.(Lim.),Nwc. | 19<br>2 |
| 262<br>9513<br>HGTW | **Forest City** WoodPadSr<br>*C.Deering* -88 2*Dks*<br>*Well deck* | 1134<br>—<br>1072 | | | | 1854 | J.Englis<br>Greenpoint, N.Y. | PortlandSteam PacketCompany | 234·7 | 33·0 | 15·0 | Prtlnd.Me<br>Utd.States | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Bo.Tr.Sale Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 263 Forest Holme<br>93480 LSTC | SteelScSr<br>*J.Johnston72–91* *ss*Sld.No.1–93<br>1*Dk*(*pt Irn*&*pt Stl*)<br>&*Webframes*&*pt Awngdk*(*Irn*) | 2407<br>1763<br>1544 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>5,95 ~~4,94~~ | Liv<br>LA&CP<br>Sws<br>✠LMC4,93 | *s* | 1890<br>7mo | JLThomp-son&Sons<br>Sunderland | HineBrothers | 295·6\|39·0\|20·2<br>P29′Q78′ BK10″<br>*pt Awngdk*183′<br>*WB*=*DBa*86′*f*64′ | | | Maryport<br>British<br>5*BHCem*<br>315*tAPT*34′ | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *80lb* 250H<br>2SB,6*rf*,GS90<br>J.Dickinson,Sunderland | 21 ″ 5<br>s 8 ″ 7½ | |
| 264 Forfarshire<br>29456 QFRP | SteelPad<br>*J.Methven75–75* | 115<br>115<br>72 | | | | 1861 | Gourlay<br>Bros.&Co.<br>Dundee | ~~Trustees of the Harbour of Dundee~~<br>D.Wilson&Son | 120·5\|20·1\| 6·6 | | | Dundee<br>British | D.2Cy.22″–36″<br>NB84 40H<br>GourlayBros.&Co.,Dundee | | BT till ~~10,93~~ 11,95 |
| 265 Foria<br>JGWB | IronScSr<br>*Briand88–88* *ss*Nwc.No.1–79<br>(*ex*Cyrene) 2*Dks* | 1058<br>—<br>600 | ✠<br>9,80 | Cff<br>A&CP | *n* | 1875<br>2mo | Bowdler,<br>Chaffer&Co.<br>Liverpool | Cie.Française de Nav.àVap. (C.Fabre&Co., *Mgrs.*) | 230·1\|31·2\|20·8<br>F26′ | | | Marseilles<br>French<br>5*BHCem* | C.2Cy.30½″&60″–30″<br>110H<br>SmithBros.&Co.,Glasgow<br>*WB*=*DBa*&*f*275*t* | | |
| 266 Föringur<br>KBCM | IronScSr<br>*C.R.Löber90–90* *ss*Trn.No.2–92<br>(*ex*Daisy) 1*Dk*(*Irn*) | 262<br>172<br>134 | ✠100A1<br>~~3,93~~10,94<br>BS4,94 ✠LMC10,92<br>Trn | Lth<br>A&CP | *d* | 1884<br>3mo | HM'Intyre<br>&Co.<br>Paisley | Actieselskab (J.Mortensens Efterfölgere) | 130·0\|21·1\| 9·3<br>Q46′F18′ BK6½″<br>*WB*=*FPT*20*t* | | | Trangis-vaag<br>Danish<br>4*BHCem* | C.2Cy.17″&34″–24″ (*a*)<br>90lb 50H<br>1SB,2*pf*,GS33<br>Hutson&Corbett,Glasgow | 10 ″ 0 | |
| 267 Formosa<br>93437 MNKP | SteelScSr<br>*E.P.Bishop* –93<br>2*Dks*(*Stl*–ws)&*Deepframing*3*Dk rule*<br>*Elec.light* | 4045<br>3777<br>2616 | ✠100A1<br>4,92 | Brw<br>LA&CP<br>✠LMC4,92 | *x* | 1892<br>4mo | NavalCon.<br>& Armamnts<br>Co.(Lim.)<br>Barrow | Peninsular& OrientalStm. NavigationCo.<br>*WB*=*Cell* | 385·0\|45·2\|28·0<br>P39′B105′F58′ BK9″<br>*DBa*108′*f*133′506*t* | | | Barrow<br>British<br>7*BHCem*<br>*APT*52*t* | T.3Cy.28″,46″&77″–54″ (*s*)<br>170lb *160lb* 435H<br>2DB,12*rf*,GS231,HS6490<br>Nav.C.& A.Co.(Lm.), Brw | 31 ″ 0<br>s 6 ″ 11½ | BT till ~~11,95~~ 10,95 |
| 268 —<br>88840 SKJR | IronScSr<br>~~*Hull*86–92~~ *ss*HKg.No.1~~–90~~ 2–94<br>1*Dk*(*Irn*) *Spardk*&*Webframes*<br>*Hodgins* | 1097<br>1000<br>674 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>5,94 ~~5,93~~ | HKg<br>LA&CP<br>~~BS5,93~~<br>✠LMC4,~~93~~ 5,94 | *n* | 1885<br>10mo | Wigham<br>Richrdsn&Co<br>Newcastle | DouglasS.S.Co. (Lim.) | 221·0\|32·2\|12·4<br>B41′ 19·4<br>FK<br>*WB*=<br>*DBa*62′80*t* | | | HongKong<br>British<br>4*BHCem*<br>2SB,6*cf*,GS85<br>WghmRchrdsn&Co., Nwc. | T.3Cy.20½″,32″&53″–36″ (*s*)<br>150lb *50lb* 200H<br>C.2Cy.12″&24″–15″<br>25H<br>Eriksbergs Mek. Verkstad. Gothenburg | 13 ″ 0<br>s 6 ″ 11½ | |
| 269 Forshaga<br>JSGD | SteelScSp<br>*A.Uppvall92–92* 1*Dk* | 204<br>168<br>153 | | | | 1887 | Eriksbergs<br>Mek.Vkst.<br>Gothenburg | ForshagaÅngb. Aktieb. (K.A.Ahlmark) | 102·2\|21·4\|10·3<br>P32′ | | | Trollhättn<br>Swedish | | | |
| 270 Forslind<br>HVKS | IronScSr<br>*A.Jansson* –91 *ss*Lon.No.3–3,91<br>(*ex*Orwell) 1*Dk*2*trB*<br>Now named "Don," *See No.* 31 *in Supplement.* | 647<br>604<br>477 | ✠ A1<br>11,93<br>BS~~6,93~~<br>6,94 | Hpl<br>LMC3,91 | | 1864<br>7mo | Palmer<br>Bros.&Co.<br>Newcastle | Edv.Jansson<br>*WB*=*Tanko* | 180·7\|26·0\|17·0<br>Q22′F27′H30*t*<br>BK7″<br>39′50*tf*71′150*t* | | | Malmö<br>Swedish<br>4*BHptAsp*<br>*ptCem*<br>*Cmp*76VicDkE.W.Co.Lon. | C.2Cy.25″&48¼″–30″ (*i*)<br>~~75lb~~65lb NB76 80H | 18 ″ 1<br>s 2 ″ 8<br>w 2 ″ 11 | |
| 271 Forsög<br>Taken up | WoodScSr<br>1*Dk* | 222<br>177<br>154 | | | | 1853 | .....<br>Gothenburg | C.Johnsen | 128·2\|22·8\|10·1<br>Q26′ B39′ F14 | | | Xiansand<br>Norwegian | 50H | | |
| 272 Fort William<br>95090 KTSH | SteelScSr<br>~~*E.Davey* –93~~ *ss*Gls.No.1–93<br>*Hird* 1*Dk*(*Stl*)&*Spardk*&*Deepframes* | 1807<br>1772<br>1179 | ✠100A1<br>*Spar dk*<br>10,94~~2,94~~<br>~~BS12,94~~ | Lon<br>LA&CP<br>✠LMC3,93<br>NYk | *r* | 1888<br>8mo | Workman,<br>Clark&Co.<br>(Lim.)<br>Belfast | Clark&Service | 271·2\|37·1\|16·0<br>B42′F28′ 23·4<br>BK10″<br>*WB*=*CellDB*216′ | | | Glasgow<br>British<br>4*BHCem*<br>300*tAPT*40*t* | T.3Cy.19″,32″&52″–42″ (*s*)<br>160lb *60lb* 136H<br>1DB,6*rf*,GS102<br>W.King&Co.,Glasgow | 18 ″ 8<br>s 6 ″ 2½ | D |
| 273 Forte | WoodPadTug<br>*Theonis*<br>F&YM3,91 1*Dk* | 116<br>110<br>48 | SSCpt.91–6yrs.<br>B&MS7,93 | | ... | 1870 | .....<br>Genoa | DjevdadBey | 94·0\|25·0\|12·5 | | | Constnple<br>Turkish | L.2Cy.24″–42″ (*i*)<br>45lb 60H<br>2SB,4*f*,GS42<br>London | | |
| 274 Fortescue<br>85953 JSHR | IronScSr<br>*Campion* –93 *ss*Cff.No.2–93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1138<br>920<br>722 | ✠100A1<br>7,94 ~~4,94~~<br>BS7,94 | Shl<br>LA&CP<br>✠LMC7,93 | *n* | 1884<br>4mo | Murdoch<br>&Murray<br>Pt.Glasgow | FortescueS.S.Co. (Lim.)(J.Holman &Sons) | 225·0\|33·2\|15·5<br>Q76′ B57′ F31′<br>drp93drp94 BK8″<br>*WB*=*DBa*61′*f*86′328*t* | | | London<br>British<br>4*BHCem*<br>1SB,3*pf*,GS66 FD<br>Muir&Houston,Glasgow | C.2Cy.27″&52″–33″ (*a*)<br>80lb *55lb* 115H | 16 ″ 4<br>s 1 ″ 5½ | |
| 275 Forth<br>90902 KLPD | SteelScSr<br>*H.C.Shaw92–92* ~~*ssLth.No.1–91*~~<br>*Well deck* 2*Dks*(*Upt Stl*–ws)<br>*Elec.light* *ss*Gmh.No.2–95 | 930<br>683<br>353 | ✠100A1<br>3,95 ~~1,94~~<br>~~BS8,94~~ | Dun<br>LA&CP<br>✠LMC4,~~93~~ 4,95<br>Gmh | *n* | 1886<br>11mo | A.&J.<br>Inglis<br>Glasgow | CarronCo. | 230·0\|31·2\|14·3<br>P50′B106′F51′<br>BK8″<br>*WB*=*Cell* | | | Grngemth<br>British<br>5*BHCem*<br>*DB*132′116*t* | T.3Cy.26″,42″&65″–42″ (*s*)<br>160lb *50lb* 250H<br>2DB,12*cf*,GS382<br>A.&J.Inglis,Glasgow | 16 ″ 6<br>s 2 ″ 0 | BT till ~~1,95~~ 2,96 |
| 276 —<br>81139 | IronTwinSc | 601<br>571<br>363 | | | | 1883 | W.Simons<br>&Co.<br>Renfrew | CaledonianRail-wayCo. | 163·3\|34·2\|13·7 | | | Grngemth<br>British | C.4Cy.18″&33″–24″<br>95H<br>W.Simons&Co.,Renfrew | | |
| 277 —<br>28879 QBLV | IronSc3MstSr<br>*A.E.Clarke* –93 *ss*Gmh.No.3–1,82<br>1*Dk*2*trB* | 513<br>498<br>312 | 11,87 | Gmh | | 1862<br>9mo | Barclay,<br>Curle&Co.<br>Glasgow | T.Simmons(J.M. Lennard&Sons, *Mgrs.*) | 188·1\|27·1\|14·8<br>ptND73 | | | Middlsbro'<br>British<br>6*BHCem* | T.3Cy.15″,25″&40″–30″<br>NE&B90 85H<br>Blair&Co.(Lim.),Stockton | 15 ″ 9<br>s 2 ″ 6½ | V |
| 278 —<br>87729 | IronPadSk<br>*H.McBain84–89* (*ex*FlyingOwl) | 144<br>129<br>23 | | | | 1883 | JTEltring-ham<br>S.Shields | ForthTowingCo. (Lim.) | 108·7\|18·6\| 9·7 | | | Grngemth<br>British | L.1Cy.36″–54″<br>80H<br>J.P.Rennoldson&SnsS.Sh | | BT till ~~10,95~~ 10,95 |
| 279 Fortuna<br>LKVC | SteelScSr<br>*R.Christopher,sen*91–94 1*Dk*(*pt Stl pt Irn*)2*trB*&*Webframes*&*pt Awngdk*(*Irn*) | 2994<br>2324<br>1921 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>4,94 | Stk<br>A&CP<br>✠LMC4,94 | *u* | 1894<br>4mo | Ropner<br>&Son<br>Stockton | J.R.Olsen | 332·0\|41·5\|20·7<br>P25′Q114′ BK10″<br>*PtAwngdk*183′<br>*WB*=*CellDB*254 | | | Bergen<br>Norwegian<br>5*BHCem*<br>572*tAPT*13*t* | T.3Cy.23″,37½″&61½″–39″(*s*<br>160lb *80lb* 235H<br>2SB,6*rf*,GS99,HS3528<br>Blair&Co.(Lim.),Stockton | 24 ″ 0<br>s 9 ″ 1½ | |
| 280 —<br>45008 | IronSc3MstSr<br>*J.Berry* *ss*Gls.No.3–12,89<br>*ss*Mlt.No.1–94 2*Dks* | 697<br>605<br>432 | ✠ A1<br>7,94 ~~12,89~~<br>✠NB12,89 | Gls<br>Mlt<br>LMC~~12,89~~7,94 | | 1862<br>5mo | Palmer<br>Bros.<br>Newcastle | J.Clark | 206·5\|26·1\|17·2<br>Q67′<br>ND89 SRP94 BK7″ | | | Glasgow<br>British<br>4*BHCem* | C.2Cy.23″&46″–30″<br>80lb NE74 NDB89 90H<br>1SB,3*pf*,GS62,HS1365 *50lb*<br>D.Rowan,Glasgow | | |
| 281 —<br>LKVC | IronScSr<br>*P.Petersen*80–83 1*Dk*2*trB* | 539<br>401<br>397 | | | | 1881 | Flensburg<br>S.B.Co.<br>Flensburg | F.M.Bruhn | 167·9\|25·1\|13·3<br>Q49′ B42′ F21′ | | | Flensburg<br>German<br>*WB* | C.2Cy.20″&34½″–24″<br>50H<br>FlensburgS.B.Co.,Flnsbrg. | | V |
| 282 —<br>QFSP | SteelScSr<br>*B.Siems* –93 1*Dk* | 520<br>385<br>379 | | | | 1893 | Act.Ges.<br>Weser<br>Bremer | Dampfschifffahrts Ges."Neptun" | 159·1\|25·6\|11·9<br>Q44′ B38′ F21′ | | | Bremen<br>German<br>*WB* | C.2Cy.18⅞″&31½″–21⅝″<br>75H<br>Act.Ges.Weser,Bremen | | V |
| 283 —<br>*Howard* | WoodSc | 374<br>—<br>206 | | | | 1879 | Jones&Co.<br>Boston | J.Jones | 170·4\|22·0\|11·9 | | | M.Video<br>Uruguayan | 90H | | |
| 284 —<br>*J.Olsson* –89 | WoodScSr<br>1*Dk* | 152<br>131<br>104 | | | | 1888 | .....<br>Arvika | J.Olsson | 100·2\|20·8\| 8·9<br>H20*t* | | | Arvika<br>Swedish | 12H | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord en milliers de navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 285 / 125 / PHMP | **Fortunata R.** *Menada* (*ex*Bell Rock) | **IronScSr** ~~*ssGen.No.2–90*~~ *ssGen.No.3-6,94 2Dks* ~~*1Dk(Irn)&Spard3tr(Irn)*~~ *3trB* | 3532 / 3262 / 2317 | ✠100A1 *Spar dk* ~~6,93~~ 8,98 1,95 ~~C&B BS8,98~~ ✠LMC~~4,90~~ 6,94 | Cff / LA&CP | *v* | 1883 / 5mo | D.P.Garbtt / Hull | Ditta C.Raggio | 340·5 / B75′F34′ | 42·1 | 27·8 BK11″ *WB=DBa* | Genoa / Italian | T.3Cy.24″,39″&64″–42″ (*s*) ~~*C.2Cy.44″&84″–54″*~~ 250H ~~*30lb 60lb*~~ 160lb *160lb* ~~410H~~ 2SB,*6pf*,GS116,HS4000 J.Dickinson,Sunderland | |
| 286 / 89464 / JHQM | **Fortunatus** ~~*D.Struth81–92*~~ *Well deck* | **IronScSr** *ssHpl.No.2–93* *Elders95–95* *1Dk(Irn)2trB* | 1371 / 1079 / 883 | ✠100A1 ~~2,95~~ 4,94 5,95 BS~~4,94~~ 5,95 ✠LMC1,93 ~~Spl.~~ | Hpl / A&CP | *o* | 1884 / 3mo | Irvine&Co. / W Hartlepool | R.Irvine&Co. | 245·0 / Q92′ B61′F31′ drp93 | 33·0 | 16·0 BK8½″ *WB=Cell* | W.Hartlpl / British | C.2Cy.30″&57″–33″ (*b*) 75lb *60lb* 130H 4*BHCem* 2SB,*4pf*,GS66 T.Richardson&Sons,Hpl. | 18″11 s 1·9 |
| 287 / 81570 / SPRF | **Foscolia** ~~*C.S.Foster –90*~~ *Fuller* | **IronScSr** *ssHpl.No.3–3,93* 2*Dks*(1*Irn*&1*ptIrn*)*3trB* | 1536 / 1474 / 980 | ✠100A1 11,94 ~~9,93~~ BS6,94 | Cff / A&CP LMC2,93 | *q* | 1879 / 6mo | C.Mitchell &Co. Newcastle | ~~*Watts,Ward&Co.*~~ Watts Watts&Co. | 252·0 / B8′F18′ | 34·0 | 22·7 BK9″ *WB=DBa74′ 118t&u* | London / British | C.2Cy.30″&58″–39″ 80lb *60lb* 160H 4*BHCem* 2B,GS66 WllsndS&ECo(Lim)Nwc. | 24″ s 4·4 |
| Stranded 11,94 & refloated | | | | | | | | | | | | | | | |
| 288 / 84997 / WFQD | **Foscolino** *W.H.Sayers* –94 *Well deck* | **IronScSr** *ssShl.No.2–89* *1Dk(Irn)2trB* | 1049 / 808 / 642 | ✠~~100A1~~ 12,92 BS8,98 ✠LMC9,89 7,94 | Shl / A&CP | *m* | 1881 / 12mo | W.Pickers-gill&Son Sunderland | Wear S.S.Co.(Lim) (J.L.Browne, *Mgr.*) | 221·9 / Q75′B59′F29′ drp93 | 31·1 | 15·8 BK8″ *WB=DBa65′f100t* | Sundrland / British | C.2Cy.27″&50″–36″ (*i*) 75lb *50lb* 99H 1SB,*3pf*,GS42 G.Clark,Sunderland | 16″11 s 1·8 |
| 289 / JHCQ | **Foulah** *Manuel* | **IronScBn** *1Dk(Irn)&Spard3trB* | 1527 — / 1040 | | | … | 1878 / 8mo | J.Laing / Sunderland | Compagnie du Sénégal et de la Côte Occidentale d'Afrique | 242·0 | 34·2 | 15·0 22·0 FK | Marseilles / French | C.2Cy.30″&57″–36″ 140H G.Clark,Sunderland *WB* | |
| 290 / 81776 / SRPM | **Fountains Abbey** *G.B.Hunter80–92* *Well deck* | **IronScSr** *ssNwc.No.3–5,92* *1Dk(Irn)2trB* | 1395 / 1127 / 893 | ✠100A1 ~~7,94~~ 2,94 5,95 BS~~2,94~~ 3,95 LMC5,92 ~~Spl.~~ | Cff / A&CP | *o* | 1879 / 8mo | Palmers' Co.(Lim.) Newcastle | Pyman,Watson& Co. | 243·0 / Q86′B54′F32′ | 33·2 | 18·0 BK8½″ *WB=DBa75′f94′* | Cardiff / British | C.2Cy.30″&57″–36″ 80lb *80lb* NDB89 130H 2B,as82SB,*6pf*,GS82 Palmers'Co.(Lim.),Nwc. | 18″11 s 1·9 |
| 291 / JHCT | **Fournel** *E.Dupont* | **IronScBn** *2Dks3trB* | 2073 1948 1217 | | | | 1880 | A.&J. Inglis Glasgow | CompagnieGénéraleTransatlantique | 300·2 / H42t | 36·0 / F32′ | 24·9 *WB* | Havre / French | C.2Cy.36½″&68″–42″ 220H A.&J.Inglis,Glasgow | |
| 292 / NLSM | **Fox** *P.Olsen* | **WoodSc3MstSr** *1Dk* | 186 176 110 | | | | 1855 | Alex.Hall &Co. Aberdeen | Cryolite-Mine og Handels-Selskabet(J.P. Suhr&Sön) | 120·5 / Q10t | 24·3 | 11·5 | Copnhagn / Danish | C.2Cy.14″&24″–12″ 30H Burmeister&Wain,Copenhagen | |
| 293 / 58867 / JKVP | — *S.Barley,jr.92–* | **IronScSp** 5thSurvey,Hul.9,86 *1Dk* | 135 135 94 | ✠ 9,88 | Hul | Lv | 1869 / 11mo | Backhouse &Dixon Middlesbro' | Boston&Hull SteamshipCo. (Lim.) | 108·7 / drp88 | 20·2 | 8·8 | Hull / British | 2Cy.15½″–13″ NB82 35H D.Joy&Co.,Middlesbro' | 9″ s 1·1 |
| 294 / NGDW | **Fox II.** *C.F.Olsen* –93 | **WoodSc3MstSr** *1Dk2trB* | 411 354 227 | | | | 1893 | DeForende OplagsPladsr ogVærfter Copenhagen | CryoliteMine& HandelsSelskabet (J.P.Suhr&Son, *Mgrs.*) | 145·2 / Q45′ | 24·4 | 15·1 | Copnhagn / Danish | C.2Cy.21½″&37″–18″ 50H Burmeister&Wain,Cpn. | |
| 295 / 91886 / KLHW | **Foxhall** *Leslie* *Elec.light* | **SteelScSr** *ssN.Os.No.2–94* *1Dk&Awng dk* *Beams&floorsIrn* | 843 764 538 | ✠100A1 *Awng dk withfreeboard* 1,94 BS3,95 ✠LMC1,94 | N.Os LA&CP | *l* | 1885 / 10mo | Wigham Richardson &Co. Newcastle | L.C.Fallon | 190·0 / B60′ | 28·2 | 12·8 20·6 BK7½″ *WB=DBuE&B44′* | PassChrstian,Miss. / Utd. States | C.2Cy.30″&61″–39″ (*s*) 100lb *60lb* 200H 1DB.*6cf*,GS103 WighmRichrdson&C.Nwc *Freeboard to Awng dk* 70t *APT15t* | 13″9 1·1 8·1 |
| 296 / 95803 / MTPD | **Foxhound** *T.Stark89–89* | **IronScK** *1Dk* *ssHul.No.1–94* | 140 140 50 | ✠100A1 *Trawler* 5,94 ~~7,92~~ ✠LMC~~9,89~~ | Hul LA&CP | | 1889 / 9mo | Cook,Welton&Gemmell Hull | HumberSteam TrawlingCo. (Lim.) | 100·7 / BK7½ | 20·9 | 10·8 | Hull / British | C.2Cy.17″&33″–22″ (*s*) 90lb 45H 1SB.*2pf*,GS30 Bailey&Leetham,Hull | 11″11 5·1 |
| 297 / 95540 / LCKF | **Foyle** ~~*W.D.Hanney –93*~~ *Stanney94-94* | **SteelScSr** *ssNpt.No.1–93* *1Dk(Irn)&Webframes(Irn)* | 2077 1580 1331 | ✠100A1 *pt Awng dk withfreeboard* 7,94 ~~8,93~~ ✠LMC8,93 | Npt A&CP | *s* | 1889 / 4mo | W.Doxford &Sons Sunderland | MercantileSteamshipCo.(Lim.) | 280·0 / P29′Q70t *WB=Cell* | 38·3 | 18·3 FK *ptAwngdk181′ DB(Irn)152′438t* | London / British | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *70lb* 225H 2SB,*9cf*,GS60 W.Doxford&Sons,Sld. | 21″0 s 8·6 |
| 298 / 63020 / MTFC | — ~~*W.H.Boden –94*~~ | **IronSc3MstSr** *E.Owen94-94* *ssDub.No.3–12,83* *ssLiv.No.1–87 1Dk* | 320 296 199 | ✠ —— 11,91 ✠NB83 | Liv A&CP | *g* | 1872 / 10mo | ColeBros. Newcastle | ~~*P.Campbell&Co.*~~ ~~*D. Daly*~~ ~~*(J. Hughes, Mgr.)*~~ R.Hughes&Co | 160·0 / Q22′ B17′ F26 ND83 | 21·1 | 12·1 | Liverpool / British | 2Cy.28″–24″ 56H Marshall,Osborn&Co.,Shl. *WB=MT32′* | 12″10 s 2·3 |
| 299 / HSBR | **Fragtemanden** *S.Stiansen* | **Iron&SteelScSr** *1Dk* | 107 80 77 | | | | 1882 | Christine-h'mnsMkVrk Christinehmn | M.Danielsen | 87·4 / B25t | 16·0 | 8·3 | Risör / Norwegian | C.2Cy.7⅞″&15½″–12⅝″ 25H ChristinehamnsMek.Verk. Christinehamn | |
| 300 / JTQR | **Fram** *S.C.Bruun* –94 (*ex*WashingtonCity) *Well deck* | **SteelScSr** ~~*ssHpl.No.1–90*~~ *1Dk(Stl)* *ssBgn.No.2-94 &Webframes* | 2224 1630 1405 | ✠100A1 1,95 ~~3,95~~ 4,94 ~~BS8,98~~ ✠LMC~~4,90~~ 4,94 Bgn Shl | Bry A&CP | *r* | 1885 / 9mo | E.Withy &Co. W Hartlepool | S.M.Kuhnle&Sön | 285·3 / P222′F33′H22t | 36·5 | 18·8 BK9″ *WB=Cell* | Bergen / Norwegian 5*BHCem* *DB240′380t* | T.3Cy.23″,37″&60″–36″ (*a*) 145lb *50lb* 200H 2SB,*4cf*,GS58 T.Richardson&Son,WHpl. | 21″7 s 2·1 |
| 301 / HSTL | — *N.Beruldsen* | **IronScSr** *1Dk* | 527 395 371 | | | | 1884 | Henry Koch Lübeck | Actieselskabet Dampskibet "Fram"(Brödrene Thorvildsen) | 159·1 / Q41′ | 25·9 / B43′ | 12·8 F23′ | Tvdstrand / Norwegian *WB* | C.2Cy.17¾″&30¾″–21½″ 70H Irn.Fndry.&Eng.Co.Berlin | |
| 302 / HFST | — *Sverdrup* –02 *Elec.light* | **WoodSc3MstSr** *1Dk* | 402 341 307 | | | | 1892 | C.Archer Laurvig | F.Nansen | 117·2 / Q50t | 36·0 / H11t | 16·2 | Chrstiania / Norwegian | T.3Cy 9″,15″&24″–18″ 30H AkersMek.Værksted,Xia. | |
| 303 / JMPC | — *C.Odland* (*ex*Schill,*ex*RoubaixTurcoing, *ex*Badger) | **IronScSr** *1Dk* | 305 250 176 | | | … | 1877 / 12mo | HM'Intyre &Co. Paisley | H.M.Wrangell | 149·8 / F16t | 21·2 / P32t | 11·0 H7t *WB* | Haugesnd / Norwegian | C.2Cy.18″&35″–24″ 60H Muir&Houston,Glasgow | 11″8 |
| 304 / 102889 | **Framfield** *J.J.Jones*90-94 | **SteelScSr** *1Dk(Stl)&Webframes& ptAwng dk(Stl)* | ~~2500~~ ~~1903~~ ~~1609~~ 2510 1903 1609 | ✠100A1 *pt Awng dk withfreeboard* 8,~~94~~ 04 4,95 ~~*Class Contem. plated*~~ ✠LMC~~7,94~~ | Sld A&CP Cff | *t* | 1894 / 7mo | J.Priest-man&Co. Sunderland | F.~~Wood~~ S.S.FramfieldCo.(Lim.) (F.Woods) | 301·0 / P31′Q80′ *ptAwng dk* 190′ | ~~29·5~~ | 20·5 FK | London / British | T.3Cy.22½″,37″&61″–42″ (*s*) 160lb *80lb* 210H 2SB,*6pf*,GS100,HS3640 W.Allan&Co.(Lim.),Sld. *WB=DBa92′f120′665t* | 21″10 s 8·9 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which vessel. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 305 JPWB | **Framnæs** *C.Mathiesen* | **IronScSr** 1*Dk* | 253 178 185 | | | 1858 | A.Denny Dumbarton | **NordreBergenhusAmtskommune** | 131·9 Q43′ | 21·0 F37′ | 11·1 | **Bergen** Norwegian *WB* | C.2Cy.18″&25″–24″ 45HP A.Denny,Dumbarton | | |
| 306 HFJB | **Framnes** *E.Wettergreen*91–93 *Well deck* | **SteelScSr** *ss*Cpn.No.1–92 1*Dk(Irn)*2*trB* *Floors&InnerbottomIrn* | 1498 1221 1147 | ✠100A1 3,94 BS10,94 | Ham LA&CP ✠LMC6,92 | *q* | 1888 8mo | Wood, Skinner&Co. Newcastle | **Aktieselskabet "Framnes" (Fearnley&Eger)** *W* | 262·7 Q97′ *B=Cell DB220′320t* | 35·0 B58′ | 16·8 F32′ BK9″ *APT40t* | **Chrstiania** Norwegian *4BHCem* | T.3Cy.18½″,30″&49″–33″ (*s*) 150lb *60lb* 120HP 2SB,*4cf*,GS72 N.E.MarineE.C.(Lm.)Nwc | 19 ″ 2 | N |
| 307 93403 LMQD | **Frampton** *C.E.Gurney* –94 | **IronScTrawler** ~~*ss*Bos.No.1–90~~ 1*Dk* *ss*Bos.No.3-6,94 | 105 100 52 | ✠90A1 6,94~~6,90~~ BS7,93 | Bos LA&CP ✠LMC6,~~90~~6,94 | | 1886 2mo | Earle's Co. Lim. Hull — | **BostonDeepSea Fishing&IceCo. (Lim.)** | 85·0 F17′ ND94 | 20·0 BK7½″ | 9·9 | **Boston** British *3BHCem* | C.2Cy.12″&22″–20″ (*s*) 90lb 25HP 1SB,*1cf*,GS14,HS510 Earle's Co.(Lim.),Hull | 10 ″ 10 | |
| 308 JHGS | **France** *Ducrot* *Elec.light* | **IronScBk** *ss*Nts.No.3–11,84 3*Dks&Awngdk* | 4550 — 2333 | *Awng dk with load line* 2,91 | Nts A&CP | *y* | 1865 | Scott&Co. St.Nazaire | **Cie.Gén. Transatlantique** | 395·2 len74 | 43·3 | 28·7 36·5 | **Havre** French 10*BHCem* | C.4Cy.41″&75″–51″ NB84 850HP MaudslaySons&Field,Lon. | | V |
| 309 60015 LRDN | — *A.Doorn* –92 | **IronScBk** | 4281 3354 2713 | | | … | 1867 6mo | T.Royden &Sons Liverpool | **NationalSteam Ship Co.(Lim.)** | 385·6 | 42·4 | 28·7 36·1 | **Liverpool** British | C.2Cy.30″&63″–45″ NE&B80 400HP J.Jones&Sons,Liverpool | 30 ″ 6 s**12 ″ 8½** | |
| 310 JHFP | — | **IronPadSc** 2*Dks* | 365 — 212 | | | | 1864 | J.Ash&Co. London | **London,Chatham, andDoverRailwayCo.** | 206·0 B24′ | 24·0 | 12·5 | **Calais** French | 2Cy.52½″–48″ 180HP J.Penn&Son,Greenwich | | |
| 311 8782 | — *Flat* | **WoodSc** | 126 111 86 | | | | 1878 | C.Gibson Northwich | **SaltUnion(Lim.)** | 86·5 | 20·7 | 9·0 | **Liverpool** British | 2Cy.9½″–12″ 24HP E.Bates,Northwich | | |
| 312 | **France Chérie** *I.T.Witson* –91 | **IronScSr** 1*Dk(Irn)* | 129 111 64 | ✠100A1 3,91 | Cff LA&CP ✠LMC3,91 | *a* | 1891 3mo | PenarthSB Co.(Lim.) Penarth | **M.&A.Achaque** | 90·8 B15′ | 20·1 BK6′ | 7·6 | **Algiers** French *4BHCem* | C.2Cy.11½″&21″–15″ (*s*) 100lb 20HP 1SB,*2f*,GS18 W.Sisson&Co.,Gloucester | 8 ″ 3 s **1 ″ 0** | |
| 313 9313 HGPS | **Frances** *A.H.Thompson* –88 | **IronPadSr** 1*Dk* | 988 — 718 | | | | 1864 | Harlan& Hollingsworth Co. WlmingtnDl. | **Providence&StoningtonS.S.Co.** | 225·0 | 32·0 | 9·0 | **Providnce, R.I.** Utd.States | 1Cy.50″–132″ 800HP TheHarlan&Hollingswrth Co.,Wilmington,Del. | | |
| 314 96600 | **Francesca** *E.J.Harley*89–89 | **IronSc3MstSrBarge** *ss*B.As.No.1–93 1*Dk(Irn)* | 313 279 187 | ✠ A1 *For River purposes only* 1,93 | B.As LA&CP ✠LMC1,93 | | 1889 6mo | T A Walker Sudbrook | **TheExecutors of the late T.A. Walker** | 150·6 | 26·5 FK | 8·3 | **London** British *4BHCem* | Q.4Cy.9″,12″,16″&25″–21½″ 160lb (*s*) 50HP 1SB,*2pf*,GS33 Fleming&Ferguson,Psy. | 8 ″ 6 | |
| 315 ~~20~~ 10818 named | **Francesco Crispi** *J.Cafiero*91–91 *Elec.light* 1*Dk(Irn)*&*Spardk3trB* **Marloo,** *See No. 41 in Supplement.* | **SteelScSr** | ~~2580~~ 2382 ~~1612~~ 1652 | ✠100A1 *Spar dk* 1,95 ~~2,92~~ | Lon A&CP ✠LMC8,91 | *t* | 1891 8mo | Palmers' Co.(Lim.) Newcastle | ~~**ItaloBritannica Ryl.ItalienMail SteamNav.Co. (Lim.)**~~ *WB* AdelaideS.S.Co.(Lim) ~~broke&Co. *Mgrs.*~~ | 323·0 P37′B64′F33′ *= Cell DB264′393t* | 40·3 BK10″ | 17·2 25·1 | ~~**Naples**~~ Italian *5BHAsp APT24t* London British | T.3Cy.28″,45″&74″–48″ (*s*) 160lb *90lb* 400HP 4SB,*12cf*,GS238,HS7525 Palmers'Co.(Lim.),Nwc. | 19 ″ 7 s **6 ″ 1½** | I |
| 316 JHKL | **Franche Comté** *Vin* | **IronSc4MstSr** 2*Dks* | 1034 — 515 | | | | 1866 | Forges& Chantiers LaSeyne | **Société Générale de TransportsMaritimes à Vapeur** | 238·1 | 28·9 | 21·3 | **Marseilles** French | 2Cy.33″–24½″ 100HP Forges&Chantiers,Msl. | | |
| 317 RGWT | **Francia** *A.Krech*91–92 | **IronScSr** 2*Dks* | 2138 1833 1590 | | | | 1886 | Riherstieg Schiffswrft Hamburg | **Hamburg-AmerikanischePacketf. Act.Ges.** | 290·0 P60′ | 36·0 B81′ | 23·8 F46′ | **Hamburg** German *WB* | T.3Cy.22″,33″&58″–42″ 250HP ReiherstgSchffswrft,Ham. | | V |
| 318 | **Francis Cadell** | **IronPadSp** | 140 121 105 | | | | 1866 | ..... Pt.Adelaide | **AustralasianUnitd S.N.Co.(Lim.)** | 120·0 | 19·9 | 6·5 | **Brisbane** British | 2Cy. 60HP | | |
| 319 JHKS | **Francis Garnier** *Cornillet* | **IronScSr** 2*Dks* | 308 — 102 | | | | 1881 | Scott&Co. Greenock | **MessageriesFluviales deCochinchine** | 135·7 H39*t* | 19·9 | 7·2 | **Saïgon** French | C.2Cy.15″&27″–30″ 60HP Greenck FoundryCo.,Grk. | | |
| 320 HMTS | **Francisca** *Arribi* –88 | **IronSc3MstSr** 2ndSurvey,Liv.2,92 2*Dks(Irn–Uws)3trB* | 2854 2701 1839 | ✠ A1✻ 1 5,94 | Liv | Lv | 1883 12mo | London& Glas.Co. (Lim.) Glasgow | **Linea deVapores Serra** | 345·2 B96′F37′ | 37·4 BK11″ | 25·8 *5BH3PBH WB=MT* | **Bilbao** Spanish | C.2Cy.38″&71″–48″ 300HP 2DB,*12f* Lon.&Gls.Co.(Lim.),Gls. | | V |
| 321 98718 MBRW | **Francisco** *F.E.Jenkins*73–91 | **SteelScSr** 2*Dks(Stl–Uptws)3trB* | 4604 3697 2971 | ✠100A1 2,91 | Nwc LA&CP ✠LMC2,91 | | 1891 2mo | R Stephnsn &Co.(Lim.) Newcastle | **T.WilsonSs.,&Co. (Lim.)** *WB=Cell DB302′675t* | 370·2 P236′F46′ *FPT76t* | 46·6 BK11″ *APT60t* | 27·6 *7BHptCem &ptAsp* | **Hull** British | T.3Cy.31½″,49″&82″–54″ (*s*) 180lb *90lb* 460HP 3DB,*18cf*,GS288 RStephenson&Co(Ld),Nc. | 30 ″ 4 s **5 ″ 7½** | |
| HMVR | **Francisco Reyes** ~~*A.Yuchuaiguirre*~~ *C.A.Conti* | **IronSc** ~~*ss*Man.No.2–88~~ 1*Dk*&*Awngdk* *ss*Man.No.3-5,94 | 703 680 ~~480~~ 518 | ✠100A1 *Awng dk loadline* 10*ft.*9*in.* 5,94~~,91~~ BS9,91 | Man LA&CP ✠LMC10,~~89~~ | *k* | 1880 4mo | A&J Inglis Glasgow | **F.Reyes(~~F.L. Roxas,Mgrs.~~)** | 194·7 pt ND94 | 27·3 FK | 17·0 *WB=Cell* | **Manila** Spanish *4BHCem DB166′120t* | C.2Cy.27″&50″–30″ (*j*) 67lb *35lb* 110HP 2SB,*4pf*,GS66 A.&J.Inglis,Glasgow | | |
| 323 | **Francisco Vidiella** *J.Madden*90–90 | **SteelScSr** 1*Dk(Irn)* | 454 343 269 | ✠ *For River purposes only* 3,90 ✠ | Cly LA&CP | | 1890 3mo | D J Dunlop &Co. Pt.Glasgow | **F.Vidiella** | 162·2 P20′ | 28·6 B14′ | 9·8 F21′ FK | **M.Video** Uruguayan *4BHCem* | T.3Cy.14½″,22½″&37″–24″ 70HP 1SB.*3rf*,GS44,HS1083 D.J.Dunlop&Co.,P.Gls. | 10 ″ 0 | |
| HFRW | **Franco** *E.Nordbö* –92 (*ex*Vine) | **IronSc3MstSr** *ss*Goo.No.3–76 *ss*Hul.No.1–80 1*Dk* | 581 464 457 | 12,81 | Hul A&CP | | 1866 6mo | C&W Earle Hull | **Madsen&Jespersen** | 185·8 P77′ | 25·4 F22′ *WB=APT* | 13·9 *3BH* | **Stavanger** Norwegian *Cmp*76 | C.4Cy.18″&30″–26″ NB76 80HP BalticE.W.,Hull | | N |
| 325 | **Franco Belge** *F.Z.Keyn*87–87 | **IronSc** *ss*Hul.No.1–87 1*Dk* | 109 104 62 | ✠ *Stm Trawler* 9,88 ✠ ✠NE&B11,87 | Ant LA&CP | | 1884 11mo | T.Charlton Grimsby | **HarbeauxFileants** | 90·0 Q16′ | 19·3 | 10·4 | **Ostend** Belgian *3BHCem* | C.2Cy.15″&29″–21″ 35HP 1SB.*2f*,GS28 C.D.Holmes&Co.,Hull | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 326 | **François Arago** | IronScSr | 3191 | ✠100A1 | Hav | *u* | 1882 | Sunder- | Société Indus- | 320·0 \| 42·4 \| 28·0 | Havre | C.2Cy.40″&74″–48″ (*a*) | 23 ″ 3 |
| | *H.Offret*92–93 *ss*~~Lon.No.2~~90 | | 3141 | *Spar dk* | A&CP | | 11mo | landS.B. | trielle des | ~~Irp92~~ | French | 80lb *80lb* 300H | s 7 • 4½ |
| | (*ex*Westmeath) 1*Dk*(*Irn*)&*Spardk*3*trB* | | 1816 | 2,95 ~~5,93~~ | | | | Co.(Lim.) | Téléphones | BK11″ | 8*BHCem* | 2DB,*8pf*,GS140 | |
| | *ss*Hav.No.3-2,95 | | | ~~BS5,93~~ ✠LMC~~2,92~~ 95 | | | | Sunderland | | *WB*=*Cell* | *DB*252′495*t* | W.Doxford&Sons,Sld. | |
| 327 | **Francois I.** | IronPadSr | 167 | | | | 1866 | ANormand | Cie.Anonyme des | 149·9 \| 15·7 \| 9·6 | Havre | C.2Cy.31½″&50½″–39½″ | |
| | *Monfort*73–81 | 1*Dk* | — | | | | | Havre | Paquebots à | | French | 110H | |
| JHMG | | | 66 | | | | | | Vapeur entreLe Havre,Caen,Honfleur et lesPorts de la Normandie | | | B.Normand,Havre | |
| 328 | **François Marie** | IronScSr | 263 | | | | 1861 | Scott&Co. | M.Castaldi&Co. | 144·4 \| 20·4 \| 11·8 | Marseilles | 2Cy.30″–26″ | |
| | | 2*Dks* | — | | | | | Greenock | | Q14′ | French | 80H | |
| JHNV | | | 141 | | | | | | | | | GreenockFoundryCo.,Grk | |
| 329 | **Francoli** | IronSc | 1210 | ✠~~B~~A1 | Liv | | 1865 | J.Laing | P.M.Tintore&Co. | 236·5 \| 31·2 \| 18·4 | Barcelona | C.2Cy.27″&52″–36″ (*i*) | |
| | *Artadi* *ss*Liv.No.3–7,89 | | 936 | ~~12,98~~ 8,94 | CP | | 7mo | Sunderland | | P98′F44′ | Spanish | 100lb *30lb* 180H | |
| HMWJ | *ss*Liv.No.1–93 | 1*Dk*2*trB* | 786 | ✠NB83 BS5,94 | LMC6,93 | | | | | ND83 BK8″ | 6*BHCem* | 2SB,*6pf*,GS80 T.Richardson&Sons,Hpl. | |
| 330 | **Frank E. Kirby** | IronPad | 533 | | | | 1890 | Detroit | Ashley&Dustin | 195·5 \| 30·1 \| 10·2 | Detroit, | 1Cy.48″–108″ | |
| 120796 | | | — | | | | | DryDockCo. | | | Mich. | | |
| | | | 375 | | | | | Wyandotte | | | Utd.States | DetroitDryDckCo.,Detroit | |
| 331 | **Frank Jones** | WoodPadSr | 1634 | | | | 1892 | ..... | Portland,Mount | 250·0 \| 37·0 \| 13·7 | Prtlnd,Me. | C.2Cy.29″&59″–108″ | |
| 120903 | *W.E.Dennison*67–92 | 3*Dks* | — | | | | | | Desert&Machias | | Utd.States | | |
| KLHQ | | | 1079 | | | | | | SteamboatCo. | | | BathIronWorks,Bath,Me. | |
| 332 | **Frankfort** | SteelScSr | 1217 | ✠100A1 | Hul | *n* | 1888 | Earle'sCo. | ~~YorkshireCoal&~~ | 240·0 \| 33·0 \| 15·3 | Goole | T.3Cy.20½″,31″&54″–33″ (*s*) | 16 ″ 1 |
| 91314 | *G.Calvert*77–89 *ss*Hul.No.1–93 | | 899 | 3,95 ~~5,93~~ | LA&CP | | 6mo | (Lim.) | ~~S.S.Co.(Lim.)~~ | P140′F26′ | British | 160lb *65lb* 150H | s 1 • 6½ |
| KSNH | | 1*Dk*(*Irn*)2*trB* | 782 | BS5,94 ✠LMC3,93 | | | | Hull | GooleStm.Shippg. Co(Lim) | drp93 BK8″ | 5*BHCem* | 2SB,*4cf*,GS62,HS2420 | |
| | | | | | | | | | | *WB*=*DB* | *a*52′*f*54′220*t* | Earle'sCo.(Lim.),Hull | |
| 333 | **Frankfurt** | IronScSr ~~IronScDg~~ | 2579 | | | | 1869 | Caird&Co. | ~~Norddeutscher~~ | 310·3 \| 39·4 \| ~~30·5~~ | ~~Bremen~~ | 2Cy.37″&68″–48″ | |
| 104261 | ~~*O.Gross* —93~~ | | — | | | | | Greenock | ~~Lloyd~~ H.F.Swan | 14 · 8 | ~~German~~ | 360H | |
| ~~QCHW~~ | | 2*Dks*&*Awngdk*4*trB* | 2001 | | | | | | | 30 · 6 | Newcastle British | Caird&Co.,Greenock | |
| 334 | **Frankland** | IronScSr | 706 | | Sld | *l* | 1869 | J.Laing | ~~H.T.Morton&Co.~~ | 196·8 \| 28·9 \| 16·8 | Sundrland | C.2Cy.26″&48″–30″ | 17 ″ 10 |
| 62542 | *J.Goodfellow* –93 *ss*Sld.No.3–9,81 | | 664 | 3,86 | A&CP | | 9mo | Sunderland | Earl of Durham | Q22*t* | British | NB84 90H | |
| WPTD | *ss*Sld.No.1–86 | 1*Dk* | 541 | | | | | | (T.Nicholson,*Mgr*) | | 4*BHCem* | *Cmp*.76J.Dickinson,Sld. | |
| | | | | | | | | | | | | *WB*=*DBa*&*f* | |
| 335 | **Franklin** | SteelScSr | 2172 | ✠100A1 | Cff | *s* | 1890 | R.Dixon& | FranklinS.S.Co. | 277·0 \| 39·0 \| 18·3 | London | T.3Cy.21″,35″&57″–39″ (*s*) | 21 ″ 3 |
| 98181 | *H.Kennedy*90–90 | *ss*Ant.No 1-94 | 1630 | 4,95 ~~4,94~~ ~~ss~~ | A&CP | | 11mo | Co. | (Lim.) | P27′Q66′B126′F34′ | British | 160lb *80lb* 200H | s 1 • 10 |
| | *Well deck* | 1*Dk*(*pt Stl*&*pt Irn*)& *Webframes* | 1398 | ✠LMC11,90 | | | 11,94 | Middlesbro' | (A.Holland&Co) | FK | 4*BH* ~~Rep~~ *Cem* | 2SB,*6pf*,GS90,HS3060 | |
| | | | | | ~~Ant~~ Hul | | | | | *WB*=*DBa*76′*f*116′&*u* | *E*&*B*36′573*t* | N.E.MarineE.Co.(Ld),Sld | |
| 336 | — | SteelScSr | 1793 | ✠100A1 | Nwc | *q* | 1889 | W.Hamil- | Ballingall& | 261·2 \| 37·0 \| 16·9 | Glasgow | T.3Cy.18″,30″&48″–39″ (*s*) | 19 ″ 8 |
| 96064 | ~~*J.L.Howden* —91~~ | *ss*Liv.No.1–92 | 1355 | 12,94 ~~3,94~~ | LA&CP | | 6mo | ton&Co. | Garroway | Q99′B103′F32′ | British | 160lb *80lb* 160H | s 1 • 6 |
| LFJT | *Well deck* | 1*Dk*(*Stl*)&*Webframes* | 1160 | ✠LMC8,93 | | | | Pt.Glasgow | | BK9½″ | 4*BHCem* | 2SB,*6rf*,GS90,HS2182 | |
| | *D.McDougal*94–94 | | | | Brs | | | | | *WB*=*Cell* | *DB*212′455*t* | Alley&McLellan,Glasgow | |
| 337 | — | IronScSr | 730 | ✠ | Cly | *l* | 1880 | D&W Hen- | AdelaideStm.Ship | 200·0 \| 26·3 \| 11·7 | Sydney | C.2Cy.28½″&57″–36″ | |
| 79328 | *G.W.Leslie* –93 | 1*Dk*&*Awng Dk* | 703 | *Awng dk* | LA&CP | | 8mo | derson&Co. | Co.(Lim.) | H26*t* 19·4 | British | 284H | |
| QPJS | | | 395 | *with load line* 10,80 ✠ | | | | Glasgow | | | 7*BHCem* | D.&W.Henderson&C.,Gls. | |
| 338 | — | SteelScSr | 604 | ✠100A1 | Bgn | *i* | 1891 | Bergens | R.F.Olsen | 174·0 \| 26·0 \| 10·9 | Bergen | T.3Cy.14″,22½″&37″–24″ (*s*) | 13 ″ 8 |
| | *D.Rasmussen* | 1*Dk* | 443 | 2,94 | LA&CP | | 3mo | Mekaniske | | Q43′B52′F24′ | Norwegian | 150lb *80lb* 70H | |
| JVHC | *Well deck* | | 364 | ✠LMC3,91 | | | | værksted | | drp92 BK7½″ | 4*BHCem* | 1SB,*1c*&*1pf*,GS36 | |
| | | | | | | | | Bergen | | *WB*=*DBa*37′*f*38′ | 99*t APT*13*t* | BergensMekVærkstd,Bgn | |
| 339 | **Frans** | SteelScSr | 676 | | | | 1891 | Kockums | Trelleborgs Ångf. | 171·5 \| 25·1 \| 14·9 | Trelleborg | T.3Cy.13¾″,21⅛″&36″–23⅝″ | |
| | *A.P.Pettersson*82–91 | 1*Dk*2*trB* | 524 | | | | | Mek Verkst | NyaAktieb. | Q60′ B41′ H21*t* | Swedish | 100H | |
| HVJQ | *Elec.light* | | 498 | | | | | Malmö | (F.Malmros) | F19′ | *WB* | KockumsM.V.,Malmö | |
| 340 | **Franz** | IronScSr | 850 | | | | 1881 | G.Howaldt | Sartori&Berger | 203·7 \| 26·1 \| 20·3 | Kiel | C.2Cy.25″&40″–27″ | |
| | *F.Hein*76–83 | 1*Dk*&*Awngdk* | — | | | | | Kiel | | | German | 85H | |
| LCJG | | | 661 | | | | | | | | *WB* | HowaldtBros.,Kiel | |
| 341 | **Fratelli B. Mendl** | SteelPad | 265 | | | | 1894 | Howaldts- | Flli.B.Mendl | 140·0 \| 23·0 \| 10·8 | Braila | T.3Cy.21″,33″&52″–40″ | |
| | | | — | | | | | werke | | | Roumanian | 125H | |
| | *Elec.light* | | 135 | | | | | Kiel | | | | | |
| 342 | **Fratelli Prinzi** | IronScSr | 962 | ✠90A1 | Mlt | *n* | 1881 | R.Thomp- | Frat.Prinzi | 225·0 \| 32·5 \| 16·0 | Catania | C.2Cy.28″&54″–36″ (*i*) | 16 ″ 11 |
| 3 | ~~*V.D'Antoni*~~ *ss*Mlt.No.3–7,93 | | 888 | 7,93 | A&CP | | 6mo | son&Sons | | Q86′B42′F28′ | Italian | 70lb *60lb* 125H | |
| PJLD | (*ex*Queensferry) | 1*Dk*(*Irn*)2*trB* | 621 | BS9,94 ✠LMC7,93 | | | | Sunderland | | BK8″ | 4*BHCem* | 2SB,*4f*,GS66 | |
| | *A.Visango* | | | | | | | | | *WB*=*DBa*63′*f*25′174*t FPT*50*t APT*22*t* | | Black,Hawthorn&Co.,Gts. | |
| 343 | **Fred. E. Sharp** | WoodTwinScSr | 199 | | | | 1892 | A.C.Brown | Merritt'sWreck- | 124·3 \| 26·0 \| 8·7 | New York | 4Cy.11″&22″–12″ | |
| | | 1*Dk*&*Spardk* | 189 | | | | | &Son | ingOrganization | | Utd.States | 100H | |
| | | | 189 | | | | | Tottenville, S.I. | | | | WellBalanceEng.Co.,NYk | |
| 344 | **Freda** | IronScSr | 1004 | ✠100A1 | Lon | *m* | 1883 | Swan& | T.Rodenacker | 215·0 \| 29·6 \| 16·2 | Dantzig | C.2Cy.28½″&53″–33″ (*b*) | |
| | *F.Oesterreich*92–93 *ss*Shl.No.2–92 | | 775 | 6,94 ~~4,93~~ | LA&CP | | 10mo | Hunter | | P121′F21′ | German | 80lb ~~70lb~~ *75lb* 110H | |
| HFTK | *Well deck* | 1*Dk*2*trB* | 710 | BS~~4,93~~ 6,94 ✠LMC1,92 | | | | Newcastle | | drp94 BK8″ | 4*BHCem* | 1SB,*3pf*,GS56 | |
| | | | | | | | | | | *WB*=*FPT*30*t APT*68*t* | *MT*20′153*t* | Blair&Co.(Lim.),Stockton | |
| 345 | — | SteelScSr | 498 | ✠90A1 | MVo | *h* | 1888 | NavalCon. | ArgentineSteam | 158·0 \| 30·2 \| 11·9 | Liverpool | C.2Cy.18″&36″–30″ (*s*) | 12 ″ 6 |
| 93788 | *Howard* | *ss*M.Vo.No.1–94 | 442 | 4,94 | LA&CP | | 6mo | &Armamnts | LighterCo.(Lim.) | B39′F19′ | British | 90lb *45lb* 54H | |
| KSMR | | 1*Dk*(*Stl*) | 310 | ✠LMC4,94 | | | | Co.(Lim.) | | FK | 4*BHCem* | 1SB,*2pf*,GS38,HS1204 | |
| | | | | | | | | Barrow | | *WB*=*FPT* | 18*t APT*25*t* | Navl.C.&A.Co.(Lim.),Brw. | |
| 346 | **Fredensborg** | SteelScSr | 1636 | ✠100A1 | Liv | *p* | 1889 | Burmeister | Dampskibsselska | 250·0 \| 34·7 \| 16·2 | Copnhagn | T.3Cy.18½″,30″&48″–36″ (*s*) | 19 ″ 0 |
| | ~~*V.S.A.v.Deuss* 84–89~~ | 1*Dk*(*Stl*)2*trB* | 1173 | 6,94 ~~6,93~~ | A&CP | | 6mo | &Wain | betDannebrog(C. | P140′F58′ | Danish | 150lb *90lb* 150H | s 1 • 8 |
| NBFS | *Well deck* *Anderson* | *ss*Cpn.No.1–94 | 1045 | BS1,95 ✠LMC~~6,89~~ 1,94 Shl | | | | Copenhagen | K.Hansen,*Mgr.*) | ~~drp91~~ BK9″ | 4*BHCem* | 2SB,*4cf*,GS71 | |
| | | | | | | | | | *WB*=*DBa*56′ | *f*98′*f*u*E*&*B*48′369*t* | *APT*44*t* | Burmeister&Wain,Cpn. | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 347 JHRD | **Frédéric Franck** *Maillard* — *ss*Hav.No.2–83 2*Dks* | 1025 — 556 | ✠ 6,85 | Hav | *n* | 1875 7mo | Lobnitz Coulburn&C. Renfrew | Worms,Josse&Co. | 231·2 P33′ | 30·6 F33′ | 16·6 | Havre French *6BHCem* | C.2Cy.32″&60″–42″ 170H Lobnitz,Clborn&C.,Rnfrw *WB=MT42′32tAPT10t* | | V |
| 348 JHBG | **Frédéric Morel** *Ch.Langhetée87–92* 1*Dk&Spardk3trB* | 1493 — 822 | | | | 1883 | J.Read-head&Co. S.Shields | Cie.Générale des Bateaux à vap à hél.duNord | 250·3 B44′ | 33·1 23·1 | 15·0 | Dunkirk French *WB* | C.2Cy.32″&61″–36″ 160H J.Readhead&Co.,S.Shields | | V |
| 349 97212 | **Frederica** *G.Allix* –90 *Elec.light* 2*Dks*(*UStl*-ws) | 1059 733 193 | | | | 1890 7mo | J&G Thom son(Lim.) Glasgow | London&South WesternRail-wayCo. | 253·0 Q162′ | 35·1 F78′ | 14·8 | S'thamptn British *WB* | T.6Cy.24″,37″&56″–33″ 494H J&GThomson(Lim.),Gls. | 15 ″ 8 | BT till 4,95 |
| 350 NRFJ | **Fredericia** *N.P.Larsen91–92* 1*Dk* | 304 286 132 | | | | 1877 | F.Schichau Elbing | DeDanskeStats-baner | 138·8 | 26·1 | 10·8 | Fredericia Danish | 2Cy.36″–45″ 90H F.Schichau,Elbing | | |
| 351 53017 KDSP | **Frederick Snowdon** *J.J.Read* –92 6thSurvey,Shl.3,92 1*Dk2trB* | 757 674 457 | ✠A1*1 2,95 ~~1,94~~ ✠NB8,89 | Nwc Lon LMC3,92 | Lv | 1866 7mo | Bennie& Co. Middlesbro' | M.Archer (W.Swanston &Sons,*Mgrs.*) | 200·0 Q32*t* drp95 | 29·2 BK8″ | 15·9 | Newcastle British *2BH*2PBH *WB=DBaf&uE&B* | C.2Cy.26″&48″–33″ (*s*) 80lb *80lb* NDB94 NE74 99H 2SB,*4pf*,GS72 DunstnEng.Wks.Co.,Nwc. | 17 ″ 5 s 2 ″ 9 | D |
| 352 NJGT | **Frederik** *J.B.Harboe67–72* *ss*Cpn.No.2–80 *Well deck* 1*Dk2trB* | 1113 821 702 | 6,80 | Cpn | *n* | 1872 3mo | Burmeister &Wain Copenhagen | ForenedeDamp-skibsselskab | 232·3 P156′ | 30·0 F33′ | 16·5 | Copnhagn Danish *4BHCem* | C.4Cy.21″&44″–30″ 120H Burmeister&Wain,Cpn. *WB=MT42′330t* | | |
| 353 NTWS | **Frederiksborg** *P.Hartmann89–89* *ss*~~Cpn.No.2–92~~ *Well deck* 1*Dk*(*Irn*)2*trB* *ss*Cpn.No.3–5,95 | 1326 992 841 | ✠100A1 ~~7,94~~ ~~4,94~~ 5,95 ~~BS4,94~~ ✠LMC6,~~92~~ 5,95 Dly | Cpn LA&CP | *o* | 1883 11mo | Burmeister &Wain Copenhagen | DampskibSelskab "Dannebrog" (C.K.Hansen, *Mgr.*) *WB=DB* | 237·0 P144′F28′ ~~lap93~~ drp95 *n57f′80′&uE&B42′* | 33·2 BK8½″ | 15·1 *280tAPT20t* | Copnhagn Danish *4BHCem* | C.2Cy.30″&52″–33″ (*f*) 75lb *75lb* 120H 2SB,*4pf*,GS73 Burmeister&Wain,Cpn. | 18 ″ 0 s 1 ″ 8 | |
| 354 NPWD | **Frederikshavn** *J.O.Pii77–79* 1*Dk* | 214 204 108 | | | | 1875 | Burmeister &Wain Copenhagen | Em.Z.Svitzer's BjergningsEnter-prise | 133·9 B8*t* | 21·7 | 12·0 | Copnhagn Danish | C.4Cy.16½″&34″–20″ 80H Burmeister&Wain,Cpn. | | |
| 355 HJGC | **Fredrik** *G.Carlsson89–89* 1*Dk* | 318 284 232 | | | | 1872 | Ahlberg Eckerna | C.W.Åkerson | 129·6 B28′ | 21·0 H7*t* | 13·5 | Gefle Swedish | C.2Cy.12⅝″&28¼″–19½″ 45H GöteborgsMek.Verkst., Gothenburg | | |
| 356 | **Fredrikstad** 1*Dk* | 137 — 91 | | | | 1867 | ..... Bergen | EtInteressentskab (Th.Capjon) | 104·9 Q11*t* | 16·4 B26*t* | 8·6 | Frdrikstad Norwegian | 30H | | |
| 357 68299 MSWP | **Free Lance** *R.Hogan* –94 1stSurvey,Sws.3,93 *Well deck* 1*Dk*(*Irn*)2*trB* 6thSurvey,1,89 | 1161 1006 740 | ✠ A1,1 ~~8,94~~ ~~1,94~~ 5,95 ✠NB~~1,~~8 BS6,94 | Sws Cff LMC8,93 | Lv | 1873 6mo | R.Dixon& Co. Middlesbro' | Christie&Co. | 262·6 Q66*t*B81*t*F13*t* len79 | 30·3 BK8″ | 17·6 *6BH* *WB=DBa&f* | Middlsbro' British | C.2Cy.28″&53″–33″ (*c*) 70lb ~~50lb~~ *80lb* NDB95 99H 1SB,*3pf*,GS63 T.Richardson&Sons,Hpl. | 18 ″ 8 2 ″ 6½ | D |
| 358 RGTP | **Freia** *H.Marx* –91 2*Dks* | 682 593 421 | | | | 1885 | Blohm& Voss Hamburg | C.J.F.Bräunlich | 235·9 B154′ | 26·6 | 13·4 | Stettin German | C.2Cy.40″&67″–72″ 400H Blohm&Voss,Hamburg | | V |
| 359 93401 LMPF | **Freiston** *F.W Hargreaves* –94 ~~ssBos.No.1–90~~ *Trawler* 1*Dk* *ss*Bos.No.3–11,94 | 105 100 52 | ✠90A1 11,94 ~~8,98~~ ~~BS6,98~~ ✠LMC~~8,00~~ 11,94 | Bos LA&CP | | 1886 1mo | Earle'sCo. (Lim.) Hull | BostonDeepSea Fishing&IceCo. (Lim.) | 85·0 F17′ ND94 | 20·0 BK7½″ | 9·9 *3BHCem* | Boston British | C.2Cy.12″&22″–20″ (*s*) 90lb 25H 1SB,*1cf*,GS14,HS510 Earle'sCo.(Lim.),Hull | 10 ″ 10 | |
| 360 VKCJ | **Frej** *G.Braxén92–92* (*ex*Ermeland) *Elec.light* 1*Dk* | 423 308 242 | | | | 1890 | Kockums Mek.Werks Malmö | A.Hedman | 136·4 | 26·4 | 11·5 | Nikolaistd Russian *WB* | C.2Cy.19½″&34″–19½″ 60H KockumsMek.Wrks.Mlmö | | V |
| 361 — HNLJ | **—** *J.W.Söderström82–86* 1*Dk* | 192 173 149 | | | | 1876 | S.Olsson Oscarshamn | C.J.Schylander | 99·4 B22′ | 20·6 | 10·5 | Vånevik Swedish | C.2Cy.9″&19½″–15⅝″ 20H OscarshamnM.V.,Oscrshn. | | |
| 362 IVWL | **Freja** *J.S.Trovik91–91* *ss*Bgn.No.3–11,93 (*ex*Limburg,*ex*Hampton) 2*Dks*(1*Irn*)3*trB* | 1841 1628 1177 | ✠100A1 4,95 ~~4,00~~ B&MS11,93 ✠NB89 ~~rec'd98~~ re-fitted93 | Bgn A&CP Shl | *s* | 1873 8mo | J.Blumer& Co. Sunderland | C.Michelsen&Co. | 283·7 P55′B58′F26′ len78 | 33·0 BK9″ | 24·0 *WB=DBa62′* | Bergen Norwegian *4BHCem* | C.2Cy.20″&53½″–36″ (*s*) 160lb 150H 1SB,*3rf*,GS56,HS1920 T.Richardson&Sons,Hpl. | | N |
| 363 HSCM | **—** *A.F.Thunell92–92* *ss*Got.No.3–8,84 *Well deck* *ss*Skm.No.2–92 (*ex*RievaulxAbbey,*ex*Ithaca) 1*Dk2trB* | 1078 848 ~~624~~ 852 | ✠90A1 4,94 BS~~4,94~~ 4,95 | Ams A&CP LMC11,92 | | 1873 4mo | RThomp-son,jun. Sunderland | Nya.Rederiaktieb ~~Rederiaktieb.~~ Svea (K.Ahlborg,*Mgr.*) | 220·3 P130′H13*t*F30′ | 30·4 BK8″ | 16·8 *4BHCem* | Stockholm Swedish | C.2Cy.27″&51″–33″ (*d*) 60lb *55lb* NB84 98H 2SB J.Dickinson,Sunderland | 18 ″ 3 | |
| 364 HDMN | **—** *C.A.F.Lönnqvist86–86* 1*Dk* | 226 199 169 | | | | 1878 | E.J.Erics-son Christnehmn | Ångb.Aktieb. "Ferm" (A.Broström) | 102·9 P21′ | 21·0 | 12·6 | Krstnhmn Swedish | C.2Cy.11¼″&27½″–17½″ 35H ChristinehamnsM.V.,Chrs. | | |
| 365 161 HMSN | **—** *Horst* 1*Dk* | 156 — 105 | | | | 1859 | MotalaCo. Motala | Russisch-Balti-scherBergungs-Verein | 106·0 | 22·0 | 12·0 | Reval Russian | 2 45H MotalaCo.,Motala | | |
| 366 NTLV | **Frejr** *C.L.Strand* 2*Dks&Awngdk* | 676 413 419 | | | | 1883 | Lobnitz& Co. Renfrew | RandersDampsk. Selskab.af1866 | 170·5 B13*t* | 26·6 | 20·0 13·3 | Randers Danish *WB* | C.2Cy.24″&44″–30″ 85H Lobnitz&Co.,Renfrew | | V |
| 367 NCPD | **Frem** *P.Sörensen90–90* **Iron&SteelScTug** | 117 107 28 | | | | 1890 | Motala Mek.Verk. Oscarshamn | AalborgByes. Havn | 89·6 | 19·1 | 10·4 | Aalborg Danish | C.2Cy 60H MotalaMek.Verk.Oscarshn | | |
| 368 93470 KPVL | **Fremona** *J.A.Tait* –93 *ss*LthNo.1–92 2*Dks*(1*Irn&*1*Stl*)*&Webframes* | 2837 2766 1840 | ✠100A1 2,95 ~~2,94~~ BS3,94 ✠LMC3,92 | Nwc LA&CP | *v* | 1887 12mo | Gourlay Bros.&Co. Dundee | W.Thomson&Sons *WB=Cell* | 328·0 P50′B154~~F95~~ | 42·2 BK10″ | 25·9 *5BHCem* *DB278′390t FPT* *30tAPT37t* | Dundee British | T.3Cy.26″,41″&66″–48″ (*s*) 160lb *60lb* 360H 2DB,*12cf*,GS155 GourlayBros.&Co.,Dundee | 28 ″ 6 s 4 ″ 9½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 369 99383 | **Freshfield** *H.Fleming* 92–92 | **SteelScSr** 1 *Dk (Irn) & Spar dk (Irn) 3 tr B* | 2730 2529 1750 | ✠ 100 A1 *Spar dk* 11,94 ~~5,94~~ ✠ LMC 1,92 N.Y. | Cff A&CP | *u* | 1892 3mo | J.L Thompson & Sons Sunderland | **S.S. Freshfield Co. (Lim.) (J. Brown & Son)** | 300·0 \| 41·1 \| 18·6 P30′ B76′ F38′ 26·0 BK 10″ *WB = Cell DB 238* | Liverpool British *Pt Awng dk 183′* | T.3Cy.24″,39″ & 64″–42″ (*s*) 160 lb *160 lb* 350 H 2SB, *6 c f*, GS 104, HS 3960 *585 t APT 35 t* | 21 ″ 1 s 5 · 8 |
| 370 WBMK | **Frey** *H.T. Bentzon* 93–93 | **SteelScSr** 1 *Dk (pt Stl pt Irn) 2 tr B & Web frames & pt Awng dk (Irn)* | 3017 2339 1962 | ✠ 100 A1 *pt Awng dk with freeboard* 1,94 ✠ LMC 2,93 | Nwc A&CP | *u* | 1893 2mo | Ropner & Son Stockton | **J.R. Olsen** | 322·0 \| 41·5 \| 20·7 P25′ Q114′ BK 10″ *WB = Cell DB 250* | Bergen Norwegian | T.3Cy.23″,37½″ & 61½″–39″ 160 lb *80 lb* (*s*) 230 H 5 *BH Cem* 561 *t APT 13 t* | 24 ″ 0 s 9 · 1 Blair & Co. (Lim.), Stockton |
| 371 JRPK | — *L. Martiniussen* | **WoodScSr** 1 *Dk* | 290 210 164 | | | | 1873 | J Bonnesen Malmö | **C.E. Rönneberg & Sönner** | 131·1 \| 25·3 \| 11·2 Q15 *t* B61 *t* | Aalesund Norwegian | C.4Cy.12″ & 24″–18″ 45 H Burmeister & Wain, Cpn. | |
| 372 NKDG | **Freya** *J.E.S. Andersen* | **IronPadSr** 1 *Dk* | 372 297 205 | | | | 1862 | Baumgrtn & Burmeister Copenhagen | **De Danske Statsbaner** | 202·9 \| 22·3 \| 10·5 | Korsör Danish | 2Cy.50″–48″ 160 H Burmeister & Wain, Cpn. | |
| * 373 82559 WGPK | **Friary** *T. Evans* ~~ss Sld. No. 2–90~~ *ss* Npt. No. 3–3,95 | **IronScSr** 1 *Dk (Irn) & Spar dk 3 tr B* | 2307 1603 1506 | ✠ 100 A1 *Spar dk* 3,95 ~~8,90~~ BS 3,95 | Sld A&CP LMC 9,93 Npt | *s* | 1882 1mo | J. Laing Sunderland | ~~Jones Bros. & Co.~~ Inglis Jones & Co. | 295·7 \| 37·9 \| 20·0 27·5 BK 9½″ *WB = DB a 84′ f 60* | Newport British | C.2Cy.37″ & 68″–42″ (*i*) 80 lb *60 lb* 280 H 2SB, *6 p f*, GS 100 *245 t APT 25 t* | 21 ″ 3 s 6 · 4 NE Marine E. Co. (Lim.) Sld. |
| 374 JQGW | **Fridtjof** *A. Hille* | **IronScSr** 1 *Dk & Awng dk* | 949 923 725 | | | | 1872 | Bergens Mek. Verkst. Bergen | **Johan Ameln** | 190·4 \| 29·3 \| 22·6 B21′ H6 *t* | Bergen Norwegian *WB* | C.2Cy.29″ & 54″–28″ 120 H Bergens Mek. Verkst., Brgn | |
| * 375 98498 | **Frieda** *W. Readhead* 81–90 *Well deck* | **SteelScSr** 1 *Dk (Irn) & Web frames* | 2072 1579 1335 | ✠ 100 A1 7,94 ~~8,02~~ ✠ LMC 12,90 Bry | Sld LA&CP | *r* | 1890 12mo | W Gray & Co. (Lim.) W Hartlepool | ~~O. Trechmann~~ Trechmann, Brs | 275·0 \| 37·2 \| 20·0 P27′ Q86′ B106′ F28′ BK 9½″ *W B = DB a 88′ f 102* | W. Hartlpl British *Pt Awng dk* | T.3Cy.21½″,34″ & 57″–39″ (*s*) 160 lb *80 lb* 180 H 4 *BH Cem* 477 *t APT 20 t* 2SB, *6 r f*, GS 82, HS 3180 Central Mrne E Wks W Hpl | 21 ″ 10 s 1 · 11 |
| 376 NGDF | **Friede** *D. Hollander* –90 (*ex* Marseilles, *ex* Baron Pahlen, *ex* Bergen, *ex* Hankow) | **IronSc** *ss* Sld. No. 3–1,73 (*Expl Steel & Irn*) 1 *Dk & Awng dk* | 550 546 353 | *Awng dk* 1,73 | Sld A&CP | *pt* | 1864 1873 | Laird Bros. Liverpool | **J.A. Visser** | 175·2 \| 23·1 \| 17·5 FK | Elsfleth German | C.3Cy.18″ & (2) 28″–30″ NE 73 70 H 4 *BH Cem* A. & J. Inglis, Glasgow | |
| 377 KRFS | **Friedrich** *H. Schäfer* –93 *Elec. light* | **SteelScTrawler** 1 *Dk* | 158 145 74 | | | | 1891 | G. Seebeck Geestemünde | **F. Busse** | 110·0 \| 22·0 \| 11·2 B7′ | Gstemnde German | C.2Cy.17″ & 32″–20″ 65 H G. Seebeck, Geestemünde | |
| 378 LCFN | **Friedrich Krupp** *L. Gehrke* 80–93 | **IronScSr** *ss* Rot. No. 3–11,85 *ss* Rot. No. 2–94 1 *Dk 2 tr B* | 1240 1152 919 | ✠ 90 A1 3,95 ~~4,04~~ ✠ NB 11,85 BS 3,95 | Rot A&CP LMC 1,94 | *p* | 1874 2mo | M. Pearse & Co. Stockton | **F. Krupp** | 240·1 \| 32·5 \| 19·6 F24′ ND 91 FK *WB = DB a 73′ f 78* | Kiel German | C.2Cy.28″ & 56½″–36″ (*i*) 57 lb *65 lb* 120 H 2SB, *4 c f*, GS 74 Blair & Co. (Lim.), Stockton | |
| 379 HJLB | **Friese** *G.L. Ivancich* –93 (*ex* Saphire, *ex* Ville d'Ostende) | **IronPadSr** 1 *Dk* | 206 — 100 | | | | 18 4/9 8/5 | J. Cockerill Antwerp | **P. Pizzetti** | 158·1 \| 20·3 \| 10·6 H— | Trieste Aust.-Hung. | C.3Cy.17¾″ (2) & 48½″–42½″ 100 H Howaldtswerke, Kiel | |
| 380 MBJD | **Friesland** *Nickels* *Elec. light* | **SteelSc4Mst** 4 *Dks* (2 *Stl*–ws) *ss* Ant. No. 1-94 | 7116 6278 4560 | ✠ 100 A1 7,94 ~~8,06~~ ✠ LMC 3,94 | Ant LA&CP | *q* † | 1889 11mo | J. & G. Thomson Glasgow | **Soc. Anonyme Belge Américaine** | 437·0 \| 51·2 \| 35·0 P42′ F54′ FK *WB = Cell DB 392′ 964 t* | Antwerp Belgian | T.3Cy.35½″,56″ & 89″–54″ (*s*) 160 lb *80 lb* 800 H 9 *BH Asp* 3D & 18B, *21 r f*, GS 376 FD J. & G. Thomson, Glasgow | 38 ″ 0 |
| 381 HRGJ | **Frigg** *H.L. Olsson* 92–93 | **CompScSr** 1 *Dk* | 213 189 157 | | | | 1882 | S. Groth Sjötorp | **Ångb. Aktieb "Ferm" (A. Broström)** | 102·6 \| 20·9 \| 12·7 B19′ | Krstnhmn Swedish | C.2Cy.10¼″ & 25″–17½″ NE 92 35 H Kristinehamns M.V., Christinehamn | |
| 382 RHFK | **Frigga** *F.C. Nagel* | **SteelScSr** 2 *Dks* (1 *Stl* & 1 *pt Stl*) 3 *tr B* | 1970 1761 1400 | ✠ 8,87 ✠ | Ham A&CP | *s* | 1887 7mo | Flensburg S.B.Co. Flensburg | **Deutsche Dampfsch Rhedereizu Hamburg** | 289·5 \| 36·6 \| 21·9 P52′ B72′ F44′ BK 9″ *WB = Cell DB 258′ 320 t* | Hamburg German | T.3Cy.22½″,40″ & 64″–42″ 320 H 7 *BH Cem* 2SB, *4 c f*, GS 180 Flensburg. S.B.Co. Flnsbrg | 24 ″ 3 |
| 383 HPNF | — *N. Eriksson* –87 | **IronScSr** 1 *Dk* | 386 338 281 | | | | 1878 | Oscrshmns M.V. Oscarshamn | **E.J. Odenius** | 135·1 \| 24·0 \| 13·9 B36′ H5 *t* | Gothenbrg Swedish | C.2Cy.16″ & 32″–22″ 50 H R. Martin, Oscarshamn | |
| 384 HFQK | **Frithiof** *J.A. Börjesson* 90–92 | **IronScSr** 1 *Dk & Awng Dk* | 766 508 604 | | | | 18 7/8 0 | Schlesingr, Davis & Co. Newcastle | **Ångf. Aktieb. "Thule" (O. Melin)** | 193·2 \| 23·9 \| 14·7 H14 *t* | Gothenbrg Swedish | C.2Cy.22⅝″ & 43⅜″–28⅜″ 60 H T. Clark & Co., Newcastle | |
| 385 | — *E. Emanuelsson* | **WoodScSr** 1 *Dk* | 111 97 89 | | | | | ..... | **J.F. Kallin** | 94·2 \| 18·0 \| 8·2 H14 *t* | Tösse Swedish | | |
| 386 HMGQ | **Frithjof** *L. Iversen* 91–91 | **WoodScBk** 1 *Dk 2 tr B* | 255 220 142 | | | | 1884 | O. Ellefsen Tönsberg | **Skjærsnes Rederiselskab (O. Ellefsen)** | 121·4 \| 25·9 \| 12·9 P31 *t* | Tönsberg Norwegian | C.2Cy.18½″ & 33″–24¾″ 50 H Nylands Verkst., Christinia | |
| 387 NFVG | **Frode** *C.F. Christensen* 82–92 *Well deck* | **SteelScSr** 1 *Dk (Stl) & Web frames* | 2061 1529 1301 | ✠ 100 A1 8,94 ~~7,08~~ ✠ LMC 5,93 | Bly LA&CP | *r* | 1893 5mo | Burmeister & Wain Copenhagen | **Damps. Selskabet "Gorm" (L.H. Carl, *Mgr.*)** | 282·6 \| 37·7 \| 17·2 P21′ Q88′ B112′ F25′ FK *WB = Cell DB 238′ 486 t FPT* | Copnhagn Danish | T.3Cy.21½″,35″ & 57″–39″ (*s*) 160 lb *90 lb* 200 H 6 *BH Cem* 34 *t APT 7 5 t* 2SB, *6 f*, GS 97, HS 2909 Burmeister & Wain, Cpn. | 20 ″ 0 |
| 388 HTRS | — *J.A. Brantenberg* –89 | **SteelScSr** 1 *Dk* | 333 282 242 | | | | 1889 | Göteborgs M.V. Gothenburg | **Ångf. Aktieb. "Godhem" (T. Ahrenberg)** | 130·2 \| 21·5 \| 13·4 B31′ H6 *t* | Gothenbrg Swedish *WB* | C.2Cy.15½″ & 28¼″–19½″ 45 H Göteborgs M.V. Gothenbrg | |
| 389 TKCB | **Frogmore** ~~*H. Dickinson* 92–92~~ *Hawkett* 3rd Survey, Liv. 12,92 *Well deck* | **IronScSr** 1 *Dk (Irn) 2 tr B* | 1547 1262 1000 | ✠ A1* 1 ~~10,94 6,98~~ | Liv | Lv | 1880 6mo | T. Royden & Sons Liverpool | **S.S. Frogmore Co. (Lim.) (W. Johnston & Co., Lim.)** | 259·5 \| 33·9 \| 17·9 Q87 *t* B148 *t* F39 *t* FK *WB = DB u E & B MT* | Liverpool British | C.2Cy.28″ & 56″–39″ 140 H 2SB, *6 f* J. Jack & Co., Liverpool | 20 ″ 0 s 2 · 5 |
| 390 HFKJ | **Frogner** *H.S. Gulliksen* 87–90 *Well deck* | **SteelScSr** 1 *Dk (Irn) 2 tr B* | 1161 893 839 | ✠ 100 A1 10,92 ~~5,94~~ ✠ LMC 12,90 H.Kg. | Bly LA&CP | *n* | 1890 12mo | Wood, Skinner & Co. Newcastle | **Dampskibs Act. Selsk "Frogner" (Fearnley & Eger)** | 230·1 \| 33·1 \| 15·4 Q73′ B65′ F25′ FK *WB = Cell DB 193′ 258 t* | Chrstiania Norwegian | T.3Cy.17″,28″ & 46″–30″ (*s*) 160 lb *80 lb* 100 H 4 *BH Cem* 2SB, *4 p f*, GS 58 NE Marine E Co (Lim) Nwc. | 18 ″ 0 |

| 1 No. in Book. Official No. Code letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned (or repaired). Engine-mit Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 391 96213 LPFC | **Frolic** **IronScK** 1*Dk* *ss*Gms.No.1-94 | 183 163 79 | ✠100A1 *Well fishing vessel* 11,94~~8,90~~ | Hul LA&CP | Gms ✠LMC~~3,90~~ 11,94 | 1890 3mo | Earle's Co. (Lim.) Hull | **GrimsbySteam FishingCo.(Lim)** | 107·4 Q42′F20′ | 20·5 BK7½″ | 11·5 | **Grimsby** British | T.3Cy.12¾″,20″&32″–22″ (*s*) 150lb 55HP 1SB,*2cf*,GS29,HS800 Earle's Co.(Lim.),Hull | 12 ″ 0 | |
| 392 120750 | **Frontenac** **SteelSc** 2*Dks* | 2004 — 1676 | | | | 1889 | Cleveland S.B.Co. Cleveland,O. | **ClevelandIron MiningCo.** | 270·4 H—F42′ | 40·2 *WB* | 19·8 | **Cleveland, Ohio** Utd. States | T.3Cy.20″,31″&52″–40″ 147HP ClevelandS.B.Co.,Clevelnd | | |
| 393 | **Frontera** **IronScSr** *W.Cisa85–90* | 113 — 90 | | | | 1878 | Pusey& Jones Co. Wlmngtn Del | **BulnesHermanos** | 100·0 H30*t* | 18·0 | 7·6 | **Frontera** Mexican | C.2Cy.12″&21″–18″ 25HP Pusey&JonesCo.Wlmngtn | | |
| 394 120591 KCQJ | **Frostburg** **IronScSr** *Mills* 2*Dks* | 927 — 564 | | | | 1884 | American S.B.Co. PRichmndPa | **C.T.Mayer** | 204·0 | 33·0 | 16·0 | **Baltimore** Utd. States *WB* | C.2Cy.26″&48″–36″ 100HP Neafie&Levy,Philadelphia | | V |
| 395 87931 JDTG | **Frutera** **IronScSr** ~~*Gillard83–90*~~ *ss*Liv.No.3–5,92 *Well deck* 1*Dk*(*pt Irn*)&*Webframe* ~~*T.G.Mackenzie –94*~~ *F.A.Shaw –95* | 1001 752 638 | ✠100A1 10,94 3,94 3,95 BS6,92 | Liv LA&CP | *m* ✠LMC3,92 | 1883 12mo | HM'Intyre &Co. Paisley | **FruteraS.S.Co. (Lim.)(Goodyear&Co.)** *WB=L* | 216·4 Q75′B64′F45′ *Ba58′f76′303t* | 31·1 BK8″ | 15·5 *FPT 40tAPT18t* | **Liverpool** British | C.2Cy.28″&54″–36″ (*a*) 90lb ~~*70lb*~~*80lb* NDB95 124HP 2SB,*4pf*,GS76 J.Howden&Co.,Glasgow | 16 ″ 4 s 1 ″ 2½ | |
| 396 | **Fu Ping** **SteelScSr** named "Tê-Jên," *See No. 35 in Supplement* | 886 — 523 | | | | 1891 | BlythS.B. Co.(Lim.) Blyth | **ChineseEngineering&MiningCo.** | 215·0 P33′ B48′ F30′ | 32·1 | 13·2 | **Tientsin** Chinese | T.3Cy.15″,25″&41″–24″ 80HP M.Pratt,Huddersfield | | |
| 397 63559 | **Fuh Le** **IronSc** *O.L.Roberts* 1*Dk* | 101 101 22 | | | | 1870 | R.Irvine& Co. Hartlepool | **ShanghaiTug BoatCo.(Lim.) Morris&Co.** *Mgrs.* | 95·2 | 18·1 | 9·1 | **Shanghai** British *WB* | 2Cy.21″–18″ 60HP D.Joy&Co.,Middlesbro' | | |
| 398 72750 | **Fuh Wo** **IronScSr** *F.Davies –92* | 992 787 764 | | | | 1879 | Boyd&Co. Shanghai | **Indo-ChinaSteam NavigationCo. (Lim.)** | 204·0 | 26·1 | 17·8 | **London** British | C.2Cy.16″&36″–36″ 52HP Boyd&Co.,Shanghai | | |
| 399 1233 HJFQ | **Fujikawa Maru** **SteelSc** *Shikanosuke Kano* | 571 553 354 | | | | 1890 | Kawasaki Shozo Hiogo | **OsakaShosen Kaisha** | 164·2 P51′ B136′ F72′ | 22·3 | 19·1 | **Osaka** Japanese | 2Cy. 67HP | | |
| 400 905 HFTR | **Fukushima Maru** **Wood—Sr** *SatoTatsutaro* (*ex*OshimaMaru) | 107 101 76 | | | | 1885 | TsujiMatsunojo Hakodate | **WatanabeKinzo** | 97·1 | 13·3 | 12·2 | **Hakodate** Japanese | 1Cy. 9HP | | |
| 401 929 HFWK | **Fukuzawa Maru, No 3** **Wood—Sr** *KanekoKiyoshi* | 111 48 63 | | | | 1883 | Fukuzawa Tatsuzo Tokio | **Tokiowan KisenKaisha** | 97·7 | 13·6 | 5·3 | **Tokio** Japanese | 2Cy. 20HP | | |
| 402 QDPL | **Fulda** **IronSc4MstSr** *C.Bremer –93* 3*Dks4trB* *Elec.light* | 4814 4596 2937 | | | | 1882 | J.Elder& Co. Glasgow | **Norddeutscher Lloyd** | 429·8 P51′ B136′ F72′ | 45·9 | 35·8 | **Bremen** German | C.3Cy.62″&(2)86″–60″ 1000HP J.Elder&Co.,Glasgow | | V |
| 403 — | **IronPadSp** *C.Bremer* | 153 — 68 | | | | 1858 | C.J Wätjen &Co. Bremen | **Norddeutscher Lloyd** | 150·0 | 17·4 | 7·9 | **Bremen** German | 2Cy.27″–48″ Act.Ges."Weser,"Bremen | | |
| 404 89783 KRDB | **Fulford** **SteelScSr** *H.Hughes –93* *ss*Brs.No.1–92 *Well deck* 1*Dk*(*Irn*)&*Webframes* | 1722 1253 1086 | ✠100A1 4,94 BS4,94 | Bly A&CP | *q* ✠LMC9,92 | 1888 4mo | R.Dixon& Co. Middlesbro' | **T.Stephens&Sons** *WB=* | 257·0 P24′Q66′B112′ F30′ *DBa74′f104′&uE* | 36·0 BK8″ | 16·3 *&B34′477t* | **Middlsbro'** British | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *70lb* 150HP 2SB,*4rf*,GS60 Blair&Co.(Lim.),Stockton | 19 ″ 5 s 1 ″ 6½ | |
| 405 98087 | **Fulham** **SteelScSr** *F.Matthews –90* *ss*Npt.No.1–94 *Well deck* 1*Dk*(*Irn*)&*Webframes* | 2024 1541 1300 | ✠100A1 ~~10,94~~ ~~2,94~~ | Npt LA&CP Bry | *r* ✠LMC2,94 | 1890 5mo | W.Gray& Co.(Lim.) WHartlepool | **BritainSteamship Co.(Lim.)** ~~**(Watts,Ward& Co.,***Mgrs.*~~ (Watts,Watts&Co *Mgrs.*) | 270·0 P29′Q80′B106′ F31′ *WB=CellD* | 36·6 BK10″ | 19·0 *4BHCem B226′265t* 403*t* | **London** British | T.3Cy.20″,31½″&53″–36″ (*s*) 154lb *65lb* 200HP 2SB,*4rf*,GS71,HS2500 CntrlMrneE.Wrks,W.Hpl. | 21 ″ 6 s 1 ″ 10½ | |
| 406 92017 KTMP | **Fulmar** **SteelSc3MstSr** ~~*J.Brien –93*~~ *J.O'Brien –93* *ss*Liv.No.1–92 2*Dks*(1*Irn*) | 1063 952 524 | ✠100A1 3,95 ~~1,94~~ ~~BS0,94~~ | Liv LA&CP | *o* ✠LMC9,92 | 1888 8mo | WBThmpson&Co. (Lim.) Dundee | **CorkS.S.Co. (Lim.)** | 250·0 P109′B28′F46′ | 32·2 BK9″ *Cell* | 15·4 *5BHCem DB213′182t* | **Cork** British | T.3Cy.21″,34″&55″–42″ (*s*) 160lb *60lb* 175HP 2SB,*6rf*,GS104,HS2867 WBThmpsn&C.(Ld.)Dun. | 18 ″ 3 s 2 ″ 8½ | D |
| 407 98589 LWMB | **Fultala** **SteelScSr** *R.S.S.Maclachlan –93* 3*Dks*(2*Irn*–*Uws*) | 4156 3797 2692 | ✠100A1 12,90 | Sld A&CP | *x* ✠LMC11,90 | 1890 12mo | W Doxford &Sons Sunderland | **BritishIndiaStm. Nav.Co.(Lim.)** *WB=Cell* | 366·0 P40′B98′F48′ *DB312′915t* | 48·1 FK *FPT* | 26·6 *6BHCem 94tAPT29t* | **Glasgow** British | T.3Cy.28″,46″&76″–51″ (*s*) 160lb *80lb* 450HP 3DB, GS261 W.Doxford&Sons,Sld. | 29 ″ 3 s 5 ″ 11½ | |
| 408 JWQN | **Fulton** **SteelScSr** *J.H.Jacobsen* 1*Dk* | 488 369 367 | | | | 1891 | Stavanger Stöberi&Dok Stavanger | **Actieselskabet "Fulton" (Holdt&Isachsen)** | 162·0 Q37*t* B59*t* H6*t* | 24·6 | 12·6 F16*t* | **Stavanger** Norwegian | T.3Cy.11″,18″&29″–24″ 50HP AkersMek.Vrk.Christiania | | N |
| 409 97535 | **Fulwell** **SteelScSr** *W.E.Baines –94* *ss*Sld.No.1–94 1*Dk*(*Stl*)& *Webframes&ptAwngdk*(*Irn*) | 2514 1855 1595 | ✠100A1 *pt Awng dk with freeboard* ~~3,94~~ | Bal A&CP Sld Liv | *t* ✠LMC1,94 | 1890 10mo | JLThompson&Sons Sunderland drp95 | **Tyzack&Branfoot S.S.Co.(Lim.) (Tyzack&Branfoot,** *Mgrs.*) | 300·5 P29′Q88′ drp94 *ptAwngdk*183′ *WB=CellDB216′* dr995 | 40·2 FK | 19·2 *6BHCem 478tAPT32t* | **Sundrland** British | T.3Cy.22″,36″&59″–39″ (*s*) 160lb *80lb* 190HP 2SB,*6rf*,GS90 J.Dickinson,Sunderland | 21 ″ 9 s 8 ″ 3 | |
| 410 HJKL | **Funchal** **IronScSr** *Andrade* *ss*Lis.No.2–92 1*Dk*(*Irn*)&*Spardk3trB* *Elec.light* | 1743 1660 1134 | ✠100A1 *Spar dk* 1,94 BS~~0,93~~ 12,94 | Cdz A&CP | *r* ✠LMC8,92 | 1884 9mo | J.Laing Sunderland | **EmprezaInsulana deNav. (Bensaude&Co.,** *Mgrs.*) | 280·0 B12′F26′ *WB=Cell* | 34·6 22·0 BK9″ | 14·1 *5BHCem DB228′244t* | **Lisbon** Portuguese | C.2Cy.34½″&64″–42″ (*a*) 90lb *90lb* NDB93 180HP 2SB,*6cf*,GS106 Blair&Co.(Lim.),Stockton | 17 ″ 0 | |
| 411 | **Fung shun** **IronScSr** *F.Wallace –91* 2*Dks* | 1368 — 863 | | | | 1875 | W Denny& Bros. Dumbarton | **ChinaMerchants' SteamNav.Co.** | 225·0 | 34·0 | 21·0 | **Shanghai** Chinese | Q4Cy19½″,27½″,39″&55″–36″ 187HP Denny&Co.,Dumbarton | | |
| 412 76900 FGHD | **Furnessia** **IronScBg** *J.Harris93–90* *Elec.light* | 5495 5038 3598 | | | | 1880 10mo | Brw.S.B.C. (Lim.) Barrow | **HendersonBros.** | 445·1 H457*t* | 44·8 | 34·5 | **Glasgow** British | T.3Cy.37,″62″&100″–NE&B91 D.&W.Henderson,Gls. | | BT till ~~1,95~~ 2,96 V |
| 413 RJGV | **Fürst Bismarck** **SteelTwinScSr** *A.Albers77–91* *Elec.light* 4*Dks* | 8874 6675 4463 | | | | 1890 | Stettin Masch.Act. Ges "Vulcan" Stettin | **Hamburg-Amerikanische Packetf. Act.Ges.** | 502·6 P59′ B344′ | 57·6 F65′ | 38·0 *WB* | **Hamburg** German | T.6Cy.43 5/16″,66 15/16″&106 5/16″ –63″ 2800HP StettinerMaschinenbau Act.Ges." Vulcan,"Stettin | | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Entiennement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 414 | **Fürst Gagarin** | SteelScSr | 873 | ✠100A1 | Ham | *k* | 1891 | Howaldts- | C.RussedeNav.a | 198·2 | 29·1 | 14·0 | Odessa | T.3Cy.15½″,24″&39¾″–24¾″ | 14 ″ 5 |
| | *H.W.Krützfeld*91–91 | | 841 | *Awng dk* | A&CP | | 3mo | werke, | vap.sur la mer | | | 21·3 | Russian | 180lb *90lb* (*k*) 85HP | 8 ″ 6 |
| | *Elec.light* | 1*Dk*§*Awng dk* | 648 | *withfreeboard* | | | | Kiel | Noire et le Danube | | | BK8″ | | 4*BH Cem* | |
| | | | | 3,91 | ✠LMC3,91 | | | | | | *WB*=*DBu* | | | *E*§*B*33′60*t* | |
| | | | | | | | | | | | | | | Howaldtswerke,Kiel | |
| 415 | **Furusund** | IronSc | 110 | | | | 1865 | MotalaCo. | A.G.Förselius | 102·8 | 15·7 | 6·8 | Stockholm | 1Cy.12¾″–21½″ | |
| | *G.A.Sjöström* –93 | | 63 | | | | | Motala | | Q33′ | B36′ | H5*t* | Swedish | | 25HP |
| | (*ex*Rådmansö,*ex*SvenRinman) 1*Dk* | | 81 | | | | | | | F6′ | | | | MotalaCo.,Motala | |
| 416 | **Fushiki Maru** | IronScSr | 1919 | ✠100A1 | HKg | *r* | 1885 | TyneI.S.B. | NipponYusen | 275·0 | 37·5 | 20·4 | Tokio | C.2Cy.35″&68″–45″ (*s*) | 21 ″ 7 |
| 1047 | ~~*J.Wilson*~~ | *ss*Yka.No.2–93 | 1632 | 3,95 ~~2,04~~ | LA&CP | | 4mo | Co.(Lim.) | Kaisha | P29′B60′F30′ | | | Japanese | 90lb *50lb* 195HP | |
| HGMF | *M.Curnow* | 1*Dk*(*Irn*)2*trB* | 1119 | | ✠LMC2,04 3,95 | | | Newcastle | | | | FK | 5*BH Cem* | 2SB,*6pf*,GS115 | |
| | | | | | Yka | | | | *WB*=*DBa*84′*f*56′256*t* | *FPT* 36*t* *APT* 12*t* | | | *MT*30′320*t* | HwthrnLslie&C(Lm)Nwc | |
| 417 | **Fushun** | SteelScSr | ~~2362~~ | | | | 1883 | WBThmp- | ChinaMerchantS. | 280·0 | 40·0 | 17·9 | Shanghai | C.2Cy.36″&72″–48″ | |
| 86374 | ~~*M.Lancaster*~~ –93 | 3*Dks* 2364 | ~~2166~~ | | | | | son | Nav.Co. | B76′ | F30′ | 25·4 | ~~Chinese~~ | | 250HP |
| | *W.Lunt* | 2065 | ~~1504~~ 1501 | | | | | Glasgow | | | | *WB* | British | W.B.Thompson,Dundee | |
| 418 | **Fusi Yama** | IronScSr | 994 | ✠100A1 | Ant | *n* | 1862 | M.Pearse& | Gellatly,Hankey, | 214·3 | 29·3 | 20·5 | Rochester | C.2Cy.27″&50″–33″ (*i*) | 22 ″ 0 |
| 45069 | *W.King* –93 | *ss*Shl.No.3–3,88 | 899 | 6,93 | | | 9mo | Co. | Sewell&Co. | B48′F36′ | | | British | 60lb NE&B74 110HP | 3 ″ 8 |
| VBRM | | *ss*AntNo.1–93 2*Dks*3*trB* | 632 | ~~BS2,94~~ 3,95 | LMC4,92 | | | Stockton | | ND74 | | BK8½″ | 5*BH* | 1SB,*3pf* *70lb* NDB87 | |
| | | | | | | | | | | | | | | M.Samuelson,Hull | |
| 419 | **Fusilier** | Iron&SteelPadSk | 251 | | | | 1888 | M'Arthur | D.MacBrayne | 202·0 | 21·6 | 8·1 | Glasgow | D.2Cy.49″–60″ | |
| 95065 | *A.Baxter* –88 | | 242 | | | | | &Co. | | | | | British | | 133HP |
| | | | 21 | | | | | Paisley | | | | | | Hutson&Corbett,Glasgow | |
| 420 | **Fuyo** | IronScSr | 1274 | ✠100A1 | Nag | *o* | 1878 | ShortBros. | IwasakiKiuya | 238·5 | 35·0 | 18·0 | Nagasaki | C.2Cy.31″&57″–36″ | |
| 1011 | *R.Iwasaki* | *ss*Nag.No.3–9,91 | 1084 | 9,91 | A&CP | | 5mo | Sunderland | | Q92′B44′F27′ | | | Japanese | 80lb | 140HP |
| HGJT | (*ex*PrinzHeinrich) | 1*Dk*(*Irn*)2*trB* | 790 | ✠NB9,91 | LMC9,91 | | | | | | | BK8½″ | 6*BH Cem* | 2DB,*4pf*,GS83 | |
| | *Well deck* | | | | | | | | *WB*=*DBa* | 76′*f*100′§*uE*§*B*30′ | | | 320*t* *FPT* 18*t* | J.Dickinson,Sunderland | |
| 421 | **Fyen** | IronSc3MstSr | 1399 | | | | 1874 | Nord.Sch. | DampskibsSelsk. | 232·9 | 32·5 | 17·8 | Copnhagn | C.2Cy.32″&52″–36″ | |
| | *V.G.M.Hahn* | 2*Dks*§*Spardk* | 973 | | | | | Gesell | "Kjöbenhavn" | H15*t* | | 24·6 | Danish | | 125HP |
| NMCL | | | 870 | | | | | Kiel | (PeterL.Fisker) | | | | | *WB* Schweffel&Co.,Kiel | |
| 422 | — | IronScSr | 166 | | | | 1867 | Burmeister | DeDanskeStats- | 129·8 | 19·9 | 11·8 | Korsör | C.4Cy.15″&30″–20″ | |
| NTLM | *J.A.Jörgensen*88–88 | 1*Dk* | 156 | | | | | &Wain | baner | | | | Danish | | 60HP |
| | | | 65 | | | | | Copenhagen | | | | | | Burmeister&Wain,Cpn. | |
| 423 | **Fylde** | IronTwinScSr | 216 | | | | 1881 | J.Reid&Co | Lan.&Yorks.& | 122·4 | 22·5 | 10·8 | Fleetwood | C.2Cy.25″&48″–27″ | |
| 73764 | | | 216 | | | | | Pt.Glasgow | London&N.W. | | | | British | | 98HP |
| KPJL | | | 59 | | | | | | RailwayCos. | | | | | Rankin&Blackmore,Grk. | |
| 424 | **Fylingdale** | IronSc | 1657 | ✠100A1 | Cff | *q* | 1883 | JLThomp- | J.Rowland | 259·7 | 36·0 | 18·6 | Whitby | C.2Cy.29½″&59″–33″ (*b*) | 19 ″ 10 |
| 86650 | ~~*R.Pearson*~~ –93 | *ss*Cff.No.2–92 | 1387 | ~~3,94~~ ~~3,95~~ 4,95 | A&CP | | 11mo | son&Sons | | Q100′B58′F26′ | | | British | 80lb *70lb* NDB87 150HP | 3 ″ 2 |
| JDWC | *Well deck* *Claxton* | 1*Dk*(*Irn*)2*trB* | 1072 | BS2,98 11,94 | ✠LMC4,92 | | | Sunderland | | | | FK | 6*BH Cem* | 2SB,*4pf*,GS94 | |
| | *Murphy* | | | | | | | | *WB*=*DBa* | 76′*f*58′268*t* | *FPT* | | 33*t* *APT* 26*t* | T.Richardson&Sons,Hpl. | |
| 425 | **Fylla** | IronScSr | 212 | | — | | 1863 | Baumgar- | ForenedeDamp- | 133·9 | 21·2 | 9·8 | Nkjbg,Jnd | C.4Cy.15″&30″–20″ | |
| | *P.Olsen*78–81 | 1*Dk* | 185 | | | | | ten&Bur- | skibsSelskab | Q38′ | B6*t* | | Danish | | 50HP |
| NJWQ | | | 123 | | | | | meister | | | | | | Burmeister&Wain,Cpnhgn | |
| | | | | | | | | Copenhagen | | | | | | | |
| 426 | — | IronScSr | 157 | | | | 1881 | Flensburg | Sonderburger | 114·5 | 19·4 | 9·7 | Snderburg | C.2Cy.18″&31″–21″ | |
| | *Th.Thomsen* | 1*Dk* | — | | | | | Schiffsb.Gs. | Dampfschiff- | Q42′ | B27′ | F32′ | German | | 40HP |
| LKVB | | | 111 | | | | | Flensburg | fahrtsAct.Ges. | | | | | FlensburgerSchiffsb.Ges. | |
| 427 | **Fyris** | IronTwinScSr | 161 | | | | 18$\frac{63}{85}$ | W.Lindbrg | N.J.Nyberg | 95·3 | 18·2 | 8·6 | Bollsta | C.4Cy.12½″&28″–16″ | |
| 782 | *E.G.Lundbeck*79–85 | 1*Dk* | 89 | | | | | Mek.Verks. | | Q29′ | B40′ | H7*t* | Swedish | | 60HP |
| JBSP | | | 102 | | | | | Stockholm | | F12′ | | | | WLindbergsMekVerksStk | |
| 428 | **Fyris I.** | SteelScSr | 213 | | | | 1889 | Bergsunds | ÅngfartygsAktie- | 106·7 | 19·0 | 8·2 | Upsala | 3Cy.12¼″,19½″&31¼″–23½″ | |
| | *C.A.Holmgren* –93 | 1*Dk* | 98 | | | | | Mek.Verks. | bolaget "Gari- | P67′ | H13*t* | F32′ | Swedish | | 80HP |
| | | | 163 | | | | | Stockholm | baldi" | | | | | BergsundsM.V.,Stockholm | |
| | | | | | | | | | (G.F.Stadenberg) | | | | | | |
| 429 | **Fyris II.** | IronScSp | 152 | | | | 1876 | Bergsunds | ÅngfartygsAktie- | 104·6 | 17·8 | 8·0 | Upsala | C.2Cy.17½″&31¼″–19½″ | |
| | *K.Cavalli*83–89 (*ex*Fyris) | 1*Dk* | 86 | | | | | Mek.Verks. | bolaget "Gari- | Q32′ | B38′ | H6′ F18′ | Swedish | | 40HP |
| | | | 119 | | | | | Stockholm | baldi" | | | | | BergsundsM.V,Stockholm | |
| | | | | | | | | | (G.F.Stadenberg) | | | | | | |

***Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Late Name if any. | 3 Material, Rig, &c. Master. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of h.o.—Safe Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 68142 LWJP | G. E. Wood<br>*J.Bowen*<br>*Well deck* | IronScSr<br>*ss*Sld.No.3–10,86<br>*ss*Sld.No.1–91<br>1*Dk*2*trB* | 1057<br>850<br>678 | ✠90A1<br>7,94 ~~10,92~~<br>BS3,94 | Cff<br>A&CP<br>LMC4,91<br>NWC | *m* | 1873<br>4mo | JLThompson&Son<br>Sunderland | MarychurchS.S. Co.(Lim.)<br>(J.Marychurch &Co.,*Mgrs.*) | 221·1\|30·5\|16·9<br>P125′F28′<br>BK8″<br>*WB*= | Cardiff<br>British<br>1*BHCem*<br>*DBa*58′*f*35′ | C.2Cy.27″&51″–33″ (*i*)<br>75lb *50lb* NB82NDB82 99HP<br>1SB,*3pf*,GS29<br>J.Dickinson,Sunderland | 17 ″ 7<br>s 2 ″ 2 | |
| 2 96720 | G. H. Perley | WoodSc<br>1*Dk* | 122<br>122<br>80 | | | | 1890 | J.&R.Weir<br>SandPoint, Ont. | UpperOttawa ImprovementCo. | 104·0\|21·3\| 6·7 | Ottawa<br>British | C.2Cy.16″–16″<br>140HP<br>A.H.Baldwin,Ottawa | | |
| 3 76123 RSFT | G. M. B.<br>*G.Main*<br>*ss*Lth.No.1–91 1*Dk*2*trB*<br>*ss*Mdb.No.2–94 | SteelSc3MstSr<br>*ss*Stk.No.3–2,87 | 595<br>485<br>350 | ✠100A1<br>5,95 ~~7,93~~ 12,94<br>~~BS10,93~~ | Mdb<br>A&CP<br>LMC~~7,94~~ 12,94 | *i* | 1878<br>6mo | R.Dixon&Co.<br>Middlesbro' | J.Watson&Co. | 175·4\|25·7\|14·4<br>P61′F25′<br>drp&srp94 FK<br>*WB*=*D* | Middlsbro'<br>British<br>3*BHCem*<br>*Bf*102′146*t* | C.2Cy.25″&48″–30″ (*r*)<br>80lb *56lb* NDB84 90HP<br>1B,GS47<br>T.Richardson&Sons,Hpl. | 15 ″ 4<br>s 1 ″ 6½ | |
| 4 86128 KJDB | G. M. Winslow<br>*E.W.E.Cates* –92 | WoodSc<br>1*Dk* | 198<br>176<br>99 | | | | 1891 | Atlantic Works<br>Boston,Mass | G.M.Winslow&Co. | 112·2\|23·8\|13·1 | Bostn,Mas<br>Utd.States | T.3Cy. –26″<br>AtlanticWorks,BostonMs. | | |
| 5 63032 WQBT | G. N. Wilkinson<br>~~*W.Bowen*89–89~~<br>*Scott* –95 | IronScSr<br>*ss*Sld.No.3–6,82<br>*ss*Cff.No.2–90<br>1*Dk*2*trB* | 719<br>671<br>476 | ✠<br>~~7,~~<br>BS~~7,93~~ 7,94 | ~~LMC7,90~~ | *m* | 1869<br>8mo | Denton, Gray&Co.<br>WHartlepool | J.G.Hill<br>(HarrisonMoore &Moore,*Mgrs.*) | 201·8\|28·3\|16·3<br>Q22*t*F6*t*<br>ptND90 BK8″<br>*WB*= | Cardiff<br>British<br>4*BHCem*<br>*DBa*60′*f*34′ | C.2Cy.26″&47″–36″ (*i*)<br>70lb *50lb* NE&B78 96HP<br>1B,GS54<br>G.Clark,Sunderland | 17 ″ 6<br>s 2 ″ 7½ | |
| 6 98238 LKFW | G. R. Booth<br>*R.Pottinger* –94<br>1*Dk*(*Irn*)&*pt Awngdk*(*Irn*)&*Webframes* | SteelScSr<br>*ss*Sld.No.1–94 | 2454<br>1948<br>1613 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>12,94 ~~2,94~~ | Sld<br>A&CP<br>Shl<br>LMC1,94 | *s* | 1889<br>11mo | R.Dixon<br>Middlesbro' | BritannicS.S.Co.<br>(L.) (~~Greenwell &Parsons *Mgrs.*~~) | 295·0\|38·2\|21·4<br>Q123′ BK10″<br>*pt Awng dk*172′<br>*WB*=*DBa*52′&*uE*&*B*52′255*tFPT* | Sundrland<br>British<br>5*BHCem*<br>94*tAPT*42*t* | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb *60lb* 250HP<br>2SB,*1rf*,*3pf*,GS90,HS3330<br>T.Richardson&Sons,Hpl. | 22 ″ 10<br>s 9 ″ 0½ | |
| 7 HCNM | Gaa paa<br>*Chr.Nielsen*<br>*Well deck* | SteelScSr<br>1*Dk*2*trB* | 510<br>412<br>309 | ✠<br>4,85<br>✠ | Lon | *h* | 1883<br>9mo | MotalaCo.<br>Gothenburg | R.M.Peterson | 162·9\|24·5\|13·7<br>Q22*t* B55*t* H10*t*<br>F10*t* | Moss<br>Norwegian<br>4*BHCem* | C.2Cy.19½″&35½″–23½″<br>70HP<br>MotalaCo.,Gothenburg<br>*WB*=*FPT*10*tAPT*20*t* | | N |
| 8 79541 QHSD | Gabo<br>*T.B.Richardson* –94<br>*Well deck*<br>*Elec.light* | SteelScSr<br>*ss*Mel.No.2–91<br>1*Dk*(*Stl*)2*trB* | 2060<br>1642<br>1246 | ✠100A1<br>9,94 ~~11,91~~<br>BS2,95 | Mel<br>LA&CP<br>LMC1,94 | *r* | 1883<br>6mo | J.Key&Sns<br>Kinghorn | W.H.Smith&Sons (Lim.) | 279·7\|38·4\|20·0<br>P&B149′F43′<br>BK9½″<br>*WB*=*DBa*56′&*u E*&*B*60′285*t* | Melbourne<br>British<br>5*BHCem*<br>*MT*22′322*t* | C.2Cy.36″&70″–48″<br>90lb 300HP<br>4SB,*8pf*,GS140<br>J.Key&Sons,Kirkcaldy | | |
| 9 78389 RHMD | Gaboon<br>*W.Jones* –92 3rdSurvey,Liv.10,90<br>2*Dks*(1*pt Irn*) | IronScSr | 1788<br>1664<br>1126 | ✠A1*1<br>6,94 ~~2,94~~ | Liv | Lv | 1878<br>3mo | J Elder&Co<br>Glasgow | British&African SteamNav.Co. (Lim.)(Elder, Dempster&Co., *Mgrs.*) | 302·3\|34·2\|23·6<br>P106*t*H42*t*F50*t*<br>BK9″ | Glasgow<br>British<br>6*BH*3PBH | C.2Cy.40″&71″–36″<br>280HP<br>2B,*8f*<br>J.Elder&Co.,Glasgow | 25 ″ 1<br>s 4 ″ 10½ | BT till ~~8,94~~ 3,95 |
| 10 HNBQ | Gaditano<br>~~*H.deChiraposa*~~<br>*ss*Liv.No.3–12,92<br>*Uribellarco* | IronScSr<br>(*ex*Triumph)<br>2*Dks*(*Irn*)3*trB* | 2749<br>2661<br>1797 | ✠100A1<br>~~9,92~~8,94<br>~~BS6,93~~ 6,94 | Liv<br>A&CP<br>~~LMC7,92~~ | *v* | 1880<br>6mo | R.Dixon&Co.<br>Middlesbro' | M.M.deArrotegui | 340·0\|37·3\|27·2<br>BK11″<br>*WB*=*DBa*82′&*uE*32′268*t* | Bilbao<br>Spanish<br>5*BHCem* | C.2Cy.43″&80″–54″ (*i*)<br>80lb *50lb* 400HP<br>2DB,*12pf*,GS152<br>Blair&Co.(Lim.),Stockton | | |
| 11 RJPC | Gadus<br>*F.H.Molkenbuhr* –92 | IronScTrawler<br>1*Dk* | 163<br>146<br>66 | | | | 1892 | Act.Ges. "Neptun" Rostock | C.Elingius | 109·3\|20·5\|10·5<br>B35′<br>*WB* | Hamburg<br>German | C.2Cy.17¾″&33½″–19¾″<br>60HP<br>Act.Ges."Neptun,"Rostck | | V |
| 12 97758 LQBH | Gaekwar<br>*J.A.Harrison* –92<br>*Elec.light* | SteelSc4MstSr<br>*ss*Liv.No.1–94<br>2*Dks*(1*Stl*&1*Irn*)3*trB* | 4202<br>3918<br>2742 | ✠100A1<br>~~5,94 10,93~~<br>12,94 | Liv<br>LA&CP<br>~~LMC3,90~~ 6,94 | *y* | 1890<br>3mo | Harland& Wolff(Lim) Belfast | T.&J.Brocklebank | 400·6\|45·2\|28·1<br>P41′B88′F42′<br>BK9½″<br>*WB*=*Cell D B*316′827*t* | Liverpool<br>British<br>7*BHCem*<br>*APT*50*t* | T.3Cy.23″,37″&64″–48″ (*s*)<br>180lb *60lb* 320HP<br>2DB,*8rf*,GS141,HS4396<br>Harland&Wolff (Lim.)Bel. | 31 ″ 3<br>s 7 ″ 5 | |
| 13 44394 | Gael<br>*J.H.Callum* –94 | IronPadSr | 361<br>336<br>129 | | | | 1867 | Robertson &Co. Greenock | D.MacBrayne | 211·0\|23·2\|10·6<br>Q27*t* | Glasgow<br>British | O.2Cy.45″–63″<br>NB92 150HP<br>Rankin&Blackmore,Grk. | | BT till ~~10,94~~ 12,95 |
| 14 91221 JWMN | Gaelic<br>*Pearne*81–85<br>*Elec.light* | SteelSc4MstSr<br>3*Dks*(2*Stl–Uws*) | 4206<br>3849<br>2691 | | | | 1885<br>2mo | Harland& Wolff Belfast | OceanicSteam Nav.Co.(Lim.) (Ismay,Imrie& Co.,*Mgrs.*) | 420·3\|42·4\|29·6 | Liverpool<br>British<br>7*BH*1PBH | C.2Cy.43″&86″–60″<br>500HP<br>Harland&Wolff,Belfast | 31 ″ 6<br>s 8 ″ 1½ | |
| 15 96220 LRTJ | —<br>*M.A.Bruce* –90 | IronScK<br>*ss*Gms.No.1–94<br>1*Dk* | 159<br>142<br>64 | ✠100A1<br>*Trawler*<br>6,94 ~~5,90~~ | Hul<br>LA&CP<br>~~LMC5,90~~ 6,94 | | 1890<br>5mo | Earle'sCo. (Lim.) Hull | GrimsbyStm.Fishing Co.(Lim.) | 100·9\|20·5\|10·7<br>Q44′F19′<br>BK7½″ | Grimsby<br>British<br>3*BHCem* | T.3Cy.12¾″,20″&32″–22″ (*s*)<br>150lb 55HP<br>1SB,2*cf*,GS29,HS800<br>Earle'sCo.(Lim.),Hull | 11 ″ 7 | |
| 16 95003 KNHP | Gairloch<br>*W.G.B.Melville*91–93 *ss*Grk.No.1–91<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | SteelScSr | 2173<br>1698<br>1422 | ✠100A1<br>2,95 ~~12,93~~<br>NB4,93 | Bry<br>LA&CP<br>LMC8,91<br>Cff<br>Gms | *r* | 1887<br>8mo | A.Stephen &Sons Glasgow | AberdeenGlenLine S.S.Co.(Lim.) (J.Cook&Son, *Mgrs.*) | 282·0\|37·0\|19·2<br>P24′Q86′B112′F31′<br>BK9″<br>*WB*=*CellDBa*228′426*t* | Aberdeen<br>British<br>5*BHLopCem*<br>*APT*68*t* | T.3Cy.21″,33″&54″–42″ (*a*)<br>160lb *75lb* NDB93 220HP<br>1DB,*6pf*,GS87<br>A.Stephen&Sons,Glasgow | 21 ″ 9<br>s 2 ″ 0½ | D |
| 17 87524 | —<br>*F.M'Arthur*81–85<br>*Well deck* | SteelTwinSc3MstSr<br>1*Dk* | 373<br>255<br>211 | ✠<br>6,85<br>✠ | Auk | *e* | 1884<br>8mo | Blackwood &Gordon Pt.Glasgow | NorthernSteam ShipCo.(Lim.) | 164·9\|23·0\| 8·7<br>Q66′ B37′ F18′<br>len86 | AuklndNZ<br>British<br>3*BHCem* | C.4Cy.17″&31″–21″<br>85HP<br>Blackwood&Gordon,P.Gls<br>*WB*=*FPT*15*tAPT*30*t* | 9 ″ 6 | |
| 18 RFPC | Gaiser<br>*P.A.Delfs*91–91 | IronScSr<br>1*Dk* | 277<br>223<br>197 | | | | 1878 | Reihrstieg SchiffsWfte Hamburg | G.L.Gaiser | 158·8\|24·2\|11·2<br>P37′ F21′ | Hamburg<br>German | C.2Cy.16″&28″–21″<br>50HP<br>ReiherstiegSchWerftHam. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equivement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres, Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord en millim. de navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **19** | **Gaiyret** | **IronPad** | — | | | | 1872 | R.&H. | Chirket-i-Hairie | 160·0 | 20·0 | 9·6 | Constanpl | | |
| | *Simodi69–* | | — | | | | | Green | (BosphorusSteam | | | | Turkish | | |
| | | | 137 | | | | | London | Nav.Co.) | | | | | 80H | |
| | | | | | | | | | | | | | | J.Penn&Sons,London | |
| **20** | **Galata** | **WoodPad** | — | | | | 1860 | J.White | Chirket-i-Hairie | 120·0 | 17·0 | 8·1 | Constanpl | | |
| | *Yanni85–85* | | — | | | | | WestCowes | (Bosphorus | | | | Turkish | | |
| | | | 64 | | | | | | SteamNav.Co.) | | | | | 40H | |
| | | | | | | | | | | | | | | J.Penn&Sons,London | |
| **21** | **Galatea** | **IronScSr** | 1339 | | | | 1871 | Austro | LloydAustriaco | 255·4 | 31·7 | 23·0 | Trieste | C.2Cy.33¾″&64″–36″ | |
| 11 | *Mitio72–87* | *2Dks* | 1195 | | | | | Ungo.Lloyd | | | | | Aust.-Hung. | 173H | |
| HJML | | | 790 | | | | | Trieste | | | | | | ArsenaleLloyd,Trieste | |
| **22** | **—** | **IronScSr** | 559 | ✠100A1 | Lon | *h* | 1887 | Sld.S.B.Co. | Arnati&Harrison | 170·3 | 27·0 | 12·8 | London | T.3Cy.16″,26″&43″–30″ | (*s*) 13 ″ 7 |
| 94322 | *Smith* | *ss*Lon.No.1–91 | 421 | ~~6,94~~ 12,94 LA&CP | | | 8mo | (Lim.) | | Q53′B47′F25′ | | | British | 150lb ~~60lb~~ *90lb* | 95H s ″ 11 |
| KPFT | *Well deck* | *ss*Lon.No.2-94 1*Dk*(*Irn*) | 348 | ~~BS7,93~~ ~~8,94~~ | ✠LMC6,~~94~~ 1,95 | | | Sunderland | | drp94 | BK7′ | | 1SB,*3rf*,GS45 | | |
| | | | | | | | | | | *WB*=*DBa*31 | | | 21*t*FPT30*t* | N.E.MarineE.C. (Lim.)Sld. | |
| **23** | **—** | **IronPadSr** | 536 | | | | 1868 | Caird&Co. | R.Rosser | 219·5 | 26·2 | 13·8 | Swansea | O.2Cy.52″–66″ | |
| 60819 | *H.Griffiths* –92 | (*ex*Irene) | 493 | | | | | Greenock | | | | | British | NB76 200H | |
| KBPV | | | 230 | | | | | | | | | | | Caird&Co.,Greenock | |
| **24** | **—** | **SteelPadSk** | 331 | | | | 1889 | Caird&Co. | CaledonianSteam | 230·1 | 25·1 | 7·8 | Glasgow | C.D.2Cy.34″&64″–72″ | |
| 96073 | | | 308 | | | | | (Lim.) | PacketCo.(Lim.) | | | | British | FD 250H | |
| | | | 48 | | | | | Greenock | | | | | | Caird&Co.(Lim.)Greenock | |
| **25** | **Galatz** | **IronScBn** | 1750 | ✠100A1 | Msl | *r* | 1881 | AM'Millan | Cie.Marseillaise de | 259·2 | 37·1 | 23·0 | Marseilles | C.2Cy.36″&63″–48″ | (*c*) |
| | *Rolland* | *ss*Msl.No.3–9,93 | 1594 | *Spar dk* | LA&CP | | 6mo | &Son | Nav.àVap.(Frais- | P25′B28′F26′ | | | French | 71lb *52lb* | 300H |
| JHVR | | 1*Dk*(*Irn*)*Spardk*3*trB* | 1029 | 2,93 ~~9,93~~ | ✠LMC~~9~~,93 | | | Dumbarton | sinet&Co.,*Mgrs.*) | drp93 | BK8″ | | 5*BHCem* | 2B,*8pf*,GS150 | |
| | | | | BS2,96 | | | | | | | | | | D.Rowan,Glasgow | |
| * **26** | **—** | **IronSc3MstSr** | 838 | ✠ A1,1 | Shl | Lv | 1870 | Schlesinger | R.Brown | 212·5 | 30·2 | 17·2 | N.Shields | C.2Cy.27″&51″–33″ | 18 ″ 8 |
| 60553 | *C.Hansen*93–93 | 6thSurvey,Cff.2–89 | 766 | 7,94 ~~9,93~~ | | | 5mo | Davis&Co. | | Q34*t*H28*t* | | | British | 70lb ~~*65lb*~~ NE&B79 | 99H s 2 ″ 11 |
| JNWP | | 1stSurvey,Cff.12,91 | 521 | ~~Dc~~MS5,92 | | | | Newcastle | | srp92 drp94 | | | 5*BHCem* | *45lb* NDB79 | |
| | | 1*Dk*2*trB* | | BS8,94 | | | | | | *WB* | | | = *DBa*~~*f*~~ | T.Clark&Co.,Newcastle | |
| **27** | **Galea** | **IronScSr** | 1100 | ✠100A1 | Bbo | | 1879 | J.Laing | Soc.Maritima de | 221·0 | 32·0 | 16·1 | Bilbao | C.2Cy.27″&50″–36″ | |
| | *J.Larrea*87–91 | *ss*Bbo.No.3–2,92 | 890 | 2,93 | A&CP | | 9mo | Sunderland | Vizcaya | Q84′B46′F28′ | | | Spanish | 65lb *50lb* | 100H |
| HNBW | (*ex*Godrevy) | 1*Dk*(*Irn*)2*trB* | 730 | ~~BS12,93~~ 2,95 | ✠LMC2,92 | | | | | | FK | | 1B,GS51 | | |
| | *Well deck* | | | | | | | | | | | *WB*= | *DBa*58′*f*84′ | G.Clark,Sunderland | |
| **28** | **Galgo** | **SteelScSrTug** | 75 | ✠100A1 | Opo | | 1887 | D.Macgill | Cia.MaritimaPort- | 84·2 | 17·1 | 8·6 | Oporto | C.2Cy.14½″&28″–22″ | (*s*) 9 ″ 6 |
| | ~~*Cnd.Vidal jun.*~~ | *ss*Opo.No.1–92 | 75 | 3,92 | A&CP | | 7mo | &Co. | uense deRebo- | | | | Portuguese | 100lb | 25H |
| HJSL | *J.Carolla* | 1*Dk* | 23 | BS4,95 | ✠LMC12,93 | | | Irvine | ques eSalvadego | | BK6″ | | 1SB,*2pf*,GS28,HS702 | | |
| | | | | | | | | | | | | | 4*BHCem* | Ross&Duncan,Glasgow | |
| **29** | **Galgorm Castle** | **IronScSr** | 181 | ✠ | Npt | *b* | 1879 | Harland | W.Beesley | 111·0 | 19·4 | 9·0 | Barrow | C.2Cy.14″&26″–24″ | |
| 81953 | *J.McGuinness* –94 | *ss*Cly.No.3–8,88 | 146 | 4,91 | A&CP | | 6mo | &Wolff | (J.Mawson& | Q43′ | F20′ | | British | 45H | |
| | | 1*Dk* | 74 | ✠NB8,86 | | | | Belfast | Son,*Mgrs.*) | | | | 3*BHCem* | J.Rowan&Sons(Lim),Bel. | |
| **30** | **Galicia** | **IronScSr** | 3835 | ✠ | Liv | Lv | 1873 | R.Napier & | PacificStm.Nav. | 383·4 | 43·0 | 33·6 | Liverpool | C.2Cy.60″&104″–54″ | |
| 69249 | *A.T.Cooper* –91 | 2ndSurvey,81 | 3795 | *F.S.&Awngdk* | | | 1mo | Sons | Co. | | | | British | 600H | |
| LTCS | | 3*Dks*(1*Irn*)&*Awngdk* | 2316 | 9,81 | | | | Glasgow | | | | | 6*BH* 1PBH | R.Napier&Sons,Glasgow | |
| **31** | **—** | **SteelScSr** | 2854 | | | ... | 1889 | J.Laing | Hamburg-Ameri- | 326·6 | 41·1 | 18·5 | Hamburg | T.3Cy.24″,39″&64″–42″ | 21 ″ 3 |
| | *V.Pietsch*88–93 | | 2717 | | | | 7mo | Sunderland | kanischePacketf. | B68′ | F38′ | 26·4 | German | 230H | |
| RHPC | | 1*Dk*(*Irn*)&*Spardk*(*Irn*–ws)3*trB* | 2151 | | | | | | Act.Ges. | | | | *WB* | G.Clark,Sunderland | |
| **32** | **—** | **IronScBg** | 756 | ✠ A1 | Lon | | 1866 | Denton, | J.Hall,jun.,&Co. | 210·0 | 28·9 | 16·9 | London | C.2Cy.27″&50½″–33″ | (*i*) 17 ″ 10 |
| 54712 | *J.R.Rees* –94 | *ss*Lon.No.3–1,94 | 694 | 11,94 ~~6,94~~ | A&CP | | 4mo | Gray&Co. | | P39′F31′ | | | British | 80lb *40lb* | 98H s 2 ″ 1 |
| JMTR | | 1*Dk*2*trB* | 473 | ✠NE&B80 | ✠LMC1,94 | | | Hartlepool | | | BK8″ | | 1SB,*3pf*,GS34 | | |
| | | | | BS2,95 | | | | | | | | *WB*= | *MT*24′130*t* | Blair&Co.(Lim.),Stockton | |
| **33** | **—** | **IronScSr** | 279 | | | | 1853 | T.&W. | J.Pedros | 135·1 | 19·2 | 11·9 | Bilbao | C.2Cy.17¾″&33½″–21½″ | |
| | *S.Muñiz* –91 | 1*Dk* | — | | | | | Smith | | Q31′ | F16′ | | Spanish | 40H | |
| HNCQ | | | 146 | | | | | Newcastle | | | | | | Chantiers&AdeBacal.,Bdx | |
| **34** | **Galileo** | **IronScBg** | 3060 | | | ... | 1881 | Earle'sCo. | T.Wilson,Sons&Co | 350·7 | 41·2 | 27·1 | Hull | C.2Cy.34″&68″–63″ | |
| 82505 | *W.Whitton* –93 | | 2929 | | | | 4mo | (Lim.) | (Lim.) | P8*t* | H48*t* | F4*t* | British | 350H | |
| WFMP | | | 2011 | | | | | Hull | | | | | | Earle'sCo.(Lim.),Hull | |
| **35** | **—** | **IronScBg** | 2263 | | | | 1873 | A.Leslie & | Soc.Anon deNav. | 343·2 | 35·1 | 27·7 | Antwerp | C.2Cy.30″&70″–48″ | |
| | *Braithwaite* | | 2196 | | | | | Co. | RoyaleBelge | | | | Belgian | 280H | |
| MBJG | | | 1678 | | | | | Newcastle | Sud.Américiane | | | | | Maudslay,Sons&Field,Lon | |
| **36** | **Galileo Galilei** | **IronPadSr** | 589 | | | | 1862 | Henderson | Navigazione Gene- | 215·5 | 24·8 | 12·8 | Palermo | C.2Cy.36″&60″–62″ | |
| Broke up 6,94 41 | *G.Claves* | 2*Dks* | 426 | | | | | Coulborn& | raleItaliana | | | | Italian | 330H | |
| PLHB | | | 342 | | | | | Co. | | | | | | HendersnCoulborn&CRnf. | |
| | | | | | | | | Renfrew | | | | | | | |
| **37** | **Galindo** | **IronScSr** | 1052 | | | | 1881 | Forges&C. | Soc.Anonyme des | 235·5 | 31·5 | 15·8 | Dunkirk | C.2Cy.27½″&47¼″–35½″ | |
| | *Coffournic*85–85 | 1*Dk*2*trB* | 888 | | | | | de laMédit. | Hauts-Fourneaux | P29′ | B19′ | F36′ | French | 144H | |
| JHWK | | | 424 | | | | | Havre | &Forges de | | | | *WB* | Forges&C.de laMédit,Hav. | |
| | | | | | | | | | Denain&Anzin | | | | | | |
| **38** | **Gallego** | **IronSc** | 2630 | ✠100A1 | Liv | *u* | 1880 | R.Thomp- | M.M.deArrotegui | 329·5 | 36·0 | 25·5 | Bilbao | C.2Cy.42″&73″–48″ | (*i*) |
| | *J.B.DeArribalzaga*86–87 | | 2309 | 1,95 ~~Hull~~ | A&CP | | 5mo | son,jun. | | P68′B63′F37′ | | | Spanish | 80lb *40lb* | 350H |
| HNDF | | *ss*Liv.No.3–8,92 | 1716 | ~~BS 1,95~~ | ✠LMC8,92 | | | Sunderland | | | BK10″ | | 6*BHCem* | 2DB.*12pf*,GS182 | |
| | | 2*Dks*(*Irn*–*Uws*)3*trB* | | | | | | | | *WB*=*DBa*94′ | | | *f*58′*FPT*75*t* | G.Clark,Sunderland | |
| **39** | **Gallia** | **IronScBk** | 4809 | | | | 1879 | J.& G. | CunardSteam | 430·1 | 44·6 | 34·4 | Liverpool | C.3Cy.64″&(2)80″–60″ | 28 ″ 6 |
| 78837 | *T.Hewitson* –93 | | 4753 | | | | | Thomson | ShipCo.(Lim.) | | | | British | 700H s 11 ″ 4 | |
| SJMV | *Elec.light* | | 2898 | | | | | Glasgow | | | | | | J.&G.Thomson,Glasgow | |
| **40** | **—** | **IronScSr** | 1113 | | | | 1872 | J.Duthie& | CompagnieFran- | 231·9 | 30·5 | 16·7 | Marseilles | C.2Cy.27″&54″–36″ | |
| | *Coste*88–88 | (*ex*Loch-na-gar) | — | | | | | Son | çaise de Nav.à | P124′ | F36′ | | French | 110H | |
| JHWG | | 1*Dk*2*trB* | 598 | | | | | Aberdeen | Vap.(C.Fabre& | | | | | Black,Hawthorn&Co.,Gts. | |
| | | | | | | | | | Co.,*Mgrs.*) | | | | | *WB* | |

| 1 No. in book. Official No. Code letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 79654 CVSH | **Gallina** **IronSc3MstSr**<br>*T.V.Nesbitt* *ssShl.No.3–3,93*<br>~~*Vessel 104-01*~~ *A.Whyte* *2Dks(1Irn)3trB* | 1802<br>1683<br>1135 | †100A1<br>~~6,94~~ ~~3,93~~ 3,95<br>BS6,94 | Shl<br>A&CP<br>LMC3,93<br>SwsNpt | *s* | 1878<br>10mo | Mounsey&<br>Foster<br>Sunderland | J.Lilly&Co. | 270·0 34·5 23·8<br>P30′ B52′ F28′<br>BK9½″<br>*WB=DBa76–SuB§coal142′ 311t* | W.Hartlpl<br>British<br>6*BHCem*<br>*FPT36t* | C.2Cy.34½″&64″–42″ (*i*)<br>78lb *70lb* NDB89 180H<br>Blair&Co.(Lim.),Stockton | 25 ″ 4<br>s 4 ″ 7 | D |
| 42 | **Gallipoli** **IronScSr**<br>(*ex*Blonde) *ssLon.No.3–5,79*<br>*ssLon.No.2–88*<br>*1Dk* | 282<br>248<br>175 | †<br>11,90 | Lon<br>A&CP | | 1867<br>10mo | Blackwood<br>&Gordon<br>Pt.Glasgow | IdareiMassousieh | 147·5 22·1 11·5<br>Q34*t* | Constanpl<br>Turkish<br>4*BHCem* | 2Cy.24″–24″<br>NB83 40H<br>Blackwood&Gordon,P.Gl. | 12 ″ 3 | |
| 43 63380 WFLS | **Galtee** **IronScSr**<br>*S.Wadsworth90–90* ~~*ssLiv.No.2–90*~~<br>*Well deck* *1Dk(Irn)*<br>*ssHul No.3–1,95* | 565<br>421<br>258 | †100A1<br>1,95 ~~3,93~~<br>BS11,93 †LMC4,90<br>Hul | Lon<br>LA&CP | *h* | 1881<br>10mo<br>1,95 | J.T.El-<br>tringham<br>SouthShields | G.B.Wadsworth | 182·5 25·4 12·9<br>~~Q84′B17′F20′~~<br>~~drp91~~ len95 BK7″<br>*WB=DBa10f 56tFPT20t*<br>Q85′B35′F22′ *WB=DBa40′56tf 21′35tFPT20t* | Goole<br>British<br>4*BHCem*<br>*WB=* | C.2Cy.22″&40″–30′ (*i*)<br>75lb *75lb* NDB93 70H<br>1SB.*3pf*,GS45<br>J.P.Rennoldson,S.Shields | 13 ″ 5<br>~~s 7 11~~<br>s 1 ″ 0 | D |
| 44 96333 | **Galway** **SteelPadSr**<br>*J.Memery* –93<br>*2Dks* | 881<br>770<br>500 | | | | 1891 | Blackwood<br>&Gordon<br>Pt.Glasgow | City of DublinStm. PacketCo. | 262·5 27·2 14·7<br>P93*t* H18*t* | Dublin<br>British | C.D.2Cy.33″&75″–72″<br>FD 225H<br>Blackwood&Gordon,P.Gls | | BT till ~~1,93~~ 2,96 |
| 45 YRW | **Gambetta** **IronScSr**<br>*H.Weltzin* *ssBgn.No.1–87*<br>*Well deck* *1Dk2trB* | 563<br>391<br>404 | †<br>10,91<br>† | N Yk<br>LA&CP | *h* | 1883<br>9mo | Bergens<br>Mek.Verks.<br>Bergen | S.M.Kuhnle&Sön | 170·0 25·3 13·0<br>P92′ F31′ | Bergen<br>Norwegian<br>5*BHCem*<br>*WB=* | C.2Cy.20½″&39″–27″<br>60H<br>BergensMek.Vrks.,Bgn. | | N |
| 46 81336 TDJL | **Gambia** **IronScSr**<br>*J.A.Murray* –93 *ssHam.No.3–7,92*<br>(*ex*Sheikh) *2Dks(1Irn&ptIrn)3trB* | 1915<br>1836<br>1245 | †100A1<br>4,94<br>~~BS9,93~~ †LMC7,92<br>11,94 | Ham<br>A&CP | *s* | 1880<br>3mo | C.Mitchell<br>&Co.<br>Newcastle | AfricanSS.Co. (Elder,Dempster &Co.,*Mgrs.*) | 286·0 36·0 23·0<br>P30′F35′<br>*Shade dk64′* BK10″<br>ND93 *WB=* | Liverpool<br>British<br>*CellDB234t* | C.2Cy.34″&66″–42″ (*i*)<br>80lb *40lb* 235H<br>2SB.*6pf*,GS100<br>WllsndSlpwy Co(Lm)Nwc | 25 ″ 9<br>s 4 ″ 8 | |
| 47 81355 WFJL | **Game Cock** **SteelTwinScSr**<br>*J.B.Gerard* –94 | 401<br>333<br>23 | | | | 1880 | T.Brassey<br>&Co.<br>Birkenhead | W.B.Hill | 156·1 25·1 13·0 | Liverpool<br>British | C.4Cy.26″&45″–30″<br>200H<br>T.Brassey&Co.Birkenhead | | |
| 48 99583 MTGV | — **IronScK**<br>*1Dk* | 151<br>140<br>63 | †100A1<br>*Stm Trawler*<br>10,92 †LMC10,92 | Hul<br>LA&CP | | 1892<br>10mo | Cook,<br>Welton&<br>Gemmell<br>Hull | Pickering&Haldane'sStm. TrawlingCo. (Lim.) | 103·9 20·6 11·0<br>Q24′<br>BK7½″ | Hull<br>British<br>3*BHCem* | T.3Cy.12½″,19½″&31½″–22½″<br>160lb (*s*) 50H<br>1SB.*2cf*,HS790<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 49 678 JBVD | **Gamleby** **SteelScSr**<br>*J.Ugarph79–92* *1Dk* | 249<br>118<br>185 | | | | 1892 | W.Lind-<br>bergs,M.V.<br>Stockholm | Ångf.Aktieb. "Gamleby" (G.Jern) | 109·4 20·7 8·9<br>P72′ F17′ H30*t* | Vestervik<br>Swedish | C.2Cy.14½″&26¼–17½″<br>40H<br>W.LindbergsM.V.Skm. | | |
| 50 JSDH | **Ganger Rolf** **IronScSr**<br>*1Dk* | 105<br>79<br>73 | | | | 1876 | Bergens<br>Mek.Verkst<br>Bergen | HansEllefsen | 104·9 16·7 7·8<br>Q29′ B16*t* | Tönsberg<br>Norwegian | C.2Cy.15″&29″–19″<br>35H<br>Bergens Mek.Verks.Bergen | | |
| 51 83978 WFSN | **Ganges** **SteelSc3MstSr**<br>*G.W.Atkinson* –93<br>*Elec.light* *4Dks(2Stl)* | 4168<br>3954<br>2111 | †<br>2,82<br>† | Brw<br>LA&CP | *y* | 1881<br>10mo | BarrowS.B.<br>Co.(Lim.)<br>Barrow | P.&O.SteamNavigationCo. | 390·0 42·2 32·8<br>B136′ | Barrow<br>British<br>7*BHCem* | C.2Cy.58″&100″–63″<br>800H<br>BarrowS.B.Co.(Lim.)Brw. | 34 ″ 4<br>s 8 ″ 9 | BT till 1,96 |
| 52 82738 YDLW | — **IronScSr**<br>*D.Roberts84–84* *ssDun.No.3–12,93*<br>*2Dks(Irn-Uws)3trB* | 2213<br>2027<br>1430 | †100A1<br>12,93 ~~4,95~~<br>BS4,95 †LMC12,93<br>Hav | Dun<br>LA&CP | *t* | 1880<br>11mo | Gourlay<br>Bros.&Co.<br>Dundee | D.Bruce&Co. | 310·2 36·3 23·6<br>P40′B68′F36′<br>BK9″<br>*WB=CellDB254* | Dundee<br>British<br>5*BHCem*<br>380t*FPT32t* | C.2Cy.34″&64″–48″ (*i*)<br>80lb ~~*50lb*~~ *70lb* 220H<br>2DB.*8pf*,GS,118 NDB95<br>GourlayBros.&Co.,Dundee | 26 ″ 3<br>s4 ″ 11½ | |
| 53 60141 HJQD | — **IronScSr**<br>*H.M.Barlow* –91 ~~5thSurveyLon.3–92~~<br>6thSurvey.Gls,10,94 *2Dks(Irn)3trB* | 1903<br>1888<br>1242 | †A1*1<br>~~5,94~~ 10,94<br>† | Cff<br>Gls | Lv | 1868<br>9mo | London&<br>GlasgowCo.<br>Glasgow | MercantileSteam ShipCo.(Lim.) | 267·5 33·4 25·6<br>srp94<br>BK10″<br>*WB=DBa&f* | London<br>British<br>5*BH1PBH*<br>*WB* | C.2Cy.33″&62″–42″<br>NE&B82 200H<br>W.Doxford&Sons,Sld. | 26 ″ 10<br>s 5 ″ 9½ | |
| 54 81589 SVJQ | **Gannet** **IronSc3MstSr**<br>*E.W.Howlett* –93<br>*2Dks* | 1246<br>1036<br>804 | | | … | 1879<br>9mo | M.Pearse<br>&Co.<br>Stockton | GeneralSteam NavigationCo. | 245·3 33·0 17·7<br>P61′ F32′ | London<br>British<br>*WB* | C.2Cy.33″&62″–39″<br>150H<br>Blair&Co.(Lim.),Stockton | | BT till 5,95 |
| 55 88928 | — **IronPadSrTug**<br>*E.J.Freebody*<br>*1Dk* | 246<br>243<br>59 | †<br>11,84<br>† | Brw<br>LA&CP | *d* | 1884<br>9mo | Barrow<br>S.B.Co.(Lm.)<br>Barrow | MelbourneHarbourCommissioners | 134·1 22·1 11·0<br>B12′ | Melbourne<br>British<br>3*BHCem* | C.D.4Cy.20″&35″–48″<br>108H<br>BarrowS.B.C.(Lim.),Brw. | | |
| 56 90353 LJQG | — **IronScK**<br>*1Dk* | 244<br>214<br>140 | †<br>5,84<br>† | Hul<br>LA&CP | *d* | 1884<br>5mo | Earle'sCo.<br>(Lim.)<br>Hull | GreatGrimsbyIce Co.(Lim.) | 133·7 21·7 11·0<br>Q45′ F23′ | Grimsby<br>British<br>4*BHCem* | C.2Cy.21″&40″–24″<br>68H<br>Earle'sCo.(Lim.),Hull | 12 ″ 0 | |
| 57 97637 | — **IronScSr**<br>*A.McPhail* –94 *ssGrk.No.1–95*<br>*Well deck* *1Dk* | 228<br>195<br>118 | †100A1<br>~~1,95~~ ~~1,94~~ 4,95<br>†LMC~~5,00~~ 1,95<br>~~Clyk~~ | Gls<br>LA&CP | *d* | 1890<br>5mo<br>1,95 | D.Macgill<br>&Co<br>Irvine | Steel&Bennie | 135·0 21·5 9·8<br>Q47′B7′F17′<br>BK7″<br>*WB=FPT25t* | Glasgow<br>British<br>3*BHCem*<br>*WB=* | C.2Cy.18″&36″–24″ (*s*)<br>100lb *70lb* 55H<br>1SB.*2pf*,GS31<br>W.Kemp,Glasgow | 10 ″ 8<br>s 1 ″ 2 | |
| 58 NSGB | **Ganymede** **IronScSk**<br>*D.Wilson92–92* | 405<br>313<br>236 | | | | 1879 | Scott&Co.<br>Greenock | Nederl.Stoomv. Maats."Oceaan." | 166·5 28·0 10·8<br>P33*t* F29*t* | Amstrdam<br>Dutch | 1Cy.21″–34″<br>80H<br>Scott&Co.,Greenock | | |
| 59 HNDP | **Garcia de Vinuesa** **IronScSr**<br>*Bennett*<br>*2Dks&Spardk* | 1077<br>691<br>732 | †<br>*Spar dk*<br>1,84 † | Nwc<br>LA&CP | *n* | 1883<br>11mo | A.Leslie&<br>Co.<br>Newcastle | Espaliu&Co. | 212·0 30·2 15·4<br>22·7<br>FK<br>*WB=DBa* | Seville<br>Spanish<br>5*BHCem*<br>44′*&uE&B38′11tFPT50t* | C.2Cy.28″&55″–33″<br>120H<br>Black,Hawthorn&Co.,Gts. | 16 ″ 3 | |
| 60 IDWT | **Gard** **SteelScSr**<br>*R.Jacobsen* –91<br>*1Dk* | 695<br>514<br>428 | | | | 1891 | Nylands<br>Værksted<br>Christiania | Dampsk"Gards" Actierederi (A.Jacobsen) | 186·3 28·5 12·8<br>B91*t*Q51*t*H25*t*F13*t* | Chrstiania<br>Norwegian | T.3Cy.13″,21¾″&34¾″–24″<br>80H<br>NylandsVærksted,Xia. | | N |
| 61 WNV | **Gardar** **WoodScSr**<br>*J.S.Kaisen*<br>*1Dk2trB* | 440<br>372<br>264 | | | | 1883 | K.Enoch-<br>sen<br>Stavanger | Holdt&Isachsen | 154·1 26·0 14·1<br>B59*t* H9*t* | Stavanger<br>Norwegian | C.2Cy.18″&32″–24¾″<br>45H<br>AkersMek.Vrks.,Xia. | | N |
| 62 100035 | **Garden City** **SteelPad**<br>*T.Murray*<br>*2Dks* | 637<br>557<br>401 | | | | 1892 | John Doty<br>Engine Co.<br>Toronto | ~~St.Catherine's, Grimsby&~~ ~~Toronto Nav.Co.~~ Trusts Corporation of Ontario | 177·9 26·1 10·0 | Toronto<br>British | C.2Cy.28″&54″–48″<br>150H<br>J.DotyE.Co(Lim.)Toronto | | |

| 1 Numero d'Ordre / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enlèvement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 63<br>79224<br>SRKF | **Gardenia**<br>*W.H.Rutherford* 87–87<br>*ss* Cff. No. 3–12, 91<br>2 *Dks* (1 *Irn*) 3 *trB* | **IronScSr** | 1898<br>1767<br>1205 | ✠100A1<br>5,94<br>BS5,94 | Cff<br>A&CP<br>LMC6,91 | *s* | 1879<br>8mo | Tyne I.S.B Co.<br>Newcastle | **J.Robinson&Sons** | 280·0 \| 35·0 \| 24·7<br>Q40′B26′<br>BK9½″<br>*WB* = *DBa* 84′ *f* 70′ | | | **N.Shields**<br>British<br>6 *BHCem* | C.2Cy.33″&63″–39″<br>75lb *45lb* 180HP<br>2B,GS72<br>N.E.Marine E.C.(Lim.),Sld | 25 ″ 8<br>s 4 ″ 7 |
| 64<br>90006<br>JTNL | —<br>*D.Campbell* 84–89 *ss* Gls. No. 2–93<br>1 *Dk* (*Irn*) | **SteelScSr** | 492<br>381<br>161 | ✠100A1<br>4,95 ~~4,94~~<br>BS~~8,98~~ 5,95 | Gls<br>A&CP<br>LMC4,92 | *h* | 1885<br>1mo | D.&W. Henderson &Co.<br>Glasgow | **Glasgow,Dublin& Londonderry S.P.C.(Lim.) (A.A.Laird& Co.,*Mgrs.*)** | 172·0 \| 27·1 \| 12·6<br>P36′B60′F48′<br>BK7″ | | | **Glasgow**<br>British<br>5 *BHCem* | C.2Cy.23″&46″–36″ (*a*)<br>90lb *45lb* Bmade83 120HP<br>1SB,*3pf*,GS56<br>A.Stephen&Sons,Glasgow | 13 ″ 2<br>s 1 ″ 6 |
| 65<br>99190 | —<br>*R.Whitworth* –91<br>1 *Dk* | **IronScK** | 146<br>134<br>70 | ✠100A1<br>*StmTrawler*<br>11,92 ✠LMC10,91 | Gms<br>LA&CP | | 1891<br>10mo | Cochrane, Cooper& Schofield<br>Beverley | **NorthEastern SteamTrawling Co.(Lim.)** | 97·2 \| 20·6 \| 11·0<br>Q17′F17′<br>BK7½″ | | | **Grimsby**<br>British<br>3 *BHCem* | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45HP<br>1SB,*2cf*,GS26,HS711<br>C.D.Holmes&Co.,Hull | 11 ″ 10 |
| * 66<br>86487<br>WPNH | **Gardépée**<br>*J.F.Williamson* –94 ~~*ss* Cff. No. 2–92~~<br>*Well deck* 1 *Dk* (*Irn*) 2 *trB*<br>*ss* Cff. No. 3–8,94 | **IronScSr** | 1685<br>1404<br>1093 | ✠100A1<br>~~3,94~~ 3,95<br>~~BS4,98~~ ✠LMC~~4,98~~ 5,94 | Cff<br>A&CP | *q* | 1882<br>9mo | W.Pickers-gill&Sons<br>Sunderland | **GardépéeSS Co. (Lim.)(Morel Bros.&Co.)** | 258·0 \| 36·2 \| 18·3<br>Q94′B66′F33′<br>drp95 FK<br>*WB* = *DBa* 72′ *f* 106′ 316*t* *APT* 15*t* | | | **Cardiff**<br>British<br>5 *BHCem* | C.2Cy.32″&60″–39″ (*i*)<br>80lb ~~*60lb*~~ *80lb* 140HP<br>2SB.*4pf*,GS70<br>G.Clark,Sunderland | 20 ″ 0<br>s 2 ″ 1 |
| 67<br>PLKH | **Gargano**<br>*G.B.Dodero* –92<br>1 *Dk* & *Awngdk* | **IronSc** | 721<br>703<br>466 | | | … | 1884<br>3mo | PearceBrs.<br>Dundee | **Soc.di Nav.aVap. Puglia** | 172·0 \| 28·2 \| 12·2<br>19·2 | | | **Bari**<br>Italian | C.2Cy.20″&40″–30″<br>80HP<br>PearceBros.,Dundee | 12 ″ 10 |
| 68<br>97363<br>LGNQ | **Garlands**<br>*S.Symonds* –92 *ss* Bry. No. 1–93<br>*Well deck* 1 *Dk* (*Stl*) & *Webframes*<br>*pt Ironfloors* | **SteelScSr** | 2084<br>1627<br>1361 | ✠100A1<br>12,93<br>✠LMC7,93 | Lon<br>A&CP | *r* | 1889<br>8mo | W.Gray& Co.(Lim.)<br>W Hartlepool | ~~**Hardy,Wilson&Co.**~~<br>R.Hardy&Co. | 270·0 \| 36·5 \| 20·0<br>P27′Q82′B106′F31′<br>drp93 BK9½″<br>*WB* = *DBa* 84′ *f* 104′ 400*t* | | | **W.Hartlpl**<br>British<br>4 *BHCem* | T.3Cy.20″,31½″&53″–36″ (*s*)<br>1541b *75lb* 160HP<br>2SB,*4rf*,GS72,HS2500<br>Cen.Mar.Eng.Wks.,W.Hpl | 21 ″ 6<br>s 1 ″ 11 |
| 69<br>96416<br>LWCT | **Garnet**<br>*W.Webster* 79–90 *ss* Dun. No. 1–95<br>*Well deck* *Elec.light* 1 *Dk* (*Irn*) 2 *trB* | **SteelScSr** | 1608<br>1286<br>1004 | ✠100A1<br>~~5,95~~ ~~2,94~~<br>✠LMC~~10,96~~ 5,95 | Nwc<br>LA&CP<br>Dun | *q* | 1890<br>10mo | WBThmp-son&Co. (Lim.)<br>Dundee | **DundeeGemLine Stm.ShipCo.(Lim.) (P.M.Duncan& Son,*Mgrs.*)** | 260·0 \| 36·3 \| 16·7<br>Q84′B64′F71′<br>~~drp91~~ BK9″<br>*WB* = *CellDB* 222′ 330*t* *FPT* | | | **Dundee**<br>British<br>4 *BHCem* | T.3Cy.20″,33″&54″–39″ (*s*)<br>160lb *80lb* 190HP<br>2SB,*6cf*,GS85,HS2076<br>WBThmpsn&Co(Lm)Dun | 19 ″ 0<br>s 2 ″ 3 |
| 70<br>96635<br>LHKP | —<br>*W.H.Tong* –93 *ss* Cff. No. 1–93<br>*Well deck* 1 *Dk* (*Irn*) & *Webframes* | **SteelScSr** | 1471<br>1150<br>959 | ✠100A1<br>~~11,94~~ ~~11,93~~ 3,95<br>✠LMC11,93 | Cff<br>A&CP<br>~~Bry~~ Lth | *p* | 1889<br>9mo | J.Blumer& Co.<br>Sunderland | **Robinson,Bros.** | 250·0 \| 35·1 \| 16·6<br>Q89′B70′F31′<br>BK9″<br>*WB* = *CellDB* 204′ 380*t* *APT* 30*t* | | | **Whitby**<br>British<br>4 *BHCem* | T.3Cy.18″,30″&48″–36″ (*s*)<br>160lb *70lb* 130HP<br>2SB,*4rf*,GS72<br>Hutson&Corbett,Gls. | 19 ″ 0<br>s 1 ″ 11 |
| 71<br>98757 | —<br>1 *Dk* | **IronScYl** | 155<br>142<br>57 | ✠100A1<br>*StmTrawler*<br>9,91 ✠LMC9,91 | Gls<br>LA&CP | | 1891<br>9mo | Mackie& Thomson<br>Glasgow | **KingstonSteam TrawlingCo. (Lim.)** | 100·5 \| 20·5 \| 10·7<br>Q19′F19′<br>BK7½″ | | | **Hull**<br>British<br>3 *BHCem* | C.2Cy.16″&32″–22″ (*s*)<br>110lb 45HP<br>1SB,*2pf*,GS37<br>Muir&Houston,Glasgow | 11 ″ 11 |
| 72<br>77904 | —<br>*Gillespie* 2 *Dks* | **WoodPad** | 152<br>111<br>96 | | | | 1884 | O.Gillespie<br>CornwallOnt. | **O.Gillespie** | 124·7 \| 21·6 \| 7·1 | | | **CrnwllOnt**<br>British | 1Cy.30″–72″<br>30HP<br>Brush&Co.,Montreal | |
| 73<br>91614 | —<br>1 *Dk* | **IronScK** | 132<br>132<br>73 | | | | 1885 | Raylton Dixon&Co.<br>Middlesbro' | **Hewett&Co.(Lim.)** | 105·8 \| 19·9 \| 9·9<br>len92 | | | **Yarmouth**<br>British | C.2Cy.12″&24″–18″<br>25HP<br>Hewett&Co.,London | |
| Missing since 12-94<br>94422 | **Garnock**<br>*S.Walton* 91–91<br>*Well deck* 1 *Dk* (*Irn*) | **SteelSc3MstSr** | ~~425~~<br>~~339~~<br>~~181~~ | ~~✠100A1~~<br>12,93<br>✠LMC~~7,98~~ | Ayr<br>LA&CP | *g* | 1890<br>7mo<br>~~10,94~~ | SM'Knght &Co.<br>Ayr | **GarnockStm.Ship Co.(Lim.) (Rowan&Bain)** | 158·5 \| 25·1 \| 11·8<br>Q82′B7′F19′<br>drp90&92 BK7″<br>drp94 *WB* = *FPT* 40*t* | | | **Ayr**<br>British<br>3 *BHCem* | T.3Cy.14″,22½″&36″–27″ (*s*)<br>160lb *80lb* 75HP<br>1SB,*2rf*,GS32<br>W.Kemp,Glasgow | 12 ″ 9 |
| 75<br>65855<br>WRCH | **Garonne**<br>*D.Wilkie* –93<br>3 *Dks* & *Awngdk* | **IronScBk** | 3876<br>3840<br>2468 | | | … | 1871<br>4mo | R.Napier& Sons<br>Glasgow | **OrientSteamNav. Co.(Lim.)** | 382·1 \| 41·4 \| 35·7<br>ND81 | | | **Liverpool**<br>British | C.2Cy.60″&104″–48″<br>NB81 550HP<br>R.Napier&Sons,Glasgow | |
| 76<br>89187<br>JNCH | —<br>*O.J.Nilsen* –93 *ss* Cff. No. 2–92<br>2nd Survey, 7,92<br>1 *Dk* (*Irn*) & *Spardk* (*Irn*) & *Webframes* | **IronScSr** | 1019<br>999<br>642 | ✠100A1<br>**A1*1**<br>*Spar dk*<br>10,94~~2,93~~<br>~~BS11,98~~ ✠LMC7,92 | Cff<br>A&CP | *n*<br>Lv | 1884<br>5mo | C.S.Swan& Hunter<br>Newcastle | **CardiffS.S.Co. (Lim.)(~~Hooper, Campbell&Co., *Mgrs.*~~) (W.R.Corfield *Mgr*)** | 210·5 \| 29·6 \| 15·2<br>22·1<br>BK8″<br>*WB* = *DBa* 59′ 85*t*<br>BS1,95 | | | **Cardiff**<br>British<br>4 *BHCem* | C.2Cy.26″&47″–36″ (*a*)<br>80lb ~~*60lb*~~ *80lb* NDB95 96HP<br>1SB,*3pf*,GS50<br>G.Clark,Sunderland | 16 ″ 0<br>s 5 ″ 1½ |
| 77<br>HDGF | —<br>*A.W.Brekke* 83–83<br>1 *Dk* | **IronScSr** | 668<br>502<br>404 | | | | 1883 | Kockums Mek.Verks.<br>Malmö | **Fearnley&Eger** | 181·9 \| 28·2 \| 13·8<br>Q51*t* B71*t* H18*t*<br>F26*t* | | | **Chrstiania**<br>Norwegian<br>*WB* | C.2Cy.23½″&41″–25½″<br>80HP<br>Koc.Mek.Verks.,Malmö | |
| 78<br>91192<br>JTSP | **Garrick**<br>*A.H.Edlin* –92 | **IronScSr** | 2561<br>2358<br>1597 | | | | 1885 | A.Leslie& Co.<br>Newcastle | **Liv.Brazil&River PlateStm.Nav.Co. (Lim.)(Lamport& Holt,*Mgrs.*)** | 321·0 \| 37·8 \| 25·1<br>P88*t* F25*t* | | | **Liverpool**<br>British | C.2Cy.34″&68″–48″<br>300HP<br>R.&W.Hawthorn,Nwc. | 26 ″ 8<br>s 4 ″ 10 |
| 79<br>~~55127~~<br>~~HRQD~~ | **Garrison**<br>~~*H.Humphreys* 93~~<br>*Now named "San Jose," See No. 26 in Supplement* | **IronSc3MstSr** | 852<br>795<br>668 | | | … | 1867<br>7mo | Aitken& Mansel<br>Glasgow | ~~**Powley,Thomas &Co.**~~ | 238·3 \| 28·6 \| 16·7<br>P68′ F20′<br>len71 | | | ~~**Cardiff**~~<br>~~British~~<br>Spanish | 2Cy.38″–30″<br>95HP<br>J.Aitken&Co.,Glasgow | 17 ″ 7<br>s 3 ″ 6 |
| 80<br>68947<br>WVDC | **Garron Tower**<br>*D.Horlock* 78–87 *ss* Sld. No. 3–10,86<br>*ss* Sld. No. 1–90<br>1 *Dk* | **IronScSr** | 650<br>534<br>403 | ✠90A1<br>12,90<br>BS5,94 | Sld<br>A&CP<br>LMC12,90 | *i* | 1876<br>10mo | E.Withy& Co.<br>W Hartlepool | **Marquess of Londonderry (S.J.Ditchfield, *Mgr.*)** | 180·0 \| 28·2 \| 13·6<br>Q23′B38′<br>FK<br>*WD* = *DBa* 50′ *f* 38′ | | | **Sundrland**<br>British<br>4 *BHCem* | C.2Cy.25½″&47½″–30″ (*i*)<br>65lb *50lb* NDB85 90HP<br>1B,GS49<br>T.Richardson&Sons,Hpl. | 14 ″ 3<br>s 1 ″ 9 |
| 81<br>82731<br>THNF | **Garry**<br>*A.Smith* 94–93 *ss* Shl. No. 3–8,92<br>*Well deck* 1 *Dk* (*Irn*) 2 *trB* | **IronScSr** | 973<br>728<br>606 | ✠100A1<br>12,94 ~~2,94~~<br>BS~~2,94~~ 1,95 | Dun<br>A&CP<br>✠LMC7,91<br>Liv | *m* | 1880<br>5mo | W.B. Thompson<br>Dundee | **R.&C.Allan** | 217·9 \| 29·5 \| 15·5<br>P120′F29′<br>BK7½″<br>*WB* = *DBf* 51′ | | | **Glasgow**<br>British<br>5 *BHCem* | C.2Cy.27″&50″–33″ (*i*)<br>80lb *60lb* 98HP<br>1SB,*3pf*,GS49<br>W.B.Thompson,Dundee | 16 ″ 6<br>s 1 ″ 6½ |
| 82<br>89180<br>JLTS | **Garth**<br>~~*W.H.Cornish* 91~~<br>*Well deck* *D.Jones* –95 1 *Dk* (*Irn*) 2 *trB* | **IronScSr** | 1363<br>1107<br>862 | ✠100A1<br>~~6,94~~ ~~4,94~~ ~~1,95~~<br>~~3,96~~ ~~1,95~~<br>~~BS7,98~~ ✠LMC5,92<br>8,94 | Cff<br>LA&CP | *o* | 1884<br>4mo | W.Pickers-gill&Sons<br>Sunderland | **GarthSS.Co.(Lim) (Hurley,Mat-thews&Co.)** | 240·0 \| 33·1 \| 18·2<br>Q91′B50′F28′<br>drp93 FK<br>*WB* = *DBa* 67′ *f* 95′ | | | **Cardiff**<br>British<br>4 *BHCem* | C.2Cy.29½″&55″–36″ (*a*)<br>80lb ~~*60lb*~~ *80lb* NDB94 130HP<br>2SB,*4pf*,GS72<br>G.Clark,Sunderland | 19 ″ 6<br>s 1 ″ 11½ |
| 83<br>82849<br>VKFB | **Garth Castle**<br>*R.Rendall* –94 *ss* Gls. No. 3–4,93<br>*Elec.light* 2 *Dks* (*Irn–Uws*) 3 *trB* | **IronScBg** | 3660<br>3537<br>2350 | ✠100A1<br>~~6,94~~ ~~6,93~~ ~~12,94~~<br>~~4,95~~<br>✠NB2,88<br>BS~~3,98~~ ✠LMC6,92<br>9,94 | Lon<br>LA&CP | *w* | 1880<br>12mo | J.Elder& Co.<br>Glasgow | **D.Currie&Co.** | 365·0 \| 43·5 \| 31·3<br>B96′F48′<br>BK11″<br>*WB* = *DBa* 40′ 160*t* | | | **London**<br>British<br>8 *BHCem* | T.3Cy.33″,55″&88″–57″ (*j*)<br>150lb *80lb* NDB88 600HP<br>3DB,*12rf*,GS234<br>*Tpd*88 TRchrdsn&SonsHpl | 32 ″ 7 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. / No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84 94546 | **Garthdee** *W.Campbell*89–90 *Well deck* | **SteelScSr** *ss*Abn.No.1-94 1*Dk*(*Irn*) | 679 510 422 | ✠100A1 7,93 ~~7,94~~ 7,94 ✠LMC6 ~~6,99~~ 7,94 Abn | Liv LA&CP | *j* 6mo | 1890 | Hall, Russell&Co. Aberdeen | Aberd'n&Glasgw. S.S.Co.(Lim.) (W.Leslie&Co, *Mgrs.*) | 190·6 Q57′B49′F23′ | 28·5 BK6½ *WB*=*DB* | 10·6 5*BHCem* a33*f*44′180*t* | Aberdeen British 97H | T.3Cy.15″,24″&38″–30″ (*s*) 160lb *80lb* 1SB,*3rf*,GS45,HS1385 Hall,Russell&Co.,Abn. | 14 ″ 1 s 1 ″ 3 | |
| 85 102941 | **Garton** *J.Care*94–94 | **SteelScSr** 1*Dk*(*Irn*)&*Web frames*&*ptAwngdk*(*Irn*) | 2734 2049 1761 | ✠100A1 *ptAwng dk withfreeboard* 4,95 ~~4,94~~ ✠LMC4,94 | Hpl A&CP Bly | *t* 4mo | 1894 | W.Gray& Co.(Lim.) W Hartlepool | DeddingtonS.S.Co. (Lim.)(H.Samman &Co.,*Mgrs.*) | 306·0 P27′Q90′ *ptAwng dk*189′ FK *WB*=*CellDB*244′ | 43·0 5*BHCem* 662*tAPT*31*t* | 18·3 | Hull British 240H | T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *80lb* 2SB,*6rf*,GS79,HS3580 Cen.Mar.E.Works,W.Hpl. | 20 ″ 10 s 8 ″ 8 | |
| 86 97399 | **Gascony** *W.F.Morgan* –92 *Elec.light* | **SteelSc3MstSr** ~~3*s*~~Liv.No.1-94 2*Dks*(*UIrn-ptws*) *Floors,Lower dk Beams*&*Stringers Irn* | 1134 884 713 | ✠100A1 ~~3,94~~ ~~3,94~~ ~~3,94~~ 2,95 ✠LMC3,94 | Liv LA&CP | *n* 4mo | 1890 | SMcKnght &Co. Ayr | MossS.S.Co.(Lim.) | 230·0 P88′B44′F26′ *WB*=*FPT* | 31·1 BK8″ 4*BHCem* 40*tAPT*50*t* | 16·5 | Liverpool British 180H | T.3Cy.20¼″,33″&54″–36″ (*s*) 160lb *80lb* 1DB,*4cf*,GS90 D.Rowan&Son,Glasgow | 17 ″ 7 | BT till ~~3,94~~ ~~3,95~~ 9,95 |
| 87 88685 JVND | **Gaston** *R.H.Smullen* | **IronSc** 2*Dks* | 847 — 464 | | | | 1881 | Harlan& Hollingswrth Co. Wlmngtn Del | BaltimoreSteam PacketCo. | 212·0 | 31·5 | 19·0 | Baltimore Utd.States | C.2Cy.26″&44″–36″ 540H Harlan&HollingsworthCo. *WB* | | |
| 88 85557 JTCG | **Gate City** *C.B.Googins* –92 | **IronScSr** 2*Dks*&*Spardk* | 1997 — 1112 | | | | 1878 | J.Roach& Son Chester,Pa. | NewEngland& SavannahS.S.Co. | 254·0 H293*t* | 38·7 | 24·1 | Savannh G Utd.States | C.2Cy.38″&68″–54″ 207H J.Roach&Son,Chester,Pa. | | R |
| 89 68148 WSCL | **Gathorne** *F.Burnard*81–90 (*ex*NuevoPonce) *Well deck* 6thSurvey,Nwc.5,93 | **IronScSr** 1*Dk2trB* | 1154 917 744 | ✠ A1,1 ~~2,95~~ ~~4,94~~ ✠NB5,86 | Sws Nwc | Lv | 1873 6mo | C.Hill& Sons Cardiff | Fisher,Renwick& Co. | 243·9 P246*t*H5*t*F27*t* ptND89 | 29·1 BK8″ *WB*=*DBa*&*f* | 17·5 4*BH* | Newcastle British 99H | C.2Cy.25″&52″–30″ (*r*) 80lb NDB86 1SB,*3pf*,GS55 GreenockFoundryCo.,Grk. | | |
| 90 101902 | **Gatton** *J.Seaborne* –92 | **SteelScSr** 1*Dk*(*ptStlptIrn*) &*Webframes*&*ptAwngdk*(*Irn*) | 2543 1915 1635 | ✠100A1 *pt Awng dk* 8,94 ~~1,94~~ ✠LMC7,92 | Cff A&CP Bhn | *s* 1892 7mo | R.Thomp- son&Sons Sunderland | GraftonS.S.Co. (Lim.)(E.W. Morgan&Co., *Mgrs.*) | 295·0 P29′Q83′ *ptAwng dk*184′ FK *WB*=*CellDB*242 | 41·0 6*BHCem* 481*tAPT*51*t* | 18·5 | London British 220HP | T.3Cy.23″,37½″&61½″–39″ 160lb *80lb* (*r*) 2SB.*6pf*,GS108,HS3590 G.Clark(Lim.),Sld. | 21 ″ 0 s 8 ″ 7½ | |
| 91 98863 NBSD | **Gaul** *E.F.Tyacke* –93 | **SteelTwinScSr** 3*Dks* | 4745 4012 3047 | | | | 1893 | Harland& Wolff(Lim.) Belfast | UnionSteamship Co.(Lim.) | 400·5 P47′ B142′ F55′ | 47·2 *WB* | 26·7 | S'thamptn British | T.6Cy.18½″,30″&50″–42″ 418HP Harland&Wolff(Lim.)Bel. | | BT till 10,95 |
| 92 JKFQ | **Gaulois** *Gannic* (*ex*Contest) | **IronScSr** 1*Dk* | 350 337 183 | | | | 1874 | Humphrys &Pearson Hull | Chevillotte frères | 134·5 Q23*t* B6′ | 22·6 F11′ | 11·6 *WB* | Brest French | C.2Cy.18″&29½″–20½″ 45HP Humphrys&Pearson,Hull | | V |
| 93 QDPK | **Gauss** *F.Jülfs* | **IronScSr** 1*Dk2trB* | 416 339 324 | | | | 1882 | Möller& Holberg Stettin | Dampfschifffahrts Ges.“Neptun” | 148·3 Q49′ B35′ | 22·5 F20′ | 13·7 *WB* | Bremen German | C.2Cy.17¾″&30″–20″ 45HP Möller&Holberg,Stettin | | V |
| 94 HLFT | **Gauthiod** *A.Rydell* | **IronScSr** 1*Dk*&*Shltrdk* | 730 402 562 | | | | 1873 | J.&W. Dudgeon London | RederiaktieBo- laget“Svea” (K.Ahlborg) | 191·0 P123′ | 24·0 H47′ | 11·9 F19′ | Stockholm Swedish | T.3Cy.18″,29¾″&48¾″–29¼ 160HP W.Lindbergs M.V.,Skm. | | |
| 95 | **Gaviota** *F.Camus* –89 | **SteelScSr** | 127 — 62 | | | | 1889 | Howaldts- werke Kiel | F.Francioni | 99·5 | 17·8 | 9·5 | Bns.Ayres Argentine | 3Cy.11¾″,18⅝″&29½″–15¾″ Howaldtswerke,Kiel | | |
| 96 98759 MTPG | **Gazehound** | **IronScK** 1*Dk* | 138 131 49 | ✠100A1 *Stm Trawler* 11,94 ~~8,94~~ ✠LMC8,91 | Hul LA&CP | 1891 8mo | Cook, Welton& Gemmell Hull | HumberSteam TrawlingCo. (Lim.) | 95·5 | 20·8 BK7½ | 11·0 3*BHCem* | Hull British | C.2Cy.15″&29″–21″ (*s*) 90lb 1SB,*2pf*,GS23 Bailey&Leetham,Hull | 11 ″ 10 | |
| 97 93436 | **Gazelle** *F.J.Renouf* –94 | **SteelTwinScSr** | 668 479 202 | | | | 1889 | Laird Bros. Birkenhead | GreatWestern RailwayCo. | 235·5 Q22*t* | 27·6 F3*t* | 13·1 | Milford British | T.6Cy.16½″,26″&41″–30″ 300HP LairdBros.,Birkenhead | | BT till ~~4,95~~ 4,96 |
| 98 63033 JGRD | — *D.Rees*76–84 | **IronScSr** *ss*Lly.No.3–4,84 *ss*Lly.No.2–92 1*Dk2trB* | 607 555 298 | ✠ ⩓1 7,92 ✠NB12,87 ~~BS3,94~~ 3,95 | Lly A&CP | 1869 8mo | Withy, Alexander &Co. Hartlepool | SamuelBros. | 179·8 Q36′B40′F24′ *WB*=*DBa* | 28·5 BK7″ 4*BHCem* 51*f*35′102*t* | 15·3 | W.Hartlpl British 90HP | C.2Cy.24½″&47½″–30″ (*s*) 80lb ~~80lb~~ *45lb* NE74 1SB,*2pf*,GS45 T.Richardson&Sons,Hpl. | 16 ″ 2 s 1 ″ 11 | LMC7,92 |
| 99 JKFV | — *Gillard*83–87 | **SteelPadSr** 1*Dk* | 170 — 75 | | | | 1884 | ANormand Havre | Cie.Anonyme des Paquebots àVa- peur entre le Havre,Caen,Hon- fleur et les Ports de la Normandie | 154·2 | 20·3 | 9·6 | Havre French | C.2C.29½″&47¼″–38″ 130HP A.Normand,Havre | | |
| 100 NJSK | **Gedé** *E.W.Siekemeijer*79–92 | **SteelScSr** 3*Dks* | 2995 — 2258 | | | | 1892 | Koninkl. Maats. “DeSchelde” Vlissingen | Rotterdamsche Lloyd(W.Ruys &Zonen,*Mgrs.*) | 348·0 P&B248′ | 38·0 F54′ | 27·0 | Rotterdm Dutch | Q.4Cy.24″,36″,48″&75″–42″ 400HP Koninkl.Maats.“De Schelde,”Vlissingen | | DV |
| 101 JKGD | **Gédéon Coudert** *Coullandeau*88–88 (*ex*Bengo,*ex*Hayti, *ex*Euphrates) | **IronScSr** *ss*Hul.No.3–2,78 *ss*Hul.No.2–87 2*Dks* | 1148 1105 836 | 11,89 | Bdx | | 1854 | Smith & Rodger Glasgow | G.Coudert&fils | 260·0 Q253*t* B96′ F12*t* ptND76 len70 | 30·3 | 20·0 7*BHCem* | Tonnay French | C.2Cy.30″&58″–28″ NE70 NB77 98HP *Cmp*82Bailey&LeethmHul | | |
| 102 KRDW | **Geestemünde** *Langen* –93 *Elec.light* | **SteelSc3MstSr** *Carrying Petroleum in bulk* | 2987 2676 2033 | | | | 1890 | Sir W.G. Armstrong, Mitchell&Co. Newcastle | Deutsch-Amerika- nischePetroleum Ges. | 310·0 B20′ | 40·2 F28′ | 28·2 | Gestmnde German *WB* | T.3Cy.23″,37″&60″–39″ 250HP WallsendSlipway&Eng. Co.,Newcastle | | V |
| 103 QFBC | — *D.deVries* –93 | **SteelScTrawler** 1*Dk* | 160 145 70 | | | | 1892 | G.Seebeck Geestemünde | F.Lampe | 110·0 | 22·0 | 11·2 | Brmrhavn German *WB* | C.2Cy.17″&32″–20″ 65HP G.Seebeck,Geestemünde | | G |
| 104 NMJB | **Gefion** *J.D.Krogh*74–75 | **IronPadSr** 1*Dk* | 385 295 250 | | | | 1874 | Burmeister &Wain Copenhagen | Forenede Dampskbssel- skab | 197·0 P33*t* H59*t* len90 | 23·2 | 10·2 | Copenhgn Danish | C.4Cy.22″&44″–42″ 120HP Burmeister&Wain Cpnhgn | | |

| 1 Numero d'Ordre / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Enfoncement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 105 NWBJ | **Gefion** *C.C.Berg* 77–86 | **SteelTwinScHopper** 1*Dk* | 378 338 152 | | | | 1885 | W.Simons & Co. Renfrew | StatensVandbygningsVæsen | 154·7 | 29·6 | 13·4 | Frdrkshvn Danish | C.4Cy.16″&29″–21″ 72H W.Simons&Co.,Renfrew | |
| 106 RHKD | **Gefle** *F.W.Diemer* 85–93 | **IronScSr** 1*Dk* | 634 463 415 | | | | 1888 | Helsingör Schiffs.-u. Maschinenbau Gesell. Elsinore | H.M.Gehrckens | 181·4 P61′ | 27·1 F24′ | 12·3 | Hamburg German | C.2Cy.25″&47″–30″ 120H Els.MaschinenbauElsinore *WB* | |
| 107 HPFV | — *K.J.Enval* 89–89 | **IronScSr** 1*Dk&Shltrdk* | 517 260 412 | | | | 1871 | Bergsund Mek.Verks. Stockholm | B.G.Kronberg | 164·0 H26*t* | 24·5 | 11·5 18·6 | Gefle Swedish | C.2Cy.19½″&38″–26¼″ 100H BrgsndsMek.Vrks.,Skm. | |
| 108 HJWK | **Geir** *H.L.Bache* –94 *Well deck* | **SteelScSr** 1*Dk* | 985 655 628 | | | | 1894 | Nylands mek Verksted Christiania | Actieselskabet "Geir" (A.Jacobsen) | 205·8 Q69*t* B203*t* F16*t* | 31·1 H41*t* | 12·4 | Chrstiania Norwegian *WB* | T.3Cy.14½″,24″&39″–27″ 100H Nylandsmek.Verkstd Xia | |
| 109 JRNS | **Geiranger** *Th.Fjelde* | **Iron&SteelScSr** 1*Dk* | 152 83 86 | | | | 1885 | Martens, Olsen&Co. Bergen | SöndmöreDampskibsselskab | 110·0 Q24*t* F15*t* | 18·3 B25*t* | 7·6 H6*t* | Aalesund Norwegian *WB* | C.2Cy.15″&29″–18″ 30H Martens,Olsen&Co.Bergen | |
| 110 HJWK | **Gekko** *S.Reed* –93 *Well deck* | **SteelTwinScSr** 1*Dk*(*Stl*–ws) | 213 200 3 | ✠100A1 5,92 | Fal LA&CP ✠LMC5,92 | *c* | 1892 5mo | Cox&Co. Falmouth | ChittagongPort Commissioners | 119·9 BK7″ *WB*=*FPT*15*t* | 21·2 5*BHCem* | 12·1 1DB,*4pf*,GS75,HS1735 | Chttagong British 110lb | C.4Cy.15″&30″–21″ (*s*) 75H Cox&Co.,Falmouth | 12 s 9 s 1 s 8 |
| 111 NSVC | **Gelderland** ~~*P.deBoer* 90–92~~ *ss*Rot.No.3–9,89 *ss*Rot.No.1–93 *P,F.A.Mink* 94–95 | **IronScBg** 2*Dks*3*trB* | 2078 1281 1578 | ✠100A1 ~~6,95 5m15,93 11,94~~ A&CP ✠NPS15,95 ✠NB83 | Rot LMC4,93 BS5,95 | *t* | 1878 5mo 6,94 | R.Dixon& Co. Middlesbro' | Rotterdamsche Lloyd (W.Ruys &Sons, *Mgrs.*) | 298·8 P19′ ND89 | 36·0 B23′ drp94 | 25·1 F36′ BK10″ | Rotterdam Dutch | C.2Cy.38″&70″–36″ (*i*) ~~80lb~~ 80lb *75lb* 220H ~~200H~~ 2DB,GS100 NDB89 4*BHCem* T.Richardson&Sons,Hpl. | |
| 112 87462 HWDN | **Gelert** *J.Bass* –94 *Well deck* | **IronScSr** *ss*Nwc.No.2–91 1*Dk*(*Irn*)2*trB* | 1717 1463 1108 | ✠100A1 1,94 ~~BS2,93~~ 10,94 | Shl LA&CP LMC4,91 | *q* | 1883 2mo | Palmers' Co.(Lim.) Newcastle | S.ShieldsStm. ShippingCo. (Lim.)(W.Runciman&Co., *Mgrs.*) | 250·8 Q98′B46′F33′ *WB*=*DBa*76′*f*28′241*t* | 36·2 BK9½″ *u E&B*34′321*t* | 20·1 *FPT* | London British 80lb *55lb* 2SB,*6pf*,GS90 65*t* | C.2Cy.24½″&55″–42″ (*i*) 160H 5*BHCem* Palmers'Co.(Lim.),Nwc. *APT*17*t* | 21 s 7 s2 s 7½ |
| 113 RFBM | **Gellert** *H.Bauer* 86–94 | **IronScSr** 2*Dks&Spardk* | 3533 3445 2350 | | | ... | 1874 | A.Stephen &Sons Glasgow | Hamburg-Amerikanische Packetf. Act.Ges. | 374·3 H50′ | 40·0 | 24·6 32·2 | Hamburg German | C.2Cy.60″&106″–54″ 600H A.Stephen&Sons,Glasgow | |
| 114 95428 KSHJ | **Gellivara** *W.K.Pritchard* 88–92 1*Dk*(*Stl*)*&Spardk*(*Stl*)*&Webframes* *Elec.light* | **SteelTwinScSr** *ss*Liv.No.1–92 | 2608 2585 1618 | ✠100A1 *Spar dk* 11,94 ~~10,02~~ BS11,94 | Liv LA&CP ✠LMC10,92 Sld | | 1888 6mo | C.S.Swan& Hunter Newcastle | AngierLine (1887) (Lim.) | 332·5 Q98′B46′F33′ drp94 *WB*=*Cell* | 45·0 21·6 FK | 14·1 6*BHCem* *DB*282′685*t* | London British 160lb *135lb* 2DB,*12cf*,GS184,HS5412 | T.3Cy.18″,28½″&46″–33″ (*s*) 300H WlsndSlpwy&ECo(L)Nwc | 16 s 6 s 8 s5 s 10 |
| 115 92867 KPCL | **Gem** *R.J.Smith* –92 *Well deck* *Floors&ptInnerBottomIrn* | **SteelScSr** *ss*Nwc.No.1–91 1*Dk*(*Irn*)2*trB* | 2098 1602 1333 | ✠100A1 12,94 ~~1,04~~ BS1,94 | Shl LA&CP ✠LMC5,91 NWC | *r* | 1887 9mo | J Readhead &Co. S.Shields | ClaphamS.S.Co. (Lim.) (G.E. Macarthy, *Mgr.*) | 280·0 P28′Q78′B114′ F33′ *WB*=*Cell* | 38·8 BK10″ | 18·3 6*BHCem* *DB*240′519*t* | Newcastle British 160lb *80lb* 2SB,*6cf*,GS96 | T.3Cy.21″,36″&59″–39″ (*r*) 200H J.Readhead&Co.,S. Shields | 20 s 8 s 1 s 10 |
| 116 93393 KMSN | — ~~*H.McGuffie* 92~~ *Well deck* *W.Hamilton* | **IronSc3MstSr** *ss*Bwg.No.1–91 1*Dk*(*Irn*) | 452 330 141 | ✠100A1 4,94 BS4,94 | Gls A&CP ✠LMC5,91 | *h* | 1887 6mo | J Fullerton &Co. Paisley | W.Robertson | 175·2 Q84′B10′F24′ *WB*=*Cell* | 25·2 BK7½″ *DB*91′131*t* | 10·2 3*BHCem* *FP* | Glasgow British 160lb *50lb* 1SB,*3cf*,GS54 | T.3Cy.15½″24″&40¼″–33″ (*s*) 80H W.King&Co.,Glasgow | 12 s 9 s 1 s 2 |
| 117 77451 | — *T.Henderson* 82–82 | **IronScSr** *ss*Sld.No.3–6,90 1*Dk* *ss*Abn.No.1–94 | 180 148 88 | 100A1 ~~8,94 6,90~~ ~~BS12,93~~ | Sld A&CP LMC6,90 Abn | *c* | 1878 10mo 8,94 | J Fullerton &Co. Paisley | Mitchell&Rae | 120·2 Q44′B7′F19′ ptND90 | 19·0 BK6″ *WB*=*FPT*23*t* | 9·0 4*BHCem* | Aberdeen British 70lb *60lb* 1B,GS26 | C.2Cy.17″&31″–22″ (*b*) 45H Lees,Anderson&Co.,Gls. | 9 s 3 s 1 s 1½ |
| 118 53986 | — | **CompPad** 1*Dk* | 145 131 92 | | | | 1868 | ..... Melbourne | Mrs.N.Watson | 129·4 | 17·8 | 8·4 | Melbourne British | 2Cy. 60H | |
| 119 72758 | — | **IronSr** 1*Dk* | 120 89 33 | | | | 1880 | Boyd&Co. Shanghai | GeorgeMitchell | 80·0 H31*t* | 16·5 | 8·7 | Shanghai British | C.3Cy.18″&36″–16″ 35H Boyd&Co.,Shanghai | |
| 120 459 HDCB | **Gembu Maru** *A.Thomsen* | **WoodScSr** (*ex* Kuroda) | 700 571 434 | | | | 1872 | ..... Brooklyn NY | NipponYusen Kaisha | 194·6 | 28·0 | 16·0 | Tokio Japanese | C.2Cy.24″&42″–34″ 78H | |
| 121 95277 LBDW | **Gemini** *A.Scott* *Well deck* | **IronScSr** *ss*Cff.No.1–92 1*Dk*(*Irn*)2*trB* | 938 735 586 | ✠100A1 ~~5,94 3,94~~ 6,94 BS1,95 | Cff A&CP ✠LMC12,92 ~~Shl~~ Sld | *m* | 1888 12mo | J.Priestman&Co. Sunderland | J.G.Hill (HarrisonMoore & Moore, *Mgrs.*) | 210·0 Q75′B45′F24′ drp93 *WB*=*DB* | 31·0 BK8″ *a*55′*f*55′189*t* | 15·5 4*BHCem* | Cardiff British 150lb *65lb* 1SB,*3rf*,GS43 | T.3Cy.17″,28″&46″–30″ (*s*) 100H N.E.MarineE.C.(Lim.)Sld. | 16 s 3 s 1 s 8 |
| 122 87753 LMTH | — *J.Cable* 89–89 | **IronScK** *ss*Gms.No.2–91 1*Dk* | 128 123 73 | ✠100A1 *For fishing* 5,93 BS4,94 | Gms *purposes* LA&CP ✠LMC6,91 | *a* | 1883 2mo | Earle's Co. (Lim.) Hull | Grimsby&North SeaStm.Trawling Co.(Lim.) | 95·5 Q16′ | 20·1 BK8″ | 10·5 3*BHCem* | Grimsby British 70lb 1SB,*2pf*,GS19,HS653 | C.2Cy.17″&32″–18″ (*o*) 35H Earle'sCo.(Lim.),Hull | |
| 123 LMDH | **Gemma** *W.Liedke* 91–93 *Well deck* | **SteelScSr** *ss*Hpl.No.1–92 1*Dk*(*Stl*) | 832 659 613 | ✠100A1 5,93 BS7,94 | Bly A&CP ✠LMC4,92 | *i* | 1888 5mo | Flensburg Schiffs.Gesel. Flensburg | Holm&Molzen | 199·9 Q66′B49′F27′ *WB*=*CellDB* | 30·0 BK7″ | 14·0 4*BHCem* | Flensburg German 165lb 2SB,*4cf*,GS45 | T.3Cy.15″,24″&43″–30″ (*o*) 110H FlensburgSBCo.,Flensbrg | 15 s 9 |
| 124 RDPH | — *H.Meyer* –90 (*ex*Claremont) | **IronScSr** *ss*Lon.No.3–5,79 *ss*Ham.No.1–84 1*Dk*2*trB* | 813 749 590 | ✠ 5,84 | Ham A&CP | | 1868 5mo | C.Mitchell &Co. Newcastle | A.Kirsten | 213·9 P38*t* | 29·2 F18*t* | 17·5 | Hamburg German 4*BHCem* | C.2Cy.29″&52″–27″ NE73 NB75 1001H Thompson,Boyd&Co.Nwc *WB*=*DBa*65*f*77′ | |
| 125 99147 | **Gena** *T.Kirby* 72–93 | **SteelScSr** 1*Dk*(*Irn*)*&Webframes* *&ptAwngdk*(*Irn*) | 2784 2144 1795 | ✠100A1 *pt Awng dk* *withfreeboard* 7,91 ~~7,93~~ | Wtb A&CP Cff ✠LMC7,93 | *t* | 1893 7mo | T Turnbull &Son Whitby | T.Turnbull&Son | 312·5 P29′Q90′ *ptAwngdk*194′ *WB*=*DBa*102′ | 40·8 FK | 22·0 6*BHCem* *f*122′574*t* | Whitby British 160lb *80lb* 2SB,*6cf*,GS99,HS3528 | T.3Cy.23″,37½″&61½″–39″(*s*) 236H Blair&Co.,(Lim.),Stockton | 23 s 2 s 9 s 1 |

| 1 No. in Book. / Official No. / Code Letters. | 2 / 3 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'y Tonnage Gross. / Under deck. / Net. | 5 / 6 / 7 Particulars of Classification. Character. / for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned / now expired. | Equipment Letter. | 8 / 9 Built. When — Ship. — Engines. | By Whom. — Where. | 10 Owners | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 126 TDKR | **Generaal Pel** *A.C.Overgaauw* 91–92 — *ss* Sng. No. 2–84 — 2 *Dks & Shaded k* | 1301 / 923 / 886 | ✠ *Shade dk with load line* 9,84 | Sng A&CP | | *o* | 1876 / 7mo | W. Denny & Bros. Dumbarton | Koninkl. Paketv. Maats. | 255·9 | 31·7 | 17·3 / 24·6 | Batavia Dutch | C.2Cy. 34″ & 60″–39″ 172 H Denny & Co., Dumbarton | | D |
| 127 95145 SLTR | **General Boyd** *B. Graham* 84–91 — *Well deck* — 1 *Dk (Irn) & Webframes* | 1375 / 1071 / 879 | ✠ 100 A1 3,95 ~~4,04~~ ✠ LMC 6,91 | Liv A&CP | | *o* | 1891 / 6mo | W. Gray & Co. (Lim.) W Hartlepool | Smith, Imossi & Co. | 245·1 / Q79′ B71′ F28′ | 34·6 / BK 8½″ | 17·5 / *W B = DB a* 65′ *f* 102′ | Gibraltar British | C.2Cy. 31″ & 58″–36″ (*s*) 100 lb *75 lb* 130 H 2 SB, *4pf*, GS 60, HS 2330 Cen. Mar. Eng. Wks, W. Hpl. | 18 ″ 4 / s 1 ″ 7½ | |
| 128 JKGL | **Général Chanzy** — *Elec. light* | 2299 / — / 721 | | | | | 1891 | Cie. Génér. Transalt. Penhöet | Cie. Générale Transatlantique | 341·2 / F46′ | 35·7 | 15·5 / 23·0 | Marseilles French *WB* | T. 3Cy. 33″, 51½″ & 82⅔″–49″ 900 H Cie. Général Transatl., St. Nazaire | | V |
| 129 JKGH | — — *J.B. Aoustin* –92 — *ss* Nts. No. 2–91 — *Well deck* — 1 *Dk (Irn)* 2 *tr B* | 1475 / 1180 / 949 | ✠ 100 A1 2,95 ~~3,02 7,04~~ BS 7,94 ✠ LMC 9,91 Rou | Nts LA&CP | | *p* | 1883 / 11mo | Palmers' Co. (Lim.) Newcastle | Cie. de Nav. Mar. à Vap. France-Algérie | 250·8 / Q96′ B44′ F27′ / *WB = Cell DB* 210′ | 35·3 / FK 4 *BH Cem* | 16·2 / 325 *t APT* 33 *t* | Nantes French | C.2Cy. 31″ & 58″–36″ (*a*) 80 lb *85 lb* NDB 93 140 H 2 SB, *4pf*, GS 77, HS 2637 Palmers' Co. (Lim.), Nwc. | 18 ″ 2 | |
| 130 JKGR | **Général Dodds** — *Guibert* ~~*ss* Sld. No. 2–91~~ *ss* Bdx. No. 3–1,93 (*ex* Galveston) — 1 *Dk (Irn)* & *Spar dk (Irn–ws)* 3 *tr B* | 2031 / 1935 / 1233 | ✠ 100 A1 *Spar dk* ~~7,04 1,93~~ ✠ LMC 1,98 7,94 10,94 | Bdx LA&CP | | *r* | 1882 / 8mo | Campbell, Mackintosh & Bowstead Newcastle | J.E. Buhan père, fils & A. Teisséire | 277·0 / FK 6 *BH Cem* / *WB = DB a* 80′ *f* 68′ 271 *t* | 37·6 | 23·2 | Bordeaux French | C.2Cy. 32″ & 60″–45″ (*s*) 80 lb *71 lb* NDB 93 180 H 2 SB, *4pf*, GS 70, HS 3209 T. Clark & Co., Newcastle | 16 ″ 9 / s 5 ″ 11 | |
| 131 90071 KBNG | **General Gordon** *J. Masson* –94 — *ss* Gls. No. 3–12,93 — *Well deck* — 1 *Dk (Stl)* 2 *tr B* | 1255 / 1027 / 807 | ✠ 100 A1 3,95 ~~12,98 1,99~~ ✠ LMC ~~12,98~~ 1,94 | Gls LA&CP | | *o* | 1885 / 8mo | A. Stephen & Sons Glasgow | S.S. Gordon Co. (Lim.) (Maclay & M'Intyre) | 240·4 / Q84′ B57′ F28′ lrp 93 / *WB = Cell DB* 184′ | 34·1 / BK 8″ 4 *BH Cem* | 16·0 / 326 *t APT* 21 *t* | Glasgow British | T. 3Cy. 15″, 24″ & 40″–36″ (*s*) 160 lb *60 lb* 140 H 1 SB, *2cf*, GS 49 A. Stephen & Sons, Glasgow | 18 ″ 6 / s 1 ″ 8½ | |
| 132 88997 | — — *P. Boland* 77–85 — *ss* Bel. No. 2–93 — 2 *Dks (Upt Stl-ws)* | 864 / 394 / 291 | ✠ 100 A1 2,94 ~~5,98~~ ✠ LMC ~~8,98~~ 6,94 | Bel A&CP | | *m* | 1885 / 4mo | A. & J. Inglis Glasgow | Dublin & Gls. Sailing & Steam Packet Co. | 230·0 / P51′ B82′ F41′ | 31·2 / BK 8″ 5 *BH Cem* | 15·3 | Dublin British | T. 3Cy. 26″, 41″ & 60″–42″ 135 lb *50 lb* 250 H 2 DB, *8cf*, GS 140 A. & J. Inglis, Glasgow | 16 ″ 0 | BT till ~~6,94~~ 6,95 |
| *e named "Duke of Gordon," See No. 23 in Supplement* | | | | | | | | | | | | | | | | |
| 133 ed 9,94 2,96 KNBR | **General Havelock** *J.G. Stock* –91 — *Well deck* — *Elec. light* | 673 / 484 / 439 | | | | ... | 1868 / 9mo | J. Laing Sunderland | R.M. Hudson | 190·0 / P150*t* | 26·3 / F39*t* | 14·4 | Sundrland British | C.2Cy. 28″ & 53″–36″ NE & B81 99 H G. Clark, Sunderland | | BT till 6,95 |
| 134 Collision 6,95 | **General Kotzebue** *Martin* — 2 *Dks* | 700 / 649 / 501 | ✠ 8,66 | Nwc A&CP | | | 1866 / 6mo | C. Mitchell & Co. Newcastle | Russian S. Nav. & Trading Co. | 223·0 / P51*t* | 27·0 | 15·1 | Odessa Russian 4 *BH* | 2.Cy. 55″–60″ 180 HP J. Penn & Sons, London | | |
| 135 HNGR | **General Lersundi** — | 989 / — / 781 | | | | | 1886 | ..... New York | Empresa de Fomento y Navegacion del Sur | 174·6 | 30·4 | 9·1 | Havana Spanish | 113 HP | | |
| 136 93132 | **General Roberts** *J. Pettit* 86–91 — *ss* Mil. No. 1–92 — 1 *Dk* | 142 / 138 / 62 | ✠ 100 A1 *Trawler* 10,92 ✠ LMC 10,92 BS 8,94 | Mil LA&CP | | | 1888 / 4mo | Cook, Welton & Gemmell Hull | W. Wolfe | 100·0 / Q16′ | 20·3 / BK 7½″ 3 *BH Cem* | 11·0 | Hull British | C.2Cy. 17″ & 33″–22″ (*r*) 90 lb 45 HP 1 SB, *2pf*, GS 29, HS 934 C.D. Holmes & Co., Hull | 11 ″ 11 | |
| 137 85290 JNHR | **General Whitney** *M. Bearse* — 2 *Dks* | 1849 / — / 1196 | | | | | 1873 | The Harlan & Hollingsworth Co. Wlmngtn Del | Metropolitan SS Co. | 225·0 | 40·0 | 18·0 | Bostn Mas Utd. States | 2Cy. 36″–60″ The Harlan & Hollingsworth Co., Wlmngtn. Del. | | R |
| 138 79149 SDCJ | **Geneva** *G.H. Nelson* 93–93 — *ss* Lth. No. 3–2,92 — 2 *Dks* | 708 / 623 / 441 | ✠ 100 A1 3,95 ~~2,04~~ ✠ NB 2,92 | Lth A&CP | LMC 2,92 | *l* | 1878 / 8mo | Blackwood & Gordon Pt. Glasgow | Leith, Hull & Hamburg SP Co. (J. Currie & Co., *Mgrs.*) | 198·2 / P34′ F18′ | 28·3 / BK 7½″ 5 *BH Cem* | 15·5 | Leith British | C.2Cy. 27″ & 47″–33″ (*s*) 65 lb *65 lb* NDB 92 98 HP 1 SB, *3rf*, GS 54 Blackwood & Gordon, P.Gl. | 16 ″ 7 / s 2 ″ 4 | BT till ~~3,96~~ 3,96 |
| 139 81288 | **Genil** *Lloyd* — 1 *Dk* | 309 / 216 / 180 | | | | | 1854 | ..... Glasgow | C.G. Warburton | 151·8 / P49*t* | 23·1 / F45*t* | 11·3 | Sydny NSW British | 2Cy. 30″–30″ 60 HP | | |
| 140 1256 HJKD | **Genkai Maru** *A. Thomsen* — 2 *Dks & pt Shaded k* | 1346 / 1162 / 844 | | | | | 1891 | Napier, Shanks & Bell Glasgow | Nippon Yusen Kaisha | 235·0 / F30′ *pt Shaded k* 157′ | 33·0 | 20·2 | Tokio Japanese *WB* | T. 3Cy. 18″, 30″ & 48″–33″ 150 H J. & J. Thomson, Glasgow | | V |
| 141 78772 SCJT | **Genoese** (*WRECKED 3,94*) *I. Jarris* –93 — *ss* Liv. No. 3–9,90 — 1 *Dk (Irn)* 2 *tr B* | 1114 / 834 / 719 | ✠ 9,93 ✠ NB 9,90 | Liv A&CP | | *n* | 1878 / 1mo | Oswald, Mordaunt & Co Southampton | Atlantic & Eastern S.S. Co. (Lim.) (J. Glynn & Son, *Mgrs.*) | 232·0 / P143*t* F34*t* | 28·0 / BK 8½″ 5 *BH Cem* | 17·2 | Liverpool British | C.2Cy. 20″ & 56″–36″ NDB 90 150 HP 1 SB, *4rf*, GS 62, HS 2080 Oswald, Mordaunt & C., Sou. | 18 ″ 5 / s 1 ″ 11 | |
| 142 RGMK | **Genua** *J. Sadewasser* –90 — *ss* Sld. No. 3–8,89 (*ex* Balcarres) *ss* Ham. No. 1–93 — 4th Survey 7,93 — 1 *Dk (Irn)* 2 *tr B* | 1385 / 1160 / 1128 | ✠ 100 A1 *A1*1* ~~4,94~~ 5,95 ✠ NB 8,89 | Ham A&CP | LMC 7,93 | *p* Lv | 1877 / 6mo | Barrow SB Co. (Lim.) Barrow | R.M. Sloman & Co. | 250·3 / P125′ F35′ | 32·0 / FK 5 *BH Cem* / *W B = APT* 24 *t* | 20·2 | Hamburg German | T. 3Cy. 19″, 30″ & 52″–36″ (*s*) 160 lb 150 HP 2 SB. 6*f*, GS 90, HS 2622 *Tpd.* 89 J. Dickinson, Sld. | | V |
| 143 1057 HGLP | **Genyo Maru** *S. Takemoch* –90 (*ex* Hailoong) — *ss* H. Kg. No. 3–2,81 — *ss* H. Kg. No. 1–84 — 1 *Dk & Awng dk* | 480 / 458 / 297 | ✠ *Awng dk with load line* 5,87 | HKg A&CP | | *f* | 1871 / 8mo | Hall, Russell & Co. Aberdeen | Kyoyeisha | 155·0 | 24·2 | 10·2 / 16·5 | Osaka Japanese 4 *BH Cem* | C.2Cy. 22″ & 37″–30″ 60 HP Hall, Russell & Co., Abn. | | |
| 144 LMDP | **Georg** *J. Hansi* –91 — *Elec. light* | 963 / 693 / 679 | | | | | 1889 / 2mo | Rost. Act. Ges. für Schiff & Masch. Bau Rostock | H. Schuldt | 213·9 / Q76′ B52′ | 31·8 / F23′ | 14·6 | Flensburg German *WB* | T. 3Cy. 13¾″, 22½″ & 39½″–31½″ 105 HP Rost. Schif. Ges., Rostock | | V |
| 145 NMWC | — — *N.C.N. Bentzen* — 2 *Dks & Awng dk* | 792 / 636 / 493 | | | | | 1875 | Norddeutscher Schiffsbau Gesls. Kiel | Forenede Dampskibsselskab | 209·0 | 27·8 | 14·7 / 21·5 | Aalborg Danish *WB* | C.2Cy. 30″ & 56″–36″ 130 HP Schweffel & Co., Kiel | | |

| Numero d'Ordre. / Numero Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / ✠ Surveillance Spéciale. / Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Construit. Quand. / Navire. / Mach. | Par qui. / Où. | Armateurs. | Longueur. | Largeur. | Creux. | Port d'Armement. / Pavillon. | Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lost by Collision 4,95 146<br>QDSB | Georg IronScSr<br>H.Reil&82–83 1Dk2trB | 733<br>683<br>558 | | | | 1883 | HFUlrichs<br>Vegesack | J.D.Bischoff | 180·1<br>Q52' | 26·9<br>B52' | 18·2<br>F24' | Bremen<br>German<br>WB | C.2Cy.21"&37½"–25½"<br>70HP<br>HanM-BauAct.Gesls Hnvr |
| 147<br>KRFM | — IronScTrawler<br>T.H.Meyer93–93<br>1Dk | 149<br>132<br>60 | | | | 1891 | H.Koch<br>Lübeck | Joh.Stadtlander | 102·8 | 20·6 | 10·2 | Gstemnde<br>German<br>WB | C.2Cy.19½"&31½"–21½"<br>C.Daevel,Kiel |
| 148 | Georg Dumois SteelScSr<br>C.Lampe -90<br>1Dk&Spardk | 765<br>—<br>475 | | | | 1890 | Grngem'th DockyardCo.<br>Gr'ngemouth | S.M.Kuhnle&Sön | 178·9 | 27·8 | 12·2 | Bergen<br>Norwegian<br>WB | T.3Cy.16",26"&40"–30"<br>85HP<br>Hutson&Corbett,Glasgow |
| 149<br>MSHL | Georg Mahn SteelScSr<br>Witt -93<br>Elec.light | 1101<br>930<br>835 | | | | 1893 | Act.Ges. "Neptun"<br>Rostock | H.Podeus | 233·0<br>B50' | 34·2<br>F22' | 16·9 | Wismar<br>German<br>WB | T.3Cy.13¾",22½"&36½"–27½"<br>Act.Ges."Neptun,"Ros. |
| 150<br>NTGD | Georg Stage IronSc<br>C.L.A.Trolle 1Dk | 206<br>199<br>125 | | | | 1882 | Burmeister &Wain<br>Copenhagen | Stiftelsen"Georg StagesMinde" | 103·0 | 25·4 | 13·2 | Copnhagn<br>Danish | C.4Cy.10"&20"–15"<br>25HP<br>Burmeister&Wain,Cpn. |
| 151<br>99758 | George SteelScSr<br>J.Murphy92-94<br>Well deck 1Dk(Irn)&Webframes | ~~515~~ 511<br>~~408~~ 405<br>~~259~~ 242 | ✠100A1<br>(Class Contemplated)<br>4,95 | Dub<br>LA&CP<br>✠LMC8,94 | h | 1894<br>7mo | Murdoch & Murray<br>PortGlasgow | M.Murphy,jun. | ~~170·0~~ 170·4<br>Q72'<br>WB=DB 26'22tf37'31t | 23·6<br>B23' | ~~14·3~~ 14·4<br>F24' | Dublin<br>British<br>4BHCem<br>FPT 4tAPT11t | C.2Cy24"&45"–30" (s)<br>80lb 80lb 95HP<br>1SB,2pf,GS60HS1453<br>D.Rowan&Son,Gls. |
| 152 | — SteelScSp<br>N.Hough -91 1Dk | 155<br>151<br>78 | | | | 1891 | W.Allsup& Sons(Lim.)<br>Preston | J.J.Crossfield | 90·0 | 21·0 | 9·9 | Runcorn<br>British | C.2Cy.12"&24"–30"<br>24HP<br>W.Allsup&Sns(Lim.),Prs. |
| 153<br>99600 | — IronScK<br>1Dk | 150<br>140<br>58 | ✠100A1<br>Stm Trawler<br>7,93 | Hul<br>LA&CP<br>✠LMC6,93 | | 1893<br>7mo | Cook, Welton& Gemmell<br>Hull | J.Brocklesby (R.Simpson, Mgr.) | 100·8<br>Q22' | 20·8 | 11·0<br>BK7½' | Hull<br>British<br>3BHCem | C.2Cy.16"&33"–22" (s)<br>100lb 45HP<br>1SB,2pf,GS31<br>Bailey&Leetham,Hull |
| 154<br>97527 | George Allen SteelScSr<br>S.A.Bell -92 ssSld.No.1-94<br>1Dk(Irn)3trB&Webframes | 2309<br>1922<br>1443 | ✠100A1<br>5,95 ~~5,94~~ | Shl<br>A&CP<br>✠LMC5,~~90~~ 9,94 | s | 1890<br>6mo | ShortBros.<br>Sunderland | J.Westoll | 290·2<br>P32'<br>WB= Cell DB 208'398t | 39·0<br>B78' | 21·7<br>F34'<br>BK10" | Sundrland<br>British<br>5BHCem<br>~~FPT60t~~ | T.3Cy.21",35"&58"–36" (s)<br>150lb 80lb 200HP<br>1DB,6rf,GS85<br>T.Richardson&Sons,Hpl. |
| 155<br>95667<br>LBGT | George Clarkson SteelScSr<br>Früs -91 ssNpt.No.1-93<br>Well deck 1Dk(Stl)2trB | 1794<br>1368<br>1117 | ✠100A1<br>3,95 ~~2,94~~<br>BS3,95 | Cff<br>A&CP<br>✠LMC2,93<br>~~Bly~~ | q | 1889<br>2mo | T.Turnbull&Son<br>Whitby | H.Baxter&Co. | 258·8<br>P28'<br>F32' WB=DBa72'f104'342t | 37·0<br>Q60' | 18·1<br>B112'<br>FK | ~~APT69t~~ Whitby<br>British<br>5BHCem | T.3Cy.20",33"&54"–36" (s)<br>160lb 60lb 140HP<br>2SB,4cf,GS58<br>Blair&Co.(Lim.),Stockton |
| 156<br>86231 | George Deakin WoodScFlat<br>J.Heath -93 | 105<br>98<br>71 | | | | 1866 | AnnDeakn<br>Winsford | ~~A.Houghton~~<br>C.Berrington | 81·9 | 19·1 | 8·6 | Liverpool<br>British | I.2Cy.12"–14"<br>NE&B76 24HP<br>G.Deakin,Winsford |
| 157<br>LKVR | George Dittmann IronScSr<br>N.Hansen -90 1Dk2trB | 471<br>377<br>355 | | | | 1882 | Flensburg S.B.Co.<br>Flensburg | L.F.Mathies&Co. | 159·7<br>Q50' | 23·9<br>B35' | 13·5<br>F22' | Hamburg<br>German<br>WB | C.2Cy.20"&34½"–24"<br>50HP<br>Flensbrg.S.B.Co.,Flnsbrg. |
| 158<br>77206<br>RKFB | George Fisher IronScSr<br>G.Mitchell92-92 ~~ssNwc.No.3-5,88~~<br>Well deck ~~ssHpl.No.1-92~~ 1Dk2trB<br>ssHpl.No.3-8,94 | 1231<br>1005<br>~~821~~ 779 | ✠100A1<br>~~3,91 10,92~~ 3,95<br>~~BS10,92~~ | Hpl<br>A&CP<br>LMC4,~~92~~ 8,94<br>Cff | o | 1877<br>11mo | Richardsn, Duck&Co<br>Stockton | Capper,Alexander &Co. | 236·4<br>Q73'<br>drp94 WB=DBa42'f59'249t | 31·2<br>B51' | 18·5<br>F29'<br>FK | Cardiff<br>British<br>5BHCem | C.2Cy.28"&53"–33" (i)<br>70lb 60lb 120HP<br>2SB,4cf,GS58<br>T.Richardson&Sons,Hpl. |
| * 159<br>84862<br>WHPR | George Heaton IronScSr<br>P.Mills93-93 ~~ssCff.No.2-90~~<br>ssNwc.No.3-6,94 2Dks(1Irn)3trB | 2215<br>1985<br>1428 | ✠100A1<br>~~6,94 6,93 12,94~~<br>6,95<br>~~BS6,93~~ | Bly<br>LA&CP<br>✠LMC1~~4,89~~<br>~~Nwc~~<br>✠NB7,94 | s<br>Cff | 1882<br>2mo | TyneI.S.B. Co.<br>Newcastle | GeorgeHeaton S.S.Co.(Lim.) (Stephens& Mawson) | 284·6<br>P27'<br>~~drp92~~ WB=DBa84'f67'293t | 36·9<br>B55' | 24·4<br>F29'<br>BK10" | N.Shields<br>British<br>5BHCem<br>Tpd94 | C.3Cy.20",32½"&54"–45"(s)<br>~~90lb 80lb~~ 160lb 66lb 250HP<br>~~2SB,6rf,GS88,HS2940~~<br>~~R.&W.Hawthorn,Nwc.~~<br>NEMarineECo(Lim)Nwc |
| 160<br>86267 | George J. Gould SteelSc<br>F.A.Wetmore 2Dks | 2237<br>—<br>1790 | | | | 1893 | UnionDry DockCo.<br>Buffalo,N.Y. | A.W.Cotton | 265·6 | 40·6 | 25·0 | Detroit, Mich.<br>Utd.States | |
| 161<br>10045<br>HGWC | George Leary WoodPad<br>1Dk | 810<br>—<br>621 | | | | 1864 | C.Leary<br>Brooklyn | M.Robinson | 237·0 | 33·0 | 10·0 | Georget'n<br>Utd.States | 1Cy.50"–144"<br>275HP<br>J.Murphy&Co.,NewYork |
| 162<br>56905<br>NJRV | George Peabody IronPad<br>~~W.Bonnell -93~~ ssLly.No.3-2,92<br>J.Parker94-94 1Dk | 115<br>115<br>21 | A1<br>For Towing purposes<br>1,92 | Lly<br>LA&CP<br>LMC2,92 | s | 1867<br>12mo | Readhead, Softley&C.<br>S.Shields | ~~W.Bowen,jun.~~<br>BlythStmTugCo. (GDinsdale,Mgr) | 100·4 | 18·3 | 9·9 | Llanelly<br>British<br>3BHCem | C.2Cy.27½"–48" (s)<br>30lb NB92 55HP<br>2SB,4pf,GS50<br>Readhead,Softley&C.Shl |
| 163<br>102714<br>NHLC | George Pyman SteelScSr<br>J.W.Clark81-94<br>Well deck 1Dk(Irn)&Webframes | 2055<br>1553<br>1304 | ✠100A1<br>5,95 ~~3,94 12,94~~ | Hpl<br>A&CP<br>✠LMC8,94 | r | 1894<br>3mo | Irvine&Co.<br>WHartlepool | PymanS.S.Co. (Lim.) (G.Pyman&Co., Mgrs.) | 275·0<br>P29'<br>F30' drp94<br>WB=DBa90'f102'445t | 38·5<br>Q76' | 19·0<br>B118'<br>FK | WHartlpl<br>British<br>4BHCem<br>APT19t | T.3Cy.20",33"&56"–36" (s)<br>160lb 90lb 193HP<br>2SB,4cf,GS69,HS2943<br>T.Richardson&Sons,Hpl. |
| 164<br>99613 | George Royle SteelScSr<br>D.Marshall75-93<br>Webframes&Stringers(Irn)<br>1Dk(Stl)&Webframes&ptAwngdk(Irn) | 2540<br>1923<br>1630 | ✠100A1<br>pt Awng dk with freeboard<br>11,94 ~~3,94~~ | Shl<br>A&CP<br>Nwc<br>✠LMC9,92 | s | 1892<br>9mo | ShortBros.<br>Sunderland | J.Westoll | 300·4<br>P33'<br>RFD49'<br>WB= Cell DB 236'637t | 40·0<br>Q88' | 18·8<br>B120'<br>FK | Sundrland<br>British<br>6BHCem<br>APT63t | T.3Cy.22",36"&59"–39" (r)<br>160lb 80lb 200HP<br>2SB,6pf,GS104,HS3349<br>G.Clark(Lim.),Sunderland |
| Wrecked 7,94 165<br>JTQN | George Sealy SteelScSr<br>H.Amundsen -94 1Dk | 844<br>615<br>520 | | | | 1894 | ..........<br>Bergen | H.Irgens | 211·2<br>Q62t<br>F25t | 29·1<br>B100t | 12·0<br>H41t | Bergen<br>Norwegian<br>WB | T.3Cy.<br>130HP |
| 166<br>69094 | George Shattuck WoodScSr<br>Farquhar 2Dks | 362<br>351<br>231 | | | | 1862 | ..........<br>Boston | G.W.Churchill | 129·2 | 23·8 | 17·8 | HalifaxNS<br>British | 1Cy.<br>75HP |
| 167<br>76556 | George Stanton IronTwinScSp<br>1Dk | 124<br>123<br>40 | ✠<br>9,80 | Liv | Lv | 1880<br>8mo | LairdBros.<br>Birkenhead | ShropshireUnion Railway&Canal Co. | 100·0 | 21·5 | 7·9 | Chester<br>British | C.4Cy.15"&26"–15"<br>70HP<br>LairdBros.,Birkenhead |
| 168<br>85189<br>JLHW | George W. Clyde IronScBkn<br>Rockwell 2Dks | 1849<br>—<br>1514 | | | | 1872 | W.Cramp &Sons<br>Philadelphia | W.P.Clyde&Co. | 256·0<br>len76 | 35·0 | 19·6 | NewYork<br>Utd.States | C.2Cy.24"&38"–36"<br>230HP<br>W.Cramp&Sons,Phl. |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 6 7 Particulars of Classification. Character. L for Special Survey. Date of last Survey. Port of Survey. Years Assigned now expired. Equipment Letter. | 8 9 Built. When. Ship. Engines. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of R. of T. to Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|
| 169<br>88321<br>JPHT | George W. Elder<br>*Angersteinn*<br>IronScBn<br>2*Dks*&*Hurdk* | 1710<br>—<br>1225 | | 1874<br>J.Roach&<br>Son<br>Chester,Pa. | UnionPacific<br>RailwayCo. | 242·0\|38·0\|20·0<br>Portlnd,O.<br>Utd.States | T.3Cy.23″,34″&56″–36″<br>NE89<br>UnionIrnWks,S.Francisco | | RV |
| 170<br>George 1st<br>WoodPadTug<br>1*Dk* | | 125<br>—<br>33 | | 1879<br>Woodhave<br>NorthShields | C.Compethecra | 108·6\|18·0\|10·1<br>Cephlonia<br>Greek | 1Cy.37″–54″<br>60H<br>Hepple&Co.,S.Shields | | |
| 171<br>Georges & Henri<br>*Borny* –87<br>JKPD (*ex*ElaghCastle)<br>IronScSp<br>*ss*Gls.No.1–84<br>1*Dk*(*Irn*) | | 145<br>107<br>74<br>3,87<br>✠NB84<br>Mil<br>A&CP | *b* | 1879<br>5mo<br>HM'Intyre<br>&Co.<br>Paisley | Ch.Riban | 105·0\|17·6\|8·2<br>B5′ F12′<br>Philipville<br>French<br>3*BHCem*<br>C.2Cy.13″&23½″–18″<br>25H<br>Muir&Houston,Glasgow | 8 ″ 10 | |
| 172<br>68548<br>Georgetown<br>*Goodridge*87–87<br>IronPad<br>*ss*Dem.No.3–11,85″<br>*ss*Dem.No.2–92<br>1*Dk* | | 339<br>234<br>166<br>A1<br>*For British Guiana*<br>*Coast&RiverService*<br>5,94 ~~5,92~~<br>B&MS~~5,92~~ 5,94<br>Dem<br>LA&CP | | 1873<br>Wigham<br>Richardson<br>&Co.<br>Newcastle | SprostonDock&<br>FoundryCo. | 189·6\|21·1\|8·8<br>ptND92<br>FK<br>srp94<br>Georget'n<br>British<br>4*BHAsp*92<br>C.D.2Cy.28″&50″–45″<br>80lb 130H<br>2SB<br>J.Shaw&Co.,Newcastle | | |
| 173<br>Georgette<br>*Vasselin* –91<br>IronScBkn<br>1*Dk*2*trB*<br>JKPW | | 620<br>473<br>277 | | 1876<br>C.Mitchell<br>&Co.<br>Newcastle | Leblanc,Charle-<br>maine&Co. | 177·8\|26·0\|14·7<br>P104′ F22′<br>Rouen<br>French<br>*WB*<br>C.2Cy.27″&52″–36″<br>100H<br>T.Clark&Co.,Newcastle | | V |
| 174<br>89472<br>JVPC<br>Georgia<br>~~*L.Robinson* –94~~<br>*Well deck*<br>*Burnett*<br>IronScSr<br>*ss*Hpl.No.2–93<br>1*Dk*(*Irn*)2*trB* | | 1822<br>1393<br>1168<br>✠100A1<br>3,95 ~~3,94~~ 3,94<br>~~BS5,94~~<br>✠LMC7,93<br>Cff<br>Hpl<br>A&CP | *q* | 1885<br>3mo<br>W.Gray&<br>Co.<br>WHartlepool | S.V.Symondson | 261·5\|36·8\|18·2<br>P29′Q68′B100′<br>F28′ BK9″<br>*WB*=*DB*<br>W.Hartlp'l<br>British<br>4*BHCem*<br>*a*80′*f*98′364*t*<br>C.2Cy.32″&60″–39″<br>80lb *65lb* 150H<br>2SB,*6f*,GS80<br>Black,Hawthorn&Co.,Gts. | 19 ″ 5<br>s 1 ″ 8 | |
| 175<br>83961<br>—<br>IronSc<br>*W.J.Rohannan*<br>3*Dks* | | 1749<br>—<br>1189 | | 1887<br>TheHarlan<br>&HlngswthC<br>WilmngtnDl. | BaltimoreSteam<br>PacketCo. | 280·0\|40·0\|17·6<br>Baltimore<br>Utd.States<br>C.2Cy.34″&64″–42″<br>TheHarlan&HollingswrthCo.,Wilmington | | |
| 176<br>97816<br>LVTF<br>Georgian<br>*A.S.McConkey* –93<br>SteelSc4MstSr<br>3*Dks*(*Stl–Uws*)<br>*ss*Liv.No.1-94 | | 5088<br>4803<br>3318<br>✠100A1<br>*withfreeboard*<br>1,95 ~~2,00~~<br>✠LMC~~9,00~~ 10,94<br>Liv<br>Bel<br>LA&CP | *a*† | 1890<br>9mo<br>10,94<br>Harland<br>&Wolff<br>(Lim.)<br>Belfast<br>*BHds as per*<br>F.Leyland&Co.<br>(Lim.)<br>*Sec. 22 not fitted be* | 442·6\|45·2\|31·0<br>P62′B138′F96′<br>BK9½″<br>*WB*=*CellDB*328′<br>7*BHCem*<br>696*tAPT*49*t*<br>*tween the middle & u*<br>*pper dks*<br>Liverpool<br>British<br>T.3Cy.30″,45″&74″–60″ (*o*)<br>150lb *90lb* ~~NDB92~~ 500H<br>2DB,*12cf*,GS216,HS6910<br>Harland&Wolff(Lim.)Bel. | 34 ″ 1<br>s 9 ″ 3 | |
| 177<br>65968<br>LTDF<br>—<br>*J.L.Ninnes*84–85 6thSurvey,Lon.12,87<br>2ndSurveyLon.7,94 ~~1stSurveyLon.0,90~~<br>*Well deck*<br>IronScSr<br>2*Dks* | | 1098<br>851<br>677<br>✠ A1, 1<br>~~7,93~~ 7,94<br>~~BS8,93~~<br>B&MS.7,94<br>MS9,90<br>Lon | Lv | 1872<br>5mo<br>J.Laing<br>Sunderland<br>R.M'Andrew&Co. | 239·5\|30·0\|16·9<br>P215*t*F27*t*<br>drp91 ~~srp94~~ BK9″<br>*WB*=*DBa*&*f*<br>Liverpool<br>British<br>4*BH*<br>C.2Cy.27″&52″–33″<br>50lb *80lb* NB80 115H<br>2B NDB92<br>G.Clark,Sunderland | 17 ″ 8<br>s 2 ″ 6½ | |
| 178<br>80596<br>—<br>WoodScSp<br>1*Dk*&*Spardk* | | 377<br>259<br>227 | | 1864<br>J.Potter<br>GeorgianBay | CanadianPacific<br>RailwayCo. | 130·0\|21·8\|11·5<br>H39*t*<br>Toronto<br>British<br>1Cy.24″–24″<br>75H<br>Bartley&Co.,Montreal | | |
| 179<br>101846<br>~~*O.Olsen*90–93~~<br>*Anderson*<br>*Elec.light*<br>Georgian Prince<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>&*Webframes* | SteelSc3MstSr | 3245<br>2896<br>2083<br>✠100A1<br>3,93 *Spar dk*<br>~~3,94~~ 4,93 ~~4,94~~ Ant<br>*CarryingPetroleum*<br>✠LMC11,93<br>Nwc<br>LA&CP | *v*<br>*in bulk* | 1893<br>11mo<br>SirW.G.<br>Armstrong<br>Mitchell&<br>Co.(Lim.)<br>Newcastle<br>J.Knott<br>*WB*=*Cell DB*56′172*t FPT* | 328·0\|42·0\|20·1<br>P82′B22′ 26·8<br>F39′ drp94<br>Newcastle<br>British<br>6*BHCem*<br>130*tAPT*39*t*<br>T.3Cy.24″,40″&65″–42″ (*s*)<br>160lb *100lb* 300H<br>2SB,*6cf*,GS123,HS4343<br>Blair&Co.(Lim.),Stockton | 21 ″ 0<br>s 5 ″ 10 | |
| 180<br>*S.Mauronati*<br>Georgios<br>(*ex*BaroneRodich)<br>Steel&IronSc | | 123<br>—<br>72 | | 1878<br>Stablimnto<br>Tecnico<br>Trieste | J.B.Paterson&Co. | .....<br>Syra<br>Greek<br>30H | | |
| 181<br>HMKW<br>Georgios Coutzis<br>*N.Simadopulos*72–90<br>1*Dk*(*Irn*)&*Webframes*<br>&*ptAwngdk*(*Irn*)<br>SteelScSr<br>*ss*Pir.No.1-95 | | 885<br>631<br>558<br>✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>3,95 ~~2,94~~<br>✠LMC9,90<br>Msl<br>LA&CP<br>Pir | *l* | 1890<br>9mo<br>R.Craggs<br>&Sons<br>Stockton<br>G.Coutzis<br>*WB*= | 195·5\|30·0\|12·8<br>R*dkf*55′*a*66′<br>B49′F24′ BK7½″<br>*DBa*48′&*uE*&*B*46<br>Piræus<br>Greek<br>4*BHCem*<br>164*tFPT*42*t*<br>T.3Cy.16½″,26″&44″–33″ (*s*)<br>~~160lb *65lb*~~ 150lb*60lb* 99H<br>2SB,*4cf*,GS50,HS1700<br>A.Shanks&Son,Arbroath | 15 ″ 10<br>s 7 ″ 11 | |
| 182<br>NWQP<br>Georgios I.<br>*V.Rohde*81–88<br>SteelScSr<br>2*Dks* | | 1617<br>1189<br>1033 | | 1888<br>Burmeister<br>&Wain<br>Copenhagen | Forenede<br>Dampskibssel-<br>skab | 260·6\|34·2\|16·2<br>P167′ F64′<br>Copnhagn<br>Danish<br>*WB*<br>T.3Cy.18″,30″&48″–36″<br>150H<br>Burmeister&Wain,Cpn. | | |
| 183<br>HNLT<br>Georgios Michalinos<br>~~*G.Calimassias*89–93~~ *E.Pittas*<br>*Elec.light*<br>1*Dk*(*ptStlptIrn*)&*Webframes*&<br>*ptAwngdk*(*Irn*)<br>SteelScSr | | 3060<br>2320<br>1994<br>✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>~~6,93~~ ~~6,93~~ 7,94<br>✠LMC2,93<br>Ant<br>LA&CP<br>~~Ham~~Npt | *u* | 1893<br>2mo<br>SirR.Dixon<br>&Co.<br>Middlesbro'<br>Michalinos&Co.<br>*WB*=*CellD* | 323·0\|42·1\|20·3<br>P31′Q82′<br>*ptAwngdk*210′ FK<br>*B*266′661*t FPT*67*t*<br>Piræus<br>Greek<br>6*BHCem*<br>*APT*126*t*<br>T.3Cy.24″,39″&64″–42″ (*s*)<br>160lb *80lb* 300H<br>2SB,*6cf*,GS104,HS3960<br>J.Dickinson,Sunderland | 22 ″ 9<br>s 9 ″ 3 | |
| 184<br>53<br>PMDL<br>Georgy<br>IronPadSp<br>1*Dk* | | —<br>—<br>143 | | 1860<br>Godefroy<br>Hamburg | Gellermann | 137·0\|21·0\|10·0<br>Archangel<br>Russian<br>2Cy.<br>85H<br>J.&G.Thomson,Glasgow | | |
| 185<br>QFLH<br>Gera<br>*H.vonSchuckmann* –93<br>*Elec.light*<br>SteelScSr<br>4*Dks* | | 5319<br>—<br>3407 | | 1890<br>Fairfield<br>Shpdg.&Eng.<br>Co.(Lim.)<br>Glasgow | Norddeutscher<br>Lloyd | 415·0\|48·0\|31·3<br>P62′ B180′ F76′<br>Bremen<br>German<br>T.3Cy.31″,52″&83″–54″<br>FairfieldCo.(Lim.),Gls. | | G |
| 186<br>RJQV<br>Gerda<br>*J.Ehlers*90–93<br>SteelScSr<br>2*Dks*3*trB* | | 3308<br>2933<br>2111 | | 1892<br>Blohm&<br>Voss<br>Hamburg | Deutsche<br>DampfschRhederei<br>zuHamburg | 348·1\|42·0\|25·9<br>P54′ B80′ F44′<br>Hamburg<br>German<br>*WB*<br>T.3Cy.25$\frac{3}{16}$″,40″&66″–42½″<br>350H<br>Blohm&Voss,Hamburg | | V |
| 187<br>93791<br>KTCH<br>—<br>~~*T.Howard* –91~~<br>*Gooding*<br>SteelScSr<br>*ss*B.As.No.1–93<br>1*Dk*(*Stl*) | | 498<br>442<br>310<br>✠90A1<br>8,93<br>BS1,95<br>✠LMC8,93<br>B.As<br>LA&CP | *h* | 1888<br>7mo<br>NavalCon.<br>&Armamnts<br>Co.(Lim.)<br>Barrow | ArgentineSteam<br>LighterCo.(Lim) | 158·0\|30·2\|11·9<br>B39′F19′<br>FK<br>*WB*=*FPT*<br>Liverpool<br>British<br>4*BHCem*<br>18*tAPT*25*t*<br>C.2Cy.18″&36″–30″ (*s*)<br>90lb *60lb* 54H<br>1SB,*2pf*,GS38,HS1204<br>Nav.C.&A.Co.(Lim.),Brw. | 12 ″ 6 | |
| 188<br>95268<br>KTLS<br>Gerent<br>*H.M.Westcott* –93<br>SteelScSr<br>*ss*Shl.No.1–92<br>1*Dk*(*Irn*)2*trB* | | 2283<br>1941<br>1467<br>✠100A1<br>~~11,93~~ 2,95<br>BS2,95<br>✠LMC10,92<br>Cff<br>Bly<br>A&CP | *s* | 1888<br>8mo<br>ShortBros.<br>Sunderland<br>J.Westoll | 290·0\|39·0\|21·8<br>P32′Q32′B74′F34′<br>BK10″<br>*WB*=*CellDB*(*Irn*)<br>Sunderlnd<br>British<br>4*BHCem*<br>210′367*t*<br>T.3Cy.21½″,35″&58″–39″ (*s*)<br>150lb *80lb* 200H<br>2SB,*6cf*,GS90<br>J.Dickinson,Sunderland | 24 ″ 4<br>s 3 ″ 8½ | |
| 189<br>JKQV<br>Gergovia<br>*Bourge*87–87<br>IronScSr<br>2*Dks*3*trB* | | 2085<br>1874<br>1229 | | 1883<br>Scott&Co.<br>Greenock | Cie.Française de<br>Nav.àVapeur<br>(C.Fabre&Co.,<br>*Mgrs.*) | 280·1\|36·7\|24·6<br>P33′ B43′ F24′<br>Marseilles<br>French<br>*WB*<br>C.2Cy.38″&68″–45″<br>375H<br>Scott&Co.,Greenock | | V |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14<br>Franc-bord au milieu du navire.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 190<br>76834<br>QWHM | **German** IronScSr<br>*B.Copp* -94<br>3*Dks*(*UIrn*-ws) | 3008<br>2088<br>1822 | | | ... | 1877<br>6mo | W.Denny &Bros.<br>Dumbarton | ~~UnionS.S.Co. (Lim.)~~<br>H.E.Moss&Co. | 350·6 | 39·4 | 29·6 | S'thamptn<br>British<br>*WB* | C.2Cy.50″&86″–54″<br>500HP<br>Denny&Co.,Dumbarton | 30·10 |
| 191<br>86122 | — SteelSc<br>2*Dks* | 2348<br>—<br>1875 | | | | 1890 | GlobeIron WorksCo.<br>Cleveland,O. | MenomineeTransit Co.<br>(L.C.Hanna) | 296·2<br>H— F36′ | 40·4 | 21·1<br>*WB* | Cleveland, Ohio<br>Utd.States | T.3Cy.24″,38″&61″–42″<br>GlobeIrnWksCo.,Clevelnd | |
| 192<br>67537<br>LMSW | **German Empire** IronScSr<br>*Edmondson*<br>1*Dk*2*trB* | 695<br>589<br>441 | | | ... | 1872<br>10mo | Denton, Gray&Co.<br>WHartlepool | W.Hartlepool SteamNavigationCo. | 209·5<br>P53*t* F39*t* | 27·8 | 15·8<br>*WB* | W.Hartlpl.<br>British<br>=*DBa*&*f* | C.2Cy.29″&55″–33″<br>NB83 120HP<br>N.E.MarineE.Co(Lim)Sld. | 16·4<br>s2·2 |
| * 193<br>88768<br>JDWT | **Germania** IronScSr<br>*W.H.Miller* -93 *ss*Cff.No.2–92<br>1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB* | 2919<br>2710<br>1896 | ✠100A1<br>*Spar dk* 4,95<br>~~7,94 10,93~~ 3,95<br>✠NB2,93 | Msl<br>A&CP<br>~~Gn~~ ~~Lon~~ Bom<br>✠LMC8,93 | *u* | 1883<br>12mo | M.Pearse &Co.<br>Stockton | InternationalLine S.S.Co.(Lim.)<br>(C.Marwood, *Mgr.*) | 300·0<br>B70′F30′<br>*WB*=*DBa*92′*f*70 | 40·1 | 28·5<br>BK10″ | Whitby<br>British<br>5*BHCem*<br>126*tAPT*8*t* | T.3Cy.21½″,35½″&58½″–48″<br>160lb 75*lb* (*s*) 210HP<br>2SB,6*cf*,GS109,HS3898 NDB88<br>*Tpd.*93Blair&Co.(Lim)Stk | 22·6<br>s6·10 |
| 194<br><br>HRKB | — IronScSr<br>*S.J.deFlon*83–91 1*Dk*<br>(*ex*Högbo) | 429<br>275<br>317 | | | | 18 64/88 | Nyköping Mek.Verk.<br>Nyköping | C.W.Åkerson | 150·7<br>P84′ H10*t*<br>len88 | 24·1 | 11·4<br>F26′ | Gefle<br>Swedish | C.2Cy.14¾″&33½″–24″<br>50HP<br>NyköpingM.V.,Nyköping | |
| 195<br>99711<br>NFHG | — IronScK<br>*W.Germany* -93<br>1*Dk* | 150<br>139<br>66 | ✠100A1<br>*StmTrawler*<br>10,94 ~~10,93~~<br>4,95 | Hul<br>LA&CP<br>✠LMC10,93<br>Gms | | 1893<br>10mo | Cochrane& Cooper<br>Beverley | International Stm. TrawlingCo.<br>(Lim.) | 101·0<br>Q17′F18′ | 20·5 | 11·0<br>BK7½″ | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45HP<br>1SB,2*cf*,GS23,HS687<br>C.D.Holmes&Co.,Hull | 11·10 |
| 196<br>70932<br>NVBQ | **Germanic** IronSc4MstSr<br>*E.R.McKinstry* -93 3*Dks*(2*Irn*)<br>*Elec.light* | ~~5008~~ 5066<br>~~4761~~ 4736<br>~~3150~~ 2989 | | | | 1874<br>7mo | Harland& Wolff<br>Belfast | OceanicSteam Nav.Co.(Lim.)<br>(Ismay,Imrie& Co.,*Mgrs.*) | 455·0<br>P50′F104′ | 45·2 | ~~33·7~~ 34·0 | Liverpool<br>British<br>8*BH* 1PBH<br>*WB* | T.3Cy.35½″,58½″&96″–69″<br>~~C.4Cy.48″&83″–60″~~<br>~~70lb~~ NE&B95 988HP ~~760HP~~<br>~~MaudslaySons&Field,Lon.~~<br>Harland&Wolff(Lm.)Bel. | 36·1<br>s9·9 |
| 197<br>99553 | — IronScSr<br>1*Dk* | 144<br>136<br>30 | ✠100A1<br>*StmTrawler*<br>12,91 | Shl<br>LA&CP<br>✠LMC12,91 | | 1891<br>12mo | Hepple &Co.<br>N.Shields | J.Kelsall<br>(Kelsall&Co., *Mgrs.*) | 105·4 | 20·6 | 11·0<br>BK7″ | Hull<br>British<br>3*BHCem* | T.3Cy.12″,20″&32″–22″ (*s*)<br>160lb 60HP<br>1SB,2*cf*,GS26,HS1014<br>Hepple&Co.,N.Shields | 11·10 |
| 198<br>93475<br>KTSW | **Gerona** SteelScSr<br>*C.Stooke* *ss*Dun.No.3–2,93<br>2*Dks*(1*Stl*&1*Irn*)&*Webframes* | 3188<br>2997<br>2025 | ✠100A1<br>*Shelter dk*<br>*withfreeboard*<br>4,95 ~~4,94~~ | Liv<br>A&CP<br>Nwc BS10,94<br>✠LMC2,93 | *w* | 1888<br>9mo | Gourlay Bros.&Co.<br>Dundee | W.Thomson&Sons | 345·0<br>P47′B&F282′<br>*WB*=*CellDB*266′356*tFPT* | 43·2 | 26·4<br>BK | Dundee<br>British<br>6*BHCem*<br>36*tAPT*28*t* | T.3Cy.29″,44″&71″–48″ (*s*)<br>160lb 70*lb* 420HP<br>2DB,12*cf*,GS160<br>Gourlay,Bros.&Co,Dundee | 28·11<br>s4·7 |
| 199<br>97443<br>MFKS | **Gertie** SteelTwinScSr<br>*E.T.Chaddock* -93 *ss*P.Nl.No.1-95<br>1*Dk* | 262<br>204<br>100 | ✠100A1<br>5,95 ~~3,94~~ | P.Nl<br>LA&CP<br>✠LMC~~5,94~~ 5,95 | *c* | 1891<br>5mo | W.Allsup &Sons(Lim.)<br>Preston | W.Storm | 130·8<br>B33′F15′<br>*WB*=*FPT* | 22·0 | 8·6<br>BK6″ | Pt.Natal<br>British<br>4*BHCem*<br>16*tAPT*13*t* | T.6Cy.9″,15″&24″–18″ (*s*)<br>160lb 59HP<br>1SB,2*rf*,GS35<br>W.Allsup&Sons(Lim),Prs. | 8·10<br>s1·1 |
| 200<br>102054 | — WoodSc<br>*J.Shaw* -92 | 114<br>106<br>55 | | | | 1892 | J.Woodcock<br>Northwich | I.Bradburn | 76·7 | 20·5 | 8·6 | Liverpool<br>British | C.2Cy.13″&26″–12″<br>32HP<br>Cleghorn&Wilkinson, Northwich | |
| 201<br>101897 | **Gertor** SteelScSr<br>*G.F.W.Balleine* -94 *ss*Lon.No.3–4,94<br>1*Dk*(*Stl*)&*Webframes* | 2400<br>1842<br>1551 | ✠100A1<br>1,95 ~~4,94~~ | Lon<br>A&CP<br>✠LMC4,94<br>Bry | *s* | 1892<br>6mo | Osbourne, Graham&Co.<br>Sunderland | "Gertor" S.S. (Lim.)<br>(J.Holman&Sons) | 289·7<br>P28′Q90′B116′F33′<br>drp94<br>*WB*=*Cell* | 38·1 | 20·1<br>FK | London<br>British<br>6*BHCem*<br>*DB*240′459*t* | T.3Cy.21″,35″&57½″–39″ (*r*)<br>160lb 80*lb* 180HP<br>2SB,6*pf*,GS89,HS3000<br>G.Clark(Lim.),Sunderlnd. | 22·6<br>s2·1 |
| 202<br><br>RGWF | **Gertrud Woermann** SteelScSr<br>*J.W.Jensen*86–88 2*Dks* | 1814<br>—<br>1346 | | | | 1885 | Act.Ges. "Vulcan"<br>Stettin | Afrikanische Dampfsch.Act. Ges. | 270·0<br>P72′ B76′ | 35·0 | 23·5<br>F33′ | Hamburg<br>German<br>*WB* | T.3Cy.19″,30″&49″–39″<br>180HP<br>Act.Ges."Vulcan"Stettin | |
| 203<br>70130<br>SKTB | Stranded & Sunk 9,94<br>**Gertrude** IronScBn<br>*F.W.Weeks*92–92 *ss*Hpl.No.3–3,91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1347<br>1108<br>869 | ✠~~100A1~~<br>9,93<br>BS9,93 | Bry<br>A&CP<br>LMC8,91 | *o* | 1879<br>3mo | W.Gray& Co.<br>WHartlepool | O.Trechmann | 244·0<br>Q86′B63 F32′<br>srp92<br>*WB*= | 32·2 | 18·4<br>BK8½″ | Hartlepool<br>British<br>4*BHCem*<br>*DBa*71′*f*58′ | C.2Cy.29″&55″–33″ (*i*)<br>85lb 75*lb* NDB91 120HP<br>1DB,GS58<br>T.Richardson&Sons,Hpl. | 19·7<br>s1·10 |
| * 204<br>60305<br>MFPK | — IronScK<br>*W.Herrington*90–<br>5thSurvey,Mdb.11,92<br>1*Dk* | 225<br>216<br>139 | ✠ A1*1<br>8,95 ~~2,98~~<br>✠NB11,92 | Mdb<br>Sws<br>LMC11,92 | Lv | 1873<br>3mo | M.Pearse &Co.<br>Stockton | D.B.Sharp&Co. | 130·0<br>srp95<br>*WB* | 20·5 | 11·3<br>BK6″ | Middlsbro'<br>British<br>3*BH Cem*<br>=*BD*70′63*t* | C.2Cy.16½″&33″–20″ (*a*)<br>73lb 45*lb* 40HP<br>1SB,2*pf*,GS23,HS664<br>Blair&Co.(Lim.),Stockton | 12 1<br>s1·4 |
| 205<br>85815 | — WoodSc<br>*W.H.Barker* | 122<br>—<br>61 | | | | 1883 | ..................<br>Brooklyn, N.Y. | ThamesTowboat Co. | 88·2 | 22·5 | 10·3 | N.LndnCn<br>Utd.States | 2Cy.17″&30″–24″ | |
| 206<br>82821<br>TWDV | **Gervase** IronScSr<br>~~R.A.Spray -91~~ *ss*Brs.No.3–4,93<br>*Well deck* *N.Jago* -94 1*Dk*(*Irn*)2*trB* | 660<br>483<br>417 | ✠100A1<br>~~11,94~~ ~~2,94~~ 4,95<br>BS6,94 | Brs<br>A&CP<br>✠LMC4,93 | *i* | 1880<br>10mo | Osbourne, Graham& Co.<br>Sunderland | G.Bazeley&Sons | 185·5<br>P53′B45′F25′<br>*WB*=*MT*26′ | 25·5 | 14·0<br>BK7½″ | Penzance<br>British<br>4*BHCem*<br>130*tAPT*30*t* | C.2Cy.23½″&42″–30″ (*i*)<br>80lb 40*lb* 80HP<br>1SB,3*pf*,GS45<br>G.Clark,Sunderland | 14·7<br>s1·2½ |
| 207 | **Gestrikland** IronScSr<br>*E.A.F.Rietz* -93 (*ex*Bråviken)<br>1*Dk* | 366<br>203<br>291 | | | | 18 58/73 | MotalaCo.<br>Norrköping | Ångf.Aktieb. "Trafik"<br>(C.Engvall) | 141·7<br>P83′ H17*t* | 21·8 | 10·6<br>F45′ | Gefle<br>Swedish | C.2Cy.18½″&37¼″–21″<br>70HP<br>WLindbrgsMek.V.Stkhlm | |
| 208<br><br>HGSV | **Gevalia** IronScSr<br>*P.J.Åkerson*68–72 1*Dk* | 508<br>415<br>393 | | | | 1872 | MotalaCo.<br>Gothenburg | Ångf.Rederiaktieb "Gevalia"<br>(C.W.Åkerson) | 154·8<br>Q46′ B37′ | 23·6 | 15·2<br>H6*t* | Gefle<br>Swedish | C.2Cy.17″&34″–24″<br>60HP<br>MotalaCo.,Motala | |
| 209<br><br>HKRW | **Geysir** WoodScS<br>*C.Jacobsen*88–88 1*Dk*2*trB* | 374<br>359<br>232 | | | | 1870 | ..................<br>Tönsberg | Aktieselskabet "Geysir"<br>(G.Knap) | 133·3<br>H14*t* | 30·2 | 15·6 | Tönsberg<br>Norwegian | 1Cy.24⅓″–24¾″<br>45HP<br>NylandsVerkst,Christiana | |
| 210<br>87678<br>HSMV | **Ghazee** IronScSr<br>~~Scotland~~ *ss*Mdb.No.2–91<br>2*Dks*(1*Irn*&*UptIrn*-ws)3*trB*<br>*D.S.Bailey* -94 | 2712<br>2531<br>1764 | ✠100A1<br>12,94 ~~2,94~~<br>BS~~8,93~~ 12,94 | Liv<br>LA&CP<br>✠LMC9,91<br>Gls | *u* | 1883<br>6mo | Aitken& Mansel<br>Glasgow | MogulSSCo.(Lim)<br>(Gellatly,Hankey Sewell&Co.*Mgrs.*) | 340·0<br>P37′B40′F42′ | 38·2 | 26·3<br>BK9½″ | Rochester<br>British<br>6*BHCem* | C.2Cy.43″&75″–51′ (*l*)<br>80lb ~~50lb~~ 80*lb* NDB94 350HP<br>2DB,12*pf*,GS250<br>J.&J.Thomson,Glasgow | 27·6<br>s5·7 |
| 211 | **Ghedikler** IronScSr<br>(*ex*Myriofiton,*ex*Don)<br>1*Dk*(*ptIrn*) | 408<br>282<br>217 | ✠<br>10,86 | Abn<br>LA&CP<br>✠ | *f* | 1883<br>11mo | J.Duthie Sons&Co.<br>Aberdeen | IdareiMassousieh | 148·0<br>Q71′ F16′<br>drp84 | 22·7 | 11·7 | Constanpl<br>Turkish<br>4*BHCem* | C.2Cy.19″&38″–27″<br>62HP<br>Hall,Russell&Co.,Abn.<br>*WB*=*DBf*40′50*t* | 12·1 |

| No. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross. Under deck. Net. | Character. For Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | When. Ship. Engines | By Whom. Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers | Mean Drafts. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 212<br>SLGN | Giang Ann SteelScSr<br>G.G.Follett80-90 ssSng.No.1-92<br>1Dk(ptStl-ws)2trB | 873<br>708<br>557 | ✠100A1<br>6,94 11,93 12,94<br>BS12,94 ✠LMC10,92 | Sng<br>LA&CP | n | 1888<br>10mo | Wigham Richardson &Co.<br>Newcastle | TanKimTian& Sons | 230·0\|31·1\|15·2<br>P38'F56'<br>pt shade dk BK8' | Singapore<br>British<br>4BHCem | T.3Cy.17½",27½"&46"-33"(s)<br>150lb 60lb 130HP<br>1SB,4cf,GS69<br>Wghm.Richardson&CNwc | 16 ″ 0 | | |
| 213 | Giano IronScSr<br>V.Martini ssCff.No.3-12,92<br>(exFedelePrimavesi) 2Dks(Irn)3trB | 1565<br>1460<br>996 | ✠100A1<br>2,94<br>BS2,94 ✠LMC12,92<br>5,95 | Brs<br>LA&CP | r | 1881<br>2mo | Palmers' Co.<br>Newcastle | P.Lagomaggiore | 250·4\|33·8\|23·0<br>P20'B17'F33'<br>FK<br>WB=DBa76'f28'&uE & B34'330t FPT15t | Genoa<br>Italian<br>4BHCem<br>APT20t | C.2Cy.31"&58"-36" (i)<br>80lb 90lb NDB94 150HP<br>2SB,4pf,GS72<br>Palmers'Co.(Lim.),Nwc. | 24 ″ 4<br>s 4 ″ 2 | | |
| 214 | Gianrinaldo Carli WoodScSr<br>A.Pattay -88 1Dk | 104<br>—<br>54 | | | | 1883 | L.Polli<br>Capo d'Istria | Societa cittadina di Nav.a vap.di CapodIstria | 110·1\|15·9\|9·5 | CapodIstra<br>Aust.-Hung. | C.2Cy.16½"&28½"-18"<br>35HP<br>Bartleth & Co. | | | |
| 215 | Gião | —<br><br>118 | | | | | ................ | E.J.C.Brito | ........................ | Para<br>Brazilian | 35HP | | | |
| 216<br>HFVD<br>PMNC | Giava IronScBg<br>F.Susini -94<br>2Dks(1Irn)3trB | 2753<br>2538<br>1818 | ✠<br>11,81<br>✠ | Nwc<br>LA&CP | u | 1881<br>9mo | A.Leslie& Co.<br>Newcastle | Nav.Gen.Italiana | 333·9\|36·2\|26·7<br>B72' F42' | Genoa<br>Italian<br>5BHCem | C.2Cy.35"&70"-48"<br>417HP<br>R.&W.Hawthorn,Nwc.<br>WB=DBa96'f74'370t | | I | |
| 217<br>SLBP | Gibel-Tarik SteelTwinScSr<br>R.Hardy ssGib.No.2-92<br>1Dk | 228<br>196<br>123 | ✠100A1<br>1,95 10,92<br>BS1,94 ✠LMC10,92<br>1,95 | Gib<br>LA&CP<br>Cdz | d | 1884<br>12mo | SirW.G. Armstrong Mitchell& Co.(Lim.)<br>Newcastle | M.H.Bland&Co. (Lim.) | 135·0\|22·1\|10·0<br>F20'<br>FK | Gibraltar<br>British<br>3BHCem<br>WB=DBa21'8t | C.4Cy.17"&32"-20" (s)<br>80lb 100HP<br>1SB,3pf,GS34,HS1815<br>WallsendSlipwayCo.,Nwc. | 10 ″ 6 | | |
| 218<br>FQBM | Gibraltar IronScSr<br>J.C.Harvey -92 ~~ssHpl.No.3-9,91~~<br>(exAriadne) ~~ssLon.No.2-89~~<br>ssLon.2ndNo.3-11,94 Spardk | 1412<br>899<br>915 | ✠100A1<br>Spar dk<br>11,94 7,93<br>✠NE&B81 ✠LMC7,93 11,94 | Lon<br>A&CP | q | 1869<br>10mo | W.Pile&Co<br>Sunderland | J.Hall,jun.&Co. | 254·0\|32·2\|17·3<br>24·9<br>ptND81 BK9'<br>erp94 | London<br>British<br>5BHCem<br>WB=ptDB | C.2Cy.32"&60"-39" (i)<br>80lb 35lb 140HP<br>2SB,6pf,GS70<br>Blair&Co.(Lim.),Stockton | 19 ″ 2 | BT till ~~7,94~~ 11,95 | |
| 219 | — IronScK<br>F.Dean -90<br>1Dk | 146<br>136<br>51 | ✠100A1<br>Stm Trawler<br>11,94 6,91<br>✠LMC1,91 5,95 | Hul<br>LA&CP | | 1891<br>1mo | Cook, Welton& Gemmell<br>Hull | HullStm.Fishing& IceCo.(Lim.) | 100·4\|20·5\|11·0<br>Q24'<br>BK7½' | Hull<br>British<br>3BHCem | C.2Cy.17"&33"-22" (s)<br>90lb 45HP<br>1SB2pf,GS29<br>C.D.Holmes&Co.,Hull | 11″10 | | |
| 220<br>HNJW | Gijon IronScSr<br>J.R.Canal 2Dks | 790<br>552<br>499 | ✠<br>8,75 | Dun<br>A&CP | | 1875<br>8mo | Gourlay Bros.<br>Dundee | MélitónGonzalez &Co. | 198·7\|28·0\|15·1<br>P&B121½' F36' | Gijon<br>Spanish<br>5BHCem | C.2Cy.31"&54"-30"<br>120HP<br>GourlayBros.&Co.,Dundee | | | |
| 221 | Gil Blas WoodSc<br>W.Mathew -89 YM12,89 | —<br>174<br>— | | | | 1889 | St.Joaoda Barra | Companhia Nacional deNav. Costeira | 100·0\|23·0\|10·5 | R.Janeiro<br>Brazilian | T.3Cy.13",19"&32"-24"<br>160HP | | | |
| 222<br>NMHR | Gilsland IronScSr<br>Robinson86-86 ~~4thSurvey,Bly.5,93~~<br>2Dks(UIrn-ws)3trB<br>5thSurveyBly4,95 | 1639<br>1633<br>1058 | ✠ A1✱1<br>4,95 1,94<br>BS12,94 | Nwc<br>Bly<br>LMC5,93 12,94 | Lv | 1874<br>8mo | ColeBros.<br>Newcastle | W.Milburn&Co. | 265·0\|34·0\|24·5<br>~~erp93~~<br>BK9' | London<br>British<br>4BHCem<br>WB=DBa&uB | C.2Cy.30"&63⅝"-36"<br>90lb 80lb NB83 200HP<br>2SB,6f,GS117<br>N.E.MarineE.C.(Lim),Sld. | 25 ″ 9<br>s 5 ″ 5 | | 17·58<br>18·72<br>19·86<br>20·99 |
| 223 | Giovanna IronScSr<br>B.Baggio85-93 2ndSurvey,Nwc.5,91<br>(exMercia) 1Dk(Irn)2trB<br>Well deck | 1609<br>1336<br>1016 | ✠ A1✱1<br>1,95 3,93 | Cff<br>Gen | Lv | 1883<br>10mo | Schlesingr Davis&Co.<br>Newcastle | G.B.Sturlese | 248·6\|34·7\|20·5<br>Q99tB113tH22t<br>F34t BK8' | Genoa<br>Italian<br>4BH1PBH<br>WB=DBa&f | C.2Cy.29"&56"-42"<br>150HP<br>2SB,4f<br>NEMarineECo.(Lim.)Nwc | 21″11<br>s 2 ″ 9 | | |
| 224 | Gipsey Queen IronPad | 149<br>149<br>106 | | | | 1865 | Harland& Wolff<br>Belfast | T.W.Thompson | 135·0\|20·1\|7·7 | Liverpool<br>British | 1Cy.35"-42"<br>NB84 70HP<br>Blackwood&Gordon,P.Gl. | | BT till ~~3,95~~ 7,95 | |
| 225 | Gipsy WoodScSr<br>P.Jepsen 2Dks | 294<br>—<br>215 | | | | 1868 | ................<br>SanFrancisco | PacificCoastS.S. Co. | 102·0\|28·3\|9·1 | S.Frncisco<br>Utd.States | C.2Cy.12"&20"-20"<br>21HP<br>RisdonIrnWks,SanFrncso | | | |
| 226 | — IronScSr<br>G.Gribble -93 ssAbn.No.2-91<br>(Trawler) 1Dk(Irn) | 180<br>156<br>81 | ✠100A1<br>1,95 3,91<br>BS12,93 ✠LMC8,91<br>1,95 | Ard<br>LA&CP<br>Abn | c | 1883<br>8mo | J.Duthie& Sons<br>Aberdeen | LeslieS.S.Co(Lim) (W.Leslie&Co., Mgrs.) | 126·5\|19·3\|10·1<br>len25'87<br>BK6½' | Aberdeen<br>British<br>4BHCem | C.2Cy.19"&38"-27" (s)<br>100lb 62HP<br>1SB,3pf,GS38<br>Hall,Russell&Co.Aberdeen | 10 ″ 9<br>s 1 ″ 3½<br>w1 ″ 4½ | | |
| 227 | Gipsy King IronPadSr<br>(exPrincess of Wales) | 104<br>104<br>27 | | | | 1868 | G.K.Sto-thert&Co.<br>Bristol | H.J.Ward&Co. | 98·8\|17·4\|9·1 | Liverpool<br>British | L.2Cy.28"-44"<br>NB84 70HP<br>G.K.Stothert&Co.,Bristol | | | |
| 228<br>LDBG | Gipsy Queen IronScSr<br>T.Harland88-88<br>1Dk2trB | 700<br>592<br>422 | | | | 1856 | M.Pearse &Co.<br>Stockton | W.Hartlepool SteamNav.Co. | 207·1\|26·3\|15·7<br>P54' B65' F60' | W.Hartlpl<br>British | C.2Cy.26"&50"-~~30"~~ 33"<br>NB95 NE&B73 100HP<br>T.Richardson&Sons,Hpl. | 16 ″ 7<br>s 2 ″ 5 | | |
| 229<br>KQHB | Giralda IronScSr<br>D.Gair -93 ssShl.No.1-91<br>1Dk(Irn)2trB<br>Well deck | 1148<br>941<br>732 | ✠100A1<br>3,95 2,94<br>BS2,94 ✠LMC6,91<br>3,95 | Lth<br>A&CP | n | 1887<br>12mo | Osbourne, Graham&Co.<br>Sunderland | C.Salvesen&Co. | 225·0\|33·0\|16·1<br>Q75'B52'F31'<br>BK8'<br>WB=DBa59'f50'240t | Leith<br>British<br>4BHCem | C.2Cy.28"&53"-36" (a)<br>80lb 80lbNDB94 120HP<br>1SB,3pf,GS58<br>G.Clark,Sunderland | 17 ″ 1<br>s 1 ″ 7 | | |
| 230 | Girdleness SteelScSr<br>A.Dunstan -91 ssBry.No.1-94<br>1Dk(Stl)&ptAwngdk<br>(Irn)&Webframes | 1852<br>1380<br>1196 | ✠100A1<br>pt Awng dk<br>with freeboard<br>8,91 1,94 ✠LMC1,94 | Bry<br>LA&CP | r | 1890<br>5mo | Richardsn, Duck&Co.<br>Stockton | Farrar,Groves&Co | 270·0\|37·1\|17·0<br>Q105'<br>ptAwngdk165' FK<br>WB=CellDB230'428tAPT30t | London<br>British<br>4BHptCem<br>ptAsp | T.3Cy.21",34"&56"-36" (r)<br>160lb 80lb 160HP<br>2SB,4cf,GS60,HS2800<br>Blair&Co.(Lim.),Stockton | 19 ″ 6<br>s 8 ″ 1½ | D | |
| 231<br>JBRV | —  IronScSr<br>J.J.Bannerman85-85 ssAbn.No.2-91<br>Well deck 1Dk(Irn) | 578<br>442<br>367 | ✠100A1<br>12,93 11,94<br>BS8,93 ✠LMC6,91<br>11,94 | Hpl<br>LA&CP<br>Abn | i | 1883<br>10mo | A.Hall&Co<br>Aberdeen | J.Cook&Son | 171·7\|26·7\|13·1<br>Q52'B44'F20'<br>BK7½'<br>WB=DBa40'f31'110t | Aberdeen<br>British<br>5BHCem | C.2Cy.20½"&44"-30" (s)<br>100lb 60lb 80HP<br>1SB,3pf,GS50<br>Hall,Russell&Co.,Abn. | 13″10<br>s 1 ″ 2½ | | |
| 232<br>RJBC | Girgenti SteelScSr<br>J.Mählmann89-89 ssHam.No.1,93<br>1Dk(Stl)&Spardk3trB | 1549<br>1407<br>1009 | ✠100A1<br>Spar dk<br>11,94 3,93<br>✠LMC6,93 | Ham<br>A&CP | q<br>Lv | 1889<br>6mo | J.Blumer& Co.<br>Sunderland | R.M.Sloman&Co. | 250·0\|32·2\|13·0<br>B50'F28' 20·6<br>BK8'<br>WB=CellDB36'82t | Hamburg<br>German<br>4BHCem | T.3Cy.19",31½"&51½"-36"(s)<br>160lb 140HP<br>2SB,4pf,GS66<br>N.E.MarineE.C.(Lim)Nwc | 16 ″ 0 | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement. etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **233** JKSQ | **Gironde** | **IronScSr** 3 *Dks* | 3261 — 1604 | | | | 1869 | Messgeries Maritimes LaCiotat | **MessageriesMaritimes** | 388·3 \| 40·0 \| 28·5 H260*t* F38′ | | | **Marseilles** French | 3Cy.60¼″–43¼″ 500HP Messag.Mar.,LaCiotat | |
| **234** NTPW | — *T.F.deBoer*82–84 | **IronScSr** 2 *Dks* | 607 469 450 | | | | 1852 | J.Reid&Co PortGlasgow | **Smith&Co.** | 188·3 \| 25·5 \| 14·2 | | | **Rottrdam** Dutch | C.2Cy.20″&40″–26″ 60HP N.E.MarineE.Co.(Lim)Sld. | |
| **235** HJWP | **Gisela** *G.Nicolich*81–92 *Elec.light* | **SteelScSr** 2 *Dks*(*Stl*–ws)3*trB* | 4369 3934 2811 | ✠100A1 10,92 | Sld A&CP | *x* ✠LMC10,92 | 1892 10mo | J.L.Thompson&Sons Sunderland | **LloydAustriaco** | 385·0 \| 46·5 \| 28·2 R137′F46′ FK *WB* = *Cell DB*304′633*t* | | | **Trieste** Aust.-Hung. | T.3Cy.27½″,44″&70″–54″ (*s*) 170lb *170lb* 415HP 6*BHCem* 2DB,*12cf*,GS190,HS6920 *APT*62*t* J.Dickinson,Sunderland | 31 ″ 1 s 6·11 |
| **236** 87667 HQSM | **Gitana** *F.W.Jones*90–90 *ss*Hul.No.3–6,83 (*ex*ImmacolateConcezione) 2 *Dks* | **IronSc3MstSr** | 477 382 219 | 1,90 | Hul LA&CP | *h* | 1859 | Seaward& Co. London | ~~A.Green~~ Preston Stm Nav&Trading Co(Lim) (M.Tommony *Mgr.*) | 187·2 \| 27·0 \| 15·0 P35′F46′ | | | **Glasgow** British | C.H.2Cy.25″&50″–24″ 96HP *Cmp.*83CD Holmes&C.Hull | |
| **237** 82481 TJPB | **Gitano** *W.R.Wilkinson* –94 | **SteelScSr** | 1243 1084 820 | | | … | 1880 5mo | Earle'sCo. Hull | **T.Wilson,Sons&Co (Lim.)** | 240·1 \| 33·1 \| 16·9 Q84*t*H39*t*F36*t* FK | | | **Hull** British | C.2Cy.24½″&53″–36″ 98HP Earle'sCo.(Lim.),Hull | |
| **238** 191 PQFG | **Giulio Cesare** *Ramos*89–92 ~~*Now named "Maranhao."*~~ *See No. 30 in Supplement.* | **SteelScSr** 2 *Dks*3*trB* | 2974 — 2228 | | | | 1891 | G.Ansaldo &Co. SestriPnente | **B.Mazzino (GondrandBros., *Mgrs.*)** | 331·4 \| 40·1 \| 18·5 | | | **Genoa** Italian | T.3Cy.22¾″,37⅛″&61⅜″–43½″ 350HP G.Ansaldo&Co.,Sampdrna | |
| **239** 128 PQFR | **Giulio Mazzino** *F.Gorziglia*86–88 *ss*Gen.No.2–93 1 *Dk*(*Irn*)&*pt Awngdk*3*trB* | **IronScSr** | 1973 1867 1298 | ✠100A1 *pt Awng dk with freeboard* 5,93 | Gen LA&CP | *r* ✠LMC5,93 | 1884 11mo | J Readhead &Co. SouthShields | **B.Mazzino (GondrandBros., *Mgrs.*)** | 257·4 \| 36·1 \| 18·8 P30′Q96′ BK9″ *WB* = *DBa*74′*f*68′&*uE*&*B*36′367*t* | | | **Genoa** Italian | C.2Cy.33″&61″–36″ (*s*) 80lb 160HP 2SB,*6pf*,GS84 J.Readhead & Co.S.Shields | 19 ″ 10 s 1·3 wl ″ 6 |
| *Now named "Giuseppe," See No. 9 in Supplement.* | | | | | | | | | | | | | | | |
| **240** | **Giuseppe Corvaja** *S.Vicari*67–94 | **SteelScSr** | 1700 — 1092 | | | | 1894 | E.Cravero &Co. Genoa | **G.Corvaja** | 262·4 \| 34·5 \| 21·1 | | | **Palermo** Italian | T.3Cy.18 $\frac{7}{16}$″,31½″&50″–36″ 150HP Blair&Co.(Lim.),Stockton | |
| **241** NBFQ | **Gjedser** *E.C.Holm* (*ex*Clandeboye) | **SteelPadSk** | 419 295 201 | | | | 1887 4mo | Workman, Clark&Co. (Lim.) Belfast | **ForenedeDampskibsselskab** | 226·9 \| 24·1 \| 8·4 | | | **Copnhagn** Danish | D.2Cy.44″–66″ 230HP Hutson&Corbett,Glasgow | |
| **242** 90536 | **Glacial** | **WoodSc** | 109 95 74 | | | | 1885 | J.Motton Sorel,P.Q. | **C.Bourgeois** | 103·2 \| 24·0 \| 7·8 | | | **Montreal** British | T.4Cy.15″(2),18″&30″–18″ 38HP G.A.Pontbreaud,Sorel,P.Q | |
| **243** 97387 | **Gladestry** *F.Sivewright* –93 *ss*Bry.No.1–95 *Well deck* *Dk*(*Irn*)&*Webframes* | **SteelScSr** | 2360 1788 1521 | ✠100A1 3,95 ~~*bpld*~~ | Shl A&CP LMC~~3,96~~ 9,94 Bry | *s* | 1890 3mo | Irvine&Co. WHartlepool | **Sivewright,Bacon &Co.** | 290·6 \| 38·0 \| 19·3 P29′Q84′B118′F34′ ~~drp90~~ BK10″ ~~*5BHAsp*~~ *WB* = *Cell DB*256′492*t* *5BHptAsppCem* | | | **W.Hartlpl** British | T.3Cy.21½″,35½″&58½″–39″ 160lb *80lb* (*r*) 170HP 2SB,*6cf*,GS82,HS3150 Blair&Co.(Lim.),Stockton | 22 ″ 2 s 2·1 |
| **244** 70861 | **Gladiator** | **IronPadSp** | 228 225 66 | | | | 1874 | T Brassey& Co. Birkenhead | **E.Griffiths** | 144·7 \| 20·7 \| 11·8 | | | **Liverpool** British | D.2Cy.35″–60″ NB92 99HP T.Brassey&Co.Birkenhead | |
| **245** RJMB | — *C.Timmermann*76–92 1 *Dk* | **IronScTug** | 216 195 71 | | | | 1892 | Schiffsw.& Maschinenf. A.G. Hamburg | **VereinigteBugsir Dampfschifffahrts Ges.** | 115·0 \| 21·5 \| 14·9 H8*t* *WB* | | | **Hamburg** German | C.2Cy.20″&38″–26″ 100HP Schiffsw&Maschinen fabrikA.G., Hamburg | |
| **246** 79237 TJWR | **Gladiolus** *G.Wright*84–88 *ss*Shl.No.3–9,92 2 *Dks*(1*Irn*)3*trB* | **IronScSr** | 1941 1778 1228 | ✠100A1 10,93 BS~~10,93~~ 12,94 | Shl A&CP ✠LMC9,92 | *s* | 1880 7mo | TyneI.Sh. B.Co. Newcastle | **J.Robinson&Sons** | 280·6 \| 36·0 \| 22·6 P32′B28′F30′ FK *WB* = *Cell* | | | **N.Shields** British | C.2Cy.33″&63″–39″ (*i*) 80lb *80lb* NDB93 180HP 2SB,*4pf*,GS75 N.E.MarineE.C.(Lim.)Sld. | 25 ″ 3 s 4 · 3 |
| **247** 94022 | **Gladstone** *R.Taylor* –93 | **SteelSc** 1 *Dk* | 122 121 60 | | | | 1885 | Fleming& Ferguson Paisley | **Wick&Pulteney HarbourTrustees (D.W.Georgeson, *Mgr.*)** | 100·6 \| 22·4 \| 6·9 | | | **Wick** British | C.2Cy.14″&28″–18″ 45HP Fleming&Ferguson,Psly. | |
| **248** 88908 MBDQ | ~~*J.Harrold*75–90~~ 1 *Dk*(*Irn*)&*Webframes*&*pt Awngdk*(*Irn*) *G.Dixon*94–94 | **SteelScSr** | 2367 1729 1509 | ✠100A1 *pt Awng dk with freeboard* 9,94 ~~12,92~~ | Hpl A&CP ✠LMC12,96 | *s* | 1890 12mo | S.P.Austin &Son Sunderland | **J.Coverdale&Son** | 285·0 \| 39·6 \| 18·8 P31′Q72′ 25·8 *Awngdk*182′ BK9″ *WB* = *Cell DB*238′476*t* | | | **Hartlepool** British | T.Cy.22″,36″&59″–39″ (*s*) 160lb *80lb* 200HP 2SB,*6rf*,GS106 G.Clark(Lim.),Sunderland | 21 ″ 3 s 8 · 7 |
| **249** 58794 LGBP | — *C.McGregor* *ss*Sld.No.3–4,83 *ss*Cff.No.2–91 2 *Dks*(1*Irn*)3*trB* | **IronScSr** | 1551 1430 990 | ✠100A1 4.94 ✠NB82 BS7,93 | Cff A&CP LMC6,91 | *r* | 1872 5mo | Denton, Gray&Co. W.Hartlpool | **T.Marwood&Sons** | 258·2 \| 33·0 \| 24·1 P26′F30′ drp92 BK9″ *Now named "Woodfield," See No. 4 in Supplement.* | | | **Whitby** British | C.2Cy.32″&60″–33″ (*b*) 75lb *47lb* 140HP 4*BHCem* *WB*, *DBa*&*f* N.E.MarineE.C.(Lim.)Sld. | 24 ″ 8 s 5 · 1 |
| **250** 104341 NMQC | **Gladys Royle** *J.Wilson*73–94 1 *Dk*(*Stl*)&*Spardk*(*Stl*)&*deepframing* | **SteelScSr** | 3287 3028 2090 2092 | ✠100A1 *Spar dk* 10,94 ~~*Class Continued*~~ ~~LMC10,94~~ | Sld A&CP | *v* | 1894 10mo | Short Bros. Sunderland | **J.Westoll** | 351·7 \| 45·1 \| 16·2 P37′B76′F~~39~~ 24·1 F40′ FK *WB* = *Cell LBa*108′*uE*20′*f*128′*G*76*t* | | | **Sundrland** British | T.3Cy.25″,40″&67″–~~40~~ 45″ 160lb *80lb* (*s*) 300HP 3SB,9*pf*,GS126,HS4800 *APT*42*t* W.Allan&Co.~~Sunderland~~ (Lim.),SR. | 18 ″ 3 s 5 · 10 |
| **251** | **Glafva** *O.G.Olson* –92 | **CompScSr** 1 *Dk* | 170 143 117 | | | | 1891 | S.Groth Sjötorp | **Ångb.Aktieb. "Hoppet" (J.A.Fridlund)** | 100·5 \| 21·5 \| 9·2 B21′ | | | **Glafva** Swedish | C.2Cy.10¾″&18″–13½″ 20HP LundbyM.V.,Gothenburg | |
| * **252** 89651 JSFM | **Glamorganshire** *H.N.Vyvyan* –94 *ss*Ant.No.2–93 *Elec.light* 2 *Dks*(*Irn-Uws*)3*trB* | **IronSc3MstSr** | 2835 2597 1843 | ✠100A1 3,94 BS3,94 | Ant LA&CP ✠LMC3,93 | *v* | 1884 11mo | London& GlasgowCo. Glasgow | **Jenkins&Co.** | 340·2 \| 40·2 \| 26·5 P50′B70′F44′ BK 10 *WB* = *DTf*40′284*t* | | | **London** British | C.2Cy.43″&78″–54″ (*s*) 90lb 450HP 2DB,*12pf*,GS230 *DTa*46′271*t* London&GlasgowCo.,Gls. | 27 ″ 11 s 5 · 8 |
| **253** 96607 LGKW | **Glanayron** ~~*Coull*~~ *E.Lloyd* *ss*Nwc.No.1–93 (*ex*Santon) 1 *Dk*(*Irn*)&*Webframes* *Well deck* | **SteelScSr** | 2504 1941 1622 | ✠100A1 1,95 ~~3,95~~ ~~BS3,94~~ | Nwc A&CP LMC9,93 ~~Cff~~ Bry | *t* | 1889 7mo | C.S.Swan& Hunter Newcastle | **GlanayronS.S.Co. (Lim.) (L.J.Mathias, *Mgr.*)** | 303·5 \| 39·0 \| 20·5 P29′ Q88′ B124′ F33′ FK *WB* = *Cell DB*262′520*t* | | | **Aberstwth** British | T3Cy.22½″,36½″&60″–39″ (*s*) 160lb *83lb* 220HP 5*BHCem* *APT*35*t* 2SB,*6cf*,GS100,HS3920 FD WallsendSlipwayCo.,Nwc. | 23 ″ 2 s 2 · 6 |
| * **254** 94400 | **Glanhafren** *T.Walters*90–90 *ss*Bry.No.1–92 (*ex*Harperly) 1 *Dk*(*Irn*)2*trB* *Well deck* *Floors*&*pt Inner bottom Irn* | **SteelScSr** | 2233 1719 1451 | ✠100A1 4,94 | Cff LA&CP LMC9,92 | *s* | 1888 5mo | J Readhead &Co. S.Shields | **Glanhafren S.S.Co. (Lim.) (J.Mathias &Son)** | 290·0 \| 39·1 \| 18·8 P28′Q82′B118′F33 drp94 BK10″ *WB* = *Cell D* | | | **Aberstwth** British | T.3Cy.22″,36″&60″–39″ (*r*) 160lb 250HP 2SB,*6cf*,GS J.Readhead&Co.,S.Shields | 21 ″ 3 s 2 · 0 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2, 3<br>Steamer's Name. Material, Rig, &c.<br>Master. Late Name if any.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>ft. in. | 15<br>Other Registers in which classed. Details of B. of Trade Pass Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 255<br>92013<br>KQFR | Glanmire IronScSr<br>R.Boate -93 ssCrk.No.1-92<br>Elec.light 2Dks(UptIrn-ws) | 1049<br>912<br>482 | ✠100A1<br>1,95 6,92<br>BS1,95 ✠LMC6,92 | Crk<br>A&CP | o | 1888<br>1mo | WBThmp-son&Co(Lim)<br>Dundee | CityofCorkStm. PacketCo.(Lim.) | 242·2\|33·2\|15·3<br>P52'B54'F46'<br>BK9"<br>WB=Cell | Cork<br>British<br>5BHCem<br>DB188'200t | T.3Cy.23",38"&62"-48" (a)<br>150lb 50lb 300HP<br>2SB,6cf,GS90,HS3720 FD<br>W.B.Thmpsn&C(Lm)Dun | 18 " 2<br>s 2 " 8 | BT till 7,94 5,95 1,96 |
| 256<br>70236<br>PBNL | Glannibanta IronSc3MstSr<br>D.Midgley80-92 ssSld.No.3-5,88<br>Well deck ssLon.No.1-92<br>1Dk2trB | 853<br>705<br>535 | ✠90A1<br>9,93<br>✠NB11,86<br>BS9,93 LMC4,92 | Sld<br>A&CP | l<br>BS 11,94 | 1875<br>6mo | JLThomp-son<br>Sunderland | Fenwick,Stobart &Co.(Lim.)<br>W.France&Co. (Lim.) Mgrs. | 200·6\|30·5\|15·5<br>Q111'B12'F24'<br>drp92 BK8"<br>WB= | Newcastle<br>British<br>4BHCem<br>DBa48'f66' | C.2Cy.27"&52"-33" (s)<br>75lb 70lb NDB91 99HP<br>1SB,3pf,GS59<br>J.Dickinson,Sunderland | 16 " 1<br>s 1 " 10 | |
| 257<br>98902 | Glantivy SteelScSr<br>W.Francis (exAltonTower)<br>1Dk(Irn)2trB&Webframes<br>Well deck | 2949<br>2285<br>1922 | ✠100A1<br>12,93 3,95<br>✠LMC2,91 | Lon<br>LA&CP<br>Cff | t | 1891<br>3mo | Ropner &Son<br>Stockton | GlantivyS.S.Co. (Lim.)<br>(J.Mathias&Son) | 313·5\|40·6\|20·2<br>P29'Q104'B118'<br>F31' drp91 BK10"<br>WB=Cell | Aberstwth<br>British<br>5BHCem<br>DB258'550t | T.3Cy.23",37½"&61½"-39"<br>160lb 90lb (s) 235HP<br>2SB,6cf,GS99,HS3520<br>Blair&Co.(Lim.),Stockton | 23 " 7<br>s 2 " 4 | |
| 258<br>HMKG | Glanwern IronScSr<br>S.S.Jacobsen<br>Well deck 1Dk(Irn)2trB | 915<br>719<br>574 | | | ... | 1882<br>3mo | WDoxford &Sons<br>Sunderland | Actieselskabet "Glanwern" (O.Thoresen) | 212·1\|30·0\|15·5<br>Q83tB78tH12tF22t | Tönsberg<br>Norwegian<br>WB | C.2Cy.25"&48"-33"<br>90HP<br>W.Doxford&Sons,Sld. | | N |
| 259<br>83698<br>QHTW | Glanworth IronScSr<br>W.C.Thomson -93<br>1Dk(ptIrn)&Awngdk | 877<br>833<br>558 | ✠<br>Awng dk with load line<br>7,82 ✠ | Lth<br>LA&CP | m | 1882<br>4mo | J.Key&Sns<br>Kinghorn | AustralasianUntd Stm.Nav.Co. (Lim.) | 211·2\|29·1\|12·1<br>B40'F21'19·3 | SydnyNSW<br>British<br>4BHCem<br>WB | C.2Cy.30"&60"-39"<br>160HP<br>J.Key&Sons,Kirkcaldy<br>=DBa42'&uE&B46'108t | | |
| 260<br>85269<br>KWRN | Glanystwyth SteelScSr<br>J.Hughes -93 ssCff.No.1-92<br>Well deck 1Dk(Irn)&Webframes<br>R.Davies -94 | 1824<br>1403<br>1167 | ✠100A1<br>2,95 4,94<br>BS2,95 ✠LMC4,92 | Cff<br>A&CP<br>Liv | r | 1888<br>10mo | Palmers'Co (Lim.)<br>Newcastle | GlanystwythS.S. Co.(Lim.)<br>(J.Mathias&Son)<br>(T.H.Jones&<br>J.Mathias&Son) | 255·0\|37·0\|18·8<br>P28'Q60'B109'<br>F31' BK8"<br>WB=CellDB212' | Aberstwth<br>British<br>4BHAsp<br>407tAPT13t | T.3Cy.20",33"&54"-36" (s)<br>150lb 65lb 160HP<br>2SB,6rf,GS90,HS2861<br>Palmers'Co.(Lim.),Nwc. | 21 " 2<br>s 1 " 11½ | D |
| 261<br>102662 | Glasgow SteelScSr<br>A.Turnbull79-94 2Dks(U Stl-ws)<br>Elec.light | 1068<br>854<br>492 | ✠100A1<br>8,94 2,94 10,94<br>1,95<br>✠LMC2,94 | Dun<br>A&CP<br>Lth | n | 1894<br>2mo | W.B. Thompson &Co.(Lim.)<br>Dundee | J.Rankine&Son | 240·0\|32·0\|16·1<br>P43'B76'F57'<br>BK8"<br>WB=CellDB134'147tFPT | Glasgow<br>British<br>5BHCem<br>28tAPT20t | T.3Cy.21½",34"&56"-42" (a)<br>170lb 80lb 180HP<br>2SB,6rf,GS112,HS3705<br>WBThompsn&Co(L.) Dun | 16 " 10<br>s 2 " 2 | BT till 1,95 1,96 |
| 262<br>60430<br>JDPC | — IronScSr<br>H.Burgess93-93 ssGmh.No.2-91<br>ssGmh.No.3-5,83<br>1Dk2trB | 449<br>421<br>251 | ✠ Ⓑ1<br>10,94 12,93<br>BS9,93 10,94 LMC7,91 | Shl<br>A&CP | | 1869<br>5mo | Backhouse & Dixon<br>Middlesbro' | G.T.Grey | 170·0\|25·0\|14·4<br>P30'B32'F22'<br>ND83 BK6½"<br>WB=DBf43 | S.Shields<br>British<br>4BHCem<br>80tAPT10t | C.2Cy.24"&42"-30" (i)<br>70lb 68lb NE&B76 85HP<br>1SB,3pf,GS50 NBD88<br>Lees,Anderson&Co.,Gls. | 15 " 4<br>s 1 " 8½ | D |
| 263<br>84374<br>HTFJ | Glassalt IronScSr<br>J.Blyth ssCpn.No.3-5,93<br>Well deck 1Dk(ptIrn)2trB | 664<br>526<br>415 | ✠100A1<br>5,94 5,93<br>BS5,94 2,95 ✠LMC5,93 | Cpn<br>LA&CP<br>Trn | j | 1883<br>6mo | J.Duthie Sons&Co.<br>Aberdeen | Aberdeen&Glas-gowS.S.Co. (Lim.)<br>(W.Leslie&Co., Mgrs.) | 183·1\|26·3\|14·1<br>Q50'B36'F21'<br>BK7½"<br>WB= | Aberdeen<br>British<br>5BHCem<br>DBf44'110t | C.2Cy.23"&44"-30" (s)<br>100lb 60lb 80HP<br>1SB,3pf,GS50<br>Hall,Russell&Co.,Abrn. | 15 " 0<br>s 1 " 7 | D |
| 264<br>NTQH | Glaucus IronScSr<br>G.D.Keay | 2118<br>1950<br>1382 | | | | 1871 | A.Leslie& Co.<br>Newcastle | Neder.Stoomv. Maats. "Oceaan" | 322·0\|33·7\|25·6 | Amstrdam<br>Dutch | C.2Cy.28½"&61"-45"<br>NB82 250HP<br>R.Stephenson,Newcastle | | D |
| 265<br>10504<br>HJLP | — WoodSc<br>A.B.Coleman -87 2Dks | 1809<br>—<br>1206 | | | | 18 64/74 | ...............<br>NewYork | MetropolitanS.S. Co. | 245·0\|40·0\|17·6 | Bostn,Mas<br>Utd.States | | | R |
| 266<br>68988<br>WVPN | — IronScSr<br>R.W.Prideaux -92 ssMel.No.3-1,91<br>Well deck 1Dk(Irn)2trB | 1363<br>1154<br>884 | ✠100A1<br>12,92 11,94<br>LMC11,90 | Syd<br>A&CP<br>Mel | o<br>12,94 | 1878<br>10mo | J.Laing<br>Sunderland | J.Paterson&Co. | 238·5\|34·2\|18·0<br>Q92'B42'F22'<br>drp93 BK8½"<br>WB= | Melbourne<br>British<br>4BHCem<br>DBa69'f24' | C.2Cy.31½"&57"-36" (s)<br>80lb 60lb NB90 NDB90 150HP<br>2SB,4pf,GS88<br>G.Clark,Sunderland | | |
| 267<br>81591<br>STGH | Gleadowe IronScSr<br>J.H.Harris -91 ssNwc.No.3-4,91<br>2Dks(1Irn)3trB | 2138<br>2039<br>1381 | ✠100A1<br>7,94 12,93<br>✠NB12,93 ✠LMC6,91 | Nwc<br>A&CP | s | 1879<br>10mo | Palmers' Co.<br>Newcastle | Hunting&Son | 285·0\|37·2\|24·4<br>P30'F35'<br>srp93 BK9"<br>WB=DB146' | London<br>British<br>5BHCem | C.2Cy.24"&63½"-45" (r)<br>160lb 80lb 260HP<br>2SB,6rf,GS70,HS3537<br>Palmers'Co.(Lim.),Nwc. | 25 " 11<br>s 5 " 0 | |
| 268<br>86954<br>HQFN | Gledholt IronScBn<br>W.G.Tudor -94 ssHpl.No.2-92<br>Well deck 1Dk(Irn)2trB<br>ssHpl.No.3-4,95 | 1605<br>1231<br>1009 | ✠100A1<br>10,94 4,92 4,95<br>BS2,94 ✠LMC11,91 | Hpl<br>LA&CP | p<br>4,95 | 1883<br>5mo | E.Withy& Co.<br>W Hartlepool | R.Ropner&Co. | 250·0\|36·1\|17·5<br>P30'Q70'B57'F31'<br>BK9"<br>WB=DBa | W.Hartlpl<br>British<br>4BHCem<br>78'f86'323t | C.2Cy.32"&59"-33" (b)<br>80lb 40lb 80lb 2NDB95 99HP<br>2SB,4pf,GS75<br>T.Richardson&Sons.,Hpl. | 19 " 1<br>s 1 " 9 | |
| 269<br>98913 | Gledhow SteelScSr<br>J.Sunley91-91 1Dk(Stl)&Webframes<br>Well deck | 2661<br>2042<br>1723 | ✠100A1<br>6,94 9,93<br>✠LMC3,91 | Cff<br>A&CP<br>Bly | t<br>5,95 | 1891<br>3mo | W.Gray& Co.(Lim.)<br>WHartlepool | London&Northern S.S.Co.(Lim.) (PymanBrs.Mgrs) | 306·3\|41·5\|19·6<br>P29'Q88'B124'F33'<br>BK10"<br>WB=CellDB254' | London<br>British<br>5BHCem<br>580tAPT21t | T.3Cy23",36½"&62"-39" (s)<br>160lb 80lb 240HP<br>2SB,6rf,GS87,HS3580<br>CentrlMarineEWksWHpl | 23 " 0<br>s 2 " 1 | |
| 270<br>86988<br>WPJF | Glen Dochart IronScSr<br>J.Lorains -93 2ndSurvey,Nwc.2,91<br>Well deck Wandlass 1Dk(Irn)2trB | 1206<br>1009<br>749 | ✠ A1*1<br>1,94 7,94<br>BS1,94 LMC3,91 | Nwc<br>Shl | Lv | 1882<br>8mo | Schlesingr Davis&Co.<br>Newcastle | H.Baxter&Co.<br>Crosby,Magee&Co | 236·0\|32·2\|18·1<br>Q141tB12tF28t<br>FK<br>WB=D | London<br>British<br>3BH1PBH<br>Ba&fAPT | C.2Cy.28"&53"-36"<br>80lb 50lb 120HP<br>1SB,3f<br>Hawks,Crawshy&Ss.,Gts. | 19 " 3<br>s 2 " 3 | |
| 271<br>84351<br>VKTP | Glen Gelder IronScSr<br>G.W.Keith -93 ssCff.No.3-2,91<br>Well deck 1Dk(Irn)2trB | 746<br>560<br>453 | ✠100A1<br>5,94 4,93<br>BS5,93 5,94 ✠LMC2,91 | Hpl<br>LA&CP<br>Abn | k | 1881<br>2mo | A.Hall&Co<br>Aberdeen | AberdeenGlenLine S.S.Co.(Lim.) (J.Cook&Sons, Mgrs.) | 195·2\|31·2\|13·5<br>Q62'B40'F23'<br>FK<br>WB=DBa | Aberdeen<br>British<br>5BHCem<br>37'f44'180t | C.2Cy.26"&49"-30" (i)<br>80lb 55lb 99HP<br>1SB,3pf,GS49<br>Hall,Russell&Co.,Abn. | 14 " 5<br>s 1 " 4 | |
| 272<br>102382<br>NFVM | Glen Park SteelScSr<br>D.Arter75-93<br>Well deck 1Dk(Irn) | 860<br>675<br>526 | ✠100A1<br>2,94 4,95<br>✠LMC11,93 | Grk<br>LA&CP | l | 1893<br>11mo | Scott&Co.<br>Greenock | GlenParkS.S.Co. (Lim.) (J.&J.Denholm) | 212·3\|31·2\|14·0<br>Q109'B16'F21'<br>BK7½"<br>WB=DBa48'f46' | Greenock<br>British<br>4BHCem<br>148tAPT14t | T.3Cy.16",26"&44"-33" (s)<br>160lb 80lb 99HP<br>1SB,3cf,GS58<br>Scott&Co.,Greenock | 14 " 10<br>s 1 " 6 | |
| 273<br>102599 | Glen Rosa SteelPadSk<br>D.McTavish 1Dk&Promenadedk | 306<br>269<br>105 | | | | 1893 | J.&G. Thomson (Lim.)<br>Glasgow | Glasgow&South WesternRail-wayCo. | 200·0\|25·0\|8·3<br>Promenade dk150' | Glasgow<br>British | C.D.2Cy.26"&55"-54"<br>240HP<br>J.&G.Thomson (Lim.),Gls. | | BT till 5,95 |
| 274<br>76161<br>RJVW | — IronPadSk<br>R.T.Reader -93 | 254<br>223<br>99 | | | | 1877 | Caird&Co.<br>Greenock | VictoriaSteam-boatAssociation (Lim.) | 206·1\|20·1\|7·5<br>Q29t | London<br>British | D.1Cy.50"-72"<br>NB91 120HP<br>Caird&Co.,Greenock | | BT till 4,95 |
| 275<br>99814 | Glen Sannox SteelPadSk<br>C.McGregor -92 1Dk | 610<br>486<br>103 | | | | 1892 | J.&G. Thomson (Lim.)<br>Glasgow | Glasgow&South-WesternRly.Co. | 260·5\|30·1\|10·1<br>H41t F20t | Glasgow<br>British | C.D.2Cy.34½"&74"-60"<br>326HP<br>J.&G.Thomson(Lim.),Gls | | BT till 4,95 4,96 |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Speciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré Lettre d'Equipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Sombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 276<br>88862<br>JPRB | Glen Tanar IronScBn<br>J.Gray91–93 ssN.Yk.No.3–7,91<br>1Dk(Irn)&Spardk3trB | 1524<br>1501<br>956 | ✠100A1<br>Spar dk<br>1,95 ~~12,93~~<br>~~BS8,93~~ 1,95 | Npt<br>LA&CP<br>Shl<br>✠LMC7,91 | q | 1884<br>8mo | A.Hall&Co<br>Aberdeen | AberdeenGlenLine S.S.Co.(Lim.)<br>(J.Cook&Son, Mgrs.) | 250·7\|33·1\|17·7<br>24·8<br>drp93 BK9"<br>WB=DBa | Aberdeen<br>British<br>5BHCem<br>64'f62'280t | C.2Cy.30"&57"–36" (s)<br>100lb 80lb NDB93 150HP<br>2SB,6pf,GS90<br>Hall,Russell&Co.,Abn. | 18<br>s 6 |
| 277<br>84367<br>HFKB | Glen Tilt IronScSr<br>J.S.Scorgie91–91 ~~ssAbn.No.2–91~~<br>Well deck 1Dk(Irn)<br>ssAbn.No.3-8,94 | 453<br>325<br>276 | ✠100A1<br>8,94 ~~1,94~~<br>~~BS5,93~~ | Abn<br>A&CP<br>✠LMC6,~~91~~ 8,94 | h | 1882<br>11mo | A.Hall&Co<br>Aberdeen | ~~AberdeenGlenLine S.S.Co.(Lim.) (J.Cook&Son,~~<br>Aberdeen,Newcastle&HullSCo.(Lim) | 165·6\|23·6\|12·4<br>Q49'B43'F21'<br>BK7"<br>WB=D | Aberdeen<br>British<br>5BHCem<br>Ba28'f38'90t | C.2Cy.20"&38"–24"<br>90lb 60lb 62HP<br>1SB,3pf,GS36<br>Hall,Russell&Co.,Abn. | 13<br>s 1 |
| 278<br>99953<br>MTHB | Glenariff SteelScSr<br>A.Cameron –92 1Dk(Stl)<br>Well deck | 660<br>518<br>329 | ✠100A1<br>2,95 ~~12,93~~ | Bel<br>LA&CP<br>✠LMC10,92 | k | 1892<br>10mo | McIlwaine<br>&M'Coll<br>(Lim.)<br>Belfast | AntrimIronOreCo.<br>(Lim.) | 201·0\|29·1\|13·8<br>P20'Q82'B55'F47'<br>BK7½"<br>WB=DBa60'72t FPT | Belfast<br>British<br>4BHCem<br>15tAPT25t | T.3Cy.17",28"&46"–33" (s)<br>180lb 80lb 106HP<br>1SB,3cf,GS63,HS2150<br>M'Ilwaine&M'Coll(L),Bel. | 14<br>s 1 |
| 279<br>96265 | Glenarm SteelScSr<br>I.Brown –93 ssBel.No.1-94<br>Well deck 1Dk(Stl) | 524<br>401<br>257 | ✠100A1<br>9,94 ~~9,93~~ | Bel<br>LA&CP<br>✠LMC7,~~90~~ 9,94 | i | 1890<br>7mo | McIlwaine<br>&McColl<br>(Lim.)<br>Belfast | AntrimIronOre<br>Co.(Lim.) | 179·5\|27·6\|12·6<br>Q93'B53'F27'<br>BK7½"<br>WB=CellDB53' 66t FPT | Belfast<br>British<br>4BHCem<br>26tAPT18t | T.3Cy.17",27"&44"–30" (s)<br>160lb 60lb 98HP<br>1SB,3cf,GS60,HS1699<br>McIlwaine&M'Coll(L.)Bel | 13<br>s 1 |
| 280<br>84306 | — SteelScSr<br>~~A.McDaggart –92~~ ssGls.No.3–2,94<br>Well deck 1Dk(ptStl ptIrn-ptws)<br>A.McTaggart –92 | 247<br>199<br>105 | ✠100A1<br>12,94 ~~2,94~~<br>✠NB5,87 | Gls<br>LA&CP<br>✠LMC2,94<br>PG1 | d | 1881<br>1mo | HM'Intyre<br>&Co.<br>Paisley | EglintonChemical<br>Co.(Lim.) | 130·3\|22·0\|9·8<br>Q44'B9'F24'<br>srp94 drp94 BK6"<br>WB=FPT | Glasgow<br>British<br>3BHCem<br>44tAPT19t | C.2Cy.20"&38"–30" (a)<br>80lb 45lb 61HP<br>1SB,2pf,GS42<br>R.H.Pearson&Co.,Gls. | 10<br>s |
| 281<br>97588<br>LNFG | Glenartney SteelScSr<br>J.McGregor –91 ssLon.No.1-94<br>1Dk(Irn)&Spardk(Irn-ws)3trB<br>Elec.light | 3026<br>2848<br>1944 | ✠100A1<br>Spar dk<br>8,94 ~~6,92~~ | Lon<br>A&CP<br>✠LMC2,94 | u | 1889<br>12mo | J.Laing<br>Sunderland | M'Gregor,Gow<br>&Co. | 339·5\|41·0\|18·5<br>B83'F33' 26·4<br>BK10"<br>WB=Cell | Glasgow<br>British<br>5BHCem<br>DB226'379t | T.3Cy.28",44"&72"–48" (s)<br>160lb 80lb 400HP<br>2DB,12cf,GS200,HS6623<br>T.Richardson&Sons,Hpl. | 21<br>s 7 |
| 282<br>84305<br>VLPS | Glenavon IronSc3MstSr<br>A.J.Jacobs –87 ~~ssLon.No.2–89~~<br>2Dks(Irn-Uws)3trB<br>ssLon.No.3–7,93 | 2986<br>2696<br>1912 | ✠100A1<br>~~11,92~~ 3,95<br>✠NB3,91 | Lon<br>LA&CP<br>✠LMC7,93 | w | 1881<br>2mo | Lon.&Glas<br>Co.<br>Glasgow | M'Gregor,Gow<br>&Co. | 360·4\|43·3\|24·5<br>P49'B70'F50'<br>BK11"<br>WB=CellDB | Glasgow<br>British<br>5BHCem<br>300'420t Tp | T.3Cy.25",40"&68"–54" (s)<br>160lb 80lb NDB91 330HP<br>2SB,6rf,GS105 FD<br>d91WlsndSlp&EC(L)Nwc | 27<br>s 5 |
| 283<br>67328<br>LFJP | — IronSc3MstSr<br>R.Boyes93–93<br>Well deck ssNwc.No.3–9,84 1Dk<br>ssShl.No.2–93 | 836<br>681<br>507 | ✠90A1<br>~~9,94~~ ~~2,94~~ 3,95<br>✠NB4,89<br>BS2,95 | Shl<br>A&CP<br>LMC4,93<br>Nwc | m | 1872<br>2mo | T.&W.<br>Smith<br>N.Shields | Dunford&Elliott | 213·5\|28·6\|15·1<br>Q70'F21'B42'<br>drp93 BK8"<br>ptND95 WB= | Newcastle<br>British<br>4BHCem<br>DBa48'f92' | C.2Cy.25"&48"–30" (s)<br>70lb 80lb NDB89 90HP<br>1SB,3pf,GS45,HS1760<br>Ravnhill,Hodgson&C.Lon. | 16<br>s 1·10 |
| 284<br>79151<br>WVQP | Glenbervie IronScSr<br>(STRANDED12,93, & CONDEMNED)<br>J.F.Ormandy ssCff.No.3–6,86<br>ssNwc.No.1–90<br>2Dks(1Irn)3trB | 1509<br>1396<br>951 | ✠<br>11,93<br>Now named "Sprott," See No. 50 in Supplement. | Cff<br>A&CP | q | 1878<br>10mo | Palmers'Co<br>Newcastle | Lindsay,Gracie<br>&Co. | 250·0\|33·7\|23·0<br>P21'B56'F28'<br>BK9"<br>WB=DBa68'f16' | Leith<br>British<br>4BHCem<br>&uE&B36' | C.2Cy.30"&55"–36"<br>NDB90 140HP<br>2B, GS82<br>Palmers'Co.(Lim.),Nwc. | 24<br>s 4 |
| 285<br>95898<br>LFVH | Glencairn SteelScSr<br>T.Spink –91 ssLiv.No.1–93<br>Well deck 1Dk(Irn)&Webframes | 1136<br>889<br>731 | ✠100A1<br>~~9,94~~ ~~11,93~~ 12,94 | Sld<br>A&CP<br>✠LMC4,93<br>Liv | n | 1889<br>6mo | J.Priest-<br>man&Co.<br>Sunderland | Livingston,Conner<br>&Co. | 231·5\|32·0\|15·3<br>Q87'B94'F27'<br>BK8"<br>WB=DBa | W.Hartlpl<br>British<br>4BHCem<br>59'f61'282t | T.3Cy.17",28"&46"–33" (a)<br>160lb 70lb 120HP<br>1SB,3rf,GS50<br>Hutson& Corbett,Glasgow | 16<br>s 1 |
| 286<br>58855<br>HLPW | — IronScSr<br>S.Crosby82–82 ssShl.No.3–1,94<br>1Dk | 314<br>300<br>176 | Ⓑ A1<br>~~4,95~~ ~~1,94~~ 5,95<br>✠NB1,94 | Shl<br>A&CP<br>LMC1,94<br>~~Mdh~~Ham | | 1868<br>4mo | Backhouse<br>&Dixon<br>Middlesbro' | J.M.Lennard&<br>Sons | 156·0\|22·0\|13·5<br>BK6"<br>WB= | Middlsbro'<br>British<br>3BHCem<br>DBf21'30t | C.2Cy.18½"&34"–24" (a)<br>74lb 80lb NE75 45HP<br>1SB,2pf,GS26,HS1147NDB91<br>Blair&Co.(Lim.),Stockton | 14<br>s 2 |
| 287<br>6359<br>JNLV | Glencoe IronPadSk<br>H.Denyster –92 (exMaryJane) | 226<br>223<br>122 | | | | 1846 | Tod&<br>McGregor<br>Glasgow | D.MacBrayne | 165·4\|20·2\|9·4<br>len75 | Glasgow<br>British | 1Cy.56"–54"<br>NE80 NB83 120HP<br>Tod&McGregor,Glasgow | |
| 288<br>67551<br>NCMS | Glendale IronScSr<br>D.Morgan –91 ssShl.No.3–12,87<br>Well deck ssHpl.No.1–93<br>1Dk2trB | 1096<br>847<br>683 | ✠90A1<br>10,94 ~~12,93~~<br>✠NB12,87<br>BS12,93 | Hpl<br>A&CP<br>LMC10,91<br>Shl | n | 1874<br>1mo | R.Irvine&<br>Co.<br>WHartlepool | G.B.Harland&Co. | 230·3\|30·6\|17·3<br>Q90'B53'F33'<br>BK8"<br>WB=DBa | W.Hartlpl<br>British<br>4BHCem<br>64'f85'200t | C.2Cy.28"&53"–33" (s)<br>75lb 80lb NDB87 110HP<br>1DB,4pf,GS57<br>T.Richardson&Sons,Hpl. | 18<br>s 1 |
| ❋ 289<br>90336<br>KJBG | — SteelScSr<br>H.Potter –93 ssSld.No.1–91<br>1Dk(Irn)&Webframes<br>Well deck | 999<br>752<br>641 | ✠100A1<br>8,94 ~~2,94~~<br>BS1,94 | Shl<br>A&CP<br>✠LMC1,91<br>Liv | m | 1886<br>9mo | J.Laing<br>Sunderland | A.Laing | 211·0\|30·5\|14·6<br>Q81'B86'F27'<br>drp94 FK<br>WB=Cell | Sundrland<br>British<br>4BHCem<br>DB166'201t | T.3Cy.17½",29"&47"–33" (a)<br>150lb 50lb 99HP<br>1SB,3cf,GS54<br>G.Clark,Sunderland | 17<br>s 1 |
| Broken up 290<br>63805 | Glendarroch IronScSr<br>A.O'Leary –93<br>(exAtjeh,exGlendarroch) 2Dks | 1538<br>1502<br>1028 | | | ... | 1870<br>11mo | A.Stephen<br>&Sons<br>Glasgow | G.C.Stewart | 272·3\|33·1\|24·2<br>B24t H11t | London<br>British | C.2Cy.34"&60"–36"<br>160HP<br>J.&J.Thomson,Glasgow | |
| 291<br>82015<br>TWRP | Glendevon IronScSr<br>~~J.A.Hodge –92~~ ssShl.No.3–6,93<br>Gabb 2Dks(Irn)3trB | 1784<br>1638<br>1127 | ✠100A1<br>~~7,94~~ ~~2,94~~ 1,95<br>BS10,94 | Gls<br>LA&CP<br>✠LMC7,93<br>~~Ham~~Npt | r | 1880<br>11mo | Palmers'<br>Co.<br>Newcastle | GlendevonS.S.<br>Co.(Lim.)Lind-<br>say,Gracie&Co.) | 260·8\|35·3\|23·3<br>P32'B—F30'<br>BK9½"<br>WB=DBa74'~~f&uB36~~'132t | Leith<br>British<br>3BHCem | C.2Cy.32"&60"–42" (i)<br>80lb ~~45lb~~ 90lb 190HP<br>2SB,6pf,GS95 NDB95<br>Palmers'Co.(Lim.),Nwc. | 24<br>s 3 |
| 292<br>84941<br>WKQS | Glendower IronScSr<br>A.A.Honeyman –91 ~~ssCff.No.2–91~~<br>1Dk(Irn)&Spardk(Irn)3trB<br>ssSld.No.3-12,94 | 2496<br>2475<br>1650 | ✠100A1<br>Spar dk<br>3,95 ~~1,93~~ 12,94<br>~~BS10,93~~ | Ant<br>LA&CP<br>~~Sld~~Bly<br>LMC~~1,91~~ ~~BS9,94~~ 11,94 | t | 1882<br>5mo | Palmers'<br>Co.<br>Newcastle | TyneGlendowerSS<br>Co.(Lim.)(Lind-<br>say,Gracie&Co) | 291·8\|37·3\|20·7<br>B38' 28·0<br>drp&srp94 BK10"<br>~~WB=CellDB248'~~<br>WB=CellDBa96'f114'327tAPT18t | Leith<br>British<br>5BHCem<br>~~382tAPT18t~~ | T.3Cy.28½",36"&68"–45" (a)<br>80lb ~~56lb~~ 50lb 260HP<br>2SB,6pf,GS112<br>Tpd.92Palmrs'Co(L.)Nwc. | 23<br>s 7 |
| 293<br>87340<br>HMCV | — IronScSr<br>J.Lewis92–92 ssCff.No.2–91<br>Well deck 1Dk(Irn)&Webframes | 1161<br>891<br>726 | ✠100A1<br>~~7,94~~ ~~1,94~~ ~~8,94~~<br>BS10,~~93~~ 11,94 11,94 | Cff<br>A&CP<br>✠LMC7,~~91~~ 8,94<br>Bry | n | 1883<br>2mo | W.Pickers-<br>gill&Co.<br>Sunderland | GlendowerS.S.Co.<br>(Lim.) (Hurley,<br>Matthews&Co.) | 225·4\|32·3\|16·1<br>Q72'B63'F29'<br>drp92 drp94 FK<br>WB=DBa57'f90' | Cardiff<br>British<br>4BHCem<br>268tAPT9t | C.2Cy.28"&54"–33" (i)<br>80lb 70lb 99HP<br>1SB,3pf,GS52<br>N.E.MarineE.Co(Lim.)Sld | 17<br>s 1 |
| 294<br>88864<br>JVDF | Gleneagles IronScSr<br>F.Vidal ssMlt.No.2–92<br>1Dk(Irn) | 207<br>204<br>86 | ✠100A1<br>12,92<br>BS2,94 | Mlt<br>LA&CP<br>✠LMC12,92 | d | 1884<br>11mo | Hall,Russll<br>&Co.<br>Aberdeen | G.Gollcher | 135·9\|23·3\|11·3<br>BK7"<br>WB | Malta<br>British<br>4BHCem<br>=MT10'24t | C.2Cy.22"&41"–27" (s)<br>90lb 72HP<br>1SB,3pf,GS42<br>Hall,Russell&Co.,Abn. | 11<br>1 |
| 295<br>68079<br>MPSD | Glenearn IronSc3MstSr<br>W.Murray –92 ssLon.No.3–12,85<br>ssDun.No.2–94<br>2Dks(1Irn&1ptIrn)3trB | 2206<br>2069<br>1425 | ✠100A1<br>11,94 ~~2,94~~<br>✠NB1,94 | Lon<br>A&CP<br>LMC1,94 | s | 1873<br>11mo | London&<br>GlasgowCo.<br>Glasgow | McGregor,Gow<br>&Co. | 330·1\|35·3\|24·8<br>F42'<br>lrp94 BK10" | Glasgow<br>British<br>6BHCem | T.3Cy.21½",39"&60"–45" (s)<br>160lb 80lb NDB94 201HP<br>1SB,3rf,GS57,HS2391 FD<br>Tpd94GourlayBrs&CoDun | 25<br>s 5 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. Years Assigned. now expired. Equipment Letter. | 7 | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of R. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 296 Glenelg 96027 KWDJ | W.Gibb89–90 | SteelScSr ssGrk.No.1–93 2Dks(Irn)3trB InnerbottomIrn | 2470 2301 1617 | †100A1 ~~6,94 10,92~~ 2,95 BS2,95 | Grk t LA&CP †LMC8,93 Cff Liv | | 1888 11mo | C.Connell &Co. Glasgow | J.Gardiner&Co. | 300·0 40·0 24·1 P28′B66′F36′ BK10″ WB=CellDB244′ | Glasgow British | T.3Cy.23″,37″&59″–42″ (o) 160lb 80lb 300HP 2SB,6rf,GS120,HS4154 DuncanStewart&Co.,Gls. | 26 ″ 8 | D |
| 297 — 76187 WVNL | W.F.Norbury81–88 | IronSc3MstSr 1Dk | 288 192 156 | | | | 1878 | Blackwood &Gordon PortGlasgow | NorthernS.S.Co. (Lim.) | 134·8 22·2 9·1 Q53′ B62′ | Auckland British WB | C.2Cy.22″&40″–27″ 75HP Blackwood&Gordon.P.Gl. | | |
| 298 — 70695 | J.McNair –92 | IronTwinSc3MstSr 1Dk | 210 206 75 | | | | 1875 | Aitken &Mansel Glasgow | E.T.Miles | 135·8 21·1 11·3 | Hobart British | C.4Cy.15″&30″–21″ 80HP Rait&Lindsay,Glasgow | | |
| 299 Glenesk 98632 | R.Webster84–91 | SteelScSr 2Dks(1Irn&UStl-ws)3trB | 3524 3059 2275 | †100A1 6,94 ~~10,93~~ 3,95 A&CP †LMC5,91 | Lon v | | 1891 6mo | R.Stephenson&Co. (Lim.) Newcastle | McGregor,Gow& Co. | 340·5 43·0 26·5 P48′B92′F42′ BK11″ WB=Cell | Glasgow British | T.3Cy.28″,44″&72″–48″ (s) 160lb 80lb 400HP 2SB,6rf,GS112 FD R.Stephensn&C.(Lm)Nwc | 29 ″ 3 s 5 ″ 8 | BT till ~~10,94~~ 3,96 |
| 300 Glenfalloch 68036 MBGL | T.Drake –91 W.Pitkie –94 | IronSc3MstSr ssLon.No.3–4,86 ssLon.No. ~~1–91~~ 2–94 2Dks(1Irn&1ptIrn)3trB | 2180 2088 1434 | †100A1 ~~11,94 10,93~~ †NB3,89 | Lon s A&CP †LMC~~4,91~~ 11,94 | | 1873 5mo | Lon.&Gls. Co.(Lim) Glasgow | McGregor,Gow& Co. | 330·0 34·3 24·8 F41′ BK11″ | Glasgow British | T.3Cy.21½″,36″&58″–45″ (s) 160lb ~~90lb~~ NDB89 275HP 1DB,6rf,GS110 80lb Tpd89Hall,Russell&C.Abn | 26 ″ 0 s 5 ″ 9 | |
| 301 Glenfarg 104522 | J.Selby –94 Elec.light | SteelScSr ~~SteelSc~~ 2Dks(Stl-UTeaks)3trB | 3647 3331 2350 | †100A1 6,94 (Class Contemplated) | Gls w LA&CP †LMC~~8,94~~ Glasgow S.B.Co. Glasgow | | 1894 6mo | London& Glasgow S.B.Co. Glasgow | Mc.Gregor,Gow& Co. | 360·0 44·0 27·9 P56′~~B60~~′F42′ B64′ BK11″ WB=CellB | Glasgow British | T.3Cy.29″,47″&76″–48″ (s) 160lb 80lb 450HP 2SB,8rf,GS134,HS5882 FD London&GlasgowCo.,Gls. | 29 ″ 5 s 6 ″ 4½ | BT till 4,95 |
| 302 Glenfield 84648 KNMH | Well deck | IronScSr ~~J.Newdick87–87~~ ~~ssCff.No.1–91~~ 1Dk(Irn)&Webframes ~~Dunelm~~ J.Newdick87–87 ssCff.No.3–3,94 | 2127 1646 1403 | †100A1 8,94 ~~1,94~~ BS10,93 | Cff r LA&CP †LMC~~9,91~~ 8,94 | | 1887 7mo | Richardsn, Duck&Co. Stockton | F.Binnington&Co. | 277·0 37·4 18·4 P26′Q72′B118′F28 drp92 drp94 BK9½″ WB=Cell | Stockton British | T.3Cy.21″,35″&57″–39″ (s) 160lb ~~55lb~~ 80lb 170HP 2SB,4cf,GS74 Blair&Co.(Lim.),Stockton | 21 ″ 9 s 1 ″ 11½ | |
| 303 Glenfinlas 68109 MWGQ | H.White –94 | IronSc3MstSr ssLon.No.3–8,86 ssShl.No.1–91 2Dks(1Irn&1ptIrn)3trB | 2154 2073 1409 | †100A1 ~~9,94~~ BS5,94 | Shl s A&CP LMC4,91 | | 1874 4mo | Lon.&Gls. Co.(Lim.) Glasgow | J.&C.Harrison | 330·4 35·3 24·8 F42′ BK10″ | Glasgow British | C.2Cy.44″&79″–45″ (i) 67lb 40lb 320HP 4B Lon.&Gls.Co.(Lim.),Gls. | 25 ″ 7 s 5 ″ 7 | D |
| Now named "Elfsborg," See No. 25 in Supplement. | | | | | | | | | | | | | | |
| 304 Glenfruin 84284 VFHB | ~~E.Norman80–83~~ T.Darke | IronSc3MstSr ssAnt.No.3–6,93 2Dks(Irn-Uws)3trB | 2981 ~~3,95~~ 2696 1892 | †100A1 2,94 †NB10,91 | Lon w A&CP †LMC6,93 Ams | | 1880 11mo | Lon.&Gls. Co.(Lim.) Glasgow | McGregor,Gow &Co. | 360·4 43·3 24·5 P49′B70′F50′ drp93 BK11″ WB=Cell | Glasgow British | T.3Cy.25″,40″&68″–54″ (s) 160lb 80lb NDB91 330HP 2SB,6rf,GS105,HS5110 FD Tpd.91 WlsndSlpwy&E.Co (Lim.),Nwc. | 27 ″ 4 s 5 ″ 11 | BT till 6,95 |
| 305 Glengariff 101837 | T.Simmelkiar68–93 Elec.light | SteelScSr 2Dks(UStl–ws) | 1286 983 487 | †100A1 ~~10,93 8,95~~ 2,95 †LMC8,93 Crk Liv | Nwc p LA&CP | | 1893 8mo | Wigham Richardson &Co. Newcastle | City of CorkStm. PacketCo.(Lim.) | 264·2 35·2 17·1 P36′B146′F40′ BK9″ WB=CellDB155′ | Cork British | T.3Cy.28″,44″&72″–48″ (s) 160lb 60lb 450HP 2DB,12cf,GS258,HS7336 WghmRchrdson&Co.Nwc. | 18 ″ 1 s 2 ″ 2½ | BT till ~~8,94~~ ~~2,95~~ 10,95 |
| 306 Glengarry 87643 HKTB | F.Selby –91 | IronSc3MstSr ssLon.No.2–91 2Dks(Irn-Uws)3trB | 3035 2696 1925 | †100A1 12,94 ~~8,93~~ †NB5,92 | Lon w LA&CP †LMC5,92 | | 1883 2mo | Lon.&Gls. Co.(Lim.) Glasgow | McGregor,Gow &Co. | 360·2 43·3 24·5 P72′B64′F51′ BK11″ WB=CellB296′ | Glasgow British | T.3Cy.24½″,38″&68″–57″ (s) 160lb 80lb NDB92 330HP 2SB,6rf,GS110,HS5025 FD WllsndSlpwC.(Lm.) Nwc. | 27 ″ 5 s 5 ″ 9½ | BT till ~~9,94~~ 12,95 |
| 307 — 90637 | Murray (exArgyle) | WoodScSr | 732 653 438 | | | | 18~~7~~/~~8~~6 | L.Shcklna S.Catharine's Ontario | MontrealTrans-portationCo. | 170·0 26·0 11·2 H79t | Montreal British | 1Cy.36″–30″ 300HP GWOille,S.Catherine,Ont. | | |
| 308 — 3160 | Carmichael76–83 (exEdinburghCastle) | IronPadSk | 124 117 62 | | | | 1844 | Smith& Rodger Glasgow | D.MacBrayne | 148·5 16·3 7·2 Q8t len75 | Glasgow British | 1Cy.36″–42″ NB63 45HP Smith&Rodger,Glasgow | | BT till ~~9,95~~ 3,96 |
| 309 Glengoil 87241 HDJN | ~~J.GrPotts –93~~ J.H.Davidson –94 | IronScSr 1Dk(Irn)&Spardk(Irn–ws)3trB | 2963 2917 1915 | †100A1 Spardk ~~12,90~~ 11,94 ~~BS12,93~~ | Shl u A&CP Ham †LMC4,90 | | 1882 11mo | J.L.Thompson&Sons Sunderland | GlengoilS.S.Co. (Lim.)(Lindsay, Gracie&Co.) | 320·0 40·0 20·2 drp93 27·5 ptND93 BK10″ WB=CellDB260′ | Leith British 6BHCem 502tAPT38t | C.2Cy.38″&72″–48″ (a) 85lb 47lb 300HP 2DB,12pf,GS131 J.Dickinson,Sunderland | 23 ″ 4 s 7 ″ 4½ | |
| 310 Glengyle 93320 KHVP | K.J.Gasson –92 Elec.light | SteelSc3MstSr ssLon.No.1–90 2Dks(Stl–Uws)3trB | 3455 3122 2244 | †100A1 ~~12,93~~ 8,94 BS12,93 | Lon w LA&CP †LMC9,90 | | 1886 8mo | Lon.&Gls. Co.(Lim.) Glasgow | M'Gregor,Gow &Co. | 370·0 45·1 26·6 P76′B69′F53′ BK11″ | Glasgow British 6BHCem | T.3Cy.34″,53″&87″–54″ (s) 140lb 550HP 3DB,18cf,GS318 Lon.&Gls.Co.(Lim.),Gls. | 28 ″ 0 s 5 ″ 11½ | BT till ~~12,94~~ 2,96 |
| 311 Gleniffer 78899 RLMV | J.W.Graham –92 | IronSc3MstSr ssLiv.No.3–7,90 2Dks(1Irn)3trB | 2165 1941 1412 | †100A1 1,92 BS1,92 | Nwc s A&CP LMC7,90 | | 1877 11mo | Mounsey & Foster Sunderland | G.C.Stewart | 291·0 34·7 24·6 P34′F41 BK9½″ WB=DBa | Liverpool British 5BHCem 88′f80′446t | C.2Cy.26″&58″–45″ (i) 70lb 45lb 250HP 3B,GS114 Earle'sCo.,Hull | 26 ″ 0 s 4 ″ 9½ | |
| 312 Glenisla 78677 RHCT | A.Brown –92 | IronScSr 4thSurvey,Shl.11,93 2Dks(1Irn) | 1318 1215 859 | †A1*1 ~~8,94 11,90~~ 5,95 †NB5,89 | Shl Lv | | 1878 1mo | W.B. Thompson Dundee | J.Mitchell | 250·1 32·7 20·3 P33′B61′F34′ ptND90 BK8″ WB=DBa | Dundee British 3BH 2PBH 60′f42′81t | C.2Cy.32″&54″–33″ (a) 80lb 140HP 2SB,4pf,GS70,HS2840 W.B.Thompson.Dundee | 21 ″ 4 s 3 ″ 3 | |
| 313 Glenisle 98499 MBLR | G.Morris93–93 Well deck | SteelScSr 1Dk(ptIrn&ptStl)&Webframes ssSkm.No.1–94 | 1947 1473 1248 | †100A1 8,94 ~~12,94~~ †LMC2,94 Skm | Cff r A&CP | | 1891 1mo | E.Withy& Co. W Hartlepool | Livingston,Conner &Co. | 270·0 37·0 17·8 P33′Q76′B106′ F31′ drp~~94~~ 94 FK WB=CellDB226′ | W.Hartlpl British 5BHCem 374tAPT26t | T.3Cy.20″,31½″&53″–36″ (s) 160lb 80lb 180HP 2SB,4rf,GS70,HS2513 T.Richardson&Sons,Hpl. | 20 ″ 0 s 1 ″ 6½ | D |
| 314 Glenlivet 87288 HVGM | J.Chase –93 Well deck | IronScBn ssSld.No.2–92 1Dk(Irn)2trB | 1589 1308 1026 | †100A1 ~~9,94~~ 4,95 BS4,94 ~~4,95~~ Cff | Shl q LA&CP †LMC4,92 | | 1883 6mo | Palmers' Co.(Lim.) Newcastle | GlenlivetS.S.Co. (Lim.)(Lindsay, Gracie&Co.) | 265·5 36·3 16·5 P30′Q74′B56′F30′ BK9½″ WB=Cell DB132′ 255t | Leith British 4BHCem APT36t | C.2Cy.32″&60″–39″ (a) 80lb ~~50lb~~ 45lb 160HP 2SB,6cf,GS80 Palmers'Co.(Lim.),Nwc. | 19 ″ 2 s 2 ″ 1 | |
| 315 Glenloig 99230 MPRD | R.Hay79–92 | SteelScSr 1Dk(ptStlptIrn)2trB Webframes&ptAwngdk(Irn) | 3100 2347 2018 | †100A1 pt Awng dk withfreeboard 7,94 ~~4,94~~ | Shl u A&CP NWC †LMC5,92 | | 1892 5mo | Ropner& Son Stockton | TheGlensS.S.Co. (Lim)(Lindsay, Gracie&Co., Mgrs.) | 322·0 41·5 20·6 P29′Q110′ BK10″ ptAwng dk183′ WB=Cell | Leith British 5BHCem DB250′551t | T.3Cy.23½″,39″&64″–42″ (s) 160lb 80lb 300HP 2SB,6cf,GS118,HS4127 Blair&Co.(Lim.),Stockton | 24 ″ 0 s 9 ″ 1½ | |
| 316 Glenmanna 62377 JWTM | F.J.Courtman –91 | IronSc3MstSr ssShl.No.3–4,85 ssLon.No.2–94 1Dk | 738 650 473 | †90A1 ~~9,94 8,94~~ ~~11,94~~ ~~8,95~~ BS4,92 10,94 | Lon l A&CP LMC5,93 | | 1871 1mo | Smith NorthShields | Sollas&Son | 209·4 28·2 14·5 P30′F32′ ND90drp94 BK7½″ drp95 WB=DB130′ | Newcastle British 4BHCem 1SB,3pf,GS45 R.&W.Hawthorn,Nwc. | C.2Cy.25″&48″–30″ (i) 60lb 40lb NB80 98HP | 15 ″ 8 s 2 ″ 2½ | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 317<br>84924<br>WFGH | **Glenmavis** IronScSr<br>*A.Wallace* -92 ssNwc.No.3-2,94<br>2*Dks*(*Irn*)2*trB* | 2114<br>1968<br>1353 | ✠100A1<br>4,95 ~~2,94~~ ~~12,94~~<br>✠LMC3,94<br>BS4,95 | Nwc<br>LA&CP<br>~~Bhn~~ Cff | *s* | 1881<br>[illegible] | Palmers'<br>Co.<br>Newcastle | GlenmavisS.S.Co.<br>(Lim.)(Lindsay,<br>Gracie&Co.) | 286·4\|37·2\|23·1<br>P28'B66'F32'<br>BK10"<br>*WB*=*CellDB*206' | Leith<br>British<br>5*BHCem*<br>305*tAPT*15*t* | T.3Cy.28½",36"&68"–45" (*i*)<br>80lb *60lb* *Tpd*.3,91 260HP<br>2SB,*6pf*,GS110<br>NEMarineE.Co.(Lim.)Sld. | 25<br>s4 |
| 318<br>104264 | **Glenmoor** SteelScSr<br>*F.Fair*93-94 3075<br>1*Dk*(*ptStl,ptIrn*)2*trB*&<br>*Webframes*&*ptAwngdk*(*Irn*) | ~~3060~~<br>~~2425~~ 2436<br>~~1980~~ 1983 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>4,95 ~~9,94~~<br>~~(Class Contem-plated)~~<br>✠LMC9,94 | Sld<br>A&CP<br>Cff | *u* | 1894<br>9mo | J.Priest-<br>man&Co.<br>Sunderland | SouthShields Stm.<br>ShippingCo.(Lim)<br>(W.Runciman &<br>Co.,*Mgrs.*) | 321·1\|41·5\|23·1<br>~~Q123~~Q122' FK<br>*ptAwng dk* ~~198'~~ 197' | ~~S.Shields~~<br>British<br>Newcastle<br>6*BHCem* | T.3Cy.24",39"&64"–42" (*s*)<br>160lb *80lb* 230HP<br>2SB,*6pf*,GS100.HS3860<br>W.Allan&Co.(Lim.)Sld.<br>*WB*=*DBa*104'*f*124'685*t* | 24<br>s9 |
| 319<br>86267<br>WHBF | **Glenmore** SteelScSr<br>~~G.W.Beesley -94~~ ssLiv.No.2-90<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*H.Dickinson* -94 | 1863<br>1506<br>1216 | ✠100A1<br>4,94<br>~~BS7,93~~ ✠LMC2,91 9,94 | Liv<br>LA&CP | *r* | 1882<br>10mo | J.Key&<br>Sons<br>Kinghorn<br>*WB* | S.S.Glenmore<br>(Lim.)(W.John-<br>ston&Co.Lim.)<br>=*DBuE*&*B*32'97*t* | 265·0\|37·1\|18·7<br>Q84'B78'F33'<br>FK<br>*FPT* 55*t* *APT* 23*t* | Liverpool<br>British<br>6*BHCem*<br>*MT*36'500*t* | C.2Cy.30"&60"–39" (*s*)<br>90lb ~~75lb~~ *65lb* 160HP<br>2SB,*6pf*,GS99<br>J.Key&Sons,Kirkcaldy | 20<br>s2 |
| 320<br>58860<br>HRLC | — IronScSr<br>~~W.Longstaff -94~~ ssMdb.No.3-1,94<br>*J.Thurlow* 1*Dk* | 393<br>365<br>240 | ✠ Ⓑ1<br>3,95 ~~1,94~~<br>✠NB5,84<br>BS3,95 | Mdb<br>A&CP<br>LMC1,94 | | 1869<br>1mo | Backhouse<br>&Dixon<br>Middlesbro' | J.M.Lennard&<br>Sons | 160·1\|23·2\|13·7<br>Q16*t*B9*t* BK6½"<br>ptND77drp94<br>*WB* | Middlsbro'<br>British<br>4*BHCem*<br>=*DBa*42' | C.2Cy.21"&39½"–26" (*b*)<br>70lb ~~40lb~~ NDB ~~84~~ 95 70HP<br>1SB,*2pf*,GS31 *80lb*<br>Blair & Co.(Lim),Stockton | 14<br>s1 |
| 321<br>87242<br>HFSV | **Glenmorven** IronScSr<br>*J.Brunstrom* -93 ssCff.No.2-91<br>2*Dks*(*Irn*)3*trB* | 2812<br>2596<br>1803 | ✠100A1<br>7,93<br>BS12,93 | Shl<br>LA&CP<br>LMC9,91 | *u* | 1882<br>12mo | Palmers'<br>Co.<br>Newcastle | GlenmorvenSS.Co.<br>(Lim.)(Lindsay,<br>Gracie&Co.) | 320·5\|40·0\|25·0<br>P41'B84'F34'<br>BK10"<br>*WB*=*CellDB*220' | Leith<br>British<br>6*BHCem*<br>360*tAPT*7*t* | C.2Cy.38"&72"–48" (*a*)<br>90lb 300HP<br>2DB,*12pf*,GS144,HS4990<br>Palmers'Co.(Lim.),Nwc. | 27<br>s5 |
| 322<br>84948<br>WMRL | **Glenochil** IronScSr<br>*A.Harrison* -92 ssNwc.No.2-90<br>1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB* | 2424<br>2393<br>1581 | ✠100A1<br>*Spardk*<br>5,94<br>~~BS7,98~~ ✠LMC8,90 BS5,94 | Shl<br>A&CP | *s* | 1882<br>8mo | JLThomp-<br>son&Sons<br>Sunderland | GlenochilSS.Co(L)<br>(Lindsay,Gracie<br>&Co.) | 286·9\|37·3\|27·4<br>BK10"<br>*WB*=*CellDB*232' | Leith<br>British<br>7*BHCem*<br>383*tAPT*15*t* | C.2Cy.36"&68"–45" (*i*)<br>80lb *50lb* 260HP<br>2SB,*6pf*,GS110<br>J.Dickinson,Sunderland | 23<br>s6 |
| 323 | **Glenogil** WoodScK<br>*D.Birrell*94-94 GIB 1*Dk* | 95<br>88<br>14 | ✠ 9A—<br>*For fishing purposes*<br>2,94<br>✠LMC2,94 | Lth | | 1893<br>12mo | W.Jarvis<br>Anstruther | East of FifeSteam<br>FishingCo.(Lim.) | 89·7\|18·7\| 9·4 | Kirkcaldy<br>British | C.2Cy.14"&28"–20" (*s*)<br>100lb 34HP<br>1SB,*2pf*,GS33HS604<br>J.Cran&Co.,Leith | |
| ✻ 324<br>85912<br>WHMN | **Glenogle** IronScBkn<br>*W.E.Duke*77-87 ~~ssGls.No.2-90~~<br>2*Dks*(*Irn*–*Uws*)3*trB*<br>ssLon.No.3-11,94 | 3750<br>3404<br>2399 | ✠100A1<br>~~12,92~~ 11,94<br>✠NB12,90 ✠LMC ~~12,90~~ 10,94 | Lon<br>LA&CP | *y* | 1882<br>2mo | London&<br>Glas.Co.<br>Glasgow<br>*WB* | M'Gregor,Gow<br>&Co.<br>=*CellDBa*48'*uE*50 | 420·5\|45·1\|25·3<br>P60'B144'F58'<br>BK11"<br>*f*68'176*t* ~~*WB*=*Cell*~~ | Glasgow<br>British<br>6*BHCem*<br>~~*DB*374'242*t*~~ | T.3Cy.32",52"&83¾"–60" (*s*)<br>160lb *70lb* 700HP<br>3DB,*18rf*,GS312,HS8493<br>*Tpd*.90Lon.&Gls.Co.,Gls. | 28<br>s6 |
| ✻ 325<br>68382<br>LNQS | **Glenorchy** IronSc3MstSr<br>*J.Ferguson*(*ex*QuangSe,*ex*WillemIII.)<br>ssGls.No.3-7,86<br>ssLon.No.1-91 2*Dks*&*Spardk* | 2827<br>1857<br>1822 | 100A1<br>*Spardk*<br>5,94<br>BS11,93 | Lon<br>✠NB7,86<br>LMC3,91 | *u* | 1872<br>– | J.Elder&<br>Co.<br>Glasgow | M'Gregor,Gow<br>&Co. | 321·3\|39·6\|21·2<br>ND(Irn)86 29·4<br>BK9" | Glasgow<br>British<br>6*BHCem* | C.Cy.50"&86"–42"<br>70lb *50lb* 400HP<br>2DB,*12pf*,GS214<br>J.Elder&Co.,Glasgow | 22<br>s7 |
| 326<br>93355<br>KLGJ | **Glenshiel** SteelSc3MstSr<br>*R.D.Jones* -91 ssLon.No.1-91<br>*Elec.light* 2*Dks*(*Stl*–*Uws*)3*trB* | 3455<br>3122<br>2240 | ✠100A1<br>10,94 ~~4,94~~<br>~~BS3,93~~ ✠LMC2,91<br>5,94 | Lon<br>LA&CP | *w* | 1887<br>1mo | London&<br>Glas.Co.<br>Glasgow | M'Gregor,Gow<br>&Co. | 370·0\|45·1\|26·6<br>P76'B69'F53'<br>BK11" | Glasgow<br>British<br>6*BHCem* | T.3Cy.34",53'&87"–54" (*s*)<br>140lb *70lb* 550HP<br>3DB,*18cf*,GS318<br>Lon.&Glas.Co.(Lim),Gls. | 28<br>s5 |
| 327<br>99238 | **Glenvech** SteelScSr<br>*H.C.Holman*78-92<br>1*Dk*(*ptStlptIrn*)2*trB*&*Web*<br>*frames*&*ptAwngdk*(*Irn*) | 3084<br>2347<br>2009 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>2,94<br>✠LMC12,92 | Liv<br>LA&CP | *u* | 1892<br>12mo | Ropner&<br>Son<br>Stockton | GlensSteamship<br>Co.(Lim.)<br>(Lindsay,Gracie&<br>Co.,*Mgrs.*) | 322·0\|41·5\|20·6<br>P29'Q110' BK10"<br>*ptAwngdk*183'<br>*WB*=*Cell* | Leith<br>British<br>5*BHCem*<br>*DB*250'551*t* | T.3Cy.23½",39"&64"–42" (*s*)<br>160lb *80lb* 300HP<br>2SB,*6cf*,GS118,HS4200<br>Blair&Co.(Lim.),Stockton | 24<br>s9 |
| ✻ 328<br>98531<br>MSPD | **Glenwood** SteelScSr<br>*J.J.Mehegan* -92<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | 1972<br>1467<br>1253 | ✠100A1<br>1,95 ~~11,93~~<br>✠LMC9,92 | Bhn<br>LA&CP<br>Bry | *r* | 1892<br>9mo | Furness,<br>Withy&<br>Co.(Lim.)<br>WHartlepool | Livingston,Conner<br>&Co.<br>*WB* | 270·0\|37·0\|17·7<br>Q107'B112'F31'<br>FK<br>=*Cell DB* 224' 360 | W.Hartlpl<br>British<br>5*BHCem*<br>*tAPT*38*t* | T.3Cy.20",31½"&53"–36" (*s*)<br>160lb *80lb* 180HP<br>2SB,*4cf*,GS62,HS2513<br>T.Richardson&Sns,W Hpl. | 20<br>s1 |
| 329<br><br>HCGS | **Glommen** IronScSr<br>*Isakssen* 1*Dk* | 121<br>82<br>57 | | | | 1868 | Nylands<br>Verksted<br>Christiania | GlommensDamp-<br>skibs-Selskab | 99·5\|17·7\| 7·7<br>B32*t* H6*t*<br>len84 | Frdrikstad<br>Norwegian | C2Cy.13½"&24"–18½"<br>20HP<br>FredriksstadM.Vrks.,Frs. | |
| 330<br><br>HNKM | **Gloria** WoodPadSr<br>*Acarregui* | 1867<br>—<br>1350 | | | | 1873 | J.English<br>&Son<br>NewYork | Menendez&Co. | 232·6\|34·1\|12·7 | Cienfueg's<br>Spanish | 1Cy.54"–132"<br>160HP<br>QuintardIronWorks | |
| 331<br><br>HNKP | — IronScSr<br>*M.Irusquieta* ~~ssCff.No.1-89~~<br>ssMan.No.2-94 (*ex*Excelsior)<br>*Well deck* 1*Dk* | 218<br>169<br>83 | ✠ 100A1<br>10,94 ~~2,90~~<br>✠LMC10.94 | Man<br>LA&CP | *d* | 1885<br>1mo | J.Fuller-<br>ton&Co.<br>Paisley | F.Legaspi | 130·0\|21·0\| 9·6<br>Q48'B7'F22'<br>BK6"<br>*W* | Manila<br>Spanish<br>4*BHCem*<br>*B*=*FPT*14*t* | C.2Cy.19"&36"–24"<br>90lb *50lb* 55HP<br>1SB,*2pf*,GS35<br>Ross&Duncan,Glasgow | 10 |
| 332<br>86269<br>KLTC | **Gloucester** SteelScSr<br>*F.M.Howes* -93 | 2542<br>—<br>1977 | | | | 1893 | Maryland<br>SteelCo.<br>Maryland | Merchants&<br>Miners'Tran-<br>sportationCo. | 273·0\|42·0\|16·0 | Baltimore<br>Utd.States | T.3Cy.28",45"&72"–48"<br>MarylandSteelCo.,Md. | |
| ✻ 333<br>95761<br>LGVQ | **Gloucester City** SteelScSr<br>*J.Dwyer* -92 1*Dk*(*ptIrnptStl*)&*pt*<br>*Awngdk*(*Irn*)&*Webframes* | 2193<br>1999<br>1409 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>6,93<br>✠LMC ~~8,89~~ 1,94 | Cff<br>A&CP | *s* | 1889<br>8mo | JLThomp-<br>son&Sons<br>Sunderland | W.R.Corfield&Co.<br>*pt*<br>*WB* | 292·0\|39·0\|19·1<br>P29'Q88' drp90<br>*Awngdk*175' BK10"<br>=*Cell DB* 244' 508*t* | Bristol<br>British<br>6*BHCem*<br>*APT*33*t* | T.3Cy.22½",37"&61"–39" (*s*)<br>160lb *90lb* 220HP<br>2SB,*6cf*,GS99,HS3520<br>Blair&Co.(Lim.),Stockton | 21<br>s8 |
| 334<br><br>JFBT | **Glückauf** SteelScSr<br>*F. Langhoff* -89 1*Dk*<br>*Elec.light* | 396<br>283<br>269 | | | | 1889 | Vulcan<br>Act.Ges.<br>Stettin | J.F.Bräunlich | 139·7\|23·4\|11·9<br>Q39' B40' F16' | Stettin<br>German<br>*WB* | 2Cy.18½"&39½"–19¾"<br>60HP<br>VulcanAct.Ges.,Stettin | |
| 335<br><br>LKVS | **Glücksburg** IronScSr<br>*P.Thomsen*91-91 1*Dk*&*Spardk*&3*trB* | 1434<br>1380<br>1093 | | | | 1882 | Flensburg<br>S.B.Co.<br>Flensburg | Dampfschifffahrts<br>Ges. "Globus" | 235·9\|32·8\|16·6<br>F20*t* 23·8 | Flensburg<br>German<br>*WB* | C.2Cy.31"&59"–33"<br>150HP<br>Flensburg.S.B.C.Flnsburg | |
| 336<br>98734 | **Gnat** IronScYl<br>*J.Fast* -91 1*Dk* | 149<br>142<br>48 | ✠100A1<br>*StmTrawler*<br>11,94 ~~4,94~~<br>✠LMC4,91 | Gls<br>LA&CP<br>Hul | | 1891<br>4mo | Mackie&<br>Thomson<br>Glasgow | BritishStmTrawl-<br>ingCo.(Lim.) | 100·5\|20·5\|10·7<br>Q19'F19'<br>BK7½" | Hull<br>British<br>3*BHCem* | C.2Cy.16"&32"–22" (*s*)<br>110lb 45HP<br>1SB,*2pf*,GS30<br>Muir&Houston,Glasgow | 11 |
| 337<br>71680<br>WSNL | **Goa** IronScSr<br>*T.M.Whitehead* -94 ssLon.No.2-83<br>*Elec.light* 3*Dks*(*UIrn*–ws) | 1903<br>1255<br>1217 | ✠<br>4,86 | Cal<br>A&CP | *s* | 1874<br>10mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.(Lim.) | 297·8\|33·3\|25·7 | Glasgow<br>British<br>5*BHCem* | Q4Cy19½",29",39"&56½"–42"<br>166HP<br>*Qpd*90Denny&Co.,Dmb. | |

| No. in Book. / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. / Under deck. / Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. / Years Assigned now expired. / Equipment Letter. | Built. When. / Ship. / Engines | By Whom. / Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. / Freeboard amidships ft. in. | Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 338<br>87675<br>HSCL | Goalpara SteelScSr<br>H.W.Watt -93<br>3Dks(UptStl&ptIrn-ws) | 2114<br>1880<br>1355 | ✠<br>12,85<br>✠ | Cal s<br>LA&CP | 1883<br>6mo | A.&J.<br>Inglis<br>Glasgow | BritishIndiaStm.<br>Nav.Co.(Lim.) | 285·0\|36·2\|23·7<br>P41' B48' F30' | Glasgow<br>British<br>5BHCem | C.2Cy.34"&60"-45"<br>200HP<br>A.&J.Inglis,Glasgow<br>WB=CellDB220'290t | | |
| 339<br>89988<br>JBCK | Godavari SteelTwinScSr<br>J.Moria -93 | 182<br>160<br>57 | | | 1884 | R.Duncan<br>&Co.<br>Pt.Glasgow | BombaySteamNav<br>Co.(Shepherd<br>&Co.,Mgrs.) | 159·9\|23·6\| 7·5 | Bombay<br>British | C.4Cy.14"&28"-21"<br>65HP<br>Dunsmuir&Jackson,Gls. | | |
| 340<br>JLBR | Godavery IronSc<br>2Dks | 1481<br>—<br>712 | | | 1863 | Arman<br>Bordeaux | MessageriesMari-<br>times | 292·6\|32·0\|23·9<br>H41t F31' | Marseilles<br>French | C.3Cy.36¼"&(2)51¼"-31½"<br>310HP<br>Messag.Marit.,LaCiotat | | |
| 341<br>87087<br>HDRN | Godiva IronScSr<br>J.Wandless94-94 ssLon.No.2-90<br>Well deck 1Dk(Irn)2trB | 1366<br>1114<br>887 | ✠100A1<br>4,94<br>BS4,94 ✠LMC9,90 | Lon o<br>A&CP | 1882<br>10mo | R.Craggs<br>&Sons<br>Middlesbro' | Demerara&Ber-<br>biceS.S.Co.<br>(Lim.) | 240·5\|34·1\|17·5<br>Q88'B59'F28'<br>drp92 BK8½'<br>WB=DBa67'f63'300t | London<br>British<br>4BHCem | C.2Cy.28⅜"&54"-36" (b)<br>80lb 80lb NDB94 115HP<br>1SB,3pf,GS49<br>Westgarth,English&CMdl | 18 " 9<br>s 1 " 11½ | |
| 342<br>94364<br>KQJM | Godmunding IronScSr<br>T.Jones -92 ssCff.No.1-93<br>Well deck 1Dk(Irn)&Webframes | 1264<br>985<br>799 | ✠100A1<br>~~7,93~~8,94<br>BS3,94 ✠LMC2,93 | Cff o<br>A&CP | 1888<br>2mo | BlythS.B.<br>Co.<br>Blyth | J.Cory&Son | 242·0\|33·0\|16·5<br>Q87'B64'F27'<br>drp93 BK8'<br>WB=DBa73'f57'239t | London<br>British<br>4BHCem<br>APT21t | T.3Cy.18",29"&48"-33" (s)<br>150lb 50lb 150HP<br>2SB,4pf,GS66<br>NEMarineECo(Lim),Nwc. | 17 " 3<br>s 1 " 9½ | |
| 343<br>96653<br>LNQP | Godolphin SteelScSr<br>A.Bedlington -94<br>ssNwc.No.1-93<br>Well deck 1Dk(Irn)&Webframes | 1512<br>1214<br>967 | ✠100A1<br>8,94~~9,93~~<br>✠LMC5,93 | Nwc p<br>A&CP<br>Bly | 1889<br>10mo | Grange-<br>mouthDock-<br>yardCo.<br>Alloa | Bilton,Williams&<br>Co. | 250·0\|35·2\|16·8<br>P23'Q66'B64'F31'<br>BK9'<br>WB=CellDB204'336t | London<br>British<br>4BHCem | T.3Cy.18",30"&48"-36" (s)<br>160lb 80lb 120HP<br>1SB,~~3rf~~,GS62 4rf<br>Hutson&Corbett,Glasgow | 19 " 0<br>s 1 " 9 | |
| 344<br>98962 | Godwit SteelScSr<br>G.A.Logsdail91-91<br>1Dk(Irn)&Webframes&<br>ptAwngdk(Irn) | 1682<br>1232<br>1072 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>7,94 ~~3,94~~ ✠LMC7,91 | Shl p<br>A&CP<br>Lon | 1891<br>7mo | J.Priest-<br>man&Co.<br>Sunderland | GodwitS.S.Co.<br>(Lim.)(Hoyland<br>&Co.) | 250·0\|35·2\|16·7<br>P24'Q65'<br>ptAwngdk160' FK<br>WB=DBa73'f86'&uB44'385t | London<br>British<br>4BHCem | T.3Cy.18½",30"&49"-33" (s)<br>160lb 80lb 120HP<br>2SB,4pf,GS60<br>G.Clark(Lim.),Sunderland | 19 " 4<br>s 8 " 4 | |
| 345<br>96385<br>LKWN | Gœland IronScK<br>G.Richmond -93 ssLiv.No.1-94<br>1Dk | 145<br>142<br>63 | ✠100A1<br>StmTrawler<br>5,95~~4,94~~<br>~~10,94~~ ✠LMC4,94 | Liv<br>LA&CP | 1889<br>11mo | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | LiverpoolSteam<br>FishingCo.<br>(Lim.) | 101·2\|20·3\|11·0<br>Q20'<br>BK7½' | Liverpool<br>British<br>3BHCem | T.3Cy.11½",18"&30"-22" (s)<br>160lb 45HP<br>1SB,2cf,GS25,HS720<br>C.D.Holmes&Co.,Hull | 11 " 10 | |
| 346<br>63473<br>LBNH | Gogo IronSc3MstSr<br>~~J.S.McGregor-94~~ ssShl.No.3-10,84<br>Seaton ssCff.No.2-92<br>1Dk | 648<br>475<br>395 | ✠100A1<br>4,95 ~~2,94~~<br>✠NB82<br>~~BS2,94~~4,95 | Cff i<br>A&CP<br>LMC12,92 | 1872<br>3mo | Scott&Co.<br>Greenock | Matheson&Co. | 193·6\|24·5\|13·4<br>P68'B30'F31'<br>BK6½'<br>WB=DBf109'130t | London<br>British<br>4BHCem | C.2Cy.21"&43"-36" (i)<br>75lb 45lb 90HP<br>1SB,6f,GS48<br>Greenock FoundryCo.,Grk | 16 " 0<br>s 2 " 1 | |
| 347<br>95098<br>KBQG | Golconda SteelSc4MstSr<br>W.A.Burkitt -93<br>2Dks(1Stl-ws)&Spardk(Stl-ws)<br>Elec.light | 5923<br>5204<br>3845 | ✠<br>Spardk<br>10,88 ✠ | Sld a†<br>A&CP | 1887<br>8mo | W.Dox-<br>ford&Sons<br>Sunderland | BritishIndiaStm.<br>Nav.Co.(Lim.) | 422·0\|48·1\|24·0<br>P42'B171'F48' 32·5<br>WB=DBa100'240tMT56'660t | Glasgow<br>British<br>7BHCem | T.3Cy.34",56"&90"-60"<br>550HP<br>W.Doxford & Sons,Sld. | 25 " 4<br>s 9 " 1½ | BT till ~~8,94~~ 10,95 |
| 348<br>82558<br>WGFL | Goldcliffe IronScSr<br>F.Marychurch -94 ssCff.No.3-2,94<br>Well deck 1Dk(Irn)2trB | 1259<br>1058<br>797 | ✠100A1<br>2,95~~2,94~~10,94<br>BS10,94 | Cff o<br>LA&CP<br>LMC11,93<br>Br. | 1881<br>12mo | Palmers'<br>Co.<br>Newcastle | GoldcliffeS.S.Co.<br>(Lim.) (Morel<br>Bros.&Co.) | 240·5\|33·2\|16·4<br>Q88'B60'F28'<br>BK8'<br>WB=DBa76'f60'269tAPT9t | Newport<br>British<br>4BHCem | C.2Cy.28"&54"-36" (i)<br>75lb 60lb 99HP<br>1SB,4pf,GS65<br>Palmers'Co.(Lim.),Nwc. | 17 " 6<br>s 1 " 10 | |
| 349<br>99146<br>MWJL | Golden Cross SteelScSr<br>W.Thomas -93<br>1Dk(ptStlptIrn)2trB&Web<br>frames&ptAwngdk(Irn) | 3014<br>2296<br>1944 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>~~8,94~~10,93 ✠LMC1,93 | Liv u<br>A&CP<br>Cff | 1893<br>1mo | JLThomp-<br>son&Sons<br>Sunderland | InternationalLine<br>S.S.Co.(Lim.)<br>(C.Marwood,Mgr) | 322·0\|41·5\|21·5<br>P29'Q100' BK10'<br>ptAwngdk192'<br>WB=CellDB230'500t | Whitby<br>British<br>6BHCem<br>APT30t | T.3Cy.24",39"&64"-42" (s)<br>160lb 160lb 250HP<br>2SB,6pf,GS116,HS4000<br>J.Dickinson,Sunderland | 24 " 0<br>s 9 " 0 | |
| 350<br>72137<br>QNBH | Golden Grove IronScSr<br>W.Dean -92 ssCff.No.3-2,89<br>Well deck ssNwc.No.1-93<br>1Dk2trB | 1417<br>1193<br>913 | 9,94<br>✠100A1<br>~~3,93~~~~4,94~~ 12,94<br>~~BS4,94~~<br>12,94 | Bly p<br>A&CP<br>LMC4,93<br>Mdb Opn | 1877<br>2mo | T.Turn-<br>bull&Son<br>Whitby | G.Reid&Co. | 253·2\|33·8\|19·1<br>Q88'B58'F35'<br>ptND93drp94 BK9'<br>WB=DBa72'f100'238t | Newcastle<br>British<br>5BHCem | C.2Cy31"&58"-36" (i)<br>74lb 45lb 130HP<br>2B,GS55<br>Blair&Co.(Lim),Stockton | 20 " 3<br>s 2 " 2 | |
| 351<br>98728 | Golden Hope IronScK<br>G.Guttesen 1Dk | 158<br>147<br>60 | ✠100A1<br>Stm Trawler<br>4,95~~1,94~~ | Hul<br>LA&CP<br>✠LMC3,~~94~~4,95 | 1891<br>4mo | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | ~~W.R.Leyman~~<br>Hall,Leyman&Co<br>(Lim.) | 104·0\|21·0\|11·0<br>Q20'<br>BK7½' | Hull<br>British<br>3BHCem | T.3Cy.12½",19½"&31½"-22½"<br>160lb (s) 50HP<br>1SB,2cf,GS29,HS780<br>C.D.Holmes&Co.,Hull | 11 " 10 | |
| 352<br>85742<br>JWLC | Goldsboro' WoodSc3MstSr<br>Pennington -93 1Dk | 681<br>—<br>486 | | | 1882 | BirelyHill-<br>man&Streakr<br>Philadelphia | ClydeS.S.Co. | 188·6\|28·0\| 8·1 | Phildlphia<br>Utd.States | C.2Cy.20"&34"-26"<br>300HP<br>Neafie&Levy,Philadelphia | | R |
| 353<br>92914<br>KMLP | Goldsbro' SteelScSr<br>C.E.Underwood -93<br>ssBhn.No.1-91<br>Well deck 1Dk(Stl)&Webframes | 2247<br>1751<br>1420 | ✠100A1<br>12,94~~1,94~~<br>BS1,94 ✠LMC6,91 | Cff s<br>LA&CP<br>Bry | 1887<br>5mo | W.Gray&<br>Co.<br>WHartlepool | W.HartlepoolStm.<br>Nav.Co. | 282·3\|37·6\|19·5<br>P27'Q88'B113'<br>F28' drp94 BK10'<br>WB=CellDB218'456t | W.Hartlpl<br>British<br>5BHptAsp<br>ptCem | T.3Cy.22",35"&59"-39" (s)<br>160lb 60lb 200HP<br>2SB,6cf,GS108<br>CentralMarineECo.W.Hpl | 22 " 3<br>s 2 " 1 | D |
| 354<br>84115 | Goldsworthy IronScSk<br>(exSatanella) | 106<br>106<br>41 | | | 1881 | T.Turton<br>Liverpool | J.Hunter | 117·0\|13·5\| 8·8 | Liverpool<br>British | D.2Cy.14"-21"<br>NB83 38HP<br>J.Taylor&Co.,Birkenhead | | |
| 355<br>98997 | Golfer SteelSc3MstSr<br>G.L.Miller -92<br>Well deck 1Dk(ptStl) | 377<br>299<br>189 | ✠100A1<br>~~1,95~~~~4,94~~ 4,95<br>✠LMC10,91 | Lon f<br>LA&CP<br>Sld | 1891<br>10mo | J.Duthie,<br>Sons&Co.<br>Aberdeen | R.Thomson | 147·5\|23·1\|12·0<br>Q73'B6'F21'<br>drp91 BK7'<br>WB=FPT50t | London<br>British<br>3BHCem | T.3Cy.12",18"&30"-21" (s)<br>160lb 80lb 60HP<br>1SB,2pf,GS30<br>GourlayBros.&Co.,Dundee | 12 " 9<br>s 1 " 1 | |
| 356<br>75819 | Goliah WoodScSr<br>1Dk | 147<br>147<br>100 | | | 1863 | ............<br>Philadelphia | WilliamLawson | 88·4\|18·4\|14·7 | Halifax NS<br>British | C.2Cy.18"&34"-26"<br>200HP<br>A.Moir&Sons,Halifax,N.S. | | |
| 357 | Goliath IronScSp<br>Schroeyers80- | 100<br>—<br>65 | | | 1870 | Janssen&<br>Schmilinsky<br>Hamburg | SociétéAnon.de<br>Remorq. à hélice | 108·6\|23·9\|10·9 | Antwerp<br>Belgian | C.2Cy.16"&32"-16"<br>44HP<br>Janssen&SchmilinskyHam | | V |
| 358 | Golondrina SteelScSr | 104<br>—<br>50 | | | 1889 | Howaldts-<br>werke<br>Kiel | Argentine<br>Government | 86·5\|16·8\|10·2 | Bns.Ayres<br>Argentine | 2Cy.15¾"&27½"-15¾"<br>Howaldtswerke,Kiel | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Franc-bord au milieu du navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 359 | **Golondrina II.**<br>*E.Piaggio* -93 | SteelTwinScSp<br>1*Dk*2*trB* | 706<br>439<br>422 | | | | 1893 | Mackie&<br>Thomson<br>Glasgow | E.Piaggio | 200·0<br>*Shade dk*154′ | 28·0 | 10·0 | Bns.Ayres<br>Argentine | T.6Cy.13″,21″&33″-22″<br>130HP<br>Muir&Houston,Glasgow | |
| 360<br><br>HJBF | **Gomes IV.**<br>*J.M.Roche* ssHul.No.3-7,92<br>(*ex*Strathcarron)<br>*Well deck* | IronScSr<br><br>1*Dk*(*Irn-ptws*) | 420<br>292<br>248 | ✠100A1<br>7,92<br>✠NB8,92 | Hul<br>LA&CP<br>✠LMC8,92 | *g* | 1882<br>1mo | Dobson&<br>Charles<br>Grangem'th | A.Gomes | 155·6<br>Q60′F24′B32′<br>*WB*=*DBa* 42′33*t FPT* | 26·1 | 10·5<br>FK | Lisbon<br>Portuguese<br>4*BHCem*<br>15*tAPT*8*t* | C.2Cy.21″&40″-30″ (*s*)<br>75lb *60lb* NDB92 70HP<br>1SB,3*pf*,GS47,HS1170<br>W.Kemp,Glasgow | |
| 361<br><br>HJWR | **Gomes VI.**<br>*J.M.Rocha* -89 ssHul.No.3-4,89<br>(*ex*Barnsley) ssLis.No.1-94 | IronScSr<br><br>1*Dk*2*trB* | 575<br>487<br>327 | ✠ 90A1<br>9,94 ~~4,89~~<br>✠NB4,89 | Hul<br>A&CP<br>Lis<br>LMC9,94 | *j* | 1876<br>5mo | J.Elder&<br>Co.<br>Glasgow | A.Gomes | 185·2<br>P45′F32′<br>*WB*=*MT* 11′60*tDeep* | 27·0 | 15·0<br>BK7½″ | Lisbon<br>Portuguese<br>4*BHCem*<br>*tanks*49′140*t* | C.2Cy.28″&50″-30″ (8)<br>70lb *60lb* NDB89 90HP<br>1DB,4*pf*,GS58,HS2015<br>J.Elder&Co.,Glasgow | |
| 362 | **Gomes VIII.**<br>*M.da Costa* -93<br>(*ex*Montague) | SteelScSr<br><br>1*Dk*(*Irn*) | 645<br>485<br>399 | ✠100A1<br>3,93 | Shl<br>LA&CP<br>✠LMC11,90 | *i* | 1891<br>1mo | Edwards'S.<br>B.Co.(Lim.)<br>Newcastle | A.Gomes | 177·0<br>Q92′B20′F22′<br>drp93<br>*WB*=*DBa*40′*f*46′ | 28·0 | 13·5<br>BK7″ | Lisbon<br>Portuguese<br>4*BHCem*<br>149*tAPT*20*t* | T.3Cy.13½″,22″&36″-27″ (*s*)<br>160lb *80lb* 70HP<br>1SB,3*pf*,GS39<br>G.Clark(Lim.),Sld. | 14<br>1 |
| 363 | **Gonçalves Martio** | IronScSr | 489<br>—<br>374 | | | | 1858 | Richardson<br>Duck&Co.<br>Stockton | Cia.deNavegação aVap.deBahia | 200·0 | 26·0 | 11·6 | Bahia<br>Brazilian | | |
| To be Broken up 95<br>364<br>63860<br>WRCV | **Gonchar**<br>*J.W.Hewison* -92 ssLon.No.3-5,84<br>(*ex*Glenroy) ssLon.No.1-88 | IronSc3MstSr<br><br><br>2*Dks*(1*Irn*)3*trB* | 2159<br>2085<br>1411 | ✠ ~~100A1~~<br>2,91<br>BS3,92 | Msl<br>A&CP<br>LMC7,88 | | 1871<br>10mo | London&<br>GlasgowCo.<br>Glasgow | ~~LondonSteamers (Lim.)~~<br>~~(P.W.Richardson, Mgr.)~~ J.S.Turnbull | 331·2<br>F41′ | 34·4 | 24·4<br>BK11″ | London<br>British<br>6*BHCem* | C.2Cy.40″&70″-42″ (*i*)<br>65lb NB79 250HP<br>2B,GS143<br>London&GlasgowCo.,Gls. | 25<br>5 |
| 365<br>56141 | **Gondolier**<br>*McKechnie*72-76 | IronPadSk | 173<br>167<br>80 | | | | 1866 | J.&G.<br>Thomson<br>Glasgow | D.MacBrayne | 148·2 | 20·2 | 7·8 | Glasgow<br>British | O.2Cy.33″-39″<br>80HP<br>J.&G.Thomson,Glasgow | |
| 366<br><br>HNKV | **Gonzalez** | WoodSc | 104<br>—<br>62 | | | | 1885 | ..........<br>HongKong | V.Gonzalez | 100·2 | 30·8 | 12·3 | Manila<br>Spanish | | |
| 367<br>67810 | **Goole No. 1** | IronPadSp | 110<br>110<br>20 | | | | 1874 | J.Softley&<br>Co.<br>S.Shields | Goole&Hull SteamTowing Co.(Lim.) | 96·6 | 18·4 | 9·4 | Goole<br>British | L.2Cy.25⅝″-46″<br>40HP<br>Hepple&Co.,S.Shields | |
| 368<br>98386 | **Goole No. 8**<br>*S.B.Bradfield* -94 | IronScKTug<br><br>1*Dk*(*Irn*) | 149<br>139<br>12 | ✠100A—<br>*For Towing purposes*<br>9,91 | Shl<br>✠LMC9,91 | | 1891<br>9mo | J.P.Ren-<br>noldson& Sns<br>S.Shields | Goole&Hull SteamTowing Co.(Lim.) | 100·0 | 19·6 | 11·4<br>BK6½″ | Goole<br>British<br>4*BHCem* | T.3Cy.13¼″,22″&36″-24″ (*s*)<br>165lb 75HP<br>1SB,3*pf*,GS38,HS1045<br>JPRennoldsn&Sons,S.Shl. | 11<br>1 |
| 369<br>98391 | **Goole No. 9**<br>*J.Mummery*88-92 | IronScTugSp<br>1*Dk*(*Irn*) | 146<br>138<br>12 | ✠100A—<br>11,92 | Shl<br>✠LMC11,92 | | 1892<br>11mo | J.P.Ren-<br>noldson&Ss.<br>S.Shields | Goole&HullSteam TowingCo.(Lim.) | 100·4 | 19·9 | 11·5<br>BK6½″ | Goole<br>British<br>4*BHCem* | T.3Cy.13½″,22″&36″-24″ (*s*)<br>165lb 75HP<br>1SB,3*pf*,GS38,HS1045<br>J.P.Rennoldson&Ss.,S.Shl | 11<br>1 |
| 370<br>48675<br>VTQW | **Goolwa** | IronPad | 191<br>191<br>116 | | | | 1864 | PalmerBrs.<br>&Co.<br>Newcastle | J.&A.Brown | 130·0 | 21·1 | 10·3 | Newcastle, N.S.W.<br>British | 2Cy.<br>90HP<br>J.Thompson,Newcastle | |
| 371<br>85932<br>WJVR | **Goorkha**<br>*A.Morris* -93<br>*Elec.light* 2*Dks*(1*Stl*)&*Spardk*(*Stl-ws*) | SteelSc3MstSr | 4107<br>2612<br>2617 | ✠<br>*Spar dk*<br>2,86 | Lon<br>LA&CP<br>✠ | *x* | 1882<br>3mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm. Nav.Co.(Lim.) | 390·0<br>B132′ | 42·2<br>F28′ | 21·6<br>29·6 | Glasgow<br>British<br>6*BHCem* | C.2Cy.50″&86″-54″<br>500HP<br>Denny&Co.,Dumbarton | 23<br>8 |
| 372<br>95534 | **Gordon**<br>*C.D.Young*89-89 ssLon.No.1-92<br>*Elec.light* 1*Dk*(*ptStl*) *Stl plating Irn framing* | Iron&SteelPad | 493<br>362<br>311 | ✠ A1<br>~~6,92~~ 8,94<br>*For Woolwich* | Lon<br>LA&CP<br>*Ferry purposes*<br>✠LMC7,92 | | 1889<br>2mo | R.&H.<br>Green<br>London | LondonCounty Council | 164·6<br>B60′ | 42·1 | 6·3<br>FK | London<br>British<br>6*BHCem* | D.4Cy.33″-36″ (*s*)<br>30lb 100HP<br>2SB,4*pf*,GS88<br>J.Penn&Son,Greenwich | 7 |
| * 373<br>63855<br>WQVD | **Gordon Castle**<br>*E.Rooney* -91 ssLon.No.3-6,84<br>ssGls.No.2-93 | IronScBg<br><br><br>3*Dks*(1*ptIrn*) | 2040<br>1942<br>1315 | ✠100A1<br>10,93<br>✠NB6,91 | Gls<br>A&CP<br>LMC6,91 | *r* | 1871<br>8mo | J.&G.<br>Thomson<br>Glasgow | N.McLean&Co. | 307·7 | 34·3 | 25·4<br>BK10″ | Glasgow<br>British<br>5*BHCem* | C.2Cy.34″&67″-45″ (*s*)<br>80lb *60lb* 255HP<br>1SB,3*pf*,GS50 FD<br>J.&G.Thomson,Glasgow | 26<br>5 |
| 374<br>88628 | **Gordon Jerry** | WoodSc<br>1*Dk* | 124<br>103<br>84 | | | | 1884 | J.Duprey<br>Essex,Ont. | Mrs.Duprey | 102·0<br>H21*t* | 24·7 | 6·1 | Wndsr Ont<br>British | 1Cy.14″-14″<br>6HP<br>Ronald&Co.,Chatham,Ont | |
| 375<br>82855<br>VKTQ | **Gordonia**<br>*J.Lamb*92-92 ~~ssSld.No.2-91~~<br>1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB*<br>ssDun.No.3-5,93 | IronScSr | 2382<br>2362<br>1555 | ✠100A1<br>*Spar dk*<br>~~6,93 2,91~~ 7,94<br>✠NB5,93 | Shl<br>A&CP<br>✠LMC5,93 | *r* | 1881<br>2mo | J.L.Thmp-<br>son&Sons<br>Sunderland | R.Gordon&Co.<br>*WB*=*DBa* | 275·0<br>92′*f*52′324*tFPT*37*t* | 38·5 | 20·6<br>27·9<br>BK9½″ | London<br>British<br>6*BHCem*<br>*APT*31*t* | T.3Cy.21″,35″&58″-45″ (*s*)<br>180lb *90lb* NDB93 200HP<br>2SB,6*pf*,GS96,HS3518<br>*Tpd*93GourlayBrs&C.Dun | 22<br>6 |
| 376<br>97785<br>LRTB | **Gorgon**<br>2*Dks* | IronScSr | 986<br>865<br>600 | | | | 1890 | WHPotter<br>&Sons<br>Liverpool | EastIndianOcean S.S.Co.(Lim.) | 235·7<br>P28′ | 34·2<br>B58′ | 15·4<br>F40′ | Liverpool<br>British | C.2Cy.21¼″&46″-36″<br>85HP<br>FawcettPreston&Co. (Lim.),Liverpool | |
| 377<br>72<br>PRGS | **Gorgona**<br>*M.Burgio* -88 (*ex*Onеglia)<br>1*Dk* | IronScSr | 183<br>144<br>109 | | | | 1863 | MacNab&<br>Co.<br>Greenock | Navigazione GeneraleItaliana | 130·2 | 17·9 | 9·9 | Palermo<br>Italian | 2Cy.14″&28″-24″<br>50HP<br>P.Ferro&Co.,Genoa | |
| 378<br>84313<br>VQMD | **Gorilla**<br>*J.Cochrane* -92<br>*Elec.light* | IronScSr | 982<br>707<br>461 | | | | 1881 | Barclay,<br>Curle&Co.<br>Glasgow | G.&J.Burns | 250·2<br>P157*t* | 30·0<br>F33*t* | 14·7 | Glasgow<br>British | C.2Cy.38½″&69″-48″<br>NB92 280HP<br>Barclay,Curle&Co.,Gls. | |
| 379<br>87156<br>HWCT | **Gorji**<br>~~H.Thomas -93~~ ssCff.No.2-92<br>*J.Hudson*84-94 1*Dk*(*Irn*)&*Spardk*3*trB*<br>*Now named "Moshtari," See No 60 in Supplement.* | IronScSr | 1710<br>1641<br>1111 | ✠100A1<br>*Spar dk*<br>11,94 ~~4,94~~ | Lon<br>LA&CP<br>✠LMC1,94 | *q* | 1883<br>7mo | Wigham<br>Rchrdsn&Co.<br>Newcastle | PersianGulfS.S. Co.(Lim.)<br>*WB*=*DBa*76′&*u* | 255·5<br>B46′<br>*E*& *B*50′ 173*t FPT* | 35·1 | 24·5<br>BK9″ | London<br>British<br>4*BHCem*<br>28*tAPT*17*t* | C.2Cy.31″&62″-42″ (*s*)<br>90lb *40lb* 180HP<br>2SB,6*pf*,GS90<br>Wgm.Richardson&C.Nwc | 18<br>6 |
| 380<br><br>NBKC | **Gorm**<br>*C.A.Jörgensen*82-91 ssRot.No.1-93<br>*Well deck* | SteelSc3MstSr<br><br>1*Dk*(*Irn*)2*trB* | 1828<br>1274<br>1295 | ✠100A1<br>9,93 | Rot<br>LA&CP<br>✠LMC9,93 | *q* | 1889<br>6mo | Lobnitz&<br>Co.<br>Renfrew | Dampskibselsk Gorm (L.H.Carl, *Mgr.*)<br>*WB*=*DBa*42′*f*34′133*t* | 264·5<br>P172′F28′<br>*MT* 46′ 452*t* | 35·1 | 17·7<br>BK8″<br>*FPT* | Copnhagn<br>Danish<br>6*BHCem*<br>56*tAPT*51*t* | T.3Cy.20″,33″&54″-39″ (*s*)<br>160lb 175HP<br>2SB4*cf*,GS88<br>Lobnitz&Co.,Renfrew | 19 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 381 Goshiu Maru 997 HGFV | Wood—Sr *Nimure Shiotaro* | 235 219 146 | | | | 1887 | Hosoya Ushimatsu Osaka | Wakamori Yosaburo | 128·0 \| 17·1 \| 13·9 | Osaka Japanese | 2Cy. 15HP | | |
| 382 Göta 696 JBVN | IronScSr *E.G.E.Hartzell71–77* 1*Dk* | 246 119 187 | | | | 1877 | MotalaCo. Norrköping | Rederiaktieb. "Norden"(G.F.A. Enhörning) | 105·3 \| 22·7 \| 8·6 P58′ H9*t* F33′ | Norköping Swedish | C.2Cy.15½″&31″–22″ NE&B92 45HP MotalaCo.,Gothenburg | | |
| 383 — | CompScSp *E.Gustafsson89–86* (*ex*Forshaga) 1*Dk* | 170 144 116 | | | | 1877 | Andersson Spången | Rederibolaget "Göta" (Alb.G.Edgren) | 100·7 \| 20·6 \| 9·0 P24′ F14′ | Gothenbrg Swedish | C.2Cy.12¾″&25″–20″ 25HP MotalaCo.,Motala | | |
| 384 Göta Elf *E.T.Wikström –85* | IronScSp 1*Dk* | 119 104 83 | | | | 1885 | P.Larsson Thorskog | NyaÅngbAktieb "LillaEdet" (S.Olsson) | 99·4 \| 17·7 \| 9·0 H15*t* | Lilla Edet Swedish | C.2Cy.13½″&24½″–35″ 35HP P.Larsson,Thorskog | | |
| 385 Göta Kanal | CompScSr 1*Dk* | 117 108 88 | | | | 1850 | MotalaCo. Motala | P.Larsson | 94·3 \| 19·6 \| 9·3 Q18′ | Thorskog Swedish | 1Cy.11¾″–11¾″ 15HP MotalaCo.,Gothenburg | | |
| 386 Göta Kanal I. HTVJ | IronScSp 1*Dk* | 165 127 106 | | | | 1887 | MotalaCo. Gothenburg | Rederiaktieb"La Plata"(G.P.F. Tempelman) | 97·3 \| 21·8 \| 8·1 P31′ F13′ | Stockholm Swedish | C.2Cy.11″&22″–16″ 30HP MotalaCo.,Gothenburg | | |
| 387 Göta Kanal II. *K.Danielsén88–88* | Steel&IronScSr 1*Dk* | 167 127 108 | | | | 1888 | MotalaCo. Gothenburg | ÅngfartygsAktiebolaget"Göta Kanal" (E.B.Thorssell) | 97·3 \| 21·8 \| 8·1 H23*t* F13′ | Stockholm Swedish *WB* | C.2Cy.11″&22″–16″ 30HP MotalaCo.,Gothenburg | | |
| 388 Göta Kanal III. HTFC | Steel&IronScSr 1*Dk* | 173 129 113 | | | | 1888 | MotalaCo. Gothenburg | Rederiaktieb"La Plata"(G.P.F. Tempelman) | 96·7 \| 21·3 \| 8·2 P31′ H5*t* F13′ | Stockholm Swedish *WB* | C.2Cy.11″&22″–16″ 30HP MotalaCo.,Gothenburg | | |
| 389 Göta Kanal IV. *H.G.Clausen90–92* | SteelScSr 1*Dk* | 161 129 110 | | | | 1892 | P.Larsson Thorskog | Ångf.Aktieb. "GötaKanal" (E.B.Thorssell) | 97·3 \| 21·8 \| 8·1 F13′ H29*t* | Stockholm Swedish | | | |
| 390 Göta Kanal V. HTQR | Steel&IronScSr 1*Dk* | 187 148 124 | | | | 1889 | MotalaCo. Motala | Rederiaktieb"La Plata"(G.P.F. Tempelman) | 98·3 \| 21·2 \| 9·1 P34′ H5*t* F13′ | Stockholm Swedish | 2Cy.11″&22″–16″ 30HP MotalaCo.,Motala | | |
| 391 Göta Kanal VI. HVFR | SteelScSr *J.C.Hansson88–90* 1*Dk* | 160 129 101 | | | | 1890 | MotalaCo. Motala | Ångf.Aktieb. "GötaKanal" (E.B.Thorssell) | 96·8 \| 21·3 \| 8·2 P30′ H7*t* F14′ | Stockholm Swedish *WB* | C.2Cy.10¾″&21½″–15⅝″ 30HP MotalaCo.,Motala | | |
| 392 Göteborg JBNR | SteelScSr *H.W.P.Wetterström76–93* *Well deck* 1*Dk*(*pt Stl*)&*Webframes* *Elec.light* | 1018 721 723 | ✠100A1 4,93 ✠LMC4,93 | Ros LA&CP | *n* | 1893 4mo | Act.Ges. "Neptun" Rostock | Fornyade,Ångf. Aktieb.Svenska Lloyd(W.Frodi, *Mgr.*) | 219·0 \| 29·6 \| 14·4 P&B149′H34*t*F54′ FK *WB*=*Cell DB*186′237*t* | Gothenbrg Swedish 5*BHCem* | T3Cy20½″,32½″&51⅜–35⅞″ 156lb (*s*) 150HP 2SB,*4cf*,GS84,HS3075 Act.Ges.Neptun,Rostock | 16″ 10 s 1″ 3 | |
| 393 — NCSP | SteelScSr *A.Madsen –89* 1*Dk* | 622 344 375 | | | | 1890 | A.W.van Reede Papendrocht | Dampsk.Selsk. "Marstrand" (D.Torm) | 172·9 \| 26·2 \| 17·7 | Copnhagn Danish *WB* | T.3Cy.15″,24″&40½″–30″ 120HP A.W.vanReede,Papendrht | | V |
| 394 — 738 HVPC | SteelScSr *G.A.Miltopæus –91* 1*Dk*&*pt Shelterdk* | 420 218 300 | | | | 1891 | Bergsund's Mek.Verks. Stockholm | Ångb.Aktieb. "Bohuslänska Kusten" (C.O.S.Posse) | 148·6 \| 24·3 \| 10·8 *pt Shelterdk*143*t* H59*t* | Uddevalla Swedish *WB* | T.3Cy.15⅝″,24⅜″&41″–27¼″ 180HP Bergsunds M.V.Stockholm | | |
| 395 Goth 98866 | SteelTwinScSr *T.J.Bremner –93* 3*Dks* | 4738 4026 3035 | | | | 1893 | Harland& Wolff(Lim.) Belfast | UnionSteamship Co.(Lim.) | 400·5 \| 47·2 \| 26·8 P47′ B142*t* F55*t* | S'thamptn British *WB* | T.6Cy.18½″,30″&50″–42″ 418HP Harland&Wolff(Lim.)Bel. | | BT till ~~6,94~~ 5,95 |
| 396 Gotha 91315 KTDL | SteelScSr *C.Ayre –94* *ss*Goo.No.1–92 1*Dk*(*pt Stl*–ws) | 698 548 324 | ✠100A1 5,99~~2,94~~ ✠NB10,89 BS3,95 ✠LMC3,92 Hul | Goo LA&CP | *l* | 1888 7mo | Earle'sCo. (Lim.) Hull | ~~YorkshireCoal&~~ ~~SteamshipCo. (Lim.)~~ GooleStm. ShippgCo(Lim) | 220·5 \| 29·1 \| 13·7 P40′B77′F33′ drp94 BK8″ *WB*=*Cell DB*90′121*t* | Goole British 5*BHpt Asp pt Cem* | T.3Cy.20½″,31″&54″–33″ (*s*) ~~40lb~~ *45lb* 145lb 150HP 1DB,*6cf*,GS93,HS3000 Earle'sCo.(Lim.),Hull | 14 ″ 6 s 1 ″11 | |
| 397 Göthe HMCP | CompScSr *J.F.Ternström84–84* 1*Dk* | 440 325 341 | | | | 1874 | S.Olsson Oscarshamn | Ångf.AktieBolaget "Fama" (P.Deurell) | 147·9 \| 23·6 \| 12·3 Q14′ B62′ H5*t* F22′ | Oscrshmn Swedish | C.2Cy.18″&36″–21″ 60HP OscarshmnM.V.,Oscrshmn | | |
| 398 Gothia RHBJ | IronScBn *A.Schmidt91–94* (*ex*Jacata) 2*Dks*3*trB* | 2433 2209 1562 | | | … | 1884 | R.Dixon& Co. Middlesbro' | Hamburg-Amerikanische Packetf. Act.Ges. | 314·5 \| 38·1 \| 25·4 P53′ B71′ F38′ | Hamburg German *WB* | T.3Cy.22″,37″&58″–36″ 300HP T.Richardson&Sons,Hpl. | 27 ″ 0 | V |
| 399 Gothic 102119 | SteelTwinSc4MstSr *J.W.Jennings –93* 3*Dks* | 7720 6644 4986 | | | | 1893 | Harland& Wolff(Lim.) Belfast | OceanicStm.Nav. Co.(Lim.) | 490·7 \| 53·2 \| 33·5 P58′F61′ | Liverpool British *WB* | T.6Cy.26″,42½″&70″–51″ FD 846HP Harland&Wolff(Lim.)Bel. | | BT till ~~11,04~~ 2,96 |
| 400 Gothland 62298 KGPN | IronSc3MstSr *J.McKelvie69–93* *ss*Liv.No.3–9,83 *ss*Liv.No.2–91 1*Dk*&*Spardk for passengers only* | 1482 998 952 | 100A1 *Spar dk* 7,94~~1,91~~ ~~BS6,93~~6,94 ✠NB83 ✠LMC6,91 | Liv A&CP | *o* | 1871 1mo | J.&G. Thomson Glasgow | D.Currie&Co. | 251·6 \| 32·0 \| 16·7 23·9 BK9″ | Liverpool British 5*BHCem* | C.2Cy.33½″&58½″–36″ (*a*) 75lb *40lb* NDB83 150HP 2SB,*6cf*,GS99 J.&G.Thomson,Glasgow | 18 ″ 0 s 8 ″9½ | |
| 401 Gotland | IronScSr *J.E.Wulfcrona86–92* 1*Dk* | 282 171 224 | | | | 1868 | Bergsund's Mek.Verks. Stockholm | Ångfartygsbolaget "Gotland" (A.Ekman) | 120·7 \| 23·8 \| 10·5 P28′ Q40′ B40′ H8*t* | Visby Swedish | C.2Cy.19½″&39″–23½″ 60HP Brgsund'sMk.Vrks.,Skm. | | |
| 402 Gottardo 56 PRLG | IronScBk *G.B.Compagni –93* 3*Dks*(2*Irn–Uwss*) | 2847 2576 1839 | ✠ 9,83 ✠ | Gls LA&CP | *v* | 1883 9mo | A.Stephen &Sons Glasgow | Nav.Gen. Italiana | 350·0 \| 40·0 \| 26·1 P68′ B32′ F33′ | Palermo Italian 5*BHCem* | C.2Cy.48″&90″–48″ 736HP A.Stephen&Sons,Glasgow *WB*=*Cell DB*256′487*t* | | I |
| 403 Gottfried HTRM | SteelScSr *E.L.Sjögren87–89* 1*Dk* | 450 344 339 | | | | 1889 | Bergsund's M.V. Stockholm | F.G.Althainz | 138·9 \| 24·0 \| 12·8 Q44′ B37′ H7*t* F20′ | Stockholm Swedish *WB* | C.2Cy.19½″&38″–23⅜″ 80HP BergsundsM.V.Stockholm | | V |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Materiaux, Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 404<br>LRFJ | **Gottorp** IronScSr<br>*A.Litschen* –83 1*Dk* | 334<br>302<br>249 | | | | 1883 | G.Howaldt<br>Kiel | H.C.T.Schmidt | 139·1<br>B27′ | 23·1 | 12·9 | Flensburg<br>German<br>*WB* | C.2Cy.15¾″&27½″–15¾″<br>Gebr.Howaldt,Kiel |
| 405<br>689<br>JBVK | **Gottskär** IronScSp<br>*J.A.Löwe* –93 1*Dk* | 106<br>72<br>71 | | | | 1893 | Långhlms-varfvet<br>Stockholm | OnsalaÅngf. Aktieb.<br>(A.Svensson) | 82·2<br>B27′ F9′ H6*t* | 16·1 | 7·1 | Kngsbcka<br>Swedish | C.2Cy.11″&19¾″–12½″<br>20HP<br>AtlasNewCo.,Stockholm |
| 406<br>TDLS | **Gouverneur Generaal** IronSc<br>Loudon *J.C.Joon* 2*Dks*&*Shadedk* | 1206<br>938<br>860 | ✠<br>*Shade dk*<br>10,78 ✠ | Sng<br>A&CP | | 1875<br>9mo | Caird&Co.<br>Greenock | Koninkl.Paketv. Maats. | 256·8<br>P81′ F78′ | 31·7 | 17·4 | Batavia<br>Dutch<br>4*BHCem* | C.2Cy.34″&60″–39″<br>180HP<br>Caird&Co.,Greenock |
| 407<br>TDLW | **Gouverneur Generaal** IronSc<br>Mijer *J.Kooper*91–92<br>1*Dk*&*Awngdk*3*trB* | 960<br>672<br>442 | ✠<br>*Awng dk*<br>8,71 | Cly<br>A&CP | | 1871<br>6mo | C.Connell &Co.<br>Glasgow | Koninkl.Paketv. Maats. | 227·1 | 29·7 | 16·1<br>23·8 | Batavia<br>Dutch<br>4*BHCem* | C.2Cy.30″&52″–36″<br>135HP<br>J.Howden&Co.,Glasgow |
| ✻ 408<br>TDMB | **Gouverneur Generaal** SteelScSr<br>S'Jacob ~~A.J.deBlinde92–92~~<br>*ss*Ams.No.2–91 2*Dks*(*UptStl*–ws)3*trB*<br>*J.Reinders* | 2176<br>1970<br>1569 | ✠100A1<br>9,94 ~~1,94~~<br>BS1,94 ✠LMC12,91 | HKg<br>LA&CP<br>Sng | *s* | 1883<br>6mo | Caird&Co.<br>Greenock | Koninkl.Paketv. Maats. | 287·2<br>P58′B73′F37′ | 36·2 | 23·6<br>BK10″ | Batavia<br>Dutch<br>5*BHCem* | C.2Cy.36″&70¾″–45″ (*k*)<br>75lb 260HP<br>2DB,8*pf*,GS168,HS4085<br>Caird&Co.,Greenock |
| 409<br>TDLR | **Gouverneur Generaal** IronScSr<br>van Lansberge *J.Kijnberg*91–92<br>(*ex*Puttialla) *ss*Sng.No.2–83<br>2*Dks*&*Shade dk* | 894<br>685<br>510 | ✠<br>*Shade dk with load line*<br>8,83 | Sng<br>A&CP | *n* | 1875<br>6mo | Caird&Co.<br>Greenock | Koninkl.Paketv. Maats. | 230·7<br>P51′ F42′ | 28·2 | 16·2 | Batavia<br>Dutch<br>7*BHCem* | C.2Cy.32″&54″–36″<br>130HP<br>Caird&Co.,Greenock |
| 410<br>98556 | **Goval** SteelScSr<br>*D.Cameron*93–93 1*Dk*(*Irn*)<br>*ss*Abn.No.1–95 | 462<br>332<br>276 | ✠100A1<br>~~2,95 4,94~~ 5,95<br>✠LMC~~3,94~~–4,95 | Shl<br>LA&CP<br>Abn | *g* | 1891<br>3mo | HallRussll &Co.<br>Aberdeen | LeslieS.S.Co. (Lim.)<br>(W.Leslie&Co., *Mgrs.*) | 160·6<br>Q43′B47′F20′<br>*WB*=*DB* | 24·3 | 12·4<br>BK7″ | Aberdeen<br>British<br>5*BHCem*<br>*a*26′*f*37′60*t* | T.3Cy.13½″,22″&36″–27″ (*s*)<br>160lb 80*lb* 72HP<br>1SB,3*rf*,GS41,HS1203<br>Hall,Russell&Co.,Abn. |
| 411<br>84098<br>VMND | **Governor** IronSc3MstSr<br>*W.J.Lockhart* –93 | 2554<br>2464<br>1665 | | | ... | 1881 | Aitken& Mansel<br>Glasgow | CharenteS.S.Co. (Lim.)<br>(T.&J.Harrison, *Mgrs.*) | 347·0<br>F30′ | 37·0 | 25·5 | Liverpool<br>British | C.2Cy.38″&75″–54″<br>360HP<br>J.&J.Thomson,Glasgow |
| 412<br>64390 | **Governor Blackall** IronScSr<br>*McAully* –87 2*Dks* | 487<br>473<br>331 | | | | 1871 | Mort&Co.<br>Balmain, N.S.W. | F.H.Moore | 194·4 | 23·8 | 15·6 | SydnyNSW<br>British | C.2Cy.25″&50″–28″<br>90HP<br>Mort's Dk & Eng.Co., Lim., Balmain,N.S.W. |
| 413<br>85019<br>WNDH | **Govino** IronScSr<br>*W.Skipper* –94 *ss*Lon.No.3–3,89<br>*ss*Shl.No.1–94<br>1*Dk*(*Irn*)&*Spardk*3*trB* | 2279<br>2201<br>1504 | ✠100A1<br>*Spar dk*<br>9,94 ~~3,94~~<br>LMC3,94 | Shl<br>A&CP | *s* | 1882<br>7mo | J.Laing<br>Sunderland | ColumbiaS.N.Co. (Lim.) (W.&T.W. Pinkney, *Mgrs.*) | 287·8<br>F22′<br>*WB*=*DB* | 37·4 | 27·3<br>BK9½″ | Sundrland<br>British<br>7*BHCem*<br>*a*84′*f*52′256*t* | C.2Cy.33″&62″–42″ (*i*)<br>80lb 80*lb* NDB94 260HP<br>2SB,6*pf*,GS102<br>G.Clark,Sunderland |
| 414<br>58976 | **Gower** IronPad<br>*W.Banner*80–89 | 145<br>145<br>10 | | | | 1868 | ..................<br>Liverpool | ManchesterShip CanalCo. | 119·8 | 20·5 | 8·2 | Liverpool<br>British | 80HP |
| 415<br>HNKW | **Goya** IronScSr<br>*A.Barcaistegui*80–83<br>*ss*Lon.No.2–91 1*Dk*(*Irn*)&*Awngdk* | 1056<br>1047<br>824 | ✠100A1<br>*Awng dk with freeboard*<br>8,94 ~~8,93~~<br>~~BS8,93~~ ✠LMC6,91 | Lon<br>LA&CP | *m* | 1882<br>11mo | WBTh'm-pson<br>Dundee | LaBeticaEmpresa deNav. àVap. | 210·5<br>BS8,94<br>*WB*= | 29·8 | 13·9<br>21·4<br>BK7½″ | Seville<br>Spanish<br>4*BHCem*<br>*DBa*38′50*t* | C.2Cy.23″&46″–30″ (*i*)<br>85lb 55*lb* 90HP<br>1SB.3*pf*,GS40,HS1525<br>W.B.Thompson,Dundee |
| 416<br>60121<br>JKNT | **Gozo** IronScSr<br>*F.H.Rowan* –92<br>*Well deck* | 990<br>837<br>644 | | | ... | 1868<br>2mo | C&WEarle<br>Hull | T.Wilson,Sons&Co. (Lim.) | 217·8<br>Q55*t* B72*t* F14*t*<br>FK | 29·0 | 16·8 | Hull<br>British | C.2Cy.25″&50″–26″<br>95HP<br>C.&W.Earle,Hull |
| 417<br>TDMF | **Graaf van Bylandt** IronScSr<br>*C.A.Seepers* *ss*Sng.No.1–83<br>2*Dks*&*Shade dk* | 1321<br>933<br>794 | ✠<br>*Shade dk with load line*<br>6,83 | Sng<br>A&CP | *p* | 1876<br>7mo | Caird&Co.<br>Greenock | Koninkl.Paketv. Maats. | 256·2 | 31·6 | 17·3 | Batavia<br>Dutch<br>4*BHCem* | C.2Cy.34″&60″–39″<br>180HP<br>Caird&Co.,Greenock |
| 418<br>79126<br>JQFS | **Grace** IronPadTugSp<br>*W.Peden* *ss*Mpt.No.3–1,93 1*Dk* | 183<br>160<br>41 | ✠100A1<br>*For Towing purposes*<br>1,93<br>✠NB2,93 ✠LMC2,93 | Wrk<br>LA&CP | *b* | 1884<br>5mo | Whn.S.B. Co.(L.)<br>Whitehaven | Rt.Hon.J. Lowther | 110·3 | 22·1 | 9·6<br>BK6½″ | Workngtn<br>British<br>3*BHCem* | 2Cy.35″–60″ (*s*)<br>40lb 80HP<br>2SB,4*pf*,GS72,HS2150<br>Dunsmuir&Jackson,Gls. |
| 419<br>92034<br>KFVH | **Graceful** SteelScSr<br>*J.Smith*82–93 *ss*Liv.No.2–93<br>(*ex*African) 1*Dk*(*ptStl*)&*Awngdk*<br>*Elec.light* | 1372<br>1345<br>866 | ✠100A1<br>*Awng dk with freeboard*<br>4,95 ~~1,94~~<br>BS4,95 ✠LMC12,93 | Liv<br>LA&CP | *r* | 1886<br>3mo | R.Dixon& Co.<br>Middlesbro' | F.H.Powell&Co. | 244·2<br>F29′ | 33·3 | 16·3<br>23·6<br>BK8″ | Liverpool<br>British<br>4*BHCem* | T.3Cy.21″,34½″&55½″–36″<br>150lb 50*lb* (*a*) 200HP<br>2SB,4*cf*,GS88<br>T.Richardson&Sons,Hpl. |
| 420<br>HNLD | **Gracia** SteelScSr<br>*J.M.Cirarda* –88 *ss*Liv.No.1–92<br>2*Dks*(*UStl*–ws&1*Irn*)3*trB* | 3076<br>2868<br>2017 | ✠100A1<br>~~6,94 4,93~~ 4,95<br>BS6,94 ✠LMC8,92 | Liv<br>LA&CP | *v* | 1888<br>9mo | Wigham Richardson &Co.<br>Newcastle | Linea deVapores Serra | 345·5<br>P39′B96′F40′<br>drp94<br>*WB*=*CellDBu E*&*B* | 40·2 | 24·6<br>BK9″ | Bilbao<br>Spanish<br>6*BHCem*<br>66′183*t MTf*34′452*t a*28′325*t* | T.3Cy.26″,42″&68″–48″ (*s*)<br>150lb 60*lb* 350HP<br>2DB,8*cf*,GS160,HS4822<br>WighamRchrdsn&C.Nwc. |
| 421<br>81587<br>STDB | **Gracie** IronScSr<br>*J.Brown*74–79 *ss*Lon.No.3–10,92<br>*Well deck* 1*Dk*2*trB* | 1312<br>1084<br>811 | ✠100A1<br>9,94 ~~8,93 7,94~~<br>BS8,93 LMC10,92<br>9,94 | Lon<br>A&CP | *p* | 1879<br>9mo | E.Withy& Co.<br>Hartlepool | S.Clarke&Co | 261·0<br>Q142′B12′F31′<br>drp93<br>*WB*= | 32·1 | 17·0<br>BK9″ | London<br>British<br>4*BHCem*<br>*DBa*83′*f*87′ | C.2Cy.36½″&68″–42″ (*i*)<br>80lb ~~60lb~~ 80*lb* NDB94 180HP<br>2B,GS93<br>Blair&Co.(Lim.),Stockton |
| 422<br>QCLG | **Graf Bismarck** IronScBg<br>*W.Bodenstedt*92–92<br>2*Dks*&*Awngdk*&4*trB* | 2406<br>—<br>1761 | | | | 1871 | Caird&Co.<br>Greenock | Norddeutscher Lloyd | 318·5 | 39·4 | 31·2 | Bremen<br>German | C.2Cy.34″&66¾″–48″<br>Caird&Co.,Greenock |
| 423 | **Graf Platoff** SteelPadSr<br>*Kopaitich* –94 1*Dk* | 652<br>—<br>356 | | | | 1894 | Stabili-mento Tecnico<br>Trieste | RussianS.N.& TradingCo. | 210· | 26·6 | 12·0 | Odessa<br>Russian | C.2Cy.26½″&47″–50″<br>150HP<br>StabilimntoTcnico,Trieste |
| 424 | **Graf Totleben** IronPadSr<br>1*Dk* | 311<br>—<br>171 | | | | 1880 | Samuda<br>London | RussianStm.Nav. &TradingCo. | 215·5 | 25·0 | 13·3 | Odessa<br>Russian | C.2Cy.35″&62½″–51″<br>130HP<br>MaudslaySons&Co.,Lon. |

| 2 Steamer's Name. Master. | 3 Material, Rig, &c. Late Name if any. Special Surveys. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **raffoe** SteelScSr<br>*J.C.Blenkarn87–92 1Dk(ptStl ptIrn) 2trBfWebframes&ptAwng dk(Irn)* | | 2996<br>2263<br>1923 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>1,95 ~~,anc~~<br>✠LMC9,92 | Bry<br>LA&CP | *t* | 1892<br>9mo | Furness, Withy&Co. (Lim.)<br>W Hartlepool | Bennetts&Co. | 314·0 \| 40·5 \| 21·2<br>Q131′<br>*pt Awng dk*183′ FK<br>*WB = Cell DB*268′512*t* | Grimsby<br>British<br>6*BHCem*<br>1*PT47t* | T.3Cy.23″,36½″&62″–39″ (*s*)<br>160lb *80lb* 240H<br>2SB.*6rf*,GS79,HS3580<br>Cen.Mar.Eng.Wks.W.Hpl. | 23 ″ 10<br>s 9 ″ 4½ | |
| **rafton** IronScSr<br>*J.W.Johnson92–92 ss* Shl.No.3–1,94<br>*1Dk(Irn)&Spardk3trB* | | 1802<br>1786<br>1158 | ✠100A1<br>*Spar dk*<br>~~8,94 4,94 4,95~~ Hull Cff<br>5,95 BS1,94 ✠LMC9,93<br>~~5,95~~ | Shl<br>LA&CP | *r* | 1881<br>11mo | R.Thompson&Sons<br>Sunderland | EquitableS.S.Co. (Lim.) (Hoyland &Co.,*Mgrs.*) | 260·0 \| 36·6 \| 23·3<br>BK9″<br>*WB = Cell D B*166′215*t* | London<br>British<br>6*BHCem*<br>*FPT47t* | C.2Cy.31″&64″–42″ (*i*)<br>80lb *75lb* NDB90 180H<br>2SB.*6pf*,GS90<br>G.Clark,Sunderland | 18 ″ 9<br>s 6 ″ 0 | D |
| **IronTwinScSr**<br>*P.Nordstrom86–86 1Dk* | | 554<br>479<br>322 | —<br>— | | | 18⅝⅞ | Laird Bros.<br>Birkenhead | UnionS.S.Co.of NewZealand (Lim.) | 173·0 \| 27·6 \| 13·6<br>B51*t* H18*t*<br>len84 | Dunedin<br>British | C.4Cy.18″&34″–20″<br>123H<br>Robertson&Co.,Wellingtn | | |
| **ampus** IronScSr<br>*W.Davies –94 (ex*North-Western) | | 698<br>530<br>288 | | | … | 1877<br>12mo | A&J Inglis<br>Glasgow | G.&J.Burns | 211·2 \| 28·3 \| 14·6<br>P58′ B59′ F46′ | Glasgow<br>British | C.2Cy.36″&64″–36″<br>NB90 180H<br>A.&J.Inglis,Glasgow | | BT till ~~6,94~~ 5,95 |
| **WoodScBk**<br>*W.P.Vincent92–93 (ex*Richard Rush)<br>*2Dks* | | 326<br>—<br>250 | | | | 18⅞⅚ | .....<br>Boston,Mass | PacificSteam WhalingCo. | 135·0 \| 21·5 \| 14·5 | S.Frncisco<br>Utd.States | | | |
| **IronScK**<br>*D.Williams –92*<br>*1Dk* | | 159<br>145<br>62 | ✠100A1<br>*Stm Trawler*<br>1,92 ✠LMC1,92 | Hul<br>LA&CP | | 1892<br>1mo | Earle'sCo. (Lim.)<br>Hull | Stm.TrawlingCo. of Boston(Lim.) (W.F.Beaumont *Mgr.*) | 101·5 \| 20·5 \| 11·0<br>Q18′<br>BK7½″ | Boston<br>British<br>3*BHCem* | T.3Cy.12¾″,20″&32″–22″ (*s*)<br>150lb 55H<br>1SB.*2pf*,GS33<br>Earle'sCo.(Lim.),Hull | 11 ″ 10 | |
| **an Antilla** IronSc<br>*J.Larranaga –92 ss*Msl.No.2–92<br>HernanCortes,*ex*StewartKing)<br>*1Dk(Irn)&Spardk3trB* | | 3537<br>3255<br>2294 | ✠100A1<br>*Spar dk*<br>3,94 ~~5,92~~<br>~~BS8,94~~ ✠LMC5,92 | Msl<br>LA&CP | *v* | 1883<br>7mo | D.P.Garbutt<br>Hull | F.Prats&Co. | 340·3 \| 42·1 \| 27·5<br>B75′ F34′<br>BK11″<br>*WB = DBa*98′*f*126′478*t* | Barcelona<br>Spanish<br>7*BHCem*<br>'DB.*12pf*,GS206 | C.2Cy.44″&84″–54″<br>~~80lb~~ 65lb *75lb* NDB94 400H<br>D.P.Garbutt,Hull | 22 ″ 0 | |
| **anada** IronScSr<br>*B.A.Harris91–94 (ex*Lindsay)<br>5thSurvey,Liv.11,89 *1Dk(Irn)2trB*<br>*l deck* 1stSurvey,Liv.4,94 | | 1034<br>739<br>607 | ✠ A1*1<br>~~6,94 11,93~~ 8,94<br>✠NB9,91 | Liv<br>LMC9,91 | Lv | 1866<br>10mo | Bowdler, Chaffer&Co.<br>Liverpool | GranadaS.S.Co. (Lim.) (Goodyear&Co.) | 247·3 \| 28·2 \| 16·0<br>P27′B126′F39′<br>len77 BK6″<br>*WB = DBa*~~*f*~~ | Liverpool<br>British<br>3*BHCem*<br>2PBH | C.2Cy.20″&50″–30″ (*s*)<br>120lb *80lb*NE77NDB91 95H<br>1SB.*3rf*,GS60<br>J.Jones&Sons,Liverpool | 17 ″ 2<br>1 ″ 7½ | |
| **and Duchess Olga** SteelScSr<br>*J.Girard 2Dks(1ptStl)&Awng dk* | | 1488<br>923<br>499 | ✠<br>*Awng dk*<br>*with load line*<br>8,80 | Nwc<br>A&CP | *q* | 1880<br>6mo | A.Leslie& Co.<br>Newcastle | RussianSteamNav &TradingCo. | 266·6 \| 34·2 \| 15·8<br>23·3<br>FK | Odessa<br>Russian<br>5*BHCem* | C.2Cy.38″&70″–48″<br>300H<br>Maudslay,Sons&Field,Lon | | |
| **and Duke Alexis** SteelScSr<br>*I.Garryliouk58–90*<br>*Light 2Dks(1Stl)&Awngdk* | | 1870<br>1806<br>1112 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>8,90<br>*Coasting in the Black Sea* ✠LMC8,90 | Nwc<br>A&CP | *r* | 1890<br>8mo | R.&W. Hawthorn, Leslie&Co. (Lim.)<br>Newcastle | RussianSteam Navigation& TradingCo. | 294·4 \| 36·9 \| 17·0<br>BK8″ | Odessa<br>Russian<br>4*BHCem* | T.3Cy.30″,46″&73″–48″ (*s*)<br>150lb *80lb* 300H<br>4SB,*12f*,GS234 FD<br>Hwthrn,Lslie&Co (L)Nwc | 18 ″ 1<br>11 ″ 5 | |
| **and Duke Con-** SteelScSr<br>*antine Gherassimoff –91*<br>*2Dks(1Stl–ws)&Awng dk*<br>*Light* | | 1947<br>1904<br>1070 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>1,92<br>*Coasting in the Black Sea* ✠LMC2,92 | Nwc<br>A&CP | *r* | 1892<br>1mo | R.&W. Hawthorn, Leslie& Co.(Lim.)<br>Newcastle | RussianStm.Nav. &TradingCo. | 295·0 \| 37·2 \| 17·0<br>25·2<br>BK8″<br>*WB = Cell DB*214′240*t* | Odessa<br>Russian<br>6*BHCem* | T.3Cy.27″,44″&71″–48″ (*s*)<br>150lb *80lb* 275H<br>4SB.*12pf*,GS234 FD<br>Hwthrn,Lslie&Co(L) Nwc | 19 ″ 5<br>s 12 ″ 9 | |
| **and Duke Michael** IronPad<br>*1Dk2trB* | | 626<br>—<br>394 | | | | 1865 | C.Mitchell &Co.<br>Newcastle | RussianS.N.& TradingCo. | 210·0 \| 28·2 \| 13·9 | Odessa<br>Russian | 2Cy.58″–60″<br>180H<br>J.Penn&Sons,London | | |
| **and Lake** CompScSr<br>*P.Delaney88–92 Stlframeplanked*<br>*Light 1Dk& Spar dk& deepframing*<br>CF | | 896<br>823<br>463 | ✠ 15 A1<br>*Spar dk*<br>*withfreeboard*<br>~~6,94 8,93~~ 8,94<br>✠LMC8,92 | P.Gl.<br>LA&CP<br>N.F.L. | | 1892<br>7mo | Murdoch& Murray<br>Pt.Glasgow | ~~A.J.Harvey~~<br>Newfoundland CostalSSCo(Lim) | 184·8 \| 31·9 \| 14·5<br>B52′F26′ 21·7 | St.John's<br>N.F.L.<br>British | T.3Cy.18½″,27″&46″–36″ (*s*)<br>160lb *80lb* 98H<br>2SB.*4cf*,GS85,HS2406 FD<br>D.Rowan&Son,Glasgow | 15 ″ 11<br>s 5 ″ 3½ | |
| **ande Rivière** SteelScSr<br>*D.Laurent87–90 1Dk*<br>*l deck Elec.light* | | 310<br>192<br>146 | ✠<br>6,87<br>✠ | Gmh<br>LA&CP | *e* | 1887<br>5mo | Grngemth<br>Dk.YardCo.<br>Grngemouth | GeneralB.Rivière | 156·0 \| 22·1 \| 9·5<br>Q&B91′F26′ | P.auPrnce<br>Haytian<br>4*BHCem* | C.2Cy.18″&34″–24″<br>50H<br>Dunsmuir&Jackson,Glas. | 10 ″ 0 | |
| **andholm** IronScSr<br>*J.Masson ss*S.Fo.No.2–93<br>*l deck 1Dk(Irn)2trB* | | 1361<br>1065<br>871 | ✠100A1<br>3,94<br>BS3,94 ✠LMC1,93 | Abn<br>LA&CP | *o* | 1884<br>9mo | HallRussell &Co.<br>Aberdeen | LeslieS.S.Co. (Lim.) (W.Leslie&Co., *Mgrs.*) | 243·2 \| 32·8 \| 17·3<br>P141′F33′<br>BK8½″<br>*WB = DBa*55′*f*51*f*250*t* | Aberdeen<br>British<br>5*BHCem* | T.3Cy.20″,30″&57″–36″ (*s*)<br>100lb *60lb* 150H<br>2SB.*6pf*,GS90<br>*Tpd*89Hall,Russll&C.,Abn. | 18 ″ 6<br>s 1 ″ 11 | |
| **ane** SteelScTug<br>*Becher –91* | | 120<br>120<br>12 | | | | 1891 | Burmeister &Wain<br>Copenhagen | Kjöbenhavns Havn | 86·5 \| 21·4 \| 11·1 | Copnhagn<br>Danish | C.2Cy.19″&37″–18″<br>60H<br>Burmeister&Wain,Copngn | | V |
| **ange** SteelScSr<br>*J.H.Jarrett87–94*<br>*2Dks(UStl–ws)*<br>*l deck Elec.light* | | 1518<br>1073<br>541 | ✠100A1<br>4,95 ~~4,94~~<br>✠LMC7,92<br>Nwc | Lth<br>LA&CP | *q* | 1892<br>8mo | Wigham Richardson &Co.<br>Newcastle | CarronCo. | 280·0 \| 36·2 \| 17·7<br>P162′F52′<br>BK9″<br>*WB = CellDB*117′93*t* | Grngemth<br>British<br>5*BHCem*<br>*FPT19t* | T.3Cy.31″,48″&80″–48″ (*s*)<br>170lb 400H FD<br>2D&1SB.*15cf*,GS342,HS9421<br>WghmRchrdson&Co.Nwc | 18 ″ 11<br>s 2 ″ 3 | BT till ~~4,95~~ 4,96½ |
| **SteelScSr**<br>*J.Edmondson –94*<br>*l deck 1Dk(Irn)&Webframes* | | 1218<br>887<br>771 | ✠100A1<br>~~5,94 5,93~~ 4,95<br>✠LMC6,91 | Liv<br>A&CP | *n* | 1891<br>6mo | J.Priestman&Co.<br>Sunderland | R.Grandidge | 230·0 \| 33·2 \| 16·0<br>Q83′B98′F26 drp94<br>drp91&92 BK8″<br>*WB = DBa*63′*f*92′ | Chester<br>British<br>4*BHptCem*<br>288*t* &*pt Asp* | T.3Cy.19″,30″&49″–33″ (*s*)<br>160lb *80lb* 120H<br>2SB.*4rf*,GS68<br>N.E.MarineECo.(Lim.)Sld | 16 ″ 10<br>s 1 ″ 5½ | |
| **IronPadSp**<br>*W.Nicholson –93*<br>*(ex*FlyingDutchman) | | 125<br>112<br>16 | | | | 1880 | JTEltringham<br>S.Shields | ForthTowingCo. (Lim.) | 100·0 \| 18·1 \| 9·4 | Grngemth<br>British | L.1Cy.34″–54″<br>70H<br>J.P.Rennldsn&Son,S.Shl. | | |
| **angemouth** IronScSr<br>~~J.Low91–94~~ *ssGmh.No.3–5,89*<br>*J.Scobbie82–95 ssGmh.No.1–93*<br>*2Dks* | | 589<br>~~387 187~~ 5,95 ~~5,94~~<br>~~276 242~~ ~~BS4,94~~<br>~~✠NB5,95~~ | ✠100A1<br>5,95 ~~5,94~~<br>~~BS4,94~~<br>LMC4,93<br>Ard | Gmh<br>A&CP | *j* | 1877<br>7mo<br>~~95~~ | AM'Millan &Son<br>Dumbarton | J.Rankine&Son | 189·4 \| 27·2 \| 14·4<br>P33′B60′F52′<br>drp93 BK7½″<br>*WB = DBa*15′ | Grngemth<br>British 80lb<br>5*BHCem* | C.2Cy.24¾″&45″–42″ (*s*) ~~(r)~~<br>~~70lb~~ *60lb* NDB95 125H<br>2SB,*4pf*,GS~~66~~ 130,HS1874¼<br>M.Paul&Co.,Dumbarton | 15 ″ 5<br>s 1 ″ 10½ | D |
| **angewood** SteelScSr<br>~~J.L.N.Soltau87–92~~<br>*J.N.Soltau87–92 1Dk(ptStl ptIrn)&*<br>*Webframes&ptAwng dk(Irn)* | | 2540<br>1915<br>1631 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>6,94 ~~6,94~~<br>✠LMC5,92 | Cff<br>LA&CP<br>Ant | *s* | 1892<br>5mo | R.Thompson&Sons<br>Sunderland | GratitudeSteamshipCo.(Lim.) (E.W.Morgan&Co. *Mgrs.*) | 295·0 \| 41·0 \| 18·5<br>P29′Q82′ drp93<br>*pt Awng dk*184′ FK<br>*WB = Cell DB*242′481*t* | London<br>British<br>6*BHCem*<br>*APT51t* | T.3Cy.23″,37½″&61½″–39″<br>160lb *80lb* (*r*) 220H<br>2SB,*6pf*,GS108,HS3590<br>G.Clark(Lim.),Sunderland | 21 ″ 0<br>s 8 ″ 7½ | D |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Cours sur Quille. Francbord en milliers de navire pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 446 SQDV | **Granit** *J.G.Hjelt* | **WoodScSr** (*ex*Sirius) 1*Dk* | 215 — 137 | | | | 1886 | S.Groth Sjötorp | **Actiebolaget "Granit"** | 99·7 | 22·5 | 13·0 | **Helsingfrs** Russian | C.2Cy.10½″&25½″–17½″ 30H | |
| 447 84369 | **Granite City** *G.Newton*86–86 | **WoodPadTug** 1*Dk* | 113 109 8 | | | … | 1882 11mo | Wouldhave &Johnson N.Shields | **J.N.Newton** | 95·5 | 18·7 | 10·4 | **Aberdeen** British | 1Cy.34¼″–52″ 40H R.B.Findlay&Sons,N.Shl. | |
| 448 56755 NVMC | **Granton** *J.Prior* –91 *Well deck* | **IronSc3MstSr** *ss*Lon.No.3–7,78 *ss*Lon.No.2–87 2*Dks* | 931 816 601 | ✠ 2,87 ✠NE&B81 | Lon A&CP | | 1866 10mo | Gourlay Bros.&Co. Dundee | **Gen.Stm.Nav.Co.** | 235·4 P160′F38′ | 30·1 | 16·8 | **London** British | C.2Cy.27″&52″–33″ 120H 4*BHCem* | 18 s 2 |
| 449 84532 WFBG | **Grantully** *J.Sowden*87–89 *Well deck* | **IronScSr** *ss*Shl.No.3–1,94 1*Dk*(*Irn*)2*trB* | 1617 1259 1022 | ✠100A1 1,94 ✠LMC1,94 | Shl A&CP | *q* | 1881 10mo | J Readhead &Co. S.Shields | **Maclean,Doughty &Co.** | 258·2 Q96′B60′F31′ drp94 BK9″ *WB*=*DBa*74′*f* | 34·5 | 19·6 | **W.Hartlpl** British | C.2Cy.29″&61″–36″ (i) 85lb *60lb* 160H 2SB,*6pf*,GS90 104′304*t* | 20 s 2 |
| 450 81601 SWKD | **Grantully Castle** *S.C.Brown*94–94 *Elec.light* | **IronScBg** *ss*Lon.No.3–1,92 3*Dks*(2*Irn*&1*pt Irn–Uws*) | 3453 3374 2211 | ✠100A1 ~~5,04 1,9 5,90~~ 5,95 ✠NB7,87 BS~~1,93~~ 12,94 ✠LMC1,92 | Lon A&CP | *w* | 1879 11mo | Barclay, Curle&Co. Glasgow | **D.Currie&Co.** | 359·6 B21′F32′ *WB*=*DBa*92′362*t* | 43·8 BK11″ | 29·1 | **London** British | T.3Cy.31″,51″&82″–57″ (o) 150lb *80lb* NDB87 550H 2DB,*12cf*,GS210 *Tpd*87T Rchrdsn&SonsHpl | 32 s 7 |
| 451 82752 VDTP | **Granville** *S.Fawcett* –91 *Well deck* | **IronScBn** *ss*Cpl.No.3–8,93 1*Dk*(*Irn*)2*trB* | 1303 1032 831 | ✠100A1 3,95 ~~2,93~~ BS12,94 ✠LMC8,93 *Burning Liquid Fuel—Experimental* | Cpl LA&CP | *o* | 1880 12mo | R.Dixon& Co. Middlesbro' | **Essayan,Shahum &Co.** | 240·0 Q79′B73′F28′ *WB*=*DBa* | 34·2 | 15·9 | **London** British | C.2Cy.31″&58″–36″ (i) 80lb *40lb* 130H 4*BHCem* 63′*f* 92′354*t* Blair&Co.(Lim.),Stockton | 17 |
| 452 68127 HTRW | — *R.Brownfield* –92 | **IronPadSpTug** 1*Dk* | 155 150 35 | ✠ 5,76 | Lon | | 1876 4mo | Westwood &Bailey London | **DoverHarbour Board** | 101·0 | 19·1 | 10·4 | **Dover** British | L.2Cy.30″–54″ 70H 3*BHAsp* J.Stewart,London | |
| 453 HNLK | **Grao** *E.Zimenez*88–91 | **IronScSr** *ss*Msl.No.2–93 1*Dk*(*Irn*)&*Spardk* | 1466 912 943 | ✠100A1 *Spar dk* 11,93 ✠LMC11,93 | Msl LA&CP | *p* | 1885 6mo | J Readhead &Co. S.Shields | **CompaniaValenciana deNavegacion** | 240·0 *WB*=*DBa*25′*f* 36′&*uE* | 32·6 22·6 BK8″ | 15·4 | **Valencia** Spanish | C.2Cy.30″&56″–36″ (r) 90lb 130H 2SB,*6pf*,GS120,HS2832 4*BHCem* &*B*40′197*t* J.Readhead&Co.,S.Shields | 16 |
| 454 81621 TDGS | **Grappler** *J.W.Dickinson*87–92 *Well deck* | **IronScSr** *ss*Lon.No.3–3,93 2*Dks*(*Irn*) | 868 734 498 | ✠100A1 3,93 ✠NB3,93 | Lon A&CP LMC3,93 | *l* | 1880 1mo | J.Laing Sunderland | **WestIndia& PanamaTelegraphCo.(Lim.)** | 208·5 Q62′B24′F25′ *WB*=*DB*97′ | 29·3 BK8″ | 16·2 | **London** British | C.2Cy.25″&50″–36″ (s) 90lb *40lb* 100H 1SB,*4pf*,GS72 4*BHCem* R.&W.Hawthorn,Nwc. | 17 s 2·5 |
| 455 89194 | — | **IronPadSk** 1*Dk* | 102 98 14 | | | | 1884 | JTEltring-ham S.Shields | **I.Sharp** (J.Murray,*Mgr.*) | 90·5 | 17·6 | 9·2 | **S.Shields** British | L.1Cy.32¼″–50″ 55H JP.Rennoldson&Sns,S.Shl | |
| 456 RGHQ | **Grasbrook** *E.Burmeister*92–90 | **IronScSr** 2*Dks* | 2005 1829 1429 | | | | 1882 | Reihrstieg Schiffswerfte Hamburg | **Hamburg-AmerikanischePacketf. Act.Ges.** | 290·0 B12′F42′ | 36·0 | 25·8 | **Hamburg** German | C.2Cy.34″&62″–42″ 190H Reiherstieg Schiffswerfte, Hamburg | |
| *Now named "Dalecarlia," See No. 21 in Supplement.* | | | | | | | | | | | | | | | |
| 457 98284 | **Grassholm** ~~*Gunnist*92–92~~ *J.Foreman* | **IronScK** 1*Dk* | 142 137 40 | ✠100A1 *Stm Trawler* ~~5,94~~ 8,92 ✠LMC8,91 | Cff LA&CP | | 1891 8mo | JTEltring-ham&Co. S.Shields | **Neale&West** | 100·0 | 20·6 BK6½″ | 11·4 | **S.Shields** British | T.3Cy.12¼″,20″&32″–22″ (s) 160lb 50H 1SB,*2pf*,GS26,HS984 3*BHCem* JP.Rennoldson&Sns.S.Shl. | 11 s 4 |
| 458 98770 | **Grasshopper** | **IronScYl** 1*Dk* | 155 142 57 | ✠100A1 *StmTrawler* 10,91 ✠LMC10,91 | Gls LA&CP | | 1891 10mo | Mackie& Thomson Glasgow | **BritishSteam TrawlingCo. (Lim.)** | 100·5 Q19′F19′ | 20·5 BK7½″ | 10·7 | **Hull** British | C.2Cy.16″&32″–22″ (s) 110lb 45H 1SB,*2pf*,GS30 3*BHCem* Muir&Houston,Glasgow | 11 s 11 |
| 459 HNLR | **Gravina** *G.Oleaga*80–88 | **IronScSr** *ss*Lon.No.1–91 1*Dk*(*Irn*)&*Spardk*&*Webframes* | 1245 1220 781 | ✠100A1 *Spar dk withfreeboard* 5,94 BS5,94 ✠LMC5,91 | Lon LA&CP | *n* | 1886 8mo | J.Read-head&Co. S.Shields | **Cia.Maritima** | 227·0 | 32·1 21·7 BK8″ *WB*=*DBa*49′52*t* | 14·0 | **Barcelona** Spanish | T.3Cy.18″,28″&48″–30″ (s) 160lb *50lb* 99H 1SB,*3cf*,GS52 4*BHCem* J.Readhead&Co.,S.Shields | 15 s 5·10 |
| 460 HNLS | — *Founded* 5.95 *Mmdiola*83–83 | **IronScSr** *ss*Man.No.3–4,92 3*Dks*(1*Irn*) | 618 583 420 | ✠~~100A1~~ 4,92 LMC~~4,92~~ 94 | Man A&CP | *j* | 1878 12mo | A.Leslie& Co. Newcastle | **Larrinaga&Co.** | 190·0 | 26·1 BK7½″ *WB*=*DBa* | 16·0 44′*f* 18′*FPT* | **Bilbao** Spanish | C.2Cy.26″&52″–30″ ~~32lb~~ 60lb *30lb* 150H 1B,GS68 4*BHCem* R.&W.Hawthorn,Nwc. | |
| 461 74529 PWHD | **Great Britain** *R.Griffiths* –92 | **IronPadSk** | 300 295 64 | | | | 1876 | W.Simons &Co. Renfrew | **W.&T.Jolliffe (J.Holme,*Mgr.*)** | 154·1 | 23·7 | 12·7 | **Liverpool** British | D.2Cy.38″–66″ NB79 130H W.Simons&Co.,Renfrew | |
| 462 63030 | — *G.Brown* | **WoodPadTug** ptIB | 100 100 12 | ✠ *For Tugpurposes only* 11,74 | Shl | 8 | 1874 4mo | Winlo S.Shields | **J.Winlo&Co.** | 99·7 | 18·2 | 9·9 | **S.Shields** British | L.2Cy.35″–50″ 60H J.Readhead&Co.,S.Shields | |
| 463 10098 KMCF | **Great Conquest** *J.Renwick*93–93 | **WoodPad** | 110 110 — | | | | 1857 | ..... N.Shields | **J.Renwick** | 98·0 | 18·4 | 10·4 | **Liverpool** British | 60H | |
| 464 50270 WHLG | **Great Emperor** | **IronPad** | 252 252 51 | | | | 1864 | ..... Newcastle | **W.&T.Jolliffe (J.Holme,*Mgr.*)** | 143·7 | 23·1 | 11·8 | **Liverpool** British | L.2Cy.40″–60″ NB76 110H G.Marshall&Co.,S.Shields | |
| 465 101812 | **Great Northern** ~~*Adams* –92~~ *Well deck* *Smith* -94 | **SteelScSr** 1*Dk*(*Stl*)2*trB*&*Web frames* | 3022 2460 1951 | ✠100A1 ~~4,94 3,94~~ 11,94 ✠LMC12,92 Cff | Nwc LA&CP | *u* | 1892 12mo | R&W Haw-thorn,Leslie &Co.(Lim.) Newcastle | **GreatNorthern S.S.Co.(Lim.) (J.Coull)** *WB*=*Cell DB* 266′650*t FPT* | 322·0 P34′Q94′B130′ F32′ | 41·7 BK9″ | 21·6 | **Newcastle** British | T3Cy.23½″,39″&64″–42″ (s) 160lb *160lb* 276H 2SB,*8pf*,GS132,HS4450 8*BHCem* HwthrnLsle&Co(Lm)Nwc | 24 s 2 |
| 466 63584 JMSB | — *V.Fox* –93 *Elec.light* | **IronScSr** *ss*Lon.No.3–12,85 *ss*Hpl.No.2–92 2*Dks*3*trB* | 1422 837 895 | ✠ 95A1 1,93 ✠NE&B12,92 ✠LMC12,92 | Lon A&CP | | 1870 2mo | Denton, Gray&Co W Hartlepool | **Eastern&South AfricnTelegrph Co.(Lim.)** | 240·0 B48′F43′ ND79 | 32·3 BK9″ *WB*=*DBa* | 23·9 | **London** British | T.3Cy.17″,28″&46–33″ (s) 160lb *80lb* NDB92 150H FD 1SB,*3cf*,GS48,HS2025 60′*f* 55′160*t* T.Richardson&Sons,Hpl. | 25 s 7 |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. / Official No. / Code Letters. | Steamer's Name. *Late Name if any.* / *Master.* / Special Surveys. | Material, Rig, &c. / No. of Decks, &c. | Regist'd Tonnage. Gross. / Under deck. / Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now Equipment Letter. | Built. When. Ship. Engines | Built. By Whom. Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. | in. | Other Registers in which classed. Details of B. of T. Trade Pass. Cert. |
| 467 | Great Western | WoodPad | 1080 | | | | 1866 | H.H. Jenkins Windsor,Ont. | GrandTrunkRailway ofCanada | 220·0 | 40·2 | 13·6 | WndsrOnt British | 2Cy.42″–96″ 700HP Gartshore,Dundas,Ont. | | | |
| | | 1Dk | 757 | | | | | | | | | | | | | | |
| | | | 662 | | | | | | | | | | | | | | |
| 468 | — | IronPadSk | 300 | | | | 1876 | W.Simons &Co. Renfrew | W.&T.Jolliffe (J.Holme,*Mgr.*) | 154·2 | 23·7 | 12·7 | Liverpool British | D.2Cy.38″–66″ NB85 130HP W.Simons&Co.,Renfrew | | | BT till 5,95 |
| | *R.Griffiths* –93 | | 296 | | | | | | | | | | | | | | |
| | | | 95 | | | | | | | | | | | | | | |
| 469 | Greatham | SteelScSr | 2358 | ✠100A1 | Cff | *s* | 1890 | W.Gray& Co.(Lim.) WHartlepool | T.Appleby&Co. | 290·0 | 38·1 | 20·3 | W.Hartlpl British | T.3Cy.21½″,35″&58″–39″ (*s*) 160lb *80lb* 190HP 2SB,*6rf*,GS90 Cent.Marine E.WksWHpl. | 22 ″ 2 | | |
| | *R.Gowing* –93 | (*ex*Bussorah) | 1790 | 1,947,94 | LA&CP | | 4mo | | | P29′Q92′B112′ | | | | | s 2 ″ 1 | | |
| | *Well deck* | 1*Dk*(*Irn*)*&Webframes* | 1531 | ✠LMC4,90 6,94 | Shl | | | | | F31′ | | BK10″ | 5*BHCem* | 160lb *80lb* 190HP 2SB,*6rf*,GS90 Cent.Marine E.WksWHpl. | | | |
| | | *ss*Shl.No.1-94 | | | | | | | | *WB*=*DBa*96′ | | | *f*108′452*t* | | | | |
| 470 | — | IronPadSpTug | 132 | | | | 1893 | J.P.Rennoldson&Sns. S.Shields | NorthEastern RailwayCo. | 95·0 | 19·1 | 9·8 | W.Hartlpl British | L.2Cy.28″–50″ 75HP J.P.Rennoldson&Ss.,S Shl | | | |
| | *C.Bell* –93 | 1*Dk* | 118 | | | | | | | B15′ | | | | | | | |
| | | | 10 | | | | | | | | | | | | | | |
| 471 | Grebe | SteelScSr | 761 | ✠100A1 | Nwc | *m* | 1887 | Gourlay Bros.&Co. Dundee | GeneralSteam NavigationCo. | 210·0 | 30·1 | 15·0 | London British | T.3Cy.19″,29″&48″–33″ (*s*) 150lb *50lb* 120HP 1SB,*3cf*,GS54 GourlayBros.&Co.,Dundee | 15 ″ 10 | | |
| | *J.Nash* –94 | *ss*Lon.No.1–92 | 662 | 5,94 | LA&CP | | 7mo | | | P153′F31′ | | BK7″ | 5*BHCem* | | s 1 ″ 7 | | |
| | *Well deck* | 1*Dk*2*trB* | 454 | BS~~1,94~~ ✠LMC10,92 8,95 | | | | | | *WB*=*DBa*35*f*35′ | | | 92*tFPT*20*t* | | | | |
| 472 | — | SteelScK | 142 | ✠100A1 | Abn | | 1892 | W.Hamilton&Co. Pt.Glasgow | W.&J.Hamilton | 100·2 | 20·5 | 10·6 | P.Glasgow British | T.3Cy.11″,17″&27″–22″ (*s*) 160lb 45HP 1SB,*2pf*,GS31,HS916 D.Rowan&Son,Glasgow | 11 ″ 11 | | |
| | *T.Fitzpatrick* –93 | 1*Dk* | 136 | *StmTrawler* | A&CP | | 11mo | | | Q19′F18′ | | BK7½″ | 3*BHCem* | | | | |
| | | | 44 | 6,93 ✠LMC10,92 | | | | | | | | | | | | | |
| 473 | Grecian | IronSc3MstSr | 3613 | | | | 1879 | W.Doxford &Sons Sunderland | J.&A.Allan | 360·5 | 40·1 | 22·8 | Glasgow British | C.2Cy.48″&84″–54″ 400HP W.Doxford&Sons,Sld. | | | BT till 6,95 |
| | *J.W.Numan* –93 | | 3356 | | | | 10mo | | | B208*t* F25′ 31·0 | | | | | | | |
| | | | 2375 | | | | | | | | | | | | | | |
| 474 | — | SteelSc | 2348 | | | | 1891 | GlobeIron WorksCo. Cleveland,O. | MenomineeTransit Co. (L.C.Hanna) | 296·2 | 40·4 | 21·1 | Cleveland, Ohio Utd.States | T.3Cy.24″,38″&61″–42″ GlobeIrnWksCo.,Clevelnd | | | |
| | | 2*Dks* | — | | | | | | | F36′ H– | | *WB* | | | | | |
| | | | 1875 | | | | | | | | | | | | | | |
| 475 | Grecian Prince | SteelScSr | 2204 | ✠100A1 | Cff | *r* | 1890 | ShortBros. Sunderland | PrinceSteamShippingCo.(Lim.) (J.Knott,*Mgr.*) | 292·0 | 39·1 | 18·9 | Newcastle British | T.3Cy.22″,36″&59″–42″ (*s*) 150lb *80lb* 200HP 2SB,*6rf*,GS100 J.Dickinson,Sunderland | 21 ″ 0 | | |
| | ~~*W.Marr* –98~~ *ss*Liv.No.1-94 | | 1699 | 3,95 ~~5,92~~ | A&CP | | 1mo | | | P32′Q76′B114′ | | | 4*BHCem* | | s 1″10½ | | |
| | *Well deck* | 1*Dk*(*Irn*)*&Webframes* | 1405 | ✠LMC~~1,97~~,94 | NYk | | | | | F30′ | | BK10″ | 306*tAPT*40*t* | | | | |
| | ~~*W.Anson* –94~~ *Millar* | | | | | | | | | *WB*=*CellDB*204′ | | | | | | | |
| 476 | Greece | IronScSr | 4310 | | | ... | 1863 | PalmerBrs. &Co. Newcastle | NationalStm.Ship Co.(Lim.) | 390·7 | 41·3 | 35·3 | Liverpool British | C.2Cy.50″&85″–48″ NE&B72 400HP Laird Bros.,Birkenhead | 29 ″ 4 | | |
| | *T.P.Heeley* –94 | (*ex*Virginia) | 4298 | | | | 6mo | | | len72 | | | | | s 12″7½ | | |
| | | | 2712 | | | | | | | | | | | | | | |
| 477 | Greek | SteelTwinScSr | 4747 | | | | 1893 | Harland& Wolff(Lim.) Belfast | UnionS.S.Co. (Lim.) | 400·5 | 47·2 | 26·9 | S'thamptn British | T.6Cy.18½″,30″&50″–42″ 418HP Harland&Wolff(Lim.),Bel | | | BT till ~~6,94~~ 11,95 |
| | *G.M.Molony* –93 | 3*Dks* | 4033 | | | | | | | P47′ B142′ F55′ | | | | | | | |
| | | | 3036 | | | | | | | | | *WB* | | | | | |
| 478 | Greenbrier | SteelScSr | 2875 | ✠100A1 | Lon | | 1893 | Furness, Withy&Co. (Lim.) WHartlepool | Chesapeake&Ohio S.S.Co.(Lim.) | 345·0 | 41·2 | 18·6 | W.Hartlpl British | T.3Cy.28″,44″&72″–48″ (*s*) 160lb *80lb* 412HP 2DB,*12cf*,GS187,HS6981 T.Richardson&Sons,Hpl. | 21 ″ 2 | | |
| | *J.H.Trinick* –94 | 1*Dk*(*Stl*)*&Spardk* | 2703 | *Spar dk* | A&CP | | 12mo | | | | | 26′ BK10″ | 6*BHCem* | | s 5 ″ 10 | | |
| | *Elec.light* | (*Stl&Irn*)*&Webframes* | 1819 | 5,94 ✠LMC12,98 | | | | | | *WB*=*CellDB*280′492*t* | | | *APT*13*t* | | | | |
| 479 | Greenland | WoodScBk | 448 | | | | 1872 | A.Hall&Co Aberdeen | J.Munn&Co. | 151·4 | 27·3 | 16·4 | SJhnsNFL British | 2Cy.24½″&42½″–24″ 75HP D.Brown,Glasgow | | | |
| | *H.Dawe* –90 | 2*Dks* | 388 | | | | | | | P24*t* Q37*t* | | | | | | | |
| | | | 259 | | | | | | | | | | | | | | |
| 480 | Greensborough | WoodSc | — | | | | 1892 | W.E. Woodall&Co. BaltimoreMd | D.S.Brockway | 115·0 | 22·0 | 7·0 | Baltimore Utd.States | C.2Cy.10″&18″–14″ | | | |
| | *D.S.Brockway* –92 | | — | | | | | | | | | | | | | | |
| | | | 175 | | | | | | | | | | | | | | |
| 481 | Greenwood | IronSc3MstSr | 956 | | | ... | 1869 | Palmers' Co. Newcastle | E.Harris&Co. | 232·3 | 30·3 | 17·6 | Middlsbro' British | C.2Cy.25″&50″–33″ NB80 99HP Palmers'Co.,Newcastle | 18 ″ 8 | | |
| | *J.T.Mallett* –91 | | 888 | | | | 1mo | | | Q22*t* F38*t* | | | | | s 3 ″ 0½ | | |
| | | | 727 | | | | | | | | | | | | | | |
| 482 | — | Wood | 196 | | | | 1886 | C.G.White S.Francisco | L.E.White | 114·0 | 31·0 | 9·0 | S.Frncisco Utd.States | C.2Cy.11″&22″–18″ 75HP Hinkley,Spiers&Hoyes | | | |
| | *J.Carlson* –92 | 1*Dk* | — | | | | | | | | | | | | | | |
| | | | 144 | | | | | | | | | | | | | | |
| 483 | Greetlands | IronScSr | 1091 | ✠100A1 | Mtl | *n* | 1883 | D.Baxter& Co. Sunderland | F.W.Ross | 230·0 | 33·2 | 16·1 | London British | C.2Cy.28″&52″–36″ (*b*) ~~30lb~~ 70lb *50lb* NDB92 116HP Ross&Duncan,Glasgow | 17 ″ 0 | | |
| | *E.Couillard* | *ss*Mtl.No.2–92 | 989 | ~~11,97~~ 12,94 | LA&CP | | 11mo | | | B50′F27′ | | BK8″ | 4*BHCem* | | | | |
| | | 1*Dk*(*Irn*)2*trB* | 703 | BS~~10,98~~ ✠LMC7,92 11,94 | NFL | | | | | *WB*=*DBa*65′145*tFPT* | | | 75*tAPT*15*t* | | | | |
| 484 | Gregory | IronScSr | 1498 | ✠100A1 | Liv | *g* | 1879 | Schlesinger,Davis &Co. Newcastle | BoothS.S.Co. (Lim.) | 253·0 | 33·3 | 16·9 | Liverpool British | C.2Cy.30″&58″–36″ 75lb *80lb* NDB89 142HP 2B,GS90 R.&W.Hawthorn,Nwc. | 17 ″ 10 | | |
| | ~~*J.H.Johnson*83–89~~ | *ss*Liv.No 3–12,91 | 1465 | *Spar dk* | A&CP | | 8mo | | | | | 23·2 BK8½″ | 4*BHCem* | | s 5 ″ 11 | | |
| | (*ex*Laurium) *S.McFarlane* –94 | 1*Dk*(*Irn*)*&Spardk*3*trB* | 927 | ~~11,93~~ 8,94 BS~~2,93~~ 8,94 LMC12,91 | | | | | *WB*=*DBa*81′*f*92′ *&uE&B*16′ | | | | *APTFPT* | | | | |
| 485 | Grenadier | IronScSr | 926 | | | | 1865 | Palmer Bros.&Co. Newcastle | TyneSteamShip Co.(Lim.) | 236·6 | 28·2 | 14·9 | Newcastle British | C.2Cy.28″&54″–36″ NE&B83 120HP R.&W.Hawthorn,Nwc. | 17 ″ 8 | | BT till 6,94 |
| | *W.Durham* –94 | | 726 | | | | | | | Q110*t* F5*t* | | | | | | | |
| | *Well deck* | | 579 | | | | | | | len74 | | | | | | | |
| 486 | — | SteelPadSk | 372 | | | | 1885 | J.&G. Thomson Glasgow | D.MacBrayne | 222·9 | 23·1 | 9·3 | Glasgow British | C.O.2Cy.30″&58″ 51lb 150HP J.&G.Thomson,Glasgow | | | BT till ~~10,94~~ 10,95 |
| | *McCallum*76–86 | | 300 | | | | | | | | | | | | | | |
| | | | 99 | | | | | | | | | | | | | | |
| 487 | Grenmar | IronScSr | 471 | | | | 1883 | W.Lindbergs Varfs &Verks. Aktiebolag Stockholm | P.A.Stoesen | 152·8 | 25·4 | 12·7 | Brevig Norwegian | C.2Cy.20½″&35¾″–23½″ 55HP W.Lindberg,Stockholm *WB* | | | N |
| | *S.C.Stub* | 1*Dk* | 368 | | | | | | | Q29*t* B53*t* H6*t* F14*t* | | | | | | | |
| | | | 281 | | | | | | | | | | | | | | |
| 488 | Grenville | SteelScSr | 1565 | ✠100A1 | Cff | *p* | 1888 | E.Withy& Co. WHartlepool | J.Holman&Sons | 250·0 | 35·0 | 17·1 | London British | T.3Cy.18½″,30″&48″–36″ (*s*) 160lb *60lb* 140HP 2SB,*4cf*,GS59 Blair&Co.(Lim.),Stockton | 19 ″ 4 | | |
| | ~~*W.Churchill* –94~~ | *ss*Lon.No.1–92 | 1144 | 12,94 ~~6,94~~ | A&CP | | 5mo | | | P25′Q70′B100′ | | FK | 4*BHptCem* | | s 1 ″ 5 | | |
| | *Well deck* *H.Campion* | 1*Dk*(*Stl*)*&Webframes* | 1003 | ✠LMC6,92 | | | | | *WB*=*CellDB*210′ | F31′ 340*tAPT*18*t* | | | *ptAsp* | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant comme Age d'Enlèvement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Coque en Quille. Franc-bord en millim. de navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 489 | **Greta** | **IronScSr** | 635 | ✠90A1 | Bel | *j* | 1873 | J.Softley | | 180·4 \| 28·1 \| 14·3 | | C.2Cy.23½″&46″–30″ (i) | 15 |
| | | *ss*Stk.No.3–9,86 | 506 | 4,93 | A&CP | | 8mo | &Co. | | Q56′B44′ | Russian | 65lb *60lb* 80H | 1 |
| | | *ss*Pts.No.1–91 | 398 | BS4,93 . LMC4,91 | | | | S.Shields | | irp92ptND91BK7½″ | | 1SB,*4f* | |
| | | 1*Dk* | | *Now named* "Ludmilla" *See No. 25 in Supplement.* | | | | | | | | *WB=ptDB* Blair&Co.(Lim.),Stockton | |
| 490 | **Greta Holme** | **SteelScSr** | 2626 | ✠100A1 | Sld | *t* | 1894 | J.L.Thomp- | Hine Bros. | 323·8 \| 41·0 \| 16·9 | Maryport | T.3Cy.23″,38″&62″–42″ (r) | 19 |
| 89485 | ~~*W.Brown72–94*~~ | | 2430 | *Spar dk* | A&CP | | 4mo | son&Sons | | P29′B70′F33′ 24·1 | British | 160lb *100lb* 325H | 5 |
| NHPR | 1*Dk*(*Stl*)&*Spardk*(*Irn*)&*Webframes* | | 1678 | ~~10,3·94~~ LMC4,94 | | | | Sunderland | | *drp95* FK | | 2SB,*8pf*,GS118,HS4058 | |
| | *Ritchie* | | | 3,95 ✠ Liv | | | | | | *WB=CellDB236′* | | 508*tAPT30t* G.Clark(Lim.),Sunderland | |
| 491 | **Gretchen Bohlen** | **SteelScSr** | 1260 | | | | 1890 | Wigham | Afrikanische | 230·0 \| 32·0 \| 23·5 | Hamburg | T.3Cy.16″,26″&43″–33″ | |
| | *H.H.A.Jürgens*92–92 | | 1200 | | | | | Richardson | Dampfsch.Act. | B73′ | German | 100H | |
| RJDW | 1*Dk*&*Spardk* | | 800 | | | | | &Co. | Ges. | | *WB* | WighmRchardsn&Co.Nwc | |
| | | | | | | | | Newcastle | | | | | |
| 492 | **Grete** | **SteelScSr** | 160 | ✠100A1 | Ros | | 1892 | Act.Ges. | F.A.Pust | 108·3 \| 20·5 \| 10·5 | Rostock | C.2Cy.17¾″&33½″–19¾″ (r) | 11 |
| | *W.Onnen*88–92 | 1*Dk* | 145 | *StmTrawler* | LA&CP | | 7mo | "Neptun" | | | German | 93lb 60H | |
| MDQC | | | 63 | 7,92 | | | | Rostock | | BK9′ | 1*BHCem* | 1SB,*2pf*,GS30,HS418 | |
| | | | | | | | | | | | | Act.Ges."Neptun," Ros. | |
| 493 | **Gretzia** | **IronScSr** | 468 | BS10,92 ✠LMC7,92 | | | 1881 | C.Mitchell | C.Theophylaetos | 175·0 \| 27·7 \| 11·4 | Baku | C.2Cy.14″&25″–18″ | |
| | | 1*Dk* | — | | | | | &Co. | | | Russian | 30H | |
| | | | 318 | | | | | Newcastle | | | | WallsendS.&E.Co.,Nwc. | |
| 494 | **Greyhound** | **WoodScSr** | 337 | | | | 1888 | M.Simpson | G.Gooderham | 130·0 \| 25·2 \| 9·0 | Toronto | C.2Cy.14″&24″–20″ | |
| 92735 | *Donaldson* –88 | 1*Dk*&*Spardk* | 141 | | | | | Hamilton, | | | British | 40H | |
| | | | 219 | | | | | Ont. | | | | F.G.Beckett&Co.,Hamiltn | |
| 495 | — | **IronScK** | 140 | ✠100A1 | Hul | | 1889 | Cook,Wel- | HumberSteam | 100·6 \| 20·9 \| 10·9 | Hull | C.2Cy.17″&33″–22″ (s) | 11 |
| 95817 | *J.Brocklesby*89–89 | *ss*Hul.No.1–94 | 140 | *StmTrawler* | LA&CP | | 12mo | ton&Gem- | TrawlingCo. | | British | 90lb 45H | |
| MTPK | | 1*Dk* | 60 | ~~9,942,94~~ 5,95 | | | | mell | (Lim.) | BK7½″ | 3*BHCem* | 1SB,*2pf*,GS30 | |
| | | | | ✠LMC3,94 | | | | Hull | | | | Bailey&Leetham,Hull | |
| 496 | **Griffin** | **SteelSc3MstSr** | 1856 | | | | 1891 | Cleveland | LakeSuperiorIron | 266·0 \| 38·2 \| 19·6 | Marquette | T.3Cy.17″,29″&47″–36″ | |
| 86140 | | 2*Dks* | — | | | | | S.B.Co. | Co. | F40′ H— | Mich. | 140H | |
| | | | 1526 | | | | | Cleveland,O. | | *WB* | Utd.States | ClevelandS.B.Co.,Clevelnd | |
| 497 | — | **IronScSr** | 272 | | | | 1858 | L.Hill& | London&S.W. | 155·0 \| 20·1 \| 11·8 | S'thamptn | C.2Cy.22″&44″–26″ | |
| 26152 | *A.Jones* –94 | | 216 | | | | | Co. | Railway Co. | P52*t* F13*t* | British | NB76 70H | |
| PJWK | | | 145 | | | | | Pt.Glasgow | | | *Cmp.* | 76 Day,Summers&Co.Sou. | |
| 498 | **Grimm** | **SteelScSr** | 2599 | *Now named "Scotia" See No. 46 in Supplement* | | | 1890 | C.Connell | Hamburg-Ameri- | 320·0 \| 40·1 \| 23·8 | Hamburg | T.3Cy.23½″,37½″&60″–42″ | 26 |
| | *H.Magin*86–93 | | 2369 | | | | 7mo | &Co. | kanische Packet f. | P12′ B76′ F38′ | German | 220H | |
| RJBH | 2*Dks*(*Stl*-ws)3*trB* | | 1684 | | | | | Glasgow | Act.Ges. | | *WB* | J.&J.Thomson,Glasgow | |
| 499 | **Grimsby** | **IronSc3MstSr** | 713 | ✠ | Gms | | 1857 | M.Samuel- | GrimsbyS.S.Co. | 208·9 \| 28·5 \| 16·2 | Grimsby | 2Cy.37″–26″ | |
| 18881 | *W.Wood* –93 *ss*Hul.No.3–75 | | 601 | 11,83 | | | | son&Co. | (Lim.) (C.V.Byrne | P77′ B11*t* | British | NE70 NB78 95H | |
| MPQR | *ss*Gms.No.2–83 1*Dk*2*trB* | | 456 | | | | | Hull | &Co.,*Mgrs.*) | ND70 FK | 4*BHCem* | C.&W.Earle,Hull | |
| 500 | — | **SteelPadSp** | 315 | | | | 1888 | Earle'sCo. | Manchester, | 180·0 \| 25·4 \| 7·4 | Hull | CD.2Cy.35″&60″–48″ | |
| 98719 | *W.Hollingsworth* | 1*Dk* | 233 | | | | | (Lim.) | Sheffield&Lin- | | British | 160H | |
| | *Elec.light* | | 132 | | | | | Hull | colnshireRail- | *ptAwngdk*100′ | | Earle'sCo.(Lim.),Hull | |
| | | | | | | | | | wayCo. | | | | |
| 501 | **Grinkle** | **IronScSr** | 269 | | | | 1867 | Palmers' | D.W.Bain&Co. | 140·5 \| 25·1 \| 10·6 | Penzance | 2Cy.27″–24″ | |
| 56069 | *W.J.Cock* –94 | | 266 | | | | | Co. | | | British | NB77 45H | |
| LDJF | | | 163 | | | | | Newcastle | | len73 | *WB* | Palmers'Co.,Newcastle | |
| | *Now named* "Feadon." *See No. 1 in Supplement.* | | | | | | | | | | | | |
| 502 | **Grip** | **IronScSr** | 556 | | | | 1874 | Forges& | Dampskibs-Sels- | 188·4 \| 26·5 \| 13·5 | Drontheim | C.2Cy.22¼″&37½″–27″ | |
| | *A.Fahlvik* –90 | (*ex*Galilee) | 499 | | | | | Chantiers | kabet"Grip" | P37′ H20*t* | Norwegian | 70H | |
| JSQP | | | 422 | | | | | Havre | (T.M.Moe.) | | | Forges&Chantiers, Havre | |
| 503 | **Gripsholm** | **IronSc** | 160 | | | | 1878 | W.Lind- | Ångf.Bol."Grips- | 108·2 \| 17·6 \| 7·9 | Stockholm | C.2Cy.16″&31″–21″ | |
| | *C.L.Ekström* | | 85 | | | | | bergs Mek. | holm"(A.G. | Q35′ B42′ H11*t* | Swedish | 45H | |
| | | 1*Dk* | 124 | | | | | Verks. | Förselius) | | | W.Lindbergs.Mek.Verks., | |
| | | | | | | | | Stockholm | | | | Stockholm | |
| 504 | **Grodno** | **SteelScSr** | 1695 | | | ... | 1882 | Earle'sCo. | T.Wilson,Sons& | 269·9 \| 34·1 \| 18·4 | Hull | C.2Cy.25″&50″–45″ | |
| 82531 | *J.P.Smith* –93 | | 1356 | | | | 7mo | (Lim.) | Co.(Lim.) | Q94*t* B185*t* F29*t* | British | 130H | |
| WNDB | *Well deck* | | 1116 | | | | | Hull | | FK | | Earle'sCo.(Lim.),Hull | |
| 505 | **Grossherzog** | **SteelPadSr** | 247 | | | | 1885 | F.Schichau | Deutsch-Nordis- | 170·1 \| 20·2 \| 11·4 | Rostock | C.2Cy.30″&55″–43½″ | |
| | Friedrich Franz | 1*Dk* | 232 | | | | | Elbing | cher Lloyd | | German | 160H | |
| MDLQ | *H.Schöning* | | 164 | | | | | | | | | F.Schichau,Elbing | |
| 506 | **Grouse** | **SteelScSr** | 386 | | | | 1891 | Caird&Co. | G.&J.Burns | 175·4 \| 28·0 \| 11·9 | Glasgow | T.3Cy.15″,24½″&40″–30″ | |
| 98646 | *D.Carmichael* –93 | | 380 | | | | | (Lim.) | | | British | 85H | |
| MFRT | | | 178 | | | | | Greenock | | | | Caird&Co.(Lim),Greenock | |
| 507 | **Gruz** | **SteelScSr** | 390 | | | | 1892 | Howaldts- | Consorzio di Nav.a | 150·0 \| 24·2 \| 12·4 | Trieste | T.3Cy.9¼″,14¾″&24½″–12″ | |
| | *G.Kastropil* –93 | | 320 | | | | | werke | Vap.Rgusea | Q50′ B33′ F20′ | Aust.-Hung. | 160H | |
| 4HKJV | | 1*Dk* | 225 | | | | | Kiel | (T.Cossovich *Mgr.*) | | | Howaldtswerke,Kiel | |
| 508 | **Guadalquivir** | **SteelScSr** | 2598 | | | | 1888 | Forges & | Messageries | 334·5 \| 37·7 \| 28·7 | Marseilles | T.3Cy.25½″,37″&55″–43″ | |
| | | | — | | | | | Chantiers | Maritimes | | French | | |
| JLMN | | 3*Dks* | 1514 | | | | | Havre | | | *WB* | Forges&Chantiers,Havre | |
| 509 | **Guadiana** | **SteelScBn** | 2595 | | | | 1888 | Forges& | Messageries | 334·6 \| 37·7 \| 29·4 | Marseilles | T.3Cy.25″,37″&55″–43″ | |
| | *Lemoine* –88 | | — | | | | | Chantiers | Maritimes | B52′ | French | 400H | |
| JLNF | | 3*Dks* | 1514 | | | | | de la Médit. | | | *WB* | Forges&Chantiers,de la | |
| | | | | | | | | Havre | | | | Médit.,Havre | |
| 510 | **Guanabacoa** | **Wood** | 366 | | | | 1858 | ..... | Empresa del | 113·1 \| 28·5 \| 9·9 | Havana | | |
| | | | — | | | | | New York | Ferrocarril de la | | Spanish | | |
| HNPB | | | 215 | | | | | | Bahia | | | | |
| 511 | **Guanabara** | **SteelScSr** | 914 | | | | 1891 | Scott&Co. | Companhia de | 230·4 \| 33·3 \| 13·7 | R.Janeiro | T.3Cy.16″,26″&43″–30″ | |
| | | | 742 | | | | | Greenock | Paquetes Brazil | | Brazilian | 106H | |
| | | | 717 | | | | | | Oriental e Diques | | | Scott&Co.,Greenock | |
| | | | | | | | | | Fluctuantes | | | | |

| 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Master. / Special Surveys. No. of Decks, &c | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of T. Passed Cert. | 16 Mean Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Guanaco | — / — / 214 | | | | ..... | ..... | Compania Uruguaya de Tierras y Fomento Limitada | ..... | ..... | ..... | M.Video Uruguayan | | | | |
| Guaniguanico WoodScSr (exDomingo Hernandez) | 207 / — / 148 | | | | 1874 | ..... Cardenas, Cuba | A.Pulido | 238·5 | 24·9 | 8·4 | Havana Spanish | 200H | | | |
| Guarani IronSc Codozzi | 225 / — / 141 | | | | 1870 | Harland& Wolff Belfast | La Platense Flotilla Co.(Lim.) | 136·0 | 22·0 | 13·9 | Bns.Ayres Argentine | 46H | | | |
| Guarany SteelTwinScSk A.J.Jackson 82–90 1Dk & Shaded | 325 / 240 / 229 | ✠ A1 For River purposes only 10,90 ✠LMC10,90 | Grk A&CP | | 1890 10mo | Scott&Co. Greenock | Amazon Stm.Navigation Co.(Lim.) | 160·1 F23′ | 26·3 | 7·3 FK | Para Brazilian 6BHAsp WB=FPT23t | T.6Cy.9″,14″&22″–18″ (s 160lb 60H 1SB.2cf,GS37,HS1106 Scott&Co.,Greenock | 7 ″ 9 | | |
| Guarapiranga | — / — / 140 | | | | ..... | ..... | J.M.F.Vasconcellos &Co. | ..... | ..... | ..... | Maranhão Brazilian | 45H | | | |
| Guayacan IronScSr Stech Well deck 1Dk 2trB | 1186 / — / 879 | ✠ 2,73 | Stk | Lv | 1872 12mo | M.Pearse &Co. Stockton | Sociedad Chilena de Fundiciones | 240·0 Q131t | 32·0 B26t | 20·6 F36t | Guayacan Chilian 4BH | 2Cy.30″&60″–36″ 150H Jackson&Watkins,London WB=DBa&f | | | |
| Gudrun SteelScSp J.Bertelsen –91 1Dk | 231 / 179 / 137 | | | | 1891 | Bergens, M.V. Bergen | J.Kielland | 115·6 P39t | 21·0 H17t | 9·7 F6t | Drontheim Norwegian WB | C.2Cy.13″&24″–18″ 35H Bergens,M.V.,Bergen | | N | |
| Guelph SteelTwinSc J.Morton –94 3MstSr 3Dks | 4317 / 4020 / 3112 | | | | 1894 | Harland& Wolff(Lim.) Belfast | Union Steam Ship Co.(Lim.) | 400·5 P60′B160′F60′ | 47·3 | 26·9 WB | S'thamptn British | T.6Cy.18½″,30″&50″–~~48″~~42″ 418H Harland&Wolff(Lim),Bel | | BT till 9,95 | |
| Guernsey SteelScSr ~~H.Eyeness 85–95~~ ssHpl.No.1–95 Well deck 1Dk(Irn)& Webframes 2trB J.Petersen | 2856 / 2209 / 1866 | ✠100A1 9,94 11,93 4,95 ✠LMC ~~1,94~~ 11,95 Hpl | Cff A&CP | t | 1891 1mo | W.Gray& Co.(Lim.) W Hartlepool | Dampskibsselskabet "Guernsey" (W.Wilhelmsen WB= | 314·2 P29′Q102′B118′ F35′ BK10″ drp91&98 DBa106′f120′ 562t | 40·5 | 22·0 5BHCem APT31t | Tönsberg Norwegian | T.3Cy.23″,36½″&62″–39″ (s 160lb 65lb 220H 2SB.6rf,GS87,HS3630 Cntl.Mre.Eng.Wks.WHpl | 23 ″ 8 | | D |
| — IronScSr A.Jones –94 | 572 / 434 / 189 | | | ... | 1874 1mo | J.&W. Dudgeon London | London&S.W. Railway Co. | 195·5 Q66t | 26·0 F25t | 13·4 | S'thamptn British | T.3Cy.21″,34″&57″–34″ NE&B89 150H Day,Summers&Co.,Sou. | | BT till ~~10,9~~ 10,95 | |
| Guiana IronPadSr E.Morley 87–87 ssDem.No.3–3,90 ssDem.No.1–93 1Dk | 241 / 175 / 152 | ✠ A1 Loadline Aft. 9 in. 10,93 For British Guiana and its Rivers B&MS10,93 ✠NB made 80, fitted 12,91 | Dem A&CP | | 1879 6mo | R.&H. Green London | Sproston Dock& Foundry Co. | 175·6 B50′ ptND91 | 19·1 BK5′ | 7·5 3BHAsp | Georget'n British | C.D.2Cy.28″&47″–42″ 70lb 70H 2SB.4pf J.Penn&Sons,London | | | |
| — IronScSrTug J.Harland –94 (exPower) 1Dk | 152 / 149 / 19 | ✠ 6,87 ✠ | Ply LA&CP | | 1885 11mo | Usk.Ship Building Co. Newport | W.Watkins | 110·5 | 19·5 | 10·9 | London British 4BHCem | T.3Cy.15″,23″&40″–25″ 99H Newall&Co.,Bristol | 11 ″ 10 | | |
| Guide SteelScK Savage 91–91 1Dk | 156 / 155 / 82 | ✠100A1 9,91 ✠LMC9,91 | Dmb LA&CP | c | 1891 9mo | W.Denny &Bros. Dumbarton | Corporation of the Trinity House | 114·3 | 21·0 BK6½′ | 11·4 6BHCem | London British | C.2Cy.12½″&24″–15″ (s 110lb 24H 1SB.2pf,GS20 M.Paul&Co.,Dumbarton | 12 ″ 3 | | |
| Guido SteelScSr Lachiondo 88–88 2nd Survey Liv.11,91 2Dks(Stl) | 3133 / 2872 / 2065 | ✠A1*1 ~~10,93~~ 12,94 BS1,93 LMC11,91 | Liv | Lv | 1883 10mo | Harland& Wolff Belfast | ~~Compañia de Navegacion La Flecha~~ "La Flecha" | 360·4 P51′B84′F53′ WB=DBa&f | 41·2 BK11′ | 26·4 5BH2PBH APTFPT | Bilbao Spanish | C.2Cy.40″&80″–51″ (a 30lb 400H 1DB.2SB.12f Harland&Wolff,Belfast | 28 ″ 3 s 6 ″ 0 | | 20·90 22·26 23·60 24·95 |
| Guienne SteelSc3MstSr R.L.Ogg –93 2Dks(UIrn–ws) ssLiv.No.1–94 Floors,lowerdk Elec.light Beams&Stringers Irn | 1134 / 884 / 713 | ✠100A1 ~~7,04~~ 6,92 ~~10,94~~ 3,95 ✠LMC3,94 | Liv LA&CP | n | 1890 2mo | S.M'Knght &Co. Ayr | Moss S.S.Co. (Lim.) | 230·0 P88′B44′F26′ WB=FPT | 31·1 BK8″ | 16·5 4BHCem 40t APT50t | Liverpool British | T.3Cy.20½″,33″&54″–36″ (s 160lb 80lb 180H 1DB,4cf,GS90 D.Rowan&Son,Glasgow | 17 ″ 7 | BT till ~~0,94~~ ~~2,95~~ 9,95 | |
| Guildhall IronScSr N.T.Nielsen –93 ssSld.No.3–10,92 (exCambodia) 1Dk(Irn)& Spardk 3trB | 2929 / 2798 / 1862 | ✠100A1 Spardk LA&CP 8,94 ~~4,98~~ ✠NB10,92 ✠LMC10,92 | Lon Nwc | u | 1882 5mo | R.Thompson&Sons Sunderland | Petersen,Tate&Co | 327·3 B66′ ND92drp92 | 40·1 BK10″ | 29·1 5BHCem WB=DBa 90′f64′340t | Sundrland British | T.3Cy.23″,32″&64″–48″ (s 160lb 80lb NDB89 350H 3SB.6cf,GS123,HS3621 Tpd92 W.Doxford&SnsSld | 23 ″ 0 s 7 ″ 6 | | |
| Guillaume Tell IronScSr ssLon.No.3–11,84 (exYorkshire) ssLon.No.1–89 2Dks(1Irn)3trB | 2192 / 2079 / 1426 | ✠100A1 6,91 ✠NB80 BS8,90 ✠LMC6,89 | Ham A&CP | t | 1871 2mo | C.&W. Earle Hull | Violle&Co. | 330·0 P25′B55′ ptND84 | 35·5 FK | 25·5 5BHCem WB=DBa | Marseilles French | C.2Cy.36″&72″–36″ (o 80lb 76lb 250H 2SB.6pf,GS126 C.&W.Earle,Hull | 27 ″ 1 s 5 ″ 2 | D | |
| Guillemot SteelScSr A.E.Harding 83–94 1Dk(Stl)2trB& Webframes&ptAwngdk(Stl) | 1770 / 1331 / 1147 | ✠100A1 ptAwng dk with freeboard 9,94 ~~4,94~~ ✠LMC4,94 | Grk LA&CP Liv | q | 1894 4mo | Campbelltown Shipbuilding Co. Campbelt'wn | General Steam Navigation Co. | 260·0 Q92′ ptAwng dk167′ WB=Cell D B168′275t | 36·5 FK | 18·3 4BHCem APT102t | London British | T.3Cy.20″,32″&53″–36″ (s 165lb 80lb 141H 2SB,4rf,GS88,HS2430 Rankin&Blackmore,Grk. | 19 ″ 6 s 8 ″ 2½ | | |
| Guldkroken SteelScSp E.Hellberg 91–91 1Dk | 131 / 60 / 98 | | | | 1891 | Jönköping M.V. Jönköping | Ångb.Aktieb. "Södra Vettern" (A.Andersson) | 83·7 Q16′B24′H8t | 16·1 F21′ | 7·4 | Jönköping Swedish | C.2Cy.13¼″&23½″–17½″ 35H Bergsunds M.V.,Stockhlm | | | |
| Gulf City WoodScTug A.F.Norris –90 | 188 / — / 94 | | | | 1890 | McKeon, Glovr&N'rris Mobile,Ala. | A.F.Norris | 115·0 | 22·0 | 7·0 | Mobile Utd.States | 1Cy.12″–24″ | | R | |
| Gulf Stream IronSc3MstSr J.O'Neil 2Dks (exQueen,exVictory,exCarolina) | 998 / — / 709 | | | | 1861 | ..... New York | New York&Wilmington S.S.Co. | 215·0 len74 | 32·0 | 13·6 | New York Utd.States | 1Cy.42″–42″ 166H John Baird | | | |
| Gulf of Akaba IronScBn A.G.Gibson 90–90 ssLiv.No.2–92 Well deck 1Dk(Irn–ptws)2trB Elec.light | 1975 / 1604 / 1273 | ✠100A1 12,94 ~~10,98~~ BS11,93 ✠LMC5,92 | Liv A&CP | r | 1883 12mo | R.Dixon &Co. Middlesbro' | Greenock Steam Ship Co.(Lim.) | 275·0 P37′Q74′B72′F72 WB=Cell D B222′384t | 37·8 BK9½′ | 19·0 5BHCem FPT60t APT114t | Greenock British | C.2Cy.34½″&64″–42″ (b 90lb ~~40lb~~ 160lb 177H 2SB,6pf,GS90 NDB94 Blair&Co.(Lim.),Stockton | 21 ″ 6 s 2 ″ 1½ | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Chevaux Quille. Franc-bord en milliers de marcs. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 534 93229 LSCB | **Gulf of Ancud** *Currie* –91 *Elec.light* | SteelScSr 2*Dks*(*Stl–Uws*)3*trB* | 2716 2547 1700 | ✠100A1 11,93 ✠LMC5,90 | Gls A&CP | *t* | 1890 6mo | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | GreenockSteam ShipCo.(Lim.) *WB=Cell* | 314·5\|42·2\|23·9 B80′F46′ BK10″ *DB250′477t FPT* | Greenock British | T.3Cy.26″,42″&69″–48″ (*r*) 170lb *170lb* 300H 2DB,*8cf*,GS146 30t*APT*13t | 26 × 4 Blair&Co.(Lim.),Stockton |
| 535 98310 MFNQ | **Gulf of Bothnia** ~~*T.G.W.Ligertwood*82–91~~ *Elec.light* 2*Dks*(1*Irn&UStl*–ws)3*trB* ~~*Linklater*90–91 *T.G.W.Lighterwood*83–91~~ | SteelScSr | 3452 3125 ~~10,94~~ 3,94 2169 | ✠100A1 ~~4,95~~ ✠LMC9,91 ~~Lcm~~ | Gls LA&CP | *w* | 1891 6mo | Caird&Co. (Lim.) Greenock | Gulf LineAssociation(Lim.) (D.MacDougall, *Mgr.*) *WB=Cell* | 350·0\|42·1\|26·8 B95′F45′ BK9″ *BD268′ 557t FPT* | Greenock British | T.3Cy.28″,46″&75″–48″ (*s*) 170lb *170lb* 400H 2DB,*12rf*,GS207,HS5925 70t*APT*50t | 29 × 5·10 Caird&Co.(Lim),Greenock |
| 536 93204 KTLQ | **Gulf of Corcovado** *A.Fox* –92 *Elec.light* | SteelScSr *ss*Nwc.No.1–94 2*Dks*(*Stl*)3*trB* | 2361 2186 ~~8,94~~ ~~1,94~~ 3,95 1482 | ✠100A1 ✠LMC12,92 ~~Liv~~ Npt | Nwc A&CP | *t* | 1888 8mo | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | GreenockSteam ShipCo.(Lim.) *WB=Cell* | 310·0\|40·3\|22·6 P82′B78′F83′ BK10″ *DB244′390t FPT* | Greenock British | T.3Cy.26″,42″&69″–48″ (*s*) 170lb *170lb* 300H 3SB,*9cf*,GS195 20t*APT*34t | 25 × 3 Blair&Co.(Lim.),Stockton |
| 537 98299 MBLP | **Gulf of Florida** *A.Livingstone* –92 *Elec.light* | SteelScSr 2*Dks*(*Stl-Uws*)3*trB* | 2865 2565 1778 | ✠100A1 12,93 ✠LMC1,91 | Bry LA&CP | | 1891 1mo | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | GreenockSteam ShipCo.(Lim.) | 325·0\|42·0\|23·5 P35′B76′F39′ BK10″ *WB=Cell DB260′520t* | Greenock British | T.3Cy.24″,38″&62″–45″ (*s*) 160lb *160lb* 228H 2DB,*8rf*,GS156,HS4700 HwthrnLslie&C(Lm)Nwc | 26 × 4 |
| 538 98307 MDNJ | **Gulf of Genoa** *D.Swan*80–91 *Elec.light* | SteelScSr 2*Dks*(1*Irn&UStl*–ws)3*trB* | 3448 3125 ~~3,94~~ 3,32 1,95 2175 | ✠100A1 ✠LMC4,91 ~~Dun~~ | Lon LA&CP | *w* | 1891 4mo | Caird&Co. (Lim.) Greenock | Gulf LineAssociation(Lim.) (D.MacDougall, *Mgr.*) *WB=Cell* | 350·0\|42·1\|26·8 B95′F45′ BK9″ *DB268′ 557t FPT* | Greenock British | T.3Cy.28″,46″&75″–48″ (*s*) 170lb *170lb* 400H 2DB,*12rf*,GS207,HS5925 70t*APT*50t | 29 × 5·10 Caird&Co.(Lim.)Greenock |
| 539 93206 KVDG | **Gulf of Guinea** *S.C.Kennedy* *Elec.light* | SteelScSr *ss*Lon.No.1–92 2*Dks*(*Stl*)3*trB* | 2438 2270 ~~3,94~~ ~~2,93~~ 12,94 1541 BS1,95 | ✠100A1 ✠LMC12,92 Npt | Liv A&CP | *u* | 1888 9mo | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | Gulf LineAssociation(Lim.) (D.MacDougall, *Mgr.*) *WB=Cell* | 320·0\|40·3\|22·6 P83*t*B88′F89′ BK10″ *DB250′ 430t FPT* | Greenock British | T.3Cy.26″,42″&69″–48″ (*s*) 170lb *170lb* 300H 3SB,*9cf*,GS195 20t*APT*35t | 25 × 3 Blair&Co.(Lim.),Stockton |
| 540 93228 | **Gulf of Lions** *A.Warden* –91 *Elec.light* | SteelScSr *ss*Liv.No.1–94 2*Dks*(*Stl–Uws*)3*trB* | 2662 2430 5,95 ~~5,93~~ 1672 | ✠100A1 ~~✠LMC4,90~~ 6,94 Gls | Liv LA&CP | *u* | 1890 4mo | Caird&Co. (Lim.) Greenock | Gulf LineAssociation(Lim.) (D.MacDougall, *Mgr.*) *WB=Cell* | 313·6\|42·1\|24·1 B85′F44′ BK10″ *D B244′474t FPT* | Greenock British | T.3Cy.24″,40″&63″–54″ (*s*) 170lb *170lb* 400H 2DB,*8cf*,GS159,HS4830 20t*APT*9t | 26 × 4 Caird&Co.(Lim.)Greenock |
| 541 93211 LBKT | **Gulf of Martaban** *R.J.Hay*87–92 *Elec. light* | SteelScSr *ss*Gls.No.1–93 2*Dks*(*Stl–Uws*)3*trB* *Innerbottom plating Irn* | 2447 2274 ~~7,94~~ ~~11,93~~ 1,95 1537 | ✠100A1 ✠LMC3,93 Lon | Hpl A&CP | *u* | 1889 2mo | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | GreenockSteam ShipCo.(Lim.) *WB=Cell* | 320·0\|40·3\|22·6 P82′B89′F83′ lrp93 BK10″ *D B250′430t FPT* | Greenock British | T.3Cy.26″,42″&69″–48″ (*s*) 170lb *150lb* 300H 3SB,*9cf*,GS195 20t*APT*35t | 25 × 3 Blair&Co.(Lim.),Stockton |
| 542 87387 HRWP | **Gulf of Mexico** *A.Warden* *Elec.light* | IronScBn *ss*Gls.No.2–91 1*Dk*(*Irn*)&*Spardk*(*pt Irn*)3*trB* | 3172 2923 2009 | ✠100A1 *Spar dk* ~~3,94~~ ~~11,93~~ 2,95 BS1,94 | Npt LA&CP Liv ✠LMC7,91 | *v* | 1883 4mo | R.Dixon& Co. Middlesbro' | GreenockSteam ShipCo.(Lim.) *WB=Cell* | 330·0\|42·3\|26·0 B96′F36′ BK10″ *D B268′518t FPT* | Greenock British | C.2Cy.43″&80″–54″ (*b*) 80lb ~~50lb~~ *170lb* 450H 2DB,*12pf*,GS190 NDB94 87t*APT*14t | 20 × 6·5 Blair&Co.(Lim.),Stockton |
| 543 87402 JFQJ | **Gulf of Papua** *T.Anderson* *Well deck* *Elec.light* | IronScBn *ss*Liv.No.2–92 1*Dk*(*Irn–ptws*)2*trB* | 1971 1605 11,94 ~~8,93~~ 1266 | ✠100A1 BS3,94 ✠LMC1,92 Hpl | Liv A&CP | *r* | 1883 12mo | R.Dixon& Co. Middlesbro' | GreenockSteam ShipCo.(Lim.) *WB=Cell D* | 275·3\|37·5\|19·1 P37 Q74′B72′F72′ BK9½″ *B220′384t FPT* | Greenock British | C.2Cy.~~34½~~ 35½″ &64″–42″ (*b*) 90lb ~~50lb~~ *100lb* 176H 2SB,*6pf*,GS90 NDB94 60t*APT*14t | 21 × 2·4 Blair&Co.(Lim.),Stockton |
| 544 98319 MLQK | **Gulf of Siam** *J.Sanderson*83–92 *Elec.light* | SteelScSr 2*Dks*(1*Irn&UStl*–ws)3*trB* | 3433 3125 ~~8,94~~ ~~1,94~~ 11,94 2126 | ✠100A1 ✠LMC2,92 ~~Shl~~ Syd | Nwc LA&CP | *w* | 1892 2mo | Caird&Co. (Lim.) Greenock | Gulf LineAssociation(Lim.) (D.MacDougall, *Mgr.*) *WB=Cell* | 350·0\|42·1\|26·8 P44′B95′F45′ BK9″ *DB268′556t FPT* | Greenock British | T.3Cy.28″,46″&75″–48″ (*s*) 170lb *170lb* 400H 2DB,*12rf*,GS207,HS5937 65t*APT*20t | 29 × 5 Caird&Co.(Lim),Greenock |
| 545 81799 TGQW | **Gulf of Suez** *H.A.Golbourne* –91 *Well deck* *Elec.light* | IronScBn *ss*Liv.No.3–8,92 2*Dks*(*Irn*)3*trB* | 1535 1439 11,94 ~~9,93~~ 976 | ✠100A1 ✠NB3,87 BS5,94 ✠LMC4,93 | Liv A&CP | *r* | 1880 5mo | W.Gray& Co. W.Hartlpool | GreenockSteam ShipCo.(Lim.) *WB=Cell* | 260·0\|34·0\|21·7 P167′F35′ BK9″ *D B204′262t* | Greenock British | T.3Cy.19½″,32″&52″–39″ (*s*) 160lb *80lb* NDB87 170H 2SB,*4cf*,GS58 *Tpd*87Blair&Co.(Lim)Stk. | 24 × 2·2 |
| 546 99775 MPLN | **Gulf of Taranto** *R.Hudson*87–92 *Elec. light* | SteelScSr 2*Dks*(1*Irn&UStl*–ws)3*trB* | 3431 3125 1,95 ~~2,94~~ 2128 | ✠100A1 ✠LMC5,92 Shl | Nwc LA&CP | *w* | 1892 5mo | Caird&Co. (Lim.) Greenock | Gulf LineAssociation(Lim.) (D.MacDougall, *Mgr.*) *WB=Cell* | 350·0\|42·1\|26·8 P44′B95′F45′ BK9″ *DB268′556t FPT* | Greenock British | T.3Cy.28″,46″&75″–48″ (*s*) 170lb *170lb* 400H 2DB,*12rf*,GS207,HS5937 65t*APT*20t | 29 × 5 Caird&Co.(Lim.)Grk. |
| 547 93197 KPGL | **Gulf of Trinidad** ~~*T.H.Cook* –91~~ *Elec.light* *Linklater* | SteelScSr *ss*Liv.No.1–91 2*Dks*(1*Stl&1pt Stl*)3*trB* | 2362 2227 ~~3,94~~ ~~1,94~~ 1,95 1495 | ✠100A1 BS2,94 ✠LMC12,91 ~~Npt~~ Lay | Nwc A&CP | *t* | 1887 10mo | R.Dixon &Co. Middlesbro' *WB=DBa* | GreenockSteam ShipCo.(Lim.) | 300·0\|40·2\|23·9 P82′B76′F80′ BK10″ *86′&uE&B58′279t* | Greenock British | T.3Cy.26″,42″&69″–48″ (*s*) 170lb *170lb* 450H 3SB,*9cf*,GS195 *MT*12′223t*FPT*20t *APT*34t | 25 × 3 Blair&Co.(Lim.)Stockton |
| 548 87389 HVSJ | **Gulf of Venice** ~~*T.Linklater* –91~~ *Elec. light* *F.Parslow* | IronScBn *ss*Stk.No.2–90 1*Dk*(*Irn*)&*Spardk*(*pt Irn*)3*trB* | 2923 2828 1890 12,94 ~~,94~~ | ✠100A1 *Spar dk* ✠LMC5,90 ✠NB5,90 ~~Lon~~Grk | Hpl A&CP | *v* | 1883 6mo | W.Gray& Co. W Hartlepool | GreenockSteam ShipCo.(Lim.) *WB=Cell* | 331·1\|42·3\|25·7 B89′F40′ BK10″ *DB270′466t FPT* | Greenock British | T.3Cy.26½″,43″&71″–54″ (*r*) 170lb *170lb* NDB94 450H 2DB,*8cf*,GS174,HS6590 88t*APT*19t | 20 × 6 *Tpd*.90Blair&Co(Lim)Stk. |
| 549 97071 VSPW | **Gulnare** *A.McLeod,jr.*90–93 | SteelScSr 2*Dks* | 262 248 106 | ✠100A1 4,93 ✠LMC4,93 | Gls LA&CP | *e* | 1893 4mo | C.Connell &Co. Glasgow | A.McLeod | 137·0\|20·5\|13·6 BK7½″ | Charlttetn British | T.3Cy.13″,20″&33″–24″ (*s*) 160lb 64H 1SB,*2pf*,GS36,HS1115 4*BHCem* | 14 × 1·10 Dunsmuir&Jackson,Gls. |
| 550 77671 | — *Well deck* | CompScBn YM5,92 CF 1*Dk* | 247 196 120 | Cont. 8 A1 *frm*12,92NSc ✠ 5,92 | NSc A&CP | 12 | 1878 4mo | C.Connell &Co. Glasgow | DominionCoalCo. (Lim.) | 137·7\|21·8\|11·1 Q71′B15′F14″ Iron frame planked | Chlstn,S.C British *WB* | C.2Cy.23″&38″–27″ 65lb 70H 1B,GS45 J.&J.Thomson,Glasgow | |
| 551 51415 HBGQ | **Gunga** | IronScBn *ss*HKg.No.1–77 *ss*Hul.No.3–73 2*Dks* | 1257 1098 798 | ✠ 3,77 | HKg A&CP | Lv | 1864 10mo | Earle&Co. Hull | Australasian UnitedStm.Nav. Co.(Lim.) | 257·6\|32·2\|20·1 P61′ F54′ | SydnyNSW British 3*BHCem* | C.4Cy.26″&47″–39″ NB73 220H *Cmp*73Hmphrys&Co.,Hull *WB=DB*157′ | |
| 552 | **Gunong** F&YM10,91 ptIB | WoodSc 2*Dks* | 619 570 400 | ✠ 9 A1 3,93 ✠LMC2,92 | Sng LA&CP | | 1891 10mo | L.Durante Varazze *Now named "Santander," See No. 13 in Supplement* | | 171·1\|34·1\|15·1 | | C.2Cy.19″&34″–20″ 88lb 1SB,*2pf*,GS36 A.Roncallo,Smpierdarena | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Master. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. *ft. in.* | 15 Other Registers in which classed. Details of Roll Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 553 Gurly<br>JTQB | **SteelTwinSc3MstSr**<br>*H.Taarvig* –93 — 1*Dk*&*Awngdk* | 847<br>774<br>392 | | | | 1891 | Murdoch& Murray Pt.Glasgow | **J.Christensen** | 194·9<br>H73*t* | 28·1 | 19·1 | **Bergen**<br>Norwegian<br>*WB* | T.6Cy.14″,23″&36″–24″<br>250HP<br>Muir&Houston,Glasgow | | NV |
| 554 Gurupy<br>HGFK | | —<br>—<br>410 | | | | | ..... | **Cia.deNav.do Maranhão** | ..... | ..... | ..... | **Maranham**<br>Brazilian | | | |
| 555 Gussie<br>88214<br>JLRB | **WoodPad**<br>*Staples* — 2*Dks* | 998<br>—<br>576 | | | | 1872 | TheHarlan Hollingsworth Co. Wilm.,Del. | **MorgansL.&T. R.R.&S.S.Co. (SouthernPacific Co.)** | 221·6 | 33·8 | 16·8 | **N.Orleans**<br>Utd.States | 1Cy.44″–132″<br>387HP<br>The Harlan Hollingsworth Co.,Wilmington,Del. | | |
| 556 Gustaf<br>HDPB | **WoodScSr**<br>*L.Apeland*92–92 — 1*Dk* | 220<br>186<br>147 | | | | 1884 | G Pehrsson Gothenburg | **C.Foss** | 101·7<br>B32*t* | 22·2 | 11·6 | **Haugesnd**<br>Norwegian | C.2Cy.12″&23″–15″<br>25HP | | |
| 557 Gustaf E. Falck<br>731<br>JCDF | **IronScSr**<br>*J.S.B.Olsson*93–93<br>(*ex*Koral,*ex*W.Stief &Co.) — 1*Dk2trB* | 355<br>323<br>272 | | | | 1888 | C.J.Lange Sohn Bremerhaven | **Gustaf E.Falck** | 128·8<br>B20′ F20′ H9*t* | 21·2 | 15·7 | **Gothenbrg**<br>Swedish<br>*WB* | C.2Cy.13″&23½″–15″<br>25HP<br>J.Lange,Sohn,Vegesack | | N |
| 558 Gustaf Lagerbjelke<br>HLVR | **SteelScSp**<br>*A.V.Sjögren*90–92 — 1*Dk* | 139<br>78<br>99 | | | | 1890 | Bergsunds Mek.Verkst. Stockholm | **Rederiaktie-bolaget'Skogstorp' (G.Flodman)** | 96·3<br>Q30′ B35′ H13*t*F10′ | 19·0 | 7·4 | **Skogstorp**<br>Swedish | C.2Cy.13¼″&23½″–17½″<br>30HP<br>BergsundsMekVerkstSkm | | |
| 559 Gustaf Nerman<br>JWQG | **IronScSr**<br>*S.Ringen*76–93 (*ex*Olga) — 1*Dk* | 231<br>224<br>155 | | | | 1869 | Godefroy Hamburg | **J.Valentinsen** | 94·2<br>H7*t* | 23·8 | 13·7 | **Haugesnd**<br>Norwegian | I.2Cy.21″&21″–18″<br>45HP | | N |
| Abandoned 1894<br>560 Gustaf Tillberg<br>HLVR | **IronScSr**<br>*C.M.Thysell*85–93 — 1*Dk2trB* | 769<br>698<br>615 | | | | 1874 | Oscars-hamnMk. Verks. Oscarshamn | **TrelleborgsÅngf. NyaAktieb. (F.Malmros)** | 187·3<br>B82′ H6*t* | 26·1 | 18·6 | **Trellebrog**<br>Swedish | C.2Cy.20″&35″–24″<br>60HP<br>KockumsMkVerks. Malmö | | DV |
| 561 Gustaf Wasa<br>RHLC | **IronScSr**<br>*Bergström*85–85 — 1*Dk* | 323<br>—<br>205 | | | | 1866 | MotalaCo. Gothenburg | **A.Hedman** | 172·5 | 24·2 | 12·0 | **Nikolaistd**<br>Russian | 80HP | | |
| 562 Gustaf II. Adolf<br>HJTK | **IronScSr**<br>*J.A.Dahlström*89–83 — 1*Dk* | 419<br>280<br>319 | | | | 1854 | MotalaCo. Gothenburg | **Rederiaktieb. "Gustaf II.Adolf" (C.E.Nyman)** | 156·8<br>Q54′ B58′ H12*t*F27′ | 23·5 | 13·6 | **Stockholm**<br>Swedish | C.2Cy.20½″&41″–24″<br>80HP<br>W.LindbrgsMkVrks.,Skm | | |
| 563 Gustafsberg II. | **IronSc**<br>*J.G.Pettersson* — 1*Dk* | 106<br>70<br>63 | | | | 1878 | MotalaCo. Motala | **GustafsbergsFabriksIntressenter (O.W.Odelberg)** | 83·3<br>Q28′ B25′ | 18·2 | 7·5 | **Gustafsbg**<br>Swedish | C.2Cy.10¾″&21⅞″–17½″<br>30HP<br>MotalaCo.,Motala | | |
| 564 Gustafsberg IV. | **IronSc**<br>*K.J.M.Westerberg*87–87 — 1*Dk* | 118<br>80<br>79 | | | | 1884 | Bergsunds Mek.Verks. Stockholm | **GustafsbergsFabriksIntressenter (O.W.Odelberg)** | 99·7<br>B25′ H8*t* | 18·0 | 8·5 | **Gustafsbg**<br>Swedish | C.2Cy.14½″&25½″–19½″<br>35HP<br>Bergsunds Mek Vrks.,Skm. | | |
| 565 Gustafsberg V. | **IronSc**<br>*F.Jansson*76–88 — 1*Dk* | 127<br>83<br>88 | | | | 1888 | Bergsunds Mek.Verks. Stockholm | **GustafsbergsFabriksIntressenter (O.W.Odelberg)** | 102·1<br>B33′ | 18·1 | 8·4 | **Gustafsbg**<br>Swedish | C.2Cy.18″&32″–20″<br>45HP<br>BergsundsMekVks.,Skm. | | |
| 566 Gut Heil<br>KRCM | **SteelScSr**<br>*H.Dalldorf* –93 — 2*Dks*<br>*Electlight* *CarryingPetroleum in bulk* | 2552<br>—<br>1875 | | | | 1888 | SirW.G. Armstrong, Mitchell&Co. Newcastle | **Deutsch-AmerikanischePetroleumGes.** | 310·0 | 40·2 | 28·2 | **Gstemnde**<br>German<br>*WB* | T.3Cy.23″,37″&60″–39″<br>220HP<br>Wllsnd.Slip.&E.Co.,Nwc. | | V |
| 567 Gutenfels<br>QFGP | **SteelScSr**<br>~~*W.Thormann*90–90~~ *ss*Ham.No.1–93<br>1*Dk*(*Irn*)&*Spardk*&*Webframes*<br>*W.Dewers*95–95 *StringersIrn* | 2673<br>2591<br>1750 | ✠100A1<br>*Spar dk*<br>3,93 ~~2,94~~ | Ham *t*<br>A&CP<br>✠LMC7,98 | | 1889<br>3mo | Sundrland S.B.Co. Sunderland | **DeutscheDampfschifffahrts Ges.“ Hansa ”** | 323·0<br>B66′F43′<br>*WB*=*CellDB*(*Irn*)262′427*t* | 40·2 | 19·2<br>26·7<br>BK10″<br>*6BHCem* | **Bremen**<br>German | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *100lb* 250HP<br>2SB,*6cf*,GS114,HS4500<br>WllsndSlpwyC(Lim)Nwc. | 21 ″ 8 | G |
| 568 Guthrie<br>89561<br>JLDW | **IronScBg**<br>*P.T.Helms* –91 *ss*Syd.No.2–92<br>2*Dks*(1*Irn*)3*trB* | 2338<br>2052<br>1494 | ✠100A1<br>3,94<br>~~BS4,95~~ | Syd *t*<br>A&CP<br>✠LMC3,94 | | 1884<br>3mo | W Doxford &Sons Sunderland | **Eastern&AustralianS.S.Co. (Lim.)** | 314·0<br>P46′B56′F46′ | 38·3 | 23·6<br>BK10″<br>*6BHCem* | **London**<br>British | C.2Cy.40″&73″–48″ (*s*)<br>90lb 340HP<br>2DB,*12cf*,GS109<br>Hawks,Crawshay&Ss.Gts. | 25 ″ 0<br>s 4 ″ 7 | |
| 569 Guttenberg<br>KNGJ | **IronPadCtr**<br>*Wilckens* –92 — 1*Dk* | 145<br>145<br>92 | | | | 1875 | Act.Gesell. Hansa Rostock | **Stade-Altländer Dampfschifffahrts&RhedereiGes.** | 140·4<br>B31′ | 20·0 | 7·5 | **Stade**<br>German | C.3Cy.23½″&(2)32½″–42″<br>A.Tischbein,Rostock | | |
| 570 Gutztaff<br>72799 | **IronSc**<br>1*Dk* | 136<br>119<br>18 | | | | 1886 | Boyd&Co. Shanghai | **P.&O.SteamNav. Co.** | 105·5 | 19·4 | 9·2 | **Shanghai**<br>British | C.2Cy.20″&38″–27″<br>65HP<br>D.Rowan,Glasgow | | |
| 571 Guy Colin<br>94390<br>KRNQ | **SteelScSr**<br>*H.Dawson*84–92 *ss*Shl.No.1–93<br>1*Dk*(*Stl*)&*Webframes*<br>*Well decl* *Inner bottomIrn* | 2234<br>1742<br>1463 | ✠100A1<br>9,94 ~~10,98~~<br>~~BS9,94~~ | Bry *s*<br>A&CP<br>✠LMC3,93<br>Npt | | 1888<br>5mo | R.Dixon& Co. Middlesbro' | **Eng.&American ShippingCo. (Lim.)** | 290·0<br>Q121′B112′F29′ | 38·4 | 19·1<br>BK10″<br>*5BHCem* | **London**<br>British | T.3Cy.22″,35″&59″–39″ (*r*)<br>160lb *90lb* 250HP<br>2SB,*6cf*,GS30<br>T.Richardson&Sons,Hpl. | 21 ″ 9<br>s 2 ″ 1 | |
| 572 Guy Mannering<br>70630<br>NTBV | **IronSc4MstSr**<br>~~*D.Forbes*88–88 5thSurvey,Dun.7,90~~<br>(*ex*Maddaloni) 2*Dks*(1*Irn*)3*trB*<br>*C.E.Stewart* 6thSurvey,Bhn.9,94 | 2842<br>2654<br>1829 | ✠ A1, 1<br>~~9,94 3,92~~<br>✠NB7,90<br>~~BSM8,94~~ | Nwc Lv<br>Bhn<br>~~MS2,89~~ | | 1873<br>1mo | A.Leslie& Co. Newcastle | **East&WestS.S.Co. (Lim.) (W.Lamplough &Co.,*Mgrs.*)** | 380·0 | 35·8 | 27·0<br>BK10″<br>*5BHCem* | **London**<br>British | C.2Cy.30⅝″&70″–48″ (*s*)<br>80lb 240HP<br>2DB,*8rf*,GS150,HS3717<br>Maudslay&Co.,London | 28 ″ 4<br>s 8 ″ 0 | |
| 573 —<br>76766 | **IronPadSk**<br>*P.Dewar*82–88 (*ex*Sheila) | 256<br>225<br>40 | | | | 1877 | Caird&Co. Greenock | ~~**NorthBritishS.P. Co.**~~ W.Buchanan ~~**(H.Grierson)**~~ | 205·5<br>Q30*t* | 20·0 | 7·7 | **Glasgow**<br>British | D.1Cy.50″–72″<br>NB91 120HP<br>Caird&Co.,Greenock | | BT till 5,95 |
| *Now named "Isle of Bute," See p. 17 in Supplement* | | | | | | | | | | | | | | | |
| 574 Guyandotte<br>85715<br>JWBH | **IronScSr**<br>*Y.M.Walker* — 3*Dks* | 2351<br>—<br>1651 | | | | 1882 | J.Roach& Son Chester,Pa. | **OldDominionS.S. Co.** | 267·0 | 40·0 | 24·4 | **NewYork**<br>Utd.States | C.2Cy.38″&74″–54″<br>J.Roach&Son,Chester,Pa. | | R |
| 575 Guyers<br>70212<br>MRDK | **IronScSr**<br>*W.A.Ross* –94 *ss*Shl.No.3–6,91<br>*Well deck* 1*Dk* | 522<br>405<br>326 | ✠90A1<br>~~6,94 2,94~~ 2,95<br>~~BS8,93~~<br>10,94 | Shl<br>A&CP<br>LMC6,91<br>Sld | | 1873<br>11mo | Coulson, Cook&Co. Newcastle | **P.Brown** | 180·5<br>Q89′B20*t*F20′<br>len79 drp94 | 23·7<br>BK6½″<br>*WB*= | 13·0<br>*4BHCem*<br>*DBa39f40′* | **Newcastle**<br>British | C.2Cy.21″&38″–30″ (*i*)<br>80lb *43lb* NB83 60HP<br>1SB,*3pf*,GS48 NDB81<br>OusebrnEng.W.Co.,Nwc. | 14 ″ 0<br>s 1 ″ 6 | D |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Francbord en milles de navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 576<br>84990<br>WCFM | **Gwalia**<br>~~J.P.Mead81–92~~<br>*Well deck*<br>*W.H Cornish* -95 | IronScSr<br>*ss*Cff.No.3–10,93<br>1*Dk*(*Irn*)2*trB* | 1354<br>1087<br>862 | ✠100A1<br>1,95 ~~5,04 1,04~~<br>BS9,94 ✠LMC7,98 | Cff<br>A&CP | *o* | 1881<br>8mo | W.Pickers-gill&Sons<br>Sunderland | **Gwalia S.S.Co.Lim (Hurley, Matthews&Co.)** | 240·0\|33·0\|16·7<br>Q81′B62′F26′<br>FK<br>*WB*=*CellDB*345*tAPT*15*t* | Cardiff<br>British | C.2Cy.29″&56″–36″<br>80lb *45lb* 120H<br>2SB,*4pf*,GS63<br>N.E.MarineE.Co.(Lim)Sld | 19 ″ 4<br>s 1·11 |
| 577<br>~~68424~~<br>~~MBLV~~ | **Gwalior**<br>~~C.T.Denny—94~~<br>*Now named "Shinshiu Maru," 5645 p. 59 in Supplement.* | IronScSr | 2785<br>2612<br>1648 | | | | 1873 | W.Denny&<br>Bros.<br>Dumbarton | ~~P.&O.SteamNav. Co~~ | 351·6\|38·3\|27·7<br>F48′ | ~~Glasgow~~<br>~~British~~<br>Japanese | C.2Cy.49″&86″–54″<br>NB83 500H<br>Denny&Co.,Dumbarton | |
| 578<br>87023<br>WHBJ | **Gwendoline**<br>*G.M.Guild* –93 | IronScSr<br>~~ssLon.No.2–90~~<br>1*Dk*(*Irn*)2*trB*<br>*ss*Lon.No.3-10,94 | 1467<br>1356<br>932 | ✠100A1<br>12,94 ~~11,03~~ 10,94<br>BS11,93 LMC12,90 10,94<br>10,94 | Lon<br>LA&CP<br>Cff | *q* | 1882<br>10mo | Palmers'Co<br>Newcastle | **Burdick&Cook**<br>*WB*=*DBa*86 | 260·4\|35·2\|18·7<br>P27′B50′F32′<br>BK8″<br>*f*28′*&uE&B*34′312*t* | London<br>British | C.2Cy.31″&59″–42″ (*a*)<br>80lb *45lb* 180H<br>2SB,*4pf*,GS70,HS2813<br>Palmers'Co.(Lim.),Nwc. | 20 ″ 1<br>s 3 · 1 |
| 579<br>78442<br>WVTH | **Gwenllian Thomas**<br>~~*Evans* E.Evans~~<br>*Well deck* | IronScSr<br>~~ssCff.No.2–90~~<br>1*Dk*(*Irn*)2*trB*<br>*ss*Liv.No.3-9,94 | 1082<br>906<br>665 | ✠100A1<br>9,94 ~~8,98~~<br>BS9,03 LMC7,90 9,94 | Mdb<br>LA&CP<br>Liv | *n* | 1882<br>5mo | Palmers'Co<br>Newcastle | **GwenllianThomas S.S.Co.(Lim.) (EvanThomas Radcliffe&Co.)**<br>*WB*=*DBa*59′*f*63′ | 225·4\|31·2\|17·0<br>Q113′B44′F28′<br>BK8″<br>*WB*=*DBa*59′*f*63′ | Cardiff<br>British | C.2Cy.28″&52″–33″ (*a*)<br>80lb ~~76lb~~ *85lb* NDB93 99H<br>1SB,*4pf*,GS66<br>Palmers'Co.(Lim.),Nwc. | 18 ″ 1<br>s 2 · 4 |
| 580<br>JVTS | **Gwent**<br>*R.Titland*89–89<br>*ss*Bgn.No.3–12,91 1*Dk*<br>*ss*Bgn.No.1-95 | IronScSr | ~~652~~<br>~~543~~<br>~~447~~<br>397 | ✠100A1<br>~~7,03~~ 2,95<br>~~BS5,93~~ LMC12,91 2,95<br>~~✠NB2,95~~ | N Yk<br>A&CP<br>Bgn | *j* | 1878<br>5mo | E.Withy&<br>Co.<br>Hartlepool | **EtInteressentskab (E.Olsen,*Mgr.*)**<br>*WB*=*DBa*50′*f*52′*&uE&B*31′*APT* | 190·0\|28·2\|13·7<br>~~Q77~~ F25′ Q72′B44′<br>~~B90~~<br>BK7½″ | Florö<br>Norwegian | C.2Cy.~~25½~~&48″–30″ (*s*) (*t*)<br>~~75lb~~ 20¾″ 120lb *80lb* 100H<br>~~1B,GS42~~ 1SB,3*pf*,GS46,HS1475NDB93<br>Blair&Co.(Lim.),Stockton | |
| 581<br>84668<br>WGHM | **Gwentland**<br>*T.R.Jenkin* –93<br>*Well deck* *ss*Cff.No.3-3,94 | IronScSr<br>~~ssCff.No.2–89~~<br>1*Dk*(*Irn*)2*trB* | 1553<br>1248<br>999 | ✠100A1<br>3,94 ~~3,93~~<br>BS3,93 ✠LMC5,89 3,94<br>BS5,95 | Cff<br>A&CP | *p* | 1881<br>12mo | J.Readhead<br>&Co.<br>S.Shields | **GwentlandS.S.Co. Lim.(MorelBros. &Co.)**<br>*WB*=*DBa*74′*f*100 | 250·9\|35·2\|17·5<br>Q96′B56′F25′<br>~~Drp91~~ BK9″<br>*WB*=*DBa*74′*f*100 | Cardiff<br>British | C.2Cy.29″&55″–36″ (*i*)<br>80lb ~~60lb~~ *80lb* NDB94 120H<br>2SB,*4pf*,GS48<br>395*tAPT*17*t* J.Readhead&Co.,S.Shields | 18 ″ 6<br>s 1 · 11 |
| 582<br>~~93629~~ | **Gwydir**<br>*W.Anderson* –93 | SteelScSr<br>1*Dk* | 518<br>472<br>323 | ✠<br>8,86<br>✠ | Shl<br>LA&CP | *i* | 1886<br>7mo | J.Readhead<br>&Co.<br>S.Shields | **Newcastle& HunterRiver S.S.Co.(Lim.)** | 186·5\|28·1\|12·1<br>Q30′B38′F20′<br>*WB*=*DBa*33′*f*81′ | SydnyNSW<br>British | C.2Cy.24″&48″–30″<br>90H<br>J.Readhead&Co.,S.Shields | 13 ″ 0 |
| 583<br>93731<br>KPLN | **Gwynfaen**<br>*J.Evans* –92 | IronSc3MstSr<br>*ss*Trn.No.2–94<br>1*Dk* | 255<br>204<br>99 | ✠100A1<br>4,94<br>✠LMC4,94 | Trn<br>LA&CP | *e* | 1887<br>5mo | J.Jones&<br>Sons<br>Liverpool | **Kneeshaw,Lupton &Co.** | 139·8\|20·3\|9·9<br>Q76*t*B7′F28′<br>BK7″<br>*WB*=*FPT* | Liverpool<br>British | C.2Cy.18″&36″–24″ (*s*)<br>90lb 54H<br>1SB,*2pf*,GS38<br>J.Jones&Sons,Liverpool | 10 ″ 9<br>s · 11 |
| 584<br>JBRN | **Gyda**<br>~~*O.Rejahn*01–09~~<br>*Well deck*<br>*O.Natvig* -94 | SteelScSr<br>1*Dk*(*Irn*)2*trB* | 1240<br>961<br>925 | ✠<br>✠LMC11,90 | | | 1890<br>11mo | Wood,<br>Skinner&Co<br>Newcastle | **Et.Actieselskab (H.Isachsen)** | 230·8\|33·1\|15·4<br>Q73′B65′F25′<br>FK<br>*WB*=*CellDB*193′ | Grimstad<br>Norwegian | T.3Cy.17″,28″&46″–30″ (*s*)<br>160lb *80lb* 120H<br>2SB,*4pf*,GS58<br>258*tAPT*35*t* N.E.MarineEng.Co.,Nwc. | 18 ″ 0 |
| 585<br>NMDK | **Gylfe**<br>*C.M.Holmberg*74–89 | IronPadSr<br>1*Dk* | 387<br>295<br>247 | | | | 1874 | Burmeister<br>&Wain<br>Copenhagen | **Forenede Dampskibssel-skab.** | 197·0\|23·2\|10·2<br>P33*t* H57*t*<br>len92 | Copnhagn<br>Danish | C.4Cy.22″&44″–42″<br>120H<br>Burmeister&Wain,Cpn. | |
| 586<br>845<br>HRSP | —<br>*O.F.Gillholm* | IronScSr<br>1*Dk* | 302<br>254<br>210 | | | | 1884 | Göteborgs<br>Mek.V.<br>Gothenburg | **Ångf.Aktieb. "Gylfe" (T.Ahrenberg)** | 120·4\|21·7\|13·2<br>B31′ H5*t* | Gothenbrg<br>Swedish | C.2Cy.16″&28″–20″<br>45H<br>GöteborgsM.V.,Got. | |
| 587<br>JWQR | **Gyller**<br>*I.Rasmussen* –92<br>*Well deck* | SteelScSr<br>1*Dk*(*Stl*)2*trB* | 549<br>418<br>394 | ✠100A1<br>1,92<br>✠LMC1,92 | Xia<br>LA&CP | *h* | 1892<br>1mo | AkersMek.<br>Værksted<br>Christiania | **Holdt&Isachsen**<br>*WB*=*CellDB*30′50*t FPT* | 171·9\|26·6\|12·9<br>Q42′B40′F23′<br>BK7″ | Stavanger<br>Norwegian | T.3Cy.13″,21″&33″–27″<br>160lb *80lb* 85H<br>1SB,GS37<br>20*tAPT*20*t* Akers.Mek.Værksted,Xia. | 13 ″ 10 |
| 588<br>87109<br>HRSP | **Gympie**<br>1*Dk*(*Irn*) *Stringers Beams&Keelsons Irn*<br>*Well deck* | SteelScSr | 220<br>139<br>126 | ✠<br>6,83<br>✠ | Gls<br>LA&CP | *c* | 1883<br>5mo | Campbel-<br>townS.B.C.<br>Campbeltwn | **W.Kinsey** | 120·5\|22·1\|8·0<br>Q43′B23′F23′ | Singapore<br>British | C.2Cy.18″&32″–24″<br>45H<br>Dunsmuir&Jackson,Gls.<br>*WB*=*FPT*8*t* | |
| 589<br>93376 | **Gyne**<br>*Elec.light* | SteelTwinScLr | 297<br>297<br>181 | | | | 1887 | W.Denny<br>&Bros.<br>Dumbarton | **Irrawaddy Flotilla Co.(Lim.)** | 165·3\|27·2\|9·2 | Glasgow<br>British | C.2Cy.21½″&38″–24″<br>42H<br>Denny&Co.,Dumbarton | |
| 590<br>HLTS | **Gyptis**<br>*Dauch*69–87 | IronScSr<br>2*Dks* | 1099<br>—<br>644 | | | | 1865 | Caird&Co.<br>Greenock | **CieMarseillaise deNav.à Vap. (Fraissinet& Co.,*Mgrs.*)** | 255·9\|30·0\|21·8<br>P49′ B19′ F35′ | Marseilles<br>French | C.2Cy.34½″&59¾″–33″<br>130H<br>Fraissinet&Co.,Marseilles | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned or special Entrance Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Port Trade. Port Corrs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 JRWQ | **H. A. Hartmann** **IronScSr**<br>~~*H.Waldberg*~~ ~~*ssSws.No.2–80*~~<br>*Well deck* 1*Dk*(*pt Irn*)2*trB*<br>*Blichfeldt95-95* *ss*Bgn.No.3-2,95 | 554<br>417<br>389 | ✠100A1<br>2,95~~7,91~~<br>~~BS9,92~~ | Bgn<br>A&CP | *h* | 1882<br>10mo | Flensburg<br>Schiff.Ges.<br>Flensburg | EtInteressntskab<br>~~(H.C.Clausen)~~<br>(G.Parelius) | 166·9\|25·2\|13·8<br>Q47′B45′F23′<br>BK6½″<br>*WB*=*MT*33′ | | | Xiansund<br>Norwegian | C.2Cy.~~22½″~~&42″–27″<br>75lb *90lb* NDB95 80HP<br>1SB,*2pf*,Gs33<br>116*tAPT*8*t* | | N |
| 2 QFSR | **H. A. Nolze** **SteelScSr**<br>*G.Bullerdieck* –93<br>1*Dk*&*Webframes* | 740<br>651<br>528 | | | | 1893 | Flensbrgr<br>Schiffs.Ges.<br>Flensburg | Dampfschifffahrts<br>Ges. "Neptun" | 180·0\|26·8\|13·8<br>Q115′ B46′ F19′<br>*WB* | | | Bremen<br>German | T.3Cy.14″,21½″&37″–24″<br>75HP<br>FlensburgerSchiffsbauGes<br>Flensburg | | V |
| 3 NBSQ | **H. C. Christensen** **SteelScSr**<br>*P.J.Jörgensen* *ss*Abn.No.1–93<br>*Well deck* 1*Dk*(*Irn*)<br>*Now named "Leonardo,"* | 322<br>248<br>185 | ✠100A1<br>6,93<br>✠LMC6,93 | Abn<br>A&CP | *e* | 1889<br>12mo | Schlesnger,<br>Davis&Co.<br>Newcastle | H.C.Christensen's<br>Enke | 138·0\|22·3\|10·8<br>Q74′B7′F21′<br>BK6″<br>*WB*=*FPT* | | | Marstal<br>Danish | T.3Cy10½″,16½″&27″–21″(*s*)<br>160lb *80lb* 50HP<br>3*BHCem*<br>49*tAPT*18*t* | 11 ″ 5 | V |
| 4 NJBK | **H. C. Örsted** **IronScSr**<br>*F.C.G.Örsted*80–80 | 749<br>545<br>459 | | | | 1872 | Burmeister<br>&Wain<br>Copenhagen | StoreNordiske<br>Telegraph<br>Selskab | 183·4\|28·4\|15·5<br>P94′ F28′<br>*WB* | | | Copnhagn<br>Danish | C.4Cy.21″&44″–30″<br>120HP<br>Burmeister&Wain,Cpn. | | V |
| 5 95803 KCMV | **H. F. Dimock** **IronScSr**<br>*C.F.Eldridge* 2*Dks*&*Spardk* | 2626<br>—<br>1786 | | | | 1884 | W.Cramp<br>&Sons<br>Philadelphia | MetropolitanS.S.<br>Co. | 271·8\|41·6\|19·2<br>29·9<br>*WB* | | | Bostn,Mas<br>Utd.States | C.2Cy.36″&68″–54″<br>W.Cramp&Sons,Phl. | | R |
| 6 95986 | **H. F. Morse** **WoodSc** | 489<br>—<br>244 | | | | 1888 | .....<br>Bath,Me. | B.W.&H.F.Morse | 154·0\|30·0\|17·0 | | | Bath,Me.<br>Utd.States | C.2Cy.30″&56″–36″ | | |
| 7 QFSC | **H. H. Meier** **SteelTwinSc3MstSr**<br>*M.Moller*88–92<br>3*Dks*(2*Irn*-ws)&*Webframes*<br>*Elec.light* | 5475<br>4705<br>3409 | ✠100A1<br>12,92<br>✠LMC12,92 | Nwc<br>LA&CP | *z* | 1892<br>3mo | SirW.G.<br>Armstrong.<br>Mitchell&<br>Co.(Lim.)<br>Newcastle | Norddeutscher<br>Lloyd | 421·0\|48·0\|29·2<br>P39′B140′F54′<br>BK13½″<br>*WB*=*Cell DB* 387′920*t* | | | Bremen<br>German | T.6Cy.24½″,40″&66″–45″ (*s*)<br>160lb *160lb* 600HP<br>3DB,*18rf*,Gs351,Hs9000<br>Hwthorn,Lslie&C(L)Nwc. | 32 ″ 3<br>s 7 ″ 8½ | G |
| 8 95712 | **H. J. Jewett** **IronSc** | 1954<br>—<br>1722 | | | | 1882 | Union Dry<br>DockCo.<br>Buffalo,N.Y. | UnionSteamboat<br>Co. | 265·0\|39·7\|13·6 | | | Buffalo,NY<br>Utd.States | C.2Cy.22″&44″–48″<br>H.G.Tront,Buffalo | | |
| 9 97533 | **H. M. Pollock** **SteelScSr**<br>~~*W.M.Dowell* –91~~<br>1*Dk*(*Irn*)*Spardk*(*Irn*)&*Webframes*<br>*McGregor* *ss*Bry.No 1-94 | 2515<br>2383<br>1623 | ✠100A1<br>*Spar dk*<br>~~8,91 9,93~~ 5,95<br>✠LMC~~8,93~~94<br>~~Bry~~ Npt | Cff<br>A&CP | *t* | 1890<br>8mo | WDoxford<br>&Sons<br>Sunderland | SteamNav.Co.of<br>Ireland(Lim.)<br>(J.Burke&Co.,<br>*Mgrs.*) | 300·0\|40·4\|16·2<br>B66′F35′ 23·5<br>FK<br>*WB*=*CellDB*252′629*tFPT* | | | Belfast<br>British | T.3Cy~~23½~~20″,37″&60″-42″ (*s*)<br>160lb *80lb* 220HP<br>2SB,*6rf*,Gs127,Hs4099<br>118*tAPT*32*t* W.Doxford&Sons,Sld. | 18 ″ 6<br>s 5 ″ 8½ | |
| 10 96039 KHCD | **H. M. Whitney** **IronScSr**<br>*J.M.Hallett* –90 2*Dks*&*Awngdk* | 2707<br>—<br>1791 | | | | 1890 | TheW.<br>Cramp&<br>SonsCo.<br>Philadelphia | MetropolitanS.S.<br>Co. | 271·8\|43·0\|19·2<br>29·0<br>*WB* | | | Bostn,Mas<br>Utd.States | T.3Cy.29″,45″&74″–48″<br>TheWm.Cramp&Sons'Co.,<br>Phl. | | R |
| 11 NRSF | **H. P. Prior** **IronPadSr**<br>*N.F.Tofte*67–78 | 537<br>485<br>301 | | | | 1878 | Burmeister<br>&Wain<br>Copenhagen | ForenedeDamp-<br>skibsselskab | 201·8\|23·5\|14·2<br>B39*t* H23*t* F15′ | | | Aalborg<br>Danish | C.O.4Cy.26″&58″–48″<br>200HP<br>Burmeister&Wain,Cpn. | | |
| 12 MDBK | **H. von Witt** **IronScSr**<br>*Düsing* *ss*Ant.No.1–79<br>*Well deck* 1*Dk*2*trB* | 879<br>658<br>559 | ✠<br>8,81 | Dun<br>A&CP | *l* | 1875<br>8mo | Cunliffe&<br>Dunlop<br>PortGlasgow | NeueDampfsch.<br>Act.Ges.<br>(M.Petersen,*Mgr*) | 206·0\|27·7\|15·7<br>P103′ F33′<br>*WB* | | | Rostock<br>German | C.2Cy.26″&46″–30″<br>100HP<br>5*BHCem*<br>Cunliffe&Dunlop,Pt.Gls. | | DV |
| 13 JBCD | **H. Wicander** **SteelScSr**<br>*C.H.Mesterton*92–92<br>1*Dk*(*Stl*)&*Webframes*&*pt Awngdk*(*Stl*) | 1410<br>1021<br>767 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>1,95~~4,94~~<br>✠LMC4,92 | Skm<br>LA&CP<br>Lis | *n* | 1892<br>4mo | Cmpbltwn<br>Shipbuilding<br>Co.<br>Campbeltwn | Rederibolaget<br>A.Wicander<br>(CWicander,*Mgr*)<br>drp92,93&94 | 227·0\|32·6\|16·4<br>Q82′H31*t*<br>*pt Awngdk*148′ FK<br>*WB*=*DBa*57′*f*55′ | | | Stockholm<br>Swedish | T.3Cy.17″,27″&44″–33″ (*s*)<br>160lb *60lb* 110HP<br>4*BHCem*<br>227*tAPT*46*t* | 17 ″ 4<br>s 8 ″ 1 | |
| 14 JSMD | **Haakon Adalstein** **IronScSr**<br>*J.Brostrup*68–90 2*Dks*&*Awngdk* | 685<br>672<br>418 | | | | 1873 | Mitchell<br>&Co.<br>Newcastle | Nordenfjeldske<br>Dampskibs-<br>selskab | 180·6\|26·4\|16·7<br>H13*t* 21·2<br>*WB* | | | Drontheim<br>Norwegian | C.2Cy.27″&50″–30″<br>100HP<br>N.E.MarineEngCo.Ld.Sld. | | |
| 15 JSPG | **Haakon Jarl** **SteelScSr**<br>*L.Rinnau*79–87 2*Dks*&*Awngdk* | 858<br>843<br>523 | | | | 1879 | MotalaCo.<br>Gothenburg | Nordenfjeldske<br>Dampskibs-<br>selskab | 197·3\|27·1\|21·5<br>H23*t*<br>len91<br>*WB* | | | Drontheim<br>Norwegian | C.2Cy.29½″&51½″–29½″<br>160HP<br>MotalaCo.,Gothenburg | | |
| 16 JTMH | **Haalogaland** **SteelScSr**<br>*H.Johnsen* –90 1*Dk*<br>(*Fishing*) | 206<br>194<br>118 | | | | 1891 | Fredrikstd<br>mekVærk-<br>sted<br>Fredrikstad | Dampskibsselsk.<br>"Haalogaland"<br>(R.Kaarbö) | 120·0\|19·0\|12·9<br>P26′ B26′ | | | Tromsö<br>Norwegian | T.3Cy.12¼″,19½″&31″–24″<br>65HP<br>Fredrikstadmek.Værksted<br>Fredrikstad | | N |
| 17 HFCN | **Haardraade** **WoodScBk**<br>*L.Castberg* 1*Dk*2*trB* | 416<br>377<br>245 | | | | 1871 | Brinchs<br>Verft.<br>Christiania | EtInteressentskab<br>(CarlHansen) | 144·3\|30·0\|16·1<br>Q35′ | | | Chrstiania<br>Norwegian | 1Cy.24⅗″–24⅗″<br>45HP<br>NylandsVerks.Christiania | | |
| 18 HNRC | **Habana** **IronScBg**<br>*A.Murieda*88–93 3*Dks*(1*Irn*)<br>(exErnstMoritzArndt) | 2597<br>2455<br>1766 | ✠<br>2,73 | Sld | Lv | 1872<br>8mo | Oswald&<br>Co.<br>Sunderland | Cia.Trasatlantica | 317·0\|37·2\|28·5<br>B70′ F41′<br>drp74 | | | Barcelona<br>Spanish | C.2Cy.51″&86″–42″<br>NDB85 350HP<br>3*BH*2PBH<br>T.R.Oswald,Sunderland | | V |
| 19 QCTV | **Habsburg** **IronScBg**<br>*R.Leintze*88–92 2*Dks*&*Hurdk*<br>*Elec.light* | 3217<br>—<br>1996 | | | | 1875 | Earle'sCo.<br>Hull | Norddeutscher<br>Lloyd | 351·1\|39·4\|24·0<br>32·5 | | | Bremen<br>German | T.3Cy.19″,42½″&69½″–49½″<br>NE91<br>Act.Ges."Vulcan,"Stettin | | G |

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord en milliers de navire. pds. | pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20<br>1176<br>HGWS | **Hachisuka Maru**<br>*Adzumá Mampei* | **Wood—Sr** | 125<br>118<br>69 | | | | 1889 | Haruki Tojiro Tokushima | KyodoKisen-Kaisha | 113·7 | 24·1 | 11·7 | Kogawa<br>Japanese | 2Cy.<br>28H | | |
| 21 | **Hae-an**<br>*R.M.Andrew74–89(exShingking)2Dks*<br>*Now named "Kung Yi," See No. 15 in Supplement* | **IronSc** | 1378<br>—<br>869 | | | | 1873 | A.&J. Inglis Glasgow | ChinaMerchants' SteamNav.Co. | 244·0 | 33·0 | 18·2 | Shanghai<br>Chinese | C.3Cy.20″,32″&52″–39″<br>150H<br>Lees,Anderson&Co.,Gls. | | |
| 22<br>Dismantled 2/94 | **Hae-Chang**<br>*Fugast* 1*Dk*&*Spar dk*<br>(*ex*YungNing,*ex*Union) | **CompScSr** | —<br>—<br>324 | | | | 1856 | .....<br>London | ChinaMerchants' SteamNav.Co. | 156·0 | 22·0 | 14·0 | Shanghai<br>Chinese | C.2Cy.20″&36¼″–27″<br>57H<br>S.C.Farnham&Co.,Shl. | | |
| 23<br>*Now named "Fuh Yi," See No. 16 in Supplement* | **Hae-shin**<br>*C.H.Wells77–88* (*ex*Chih-li)<br>2*Dks*&*Spar dk* | **IronScSr** | 1145<br>—<br>763 | | | | 1871 | A.&J. Inglis Glasgow | ChinaMerchants' SteamNav.Co. | 212·6 | 33·5 | 18·8 | Shanghai<br>Chinese | C.2Cy.31″&60″–36″<br>150H<br>A.&J.Inglis,Glasgow | | |
| 24 | **Hae-ting**<br>*R.Paramore* | **Steel&IronScSr** | 1513<br>—<br>1099 | | | | 1873 | J.Elder& Co. Glasgow | ChinaMerchants' SteamNav.Co. | 253·0 | 33·0 | 20·9 | Shanghai<br>Chinese | C.2Cy.32″&62″–33″<br>150H<br>J.Elder,Glasgow | | |
| 25<br>HDGW | **Hægholmen**<br>*O.Gundersen* | **Steel&IronScSr** | 389<br>312<br>233 | | | | 1885 | Hæghol-mensSkibs-værft&M.V. Christiania | Dampskibs-selskabet "Hægholmen" (JensMeinich& Co.) | 137·2<br>B64*t* | 23·1<br>H6*t* | 12·9<br>F6*t* | Chrstiania<br>Norwegian | C.2Cy.13″&23″–18″<br>25H<br>AkersM.V.,Christiania | | |
| 26<br>RHDM | **Hafis**<br>*F.Ockelmann93–93*<br>1*Dk*&*Spardk*&2*trB*<br>*Elec.light* *Carrying Petroleum in bulk* | **SteelSc3MstSr** | 2116<br>1525<br>1588 | | | | 1886<br>12mo | R.W.Haw-thorn, Leslie&Co. Newcastle | Tank-Dampfschiff-fahrtsGes. (*in liq.*) | 270·0<br>P78′ | 36·0<br>B12′ | 25·6<br>F30′ | Hamburg<br>German | T.3Cy.20″,32″&53″–36″<br>160H<br>R.&W.Hawthorn,Leslie&Co.,Newcastle | | |
| 27<br>NWSP | **Hafnia**<br>*C.Andersen* 2*Dks* | **SteelScSr** | 1633<br>1233<br>1039 | | | | 1888 | Helsingörs Jernskibs &Maskin Byggeri Elsinore | Dampskibs-Selskabet "Kjöbenhavn" (P.L.Fisker) | 257·5<br>P154′ | 35·2<br>F24′ | 16·7 | Copnhagn<br>Danish | T.3Cy.19½″,31½″&51½″–36″<br>160H<br>Helsingörs Jernskibs & Maskin Byggeri, Elsinore<br>*WB*=*DB*324*t* | | |
| 28<br>1141<br>HGTM | **Haginoura Maru**<br>(*ex*FukuzawaMaru,No.11) | **Wood—Sr** | 158<br>83<br>98 | | | | 1889 | Fukuzawa Tatsuzo Tokio | BabaMichihisa | 92·7 | 16·2 | 8·6 | Higashi Iwase<br>Japanese | 1Cy.<br>22H | | |
| 29<br>85147<br>WJKB | **Haidar Pacha** | **IronPadSr** | 342<br>265<br>257 | | | | 1882 | Samuda Bros. London | W.J.Alt | 151·6 | 22·0 | 9·6 | London<br>British | O.2Cy.37″–36″<br>80H<br>MaudslaySons&Field,Lon | | |
| 30<br>88847<br>SLRG | **Hailoong**<br>~~*Hodgins*~~ *ss*HKg.No.1–92<br>*Roach* 1*Dk*(*Stl*)&*Spardk*&*Webframes* | **SteelScSr** | 1253<br>1102<br>783 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>11,94 ~~11,94~~<br>✠LMC9,92 | HKg<br>A&CP | *o*<br>BS11,94 | 1888<br>4mo | Ramage& Ferguson Leith | DouglasS.S.Co. (Lim.)<br>*WB*=*DBa*53′ 80*t* *FPT* | 230·0<br>B35′F46′<br>BK6½″ | 33·2<br>20·2<br>4*BHCem* | 13·2<br>British<br>160lb *110lb*<br>2SB,*6cf*,GS120<br>33*t* *APT*20*t* | HongKong<br>British<br>180H<br>Ramage&Ferguson,Leith. | T.3Cy.22½″,37″&59″–39″ (*s*)<br>160lb *110lb*<br>T.3Cy17 7/16″,27 1/16″&44″–27 5/8″<br>125H<br>*WB* H.Pauksch,Landsberg. | 13·11<br>s 5·3 | |
| 31<br>RHVD | **Hainan**<br>*J.Samuelsen90–90* 2*Dks*2*trB* | **SteelScSr** | 1043<br>946<br>741 | | | | 1890 | Bremer Schiffsb. Ges. Vegesack | Dampfsch.Ges. "Swatow" | 217·0<br>B20′ | 31·0 | 20·6 | Hamburg<br>German | | | |
| 32<br>JLVG | **Hai-phong**<br>2*Dks* | **SteelSc** | 1493<br>—<br>874 | | | | 1885 | Messgeries Maritimes LaCiotat | Messageries Maritimes | 278·5<br>H133*t* | 33·1 | 22·4 | Marseilles<br>French | C.2Cy.31½″&56¾″–43½″<br>250H<br>MessageriesMar.,LaCiotat | | |
| 33<br>88844<br>SLRC | **Haitan**<br>*Goddard82–92* *ss*H.Kg.No.1–91<br>2*Dks*(1*Stl*)3*trB* | **SteelScBn** | 1856<br>1657<br>1183 | ✠100A1<br>9,94 ~~8,93~~<br>BS9,93 ~~9,94~~ ✠LMC8,91 | HKg | *r* | 1887<br>1mo | R.Dixon& Co. Middlesbro' | DouglasS.S.Co. (Lim.)<br>*WB*=*Cell* | 275·0<br>B36′F56′<br>BK10″ | 35·0<br>24·0<br>4*BHCem* | | HongKong<br>British<br>350H<br>2DB,*8cf*,GS130<br>T.Richardson&Sons,Hpl. | T.3Cy.25½″,42″&67″–42″ (*o*<br>160lb *110lb*<br>*DB* 220′ 227*t* *FPT* 51*t* *APT*18*t* | 26·1<br>s 4·8 | |
| 34<br>91279<br>KDLV | **Hajeen**<br>*A.Newey* –94 *ss*Liv.No.1–90<br>1*Dk*(*Stl*)&*Spardk*(*ptIrn*)3*trB*<br>*InnerbottomplatingIrn* | **SteelScSr** | 2826<br>2730<br>1786 | ✠100A1<br>*Spar dk*<br>5,93<br>BS1,92 ✠LMC1,90 | Cff<br>LA&CP | *u* | 1885<br>11mo | Sir.W.G. Armstrong Mitchell&Co Newcastle | BedouinSteam Nav.Co.(Lim.) (W.&R.Thomson, *Mgrs.*)<br>*WB*=*Cell* *DB* 272′ 425*t* | 310·5<br>B71′F27′<br>FK | 39·0<br>19·4<br>26·9<br>6*BHCem* | | Liverpool<br>British<br>325H<br>2DB,*12pf*,GS148,HS4680<br>WallsendSlipwayCo.,Nwc. | T.3Cy.24″,39″&64″–42″ (*s*)<br>150lb<br>*FPT*38*t* | 22·<br>s 7·2 | |
| 35<br>1204<br>HJCR | **Hako Maru**<br>*SenooTameshichi* | **Wood—Sr** | 232<br>217<br>144 | | | | 1890 | Tsuji Matsunojo Hakodate | Chikuzen Zenjiro | 120·8 | 17·1 | 15·0 | Hakodate<br>Japanese | 2Cy.<br>29H | | |
| 36<br>49<br>HBCJ | **Hakodate Maru**<br>*Sudzuki Yeyiro* | **WoodScSr** | 476<br>303<br>295 | | | | 1875 | .....<br>Yokosuka | NotoZenkichi | 172·8 | 21·4 | 13·4 | Hakodate<br>Japanese | C.2Cy.20″&36″–22″<br>56H | | |
| 37<br>JPKW | **Hakon Adelsten**<br>*S.Sundt* *ss*Bgn.No.3–5,85<br>*ss*Bgn.No.1–89<br>1*Dk*&*Spardk*3*trB* | **IronScSr** | 1464<br>1398<br>1049 | ✠<br>*Spar dk*<br>✠NB5,85<br>BS9,92 LMC7,89 | | | 1873<br>2mo | Backhouse &Dixon Middlesbro' | Harloff&Böe | 250·6 | 32·8 | 17·5<br>24·1<br>BK8½″ | Bergen<br>Norwegian<br>80lb NDB85<br>2SB,*4pf*,GS60 | C.2Cy.29″&55″–33″ (*i*)<br>150H<br>*WB*=*MT*33′300*t* | | |
| 38<br>1289<br>HJMK | **Hakurio Maru**<br>(*ex*DaitoMaru) | **Wood—Sr** | 150<br>80<br>82 | | | | 1892 | Morita Rihei Tokio | Tomita Yoshimatsu | 96·7 | 13·9 | 8·5 | Hakodate<br>Japanese | N.E.Mar.E.Co.(Lim.),Sld.<br>2Cy.15″&28″–15″<br>34H | | |
| 39<br>94300 | **Halcyon** | **SteelPad** | 553<br>331<br>323 | 1*Dk* | | | 1887<br>6mo | J.Scott& Co Kinghorn | GeneralSteam Nav.Co. | 209·2<br>Q7*t* | 26·2 | 9·1 | London<br>British | C.2Cy.33″&61″–60″<br>250H<br>J.Scott&Co.,Kirkcaldy | | |
| 40<br>73726<br>QKGF | —<br>*Tuplin93–94* *ss*Lon.No.3–12,88<br>(*ex*Ann) *ss*Lon.No.1–92<br>1*Dk* | **IronScSr** | 301<br>254<br>188 | ✠100A1<br>3,95 ~~5,94~~<br>✠NB9,93 LMC10,92 | Nwc<br>A&CP<br>Gbl | *f*<br>3,95 | 1876<br>9mo | A.&J.In-glis Glasgow | ~~Cuppa&Co.~~<br>Cuppa Lambros S.S.Co.(Lim)<br>(C.G Lambros *Mgr*) | 150·8<br>Q48′<br>srp93 drp95 | 21·7<br>11·6<br>*WB*<br>=*FPT*90*t* | | London<br>British<br>4*BHCem*<br>1SB,*2pf*,GS32,HS885<br>A.&J.Inglis,Glasgow | C.2Cy.18″&34″–24″ (*s*)<br>80lb *80lb* NDB93<br>*FPT*90*t* | 12·<br>s 1·6 | |
| 41<br>99695 | —<br>*G.Little93–93* | **SteelScYawl** | 141<br>135<br>54 | ✠100A1<br>*Stm Trawler*<br>6,93<br>✠LMC6,93 | Gls<br>LA&CP | | 1893<br>6mo | Mackie& Thomson Glasgow | Gt.GrimsbyIceCo. (Lim.) | 98·0<br>B7½″ | 20·5<br>10·7<br>*WB*= | Grimsby<br>British<br>3*BHCem*<br>1SB,*2pf*,GS27,HS540<br>Muir&Houston,Glasgow | T.3Cy.10″,16″&25½″–20″ (*s*)<br>160lb<br>*DTf*14′27*t* | 11·7 | |
| 42<br>HCGD | **Halden**<br>*J.Isaksen* | **IronScSr** | 282<br>137<br>195 | 1*Dk* | | | 1890 | Fredrkstds Mek.Værkstd Fredrikstad | Dampskibsselska-bet"Glommen" (B.Christiansen) | 128·5<br>P86*t* | 21·9<br>F32*t* | 9·9<br>H27*t* | Frdrikstad<br>Norwegian | T.3Cy.14″,22″&37″–20″<br>100H<br>Fred.M.V.Fredrikstad | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now xpired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Bof Trade Pass Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 43 96606 LGKS | **Haldon** SteelScSr<br>*T.R.Hosking* *ss*Npt.No.1–94<br>*Well deck* 1*Dk(Stl)&Webframes* | 1519<br>1152<br>970 | ✠100A1<br>2,94<br>✠LMC2,94 | Npt<br>A&CP | *p* | 1889<br>7mo | E.Withy&Co.<br>W Hartlepool | J.Holman&Sons | 250·0\|35·0\|17·0<br>P25′Q70′B100′<br>F31′ FK<br>*WB=CellDB210* | London<br>British<br>4*BHCem*<br>342*tAPT18t* | T.3Cy.18½″,30″&48″–36″ (*s*)<br>160lb *50lb* 140HP<br>2SB,*4cf*,GS57,HS2000<br>Blair&Co.(Lim.),Stockton | 19 ″ 4<br>s 1 ″5½ | |
| 44 95099 KVCR | **Halifax** SteelScSr<br>*S.R.Hill* –88<br>*Elec.light* | 1738<br>1318<br>958 | | | | 1888 | Lon.&Gls.Co.(Lim)<br>Glasgow | Canada,Atlantic&PlantS.S.Co.(Lim.) | 250·3\|35·0\|21·5 | Halifax NS<br>British | T.3Cy.30″,48″&75″–48″<br>350HP<br>Lon.&Glas.Co.(Lim.),Gls. | | |
| 45 102710 | **Halifax City** SteelScSr<br>~~*J.W.Harvison87–94*~~ *Newton*<br>1*Dk(Stl)&Spar dk(ptStl–ws)&*<br>*Elec.light* *deepframing* | 2141<br>1881<br>1377<br>~~6,94~~ 4,95 | ✠100A1<br>*Spar dk*<br>~~6,94~~ 4,95<br>✠LMC2,94 | Gls<br>LA&CP<br>Lon | *s* | 1894<br>1mo | A.Stephen&Sons<br>Glasgow | Furness,Withy&Co.(Lim.) | 311·3\|37·0\|15·8<br>B94′F31′ 23·2<br>BK9½″<br>*WB=CellDB* | W.Hartlpl<br>British<br>6*BHCem*<br>208′338*t* | T.3Cy.25″,40″&66″–45″ (*s*)<br>160lb *80lb* 300HP<br>2SB,*6rf*,GS140,HS4660<br>A.Stephen&Sons,Glasgow | 18 ″ 3<br>s 5 ″ 4½ | BT till ~~12,94~~ 4,96 |
| 46 96715 | **Hall** WoodSc<br>*J.H.Hall* | 247<br>159<br>136 | | | | 1889 | W.&G.H.Tate<br>Montreal | OttawaForwardingCo.(Lim.) | 102·8\|25·5\| 7·4<br>P57*t* F12*t* | Ottawa<br>British | 1Cy.15″–15″<br>7HP<br>J.&R.Weir,Montreal | | |
| 47 72649 PWGH | **Hallamshire** IronScSr<br>*A.Brown* –93 *ss*Shl.No.3–11,89<br>*Well deck* *ss*Npt.No.1–94 1*Dk2trB* | 1358<br>1091<br>876 | ✠100A1<br>5.95 ~~2,94~~<br>✠NB11,89 | Npt<br>A&CP<br>Cff<br>LMC2,94 | *o* | 1876<br>6mo | E.Withy&Co.<br>Hartlepool | Steel,Young&Co. | 243·2\|32·3\|18·0<br>Q84′B67′F27′<br>BK8½″<br>*WB=DBa73′ƒ82′* | W.Hartlpl<br>British<br>4*BHCem*<br>*ŷuE&B42′* | C.2Cy.30″&57″–33″ (*r*)<br>75lb *75lb* NDB89 130HP<br>1DB,*4pf*,GS65<br>T.Richardson&Sons,Hpl. | 19 ″ 2<br>s 1 ″ 8½ | |
| 48 HSBN | **Halland** SteelTwinScSr<br>*G.A.Petersson78–86* 1*Dk&Awngdk* | 430<br>254<br>297 | | | | 1884 | MotalaCo.<br>Gothenburg | HallandsÅngb.Aktieb.(L.Kollberg) | 158·8\|23·5\|10·7<br>H21*t* 18·5 | Halmstad<br>Swedish | C.4Cy.20″&35″–35″<br>120HP<br>Motala Co.,Motala | | |
| 49 29965 JGSW | **Halley** IronScBg<br>*L.H.Walsh* –93 | 1637<br>1149<br>1013 | | | | 1865 | A.Leslie&Co.<br>Newcastle | Liverpool,Brazil&RiverPlateStm.Nav.Co.(Lim.)(Lamport&Holt,*Mgrs.*) | 267·8\|32·1\|21·3<br>P157*t* 28·2 | Liverpool<br>British | C.2Cy.25″&56″–42″<br>NE&B80 120HP<br>Fawcett,Preston&Co.,Liv. | | |
| 50 1186 HRDG | **Halmstad** IronTwinScSr<br>*O.A.E.Lundin94–94* 1*Dk&AwngDk* | 404<br>252<br>282 | | | | 1882 | Bergsunds Mek.Verkst.Stockholm | HallandsÅngb.Aktieb.(L.Kollberg) | 160·1\|23·6\|10·6<br>H15*t* | Halmstad<br>Swedish | C.4Cy.19″&33″–21″<br>120HP<br>BergsundsMek.Verk.,Skm | | |
| 51 NTRF | **Hals** IronTwinScHopper<br>*J.Andersen* 1*Dk* | 272<br>265<br>119 | | | | 1883 | W.Simons&Co.Renfrew | AalborgByesHavn | 128·4\|25·9\|10·4 | Aalborg<br>Danish | C.4Cy.14″&26″–18″<br>60HP | | |
| 52 102712 NGRB | **Hambleton** SteelScSr<br>*D.Blacklaw94–94* 1*Dk(ptStlptIrn)*<br>2*trB&Webframes&ptAwngdk(Irn)* | 3024<br>2278<br>1952 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>5,94<br>✠LMC1,94 | Cff<br>A&CP | *t* | 1894<br>1mo | Ropner&Son<br>Stockton | HambletonS.S.Co.(Lim.) (W.S.Merryweather) | 315·0\|40·5\|20·2<br>P29′Q102′ BK10″<br>*ptAwngdk*184′<br>*WB=Cell DB* 264′511*t* | W.Hartlpl<br>British<br>5*BHCem*<br>*APT62t* | T.3Cy.23″,37½″&61½″–39″<br>160lb *160lb* (*s*) 250HP<br>2SB,*6cf*,GS99,HS3528<br>Blair&Co.(Lim.),Stockton | 23 ″ 7<br>s 8 ″11½ | |
| 53 RDKQ | **Hamburg** IronScSr<br>*P.Kröger75–92* *ss*Ham.No.3–3,83<br>*Well deck* *ss*Ham.No.2–92<br>2*Dks* ~~1*Dk2trB*~~ | 779<br>602<br>545 | 95A1<br>4,92<br>~~LMC4,92~~ | Ham | *l* | 1872<br>6mo<br>1,95 | Humphrys&Pearson<br>Hull | H.J.Perlbach&Co. | 207·0\|27·8\|15·2<br>P100′F28′<br>drp95 FK<br>*WB=* | Hamburg<br>German<br>5*BHCem*<br>*MT36′215t* | C.2Cy.27″&52″–32″<br>65lb NB83 NDB82 110HP<br>2SB,*4pf*,GS50 *85lb*<br>Humphreys&Pearson,Hull | | |
| 54 HTLF | — SteelScSr<br>*J.E.Beckman* –93 *ss*Got.No.1–93<br>*Well deck* 1*Dk2trB*<br>*Elec.light* | 765<br>521<br>492 | ✠100A1<br>~~3,93~~ 5,95<br>BS~~3,94~~ 5,95<br>✠LMC6,93 | Got<br>A&CP | *k* | 1888<br>11mo | W.Doxford&Sons<br>Sunderland | FörnyadeÅngf.Aktiebolaget "SvenskaLloyd" (W.Frodi,*Mgr.*) | 199·0\|27·4\|13·0<br>P&B136′ H29*t* F48′<br>FK<br>*WB=CellDB(Irn)* | Gothenbrg<br>Swedish<br>5*BHCem*<br>158′156*t* | T.3Cy.18″,29″&48″–33″ (*o*)<br>150lb 130HP<br>2SB,*4cf*,GS70<br>W.Doxford&Sons,Sld. | 15 ″ 2 | |
| 55 | — IronScSr<br>*Eggerstedt* –93 (*Trawler*) | 171<br>155<br>71 | | | | 1893 | Act.Ges."Neptun"Rostock | J.Nibbe | 108·3\|20·5\|12·0<br>B35′ | Altona<br>German | Cy.3C.(2)17¾″&33½″–19¾″<br>Act.Ges."Neptun,"Ros. | | V |
| 56 LMGF | — IronPad<br>*S.H.Boetius* 1*Dk* | 100<br>—<br>66 | | | | 1866 | Janssen&Schmilinsky<br>Hamburg | H.Heymann | 128·9\|15·0\| 6·3 | WyckFöhr<br>German | 2Cy.15¾″–26½″<br>30HP<br>Geb.Burmester,Lauenbrg | | |
| 57 58957 JNQC | **Hamilton** IronScBg<br>*H.T.Skrimshire* –94 4*Dks*<br>(*ex*Nevada) | 3617<br>2941<br>2355 | ✠<br>1,69 | Nwc | Lv | 1868<br>11mo | Palmers' Co.<br>Newcastle | "Hamilton"S.S.Co.(Lim.)(H.S.Flinn) | 345·6\|43·4\|35·1 | Bristol<br>British<br>5*BH* | C.2Cy.40″&80″–60″<br>NE&B81 400HP<br>G.Forrester&Co.,Liv. | | V<br>BT till 10,94 |
| 58 NBTS | **Hamlet** SteelScSr<br>*J.G.M.Hahn* 2*Dks*<br>*Elec.light* | 1108<br>651<br>679 | | | | 1889 | Helsingörs Jernskibs&Maskin Byggeri Elsinore | Dampskibsselskabet "Danmark" (T.Sonne&Co.,*Mgrs.*) | 230·2\|31·9\|11·6<br>18·7 | Copnhagn<br>Danish | T.3Cy.18″,27½″&47″–33″<br>130HP<br>Helsingörs Jernsk.& Mask.Byggeri,Elsinore | | DV |
| 59 51295 JLCF | **Hampshire** IronScSr<br>*W.Gardner* –93 *ss*Hpl.No.3–5,86<br>*ss*Sou.No.2–93<br>1*Dk2trB* | 631<br>601<br>385 | ✠A1<br>~~2,94~~ 4,95<br>✠NB86<br>BS~~2,94~~ 4,95<br>LMC5,93 | Sou<br>A&CP | | 1866<br>4mo | Oswald&Co.<br>Sunderland | J.L.Hill | 188·7\|28·8\|16·3<br>Q&F24*t* drp93<br>ND74&78 BK7½″<br>*WB=DBa* | S'thamptn<br>British<br>3*BHCem*<br>47*ƒ*38′111*t* | C.2Cy.24″&44″–30″ (*a*)<br>80lb *60lb* NE80 85HP<br>1SB,*3pf*,GS53<br>W.B.Thompson,Dundee | 17 ″ 9<br>s 2 ″ 6 | |
| 60 94313 KNFR | **Hampstead** SteelScSr<br>*E.Way* –92 *ss*Npt.No.1–92<br>*Well deck* 1*Dk(Stl)&Webframes* | 2245<br>1749<br>1448 | ✠100A1<br>~~11,93~~ 3,95<br>BS~~7,93~~ 8,94<br>✠LMC1,92 | Cff<br>LA&CP<br>Npt | *s* | 1887<br>7mo | W.Gray&Co.<br>W Hartlepool | BritainSteamShipCo.(Lim.)<br>~~(Watts,Ward&Co.,*Mgrs.*)~~ (Watts,Watts&Co.,*Mgrs.*) | 282·3\|37·6\|19·5<br>P29′Q78′B112′<br>F27′ BK10″<br>*WB=Cell DB* 236′500*t* | London<br>British<br>5*BHCem*<br>2SB,*6cf*,GS92 | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *80lb*NDB92 225HP<br>Blair&Co.(Lim.),Stockton | 22 ″ 3<br>s 2 ″ 1 | |
| 61 94377 KRGC | **Hampton** SteelScSr<br>~~*A.H.Burgess* –93~~ *ss*Msl.No.1–92<br>*Well deck* 1*Dk(Stl)&Webframes*<br>~~*Editors* –94~~ *R.W.Moon* | 2128<br>1660<br>1383 | ✠100A1<br>~~2,0542,93~~ 5,95<br>BS~~5,94~~ 5,95<br>✠LMC6,92<br>~~Liv~~ Lon | Cff<br>A&CP | *r* | 1888<br>4mo | J.Blumer&Co.<br>Sunderland | CommercialS.S.Co.(Lim.) | 279·0\|38·2\|19·0<br>P26′Q80′B114′<br>F26′ BK9″<br>*WB=CellDB232′* | London<br>British<br>6*BHCem*<br>327*tAPT45t* | T.3Cy.21½″,36″&59″–39″ (*s*)<br>160lb *70lb* 200HP<br>2DB,*8cf*,GS84<br>N.E.Mar.E.Co.(Lim.),Sld. | 21″ 6<br>s1 ″ 11½ | |
| 62 1306 HJNM | **HanasakiMaru** Wood—Sr | 148<br>135<br>92 | | | | 1892 | Yamao Fukuzo Hakodate | WatanabeKumashiro | 106·4\|14·5\|13·6 | Hakodate<br>Japanese | 1Cy.<br>25HP | | |
| 63 77226 | **Handa** IronScSr<br>*J.Martin* –93 (*ex*ArosCastle) | 140<br>105<br>62 | | | | 1878 | Blackwood&Gordon Pt.Glasgow | D.MacBrayne | 84·2\|20·1\| 9·5<br>F9*t* | Glasgow<br>British | C.2Cy.16″&28″–21″<br>35HP<br>Blackwood&Gordon PtGls | | BT till 6,95 ~~Sld~~ |
| 64 85142 WJFH | **Handel** IronScSr<br>*A.Hastie88–89* ~~*ssSld.No.2–90*~~<br>1*Dk(Irn)&Spardk(Irn)3trB*<br>*ss*Sld.No.3–6,94 | 2123<br>2107<br>1382 | ✠100A1<br>*Spar dk*<br>~~6,9410,93~~ 2,95 drp91<br>~~BS6,93~~ ✠LMC8,90 6,94 | Sld<br>A&CP | *r* | 1882<br>3mo | Bartram,Haswell&Co.Sunderland | JennesonTaylor&Co. | 265·0\|37·2\|27·7<br>~~drp91~~ BK9½″<br>*WB=DBa82′ƒ60′338tFPT* | London<br>British<br>6*BHCem*<br>60*tAPT23t* | C.2Cy.34″&64″–42″ (*i*)<br>80lb *80lb* 200HP<br>2SB,*6pf*,GS100<br>J.Dickinson,Sunderland | 22 ″ 0<br>~~s 6 ″ 4½~~<br>s 6 ″ 1 | D |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant aux Lettres d'Epreuve. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord en milieu du navire. pds. pr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **65** 84135 WBLV | **Handel** IronScSr<br>*J.Lewis* –93 | 1977<br>1842<br>1210 | | | | 1881 | A.Leslie &Co. Newcastle | Liverpool,Brazil &RiverPlate SteamNav.Co. (Lim.) (Lamport&Holt, *Mgrs.*) | 290·0 \| 36·2 \| 24·5 | Liverpool British | C.2Cy.26″&60″–45″ 200H<br>R.Stephenson&Co.,Nwc. | |
| **66** 91878 KCPV | **Hangchow** SteelScSr | 1572<br>1491<br>999 | | | | 1885 | Scott&Co. Greenock | ChinaNav.Co. (Lim.) | 259·7 \| 33·1 \| 23·2<br>B52′ F31′ | London British | C.2Cy.29″&58″–42″ 180H<br>Scott&Co.,Greenock | |
| **67** HCGL | **Hankö** SteelScSr<br>*P.Gundersen* | 246<br>231<br>137 | | | | 1890 | AkersMek Værksted Christiania | ChristianiaKust-dampskibsselskab (JensMeinich&Co) | 130·0 \| 19·1 \| 14·4<br>H15*t* | Chrstiania Norwegian | T.3Cy. 80H<br>Akrs.Mek.VærkChristiania | |
| **68** 68510 MNHG | **Hankow** IronSc3MstSr<br>*F.West* *ss*Nwc.No.3–3,85 *ss*Lon.No.1–90 2*Dks*3*trB* | 3594<br>3153<br>2332 | ✠100A1 10,92<br>✠NB3,85 BS10,93 | N Yk A&CP<br>LMC11,90 | *w* | 1873<br>10mo | C.Mitchell &Co. Newcastle | W.Milburn&Co. | 389·0 \| 42·1 \| 28·8<br>P96′F52′ BK11″ | London British | C.2Cy.52″&96″–51″ (*i*) 30 » 4<br>75lb NDB85 500H s 6 » 3½<br>3DB,*18pf*,GS297<br>R.&W.Hawthorn,Nwc. | |
| **69** 68528 | **—** IronPadSr<br>*C.V.Lloyd*85–85 | 3073<br>1387<br>2252 | | | | 1874 | A.&J. Inglis Glasgow | ChinaNav.Co. (Lim.) | 308·5 \| 42·3 \| 15·2 | London British | L.1Cy.72″–168″ 400H<br>A.&J.Inglis,Glasgow | |
| **70** 84139 | **Hannah Beckett** WoodScFlat<br>*R.Wakefield*88–89 IB *Salted* 1*Dk* HTLiv.87 | 88<br>86<br>33 | 7,87 | Liv<br>LA&CP | 11 | 1881<br>5mo | Bracegrdle Northwich | W.E.Davies | 77·0 \| 19·6 \| 8·5<br>9&12yrsMat | Liverpool British | D.2Cy.15″–16″ NB93 36H<br>W.E.Bates,Northwich | |
| **71** 95928 | **Hannah M. Bell** SteelScSr<br>*E.W.White*93–93 1*Dk*(*Irn*)2*trB* &*Webframes*&*ptAwngdk*(*Irn*)<br>*R.Stainthorpe* –94 | 2998<br>2299<br>1933 | ✠100A1 *ptAwng dk withfreeboard* 3,95 ~~3,94~~<br>✠LMC4,98 | Cff<br>A&CP<br>Bry | *t* | 1893<br>4mo | Ropner& Son Stockton | HannahM.BellS.S. Co.(Lim.) (Stainthorp& Kitching) | 315·0 \| 40·5 \| 20·3<br>P33′Q98′ BK10″<br>*ptAwngdk*184′<br>*WB*=*Cell* | Stockton British | T.3Cy.23″,37½″&61½″-39″ (*s*) 23 » 7<br>160lb *80lb* 130H s 9 » 0<br>5*BHCem*<br>2SB,*6cf*,GS99,HS3528<br>*DB*246′ 512*t* Blair&Co.(Lim.),Stockton | |
| **72** Broken up 9,94 QCJD | **Hannover** IronScBg<br>*A.vonCöllen* –93 2*Dks*&*Awngdk*4*trB* | 2571<br>2319<br>1933 | *Now named "Tito," See No. 24 in Supplement.* | | | 1869 | Caird&Co. Greenock | Norddeutscher Lloyd | 311·0 \| 39·4 \| 31·5 | Bremen German | 2Cy.39¼″&77½″–48″ 360H<br>Caird&Co.,Greenock | |
| **73** QFRP | **Hanny** IronScTrawler<br>*H.Oetken*92–92 1*Dk* | 135<br>122<br>58 | | | | 1892 | F.W. Wencke Bremerhaven | H.Siebert | 105·0 \| 21·0 \| 8·9 | Brmrhavn German | C.2Cy.17½″&31½″–19½″ 70H<br>R.Küchen,Bielefeldt | |
| **74** JLVH | **Hanoï** SteelScSr<br>*Chodzko* 2*Dks* | 1208<br>—<br>630 | | | | 1893 | Sundrland S B.Co.(Lim.) Sunderland | Marty&d'Abbadie | 240·0 \| 32·0 \| 17·3 | Marseilles French | T.3Cy.20″,32½″&53″–36″<br>*WB* N.E.Mar.E.Co.(Lim.),Sld. | |
| **75** 73446 WCRV | **Hanoi** WoodScSr<br>1*Dk* | 142<br>104<br>97 | | | | 1881 | Amoo HongKong | CheaChewYew | 115·3 \| 17·2 \| 8·0<br>F31*t* | Singapore British | C.2Cy.15″&30″–15″ 44H<br>HongKong&WhampoaDk | |
| **76** 91321 LHVR | **Hanover** SteelScSr<br>*F.Newlove* –91 *ss*Mdb.No.1,94<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1612<br>1270<br>1028 | ✠100A1 6,94 ~~7,94~~<br>✠LMC5,98 | Mdb<br>LA&CP<br>Cff | *q* | 1889<br>9mo | Edwards' Shpbuilding Co.(Lim.) Newcastle | A.Meek &Sons | 255·4 \| 36·3 \| 16·9<br>P28′Q66′B104′<br>F30′ FK<br>*WB*=*Cell* | Goole British<br>4*BHCem*<br>*DB*214′355*t* | T.3Cy.20″,33″&53″–39″ (*s*) 19 » 3<br>160lb *80lb* NDB91 160H s 1 » 6½<br>2SB,*6pf*,GS90<br>Kincaid&Co.(Lim.),Grk. | |
| **77** LCSQ | **Hans** SteelScSr<br>*C.Krützfeldt* –90 1*Dk*&*Spardk* | 1027<br>887<br>750 | | | | 1890 | Howaldts-werke Kiel | Sartori&Berger | 205·7 \| 30·5 \| 21·0<br>B50′ | Kiel German | T.3Cy.15″,23¼″&39″-27½″ 450H<br>*WB* Howaldstwerke,Kiel | |
| **78** LMDR | **Hans Jost** SteelScSr<br>*G.Ziesmer*80–89 1*Dk* | 962<br>732<br>694 | | | | 1889 | Flensburger Schiffsb. Ges. Flensburg | J.Jost | 207·7 \| 30·9 \| 14·3<br>Q71′ B54′ F27′ | Flensburg German | T.3Cy.15¾″,24″&45″–30″ 100H<br>*WB* FlensburgerSchiffsb.Ges., Flensburg | |
| **79** MDJV | **Hans Krohn** IronScSr<br>*A.Koster*82–82 1*Dk*&*Spardk*3*trB* | 1254<br>791<br>936 | | | | 1882 | Act.Ges. "Vulcan" Stettin | Dampfer Ges. v.1881(M.Peter-sen, *Mgr.*) | 232·6 \| 31·1 \| 14·0<br>21·1 | Rostock German | C.2Cy.27½″&51″–31½″ NB91 120H<br>Act.-Ges."Vulcan,"Stettin | |
| **80** RGKP | **Hansa** IronScSp<br>*H.Hillers*92–92 | 528<br>496<br>342 | | | | 1881 | J.&G. Thomson Glasgow | Hamburg-Ameri-kanischePacketf. Act.Ges. | 156·8 \| 32·5 \| 15·8 | Hamburg German | C.2Cy.24″&44″–36″ 100H<br>J.&G.Thomson,Glasgow | |
| **81** PBDK | **—** IronScSr<br>*J.Stepan* 1*Dk*2*trB* | 391<br>—<br>295 | | | | 1864 | Act.Ges. "Vulcan" Stettin | Libau-Lübecker Dampfschiff-fahrtsGes. | 159·1 \| 21·6 \| 12·1 | Lübeck German | C.2Cy.19¼″&35½″–24″ 55H<br>RostockSB.&E.Co.,Rostck | |
| **82** Wrecked 11,94 JSKH | **Harald Haarfager** IronScSr<br>*O.Kjeldsen*86–86 1*Dk*&*Awngdk* | 442<br>427<br>258 | | | | 1871 | Throndhjems M. Verkst. Drontheim | ChristianiaKyst-dampskibsselskab (JensMeinich& Co.,*Mgrs.*) | 161·6 \| 22·6 \| 17·5<br>H15*t* | Chrstiania Norwegian | C.4Cy.17″&32″–22½″ 80H<br>*WB* ThrondhjemsMek.Verkst. | |
| **83** HDNS | **—** WoodScBk<br>*Olsen*80–88 2*Dks* | 420<br>391<br>216 | | | | 1872 | MCHansen Christiania | Sælfangerselkabet "HaraldHaar-fager"(N.Bugge) | 144·2 \| 30·3 \| 16·2<br>H28*t* | Tönsberg Norwegian | C.2Cy.20″&40″–24¾″ 60H<br>*WB* NylandsMek.Verk.Chrstna | |
| **84** 102892 | **Harberton** SteelScSr<br>*A.E.Bartlett*87–94<br>*Well deck* 1*Dk*(*Iron*)&*Webframes* | ~~1097~~<br>1443<br>1098<br>893 | ✠100A1 ~~7,94~~ 10,94<br>*(Class Contem-plated)*<br>✠LMC7,94 | Sld<br>A&CP | *p* | 1894<br>7mo | S.P.Austin &Son Sunderland | J.&C.Harrison | 247·0 \| 35·3 \| 15·6<br>P28′Q63′B45′F27′ FŠ<br>*WB*=*Cell* | London British<br>4*BHCem*<br>*DB*267′*uE*&*B* | T.3Cy.19″,31″&51″–33″ (*s*) 18 » 3<br>160lb *90lb* 130HP 140H s 1 » 10<br>1SB4*pf*GS63,HS2490<br>N.E.Mar.E.Co.(Lim.),Sld. | |
| **85** 84991 WCJP | **Harbinger** IronScSr<br>*R.Dover*87–87 *ss*Shl.No.3–4,94<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1813<br>1466<br>1135 | ✠100A1 ~~12,94~~ ~~14,94~~ 1,95<br>✠LMC3,94 | Shl<br>A&CP | *r* | 1881<br>8mo | Sld.S.B.C. (Lim.) Sunderland | HarbingerSteam ShipCo.(Lim.) (J.L.Browne) | 271·0 \| 36·2 \| 20·7<br>P26′Q74′B70′F27′<br>drp94 BK9½″<br>*WB*=*DBa* | Sundrland British<br>7*BHCem*<br>84*f*56′263*t* | C.2Cy.33″&63″–39″ (*i*) 22 » 5<br>80lb *45lb* 170H s 2 » 4½<br>2SB,*4pf*,GS75<br>N.E.MarineE.Co.(Lm)Sld. | |
| **86** 99126 | **Harbour Light** SteelScTug<br>*Watson*<br>1*Dk*(*Irn*) *Floors*&*Stringers Irn* | 45<br>41<br>— | ✠A—<br>*For Towingpurposes*<br>8,93<br>✠LMC8,92 | Bel | | 1892<br>3mo | J.Cran &Co. Leith | J.Waterson | 64·0 \| 13·4 \| 7·5<br>BK5″ | Belfast British<br>3*BHCem* | C.2Cy.12″&24″–18″ (*s*) 8 » 0<br>100lb 30H<br>1SB,*2pf*,GS25,HS528<br>J.Cran&Co.,Leith | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 6 Particulars of Classification. Character. / for Special Survey. Date of last Survey. | 7 Port of Survey. | 8 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of Roof Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 87<br>101965 | **Harbourne** SteelScSr<br>*(LOST BY COLLISION 3,94)*<br>*A.E.Bartlett87–93*<br>*Well deck* | 1*Dk(Stl)&Webframes* | 1158<br>866<br>714 | ✠<br>1,94<br>✠ | Lon<br>A&CP | *n* | 1893<br>1mo | S.P.Austin &Son<br>Sunderland | **J.&C.Harrison** | 225·0\|33·4\|14·4<br>P28′Q50′B44′F25′<br>FK<br>*WB=CellDB178′310tFPT* | | | London<br>British<br>4*BHCem* | T.3Cy.18½″,30″&49″–33″<br>120HP<br>1SB,*3pf*,GS58,HS2000<br>J.Dickinson,Sunderland | 16 ″ 11<br>s 1 ″ 9½ | |
| 88<br>89620<br>JBKW | **Harbury** *(WRECKED 3,94)* IronScSr<br>*R.Grimwade* –92 *ss*Nwc.No.2–92<br>(*ex*Godrevy)<br>*Well deck* | 1*Dk(Irn)2trB* | 1570<br>1268<br>996 | ✠<br>1,94<br>✠NB2,92 ✠ | Nwc<br>A&CP | *p* | 1884<br>4mo | J.Priest-man&Co.<br>Sunderland | **J.&C.Harrison** | 255·7\|36·0\|18·4<br>Q88′ B68′ F28′<br>*WB=DBa72′f64′304tAPT30t* | | | London<br>British<br>4*BHCem* | T.3Cy.21″,33″&58″–42″<br>160HP<br>*Tpd.*92 WallsendSlipway& Eng.Co.(Lim.),Nwc. | 19 ″ 9<br>s 2 ″ 1½ | |
| 89<br>98515<br>MGBH | **Hardanger** SteelScSr<br>*J.Willis* –94<br>*Well deck* | 1*Dk(Stl)&Webframes* | 2421<br>1881<br>1570 | ✠100A1<br>2,95 ~~4,94~~<br>✠LMC7,91 | Bry<br>A&CP<br>Clk | *s* | 1891<br>7mo | W.Gray& Co.(Lim.) WHartlepool | **G.B.Harland&Co.** | 285·6\|39·0\|21·3<br>P27′Q92′B112′<br>F28′ BK10″<br>*WB=DBa 94′f104′530t* | | | **W.Hartlpl**<br>British<br>5*BHCem*<br>*APT20t* | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb *80lb* 200HP<br>2SB,*6rf*,GS81,HS3200<br>CntrlMarE.W(Lm)W.Hpl | 22 ″ 10<br>s 2 ″ 0½ | |
| 90<br>JPTF | **Hardangeren** IronScSr<br>*T.Michelsen76–91*<br>*Well deck* | 1*Dk* | 230<br>158<br>171 | | | | 1869 | Bergens Mek Verkst<br>Bergen | **HardangerSönd-hordlandske Dampskibssel-skab** | 144·4\|19·7\| 9·6<br>Q48′ F43′ | | | Bergen<br>Norwegian | C.4Cy.15″&28″–18″<br>50HP<br>BergensMek.Verks,Bergn. | | |
| 91<br>81823<br>VFHS | **Hardwick** IronScSr<br>*G.Gill* –92 *ss*Hpl.No.3–3,93<br>*Well deck* | 1*Dk(Irn)2trB* | 1122<br>859<br>699 | ✠100A1<br>~~3,94~~ ~~4,94~~ 2,95<br>BS6,94 ✠LMC3,93 | Yar<br>LA&CP<br>Bly | *n* | 1880<br>12mo | E.Withy& Co.<br>Hartlepool | **R.Ropner&Co.** | 236·0\|31·6\|13·7<br>Q90′B61′F30′<br>FK<br>*WB=Cell* | | | **W.Hartlpl**<br>British<br>4*BHCem*<br>*DB202′274t* | C.2Cy.27″&50″–33″ (*i*)<br>85lb *80lb* NDB93 99HP<br>1SB,*3pf*,GS54<br>T.Richardson&Sons,Hpl. | 15 ″ 8<br>s 1 ″ 4½ | |
| 92<br>93353<br>KLDR | **Hare** SteelScSr<br>*D.Carmichael* –94<br>*Elec.light* | 2*Dks* | 804<br>614<br>334 | | | | 1886 | Barclay, Curle&Co. (Lim.)<br>Glasgow | **G.&J.Burns** | 216·0\|29·6\|14·7<br>P65′ B67′ F44′ | | | Glasgow<br>British | T.3Cy.24″,38″&58″–42″<br>140lb 210HP<br>Barclay,Curle&Co.(L.)Gls | | BT till ~~6,94~~ 5,95 |
| 93<br>98054<br>LPVS | **Harewood** SteelScSr<br>*R.S.Thompson* –91 *ss*Shl.No.1–94<br>2*Dks*(1*Stl&*1*Irn*)3*trB* | | 2602<br>2388<br>1665 | ✠100A1<br>~~2,94~~ 1,94<br>✠LMC2,94 | Shl<br>A&CP | *t* | 1890<br>3mo | Palmers'Co (Lim.)<br>Newcastle | ~~W.Wright~~<br>L.Wright&Co. | 312·5\|40·4\|24·6<br>P29′B58′F40′<br>BK10″<br>*WB=CellDB166′450t FPT* | | | London<br>British<br>5*BHCem*<br>*63tAPT20t* | T.3Cy.23½″,38″&62″–42″ (*a*)<br>150lb *70lb* 250HP<br>2SB,*8pf*,GS127,HS4025<br>Palmers'Co.(Lim.),Nwc. | 27 ″ 5<br>s 5 ″ 0½ | |
| 94<br>936<br>HFWS | **Harima Maru** IronScSr<br>*S.Kawamura* *ss*Yka.No.2–92<br>1*Dk&Awngdk* | | 721<br>664<br>447 | ✠100A1<br>*Awng dk with freeboard*<br>4,92<br>✠LMC10,93 | Yka<br>LA&CP | *j* | 1884<br>8mo | HM'Intyre &Co.<br>Paisley | **NipponYusen Kaisha** | 172·5\|26·2\|13·0<br>20·0<br>BK7″<br>*WB=FPT45tAPT35t* | | | **Tokio**<br>Japanese<br>5*BHCem*<br>*MT10′ 53t* | C.2Cy.22″&41″–30″ (*a*)<br>90lb 70HP<br>2SB,*4pf*,GS60<br>Flming&Ferguson,Paisley<br>*Freeboard to Awngdk* | 13 ″ 8<br>1 ″ 4<br>8 ″ 3 | |
| 95<br>84354<br>WFLH | **Harlaw** IronScSr<br>*J.A.Farquhar* –93 *ss*Hfx.No.3–7,93<br>*Well deck* | 1*Dk* | 451<br>327<br>267 | ✠100A1<br>10,93<br>~~BS10,97~~ 4,95<br>✠LMC7,93 | Hfx<br>LA&CP | *h* | 1881<br>10mo | Cunliffe& Dunlop<br>P.Glasgow | **W.A.Black** | 165·1\|24·5\|11·8<br>P98′F31′<br>BK7″<br>*WB=Cell* | | | **Wndsor NS**<br>British<br>4*BHCem*<br>*DB140′85t* | C.2Cy.22″&42″–30″ (*i*)<br>~~80lb~~ 75lb *45lb* 71HP<br>1SB,*3pf*,GS50<br>Cunliffe&Dunlop,P.Gls. | 14 ″ 2 | |
| 96<br>102867 | **Harlech Castle** SteelScSr<br>*R.Winder83–94*<br>*Elec.light* | 2*Dks*(1*Stl–pt*w&s) *UStl-Teak*s)3*trB* | 3264<br>2987<br>2083 | ✠100A1<br>~~8,94~~ ~~5,94~~ ~~11,94~~<br>2,95<br>✠LMC5,94 | Lon<br>A&CP | *w* | 1894<br>5mo | Barclay, Curle&Co. (Lim.)<br>Glasgow | ~~D.Currie&Co.~~<br>J.B.Smith<br>Currie&Co.,*Mgrs*) (D | 350·0\|42·5\|25·8<br>B109′F41′<br>*WB=CellDB287′<br>632tFPT69t* | | | **London**<br>British<br>7*BHCem* | T.3Cy.26½″,44″&70″–45″ (*o*)<br>160lb *160lb* 314HP<br>3SB,*12rf*,GS193,HS6076<br>Brclay,Crle&Co.(Lm.)Gls. | 28 ″ 6<br>s 5 ″ 11 | BT till 5,95 |
| 97<br>95972 | **Harlem** IronSc | | 2299<br>—<br>1858 | | | | 1888 | Detroit DryDockCo. Wyandotte | **WesternTransit Co.** | 288·0\|41·0\|22·7 | | | **Buffalo,NY**<br>Utd.States | T.3Cy.23″,36″&62″–48″<br>DetroitDryDockCo.,Wynd | | |
| 98<br>86653 | **Harlequin** IronScSrYt&Tug<br>*W.L.Lander* –92 *ss*Liv.No.1–89<br>(*ex*Shannon) | 1*Dk* | 139<br>25 | ✠<br>*For Tug purposes*<br>4,92<br>✠ | Lon<br>LA&CP | | 1885<br>1mo | Wigham Richardson &Co.<br>Newcastle | **R.Grech** | 100·7\|19·2\|11·1<br>BK6½″ | | | Limerick<br>British<br>4*BHCem* | C.2Cy.20½″&40″–24″<br>70HP<br>1SB,*3pf*,GS46<br>A.Shank&Sons,Arbroath | 11 ″ 10 | |
| 99<br>52755<br>HFNT | **Harlow** IronSc3MstSr<br>~~*A.Hemsley* –93~~ *ss*Nwc.No.3–6,90<br>(*ex*JamesSouthern)<br>*Swales* | 1*Dk(ptIrn)2trB*<br>*ss*Nwc.No.1–94 | 828<br>739<br>523 | ✠ 90A— 5,95<br>~~6,94~~ ~~11,93~~ ~~5,95~~<br>NB5,90 ✠LMC12,93 | Shl<br>A&CP<br>Nwc | | 1865<br>5mo | T.&W. Smith<br>N.Shields | **J.&C.Harrison** | 218·2\|28·3\|15·2<br>Q38′*F8tlen72*<br>ptND87~~drp92~~ BK7″<br>*WB=DBf* | | | **London**<br>British<br>4*BHCem*<br>*~~BT9t~~Cmp90* | C2Cy27″&50″–30″ (*s*)<br>80lb *80lb* NDB90 107HP<br>1SB,*3pf*,GS65,HS2421<br>WallsendSlpyCo.(L.)Nwc | 17 ″ 4<br>s 2 ″ 8½ | |
| 100<br>99021 | **Harlyn** SteelScSr<br>~~*A.Tritton* –94~~ *L.C.F.Haun* –95<br>*Well deck* | 1*Dk(ptStlptIrn)&Webframes* | 1453<br>1081<br>929 | ✠100A1<br>~~6,94~~ ~~4,98~~ 1,95<br>✠LMC12,91 | Shl<br>A&CP<br>Lon | *p* | 1891<br>12mo | EdwardsS. B.Co.(Lim.) Newcastle | ~~J.&C.Harrison~~<br>J.E.Guthe&Co. | 245·0\|34·0\|16·2<br>Q85′B114′F26′<br>BK8½″<br>*WB=Cell DB204′273t* | | | **London**<br>British<br>4*BHCem*<br>*APT31t* | T.3Cy.18½″,30″&49″–33″ (*s*)<br>160lb *90lb* 120HP<br>2SB,*4pf*,GS64<br>N.E.MrnEngCo(Lm.)Nwc | 18 ″ 6<br>s 1 ″ 7 | |
| 101<br>101998 | **Harmony** IronScK<br>*E.Marshall89–93*<br>*Well deck* | 1*Dk* | 51<br>51<br>3 | ✠ A–<br>*For Towing purposes*<br>4,93<br>✠LMC1,93 | Lon<br>Cff | | 1893<br>2mo | Newall& Co.(Lim.) Bristol | ~~J.Power&Co.~~<br>J.&C.Harrison | 69·6\|14·4\| 8·0<br>BK5″ | | | **London**<br>British<br>4*BHCem* | C.2Cy.15″&30″–18″ (*s*)<br>100lb 55HP<br>1SB,*2pf*,GS36,HS799<br>Newall&Co.(Lim.),Bristol | 8 ″ 5 | |
| 102<br>98510<br>MFJG | **Harold** SteelScSr<br>*H.Streeting* –94<br>*Well deck* | 1*Dk(Irn)&Webframes* | 1735<br>1282<br>1107 | ✠100A1<br>~~1,94~~ 3,94<br>BS3,95 ✠LMC6,91 | Shl<br>A&CP<br>Cff | *q* | 1891<br>6mo | WGray& Co.(Lim.) W Hartlepool | **G.Pyman&Co.** | 264·8\|37·1\|17·8<br>P29′Q70′B112′<br>F25′ BK9″<br>*WB=D Ba80′f98′394t* | | | **W.Hartlpl**<br>British<br>4*BHCem*<br>*APT17t* | T.3Cy.20″,31½″&53″–36″ (*s*)<br>160lb *80lb* 160HP<br>2SB,*4rf*,GS65,HS2500<br>Cen.Mar.E.Wks.,W.Hpl. | 19 ″ 1<br>s 1 ″ 5 | |
| 103<br>1069<br>HSQT | —<br>~~*C.A.Skattedc90–98*~~ *ss*Got.No.3–9,86<br>(*ex*Hamsteels)<br>*Well deck* *Dannberg* | 1*Dk(Irn)2trB* | 1681<br>1370<br>1078 | ✠100A1<br>3,94<br>BS3,95 LMC3,94 | Got<br>A&CP | *q* | 1878<br>9mo | M.Pearse& Co.<br>Stockton | **ÅngfartygsAktie-bol "Harold" (K.O.F.Dalman)** | 257·5\|34·2\|19·4<br>Q100′B61′H24*t*<br>F32′ BK9″<br>*WB=DB170′* | | | Gothenbrg<br>Swedish<br>4*BHCem* | C.2Cy.32″&60″–39″<br>65lb *80lb* NDB91 140HP<br>2B,GS64<br>Blair&Co.(Lim.),Stockton | | |
| 104<br>98672<br>MHWP | —<br>*C.Smith81–91*<br>*Well deck* | 1*Dk(Irn)* | 682<br>500<br>392 | ✠100A1<br>5,94 ~~3,94~~<br>✠LMC10,94 | Cff<br>LA&CP<br>Liv | *j* | 1891<br>10mo | S.Mc Knight&Co. Ayr | **SteamshipHarold Co.(Lim.) (Colvils,Lowden &Co.)** | 187·0\|27·0\|14·2<br>Q51′B60′F27′<br>BK7½″<br>*WB=DBa35* | | | **Glasgow**<br>British<br>4*BHCem*<br>*68tFPT50t* | T.3Cy.15½″,24″&40″–33″ (*a*)<br>160lb *80lb* 80HP<br>1SB,*3rf*,GS56<br>Hutson&Corbett,Glasgow | 14 ″ 11<br>s 1 ″ 2½ | |
| 105<br>95388 | —<br>*H.W.Stevens* | | 186<br>—<br>93 | | | | 1889 | .....<br>NewLondon, Cn. | **ThamesTowboat Co.** | 106·3\|24·7\|12·5 | | | **N.LndnCn**<br>Utd.States | 2Cy.20″&40″–28″ | | |
| 106<br>58052<br>HNJD | **Harraton** IronScSr<br>*J.Burton77–77* *ss*Sld.No.3–4,85 | 1*Dk2trB* | 678<br>631<br>461 | 6,87 | Sld<br>A&CP | *k* | 1867<br>1mo | J.Laing Sunderland | ~~H.T.Morton&Co.~~<br>Earl of Durham (T.Nicholson,*Mgr*) | 192·0\|28·9\|16·7<br>Q&F—<br>drp87 | | | Sundrland<br>British<br>4*BHCem* | C.2Cy.18″&36″–26″<br>NB80 80HP<br>G.Clark,Sunderland<br>*WB=DBa61′f14′300t* | 17 ″ 9<br>s 2 ″ 5 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. / Capitaine. / Visites Périodiques. | 3 Matériaux, Gréement, etc. / Ex-nom, s'il y a lieu. / Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Cote. Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 107<br>102768 | Harrier<br>*G.Griffiths*86–93 | SteelScK<br>1*Dk*(*Stl*) | 209<br>165<br>95 | ✠100A1<br>2,94<br>✠LMC5,93 | Bwg<br>A&CP | *c* | 1892<br>9mo | Scott&Co.,<br>Bowling | Anglesey Shipping Co.(O.T.Jones, *Mgr.*) | 120·0\|20·1\| 9·4<br>B5'Q38'F16'<br>BK7"<br>*WB*=*FPT*28*t* | Beaumaris<br>British<br>3*BHCem* | T.3Cy.11",17"&28"–21"<br>160lb *80lb* 50HP<br>1SB,2*pf*,GS30,HS722<br>Fisher&Co.,Paisley | 10<br>1 |
| 108<br>19733<br>MTFL | Harriet<br>*G.Guthrie* –92 | IronSc3MstSr<br>1*Dk*2*trB* | 504<br>—<br>381 | 2,73 | Stk | | 1857 | T.&W. Smith<br>N.Shields | Hogg&Henderson | 199·4\|25·1\|14·7<br>drp70srp61&68<br>ptND68 | Middlsbro'<br>British<br>4*BH* | 2Cy.34"–26"<br>NB68 70HP<br>Hawks,Crawshay&Co.,Gts | 16<br>2 |
| 109<br>~~68385~~<br>~~LPDS~~ | Harrington<br>~~*P.Granger*89–89~~<br>*Well deck*<br>*J.Westerlund* –95 | IronScSr<br>*ss*Hpl.No.3–8,87<br>*ss*Shl.No.1–92<br>1*Dk*2*trB* | 1072<br>888<br>690 | ✠90A1<br>~~12,244,93~~ 5,95<br>✠NB3,83<br>BS3,94 | Hpl<br>A&CP<br>LMC1,92<br>~~Swa~~ BS5,95 | *n* | 1872<br>11mo | WHamiltn &Co.<br>Pt.Glasgow | ~~Hardy,Wilson&Co.~~ Westerlund<br>~~J.F.Wilson&Co.~~ | 230·0\|31·2\|17·6<br>P123'F33'<br>drp92 BK8"<br>*WB*=*DBa*55'*f*38'160*t* | ~~W.Hartlpl~~ Hernösand<br>~~British~~ Swedish | C.2Cy.28"&50"–33" (*b*)<br>70lb *45lb* 125HP<br>1DB,4*pf*,GS56<br>Walker,Hendrson&Co.Gls | 18<br>2 |
| 110<br>94031<br>LDVT | —<br>*T.Hughes*78–89 | Steel&IronScSr<br>*ss*Trn.No 1–94<br>1*Dk*(*Irn*)<br>*Stlplating&Irnframing* | 332<br>281<br>120 | ✠100A1<br>2,94<br>✠LMC2,94 | Trn<br>A&CP | *f* | 1889<br>5mo | Ritson&Co<br>Maryport | R.Simpson | 153·4\|24·1\|10·6<br>Q48'B40'F20'<br>drp94 BK7"<br>*WB*=*DBa*26'25*tFPT*20*t* | Whitehvn<br>British<br>4*BHCem* | T.3Cy.13½",21"&34"–24" (*s*)<br>160lb NDB92 60HP<br>1SB,2*cf*,GS32,HS1109<br>Westray,Copeland&C.Brw | 11 |
| 111 | — | SteelScSk<br>1*Dk* | 237<br>236<br>97 | | | | 1892 | W.Simons &Co.<br>Renfrew | HarringtonHarbourCommissioners | 120·0\|26·0\|11·0<br>F13' | Harringtn<br>British | C.2Cy.15"&30"–21"<br>220HP<br>W.Simons&Co.Renfrew | |
| 112<br>95267<br>JPCS | Harrisburg<br>*T.Albertson* –81 | IronSc3MstSr<br>1*Dk*2*trB* | 1283<br>910<br>910 | | | | 1874 | Cramp& Sons<br>Philadelphia | Philadelphia& Reading R.R.Co. | 250·0\|37·0\|20·6<br>H&F— | Phildlphia<br>Utd.States<br>*WB* | 1Cy.42"–42"<br>166HP<br>Cramp&Sons,Philadelphia | |
| 113<br>87174<br>HWTC | Harrogate<br>~~*T.Smith* –94~~<br>*Well deck*<br>*A.Barclay* –94 | IronScSr<br>~~*ss*Lon.No.2–92~~<br>1*Dk*(*ptIrn*)2*trB*<br>*ss*Cpn.No.3–1,95 | 2023<br>1606<br>1290 | ✠100A1<br>~~9,94~~ ~~3,94~~ 1,95<br>~~BS8,93~~ ✠LMC9,91 | Shl<br>A&CP<br>~~Cpn~~ 1,95 | *r* | 1883<br>8mo | ShortBros.<br>Sunderland | ~~R.D.Purvis&Co.~~<br>Speeding,Marshall&Co. | 275·0\|38·6\|20·5<br>P28'Q78'B70'F29'<br>drp95 BK9½"<br>*WB*=*DBa*82'*f*58'334*t FPT*20*t* | London<br>British<br>6*BHCem*<br>*APT*20*t* | C.2Cy.36"&67"–36" (*b*)<br>75lb ~~45lb~~ *75lb* NDB94 200HP<br>1DB,6*pf*,GS93<br>T.Richardson&Sns,Hpl. | 22<br>2 |
| 114<br>86958<br>HRWM | —<br>~~*P.F.Husband*~~<br>*Well deck*<br>~~*Grigs*~~ *G.Griggs*91–95 | IronScSr<br>*ss*Cff.No.2–90<br>1*Dk*(*Irn*)2*trB* | 1866<br>1509<br>1209 | ✠100A1<br>12,94 ~~3,94~~<br>BS2,94 5,95 ✠LMC9,92 | Bry<br>LA&CP<br>Cff | *r* | 1883<br>8mo | E.Withy& Co.<br>WHartlepool | Gladstone&Cornforth | 267·5\|35·5\|19·7<br>P30'Q70'B68'F31'<br>BK9½"<br>*WB*=*DBa*78'*f*82'354*t* | W.Hartlpl<br>British<br>4*BHCem* | C.2Cy.32"&62"–39" (*b*)<br>80lb ~~60lb~~ *80lb* 180HP<br>1DB,4*pf*,GS67 NDB95<br>Blair&Co.(Lim.),Stockton | 21<br>2 |
| 115<br>94394<br>KRQF | Harrow<br>*C.Glanfield* –93<br>*Well deck* | SteelScSr<br>*ss*Hpl.No.1–92<br>1*Dk*(*Stl*)&*Webframes* | 2586<br>2083<br>1702 | ✠100A1<br>~~8,94~~ ~~12,93~~ 2,95<br>BS8,94 ✠LMC8,92 | Shl<br>LA&CP<br>Lon | *s* | 1888<br>5mo | W.Gray& Co.<br>WHartlepool | Galbraith,Pembroke&Co. | 299·6\|38·6\|22·0<br>P27'Q98'B112'<br>F31' BK10"<br>*WB*=*DBa*100'*f*112'505*t* | London<br>British<br>5*BHptAsp*<br>*ptCem* | T.3Cy.23",36½"&62"–39" (*s*)<br>160lb *80lb* 220HP<br>2SB,6*rf*,GS105<br>CentralMarineE.CoW.Hpl | 23<br>2 |
| 116<br>94623 | Harry Bate<br>*W.J.Hall* | WoodSc<br>2*Dks* | 254<br>134<br>144 | | | | 1888 | PGWaters<br>OttawaOnt. | OttawaForwardingCo.(Lim.) | 108·0\|23·8\| 7·2 | Ottawa<br>British | 1Cy.14"–14"<br>40HP<br>DavdsnDoran&C.KgtnOnt | |
| 117<br>29114<br>QDHV | Harry Clasper<br>*J.Anson*74–87 | IronPad | 103<br>103<br>49 | | | | 1861 | ..............<br>Newcastle | ~~S.Davies~~<br>~~(T.Rawlings, Mgr.)~~ J.Orr | 115·6\|16·7\| 7·5 | Liverpool<br>British | D.2Cy.24"–36"<br>NB78 40HP<br>Hawks,Crawshy&Co.,Gts. | |
| 118<br>75798 | Harry Randall<br>(*ex*JohnW.Thompson) | IronSc | 497<br>—<br>418 | | | | 1875 | ..............<br>Camden,N.J. | E.S.Randall | 170·6\|29·3\| 8·2 | Georget'n<br>Utd.States | | |
| 119<br>70291<br>RGNV | Hart<br>~~*A.Oatway*~~ –92<br>*Well deck Taylor* | IronScSr<br>*ss*Cff.No.3–12,90<br>1*Dk*(*Irn*)2*trB* | 1367<br>1095<br>880 | ✠100A1<br>6,94 ~~3,93~~<br>BS3,94 3,95 | Cff<br>A&CP<br>LMC12,90 | *o* | 1878<br>2mo | W.Gray&C<br>WHartlepool | MorelBros.&Co. | 247·0\|32·1\|18·3<br>Q85'B59'F34'<br>BK8½"<br>*WB*=*DBa*71'*f*57'223*t* | Hartlepool<br>British<br>4*BHCem* | C.2Cy.29"&55"–33" (*i*)<br>75lb *75lb* NDB93 120HP<br>1DB,GS58<br>T.Richardson&Sons,Hpl. | 19<br>1 |
| 120<br>87856<br>HSTD | Hart Fell<br>~~*Cowley*~~<br>*Well deck D.McDougall* –94 | SteelScSr<br>~~2ndSurvey,Npt.9,90~~<br>1*Dk*<br>3rdSurvey,Liv.7,94 | 278<br>219<br>92 | ✠ A1✠1<br>~~7,94~~ ~~10,92~~ 4,95<br>4,95 | Liv<br>~~Gls~~<br>Sld | Lv | 1883<br>6mo | Murdoch& Murray<br>Pt.Glasgow | ~~HartFellS.S.Co.(Lim.) (W.L.Jackson)~~<br>W.O.Young&D.Mustard<br>(C.F.Morrison&Sons,*Mgrs.*) | 139·3\|21·6\|10·0<br>Q27*t*H4*t*F4*t*<br>~~drp92~~ drp94 FK | Liverpool<br>British<br>3*BHCem*<br>*WB*=*DBf* | C.2Cy.18"&34"–27"<br>50HP<br>1SB,2*f*<br>Dunsmuir&Jackson,Gls. | 11 |
| 121<br>86945<br>HCVR | Hartburn<br>~~*J.Tait* –94~~<br>*Well deck*<br>*J.Clarke*95–95 | IronScSr<br>~~*ss*Shl.No.2–91~~<br>1*Dk*(*Irn*)2*trB*<br>*ss*Hpl.No.3–3,95 | 1862<br>1467<br>1182 | ✠100A1<br>~~6,94~~ ~~4,93~~ 3,95<br>~~BS2,93~~ ✠LMC6,91 3,95 | Hpl<br>LA&CP<br>~~Bry~~ | *r* | 1882<br>11mo | E.Withy& Co.<br>WHartlepool | R.Ropner&Co. | 275·5\|35·7\|19·5<br>P30'Q82'B64'F29'<br>srp95 BK9½"<br>*WB*=*DBa*84'*f*96'308*t* | W.Hartlpl<br>British<br>4*BHCem* | C.2Cy.31½"&64"–42" (*s*)<br>80lb ~~45lb~~ *80lb* NDB95 200HP<br>2SB,6*pf*,GS98,HS3206<br>R.&W.Hawthorn,Nwc. | 21<br>2 |
| 122<br>79683<br>SKPH | Harter<br>*G.W.David* –94 | IronScSr<br>*ss*Lon.No.3–11,91<br>2*Dks*(1*Irn*)3*trB* | 1844<br>1782<br>1196 | ✠100A1<br>3,94<br>BS4,94 | Brw<br>A&CP<br>LMC11,91 | *s* | 1879<br>2mo | Richrdson, Duck&Co.<br>Stockton | ~~Shaw,Bushby&Co.~~ J.H.Bushby | 280·5\|34·8\|24·3<br>BK9½" | London<br>British<br>5*BHCem* | C.2Cy.40"&72"–45" (*i*)<br>75lb *60lb* NDB90 300HP<br>2B,GS116<br>C.D.Holmes&Co.,Hull | 25<br>4 |
| 123<br>96172<br>KLGP | Hartford<br>*R.Hills*92–93<br>*Elec.light* | IronTwinSc | 1338<br>—<br>986 | | | | 1892 | Neafie& Levy<br>Philadelphia | Hartford&New YorkTrans.Co. | 228·0\|40·0\|13·0 | HartfdCon<br>Utd.States | C.4Cy.(2)20"&(2)40"–26"<br>Neafie&Levy,Philadelphia | |
| 124<br>89471<br>JQCD | Hartington<br>*Strickland* | IronScSr<br>*ss*Hpl.No.2–92<br>2*Dks*(*Irn*)3*trB* | 2060<br>1948<br>1354 | ✠100A1<br>~~2,94~~ 3,95<br>~~BS9,92~~ 11,94 ✠LMC8,92 | Bry<br>LA&CP<br>Cff | *s* | 1883<br>12mo | Palmers'Co (Lim.)<br>Newcastle | HudsonShipping Co.(Lim.) | 281·0\|37·2\|23·0<br>P26'B58'F28'<br>BK9½"<br>*WB*=*DBa*88'*f*64'300*t* | W.Hartlpl<br>British<br>4*BHCem* | C.2Cy.33"&64"–42" (*a*)<br>80lb *60lb* 200HP<br>2SB,6*pf*,GS100,HS3484<br>Palmers'Co.(Lim.),Nwc. | 24<br>4 |
| 125<br>67334<br>LNRP | Harton<br>*E.J.Hemmings* –92<br>*ss*Shl.No.2–95 | IronSc3MstSr<br>*ss*Shl.No.3–9,88<br>~~*ss*Lon.No.1–91~~<br>1*Dk* | 530<br>469<br>326 | ✠ 80A1<br>5,95 ~~4,94~~<br>✠NB9,88 ~~BS11,94~~ | Shl<br>A&CP<br>LMC6,91 4,94 | *i* | 1872<br>11mo | J.Blumer& Co.<br>Sunderland | HartonCoalCo. (Lim.) | 174·0\|28·1\|13·7<br>Q49'F30'<br>BK7½"<br>*WB*=*DBf*68'100*t* | Newcastle<br>British<br>3*BHCem* | C.2Cy.23"&43"–28" (*o*)<br>80lb *80lb* NE76 NDB93 70HP<br>1SB,3*pf*<br>N.E.MarineE.Co.,Sld. | 14<br>2 |
| 126<br>86110<br>HMPN | Hartside<br>*J.Bowie*94–94<br>*Well deck* | IronScSr<br>*ss*Shl.No.2–91<br>1*Dk*(*Irn*) | 689<br>547<br>440 | ✠100A1<br>~~6,94~~ ~~4,94~~ ~~7,94~~ 3,95<br>BS7,94 3,95 ✠LMC7,91 | Shl<br>LA&CP<br>~~Sld~~ | *j* | 1883<br>2mo | D.Baxter& Co.<br>Sunderland | CharltonSteam ShippingCo.(Lim) (Charlton,McAllum&Co.,*Mgrs.*) | 184·9\|29·2\|13·1<br>Q62'B45'F23'<br>drp93&94 FK<br>*WB*=*DBa*44'75*t FPT*25*t APT*10*t* | Newcastle<br>British<br>4*BHCem* | C.2Cy.25"&48"–30" (*s*)<br>80lb 95HP<br>1SB,3*pf*,GS47,HS1678<br>R.&W.Hawthorn,Nwc. | 13<br>1 |
| 127<br>81504<br>SRLD | Hartville<br>*H.Johns* –92<br>*Well deck* | IronScBn<br>*ss*Hpl.No.3–7,92<br>1*Dk*(*Irn*)2*trB* | 1674<br>1298<br>1052 | ✠100A1<br>~~2,95~~ ~~3,94~~ 5,95<br>~~BS9,98~~ | Cff<br>A&CP<br>LMC7,92 2,95<br>Hpl | *q* | 1879<br>9mo | W.Gray&C<br>WHartlepool | Maclean,Doughty &Co. | 258·0\|34·6\|19·7<br>P28'Q68'B62'F30'<br>BK9"<br>*WB*=*DBa*81'*f*94'335*t* | W.Hartlpl<br>British<br>4*BHCem* | C.2Cy.29"&60"–33"<br>85lb ~~85lb~~ *80lb* NDB91 150HP<br>2B,GS80<br>T.Richardson&Sons,Hpl. | 20<br>1 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letters. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which the Details of Build are Recorded. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 128 28331 PWDB | **Harvest Queen** *R.Huntrods78–78 (exPetroBeys)* | **IronSc3MstSr** 1*Dk* | 555 494 344 | | | ... | 1860 | Pile, Spence&Co W Hartlepool | Marquess of Londonderry(S.J. Ditchfield,*Mgr*) | 203·3 | 26·2 | 13·5 | Sundrland British | C.2Cy.24″&46″–30″ NE&B81 80lb J.Dickinson,Sunderland | 13 ″ 10 s 2 ″ 3 | |
| 129 | **Harvey H. Brown** *E.Garfield –94 Elec.light* | **SteelSc** | 2846 — 2164 | | | | 1894 | DetroitDry DockCo., Wyandotte. Mich. | North-Western Transp.Co. | 344·0 | 42·0 | 21·6 | Detroit, Mich. Utd.States | T.3Cy.22″,35&56″–44″ DetroitDryDockCo., Detroit. | | |
| 130 90853 WGMS | **Harwich** *J.Horne –94* | **IronTwinScSr** *ss*No.1–68 2*Dks* | 763 750 390 | 9,70 | Lon | | 1864 5mo | Simpson& Co. London | GreatEastern RailwayCo. | 215·0 | 27·0 | 17·6 | Harwich British 4*BHCem* | C.4Cy.22″&42″–27″ NE&B84 150lb Earle'sCo.(Lim.),Hull | | |
| 131 — 74437 QRCT | — *Keeble76–77* | **WoodPad** 1*Dk* | 125 122 37 | | | | 1877 | Vaux Harwich | ~~J.H.Vaux Mrs.J.Vaux~~ R.&W.Paul(Lim.) | 100·6 | 18·9 | 10·4 | Harwich British | L.1Cy.27″–46″ 50HP J.Stewart,London | | |
| 132 | **Harzburg** *A.Schwarz88–94 1Dk(Stl)&Spar dk(ptStl–Teaks) &Webframes* | **SteelScSr** | 2296 1987 1599 | ✠100A1 *Spar dk* 3,94 | Ham A&CP ✠LMC3,94 | *s* | 1894 3mo | Flensburg Schiffsbau Gesellschaft Flensburg | DeutscheDampfschifffahrtsGes. "Hansa" | 279·4 P28′B72′F34′ | 39·6 22·1 BK9″ *WB=CellDB* | 14·6 218′395*t* | Bremen German | T.3Cy.22½″,35″&60–42″ (*s*) 160lb *100lb* 300HP 2SB,*6rf*,GS89,HS1031 Flensb.Schiffsb.Gesellsch., Flensburg | 16 ″ 11 | |
| 133 84529 WCFV | **Hasland** *P.Boyle89–89. ssLth.No.3–12,93 Well deck T.Tregurtha 1Dk(Irn)2trB* | **IronScBn** | 1689 1314 1070 | ✠100A1 ~~3,94~~ ~~12,93~~ 3,94 5,95 BS2,97 | Lth A&CP LMC12,93 Mdb Hpl | *q* | 1881 8mo | W.Gray& Co. W Hartlepool | Maclean,Doughty &Co. | 258·6 P28′Q68′B66′F31′ | 34·6 BK9″ *WB=DBa* | 19·5 80′*f*94′331*t* | W.Hartlpl British 4*BHCem* | C.2Cy.33″&61″–33″ (*b*) 85lb *80lb* NDB92 150HP T.Richardson&Sons,Hpl. | 20 ″ 11 s 2 ″ 0½ | |
| 134 | **Hassan Pasha** *HassanBey –87 (exCornwall)* | **IronSc3MstSr** *ss*Stk.No.2–81 3*Dks* | 1872 1747 1205 | ✠ 10,85 | Brs A&CP | *s* Lv | 1873 10mo | Richardsn, Duck&Co. Stockton | IdareiMassouieh | 280·0 B97*t* | 35·1 | 24·5 | Constanpl Turkish 5*BHCem* | C.2Cy.36″&72″–42″ 200HP Blair&Co.(Lim.),Stockton | 25 ″ 10 5 ″ 2 | |
| 135 53522 | **Hasty** 1*Dk* | **IronPad** | 100 100 64 | | | | 1867 | ..... Glasgow | BritishIndia SteamNavigatn Co.(Lim.) | 87·0 | 16·6 | 9·0 | Bombay British | 2Cy.26″&27″–40″ 40HP R.Napier&Sons,Glasgow | | |
| 136 86937 WMKT | **Hatfield** *Hunter –92 Well deck Dyason ssShl.No.1–94* | **IronScBn** 1*Dk(Irn)2trB* | 1857 1463 1194 | ✠100A1 ~~10,93~~ 3,95 ~~BS14,92~~ ~~9,94~~ | Clf A&CP ✠LMC8,00 Npt | *r* | 1882 8mo 11,94 | W.Gray& Co. W Hartlepool BS3,95 | TheHudsonShippingCo.(Lim.) | 264·2 P24′Q68′B68′ F31 | 36·0 BK9½ *WB=DBa* | 19·6 4*BHCem* 80′*f*98′347*t* | W.Hartlpl British | C.2Cy.33″&62″–39″ (*b*) 80lb ~~65lb~~ 75lb 180HP 2SB,*6pf*,GS78 Blair&Co.(Lim.),Stockton | 21 ″ 3 s 1 ″ 11½ | |
| 137 78420 SGLH | **Hathersage** *J.Galley Well deck* | **IronScBn** *ss*Clf.No.3–12,90 *ss*Npt.No1–94 1*Dk(Irn)2trB* | 1655 1358 1059 | ✠100A1 4,94 | Npt A&CP LMC4,94 | *q* | 1878 12mo | W.Gray& Co. W Hartlepool | J.Merryweather& Co. | 258·0 Q100′B61′F27′ | 34·8 BK9″ *WB=DBa* | 19·3 4*BHCem* 84′*f*90′330*t* | W.Hartlpl British | C.2Cy.33″&61″–33″ (*i*) 75lb *50lb* 150HP 2B,GS80 T.Richardson&Sons,Hpl. | 20 ″ 7 s 2 ″ 0 | D |
| 138 JNKF | **Haugesund** *E.M.Fredriksen –90 Well deck* | **SteelScSr** 1*Dk* | 643 503 450 | ✠100A1 9,90 | Mdb LA&CP ✠LMC9,90 | *i* | 1890 9mo | W.Harkess &Son Middlesbro | C.Foss | 180·0 Q75′B33′F24′ | 27·9 BK7½″ *WB=DBa* | 13·8 42′45*t FPT*30*t* | Haugesnd Norwegian | T.3Cy.15″,25″&40″-27″ (*s*) 160lb 100*lb* 80HP 1SB,*3pf*,GS50,HS1295 Gourlay,Bros.&Co,Dundee | 14 ″ 8 | N |
| 139 JWFH | **Haukelid** *H.Figvid69–* | **IronScSr** 1*Dk* | 117 90 69 | | | | 1869 | Bergens Mek.Verkst. Bergen | DetStavangerske Dampskibs Selskab.(Lim.) | 107·8 Q41′ | 17·5 B15′ | 8·1 | Stavanger Norwegian | C.2Cy.18″&34½″–22″ 40HP BergensMek.Vrks.,Bergen | | |
| 140 84479 WLSH | **Hauroto** *R.H.Neville83–90* | **SteelScSr** ~~ssDdn.No.2–90~~ 2*Dks(UptStl–Teaks)3trB* *ss*Ddn.No.3-9,94 | 1988 1726 1276 | ✠100A1 9,94 ~~10,00~~ BS8,93 | Ddn LA&CP ✠LMC10,00 | *s* | 1882 8mo 9,94 | Denny& Bros. Dumbarton | UnionS.S.Co.of NewZealand (Lim.) | 284·8 P60′B14′F46′ | 36·3 BK10″ *WB=Cell* | 22·6 5*BHCem DB*236′336*t* | Dunedin British | C.2Cy.38″&68″–45″ (*s*) 74lb *70lb* 250HP 1DB, ~~cf~~GS141 *6cf* Denny&Co.,Dumbarton | | |
| 141 | **Havana** | **IronScSr** | — — 1400 | | | | 1863 | Neafie& Levy Philadelphia | PeruvianGovernment | 240·0 | 35·0 | ... | Peruvian | 1Cy.60″–60″ Neafie&Levy,Philadelphia | | |
| 142 97185 | — *J.Vigus –93* | **WoodScSr** 1*Dk* | 471 416 246 | | | | 1891 | G.W. Churchill HantsportNS | Pickford&Black | 181·4 F12*t* | 22·7 H55*t* | 16·8 | Windsor N.S. British | C.2Cy.20″&35″–24″ *Engines made*84 60HP Forrestt&Son,London | | V |
| 143 QFLM | **Havel** *Th.Jüngst76–91 Elec.light* | **Steel3MstSr** 4*Dks&Prom.dk* | 6963 5577 3639 | | | | 1890 | Actien Gesellschaft "Vulcan" Stettin | Norddeutscher Lloyd | 463·0 P79′ | 51·9 B328′ | 34·2 | Bremen German *WB* | 5Cy.(2)37⅞″,75″(2)98½″–71″ Act.Ges.Vulcan,Stettin. | | G |
| 144 94058 KNDP | **Haverstoe** ~~*G.Thompson89–89*~~ *Well deck Brooks* | **SteelScSr** ~~ssGnns.No.1–91~~ 1*Dk(Stl)2trB* *ss*Hpl.No.2–94 | 2105 1702 1333 | ✠100A1 9,94 ~~10,93~~ ~~BS8,93~~ 5,95 | Bry A&CP ✠LMC10,94 Hpl Clf | *r* | 1887 5mo 9,94 | W.Doxford &Sons Sunderland | Bennetts&Co. | 275·0 P25′Q72′B68′F29′ drp94 | 39·5 FK *WB=Cell* | 18·6 4*BHCem DB*214′389*t* | Grimsby British | T.3Cy.21″,35″&57″–39″ (*s*) 160lb ~~70lb~~ *80lb* 160HP 2SB,*4cf*,GS70 NDB94 W.Doxford&Sons,Sndrlnd | 20 ″ 11 s 2 ″ 3½ | |
| Stranded 7.84 145 87073 HLBM | **Haverton** *Peters –87* | **IronScSr** *ss*Bly.No.2–93 1*Dk(Irn)&Spardk(ptIrn)3trB* | 2531 2468 1645 | ~~✠100A1~~ *Spar dk* 4,93 | Bly A&CP ✠LMC4,93 | *s* | 1883 2mo | TyneI.S.B. Co.(Lim.) Newcastle | W.Milburn&Co. | 300·0 *WB=DBa*80′*f*68 & | 37·3 BK10″ *uE&B*36′319*t FPT* | 27·5 5*BHCem* 33*t APT*28*t* | London British | C.2Cy.37″&70″–45″ (*s*) 90lb 70*lb* 300HP 2SB,*6pf*,GS126 R.&W.Hawthorn,Nwc. | 21 ″ 0 s 6 ″ 4 | |
| 146 31524 | **Havilah** 2*Dks* | **IronSc3MstSr** | 301 270 166 | | | | 1853 | ..... Newcastle | MountKembla Coal&OilCo. (Lim.) | 151·0 Q26*t* | 22·0 | 13·4 | SydnyNSW British | 2Cy. 55HP | | |
| 147 JMCQ | **Havre** *G.Laporte82–82* | **IronSc4MstSr** 2*Dks&Spardk* | 3500 2459 | *Now named "Carolina," See No 48 in Supplement.* | | | 1882 | Forges&C. de laMédit. Havre | Cie.Commerciale deTransports à Vap.Français | 378·2 F37′ | 40·0 | 21·7 29·6 | Havre French | C.4Cy.41″&71″–43½″ 400HP Forges&C.de laMédit.Hav. | | V |
| 148 | **Hawaii** *J.F.Hilbus91–93* | **WoodScSr** (*ex*DelNorte)1*Dk* | 301 238 227 | | | | 1888 | G.Boole San Francisco | Wilder'sS.S.Co. | 139·0 | 32·0 | 10·7 | Honolulu Hawaiian | C.2Cy.14″&28″–24″ 125HP FultonIronWorks,S.Fo. | | V |
| 149 84337 WGMB | **Hawarden** ~~*Dunstan*~~ *Well deck Schlechebeher95–95* | **IronScBn** ~~ssClf.No.2–90~~ 1*Dk(Irn)2trB* *ss*Shl.No.3-7,94 | 1816 1436 1167 | ✠100A1 3,95 ~~11,93~~ ~~BS5,93~~ | Clf A&CP ✠LMC1,93 ~~Shl~~ Mdb | *q* | 1882 1mo 7,94 | W.Gray& Co. W Hartlepool | ~~TheHudson Shipping Co. (Lim.)~~ R.Schneller | 263·5 P28′Q68′B68′F33′ | 35·8 BK9½″ *WB=DBa* | 19·5 4*BHCem* 80′*f*98′337*t* | ~~W.Hartlpl~~ British Memel German | C.2Cy.34″&63″–36″ 80lb *80lb* NDB91 180HP 1SB,*2pf*,GS49 T.Richardson&Sons,Hpl. | 21 ″ 0 s 1 ″ 11½ | D |

| 1 Numero l'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 150<br>87076<br>HKTD | Hawarden Castle IronScSr<br>~~W.Hay -94~~ ssGls.No.3-7,91<br>Elec.light Rigby 3Dks(2Irn-Uws) | 4380<br>4012<br>2556 | ✠100A1<br>~~7,91~~ 2,95 ~~12,94~~<br>✠NB7,91 ✠LMC7,91 95 | Lon<br>LA&CP | y | 1883<br>1mo | J.Elder& Co.<br>Glasgow | D.Currie&Co. | 380·6\|48·2\|31·4<br>B100'F59'<br>BK11"<br>W B=Deep tank a40' | London<br>British<br>7BHCem<br>132t Tpd91 | T.3Cy.37",60½"&96"-60"<br>160lb 80lb NDB91 850HP<br>3DB91,18rf,GS397<br>FairfieldSB&ECo(L)Gls | 32 |
| 151<br>73632<br>JCDF | Hawk IronScSr<br>W.Cotton -94<br>2Dks | 648<br>498<br>348 | | ... | | 1876<br>2mo | Gourlay Bros.<br>Dundee | GeneralStm.Nav. Co. | 200·2\|27·4\|14·1<br>P64' B47' F44' | London<br>British<br>WB | C.2Cy.34"&56"-30"<br>140HP<br>GourlayBros.&Co.,Dundee | |
| 152<br>102952 | —<br>~~Sultan~~ ~~94-94~~ Dalgarno94-94<br>1Dk(Irn) | 153<br>94 ~~98~~ | ✠100A1<br>10,94 ~~6,94~~<br>~~Class Contemplated~~<br>✠LMC6,94 | Hul<br>A&CP | b<br>Sld | 1894<br>6mo | McAndrew Cowan& Potts<br>Sunderland | ~~E.P.Hutchinson~~<br>HumberCoasting Co.(Lim)(E.P. Hutchinson, Mgr) | 109·9\|22·0\|8·1<br>Q35'B7'F15'<br>BK6½"<br>WB=FPT18t | Hull<br>British<br>3BHCem | C.2Cy.14½"&29"-21"<br>100lb 35HP<br>1SB,2pf,GS24,HS632<br>C.D.Holmes&Co.,Hull | 8 |
| 153<br>94351<br>KRTL | —<br>SteelScTug<br>ssB.As.No.1-~~92~~2-94<br>1Dk | 51<br>50<br>10 | ✠ A1<br>For Towing purposes<br>6,94 ~~5,92~~<br>✠LMC5,~~92~~6,94 | B. As<br>LA&CP | | 1888<br>1mo | Penarth S.B.&c.Co.<br>Penarth | TheExecutors of the late T.A. Walker | 70·4\|15·0\|8·1<br>BK5½" | London<br>British<br>4BHCem | C.2Cy.13½"&29"-18"<br>100lb 50HP<br>1SB,2pf,GS25<br>J.Stewart&Sons,London | 8 |
| 154<br>98893 | Hawkes Bay SteelScSr<br>J.C.Felgate -91<br>Elec.light 1Dk(Irn)&Spardk(Irn)3trB | 4583<br>4320<br>2960 | ✠100A1<br>Spar dk<br>7,91 ~~12,93~~<br>1,95<br>✠LMC1,91 | Lon<br>A&CP | x | 1891<br>2mo | W Doxford &Sons<br>Sunderland | TyserLine(Lim.) | 383·1\|48·0\|22·2<br>P36'B110'F53' 29·4<br>drp91 FK<br>WB=CellDB304'936tFPT | London<br>British<br>6BHCem<br>112tAPT38t | T.3Cy.28",46"&74"-51"<br>160lb 450HP<br>3SB, rf,GS261<br>W.Doxford&Sons,Sld. | 24 |
| 155<br>93509 | Hawkesbury WoodScSr<br>D.J.O'Brien -93 1Dk | 117<br>99<br>80 | | | | 1886 | G.Dent<br>Botany,NSW | HawkesburyStm. Nav.Co.(Lim.) | 92·0\|20·0\|7·4 | SydnyNSW<br>British | C.2Cy.11"&22"-17"<br>32HP<br>J.Pollock,London | |
| 156<br>95478<br>KVLS | Hawkhurst SteelScSr<br>~~M.H.Ransom -93~~ ssLon.No.3-3,93<br>Ellis 1Dk(Stl)&Webframes<br>Well deck FloorsIrn | 2340<br>1809<br>1538 | ✠100A1<br>~~9,91~~ ~~12,93~~ 2,95<br>BS2,95 ✠LMC3,93 | Bhn<br>LA&CP<br>~~Ant~~ Cff | s | 1888<br>10mo | Richardson Duck&Co.<br>Stockton | HawkhurstS.S. Co.(Lim.)<br>(Carlisle&Co.) | 297·2\|40·1\|19·0<br>P28'Q92'B116'F30<br>drp94 BK10"<br>WB=Cell DB248' 552t | London<br>British<br>5BHptAsp<br>ptCem | T.3Cy.21¾",35"&59"-39"<br>152lb 75lb 200HP<br>2SB,6pf,GS102<br>T.Richardson&Sons,Hpl. | 21 |
| 157<br>98133 | Hawkshaw IronTwinScSrBarge<br>E.Prowse90-90 ssB.As.No.1-93<br>1Dk(Irn) | 389<br>343<br>229 | ✠ A1<br>For river purposes only<br>2,93<br>✠LMC2,93 | B.As<br>LA&CP | | 1890<br>7mo | TAWalker<br>Sudbrook | Executors of the lateT.A.Walker | 160·0\|28·2\|9·3<br>F32'<br>FK | London<br>British<br>4BHCem | Q.8Cy.9",12",16"&25"-21½"<br>160lb (s) 96HP<br>2SB,4pf,GS66<br>Fleming&Ferguson,Psy. | 10 |
| 158<br>81458<br>SPQM | Hawthorn IronScSr<br>W.Sutherland92-94 ssLth.No.3-1,92<br>Well deck 1Dk(Irn)2trB | 1126<br>930<br>722 | ✠100A1<br>4,94<br>BS4,94 ✠LMC1,92<br>12,94 | Lth<br>A&CP | n | 1879<br>6mo | W.Doxford &Sons<br>Sunderland | Crawford&Co. | 224·6\|32·0\|16·2<br>Q91'B43' F27'<br>BK8"<br>WB=DBa71'f59'220tFPT | Grngemth<br>British<br>4BHCem<br>28tAPT15t | C.2Cy.28"&54"-36"<br>75lb 80lb NDB93 125HP<br>2B,GS76<br>W.Doxford&Sons,Sld. | 17 |
| 159<br>43945<br>TRCN | Hawthorns IronSc3MstSr<br>H.Terrell -91 ssLon.No.3-5,88<br>ssLon.No.1-91<br>1Dk2trB | 737<br>664<br>451 | ✠<br>M87,91<br>BS10,93 | | ... | 1861<br>8mo | Palmer Bros.&Co.<br>Newcastle | J.Fenwick&Son | 199·0\|28·0\|17·4<br>Q36' srp92<br>ND78 drp94 FK | London<br>British<br>4BHptAsp<br>ptCem | C.2Cy.25"&48"-30"<br>75lb NB73 95HP<br>2SB,4f<br>Cmp.73Vic.Dk.Co.,London | 18 |
| 160<br>98532<br>MSTK | Haxby SteelScSr<br>P.A.Brown87-92 1Dk(Irn)2trB&<br>Webframes&ptAwngdk(Irn) | 3445<br>2596<br>2252 | ✠100A1<br>ptAwngdk<br>withfreeboard<br>5,95 ~~-,94~~ ✠LMC10,92 | Bry<br>A&CP<br>~~Bly~~ Cff | v | 1892<br>10mo | Ropner& &Son<br>Stockton | R.Ropner&Co. | 330·0\|43·1\|21·0<br>P43'Q98' BK11"<br>PtAwngdk189'<br>WB=CellDB252'605t | W.Hartlpl<br>British<br>5BHCem | T.3Cy.24",40"&65"-42"<br>160lb 160lb 250HP<br>3SB,6cf,GS123,HS4290<br>Blair&Co.(Lim.),Stockton | 24 |
| 161<br>86971<br>JBFW | Hay Green IronScSr<br>S.S.Bailey -93 ssHpl.No.2-91<br>Well deck 1Dk(Irn)2trB | 1792<br>1398<br>1133 | ✠100A1<br>5,95 ~~12,93~~<br>BS ~~-,93~~ 8,94 ✠LMC11,91 | Cff<br>A&CP<br>Bry | r | 1883<br>9mo | W.Gray& Co.<br>WHartlepool | J.H.Murrell&Co. | 264·2\|35·6\|19·9<br>P28'Q68'B70'F35'<br>BK9½"<br>WB=DBa80' | W.Hartlpl<br>British<br>4BHCem<br>f102'357t | C.2Cy.33"&62"-39"<br>80lb 55lb 170HP<br>2SB,4cf,GS80<br>Blair&Co.(Lim.),Stockton | 21 |
| 162<br>96562<br>NHCB | Hayle SteelSc3MstSr<br>W.Clemo -93 1Dk(Irn)<br>Well deck | 423<br>302<br>186 | ✠100A-<br>7,93<br>✠LMC6,93 | Hay | f | 1893<br>7mo | Harvey& Co.(Lim.)<br>Hayle | Harvey&Co. (Lim.) | 149·0\|24·1\|10·1<br>Q88'B9'F25'<br>BK7"<br>WB | Penzance<br>British<br>4BHCem<br>=FPT30t | T.3Cy.15",23"&38"-30"<br>160lb 70HP<br>1SB,3pf,GS56,HS1703<br>Harvey&Co.(Lim.),Hayle | 11 |
| 163<br>98165 | Hayter IronSc3MstSrBarge<br>J.Orwin90-90 ssB.As.No.1-93<br>Well deck 1Dk(Irn) | 335<br>269<br>194 | ✠ A1<br>For River purposes only<br>2,93<br>✠LMC2,93 | BAs<br>LA&CP | | 1890<br>9mo | T AWalker<br>Sudbrook | Executors of the lateT.A.Walker | 150·1\|26·3\|8·3<br>Q38'B9'F24'<br>FK<br>WB | London<br>British<br>4BHCem<br>=MT4'22t | Q.4Cy.9",12",16"&25"-21½"<br>160lb (s) 50HP<br>1SB,2pf,GS33<br>Fleming&Fergusn,Psy. | 8 |
| Dismantled 94<br>164<br>70902<br>NQSV | Haytian IronScBg<br>G.H.Richards -94 | 2336<br>2284<br>1490 | | | | 1875 | J.Laing<br>Sunderland | ~~WestIndia& PacificStm.Ship Co.(Lim.)~~<br>G.H.Collins&Co. | 347·5\|35·1\|25·7 | Liverpool<br>British | C.4Cy.28"&56"-42"<br>300HP<br>G.Forrester&Co.Liverpool | |
| 165<br>95844<br>KCWQ | Haytien Republic WoodScBn<br>H.K.Struve F&YM11,90 2Dks<br>Now named "Portland," See No. 44 in Supplement | 1089<br><br>780 | | | | 1885 | NewEng-landS.B.Co.<br>Bath,Me. | MerchantSteam ShipCo. | 191·0\|36·0\|20·0 | SFrncisco<br>Utd.States | C.2Cy.22"&44"-36"<br>GossMarineIronWorks, Bath,Me. | |
| 166<br>96644<br>LJDM | Haytor SteelScSr<br>Cooke ssCff.No.1-94<br>Well deck 1Dk(Irn)&Webframes | 1562<br>1159<br>1009 | ✠100A1<br>~~2,94~~ ~~8,93~~ 2,95<br>✠LMC10,89 9,94 | Bry<br>A&CP<br>~~Cff~~ | p | 1889<br>10mo | R.Craggs &Sons<br>Middlesbro' | J.Holman&Sons | 250·0\|35·2\|17·0<br>P24'Q70'B101'<br>F32' ~~drp92&93~~ FK<br>WB=CellDB210' | London<br>British<br>4BHCem<br>329tAPT15t | T.3Cy.18½",29"&48"-36"<br>160lb 80lb 130HP<br>2SB,4rf,GS57,HS1948<br>Wstgrth,English&Co.Mdb | 19 |
| 167<br>95292<br>LGFS | Hazel Branch SteelScSr<br>J.T.Lee86-89 ssAldNo.1-93<br>1Dk(Stl)&Spardk(Stl)3trB | 2573<br>2532<br>1690 | ✠100A1<br>Spar dk<br>~~7,94~~ ~~10,93~~<br>10,94<br>✠LMC10,93 | Syd<br>A&CP<br>~~Bar~~ Sba | t | 1889<br>7mo | Bartram, Haswell& Co.<br>Sunderland | NautilusSteam ShippingCo. (Lim.)(F.&W. Ritson, Mgrs.) | 300·0\|40·0\|26·8<br>B60'F35'<br>drp93 BK10"<br>WB=CellDB250' | Sundrland<br>British<br>6BHCem<br>420tAPT20t | T.3Cy.23½",38"&62"-42"<br>150lb 300HP<br>2SB,6cf,GS114,HS3750<br>J.Dickinson,Sunderland | 21 |
| 168<br>96141<br>LDWK | Hazelmere IronScSr<br>J.Souter -93 ssSws.No.1-93<br>Well deck 1Dk(Irn)2trB | 1201<br>961<br>766 | ✠100A1<br>~~10,93~~ 11,94<br>✠LMC8,93 | Cff<br>A&CP<br>Nwc | n | 1889<br>5mo | R.Thomp-son&Sons<br>Sunderland | F.A.Jaques&Co. | 230·0\|32·5\|15·3<br>Q87'B57'F28'<br>BK8"<br>WB=DBa71'f84' | Newcastle<br>British<br>4BHCem<br>248tAPT18t | C.2Cy.28"&54"-36"<br>80lb 75lb 120HP<br>2SB,4pf,GS68<br>Black,Hawthorn&Co.,Gts | 16 |
| 169<br>98525<br>MNCH | Headlands SteelScSr<br>J.R.Holman80-92 1Dk(ptStl-ptIrn)<br>Well deck 2trB&Webframes | 2988<br>2266<br>1933 | ✠100A1<br>~~3,94~~ 12,94<br>✠LMC3,92 | Bry<br>A&CP<br>Bly | t | 1892<br>3mo | Furness, Withy&Co. (Lim.)<br>WHartlepool | ~~Hardy,Wilson&Co.~~<br>R.Hardy&Co | 314·0\|40·5\|21·3<br>Q131'B126'F33'<br>FK<br>WB=CellDB268' | W.Hartlpl<br>British<br>6BHAsp<br>512tAPT47t | T.3Cy.22½",37"&61"-42"<br>160lb 80lb 250HP<br>2SB,6cf,GS102,HS3740<br>Blair&Co.(Lim.),Stockton | 23 |
| 170<br>60624 | Heather Bell IronPadSk | 271<br>261<br>126 | | | | 1871 | Blackwood &Gordon<br>Pt.Glasgow | London&S.W.& L.B.&S.C.Rail-wayCompanies | 207·7\|21·0\|8·8<br>B62' F23' | Portsmth<br>British | D.2Cy.40"-66"<br>NB85 150HP<br>Blackwood&Gordon,P.Gls | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. / No. of Decks, &c. | 3 | 4 Regist'd Tonnage — Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xpired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 171<br>94332<br>KPLQ | Heathfield<br>~~McDonald-94~~ *ss*Shl.No.1–91<br>*Well deck* 1*Dk*(*Stl*)&*Web frames*<br>*W.W.Bustin* -94 | SteelScSr | 2140<br>1613<br>1398 | ✠100A1<br>1,95 ~~1,94~~<br>BS1,94 | Cff<br>A&CP<br>✠LMC2,91 | *r* | 1887<br>10mo | E.Withy&Co.<br>WHartlepool | S.S.Heathfield Co.(Lim.)(F. Woods) | 283·3\|37·0\|19·1<br>P31′Q82′B114′<br>F31′ BK8″<br>*WB*=*CellDB*244 | | | London<br>British<br>190*l*H | T.3Cy.21½″,35″&58″–39″ (*s*)<br>150lb *80lb*<br>2SB,*6rf*,GS98<br>Cntrl MrneE.Co.,W.Hpl. | 22 ″ 1<br>s 1 ″ 11 | D |
| 172<br>88293<br>HJSQ | Heathmore<br>*A.Moar* -92 *ss*Liv.No.2–91<br>1*Dk*(*Irn*)2*trB* | SteelScSr | 1864<br>1509<br>1218 | ✠100A1<br>9,94 ~~3,93~~<br>~~BS8,93~~ ✠LMC3,91<br>9,94 | Liv<br>LA&CP | *r* | 1883<br>2mo | J.Key&Sons<br>Kinghorn | S.S.Heathmore (Lim.)(W.Johnston&Co.,Lim.)<br>*WB*=*DBuE*&*B*32′97*t* | 265·2\|37·1\|18·7<br>Q84′B78′F33′<br>FK<br>*FPT* 55*t* *APT* 23*t* | | | Liverpool<br>British<br>160*l*H | C.2Cy.30″&60″–39″ (*s*)<br>90lb ~~70lb~~<br>2SB,*6pf*,GS99<br>J.Key&Sons,Kirkcaldy | 20 ″ 5<br>s 2 ″ 5½ | |
| 173<br>90321<br>JWKG | Heathpool<br>*J.Todd*74–85<br>*Well deck* | IronScSr | 974<br>812<br>620 | | | … | 1885<br>5mo | Sunderlnd SB.Co.(Lim.) Sunderland | ~~H.T.Morton&Co.~~<br>Earl of Durham (T.Nicholson*Mgr*) | 210·0\|32·3\|14·6<br>Q98*t* H40*t* F23*t* | | | Sundrland<br>British | C.2Cy.28″&54″–33″<br>110HP<br>N.E.MarineE.Co(Lim.)Sld | 17 ″ 3<br>s 2 ″ 4 | |
| 174<br>98385 | Hebble<br>*H.Jordan* -91<br>1*Dk*(*Irn*)&*Webframes* | SteelScSr | 904<br>742<br>451 | ✠100A1<br>9,94~~3,94~~<br>✠LMC8,91<br>Goo | Nwc<br>A&CP | *m* | 1891<br>8mo | W.Dobson &Co.<br>Newcastle | GooleStmShipping Co.(Lim.) | 225·0\|31·6\|15·5<br>P30′B54′F33′<br>BK7″<br>*WB*=*Cell* | | | Goole<br>British<br>130*l*H | T.3Cy.19″,32″&52″–36″ (*s*)<br>160lb *100lb*<br>2SB,*6rf*,GS112,HS3000<br>Wallsnd Slp.Co(Lim)Nwc. | 16 ″ 6<br>s 2 ″ 2 | |
| 175<br>LMHJ | Hebdomos<br>*H.C.Kräft*89–93 | SteelScSr | 1266<br>924<br>880 | | | | 1892 | Flensburg S.B.Co. Flensburg | Flensburger Dampfschifffahrts Ges.v.1869 | 230·0\|34·0\|17·2<br>Q71′ B57′ F27′<br>*WB* | | | Flensburg<br>German | T.3Cy.16″,26″&43″–33″<br>FlensburgS.B.Co.Flnsburg | | V |
| 176<br>JVGC | Hebe<br>*F.W.Clausen,jun.* *ss*Bgn.No.1–94<br>1*Dk*(*Irn*)&*Webframes*<br>*Beams Web plates & Stringers Irn Well deck* | SteelScSr | 2218<br>1666<br>1403 | ✠100A1<br>4,94<br>✠LMC4,94 | Bgn<br>A&CP | *s* | 1890<br>2mo | Laxevaags Maskin& Jernskibsbyggeri<br>Bergen | Harloff&Böe | 277·1\|28·0\|19·3<br>P23′Q100′B111′<br>F30′ BK10″<br>*WB*=*CellDB*228′ | | | Bergen<br>Norwegian<br>180*l*H | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *80lb*<br>2SB,*4cf*,GS84,HS3000<br>G.Clark(Lim.),Sunderland | 22 ″ 0 | N |
| 177<br>NVTJ | —<br>*P.v.DijkBlok*82–92 | SteelScSr<br>2*Dks* | 1227<br>—<br>869 | | | | 1889 | Rijkee& Co.<br>Rotterdam | Koninkl.Nederl. Stoomb.Maats. | 227·6\|30·9\|19·1<br>Q83′ B48′ F27′<br>*WB* | | | Amstrdam<br>Dutch | T.3Cy.17½″,28″&45″–36″<br>129HP<br>Maatschappij "deMaas," Rotterdam | | DV |
| 178<br>91261<br>KCQD | — | IronScSp | 545<br>430<br>346 | | | | 1885<br>10mo | Scott&Co.<br>Greenock | OceanSteamShip Co. | 190·0\|30·6\|11·5<br>P26′ F26′ | | | Liverpool<br>British | C.2Cy.21″&38″–30″<br>90HP<br>Scott&Co.,Greenock | | |
| 179<br>VKBL | —<br>*W.Bergström* (*ex*Brake)<br>1*Dk*&*Spar dk* | IronScSr | 518<br>497<br>364 | | | | 1885 | Act.Ges. "Germania" Kiel | WasaNordsjö Angf.AktieBol. (AlfredHedman) | 167·6\|26·0\|15·3 | | | Nikolaistd<br>Russian<br>*WB* | C.2Cy.20″&37¾″–27½″<br>80HP<br>Act.Ges."Germania,"Kiel | | V |
| 180<br>Wrecked 1,95<br>HTRP | —<br>*C.C.Ericsson* -93 | SteelScSr<br>1*Dk* | 374<br>295<br>271 | | | | 1889 | MotalaCo. Oscarshamn | Ångf.Aktieb. "Hebe" (A.Lilljequist) | 133·6\|23·1\|12·8<br>Q48′ B35′ H5*t*<br>*WB* | | | Gothenbrg<br>Swedish | T.3Cy.11¼″,18¼″&29¼″–19½″<br>50HP<br>MotalaCo.,Motala | | V |
| 181<br>TFCM | —<br>*M.A.Nyström*88–88 | SteelScSr<br>2*Dks* | —<br>—<br>128 | | | | 1888 | W.Crichton&Co. Åbo | ÅboLänsKustångf.Aktiebolag | 114·5\|20·0\| 9·7<br>*WB* | | | Åbo<br>Russian | T.3Cy.12″,17½″&26″–21″<br>80HP<br>W.Crichton&Co.,Åbo | | |
| 182<br>117<br>HKMR | —<br>*Mitis*73–87 | IronScSr<br>1*Dk* | 253<br>203<br>114 | | | | 1877 | Austro-Ungarico Lloyd Trieste | Lloyd-Austriaco | 148·0\|18·7\|11·5 | | | Trieste<br>Aust.-Hung. | C.2Cy.20″&37½″–24″<br>59HP<br>ArsenaleLloyd,Trieste | | |
| 183<br>NWMS | —<br>*E.Holst*88–89 *ss*Cpn.No.1–87<br>(*ex*Ville du Havre,*ex*LaHêve) 1*Dk* | IronPadSr | 242<br>189<br>141 | ✠<br>*withfreeboard*<br>6,87 ✠<br>*Ystad*&*Christiania* | Cpn | | 1884<br>5mo | Maats.de Maas Delfshaven | ForenedeDampskibsselskab | 166·4\|20·2\| 8·6<br>Q8′ H19*t* | | | Aarhus<br>Danish<br>4*BHCem* | C.O.2Cy.23″&44″–36″<br>70HP<br>Maats deMaas,Delfshaven | 9 ″ 0 | |
| 184<br>86534 | —<br>*G.Harvey*90–90 *ss*Liv.No.2–92<br>(*ex*Ards) 1*Dk* | IronScSr | 133<br>119<br>68 | ✠100A1<br>1,94<br>✠NB92 ✠LMC3,92 | Liv<br>LA&CP | *b* | 1882<br>8mo | M'Ilwaine &Lewis Belfast | W.Rowland | 101·5\|18·1\| 9·2<br>Q32′F16′<br>BK7″<br>*WB*=*FPT*14*t* | | | Liverpool<br>British<br>100*l*H | C.2Cy.14″&26″–21″ (*a*)<br>100lb<br>1SB,*2pf*,GS26,HS600<br>M'Ilwaine&Lewis,Belfast | | |
| 185<br>84322 | Hebridean<br>*J.Campbell*87–87 | IronScSr<br>2*Dks* | 314<br>244<br>127 | | | … | 1881<br>4mo | T.B.Seath &Co. Glasgow | J.M'Callum&Co. | 139·8\|23·6\|12·0<br>P37′B43′F38′<br>*WB* | | | Glasgow<br>British | C.2Cy.22″&40″–30″<br>70HP<br>W.King&Co.,Glasgow | 12 ″ 5 | BT till ~~2,95~~ 3,96 |
| 186<br>91238<br>KBLM | Hecate<br>*W.N.C.Baker* -91 | IronScSr | 968<br>871<br>607 | | | | 1885 | W.H.Potter&Sons Liverpool | EastIndianOcean S.S.Co.(Lim.) | 237·4\|34·2\|15·4<br>F39*t* | | | Liverpool<br>British | C.2Cy.23″&46″–36″<br>88HP<br>Fawcett,Preston&Co.,Liv. | | |
| 187<br>QDWK | Hecht<br>*C.Wurtmann* | SteelPadSp<br>1*Dk* | 244<br>234<br>158 | | | | 1885 | Act-Ges. "Weser" Bremen | Norddeutscher Lloyd | 180·0\|20·0\| 9·0 | | | Bremen<br>German | C.2Cy.33¼″&57½″–37¾″<br>Act.Ges."Weser,"Bremen | | G |
| 188<br>78729 | Hector<br>*T.Bartlett* -94 | IronScSr<br>2*Dks* | 2040<br>1863<br>1590 | | | | 1877 | A.Leslie& Co. Newcastle | OceanS.S.Co. | 310·0\|34·2\|25·3<br>*Now owned "Moji Maru," See No. 6 in Supplement* | | | Liverpool<br>British | C.2Cy.27″&58″–45″<br>250HP<br>R.Stephenson&Co.,Nwc. | | D BT till 9,94 |
| 189<br>44550<br>TVMW | —<br>*J.E.Remmes*92–92 *ss*Sld.No.3–1,89<br>*ss*HplNo.1–93<br>2*Dks*3*trB* | IronSc3MstSr | 1981<br>1967<br>1280 | ✠90A1<br>12,93<br>~~BS12,93~~ LMC11,92<br>2,95 | Liv | *s* | 1863<br>4mo | J.Laing Sunderland | Livingston, Conner&Co. | 284·4\|34·8\|27·6<br>B12*t*<br>len71ND77 BK9″<br>*WB*=*DBf*40′ | | | W.Hartlpl<br>British<br>200*l*H | C.2Cy.33″&62″–42″ (*i*)<br>75lb *75lb* NE&B79 NDB92<br>2SB,*6pf*,GS88<br>J.Dickinson,Sunderland | 28 ″ 10<br>s 6 ″ 3½ | |
| 190<br>NBPL | —<br>*C.M.Birch* | WoodScSr<br>1*Dk* | 217<br>181<br>132 | | | | 1889 | P.Troense-gaard Svendborg | P.Troensegaard | 117·8\|21·4\|10·8 | | | Aarhuus<br>Danish | T3Cy9·8″,14·9″&25·8″–19·3″<br>40HP<br>KockumsM.V.,Malmö | | |
| 191<br>81977 | — | WoodPadSp | 101<br>101<br>15 | | | | 1882 | J.R.Maxwell S.Shields | MissG.White | 94·3\|18·3\| 9·9 | | | S.Shields<br>British | L.1Cy.34″–51″<br>38HP<br>Baird&Barnsley,N.Shields | | |
| 192<br>86159<br>WGKH | Hecuba | IronScSr | 918<br>819<br>590 | | | | 1882 | Scott&Co. Greenock | EastIndianOcean S.S.Co.(Lim.) | 233·4\|32·6\|15·8<br>F29*t* | | | Liverpool<br>British | C.2Cy.23″&46″–36″<br>98HP<br>Scott&Co.,Greenock | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 193 | **Hedda** | **WoodScSr** | 112 | | | | ..... | | **F.Johansson** | 91·0 \| 19·7 \| 8·6 | **Gothenbrg** | | | |
| | *J.Christiansson* –91 | 1*Dk* | 101 | | | | | | | Q13′ H7*t* | Swedish | 10H | | |
| | | | 88 | | | | | | | | | | | |
| 194 | **Hedwig Woermann** | **SteelScSr** | 1260 | | | | 1890 | Wigham Richardson &Co. Newcastle | **Afrikanische Dampfsch.Act. Ges.** | 229·9 \| 32·3 \| 21·1 | **Hamburg** | T.3Cy.16″,26″&43″–33″ | | V |
| | *E.C.M.Schilling*90–91 | 1*Dk*&*Spardk* | 1204 | | | | | | | | German | 100H | | |
| RJDL | | | 800 | | | | | | | | | WighamRichardson&Co., Newcastle | | |
| 195 | **Hedworth** | **IronScSr** | 1114 | ✠ | | Sld Lv | 1884 | S.P.Austin &Son Sunderland | ~~H.T.Morton&Co.~~ Earl of Durham (T.Nicholson,*Mgr*) | 225·0 \| 33·5 \| 16·2 | **Sundrland** | C.2Cy.28½″&53″–33″ | 17 ″ 7 | |
| 90308 | *H.Todd*69–84 | | 936 | 7,87 | | | 9mo | | | Q123′ H46*t* F26 | British | 120H | s 2 ″ 0½ | |
| JPSK | *Well deck* | 1*Dk*(*Irn*)&*Webframes* | 702 | | | | | | | *WB*=*DBa*&*f* 5*BH* | | Blair&Co.(Lim.),Stockton | | |
| 196 | **Heian Maru** | **WoodScSr** | 482 | | | | 1881 | Sudzuki Seijiro Hiogo | **KasawaraRikusaburo** | 168·5 \| 22·8 \| 17·2 | **Osaka** | 2Cy. | | |
| 664 | *Hosoya Yuzo* | | 444 | | | | | | | | Japanese | 45H | | |
| HDTR | | | 299 | | | | | | | | | | | |
| 197 | **Heighington** | **SteelScSr** | 2800 | ✠100A1 | | Shl *t* | 1891 | W.Gray& Co.(Lim.) WHartlepool | **HudsonShipping Co.(Lim.)** | 314·0 \| 40·5 \| 21·9 | **W.Hartlpl** | T.3Cy.23″,36½″&62″–39″ (*s*) | 23 ″ 8 | |
| 98502 | *Wilson* –91 | 1*Dk*(*Irn*)& | 2212 | ~~8,95~~ 12,94 | | LA&CP | 1mo | | | P29′Q102′B118′ | British | 160lb 75*lb* 220H | s 2 ″ 5½ | |
| MBPK | *Well deck* | *Webframes2trB* | 1827 | | | ✠LMC1,91 Cff | | | | F35′ BK10″ 5*BHCem* | | 2SB,6*rf*,Gs87,Hs3580 | | |
| | | | | | | | | | | *WB*=*DBa*106′ *f*120′562*t* | | Cntral MarineEWksWHpl | | |
| 198 | **Heimburg** | **SteelScSr** | 1810 | ✠100A1 | | Bhn *r* | 1889 | Helsingórs Jernskibs-og Maskinbyggeri Elsinore | **DeutscheDampfschifffahrts Ges.“Hansa”** | 260·0 \| 37·2 \| 15·6 | **Bremen** | T.3Cy.21,″35″&56½″–36″ | 16 ″ 6 | D |
| | *J.Zittlosen*90–90 *ss*Bhn.No.1–93 | | 1654 | *Spar dk* | | LA&CP | 10mo | | | P144′B58′ 22·9 | German | 160lb 190H | | |
| QFHT | | 1*Dk*(*Irn*)&*Spardk*(*pt Irn*–ws) &*Webframes* | 1132 | 8,93 | | ✠LMC8,93 | | | | F34′ FK 5*BHCem* | | 2SB,6*rf*,Gs85 | | |
| | | | | | | | | | | *WB*=*Cell DB* 173′319*t* | | Helsingórs Jernskibs-og Maskinbyggeri,Elsinore | | |
| 199 | **Heimdal** | **SteelSc** | | | | | 1892 | Akers Mek. Værksted Christiania | **Norwegian Government** | 170·0 \| 26·5 \| 12·8 | Norwegian | T.3Cy.16″,24½″&42″–26″ | | |
| | | 2*Dks* | | | | | | | | | | 125H | | |
| | | | | | | | | | | | | Akers Mek. Værkstd,Xia. | | |
| 200 | — | **IronScSr** | 571 | ✠ | | Bgn *h* | 1882 | Berg.Mek. Vrk. Bergen | **W.Hansen** | 169·9 \| 25·2 \| 12·9 | **Bergen** | C.2Cy.20½″&39″–27″ | | N |
| | *J.A.Krohn* | 1*Dk2trB* | 395 | 8,82 | | LA&CP | 7mo | | | P92′ F31′ | Norwegian | 60H | | |
| JQDM | *Well deck* | | 413 | | | | | | | | 5*BHCem* | Brgns.Mek.Vrkstd.,Bgn. | | |
| | | | | | | | | | | | *WB*= | *FPT*11*t APT*13*t MT*16′60*t* | | |
| 201 | — | **WoodSc3MstSr** | 396 | | | | 1872 | ..... Kragerö | **N.Bugge** | 151·6 \| 26·3 \| 15·3 | **Tönsberg** | 2Cy.14″&35½″–24¾″ | | N |
| | *M.Olsen* | 1*Dk2trB* | 344 | | | | | | | B51*t* | Norwegian | 45H | | |
| HRKB | | | 230 | | | | | | | | | Nylands Verk.,Christiania | | |
| 202 | — | **IronScSr** | 231 | | | | 1873 | Burmeister &Wain Copenhagen | **Dampsk.Selsk.paa Bornholm af 1866 (M.Christiansen)** | 137·6 \| 22·0 \| 9·7 | **Rönne** | C.4Cy.17″&34″–20″ | | |
| | *J.A.P.Lund* | 1*Dk* | 180 | | | | | | | Q45′B41′H13*t* F22′ | Danish | 80H | | |
| NKJQ | | | 136 | | | | | | | | | Burmeister&Wain,Cpn. | | |
| 203 | — | **SteelScSr** | 112 | | | | 1888 | Christian-sandMek. Verks Christiansnd | **Haalogalands Dampskibsselskab (R.Kaarbö)** | 83·4 \| 16·1 \| 10·4 | **Tromsö** | C.2Cy.12½″&21½″–18″ | | N |
| | *Larsen* | 1*Dk* | 89 | | | | | | | B91*t* | Norwegian | 20H | | |
| JCQH | | | 69 | | | | | | | | | ChristiansandMek.Verks., Christiansand | | |
| 204 | **Heinrich Cruse** | **IronScSr** | 1283 | ✠A1, 1 | | Bry Lv | 1871 | W Doxford &Sons Sunderland | **Zerssen&Co.** | 252·7 \| 32·4 \| 16·2 | **Tönning** | C.2Cy.30″&56″–36″ | | |
| | *H.Eggers*92–92 | 6thSurvey,Hul.5,88 | 971 | 3,94 | | | 8mo | | | P250*t* F8*t* | German | 80lb NB81 120H | | |
| LCTD | (*ex* Elf) | 1stSurvey,Lon.7,91 | 808 | M87,91 | | BS12,93 | | | | len88srp92 BK9″ | 5*BH* | 1B | | |
| | *Well deck* | 1*Dk2trB* | *Now named “Minna,” See No. 32 in Supplement* | | | | | | | *WB*= | *MT*21′188*t* | Gilbert&Cooper,Hull | | |
| 205 | **Heinrich Schuldt** | **SteelScSr** | 1019 | | | | 1891 | Flensburgr Schiffsbau Gesellschaft Flensburg | **H.Schuldt** | 220·0 \| 32·1 \| 14·4 | **Flensburg** | T.3Cy.15″,22½″&43″–30″ | | DV |
| | *J.Christiansen*93–93 | 1*Dk* | 742 | | | | | | | Q78′ B54′ F27′ | German | 475H | | |
| LMGB | | | 731 | | | | | | | | | FlensburgerSchiffsbau Gesellschaft,Flensburg | | |
| 206 | **Heinsa** | **SteelScSr** | 360 | | | | 1890 | Moss.Jern-stöberi ogMk Værksted Moss | | 124·0 \| 22·0 \| 10·0 | | T.3Cy.11½″,18″&29½″–22″ | | N |
| | | 1*Dk*&*Awngdk* | 356 | | | | | | | | | 45H | | |
| | | | 212 | | | | | | | *WB* | | Moss Jernstöberi&Mek. Værksted,Moss | | |
| | *Now named* “Reichskanzler v. Caprivi.”—*See Letter R.* | | | | | | | | | | | | | |
| 207 | **Heion Maru** | **WoodScSr** | 184 | | | | 1879 | Hiogo Kosaku Bunkioku Hiogo | **NakadaZempachi** | 116·2 \| 16·2 \| 13·7 | **Sutsu** | 2Cy. | | |
| 216 | *Aoki Yasutaro* | 2*Dks* | 176 | | | | | | | | Japanese | 16H | | |
| HCJK | | | 114 | | | | | | | | | | | |
| 208 | **Hekla** | **IronSc3MstSr** | 3258 | | | | 1884 | Scott&Co. Greenock | **Dampskibsselskab Thingvalla** | 333·2 \| 41·6 \| 22·0 | **Copnhagn** | C.2Cy.46″&84″–54″ | | V |
| NVDQ | *J.Lamb*81–93 | 3*Dks* | 2160 | | | | | | | P35′B63′F46′ 29·9 | Danish | 400H | | |
| | | | 2113 | | | | | | | | *WB* | Scott&Co.,Greenock | | |
| 209 | — | **IronScSr** | 1132 | | | | ...1874 | W.Gray& Co. WHartlepool | **Dampskibsselskabet“Hekla” (W.Holby)** | 235·8 \| 31·0 \| 16·9 | **Chrstiania** | T.3Cy.17″,28″&46½″–33″ | 17 ″ 9 | N |
| | *C.Andersen* | (*ex* Hecla) | 883 | | | | | | | Q80′ B48′ F30′ | Norwegian | NB87 110H | s 1 ″ 9 | |
| WBKL | *Well deck* | 1*Dk2trB* | 710 | | | | | | | | *WB* | *Tpd*87Blair&Co.(Lim.)Stk | | |
| 210 | — | **WoodScBk** | 355 | | | | 1872 | ..... Drammen | **N.Bugge** | 139·6 \| 28·9 \| 15·6 | **Tönsberg** | 1Cy.24″–24¾″ | | |
| | *R.Knudsen* | 1*Dk2trB* | 321 | | | | | | | Q33′ | Norwegian | 45H | | |
| HGWT | | | 213 | | | | | | | | | Nylands Verks,Christiania | | |
| 211 | **Hektos** | **SteelScSr** | 1174 | | | | 1890 | Flensbrgr Schiffsbau Gesellschaft Flensburg | **Flensburger Dampfschifffahrts Ges.v. 1869** | 230·0 \| 34·1 \| 16·5 | **Flensburg** | T.3Cy.17″,26″&42″–30″ | | DV |
| | *Johannsen* | 1*Dk2trB* | 879 | | | | | | | Q76′ B54′ F21′ | German | 135H | | |
| LMFR | | | 854 | | | | | | | | | FlensburgerSchiffsbau Gesellschaft,Flensburg | | |
| 212 | **Hela** | **SteelScSr** | 330 | | | | 1890 | J.W.Klawitter Danzig | **F.Prowe** | 128·0 \| 21·2 \| 11·8 | **Danzig** | C.2Cy.17″&32″–20″ | | V |
| | *G.Krüger*93–93 | 1*Dk* | 239 | | | | | | | Q34′ B36′ F11′ | German | 55H | | |
| HFVN | | | 224 | | | | | | | | *WB* | J.W.Klawitter,Danzig | | |
| 213 | **Helen** | **SteelScSr** | 3169 | ✠100A1 | | Sws *u* | 1891 | Short Bros. Sunderland | **HelenS.S.Co. (Lim.)(Shaw, Pollock&Co.)** | 339·0 \| 42·0 \| 17·7 | **Belfast** | T.3Cy.24″,39″&64″–42″ (*s*) | 20 ″ 1 | |
| 99117 | *R.McNeill* –93 | | 2887 | *Spar dk* | | A&CP | 9mo | | | P28′B78′F38′ 25·6 | British | 160lb 250H | s 6 ″ 7½ | |
| | | 1*Dk*(*Stl*)&*Spardk*(*Stl–pt* ws)3*trB* | 2031 | ~~10,94~~ 1,95 | | ✠LMC9,91 ~~Hamb~~ Liv | | | | drp93 FK 6*BHCem* | | 3SB,6*pf*,Gs90 | | |
| | | | | | | | | | | *WB*=*Cell DB* 264′603*t FPT* 95*t APT* 22*t* | | W.Allan&Co.,Sunderland | | |
| 214 | — | **IronPad** | 154 | | | | 1860 | W.C.Miller Liverpool | **ManchesterShip CanalCo.** | 140·0 \| 20·0 \| 8·3 | **Liverpool** | L.2Cy.38″–42″ | | |
| 28635 | *G.Jones*81–89 | | 154 | | | | | | | | British | 100H | | |
| | | | 10 | | | | | | | | | Fawcett,Preston&Co.,Liv. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of B.of T.Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 215<br>96270 | **Helen Craig**<br>*W.Pollock* –92<br>*Well deck* | **SteelScSr**<br>1*Dk*(*pt Stl & pt Irn*) | 417<br>307<br>156 | ✠100A1<br>9,94 ~~8,93~~<br>✠LMC1,91 | Bel | *g* | 1891<br>1mo | Workman, Clark&Co. (Lim.) Belfast | H.Craig&Co.<br>*WB = Cell D* | 165·3 \| 24·1 \| 9·9<br>Q91′B44′F24′<br>drp92&93 BK6″<br>*B 74′70t deep tank a* | | | Belfast<br>British | C.2Cy.21″&42″–30″ (*s*)<br>100lb *60lb* 68HP<br>1SB,*3pf*,GS58<br>V.Coates&Co.,Belfast | 12 ″ 3<br>s ″ 10 | |
| 216<br>95830 | **Helen McGregor**<br>*G.Jackson* –90<br>*ss* Hul.No.1–94 | **IronScK**<br>1*Dk* | 156<br>145<br>52 | ✠100A1<br>*Trawler*<br>9,94 ~~5,90~~<br>✠LMC5,~~90~~ | Hul<br>LA&CP | | 1890<br>5mo<br>6,94 | Cochrane, Cooper& Schofield Beverley | Pickering&Haldane'sStm.TrawlingCo.(Lim.) | 101·5 \| 20·6 \| 11·0<br>Q20′<br>BK7½″ | | | Hull<br>British | C.2Cy.17″&33″–22″ (*r*)<br>90lb ~~*60lb*~~ 45HP<br>1SB,*2pf*,GS29<br>C.D.Holmes&Co.,Hull | 11″10 | |
| 217<br>86362<br>SLDT | **Helen Nicoll**<br>*C.McCooe* –93<br>*Well deck* | **IronScSr**<br>1*Dk*(*pt Irn*) | 384<br>272<br>246 | ✠<br>3,82<br>✠ | Dun | *f* | 1882<br>2mo | Gourlay, Bros.&Co. Dundee | A.Schlink | 157·0 \| 22·0 \| 10·3<br>Q63′ B31′ F16′<br>FK | | | Adelaide<br>British | C.2Cy.21″&36″–24″<br>65HP<br>GourlayBros.&Co.,Dundee<br>*WB = DBa*16′15t *FPT*13t | | |
| 218<br>87193<br>JBPR | **Helen Otto**<br>*J.H.Oliver*77–83 *ss* Sou.No.2–91<br>*Well deck* | **IronScSr**<br>1*Dk*(*Irn*)2*trB* | 1433<br>1144<br>902 | ✠100A1<br>4,95 ~~4,94~~ 11,94<br>BS~~8,93~~ 11,94<br>✠LMC2,91<br>Sws Bus | Cff<br>A&CP | *p* | 1883<br>10mo | J.Readhead&Co. S.Shields | G.Otto | 249·0 \| 36·0 \| 17·6<br>Q95′B52′F26′<br>BK9″<br>*WB = DBa* | | | London<br>British | C.2Cy.29″&54″–36″ (*i*)<br>80lb *60lb* 99HP<br>1SB,*4pf*,GS60<br>J.Readhead&Co.,S.Shields | 18 ″ 9<br>s 1″10½ | |
| 219<br>78867<br>SBRD | **Helena**<br>*J.Richardson*89–91 *ss* Npt.No.3–4,91<br>*Well deck* | **IronScSr**<br>1*Dk*(*Irn*)2*trB* | 1243<br>1012<br>803 | ✠100A1<br>3,95 ~~12,93~~<br>~~BS8,93~~<br>~~LMC11,91~~<br>~~Sws~~ Bus | Shl<br>A&CP | *o* | 1878<br>8mo<br>B94,95 | J.Readhead&Co. S.Shields | R.Harrowing | 240·0 \| 32·1 \| 17·6<br>Q97*t*B49′F26′<br>BK8½″<br>*WB = DBa*69′*f*96′ | | | Whitby<br>British | C.2Cy.27½″&52″–33″ (*i*)<br>70lb *80lb* NDB92 110HP<br>1B,GS53<br>J.Readhead&Co.,S.Shields | 18 ″ 6<br>s 1 ″10 | |
| 220<br>96656 | —<br>*W.Wion*88–89 *ss* B.As.No.1–93<br>*Barge* | **IronSc3MstSr**<br>1*Dk*(*Irn*) | 312<br>280<br>173 | ✠ A1<br>1,93<br>*For River purposes only*<br>✠LMC1,93 | B.As | | 1889<br>10mo | T.A. Walker Sudbrook | Executors of the late T.A.Walker | 150·4 \| 26·3 \| 8·0<br>FK | | | London<br>British | Q.4Cy.9″,12″,16″&25″–21½″<br>160lb (*s*) 50HP<br>1SB,*2pf*,GS33<br>Fleming&Ferguson,Psy. | 8 ″ 6 | |
| 221 | **Hélène**<br>(*ex* Archimedes) | **IronScBn**<br>2*Dks & Spar dk* | 1588<br>1484<br>922 | | | … | 1874<br>7mo | Hall,Russell&Co. Aberdeen | H.DuchonDoris | 270·7 \| 32·1 \| 19·1<br>24·5 | | | Bordeaux<br>French | C.2Cy.26″&58″–39″<br>150HP<br>Hall,Russell&Co.,Abn. | | |
| 222<br>LMDJ | **Helene**<br>*J.Moldt*92–92<br>*Elec light* | **SteelScSr**<br>1*Dk* | 786<br>614<br>573 | | | | 1888 | Flensburger Schiffsbau-Gesell. Flensburg | H.Schuldt | 200·0 \| 30·5 \| 15·7<br>Q59′ B49′ F26′<br>*WB* | | | Flensburg<br>German | T.3Cy.14″,25″&40½″–27″<br>90HP<br>Flensb.Schiffs.Gesell., Flensburg | | V |
| 223<br>LRGQ | —<br>*H.Hansen* –90 | **SteelScSr**<br>1*Dk* | 707<br>506<br>500 | | | | 1890 | Howaldtswerke Kiel | Zerssen&Co. | 180·0 \| 28·0 \| 15·2<br>Q54′ B49′ F25<br>*WB* | | | Tönning<br>German | T.3Cy.14¼″,22¼″&36⅝″–19¾″<br>Howaldtswerke,Kiel | | G |
| 224 | —<br>*L.Deschamps* –92<br>*Well deck* | **SteelScSr**<br>1*Dk*(*Irn*)<br>*Floors Irn* | 464<br>345<br>194 | ✠100A1<br>~~8,94~~ 8,93 ~~9,94~~<br>3,95<br>✠LMC4,92<br>~~Shl~~ | Nwc | *g* | 1892<br>4mo | Wood, Skinner &Co. Newcastle | X.Knieder | 150·0 \| 25·3 \| 12·5<br>Q74′B14′F16′<br>drp92 &94 FK<br>*WB = FPT* | | | Rouen<br>French | T.3Cy.13″,21½″&34″–27″ (*s*)<br>160lb *80lb* 60HP<br>1SB,*2pf*,GS34,HS1218<br>N.E.Mar.E.Co.(Lim.),Sld. | 13 ″ 3 | |
| 225<br>LCJK | —<br>*C.Lehmkuhl*85–85 | **IronScSr**<br>1*Dk* | 279<br>151<br>220 | | | | 1881 | G.Howaldt Kiel | Sartori&Berger | 125·4 \| 21·0 \| 12·4<br>len90 | | | Kiel<br>German | C.2Cy.15″&21″–14″<br>25HP<br>HowaldtBros.,Kiel | | G |
| 226 | —<br>*Besuard* –92 | **IronScYl**<br>1*Dk* | 127<br>114<br>38 | ✠100A1<br>*Stm Trawler*<br>8,92<br>✠LMC2,92 | Ant<br>A&CP | | 1892<br>2mo | Mackie& Thomson Glasgow | A.Manceau | 95·3 \| 20·0 \| 10·0<br>Q17′F18′<br>drp92 BK7½″ | | | Antwerp<br>Belgian | C.2Cy.14″&28″–21″ (*s*)<br>100lb 35HP<br>1SB,*2pf*,GS28<br>Muir&Houston,Glasgow | 11 ″ 2 | |
| 227<br>QFHB | **Hélène Rickmers**<br>*H.Bruhn*86–93 | **SteelScSr**<br>1*Dk*(*Stl*) & *Spardk* & *Webframes* | 3132<br>2911<br>2008 | | | … | 1889<br>7mo | Russell& Co. Greenock | RickmersReismühlen,Rhederei& SchiffbauAct. Ges. | 329·8 \| 42·4 \| 18·3<br>P12′ B84′ 26·3<br>F50′ | | | Brmrhavn<br>German | T.3Cy.24″,39″&64″–45″<br>250HP<br>Dunsmuir&Jackson,Gls.<br>*WB* | 20″10 | V |
| 228<br>RHKN | **Helene Sauber**<br>*J.Kruse*93–93 *ss* Ham.No.1–92<br>*Well deck* | **SteelScSr**<br>1*Dk*(*Stl*)2*trB* | 988<br>745<br>731 | ✠100A1<br>2,94<br>BS10,94<br>✠LMC2,92 | Ham | *m* | 1888<br>9mo | Flensburger Schiffsbau Gesell Flensburg | SauberGebr. | 209·4 \| 31·1 \| 14·3<br>Q102′F23′<br>BK7″<br>*WB = Cell* | | | Hamburg<br>German | T.3Cy.19½″,28″&51″–33″ (*o*)<br>165lb ~~*90lb*~~ 160HP<br>2SB,*4cf*,GS58<br>*DB* 169′250*t* FlensburgSBCo.Flensburg | 16″11 | |
| 229<br>HMPD | **Heleni**<br>*A.K.Saliaris*91–91<br>*Well deck* | **SteelScSr**<br>1*Dk*(*pt Irn & pt Stl*)2*trB* | 1414<br>1071<br>910 | ✠100A1<br>~~5,94~~ ~~4,93~~ 4,95<br>✠LMC8,91 | Gen | *o* | 1891<br>8mo | Raylton Dixon&Co. Middlesbro' | A.K.Saliaris | 240·0 \| 34·4 \| 15·7<br>Q89′B100′F26′<br>BK7″<br>*WB = Cell D B* 197′337*t* | | | Zante<br>Greek | T.3Cy.18½″,30″&49″–33″ (*s*)<br>160lb 140HP<br>1SB,*3cf*,GS60<br>J.Dickinson,Sunderland | 18 ″ 1<br>s 1 ″ 6½ | |
| 230<br>RJLT | **Helfrid Bissmark**<br>*P.Mester*91–93 | **SteelScSr**<br>1*Dk* | 499<br>—<br>358 | | | | 1892 | Helsingörs Jernskibs-og Maskinbyggeri Elsinore | C.E.Goltermann Successors | 167·0 \| 25·9 \| 11·9<br>Q78′ B17′ F18′<br>*WB* | | | Hamburg<br>German | C.2Cy.19″&35″–21″<br>75HP<br>HelsingörsJernskibs-og Maskinbyggeri,Elsinore | | V |
| 231<br>94425 | **Helga**<br>*J.Gray* | **SteelTwinScSr**<br>1*Dk* | 283<br>226<br>75 | ✠100A1<br>11,93<br>✠LMC11,91 | Gls | *e* | 1891<br>11mo | S.M'Knght &Co. Ayr | Maj-Gen.E.A.Gore | 145·5 \| 23·0 \| 10·7<br>F30′<br>*WB = C ell D B* 91′58*t* | | | Ayr<br>British | T.6Cy.11″,16½″&27″–22″ (*s*)<br>160lb 80HP<br>1SB,*3pf*,GS61,HS1560<br>Muir&Houston,Glasgow | 13 ″ 0<br>s 1 ″ 7 | |
| 232<br>JTWC | —<br>*O.I.Olsen* | **WoodScSr**<br>1*Dk* | 160<br>135<br>107 | | | | 1875 | ..... Carlstad | EliasOlsen | 97·2 \| 22·2 \| 10·3<br>Q&H24*t* | | | Florö<br>Norwegian | C.2Cy.10¼″&25″–17½″<br>30HP<br>ChristinehamnsMek Vrkst, Christinehamn | | N |
| 233<br>761<br>JCDV | **Helge**<br>*E.R.A.Lundgren*93–93 | **CompScSp**<br>1*Dk* | 172<br>147<br>120 | | | | 1890 | S.Groth Sjötorp | Ångf.Aktieb. "Helge"(F.B. Wahlquist) | 99·2 \| 21·3 \| 10·0<br>P22′ Q4′ | | | Gothenbrg<br>Swedish | C.2Cy.9¾″&17¾″–14⅝″<br>15HP<br>GötbrgsMk.Vrkst.,Gotbrg | | |
| 234<br>KRFC | **Helgoland**<br>*Von Rittern*<br>*Elec light* | **SteelSc3MstSr**<br>*Carrying Petroleum in bulk* | 2397<br>2261<br>1563 | | | | 1890 | Sir W.G. Armstrong Mitchell& Co.(Lim.) Newcastle | Deutsch-Amerikanische Petroleum Ges. | 294·0 \| 37·6 \| 26·5<br>B20′ F34′ | | | Gstemnde<br>German | T.3Cy.21″,35″&57″–36″<br>FD 950HP<br>WallsendSlipwayCo(Lim) Newcastle | | V |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maximum entre Visites d'Equipement. | 8 Construit. Quand. — Navire. → Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Coque sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 235 RJHD | **Helgoland** *C.Kröger*88–91 *Well deck* | **SteelScSr** 1*Dk*(*Irn*) *Frames&BeamsIrn ss*Mdb.No.1–95 | 525 393 ~~6,044,94~~ 324 | ✠100A1 2,95 ✠LMC~~3,98~~ Ham | Mdb | *h* LA&CP | 1890 9mo | R.Craggs &Sons Stockton | Dampfschifffahrts Act.Ges. "Albis" | 165·0 Q86′B17′F24′ ~~drp9~~ BK 7′ *WB = DBa*35′40*tFP* | 26·0 | 12·2 | Hamburg German 160lb *80lb* 1SB,*3pf*,GS45,HS1055 *T*14*tAPT*9*t* | T.3Cy.13″,21″&34″–24″ 70H 1*HBCem* M.Pratt,Huddersfield | 12 × 11 |
| 236 QFMP | — *A.Martens*91–92 | **IronScTug** 1*Dk* | 212 184 95 | | | | 1891 | J.C.Tecklenborg Geestemünde | DeutscheDampfschifffahrtsGes. "Hansa" | 114·0 | 22·0 | 13·7 | Bremen German *WB* | C.2Cy.22¾″&39″–25½″ 105H H.PauckschLandsbergA. | |
| 237 91254 KCNJ | **Heliades** *C.B.Graves* –93 | **IronScBn** *ss*Liv.No.1–90 1*Dk*(*Irn*)*&Webframes* | 2965 2772 1922 | ✠100A1 *Spar dk* 5,93 ~~BS5,93~~ ~~BS5,96~~ ✠LMC~~11,00~~4,94 | Liv | *u* LA&CP | 1885 9mo | Richardson,Duck& Co. Stockton | S.S.HeliadesCo. (Lim.)(R.P. Houston&Co.) *WB = D* | 320·0 B68′ BK 10″ *Ba* 92′202*tAPT*11*t* | 40·2 27·3 | 19·4 5 | Liverpool British *MT*28′402*t* | T.3Cy.24″,40″&64″–45″ (*a*) 150lb *150lb* 350H 2DB,*8cf*,GS146 T.Richardson&Ss.,W.Hpl. | 20 × 9 s 7 × 4 |
| 238 HKMS | **Helios** *Martinolich*57–87 | **IronScBk** 2*Dks* | 1956 1780 1203 | | | | 1881 | Lloyd Austro-Ungarico Trieste | LloydAustriaco | 297·5 | 35·2 | 25·4 | Trieste Aust.-Hung. | C.2Cy.35¾″&61¾″–48″ 278H ArsenaleLloyd,Trieste | |
| 239 | — *J.Baird* –92 | **SteelPadSr** 3*Dks* | 1520 707 957 | | | | 1892 | Scotswood S.B.Co(Lm.) Newcastle | MensageriasFluviales del Plata | 260·0 | 32·0 | 12·0 | M.Video Uruguayan | T.3Cy.30″,49″&75″–84″ 400H A.&J.Inglis,Glasgow | |
| 240 PBDL | **Helix** *C.Hannemann*82–82 | **IronScSr** 1*Dk* | 499 — 366 | | | | 1857 | Smith& Rodger Glasgow | Wm.Minlos | 181·7 | 25·1 | 12·1 | Lübeck German | C.2Cy.21½″&41¾″–26¾″ 300H Rostock S.B.&E.Co.,Ros. | |
| 241 RHNG | **Hellas** (~~WRECKED3,94~~) *C.F.H.Lorenz*92–92 (*ex*Uarda) | **IronScSr** 1*Dk&Spardk&3trB* | 1520 1484 1085 | | | | 1880 | Flensburg S.B.Co. Flensburg | ~~A.C.deFreitas&Co~~ | 245·7 B22′ | 32·2 24·5 | 17·5 | ~~Hamburg~~ German *WB* | C.2Cy.30″&57″–33″ 140H FlensburgSBCo.Flensburg | |
| 242 462 HPQC | — *T.Boldiseff* –93 (*ex*Præsident) | **IronSc** 1*Dk2trB* | 690 608 447 | ✠ 12,70 | Hul | A&CP | 1869 1mo | C.Mitchell &Co. Newcastle | A.J.Feldman | 206·8 P&F82*t* | 28·2 | 16·0 | Taganrog Russian 5*BHCem* | C.2Cy.20″&38″–30″ 90H Thompson,Boyd&Co.,Nwc | |
| 243 HFLB | — *Calogeros*80–83 | **IronScSr** 1*Dk* | 326 — 209 | | | | 1880 | HM'Intyre &Co. Paisley | D.P.Goudis | 162·1 P31′ | 22·4 B19′ | 11·5 F16′ | Piræus Greek | C.2Cy.22″&40″–30″ 75H Hutson & Corbett,Glasgow | |
| 244 1214 HSRQ | **Hellekis** *J.Ohlsson*83–86 (*ex*Sjötorp,*ex*Småland) | **WoodScSr** 1*Dk* | 156 132 120 | | | | 18 5/85 | ..... Norrköping | HellekisAktieb (C.Klingspor) | 98·0 P23′ | 20·6 | 10·0 | Hellekis Swedish | C.2Cy.13½″&23⅝″–15½″ 28H BrgsndsMk.Vrkst.Stkhlm. | |
| 245 87996 JVSW | **Hellenes** ~~*C.R.Beynon* 91~~ *Well deck* *Ogden* | **IronSc** *ss*Liv.No.2–92 1*Dk*(*Irn*)*&Webframes* | 1984 1623 1294 | ✠100A1 11,93 BS3,94 ✠LMC12,92 | Liv | *r* A&CP | 1884 6mo | W.Pickersgill&Sons Sunderland | S.S.HellenesCo. (Lim.) (R.P. Houston&Co.) *WB = APT*20*t* | 270·2 Q96′B66′F32′ BK 9½″ *MT*28′389*t aft deep tank*20′324*t* | 40·3 | 18·7 | Liverpool British 1*BHCem* | C.2Cy.33″&62″–42″ (*a*) 80lb *80lb* 164H 2SB,*6pf*,GS102 G.Clark,Sunderland | 20 × 8 s 2 × 2 |
| 246 96221 LSDW | **Hellenic** *W.Wilkinson* –90 | **IronScK** 1*Dk* *ss*Gms.No.1–94 | 159 142 64 | ✠100A1 *Trawler* 7,94~~6,90~~ ✠LMC~~6,97~~4,94 Gms | Hul | LA&CP | 1890 6mo | Earle'sCo. (Lim.) Hull | GrimsbySteam FishingCo.(Lim.) | 100·9 Q44′F19′ FK BK 7½″ *WB = FPT*13*t* | 20·5 | 10·7 3 | Grimsby British *BHCem* | T.3Cy.12¾″,20″&32″–22″ (*s*) 150lb 55H 1SB,*2cf*,GS29HS800 Earle's Co.(Lim.),Hull | 11 × 7 |
| 247 | **Hellespont** *Scott*94–94 | **SteelScTug** 1*Dk*(*Irn*) | 116 104 — | ✠ A— *For River purposes only* 5,94 ✠LMC4,94 | Shl | | 1894 5mo | J.P.Rennoldson& Sons S.Shields | StathatosBros. | 100·4 | 19·2 | 9·2 | Ithaca Greek 1*HHCem* *WB = FPT*13*t* | T.3Cy.12″,20″&32″–22″ (*s*) 160lb 60H 1SB,*2pf*,GS27,HS952 J.P.Rennoldsn& Sns,S.Shl. | 9 × 6 |
| 248 152 | **Hellespontos** | **WoodSc** 1*Dk* | — — 102 | | | | 1865 | ..... | Theophilatos – Stathatos | 116·8 | 17·1 | 8·7 | Piræus Greek | | |
| 249 96308 LDSQ | **Hellopes** ~~*F.Davies* 91~~ *Beynon* 1*Dk*(*Irn*)*&Spardk&Deepframes* | **SteelScSr** *ss*Liv.No.1–93 | 2774 2608 1797 | ✠100A1 *Spar dk* 5,95~~11,93~~ ~~Liv'd~~ ✠LMC8,93 | Liv | *u* LA&CP | 1889 5mo | J.Reid&Co Pt.Glasgow | S.S.HellopesCo. (Lim.) (R.P. Houston&Co.) *WB = CellL* | 320·4 B76′F29′ BK 10″ *B*272′604*tAPT*12*t* | 40·1 25·7 5 | 17·8 *BHptAsp pt Cem* | Liverpool British 2DB,*12rf*,GS180,HS4500 Rankin&Blackmore,Grk. | T.3Cy.24″,40″&64″–45″ (*s*) 160lb *160lb* NDB90 400H | 21 × 7 s 7 × 6 |
| 250 86951 HKVW | **Helmsley** *W.Cant* –91 *Well deck* | **IronScBn** *ss*Cff.No.2–91 1*Dk*(*Irn*)2*trB* | 1797 1458 1151 | ✠100A1 11,94~~6,98~~ ~~BS6,98~~ ✠LMC~~12,97~~8,94 Npt ~~8,94~~ | Lth | *r* A&CP | 1883 3mo | W.Gray& Co. WHartlepool | HudsonShipping Co.(Lim.) | 265·1 P28′Q68′B68′F63′ BK 9½″ *WB = DBa* | 36·0 | 19·7 | W.Hartlpl 1*BHCem* | C.2Cy.33″&62″–39″ (*b*) 80lb ~~80lb~~ *75lb* NDB94 180H 2SB,*6pf*,GS78 Blair&Co.(Lim.),Stockton | 21 × 9 s 1 × 11 |
| *Now named "Helmswood," See No. 55 in Supplement.* | | | | | | | | | | | | | | | |
| 251 NVFQ | **Helsingborg** *P.Bergendorff*80–83 | **SteelScSr** 1*Dk* | 179 144 103 | | | | 1884 | Göteborgs Mek.Vk. Gothenburg | ForenedeDampskibsselskab. | 144·2 P56′ len — | 20·9 B8*t* | 9·5 F17′ | Copnhagn Danish | C.4Cy.14″&28″–18″ 70H Burmeister&Wain,Cpn. | |
| 252 QTVC | **Helsingfors** *L.U.Fauvrin* | **IronScSr** 1*Dk* | — — 219 | | | | 1870 | Wiborg Mek.Verkst Wiborg | Helsingfors AngfartysAktiebolag | 141·4 | 23·6 | 10·5 | Helsingfrs Russian | C.2Cy.17″&31″–22″ 70H WiborgMek.Verkst.Wbrg. | |
| 253 NBMJ | **Helsingör** *A.Hansen*79–89 | **IronScSalvageSr** 1*Dk* | 213 207 108 | | | | 1868 | Burmeister &Wain Copenhagen | Em.Z.Svitzer's Bjergnings Enterprise | 133·3 B5*t* | 21·4 | 12·0 | Copnhagn Danish | C.4Cy.16½″&34″–20″ 80H Burmeister&Wain,Cpn. | |
| 254 51401 KJDL | **Helvetia** (*ABANDONED 4,94*) *J.G.Gallichan* –94 | **IronScBkn** | 4588 4557 2855 | | | | 1864 11mo | PalmerBrs. Newcastle | R.Varley | 419·2 len77 | 41·2 | 35·6 | Liverpool British | C.2Cy.55″&90″–48″ NE&B74 420H P.Penn&Sons,London | 29 × 8 s 12 × 11 |
| 255 RHLQ | — *P.Fröhlich*88–93 | **SteelScSr** 2*Dks*(*UIrn-ws&1Stl*)3*trB* | 2765 2555 1796 | | | | 1889 1mo | TyneI.S.B. Co.(Lim.) Newcastle | Hamburg-AmerikanischePacketf. Act.Ges. | 316·0 P28′ | 40·0 B58′ | 24·4 F32′ | Hamburg German *WB* | T.3Cy.24″,40″&64″–45″ 300H WallsendSlipwayCo. (Lim.),Nwc. | 27 × 9 |
| 256 99382 | — *J.Monks* | **IronScFlat** | 131 128 78 | | | | 1892 | R.Smith& Co. Lytham | Monks,Hall&Co. (Lim.) | 90·0 F11*t* | 21·4 | 9·1 | Liverpool British | C.2Cy.13″&28″–18″ 36H R.Smith&Co.,Lytham | |
| 257 NQKH | **Hengest** *M.Olsen*68–76 | **IronScS** 2*Dks&Spardk* | 723 619 415 | | | | 1876 | Lobnitz, Coulborn& Co. Renfrew | Jydsk-Engelske Dampskibsselskb | 207·4 P34′ | 27·4 F37′ | 15·8 23·2 | Aarhuus Danish *WB* | C.2Cy.22″&54″–42″ 135H Lobnitz,Coulborn&Co., Renfrew | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned and Expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard & midships. ft. in. | 15 Other Registers in which Vessel has been of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 258 94396 KNSW | **Henley** *H.C.Lowther* –91 *Well deck* | **SteelScSr** *ss*Npt.No.1–91 1*Dk*(*Stl*)&*Webframes* | 2243 1743 1446 | ✠100A1 9,94 ~~8,95~~ ~~BS8,98~~ 9,94 | Hpl LA&CP | *s* LMC11,91 | 1887 9mo | W.Gray& Co. WHartlepool | **BritainS.S.Co.Lim** ~~(WattsWard&Co. *Mgrs.*)~~ (Watts, Watts&Co.*Mgrs.*) | 282·0\|37·6\|19·6 P29′Q78′B112′ F27′ BK10″ *WB*=*Cell* *DB*236′500*t* | **London** British 5*BHCem* | T.3Cy.22″,36″&59″–39″ (*s*) 160lb *65lb* 225HP 2SB,*6cf*,GS92 Blair&Co.(Lim.),Stockton | 22 ″ 3 s 2 ″ 1 | |
| 259 JBKH | **Henri** *S.Persson*89–92 (*ex*Woodhorn) | **IronScSr** *ss*Msl.No.3–8,92 2*Dks*(*Irn*)3*trB* | 1548 1433 1203 | ✠100A1 ~~1,94~~ 11,94 BS~~1,94~~ 3,95 | Msl A&CP LMC8,92 | *q* | 1879 6mo | C.S.Swan &Co. Newcastle | **J.H.Sylvander** | 248·2\|31·7\|22·4 H74′F32′ BK9″ *WB*=*DB*110 | **Strömstad** Swedish 5*BHCem* | C.2Cy.30″&57″–39″ 75lb *50lb* 160HP 2B,GS90 T.Clark&Co.,Newcastle | 24 ″ 1 | |
| 260 98777 | **Henri Rieth** *J.Lennard* –93 *Elec.light* | **SteelSc3MstSr** 1*Dk*(*pt Stl pt Irn*)&*Web frames&Spar dk*(*Stl*) | 2265 2166 1488 | ✠100A1 *Spar dk* ~~12,94~~ ~~10,93~~ *Carrying Petr* | Ant A&CP ~~Sarnia~~ LMC1,93 *oleum in bulk* | *s* | 1893 1mo R.Craggs& Sons Middlesbro' *WB*=*Cell DB* 50′108*t* | **J.M.Lennard& Sons** | 280·0\|38·5\|18·0 B20′F23′ 25·0 FK 12*BHCem* *FPT* 67*t* *APT* 21*t* | **Middlsbro'** British 12*BHCem* *Tf*24′230*t* | T.3Cy.21½″,36″&59″–39″ (*s*) 160lb *100lb* 190HP 2SB,*6rf*,GS90,HS3334 N.E.Mar.E.Co.(Lim.),Sld. | 19 ″ 3 s 5 ″ 2½ | V |
| 261 | **Henrietta** *W.R.M'Moutrey* | **IronPad** 1*Dk* | 118 118 21 | ✠ 11,82 ✠ | Stk LA&CP | *a* | 1882 9mo R.Dixon& Co. Middlesbro' | **Samarangsch Stoombootveer** | 93·1\|19·0\| 8·6 | **Samarang** Dutch 3*BHCem* | 2Cy.24″–36″ 45HP Kincaid,Donald&Co.,Grk. | | |
| 262 92854 KHVC | **Henriette H.** *J.Berg*92–92 | **IronScSr** *ss*Shl.No.1–90 1*Dk*(*Irn*)&*Spar dk*(*Irn*)3*trB* | 2192 2159 1405 | ✠100A1 *Spar dk* 6,94 ~~3,94~~ ~~BS8,93~~ ✠ | Lth A&CP Shl LMC9,~~00~~ 6,94 | *s* | 1886 7mo J.Laing Sunderland | **M.J.deHart** | 280·0\|38·3\|26·7 F16′ drp93 BK9½″ *WB*=*DBa*82*f*42′223*t* | **Newcastle** British 4*BHptCem* *pt Asp* | T.3Cy.21″,33″&56″–42″ (*a*) 150lb *60lb* 250HP 2SB.*6cf*,GS102 G.Clark,Sunderland | 20 ″ 6 s 6 ″ 5 | |
| 263 MDHG | **Henriette Schlüsser** *R.Jungmann*90–90 | **IronScSr** 1*Dk*&*Spar dk* | 802 773 620 | | | | 1879 | G.Howaldt Kiel | **F.Petersen** | 191·2\|26·0\|20·1 | **Rostock** German | C.2Cy.25″&40″–27″ 80HP Schweffel&Howaldt,Kiel | | V |
| 264 JGLS | **Henrik Wergeland** *F.Jensen*86–86 | **IronScSr** 1*Dk*&*Awng dk* | 490 475 298 | | | | 1883 | Georg Howaldt Kiel | **Nordenfjeldske Dampskibsselskab** | 150·5\|24·5\|19·1 H15*t* | **Drntheim** Norwegian *WB* | C.2Cy.21½″&35½″–23½″ 70HP GebrüderHowaldt,Kiel | | |
| 265 77319 RNML | **Henry Anning** (*ABANDONED 3,94*) *A.A.Gavin* –92 | **IronScSr** *ss*Cff.No.3–9,90 2*Dks*(1*Irn*)3*trB* | 1628 1526 1059 | ✠ 1,94 | Cff A&CP | *q* | 1878 4mo Palmers' Co.(Lim.) Newcastle | **AnningBros.** | 264·0\|33·2\|22·1 B54′ F27′ *WB*=*DBa* 86′*f* 60′ | **Cardiff** British 4*BHCem* | C.2Cy.30″&59″–36″ 140HP | 23 ″ 2 s 4 ″ 0 | |
| 266 58865 JKML | **Henry Bolckow** *J.A.G.Jourdain* –94 | **IronScSr** *ss*Bom.No.3–7,85 *ss*Bom.No.~~1–89~~ 2–95 1*Dk*2*trB* | 1006 795 639 | ✠100A1 1,95 ~~3,93~~ ✠NB10,88 | Bom A&CP LMC~~10,89~~ | *m* | 1869 7mo Backhouse &Dixon Middlesbro' | **Bombay&Persia SteamNav.Co. (Lim.)** | 214·0\|30·6\|16·9 P200*t* BK7″ *WB*=*DBa*& | **Bombay** British 4*BHCem* | C.2Cy.26″&47″–36″ (*a*) 80lb NE77 97HP 1SB,3*pf*,GS52 G.Clark,Sunderland | | |
| 267 62756 HLFP | **Henry Brand** *J.Sealy*81–81 ~~*ss*Sou.No.3–1,82~~ *ss*Sou.No.3–7,94 ~~*ss*Cff.No.2–90~~ | **IronScSr** 1*Dk*2*trB* | 705 669 425 | ✠ A1 7,94 ~~1,94~~ ✠NE&B85 ~~BS6,93~~ ✠ | Lon A&CP Sou LMC~~4,97~~ 94 | | 1868 9mo Denton, Gray&Co. Hartlepool | **J.L.Hill** | 200·8\|29·0\|16·7 Q30′F— srp94 BK8″ *WB*=*DBa*59′*f*37′ | **S'thamptn** British 2*BHCem* | C.2Cy.26″&47″–36″ (*a*) 80lb *80lb* NDB~~85~~93 96HP 1SB,3*pf*,GS45 G.Clark,Sunderland | 17 ″ 10 s 2 ″ 4 | |
| 268 HFGJ | **Henry Dumois** *E.Bugge* | **SteelScSr** 1*Dk*&*Spar dk* | 1012 924 601 | | | | 1890 | Grang'mth DockyrdCo. Grangemo'th | **Actieselskabet "Jotun"** (Winge&Co., *Mgrs.*) | 202·0\|30·0\|19·7 H88*t* | **Chrstiania** Norwegian | T.3Cy.19″,31″&50″–33″ 140HP W.King&Co.,Glasgow *WB* | | N |
| 269 76226 RPFK | **Henry Fisher** *C.Nelson* –92 *Well deck* | **IronScSr** *ss*Nwc.No.3–9,90 *ss*Nwc.No.1–94 1*Dk* | 505 417 310 | ✠100A1 ~~5,94~~ 6,93 3,95 BS4,93 ✠NB~~5~~,94 | Mdb A&CP LMC9,~~90~~ Sws | *h* | 1878 4mo C.S.Swan &Co. Newcastle | **Fisher,Renwick& Co.** | 166·0\|25·7\|12·7 Q76′B19′F25′ drp94 BK7″ *WB*= | **Newcastle** British 4*BHCem* | C.2Cy.21½″&40″–30″ (*r*) ~~(*s*)~~ 80lb *80lb* NDB89 80HP ~~LB.as12~~ 1SB2*pf*GS36HS1143 T.Clark&Co.,Newcastle | 13 ″ 6 s 1 ″ 4 | |
| 270 29029 QCWG | **Henry Morton** *C.W.Chater* –91 | **IronSc3MstSr** *ss*Lon.No.3–4,89 *ss*Lon.No.1–92 1*Dk*2*trB* | 922 846 570 | ✠ ~~Lon~~ ✠NE&B5,90 | ~~Lon~~ LMC7,92 | | 1860 10mo Palmers' Co. Newcastle | **C.F.Cory-Wright (J.Fenwick& Son,*Mgrs.*)** | 229·3\|32·2\|17·5 Q53′ND85 | **London** British 4*BHCem* *WB*=*DB* | T.3Cy.16½″,26″&43″–36″ (*s*) 160lb 106HP 1SB,4*pf*,GS58,HS1900 WlsndSlpwyCo(Lm.)Nwc | 18 ″ 3 s 3 ″ 4½ | |
| 271 | **Henry Wright** CF | **CompScSr** 1*Dk* | 66 66 18 | ✠ 9,91 ✠ | Lon LA&CP | 19 | 1883 3mo R.&H. Green London | **Sultan of Zanzibar** | 85·7\|16·0\| 8·5 Iron frame planked | Zanzibar 3*BH* | C.2Cy.16″&30½″–21″ 40HP A.Wilson&Co.,London | | |
| 272 82289 TBJQ | **Henzada** *G.Brown* –91 | **IronScSr** *ss*Cal.No.1–84 2*Dks*(1*Irn*)3*trB* | 2078 1897 1341 | ✠ 3,86 | Lon A&CP | *s* | 1879 11mo A&J Inglis Glasgow | **BritishIndiaStm. Nav.Co.(Lim.)** | 284·6\|35·2\|24·1 P39′B27′F38′ *WB*=*Cell* *DB*247′303*t* | **Glasgow** British 5*BHCem* | C.2Cy.34″&60″–45″ NDB92 200HP A.&J.Inglis,Glasgow | 26 ″ 5 s 5 ″ 2 | |
| 273 65620 WQSB | **Heptarchy** *W.E.Stacey* –93 *J.R.Wade* | **IronSc3MstSr** *ss*Cff.No.3–1,85 *ss*Liv.No 2–93 1*Dk*2*trB* | 780 703 502 | ✠ 95A1 ~~10,94~~ ~~8,93~~ 4,95 BS3,~~97~~ 4,95 | Liv A&CP LMC3,93 ~~2,95~~ | *l* | 1871 8mo Samuda Bros. London | **J.Bacon(Lim.)** | 201·2\|26·5\|17·2 Q52*t*F18*t* FK *WB*=*DBf* 122 | **Liverpool** British 4*BHCem* *a tank FPT* | C.2Cy.26″&45″–26″ (*j*) 65lb ~~*60lb* NDB80~~ NB80 90HP 1SB,3*pf*,GS36 7*lb*NDB95 J.Jack,Rollo&Co.,Liv. | 18 ″ 5 s 2 ″ 10½ | |
| 274 90419 | **Her Majesty** | **IronPadSk** | 235 200 131 | | | | 1885 | Barclay, Curle&Co. Glasgow | **SouthamptonI.of W.&S.of Eng. RoyalM.Steam PacketCo.(Lim.)** | 185·2\|20·1\| 8·3 B107′ | **S'thamptn** British | C.2Cy.25″&47″–54″ 140HP Barclay,Curle & Co.,Gls. | | BT till 6,94 |
| 275 93115 | — *E.H.Galvin* –91 *Pettit* | **IronScK** *ss*MilNo.1–91 1*Dk* | 142 134 55 | 100A1 *Trawler* 10,91 ~~BS8,98~~ ✠ | Mil LA&CP LMC4,92 | | 1887 7mo Head& Riley Hull ~~BS7,94~~ | **W.Wolfe** | 100·2\|20·1\|10·9 Q172′F19′ BK7½″ | **Hull** British 3*BHCem* | C.2Cy.17″&34″–21″ (*s*) 90lb 45HP 1SB,2*f*,GS30,HS810 E.Wales,Hull | 11 ″ 7 | |
| 276 667 478 | **Heraclia** *J.Canpanis* –90 (*ex*Yildiz,*ex*Beatriz) | **IronScSr** *ss*Cpl.No.3–7,90 1*Dk*2*trB* | 774 ~~10,91~~ 11,94 BS12,93 | ✠ 90A— ~~drp91~~ LMC7,~~90~~ 11,94 | Cpl | | 1864 3mo J.Laing Sunderland | **Nav.àVap.Egèe (P.M.Courtgi&Co. *Mgrs.*)** | 195·1\|28·9\|16·6 P34′B39′F22′ BK7″ *WB*=*FPT* | **Constanpl** Turkish 4*BHCem* | C.4Cy.17⅜″&42″–30″ 80lb *35lb* NB88 120HP 2SB,4*f* *Cmp.*80Fawcett&Co.,Liv. | 16 ″ 10 | |
| 277 93689 KHNR | **Heraclides** ~~*N.Winter*93–93~~ *Elec.light Davies* | *ss*Cpl.No.1–94 **IronScSr** ~~*ss*Liv.No.1–90~~ 1*Dk*(*Irn*)&*Spar dk*&*Webframes* *ss*Liv.No.3–12,93 | 2947 2788 1898 | ✠100A1 *Spar dk* 4,95 ~~12,93~~ ✠ | Liv A&CP LMC12,93 | *u* | 1886 7mo Boolds, Sharer&Co. Sunderland | **S.S.HeraclidesCo. (Lim.) (R.P. Houston&Co.)** | 320·0\|40·4\|19·2 B70′F34′ 27·2 ~~drp93~~ BK10″ *WB*=*DBa*90′168*t* *APT* 12*t* | **Liverpool** British 6*BHCem* *MT*28′406*t* | C.3Cy.27″,43″&69″–45″ (*a*) 150lb *150lb* 450HP 2DB,*Scf*,GS154 T.Richardson & Sons,Hpl. | 20 ″ 5 s 7 ″ 3 | |
| 278 87921 SLFH | **Herald** *Jones*86–86 | **SteelScSr** *ss*Ddn.No.1–89 1*Dk*(*Stl*) | 573 485 370 | ✠ 4,89 ✠ | Ddn A&CP | *i* | 1884 7mo Pearce Bros. Dundee | **C.B.Stone** | 172·0\|28·2\|13·3 Q34′ B43′ F18′ FK *WB*=*DBa*40′60*t* | **Auckland** British 4*BHCem* *FPT* 67*t* | C.2Cy.23″&45″–30″ 85HP PearceBros.,Dundee | 13 ″ 11 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant entre Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 279<br>49566<br>Broken up | **Herald**<br>*J.Buchanan*92–92 | **IronPadSr** | 446<br>—<br>252 | | | | 1866 | Caird&Co.<br>Greenock | **Workington&Isle of ManS.S.Co. (Lim.)** | 221·6<br>Q65′ | 22·0<br>B41′ | 10·4<br>F36′ | Workngtn<br>British | O.2Cy.44″–57″<br>NB80 150H<br>Caird&Co.,Greenock | |
| 280<br>76197 | —<br>(*ex*JosephBartram)<br>1*Dk* | **WoodScSrTug** | 117<br>—<br>58 | | | | 1881 | Jackson, Sharp&Co.<br>Wlmgtn,Del | **BostonTowboatCo.** | 112·0 | 22·4 | 10·2 | Bostn, Mas<br>Utd.States | 1Cy.34″–28″<br>NeafieLevy,S.&F.B.Co. | |
| 281<br>84157 | **Herald of Peace** | **IronScFlat** | 111<br>106<br>71 | | | | 1877 | J.Thompson&Sons<br>Northwich | **SaltUnion(Lim.)** | 84·6 | 19·9 | 8·2 | Liverpool<br>British | D.2Cy.13″–14″<br>27H<br>Watt Bros.,Liverpool | |
| 282<br>Broken up<br>JMPN | **Herault**<br>*Vie*78–88 (*ex*IslaChristine)<br>1*Dk*§*Spardk* | **SteelScSr** | 646<br>—<br>371 | | | | 1864 | .....<br>Sunderland | **Cie.Marseillaise deNav.àVap. (Fraissinet&Co.,** *Mgrs.*) | 207·0 | 23·9 | 16·9 | Marseilles<br>French | C.2Cy.22″&42″<br>80H<br>*WB* Pile & Co.,Sunderland | |
| 283<br>99221 | **Herbert**<br>~~*T.J.Snelling* –94~~ *J.Moore* –94<br>*Well deck* 1*Dk*(*Irn*) | **SteelScSr** | 268<br>202 ~~9,94 10,08~~ 9,94<br>100 1,95 | ✠100A1<br>✠LMC6,91 | Bel<br>LA&CP<br>Liv | *d* | 1891<br>6mo | Hawthorns &Co.<br>Leith | **T.G.Best** | 130·0<br>Q44′B7′F20′<br>drp92&93 drp94<br>drp95 | 21·7<br>FK<br>*W* | 9·4 | Leith<br>British | C.2Cy.18″&36″–24″ (*s*) 10 ″ 8<br>100lb *80lb* 54H s 1 ″ 1½<br>3*BHCem*<br>1SB,*2rf*,GS33,HS1381<br>*B*=*FPT*30*t* Hawthorns&Co.,Leith | |
| 284<br>87320 | —<br>*G.Tait* –88<br>*Well deck* 1*Dk*(*Irn*) | **IronScSr** | 233<br>158 11,84<br>139 | ✠<br>✠ | Bsb<br>LA&CP | *c* | 1884<br>6mo | M'Intyre &Co.<br>Newcastle | **UnitedSSCo.(Lim)** | 110·4<br>Q48′<br>drp84 | 25·1<br>B10′ | 7·2<br>F24′ | Launceston<br>British | C.2Cy.18″&34″–24″ 8 ″ 6<br>60H<br>4*BHCem*<br>R.H.Pearson&Co.,Gls.<br>*WB*=*FPT*45*tAPT*6*t* | |
| 285<br>84149 | —<br>*J.Iddon* ~~ss Liv.No.2–91~~<br>ssLiv.No.3-11,94 1*Dk* | **IronScSr** | 165<br>147 ~~11,94 12,08~~ 5,95<br>90 ✠NB10,92 | ✠100A1<br>✠LMC3,93 | Liv<br>LA&CP | *b* | 1881<br>8mo | R&J Evans &Co.<br>Liverpool | **S.S.HerbertCo. (Lim.)(J.J.Mack &Sons)** | 115·4<br>BK6″ | 19·2<br>*W* | 9·3 | Liverpool<br>British | C.2Cy.13¼″&28″–20″ (*s*) 10 ″ 7<br>100lb ~~55lb NDN82~~ 35H s 1 ″ 3½<br>3*BHCem*<br>1SB,*2pf*,GS25,HS670<br>*B*=*FPT*10*t* DeWinton&Co.,Carnarvn | |
| 286<br>93846 | —<br>*S.Whitehead* –92 | **WoodScFlat** | 105<br>100<br>82 | | | | 1878 | W.Bracegirdle<br>Northwich | **SaltUnion(Lim.)** | 81·9 | 20·3 | 8·4 | Liverpool<br>British | D.2Cy.15″–18″<br>30H<br>Hartley&Co.,Stoke-on-Trt | |
| 287<br>86525 | —<br>*Cock*84–84 GIB 1*Dk* | **WoodScTug** | 45<br>45 1,85<br>10 *For Towing purposes* | ✠<br>LA&CP | Ply | 9 | 1884<br>4mo | D.Banks& Co.<br>Plymouth | **J.Westcott** | 65·4 | 15·5 | 7·6 | Plymouth<br>British | C.2Cy.13″&26″–18″<br>30H<br>S.Sara,Penryn | |
| 288<br>99483 | **Herbert Ingram**<br>*T.Butler* –93 | **SteelScK** 1*Dk* | 142<br>136 *StmTrawler*<br>44 7,92 | ✠100A1<br>A&CP<br>✠LMC3,92 | P.Gl | | 1892<br>7mo | W.Hamilton&Co.<br>Pt.Glasgow | ~~**W.J.Ingram S.Waddington,** *Mgrs.*~~ | 100·2<br>Q19′F18′ | 20·5<br>BK7½″ | 10·6 | Boston<br>British | T.3Cy.11″,17″&27″–22″ (*s*) 11 ″ 11<br>160lb 45H<br>1SB,*2pf*,GS31,HS916<br>3*BHCem*<br>D.Rowan&Son,Glasgow | |
| 289<br>JMPT | **Hercule**<br>*Gombert*91–89 | **IronPadTug** 1*Dk* | 201<br>—<br>71 | | | | 1877 | Readhead &Co.<br>SouthShields | **Chambre deCommerce** | 109·9<br>B10′ | 19·2 | 10·5 | Calais<br>French | 2Cy.11½″–19″<br>80H<br>Readhead&Co.,S.Shields | |
| 290<br>HFTW | **Hercules**<br>*A.Gohrbrandt*80–88<br>*Well deck* | **IronScSr** 1*Dk*(*Irn*)2*trB* | 1155<br>920<br>742 | | | … | 1881<br>9mo | Whitehven S.B.C.(Lim.) Whitehaven | **DanzigerSchiffahrtsAct.Ges. ~~(A.Gibsone *Mgrs.*)~~ (L.Rodenacker *Mgr.*)** | 212·3<br>Q79′ | 34·2<br>B50′ | 16·6<br>F19′<br>FK | Danzig<br>German | C.2Cy.27″&54″–36″<br>150H<br>J.Jones&Son,Liverpool | |
| 291<br>Now a barge<br>95037<br>JHRW | —<br>*L.L.Odiurne* –86 | **IronSc3MstSr** 1*Dk*2*trB* | 781<br>571<br>584 | | | | 1870 | Reaney, Son&Archbold<br>Chester,Pa. | **Philadelphia& ReadingR.R.Co.** | 200·7<br>H— | 37·0<br>F— | 13·5 | Phildlphia<br>Utd.States | 1Cy.40″–30″<br>150H<br>Reaney,Son & Archbold, Chester, Pa. | |
| 292<br>NWVJ | —<br>*J.J.Bakker*60–77 *ss*Nwc.No.3–11,90<br>1*Dk* | **IronPad** | 269<br>262 ~~9,94 11,00~~<br>97 ✠NE&B11,90 | ✠100A1<br>A&CP<br>Ams<br>✠LMC11,90 | Nwc | *e* | 1877<br>8mo | C.Mitchell &Co.<br>Newcastle | **A.D.Zurmuhlen** | 142·2<br>FD | 22·1<br>BK7″ | 12·1 | Amstrdam<br>Dutch | C.O.4Cy.23″&46″–48″<br>100lb 150H<br>2SB,*6pf*,GS100,HS3000<br>5*BHCem*<br>WlsndSlpwy&EC(L)Nwc | |
| 293<br>97218 | —<br>*W.I.Eyers* –93 | **SteelTwinScSkTug** 1*Dk* | 234<br>232<br>41 | ✠<br>✠LMC8,90 | | | 1890<br>8mo | Barclay, Curle&Co. (Lim.)<br>Glasgow | **Southampton,I.of Wight&South of EnglandRoyal MailSPCo.(Lim)** | 135·5<br>BK7″ | 24·1 | 11·0 | S'thamptn<br>British | T.6Cy.15″,24″&39″–28″ (*o*) 11 ″ 6<br>160lb 155H<br>4*BHCem*<br>2SB,*6rf*,GS94<br>BarclayCurle&Co(Lm)Gls | |
| 294<br>90028<br>KRFM | —<br>*J.Morrison* –94 | **IronTwinScTug** | 225<br>197<br>26 | | | | 1885 | Napier Shanks& Bell<br>Glasgow | **ClydeShippingCo. (Lim.) (J.Cuthbert,** *Mgr.*) | 125·0<br>H— | 21·6<br>F— | 11·2 | Glasgow<br>British | C.2Cy.23″&42″–30″<br>98H<br>Rankin&Blackmore,Gnk. | |
| 295<br>HNRJ | —<br>*R.Ergnicia*88– | **Iron** | 185<br>51<br>46 | | | | .....<br>England | | **Lopez,Perez&Co.** | 155·1 | 19·0 | 8·5 | Corunna<br>Spanish | 140H | |
| 296<br>63575<br>RMJL | — | **IronScSr** | 183<br>183<br>79 | | | | 1870 | T.B.Seath &Co.<br>Glasgow | **W.Williams** | 120·5 | 20·2 | 10·6 | Liverpool<br>British | 2Cy.18″–20″<br>NB92 21H<br>D.Rowan,Glasgow | |
| 297<br>99713 | —<br>*J.Race*89–93 | **SteelScYl** 1*Dk* | 168<br>148 *Well fishing vessel*<br>69 9,93 | ✠100A1<br>LA&CP<br>✠LMC9,93 | Gls | | 1893<br>9mo | Mackie& Thomson<br>Glasgow | **Grimsby&North SeaStm.TrawlingCo.(Lim.)** | 105·8<br>Q45′F21′ | 20·5<br>BK7½″<br>*WB*= | 10·8 | Grimsby<br>British | T.3Cy.11″,16½″&27″–22″ (*s*) 12 ″ 6<br>165lb 45H<br>3*BHCem*<br>1SB,*2pf*,GS30,HS626<br>*APT*6*t* Muir&Houston,Glasgow | |
| 298<br>HKJQ | —<br>*A.Machado* –91 | **SteelScSr** 1*Dk* | 164<br>164<br>58 | ✠100A1<br>3,91<br>✠LMC3,91 | Fal<br>LA&CP | *b* | 1891<br>3mo | Cox&Co.<br>Falmouth | **Cia.Marit.Portuense deReboques eSalvadego** | 115·0 | 20·4 | 10·7<br>BK7″ | Lisbon<br>Portuguese | T.3Cy.14″,22″&36″–22″ (*s*) 11 ″ 0<br>150lb 72H<br>4*BHCem*<br>1SB,*2pf*,GS37<br>Cox&Co.,Falmouth | |
| 299<br>29611<br>QGKB | —<br>*J.Dodd* –92 | **IronPadSp** | 153<br>153<br>20 | | | | 1861 | Laird&Co.<br>Birkenhead | **HerculesStm.Tug Co.(Lim.) (E.de Soberon&W.H. Dodd,** *Mgrs.*) | 112·6 | 19·6 | 10·2 | Liverpool<br>British | D.2Cy.33″–48″<br>NB71 70H<br>Laird&Co.,Birkenhead | |
| 300<br>56043<br>WJSH | —<br>*J.C.C.Dusting* –93 | **WoodPad** 1*Dk* | 145<br>145<br>53 | | | | 1866 | .....<br>Newcastle | **M.H.Bland&Co. (Lim.)** | 120·0 | 20·5 | 10·9 | Gibraltar<br>British | 80H | |

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. / Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 301 Hercules 77489 | *T.Whale* 81–93 | **IronPadSp** | 145 / 145 / 23 | | | | 1877 | J.T.Eltringham S.Shields | ~~J.Lawson~~ Lawson S'mTugBoatCo(Ltd) (J.Lawson *Mgr*) | 105·3 | 19·2 | 10·6 | **S.Shields** British | L.2Cy.34″–60″ 80HP J.P.Rennoldson,S.Shields | | |
| 302 — 96945 KGSH | *G.Taylor* 88–90 | **IronSc** 1*Dk* | 142 / — / 71 | | | | 1888 | J.H.Dialogue Camden,N.J. | **F.L.Neall** | 101·5 | 20·6 | 10·8 | **Phildlphia** Utd.States | T.3Cy.14″,22″&36″–24″ J.H.Dialogue,Camden,N.J. | | |
| 303 — | | **WoodSc** | 140 / — / 80 | | | | 1884 | Parody Buenos Ayres | **Cia.“LaVeloz”** | 85·0 | 15·5 | 9·3 | **Bns.Ayres** Argentine | 40HP Fontanas,BuenosAyres | | |
| 304 — | *O.Harmsen* 85–85 | **SteelSc** | 136 / — / 48 | | | | 1884 | MotalaMk Werkstad Motala | **RigaerBörsen Comité** | 97·7 | 21·3 | 9·9 | **Riga** Russian | 2Cy.24″&44″–23½″ 90HP MotalaM.W.Motala | | V |
| 305 — JVWT | *H.T.Hillestad* | **WoodScSr** 1*Dk* | 125 / 120 / 55 | | | | 1888 | ..... Bergen | **H.Olsen** | 99·5 H5*t* len90 | 19·0 | 10·5 | **Bergen** Norwegian | C.2Cy.12⅝″&28½″–19⅝″ 32HP Göteborgs M.V.Gothenbrg | | N |
| 306 — HNRM | Now named “Corconera No. 7,” *See No. 17 in Supplement.* | **IronPadSp** | 119 / 40 | | | | 1871 | J.Batchelor Cardiff | | 91·9 | 18·2 | 9·5 | **Santander** Spanish *WB* | 1Cy.34½″–54″ 50HP R.Marshall,S.Shields | | |
| 307 — 99594 | | **IronScTug** 1*Dk* | 82 / 82 / 19 | ✠ 90A1 4,93 *For Towing purposes* ✠LMC4,93 | Hul LA&CP | | 1893 4mo | Cook, Welton& Gemmell Hull | **HullDockCo.** | 80·6 | 18·1 | 9·4 BK6″ | **Hull** British | T.3Cy.12″,18″&30″–18″ (*s*) 150lb 45HP 1SB,*2pf*,GS28,HS740 Earles'Co.(Lim.),Hull | 10 ″ 0 | |
| 308 — 97731 | Now named “Hercule,” *See No. 36 in Supplement.* | **SteelScTug** *ss*Lon.No.1–94 1*Dk* | 55 / 55 / 13 | ✠100A1 *For Tug purposes* 2,94 ✠LMC5,94 | Lon LA&CP | | 1890 3mo | Vosper& Co. Portsmouth | **A.Watkins** | 75·1 | 17·0 | 7·7 BK4½″ | **London** British | C.2Cy.15″&30″–18″ 100lb 50HP 1SB,*2pf*,GS29,HS670 Vosper&Co.,Portsmouth | | |
| 309 Hereford 96768 | ~~*J.Davies* –93~~ *B.Du.S.Anstis* *Well deck* 1*Dk*(*Irn*)&*Web frames* *ss*Liv.No.1–94 | **SteelScSr** | 2647 / 2068 / 1709 | ✠100A1 ~~11,93~~ 10,94 ✠LMC9,90 | Lon LA&CP | *t* | 1890 9mo | W.Dobson &Co. Newcastle | **GreatWestern S.S.Co.(Lim.) (M.Whitwill&Son, *Mgrs.*)** | 300·0 Q109′B134′F30′ *WB*=*Cell* | 40·2 *DB*250′ | 20·0 FK6 | **Bristol** British | T.3Cy.22″,36″&59″–42″ (*s*) 160lb *160lb* 220HP 2SB,*6rf*,GS96,HS3904 WllsndSlpyCo.(Lim.)Nwc | 22 ″ 9 s 2 ″ 3 | |
| 310 Herekee | *Hadji Mohammed* | **WoodPad** | — / — / 75 | | | | 1869 | W.Hamilton&Co. P.Glasgow | **Idarei-Massousieh (OttomanSteam Nav.Co.)** | 166·5 | 20·7 | 10·0 | **Constanpl** Turkish | 2Cy. 80HP W.Hamilton & Co.,P.Gls. | | |
| 311 Hereward 93138 KRWV | *W.Richardson* –88 | **IronScSpTug** 1*Dk* | 108 / 108 / 16 | ✠ *For Towing purposes* 5,88 ✠ | Hul LA&CP | *s* | 1888 5mo | Cook, Welton& Gemmell Hull | **Peninsular& OrientalS.N.Co.** | 98·2 | 18·9 | 10·0 BK6½″ | **London** British | T.3Cy.12½″,19½″&31½″–22½″ 60HP 1SB,*2rf*,GS28,HS798 C.D.Holmes&Co.,Hull | 10 ″ 5 | |
| ~~312~~ Herga 79679 | *J.Nutman* –92 | **IronScSr** 1*Dk* | 221 / 192 / 135 | | | | 1878 | Cunliffe& Dunlop Pt.Glasgow | **E.Vickery** | 125·2 Q17′ | 21·2 F18′ | 10·6 | **SydnyNSW** British *WB* | C.2Cy.20″&35″–24″ 55HP Cunliffe&Dunlop,Pt.Gls. | | |
| 313 Heringsdorf 340 JFDS | *H.Bohm* 91–91 | **SteelScSr** 1*Dk* | 243 / 180 / 155 | | | | 1891 | Stettiner Masch.& Schiffsbau Act.Ges. Stettin | **Swinemünder Dampfschifffahrts Act.Ges.** | 144·2 | 21·1 | 11·1 | **Swnemnde** German *WB* | C.2Cy.17⅜″&31½″–21⅝″ Stettiner Masch. & Schiffsbau Act.Ges.,Stettin | | G |
| 314 Herkules QFCS | *Th.Michel* 91–91 | **IronPadTug** 1*Dk* | 244 / 242 / 121 | | | | 1887 | J.C.Tecklenborg Geestemünde | **Norddeutscher Lloyd** | 137·5 B36′ | 23·5 | 11·0 | **Bremen** German *WB* | C.4Cy.22½″&44″–45″ 120HP J.C.Tecklenbrg,Geestmnde | | G |
| 315 Herlaug JTCL | *S.Christiansen* –93 | **SteelScSr** 1*Dk*&*AwngDk* | 149 / 146 / 109 | | | | 1891 | AkersMek. Værksted Christiania | **Namdalens Dampskibsselskab (C.Hustad)** | 94·7 | 17·0 | 13·3 | **Namsos** Norwegian | C.2Cy.11½″&25½″–18″ 30HP AkersMek Værksted,Xia. | | N |
| 316 Herman | *H.Zaage* 92–92 | **SteelScSr** 1*Dk* | 162 / 128 / 108 | | | | 1892 | R.Holtz Harburg | **Wesche&Co.** | 98·5 P18′ | 19·5 B10′ | 8·8 F19′ | **Iquitos** Peruvian | C.2Cy.10¼″&18½″–12⅝″ R.Holtz,Harburg | | |
| 317 Herman Wedel WVBR | Jarlsberg ~~*N.Houge*~~ *Well deck* 1*Dk*(*Irn*)2*trB*&*Webframes* *E.Reimers* *ss*Hpl.No.1–94 | **SteelScSr** | 3023 / 2398 / 1958 | ✠100A1 ~~6,04 7,98~~ 12,94 ✠LMC~~10,90~~ 12,94 ~~Liv~~ Hpl | Sng A&CP | *u* | 1890 10mo 12,94 | W.Gray& Co.(Lim.) W Hartlepool | **J.Christensen** | 325·4 P25′Q102′B130′ F34′ ~~drp91~~ *W*=*DBa* | 41·5 BK10½″ 110′*f*124′ | 22·8 5*BHCem* 632*t*APT22*t* | **Bergen** Norwegian | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *75lb* 240lb 2SB,*6rf*,GS105,HS3820 CntralMarine EWksWHpl | 24 ″ 0 | V |
| 318 Herman Winter 95903 KDPV | *Nickerson* | **IronScSr** 2*Dks*&*Spardk* | 2626 / — / 1769 | | | | 1886 | W.Cramp &Ss.S.&E.Co Philadelphia | **Metropolitan S.S. Co.** | 271·8 | 41·6 | 19·2 29·9 | **Bostn,Mas.** Utd.States *WB* | C.2Cy.38″&68″–54″ 350HP W.Cramp&Sons,S.&E.B. Co.,Philadelphia | | R |
| 319 Hermance Conseil JMSB | *A Daunis* 87–92 (*ex*Teviotdale) | **SteelScSr** *ss*Grk.No.2–90 2*Dks*(1*Stl*) | 1602 / 1454 / 967 | ✠100A1 9,93 drp92 ✠LMC~~9,98~~ 10,94 | Bdx LA&CP | *r* | 1882 5mo | R.Steele& Co. Greenock | **Les fils de T. Conseil** | 256·0 P29′B54′F31′ *WB*=*Cell* | 35·2 BK9½″ 6*BHCem* *DB* 160′235*t* | 20·8 | **Bordeaux** French | C.2Cy.32″&60″–42″ (*a*) 80lb *60lb* 160HP 2SB,*6pf*,GS120 R.Steele&Co.,Greenock | | |
| 320 Hermann 101822 | | **IronScSr** 3*Dks*&*AwngDk* | 2884 / 2873 / 1856 | | | | 1865 | Caird&Co. Greenock | **H.F.Swan** | 333·0 | 40·3 | 33·3 | **Newcastle** British | 2Cy.56″&96″–48″ 500HP Day,Summers&Co.,Sou. | | |
| 321 — | *H.Meyer* 79–94 (*ex*Mount'sBay) *Elec light* | **IronScSr** ~~sCtl.No.2–89~~ 1*Dk*(*Irn*)&*Spardk*3*trB* *ss*Bhn.No.3–10,94 | ~~2347~~ ~~2202~~ 1443 1813 | ✠100A1 *Spar dk* ~~10,94 1,02~~ 1,95 ~~BS8,91~~ ✠LMC~~4,89~~ 10,94 | N Yk LA&CP Bhn | *e* *s* | 1881 9mo | Schlesnger Davis&Co. Newcastle | **J.D.Bischoff** | 290·0 B28′F19′ *WB*=*DBa* | 37·2 BK9¼″ 5*BHCem* 86′*f*118′293*t* | 27·2 | **Bremen** German | C.2Cy.37″&70″–45″ (*s*) ~~(c)~~ ~~80lb~~ 85lb *60lb* NDB89 280HP 2SB,~~*6f*,GS120~~ *6cf*,GS121,HS4004 Black,Hawthorn& Co.,Gts. | 21 ″ 0 s 7 ″ 1½ | D |
| 322 — LCVN | *H.E.Clausen* 87–93 | **SteelScSr** 1*Dk*&*Spar dk* | 1063 / 953 / 830 | | | | 1892 | Howaldtswerke Kiel | **H.Diederichsen** | 211·1 B47′ | 29·2 | 11·9 | **Kiel** German *WB* | T.3Cy.14⅛″,22¼″&36⅝″–19½″ 90HP Howaldtswerke,Kiel | | DV |
| 323 — LMFP | *H.E.Clausen* –93 *Elec light* | **SteelScSr** 1*Dk* | 976 / 695 / 684 | | | | 1890 | Rostock S.&E.B.Co. Rostock | **H.Schuldt** | 214·0 Q68′ | 31·9 B50′ | 14·8 F30′ | **Flensburg** German *WB* | T.3Cy 14″,22″&39″–31″ 105HP RostockS.&E.B.Co.Rostck | | V |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Croix sur Quille. Francisé ou inscrit à l'étranger. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 324 151 HJFD | **Hermes** *Z.Xenios* (*ex*DyoFili,*ex*Seafield) | **IronScSr** *ss*Tri.No.3–2,82 *ss*Cpl.No.2–90 2*Dks* | 945 866 706 | ✠100A1 5,93 ✠NB8,92 | Pir A&CP LMC9,90 | *n* | 1870 6mo 10,94 | Denton, Gray&Co. WHartlepool | N.Calamaris | 240·8\|29·0\|16·7 Q33′F28½ len74ND88 | Piræus Greek | C.2Cy.25″&45″–36″ 75lb 45lb NDB92 4*BHCem* 1SB,3*pf* *WB*=*ptDB* T.Richardson&SonsHpl. | (*a*) 96HP |
| 325 HVFB | — | **SteelScSr** *A.Wolff*90–93 (*ex*Meteor) 1*Dk* | 394 365 207 | | | | 1888 | MotalaCo. Gotenburg | Bergningsoch Dykerib"Neptun" (E.Liljewalch) | 148·1\|25·7\|13·4 H29*t* | Stockholm Swedish | C.2Cy 22″&44″–27″ MotalaCo.,Motala | 160HP |
| 326 JWPL | — | **IronScSr** *L.Waaland* (*ex*Fides) *ss*Bgn.No.2–91 1*Dk*(*Irn*) | 352 302 210 | ✠ BS12,92 ✠LMC9,91 | | | 1883 9mo | Howaldt Bros. Kiel | Dampskibs selskbtHermes (T.S.Falck) *WB*=~~*DBuE & B33′3½*~~ | 139·1\|23·2\|13·1 B26′ BK7″ | Stavanger Norwegian | C.2Cy.15¾″&27½″–15¾″ 90lb 4*BHCem* *MT*17′60*t* 2SB,2*cf*,GS21 HowaldtBros.,Kiel | 40HP |
| 327 | — | **IronScSp** *J.Brattberg*72–88 1*Dk* | 236 206 170 | | | | 1867 | Bergsund Mek.Verks. Stockholm | Ångf.Aktieb. "Hermes" (G.Larsson) | 102·6\|21·2\|12·5 B17′ H13*t* | Krstnhmn Swedish | C.2Cy.12″&14″–20″ BergsndMek.Vrkst,Stkhm | 28HP |
| 328 99592 NBLC | — | **SteelScSr** *T.Gant* 1*Dk* | 167 152 40 | ✠100A1 *StmTrawler* ~~12,93~~ ✠LMC4,93 12,94 Hul | Abn LA&CP | | 1893 4mo | A.Hall& Co. Aberdeen | Anglo-Norwegian S.F.Co.(Lim.) | 104·9\|20·7\|11·4 Q21′ BK7½″ | Hull British | T.3Cy.12″,19″&32¼″–24″ 160lb 3*BHCem* 1SB,2*rf*,GS40,HS1150 A.Hall&Co.,Aberdeen | (*s*) 11 ″ 6 60HP |
| 329 NDSF | **Hermia** *Ch.Schmiegelow*89–92 | **SteelScSr** 2*Dks* | 1048 538 762 | | | | 1891 | Howaldts-werke Kiel | DampskibsSelsk. "Torm" (D.Torm) | 218·5\|28·6\|10·5 B46′ 17·9 | Copnhagn Danish | T.3Cy.14¼″,22¼″&36½″–19¾″ Howaldtswerke,Kiel | 95HP |
| 330 RHND | — *C.Maletzky* (*ex*Rouen) | **IronScSr** 1*Dk*(*Irn*)2*trB* | 751 683 481 | | | … | 1876 6mo | J.Laing Sunderland | A.Kirsten | 203·8\|29·5\|15·5 Q26′ F20′ FK | Hamburg German | C.2Cy.26″&47″–36″ NB87 R&WHawthorn,Newcstle | 16 ″ 5 95HP |
| 331 HNSB | **Herminia** *Ausuategui* –86 | **IronScSr** 1*Dk* | 206 — 119 | | | | 1873 | A.Simey& Co. Sunderland | Aldecoa&Co. | 141·4\|19·1\|12·3 B10′ F18′ | Manila Spanish | C.2Cy.18″&30″–20″ SmithBros.&Co.,Glasgow | 45HP |
| 332 91404 | **Hermione** *W.Howard* –88 (*ex*Sailing,*ex*Bassiano) | **IronScK** *ss*Hul.No.3–8,88 *ss*Hul.No.1–93 1*Dk* | 120 120 55 | 100A1 *Trawler* 9,94~~5,93~~ ✠LMC5,93 ✠NE&B8,88 BS8,94 | Hul LA&CP | | 1885 3mo | Cook,Wel-ton&Gemell Hull | C.Hellyer&Co., (Lim.) | 96·7\|20·4\|10·0 len88ptND88 BK7″ | Hull British | C.2Cy.16″&30″–22″ 90lb 3*BHCem* 1SB,2*f*,GS27 C.D.Holmes&Co.,Hull | (*s*) 11 ″ 0 40HP |
| 333 HPNG | **Hermod** *H.A.Holmblad*74–80 *ss*Got.No.3–10,89 *Well deck* *ss*Got.No.1–94 | **SteelScSr** 1*Dk*2*trB* | 1167 12,94~~5,93~~ 983 919 | ✠90A1 Liv Got LMC10,89 1,94 | | *o* | 1878 10mo | MotalaCo. Gothenburg | Ångf.Aktieb. Svithiod (A.Carlson,*Mgr.*) | 235·5\|32·8\|17·0 Q77′B55′H13*t*F32′ BK7½″ *W* *B*=*DBf*44′ | Gothenbrg Swedish | C.2Cy.27½″&55″–36″ 65lb *60lb* NB89 4*BHCem* 2B,GS76 NDB89 MotalaCo.,Gothenburg | (*i*) 18 ″ 6 150HP |
| 334 JVGB | — *J.Meyer* –89 | **WoodScSr** 1*Dk*2*trB* | 473 363 333 | | | | 1889 | ..... Bergen | JohanC.Giertsen | 154·2\|25·6\|14·3 Q25*t* B58*t* H7*t* F18*t* | Bergen Norwegian | T.3Cy.11″,18″&29″–24″ AkersMek.Værksted,Xia. | 45HP |
| 335 NLQM | — *C.M.Axelsen*87–90 | **IronPadSr** 1*Dk* | 271 244 149 | | | | 1864 | Baumgar-ten&Bur-meister Copenhagen | DeDanskeStats-baner | 181·9\|20·1\|10·4 H26*t* | Korsör Danish | 2Cy.42¾″–47⅛″ Burmeister&Wain,Cphgn. | 120HP |
| 336 | — *W.G.Guldbrand* –93 | **WoodScSp** (*ex*Triton) 1*Dk* | 152 133 99 | | | | 1871 | Anderson Sjötorp | S.J.Nilsson | 97·0\|20·7\|10·1 Q5′ H19*t* | Mariestad Swedish | 1Cy.20″–14″ GöteborgM.V.,Gothenbrg. | 15HP |
| 337 HBSQ | **Hermosa** *J.W.Simmie* –89 | **WoodScSr** 2*Dks* | 313 — 249 | | | | 1888 | Hanson& Fraser SnFrancisco | HastingsS.N.Co. | 133·5\|24·8\|11·8 | P.Twnsnd Wash. Utd.States | C.2Cy.16″&32″–24″ Hinckley,Spiers&Hayes, SanFrancisco | |
| 338 HKMD | **Hermoupolis** *Costellos*79– (*ex*Wicklow,*ex*Galatea) | **IronScSr** *ptAwngdk* | 780 — 493 | | | | 1869 | Blackwood &Gordon Pt.Glasgow | HellenicStm.Ship Co. | 221·0\|29·3\|15·1 P199*t* F26*t* 22·2 | Syra Greek | C.2Cy.29½″&57″–36″ R.Steele&Co.,Greenock | 150HP |
| 339 HNSL | **Hernani** *J.Acebal*87–91 | **IronScSr** 1*Dk* | 387 — 263 | | | | 1876 | Cunliffe& Dunlop Pt.Glasgow | J.Pedros | 160·4\|24·3\|11·8 P74*t* F19*t* | Santander Spanish | C.2Cy.23″&40″–27″ Cunliffe&Dunlop,Pt.Glas. | 70HP |
| 340 | **Hernö** *J.Bodén*92–92 (*ex*Halden) | **IronPad** 1*Dk* | 109 94 59 | | | | 1850 | ..... England | J.Bodén | 133·2\|15·3\| 7·2 H15*t* | Nyland Swedish | | 60HP |
| 341 HBSQ | **Hernösand II.** *H.Aasplund*79–79 | **IronScSr** 1*Dk* | 467 308 357 | | | | 1865 | Bergsund Mek Verkst Stockholm | HernösandsÅngb. Aktieb. (S.J.Hamberg) | 162·0\|23·2\|12·5 Q47′B51′H21*t*F40′ | Hernösand Swedish | C.2Cy.24″&42″–26″ W.Lindbrgs,M.V.,Stkhlm. | 100HP |
| 342 | **Hero** ~~*Wulf* –94~~ (*ex*Hermann) *Wulf*94–94 | **IronSc** ~~*ssAnd.No.2–80* 273~~ 1*Dk*(*Irn*)&*Awngdk3trB* *ss*Bgn.No.3-5,95 | 2762 ~~2865~~ ~~1879~~ 1772 | ✠100A1 *Awng dk* *loadline22ft6in* Bgn 5,95~~9,02~~ ✠NB5,95 BS7,93 ✠LMC11,90~~6,95~~ | Ant A&CP | *u* | 1881 4mo | Sunderlnd SBCo(Lim) Sunderland | ~~O.Isachsen~~ O.Isaachsen | 322·2\|40·0\|22·0 29·5 BK10″ *WB*=*DBa* | Bergen Norwegian | C.2Cy.~~30″&21½″~~–45″ ~~65lb~~ 160lb *70lb* 6*BHCem* 86′*f*72′353*t* | (*i*) 24 ″ 0 220HP |
| 343 53283 HJMP | Dismantled 95 *A.H.Pearson* –93 | **IronScSr** | 1034 1025 671 | | | … | 1866 2mo | C&WEarle Hull | ~~T.Wilson,Sons& Co.(Lim.)~~ Earle'sSB&ECo(Lim) | 229·3\|30·6\|20·8 | Hull British | C.4Cy.27″&47″–30″ NB74 *Cmp.*73C.D.Holmes,Hull | 180HP |
| 344 95767 | — *J.Bray* –92 *Well deck* | **SteelScSr** 1*Dk*(*Irn*) *ss*Brs.No.1-95 | 797 588 478 | ✠100A1 3,95~~2,03~~ ✠LMC~~8,98~~3,95 | Brs A&CP | *k* | 1890 9mo | R.Dixon& Co. Middlesbro' | BristolSteam NavigationCo. (Lim.) *WB*=*DBa* 49′ 97*t* *Cell* | 200·0\|30·1\|13·4 Q72′B53′F25′ ~~dr9·00~~ FK *DBf* 22′ 29*t* *FPT* | Bristol British | T.3Cy.16½″,27″&44″–30″ 160lb *80lb* 4*BHCem* 29*t* *APT*15*t* 1SB,3*rf*,GS50,HS1560 Blair&Co.(Lim.),Stockton | (*s*) 14 ″ 3 97HP s 1 ″ 3 |
| 345 51398 HMRS | Foundered 8,94 *W.J.Wood*88–88 | **IronSc3MstSr** | 596 501 363 | | | … | 1866 5mo | Schlesingr, Davis&Co. Newcastle | E.Harris&Co. | 186·0\|24·8\|14·5 len71 | Middlsbro' British | C.2Cy.23″&41″–24″ NE&B78 Black,Hawthorn&Co.,Gts. | 15 ″ 7 70HP s 2 ″ 6 |
| 346 QDSC | — *H.Klöfkorn* –87 | **IronScSr** 1*Dk*2*trB* | 563 520 447 | | | | 1883 | H.Koch Lübeck | Dampfschifffahrts Ges."Neptun" | 161·4\|25·1\|17·0 B15′ F22′ | Bremen German | C.2Cy.18″&31″–22″ O.Henniges&Co.,Berlin | 50HP |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross. / Under deck. / Net. | Character (✠ for Special Survey. Date of last Survey.) | Port of Survey | Equipment Letter | When Built (Ship / Engines) | By Whom / Where | Owners | Regist'd Dimensions (Length, Breadth, Depth), Deck Erections, &c. | Port of Registry / Flag | Engines (No. & Dia. of Cylinders—Stroke. Boiler Pressure—Horse Power. Maker's Name.) | Moulded depth / Freeboard amidships (ft. in.) | Other Registers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 347<br>HSDM | Hero IronScSr<br>O.M.Pettersson 1Dk2trB | 346<br>292<br>249 | | | | 1884 | W.Lindbergs M.V.<br>Stockholm | Ångf.Aktieb. "Hero" (E.P.Hansson) | 128·2 \| 22·4 \| 13·0<br>Q40' B31' H8' | Gothenbrg<br>Swedish WB | C.2Cy.16"&31"-21" 40HP<br>W.LindbergsM.V.,Stkhm. | | |
| 348<br>101078 | — IronScSp<br>~~Forrest92-92~~<br>H.Penner 1Dk(ptIrn) | 161<br>147<br>1 | ✠100A— 2,95 ~~7,92~~<br>✠LMC7,92 | Shl<br>Syd | | 1892<br>7mo | J.P.Rennoldson&Sns.<br>S.Shields | J.Fenwick | 105·2 \| 19·6 \| 11·2<br>BK7" WB=FPT | SydnyNSW<br>British<br>4BHCem 10tAPT7t | T.3Cy.14",23"&37"-24" (s)<br>160lb 70HP<br>1SB,3pf,GS43,HS1255<br>J.P.Rennoldsn&Sns,S.Shl. | 11 ″ 9 | |
| 349<br>94751 | — WoodPad<br>G.Garraty | 128<br>80<br>81 | | | | 1889 | Parker Glasier<br>Portland,NB | ParkerGlasier | 92·2 \| 21·3 \| 6·2<br>H47t | StJohn NB<br>British | 2Cy.18"-52" 50HP<br>J.Fleming,St.John,N.B. | | |
| 350<br>101894 | — Iron&SteelScSr<br>J.Edmunds92-92<br>Irnframing Stlplating | 66<br>—<br>12 | ✠ A1 For Towing purposes 6,92<br>✠LMC7,92 | Lon<br>LA&CP | | 1892<br>6mo | Edwards &Symes<br>London | BurrySteamTug Co.(Lim.) (W.H.Tregonin, Mgr.) | 78·0 \| 16·0 \| 8·7<br>BK4½" WB=FPT | Llanelly<br>British<br>4BHCem 9tAPT9t | C.2Cy.16"&31"-20"<br>100lb 60HP<br>1SB,2pf,GS31,HS843<br>Vosper&Co.,Portsmouth | 9 ″ 2 | |
| 351<br>RJCB | Herodot SteelScSr<br>F.Heitemeyer91-94 ssHam.No 1-94<br>Elec.light 2Dks(Stl-Uws)3trB | 2847<br>2336<br>1971 | ✠100A1 ~~6,91 3,90~~ 11,94<br>✠LMC6,90 | Ham<br>LA&CP | u | 1890<br>8mo | Reiherstieg Schiffswerft<br>Hamburg | DeutscheDampfschifffahrts Ges. "Kosmos" | 322·8 \| 40·0 \| 23·2<br>P29'B110'F40'<br>BK10" WB=Cell | Hamburg<br>German<br>7HBCem DB268'450t | T.3Cy.24",39"&62"-42" (s)<br>165lb 85lb 300HP<br>2DB,8cf,GS137<br>ReihrstiegSchffswrft Ham | 26 ″ 2 | V |
| 352<br>96678 | Heron IronScSr<br>A.Wells -94 1Dk(Irn-ws)2trB<br>Well deck ssLon.No.1-95 | 879<br>779<br>541 | ✠100A1 3,95 ~~10,93~~<br>✠~~LMC12,89~~ 2,95 | Lon<br>LA&CP | n | 1889<br>12mo | Gourlay Bros.&Co.<br>Dundee | GeneralSteam NavigationCo. | 225·3 \| 33·2 \| 14·7<br>P163'F32'<br>BK8" WB=DBa44'f38'100t | London<br>British<br>4BHCem FPT24t | T.3Cy.19",31"&51"-36" (s)<br>160lb 55lb 150HP<br>2SB,4rf,GS75,HS1964<br>GourlayBros.&Co.,Dun. | 15″10<br>s 1″ 7½ | |
| 353<br>98732 | — IronScK<br>H.Pattison -91<br>1Dk | 145<br>139<br>53 | ✠100A1 Stm Trawler<br>1,95 ~~4,91~~ ✠LMC4,91 | Hul<br>LA&CP | | 1891<br>4mo | Cook, Welton& Gemmell<br>Hull | ~~Cook,Welton& Gemmell~~<br>StAndrewsStm. FishingCo.(Lim.) (W.H.Putt, Mgr.) | 100·9 \| 20·9 \| 10·9<br>BK7½" | Hull<br>British<br>3BHCem | C.2Cy.17"&33"-22" (s)<br>90lb 45HP<br>1SB,2pf,GS30<br>Bailey&Leetham,Hull | 11″10 | |
| 354<br>67977 | — IronTwinSc<br>Crowlie -87 1Dk | 141<br>134<br>56 | | | | 1872 | Lon.&Glas. E.&I.S.B.Co.<br>Glasgow | TakuTug& LighterCo. (Lim.) | 120·1 \| 20·0 \| 8·1 | Shanghai<br>British | 2Cy.24"-24" 60HP<br>Ln.&Gls.E.&I.S.B.Co.,Gls. | | |
| 355<br>MBJV | — IronScSr<br>DeGruchy 1Dk | 114<br>—<br>36 | | | | 1881 | Scott&Co.<br>Bowling | AssociationInternationale du Congo | 106·5 \| 18·3 \| 8·9<br>Q46' F14' | Antwerp<br>Belgian WB | C.2Cy.18"&32"-22" 45HP<br>R.Harvey&Co.,Glasgow | | |
| 356<br>93073<br>LKVT | — IronScK<br>Owers89-89 Trawler ~~ssLiv.No.1-90~~<br>1Dk ssLiv.No.2-94 | 106<br>106<br>46 | ✠100A1 ~~5,90~~ 3,95<br>BS4,95 ✠LMC4,94 | Liv<br>LA&CP | | 1886<br>3mo | Cook, Welton & Gemmell<br>Hull | LiverpoolSteam FishingCo(Lim) | 90·0 \| 20·4 \| 10·5<br>BK7½" | Liverpool<br>British<br>3BHCem | C.2Cy.15"&30"-20" (a)<br>90lb 40HP<br>1SB,2pf,GS28<br>Muir&Houston,Glasgow | 11 ″ 1 | |
| 357<br>JMSG | — IronSc<br>P.Corrognon -91 ssBdx.No.3-7,89<br>Trawler ssBdx.No.1-93<br>1Dk | 77<br>77<br>44 | ✠ Ⓐ1 7,94 ~~10,93~~<br>B&MS~~10,93~~ 7,94 | Bdx | | 1866<br>9mo | Randolph, Elder&Co.<br>Glasgow | H.S.Johnston&Co. | 90·5 \| 16·1 \| 8·4<br>ND89 BK5" | LaTeste<br>French<br>5BHCem | C.2Cy.18"&36"-21"<br>60lb ~~ND78~~ 30HP<br>1SB 2cf NB91 fitted94<br>Randolph,Elder&Co.,Gls. | | |
| 358 | Heros IronScSr<br>G.W.Snellman93-93 ~~ssSld.No.2-90~~<br>(exUmbertoArbib) 1Dk(Irn)2trB<br>Well deck ssAnt.No.3-3,95 | 1610<br>1274<br>1023 | ✠100A1 ~~6,91 6,93~~ 3,95<br>~~BS9,93~~ 6,94 ✠LMC8,90 3,95 | Hpl<br>LA&CP<br>Ant | q | 1882<br>10mo | Oswald, Mordaunt &Co.<br>Southampton | RederiBolaget "Heros" (E.A.Tötterman) | 258·6 \| 36·0 \| 15·1<br>Q88'B70'F24'<br>WB=DBa 52'f56'378t | Krstnestd<br>Russian<br>4BHCem | C.2Cy.30"&60"-42" (a)<br>90lb 80lb NDB95 170HP<br>2SB,4cf,GS76<br>Oswald,Mordaunt&Co.Sou | 19 ″ 5<br>s1″11½ | D |
| 359<br>HNRP | Herrera IronSc<br>A.Garay83-88 ssLon.No.3-6,91<br>Well deck 1Dk2trB | 1024<br>787<br>628 | ✠100A1 7,94 ~~7,93~~<br>BS~~7,93~~ 7,94 LMC6,91 | Lon<br>A&CP | m | 1878<br>8mo | Gowan& Wilson<br>Berwick | LaBetica Empresa de Nav.àVap. | 210·0 \| 30·3 \| 17·2<br>P110'F31'<br>BK8" WB=DBa48'50t | Seville<br>Spanish<br>4BHCem | C.2Cy.26"&52"-30" (i)<br>80lb 80lb NDB91 90HP<br>2B,GS64<br>W.B.Thompson,Dundee | 18 ″ 0<br>s 2″ 1½ | |
| 360<br>81277<br>SPHF | Herschel IronScSr<br>J.Byrne -94 | 1947<br>1805<br>1201 | | | | 1879 | A.Leslie& Co.<br>Newcastle | Liverpool,Brazil& RiverPlateStm. Nav.Co.(Lim.) (Lamport&Holt, Mgrs.) | 311·0 \| 34·4 \| 24·4 | Liverpool<br>British | C.2Cy.26"&58"-45" 180HP<br>R.Stephenson&Co.,Nwc. | | |
| 361<br>89801<br>JRFP | — IronScSr<br>F.Davidson ssNwc.No.2-93<br>Well deck 1Dk(Irn)2trB | 1729<br>1422<br>1115 | ✠100A1 4,95<br>BS6,94 ✠LMC7,93 | Brs<br>A&CP<br>Shl | q | 1884<br>11mo | Bartram, Haswell&Co.<br>Sunderland | ~~Wilkie&Turnbull~~<br>C.Turnbull&Co. | 260·0 \| 36·0 \| 18·6<br>Q95'B74'F29'<br>BK9" WB=DBa 66'f114'335t | N.Shields<br>British<br>6BHCem | C.2Cy.33"&61"-33" (b)<br>80lb 65lb 160HP<br>1DB,4pf,GS82<br>T.Richardson&Sons,Hpl. | 20 ″ 0<br>s 2 ″ 1 | |
| 362 | Hertha SteelScSr<br>T.Hildebrandt91-94 2Dks3trB | 3400 | | | | 1894 | Blohm& Voss<br>Hamburg | DeutscheDampfsch Rhederei zu Hamburg | 356·0 \| 41·1 \| 29·8<br>P54'Q88'B80' WB | Hamburg<br>German | T.3Cy.25 3/16",40"&66"-42½" 350HP<br>Blohm&Voss,Hamburg | | |
| 363<br>JRBW | — IronScSr<br>M.Nygaard ssBgn.No.1-83<br>Well deck 1Dk2trB | 531<br>383<br>388 | ✠ 12,84 | Abn<br>A&CP | i | 1880<br>6mo | Bergens Mek. Vrk.<br>Bergen | W.Hansen | 169·9 \| 24·3 \| 12·9<br>Q41' B51' F31'<br>drp84 WB | Bergen<br>Norwegian<br>5BHCem | C.2Cy.20½"&39"-24" 55HP<br>Brgns.Mek.Vrkstd.,Bgn. | | N |
| 364<br>HNLB | — WoodScBk<br>O.Kopstad 1Dk2trB | 253<br>221<br>164 | | | | 1884 | Chr.Christensen<br>Sandefjord | Actielselskabet "Oceana" (Chr. Christensen) | 117·8 \| 25·3 \| 13·1<br>Q35' | Sandefjord<br>Norwegian | C.2Cy.16"&29"-18½" 35HP<br>NylandsVrkst.Christiania | | N |
| 365<br>LKRP | — IronScSr<br>L.Jürgensen 1Dk | 124<br>—<br>84 | | | | 1877 | Ericsburg Mek.VerkstadsAktiebolag<br>Gothenburg | Sonderburger Dampfschifffahrts Act.Ges. | 106·3 \| 18·8 \| 9·7 | Sonderbrg<br>German | 50HP | | |
| 366<br>89225<br>QHVM | Hesketh SteelTwinScSr<br>J.Robinson -93 1Dk<br>Well deck | 640<br>497<br>393 | ✠ 9,83<br>✠ | Cly<br>LA&CP | j | 1883<br>6mo | RoyalVictoriaDksCo<br>Cork | AustralasianUtd. Stm.Nav.C.(Ld) | 180·4 \| 28·1 \| 13·6<br>Q100' B7' F30' WB | SydnyNSW<br>British<br>3BHCem | C.2Cy.22"&44"-33" 80HP<br>Kincaid&Co.,Greenock | 14 ″ 4<br>1 ″ 7 | |
| 367<br>73651<br>QBLG | Hesleden IronScSr<br>O.N.Pettersen -94 ssHpl.No.3-9,84<br>Well deck ssHpl.No.2-93<br>1Dk(Irn)2trB | 1492<br>1215<br>944 | ✠90A1 4,94<br>BS7,94 LMC5,93 | Stk<br>A&CP | p | 1876<br>6mo | W.Gray&C<br>WHartlepool | R.Ropner&Co | 259·1 \| 33·0 \| 19·2<br>Q96'B60'F35'<br>WB=DBa73'f68'&u E&B36'176t | W.Hartlpl<br>British<br>4BHCem | C.2Cy.30"&55"-36" (i)<br>78lb ~~65lb~~ 60lb NDB86 120HP<br>2SB,6pf,GS59<br>Blair&Co.(Lim.),Stockton | 20 ″ 7<br>s 2 ″ 1½ | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>Surveillance Speciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 368<br>98492<br>LWDB | Hesper SteelScSr<br>C.Jobson -91<br>Well deck 1Dk(Irn)&Webframes | 2720<br>1973<br>1766 | ✠100A1<br>11,93 | Hpl<br>A&CP<br>✠LMC9,90 | s | 1890<br>10mo<br>11,94 | Ropner&Son<br>Stockton | G.Horsley&Son | 290·3<br>Q117'B120'F33'<br>drp91 FK<br>WB=CellDB242' | 40·0 | 19·4 | W.Hartlpl<br>British<br>5BHCem<br>550tAPT15t | T.3Cy.22",35½"&59"-39"<br>160lb 80lb 190HP<br>2SB,6rf,GS95,HS3372<br>T.Richardson&Son,W.Hpl. |
| 369<br>83980<br>WJQG | Hesperia IronScSr<br>F.Brideaux94-94<br>~~Now named "Soya Maru," See No. 12 in Supplement~~ | 3037<br>2939<br>1982 | | | ... | 1882<br>2mo | BarrowSB Co. Lim.<br>Barrow | BarrowS.S.Co. (Lim.)<br>(HendersonBros. Mgrs.) | 340·5<br>F21t | 37·7 | 29·5 | Barrow<br>British | C.2Cy.33"&66"-60"<br>182HP<br>Barrow S.B.Co.Lm.Barrow |
| 370<br>RFGQ | — IronScSr<br>H.Witt92-92 2Dks3trB<br>Now named "SoyaMaru," See No. 32 in Supplement. | 1672<br>1486<br>1133 | | | | 1876 | Nord-deutsche Schiffb.Ges.<br>Kiel | DeutscheDampfsch Rhederei zu Hamburg | 262·1<br>P41t H50t F50t | 32·1 | 23·8 | Hamburg<br>German | C.2Cy.35"&56"-36"<br>160HP<br>Schweffel&Howaldt.Kiel |
| 371<br>87978<br>JLRQ | Hesperides IronScSr<br>~~J.M.Mitchell -93~~ ssLiv.No.2-92<br>G.O.Williams95-95 2Dks(1Irn)3trB | 2404<br>2078<br>1553 | ✠100A1<br>6,93 2,95<br>BS2,95 | Liv<br>A&CP<br>✠LMC6,93<br>Lon | s | 1884<br>3mo | R&JEvans &Co.<br>Liverpool | ~~S.S.HesperidesCo. Lim.(R.P.Houston&Co.)~~<br>~~O.Williams~~ Hesperides(Lm)(O.Williams) | 286·5<br>P36'B66'F33' BK10"<br>WB=APT18t MT20'335t | 38·3 | 24·3 | Liverpool<br>British<br>5BHCem<br>&20'375t | C.2Cy.33"&66"-48"<br>90lb 90lb 182HP<br>2DB,8pf,GS132<br>G.Forrester&Co.,Liv. |
| 372 | — SteelScSr<br>J.Miro<br>1Dk2trB&Awngdk<br>Elec.light | 819<br>771<br>420 | ✠100A1<br>Awng dk<br>withfreeboard<br>5,94 | Cdz<br>LA&CP<br>✠LMC12,91 | k | 1892<br>1mo | Wigham Richardson &Co.<br>Newcastle | LaSociedad Navegacione Industria | 195·0<br>B46' 21·6<br>BK7½"<br>WB=CellDB78' | 29·0 | 14·5 | Barcelona<br>Spanish<br>1BHCem<br>45tAPT10t | T.3Cy.21",33"&54"-36"<br>~~160lb~~ 80lb 125lb 180HP<br>2SB,6pf,GS99<br>WighamRichrdsn&C.Nwc |
| 373<br>95885<br>KWTR | Hessle IronScSr<br>W.Bryant89-90 ssShl.No.1-93<br>Well deck 1Dk(Irn)2trB | 1925<br>1509<br>1259 | ✠100A1<br>11,94 ~~6,93~~ | Shl<br>LA&CP<br>✠LMC6,93<br>Npt | r | 1889<br>1mo | Craig, Taylor&Co.<br>Stockton | HudsonShipping Co.(Lim.) | 270·0<br>Q103'B106'F31'<br>drp93 FK<br>WB=DBa80'f114'365tFPT | 37·2 | 18·4 | W. Hartlpl<br>British<br>4BHAsp<br>66tAPT21t | T.3Cy.20",33"&54"-36"<br>160lb 80lb 160HP<br>2SB,4rf,GS70,HS2528<br>Wstgrth,English&Co.Mdb |
| 374<br>98053<br>LPTC | Hestia SteelScSr<br>J.Rainnie93-93 ssGls.No.1,94<br>(exMaryBeyts) 1Dk(Irn)&<br>Elec.light Spardk(Irn)3trB | 3790<br>3604<br>2434 | ✠100A1<br>Spar dk<br>~~7,94~~ 11,94 | Gls<br>A&CP<br>✠LMC1,94<br>Qbc | w | 1890<br>3mo<br>drp94 | WDoxford &Sons<br>Sunderland | DonaldsonBros. | 365·0<br>P&c.40'B88' 27·3<br>F37' FK<br>WB=CellDB310'655tFPT | 44·2 | 19·4 | Glasgow<br>British<br>6BHCem<br>143tAPT57t | T.3Cy.27",44"&72"-48"<br>160lb 80lb 450HP<br>2DB,12cf,GS206,HS6301<br>W.Doxford&Sons,Sld. |
| 375<br>99163 | Hesto IronScK<br>1Dk | 135<br>123<br>54 | ✠100A1<br>StmTrawler<br>10,94 ~~6,91~~ | Hul<br>LA&CP<br>✠LMC6,91<br>Gms | | 1891<br>6mo | Earle'sCo. (Lim)<br>Hull | WhiteStarSteam FishingCo.(Lim.) | 96·4<br>Q16'F19'<br>BK7½" | 20·2 | 10·4 | Grimsby<br>British<br>3BHCem | T.3Cy.12",18"&30"-18"<br>150lb 45HP<br>1SB,2pf,GS26,HS750<br>Earle'sCo.(Lim.),Hull |
| 376<br>70439<br>NVGK | Hetty IronScSr<br>Lost by Collision 7,94<br>J.Binnington -94 ssHul.No.1-93<br>Well deck ssLon.No.3-12,87<br>1Dk2trB | 532<br>424<br>334 | ~~✠90A1~~<br>1,93<br>MS6,92 | Hul<br>A&CP<br>BS7,93 | h | 1875<br>~~4mo~~ | R.Dixon& Co.<br>Middlesbro' | T.Wilson,Sons& Co.(Lim.) | 165·7<br>Q59'B46'F21'<br>ptND93<br>WB=DBa40'f60' | 24·7 | 13·8 | Hull<br>British<br>4BHCem | C.2Cy.22"&41"-26"<br>70lb 40lb 65HP<br>Blair&Co.(Lim.),Stockton |
| 377<br>95855 | Heung-Shan SteelTwinSc<br>W.E.Clarke87-90 | 1998<br>1006<br>1055 | | | | 1890 | Ramage& Ferguson<br>Leith | HngKongCanton& MacaoSteamboat Co.(Lim.) | 290·0<br>B240t H688t F63t | 54·0 | 10·0 | HongKong<br>British | T.6Cy.20",31"&49"-27"<br>344HP<br>Ramage&Ferguson,Leith |
| 378<br>MBJR | Hevelius IronScBg<br>Stapledon | 2611<br>2468<br>1930 | | | | 1874 | A.Leslie& Co.<br>Newcastle | SocAn.deNav.Roy-aleBelgeSud Américaine | 349·8 | 37·0 | 27·8 | Antwerp<br>Belgian | C.2Cy.30"&76"-51"<br>NB88 300HP<br>R.Stephenson&Co.,Nwc. |
| 379<br>LRFP | Hever IronScSr<br>N.Nielsen90-90 1Dk2trB<br>Now named "Goyo Maru," See No. 24 in Supplement | 539<br>417<br>388 | | | | 1884 | Flensburg S.B.Co.<br>Flensburg | HusumerRhederei Ges. | 169·2<br>Q48' B47' F20' | 25·6 | 13·3 | Husum<br>German | C.2Cy.22½"&38"-27"<br>60HP<br>FlensburgSB.Co,Flensbrg. |
| 380<br>76939 | Hewett IronScK<br>H.Birness -93 | 206<br>206<br>115 | | | | 1877 | M.Pearse &Co.<br>Stockton | Hewett&Co. (Lim.) | 130·2 | 21·2 | 10·8 | London<br>British | 2Cy.28½"-24"<br>50HP<br>Blair&Co.(Lim.),Stockton |
| 381<br>79236<br>TFBD | Hexham IronSc3MstSr<br>H.A.Hansen -94 ssShl.No.3-5,93<br>2Dks(1Irn)3trB | 1689<br>1544<br>1046 | ✠100A1<br>~~9,91 1,94~~ 2,95<br>BS1,94 2,95 | Cff<br>A&CP<br>✠LMC11,92<br>~~Nwc~~ | r | 1880<br>3mo | A.Leslie& Co.<br>Newcastle | J.Coull | 260·9<br>P40'F36'<br>Shade dk48' BK9½"<br>WB=DBa64'f60' | 34·2 | 23·3 | N.Shields<br>British<br>5BHCem<br>290tAPT20t | C.2Cy.32"&61"-36"<br>75lb 180HP<br>2SB,4pf,GS73<br>N.E.MarineE.Co.(Ld.)Sld. |
| 382<br>83214 | Hiawatha WoodScSr<br>1Dk&Spardk | 230<br>106<br>148 | | | | 1882 | J.Davison<br>HantsportNS | GeorgeWChurchill | 132·3 | 21·3 | 8·0<br>15·0 | WndsorNS<br>British | C.2Cy.16"&28"-20"<br>225HP<br>Burrell,Johnson& Co., YarmouthN.S. |
| 383<br>72982 | — WoodSc<br>1Dk | 163<br>85<br>111 | | | | 1874 | J.A.Jen-king<br>Dresden, Ont. | SarniaFerry TransportationCo. (Lim.) | 92·7<br>H43t | 20·0 | 7·6 | Sarnia,Ont<br>British | 1Cy.20"-24"<br>150HP<br>Farrar&Trefts,Buffalo,U.S. |
| 384 | Hibellee WoodPad<br>MehemmedAli83-87 | 436<br>—<br>75 | | | | 1869 | W.Hamil-ton&Co.<br>Pt.Glasgow | Idarei-Massousieh (OttomanSteam Nav.Co.) | 116·5 | 20·7 | 10·0 | Constanpl<br>Turkish | 2Cy.<br>80HP<br>W.Hamilton&Co.,P.Gl. |
| 385<br>96544<br>LGSQ | Hibernia SteelScSr<br>W.E.McDowell -94<br>1Dk(Irn)&ptAwngdk(Irn)&Webframes<br>ssCff No.1-93 | 2371<br>2139<br>1557 | ✠100A1<br>ptAwng dk<br>withfreeboard<br>~~9,91 1,93~~ 1,95 ~~10,94~~ | Cff<br>A&CP<br>✠LMC8,89 1,94 | s | 1889<br>8mo | R.Dixon& Co.<br>Middlesbro' | InternationalLine SteamshipCo. (Lim.)(C.Mar-wood,Mgr.) | 295·0<br>P25'Q92' BK10"<br>ptAwng dk178'<br>WB=CellDB244'442t | 38·2 | 20·2 | Whitby<br>British<br>5BHCem | T.3Cy.19½",31½"&51½"-42"<br>160lb 80lb 220HP<br>2SB,6cf,GS115,HS3886<br>T.Richardson&Sons,Hpl. |
| 386<br>89622<br>JPWG | — IronScK<br>A.Frost -94 | 214<br>186<br>42 | | | | 1884 | DeMaas Co.(Lim.)<br>Delfshaven | W.Watkins | 121·0 | 22·1 | 12·5 | London<br>British | C.2Cy.23"&47"-24"<br>120HP<br>DeMaasCo.(Lim.),Dlshvn |
| 387<br>96244 | — IronScYl<br>D.D.McCdrthy -91 ssGms.No.1-95<br>1Dk | 149<br>142<br>48 | ✠100A1<br>StmTrawler<br>5,95 ~~8,91~~ | Gms<br>LA&CP<br>✠LMC4,91 5,95 | | 1891<br>4mo | Mackie& Thomson<br>Glasgow | ~~W.Bennett~~<br>AnchorStm.Fishing Co.(Lim.)<br>(W.S.Letten,Mgr.) | 100·5<br>Q19'F19'<br>BK7½" | 20·5 | 10·7 | Grimsby<br>British<br>3BHCem | T.3Cy.11",16½"&27"-22"<br>160lb 45HP<br>1SB,2pf,GS32<br>Muir&Houston,Glasgow |
| 388<br>33526<br>RFQB | Hibernian IronScBk<br>Brown | 2997<br>2979<br>1873 | | | | 1861 | Denny& Bros.<br>Dumbarton | J.&A.Allan | 351·2<br>len71 | 37·7 | 31·9 | Glasgow<br>British | C.2Cy.38"&75"-54"<br>NE&B85 380HP<br>J.&J.Thomson,Glasgow |

| 1, 2, 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book. Steamer's Name. Material, Rig, &c. Official No. Master. Late Name if any. Special Surveys. No. of Decks, &c. Code Letters. | Regist'd Tonnage. Gross. Under deck. Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built. When. Ship. Engines | By Whom. Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of B. of Trade Pass. Cert. |
| Collision 8,94<br>389 Hibernian IronScSr<br>47784 ~~W.G.Dalgarno -92~~ D.Leitch -94<br>PLVG ssMdb.No.3-4,91 1Dk2trB | 334<br>270<br>204 | ~~✠90A1~~<br>11,92<br>✠NB12,84<br>BS12,93 | Lon<br>A&CP<br>LMC3,92 | f | 1875<br>5mo | H.Murray<br>&Co.<br>Pt.Glasgow | ~~Craig&Peterson~~<br>D.MacBrayne | 145·3<br>Q54'F26'<br>drp92 | 22·7 | 11·8<br>BK6"<br>W | Glasgow<br>~~Middlsbro'~~<br>British<br>4BHCem<br>B=DBa31' | C.2Cy.18½"&32"–22" (n)<br>70lb 50lb 47IHP<br>1SB,2pf,GS25,HS721<br>Kemp&Hume,Glasgow | 11 " 10<br>s 1 " 1 | |
| 390 Hidalgo IronScBg<br>98238 J.W.North -92<br>LDMP Well deck | 1581<br>1215<br>1034 | | | ... | 1872<br>4mo | Earle'sCo.<br>(Lim.)<br>Hull | T.Wilson,Sons<br>&Co.(Lim.) | 272·6<br>P174' B42' | 32·0 | 17·8<br>F32'<br>FK | Hull<br>British | T.3Cy.22",32"&60"–29"<br>NB83 140IHP<br>Tpd.83Amos&Smith,Hull | | BT till 10,94 |
| 391 Hideyoshi Maru IronScSr<br>100 Asai ssShi.No.3-4,90<br>HBTW (exOrduna) 1Dk(Irn)2trB | 672<br>551<br>467 | ✠100A1<br>8,93 | Nag<br>A&CP<br>LMC3,94 | j | 1877<br>11mo | W.F.Pile&<br>Co.<br>Sunderland | YonosukeMitsui | 190·1<br>Q26'F23'<br>drp93 | 28·8 | 15·0<br>BK7"<br>W | Nagasaki<br>Japanese<br>4BHCem<br>B=DB122' | C.2Cy.24 3/16"&44"–30" (i)<br>70lb NB86 84IHP<br>1SB,3pf,GS52<br>Pattison&Atkinson,Sld. | 14 " 4 | |
| 392 Highfield IronScBn<br>87921 ~~W.W.Rendal -90~~ ssCff.No.2-92<br>JCQV W.Fortay -94 2Dks(Irn)3trB | 2539<br>2387<br>1665 | ✠100A1<br>11,93<br>BS9,93 | Sws<br>LA&CP<br>✠LMC3,92 | t | 1883<br>10mo | Richardsn,<br>Duck&Co.<br>Stockton | ~~HighfieldS.S.Co.~~<br>(W.Wheatley&<br>Co.)Brankelow<br>S.S.Co.(Lim) WB | 300·0<br>P28'B68'F38'<br>drp92<br>=DBuE&B50'141t | 39·0 | 25·5<br>BK10" | Liverpool<br>British<br>5BHCem<br>MT24'300t | C.2Cy.38"&71"–45" (b)<br>80lb 60lb 300IHP<br>2DB,8pf,GS96<br>Blair&Co.(Lim.),Stockton | 26 " 9<br>s 4 " 7½ | |
| 393 Highland Chief SteelScSr<br>97778 J.Black90-90 ssLiv.No.1-94<br>LBJH 2Dks(1Stl&1Irn)&deepframing | 2648<br>2339<br>1707 | ✠100A1<br>4,95 [illegible] | Liv<br>LA&CP<br>✠LMC[illegible],90 12,94 | t | 1890<br>5mo | A.Stephen<br>&Sons<br>Glasgow | HighlandChiefS.S.<br>Co.(Lim.)<br>(H.&W.Nelson) | 310·0<br>P40'B68'F38'<br>~~drp91~~<br>WB=Cell | 41·0 | 23·5<br>BK10" | Liverpool<br>British<br>5BHCem<br>DB248'548t | T.3Cy.23",37"&59"–42"<br>160lb 240IHP<br>3SB,9rf,GS140<br>A.Stephen&Sons,Glasgow | 26 " 3<br>s 4 " 6 | |
| 394 Highland Glen SteelScSr<br>99006 J.Blair -92 1Dk(Irn)&Spardk<br>(Irn)&Deepframing | 2974<br>2706<br>1939 | ✠100A1<br>Spar dk<br>10,94 ~~4,93~~ | Liv<br>LA&CP<br>✠LMC10,91 | u | 1891<br>10mo | Craig,<br>Taylor&Co.<br>Stockton<br>W | HighlandGlenS.S.<br>Co.(Lim.)<br>(H.&W.Nelson)<br>B=DBa90'f94'& | 310·0<br>P37'B80'F41' 25·7<br>uE&B38' 437t FPT | 41·2 | 17·8<br>BK10" | London<br>British<br>5BHCem<br>112tAPT78t | T3Cy23½",37½"&60"–42" (s)<br>160lb 90lb 250IHP<br>2SB,6rf,GS144,HS4667<br>Westgrth,English&C.Mdb | 20 " 8<br>s 6 " 5 | |
| 395 Highland Lassie SteelScSr<br>98907 J.King -92 2Dks(1Irn&1Stl)<br>Elec.light &Deepframing3dk rule<br>ssLiv.No.1-94 | 2488<br>2164<br>1606 | ✠100A1<br>~~2,91~~ 11,94<br>BS6,94 | Liv<br>LA&CP<br>✠LMC2,91 2,94 | s | 1891<br>3mo | Mackie&<br>Thomson<br>Glasgow | HighlandLassie<br>S.S.Co.(Lim)<br>(H.&W.Nelson) | 296·0<br>P28'B60'F33'<br>drp94<br>WB=Cell | 40·3 | 22·2<br>BK10" | London<br>British<br>5BHCem<br>DB246'438t | T.3Cy.22",34"&56"–39" (s)<br>160lb 160lb 207IHP<br>2SB,6rf,GS114,HS3280<br>Dunsmuir&Jackson,Gls. | 24 " 9<br>s 4 " 1 | |
| 396 Highland Mary SteelScSr<br>98952 H.H.Fraser -92 ssLiv.No.1-95<br>1Dk(Irn)&Spardk(Irn)<br>&Deepframing | 2989<br>2703<br>1949 | ✠100A1<br>Spar dk<br>8,94 ~~3,94~~<br>5,95 ~~1,95~~ | Liv<br>LA&CP<br>✠LMC7,91 1,95 | u | 1891<br>7mo | Craig,<br>Taylor&Co.<br>Stockton<br>WB= | Highland MaryS.S<br>Co.(Lim.)<br>(H.&W.Nelson)<br>DBa90'f94'&uE& | 310·0<br>P37'B80'F41' 25·7<br>B38' 479t FPT112t | 41·2 | 17·8 | London<br>British<br>5BHCem<br>APT78t | T.3Cy23½",37½"&60"–42"(s)<br>160lb 90lb 250IHP<br>2SB,6rf,GS144,HS4667<br>Westgrth,English&C.Mdb | 20 " 8<br>s 6 " 5 | |
| 397 Highland Prince SteelScSr<br>97949 S.Wilkinson -94<br>LTSJ 1Dk(Irn)2trB&ptAwngdk(Irn) | 2510<br>1904<br>1578 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>12,93 | Ant<br>A&CP<br>✠LMC9,90 | s | 1890<br>9mo | Short Bros.<br>Sunderland | PrinceS.S.Co.<br>(Lim.)<br>(J.Knott,Mgr.)<br>WB=C | 290·0<br>P31'Q82'B116'<br>F33'<br>ellDB218'504tFPT | 40·0 | 19·9<br>FK | Newcastle<br>British<br>5BHCem<br>55tAPT47t | Q.4Cy.16",20",35½"&55"–39"<br>200lb 80lb (s) 200IHP<br>2SB,6rf,GS91<br>G.Clark(Lim),Sunderland | 22 " 3<br>s 8 " 10 | |
| 398 Highland Scot SteelScSr<br>96431 J.Murchison -93 ssLiv.No.1-92<br>KSPQ (exSpindrift)<br>1Dk(Stl)&Spardk&Webframes | 3060<br>2764<br>2010 | ✠100A1<br>Spar dk<br>8,94 ~~8,93~~<br>2,95 | Liv<br>A&CP<br>✠LMC7,92<br>BS2,95 | u | 1888<br>6mo | Russell&<br>Co.<br>Greenock | HighlandScotS.S.<br>Co.(Lim.)<br>(H.&W.Nelson) | 320·6<br>B81'F41' 26·3<br>WB=Cell | 40·1 | 18·3<br>BK10" | Liverpool<br>British<br>6BHCem<br>DB262'433t | T.3Cy.24",39"&64"–45" (s)<br>150lb 65lb 450IHP<br>2DB,12rf,GS148<br>Dunsmuir&Jackson,Gls. | 20 " 11<br>s 7 " 6½ | |
| 399 Highlander SteelScSr<br>98580 W.J.Milburn91-91 1Dk(Irn)&<br>MCHP Webframes&ptAwngdk(Irn) | 2490<br>1895<br>1595 | ✠100A1<br>ptAwng dk<br>withfreeboard<br>~~7,92~~ [illegible] | Cff<br>A&CP<br>✠LMC4,91 | s | 1891<br>4mo | W.Pickers-<br>gill&Sons<br>Sunderland | C.Smales | 292·5<br>P29'Q88' drp93<br>ptAwng dk175' FK<br>WB=DBa84'f112' | 39·4 | 20·8 | Whitby<br>British<br>5BHCem<br>366tAPT68t | T.3Cy.22",36½"&60"–42" (s)<br>160lb 80lb 200IHP<br>2SB,6pf,GS94<br>G.Clark(Lim.)Sunderland | 22 " 5<br>s 9 " 1 | D |
| 400 Highlands IronScBn<br>89460 W.M.Ross91-91 ssHpl.No.2-92<br>JGDR Well deck 1Dk(Irn)2trB | 1202<br>959<br>769 | ✠100A1<br>~~9,91~~ ~~6,93~~ 12,94<br>BS4,93<br>7,94 | Hpl<br>LA&CP<br>✠LMC2,92<br>Shl | n | 1884<br>1mo | A.Hall&Co<br>Aberdeen | ~~Hardy,Wilson&Co~~<br>R.Hardy&Co. | 230·0<br>Q90'B5 7'F2<br>lrp92<br>WB=DBa | 33·1 | 16·2<br>BK8" | W.Hartlpl<br>British<br>4BHCem<br>71'f82'329t | C.2Cy.28"&54"–36" (j)<br>80lb 80lb NDB92 123IHP<br>1SB,3pf,GS75<br>BlaikieBros.,Aberdeen | 17 " 0<br>s 1 " 5½ | |
| 401 Higo Maru SteelScSr<br>1018 J.Jones ssKob.No.2-94<br>HGKJ 1Dk(Stl)&Awngdk3trB | 1405<br>1333<br>871 | ✠100A1<br>Awng dk<br>withfreeboard<br>2,94<br>BS1,95 | Kob<br>LA&CP<br>✠LMC2,94 | o | 1884<br>8mo | London&<br>Glasgow<br>Co.(Lim.)<br>Glasgow | NipponYusen<br>Kaisha | 235·0<br><br>WB=DBa | 33·1 | 22·7<br>BK8" | Tokio<br>Japanese<br>5BHCem<br>65'F53'250t | C.2Cy.30"&56"–39" (s)<br>90lb 60lb 150IHP<br>2SB,6pf,GS108<br>London&GlsgwCo.(Lim.)<br>Freeboard to Awng dk | 16 " 5<br>1 " 4½<br><br><br>8 " 7½ | |
| 402 Higuerote IronTwinScSk<br>(exButeNo.2)<br>1Dk | 231<br>148<br>80 | ✠90A1<br>9,91 | PGls<br>LA&CP<br>✠LMC5,90 | c | 1890<br>5mo | Scott&Co.<br>Bowling | CareneroRailway<br>&Nav.Co.(Lim.) | 116·4<br>B40'F17' | 22·0 | 8·7<br>BK7"<br>W | LaGuayra<br>Venezuelan<br>3BHCem<br>B=FPT12t | C.4Cy.12"&23"–18" (s)<br>90lb 70lb 50IHP<br>1SB,2pf,GS28<br>W.Kemp,Glasgow | 9 " 0 | |
| 403 Hijikawa Maru Wood—Sr<br>1127 UranoDaizaburo<br>HGSN | 162<br>158<br>91 | | | | 1889 | Hayoshi<br>Kanjiro<br>Kobe | HijikawaKaisha | 112·4 | 15·8 | 13·2 | Nagahama<br>Japanese | 2Cy.<br>29IHP | | |
| 404 Hijikawa Maru No.2 Wood—Sr<br>1172 IshibeMatsunosuke<br>HGWN | 273<br>255<br>169 | | | | 1890 | J.Ellerton<br>Osaka | HijikawaKaisha | 131·0 | 18·6 | 15·1 | Nagahama<br>Japanese | 2Cy.<br>40IHP | | |
| 405 Hijikawa Maru No.3 Wood—Sr<br>1312<br>HJNV | 289<br>270<br>179 | | | | 1892 | Kawasaki<br>S.B.Yard<br>Kobe | HijikawaKaisha | 135·7 | 17·8 | 15·8 | Nagahama<br>Japanese | 1Cy.<br>40IHP | | |
| 406 Hilary SteelScSr<br>96403 ~~J.Pinel~~ ssLiv.No.1-93<br>LGMD (exRedSea) 1Dk(Stl)&Spardk3trB<br>J.R.Harrison -95 | 1930<br>1850<br>1251 | ✠100A1<br>Spar dk<br>3,95 ~~4,91~~ | Liv<br>A&CP<br>✠LMC11,93 | s | 1889<br>7mo | W.B.<br>Thompson<br>&Co.(Lim.)<br>Dundee | BoothS.S.Co.<br>(Lim.)<br>(A.Booth&Co.,<br>Mgrs.) | 275·0<br>B64'F36' 22·8<br>WB=CellDB204' | 37·2 | 15·8<br>BK9½" | Liverpool<br>British<br>5BHCem<br>283tFPT67t | T.3Cy.21",33"&54"–42" (s)<br>160lb 80lb 180IHP<br>2SB,6rf,GS96,HS2626<br>WBThmpsn&Co(Lm)Dun | 18 " 1<br>s 6 " 2½ | BT till ~~1,94~~ 2,96 |
| 407 Hilda IronScBn<br>~~Simonsen~~ ssShl.No.3-7,93<br>Well deck 1Dk(Irn)2trB | 1690<br>1318<br>1069 | ✠100A1<br>~~6,93~~ 3,95<br>BS1,95 | Bly<br>A&CP<br>✠LMC5,93 | q | 1880<br>9mo | W.Gray&<br>Co.<br>WHartlepool | HildaS.S.Co.<br>(Lim.)<br>(W.M.Holby) | 258·5<br>P24'Q72'B149t<br>F30'<br>WB=DB | 34·6 | 19·7<br>BK9" | Chrstiania<br>Norwegian<br>4BHCem<br>a80'f94'335t | C.2Cy.33"&61"–33" (i)<br>~~85lb~~ 70lb NDB90 150IHP<br>2SB,4pf,GS80 80lb<br>T.Richardson&Sons,Hpl. | 20 " 10<br>s 2 " 0½ | |
| 408 —<br>86397 F.E.Kemp -94 IronScSr<br>HCNT 2Dks | 849<br>645<br>376 | ✠<br>7,83<br>✠ | Sou<br>LA&CP | m | 1882<br>7mo | Aitken&<br>Mansel<br>Glasgow | London&S.W.<br>RailwayCo. | 235·6<br>Q127' F60' | 29·1 | 14·2 | S'thamptn<br>British<br>5BHCem | C.2Cy.37"&69"–39"<br>NB94 220IHP<br>J.&J.Thomson,Glasgow | | BT till 5,95 |
| 409 —<br>96317 ~~Howard~~ SteelScSr<br>Hodgson ssM.Vo.No.1-94<br>Stranded 1,95 1Dk(Stl) | 527<br>492<br>323 | ~~✠90A1~~<br>11,94 ~~3,94~~ | MVo<br>LA&CP<br>✠LMC2,94 | h | 1889<br>6mo | NavalCon.<br>&Arm'mnts<br>Co.(Lim.)<br>Barrow | ArgentineSteam<br>LighterCo(Lim) | 166·0<br>B40'F20'<br>WB=FPT | 32·1 | 11·8<br>FK | Liverpool<br>British<br>4BHCem<br>37tAPT32t | T.3Cy.17",26½"&42"–24" (s)<br>150lb 45lb 87IHP<br>1SB,3rf,GS54,HS1403<br>Nav.C.&A.Co.(Lim.),Brw. | 12 " 6 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 410 | **Hilda** IronScK<br>Lost by Collision 3,95<br>P.Defex -92<br>1Dk | 169<br>154<br>82 | ✠100A1<br>StmTrawler<br>7,92 ✠LMC7,92 | Gms<br>LA&CP | | 1892<br>7mo | T.Charlton<br>Grimsby | J.Baels-Mauricx | 102·0<br>P50′Q45′F19′<br>BK8″ | 20·8 | 10·5 | Ostend<br>Belgian<br>3BHCem | T.3Cy.12½″,20″&32″–22″ (s)<br>150lb 55HP<br>1SB,2pf,GS27,HS800<br>T.Charlton,Grimsby | 11 |
| 411<br>98530<br>MSRF | **Hildawell** SteelScSr<br>E.Witten -94<br>Well deck 1Dk(Irn)&Webframes<br>T.Willis -92 | 2494<br>1919<br>1610 | ✠100A1<br>4,94 2,95<br>✠LMC9,92 | Cff<br>LA&CP<br>Npt | s | 1892<br>9mo | W.Gray&Co.(Lim.)<br>WHartlepool | G.B.Harland&Co. | 290·4<br>P27′Q86′B122′<br>F31′ BK10″<br>WB=CellDB226′ | 39·0 | 20·3 | W.Hartlpl<br>British<br>5BHCem<br>491tAPT22t | T.3Cy.22″,35″&59″–39″ (s)<br>160lb 80lb 220HP<br>2SB,6rf,GS73,HS3468<br>Cent.Mar.E.Wks.,W.Hpl. | 22·1<br>s2 |
| 412<br>102096 | **Hildebrand** SteelScSr<br>B.Crimp -93 1Dk(Stl)<br>Elec.light &Spar dk&Webframes | 1947<br>1763<br>1224 | ✠100A1<br>Spar dk<br>7,93 12,93 ✠LMC6,93<br>4,95 12,94 | Liv<br>LA&CP | r | 1893<br>6mo | Hall, Russell &Co.<br>Aberdeen | BoothS.S.Co. (Lim.) | 260·3<br>B60′F36′ 16·1<br>BK8″<br>WB=CellDB124′250tFPT | 36·2 | 23·4 | Liverpool<br>British<br>4BHCem<br>70tAPT40t | T.3Cy.21″,33″&54″–39″ (s)<br>160lb 80lb 200HP<br>2SB,6rf,GS93,HS2982<br>Hall,Russell&Co.,Abn. | 18·1<br>s5·7 |
| 413<br>85135<br>WJCH | **Hildegarde** IronScSr<br>J.McNair -93 ssLiv.No.2-90<br>J.Bethell -94 2Dks(Irn)3trB<br>J Bethell94-95 ssBly.No.3-1,95 | 1886<br>1724<br>1268<br>1189 | ✠100A1<br>1,95 7,93 3,95<br>BS7,93 | Brs<br>LA&CP<br>LMC2,91 7,94<br>Bly Shl | r | 1882<br>3mo | Palmers' Co.(Lim.)<br>Newcastle | OrientalSteamship Co(Lim.)(J.&R.<br>Dunford&Elliot<br>WB=DBa82′f28′ [illegible] | 262·4<br>P26′B16′E33′B57′<br>drp&srp95 BK9½″<br>355tFPT149tAPT18t<br>270tFPT49tAPT18t | 36·2 | 23·6 | London<br>British<br>5BHCem | C.2Cy.32″&60″–42″ (d)<br>80lb 45lb 180HP<br>2SB,6pf,GS95<br>Palmers'Co.(Lim.),Nwc. | 25<br>64 |
| 414 | **Hilding** CompScSp<br>C.J.Carlsson86–89 1Dk | 143<br>123<br>110 | | | | 1884 | ................ | J.F.Kallin | 98·6<br>Q4′ B18′ | 21·0 | 8·5 | Tösse<br>Swedish | | |
| 415<br>JBMP | **Hildur** CompScSp<br>A.Olsson90–92 1Dk | 164<br>133<br>117 | | | | 1892 | P.Larsson<br>Thorskog | A.G.Andersson | 98·7<br>B18′ H7t F12′ | 20·9 | 8·9 | Åmål<br>Swedish | 10HP | |
| 416 | **Hillersjö** IronSc<br>F.O.Pettersson63–83 1Dk | 165<br>91<br>123 | | | | 1884 | Aktiebo-lagetAtlas<br>Gefle | Ångf.Aktieb. "Svartsjölandet" (A.G.Förselius) | 98·8<br>B48′ H20t F10′ | 18·0 | 8·3 | Stockholm<br>Swedish | C.2Cy.13¾″&27½″–17¾″<br>45HP<br>AktiebolAtlas,Stockholm | |
| 417<br>JWNH | **Hillevaag** WoodScSr<br>T.Chlemetsen (exAdvance)<br>1Dk | 243<br>185<br>165 | | | | 1873 | J.E.Hube<br>Gothenburg | R.G.Ramsland | 125·7<br>Q31′ B29′ F12′ | 22·8 | 10·3 | Stavanger<br>Norwegian | C.2Cy.11¾″&25″–16½″<br>36HP<br>GötebrgsMek.Verk.Gotbg | |
| 418<br>RJVQ | **Hilma Bissmark** Iron&SteelScSr<br>M.Gadeberg90–93 | 649<br>428<br>449 | | | | 1893 | Stett.Maschin.Schiffs. Act.Ges.<br>Stettin | C.E.Goltermann Succrs. | 186·0<br>Q61′ B51′ F41′ | 27·0 | 13·3 | Altona<br>German<br>WB | C.2Cy.18½″&33½″–25½″<br>90HP<br>StettinerMaschSchiffs.Act Ges.,Stettin | |
| 419<br>99776<br>MQDN | **Himalaya** SteelSc4MstSr<br>R.G.Murray64–93 2Dks(Stl-ws)&<br>Elec.light Spardk(Stl-ws)4trB | 6898<br>5666<br>3597 | ✠100A1<br>Spar dk<br>6,92 ✠LMC6,92 | Grk<br>LA&CP | c† | 1892<br>6mo | Caird&Co. (Lim.)<br>Greenock | Peninsular& OrientalSteam Nav.Co. | 465·6<br>P40′B232′ 34·7<br>F73′ BK9″<br>WB=CellDBa | 52·2 | 26·4 | Greenock<br>British<br>8BHCem<br>101′f45′271t | T.3Cy.42″,67″&108″–72″ (s)<br>160lb 100lb 2500HP<br>3D&3SB,27rf,GS495, FD<br>HS20665<br>Caird&Co.(Lim.)Greenock | 28<br>s10·1 |
| 420<br>1124<br>HGSK | **Himeji Maru, No. 1** Wood—Sr<br>OnishiKenjiro | 125<br>120<br>77 | | | | 1888 | Mayeda Unosuke<br>Kobé | HimejiKisen Kaisha | 102·7 | 14·3 | 12·3 | Osaka<br>Japanese | 2Cy.<br>11HP | |
| 421<br>95779<br>LBFD | **Hindoo** SteelScSr<br>J.Douglas81–89 2Dks(Stl)3trB<br>Elec.light | 3592<br>3520<br>2347 | ✠<br>1,89<br>✠ | Nwc<br>LA&CP | w | 1889<br>1mo | R.Stephenson&Co. (Lim.)<br>Newcastle | T.Wilson,Sons&Co (Lim.) | 368·4<br>B126′ F82′<br>BK11″<br>WB=CellD | 43·1 | 28·0 | Hull<br>British<br>7BHCem<br>B302′610t | T.3Cy.27″,43″&70″–48″<br>350HP<br>2DB,12cf,GS190<br>R.Stphnson&Co.(Lm)Nwc | 30 |
| 422<br>JMVQ | **Hindoustan** IronScSr<br>Let87–87 ssMsl.No.3–4,94<br>1Dk(Irn)&Awngdk3trB | 2953<br>2856<br>2157 | ✠100A1<br>Awng dk<br>load line 22ft<br>4,94 ✠LMC4,94 | Msl<br>LA&CP | u | 1881<br>11mo | Palmers' Co.(Lim.)<br>Newcastle | Cie.Nationale de Navigation | 310·7<br>B44′ BK10″<br>ptNAwngdk88′<br>WB=Cell | 40·2 | 27·9 | Marseilles<br>French<br>6BHCem<br>DB266′460t | C.2Cy.38″&71″–48″ (a)<br>80lb 300HP<br>2B,8pf,GS128<br>Palmers'Co.(Lim.),Nwc. | |
| 423<br>102861<br>WCNS | **Hindu** SteelScSr<br>W.Hewat94–94 1Dk(Stl-ws)&<br>Elec.light Shadedk(Teak)<br>R.Spence -94 | 739<br>558<br>177 | ✠100A1<br>Shade dk<br>withfreeboard<br>4,94 ✠LMC4,94 | Sld<br>A&CP | m | 1894<br>4mo | J.Laing<br>Sunderland | Duncan,Macneill &Co. Macneill&Co. | 220·0<br>FK<br>WB=Cell | 31·2 | 12·8 | London<br>British<br>4BHCem<br>DB55′50t<br>Calcutta | T.3Cy.21″,34″&56″–42″ (r)<br>160lb 80lb 300HP<br>2SB,6pf,GS82,HS3746 FD<br>G.Clark(Lim.),Sunderland | 13<br>s8·1 |
| 424<br>99616 | **Hindustan** SteelScSr<br>J.Hazard92–92 1Dk(ptStlptIrn)&<br>Webframes&pt Awng dk(Irn) | 2420<br>1854<br>1552 | ✠100A1<br>ptAwng dk<br>withfreeboard<br>1,95 2,93 ✠LMC10,92 | Dnk<br>LA&CP<br>Shl Sld | s | 1892<br>10mo | Osbourne, Graham&Co.<br>Sunderland | HindustanStm. Shippg.Co.(Lim.) (J.W.Squance) | 290·4<br>P28′Q82′ BK10″<br>ptAwng dk179<br>WB=Cell | 38·1 | 20·0 | Sundrland<br>British<br>5BHCem<br>DB240′466t | T.3Cy.22″,37″&60″–39″ (s)<br>160lb 90lb 200HP<br>2SB,6pf,GS95,HS3200<br>J.Dickinson,Sunderland | 22<br>s8·10 |
| 425<br>69016<br>QHWD | **Hinemoa** IronSc3MstSr<br>Watson 2Dks | 542<br>478<br>282 | ✠<br>6,76 | Cly<br>A&CP | | 1876<br>5mo | Scott&Co.<br>Greenock | Government of NewZealand | 207·4 | 25·2 | 15·2 | Wellingtn N.Z.<br>British<br>4BHCem | C.2Cy.33″&58″–36″<br>150HP<br>GreenockFndry.Co.,Grk. | |
| 426<br>1002<br>HGJF | **Hinode Maru** IronScBg<br>(exBellona) ssShi.No.2–81<br>Well deck 1Dk2trB | 1137<br>878<br>668 | ✠<br>1,82 | HKg<br>A&CP | n | 1872<br>7mo | Denton, Gray&Co.<br>WHartlepool | AsanoSoichiro | 230·9<br>P&B135′ F28′ | 30·1 | 17·0 | Tokio<br>Japanese<br>4BHCem | C.2Cy.27″&50″–33″<br>110HP<br>T.Richardson&Sons,Hpl.<br>WB=DBa69′f55′ | |
| 427<br>LCRN | **Hinrich** SteelScSr<br>F.W.Schrader -91 1Dk&Webframes | 927<br>—<br>679 | | | | 1889<br>6mo | Howaldtswerke<br>Kiel | Sartori&Berger | 205·7<br>Q66′ B49′ F29½′ | 30·5 | 17·8 | Kiel<br>German<br>WB | T.3Cy.19¼″,23⅝″&39″–27⅜″<br>Howaldtswerke,Kiel | |
| 428<br>353<br>HCSF | **Hioen Maru** Iron Bk<br>MoriShizematsu | 167<br>161<br>99 | | | | 1874 | ................<br>Shanghai | UnyuKaisha | 117·1 | 22·0 | 10·8 | Nagasaki<br>Japanese | 2Cy.<br>40HP | |
| 429<br>491<br>HBFK | **Hiogo Maru** IronSc3MstSr<br>E.S.Barstow ssNag.No.3–5,92<br>(exMin) 2Dks3deck-rule | 1517<br>1248<br>940 | ✠100A1<br>11,93<br>✠NB89 fitted 5,92 | Yka<br>A&CP<br>LMC5,92 | | 1874<br>6mo | R.Thompson,junr.<br>Sunderland | NipponYusen Kaisha<br>WB=DBa78′ | 265·8<br>F32′<br>ND92 BK9″<br>70t&uE18′40tFPT | 32·9 | 21·4 | Tokio<br>Japanese<br>4BHCem<br>90tAPT17t | C.2Cy.36″&68″–42″<br>93lb 169HP<br>2DB,8pf<br>G.Clark,Sunderland | |
| 430<br>811<br>HFMN | **Hiogo Maru, No. 5** Wood—Sr<br>KashimaGensuke | 133<br>112<br>84 | | | | 1883 | KonoKamejiro<br>Hiogo | SawadaSeisaku | 98·0 | 14·0 | 12·1 | Hakodate<br>Japanese | 1Cy.<br>7HP | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Late Name if any. / Master. / Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned or Renewed. Distinguishing Letter. | 8 Built. When. Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Ex-Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 431 Now a Pilot Steamer MBJS | **Hipparchus** *Cadogan* 86–88 | **IronScBk** | 1863 1817 1486 | | | | 1867 | A. Leslie & Co. Newcastle | **Soc. Anon. de Nav. Royale Belge Sud-Américaine** | 290·7 | 34·5 | 28·2 | **Antwerp** Belgian | C.2Cy.28″&58″–45″ 170 HP R. Stephenson, Newcastle | | |
| 432 97629 LRHD | **Hippolyte Dumois** *G. Lindsay* | **SteelScSr** 1 *Dk & Awngdk* | 681 633 422 | ✠100A1 *Awng dk* LA&CP *with freeboard* | Bal | *h* | 1890 5mo | T. B. Seath & Co. Glasgow | **Curwen Bros.** | 175·0 18·3 BK 7″ *WB* | 28·0 | 11·1 3 *BH Cem* 54 *t APT* 11 *t* | **Glasgow** British | T.3Cy.15½″,24″&40″–33″ (*a*) 160 lb *80 lb* 80 HP 1SB, *3 rf*, GS52 Hutson & Corbett, Glasgow | 11 ″ 9 s 7 ″ 11½ w 8 ″ 1 | |
| Now "Occidente," *See No. 7 in Supplement.* | | | 6,93 | ✠LMC5,00 | | | | | | *DB f* 64′ 64 *t FPT* | | | | | | |
| 433 96368 LKJH | **Hippomenes** *J. L. Lewin* –93 *ss* Liv. No. 1-94 1 *Dk (Irn) & Spardk & deep framing* | **SteelScSr** | 2694 2608 1730 | ✠100A1 *Spar dk* LA&CP 12,94 | Liv | *u* | 1889 9mo 1,94 | Workman, Clark & Co. (Lim.) Belfast | **S.S. Hippomones Co. (Lim.) (R.P. Houston & Co.)** | 320·4 B76′F28′ drp94 BK 10″ *WB* = *Cell DB* 260′ 590 *t* | 40·2 26·1 | 18·3 5 *BH Cem* *APT* 68 *t* | **Liverpool** British | T.3Cy.24″,40″&64″–45″ (*s*) 160 lb *160 lb* 400 HP 2DB, *12 rf*, GS182, HS4460 Bow & M'Lachlan, Paisley | 21 ″ 0 s 7 ″ 4 | |
| 434 JWQD | **Hiram** *J. Söiland* | **SteelScSr** 1 *Dk* | 602 431 406 | | | | 1890 | Nyland Mk Værksted Christiana | **Actieselskabet "Hiram" (Holdt & Isachsen)** | 172·5 Q45 *t* | 26·5 B84 *t* | 13·0 F31 *t* H11 *t* | **Stavanger** Norwegian *WB* | T.3Cy.13″,21½″&34½″–24″ 70 HP Nylands M.V., Christiania | | N |
| 435 96106 LSBV | **Hirondelle** *C. Josling* –90 *Well deck* *Elec. light* | **SteelScSr** *ss* Lon. No. 1-95 2 *Dks (Stl–Upt* ws) *Shell plating pt Irn* | 1607 1198 817 | ✠100A1 ~~5,11~~ 4,95 | Lon LA&CP ✠LMC5,94 | *r* | 1890 6mo | Gourlay Bros. & Co. Dundee | **General Steam Nav. Co.** | 268·0 P172′F62′ *WB* = *Cell D* | 37·5 BK 8″ | 16·5 5 *BH Cem* *B* 220′ 310 *t* | **London** British **Legué St. Brieuc** French | T.3Cy.28″,44″&71″–48″ 160 lb *80 lb* 400 HP 2DB, *12 rf*, GS199, HS5895 Gourlay Bros. & Co. Dundee | 19 ″ 0 | BT till 4,95 |
| 436 JNBM | — *Guihomat* –91 | **IronScSr** 1 *Dk* | 337 — 220 | | | | 1857 | C. & W. Earle Hull | **Leblanc, Charlemaine & Co.** | 172·5 Q59′ | 21·3 | 12·6 | **Rouen** French | C.2Cy.21½″&38″–27″ 60 HP F. Charlton, Grimsby | | V |
| 437 JNCL | — *P. Le Marchand* –91 (ex Strathspey, ex Kelburne) | **IronScSr** *ss* Gls. No. 3–3,86 ~~*ss* Liv. No. 1–90~~ *ss* Bdx. No. 2-95 1 *Dk* | 221 175 106 | 90A1 ~~3,05 3,06~~ ✠NB3,86 ~~✠S3,91~~ | Bdx A&CP LMC9,98 | *d* | 1878 10mo ~~3,95~~ | Abercorn S.B. Co. Paisley | **B. Rouxel** | 130·9 Q44′F17′ *WB* = *FPT* | 20·8 BK 6½″ | 9·9 4 *BH Cem* | **Legué St. Brieuc** French | C.2Cy.18″&33″–24″ (*i*) 75 lb *60 lb* 48 HP 1SB, *2 pf* J. & T. Young, Ayr | 10 ″ 6 s 1 ″ 3 | |
| 438 JNCG | — *Leconte* 70–84 | **IronPadSr** 1 *Dk* | 162 — 55 | | | | 1875 | A. Normnd Havre | **Cie. Anonyme des Paquebots à Vapeur entre Le Havre, Caen, Honfleur et les Ports de la Normandie** | 145·0 | 19·0 | 9·6 | **Havre** French | C.2Cy.29½″&47½″–38″ 100 HP A. Normand, Havre | | |
| 439 JNBQ | — *A. Herminy* | **IronScSr** 1 *Dk* | 109 — 56 | | | | 1877 | M Paul & Co Dumbarton | **Cie. des Bateaux à vapeur de la Guadeloupe** | 110·2 | 16·6 | 8·1 | **Pointe à Pitre** French | C.2Cy.14″&28″–18″ 35 HP M. Paul & Co. Dumbarton | | |
| 440 1245 HJGM | **Hiroshima Maru** *J. ~~B. Macmillan~~* *C. A. Anderson* | **SteelScSr** *ss* Yka. No. 1–94 1 *Dk (Stl) & Spardk (Irn) 3 tr B* | 3170 2945 2005 | ✠100A1 *Spar dk* A&CP 10,93 12,94 | Yka | *u* | 1891 1mo ~~11,93~~ 12,94 | R. Thompson & Son Sunderland | **Nippon Yusen Kaisha** | 320·0 B68′F37′ ~~drp93~~ *WB* = *Cell DB* 254′ | 42·0 27·3 BK 10″ | 19·7 6 *BH Cem* 439 *t MT* 22′ 315 *t FP* | **Tokio** Japanese | T.3Cy.25″,40″&66″–45″ (*s*) 160 lb *90 lb* 250 HP 2DB, *12 rf*, GS150 NE Marine ECo. (Lim.) Nwc | 22 ″ 4 s 7 ″ 0½ | |
| 441 581 HDNG | **Hishin Maru** *Aoki Matsuhei* | **Wood—Sr** | 106 100 66 | | | | 1881 | Sudzuki Shinjiro Hiogo | **Kawage Taubasa** | 95·2 | 13·3 | 11·4 | **Osaka** Japanese | 2Cy 24 HP | | |
| 442 82310 TGRH | **Hispania** *S. Abrey* 83–89 | **IronScSr** | 3380 3003 2213 | | | ... | 1880 | D & W Henderson & Co. Glasgow | **Henderson Bros.** | 364·3 P20 *t* H151 *t* F15 *t* | 38·0 | 28·6 | **Glasgow** British | C.2Cy.33″&66″–60″ 500 HP D. & W. Henderson & Co., Gls | | BT till ~~5,00~~ 4,96 |
| 443 PBNK | — *Y. de Jonge* 89–92 | **SteelScSr** *ss* Rot. No. 2–91 1 *Dk (Irn) 2 tr B* | 1420 1139 962 | ✠100A1 6,94 ~~8,99~~ BS8,94 | Rot LA&CP ✠LMC8,98 Bbo | *p* | 1883 2mo | H. F. Ulrichs Vegesack | **W. H. Müller & Co.** | 250·0 P24′B60′F34′ drp94 *WB* = *DB a* 64′ | 33·6 BK 9″ | 18·6 4 *BH Cem* *f* 96′ *g u E & B* 64′ 314 *t APT* 10 *t* | **Rottrdam** Dutch | C.2Cy.30⅜″&56″–39⅜″ (*i*) 80 lb *70 lb* 150 HP 1DB, *6 f*, GS99 Gute Hff. h. zu. Oberhausen | | D |
| 444 734 HSJR | — *E. Nilsson* –93 | **Iron & SteelScSr** 1 *Dk & Spardk* | 1131 1045 826 | | | | 1885 | Tyne Iron S.B. Co. (Lim) Newcastle | **Förnyade Ångf. Aktieb. "Svenska Lloyd" (W. Frodi)** | 215·8 B33′H38 *t* | 28·3 | 21·6 *WB* | **Gothenbrg** Swedish | T.3Cy.20″,31″&52″–36″ 150 HP Wigham Richrdsn & C., Nwc. | | V |
| 445 JDVL | — *R. Kneisler* 85–85 | **IronScSr** 1 *Dk & Spardk* | 876 528 639 | | | | 1883 | Act. Ges. "Vulcan" Stettin | **Pommersche Dampfsch. Ges. (F. Ivers, *Mgr.*)** | 198·8 | 27·4 | 20·8 | **Stettin** German | C.2Cy.25″&43″–29½″ 95 HP Act. Ges. "Vulcan," Stettin | | V |
| 446 63780 JSBH | — *J. T. Lodge* 94–94 | **Iron Sc 3 MstSr** *ss* Lon. No. 3–1,94 1 *Dk* | 429 373 264 | ✠ A1 2,95 ~~4,94~~ BS2,95 | Lon A&CP LMC1,94 | | 1870 7mo | Scott & Co. Greenock | **J. Grieves & Co.** | 177·0 Q60′F15′ ptND88&94 drp94 | 22·8 BK 6½ *WB* | 14·0 5 *BH Cem* | **S. Shields** British | C.2Cy.17″&38″–24″ (*i*) 75 lb *80 lb* NB79 60 HP 1SB, *2 pf*, GS37 NDB94 Greenock Foundry Co., Grk | | |
| 447 NTSH | **Hjalmar** *H. E. Nielsen* 82–92 | **IronPadFerry** 1 *Dk* | 342 320 137 | | | | 1883 | F. Schichau Elbing | **De Danske Statsbaner** | 165·4 H23 *t* | 25·0 | 11·3 | **Fredericia** Danish | 2Cy.32″&62″–45½″ 80 lb 160 HP F. Schichau, Elbing | | |
| 448 HVJF | — *A. Andersson* 92–92 | **CompScSr** 1 *Dk* | 242 186 181 | | | | 1890 | P. Larsson Thorskog | **Ångf. Aktieb. "Kronos" (K. O. F. Dalman)** | 109·4 Q33′B23′H7 *t* | 20·9 | 10·6 | **Gothenbrg** Swedish | | | |
| 449 NSRD | — *J. A. P. Lund* 81–86 | **SteelScSr** 1 *Dk* | 169 115 99 | | | | 1881 | Motala Co. Gothenburg | **Dampsk. Selsk. paa Brnhlm. af 1866 (M. Christiansen)** | 125·6 P37′ H46 *t* F33′16·1 | 21·7 | 9·5 | **Rönne** Danish | C.2Cy.15½″&28″–17¾″ 60 HP Motala Co., Gothenburg | | |
| 450 89138 | **Hö Kwei** *F. Satow* | **IronScSr** *ss* Png. No. 2–93 1 *Dk* | 376 304 209 | ✠90A1 8,93 BS8,94 | Png LA&CP ✠LMC8,93 | *g* | 1885 8mo | Blackwood & Gordon Pt. Glasgow | **A. Huttenbach** | 169·6 B26′F24′ | 25·0 FK | 10·4 4 *BH Cem* | **Penang** British | C.2Cy.22″&44″–30″ 90 lb *60 lb* NDB93 85 HP 1SB, *3 pf*, GS52 Blackwood & Gordon, P. Gls | 10 ″ 9 | |
| 451 76987 | **Hoboken** *C. Sargent* | **IronPadSr** | 413 349 131 | | | | 1873 | R. Napier & Sons Glasgow | **General Steam Nav. Co.** | 222·4 | 22·9 | 10·5 | **London** British | C.D.2Cy.40″&68″–72″ 200 HP R. Napier & Sons, Glasgow | | BT till 1,95 |
| 452 96546 | **Hochelaga** | **WoodPad** 1 *Dk* | 419 311 256 | | | | 1886 | H. Beauchemin Sorel, Quebec | **Richelieu & Ontario Nav. Co.** | 178·9 | 26·3 | 9·2 | **Montreal** British | 1Cy.36″–108″ 85 HP Shackle & Stromson, Montrl | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel: Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crews sur Quille. Franc-bord en milliers de navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 453 / JDQP | **Hochfeld** IronSc3MstSr<br>*Fallenkampff* –93 1*Dk2trB* | 855<br>—<br>651 | | | | 1878 | Act.Ges. "Vulcan" Stettin | **F.Krupp** | 215·5\|29·8\|15·5<br>Q78′F27′ | **Stettin**<br>German<br>*WB* | C.2Cy.29½″&52″–31½″<br>100H<br>Act.Ges."Vulcan,"Stettin | |
| 454 / QFJK | **Hochheimer** SteelScSr<br>*H.Allerholt*90–91<br>1*Dk*(*Irn*)&*Spardk*&*Web frames*<br>*ss*Ham.No.1–94 | 2859<br>2629<br>1831 | ✠100A1<br>*Spar dk*<br>6,94~~6,91~~ ✠LMC12,89 | Bhn<br>LA&CP<br>Ham | *u* | 1889<br>12mo<br>2,94 | Sunderlnd Shipbuilding Co.(Lim.) Sunderland | **DeutscheDampf-schifffahrtsGes. "Hansa"** | 323·0\|41·0\|18·6<br>B66′F41′ 26·0<br>BK8″<br>*WB*=*CellDB*256′449*t* | **Bremen**<br>German<br>5*BHCem* | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb ~~*190lb*~~ *85%* 250H<br>2SB.*6rf*,GS128,HS4440<br>N.E.MarineE.Co(Lim.)Sld | 21 s 6 w 7 s |
| 455 * / QPJK | **Hodeida** IronSc3MstSr<br>*Avack* *ss*Hpl.No.3–10,87<br>(*ex*Suez) *ss*Cpl.No.1–92<br>2*Dks*(*UptIrn*–ws)3*trB* | 2087<br>2006<br>1325 | ✠100A1<br>5,94<br>✠NB10,87<br>BS9,93 | Cpl<br>A&CP<br>LMC5,92 | *s* | 1874<br>9mo | C.Mitchell &Co. Newcastle | **Essayan,Oondjian &Co.** | 323·8\|35·3\|25·7<br>ptND87<br>BK9″<br>*WB*=*MT*20′200*t* | **Constanpl**<br>Turkish | Q.4Cy.22″,30″,43″&60″–45″<br>160lb NDB87 (*s*) 250H<br>2SB.*6cf*,GS93<br>*Qpd*87CntlMarE.CoWHpl. | 26 s 10 s 5 s 6 |
| 456 / HBQC | **Hodeidah** IronSc3MstSr<br>(*ex*Leda) | —<br>—<br>626 | | | | 1857 | Smith& Rodger Glasgow | **KhedivialS.S. Administration** | 224·6\|30·0\|16·9<br>P— | **Alexandra**<br>Egyptian | C.2Cy.26″&52″–36″<br>120H<br>Day,Summers&Co.,Sou. | |
| 457 / 87849 | **Hodgson** IronTwinScSp<br>*J.Wilson*88–88 *ss*Liv.No.2–92<br>1*Dk*(*Irn*) | 110<br>109<br>8 | ✠100A1<br>7,94~~6,93~~<br>BS7,94 ✠LMC8,92 | Liv<br>LA&CP | *a* | 1883<br>2mo | R.&J. Evans& Co. Liverpool | **MerseyDocks& HarbourBoard** | 90·0\|18·2\| 8·9<br>BK6″<br>*WB*=*Cell* | **Liverpool**<br>British | C.4Cy.15″&30″–18″ (*a*)<br>100lb 80H<br>1SB,*3f*,GS50<br>J.Jack&Co.,Liverpool | |
| 458 / 76 / HBQC | **Hodzui Maru** IronScBk<br>*YanoRintee*<br>(*ex*Nombron) | 795<br>650<br>493 | | | | 1858 | .....<br>England | **FukuzawaTatsuzo** | 198·5\|27·4\|15·5 | **Tokio**<br>Japanese | 1Cy.<br>96H | |
| 459 / 86216 / WMJC | **Hogarth** IronScSr<br>*J.F.Black* –92 | 2053<br>1909<br>1260 | | | | 1882 | A.Leslie& Co. Newcastle | **Liverpool,Brazil& RiverPlate Stm. Nav.Co.(Lim.) (Lamport&Holt, *Mgrs.*)** | 295·4\|36·2\|24·5 | **Liverpool**<br>British | C.2Cy.26″&60″–45″<br>200H<br>R.Stephenson&Co.,Nwc. | |
| 460 / 99647 / MWNT | **—** SteelScSr<br>*A.Turriff* 69–92<br>*Elec.light* 2*Dks*(*UStl*–ws) | 1226<br>960<br>645 | ✠100A1<br>3,95~~2,94~~<br>✠LMC~~2,94~~ 8,95 | Abn<br>LA&CP | *p* | 1893<br>1mo | Hall,Russell&Co. Aberdeen | **AberdeenSteam Nav.Co.** | 252·8\|32·7\|17·6<br>P71′B65′F47′<br>BK9″<br>*WB*=*Cell* | **Aberdeen**<br>British | T.3Cy.26″,43″&70″–42″ (*s*)<br>160lb *80lb* 345H<br>2DB,*12cf*,GS190,HS5526<br>Hall,Russell&Co.,Abn. | 18 s 2 s 4 |
| 461 / QCRP | **Hohenstaufen** IronScBg<br>*N.Eichel*89–91<br>*Elec.light* 2*Dks*&*Awngdk*&*4trB* | 3283<br>—<br>2038 | | | | 1874 | Earle'sS.B. Co. Hull | **Norddeutscher Lloyd** | 353·0\|39·4\|32·5 | **Bremen**<br>German | T.4Cy.(2)22″,49½″&81″–49½″<br>Act.Ges."Vulcan,"Stettin | |
| 462 / QCNL | **Hohenzollern** IronScBg<br>*W.Schmölder*86–92<br>*Elec.light* 2*Dks*&*Awngdk*&*4trB* | 3288<br>—<br>2039 | | | | 1873 | Earle'sS.B. Co. Hull | **Norddeutscher Lloyd** | 353·0\|39·4\|32·5 | **Bremen**<br>German | T.4Cy.(2)22″,49½″&81″–49½″<br>Act.Ges."Vulcan,"Stettin | |
| 463 / 82800 / TNBP | **Hoihow** IronScSr<br>*T.H.Honds* –94 | 1411<br>1354<br>896 | | | | 1880 | Scott&Co. Greenock | **ChinaNav.Co. (Lim.)** | 248·9\|31·3\|23·2 | **London**<br>British | C.2Cy.28″&56″–42″<br>160H<br>Scott&Co.,Greenock | |
| 464 / TDWB | **Hok Canton** CompScSr<br>*C.K.T.Sandman* HTSng.82<br>(*ex*Egeron) SS Sng.84<br>CF 2*Dks* | 507<br>415<br>305 | ✠<br>1,84 | Sng | 18 | 1875<br>2mo | J.Elder& Co. Glasgow | **ThioTiaiunSiat& OngBoenSin** | 176·6\|26·0\|14·0<br>F28′<br>Iron frameplanked | **Batavia**<br>Dutch | C.2Cy.23″&40″–24″<br>75H<br>J.Elder&Co.,Glasgow | |
| 465 / 1216 / HJDN | **Hokkai Maru** IronScSr<br>*M.Hamada*<br>1*Dk*(*Irn*)&*Awngdk* | 684<br>653<br>425 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>1,94 ✠LMC7,90 | Kob<br>LA&CP | *h* | 1890<br>7mo | Craig, Taylor&Co. Stockton | **NipponYusen Kaisha** | 170·0\|26·7\|19·6<br>drp94<br>BK7″<br>*WB*=*DBa*45′44*t FPT* | **Tokio**<br>Japanese | T.3Cy.13″,21″&34″-24″ (*s*)<br>160lb *80lb* 70H<br>1SB,*2rf*,GS38<br>HannaDonald&Wlson,Psy | 13 s 7 s 8 |
| 466 / 1217 / HJDP | **—** Wood—Sr<br>*HayashiJinjiro* | 154<br>145<br>95 | | | | 1890 | Kawasaki Shozo Kobé | **NishizaShohachi** | 109·2\|14·9\|12·9 | **Otaru**<br>Japanese | 1Cy.<br>35H | |
| 467 / 994 / HGFR | **Hokkaido Maru** IronScSr<br>*YamamotoKimbei*<br>(*ex*GrizamHole) | 643<br>568<br>398 | | | | 1857 | M.Pearse &Co. Stockton | **HakodateKisen Kaisha** | 192·5\|26·3\|15·7 | **Hakodate**<br>Japanese | 88H | |
| 468 / 1319 / HJPK | **Hokumon Maru** IronScBn<br>(*ex*Amicitia) *ss*Bgn.No.2–91<br>1*Dk*(*Irn*)&*Awng dk* | 688<br>678<br>426 | ✠ —<br>7,91<br>*Awng dk* ✠<br>*with load line* | Bgn | *j* | 1883<br>3mo | Martens, Olsen&Co. Bergen | **HirotamGenji** | 173·8\|27·1\|14·5<br>19·5 | **Hakodate**<br>Japanese<br>5*BHCem* | C.2Cy.23″&41″–28″<br>75H<br>Martens,Olsen&Co.,Bgn.<br>*WB*=*DBa*31′*f*75′138*t* | |
| 469 / 1280 / HJLS | **Hokushiu Maru** IronScSr<br>*OtaShinjiro* (*ex*Augustus) | 1186<br>1009<br>735 | | | | 1878 | A.Stephen &Sons Glasgow | **OtaShinjiro** | 237·0\|31·1\|17·8<br>Q111′ F29′ | **Tokio**<br>Japanese<br>*WB* | C.2Cy.27″&50″–33″<br>107H<br>A.Stephen&Sons,Glasgow | |
| 470 / 1209 / HJDB | **—** IronScBn<br>*KatsunumaGoro* 2*Dks*&*Spardk*<br>(*ex*Somerset *ex*M'Beth) | 978<br>954<br>622 | | | ... | 1874 | Henderson, Coulborn&Co Renfrew | **Hiroumi Nisaburo** | 220·3\|27·8\|14·8<br>22·3 | **Osaka**<br>Japanese | C.2Cy.32″&60″–36″<br>160H<br>Hndrsn,Coulbrn&Co.,Rfw | 15 s |
| 471 / 1300 / HJNC | **Hokuun Maru** Wood—Sr | 170<br>161<br>92 | | | | 1892 | Nükuma Masajiro Osaka | **IwauchiKisen Kaisha** | 113·3\|16·1\|12·7 | **Hakodate**<br>Japanese | 1Cy.<br>35H | |
| 472 / 1253 / HJGW | **Hokuyetsu Maru No. 1** Wood—Sr<br>*TakahashiDempachi* | 166<br>155<br>95 | | | | 1891 | Nishijima Keikichi Ominato | **FujitaKankichi** | 112·8\|15·2\|12·6 | **Niigata**<br>Japanese | 1Cy.<br>32H | |
| 473 / 1313 / HJNW | **Hokuyo Maru** Wood—Sr | 339<br>318<br>195 | | | | 1892 | Ojima Kuramatsu Niigata | **HokuyoKaisha** | 140·4\|18·7\|17·1 | **Niigata**<br>Japanese | 2Cy.17″&30″–21″<br>40H<br>KawasakKosaku Bunkioku,Hiogo | |
| 474 / 86236 / WNFS | **Holbein** IronScSr<br>*W.S.Ellis* –94 | 2050<br>1905<br>1260 | | | | 1882 | A.Leslie& Co. Newcastle | **LiverpoolBrazil& River PlateStm. Nav. Co. (Lim.) (Lamport&Holt, *Mgrs.*)** | 295·7\|36·2\|24·5<br>P141*t* | **Liverpool**<br>British | C.2Cy.26″&60″–45″<br>200H<br>R.Stephenson&Co.,Nwc. | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned. Special Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of T. Tests & Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 475 | **Holderness** | **IronScSr** | 1703 | ✠100A1 | Cff | *r* | 1882 | Earle's Co. | HullStm.Shipping Co.(Lim.) (G.R.Sanderson &Co., *Mgrs.*) | 285·3 | 34·6 | 17·7 | Hull | C.2Cy.30″&55″–36″ (*o*) | 19 ″ 3 | |
| 85332 | *T.N.Jackson* –94 *ss*Hul.No.2–90 | | 1315 | 6,94~~1,93~~ | LA&CP | | 8mo | (Lim.) | | Q86′B86′F35′ | | | British | 85lb 130H | s 2 ″ 2½ | |
| WMPV | *Well deck* | 1*Dk*(*Irn*)2*trB* | 1099 | BS11,98 ✠LMC11,90 | Shl | | | Hull | | len92 BK9″ | | | | 1SB,*4pf*,GS63,HS2250 | | |
| | | | | | | | | | | *WB*=*DBa*64′*f*42′ | | | | Earle's Co.(Lim.),Hull | | |
| 476 | **Holguin** | **SteelTwinSc3MstSr** | 842 | | | | 1890 | Murdoch &Murray Pt.Glasgow | J.Christensen | 195·1 | 28·0 | 19·2 | Bergen | T.3Cy.14″,23″&36″–24″ | | NV |
| JTQC | *H.F.Andersen* –91 | 1*Dk*&*Awngdk* | 770 | | | | | | | H72*t* | | | Norwegian | 250H | | |
| | | | 395 | | | | | | | | | | *WB* | Muir&Houston,Glasgow | | |
| 477 | **Holkar** | **SteelScSr** | 3278 | ✠100A1 | Lon | *v* | 1891 | Wigham | LondonSteamers (Lim.) (P.W.Richardson, *Mgr.*) | 328·4 | 42·3 | 21·4 | London | Q4Cy.21½″,30″,44½″&62″– | 22 ″ 7 | |
| 98897 | *Cunningham* | | 3098 | *Spar dk* | LA&CP | | 2mo | Richardson &Co. | | P28′B82′F42′ | | 26·5 | British | 42″ 180lb *80lb* (*s*)400H | s 7 ″ 4½ | |
| | 1*Dk*(*Stl*)&*Spardk*(*pt Stl–ws*)3*trB* | | 2140 | ~~10,98~~ 10,94 | ✠LMC1,91 | | | Newcastle | | | | FK | | 2SB,*6cf*,GS121 | | |
| | | | | | | | | | | *WB*=*DBa*100′ | | | | Wigham,Richardson&Co., Newcastle | | |
| | | | | | | | | | | &*uE*&*B*46′235*tFPT*87*tAPT*25*tMT*f26′a24′797*t* | | | | | | |
| 478 | **Holland** | **IronScBkn** | 3847 | | | ... | 1862 | Palmer | R.Varley | 395·1 | 40·8 | 33·2 | Liverpool | C.2Cy.46″&86″–48″ | 27 ″ 2 | |
| 45378 | (*BROKEN UP 4,94*) | | 3843 | | | | 9mo | Bros.&Co. | | len70 | | | British | NE&B70 300H | s 10·5½ | |
| VDCG | (*ex*Louisiana) | | 2419 | | | | | Newcastle | | | | | | J.Jack&Co.,Liverpool | | |
| 479 | — | **SteelScSr** | 1055 | ✠100A1 | Cpn | *n* | 1892 | Burmeister &Wain Copenhagen | DampskibsSelskabet "Nordsöen" (A.Christensen, *Mgr.*) | 224·0 | 30·9 | 13·6 | Copnhagn | T.3Cy.16½″,27″&45″–33″ (*s*) | 16 ″ 0 | |
| | *C.P.Jensen*90–92 | | 778 | 3,94 | LA&CP | | 9mo | | | Q74′B99′F24′ | | FK | Danish | 145lb 130H | | |
| NFLM | *Well deck* | 1*Dk*(*Irn*)&*Webframes* | 672 | | ✠LMC9,92 | | | | | *WB*=*Cell D B*187′248*tFPT*30*tAPT*20*t* | | | | 1SB,*3cf*,GS62,HS1881 Burmeister&Wain,Cpn. | | |
| 480 | — | **IronScSr** | 726 | | | | 1873 | Nederland Stoomb. Maats. Rotterdam | Nederl.Stoomb. Maats. | 216·5 | 28·6 | 13·8 | Rottrdam | C.2Cy.25″&45″–27″ | | D |
| | *J.Smidt*76–76 | | | | | | | | | P39′ B10′ H30*t* | | | Dutch | 100H | | |
| PBNW | | 2*Dks* | 521 | | | | | | | | | | | Ned.Stoom.Maat.,Rot. | | |
| 481 | — | **IronScK** | 145 | ✠100A1 | Abn | | 1885 | Earle's Co. (Lim.) Hull | BostonDeepSea Fishing&Ice Co.(Lim.) | 100·4 | 20·2 | 10·3 | Boston | T.3Cy.11½″,17″&30″–21″ (*s*) | 11 ″ 6 | |
| 83232 | *E.Newman* –91 ~~*ss*Bos.No.1–90~~ | | 135 | *Trawler* | LA&CP | | 11mo | | | Q16′F21′ | | BK7½″ | British | 150lb 45H | | |
| LMNJ | *ss*Bos.No.3–8,94 | 1*Dk* | 72 | 8,94 ~~6,93~~ | Bos | | | | | | | | | 1SB.*2pf*,GS25,HS715 | | |
| | | | | ✠NB5,94 | ✠LMC~~3,90~~ | 5,94 | | | | | | | | Earle's Co.(Lim.),Hull | | |
| 482 | **Hollander** | **IronScSr** | 804 | | | | 1884 | Nederland Stoomb. Maats. Rotterdam | Smith&Co. | 201·1 | 28·0 | 15·7 | Rottrdam | C.2Cy.23″&43″–30″ | | DV |
| | *E.P.J.VanEmmerik*70–84 | | | | | | | | | Q119′ B7′ H24*t* | | | Dutch | 100H | | |
| PBQN | | 2*Dks* | 556 | | | | | | | F18′ | | | | Ned.Stoom.Maat.,Rot. | | |
| 483 | **Hollandia** | **SteelScSr** | 1504 | ~~✠100A1~~ | Rot | *p* | 1882 | Nederland Stoomb. Maats. Rotterdam | W.H.Müller&Co. | 249·3 | 33·9 | 18·7 | Rottrdam | C.2Cy.30½″&56″–39″ (*i*) | 19 ″ 7 | D |
| Vesting since 10,94 | *H.Lewenstein*91–92 *ss*Rot.No.2–90 | | 1293 | 8,94 ~~11,93~~ | LA&CP | | 10mo | | | H211*t* | | | Dutch | 80lb *65lb* 150H | | |
| PBQV | | 1*Dk*(*Irn*)2*trB* | 1033 | drp91 | | | | | | drp93 BK9″ | | | | 1DB,*6pf*,GS100 | | |
| | | *Mainkeelson*&*BeamsIrn* | | BS8,94 ~~BS11,93~~ | ✠LMC11,91 | | | | | *WB*=*DBaf*&*uE*&*B*170′315*t* | | | | Ned.Stoom.Maat.,Rot. | | |
| 484 | **Hollinside** | **SteelScSr** | 1091 | ✠100A1 | Bly | *m* | 1890 | Edwards' S.B.Co.(L.) Newcastle | CharltonSteam Shipping Co.(Lim) (Charlton,McAllum&Co., *Mgrs.*) | 225·2 | 31·5 | 13·7 | Newcastle | T.3Cy.17½″,29″&47″–33″ | 16 ″ 1 | |
| 97945 | *W.H.Thompson* –92 *ss*Bly.No.1–94 | | 806 | ~~7,94~~ 3,94 11,94 | A&CP | | 6mo | | | P23′Q63′B65′F24′ | | FK | British | 160lb *80lb* (*r*) 120H | s 1 ″ 4½ | |
| LSDN | *Well deck* | 1*Dk*(*Irn*)&*Webframes* | 692 | | ✠LMC3,94 | | | | | *WB*=*Cell D B*192′314*t* | | | | 1SB,*3rf*,GS60 G.Clark(Lim.)Sunderland | | |
| | | | | | Shl | | | | | | | | | | | |
| 485 | **Holly** | **IronScSr** | 366 | | | | 1875 | D.&W. Henderson Glasgow | Glasgow,Dublin& LondonderryS. P.Co.(Lim.) (A.A.Laird & Co., *Mgrs.*) | 170·4 | 23·2 | 13·4 | Glasgow | C.2Cy.22″&44″–30″ | 14 ″ 0 | BT till ~~19,94~~ ~~2,95~~ 2,96 |
| 71730 | *D.McArthur*89–89 | | 324 | | | | | | | Q36′ B54′ F40′ | | | British | NB82 151H | s 1 ″ 8½ | |
| NWSP | | | 172 | | | | | | | | | | | T.Wingate&Co.,Glasgow | | |
| 486 | **Holmdel** | **WoodSc** | 501 | | | | 1866 | ..... Keyport, N.J. | J.Cornell | 161·4 | 28·7 | 8·4 | New York Utd.States | 34″–34″ | | |
| 11594 | | | | | | | | | | | | | | | | |
| HVGM | | 1*Dk* | 353 | | | | | | | | | | | | | |
| 487 | **Holme Force** | **Steel&IronSc3MstSr** | 278 | ✠100A1 | Ayr | *e* | 1887 | R William- son&Son Workington | W.S.Kennaugh& Co. | 144·0 | 23·0 | 8·6 | Whitehvn | T.3Cy.12½″,20″&33″–24″ (*s*) | 11 ″ 1 | |
| 79128 | *J.Owen* –94 | *ss*Liv.No.1–91 | 225 | ~~11,93~~ 3,95 | LA&CP | | 6mo | | | Q46′B7′F19′ | | | British | 150lb *70lb* 55H | s 1 ″ 2 | |
| KNBC | | 1*Dk*(*Irn*) | 92 | BS~~0,96~~ 10,94 | ✠LMC7,91 | | | | | drp92&93 BK7″ | | | | 1SB.*2rf*,GS32 | | |
| | | *Irnframing Stlplating*&*floors* | | | Liv | | | | | drp95 *WB*=*DB*75′70*t* | | | | Dunsmuir&Jackson,Gls. | | |
| 488 | **Holme Wood** | ~~**IronSc3MstSr**~~ | 258 | ✠100A1 | Liv | *d* | 1883 | R William- son&Son Workington | R.Williamson& Son | ~~144·1~~ | ~~21·2~~ | ~~7·5~~ | Worksngtn | C.2Cy.18″&34″–24″ (*s*) | 9 ″ 8 | |
| 84636 | ~~*J.Kendall*~~ ~~*ss*Liv.No.1–87~~ | | 192 | 2,95~~10,95~~ 2,94 | A&CP | | 7mo | | | ~~144′B10′F18′Q67′~~ | | | British | 80lb 50H | s ″ 9 | |
| HVWN | (*ex*ScaleForce) | 1*Dk*(*Irn*) | 99 | BS1,90 ✠LMC~~2,87~~ | | | 5,94 | | | ~~drp90&92~~ BK6½″ | | | | 1SB,*2pf*,GS30 HS813 | | |
| | *Well deck J.R.Green*94–94 *ss*Wrk.No.~~3~~–3,94 | | | *Coasting* | Gl. ~~✠NB~~ | 11,91 | fitted 5,94 | | | len92 *WB*=*DBf*80′75*t* | | | | J.&T.Young,Ayr | | |
| 489 | **Holmlea** | **SteelScSr** | 1781 | ✠100A1 | Hpl | *q* | 1891 | W.Gray &Co.(Lim.) W Hartlepool | G.P.English | 260·6 | 36·5 | 18·2 | W.Hartlpl | T.3Cy.19″,30½″&51″–36″ (*s*) | 19 ″ 5 | |
| 98513 | *J.Needham* –91 | | 1311 | 6,94~~10,93~~ 2,94 | A&CP | | 7mo | | | P27′Q80′B104′ | | | British | 160lb *75lb* 140H | s 1 ″ 5 | |
| | 1*Dk*(*Irn*)&*Webframes* | | 1143 | 2,95~~12,~~1 | ✠LMC7,91 | | | | | F31′ BK9″ | | | | 2SB,*4rf*,GS54,HS2160 | | |
| | | | | | Cff~~r~~ ~~D.~~ | | | | | *WB*=*DBa*82′*f*98′383*t* | | | | CntrlMarine EWks.WHpl. | | |
| 490 | **Holmside** | **SteelScSr** | 842 | ✠100A1 | Shl | *l* | 1893 | Wood, Skinner&Co. Newcastle | W.Swanston& Sons | 206·7 | 30·2 | 13·6 | Newcastle | T.3Cy.17″,28″&46″–30″ (*s*) | 16 ″ 0 | |
| 101826 | ~~*G.Cromar*90–92~~ | | 681 | ~~1,95~~ 4,94 ~~10,93~~ | A&CP | | 5mo | | | Q98′B18′F22′ | | | British | 150lb *80lb* 99H | s 1 ″ 6½ | |
| | *Well deck* | 1*Dk*(*Irn*)2*trB* | 531 | 5,95 | ✠LMC5,93 | | | | | drp93 FK | | | | 1SB,*3pf*,GS51,HS1670 | | |
| | *Atchinson*85–94 | | | | Nwc | | | | | *WB*=*Cell D B*170′246*tFPT*31*tAPT*22*t* | | | | N.E.Mar.E.Co.(Lim.),Nwc | | |
| 491 | **Holnis** | **SteelScSr** | 1016 | | | | 1891 | Flensburger Schiffsbau Gesellschaft Flensburg | Dampfschifffahrts Ges. "Globus" | 220·0 | 32·1 | 14·4 | Flensburg | T.3Cy.15″,22½″&43″–30″ | | V |
| LMGD | *H.Richelsen*89–91 | | 740 | | | | | | | Q78′ B54′ F27′ | | | German | 475H | | |
| | | 1*Dk* | 718 | | | | | | | | | | | FlensburgerSchiffsbau Gesellschaft,Flensburg | | |
| 492 | **Holsatia** | **IronScSr** | 1867 | | | ... | 1880 | Reihrstieg Schiffsw. Hamburg | Hamburg-Amerikanische Packetf. Act.Ges. | 280·8 | 34·1 | 23·8 | Hamburg | C.2Cy.34″&62″–42″ | | V |
| RFTH | *H.Meyerdiercks*92–92 | 2*Dks* | 1752 | | | | | | | F32′ | | | German | 180H | | |
| | | | 1398 | | | | | | | | | | *WB* | Reihrstg.Schiffwft,Ham. | | |
| 493 | — | **IronScSr** | 325 | | | | 1868 | Norddeut- scheSchiffs- bauAct.Ges. Kiel | Sartori&Berger | 151·2 | 20·0 | 14·4 | Kiel | C.2Cy.17″&36″–30″ | | G |
| | *H.F.Bauer* –88 | 2*Dks* | 306 | | | | | | | | | | German | 60H | | |
| LBPQ | | | 224 | | | | | | | | | | | Schweffel&Howaldt,Kiel | | |
| 494 | **Holstein** | **IronScSr** | 1540 | | | | 1882 | G. Howaldt Kiel | M.Jebsen | 259·1 | 32·1 | 23·5 | Apenrade | C.2Cy.27½″&52″–43″ | | GV |
| | *J.Bruhn*86–91 | 1*Dk*&*Spardk*&*3trB* | 1491 | | | | | | | P11′ F35′ | | | German | 160H | | |
| RGHD | | | 1103 | | | | | | | | | | *WB* | HowaldtBros.,Kiel | | |
| 495 | — | **SteelScSr** | 1377 | | | | 1889 | Howaldts- werke Kiel | H.Diederichsen | 240·0 | 35·4 | 22·2 | Kiel | T.3Cy.19¾″,31½″&51″–31½″ | | V |
| | *G.Schupp*93–93 | 1*Dk*&*Spardk* | 1167 | | | | | | | P28′ B56′ F36′ | | | German | 215H | | |
| LBGK | | | 1087 | | | | | | | | | | | Howaldtswerke,Kiel | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Coque en Acier. Franc-bord en hiver. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 496 LCKW | **Holtenau** *F.Ivens* 93–88 | **IronScSr** 1*Dk* 2*trB* | 613 537 428 | | | | 1882 | G.Howaldt Kiel | Nord-Ostsee-Rhederei | 176·5 B40′ | 25·2 | 15·7 | Hamburg German *WB* | C.2Cy.23″&37½″–27″ 70H Howaldt Bros.,Kiel | |
| 497 96096 LJVS | **Holyrood** *P.Rettie* 83–89 | **SteelScSr** 2*Dks* (1*Irn* & 1*Stl*) 3*trB* | 2712 2475 1777 | ✠100A1 8,91 | Cff LA&CP | *t* | 1889 10mo | R.Duncan &Co. Pt.Glasgow | S.S.HolyroodCo. (Lim.)(Raeburn & Vérel) | 300·4 P13′B68′F35′ BK 10″ *WB = Cell* | 40·1 | 25·1 | Glasgow British 5*BHCem* *DB* 246′569*t* | Q.4Cy.18″,26″,36″&52″–39″ 178lb *80lb* (*s*) 170H 2SB,*6rf*,GS108,HS3762 Rankin&Blackmore,Grk. | 27 |
| 498 82841 VFGW | **Homer** *G.L.Moy* 89–89 *Well deck* | **IronScSr** *ss*Shl.No.3–5,93 1*Dk*(*Irn*) 2*trB* | 1384 1126 892 | ✠100A1 4,95 ~~4,94~~ BS ~~5,93~~ 8,94 | Brs LA&CP LMC 5,92 Shl | *p* | 1881 1mo | J.Read-head&Co. S.Shields | Dick&Page | 250·0 Q95′B50′F25′ BK 9″ *WB = DB* | 34·2 | 17·4 | London British 4*BHCem* *f* 72′260*t* | C.2Cy.30″&57″–36″ (*i*) 70lb ~~*65lb*~~ *70lb* 145H 2SB,*4pf*,GS66 NDB95 J.Readhead&Co.,S.Shl. | 18 |
| 499 96142 KLCH | — *Butler* | **WoodTwinSc** 2*Dks* | 501 457 333 | | | | 1891 | H.R.Reed Coquille,Or. | C.H.Butler&Co. | 146·0 | 33·0 | 17·0 | S.Frncisco Utd.States | C.2Cy.12″&24″–20″ FultonE.&S.B.Works,S.Fc | |
| 500 95920 KDTG | **Homer Ramsdell** | **IronSc** 1*Dk* | 941 — 611 | | | | 1887 | ..... Newbrgh,NY | J.A.P.Ramsdell | 200·0 | 32·1 | 11·9 | NewYork Utd.States | 200H | |
| 501 73451 | **Honam** *G.B.Lefavour* 78–87 | **SteelPadSr** 1*Dk* & *Awngdk* | 2364 930 1378 | | | | 1882 | A.&J. Inglis Glasgow | HongKong,Canton &MacaoS.B.Co. (Lim.) | 270·0 | 38·1 | 13·1 21·9 | HongKong British | C.2Cy.40″&72″–120″ 500H A.& J.Inglis,Glasgow | |
| 502 | **Honets** | **IronScSr** 1*Dk* | 498 — 399 | | | | 1872 | J.&W. Dudgeon London | RussianSteam Nav.&Trading Co. | 210·0 | 29·0 | 10·5 | Odessa Russian | C.4Cy.15½″&27½″–14″ 60H J.&W.Dudgeon,London | |
| 503 68827 MSVG | **Honfleur** *P.DuFeu* –94 *Well deck* | **IronScSr** | 429 325 133 | | | ... | 1873 11mo | Aitken& Mansel Glasgow | London&S.W. RailwayCo. | 176·4 Q91′ | 24·1 B11′ | 12·3 F25′ | S'thamptn British | T.3Cy.19½″,31″&51″–33″ NE&B88 125H J.&J.Thomson,Glasgow | |
| 504 70717 TDGN | — *F.Banks* –94 | **IronSc3MstSr** 1*Dk* | 311 263 194 | | | ... | 1875 1mo | Gourlay Bros.& Co. Dundee | LondonBrighton &S.CoastRail-wayCo. | 150·4 Q43′ | 20·9 F18′ | 11·7 | London British | C.2Cy.18″&34″–18″ 50H GourlayBros.&Co.Dundee | |
| 505 JNCV | **Hong Kong** *Sebastian* –93 | **SteelScSr** 1*Dk* & *Spardk* | 1208 — 630 | | | | 1893 | Sundrland S.B.Co.(Lim) Sunderland | Marty& d'Abbadie | 240·0 | 32·0 | 17·3 | Marseilles French *WB* | T.3Cy.20″,32½″&53″–36″ 150H N.E.Mar.E.Co.(Lim.),Sld. | |
| 506 70670 PNBR | **Hongay** *J.Young* (*ex*Torrington,*ex* NoordHolland,*ex*Torrington) | **IronScSr** *ss*Stk.No.3–4,86 *ss*Rot.No.1–91 2*Dks* 3*trB* | 2099 1833 1564 | ✠100A1 1,94 BS ~~4,93~~ 6,94 | HKg A&CP LMC 2,91 | *s* | 1874 9mo | R.Dixon& Co. Middlesbro' | ~~J.J.B.Irving~~ W. B. Walter | 286·3 F36′ srp92 | 36·1 | 25·6 BK 10″ | HongKong British | C.2Cy.38″&73″–36″ (*i*) 65lb 70*lb* NDB86 220H 2SB,*6f* T.Richardson&Sons.,Hpl. | 27 |
| 507 99029 | ~~*E.Gibb* 93~~ *J.M.Hudson* | 1*Dk*(*Irn*) & *Web frames* & *pt Awngdk*(*Irn*) | 2454 1837 1585 | ✠100A1 *pt Awng dk with freeboard* 12,94 ~~11,93~~ | Bry A&CP Liv LMC 12,91 | *s* | 1891 12mo | Furness, Withy&Co. (Lim.) W Hartlepool | CommercialS.S.Co (Lim.) | 297·1 P27′Q96′ *pt Awng dk* 174′ = *Cell D B* 256′439*t* | 40·0 BK 10″ *WB* | 19·3 | London British 5*BHCem* *APT* 37*t* | T.3Cy.22½″,37″&61″–42″ (*s*) 160lb *80lb* 230H 2SB,*6rf*,GS94,HS3740 Blair&Co.(Lim.),Stockton | 21 |
| 508 26841 RLWH | **Hope** *F.Cawcutt* 93–93 (*ex*DonnaAntonia) *Well deck* | **IronScBk** *ss*Hul.No.3–6,92 1*Dk* 2*trB* | 1536 1204 1219 | ✠100A1 ~~4,95~~ ~~12,93~~ BS ~~3,93~~ 8,94 drp94 | Hul A&CP LMC 8,92 | *r* | 1860 1mo | L.Hill&Co. Pt.Glasgow | W.S.Bailey | 302·5 P186′F27′ ptND72,92&93 len66&72 | 30·2 BK 8″ | 18·7 | Hull British 6*BHCem* | C.2Cy.27″&53″–36″ (*i*) 65lb *45lb* NE73NB81 98H 1DB,*4pf*,GS70 NDB83 Gilbert&Cooper,Hull | 20 |
| 509 65351 | — *J.Gray* 65–72 | **WoodScS** GIB | 452 418 307 | ✠ 1,83 | Abn A&CP | 9 C3 | 1873 2mo | Hall Aberdeen | ~~Baine&Johnston~~ HopeSSCo.(Lim.) (J.Murray&Son) | 149·5 Q32*t* drp83 | 28·1 | 17·0 | Greenock British | C.2Cy.23″&44″–24″ 70H GourlayBros.&Co.Dundee | 18 |
| 510 77562 | — *D.F.Tapley* –90 | **WoodPad** 1*Dk* | 306 163 162 | | | | 1878 | F.Gerard Sorel | TapleyBros. | 134·0 H20*t* | 23·0 F122*t* | 7·9 | St.John, N.B. British | 1Cy.32″–96″ *NB94* 50H A.Cantin,Montreal | |
| 511 71252 | — | **WoodSc** 1*Dk* | 170 127 116 | | | | 1870 | J.G.Camp-bell Detroit,U.S. | Detroit&Windsor FerryCo. | 95·0 | 25·0 | 8·2 | Wndsr Ont British | C.2Cy.16″&18″–18″ 150H KerrBros.,Walkeville,Ont. | |
| 512 94283 KNBG | **Hopetoun** *W.Harroway* –94 *Well deck* | **SteelScSr** *ss*N.Yk.No.1–92 1*Dk*(*Stl*) 2*trB* | 2048 1644 1319 | ✠100A1 3,95 ~~2,93~~ BS ~~3,00~~ 10,94 | Shl LA&CP LMC 2,92 Bry | *r* | 1887 4mo | Palmers' Co.(Lim.) Newcastle | S.ShieldsSteam ShippingCo. (Lim.)(W.Runci man&Co.,*Mgrs.*) | 275·2 P29′Q76′B108′ F35′ | 37·8 BK 9½″ *WB = Cell* | 19·0 | S.Shields British 4*BHAsp* *DB* 226′416*t* | T.3Cy.22″,35″&57″–39″ (*a*) 150lb *70lb* 200H 2SB,*6cf*,GS89,HS2445 Palmers'Co.(Lim.),Nwc. | 21 |
| 513 92874 | — *J.Ramsy* –94 | **SteelScSr** (*ex*Isabella) | 107 83 28 | | | | 1886 3mo | Culzean SB &Eng.Co. Culzean | GeneralSteam FishingCo. (Lim.) | 95·0 Q38′ | 18·0 F18′ | 7·6 *W B = FPT* 14*t* | Granton British | C.2Cy.15″&29″–21″ 35H J.&T.Young,Ayr | |
| 514 99867 | **Hopper No. 1** *D.Campbell* –92 | **SteelTwinScSk** | 799 773 394 | | | | 1892 | Fleming& Ferguson Paisley | TheTrustees of the ClydeNavigation | 195·7 | 34·1 | 14·7 | Glasgow British | T.6Cy.15″,24″&37″–24″ 160H Fleming&Ferguson,Psy. | |
| 515 99868 | **Hopper No. 3** *A.McInnes* –92 | **SteelTwinScSk** | 799 773 394 | | | | 1892 | Fleming& Ferguson Paisley | TheTrustees of the ClydeNavigation | 195·7 | 34·1 | 14·7 | Glasgow British | T.6Cy.15″,24″&37″–24″ 160H Fleming&Ferguson,Psy. | |
| 516 78418 WVQM | **Horace** *J.O'Sullivan* 90–90 *Well deck* *ss*Hpl.No.1–95 | **IronSc** *ss*Npt.No.3–6,91 1*Dk*(*Irn*) 2*trB* | 1558 1209 996 | ✠100A1 ~~3,94~~ ~~1,94~~ 3,95 BS ~~6,93~~ 1,94 | Shl A&CP LMC 6,91 Hpl | *q* | 1878 10mo | J Readhead &Co. S.Shields | Maclean,Doughty &Co. | 259·6 Q95′B60′F30′ ~~drp93~~ BK 9″ *WB = D* | 34·5 | 19·4 | W.Hartlpl British 4*BHCem* *Ba* 74′*f* 104′ | C.2Cy.28½″&59″–36″ 75lb *50lb* 145H 2B,GS76 J.Readhead&Co.,S.Shields | 20 |
| 517 89823 | **Horatia** *Thornhill* 85–87 | **SteelPadSr** *ss*Dem.No.2–93 1*Dk* | 211 176 93 | ✠ A1 *loadline 4ft 9in* 4,93 *For British Guiana and its Rivers* ✠NB 4,93 | Dem A&CP LMC 4,93 | *c* | 1886 7mo | C.S.Swan &Hunter Newcastle | SprostonDock& FoundryCo. | 175·0 ptND93 | 19·5 BK 5″ | 7·5 | Georget'n British 4*BHAsp* | C.D.2Cy.28″&47″–42″ (*s*) 75lb 99H 2SB,*4pf*,HS1500 FD Black,Hawthorn&Co.,Gts. | 8 |
| 518 101913 | **Horatio** ~~*J.Brunstrom* 92~~ (*ex*HorsleyTower) ~~*Excel*~~ 1*Dk*(*Stl*) & *Spardk*(*Stl*–ws) 3*trB* *Pinel* –95 | **SteelScSr** | 3212 2824 2078 | ✠100A1 *Spar dk* ~~12,94~~ ~~2,04~~ 4,95 | Hul A&CP LMC 7,92 ~~Mdb~~ Liv | *u* | 1892 7mo | Edward's S.B.Co. (Lim.) Newcastle | ~~T.Wilson,Sons& Co.(Lim.)~~ ~~A.Booth&Co.~~ BoothSSCo(Lim) (A.Booth&Co.*Mgrs*) | 331·0 P46′B76′F35′ drp94 | 40·2 26·7 BK 10″ *WB = Cell DB* | 19·1 | ~~Hull~~ British 5*BHCem* 268′430*t* Liverpool | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *85lb* 265H 2SB6*cf*,GS122HS4620 T.Richardson &Sons,Hpl. | 21 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Deaths off Board. Trade. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 519 JMRN | **Hörda** *S.Foss* 87–91 | **WoodScSr** 1*Dk*2*trB* | 612 482 373 | | | | 1891 | J.Hauge Klosteröen | C.Foss | 166·8 \| 27·1 \| 15·9 Q36*t* B66*t* F21*t* | Haugesnd Norwegian | T.3Cy.12″,20″&32″–26″ 60HP Akers.Værksted,Xia. | | N |
| 520 JQVS | **Hordaland** *P.Eriksen* –91 | **IronScSr** 1*Dk* | 145 103 99 | | | | 1879 | Kockums Mek.Verks. Malmö | HardangerSönd-hordlanske Dampskibssels. | 111·4 \| 18·6 \| 9·5 Q32′ B28′ F30′ | Bergen Norwegian | C.2Cy.19½″&34½″–19½″ 50HP | | |
| 521 79658 QSMH | **Horden** *J.Carefull* 91–93 *Well deck* | **IronScSr** *ss*Shl.No.3–4,90 *ss*Hpl.No.1–94 1*Dk*2*trB* | 1583 1250 996 | ✠100A1 12,94 ~~1,94~~ ~~1,94~~ BS1,94 ~~2,95~~ | Hpl A&CP LMC2,93 ~~Skm~~ Off | *q* | 1877 3mo | W.Gray& Co. W Hartlepool | R.Ropner&Co. | 263·0 \| 33·0 \| 20·0 Q100′B62′F36′ drp94 BK9″ *WB*=*DBa* 84′*f*92′282*t* | W.Hartlpl British | C.2Cy.31″&58½″–33″ (*i*) 55lb *80lb* 140HP 2B,GS72 T.Richardson&Sons,Hpl. | 21 ″ 3 s 2 ″1½ | D |
| 522 97776 | **Hornby** *T.Roberts* –93 | **IronTwinScSr** 1*Dk*(*Irn*) | 197 174 21 | ✠100A1 *For Tug pur* 2,94 BS11,92 | Liv *poses* LA&CP ✠LMC5,90 | *c* | 1890 4mo | SM'Knght &Co. Ayr | AlexandraTowing Co.(Lim.) | 116·0 \| 21·1 \| 11·2 B19′ BK6½″ *WB*=*FPT* | Liverpool British | Q.4Cy.(2)15″&(2)30″–20″ 100lb (*s*) 80HP 1SB.3*cf*,GS63 Ross&Duncan,Glasgow | 12 ″ 1 s 1 ″ 4 | |
| 523 98048 LPBC | **Hornby Grange** ~~*G.Gricldon* 93~~ *Elec.light* *Brady* 94–94 | **SteelScSr** *ss*Npt No.1-93 1*Dk*(*Stl*)&*Webframes*&*ptAwngdk* (*Irn-pt*ws) | 2473 1882 1593 | ✠100A1 *pt Awng dk with freeboard* 12,94 BS6,94 | Npt LA&CP ✠LMC ~~2,96~~ 0,93 | *t* | 1890 2mo | Wigham Richardson &Co. Newcastle | HoulderBros.&Co. *WB*=*Ce* | 300·0 \| 40·3 \| 19·9 P26 Q76′ ~~11p92~~ FK *lDB*220′480*t* *FPT* | London British | T.3Cy.24″,37″&62″–42″ (*s*) 150lb *80lb* 400HP 3SB,*9rf*,GS189 WighamRchrdson&CNwc | 23 ″ 0 s 9 ″ 3½ | |
| 524 JQBN | **Hornelen** *K.Simonsen* 77–91 | **IronScSr** 1*Dk* | 266 177 192 | | | | 1866 | C.Mitchell &Co. Newcastle | NordreBergen-husAmtskom-mune | 130·4 \| 20·8 \| 11·2 Q47′ B37′ H35*t* | Bergen Norwegian | C.2Cy.17½″&34″–24″ 45HP Nylands Verks,Christiania | | |
| 525 98708 | **Hornet** *W.Stockton* 90–90 | **IronScYawl** 1*Dk* *ss*Hul.No.1-94 | 149 142 48 | ✠100A1 *Stm Trawler* ~~2,94 1,90~~ ~~1,94~~ 1,95 | Gls LA&CP ✠LMC11 ~~,90~~ 6,94 Hul | | 1890 11mo | Mackie &Thomson Glasgow | BritishSteam TrawlingCo. (Lim.) | 100·5 \| 20·5 \| 10·7 Q19′F19′ BK7½″ | Hull British | C.2Cy.16″&32″–22″ (*s*) 110lb 45HP 1SB,*2pf*,GS30 Muir&Houston, Glasgow | 11 ″ 11 | |
| 526 76547 RBTJ | **Horrox** *A.Cadogan* –93 | **IronScBn** | 1707 1615 1042 | | | | 1877 | T.R.Os-wald Southampton | Liverpool,Brazil &RiverPlate Stm.Nav.Co. (Lim.)(Lamport &Holt,*Mgrs.*) | 281·0 \| 33·8 \| 23·9 | Liverpool British | C.2Cy.30″&60″–42″ NB89 180HP T.R.Oswald,Southampton | | D |
| 527 10709 NGLB | **Horsa** *G.Veate* 76–94 | **SteelScSr** 1*Dk*(*ptStl ptIrn*)2*trB*& *Webframes*&*ptAwng dk*(*Irn*) | 2949 2285 1901 | ✠100A1 *pt Awng dk with freeboard* ~~10,045,94~~ 3,95 | Npt A&CP ~~Mdly~~ Hul ✠LMC1,94 | *t* | 1894 1mo | W.Gray& Co.(Lim.) W Hartlepool | Herskind&Co. *WB*=*CellDB*(*not* | 314·0 \| 40·5 \| 21·3 P29′Q94′ *ptAwng dk* 191′ FK *underBlrs*) 252′606*t* | W.Hartlpl British | T.3Cy.23″,38″&62″–42″ (*s* 160lb *80lb* 255HP 2SB.*6cf*,GS80,HS3934 T.Richardson&Sons,W Hpl | 23 ″ 9 s 9 ″2½ | |
| 528 NSRM | — *O.Höyer* 90–93 | **IronScSr** 2*Dks*&*Spardk* | 639 541 367 | | | | 1881 | Lobnitz& Co. Renfrew | JydskEngelske Dampskibsselskab | 212·1 \| 28·0 \| 14·7 21·1 | Aarhuus Danish *WB* | C.2Cy.32″&60″–36″ 160HP Lobnitz&Co.,Renfrew | | V |
| 529 NHPT | **Horsens** *C.A.Hoffmeyer* | **IronScSr** 1*Dk* | 227 184 133 | | | | 18 7/8 2 | Burmeister &Wain Copenhagen | Forenede Dampskibsselskab | 153·7 \| 20·6 \| 9·3 Q41′ B8′ F19 | Svendborg Danish | C.4Cy.15″&30″–20″ 60HP Burmeister&Wain,Cpn. | | |
| 530 70123 QCRH | **Horsley** *T.H.Tindale* –93 *Well deck* | **IronScSr** *ss*Hpl.No.3–4,89 *ss*Bly.No.1-93 1*Dk*2*trB* | 1304 1048 811 | ✠100A1 8,94 ~~12,94~~ BS3,94 | Abn A&CP LMC5,93 Off | *o* | 1876 7mo | E.Withy& Co. Hartlepool | G.Horsley&Son *WB*=*DBa*78′*f*76′&*uE* | 244·2 \| 32·8 \| 18·2 Q84′B142*t*F27′ ~~11p90,94~~ ~~&93~~ BK8½″ &*B*44′330*t* | Hartlepool British | C.2Cy.29″&54½″–33″ (*i*) 70lb *40lb* 120HP 1DB,GS57 T.Richardson&Sons,Hpl. | 19 ″ 2 s 1 ″9½ | |
| 531 HMKB | **Horten** *A.Hansen* 78–92 | **SteelScSr** 1*Dk* | 232 106 132 | | | | 1892 | Nylands Værksted Christiania | Tönsberg-Hortens Dampskibsselskab | 121·4 \| 19·8 \| 8·0 P86*t* H15*t* F23*t* | Tönsberg Norwegian | T.3Cy.11¼″,17½″&30″–24″ 70H Nylnds Værkstd,Xia. | | N |
| 532 88179 WLRS | **Horton** *A.McGregor* –94 *Well deck* | **IronScSr** 2ndSurveySld,4,91 1*Dk*(*Irn*)2*trB* | 1827 1469 1187 | ✠A1*1 ~~6,94 98~~ BS12,93 | Skm Shl LMC4,91 | Lv | 1882 6mo | ShortBros. Sunderland | J.S.Barwick | 260·0 \| 36·1 \| 20·2 P75*t*Q79*t*B132*t* H40*t*F32*t* drp93 BK9″ *WB*=*D* | Sunderland British | C.2Cy.33″&62″–42″ 80lb 180HP 2SB,*6f* J.Dickinson,Sunderland | 21 ″ 9 s 2 ″ 7½ | |
| 533 97948 | **Hoseinee** *T.Hughes* –93 *Elec.light* | **SteelScSr** 1*Dk*(*Stl*)&*Spardk*3*trB* | 1601 1454 994 | ✠100A1 *Spar dk* 6,93 | Bom A&CP ✠LMC7,96 | *q* | 1890 7mo | W.Dobson &Co. Newcastle | Bombay&Persia Stm.Nav.Co. (Lim.) | 249·0 \| 34·1 \| 14·3 P31′B76′F39′ 21·9 *WB*=*Cell* | Bombay British | T.3Cy.19″,31″&51″–39″ (*s*) 160lb *80lb* 130HP 2SB,*6pf*,GS108,HS2600 Alley&Maclellan,Glasgow | 16 ″ 5 s 5 ″10 w6 ″ 0½ | |
| 534 98780 NGFC | **Hotham Newton** *J.A.Anderson* 91–93 *Elec.light* | **SteelSc3MstSr** 1*Dk*(*Stl*)&*Spardk*(*Stl*)& *Webframes* | 2661 2513 1713 | ✠100A1 *Spar dk* ~~2,96~~ ~~1,94~~ *Carrying Petr* | Shl A&CP LMC12,93 *oleum* | *t* Aut *in* | 1893 12mo *bulk* | SirR Dixon &Co. Middlesbro' | J.M.Lennard& Sons *WB*=*CellDB*60′128*t* | 310·0 \| 41·0 \| 18·3 P31′F37′ 25·3 FK 12*BHAsp* *FPT*75*t* *AFT*27*t* *L* | Middlsbro' British | T.3Cy.24″,39″&64″–42″ (*s*) 160lb *100lb* 230HP 2SB.*8pf*,GS118,HS4100 *Tf*30′352*t* N.E.Mar.E.Co.(Lim.),Sld. | 19 ″ 6 s 5 ″ 3 | V |
| 535 62304 HVDN | **Hotspur** *F.Sprengle* –93 *Well deck* | **IronSc3MstSr** *ss*Shl.No.3–3,93 1*Dk*2*trB* | 1045 855 650 | ✠ ⒷA1 2,95 ~~1,93~~ ✠NB3,93 | Nwc A&CP LMC3,93 | | 1868 8mo | T.&W. Smith N.Shields | HotspurS.S.Co. (Lim.) (G.P.Cutting) | 221·2 \| 30·5 \| 18·2 P106′F21′ drp93 BK7½″ *WB*=*DBa* 38′*f*86′261*t* | S.Shields British | C.2Cy.28″&52″–30″ (*r*) 78lb *80lb* NBD93 98HP 1SB,*3pf*,GS58,HS1840 *Cmp*72 | 19 ″ 8 s 2 ″ 8 | |
| 536 74545 QFBV | — | **IronPadSk** | 224 221 32 | | | | 1876 | W. Hamil-ton&Co. Pt.Glasgow | E.Griffiths | 143·2 \| 20·6 \| 11·8 | Liverpool British | D.O.2Cy.35″–60″ NB94 99HP D.Rowan&Co.,Glasgow | | BT till ~~2,93~~ 2,96 |
| 537 65423 | — *N.Darroch* –94 | **IronPadSp** | 103 103 8 | | | | 1872 | T.Hepple &Co. Newcastle | Steel&Bennie | 97·4 \| 18·1 \| 9·2 | Glasgow British | L.1Cy.35″–54″ 45HP T.Hepple&Co.,Newcastle | | |
| 538 1220 HJDS | **Houn Maru** *Honda Motokichi* | **Iron** | 498 449 379 | | | | 1890 | Kawasaki Shozo Kobe | HiraoKiheiji | 161·6 \| 27·2 \| 13·4 | Osaka Japanese | 1Cy. 65HP | | |
| 539 99892 | **Hound** *D.Q.Todd* 82–93 *Elec.light* | **SteelScSr** 2*Dks*(*UptStl*–ws) | 1061 799 332 | ✠100A1 3,95 ~~4,93~~ ✠LMC4,93 | Gls LA&CP | *n* | 1893 4mo | Fairfield S.B.&E.Co. (Lim.) Glasgow | G.&J.Burns | 250·3 \| 32·1 \| 15·5 P78′B80′F48′ BK8½″ *WB*=*APT*30*t* | Glasgow British | T.3Cy.26″,42″&68″–42″ (*s*) 165lb *75lb* 350HP 2DB,*12cf*,GS220,HS6213 FairfieldSB&ECo(Lm)Gls | 16 ″ 3 s 2 ″ 2 | BT till 3,95 3,96 |
| 540 98082 | **Hounslow** *LeTemplier* 87–93 *Well deck* | **SteelScSr** *ss*Liv.No 1–94 1*Dk*(*Irn*)2*trB*&*Webframes* | 2797 2187 1799 | ✠100A1 3,95 ~~2,94~~ ~~LMC4~~ ~~,90~~ Off | Npt LA&CP | *t* | 1890 5mo 8,94 | W.Gray& Co.(Lim.) W Hartlepool | BritainS.S.Co. (Lim.) (~~Watts,Ward&~~ Co.,*Mgrs.*) (Watts,Watts&Co.,*Mgrs.*) | 314·6 \| 40·6 \| 20·5 P29′Q102′B118′ F31′ BK10″ *WB*=*Cell* | London British | T3Cy23″,37½″&61½″–39″ (*r*) 160lb *90lb* 250HP 2SB.*6cf*,GS99,HS3520 Blair&Co.(Lim),Stockton | 23 ″ 8 s 2 ″ 6 | D |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 541<br>99588<br>MWLF | **Howdenshire** IronScK<br>*J.H.Carlisle* -93 1*Dk*(*Irn*) | 161<br>139<br>88 | ✠100A1<br>1,93 7,94<br>✠LMC1,93 | Hul<br>LA&CP | b | 1893<br>1mo | Cochrane&<br>Cooper<br>Beverley | G.H.Anderton<br>(Hammond,Emes<br>&Co.,*Mgrs.*) | 100·7<br>Q10' F15' | 20·2 | 8·8<br>BK7" | Hull<br>British<br>3*BHCem* | C.2Cy.14"&26"–20" (*s*)<br>100lb 29HP<br>1SB,2*pf*,GS23,HS560<br>C.D.Holmes&Co.,Hull |
| 542<br>76658<br>RGSC | **Howick** IronScSr<br>*J.Ellis*84–84 *ss*Shl.No.3–5,91<br>2*Dks*(1*Irn*)3*trB*<br>*ss*Shl.No.1-94 | 1543<br>1451<br>1010 | ✠100A1<br>7,94 ~~7,93~~<br>✠NB5,93 | Nwc<br>A&CP<br>LMC~~9,93~~8,94<br>Shl | r | 1878<br>2mo | A.Leslie<br>& Co.<br>Newcastle | ~~H.E.P.Adamson~~<br>HowickSSCo(Lim)<br>(H.E.P.Adamson) | 255·0<br>F33'<br>~~srp93~~ drp94 | 33·3 | 23·0<br>BK9"<br>*WB*=*DBa* | N.Shields<br>British<br>5*BHCem*<br>64'*f*62'280*t* | C.2Cy.31"&58"–33" (*s*)<br>80lb 90*lb* NDB93 150HP<br>2SB,4*pf*,GS67,HS2452<br>N.E.MarineE.Co.(Lim)Sld |
| 543<br>353<br>HCSF | **Hoyen Maru** Iron Bk | 167<br>161<br>90 | | | | 1874 | ..................<br>Shanghai | FukagawaUnyu<br>Kaisha | ~~117·1~~ | ~~22·0~~ | ~~10·8~~ | Nagaki<br>Japanese | 2Cy.<br>40HP |
| 544<br>1342 | **Hrvat** IronSc<br>*P.Paikurich* | 110<br>—<br>48 | | | | 1871 | R.White-<br>head<br>Fiume | SocietaUngaro<br>Croata di Navig.<br>aVap. | 113·5 | 15·7 | 9·2 | Fiume<br>Aust.-Hung. | C.2Cy.15¾"&24½"–17¾"<br>30HP<br>R.Whitehead,Fiume |
| 545 | **Hsin Chi** SteelScSr<br>*M.F.Patterson* 2*Dks*<br>*Now named "Sheng Yi," See No. 56 in Supplement* | 1708<br>1550<br>1063 | | | | 1892 | Napier,<br>Shanks&Bell<br>Glasgow | ChinaMerchants'<br>SteamNav.Co. | 260·0<br>*Shade dk*92' | 37·0 | 21·3 | Shanghai<br>Chinese | T.3Cy.19",31"&50"–36"<br>Dunsmuir&Jackson,Gls. |
| 546 | **Hsin Fung** SteelScSr<br>*I.Warrick* 2*Dks*<br>*Now named "Ming Yi," See No. 34 in Supplement* | 1708<br>1550<br>1063 | | | | 1891 | Napier,<br>Shanks&<br>Bell<br>Glasgow | ChinaMerchants'<br>SteamNav.Co. | 260·0<br>*Shade dk*92' | 37·0 | 21·3 | Shanghai<br>Chinese<br>*WB* | T.3Cy.19",31"&50"–36"<br>Dunsmuir&Jackson,Gls. |
| 547 | **Hsin Yu** SteelScSr<br>*G.Blethen* | 1377<br>1263<br>875 | | | | 1889 | Napier,<br>Shanks&<br>Bell<br>Yoker | ChinaMerchants'<br>SteamNav.Co. | 250·0<br>F32' | 36·1 | 19·8 | Shanghai<br>Chinese | T.3Cy.22",34"&54"–36"<br>160lb 200HP<br>Dunsmuir&Jackson,<br>Glasgow |
| 548 | **Huacho** IronSc3MstSr | 329<br>—<br>249 | | | | 1870 | T Royden&<br>Sons<br>Liverpool | M.J.Kelly | 149·4 | 25·0 | 14·3 | Ecuador | C.2Cy.20"&36"–18"<br>50HP<br>J.Jack&Co.,Liverpool |
| 549<br>91912<br>KGBP | **Hubbuck** SteelSc3MstSr<br>~~*J.G.Brodie*88–88~~ ~~*ss*Lon.No.1–90~~<br>*Blower* 2*Dks*(1*Stl*)3*trB*<br>*ss*Lon.No.2-93 | 2749<br>2596<br>1776 | ✠100A1<br>~~8,91~~ ~~12,93~~ 5,95<br>BS5,95 | Lon<br>A&CP<br>✠LMC1,94 | u | 1886<br>1mo | J L Thomp-<br>son&Sons<br>Sunderland | W.Lund | 325·0<br>P37'B90'F40' | 40·0 | 25·9<br>BK11"<br>*WB*=*CellDBa* | London<br>British<br>6*BHAsp*<br>88'*f*150'407*t* | T.3Cy.27",42"&69"–45" (*a*)<br>150lb 85*lb* 400HP<br>2DB,8*cf*,GS168<br>T.Richardson&Son,Hpl. |
| 550<br>102144 | **Hubert** SteelScSr<br>~~*H.Thompson*80–94~~<br>*Forbes* 1*Dk*(*Stl*)&*Spardk*&*Webframes* | 1922<br>1741<br>1211 | ✠100A1<br>*Spar dk*<br>~~8,94~~ 4,94<br>1,95 | Abn<br>LA&CP<br>✠LMC4,94<br>Liv | r | 1894<br>4mo | Hall,<br>Russell&Co.<br>Aberdeen | BoothS.S.Co.<br>(Lim.)<br>(A.Booth&Co.,<br>*Mgrs.*) | 261·4<br>B60'F35'<br>*WB*=*CellDB*124'250*t**FPT* | 36·2 | 17·7<br>23·4<br>BK8" | Liverpool<br>British<br>4*BHCem*<br>67*t**APT*37*t* | T.3Cy.21",33"&54"–39" (*s*)<br>160lb 200HP<br>2SB,6*rf*,GS95,HS3080<br>Hall,Russell&Co.,Abn. |
| 551<br>67697<br>WRJQ | **Huddersfield** IronSc3MstSr<br>*F.G.Watts* -93 *ss*Gms.No.3–9,83<br>*Well deck* *ss*Gms.No.2-91 1*Dk*2*trB* | 1082<br>806<br>681 | ✠90A1<br>5,94<br>✠NB10,83<br>BS5,94 | Gms<br>A&CP<br>LMC4,91 | n | 1872<br>9mo | J Elder&Co<br>Glasgow | Manchester,<br>Sheffield & Lin-<br>colnshireRail.Co | 231·0<br>P163*t* F27*t* | 30·2 | 16·4<br>BK7½" | Grimsby<br>British<br>4*BHCem* | C.2Cy.30⅜"&57"–36" (*i*)<br>65lb 65*lb* NDB83 120HP<br>2SB,4*pf*,GS64<br>J.Elder&Co.,Glasgow |
| 552<br>RJNV | **Hudiksvall** SteelScSr<br>*C.Hitzwebel*89–93 1*Dk* | 778<br>586<br>511 | | | | 1892 | Burmeister<br>&Wain<br>Copenhagen | H.M.Gehrkens | 200·0<br>Q74' B53' F25' | 31·0 | 14·6 | Hamburg<br>German | C.2Cy.25½"&46"–30"<br>120HP<br>Burmeister&Wain,Cpn. |
| 553<br>HDNM | — IronTwinScSr<br>*A.V.Lundqvist*88–88(*ex*Ornsköldsvik)<br>1*Dk* | 480<br>281<br>381 | | | | 1849 | MotalaCo.<br>Norrköping | Ångf.Aktieb.<br>"Hudiksvall"<br>(C.Almgren) | 157·4<br>P100' H39*t* F16' | 22·0 | 11·7 | Hudiksvall<br>Swedish | C.4Cy.11"&24"–21"<br>100HP<br>W.LindbergsMk.Vrks.Stk |
| 554<br>95953 | **Hudson** IronSc | 2294<br>—<br>1853 | | | | 1888 | Detroit<br>DryDockCo.<br>Wyandotte | WesternTransit<br>Co. | 288·0 | 41·0 | 22·0 | Buffalo,NY<br>Utd. States | T.3Cy.23",36"&62"–48"<br>DetroitDryDockCo.,Wynd |
| 555<br>95300<br>JPRK | — IronScSr<br>*Kemble* 2*Dks*3*trB* | 1873<br>—<br>1310 | | | | 1874 | ThePusey<br>&JonesCo.<br>Wilm.,Del. | CromwellS.S.Line | 287·6 | 34·0 | 23·0 | NewYork<br>Utd. States | 1Cy.48"–72"<br>ThePusey &JonesCo.Wilm<br>Del. |
| * 556<br>78419<br>WVTB | — IronScSr<br>*J.Hodgson* -93 *ss*Cff.No.3–3,91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1720<br>1368<br>1105 | ✠100A1<br>~~7,91~~ ~~11,93~~ 11,94<br>✠NB3,89 | Shl<br>A&CP<br>LMC3,91 | q | 1878<br>11mo | W.Gray&<br>Co.<br>W Hartlepool | HudsonShipping<br>Co.(Lim.) | 260·6<br>Q100'B61'F37'<br>drp93<br>*WB*=*DBa*84'*f*91' | 34·8 | 19·4<br>BK9" | W.Hartlpl<br>British<br>4*BHAsp*<br>*Tpd*.89 | T.3Cy.19½",33"&61"–33" (*s*)<br>180lb 80*lb* NDB89 150HP<br>2SB,4*cf*,GS72<br>T.Richardson&Sons,Hpl |
| 557<br>100181 | — WoodPad | 158<br>136<br>80 | | | | 1891 | L.Braulac<br>Sorel,Quebec | Sincennes<br>McNaughton<br>Line(Lim.) | 128·5 | 25·1 | 6·4 | Montreal<br>British | 2Cy.22"&42"–72"<br>75HP<br>J.&A.Pontbriand,Sorel |
| 558<br>99682 | **Hugelia** IronScK<br>*J.H.Baskcomb* -92 1*Dk* | 153<br>141<br>67 | ✠100A1<br>*Stm Trawler*<br>4,95 10,92 | Hul<br>LA&CP<br>✠LMC10,92<br>Gms | | 1892<br>10mo | Cochrane&<br>Cooper<br>Beverley | NorthEastern<br>Stm.FishingCo.<br>(Lim.) | 102·5<br>Q17'F19' | 20·5 | 11·1<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.12½",19½"&31½"–22½"<br>160lb (*s*) 50HP<br>1SB,2*cf*,GS28,HS767<br>C.D.Holmes&Co.,Hull |
| 559<br>89714 | **Hugh Bell** IronPad<br>*N.Allen*76–84 | 176<br>143<br>90 | | | | 1884 | Hepple&<br>Co.<br>N.Shields | TheCorporation<br>of Middlesbro' | 94·8 | 30·3 | 6·1 | Middlsbro'<br>British | L.2Cy.24⅜"–42"<br>40HP<br>Hepple&Co.,NorthShields |
| 560<br>79682<br>SMHR | **Hugh Sleigh** IronScSr<br>*H.A.Ross*92–93 *ss*Gls.No.3–10,93<br>1*Dk*(*Irn*)2*trB* | 1307<br>1226<br>823 | ✠100A1<br>1,95 10,93<br>BS12,94 | Gls<br>A&CP<br>LMC10,93 | p | 1879<br>1mo | Palmers'C.<br>(Lim.)<br>Newcastle | W.S.Miller&Co. | 242·0<br>P18'B14'F27'<br>*WB*=*DBa*76'*f*60' | 33·2 | 20·1<br>FK | Glasgow<br>British<br>4*BHCem*<br>*fu*E*f*B34' | C.2Cy.31"&58"–36"<br>75lb 50*lb* 140HP<br>2B,GS81<br>Palmers'Co.(Lim.),Nwc. |
| 561<br>62311<br>HQRP | **Hugh Taylor** IronScSr<br>*R.Caslem* -92 *ss*Shl.No.3–81<br>*Well deck* 1*Dk*2*trB* | 978<br>798<br>615 | ✠<br>6,86 | Shl<br>A&CP | | 1868<br>12mo | C.Mitchell<br>&Co.<br>Newcastle | J.C.Straker<br>(AdamBros.&<br>Co.*Mgrs.*) | 224·5<br>P119' F28' | 29·2 | 17·6 | Newcastle<br>British<br>4*BHCem* | C.2Cy.27"&52"–36"<br>NE&B77 110HP<br>R.&W.Hawthorn,Nwc.<br>*WB*=*DBa*69'*f*82'230*t* |
| 562<br>HFTS | **Hugin** IronScSr<br>*J.J.Beckman*73–92 1*Dk* | 758<br>683<br>580 | | | | 1871 | MotalaCo.<br>Norrköping | Ångf.Aktieb.<br>"Svithiod"<br>(A.Carlson) | 192·0<br>B39' H13*t* | 25·4 | 17·9 | Gothenbrg<br>Swedish | C.2Cy.24"&48"–48"<br>90HP<br>MotalaCo.,Motala |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 563 JVSN | **Hugin** IronScSr<br>*C.Huun*90–90 *ss*Bgn.No.2–92<br>*Well deck* 1*Dk*(*Irn*) | 471<br>350<br>326 | †100A1<br>8,94~~11,93~~<br>BS~~8,93~~ 8,94 †LMC1,92 Bgn | Shl | *h* | 1883<br>11mo | Vulcan IW. Co. Beverley | **J.v.d.Ohe** | 162·7 \| 24·2 \| 12·5<br>Q44′B40′F23′ BK6½<br>*WB*=*DBa*26′*f*38′ | **Bergen** Norwegian | C.2Cy.21″&40″–27″<br>80lb *60lb* 65HP<br>1SB.*2pf*,GS34<br>4*BHCem*<br>90*tAPT7t*<br>VulcanIronWorksCo. Hull | 13 ″ 6 | DN |
| 564 MVPE | **Hugo** IronScBk<br>*Garteiz*86–89 4thSurvey,Liv.10,89<br>(*ex*Gaelic) 3*Dks*(2*Irn*) | 2652<br>2588<br>1713 | †A1*1<br>9,92<br>BS9,92 LMC10,89 | Liv | Lv | 1872<br>10mo | Harland& Wolff Belfast | ~~Compania de Navegacion "La Flecha"~~ | 370·0 \| 36·3 \| 27·9<br>BK9½ | **Bilbao** Spanish | C.2Cy.37″&82″ (*a*)<br>90lb NB85 300HP<br>1D&2SB.*12pf*,GS280<br>J.Jack,Rollo&Co.,Liv. | 29 ″ 9<br>s 7 ″ 8 | |
| 565 HTKL | — IronScSp<br>*B.Ohlsson* –92 1*Dk* | 194<br>170<br>133 | | | | 1877 | Göteborgs M.V. Gothenburg | **S.Åman** | 102·7 \| 20·5 \| 10·7<br>P16′ H6*t* | **Gothenbrg** Swedish | C.2Cy.12″&23¾″–20″<br>30HP<br>KristinehamnsM.V., Kristinehamn | | |
| 566 MVRJ | **Huguenot** IronScSr<br>101814 *W.Gidney*84–92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1032<br>793<br>642 | †100A1<br>1,95 ~~8,98 7,04~~<br>†LMC12,92 | Shl<br>A&CP | *m* | 1892<br>12mo | Edwards' S.B.Co. (Lim.) Newcastle | **A.P.Harrison&Co.** | 225·4 \| 31·1 \| 13·6<br>P22′ Q58′ B46′ F27′ BK8<br>*WB*=*CellDB*183′285*tFP*T23*tAPT9t* | **Newcastle** British | T.3Cy.18½″,30″&49″–33″ (*r*)<br>160lb *80lb* 130HP<br>1SB.*4pf*,GS62,HS2095<br>G.Clark(Lim.),Sunderland | 15 ″ 11<br>s 1 ″ 5½ | |
| 567 SBPK | **Huia** IronScSr<br>7836? *J.Crawford* –89 1*Dk* | 133<br>98<br>90 | | | | 1878 | R.H. Yeoman Auckland | **CharlesSeagar** | 113·2 \| 16·0 \| 8·7<br>H35*t* | **Wellingtn** British | C.2Cy.13″&23″–15″<br>25H<br>Masefield&Co.,Auckland | | |
| 568 LQTS | **Hull** IronScSr<br>13088 *R.M'Intosh* –80 *ss*Dun.No.3–7,86<br>(*ex*London) ~~*ss*Dun.No.1–90~~ 2*Dks*<br>*ss*Dun.No.2–94 | 725<br>681<br>424 | ~~A~~ 1<br>12,94~~1,03 7,94~~<br>†NB82 ~~1935,98~~ | Dun<br>A&CP | | 1856<br>4mo | Gourlay Bros.&Co. Dundee | **Dundee,Perth& LondonShipping Co.** | 243·9 \| 28·2 \| 15·9<br>P53′F48′<br>len72 drp94 BK7′ | **Dundee** British | C.2Cy.34″&56″–30″ (*i*)<br>70lb *80lb* NDB90 140HP<br>1SB.*3pf*,GS53,HS1719<br>Gourlay Bros.&Co.,Dundee | 17 ″ 4<br>s 3 ″ 0½ | BT till 7,95 |
| 569 HGKP | **Humaytá** IronPad<br>*J.Natividade* 1*Dk* | 297<br>—<br>187 | | | | 1878 | Murdoch& Murray Pt.Glasgow | **LloydBrazileiro** | 171·5 \| 21·6 \| 7·8<br>P40′ | **R.Janeiro** Brazilian | C.2Cy.27″&48″–54″<br>106HP<br>*WB* D.Rowan,Glasgow | | |
| 570 KWDV | **Humber** SteelScSr<br>98492 *H.C.Barcham* –94 *ss*Bry.No.1–93<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*<br>*Elec.light* | 2198<br>1750<br>1417 | †100A1<br>11,94 ~~2,94~~<br>BS1,95 †LMC10,93 Cff | Bry<br>A&CP | *q* | 1888<br>11mo | W.Gray &Co. WHartlepool | **MercantileSteamshipCo.(Lim.)** | 281·4 \| 38·1 \| 20·5<br>P29′Q78′B116′ F33′ BK9½<br>*WB*=*DBa*90′*f*58′341*t*<br>*APT22t* | **London** British | T.3Cy.22″,35″&59″–39″ (*s*)<br>150lb *80lb* 250HP<br>2SB.*6rf*,GS81<br>CentralMarineE.Co.WHpl | 21 ″ 9<br>s 2 ″ 0 | |
| 571 JHGT | — IronScSr<br>5353 *J.Snowden* –93<br>1*Dk*2*trB* | 596<br>541<br>386 | 12,75<br>*Subject to Annual Survey* | | Lv | 1854 | A.Denny Dumbarton | **T.Wilson,Sons& Co.(Lim.)** | 211·5 \| 26·2 \| 14·2<br>Q36*t* B80*t* | **Hull** British | C.2Cy.16¼″&36″–36″<br>NE&B73 90HP<br>Earle'sCo.(Lim.),Hull | | |
| 572 RLTD | **Humbert** IronScSr<br>77101 *C.Transom*82–88 *ss*Shl.No.3–4,91<br>2*Dks*(1*Irn*)3*trB* | 1904<br>1754<br>1206 | †100A1<br>1,94<br>†NB4,91 | Bly<br>A&CP | *s* | 1878<br>4mo | C.S.Swan& Hunter Newcastle | **Dixon,Robson&Co.** | 270·0 \| 35·1 \| 22·8<br>P32′F34′<br>drp94 BK9½<br>*WB*=*DBa*82 | **London** British | C.2Cy.32″&62″–40″ (*a*)<br>75lb *90lb* NDB91 180HP<br>2SB.*6pf*,GS98<br>R.&W.Hawthorn,Nwc. | 25 ″ 9<br>s 4 ″ 7 | |
| 573 | **Humberto Rodriguez** SteelScSr<br>*S.T.Asin*83–93 2*Dks* | 292<br>284<br>78 | †100A1<br>10,93<br>†LMC10,93 | Mdb<br>A&CP | *e* | 1893<br>10mo | SirR Dixon &Co. Middlesbro' | **Tomeu,Janer yCa.** | 130·0 \| 24·6 \| 13·2<br>BK7½<br>*WB*=*FPT5t*<br>*APT28t* | **Nuevitas** Spanish | T.3Cy.15½″,25″&41″–30″ (*s*)<br>160lb 150HP<br>1SB.*3rf*,GS61,HS1734<br>Westgarth,English&Co., Middlesbro' | 14 ″ 6 | |
| 574 | **Humboldt** IronScBg<br>~~4614~~ ~~*Grimes*86–86~~<br>~~JHTC~~<br>*Now named "Camocim," See No. 63 in Supplement.* | 1638<br>1148<br>1024 | | | | 1866 | A.Leslie& Co. Newcastle | ~~**Liverpool,Brazil& River Plate**~~<br>Cia Pernambucana de Nav. Costeira por Vapor | 268·2 \| 32·1 \| 21·3<br>P156*t* 28·2 | ~~**Liverpool**~~<br>British<br>Pernambuco<br>Brazilian | C.2Cy.25″&56″–40″<br>NE&B80 120HP<br>Fawcett,Preston&Co.,Liv. | | |
| 575 | — WoodScSr<br>98405 *Manson*75–86 1*Dk* | 389<br>—<br>294 | | | | 1875 | A. Cookson Eureka,Cal. | **W.J.Sweasey** | 150·5 \| 25·8 \| 9·6 | **EurekaCal** Utd.States | C.2Cy.20″&36″–24″<br>140HP<br>Hinkly,Sprs&Hyes,S.Fo. | | |
| 576 RGQV | **Hungaria** SteelScSr<br>*Witt*93–93 2*Dks*3*trB* | 2036<br>1900<br>1513 | | | | 1884 | Reiherstieg Schiffs Wfte. Hamburg | **Hamburg-Amerikanische Packetf. Act.Ges.** | 288·0 \| 36·4 \| 15·8<br>P44′ B71′ 22·7<br>F38′ *WB* | **Hamburg** German | C.2Cy.35″&66″–42″<br>250HP<br>ReihrstigSchffsWrft,Ham. | | V |
| 577 HKNP | — IronScBg<br>89 *Egger*63–87 2*Dks* | 2011<br>1765<br>1057 | | | | 1869 | LloydAus-tro-Ungarico Trieste | **LloydAustriaco** | 286·6 \| 35·0 \| 26·3 | **Trieste** Aust.-Hung. | C.4Cy.29¾″&59″–39″<br>380HP<br>StabilimentoTecnico,Tri. | | |
| 578 KJLV | — IronScSr<br>91041 *G.M.Hamlyn* –94 2ndSurvey,Bly.3,93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1612<br>1340<br>1008 | †A1*1<br>~~3,94~~ 2,95 | Cff | Lv | 1884<br>6mo | H.S.Ed-wards,Sons &Craig Newcastle | **AdriaticS.S.Co. (Lim.)** | 247·5 \| 34·7 \| 20·7<br>Q101*t*B116*t*H18*t*<br>F35*t* BK9<br>*WB*=*DBa*&*f* | **Newcastle** British | C.2Cy.29″&56″–42″<br>150HP<br>2SB.*6f*<br>Northern Mar.Eng.Co.Gts. | 22 ″ 0<br>s 2 ″ 9½ | |
| 579 | — SteelScSr<br>*S.Baccarcich*92–92<br>*Well deck* 1*Dk*(*Stl*)2*trB*<br>*Elec.light* | 558<br>358<br>394 | †100A1<br>2,92<br>†LMC2,92 | Ham<br>LA&CP | *i* | 1892<br>2mo | Howaldts-werke Kiel | **Soc.inAzioni UngaroCroata diNav.Mar.à Vap.** *WB* | 179·0 \| 25·0 \| 12·0<br>Q21′B93′F36′ BK7<br>=*CellDB*33′28*tFP*<br>*T4tAPT8t* | **Fiume** Aust.-Hung. | T.3Cy.17″,27½″&43⅜″–23¾″<br>172lb (*k*) 130HP<br>2SB.*4cf*,GS59<br>Howaldtswerke,Kiel | 14 ″ 1 | |
| 580 SNWK | **Hungarian** IronScSr<br>80452 *ALawson* 87–91 *ss*Dun.No.3–5,92<br>1*Dk*(*Irn*–ws)2*trB* | 1552<br>1274<br>984 | †100A1<br>9,93<br>†LMB5,92 | Dun<br>A&CP | *q* | 1879<br>3mo | Blackwood &Gordon Pt.Glasgow | **Bell&Sime(Lim.)** | 260·7 \| 35·2 \| 18·7<br>Q52′B66′F32′<br>drp95 BK9<br>*WB*=*DBa* 76′*f* 106′ 280*t*<br>&*uE*&*B46′* | **Dundee** British | C.2Cy.30″&59½″–36″ (*r*)<br>90lb *80lb* 160HP<br>1DB.*6pf*,GS85,HS2057<br>Blackwood&Gordon,P.Gls | 19 ″ 11<br>s 2 ″ 10½ | |
| 581 WNCQ | **Hunstanton** IronSc3MstSr<br>86453 *A.H.Brown*84–86 ~~*ss*Mdb.No.2–91~~<br>1*Dk*(*Irn*)2*trB*<br>*ss*Mdb.No.3–5,95 | 942<br>803<br>606 | †100A1<br>5,95 ~~7,00~~<br>~~BS8,93~~ †LMC4,91 Mdb | Shl<br>A&CP | *m* | 1882<br>7mo | R.Craggs &Sons Middlesbro' | **W.F.Beaumont** | 212·2 \| 31·0 \| 14·7<br>P61′F22′<br>drp92 BK8<br>*WB*=*DBf* 46′ &*uB* 26′ 146*t FPT*<br>43*tAPT24t* | **Kngs Lynn** British | C.2Cy.26″&48″–36″ (*b*)<br>80lb *80lb* NDB93 98HP<br>1SB.*3pf*,GS45<br>Wstgarth,Englsh&Co Mdb | 15 ″ 9<br>s 2 ″ 4 | |
| 582 MGFP | **Huntcliff** SteelScSr<br>98816 *W.Howell*81–93<br>1*Dk*(*Irn*)&*Webframes*&*ptAwngdk*(*Irn*) | 3120<br>2297<br>2018 | †100A1<br>*ptAwng dk*<br>*withfreeboard* ~~11 pt~~<br>~~10,94 8,94~~ †LMC8,91 | Liv<br>A&CP | *t* | 1891<br>7mo | Ropner& Son Stockton | **G.Horsley&Son** | 313·7 \| 40·5 \| 20·2<br>Q133′ drp92&94<br>*ptAwng dk*181′ FK5<br>*WB*=*CellDB*260′635*t* | **W.Hartlpl** British | T.3Cy.23″,36½″&59″–42″ (*s*)<br>165lb *80lb* 175HP<br>2SB.*6rf*,GS86,HS3737<br>T.Richardson&Sons,Hpl. | 23 ″ 7<br>s 9 ″ 4½ | |
| 583 VMKF | **Huntingdon** IronScSr<br>92874 *J.E.Morgan*93–93 *ss*Bly.No.3–11,93<br>2*Dks*(1*Irn*&1*ptIrn*)3*trB* | 2224<br>2117<br>1464 | †100A1<br>~~11,94~~ 11,95<br>†LMC11,93 | Bly<br>LA&CP | | 1881<br>3mo | A.Leslie& Co. Newcastle | **W.Milburn&Co.** | 300·0 \| 36·3 \| 24·7<br>B68′F40′ BK10<br>*WB*=*DBa*88′*f* 68′&*uE*<br>&*B*36′358*t* | **London** British | C.2Cy.36″&68″–42″ (*s*)<br>80lb *80lb* NDB93 275HP<br>2SB.*6pf*,GS84<br>R.&W.Hawthorn,Nwc. | 26 ″ 1<br>s 4 ″ 10½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Emplacement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres, Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Coque sur Quille. Franc-bord en millim. de navire. pds. | pt. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 584 84888 JBRD | **Huntsman** *W.Tindle*90–93 | **IronScSr** *ss*Shl.No.3–3,92 2*Dks*(*Irn*)3*trB* | 2027 1886 1284 | ✠100A1 3,94 ✠LMC3,94 | Sld LA&CP | *s* | 1883 9mo | Palmers' Co.(Lim.) Newcastle | **Culliford&Clark** | 281·0 P26′B58′F29′ drp94 | 37·2 BK9½″ *WB*=*DBa* | 23·0 | **N.Shields** British | C.2Cy.33″&64″–42″ (*a*) 80lb *55lb* 200H 4*BHCem* 2SB,*6pf*,GS100 Palmers'Co.(Lim.),Nwc. | 24 s 4 s 4 s 3 |
| 585 PCBV | **Hunze IX.** *D.Reitsema*81–92 *Well deck* *Stactvoot* | **SteelScSr** 1*Dk*(*Irn*) | 333 256 177 | ✠100A1 2,958,92 ✠LMC8,92 Bhn | Chp LA&CP Chepstow | *e* | 1892 8mo | E.Finch& Co.(Lim.) | **GroningenRotterdammerStoomb. Maats.** *WB*=*FPT* | 141·0 Q44′B12′F17′ | 22·1 BK7″ | 10·2 | **Groningen** Dutch | T.3Cy.10½″,17″&28″–21″ (*s*) 160lb *80lb* 50H 1SB,*2pf*,GS29,HS733 Plenty&Son,Newbury | 11 s 6 |
| 586 99024 | **Hupeh** *A.S.Young*91–91 *Elec.light* | **SteelScSr** 1*Dk*(*Stl*)&*Spardk*(*Stl*–ws) &*Webframes* | 2819 2681 1846 | | | ... | 1891 12mo | Wm.Gray &Co.(Lim.) WHartlepool | **TaikooSugar RefiningCo.(Lim.) (J.Swire&Sons, *Mgrs.*)** | 304·5 F35′ | 41·1 26·1 | 19·1 | **London** British *WB* | T.3Cy.23″,36½″&62″–39″ 240H CntrlMrnEng Wrks,WHpl | 21 s 7 |
| 587 71216 | **Huron** | **IronTwinSc** 1*Dk* | 1052 1052 688 | | | | 1875 | JohnSmith Pnt-Edward, Ont. | **GrandTrunkRail. Co.ofCanada** | 238·5 | 53·9 | 12·8 | **Sarnia,Ont** British | 2Cy.30″–30″ 300H T.Wilson&Co,Dundas,Ont | |
| 588 99214 MRVF | **Hurona** *Yule* *Elec.light* | **SteelScSr** 2*Dks*(*Stl*)&*Deep framing*&*Shltrdk*(*Irn*)3*dkRule* | 3432 3243 2150 | ✠100A1 *Shelter dk withfreeboard* 6,945,91 ✠LMC7,93 | Liv LA&CP Nwc | *x* | 1892 9mo | NavalConstr.&Arm. Co.(Lim.) Barrow | **W.Thomson&Sons** *WB*=*Cell* | 360·0 P48′B264′F36′ 1rp93&94 *DB* 262′ 590*t* drp93 | 44·6 BK10′ *FPT* | 26·3 | **Dundee** British *28tAPT21t* | T.3Cy.29″,44″&71″–54″ (*s*) 160lb 500H 3DB,*12cf*,GS235,HS6525 Nav.C.&A.Co.(Lim.),Brw. | 29 s 6 s 4 s 8 |
| 589 | **Hurricane** *Leander* | **IronScSr** 1*Dk*(*Irn*)2*trL* | 979 962 616 | ✠ 2,95 4,83 | Lth A&CP | *n* | 1878 6mo | R.Napier &Sons Glasgow | **RigaerDampfs Gesell.** | 231·2 F23′ drp80 | 32·2 | 18·0 | **Riga** Russian 5*BHCem* | T.3Cy.17½″,28″&48″–39″ 150H R.Napier&Sons,Glasgow *WB*=*DBa*56′*f*69′ | |
| 590 92929 KTJF | **Hurworth** *J.H.Pearson* –91 *Well deck* | **SteelScSr** *ss*Bry.No.1–92 1*Dk*(*Stl*)&*Webframes* | 2387 1871 1568 | ✠100A1 ~~3,94~~ 12,94 BS9,94 ✠LMC12,92 ~~Npt~~ Shl | Bry A&CP | *s* | 1888 8mo | W.Gray& Co. WHartlepool | **R.Ropner&Co.** | 290·0 P33′Q88′B110′F34′ *WB*=*DBa*96′ | 38·1 BK10′ | 20·3 | **W.Hartlpl** British | T.3Cy.21½″,35½″&58½″–39″ 160lb *80lb* (*s*) 200H 2SB,*6cf*,GS82 Blair&Co.(Lim.),Stockton | 22 s 2 s 1 |
| 591 102827 | **Hutton** *Rhue* –93 | **SteelPad** 1*Dk*(*pt Stl*) | 554 375 256 | ✠ A1 11,93 *For Woolwich* ✠LMC11,93 | Cly LA&CP *Ferry* | *pu* | 1893 11mo *rposes* | W.Simons &Co. Renfrew | **LondonCounty Council** | 170·0 B58′ | 42·1 FK | 6·5 | **London** British *6BHCem* | D.4Cy.33″–36″ (*s*) 40lb 95H 2DB,*4pf*,GS90,HS26442SB W.Simons&Co.,Renfrew | 7 s 7 |
| 592 82297 TDJP | **Huzara** *D.Blott* –93 | **SteelScSr** 2*Dks*(*UptIrnptStl*-ws)3*trB* | 2078 1897 1336 | ✠ 4,86 | Lon LA&CP | *s* | 1880 2mo | A.&J. Inglis Glasgow | **BritishIndia SteamNav.Co. (Lim.)** | 284·6 P39′ | 35·2 B27′ | 24·1 F38′ | **Glasgow** British 5*BHCem* | C.2Cy.34″&60″–45″ 200H A.&J.Inglis,Glasgow *WB*=*CellDB*247′303*t* | 26 s 5 s 2 |
| 593 NTDG | **Hveen** *N.P.Svendsen*85–85 | **IronScSr** 1*Dk* | 201 157 118 | | | | 1882 | MotalaCo. Gothenburg | **Forenede Dampskibselskab** | 142·7 Q23*t* F23′ | 23·0 B14*t* | 8·9 15·5 | **Copnhagn** Danish | C.2Cy.23½″&42¾″–23½″ 100H MotalaCo.,Gothenburg | |
| Wrecked 4,95 594 NWKJ | **Hvidbjörnen** *G.F.Holm*92–92 | **WoodScBk** 1*Dk* | 388 341 241 | | | | 1887 | Helsingörs Træskisbgri Elsinore | **Den kongelige Grönlandske Handel** | 136·7 | 27·6 | 15·3 | **Copnhagn** Danish | C.2Cy.19″&35″–21″ 60H HelsingörsJernskibs og Maskinbyggeri,Elsinore | |
| 595 63262 | **Hyæna** *T.Gardner* –94 | **WoodScSr** | 163 159 42 | | | | 1856 | ..... London | **LivAssn.forProtcn ofCom.Interests as respects Wrecked&DamagedProperty** | 108·3 | 22·0 | ... | **Liverpool** British | 2Cy.16″–12″ NE82 60H Sharrock,Liverpool | |
| 596 96314 LFNJ | **Hydarnes** *G.W.Read* –92 | **SteelScSr** *ss*Liv.No.1–94 1*Dk*(*Irn*)&*Spardk*&*Deepframes* | 2774 2608 1797 | ✠100A1 *Spar dk* ~~1,94~~ 10,92 4,95 ✠LMC6,~~92~~ 3,94 | Liv LA&CP | *u* | 1889 6mo | J.Reid&Co Pt.Glasgow | **S.S.HydarnesCo. (Lim.)(R.P. Houston&Co.)** *WB*=*CellDB* | 320·4 B76′F29′ ~~drp94~~ 272′604*t* | 40·1 drp94 BK10″ *APT*12*t* | 17·8 25·7 | **Liverpool** British 5*BHpt.isp pt*Cem | T.3Cy.24″,40″&64″–45″ (*s*) 160lb*160lb*NDB89 400H 2DB,*12rf*,GS180,HS4500 Rankin&Blackmore,Grk. | 21 s 1 s 7 s 4 |
| 597 65730 LHNS | **Hydaspes** *E.Gordon* –91 *Elec.light* | **IronSc3MstSr** | 2996 2929 1899 | | | | 1872 | W.Denny &Bros. Dumbarton | **P.&O.SteamNav. Co.** | 361·5 | 39·4 | 29·4 | **Glasgow** British | C.2Cy.50″&86″–54″ NB79 500H Denny&Co.,Dumbarton | 23 s 3 s 10 s 8 |
| 598 93810 KTWM | **Hydra** *A.R.White* –88 | **IronScSr** | 990 874 619 | | | | 1888 | WH Potter &Sons Liverpool | **EastIndianOcean S.S.Co.(Lim.)** | 237·3 P27′ | 34·2 B58′ | 15·1 F40′ | **Liverpool** British | T.3Cy.17″,29″&46″–30″ 120H D.Rollo&Sons,Liverpool | |
| 599 HKLT | — *Charopulos*86– | **IronScSr** 1*Dk* | 347 — 218 | | | | 1856 | Blackwood &Gordon Pt.Glasgow | **HellenicSteam ShipCo.** | 148·3 | 21·9 | 12·5 | **Syra** Greek | C4Cy.15″&32″–24″ 70HP | |
| 600 86702 WCRM | **Hye Leong** *W.Moppett* | **IronScSr** 1*Dk* | 492 406 296 | | | ... | 1882 9mo | Blackwood &Gordon Pt.Glasgow | **StraitsS.S.Co. (Lim.)** | 180·6 H61*t* | 25·0 F24′ FK | 12·2 | **Singapore** British | C.2Cy.28″&50″–30″ 110H Blackwood&Gordon,P.Gl. | |
| 601 95969 | **Hygeia** *S.Patrick* | **SteelPadSr** | 987 769 427 | | | | 1890 | Napier, Shanks&Bell Glasgow | **Huddart,Parker &Co.(Lim.)** | 300·0 | 32·0 | 11·3 | **Melbourne** British | T.4Cy.(2)28″,56″&86″–66″ FD 480H Rankin&Blackmore,Grk. | |
| 602 WBLT | **Hypatia** *C.E.Andersen*93–93 | **IronScBn** *ss*Shl.No.2–91 2*Dks*(*Irn*)&*Webframes* | 2008 1902 1284 | ✠100A1 12,93 BS8,93 ✠LMC4,91 | Bry LA&CP | *s* | 1882 6mo | E.Withy& Co. WHartlepool | **Actieselskabet "Hypatia" (W.M.Holby)** | 285·0 B78′F32′ *WB*=*Cell* | 36·0 drp93 BK9″ *DB*230′360*t* | 22·7 | **Chrstiania** Norwegian | C.2Cy.38″&70″–36″ (*b*) 80lb *53lb* 200H 1DB,*6pf*,GS102 T.Richardson&Sons,Hpl. | 25 s 1 s 4 s 7 |
| 603 101960 | — ~~*J.Chamberlain*91–93~~ *Bates* | **IronScK** 1*Dk* | 143 137 68 | ✠100A1 *StmTrawler* ~~10,94~~ 3,95 ✠LMC1,93 | Mdb A&CP | | 1893 1mo | R.Craggs& Sons Stockton | **R.S.Brockelbank** | 100·0 Q19′F19′ | 20·2 BK7½″ | 10·9 | **London** British 3*BHCem* | T.3Cy.11½″,17″&28″–20″ (*s*) 160lb 40H 1SB,*2rf*,GS25,HS760 Wstgrth Englsh&C.,Mdb. | 11 s 8 |
| 604 HSKR | **Hyperion** *A.Friberg*86–86 (*ex*Transit 5) | **IronScSr** 1*Dk*&*Shelterdk* | 603 337 473 | | | | 1884 | MotalaCo. Norrköping | **Ångf.Aktieb. "SödraSverige" (J.G.Setterwall)** | 165·9 H27*t* | 24·4 | 12·3 19·4 | **Stockholm** Swedish | C.2Cy.25½″&46¾″–26¼″ 120H MotalaCo.,Motala | |
| 605 JMWR | **Hypolite Worms** *deSaint-Jean*81–92 | **IronSc3MstSr** 2*Dks* | 1071 — 569 | | | ... | 1882 8mo | Lobnitz& Co. Renfrew | **Worms,Josse&Co.** | 238·0 P42′ | 31·6 B81′ | 16·8 F39′ | **Havre** French *WB* | C.2Cy.32″&62″–42″ 180H Lobnitz&Co.,Renfrew | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 100368 | **I. J. Merritt** *D.A.Wolcott* | **WoodScSr** | 273 — 136 | | | | 1884 | Brown Tottenville, N.Y. | **Merritt'sWrecking Org.** | 119·0 | 28·8 | 13·6 | **New York** Utd.States | C.2Cy.22″&38″–30″ 60HP | | |
| 2 94624 | **I. L. Murphy** *2Dks* | **WoodSc** | 173 105 109 | | | | 1888 | A.Miller SandPointOn | **I.L.Murphy** | 101·5 | 22·0 | 8·6 | **Ottawa** British | 1Cy.20″–22″ 13HP L.&R.Weir,Montreal | | |
| 3 98781 LBNW | **Iago** *F.W.Oustin* –91 *Well deck* *1Dk(Irn)&Webframes* | **SteelScSr** | 2354 1818 1550 | | | ... | 1889 2mo | R.Dixon& Co. Middlesbro' | **T.Wilson,Sons&Co (Lim.)** | 295·1 Q122′ | 38·1 B114′ | 20·0 F30′ | **Hull** British *WB* | T.3Cy.23″,37″&61″–42″ 200HP G.Clark,Sunderland | 22 ″ 9 | D |
| 4 63952 LCHM | **Ianthe** *M.Davies* –94 *ssBrs.No.3–4,85* *ssBrs.No.1–891 Dk* | **IronScSr** | 139 121 83 | ✠ —— 4,93 ✠NB5,85 | Brs A&CP | *b* | 1873 1mo | H.Murray &Co. Pt.Glasgow | ~~E.Williams~~ Aberayron StmPktCo(Lm) (E.Williams,*Mgr.*) | 115·0 P21′ F16′ ND86drp91 | 18·0 | 9·5 | **Aberstwth** British *3BHCem* | C.2Cy.12½″&22″–20″ 22HP Kincaid,Donald&Co.,Grk. | | |
| 5 15 QBTC | **Iapigia** *Milella* *1Dk(Irn)2trB* *Well deck* | **IronScSr** | 1252 891 789 | | | ... | 1887 7mo | Sld.S.B.C. (Lim.) Sunderland | **Soc.Anon diNav. aVap.Puglia** | 229·0 P136′F48′ | 30·6 | 16·8 | **Bari** Italian *WB* | T.3Cy.18″,29″&50″–30″ 173HP N.E.MarineE.Co(Lim.)Sld | 17 ″ 7 | I |
| 6 HNTC | **Ibaizabal** *J.F.Garcia* *ssCff.No.3–5,82* (*ex*YbarraNo.2) *ssBbo.No.1–86* *1Dk2trB* | **IronScSr** | 739 643 466 | ✠ —— 11,91 ✠ | Bbo A&CP | *l* | 1871 6mo | Bckhouse& Dixon Middlesbro' | **Ybarra&Co.** | 198·0 P52′ F34′ ptND82 | 28·4 | 16·4 | **Seville** Spanish *4BHCem* | C.2Cy.26″&52″–36″ NB82 115HP C.A.Day&Co.,Sou. *WB=DBa&f* | | |
| 7 93936 MRBW | **Iberia** *Shannon* 2ndSurvey,82 *3Dks(Irn)&Awngdk(Irn)* | **IronScSr** | 4689 4582 2932 | ✠ *FS&Awng dk* 7,82 | Liv | Lv | 1873 12mo | J.Elder& Co. Glasgow | **PacificSteamNav. Co.** | 433·5 H107*t* | 45·0 | 34·1 | **Liverpool** British *7BH* *WB* | T.3Cy.33″,54″&88″–60″ NE&B93 391HP D.Rollo&Sons,Liverpool | | BT till ~~4/05~~ 1/93 |
| 8 PQFB | — *Bossinga93–93* *ssRot.No.2–92* *1Dk(Irn)2trB* | **SteelSc** | 1260 1049 963 | ✠100A1 ~~9,94~~ 10,93 4,95 ~~BS14,05~~ ✠LMC10,92 11,94 | Rot LA&CP | *n* | 1884 6mo | L.Smit& Zoon Kinderdyk | **W.H.Müller&Co.** *WB=DBa* | 250·8 B60′F26′ len87 63′*f*88′*s*/*u* | 32·2 BK8″ | 15·5 | **Rottrdam** Dutch *4BHCem* *E&B40′285t* | C.2Cy.28″&52″–33″ (*r*) 90lb ~~80lb~~ 120HP 1DB,*6pf*,GS88 KonMaats.deSchld.Flshng | 18 ″ 9 | D |
| 9 60622 KVSR | — *W.Taylor* –92 *ssGls.No.3–3,83* *ssGls.No.2–89* *1Dk(Irn–ws)&Sparddk* | **IronSc3MstSr** | 1072 1061 675 | ✠100A1 *Spar dk* 10,93 ~~BS2,93~~ | Gls A&CP ✠NB5,85 LMC3,89 | *m* | 1871 4mo | Blackwood &Gordon Pt.Glasgow | **NapierShipping Co.(Lim.)** BS12,04 | 230·0 drp93 | 30·1 BK6½″ | 21·6 | **Glasgow** British *6BHCem* | C.2Cy.28″&48″–36″ (*i*) 65lb ~~65lb~~ ~~NDB90~~ 120HP 1DB,*4pf*,GS79 ~~80lb~~ NDB95 Blackwood&Gordon,P.Gl. | 15 ″ 8 s 5 ″ 7½ | |
| 10 JVHF | — *C.J.Hamre* 82–91 | **IronScSr** *Dk&AwngDk* | 514 506 381 | | | | 1891 | Bergens Mekaniske Værksted Bergen | **J.L.Mowinckel& Sön** | 147·0 H8*t* | 24·7 | 18·7 | **Bergen** Norwegian | T.3.Cy.12¼″,20″&31½″–24″ 60HP BergensMekniskeVærkstd Bergen | | N |
| 11 98375 MGWB | **Ibex** *F.J.Renouf* –91 *Elec.light* | **SteelTwinScSr** *1Dk(ptStl–ws)* | 1150 706 309 | ✠ ✠LMC8,91 *Channel purposes,Wey* | | ... | 1891 8mo | Laird Bros. Birkenhead *mouth&ChannelIslands* | **Gt.WesternRly. Co.** | 265·0 P58′B&F180′ *WB=Tank* | 32·6 BK7″ | 14·2 *8BHCem* *a26t f14t* | **Milford** British Swedish Brazilian | T.6Cy.22″,34″&51″–33″ (*s*) 160lb *160lb* 282HP 2DB,*12cf*,GS250 LairdBros.,Birkenhead | 15 ″ 6 s 3 ″ 3 | BT till ~~5/05~~ 12,93 |
| 12 | **Ibiapapa** | **Wood** | — — 163 | | | | | ..... | **J.C.Freire&Irmão** | ..... | ..... | ..... | | | | |
| 13 HTSG | **Ibis** ~~*E.O.Lindblom89–89*~~ ~~*ssGot.No.2–90*~~ *Palmgren* (*ex*Louise) *1Dk(Irn)2trB* *Well deck* *ssGot.No.3-4,94* | **IronScBn** | 1585 1265 1141 | ✠100A1 ~~4,93~~ ~~7,95~~ ~~7,04~~ ~~BS9,93~~ 11,94 | Cff LA&CP LMC7,~~96~~ 4,94 GOS Bly | *q* | 1882 9mo | R.Dixon& Co. Middlesbro' | **Ångfartygs AktiebolagetIbis (K.O.F.Dalman)** *WB=DBa* | 260·4 Q99′B62′H35*t* F31′drp94 | 35·2 BK9″ | 17·4 *4BHCem* *E&B44′337t* | **Gothenbrg** Swedish | C.2Cy.33″&62″–39″ (*b*) 80lb ~~72lb~~ 180HP 1DB,*4pf*,GS67 Blair&Co.(Lim.),Stockton | | |
| 14 92016 KSPN | — *J.Y.Dunn* –93 *ssLiv.No.1–93* *2Dks(1Irn)* | **SteelScSr** | 1069 958 528 | ✠100A1 6,93 ~~BS8,94~~ | Liv A&CP ✠LMC5,93 | *o* | 1888 6mo | WBThmpson&Co(Lim) Dundee | **CorkS.S.Co.(Lim.)** | 250·0 P109′B28′F46′ drp93 | 32·2 BK9″ | 15·4 *5BHCem* *DB213′182t* | **Cork** British | T.3Cy.21″,36″&58″–42″ (*s*) 160lb *60lb* 175HP 2SB,*Grf*,GS104,HS2867 WBThmpsn&C.(Lm)Dun. | 18 ″ 3 s 2 ″ 8½ | D |
| 15 82554 HWML | — *J.J.Griffiths93–93* | **IronSc** | 171 146 64 | | | | 1881 | J.Payne Bristol | **Carnarvon& LiverpoolS.S. Co.(Lim.)** | 110·2 Q8*t* | 20·1 | 9·0 | **Liverpool** British | C.2Cy.14″&27″–20″ NB90 35HP J.Payne,Bristol | | |
| 16 93034 | — *W.Shales* –94 | **SteelScK** *1Dk* | 142 136 44 | ✠100A1 *StmTrawler* 8,92 | P.Gl. A&CP ✠LMC8,92 | | 1892 8mo | W.Hamilton&Co. Pt.Glasgow | **W.&J.Hamilton** | 100·2 Q17′F18′ | 20·5 BK7½″ | 10·6 *3BHCem* | **P.Glasgow** British | T.3Cy.11″,17″&27″–22″ (*s*) 160lb 45HP 1SB,*2pf*,GS31,HS916 D.Rowan&Son,Glasgow | 11 ″ 11 | |
| 17 HJTQ | **Ibo** *Costa* *ssLiv.No.3–10,89* (*ex*Comte d'Eu,*ex*Powhatan) *2Dks(1Irn)* | **IronScBn** | 1533 1431 1060 | ✠100A1 6,92 ✠NB10,89 | Bom A&CP LMC1,92 | *q* | 1878 1mo | T.Royden &Sons~~(in liq.)~~ Liverpool | **MalaRealPortugueza** (*in liq.*) | 265·4 P45′F30′ *WB=DB184′* | 32·1 BK9½″ | 22·1 | **Lisbon** Portuguese | C.2Cy.23″&60″–39″ (*s*) 150lb 170HP 2SB,*4cf*,GS168 Fawcett,Preston&Co.,Liv. | | |
| 18 781 HFKN | **Iburi Maru** ~~*Costa*~~ | **WoodSr** (*ex*AomoriMaru) | 119 101 70 | | | | 1883 | Kawasaki Shoshichi Hiogo | **DateMotoi** | 94·5 | 13·1 | 11·1 | **Hakodate** Japanese | 2Cy. 10HP | | |
| 19 HGLF | **Icamyaba** | **IronPad** *1Dk* | — — 200 | | | | 1862 | Laird Bros. Birkenhead | **AmazonStm.Nav. Co.(Lim.)** | 160·0 P48′ | 24·0 | 11·0 | **Para** Brazilian | 2Cy.39″–48″ 100HP LairdBros.,Birkenhead | | |

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenance expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **20** 87322 | **Iceberg** | **IronScCtr** 1*Dk* | 244 239 206 | | | | 1882 | J.W.Suttn &Co. Brisbane | W.H.Smith&Sons (Lim.) | 127·5 | 25·0 | 9·2 | Brisbane British | 2Cy.11″–22″ 25H A.W.Wilson,London | |
| **21** 64276 LJWP | **Iceland** *W.Winsor*81–93 | **WoodScBkn** 1*Dk* | 423 398 287 | | | | 1872 | A.Stephen &Sons Dundee | R.S.Munn | 150·5 F22*t* | 27·3 | 16·4 | SJhnsNFL British | 2Cy.22″–24″ 70H PearceBros.,Dundee | |
| **22** 77438 QWKS | **Ich Dien** *S.Spurling*77–77 | **IronScTugSk** *ss*Lon.No.3–2,90 *ss*Lon.No.1–93 1*Dk* | 87 87 24 | ✠ A1 *For Tug purposes* 4,95~~4,94~~ BS~~4,94~~ 3,97 | Lon A&CP LMC3,98 | | 1877 8mo | Cunliffe& Dunlop Pt.Glasgow | AberdeenSteam Nav.Co. | 94·8 BK6″ | 17·1 | 8·7 | Aberdeen British | C.2Cy.17″&30″–20″ (*i*) 65lb 40H 1B,GS27 3*BHCem* Cunliffe&Dunlop,P.Gls. | |
| **23** 77438 HCWG | **Ida** *Arana* (*ex*Arecibo,*ex*Shaldis) | **IronScSr** *ss*Liv.No.3–10,93 2*Dks*(1*Irn*)3*trB* | 2021 1890 1323 | ✠100A1 4,95 ~~4,94~~ BS~~4,94~~ 4,95 | Liv A&CP ✠LMC4,93 | *s* | 1881 10mo | C.S.Swan& Hunter Newcastle | Linea deVapores Serra *WB*=*DBa* | 285·0 P28′B52′F31′ ptND90 BK9½″ 82′ *f*uE *f*B36′212*t* | 36·0 | 23·9 | Bilbao Spanish | C.2Cy.35″&68″–45″ (*s*) 90lb *60lb* 250H 2SB.*6pf*,GS,109 *MT*22′380*t* WallsndSlipC.(Lim.)Nwc. | 24 |
| **24** 88741 JCBR | — ~~*L.C.Duncan* —94~~ *Well deck* *L.C.C.C.Rasmussen* | **IronScBn** *ss*Shl.No.2–92 1*Dk*(*Irn*)2*trB* -94 | 1204 898 739 | ✠100A1 ~~11,04~~ 11,04 1,95 BS~~3,94~~ 12,94 | Nwc LA&CP ✠LMC3,92 | *o* | 1883 8mo | A.Hall& Co. Aberdeen | Pyman,Bell&Co. | 239·9 Q92′B52′F32′ drp94 BK8½″ *WB*=*DBa* | 34·0 | 16·1 | Newcastle British | C.2Cy.30″&55″–36″ (*b*) 80lb *50lb* 120H 4*BHCem* 2SB.*4pf*,GS52 67′*f*96′380*t* Blair&Co.(Lim.),Stockton | 17 s 1 |
| **25** 96378 LKNR | — *E.Yarker*89–89 | **SteelScSr** 1*Dk*(*Stl*) *ss*M.Vo.No 1-94 | 561 492 335 | ✠90A1 7,94 ~~11,89~~ ✠LMC~~11,89~~7,94 | Brw LA&CP MVo | *h* | 1889 11mo | NavalCon. Co.(Lim.) Barrow | ArgentineSteam LighterCo. (Lim.) *WB*=*FPT* | 166·0 B40′F20′ FK | 32·1 | 11·8 | Liverpool British | T.3Cy.17″,26½″&42″–24″ (*s*) 150lb *65lb* 87H 1SB,*3trf*,GS54,HS1403 37*tAPT*32*t* NavalCon.Co.(Lim.),Brw. | 12 |
| **26** HFJB | — | **IronScSr** 1*Dk*2*trB* | 426 — 268 | | | | 1859 | J.W.Kla- witter Danzig | T.Rodenacker | 168·0 | 24·1 | 13·8 | Danzig German | C.4Cy.13⅜″&33″–24″ 76H F.Schichau,Elbing | |
| **27** 88564 | — | **WoodSc** 1*Dk*&*Spardk* | 247 84 153 | | | | 1884 | RathbnCo. Desernto,Ont | E.G.D.Laverdure | 95·6 H59*t* | 20·6 | 6·2 | Kingston, Ont. British | 1Cy.12″–14″ 75H Black Bros.,Brockville,Ont. | |
| **28** JNLM | — *Lefeuvre*89–92 | **IronScSr** (*ex*MortjeFlors) | 212 192 95 | | | | 1858 | Richardsn, Duck&Co. Stockton | P.&A.Legal fils | 137·7 Q6*t* | 20·2 | 10·0 | Nantes French | C.2Cy.16½″&31½″–24″ NE74 L.Gilhet,Nantes | |
| **29** 55476 | — | **IronPadSp** | 172 172 76 | | | | 1867 | Malcomson Bros. Waterford | WaterfordS.S.Co. (Lim.) | 148·6 | 19·1 | 8·7 | Waterford British | O.2Cy.33″–39″ NE68NB80 75H J.Jack&Co.,Liverpool | |
| **30** JBSD | — *J.Larsson*93–93 | **CompScSp** 1*Dk* | 160 140 108 | | | | 1883 | P.Larsson Torskog | J.Larsson | 97·8 H20*t* | 21·4 | 8·8 | Gothenbrg Swedish | C.2Cy.11¾″&23¼″–14½″ 25H EriksbergsMek.Vrks.,Got. | |
| **31** 12205 HKMG | **Idaho** | **WoodSc** 1*Dk* | 496 — 355 | | | | 1864 | ..... Brooklyn | J.Affleck | 153·5 | 33·0 | 11·8 | NewYork Utd.States | | |
| * **32** 93790 KSQN | **Idar** *T.Hughes* –90 | **SteelScSr** *ss*Liv.No.1–92 2*Dks*(*Stl*)3*trB* | 3959 3913 2595 | ✠100A1 7,94 ~~1,94~~ BS7,94 | Npt LA&CP ✠LMC7,92 | *y* | 1888 6mo | Harland& Wolff Belfast | IdarS.S.Co. (Lim.) (E.Bates&Sons) *WB*=*CellDB* | 400·0 P40′B78′F47′ BK9″ 316′ | 45·2 | 28·2 | Liverpool British | T.3Cy.29″,45″&74″–54″ (*o*) 160lb *50lb* 450H 2DB,*12cf*,GS224 86*tAPT*21*t* Harland&Wolff,Belfast | 31 s 7 |
| **33** 68873 LNGF | **Idlewild** *C.Hooper* –92 | **IronScSr** *ss*Lon.No.3–6,83 *ss*Lon.No.2–91 1*Dk*2*trB* | 785 686 474 | ✠90A1 ~~3,03~~ 10,94 BS~~1,93~~ 4,94 | Lon A&CP LMC1,92 | *m* | 1872 9mo | Iliff& Mounsey Sunderland | MetropolitanS.S. Co.(Lim.) *WB*=*DBa* | 212·0 Q32′B39′F14′ drp92&93 B24,95 | 28·4 | 15·9 | Londor British | C.2Cy.26″&47″–33″ (*i*) 75lb *80lb* NB82 90H 3*BHCem* 59′*f*26′ NDB94 | 17 s 2 |
| **34** 88595 | — | **IronPad** | 363 — 284 | | | | 1879 | ..... Wyandotte | | 186·0 | 26·0 | 7·4 | Detroit, Mich. Utd.States | | |
| **35** | **Idzumi Maru** *J.M.King*94–94 | **SteelScSr** 1*Dk*(*Stl*)&*Spar dk* (*Stl*-ws)&*Webframes* | 3243 2867 2090 | ✠100A1 *Spar dk* 4,94 | Nwc LA&CP ✠LMC4,94 | *u* | 1894 4mo | W.Dobson &Co. Newcastle | NipponYusen Kaisha | 332·0 P47′B84′F42′ BK10″ *WB*=*Cell* | 40·3 | 19·2 26·8 *DB*264′433*t* | Tokio Japanese | T.3Cy.24″,39″&64″–42″ (*s*) 160lb *80lb* 290H 5*BHCem* 2SB,*6cf*,GS126,HS4800 WallsndSlpwyCo(L.)Nwc | 21 s 6 |
| **36** | **Iequitaia** | **IronPadSr** | — — 250 | | | | 1851 | ..... Dumbarton | Cia.deNav.ãVap. deBahia | 143·6 | 17·0 | 6·6 | Bahia Brazilian | | |
| **37** 94534 LJCH | **Ifafa** ~~*J.Viret*~~ *Elec.light* *N.O Moore*90–94 | **SteelScBn** 1*Dk*(*Stl*)&*Spardk*3*trB* *ss*Lon.No.1-94 | 1751 1686 1115 | ✠100A1 *Spar dk* ~~3,010,93~~ 4,95 | Msl LA&CP ✠LMC~~3,93~~10,93 Lon Sws | *r* | 1889 9mo | Hall,Rus- sell&Co. Aberdeen | J.T.Rennie&Son *WB*=*DBa* | 270·2 B40′ FK | 35·2 60′*f*54′189*t* | 16·7 23·5 | Aberdeen British | T.3Cy.21″,34″&56″–42″ (*s*) 160lb *70lb* 230H 5*BHCem* *MT*14′142*t* Hall,Russell&C.,Aberdeen | 17 s 6 |
| **38** | **Ifigenia** (*NOW A BARGE*) | **IronPadSr** 2*Dks* | 319 — 191 | | | | 1857 | John Laird Birkenhead | RussianStm.Nav. &TradingCo. | 160·0 | 25·0 | 11·0 | Odessa Russian | 2Cy.47½″–54″ 140H Day&Co.,Newcastle | |
| * **39** 633 HQVF | **Ignatius Prohoroff** *Toorkool* (*ex*Wearmouth) *Well deck* | **SteelScSr** *ss*Sld.No.1–90 1*Dk*(*Irn*)2*trB* | 1264 969 776 | ✠100A1 2,92 BS~~5,98~~ 8,94 | Shl A&CP ✠LMC5,91 | *n* | 1886 8mo | Strand SlipwayCo. Sunderland *WB*=*DBa* | S.Tourcoul | 228·1 P29′Q52′B46′ F34′ BK8″ 54′*f*54′256*t* | 34·1 | 16·5 *FPT* 44*t*APT44*t* | Odessa Russian | T.3Cy.17½″,29″&47″–33″ (*s*) 150lb *45lb* 110H 3*BHCem* 1SB.*3cf*,GS38 NE.MarineE.Co(Lim.)Sld. | 17 s 1 |
| **40** 443 HKBD | **Igor** (*ex*EugenieR,*ex*Congress) | **IronScSr** 1*Dk*(*Irn*) | 531 431 373 | 8,79 | Cly A&CP | *h* | 1878 12mo | HM'Intyre & Co. Paisley | RussianStm.Nav. &TradingCo. | 171·1 Q77′ F19′ | 25·7 | 13·1 | Odessa Russian | C.2Cy.20″&38″–30″ 70H 4*BHCem* Muir&Houston,Glasgow *WB*=*FPT*&*APT* | |
| **41** | **Ihsoen** *Anghely* –90 | **SteelPadSr** 1*Dk*2*trB* | 244 — 154 | | | | 1890 7mo | R.&H. Green London | Chirketi Hairie | 165·0 | 21·1 | 9·6 | Constanpl Turkish | O.2Cy.37″&37″–36″ 90H J.Penn&Sons,London | 10 |
| **42** 41 | **Ika** *A.Bujan* | **IronScSr** 1*Dk* | 110 — 48 | | | | 1885 | Stabilmnto Tecnico Trieste | Società inAzioni Ungaro-Croata di Nav à Vapore | 123·0 | 14·0 | 6·0 | Fiume Aust.-Hung. | C.2Cy.15″&25″–18″ 30H | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Master. Special Surveys. No of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned how expired. Distinct Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Build. Class Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 43 102146 | **Ikbal** *A.Delargy75–94* *Elec.light* | **SteelTwinSc4MstSr** 2*Dks(Stl)*3*trB* | 5404 5291 3503 | ✠100A1 5,94 10,94 ✠LMC5,94 Cff | Bel LA&CP | *a* | 1894 5mo | Harland& Wolff(Lim.) Belfast | ~~E.Bates&Sons~~ IkbalSSCo.(Lim) (E.Bates&Sons) *WB=Cell* | 445·2 P46′B97′F50′ BK10″ FK *DB340′1126t FPT 72t APT 66t* | 49·1 | 30·2 | Liverpool British | T.6Cy.18½″,31″&52″–48″ (*s*) 200lb 448H 2D&2SB,*12rf*,GS228,HS7782 Harland&Wolff(Lim.)Bel. | 33 ″ 6 s 8 ″ 7 | |
| 44 | **Iksan** *Kadri82–85* | **IronPad** | — — 90 | | | | 1870 | ..... | Idarei-Massousieh (Ottoman Steam Nav.Co.) | ..... | ..... | ..... | Constanpl Turkish | O.2Cy.36″–38″ 60HP Maudslay,Sons&Field,Lon | | |
| 45 ~~104603~~ ~~Perm~~ | **Il Principe Di Napoli** *L.Cafiero91–91* *Elec.light* *Now named "Fluminense," See No. 17 in Supplement.* | **SteelScSr** 1*Dk(Irn)&Spardk3trB* | 2154 1960 ~~1077~~ 1275 | ✠100A1 *Spar dk* ~~12,92~~ 10,94 ✠LMC10,91 | Lon A&CP | *s* | 1891 10mo | Palmers' Co.(Lim.) Newcastle | ItaloBritannica Royal Ital.Mail Stm.Nav.Co(Lm.) Galbraith,Pembroke&Co.~~,*Mgrs.*~~ (A.Serena,*Mgr.*) | 302·0 P37′B66′F35′ drp92 FK *WB=CellDB240* | 38·4 | 15·3 23·1 *5BHAsp 374t APT 16t* | Naples Italian London British | T.3Cy.27″,44″&71″–48 (*s*) 160lb 302HP ~~370HP~~ 4SB,*12cf*,GS228 Palmers'Co.(Lim.),Nwc. | 17 ″ 8 s 5 ″ 8 | I |
| 46 | **Ileafaee** *SalambinAlly92–93* *ex*Somali) | **SteelScSr** *ss*Bom.No.1–90 1*Dk* | 382 293 223 | ✠100A1 *pt Shade dk* 8,92 ~~BS11,92~~ ✠LMC~~5,00~~ 10,94 | Bom LA&CP | *g* | 1886 6mo | Murdoch& Murray Pt.Glasgow | Oomer binAwad *WB=DBa38′45t* | 166·3 P21′F29′ BK7″ *pt Shade dk110′ FPT25t APT13t* | 26·1 | 10·7 | Zanzibar *4BH(Irn) Cem* | T.3Cy.13½″,21″&34″–24″ (*s*) ~~150lb~~ 130lb 65H 1SB,*2cf*,GS30 J.Gilmour&Co.,Glasgow | 11 ″ 2 | |
| 47 88017 QPLJ | **Ilios** *R.M.Clarkson72–91* | **IronScSr** ~~*ss*Sld.No.2–90~~ 1*Dk(Irn)&Spardk3trB* *ss*Sld.No.3-12,94 | 2020 2003 1297 | ✠100A1 *Spar dk* 12,94 ~~11,91~~ ~~BS6,98~~ ✠LMC~~5,00~~ 12,94 | Sld A&CP | *r* | 1882 7mo | ShortBros. Sunderland | Lumsdon,Byers& Co. *WB=DBa76′f58* | 274·7 ~~drp91~~ BK9½″ | 37·0 | 27·1 *6BHCem 331t APT20t* | Sundrland British G.Clark,Sunderland | C.2Cy.33″&62″–42″ (*i*) 80lb *55lb* 180H 2SB,*6pf*,GS90 | 21 ″ 11 s 5 ″ 9 | |
| 48 89340 SLQD | **Illaroo** *C.Ritch –90* | **SteelScSr** 1*Dk2trB* | 515 462 318 | ✠ 1,85 ✠ | Nwc LA&CP | *i* | 1884 12mo | Wigham Rchrdsn& Co. Newcastle | WallarahCoalCo. (Lim.) *WB=DBa62′f54′205t* | 165·0 Q21′ | 26·2 B15′ | 14·5 F25′ *5BHCem MT14′145t* | SydnyNSW British Wighm Richrdsn&Co.Nwc | C.2Cy.23″&44″–33″ 82H | 15 ″ 2 | |
| 49 72202 | **Illawarra** *I.Garde* | **IronPadSr** 2*Dks* | 522 518 313 | | | | 1878 | Wigham Rchrdsn&Co. Newcastle | IllawarraSteam Nav.Co. | 190·0 | 23·7 | 16·5 | SydnyNSW British | C.O.2Cy.32″&58″–60″ 190H R.&W.Hawthorn.Nwc. | | |
| 50 100099 JNQS | **Illinois** *Cauffmann –93* *Elec.light* | **IronScBn** 3*Dks&Spardk* | 3126 — 2495 | | | | 1873 | Cramp& Sons Philadelphia | International Nav. Co. | 343·0 | 43·0 | 24·4 31·9 | Phildlphia Utd.States | T.3Cy.23″,36″&60″–36″ NE91 Cramp&Sons,Philadelphia | | R V |
| 51 94543 LNWQ | **Illovo** *F.Baker89–90* | **SteelScBn** *ss*Lon.No.1–94 1*Dk(Stl)&Spardk3trB* | 1930 1858 1242 | ✠100A1 *Spar dk* 1,95 ~~7,94~~ ✠LMC5,94 | Lon A&CP | *r* | 1890 2mo | Hall,Russell&Co. Aberdeen | J.T.Rennie&Son *WB=DBa62′f54′205t* | 275·3 B40′ | 36·2 24·7 FK | 17·4 *5BHCem MT14′145t* | Aberdeen British | T.3Cy.22″,36″&59″–42″ (*s*) 160lb *80lb* 250HP 2SB,*6rf*,GS104 Hall, Russell&C.,Aberdeen | 18 ″ 3 s 6 ″ 4½ | BT till 3,95 |
| 52 95179 LHCN | **Illtyd** *G.Stainthorpe83–89* *Well deck* | **SteelScSr** *ss*Cff.No.1–94 1*Dk(Stl)2trB* | 1679 1304 1074 | ✠100A1 1,95 ~~2,84~~ 10,94 ✠LMC2,94 | Cff A&CP | *q* | 1889 7mo | T Turnbull &Son Whitby | TurnbullBros. *WB=Cell* | 259·0 P28′Q60′B112′F32 drp94 FK | 37·2 | 16·9 *6BHCem DB216′378t* | Cardiff British Blair&Co.(Lim.),Stockton | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *70lb* 140H 2SB,*4cf*,GS58,HS2480 | 19 ″ 4 s 1 ″ 6 | |
| 53 PBKC | **Imatra** *E.Schöning83–91* | **IronScSr** (*ex*Malaren) 1*Dk2trB* | 383 325 289 | | | | 1872 | Dobie& Co. Glasgow | Lübeck-Wyburger Dampfschiff-fahrtsGes. | 163·3 Q27′ | 21·8 B26′ | 12·7 H5′ | Lübeck German *WB* | C.2Cy.20″&35″–30″ 60H Kincaid,Donald&Co.,Grk. | | V |
| 54 97786 LRTM | **Imaum** *S.C.Pemberthy –92* | **SteelScSr** 2*Dks(Stl-Uws)3trB* | 4129 4013 2706 | ✠100A1 6,92 ✠LMC~~5,00~~ 7,94 | Liv LA&CP | *y* | 1890 5mo | Harland& Wolff(Lim.) Belfast | Imaum StmShipCo (Lim.) (E.Bates&Sons) *WB=Cell DB316′843t* | 400·6 P40′B78′F36′ BK9½″ | 45·2 | 28·2 *6BHCem APT50t* | Liverpool British 3DB,*12rf*,GS687,HS6594 Harland&Wolff(Lim.)Bel. | T.3Cy.27″,44½″&73″–54″ (*s*) 180lb *50lb* 450HP | 31 ″ 4 s 7 ″ 6½ | |
| 55 | **Imbitiba** 1*Dk* | **IronSc** | 485 — 283 | | | | 1874 | Lewis& Stockwell London | Companhia da Estrada de ferro Macahé& Campos | 184·0 P55′ | 22·6 F36′ | 12·5 | R.Janeiro Brazilian | C.2Cy.28″&50″–33″ 100HP Ravenhill,Eastons&CoLon *WB* | | |
| 56 99710 | **Imbricaria** *J.H.Baskcomb –93* | **IronScK** 1*Dk* | 150 139 66 | ✠100A1 *StmTrawler* 9,93 ✠LMC9,93 | Hul LA&CP | | 1893 9mo | Cochrane &Cooper Beverley | NorthEasternStm FishingCo.(Lim) | 101·0 Q17′F18′ BK7½″ | 20·5 | 11·0 *3BHCem* | Grimsby British C.D.Holmes&Co.,Hull | T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 45H 1SB,*2cf*,GS27,HS674 | 11 ″ 10 | |
| 57 68893 MCDR | **Imbro** *F.W.L.Pellish ~~Perm~~ 94* *Well deck* *Tozer –95* | **IronSc3MstSr** *ss*Sld.No.3–1,87 *ss*Cff.No.1–91 1*Dk2trB* | 1222 988 780 | ✠90A1 ~~6,94~~ ~~15,93~~ 11,94 ✠NB1,87 ~~BS5,93~~ 6,94 | Npt A&CP LMC5,91 ~~Cff~~ Nwc | *o* | 1873 5mo 11,94 | Iliff,Mounsey&Co. Sunderland | ~~J.H.G.Leuty&Co.~~ T.Gentles&Sons | 243·4 Q&B138′F33′ drp94 drp95 BK8½″ *WB=* | 30·4 | 17·9 *4BHCem DBa65′f42′* | Sundrland British G.Clark,Sunderland | C.2Cy.28″&52″–33″ (*a*) 80lb *50lb* NDB87 130HP 1SB,*3pf*,GS58 | 18 ″ 8 s 2 ″ 2 | |
| 58 75354 QKNF | **Imbros** *E.V.Pashley* 4thSurvey,Cff 8,94 | **IronScBg** ~~3rdSurveyCff 2,90~~ 2*Dks(1Irn)3trB* | 1958 1934 1276 | ✠A1*1 ~~10,94~~ ~~8,98~~ | Bly Cff | Lv | 1876 11mo | Richardsn, Duck&Co. Stockton | H.Briggs,Sons& Co. | 280·5 H24*t* ~~drp94~~ | 36·1 BK10″ | 25·8 *5BH* | Hull British 2SB,*6f* Blair&Co.(Lim.),Stockton | C.2Cy.32″&62″–39″ 170HP | 27 ″ 4 s 6 ″ 1 | |
| 59 JWMK | **Imbs** *E.Jörgensen89–* | **WoodScSr** (*ex*Hjalmar) 1*Dk* | 312 260 181 | | | | 1871 | A Samuelsson Gothenburg | R.G.Ramsland | 131·5 B32′ | 25·6 | 12·5 | Stavanger Norwegian | C.2Cy.15½″&30¾″–21½″ 45HP MotalaCo.,Gothenburg | | N |
| 60 17 FVHF | **Imera** *G.B.Dodero –91* | **IronScBn** (*ex*Marmion) 2*Dks3trB* | 1257 1239 822 | ✠ 8,73 | Lgn | Lv | 1870 1mo | W.Pile&Co Sunderland | Navigazione Generale Italiana | 225·7 | 31·0 | 24·6 | Palermo Italian *5BH* | C.2Cy.28″&55″–30″ 198HP N.E.Marine E.Eng.Co.,Sld. | | I |
| 61 1335 HJQL | **Imidzugawa Maru** | **WoodScSr** | 128 118 79 | | | | 1893 | Lawamura Tamekichi Osaka | FushikiKo-un Sha | 99·4 | 14·8 | 12·0 | Fushiki Japanese | 23HP | | |
| 62 HKSN | **Imperator** *C.Bechtinger –87* | **SteelSc3MstSr** 2*Dks(1Stl)&Spar dk(Stl)* | 4119 3875 2343 | ✠ *Spar dk* 6,87 ✠ | Tri LA&CP | *y* | 1886 9mo | LloydAustro-Ungarico Trieste | LloydAustriaco | 390·0 | 45·0 | 25·5 33·4 | Trieste Aust.-Hung. *6BHCem* | Q.4Cy.36″,62″&(2)72″–60″ 800HP LloydAustro-Ungarico, Trieste *WB=DBuE&B93′290t* | | |
| 63 47 JQDS | **Imperator Alexander II.** | **IronScSr** 2*Dks* | 1118 — 784 | | | | 1858 | John Laird Birkenhead | RussianStm.Nav. &TradingCo. | 225·6 | 32·0 | 19·0 | Odessa Russian | C.2Cy.36″&62″–36″ 160HP J.Penn&Sons,London | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Entretenement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crew sur Quille. Franc-board au milliers de navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 64 HQCP | **Imperatrice Marie** *R.Bindeman*86–89 | IronScBg *ss*Cff.No.3–4,87 *ss*Nwc.No.1–92 (*ex*Rheola) 1*Dk2trB* | 1431 1330 916 | ✠ [illegible] ✠NB9,92 | LMC9,92 | | 1877 5mo | Schlesingr Davis&Co. Newcastle | St.Petersburg S.S. Co.(Bindeman, Kunewsky&Co., *Mgrs.*) Russian | 250·0\|33·2\|21·1 P24′B48′F32′ ND94 BK9″ *WB*= | S.Petrsbrg Russian | C.2Cy.30″&59″–36″ (*s*) 80lb *60lb* NDB92 150H *4BHCem* 2SB,*4pf*,GS78,HS3040 T.Clark&Co.,Newcastle | 22 ′ 8 s 3 ′ 8 w3 ′ 11 |
| 65 HKTD | **Imperatrix** *F.Egger* –89 | SteelSc3MstSr 2*Dks*(*UStl*–ws)&*Spardk*(*Stl*-ws) | 4072 3876 2440 | ✠ *Spar dk* 4,89 ✠ | Tri LA&CP | *y* | 1888 11mo | Austro-Hungarian Lloyd'sS.N. Co. Trieste | S.Nav&TradingCo. Lloyd Austriaco | 390·0\|45·0\|23·3 BK11″ *WB*= *DBu* | Trieste Aust.-Hung. | T.3Cy.36¼″,64″&98″–60″ 800H *6BHCem* 4DB,*24rf*,GS412 *E&B*93′293*t* | 24 ′ 7 Austro-HungarianLloyd's S.N.Co.,Trieste |
| 66 LCST | **Imperial** *J.C.Moon*85–91 | SteelSc3MstSr 2*Dks*(1*Stl*-ws)&*Shade dk* | 2362 1804 1606 | ✠ *Shade dk* 3,89 ✠ *Valparaiso & Panama* | Liv LA&CP | | 1889 3mo | Laird Bros. Birkenhead | CompaniaSud Americana deVapores | 336·8\|41·2\|18·7 F57′ BK10″ *WB*= *Cell* | Valparaiso Chilian | T.3Cy.31″,49″&75″–54″ 450H *5BHCem* 2DB,*12cf*,GS264 *DB*280′373*t* | 22 ′ 8 LairdBros.,Birkenhead |
| 67 LCST | — *C.P.Krützfeldt*82–92 | SteelScSr 1*Dk2trB* | 953 904 685 | | | | 1890 | Rost.Act. Ges.für Schiff & Mschnenbu Rostock | Paulsen&Ivers | 200·0\|31·6\|16·6 P123′ B52′ F56′ | Kiel German *WB* | T.3Cy.14″,22″&36″–27″ 100H Rostocker Schiffsbau Gesells.,Rostock | |
| 68 90571 | — *William* –86 | WoodSc 2*Dks* | 210 79 143 | | | | 1886 | WE Redwy Toronto | Kingsville&Pelee Nav.Co.(Lim.) | 109·0\|22·0\| 7·0 H4*t* | Toronto British | 1Cy.16″–18″ 45H J.DotyEngineCo.,Toronto | |
| * 69 97947 LTDQ | **Imperial Prince** *W.T.Jameson* –93 | SteelScSr 1*Dk*(*Irn*)&*Spardk3trB* | 2525 2398 1600 | ✠100A1 *Spar dk* 6,94~~8,98~~ ✠LMC7,90 Nwc | Liv A&CP | *s* | 1890 7mo | ShortBrs. Sunderland | PrinceStm Shppng Co.(Lim.) (J.Knott,*Mgr.*) | 293·5\|40·2\|18·5 B62′F34′ 26·3 drp93 BK10″ *WB*= *Cell* | Newcastle British | T.3Cy.22″,36″&59″–39″ (*s*) 160lb *80lb* 200H 2SB,*6pf*,GS102 *DB*206′334*t* | 20 ′ 10 s 6 ′ 10 G.Clark,(Lim.)Sunderland |
| Broken up 94 70 51430 | **Improvement** | IronSc | 154 119 97 | | | | 1865 | H.E.Falk Winsford | R.R.King | 88·7\|20·1\| 7·9 Q30*t* len87 | Liverpool British | 2Cy.10¼″–14″ NE&B81 25H H.E.Falk,Winsford | |
| 71 115 PVQS | **Ina Z.** ~~*A.Villa* –86~~ (*ex*Aurora) *D.Villa*, –86 | IronSc3MstSr *ss*Gen.No.3–5,86 ~~*ss*Gen.No.1–90~~ *ss*Gen.No.2–93 2*Dks* | 714 649 450 | ✠ 95A1 5,95 7,00 | Gen LMC9,93 Rou | *l* | 1863 6mo | Palmers'Co Newcastle | E.Zenoglio | 210·8\|28·3\|17·0 Q52′ ptND86pt90 BK7″ *WB*= *DB* | Genoa Italian | T4Cy(2)10¼″,22¾″&39¾″-30″ 150lb *45lb* NB7,90 178H 2SB,*4cf*,GS60 *Tpd* 90Lead&IrnCoPrtsola | |
| 72 94523 KRSH | **Inanda** *P.R.McGregor* ~~*Moore* *Moore*~~ *Elec.light* | SteelScSr ~~*ss*Lon.No.1–92~~ 1*Dk*(*Stl*)&*Spardk3trB* | 1704 1639 1075 | ✠100A1 *Spar dk* 7,04~~7,09~~ ~~BS12,94~~ | Lon LA&CP ✠LMC7,92 | *r* | 1888 6mo | Hall,Russell&Co. Aberdeen | J.T.Rennie&Son | 270·4\|35·2\|23·0 B38′ FK *WB*= *DBa*60′*f*54′189*t* | Aberdeen British | T.3Cy.21″,34″&56″–42″ (*s*) 160lb *80lb* 220H 2SB,*6rf*,GS110 *MT*14′133*t* Hall,Russell&Co.,Abn. | 16 ′ 11 s 6 ′ 0 |
| 73 102124 NGHB | **Inca** *J.Linklater* –94 | SteelScSr 2*Dks3trB* | 3593 3339 2322 | | | | 1893 | Harland& Wolff(Lim.) Belfast | PacificStm.Nav. Co. | 360·6\|43·2\|27·3 P40′B96′F42′ | Liverpool British *WB* | T.3Cy.24″,39½″&66″–48″ 353H Harland&Wolff(Lim.)Bel. | |
| 74 HGNP | — | | 414 — — | | | | | ..... | AmazonStm.Nav. Co.(Lim.) | ..... ..... ..... | Para Brazilian | | |
| 75 | — | IronSc | 192 — 114 | | | | 1870 | Sherman BuenosAyres | D.Giuliani | 103·0\|16·0\| 9·2 | Bns.Ayres Argentine | 42H Fada&Peña.BuenosAyres | |
| 76 87844 HRLT | **Incemore** *C.F.Borg* –93 *Well deck* | IronScBn 1*Dk*(*Irn*)2*trB* 2ndSurvey,Liv.2,92 | 1721 1399 1118 | ✠A1*1 2,95~~1,04~~ | Liv | Lv | 1883 4mo | Richardsn, Duck&Co. Stockton | S.S.Incemore (Lim.) (W.Johnston&Co.,Lim.) | 260·0\|36·0\|18·0 Q94′B72′H21*t*F34′ FK *WB*= *DBuE&BM* | Liverpool British | C.2Cy.32″&60″–39″ 170H *4BH2PBH* *TAPTFPT* 2SB,*6f* Blair&Co.,(Lim.),Stockton | 19 ′ 7 s 2 ′ 2 |
| 77 96376 LKJC | **Incharran** *J.Macdonald*81–89 | SteelScSr *ss*Bry.No.1-93 2*Dks*(1*Irn*&1*Stl*)3*trB* | 2856 2717 1843 | ✠100A1 ~~5,94~~ 5,95 ✠LMC11,93 ~~Cff~~ ~~Shl~~ | Liv A&CP Mdb | *u* | 1889 11mo | Palmers' Co.(Lim.) Newcastle | InchShippingCo. (Lim.)(Hamilton, Fraser&Co., *Mgrs.*) *WB*= *Cell* | 320·0\|42·3\|26·2 P31′B67′F40′ FK *D B*272′662*t FPT* | Liverpool British | T.3Cy.24″,40″&64″–42″ (*s*) 160lb *90lb* 300H *5BHCem* *68t APT28t* 2DB,*12pf*,GS198 Palmers'Co.(Lim.),Nwc. | 29 ′ 5 |
| 78 99305 | **Inchbarra** *F.Major* –91 | SteelScSr *ss*Shl.No.1-95 2*Dks*(*Irn*)&*Webframes* | 4069 3791 2668 | ✠100A1 ~~7,94~~ ~~5,93~~ ~~3,95~~ 3,95 ✠LMC8,~~94~~ ~~Bry Ltr~~ | Ant A&CP Shl | *w* | 1891 8mo | W.Gray& Co.(Lim.) WHartlepool | InchShippingCo. (Lim.) (Hamilton,Fraser &Co.,*Mgrs.*) | 365·0\|47·1\|26·5 P31′B88 F38′ BK11″ *WB*= *Cell* | Liverpool British | T.3Cy.27″,43″&72″–45″ (*s*) 160lb *80lb* 500H *6BHCem* *DB*312′872*t* Cen.Mar.E.Wks.,W.Hpl. | 29 ′ 5 |
| 79 84200 WGJF | **Inchborva** *J.Isaac* –93 | IronScSr ~~*ss*Npt.No.2–90~~ 2*Dks*(1*Irn*&1*pt Irn*)3*trB* *ss*Msl.No.3–2,94 | 2301 2208 1487 | ✠100A1 ~~11,02~~ 6,94 ✠LMC2,94 | Cff LA&CP Cpl | *s* | 1881 12mo | C.Mitchell &Co. Newcastle | Keynes &Co.(Lm.) (E.Morgan&Co., *Mgrs.*) *WB*= *D B a*56′~~*f*92′&*a B*~~*f*32′181*t* | 285·2\|38·1\|26·2 B58′F32′ drp94 FK *FPT*26*t* | Liverpool British | C.2Cy.35″&68″–45″ (*s*) 90lb *38lb* 300H *5BHCem* *MT*24′262*t* 2SB,*6pf*,GS107 R.&W.Hawthorn,Nwc. | 27 ′ 5 |
| Wrecked 2,95 80 97877 MFTS | **Inchdune** *H.Purse* –94 *Well deck* | SteelScSr *ss*Shl.No.1–95 1*Dk*(*pt Stl*&*pt Irn*)&*Webframes*2*trB* | 2907 2244 1895 | ✠100A1 ~~1,04~~ ~~5,94~~ 3,95 ✠LMC7,~~94~~ ~~Nct Bry~~ | Msl A&CP Shl | *t* | 1891 7mo | Irvine&Co WHartlepool | InchShippingCo. (Lim.) (Hamilton,Fraser &Co.,*Mgrs.*) | 314·0\|40·6\|20·9 P31′Q96′B130′F33 BK10″ *WB*= *CellDB*268 | Liverpool British | T.3Cy.23″,37½″&61½″–39″ 160lb *80lb* (*s*) 300H *5BHCem* *518t APT20t* 2SB,*6cf*,GS95,HS3925 T.Richardson&Sons,Hpl. | 23 ′ 9 s 2 ′ 5 |
| 81 86964 WVTN | **Inchgarvie** *T.Stobart*80–93 | IronScSr *ss*Nwc.No.3–6,93 2*Dks*(1*Irn*&1*pt Irn*)3*trB* | 2614 2514 1706 | ✠100A1 ~~3,04~~ ~~6,93~~ 1,95 ~~BS5,94~~ 5,95 ✠LMC6,93 ~~Shl~~ ~~Npt~~ | Nwc LA&CP | *u* | 1882 10mo | SirW.G. Armstrong, Mitchell&Co. Newcastle | Northumbrian ShippingCorporation(Lim.) (LMacarthy *Mgr*) | 310·5\|39·0\|25·2 P26′B58′F33′ drp94 FK *WB*= *Cell DB* 208′ | Newcastle British | C.2Cy.37″&72″–48″ (*s*) 100lb *65lb* 325H *5BHCem* *324t APT15t* 2SB,*8pf*,GS164,HS4800 FD R.&W.Hawthorn,Nwc. | 28 ′ 5 |
| * 82 97873 MFKV | **Inchisla** *W.Halliwell* | SteelScSr 1*Dk*(*Stl*)&*Spardk*(*Irn*)&*Deepframing* | 2929 2764 1894 | ✠100A1 *Spar dk* ~~5,94~~ 1,95 ✠LMC6,~~94~~ ~~Msl~~ | Bry LA&CP | *u* | 1891 4mo | SirW.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | InchShippingCo. (Lim.)(Hamilton, Fraser&Co., *Mgrs.*) *WB*= *Cell D B*256′550*t* | 310·0\|40·6\|27·5 B64′F29′ FK | Liverpool British | T.3Cy.23″,38″&61″–42″ (*s*) 160lb *100lb* 300H *5BHAsp* *APT20t* 2SB,*6pf*,GS110,HS4112 WlsndSlpwy&EC.(L)Nwc | 22 ′ 6 s 6 ′ 1 |
| * 83 91196 JVCM | **Inchlonga** *G.Heneberg*88–90 (*ex*Madagascar) | IronSc *ss*Nwc.No.3–10,90 *ss*Hul.No.1-94 2*Dks*(*Irn*)&*Spar dk*(*Irn*) | 3022 2791 1944 | ✠100A1 *Spar dk* ~~10,94~~ ~~11,93~~ ~~5,95~~ ✠LMC10,~~90~~ ✠NE&B10,90 ~~Bry Hul~~ Nwc | Cff A&CP | *u* | 1882 7mo ~~10,94~~ | J.Blumer &Co. Sunderland | InchShippingCo. (Lim.) (Hamilton,Fraser &Co.,*Mgrs.*) | 320·0\|40·2\|28·0 B75′ ~~dep93~~ BK10″ *WB*= *DB* | Liverpool British | T.3Cy.23½″,38″&62″–45″ (*s*) 160lb *80lb* 300H *7BHAsp* *a96′f78′365t* WlsndSlpwyCo.(Lm)Nwc | 22 ′ 6 s 6 ′ 4 |
| 84 96357 LHQG | **Inchmarlo** *W.T.Ashby* –92 | SteelScSr *ss*Bry.No.1-93 2*Dks*(1*Irn*1*Stl*)3*trB* | 2967 2816 1924 | ✠100A1 ~~5,94~~ ~~5,94~~ ~~5,95~~ ✠LMC5,93 ~~Cff~~ | Bry LA&CP | *u* | 1889 9mo | R.Thomp- son&Sons Sunderland | InchShippingCo. (Lim.)(Hamilton, Fraser&Co.*Mgrs.*) *WB*= *Cell DB*258′550*t FPT* | 320·0\|42·1\|26·3 P37′B67′F41′ drp93 FK | Liverpool British | T.3Cy.25″,40″&68″–42″ (*s*) 160lb *90lb* 300H *5BHCem* *94t APT11t* 2DB,*8cf*,GS140,HS4740 T.Richardson&Sons,Hpl. | 29 ′ 5 s 5 ′ 6 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. / Under deck. / Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built. When. Ship. / Engines | By Whom. / Where. | Owners. | Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. / Freeboard amidships ft. in. | Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85<br>84085<br>MNTR | Inchulva IronScSr<br>J.C.Brown -94 ssLon.No.3-1,94<br>2Dks(1Irn&UptIrn-ws)3dk-rule | 2229<br>2189<br>1453 | ✠100A1<br>6,94 ~~4,94~~<br>BS5,94 ✠LMC2,93 | Shl<br>LA&CP<br>Lon | s | 1881<br>2mo | C.Mitchell<br>&Co.<br>Newcastle<br>WB= | J.E.Guthe&Co.<br>FPT26tAPT13tM | 285·0\|38·1\|26·3<br>B58'F32' drp94<br>ptNDS93 BK10<br>T24' 262t dptka 28' | Liverpool<br>British<br>5BHCem<br>275t | C.2Cy.35"&68"–42" (s)<br>90lb 60lb 275H<br>2SB,6cf,GS96<br>Wllsnd.Slip.Co.(Lim)Nwc | 27 " 7<br>s 5 " 3 | |
| 86 | Indalen IronPadSternWheel<br>A.Edqvist89–89 1Dk&Shade dk | 118<br>80<br>109 | | | | 1887 | W.Lind-<br>berg's M.V.<br>Stockholm | SkönviksAktieb<br>(W.Bünsow) | 91·6\|24·3\| 5·0<br>H37t | Sundsvall<br>Swedish | C.2Cy.13½"&21"–54"<br>40H<br>W.Lindberg'sM.V.Skm. | | |
| 87<br>JNST | Independant IronPadCtr<br>Combe -88 | 287<br>—<br>129 | | | | 1853 | Schneider<br>&Co.<br>Creusot | Cie.Générale de Navigation | 179·1\|22·9\| 9·2 | Arles<br>French<br>WB | 1Cy.59"–79"<br>75H<br>Schneider&Co.,Creusot | | |
| 88<br>LCNB | Independent IronScSr<br>Ahrenkiel -93 1Dk&Spardk | 1348<br>1294<br>1003 | | | | 1883 | G.Howaldt<br>Kiel | Rhederei "Independent" | 232·6\|31·1\|24·0<br>F28' | Kiel<br>German<br>WB | C.2Cy.29½"&49¼"–35½"<br>140H<br>HowaldtBros.,Kiel | | G |
| 89<br>85861<br>WDTV | India SteelSc3MstSr<br>T.Johnston -91<br>Elec.light 2Dks(Stl-Uws)&Spardk | 4074<br>2612<br>2591 | ✠<br>Spar dk<br>4,86 ✠ | Lon<br>LA&CP | x | 1881<br>8mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndia AssociatedStmrs. (Lim.) | 390·0\|42·2\|21·6<br>B132' F28' 29·6<br>drp83&84 | Glasgow<br>British<br>6BHCem | C.2Cy.50"&86"–54"<br>500H<br>Denny&Co.,Dumbarton | 23 " 0<br>s8 " 10½ | BT till ~~1,95~~ 11,95 |
| 90<br>60406<br>LKCP | — IronScBg<br>H.Tait -91 2Dks&Awngdk | 2477<br>1841<br>1592 | | | ... | 1868<br>7mo | W.Simons<br>&Co.<br>Renfrew | HendersonBros. | 311·6\|36·7\|23·6<br>30·9 | Glasgow<br>British | C.2Cy.40"&72"–42"<br>NE&B77 469H<br>Henderson&Co.,Glasgow | | |
| 91<br>RGFT | — IronScSr<br>Wiese94–94<br>2Dks(1Irn) | 1551<br>1436<br>1013 | | | ... | 1881<br>10mo | C.Mitchell<br>&Co.<br>Newcastle | G.L.Gaiser | 260·8\|33·6\|21·9<br>P25' B48' F31 | Hamburg<br>German<br>WB | C.2Cy.32"&60"–39"<br>150H<br>Blair&Co.(Lim.),Stockton | | V |
| 92<br>26<br>PVQW | — IronSc3MstSr<br>D.Vernenzo 1Dk&Awngdk3trB | 1331<br>831<br>872 | | | ... | 1870<br>2mo | C.Mitchell<br>&Co.<br>Newcastle | Nav.Gen.Italiana | 257·2\|31·0\|16·8<br>24·8 | Genoa<br>Italian | C.2Cy.33"&60"–33"<br>NB81 320H<br>ThompsonBoyd&Co.,Nwc. | | I |
| 93<br>100008 | — IronSc | 1239<br>—<br>932 | | | | 1871 | Craig<br>S.B.Co.<br>Buffalo,N.Y. | AnchorLine | 210·0\|32·6\|14·0 | Erie,Pa.<br>Utd.States | | | |
| 94<br>67820<br>QJRN | — IronScSr<br>R.Goodworth -93 ssHul.No.3–2,88<br>ssLon.No.1–92 1Dk | 364<br>325<br>186 | ✠100A1<br>3,93<br>✠NB84 LMC6,92<br>BS~~6,93~~7,94 | Lon<br>A&CP | g | 1876<br>8mo | J Readhead<br>&Co.<br>S.Shields | BennettSS.Co.Lim | 160·0\|23·8\|12·5<br>BK7'<br>WB= | Goole<br>British<br>5BHCem<br>DBa35'/40 | C.2Cy.20"&38"–26" (s)<br>70lb 60lb NDB85 70H<br>1SB,2pf,GS35<br>J.Readhead& Co.,S.Shields | 13 " 8<br>s 1 " 11 | |
| 95<br>76969<br>QRMH | — IronPadSp<br>J.W.Spicer -94 | 218<br>214<br>42 | | | | 1876 | Westwood<br>&Baillie<br>London | ~~J.W.Spicer~~ Tees Tug&LighterCo. (Lim.) | 138·9\|20·6\|11·5 | London<br>British | L.2Cy.30"–54"<br>90H<br>J.Stewart,London | | BT till ~~12,94~~ 10,95 |
| 96<br>99720 | — IronScK<br>E.Greenleaf -94<br>1Dk | 171<br>159<br>77 | ✠100A1<br>Well fishing vessel<br>5,95 ~~2,94~~<br>✠LMC2,94 | Hul<br>Gms<br>LA&CP | | 1894<br>2mo | Cochrane&<br>Cooper<br>Beverley | TheInternational SteamTrawling Co.(Lim.) | 105·9\|21·0\|11·5<br>Q17'B19'<br>BK7½' | Grimsby<br>British<br>3BHCem | T.3Cy.12½",19½"&32"–22½"<br>160lb (s) 50H<br>1SB,2cf,GS28,HS747<br>C.D.Holmes&Co.,Hull | 12 " 0 | |
| 97<br>95836 | — IronScK<br>W.Magarry -90 1Dk<br>ssHul.No.1-94 | 194<br>177<br>88 | ✠100A1<br>Trawler<br>1,95 ~~6,90~~ ✠LMC~~6,90~~5,94 | Hul<br>LA&CP | | 1890<br>6mo | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | HullSteamFishing &IceCo.(Lim.) | 119·6\|21·0\|11·0<br>Q21'F20'<br>len94 BK7½'<br>ptND94 | Hull<br>British<br>3BHCem | T.3Cy.12½",19½"&31½"–22½"<br>150lb (s) 50HP<br>1SB,2cf,GS27,HS780<br>C.D.Holmes&Co.,Hull | 11 " 10 | |
| 98<br>100465<br>KGVF | Indian IronScSr<br>P.A.Nickerson70–90<br>3Dks | 1577<br>—<br>1133 | | | | 1890 | Harlan&<br>Hollings-<br>worthCo.<br>Wlmngtn,Dl | Boston&Phila-delphiaS.S.Co. | 227·0\|38·0\|26·0 | Bostn,Mas<br>Utd.States | T.3Cy.22",36"&55"–48"<br>Harlan&Hollingsworth Co<br>Wilmington,Del. | | R |
| 99<br>92853<br>KHFB | Indian Prince IronScSr<br>~~A.Barclay -93~~ ssSld.No.1–90<br>C.A.Lee -94 1Dk(Irn)2trB | 1862<br>1653<br>1199 | ✠100A1<br>5,94 6,93<br>✠LMC12~~,90~~ 6,94 | Nwc<br>A&CP<br>Ant | r | 1886<br>7mo | ShortBros.<br>Sunderland | PrinceSteam ShippingCo. (Lim.)(J.Knott Mgr.) | 275·0\|38·1\|19·9<br>Q28'B60'F32'<br>BK10"<br>~~WB= Cell DB188'327t~~<br>WB=CellDBa64'/102'275t 4BH | Newcastle<br>British<br>~~4BHAsp~~<br>APT29t<br>ptAsp,ptCem | T.3Cy.21½",35"&58"–39" (s)<br>150lb ~~60lb~~ 70lb 180HP<br>2SB,6cf,GS84<br>J.Dickinson,Sunderland | 22 " 2<br>s 3 " ~~4~~½ | |
| 100<br>100080<br>JMTK | Indiana IronScBn<br>H.F.Cauffman -92 3Dks&Spar dk | 3158<br>3102<br>2484 | | | | 1873 | Cramp&<br>Sons<br>Philadelphia | InternationalNav. Co. | 357·6\|43·0\|24·4<br>31·9 | Phildlphia<br>Utd.States | T.3Cy.22½",35½"&58½"–39"<br>NE91 220HP<br>J.Howden&Co.,Glasgow | | RV |
| 101<br>95809<br>LJKN | — IronScSr<br>F.Kershaw74–89 ssCff.No.1–94<br>Well deck 1Dk(Irn)&Webframes | 2167<br>1678<br>1413 | ✠100A1<br>2,94<br>✠LMC2,94 | Cff<br>A&CP | r | 1889<br>10mo | R.Dixon&<br>Co.<br>Middlesbro' | W.S.Bailey | 277·0\|38·2\|19·2<br>P25'Q72'B122'F34'<br>BK9'<br>WB= Cell | Hull<br>British<br>6BHCem<br>DB224'379t | T.3Cy.21",34"&56"–39" (s)<br>160lb 60lb 185HP<br>2SB,4rf,GS65,HS2703<br>Wstgrth,Englsh&Co.Mdb. | 21 " 9<br>s 1 " 11½ | |
| 102<br>93423<br>MFWJ | Indianapolis SteelScSr<br>R.Lamont83–91<br>1Dk(Stl)&Webframes&ptAwngdk(Stl)<br>Elec.light | 2464<br>1711<br>1593 | ✠100A1<br>ptAwngdk withfreeboard<br>9,94 ~~7,91~~ ✠LMC7,91 | Brw<br>LA&CP<br>Bos | s | 1891<br>7mo | NavalCon-<br>struction&<br>ArmCo(Lim)<br>Barrow | J.Little&Co.<br>WB= CellD | 278·9\|42·2\|18·5<br>P25'Q74'<br>ptAwngdk180' FK<br>B222'428'FPT138t | Barrow<br>British<br>4BHCem<br>APT68t | T.3Cy.23",37"&60"–39" (s)<br>160lb 160lb NDB91 220HP<br>2SB,4rf,GS74 FD<br>Westray,Copeland&Co.<br>(Lim.),Barrow | 21 " 0<br>s8 " 11½ | |
| 103<br>31<br>PVRT | Indipendente IronScBk<br>Pirandello -93 3Dks | 2847<br>2576<br>1840 | | | ... | 1883<br>6mo | A.Stephen<br>&Sons<br>Glasgow | Nav.Gen.Italiana | 350·0\|40·0\|26·1<br>P68' B32' F33 | Palermo<br>Italian<br>WB | C.2Cy.48"&90"–48"<br>736HP<br>A.Stephen&Sons,Glasgow | | I |
| 104<br>93769<br>KQTL | Indra SteelScSr<br>~~E.L.Burkill88–92~~ ssCff.No.1–92<br>Trotter -94 2Dks(1Stl&1Irn)3trB | 3582<br>3456<br>2333 | ✠100A1<br>~~6,94~~~~10,93~~ 9,94<br>3,95 ~~BS3,94~~ ✠LMC~~4,92~~3,95 | Liv<br>LA&CP<br>~~Bry~~Lon | w | 1888<br>3mo | T.Royden<br>&Sons<br>Liverpool | IndraSteamship Co.(Lim.)<br>~~(Macvicar,Marshall&Co.)~~<br>(T.B.Royden) | 361·8\|44·3\|27·1<br>P24'B84'F41'<br>BK10"<br>WB = Cell D B 216'711t | Liverpool<br>British<br>6BHCem<br>MT28'380t | T.3Cy.27,"44"&71"–48" (s)<br>150lb 60lb 256HP<br>2DB,12cf,GS190<br>Fawcett,Preston&Co.,Liv. | 30 " 2<br>s 6 " 6 | |
| 105<br>89096 | — IronTwinScTug<br>R.Reid 2Dks | 719<br>682<br>97 | ✠<br>8,85<br>✠ | Dun<br>LA&CP | k | 1885<br>4mo | W.B.<br>Thompson<br>Dundee | TheAdmiralty | 212·0\|30·2\|15·3 | London<br>British<br>4BHCem | C.4Cy.30"&60"–33"<br>300HP<br>W.B.Thompson,Dundee<br>WB=DBF48'83tAPT18t | | |
| 106<br>102133 | Indralema SteelScSr<br>G.Harwood90–94<br>2Dks(Stl)&deepframing<br>3dk-rule | 3150<br>2854<br>2020 | ✠100A1<br>~~6,94~~ ~~3,94~~ 9,94<br>✠LMC3,94 | Nwc<br>LA&CP<br>~~Bry~~Cff | v | 1894<br>3mo | C.S.Swan&<br>Hunter<br>Newcastle | IndralemaS.S.Co. (Lim.) (T.B.Royden)<br>WB | 330·0\|41·5\|25·1<br>P30'B76'F39'<br>FK<br>= Cell DB284'710t | Liverpool<br>British<br>5BHCem<br>APT30t | T.3Cy.24",38"&64"–42" (s)<br>170lb 80lb 250HP<br>2SB,6cf,GS104,HS3846<br>Cen.Mar.Eng.Wks.,W Hpl. | 28 " 1<br>s 5 " 6 | |

| 1 Numero d'Ordre / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant aux lettres. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Coque en Quille. Franc-bord en hautes eaux. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 107<br>96302<br>LDFP | **Indramayo**<br>*J.Firth* –91 | **SteelScSr**<br>*ss*Lon.No.1-94<br>2*Dks*(1*Stl*&1*Irn*)3*trB* | 4110<br>4016<br>2662 | ✠100A1<br>2,95 ~~12,027,94~~<br>~~drp91~~ ✠LMC7,98 | Lon<br>LA&CP | *y* | 1889<br>5mo | Lon.&Gls.<br>Co.(Lim.)<br>Glasgow | **IndramayoS.S.Co.(Lim.)(Macvicar,Marshall &Co.)** | 400·2<br>P27′B94′F43′<br>*WB=Cell* | 45·1<br>BK9″ | 28·2<br>*DB*240′810*t* | **Liverpool**<br>British | T.3Cy.29″,47″,&76″–51″ (*s*)<br>150lb 450H<br>2DB,*12cf*,GS228<br>Lon.&Gls.Co.(Lim.),Gls. | 31 ″ 6<br>s 7 ″ |
| 108<br>102152<br>NKGD | **Indrani**<br>*F.Burkill*88–94 | **SteelScSr**<br>2*Dks*(*Stl*)3*trB*&<br>*Webframes* | ~~5085~~<br>~~4994~~<br>4697<br>3226 | ✠100A1<br>~~9,045,01~~ 2,95<br>(*Class Contem plated*)<br>~~Cff~~ ~~Brw~~ ✠LMC6,94 | Brw<br>LA&CP | *y* | 1894<br>5mo | Nav.Con.&<br>A.Co.(Lim.)<br>Barrow | ~~T.Royden&Sons~~<br>"Indrani"S.S.Co.(Lim)(TBRoyden)<br>*WB=CellDB*242′89 | 400·0<br>P26′B100′F49′<br>48·2 FK<br>1*t FPT*178*t APT*67 | ~~48·1~~<br>BK9″ | 29·3<br>*MT*27′792*t* | **Liverpool**<br>British | T.3Cy.27″,44″&72″–48″ (*s*,<br>180lb ~~80lb~~ 383H<br>2DB,*8cf*,GS192,HS10146<br>Nav.C.&A.Co.(Lim.),Brw | 32 ″ 6<br>s 7 ″ |
| 109<br>93798<br>KTJM | —<br>*W.B.Webb* –94 | **SteelScSr**<br>*ss*Gls.No.1–93<br>2*Dks*(1*Irn*&1*Stl*)3*trB* | 3584<br>3456<br>2337 | ✠100A1<br>~~4,04 5,04~~ 10,94<br>BS9,94 ✠LMC1,93 | Gls<br>LA&CP | *w* | 1888<br>8mo | T.Royden<br>&Sons<br>Liverpool | **DonaldsonBros.**<br>*WB=Cell D B*216′711*t* | 361·8<br>P24′B84′F41′<br>BK10 | 44·3<br>*DB*216′711*t* | 27·0<br>*MT*28′380*t* | **Glasgow**<br>British | T.3Cy.27″,44″&71″–48″ (*s*)<br>150lb 256H<br>2DB,*12cf*,GS190<br>Fawcett,Preston&Co.,Liv. | 30 ″ 6<br>s 6 ″ 5 |
| 110<br>97761<br>LQHP | **Indrapura**<br>*C.A.Watson* –94 | **SteelScSr**<br>*ss*Cff.No.1–94<br>2*Dks*(1*Stl*&1*Irn*)3*trB* | 3859<br>3634<br>2510 | ✠100A1<br>4,95 ~~8,98~~<br>Cff<br>✠LMC5,94 | Mdb<br>LA&CP | *w* | 1890<br>3mo | T.Royden<br>&Sons<br>Liverpool | **MacvicarMarshall&Co.**<br>*WB=Cell D B*222′744*t* | 369·8<br>P24′B86′F41′<br>FK | 44·0<br>*DB*216′711*t* | 27·7<br>*MT*30′420*t* | **Liverpool**<br>British | T.3Cy.27,″44″&71″–48″ (*s*)<br>150lb 256H<br>2DB,*12cf*,GS220HS6164<br>Fawcett,Preston&Co.(Lm)<br>Liverpool | 30 ″ 6<br>s 6 ″ 5 |
| 111<br>JSWG | **Indtrönderen**<br>*V.Hegstad*89–89 | **SteelScSr**<br>2*Dks* | 208<br>197<br>156 | | | | 1889 | .....<br>Christiania | **Indtröndelagens Dampbaadssamlag** | 121·9<br>H11*t* | 18·4 | 13·9 | **Stenkjær**<br>Norwegian | | |
| 112<br>98564<br>MGCB | **Induna**<br>*W.Findlay*81–91<br>*Well deck*<br>*Elec.light* | **SteelScSr**<br>1*Dk*(*Irn*) | 703<br>515<br>429 | ✠100A1<br>7,94 ~~7,91~~<br>P.N1<br>✠LMC7,91 | Abn<br>A&CP | *j* | 1891<br>7mo | Hall,Russell&Co.<br>Aberdeen | **J.T.Rennie&Son** | 190·6<br>Q51′B59′F22′<br>FK<br>*WB=DB* | 28·5<br>4*BHCem* | 11·2<br>*a*31′*f*51′152*t* | **Aberdeen**<br>British | T.3Cy.15″,24″&39″–30″ (*s*)<br>160lb ~~90lb~~ 98H<br>1SB,*3rf*,GS50,HS1502<br>Hall.Russell&Co.,Abn. | 14 ″ 6<br>s1 ″ 1 |
| 113<br>93104 | **Industria**<br>*A.Jones*87–87 | **IronScK**<br>*ss*Hul.No.1~~–90~~ 2-95<br>1*Dk* | 133<br>129<br>62 | ✠100A1<br>*Trawler*<br>~~3,24 4,93~~ 5,95<br>~~BS1,93~~ ✠LMC1,~~90~~ | Hul<br>LA&CP | | 1887<br>2mo | Cook,Welton&Gemmell<br>Hull | **F.&T.Ross** | 95·0<br>F16′<br>~~drp93~~ | 20·7<br>BK8″ | 10·7<br>3*BHCem* | **Hull**<br>British | C.2Cy.15″&29″–21″ (*r*)<br>90lb 35H<br>1SB,*2pf*,GS30,HS702<br>C.D.Holmes&Co.,Hull | |
| 114<br>295<br>207 | **Industrial** | **SteelTwinScSr** | 319 | | | | 1891 | Scott&Co.<br>Greenock | **CompanhiaProgressoIndustrieldeCaboFrio** | 160·4 | 26·1 | 9·4 | **R.Janeiro**<br>Brazilian | C.4Cy.11½″&24″–18″<br>Scott&Co.,Greenock | |
| 115<br>HWBC | **Industrie**<br>*J.Nielsen*<br>*Well deck* | **SteelTwinScSr**<br>*ss*Rot.No.2–92<br>1*Dk*(*Irn*) | 649<br>498<br>409 | ✠100A1<br>1,94<br>~~BS1,94~~ ✠LMC9,92<br>2,95 | Rot<br>LA&CP | *j* | 1885<br>1mo | L.Smit&<br>Sons<br>Kinderdyk | **Rhein&SeeSchiffahrtsGes.**<br>*WB=FPT*80*t APT* 36*t deep tank* | 200·1<br>Q70′B38′F21′<br>FK | 28·2 | 11·4<br>*a*54*t MT*20*t* | **Cologne**<br>German | C.4Cy.14¾″&27″–18″ (*i*)<br>80lb 72H<br>2SB,*2cf*,GS54<br>Diepeveen,Lels & Smit,<br>Kinderdyk | 12 ″ 2 |
| 116<br>93125<br>KRWL | **Industry**<br>~~*A.Nicol* –93~~<br>~~*G.W.Leslie*~~ *W.G.Vincent*<br>*Well deck* | **IronScSr**<br>*ss*Mel.No.1–91<br>1*Dk*(*Irn*)2*trB* | 1830<br>1407<br>1189 | ✠100A1<br>~~7,04 4,94~~ 3,95<br>BS1,95 ✠LMC1,94 | Syd<br>A&CP | *q* | 1887<br>12mo | Strand<br>SlipwayCo.<br>Sunderland | **W.H.Cockerline&Co.** | 259·5<br>P25′Q76′B102′<br>F26′ | 35·6<br>BK9″ | 18·6<br>*WB=DB* | **SydnyNSW**<br>British | T.3Cy.19″,31″&52″–36″ (*s*)<br>150lb ~~60lb~~ 140H<br>2SB,*4cf*,GS58<br>N.E.MarineEng.Co.,Sld. | 20 ″ 0<br>s 1 ″ 8 |
| 117 | **Inebolu**<br>(*ex*Trojan)<br>*Well deck* | **SteelScSr**<br>1*Dk* | 240<br>168<br>88 | | | … | 1885<br>1mo | Murdoch&<br>Murray<br>Pt.Glasgow | **OttomanGovernment** | 130·6<br>Q37′B42′F18′ | 23 21 | 9·8<br>*WB* | **Constanpl**<br>Turkish | C.2Cy.20″&38″–24″<br>70H<br>W.King&Co.,Glasgow | 10 ″ 7 |
| 118 | **Infatigable**<br>*J.Verschueren*68– | **IronScTug** | 115<br>—<br>70 | | | | 1872 | Jansen&<br>Schmilinsky<br>Hamburg | **Soc.Anon.de remorquage à hélice** | 80·1 | 17·3 | 11·6 | **Antwerp**<br>Belgian | 2Cy.16½″&33″–18″<br>49H<br>Jansen&Schmilinsky,Ham | |
| 119<br>86193 | **Inflexible**<br>*Appleton*87–87 | **WoodScSr** | 127<br>120<br>86 | | | | 1878 | Ann Deakn<br>Winsford | **SaltUnion(Lim.)** | 87·6 | 20·7 | 19·0 | **Liverpool**<br>British | 2Cy.12″–14″<br>24H<br>G.Deakin,Winsford | |
| 120<br>NTSP | **Ingeborg**<br>*H.E.Nielsen*82–92 | **IronPad**<br>1*Dk* | 342<br>320<br>136 | | | | 1883 | F.Schichau<br>Elbing | **DeDanskeStatsbaner** | 165·4<br>H23*t* | 24·9 | 11·3 | **Fredericia**<br>Danish | C.2Cy.32″&62″–45½″<br>160H<br>F.Schichau,Elbing | |
| 121<br>JMQW | —<br>*B.Hauge* –88 | **WoodScSr**<br>1*Dk* | 210<br>158<br>157 | | | | 1870 | .....<br>Skaraborg | **NilsHauge** | 100·9<br>Q32′ | 22·9<br>B24′ | 11·4<br>F9′ | **Haugesnd**<br>Norwegian | C.2Cy.10¼″&22½″–16½″<br>20H<br>GöteborgsMek.Verks.,<br>Gothenburg | |
| 122 | —<br>*J.G.Jansson* –92<br>(*ex*Bele,*ex*Sälboda) | **WoodScSr**<br>1*Dk* | 164<br>136<br>112 | | | | 18 53 91 | .....<br>Gothenburg | **J.F.Kallin** | 101·4<br>Q6′ | 20·4<br>P19′ | 10·2 | **Tösse**<br>Swedish | 15H | |
| 123 | —<br>*A.Johansson*87–87 | **CompScSp**<br>1*Dk* | 148<br>129<br>110 | | | | 1887 | .....<br>SödraGarn,<br>Sweden | **Rederiaktieb "Concordia" (J.A.Waller)** | 99·3<br>Q5′ | 21·0<br>B20′ | 8·5 | **Gothenbrg**<br>Swedish | C.2Cy.9″&~~.8~~″–12″<br>12H<br>Wilhelmsbergs Mek.Werk.<br>Akt.,Gothenburg | |
| 124<br>PCLG | **Ingerid**<br>*H.Lever*92–92<br>*Well deck* | **IronScSr**<br>~~*ss*Rot.No.2–89~~<br>*ss*Rot.No.3-6,94 1*Dk*2*trB* | 706<br>480<br>505 | ✠100A–<br>6,04 ~~12,93~~ 3,95<br>~~BS1,93~~ ✠LMC4,~~89~~ 6,94<br>~~BS3,95~~ | Rot<br>LA&CP | *i* | 1882<br>3mo | H.Murray<br>&Co.<br>Pt.Glasgow | **D.Burger&Son**<br>*WB=DBa*37′30*t FPT* | 190·3<br>Q58′B51′F25′<br>pt ND88len89 BK7½″ | 26·9 | 13·5<br>5*BHCem*<br>28*t APT* 20*t* | **Rottrdam**<br>Dutch | C.2Cy.19 3/4 ~~18~~ ″&34″–36″ (*i*)<br>70lb ~~50lb~~ ~~40lb~~ 80H<br>1SB,*3pf*,GS43<br>Paul&Co.,Dumbarton | |
| 125<br>89728 | **Ingleby**<br>*Hall*82–90 | **SteelScSr**<br>*ss*Mdb.No.1–94<br>1*Dk*(*pt Stl&pt Irn*)&<br>*pt Awngdk*(*Irn*)&*Webframes* | 1786<br>1286<br>1132 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>7,94 ~~5,94~~ ✠LMC5,94 | Mdb<br>A&CP<br>Hpl | *q* | 1890<br>5mo | R.Craggs<br>&Sons<br>Middlesbro' | **InglebyS.S.Co.(Lim.)**<br>**(E.Harris&Co.)**<br>*WB=CellDB* | 260·0<br>P24′Q82′<br>*pt Awngdk*154′ BK9″<br>220′409*t* | 36·6<br>drp94 | 16·6<br>4*BHpt Asp*<br>*pt Cem* | **Middlsbro'**<br>British | T.3Cy.20″,33″&54″–36″ (*s*)<br>160lb ~~80lb~~ 175H<br>2SB,*4rf*,GS132,HS2722<br>WestgarthEnglish&CMdb. | 19 ″ 6<br>s 8 ″ |
| 126<br>LCKJ | **Ingo**<br>*J.Jesselsen*82–82 | **IronScSr**<br>1*Dk*&*Spardk* | 865<br>858<br>672 | | | | 1882 | Blohm&<br>Voss<br>Hamburg | **J.P.Massmann** | 201·4<br>B11′ | 28·6 | 19·2<br>*WB* | **Heligehfn**<br>German | C.2Cy.24″&42″–33″<br>90H<br>Blohm&Voss,Hamburg | |
| 127<br>83821<br>WBLN | **Ingoldsby**<br>*Smith*<br>*Well deck* | **IronScSr**<br>*ss*Cff.No.3–2,92<br>*ss*Cff.No 1-95 1*Dk*(*Irn*)2*trB* | 1193<br>990<br>740 | ✠100A1<br>~~4,94 9,80 1,05~~<br>5,95 ~~BS6,93~~ ✠LMC2,~~92~~<br>7,94 | Cff<br>LA&CP | *o* | 1881<br>2mo | Palmers'<br>Co.<br>Newcastle | **Lee,Finch&Co.** | 235·5<br>Q88′B50′F25′<br>drp95 | 32·2<br>BK8½″ | 17·8<br>4*BHCem*<br>205*t APT* 12*t* | **Cardiff**<br>British | C.2Cy.28″&54″–36″ (*i*)<br>75lb ~~40lb~~ ~~80lb~~ NDD94 99H<br>1SB,*4pf*,GS64<br>Palmers'Co.(Lim.),Nwc. | 18 ″ 6<br>s 1 ″ 11 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now printed. Distinguishing Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which Vessel. Details of Build. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 128 LCNP | **Ingraban** *E.Piper* 91–91 | **IronScSr** 1 *Dk & Spar dk 3 tr B* | 1284 1228 894 | | | | 1884 | Blohm& Voss Hamburg | **J.P.Massmann** | 236·2 | 32·4 | 15·4 22·4 | **Heligehfn** German *WB* | C.2Cy.28″&48″–39″ 175 HP Blohm&Voss,Hamburg | | | V |
| 129 87001 WPLQ | **Ingram** *C.F.Stevenson* –93 *ss* Shl.No.2–91 *Well deck* | **IronScSr** 1 *Dk(Irn)2tr B* | 1748 1385 1122 | ✠100A1 4,93 ~~BS12,93~~ ✠LMC9,91 | Ant LA&CP | *q* | 1882 9mo | E.Withy& Co. WHartlepool | **Steel,Young&Co.** | 257·4 P24′ Q68′ B71′ F31′ BK9″ *WB=DB* | 34·6 | 19·4 *BHCem* *a74′f96′307t* | **London** British | C.2Cy.33″&61″–33″ 75lb *60lb* 1DB.*4pf*,GS75 T.Richardson&Sons,Hpl. | (*b*) 150 HP | 20 ″ 4 *s* 2 ″ 1½ | |
| 130 JRBQ | **Ingul** 1 *Dk* | **IronScSr** | 484 — 377 | | | | 1872 | Samuda London | **RussianSteam Navigation& TradingCo.** | 212·3 | 29·0 | 9·4 | **Odessa** Russian | C.2Cy.23″&41″–24″ 60 HP J.Penn&Sons,London | | | |
| 131 93155 KGJQ | **Inishowen Head** *D.Smith* –94 2 *Dks(Irn)3tr B* *ss* Bel.No.2–94 | **SteelScSr** ~~*ss* Liv.No.1–90~~ | 3050 2933 1988 | ✠100A1 10,94 ~~2,94~~ ~~BS9,98~~ ✠LMC8,90 BS10,94 Bel | Bry LA&CP | *w* | 1886 4mo 9,93 | Harland& Wolff Belfast | **UlsterS.S.Co. (Lim.) (G.Heyn &Sons,** *Mgrs.*) | 341·6 B88′F40′ *WB=Cell* | 40·2 BK9″ | 26·4 *BHCem* *DB248′572t* | **Belfast** British | T.3Cy.24½″,37″&64″–48″ (*s*) 160lb *60lb* 2DB,*12cf*,GS175 Harland&Wolff,Belfast | 320 HP | 29 ″ 7 *s* 6 ″ 4 | |
| 132 [illegible] KBHM | **Inishtrahull** *T.W.Ripp* –91 *Well deck* 2 *Dks(Upt Irn–ws)* *Inner bottom plating pt Irn* | **SteelScSr** | 1007 819 453 | | | … | 1885 6mo | D&W Henderson&Co. Glasgow | **ClydeShippingCo. (Lim.) (J.Cuthbert,** *Mgr.*) | 231·1 P&B142′ | 33·1 F38′ | 15·1 *WB* | **Glasgow** British | T.3Cy.25″,37″&58″–48″ 240 HP D.&W.Henderson&Co.,Gls | | 17 ″ 7 | BT till 4,95 |
| 133 PWBK | **Iniziativa** *G.Pizzati* 2 *Dks(Irn–Uws)3tr B* | **IronScBg** | 2040 1972 1294 | | | … | 1881 7mo | A.Stephen &Sons Glasgow | **Nav.Gen.Italiana** | 300·0 B36′ F15′ | 37·2 | 23·1 | **Palermo** Italian | C.2Cy.35″&65″–42″ 231 HP A.Stephen&Sons,Glasgow. | | | |
| 134— 6 PWBL | *C.Zino* –86 | **IronScSr** | 416 374 246 | | | | 1886 | J.Knox& Co. Sunderland | ~~**ZinoFratelli**~~ G.Zino fu D | 154·8 ½P53′ | 23·3 B24′ | 13·2 F19′ *WB* | **Savona** Italian | C.2Cy.21″&38″–26″ 60 HP G.Clark,Sunderland | | | V |
| 135 | **Inland** *G.Dahlgren* 76–91 | **SteelScSr** 1 *Dk* | 164 117 122 | | | | 1891 | Göteborgs M.V. Gothenburg | **MarstrandsNya Ångf.Aktieb (A.Lundberg)** | 101·3 B38′ | 18·4 | 9·8 | **Marstrand** Swedish | C.2Cy.13¾″&22½″–13¾″ 40 HP GöteborgsM.V.,Got. | | | |
| 136— | *Holm* –88 | **IronScSp** 1 *Dk* | 143 48 107 | | | | 1876 | ..... Gothenburg | **Et Interessentskab (L.Gisholdt)** | 94·0 B88*t* H7*t* | 17·9 | 6·6 | **Skien** Norwegian | 29 HP | | | |
| 137 89430 SKLJ | **Innamincka** *T.W.Lockyer* 73– *Well deck* *Elec.light* 1 *Dk(pt Irn & pt Stl)* *& Webframes* | **SteelScSr** | 2501 1736 1355 | ✠100A1 10,90 ✠LMC9,91 | Gls A&CP | *t* | 1890 10mo | Napier, Shanks&Bell Glasgow | **AdelaideS.S.Co. (Lim.)** *WB=Cell DB224′324t FPT* | 305·0 P162′B84′F75′ FK | 40·0 | 19·8 *5 BHCem* *60t APT 20t* | **P.Adelaide** British | T.3Cy.28″,46″&75″–54″ (*s*) 160lb *160lb* 4SB,*12rf*,GS252 Bow,M'Lachlan&Co.,Psy. | 460 HP | 22 ″ 8 | |
| 138 53354 | **Inniemore** *D.McCallum* –92 *ss* Lly.No.3–12,86 (*ex* Cambria) *ss* Gls.No.2–93 1 *Dk* | **IronScSr** | 165 120 108 | ✠*A1 3,94 ~~NE&B3,93~~ ✠LMC3,93 | Gls A&CP | | 1866 5mo | R.Nevill Llanelly | **Mrs.M.M.Cheape (W.Craig,** *Mgr.*) | 114·6 Q40′B31′F31′ BK6″ | 17·1 | 8·8 *4 BH* | **Glasgow** British | C.2Cy.14″&28″–21″ 100lb 1SB,*2pf*,GS30,HS750 Walker,Henderson&CoGls | (*s*) 35 HP | | BT till 2,95 |
| 139 81912 | **Innishowen** *J.Warden* 80–80 | **IronPad** | 120 119 53 | | | | 1881 | Napier, Shanks& Bell Glasgow | **B.M'Crea&J. McFarland** | 120·3 | 20·2 | 6·7 | **Lndnderry** British | D.1Cy.24″–42″ NB89 21 HP Ross&Duncan,Glasgow | | | BT till 5,95 |
| 140 | **Interior** *José Ramos* | **IronSc** | 380 — 210 | | | | 1867 | J.&G. Thomson Glasgow | **JuanCanals** | 171·0 | 24·0 | 11·9 | **Bns.Ayres** Argentine | 55 HP | | | |
| 141 86113 HNTF | **International** *A.S.Hewitson* 86–90 *Well deck* 2nd Survey,Hul.10,91 1 *Dk(Irn)2tr B* | **IronScSr** | 1616 1349 1056 | ✠A1*1 ~~7,94~~ ~~11,93~~ ~~BS3,93~~ 7,94 2,92 LMC10,91 | Hul | Lv | 1883 3mo | Schlesingr, Davis&Co. Newcastle | **W.H.Cockerline& Co.** | 248·6 Q87′B51′F30′ BK8″ *WB=DBa70′f64′* | 33·8 | 20·9 *4 BH* 1PBH | **Newcastle** British | C.2Cy.29″&56″–42″ 90lb *45lb* 2SB,*4f* T.Clark&Co.,Newcastle | 150 HP | 22 ″ 0 *s* 2 ″ 8 | |
| 142— 63851 JSKT | *F.W.Robinson* 89–89 *Elec.light* 4th Survey 8,84 2 *Dks* | **IronScSr** | 1381 953 1004 | ✠ — 2,92 | Lon | Lv | 1870 6mo | Richardsn, Duck&Co. Stockton | **IndiaRubber,Gutta Percha&Telegraph WorksCo. (Lim.)** | 240·0 P172*t* | 30·1 F31*t* | 17·4 24·3 *5 BH* | **London** British | C.2Cy.26″&54½″–33″ 110 HP Blair&Co.(Lim.)Stockton *WB=DBaf & uE & B* | | | |
| 143— 100462 KGTW | *L.B.Tilton* 93–93 *Elec.light* 1 *Dk 2tr B* | **IronScTug** | 400 — 200 | | | | 1890 | Neafie& Levy Philadelphia | **F.L.Neall** | 130·0 | 26·0 | 17·6 | **Phildlphia** Utd.States | T.3Cy.16″,24″&41″–30″ Neafie&Levy, Philadelphia | | | R |
| 144 68997 SMBR | **Intrepid** *W.Duncombe* –94 *ss* Sld.No.3–9,91 *Well deck* 1 *Dk(Irn)2tr B* | **IronScSr** | 1399 1130 880 | ✠100A1 4,95 ~~3,93~~ ~~BS8,93~~ 12,94 ✠LMC9,91 Nwc | Sld A&CP | *p* | 1879 3mo | Short Bros. Sunderland | **R.Gordon&Co.** *WB=DBa76′f44′ & uE & B28′276t FPT* | 251·3 P33′ Q68′ B44′ F27′ BK9″ | 34·0 | 18·5 *5 BHCem* *20t APT 10t* | **Sundrland** British | C.2Cy.31″&57″–36″ 75lb *50lb* 2B,GS68 G.Clark,Sunderland | (*i*) 140 HP | 20 ″ 0 *s* 2 ″ 2 | |
| 145 78801 RVGS | **Inventor** *D.Comlin* –93 | **IronSc3MstSr** | 2222 2170 1441 | | | … | 1878 6mo | Aitken& Mansel Glasgow | **CharenteS.S.Co. (Lim.) (T.&J.Harrison** *Mgrs.*) | 325·8 F28′ | 34·0 | 25·8 | **Liverpool** British | C.2Cy.35″&70″–48″ 280 HP J.&J.Thomson,Glasgow | | | BT till ~~10,94~~ 4,95 |
| 146 6358 JNLT | **Inveraray Castle** *McIsaac* 77–86 | **IronPadSr** | 230 230 129 | | | | 1839 | Tod& M'Gregor Glasgow | **D.MacBrayne** | 172·9 len73 | 20·5 | 9·3 | **Glasgow** British | 1Cy.50″–48″ NB80 90 HP Tod&McGregor,Glasgow | | | |
| 147 84489 WLSR | **Invercargill** *C.F.Sundstrom* 79–93 *ss* Ddn.No.2–94 *Well deck* 1 *Dk* | **SteelScSr** | 224 149 123 | ✠ 95A– ~~1,94~~ 3,95 ~~BS8,95~~ LMC1,94 | Ddn | | 1885 9mo | Kincaid M'Queen&Co. Dunedin | **K.Ramsay** | 128·7 Q55′B19′F25′ FK | 20·1 | 8·7 *4 BHCem* | **Dunedin** British | C.2Cy.18″&33″–21″ 75lb NDB92 *90lb* 1SB.*2pf*,GS39 KincaidM'Queen & CoDdn. | 50 HP | 9 ″ 3 | |
| 148 87253 HWSF | **Inverleith** *F.Kerr* 92–94 *Well deck* ~~*ss* Gls.No.2–94~~ *ss* Gls.No.3–4,95 1 *Dk(Irn)2tr B* | **IronScBn** | 1152 874 743 | ✠100A1 4,95 ~~3,94~~ ~~BS6,98~~ ✠LMC9,90 | Gls LA&CP | *n* | 1883 5mo | Richardsn Duck&Co. Stockton | **S.S.InverleithCo. (Lim.) (Maclay &McIntyre)** | 225·0 P24′ Q49′ B60′ F28′ FK *WB=Cell* | 32·8 | 14·6 *4 BHCem* *DB184′310t* | **Leith** British | C.2Cy.28½″&53″–33″ 80lb *50lb* 1DB,*4pf*,GS54 Blair&Co.(Lim),Stockton | (*k*) 99 HP | 17 ″ 2 *s* 1 ″ 7½ | |
| 149 89775 JLTB | **Invermay** *F.Burnett* –93 *Well deck* *ss* Cff.No.2–93 1 *Dk(pt Irn)2tr B* | **IronScBn** | 1417 1081 889 | ✠100A1 1,94 ~~BS4,95~~ ✠LMC1,94 | Hpl A&CP | *o* | 1884 5mo | T.Turnbull &Sons Whitby | **S.V.Symondson** | 240·0 P28′ Q54′ B63′ F30′ drp94 FK *WB=DB* | 34·0 | 17·8 *4 BHCem* *a65′f92′268t* | **London** British | C.2Cy.32″&60″–39″ 80lb ~~75lb~~ *70lb* 2SB,*6pf*,GS78 Blair&Co.(Lim.),Stockton | (*b*) 154 HP | 19 ″ 4 *s* 2 ″ 2½ | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant entre Lettre et Equipment. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crew, etc. Qualities. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 150<br>95835 | **Inverness**<br>*G.E.Harris* –91<br>*Well deck* | **SteelScSr**<br>*ss*Cff.No.1–94<br>1*Dk*(*Irn*)&*Webframes* | 2251<br>1716<br>1457 | ✠100A1<br>~~3,93~~ 2,95 | Hul<br>A&CP | *r* | 1890<br>6mo | Ropner&<br>Son<br>Stockton | **HullSteamShipping Co.(Lim.)**<br>**(G.R.Sanderson &Co.,***Mgrs.*) | 272·3 \| 38·9 \| 18·6<br>P27′Q84′B108′<br>F29′ BK9″<br>*WB*=*Cell* | | | **Hull**<br>British | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *80lb* 160H<br>2SB,*4cf*,GS74,HS2990<br>*DB*218′430*t* | 21 |
| 151<br>89081<br>JCPV | **Invertay**<br>*R.Scott*89–89<br>1*Dk*(*Stl*)&*Spardk*(*Stl*)3*trB* | **SteelScSr**<br>~~*ss*M.tu.No.2–92~~<br>*ss*Dun.No.3-5,95 | 1289<br>1272<br>~~827~~<br>810 | ✠100A1<br>*Spar dk*<br>5,96 ~~2,94~~ | Mau<br>LA&CP<br>Dun | *o* | 1883<br>9mo | Gourlay<br>Bros.&Co.<br>Dundee | **C.Barrie** | 234·0 \| 31·6 \| 22·7<br>ptND95<br>BK7½″<br>*WB*=*DBa*50′*f*52′&*uE*13′ | | | **Dundee**<br>British | C.2Cy.28″&54″–36″ (*s*)<br>85lb *50lb* 140H<br>2SB,*4pf*,GS69<br>145*t FPT*21*t* | 16 |
| 152<br>79344 | **Investigator**<br>*C.Anderson*78–87 | **IronSc3MstSr**<br>1*Dk*(*ptIrn*) | 584<br>519<br>345 | ✠<br>12,82 | Gls<br>LA&CP | *k* | 1882<br>10mo | D.&W.<br>Henderson<br>Glasgow | **AdelaideSteam ShipCo.(Lim.)** | 210·3 \| 28·3 \| 12·5<br>Q66′ F30′ | | | **Adelaide**<br>British | C.2Cy.22″&44″–36″<br>80H<br>D.&W.Hendersn&Co.,Gls.<br>*WB*=*FT*50*t AT*27*t* | |
| 153<br>JPDN | **Invicta**<br>*F.Dane*<br>*Elec.light* | **SteelPadSr** | 1282<br>1132<br>462 | | | | 1882<br>10mo | Thames I.<br>W.Co.(Ld.)<br>London | **Lon.Chatham& DoverRail.Co.** | 312·3 \| 33·6 \| 16·0<br>Q9*t* | | | **Calais**<br>French | O.D.1Cy.80″–78″<br>700H<br>Maudslay,Ss.& Field,Lon. | |
| 154<br>98544 | **Inyoni**<br>*C.Stuart*81–90<br>*Elec.light* | **SteelScBn**<br>1*Dk*(*Stl*)&*Spardk*3*trB* | 1945<br>1866<br>1250 | ✠100A1<br>*Spar dk*<br>5,94 ~~3,93~~ | Lon<br>LA&CP | *r* | 1890<br>10mo | Hall,Russell&Co.<br>Aberdeen | **J.T.Rennie&Son** | 275·6 \| 36·3 \| 17·5<br>B58′ 24·5<br>FK<br>*WB*=*DBa*62′*f*54′ | | 205*t* | **Aberdeen**<br>British | T.3Cy.22″,36″&59″–42″ (*s*)<br>160lb *80lb* 250H<br>2SB,*6rf*,GS107,HS3547<br>*MT*14′145*t* | 18 |
| 155<br>99879 | **Iolite**<br>*J.McPhedron*88–93<br>*Well deck* | **Steel&IronSc3MstSr**<br>1*Dk*(*Irn*)<br>*Iron framing&Stl plating* | 509<br>373<br>196 | ✠100A1<br>~~13,93~~ 3,95 | Bwg<br>A&CP | *h* | 1893<br>2mo | Scott&Co.<br>Bowling | **W.Robertson** | 175·0 \| 26·6 \| 10·7<br>Q86′B10′F25′<br>BK7½″<br>*WB*=*CellDB*96′ | | | **Glasgow**<br>British | C.2Cy.22″&44″–30″ (*s*)<br>110lb *75lb* 75H<br>1SB,*3pf*,GS47,HS1610<br>120*t FPT*15*t* | 13 |
| 156<br>87458<br>HJBW | **Iolo Morganwg**<br>~~*W.Benjamin*93–93~~ ~~*ss*Cff.No.2–91~~<br>*D.H.Evans*95-95<br>*ss*Cff.No.3-4,94 | **IronScSr**<br>1*Dk*(*Irn*)2*trB* | 1292<br>1165<br>830 | ✠100A1<br>~~4,94~~ ~~4,92~~ 3,95<br>~~BS4,93~~<br>BS3,95 | Cff<br>LA&CP | *o* | 1882<br>12mo | Palmers'<br>Co.<br>Newcastle | **IoloMorganwgS.S. Co(L.)(E.Thomas, Radcliffe&Co.)** | 241·3 \| 33·2 \| 18·0<br>P21′B45′F26′<br>BK8½″<br>*WB*=*DBa*73′*f*48′ | | | **Cardiff**<br>British | C.2Cy.28″&54″–36″ (*a*)<br>80lb ~~*45lb*~~ *50lb* NDB94 99H<br>1SB,*4pf*,GS62,HS1745<br>Palmers'Co.(Lim.),Nwc. | 19 |
| 157<br>99216<br>MTDQ | **Iona**<br>~~*King*~~ *Cumming* -94<br>*Elec.light* | **SteelScSr**<br>2*Dks*(*Stl*)&*deepframing*&<br>*Shelterdk*(*Irn*)3*dkRule* | 3344<br>3147<br>2085 | ✠100A1<br>*Shelter dk with freeboard*<br>8,94 ~~5,94~~ | Liv<br>LA&CP<br>Nwc | *x* | 1892<br>10mo | Gourlay<br>Bros.&Co.<br>Dundee | **W.Thomson&Sons** | 360·6 \| 44·7 \| 26·1<br>P51′B&F297′<br>BK10″<br>*WB*=*Cell* | | | **Dundee**<br>British | T.3Cy.29″,44″&71″–54″ (*s*)<br>160lb 500H<br>3DB,*12rf*,GS215,HS6684<br>Gourlay Bros.&Co.,Dundee | 29 |
| 158<br>97376<br>LJVG | **—**<br>*J.Cranston*85–89<br>*Well deck* | **SteelScSr**<br>*ss*Cff.No.1–94<br>1*Dk*(*Irn*)&*Webframes* | 2094<br>1610<br>1348 | ✠100A1<br>5,95 ~~4,94~~ ~~5,94~~ | Cff<br>A&CP | *r* | 1889<br>11mo | W.Gray&<br>Co.(Lim.)<br>W Hartlepool | **Herskind&Co.** | 275·1 \| 37·3 \| 19·0<br>P27′Q86′B106′<br>F32′ BK10″<br>*WB*=*Cell* | | | **W. Hartlpl**<br>British | T.3Cy.21⅞″,34″&57″–39″ (*s*)<br>160lb *65lb* 180H<br>2SB,*4rf*,GS53,HS3160<br>*DB*230′443*t* | 21 |
| 159<br>95297<br>LKCG | **—**<br>*J.Milne* –93<br>*Well deck* | **SteelScSr**<br>*ss*Sld.No.1–94<br>1*Dk*(*Stl*)&*Webframes* | 1661<br>1271<br>1078 | ✠100A1<br>12,94 ~~6,92~~ | Shl<br>A&CP | *q* | 1889<br>10mo | R.Thompson&Sons<br>Sunderland | **IonaSteamShipCo. (Lim.)(Speeding, Marshall&Co.)** | 269·0 \| 36·5 \| 17·0<br>P27′Q68′B112′<br>F30′ ~~drp00~~ BK9″<br>*WB*=*Cell DB*168′303*t* | | | **Sundrland**<br>British | T.3Cy.20″,32½″&53″–36″ (*s*)<br>160lb ~~60lb~~ 150H<br>2SB,*4rf*,GS70,HS2522<br>*APT*120*t* | 19 |
| 160<br>87247<br>HLBF | **—**<br>*J.McC.Main* –98<br>*Elec.light* | **SteelScSr**<br>*ss*Lth.No.2–91<br>2*Dks*(*UStl*–ws) | 1180<br>963<br>636 | ✠100A1<br>5,94<br>~~BS5,94~~<br>4,95 | Gls<br>Lth<br>LA&CP | *p* | 1883<br>2mo | J.&G.<br>Thomson<br>Glasgow | **London&Edinburgh Shipping Co.** | 260·7 \| 32·1 \| 18·2<br>P66′B62′F70′<br>drp93<br>*WB*=*DBu E*&*B*66′ | | 97*t* | **Leith**<br>British | C.2Cy.38″&75″–48″ (*s*)<br>90lb *50lb* NDB90 300H<br>2DB.*12cf*,GS230<br>J.&G.Thomson,Glasgow | 19 |
| 161<br>48932<br>VWSC | **—**<br>*McTavish*76–76 | **IronPadSk** | 393<br>387<br>113 | | | | 1864 | J.&G.<br>Thomson<br>Glasgow | **D.MacBrayne** | 255·5 \| 25·6 \| 9·0 | | | **Glasgow**<br>British | C.2Cy.50½″–51″<br>NB91 180H<br>*alt*91Hutson&Corbett,Gls. | |
| 162<br>70210 | **—**<br>*F.Amodio*76–85 | **WoodSc**<br>1*Dk* | 220<br>138<br>159 | | | | 1875 | .....<br>Auckland | **NorthernSteam ShipCo.(Lim.)** | 140·0 \| 19·2 \| 8·6<br>Q29*t* H53*t* | | | **Auckland**<br>British | 2Cy.<br>65H | |
| 163<br>73659<br>KLPH | **—**<br>*G.Anson*72–89 | **IronPadK**<br>(*ex*BenNevis) | 180<br>177<br>27 | | | | 1876 | Hall,Russell&Co.<br>Aberdeen | **W.Watkins** | 121·7 \| 21·2 \| 11·0 | | | **London**<br>British | L.2Cy.34″–60″<br>NE&B84 120H<br>T.A.Young&Son,London | |
| 164<br>HMJD | **Ionia**<br>*E.Kurandi* | **SteelScSr**<br>*ss*Tri.No.1–92<br>2*Dks*(*UptStl*–ws) | 1481<br>1261<br>881 | ✠100A1<br>5,92<br>~~BS7,98~~<br>9,94 | Tri<br>LA&CP | *q* | 1887<br>3mo | A.M'Millan&Son<br>Dumbarton | **PanhellenicS.S. Nav.** | 264·0 \| 34·0 \| 19·8<br>P26′B74′F59′<br>BK9″<br>*WB*=*FPT* | | | **Piræus**<br>Greek | T.3Cy.25″,38″&62″–42″ (*a*)<br>~~150lb~~140lb *50lb* 230H<br>1DB,*4cf*,GS70<br>38*t APT*16*t* | 21 |
| 165<br>86299<br>HKDB | **Ionic**<br>*W.H.Kidley*75–87<br>*Elec.light* | **SteelScSr**<br>3*Dks*(2*Stl*) | 4748<br>4265<br>3002 | | | | 1883<br>1mo | Harland&<br>Wolff<br>Belfast | **OceanicSteam Nav.Co.(Lim.) (Ismay,Imrie& Co.,***Mgrs.*) | 427·6 \| 44·2 \| 28·9 | | | **Liverpool**<br>British<br>7*BH*2PBH<br>*WB* | Q.4Cy.28″,40″,56½″&80″–60″<br>NB94 566H<br>*Qpd*94Hrlnd&Wolff(Lim.)<br>Bel. | 33 |
| 166<br>96224<br>LSQN | **—**<br>1*Dk*<br>*ss*Gms.No 1-94 | **IronScK** | 159<br>142<br>64 | ✠100A1<br>*Stm Trawler*<br>7,94 ~~3,92~~ | Gms<br>LA&CP | | 1890<br>6mo | Earle'sCo.<br>(Lim.)<br>Hull | **GrimsbySteam FishingCo.(Lim.)** | 101·0 \| 20·6 \| 10·7<br>Q44′F19′<br>BK7½″ | | | **Grimsby**<br>British<br>3*BHCem* | T.3Cy.12¾″,20″&32″–22″ (*s*)<br>150lb 55H<br>1SB,*2cf*,GS29,HS800<br>Earle'sCo.(Lim.),Hull | 11 |
| Broken up 6.94<br>PWDM | *Pipito*<br>(*ex*St.Oswin) | *ss*Sld.No.3–77 1*Dk*2*trB*<br>*ss*Nwc.No.1–81 | 1019<br>876<br>650 | 11,81 | Nwc<br>A&CP | | 1865 | Palmer<br>Bros.&Co.<br>Newcastle | **NavigazioneGeneraleItaliana** | 239·8 \| 28·0 \| 18·0<br>Q20*t* F33′<br>len69 | | | **Palermo**<br>Italian<br>4*BHCem* | C.2Cy.27″&50″–33″<br>NE&B77 170H<br>N.E.MarineE.Co(Lim)Sld.<br>*WB*=*DBaf*&*uE*&*B* | |
| Broken up 95<br>HKLV | **Ionion**<br>*Vatis* | **WoodPad** | 291<br>—<br>183 | | | | 1842 | .....<br>England | **Hellenic Steam ShipCo.** | 164·3 \| 20·9 \| 10·5 | | | **Syra**<br>Greek | 2Cy.43″–42″<br>110H | |
| 169<br>87<br>QBTN | **Iosto**<br>*G.Gavazzo* | **IronScSr**<br>(*ex*Iona) | 1043<br>796<br>623 | | | ... | 1866<br>1mo | J.&G.<br>Thomson<br>Glasgow | **NavigazioneGeneraleItaliana** | 239·6 \| 30·1 \| 17·6<br>P53′ B53′ F64′ | | | **Palermo**<br>Italian | C.2Cy.39″&70″–36″<br>360H<br>*Cmp*.75J.Key,Kirkcaldy | 18 |
| 170<br>98493<br>LWKP | **Ipsden**<br>*T.R.Cousins* –93<br>*Well deck* | **SteelScSr**<br>*ss*Sws.No.1-95<br>1*Dk*(*Stl*)&*Webframes* | 1748<br>1312<br>1120 | ✠100A1<br>4,95 ~~4,94~~ | Sws<br>LA&CP | *q* | 1890<br>11mo | W.Gray&<br>Co.(Lim.)<br>W Hartlepool | **J.Wood&Co.** | 260·0 \| 36·5 \| 18·2<br>Q107′B104′F27′<br>FK<br>*WB*=*DBa* | | 82′*f*98′383*t* | **W.Hartlpl**<br>British<br>4*BHCem* | T.3Cy.19″,30½″&51″–36″ (*s*)<br>150lb *80lb* 150H<br>2SB,*4rf*,GS60,HS2160<br>Cntrl MarineE.Wks,WHpl | 19 |
| | | | | ~~✠LMC11,96~~ ~~6,94~~<br>✠LMC4,95 | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Distinguishing Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 171 | **Ipswich** **IronTwinScSr** | 1066 | | | | 1883 | Earle'sCo. (Lim.) Hull | GreatEastern RailwayCo. | 260·2 | 31·3 | 15·0 | Harwich British | C.2Cy.~~20″~~&57″–36″ 29″ NB95 270HP | | BT till ~~9,94~~ ~~10,94~~ 2,96 |
| 84033 JBSM | *J.Ablett* –94 | 820 556 | | | | | | | B68*t* | | | | Earle'sCo.(Lim.),Hull | | |
| 172 | **Iquique** **IronScSr** | 613 | | | | 1853 | Miller, Prav&Co. Newcastle | I.Franicevich | 211·2 | 29·2 | 19·2 | Trieste Aust.-Hung. | C.2Cy.20″&34″–30″ 77HP | | A |
| HJFL | *C.Stangher* –92 (*ex*Fiume) 1*Dk* | 573 356 | | | | | | | | | | | Miller,Prav&Co.,Nwc. | | |
| 173 | — **SteelScSp** | 100 | 100A (*Class Contemplated*) | | | 1893 | J.P.Rennoldson&Sns. S.Shields | A.Dom.Bordes &fils | 85·0 | 16·5 | 11·0 | Dunkirk French | C.2Cy.17″&34″–22″ | | |
| 174 | **Ira H. Owen** **SteelSc3MstSr** | 1753 | | | | 1887 | GlobeIron WorksCo. Cleveland,O. | OwenTransportationCo. (W.R.Owen) | 262·0 | 39·0 | 19·0 | Chcago,Ill. Utd.States | J.P.Rennoldson&Ss.,S.Shl C.2Cy.28″&50″–42″ | | |
| 100419 | 2*Dks* | — 1498 | | | | | | | F34′ H— | | | *WB* | GlobeIrnWksCo.,Clevelnd | | |
| 175 | **Iran** **SteelScSr** | 3531 | ✠100A1 | Liv | *w* | 1886 | Harland& Wolff Belfast | IranS.S.Co.(Lim.) (E.Bates&Sons) | 380·3 | 43·0 | 27·4 | Liverpool British | T.3Cy.28″,43″&71″–51″ 160lb *50lb* 400HP | 30 ″ 4 s 6 ″ 11 | |
| 91289 KFBQ | *A.Jennings* –94 ~~ssLiv.No.1–90~~ 2*Dks*(*Stl&Irn-Uws*)3*trB* | 3427 2317 | 8,94 ~~8,98~~ | LA&CP | | 1mo | | | P41′B76′F47′ | | BK9″ | 6*BHCem* | 3DB,*12cf*,GS646 | | |
| | *ss*Liv.No.2-94 | | ~~BS8,98~~ ✠LMC7,98 8,94 *See No. 56 in Supplement.* | | | | | | = *Cell DB*304′ 734*t* | | | *APT*19*t* | Harland&Wolff,Belfast | | |
| 176 | — **WoodScLaunch** | 133 | *Now named "Alband,"* | | | 1882 | Pestonjee Nusserwanjee Bombay | SheikMasjal | 101·0 | 19·4 | 6·0 | Mahomora Persian | C.2Cy.9″&16″–15″ 26HP | | |
| | | 123 107 | | | | | | | | | | | AdamMiller,London | | |
| 177 | **Iraouaddy** **IronScBn** | 3785 | | | | 1872 | Messag. Marit. LaCiotat | Messageries Maritimes | 398·2 | 39·7 | 30·8 | Marseilles French | 3Cy.43¼″&(2)60¼″–43¼″ 600HP | | |
| JPDV | 3*Dks* | — 1960 | | | | | | | H119*t* F53′ | | | | Messag.Mar.,LaCiotat | | |
| 178 | **Ireland** **SteelPadSr** | 2095 | | | | 1885 | LairdBros. Birkenhead | CityofDublinStm. PacketCo. | 366·3 | 38·3 | 19·2 | Dublin British | O.2Cy.102″–102″ 846HP | | BT till ~~8,94~~ 1,95 |
| 88998 | | 1542 671 | | | | | | | P283*t* | | | | LairdBros.,Birkenhead | | |
| 179 | — **IronPadSp** | 245 | | | | 1891 | J.P.Rennoldson&Sns S.Shields | ClydeShippingCo. (Lim.)(J.Cuthbert,*Mgr.*) | 131·8 | 22·6 | 10·6 | Glasgow British | 1Cy.41″–60″ 98HP | | BT till 6,94 6,95 |
| 98641 | *R.McFee* –91 1*Dk* | 213 44 | | | | | | | | | | | J.P.Rennoldson&Ss.,S.Shl. | | |
| 180 | **Irene** **SteelScSr** | 3466 | ✠100A1 | Ham | *w* | 1893 | Reiherstieg Schiffswerft & Masch.fabr. Hamburg | Deutsche Dampfsch. Rhederei-zu Hamburg | 351·6 | 42·0 | 25·7 | Hamburg German | T.3Cy.25½″,41″&65¼″–42″(*s*) 167lb *167lb* 350HP | 28 ″ 8 | |
| RJSG | *R.Schüder*91–93 2*Dks*(*Stl–Uws*)3*trB* | 3070 2562 | 5,93 | LA&CP ✠LMC5,93 | | 5mo | | | P54′B85′F45′ | | BK10″ | 7*BHCem* | 2DB,*8cf*,GS160,HS5670 | | |
| | | | | | | | | | | | | *WB*= *Cell DB*302′ 530*t* | Reiherst.Schiffsw.&Masch Fabr.,Hamburg | | |
| 181 | — **SteelSc3MstSr** | 1343 | ✠100A1 | Sng | *n* | 1890 | Napier, Shanks&Bell Glasgow | J.Whittall | 219·0 | 40·0 | 12·5 | London British | T.3Cy.18″,29″&48″–30″ (*s*) 160lb *75lb* 142HP | 14 ″ 6 s 8 ″ 7 | |
| 98195 | *H.Webber* –90 *ss*HKg.No.1-94 1*Dk*(*Stl*)&*Awngdk* | 1329 826 | *Awng dk withfreeboard* 8,94 ~~1,94~~ | LA&CP HKg ✠LMC1,96 1,94 | | 11mo | | | | | 19·4 FK | 4*BHCem* *Tank* 11′20*t* | 2SB,*6cf*,GS96,HS2357 Dunsmuir&Jackson,Gls. | | |
| | | | | | | | | *WB*= *Cell D* | B172′265*t* *FPT* 65*t* | | | | | | |
| 182 | — **SteelTwinScSr** | 989 | | | ... | 1885 | Harland& Wolff Belfast | London&N.W. RailwayCo. | 301·2 | 33·2 | 13·5 | Dublin British | C.4Cy.28″&56″–36″ 280HP | | BT till ~~6,94~~ 7,95 |
| 88999 | *Liddicoat* –83 2*Dks*(1*ptStl*) | 847 196 | | | | 7mo | | | P100′ B78′ F98 | | | | Harland&Wolff,Belfast | | |
| 183 | — **SteelTwinScSr** | 543 | | | | 1890 | Palmers'Co (Lim.) Newcastle | Hon.Corporation ofTrinityHouse | 224·0 | 27·1 | 13·3 | London British | T.6Cy.22″,33″&50″–24″ FD 300HP | | |
| 98150 LVCH | 2*Dks*2*trB* | 518 160 | | | | | | | B20′ H24*t* | | | | Palmers'Co.(Lim.),Nwc. | | |
| 184 | — **SteelPadSr** | 378 | | | | 1863 | ..... Liverpool | CharlesM.Burns | 209·8 | 20·3 | 11·3 | Nassau,NP British | 2Cy. 250HP | | |
| 57285 | *Urquhari* (*ex*Banshee,*ex*I.L.Smallwood) 1*Dk* | 341 315 | | | | | | | H37*t* | | | 5*BH* | | | |
| 185 | — **IronScSr** | 248 | | | | 1879 | Göteborg Mek.Verkstad Gothenburg | Actieselskabet "Irene"(Sigval Bergesen) | 106·4 | 22·5 | 12·2 | Stavanger Norwegian | C.2Cy.12″&26″–17½″ 22HP | | N |
| JWPR | *S.Lindtner* –89 1*Dk* | 212 141 | | | | | | | B34*t* | | | | GöteborgMek.Verkstad, Gothenburg | | |
| 186 | — **WoodScFlat** | 109 | | | | 1868 | J.Cawley Northwich | ~~SaltUnion(Lim.)~~ J.Jackson | 84·3 | 19·8 | 8·6 | ~~Liverpool.~~ British Dover | C.2Cy.12″&20″–16″ 18HP | | |
| 93811 | | 102 74 | | | | | | | | | | | W.Allen,Manchester | | |
| 187 | **Irene Morris** **IronScSr** | 1440 | ✠100A1 | Sws | *q* | 1879 | Whitehavn S.B.Co. Whitehaven | S.S.IreneMorris Co.(Lim.) (E.C.Thin) | 249·9 | 33·4 | 21·7 | Liverpool British | C.2Cy.30″&60″–36″ 75lb *65lb* NDB87 160HP | 23 ″ 3 s 3 ″ 3 | D |
| 81281 SPND | *W.Barber* –93 *ss*Liv.No.3–3,91 1*Dk*(*Irn*)2*trB* | 1364 929 | 6,94 ~~9,93~~ BS11,93 | A&CP LMC12,92 Cff | | 4mo | | | P26′B46′F28′ | | BK9½″ | 4*BHCem* | 2B,GS96 | | |
| | | | | | | | | *WB*= *DBa*68′ *f*60′ 215*t* | | | | *APT*28*t* | J.Jones&Sons,Liverpool | | |
| 188 | **Iris** **SteelSc3MstSr** | 2360 | | | | 1893 | Palmers' Co.(Lim.) Newcastle | SociétéAnonyme desProduits Résineux | 295·0 | 39·0 | 25·6 | Antwerp Belgian | T.3Cy.22″,35″&58″–42″ 225HP | | V |
| MBKP | *Smith* –93 2*Dks* *Elec. light* | 2150 1520 | | | | | | | B24′ F31′ | | | *WB* | Palmers'Co.(Lim.),Nwc. | | |
| 189 | — **SteelTwinScSr** | 1430 | ✠100A1 | Cff | *p* | 1891 | Blackwood &Gordon P.Glasgow | Cia.Brazileira de Estradas deFerro eNavegacao | 259·7 | 34·0 | 18·5 | R.Janeiro Brazilian | T.6Cy.15½″,25″&40″–27″ (*s*) 160lb *80lb* 200HP | 19 ″ 7 s 3 ″ 6½ | |
| | *DeCosti* 2*Dks*(*UptStl*-ws) | 1347 899 | 3,91 drp91 | A&CP ✠LMC1,91 | | 1mo | | | B58′ | | FK | 4*BHAsp* | 1DB,*6rf*,GS110,HS3230 | | |
| | | | | | | | | | | | | *WB*= *APT* 40*t* *Ta*58′ 76*t* | Blackwood&Gordon,P.Gls | | |
| 190 | — **IronScSr** | 1137 | | | | 1870 | Lloyd Austro-Ung Trieste | LloydAustriaco | 221·8 | 31·5 | 21·6 | Trieste Aust.-Hung. | C.4Cy.27½″&49½″–36″ 155HP | | |
| 188 HLSB | *Casa*73–87 2*Dks* | 1014 597 | | | | | | | | | | | ArsenaleLloyd,Trieste | | |
| 191 | — **SteelScSr** | 1087 | | | | 1893 | Rijkee& Co. Katendrecht | Koninkl.Nederl. Stoomb.Maats. | 228·0 | 32·0 | 18·5 | Amstrdam Dutch | T.3Cy.17½″,28″&45″–36″ 120HP | | DV |
| PCLS | *P.Euwes*80–93 2*Dks* | — 854 | | | | | | | B55′ F27′ | | | *WB* | Maatschppij'DeMaas,'Rot. | | |
| 192 | — **IronSc3MstSr** | 932 | | | ... | 1872 | Lewis& Stockwell London | GeneralSteam NavigationCo. | 235·0 | 30·0 | 17·9 | London British | C.2Cy.46″&72″–30″ NB80 200HP | 19 ″ 0 s 2 ″ 2½ | D |
| 68354 NTBS | *R.D.Arnold* –93 2*Dks* | 868 487 | | | | 5mo | | | P68′ F65′ | | | *WB* | J.Watt&Co.,London | | |
| 193 | — **IronPad** | 635 | | | | 1861 | ..... England | HellenicSteam ShipCo. | 201·4 | 28·1 | 15·2 | Syra Greek | 2Cy.43″–45″ 175HP | | |
| HKLW | *Filino*86–(*ex*Amelia Evnomia) 1*Dk* | —- 400 | | | | | | | | | | | | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 8<br>Construit.<br>Quand. Navire. Mach. | 9<br>Par qui. Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres, Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 194<br><br>QTNV | Iris IronScSr<br>E.Wallenius81-84 | 453<br>331<br>360 | | | | 1884 | H.Koch<br>Lübeck | WasaNordsjö Ångt.Aktieb.Bol.<br>(A.Hedman) | 164·3\|24·3\|12·9<br>Q41' B49' F21' | Nikolaistd<br>Russian<br>WB | C.2Cy.18"&31"–22"<br>50HP<br>O.Henniges&Co.,Berlin | |
| 195<br>768<br>HRVN | — IronScSr<br>G.Johansson93-93 1Dk | 363<br>301<br>268 | | | | 1884 | Göteborgs<br>Mek. Verks<br>Gothenburg | Ångf.Aktieb.<br>"Nornan"<br>(T.Ahrenberg) | 134·5\|21·7\|13·4<br>B41' H5t | Gothenbrg<br>Swedish | C.2Cy.16"&28"–20"<br>50HP<br>GöteborgsMek.Vrks.,Got. | |
| 196<br><br>QFLP | — SteelScSr<br>J.H.Albers92- 1Dk | 300<br>—<br>214 | | | | 1890 | Eriksberg<br>Mek.Werk.<br>Gothenburg | Dampfschifffahrts<br>Ges."Neptun" | 119·0\|21·7\|11·6<br>Q26' B26' | Bremen<br>German | C.2Cy.13½"&26½"–17½"<br>EriksbergMek.Werk,<br>Gothenburg | |
| 197 | — IronPad | 145<br>—<br>98 | | | | 1865 | Hardy&Co<br>Salto,B.O. | LaPlatense<br>FlotillaCo.(Lim.) | 102·0\|16·0\| 6·0 | Bns.Ayres<br>Argentine | 34HP<br>Hardy&Co.,Salto | |
| 198<br>1004<br>HVFQ | Irma SteelScSr<br>A.R.Wijk84-90 1Dk | 336<br>285<br>242 | | | | 1890 | Göteborgs<br>M.V.<br>Gothenburg | Ångf.Aktieb.<br>"Nornan"<br>(T.Ahrenberg) | 130·6\|21·6\|13·4<br>B31' H9t | Gothenbrg<br>Swedish | C.2Cy.15½"&28½"–19½"<br>45HP<br>GöteborgsMk.Werks.,<br>WB Gothenburg | |
| 199<br>97391 | Iron SteelPadSk | 118<br>118<br>15 | | | | 1890 | JTEltring-<br>ham&Co.<br>S.Shields | N.E.RailwayCo. | 95·2\|19·1\| 9·9 | W.Hartlpl<br>British | L.2Cy.28"–50"<br>75HP<br>J.P.Rennoldson&Ss.,S.Shl. | |
| 200<br>50156<br>WGVP | Iron Duke IronPadSp<br>(exConqueror) | 184<br>184<br>63 | | | | 1864 | Marshall<br>Bros.<br>S.Shields | W.&T.Jolliffe<br>(J.Holme,Mgr.) | 122·2\|20·4\|10·8 | Liverpool<br>British | L.2Cy.34"–48"<br>NB78 100HP<br>MarshallBros.,S.Shields | |
| 201<br>18587<br>MNKC | — IronScSk<br>E.Allen87-80 | 140<br>116<br>95 | | | | 1857 | T.Wingate<br>&Co.<br>Glasgow | A.J.Smith | 108·3\|19·2\| 8·4 | Bristol<br>British | 2Cy.17"–18"<br>NE72 38HP<br>AvonsideEng.Wks,Bristol | |
| 202<br>94035<br>LVPW | Iron King SteelScSr<br>W.Gibson -91 ssTrn.No.1-94<br>Well deck 1Dk(Irn) | 451<br>310<br>185 | ✠100A1<br>11,94 ~~12,94~~<br>✠LMC ~~9,90~~ | Trn<br>LA&CP | g | 1890<br>9mo<br>11,94 | AilsaShip-<br>buildingCo.<br>Troon | R.Simpson | 160·0\|26·1\|11·1<br>P12'Q70'B12'F26'<br>~~drp93~~ BK7"<br>WB=CellDB31'32tFPT | Whitehvn<br>British<br>4BHCem<br>12tAPT10t | T.3Cy.14",23"&36"–27" (s)<br>160lb 70lb 75HP<br>1SB,3pf,GS51<br>Muir&Houston,Glasgow | 11 |
| 203<br>7030<br>JRGP | — IronPadSr<br>W.Jones -93 | 169<br>169<br>42 | | | | 1854 | T.Potts<br>St.Antony's | H.J.Ward&Co. | 124·6\|19·4\|10·8 | Liverpool<br>British | L.2Cy.36"–48"<br>NE64NB75 86HP<br>Marshall&Co.,S.Shields | |
| 204<br>84897<br>JDWQ | Iron Prince IronScSr<br>G.Williamson -94ssSld.No.3-2,92<br>Well deck 1Dk(Irn)2trB | 1408<br>1064<br>898 | ✠100A1<br>8,94 ~~1,91~~<br>BS5,93 6,94 | Liv<br>LA&CP<br>✠LMC2,92 | o | 1883<br>9mo | C.S.Swan&<br>Hunter<br>Newcastle | J.Knott | 245·0\|34·1\|16·0<br>Q84'B112'F27'<br>BK8½"<br>WB=DBa69'f49'&u | N.Shields<br>British<br>4BHCem<br>E&B34'270t | C.2Cy.29"&56"–36" (a)<br>90lb 55lb 132HP<br>1SB,4pf,GS74<br>NEMarineCo.(Lim.),Nwc. | 18 |
| 205<br>89725<br>LGRN | Ironopolis SteelScSr<br>J.S.Guy -94 ssMdb.No.1-94<br>1Dk(Irn)&ptAwngdk(Irn)&Webframes | 2360<br>2157<br>1551 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>~~5,91 2,94~~<br>2,95 ~~11,94~~ | Mdb<br>A&CP Cff<br>~~Lon Bly~~<br>✠LMC2,94 | s | 1889<br>8mo | R.Dixon&<br>Co.<br>Middlesbro' | J.Cory&Sons | 295·0\|38·2\|20·1<br>Q115' BK10"<br>ptAwngdk180'<br>WB=Cell | Middlsbro'<br>British<br>5BHCem<br>DB 240'442t | T.3Cy.22½",36½"&60"–39"<br>160lb 75lb (s) 200HP<br>2SB,6rf,GS99,HS3350<br>Blair&Co.(Lim.),Stockton | 22 |
| 206<br>100438<br>KGCN | Iroquois SteelScSr<br>L.W.Pennington 2Dks&Awngdk | 2944<br>2722<br>2236 | | | | 1888 | W.Cramp<br>&SonsS.&<br>E.B.Co.<br>Philadelphia | W.P.Clyde&Co. | 275·0\|46·0\|19·0<br>28·5 | NewYork<br>Utd.States | T.3Cy.23",36"&60"–36"<br>250HP<br>TheWm.Cramp&SonsCo.,<br>Philadelphia | |
| 207<br>68073<br>MNFC | Irrawaddy IronSc3MstSr<br>E.C.Legg89-94 ssGls.No.3-4,85<br>Elec.light ssGls.No.2-94<br>3Dks(UIrn-ws) | 2622<br>2480<br>1697 | ✠100A1<br>~~4,94~~10,94<br>✠NB6,88 | Gls<br>A&CP<br>LMC4,94<br>NYk | u | 1873<br>12mo | W.Denny<br>&Bros.<br>Dumbarton | G.Christall&Co. | 350·8\|36·3\|27·1<br>BK11" | Glasgow<br>British<br>5BHCem | Q.4Cy.21½",32",43"&62½"–<br>42" 180lb 90lb (s) 202HP<br>2DB,8cf,GS130 NDB89&94<br>Qpd88Denny&Co.,Dmbrtn | 28 |
| 208<br>82264 | — IronPadSp<br>Wells | 516<br>425<br>396 | | | | 1873 | Irrawaddy<br>Co.<br>Rangoon | Irrawaddy<br>FlotillaCo.(Lim.) | 247·2\|28·0\| 7·5 | Glasgow<br>British | C.D.2Cy.34"&59"–54"<br>162HP<br>Rankin&Blackmore,Grk. | |
| 209<br>93063 | — IronScSr<br>J.Dyer ssHul.No.2-93<br>1Dk | 133<br>126<br>48 | ✠100A1<br>For fishing purposes<br>~~3,94~~ 4,95<br>BS1,95 | Hul<br>LA&CP<br>✠LMC9,93 | | 1885<br>12mo | Cook,<br>Welton&<br>Gemmell<br>Hull | BritishStm.<br>TrawlingCo.<br>(Lim.) | 100·0\|20·0\|10·3<br>BK7½" | Hull<br>British<br>3BHCem | C.2Cy.17"&33"–22"<br>90lb 45HP<br>1SB,2pf,GS26<br>C.D.Holmes & Co.Hull | 11 |
| 210<br>87172<br>HWSQ | Irresistible SteelScSr<br>1Dk | 136<br>132<br>93 | | | | 1883 | Edwards&<br>Symes<br>London | PortJacksonS.S.<br>Co.(Lim.) | 109·0\|21·0\| 9·0 | SydnyNSW<br>British | C.2Cy.18"&33"–24"<br>90HP<br>Plenty&Sns.,Newbry,Eng. | |
| 211<br>82799<br>VFMP | Irthington IronScSr<br>J.G.Hamilton -93 2Dks(Irn)3trB<br>ssBly.No.3-10,92 | 1961<br>1780<br>1290 | ✠100A1<br>11,94 ~~1,94~~<br>BS ~~10,90~~ 3,95 | Bly<br>A&CP<br>✠LMC10,92 | s | 1880<br>7mo | Osbourne,<br>Graham&Co.<br>Sunderland | W.Milburn&Co. | 270·0\|36·0\|24·7<br>B68'F34'<br>BK9½"<br>WB=DBa76'f46'245tFPT | London<br>British<br>5BHCem<br>150tAPT30t | C.2Cy.32"&62"–40" (i)<br>75lb 80lb NDB86 200HP<br>2SB,6f,GS80<br>Black,Hawthorn&Co.,Gts. | 25 |
| 212<br>68805 | Irvine IronScSk<br>J.Jaffrey -92 1Dk | 280<br>270<br>125 | | | | 1891 | W.Simons<br>&Co.<br>Renfrew | IrvineHarbour<br>Trust | 120·0\|27·6\|10·6 | Irvine<br>British | T.3Cy.10",16¼"&26½"–21"<br>45HP<br>W.Simons&Co.,Renfrew | |
| 213<br>86354<br>HMCR | Irwin IronScSr<br>W.Humphrey83-83 ssNpt.No.2-91<br>Well deck 1Dk(Irn)&Webframes | 954<br>764<br>611 | ✠100A1<br>~~8,90~~11,94<br>BS9,93 11,94 | Npt<br>A&CP<br>✠LMC5,91 | m | 1883<br>3mo | Kish,<br>Boolds&Co.<br>Sunderland | IrwinS.S.Co.,<br>Lim.(T.Pugsley<br>&Co.) | 220·0\|31·6\|12·9<br>Q75'B52'F29'<br>FK<br>WB=CellDB176' | Newport<br>British<br>4BHCem<br>260tAPT20t | C.2Cy.27"&53"–36" (i)<br>80lb ~~60lb~~ 50lb 99HP<br>1SB,3pf,GS52<br>Carr & Co.(Lim.),Sld. | 15 |
| 214<br>58790<br>KRWJ | Isaac Pennock IronScSr<br>W.G.Everett94-94 ssStk.No.3-3,84<br>ssShl.No.2-92<br>Well deck 1Dk2trB | 912<br>774<br>581 | ✠90A1<br>~~8,94 1,91~~ 12,94<br>B&MS2,92 | Npt<br>A&CP<br>✠NB2,92<br>~~Bly~~Shl | l | 1871<br>12mo | T Turnbull<br>&Son<br>Whitby | H.R.Carnaby&Co. | 209·8\|28·8\|17·0<br>Q74'B46'F30'<br>BK8"<br>WB=DBa60'f40' | S.Shields<br>British<br>4BHCem | C.2Cy.24½"&48½"–33" (r)<br>80lb 80lb NDB92 90HP<br>1SB,3pf,GS50,HS1552<br>Blair &Co.(Lim.),Stockton | 17 |
| 215<br><br>JPHB | Isaac Péreire IronScBn<br>Marinetti 2Dks&Spardk | 1855<br>—<br>768 | | | | 1880 | JohnElder<br>&Co.<br>Glasgow | Compagnie<br>GénéraleTrans-<br>atlantique | 310·0\|33·5\|16·7<br>H175t F46' 24·3 | Marseilles<br>French | C.2Cy.42"&80"–48"<br>300HP<br>JohnElder&Co.,Glasgow | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 216 Isaac Wilson 95223 | SteelPadSk | 123 123 35 | | | | 1889 | Hepple& Co. N.Shields | TeesConservancy Commissioners | 101·0 | 18·9 | 9·5 | Stockton British | L.2Cy.26″–48″ 45HP Hepple&Co.,N.Shields | | |
| 217 Isabel 81205 SNFK | IronScSr R.Jeffers89–91 ssShl.No.3–11,91 Well deck 1Dk(Irn)2trB | 1260 1020 820 | ✠100A1 5,94 BS1,94 | Nwc A&CP LMC11,91 | o | 1879 5mo | J.Readhead &Co. S.Shields | R.Harrowing | 240·6 Q90′B49′F26′ drp94 | 32·6 BK8½″ WB=DB101′ | 17·5 4BHCem | Whitby British | C.2Cy.27½″&52″–33″ 70lb 110HP 1B,GS53 J.Readhead&Co.,S.Shields | 18 ″ 6 s 1 ″ 9 | D |
| 218— 60386 | WoodPadSp 1Dk | 430 383 255 | | | | 1866 | J.W. Trahey Victoria, B.C. | Esquimault& NanaimoRail-wayCo.(Lim.) | 142·4 P39t | 22·6 | 9·1 | Vict'riaBC British | O.1Cy.42″–48″ 59HP Blackwood&Gordon,P.Gl. | | |
| 219 Isabel I. JDKT | WoodSc | 132 — 93 | | | | 1867 | ..... Manila | Inchausti&Cia. Manila | 111·9 | 18·1 | 7·5 | Manila Spanish | | | |
| 220 Isabella 77059 RCLN | SteelPadSr Gordon –85 | 899 385 514 | | | | 1877 | Laird Bros. Birkenhead | London&N.W. RailwayCo. | 254·2 Q76′B60′F82′ | 30·0 | 14·2 | Dublin British | O.2Cy.64″–72″ NB88 350HP LairdBros.,Birkenhead | | BT till ~~10,94~~ 10,96 |
| 221— 99821 | IronScSr J.Campbell –92 Well deck 1Dk | 286 208 74 | ✠100A1 3,94 | Gls A&CP ✠LMC6,92 | e | 1892 6mo | J Fullerton &Co. Paisley | J.O'Brien | 136·0 Q69′B9′F27′ | 23·0 BK6″ WB=FI | 10·5 4BHCem T14tAPT7t | Glasgow British | C.2Cy.21″&42″–30″ (s) 110lb 70lb 75HP 1SB,3pf,GS63,HS1340 Muir&Houston,Glasgow | 11 ″ 2 | |
| 222— 82584 | WoodScSr | 109 98 84 | | | | 1881 | ..... Singapore | LimHoPuah Singapore | 110·0 | 16·0 | 7·0 | Singapore British | 30HP | | |
| 223 Isabelle 99333 | IronSc3MstSr T.Foley –94 ssHav.No.3–8,79 ssHav.No.1–83 1Dk2trB | 609 547 345 | ✠ 5,85 | Hav A&CP | | 1866 1mo | C.&W. Earle Hull | ~~S.S."Isabelle"Co. (Lim.)~~ LiscardShippgCo. (Lim.) (Curwen Bros.,Mgrs.) | 192·0 P28′ | 27·6 H18t | 15·7 | Liverpool British 5BH | C.2Cy.33½″&51″–26″ NB82 90HP Cmp73ChantiersdelaMédit Msl. | | V |
| 224 Isbergues JPHV | IronScSr Paget –93 1Dk(Irn)2trB | 1476 1322 943 | | | ... | 1882 12mo | Palmers' Co. Newcastle | A.D'Orbigny& Faustinfils | 250·0 Q29′ | 37·5 B34′ | 17·2 F26 | LaRochlle French WB | C.2Cy.31″&60″–39″ 150HP Palmers'Co.(Lim.),Nwc. | | V |
| 225 Isbrytaren | IronScSp A.Andersson83–83 1Dk | 495 435 171 | | | | 1882 | MotalaCo. Gothenburg | Gothenburg HarbourCom. (G.v.Krusen-stjerna) | 128·6 H59t | 33·8 | 17·1 | Gothenbrg Swedish | C.2Cy.33″&60″–36″ 220HP MotalaCo.,Gothenburg | | |
| 226 Ise Maru 812 HFMP | IronSc Y.Iwato ssKob.No.2–91 1Dk(ptIrn)&AwngdkStrB | 1244 1154 771 | ✠100A1 Awng dk Load line 14ft. 11,91 BS2,94 ✠LMC11,91 | Kob LA&CP 6in. | n | 1883 4mo | HM'Intyre &Co. Paisley | NipponYusen Kaisha | 226·0 WB=FPT21′ | 32·0 BK8″ | 21·0 4BHCem tMT19′130t | Tokio Japanese | C.2Cy.28″&52″–36″ (a) 80lb 70lb NDB94 116HP 2SB,4cf,GS140 Hutson&Corbett,Glasgow | | |
| 227 Isea HLCP | IronScSr S.Buttoraz –88 1Dk | 250 217 145 | | | | 1881 | Stbilimnto Tecnico Trieste | Flli.RismondofuF | 140·0 | 19·1 | 10·6 | Macarsca Aust.-Hung. | C.2Cy.18″&30″–21″ 50HP StabilimentoTecnico, Trieste. | | A |
| 228 Iser 99484 KVPC | SteelScSr J.Burgoyne –92 ssBel.No.1–93 Well deck 1Dk(Irn)&Webframes | 2177 1748 1415 | ✠100A1 1,94 BS11,94 ✠LMC8,93 | HKg A&CP | r | 1888 10mo | C.S.Swan& Hunter Newcastle | MercantileS.S. Co.(Lim.) | 275·0 P29′Q72′B114′ F32′ drp93 WB=DBa84′f58′ | 38·0 BK9½″ | 20·7 6BHCem 333tAPT18t | London British | T.3Cy.21½″,35½″&58½″–39″ 160lb 80lb (a) 250HP 2SB,6cf,GS82 Blair&Co.(Lim.),Stockton | 22 ″ 0 s 1″11½ | |
| 229 Ishavet HKLT | WoodScBg Larsen (exSailingVessel) 1Dk2trB | 251 220 155 | | | | 1859 | ..... Christiania | AliMonsen | 111·1 P27t | 27·8 | 14·8 | Tönsberg Norwegian | C.2Cy.9″&18″–15″ 15HP NylandsVerkst.,Chrstinia. | | N |
| 230 Ishikawa Maru 1248 HJGQ | Wood—Sr Maki Kunitaro | 203 192 77 | | | | 1891 | Kawasaki Shozo Kobe | Hamanaka Matakichi | 120·2 | 17·0 | 13·0 | Otaru Japanese | 1Cy. 42HP | | |
| 231 Ishinomaki Maru 973 HGDK | Wood—Sr G.Koyama | 109 82 59 | | | | 1886 | Patterson Yokohama | NipponYusen Kaisha | 93·0 | 17·3 | 7·4 | Tokio Japanese | 2Cy. 30HP | | |
| 232 Isis RHNT | SteelScSr B.H.Danielsen72–89 ssHam.No.1–93 2Dks(Stl-Uws)3trB Elec.light | 2645 2251 1883 | ✠100A1 ~~3,94~~ 8,94 ✠LMC4,93 | Ham A&CP | u | 1889 7mo | Blohm& Voss Hamburg | DeutscheDampf-schifffahrts Ges." Kosmos" | 321·0 P36′B110′F34′ | 38·0 BK10″ WB=Cell | 23·3 6BHCem DB268′450t | Hamburg German | T.3Cy.23¾″,38″&63″–42″ (s) 165lb 8lb 300HP 2SB,6cf,GS130 Blohm&Voss,Hamburg | 26 ″ 2 | V |
| 233— 99850 | SteelScSr T.G.Farrant –93 2Dks(Stl)&deepframing 3dkrule | 2506 2162 1588 | ✠100A1 11,93 ✠LMC10,93 | Liv LA&CP | s | 1892 8mo | NavalCon. &Armnts. Co.(Lim.) Barrow | SteamshipIsisCo. (Lim.) (Aitken&Walker) | 284·2 B60′P29′F36′ | 40·3 BK10″ WB=Cell | 22·7 5BHCem DB230′463t | Glasgow British | T.3Cy.21″,33″&54″–42″ (s) 160lb 80lb 148HP 2SB,6pf,GS117,HS2502 Muir&Houston,Glasgow | 24″11 s 4 ″ 0 | |
| 234— 45413 VDGM | IronScBg J.R.Small –93 5thSurvey,84 2Dks(1Irn)3trB | 1780 1725 1158 | ✠ 2,89 | Shl | Lv | 1862 9mo | C.&W. Earle Hull | ClaphamSteam-shipCo.(Lim.) (G.E.Macarthy, Mgr.) | 302·5 drp85 | 33·0 | 25·6 | Newcastle British 7BH | C.2Cy.36″&72″–36″ NE71NB85 250HP C.&W.Earle,Hull | | V |
| 235 Isla 90015 | IronScSk | 109 103 74 | | | | 1885 | Blackwood &Gordon Pt.Glasgow | Elder,Dempster &Co. | 78·3 | 22·0 | 8·1 | Liverpool British | C.2Cy.11½″&19½″–16″ 25HP Cmp.88White&Coopr,Dun. | | |
| 236 Isla de Cebu 99115 | SteelScSr (exTaroba) 3Dks(2Stl Elec.light Galiano82–94 ssDmb.No.3–6,94 | 4637 3975 2957 | ✠100A1 6,94 ~~11,90~~ Dmb | Bsb LA&CP ✠LMC5,94 | y | 1888 5mo | A.&J. Inglis Glasgow | Cia.Trasatlantica Now named "Leon XIII." | 410·4 P50′ B162′ F51′ drp89 | 46·1 | 29·5 6BHCem | Barcelona Spanish | T.3Cy.33″,52″&86″–60″ (s) 170lb 80lb 700HP A.&J.Inglis,Glasgow | 31 ″ 2 s 6 ″ 11 | BT till 7,94 |
| 237 Isla de Luzon HPLF | IronScBg L.Ugarte84–92 ssLiv.No.2–90 2Dks(1Irn&1ptIrn)3trB | 4252 4113 2773 | ✠100A1 8,93 ~~BS1,94~~ ✠LMC8,90 | Liv LA&CP | x | 1882 5mo | Oswald, Mrdaunt&Co. Southampton | Cia.Trasatlantica | 381·9 B132′F42′ | 44·2 BK11″ WB=~~DBa86′~~ DTa68′ | 32·6 7BHCem 367t MT411t | Barcelona Spanish | C.2Cy.52″&94″–60″ (a) 90lb 60lb 800HP 4DB,16cf,GS352 Oswald,Mordaunt&C.,Sou. | 25 ″ 9 s 9 ″7½ w10″ 1 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux. Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote<br>Surveillance Speciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14<br>Franc-bord au milieu du navire.<br>pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 238<br>NWVJ | **Isla de Mindanao** IronSc3Mst<br>G.Galiana84-92 ssLiv.No.2-89<br>(exLismore) 2ndSurvey.Liv.12,89<br>Elec.light 2Dks(Irn)&Awng dk(ptIrn)<br>D.Eschamps ssCdz.No.3-10,94 4trB<br>3rdSurvey10,94 | 4195<br>3087<br>2773 | ✠100A1<br>A1✱1<br>Awng dk withfreeboard<br>10,94 4,92<br>BS4,92 ✠LMC12,89 7,94<br>✠NE&B7,94 | Liv<br>LA&CP<br>Cdz | x<br>Lv | 1881<br>8mo | Barrow<br>S.B.Co.<br>Barrow<br>W B = D Bu E& | Cia.Tras-atlantica<br>B76' 210t FPT 50t | 376·5<br>B13'<br>ND94<br>APT12tMT28'&32' | 42·3 | 33·7<br>BK11″ | Barcelona<br>Spanish<br>6BHCem<br>370t&360t | T.3Cy.31½″,53″&82″-54″<br>C.2Cy.43″&86″-54″ (s)<br>170lb 70lb NDB94 546HP<br>2D&2SB,18rf,GS360,HS8990<br>BarrowShipBdg.Co.,Brw.<br>Freeboard to Awning deck<br>Lobnitz&Co.,Renfrew | 27 ″ 8<br>3 ″ 11<br>11 ″ 7 |
| 239<br>MWVL | **Isla de Panay** IronScBg<br>J.Baste88-91 ssNwc.No.3-4,94<br>2Dks(1Irn&1ptIrnUpt-ws)3trB<br>Elec.light | 3636<br>3373<br>2303 | ✠100A1<br>4,94 4,95<br>✠LMC4,94<br>✠NE&B4,94 | Nwc<br>LA&CP | w<br>Liv | 1882<br>6mo | Scott&Co.<br>Greenock<br>WB | Cia.Tras-atlantica | 362·4<br>B86'F55'<br>ND94srp94<br>= D Ba 98'f120' &u | 43·2 | 29·2<br>BK11″ | Barcelona<br>Spanish<br>6BHCem<br>E&B68'559t | T.3Cy.30½″,49&80″-54″ (s)<br>170lb 60lb 170lb NDB94500HP<br>3DB,18rf,GS288HS8160 FD<br>WighamRichrdsn&CNwc | 31 ″ 3<br>s 7 ″ 0 |
| 240<br>102062 | **Islam** SteelTwinSc4MstSr<br>W.Laird -93 ssGls.No.3-3,94<br>Elec.light 2Dks(Stl-Uws)3trB<br>Now named "Tosa Maru," See No. 20 in Supplement. | 5502<br>5286<br>3507<br>3593 | ✠100A1<br>9,94 9,94<br>✠LMC3,94 | Gls<br>LA&CP | a† | 1892<br>12mo | Harland&<br>Wolff(Lim.)<br>Belfast | J.&W.Henderson<br>(A.C.Henderson, Mgr.)<br>Nippon Yusen Kaisha<br>WB=Cell | 445·0<br>P31'B92'F50'<br>drp94<br>DB340'1126t FPT | 49·2 | 30·1<br>F&BK3″ | Liverpool<br>Japanese<br>8BHCem<br>72tAPT66t<br>Tokio | T.6Cy.20″,33½″&56″-48″ (s)<br>200lb 505HP<br>2D&2SB,12rf,GS243,HS8648<br>Harland&Wolff(Lim),Bel. | 33 ″ 6<br>s 8 ″ 11 |
| 241<br>NTHQ | **Island** IronSc3MstSr<br>A.G.Thomsen81-93 2Dks&Sprdk | 2844<br>1993<br>1819 | | | | 1882 | Burmeister<br>&Wain<br>Copenhagen | DampskibsSelskabet Thingvalla | 324·4 | 39·1 | 22·0<br>29·7 | Copnhagn<br>Danish<br>WB | C.4Cy.36″&72″-42″<br>350HP<br>Burmeister&Wain,Cpn. | |
| 242<br>12141<br>HKJR | **Island Home** WoodPad<br>N.H.Manter | 484<br>—<br>330 | | | | 1855 | ...............<br>GreenPoint, N.Y. | E.T.Pierce | 184·0 | 29·6 | 11·0 | N.Bedford Mass.<br>Utd.States | 487HP | |
| 243<br>95093<br>KTVS | **Islander** SteelTwinScSr<br>G.W.Robertson -88<br>Elec.light | 1495<br>856<br>478 | | | | 1888 | Napier,<br>Shanks&Bell<br>Glasgow | CanadianPacific Nav.Co.(Lim.) | 240·0 | 42·0 | 14·0 | Vict'riaBC<br>British | T.6Cy.20″,31″&52″-36″<br>280HP<br>Dunsmuir&Jackson,Gls. | |
| 244<br>63950 | **Islay** IronPadSr<br>J.MacNeill (exPrincessLouise) | 539<br>441<br>187 | | | | 1872<br>5mo | Tod&<br>McGregor<br>Glasgow | D.MacBrayne | 211·4<br>Q73'B76'F57' | 24·1 | 12·4 | Glasgow<br>British | 2Cy.54″-60″<br>NB78 200HP<br>Tod&McGregor,Glasgow | |
| 245<br>93800<br>KTJN | **Isle of Anglesey** SteelScSr<br>R.D.Jones -91 ssCff.No.1-92<br>Well deck 1Dk(Irn)2trB | 1228<br>1005<br>783 | ✠100A1<br>3,94 5,93 2,95<br>BS7,92 ✠LMC2,92<br>9,94 | Cff<br>Npt | o | 1888<br>8mo | JReadhead<br>&Co.<br>S.Shields<br>WB=Cell | Isle of Anglesey S.S.Co.(Lim.)<br>(J.T.Williams) | 230·0<br>Q85'B57'F32' | 33·5 | 16·5<br>BK8″ | Liverpool<br>British<br>4BHCem<br>DB192'355t | T.3Cy.18″,29″&48″-30″ (r)<br>160lb 70lb 115HP<br>1SB,3cf, HS1844<br>J.Readhead&Co.,S.Shields | 19 ″ 1<br>s1 ″ 10 |
| 246<br>99825 | **Isle of Arran** SteelPadSk<br>W.Buchanan -92 | 313<br>254<br>69 | | | | 1892 | T.B.Seath<br>&Co.<br>Rutherglen | W.&J.C.&J.D. Buchanan<br>W.Buchanan | 210·0<br>H13t | 24·1 | 7·4 | Glasgow<br>British | 1Cy.52″-60″<br>250HP<br>W.King&Co.,Glasgow | |
| 247<br>97751<br>LNVM | **Isle of Bardsey** SteelScSr<br>(WRECKED 3,94)<br>D.J.Lloyd -91 1Dk(Irn)2trB<br>Well deck | 1306<br>1015<br>823 | ✠<br>11,93<br>✠ | Cff<br>LA&CP | o | 1890<br>2mo | JReadhead<br>&Sons<br>S.Shields<br>WB=Cell | Isle of Bardsey SteamshipCo. (Lim.)<br>(J.T.Williams) | 230·0<br>P25'Q59'B57'F32' | 33·5 | 16·6<br>BK8″ | Liverpool<br>British<br>4BHCem<br>DB192'324t | T.3Cy.18″,29″&48″-30″<br>80lb 115HP<br>1SB,3rf,GS52<br>J.Readhead&Sns,S.Shields | 19 ″ 2<br>s1 ″ 10 |
| 248<br>86108<br>HKWD | **Isle of Cyprus** IronScSr<br>J.Jewels -93 ssNpt.No.2-91<br>Well deck 1Dk(Irn)2trB | 1064<br>806<br>671 | ✠100A1<br>5,94 7,94<br>BS5,94 ✠LMC12,91 | Shl<br>A&CP | n<br>Npt | 1883<br>2mo | JPriest-<br>man&Co.<br>Sunderland<br>WB=DBa | Dixon,Robson&Co. | 225·2<br>Q77'B57'F22'<br>drp94<br>65'f90'278tAPT4t | 33·5 | 15·1<br>BK8″ | Newcastle<br>British<br>4BHptCem<br>ptAsp | C.2Cy.26″&52″-33″ (i)<br>80lb 65lb 99HP<br>1SB,3pf,GS54,HS1980<br>WallsendSlipC.(Lim)Nwc | 16 ″ 1<br>s 1 ″ 7 |
| 249<br>88736<br>HWBD | **Isle of Dursey** IronScSr<br>G.G.White92-93 ssNpt.No.2-91<br>Well deck 1Dk(Irn) | 898<br>668<br>560 | ✠100A1<br>5,94 8,93<br>BS1,94 ✠LMC8,91<br>2,95 | Npt<br>LA&CP | m | 1883<br>6mo | JPriest-<br>man&Co.<br>Sunderland | Dixon,Robson&Co. | 210·0<br>Q74'B59'F25'<br>drp92 drp94<br>WB=DBa57'f82' | 31·3 | 14·1<br>BK8″ | Newcastle<br>British<br>4BHCem<br>235tAPT9t | T.3Cy.15¾″,22″&44″-33″ (s)<br>125lb 150lb 80lb 95HP<br>1SB,3pf,GS49,HS1644<br>WallsendSlipC.(Lim)Nwc | 15 ″ 8<br>s 1 ″ 6 |
| 250<br>88742<br>HWQF | **Isle of Elba** IronScBn<br>G.H.Howey89-89 ssNwc.No.2-90<br>Well deck 1Dk(Irn)&Webframes<br>ssShl.No.3-3,95 | 943<br>703<br>584 | ✠100A1<br>7,94 8,93 3,95<br>BS8,93 ✠LMC10,91 2,95<br>8,94 | Bly<br>Shl<br>A&CP<br>Nwc | m | 1883<br>7mo | T.&W.<br>Smith<br>N.Shields<br>WB=D | Dixon,Robson&Co. | 210·9<br>Q78'B49'F25'<br>drp94 drp95<br>Ba50'f79'242tFPT | 32·4 | 14·5<br>BK8″ | Newcastle<br>British<br>4BHCem<br>13tAPT27t | C.2Cy.25″&50″-33″ (s)<br>100lb 60lb 90HP<br>1SB,3pf,GS55,HS1925<br>WallsendSlipC.(Lim.)Nwc | 15 ″ 7<br>s 1 ″ 5 |
| 251<br>88765<br>JGKL | **Isle of France** IronScSr<br>A.L.Petterson86-93 ssShl.No.2-93<br>Well deck Hervey 1Dk(Irn)2trB<br>G.H.Howey89-94 | 1511<br>1217<br>960 | ✠100A1<br>11,94 1,94 2,95<br>BS2,93 ✠LMC10,91<br>4,94 | Npt<br>LA&CP | p | 1883<br>10mo | TyneI.S.B<br>Co.(Lim.)<br>Newcastle<br>WB | Dixon,Robson&Co.<br>= DBa 72'f 104' & | 260·0<br>Q90'B62'F28'<br>uE&B38'395tFPT | 35·2 | 15·5<br>FK | Newcastle<br>British<br>4BHCem<br>35tAPT14t | C.2Cy.29″&56″-36″ (i)<br>100lb 65lb 132HP<br>2SB,4pf,GS66<br>N.E.MarineE.Co.(Lim)Sld | 18 ″ 2<br>s 1 ″ 11 |
| 252<br>91490<br>JWFR | **Isle of Georgia** IronScSr<br>G.B.Taylor -94 ssShl.No.2-94<br>Well deck 1Dk(Irn)2trB | 1268<br>1002<br>793 | ✠100A1<br>2,95 2,94<br>BS2,95 ✠LMC2,94 | Shl<br>LA&CP<br>Npt | o | 1885<br>5mo | JReadhead<br>&Co.<br>S.Shields | Dixon,Robson&Co. | 235·0<br>Q87'B55'F27'<br>drp95<br>WB=DBa67'f96' | 34·1 | 17·0<br>BK8½″ | Newcastle<br>British<br>4BHCem<br>365tAPT12t | C.2Cy.28″&53″-36″<br>85lb 65lb 130HP<br>1SB,4pf,GS60<br>J.Readhead&Co.,S.Shl. | 18 ″ 0<br>s 1 ″ 10 |
| 253<br>91498<br>KBRF | **Isle of Hastings** SteelScSr<br>R.Hodge91-93 ssShl.No.1-90 2-94<br>Well deck 1Dk(Stl)2trB | 1575<br>1254<br>1003 | ✠100A1<br>8,94 7,93<br>drp91 ✠LMC1,89 7,94<br>BS1,94 | Shl<br>A&CP | p | 1885<br>8mo | H.S.Ed-<br>wards & Ss.<br>Newcastle<br>WB | Dixon,Robson&Co. | 250·0<br>P29'Q60'B60'F32'<br>= DBa 74' f98' 313t | 35·2 | 18·7<br>BK9″ | Newcastle<br>British<br>4BHCem<br>APT19t | T.3Cy.20″,33″&53″-36″ (a)<br>150lb 60lb 140HP<br>2SB,4cf,GS56<br>Black,Hawthorn&Co.,Gts. | 20 ″ 0<br>s 2 ″ 0 |
| ✱ 254<br>96139<br>LCTS | **Isle of Iona** IronScSr<br>J.T.Atkinson -93 ssShl.No.3-12,92<br>Well deck 1Dk(Irn)2trB<br>Sclatter | 1139<br>871<br>714 | ✠100A1<br>2,95 11,93 10,94<br>✠LMC10,92 | Bly<br>LA&CP<br>Nwc<br>Npt | n | 1889<br>5mo | T.&W.<br>Smith<br>N.Shields<br>WB = DBa59'f90' | Dixon,Robson&Co. | 225·0<br>Q75'B63'F29'<br>281tFPT13tAPT9t | 33·2 | 15·9<br>BK8″ | Newcastle<br>British<br>4BH pt Asp<br>pt Cem | T.3Cy.16½″,27″&44″-33″ (s)<br>160lb 80lb 98HP<br>1SB,3pf,GS54<br>N.E.MarineEC(Lim.)Nwc. | 17 ″ 0<br>s 1 ″ 7 |
| 255<br>96152<br>LHDM | **Isle of Jura** SteelScSr<br>W.Pelton86-89 ssNpt.No.1-94<br>Well deck Pearson 1Dk(Irn)2trB | 980<br>737<br>614 | ✠100A1<br>8,94 1,93 2,95<br>✠LMC11,93 | Npt<br>A&CP | m<br>Liv | 1889<br>9mo | T.&W.<br>Smith<br>N.Shields<br>WB=D | Dixon,Robson&Co. | 215·0<br>Q71'B60'F30'<br>drp90<br>Ba59'f86'222tAPT | 30·7 | 15·0<br>BK8″ | Newcastle<br>British<br>4BH Cem<br>11tAPT8t | T.3Cy.16″,26″&43″-30″ (s)<br>160lb 75lb 90HP<br>1SB,3pf,GS47<br>NEMarineE.Co.(Lim)Nwc | 15 ″ 11<br>s 1 ″ 4 |
| ✱ 256<br>99350<br>MKTL | **Isle of Ramsey** SteelScSr<br>J.T.Williams88-91<br>Well deck 1Dk(ptStlptIrn)2trB | 1708<br>1275<br>1062 | ✠100A1<br>8,94 1,94<br>✠LMC12,91 | Shl<br>A&CP<br>Npt | q | 1891<br>12mo | JReadhead<br>&Sons<br>S.Shields<br>WB=Cell | Isle of Ramsey SteamshipCo. (Lim.) | 259·5<br>Q74'P24'B106'<br>F29' drp92 | 36·6 | 16·8<br>BK9″ | Liverpool<br>British<br>4BHCem<br>DB218'383t | T3Cy.20½″,33½″&55″-36″(r)<br>160lb 80lb 180HP<br>2SB,4rf,GS68,HS2701<br>J.Readhead&Sons,S.Shl. | 19 ″ 3<br>s 1 ″ 5 |
| 257<br>HPLJ | **Isleño** IronScSr<br>(exPrincessAlice) | 606<br>—<br>314 | | | | 1889 | Tod&<br>McGregor<br>Glasgow | SociedadIsleña Maritima | 200·0<br>Q31tF20t | 28·1 | 15·1 | Palma<br>Spanish | C.2Cy.22″&42″-42″<br>NE83 130HP<br>Barclay,Curle&Co.,Gls. | |
| 258<br>96587<br>LFBJ | **Isleworth** SteelScSr<br>J.Garson77-89 ssN.Yk.No.1-94<br>Well deck 1Dk(Stl)&Webframes | 2648<br>2050<br>1716 | ✠100A1<br>1,94<br>✠LMC12,93 | NYk<br>LA&CP | t | 1889<br>5mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool<br>WB=Cell | BritainSS.Co.(Ld)<br>(Watts,Ward&Co. Mgrs.)<br>(Watts, Watts&Co.Mgrs.) | 300·3<br>P27'Q98'B112'<br>F29' | 41·6 | 19·6<br>BK10″ | London<br>British<br>5BHCem<br>DB254'624t | T.3Cy.23″37½″&61½″-39″ (s)<br>160lb 250HP<br>2SB,6cf,GS99<br>Blair&Co.(Lim.),Stockton | 23 ″ 0<br>s 2 ″ 3 |

| 1 No. in Book / Official No. / Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built: When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c.: Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 259<br>JPLT | Isly IronScBn<br>*Bassères*<br>1*Dk*&*SprDk*3*trB* | 1383<br>—<br>766 | | | | 1883 | Wigham Richardson &Co.<br>Newcastle | Cie.deNav.Mixte | 246·0\|31·7\|23·6<br>B60′ | Marseilles<br>French | C.2Cy.34″&64″–42″<br>250H<br>WighamRchrdson&C.Nw<br>*WB* | | |
| 260<br>434<br>HJWT | Ismail IronScSr<br>*N.Andreieff*83–83<br>(*ex*TheodoreR.,*ex*HaraldRoper) | 393<br>—<br>246 | | | | 1880 | Osbourne, Graham&Co<br>Sunderland | BlackSea& DanubeS.N.Co. | 146·5\|22·2\|12·0 | Odessa<br>Russian | C.2Cy.20″&40″–30″<br>60H<br>*WB* Geo.Clark,Sunderland | | |
| 261 | Ismailia SteelSc3MstSr<br>~~*MacAlpin*~~ *ss*Mdb.No.1–93<br>2*Dks*(*Stl*–*Uws*)3*trB*<br>"Heimeji Maru," See No. 12 in Supplement. | 3008<br>2839<br>1940 | ✠100A1<br>4,91<br>✠LMC8,93 | Ant<br>A&CP | *v* | 1888<br>12mo | Palmers' Co.(Lim.)<br>Newcastle | ~~S.S.Ismailia Lim. (Carlisle&Co.)~~<br>*WB=Cel* | 337·0\|41·2\|26·5<br>P45′B63′F46′<br>BK11″<br>*DB* 288′ 659*t FPT* | ~~Belfast~~<br>~~British~~<br>6*BHCem*<br>34*tAPT*36*t* | T.3Cy.25″,41″&66″–45″ (*s*<br>160lb *160lb* 350H<br>2SB,8*cf*,GS158<br>Palmers'S&ICo.(Lim)Nw | 29 ″ 1<br>s 5 ″9½ | D |
| 262 | Ismid WoodPad<br>*Mustafa* | —<br>—<br>138 | | | | 1886 | Imp.Ott. Dockyard (Rebuilt)<br>Constantinp. | IdareiMassousieh (OttomanSteam Nav.Co.) | 171·8\|30·1\|10·3 | Constanpl<br>Turkish | 2Cy.<br>100H | | |
| 263 | Ismir IronSc3MstSr<br>(*ex*State of Indiana) 3*Dks*(1*ptIrn*) | 2584<br>2420<br>1498 | | | ... | 1874<br>8mo | T.Wingate &Co.<br>Glasgow | OttomanGovernment | 329·9\|36·2\|28·4<br>F44′ | Constanpl<br>Turkish | C.2Cy.45″&84″–48″<br>NB84 400H<br>T.Wingate&Co.,Glasgow | 29″11 | |
| 264<br>96373<br>LCVN | Isobel IronSc3MstSr<br>*Simpson* *ss*B.As.No.1–92<br>*Barge* 1*Dk*(*Irn*) | 294<br>270<br>218 | ✠ A1<br>11,92<br>*For River purposes only*<br>✠LMC11,92 | B.As<br>LA&CP | | 1889<br>4mo | TAWalker<br>Sudbrook | TheExecutors of the lateT.A. Walker | 150·6\|26·5\| 7·9<br>FK<br>*WB* | London<br>British<br>1*BHCem*<br>=*Tankf*35*t* | Q.4Cy.9″,12″,16″&25″–21½″<br>160lb 50H<br>1SB,2*pf*,GS33<br>Fleming&Ferguson,Psy. | 8 ″ 6 | |
| 265 | Istinié SteelScSr<br>*HasseinBey* –88 *ss*Hul.No.3–2,85<br>(*ex*Annie) 1*Dk*2*trB* | 443<br>405<br>274 | ✠<br>7,88<br>✠NB82 | Lon | | 1864<br>6mo | M.Samuel-son&Co.<br>Hull | IdareiMassousieh | 188·2\|24·0\|12·8<br>Q25*t*<br>FK | Constanpl<br>Turkish<br>1*BH* | C.2Cy.29⅞″&54⅞″–24″<br>NE70 98H<br>M.Samuelson&Co.,Hull | 13 ″ 0 | |
| 266<br>55088<br>HPVB | Istrian IronSc4MstSr<br>*H.J.Swan* –92 3*Dks*(1*Irn*) | 2963<br>2827<br>1906 | ✠<br>6,67 | Bel | Lv | 1867<br>3mo | Harland& Wolff<br>Belfast | Furness,Withy& Co.(Lim.) | 390·0\|37·2\|29·3 | Liverpool<br>British | C.2Cy.32″&66″–54″<br>NE77 350H<br>G.Forrester&Co,Liverpool | 30 ″ 4<br>s 7 ″ 6 | |
| 267 | Itabira SteelScSr<br>(*ex*Cabral) | 753<br>687<br>467 | | | | 1888 | Scott&Co.<br>Greenock | Companhia NacionaldeNav. Costeira | 231·1\|33·1\|12·8<br>B46′ P16′ F19′ | R.Janeiro<br>Brazilian | T.3Cy.16″,26″&43″–30″<br>98H<br>Scott&Co.,Greenock | | |
| 268 | Itacolumi Steel&IronTwinScSr<br>(*ex*Antoinette) | 738<br>589<br>569 | | | | 1889 | T.&W. Smith<br>N.Shields | Companhia NacionaldeNav. Costeira | 224·0\|34·0\| 9·5<br>Q16′ B50′ F21′ | R.Janeiro<br>Brazilian | T.6Cy.11″,17″&28″–21″<br>E.Scott&Co.,Newcastle | | |
| 269 | Itaipu SteelTwinScSr<br>*Allan* –92<br>1*Dk*&*Awng dk*(*ptStl*–ws) | 1306<br>1205<br>692 | ✠ A1<br>*Awng dk withfreeboard*<br>3,92 ✠LMC3,92<br>*For Brazilian Coasting service* | Gls<br>LA&CP | *o* | 1892<br>3mo | J.&G. Thomson (Lim.)<br>Glasgow | ~~BrazilianGovernment~~ ~~CiaNacional deNav.Costeira~~ Lage,Irmaos&Co. | 280·0\|36·0\|10·2<br>B64′F33′17·3<br>FK<br>*WB* | R.Janeiro<br>Brazilian<br>1*BHAsp*<br>=*APT*40*t* | T.6Cy.17½″,28″&42″–24″ (*s*<br>160lb *80lb* 270H<br>2SB,8*rf*,GS140,HS5490 FI<br>J.&G.Thomson (Lim.),Gls | 10″11<br>s 8 ″ 7 | |
| 270 | Itajahy IronSc<br>*J.Wallace* 1*Dk* | 702<br>524<br>433 | ✠<br>12,71 | Cly<br>A&CP | | 1871<br>12mo | H.Murray &Co.<br>Pt.Glasgow | A.J.dosSantos | 216·5\|28·2\|13·2<br>P100*t* F23*t*<br>FK | R.Janeiro<br>Brazilian<br>5*BHCem* | C.4Cy.26″&45″–30″<br>180H<br>D.Rowan,Glasgow | | |
| 271<br>RHNL | Italia SteelScSr<br>*H.Martens*88–94<br>2*Dks*(*UStl*–ws)&*Spardk*(*ptStl*) | 3498<br>3316<br>2263 | ✠<br>5,89<br>✠ | Nwc<br>LA&CP | *w* | 1889<br>5mo | SirW.G. Armstrong, Mitchell& Co.(Lim.)<br>Newcastle | Hamburg-Ameri-kanischePacketf. Act.Ges. | 344·5\|43·5\|29·2<br>P42′ B81′ F44′<br>FK<br>*WB=CellD* | Hamburg<br>German<br>5*BHCem* | T.3Cy.25″,41″&67″–48″<br>400H<br>WallsendSlipwayCo. (Lim.),Nwc<br>B304′794*tFPT*70*tAPT*70*t* | 23 ″ 9 | V |
| 272<br>68011<br>LQTN | — IronScSr<br>*T.Craig*84–84 | 2236<br>2224<br>1442 | | | ... | 1872<br>7mo | R.Duncan &Co.<br>Pt.Glasgow | HendersonBros | 306·0\|34·4\|21·9 | Glasgow<br>British | C.2Cy.38″&68″–42″<br>350H<br>FinniestonCo.,Glasgow | | |
| 273<br>JDTL | — IronScSr<br>*M.Kuhlmann*91–91 1*Dk*&*Spar dk* | 885<br>859<br>658 | | | | 1881 | Act.Ges. "Vulcan"<br>Stettin | Pommersche Dampfsch.Ges. (F.Ivers,*Mgr.*) | 199·8\|27·4\|13·7<br>20·8 | Stettin<br>German<br>*WB* | C.2Cy.24⅝″&43¼″–27½″<br>90H<br>Act.Ges."Vulcan," Stettin | | V |
| 274<br>60445<br>LPMC | — IronSc3MstSr<br>~~*W.J.Steele* –93~~ *ss*Stk.No.3–7,84<br>*Longstaff* *ss*Mdb.No.2–92 1*Dk* | 40[illegible]<br>363<br>23[illegible] | ✠ Ⓐ1<br>12,94 ~~10,92~~<br>✠NB84 LMC11,93<br>BS4,94 | Mdb<br>A&CP | | 1869<br>7mo | Scott&Co.<br>Greenock | J.M.Lennard &Sons | 175·4\|22·8\|13·9<br>Q60′ drp94 | Middlsbro'<br>British<br>5*BHCem* | C.2Cy.17⅞″&35¼″–24″ (*i*)<br>70lb ~~35lb~~ *80lb*ND394 51H<br>1SB,2*pf*,GS28,HS1007<br>GreenockFoundryCo.,Grk | 15 ″ 1<br>s 2 ″ 1 | D |
| 275<br>101836<br>NDMB | Italian Prince SteelScSr<br>*T.H.Smith*93–93 1*Dk*(*Stl*)<br>&*Spar dk*(*Stl*–ws)&*Deepframing*<br>*Elec light* | 3083<br>2914<br>1998 | ✠100A1<br>*Spar dk*<br>9,93<br>✠LMC9,93 | Sld<br>A&CP | *v* | 1893<br>9mo | ShortBros.<br>Sunderland | PrinceSteamShip-pingCo.(Lim.) (J.Knott,*Mgr.*)<br>*WB=C* | 338·9\|42·2\|18·2<br>P39′B92′F33′ 26·2<br>FK<br>*ellDB*268′603*tFPT* | Newcastle<br>British<br>6*BHCem*<br>161*tAPT*72*t* | T.3Cy.25″,40″&66″–45″ (*s*<br>160lb *100lb* 250H<br>2SB,6*cf*,GS122,HS4636<br>Blair&Co.(Lim.) Stockton | 20 ″ 9<br>s 6 ″ 6½ | |
| 276<br>HPLN | Italica IronScSr<br>*P.Beascoechea* *ss*Bbo.No.2–92<br>*Well deck* 1*Dk*2*trB* | 1186<br>877<br>750 | ✠90A1<br>6,92<br>BS1~~2,93~~ ✠LMC6,92<br>4.95 | Bbo<br>A&CP | *n* | 1884<br>3mo | J.L.Thmp-son&Sons<br>Sunderland | Ybarra&Co.<br>*WB=D* | 220·0\|31·3\|16·6<br>P127′F27′<br>BK8″<br>*Ba*53′*f*87′240*tFPT* | Seville<br>Spanish<br>5*BHCem*<br>52*tAPT*15*t* | C.2Cy.27″&50½″–33″ (*b*)<br>80lb *60lb* 100H<br>1SB,3*pf*,GS47<br>Blair&Co.(Lim.),Stockton | 17 ″ 7 | |
| 277<br>JPLW | Italie SteelTwinScSr<br>*L.Sylvestre*87–87 (*ex*Italy)<br>1*Dk*(*Stl*) | 478<br>—<br>129 | ✠<br>*withfreeboard*<br>2,85 ✠<br>*For English Channel purposes* | Cly<br>LA&CP | *h* | 1885<br>1mo | J.Elder& Co.<br>Glasgow | London,Brighton &SouthCoast RailwayCo. | 190·6\|26·1\|14·0<br>B11′ F36′<br>FK | Dieppe<br>French<br>6*BHCem* | C.6Cy.(2)22″&(4)32″–24″<br>250H<br>2SB,6*cf*,GS133<br>J.Elder&Co.,Glasgow | 14 ″ 9 | |
| 278<br>63276<br>LDQK | Italy (BROKEN UP4,94) IronScBkn | 4169<br>4154<br>2624 | | | | 1870 | J.Elder& Co.<br>Glasgow | S.F.Staples | 389·0\|42·3\|28·7 | Liverpool<br>British | C.2Cy.60″&96″–48″<br>500H<br>J.Elder&Co.,Glasgow | 31 ″ 0<br>s 5 ″ 4 | |
| 279 | Itamaraty SteelPadSr | 401<br>—<br>253 | | | | 1885 | J.&G. Thomson<br>Glasgow | Megaw&Norton | 200·5\|30·4\| 7·5<br>H101*t* | R.Janeiro<br>Brazilian | 2Cy.47″–48″<br>160HP<br>J.&G.Thomson Glasgow | | |
| 280<br>HOGD | Itamby IronScSr<br>*T.Jarvis* (*ex*Barao deS.Diogo)<br>1*Dk*<br>*Now named* "Piuma," See No. 43 in Supplement | 471<br>351<br>261 | ✠<br>9,79 | Lon<br>A&CP | *h* | 1879<br>7mo | C.Mitchell &Co.<br>Newcastle | Companhia NacionaldeNave-gaçaoCosteira | 180·6\|23·2\|12·7<br>P55′ F34′<br>*WB=DBa*44′ | R.Janeiro<br>Brazilian<br>4*BHCem* | C.2Cy.28″&50″–33″<br>100H<br>Easton&Anderson,London | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enlèvement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. * Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 281 | **Itaoca** | SteelTwinScSr | 1306 | ✠ | Gls | *o* | 1892 | J&GThom | Companhia | 280·0 | 36·0 | 10·2 | R.Janeiro | T.6Cy.17½″,28″&42″–24″ | 10 11 |
| | *(SUNK AFTER FIRE ~~5,94~~ 4,94* | | 1205 | *Awng dk* | LA&CP | | 2mo | son(Lim.) | Nacional de Nav. | B64′F33′ | | 17·3 | Brazilian | FD 270HP | s 8 7 |
| | *H.Kennedy* –92 | 1*Dk*& *Awng dk* | 692 | *with freeboard* 2,92 ✠ | | | | Glasgow | Costeira | | | FK | | 2SB,*8rf*,GS140,HS5490 | |
| | *Elec.light* | (*pt Stl*–ws) | | *For Brazilian* | *Coasting* | | *service* | | | | | *WB* | | J.&G.Thomson(Lim.),Gls. | |
| 282 | **Itaparica** | SteelScSr | 2544 | | | | 1889 | SirW.G. | Hamburg-Süd- | 326·0 | 40·0 | 22·5 | Hamburg | T.3Cy.25″,41″&67″–42″ | |
| | *F.Kier*72–89 | 2*Dks* | 2107 | | | | | Armstrong | amerik.Dampf- | P86′ | B80′ | F53′ | German | FD 320HP | |
| RHSK | *Elec.light* | | 1609 | | | | | Mitchell& | schifffahrtsGes. | | | | *WB* | WallsndSlipwayCo.(Lim.) | |
| | | | | | | | | Co.(Lim.) | | | | | | Nwc. | |
| | | | | | | | | Newcastle | | | | | | | |
| 283 | **Itapemerim** | SteelTwinScSr | 355 | | | | 1891 | Day,Sum- | Lloyd Brazileiro | 155·2 | 30·1 | 6·0 | R.Janeiro | T.6Cy.9½″,15″&25″–18″ | |
| | *A.Hay*91–91 | (*ex* Ruy Lowndes) | 227 | | | | | mers&Co. | | P48′ | B13′ | F22′ | Brazilian | 106HP | |
| | | | 284 | | | | | Southampton | | | | | | Day,Summers&Co.,Sou. | |
| 284 | **Itapeva** | IronScSr | 632 | | | | 1881 | Scott&Co. | Companhia | 209·0 | 32·2 | 12·6 | R.Janeiro | C.2Cy.23″&50″–30″ | |
| | *Yarker* | (*ex* Cavour) | 589 | | | | 5mo | Greenock | Nacional de Nav. | | | | Brazilian | 100HP | |
| | | | 396 | | | | | | Costeira | | | | | Scott&Co.,Greenock | |
| 285 | **Itapoan** | SteelScSr | 752 | | | | 1891 | Scott&Co. | Cia. Nacional de | 230·8 | 33·2 | 12·6 | R.Janeiro | T.3Cy.16″,26″&43″–30″ | |
| | | 2*Dks* | 687 | | | | | Greenock | Nav. Costeira | | | | Brazilian | 106HP | |
| | | | 512 | | | | | | | | | | | Scott&Co.,Greenock | |
| 286 | **Itapuca** | SteelScSr | 813 | | | | 1891 | R&W Haw- | Companhia | 205·0 | 31·2 | 14·3 | R.Janeiro | T.3Cy.15″,25″&41″–27″ | |
| | *Atkins* | (*ex* Upanema) | 763 | | | | | thorn,Leslie | Nacional de | Q25′ | F33′ | | Brazilian | 80HP | |
| | | | 553 | | | | | &Co.(Lim.) | Navegaçao | | | | | Ross&Duncan,Glasgow | |
| | | | | | | | | Newcastle | Costeira | | | | | *WB* | |
| 287 | **Itaqui** | SteelScSr | 754 | | | | 1891 | Scott&Co. | Cia. Nacional de | 230·8 | 33·2 | 12·6 | R.Janeiro | T.3Cy.16″,26″&43″–30″ | |
| | | 2*Dks* | 687 | | | | | Greenock | Nav. Costeira | | | | Brazilian | 106HP | |
| | | | 512 | | | | | | | | | | | Scott&Co.,Greenock | |
| 288 | **Itata** | IronSc | 1766 | ✠ | Liv | | 1873 | R.&J. | Cia. sud Americana | 290·7 | 39·9 | 19·7 | Valparaiso | C.2Cy.46″&86″–42″ | |
| | *F.Collins*91–92 | 2*Dks* & *Awng dk* | 1496 | *Awng dk* | A&CP | | 7mo | Evans&Co. | de Vapores | | | 27·2 | Chilian | NDB90 340HP | |
| | | | 1201 | 4,77 | | | | Liverpool | | | | | 4*BHCem* | Fawcett,Preston&Co.,Liv. | |
| | | | | | | | | | | | | | | *WB=ptDB* | |
| 289 | **Itatiaya** | SteelScSr | 645 | | | | 1883 | Scott&Co. | Companhia | 213·2 | 32·1 | 12·6 | R.Janeiro | C.2Cy.23″&50″–30″ | |
| | *Booth* –84 | (*ex* Canning) | 588 | | | | 7mo | Greenock | Nacional de Nav. | Q5*t* | | | Brazilian | 100HP | |
| | | | 403 | | | | | | Costeira | | | | | Scott&Co.,Greenock | |
| 290 | **Itatiba** | SteelScSr | 812 | | | | 1890 | R.&W. | Companhia | 205·0 | 31·2 | 14·3 | R.Janeiro | T.3Cy.15″,25″&41″–27″ | |
| | *Wilkinson* | (*ex* Mossoro) | 763 | | | | | Hawthorn, | Nacional de | Q25′ | F33′ | | Brazilian | 80HP | |
| | | | 514 | | | | | Leslie&Co. | Navegaçao | | | | *WB* | Ross&Duncan,Glasgow | |
| | | | | | | | | Newcastle | Costeira | | | | | | |
| 291 | **Itauña** | SteelScSr | 647 | | | | 1883 | Scott&Co. | Companhia | 213·2 | 32·1 | 12·6 | R.Janeiro | C.2Cy.23″&50″–30″ | |
| | *A.Allen* | (*ex* Chatham | 589 | | | | | Greenock | Nacional de Nav. | B5*t* | | | Brazilian | 100HP | |
| | | | 401 | | | | | | Costeria | | | | | Scott&Co.,Greenock | |
| 292 | **Ithaka** | SteelScSr | 2282 | | | | 1894 | Craig, | A.C.de Freitas &Co | 280·0 | 41·1 | 22·2 | Hamburg | T.3Cy.21″,35″&57″–39″ | |
| | *J.Porath*93–94 | 2*Dks* & *Webframes* | 2097 | | | | | Taylor&Co. | | | | | German | | |
| | | | 1478 | | | | | Stockton | | | | | *WB* | Blair&Co.(Lim.),Stockton | |
| 293 | — | IronSc | — | | | | 1873 | ..... | P.Vaglianos | 210·6 | 28·5 | ... | Syra | | |
| 23 | *C.Theophilatos* | 1*Dk* | — | | | | | England | | | | | Greek | | |
| HJCW | | | 703 | | | | | | | | | | | | |
| 294 | **Ithamo** | SteelScSr | 2221 | ✠100A1 | Cff | *s* | 1890 | J Priestm'n | Columbia S.N.Co. | 299·5 | 39·1 | 19·9 | Sundrland | T.3Cy.22″,36″&59″–39″ (*s*) | 21 3 |
| 97536 | ~~*J.Warren* 94~~ | *ss* Cff.No.1–94 | 1725 | ~~1,95 2,94 10,94~~ | A&CP | | 11mo | &Co. | (Lim.)(W.&T.W. | P25′Q38′B116′F25′ | | | British | 160lb *60lb* 190HP | s 2 2 |
| LWSD | *Chisholm* | 1*Dk*(*Stl*)2*trB* | 1427 | 5,95 | ✠LMC2,94 | | | Sunderland | Pinkney, *Mgrs.*) | drp94 | | BK10″ | 6*BHCem* | 2SB,*6pf*,GS90 | |
| | *Well deck* | *Floors pt Irn* | | | Stl | | | | | | | *WB=DBa* | 90′*f*86′490*t* | W.Allan&Co.,Sunderland | |
| 295 | **Ito Maru** | Wood—Sr | 143 | | | | 1885 | Ikenaga | Umedani | 99·2 | 15·2 | 11·3 | Nagasaki | 1Cy. | |
| 1123 | *Nozaké Kumasuke* | | 129 | | | | | Kinji | Yoshishize | | | | Japanese | 5HP | |
| HGSJ | | | 88 | | | | | Nagasaki | | | | | | | |
| 296 | **Itumba** | IronScSr | 279 | ✠ | Brw | Lv | 1885 | Barrow S.B. | ~~J.A.Torrance.~~ | 130·0 | 25·2 | 9·2 | Castletwn | C.2Cy.20″&40″–24″ | 10 |
| 91195 | *J.Collister* –93 | 1*Dk*(*Irn*) | 216 | 3,85 | | | 2mo | Co.(Lim.) | *Now named "Damaskini," See No. 22 in Supplement* | P33*t* | F23*t* | | I.M. | 67HP | s 1 6 |
| | | | 93 | | | | | Barrow | | | | | British | BarrowS.B.Co.(Lim.),Brw | |
| 297 | **Ituna** | IronScSr | 656 | ✠90A1 | Lth | *j* | 1877 | J.Key | G.R.Carter&Son | 181·2 | 28·3 | 14·3 | London | C.2Cy.23″&40″–30″ (*i*) | 15 4 |
| 77024 | *G.A.Goodridge* –93 | *ss* Lon.No.3–4,90 | 513 | ~~8,95 5,93 9,94~~ | A&CP | | 9mo | Kinghorn | | Q60′B26′F17′ | | | British | 70lb ~~*60lb*~~ NDB90 80HP | s 1 10 |
| WVFG | *Well deck* | *ss* Lth.No.1–94 1*Dk*2*trB* | 407 | BS~~5,93~~ 4,95 | LMC~~4,96~~ 9,94 | | | | | | | BK7½″ | 3*BHCem* | 1B,GS48 | |
| | | | | | Lon Cff | | | | | | | *WB=DBa* | 45′*f*73′130*t* | TaylorBros.,Birkenhead | |
| 298 | — | SteelScSr | 408 | ✠100A1 | Gmh | *g* | 1884 | Dobson& | ~~T.Cowan~~ | 160·0 | 25·2 | 12·0 | Grngemth | C.2Cy.20″&38″–30″ (*a*) | 12 9 |
| 89655 | ~~*J.Nelson*93–93~~ | *ss* Gmh.No.2–93 | 343 | ~~1,93~~ 7,94 | LA&CP | | 11mo | Charles | Forth SS Co(Lm) | Q51′B38′F21′ | | | British | 80lb ~~*80lb 45?*~~ 70HP | s 1 1 |
| KHVM | *Well deck* *J.Nielsen*93–93 | 1*Dk*(*pt Irn*) | 244 | BS~~4,94~~ | ✠LMC1,96 | | | Grngemouth | T.Cowan(*Mgr.*) | | | FK | 4*BHCem* | 1SB,*2pf*,GS35 | |
| | | | | 4,95 | | | | | | | | *WB=FPT* | 38*t APT* 28*t* | Hutson&Corbett,Glasgow | |
| Wrecked 1898 | | | | | | | | | | | | | | | |
| 299 | **Ituni** | IronScSr | 1226 | ✠~~100A1~~ | Lon | *n* | 1884 | Wigham | Demerara&Ber- | 237·0 | 32·2 | 15·5 | London | C.2Cy.27″&54″–36″ (*s*) | 16 3 |
| 89616 | *W.Smith*89–89 | *ss* Lon.No.2–92 | 913 | ~~3,94~~ 11,94 | LA&CP | | 6mo | Richardson | biceS.S.Co. | P130′F24′ | | | British | 90lb *50lb* 120HP | s 1 9 |
| JNTR | *Well deck* | 1*Dk*(*Irn*)& *Webframes* | 779 | BS~~7,93~~ | ✠LMC5,92 | | | &Co. | (Lim.) | | | FK | 4*BHCem* | 2SB,*4cf*,GS66 | |
| | | | | 9,94 | | | | Newcastle | | | | *WB=FPT* | 30*t APT* 15*t* | WighmRichardsn&C.Nwc. | |
| 300 | **Ivanhoe** | IronScSr | 962 | ✠100A1 | Bly | *m* | 1883 | D.Baxter & | G.C.Ward | 210·5 | 31·8 | 14·3 | Newcastle | C.2Cy.26″&47″–36″ (*c*) | 15 8 |
| 88766 | *J.Main* –83 | *ss* Nwc.No.2–91 | 793 | ~~5,94~~ 12,94 | LA&CP | | 8mo | Co. | | Q78′B45′F29′ | | | British | 80lb *45lb* 96HP | s 1 6 |
| JDSH | *Well deck* | 1*Dk*(*Irn*)2*trB* | 616 | BS5,94 | ✠LMC4,91 | | | Sunderland | | drp92 | | BK8″ | 4*BHCem* | 1SB,*3pf*,GS54 | |
| | | | | | Nwc | | | | | | | *WB=DBa*60′*f*42′185*t* | *APT* 20*t* | G.Clark,Sunderland | |
| 301 | — | IronScSr | 942 | ✠100A1 | Gls | *m* | 1881 | Murdoch & | S.S. "Ivanhoe" Co. | 215·4 | 29·9 | 15·0 | Glasgow | C.2Cy.28″&52″–36″ (*a*) | 16 2 |
| 85868 | *J.Leslie* –93 | *ss* Gls.No.3–12,93 | 724 | ~~8,93 3,94~~ 4,95 | LA&CP | | 10mo | Murray | (Lim.) (Maclay | Q70′B47′F31′ | | | British | 80lb ~~*45lb 40lb*~~ 98HP | s 1 5 |
| WKQN | *Well deck* | 1*Dk*(*Irn*)2*trB* | 599 | BS6,94 | ✠LMC5,96 | | | Pt.Glasgow | &McIntyre) | drp95 | | FK | 4*BHCem* | 1SB,*3pf*,GS57 | |
| | | | | | Lon | | | | | | | *WB=DBa*46′*f*90′235*t* | *FPT* 25*t APT* 18*t* | W.Kemp,Glasgow | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name | 14 Moulded depth. Freeboard amidships ft. in | 15 Other Registers in which classed. Details of R. of T. in Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 302 | Ivanhoe | IronPadSk | 282 | | | | 1880 | D.&W. Henderson &Co. Glasgow | Frith of ClydeStm. Pkt.Co.(Lim.) | 225·3 | 22·2 | 8·3 | Glasgow British | D.O.2Cy.43″–66″ NB92 123HP D.&W.Henderson&Co.,Gls | | BT till 3,95 |
| 92299 | *A.McDougall*89–89 | | 272 | | | | | | | | | | | | | |
| | | | 71 | | | | | | | | | | | | | |
| 303 | — | IronPad | 278 | | | | 1868 | DavidBell Buffalo,N.Y. | | 134·0 | 22·0 | 8·2 | Chcago,Ill. Utd.States | | | |
| 100042 | | | — | | | | | | | | | | | | | |
| | | | 201 | | | | | | | | | | | | | |
| 304 | Ivar | CompScSp | 206 | | | | 1871 | Andersson Spångens Vrf | J.Redin | 101·0 | 19·6 | 12·7 | Seffle Swedish | C.2Cy.10¾″&18½″–14⅝″ 20HP | | |
| | *B.Z.Strandberg* (*ex*Anna,*ex*Vulkan) | | 193 | | | | | | | H13*t* | | | | BergsndsMk.Vst.,Stckhlm | | |
| | 1*Dk* | | 156 | | | | | | | | | | | | | |
| 305 | Iveagh | SteelScSr | 598 | ✠100A1 | Liv | *j* | 1892 | A.&J. Inglis Glasgow | Dundalk&Newry SteamPacketCo. (Lim.) | 190·0 | 29·0 | 14·0 | Newry British | T.3Cy.18″,29″&48″–36″ (*s*) 170lb *60lb* 180HP 2SB,*4rf*,GS70HS2300 A.&J.Inglis,Glasgow | 14 ″ 9 s 1 ″ 10 | BT till 3,95 3,96 4,95 |
| 98274 | *W.Ferguson* –93 | | 458 | ~~3,94~~ 3,95 | LA&CP | | 9mo | | | P39 B64′F59′ | | | | | | |
| | *Elec.light* | 2*Dks* | 197 | ✠LMC9,92 | | | | | | BK6″ *WB*=*FPT*10*t* | | | 4*BHCem* | | | |
| 306 | Ivo Bosch | SteelScSr | 135 | | | | 1890 | H.Satre Arles | SociedadConstructora deFerrocarriles de Circumvalacion | 96·1 | 17·2 | 9·2 | PortoRico Spanish | C.2Cy.13″&24″–14″ 33HP H.Satre,Lyons | | V |
| | | (*ex*JeanDupuis) | — | | | | | | | | | | | | | |
| HPLC | | | 87 | | | | | | | | | | | | | |
| 307 | Ivy | SteelScSr | 1246 | ✠100A1 | Bly | *n* | 1889 | R.Dixon& Co. Middlesbro' | AtkinsonBros. | 230·0 | 32·3 | 13·9 | W.Hartlpl | T.3Cy.16½″,26″&44″–33″ (*s*) 160lb *80lb* 98HP 1SB,*3rf*,GS48 Wstgrth,Englsh&Co.,Mdb | 16 ″ 2 s 1 ″ 1½ | |
| 97379 | *R.Adie* –92 | *ss*Bly.No.1–93 | 875 | ~~10,94~~ 3,95 | A&CP | | 11mo | | | P27′Q59′B97′F27′ | | | British | | | |
| LKQM | *Well deck* | 1*Dk*(*Irn*)2*trB* | 781 | ✠LMC6,93 Sld. Mdb | | | | | | drp93 *WB*=*CellDB* | | FK 4*BHCem* | 192′275*t* | | | |
| 308 | — | SteelScSr | 587 | ✠100A1 | Gls | *j* | 1888 | C.J.Bigger Londonderry | A.A.Laird&Co. | 190·0 | 28·2 | 13·3 | Glasgow | T.3Cy.17½″,29″&47″–36″ (*s*) 160lb *60lb* 112HP 2SB,*4cf*,GS70 Lees,Anderson&Co.,Gls. | 14 ″ 0 ~~s 1 ″ 0½~~ s 1 ″ 9 | BT till ~~9,94~~ 9,95 |
| 96086 | ~~*R.Carmichael*97–98~~ | *ss*Gls.No.1–92 | 451 | 9,94 ~~9,98~~ | LA&CP | | 8mo | | | P41′B66′F53′ | | | British | | | |
| | *Elec.light* | 1*Dk*(*pt Stl*–ws) | 184 | BS3,94 | ✠LMC9,92 | | | | | | | BK7½″ 5*BHCem* | | | | |
| | *Rogers* 94 | | | | | | | | | | | | | | | |
| 309 | Ivy Holme | IronScSr | 257 | ✠100A1 | Liv | *c* | 1883 | J.L.Thompson&Sons Sunderland | HineBros. | 120·0 | 22·1 | 9·5 | Maryport British | C.2Cy.16″&30″–24″ (*i*) 70lb 60HP 1SB,*2pf*,GS52 J.W.&F.Wilson&Co.,Sld. | 10 ″ 2 s ″ 9 | |
| 83587 | ~~*D.B.Scott* 93~~ | *ss*Liv.No.2–91 | 193 | 11,94 ~~11,94~~ | A&CP | | 4mo | | | Q41′B11′F14′ | | | | | | |
| HLDM | *Well deck* *E.Hall* -94 | 1*Dk*(*Irn*) | 96 | BS4,93 2.94 | ✠LMC7,91 Bel | | | | | drp92&93 *WB*=*FPT*15*t* | | BK6″ 3*BHCem* | | | | |
| re-named "Chindor," *See No.* 56 *in Supplement* | | | | | | | | | | | | | | | | |
| 310 | Iwalani | WoodScSr | 588 | | | | 1881 | DickieBrs. S.Francisco | InterIslandSteam NavigationCo. | 146·0 | 27·9 | 11·5 | Honolulu Hawaian | C.2Cy.18″&34″–28″ 56HP RisdonIronWks.,S.Frisco. | | |
| | *W.Freeman* | | 434 | | | | | | | Q23′ B10′ F10′ | | | | | | |
| | | | 240 | | | | | | | | | | | | | |
| 311 | Ixia | IronScSr | 1970 | ✠100A1 | Cff | *s* | 1881 | TyneI.S.B. Co.(Lim.) Newcastle | J.Robinson&Sons | 287·0 | 37·0 | 21·9 | N.Shields British | C.2Cy.33″&63″–39″ (*i*) 80lb *75lb* NDB91 180HP 2SB,*4pf*,GS73 N.E.MarineE.Co.(L.),Sld. | 24 ″ 7 s 4 ″ 5 | |
| 84858 | *W.Churnside*84–86 | *ss*Shl.No.3–12,93 | 1811 | 1,95 ~~5,94~~ | LA&CP | | 10mo | | | P28′B28′F22 | | FK 6*BHCem* | | | | |
| WDVT | 2*Dks*(1*Irn*&1*pt Irn*)3*trB* | | 1254 | BS2,95 | ✠LMC12,93 | | | | *WB*=*Cell* | *DB* 236′ 403*t* | *FPT* | 18*tAPT*6*t* | | | | |
| 312 | Ixion | SteelScSr | 3572 | | | | 1892 | Scott&Co. Greenock | OceanSteamship Co. | 354·9 | 42·8 | 26·7 | Liverpool British | T.3Cy.23″,38″&62″–54″ 500HP Scott&Co.,Greenock | | BT till ~~12,94~~ 12,95 |
| 102068 | *H.Nish* –93 | 2*Dks* | 3221 | | | | | | | P32′ B68′ F52′ | | | | | | |
| | | | 2299 | | | | | | | | | | | | | |
| 313 | Izgar | IronScBg | 1716 | ~~✠100A1~~ | Msl | *r* | 1876 | Barclay, Curle&Co. Glasgow | LondonSteamers (Lim.) (P.W. Richardson,*Mgr.*) | 291·8 | 33·2 | 24·6 | London British | C.2Cy.36″&63″–39″ (*i*) 60lb NDB88 190HP 2B,GS116 Barclay,Curle&Co.,Gls. | | |
| 96781 | ~~Oct.94~~ | | | | | | | | | | | | | | | |
| | *J.W.Hewison* –93 | *ss*Lon.No.3–1,89 | 1707 | 7,91 | A&CP | | 10mo | | | F22′ | | BK10″ 5*BHCem* | | | | |
| WTQR | (*ex*Benarty) | 2*Dks*(1*pt Irn*)3*trB* | 1111 | BS6,92 | LMC6,91 | | | | | | | | | | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enlèvement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres, Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. / Franc-bord au milieu du navire. pds. pc. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1<br>981<br>HJKL | **J. A. Gripenstedt**<br>*E.W.Carlsson* –87 | **WoodScSr**<br>1*Dk* | 451<br>383<br>337 | | | | 1872 | C R. Fridell<br>Westervik | G.E.Falck | 147·6 \| 23·8 \| 15·4<br>B41′ | | | Gothenbrg<br>Swedish | C.2Cy.17″&33″–24″<br>60HP<br>BergsundsMek.Verkst.Stk | | V |
| 2<br>51669 | **J. C. Clark**<br>(*ex*T.D.Dole) | **WoodSc**<br>2*Dks* | 145<br>71<br>99 | | | | 1864 | .....<br>Newport,U.S | WilliamB.Clark | 85·0 \| 20·0 \| 7·0<br>H39*t* | | | Sarnia<br>British | 1Cy.20″–24″<br>70HP<br>W.Moses,Buffalo,U.S. | | |
| 3<br>NBRK | **J. C. Jacobsen**<br>*J.Bech*83–89 | **SteelScSr**<br>1*Dk&Spardk* | 1227<br>694<br>777 | | | | 1889 | Burmeister<br>&Wain<br>Copenhagen | Forenede<br>Dampskibssel-<br>skab | 224·4 \| 31·2 \| 12·6<br>B52′ 20·2<br>*WB* | | | Copnhagn<br>Danish | T.3Cy.16″,27″&45″–33″<br>130HP<br>Burmeister&Wain,Cpn. | | |
| 4<br>88778 | **J. C. Stevenson**<br>*M.Legg*64–87 *ss*Nwc.No.3–6,92 | **IronPadTugSp**<br>1*Dk* | 183<br>153<br>94 | ✠ 8[illegible]A— *For Tug purposes* 6.92<br>✠NBT,91 ✠LMC6,92 | Nwc | | 1883<br>8mo | Hepple&<br>Co.<br>N.Shields | Tyne Improvement<br>Commissioners | 115·2 \| 19·7 \| 10·0<br>BK6½″<br>3*BH Cem* | | | Newcastle<br>British | L.2Cy.30½″–48″ (*j*)<br>40lb 60HP<br>2SB,*4pf*,GS52<br>Hepple&Co.,N.Shields | | |
| 5<br>76830<br>KHMG | **J. D. Jones**<br>*H.Williams* –90 | **WoodScSr**<br>1*Dk* | 258<br>—<br>139 | | | | 1889 | Brown<br>Tottenvill S.I | Merritt'sWrecking<br>Organization | 116·5 \| 29·0 \| 12·4 | | | New York<br>Utd.States | T.3Cy.15″,24″&40″–18″ | | |
| 6<br>76573 | **J. H. Devereux** | **IronSc** | 1619<br>—<br>1312 | | | | 1885 | GlobeIron<br>WorksCo.<br>Cleveland,O. | W.Chisholm | 243·3 \| 37·0 \| 19·4 | | | Cleveland,<br>Ohio<br>Utd.States | C.2Cy.27″&50″–36″<br>GlobeIrnWksCo.,Clevelnd | | |
| 7<br>90769 | **J. H. Jones**<br>*Chambers* –88 | **WoodSc**<br>1*Dk* | 152<br>102<br>98 | | | | 1888 | W.Murlton<br>Goderich,Ont | J.Clark | 107·0 \| 21·4 \| 9·5 | | | Godrch,On<br>British | 1Cy.18″–20″<br>100HP<br>JohnDoty,EngineWorks,<br>Toronto | | |
| 8<br>176636<br>KDLS | **J. H. Outhwaite** | **Sc3MstSr**<br>2*Dks* | 1304<br>—<br>1099 | | | | 1886 | .....<br>ClevelndOhio | W.J.Richardson | 224·0 \| 37·4 \| 18·0 | | | Cleveland,<br>Ohio<br>Utd.States | | | |
| 9<br>76884 | **J. H. Wade** | **SteelSc**<br>2*Dks* | 1863<br>—<br>1502 | | | | 1890 | Cleveland<br>S.B.Co.<br>Cleveland,O. | W.Chisholm | 265·5 \| 38·1 \| 19·1<br>F40′H— *WB* | | | Cleveland,<br>Ohio<br>Utd.States | T.3Cy.17″,29″&47″–36″<br>140HP<br>ClevelandS.B.Co.,Clevelnd | | |
| 10<br>HRDJ | **J. Jover Serra**<br>~~Jover~~ *J.Torras* *ss*N.Yk.No.1–93<br>(*ex*PortCaroline) 1*Dk*(*Stl*–ws)<br>*Elec.light* *&Spardk*(*ptStl*–ws)3*trB* | **SteelScBg** | 3528<br>3248<br>2130 | ✠100A1<br>*Spar dk*<~~6,048,93~~<br>2,95 | N Yk<br>LA&CP<br>✠LMC5,93<br>~~Mcy~~ Gen | *w* | 1889<br>2mo | W.Dobson<br>&Co.<br>Newcastle | ~~Hijo de J.Jover y Serra~~<br>J.Jover y Costas | 378·5 \| 44·1 \| 20·8<br>P64′B84′ 28·2<br>F55′ BK11″<br>*WB=DBa*78′*&u* | | | Barcelona<br>Spanish | T.3Cy.30″,49″&82″–60″ (*s*)<br>150lb 600HP<br>3DB,*18pf*,GS270<br>W ghmRchrdson&Co.Nwc. | | 22 ″ 0 |
| 11<br>HNJM | **J. L. Runeberg**<br>*H.Engelbrecht*91–91 | **IronScSr**<br>1*Dk* | 511<br>279<br>395 | | | | 1876 | Bergsunds<br>Mek.Verks.<br>Stockholm | Sundsvall-Vasa<br>Ångf.-Aktieb.<br>(T.R.Thuresson) | 159·4 \| 23·7 \| 12·3<br>P102′ H35*t* F43′ | | | Sundsvall<br>Swedish | T.3Cy.14¾″,23¾″&38″–25¾″<br>100HP<br>W.LndbergsM.V.,Skm. | | |
| 12<br>70435<br>PLBF | **J. M. Lennard**<br>*P.Horne* –92 *ss*Stk.No.3–12,87<br>*Well deck* *ss*Mdb.No.1–92<br>1*Dk2trB* | **IronScSr** | 491<br>401<br>285 | ~~✠100A1~~<br>4.93<br>BS9,93 | Mdb<br>A&CP<br>LMC7,92 | *h* | 1875<br>6mo | R.Dixon&<br>Co.<br>Middlesbro' | J.M.Lennard&<br>Sons | 165·0 \| 24·2 \| 14·5<br>Q65′B37′F20′′<br>BK6″<br>*WB=DBa*46′*&uE*31′ | | | Middlsbro'<br>British | C.2Cy.22″&41″–26″ (*i*)<br>80lb *50lb* 65HP<br>1B,GS38<br>Blair&Co.(Lim.),Stockton | | 15 ″ 2<br>s 1 ″ 8 |
| 13<br>86944<br>HBPT | **J. M. Lockwood**<br>*R.Jenkins* *ss*Hpl.No.2–91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | **IronScBn** | 1772<br>1396<br>1146 | ✠100A1<br>3.94<br>BS~~3,93~~<br>7.94 | Shl<br>A&CP<br>✠LMC7,91 | *q* | 1882<br>11mo | W.Gray&<br>Co.<br>W Hartlepool | J.H.Murrell&Co. | 257·6 \| 35·7 \| 19·0<br>P28′Q68′B66′F29′<br>BK9″<br>*WB=DBa* | | | W. Hartlpl<br>British | C.2Cy.32″&60″–39″ (*i*)<br>80lb *75lb* NDB88 150HP<br>2SB,*6f*,GS80<br>Black,Hawthorn&Co.,Gts. | | 20 ″ 1<br>s 1 ″ 12 |
| 14<br>90326<br>KCNV | **J. M. Smith**<br>*G.L.Alexander* –92 1*Dk*(*Irn*)2*trB*<br>*Well deck* 2ndSurvey,Shl.5,94 | **IronScSr** | 2055<br>1627<br>1295 | ✠A1* 1<br>5,94 | Shl<br>A&CP | Lv | 1885<br>9mo | Short Bros.<br>Sunderland | J.Westoll | 288·0 \| 38·7 \| 19·3<br>P36′Q76′B72′F34′<br>BK10″<br>*WB=DBa&f* | | | Sundrland<br>British | T.3Cy.21″,36″&57″–36″<br>180HP<br>2DB,*6f*<br>T.Richardson&Sons,Hpl. | | |
| 15<br>52826<br>JVDB | **J. M. Strachan**<br>*T.Vallint* –92 | **IronSc3MstSr** | 727<br>659<br>428 | | | ... | 1865 | Palmer Brs<br>&Co.<br>Newcastle | S.Clarke&Co. | 199·8 \| 28·1 \| 15·7 | | | London<br>British | C.2Cy.25″&48″–30″<br>NB72NE82 90HP<br>J.Stewart&Son,Blackwall | | 18 ″ 4<br>s 3 ″ 2 |
| 16<br>NVFK | **J. N. Madvig**<br>*D.G.Matthiessen*73–74 | **IronScSr**<br>1*Dk&Spardk* | 1779<br>1147<br>1299 | | | | 1884 | Jernsk.&<br>MaskinBygg<br>Elsinore | Dampskibs<br>Selskabet "Dan-<br>mark"(T.Sonne<br>&Co.,*Mgrs.*) | 272·6 \| 35·3 \| 16·5<br>H49′ 24·1<br>*WB* | | | Copnhagn<br>Danish | C.2Cy.32″&60″–39″<br>175HP<br>Jensk&Mskin-Bygg,Elsinr | | |
| 17<br>TGPS | **J. Nienhuys**<br>*N.Kamminga* 1*Dk&Shadedk*<br>*Elec.light* | **SteelSc** | 843<br>753<br>686 | | | | 1889 | Konin. Fab<br>v.Stoom&<br>andere werk.<br>Amsterdam | Koninklijke<br>Paketv.-Maats. | 186·0 \| 31·0 \| 10·3 | | | Batavia<br>Dutch | C.2Cy.20″&38″–28″<br>90lb 100HP<br>Konin.Fab.v.Stoom&<br>andere werk.,Amsterdam | | 11 ″ 1 |
| 18<br>1230<br>HMVK | **J. P. Dillberg**<br>*G.E.Berg* –94 | **IronTwinScSr**<br>1*Dk&Awngdk* | 411<br>244<br>296 | | | | 1876 | MotalaCo.<br>Gothenburg | HallandsÅngb.<br>Aktieb.<br>(L.Kollberg) | 159·4 \| 23·6 \| 10·5<br>H13*t* | | | Halmstad<br>Swedish | C.4Cy.16″&42″–22″<br>120HP<br>MotalaCo.,Gothenburg | | |
| 19<br>88801 | **J. P. Rennoldson**<br>*J.Ballard* –92 | **IronPadSp** | 149<br>137<br>36 | | | | 1883 | J.T.El-<br>tringham<br>S.Shields | J.Wilson | 110·5 \| 19·1 \| 9·8 | | | S.Shields<br>British | L.1Cy.36¼″–54″<br>70HP<br>J.P.Rennoldson&Sons,<br>S.Shields | | |

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

Strandes & Sunk 9.94

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registries in which vessel is built. Date of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 88332 | **J. R. Booth** 1*Dk* | WoodSc | 132 107 71 | | | | 1882 | A. Millar Hull | Ottawa Transportation Co. (Lim.) | 96·0 | 18·8 | 8·4 | Ottwa, Ont British | 1Cy.22″–20″ 140H Stewart&Fleck, Ottawa | | | |
| 21 49914 WFVM | **J. R. Hinde** *W.Scott80–84* *ssLon.No.3–4,92* | IronSc3MstSr | 700 649 414 | ✠ ... ✠NB&B2,85 BS6,95 7,94 ✠LMC3,92 | | | 1864 4mo | Palmer Brs &Co. Newcastle | C.F.Cory-Wright (J.Fenwick& Son, *Mgrs.*) | 198·7 Q54′ ND92 | 28·0 B K7 | 15·9 | London British *3BHpt Csp pt Cem* | T.3Cy.16½″,26″&43″–36″ (*a*) 150lb ~~140lb~~ 150lb 99H 1SB,*3cf*,GS49,HS1482 Palmers'Co.(Lim.),Nwc. | 18 ″ 5 s 3 ″ 2 | |
| 22 71101 | **J. W. Steinhoff** 1*Dk* | WoodSc | 312 190 209 | | | | 1874 | J.A.Jenking Wllcebrg.On. | R.G.Barrett | 123·0 H122*t* | 24·0 | 8·0 | Chthm,On. British | 1Cy.18″–18″ 120H R.Parkinson,Chatham,Ont | | | |
| 23 88201 KPSC | **J. W. Taylor** *D.Bew* –93 *ssLiv.No.1–92* 1*Dk*(*Stl*)&*Spardk3trB* | SteelScSr | 2785 2600 1816 | ✠100A1 *Spar dk* 1,95~~1,98~~ BS9,93 ✠LMC2,92 | Gls A&CP Liv | *t* | 1887 12mo | Short Bros. Sunderland | Taylor&Sanderson | 316·5 B64′ F21′ drp93 *WB*=*Cell* | 40·0 B K10″ | 19·2 27·2 | Sundrland British *5BHCem DB*218′350*t* | T.3Cy.23½″,38″&62″–42″ (*s*) 150lb 90*lb* 220H 2SB,*6cf*,GS114 J.Dickinson,Sunderland | 21 ″ 11 s 7 ″ 4½ | |
| 24 90344 KLJW | **J. Y. Short** *J.Chevers* –93 *ssShl.No.1–91* 1*Dk*(*Stl*)2*trB* | SteelScSr | 2217 1945 1447 | ✠100A1 1,94 BS1,~~98~~ 3,94 ✠LMC4,91 | Bly A&CP | *s* | 1887 2mo | Short Bros. Sunderland | J.Westoll *WB*=*Cell* | 290·0 Q29′B60 F29′ drp93 *D B a80′f* 108′314*t* | 39·0 B K10″ | 21·9 | Sundrland British *4BHCem APT*20*t* | T.3Cy.21½″,35″&58″–39″ (*s*) 150lb 60*lb* 200H 2SB,*6cf*,GS84 J.Dickinson,Sunderland | 24 ″ 4 s 3 ″ 9½ | |
| 25 | **Jaboatao** *J.S.Pereira* –90 1*Dk*(*ptStl*–ws)&*ptShadedk* | SteelScSr | 653 480 391 | ✠100A1 *pt Shade dk* 5,90 ✠LMC5,90 *Coasting Rio Grande do Sul* | Abn LA&CP | *j* | 1890 5mo | A. Hall& Co. Aberdeen | Cia.deNav.de Pernambuco *WB*=*Cell DB* 126 135*t* | 200·8 P51′F28′ FK | 29·1 | 11·5 | Prnmbuco Brazilian *5BHCem APT*20*t* | T.3Cy.16″,26″&43″–30″ (*s*) 160lb 80*lb* 120H 2SB,*4cf*,GS64,HS2010 A.Hall&Co.,Aberdeen | 12 ″ 1 | |
| 26 (ex Ligurian) | **Jacinta** ~~*B.Aguirre* –94~~ *R.Garticz* -94 | IronScSr 5thSurveyLiv.4.94 2*Dks*(1*Irn*) | 1595 1486 1020 | ✠ A1*1 11,94~~,94~~ BS5,95 | Liv Lv | | 1874 2mo | T.Royden &Sons Liverpool | Linea deVapores Serra | 302·3 F30*t* drp94 *WB*= | 31·2 B H2PBH | 23·2 | Bilbao Spanish *5BH2PBH DBa*70′180*t* | C.2Cy.30″&60″–48″ (*a*) 80lb ~~80lb~~ NDB85 NE&B83 2SB,*4cf*,GS80 NDB94½ 150H J.Jack&Co.,Liverpool | 24 ″ 8 | |
| 27 95079 LCJH | **Jacinth** *W.Leitch* –93 | IronSc3MstSr *ssGls.No.1–93* 1*Dk*(*Irn*) | 479 357 199 | ✠100A1 5,93 ✠LMC4,93 | Gls LA&CP | *h* | 1888 8mo | J.Fullerton&Co. Paisley | W.Robertson *WB*=*Cell* | 175·2 Q84′B10′F26′ *DB*94′144*t FPT*33*t* | 26·5 B K7½ | 10·5 | Glasgow British *5BHCem APT*9*t* | T.3Cy.15½″,24″&40″–33″ (*s*) 160lb 80*lb* 80H 1SB,*3rf*,GS54 W.King&Co.,Glasgow | 13 ″ 0 s 1 ″ 1½ | |
| 28 78435 SQMT | — ~~*Lloiner* –93~~ *J.Joiner*92-92 | IronScSr *ssShl.No.3–4,91* 1*Dk* | 306 235 187 | ✠100A1 ~~7,94~~ ~~10,94~~ 10,94 ✠NB4,91 | Sld A&CP | *e* | 1878 5mo | Murdoch& Murray Pt.Glasgow | ~~C.Honeyman (E.A.Watson, *Mgr.*)~~ Exors.of T.Muir,Son&Patton (E.A.Watson, *Mgr.*) | 139·6 Q68′F22′ | 21·0 B K6½″ | 10·9 | Dundee British *4BHCem WB*=*FPT* | C.2Cy.18½″&30″–24″ (*r*) 80lb 45H 1SB,*2pf*,GS23,HS710 Muir&Houston,Glasgow | 11 ″ 7 s 1 ″ 2 | |
| 29 HGSB | **Jaco** | | — 354 | | | | ..... | ..... | Amazon Stm. Nav. Co. (Lim.) | ..... | ..... | ..... | Para Brazilian | | | | |
| 30 JVSR | **Jacob Christensen** *M.Hansen*90–93 *ssBgn.No.3–5,93* 2*Dks*(1*Irn*)3*trB* | IronScSr | 1763 1591 1338 | ✠100A1 ~~8,94~~ ~~1,94~~ 1,95 BS8,94 ✠LMC5,93 Shl | Cff LA&CP | *r* | 1881 11mo | R.Dixon& Co. Middlesbro' | J.Christenson | 260·4 P31′B37 F31′ *WB*= | 34·7 B K9½″ | 24·0 | Bergen Norwegian *5BHCem MT*38′360*t* | C.2Cy.34″&63″–36″ (*i*) 80lb 80*lb* NDB95 160H 2SB,*4pf*,GS80 T.Richardson&Sons,Hpl. | 25 ″ 11 | N |
| 31 LMHB | **Jacob Diederichsen** *C.A.Hundewadt*92–92 1*Dk*&*Spardk* | SteelScSr | 988 882 712 | | | | 1892 | Howaldtswerke Kiel | M.Jebsen | 205·0 B28′ | 30·0 | 13·5 | Apenrade German | T.3Cy.16$\frac{15}{16}$″,27$\frac{9}{16}$″&43$\frac{5}{16}$″ -24$\frac{13}{16}$″ 500H Howaldtswerke,Kiel | | | G |
| 32 RJFP | **Jacoba** *J.Spiesen*93-93 | SteelScSr 1*Dk* | 493 276 328 | | | | 1891 | Act.Ges. "Neptun" Rostock | L.F.Mathies&Co. | 161·7 Q101′ | 24·3 B44′ | 12·5 F21′ | Hamburg German *WB* | C.2Cy.22″&36″–23″ Act. Ges."Neptun,"Rostck | | | V |
| 33 92348 | **Jacques Cartier** *H.McLean*92–92 | WoodPad 1*Dk* | 380 117 239 | | | | 1888 | T.Paradis Levis | InlandStm.Nav.Co of P.E Island | 117·6 | 23·0 | 7·4 | Chrlottetn British | 1Cy.30″–72″ 150H | | | |
| 34 | **Jacuhype** *J.Esteves,jr.* | IronTwinSc 1*Dk*(*Irn*-ws) | 631 460 383 | ✠ 9,83 ✠ | Cly LA&CP | *j* | 1883 6mo | Murdoch& Murray Pt.Glasgow | Cia.deNav.de Pernambuco | 200·0 P53′ | 28·4 B53′ | 10·7 F66′ FK | Prnmbuco Brazilian *4BHCem* | C.4Cy.20″&38″–27″ 120H D.Rowan,Glasgow *WB*=*FPT*45*tAPT*30*t* | | | |
| 35 JWQB | **Jæderen** *P.L.Larsen* –90 | SteelScSr 1*Dk* | 456 310 273 | | | | 1889 | Gr'ngemth Dockyrd Co. Grangemth | EtActieselskab (F.Wattne) | 148·9 P116*t* | 24·5 F20*t* | 12·0 H8*t* | Stavanger Norwegian | T.3Cy.10½″,17″&28″–21″ 45H Hutson&Corbett,Glasgow | | | N |
| 36 Broken up 1895 NTCW | **Jaffar** *C.N.Caswell* –91 (*ex*Asiatic) | IronScSr *ssC.Tn.No.3–2,86* *ssNpt.No.1–90* 2*Dks*3*trB* | 2049 1788 1315 | ✠~~100A1~~ 8,93 BS2,94 | Nwc A&CP | *r* | 1872 9mo | Whitehavn S.B.Co. Whitehaven | LondonSteamers (Lim.)(P W Richardson, *Mgr.*) | 299·9 F93′F46′ | 34·2 B K10″ | 23·3 | London British *4BHCem* | C.2Cy.40″&70″–36″ (*i*) 30lb 274H 2DB,*8f* J.Jack,Rollo&Co.,Liv. | 24 ″ 11 s 4 ″ 11 | |
| 37 444 HJMT | **Jakob** *A.S.Kontshin*86–83 | IronTwinScSr | 350 — 286 | | | | 1883 | Stabilmnto Tecnico Trieste | A.J.Feldman | 181·0 | 27·0 | 9·5 | Taganrog Russian | C.4Cy.11″&21″–18″ 50H StabilimentoTecnico,Tri. | | | |
| 38 RJMG | **Jakobstad** *J.G.Wallin*77–77 | IronScSr | — — 384 | | | | 1876 | ..... Stockholm | FinskaÅngfartygsAktibol. (L.Krogius) | 167·9 | 25·0 | 13·2 | Helsingfrs Russian | | 100H | | |
| 39 JVBW | **Jamaica** *D.Brun*92–92 | SteelScSr 1*Dk* | 721 531 514 | | | | 1892 | Bergens Mek Værkstd Bergen | A.Halvorsen | 201·2 Q52*t* H11*t* | 28·2 B95*t* | 11·4 F32*t* | Bergen Norwegian | T.3Cy.15½″,25″&40″–27″ 92H BergnsMek.Værk.,Bergen | | | N |
| 40 102085 | **Jamaican** *H.Daniel*84–93 *Elec.light* | SteelScSr 3*Dks*(2*Stl*)&*Shelter dk* | 4502 4491 2948 | ✠100A1 *Shelter dk with freeboard* 12,94~~3,94~~ ✠LMC3,93 | Liv LA&CP | *x* | 1893 3mo | Naval Con. & Armamnts. Co. (Lim.) Barrow | WestIndia& PacificS S.Co. (Lim.) *WB*=*CellDB* | 380·2 296′673*t FPT* 128*t* | 44·2 B K8″ | 26·7 | Liverpool British *7BHCem APT*99*t* | T.3Cy.25½″,42½″&72″–51″ 200lb 75*lb* (*s*) 255H 2DB,*12rf*,GS230,HS6797 NavalC.&A.Co.(Lm.)Brw. | 29 ″ 6 s 12 ″ 7 | |
| 41 46033 | **James** 1*Dk* | WoodPad | 104 104 31 | | | | 1872 | ..... St.Romauld | W.Paul,jun. | 105·2 | 20·4 | 7·7 | Quebec British | 1Cy. 50H | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Croix sur Quille. / Franc-bord en milliers de pieds anglais. / pds. | pa. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42 92383 | James A. Walker *Gaskin* –87 | WoodSc 1*Dk* | 184 136 98 | | | | 1887 | J.Gaskin Kingston Ont | MontrealTransportationCo. | 105·6 H&c.48*t* | 19·8 | 9·6 | Kingston, Ont. British | C.2Cy.19″&32″–26″ 150H CanadianLoco.&Eng.Co., Kingston,Ont. | | |
| 43 77019 | James B. Colgate *Whaleback* | SteelSc 1*Dk2trB* | 1713 — 1318 | | | | 1892 | American Stl.BargeCo. Superior,Wis | AmericanSteel BargeCo. | 308·0 *WB* | 38·0 | 24·0 - | Buffalo, NY Utd. States | T.3Cy.20″,32″&54″–46″ WarinetteIrnWks.,Duluth | | |
| 44 70619 NKTJ | James Barrass *W.S.Watson* –93 | IronSc3MstSr *ss*Shl.No.3–7,87 *ss*Shl.No.1–92 2*Dks*3decked rule | 1547 1498 984 | ✠90A1 9,04 ~~11,08~~ MS3,92 BS~~12,03~~ 12,94 | Shl A&CP ✠NB4,85 | *q* | 1874 7mo | T.&W. Smith N.Shields | P.Brown | 258·4 BK9″ *WB=D* | 34·5 4*BHCem* *Ba*72′*f*104′ | 22·7 | London British | C.2Cy.30″&57½″–36″ (*i*) 80lb *80lb* NDB85 130H 2SB,*6pf*,GS96 T.Clark&Co.,Newcastle | 23″11 s 4·6 | |
| 45 101994 | James Brand *J.Harding* –93 *Elec.light* | SteelSc3MstSr 1*Dk(Stl)*&*Spardk* (*Irn*)&*Webframes* | 3907 3506 2519 | ✠100A1 *Spar dk* 2,95 ~~,94~~ *Carrying Petr* | Shl LA&CP ✠LMC4,98 *oleum* | *w* *in* | 1893 4mo *bulk* | SirW.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | SteamshipFedsden (Lim.)(A.Suart, *Mgr.*) *WB=DB* | 340·0 P84′B24′F35′ FK *uE&B*64′138*t* | 44·1 29·7 14*BHCem* 180*t APT*65*t* | 23·0 | London British | T.3Cy.25″,41″&67″–48″ (*s*) 160lb *100lb* 325H 2DB,*12rf*,GS175,HS5100 WllsndSlpwyCo(Lm)Nwc | 24″ s 6·9 | |
| 46 90343 KMNV | James Cameron *G.Nicholson* –91 (*ex*PrinzAlbrecht) *Well deck* | IronScSr 4thSurveyShl.4,91 1*Dk(Irn)*2*trB* | 1750 1418 1118 | ✠ A1* 1 ~~8,98 11,94~~ BS~~8,93~~ 10,94 | Shl Cff LMC4,92 | Lv | 1882 8mo | ShortBros. Sunderland | J.Westoll | 260·0 P70*t*Q92*t*B150*t* H37*t*F41*t* BK9″ *WB* | 38·2 6*BH* *=CellDB* | 17·9 | Sundrland British | C.2Cy.33″&62″–42″ (*i*) 80lb *60lb* 150H 2SB,*6pf*,GS90 G.Clark,Sunderland | 20″10 | |
| 47 74955 | James Comrie *J.H.Henderson* | WoodSc | 102 74 73 | | | | 1877 | ..... Shoalhaven N.S.W. | Yorke'sPeninsula S.S.Co.(Lim.) | 93·8 P25*t* | 17·5 | 8·0 | Adelaide British | 2Cy. 42H | | |
| 48 70389 WSND | James Drake *T.Bulloch*80–80 6thSurvey,Sld.8,94 | IronScSr ~~6thSurveyShl.10,01~~ 2*Dks*(1*Irn*)3*trB* | 1351 1331 875 | ✠ A1, 1 4,95 ~~8,98~~ | Lth Shl | Lv | 1874 10mo | Bartram, Haswell&Co. Sunderland | ~~Wilkie&Turnbull~~ C.Turnbull&Co | 241·3 ND95 srp94 BK9″ *WB=DBa&f* | 32·6 4*BHCem* | 23·1 | N.Shields British | Q.4Cy.16″,22½″32″&45″–36″ 170lb NB88 130H 18SB,*3rf*,HS1993 *Qpd*.88 J.Dickinson,Sld. | ~~4·6~~ s 4·7 | |
| 49 78404 RBQK | James Groves *J.Young*92–92 *Well deck* *ss*Hpl.No.3–8,90 *ss*Hpl.No.1-95 | IronScSr 1*Dk2trB* | 1213 930 771 | ✠100A1 ~~5,94~~ 2,04 2,95 BS~~10,93~~ | Hpl A&CP LMC2,~~90~~ 2,95 | *n* | 1877 9mo | W.Gray& Co. WHartlepool | MacleanDoughty &Co. | 236·2 Q84′B50′F31′ ~~drp98~~ *WB=DBa* | 31·4 BK8″ 4*BHCem* 65′*f*64′215*t* | 17·8 | W.Hartlpl British | C.2Cy.24″&~~10″~~–33″ (*i*) 65lb *80lb* 49″ 99H 1B,GS52 T.Richardson&Sons,Hpl. | 18″ s 1·8 | |
| 50 60705 JPSF | James Hall *A.McDonald*85–88 | IronScSr *ss*Abn.No.3–12,82 *ss*Lth.No.2–92 1*Dk* | 366 317 194 | ✠90A1 2,94 ✠NB12,92 | Abn A&CP LMC12,92 | *g* | 1870 4mo | Hall,Russell&Co. Aberdeen | Aberdeen,Leith& MorayFirthS.S. Co.(Lim.) | 174·0 Q25*t* ND92 | 24·0 BK6½″ | 13·3 4*BHCem* | Aberdeen British | C.2Cy.23½″&42″–30″ (*o*) 70lb *70lb* NDB92 65H 1SB,*3pf*,GS54 Hall,Russell&Co.,Abn. | 14″ s 2·2 | |
| 51 HPNQ | James Haynes *J.Carrascal* (*ex*Tanger, *ex*JamesHaynes) | IronScSr *ss*Cdz.No.5–5,87 *ss*Cdz.No.1–92 1*Dk* | 197 153 124 | 90A1 8,92 BS7,93 | Cdz A&CP LMC8,92 | *c* | 1875 7mo | J Fullerton &Co. Paisley | Sons ofT.Haynes | 129·6 P35′ | 19·5 *WB=* | 10·0 | Cadiz Spanish | C.2Cy.20″&35″–24″ 80lb NB87 54H 1SB,*1f* 4*BHCem* *DBa*35′20*t* W.King&Co.,Glasgow | | |
| 52 70427 NDTF | James Hogg *E.W.Pallant* –92 *Well deck* | IronScSr *ss*Stk.No.2–82 1*Dk2trB* | 505 402 317 | ✠ 12,86 | Stk A&CP | *h* | 1874 6mo | R.Dixon& Co. Middlesbro' | JamesHoggS.S.Co. (Lim.)(Hogg& Henderson) | 165·0 Q63′B50*t*F21′ | 24·6 | 13·7 | Middlsbro' British 4*BHCem* | C.2Cy.21½″&43″–30″ 70H Blair&Co.(Lim.),Stockton *WB=DBa*40′*f*59′ | 14″ s 1·6 | |
| Lost by Collision 5,95 | | | | | | | | | | | | | | | | |
| 53 HJNL | James J. Dickson *C.O.Sören* –84 | IronScSr 1*Dk* | 847 602 660 | | | | 1872 | Earle'sShip B.Co. Hull | FörnyadeÅngf. Aktieb."Göta" (H.Sternhagen) | 195·0 P115′ | 27·5 H16*t* | 15·0 F28′ | Gothenbrg Swedish | C.2Cy.26″&48″–27″ 90H Earle'sS.B.Co.,Hull | | |
| 54 47370 VNHW | James Joicey *T.G.Essenhigh*89–89 | IronSc3MstSr *ss*Lon.No.3–4,89 *ss*Lon.No.1–93 1*Dk2trB* | 731 647 443 | ✠ ~~A1~~ ✠NE&B6,85 BS2,94 | ✠LMC11,92 | ... | 1863 5mo | PalmerBrs &Co. Newcastle | J. Fenwick&Son | 200·6 ND93 | 28·1 | 16·8 FK | London British | T.3Cy.16½″,26″&43″–36″ (*a*) 150lb 3*BH ptAsp ptCem* 1SB,*3cf*,GS49 Palmers'Co.(Lim.),Nwc. | 18″ s 3·2 | |
| 55 | James Mackee *J.F.Haglund* | WoodScSr (*ex*Iris) | 301 244 137 | | | | 1879 | HallBros. PortLudlow Wash. | InterIslandS.N. Co. | 110·9 Q24′ | 25·6 F14′ | 9·2 | Honolulu Hawaian | C.2Cy.11″&20″–18″ 18H Hinckley,Spears&Hayes, San Francisco | | |
| 56 67540 MBTW | James Malam ~~T.Trecarthen 91~~ *W.Williams* ~~ssHpl.No.1–91~~ *Well deck* | IronScSr *ss*Hpl.No.3–2,86 *ss*Sbl.No.2-95 1*Dk2trB* | 999 768 619 | ✠90A1 ~~10,93~~ 3,95 ✠NB4,91 | Hpl A&CP LMC~~4,94~~ 2,95 Shl | *n* | 1873 5mo 2,95 | Withy, Alexander &Co. Hartlepool | MacleanDoughty &Co. | 225·0 Q84′B104*t*F28′ ~~lrp93~~ *WB=DBa* | 29·7 BK8″ 67′*f*88′163*t* | 16·7 | W.Hartlpl British | C.2Cy.26″&51½″–33″ (*s*) 65lb *80lb* NDB91 98H 1SB,*3pf*,GS46,HS1732 Blair&Co.(Lim.),Stockton | 17″11 s 1·7 | |
| 57 85052 SKGD | James Searle *Buckingham* SSC.Tn.89HTC.Tn.89 FptC&ptYM2,89CF | CompScTug 1*Dk* | 56 56 29 | ✠ *For Tug purp* 2,89 | CTn *oses* LA&CP | 19 | 1881 8mo | R.&H. Green London | UnionBoatingCo. (Lim.) | 71·0 Ironframe planked | 16·0 | 8·5 | P.Elizabth British | C.2Cy.15″&27″–18″ 35H A.Wilson&Co.,London | | |
| 58 95188 LPQJ | James Speir *G.C.Logan* –93 *Well deck* | IronScSr *ss*Ply.No.1–94 1*Dk(Irn)* | 535 399 333 | ✠100A1 ~~1,951,04~~ 2,95 | Cff LA&CP ✠LMC2,94 | *h* | 1890 1mo | R.Craggs &Sons Stockton | Lancaster,Speir& Co. | 165·0 Q86′B17′F23′ drp94 drp95 | 26·1 BK7″ *WB=DBa*35′ | 12·2 | Cardiff British | T.3Cy.12″,20″&32″–24″ (*s*) 160lb *65lb* 70H 1SB,*2rf*,GS34 E.Scott&Co.,Newcastle | 12″11 s 1·0 | |
| 59 96920 | James Swift *W.Fleming* –93 | WoodSc 2*Dks* | 266 181 197 | | | | 1893 | M.R.Davis Kingstn,Ont. | D.Noonan | 107·0 | 23·4 | 6·0 | Kingston, Ont. British | C.2Cy.9″&16″–12″ 12H D.McEwen&Son,Kingston Ont. | | |
| 60 101833 NDBL | James Tennant *J.Henderson*93–93 | SteelScK 1*Dk(Irn)* | 207 167 121 | ✠100A1 ~~12,94 1,01~~ ✠LMC8,93 | Nwc A&CP Shl | *c* | 1893 8mo | Wood, Skinner&Co. Newcastle | T.Thompson&Son | 120·0 Q87′B9′F16′ FK *WB=* | 20·1 3*BHCem* *FPT*32*t* | 9·0 | Newcastle British | C.2Cy.15″&28″–20″ (*s*) 100lb 50H 1SB,*2pf*,GS25,HS730 N.E.Mar.E.Co.(Lim.)Nwc. | 9″ s 1·0 | |
| 61 98430 | James Tucker *J.Pengelly* –93 | SteelScSr 1*Dk(Irn)*&*Webframes*& *ptAwngdk(Irn)* | 2580 1960 1668 | ✠100A1 *pt Awng dk withfreeboard* 1,952,~~94~~ ✠LMC2,93 | Cff LA&CP | *t* | 1893 2mo | W.Gray& Co.(Lim.) WHartlepool | JamesTuckerS.S. Co.(Lim.) (J.Cory&Sons)l | 300·0 P29′Q94′ *ptAwng dk*177′ FK *WB=DBa*98′*f*118′ | 40·1 5*BHCem* 531*t APT*34*t* | 21·0 | Cardiff British CentralMar.E.Wks,W.Hpl | T.3Cy.22″,36″&60″–39″ (*s*) 160lb *80lb* 220H 2SB,*6rf*,GS79,HS3580 | 22″ s 8·10 | |
| 62 84859 WFBP | James Turpie *W.Smith*81–81 | IronScSr ~~ssNwc.No.2–00~~ 2*Dks*(1*Irn*)3*trB* *ss*Nwc.No.3-5,94 | 1732 1567 1085 | ✠100A1 ~~5,04 9,93~~ 3,95 BS~~10,03~~ BS8,95 | Shl LA&CP ✠LMC~~7,00~~ Nwc | *r* | 1881 10mo ~~10,03~~ | A.Leslie& Co. Newcastle | J.Coull | 270·8 P46′B50′F36′ *WB=DBa*68′*f*58′ | 34·7 BK9½″ 5*BHCem* 230*t APT*20*t* | 23·0 | N.Shields British N.E.MarineE.Co.(Lim)Sld | C.2Cy.32″&61″–36″ 80lb 180H 2SB,*4pf*,GS70 | 24″ s 3·9 | |

| 2 Steamer's Name. Material, Rig, &c. Master. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 Built. By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of T. Trade Pass. Cert. | 16 Mean Drafts. (*See Key.*) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **James Watt** **IronSc** *D.Petrie* *ss*Sng.No.2–88 2*Dks*(*Irn*) | 1603 1470 999 | ✝100A1 2,92 BS5,92 ✝LMC10,88 | Cff LA&CP | *r* | 1881 2mo | R.Duncan &Co. Pt.Glasgow | JamesWattStm. ShipCo.(Lim.) (Leitch&Muir) | 260·5 P24′B—F34′ | 36·1 BK9″ | 20·9 | Greenock British | C.2Cy.31″&62″–39″ (*j*) 80lb *40lb* 160HP 1DB,*6pf*,GS95 Rankin&Blackmore,Grk. | 24 ″ 0 s 3 ″ 10½ | | |
| | | *Now named* ‘Neptune,’ *See No. 26 in Supplement.* *WB*=*Cell* *DB*220′326*t* | | | | | | | | | | | | | |
| **James Westoll** **IronScSr** *J.Baikie* –91 2ndSurvey,Brs.3,93 1*Dk*(*Irn*)2*trB* | 1969 1730 1274 | ✝A1*1 ~~6,95~~ ~~1,94~~ | Bly Cff | Lv | 1884 4mo | ShortBros. Sunderland | J.Westoll | 268·0 Q28′B70′ | 39·3 BK9½″ *WB*=*Cell* | 21·6 *DBAPT*30*t* | Sundrland British 6*BH* | C.2Cy.36″&67″–36″ 192HP 1DB,*6f* T.Richardson&Sons,Hpl. | | | 20·01 21·36 22·61 23·86 |
| **James Whishaw** **IronScBn** *G.D.Laverick*86–86 *ss*Npt.No.3–3,94 1*Dk*(*Irn*)2*trB* | 1460 1289 903 | ✝100A1 3,94 ✝LMC3,94 | Npt A&CP | *q* | 1881 12mo | M.Pearse& Co. Stockton | H.Baxter&Co. | 250·0 P24′B60′F29′ | 34·0 BK9″ *WB*=*DB* | 19·5 4*BHCem* *a*70′*f*50′268*t* | Hull British | C.2Cy.30″&55″–36″ (*b*) 80lb *80lb* NDB93 150HP 1DB,*4pf*,GS57 Blair&Co.(Lim.),Stockton | 20 ″ 10 s 2 ″ 11 | | |
| **Jamesia** **IronScK** *A.Naulls* –94 1*Dk* | 171 159 77 | ✝100A1 *Well Fishing Vessel* 5,95 ~~1,94~~ ✝LMC1,94 | Hul LA&CP | *Vessel* ms | 1894 1mo | Cochrane& Cooper Beverley | NorthEastern SteamFishing Co.(Lim.) | 105·5 Q17′F19′ | 21·0 BK7½″ | 11·5 3*BHCem* | Grimsby British | T.3Cy.12½″,19½″&32″–22½″ 160lb (*s*) 50HP 1SB,*2cf*,GS28,HS747 C.D.Holmes&Co.,Hull | 12 ″ 0 | | |
| **Jane** **IronScBn** *R.P.King*84–92 *ss*Cff.No.3–2,92 *Well deck* 1*Dk*(*Irn*)2*trB* | 1337 1129 847 | ✝100A1 ~~1,91~~ 2,95 ~~BS3,91~~ 2,95 ✝LMC2,92 Cff | Bry A&CP | *o* | 1879 12mo | T Turnbull &Son Whitby | P.Rowe&Sons | 240·2 Q88′B50′F33′ drp93 | 34·0 drp95 FK | 17·7 *WB*= | Whitby British 4*BHCem* *DBa*66′*f*94′ | C.2Cy.30″&57″–33″ (*i*) 75lb *65lb* 140HP 2B,GS66 T.Richardson&Sons,Hpl. | 19 ″ 4 s 2 ″ 0½ | | |
| — **IronScSr** *C.A.Mesquita* –90 (*ex*HattieFullerton) | — — 155 | | | | 1884 | ThePusey &JonesCo. Wilmington | J.C.deMesquita | 100·0 | 18·6 | 9·0 | Para Brazilian | C.2Cy.17″&32″–28″ ThePusey&JonesCo., Wilmington,Del. | | | |
| **Jane Bacon** **IronSc3MstSr** *T.Rowles*78–78 6thSurvey,85 3rdSurvey,Liv.6,94 ~~2ndSurvey,Liv.10,90~~ 1*Dk*(*Irn*)2*trB* | 674 560 438 | A1,1 ~~6,94~~ ~~5,95~~ 10,94 | Liv Brs | Lv | 1865 2mo | Bowdler, Chaffer&Co. Liverpool | J.Bacon(Lim.) | 191·0 P31*t*F18*t* len70 drp94 | 26·7 BK6″ *WB*=*DB* | 15·4 4*BH* | Liverpool British | C.2Cy.20″&40″–30″ NE&B79 95HP D.Rollo&Sons,Liverpool | 16 ″ 4 s 2 ″ 3 | | |
| **Jane Clark** **IronScSr** *P.Kerr* –93 *ss*~~Gls.No.2–92~~ *Well deck* 1*Dk*(*Irn*) *ss*Shl.No.3–5,94 | 803 677 495 | ✝~~100A1~~ 5,94 ~~1,98~~ ~~BS6,93~~ ✝LMC2,92 ~~,94~~ Shl | Cff LA&CP | *l* | 1883 6mo | Workman Clark&Co. Belfast | S.S.JaneClark Co.(Lim.) (Bruce,Babtie &Co.) | 208·0 Q114′F27′ drp93 *WB*=*DBa*53′120*t* | 29·1 drp94 BK7″ *FPT* | 14·1 63*t* *APT* 20*t* | Glasgow British 4*BHCem* 1SB,*2cf*,GS51 | C.2Cy.24″&48″–36″ (*o*) 80lb ~~*50lb*~~ *80lb* 96HP V.Coates&Co.(Lim.),Bel. | | | |
| **Jane Cory** **IronScSr** ~~*W.G.Everett* –93~~ *Gibson* –94 *ss*Shl.No.3–7,94 1*Dk*2*trB* | 808 673 519 | ✝A1 5,95 7,94 LMC7,94 | Shl A&CP Hpl | | 1870 8mo | Withy, Alexander &Co. Hartlepool | JacksonBros.& Cory | 201·7 Q48*t*F9*t* | 28·3 BK8′ *WB* | 15·9 | W.Hartlpl British | 2Cy.38″–30″ (*i*) 45lb *45lb* NB77 NDB79 96HP G.Clark,Sunderland | 16 ″ 7 s 1 ″ 10 | | |
| **Jane Jolliffe** **IronScSr** *W.Steen* –94 | 235 225 14 | | | | 1888 | J.Read- head&Co. SouthShields | W.&T.Jolliffe (J.Holme,*Mgr.*) | 133·0 | 22·6 | 12·9 | Liverpool British | T.3Cy.16″,26″&43″–30″ 200HP J.Readhead&Co.,S.Shields | | BT till ~~4,94~~ 12,95 | |
| **Jane Kelsall** **IronScSr** *E.Potts*93–93 *ss*Shl.No.8–1,94 2*Dks*(1*Irn*)3*trB* | 1877 1648 1180 | ✝100A1 ~~1,91~~ 3,95 ~~BS3,95~~ ✝LMC1,94 | Shl LA&CP | *s* | 1881 1mo | J.Read- head&Co. SouthShields | W.D.C.Balls& Son | 275·0 P29′B52′F28′ drp95 | 35·6 BK9½″ *WB*=*DB* | 23·0 4*BHCem* *a*84′*f*68′257*t* | N.Shields British | C.2Cy.30″&63″–36″ (*i*) 75lb *50lb* 170HP 2SB,*6pf*,GS88 J.Readhead&Co.,S.Shields | 24 ″ 3 s 3 ″ 11½ | | |
| **Jane Moseley** **WoodPad** 1*Dk* | 801 — 564 | | | | 1873 | Brooklyn, N.Y. | P.Agnew | 200·0 | 32·0 | 11·7 | Alexndria Va. Utd.States | | | | |
| **Jane Radcliffe** **SteelScSr** *D.Owen*87–90 *Well deck* 1*Dk*(*Irn*)2*trB* | 1839 1369 1163 | ✝100A1 ~~1,94~~ ✝LMC1,94 | Cff LA&CP | *q* | 1890 3mo | Palmers' Co.(Lim.) Newcastle | JaneRadcliffeS.S. Co.(Lim.) (E.Thomas,Radcliffe&Co.) | 261·0 P31′Q64′B112′ F27′ | 37·2 FK *WB*=*DBa* | 18·0 80*f*102′388*t* | Cardiff British 4*BHCem* 2SB,*6pf*,GS96,HS2991 Palmers'Co.(Lim.),Nwc. | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *70lb* 160HP | 19 ″ 5 s 1 ″ 6 | D | |
| **Janet Nicoll** **IronScSr** *H.McLean*90–90 *Well deck* 1*Dk*2*trB* | 779 586 496 | ✝ 9,87 ✝ | Auk LA&CP | *j* | 1884 7mo | Palmers' Co.(Lim.) Newcastle | UnionS.S.Co.of N.Z.(Lim.) | 184·0 Q57′B51′F23′ | 29·2 BK9″ *WB*= | 13·8 *DBa*38′60*t* *FPT*32*t* *APT*8*t* | Dunedin British 4*BHCem* | C.2Cy.23″&44″–33″ 90HP Palmers'Co.(Lim.),Nwc. | 14 ″ 9 | | |
| **Janeta** **SteelScSr** *W.M.Petrie* –94 2*Dks*(1*Irn*&1*Stl*) &*Deepframing*3*dk-rule* | 3302 3042 2179 | ✝100A1 ~~7,94~~ ~~3,94~~ 9,94 5,95 ✝LMC3,94 | Gls A&CP ~~Bry~~ Bry ~~Galg~~ | *v* | 1894 3mo | A.Stephen &Sons Glasgow | S.S.JanetaCo. (Lim.)(Maclay& McIntyre) | 330·0 P28′B68′F37′ drp94 *WB*=*Cell* | 43·0 FK *DB*264′ 749*t* | 26·3 *APT*123*t* | Glasgow British 5*BHCem* 2SB,*6rf*,GS124,HS4600 A.Stephen&Sons,Glasgow | T.3Cy.24″,39″&64″–42″ (*s*) 160lb *80lb* 320HP | 29 ″ 0 s 5 ″ 8½ | | |
| **Japan** **SteelScSr** *V.W.Hall*91–93 2*Dks*(*Stl–Uws*) *Elec.light* &*Deepframing*3*dk-rule* | 4319 3977 2796 | ✝100A1 3,94 ✝LMC9,93 | Ant LA&CP | *y* | 1893 9mo | Caird&Co. (Lim.) Greenock | P.&O.Stm.Nav.Co. | 397·2 P46′B131′F59′ drp94 *WB*=*Cell* | 45·2 BK9″ *DB*314′774*t* | 28·0 *FPT* 61*t* *APT*50*t* | Greenock British 7*BHCem* | T.3Cy.28″,46″&77″–54″ (*s*) 170lb *170lb* 500HP 2DB,*12rf*,GS231,HS6478 Caird&Co.(Lim.),Grk. | 31 ″ 0 s 6 ″ 8½ | BT till ~~8,94~~ 7,95 | |
| — **IronScBg** *F.W.Packham* –93 *ss*Cal.No.3–3,80 *ss*Cal.No.2–88 2*Dks*3*trB* | 2440 2340 1865 | ✝ — 3,93 | Cal A&CP | *s* | 1872 4mo | C.Mitchell &Co. Newcastle | BritishIndiaS.N. Co.(Lim.) | 336·0 | 37·4 | 27·2 | Glasgow British 4*BHCem* | C.2Cy.38½″&68″–48″ NB80 250HP Maudslay,Sons&Field,Lon *WB*=*ptDB* | 28 ″ 4 | | |
| **IronSc** | 1239 — 932 | | | | 1871 | Craig S.B.Co. Buffalo,N.Y. | AnchorLine | 210·0 | 32·6 | 14·0 | Erie,Pa. Utd.States | | | | |
| **Japara** **IronScSr** *P.Houthoff*91–92 2*Dks*&*Shadedk* | 1248 932 727 | ✝ *Shade dk* 1,79 | Sng A&CP | | 1876 6mo | Caird&Co. Greenock | Koninkl.Paketv. Maats. | 256·2 P81′F78′ | 31·6 | 17·3 | Batavia Dutch 4*BHCem* | C.2Cy.34″&60″–39″ 180HP Caird&Co.,Greenock | | D | |
| **Jargoon** **Steel&IronSc3MstSr** *W.Darrach*87–93 1*Dk*(*Irn*) *Well deck* *Irn framing Stl plating* | 501 373 188 | ✝100A1 12,93 ✝LMC12,93 | Bwg LA&CP | *h* | 1893 12mo | Scott& Sons Bowling | W.Robertson | 175·0 Q86′B10′F34′ *WB*=*Cell* | 26·5 BK7½″ *DB*96′120*t* | 10·6 *FPT*15*t* | Glasgow British 3*BHCem* 1SB,*3pf*,GS47,HS1610 Ross&Duncan,Glasgow | C.2Cy.22″&44″–30″ (*s*) 110lb *75lb* 81HP | 13 ″ 0 s ″ 11½ | | |
| **Jarl** **IronScSr** *J.Pedersen* –89 1*Dk*2*trB* | 450 334 327 | | | | 1889 | Stavanger Stöberi& Dok Stavanger | Actieselskabet “Jarl” (SigvalBergesen) | 147·9 Q35*t* | 24·8 B57*t* | 12·6 F16*t* | Stavanger Norwegian | T.3Cy.11″,18″&29″–24″ 40HP AkersMek.Verkst.,Christiania | | N | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2–3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 84<br>HMDT | **Jarlsberg** IronScSr<br>*S.Egenæss* 1*Dk* | 218<br>113<br>129 | | | | 1879 | AkersMek. Verkst.<br>Christiania | Tönsberg& HortensDamp-skibsselskab | 119·8\|19·3\|8·2<br>P77*t* H6*t* F22*t* | Tönsberg<br>Norwegian | 3Cy.–45″<br>50H<br>Akrs.Mek.Vrkst.,Chrstna |
| 85<br>97750<br>LNTS | **Jarnac** SteelScSr<br>*W.A.Aiken* –90 *ss*Liv.No.1–93<br>1*Dk*(*Irn*)&*Webframes* | 618<br>561<br>370 | ✠100A1<br>6,94~~5,93~~<br>✠LMC5,93 | Liv<br>L&CP | *j* | 1890<br>2mo | S.&H. Morton<br>Leith | CharenteS.S.Co. (Lim.)<br>(T.&J.Harrison, *Mgrs.*) | 185·0\|28·1\|14·3<br>P18′B41′F24′<br>BK7½″<br>*WB*=*DB*a46′35*t FPT* | Liverpool<br>British<br>4*BHCem*<br>33*t APT* 10*t* | C.2Cy.17″&38″–30″<br>110lb 90*lb*<br>80H<br>1SB,2*rf*,GS35<br>S.&H.Morton&Co.,Leith |
| 86<br>WBQR | **Jaroslaw** IronSc<br>*A.Giurcovich*<br>(*ex*Europa,*ex*State of California) | 1857<br>—<br>1090 | | | | 1878 | Cramp&Co<br>Philadelphia | Prince of Monte-negro | 306·6\|38·6\|24·4 | Antivari<br>Montenegrn | C2Cy42″&73″–51″<br>285H<br>W.Cramp&Sons,Phildphia |
| 87<br>PFHR | **Jason** IronScSr<br>*W.Fowell* –92 | 2181<br>2007<br>1412 | | | | 1880 | A.Leslie& Co.<br>Newcastle | Nederl.Stoomv. Maats."Oceaan" | 320·9\|34·6\|26·1 | Amterdam<br>Dutch | C.2Cy.27″&56″–52″<br>250H<br>R.Stephenson&Co.,Nwc. |
| 88<br>98995 | — IronSc3MstSr<br>*G.F.Simpson* –94 (*ex*Rovena)<br>3*Dks* | 1245<br>822<br>777 | | | | 1875 | Lobnitz, Coulbrn&Co.<br>Renfrew | ArgonautS.S.Co. (Lim.)<br>(J.White,*Mgr.*) | 231·2\|30·1\|23·3<br>P30′ F37′ | London<br>British | C.2Cy.32″&60″–48″<br>180H<br>Lobnitz,Coulbrn&C.,Rnfw |
| * 89<br>78588<br>RHGK | — IronScSr<br>*D.Campbell* –92 *ss*Gls.No.3–10,90<br>*Well deck* (*ex*Ardanach) 1*Dk*2*trB* | 755<br>623<br>457 | ✠100A1<br>7,92<br>~~✠NB10,90~~ LMC10,90 | Gls<br>L&CP | *l* | 1878<br>1mo | H.Murray &Co.<br>Pt.Glasgow | J.&P.Hutchison | 210·0\|29·4\|14·9<br>Q79′B37′F30′<br>BK8″<br>*WB* =*D Ba*62′*f*82′*FP* | Glasgow<br>British<br>4*BHCem*<br>*TAPT* | T.4Cy.(2)12″,27″&42″–33″<br>150lb 70*lb* NDB90 98H<br>1SB,3*rf*,GS54<br>*Tpd*90Hutson&C'rbett,Gls |
| 90<br>56<br>HKPV | — IronScSr<br>*R.Angius* –91(*ex*BelleofDunkerque)<br>1*Dk* | 411<br>330<br>257 | | | | 1876 | Blackwood &Gordon<br>Pt.Glasgow | DonauDamps. Ges. | 169·0\|25·2\|12·2<br>P35′ F26′ | Trieste<br>Aust.-Hung. | C.2Cy.22″&40″–27″<br>75H<br>Blackwood&Gordon,P.Gls |
| 91<br>QFLK | — SteelScSr<br>*K. Klöfkorn*93–93 1*Dk* | 351<br>289<br>268 | | | | 1890 | Eriksbergs Mek.Verks. Aktiebol.<br>Gothenburg | Dampfschifffahrts Ges."Neptun" | 140·1\|22·3\|11·8<br>len93 | Bremen<br>German | C.2Cy.13″&26″–17½″<br>EriksbergsMek.Werk, Gothenburg |
| Now a Barge 92<br>25<br>JQCP | — IronPadSr<br>1*Dk* | 328<br>—<br>245 | | | | 1859 | Samuda<br>London | RussianStm.Nav. &TradingCo. | 168·7\|24·0\|9·8 | Odessa<br>Russian | 2Cy.40″–42″<br>100H<br>J.Penn&Sons,London |
| 93<br>76882<br>SWNL | — IronSc3MstSrYt<br>*A.Houston*83–83 *ss*Bel.No.3–5,89<br>*ss*Liv.No.1-94 2*Dks* | 288<br>280<br>196 | ✠100A1<br>*Stm Yacht*<br>5,94~~11,92~~<br>~~BS6,92~~ LMC5,89 5,94 | Liv<br>L&CP | | 1877<br>6mo | BarrowS.B Co.<br>Barrow | F.Bibby | 161·7\|23·7\|13·3<br>BK9″ | Barrow<br>British<br>5*BHCem* | C.2Cy.23″&40″–24″<br>60lb 90H<br>1SB,3*pf*,GS49<br>BarrowS.B.C.(Lim.),Brw. |
| 94<br>86377<br>HVSB | **Jasper** (*WRECKED 4,94*) SteelScSr<br>*J.Douglas* *ss*Dun.No.2–92<br>1*Dk*(*Stl*)&*Spardk*(*Stl*-ws)3*trB* | 1256<br>1245<br>811 | ✠<br>*Spar dk*<br>3,94 ✠ | Nwc<br>L&CP | *o* | 1883<br>6mo | W.B. Thompson<br>Dundee | DundeeGemLine S.S.Co.(Lim.)<br>(P.M.Duncan& Son,*Mgrs.*) | 235·0\|31·7\|22·4<br>BK8″<br>*WB*=*DBa* 44′*f*48<br>&*uE*15′ 162*t FPT* | Dundee<br>British<br>5*BHCem*<br>22*tAPT*19*t* | C.2Cy.25″&50″–42″<br>99H<br>1SB,3*pf*,GS72,HS2100<br>W.B.Thompson,Dundee |
| 95<br>99543 | — IronScK<br>1*Dk* | 156<br>143<br>61 | ✠100A1<br>*StmTrawler*<br>9,94~~10,91~~ ✠LMC10,91 | Hul<br>L&CP | | 1891<br>10mo | Cochrane, Cooper& Schofield<br>Beverley | KingstonSteam TrawlingCo(Lim.) | 101·0\|20·5\|11·0<br>Q19′F18′<br>BK7½″ | Hull<br>British<br>3*BHCem* | C.2Cy.16″&32″–22″<br>110lb 45H<br>1SB,2*pf*,GS30,HS881<br>Amos&Smith,Hull |
| 96<br>HPNS | **Jativa** IronScSr<br>~~*J.Floret*92–93~~ *ss*Msl.No.3–5,93<br>*Lloret* 1*Dk*(*Irn*)&*Spardk* 3*trB* | 1203<br>748<br>793 | ✠100A1<br>*Spar dk*<br>5,93 ✠LMC5,93<br>BS5,95 | Msl<br>L&CP | *n* | 1880<br>9mo | JReadhead &Co.<br>S.Shields | Cia.Valenciana de Nav. | 222·0\|31·0\|15·1<br>22·4<br>BK8″<br>*WB*=*D B*a25′*f*33′&*u* | Valencia<br>Spanish<br>4*BHCem*<br>*E*&*B*31′109*t* | C.2Cy.28″&50″–36″<br>60lb 50*lb* 110H<br>2SB,4*pf*,GS60<br>J.Readhead&Co.,S.Shields |
| 97<br>99783<br>MSHC | **Java** SteelScSr<br>*F.N.Tillard* –93 2*Dks*(*Stl*–*Uws*)<br>*Elec.light* &*Deepframing*3*Dk rule* | 4093<br>3819<br>2632 | ✠100A1<br>9,92<br>✠LMC9,92 | Grk<br>L&CP | *x* | 1892<br>9mo | Caird&Co. (Lim.)<br>Greenock | P.&O.S.Nav.Co. | 384·6\|45·1\|27·9<br>P38′B104′F59′<br>BK9″<br>*WB*=Cell D B306′735*tFPT* | Greenock<br>British<br>7*BHCem*<br>61*tAPT*50*t* | T.3Cy.28″,46″&77″–54″<br>170lb 160*lb* 500H<br>2DB,12*rf*,GS231,HS6478<br>Caird&Co.(Lim.),Grk. |
| 98<br>68016<br>LMFG | — IronScSr<br>*F.N.Frohawk* –93 *ss*Lon.No.1–76<br>2*Dks*3*trB* | 1477<br>1438<br>920 | ✠<br>10,79 | Lon<br>L&CP | *q* | 1872<br>10mo | A&J Inglis<br>Glasgow | BritishIndiaStm. Nav.Co.(Lim.) | 270·2\|30·7\|24·0 | Glasgow<br>British<br>6*BHCem* | T.3Cy.18″,29″&48″–36″<br>NE&B90 180H<br>A.&J.Inglis,Glasgow |
| 99 | **Javary** SteelScSp | 380<br>296<br>258 | | | | 1891 | Russell& Co.<br>P.Glasgow | AmazonStm.Nav. Co.(Lim.) | 170·4\|28·0\|8·0 | Para<br>Brazilian | T.6Cy.9″,14″&22″–18″<br>Kincaid&Co.(Lim.),Grk. |
| 100<br>JQCF | **Jean Baptiste Say** IronScSr<br>*Gicquel*93–93 1*Dk* | 354<br>—<br>197 | | | | 1876 | Jollet& Babin<br>Nantes | Messageries Fluviales de Cochinchine | 161·7\|21·3\|12·3<br>P51′ F26′ | Saigon<br>French<br>*WB* | T.3Cy.15¾″,22″&34½″–25½″<br>75H<br>Jollet&Babin,Nantes |
| 101<br>JQCW | **Jean Bart** IronScBn<br>*Barbion*84–85 1*Dk*&*Spardk*3*trB* | 707<br>—<br>395 | | | | 1870 | Readhead, Softley&Co<br>S.Shields | Cie.Générale des Bateaux à vap à hél.duNord | 187·6\|25·3\|13·7<br>B30′ 19·6 | Dunkirk<br>French<br>*WB* | C.2Cy.23″&46″–30″<br>80H<br>ReadheadSoftly&Co.,S.Sh |
| 102 | — SteelTwinScTug<br>*Charet* –93 2*Dks* | 375<br>342<br>55 | | | | 1893 | Forges et Chantiers de la Medit.<br>Havre | Chambre de Commerce | 146·7\|26·9\|14·3<br>B25′ | Dunkirk<br>French<br>*WB* | T.6Cy.15″,23″&35½″–23½″<br>Forges etChantiers de la Medit.,Havre |
| 103<br>JQFN | — IronPadTug<br>(*ex*Enterprise) | 113<br>—<br>68 | | | | 1859 | C.Lungley<br>London | SociétéHavraise deRemorquage | 113·1\|19·3\|9·8 | Havre<br>French | C.2Cy.23″&46″–30″<br>60H<br>J.Stewart,London |
| 104 | **Jean Guiton** SteelPad<br>1*Dk* | —<br>160 | | | | 1894 | J.Scott& Co.<br>Kinghorn | DelmasFrères | 134·0\|20·0\|8·5 | LaRochlle<br>French | C.2Cy.22″&40″–48″<br>85H<br>J.Scott&Co.,Kinghorn |
| * 105<br>102695<br>NKDG | **Jeanara** SteelScSr<br>*A.W.G.McLauchlan*93–94<br>2*Dks*(1*Stl*&1*Irn*)&*deep framing*3*dk Rule* | ~~3042~~ 3302<br>3042<br>2179 | ✠100A1<br>12,94 ~~(Class Contemplated)~~<br>✠LMC6,94 | Gls<br>L&CP<br>Liv | *v* | 1894<br>5mo | A.Stephen &Sons<br>Glasgow | S.S.JeanaraCo. (Lim.)<br>(Maclay&Mc Intyre) | 330·0\|43·0\|26·3<br>P28′B68′~~E32~~F37′<br>FK<br>*WB*=Cell DB264′74 | Glasgow<br>British<br>5*BHCem*<br>*APT*12*t* | T.3Cy.24″,39″&64–42″<br>160lb 80*lb* 320H<br>2SB,6*rf*,GS124,HS4600<br>A.Stephen&Sons Glasgow |

| 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 06 **Jeanette Woermann** SteelScSr<br>*J.C.E.Heldt93–93* 2*Dks3trB* | 2286<br>2046<br>1709 | | | | 1893 | Blohm & Voss Hamburg | Afrikanische Dampfsh. Act.Ges. | 290·0 \| 38·0 \| 26·9<br>B80′ F35′ | Hamburg German<br>*WB* | T.3Cy.19″,30″&50″–39⅜″ Blohm&Voss,Hamburg | | V |
| 07 **Jeanie** IronScBn<br>*J.Payne –94* ~~*ssCff.No.2–90*~~<br>*Well deck* 1*Dk(Irn)2trB* *ssHpl No.3-6,94* | 1816<br>1437<br>1172 | ✠100A1 ~~6,94 7,97~~ 1,95<br>~~BS12,92~~ ✠LMC2,90 94 | Hpl LA&CP | *r* | 1882<br>2mo | E.Withy& Co. Hartlepool | J.Coverdale& Son | 275·0 \| 35·6 \| 18·1<br>P30′Q78′B64′F30′<br>srp94 BK9″<br>*WB = Cell DB172′278t* | Hartlepool British<br>4*BHCem* | C.2Cy35″&65″–36″ (*b*)<br>75lb *50lb* 180HP<br>1DB,*4pf*,GS84<br>T.Richardson&Sons,Hpl. | 20 ″ 8<br>s 2 ″ 0 | |
| 08 — WoodAuxSc4MstSr<br>2*Dks* | 1072<br>—<br>863 | | | | 1883 | Goss, Sawyer& Packard Bath,Me. | PacificSteam WhalingCo. | 186·3 \| 37·9 \| 18·8 | S.Frncisco Utd.States | C.2.Cy.20″&38″–30″ 350HP<br>Neafie&Levy,Philadelphia | | R |
| 09 **Jeanie Deans** Iron&SteelPadSk<br>*McKinlay66–84* | 269<br>234<br>120 | | | | 1884 | Barclay, Curle&Co. Glasgow | NorthBritishStm. PacketCo. (H.Grierson) | 210·0 \| 20·1 \| 7·6<br>Q70′ B68′ | Glasgow British | D.Cy.50″–72″ 166HP<br>Barclay,Curle&Co.,Gls. | | BT till 5,95 |
| 10 **Jeanie Hope** IronScDandy<br>*W.Wigg75–85* (*ex*AnnieHope) | 104<br>94<br>65 | | | | 1881 | Hawthorns &Co. Leith | J.Crisp&Sons | 83·4 \| 17·6 \| 8·5<br>Q8*t*<br>len82 | Lowestoft British | C.2Cy.10″&20″–15″ 17HP<br>Hawthorns&Co.,Leith | | |
| 11 **Jeanne Conseil** IronScSr<br>*Verdois* *ssLiv.No.2–91*<br>(*ex*Cuba) 2*Dks*(1*Irn*&1*ptIrn*)3*trB* | 2131<br>1868 6,94 ~~4,93~~<br>1251 | ✠100A1<br>✠LMC4,~~93~~ 6,94 | Bdx A&CP | *s* | 1883<br>7mo | W.Gray& Co. WHartlepoo' | Les fils deT. Conseil | 285·6 \| 36·1 \| 24·2<br>P26′B61′F32′<br>BK9½″<br>*WB = DBa90′f108′359t* | Bordeaux French<br>5*BHCem* | C.2Cy.36½″&68″–42″ (*b*)<br>80lb *50lb* 200HP<br>2SB,*6pf*,GS92<br>Blair& Co.(Lim.),Stockton | | D |
| 12 **Jeanne d'Arc** IronScSr<br>*Durand* (*ex*Bonny) | 1281<br>—<br>742 | | | | 1869 | Randolph, Elder&Co. Glasgow | Caillol&St.Pierre | 261·2 \| 30·1 \| 23·0 | Marseilles French | C.2Cy.38″&68″–33″ 250HP<br>Randolph,Elder&Co.,Gls. | | D |
| 13 — IronSc3MstSr<br>*Botton87–87* (*ex*HarrietAgnes)<br>1*Dk2trB* | 575<br>462<br>361 | | | | 1866 | Nykopings Mek.Verks. Nykoping | Bossut-Plichon | 194·8 \| 25·9 \| 15·2<br>P102*t* F19*t* | Dunkirk French<br>*WB* | C.2Cy.22″&42″–27″ NE&B83 70HP<br>R.&W.Hawthorn,Nwc. | | V |
| 14 **Jeannine** IronSc3MstSr<br>*Montigny* 1*Dk* | 431<br>—<br>318 | | | | 1854 | Cato, Miller&Co. Liverpool | Messageries Fluviales de Cochinchine | 197·9 \| 24·6 \| 14·1 | Saigon French | C.2Cy.35″&60″–76″ 70HP<br>Cato,Miller&Co.,Liv. | | |
| 15 **Jelö** IronScSr<br>*W.Timm* 1*Dk* | 331<br>268<br>202 | | | | 1880 | Irvine& Co. Hartlepool | R.M.Peterson | 135·5 \| 23·0 \| 12·1<br>Q35*t* B24*t* | Moss Norwegian<br>*WB* | C.2Cy.14″&23″–21″ 40HP<br>W.B.Thompson,Dundee | | N |
| 16 **Jenny** IronScSr<br>~~*C.Holm93–94*~~ *ssLon.No.3–6,90*<br>*Well deck W.Holm92–92* 1*Dk2trB*<br>*ssDnz.No.1-94* | 776<br>619 9,94 ~~12,93~~<br>544 | ✠90A1<br>LMC5,~~90~~ 10,94<br>Dnz | Lon A&CP | *k* | 1878<br>9mo | Austin& Hunter Sunderland | T.Rodenacker | 201·0 \| 28·0 \| 15·4<br>Q71′B43′F24′<br>~~trp93~~ BK7½″<br>*WB = APT35t* | Danzig German<br>4*BHCem*<br>*MT18′136t* | C.2Cy.25″&48″–30″<br>75lb *90lb* NB5,90 90HP<br>1B NDB94<br>Black,Hawthorn& Co.,Gts. | | |
| 17 — IronScSr<br>*F.Montese –93* | 115<br>—<br>58 | | | | 1888 | Stabilimento Tecnico Trieste | G.deCecconi | 120·3 \| 16·3 \| 8·2 | Cagliari Italian | T.3Cy.11¾″,18⅛″&30″–17¾″ 40HP | | I |
| 18 **Jenny Otto** IronScSr<br>*J.Parsons87–87* *ssShl.No.3–2,90*<br>2*Dks*(1*Irn*)3*trB*<br>*ssShl.No.1-94* | 1419<br>1344 ~~2,94 7,93~~ 12,94<br>903 ✠NB5,87 ~~BS7,93~~ | ✠100A1<br>LMC2,~~90~~ 4,94<br>Npt | Shl A&CP | *q* | 1877<br>10mo | Wigham Richardson &Co. Newcastle | G.Otto | 250·5 \| 33·2 \| 21·5<br>F29′<br>~~trp91&92~~ BK9″<br>*WB = DBa80′f&uB66′* | London British<br>4*BHCem* | T.3Cy.20″,32″&57″–36″ (*s*)<br>150lb *80lb* NDB87 150HP<br>2SB,*4cf*,GS142<br>*Tpd.87* CenMarE.CoWHpl | 24 ″ 1<br>s 4 ″ 5 | |
| 19 **Jens Meinich** SteelScSr<br>*T.A.Tofte –92* 1*Dk* | 727<br>537<br>446 | | | | 1892 | Nylands Mek. Værksted Christiania | Dampskibsselskabet "Jens Meinich" (JensMeinich&Co) | 186·3 \| 28·9 \| 13·6<br>Q48*t* B102*t* H13*t*<br>F27*t* | Chrstiania Norwegian<br>*WB* | T.3Cy.14½″,24″&39″–27″ 90HP<br>NylandsMek.Værk.,Xia. | | N |
| 20 **Jeranos** IronScBg<br>~~*C.R.Frost –87*~~ 3rdSurveyCff.12,90<br>*C.H.Smith* 2*Dks*(1*Irn*)3*trB* | 1979<br>1951<br>1288 | ✠A1*1<br>~~7,94 9,93~~ | Bry Cff | Lv | 1878<br>2mo | Richardson Duck &Co. Stockton | H.Briggs,Sons& Co. | 280·5 \| 36·0 \| 26·2<br>drp94<br>BK9½″ | Hull British<br>5*BH*<br>*WB = MT* | C.2Cy.35½″&66″–42″ 190HP<br>2B<br>Blair&Co.(Lim.),Stockton | 27 ″ 6<br>s 6 ″ 1½ | |
| 21 **Jere** CompPadSr<br>1*Dk* | 120<br>110<br>60 | | | | 1892 | J.S.White EastCowes, I.W. | CrownAgent for Colonies | 110·0 \| 19·0 \| 8·0<br>B39′ | | C.2Cy.19″&35″–30″ 300HP<br>J.S.White,E.Cowes,I.W. | | |
| 22 **Jernbarden** IronScSr<br>*C.M.Pettersson75–89* 1*Dk2trB* | 1042<br>822<br>830 | | | | 1882 | Göteborgs, Mek.V. Gothenburg | Ångf.Aktieb. "Jernbarden" (A.Lilljequist) | 206·8 \| 29·7 \| 17·2<br>P108′ H5*t* F23′ | Gothenbrg Swedish<br>*WB* | C.2Cy.27″&57″–36″ NB92 110HP<br>Henderson,Coulborn&Co., Renfrew | | V |
| 23 **Jeronymo Rebello** SteelTwinScSr<br>*J.Tiemann91–91* *ssHam.No.1–91*<br>(*ex*Harmonie,*ex*IndustrieII.)<br>1*Dk*(*Irn*) | 335<br>263<br>200 | ✠<br>2,91<br>*Now named "Normandie," See No. 13 in Supplement.* | Ham LA&CP | *g* | 1886<br>3mo | Kon.My. deSchelde Flushing | Cia.deEstrado de FerroBahia eMinas | 149·6 \| 24·9 \| 10·6<br>FK | R.Janeiro Brazilian<br>5*BHCem* | T.3Cy.10″,16″&26″–16″ 70HP<br>2SB,*2cf*,GS30<br>KoninklykeMaatschppy deSchelde,Flushing | | |
| 24 **Jersey** IronScSr<br>*T.Morgan –93* ~~*ssCff.No.2–92*~~<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*ssCff.No.3-3,95* | 1580<br>1318<br>1023 | ✠100A1<br>~~6,94 7,94~~ 3,95<br>~~BS1,94~~ ✠LMC7,~~92~~ 3,95 | Cff LA&CP | *q* | 1883<br>3mo | Palmers'Co Newcastle | JerseySSCo(Lim.) (MorelBros&Co) | 260·0 \| 35·2 \| 17·0<br>Q94′B60′F31′<br>FK<br>*WB = Cell D B220′365t* | Cardiff British<br>4*BHCem*<br>*APT21t* | C.2Cy.31″&60″–39″ (*a*)<br>80lb *80lb* NDB92 99HP<br>2SB,*4pf*,GS77,HS2637<br>Palmers'Co.(Lim.),Nwc. | 19 ″ 0<br>s 1 ″ 11 | |
| 25 **Jersey City** IronScBn<br>*A.E.Lewis93–93* *ssBrs.No.3–6,93*<br>2*Dks*(*Irn*)3*trB* | 1890<br>1716 ~~6,94 2,94~~ 1,95<br>1197 ✠NB7,93 | ✠100A1<br>✠LMC7,93 Cff | Brs LA&CP | *s* | 1882<br>4mo | Rchardson Duck&Co. Stockton | C.Hill&Sons | 270·4 \| 36·0 \| 23·5<br>P26′F33′<br>BK9½″<br>*WB = DBa76′&uB30′245t* | Bristol British<br>5*BHCem* | C.2Cy.36″&67″–36″ (*s*)<br>80lb *60lb* 200HP<br>1DB,*6pf*,GS100,HS3750<br>T.Richardson&Sons,Hpl. | 24 ″ 7<br>s 4 ″ 2 | |
| 26 **Jesmond** IronScSr<br>*C.E.Cox –91* *ssNwc.No.3–3,93*<br>2*Dks*(1*Irn*)3*trB* | 1430<br>1372<br>910 | ✠100A1<br>~~5,94~~ 12,94<br>BS5,94 ✠LMC1,93 | Cff A&CP | *p* | 1878<br>12mo | C.Mitchell &Co. Newcastle | ~~Watts,Ward&Co.~~ Watts,Watts&Co. | 252·0 \| 33·0 \| 22·5<br>ND91<br>FK<br>*WB = DBa74′&uE&B40′* | London British<br>4*BHCem* | C.2Cy.30″&58″–36″ 75lb 150HP<br>2B,GS70<br>WallsendSlipwayCo.,Nwc. | 23 ″ 8<br>s 4 ″ 3 | D |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 127<br>95252<br>KVBS | Jesmond IronScYl<br>J.R.Coombes -93 ssNwc.No.1-93<br>Well deck 1Dk(Irn) | 178<br>146<br>97 | ✠100A1<br>7,93<br>BS11,94 ✠LMC9,92 | Nwc | b | 1888<br>9mo | Wood, Skinner&Co<br>Newcastle | R.Mason | 110·0\|20·1\|9·0<br>Q35'B8'F16'<br>FK W | Newcastle<br>British<br>3BHCem<br>B=FPT25t | C.2Cy.15"&28"-20" (s)<br>100lb 50H<br>1SB,2pf,GS21,HS603<br>NEMarineECo.(Lim),Nwc | 9 |
| 128<br>76395<br>KBDW | Jesse H. WoodAuxSc3MstSr<br>Freeman<br>D.R.Fraser -93 2Dks | 516<br>—<br>360 | | | | 1883 | Goss& Sawyer<br>Bath,Me. | J.N.Knowles | 146·2\|30·1\|17·4 | S. Frncisco<br>Utd. States | 1Cy.22"-36"<br>75H<br>C.H.Delamater&Co.,NYk | |
| 129<br>98756<br>MGPF | Jessica SteelScSr<br>D.T.Hallsey89-91<br>1Dk(Irn)&Webframes&pt Awngdk(Irn)<br>Elec.light | 2177<br>1643<br>1389 | ✠100A1<br>pt Awng dk withfreeboard<br>9,92 ✠LMC8,91 | Cff<br>LA&CP | s | 1891<br>7mo | Edwards' S.B.Co(Lm)<br>Newcastle | DeddingtonS.S.Co.(Lim.)<br>(H.Samman& Co.,Mgrs.) WB | 280·0\|40·0\|17·8<br>Q108'B118'F31'<br>FK<br>= Cell D B 236'457t | Hull<br>British<br>5BHCem<br>APT28t | T.3Cy.21",35"&57"-39" (s)<br>160lb 180H<br>2SB,4cf,GS74<br>Blair&Co.(Lim.),Stockton | 20 8 |
| 130<br><br>RHKS | — IronScSr<br>K.Eisfeld91-91 ssLon.No.2-86<br>(exRambler) 1Dk(Irn-ws)2trB | 579<br>527<br>368 | ✠<br>5,88<br>✠NB3,87 | Hul<br>A&CP | j | 1878<br>5mo | London& GlasgowCo.<br>Glasgow | A.Kirsten | 191·4\|26·7\|14·4<br>Q28' F29'<br>drp87<br>WB= | Hamburg<br>German<br>4BHCem<br>MT18'100t | C.2Cy.24½"&46"-30"<br>NDB87 95H<br>1SB,3pf,GS54<br>London&GlasgowCo.,Gls. | 15 |
| 131<br>88910<br>MHFW | Jessie SteelScSr<br>H.H.Nielsen82-91<br>1Dk(Stl)&Webframes<br>Well deck | 2256<br>1725<br>1456 | ✠100A1<br>~~3,94 2,94~~ 2,95<br>✠LMC9,91 | Cff<br>A&CP<br>Hpl. Liv | s | 1891<br>9mo | W.Gray& Co.(Lim.)<br>W Hartlepool | C.Nielsen&Son | 280·5\|38·1\|20·6<br>P29'Q86'B110'<br>F31' FK<br>drp92 WB=DBa | W.Hartlpl<br>British<br>4BHCem<br>90'f106'438t | T.3Cy.21½",34"&57"-39" (s)<br>160lb 80lb 190H<br>2SB,6rf,GS74,HS3180<br>CntrlMarineEWrks.WHpl | 21 1·10 |
| 132<br>76255 | — SteelSc3MstSr<br>~~Owens~~ Evans 1Dk(Irn)<br>Well deck ssLiv.No.3-1,93 | 370<br>252<br>164 | ✠100A1<br>~~11,94 ...~~<br>5,95 ✠LMC1,93 | Liv<br>LA&CP<br>Gls | f | 1890<br>7mo | Grngemt'h DckyrdCo.<br>Grngemouth | JessieS.S.Co. Dundalk.(Lim.)<br>(W.Twibill) | 150·0\|23·1\|9·5<br>Q79'B11'F24'<br>~~drp93~~ drp95 BK7'<br>WB=FPT | Dundalk<br>British<br>3BHCem<br>46tAPT14t | C2Cy.20"&40"-30" (a)<br>90lb 80lb 75H<br>1SB,2pf,GS36<br>Hutson&Corbett,Glasgow | 10 |
| 133<br>89414 | Jessie Darling IronScSr<br>R.Clark -92 ssAdl.No.1-89<br>1Dk(Irn) | 289<br>231<br>158 | ✠<br>5,89<br>✠ | Adl<br>LA&CP | d | 1884<br>9mo | Murdoch& Murray<br>Port Glasgow | J.Darling,jun. | 125·3\|23·2\|10·4<br>Q43' B8' F18' | P.Adelaide<br>British<br>3BHCem | C.2Cy.20"&40"-27"<br>66H<br>Kincaid&Co.,Greenock<br>WB=FPT37tAPT4t | 11 |
| 134<br>73669 | Jessie May IronPadSr<br>T.Oakley | 149<br>149<br>58 | | | | 1876 | Edwards& Symes<br>London | Robins&Co.(Lim)<br>(H.Brown,Mgr.) | 79·0\|27·0\|8·0 | London<br>British | D.2Cy.23"-27"<br>30H<br>MaudslaySons&Field,Lon. | |
| 135<br>93782<br>KSLV | Jessmore SteelScBn<br>S.J.Rains -94 ssLiv.No.1-92<br>Well deck 1Dk(Irn)&Webframes Floors Irn | 2465<br>1891<br>1573 | ✠100A1<br>3,95 ~~4,94~~<br>BS3,95 ✠LMC11,92 | Liv<br>LA&CP<br>NYk | s | 1888<br>7mo | Oswald, Mordnt&Co.<br>Southampton | SSJessmore(Lim.)<br>(W.Johnston& Co.,Lim.)<br>WB= D Bu E & B34'119t | 294·0\|40·3\|18·6<br>Q94'B140'F35'<br>FK<br>MT40'523t FPT | Liverpool<br>British<br>7BHAsp<br>53tAPT40t | T.3Cy.21½",36"&61"-39" (s)<br>170lb 230H<br>3SB,6rf,GS120<br>OswaldMordaunt&Co.Sou. | 20 |
| 136<br>76745 | Jewel WoodScSr<br>M.J.Madsen 1Dk | 265<br>—<br>202 | | | | 1888 | A.Hay<br>SanFrancisco | CasparLumberCo. | 134·0\|33·0\|10·3<br>P— | S. Frncisco<br>Utd. States | C.2Cy.12"&24"-22"<br>100H<br>MinersF'ndry,S.Francisco | |
| 137<br>89140 | Jin Ho IronScSr<br>M.Giesche 1Dk | 203<br>161<br>93 | ✠<br>8,86<br>✠ | Grk<br>A&CP | c | 1886<br>6mo | Blackwood &Gordon<br>Pt.Glasgow | OngChengSwee | 119·7\|22·1\|9·0<br>P16' B13' F22'<br>FK | Penang<br>British<br>4BHCem | C.2Cy.17"&31"-21"<br>42H<br>Blackwood&Gordon,P.Gls | 9 |
| 138<br>1207<br>HJCV | Jingu Maru Wood—Sr<br>KawasakiHikozoro | 139<br>132<br>86 | | | | 1890 | Nishijima Keickichi<br>Ominato | KyoritsuKisen Kaisha | 103·3\|17·1\|12·4 | Atsuta<br>Japanese | 1Cy.<br>15H | |
| 139<br>1106<br>HGRD | Jiujiu Maru IronScSr<br>Hitzashiyama Yeitzaburo | 394<br>322<br>244 | | | | 1873 | W.E.Bout-land<br>Newcastle | HokkaiKisen Kaisha | 161·9\|21·5\|12·6 | Yesashi<br>Japanese | 1Cy.<br>58H | |
| 140<br>100635 | Joan WoodTwinScSr<br>J.E.Butler -92 1Dk | 821<br>346<br>544 | | | | 1892 | Albion IronWorks Co.(Lim.)<br>Victoria,B.C. | Esquimalt&Nanaimo Railway Co.(Lim.) | 176·8\|30·0\|11·0<br>H198t | Vict'riaBC<br>British | C.2Cy.16"&32"-24<br>85H<br>AlbionWorksCo.(Lim.), Victoria,B.C. | |
| 141<br><br>HMRC | Joannis Millas SteelScSr<br>Francopulo<br>1Dk(Stl)&Webframes&ptAwngdk<br>ssBla.No.1-94 | 2071<br>1506<br>1327 | ✠100A1<br>pt Awng dk withfreeboard<br>3,95 ~~10,92~~ ✠LMC11,89 4,94 | Bry<br>A&CP | s | 1889<br>11mo | JLThomp-son&Sons<br>Sunderland | J.Millas&Son | 284·0\|38·1\|18·1<br>P29'Q74' drp95 FK<br>pt.Awningdeck181'<br>WB= CellDB236' | Argostoli<br>Greek<br>6BHCem<br>396'APT22t | T.3Cy.21½",35"&58"-39" (s)<br>160lb 80lb 200H<br>2SB,6rf,GS90,HS3200<br>J.Dickinson,Sunderland | 20 8 w8 |
| 142 | João Alfredo SteelTwinScSr<br>A.J.Jackson82-88 1Dk&Shade dk | 556<br>415<br>378 | ✠<br>For River purposes only<br>12,88<br>✠ | Cly<br>A&CP | | 1888<br>12mo | Russell& Co.<br>Pt.Glasgow | AmazonSteam Nav.Co.(Lim.) | 200·6\|34·3\|9·7<br>F28'<br>FK<br>WB | Para<br>Brazilian<br>7BHAsp<br>=APT5t | T.6Cy.13",20"&32"-24"<br>150H<br>1DB,4cf,GS75<br>Rankin & Blackmore,Grk. | 10 |
| 143<br><br>HGTV | João Augusto IronPad<br>1Dk&ptHurDk | —<br>—<br>250 | | | | 1871 | Pusey, Jones&Co.<br>WilmingtnDl | AmazonSteam Nav.Co.(Lim.) | 150·0\|26·0\|7·0 | Para<br>Brazilian | 2Cy.20"-72"<br>73H<br>PuseyJones&CWilmgtnDl | |
| 144<br><br>HPRS | Joaquin Piélago SteelScSr<br>J.Pla89-92 1Dk&Awngdk<br>Elec.light | 841<br>795<br>390 | | | | 1892 | Compania Trasatlantica<br>Cadiz | CompaniaTrasatlantica | 202·3\|27·4\|20·6 | Barcelona<br>Spanish<br>WB | T.3Cy.18",30"&48"-36"<br>200H<br>ArsenalCivil,Barcelona | |
| 145<br><br>JFCV | Joaquin Pujol Iron<br>(exSantueri,exRapido) | 412<br>—<br>249 | | | | 1855 | ..................<br>England | J.Pujol yPlana | 160·4\|24·8\|13·9 | Tarragona<br>Spanish | 160H | |
| 146 | Johan Jebsen SteelScSr<br>2Dks | 196<br>184<br>115 | | | | 1894 | Anderson Laverick &Co.(Lim.)<br>Newcastle | J.Jebsen | 110·3\|20·1\|12·2<br>Shadedk35' | Bergen<br>Norwegian | C.2Cy.13"&26"-18"<br>20H<br>Hedley&Boyd,N.Shields | |
| 147 | Johan Siem IronScSr<br>~~P.Morch -94~~ ~~ssCff.No.2-91~~<br>(exCathay) 1Dk(Irn)2trB<br>Well deck J.Rasmussen ssHpl.No.3-5,95 | 1773<br>1390<br>1149 | ✠100A1<br>~~11,94 3,94~~ 5,95<br>~~BS6,94~~ ✠LMC~~12,91~~ ,95 | Mdb<br>A&CP<br>~~Dba~~ Hpl | g | 1883<br>12mo | W.Gray& Co.<br>W Hartlepool | Dansk-Russiske DampskibsSelskab<br>(M.Carl,Mgr.) | 257·4\|34·7\|19·7<br>P38'Q66'B66'F62'<br>drp94 drp95 BK9'<br>WB=DBa | Copnhagn<br>Danish<br>4BHCem<br>78'f96'333t<br>APT35t | C.2Cy.32"&60"-39" (s)<br>80lb 60lb 150H<br>2SB,4pf,GS66<br>Blair&Co.(Lim.),Stockton | 21 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of BoT Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 148 JRCH | Johan Sverdrup *H.Monsen*81–85 *Well deck* | IronScSr 1*Dk(Irn)* | 672 504 417 | ✠ 2,85 ✠ | Shl LA&CP | *j* | 1880 9mo | R.Irvine& Co. WHartlepool | A.Halvorsen | 190·3 Q75′ | 27·2 B46′ | 13·2 F24′ | Bergen Norwegian | C.2Cy.24″&46″–30″ 80HP J.Dickinson,Sunderland *WB=DBa57′f42′110t* | | | DN |
| 149 HPND | Johan Tillberg *H.Jakobson* –93 | IronScSr 1*Dk* | 397 336 287 | | | | 1878 | Oscars-hamnsM.V. Oscarshamn | Rederib."Öster-sjön" (F.Slöör) | 135·1 B32′ | 23·6 H3*t* | 13·9 F17′ | Stockholm Swedish | C.2Cy.15½″&32″–22″ 50HP Oscarshamns M.V.,Oscars-hamn | | | |
| 150 BGSH | Johann *H.Kröger*86–86 | SteelScSr 1*Dk*⚓*Spardk*⚓3*trB* | 1375 1263 992 | | | | 1884 | Flensburgr SchiffsbGes Flensburg | Witt&Büsch | 235·2 B&F70*t* | 33·1 | 15·2 22·5 | Hamburg German | C.2Cy.28½″&52″–30″ 120HP FlensburgSchiffsb.Ges., Flensburg | | | V |
| 151 LMHN | Johanna *Joh.Petersen*93–93 | SteelScSr 1*Dk2trB* | 1280 937 892 | | | | 1893 | Flensburgr SchiffsbauGes Flensburg | H.Schuldt | 233·0 Q71′ | 34·2 B57′ | 15·5 F27′ | Flensburg German *WB* | T.3Cy.16″,26″&43″–33″ 125HP FlensburgerSchiffsbau. Ges.,Flensburg | | | V |
| 152— HDGT | *M.Eriksen* | Steel&IronScSr 1*Dk(Irn)* | 444 339 272 | | | | 1885 | AkersMek. Verkst. Christiania | Winge&Co. | 141·5 Q20*t* F19*t* | 24·7 B51*t* | 13·0 H14*t* | Chrstiania Norwegian *WB* | C.2Cy.20¼″&36½″–24″ 58HP A.Shanks&Son,Arbroath | | | N |
| 153 RHNV | Johanna Oelssner *F.Sander*91–89 *ss*Ham.No.1–93 *Well deck* | IronScSr 1*Dk(Irn)2trB* | 931 664 599 | ✠100A1 6.94 5,94 11,94 ✠LMC4,93 | Ham LA&CP | *l* | 1889 8mo | W.Harkess &Son Middlesbro' | Gerhard&Hey | 195·0 Q62′B88′F20′ | 29·2 BK7½″ *WB=DBa46′* | 15·0 *4BHCem 55tFPT40t* | Hamburg German | T.3Cy.15″,25″&40″–27″ (*s*) 160lb *100lb* 90HP 1SB,*3pf*,GS49 Fisher&Co.,Paisley | 15 | 10 | DV |
| 154 JVSG | Johannes Bruun *R.Wesenberg* –87 *Well deck* | IronScSr 1*Dk(Irn)2trB* | 682 511 415 | ✠ 4,87 ✠ | Msl A&CP | *j* | 1883 8mo | Martens, Olsen&Co. Bergen | A.Halvorsen | 180·0 Q56*t* F18*t* | 28·2 B86*t* drp87 *WB=CellDB98′* | 12·4 H11*t* | Bergen Norwegian | C.2Cy.23″&41″–28″ 75HP Martens,Olsen&Co.Bergen | | | DN |
| 155 QFJP | Johannisberger *J.Weseloh* –93 | SteelScSr 1*Dk*⚓*Spardk* | 2981 2707 2194 | | | | 1890 | J.C.Teck-lenborg Geestemünde | DeutscheDampf-schifffahrtsGes. "Hansa" | 311·6 B70′ | 41·9 F45′ | 27·5 | Bremen German *WB* | 3Cy.23″,39″&63″–42″ 300HP BuckauerMasch-Fabrik, Buckau | | | V |
| 156 26707 | John *J.Allen* | IronScSp | 140 132 86 | | | | 1849 | J.T.Price NeathAbbey | A.J.Smith | 90·4 | 19·0 | 10·1 | Bristol British | 1Cy.16″–10″ NE72 24HP E.Roach&Co.,Bristol | | | |
| 157 68871 WRPQ | John Adamson *R.Errington* –94 6th Survey,Shl.3,90 1st Survey,Shl.7,93 | IronSc3MstSr 2*Dks(Irn)3trB* | 1691 1683 1091 | ✠ A1, 1 1,94 2,95 | Bly Shl | Lv | 1872 10mo | Short Bros. Sunderland | J.Westoll | 266·5 F30′ drp93 | 35·1 BK8½″ *WB=DBa*⚓*f* | 24·5 *6BH Cem* | Sundrland British | C.2Cy.33″&61″–33″ NB81 150HP T.Richardson&Sons,Hpl. | | | |
| 158 77037 | John B. Ketcham 2d. | SteelSc | 909 — 780 | | | | 1892 | Craig S.B.Co. Toledo,O. | | 193·4 | 40·5 | 13·0 | Toledo, Ohio Utd.States | C.2Cy. | | | |
| 159 | John B. Maas *Focquier* | IronScTug | 145 145 72 | | | | 1880 | Michot Liége | J.Loth | 99·0 | 19·0 | 10·9 | Antwerp Belgian | C.2Cy.20″&39″–22″ H.deVille-Chatal&C.,Brus. | | | V |
| 160 63729 | John Batey *J.Softley*92–92 | IronPadSp | 115 109 4 | | | | 1884 | Hepple& Co. N.Shields | J.Batey&Son (J.Mitchell,*Mgr.*) | 96·3 | 18·4 | 9·0 | Montrose British | L.1.Cy.34½″–52″ 40HP R.B.Findlay&Son,N.Shlds | | | |
| 161 63709 | John Beaumont *J.Kemp*90–90 | IronScSp | 166 147 53 | | | | 1876 | J.Key& Sons Kinghorn | T.W.Ward | 125·4 | 24·3 | 7·4 | Granton British | C.D.2Cy.17″&32″–36″ NE80NB77 45HP Lees,Anderson&Co.,Gls. | | | BT till 8,94 |
| 162 26276 PKLR | John Bowes *W.Jones* –92 | IronSc3MstSr | 437 437 270 | | | ... | 1852 | PalmerBrs &Co. Newcastle | BarnettBros. | 150·0 | 25·7 | 15·6 | London British | C.2Cy.16″&36″–26″ NE&B83 60HP M.Paul&Co.,Dumbarton | | | |
| 163 96695 LNGV | John Bright *R.Forster* –92 *Well deck* Carter –94 *Riddoch* | SteelScSr 1*Dk(Stl)*⚓*Webframes* | 2715 2087 1782 | ✠100A1 3,94 2,95 ✠LMC10,93 Bry | Cff LA&CP | *t* | 1890 1mo | W.Gray& Co.(Lim.) WHartlepool | S.S.JohnBright Co.(Lim.) (F.Woods) | 300·6 P27′Q98′B112′ F27′ | 41·6 BK10″ *WB=DBa100′* | 21·2 *5BHCem f112′529t* | London British | T.3Cy.23″,36½″&62″–39″ (*s*) 150lb *60lb* 250HP 2SB,*6rf*,GS108 Cen.MarineE.Wks.W.Hpl. | 23 s 2 | 0 " 2 | D |
| 164 13482 HLRK | John Brooks *W.W.Snowman* –81 | WoodPadSr 1*Dk* | 1012 — 917 | | | | 1859 | ..... NewYork | Boston&Ports-mouthS.S.Co. | 239·8 | 31·4 | 10·8 | Portsmth, N.H. Utd.States | 1000HP | | | |
| 165 99655 | John Brown *W.Weatherly*94–94 | SteelScK 1*Dk* | 161 152 42 | ✠100A1 *StmTrawler* 2,95 ✠LMC5,94 | Abn LA&CP | | 1894 5mo | Hall, Russell&Co. Aberdeen | J.Brown | 102·4 | 21·6 BK6½″ | 10·9 *3BHCem* | Aberdeen British | T.3Cy.13″,19,&30″–21″ (*s*) 125lb 52HP 1SB,*2pf*,GS31,HS868 Hall,Russell&Co.,Abn. | 11 | 6 | |
| 166 | John Bull *H.Vanderpool* –92 | IronScTug | 187 187 94 | | | | 1880 | D.Dekker &Co. Antwerp | L'Union desRe-morqueursBelges | 100·0 | 21·0 | 9·0 | Antwerp Belgian | C.2Cy.24″&41″–24″ 70HP J.Geneffe&Co.,Liége | | | V |
| 167 99133 | — *T.Steers* –91 | IronScK 1*Dk* | 138 125 58 | ✠100A1 *StmTrawler* 10,94 ✠LMC11,91 Gms | Hul LA&CP | | 1891 10mo | Earle'sCo. (Lim.) Hull | J.Meadows(Lim.) | 96·7 Q18′F18′ | 20·1 BK7½″ | 10·6 *3BHCem* | Grimsby British | T.3Cy.12″,18″&30″–18″ (*s*) 150lb 44HP 1SB,*2pf*,GS26,HS750 Earle'sCo.(Lim.),Hull | 11 | 2 | |
| 168— 22036 NJTB | *J.Trulove*87–87 | WoodPad | 115 115 35 | | | ... | 1849 | Watkins London | J.Jackson | 96·0 | 18·2 | 9·7 | London British | L.2Cy.29″–42″ NE66 60HP J.Stewart,London | | | |
| 169 84660 WDSM | John Burbery *T.Kerruish* –94 *Well deck* | IronSc3MstSr 1*Dk(Irn)* | 301 221 109 | ✠100A1 2,94 11,94 ✠LMC2,94 | Liv LA&CP | *e* | 1881 8mo | Cmpbltwn S.B.C. Campbeltwn | S.S.JohnBurbery Co.(Lim.) (J.J.Mack&Sons) | 145·0 Q60′B13′F20′ drp94 | 22·1 BK7″ *WB=FPT18t* | 9·3 *4BHCem* | Liverpool British | C.2Cy.19″&36″–27″ (*i*) 80lb 55HP 1SB,*2pf*,GS33 J.&T.Young,Ayr | 9 s | 11 " 9½ | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Donane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Gross Quilla |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **127** 95252 KVBS | **Jesmond** *J.R.Coombes* –93 *Well deck* | **IronScYl** *ss*Nwc.No.1–93 1*Dk*(*Irn*) | 178 146 97 | ✠100A1 7,93 BS11,94 | Nwc LA&CP | *b* ✠LMC9,92 | 1888 9mo | Wood, Skinner&Co Newcastle | **R.Mason** | 110·0 Q35′ 20·1 B8′ 9·0 F16′ FK | Newcastle British | C.2Cy.15″&28″–20″ 100lb 50H 1SB,*2pf*,GS21,HS603 3*BH Cem* *WB*=*FPT*25*t* | (*s*) NEMarineECo.(Lim),Nwc |
| **128** 76395 KBDW | **Jesse H. Freeman** *D.R.Fraser* –93 | **WoodAuxSc3MstSr** 2*Dks* | 516 — 360 | | | | 1883 | Goss& Sawyer Bath,Me. | **J.N.Knowles** | 146·2 | 30·1 | 17·4 | **S.Frncisco** Utd.States | 1Cy.22″–36″ 75H C.H.Delamater&Co.,NYk |
| **129** 98756 MGPF | **Jessica** *D.T.Hallsey*89–91 *Elec.light* | **SteelScSr** 1*Dk*(*Irn*)&*Webframes&pt Awngdk*(*Irn*) | 2177 1643 1389 | ✠100A1 *pt Awng dk with freeboard* 9,92 | Cff A&CP | *s* ✠LMC8,91 | 1891 7mo | Edwards' S.B.Co(Lm) Newcastle | **DeddingtonS.S.Co.** **(Lim.)** **(H.Samman& Co.,***Mgrs.*) | 280·0 Q108′B118′F31′ FK *WB*=*Cell D B*236′457*t* | 40·0 | 17·8 | **Hull** British 5*BH Cem* *APT*28*t* | (*s*) 160lb *90lb* 180H 2SB,*4cf*,GS74 Blair&Co.(Lim.),Stockton |
| **130** RHKS | — *K.Eisfeld*91–91 (*ex*Rambler) | **IronScSr** *ss*Lon.No.2–86 1*Dk*(*Irn–ws*)2*trB* | 579 527 368 | ✠ 5,88 ~~NB3,87~~ | Hul A&CP | *j* | 1878 5mo | London& GlasgowCo. Glasgow | **A.Kirsten** | 191·4 Q28′ F29′ drp87 | 26·7 | 14·4 *WB*=*MT*18′100*t* | **Hamburg** German 4*BH Cem* | C.2Cy.24½″&46″–30″ NDB87 95H 1SB,*3pf*,GS54 London&GlasgowCo.,Gls. |
| **131** 88910 MHFW | **Jessie** *H.H.Nielsen*82–91 *Well deck* | **SteelScSr** 1*Dk*(*Stl*)&*Webframes* | 2256 1725 1456 | ✠100A1 ~~3,95~~ 2,95 ~~LMC9,94~~ LMC9,91 ~~Hpl~~ Liv | Cff A&CP | *s* | 1891 9mo | W.Gray& Co.(Lim.) W Hartlepool | **C.Nielsen&Son** | 280·5 P29′Q86′B110′ F31′ drp92 | 38·1 | 20·6 *WB*=*DBa* | **W.Hartlpl** British 4*BH Cem* | T.3Cy.21½″,34″&57″–39″ (*s*) 160lb *80lb* 190H 2SB,*6rf*,GS74,HS3180 90′*f*106′438*t* CntrlMarineE'Wrks.WHpl |
| **132** 76255 | — ~~Queen~~ *Evans* *Well deck* | **SteelSc3MstSr** 1*Dk*(*Irn*) *ss*Liv.No.3-1,93 | 370 252 164 | ✠100A1 ~~11,94 3,95~~ 3,95 5,95 ~~BS3,95~~ | Liv LA&CP ✠LMC1,93 ~~Glw~~ NYk | *f* | 1890 7mo | Grngemt'h DckyrdCo. Grngemouth | **JessieS.S.Co.** **Dundalk.(Lim.)** **(W.Twibill)** | 150·0 Q79′B11′F24′ ~~drp93~~ drp95 BK7″ *WB*=*FPT* | 23·1 | 9·5 46*t* *APT*14*t* | **Dundalk** British 3*BH Cem* | C2Cy.20″&40″–30″ 90lb *80lb* 75H 1SB,*2pf*,GS36 Hutson&Corbett,Glasgow |
| **133** 89414 | **Jessie Darling** *R.Clark* –92 | **IronScSr** *ss*Adl.No.1–89 1*Dk*(*Irn*) | 289 231 158 | ✠ 5,89 | Adl LA&CP | *d* | 1884 9mo | Murdoch& Murray Port Glasgow | **J.Darling,jun.** | 125·3 Q43′ 23·2 B8′ 10·4 F18′ | **P.Adelaide** British 3*BH Cem* | C.2Cy.20″&40″–27″ 66H Kincaid&Co.,Greenock *WB*=*FPT*37*t* *APT*4*t* | 11 |
| **134** 73669 | **Jessie May** *T.Oakley* | **IronPadSr** | 149 149 58 | | | | 1876 | Edwards& Symes London | **Robins&Co.(Lim)** (*H.Brown,Mgr.*) | 79·0 | 27·0 | 8·0 | **London** British | D.2Cy.23″–27″ 30H MaudslaySons&Field,Lon. |
| **135** 93782 KSLV | **Jessmore** *S.J.Rains* –94 *Well deck* | **SteelScBn** *ss*Liv.No.1–92 1*Dk*(*Irn*)&*Webframes Floors Irn* | 2465 1891 1573 | ✠100A1 3,95 ~~4,94~~ BS3,95 | Liv LA&CP ✠LMC11,92 NYk | *s* | 1888 7mo | Oswald, Mordnt&Co. Southampton *WB*= | **SSJessmore(Lim.)** **(W.Johnston& Co.,Lim.)** *D B u E&B*34′119*t* | 294·0 Q94′B140′F35′ FK *MT*40′523*t FPT* | 40·3 | 18·6 7*BH Asp* 53*t* *APT*40*t* | **Liverpool** British 3SB,*6rf*,GS120 OswaldMordaunt&Co.Son. | T.3Cy.21½″,36″&61″–39″ (*s*) 170lb 230H |
| **136** 76745 | **Jewel** *M.J.Madsen* | **WoodScSr** 1*Dk* | 265 — 202 | | | | 1888 | A.Hay SanFrancisco | **CasparLumberCo.** | 134·0 P— | 33·0 | 10·3 | **S.Frncisco** Utd.States | C.2Cy.12″&24″–22″ 100H MinersF'ndry,S.Francisco |
| **137** 89140 | **Jin Ho** *M.Giesche* | **IronScSr** 1*Dk* | 203 161 93 | ✠ 8,86 | Grk A&CP | *c* | 1886 6mo | Blackwood &Gordon Pt.Glasgow | **OngChengSwee** | 119·7 P16′ | 22·1 B13′ | 9·0 F22′ FK | **Penang** British 4*BH Cem* | C.2Cy.17″&31″–21″ 42H Blackwood&Gordon,P.Gls |
| **138** 1207 HJCV | **Jingu Maru** *KawasakiHikozoro* | **Wood—Sr** | 139 132 86 | | | | 1890 | Nishijima Keickichi Ominato | **KyoritsuKisen Kaisha** | 103·3 | 17·1 | 12·4 | **Atsuta** Japanese | 1Cy. 15H |
| **139** 1106 HGRD | **Jiujiu Maru** *HitzashiyamaYeitzaburo* | **IronScSr** | 394 322 244 | | | | 1873 | W.E.Bout-land Newcastle | **HokkaiKisen Kaisha** | 161·9 | 21·5 | 12·6 | **Yesashi** Japanese | 1Cy. 58H |
| **140** 100635 | **Joan** *J.E.Butler* –92 | **WoodTwinScSr** 1*Dk* | 821 346 544 | | | | 1892 | Albion IronWorks Co.(Lim.) Victoria,B.C. | **EsquimaltNanaimoRailway Co.(Lim.)** | 176·8 H198*t* | 30·0 | 11·0 | **Vict'riaBC** British | C.2Cy.16″&32″–24 85H AlbionWorksCo.(Lim.), Victoria,B.C. |
| **141** HMRC | **Joannis Millas** *Francopulo* | **SteelScSr** 1*Dk*(*Stl*)&*Webframes&pt Awngdk* *ss*Bla.No.1-94 | 2071 1506 1327 | ✠100A1 *pt Awng dk with freeboard* 3,95 ~~10,93~~ ~~LMC11,98~~ ~~4,94~~ | Bry A&CP | *s* | 1889 11mo | JLThomp-son&Sons Sunderland | **J.Millas&Son** | 284·0 P29′Q74′ drp95 FK *pt.Awningdeck*181′ *WB*=*Cell DB*236′ | 38·1 | 18·1 6*BH Cem* 396′*APT*22*t* | **Argostoli** Greek | T.3Cy.21½″,35″&58″–39″ (*s*) 160lb *80lb* 200H 2SB,*6rf*,GS90,HS3200 J.Dickinson,Sunderland |
| **142** | **João Alfredo** *A.J.Jackson*82–88 | **SteelTwinScSr** 1*Dk*&*Shade dk* | 556 415 378 | ✠ *For River purposes only* 12,88 | Cly A&CP | | 1888 12mo | Russell& Co. Pt.Glasgow | **AmazonSteam Nav.Co.(Lim.)** | 200·6 F28′ FK *WB*=*APT*5*t* | 34·3 | 9·7 7*BH Asp* | **Para** Brazilian | T.6Cy.13″,20″&32″–24″ 150H 1DB,*4cf*,GS75 Rankin & Blackmore,Grk. |
| **143** HGTV | **João Augusto** | **IronPad** 1*Dk*&*ptHurDk* | — — 250 | | | | 1871 | Pusey, Jones&Co. WilmingtnDl | **AmazonSteam Nav.Co.(Lim.)** | 150·0 | 26·0 | 7·0 | **Para** Brazilian | 2Cy.20″–72″ 73H PuseyJones&CWilmgtnDl |
| **144** HPRS | **Joaquin Piélago** *J.Pla*89–92 *Elec.light* | **SteelScSr** 1*Dk*&*Awngdk* | 841 795 290 | | | | 1892 | Compania Trasatlantica Cadiz | **CompaniaTrasatlantica** | 202·3 | 27·4 | 20·6 | **Barcelona** Spanish *WB* | T.3Cy.18″,30″&48″–36″ 200H ArsenalCivil,Barcelona |
| **145** JFCV | **Joaquin Pujol** (*ex*Santueri,*ex*Rapido) | **Iron** | 412 — 249 | | | | 1855 | ..... England | **J.Pujol yPlana** | 160·4 | 24·8 | 13·9 | **Tarragona** Spanish | 160H |
| **146** | **Johan Jebsen** | **SteelScSr** 2*Dks* | 196 184 115 | | | | 1894 | Anderson Laverick &Co.(Lim.) Newcastle | **J.Jebsen** | 110·3 *Shaded*k35′ | 20·1 | 12·2 | **Bergen** Norwegian | C.2Cy.13″&26″–18″ 20H Hedley&Boyd,N.Shields |
| **147** | **Johan Siem** ~~*P.Morch* –94~~ (*ex*Cathay) *Well deck* *J.Rasmussen* | **IronScSr** ~~*ss*Cff No.2–91~~ 1*Dk*(*Irn*)2*trB* *ss*Hpl.No.3-5, | 1773 1390 1149 95 | ✠100A1 ~~11,94 3,94~~ 5,95 ~~BS8,94~~ ~~LMC12,94~~ ~~Dun~~ Hpl | Mdb A&CP | *q* | 1883 12mo ,95 | W.Gray& Co. W Hartlepool | **Dansk-Russiske DampskibsSelskab (M.Carl,***Mgr.*) | 257·4 P38′Q66′B66′F62′ drp94 drp95 BK9″ *WB*=*DBa* | 34·7 | 19·7 78′*f*96′333*t* *APT*35*t* | **Copnhagn** Danish 4*BH Cem* | C.2Cy.32″&60″–39″ 80lb *60lb* 150H 2SB,*4pf*,GS66 Blair&Co.(Lim.),Stockton |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Master. Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned. Important Equipment. Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 (Other Registers in which vessel. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 148 JRCH | **Johan Sverdrup** *H.Monsen*81–85 *Well deck* | **IronScSr** 1*Dk*(*Irn*) | 672 504 417 | ✠ 2,85 ✠ | Shl LA&CP | *j* | 1880 9mo | R.Irvine& Co. WHartlepool | **A.Halvorsen** | 190·3 Q75′ | 27·2 B46′ | 13·2 F24′ | **Bergen** Norwegian | C.2Cy.24″&46″–30″ 80HP 4*BHCem* J.Dickinson,Sunderland *WB*=*DBa*57′*f*42′110*t* | | DN |
| 149 HPND | **Johan Tillberg** *H.Jakobson* –93 | **IronScSr** 1*Dk* | 397 336 287 | | | | 1878 | Oscars-hamnsM.V. Oscarshamn | **Rederib."Öster-sjön" (F.Slöör)** | 135·1 B32′ | 23·6 H3*t* | 13·9 F17′ | **Stockholm** Swedish | C.2Cy.15½″&32″–22″ 50HP Oscarshamns M.V.,Oscars-hamn | | |
| 150 BGSH | **Johann** *H.Kröger*86–86 | **SteelScSr** 1*Dk*&*Spardk*&3*trB* | 1375 1263 992 | | | | 1884 | Flensburgr SchiffsbGes Flensburg | **Witt&Büsch** | 235·2 B&F70*t* | 33·1 | 15·2 22·5 | **Hamburg** German | C.2Cy.28½″&52″–30″ 120HP FlensburgSchiffsb.Ges., Flensburg | | V |
| 151 LMHN | **Johanna** *Joh.Petersen*93–93 | **SteelScSr** 1*Dk*2*trB* | 1280 937 892 | | | | 1893 | Flensburgr SchffsbauGes Flensburg | **H.Schuldt** | 233·0 Q71′ | 34·2 B57′ | 15·5 F27′ | **Flensburg** German *WB* | T.3Cy.16″,26″&43″–33″ 125HP FlensburgerSchiffsbau. Ges.,Flensburg | | V |
| 152 HDGT | — *M.Eriksen* | **Steel&IronScSr** 1*Dk*(*Irn*) | 444 339 272 | | | | 1885 | AkersMek. Verkst. Christiania | **Winge&Co.** | 141·5 Q20*t* F19*t* | 24·7 B51*t* | 13·0 H14*t* | **Chrstiania** Norwegian *WB* | C.2Cy.20¼″&36½″–24″ 58HP A.Shanks&Son,Arbroath | | N |
| 153 RHNV | **Johanna Oelssner** *F.Sander*91–89 *ss*Ham.No.1–93 *Well deck* | **IronScSr** 1*Dk*(*Irn*)2*trB* | 931 664 599 | ✠100A1 ~~6,94~~5,94 11,94 ✠LMC4,93 | Ham LA&CP | *l* | 1889 8mo | W.Harkess &Son Middlesbro' | **Gerhard&Hey** | 195·0 Q62′B88′F20′ BK7½″ *WB*=*DBa*46′ | 29·2 | 15·0 55*t*FPT40*t* | **Hamburg** German | T.3Cy.15″,25″&40″–27″ (*s*) 160lb *100lb* 90HP 1SB,*3pf*,GS49 4*BHCem* Fisher&Co.,Paisley | 15 ″ 10 | DV |
| 154 JVSG | **Johannes Bruun** *R.Wesenberg* –87 *Well deck* | **IronScSr** 1*Dk*(*Irn*)2*trB* | 682 511 415 | ✠ 4,87 ✠ | Msl A&CP | *j* | 1883 8mo | Martens, Olsen&Co. Bergen | **A.Halvorsen** | 180·0 Q56*t* F18*t* *WB*=*CellDB*98′ | 28·2 B86*t* drp87 | 12·4 H11*t* | **Bergen** Norwegian | C.2Cy.23″&41″–28″ 75HP 4*BHCem* 132*tAPT*6*t* Martens,Olsen&Co.Bergen | | DN |
| 155 QFJP | **Johannisberger** *J.Weseloh* –93 | **SteelScSr** 1*Dk*&*Spardk* | 2981 2707 2194 | | | | 1890 | J.C.Teck-lenborg Geestemünde | **DeutscheDampf-schifffahrtsGes. "Hansa"** | 311·6 B70′ | 41·9 F45′ | 27·5 | **Bremen** German *WB* | 3Cy.23″,39″&63″–42″ 300HP BuckauerMasch-Fabrik, Buckau | | V |
| 156 26707 | **John** *J.Allen* | **IronScSp** | 140 132 86 | | | | 1849 | J.T.Price NeathAbbey | **A.J.Smith** | 90·4 | 19·0 | 10·1 | **Bristol** British | 1Cy.16″–10″ NE72 24HP E.Roach&Co.,Bristol | | |
| 157 68871 WRPQ | **John Adamson** *R.Errington* –94 6th Survey,Shl.3,90 1st Survey,Shl.7,93 | **IronSc3MstSr** 2*Dks*(*Irn*)3*trB* | 1691 1683 1091 | ✠ A1, 1 ~~1,94~~2,95 | Bly Shl | Lv | 1872 10mo | Short Bros. Sunderland | **J.Westoll** | 266·5 F30′ drp93 | 35·1 BK8½″ *WB*=*DBa*&*f* | 24·5 6*BH Cem* | **Sundrland** British | C.2Cy.33″&61″–33″ NB81 150HP T.Richardson&Sons,Hpl. | | |
| 158 77037 | **John B. Ketcham 2d.** | **SteelSc** | 909 — 780 | | | | 1892 | Craig S.B.Co. Toledo,O. | | 193·4 | 40·5 | 13·0 | **Toledo, Ohio** Utd. States | C.2Cy. | | |
| 159 | **John B. Maas** *Focquier* | **IronScTug** | 145 145 72 | | | | 1880 | Michot Liége | **J.Loth** | 99·0 | 19·0 | 10·9 | **Antwerp** Belgian | C.2Cy.20″&39″–22″ H.deVille-Chatal&C.,Brus. | | V |
| 160 63729 | **John Batey** ~~*J.Softley* –98~~ *J.Softley*92–92 | **IronPadSp** | 115 109 4 | | | | 1884 | Hepple& Co. N.Shields | **J.Batey&Son** (J.Mitchell,*Mgr.*) | 96·3 | 18·4 | 9·0 | **Montrose** British | L.1.Cy.34½″–52″ 40HP R.B.Findlay&Son,N.Shlds | | |
| 161 63709 | **John Beaumont** *J.Kemp*90–90 | **IronScSp** | 166 147 53 | | | | 1876 | J.Key& Sons Kinghorn | ~~**J.Arthur**~~ T.W.Ward | 125·4 | 24·3 | 7·4 | **Granton** British | C.D.2Cy.17″&32″–36″ NE80NB77 45HP Lees,Anderson&Co.,Gls. | | BT till 8,94 |
| 162 26276 PKLR | **John Bowes** *W.Jones* –92 | **IronSc3MstSr** | 437 437 270 | | | ... | 1852 | PalmerBrs &Co. Newcastle | **BarnettBros.** | 150·0 | 25·7 | 15·6 | **London** British | C.2Cy.16″&36″–26″ NE&B83 60HP M.Paul&Co.,Dumbarton | | |
| 163 96695 LNGV | **John Bright** ~~*R.Forster* –92~~ *Well deck* ~~*Carter* –94~~ *Riddoch* | **SteelScSr** *ss*Cff.No.1–94 1*Dk*(*Stl*)&*Webframes* | 2715 2087 1782 | ✠100A1 ~~3,94~~3,94 2,95 ✠LMC10,93 Brg | Cff LA&CP | *t* | 1890 1mo | W.Gray& Co.(Lim.) WHartlepool | **S.S.JohnBright Co.(Lim.) (F.Woods)** | 300·6 P27′Q98′B112′ F27′ *WB*=*DBa*100′ | 41·6 BK10″ | 21·2 5*BHCem* *f*112′529*t* | **London** British | T.3Cy.23″,36½″&62″–39″ (*s*) 150lb *60lb* 250HP 2SB,*6rf*,GS108 Cen.MarineE.Wks.W.Hpl. | 23 ″ 0 s 2 ″ 2 | D |
| 164 13492 HLRK | **John Brooks** *W.W.Snowman* –81 | **WoodPadSr** 1*Dk* | 1012 — 917 | | | | 1859 | ..... New York | **Boston&Ports-mouthS.S.Co.** | 239·8 | 31·4 | 10·8 | **Portsmth, N.H.** Utd. States | 1000HP | | |
| 165 99658 | **John Brown** *W.Weatherly*94–94 | **SteelScK** 1*Dk* | 161 152 42 | ✠100A1 *StmTrawler* ~~3,94~~ 2,95 ✠LMC5,94 | Abn LA&CP | | 1894 5mo | Hall, Russell&Co. Aberdeen | **J.Brown** | 102·4 | 21·6 BK6½″ | 10·9 3*BHCem* | **Aberdeen** British | T.3Cy.13″,19,&30″–21″ (*s*) 125lb 52HP 1SB,*2pf*,GS31,HS868 Hall,Russell&Co.,Abn. | 11 ″ 6 | |
| 166 | **John Bull** *H.Vanderpool* –92 | **IronScTug** | 187 187 94 | | | | 1880 | D.Dekker &Co. Antwerp | **L'Union desRe-morqueursBelges** | 100·0 | 21·0 | 9·0 | **Antwerp** Belgian | C.2Cy.24″&41″–24″ 70HP J.Geneffe&Co.,Liége | | V |
| 167 99193 | — *T.Steers* –91 | **IronScK** 1*Dk* | 138 125 58 | ✠100A1 *StmTrawler* ~~10,99~~10,99 ✠LMC11,91 Gms | Hul LA&CP | | 1891 10mo | Earle'sCo. (Lim.) Hull | **J.Meadows(Lim.)** | 96·7 Q18′F18′ | 20·1 BK7½″ | 10·6 3*BHCem* | **Grimsby** British | T.3Cy.12″,18″&30″–18″ (*s*) 150lb 44HP 1SB,*2pf*,GS26,HS750 Earle'sCo.(Lim.),Hull | 11 ″ 2 | |
| 168 22036 NJTB | — *J.Trulove*87–87 | **WoodPad** | 115 115 35 | | | ... | 1849 | Watkins London | **J.Jackson** | 96·0 | 18·2 | 9·7 | **London** British | L.2Cy.29″–42″ NE66 60HP J.Stewart,London | | |
| 169 84660 WDSM | **John Burbery** *T.Kerruish* –94 *Well deck* | **IronSc3MstSr** *ss*Liv.No.3–2,94 1*Dk*(*Irn*) | 301 221 109 | ✠100A1 ~~2,94~~11,94 ✠LMC2,94 | Liv LA&CP | *e* | 1881 8mo | Cmpbltwn S.B.C. Campbeltwn | **S.S.JohnBurbery Co.(Lim.) (J.J.Mack&Sons)** | 145·0 Q60′B13′F20′ drp94 | 22·1 BK7″ *WB* | 9·3 4*BHCem* =*FPT*18*t* | **Liverpool** British | C.2Cy.19″&36″–27″ (*i*) 80lb 55HP 1SB,*2pf*,GS33 J.&T.Young,Ayr | 9 ″ 11 s ″ 9½ | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire, Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Coque en Quille. Franc-bord au-dessus du pont de navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 170<br>63531<br>WQBS | **John Byng**<br>*A.A.Dowden* –92 | **IronScSr**<br>*ss*Shl.No.3–2,88<br>1*Dk2trB* | 775<br>694<br>487 | ✠ ——<br>3,92 | Cff<br>A&CP | | 1869<br>9mo | C.Mitchell &Co.<br>Newcastle | **JohnByngS.S.Co. (Lim.)(Wilson& Symonds)** | 204·0\|28·1\|16·4<br>PF&c49*t*<br>drp90ND88 | | | London<br>British<br>4*BHCem* | C.2Cy.27″&50″–30″<br>NE&B77 99H<br>T.Richardson & Sons,Hpl.<br>*WB=DBa&f* | 17 |
| 171<br~~67308~~<br~~LMCQ~~ | **John Dixon**<br>~~*A.C.Goldsworthy*90–90~~ 1*Dk(Irn)2trB*<br>*Well deck* 6thSurvey,Liv.7,91 | **IronScSr** | 1483<br>1173<br>913 | ✠ **A1, 1**<br>10,92 | Cff | Lv | 1872<br>8mo | Schlesingr, Davis&Co.<br>Newcastle | ~~**Hagerup,Doughty &Co.**~~ | 250·1\|33·2\|19·4<br>P237*t*F36*t*<br>BK8″ | | | ~~**Liverpool**~~<br>~~*British*~~<br>~~*AHH*~~ Norwegian | C.2Cy.30″&58″–36″<br>NB79 130H<br>*WB=DBa&f*<br>C.D.Holmes & Co.,Hull | 20 |
| | *Now named "Bengal," See No. 6 in Supplement.* | | | | | | | | | | | | | | |
| 172<br>HDMP | **John Eriksson**<br>*A.Andersson* –93 | **CompScSp**<br>1*Dk* | 153<br>133<br>103 | | | | 1878 | P.Larsson Torskog | **Ångf.Aktieb. "John" (T.Roberg)** | 98·8\|20·6\|8·7<br>P10′ H6*t* | | | Gothenbrg<br>Swedish | C.2Cy.13″&27″–18″<br>30H<br>MotalaCo.,Gothenburg | |
| 173<br>99606 | **John Fothergill**<br>*T.Wilkinson* –93<br>1*Dk(Stl)&Spardk(Irn)&Webframes* | **SteelScSr** | 2730<br>2526<br>1721 | ✠100A1<br>*Spar dk*<br>~~6,94 8,92~~<br>✠LMC5,92<br>4,95 | Shl<br>A&CP | *t* | 1892<br>5mo | ShortBros. Sunderland | **J.Westoll** | 300·2\|40·4\|24·1<br>P32′B66′F38′<br>FK<br>*WB=CellDB*236 | | | **Sundrland**<br>British<br>5*BHCem*<br>600*tAPT*45*t* | T.3Cy.22″,36″&59″–39″ (*r*)<br>160lb *80lb* 220H<br>2SB,*6pf*,GS104,HS3349<br>G.Clark(Lim.),Sunderland | 19 |
| Lost by Fire<br>94627 | **John Fraser**<br>2*Dks* | **WoodPad** | 118<br>86<br>100 | | | | 1888 | I.&R.Weir NipissingOnt | **A.Fraser** | 102·5\|28·8\|6·9 | | | Ottawa<br>British | 1Cy.18″–48″<br>80H<br>I.&R.Weir,Montreal | |
| 175<br>77004<br>KLDH | **John G. Christopher**<br>*W.A.Crawford* –91<br>3*Dks* | **WoodScSr** | 1039<br>—<br>797 | | | | 1892 | Jackson, Sharp&Co. Wilmington, Del. | **Merchants'S.S.Co.** | 218·0\|38·0\|18·0 | | | **Jacksnville Fla.**<br>Utd.States | T 3Cy.16″,24″&41″–30″<br>Neafie&Levy,Philadelphia | |
| *Now named "Winyah," See No. 15 in Supplement.* | | | | | | | | | | | | | | | |
| 176<br>13177<br>HLGS | **John Gibson**<br>*Young*<br>2*Dks* | **WoodSc3MstSr** | 445<br>—<br>333 | | | | 1864 | .....<br>Philadelphia | **Inland&Seaboard CoastingCo.** | 147·0\|26·0\|17·0 | | | **Georget'n Columbia**<br>Utd.States | 200H | |
| 177<br>89504<br>JKLW | **John Grafton**<br>*R.T.Ling* –93 *ss*Lon.No.2–92<br>1*Dk(Irn)* | **IronScSr** | 563<br>468<br>334 | ✠100A1<br>~~6,94 4,93~~<br>BS5,93 ✠LMC4,92<br>6,94 | Lon<br>LA&CP | *h* | 1883<br>11mo | Palmers'Co (Lim.) Newcastle | **S.Clarke&Co.** | 158·0\|28·8\|13·8<br>Q43′B13′F18′<br>FK<br>*WB=DBf*72′ | | | **London**<br>British<br>4*BHCem*<br>115*tFPT*18*t* | C.2Cy.23″&45″–30″ (*a*)<br>75lb *35lb* 80H<br>1SB,*3pf*,GS45<br>Palmers'Co.(Lim.),Nwc. | 14 |
| 178<br>92387 | **John Haggart**<br>*S.Scott*<br>2*Dks* | **WoodSc** | 202<br>71<br>117 | | | | 1887 | R.Robinsn Perth,Ont. | **T.Moffat** | 99·9\|17·5\|6·0 | | | **Kingston, Ont.**<br>British | 1Cy.11″–12″<br>65H<br>Davidson,Doran&Co., Kingston,Ont. | |
| 179 | **John Haynes**<br>*A.Cespedes* *ss*Hav.No.3–74<br>(*ex*Emma) *ss*Hav.No.1–81 2*Dks* | **IronScBg** | 856<br>—<br>497 | ✠<br>8,84 | Hav<br>A&CP | | 1867<br>1mo | Denton Gray&Co. Hartlepool | **Sons of T.Haynes** | 208·3\|30·2\|17·4<br>P50′B9′F40′ | | | **Cadiz**<br>Spanish<br>4*BHCem*<br>*WB* | C.2Cy.36½″&55½″–27″<br>NB82 120H<br>*Cmp.*73Nillus,Havre | |
| 180<br>77002<br>KLCW | **John J. Hill**<br>*J.Andrews*<br>1*Dk2trB* | **WoodSc** | 974<br>—<br>787 | | | | 1892 | Morley& Co. MarineCity, Mich. | **C.T.Morley** | 180·0\|40·0\|17·0 | | | **Marine Cty Mich.**<br>Utd.States | C.2Cy.20″&40″–36″<br>DetroitDryDock Co.,Dtroit | |
| 181<br>63610<br>KFNS | **John Johnasson**<br>*H.Webber* –94<br>*Well deck* 1*Dk2trB* | **IronScSr** | 554<br>490<br>348 | | | … | 1870<br>5mo | C.Mitchell &Co.<br>Newcastle | **J.Sinclair** | 179·3\|27·0\|15·0<br>Q31*t* B39′ F8*t* | | | W.Hartlpl<br>British<br>*WB* | 2Cy.36″–30″<br>NB80 80H<br>N.E.MarineE.C.(Lim.),Sld | 16 |
| 182<br>97037 | **John L. Cann**<br>*H.T.LeBlanc* –93 | **WoodScSr**<br>1*Dk* | 142<br>118<br>63 | | | | 1891 | H.B.Cann Yarmouth, N.S. | **H.B.Cann** | 97·8\|19·8\|9·0<br>H24*t* | | | YarmthNS<br>British | C.2Cy.16″&28″–18″<br>34H<br>B.JohnsonI.Co.(Lim.), Yarmouth,N.S. | |
| 183 | **John Lawrence**<br>~~*W.H.Jones*94–94~~<br>*W.Gapper*95–95 | **IronScSp**<br>1*Dk* | 63<br>63<br>13 | A1<br>5,95<br>~~*Class Contem plated*~~ LMC5,94<br>*For Towingpurposes in Bristol Channel* | Npt<br>LA&CP | | 1894<br>5mo | Mordey Carney&Co Newport Mon | **NewportHarbour Commissioners** | 75·0\|15·7\|~~8·9~~ 9·0<br>BK6″ | | | **Newport**<br>British<br>4*BHCem* | C.2Cy.17″&30″–20″ (*g*)<br>100lb 39H 40H<br>1SB,*2pf*,GS30,HS850<br>Mordey,Carney&Co.,Npt. | 9 |
| 184<br>96527 | **John M. Smart** | **IronScSr** | 113<br>105<br>10 | | | | 1891 | Hepple& Co. N.Shields | **J.Smart** | 96·3\|19·3\|10·4 | | | **N.Shields**<br>British | C.2Cy.16½″&32½″–22″<br>43H<br>Hepple&Co.,N.Shields | |
| 185<br>47427<br>VNMR | **John M'Intyre**<br>*H.Johnson*73–80 *ss*Lon.No.3–5,92<br>1*Dk2trB* | **IronSc3MstSr** | 933<br>860<br>575 | ✠90A1<br>~~6,94 12,93~~ 12,94<br>BS6,93 LMC5,92<br>6,94 | Shl<br>Lon | *n* | 1863<br>8mo | Palmers'Co Newcastle | **C.F.Cory-Wright (J.Fenwick&Son, *Mgrs.*)** | 226·0\|32·0\|14·4<br>Q53′<br>ptND92drp93 FK<br>*WB=DBf*141′ | | | **London**<br>British<br>3*BHAsp*<br>450*tFPT*50*t* | C.2Cy.26″&51″–30″ (*i*)<br>75lb NB75 99H<br>2SB,*4pf*,GS68<br>*Cmp*75Vict.Dks.E.Wks.Ln | 18 |
| 186<br>83803<br>TJWP | **John Marychurch**<br>*N.Grunnah*83–92 *ss*Npt.No.3–8,93<br>1*Dk(ptIrn)2trB* | **IronScSr** | 1511<br>1206<br>973 | ✠100A1<br>1,95~~93~~<br>BS10,94 ✠LMC8,93 | Npt<br>A&CP | *p* | 1880<br>6mo | J.L.Thmpson&Sons Sunderland | **JohnMarychurch S.S.Co.(Lim.) (RGething,jr&Co)** | 260·3\|36·0\|15·6<br>P32′Q68′B56′F26′<br>drp&srp93 BK9″<br>*WB=Cell BD* 128′ 295*t FPT* 77*tAPT*27*t* | | | **Newport**<br>British<br>4*BHCem*<br>2SB,*4pf*,GS58<br>J.Dickinson,Sunderland | C.2Cy.31″&57″–36″ (*i*)<br>80lb *80lb* NDB93 160H | 18 |
| 187<br>96477 | **John Milne**<br>*G.J.Thomson* –92<br>1*Dk(Irn–ptws)* | **SteelScSr** | 255<br>254<br>99 | ✠ A—<br>*Stm Hopper Barge*<br>9,91 ✠LMC9,91 | Gls | | 1891<br>9mo | W.Simons &Co. Renfrew | ~~**NatalHarbour Board**~~<br>NatalGovernment | 132·7\|24·1\|9·5<br>FK | | | **PortNatal**<br>British<br>4*BHCem* | T.3Cy.13″,21″&33″–24″ (*e*)<br>150lb *80lb* 80H<br>1SB,*2rf*,GS36<br>W.Simons&Co.,Renfrew | 10 |
| 188<br>84894<br>JDQM | **John Morrison**<br>*W.Cornish* –93 ~~*ssShl.No.2–92*~~<br>*Well deck* 1*Dk(Irn)2trB*<br>*ss*Cpl.No.3–4,95 | **IronScSr** | 1920<br>1604<br>1235 | ✠100A1<br>4,95 ~~1,95~~<br>Cpl<br>LMC9,91 4,95 | Shl<br>A&CP | *r* | 1883<br>9mo | J.Laing Sunderland | **J.Morrison&Son** | 270·0\|36·4\|21·0<br>Q98′B56′F34′<br>drp95 BK9½″<br>*WB=DBa* | | | **N.Shields**<br>British<br>4*BHCem*<br>80′*f*52′214*t* | C.2Cy.32″&60″–39″ (*i*)<br>80lb *60lb* 154H<br>2SB,*4pf*,GS58<br>N.E.MarineE.C.(Lim.)Sld. | 22 |
| 189<br>70216<br>MSHT | **John O. Scott**<br>~~*J.Oxley* –90~~<br>*Well deck* *C.Barnsley*86–94<br>1*Dk* | **IronSc3MstSr** | 859<br>705<br>521 | ✠90A1<br>~~6,94 4,94 5,93~~ 2,95<br>✠NB4,94 LMC4,94 | Shl<br>A&CP<br>NWc | *m* | 1874<br>2mo | T&WSmth N.Shields | **J.O.Scott** | 216·8\|28·7\|15·4<br>Q71′B43′F23′<br>drp95 BK8″<br>*WB=DBa&f*125′ | | | **Newcastle**<br>British<br>4*BHCem*<br>1SB,*3pf*,GS51,HS728<br>R.&W.Hawthorn,Nwc. | C.2Cy.23½″&55″–30″ (*o*)<br>100lb *80lb* NDB94 115H | 16 |
| 190<br>67375<br>MCHB | **John Ormston**<br>*R.Webster* –92<br>*Well deck* *Elec. light* | **IronScSr** | 927<br>692<br>529 | | | … | 1873<br>5mo | C.Mitchell &Co.<br>Newcastle | **TyneS.Shpg.Co. (Lim.)** | 230·0\|29·4\|16·8<br>P126′ F34′ | | | **Newcastle**<br>British | C.2Cy.32″&60″–36″<br>NB85 160H<br>R.&W.Hawthorn,Nwc. | 17 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned or re-assigned. Engine-mint Letter | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Dates of Entry Text Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 191 MBKQ | **John P. Best** *S.Gombeer* (*ex*Egypte) | **IronScSr** *ss*Ant.No.3–5,89 2*Dks*(1*Irn*)3*trB* | 1656 1632 1126 | ✠100A1 6,92 ✠NB5,89 | Ant A&CP | *r* LMC5,89 | 1875 11mo | J.Cockerill Antwerp | **J.P.Best&Co.** | 277·5 ptND89 | 34·5 BK10″ | 25·4 | **Antwerp** Belgian 5*BHCem* | C.2Cy.39″&63″–36″ (*b*) 80lb 183H 2SB,*6pf*,GS108 J.Cockerill,Antwerp | | V |
| 192 7073 QNMT | **John Pender** *W.Perkins*79–80 (*ex*Saigon) *Elec light* | **IronScSr** *ss*Lon.No.3–10,86 *ss*Lon.No.1–90 1*Dk*(*Irn*)2*trB* | 1213 1138 706 | ✠90A1 11,93 ✠NB2,87 BS6,93 | Lon A&CP | *o* LMC8,91 | 1875 11mo | J.Scott& Sons Inverkeithng | **EasternTelegraph Co.(Lim.)** | 246·3 F31′ *WB*=*MT*28′ | 29·2 FK | 20·4 5*BHCem* *fT*19′*aT*18′ | **London** British | C.2Cy.27½″&48½″–36″ (*i*) 80lb *80lb* NDB87 98H J.Scott&Sons,Inverkthng | 21 ″ 11 s 3 ″ 8 | |
| 193 8074 WFGD | **John Ray** *E.Brandt*89–89 1*Dk*(*Irn*)*&pt.Awngdk* *H.T.Dixon*94–94 | **IronScSr** *ss*Shl.No.2–89 *ss*Shl.No.3–4,94 | 493 334 304 | ✠100A1 *pt Awng dk with freeboard* 11,91 10,95 2,95 ✠NB3,91 BS3,91 | Shl A&CP | *f* Sld LMC6,89 4,94 | 1881 10mo | WBThmpson Dundee | **M.A.Ray&Sons** | 105·9 Q35′B29′F18′ drp94 *WB*=*DBa*21′*&* | 36·0 FK | 12·7 4*BHCem* *uE&B*26′78*t* | **London** British | C.2Cy.24″&48″–30″ (*r*) 80lb *80lb* NDB91 90H 1SB,*3pf*,GS52 W.B.Thompson,Dundee | 15 ″ 1 s 7 ″ 5½ | |
| 194 8763 HFWQ | **John Readhead** *P.G.Adams*–93 *Well deck* *J.Rahtkins* | **IronScSr** *ss*Shl.No.2–91 1*Dk*(*Irn*)2*trB* | 1622 1264 1032 | ✠100A1 1,95 11,03 BS5,93 8,94 ✠NB6,91 | Shl LA&CP | *q* LMC6,91 | 1883 2mo | J.Read- head&Co. S.Shields | **F.Rahtkens&Co.** | 257·0 Q104′B60′F34′ drp93 *WB*=*DBa*74′ | 34·7 BK9″ | 19·6 4*BHCem* *f*104′304*t* | **Middlsbro'** British | C.2Cy.33″&61″–36″ (*i*) 85lb *64lb* 160H 2SB,*6pf*,GS81 J.Readhead&Co.,S.Shields | 20 ″ 10 s 2 ″ 1 | D |
| 195 16284 LBMS | **John Sanderson** *W.Smith*83–89 1*Dk*(*Stl*)*&Spardk3trB* | **SteelScSr** *ss*Sld.No.1–93 | 3268 3026 2136 | ✠100A1 *Spar dk* 8,94 4,93 ✠LMC4,93 | Sld A&CP | *u* | 1889 2mo | ShortBros. Sunderland | **Taylor&Sanderson** | 335·3 B64′F34′ *WB*=*Cell DB* (*Irn*) | 42·1 BK10″ | 27·3 6*BHCem* 230′431*t* | **Sundrland** British | T.3Cy.24″,39″&64″–42″ (*s*) 150lb *80lb* 300H 2SB,*6pf*,GS104 J.Dickinson,Sunderland | 21 ″ 11 s 7 ″ 4 | |
| 196 6370S | **John Stirling** *W.Elder*60–79 *Elec light* | **IronPadSp** | 427 375 168 | | | | 1876 | J.Key&Ss. Kinghorn | **T.C.Glover** | 190·3 | 27·0 | 10·5 | **Granton** British | O.2Cy.54″–51″ NB85 250H J.Key&Sons,Kinghorn | | BT till 9,94 |
| 197 7689 | **John W. Moore** | **SteelSc** | 1962 — 1689 | | | | 1890 | Craig S.B.Co. Toledo,O. | **J.W.Moore** | 246·0 | 40·6 | 21·0 | **Cleveland, Ohio** Utd.States | C.2Cy.26″&50″–42″ | | |
| 198 12847 | **John Williams** *R.Turpie* –93 | **SteelScBkn** 2*Dks*(*U*Teak) | 663 545 370 | ✠100A1 3,94 ✠LMC3,94 | Gls LA&CP | *j* | 1894 3mo | R.Napier& Sons Glasgow | **LondonMissionary Society** | 188·6 B75′F25′ *WB*=*Cell DB*145′167*t* | 32·0 BK7½″ | 13·5 5*BHpt Asp pt Cem* *APT*6*t* | **London** British | T.3Cy.15″,24″&39″–27″ (*s*) 175lb *80lb* 80H 1SB,*3cf*,GS63,HS1679 R.Napier&Sons,Glasgow | 16 ″ 0 s 2 ″ 0½ | BT till 11,94 |
| 199 JVCF | **John Wilson** *T.Hansen*89–93 | **SteelScSr** 1*Dk* | 808 584 496 | | | | 1893 | Bergens mek.Vrksted, Bergen | **H.Irgens** | 206·2 Q64*t* F26*t* | 29·4 B98*t* | 12·0 H33*t* | **Bergen** Norwegian | T.3Cy.16⅝″,26″&42″–30″ 115H Bergensmek Verksted,Bgn. | | N |
| 200 7161S | **John Young** (*BROKEN UP*) | **WoodPad** 1*Dk* | 164 132 103 | | | | 1875 | ..... Montreal | **Sincennes McNaughtonLine** | 125·0 | 22·0 | 8·1 | **Montreal** British | 2Cy.30″–96″ 500H | | |
| 201 2924 JKHG | **Jokai** *Duimich* *Well deck* | **IronScSr** *ss*Tri.No.2–90 1*Dk*(*Irn*)2*trB* | 1148 1057 780 | ✠100A1 1,93 BS4,94 ✠LMC5,90 4,94 | Tri LA&CP | *o* | 1882 5mo | Caird& Purdie Barrow | **RoyalHungarian SeaN.Co.Adria (Lim.)** | 245·6 Q82′B59′F29′ *WB*=*Cell* | 34·0 BK8½″ | 15·4 4*BHCem* *DB*193′281*t* | **Fiume** Aust.-Hung. | C.2Cy.30″&55″–36″ (*b*) 80lb *45lb* 150H 2SB,*4pf*,GS80 Westray,Copeland&C.Brw | | A |
| 202 JNHK | **Jökul** *P.Fuglestad* | **IronScSr** 1*Dk* | 334 210 194 | | | | 1891 | Moss Jern- stöberi& Mek.Værk. Moss | **BrčdreneJacobsen** | 132·0 P110*t* | 22·1 F14*t* | 9·9 | **Haugesnd** Norwegian | T.3Cy.11¼″,18″&29½″–22″ 50H MossJernstöberi&Mk.Vk. | | N |
| 203 NWQK | **Jolanthe** *J.H.Hansen* (*ex*Iolantha) *Well deck* | **IronScSr** *ss*Nwc.No.1–88 1*Dk*(*Irn*) | 773 586 489 | ✠ 5,88 ✠ | Nwc A&CP | *j* | 1884 1mo | BlythS.B. Co. Blyth | **ForenedeDampskibsselskab** *WB*=*DBa*46′*f* | 185·6 P24′Q42′B42′F18 18′*&uE & B*29′134*t* | 29·9 | 13·8 4*BHCem* *APT*21*t* | **Copnhagn** Danish | C.2Cy.25½″&48″–33″ 98H Black,Hawthorn&Co.,Gts. | 14 ′ 5 | |
| 204 7057 | **Joliet** | **SteelSc3MstSr** 2*Dks* | 1922 — 1597 | | | | 1890 | Cleveland S.B.Co. Cleveland,O. | **Lake SuperiorIron Co.** | 266·0 F40′H— | 38·0 *WB* | 19·0 | **Marquette Mich.** Utd.States | T.3Cy.17″,29″&47″–36″ 140H ClevelandS.B.Co.,Clevelnd | | |
| 205 HDRN | **Jonas Ahlströmer** *C.A.Edgren*88–80 | **CompScSr** 1*Dk* | 203 185 146 | | | | 1869 | J.Olsson Amål | **Alb.G.Edgren** | 101·3 B23′ | 20·2 | 12·9 | **Gothenbrg** Swedish | C.2Cy.12″&25¼″–19½″ 30H MotalaCo.,Gothenburg | | |
| 206 JQLW | **Jonas Lie** *N.Falck* | **IronScSr** 1*Dk&Awngdk3trB* | 619 603 379 | ✠ *Awng dk with load line* 12,77 | Bgn | | 1875 6mo | Bergen Works Bergen | **BergenskeDampskibsselskab** | 166·5 H16*t* | 24·8 20·2 | 13·3 5*BHCem* | **Bergen** Norwegian | C.2Cy.25″&45″–24″ 75H BergenEng.Works,Bgn. | | |
| 207 106 HLBC | **Jonio** | **IronScSr** 1*Dk* | 640 584 388 | | | | 1853 | Miller, Prov&Co. Newcastle | **LloydAustriaco** | 211·2 | 29·2 | 18·6 | **Trieste** Aust.-Hung. | C.2Cy.20″&34″–30″ 77H Miller,Prov&Co.,Nwc. | | |
| 208 KRFH | **Jonni** *E.Th.Sobing*92–92 | **IronScSr** 1*Dk* | 158 — 71 | | | | 1891 | F.W. Wencke Bremerhaven | **J.Stadtländer** | 104·5 | 20·5 | 10·2 | **Gstemnde** German | C.2Cy.17¾″&30¾″–21⅝″ H.Pauscksch,Lndsbg.A/W *WB* | | G |
| 209 96833 LBVR | **Jordan** *H.W.Gasson* –91 1*Dk*(*Stl*)*&pt.Awngdk*(*Irn*)*&Webframes* | **SteelScSr** *ss*Bry.No.1–93 | 2071 1905 1329 | ✠100A1 *pt Awng dk with freeboard* 10,94 10,98 ✠LMC10,98 | Bry A&CP | *s* | 1889 3mo | J.L.Thmpson&Sons Sunderland | **MercantileS.S.Co. (Lim.)** | 275·0 P29′Q27′ *pt Awngdk*174′ *WB*=*DBa*80′*f*58′ | 38·2 BK9½″ | 20·6 6*BHCem* 283*t APT*23*t* | **London** British | T.3Cy.21½″,35″&59″–39″ (*o*) 160lb *80lb* 250H 2SB,*6rf*,GS97 T.Richardson&Sons,Hpl. | 22 ″ 0 s 8 ″ 0 | |
| 210 JVCB | **José Garcia** *Santamarina* | **WoodPadSr** (*ex*Villaclara) | 1532 — 1195 | | | | 1866 | John English&Co. New York | **Menendez&Co.** | 219·1 | 36·7 | 11·3 | **Cienfueg's** Spanish | 1Cy.52″–132″ 140H QuintardIronWorks | | |
| 211 | **José Gibert** *Kimme* –89 | **SteelScSr** | 402 300 282 | | | | 1889 | Act.Ges. "Weser" Bremen | **J.Gibert** | 163·0 | 23·6 | 10·2 | **M.Video** Uruguayan | T.6Cy.8″,12½″&21″–14″ 50H Act. Ges. "Weser" Bremen | | V |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant entre la Lettre d'Équipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 212 | **Jose Romano** SteelScSr<br>*V.Amechezurra*79–90 1*Dk* | 468<br>351<br>277 | ✠100A1<br>*withfreeboard*<br>4,91 ✠LMC8,90<br>*Gulf of Mexico,Tabasco & Vera Cruz* | N.Os<br>LA&CP | *g* | 1890<br>8mo | Grngemt'h<br>DckydCo.<br>Grngemouth | Romano&Co. | 170·4\|25·0\|11·0<br>P50'B52'F29'<br>FK<br>*WB*=*FPT* | Tabasco<br>Mexican<br>4*BHCem*<br>86*tAPT*28*t* | T.3Cy.16″,26″&40″–30″ (*a*)<br>160lb *80lb* 94HP<br>1SB,3*rf*,GS52<br>Hutson&Corbett,Glasgow |
| 213<br>HQBS | **Josefita** IronScSr<br>*Garcia* 2*Dks* | 1114<br>—<br>845 | | | | 1887 | Neafie&<br>Levy<br>Philadelphia | Menendez&Co. | 211·0\|32·6\|20·4 | Cienfueg's<br>Spanish<br>*WB* | C.2Cy.30″&50″–36″<br>Neafie&Levy,Philadelphia |
| 214<br>85123<br>WHTS | **Joseph Arbib** IronScBn<br>*J.D.Wiseman* –93 ~~ssCff.No.2–90~~<br>2*Dks*(1*Irn*)3*trB*<br>*ss*Nwc.No.3-6,94 | 2139<br>1976<br>~~1642~~<br>1299 | ✠100A1<br>~~6,94 9,93~~ 11,94<br>drp91 ✠LMC11,90<br>BS3,92 | Nwc<br>LA&CP | *s* | 1882<br>2mo<br>6,94 | R.Dixon&<br>Co.<br>Middlesbro' | E.J.Arbib&Co. | 300·3\|35·2\|24·0<br>P44'F36'<br>len86 BK9½″<br>*WB*=*DBa* | London<br>British<br>5*BHCem*<br>58*f* 76'253*t* | C.2Cy.35″&65″–36″ (*b*)<br>80lb ~~48lb~~ *80lb*NDB94 170HP<br>2SB,4*cf*,GS88<br>T.Richardson&Sons,Hpl. |
| 215<br>97534<br>LVKN | **Joseph Davis** SteelScSr<br>*J.Westlake* –93<br>1*Dk*(*Irn*)3*trB*&*Webframes* | 2282<br>1922<br>1425 | ✠100A1<br>4,94<br>✠LMC9,90 | Bry<br>A&CP | *s* | 1890<br>9mo | Short,Brs.<br>Sunderland | J.Westoll | 290·3\|39·1\|21·8<br>P32'B78'F34'<br>BK10″<br>*WB*=*CellDB*208′ | Sundrland<br>British<br>5*BHCem*<br>398*tFPT*60*t* | T.3Cy.21½″,35″&58″–39″ (*s*)<br>160lb *80lb* 200HP<br>2SB,6*rf*,GS84<br>J.Dickinson,Sunderland |
| 216<br>95283<br>LBJF | **Joseph John** SteelScSr<br>*T.S.Tulloch* –93 *ss*Lon.No.1–93<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*(*Irn*) | 2082<br>1582<br>1357 | ✠100A1<br>5,95~~12,93~~7,94<br>BS2,93 ✠LMC12,93 | Cff<br>A&CP<br>Bry | *r* | 1889<br>1mo | WDoxford<br>&Sons<br>Sunderland | JosephJohnS.S.<br>Co.(Lim.)<br>(Carlisle&Co.,<br>London) | 280·0\|38·2\|18·3<br>P29'Q70'B126'F28'<br>FK<br>*WB*=*CellDB*(*Irn*)228′ | Belfast<br>British<br>4*BHCem*<br>538*tAPT*60*t* | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *85lb* 180HP<br>2SB,4*cf*,GS60<br>W.Doxford&Sons,Sld. |
| 217<br>76933<br>KHJF | **Joseph L. Colby** SteelSc<br>*R.D.Bucknam*<br>*Whaleback* 1*Dk*2*trB* | 1245<br>—<br>915 | | | | 1890 | American<br>St'lBargeCo.<br>W.Superior,<br>Wis. | AmericanSteel<br>BargeCo. | 265·0\|36·0\|22·0 | BuffaloNY<br>Utd.States | C.2Cy.26″&50″–42″<br>S.F.Hodge&Co.,Detroit |
| 218<br>76905<br>KHQW | **Joseph Oteri jun.** IronScSr<br>*J.B.Brown* –93 *ss*Lth.No.1–83<br>(*ex*Anglian) 1*Dk*2*trB* | 484<br>465<br>242 | ✠<br>1,89 | NYk<br>A&CP | *h* | 1878<br>9mo | Murdoch&<br>Murray<br>Pt.Glasgow | Mrs.L.A.Oteri | 170·2\|24·1\|15·7<br>BK7½″<br>*WB*= | N.Orleans<br>Utd.States<br>4*BHCem*<br>*MT*22'80*t* | C.2Cy.23″&42″–30″<br>85HP<br>1B,GS42<br>W.King&Co.,Glasgow |
| 219<br>81548<br>SPNC | **Joseph Rickett** IronScSr<br>*R.Cockerton* –93 *ss*Lth.No.3–6,91<br>*Well deck* 1*Dk*(*Irn*) | 683<br>508<br>410 | ✠90A1<br>~~9,93~~ 5,94<br>✠NB4,89 LMC6,91<br>BS5,94 | Lth<br>A&CP<br>Cff | *j* | 1879<br>2mo | J.Key&Ss.<br>Kinghorn | G.R.Carter&Son | 186·1\|28·0\|13·9<br>Q55'B35'F18'<br>BK7½″<br>*WB*=*DBa* | London<br>British<br>4*BHCem*<br>36'*f*83'180*t* | C.2Cy.24″&46″–33″ (*r*)<br>80lb *60lb* 90HP<br>1SB,3*pf*,GS50<br>J.Key&Sons,Kirkcaldy |
| 220<br>47913<br>VQND | **Joseph Somes** IronScSr<br>*R.F.Black*89–89 *ss*Hul.No.3–6,83<br>*Well deck* *ss*Hul.No.2–92<br>1*Dk*2*trB* | 1030<br>844<br>654 | ✠ Ⓐ1<br>~~9,93~~10,94<br>✠NB83 LMC4,92<br>BS2,94 3,95 | Hul<br>Gms | | 1863<br>9mo | C&WEarle<br>Hull | W.Brown,Atkinsn<br>&Co. | 238·0\|28·6\|15·9<br>P125'F28'<br>len70ND83 FK | Hull<br>British<br>4*BHCem* | C.2Cy.26″&50″–30″ (*a*)<br>70lb ~~50lb~~ *35lb* 90HP<br>1SB,3*pf*,GS54,HS2200<br>*Cmp*.83C.D.Holmes,Hull |
| 221<br>99666 | **Josephine** IronScK<br>*R.B.Baskcomb* –92 1*Dk* | 157<br>145<br>67 | ✠100A1<br>*Stm Trawler*<br>4,93 ✠LMC1,92 | Hul<br>LA&CP | | 1892<br>1mo | Earle'sS.B.<br>&E.Co.(Lim.)<br>Hull | GrimsbyFish<br>Salesmen's<br>Association<br>(Lim.) | 101·5\|20·5\|11·0<br>Q18'F19'<br>BK7½″ | Grimsby<br>British<br>3*BHCem* | T.3Cy.12″,18″&30″–18″ (*s*)<br>150lb 45HP<br>1SB,2*pf*,GS26,HS775<br>Earle'sSB&ECo(Lim)Hull |
| 222 | **Joshepa Antoni** IronScSr<br>*C.Gostola* –93 (*ex*Banner)<br>1*Dk* | 228<br>186<br>100 | ✠<br>10,83<br>✠ | Gls<br>LA&CP | *d* | 1881<br>9mo | J Fullerton<br>&Co.<br>Paisley | M.Camara | 130·0\|21·1\| 9·9<br>Q47' F17'<br>drp83<br>*WB*= | S.Sebast'n<br>Spanish<br>4*BHCem*<br>*FPT*22*t* | C.2Cy.18″&34″–28″<br>50HP<br>ScottBros.,Glasgow |
| 223<br>79243<br>TWQS | **Joshua Nicholson** IronScSr<br>*A.Robson*94–94 ~~*ss*Npt.No.2–89~~<br>2*Dks*(1*Irn*)3*trB*<br>*ss*Npt.No.3-6,93 | 1853<br>1725<br>1196 | ✠100A1<br>~~3,94 7,93~~ 10,94<br>✠NB2,94 ✠LMC6,93 | Bly<br>LA&CP<br>~~Nwc~~Npt | *r* | 1880<br>10mo | TyneI.S.<br>B.Co.Lim.<br>Newcastle | JoshuaNicholson<br>S.S.C.(Lim.)<br>(Stephens&Mawson) | 270·0\|35·0\|24·5<br>P33'F32'<br>BK9½″<br>*WB*=*DBa* | Newcastle<br>British<br>3*BHCem*<br>82'*f*18'183*t* | T.3Cy.18″,30″&48″–40″(*s*)<br>160lb *80lb* NDB91 160HP<br>1SB,4*rf*,GS55,HS2320<br>Tpd94Palmer'sCo(Lim)Nc |
| 224<br>JWNR | **Jotun** SteelScSr<br>*G.Persen*89–92 1*Dk* | 532<br>392<br>321 | | | | 1892 | Stavanger<br>Stöberi&<br>Dok<br>Stavanger | Madsen&Jespersen | 171·7\|24·5\|13·2<br>Q54' B47' F24' | Stavanger<br>Norwegian | T.3Cy.11¼″,17½″&30″–24″<br>50HP<br>NylandsVærksted,Xiania |
| 225<br>JVGK | **Jotunheim** IronScSr<br>*T.Skjelbred* 1*Dk* | 294<br>151<br>214 | | | | 1890 | Trondhjem<br>MekVækstd<br>Drontheim | SöndmöreDamp-<br>skibsselskab | 138·1\|20·9\| 9·0<br>Q87*t* H25*t* F30*t* | Aalesund<br>Norwegian | T.3Cy.12½″,19½″&32″–24″<br>63HP<br>TrondhjemsMek.Værksted,Drontheim |
| 226 | **Jovellanos** IronScSr<br>*F.A.Zabalo*94–94 ~~*ss*Hul.No.3–5,86~~<br>(*ex*Romeo) ~~*ss*Goo.No.1–90.~~<br>*Well deck* *ss*Bbo.No.3-6,94 1*Dk* | 453<br>356<br>272 | ✠ 90A1<br>6,94~~9,93~~<br>✠NB81 LMC8,90 6,94<br>BS3,93 | Hul<br>A&CP<br>Bbo | *h* | 1873<br>8mo | M'Kellar,<br>McMillan&<br>Co.<br>Dumbarton | A.R.Aranjo | 170·2\|26·2\|11·6<br>P117*t*F16*t*<br>~~drp91&93~~ | Gijon<br>Spanish<br>4*BHCem* | C.2Cy.22″&40″–27″ (*i*)<br>65lb *40lb* 70HP<br>1SB,3*f*,GS50<br>Kincaid,Donald&Co.,Grk. |
| 227<br>49894<br>PQVS | **Juan** IronScBn<br>*?.Croxon* –94 6thSurvey,Ant.8,90<br>(*ex*Galileo) 2*Dks*<br>1stSurvey,Ant.12,94 | 1571<br>1344<br>996 | A1*1<br>4,95~~9,92~~ | Bry<br>Ant | Lv | 1864 | ALeslie&C<br>Newcastle | Westcott&<br>Laurance | 270·6\|33·1\|23·1<br>P81'F35'<br>ND88 BK9″ | London<br>British<br>5*BH* 1PBH | C.2Cy.37″&66″–42″<br>NE&B75 200HP<br>J.Jack,Rollo&Co.,Liv. |
| 228<br>HRDS | **Juan Cunningham** IronScSr<br>~~*H.Asqueta*76–83~~ *ss*Lon.No.2–91<br>*F.Zaragoza* 1*Dk*(*Irn*)&*Awngdk* | 1138<br>1127<br>692 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>6,94 ~~6,93~~ BS6,94<br>~~BS7,93~~ ✠LMC8,92 | Lon<br>LA&CP | *n* | 1883<br>10mo | WBTh'mp-<br>son<br>Glasgow | LaBeticaEmpresa<br>deNav àVap. | 221·4\|32·2\|21·4<br>BK8″<br>*WB*= | Seville<br>Spanish<br>4*BHCem*<br>*DBa*38'50*t* | C.2Cy.26″&52″–30″ (*i*)<br>85lb *65lb* 110HP<br>2SB,4*pf*,GS77,HS1043<br>W.B.Thompson,Dundee<br>*Freeboard to Awning deck* |
| 229<br>HRDV | **Juan Forgas** SteelScSr<br>*Llorca*85–91 (*ex*Empress of the East)<br>1*Dk*(*Stl*)&*Spardk*(*Stl–ws*)<br>*Elec.light* &*Web frames* | 3095<br>2802<br>1970 | ✠100A1<br>*Spar dk*<br>6,92 ✠LMC11,91 | Bcl<br>A&CP | *u* | 1891<br>12mo | Sundrland<br>S.B.Co.(Lim)<br>Sunderland | F.Prats&Co. | 343·0\|41·1\|18·7<br>P32'B64'F42' 26·0<br>BK8″<br>*WB*=*Cell* | Barcelona<br>Spanish<br>6*BHCem*<br>*DB*272'460*t* | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *80lb* 350HP<br>2SB,6*rf*,GS114<br>N.E.MarineECo(Lim)Nwc |
| 230 | **Juan J. Vina** SteelScSp | 106<br>—<br>56 | | | | 1890 | Neafie&<br>Levy<br>Phl.Pa. | JuanJ.Vina<br>(*inLiquidation*) | 75·0\|18·0\| 7·3 | Tampico<br>Mexican | C.2Cy.12½″&22″–18″<br>Neafie&Levy,Philadelphia |
| 231<br>HRFP | **Juana** IronScBg<br>*Arriandiaga* (*ex*SanJacinto)<br>2*Dks*(1*ptIrn*) | 1179<br>1113<br>757 | | | ... | 1872<br>10mo | AM'Millan<br>&Son<br>Dumbarton | Linea deVapores<br>Serra | 233·3\|32·0\|19·6<br>B40'<br>*WB*= | Bilbao<br>Spanish<br>*DBa*45' | C.2Cy.32″&57″–33″<br>160HP<br>J.&J.Thomson,Glasgow |
| 232<br>89624<br>JQBL | **Juanita** IronScSr<br>*W.Bird* 1*Dk*(*Irn*)<br>*Well deck* | 572<br>423<br>361 | ✠<br>9,84<br>✠ | Cly<br>LA&CP | *h* | 1884<br>4mo | HM'Intyre<br>&Co.<br>Paisley | J.T.North | 172·0\|29·1\|11·5<br>Q84' B17' F25'<br>*WB*=*DBa*37'*f*60*t* | London<br>British<br>7*BHCem*<br>*FPT*40*t* | C.2Cy.20″&38″–28″<br>80HP<br>W.G.Lochhead,Glasgow |

| 1, 2, 3<br>No. in Book. Steamer's Name. Material, Rig, &c.<br>Official No. Master. Late Name if any.<br>Code Letters. Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where. | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. | Breadth. | Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>ft. in. | 15<br>Other Registers in which classed, Details of B. of Trade Pass. Cert. | 16<br>Mean Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 233 Juanita IronSc3MstSr<br>96066 Edmunds89-89 ssB.As.No.1-93<br>(Barge) 1Dk(Irn) | 310<br>279<br>176 | ✠ A1<br>4,95 ~~2,93~~<br>For River pur | BAs<br>LA&CP<br>poses o | nly | 1889<br>11mo | TAWalker<br>Sudbrook | Executors of the<br>lateT.A.Walker | 150·9 | 26·3 | 8·0 | London<br>British<br>FK 4BHCem | Q.4Cy.9″,12″,16″&25″–21½″<br>160lb (s) 50HP<br>1SB,2pf,GS33<br>Fleming&Ferguson,Psy. | 8 ″ 6 | | |
| ✠LMC2,93 | | | | | | | | | | | | | | | |
| 234 Juba SteelScSr<br>96680 H.Pidcock -93<br>LNCT Elec.light 1Dk&Shadedk | 506<br>398<br>134 | ✠100A1<br>Shade dk<br>withfreeboard<br>12,89 | Cly<br>A&CP<br>✠LMC12,89 | i | 1889<br>12mo | AilsaS.B.<br>Co.<br>Troon | ImperialBritish<br>EastAfricaCo. | 190·0<br>P25t | 29·0 | 11·6<br>BK7½″ | London<br>British<br>5BHCem | T.3Cy.16″,26″&42″–30″ (o)<br>160lb 90HP<br>1DB,4cf,GS78,HS2304<br>Dunsmuir&Jackson,Gls. | 12 ″ 3<br>s 1 ″ 6<br>w1 ″ 7 | | |
| 235 Jubeda IronScBk<br>65408 J.F.Tyndal -94 (exLombardy)<br>LTTG | 2726<br>2609<br>1571 | | | | 1873 | W.Denny<br>&Bros.<br>Dumbarton | HajeeCassum<br>Joosub | 351·5<br>F48′ | 38·3 | 27·7 | Bombay<br>British | C.2Cy.49″&86″–54″<br>NB82 500HP<br>Denny&Co.,Dumbarton | | | |
| 236 Jubilant WoodScSp<br>60110 G.Hall -94 (exGuide)<br>ptIB 1Dk | 111<br>106<br>61 | 11,69 | St.I.<br>A&CP | 8 | 1869<br>9mo | Harvey&<br>Co.<br>Hayle | J.&D.Morris | 97·7 | 19·8 | 9·0 | Newcastle<br>British | C.2Cy.13″&23½″–20″<br>NB79 30HP<br>J.Abbot&Co.,Gateshead | | | |
| 237 Jubilee IronSc3MstSr<br>53392 (exDupleix)<br>SVQB | 1620<br>1410<br>1005 | | | | 1862 | Messag.<br>Maritimes<br>LaCiotat | J.C.Ellis | 278·0<br>F45′ | 31·9 | 26·4 | SydnyNSW<br>British | 3Cy.36¼″&(2)51¼″–31½″<br>219HP<br>Messag.Mar.LaCiotat | | | |
| 238 — SteelScSr<br>93106 B.R.Cottrill ssHul.No.1-91<br>1Dk | 232<br>199<br>81 | ✠90A1<br>~~11,94~~ ~~2,91~~ 1,95<br>~~BS2,94~~ ~~11,94~~ | Hul<br>LA&CP<br>✠~~LMC8,91~~ 11,94 | d | 1887<br>2mo | W.B.<br>Thompson<br>&Co.(Lim.)<br>Dundee | GreatNorthern<br>SteamShipFish-<br>ingCo.(Lim.) | 130·0<br>Q49′ | 21·0 | 10·8<br>BK7″<br>WB= | Hull<br>British<br>3BHCem<br>DBf47′26t | C.2Cy.20″&40″–27″ (o)<br>90lb 66HP<br>1SB,2cf,GS38,HS1442<br>W.B.Thmpsn&C(Lm)Dun | 11 ″ 4 | | |
| 239 — SteelScSr<br>94294 W.Atkins -93<br>KMPG (Stm.LifeShipNo.1) | 152<br>140<br>55 | | | | 1887<br>6mo | Samuda<br>Bros.(Lim.)<br>London | SouthEastern<br>RailwayCo. | 123·5 | 20·0 | 9·1 | London<br>British | C.2Cy.20″&37″–21″<br>70HP<br>T.A.Young&Son,London | | | |
| 240 Jules Chagot IronScSr<br>Savary -93 ssNts.No.3-6,91<br>JTQK Well deck 1Dk(Irn)2trB | 1270<br>1018<br>821 | ✠100A1<br>6,91 | Nts<br>A&CP<br>LMC6,91 | o | 1880<br>5mo | Palmers'<br>Co.<br>Newcastle | Cie.deNav.Mar.à<br>Vap.France-<br>Algérie<br>WB=L | 230·0<br>Q96′B40′F26′<br>Ba30′&40′f27′&28 | 32·2 | 17·4<br>BK8″ | Nantes<br>French<br>4BHCem<br>223tAPT14t | C.2Cy.30″&57″–36″ (s)<br>89lb NB6,91 NDBS7 130HP<br>2SB,4pf,GS82<br>Palmers'Co.(Lim.),Nwc. | | | |
| 241 Jules Coudert IronScSr<br>(exThales)<br>JTRB 1Dk&Awngdk3trB | 1476<br>1405<br>874 | ✠<br>Awng dk<br>4,77 | Abn<br>A&CP | | 1873<br>8mo | Hall,Rus-<br>sell&Co.<br>Aberdeen | G.Coudert&Fils | 266·0 | 31·3 | 17·5<br>24·3 | Tonnay<br>French<br>5BHCem | C.2Cy.26″&58″–39″<br>98HP<br>Hall,Russell&Co.,Abn. | | | |
| 242 Jules Orban de Xivry IronScK<br>1Dk | 153<br>142<br>65 | ✠100A1<br>StmTrawler<br>12,93 | Hul<br>LA&CP<br>✠LMC12,93 | | 1893<br>12mo | Cochrane<br>&Cooper<br>Beverley | SociétéAnonyme<br>desPêcheries<br>Ostendaises | 102·1<br>Q18′F18′ | 20·6 | 11·0<br>BK7½″ | Ostend<br>Belgian<br>3BHCem | T.3Cy.12½″,19½″&32″–22½″<br>160lb (s) 50HP<br>1SB,2cf,GS28,HS747<br>C.D.Holmes&Co.,Hull | 11″10 | | |
| 243 Julia SteelScSr<br>Vaca<br>Elec.light 2Dks(UStl-ws)&Awngdk | 1744<br>1529<br>1126 | ✠100A1<br>Awng dk<br>withfreeboard<br>3,91<br>Havana&Por | Cly<br>LA&CP<br>✠LMC3,91<br>to Rico | q | 1891<br>3mo | DJDunlop<br>&Co.<br>Pt.Glasgow | Sobrinos de<br>Herrera | 260·3<br>ptShade dk175′ | 36·1 | 15·9<br>23·4<br>BK8″<br>WB=APT50t | Havana<br>Spanish<br>4BHCem | T.3Cy.26½″,42″&65″–42″ (s)<br>160lb 80lb 315HP<br>4SB,12rf,GS186,HS5336<br>D.J.Dunlop&Co.,P.Gl. | 16″10<br>s 9 ″ 0 | | |
| 244 — SteelScSr<br>~~W.Linse87-93~~ ssDnz.No.1-95<br>HFVP Köster 1Dk(Stl)&Spardk(Stl)<br>&Webframes | 1241<br>1174<br>795 | ✠100A1<br>Spar dk<br>withfreeboard<br>2,95 ~~5,94~~ | Lbc<br>Dnz<br>✠LMC ~~7,90~~ 2,95 | n | 1890<br>7mo | C.S.Swan&<br>Hunter<br>Newcastle | T.Rodenacker<br>WB=Ce | 219·5<br>B24′<br>ll DB174′322tFPT | 34·5 | 11·9<br>19·4<br>BK8″ | Danzig<br>German<br>4BHCem<br>38tAPT20t | T.3Cy.18″,30″&48″–36″ (s)<br>160lb 120HP<br>2SB,4pf,GS65<br>Black,Hwthrn&Co.,Gtshd | 14 ″ 6<br>s 5 ″ 6<br>w5 ″ 8½ | G | |
| 245 Julius 3,95<br>H.J.Petersen87-89 ssAms.No.3-11,89<br>RFWK Well deck ssHam.No.1-94<br>1Dk&Webframes | 1043<br>792<br>725 | ✠ ~~100A1~~<br>1,94<br>BS12,94 | Ham<br>A&CP<br>✠LMC1,94 | n | 1880<br>5mo | S.P.Austin<br>&Son<br>Sunderland | H.Schuldt<br>WB= | 224·7<br>Q77′B58′F28′<br>Cell DBa57′f92′&u | 32·0 | 14·3<br>FK | Flensburg<br>German<br>5BHCem<br>E&B32′285t | C.2Cy.28″&53″–36″ (i)<br>75lb ~~75lb~~ 120HP<br>2SB,4pf,GS54<br>G.Clark,Sunderland | | D | |
| 246 — CompScSr<br>633 O.A.Jakobsson 1Dk<br>HVMS | 279<br>216<br>206 | | | | 1891 | P.Larsson<br>Thorskog | Ångf.Aktieb.<br>"Ström"<br>(E.J.Odenius) | 121·3<br>Q34′ | 21·0<br>B28′ | 11·0<br>H9t | Gothenbrg<br>Swedish | | | DG | |
| 247 Julia Percy IronScSr<br>73806 Bush -85<br>STBL | 580<br>431<br>335 | | | | 1876 | T.Wingate<br>&Co.<br>Glasgow | WesternSteam<br>Nav.Co.(Lim.) | 219·0<br>P94t | 24·2<br>F28t | 13·0 | Melbourne<br>British | C.2Cy.33″&60″–36″<br>160HP<br>T.Wingate&Co.,Glasgow | | | |
| 248 Julian IronScSr<br>J.Guinea73-75 (exJuan)<br>HRNT | 710<br>—<br>491 | | | | 1849 | ............<br>N.Shields | Olivarria,Lozano<br>&Co. | 184·3 | 27·9 | 16·0 | Gijon<br>Spanish | C.2Cy.25″&48″–30″<br>80HP | | | |
| 249 Julie IronSc<br>P.George -83 | 430<br>—<br>318 | | | | 1883 | Stbilimnto<br>Tecnico<br>Trieste | N.J.Rafailovitch | 195·0 | 28·0 | 9·2 | Taganrog<br>Russian | C.4Cy.13″&24″,20″<br>50H<br>Stablmnto.Tecnico,Trieste | | | |
| 250 Julio SteelScSr<br>V.Lezama83-88 ssBbo.No.1-92<br>HRPQ 1Dk(Stl)&Spardk(Stl)3trB | 1800<br>1780<br>1161 | ✠100A1<br>Spar dk<br>~~3,94~~ 4,95<br>BS8,94 | Bbo<br>A&CP<br>Nwc<br>✠LMC2,92 | r | 1888<br>4mo | W.Dox-<br>ford&Sons<br>Sunderland | Cia.Bilbaina de<br>Nav.<br>~~(E.Aznar, Mgr.)~~<br>(Aznar y Cia.Mgrs.) WB=C | 275·5<br>ellDB226′530tFPT | 36·1 | 13·8<br>21·0<br>FK | Bilbao<br>Spanish<br>4BHCem<br>40tAPT25t | T.3Cy.20″,33″&54″–36″ (s)<br>150lb 60lb 160HP<br>2SB,4rf,GS84<br>W.Doxford&Sons,Sld. | 17 ″ 2<br>s 5 ″ 8<br>w5 ″ 11 | D | |
| 251 Julius Cæsar IronScSr<br>C.G.v.Hamm<br>HMGV (exMay)<br>1Dk2trB | 952<br>771<br>721 | ✠<br>6,73 | | Lv | 1870<br>5mo | Denton,<br>Gray&Co.<br>WHartlepool | FörnyadeÅngf.<br>Aktieb. "Svenska<br>Lloyd"(W.Frodi) | 218·5<br>Q78′ | 29·3<br>B50′ | 16·2<br>H15t | Gothenbrg<br>Swedish<br>4BH | 2Cy.38″–30″<br>NB84 96HP<br>T.Richardson&Sons,Hpl. | | V | |
| 252 Jumna SteelSc3MstSr<br>93291 D.Campbell -94<br>KGTQ Elec.light 3Dks(2Stl) | 5191<br>4359<br>3288 | ✠<br>9,86 | Gls<br>LA&CP<br>✠ | Lv | 1886<br>3mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndia<br>Associated<br>Steamers(Lim.) | 410·5<br>P43′ | 48·2<br>B164′ | 22·4<br>F50′ | Glasgow<br>British<br>6BH2PBH<br>Cem | Q.4Cy.30″,42″,60″&84″–60″<br>522HP<br>Denny&Co.,Dumbarton | 32 ″ 6<br>s 7 ″ 1½ | BT<br>till<br>3,95 | 25·27<br>26·85<br>28·42<br>29·98 |
| 253 Juniata IronScSr<br>13425 Christy -87 2Dks&Spardk<br>HLQP (exSouthCarolina) | 1320<br>—<br>834 | | | | 18 6/74 | H.Loring<br>Boston,Mass. | PlantInvestment<br>Co. | 206·5<br>H105t | 34·8 | 16·6<br>30·5 | NewhvnCt<br>Utd.States | 1Cy.62″–44″<br>362HP<br>H.Loring,Boston | | | |
| 254 Junio SteelScSr<br>~~A.Pinera91-94~~ ssBbo.No.1-92<br>HRQK 1Dk(Stl)&Spardk(Stl)3trB<br>E.Aspiazu82-95 | 2140<br>2115<br>1394 | ✠100A1<br>Spar dk<br>1,95 ~~3,94~~<br>BS3,94 | Nwc<br>LA&CP<br>Bbo<br>✠LMC1,92 | s | 1888<br>2mo | W.Dox-<br>ford&Sons<br>Sunderland | CompaniaBilbaina<br>deNavegaçion<br>~~(E.Aznar, Mgr.)~~<br>WB=CellD<br>(Aznar y Cia.Mgrs.) | 275·0<br>B226′416tFPT100t | 39·5 | 16·7<br>23·7<br>FK | Bilbao<br>Spanish<br>4BHCem<br>APT47t | T.3Cy.21″,35″&57″–39″ (o)<br>150lb 60lb 180HP<br>2SB,4cf,GS78<br>W.Doxford&Sons,Sld. | 18″11<br>s 5 ″ 9½<br>w6 ″ 1 | D | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Registered Tonnage. Gross. / Under deck. / Net. | 5 Détails de la Classification. Cote. — Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 255<br>95877<br>KTML | **Juno**<br>*K.Doyle* –92<br>*Well deck* | **SteelScSr**<br>*ss*Cff.No.1–92<br>1*Dk*(*Stl*)&*Webframes* | 2430<br>1850<br>1567 | ✠100A1<br>1,95~~–94~~<br>BS1,95 | Bry<br>A&CP | *t* | 1888<br>8mo | E.Withy &Co.<br>WHartlepool | **T.RobinsonSons& Co.**<br>*WB=CellDB* | 300·0<br>P29′Q94′<br>Frames pt Irn BK8″<br>*a*256′560*t* | 38·5<br>B122′F31′<br>*APT*32*t* | 20·6<br>5 | **W.Hartlpl**<br>British<br>*BHpt Asp ptCem* | T.3Cy.22″,37″&61″–39″ (*o*)<br>152lb *60lb* 220H<br>2SB,*6cf*,GS101<br>T.Richardson&Sons,Hpl. |
| 256<br>200<br>HLGK | —<br>*Verona*56–87 | **IronScSr**<br>2*Dks* | 1744<br>1560<br>1041 | | | | 1864 | W.Denny &Bros. Dumbarton | **LloydAustriaco** | 264·0 | 34·0 | 26·0 | **Trieste**<br>Aust.-Hung. | C.2Cy.41″&70″–36″<br>236H<br>Denny&Co.,Dumbarton |
| 257<br>82524<br>WMJS | —<br>~~*A.Cay* –94~~<br>*Well deck*<br>*Elec.light* | **IronSc3MstSr**<br>*ss*Nwc.No.3–3,94<br>*R.Grundry* 1*Dk2trB* | 1302<br>900<br>835 | ✠100A1<br>~~2,95~~ 3,94 5,95<br>~~BS2,95~~ | Nwc<br>LA&CP | *o* | 1882<br>3mo | Earle'sCo. (Lim.) Hull | **TyneS.Shpg.Co. (Lim.)** | 250·2<br>P152′F57′<br>srp94 drp95 BK7½″<br>*WB*= | 32·2 | 16·5 | **Newcastle**<br>British | C.2Cy.~~35~~ 33½″&69″–39″ (*o*)<br>90lb *70lb* 200H<br>2DB,*8pf*,GS126<br>Earle'sCo.(Lim.),Hull |
| 258<br>HTDK | —<br>*G.B.Norberg*92–92 1stSurvey,Got.5,95<br>(*ex*Lurline) 6thSurvey,Got.3,92<br>*Well deck* | **IronSc3MstSr**<br>1*Dk2trB* | 1082<br>857<br>820 | ✠A1, 1<br>5,95 ~~6,02 7,94~~ | Skm<br>~~Dly~~ Got | Lv | 1871<br>9mo | Readhead, Softley&Co. S.Shields | **RederiAktiebol. "Concordia" (J.A.Waller, *Mgr.*)** | 225·0<br>Q95′B45′H11*t*<br>BK8″ | 30·3<br>F30′ | 17·2<br>3<br>*WB*= | **Gothenbrg**<br>Swedish<br>*BH*1PBH<br>*DBa&f* | C.2Cy.25½″&47½″–33″<br>NB78 95H<br>Readhead,Softley&C.S.Sh. |
| 259<br>95811<br>LMCP | —<br>*T.D.Dowse* –92<br>*Elec.light* | **SteelScSr** | 1080<br>1062<br>701 | | | | 1889 | Earle'sCo. (Lim.) Hull | **T.WilsonSons& Co.(Lim.)** | 215·6 | 30·0 | 14·9 | **Hull**<br>British | T.3Cy.20½″,31½″&54″–33″<br>200H<br>Earle'sCo.(Lim.),Hull. |
| 260<br>PHCD | —<br>*H.J.Visser*81–87<br>(*ex*Abercorn,*ex*Peloro) | **IronScSr**<br>2*Dks*3*trB* | 1066<br>981<br>776 | ✠<br>6,73 | Cly | Lv | 1872<br>11mo | Hanna, Donald&Co. Paisley | **Koninkl.Nederl. Stoomb.Maats.** | 218·4 | 28·3 | 22·0 | **Amstrdam**<br>Dutch | C.2Cy.34″&60″–36″<br>NB79 180H<br>*WB=DB*<br>Hanna,Donald&Co.Paisley |
| 261<br>53194<br>NTVW | —<br>*L.G.Star* –93 | **IronPadSr** | 986<br>852<br>488 | | | | 1868 | Lon.&Gls. Co. Glasgow | **BristolStm.Nav. Co.(Lim.)** | 261·5<br>P114*t* | 29·6<br>F28*t* | 15·1<br>22·3 | **Bristol**<br>British | C.2Cy.40″&66″–72″<br>NB85 350H<br>*Cmp*85Lon.&Gls.Co.,Gls. |
| 262<br>JTGL | —<br>*Björnstad* (*ex*JohnSchoning)<br>1*Dk*&*Awngdk*3*trB* | **IronScSr** | 664<br>398<br>401 | | | | 1875 | Caird&Co. Greenock | **DetBergenske Dampskibs-selskab** | 173·8<br>H22*t* | 24·9 | 13·5<br>20·1 | **Bergen**<br>Norwegian<br>*WB* | C.2Cy.25″&50″–30″<br>100H<br>Caird&Co.,Greenock |
| 263<br>104543<br>NLBQ | —<br>*C.McAuley*87–94<br>*Well deck*<br>*Elec.light* | **SteelScSr**<br>1*Dk* | 550<br>607<br>473<br>253 | ✠100A1<br>7,94<br>(*Class Contem plated*)<br>~~LMC7,94~~ | Ayr<br>A&CP | *j* | 1894<br>7mo | S.Mc Knight&Co. Ayr | **J.&P.Hutchison** | 190·0<br>P&B141′F26′ | 27·1 | 13·2<br>BK7½″<br>*WB–DBa* | **Glasgow**<br>British<br>*4BHCem*<br>25′*f*86′113*t* | T.3Cy.17″,27½″&44″–33″ (*s*)<br>167lb *80lb* 99H<br>1SB,*3pf*,GS65,HS1700<br>Muir&Houston,Glasgow |
| 264<br>90771 | —<br>*W.Allen* | **WoodSc** | 210<br>118<br>130 | | | | 1885 | W.J. McDonnell Wallaceburg | **W.Allen** | 114·3 | 26·8 | 8·3 | **WndsrOnt**<br>British | C.2Cy.15″&24½″–30″<br>175H<br>KerrBros.,Walkerville |
| 265<br>HNMF | —<br>*C.R.Jacobson*89–90 | **Iron&SteelScSp**<br>1*Dk*&*Shelterdk* | 207<br>117<br>138 | | | | 1874 | MotalaCo. Motala | **Ångf.Aktieb. "GötaKanal" (E.B.Thorssell)** | 97·3<br>H10*t* | 21·3 | 9·3<br>15·9 | **Stockholm**<br>Swedish | C.2Cy.17″&35″–22″<br>60H<br>MotalaCo.,Motala |
| 266<br>QFNP | —<br>*D.M.Hook* –92 (*Trawler*) | **IronScSr**<br>1*Dk* | 158<br>148<br>70 | | | | 1891 | F.W. Wencke Bremerhaven | **G.Ihlder,jun.** | 106·0 | 22·0 | 11·0 | **Bremrhvn**<br>German | C.2Cy.17″&30″–21″<br>65H<br>H.Pauksch,Landsberg |
| 267<br>JVGD | **Junon**<br>*Paranque*69–87 | **IronScBn**<br>2*Dks* | 1184<br>—<br>691 | | | | 1861 | Samuel& Sons Hull | **Cie.Marseillaise deNav à Vap. (Fraissinet&Co., *Mgrs.*)** | 251·9<br>P45′ | 29·5<br>F40′ | 21·2 | **Marseilles**<br>French | C.2Cy.38″&84½″–26½″<br>200H<br>Fraissinet&Co.,Marseilles |
| 268<br>HJCK | **Junqueira** | | —<br>—<br>150 | | | | | ..... | **Comp.Rio Parnahyba** | ..... | | | **Theresina**<br>Brazilian | |
| 269<br>192<br>HLGR | **Jupiter**<br>*Leva*69–87 | **IronScSr**<br>2*Dks* | 1708<br>1554<br>1053 | | | | 1864 | W.Denny &Bros. Dumbarton | **LloydAustriaco** | 264·0 | 34·0 | 26·0 | **Trieste**<br>Aust.-Hung. | C.4Cy.29½″&54″–36″<br>216H<br>Denny&Co.,Dumbarton |
| 270 | —<br>*J.Brown* –92 | **SteelSc3MstSr**<br>1*Dk2trB* | 1124<br>894<br>684 | | | | 1892 | SirW.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | **CompanhiaFrigorifica e PastorelBrazileira** | 245·0<br>P39′ | 33·1<br>F41′ | 14·9<br>B38′ | **R.Janeiro**<br>Brazilian | T.3Cy.19″,31″&50″–33″<br>200H<br>N.E.MarineEng.Co(Lim.) Wallsend |
| 271 | —<br>*Julio* | **IronPad** | 964<br>—<br>530 | | | | 1866 | J.&G. Thomson Glasgow | **LaPlatense FlotillaCo.(Lim.)** | 232·0 | 26·0 | 10·0 | **M.Video**<br>Uruguayan | 2Cy.54″–60″<br>185H |
| 272<br>PHCQ | —<br>*J.Mulder*85–88<br>*Well deck* | **IronScSr**<br>2*Dks*(1*ptIrn*) | 931<br>758<br>685 | ✠<br>11,80 | Ams<br>A&CP | *m* | 1880<br>9mo | Kon.Fabriek vanStoom en andere Werktingen Amsterdam | **Koninkl.Nederl. Stoomb.Maats.** | 220·0<br>Q72′ | 30·6<br>B48′ | 15·6<br>F25′ | **Amstrdam**<br>Dutch<br>4*BHCem* | C.2Cy.27″&50″–36″<br>110H<br>KoninklykeFabrik,Ams.<br>*WB=DBa*46′*f*52′175*t* |
| 273<br>JPDL | — | **IronScSr**<br>2*Dks* | 653<br>632<br>398 | | | | 1856 | Caird&Co. Greenock | **DetBergenske Dampskibssel-skab** | 180·5<br>H21*t* | 26·2 | 20·1 | **Bergen**<br>Norwegian<br>5*BH* | C.2Cy.29″&54″–28″<br>114H<br>Caird&Co.,Greenock |
| 274<br>KMCV | —<br>*O.Juhl* –91 | **IronScSr**<br>1*Dk* | 393<br>312<br>310 | | | | 1873 | Act.Ges. "Weser" Bremen | **Dampfschifffahrts Ges."Neptun"** | 144·6<br>Q41′ | 22·4<br>B35′ | 14·0<br>F15′ | **Bremen**<br>German | C.2Cy.17½″&29½″–22½″<br>45H<br>Act.Ges."Weser,"Bremen |
| 275<br>HRJF | —<br>*J.Andersson* –78 | **CompScSr**<br>1*Dk* | 172<br>147<br>124 | | | | 1883 | C.Berg-ström Gothenburg | **Ångf.Aktieb. "Jupiter"(J.D. Grönwall)** | 99·7<br>P22′ | 21·0<br>H3*t* | 9·1 | **Gothenbrg**<br>Swedish | C.2Cy.13½″&27″–18″<br>35H<br>Erksbg.Mk.Vrks.,Got. |
| 276<br>68184 | —<br>*J.Fotheringham*91–89 | **IronPadSp** | 102<br>102<br>19 | | | | 1876 | J.T.El-tringham S.Shields | **Grangemouth TowingCo.** | 96·1 | 17·9 | 9·2 | **Grngemth**<br>British | L.1Cy.33½″–50″<br>NB89 40H<br>Hepple&Co.,S.Shields |
| 277<br>96225<br>LTFM | **Jurassic** | **IronScK**<br>1*Dk*<br>*ss*Gms.No.1–94 | 159<br>142<br>64 | ✠100A1<br>*StmTrawler*<br>5,94~~7,99~~<br>~~LMC7,99~~ | Hul<br>LA&CP<br>Gms | | 1890<br>7mo | Earle'sCo. (Lim.) Hull | **GrimsbySteam FishingCo.(Lim.)** | 101·0<br>Q44′F19′ | 20·6<br>BK7½″ | 10·7 | **Grimsby**<br>British | T.3Cy.12¾″,20″&32″–22″ (*s*)<br>150lb 55H<br>1SB,*2cf*,GS29,HS800<br>Earle'sCo.(Lim.),Hull |

Wrecked 2,95

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now Xfied. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 278 | **Juruá** **SteelTwinScSr** *Hassenstein93–93* 1*Dk&Promenade dk* | 417 330 284 | ✠ A1 10,93 *For River pur* | P.Gl A&CP | | 1893 10mo | Murdoch &Murray Pt.Glasgow | **J.R.D'Oliveira** | 150·0 F16′ | 33·0 | 9·8 FK | **Para** Brazilian | T.6Cy.10″,16″&26″–21″ (*s*) 175lb 80HP 1SB,*3rf*,GS50 Kincaid&Co.(Lim.),Grk. | 10 ″ 0 | |
| | | | *poses only* ✠LMC10,93 | | | | | | | | | | | | |
| 279 | **Jurua** **IronPad** 1*Dk&pt Hurdk* | — — 240 | | | | 1874 | Pusey, Jones&Co. Wlmngtn, Dl. | **AmazonSteam Nav.Co.(Lim.)** | 150·0 | 26·0 | 7·0 | **Para** Brazilian | 2Cy.20″–72″ 73H Pusey,Jones&Co.,Wmn. | | |
| HJCN 280 | **Juruty** **IronSc** (*ex*Theetonio) 1*Dk&pt Hurdk* | — — 90 | | | | 1871 | ..... | **AmazonSteam Nav.Co.(Lim.)** | 120·0 | 16·0 | 9·0 | **Para** Brazilian | C.2Cy.21″&36″–28″ 60H | | |
| HJCS 281 98894 | **Justin** **SteelScSr** ~~*J.Pocklington 92–92*~~ *Well deck* 1*Dk(pt Stl&pt Irn)&* *P.H.Leach –95* *Web frames* | 2206 1660 1419 | ✠100A1 1,95~~2,94~~ | Npt A&CP | *s* | 1891 2mo | R.Dixon& Co. Middlesbro' | **Eng.&Amer. Shipping Co.(Lim)** — *WB* | 277·0 P27′Q66′B126′ F34′ drp93 FK *=Cell DB232′ 593t* | 39·0 | 18·2 | **London** British | T.2Cy.21″,35″&57″–39″ (*s*) 160lb *80lb* 200H 2SB,*4rf*,GS74,HS2990 Blair&Co.(Lim.),Stockton | 21 ″ 3 s 1 ″ 10 | |
| | | | ✠LMC2,91 Off | | | | | | | | | | | | |
| 282 84077 VKFG | — **IronScSr** ~~**IronScBg**~~ *E.Bisson81–90* *ss*Liv.No.3–12,92 (*ex*Ponca) 2*Dks(1Irn)3trB* | 1744 1557 1124 | ✠100A1 ~~5,94 12,cc 4,95~~ BS12,93 | Liv A&CP | *s* | 1880 11mo | AHall&Co. Aberdeen | **BoothSSCo.(Lim)** | 278·0 B64′F39′ | 34·4 | 22·9 BK9½″ *WB=Cell* | **Liverpool** British | C.2Cy.32″&64″–39″ (*i*) 85lb *80lb* NDB92 200H 1*BHCem DB214′ 317t* Fawcett,Preston&Co.,Liv. | 25 ″ 4 s 4 ″ 4½ | BT till ~~1,06~~ 10,95 |
| | | | ✠LMC12,92 | | | | | | | | | | | | |
| 283 NSPD | **Jyden** **IronScSr** *C.A.Lund* 1*Dk2trB* | 378 361 227 | | | | 1880 | Rostock Schiffsb.-Ges Rostock | **RandersDampskibs-Selskab af. 1866** | 156·7 B49′ | 24·2 | 13·4 | **Randers** Danish *WB* | C.2Cy.19″&35½″–24″ 55H RostockSchiffsb.-Ges.,Ros | | V |
| 284 NJVF | **Jylland** **IronSc3MstSr** *A.G.Starck88–88* *ss*Cpn.No.3–7,85 *ss*Cpn.No.2–92 1*Dk&Spardk3trB* | 1430 888 881 | 90A1 *Spar dk* ~~2,92~~ 5.95 B&MS8,92 | Cpn | *p* | 1873 1mo | N.German S.Yd. Kiel | **DampskibsSelskabtKjöbnhavn** | 233·6 H18*t* ND92 | 32·3 | 18·0 24·6 BK8″ *WB* | **Copnhagn** Danish | C.2Cy.32″&52″–36″ (*s*) 65lb NDB92 *75lb* 120H 2SB,*4rf*,GS60 Schweffel&Howldt,Kiel | 18 ″ 6 | DV |
| | | | ✠NB8,92 | | | | | | | | | | | | |
| 285 | — **SteelSc** 1*Dk* | 810 | | | | 1894 | Burmeister &Wain Copenhagen | **DeDanskeStatsbaner** | | | | **Copnhagn** Danish *WB* | C.2Cy.30½″&57″–33″ Burmeister&Wain,Cpn. | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant pour la Visite d'Entretement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crews sur Quille. Franc-bord en milliers de navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1<br>98392 | **K.A.Niemann**<br>*P.Farnill*92–92 | **IronScSr**<br>*ss*Rot.No.2–92<br>1*Dk* | 288<br>257<br>171 | ✠90A1<br>4,95 2,94 ~~2,94~~<br>BS~~3,94~~ ✠LMC12,92<br>~~4,95~~ | Lon<br>LA&CP | *d* | 1884<br>6mo | JSmit,Czn<br>Rotterdam | F.Hartmann | 142·0\|22·7\|10·3<br>F6*t*<br>drp95 BK7″ | Goole<br>British<br>4*BHCem* | C.2Cy.19″&35″–22″ (*i*)<br>80lb *60lb* NDB93 52H<br>1SB,*2cf*,GS40<br>MaatschppijdeMasDlftshn | 11 ″ 0<br>s 1 · 6 |
| 2<br>99070 | **K. B. S.**<br>*McNeal*91–92 | **SteelScTug**<br>1*Dk*(*Irn*) | 46<br>46<br>8 | ✠ A1<br>*For Towing*<br>10,93<br>✠LMC3,92 | Lon<br>*purposes*<br>LA&CP | | 1892<br>3mo | G.Rennie<br>&Co.<br>London | Knight,Bevan&<br>Sturge | 65·0\|15·1\| 7·5<br>BK5″ | London<br>British<br>3*BHCem* | C.2Cy.14″&28″–18″ (*s*)<br>120lb 40H<br>1SB,*2pf*,GS29,HS711<br>Plenty&Son,Newbury | 7 ″ 11 |
| 3<br>— | **Kaala**<br>*H.W.Grahan* YM10,87 | **WoodScSr** | 133<br>—<br>91 | | | | 1887 | Dickie<br>Bros.<br>S.Francisco | InterIslandS.N.Co | 100·0\|22·0\| 8·0 | Honolulu<br>Hawaiian | C.2Cy.12″&24″–15″<br>30H<br>UnionIronWks.,S.Frncsco | |
| 4<br>— | **Kabatash**<br>*Mustapha*70–79 | **WoodPad** | —<br>—<br>95 | | | | 1860 | J.White<br>WestCowes | Chirket-i-Hairie<br>(BosphorusStm.<br>Nav.Co.) | 140·0\|20·6\| 9·6 | Constanpl<br>Turkish | 1Cy.<br>80H<br>Maudslay,Sons&Field,Lon | |
| Wrecked 2,95<br>JVHW | **Kabyle**<br>*Bassil* | **SteelScSr**<br>2*Dks*&*Spardk* | 1470<br>—<br>784 | | | | 1890 | Wigham<br>Richardson<br>&Co.<br>Newcastle | Compagnie deNav.<br>Mixte | 251·5\|32·2\|24·0<br>B38′ | Marseilles<br>French<br>*WB* | T.3Cy.25″,38½″&65″–42″<br>310H<br>WighamRichardson & Co.,<br>Newcastle | |
| 6<br>— | **Kachidate Maru**<br>*E.T.Jackson*<br>(*ex*Pallas)<br>*Elec.light* | **SteelScSr**<br>*ss*Liv.No.1–92<br>2*Dks*(*Irn–Uws*)3*trB* | 3248<br>2995 5,94 ~~12,93~~<br>2093 | ✠100A1<br>BS~~3,94~~ ✠LMC6,92<br>*Now named "Pallas," See No. 19 in Supplement.* | Liv<br>LA&CP | *r* | 1888<br>5mo | R.Dixon&<br>Co.<br>Middlesbro' | S.Mitsui | 339·8\|42·2\|27·2<br>P18′B78′F50′<br>BK11″<br>*WB = DBa*96′228*t* | Tokio<br>Japanese<br>6*BHAsp* | T.3Cy.28″,44″&72″–48″ (*a*)<br>160lb ~~*200lb*~~ *80lb* 350H<br>2DB,*12rf*,GS220<br>G.Clark,Sunderland | 28 ″ 9<br>s 6 · 2 |
| 7<br>— | **Kadriyeh**<br>*Nichola*68–87 (*ex*Lyn) | **IronPad** | 263<br>—<br>150 | | | | 1878 | Blackwd.&<br>Gordon<br>Pt.Glasgow | IdareiMassousieh | 190·4\|20·2\| 8·2<br>Q35′ F18′ | Constanpl<br>Turkish | 2Cy.39″&60″<br>120H<br>Blackw'd&Gordon,P.Gls. | |
| 8<br>99062 | **Kaffir**<br>~~*F.H.Wyse* –92~~<br>1*Dk*(*Stl*)&*Spardk*(*Irn*)&*Webframes*<br>*T.C.C.Hubback* | **SteelScSr** | 2736<br>2556<br>1774 ~~5,94 5,93~~<br>3,95 ~~10,94~~ | ✠100A1<br>*Spar dk*<br>✠LMC5,92<br>~~Lon Stl~~ | Ams<br>LA&CP | *u* | 1892<br>5mo | R.Dixon&<br>Co.<br>Middlesbro' | British&Colonial<br>S.N.Co.(Lim.)<br>(BucknallBrs.,<br>*Mgrs.*) | 309·5\|40·5\|17·5<br>P31′B31′F36′ 25·5<br>BK9″<br>*WB = CellDB*260′ | London<br>British<br>5*BHAsp*<br>588*tAPT*57*t* | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *90lb* 500H<br>2SB,*6cf*,GS138,HS4495<br>T.Richardson&Sons,Hpl. | 20 ″ 0<br>s 5 · 11 |
| 9<br>87706<br>JDGK | —<br>*W.Reimer*<br>*Well deck* | **IronScSr**<br>*ss*C.Tn No.2–91<br>1*Dk*(*Irn*) | 309<br>241<br>189 | ✠100A1<br>3,91<br>BS~~6,93~~ ✠LMC4,92<br>11,94 | C.Tn<br>LA&CP | *e* | 1883<br>6mo | Mordey,<br>Carney&<br>Co.(Lim.)<br>Newport | J.Napier | 136·4\|22·2\|10·0<br>Q57′B15′F16′<br>BK7″<br>*WB=* | Glasgow<br>British<br>4*BHCem*<br>*FPT APT* | C.2Cy.19″&34″–24″ (*i*)<br>70lb ~~*40lb*~~ 50H<br>1SB,*2pf*,GS33<br>SmithBros.,Glasgow | 10 ″ 8<br>1 · 2 |
| 10<br>97984 | **Kaffir Prince**<br>~~*J.Coward* –93~~ *Olditch*<br>1*Dk*(*Stl*)&*deep framings*&<br>*ptAwngdk*(*Irn*–ws) | **SteelScSr** | 2228<br>1507<br>1402 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>~~1,95 3,94~~<br>4,95 ✠LMC12,91 | Ant<br>A&CP<br>NYNwc | *r* | 1891<br>12mo | ShortBros.<br>Sunderland | J.Knott<br>*WB = Cell* | 292·5\|38·6\|17·6<br>F30′RFD68′<br>*ptAwng dk*210′ FK<br>*DB* 234′ 443*t FPT* | Newcastle<br>British<br>5*BHCem*<br>78*tAPT*56*t* | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *80lb* 200H<br>2SB,*6pf*,GS102<br>G.Clark(Lim.),Sunderland | 20 ″ 0<br>s 9 · 3 |
| 11<br>1247<br>HJKF | **Kaga Maru**<br>*Furukawa Yoichi* 4thSurvey,Sng.2,90<br>(*ex*SuryWongse) | **IronScSr**<br>2*Dks*(1*Irn*) | 954<br>882<br>592 | ✠<br>11,90 | Sng | Lv | 1881<br>11mo | Wigham<br>Richardson<br>&Co.<br>Newcastle | OyaShichihei | 248·0\|28·8\|16·3<br>B51*t*<br>FK | Osaka<br>Japanese<br>3*BH* 1PBH<br>*WB=DBa* | C.2Cy.31″&62″–42″<br>200H<br>2SB,*6f*<br>Wghm Rchrdsn&Co.,Nwc. | |
| 12<br>86723 | **Kah-Byoo**<br>*Smith* | **SteelPad** | 279<br>279<br>226 | | | | 1882 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla<br>Co.(Lim.) | 170·0\|30·1\| 7·1 | Glasgow<br>British | C.H.2Cy.24″&42″–72″<br>75H<br>Denny&Co.,Dumbarton | |
| 13<br>37116<br>SCNM | **Kahu**<br>*G.Romerill* –86 | **Steel&IronScSr**<br>1*Dk* | 138<br>182<br>99 | | | | 1886 | H.S.Ed-<br>wards&Sons<br>Newcastle | G.E.G.Richardson | 115·0\|19·1\| 8·8<br>Q42′ B20′ F17′ | Napier<br>British | C.2Cy.17″&32″–24″<br>40H<br>N.E.MarineEng.Co.,Nwc. | |
| 14<br>— | **Kai Pan**<br>*J.Stewart*88–89 | **SteelTwinScSr**<br>1*Dk* | 270<br>226<br>110 | ✠<br>3,88<br>✠ | Nwc<br>A&CP | *e* | 1888<br>3mo | SirW.G.<br>Armstrong,<br>Mitchell&<br>Co.(Lim.)<br>Newcastle | ChineseImperial<br>Maritime<br>Customs<br>(Lane,Crawford<br>&Co.,*Mgrs.*) | 135·0\|23·1\|11·4<br>P18′ B16′ F26′<br>FK | Chinese<br>5*BHCem* | T.6Cy.12″,19½″&32″–20″<br>130H<br>WallsendSlipwayCo.<br>(Lim.),Newcastle | 12 ″ 0 |
| 15<br>72828 | **Kai-tung**<br>*G.C.Graham* –93 | **IronSc**<br>1*Dk* | 127<br>100<br>5 | | | | 1888 | Boyd&Co.<br>Shanghai | ShanghaiTug<br>BoatCo.(Lim.) | 90·5\|19·5\| 8·8<br>H23*t* | Shanghai<br>British | C.2Cy.19″&34″–26″<br>50H<br>SmithBrothers,Glasgow | |
| 16<br>95430<br>KSNB | **Kaifong**<br>*W.Baxendale* –91 | **SteelTwinScSr** | 1643<br>1507<br>998 | | | | 1888 | Scott&Co.<br>Greenock | ChinaNav.Co.<br>(Lim.) | 256·3\|36·3\|21·6<br>B56′ F29′ | London<br>British | T.6Cy.14″,23″&37″–30″<br>250H<br>Scott&Co.,Greenock | |
| 17<br>89627<br>JQMG | **Kaikoura**<br>*F.Forbes* –93<br>2*Dks*(1*Stl*)&*Spardk*(*Stl*–ws)<br>*Elec.Light* | **SteelScBk**<br>*ss*LonNo.2–92 | 4507<br>2948<br>2883 | ✠100A1<br>*Spar dk*<br>~~5,94 12,93~~ 10,94<br>BS1,94 ✠LMC5,92 | Lon<br>LA&CP | *z* | 1884<br>9mo | J.Elder&<br>Co.<br>Glasgow | NewZealand<br>ShippingCo.<br>(Lim.) | 430·0\|46·0\|24·0<br>P36′B120′ 32·2<br>F60′ BK11″<br>*WB=DBa*44′*f*88′ | London<br>British<br>7*BHCem*<br>220*tFPT*42*t* | C.2Cy.46″&88″–57″ (*a*)<br>110lb *110lb* 600H<br>3DB,*18cf*,GS390<br>J.Elder&Co.,,Glasgow | 25 ″ 3<br>s 9 · 4 |
| 18<br>— | **Kaimiloa**<br>(*ex*Explorer,*ex*FireBrick)<br>CB *Salted* | **WoodSc3MstSr** | 291<br>232<br>199 | 6,86 | Auk<br>A&CP | 12<br>C9 | 1872<br>2mo | UnionCo-<br>operative<br>Society<br>Blyth | InterIsland<br>S.N.Co. | 127·7\|25·2\|11·2<br>9&12yrs.Mat | Honolulu<br>Hawaiian | 1Cy.24″–30″<br>NE&B82 40H<br>W.Hepple&Co.,S.Shields | |
| 19<br>816<br>HFMT | **Kairiu Maru**<br>*SudzukiHotaro* | **WoodScSr** | 447<br>430<br>277 | | | | 1883 | H.T.<br>Hander<br>Osaka | HanyeiSha | 162·1\|21·2\|18·1 | Handa<br>Japanese | 1Cy.<br>51H | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year assigned. Hor. assigned. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 1346 HJQS | **Kairiu Maru No. 2** *Collingwood* | **WoodScSr** 1*Dk*(*Irn*)&*Spar dk*(*Irn*)3*trB* | 174 165 78 | | | | 1893 | Nagata Sanjuro Osaka | **OzoneShintaro** | 109·6 srp93 | 15·5 BK10′ | 13·6 | **Nagasaki** Japanese | 26H | | |
| 21 88170 WKTJ | **Kairos** *LR Lloyd —92* *Collingwood* | **IronScSr** *ss*Dun.No.3–7,93 1*Dk*(*Irn*)&*Spar dk*(*Irn*)3*trB* | 2920 2886 1912 | ✠100A1 *Spar dk* ~~5,95~~ Off ✠NB7,93 | Dun A&CP ✠LMC7,93 | *t* | 1882 5mo | JLThompson&Sons Sunderland | **R.Gordon&Co.** *WB*=*DB* | 313·0 a100′*f*60′389*t* | 40·1 *FPT* | 29·4 45*t* | **London** British | T.3Cy.21″,35″&58″–45″ (*s*) 180lb *90lb* NDB93 270H 2SB.6*pf*,GS96,HS3518 *Tpd*93GourlayBrs&CoDun | 23 ″ 5 s 6·10½ | D |
| 22 76182 RTDM | **Kaisar-i-Hind** *F.H.Seymour* –93 *Elec.light* | **IronScBk** 2*Dks*(*Irn*)&*Spardk* | 4008 2799 2386 | ✠ *Spar dk* 10,80 | Lon A&CP | *x* | 1878 5mo | Caird&Co. Greenock | **P.&O.SteamNav. Co.** | 400·7 | 42·3 | 24·3 31·8 | **Greenock** British | C.2Cy.60″&104″–60″ 700H 8*BHCem* Caird&Co.,Greenock | 25 ″ 5 s 9 ″ 2½ | BT till 6/04 10,95 |
| 23 RJHG | **Kaiser** *G.von Issendorff*90–92 *Elec.light* | **SteelScBn** 2*Dks*3*trB* | 2901 2317 1982 | | | | 1891 | Reiherstieg Schiffswerfte &Maschinenfab Hamburg | **DeutscheOst-AfrikaLinie** | 330·0 P72′ | 41·0 B106′ | 27·0 F44′ | **Hamburg** German | T.3Cy.25½″,41″&66″–48″ 1800H ReiherstiegSchiffswerfte& Maschinenfabrik,Ham. *WB* | | DV |
| 24 81813 TJVR | **—** *Hyde*79–90 | **IronScSr** *ss*Hpl.No.3–5,93 1*Dk*2*trB* | 799 680 497 | ✠100A1 ~~2,95 3,97 5,97~~ 4,93 ~~BS5,93~~ | Hpl A&CP ✠LMC4,92 | *m* | 1880 6mo | W.Gray& Co. WHartlepool | **W.Hartlepool SteamNav.Co.** | 220·0 P48′F28′ | 28·6 BK8″ *WB*=*DBa* | 16·2 55′*f*48′105*t* | **W.Hartlpl** British | C.2Cy.30″&57″–33″ (*i*) 85lb ~~65lb~~ 60lb 130H 2SB.4*pf*,GS66 T.Richardson&Sons,Hpl. | 17 ″ 2 s 2 ″ 3 | BT till 5,95 |
| 25 | **—** 1*Dk*(*Irn*) | **SteelScTug** | 50 50 10 | ✠ A1 *For Towing purposes* 4,92 | Lon LA&CP ✠LMC6,92 | *s* | 1892 4mo | A.W. Robertson &Co. London | **J.P.Knight** | 65·9 | 15·0 FK | 8·1 4*BHCem* | **London** British | C.2Cy.14″&24″–20″ (*s*) 110lb 45H 1SB.2*pf*,GS23,HS648 A.W.Robertson&Co.,Lon. | 8 ″ 6 | |
| 26 MDLN | **Kaiser Wilhelm** *J.Schäning*90–90 | **SteelPadSr** 1*Dk* | 394 291 203 | | | | 1885 | Act.-Ges. "Vulcan" Stettin | **Deutsch-Nordi-scherLloyd** | 191·4 B60′ | 21·7 H40′ | 10·8 | **Rostock** German | C.2Cy.32¼″&61″–49¼″ 200H Act.-Ges."Vulcan,"Stettin | | G |
| 27 QFHK | **Kaiser Wilhelm II.** *L.Störmer*84–90 *Elec.light* | **SteelSc4MstSr** 4*Dks*&*pt Promenade dk* | 6990 4187 4412 | | | | 1889 | Stettiner Masch.Alpin Gess.Vulcan Stettin | **Norddeutscher Lloyd** | 449·6 | 51·0 | 27·2 35·6 | **Bremen** German | T.3Cy.41″,67″&106″–63″ Act.-Ges."Vulcan,"Stettin | | G |
| 28 | **Kaiserieh** *Giovanni*58–87 (*ex*Princess Worouzow,*ex*Pera) | **IronScBg** 2*Dks*3*trB* | 1301 1281 993 | ✠ 12,68 | Sld | Lv | 1868 7mo | J.Laing Sunderland | **IdareiMassousieh** | 244·3 | 32·1 | 24·9 | **Constanpl** Turkish 4*BH* | 2Cy.23″&42″–30″ 150H Thompson,Boyd&Co.Nwc. | | |
| 29 ~~1885~~ RDHV | **Kaisow** ~~*Craig* —98~~ *Now named "Matsuyama Maru," See No. 52 in Supplement.* | **SteelScSr** *ss*Lon.No.1–90 2*Dks*(*Stl-Uws*)3*trB* | 2959 2795 1934 | ✠100A1 11,93 BS5,93 | Lon A&CP ✠LMC3,90 | *v* | 1885 12mo | JLThompson&Sons Sunderland | ~~**ChinaMutual S.N.Co.(Lim.)**~~ NipponYusen Kaisha | 350·0 B68′F42′ *WB*=*Cell* | 40·9 BK11″ *DB*262′385*t* | 25·8 | ~~**London**~~ ~~British~~ Tokio Japanese | T.3Cy.30″,47″&75″–48″ (*a*) 144lb *90lb* 600H 2DB,*12cf*,GS228 T.Richardson&Sons,Hpl. | 28 ″ 7 s 6 ″ 3 | |
| 30 | **Kaitai** 1*Dk* | **IronSc** | 121 — — | | | | 1884 | Boyd&Co. Shanghai | **TakuTug& LighterCo.(Lim.)** | 90·0 H— | 19·0 | 10·3 | **Tientsin** Chinese *WB* | C.2Cy.16″&36″–24″ 52H A.&J.Inglis,Glasgow | | |
| 31 761 HFJD | **Kaiun Maru** *Y.Usui* (*ex*SeikaiMaru) | **WoodScSr** | 259 145 145 | | | | 1883 | Sakurai KamejiYard Tokio | **Matsushima Kichiyemon** | 112·2 | 18·2 | 11·3 | **Toba** Japanese | 38H | | |
| 32 92611 | **Kakabeka** *N.Maria*86–86 | **WoodSc** 2*Dks* | 113 57 75 | | | | 1885 | M.Simpson Toronto,Ont. | **J.Brimsow** | 68·0 H&c.55*t* | 18·0 | 7·0 | **PrtArthur** British | 1Cy.13″–14″ 6H J.Doty,Toronto,Ont. | | |
| 33 VTBW | **Kaleva** *K.T.Hägglund* | **IronScSr** | — — 126 | | | | 18 77 85 | ..... Wiborg | **P.Parviainen** | 94·8 | 22·0 | 10·7 | **Joensuu** Russian | 35H | | |
| 34 842 JCFT | **Kalfsund** *B.Nilsson*94–94 (*ex*Vidar) | **IronScSr** 1*Dk* | 157 121 104 | | | | 18 56 76 | Bergsunds M.V. Stockholm | **C.J.Nilsson** | 100·7 P26*t* | 21·9 H10*t* | 10·6 | **Gothnbrg** Swedish | C.2Cy.15″&35″–18″ 34H Burmeister&Wain,Cpn. | | |
| 35 89946 JNSP | **Kalinadi** *J.Cassum* –91 | **IronScSr** | 201 177 81 | | | | 1884 7mo | R.Duncan &Co. Pt.Glasgow | **BombaySteam Nav.Co.(Shepherd&Co.*Mgrs.*)** | 144·7 | 26·3 | 8·9 | **Bombay** British | C.2Cy.18″&34″–27″ 49H Dunsmuir&Jackson,Gls. | | |
| 36 93230 | **Kallatina** *J.Magee* –94 *Well deck Elec.light* | **SteelScSr** 1*Dk*(3″*thick*) | 646 390 380 | ✠90A1 6,90 | Cly LA&CP ✠LMC6,90 | *i* | 1890 6mo | DavidJ. Dunlop& Co. Pt.Glasgow | **NorthCoastSteam Nav.Co.(Lim.)** | 179·1 P&B112′F48′ *WB*=*FPT* | 28·2 FK 4*BHCem* | 11·4 41*t* *APT*30*t* | **SydnyNSW** British | T.3Cy.15″,23″&38″–27″ (*s*) 160lb *80lb* 88H 1SB.3*rf*,GS52,HS1517 DavidJ.Dunlop&Co.,P.Gl. | 12 ″ 3 | |
| 37 JLBD | **Kálmán Király** *J.Merlato*82–93 | **SteelScSr** 2*Dks*(*Stl-Uws*) &*Web frames* | 2249 2011 1421 | ✠100A1 1,95~~7,98~~ ✠LMC8,93 Fiu | Nwc LA&CP | *s* | 1893 7mo | Wigham Richardson &Co. Newcastle | **RoyalHungarian SeaNavigation Co.Adria(Lim.)** *WB*=*Cell DB*232′422*t* | 285·3 P30′B60′F37′ | 38·2 FK 5*BHCem* | 23·0 *APT*49*t* | **Fiume** Aust.-Hung. | T.3Cy.22″,36″&59″–39″ (*s*) 165lb *80lb* 230H 2SB.6*rf*,GS99,HS3808 WghamRchrdsn&Co.Nwc. | 25 ″ 6 s 4 ″ 5½ | A |
| 38 89946 | **Kalmarsund No. 4** *P.A.Jonsson*74–91 | **IronScSp** 1*Dk* | 120 62 89 | | | | 1876 | MotalaCo. Motala | **Ångb.Bolaget "Kalmarsund" (J.Jeansson)** | 91·5 Q25′ F26′ | 16·6 B43′ | 6·7 H3*t* | **Kalmar** Swedish | C.2Cy.12″&25¾″–19½″ 30H MotalaCo.,Motala | | |
| 39 | **Kalmarsund No. 5** *J.Knutsson*72–77 | **IronScSp** 1*Dk* | 120 63 85 | | | | 1876 | MotalaCo. Motala | **Ångb.Bolaget "Kalmarsund" (J.Jeansson)** | 91·5 Q25′ F26′ | 16·7 B42′ | 6·7 H2*t* | **Kalmar** Swedish | C.2Cy.12″&25¾″–19½″ 30H MotalaCo.,Motala | | |
| 40 | **Kalmarsund No. 6** *O.Petersson*67–88 | **IronScSr** 1*Dk* | 172 82 116 | | | | 1888 | MotalaCo. Motala | **Ångb.Bolaget "Kalmarsund" (J.Jeansson)** | 92·9 Q24′ F24′ | 21·6 B47′ | 7·2 H6*t* | **Kalmar** Swedish | C.2Cy.16″&29½″–19½″ 60H MotalaCo.,Motala | | |
| 41 104161 | **Kalmia** *G.R.Porter* –94 | **IronScK** 1*Dk* | 171 159 77 | ✠100A1 *Well fishing vessel* 2,94 | Hul LA&CP ✠LMC2,94 | | 1894 2mo | Cochrane& Cooper Beverley | **NorthEasternStm. FishingCo.(Lim.)** | 105·8 Q17′F19′ | 21·0 BK7½″ | 11·5 3*BHCem* | **Grimsby** British | T.3Cy.12½″,19½″,&32″–22½″ 160lb (*s*) 50H 1SB.2*cf*,GS28,HS790 C.D.Holmes&Co.,Hull | 12 ″ 0 | |
| 42 349 JRBM | **Kalmius** (*ex*Morchodez) | **IronScSr** 2*Dks* | 569 — 439 | | | | 1873 | C.Abendroth Rostock | **RussianSteam Nav.&Trading Co.** | 204·5 | 27·0 | 13·7 | **Odessa** Russian | C.2Cy.19½″&38½″–21″ 60H Borzick | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crew sur Quille. Franc-board en milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 43<br>RGQC | **Kambyses**<br>*A.Voss*84–89<br>*Elec.light* | **IronScSr**<br>2*Dks*3*trB* | 1824<br>1598<br>1294 | | | | 1884 | Reih.Sch. &Masch. Hamburg | DeutscheDampf-schifffahrtsGes. "Kosmos" | 270·6 P44′ | 35·4 B80′ | 22·5 F32′ | **Hamburg**<br>German<br>*WB* | C.2Cy.34″&62″–42″<br>180HP<br>Reih.Sch.&Msch,Hamburg | |
| 44<br>700<br>HFBD | **Kamegasaki Maru**<br>**No.1** *SakataMasayoshi*<br>(*ex*HiroshimaMaruNo.2) | **Wood—Sr** | 138<br>127<br>86 | | | | 1880 | HiogoS.B. Yard Hiogo | SudaDenjiro | 100·0 | 14·5 | 12·6 | **Sakata**<br>Japanese | 1Cy.<br>8HP | |
| 45<br>75069<br>WNMF | **Kameruka**<br>*S.Bishop* | **SteelTwinScSr**<br>1*Dk*(*pt Stl*)*&Awngdk* | 515<br>509<br>300 | ✠<br>*Awng dk with load line* 3,80 ✠ | Cly<br>LA&CP | *i* | 1880<br>2mo | Russell& Co. Greenock | IllawarraSteam Nav.Co. | 179·6 | 24·5 | 8·0<br>15·6<br>FK | **SydnyNSW**<br>British<br>4*BHCem* | C.4Cy.18″&36″–24″<br>98HP<br>Rankin&Blackmore,Grk. | |
| 46<br>85680 | **Kamloops** | **WoodPadSp** | 426<br>140<br>268 | | | | 1885 | A.Watson<br>KamloopsBC | JohnA.Mara | 126·0 | 27·4 | 5·6 | **N.Wstmtr, B.C.**<br>British | 1Cy.16″–54″<br>80HP<br>AlbionIrn.Wks.,Vic.,B.C. | |
| 47<br>1164<br>HGWB | **Kamogawa Maru**<br>*KanionosukeTaniwaki* | **Iron—Sr** | 390<br>—<br>245 | | | | 1889 | Kawasiki Shozo Kobe | OsakaShosen Kaisha | 156·0 | 19·2 | 16·4 | **Osaka**<br>Japanese | T.3Cy.<br>NE92 65HP | |
| 48<br>84457<br>HFRT | **Kampokus**<br>~~*J.Collins* —98~~<br>*Forrest* -94 *ss*Crk.No.3-8,94 1*Dk*(*Irn*) | **IronScSr**<br>~~*ss*Npt.No.2-98~~ | 479<br>389<br>258 | ✠100A1<br>~~8,94 12,93~~ 9,95<br>~~BS5,93~~ ✠LMC3,98,94 | Npt<br>LA&CP<br>Crk= Lon | *h* | 1882<br>12mo | D.&W. Henderson Glasgow | ~~A.Slorach&Son~~<br>C.H.Sugrue<br>M.Smith&Co<br>Arnati&Harrison | 160·4<br>Q82′E19′<br>*WB*=*DBa*31′ | 25·1 | 13·5<br>FK | **Cork**<br>British<br>4*BHCem*<br>40*tFPT*34*t* | C.2Cy.17½″&36″–27″ (*j*)<br>90lb *40lb* 53HP<br>1SB,*2pf*,GS41<br>D.&W.Henderson&Co.,Gls | 14 ″ 3<br>s 1 ″ 3 |
| 49<br>LMCW | **Kanal**<br>*J.Thygesen*92–93<br>*Elec. light* | **SteelScSr**<br>1*Dk*&*Awngdk* | 175<br>155<br>119 | | | | 1886 | Flensburg Schiffsb.Ges. Flensburg | Flensburg-Eken-sunder&Sonder-burgerDampf-schifffahrtsActGes | 94·2 | 23·3 | 10·0 | **Flensburg**<br>German | C.2Cy.16″&31″–18″<br>40HP<br>FlensburgSchiffs.Ges.,<br>*WB* Flensburg | |
| 50<br>102122 | **Kanawha**<br>*W.J.Maxwell*93–93<br>*Elec.light* | **SteelScSr**<br>2*Dks*(*Stl*)3*trB* | 3884<br>3670<br>2488 | ✠100A1<br>~~6,94 12,93~~ 10,94<br>5,95 ✠LMC12,93 | Gls<br>LA&CP<br>Liv | *x* | 1893<br>12mo | A.Stephen &Sons Glasgow | Chesapeake&Ohio S.S.Co.(Lim.) | 370·0<br>P48′Bi28′F56′<br>*ptShltrdk*80′BK11″<br>drp94 *WB*=*Cell* | 44·0 | 28·6<br>6*BHCem*<br>*DB*280′616*t* | **Liverpool**<br>British<br>2DB,*12cf*,GS270,~~HS1200~~ HS520 | T.3Cy.28″,46″&75″–54″ (*s*)<br>160lb *80lb* 600HP<br>A.Stephen&Sons,Glasgow | 31 ″ 6<br>s 6 ″ 11 |
| 51<br>14394<br>JVHG | —<br>*P.Forbes*94–93 | **WoodScSr**<br>2*Dks* | 641<br>—<br>431 | | | | 1881 | W.Rogers Bath,Me. | Receivers of the MaryLeeCoal& RailwayCo. | 172·2 | 29·7 | 16·2 | **Mobile,Ala**<br>Utd.States | 1Cy.36″–30″<br>C.H.Delamater&CoNYork | |
| 52<br>1040<br>HGLS | **Kanazawa Maru**<br>*NakamuraTokiyoshi* | **IronScSr**<br>(*ex*Atalanta)<br>1*Dk*2*trB* | 1236<br>1211<br>895 | ✠<br>4,72 | Hpl<br>A&CP | | 1872<br>3mo | Denton, Gray&Co. WHartlepool | AsanoSoichiro | 236·4<br>P83′ B26*t*<br>F27′ | 28·9 H204*t*<br>*WB* | 22·3 | **Tokio**<br>Japanese<br>4*BHCem* | C.2Cy.27″&50″–33″<br>112HP<br>T.Richardson&Sons,Hpl. | |
| 53<br>1148<br>HGTW | **Kanda Maru**<br>*FujitaKikumatsu* | **Wood—Sr** | 140<br>98<br>87 | | | | 1889 | Haruki Tojiro Osaka | NipponKioritsu KisenKabushiki Kwaisha | 109·1 | 16·2 | 8·4 | **Atsuta**<br>Japanese | 2Cy.<br>28HP | |
| 54<br>84287<br>VFNM | **Kangra**<br>*W.L.Stewart* –93 *ss*Lon.No.1–85<br>2*Dks*(*UIrn*–ws)3*dkrule* | **IronScSr** | 1958<br>1785<br>1469 | ✠<br>2,86 ✠ | Lon<br>LA&CP | *s* | 1880<br>12mo | W.Denny &Bros. Dumbarton | BritishIndiaStm. Nav.Co.(Lim.) | 284·7<br>P14′ | 35·2<br>B32′ | 23·8<br>F37′ | **Glasgow**<br>British<br>5*BHCem* | C.2Cy.34″&60″–42″<br>NDB92 180HP<br>Denny&Co.,Dumbarton<br>*WB*=*CellDB*244′383*t* | 26 ″ 8<br>s 5 ″ 3 |
| 55<br>84490<br>SLPB | **Kanieri**<br>*F.Braidwood*93–93<br>*Well deck* | **SteelScSr**<br>1*Dk* | 203<br>135<br>115 | | | | 1886<br>10mo | W.Denny &Bros. Dumbarton | NorthernS.S.Co. (Lim.) | 105·0<br>Q36′ | 21·1<br>B34′ | 8·7<br>F13′ | **Auckland**<br>British | C.2Cy.15″&26″–15″<br>20HP<br>Denny&Co.,Dumbarton | |
| 56<br>87013 | **Kano** | **SteelPadSr** | 431<br>386<br>232 | | | | 1882 | DavidJ. Dunlop&Co. Pt.Glasgow | RoyalNigerCo. (Lim.) | 192·2<br>Q12*t* | 29·1 | 9·0 | **London**<br>British | C.L.4Cy.19″&30″–48″&58″<br>110HP<br>DavidJ.Dunlop&Co.Pt Gls | |
| 57<br>1202<br>HJCP | **Kano Maru, No. 2**<br>*TsudaKisaburo* | **Wood—Sr** | 126<br>116<br>78 | | | | 1890 | OakiKi-kusaburo Tokio | KanoKisenKaisha | 101·4 | 15·1 | 11·8 | **Kamaishi**<br>Japanese | 1Cy.<br>24HP | |
| 58<br>86170<br>WJCV | **Kansas**<br>*A.W.Murdoch*93–93 | **IronSc4MstSr**<br>~~*ss*Liv.No.2-98~~<br>3*Dks*(2*Irn*)*&Awngdk*(*Irn*–ws)<br>*ss*Liv.No.3-5,94 | 5276<br>4040<br>3455 | ✠100A1<br>*Awng dk load line* 25*ft* 9*ins* Bo<br>~~6,94 9,94~~ 8,95 ✠LMC9,93 | Liv<br>LA&CP | *z* | 1882<br>1mo | C.Connell &Co. Glasgow | KansasS.S.Co. (Lim.)(G.Warren &Co.) | 436·5<br>BK11½″<br>*WB*= | 43·8 | 20·2<br>35·6<br>7*BHCem*<br>*MT*38′590*t*<br>BS5,94 | **Liverpool**<br>British<br>2D&2SB,*18pf*,GS362 | C.2Cy.50″&94″–60″ (*a*)<br>80lb 600HP<br>J.&J.Thomson,Glasgow | |
| 59<br>14488<br>KGRV | **Kansas City**<br>*W.H.Fisher* –93 | **Steel&IronScSr**<br>3*Dks* | 3679<br>—<br>2164 | | | | 1889 | Delaware RiverIron S.&Engine BuildingCo. Chester,Pa. | NewEngland& SavannahS.S. Co. | 327·0 | 45·0 | 18·8<br>27·6 | **SavannhG.**<br>Utd.States | T.33″,54″&86″–54″<br>DelawareRiverI.S.B.&E. Works,Chester,Pa. | |
| 60<br>102481<br>NDTG | —<br>*R.Jones*73–93 | **SteelScSr**<br>2*Dks*(*Irn*)3*trB* | 2345<br>2166<br>1482 | ✠100A1<br>5,94 ✠LMC9,93 | Brs<br>A&CP | *s* | 1893<br>10mo | J.Blumer &Co. Sunderland | C.Hill&Sons | 295·0<br>P30′B78′F35′<br>*WB*=*DBa*92′*&uB*30′325*t* | 39·3<br>BK10″<br>6*BHCem*<br>*MT*26′313*t* | 22·5 | **Bristol**<br>British<br>2SB,*6rf*,GS118,HS4200 | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *90lb* 230HP<br>Blair&Co.(Lim.),Stockton | 25 ″ 9<br>s 4 ″ 2 |
| 61<br>PBJG | **Kant**<br>*F.H.J.Lomer*89–93<br>*Well deck* | **IronScSr**<br>1*Dk*(*Irn*) | 263<br>197<br>228 | | | … | 1881<br>11mo | Baxter& Co. Sunderland | Lübeck-Königs-bergerDampf-schifffahrtsGes. | 130·0<br>Q33′B51′F17′ | 20·1 | 10·2<br>FK | **Lübeck**<br>German<br>*WB* | C.2Cy.16″&32″–20″<br>45HP<br>R.Smith,Preston | 10 ″ 6 |
| 62<br>RJQB | **Kanzler**<br>*P.E.I.Jerchau*90–92<br>*Elec.light* | **SteelScSr**<br>3*Dks* | 3058<br>1958<br>2197 | | | | 1892 | Blohm& Voss Hamburg | DeutscheOstAfrica Linie | 320·0<br>B40′ | 40·0<br>F5 | 31·9 | **Hamburg**<br>German | T.3Cy.25″,40″&67″–42″<br>335HP<br>Blohm&Voss,Hamburg | |
| 63 | **Kaplan**<br>*TahirBey* –88<br>(*ex*Atlantic) | **IronScBg** | 1320<br>1309<br>993 | | | … | 1857 | Earle&Co. Hull | IdareiMassousieh | 254·6 | 30·4 | 24·1 | **Constanpl**<br>Turkish | C.3Cy.30″&53″–33″<br>NE&B73 150HP<br>T.Brassey&Co.,Bkn. | |
| 64<br>95024<br>KPVJ | **Kapurthala**<br>*J.W.Livingstone* –92<br>*Elec.light* 2*Dks*(*UptStl*–ws)*&Shadedk* | **SteelScSr** | 1122<br>915<br>672 | ✠<br>*Shade dk* 12,87 ✠ | Dmb<br>LA&CP | *p* | 1887<br>12mo | W.Denny &Bros. Dumbarton | BritishIndia SteamNav.Co. (Lim.) *WB* | 240·2<br>P44′ B72′<br>=*CellDB*62′104*t* | 34·2 | 16·3<br>F53′<br>4*BHCem* | **Glasgow**<br>British | T.3Cy.20″,33½″&54″–42″<br>151HP<br>Denny&Co.,Dumbarton | 19 ″ 6 |

| 1 No. in Book. Official No. Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 65<br>96069 | **Kara** SteelScSr<br>~~J.Robertson -93~~<br>Well deck 1Dk(Irn)&Webframes<br>E.Johnson -94 ssNwc.No.1-94 | 2338<br>1814<br>1507 | ✠100A1<br>6,94 ~~11,93~~<br>✠LMC~~10,89~~ 7,94 | Bry<br>LA&CP<br>Nwc | s | 1889<br>12mo | C.S.Swan&<br>Hunter<br>Newcastle | MercantileSteam ShipCo.(Lim.) | 290·1\|39·9\|19·8<br>P25'Q84'B118'<br>F31' FK<br>WB = Cell DB246'520t | London<br>British<br>5BHCem<br>APT30t | T3Cy.22½",36½"&60"–39"(r)<br>160lb 80lb 250HP<br>2SB,6cf,GS89,HS3800<br>Blair&Co.(Lim.),Stockton | 22 " 3<br>s 2 " 0½ | D |
| 66<br>98026<br>KPWD | **Karagola** SteelScSr<br>R.W.Gimblett79-88 2Dks&Shelterdk<br>Elec.light | 1168<br>963<br>598 | ✠<br>Shelter dk withfreeboard<br>12,87 ✠ | Gls<br>LA&CP | p | 1887<br>12mo | A.&J.<br>Inglis<br>Glasgow | BritishIndia SteamNav.Co. (Lim.) | 240·3\|34·2\|18·1<br>P54' B61' F55' | Glasgow<br>British<br>5BHCem | T.3Cy.24",38"&57"–42"<br>280HP<br>A.&J.Inglis,Glasgow<br>WB=DBa50'88t | 19 " 0 | |
| 67<br>83989<br>HFJV | **Karamania** IronScSr<br>S.McGavin91-91 | 3148<br>3046<br>2045 | | | ... | 1882<br>12mo | D&W.Henderson&Co.<br>Glasgow | BarrowS.S.Co. (Lim.) (HendersonBros.,Mgrs.) | 340·0\|39·2\|29·6<br>F14t H88t | Glasgow<br>British | C.2Cy.33"&66"–60"<br>480HP<br>D.&W.Henderson&Co.Gls. | | |
| 68<br>TFLJ | **Karang** IronScSr<br>N.Kamminga92-92 ssSng.No.2-82<br>1Dk&Shadedk | 326<br>235<br>207 | ✠<br>Shade dk<br>9,83 | Sng | f | 1875<br>4mo | Caird&Co.<br>Greenock | Koninkl.Paketv. Maats. | 161·0\|23·0\|10·8<br>P28' F39' | Batavia<br>Dutch<br>6BHCem | C.2Cy.22"&44"–27"<br>85HP<br>Caird&Co.,Greenock | | D |
| 69<br>86987<br>WNOG | **Karaweera** IronScSr<br>W.B.Blown82-82 ssSyd.No.2-89<br>Well deck 1Dk(Irn)2trB | 1613<br>1206<br>1021 | ✠<br>BS3,93 ✠LMC12,89 | | | 1882<br>8mo | Hodgson&<br>Soulsby<br>Blyth | HarroldBros. | 250·0\|35·1\|17·6<br>P150'F33'<br>BK8"<br>WB=DBa | Adelaide<br>British<br>5BHCem<br>70'f58'223t | C.2Cy.32"&60"–39" (b)<br>90lb 170HP<br>2SB,4pf,GS63<br>Blair&Co.(Lim.),Stockton | 17 " 6 | |
| 70<br>98061 | **Karenee** SteelPadLr<br>Elec.light | 674<br>674<br>250 | | | | 1888 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla Co.(Lim.) | 250·0\|35·1\| 9·8 | Glasgow<br>British | C.D.2Cy.37½"&65"–72"<br>375HP<br>Denny&Co.,Dumbarton | | |
| 71<br>JBLC | **Karin** IronScSr<br>J.J.Nilsson92-92 ssCpn.No.3-9,92<br>(exUnion) 1Dk(Irn) | 352<br>303<br>255 | ✠100A1<br>9,92<br>BS3,95 ✠LMC9,92 | Cpn<br>LA&CP | | 1883<br>9mo | G.Howaldt<br>Kiel | Ångf.Aktieb. Tirfing (A.Broström Mgr) | 142·5\|22·3\|13·1<br>B27'F15'H7t<br>BK7"<br>WB = MT17'60t | Gothenbrg<br>Swedish<br>4BHCem | C.2Cy.15¾"&27⅝"–15¾"<br>90lb 40HP<br>2SB,2cf,GS21<br>G.Howaldt,Kiel | 13 " 10 | |
| 72 | — Iron<br>Meyboum<br>(exAssistent) | —<br>—<br>95 | | | | 1883 | ..................<br>Finland | Russisch-Baltischer Bergungs-Verein | 90·0\|20·0\|12·0 | Reval<br>Russian | 60HP | | |
| 73<br>HFDB | **Karl Fredrik Wærn** IronSc3MstSr<br>J.R.Sören -83 1Dk | 382<br>374<br>305 | | | | 1870 | Göteborgs,<br>Mek.Verk.<br>Gothenburg | FörnyadeÅngf. Aktieb."Göta" (H.Sternhagen) | 144·0\|22·2\|15·4<br>H8t | Gothenbrg<br>Swedish | C.2Cy.13"&28"–20"<br>45HP<br>J.Keiller,Gothenburg | | DV |
| 74 | **Karl XV.** IronScSr<br>O.F.Hedborg 1Dk&Awng dk | 520<br>256<br>415 | | | | 1872 | Bergsunds<br>Mek.Verks.<br>Stockholm | SödraÅngermanlandsÅngf. Aktieb. (J.P.Dahlberg) | 162·0\|24·0\|11·5<br>H35t | Nyland<br>Swedish | C.2Cy.26"&47"–27"<br>100HP<br>W.LindbergsMek.Vrks., Stockholm | | |
| 75 | — CompPadSr<br>F.W.Blanck73-84 1Dk | 110<br>85<br>69 | | | | 1873 | ..................<br>Mattmar | StorsjöÅngbåts Aktiebolag (O.Myrin) | 117·1\|15·1\| 7·5<br>Q39' H10' | Östersund<br>Swedish | 40HP | | |
| 76<br>HGQT | **Karlshamn** CompScSr<br>E.Ternström78-83 1Dk | 292<br>214<br>214 | | | | 1871 | D.A.Andersson<br>Carlshamn | C.G.O.Winter | 126·3\|21·7\|10·9<br>Q40' B35' H4t F12' | Crlskrona<br>Swedish | C.2Cy.16"&29"–17"<br>40HP | | |
| 77<br>QFJC | **Karlsruhe** SteelScSr<br>F.Kessler83-91 3Dks<br>Elec.light | 5347<br>3136<br>3450 | | | | 1889 | Fairfield<br>Co.(Lim.)<br>Glasgow | Norddeutscher Lloyd | 415·0\|48·0\|31·3<br>P62' B180' F76' | Bremen<br>German | T.3Cy.31",52"&83"–54"<br>FairfieldCo.(Lim.),Gls. | | G |
| 78 | **Karlstad** IronScSp<br>G.Lauhrén80-80 1Dk | 217<br>172<br>155 | | | | 1887 | P.Larsson<br>Thorskog | H.Svenson | 100·5\|21·6\|10·2<br>B34' F12' | Karlstad<br>Swedish | C.2Cy.13"&24"–17½"<br>35HP<br>P.Larsson,Thorskog | | |
| 79<br>14427<br>KCLB | **Karluk** WoodScBn<br>W.Thomas84-88 2Dks | 294<br>203<br>221 | | | | 1884 | M.Turner<br>Benicia,Cal. | L.Blum | 125·6\|27·0\|14·2 | S.Frncisco<br>Utd.States | C.2Cy.11"&20"–18"<br>45HP<br>W.McAfee,SanFrancisco | | |
| 80 | **Karmsund** IronScSr<br>Storksen 1Dk | 152<br>—<br>102 | | | | 1874 | Trondhjems Mek. Verkst.<br>Drontheim | Haugesunds Dampskibsselkabs | 106·1\|18·8\| 8·0<br>Q31' B28' F28'<br>len83 | Haugesund<br>Norwegian | C.2Cy.16"&28"–21½"<br>40HP<br>Trond.MekVerkstDrnthm | | |
| 81<br>RHGS | **Karnak** SteelScSr<br>~~F.Groot91-91~~ ssHam.No.1-92<br>Elec.light 2Dks(Stl)3trB<br>O.Callsen94-94 | 2539<br>2333<br>1727 | ✠100A1<br>~~8,94~~ ~~2,94~~ 4,95<br>BS~~3,94~~ 4,95 ✠LMC4,92 | Ham<br>A&CP | s | 1888<br>1mo | TyneI.S.<br>B.Co.(Lim.)<br>Newcastle | DeutscheDampfschifffartsGes. "Kosmos" | 290·0\|40·2\|24·5<br>B62'F35'<br>BK10"<br>WB= CellDB244' | Hamburg<br>German<br>7BHCem<br>392tAPT9t | T.3Cy.24",37"&62"–42" (s)<br>150lb 85lb NDB94 300HP<br>2SB,8pf,GS128<br>Wghm Rchrdsn &Co.,Nwc | 27 " 0 | |
| 82<br>95889<br>LBPK | **Karoon** SteelScSr<br>G.A.Freeman -92 ssHpl.No.1-93<br>Well deck 1Dk(Stl)&Webframes | 2170<br>1680<br>1423 | ✠100A1<br>12,93<br>BS2,95 ✠LMC12,93 | Hpl<br>A&CP | r | 1889<br>2mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool | T.Appleby&Co. | 275·5\|37·2\|20·0<br>P29'Q84'B106'<br>F33' BK9½"<br>WB=DBa88' | W.Hartlpl<br>British<br>4BHCem<br>f102'477t | T.3Cy.21",35"&57"–39" (s)<br>160lb 65lb 200HP<br>2SB,4cf,GS74<br>Blair&Co.(Lim.),Stockton | 21 " 10<br>s 1 " 11½ | |
| 83 | **Kartal** WoodPad<br>Khürshid86-87 | —<br>—<br>50 | | | | 1866 | .................. | IdareiMassousieh | 129·3\|22·0\|10·3 | Constanpl<br>Turkish | 100HP<br>C.A.Day&CoSouthampton | | |
| 84<br>HKLS | **Karteria** IronSc<br>Koccinos75- | 504<br>—<br>317 | | | | 1859 | ..................<br>England | HellenicSteam ShipCo. | 184·3\|24·9\|15·0 | Syra<br>Greek | C.4Cy.24"&45"–30"<br>120HP | | |
| 85<br>RJPB | **Karthago** SteelScSr<br>A.Schröder93-93 (exGeiserich)<br>1Dk(Stl)&Awng dk&Webframes | 1596<br>1564<br>1040 | ✠<br>Awng dk withfreeboard<br>8,89 ✠ | Hpl<br>A&CP | o | 1889<br>7mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool | A.C.deFreitas&Co. | 245·5\|35·1\|14·9<br>21·9 | Hamburg<br>German<br>4BHCem | T.3Cy.19",30½"&51"–36"<br>140HP<br>CentralMar.E.Wks.,WHpl<br>WB= CellDB205'309t | 17 " 3 | DV |
| 86<br>83751<br>SLVD | **Karuah** WoodScSr<br>J.H.Hunter -93 | 121<br>—<br>82 | | | | 1882 | W.Dunn<br>Berry'sBay, N.S.W. | G.W.Nicoll | 105·8\|20·8\| 7·7<br>Q9t | SydnyNSW<br>British | C.2Cy.14"&26"–18"<br>40HP<br>Plenty&Sons,Newbury | | |
| 87<br>NTRV | **Kasan** SteelScSr<br>H.Thomsen78-83 2Dks&pt Shadedk | 1132<br>796<br>716 | | | | 1883 | Burmeister<br>&Wain<br>Copenhagen | ForenedeDampskibsselskab | 242·0\|30·2\|14·9<br>P159' F32' 21·7 | Copnhagn<br>Danish<br>WB | C.4Cy.24"&48"–32"<br>150HP<br>Burmeister&Wain,Cpn. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crew and Qualities. Freeboard and Position of Load Line. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 88<br>97616<br>LQKJ | **Kasara**<br>*E.Stabb* 90–90<br>*Elec.light* 2 *Dks* (*Upt Stl*–ws) & *Shelter dk* | **SteelScSr** | 1195<br>923<br>505 | ✠<br>*Shelter dk with freeboard* 4,90 ✠ | Cly<br>A&CP | *o* | 1890<br>4mo | AilsaS.B. Co. Troon | BritishIndiaStm. Nav.Co.(Lim.) | 239·8 \| 34·1 \| 16·6<br>BK 8½ | Glasgow<br>British | T.3Cy.25″,40″&65″–42″<br>250 NHP<br>2DB,*8cf*,GS156<br>Dunsmuir&Jackson,Gls. | 17 ft 6 |
| 89<br>95496<br>KWHR | **Kasbek**<br>*C.R.Briggs* –93<br>*Elec.light* *Carrying Petroleum in bulk* | **SteelSc3MstSr** | 2707<br>2693<br>2098 | | | | 1888 | SirW.G. Armstrong, Mitchell& Co. Newcastle | KasbekS.S.Co. (Lim.) (Lane& Macandrew) | 310·0 \| 40·4 \| 28·3 | London<br>British | T.3Cy.23″,37″&60″–39″<br>FD 250 NHP<br>WallsendSlipwayEng.Co., Newcastle | |
| 90<br>95995<br>LRCF | **Kashgar**<br>*C.K.McCallum* –92 2 *Dks*(1 *Irn*)<br>(*ex*Castellano,*ex*Honduras*ex*Legislator) | **IronScBg** | 2132<br>1938<br>1360 | | | ... | 1872<br>10mo | Maudslay, Sons&Field London | ~~LondonSteamers (Lim.)(P.W. Richardson,~~ *Mgrs.*) Reed McNair&Co. | 310·5 \| 34·1 \| 24·4<br>P 112*t* H 37*t* F 45*t* | London<br>British | C.2Cy.42″&72″–18″<br>NB92 200 NHP<br>Maudslay,Sons&Field,Lon | |
| 91<br>LRCF | **Kassed Kerim**<br>(*ex*Scotsman) | **IronSc3MstSr** | 359<br>—<br>230 | | | | 1873 | W.E.Boutland Newcastle | S.BeyHullabo | 160·2 \| 21·2 \| 12·1 | Alexndria<br>Egyptian | C.2Cy.20″&36″–24″<br>56 NHP<br>Marshall,Osborn&Co.,S.S. | |
| 92<br>NSRV | **Kastrup**<br>*O.Pedersen* 90–90<br>(*ex*Starkad)<br>1 *Dk* | **IronScSalvageSp** | 104<br>100<br>29 | | | | 1874 | Kockums Mek.Werkt. Malmö | E.Z.Svitzers Bjergnings Enterprise | 91·2 \| 18·4 \| 10·6 | Copnhagn<br>Danish | C.2Cy.18″&30″–22″<br>35 NHP<br>Kockums Mek.Wrk.,Mlmö | |
| 93<br>14028<br>HLTK | **Katahdin**<br>*M.Pierce* –75<br>2 *Dks* | **WoodPad** | 1235<br>937<br>987 | | | | 1863 | .....<br>NewYork | Boston&Bangor SteamshipCo. | 241·4 \| 35·4 \| 11·6 | Boston<br>Utd.States | 1000 NHP | |
| 94<br>81208<br>SRCJ | **Kate**<br>*J.W.Arkley* –92 *ss*Cff.No.3–6,92<br>2 *Dks*(1 *Irn*)3 *trB* | **IronScBn** | 1877<br>1778<br>1214 | ✠100A1<br>11,94~~3,94~~<br>~~BS8,93~~ LMC7,92<br>11,94 | Bry<br>A&CP<br>Cff | *s* | 1879<br>8mo | T.Turnbull &Son Whitby | J.Gray&Co. | 273·5 \| 34·5 \| 24·5<br>P 26′F 33′<br>BK 9½<br>*WB*=*D* | Whitby<br>British | C.2Cy.33″&62″–39″ (*i*)<br>81lb ~~75lb~~ *56lb* 170 NHP<br>2B,GS78<br>Blair&Co.(Lim.),Stockton | 26 ft 1<br>s 4 ·8 |
| 95<br>99653 | —<br>*G.Robertson* –93<br>ptGIB *Salted* | **WoodScK** | 93<br>86<br>29 | ✠10A–<br>~~14,93~~10,94<br>*For Fishing purposes*<br>✠LMC11,93 | Abn | *s* | 1893<br>10mo | MarrBros. Leith | J.Lewis | 86·8 \| 19·4 \| 9·7 | Aberdeen<br>British | C.2Cy.13″&28″–20″ (*s*)<br>100lb 31 NHP<br>1SB,2*pf*,GS20,HS678<br>Hall,Russell&Co.,Abn. | |
| 96<br>95152<br>KBRQ | **Kate B. Jones**<br>*D.C.Guthrie* ~~94~~–94 *ss*Cff.No.1–91<br>*Well deck* 1 *Dk*(*Stl*)2 *trB* | **SteelScSr** | 1983<br>1546<br>1285 | ✠100A1<br>~~6,94~~8,~~93~~10,94<br>MS6,92 ✠LMC12,91<br>~~BS1,94~~ 3,95 | Cff<br>A&CP | *r* | 1887<br>11mo | Schlesingr, Davis&Co. Newcastle | KateB.JonesS.S. Co.(Lim.) (W.H. &C.T.Jones) | 270·0 \| 37·1 \| 20·5<br>P 25′Q 82′B 106′<br>F 27′ BK 9″<br>*WB*=*CellDB* 184′ 280*t* | Cardiff<br>British | T.3Cy.21″,35″&58″–39″ (*s*)<br>160lb ~~75lb~~ *70lb* 180 NHP<br>2SB,6*cf*,GS92,HS3038<br>N.E.MarineEng.Co.,Nwc. | 21 ft 9<br>s 2 ·10 |
| 97<br>73637<br>PLKB | **Kate Fawcett**<br>~~*Dawson*~~ *ss*Sld.No.3–2,88<br>*M'Cormack* *ss*Sld.No.1–92<br>2 *Dks*(1 *Irn*)3 *trB* | **IronScSr** | 1322<br>1292<br>826 | ✠90A1<br>9,94~~9,94~~<br>✠NB10,90 LMC11,92 | Sld<br>A&CP | *p* | 1876<br>1mo | E.Withy& Co. Hartlepool | AtlanticS.S.Co. (Lim.) (T.G.Greenwell, *Mgr.*) | 245·5 \| 31·8 \| 22·3<br>ptND88<br>drp94 BK 9″<br>*WB*=*DBa* 74′*f* 66′ | London<br>British | T.3Cy.18″,30½″&57″–33″ (*s*)<br>160lb *50lb* NDB85 130 NHP<br>1SB,3*cf*,GS63,HS2105<br>*Tpd* 90 T.Richardson&Sons | 23 ft 8<br>s 4 ·2 |
| 98<br>77457<br>STHW | **Kate Forster**<br>*A.G.Irvine* 88–90 (*ex*Ballogie)<br>*ss*Shl.No.3–1,84<br>*Well deck* *ss*Nwc.No.2–93 1 *Dk*2 *trB* | **IronScSr** | 969<br>784<br>619 | ✠100A1<br>12,94~~8,93~~<br>~~BS12,94~~ ✠NB12,94 | Nwc<br>A&CP<br>LMC8,93 | *m* | 1879<br>10mo | Hall,Russell&Co. Aberdeen | Fisher,Renwick& Co. | 220·4 \| 29·7 \| 16·7<br>P 112′F 28′<br>BK 7″<br>*WB*=*DBa* 84′*f* 54′ 155*t* | Newcastle<br>British | C.2Cy.26½″&48″–30″ (*r*)<br>80lb *80lb* NDB90 100 NHP<br>1B,GS50 1SB,3*pf*,GS60,HS102<br>Hall,Russell&Co.,Abn. | 17 ft 7<br>s 2 ·10 |
| 99<br>89169<br>JHDN | **Kate Thomas**<br>*J.Thomas* –93 *ss*Cff.No.2–91<br>1 *Dk*(*Irn*)2 *trB* | **IronScSr** | 1431<br>1283<br>896 | ✠100A1<br>10,94~~9,94~~<br>~~BS4,94~~ ✠LMC11,91<br>2,95 | Cff<br>LA&CP | *q* | 1883<br>12mo | Palmers' Co.(Lim.) Newcastle | KateThomasS.S. Co.(Lim.) (E.Thomas, Radcliffe&Co.) | 260·0 \| 36·3 \| 16·3<br>P 22′B 46′F 26′<br>BK 9″<br>*WB*=*DBa* 80′*f* 54′ | Cardiff<br>British | C.2Cy.31″&60″–39″ (*a*)<br>80lb ~~50lb~~ *80lb* NDB94 152 NHP<br>2SB,4*pf*,GS77<br>Palmers'Co.(Lim.),Nwc. | 19 ft 6<br>s 2 ·10 |
| 100<br>95249<br>KSJP | **Kathleen**<br>~~*J.Thompson* 89–89~~ *ss*Nwc.No.1–92<br>*Well deck* 1 *Dk*(*Irn*)2 *trB*<br>*J.C.Duncan* –94 | **SteelScSr** | 1700<br>1329<br>1086 | ✠100A1<br>1,94<br>~~BS2,95~~ ✠LMC1,92 | Cff<br>A&CP | *q* | 1888<br>6mo | Osbourne, Graham& Co. Sunderland | Pyman,Bell&Co. | 258·0 \| 37·0 \| 16·9<br>P 33′Q 62′B 62′<br>F 36′ FK<br>*WB*=*CellDB* 210′ 358*t* | Newcastle<br>British | T.3Cy.20″,33″&54″–36″ (*o*)<br>150lb *80lb* 160 NHP<br>2SB,4*cf*,GS81<br>G.Clark,Sunderland | 19 ft 3<br>s 2 ·0 |
| 101<br>81521<br>VCWD | —<br>*J.L.Ogilvie* 91–92 *ss*Hpl.No.3–12,93<br>*Well deck* 1 *Dk*(*Irn*)2 *trB* | **IronScBn** | 1602<br>1261<br>1033 | ✠100A1<br>1,95~~12,92~~<br>~~BS4,93~~ ✠LMC12,92<br>1,95 | Hpl<br>LA&CP | *q* | 1880<br>11mo | R.Irvine& Co. WHartlepool | R.Irvine&Co. | 257·4 \| 34·6 \| 17·9<br>P 28′Q 76′B 60′<br>F 34′ BK 9″<br>*WB*=*Cell* | W.Hartlpl<br>British | C.2Cy.32″&60″–39″ (*i*)<br>80lb 75*lb* NDB92 140 NHP<br>2SB,6*pf*,GS70<br>Blair&Co.(Lim.),Stockton | 21 ft 9<br>s 2 ·0 |
| 102<br>93165<br>KLWB | —<br>*W.Gilpin* –93 *ss*Bel.No.1–90<br>1 *Dk*(*Irn*) | **IronScSr** | 367<br>296<br>128 | ✠100A1<br>3,94<br>BS9,93 ✠LMC10,90 | Bel<br>LA&CP | *h* | 1887<br>3mo | Workman, Clark&Co. Belfast | J.Milligen | 155·7 \| 23·2 \| 11·8<br>Q 20′B 40′F 26′<br>BK 7″<br>*WB*=*APT* 33*t* *Deep tank f* 12′33*t* | Belfast<br>British | C.2Cy.19″&38″–30″ (*s*)<br>90lb *60lb* 70 NHP<br>1SB,3*pf*,GS52,HS1299<br>J.&J.Thomson,Glasgow | 12 ft 7<br>s 1 ·1 |
| 103<br>95901 | —<br>*W.H.Allen* –88 1 *Dk*(*pt Irn*)<br>*Floors & Keelsons Irn, Beams pt Irn* | **SteelScTugSr** | 190<br>190<br>— | ✠<br>12,88<br>✠ | Fal<br>LA&CP | *c* | 1888<br>12mo | Cox&Co. Falmouth | C.O'Brien | 121·0 \| 19·5 \| 12·3<br>BK 7″ | Falmouth<br>British | T.3Cy.15¾″,26″&43″–28″<br>95 NHP<br>2SB,2*cf*,GS27<br>Cox&Co.,Falmouth | |
| 104<br>78428<br>KBSL | **Kathleen Mavourneen**<br>2 *Dks* | **SteelPadSr** | 988<br>803<br>452 | ✠<br>8,85 | Liv<br>LA&CP | Lv | 1885<br>4mo | A.Jack &Co. Seacombe | DroghedaSteam PacketCo.(Lim.) | 260·5 \| 31·1 \| 15·4<br>P 48′ F 32′<br>BK 8″ | Drogheda<br>British | C.2Cy.45″&85″–72″<br>400 NHP<br>2DB,12*f*<br>J.Jack&Co.,Liverpool | |
| 105<br>76393 | **Katie**<br>*J.Roberts* 85–85 | **IronScCtr** | 107<br>107<br>73 | | | | 1875 | Harland& Wolff Belfast | Price'sPatent CandleCo. (Lim.) | 76·2 \| 18·8 \| 9·5 | London<br>British | I.2Cy.11′–17″<br>20 NHP<br>Harland&Wolff,Belfast | |
| 106<br>74976<br>WNLB | **Katoomba**<br>*W.Sinclair* | **IronTwinSc**<br>2 *Dks* | 1006<br>966<br>489 | ✠<br>3,78 | Cly<br>A&CP | *n* | 1878<br>2mo | Blackwood &Gordon Pt.Glasgow | Australasian UnitedSteam Nav.Co.(Lim.) | 249·8 \| 29·3 \| 19·0 | SydnyNSW<br>British | C.4Cy.27″&47″–30″<br>200 NHP<br>Blackwood&Gordon,PGls.<br>*WB*=*DBa* 81′*f* 36′ | |
| 107<br>97579 | **Katoria**<br>*W.Gray* –91<br>2 *Dks*(*Upt Stl*–ws) & *Shade dk*<br>*Elec.light* | **SteelScSr** | 1127<br>919<br>674 | ✠<br>*Shade dk*<br>11,89 ✠ | Dmb<br>LA&CP | *p* | 1889<br>11mo | W.Denny & Bros. Dumbarton | BritishIndiaStm. Nav.Co.(Lim.) | 240·3 \| 34·1 \| 16·4<br>P 48′B 72′F 48′<br>BK 8½<br>*WB*=*CellDBuE* & *B* 62′104*t* | Glasgow<br>British | T.3Cy.20″,33½″&54″–42″<br>151 NHP<br>1DB,6*cf*,GS106<br>Denny&Co.,Dumbarton | 19 ft |
| 108<br>101916 | **Katsena**<br>*A.Addison* –92<br>1 *Dk* | **SteelScK** | 296<br>255<br>207 | | | | 1892 | F.B. Shuttleworth Erith | RoyalNigerCo. (Lim.) | 171·3 \| 21·6 \| 8·4<br>H 22*t* F 15*t* | London<br>British | C.2Cy.12″&24″–18″<br>48 NHP<br>Plenty&Sons,Newbury | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of R. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 109 JKMH | **Katsha** IronScSr 1*Dk* | 523 — 412 | | | | 1872 | Russische Dmpfschiff u. Handels-Ges. Sebastopol | RussianSteam Nav.&Trading Co. | 215·0 \| 30·0 \| 11·0 | Sebastopol Russian | C.2Cy.23″&41″–24″ 60H J.Penn&Sons,London | | |
| 110 1321 HJPM | **Katsuragawa Maru** WoodSr *Jukichi Mori* | 201 189 114 | | | | 1892 | Nakamura Hanyemon Osaka | OsakaShosen Kaisha | 124·8 \| 17·0 \| 12·5 | Osaka Japanese | C.4Cy. 40H | | |
| 111 HKPD | **Kattegat** IronScSr *H.Hernlund88–88* 1*Dk2trB* | 433 388 331 | | | | 1873 | Göteborgs Mek.Verkst. Gothenburg | Rederibolaget "Solide" (F.Slöör) | 145·3 \| 22·6 \| 15·3 B30′ H9*t* | Stockholm Swedish | C.2Cy.13″&28″–20″ 45H GöteborgsMekVerkstGbg | | V |
| 112 NKVP | — IronScSalvageSr *H.O.Hechscher* 1*Dk* | 275 264 133 | | | | 1873 | Burmeister & Wain Copenhagen | Em.Z.Svitzer's BjergningsEnterprise | 142·7 \| 25·5 \| 12·3 B11*t* | Copnhagn Danish *WB* | C.4Cy.21″&44″–24″ 120H Burmeister&Wain,Cpn. | | |
| 113 89525 JRFG | **Katy** IronScSr *E.G.Langley* –91 *ss*Got.No.3–8,89 *Well deck* 1*Dk*(*Irn*)2*trB* | 2158 1703 1378 | ✠100A1 7,92 BS12,93 | Shl A&CP ✠LMC8,89 | *r* | 1883 12mo | J.L.Thompson&Sons Sunderland | R.Gordon&Co. *WB*=*DB* | 272·0 \| 38·8 \| 19·9 ½P28′Q76′B64′ F28′ drp91 BK9½″ *a*80′ *f*60′ 342*t* *FPT* | London British 6*BHCem* 63*tAPT*31*t* | C.2Cy.34″&64″–42″ (*i*) 80lb *45lb* 175H 2SB,*6pf*,GS88 J.Dickinson,Sunderland | 21 ″ 0 s 2 ″ 1½ | D |
| 114 96043 LBRM | **Kaveri** IronScSr *AbooBucker* –93 *ss*Bom.No.1–93 1*Dk*&*Awngdk* | 872 839 543 | ✠100A1 *Awng dk withfreeboard* 8,93 | Bom LA&CP ✠LMC9,93 | *j* | 1889 2mo | Whitehavn S.B.Co. (Lim.) Whitehaven | BombayS.N.Co. (Shepherd&Co., *Mgrs.*) | 180·0 \| 29·1 \| 12·5 19·5 BK7½″ *WB*=*FPT* | Bombay British 6*BHCem* 25*tAPT*34*t* | T.3Cy.16″,26″&40″–30″ (*s*) 160lb FD 84H 1SB,*3rf*,GS57 Dunsmuir&Jackson,Gls. | 13 ″ 2 s 7″10½ w 8 ″ 0½ | |
| 115 84481 WLST | **Kawatiri** IronScSr *B.J.Aspstein87–87* 1*Dk* | 453 356 286 | | | … | 1882 8mo | HM'Intyre & Co. Paisley | UnionS.S.Co.of NewZealand (Lim.) | 170·5 \| 26·1 \| 11·2 Q85′ F21′ FK | Dunedin British *WB* | C.2Cy.20″&40″–30″ 70H Fleming&Ferguson,Psy. | | |
| 116 28896 QCJW | **Kedar** IronScBg *R.Warr* –94 | 1876 1695 1215 | | | | 1860 | W.Denny & Bros. Dumbarton | Cunard SteamShip Co.(Lim.) | 275·8 \| 36·2 \| 25·7 P68*t* | Glasgow British | C.2Cy.39″&68″–45″ NE&B73 212H Jack,Rollo&Co.,Liverpool | 27 ″ 2 s 5 ″ 1 | BT till 11.94 6,95 |
| 117 85960 | **Keel Row** SteelScSr *H.Marshall94–94* *Well deck* 1*Dk*(*Stl*) | 132 100 64 | ✠100A1 3,95~~2,94~~ | Nwc A&CP ✠LMC2,94 Lth | *a* | 1894 2mo | Anderson, Laverick& Co.(Lim.) Newcastle | W.H.Wise *WB*=*FPT*14*t* | 91·0 \| 20·1 \| 7·7 Q37′B7′F15′ BK6″ 3*BHCem* | Exmouth British | C.2Cy.13″&28″–18″ (*a*) 100lb 27H 1SB.*2pf*,GS24,HS601 Hedley&Boyd,N.Shields | 8 ″ 6 | |
| 118 98189 | **Keemun** SteelScSr *G.Castle* 2*Dks*(*StlU–ws*)3*trB* | 3132 2875 1985 | ✠100A1 7,94 ~~10,95~~ | Lon A&CP ✠LMC11,90 Shi | *w* | 1890 11mo | J.L.Thompson&Sons Sunderland | ChinaMutualStm Nav.Co.(Lim.) *WB*=*Cell* | 361·6 \| 41·7 \| 24·5 P24′B100′F48′ BK11″ 6*BHCem* *DB*292′555*t* | London British | T.3Cy.30″,47″&76″–48″ (*s*) 160lb *160lb* 700H 2DB,*12rf*,GS210 J.Dickinson,Sunderland | 27 ″ 6 s 5 ″ 10 | |
| 119 RGMP | **Kehrwieder** IronScSr *C.Dröscher85–93* (*ex*Vandalia–93) 2*Dks*&*Spard* | 2893 2021 2166 | *Now named "Polonia," See No. 32 in Supplement.* | | | 1871 | Caird&Co. Greenock | Hamburg-Amerikanische Packetf. Act.Ges. | 330·7 \| 39·0 \| 23·0 30·9 | Hamburg German | C.2Cy.36″&60″–48″ 300H Blohm&Voss,Hamburg | | V |
| 120 1327 HJPV | **KeikoMaru** IronScSr (*ex*U.S.N.Palos) 2*Dks* | 440 435 238 | | | | 1865 | ..... Boston, Mass. | HashimotoYuzo | 142·6 \| 24·7 \| 19·1 | Nagasaki Japanese | 65H | | |
| 121 98655 | **Kelburne** SteelScSr *T.Hollywood* –94 *ss*Bel.No.3–1,94 1*Dk*(*Stl*) | 195 142 83 | ✠100A1 1,94 | Bel LA&CP ✠LMC1,94 | *b* | 1891 7mo | JM'Arthur & Co. Paisley | R.Simpson *WB*=*FPT*28*t* | 114·0 \| 19·6 \| 8·8 Q35′B10′F16′ drp94 BK6″ 3*BHCem* | Dublin British | C.2Cy.13¼″&26″–18″ (*s*) 120lb 35H 1SB.*2pf*,GS25,HS580 Bow,M'Lachlan&Co.,Psy. | 9 ″ 5 s ″ 11½ | |
| 122 54748 LFTB | **Kelloe** IronScSr *H.J.Johnson* –94 | 501 482 340 | | | … | 1866 4mo | J.Laing Sunderland | WallarahCoalCo. (Lim.) | 164·7 \| 28·3 \| 14·9 Q19*t* | SydnyNSW British | C.2Cy.22½″&42″–36″ NE&B74 70H G.Clark,Sunderland | | |
| 123 60153 HQVM | **Kelso** IronSc~~3Mst~~Sr ~~*R.C.Read* –94~~ *W.Bettinson* –94 | 1053 ~~849~~ ~~702~~ 951 681 | | | … | 1869 1mo | C.&W. Earle Hull | T.Wilson,Sons&Co (Lim.) | 245·1 \| 31·1 \| 15·6 ~~P26*t*~~ F30*t* ~~P39*t*~~ len94 FK | Hull British | T.3Cy.14¼″,24″&40″–30″ NE&B92 ~~NB75~~ 79H ~~85H~~ ~~C.&W.Earle,Hull~~ Amos&Smith,Hull | | |
| 124 102000 | **Kelvinside** SteelScK ~~*J.M.P.Moore* –94~~ *R.Corrin* (*ex*Hare) 1*Dk*(*Stl*) | 209 165 95 | ✠100A1 ~~5,03~~11,94 | Bwg A&CP ✠LMC5,93 Liv | *c* | 1892 8mo | Scott&Co. Bowling | ~~KelvinS.S.Co. (Lim.)~~ J.Bacon(Lim.) *WB*=*FPT*28*t* | 120·0 \| 20·1 \| 9·4 B5′Q38′F16′ BK6½″ 3*BHCem* | Glasgow British | T.3Cy.11″,17″&28″–21″ (*s*) 160lb *80lb* 50H 1SB,*2pf*,GS30,HS722 Fisher&Co.,Paisley | 10 ″ 5 s 1 ″ 1 | |
| 125 571 HCDQ | **Kemb** IronPadSr 1*Dk* | 325 — 239 | | | | 1876 | A.Leslie& Co. Newcastle | ArchangelSteam Nav.Co. | 160·5 \| 24·2 \| 10·0 Q38′ | Archangel Russian | C.2Cy.24″&44″–54″ 100H R.&W.Hawthorn,Gateshd. | | |
| 126 | **Kenalee** IronPad *Hussein78–83* | — — 153 | | | | 1874 | J.&W. Dudgeon London | Idarei Massousieh (OttomanSteam Nav.Co.) | 180·0 \| 27·0 \| 10·3 | Constanpl Turkish | 2Cy.37″ 120H | | |
| 127 99134 MFPJ | **Kendal** SteelScSr *C.Bennett* –91 1*Dk*(*Irn*)&*Web frames*&*ptAwngdk*(*Irn*) | 2392 1818 1530 | ✠100A1 *pt Awng dk withfreeboard* 7,94 ~~10,93~~ | Bry A&CP ✠LMC6,91 | *s* | 1891 6mo | T Turnbull &Son Whitby | H.Baxter&Co. *WB*=*Cell* | 289·6 \| 38·2 \| 19·7 P29′Q78′ *pt Awng dk*182′ FK *DB*244′504*t* | Whitby British 6*BHCem* | T.3Cy.22″,36″&59″–39″ (*s*) 160lb *80lb* 218H 2SB,*6cf*,GS84,HS3300 Blair&Co.(Lim.),Stockton | 22 ″ 2 s 8 ″ 8 | |
| 128 93323 | **Kendat** SteelSternWheel 1*Dk* | 102 102 102 | | | | 1886 | Yarrow& Co. London | Irrawaddy Flotilla Co.(Lim.) | 120·2 \| 24·6 \| 4·1 | Glasgow British | H.2Cy.13″–45″ 60H Yarrow&Co.,London | | |
| 129 90013 JTQV | **Kenilworth** ~~*D.Leitch* –93~~ *J.McMullan94–94* *ss*Gls.No.2–93 1*Dk*(*ptIrn*) | 274 232 97 | ✠100A1 10,93 | Gls LA&CP ✠LMC10,93 | *e* | 1885 2mo | Scott&Co. Bowling | ~~A.F.Blackater~~ worthSSCo(Lim) (A.F.Blackater) *WB*=*FPT* | 145·0 \| 23·1 \| 10·5 Q53′F21′ BK7″ 4*BHCem* 28*tAPT*7*t* | Glasgow British | C.2Cy.21½″&42″–30″ (*a*) 85lb *45lb* 80H 1SB,*2cf*,GS41 Muir&Houston,Glasgow | 11 ″ 0 s 1 ″ 4 | |
| 130 Lost by collision 12.94 TLCB | **Kenmore** IronScSr *W.B.Thompson* 1890–92 *ss*Shl.No.3–2,93 *Well deck* 1*Dk2trB* | 769 598 495 | ~~✠100A1~~ 7,94 ~~5,94~~ BS5,94 | Dun A&CP ✠LMC9,92 His | *k* | 1880 8mo | W.B. Thompson Dundee | AlbanyShipCo. (Lim.) (D.Scott&Son, *Mgrs.*) *WB*=*DBf* 46′ *&u E*13′ | 202·6 \| 27·1 \| 14·6 Q66′B51′F20′ drp94 BK7½″ 5*BHCem* 124*tFPT*23*t* | Dundee British | C.2Cy.24″&48″–30″ (*i*) 75lb *80lb* NDB94 90H 1SB,*3pf*,GS54 W.B.Thompson,Dundee | 15 ″ 6 s 1 ″ 4 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitcine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pa. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **131** 14484 KGJP | **Kennebec** WoodPad<br>*J.Collins*60–89 2*Dks* | 1652 — 1272 | | | | 1889 | NewEnglandShipbuildgCo. Bath,Me. | KennebecSteamBoatCo. | 256·0 | 37·6 | 13·1 | Bath,Me. Utd.States | | |
| **132** 52361 | **Kennedy** IronTwinScSr<br>*M.Furneaux*84–85 1*Dk* | 189 168 124 | | | | 1865 | Australian S.N.Co. Sydney | J.H.Cock | 138·4 | 19·4 | 8·9 | Nelson,NZ British | C.4Cy.12″&22″–14″ 43H Fraser&Tinne,Auckland | |
| **133** 95525 LBKJ | **Kennett** SteelScSr<br>*D.Davies* –93 *ss*Ply.No.1–93<br>*Well deck* 1*Dk*(1*Irn*)&*Web frames* | 1707 1270 1095 | ✠100A1 1,94 4,95 BS4,95 | Sws A&CP ✠LMC8,93 | *q* | 1889 2mo | E.Withy&Co. WHartlepool | Steel,Young&Co. | 260·6 P29′Q74′B107′F28′ drp93 *WB*=*CellDB*218′ | 36·0 FK | 17·2 | London British *4BHCem* 346*tAPT*19*t* | T.3Cy.20½″,33″&56″–36″ (*s*) 160lb *80lb* 170H 1DB,*4rf*,GS75 T.Richardson&Sons.,Hpl. | 19 ″ 7 s 1 ″ 6½ |
| **134** 102155 NKHB | **Kensington** SteelTwinSc4MstSr<br>~~*Louis* —94~~ 3*Dks*(*Stl*-2ws)4*trB*&<br>*Elec.light R.Bond* -94 *Webframes* | ~~9000~~ 8569 7929 5645 | ✠100A1 2,95 ~~3,94 10,94~~ (*GlassContacplated*) ✠LMC5,94 | Liv LA&CP | *q*† | ~~1893~~ 1894 4mo | J.&G. Thomson (Lim.) Glasgow | International NavigationCo. | 480·0 P35′B140′~~F63~~ F63′ 9*BHAsp* 2D *WB*=*CellDB*427′1456*t* | 57·2 FK | 37·0 | Liverpool British &1SB,20*rf*,GS382,HS12176 J.&G.Thomson (Lim.),Gls | Q.8Cy.25½″,37½″~~52½″~~&74″ –54″ 200lb *80lb* (*s*) 569H 10·10 FD | 40 ″ 0 s 10·10 |
| **135** 82899 WCFQ | **Kent** IronSc3MstSr<br>~~*G.A.Brotherton* —94~~ ~~*ss*Shl.No.2–89~~<br>*Well deck ss*Sld.No.3-6,94 1*Dk*(*Irn*)<br>*Callender* | 1045 794 666 | ✠100A1 ~~6,94 11,92~~ 1,95 BS7,92 ✠LMC4,89 ~~NB6,94~~ 6,94 ~~6L3~~ | Shl A&CP | *n* | 1881 5mo | S.P.Austin &Son Sunderland | LambertBros. | 226·0 Q55′P23′B42′F19′ srp94 *WB*=*CellDB*186′ | 32·0 BK7 | 14·0 | London British *5BHCem* 253*tAPT*19*t* | C.2Cy.29″&56″–36″ (*r*) ~~(*t*)~~ 90lb ~~*45lb*~~ *80lb* NDB94 99H 1SB,*4pf*,GS83~~69~~,HS2230 N.E.MarineE.Co.(Lim)Sld | 16 ″ 10 s 1 ″ 9½ |
| **136** 95068 KSWH | **Kentigern** SteelScSr<br>*J.Fairweather* –94 *ss*Shl.No.1–93<br>2*Dks*(*Stl-Uws*)3*dkRule* | 2463 2171 1614 | ✠100A1 12,93 BS11,94 ✠LMC8,93 | Hul A&CP | *t* | 1888 7mo | A.Stephen &Sons Glasgow | R.M'Millan (E.P.Babtie,*Mgr.*) | 300·0 P32′B60′F36′ *WB*=*Cell* | 40·1 BK10″ *DB*240′516*t* | 23·1 | Glasgow British *5BHCem* 2SB,*4rf*,GS154 A.Stephen&Sons,Glasgow | T.3Cy.21″,33″&54″–42″ (*s*) 160lb *70lb* 220H | 25 ″ 9 s 4 ″ 5 |
| **137** MBLH | **Kepler** IronScSr<br>*Tanner*76–87 3*Dks*<br>4thSurvey,79 | 2258 2232 1759 | 11,79 | | | 1863 | A.Leslie&Co. Newcastle | Soc.Anon.deNav. RoyaleBelge Sud-Américaine | 320·5 len71 | 32·9 | 30·5 | Antwerp Belgian *7BH* | C.2Cy.27″&58″–42″ NE&B71 180H R.Stephenson,Newcastle | |
| **138*** 76660 RHTL | **—** IronSc3MstSr<br>*Flitt ss*Shl.No.3–12,90<br>2*Dks*(1*Irn*)3*trB* | 1811 1730 1168 | ✠100A1 A1*1 10,92 BS12,93 | Shl A&CP LMC6,90 | *r* Lv | 1878 2mo | Bartram, Haswell&Co Sunderland | ~~Wilkie&Turnbull~~ C.Turnbull&Co. | 276·1 B18′F22′ ptND90 *WB*=*DBa*82′*f*72′ | 35·2 BK9½″ | 24·3 | N.Shields British *5BHCem* 2B,GS85 J.Dickinson,Sunderland | C.2Cy.33″&62″–39″ (*i*) 65lb *70lb* 170H | 25 ″ 10 s 4 ″ 9½ |
| **139** HKJF | **—** WoodScSr<br>*M.Jansson* 1*Dk*2*trB* | 703 557 540 | | | | 1873 | J.F.Olsson Lödöse | E.J.Odenius | 183·7 Q94′ B28′ H19*t* | 26·9 | 16·1 | Gothenbrg Swedish | C.2Cy.23″&43″–29″ 90H MotalaCo.,Motala | |
| **140** 84274 TRWJ | **Kerbela** IronScSr<br>*W.H.Watkeys* –93 *ss*Lon.No.1–84<br>2*Dks*(*U1rn–ptws*)3*dkrule* | 1961 1785 1458 | ✠ 4,86 | Lon LA&CP | *s* | 1880 10mo | W.Denny &Bros. Dumbarton | BritishIndiaStm. Nav.Co. (Lim.) | 284·7 P14′ B32′ | 35·2 | 23·8 F37′ | Glasgow British *5BHCem* | C.2Cy.34″&60″–42″ NDB92 180H Denny&Co.,Dumbarton *WB*=*CellDB*244′383*t* | 26 ″ 8 s 5 ″ 3 |
| **141** 82812 TQDF | **Keroula** IronSc<br>*C.Mackenzie* –94 *ss*Shl.No.3–12,92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1547 1251 1002 | ✠100A1 4,95 ~~5,94~~ BS~~5,94~~ 4,95 ✠LMC9,92 | Nwc A&CP | *q* | 1880 9mo | S.P.Austin &Son Sunderland | KeroulaS.S.Co. (Lim.)(Cairns, Young&Noble) | 260·4 P32′Q72′B52′F27′ *WB*=*Cell* | 35·5 BK9″ *DB*184′288*t* | 17·1 | London British *4BHCem* 2SB,*4pf*,GS66 G.Clark,Sunderland | C.2Cy.28″&60″–39″ (*i*) 80lb *50lb* 160H 2SB,*4pf*,GS66 | 19 ″ 11 s 1 ″ 11 |
| **142** 93233 LMNS | **Kesteven** IronScK<br>*C.Tucker* –93 ~~*ss*Bos.No.1–89~~<br>(*Trawler*) 1*Dk*<br>*ss*Bos.No.3-7,94 | 144 134 72 | ✠100A1 ~~9,90~~ 7,94 ~~BS9,98~~ ✠LMC~~9,89~~ 7,94 ✠NB85 *re-fitted*94 | Bos LA&CP | | 1885 12mo | Earle'sCo. (Lim.) Hull | BostonDeepSea Fishing&IceCo. (Lim.) | 100·2 Q16′F21′ | 20·2 BK7½″ | 10·3 | Boston British *3BHCem* | T.3Cy.11½″,17″&30″–21″ (*s*) 150lb 45H 1~~SB,*6rf*,GS21~~ 1SB2*pf*GS20 Earle'sCo.(Lim.),Hull | 11 ″ 6 |
| **143** 97399 LTNB | **Kestor** SteelScSr<br>*W.Sturgeon* –93 (*ex*HalifaxCity)<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | 2289 1760 1483 | ✠100A1 5,94 ~~9,93~~ ✠LMC8,90 Cff | Liv A&CP | *s* | 1890 8mo | W.Gray &Co.(Lim.) WHartlepool | J.Holman&Sons | 290·0 P27′Q94′B112′F29′ drp93 *WB*=*DBa* | 38·0 BK10″ | 20·3 | London British *5BHCem* 2SB,*6rf*,GS90,HS3090 CentralMar.E.Wks.,WHpl | T.3Cy.21½″,35″&58″–39″ (*s*) 150lb *75lb* 200H 2SB,*6rf*,GS90,HS3090 | 22 ″ 2 s 2 ″ 0½ |
| **144** 98570 | **Kestrel** Steel&IronScYl<br>~~*W.Hood* —94~~ *J.Westerby*95–95<br>1*DkIrnframing,Stlplating* | 155 142 57 | ✠100A1 *StmTrawler* ~~2,94 12,93~~ 4,95 ✠LMC1,92 | Abn LA&CP | | 1892 1mo | Mackie& Thomson Glasgow | ~~NorthernOcean Stm.FishingCo. (Lim.)~~(J.L.Cunliffe&Co.,*Mgrs.*) | 100·5 Q19′F19′ | 20·5 BK7½″ | 10·7 | Aberdeen British *3BHCem* | T.3Cy.12″,19″&31″–22″ (*s*) 160lb 50H 1SB,*2pf*,GS34,HS750 Muir&Houston,Glasgow | 11 ″ 11 |
| Missing since 1894 | | | | | | 1891 | F.W. Wheeler&Co. W.BayCity | AberdeenStmTrawling&FishingCo(Lm) SaginawSteel SteamshipCo. | 270·0 | 41·9 | 24·0 | NewYork Utd.States | T.3Cy.21″,34″&56″–42″ *WB* FrontierIronWrks, Detroit | |
| **145** 161070 KJHT | **Keweenaw** SteelSc<br>*W.H.Jenkins* –91 1*Dk*2*trB* | 2511 — 2004 | | | | | | | | | | | | |
| **146** 81628 | **Khalifah** IronPadSk<br>*Clements*73–80 | 470 339 391 | | | | 1879 | J.&G. Rennie London | Euphrates&Tigris SteamNav.Co. (Lim.) | 210·1 | 33·3 | 5·4 | London British | C.H.4Cy.18½″&35″–54″ 100H J.&G.Rennie,London | |
| **147** 71696 NQDV | **Khandalla** IronScSr<br>*C.R.Kendall* –93 *ss*Lon.No.2–83<br>3*Dks*(1*Irn*) | 2040 2001 1318 | ✠ 4,84 | Lon A&CP | *s* | 1874 12mo | W.Denny&Bros. Dumbarton | BritishIndiaStm. Nav.Co. (Lim.) | 316·0 | 33·3 | 25·7 | Glasgow British *5BHCem* | C.2Cy.36½″&63″–45″ 221H Denny&Co.,Dumbarton | |
| **148** 65565 KDMQ | **Khedive** IronScBk<br>*W.L.Brown* –92<br>*Elec.light* | 3868 3709 2132 | | | | 1871 | Caird&Co. Greenock | P.&O.SteamNav. Co. | 377·6 | 42·4 | 33·0 | Greenock British | C.2Cy.55″&96″–46″ NB78 600H Caird&Co.,Greenock | 27 ″ 0 s 9 ″ 4½ |
| **149** 95288 LDMG | **Khio** SteelScSr<br>~~*E.S.Gibson* 94-94~~ *ss*Cff.No.1–93<br>*Well deck* 1*Dk*(*Stl*)&*Webframes*<br>*T.Oliver*94-94 | 2376 1846 1552 | ✠100A1 ~~5,94 12,93~~ 4,94 ✠LMC5,93 ~~Sld~~ | Cff A&CP | *t* | 1889 5mo | E.Withy&Co. WHartlepool | ColumbiaS.N.Co. (Lim.)(W.&T.W. Pinkney,*Mgrs.*) *WB*=*CellDB* | 300·0 P35′Q88′B122′F31 drp93 drp94 256′ 560*t APT* 32*t* | 38·5 FK | 20·6 | Sundrland British *5BHptCem ptAsp* | T.3Cy.22″,37″&61″–39″ (*s*) 160lb *55lb* 220H 2SB,*6rf*,GS102 T.Richardson&Sons,Hpl. | 23 ″ 3 s 2 ″ 2½ |
| **150** 88019 | **Khoper** IronTwinSc | 861 — | | | | 1872 | J.&W. Dudgeon London | RussianS.N.& TradingCo. | 210·0 | 29·0 | 10·5 | Odessa Russian | C.2Cy.15½″&27¼″–14″ 60H J.&W.Dudgeon,London | |
| **151** 32276 QVKP | **Kiama** IronPadSr<br>*I.McLaughlin* –92 1*Dk* | 175 162 111 | | | | 1854 | J.G.Lawrie Glasgow | IllawarraSteam Nav.Co. | 154·5 Q17′ | 20·4 | 7·8 | SydnyNSW British | 2Cy.30″–36″ 60H | |
| **152** 88019 | **Kian Ann** WoodSc | 150 122 101 | | | | 1886 | Riley,Hargreaves&Co Singapore | LimHoPuah | 112·2 | 17·1 | 8·1 | Singapore British | C.2Cy.15″&30″–18″ 45H Bow,McLachlan&Co.,Psy. | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Master. Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard (amidships) ft. | in. | 15 Other Registers in which classed. Details of Boiler Trials, Corr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 153 86884 | **Kian Yang** *C.R.St.John* –90 | **WoodScSr** 1*Dk* | 120 98 70 | | | | 1891 | Ah.Loang HongKong | **YanChongPeng** | 110·4 H22*t* | 18·7 | 7·7 | **HongKong** British | C.2Cy.14″&26″–18″ 35HP LaudenBros.,Glasgow | | | |
| 154 | **Kiang foo** *T.Bassett77–84* | **CompPad** (*ex*Nankin) 1*Dk&2Hurdks* | 2330 — 1468 | | | | 1874 | ShanghaiS. Nav.Co. Shanghai | **ChinaMerchants' SteamNav.Co.** | 295·5 | 50·0 | 11·5 | **Shanghai** Chinese | 1Cy.80″–132″ 300HP M.Coryell,Shanghai | | | |
| 155 | **Kiang kwan** *W.P.Johnstone* | **IronPad** 1*Dk&2Hurdks* | 1647 — 1030 | | | | 1876 | A&J Inglis Glasgow | **ChinaMerchants' SteamNav.Co.** | 250·0 | 40·2 | 12·8 | **Shanghai** Chinese | C.2Cy.38″&69½″–84″ 250HP A.&J.Inglis,Glasgow | | | |
| 156 | **Kiang ping** *(NOW A PONTOON)* *C.Holmes80–80* (*ex*Japan,*ex*Soochow, *ex*NganKing) | **IronPad** 1*Dk&2Hurdk* | 539 — 392 | | | | 1865 | Hedder-wick&Co. Glasgow | **ChinaMerchants' SteamNav.Co.** | 177·2 | 24·0 | 9·4 | **Shanghai** Chinese | 2Cy.36″–42″ 80HP | | | |
| 157 | **Kiang teen** *N.Pratt77–83* | **IronPad** (*ex*Moning) 1*Dk&2Hurdks* | 2012 — 1368 | | | | 1870 | A.&J. Inglis Glasgow | **ChinaMerchants' SteamNav.Co.** | 273·2 | ... | 13·9 | **Shanghai** Chinese | C.2Cy.29″&57¾″–144″ 250HP A.&J.Inglis,Glasgow | | | |
| 158 | **Kiang tung** *S.Parks* –92 | **IronPad** (*ex*Honan) 1*Dk&2Hurdks* | 566 — 340 | | | | 1871 | ShanghaiS. Nav.Co. Shanghai | **ChinaMerchants' SteamNav.Co.** | 218·0 | 31·2 | 9·0 | **Shanghai** Chinese | 1Cy.50″–96″ 200HP NewYork | | | |
| 159 | **Kiang yu** *A.E.Knights* –84 | **SteelPad** 1*Dk&2Hurdks* | 3098 — 2270 | | | | 1883 | A.&J. Inglis Glasgow | **ChinaMerchants' SteamNav.Co.** | 300·0 | 42·0 | 13·4 29·9 | **Shanghai** Chinese | C.2Cy.40″&75″–96″ 300HP A.&J.Inglis,Glasgow | | | |
| 160 | **Kiang yung** *T.Grayson* | **IronPad** 1*Dk&2Hurdks* | 2118 — 1511 | | | | 1876 | A.&J. Inglis Glasgow | **ChinaMerchants' SteamNav.Co.** | 250·1 | 40·2 | 12·7 | **Shanghai** Chinese | C.2Cy.38″&69½″–84″ 250HP A.&J.Inglis,Glasgow | | | |
| 161 LCTW | **Kiel** *M.W.Krützfeldt* –91 | **SteelScSr** 1*Dk&Spardk* | 1127 976 833 | | | | 1891 | Howaldts-werke Kiel | **KielerDampfer Compagnie** (**H.Diederichsen,** *Mgr.*) | 210·0 B49′F33′ | 32·1 | 22·0 | **Kiel** German | T.3Cy.15½″,24″&39½″–24⅞″ 150HP Howaldtswerke,Kiel | | | V |
| 162 NSVL | **Kiew** *H.Rasmussen86–88* | **SteelScSr** 2*Dks&ptShadedk* | 1122 796 702 | | | | 1881 | Burmeister &Wain Copenhagen | **ForenedeDamp-skibsselskab** | 241·4 P154′B29*t*21·5 F33′ | 30·2 | 14·9 | **Copnhagn** Danish *WB* | C.4Cy.24″&48″–32″ 150HP Burmeister&Wain,Cpn. | | | |
| 163 — | — *B.Allegretti* –92 | **SteelPad** 1*Dk* | 561 — 352 | | | | 1892 | Stablimnto Tecnico Trieste | **DonAzoffNav.Co.** | 204·0 | 26·6 | 12·0 | **Rostoff** Russian | C.2Cy.26½″&47″–50″ 120HP StabilimentoTecnico,Tri. | | | A |
| 164 653 HDTB | **Kikaku Maru** *Unasuke Ishi* | **WoodScSr** | 217 188 134 | | | | 1881 | Kirby&Co. Kobe | **OsakaShosen Kaisha** | 132·4 | 17·1 | 13·8 | **Osaka** Japanese | 2Cy. 15HP | | | |
| 165 | **Kilauea Hou** *J.Fitzgerald92–93* | **WoodScSr** | 271 153 153 | | | | 1878 | Tibbets& Sorenson Honolulu | **Wilder'sS.S.Co.** | 119·0 | 24·6 | 10·0 | **Honolulu** Hawaiian | C.2Cy.12″&20″–20″ 18HP Risdon IronWorks.,S.Fo. | | | V |
| 166 102813 | **Kilburn** *R.Valder* –93 | **SteelScSr** 1*Dk(Stl)&Spardk(Irn)3trB* | 3271 3057 2111 | ✠100A1 *Spar dk* 9,94~~,94~~ | Liv LA&CP ✠LMC10,93 Lon | *v* | 1893 10mo | Ropner& Son Stockton | **BritainS.S.Co. (Lim.)** ~~(Watts,Ward&Co.,*Mgrs.*)~~ *WB* | 330·0 P25′B64′F39′ | 43·0 BK10″ | 18·5 | **London** British | T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *90lb* 300HP 2SB,*6cf*,GS118,HS4200 Blair&Co.(Lim.),Stockton | 21 | 0 | |
| 167 98392 | **Kildare** *T.Evans* –93 | **IronPadSr** | 842 720 488 | | | | 1867 | Laird Bros. Birkenhead | **City of Dublin Stm.Pkt.Co.** | 262·5 P79*t*F23*t* len73 | 27·0 | 14·7 | **Dublin** British | D.O.2Cy.64″–72″ NB79 300HP LairdBros.,Birkenhead | | | BT till ~~6,94~~ 3,95 |
| 168 86707 | **Kilkeel** ~~*M.Ferguson* –94~~ (*ex*Celtic) *J.Bennett* | **IronScSr** *ss*Ayr.No.3–7,92 1*Dk* | 197 159 79 | ✠100A1 3,953~~,95~~ BS~~8,93~~ 11,94 | Liv LA&CP ✠LMC7,92 Dub | *c* | 1882 10mo | J Fullerton &Co. Paisley | ~~**Newry&Kilkeel S.S.Co.(Lim.)**~~ Coppack,Carter&Co | 120·0 Q42′F18′ | 20·0 BK6″ *WB*=*FPT23t* | 9·4 | Chester ~~Newry~~ British | C.2Cy.17″&30″–22″ (*b*) 70lb 40HP 1SB.*2pf*,GS27 W.King&Co.,Glasgow | 10 | 1 | |
| 169 96420 | **Killarney** *J.M.Brown* –91 *Elec.light* | **IronScSr** *ss*Qus.No.1–95 2*Dks*(*UIrn*–ws) | 1232 985 602 | ✠100A1 3,95~~1,94 10,94~~ | Dun A&CP ✠LMC~~4,94~~ Crk Qns | *p* | 1891 4mo | W.B. Thompson &Co.(Lim.) Dundee | **City of CorkSteam PacketCo.(Lim.)** | 256·5 P73′ B66′&22′ F45′ | 33·2 BK9½″ *WB*=*Cell* | 15·7 5*BHCem DB*199′219*t* | **Cork** British | T.3Cy.24″,38″&62″–42″ (*s*) 160lb *50lb* 260HP 2DB,*8rf*,GS138,HS4332 W B.Thmpsn&C.(L.)Dun. | 17 | 11 | BT till ~~3,96~~ 3,96 |
| 170 28450 PLFH | **Killingworth** *J.R.Mardy* –92 | **IronSc3MstSr** | 527 473 315 | | | ... | 1855 | C.Mitchell &Co. Newcastle | **J.Sinclair** | 170·4 | 27·9 | 16·6 | **London** British | 2Cy.34½″–26″ NB92 70HP T.Richardson&Sons,Hpl. | 16 | 10 s 2 | 5 |
| 171 98275 | **Killowen** *M.B.Barry* –93 *Well deck* | **SteelScSr** 1*Dk*(*Stl*) | 228 166 73 | ✠100A1 5,95~~,94~~ | Liv A&CP ✠LMC2,93 Ayr | *c* | 1893 2mo | J.Fuller-ton&Co. Paisley | **NewrySaltWorks Co.(Lim.)** | 125·0 Q42′B7′F23′ | 20·1 BK6″ *WB*=*FPT40t* | 9·5 | **Newry** British | C.2Cy.17½″&35″–24″ (*s*) 100lb 50HP 1SB,*2pf*,GS35,HS910 Ross&Duncan,Glasgow | 10 | 1 | |
| 172 97974 MGLT | **Kilmorack** *J.F.Bell91–91* *Well deck* | **SteelScSr** 1*Dk*(*Irn*)&*Webframes* | 2091 1567 1341 | ✠100A1 ~~5,94~~ ~~94~~ 5,95 | Npt A&CP ✠LMC8,91 Shl | *r* | 1891 8mo | BlythS.B. Co.(Lim.) Blyth | **KilmorackS.S.Co. (Lim.) (Blair&Co.)** | 275·5 P25′Q80′B114′F30′ *WB*=*CellDB*234′ | 37·5 FK | 18·2 4*BHCem* 408*t APT*58*t* | **Newcastle** British | T.3Cy.20″,32½″&54″–36″ (*s*) 160lb *90lb* 160HP 2SB,*6pf*,GS99,HS2804 N.E.Mar. EngCo(Lm)Nwc | 20 | 8 s 1 | 9½ |
| 173 97748 LPFG | **Kilmore** *T.Nielsen* –94 *Floors&StringersIrn* *Well deck* | **SteelScSr** 1*Dk*(*Irn*)2*trB* | 2215 1580 1420 | ✠100A1 3,93 | Liv A&CP ✠LMC~~3,96~~ 3,94 | *r* | 1890 2mo | Edwards' S.B.Co.(Lim) Newcastle | **S.S.Lochmore(L.)** (**W.Johnston&Co., Lim.,***Mgrs.*) *WB*=*DBa*36′102*t* | 286·5 Q94′B138′F37′ *FPT* 47*t APT* 47*t* | 38·2 FK | 17·7 5*BHCem MT*38′456*t* | **Liverpool** British | T.3Cy.22″,34″&55″–42″ (*s*) 160lb *80lb* 212HP 2SB,*6rf*,GS98 D.Rollo&Sons,Liverpool | 19 | 7 s 1 | 7 |
| 174 101809 MVNG | **Kilsyth** *T.D.Moffat92–92* *Well deck* | **SteelScSr** 1*Dk*(*Irn*)&*Webframes* | 2099 1573 1355 | ✠100A1 ~~5,93~~ ~~94~~ 2,95 | Shl A&CP ✠LMC11,92 Bly Nfk | *r* Cff | 1892 11mo | Wood, Skinner&Co. Newcastle | **KilsythS.S.Co. (Lim.) (Blair&Co.)** | 275·0 P26′Q80′B114′ F28′ *WB*=*CellDB* 234′ 402*t* | 37·5 FK | 18·1 5*BHCem APT*68*t* | **Newcastle** British | T.3Cy.20″,32½″&54″–36″ (*s*) 160lb *90lb* 160HP 2SB,*6pf*,GS100,HS2740 N.E.Mar.E.Co.(Lim.)Nwc | 20 | 8 s 1 | 9 |
| 175 78638 RVHS | **Kilwa** *R.W.Gimblett* –92 | **IronScSr** *ss*Cal.No.1–82 2*Dks*(*UIrn*–ws)3*trB* | 1552 1513 993 | ✠ 3,86 | Cal A&CP | *r* | 1878 5mo | A&J Inglis Glasgow | **BritishIndiaStm. Nav.Co.(Lim.)** | 280·2 | 31·6 | 23·7 | **Glasgow** British 6*BHCem* | C.2Cy.37″&66″–42″ 200HP A.&J.Inglis,Glasgow | | | |

| Numero d'Ordre. / Numero Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | Tonnage Officiel. Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. / ✠ Surveillance Spéciale. / Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Construit. Quand. / Navire. / Mach. | Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | Port d'Armement. / Pavillon. | Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 176 | **Kilwa** IronScSr<br>*M.Yuseff* -90 1*Dk* | 350<br>—<br>216 | | | | 1885 | Flensburg<br>Schiffsb.Ges<br>Flensburg | Sultan of Zanzibar | 140·0\|22·0\|12·0<br>B19'F25' | | C.2Cy.18"&33"-21"<br>45HP<br>Flnsbrg.Schiffsb.Ges.,Flns |
| 177 | **Kinau** IronScSr<br>*J.C.Lorenzen*80-86 2*Dks*<br>*Elec.light* | 993<br>720<br>773 | | | | 1883 | W.Cramp<br>&Sons<br>Philadelphia | Wilder'sS.S.Co.<br>(Lim.) | 204·0\|32·8\|15·5 | Honolulu<br>Hawaiian | C.2Cy.24"&44"-36"<br>85HP<br>WCramp&Sons,Phildlpha |
| 178<br>96086<br>LHSJ | **King Alfred** Iron&SteelScSr<br>(*WRECKED 4,94*)<br>*W.Wishart*89-93 1*Dk*(*Irn*)2*trB*<br>*Well deck* *IrnframingStlplating* | 1137<br>870<br>717 | ✠<br>9,93<br>✠ | Bel<br>A&CP | *n* | 1889<br>9mo | BlythS.B.<br>Co.(Lim.)<br>Blyth | KingLine(Lim.)<br>(Philipps&Co.,<br>*Mgrs.*)<br>*WB* | 225·0\|32·7\|15·8<br>Q75'B64'F29'<br>BK9"<br>=*DBa*62'*f*88' 245*t* *FPT*32*tAPT*21*t* | Glasgow<br>British<br>4*BHptAsp*<br>*ptCem* | T.3Cy.16½",27"&44"-33"<br>99HP<br>1SB,3*pf*,GS54<br>N.E.Mar.EngCo(Lm)Nwc |
| 179<br>70575<br>NCQM | **King Arthur** IronSc<br>*W.T.Fairweather* -93ssBom.No.3-6,84<br>ssBom.No.2-93<br>2*Dks* | 1416<br>1334<br>1047 | ✠100A1<br>12,93<br>~~B&MS6,93~~<br>BS7,94 | Bom<br>A&CP | *p* | 1874<br>2mo | J.Scott&<br>Sons<br>Inverkeithng | TheBombay&<br>PersiaSteam<br>Nav.Co.(Lim.) | 263·8\|30·7\|22·2<br>B67'<br>ND89 BK9" | Bombay<br>British<br>4*BHCem*<br>*WB*=*APT* | C.2Cy.30"&55"-36"<br>60lb *50lb* NB84 130HP<br>J.Scott&Sons,Inverkthg |
| 180<br>102663 | **King Bleddyn** SteelScSr<br>~~*J.J.Hebron*89-94~~ *Haverton*<br>1*Dk*(*ptStl ptIrn*)&*Webframes*<br>*Well deck* | 2351<br>1764<br>1479 | ✠100A1<br>~~6,94 2,94~~ 1,95<br>✠LMC2,94 | Sld<br>A&CP<br>~~Ham~~ Lon | *s* | 1894<br>2mo | R.Thomp-<br>son&Sons<br>Sunderland | KingLine(Lim.)<br>(Phillips&Co.,<br>*Mgrs.*)<br>*WB* | 285·0\|41·0\|17·8<br>P28'Q78'B124'<br>F33' FK<br>= *Cell DB*222'459*t* | Glasgow<br>British<br>6*BHCem*<br>*APT*56*t* | T.3Cy.21",35"&57"-39" (*s*)<br>160lb *80lb* 180HP<br>2SB,6*rf*,GS88,HS3124<br>Blair&Co.(Lim),Stockton |
| 181<br>68815<br>LQPC | **King Ermyn** IronScSr<br>*R.Hughes* -92 ssCff.No.2-82<br>*Well deck* 1*Dk*2*trB* | 1064<br>759<br>650 | ✠<br>12,86 | Cff<br>A&CP | *n* | 1872<br>12mo | M.Pearse&<br>Co.<br>Stockton | G.T.Harper&Co.<br>(Lim.) | 226·0\|30·7\|16·9<br>P139'F28' | S'thamptn<br>British<br>4*BHCem*<br>*WB* | C.2Cy.26"&52"-36"<br>99HP<br>Day,Summers&Co.,Sou.<br>=*DBa*73'*f*75'219*tAPT*12*t* |
| 182<br>58955<br>KLFB | **King Fisher** IronPad<br>*R.J.Walters* -91 | 264<br>264<br>56 | | | | 1868 | ..........<br>S.Shields | LiverpoolSteam<br>TugCo.(Lim.) | 143·1\|23·7\|12·0 | Liverpool<br>British | 120HP |
| 183<br>63791<br>KWDB | **King Ja Ja** IronScSr<br>*S.Owens* -93 ssBng.No.3-8,84<br>ssSws.No.2-92<br>1*Dk* | 201<br>155<br>97 | 95A1<br>~~9,93~~12,94<br>✠NB9,84<br>BS2,94 | Fal<br>A&CP<br>LMC11,92<br>Sws | *b* | 1870<br>8mo | J&R.Swan<br>Glasgow | KingJaJaS.S.<br>Co.(Lim.)(J.D.<br>Bevan,*Mgr.*) | 125·3\|19·8\|9·3<br>P14'Q24'F20'<br>ND93 FK | Swansea<br>British<br>3*BHCem* | C.2Cy.17"&28"-21" (*a*)<br>80lb 30HP<br>1SB,2*f*,GS31<br>CanalBasinFndryCo.,Gls. |
| 184<br>45479 | **King Orry** IronPadSr<br>*W.Ruthven*76-85 | 1104<br>818<br>385 | | | | 1871 | R.Duncan<br>&Co.<br>Pt.Glasgow | Isle of ManS.P.<br>Co.(Lim.) | 290·2\|29·4\|14·7<br>P160*t* B219*t* F16*t*<br>len88 | Douglas<br>British | C.D.2Cy.50"&92"-78"<br>NE&B88 365HP<br>Westray,Copeland&Co.,<br>Barrow |
| 185<br>86232<br>WMQC | Missing since 12,94<br>**Kingdom** IronScSr<br>~~*H.Roberts*77-82~~ ~~ssLiv.No.2-90~~<br>*Jones* -94 2*Dks*(*Irn*)3*trB*<br>ssLiv.No.3-10,94 | 2176<br>1952<br>1414 | ~~✠100A1~~<br>10,94 ~~1,94~~<br>~~BS4,94~~ | Bly<br>A&CP<br>✠LMC~~2,90~~ 10,94 | *s* | 1882<br>8mo | WDoxford<br>&Sons<br>Sunderland | S.S.KingdomCo.<br>(Lim.)<br>(W.Thomas&Co.) | 280·0\|36·0\|24·5<br>P24'B56'F32'<br>BK9½"<br>*WB*=*DBa* | Liverpool<br>British<br>6*BHCem*<br>82'*f*72'380*t* | C.2Cy.33"&66"-42" (*a*)<br>80lb *40lb* 200HP<br>2SB,6*pf*,GS105<br>W.Doxford&Sons,Sld. |
| 186<br>90329 | **Kingfisher** IronScSr<br>*J.Heritage*89-89 ssHul.No.2-94<br>(*Trawler*) 1*Dk*(*Irn*) | 139<br>136<br>39 | ✠100A1<br>7,94 ~~1,94~~ | Liv<br>Hul<br>A&CP<br>✠LMC1,94 | *b* | 1885<br>12mo | J.Knox&<br>Co.(Lim.)<br>Sunderland | T.Willcock | 103·0\|19·3\|10·1<br>B4'F14'<br>BK6½" | Sundrland<br>British<br>4*BHCem* | C.2Cy.20"&40"-24" (*a*)<br>90lb 60HP<br>1SB,2*pf*,GS33<br>W.Doxford&Sons,Sld. |
| 187<br>52879<br>HJVT | **Kinghorn** IronScSr<br>*D.Roberts*73-76 ssLth.No.3-2,91<br>2*Dks* | 671<br>589<br>374 | ✠*Ⓐ1<br>~~6,93~~6,94<br>✠NB80<br>BS~~6,93~~ 6,94 | Lth<br>A&CP<br>LMC2,91 | | 1865<br>10mo | J.Key<br>Kinghorn | G.Gibson&Co. | 215·5\|27·3\|15·1<br>P45'B51'F35'<br>ND80 BK7" | Leith<br>British<br>5*BHCem* | C.2Cy.29¼"&56"-36" (*a*)<br>75lb ~~45lb~~ *40lb* NE73 130HP<br>2SB,4*pf*,GS57<br>Rait&Lindsay,Glasgow |
| 188<br>67351<br>LFSG | **Kingmoor** IronSc3MstSr<br>*C.J.Laws*88-88 ssShl.No.3-3,85<br>ssShl.No.2-93<br>1*Dk*2*trB* | 844<br>683<br>525 | ✠90A1<br>~~7,94 6,93~~ 12,94<br>BS7,94 | Shl<br>A&CP<br>LMC6,93<br>~~Nwc~~ | *m* | 1872<br>4mo | T.&W.<br>Smith<br>N.Shields | E.Eccles<br>*WB*=*DBa* | 213·6\|28·7\|15·2<br>Q80'F19'<br>BK8"<br>55'*f*92' 138*t* *FPT* | Newcastle<br>British<br>4*BHCem*<br>19*tAPT*18*t* | C.2Cy.24"&48"-36" (*s*)<br>80lb *55lb* NB82 99HP<br>NDB86<br>R.Stephenson&Co.,Nwc. |
| 189<br>87029<br>WHBP | **King's Cross** IronScSr<br>*J.T.Carpenter* -92 ssCff.No.2-91<br>2*Dks*(1*Irn*)3*trB* | 2155<br>1991<br>1407 | ✠100A1<br>5,94<br>BS~~6,93~~<br>8,94 | Cff<br>LA&CP<br>✠LMC1,91 | *s* | 1882<br>11mo | Palmers'<br>Co.(Lim.)<br>Newcastle | J.A.Lee<br>*WB* = *DBa* | 284·2\|36·3\|24·1<br>P26'B66'F30'<br>drp93 BK8"<br>84'*f*70' ~~&uE&B34'~~ 288*tAPT*18*t* | London<br>British<br>5*BHCem*<br>~~360*tAPT*18*t*~~ | C.2Cy.35"&64"-42" (*a*)<br>80lb *60lb* 250HP<br>2SB,6*pf*,GS108,HS3210<br>Palmers'Co.(Lim.),Nwc. |
| 190<br>77334<br>TNMW | **King's Lynn** IronScSr<br>*J.Humphreys* -94 ssMdb.No.3-9,92<br>1*Dk*(*Irn*)2*trB* | 589<br>473<br>380 | ✠100A1<br>9,94 ~~2,93~~<br>BS~~11,93~~<br>1,95 | Ham<br>LA&CP<br>✠LMC9,92 | *i* | 1880<br>8mo | R.Craggs&<br>Sons<br>Middlesbro' | W.F.Beaumont<br>*W* | 180·6\|25·5\|13·9<br>Q55'F12'<br>drp93 BK7½"<br>*B*=*DBa*17'*f*21'*u*& | KngsLynn<br>British<br>4*BHCem*<br>*E&B*29'88*t* | C.2Cy.23½"&44"-30" (*i*)<br>80lb *80lb* NDB92 75HP<br>1SB,3*pf*,GS36<br>Blair&Co.(Lim.),Stockton |
| 191<br>81751<br>SNRC | **Kingsbridge Packet** IronScSr<br>*J.Pascoe* -93 | 111<br>105<br>46 | | | | 1879 | Harvey&<br>Co.<br>Hayle | W.H.Prowse | 102·0\|19·5\|9·0<br>Q5*t* | Salcombe<br>British | C.2Cy.16"&30"-21"<br>36HP<br>Harvey&Co.,Hayle |
| 192<br>86116<br>HTLK | **Kingscote** IronScSr<br>*T.Lambert*73-85 ~~ssShl.No.2-90~~<br>*Well deck* 1*Dk*(*ptIrn*)2*trB*<br>ssShl.No.3-5,95 | 1003<br>765<br>620 | ✠100A1<br>~~2,94 11,93 3,95~~<br>~~BS11,93~~<br>5,95 | Bly<br>LA&CP<br>LMC~~11,90~~1,95<br>~~Nwc~~ Shl ~~BS1,95~~ | *m* | 1883<br>4mo | R.Thomp-<br>son&Sons<br>Sunderland | E.Eccles<br>*WB*=*DBa* | 220·2\|32·1\|15·5<br>Q75'B48'F25'<br>BK10"<br>52'*f*92' 240*t* *FPT* | Newcastle<br>British<br>4*BHCem*<br>30*tAPT*25*t* | C.2Cy.28"&54"-36" (*s*)<br>80lb *65lb* 120HP<br>2SB,4*pf*,GS78,HS2454<br>R.&W.Hawthorn,Nwc. |
| 193<br>88743<br>HWRD | **Kingsdale** IronScSr<br>*R.Fair*79-83 ssShl.No.2-92<br>1*Dk*(*Irn*)&*Spardk*3*trB* | 2224<br>2196<br>1415 | ✠100A1<br>*Spar dk*<br>~~1,94~~12,94<br>BS~~10,93~~<br>12,94 | Liv<br>A&CP<br>Shl<br>✠LMC5,92 | *s* | 1883<br>7mo | Short Bros.<br>Sunderland | MilburnBros. | 292·1\|38·3\|27·3<br>F18'<br>BK9½"<br>*WB*=*DBa* | Newcastle<br>British<br>6*BHCem*<br>82'*f*48'274*t* | C.2Cy.36"&68"-42" (*i*)<br>80lb *65lb* 180HP<br>2SB,6*pf*,GS106<br>G.Clark,Sunderland |
| 194<br>98126 | **Kingsland** SteelScSr<br>*M.Scott*79-90<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 2016<br>1540<br>1296 | ✠100A1<br>12,92 | Cff<br>LA&CP<br>✠LMC~~7,90~~ 9,94 | *r* | 1890<br>7mo | W.Gray&<br>Co.(Lim)<br>W Hartlepool | BritainSSCo(Lim)<br>~~(Watts,Ward&~~<br>~~Co.,*Mgrs.*)~~<br>(Watts,Watts&Co.,*Mgrs.*) | 270·0\|36·6\|19·0<br>P29'Q80'B106'<br>F31' BK10"<br>*WB*=*Cell* | London<br>British<br>4*BHCem*<br>*DB*226'405*t* | T.3Cy.20",31½"&53"-36" (*s*)<br>160lb *65lb* 200HP<br>2SB,4*rf*,GS65,HS2500<br>CentralMar.EWks.W.Hpl |
| 195<br>83903<br>VPWD | **Kingsley** IronScSr<br>*W.Parlett*88-88 ssShl.No.3-4,93<br>1*Dk*(*Irn*) | 679<br>528<br>419 | ✠100A1<br>4,94<br>BS6,94 | Nwc<br>LA&CP<br>✠LMC4,93 | *j* | 1881<br>4mo | T.&W.<br>Smith<br>N.Shields | E.Eccles<br>*WB*=*D* | 181·2\|30·2\|13·6<br>P29'B44'F23'<br>BK7"<br>*Ba*44'*f*66' 181*t* *FP* | Newcastle<br>British<br>4*BHCem*<br>*T*13*tAPT*7*t* | C.2Cy.25"&48"-30" (*s*)<br>75lb *80lb* NDB92 90HP<br>1SB,3*pf*,GS48<br>R.&W.Hawthorn,Nwc. |
| 196<br>14420<br>KBQV | **Kingston** IronPad<br>1*Dk* | 1065<br>—<br>814 | | | | 1883 | ..........<br>Newburgh,<br>N.Y. | E.W.Rossiter | 193·5\|36·0\|13·3 | NewYork<br>Utd.States | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 197 Kingswear<br>86746 J.C.Farmer<br>HFWB Well deck | SteelScSr<br>ssBsb.No.2–92<br>Beams&KlsnIrn<br>1Dk(Irn) | 356<br>290<br>202 | ✠100A1<br>10,92<br>✠NB10,92 ✠LMC10,92 | Bsb<br>LA&CP | g | 1883<br>1mo | Campbeltn<br>S.B.Co.<br>Campbltown | IsisInvestmentCo. of Queensland (Lim.) | 155·0 25·1 10·8<br>Q73′B14′F21′ FK<br>WB=FPT | | | London<br>British<br>4BHCem<br>20tAPT15t | C.2Cy.20″&38″–27″ (a)<br>90lb 70HP<br>1SB,2pf,Gs35<br>Kincaid&Co.(Lim.),Grk. | 11 ″ 4 | |
| 198 Kingswell<br>97979 T.S.Hodge –94<br>Well deck<br>E.Towns94–94 | SteelScSr<br>1Dk(Stl)&Webframes | 2355<br>1845<br>1514 | ✠100A1<br>9,94 ~~1,94~~<br>✠LMC9,91<br>Shl | Bly<br>A&CP | s | 1891<br>8mo | Osbourne,<br>Graham&Co.<br>Sunderland | KingswellS.S.Co. (Lim.)<br>(J.Kemp) | 290·0 38·1 20·1<br>P29′Q82′B122′<br>F33′ BK10″<br>WB=CellDB240′ | | | Newcastle<br>British<br>6BHAsp<br>458tAPT43t | T.3Cy.21″,35″&57½″–39″ (s)<br>160lb 80lb 180HP<br>2SB,6pf,Gs100<br>G.Clark(Lim.),Sunderland | 22 ″ 6<br>s 2 ″ 2 | D |
| 199 Kinjo Maru<br>1101 Ito.Leiyemon –91<br>HGQT | WoodScSr | 250<br>194<br>127 | | | | 1888 | Kikuchi<br>Kauziro<br>Osaka | KyoyeiSha | 117·0 16·8 14·9 | | | Osaka<br>Japanese | C.2Cy.16½″&29¾″–21″<br>38HP<br>Kunchin | | |
| 200 Kinki Maru<br>1283<br>HJLW | Wood—Sr | 538<br>510<br>334 | | | | 1891 | Nishijima<br>Keikichi<br>Toba | HiraideKisaburo | 168·2 21·1 18·2 | | | Hakodate<br>Japanese | 1Cy.<br>76HP | | |
| 201 Kinkwa Maru<br>918 NakamuraSeishichi<br>HFVL | Wood—Bk | 309<br>245<br>167 | | | | 1885 | IkedaTsu-<br>rusaburo<br>Minato | FukagawaUnyu Kaisha | 136·3 17·0 13·3 | | | Nagasaki<br>Japanese | 1Cy.<br>42HP | | |
| 202 Kinloch<br>96087 A.Gibson –91<br>LDNJ Well deck | SteelScSr<br>ssGls.No.1–93<br>1Dk(Irn)&Webframes | 1827<br>1385<br>1177 | ✠100A1<br>9,94 ~~11,96~~<br>✠LMC10,93 | Cpn<br>A&CP<br>Npt | r | 1889<br>5mo | AM'Millan<br>&Sons<br>Dumbarton | J.Gardiner&Co. | 265·0 37·1 17·8<br>P27′Q74′B104′F31′<br>drp93 BK9″<br>WB=CellDB204′ | | | Glasgow<br>British<br>4BHCem<br>370tAPT34t | T.3Cy.20″,33″&53″–36″ (s)<br>160lb 80lb 143HP<br>2SB,6rf,Gs94<br>D.Rowan&Son,Glasgow | 19 ″ 11 | |
| 203 —<br>77850 A.Kerr79–89<br>BQTD | IronScSr<br>2Dks | 428<br>343<br>119 | ✠<br>7,78 | Gls | Lv | 1878<br>5mo | A&J Inglis<br>Glasgow | Campbeltown& GlasgowS.Pkt. JointStockCo. | 205·0 24·1 12·7<br>Q23t F25t | | | Campbeltn<br>British<br>1BH 3PBH | C.2Cy.29″&54″–42″<br>NB90 135HP<br>A.&J.Inglis,Glasgow<br>WB=APT | | BT till 6,95 |
| 204 Kinnekulle<br>G.Haij –93 | IronScSp<br>(exSärö)<br>1Dk | 131<br>91<br>92 | | | | 1875 | MotalaCo.<br>Gothenburg | C.Klingspor | 100·7 18·4 8·2<br>Q34′ H13t F33′ | | | Gothenbrg<br>Swedish | 2Cy.14″&29″–21″<br>45HP<br>MotalaCo.,Gothenburg | | |
| 205 Kinokawa Maru<br>1323 IsekichiNozato<br>HJPQ | Wood—Sr | 203<br>189<br>115 | | | | 1892 | Nakamura<br>Hanyemon<br>Osaka | OsakaShosen Kaisha | 124·8 17·0 12·5 | | | Osaka<br>Japanese | C.4Cy.<br>40HP | | |
| 206 —<br>1063 OshimaNoteru<br>HGNJ | Wood—Sr | 126<br>115<br>78 | | | | 1887 | Sayama<br>Yoshitaro<br>Osaka | MatsumayeShosen KabushikiKaisha | 99·7 14·3 12·2 | | | Fukuyama<br>Japanese | 2Cy.<br>28HP | | |
| 207 Kinrio Maru<br>836 WasukeShimiza<br>HFPD | WoodScSr<br>2Dks | 531<br>504<br>329 | | | | 1884 | J.Hannah<br>Hiogo | OsakaShosen Kaisha | 172·9 22·6 18·3<br>B22′ | | | Osaka<br>Japanese | C.2Cy.21½″&37″–27″<br>60HP<br>J.Lang | | |
| 208 Kintuck<br>~~8577~~ ~~G.H.Kemp –92~~<br>MTGG | SteelScSr<br>2Dks(Stl–Uws)3trB | 3596<br>3340<br>2312 | ✠100A1<br>10,93<br>✠LMC5,91 | Lon<br>A&CP | w | 1891<br>5mo | R.Dixon<br>&Co.<br>Middlesbro | ~~China Mutual Stm.Nav.Co.~~ ~~(Lim.)~~ | 360·0 45·2 27·5<br>P21′B96′F49′<br>WB=CellDB276′632t | | | ~~London~~ ~~British~~<br>6BHCem<br>10tJapanese | T.3Cy.32″,49″&77″–48″ (s)<br>160lb 90lb 750HP<br>2DB,12cf,Gs248,HS8320<br>T.Richardson&Sons,Hpl. | 30 ″ 3<br>s 6 ″ 7 | |
| *Now named "Kinshiu Maru," See No. 24 in Supplement.* | | | | | | | | NipponYusenKaisha | | | | | | | |
| 209 Kintyre<br>62761 P.McFarlane89–89<br>HFTB | IronScSr | 314<br>280<br>94 | | | | 1868 | Robertson<br>&Co.<br>Greenock | Campbeltown& GlasgowS.Pkt. JointStockCo. | 184·7 22·9 11·5<br>Q9t | | | Campbeltn<br>British | C.2Cy.26″&48″–30″<br>NE82 NB93 90HP<br>Kincaid,Donald&Co.,Grk. | | BT till 4,95 |
| 210 Kiorio Maru<br>278 R.Lida<br>HBCF | WoodScSr | 229<br>166<br>123 | | | | 1872 | Poillon<br>BrooklynNY | NipponYusen Kaisha | 132·1 21·1 9·5 | | | Tokio<br>Japanese | 1Cy.30″–60″<br>30HP | | |
| 211 Kioritsu Maru<br>1093<br>HGQJ | Iron—Sr | 149<br>142<br>92 | | | | 1888 | Sayama<br>Yashitaro<br>Osaka | KioritsuKisen Kabushiki Kaisha | 107·8 15·9 12·3 | | | Atsuta<br>Japanese | 2Cy.<br>32HP | | |
| 212 Kioritsu Maru, No.2<br>1128 TakemuraGensuke<br>HGSL | Wood—Sr | 114<br>108<br>70 | | | | 1888 | Sawada<br>Tatsuzo<br>Kobe | KioritsuKisen Kaisha | 95·3 14·1 12·5<br>*Now named "Hokuyetsu Maru," See No. 34 in Supplement.* | | | Atsuta<br>Japanese | 2Cy.<br>10HP | | |
| 213 Kioritsu Maru, No.3<br>1266<br>HJKT | Wood—Sr | 166<br>157<br>94 | | | | 1891 | Nükuma<br>Masajiro<br>Iwasaki | KioritsuKisen Kabushiki Kaisha | 110·9 15·5 13·2 | | | Atsuta<br>Japanese | 2Cy.<br>30HP | | |
| 214 Kioritsu Maru, No.5<br>1304<br>HJPR | Wood—Sr | 162<br>152<br>87 | | | | 1892 | Nükuma<br>Masajiro<br>Osaka | KioritsuKisen Kabushiki Kaisha | 111·9 15·7 12·3 | | | Atsuta<br>Japanese | 2Cy.<br>36HP | | |
| 215 Kioritsu Maru, No.6<br>1304<br>HJNK | Wood—Sr | 122<br>113<br>67 | | | | 1892 | Mayeda<br>Unozuke<br>Osaka | KioritsuKisen Kabushiki Kaisha | 97·0 15·7 11·4 | | | Atsuta<br>Japanese | 2Cy.<br>14HP | | |
| 216 Kioyei Maru<br>1314<br>HJPB | Wood—Sr | 218<br>204<br>135 | | | | 1892 | Yagi<br>Shinzo<br>Osaka | Kioyeisha | 131·6 16·8 13·5 | | | Osaka<br>Japanese | 2Cy.<br>15HP | | |
| 217 Kirby Hall<br>86268 W.Peirce93–93<br>HBGV | IronScSr<br>ssLiv.No.2–96<br>2Dks(Irn)3trB | 2609<br>2508<br>1689 | ✠100A1.<br>9,94 ~~12,93~~<br>BS12,93 ✠LMC4,91 | Liv<br>LA&CP | u | 1882<br>11mo | London&<br>Glas.Co.Lim.<br>Glasgow | KirbyS.S.Co.(Lm) (R.Alexander&C.) | 329·9 40·0 25·9<br>P28′B66′F38′ BK11″ | | | Liverpool<br>British<br>4BHCem | C.2Cy.36″&70″–48″ (a)<br>80lb 300HP<br>2DB,8pf,Gs160<br>Lon.&Gls.Co.(Lim.),Gls. | 27 ″ 4<br>s 5 ″ 7½ | |
| 218 Kirkby<br>98317 ~~T.Brown80–91~~<br>MGPH<br>Spence | SteelScSr<br>1Dk(Irn)2trB&Webframes &ptAwngdk(Irn) | 3034<br>2274<br>1976 | ✠100A1<br>pt Awng dk with freeboard 12,91 ~~6,94~~<br>✠LMC8,91 | Shl<br>A&CP<br>Cff | t | 1891<br>8mo | Ropner&<br>Son<br>Stockton | R.Ropner&Co. | 315·0 40·5 20·2<br>P33′Q98′ BK10″<br>ptAwng dk 184′<br>drp93&94 WB=CellDB220′452t | | | W.Hartlpl<br>British<br>5BHCem | T.3Cy.23″,38″&62½″–42″ (s)<br>160lb 80lb 280HP<br>2SB,6rf,Gs94,HS3900<br>Blair&Co.(Lim.),Stockton | 23 ″ 7<br>s 8 ″ 11½ | |
| 219 Kirkdale<br>102661 D.Sutherland88–94 | SteelScSr<br>1Dk(Stl)&Spar dk(Irn)& deep framing | 2873<br>2620<br>1853 | ✠100A1<br>Spar dk<br>4,95 ~~2,94~~<br>✠LMC2,94<br>Shl | Sld<br>A&CP | u | 1894<br>2mo | Bartram,<br>Haswell&<br>Co.<br>Sunderland | KirkdaleS.S.Co. (Lim.)<br>(J.R.Cuthbertson &Co.) | 310·0 41·1 18·3<br>P30′B72′F36′ 25·8<br>FK<br>WB=Cell DB238′460t | | | Glasgow<br>British<br>5BHCem<br>APT40t | T.3Cy.23½″,38″&62″–42″ (s)<br>160lb 80lb 310HP<br>2SB,6rf,Gs100,HS3850<br>J.Dickinson,Sunderland | 20 ″ 10<br>s 5 ″ 11 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Coque en Quoi. Fraps. bord. meilleur navire. pds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 220<br>67834<br>HFNW | **Kirkheaton**<br>*C.Moore86–87*<br>*Well deck Woodhead* | **IronScSr**<br>*ss*Goo.No.3–5,94<br>1*Dk*(*pt Irn*) | 495<br>406<br>314 | ✠100A1<br>~~10,03~~ 3,95<br>BS3,95 | Goo<br>A&CP | *h* | 1881<br>10mo | Hodgson&<br>Soulsby<br>Blyth | G.B.Wadsworth | 170·6\|26·9\|11·7<br>Q82′B9′F19′<br>drp94 drp95 BK7″<br>*WB=DB a38′f29′49t* | Goole<br>British | C.2Cy.21″&40″–30″<br>75lb *50lb* 65H<br>1SB,*2pf*,GS31<br>J.W.&F.Wilson,Sld. | (i) 12 |
| 221<br>95100<br>KVDJ | **Kirklands**<br>*T.B.Watson* –93<br>1*Dk*(*Stl*)&*Spardk&Deepframes* | **SteelScSr**<br>*ss*Grk.No.1–92 | 1801<br>1772<br>1168 | ✠100A1<br>*Spar dk*<br>8,94~~10,93~~<br>BS9,94 | Grk<br>Hul<br>LA&CP<br>✠LMC9,92<br>Ham | *r* | 1888<br>9mo | Workman,<br>Clark&Co.<br>Belfast | KirklandsS.S.Co.<br>(Lim)(J.R.Cuthbertson&Co.)<br>*WB=Cell D B216′374t* | 271·2\|37·1\|16·0<br>B6′F28′ 23·4<br>BK10″<br>*APT40t* | Glasgow<br>British | T.3Cy.19″,32″&52″–42″ (s)<br>160lb *60lb* 190H<br>1DB,*6rf*,GS102<br>W.King&Co.,Glasgow | 18<br>6 |
| 222<br>51497<br>HCRF | **Kirkless**<br>*M.Coffey82–88* | **IronSc3MstSr**<br>1*Dk* | 387<br>345<br>246 | | | | 1865 | Bowdler,<br>Chaffer&C<br>Liverpool | S.Morris | 150·3\|24·0\|12·6<br>P31*t* | Liverpool<br>British | 2Cy.28½″–22″<br>NB83NE77 60H<br>Jones&Co.,Liverpool | 14<br>2 |
| 223<br>63682<br>WQSN | **Kirkstall**<br>*T.Hoseason94–94* | **IronScSr**<br>*ss*Cpn.No.2–78<br>1*Dk* | 470<br>438<br>298 | ✠<br>10,82 | Stk<br>A&CP | | 1870<br>10mo | Allibon&<br>Co.<br>Northfleet | T.E.Hawks | 173·3\|24·7\|14·3<br>P&c.32*t*<br>FK | Middlsbro'<br>British | C.4Cy.12″&34″–24″<br>NB82 70H<br>Allibon,Noyes&Co.N'fleet | 15<br>2 |
| 224<br>86953<br>HLMD | **Kirtle**<br>*D.Morris* –93<br>*Well deck* | **IronScSr**<br>*ss*Shl.No.2–92<br>1*Dk*(*Irn*)2*trB* | 1462<br>1176<br>942 | ✠100A1<br>~~10,93~~1,95<br>BS~~7,93~~<br>9,94 | Sws<br>A&CP<br>✠LMC6,92<br>Liv | *o* | 1883<br>4mo | E.Withy&<br>Co.<br>W Hartlepool | GlasgowShipownersCo.(Lim.)<br>(Glen&Co.,<br>*Mgrs.*) | 245·2\|34·2\|17·2<br>Q91′B56′F31′<br>BK8½″<br>*WB=DB a71′f88′284t* | Glasgow<br>British | C.2Cy.30″&57″–33″ (b)<br>75lb *50lb* 130H<br>1DB,*4pf*,GS63<br>T.Richardson&Sons,Hpl. | 18<br>1 |
| 225<br>93404<br>LMQH | **Kirton**<br>*J.Beadle* –93 | **IronSc**<br>*ss*Bos.No.1–91<br>1*Dk* | 123<br>120<br>57 | ✠100A1<br>*Stm Trawler*<br>4,91<br>BS11,93 | Bos<br>A&CP<br>✠LMC4,91 | – | 1886<br>9mo | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | BostonDeepSea<br>Fishing&Ice<br>Co.(Lim.) | 92·3\|21·0\|10·9<br>F17′ BK7½″ | Boston<br>British | C.2Cy.15″&29″–21″ (r)<br>90lb 35H<br>1SB,*2pf*,GS30,HS671<br>C.D.Holmes&Co.,Hull | 11 |
| 226<br>1133<br>HGSW | **Kisei Maru**<br>(*ex*FujikawaMaru) | **WoodScSr** | 137<br>130<br>85 | | | | 1889 | Tsuda<br>Shinzo<br>Osaka | KikuchiManzo | 101·1\|13·3\|12·9 | W'kayama<br>Japanese | 2Cy.<br>10H | |
| 227<br>1064<br>HGNK | **Kisei Maru No. 2**<br>(*ex*TakamatsuMaruNo.2) | **Wood—Sr** | 134<br>128<br>83 | | | | 1887 | Sora<br>Chojiro<br>Osaka | KandaManzo | 102·0\|14·8\|12·5 | W'kayama<br>Japanese | 2Cy.<br>24H | |
| 228<br>1318<br>HJPG | **Kisetsu Maru** | **Wood—Sr** | 261<br>243<br>162 | | | | 1892 | Nagata<br>Sanjuro<br>Osaka | NipponKioritsu<br>KisenKabushiki<br>Kwaisha | 130·4\|17·8\|14·4 | Atsuta<br>Japanese | 2Cy.<br>40H | |
| 229<br>1221<br>HJDT | **Kisogawa Maru**<br>*TamiwoKaryya* | **Steel—Sr** | 685<br>586<br>425 | | | | 1890 | J.F.Candoll<br>Nagasaki | OsakaShosen<br>Kaisha | 176·5\|26·9\|16·7 | Osaka<br>Japanese | 1Cy.<br>75H | |
| 230<br>95078<br>KTLR | **Kistna**<br>*E.Foster* –91<br>*Elec.light* 2*Dks*(1*pt Stl*–ws)&*Shelter dk* | **SteelScSr** | 1182<br>904<br>524 | ✠<br>*Shelter dk*<br>*withfreeboard*<br>8,88<br>✠ | Cly<br>LA&CP | *o* | 1888<br>8mo | AilsaS.B.<br>Co.<br>Troon | BritishIndiaStm.<br>Nav.Co.(Lim.) | 240·2\|33·2\|16·5<br>P46′ B74′ F51′ | Glasgow<br>British<br>4*BHCem* | T.3Cy.25″,40″&65″–42″<br>256H<br>D.Rowan&Son,Glasgow | 17 |
| 231<br>1360<br>HJSC | **Kitami Maru** | **WoodScSr** | 161<br>143<br>100 | | | | 1893 | Yamawo<br>Fukuzo<br>Hakodate | TeshioKitami<br>SounKaisha | 106·9\|15·5\|12·8 | Otaru<br>Japanese | 34H | |
| 232<br>1184<br>HJBL | —<br>*KisanukiShotaro* | **Wood—Sr** | 112<br>102<br>61 | | | | 1890 | Homma<br>Takejiro<br>Tateyama | TeshioKitami<br>SounKaisha | 95·5\|13·1\|12·1 | Otaru<br>Japanese | 1Cy.<br>33H | |
| 233<br>75965<br>WNHR | **Kite**<br>*Knee75–88* | **WoodScBk**<br>(*ex*Norwegen) | 280<br>261<br>190 | | | | 1873 | P.Oltmann<br>We.<br>Brake | C.T.Bowring&Co. | 117·6\|26·4\|14·1<br>P&F19*t* | SJhnsNFL<br>British | C.2Cy.18″&34″–21″<br>50H<br>Janssen&Schmilinsky,<br>Hamburg | |
| 234<br>1080<br>HGPL | **Kitsugawa Maru**<br>*FujiwaraJinkichi* | **IronScSr** | 133<br>127<br>82 | | | | 1888 | Kawasaki<br>Shozo<br>Kobe | Sumitomo<br>Kichizayemon | 108·3\|14·6\|11·5 | Osaka<br>Japanese | 2Cy.<br>20H | |
| 235<br>88904<br>KQJN | **Kittie**<br>*R.Boutflour79–94*<br>*Well deck* | **SteelScSr**<br>*ss*Hpl.No.1–92<br>1*Dk*(*Stl*)&*Webframes* | 2212<br>1734<br>1446 | ✠100A1<br>11,94~~3,94~~<br>BS3,94 | Hpl<br>A&CP<br>✠LMC3,92<br>Bly | *s* | 1888<br>2mo | W.Gray&<br>Co.<br>W Hartlepool | J.Coverdale&Son | 284·2\|37·6\|19·5<br>P27′Q90′B108′<br>F28′ srp94 BK10″<br>*WB=Cell DB240′489t* | Hartlepool<br>British | T.3Cy.21½″,35″&58″–39″ (s)<br>150lb *70lb* 190H<br>2SB,*6rf*,GS91<br>Cntrl.Mar. E.Wks.,W.Hpl | 22<br>3 |
| 236<br>98747 | **Kittiwake**<br>1*Dk* | **IronScK** | 153<br>143<br>60 | ✠100A1<br>*Stm Trawler*<br>~~3,94~~ 4,95 | Hul<br>LA&CP<br>✠LMC7,91 | | 1891<br>7mo | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | Pickering,Haldane<br>&Co.(Lim.) | 101·0\|20·5\|11·0<br>Q19′ BK7½″ | Hull<br>British | C.2Cy.16½″&33″–22″ (s)<br>100lb 45H<br>1SB,*2pf*,GS29,HS938<br>C.D.Holmes&Co.,Hull | 11 |
| 237<br>JCQS | **Kitty**<br>*A.B.Sørig* –91<br>*Well deck*<br>*Olsen* | **SteelScSr**<br>1*Dk2trB* | 1004<br>739<br>708 | ✠100A1<br>~~12,93~~6,94<br>✠LMC2,91<br>N.Yk | Bos<br>A&CP | *m* | 1891<br>2mo | Wood,<br>Skinner&Co.<br>Newcastle | Dampskbs.Slskbt.<br>"Avance"<br>(T.B.Olsen,*Mgr*)<br>*WB=DB a49′&u E16′170t F P T* | 216·8\|30·0\|15·6<br>Q70′B64′F23′<br>BK8″ | Xiansand<br>Norwegian | T.3Cy.17″,28″&46″–30″ (s)<br>160lb *80lb* 100H<br>1SB,*4pf*,GS72<br>N.E.Mar.E.Co.(Lim.),Nwc | 16 |
| Broken up | **Kiung Chung**<br>*Cruikshank* | **WoodScSr**<br>1*Dk* | 425<br>265<br>289 | | | | 1877 | WBSpratt<br>&Co.<br>HongKong | HongKong,Canton<br>&MacaoSteam-<br>boatCo.(Lim.) | 155·0\|22·5\|10·5<br>H50*t* | HongKong<br>British | C.2Cy.16″&29″–18″<br>40H<br>Knak,Acheang&Co.H.Kg. | |
| 239<br>1049<br>HGMK | **Kiuyo Maru**<br>*Yatsushita Yiusuke*<br>*Well deck* | **IronScSr**<br>1*Dk*(*Irn*) | 515<br>387<br>322 | ✠<br>2,87<br>✠ | Sld<br>LA&CP | *h* | 1887<br>1mo | Sunderlnd<br>Shipbuilding<br>Co.(Lim.)<br>Sunderland | Kochihira Anshin | 164·3\|24·6\|12·3<br>Q51′ B44′ F20′ | Nawa<br>Japanese<br>4*BHCem* | C.2Cy.21″&42″–27″<br>80H<br>T.Clark&Co.,Newcastle<br>*WB=DBa35′32t FPT39t* | 12 |
| Wrecked 94 | **Kiwi**<br>*J.Campbell65–* | **IronSc3MstSr**<br>1*Dk* | 195<br>139<br>133 | | | | 1874 | Humphrys<br>&Pearson,<br>Lim.<br>Hull | W.H.Levin&Co. | 115·1\|19·1\| 8·8<br>Q37′ F19′ | Wellingtn<br>British | C.2Cy.16″&30″–15″<br>30H<br>Humphrys&PearsnLmHul<br>*WB* | |
| | **Kiyo Maru** | | 175<br>173<br>99 | | | | 1892 | Nagata<br>Sanjuro<br>Osaka | NipponKioritsu<br>KisenKabushiki<br>Kwaisha | 119·1\|16·6\|12·5 | Atsuta<br>Japanese | 1Cy.<br>29H | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey, Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or last Repaired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Ref Trade Pass Corrs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 242 448 HBKP | **Kiyokawa Maru** *Kimura Seikichi* | **Wood—Sr** (*ex* Koyo Maru) | 148 114 92 | | | | 1869 | Boyd & Co. Nagasaki | **Seiko Kabushiki Kaisha** | 113·3 | 13·4 | 11·7 | **Shinudzu** Japanese | 2Cy. 25H | | |
| 243 NCJF | **Kjöbenhavn** *O.Brach* 70–70 | **IronPadSr** 1*Dk* | 662 470 378 | | | | 18 6/8 9 | Henderson Coulborn & Co Renfrew | **Forenede Dampskibsselskab** | 234·5 | 23·3 | 12·5 Q75′ B85*t* H61*t* F27 | **Aarhus** Danish | C.4Cy.27″&57″–60″ 200H Hndrsn, Coulbrn & Co., Rnf. | | |
| 244 NFBV | — *A.P.Thomsen* –92 (*ex* Flora, *ex* Dinnington) | **IronScSr** 1*Dk* | 315 241 184 | | | | 18 7/8 2 | C.W.Dodgin & Co. N.Shields | **Dampskibsselskabet "Marstrand" (D.Torm)** | 138·8 | 20·4 | 11·5 | **Copnhagn** Danish | C.2Cy.18″&36″–28″ 50H *WB* | | G |
| 245 HRFG | **Klar** *H.Börresen* 78–89 | **IronScSr** (*ex* Bernhard) 1*Dk* 2*trB* | 518 479 315 | | | | 1884 | J.Lange Vegesack | **Actieselskabet "Klar" (A.O.Lindvig)** | 149·7 B41′ | 24·8 F19′ | 17·3 | **Kragerö** Norwegian *WB* | C.2Cy.17¾″&33½″–27½″ 50H J.Lange, Vegesack | | N |
| 246 JVLH | **Kléber** *Corno* | **IronScSr** 2*Dks* & *Spardk* | 1900 — 804 | | | | 1880 | Caird & Co. Greenock | **Compagnie Générale Transatlantique** | 309·3 H179*t* | 33·5 F46′ | 16·7 24·3 | **Marseilles** French | C.2Cy.42″&80″–48″ 300H Caird & Co., Greenock | | V |
| 247 | **Klintehamn** *A.Snöbohm* –92 | **IronScSr** 1*Dk* | 267 142 200 | | | | 1875 | O A Brodin Gefle | **Ångf.Bol. "Gotland" (A.Ekman)** | 113·1 P79′ | 21·0 H12*t* | 9·6 F36′ | **Visby** Swedish | C.2Cy.13¾″&28¾″–20″ 50H O.A.Brodin, Gefle | | |
| 248 88985 WVTS | **Klyde** *J.Hummel* 94–94 ~~*ss* Lon.No.2-85~~ *Well deck* | **IronScSr** 1*Dk*(*Irn*)2*trB* *ss* Bbo.No.3-1,95 | 1531 1273 993 | ✠100A1 2,95 ~~4,94 1,95~~ BS9,93 | Sld LA&CP ~~Bbo~~ | *p* Shl ✠LMC5,95 ~~,94~~ ✠LMC1,95 | 1882 8mo | C.S.Swan & Hunter Newcastle | **Klyde S.S.Co. of Glasgow (Lim.) (W.Jacks)** (J.H.Buck & Hummel, *Mgrs.*) | 256·0 Q96′ B62′ F28′ drp94 & 95 BK9″ *WB*=*DB* | 35·0 | 17·9 4 *BHCem* | **London** British | C.2Cy.32″&62″–36″ (*s*) 80lb *75lb* 150H 2SB,*4pf*,GS73,HS2980 *a*70′*f*46′225*t* | 19 ″ 3 | D |
| 249 8846 JBCR | **Knarwater** ~~*J.P.Lawson* –94~~ *Well deck* *W.B.Potts* –94 | **IronScSr** *ss* Nwc.No.2–91 1*Dk*(*Irn*)2*trB* | 1655 1385 1074 | ✠100A1 1,95 ~~2,94 12,94~~ BS2,94 ~~8,95~~ | Brs LA&CP Nwc | *q* ✠LMC11,94 | 1883 8mo | Sir W.G. Armstrong, Mitchell & Co (Lim.) Newcastle | **W.Dickinson & Co.** *WB*=*Cell DB* 212′ 354*t* *FPT* | 260·3 P29′ Q70′ B54′ F30′ drp93 BK9″ | 35·1 | 18·2 4 *BHCem* 41*t* *APT* 20*t* | **Newcastle** British | C.2Cy.32″&60″–39″ (*b*) 90lb *65lb* 160H 2SB,*4pf*,GS66 Blair & Co. (Lim.), Stockton | 20 ″ 8 s 2 ″ 1½ | D |
| 250 14289 JNFL | **Knickerbocker** *T.P.C.Halsey* –91 | **IronScSr** 2*Dks*3*trB* | 1642 — 1140 | | | | 1873 | The Pusey & Jones Co. Wilmington Dl. | **Cromwell S.S.Line** | 263·5 | 33·5 | 22·6 | **New York** Utd. States | 1Cy.44″–72″ The Pusey & Jones Co., Wilmington Del. | | R |
| 251 102163 | **Knight ~~Batchelor~~** Bachelor *Elec light* *J.Thomas* 84–94 | ~~**SteelSc**~~ SteelSc4MstSr 2*Dks*(*Stl-Uws*)3*trB* & *Web frames* | 6550 6394 6121 4129 | ✠100A1 ~~4,95 Stl~~ *1st Class Contemplated* Cff | Gls A&CP | *b*† ✠LMC8,94 | 1894 8mo | C.Connell & Co. Glasgow | **~~Greenshields Cowie & Co~~** Knight S.S. (Lim) (Greenshields Cowie & Co., *Mgrs.*) *WB*=*Cell DBa* 136′ | 450·0 P39′ B132′ ~~F40~~ F45′ Cowie & Co., *Mgrs.*) | 52·2 | 31·0 Fp 6 *BHAsp* 197′ *&uE* & *B* 81′ 1257*t* *MT* 43′ 930*t* | **Liverpool** British | T.3Cy.29″,47″&76″–51″ (*s*) 175lb *80lb* 475H 2DB,*12cf*,GS231,HS8072 Dunsmuir & Jackson, Gls. | 34 ″ 0 s 8 ″ 9½ | |
| 252 97801 LSWP | **Knight Commander** *J.R.Durant* 88–94 *Elec.light* | **SteelScSr** *ss* Nwc.No.1–94 2*Dks*(*Stl–Uws*)3*trB* | 4306 4074 2731 | ✠100A1 ~~4,94 1,94~~ 5,95 ✠LMC7,~~90~~ 7,94 | Cff LA&CP | *y* | 1890 7mo | Palmers' Co.(Lim.) Newcastle | **Knight SS Co (Lim) (Greenshields, Cowie & Co., *Mgrs.*)** *WB*=*Cell DB* | 400·0 P41′ B122′ F48′ drp94 FK 344′ 1016*t* *APT* 42*t* | 47·2 | 27·9 6 *BHAsp* *MT* 32′ 455*t* | **Liverpool** British | T.3Cy.29″,47″&76″–51″ (*s*) 150lb *80lb* 500H 2DB,*12cf*,GS210,HS7151 Palmers' Co.(Lim.), Nwc. | 30 ″ 8 s 6 ″ 11 | |
| 253 98239 KVMJ | **Knight Companion** *T.Williams* 78–94 *Elec.light* | **SteelScSr** *ss* Cff.No.1–92 2*Dks*(*Stl–Uws*)3*trB* | 3913 3845 2543 | ✠100A1 2,94 BS5,94 | Nwc LA&CP ✠LMC2,92 | *x* | 1888 4mo | Palmers' Co.(Lim.) Newcastle | **Knight SS Co (Lim) (Greenshields Cowie & Co., *Mgrs.*)** *WB*=*Cell D B* 348′ 990*t* | 400·0 P37′ B95′ F46′ FK | 45·3 | 27·7 6 *BHAsp* *APT* 37*t* | **Liverpool** British | T.3Cy.29″,47″&76″–51″ (*s*) 150lb *60lb* 450H 2DB,*12cf*,GS228,HS6810 Palmers' Co.(Lim.), Nwc. | 30 ″ 8 s 7 ″ 3 | |
| 254 91273 KDGV | **Knight Errant** *J.Matthews* 87–87 ~~*ss* Cff.No.1–90~~ *ss* Cff.No.2–93 | **SteelScSr** 2*Dks*(*Stl*)3*trB* | 3389 3213 2241 | ✠100A1 ~~8,94 1,93~~ | Cff LA&CP ✠LMC9,93 | *v* | 1885 10mo | Palmers' Co.(Lim.) Newcastle | **Knight SS Co (Lim) (Greenshields, Cowie & Co., *Mgrs.*)** *WB*=*DBu* 832′ | 330·0 P37′ B71′ F40′ 112*t* *MT* 22′ 331*t* | 43·5 BK11″ | 29·0 5 *BHCem* *MT* 26′ 432*t* | **Liverpool** British | T.3Cy.27″,44″&71″–48″ (*s*) 150lb *50lb* 350H 2DB,*12cf*,GS187,HS5460 Palmers' Co.(Lim.), Nwc. | 30 ″ 5 s 6 ″ 3½ | D |
| 255 45375 VDBW | — (*ex* Reliance) | **IronPadSr** | 180 180 41 | | | | 1862 | M.Samuelson & Co. Hull | ~~**G.R.&R.Percival**~~ A.Hattrick | 126·8 | 19·7 | 10·1 | **Liverpool** British | 2Cy.36″–51″ 80H M.Samuelson & Co., Hull | | |
| 256 96342 LGKR | **Knight Templar** *W.W.Pain* 90–90 *Elec.light* | **SteelScSr** *ss* Nwc.No.1–93 2*Dks*(*Stl–Uws*)3*trB* | 4188 4088 2704 | ✠100A1 10,94 ~~1,93~~ | Nwc LA&CP ✠LMC12,93 Cff | *y* | 1889 7mo | Palmers' Co.(Lim.) Newcastle | **Knight SS Co (Lim) (Greenshields, Cowie & Co., *Mgrs.*)** *WB*=*Cell DB* | 400·5 P41′ B105′ F47′ 334′ 1016*t* *APT* 42*t* | 47·2 FK | 27·9 7 *BHptAsp* *ptCem* *MT* 32′ 455*t* | **Liverpool** British | T.3Cy.29″,47″&76″–51″ (*s*) 150lb *80lb* 500H 2DB,*12cf*,GS257,HS7151 Palmers' Co.(Lim.), Nwc. | 30 ″ 8 s 7 ″ 2 | |
| 257 102094 | — *M.Musker* –94 | ~~**SteelScTug**~~ 1*Dk* ~~Sr~~ | 146 128 5 | ✠100A1 6,93 *For Towing purposes* | Gls A&CP ✠LMC6,93 | | 1893 6mo | Mackie & Thomson Glasgow | **Knight Templar Tug Co.(Lim.) (J. Prendiville & Co.)** | 95·2 | 20·7 BK7½″ *WB* | 10·5 5 *BHCem* = *FPT* 13*t* | **Liverpool** British | T.3Cy.12″,20″&34″–24″ (*s*) 200lb 99H ~~68H~~ 1SB,*2rf*,GS35,HS1154 Dunsmuir & Jackson, Gls. | 11 ″ 6 s 1 ″ 2 | BT till 4,95 |
| 258 97830 | **Knight of St. George** *J.Bevis* 87–90 | **SteelScSr** 2*Dks*(*Stl*–ws)3*trB* | 4710 4398 2999 | ✠100A1 3,94 | Cff LA&CP ✠LMC12,90 | *y* | 1890 12mo | Palmers' Co.(Lim.) Newcastle | **Knight SS Co (Lim) (Greenshields, Cowie & Co., *Mgrs.*)** *WB*=*Cell D* | 404·5 P40′ B123′ F45′ FK 348′ 954*t* | 48·0 | 27·4 6 *BHAsp* *APT* 53*t* *MT* 31′ 438*t* | **Liverpool** British | T.3Cy.29″,47″&76″–51″ (*s*) 150lb *80lb* 500H 2DB,*12cf*,GS213,HS7151 Palmers' Co.(Lim.), Nwc. | 30 ″ 7 s 6 ″ 11½ | |
| 259 91256 KCNQ | — *J.Hayes* –91 | **IronTwinSc** | 129 128 5 | | | | 1885 | Canada Works Co. Birkenhead | **Kt.of St.George Tug Co.(Lim.) (J. Prendiville & Co.)** | 108·9 | 17·5 | 10·4 | **Liverpool** British | C.4Cy.14″&28″–20″ 59H Canada Works Co. Bknhead | | |
| 260 91259 KCPL | **Knight of St.John** ~~*A.J.Cunningham* –94~~ ~~*ss* Cff.No.1–90~~ 2*Dks*(*Stl–Uws*)3*trB* *A.J.Billett* –94 | **SteelScSr** *ss* Cff.No.2–94 | 3397 3212 2248 | ✠100A1 ~~11,94 6,92~~ BS11,94 | Cff LA&CP ✠LMC10,93 | *v* | 1885 8mo | Palmers' Co.(Lim.) Newcastle | **Knight SS Co (Lim) (Greenshields, Cowie & Co., *Mgrs.*)** *WB*=*DBu* | 330·0 P37′ B71′ F40′ ~~drp91~~ drp94 BK11″ 32′ 112*t* *MT* 26′ 432*t* | 43·5 | 29·0 5 *BHCem* *Ta* 22′ 331*t* | **Liverpool** British | T.3Cy.27″,44″&71″–48″ (*s*) 150lb *50lb* 350H 2DB,*12cf*,GS187 Palmers' Co. (Lim.), Nwc. | 30 ″ 5 s 6 ″ 3½ | |
| 261 ~~91153~~ JQHG | — ~~*W.Wallace* –93~~ | **SteelTwinScSr** | 275 262 48 | | | | 1884 | W.A. Stevens Birkenhead | ~~**Tatham, Bromage & Co.**~~ Empreza Insulana de Nav | 147·2 | 22·6 | 12·3 | ~~**London British**~~ Lisbon Portuguese | C.4Cy.18″&36″–24″ 150H ~~90H~~ W.A.Stevens, Birkenhead | | |
| 262 91275 KDQF | **Knight of St. Patrick** *W.L.Lander* –93 | **SteelTwinScSr** | 274 264 49 | | | | 1885 11mo | Grangmth Dock Yd Co. Grangmouth | **V.S.E.Grech** | 147·2 | 22·6 | 12·4 | **Liverpool** British | C.4Cy.18″&36″–24″ 98H Dunsmuir & Jackson, Gls. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✝ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant pour le retour d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 263 93476 | **Knight of the Cross** *W.R.Goff* –93 (*ex*Duncan) | **StlTwinScSr** *ss*Liv.No.1–93 1*Dk* | 249 221 52 | ✝100A1 ~~9,94 11,93~~ 4,95 ✝LMC11,93 | Liv A&CP | *c* | 1888 10mo | Pearce Brs. Dundee | **J.Prendiville&Co.** | 120·0 \| 24·1 \| 10·6 BK 7′ *WB=DB* | | | Liverpool British | T.6Cy.12″,18″&30″–20″ (*s*) 164lb 90HP 1SB,*3cf*,GS50 PearceBrothers,Dundee | 11 ″ 2 |
| 264 | — | **IronPadSp** (*ex*RoyalArch) | 169 169 76 | | | | 1862 | ..... Newcastle | **J.H.Andresen** | 121·2 \| 19·8 \| 10·8 | | | Oporto Portuguese | L.2Cy.33″–48″ 70HP MarshallBros.,S.Shields | |
| | | | | | | | | *Now named "Aguia," See No. 39 in Supplement.* | | | | | | | |
| 265 NHSL | **Knud** *N.P.Jörgensen*87–87 *Well deck* | **IronSc3MstSr** *ss*Cpn.No.3–3,91 1*Dk*2*tr*B*pt*A*wngdk* | 1190 884 728 | ✝90A1 ~~9,94 11,93~~ 12,94 BS~~8,93~~ 9,94 | Cpn A&CP LMC3,91 Hul | *m* | 1871 11mo | Henderson Coulborn&Co Renfrew | **Dampskibsselskabet Skjold (L.H. Carl,** *Mgr.*) | 229·4 \| 30·3 \| 16·6 P160′F34′ drp93 BK 8″ *WB=MT* | | | Copnhagn Danish *5BHCem* 38′ *17tAPT8t* | C.2Cy.30″&60″–36″ (*i*) 65lb NB80fitted81 150HP 2SB,*4pf*,GS78 *50lb* NDB79 Hnderson,Clbrn&Co.Renf. | |
| 266 NSJM | **Knuthenborg** *V.Tronöe*84–84 | **IronScSr** 1*Dk*&*Shadedk* | 501 429 284 | | | | 1880 | Kockums Mek Werk Malmö | **Forenede Dampskibsselskb.** | 184·9 \| 26·4 \| 13·3 P39*t* B6*t* F24*t* | | | Bndhlm Danish *WB* | C.2Cy.28″&48″–30″ 120HP KckmsMkWerkstd.Malmö | |
| 267 95465 KVCL | **Knutsford** ~~*Sinclair*~~ *Well deck* ~~*Kellar*~~ ~~*Yasmin*~~ | **SteelScSr** *ss*Msl.No.3–8,91 1*Dk*(*Irn*)&*Webframes* *Innerbottomplating Irn* ~~*Yasmin*~~ *Franks* | 2073 1654 1350 | ✝100A1 ~~5,94 7,93 11,93~~ 8,95 ✝LMC8,91 ~~Surv~~ | Cff A&CP | *r* | 1888 9mo | C.S.Swan &Hunter Newcastle | **KnutsfordS.S.Co. (Lim.)(Carlisle &Co.)** | 279·5 \| 37·5 \| 19·2 P24′Q80′B112′ F27′ drp92 BK 9½″ *WB=Cell* | | | London British *4BHCem* *DB*230′440*t* | T.3Cy.22″,36″&60″–39″ (*s*) 160lb *70lb* 200HP 2SB,*6cf*,GS108,HS3420 Wlsd Slpwy&E Co(L)Nwc | 21 ″ 8 s 1 ″ 11 |
| 268 618 HDQR | **Koan Maru** *MatsuiTotaro* | **Wood—Sr** | 124 105 77 | | | | 1881 | Nagata Sanjiro Osaka | **WatanabeTetsuzo** | 100·5 \| 14·4 \| 11·6 | | | Hakodate Japanese | 2Cy. 15HP | |
| 269 1105 HGRC | **Kobe Maru** *E.W.Haswell*85–88 *Elec.light* | **SteelScSr** *ss*Yka.No.1–92 2*Dks*(*UStl*-ws)&*Spardk* | 2901 2507 1645 | ✝100A1 *Spar dk* *load line* 20*ft* 6,94 ~~5,93~~ ✝LMC5,~~93~~ 8,94 | Yka. LA&CP | *u* | 1888 8mo | London& GlasgowS.& E.Co.(Lim.) Glasgow | **NipponYusen Kaisha** | 325·0 \| 41·2 \| 18·9 F38′ 26·5 *Shade dk* 198′ BK 10″ *WB=Cell* *BHds* *extend to main* | | | Tokio Japanese *6BHAsp* *DB*246′447*t*FPT *dk only in fore-hold* | T.3Cy.33½″,54″&87″–54″ (*s*) 160lb *80lb* 387HP 2D&2SB,*18rf*,GS329 Lon&GlsS&ECo(Lim)Gls. | 21 ″ 6 |
| 270 | **Kobtshik** (*NOW A BARGE*) | **IronScSr** 1*Dk* | — — 299 | | | | 1870 | Russische Dampfschiff und Handels-Ges. Sebastopol | **RussianSteam Nav.&Trading Co.** | 198·0 \| 29·0 \| 9·0 | | | Sebastopol Russian | 4Cy.18″–15″ 40HP RussischeDampfschffsund Handels-Ges.,Sebastopol | |
| 271 1232 HJFP | **Kochi Maru** (*ex*TakachiMaru) | **Wood,—Sr** | 324 308 201 | | | | 1890 | Nagata Sanjiuro Sumiya | **TosaYusenKabushikiKaisha** | 142·9 \| 19·5 \| 16·5 | | | Ushinoyemura Japanese | 2Cy. 49HP | |
| 272 RJLF | **Köhlbrand** | **SteelScSr** 1*Dk* | 152 — 88 | | | | 1890 | Reiherstieg Schiffswerfte Hamburg | **Wachsmuth& Krogmann** | 109·9 \| 20·0 \| 10·0 Q56′ | | | Hamburg German *WB* | C.2Cy.17″&30″–21″ ReiherstiegSchiffsw.Ham. | |
| 273 573 HDMR | **Koeki Maru** *OtsuboTeisuke* | **Wood—Sr** | 175 171 94 | | | | 1881 | Inaki Kasuke Tokio | **MaruoBunekichi** | 116·9 \| 14·8 \| | | | Jitoho Japanese | 1Cy. 38HP | |
| 274 99083 | **Koh-i-noor** *A.R.Owen* –92 | **SteelPadSp** 2*Dks* | 884 692 275 | | | | 1892 | Fairfield SBCo.(Lim.) Glasgow | ~~**VictoriaStm.Pkt. Association (Lim.)**~~ FairfieldS.B.&E. Co.(Lim.) | 300·4 \| 32·1 \| 10·6 *Promenade dk* 300′ H105*t* | | | London British | C.2Cy.45″&80″–66″ 525HP FairfieldCo.(Lim.),Gls. | |
| 275 91171 JSFL | **Kohinur** *J.E.Sandilands* –93 ~~1st Survey Bom.7,89~~ 2nd Survey Cal.9,94 | **SteelScSr** 2*Dks*(1*Stl*&1*pt Stl*) | 2967 2627 1935 | ✝ A1*1 9,94 ~~7,89~~ B&MS1,94 | Bom Cal B&S,94 | Lv | 1884 10mo | Harland & Wolff Belfast | **AsiaticSteam Nav.Co.(Lim.)** | 350·5 \| 40·3 \| 25·2 BK 11′ *WB=DB* ~~*EpT*~~ *FPT* ~~*APT*~~ | | | Liverpool British *7BH* | C.2Cy.36″&72″–48″ 90lb *58lb* 350HP 3SB,*9f* Harland&Wolff,Belfast | |
| 276 1308 HJNL | **Kokoku Maru** | **Wood—Sr** | 393 375 244 | | | | 1892 | Kawasaki Shazo Kobe | **Hamanaka Matakichi** | 146·8 \| 20·3 \| 17·0 | | | Otaru Japanese | 1Cy. 60HP | |
| 277 98576 LVMD | **Kola** *E.C.Russell* –93 *Elec.light* | **SteelScSr** 2*Dks*(*UpStl*-ws)&*Shelterdk* | 1192 940 498 | ✝100A1 *Shelter dk* *with freeboard* 9,90 ✝LMC9,90 | Gls LA&CP | *p* | 1890 9mo | A&J Inglis Glasgow | **BritishIndiaStm. Nav.Co.(Lim.)** | 250·0 \| 34·0 \| 18·0 P56′B76′F56′ 25·6 BK 9″ *WB=* | | | Glasgow British *4BHCem* *DBa*46′78*t* | T.3Cy.26″,42″&65″–42″ (*s*) 160lb *60lb* 300HP 2DB,*12cf*,GS189,HS4627 A.&J.Inglis,Glasgow | 19 ″ 0 s 2 ″ 0 w 2 ″ 8 |
| 278 NTRC | **Koldinghuus** *T.Thomsen*78–83 | **IronPadSr** 3*Dks* | 1096 877 627 | | | | 1883 | Lobnitz & Co. Renfrew | **Forenede Dampskibsselskab** | 276·2 \| 30·1 \| 14·0 P95*t* B30*t* 20·9 H30*t* F24*t* | | | Copnhagn Danish *WB* | C.O.4Cy.32″&53″–90″ 400HP Lobnitz&Co.,Renfrew | |
| 279 HJVC | **Kolga** *A.Appelgren*76–76 | **IronScSr** *ss*Bdx.No.3–10,83 *ss*Bdx.No.2–88 1*Dk*&*Awngdk* | 720 431 517 | —— *Awng dk* *with load line* 4,93 ✝NB7,85 | Ros A&CP | *k* | 1873 2mo | Bartram, Haswell&Co Sunderland | **Lastångareaktieb. "Ägir" (F.Malmros)** | 180·1 \| 26·5 \| 13·0 B23′ H10*t* 19·7 ND85 | | | Trelleb'rg Swedish *4BH* | C.2Cy.23″&46″–33″ 80HP Ousebrn.Eng.Wks.,Nwc. | |
| 280 HVPK | — *C.J.Svedberg*80–91 | **SteelScSr** 1*Dk* | 368 267 264 | | | | 1891 | O.A Brodin Gefle | **Rederibol "Concordia" (O.A.Brodin)** | 140·7 \| 24·1 \| 10·7 Q47′ B34′ H13*t* F16′ | | | Gefle Swedish *WB* | T.3Cy.11″,18¾″&31″–21″ 60HP R.Sjöström,Gefle | |
| 281 LMFG | **Kollund** *H.P.Clausen*85–91 | **SteelScSr** 1*Dk* | 856 602 577 | | | | 1889 | H.Koch Lübeck | **Dampfschifffahrts Ges. "Globus"** | 190·9 \| 30·4 \| 14·2 Q115′ | | | Flensburg German *WB* | T.3Cy.15¾″,25½″&40″–27½″ 100HP H.Paucksch,Lndsbrg A/w | |
| 282 QCKH | **Köln** *R.Nierich* –91 2*Dks*&*Awngdk*&4*tr*B | **IronScBg** | 2556 — 1736 | | | | 1870 | Caird & Co. Greenock | **Norddeutscher Lloyd** | 311·0 \| 39·4 \| 31·6 | | | Bremen German | 2Cy.48¾″–48″ 400HP Caird&Co.,Greenock | |
| 283 95799 | **Kolpino** *P.L.Smith* –92 1*Dk*(*Stl*)&*pt Awngdk*(*Irn*)2*tr*B | **SteelScSr** | 2307 2106 1518 | ✝100A1 *pt Awng dk* *with freeboard* 3,92 ✝LMC7,89 | Shl LA&CP | *s* | 1889 8mo | R.Stephenson&Co.Lim Newcastle | **T.WilsonSons&Co. (Lim.)** | 295·0 \| 39·0 \| 19·3 Q115′ drp92 *pt Awng dk* 179′ FK *WB=Cell* | | | Hull British *6BHCem* *DB*244′486*t*FPT | T.3Cy.22″,35″&59″–39″ (*s*) 160lb 200HP 2SB,*6cf*,GS94 R.StephensonC.(Lim)Nwc | 21 ″ 8 s 9 ″ 3 |
| 284 HDFJ | **Komet** *P.Bucholtz*83–83 | **IronScSr** 1*Dk*2*tr*B | 618 453 382 | | | | 1881 | F.Schichau Elbing | **Königsberger DampferCompagnieAct.Ges.** | 179·7 \| 25·1 \| 14·2 P98′ B12′ F20′ | | | Königsbrg German *WB* | C.2Cy.20½″&41⅓″–21½″ 75HP F.Schichau, Elbing | |

Wrecked

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Hull & Tonnage. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 285 KRFN | **Kommandant** *C.J.Gronewendt* –93 | **SteelSc** (*Trawler*) 1*Dk* | 134 121 54 | | | | 1891 | J.C.Tecklenborg Geestemünde | **B.Bartling&Co.** | 102·3 | 20·7 | 9·8 | **Brmrhavn** German | C.2Cy.17¾″&32¾″–22½″ 60H J.C.Tecklenborg, Geestemünde | | G |
| 286 JVHM | **Kommandören** *M.Fröchen*63–91 | **SteelScSr** 1*Dk* | 446 282 337 | | | | 1891 | AkersMek. Værksted Christiania | **Nord.Bergenhus AmtsDmpskbs-selskab.** | 161·8 P68*t* F53*t* | 24·0 B22*t* | 12·7 H18*t* | **Bergen** Norwegian | T.3Cy.16″,26″&42″–30″ 120H AkersMek.Værksted, Christiania | | N |
| 287 HDGC | **Kone** *H.Scott* –93 | **WoodScSr** (*ex*LittleAgnes) 1*Dk* | 130 93 83 | | | | 1889 | Sims& Brown Auckland | **T.Johnston& D.Macleod** | 98·1 Q22*t* | 18·0 H15*t* | 8·7 | **NoumeaNC** French | C.2Cy.9″&17″–12″ 16H G.Fraser&Sons,Auckland | | |
| 288 HDGC | **Kong Alf** *Chr.Thinn* | **IronScSr** 1*Dk2trB* | 801 628 485 | | | | 1884 | Akers Mek. Verkst. Christiania | **Söndenfjelds NorskeDamp-skibsselskab** (**T.Dannewig** *Mgr*) | 194·5 Q59′ | 30·2 B47′ | 15·3 F25′ | **Chrstiania** Norwegian *WB* | C.2Cy.27″&49″–29″ 100H AkersMek.Vrkst.,Xia. | | N |
| 289 87634 HJWN | **Kong Beng** *R.Jones* –83 | **SteelScSr** | 1359 1280 862 | | | | 1883 | J.Elder& Co. Glasgow | **ScottishOriental Stm.ShipCo. (Lim.)** (**Ferguson,David-son&Co.** *Mgrs*). | 240·2 | 34·1 | 22·8 | **Glasgow** British | C.2Cy.28″&56″–36″ 175H J.Elder & Co.,Glasgow | | V |
| 290 HFQW | **Kong Björn** *A.Anonsen* | **IronScSr** 2*Dks* | 952 803 529 | ✠ 10,78 | Cpn | | 1878 8mo | Kockums Mek.Vrks. Malmö | **Söndenfjelds NorskeDamp-skibsselskab** (**T.Dannewig** *Mgr*) | 205·6 Q39*t* H7*t* | 29·4 B88*t* | 19·0 F13*t* | **Chrstiania** Norwegian 5*BHCem* | 2Cy.29½″&51″–29½″ 110H Kockums Mek. Vks, Malmö | | N |
| 291 JPLB | **Kong Carl** *Rasmussen* –88 | **IronScSr** 2*Dks* | 653 633 498 | | | | 1868 | C.Mitchell &Co. Newcastle | **Bergenske Dampskibs-selskab** | 170·2 P146′ | 25·2 H20′ | 21·0 F23′ | **Bergen** Norwegian *WB* | C.2Cy.25″&46″–26″ 81H Thompson,Boyd & Co.Nwc | | |
| 292 JSLQ | **Kong Eystein** *Jewell*90–90 | **IronScSr** 1*Dk&Spardk* | 303 296 207 | | | | 1870 | Trondh-jemsMek. Vrks. Drontheim | **Nordenfjeldske Dampskibs-selskab** | 125·1 H6*t* | 21·5 | 16·2 | **Drontheim** Norwegian | C.4Cy.13″&24″–18″ 45H ThrondhjemsMek., Dronthiem | | |
| 293 HFQV | **Kong Frode** *H.Pedersen* *Well deck* | **SteelScSr** *ss*N.Yk.No.1–93 1*Dk2trB* | 954 731 579 | ✠100A1 7,93 | NYk *m* A&CP ✠LMC7,93 | | 1888 12mo | W.Doxford &Sons Sunderland | **Söndenfjelds NorskeDamp-skibsselskab** (**T.Dannewig** *Mgr*) | 216·1 Q72′B51′F30′ drp91 *WB*= | 30·2 BK8″ *DB a*40′ 46*t* | 15·6 *MT*27′ | **Chrstiania** Norwegian 1*BHCem* 185*tAPT*18*t* | T.3Cy.16½″,27½″&44″–30″(*s*) 160lb 99H 1SB,*3rf*,GS52 W.Doxford & Sons,Sld. | 16 ″ 6 | N |
| 294 JSPD | **Kong Halfdan** *O.Amdahl*74–89 (*ex*Sirius) | **IronScSr** 1*Dk&Awngdk3trB* | 575 557 396 | | | | 1874 | W.Lind-bergs W'rfs &Werkstad Aktiebolag Stockholm | **Nordenfjeldske Dampskibs-selskab** | 171·1 H18*t* | 24·9 | 18·8 | **Drontheim** Norwegian | C.2Cy.22½″&51″–31½″ 120H Lindberg,Stockholm | | |
| 295 JSQN | **Kong Harald** *Thane*78–92 | **SteelScSr** 2*Dks&Awngdk* | 955 906 588 | ✠100A1 *Awng dk with freeboard* 10,90 ✠LMC10,90 | Bhn LA&CP | *l* | 1890 10mo | J.C. Tecklenborg Geestemünde | **Nordenfjeldske Dmpskibsselskab** | 196·2 H52*t* | 28·9 20·4 BK7″ *WB*=*Cell* | 13·0 | **Drontheim** Norwegian 1*BHCem* | T3Cy20$\frac{1}{16}$″,32½″&51$\frac{3}{16}$″–31½″ 160lb *90lb* (*s*) 150H 2SB,*4cf*,GS80,HS2800 *DB* 150′132*t* ActGesH Pauksch,Lndsbg | 15 ″ 4 s 8 ″4½ | |
| 296 HDLP | **Kong Inge** *C.Blichfeldt* | **SteelScSr** 1*Dk&Awngdk* | 691 684 429 | | | | 1890 | Wood, Skinner&C. Newcastle | **Söndenfjelds NorskeDamp-skibsselskab** (**T.Dannewig** *Mgr*) | 170·0 H7*t* | 27·5 | 19·5 | **Chrstiania** Norwegian | T.3Cy.15½″,25″&41″–27″ 90H N.E.MarineEng.Co.(Lim.) Newcastle | | |
| 297 JWNS | **Kong Olaf** *J.A.Pallesen* –87 | **IronScSr** 1*Dk*(*Irn*)*&Awngdk* | 547 527 326 | | | | 1883 | Stavanger Stöberi&Dok. Stavanger | **StavangerDamp-skibsselskab** | 173·2 H20*t* | 24·0 | 17·7 | **Stavanger** Norwegian *WB* | T.4Cy.(2)11½″,25¾″&42½″–26¾″ 108H LaxevaagsMaskin&Jern-skibsbyggeri,Bergen | | N |
| 298 JSWC | **Kong Oscar** *A.Störmer* –89 | **IronScSr** 1*Dk* | 122 69 71 | | | | 1864 | ..... Christiania | **StenkjærsDamp-skibsselskab** | 122·7 Q11*t* | 17·1 B30*t* | 6·1 H13*t* | **Stenkjær** Norwegian | C.2Cy. 25H | | |
| 299 HDTN | **Kong Ragnar** *B.Aanonsen* | **SteelScSr** 1*Dk* | 657 488 399 | | | | 1889 | M.V.Akers Christiania | **Söndenfjelds NorskeDamp-skibsselskab** (**T.Dannewig** *Mgr*) | 189·3 Q37*t*B70*t*H39*t* | 27·4 | 13·5 F23*t* | **Chrstiania** Norwegian | T.3Cy.16″,26″&42″–30″ 120HP Akers Mek.Værks,Xia. | | N |
| 300 HFGK | **Kong Ring** *K.P.Kjerulff*86–93 | **IronScSr** 1*Dk&Spardk3trB* | 1125 1078 699 | | | | 1882 | Kockums Verksted Malmö | **Söndenfjelds NorskeDamp-skibsselskab** (**T.Dannewig** *Mgr*) | 224·0 H46*t* | 30·0 | 22·4 | **Chrstiania** Norwegian *WB* | C.2Cy.31″&54″–29″ 150HP KockumsVærksted,Malmö | | N |
| 301 HFDV | **Kong Sigurd** *C.F.Moe* (*ex*Vine) | **IronScSr** 1*Dk&Spardk* | 660 643 407 | | | | 1867 | Randolph, Elder&Co. Glasgow | **Söndenfjelds NorskeDamp-skibsselskab** (**T.Dannewig** *Mgr*) | 190·2 H17*t* | 26·6 | 18·0 | **Chrstiania** Norwegian | C.2Cy.25″&48″–24″ 92HP Randolph,Elder&Co.,Gls. | | N |
| 302 HFBL | **Kong Sverre** *S.Simonsen*87– | **IronScSr** 1*Dk&Awngdk3trB* | 593 573 355 | | | | 1867 | Nylands Verksted Christiania | **StavangerDamp-skibsselskab** | 176·2 P58 | 24·3 B35′ | 19·5 F34′ | **Stavanger** Norwegian | C.2Cy.26½″&48″–26¾″ 95HP NylandMek.Værk.,Xia. | | N |
| 303 HDKP | **Kong Trygve** *S.A.Bille* | **IronScSr** 1*Dk*(*Irn*)*&Awngdk* | 691 684 432 | | | | 1890 | Wood, Skinner&Co Newcastle | **Söndenfjelds NorskeDmpskibs-selskab** (**T.Dannewig** *Mgr*) | 170·0 H7*t* | 27·6 | 19·6 | **Christiana** Norwegian | T.3Cy.15½″,25″&41″–27″ 80HP NEMarineCo.(Lim.),Nwc. | | |
| 304 1063 HGMQ | **Kongo Maru** *SugimotoBunkichi* (*ex*Idona) | **IronScSr** 2*Dks* | 460 304 285 | | | | 1879 | Flensburg SchiffsGes. Flensburg | **YabeYosaku** | 145·7 P86′ | 23·8 F21′ | 10·9 | **Osaka** Japanese | 2.Cy.21″&36″–27″ 60HP FlnsbrgSchiffsGesFlnsbrg | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Grément, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 305 PHKT | **Kongsee** *K.T.Rendle* 93– | IronScSr ssSng.No.1–83 2*Dks* | 1072 956 696 | ✠ 7,83 ✠ | Sng A&CP | *o* | 1878 10mo | C.Mitchell & Co. Newcastle | Nederl.Stoomv. Maats. "Oceaan" | 248·0 P30′ | 31·2 B61′ | 17·9 F44′ | Amstrdam, Dutch | C.2Cy.33″&66″–42″ 200H 4*BHCem* R.&W.Hawthorn,Nwc. *WB=DBa62′&uE&B46′* | |
| 306 MDLP | **König Christian** *M.Jantzen* 86–86 | SteelPadSr 1*Dk* | 391 290 200 | | | | 1885 | Act.-Ges. "Vulcan" Stettin | Deutsch-Nordischer Lloyd | 191·4 B60′ | 21·7 H40*t* | 10·8 | Rostock German | C.2Cy.32¼″&61″–49½″ 200H Act.-Ges."Vulcan,"Stettin | |
| 307 JDTN | **Königsberg** *G.Erick* 83–89 | IronScSr 1*Dk*2*trB* | 915 748 725 | | | | 1881 | Möller& Holberg Stettin | NeueDampfer Compagnie,Act. Ges. | 217·5 P105′ | 28·8 F32′ | 15·5 | Stettin German | C.2Cy.23½″&47″–27½″ 100H Möller&Holberg,Stettin | |
| 308 PHMN | **Koningin Emma** *J.Van der Lee* 91–93 | IronScBn ssAms.No.3–9,91 3*Dks* (1*Irn*) | 2299 2145 1562 | ✠100A1 6,94 ~~8,98~~ BS8,98 | Ams A&CP LMC9,91 | *t* | 1879 4mo | Richardsn, Duck&Co. Stockton | Stoomv.Maats. "Nederland" | 316·5 F27′P44′ ptND88 | 36·8 | 25·5 BK10″ | Amstrdam Dutch 5*BHCem* | C.2Cy.44″&81″–45″ (*i*) 75lb 350H 2B, GS140 Blair&Co.(Lim.),Stockton | 26 |
| *Now named "Java," See No. 11 in Supplement* | | | | | | | | | | | | | | | |
| 309 | **KoninginRegentes** *G.M.Bruyns* 74–94 *Well deck* 3*Dks*(*U.Stl-Teak* s&1*Stl*-ws) *Elec.light* | SteelSc3MstSr | 3673 3053 2340 | ✠100A1 10,94 ~~9,01~~ (*Class Contemplated*) | Grk LA&CP Ams ✠LMC5,04 | *x* | 1894 5mo | Caird&Co. (Lim.) Greenock | Stoomv.Maats. "Nederland" | 376·1 ~~F&B261′F69~~ P&B217′ | 42·1 F148′ BK11″ *WB=Cell* | 27·7 | Amstrdam Dutch 7*BHCem* *DB150′305t* | T.3Cy.29″,48″&77″–54″ (*s*) 170lb *170lb* 600H 2DB,*12rf*,GS252,HS7010 Caird&Co.(Lim.),Grk. | 29 |
| 310 PHMR | **KoninginWilhelmina** *J.Vernes* 82–92 | SteelScSr 1*Dk*(*Stl*-ws)&*Spardk*3*trB* | 1620 1497 1123 | ✠100A1 *Spar dk* 11,93 | Rot LA&CP ✠LMC5,92 | *q* | 1892 5mo | Nederland Stoombt. Maats. Rotterdam | NieuweAfrikaanscheHandels Vennootschap *WB=D* | 253·5 F35′ *Ba*61′*f*40′95*t* FPT | 33·4 23·7 BK8½″ | 16·7 | Rottrdam Dutch 5*BHCem* 18*t APT* 50*t* | T.3Cy.21″,33″&55″–36″ (*s*) 160lb *80lb* 200H 1DB,*6rf*,GS108,HS3182 Ned.Stoom.Maat.,Rot. | 17 |
| 311 HFMQ | **Kono Maru** *Abe Tsunekichi* | Wood—Sr | 324 218 201 | | | | 1883 | Nagasaki S.B.Yard Tategami | KonoKisenKaisha | 135·0 | 20·1 | 12·3 | Kamaishi Japanese | 1Cy. 76H | |
| 312 79520 QHRJ | **Konoowarra** ~~*A.Easton* —93~~ *W.Ellis* -94 | SteelScSr ssMel.No.3–2,92 1*Dk*(*Stl*)2*trB* | 1273 1010 809 | ✠100A1 ~~5,94 11,98~~ 1,95 BS5,98 ~~8,04~~ | Mel LA&CP ✠LMC12,91 BS2,95 | *o* | 1880 7mo | Russell& Co. Greenock | W.H.Smith&Sons (Lim.) | 246·2 P42′F26′ drp93 &94 | 33·5 BK8½″ | 16·4 *WB=DB* | Melbourne British 4*BHCem* *a34′f69′200t* | C.2Cy.29″&56″–45″ 75lb 130H 2SB,*6pf*,GS116 Kincaid,Donald &Co.,Grk. | |
| 313 HPVS | **Konung Oscar** *J.C.Aberg* 73–83 | IronScSr 2*Dks*&*Shltrdk* | 606 346 484 | | | | 1875 | Bergsunds Mek.Vks. Stockholm | ÅngfartygsAktie Bolaget "Södra Sverige"(J.G. Setterwall) | 165·6 H21*t* | 24·1 | 13·1 | Stockholm Swedish | C.2Cy.24″&48″–27″ 100H BergsndsMek.Vrkst.,Skm. | |
| 314 57614 | **Koonya** *W.Madden* 91–91 | WoodScSr 1*Dk* | 119 119 80 | | | | 1887 | W.Bayes Hobart | UnitedSteamship Co.(Lim.) | 107·2 | 19·4 | 9·6 | Launcestn Tas. British | C.2Cy.13″&26″–18″ 30H Ross&Duncan,Glasgow | |
| 315 97874 | **Kootenai** | WoodPad 2*Dks* | 534 178 402 | | | | 1885 | ..... Washington, U.S.A. | R.D.Welch | 140·0 H356*t* | 28·0 | 5·8 | Liverpool British | H.2Cy.14″–72″ 13H Oregon IW PortlndOregon | |
| 316 HDGB | **Kopernikus** *C.E.Heyn* –88 *Well deck* | SteelScSr 1*Dk*(*Irn*) | 608 495 384 | | | | 1889 5mo | S.&H. Morton&Co. Leith | M.Cohn&Sohn | 180·0 Q55′ | 28·2 B46′ | 12·0 F25′ *WB* | Königsbrg German | T.3Cy.13½″,22″&36″–30″ 80H S.&H.Morton &Co.,Leith | 14 |
| 317 | **Köping** *G.Wistrand* –93 (*ex*Delfin,*ex*Murena) | IronScSp 1*Dk* | 109 84 68 | | | | 1884 | W.Lind-bergs,M.V. Stockholm | A.G.Förselius | 81·7 H24*t* | 18·0 | 8·0 | Stockhlm Swedish | C.2Cy.11½″&19″–16″ 25H W.Lindbergs,M.V.,Skm. | |
| 318 619 HVLM | **Köpmanholmen** *O.Berglund* –90 | IronScSr (*ex*Ronneby) 1*Dk* | 185 100 134 | | | | 1879 | Oscars-hamsMkVrk Oscarshamn | Ångb.Aktieb. "Norra"angermanland(P.H. Andersson) | 105·3 Q32′ B50′ | 18·4 F22′ | 8·4 H8*t* | Hernösand Swedish | C.2Cy.14″&29″–19½″ 40H OscarshamnsMek.Vrk., Oscarshamn | |
| 319 75216 | **Koputai** | IronPadSp | 158 158 5 | | | | 1876 | T.Wingate &Co. Glasgow | OtagoHarbour Board | 112·2 | 20·1 | 9·6 | Dunedin, N.Z. British | C.2Cy.28″&52″–48″ 120H T.Wingate&Co. | |
| 320 293 JQTP | **Korniloff** *J.Demme* | IronScBk ssLon.No.1–74 2*Dks*3*trB* | 2079 1929 1592 | ✠ 2,78 | Lon A&CP | | 1869 5mo | A.Leslie& Co. Newcastle | RussianSteam Navigation& TradingCo. | 286·8 Q48′ | 36·0 F51′ | 26·6 | Odessa Russian 5*BHCem* | 2Cy.33″&61″–42″ NB76 170H RussianStmShip&TrdgCo. | |
| 321 | **Korrigan** *Garborit* | IronSc (*ex*St.Joseph) | 201 186 101 | | | | 1878 4mo | Jollet& Babin Nantes | Cie.deBoléo | 147·7 | 19·5 | 10·5 | Guaymas Mexican | C.2Cy.20½″&30¼″–25½″ 420H Jollet&Babin,Nantes | |
| 322 | **Korrigan II.** *Blanchaudin* –92 | SteelScSr | 289 — 55 | | | | 1892 | Lobnitz& Co. Renfrew | Compagnie du Boléo | 144·5 B16′ | 23·0 | 12·5 | Havre French | C.2Cy.21′&42″–24″ 90H Lobnitz&Co.,Renfrew | |
| 323 | **Korshun** (*NOW A BARGE*) | IronScSr 1*Dk* | 376 — 280 | | | | 1868 | A.Leslie& Co. Newcastle | RussianStm.Nav. &TradingCo. | 190·5 | 29·0 | 8·2 | Odessa Russian | 2Cy.18″–15″ 40H Thompson,Boyd&Co.Nwc. | |
| 324 NTWM | **Korsör** *S.V.Mogensen* 88–92 | Iron&SteelPadFerry 1*Dk* | 971 892 435 | | | | 1883 | Kockums Mk.Wrks. Malmö | DeDanskeStats-baner | 251·3 | 34·4 | 14·7 | Korsör Danish | C.4Cy.33¾″&63¼″–54″ 360H KockumsMk.Wrks.Malmö | |
| 325 400 HCVW | **Kosan Maru** | Iron—Sr (*ex*Berlin) | 130 110 81 | | | | 1872 | CarlLay-man Berlin | OsakaShosen Kaisha | 103·5 | 16·0 | 10·0 | Osaka Japanese | 2Cy 17H | |
| 326 348 HCRT | **Kosei Maru** Condemned 5,94 | Wood—Sr (*ex*KonobanaMaru) | 363 346 225 | | | | 1873 | W.Oaster Osaka | FujiokaShoichiro | 139·9 | 20·5 | 18·2 | Osaka Japanese | 2Cy 21H | |
| 327 1270 HJLC | **Kosho Maru** *Honda Matokichi* | IronScSr (*ex*Johann) 2*Dks* | 561 536 348 | | | | 1883 | G.Howaldt Kiel | FujiokaShoichiro | 162·4 | 23·7 | 18·1 | Kobe Japanese | C.2Cy.17¾″&35½″–23½″ 60H Howaldt Bros.,Kiel | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned and Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which the Details of Ref Trade Pass Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 328 Kostroma HPCB | Ivanosky –88 1*Dk(Stl)*&*Spardk(pt Stl)3trB* | SteelScBk | 3513 3216 2291 | ✠ *Spar dk* 2,88 ✠ | Nwc LA&CP | *w* | 1888 2mo | R.&W. Hawthorn Leslie&C.(L.) Newcastle | RussianVolunteer FleetAssociation | 375·0 P24′ F57′ \| 42·2 B82′ \| 20·9 28·5 | Odessa Russian | T.3Cy.31″,46″&78″–54″ 600H*P* 8*BHCem* WighamRichardson&Co., Newcastle | 22 ″ 0 | |
| | | | | | | | | | | | *WB=DB* | *a*94′&*uE*&*B*58′320*tAPT*23*t* | | |
| 329 Kosuge Maru HFLJ | *WatanabeSeijiro* | WoodScSr | 1496 1270 928 | | | | 1883 | Matsuro Shintaro Kosuge | IwataYezio | 239·5 | 34·3 \| 23·2 | Tokio Japanese | C.2Cy.35″&64″ 175H*P* | |
| 330 Kotic | ~~*ssPaskinikoff87–91*~~ *Lindquist* 1*Dk(Stl*–ws) | SteelSc3MstSr | 400 300 272 | ✠100A1 ~~4,94~~ 5,95 ✠LMC5,91 | S.Fo LA&CP | *f* | 1891 5mo | J.Patton London | N.Bykoff | 148·0 P18′Q75′B7′F22′ drp91 | 23·0 \| 11·6 BK7″ | Petrprlvsk Kmschtka Russian | T.3Cy.13″,20″&33″–24″ (*s*) 160lb *80lb* 63H*P* 1SB,*2rf*,GS40 | 12 ″ 4 | |
| | *Well deck* | | | | | | | | | *WB=FPT*42*tAPT*4*t* | | 3*BHCem* Newall&Co.,Bristol | | |
| 331 Kotka 8196 JQCL | *J.W.Usher* –92 *ss*Hul.No.2–92 1*Dk(Irn)*2*trB* *Well deck* | IronScSr | 1695 1353 1099 | ✠100A1 9,92 BS2,94 ✠LMC8,92 | Hul LA&CP | *q* | 1884 4mo | HSEdwrds &Son Newcastle | W.S.Bailey | 260·0 P26′Q84′B50′F26′ drp92 | 36·2 \| 18·5 BK9½″ | Hull British | C.2Cy.32″&60″–39″ (*i*) 80lb *50lb* 140H*P* 2SB,*6pf*,GS95,HS3011 | 19″10 s 2 ″ 2 |
| | | | | | | | | | | *WB=DBa*88*fS*2′ | | 1*BHCem* 335*tAPT*20*t* | Nrthn.Mar.Eng.Co.,Gts. | |
| 332 Kotobuki Maru HGMB | *KawasakiJiroyemon* | WoodScSr | 375 339 233 | | | | 1887 | Mayek'wa Tomekichi Osaka | NagoshiAisuke | 144·2 | 21·2 \| 15·4 | Osaka Japanese | 2Cy. 20H*P* | |
| 333 Kottingham LPDJ | *J.Meier* *ss*Lon.No.3–2,85 (*ex*VirginiaSchilizzi) *ss*Shl.No.2–94 *Well deck* | IronSc3MstSr 1*Dk2trB* | 1248 990 784 | ✠100A1 4,94 ✠LMC10,93 | Shl A&CP | *p* | 1872 11mo | Readhead, Softley&Co. S.Shields | KottinghamShipping Co.(Lim.) (Whittles, Pallister&Co.) | 254·0 Q96′B84*t*F36′ | 32·0 \| 17·8 BK9″ *WB=DBa* | S.Shields British 1*BHCem* 65′*f*69′350*t* | C.2Cy.32″&60″–36″ 70lb *70lb* NB81 NDB81 2SB,*6pf*,GS84 150H*P* Black,Hawthorn&Co.,Gts. | 18″11 s 2 ″ 3 |
| 334 Kounyu Maru HGTK | *OkitaKahei* | Wood—Sr | 149 143 92 | | | | 1889 | Mayeda Unosuke Osaka | AmasakiIsaburo | 104·1 | 16·4 \| 13·4 | Osaka Japanese | 2Cy. 13H*P* | |
| 335 Kounyu Maru, No. 2 HGWK | *HisahiroTokusuke* | Wood—Sr | 156 143 97 | | | | 1890 | Mayeda Unosuke Osaka | AmasakiIsaburo | 107·4 | 15·8 \| 13·0 | Osaka Japanese | 2Cy. 15H*P* | |
| 336 Kounyu Maru, No. 3 HJFB | *MoriTsunekichi* | Wood—Sr | 165 158 95 | | | | 1890 | Mayeda Unosuke Osaka | AmasakiIsaburo | 115·1 | 16·3 \| 12·1 | Osaka Japanese | 2Cy. 18H*P* | |
| 337 Kovno WMPQ | *G.Scarr* –94 *Well deck* | SteelScSr | 1663 1363 1094 | | | … | 1882 6mo | Earle'sCo. (Lim.) Hull | T.WilsonSons& Co.(Lim.) | 270·5 Q95*t* | 34·1 \| 18·4 B181*t* F30*t* FK | Hull British | C.2Cy.25″&50″–45″ 130H*P* Earle'sCo.(Lim.),Hull | |
| 338 Kow Shing ~~8700~~ by Torpedo 7,94 | *Balbernie83–85* 1*Dk(Irn)*&*2Awngdks(1Irn)* | IronScSr | 2134 1557 1355 | ✠ 4,88 ✠ *Awng dks with load line China Rivers*& | Shi LA&CP | *Coasting* | 1883 3mo | Barrow S.B.Co. Barrow | IndoChinaSteam Nav.Co.(Lim.) | 250·0 *Trade* | 39·2 \| 21·0 28·0 FK *Pekin & Hankow* | London British 5*BHCem* *WB=MT* | C.2Cy.38″&76″–45″ 241H*P* BarrowS.B.C.(Lim),Brw. 16′208*tFPT*72*tAPT*10*t* | 14 ″ 0 |
| 339 Koyei Maru ~~ed~~1162 HGVT | *MiyazakiGenjiro* | Wood—Sr | 158 154 98 | | | | | | HokkaiKisen Kaisha | 107·0 | 14·9 \| | Yesashi Japanese | 2Cy. 34H*P* | |
| 340 Kressmann JDMP | *O.Kroll78–78* *Elec.light* 1*Dk* | IronScSr | 532 373 415 | | | | 1875 | F.Schichau Elbing | R.C.Gribel | 161·7 P124*t* | 24·7 \| 12·8 F29*t* | Stettin German | C.2Cy.19¼″&42″–22″ 75H*P* F.Schichau,Elbing | V |
| 341 Kriemhild RHWD | *T.Förch91–93* *Elec.light* | SteelScSr 2*Dks(Irn)3trB* | 2569 2306 1639 | ✠100A1 5,94 ✠LMC12,93 | Ham LA&CP | *u* | 1889 12mo | C.S.Swan &Hunter Newcastle | DeutscheDampfsch Rhederei zu Hamburg | 323·5 P59′B84′F45′ | 39·0 \| 23·0 BK10′ *WB=Cell* | Hamburg German 6*BHCem* *DB*280′620*t* | T.3Cy.27″,44″&71″–48″ (*s*) 160lb *80lb* 360H*P* 2DB,*12rf*,GS180,HS5600 WlsndSlpwyC.(Lim.),Nwc | 25 ″ 9 |
| 342 Krim JVGH | *L.Wiese* *Well deck* 1*Dk(Irn)*&*Webframes* | SteelScSr | 1728 1273 1104 | | | … | 1889 12mo | BlythS.B. Co.(Lim.) Blyth | M.A.Schjelderup | 260·5 P24′Q72′B108′F29′ | 36·5 \| 16·9 FK | Bergen Norwegian *WB* | T.3Cy.20″,33″&54″–36″ 160H*P* Black,Hawthrn&Co.,Gtsd. | 19 ″ 3 N |
| 343 Kriti | *SalchAgha* –89 (*ex*Florence) *Well deck* 1*Dk2trB* | IronScSr | 694 523 431 | | | … | 1865 | R.Napier &Sons Glasgow | IdareiMassousieh | 219·3 P87′ len73 | 25·5 \| 14·2 B37′ F35′ | Constanpl Turkish | C.2Cy.24″&42″–30″ NE&B73 70H*P* J.Penn&Sons,London | 15 ″ 3 |
| 344 Kronborg NBPW | *T.C.Westergard* ~~*H.H.Koch*76–89~~ (*ex*Ethel) *Inner bottom plating Irn* *Well deck* 1*Dk(Irn)*&*Webframes* | SteelScSr ~~*ssCpl.No.1–93*~~ | 1538 1218 968 | ✠100A1 ~~3,93~~ 10,94 BS5,95 ✠LMC3,93 Bly | Cpl A&CP | *p* | 1888 11mo | Grangemth DockyardCo. Grangemth | Helsingörske Dampsk.Selsk. | 250·0 Q87′B70′F31′ | 35·1 \| 16·7 BK9″ *WB=CellDB*204′ | Elsinore Danish 4*BHCem* 336*tAPT*31*t* | T.3Cy.18″,30″&48″–36″ (*s*) 160lb *80lb* 120H*P* 1SB,*4rf*,GS62 Hutson&Corbett,Glasgow | 19 ″ 0 s 1 ″ 9½ w2 ″ 0 |
| 345 Kronen NTDM | *P.Petersen89–89* 2*Dks*&*Hurdk* | SteelScSr | 458 380 262 | | | | 1881 | Kockums Mek.Werk. Malmö | ForenedeDamp-skibsSelskab | 171·9 P28′ | 25·2 \| 13·1 19·7 B26′ F50′ | Nykjöbing (Falster) Danish | C.2Cy.25″&44″–29″ 90H*P* KckmsMekWæk.Malmö | |
| 346 Kronos 67527 LDVK | *J.J.Scott85–85* *ss*Sld.No.3–4,85 *ss*Sld.No.2–93 *Well deck* 1*Dk2trB* | IronScSr | 1071 848 689 | ✠90A1 8,93 ✠NB81 ~~ES6,94~~ ✠LMC8,93 | Sld A&CP | *n* | 1872 4mo | Denton, Gray&Co. W Hartlepool | Marquess of Londonderry (S.J.Ditchfield, *Mgr.*) | 230·0 Q86′B50′F30′ | 29·8 \| 16·9 BK8½″ *WB=* | W.Hartlpl British 5*BHCem* *DBa*67′*f*61′ | C.2Cy.27″&50″–30″ 65lb *60lb* 99H*P* 2SB,*4f*,,GS30 N.E.MarineE.C(Lim.),Sld. | 17″10 s 1 ″ 9½ |
| 347 Kronprindsesse Victoria JWNP | *G.Haave* *Well deck* 1*Dk2trB* | IrnScSr | 437 338 259 | | | … | 1882 7mo | Stavanger Stöberi&Dok Stavanger | E.Berentsen | 152·1 Q26*t* | 24·6 \| 14·1 B60*t* F8*t* | Stavanger Norwegian | C.2Cy.18″&34″–24″ 48H*P* LaxevaagVærk.,Bergen *WB* | N |
| 348 Kronprinsesse Louise NDQJ | *B.L.Stuhlmann92–92* | SteelPad | 430 403 190 | | | | 1891 | Helsingors Jernskibs-ogMaskin-byggeri Elsinore | DeDanskeStats-baner | 176·5 | 25·5 \| 11·9 | Elsinore Danish | C.2Cy.32″&60″–45″ 110H*P* HelsingorsJernskibs-og Maskinbyggeri, Elsinore | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Ferme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crews sur Quille. Français au milieu des navires. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **349** | **Kronprinz Friedrich Wilhelm** | **IronScBg** | 2395 | | | | 1871 | Caird&Co. Greenock | Norddeutscher Lloyd | 318·2 | 39·4 | 31·3 | Bremen German | Q.4Cy.21½″,30½″,43″&61″ –48″ NB87 NDB87 220lbP *Qpd.*87Denny&Co.,Dmb. | |
| QCLD | *H.Ahrens*92–92 | | 1564 | | | | | | | | | | | | |
| | *Elec.light* | *2Dks&Awng dk4trB* | | | | | | | | | | | | | |
| **350** | **—** | **IronPadSr** | 217 | | | | 1870 | T.B.Seath &Co. Glasgow | C.J.F.Bräunlich | 202·1 | 19·2 | 7·6 | Stettin German | 1Cy.50″–72″ 96HP | |
| JDLH | *P.Zimmermann* –90 (*ex*BonnieDoon) | *1Dk* | 121 | | | | | | | | | | | A.Campbell&Son,Glasgow | |
| **351** | **Krystal** | **Steel&IronScSr** | 428 | | | | 1884 | Trondjms. Mek.Værk. Drontheim | Actieselskabet "Krystal" (N.Wiborg) | 148·1 | 24·5 | 12·6 | Kragerö Norwegian | C.2Cy.20″&36½″–26″ 60HP | |
| HRFC | *P.Holm*88–88 | *1Dk* | 316 248 | | | | | | | Q45′ | B35′ | F23′ | *WB* | TrondhjemsMk.Vrk.Dthm | |
| **352** | **Kuka** | **SteelTwinScSr** | 343 | | | | 1883 | DavidJ. Dunlop&Co Pt.Glasgow | RoyalNigerCo. (Lim.) | 175·1 | 26·1 | 7·9 | London British | C.4Cy.17″&30″–24″ 80HP | |
| 87122 | *S.Richards* –91 | | 276 195 | | | | | | | P36*t* | F17*t* | | | DavidJ.Dunlop&Co.,P.Gls | |
| **353** | **Kullen** | **IronSc3MstSr** | 412 | | | | 1871 | Göteborgs Mek Wrkstad Aktiebolag Gothenburg | Ångbåtsaktiebolgt "Ferm" (A.Broström) | 144·3 | 22·2 | 15·1 | Kristinhn Swedish | C.2Cy.13¾″&28″–19½″ 45HP | |
| HFVT | *C.Andersson*83–91 | *1Dk* | 372 323 | | | | | | | B27′ | | | | GöteborgsMek.Verkst. | |
| **354** | **Kumagawa Maru** | **Steel—Sr** | 558 | | | | 1890 | J.Ellerton Osaka | OsakaShosen Kaisha | 160·1 | 22·3 | 18·7 | Osaka Japanese | 2Cy. 50HP | |
| 1194 HJCB | *KurodaSeizo* | | 536 346 | | | | | | | | | | | | |
| **355** | **Kumamoto Maru** | **IronSc3MstSr** | 1995 | ✠100A1 5,93 | Yka A&CP | | 1875 10mo | C.Mitchell &Co. Newcastle | NipponYusen Kaisha | 290·4 | 34·2 | 24·9 | Tokio Japanese | C.2Cy.33″&62″–45″ (*s*) 90lb 200HP | |
| 497 HDGK | *C.Olsen* *ss*Nag.No.3–8,91 (*ex*Gadshill) | *2Dks(1Irn&1ptIrn) 3trB* | 1839 1237 | ✠NB8,91 | LMC5,93 | | | | | ND91 | | BK91½″ | | 4*BHCem* 2DB,*8pf* | |
| | | | | | | | | | *WB=* | *DBa84′&uB34′MT* | | 18′276*t*APT | | N.E.MarineE.C.(Lim.)Sld. | |
| **356** | **Kumano Maru** | **Wood—Sr** | 105 | | | | 1880 | Nagata Sanjuro Osaka | KandaSeiyemon | 97·2 | 13·0 | 11·4 | Kushimo-tomura Japanese | 2Cy. 28HP | |
| 465 HDCT | *UyematsuKataro* | | 98 65 | | | | | | | | | | | | |
| **357** | **Kung Ring** | **WoodScSp** | 148 | | | | 1890 | | J.F.Kallin | 100·0 | 20·8 | 8·2 | Tösse Swedish | | |
| | *A.Eriksson* –92 | *1Dk* | 137 109 | | | | | | | H11*t* | | | | | |
| **358** | **Kung Wo** | **IronScSr** | 982 | | | | 1879 | Boyd&Co. Shanghai | IndoChinaSteam Nav.Co.(Lim.) | 204·0 | 26·1 | 17·8 | London British | C.2Cy.16″&36″–36″ 52HP | |
| 72749 | *E.Keats* –92 | | 787 757 | | | | | | | | | | | Boyd&Co.,Shanghai | |
| **359** | **Kungpai** | **IronScSr** | 1030 ✠ | | Lth | *m* | 1880 12mo | Ramage& Ferguson Leith | ChinaMerchants' S.N.Co. | 205·9 | 30·3 | 14·9 | Shanghai Chinese | C.2Cy.25″&48″–30″ 95HP | |
| | *F.Johnstone* –91 (*ex*Wycliffe) | | 718 692 | 2,81 | LA&CP | | | | | Q76′ | B48′ | F30′ | *4BHCem* | Lees,Anderson&Co.,Gls. | |
| | *Well deck* *1Dk(ptIrn)&ptAwngdk2trB* | | | ✠ | | | | | | | | | | *WB=DBa50′f51′180t* | |
| **360** | **Kunichiho Maru** | **WoodScSr** | 212 | | | | 1879 | Sangen Enjiro Hiogo | SakamotoKanaye | 120·9 | 17·2 | 13·7 | Osaka Japanese | 1Cy. 15HP | |
| 38 HBQK | *YoshüMokichi* (*WRECKED, 93*) | | 188 132 | | | | | | | | | | | | |
| **361** | **Kura** | **SteelScSr** | 2372 | ✠100A1 *Spar dk* | Shl LA&CP | *s* | 1889 8mo | SirW.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | KuraS.S.Co. (Lim.)(Stephens &Mawson) | 294·0 | 37·7 | 20·2 | Newcastle British | T.3Cy.22½″,36½″&60″–39″(*s*) 160lb *90lb* 250HP | 21 s 5 |
| 96153 | *A.E.Hocken* –93 *ss*Shl.No.1–93 | | 2310 1558 | 5·6–10,94 | ✠LMC9,93 | | | | | B24′ | F28′ | 26·6 | | 2SB.*6rf*,GS108,HS3908 | |
| | 1*Dk(Stl)&Spardk(Irn)&Webframes* | | | *Carrying Petroleum in bulk* | | | | | *WB=DBu E & B56′* | irp90 | | FK 119*t*FPT67*t*DeepT | 11*BHCem* *ankf*24′190*t* | WallsndSlipway&E.CNwc | |
| | *Elec.light* | | | Nwc | | | | | | | | | | | |
| **362** | **Kureren** | **SteelScTug** | 194 ✠ | | Cly | *c* | 1885 12mo | Lobnitz& Co. Renfrew | Forenede Dampskibssel-skab. | 128·1 | 20·7 | 11·1 | Copnhagn Danish | T3Cy.15″(Annular 30″-18″) –24″&42″-24″ 80HP | 12 |
| NBJQ | *C.L.Hansen*89–89 | | 180 58 | 7,89 | LA&CP | | | | | | | | *4BHCem* | Lobnitz&Co.,Renfrew | |
| | | | | ✠ | | | | | | | | | | | |
| **363** | **Kurland** | **IronScSr** | 519 | | | | 1880 | Möller& Holberg Stettin | "Kurland" Dampfsch.Act. Ges. | 175·2 | 23·6 | 13·2 | Stettin German | C.2Cy.17¾″&37½″–19¾″ 50HP | |
| JDSL | *A.Budig*91–91 | *1Dk2trB* | 370 389 | | | | | | | P102′ | F40′ | | *WB* | Möller&Holberg,Stettin | |
| **364** | **Kurrachee** | **SteelScSr** | 3602 | ✠100A1 | Nwc | *w* | 1894 2mo | Edwards' S.B.Co. (Lim.) Newcastle | Nelson,Donkin&Co | 350·0 | 43·0 | 26·6 | London British | T.3Cy.24″,40″&66″–45″ (*s*) 160lb *160lb* 250HP | 29 s 5·10 |
| 102846 | *J.Inch*73–94 | | 3339 2317 | 7,94 ~~2,94~~ | A&CP ✠LMC3,94 Liv | | | | | Q29′B70′F35′ | | FK | 6*BHCem* | 2SB.*6rf*,GS119,HS4636 | |
| | *2Dks(1Irn&1Stl)&Webframes* | | | | | | | | *WB=CellDB278′568tFPT* | | | | 101*t*APT73*t* | Blair&Co.(Lim),Stockton | |
| **365** | **Kurrara** | **IronScSr** | 386 ✠ | | Rot | *g* | 1883 10mo | J.&K.Smit Kinderdyk | F.Osborne | 150·0 | 24·2 | 13·2 | SydnyNSW British | C.2Cy.22″&40″–30″ 70HP | 13 |
| 89493 JCVB | *J.McGeorge* –87 *Well deck* | *1Dk(Irn)* | 315 239 | 12,83 | LA&CP | | | | | Q42′ | B38′ | F17′ | 5*BHCem* | Maat.deMaas,Delfshaven *WB=DBa22′f38′75t* | |
| | | | | ✠ | | | | | | | | | | | |
| **366** | **Kursk** | **SteelScSr** | 1131 | | | | 1881 | Burmeister &Wain Copenhagen | Forenede Dampskibssel-skab | 241·4 | 30·2 | 14·9 21·5 | Copnhagn Danish | C.4Cy.24″&48″–32″ 150HP | |
| NSTF | *C.C.deWillencleveStaal*83–89 | *2Dks&Shade dk* | 796 714 | | | | | | | P161 | B30*t* | F32′ | *WB* | Burmeister&Wain,Cpn. | |
| **367** | **Kut Sang** | **IronScBn** | 2311 | | | ... | 1881 4mo | Wigham Richardson &Co. Newcastle | Indo-ChinaS.N. Co.(Lim.) | 290·0 | 37·2 | 19·5 27·5 | London British | C.2Cy.35″&70″–48″ 300HP | 20 |
| 84112 VRBS | *Jackson* –87 (*ex*DryburghAbbey) | | 2207 1481 | | | | | | | B76′ | | | | Wigham Rchrdsn&CoNwc | |
| **368** | **Kwaiyo Maru** | **Wood—Sr** | 137 | | | | 1887 | Fukuzawa Tatsuzo Tokio | HattoriJiroji | 93·3 | 13·6 | 7·1 | Hakodate Japanese | 1Cy. 15HP | |
| 1010 HGJS | (*ex*FukuzawaMaru,No.9) | | 61 85 | | | | | | | | | | | | |
| **369** | **Kwang Chi** | **SteelScSr** | 505 | | | | 1887 | S.C.Farn-ham&Co. Shanghai | ChinaMerchants' SteamNav.Co. | 185·0 | 27·0 | 11·0 | Shanghai Chinese | T.6Cy.9″,15″&25″–21″ 62HP | |
| | *W.B.Rigder* | *1Dk&Shade dk* | 313 | | | | | | | P20*t* | H136′ | | | S.C.Farnham&Co.,Shi. | |
| | *Now named "Margarete", See No. 54 in Supplement* | | | | | | | | | | | | | | |
| **370** | **Kwang Hoi** | **IronScSr** | 583 | | | | 1875 | Scott&Co. Greenock | TaiLiSteamboat Co.(Lim.) | 231·8 | 26·1 | 12·4 | HongKong British | C.2Cy.42″&80″–60″ 400HP | |
| 73794 PHFV | (*ex*Ooryia,*ex*Cheribon,*ex*Ooryia) | *2Dks* | 490 441 | | | | | | | P53*t* | | | | Scott&Co.,Greenock | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of R. of Provis. Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 371 | Kwang-~~lee~~Lee | SteelScSr | 2370 | | | | 1883 | W.B. Thompson Glasgow | ChinaMerchants' SteamNav.Co. | 280·0 | 40·0 | 25·4 | Shanghai | C.2Cy.36″&72″–48″ 250H | | |
| 86286 | *R.Lincoln*82–89 | 2*Dks&Spardk* | 2072 | | | | | | | B76′ | H191*t* | F30′ | Chinese | W.B.Thompson,Dundee | | |
| | | | 1506 | | | | | | | | | *WB* | British | | | |
| 372 | Kwang Mo | CompScSr | ~~250~~ | | | | 1889 | Chinese Govt.Yard Whampoa | YeohHaing | 154·3 | 22·6 | 10·5 | HongKong | T.3Cy.18½″,21″&32″–21″ | | |
| 93861 | *A.Christian* | 1*Dk&Shade dk* | ~~1*Dk*~~ 300 | | | | | | | ~~H13*t*~~ | H45*t* | F16*t* | British | ~~C.2Cy.22″&44″–20″~~ | | |
| £LRP | *W.Mahon* | | 239 ~~232~~ | | | | | | | | | | | NE&B94 55H~~P~~ ~~80H~~P | | |
| | | | 177 | | | | | | | | | | | ~~Chinese Government Yard~~, G.Fenwick&Co.(Lim.)HKg ~~Whampoa~~ | | |
| 373 | Kwang Tung ~~Lion of 94~~ | WoodScSr | 233 | | | | 1888 | ChinAh Heang Penang | ChinAhHeang | 140·0 | 21·1 | 8·1 | Penang | C.2Cy.22″&42″–27″ | | |
| ~~Cook~~ | *R.W.Jeremiah* | 1*Dk* | 208 | | | | | | | | | | British | 75H~~P~~ | | |
| | | | 147 | | | | | | | | | | | Hall,Russell & Co., Abn. | | |
| 374 | Kwanko Maru | CompScSr | 346 | | | | 1869 | Henderson Coulborn&Co Renfrew | Nippon Yusen Kaisha | 131·7 | 20·5 | 9·8 | Tokio | C.2Cy.18⅜″&40″–24″ | | |
| 496 | *K.Tsuda* | (*ex*Sakana) | 215 | | | | | | | | | | Japanese | 64H~~P~~ | | |
| HDGJ | | | 182 | | | | | | | | | | | | | |
| 375 | Kwansei Maru | WoodScSr | 374 | | | | 1879 | Kawasaki Ghozo Kobe | KyoyeiSha | 142·9 | 20·5 | 18·2 | Osaka | 2Cy. | | |
| 1047 | *HarayamaKichizo* | | 356 | | | | | | | | | | Japanese | 65H~~P~~ | | |
| HGMV | | | 232 | | | | | | | | | | | | | |
| 376 | Kwarra | SteelTwinScSr | 812 | ✠90A1 | Liv | *l* | 1891 | NavalCon. &Armnts. Co.(Lim.) Barrow | AfricanSteamship Co. (Elder,Dempster &Co.,*Mgrs.*) | 200·3 | 36·2 | 12·1 | London | T.6Cy.12½″,20″&31″–24″ (*s*) | 12 ″ 9 | |
| 98939 | *R.R.Spurring* –94 | 1*Dk*(*Stl–ws*) | 694 | 11,93 | LA&CP | | 5mo | | | P27′ | B57′ | F26′ FK | British | 160lb *75lb* 120H~~P~~ | s 2 ″ 0½ | |
| | | | 500 | ✠LMC5,91 | | | | | | | *WB*=*FPT* | 4*BHCem* 39*tAPT*34*t* | | 1SB,*3rf*,GS59,HS1721 Nav.Con.&A.C.(L.),Brw. | | |
| 377 | Kwei Lee | SteelTwinScSr | | | | | 1893 | Napier, Shanks& Bell Glasgow | ChinaMerchants' SteamNav.Co. | 250·0 | 40·0 | | Shanghai | T.6Cy.13″,19″&32″–21″ | | |
| | *S.Parks*77–93 | 3*Dks* | | | | | | | | | | | British | | | |
| | | | 879 | | | | | | | | | | *WB* | D.Rowan&Son,Glasgow | | |
| 378 | Kweilin | SteelScSr | 1765 | | | | 1891 | Scott&Co. Greenock | ChinaNavigation Co.(Lim.) | 260·0 | 36·8 | 21·6 | London | T.3Cy.18″,29″&47″–39″ | | |
| 98948 | *J.B.Harris* –93 | 2*Dks* | 1626 | | | | | | | | | | British | 200H | | |
| | | | 1088 | | | | | | | | | | | Scott&Co.,Greenock | | |
| 379 | Kweiyang | SteelTwinScSr | 1715 | | | | 1890 | London& GlasgowCo. (Lim.) Glasgow | ChinaNavigation Co.(Lim.) | 255·0 | 36·1 | 21·8 | London | T.6Cy.14″,23″&37″–30″ | | |
| 98034 | *H.Barnes* –90 | | 1572 | | | | | | | B56′ | F29′ | | British | 250H | | |
| LNQC | | | 1062 | | | | | | | | | | | London & Glasgow Co. (Lim.),Glasgow | | |
| 380 | Kwongsang | SteelScSr | 1512 | | | ... | 1880 | Blackwood & Gordon Port Glasgow | Indo-ChinaS.N.Co. (Lim.) | 240·4 | 32·3 | 17·0 | London | C.2Cy.30″&52″–36″ | 24 ″ 7 | |
| 79423 | *S.C.H.Wilde* –92 | (*ex*Valencia) | 1017 | | | | 4mo | | | | | | British | 120H~~P~~ | | |
| WKVF | | | 989 | | | | | | | | | | | Blackwood&Gordon,P.Gl. | | |
| 381 | Kyamil Pasha | IronSc3MstSr | 1856 | ✠ | Brs | *r* | 1878 | J.E.Scott Greenock | IdareiMassousieh | 285·6 | 35·6 | 24·9 | Constanpl | C.2Cy.41″&72″–42″ | 26 ″ 2 | |
| | *Faik Bey* –87 | *ss*Brs.No.1–83 | 1787 | 9,85 | A&CP | | 5mo | | | | | | Turkish | 275H~~P~~ | | |
| | (*ex*Devon) | 3*Dks*(1*pt Irn*) | 1186 | | | | | | | | | | 5*BHCem* | J.Howden&Co.,Glasgow | | |
| 382 | Kymi | IronScSr | 279 | 100A1 | Cpl | | 1878 | H.Mc Intyre Paisley | ~~RamaP.Derasemo~~ IdareiMassousieh | 157·4 | 27·9 | 21·2 | Constanpl | C.2Cy.20″&35″–24″ | | H |
| 121 | *A.Mazarachi* | *ss*Cpl.No 3–7,92 | 278 | 7,92 | A&CP | | 7mo | | | Q71′B14′F16′ | | | Turkish | 65lb 60H~~P~~ | | |
| | (*ex*Trocadero) | 1*Dk* | 192 | | | | | | | | | BK7′ | 4*BHCem* | 1B,GS32 | | |
| ~~named~~ "Panderma," | *See No. 45 in Supplement* | | | BS~~6,98~~8,94 | LMC7,92 | | | | | | | *WB*=*FPT&APT* | | Hutson&Corbett,Glasgow | | |
| 383 | Kymric | IronScK | 126 | ✠100A1 | Hul | | 1891 | Earle'sS.B. &E.Co. (Lim.) Hull | GrimsbySteam FishingCo.(Lim.) | 90·6 | 20·1 | 10·6 | Grimsby | T.3Cy.12″,18″&30″–18″ (*s*) | 11 ″ 5 | |
| 99199 | *T.Allenby* –91 | 1*Dk* | 116 | *StmTrawler* | LA&CP | | 12mo | | | Q18′F18′ | | BK7½′ | British | 160lb 45H~~P~~ | | |
| | | | 47 | 12,93 | | | | | | | | 3*BHCem* | | 1SB,*2pf*,GS28,HS790 | | |
| | | | | ✠LMC11,91 | | | | | | | | | | Earle'sSB&ECo(Lim)Hull | | |
| 384 | Kyodounyu Maru | Wood—Sr | 143 | | | | 1890 | Nükuma Masajiro Iwasaki | AmasakiIsaburo | 107·9 | 15·0 | 13·0 | Osaka | 2Cy. | | |
| 1180 | *NonoshitaGenjiuro* | | 137 | | | | | | | | | | Japanese | 15H~~P~~ | | |
| HJBD | | | 89 | | | | | | | | | | | | | |
| 385 | Kyros | CompSc3MstSr | 205 | | | | 1873 | C.F.Berg- lund Carlstad | S.Hörberg | 130·1 | 21·1 | 9·9 | Hellevik | C.2Cy.10¼″&25″–17½″ | | G |
| | *J.P.Hörberg*71–91 | (*ex*Oden) | 186 | | | | | | | H13*t* | F20′ | | Swedish | 30H~~P~~ | | |
| HMJK | | 1*Dk* | 156 | | | | | | | | | | | KristinehamnsM.V.Krsth. | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné entre Lettre d'Enfoncement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 141021 KGPH | **L. Luckenbach** *H.Williamson* | IronScTug 1*Dk* | 255 — 128 | | | | 1889 | J.H.Dialogue&Son Camden,N.J. | L.Luckenbach | 122·0 | 22·2 | 14·2 | NewYork Utd.States | T.3Cy.16″,24″&40″–28″ J.H.Dialogue, Camden,N.J | |
| 2 NGCH | **L. P. Homblad** *Ingerslev* | SteelScSr 2*Dks* | 2040 1556 1349 | | | | 1893 | Lobnitz &Co. Renfrew | ForenedeDampskibsselskab. | 282·0 | 37·0 | 17·7 | Copnhagn Danish *WB* | T.3Cy.19″,32″&51″–39″ 1100IP Lobnitz&Co.,Renfrew | |
| 3 10 | **L'Adriatico** *M.Mihanovich* | IronSc | 124 — 65 | | | | 1885 | Stabilmnto Tecnico Trieste | N.Mihanovich&Co | ..... | ..... | ..... | Bns.Ayres Argentine | 45IP | |
| 4 MBCV | **L'Avenir** *L.DeWeerdt* (*ex*JamesShaw) | IronSc3MstSr *ss*Hpl.No.3–2,81 *ss*Stk.No.2–89 1*Dk*2*tr*B | 559 551 428 | ✠ —— 4,94 | Ant A&CP | *i* | 1865 11mo | M.Pearse & Co. Stockton | F.Alexander | 200·1 len72 | 26·2 BK7½″ | 13·9 | Antwerp Belgian *4BHCem* | C.2Cy.22″&44″–26″ NB72 70IP *Cmp*72Blair&Co.,Stockton | 14·10 |
| 5 MBHN | **L'Esperance** *Coppeno* (*ex*Pansy) *Well deck* | IronScSr *ss*Sws.No.3–9,86 *ss*Sws.No.1–91 1*Dk*2*tr*B | 651 494 390 | ✠90A1 1,93 MS2,91 ~~BS2,92~~ 3,93 | Sld A&CP | *j* | 1873 9mo | T.Turnbull &Son Whitby | F.Alexander | 181·3 Q68′B40′F23′ drp93 | 28·0 BK7½″ *WB*= | 14·4 *DBa*55′*f*62′ | Antwerp Belgian *4BHCem* | C.2Cy.23″&46″–30″ (*i*) 65lb *60lb* NDB89 80IP Blair&Co.(Lim.),Stockton | 15·6 s 1·5 |
| 6 10 QDCK | **L'Industriale** *V.Capezza* –87 (*ex*DunbeathCastle) | IronScSr 1*Dk* | 195 137 124 | | | … | 1880 8mo | Campbeltn S.B.C. Campbeltwn | ImpresaIndustrialeItaliana | 109·0 Q35′ F12′ | 19·5 | 9·0 | Naples Italian | C.2Cy.14½″&26″–21″ 80IP Ross&Duncan,Glasgow | |
| 7 87892 | **L'Isle-Adam** *G.Inguanez*87–93 (*ex*Perfero) *Well deck* | IronScSr *ss*Mlt.No.2–91 1*Dk*2*tr*B | 841 681 539 | ✠100A1 8,92 ~~BS12,92~~ 5,94 | Tri LA&CP ~~LMC6,91~~ | *l* | 1883 6mo | W.A.Stevens Birkenhead | G.Gollcher | 200·9 Q73′B49′F26′ *WB*=*DBa*44′*f*40′*u* | 28·1 BK7½″ | 15·7 5*BHCem* *E&B*49′179*t* | Malta British | C.2Cy.18″&40″–36″ (*i*) 95lb *75lb* 99IP 1DB,4*pf*,GS66 D.Rollo&Sons,Liverpool | |
| 8 Now named "Pampa," *See No.* 10 *in Supplement* | **L'Italia** 1*Dk* | SteelSc | 346 314 218 | | | | 1890 | E.Cravero &Co. Genoa | G.P.Alves | 157·6 | 27·2 | 10·9 | Pto.Alegre Brazilian | C.2Cy.15¾″&31½″–19¾″ 80IP E.Cravero&Co.,Genoa | |
| 9 101938 | **L'Oriflamme** *C.F.Stannard* –94 *Elec.light* | IronScSr 1*Dk*(*Irn*)&*Spardk* (*Irn*)&*Webframes* | 3328 3016 2129 | ✠100A1 *Spar dk* 12,92 ~~12,94~~ ✠LMC10,92 *Carrying Petroleum in bulk* | Shl LA&CP | *u* | 1892 10mo | Craig, Taylor&Co Stockton | ~~SS."L'Oriflamme" (Lim.)~~ (A.Suart, PetroleumShippg Co.of London (Lim) (A.Suart,*Mgr.*) | 332·0 B80′F33′ | 42·2 | 18·8 26·5 FK | London British 16*BHCem* | T.3Cy.25″,40″&66″–45″ (*s*) 150lb *100lb* 250IP 2DB,8*rf*,GS144,HS4800 J.Dickinson,Sunderland | 20 s 4 5 s 11 |
| 10 HNLM | **La Bourgogne** *Leboeuf* *Elec.light* | Iron&SteelSc4Mst 3*Dks*&*Shade dk* | 7305 6274 2907 | | | | 1885 | Forges&C. de la Médit. LaSeyne | CompagnieGénéraleTransatlantique | 494·4 Q64′ | 52·2 F90′ | 34·8 | Havre French *WB* | C.6Cy.42½″&80″–67″ 2000IP Forges&C.delaMédit.,Msl. | |
| 11 HNPB | **La Bretagne** *Rupé* *Elec.light* | SteelSc4MstSr 3*Dks*4*tr*B | 7112 6015 2586 | | | | 1886 | Cie.Gén. Trans. St.Nazaire | CompagnieGénéraleTransatlantique | 495·4 P59′ F90′ | 51·8 B240′ | 34·5 H28′ | Havre French *WB* | C.6Cy.49″&75″–67″ 2000IP Cie.Gén.Trans.,St.Nazaire | |
| 12 PHVO | **La Campine** *Marktschlæger* *Elec. light* | Steel&IronSc3MstSr 1*Dk*&*Spardk* *Carrying Petroleum in bulk* | 2542 2485 2007 | | | | 1890 | Palmers' S.B.&I.Co. Jarrow | AmericanPetroleumCo. | 309·7 H53′ | 39·0 F17′ | 26·3 | Rottrdam Dutch *WB* | T.3Cy.22″,35″&58″–42″ 225IP Palmers'S.B.&I.Co.,Nwc. | |
| 13 82778 TNVB | **La Canadienne** *Tranguel* –86 | IronScSr (*ex*Foxhound) 1*Dk* | 372 289 227 | | | | 1880 | R.Duncan &Co. PortGlasgow | Government of Canada | 154·3 Q74*t* | 22·7 | 10·9 | Ottawa British *WB* | C.2Cy.19″&34″–24″ 60IP SmithBros.&Co.,Glasgow | |
| 14 HRTB | **La Cartuja** *M.Manzarraqa*93–93 (*ex*Mary) *Well deck* | IronScBk *ss*Lon.No.3–7,81 *ss*Bbo.No.2–90 1*Dk*2*tr*B | 892 699 606 | ✠ —— 4,95 BS1,94 ✠LMC8,93 | Bbo A&CP | *k* | 1871 4mo | Denton, Gray &Co. WHartlepool | Ybarra&Co. | 206·0 Q79′B48′F25′ | 29·0 BK8″ | 16·1 4*BHCem* *WB*=*pt DB* | Seville Spanish | C.2Cy.25″&48″–33″ 60lb NB79 96IP T.Richardson&Sons,Hpl. | |
| 15 HQLK | **La Champagne** *Laurent* *Elec.light* | SteelSc4Mst 3*Dks*&*Shade dk* | 7087 6016 2545 | | | | 1885 | Cie.Gén. Trans. St.Nazaire | CompagnieGénéraleTransatlantique | 493·4 Q54′ | 51·8 B48′ | 34·5 F90′ | Havre French *WB* | C.6Cy.49¼″&74¾″–67″ 2000IP Cie.Gén.Trans.,St.Nazaire | |
| 16 HTCK | **La Corse** *Dor* | IronScSr 2*Dks*&*Spar dk* | 1226 — 623 | | | | 1872 | Scott&Co. Greenock | CompagnieGénéraleTransatlantique | 260·1 B32′ | 29·8 H80*t* | 15·2 22·7 | Marseilles French | C.2Cy.33¾″&66″–36″ 250IP GreenockFoundryCo.,Grk. | |
| 17 HWFP | **La Dives** *Gillard*84–88 | SteelPadSr 1*Dk* | 188 — 73 | | | | 1886 | ..... Flushing | Cie.Anonyme des Paquebots à Vap. entre La Havre, Caen, Honfleur et les Ports de la Normandie | 150·9 | 19·7 | 9·8 | Havre French | C.2Cy.30″&52″–39″ 190IP KoninMaatsdeSchldeFlng. | |
| 18 PHVB | **La Flandre** *A.Schmuck*92–92 *Elec.light* *Carrying Petroleum in bulk* | SteelSc3MstSr 2*Dks* | 1979 1961 1510 | | | | 1888 7mo | SirW.G. Armstrong, Mitchell& Co. Newcastle | AmericanPetroleumCo. | 270·0 | 37·7 | 25·9 | Rottrdam Dutch | T.3Cy.20″,34″&55″–36″ 200IP WlandSlpwyCo(Lim)Nwc | |
| 19 GQDF | — | SteelPadSr 2*Dks*&*Promenadedk* | 855 — 495 | | | | 1888 | Soc.Cockerill Hoboken | BelgianGovernment | 271·8 F60′ | 29·0 B58′ | 15·6 | Ostend Belgian | C.2Cy.50″&97″–72″ SociétéCockerill,Seraing | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of Builder's Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 JGNL | La Flandre *Clouet* –88 Condemned after Collision | Iron ScSr (*ex* Londonderry) 1 *Dk*(*Irn*)2*tr B* | 469 — 244 | 1,81 | | Lv | 1857 | Pile& Spence W Hartlepool | N. Dubuisson | 155·0 P24*t* | 26·0 | 14·8 | Dunkirk French 4 *BH* | 2Cy.29½″–26″ NE75 60HP T.Richardson&Sons,Hpl. *WB* = *DBa*$*f* | | |
| 21 JVMR | La France *Verd*68–88 | Iron ScBk 2 *Dks*&$ *Spar dk* | 3811 — 1887 | | | | 1871 | Forges&C. de la Médit. La Seyne | Société Générale des Transports Maritimes | 426·5 | 37·4 | 26·1 33·2 | Marseilles French | 3Cy.60″–47¼″ 450HP Forges&Chantiers,Msl. | | |
| 22 | — *P. D'Andrea* –89 | Iron&SteelSc3MstSr | 270 — — | | | | 1889 | Edwards& Symes London | J. Dreyfus&Co. | 149·9 | 24·9 | 8·9 | Bns. Ayres Argentine | C.2Cy.17″&34″–22″ 55HP Pratt,Huddersfield | | V |
| 23 JKDQ | La Gascogne *Santelli* –86 *Elec. light* | Iron&SteelSc4MstSr 3 *Dks* 4 *tr B* | 7395 — 2913 | | | | 1886 | Forges&C. de la Médit. La Seyne | Compagnie Générale Transatlantique | 495·4 P55′ B240′ H—F91 | 52·2 | 34·8 | Havre French *WB* | C.6Cy.42⅛″&80″–67″ 2000HP Forges&Chantiers,Msl. | | V |
| 24 JVMQ | La Gaule *Bianchi* | Iron ScBkn (*ex* Auchintoul) 2 *Dks*(1 *Irn*)3*tr B* | 1596 — 858 | | | … | 1880 8mo | Hall, Russell&Co. Aberdeen | Cie de Nav. Marocaine&Arménienne(N. Paquet &Co., *Mgrs*). | 260·0 Q32′ | 34·2 | 23·2 BK9″ | Marseilles French *WB* | C.2Cy.31″&60″–36″ 160HP Hall,Russell&Co.,Abn. | 24 ″ 0 | V |
| 25 HRTC | La Giralda *J. Nuchera* | Steel ScSr 2 *Dks*(*Stl*)&$ *Awng dk* | 1860 1799 1202 | ✠100A1 *Awng dk with freeboard* 2,92 ✠LMC2,92 | Sld A&CP | *q* | 1892 2mo | Bartram, Haswell& Co. Sunderland | Compania Sevillana de Nav.à Vap. | 252·0 | 36·0 | 17·1 24·6 BK9″ *WB* = *Cell* | Seville Spanish 6 *BH Cem* *DB*198′268*t* | T.3Cy.19½″,31½″&53″–36″(*s*) 160lb *90lb* 150HP 1SB,3*cf*,GS60 J.Dickinson,Sunderland | 19 ″ 4 s 8 ″ 10 | |
| 26 PHVS | La Hesbaye *M.W. Ninnes*91–91 *Elec. light* | Steel Sc3MstSr (*ex* Oevelgonne) 2 *Dks* *Carrying Petroleum in bulk* | 2539 2519 1987 | | | | 1888 | Sir W.G. Armstrong, Mitchell&Co Newcastle | American Petroleum Co. | 300·0 | 39·2 | 28·1 | Rottrdam Dutch *WB* | T.3Cy.21½″,35″&57″–38″ 250HP Wallsend Slipway&E.Co., Newcastle | | V |
| 27 JMTD | La Hève *Hanna* –93 (*ex* Barrington) | Iron ScSr *ss* Nwc. No.2–83 1 *Dk* | 320 308 200 | ✠ 4,86 ✠NB83 | Nwc A&CP | *g* | 1873 9mo | Coulsorn, Cook&Co. Newcastle | Genestal&Delzons | 159·2 Q70′ drp85 | 21·3 F— | 12·1 | Havre French 4 *BH Cem* | C.2Cy.19″&36″–24″ 50HP Thompson,Boyd&Co.Nwc. *WB* = *DBa*31′ | | V |
| 28 | La Licorne | Steel ScTug | 119 98 20 | | | | 1888 | Soc Gén des Forges&Atel. de St. Denis St. Denis | Compagnie des Messageries Nationales | 86·4 | 20·0 | 9·2 | Rouen French *WB* | T.3Cy.12″,19″&31″–17″ 75HP J.Boulet&Co.,Paris | | V |
| 29 102875 | La Marguerite *A.R. Owen* –94 | Steel Pad Sr 3 *Dks*&$ *Promenade dk* 4 *tr B* | 2205 1934 1092 | | | | 1894 | Fairfield SB&ECo(Lm) Glasgow | ~~Palace Steamers (Lim.) (A.E. Williams, *Mgr.*)~~ Fairfield SB&ECo(Lm) | 330·0 40·0 | ~~40·3~~ | ~~13·0~~ 13·6 21·2 | London British | C.D.2Cy.56″&110″–72″ ~~1200HP~~ Fairfield SB&ECo(Lm) Gls | | BT till 4,95 |
| 30 JVND | La Navarre *de Kersabiec* –93 *Elec. light* | Steel Twin ScSr 4 *Dks* | 6959 5623 2469 | | | | 1892 | Cie Générle Transatlan. St. Nazaire | Cie. Générale Transatlantique | 471·0 P70′ | 50·5 B248′ | 36·4 F67 | St. Nazaire French *WB* | T.6Cy.31½″,50⅜″&82½″–52½″ Cie.Gén.Trans.,St.Nazaire | | V |
| 31 | La Nevera *F. Pellerano* –83 | Iron ScSr 1 *Dk* | 359 349 234 | ✠ 3,88 ✠ | Bel LA&CP | *f* | 1883 2mo | Harland& Wolff Belfast | Juan Canals | 154·9 Q18′ | 26·2 | 11·0 FK | Bns. Ayres Argentine 5 *BH Cem* | C.2Cy.16″&32″–24″ 55HP Harland&Wolff,Belfast *WB* = *APT*11*t* | | |
| 32 KLGS | La Normandie *Poirot* –94 *Elec. light* | Iron Sc4MstBk (*ex* Normandie) 4 *Dks* | 6283 — 2687 | | | | 1882 | Barrow S.B.Co. Barrow | Compagnie Générale Transatlantique | 459·3 P42′ | 49·2 F82′ | 34·1 | Havre French *WB* | C.6Cy.35½″&75″–67″ 1000HP BarrowS.B.Co.,Barrow | | V |
| 33 JVNL | La Plata *Baule* –89 | Steel ScSr 3 *Dks*&$ *Spar dk* | 5677 — 2826 | | | | 1889 | Messageris Maritimes La Ciotat | Messageries Maritimes | 462·6 H585*t* | 45·9 | 32·5 | Marseilles French *WB* | 3Cy.45¾″,62½″&85½″–51″ 900HP MessageriesMar.,LaCiotat | | |
| 34 | La Popa *Carpenter* –87 | Iron ScSr | | | | | 1887 | The Pusey & Jones Co. Wilmington, Del. | Government of United States of Colombia | 120·0 | 20·0 | 11·0 | | 1Cy.24″–36″ The Pusey& Jones C.Wilmn | | |
| 35 JVNP | La Rochelle *L'Hermite*78–80 | Iron ScSr *ss* La R. No.1–87 1 *Dk*(*Irn*)2*tr B* | 1324 1324 757 | ✠ 9,88 ✠ | Cff LA&CP | *p* | 1883 2mo | Palmers' Co.(Lim.) Newcastle | A. D'Orbigny& Faustin fils | 250·6 Q29′ | 37·5 B34′ | 17·4 F26′ FK *WB* = *DBa*82′ | La Rochlle French 4 *BH Cem* *f*92′&*uE*&*B*36′492*t APT*28*t* | C.2Cy.31″&60″–39″ 150HP Palmers'Co.(Lim.),Nwc. | | V |
| 36 141050 | La Salle | Steel Sc3MstSr 2 *Dks* | 1922 — 1597 | | | | 1890 | Cleveland S.B.Co Cleveland,O. | Lake Superior Iron Co. | 266·0 F40′ | 38·2 H— | 19·8 *WB* | Marquette Mich. Utd. States | T.3Cy.17″,29″&47″–36″ 140HP ClevelandS.B.Co.,Clevelnd | | |
| 37 | La Sentinelle *Chester* | Wood ScSr | — — 175 | | | | 1880 | Neafie& Levy Phladlpha Pa | Haytian Govrment | 112·0 | 22·0 | 9·0 | Haytian | 1Cy.24″–24″ Neafie&Levy, Philadelphia | | |
| 38 101924 | La Serena *W.M. Dodd*92–92 | Steel ScSr 1 *Dk*(*Stl*)&$ *Spar dk*(*Irn*)3*tr B* | 2266 2161 1447 | ✠100A1 *Spar dk* ~~5,94 11,03~~ 6,95 ✠LMC9,92 | Bry A&CP Sld | *r* | 1892 9mo | W. Dobson &Co. Newcastle | C. Hutchinson | 280·0 *WB* = *Cell DB*214′350*t* | 38·1 | 16·2 24·5 FK | London British 4 *BH Cem* *APT*28*t* | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *80lb* 180HP 2SB,6*pf*,GS106,HS3020 N.E.Marine Eng.Co.,Nwc. | 18 ″ 6 s 5 ″ 4 | D |
| 39 JVNQ | La Seyne | Iron ScBk (*ex* Etoile du Chili) | 2353 — 1151 | | | | 1870 | Forges&C. de la Méd. La Seyne | Messageries Maritimes | 312·3 | 38·0 | 29·7 | Marseilles French | C.4Cy.27½″&49¼″–35½″ 300HP Forges&C.de la Méd.,Msl. | | |
| 40 90884 | La Tour *A.W. McKinnon* –91 | Wood ScSr 1 *Dk* | 154 101 105 | | | | 1888 | G.W. Johnson Yarmouth NS | Yarmouth&Shelburne S.S.Co. (Lim.) | 97·3 | 20·7 | 7·8 | Yarmth NS British | C.2Cy.14″&26″–18″ 30HP Burrell,Johnson Iron Co., Yarmouth,N.S. | | |
| 41 LFVQ | La Touraine *Santelli* *Elec. light* | Steel Twin Sc3MstSr 4 *Dks* | 8863 7399 2903 | | | | 1890 | Cie Gnérale Transatlantique St. Nazaire | Cie. Générale Transatlantique | 520·2 P78′ | 56·0 F90′ | 34·6 | Havre French | T.6Cy.41″,60⅝″&100″–65½″ 3250HP Cie.Gén.Transatlantique, *WB* St. Nazaire | | V |

Lost by Fire 4,95
FairfieldSB&ECo(Lm)

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Coque en Quille. Franc-bord en milliers de navire. pds. | pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **42** 101702 | **La Trobe** | **IronSc** 2*Dks* | 426 426 210 | | | | 1890 | Melbourne Coal S.&E. Co.(Lim.) Williamstwn | Melbourne Harbor Trust Commissioners | 125·0 H28*t* | 33·0 | 11·0 | Melbourne British | C.D.2Cy.15″&28″–42″ 34H$ Melbourne Coal S.&E.Co.(Lim.) Williamstown, Vic. | | |
| **43** 83808 VBFN | **Labarrouere** *~~L.P.Pearce–92~~ ss* Cff.No.3–3,93 *Well deck Angel* | **IronScSr** 1*Dk(Irn)*2*trB* | 1173 1016 762 | ✠100A1 10,93 ~~3,94~~ ~~BS5,94~~ ✠LMC3,93 | Cff A&CP | *o* | 1880 9mo | Palmers' Co.(Lim.) Newcastle | Labarrouere S.S.C. (Lim.) (Morel Bros.& Co.) | 241·2 Q90′ B50′ F28′ drp94 FK *WB=CellDB215′ 340t APT5t* | 33·2 | 15·6 | Cardiff British | C.2Cy.28″&54″–36″ 75lb *60lb* NDB87 99H$ 1SB,*4pf*,GS69 Palmers'Co.(Lim.),Nwc. | 18 | ″ 2 |
| **44** LQMS | **Laboe** *W.Rosenthal*93–90 | **IronScSr** 2*Dks* | 742 704 534 | | | | 1883 | G.Howaldt Kiel | Nord-Ostsee Rhederei | 187·0 | 24·7 | 19·3 | Hamburg German | C.2Cy.23″&37½″–27″ 70H$ HowaldtBros.,Kiel | | |
| **45** 102914 | **Labore et Honore** | **IronScK** 1*Dk* | 150 139 58 | ✠100A1 *Stm Trawler* 7,93 ✠LMC7,93 | Hul LA&CP | | 1893 7mo | Cook, Welton& Gemmell Hull | R.Simpson | 100·8 BK7½″ | 20·7 | 11·0 | Hull British | C.2Cy.16″&33″–22″ *(s)* 100lb 45H$ 1SB,*2pf*,GS31 Bailey&Leetham,Hull | 11 | ″10 |
| **46** JVMK | **Labourdonnais** | **IronScBn** 3*Dks* | 2046 — 1104 | | | | 1863 | Forges&C. de la Méd. La Seyne | Messageries Maritimes | 326·7 | 32·0 | 26·4 | Marseilles French | C.3Cy.36¼″&51¼″(2)–31½″ 310H$ MessageriesMar.,LaCiotat | | |
| **47** 97889 | **Labrador** *J.McAuley –91* | **SteelSc4MstSr** 3*Dks* | 4737 4028 2998 | | | | 1891 | Harland& Wolff(Lim.) Belfast | Mssppi&Dominion S.S.Co.(Lim.) ~~(Pliny,Main&, Montgomery, Mgrs.)~~ | 401·0 P69*t* | 47·2 H606*t* | 28·3 F87*t* | Liverpool British | T.3Cy.32″,53″&86″–60″ 650H$ Harland&Wolff(Lim),Bel. | | |
| **48** JVLQ | — *Brillouin (ex Nouveau Monde) Elec.light* | **IronScBk** 3*Dks&Awngdk* | 4446 3484 2388 | | | … | 1865 | Com.Gén. Trns. St.Nazaire | Cie.Générale Transatlantique | 393·7 len75 | 44·0 | 20·8 36·5 | Havre French | T.3Cy.36″,57″&67″–51″ NE75NB89 700H$ *Tpd*89Cie.Gen.Transatlantique,St.Nazaire | | |
| **49** | — | **SteelTwinScSp** | 459 280 252 | | | | 1891 | Scotswood SB.Co.(Lim) Newcastle | Mensagerias Fluviales del Plata | 170·0 P99′ | 26·0 F25′ | 9·0 | M.Video Uruguayan | T.3Cy.11½″,19″&32″–24″ FD 100H$ WighamRichardson&Co., Newcastle | | |
| **50** 54697 HTNM | — *G.Hann*92–93 | **WoodScBk** HT Lon.87 d66 cf | 436 391 256 | ✠ 4,90 | MVo A&CP | 15 C10 | 1866 5mo | W.Watson Sunderland | Newfoundland Stm Sealing&Whaling Co.(Lim.) | 139·2 12&16yrsMat | 29·2 | 17·0 | St.John's, N.F.L. British | C.2Cy.22½″&42″–30″ NE74 NB92 80H$ G.Clark,Sunderland | | |
| **51** 102946 | — | **IronScK** 1*Dk* | 139 133 57 | ✠100A1 *For fishing purposes* 4,94 ✠LMC4,94 | Hul LA&CP | | 1894 4mo | Cook, Welton& Gemmell Hull | Hull Steam Fishing &Ice Co.(Lim.) | 99·0 BK7½″ *WB= DTf18t* | 20·5 | 11·0 | Hull British | T.3Cy.10″,16″&25½″–20″ *(s)* 170lb 35H$ 1SB,*2pf*,GS22,HS590 Amos&Smith,Hull | 11 | ″10 |
| **52** | **Labréa** | **SteelTwinScSr** | 418 340 284 | | | | 1891 | Russell& Co. P.Glasgow | Amazon Steam Nav.Co.(Lim.) | 170·3 | 31·1 | 8·4 | Para Brazilian | T.6Cy.9″,14″&22″–18″ Kincaid&Co.(Lim.),Grk. | | |
| **53** QFKL | **Lachs** *H.Högemann* | **Iron&SteelPad** 1*Dk* | 270 — 157 | | | | 1889 5mo | J.C.Tecklenborg Geestemünde | Norddeutscher Lloyd | 180·0 | 20·0 | 9·1 | Bremen German | C.2Cy.29½″&51½″–47½″ H.Pauckscb,Landsberg | | |
| **54** 102836 | **Lackawanna** *~~F.B.Robinson90–94~~* 1*Dk(Stl)&* *Elec.light Spar dk(Stl)&Webframes* *~~F.H.Watson –94~~ F.B.Robinson90–94* | **SteelSc3MstSr** | 3855 3458 2468 | ✠100A1 *Spar dk* 3,95 ~~3,94~~ ✠LMC2,94 *Carrying Petroleum in bulk* ~~Lon.~~ Grk | P.Gl LA&CP | *w* | 1894 2mo | D.J. Dunlop&Co. Pt.Glasgow | Lackawanna S.S. Co.(Lim.) (F.E.Bliss) *WB=CellDB72′192t* | 345·0 P96′B30′F47′ FK *FPT165t APT100t* | 44·3 30·3 | 23·0 *W* | London British 15*BHCem* | T.3Cy.27″,43½″&70″–51″ *(s)* 160lb *100lb* 550H$ 2DB.*12pf*,GS230,HS7150 D.J.Dunlop&Co.,P.Gl. | 24 | ″ 8 |
| **55** 140930 KJFD | — *F.Winheimer*90–91 | **SteelScSr** 2*Dks* | 2016 1854 1595 | | | | 1888 | Cleveland S.B.Co. Cleveland,O. | Lackawanna Transp.Co. (M.M.Drake) | 260·0 F29′ H— | 39·2 *WB* | 21·6 | Buffalo,NY Utd.States | T.3Cy.19″,30″&52″–40″ 140H$ ClevelandS.B.Co.,Cleveland | | |
| **56** 99722 NJKR | **Lackenby** *~~F.H.Watson93–94~~* 1*Dk(pt Stl pt Irn)* *Fisker &Webframes&ptAwngdk(Irn)* | **SteelScSr** | 2108 1503 1348 | ✠100A1 *pt Awngdk withfreeboard* 7,94 ~~4,94~~ ~~Lon.~~ 4,95 ✠LMC4,94 | Stk A&CP ~~Cff~~ ~~Cpl~~ Cff | *r* | 1894 4mo | Ropner& Son Stockton | R.Ropner&Co. | 275·0 P27′Q90′ *ptAwngdk*158′ FK ~~*WB=CellDB206′393t APT61t*~~ drp94 drp95 *WB=CellDB 92′uE20′f106′393t APT61t* | 39·5 | 16·0 | Stockton British | T.3Cy.21″,34″&56″–36″ *(s)* 160lb *160lb* 180H$ 2SB,*4rf*,GS60,HS2780 Blair& Co.(Lim.),Stockton | 19 | ″ 8 |
| **57** 15048 LQRD | **Laconia** *C.H.Bell –92* | **IronScBg** | 1999 1977 1294 | | | … | 1856 | J.&G. Thomson Glasgow | Papayanni&Co. | 314·3 len73 | 31·9 | 20·1 | Liverpool British | C.4Cy.22″&64″–36″ NB88 NE70 170H$ *Alt*88G.Forrester&Co.Liv. | | |
| **58** | **Ladario** *Arnold –88* | **SteelPadSr** 1*Dk* | 760 646 540 | | | | 1888 | "Vulcan" Co. Stettin | Lloyd Brazileiro | 220·1 | 29·5 | 13·2 | R.Janeiro Brazilian *WB* | T.4Cy.14½″,32½″&51½″–39½″ 120H$ "Vulcan" Co.,Stettin | | |
| **59** 99063 MNWC | **Ladoga** *~~Tolsinfield 93~~ J.T.Shaw –94* 1*Dk(Stl)&Webframes&ptAwngdk(Irn)* | **SteelScSr** | 2286 1710 1466 | ✠100A1 *pt Awngdk withfreeboard* 3,95 ~~3,94~~ ✠LMC4,92 | Bry A&CP Npt | *s* | 1892 4mo | W.Doxford &Sons(Lim) Sunderland | Brown&Yeoman | 280·0 P29′Q70′ *ptAwngdk*181′ FK *WB=CellDB238′ 520t APT72t* | 38·2 | 18·5 | London British | T.3Cy.21″,35″&57″–39″ *(s)* 160lb *80lb* 250H$ 2SB,*6cf*,GS90,HS2754 W.Doxford&Sns(Lim.)Sld | 21 | ″ 8 |
| **60** 60309 KFDC | **Lady Alice Kenlis** *J.Nutter*86–86 | **IronSc3MstSr** 1*Dk* | 194 163 75 | | | … | 1867 12mo | Swan Bros. Maryhill | E.R.Jones | 123·3 | 19·6 | 9·8 | Preston British | C.2Cy.16″&32″–18″ NE78NB89 50H$ R.Smith,Preston | | |
| **61** 68933 PHNG | **Lady Aline** *J.Hornsey –92* ~~5th Survey Sld.12.91~~ 6th Survey Sld.5,95 1*Dk(Irn)* | **IronScSr** | 600 538 383 | ✠ A1,1 ~~6,95~~ ~~3,94~~ ~~BS4,94~~ | Sld LMC1,94 4,95 | Lv | 1875 11mo | J.Laing Sunderland | Marquess of Londonderry(S.J. Ditchfield,*Mgr.*) | 181·3 Q18*t* srp95 FK *WB=DBa&f* | 28·6 | 13·9 | Sundrland British | C.2Cy.25″&48″–30″ *(t)* 65lb *55lb* NDB83 95H$ 1SB,*3f*,GS57 T.Richardson&Sons,Hpl. | 14 | ″ 7 |
| **62** 87331 HCGS | **Lady Ann** *Benson*69–83 1st Survey,Sld.12,86 1*Dk(Irn)&Webframes* | **IronScSr** | 1082 899 698 | ✠ 12,86 | Sld | Lv | 1882 11mo | Austin& Son Sunderland | ~~H.T.Morton&Co.~~ Earl of Durham (T.Nicholson,*Mgr.*) | 225·3 Q103*t* F33*t* | 33·0 | 16·3 | Sundrland British | C.2Cy.28″&54″–33″ 99H$ N.E.MarineE.C.(Lm.),Sld. *WB=DBa&f* | 17 | ″ 7 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* *Master.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned and now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships *ft. in.* | 15 Other Registers in which classed. Details of Build or Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 63 98312 | **Lady Armstrong** **SteelScSr** *W.C.Abbott81–91* *ssBry.No.1-94* *2Dks(UIrn&1Stl)3trB* | 3219 2936 2042 | ✠100A1 2,95 ~~2,94 3,94~~ ✠LMC~~7,91~~ Bry | Liv LA&CP | *v* | 1891 7mo 9,94 | Palmers' Co.(Lim.) Newcastle | **LadyArmstrong S.S.Co.(Lim.) (Adam,Hamilton &Co.)** *WB=CellD* | 330·0 P34′B67′F34′ drp94 *B278′658tFPT104t* | 42·2 FK | 26·3 *5BHCem APT28t* | **Greenock** British | T.3Cy.24″,40″&64″–42″ (*s*) 160lb *90lb* 300HP 2DB,*12pf*,GS162,HS4410 Palmers' Co.(Lim.),Nwc. | 29 ″ 1 s 5 ″ 9 | |
| 64 90122 | **Lady Arthur Hill** **IronSc3MstSr** *D.Ferguson75–85* *ssBel.No.2–93* *1Dk* | 271 247 128 | ✠100A1 5,94~~8,93~~ ✠LMC~~8,93~~ 5,94 | Bel LA&CP | *f* | 1885 6mo | M'Ilwaine, Lewis&Co. (Lim.) Belfast | **E.DownshireSS. Co.(Lim.)** | 150·5 Q22′B10′F26′ drp93 drp94 BK7′ *WB=FP* | 23·1 | 10·6 *4BHCem T28tAPT4t* | **Belfast** British | C.2Cy.19″&36″–30″ (*a*) 85lb 56HP 1SB,*2pf*,GS37 M'Ilwain,Lewis&C.(L)Bel | 11 ″ 8 s 1 ″ 5½ | BT till ~~3,94~~ 5,95 |
| 65 4643 VPLD | **Lady Beatrix** **IronScSr** *E.S.Parker* –93 *ssSld.No.3–7,83* *1Dk2trB* | 625 607 425 | 6,86 | Sld | *j* | 1863 6mo | J.Laing Sunderland | **EarlGrey** | 186·3 P104′F24′ ~~srp93~~ drp94 BK7½′ *WB=DBa* | 28·7 | 16·7 *4BHCem* | **Sundrland** British | C.2Cy.26″&48″–30″ NB83 80HP G.Clark,Sunderland | 17 ″ 9 s 2 ″ 8 | |
| 66 70613 RBNT | **Lady Bertha** **IronScSr** ~~*W.Thomas93–94*~~ *ssSws.No.3–3,90* *Well deck* *ssBel.No.1–94* *1Dk2trB* *J.T.Roberts94–94* | 695 517 420 | ✠100A1 ~~3,94 3,93~~ 9,94 ~~BS2,93~~ LMC~~3,90~~ 4,94 ✠NB3,93 Lly~~s~~ Sws | Nwc A&CP | *j* | 1877 8mo | Schlesingr, Davis&Co. Newcastle | **SamuelBros.** | 186·0 P104′F24′ ~~srp93~~ drp94 BK7½′ *WB=DBa* | 26·7 | 15·7 *4BHCem 67′f88′f285t* | **Newcastle** British | C.2Cy.27″&50″–33″ (*s*) 80lb NDB87 *45lb* 98HP 1SB,*3pf*,GS54,HS1584 N.E.MarineE.C.(Lim.)Sld. | 16 ″ 6 s 1 ″ 6½ | |
| 67 84639 JQBW | **Lady Bessie** **WoodSc3MstSr** *R.Roberts84–88* HTBng.91 ptGIB *Salted* | 183 173 79 | 11 A1 3,94 ~~BS12,93~~ ✠LMC7,92 2,95 | Liv LA&CP | | 1884 6mo | W.Thomas &Co. Millom | **G.Farren** | 116·0 Keelson&beams pt9yrsMat | 22·0 | 10·6 | **Carnarvon** British | C.2Cy.14″&27″–21″ (*a*) 85lb 35HP 1SB,GS31 DeWinton&Co.,Carnvn. | | |
| 68 67555 NPCG | **Lady Clare** **IronScSr** *E.B.Sanderson* –94 *ssHpl.No.3–4,87* *Well deck* *ssHpl.No.1–91* *1Dk2trB* | 1198 950 760 | ✠90A1 3,94 ✠NB4,91 ~~BS3,95~~ | Hpl A&CP | *n* | 1874 9mo | M.Pearse & Co. Stockton | **G.Pyman&Co.** | 235·0 Q93′B46′F34′ BK8′ *WB=DBa* | 31·1 | 17·5 *67′f88′f285t* | **W. Hartlpl** British | C.2Cy.26″&53″–33″ (*s*) 80lb *75lb* NDB91 110HP 1SB,*3pf*,GS51,HS1728 Blair&Co.(Lim.),Stockton | 18 ″ 5 s 1 ″ 8 | D |
| 69 98654 | **—** **SteelScSk** *D.McNeill* –91 *1Dk* | 257 166 85 | | | | 1891 | JM'Arthur &Co. Paisley | **NorthBritish SteamPacketCo. (H.Grierson)** | 180·5 Q20′ *Promenade dk108′* | 19·3 | 6·5 | **Glasgow** British | D.1Cy.44″–60″ 108HP Hutson&Corbett, Glasgow | | BT till 5,95 |
| 70 63393 WPTN | **Lady Clive** **IronScSr** *W.Williams* –88 *ssCff.No.3–11,93* *1Dk(Irn)2trB* | 932 804 579 | 90A1 11,93 | Cff A&CP | *n* | 1869 9mo | J.Laing Sunderland | **CoryBros.&Co. (Lim.)** | 234·5 Q37′B40′F26′ len81 lrp93 BK7′ *WB=DB* | 28·9 | 16·7 *4BHCem a64′f44′220t* | **Cardiff** British | C.2Cy.27″&50″–30″ (*i*) 75lb *80lb* NB81 99HP 1SB,*3pf*,GS51 G.Clark,Sunderland | 18 ″ 0 s 2 ″ 7½ | |
| 71 86242 | **Lady Delamere** **WoodScFlat** (*ex*SailingVessel) | 123 115 83 | | | | 1872 | AnnDea-kin Winsford | **SaltUnion(Lim.)** | 85·1 | 20·4 | 9·1 | **Liverpool** British | 2Cy.10″–12″ NE&B84 20HP Allen&Co.,Manchester | | |
| 72 63986 WNFH | **Lady Downshire** **IronSc3MstSr** *C.Ellul89–93* ~~*ssBel.No.3–10,81*~~ ~~*ssMlt.No.2–90*~~ *1Dk(Irn–ws)* *ssMlt.2ndNo.3–11,94* | 254 186 139 | ✠100A1 ~~11,94~~ 11,93 ~~BS2,94~~ LMC~~4,90~~ 2,94 | Mlt A&CP | *d* | 1873 10mo | Macfadyen &Co. Pt.Glasgow | **G.Gollcher** | 140·3 Q50′B16′F34′ ~~drp92~~ BK7′ | 21·2 | 9·7 *3BHCem* | **Malta** British | C.2Cy.19″&33⅜″–24″ 60lb NB81 50HP 1SB,*2pf*,GS33 WalkerHenderson&C.,Gls. | | |
| 73 68929 Lost by Collision 4,95 | **Lady Eleanor** **IronScSr** *J.Robertson* –92 *ssSld.No.2–83* *1Dk(Irn)2trB* | 764 656 488 | 5,87 | Sld A&CP | *l* | 1875 9mo | G.S.Gulstn Sunderland | **EarlGrey** | 200·1 Q30′ | 28·1 | 15·7 *4BHCem* | **Sundrland** British | C.2Cy.25″&48″–33″ 95HP T.Clark&Co.,Newcastle *WB=DBa f140′FPT* | 16 ″ 10 s 2 ″ 4½ | |
| 74 78142 WNJD | **Lady Glover** **WoodSc** *M.Norman90–93* cf *Salted* *1Dk* | 138 117 94 | ✠ 9,77 | Liv A&CP | 12 | 1877 8mo | W.Allsup& Sons Preston | **W.P.Munn** | 113·0 9&12yrsMat | 18·5 | 10·5 | **St.John's, N.F.L.** British | C.2Cy.20″&40″–24″ 60HP Fawcett,Preston&Co.,Liv. | | |
| 75 98448 KTLV | **Lady Gordon** **SteelScSr** *A.Whitley84–88* *ssBom.No.1–93* *1Dk(ptIrn–ws)* | 513 391 316 | ✠100A1 1,93 BS11,94 ✠LMC1,93 | Bom LA&CP | *h* | 1888 8mo | Aitken& Mansel Glasgow | **CeylonStm.Ship Co.(Lim.)** *WB=Deep* | 180·0 P42′B35′F27′ *Tankf23′58tFPT* | 27·1 FK | 11·6 *5BHCem 25t APT46t* | **London** British | T.3Cy.15″,24″&40″–30″ (*o*) 150lb 80HP 1SB,*3rf*,GS47 Hutson&Corbett,Glasgow | 12 ″ 1 s 1 ″ 8 w1 ″ 9 | |
| 76 98987 | **Lady Havelock** **SteelScSr** *J.C.Whitley91–91* *1Dk&Shelterdk* *ssBom.No.1–95* | 607 450 322 | ✠100A1 *Shelter dk withfreeboard* 4,95 ~~9,91~~ ✠LMC~~9,91~~ 4,95 | PGls A&CP Bom | *i* | 1891 9mo | Blackwood &Gordon Pt.Glasgow | **CeylonStmShipCo. (Lim.)** | 179·6 P37′B37′ F22′ *WB=FPT* | 28·2 19·6 FK | 12·4 *5BHCem 30tAPT40t* | **London** British | T.3Cy.15½″,25″&40″–27″ (*s*) 160lb *80lb* 98HP 1SB,*3rf*,GS56,HS1836 Blackwood&Gordon,PGls. *Freeboard to Main Dk* | 13 ″ 3 s 1 ″ 7 | |
| 77 43736 TQFP | **—** **IronSc3MstSr** *J.C.C.Hole* –94 *ssCff.No.3–4,80* *ssSou.No.2–87* *1Dk2trB* | 553 472 305 | 6,90 ✠NE&B79 | Cff AP | | 1861 8mo | J.Laing Sunderland | **W.J.Tillett&Co.** | 206·5 Q52t len69 | 24·2 | 14·2 *4BH* | **Cardiff** British | C.2Cy.23″&42″–30″ 75HP J.Nelson,Gateshead | 15 ″ 2 s 2 ″ 1½ | |
| 78 98336 | **LadyHudson-Kinahan** **SteelScSr** *J.Clarke78–94* *Elec.light* 2*Dks(UStl–ws)* | 1368 1037 649 | ✠100A1 ~~3,94 4,94~~ 3,95 ✠LMC10,91 | Dub LA&CP | *p* | 1891 10mo | AilsaS.B. Co. Troon | **British&IrishStm. PacketCo.(Lim.)** | 273·5 P67′B94′F50′ BK9′ *WB=CellDB103* | 34·1 | 16·6 *5BHCem 157tFPT22t* | **Dublin** British | T.3Cy.25″,40″&65″–42″ (*o*) 160lb *90lb* 283HP 2DB,*8cf*,GS130,HS4408 Dunsmuir&Jackson,Gls. | 17 ″ 6 s 2 ″ 7 | BT till ~~4,95~~ 3,96 |
| 79 98340 MNBK | **Lady Iveagh** **SteelScSr** *J.B.Weatherill92–92* *Well deck* *1Dk(Irn)&Webframes* | 2286 1747 1471 | ✠100A1 7,94 ~~4,94~~ ✠LMC2,92 Cff | Bry LA&CP | *s* | 1892 3mo | Richardsn, Duck&Co. Stockton | **LadyIveaghS.S. Co.(Lim.) (JWeatherill&Co)** *WB=CellDB242′ 441tFPT* | 290·0 P29′Q86′B120′ F29′ | 38·3 FK | 18·5 *5BHCem 87tAPT23t* | **Dublin** British | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *80lb* 250HP 2SB,*6rf*,GS83,HS3500 Blair&Co.(Lim.),Stockton | 21 ″ 1 s 1 ″ 11 | |
| 80 74758 WFNH | **Lady Kate** **WoodScSr** *D.Atherton84–89* HTLiv.87 ptGIB *Salted* *1Dk* | 136 127 70 | 4,91 ✠NE3,91 | Liv LA&CP | 12 | 1881 2mo | W.Thomas &Co. Millom | **W.Rowland** | 99·7 9&12yrsMat | 21·9 | 9·8 | **Liverpool** British | C.2Cy.14″&27″–20″ 30HP DeWinton&Co.,Carnarvon | | |
| 81 88946 SLHC | **Lady Loch** **IronScSr** *J.Livingstone* –93 2*Dks* | 487 428 337 | 5,87 | Mel | | 1886 8mo | Campbell, Sloss& M'Cann Melbourne | **VictorianGovern-ment** | 182·7 | 24·6 | 14·4 *6BHCem* | **Melbourne** British | C.2Cy.28″&54″–36″ 125HP Campbell,Sloss&M'Cann, Melbourne | | |
| 82 88173 WLTG | **Lady Longden** **SteelScSr** *C.R.St.John* *1Dk* | 134 109 91 | ✠ 7,82 | Lon LA&CP | *b* | 1882 2mo | Forrestt& Son London | **LimHoPuah** | 120·0 P18′ F18′ | 20·0 | 7·7 *5BHCem* | **Singapore** British | C.2Cy.15″&28″–21″ 45HP Mitchell&Co.,London | | |
| 83 73704 | **—** **IronPadTugSr** *J.Goodridge87–89* ~~*ssDem.No.3–3,89*~~ *ssDem.2ndNo.3–3,95* ~~*ssDem.No.2–92*~~ *1Dk* | 96 95 60 | A1 3,95 ~~2,93~~ *For River or* | Dem LA&CP | | 1876 7mo LMC~~9,93~~ 3,95 *similar purpos* | R.&H. Green London *es only* | **SprostonDock& FoundryCo.** | 100·1 ptND95 | 16·0 | 7·6 BK5′ | **Georget'n** British | O.2Cy.24½″–28″ (*a*) 30lb NB89 32HP 1SB J.Penn&Sons,London | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord en millim. de navire. pds. | pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84<br>74760<br>J.L.W. | **Lady Louisa**<br>~~J.Davies~~ 93<br>*J.Laing*91-94 ptGIB | **WoodScSr**<br>~~HtLiv.87~~<br>*Salted* 1*Dk* | 139<br>134<br>73 | Cont.4 A1<br>~~from~~7.93Liv<br>5,94 ✠ | Liv<br>LA&CP | 11 | 1882<br>7mo | W. Thomas &Co.<br>Millom | ~~S.S.LadyLouisaCo (Lim.)(H.Jones)~~<br>W.Mollison&Son | 105·0 | 21·5 | 9·3 | Liverpool<br>British | C.2Cy.15″&27″–21″ (a)<br>80lb 32HP<br>J.&T.Young,Ayr | | |
| 85<br>63766 | **Lady Margaret**<br>*N.E.Hucker* –92 (*ex*CarrickCastle) | **IronPadSp** | 179<br>176<br>72 | | | | 1870 | Fullerton &Co.<br>Paisley | Edwards,Robertson&Co. | 192·1 | 18·0 | 7·4 | Cardiff<br>British | D.1Cy.49″–54″<br>NB85 85HP<br>W.King&Co.,Glasgow | | |
| 86<br>89176 | —<br>*H.Rawlinson*49–88 | **IronPadSp** | 144<br>128<br>91 | | | | 1883 | Russell& Co.<br>Greenock | MedwaySteam Pkt.Co.(Lim.) | 139·9<br>Q15*t* | 18·1 | 7·4 | Rochester<br>British | C.D.2Cy.22″&37½″–30″<br>50HP<br>Alley&Maclellan,Glasgow | | |
| 87<br>95315<br>KWNF | **Lady Martin**<br>~~J.Archbold82-94~~<br>*Elec.light W.Boyd* | **SteelScSr**<br>*ss*Dub.No.1–93<br>2*Dks*(*UStl*–ws) | 1245<br>1018<br>659 | ✠100A1<br>~~3,94 8,93~~ 2,95<br>BS2,95 ✠LMC8,98 | Dub<br>LA&CP | *p* | 1888<br>11mo | Workman Clark&Co.<br>Belfast | British&IrishStm PacketCo.(Lim.) | 269·6<br>P64′B90′F53′<br>BK8″<br>*WB*=*Cell DB*107′ | 34·2 | 16·4 | Dublin<br>British<br>5*BHCem*<br>162*t FPT*43*t* | T.3Cy.24″,39″&64″–45″ (*s*)<br>160lb ~~50lb~~ 220HP<br>2DB,8*rf*,GS152<br>Dunsmuir&Jackson,Gls. | 17′ 8<br>s 2′ 0 | |
| 88<br>84123<br>WBHG | **Lady Mostyn**<br>*R.Lewis*90–94<br>*Well deck* | **IronScSr**<br>*ss*Lly.No.3–5,94<br>1*Dk*2*trB* | 730<br>619<br>467 | ✠100A1<br>7,94 ~~6,94~~<br>✠LMC5,94 | Lly<br>A&CP<br>Liv | *k* | 1881<br>6mo | J.Readhead&Co.<br>SouthShields | Lewis&Co. | 200·3<br>Q74′B40′F29′<br>BK7½″<br>*WB*=*DB*a | 27·7 | 15·0 | Liverpool<br>British<br>4*BHCem*<br>55*f*73′117*t* | C.2Cy.23″&44″–30 (*i*)<br>70lb *60lb* 80HP<br>1SB,3*pf*,GS45<br>J.Readhead&Co.,S.Shields | 15′ 8<br>s 1·10 | |
| 89<br>87319 | **Lady Musgrave**<br>*W.J.Collin* –86 | **IronScK**<br>*ss*Bsb.No.3–3,91<br>1*Dk*(*ptIrn*–ws) | 204<br>189<br>129 | *withfreeboard*<br>BS10,93 LMC4,92<br>*Coasting Brisbane & Rockhampton* | | … | 1884<br>9mo | J.W.Sutton&Co. (Lim.)<br>Brisbane | WilliamCollin | 137·1<br>Q28′<br>BK6″ | 20·5 | 9·1 | Brisbane<br>British<br>3*BHCem*<br>*WB*=*FPT*8*t* | C.2Cy.18″&33″–24″<br>80lb 45HP<br>Plenty&Sons,NewbryEng. | 9′ 6<br>s 2′ 0 | |
| 90<br>77399<br>SHBJ | **Lady Olive**<br>*W.Boyd* –94 | **IronScSr**<br>*ss*Dub.No.2–87<br>2*Dks* | 1031<br>850<br>570 | ✠ ——<br>3,92 | Dub<br>A&CP | *o* | 1878<br>12mo | A.&J. Inglis<br>Glasgow | British&IrishStm. Pkt.Co.(Lim.) | 249·8<br>P57′ B36′ F64′ | 30·3 | 15·9 | Dublin<br>British<br>5*BHCem* | C.2Cy.36″&67″–42″<br>200HP<br>A.&J.Inglis,Glasgow | | |
| 91<br>96159<br>LJTV | **Lady Palmer**<br>*Smith* –89<br>2*Dks*(*Irn*)3*trBFramingptIrn* | **SteelScSr**<br>*ss*Cff.No.1–93 | 2752<br>2468<br>1802 | ✠100A1<br>~~11,93 7,94~~<br>1,95 ~~11,94~~<br>✠LMC9,93 ~~C&~~Cff | Bry<br>LA&CP | *u* | 1889<br>10mo | Palmers' Co.(Lim.)<br>Newcastle | HallBros.<br>*WB*=*Cell DB*172′484*t* | 322·0<br>P28′B63′F37′<br>FK | 40·3 | 24·8 | Newcastle<br>British<br>5*BHptCem*<br>*ptAsp* | T.3Cy.23½″,38″&62″–42″(*a*)<br>150lb *70lb* 244HP<br>2SB,8*pf*,GS129,HS3701<br>Palmers'Co.(Lim.),Nwc. | 27′ 6<br>s 5·3 | |
| 92<br>98651 | **Lady Rowena**<br>*D.McKinlay* –91 | **SteelPadSk**<br>1*Dk* | 314<br>220<br>84 | | | | 1891 | S.Mc Knight&Co.<br>Ayr | N.BritishSteam PacketCo. (H.Grierson) | 200·5<br>Q10*t* H99*t* | 21·1 | 7·2 | Glasgow<br>British | D.1Cy.50″–72″<br>166HP<br>Hutson&Corbett,Gls. | | |
| 93<br>98066<br>LQND | **Lady Salisbury**<br>*T.Garnsworthy*<br>*Well deck* | **SteelScSr**<br>*ss*Gls.No.1–94<br>1*Dk*(*Stl*)&*Webframes* | 1480<br>1038<br>917 | ✠100A1<br>1,95 ~~4,94~~<br>✠LMC~~8,96~~ 12,94 Npt | Bry<br>LA&CP | *p* | 1890<br>3mo | S.P.Austin &Son<br>Sunderland | ~~English&Continental Shipping Co.(Lim.)(Walker, Howard&Co., *Mgrs.*)~~ C.F.Leach&Co. | 235·0<br>P29′Q53′B103′<br>F29′ ~~drpt92~~ FK<br>*WB*=*Cell DB*195′<br>347*t APT*27*t* | 36·5 | 16·1 | London<br>British<br>4*BHCem*<br>J.Dickinson,Sunderland | T.3Cy.19½″,31½″&51½″–36″<br>160lb *80lb* (*s*) 140HP<br>2SB,4*rf*,GS70,HS2401 | 18′ 8<br>s 1·3 | |
| 94<br>96170<br>LPTB | **Lady Tennant**<br>*D.Stewart* –94<br>*Well deck* | **SteelScSr**<br>*ss*Nwc.No.1–94<br>1*Dk*(*Stl*)2*trB* | 2101<br>1684<br>1349 | ✠100A1<br>~~2,95 4,94~~ 5,95<br>✠LMC4,94 Nwc | Shl<br>A&CP | *s* | 1890<br>1mo | Palmers' Co.<br>Newcastle | ScottBros.<br>*WB*=*Cell DB*236′ | 285·5<br>P29′Q76′B72′F35′<br>FK<br>543*t APT*47*t* | 39·2 | 18·8 | Newcastle<br>British<br>5*BHAsp*<br>Palmers'Co.(Lim.),Nwc. | T.3Cy.22″,35″&58″–42″ (*a*)<br>155lb *70lb* 250HP<br>2SB,8*pf*,GS84 FD | 21′ 8<br>s 2·4 | |
| 95<br>70141 | **Lady Tredegar**<br>(*LOST BY FIRE 3,94*)<br>*J.B.Watson* –92 | **WoodPad** | 108<br>108<br>15 | | | | 1875 | R.Stobbs<br>NorthShields | W.Bain | 96·5 | 19·0 | 9·7 | Newport<br>British | L.Cy.~~24½~~″–50″<br>40HP<br>T.R.Scott&Co.,N.Shields | | |
| 96<br>81172<br>TFQB | **Lady Tyler**<br>*Elec.light* | **IronPadSr** | 995<br>802<br>558 | | | | 1880<br>1mo | T.&W. Smith<br>NorthShields | Earle'sS.B.&E.Co., (Lim.) | 261·0<br>P134*t* F28*t* | 30·2 | 13·8 | Harwich<br>British | C.6Cy.(2)33″&(4)44″–60″<br>340HP<br>R.&W.Hawthorn,Nwc. | | |
| 97<br>79377<br>HTBN | **Lady Vita**<br>*W.Lambert*76–84 | **IronPadSpTug**<br>1*Dk* | 163<br>160<br>53 | | | … | 1882<br>10mo | Westwood, Baillie&Co.<br>London | DoverHarbour Board | 107·7 | 20·1 | 10·4 | Dover<br>British | L.2Cy.31″–57″<br>75HP<br>J.Stewart&Son,London | | |
| 98<br>94361 | **Lady Weld**<br>*C.Eddie* –91<br>*Elec.light* | **SteelPadSr** | 511<br>429<br>242 | | | | 1888 | Scott&Co.<br>Greenock | StraitsS.S.Co. (Lim.) | 221·1<br>B40′ | 30·2 | 9·5 | Singapore<br>British | T.D.3Cy.20″,30″&48″–48″<br>150HP<br>Scott&Co.,Greenock | | |
| 99<br>49527<br>KWNB | **Lady Wodehouse**<br>*H.Plunkett* –91 *ss*Dub.No.3–5,90<br>2*Dks*<br>*ss*Dub.No.1-94 | **IronSc3MstSr** | 809<br>681<br>470 | *A1<br>9,94 ~~8,93~~<br>~~BS10,93~~ LMC1,~~93~~ 94 | Dub<br>A&CP | | 1865<br>12mo | Walpole& Webb<br>Dublin | British&Irish SteamPacket Co.(Lim.) | 225·0<br>P39′B38′<br>BK7″ | 28·5 | 15·8 | Dublin<br>British<br>5*BH* | 2Cy.47″–33″ (*i*)<br>~~30lb 45?~~ NB76 28lb 180HP<br>2B,GS108<br>Macnab&Co.,Greenock | 16′ 6 | |
| 100<br>99752 | **Lady Wolseley**<br>*W.Watts*71–94<br>*Elec.light* | **SteelScSr**<br>2*Dks*(*UStl*-ws) | 1450<br>1100<br>750 | ✠100A1<br>~~3,94 1,94~~ 3,95<br>✠LMC4,94 | Brw<br>L&CP<br>Dub | *q* | 1894<br>4mo | Nav.Con.& Armaments Co.(Lim.)<br>Barrow | British&Irish SteamPacket Co.(Lim.) | 275·0<br>P70′F50′B94′<br>BK8″<br>*WB*= *Cell DB*104′ 176*t* | 35·1 | 16·5 | Dublin<br>British<br>5*BHCem*<br>*FPT*21*t* | T.3Cy.25″,40″&65″–42″ (*s*)<br>160lb *100lb* 285HP<br>2DB,8*cf*,GS168,HS4390<br>Nav.Con&Arm.Co(L.)Brw | 17′ 8<br>s 2·3 | |
| 101<br>58224 | **Lady of the Isles**<br>*S.Ashford* –92 *ss*Pnz.No.3–6,87<br>*ss*Pnz.No.2-95 ~~*ss*Pnz.No.1–92~~<br>1*Dk* | **IronScSr** | 162<br>145<br>66 | 100A1<br>~~4,93~~ 4,95<br>✠NB3,85 LMC~~10,91~~ 95<br>BS4,94 | Pnz<br>A&CP | *b* | 1875<br>4mo | Harvey& Co.<br>Hayle | WestCornwall SteamShipCo. (Lim.) | 130·5<br>Q7*t*<br>BK9″ | 18·5 | 9·3 | Scilly<br>British<br>5*BHCem* | C.2Cy.18″&33″–21″ (*i*)<br>80lb 45HP<br>1SB,8*pf*,GS36<br>Harvey&Co.,Hayle | | |
| Burnt 2·95<br>102<br>15260<br>JBMD | **Lady of the Lake**<br>1*Dk* | **IronPad** | 773<br>—<br>598 | | | | 1866 | Harlan& Hollingsworth Co.<br>WlmngtnDel | Inland&Seaboard CoastingCo. | 210·0 | 31·0 | 10·0 | Georget'n D.C.<br>Utd.States | Cy.50″–132″<br>Harlan& HollingswrthCo., Wilmington,Del. | | |
| 103<br>91928 | **Ladylove**<br>*W.Smith* | **IronScK**<br>1*Dk* | 140<br>140<br>84 | | | | 1886 | Hewett& Co.(Lim.)<br>London | Hewett&Co. (Lim.) | 104·3 | 20·6 | 9·5 | London<br>British | C.2Cy.12″&24″–18″<br>24HP<br>J.Stewart&Sons,London | | |
| 104<br>~~61316~~<br>SWKJ | **Laertes**<br>~~*J.Grier* —93~~ | **IronScSr** | 2089<br>1972<br>1351 | | | | 1879 | Scott&Co.<br>Greenock | ~~OceanS.S.Co.~~ Nederlandsche Stoomv.Maats. Oceaan | 320·5 | 34·3 | 26·0 | ~~Liverpool~~<br>~~British~~<br>Amsterdam<br>Dutch | C.2Cy.24½″&56″–52″<br>300HP<br>GreenockFoundryCo.,Grk. | | |
| 105<br>JVML | **Lafayette**<br>*Holley*<br>*Elec.light* | **IronTwinSc3MstSr**<br>3*Dks* | 3394<br>—<br>1294 | | | | 1863 | Scott&Co.<br>Greenock | CompagnieGénéraleTransatlantique | 344·7<br>P16′ B261′ 36·1<br>F68′ | 43·6 | 28·7 | St. Nazaire<br>French | T.6Cy.26″,42″&68″–47″<br>1000HP<br>Cie.Gén.Trans.,St.Nazaire | | |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. | 16 Mean Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 106 | Lafayette SteelTwinScSr | 103<br>—<br>50 | | | | 1888 | Forges& Chantiers de laMédit.<br>Havre | N.Mihanovich | 100·0\|18·0\| 8·2 | Bns.Ayres<br>Argentine | C.4Cy.11″&20″–14″ 75HP<br>Forges&Chantiers de la Médit.,Havre | | | |
| 107<br>HRTF | Laffitte IronSc<br>J.Garcia<br>1Dk2trB | 977<br>713<br>634 | ✠<br>2,78 | Sld<br>A&CP | | 1877<br>12mo | R.Thompson,jun.<br>Sunderland | Comp.Sevillana deNavegacion à Vapor | 210·4\|29·5\|16·0<br>P71′ B40′ F40′<br>FK | Seville<br>Spanish<br>4BHCem | C.2Cy.28″&51″–33″ 115HP<br>J.Dickinson,Sunderland<br>WB=DBa49′&uE&B42′162t | | | |
| 108<br>87674<br>HRVF | Lagos SteelScSr<br>J.Anderson92–94<br>2ndSurvey,Liv.12,91<br>2Dks(UptStl–ws) | 1731<br>1540<br>1116 | ✠A1✱1<br>7,94 ~~4,94~~ | Ham | Lv | 1883<br>5mo | DavidJ. Dunlop&Co.<br>Pt.Glasgow | British&African SteamNav.Co. (Lim.) (Elder, Dempster&Co., Mgrs.) | 300·3\|36·2\|20·2<br>P110tH39tF43t<br>BK9″ | Glasgow<br>British<br>6BH1PBH | C.2Cy.33″&63″–42″ 220HP<br>2B,8f<br>DavidJ.Dunlop& Co.,P.Gl. | 21 ″ 5<br>s 4 ″ 6½ | | 16·29<br>17·30<br>18·31<br>19·31 |
| 109 | Laguna SteelTwinScSr<br>Meyer | 411<br>237<br>320 | | | | 1888 | "Vulcan" Co.<br>Stettin | LloydBrazileiro | 169·9\|24·6\| 8·0<br>P55′ F38′ | R.Janeiro<br>Brazilian<br>WB | T8Cy(4)10″(2)22″&(2)35″–18″ 70HP<br>"Vulcan"Co.,Stettin | | | |
| 110<br>140764 | — WoodAuxScSr<br>L.Hemsen | 186<br>—<br>142 | | | | 1885 | Boole& Beaton<br>S.Francisco | Pollard&Dodge | 116·0\|30·0\| 9·0 | S.Frncisco<br>Utd.States | C.2Cy.10″&18″–20″ | | | |
| 111<br>HRTJ | Laguna de Bay IronSc | 132<br>—<br>77 | | | | 1889 | ..................<br>SanNicolas deBinondo | Inchausti&Cia. | 108·6\|24·1\| 4·9 | Manila<br>Spanish | | | | |
| 112<br>QFCV | Lahn SteelSc4MstSr<br>H.Hellmers77–88<br>Elec.light 4Dks | 5097<br>—<br>3098 | | | | 1887 | Fairfield Co.(Lim.)<br>Glasgow | Norddeutscher Lloyd | 448·4\|49·0\|34·9<br>P56′ B213′ F71′ | Bremen<br>German | T.5Cy.(2)32½″,68″&(2)85″–72″<br>FairfieldCo.(Lim.),Gls. | | G | |
| 113<br>QDPR | Lahneck IronScSr<br>(Wrecked 12,94) J.Büschen91–91<br>1Dk2trB | 746<br>685<br>568 | | | | 1882 | F.Schichau<br>Elbing | DeutscheDampfschifffahrts Ges."Hansa" | 194·2\|30·2\|15·2<br>B50′ F26′ | Bremen<br>German<br>WB | C.2Cy.20½″&41″–21½″ 75HP<br>F.Schichau,Elbing | | G | |
| 114 | Laja (WRECKED 11,93) IronSc<br>D.Davis91–93<br>2Dks(1ptIrn)&Shadedk<br>Elec.light | 2147<br>1757<br>1445 | ✠<br>Shade dk<br>6,81 ✠<br>Valparaiso& Callao | Cly<br>LA&CP | s | 1881<br>4mo | J.Reid& Co.<br>Pt.Glasgow | Comp.SudAmericanaVapores | 332·4\|40·0\|20·2<br>F33′ | Valparaiso<br>Chilian<br>5BHCem | C.2Cy.45″&80″–54″ 280HP<br>Rankin&Blackmore,Grk.<br>WB=DBf166′300t | | | |
| 115<br>85093<br>WFNB | Laju IronScSr<br>T.Smith –93 ssHam.No.2–90<br>1Dk(Irn)&Spardk3trB | 1910<br>1883<br>1246 | ✠100A1<br>Spar dk<br>7,93<br>BS~~8,93~~ 2,95 LMC8,90 | Hul<br>A&CP | r | 1881<br>12mo | J.Laing<br>Sunderland | W.A.Massey&Co. | 261·0\|35·0\|27·1<br>BK9½″<br>WB=DBa78′f42′202t | Hull<br>British<br>4BHCem | C.2Cy.33″&62″–42″ (i) 80lb 200HP<br>2SB,6pf,GS90<br>G.Clark,Sunderland | 21 ″ 0<br>s 6 ″ 5½ | D | |
| 116<br>71616 | Lake WoodSc<br>1Dk | 146<br>138<br>89 | | | | 1875 | ..................<br>Philadelphia | CanadaShipping Co.(Lim.) | 107·0\|24·0\|10·8 | Montreal<br>British | 1Cy.33″–34″ 175HP | | | |
| 117<br>84159<br>WDQH | Lake Huron IronSc3MstSr<br>F.Carey –91 ~~ssLiv.No.2–89~~<br>2Dks(Irn-Uws)&Spardk4trB<br>ssLiv.No.3-4,94 | 4040<br>2872<br>2576 | ✠100A1<br>Spar dk<br>6,94 ~~6,93~~<br>BS4,94 ✠LMC4,93 | Liv<br>LA&CP<br>~~drp94~~ | x | 1881<br>9mo | Lon.& Glas Co.<br>Glasgow | CanadaShipping Co.(Lim.) | 385·0\|42·8\|24·3<br>B64′F33′ 31·4<br>~~drp90,91&92~~ BK11″ | Liverpool<br>British<br>6BHCem | C.2Cy.48″&88″–60″ (j) 80lb 500HP<br>3DB,16cf,GS320<br>Lon.&Glas.Co.,Glasgow | 25″10<br>s 8 ″ 9½ | BT till 10,94 | |
| 118<br>88537 | Lake Michigan WoodSc<br>T.Brown | 588<br>533<br>360 | | | | 1872 | MSimpson<br>St.Catherines Ont. | R.O.Mackay | 136·0\|23·9\|11·5<br>H55t | Hamiltn,O<br>British | C.2Cy.20″&34″–34″ 80HP<br>T.Wilson&Co.Dundas,Ont | | | |
| 119<br>71613<br>NWMR | Lake Nepigon IronScBk<br>W.H.Taylor –91 ssLiv.No.3–10,93<br>2Dks(1Irn)3trB | 2209<br>2182<br>1409 | ✠100A1<br>10,93<br>✠NB82 LMC10,93 | Liv<br>A&CP | s | 1875<br>2mo | Lon.& Glas Co.<br>Glasgow | CanadaShipping Co.(Lim.) | 321·1\|35·2\|25·9<br>ND89<br>drp93 BK10″ | Montreal<br>British<br>5BHCem | C.2Cy.40″&70″–46″ 70lb 40lb NDB82 250HP<br>Lon.&Glas.Co.,Glasgow | 26″11<br>s 5 ″ 8½ | BT till 9,94 | |
| 120<br>93795<br>KMBS | Lake Ontario SteelSc3MstSr<br>H.Campbell75–88 ssLiv.No.1–91<br>3Dks(1Stl) | 4289<br>3709<br>2741 | ✠100A1<br>~~4,94~~ 10,94<br>BS4,94 ✠LMC4,91 | Liv<br>LA&CP | x | 1887<br>3mo | J.Laing<br>Sunderland | CanadaShipping Co.(Lim.) | 374·5\|43·5\|29·5<br>P88′B142′F73′<br>BK11″<br>WB=CellDB282′573t | Liverpool<br>British<br>6BHCem | T.3Cy.31″,51″&83″–54″ (a) 150lb 150lb NDB87 400HP<br>4DB,16cf,GS276<br>G.Clark,Sunderland | 32 ″ 7<br>s 6 ″ 9 | BT till 4,95 | |
| 121<br>91197<br>JVCH | Lake Superior IronSc3MstSr<br>W.Stewart71–85 ssLiv.No.2–93<br>2Dks(1Irn)&Spardk(Irn-ws)4trB forward,Webframesaft | 4562<br>2164<br>2880 | ✠100A1<br>Spar dk<br>7,94 ~~3,94~~<br>✠LMC3,94 | Liv<br>LA&CP | y | 1884<br>12mo | J.&G. Thomson<br>Glasgow | CanadaShipping Co.(Lim.) | 400·0\|44·2\|24·2<br>B114′F50′ 31·7<br>BK9½″<br>WB=DBuE&B96′306t | Liverpool<br>British<br>8BHCem | C.2Cy.48″&90″–60″ (s) 90lb 90lb 430HP<br>2DB,16cf,GS368<br>J.&G.Thomson,Glasgow | 25 ″ 5<br>s 8 ″ 7½ | BT till 3,95 | |
| 122<br>81285<br>SPVQ | Lake Winnipeg IronSc3MstSr<br>Herriman ssLiv.No.3–12,91<br>2Dks(1Irn&1ptIrn)&Awngdk4trB | 3329<br>2457<br>2107 | ✠100A1<br>A1✱1<br>Awng dk withfreeboard<br>4,95 ~~4,94~~<br>✠NB5,91 LMC5,91 | Liv<br>A&CP | w<br>Lv | 1879<br>5mo | J.&G. Thomson<br>Glasgow | CanadaShipping Co.(Lim.) | 355·2\|40·2\|24·4<br>B56′ 31·2<br>BK11″ | Liverpool<br>British<br>6BHCem | T.3Cy.27″,43″&71″–51″ (s) 180lb 80lb NDB91 350HP<br>2DB,12rf,GS194<br>Tpd.91,D.Rollo&Sons,Liv. | 26 ″ 0<br>s 9 ″ 10 | BT till 4,95 | |
| 123<br>90778 | Lakeside WoodSc<br>N.J.Wigh –88<br>1Dk | 348<br>189<br>220 | | | | 1888 | W.Lane<br>Windsor,Ont. | LakesideNavigationCo.(Lim.) | 121·0\|26·0\| 9·3 | WndsrOnt<br>British | C.2Cy.19″&32″–26″ 200HP<br>KerrBros. Walkerville,Ont | | | |
| 124<br>140944<br>KPGS | Lakme WoodSc3MstSr<br>M.T.Chester –92<br>1Dk | 529<br>—<br>404 | | | | 1888 | T.H.Peterson<br>Port Madison W.T. | C.A.Hooper&Co. | 176·8\|38·8\|12·6 | S.Frncisco<br>Utd.States | 2Cy.18″&36″–24″<br>W.Deacon,SanFrancisco | | | |
| 125<br>80664<br>TFVS | Laleham IronScSr<br>J.Scrivener –93 ssCal.No.3–12,84<br>ssShl.No.2–93<br>2Dks(1Irn)3trB | 1945<br>1854<br>1263 | ✠100A1<br>~~7,94~~ ~~8,93~~ 1,95<br>BS10,94 ✠LMC8,93 | Shl<br>A&CP<br>Bry | s | 1880<br>4mo | Palmers' Co<br>Newcastle | Lunn&Maccoy | 285·0\|35·3\|23·3<br>P30′F34′<br>BK8″<br>WB=CellDB202′300t | Newcastle<br>British<br>4BHCem | C.2Cy.30″&68″–42″ (d) 85lb 40lb 240HP<br>2SB,6pf,GS100<br>Palmers'Co.(Lim.),Nwc. | 25″10<br>s 4 ″ 6½ | | |
| 126<br>90087<br>JVKB | Lalpoora SteelSc3MstSr<br>T.W.Livingstone80–88<br>3Dks(UStl–ws) | 3269<br>2993<br>2140 | ✠<br>5,86<br>✠ | Lon<br>LA&CP | w | 1885<br>2mo | W.Denny &Bros.<br>Dumbarton | BritishIndia SteamNav.Co. (Lim.) | 340·1\|42·2\|25·6<br>P57′ B26′ F42′ | Glasgow<br>British<br>6BHCem | T.4Cy.26½″,44″(2)51″–51″ 370HP<br>Denny&Co.,Dumbarton<br>WB=CellDB300′771t | 29 ″ 3<br>s 6 ″ 3½<br>w6 ″ 8 | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enfoncement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crews sur Qualific. Franc-bord en millim. à navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **127** 56680 | **Lamberton** *T.Jorgensen* –88 | IronScSr 1*Dk* | 101 101 27 | | | ... | 1885 10mo | W.B. Thompson Dundee | GeneralSteam FishingCo.(Lim.) | 95·2 | 19·0 | 10·0 | Granton British | C.2Cy.17″&34″–24″ 45H W.B.Thompson,Dundee | 10 |
| **128** 81585 SRTF | **Lambeth** *T.Kelso*88–88 | IronScSr *ss*Lon.No.3–1,88 *ss*Nwc.No.1–92 1*Dk*(*Irn*) | 923 804 606 | ✝90A1 BS6,93 7,94 | Shl A&CP LMC1,92 | *m* | 1879 9mo | Palmers' Co. Newcastle | RiverStm.Colliers Co.(Lim.) *WB=DB* | 220·5 B40′ | 32·2 FK | 14·5 | London British 4*BHCem* *FPTAPT* | C.2Cy.27″&51″–33″ 75lb ~~*85lb 90lb*~~ NDB94 99H 1B,GS48 Palmers'Co.(Lim.),Nwc. | 15 s 2 |
| **129** 20491 | **Lambton** *Towning*79–79 | IronScSr 1*Dk2trB* | 576 562 453 | *Subject to Annual Survey* 4,80 | | ... Lv | 1857 *vey* | C.Mitchell &Co. Newcastle | EarlGrey | 188·8 Q14*t* | 28·3 | 14·0 | Sunderlnd British 4*BH* | C.2Cy.24″&48″–30″ 70H M.Samuelson,Hull *WB=DBa&fMT* | 15 s 2 |
| **130** 85854 WQKJ | **Lamington** *H.Rose* ~~*W.Mylchreest 92–93 exLiv.No.2–90*~~ ~~*2ndSurvey,Liv.7,85 2Dks(Irn)*~~ *ssPGl.No.3–9,94* 3rdSurvey,9,94 *2Dks(Irn–Uptws)* | IronScSr | 1886 1824 1208 | ✝100A1 A1* 1 9,94~~,92~~ BS12,91 | Liv P.Gl. LMC~~7,93~~8,94 NB9,94 | *s* Lv | 1881 8mo | R.Duncan &Co. Pt.Glasgow | S.S.LamingtonCo. (Lim.)(Raeburn &Vérel) drp&srp94 | 274·0 B69′F31′ ptND94 | 37·0 BK10″ *WB=Cell* | 23·2 | Glasgow British 5*BHCem* *DB*230′292*t* | T.3Cy.20″,32″&53″–42″ (*s*) 160lb *80lb* NDB94 200HP 1SB.*3rf*,GS54,HS2180 FD *Tpd*94 Blackwood&Gordon | P.Gl. |
| **131** 98281 MCKH | **Lammermoor** *C.S.Moffatt* –94 *Well deck* 1*Dk*(*Irn*)2*trB&Webframes* | SteelScSr | 2956 2295 1925 | ✝100A1 ~~6,94~~ 2,94 3,95 LMC3,91 ~~Trx~~ Cff | Lon A&CP | *t* | 1891 3mo | Ropner& Son Stockton | W.Runciman&Co. *WB=Cell* | 314·0 P29′Q104′B118′ F31′ | 40·6 BK10″ | 20·2 | S.Shields British 5*BHCem* *DB*256′545*t* | T.3Cy.23″,37½″&61½″–39″ 160lb *80lb* (*s*) 230H 2SB,*6cf*,GS99,HS3520 Blair&Co.(Lim.),Stockton | 23 s 2 |
| **132** 140640 KBNT | **Lampasas** *M.B.Crowell*77–83 | IronScSr 2*Dks&Hurdk* | 2943 — 2237 | | | | 1883 | J.Roach& Son Chester,Pa. | NewYork&Texas S.S.Co. (C.H.Mallory& Co.,*Mgrs.*) | 329·0 | 40·5 | 21·5 | NewYork Utd.States | C.2Cy.40″&78″–54″ J.Roach&Son,Chester,Pa. | |
| **133** 22 | **Lampo** (*ex*Trieste C.) *Elec.light* | SteelScSr 1*Dk* | 256 192 166 | ✝ 5,88 ✝ | Gls A&CP | *e* | 1888 5mo | W.Simons &Co. Renfrew | Soc.Napoletana diNav.aVap. (A. Manzo&Co.*Mgrs.*) | 150·0 F32′ | 21·0 | 10·8 | Naples Italian 4*BHCem* | T.3Cy.18″,28½″&47″–24″ 98H W.Simons&Co.,Renfrew | 11 s 6 |
| **134** 85867 | **Lamprey** *D.Carmichael* –91 | IronScSr | 334 304 131 | | | | 1881 | Blackwood &Gordon Pt.Glasgow | G.&J.Burns | 150·2 | 24·3 | 12·8 | Glasgow British | C.2Cy.23″&46″–36″ 90H Blackwood&Gordon,P.Gl. | |
| Stranded 8.94 **135** 97814 | **Lanark** *W.B.Cross*87–90 2*Dks*(1*Stl*)*&Webframes* | SteelScSr | 3109 2822 1973 | ✝~~100A1~~ 11,93 | Phl LA&CP LMC9,90 | *u* | 1890 9mo | Russell&C Greenock | SSLanarkCo(Lim) (G.M.Steeves) | 319·6 P36′B71′F36′ | 42·6 BK10½″ *WB=CellDB* | 25·7 264′ | Liverpool British 5*BHAsp* 532*tAPT*47*t* | T.3Cy.24″,39″&64″–45″ (*s* 150lb *80lb* 250H 2DB.*8rf*,GS145 Dunsmuir&Jackson,Gls. | 28 s 5 |
| **136** 96344 LCRJ | **Lancashire** *R.Sturrock* –93 *Elec.light* | SteelSc4MstSr *ss*Lon.No.1–94 2*Dks*(*UStl*-ws&1*Irn*)3*trB* | 4244 3807 2744 | ✝100A1 ~~7,94~~6,92 2,95 LMC9,93 | Liv LA&CP | *y* | 1889 8mo | Harland& Wolff(Ld.) Belfast | BibbySSCo.(Lim.) (BibbyBros.&Co., *Mgrs.*) *WB=Cell* | 400·7 P51′B112′F46′ A B20′ ~~drp92~~ | 45·2 drp94 BK9½″ *DB*304′774*t* | 28·1 *FPT* | Liverpool British 7*BHCem* 56*tAPT*44*t* | T.3Cy.28″,47″&78″–60″ (*s* 180lb *65lb* 500H 3DB,*18rf*,GS297,HS8316 Harland&Wolff(Lim.),Be | 31 s 7 |
| **137** 102053 | — ~~*J.Crofts 92*~~ *Well deck* *Higgins* -94 | IronSc3MstSr 1*Dk*(*Irn*) | 413 295 144 | ✝100A1 ~~10,94 11,94~~ 5,95~~12,96~~ LMC11,92 Liv | Gls A&CP | *g* | 1892 11mo | J Fullerton &Co. Paisley | S.S.LancashireCo. (Lim.) (J.J. Mack&Sons) | 160·0 Q90′B9′F25′ drp94 | 23·1 BK6½″ *WB=FPT* | 11·5 | Liverpool British 3*BHCem* 50*tAPT*5*t* | C.2Cy.21″&42″–30″ (*s* 110lb *70lb* 73H 1SB,*3pf*,GS53,HS1270 Ross&Duncan,Glasgow | 12 s 6 |
| **138** 15984 JPKF | **Lancaster** *W.C.Robinson*87–87 | IronSc3MstSr 1*Dk2trB* | 1283 — 910 | | | | 1874 | W.Cramp &Sons Philadelphia | Philadelphia& ReadingR.R.Co. | 248·4 H— | 37·1 | 18·3 | Phildlphia Utd.States *WB* | 1Cy.42″–42″ 166H W.Cramp&Sons,Phl. | |
| **139** 99326 | **Lancastrian** ~~*E.Parry 76–92*~~ *Elec.light* *G.W.Muir* -94 *Bulkheads as per Section 22 not fitted between Middle & Upper Decks* | SteelSc4MstSr 3*Dks*(*StlU*–ws) | 5120 4804 3321 | ✝100A1 *withfreeboard* 2,95 ~~11,02~~ LMC10,91 | Liv LA&CP | *a*† | 1891 10mo | Harland& Wolff(Lim.) Belfast | F.Leyland&Co. (Lim.) | 442·5 P69′B143′F102′ | 45·2 BK9½″ *WB=CellDB* | 31·0 328′ | Liverpool British 7*BHCem* 396*tAPT*49*t* | T.3Cy.25″,41½″&71″–60″ (*s* 200lb *90lb* 500H 3DB.*12rf*,GS180 Harland&Wolff(Lim.),Bel. | 34 s 9 |
| **140** 84133 WBKQ | **Lancastrian Prince** *Millar* (*ex*Lancaster) | IronScSr *ss*Liv.No.3–5,93 2*Dks*(1*Irn*)3*trB* | 1746 1620 1145 | ✝100A1 9,94~~5,08~~ BS9,94 | Liv LA&CP LMC5,93 NYk | *r* | 1881 7mo | Palmers' Co. Newcastle | J.Knott | 262·0 P26′B70′F33′ ND88 | 35·2 BK9½″ *WB=CellDB* | 22·2 216′ | Newcastle British 5*BHCem* 315*tAPT*30*t* | C.2Cy.32″&60″–42″ (*i* 80lb *55lb* 180H 2SB,*6pf*,GS96 Palmers'Co.(Lim.),Nwc. | 25 s 4 |
| **141** 95207 KVPR | **Lancelot** *Case* *Inner bottom plating Irn* | SteelScSr *ss*Lon.No.1–92 2*Dks*(*Stl*)3*trB* | 2379 2318 1564 | ✝100A1 ~~11,92~~ 5,95 BS~~4,95~~ LMC3,92 Cff | Lth A&CP | *s* | 1888 11mo | TyneI.S. Bldg.Co. (Lim.) Newcastle | Reid&Howard | 290·0 B34′F35′ | 40·2 BK10″ *WB=CellDB* | 24·5 242′ | Leith British 7*BHCem* 392*tAPT*9*t* | T.3Cy.24″,37″&62″–42″ (*s* 150lb *70lb* 300H 2SB,*8pf*,GS114 WghmRchrdsn&Co.,Nwc. | 27 s 5 |
| **142** 62605 WQKP | **Lanchester** *H.W.Thompson* –93 3rdSurvey,81 | IronScSr 1*Dk2trB* | 735 688 474 | ✝ 5,86 | Sld | Lv | 1870 10mo | J.Laing Sunderland | A.Laing | 198·9 Q23*t* | 29·6 B24*t* | 16·9 | Sundrland British 4*BHCem* | C.2Cy.27″&47″–30″ NB78 90H N.E.MarineE.C.(Lim.)Sld. *WB=DBaMT* | 17 s 2 |
| **143** 93351 KLBC | **Landaura** *J.A.Magenis* –91 *Elec.light* | SteelSc3MstSr 3*Dks*(*UStl*–ws) | 3271 2991 2148 | ✝ 2,87 ✝ | Cff LA&CP | *w* | 1885 11mo | WDenny& Bros. Dumbarton | BritishIndiaStm. Nav.Co.(Lim.) | 340·3 P56′B26′F42′ | 42·2 25·6 | 17·6 | Glasgow British 6*BHCem* | Q.4Cy.24″,34″,48″&68″–48″ 385H Denny&Co.,Dumbarton *WB=CellDB*298′770*t* | 29 s 6 |
| **144** 99335 MKCB | **Landore** *J.M.Cruise* –92 *Well deck* | SteelSc3MstSr 1*Dk*(*Irn*) | 539 398 230 | ✝100A1 3,94 LMC11,91 | Cff LA&CP | *h* | 1891 11mo | Harvey& Co.(Lim.) Hayle | LandoreS.S.Co. (Lim.) (J.H.Welsford &Co.) | 173·0 Q97′B9′F28′ drp92&94 | 25·3 BK7″ *WB=FPT* | 11·8 | Liverpool British 3*BHCem* 30*tAPT*15*t* | T.3Cy.15″,23″&38″–30″ (*s* 160lb *80lb* 73H 1SB,*3pf*,GS56,HS1703 Harvey&Co.(Lim.),Hayle | 12 s 10 |
| **145** 91151 JPMK | **Lanfranc** *J.Jackson*66–84 | IronScSr | 1657 1463 1070 | | | | 1884 | T.Royden &Sons Liverpool | BoothS.S.Co. (Lim.) | 280·9 P55*t* | 34·2 | 22·9 | Liverpool British | C.2Cy.28″&58″–48″ 138H G.Forrester&Co.,Liverpool | |
| **146** 85122 WHSM | **Langdon** ~~*W.Ford –94*~~ *Well deck* *J.Coleman* -94 | IronScSr ~~*ssShl No.2–90*~~ 1*Dk*(*Irn*)2*trB* *ssHam.No.3–1,94* | 1262 946 790 | ✝100A1 7,94~~2,94~~ ~~BS9,93~~ ~~LMC3,93~~ 9,~~93~~ LMC1,94 BS11,94 | Shl A&CP | *o* | 1882 3mo | J.Read- head&Co. S.Shields | J.Fenwick&Son *WB=DBa* | 240·0 Q90′B40′F31′ | 34·2 FK 69′*f*96′ | 16·1 317*tAPT*15*t* | London British 4*BHCem* J.Readhead&Co.,S.Shields | C.2Cy.30″&57″–36″ (*i* 80lb *80lb* 135H 2SB,*4pf*,GS65 | 17 s 10 |
| **147** 99614 | **Langham** *M.Stephenson*88–92 *Webframes&ptAwng dk*(*Irn*) | SteelScSr 1*Dk*(*Stl*)*&* | 2748 2119 1764 | ✝100A1 *pt Awng dk* *withfreeboard* 9,94 ~~1,94~~ LMC10,92 | Liv LA&CP Sld | *t* | 1892 10mo | R.Thomp- son&Sons Sunderland | ThompsonSteam ShippingCo. (V.T.Thompson &Co.,*Mgrs.*) | 305·0 P29′Q88′ *ptAwng dk*188′ | 40·0 FK *WB=CellDB*252′ | 20·5 | Sundrland British 6*BHCem* 527*tAPT*53*t* | T.3Cy.23″,38″&62″–42″ (*s* 160lb *160lb* 220H 2SB,*6rf*,GS90,HS3880 N.E.Mar.E.Co.(Lim.),Sld. | 23 s 9 |

| 1 No. in Book. / Official No. / Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment letter. | 8 Built. When. Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. / Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 148<br>44961 | Langkat IronScSr<br>*J.Gray*<br>2*Dks* | 276<br>264<br>187 | | | | 1874 | J.&W. Dudgeon<br>London | LeePeeYeow | 159·2\|21·7\|12·2 | Penang<br>British<br>*WB* | C.4Cy15⅝"&27¼"–14"<br>60HP<br>J.&W.Dudgeon,London | | |
| 149<br>62500<br>HLRC | Langley IronScSr<br>*J.Shearer*–94 ssSld.No.3–3,78<br>ssSld.No.2–85<br>1*Dk*2*trB* | 707<br>653<br>457 | 9,86 | Sld<br>A&CP | *l* | 1868<br>10mo | J.Laing<br>Sunderland | ~~H.T.Morton&Co.~~<br>Earl of Durham<br>(T.Nicholson *Mgr*) | 193·3\|28·9\|16·8<br>Q28' | Sundrland<br>British<br>4*BHCem* | C.4Cy.18"&36"–30"<br>NB75 80HP<br>G.Clark,Sunderland<br>*WB*=*DBa*70'*f*14' | 18 ″ 3<br>s 2 ″ 9 | |
| 150<br>96219<br>LRTK | Langoe SteelScSr<br>*A.Milne* –91 ssHam.No.1-94<br>1*Dk*(*Stl*)&*Webframes*<br>*Well deck* | 2306<br>1775<br>1493 | ✠100A1<br>~~5,90~~ ~~12,92~~ 2,95<br>✠LMC5,90 10,93 | Bry<br>A&CP<br>~~Hbro~~ Cff | *s* | 1890<br>5mo | W.Gray& Co.(Lim.)<br>W Hartlepool | Bennetts&Co. | 290·0\|38·1\|20·3<br>P27'Q94'B112'F29'<br>~~drp90&94~~ BK10"<br>*WB*=*DBa*96'*f*108'452*t* | Grimsby<br>British<br>5*BHCem* | T.3Cy.21½",35"&58"–39" (*s*)<br>150lb ~~160lb~~ *75lb* 190HP<br>2SB,6*rf*,GS90,HS3090<br>Cntrl.Mar.En.Wks.W.Hpl | 22 ″ 2<br>s 2 ″ 1 | D |
| 151<br>97889 | Langosta SteelScSp<br>*W.Wallace*89–89<br>1*Dk*(*Stl*) | 396<br>331<br>239 | ✠100A1<br>*RiverPlate& Coasting*<br>12,89<br>✠LMC12,89 | Cly<br>LA&CP | *f* | 1889<br>12mo | Blackwood &Gordon<br>Pt.Glasgow | ~~J.&A.Allan~~<br>W.Samson | 153·0\|28·1\| 8·8<br>F23'<br>FK<br>*W* | Glasgow<br>British<br>4*BHCem*<br>*B*=*FPT*20*t* | T.3Cy.9½",15"&25"–18" (*s*)<br>160lb 56HP<br>1SB,2*pf*,GS23,HS695<br>Blackwood&Gordon,P.Gl. | 9 ″ 4 | |
| 152<br>102076 | Langton SteelScSkTug<br>*J.Gillespie*92–92 1*Dk*(*Irn*) | 157<br>136<br>3 | ✠100A1<br>5,94<br>✠LMC11,92 | Liv<br>LA&CP | *b* | 1892<br>11mo | S.Mc Knight&Co.<br>Ayr | AlexandraTowing Co.(Lim.) | 92·0\|20·1\|11·3<br>B10'<br>BK6½"<br>*W* | Liverpool<br>British<br>4*BHCem*<br>*B*=*APT*5*t* | C.2Cy.20"&42"–27" (*s*)<br>100lb 74HP<br>1SB,3*cf*,GS57,HS1500<br>Muir&Houston,Glasgow | 12 ″ 0 | |
| 153<br>JVNF | Languedoc IronScSr<br>~~Dullart88–88~~ ssMsl.No.2–93<br>*Jouve* 1*Dk*(*pt Irn*–*ws*)&*Spardk*3*trB* | 1600<br>1042<br>851 | ✠100A1<br>*Spar dk*<br>3,93<br>BS6,94 ✠LMC3,93 | Msl<br>LA&CP | *q* | 1884<br>6mo | W.B. Thompson<br>Glasgow | Soc.Générale de Transprt.Marit. àVapeur | 255·2\|34·0\|16·8<br>F25' 24·6<br>BK9"<br>*WB*=*DBa* 52' 73*tFPT* | Marseilles<br>French<br>5*BHCem*<br>36*tAPT*25*t* | C.2Cy.36"&72"–42" (*a*)<br>85lb *75lb* 235HP<br>4SB,8*pf*<br>W.B.Thompson,Dundee | 17″10 | |
| 154<br>88629 | Lansdowne IronPad | 1571<br>—<br>908 | | | | 1884 | Detroit DryDockCo.<br>Wyandotte | GrandTrunkRy.Co | 294·0\|41·3\|13·0 | Windsor, Ont.<br>British | | | |
| 155<br>90604 | — WoodScBk<br>*J.Guildford*<br>F&s10,84 cf *Salted* 1*Dk*2*trB* | 680<br>559<br>463 | ✠<br>1,85 | N Sc | 10 | 1884<br>11mo | J.O'Brien<br>Maccan,N.S. | Dominion Govern-ment of Canada | 188·6\|32·1\|15·8<br>P29*t* | Ottawa<br>British | C.2Cy.24"&43"–36"<br>80HP<br>Rankin&Blackmore,Grk. | | |
| 156<br>~~HMSP~~ | Laplace IronScBg<br>~~A.Matheson –91~~ | 1410<br>963<br>867 | | | | 1866 | A.Leslie& Co.<br>Newcastle | ~~Liverpool,Brazil& RiverPlateStm. Nav.Co.(Lim.) (Lamport&Holt, Mgrs.)~~<br>Companhia Per-nambucana de Navegacao | 257·4\|31·2\|27·0<br>P183*t* | ~~Liverpool~~<br>~~British~~<br>Pernambuco<br>Brazilian | C.2Cy.22"&50"–42"<br>NE&B74 94HP<br>Fawcett,Preston&Co.,Liv. | | |
| | *Now named* "Capibaribe," *See No. 62 in Supplement.* | | | | | | | | | | | | |
| 157<br>65778<br>WRGT | Lapland IronSc3MstSr<br>*Harben*89–89 ssGls.No.3–10,83<br>ssLiv.No.2–91<br>2*Dks*3*trB* | 1297<br>1250<br>823 | ✠100A1<br>3,94<br>✠NB83 LMC5,91<br>BS~~5,90~~ 8,94 | Liv<br>A&CP | *o* | 1872<br>9mo | Barclay, Curle&Co.<br>Glasgow | D.Currie&Co. | 250·3\|30·0\|21·7<br>BK8½"<br>*WB*= | Leith<br>British<br>4*BHCem*<br>*MT* 38' 235*t* | C.2Cy.31"&54"–39" (*a*)<br>60lb *35lb* NDB83 130HP<br>2SB,6*cf*,GS90<br>Barclay,Curle&Co.,Gls. | 22″10<br>s 4″10½ | |
| 158<br>73687<br>SPHG | Lapwing IronSc3MstSr<br>*E.J.Cotton* –91<br>*Elec.light* 2*Dks* | 1215<br>1004<br>786 | | | ... | 1879<br>3mo | Gourlay Bros.<br>Dundee | GeneralSteamNav. Co. | 235·9\|32·0\|18·2<br>P61'B60'F51'<br>FK | London<br>British<br>*WB* | C.2Cy.35½"&60"–36"<br>160HP<br>GourlayBros.&Co.,Dun. | | BT till ~~3,95~~ 5,95 |
| 159<br>55477<br>HJVC | Lara IronSc3MstSr<br>*C.Minards* –94 | 850<br>756<br>344 | | | | 1868 | ...............<br>Waterford | WaterfordSteam ShipCo.(Lim.) | 238·5\|31·9\|15·6<br>P13*t* | Waterford<br>British | T.3Cy.21",34"&55"–36"<br>NE&B87 200HP<br>D.Rollo&Sons,Liverpool | | BT till 5,95 |
| 160<br>HPVC | Larache IronScBg<br>*J.Marquez*84–90 (*ex*JoséBaro)<br>2*Dks* | 1543<br>1374<br>980 | ✠<br>2,74 | | Lv | 1872<br>3mo | Oswald&C.<br>Sunderland | CompañiaTrasat-lantica | 272·0\|32·0\|21·4<br>len74 | Barcelona<br>Spanish<br>6*BH* | C.2Cy.35"&66"–36"<br>170HP<br>Oswald&Co.,Sunderland | – | |
| 161<br>68987<br>WVPB | Larch IronScSr<br>~~J.Inkster –93~~ ssShl.No.3–12,89<br>*T.Barnard* 1*Dk*(*Irn*)2*trB*<br>*Well deck* ssHpl.No.1-94 | 1370<br>1100<br>853 | ✠100A1<br>~~5,94~~ ~~5,93~~ 11,94<br>BS5,93 LMC6,90 ,94<br>✠NB5,94 | Shl<br>A&CP<br>~~Hpl~~ Bly | *p* | 1878<br>9mo | J.Blumer &Co.<br>Sunderland | Crosby,Magee& Co. | 240·3\|34·0\|18·3<br>P24' Q66' B48' F25'<br>drp94 BK9"<br>*WB*=*DB* | Sundrland<br>British<br>4*BHCem*<br>*a*65'*f*83'240*t* | ~~C.2Cy.17"&48"–36"~~ (*s*) (*i*)<br>150lb *75lb* NDB94 120HP<br>1SB,3*rf*,GS38,HS1800<br>G.Clark,Sunderland | 19″11<br>s 2 ″ 1½ | |
| 162<br>HRTS | Laredo IronScSr<br>*N.Ulibarri*80–90 (*ex*Amy)<br>*Well deck* 1*Dk*(*Irn*) | 170<br>120<br>95 | | | ... | 1889<br>5mo | J Fullerton &Co.<br>Paisley | P.Acha | 105·2\|19·1\| 8·4<br>Q40' B7' F16' | Bilbao<br>Spanish<br>*WB* | C.2Cy.14"&28"–21"<br>35HP<br>WalkerHendersn&Co.,Gls. | 9 ″ 1 | |
| 163<br>96511<br>LTQS | Largo Bay SteelScSr<br>*D.McGregor*81–90 ssNwc.No.1–94<br>2*Dks*(1*Stl*)3*trB* | 2026<br>1887<br>1267 | ✠100A1<br>~~1,94~~ 10,94<br>✠LMC~~8,90~~ 10,94 | Nwc<br>A&CP | *s* | 1890<br>8mo | R&WHaw-thornLeslie &Co.(Lim.)<br>Newcastle | W.J.Affleck&Co. | 287·0\|37·0\|22·1<br>P29'B58'F39'<br>BK9½"<br>*WB*=*CellDB*238' | N.Shields<br>British<br>5*BHCem*<br>365*tAPT*35*t* | T.3Cy.20",33"&54"–36" (*s*)<br>160lb *75lb* 200HP<br>2SB,4*rf*,GS120,HS2722<br>Westgarth,Eng.&Co.Mdb. | 24 ″ 7<br>s 4 ″ 5½ | D |
| 164<br>99184 | Lark IronScK<br>*J.Wright*<br>1*Dk* | 133<br>125<br>48 | ✠100A1<br>*Stm Trawler*<br>2,92<br>✠LMC7,91 | Brw<br>LA&CP | | 1891<br>9mo | R.Dixon &Co.<br>Middlesbro' | PioneerSteam FishingCo.(Lim.) | 96·5\|20·3\|10·6<br>Q20'F19'<br>BK7½" | Grimsby<br>British<br>3*BHCem* | T.3Cy.11",17"&28"–21" (*s*)<br>160lb 50HP<br>1SB,2*pf*,GS22<br>NEMarineEngCo(Lm)Sld. | 11 ″ 8 | |
| 165<br>93077 | — IronScTrawler<br>~~Fear92–92~~ ~~ssHul.No.1–90~~<br>*W.Crosby* –94 ssCff.No 2-95 1*Dk* | 102<br>102<br>52 | ✠100A1<br>*StmTrawler* ~~7,90~~<br>2,95<br>BS4,93 ✠LMC~~8,90~~ 9,94 | Cff<br>LA&CP | | 1886<br>4mo | Cook,Wel-ton&Gem-mell<br>Hull | Neale&West | 90·0\|20·4\|10·6<br>BK7½" | Hull<br>British<br>3*BHCem* | C.2Cy.14"&26"–20" (*a*)<br>90lb 30HP<br>1SB,2*pf*,GS24,HS560<br>C.D.Holmes&Co.,Hull | 11 ″ 1 | |
| 166<br>96291<br>LCJG | Larnaca SteelScSr<br>*J.S.Gardner* –91 ssBry.No.1–93<br>1*Dk*(*Stl*)&*Webframes*<br>*Well deck* | 2287<br>1732<br>1492 | ✠100A1<br>~~12,93~~ 11,94<br>✠LMC8,93 | Bry<br>LA&CP<br>Mdb | *s* | 1889<br>4mo | Russell& Co.<br>Greenock | S.S.LarnacaCo. (Lim.)<br>(G.M.Steeves) | 290·8\|37·9\|19·5<br>P30'Q86'B118'F31'<br>BK10"<br>*WB*=*CellDB*256' | Liverpool<br>British<br>5*BHAsp*<br>448*tAPT*30*t* | T3Cy22⅛",35½"&58½"–39"(*s*)<br>160lb *75lb* 220HP<br>2SB,6*pf*,GS74 FD<br>J.Howden&Co.,Glasgow | 22 ″ 1<br>s 2 ″ 0½ | D |
| 167<br>63443<br>MDBG | Larne IronScBn<br>*W.H.Owen* –93 (*ex*DeRuyter)<br>2*Dks*3*trB* | 1670<br>1633<br>1012 | ✠<br>11,70 | Nwc | Lv | 1870<br>10mo | C.Mitchell &Co.<br>Newcastle | RoyalMailSteam PacketCo. | 260·0\|34·6\|25·9 | Newcastle<br>British<br>5*BH* | C.2Cy.32"&66"–42"<br>NE90NB85 180HP<br>T.Clark&Co.,Newcastle | 19 ″ 6 | BT till ~~11,94~~ 10,95 |
| 168<br>82064<br>TNBL | Larpool IronScSr<br>*E.W.Pepper* –94 ssHay.No.3–12,92<br>1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1255<br>1000<br>783 | ✠100A1<br>~~1,94~~ 2,95<br>BS1,94 ✠LMC12,92<br>2,95 | Cff<br>A&CP | *o* | 1880<br>8mo | JLThomp-son&Son<br>Sunderland | E.Jenkins&Co. | 240·3\|33·5\|17·2<br>Q88'B46'F26'<br>BK8½"<br>*WB*=*DBa*65'*f*54'258*tFPT* | Whitby<br>British<br>5*BHCem*<br>38*t APT* 15*t* | C.2Cy.29"&55"–36" (*i*)<br>75lb *70lb* NDB92 120HP<br>2SB,4*pf*,GS60<br>J.Dickinson,Sunderland | 18 ″ 6<br>s 2 ″ 2 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Capitaine.* *Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Coté.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 169<br>71733 | **Larry Bane** IronScSr<br>*A.McQuilkan* -93 ssGls.No.3-8,87<br>ssBwg.No.1-91<br>1*Dk* | 180<br>137<br>66 | 90A1<br>12,91<br>✠NB12,86<br>BS6,93 1,95 LMC1,92 | Bwg<br>A&CP | c | 1875<br>5mo | J Fullerton<br>&Co.<br>Paisley | W.Robertson | 114·8\|19·7\| 9·1<br>Q38'<br>BK6' | Glasgow<br>British<br>3*BHCem* | C.2Cy.13¾"&23½"-18" (a)<br>85lb *80lb* 25HP<br>1SB.2*pf*,GS20<br>W.King&Co.,Glasgow | 9 |
| 170 | **Las Mercedes** SteelScSr<br>1*Dk* | 562<br>446<br>358 | ✠<br>*For River purposes*<br>10,88<br>✠ | Liv<br>LA&CP | j | 1888<br>10mo | Canada<br>Works S.B.<br>&ECo(Lm)<br>Birkenhead | E.Arana | 200·3\|29·0\| 9·6<br>B33 F25'<br>FK W | Bns.Ayres<br>Argentine<br>6*BHCem*<br>*B=DBa26'* | T.3Cy.15½",25"&41"-30"<br>120HP<br>CanadaWks.Co.(Lim)Bkn<br>*&uB18'69tFPT34tAPT5t* | |
| 171<br>208<br>PMRC | **Las Palmas** SteelScSr<br>*P Bologna*91-93<br>(*ex*GioBattaLavarello)<br>1*Dk*(*Irn*)&*Awngdk*3*trB* | 1862<br>1697<br>1222 | | | ... | 1886<br>10mo | Wigham<br>Richardson<br>&Co.<br>Newcastle | LaVeloceNav.<br>Italiana | 270·0\|34·3\|17·7<br>H146*t* F20' 26·0 | Genoa<br>Italian | T.3Cy.24",37"&62"-42"<br>300HP<br>WighamRichardson&Co.,<br>Newcastle | 18 |
| 172 | **Lasareff** IronScBk<br>*Witt* ssLon.No.3-72<br>2*Dks*3*trB* | 1645<br>—<br>1243 | ✠<br>11,75 | Ply | | 1863<br>8mo | SamudaBrs<br>London | RussianStm.Nav.<br>&TradingCo. | 260·0\|35·4\|24·0<br>ND72 | Odessa<br>Russian<br>4*BH* | 2Cy.50"-36"<br>160HP<br>J.Penn&Sons,London | |
| 173<br>99025 | **Lascar** SteelScSr<br>*W.Nutman*89-91<br>1*Dk*(*Stl*)2*trB*&*ptAwng dk*(*Irn*) | 1729<br>1231<br>1101 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>5,95 ~~12,91~~ ✠LMC12,91 | Nwc<br>LA&CP<br>Msl | q | 1891<br>12mo | Wigham<br>Richardson<br>&Co.<br>Newcastle | LondonSteamers<br>(Lim.) (P.W.<br>Richardson,<br>*Mgr.*) *WB=C* | 260·0\|36·2\|16·9<br>F26' *pt Awng dk*162'<br>RFD72' FK<br>*ellDB*200'334*tFPT* | London<br>British<br>4*BHCem*<br>50*tAPT*20*t* | T.3Cy.20½",33"&54"-36" (s)<br>160lb *90lb* 200HP<br>2SB,4*cf*,GS77<br>WighamRichrdsn&CoNwc | 19<br>8 |
| 174<br>62965 | **Lass o' Gowrie** IronSc3MstSr<br>(*ex*Sudsee)<br>1*Dk* | 202<br>—<br>122 | | | | 1877 | J.Key&<br>Sons<br>Kinghorn | D.Salmond | 136·8\|20·2\| 8·7<br>Q16*t* | SydnyNSW<br>British<br>*WB* | C.2Cy.14"&26"-20"<br>35HP<br>J.Key&Sons,Kirkcaldy | |
| 175<br>81515<br>STLV | **Lassell** IronScSr<br>*Hammond*81- | 1955<br>1809<br>1173 | | | | 1879 | A.Leslie&<br>Co.<br>Newcastle | Liverpool,Brazil&<br>RiverPlateStm.<br>Nav.Co.(Lim.)<br>(Lamport&Holt,<br>*Mgrs.*) | 310·0\|34·2\|24·5 | Liverpool<br>British<br>4*BH* | C.2Cy.26"&58"-45"<br>180HP<br>R.Stephenson&Co.,Nwc. | |
| 176<br>96396<br>LNPB | **Latona** SteelScSr<br>*W.J.Rout* -92 ssBry.No.1-94<br>1*Dk*(*Stl*)2*trB*&*Web frames*<br>*Well deck* | 2938<br>2364<br>1920 | ✠100A1<br>2,95 ~~8,93~~<br>✠LMC2,94 | Bry<br>LA&CP<br>Bom | u | 1890<br>1mo | Russell&<br>Co.<br>Greenock | S.S.LatonaCo.<br>(Lim.)<br>(G.M.Steeves) | 322·8\|42·0\|20·7<br>P32'Q90'B134'F36<br>BK11"<br>*WB=CellDB*276' | Liverpool<br>British<br>5*BHCem*<br>616*tAPT*30*t* | T.3Cy.24",39"&64"-45" (s)<br>150lb *80lb* 250HP<br>2DB,8*rf*,GS147,HS4622<br>Dunsmuir&Jackson,Gls. | 23<br>2 |
| 177<br>86735<br>HCBW | **Lauderdale** SteelScSr<br>~~R.D.Lawrence -93~~ ssShl.No.2-91<br>*Williams* ~~2Dks(UStl-ws)~~<br>2*Dks*(*UStl*) | 1738<br>1602<br>1134 | ✠100A1<br>7,94 ~~9,93~~<br>BS8,93 ✠LMC2,91<br>12,9 *Now named* | Grk<br>LA&CP<br>Cff | r | 1882<br>11mo | W.B.<br>Thompson<br>Glasgow<br>"Arii*soura Maru*," *See No.* 64 *in Supplement.* | ~~R.Mackill&Co.~~ | 265·5\|36·2\|21·2<br>P32'B52'F32'<br>BK9½"<br>*WB=Cell* | Glasgow<br>British<br>6*BHCem*<br>*DB*212' 324*t* | C.2Cy.33"&66"-42" (a)<br>85lb *70lb* 180HP<br>2SB,6*pf*,GS132<br>Rankin&Blackmore,Grk. | |
| 178<br>99018 | **Laughton** IronScSr<br>*F.F.Welford* -93 ~~ssRot.No.2-91~~<br>(*ex*NoordBraband) ssShl.No.3-4,95<br>2*Dks*(1*Irn*&1*ptIrn*)3*trB* | 2436<br>2253<br>1514<br>— | ✠100A1<br>3,94 ~~12,93~~ 4,95<br>BS12,93 ✠LMC6,91 4,95 | Shl<br>LA&CP | t | 1882<br>8mo | R.Dixon&<br>Co.<br>Middlesbro' | B.J.Sutherland<br>&Co. | 300·4\|40·3\|23·8<br>P40'B68'F49'<br>~~Lrp93~~ BK10"<br>*WB=* | Newcastle<br>British<br>6*BHCem*<br>*CellDB*244' | C.2Cy.40"&73"-40" (b)<br>75lb *60lb* 240HP<br>2DB,8*pf*,GS111<br>T.Richardson&Sons,Hpl. | 26<br>4 |
| 179<br>NTJS | **Laura** IronScSr<br>*P.Christensen*81-82<br>2*Dks*&*Awng dk* | 1068<br>660<br>673 | | | | 1882 | Burmeister<br>&Wain<br>Copenhagen | ForenedeDamp-<br>skibsSelskab | 229·6\|30·3\|14·5<br>B17*t* 21·4 | Copnhagn<br>Danish<br>*WB* | C.4Cy.24"&48"-32"<br>150HP<br>Burmeister&Wain,Cpn. | |
| 180<br>90415<br>JVWF | — SteelScSr<br>*W.S.Bishop* -94<br>*Well deck* | 641<br>466<br>265 | | | ... | 1885<br>3mo | Aitken&<br>Mansel<br>Glasgow | London&South<br>WesternRail-<br>wayCo. | 207·0\|26·8\|13·3<br>Q114' B12' F40' | S'thamptn<br>British | C.2Cy.33"&64"-36"<br>180HP<br>J.&J.Thomson,Glasgow | 13 |
| 181<br>NSWH | — IronScSr<br>*P.M.Möller*86-86 ssCpn.No.3-5,83<br>(*ex*Ellen,*ex*RollCall) ssStn.No.1-87 | 273<br>207<br>165 | ✠<br>6,90<br>✠NB12,89 | Cpn<br>A&CP | d | 1875<br>11mo | J.Read-<br>head&Co.<br>S.Shields | Damps.Selsk.<br>Laura(P.M.<br>Möller) | 139·5\|21·9\|10·3<br>Q69' F21' | Svendborg<br>Danish<br>4*BHCem* | C.2Cy.14"&28"-20"<br>1SB,2*pf*,GS21 40HP<br>J.Readhead&Co.,S.Shields | 10 |
| 182<br>93106 | **Laurel** WoodScTrawler<br>*R.Mason*74-87 HTMil.93<br>GIB *Salted* 1*Dk* | 102<br>102<br>26 | ✠ 12 A1<br>*For fishing purposes*<br>9,94 ~~12,93~~<br>BS12,93 ✠LMC1,93 | Mil<br>LA&CP | | 1886<br>11mo | E.Martin<br>&Co.<br>Penrhyn<br>BS12,94 | ~~R.S.&W.F.Paul~~<br>W.Wolfe | 95·8\|21·0\|10·8<br>10&12yrsMat | Hull<br>British | C.2Cy.16½"&30"-21" (r)<br>90lb 40HP<br>1SB,2*f*,GS29<br>Cox&Co.,Falmouth | 11 |
| 183<br>99621 | **Laurel Branch** SteelScSr<br>*H.J.Ritson*89-93<br>1*Dk*(*Stl*)&*Spardk*(*Stl*)3*trB* | 3308<br>3121<br>2141 | ✠100A1<br>*Spar dk*<br>~~6,94~~ ~~6,93~~<br>2,95 ✠LMC1,93 | Shl<br>A&CP<br>~~Bry~~ Mdb | v | 1893<br>1mo | Bartram,<br>Haswell&Co.<br>Sunderland | NautilusSteam<br>ShippingCo.(Lim.)<br>(F.&W.Ritson,<br>*Mgrs.*) | 328·0\|42·8\|19·5<br>B62'F36'27·0<br>BK10½"<br>*WB=CellDB*262' | Sundrland<br>British<br>6*BHCem*<br>500*tAPT*53*t* | T.3Cy.24",39½"&65"-42" (s)<br>160lb *160lb* 350HP<br>2SB,4*rf*,GS72,HS3600 FD<br>J.Dickinson,Sunderland | 22<br>6 |
| 184<br>67994<br>LJSV | **Laurentian** IronScSr<br>*A.McDougall* -94 (*ex*Polynesian)<br>3*Dks* | 4522<br>4376<br>2838 | | | | 1872<br>2mo | R.Steele&<br>Co.<br>Greenock | J.&A.Allan | 400·0\|42·2\|35·5<br>H146*t* | Glasgow<br>British<br>*WB* | T.3Cy.28",46"&76"-54"<br>NE&B93 570HP<br>Workman,Clark&Co. FD<br>(Lim.),Belfast | |
| 185<br>89794<br>JMVQ | **Laurestina** IronScSr<br>*J.Gavin* -91 ssShl.No.2-92<br>2*Dks*(1*Irn*)3*trB* | 2051<br>1815<br>1302 | ✠100A1<br>~~2,94~~ ~~7,93~~ 5,95<br>BS10,93 ✠LMC8,92<br>11,94 | Shl<br>LA&CP<br>Bry | s | 1884<br>5mo | TyneI.S.B.<br>Co.<br>Newcastle | J.Robinson&Sons<br>*WB=* | 287·0\|37·0\|22·0<br>P28'B54'F21'<br>FK<br>*CellDB*236'403*tFP* | N.Shields<br>British<br>7*BHCem*<br>*T*18*tAPT*6*t* | C.2Cy.33"&63"-39" (a)<br>90lb *52lb* 180HP<br>2SB,6*pf*,GS90<br>N.E.Mar.E.Co.(Lim.)Nwc. | 24<br>4 |
| 186<br>HNPC | **Laurvig** IronScSr<br>*L.Larsen*<br>1*Dk* | 234<br>143<br>139 | | | | 1868 | Bergens<br>Mek.Verks.<br>Bergen | SaltensDamp-<br>skibsselskab | 119·7\|19·7\|10·2<br>Q17' B56' H5*t*<br>F18' | Bodö<br>Norwegian | C.4Cy.15"&28"-18"<br>50HP<br>BergensMek.Verkst,Bgn. | |
| 187 | **Lautaro** IronScSr<br>*R.S.Russell*86-90 (*ex*Rimac)<br>2*Dks*&*Awngdk* | 1805<br>1536<br>1146 | ✠<br>*Awng dk*<br>4,77 | Liv<br>A&CP | | 1872<br>11mo | R&JEvans<br>&Co.<br>Liverpool | CiaSudAmericana<br>deVapores | 281·5\|40·0\|19·4<br>27·0 | Valparaiso<br>Chilian<br>4*BHCem* | T.3Cy.24",40"&66"-48"<br>NE&B90 290HP<br>J.J.Thomson,Glasgow<br>*WB=ptDB* | |
| 188<br>95162<br>KWGS | **Lavernock** SteelScSr<br>*J.West* -94 ssCff.No.3-2,93<br>1*Dk*(*Stl*)2*trB*&*Webframes*<br>*Well deck* | 2289<br>1868<br>1482 | ✠100A1<br>9,93<br>✠LMC2,93 | Cff<br>LA&CP | s | 1888<br>8mo | Palmers'<br>Co.(Lim.)<br>Newcastle | Morel(Lim.) | 275·0\|40·3\|20·9<br>Q105'B107'F34'<br>FK<br>*WB=CellDB*226' | Cardiff<br>British<br>4*BHAsp*<br>528*tAPT*42*t* | T.3Cy.20½",35"&58"-42" (r)<br>160lb *80lb* 200HP<br>2SB,6*cf*,GS99<br>Palmers'Co.(Lim.),Nwc. | 23<br>2 |
| 189<br>96594 | **Laverock** SteelPadSr<br>*W.Cotton* -93 | 544<br>342<br>284 | | | | 1889 | J.Scott&<br>Co.<br>Kirkcaldy | GeneralSteam<br>NavigationCo. | 210·2\|26·2\| 9·4<br>Q24' B124' | London<br>British | C.D.2Cy.33½"&61"-60"<br>250HP<br>J.Scott&Co.,Kirkcaldy | |

| No. in Book. Official No. Code Letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. Under deck. Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built. When. Ship. Engines. | By Whom. Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 190<br>RHCW | Lavinia IronScSr<br>M.Crety91-91<br>1Dk&Spardk&3trB | 1749<br>1639<br>1154 | | | | 1887 | Flensburgr SchffsbauGes<br>Flensburg | Hamburg-Pacific Dampfsch.Linie (A.Kirsten,Mgr.) | 260·0\|35·0\|17·0<br>B86' 24·6 | Hamburg<br>German<br>WB | T.3Cy.22½",34½"&58"–42"<br>250HP<br>FlensburgerSchiffsbau, Ges. | | V |
| 191<br>96328<br>LVBH | — SteelScSr<br>~~M.Child -94~~ ssLiv.No.1-94<br>~~Cavannah~~Kavannah 1Dk(Irn)<br>Well deck | 419<br>297<br>169 | ✠100A1<br>9,94 ~~2,94~~<br>✠LMC2,94 | Liv<br>LA&CP | g | 1890<br>7mo | AilsaSBCo<br>Troon | J.Weatherill&Co. | 142·0\|25·7\|12·4<br>P12' Q58' B12' F19'<br>BK7"<br>WB = D Ba 26'23t FP T | Dublin<br>British<br>4BHCem<br>27t A P T 12t | T.3Cy.14",22½"&36"–27" (s)<br>160lb 80lb 70HP<br>1SB.2rf,GS32<br>W.Kemp,Glasgow | 12 " 11<br>s " 11 | |
| 192 | Lavrion IronSc | —<br>—<br>102 | | | | 1866 | ..................<br>England | H.Filipango | 104·8\|16·4\| ... | Piræus<br>Greek | 25HP | | H |
| 193<br>90044<br>JWBL | Lawada SteelSc3MstSr<br>W.B.Smith -93<br>3Dks(UStl-ws) | 3269<br>2993<br>2140 | ✠<br>5,85<br>✠ | Dmb<br>LA&CP | w | 1885<br>4mo | W.Denny &Brs.<br>Dumbarton | BritishIndiaStm. Nav.Co.(Lim.) | 340·1\|42·2\|25·6<br>P56' B26' F42' | Glasgow<br>British<br>6BHCem | T.4Cy.26½",44"&(2)51"–51"<br>NDB89 370HP<br>Denny&Co.,Dumbarton<br>WB= CellDB300'771t | 29 " 3<br>s 6 " 3½<br>w6 " 8 | |
| 194<br>BJFV | Lawang SteelScSr<br>~~Binzer -98~~ ~~F.vonBinzer -98~~<br>Elec.light 2Dks(1Stl)3trB<br>H.Formes94-94 ssHam.No.1-95 | 2485<br>2013<br>1578 | ✠100A1<br>4,95 ~~12,93~~ ~~T1,94~~<br>✠LMC ~~2,94~~ 1,95 | Ham<br>LA&CP | t | 1891<br>2mo | C.S.Swan &Hunter<br>Newcastle | DeutscheDampf-sch.Rhederei zuHamburg | 300·6\|41·0\|21·6<br>P42' B82' H74' F41'<br>BK8½"<br>WB = Cell | Hamburg<br>German<br>6BHCem<br>DB 248' 430t | T.3Cy.26",42"&69"–45" (s)<br>160lb 160lb 400HP<br>2SB,8pf,GS144,HS5200<br>WlsndSlpy&E.C.(L.)Nwc. | 24 " 1 | D |
| 195<br>QDLN | Lawoe IronScBg<br>N.Guthrie86-90<br>(exZuidHolland) 3Dks(1Irn) | 2276<br>1358<br>1704 | | | ... | 1881<br>10mo | R.Dixon &Co.<br>Middlesbro' | Rotterdamsche Lloyd(W.Ruys &Son,Mgrs.) | 300·2\|37·3\|25·8<br>F44'<br>BK10" | Rottrdam<br>Dutch<br>WB | C.2Cy.38"&70"–36"<br>220HP<br>T.Richardson&Sons,Hpl. | | D |
| 196<br>HPDB | Le Calvados SteelScBn<br>Géron 2Dks | 1678<br>—<br>787 | | | | 1890 | Soc.Cock-erill<br>Hoboken | Compagnie GénéraleTrans-atlantique | 286·9\|35·6\|23·2<br>P40' B63' F33' | St.Nazaire<br>French | T.3Cy.22½",36"&57½"–43"<br>300HP<br>Soc.Cockerill,Seraing | | V |
| 197 | Le De Roubaix IronScSkTug<br>(exBertie)<br>1Dk | 40<br>40<br>15 | A1<br>For Towing purposes<br>1,92<br>✠LMC10,90 | Ant<br>LA&CP | | 1890<br>10mo | W.H.Lean<br>Falmouth | Compagnie des Produits duCongo | 70·0\|15·3\| 6·7<br>BK6" | Antwerp<br>Belgian<br>4BHCem | C.2Cy.12"&24"–18" (s)<br>90lb<br>1SB,1pf,GS13,HS471<br>W.H.Lean,Falmouth | 7 " 2 | |
| 198<br>JVRS | Le Gard SteelScBn<br>Lechapelin 2Dks | 1678<br>—<br>779 | | | | 1890 | Soc.Cock-erill<br>Hoboken | Compagnie GénéraleTrans-atlantique | 286·9\|35·6\|24·4<br>P39' B63' F33' | St.Nazaire<br>French | T.3Cy.22½",36"&57½"–43"<br>300HP<br>Soc.Cockerill,Seraing | | V |
| 199<br>91658 | Le Glorieux WoodScK<br>J.Gilchrist -93 | 123<br>118<br>32 | | | | 1887<br>5mo | D.Allan& Co.<br>Granton | J.Muirhead | 98·3\|21·0\|10·4 | Granton<br>British | C.2Cy.14"&28"–21"<br>35HP<br>Hutson&Corbett,Glasgow | | |
| 200 | Le Lillois IronScK<br>P.Nassel -91 ssAnt.No.2-94<br>1Dk | 107<br>107<br>62 | ✠100A1<br>4,94<br>✠LMC4,94 | Ant<br>LA&CP | b | 1885<br>10mo | Hawthorns &Co.<br>Leith | J.Baels-Mauricx | 94·5\|20·0\| 9·6<br>BK7"<br>W | Ostend<br>Belgian<br>4BHCem<br>B=FPT8t | C.2Cy.15"&28½"–21" (s)<br>90lb 35HP<br>1SB,2f,GS28<br>Hawthorns&Co.,Leith | 10 " 7 | |
| 201<br>JVSH | Le Lion SteelSc3MstSr<br>Alix -93 2Dks<br>Elec.light CarryingPetroleum inTanks | 2407<br>2072<br>1559 | | | | 1893 | Forges et Chantiers de la Medit.<br>Havre | Deutsch&Co. | 283·3\|39·9\|26·2<br>B14' F48' | Havre<br>French<br>WB | T.3Cy.23½",35½"&55"–47½"<br>300HP<br>Forges etChantiers de la Medit.,Havre | | V |
| 202<br>29724<br>QGTM | Le Lion Belge IronPadSr<br>E.Corlarino 1Dk | 135<br>135<br>78 | | | | 1861 | Marshall Bros.<br>Newcastle | RichardE.Cowell | 112·7\|19·0\|10·0 | Gibraltar<br>British | 2Cy.<br>60HP | | |
| 203 | Le Marin SteelScSr<br>Chery | 108<br>105<br>40 | | | | 1888 | ADubige'n<br>Nantes | L.Girards&Co. | 125·6\|17·0\| 8·4 | S PierreMt<br>French | C.3.Cy.11½",18"&27½"–21"<br>75HP<br>Faivre frères,Nantes | | V |
| 204<br>KHWL | Le Morbihan SteelScSr<br>Ducon 1Dk2trB | 1100<br>960<br>506 | | | | 1887 | R.&W. Hawthorn, Leslie&Co.<br>Newcastle | CmpagnieGénérale Transatlantique | 231·0\|33·3\|17·6<br>P32' B56' F36' | St. Nazaire<br>French | T.3Cy.20",32"&53"–36"<br>200HP<br>R.&W.Hawthorn,Leslie& Co.,Newcastle | | V |
| 205 | Le Progrès SteelTwinScSp<br>Glover -92 1Dk<br>Elec.light CarryingPetroleum in bulk | 449<br>418<br>205 | | | | 1892 | SirW.G. Armstrong Mitchell& Co.(Lim.)<br>Newcastle | Cie.Universelle du CanalMaritime deSuez | 163·0\|26·8\|13·3 | PortSaid<br>Egyptian | C.4Cy.16"&30"–18"<br>80HP<br>WallsndSlp.Co(Lim),Nwc<br>WB | | V |
| 206<br>MBSJ | Le Souverain IronScSr<br>Johannsen ssC.Tn.No.1-92<br>(exBelle of Dunkerque) 1Dk(Irn) | 527<br>442<br>223 | ✠100A1<br>6,94 ~~11,93~~<br>BS10,93 ✠LMC9,92 | Ant<br>A&CP | h | 1887<br>3mo | Short Bros.<br>Sunderland | A.Deppe | 180·0\|25·1\|12·5<br>P18' B45' F22'<br>BK7" | Antwerp<br>Belgian<br>4BHCem | T.3Cy.15",25"&40"–27" (s)<br>140lb 80HP<br>1SB,3cf,GS50<br>J.Dickinson,Sunderland | 13 " 3 | |
| 207<br>LFHG | Le Tarn SteelScBn<br>Rilba<br>2Dks | 1660<br>—<br>787 | | | | 1889 | Soc.John Cockerill<br>Hoboken | CieGénéraleTrans-atlantique | 275·6\|35·4\|23·1 | St. Nazaire<br>French<br>WB | T.3Cy.22½",36"&57½"–43"<br>300HP<br>SociétéJohnCockerill, Seraing | | V |
| 208<br>97990 | Leafield SteelScSr<br>Graham92-92<br>Well deck 1Dk(Irn)2trB | 1453<br>1176<br>922 | ✠100A1<br>8,94 ~~8,93~~<br>✠LMC1,92 | Shl<br>A&CP | p | 1892<br>1mo | Strand SlipwayCo.<br>Sunderland | SteamshipLeafield Co.(Lim.) (Sutton,Brewis &Co.) | 249·0\|35·2\|16·6<br>Q89' B54' F29'<br>BK9"<br>WB = Cell D B 203' 416t | Newcastle<br>British<br>4BHCem<br>APT36t | T.3Cy.19",31"&51"–33" (s)<br>160lb 80lb 150HP<br>1SB,3pf,GS58<br>N.E.MarineEng.Co.,Sld. | 19 " 1<br>s 1 " 11 | |
| 209<br>101905 | Leander SteelScSr<br>T.Robson -92<br>1Dk(Stl)2trB&Webframes &ptAwngdk(Irn) | 2962<br>2248<br>1888 | ✠100A1<br>pt Awng dk withfreeboard<br>~~6,94~~ ~~2,94~~ 3,95<br>✠LMC8,92 | Shl<br>LA&CP<br>Lon | t | 1892<br>8mo | TyneI.S.B. Co.(Lim.)<br>Newcastle | Graham,Anderson &Co. | 315·0\|40·5\|21·1<br>RFD82' F34' BK10"<br>pt Awng dk199'<br>WB = Cell D B 263' 602t | London<br>British<br>5BHCem<br>APT22t | T.3Cy.23",38"&61"–45" (a)<br>160lb 80lb 265HP<br>2SB,6pf,GS100,HS4277<br>WllsndSlpyCo.(Lim)Nwc. | 23 " 7<br>s 9 " 1½ | |
| 210<br>QDST | — IronScSr<br>F.Wilms 1Dk2trB | 569<br>528<br>452 | | | | 1883 | H.Koch<br>Lübeck | Dampfschifffahrts Ges."Neptun" | 161·7\|25·1\|17·0 | Bremen<br>German<br>WB | C.2Cy.18"&31"–22"<br>50HP<br>O.Henniges&Co.,Berlin | | DV |
| 211 | — IronPadSr<br>Wolter 1Dk2trB | 371<br>—<br>319 | | | | 1857 | Scott&Co.<br>Greenock | RigaerDampschff-fahrtsGes. | 201·5\|23·9\|10·0<br>Q70' | Riga<br>Russian | C.2Cy.33"&48"–54"<br>150HP<br>BolderaaMasch.,Bolderaa | | |

| 1 Numero d'Ordre / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Centre sur Quille. Franc-bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **212** 62594 JRQN | **Lebanon** *J.H.Nesbitt*90–90 *Well deck* *G.N.Jackson*89-94 | **IronScSr** 1*Dk2trB* 6thSurvey,Sld.10,91 1stSurvey,Sld.3,95 | 905 714 565 | ✠ A1,1 ~~5,94~~ ~~3,95~~ NB12,91 | Sws Sld | Lv | 1870 6mo | Backhouse &Dixon Middlesbro' | Freear&Dix | 203·3 P31*t* | 29·1 F19*t* | 16·7 BK7″ | London British | 2Cy.20″&38″ 100lb ~~50lb~~ *40lb* 1SB,*3pf*,GS42 *WB=DBf* G.Clark,Sunderland | (*s*) 80HP |
| **213** 95802 | **Leconfield** ~~*R.Axe* –94~~ *Well deck* *G.N.Jackson*89-94 | **SteelScSr** *ss*Cff.No.1-94 1*Dk*(*Stl*)&*Webframes* | 2237 1766 1462 | ✠ 100A1 ~~7,93~~ 5,95 | Bry A&CP Hul | *s* | 1889 9mo | Schlesingr, Davis&Co. Newcastle | EastRidingStm. Nav.Co.(Lim.) G.R.Sanderson &Co.,*Mgrs.*) | 285·0 Q111′B118′F32′ BK8½″ *WB=Cell D B* 202′440*t* | 39·2 | 20·2 | Hull British 6*BHCem* *APT64t* | T.3Cy.21″,33″&54″–42″ (*s*) 160lb ~~80lb~~ 2SB,*4rf*,GS86 Black,Hawthorn&Co.,Gts. | 21 170HP |
| **214** 45017 VBND | **Leda** *J.H.Hinton* –91 (*ex*HarrietPinckney) | **IronSc3MstSr** 6thSurvey5,83 3rdSurvey,Cff.11,92 1*Dk2trB* | 1192 909 767 | A,1 ~~1,94~~ 2,95 NB2,87 BS1,94 | Cff | Lv | 1862 | Richardson Duck&Co. Middlesbro' | Morel(Lim.) | 245·0 P278*t* len76 | 28·5 | 17·2 | Cardiff British 6*BH* | C.4Cy.21″&56″–24″ 73lb *50lb* 1SB,*3pf*,GS51 *Cmp*76HumberI.W.C.Hull | 18 95HP |
| **215** | **—** | **IronPad** | 570 503 433 | | | | 1883 | S.desAtelrs etChntrs de la Loire Nantes | LaPlatenseFlotilla Co. (Lim.) | 164·0 | 24·0 | 15·5 | M.Video Uruguayan | C.O.2Cy.23¾″&41½″–39½″ DeQuillac,Nantes | 300HP |
| **216** 43 HLNS | **Leda L.** *Snikenich*68–87 | **IronScSr** 2*Dks* | 1329 1176 803 | | | | 1880 | LloydAus-troUngarico Trieste | LloydAustriaco | 255·7 | 31·5 | 21·7 | Trieste Aust.-Hung. *WB* | C.2Cy.31″&56″–36″ ArsenaleLloyd,Trieste | 172HP |
| **217** 80215 VJDM | **Lee** *L.O'Toole* –92 | **IronSc3MstSr** | 1195 990 705 | | | … | 1880 12mo | W.Simons &Co. Renfrew | City of CorkSteam PacketCo.(Lim) | 263·0 P41′ | 36·2 B48′ | 15·4 F54′ | Cork British | C.2Cy.40″&73″–45″ W.Simons&Co.,Renfrew | 250HP |
| **218** | **Lee Dah** | **IronSc** | 119 — — | | | | 1881 | S.C.Farn-ham&Co. Shanghai | | 80·0 | 17·1 | 9·6 | Tientsin Chinese | C.2Cy.16″&32″–21″ | 42HP |
| **219** 76925 QLRC | **Leechmere** ~~*J.B.Urquhart* –92~~ *Well deck* *C.F.Butter*87-94 | **IronScSr** 1*Dk*(*Irn*) 5thSurvey,Lon.3,94 | 1120 917 724 | ✠ A1,1 ~~2,95~~ ~~5,94~~ ~~7,94~~ | Lon Nwc | Lv | 1876 12mo | Short Bros. Sunderland | ~~Sollas&Sons~~ Green,Holland& Sons | 222·0 Q86′B40′F25′ BK8″ | 31·5 | 17·4 | London British 3*BH* 1PBH *WB=DBa&f* *APT14t* | C.2Cy.27″&50″–33″ NB85 2SB,*4f* G.Clark,Sunderland | 18 98HP |
| **220** 93795 KTFR | **Legislator** *W.W.Bond* –92 1*Dk*(*Irn*)&*Spardk*(*Stl*–ws)3*trB* | **SteelScBn** *ss*Liv.No.1–92 | 2902 2802 1883 | ✠ 100A1 *Spar dk* 8,94 ~~10,03~~ BS8,94 | Liv A&CP LMC7,92 | *u* | 1888 7mo | R.Dixon& Co. Middlesbro' | CharenteS.S.Co. (Lim.)(T.&J. Harrison,*Mgrs.*) | 330·0 P56′B80′F41′ BK10″ | 40·1 | 27·9 | 20·2 | Liverpool British 6*BHCem* | T.3Cy.24″,40″&66″–48″ (*a*) 160lb *65lb* 2DB,*8cf*,GS140 G.Clark,Sunderland | 21 400HP |
| **221** QFRW | **Lehe** *E.J.Heeren* –93 *Elec.light* | **SteelScTrawler** 1*Dk* | 159 144 67 | | | | 1892 | G.Seebeck Geestemünde | F.Lampe | 110·0 | 22·0 | 11·2 | Brmrhavn German *WB* | C.2Cy.17″&32″–20″ G.Seebeck,Geestemünde | 65HP |
| **222** 140424 | **Lehigh** | **IronSc** | 1705 — 1503 | | | | 1880 | Detroit DryDockCo. Wyandotte | AnchorLine (E.T.Evans) | 238·2 | 36·1 | 15·4 | Erie,Pa. Utd. States | C.2Cy.26″&54″–36″ H.G.Trout,Buffalo | |
| **223** 204 | **Lehua** *W.Neisbarth*84–93 | **WoodScSr** | 176 126 129 | | | | 1879 | DickieBrs. SanFrancisco | Wilder'sS.S.Co. | 116·0 | 24·0 | 8·6 | Honolulu Hawaiian | C.2Cy.12″&20″–24″ RisdonIronWorks,S.Fo. | 18HP |
| **224** MBKV | **Leibnitz** *Graham* | **IronScBg** | 2280 2212 1721 | | | | 1873 | A.Leslie& Co. Newcastle | Soc.Anon.deNav. RoyaleBelge Sud-Américaine | 342·5 | 34·9 | 27·6 | Antwerp Belgian | C.2Cy.30″&70″–48″ MaudslaySons&Field,Lon. | 280HP |
| **225** 99176 | **Leicester** *J.Jowers* –91 *Elec.light* | **IronScSr** 2*Dks*(*UIrn*-ws) | 1002 779 495 | ✠ 100A1 8,92 | Gms LA&CP LMC8,91 | *n* | 1891 8mo | Earle'sS.B. &E.Co.(L.) Hull | Manchester, Sheffield&Lin-colnshireRly.Co. | 240·6 P56′B71′F36′ BK8″ *WB=CellDB* 169′ | 32·0 | 14·8 | Grimsby British 5*BHCem* 186*t APT4t* | T.3Cy.22″,35″&57″–42″ (*s*) 170lb *90lb* 2SB,*6rf*,GS106,HS4220 Earle'sCo.(Lim.),Hull | 17 165HP |
| **226** 52380 WNBF | **Leichardt** | **IronTwinSc3MstSr** 2*Dks* | 690 690 459 | | | | 1865 | Australasn Stm.Nv.Co. Sydney | E.Bland | 232·6 B48′ len72 | 24·3 | 16·8 | SydnyNSW British | 2Cy.20″–21″ NE72 AustralasianS.N.C.Sydney | 100HP |
| **227** JSHD | **Leif** *J.J.Hodne* | **WoodScSr** 1*Dk2trB* | 350 255 208 | | | | 1872 | J.Voight Drontheim | Actieselsk "Leif" (T.Meling) | 139·8 Q49′ | 26·6 B27′ | 12·0 F26′ | Stavanger Norwegian | C.2Cy.18″&36″–24″ ThrondhjemsMek.V. Drontheim | 50HP |
| **228** JVFT | **Leif Eriksson** *R.Sevald*84–89 1*Dk*(*Stl*)&*Webframes* *Frames&PlatingStl,remainderIrn* *Well deck* | **Steel&IronSc** *ss*Bgn.No.1–93 | 2129 1619 ~~1627~~ 1341 | ✠ 100A1 10,94 ~~1,94~~ | Hul LA&CP LMC3,93 Shl | *r* | 1889 8mo | Laxevaags Maskin& Jernskibs-byggeri Bergen | S.M.Kuhnle&Sön | 274·5 P23′Q79′B112′F30′ BK9½″ *WB=CellD B* 220′442*t A P T85t* | 38·1 | 19·2 | Bergen Norwegian 5*BHptAsp* *ptCem* | T.3Cy.21″,35″&58″–36″ 160lb *80lb* 2SB,*4cf*,GS84,HS3002 T.Richardson&Sons,Hpl. | 21 175HP |
| **229** 86637 WPMN | **Leila** *Coulson* *Well deck* (*ex*Henrietta) | **IronScBn** *ss*Nwc No.2–91. 1*Dk2trB* *ss*Bly.No.3–2,95 | 1447 1167 925 | ✠ 100A1 ~~3,94~~ 2,95 ~~B86,93~~ ~~6,94~~ | Shl A&CP Bly LMC~~4,91~~ 2,95 ~~Nwc Lon~~ | *o* | 1882 10mo | T Turnbull &Son Whitby | ~~T.Marwood&Sons~~ Maclay&McIntyre | 242·5 Q88′B56′F33′ FK *WB=DB* | 34·1 | 18·1 | Whitby British 4*BHCem* *a*65′*f*92′267*t* | C.2Cy.30″&55″–36″ (*b*) 80lb ~~70lb~~ *60lb* 2SB,*4pf*,GS52 Blair&Co.(Lim.),Stockton | 19 120HP |
| **230** 28718 QBPL | **Leinster** | **IronPadSr** | 1716 1352 566 | | | | 1860 | J.Samuda London | Cityof DublinStm. PacketCo. | 343·0 | 35·0 | 19·0 | Dublin British | O.2Cy.98″–78″ NB84 Ravenhill&Co.,London | 700HP |
| **231** 62983 | **—** *J.Flett* | **WoodPad** ptIB | 111 111 31 | ✠ *For Tug purposes* 6,69 | Shl A&CP | 7 | 1869 5mo | Readhead, Softley& Co. S.Shields | A.Spiteri | 102·6 Cl | 18·5 | 9·8 | S.Shields British | 1Cy.36″–54″ Readhead,Softly&C.S Shls | 50HP |
| **232** QCHL | **Leipzig** *H.Koch* –93 | **IronScBg** 2*Dks*&*Awngdk*&*4trB* | 2388 1784 1612 | | | | 1869 | Caird&Co. Greenock | Norddeutscher Lloyd | 290·3 | 39·2 | 30·2 | Bremen German | 2Cy.39½″&72¾″–48″ O.Henniges&Co.,Berlin | 225HP |
| **233** JDVR | **—** *A.Ehlert*86–86 | **IronScSr** 1*Dk*&*Spardk*&*3trB* | 1110 727 859 | | | | 1884 | Act.Ges. "Vulcan" Stettin | NeueDampfer-Compagnie, Act. Ges. | 223·7 | 30·3 | 20·3 | Stettin German *WB* | C.2Cy.26¾″&49″–31½″ Act.Ges"Vulcan,"Stettin | 110HP |

Broken up 94

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Length. | Breadth. | Depth. | Regist'd Dimensions. Deck Erections, &c. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 234<br>67779 | Leitrim<br>*R.Jones* -93 | IronPadSr | 796<br>699<br>403 | | | | 1874 | Laird Bros.<br>Birkenhead | City of DublinStm.<br>PacketCo. | 249·4 | 27·2 | 14·7 | P87*t* | Dublin<br>British | C.O.2Cy.46″&79″–84″<br>NB93 300HP<br>LairdBros.,Birkenhead | | BT till ~~5,95~~ 10,95 |
| 235 | Leme<br>*S.Rismondo* -91 | IronScSr<br>(*ex*Budapest) 1*Dk* | 129<br>120<br>66 | | | | 1883 | Schiavon<br>PortoRase | Società diNav.à<br>Vap. Istria-Trieste | 118·4 | 15·7 | 9·7 | | Trieste<br>Aust.-Hung. | C.2Cy.17″&28″–18″<br>35HP<br>M.Bartlett | | |
| 236<br>101840 | Lemgo<br>*O.Smith* -94 | SteelScSr<br>1*Dk*(*Irn*)&*Webframes*<br>&*ptAwngdk*(*Irn*) | 2146<br>1567<br>1384 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>~~12,94~~ 4,95 ✠LMC9,93 | Bly<br>A&CP<br>~~Hul~~ Cff | *r* | 1893<br>9mo | BlythS.B.<br>Co.(Lim.)<br>Blyth | W.C.A.Holzapfel<br>*WB* | 283·0 | 39·0 | 17·1 | Q109′ drp95<br>*ptAwng dk*174′ FK<br>= *Cell D B* 234′540*t* | Newcastle<br>British<br>6*BHCem*<br>*APT*51*t* | T.3Cy.21″,35″&57½″–39″ (*r*)<br>160lb *160lb* 180HP<br>2SB,*6pf*,GS92,HS3110<br>G.Clark (Lim.)Sunderland | 19 ″ 6<br>s8 ″ 5½ | |
| 237<br>81465<br>TCFG | Lemnos<br>*J.Wilson*83-91<br>*Well deck* | IronScSr<br>*ss*Sld.No.3–9,92<br>1*Dk*(*Irn*)2*trB* | 1599<br>1285<br>1043 | ✠100A1<br>4,94<br>BS2,94 ✠LMC9,92 | Sld<br>A&CP | *q* | 1880<br>1mo | Short Bros.<br>Sunderland | Lumsdon,Byers&<br>Co.<br>*WB*=D | 270·3 | 34·0 | 18·7 | P32′Q72′B54′F27′<br>BK8½″<br>*Ba*80′*f*46′227*tFPT* | Sundrland<br>British<br>6*BHCem*<br>20*tAPT*15*t* | C.2Cy.32″&60″–39″ (*i*)<br>75lb *80lb* 150HP<br>2SB,*6pf*,GS90<br>G.Clark,Sunderland | 20 ″ 5<br>s 2 ″ 3 | |
| 238<br>69950<br>QMDN | Lena<br>*J.E.Blakey* -91 | IronScSr<br>*ss*Sld.No.3–4,89<br>2*Dks*(1*Irn*)3*trB* | 1732<br>1709<br>1141 | ✠100A1<br>8,90<br>BS8,91 ✠LMC4,89 | Sld<br>A&CP | *r* | 1877<br>1mo | R.Thomp-<br>son,jr.<br>Sunderland | Culliford&Clark<br>*WB*=*DB* | 275·6 | 34·0 | 23·8 | F31′<br>BK9½″ | Sundrland<br>British<br>4*BHCem*<br>*a*70′*f*32′166*t* | C.2Cy.33″&62″–39″ (*i*)<br>70lb *80lb* 180HP<br>2B,GS90<br>G.Clark,Sunderland | 25 ″ 2<br>s4 ″ 6½ | |
| 239<br>HMKS | Lennart Torstensson<br>*E.Aström*94-94 | IronScSr<br>1*Dk* | 491<br>258<br>386 | | | | 18⁵¹⁄₆₇ | MotalaCo.<br>Norrköping | RederiAktiebo-<br>laget"Svea"<br>(K.Ahlborg) | 163·0 | 23·1 | 12·5 | Q49′B70′H11*t* F45′ | Stockholm<br>Swedish | C.2Cy.19½″&39″–23½″<br>80HP<br>BergsundsM.V.,Skm. | | |
| 240<br>~~[illegible]~~<br>~~[illegible]~~ | Lennox<br>~~*Ward*91-91~~ | IronScSr<br>*ss*Liv.No.3–4,88<br>*ss*Gls.No.1–92<br>2*Dks*(1*Irn*)3*trB* | 2051<br>1904<br>1327 | ✠100A1<br>~~4,91~~ 10,94<br>~~BS5,94~~ ✠LMC2,92 10,94 | Gls<br>LA&CP<br>H.Kg | *t* | 1880<br>6mo | A.Stephen<br>&Sons<br>Glasgow | ~~J.Warrack&Co.~~<br>Ukon<br>*WB*= | 309·5 | 35·0 | 23·6 | P32′B20′F36′<br>BK10″<br>*CellD Ba*76′*f*92′&*u* | ~~Leith~~ Osaka<br>~~British~~ Japanese<br>4*BHCem*<br>*E*&*B*60′419*t* | C.2Cy.38″&68″–45″ (*b*)<br>85lb ~~*80lb*~~ NDB90 240H<br>2DB,*8pf*,GS128 *75lb*<br>A.Stephen&Sons,Glasgow | 26 ″ 8<br>s 5 ″ 3½ | |
| | *Now named* "Kawahara Maru", *See No. 22 in Supplement.* | | | | | | | | | | | | | | | | |
| 241<br>96532<br>LCBR | Leny<br>*J.A.Petersen* -94<br>*Well deck* | SteelScSr<br>*ss*Cff.No.1–92<br>1*Dk*(*Stl*)&*Webframes* | 2384<br>1888<br>1543 | ✠100A1<br>~~9,91 12,93~~ 1,95<br>BS4,93 ✠LMC12,92 | Cff<br>A&CP<br>Bry | *s* | 1889<br>3mo | R.&W.<br>Hawthorn,<br>Leslie&Co.<br>(Lim.)<br>Newcastle | LenyS.S.Co.(Lim.)<br>(Carlisle&Co.)<br>*WB* | 300·3 | 38·7 | 19·5 | P27′Q90′B116′F35′<br>BK10″<br>= *Cell D B*248′425*t* | London<br>British<br>5*BHCem*<br>*APT*72*t* | T.3Cy.22½″,36½″&60″–39″<br>160lb (*s*) 201H<br>2SB,*8pf*,GS125<br>R.W.Hawthorn,Leslie&<br>Co.(Lim.),Nwc. | 21 ″ 11<br>s 2 ″ 1½ | |
| 242<br>81581<br>SRDN | Leo<br>*E.Griffiths* -92 | IronScSr<br>*ss*Shl.No.3–4,92<br>2*Dks*(1*Irn*)3*trB* | 1938<br>1856<br>1251 | ✠100A1<br>1,95 ~~2,93~~<br>BS~~2,93~~ 5,94 LMC4,92 | Msl<br>A&CP<br>Shl | *s* | 1879<br>8mo | C.S.Swan<br>&Co.<br>Newcastle | LeoS.S.Co.(Lim.)<br>(E.Avery)<br>*WB*= | 285·0 | 35·2 | 24·5 | P32′B70′F36′<br>BK9½″<br>*D*;*Ba*82′*f*68′ | London<br>British<br>5*BHCem* | C.2Cy.34″&64″–42″<br>75lb *45lb* 200H<br>2B,GS90<br>G.Clark,Sunderland | 25 ″ 7<br>s 4 ″ 5 | |
| 243<br>60163<br>KQFD | —<br>*Dennison*<br>*Well deck* | IronScSr | 1083<br>841<br>704 | | | ... | 1869<br>4mo | C&W Earle<br>Hull | T.WilsonSons&Co.<br>(Lim.) | 220·6 | 31·1 | 15·6 | P120′ F30*t*<br>FK | Hull<br>British | T3Cy.14½″,24″&40″–30″<br>80H<br>*Tpd.*91Amos&Smith,Hull | | |
| 244<br>87765<br>LMTK | —<br>*J.Osborne*86-89 | IronScDandy<br>~~*ss*Gms.No.2–91~~<br>1*Dk*<br>*ss*Gms.No.3-5,94 | 128<br>123<br>75 | ✠100A1<br>*Trawler*<br>~~5,94 7,93~~ 5,95<br>~~BS7,93~~ ✠LMC8,91 5,94 ✠NB5,94 | Gms<br>LA&CP | *a* | 1883<br>6mo | T.Charlton<br>Grimsby | Grimsby&North<br>SeaStm.Trawl-<br>ingCo.(Lim.) | 95·3 | 20·2 | 10·6 | Q16′<br>ptND94 BK8″ | Grimsby<br>British<br>3*BHCem* | C.2Cy.16¾″&31¾″–20″(*s*)~~T~~<br>~~60lb~~ 75lb 35H<br>1SB,*2pf*,~~GS26~~ GS28,HS610<br>T.Charlton,Grimsby | | |
| 245<br>101997 | —<br>*G.W.Looker* -93 | SteelScTug<br>1*Dk*<br>*FloorsIrn* | 56<br>56<br>6 | ✠100A1<br>5,93<br>*For Towing purposes*<br>✠LMC5,93 | Stk<br>LA&CP | | 1893<br>5mo | Richardsn<br>Duck&Co.<br>Stockton | Commercial<br>LighterageCo. | 70·3 | 16·0 | 8·4 | BK6″ | London<br>British<br>4*BHCem* | C.2Cy.15″&30″–18″ (*s*)<br>100lb 30H<br>1SB,*2pf*,GS27,HS607<br>WestgrthEnglsh&Co.Mdl | 8 ″ 10 | |
| 246<br>WBGC | Léon<br>*F.Svanöe*90-90 | SteelScSr<br>1*Dk*&*Awng dk* | 793<br>738<br>435 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>1,92 ✠LMC6,90 | Phl<br>LA&CP | *j* | 1890<br>6mo | W.Allsup&<br>Sons(Lim.)<br>Preston | A.Halvorsen<br>*WB* | 195·5 | 28·1 | 12·0 | drp92 19·0<br>BK7½″<br>= *DBf*49′81*t FPT* | Bergen<br>Norwegian<br>3*BHCem*<br>55*tAPT*14*t* | T.3Cy.17″,27″&43″–30″ (*s*)<br>160lb *90lb* 120HP<br>1SB,*3rf*,GS60<br>W.Allsup&Sons,Preston | 12 ″ 9<br>s 7 ″ 10<br>w7 ″ 11½ | N |
| 247<br>JVWR | —<br>*Tandeau* | IronSc3MstSr<br>1*Dk* | 683<br>—<br>421 | | | | 1876 | A.Stephen<br>&Sons<br>Glasgow | Chevillotte frères | 196·8 | 25·6 | 14·0 | P110′ F27′ | Brest<br>French<br>*WB* | C.2Cy.27″&45″–30″<br>90HP<br>A.Stephen&Sons,Glasgow | | |
| 248 | Leon XIII<br>*A.W.Mann*77-90<br>*Elec.light* | SteelSc3MstSr<br>(*ex*Jelunga)<br>3*Dks*(2*Stl*–ws) | 5186<br>4329<br>3371 | ✠100A1<br>12,90<br>✠LMC12,90 | Dmb<br>LA&CP | *z* | 1890<br>12mo | W.Denny<br>&Bros.<br>Dumbarton | Cia.Trasatlantica | 410·5 | 48·2 | 30·5 | P45′B165′F49′<br>BK11″ | Barcelona<br>Spanish<br>7*BHCem* | Q4Cy32″,46½″,64½″&92″–60″<br>180lb *180lb* (*s*) 627HP<br>3DB,*18cf*,GS352<br>Denny&Co.,Dumbarton | 32 ″ 3 | BT till 10,94 |
| | *Re-named* "Jelunga," *See No. 2 in Supplement.* | | | | | | | | | | | | | | | | |
| 249<br>HRWK | Leon de Oro<br>(*ex*Pandora<br>*ex*Thistle) | IronSc3MstSr<br>*ss*Cws.No.3–7,82<br>*ss*Cws.No.2,91<br>2*Dks* | 316<br>312<br>176 | ✠<br>2,94 | Cws<br>A&CP | | 1870<br>4mo | Blackwood<br>&Gordon,<br>Pt.Glasgow | J.Estades | 160·1 | 23·7 | 13·4 | | Soller<br>Spanish<br>5*BHCem* | C.2Cy.28″&47″–30″<br>NE&B76 90HP<br>J.Penn&Sons,London | | |
| 250<br>HRWJ | Leon-y-Castillo<br>*F.Chirino*<br>*Elec.light* | SteelScSr<br>1*Dk*<br>*ss*Cdz.No.1-93 | 529<br>403<br>238 | ✠100A1<br>5,93 ~~7,88~~<br>BS~~8,94~~ 9,94 ✠LMC5,98 | Cly<br>LA&CP<br>Cdz | *j* | 1888<br>7mo | DJDunlop<br>&Co.<br>Pt.Glasgow | Cia.deVap.~~Correos~~ Correos<br>Interinsulares<br>Canarios | 190·2 | 27·1 | 12·7 | P37′B76′F35′<br>*pt Shade dk* 14′ BK7½″<br>*WB*= *CellD* | Gd. Canary<br>Spanish<br>4*BHCem*<br>*Ba*33′77′75*t* | T.3Cy.17″,27″&45″–36″<br>160lb *40lb* 120HP<br>2SB,*4cf*,GS66 FD<br>D.J.Dunlop&Co.,Pt.Gls. | 13 ″ 8 | |
| 251<br>141027<br>KGNS | Leona<br>*Conner* -93 | SteelScSr<br>3*Dks* | 3329<br>—<br>2331 | | | | 1889 | Delaware<br>RivrIrnShp<br>&EngB.Co.<br>Chester,Pa. | C.H.Mallory&Co. | 314·0 | 46·2 | 20·3 | | NewYork<br>Utd.States | T.3Cy.28″,44″&70″–48″<br>DelawareRiver,I.S.B.&E.<br>Co.,Chester,Pa. | | R |
| 252<br>67843<br>JGKF | —<br>*Atkinson*81-84 | SteelScSr<br>*ss*Goo.No.2–92<br>1*Dk*(*Irn*) | 572<br>498<br>273 | ✠100A1<br>~~9,93~~ 2,95<br>BS~~10,93~~ 11,94 ✠LMC6,92 | Hul<br>LA&CP | *k* | 1884<br>1mo | J.Reid&<br>Co.<br>Pt.Glasgow | ~~HumberStm.Ship~~<br>~~Co.(Lim.)~~ Goole<br>StmShpgCo.(Lim.)<br>*WB* | 201·6 | 29·1 | 12·9 | P28′B83′F57′<br>drp92 BK7½″<br>= *DBa*37′29*t FPT* | Goole<br>British<br>5*BHCem*<br>27*tAPT*22*t* | C.2Cy.28″&54″–36″ (*a*)<br>~~85lb 80lb~~ 80lb *50lb* 123HP<br>1SB,*4pf*,GS72<br>Kincaid&Co.,Greenock | 13 ″ 10<br>s 1 ″ 6½ | D |
| 253<br>32<br>QFBJ | Leone<br>*G.de Martino*79-87 | IronScSr<br>2*Dks* | 647<br>554<br>373 | | | | 1864 | Scott&Co.<br>Greenock | NavigazioneGene-<br>raleItaliana | 207·6 | 26·4 | 15·6 | | Palermo<br>Italian | C.4Cy.18″&44″–30″<br>150HP<br>Greenock FoundryCo.,Grk | | I |
| 254<br>HSCM | Leonora<br>~~*Alegria*~~<br>*V.Bustinza* | IronSc3Msts<br>*ss*Liv.No.3–6,93<br>2*Dks*(*Irn*–*Uws*)3*trB* | 2851<br>2560<br>1835 | ✠100A1<br>3,95 ~~1,94~~<br>BS11,94 ✠LMC10,93 | Liv<br>LA&CP | *u* | 1881<br>11mo | London&<br>GlasgowCo.<br>Glasgow | LineadeVapores<br>Serra<br>*W* | 345·0 | 37·4 | 25·7 | B96′F37′<br>BK11″<br>*B*= *Deep Tank a*28′ | Bilbao<br>Spanish<br>5*BHCem*<br>286*tf*30′340*t* | C.2Cy.38″&71″–48″ (*s*)<br>85lb *80lb* NDB92<br>2DB,*12pf*,GS180 175HP<br>Lon.&Glas.Co.,(Lim.),Gls. | | |

| Numero d'Ordre. / Numero Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | Construit. Quand. Navire. / Mach. | Par qui. / Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. / Pavillon. | Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 255<br>66776 | Leopard WoodScBk<br>R.Trawlony92-93 1Dk | 320<br>287<br>217 | | | | 1873 | ......<br>Ayr | NewfoundlndStm. Sealing&Whaling Co.(Lim.) | 132·6<br>Q29t | 26·2 | 14·0 | SJhnsNFL<br>British | 2Cy.<br>60HP |
| 256<br>GQDR | Leopold I. IronPad<br>(NOW A HULK) | —<br>—<br>419 | | | | 1869 | Soc.Cockerill<br>Antwerp | BelgianGovernment | 200·0 | 24·8 | 7·3 | Ostend<br>Belgian | |
| 257<br>NWPJ | Leopold II. SteelScSr<br>J.Ingerslev81-88 2Dks | 1618<br>1189<br>1034 | | | | 1888 | Burmeister &Wain<br>Copenhagen | Forenede Dampskibsselskab | 260·6<br>P167' F64' | 34·2 | 16·2 | Copnhagn<br>Danish WB | T.3Cy.18",30"&48"-36"<br>150HP<br>Burmeister&Wain,Cpn. |
| 258<br>GQDR | — SteelPadSr<br>2Dks3trB<br>Elec.light | 1461<br>—<br>798 | | | | 1892 | W.Denny &Bros.<br>Dumbarton | BelgianGovernment | 340·0 | 38·0 | 15·0 | Ostend<br>Belgian | C.2Cy.59"&104"-81"<br>W.Denny&Co.,Dumbarton |
| 259 | Leopoldo Wood<br>Valenca | —<br>—<br>74 | | | | 1873 | ......<br>England | F.daSa.Santos | ...... | | | R.Janeiro<br>Brazilian | |
| 260<br>77512<br>WVHF | Lepanto IronScSr<br>Roach | 2287<br>2215<br>1500 | | | ... | 1877<br>9mo | Earle'sCo. (Lim.)<br>Hull | T.WilsonSons&Co. (Lim.) | 305·0 | 36·1 | 26·0 | Hull<br>British | T.3Cy.25",39"&64½"-42"<br>NB87 250HP<br>Tpd.87 Amos&Smith,Hull |
| 261<br>JWKS | Les fils Conseil SteelScSr<br>Lenindre -88 ssBdx.No.1-93<br>(exJamesHunter) 1Dk(Irn) | 224<br>187<br>99 | ✠100A1<br>12,94 ~~10,90~~<br>✠LMC~~10,93~~ 12,94 | Bdx<br>LA&CP | c | 1889<br>10mo | A.Hall&Co<br>Aberdeen | Les fils de T.Conseil | 125·3<br>Q42'F17' | 20·1 | 10·3<br>BK6½ W | Bordeaux<br>French<br>4BHCem<br>B=FPT25t | C.2Cy.18"&34"-24" (s)<br>100lb 60lb 50HP<br>1SB,2pf,GS36<br>A.Hall&Co.,Aberdeen |
| 262<br>LGKH | Les Trois Frères IronScBn<br>Conseil Burrosse -93<br>ssBdx.No.3-5,90<br>Well deck (exMayo) 1Dk(Irn)2trB | 1308<br>1031<br>826 | ✠100A1<br>7,93<br>✠NB90 ✠LMC~~7,93~~ 11,94 | Bdx<br>A&CP | o | 1879<br>10mo | Oswald, Mordnt&Co<br>Southampton | LesFils de T.Conseil<br>WB=DBa52'142t | 239·6<br>Q86'B138tF35'<br>MT27' 273t FPT | 33·0 | 18·0<br>FK | Bordeaux<br>French<br>3BHCem<br>52tAPT38t | C.2Cy.28"&56"-36"<br>82lb 75lb 140HP<br>2SB,4pf,GS78<br>Oswald,Mordaunt&Co.,Sou. |
| 263<br>70850<br>NFKV | Lesbian IronScSr<br>S.Dickinson -92 2Dks(Irn) | 1564<br>1486<br>1010 | ✠<br>8,74 | Liv | Lv | 1874<br>7mo | T.Royden &Sons<br>Liverpool | F.Leyland&Co. (Lim.) | 302·3 | 31·2 | 23·2 | Liverpool<br>British<br>5BH 2PBH | C.2Cy.30"&60"-48"<br>NE&B83 150HP<br>J.Jack&Co.,Liverpool |
| 264<br>RJBK | Lesbos SteelScSr<br>Groot 1Dk2trB | 1760<br>1739<br>1324 | | | | 1890 | Flensburgr Schiffsbau Gesellsch<br>Flensburg | DeutscheLevante Linie | 261·5<br>P158' F30' | 36·2 | 19·0<br>WB | Hamburg<br>German | T.3Cy.19½",29"&52"-33"<br>Flnsbrgr.Schffsbau Gesellsch.,Flensburg |
| 265<br>HJSK | — IronSc<br>P.Pappalos ssNpt.No.3-7,91<br>Well deck 1Dk(UIrn-ws)2trB<br>(exBeta) | 1362<br>1064<br>1016 | ✠100A1<br>5,94<br>BS5,94 | Cpl<br>A&CP<br>LMC7,91 | o | 1879<br>8mo | JReadhead &Co.<br>S.Shields | G.Stathopulo | 249·0<br>Q96'B49 F26'<br>drp93 | 32·7 | 17·3<br>BK8½<br>WB=D | Syra<br>Greek<br>4BHCem<br>Ba74'f100' | C.2Cy.28"&53"-33"<br>70lb 35lb 115HP<br>1B,GS48<br>J.Readhead&Co.,S.Shields |
| 266<br>98931 | Lesbury SteelScSr<br>H.Lawson -94 ssHpl.No.1-95<br>Well deck 1Dk(Stl)&Webframes | 2663<br>2048<br>1726 | ✠100A1<br>~~7,94 12,90~~ 12,94<br>3,95 | Cff<br>A&CP<br>✠LMC~~5,91~~ 3,95<br>~~Hpl~~ Hpl | t | 1891<br>5mo | W.Gray& Co.(Lim.)<br>WHartlepool | London&Northern S.S.Co.(Lim.) (PymanBrs., Mgrs.) | 306·5<br>P29'Q88'B124'F33'<br>~~drp92~~ | 41·6 | 19·8<br>BK10"<br>WB=Cell | London<br>British<br>5BHCem<br>DB254'580t | T.3Cy.23",36½"&62"-39" (s)<br>160lb 80lb 240HP<br>2SB,6cf,GS87,HS3580<br>CentrlMrne.EWks,W.Hpl. |
| 267<br>83822<br>VLCT | Lesreaulx IronScSr<br>~~T.C.Thiis -93~~ ssCff.No.3-3,92<br>Well deck 1Dk(Irn)2trB<br>Grant92-94 | 1316<br>1055<br>863 | ✠100A1<br>~~1,93~~ 3,92 10,94<br>3,95 ~~BS5,93~~ 6,94 | Cff<br>A&CP<br>✠LMC3,92<br>~~Npt~~ Nwc | o | 1880<br>12mo | W.Doxford &Sons<br>Sunderland | ~~LesreaulxS.S.Co.~~<br>T.G.Beatley&Son<br>~~(MorelBros.&Co.)~~<br>WB=D | 240·0<br>Q98'B50'F27'<br>Ba49'f58'238tAPT | 35·0 | 16·1<br>BK8½ | Cardiff<br>British<br>5BHCem<br>20tFPT65t | C.2Cy.31"&56"-36" (i)<br>75lb 80lb NDB92 99HP<br>2SB,4pf,GS76<br>W.Doxford&Sons,Sld. |
| 268<br>JRDC | Lesseps IronScSr<br>~~D.Rödseth~~ ~~ssCff.No.2-90~~<br>G F.Meidell -94 2Dks(Irn)3trB<br>ssSkm.No.3-7,94 | 1769<br>1617<br>1364 | ✠100A1<br>1,95 ~~7,92 7,94~~<br>~~BS8,93~~ | Shl<br>LA&CP<br>✠LMC~~6,90~~ 7,94<br>~~Skm~~ | r | 1881<br>7mo | R.Dixon& Co.<br>Middlesbro' | Harloff&Böe (Mgrs.) | 261·5<br>P31'F34'<br>drp94 | 34·7 | 24·0<br>BK9½<br>WB= | Bergen<br>Norwegian<br>5BHCem<br>MT38'361t | C.2Cy.33"&62"-39" (i)<br>80lb 50lb 150HP<br>2SB,6pf,GS78<br>Blair&Co.(Lim.),Stockton |
| 269<br>69<br>QFHW | Letimbro IronScSr<br>DiMarco80-85 | 2172<br>1985<br>1401 | | | ... | 1883<br>2mo | Blackwood &Gordon<br>Pt.Glasgow | Nav.Gen.Italiana | 299·2<br>P30' B54' F49 | 37·2 | 23·6 | Palermo<br>Italian | C.2Cy.35"&67"-42"<br>448HP<br>Blackwood&Gordon,P.Gls |
| 270<br>74685<br>STCG | Leura IronScSr<br>J.D.Joy ssSyd.No.3-9,87<br>Well deck ssMel.No.1-92<br>1Dk(Irn)2trB | 1186<br>871<br>758 | ✠100A1<br>9,94 ~~10,90~~<br>✠NB9,87<br>~~BS2,93~~ | Mel<br>A&CP<br>LMC6,92<br>BS9,94 | o | 1878<br>5mo | W.H.Potter&Son<br>Liverpool | W.H.Smith&Sons (Lim.) | 250·8<br>P150'F68' | 32·8 | 16·2<br>BK8" | Melbourne<br>British<br>6BHCem | C.2Cy.38"&70"-36"<br>90lb 90lb 220HP<br>2SB,6cf<br>J.Jack&Co.,Liverpool |
| 271<br>JSVB | Levanger SteelPadSr<br>Chr.Leutken -92 1Dk | 172<br>108<br>121 | | | | 1892 | TrondhjemsMek. Værk.<br>Drontheim | LevangerDampskibsselskab (I.L.Eide) | 103·3<br>Q8t B39t H10t F7t | 17·3 | 7·7 | Levanger<br>Norwegian | C.2Cy.17"&27"-31"<br>50HP<br>TrondhjemsMk.V.Drnthm |
| 272<br>95887<br>LBKS | Leven SteelScSr<br>A.E.Stiles -93 ssBry.No.1-93<br>Well deck 1Dk(Stl)&Webframes | 2328<br>1754<br>1507 | ✠100A1<br>~~6,94 2,91~~ 12,94<br>BS4,95 | Shl<br>A&CP<br>✠LMC6,93<br>Bry | s | 1889<br>2mo | W.Gray& Co.<br>WHartlepool | R.Ropner&Co.<br>WB | 290·0<br>P33'Q88'B110'<br>F33'<br>=DBa96'f108'452t | 38·0 | 20·3<br>BK10" | W. Hartlpl<br>British<br>5BHptCem<br>ptAsp | T.3Cy.21½",35½"&58½"-39"<br>160lb 80lb (s) 200HP<br>2SB,6cf,GS82<br>Blair&Co.(Lim.),Stockton |
| 273<br>90083 | — Steel&IronTwinScLr<br>R.Archibald -91<br>(Dredger) | 775<br>856<br>367 | | | | 1885 | W.Simons &Co.<br>Renfrew | ~~DumbartonHarbourBoard~~<br>LB&SCRailwayCo | 185·3 | 38·6 | 14·9 | Glasgow<br>British | C.4Cy.20"&38½"-30"<br>120HP<br>W.Simons&Co.,Renfrew |
| 274<br>97938 | — SteelSc3MstSr<br>~~W.Kennedy92-92~~ 1Dk(Irn)<br>Well deck<br>G.Macdonald94-94 | 390<br>301<br>202 | ✠100A1<br>~~1,94 2,94~~ 4,95<br>✠LMC9,92 | Nwc<br>LA&CP<br>~~Lth~~ Sld | f | 1892<br>9mo | J.Scott& Co.<br>Kinghorn | MethilS.S.Co. (Lim.) (C.R.Mactaggart, Mgr.) | 153·6<br>Q72'B7 F27'<br>irp93&94 | 23·3 | 10·7<br>BK7<br>WB=FPT | Kirkcaldy<br>British<br>3BHCem<br>6tAPT19t | T.3Cy.11",17"&30"-20" (s)<br>150lb 90lb 50HP<br>1SB,2pf,GS35,HS792<br>J.Scott&Co.,Kirkcaldy |
| 275<br>76382 | — IronScSr<br>M.Murphy -91<br>Broken up | 102<br>89<br>56 | | | | 1876 | Winsham S.B.Co.<br>Northwich | H.R.Glynn | 85·0 | 18·0 | 7·1 | Liverpool<br>British | D.2Cy.15"-18"<br>40HP<br>F.Gaulton,Manchester |
| QCHL<br>233<br>JDVR | -ton IronScK<br>— -93<br>A.Ehlert8t 1Dk | 130<br>125<br>40 | ✠100A1<br>Trawler<br>9,90 | Shl<br>LA&CP<br>✠LMC9,90 | | 1890<br>9mo | JPRennoldson&Sons<br>S.Shields | BostonDeepSea Fishing&IceCo. (Lim.) | 95·0 | 20·4 | 10·5<br>BK7 | Boston<br>British<br>3BHCem | C.2Cy.15"&29"-21" (r)<br>90lb 35HP<br>1SB,2pf,GS22<br>JPRennoldson&Sons,SShl |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Late Name if any. Master. Special Surveys. | 3 Material Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned ... Equipment Letter. | 8 Built. When. Ship. Engines | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 277<br>91908 | Leviathan | IronTwinSc | 313<br>313<br>213 | | | | 1886 | Samuda Bros.<br>London | Lon.&IndiaDocks JointCommittee | 110·9\|45·2\| 7·9 | London<br>British | C.4Cy.9″&18″–18″<br>27HP<br>Hunter&English,London | | |
| 278<br>88752 | Levis<br>*L.Desracher*84–93 | WoodSr<br>1*Dk* | 157<br>101<br>58 | | | | 1883 | A.T. Beaulieu<br>Levis,Quebec | "Levis"Maritime&IndustrialCo. | 95·9\|20·0\| 8·5 | Quebec<br>British | C.2Cy.14″&31″–22″<br>40HP<br>Beaulieu,Levis,Quebec | | |
| 279<br>100712 | Lewis Shickluna | WoodSc<br>2*Dks* | 445<br>322<br>302 | | | | 1870 | L.Shickluna<br>St.Catherines | S.Sylvester | 135·0\|25·7\|11·7 | Toronto<br>British | 1Cy.26″–32″<br>21HP<br>G.N.Oille,St.Catherines | | |
| 280<br>19084<br>HMNR | Lewiston<br>*M.L.Ingraham* –82 | WoodPad | 1127<br>1052<br>1052 | | | | 1856 | ..................<br>NewYork | Boston&Bangor S.S.Co. | 234·9\|33·1\| 9·4 | BostnMass<br>Utd.States | | | |
| 281 | Leyden<br>*E.C.Wheeler*93–94 | SteelScSr<br>2*Dks*(*Stl*)3*trB* | 3378<br>3174<br>2180 | ✠100A1<br>8,94<br>~~(Class Contem plated)~~<br>✠LMC3,94 | Mdb<br>A&CP | *v* | 1894<br>8mo | SirRaylton Dixon&Co.<br>Middlesbro' | Stoomvaart Maats."Leyden"<br>*WB=CellDBa* | 345·0\|43·5\|25·3<br>P33′B76′F38′<br>FK<br>06′*f*132′*&uE&B*48′ | Rotterdam<br>Dutch<br>6*BHCem*<br>99*tAPT*39*t* | T.3Cy.24½″,39″&67″–45″(*s*)<br>180lb *90lb* 350HP<br>2DB,12*cf*,GS121,HS5261<br>T.Richardson&Sons,Hpl. | 28″0 | |
| 282 | Li Kin<br>*H.G.Myhre*88–92 | SteelTwinScSr<br>1*Dk* | 270<br>226<br>110 | ✠<br>3,88<br>✠ | Nwc<br>A&CP | *e* | 1888<br>3mo | SirW.G. Armstrong Mitchell&Co.(Lim.)<br>Newcastle | ChineseImperial Maritime Customs(Lane, Crawford &Co.,*Mgrs.*) | 135·0\|23·1\|11·4<br>P18′ B16′ F26′<br>FK | Chinese<br>5*BHCem* | T.6Cy.12″,19½″&32″–20″<br>130HP<br>WallsendSlipwayCo(Lim)<br>Nwc. | 12″0 | |
| 283<br>JWNL | Liban<br>*Fabrique*80–88 | IronSc3MstSr<br>2*Dks&Spardk*(*Irn*–ws) | 2268<br>—<br>1320 | ✠<br>*Spar dk*<br>11,82<br>✠ | Gls<br>LA&CP | *t* | 1882<br>9mo | R.Napier&Sons<br>Glasgow | Cie.Marseillaise de Nav.àVap.(Fraissinet&Co.,*Mgrs.*) | 300·3\|36·2\|19·4<br>F36′ 27·4 | Marseilles<br>French<br>6*BHCem* | C.2Cy.40″&75″–48″<br>300HP<br>R.Napier&Sons,Glasgow | | |
| 284<br>JDRN | Libau<br>*C.Liebenberg* –91 | IronScSr<br>1*Dk*2*trB* | 727<br>602<br>577 | | | | 1879 | ActGes.für S.&Mas.B.<br>Rostock | NeueDampfer Compagnie, Act. Ges. | 200·7\|27·6\|14·6<br>P104′ F31′ | Stettin<br>German | C.2Cy.23½″&47″–30″<br>95HP<br>Act.Ges.fürSchiff.& Masch.B.,Rostock | | V |
| 285<br>NSGW | —<br>*H.V.Andersen*<br>*Well deck* | IronScSr<br>(*ex*Rosamond) | 586<br>420<br>362 | | | ... | 1879 | W.Doxford &Sons<br>Sunderland | ForenedeDampskibsselskab | 172·8\|25·1\|12·8<br>P108′ F30′ | Copnhagn<br>Danish | C.2Cy.20″&38″–28″<br>75HP<br>W.Doxford&Sons,Sld. | | |
| 286<br>HVGS | —<br>*S.Svensson*89–90 | SteelScSr<br>1*Dk* | 331<br>280<br>244 | | | | 1890 | Göteborgs MekWerkstd<br>Gothenburg | Ångf.Aktiebolaget "Tirfing" (A.Broström) | 139·4\|21·1\|11·8<br>B32′ H8*t* | Gothenbrg<br>Swedish | C.2Cy.15⅝″&28¼″–19½″<br>45HP<br>GöteborgsMk.Wks.,Got. | | |
| 287<br>KFJP | Libau Packet<br>*W.Beise* –80 | WoodSc3MstSr<br>(*ex*W.J.Taylor)<br>1*Dk* | 204<br>204<br>159 | | | | 1872 | CWDodgin &Co.<br>NorthShields | E.Haubuss | 82·1\|20·0\|10·6<br>Q10*t* | Stettin<br>German | C.2Cy.13½″&26¾″–18″<br>35HP<br>Möller&Holberg,Stettin | | V |
| 288<br>88803<br>JTBN | Libelle<br>*G.J.Grant*90–90<br>*Well deck* | IronScSr<br>ssShl.No.3–1,85<br>ssShl.No.1–89<br>1*Dk*(*Irn*)2*trB* | 1321<br>1128<br>865 | ✠ ~~9,94~~<br>BS3,93 | Sng<br>LA&CP<br>✠LMC8,89 | *o* | 1880<br>12mo | Schlesingr Davis&Co.<br>Newcastle | NewCentral BorneoCo.(Lim.) | 244·5\|33·2\|18·0<br>Q128′B15′F29′<br>BK8½″<br>*WB=DBa*67′*f*96′ | London<br>British<br>4*BHCem*<br>279*tAPT*32*t* | C.2Cy.29″&56″–36″ (*i*)<br>75lb *30lb* 132HP<br>2SB,4*f*,GS65<br>T.Clark&Co.,Newcastle | | D |
| 289 | Liberal<br>(*ex*MariaLaura,*ex*Enrico,*ex*Antonio) | IronTwinScSr<br>1*Dk* | 248<br>210<br>121 | ✠<br>*CoastingRom*<br>11,85 | Gen<br>*e,Geno* | *a&* | 1885<br>11mo<br>*Naple* | E.Cravero &Co.<br>*s* | MensageriasFluviales delPlata | 121·3\|22·5\|10·6 | Bns.Ayres<br>Argentine<br>4*BHCem* | C.4Cy.12″&19⅝″–12″<br>55HP<br>E.Cravero&Co.,Genoa | 12″0 | |
| 290 | Libertador<br>*E.Diatz*<br>(*ex*Caridad) | IronScSr<br>ssLon.No.1–88<br>2*Dks*(1*ptIrn*) | 832<br>610<br>413 | ✠<br>8,88<br>✠ | Lon<br>LA&CP | *m* | 1883<br>4mo | McMillan &Son<br>Dumbarton | Venezuelan Government | 233·3\|31·0\|14·8<br>P57′ F69′ | Venezuelan<br>4*BHCem* | C.2Cy.38″&72″–48″<br>260HP<br>D.Rowan,Glasgow | | |
| 291<br>91322<br>LQGB | Liberty<br>*T.Tulley*86–90<br>*Elec.light* | SteelScSr<br>ssHul.No.1–95<br>1*Dk*(*Stl*–ws)&*Webframes* | 895<br>721<br>373 | ✠100A1<br>~~1,95 9,93~~ 5,95<br>✠LMC~~3,90~~ 6,94 | Hul<br>LA&CP | *m* | 1890<br>3mo | Earle'sCo. (Lim.)<br>Hull<br>*WB=CellD* | Co-operative WholesaleSoc. (Lim.)<br>*Ba*36′56*tDBf*36′ & | 225·0\|33·1\|14·1<br>P35′B67′F29′<br>BK8″<br>*uBunkers*13′ 74*tFP* | Goole<br>British<br>~~5*BHAsp*~~<br>*T*20*tAPT*8*t* | T.3Cy.24″,39″&64″–33″ (*s*)<br>160lb *80lb* 210HP<br>2SB,6*rf*,GS132,HS4500<br>Earle'sCo.(Lim.),Hull | 14″11<br>s 2″0½<br>*t* | |
| 292<br>91519 | Libra<br>*R.Hayden*85–87 | IronScTrawler<br>ssGms.No.2–93<br>1*Dk* | 135<br>127<br>84 | ✠100A1<br>*Trawler*<br>4,94 ~~6,98~~<br>BS4,94 | Gms<br>LA&CP<br>✠LMC6,98 | *b* | 1885<br>5mo | Earle'sCo. (Lim.)<br>Hull | Grimsby&North SeaSteamTrawlingCo. | 100·0\|20·2\|10·6<br>Q16′<br>BK8″ | ~~5*BHAsp*~~ *Cem*<br>Grimsby<br>British<br>3*BHCem* | T.3Cy.11½″,17″&30″–18″<br>125lb 44HP<br>1SB,2*pf*,GS22,HS600<br>Earle'sCo.(Lim.),Hull | 11″7 | |
| [illegible] | [illegible]a<br>~~Seeth~~<br>[illegible]is) ~~T.Hoge~~<br>*G.T.Hoge* | IronScSr<br>ssHam.No.3–9,87<br>ssHam.No.1–91<br>1*Dk&Spardk*3*trB* | 1520<br>1494<br>1110 | ✠90A—<br>*Spar dk*<br>4,95 ~~4,94~~<br>BS10,93 | Ham<br>Npl<br>~~BS10,94~~<br>LMC10,91 | *q*<br>4,95 | 1873<br>3mo | Withy, Alexander&C<br>Hartlepool | R.M.Sloman&Co. | 250·0\|33·0\|17·0<br>drp95 24·0<br>*WB=* | Hamburg<br>German<br>4*BHCem*<br>*DBa*72′*f*60′ | C.2Cy.33″&61¼″–33″ (*i*)<br>65lb *60lb* NDB86 150HP<br>2B, GS66<br>T.Richardson&Sons,Hpl. | | V |
| [illegible] | [illegible]ddesdale<br>*T.M.Milne* –93 | SteelScSr<br>ssShl.No.1–92<br>2*Dks*(*Irn*-*Uws*)3*trB*<br>*Inner bottom platingIrn* | 2422<br>2178<br>1572 | ✠100A1<br>6,94 ~~12,93~~<br>BS12,93 | Gls<br>LA&CP<br>✠LMC4,92<br>Liv | *t* | 1887<br>11mo | C.Connell &Co.<br>Glasgow | R.Mackill&Co. | 300·0\|40·0\|23·2<br>P28′B68′F37′<br>BK10″<br>*WB=Cell* | Glasgow<br>British<br>6*BHCem*<br>*DB*248′528*t* | T.3Cy.23″,37″&59″–42″ (*s*)<br>160lb *80lb* 280HP<br>2DB,8*cf*,GS132<br>J.&J.Thomson,Glasgow | 25″8<br>s 4″6½ | |
| [illegible]5 | Lidköping<br>*O.Andersson*81–81 | IronScSr<br>1*Dk* | 207<br>175<br>148 | | | | 1857 | Bergsund Mek.Vkst.<br>Stockholm | LidköpingsRederibol(Albert Peterson) | 101·7\|20·6\|12·5<br>H31*t* | Lidköping<br>Swedish | C.2Cy.13½″&26½″–19″<br>30HP<br>MotalaCo.,Gothenburg | | |
| 296<br>84311<br>VMLT | Lido<br>*A.W.Cole*90–90 | SteelScSr<br>~~ssGls.No.2–91~~<br>2*Dks*(1*Stl*)<br>ssGls.No.3–9,94 | 977<br>882<br>620 | ✠100A1<br>~~9,94 4,92~~ 2,95<br>✠NB4,92 | Nwc<br>LA&CP<br>✠LMC7,89<br>~~Gls~~ Hav | *n*<br>9,94 | 1881<br>3mo | Murdoch& Murray<br>Pt.Glasgow | Raeburn&Vérel | 225·5\|30·1\|16·9<br>B36′F29′<br>BK8″<br>*WB=Cell* | Glasgow<br>British<br>4*BHCem*<br>*DB*184′230*t* | C.2Cy.28″&52″–33″ (*s*)<br>80lb *50lb* 120HP<br>1SB,3*pf*,GS50,HS1728<br>Kincaid,Donald&Co.,Grk. | 18″5 | |
| 297<br>QDPJ | Liebenstein<br>*H.D.Cordes* –93 | IronScSr<br>1*Dk&Spardk*3*trB* | 1169<br>763<br>868 | | | | 1882 | ActGes.für S.&MaschB.<br>Rostock | DeutscheDampfschifffahrts Ges."Hansa" | 221·1\|30·2\|14·6<br>B58′ 21·9 | Bremen<br>German | C.2Cy.27½″&51″–31½″<br>110HP<br>Act.Ges.fürS.&Masch.Bau<br>*WB* Rostock | | G |
| 298<br>98078 | Lien Shing<br>*W.O.M.Young* –91 | SteelScSr<br>2*Dks* | 1659<br>1497<br>1049 | | | | 1890 | Lon&Glas. Co.(Lim)<br>Glasgow | Indo-ChinaStm. Nav.Co.(Lim.) | 250·0\|36·1\|21·5<br>B44′ | London<br>British | T.3Cy.20″,32″&52″–39″<br>175HP<br>Lon.&Gls.Co.(Lim.),Gls. | | |

276 Lever [illegible]<br>98288<br>*G.Price*

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Coque en Quille. Franc-bord en milliers de navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 299 | **Lieutenant Maligin** | SteelTwinSc 1*Dk* | 200 | | | | 1893 | W.Denny & Bros. Dumbarton | RussianVolunteer FleetAssociation | 116·0 | 23·6 | 10·0 | S.Petrsbrg Russian | C.2Cy.20″&38″–24″ M.Paul&Co.,Dumbarton | |
| 300 | **Lieutenant Ovzin** (*Tug*) | SteelPadSp 1*Dk* | 273 — 132 | | | | 1893 | W.Denny & Bros. Dumbarton | RussianVolunteer FleetAssociation | 165·0 B50′ | 22·0 | 7·6 | S.Petrsbrg Russian | D.2Cy.18″&36″–42″ Denny&Co.,Dumbarton | |
| 301 | **Life Brigade** *P.Bergen* –94 ptGIB | WoodScK 1*Dk* | 85 100 92 16 | ✠ 9A– *For Fishing purposes* 6,94 ~~(Class Custom plates)~~ | Lth ✠LMC8,94 | | 1894 5mo | A.Marr Leith | J.Murray | 87·4 | 18·5 | 9·3 | S.Shields British | C.2Cy.14″&28″–20″ (*r* 100lb 30H 1SB,*2pf*,GS29,HS625 J.P.Rennoldsn&Sns,S.Shl. | |
| 302 102148 | **Life Buoy** | SteelSc | 108 99 64 | | | | 1894 | Lytham S.B.&E.Co. Lytham | J.S.Ferguson | 76·5 | 19·8 | 8·1 | Liverpool British | 2Cy.10″–14″ LythamS.B.&E.Co.,Lytham | |
| 303 65293 LBRQ | **Liffey** *H.W.Pell*91–91 (*ex*LadyLycett) 1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB* | IronScBg *ss*Gms.No.3–7,85 *ss*Brs.No.2–94 | 1833 1815 1199 | ✠100A1 *Spar dk* 2,95 ~~3,94~~ ✠NB1,91 | Brs A&CP Lon LMC1,94 | *p* | 1872 3mo | Lon&Glas. Co. Glasgow | MercantileSteam ShipCo.(Lim.) | 262·6 *N Irndk*91 | 33·1 BK9½″ *WB*=*DB* | 24·5 *5BHCem* | London British 65′*f*51′260*t* | C.2Cy.31″&54″–33″ (*a* 80lb *80lb* NDB91 150H 2SB,*6pf*,GS96,HS2480 London&GlasgowCo.,Gls. | 19 s 5·10 |
| 304 | **Lifjeld** *Ihlen* | IronScSr 1*Dk* | 168 112 116 | | | | 1890 | Trondhjms Mek Værkstd Drontheim | Cie desBateaux àVapeur de la Guadeloupe | 95·6 Q10*t* | 20·3 B32*t* | 7·8 F11*t* | Pnt.àPitre French *WB* | C.2Cy.12⅞″&25″–16″ 30H Trondhjems M.V.Trondjm | |
| 305 98336 WCNP | **Lightning** *J.G.Spence*89–91 2*Dks*(*IrnU*-ws)&*Deepframing*3*dkrule Elec.light* | IronScSr *ss*Cal.No.1-95 | 3307 3067 2124 | ✠100A1 3,95~~1,91~~ ✠LMC~~8,94~~ 3,95 | HKg LA&CP Cal | *w* | 1891 3mo | D.&W. Henderson &Co. Glasgow | Apcar&Co. | 364·3 P16′B104′F42′ ~~drp91~~ *WB*=*CellDB*288′ | 43·3 BK10″ | 26·0 *6BHCem* 610*t*FPT41*t* | Calcutta British | T3Cy.27½″,44″&71½″–54″(*a* 160lb *85lb* 350H 2DB,*12rf*,GS224 D.&W.Henderson&Co.,Gls | 28 s 6·3 |
| 306 69367 NDCT | **Liguria** *C.N.Conlan* | IronScSr 2ndSurvey,84 3*Dks*(1*Irn*)&*Awngdk* | 4677 4578 2945 | ✠ *FS&Awng dk* 9,85 | Lon | Lv | 1874 2mo | J.Elder& Co. Glasgow | PacificS.N.Co. | 424·5 H99*t* | 45·0 | 34·1 | Liverpool British 6*BH* *WB* | T.3Cy.33″,54″&88″–60″ NB93 750H *Tpd*.93D.Rollo&Sons,Liv. | |
| 307 33 QFTM | — *Pedevilla* –91 | IronScSr *ss*Gen.No.3–79 2*Dks* | 549 480 293 | ✠ 6,79 | Gen | *j* | 1862 5mo | C.Mitchell &Co. Newcastle | Nav.Gen.Italiana | 178·1 Q27*t* | 24·7 H31*t* | 16·6 F9*t* | Genoa Italian 4*BHCem* | C.2Cy.21″&40″–30″ NB79 230H *Cmp*79PioFerro&Co.,Gen. *WB*=*DB*42′ | |
| 308 177 | **Likelike** *E.F.Cameron*87–93 | WoodScSr | 674 463 382 | | | | 1877 | DickieBros S.Francisco | Wilder'sS.S.Co. | 168·0 | 27·0 | 17·0 | Honolulu Hawaiian | C.2Cy.21″&40″–34″ 70H RisdnIrn.Wks.S.Francisco | |
| 309 88751 JBWH | **Lilian** *J.Taylor*84–84 *Well deck* | IronScSr *ss*Sld.No.2–92 1*Dk* | 557 458 346 | ✠100A1 ~~3,94 4,93~~ 1,95 BS4,93 ✠LMC1,92 8,94 | Shl. A&CP Sld | *h* | 1883 5mo | Swan& Hunter Newcastle | J.G.Charlton&Co. | 170·0 Q79′B16′F21′ *WB*=*DBa* | 27·3 BK7″ | 12·5 4*BHCem* 30′*f*51′105*t* | Newcastle British | C.2Cy.22″&41″–30″ (*s* 80lb *80lb* NDB89 80H 1SB,*3pf*,GS54 Ross&Duncan,Glasgow | 13 s 1·4 |
| 310 | — | IronScSr 1*Dk* | 105 105 71 | | | | 1886 | D.&W. Robertson Sydney | Government of NewSouthWales | 98·2 | 17·1 | 7·1 | SydnyNSW British | C.2Cy.15″&28″–20″ 28H London&ColonialECo.Lon | |
| 311 13 QFVH | **Lilibeo** *G.Lagonà* –91 | IronScSr 2*Dks*3*trB* | 1016 951 569 | ✠ 3,73 | Sld | Lv | 1872 11mo | W.Pile& Co. Sunderland | Navigazione GeneraleItaliana | 219·8 | 28·3 | 21·8 | Venice Italian 4*BH*1*PBH* | C.2Cy.32″&60″–36″ 283H M.Samuelson,Hull *WB*=*DBa*&*f* | |
| 312 713 JCBM | **Liljedahl** *S.Christiansson* –93 (*ex*Edsvalla) | IronScSp 1*Dk* | 190 148 132 | | | | 1866 | Göteborgs Mek.Verks. Gothenburg | NorselfvensTrafik-aktieb. (J.Andersson) | 101·2 P28′ | 21·1 H8*t* | 10·3 F13′ | Bro'Verm-land Swedish | C 2Cy.10½″&22½″–16½″ NE&B71 301H GöteborgsM.V.Gothenbrg | |
| 313 | **Lilla Edet** *J Strandberg* –92 | IronScSp 1*Dk* | 138 75 109 | | | | 1873 | Göteborgs. M.V. Gothenburg | NyaÅngbAktieb "LillaEdet" (S.Olsson) | 96·3 Q33′ H13*t* | 18·0 B30′ | 8·0 F10′ | LillaEdet Swedish | T.3Cy. 40H GöteborgsM.V.Got. | |
| 314 NHKL | **Lillebelt** *J.Nielsen*85–89 | IronPadFerry 1*Dk* | 306 286 125 | | | | 1872 | Wigham, Richardson &Co. Newcastle | DeDanske Statsbaner | 139·2 | 26·1 | 10·7 | Copnhagn Danish | 2Cy.36″–46″ 85H Thompson,Boyd&Co.,Nwc | |
| 315 97371 | **Lillian** ~~*W.W.Swinbank*92–92~~ *Well deck* *J.H.Williams*93–94 | SteelScSr *ss*Hpl.No.1-95 *ss*Skm.No.3–11,91 1*Dk*(*Irn*)&*Webframes* | 1219 859 779 | ✠100A1 ~~5,94 5,94 3,95~~ 5,95 ~~✠LMC1,91~~ 3,95 | Cff A&CP Hpl | *n* | 1889 10mo | Irvine& Co. WHartlepool | J.S.Allison&Co. | 230·5 P27′Q61′B96′F29′ drp94 | 32·0 drp95 BK8″ *WB*=*Cell* | 14·0 4*BHCem* *DB*195′361*t* | W.Hartlpl British Wstgrth,Englsh&Co.,Mdb | T3Cy.16½″,26″&44½″–33″(*s* 160lb *80lb* 96H 1SB,3*rf*,GS49,HS1443 | 16 s 1·4 |
| 316 70142 NTBP | **Lillie** ~~*A.Whitehead*92–92~~ *Well deck* *Charles* | IronScSr *ss*Lon.No.3–1,88 *ss*Npt.No.1-94 1*Dk*2*trB* | 1089 865 694 | ✠ ~~90A1~~ 9,94~~7,94~~ B&MS7,94 | Shl A&CP ~~Npt~~ Cff | *n* | 1875 2mo | W.Gray& Co. WHartlepool | Pyman,Watson &Co. | 225·0 Q82′ ~~drp90~~ | 30·0 B51′ drp94 | 16·7 F31′ | Newport British 4*BHCem* | C.2Cy.27″&50½″–33″ (*t* 70lb *70lb* NDB87 99H Blair&Co.(Lim.),Stockton *WB*=*ptDB* | 17 s 1·4 |
| 317 94911 | **Lillie Smith** *Smith* –88 | WoodScSr 1*Dk* | 302 237 206 | | | | 1888 | J.Rody Saugeen | G.E.Smith | 130·0 | 26·0 | 9·4 | Saugeen British | 1Cy.20″–20″ 150H J.Doty,Toronto | |
| 318 RJMF | **Lilly** *J.Schacht*91–91 | IronSc (*Trawler*) 1*Dk* | 139 123 60 | | | | 1891 | J.C.Teck-lenborg Geestemünde | Gebr.Thomae | 105·6 | 20·7 | 11·1 | Hamburg German | C.2Cy.17¾″&32¾″–22½″ 65H Joh.C.Tecklenborg, Geestemunde | |
| 319 QFTL | — *C.H.Benecke* –93 | SteelSc (*Trawler*) 1*Dk* | 138 127 57 | | | | 1893 | J.C. Tecklenborg Geestemünde | E.Siebs | 105·6 | 20·6 | 9·8 | Gstemnde German *WB* | C.2Cy.17¾″&32¾″–22″ 75H J.C.Tecklenborg,Gstmnde | |
| 320 81430 | **Lily** *Roche* –86 | SteelPadSr | 1175 840 306 | | | | 1880 | LairdBros. Birkenhead | London&N.W. RailwayCo. | 300·0 Q99′ | 33·1 B90′ | 14·4 F96 | Dublin British | T.3Cy.44″,70″&108″–78″ NE&B91 616H LairdBros.,Birkenhead | |
| 321 HTCL | — *S.Jönsson*74–89 | IronScSr (*ex*Caron) 1*Dk* | 371 274 271 | | | | 1887 | AtlasM.V. Gefle | C.W.Åkerson | 128·5 Q38′ B31′ H7*t* | 23·3 | 11·8 F20′ | Gefle Swedish *WB* | C2C.17¾″&31½″–20½″ 50H AtlasM.V.,Stockholm | |

Founder Dec 12 94
Missing since 13 94

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 322 LCJT | **Lily** *R.Hardy* -91 | **IronPadSp** | 127 117 33 | | | | 1888 | Hepple& Co. N.Shields | **J.Chisholm** | 97·7 | 18·9 | 9·6 | **N.Shields** British | L.1Cy.34⅜″–52″ 38H Hepple&Co.,N.Shields | | | |
| 323 | **Limari** *Mayhew71–87* | **IronScSr** 2*Dks&Awngdk* | 967 — 613 | ✠ *Awng dk* 2,70 | **Liv** A&CP | | 1869 12mo | **Bowdler,** Chaffer&Co. Liverpool | **Cia.Sud Americana deVapores** | 227·5 | 31·0 | 17·3 | **Valparaiso** Chilian 4*BHCem* | C.2Cy.34″&56″–30″ 150H Fawcett,Preston& Co.,Liv *WB=ptDB* | | | |
| 324 HSPJ | **Limerick** *T.Pearn* –92 | **IronPadSr** | 961 739 362 | | | | 1874 | **W.Simons** &Co. Renfrew | **GreatWestern RailwayCo.** | 251·8 P70′ | 29·2 B91′ | 15·2 | **Milford** British | C.D.2Cy.52″&90″–72″ NB84 400H W.Simons&Co.,Renfrew | | | BT till 5,95 |
| 325 NSVH | **Limfjorden** *A.G.C.Olsson86–87* | **Steel&IronScSr** 1*Dk* | 378 266 226 | | | | 1881 | **Lobnitz&** Co. Renfrew | **ForenedeDampskibsselskab** | 170·8 P45′ | 24·2 F41′ | 10·2 | **Thisted** Danish *WL* | C.2Cy.24″&44″–30″ 85H Lobnitz&Co.,Renfrew | | | |
| 326 JTSQ | **Lina** *C.Köhler90–90* *Elec.light* | **IronScSr** 1*Dk&Awngdk* | 561 520 451 | | | | 1880 | **FSchichau** Elbing | **"Lina"Dampf-schifffahrtsGes. (Th.Gribel)** | 174·8 | 25·3 | 13·1 21·1 | **Stettin** German | C.2Cy.22″&41″–25¼″ 85H F.Schichau,Elbing | | | V |
| 327 HSKB | **Linares** *T.W.Carter* –94 *Well deck* | **IronScSr** *ss*Lon.No.2–91 1*Dk(Irn)2trB* | 1646 1323 1065 | ✠100A1 ~~5,94~~ 2,95 BS~~2,95~~ 11,94 | Nwc LA&CP ✠LMC10,91 Sld. | *q* | 1883 6mo | **Palmers'** Co.(Lim.) Newcastle | **ScottBros.** | 265·6 P26′ Q70′ B62′ F30 *WB=CellDB224* | 36·3 FK | 17·5 | **Newcastle** British 4*BHAsp* 367*tAPT63t* | C.2Cy.32″&60″–39″ (*a*) 30lb *80lb* FD 140H 4DB,*6pf*,GS80 Palmers'Co.(Lim.),Nwc. | 19 ″ 0 s 2 ″ 2 | | |
| 328 HQCJ | **Lincoln** ~~*J.B.Knox* –93~~ *Howell* | **IronScSr** *ss*Gms.No.2–91 1*Dk(Irn)2trB* | 1075 902 697 | ✠100A1 7,94 3,~~01~~ BS~~7,98~~ 7,94 | Hul LA&CP ✠LMC7,91 | *o* | 1883 3mo | **Earle'sCo.** (Lim.) Hull | **Manchester,Sheffield&LincolnshireRailwayCo.** | 251·5 P63′B16′F37′ ND92 | 32·2 BK8½′ *WB=* | 15·9 | **Grimsby** British 5*BHCem Tank*36′120*t* | C.2Cy.36″&69″–39″ (*m*) 35lb *70lb* 185H 2SB,*6pf*,GS110 Earle'sCo.(Lim.),Hull | 17 ″ 0 s 2 ″ 3½ | | BT till ~~7,94~~ 7,95 |
| 329 HSKV | — *W.Hermelin* –91 | **CompScSr** (*ex*Svante) 1*Dk* | 206 175 145 | | | | 1885 | **P.Larsson** Thorskog | **O.Heilborn** | 102·9 B20′ | 20·7 H5*t* | 10·1 | **Stockholm** Swedish | C.2Cy.12″&25″–19½″ 35H P.Larsson,Thorskog | | | G |
| 330 93410 | — ~~*G.Smalley* –92~~ *W.J.Feary* | **IronScK** ~~*ss*Bos.No.1–94~~ 1*Dk* | 116 115 44 | ✠100A1 *StmTrawler* 8,94 ~~7,99~~ | Sld LA&CP ~~✠LMC7,90~~ Bos | | 1890 7mo | **RThmpsn** &Sons Sunderland | **W.Liddall** | 95·0 | 20·5 BK8′ | 10·3 | **Boston** British 4*BHCem* | C.2Cy.15″&29″–21″ (*o*) 90lb 35H 1SB,*2pf*,GS28,HS678 NrthnM.E.Co(Lim.)S.Shl | 11 ″ 4 | | |
| 331 93491 | — *H.Dibden* –86 | **WoodPad** 1*Dk* | 104 81 65 | | | | 1886 | **W.J.Watson** Blmain,NSW | **BalmainSteam FerryCo.(Lim.)** | 112·6 H23*t* | 18·2 | 6·5 | **SydnyNSW** British | C.2Cy.14″&26½″–48″ 40H PerdrianWest&Co,Balmain | | | |
| 332 56079 LNCW | **Lincolnshire** *J.James* –93 | **IronScSr** | 110 89 65 | | | | 1867 | **C.Mitchell** &Co. Newcastle | **R.Burton&Son** | 77·1 Q12*t* | 21·3 F5*t* | 8·3 | **Newport** British | 2Cy.12″–14″ 25H Pattison&Atkinson,Nwc. | | | |
| 333 94308 KNCP | **Linda** ~~*J.Shawger* –94~~ *Tome* | **SteelScSr** ~~*ss*~~Shl.No.1–91 2*Dks(Stl-Uws)3trB* | 2379 2330 1567 | ✠100A1 6,94 ~~6,94~~ BS~~7,98~~ 6,94 | Nwc A&CP ✠LMC8,91 | *s* | 1887 6mo | **TyneI.S.B.** Co. Newcastle | **Hunting&Son** | 290·0 F35′B82′ *WB=CellDB242′* | 40·2 BK10″ | 24·5 7*BHCem* 392*tAPT9t* | **London** British | T.3Cy.24″,37″&62″–42″ (*s*) 150lb *75lb* 300H 2SB,*8pf*,GS128 Wigham Richrdsn&Co.Nw | 27 ″ 0 s 4 ″ 6½ | | D |
| 334 175 QFVT | — *L.Castagnola* –93 | **IronSc3MstSr** 1*Dk&Spardk* | 1385 1352 883 | | | | 1873 | **J.Read-** head&Co. South Shields | **P.Milesi** | 245·4 H31*t* | 31·8 | 18·4 23·7 | **Genoa** Italian *WB* | C.2Cy.27″&54″–33″ 121H J.Readhead& Co.,S.Shields | | | I |
| 335 101834 | **Linden** *J.Walker93–93* *Well deck* | **SteelScSr** 1*Dk(Irn)* | 400 292 218 | ✠100A1 5,95 ~~2,94~~ | Shl A&CP ✠LMC8,93 | *f* | 1893 8mo | **W.Dobson** &Co. Newcastle | **J.G.Charlton&Co.** *WB=DBa33′* | 155·8 Q79′B14′F17′ | 23·0 BK6″ | 9·4 *&uE&B42′70tFPT* | **Newcastle** British 4*BHCem* 13*tAPT4t* | T.3Cy.13″,20″&33″–24″ (*s*) 160lb *80lb* 50H 1SB,*2cf*,GS33,HS985 N.E.Mar.E.Co.(Lim.)Nwc. | 11 ″ 8 s ″ 9½ | | |
| 336 | **Lindenfels** *E.Groot88–94* *Webframes* | **SteelScSr** 1*Dk(Stl)&Spardk(Stl-teaks)&* | 2969 2714 1900 | ✠100A1 *Spar dk* 6,94 ~~3,01~~ | Mdb A&CP ✠LMC2,94 Ham | *u* | 1894 2mo | **SirR Dixon** &Co. Middlesbro' | **DeutscheDampfschifffahrtsGes. "Hansa"** | 315·0 P31′B70′ F43′ *WB=Cell* | 41·9 25·9 BK10′ | 18·0 German 5*BHCem DB244′521t* | **Bremen** | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *100lb* 266H 2SB,*6cf*,GS103,HS4220 T.Richardson&Sons,Hpl. | 20 ″ 6 s 6 ″ 2 | | |
| 337 HDGP | **Lindesnæs** *A.Andersen* | **IronScSr** (*ex*Regina,*ex*Metz) 1*Dk2trB* | 362 334 230 | | | | 1872 | **Nrddtsche.** Schffswerft Kiel | **Dampskibsselskabet "Nordcap"(JensMeinich &Co.,*Mgrs.*)** | 152·1 B24*t* | 21·5 | 15·0 | **Chrstiania** Norwegian | C.2Cy.17½″&28″–24″ 50H Schweffel&Howaldt,Kiel | | | N |
| 338 JGDC | — *J.Berentsen76–86* | **Iron&SteelScSr** 1*Dk* | 145 89 64 | | | | 1886 | **Christian-** sandsMek.V. Christiansnd | **Lindesnæs Interessentskab** | 95·3 Q12*t* | 18·2 B31*t* | 8·9 F6*t* | **Farsund** Norwegian *WB* | C.2Cy.16″&27½″–21″ 35H ChrstnsndsMek.V. Xiansand | | | |
| 339 HPDJ | **Lindholmen** *Z.V.Danneberg84–84* | **IronScSr** 1*Dk* | 839 674 656 | | | | 1877 | **MotalaCo.** Gothenburg | **GöteborgsÅngf. Aktieb. (A.O.Andersson)** | 205·7 Q64′B43′ | 28·2 H23*t* | 15·5 F23 | **Gothenbrg** Swedish *WB* | C.2Cy.24″&44″–30″ 100H MotalaCo.,Gothenburg | | | V |
| 340 HTVR | — *N.Mangor78–82* | **Iron&SteelScSr** 1*Dk&Awngdk* | 419 402 289 | | | | 1878 | **MotalaCo.** Gothenburg | **ArendalsDampskibsselskab** | 150·2 H16*t* | 26·2 | 16·7 | **Arendal** Norwegian | C.2Cy.22″&39″–23½″ 105H MotalaCo.,Gothenburg | | | |
| 341 99619 MTWK | **Lindisfarne** *E.Andrews89–92* *Webframes&ptAwngdk(Irn)* | **SteelScSr** 1*Dk(Stl)2trB&* | 3030 2368 1944 | ✠100A1 *pt Awng dk withfreeboard* ~~6,94 3,01~~ 5,95 | Bom A&CP Lon ✠LMC12,92 | *u* | 1892 12mo | **R.Thompson&Sons** Sunderland | **LindisfarneSteamshipCo.(Lim.) (Speeding, Marshall&Co.)** | 328·5 P29′Q96′FK *WB=CellDB264′5* | 40·5 *pt Awng dk* 193′ | 21·4 59*tAPT43t* | **Sundrland** British 6*BHCem* | T.3Cy.24″,39″&64″–42″ (*s*) 160lb *90lb* 250H 2SB,*8pf*,GS120,HS4100 N.E.Mar.E.Co.(Lim.),Sld. | 23 ″ 11 s 9 ″ 3 | | |
| 342 60541 JLWK | — *W.McC.Sprott* –93 *Well deck* | **IronScBk** ~~*ss*~~Shl.No.3–5,92 1*Dk2trB* | 1151 942 724 | ✠90A1 ~~11,97~~ ~~2,94~~ 3,95 BS~~5,93~~ 8,94 | Shl A&CP LMC5,92 Nwc | *o* | 1870 1mo | **T.&W.** Smith N.Shields | **J.O.Scott** | 244·7 P116′ len79pt | 30·6 F32′ BK7½″ ND92 | 17·5 4*BHCem* =*DB145′* *WB* | **Newcastle** British | C.2Cy.27″&52″–30″ (*i*) 75lb NB78 99H 2B,GS72 *Cp*79R.&W.Hawthrn,Nwc. | 18 ″ 10 s 2 ″ 6½ | | |
| 343 93234 LMNV | **Lindsey** ~~*J.B.Whiteway* –93~~ *W.Shales* ~~*Trawler*~~ | **IronSc** ~~*ss*Bos.No.1–90~~ 1*Dk* ~~*ss*~~Hul.No.3–9,94 | 144 134 83 | ✠100A1 *Stm.Trawler* ~~BS5,93~~ 9,94 ✠NB85 *re-fitted94* | Bos LA&CP ~~✠LMC6,90~~ Hul | | 1885 12mo 9,94 | **Earle'sCo.** (Lim.) Hull | **BostonDeepSea Fishing andIce Co.(Lim.)** | 100·3 Q16′F21′ | 20·2 BK7½″ | 10·3 3*BHCem* | **Boston** British | T.3Cy.11½″,17″&30″–21″ (*s*) 150lb 45H 1SB,~~8cf~~,GS212*pf* Earle'sCo.(Lim.),Hull | 11 ″ 6 | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equilement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Francbord au milieu du navire. pds. | pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **344** 95083 KTPN | **Lindula** *W.W.Allan* 75–88 *Elec.light* | **SteelSc3MstSr** 2 *Dks (UStl–ws) 3trB* | 3346 3034 2199 | ✠ 2,92 ✠ | Cal LA&CP | *w* | 1888 8mo | W.Denny& Bros. Dumbarton | **BritishIndiaStm. Nav.Co.** | 350·4 P62′ | 42·1 B82′ | 25·9 F44′ | Glasgow British | Q.4Cy.24″,36″,48″&70″–48″ 290H 6*BHCem* Denny & Co.,Dumbarton *WB = CellDB304′754t* | 29 | 0 |
| **345** 85085 WFJG | **Lindus** *P.LeNevin* –93 *Well deck* | **IronScSr** 1 *Dk (Irn) 2trB* | 1679 1321 1080 | ✠ 6,83 ✠ | Mel LA&CP | *q* | 1881 10mo | E.Withy& Co. Hartlepool | **HuddartParker& Co.(Lim.)** | 257·4 P23′ drp83 | 34·6 Q68′ | 17·8 B72′ F30′ | Melbourne British | C.2Cy.33″&61″–33″ 160H 4*BHCem* T.Richardson & Sons,Hpl. *WB = CellDB214′381t* | | |
| **346** 96629 LHSD | **Lingfield** *J.Jameson* –93 *Well deck* | **SteelScSr** *ss* Cff.No.1–93 1 *Dk (Irn) & Webframes* | 2259 1810 1473 | ✠ 100A1 ~~4,94~~ 8,94 ✠ LMC9,93 Kob | Liv LA&CP | *s* | 1889 9mo | C.S.Swan& Hunter Newcastle | **LingfieldS.S.Co. (Lim.) (W.R. Price&Co.)** | 290·0 P25′Q94′B118′F31′ FK *WB = Cell* | 39·8 | 19·3 | London British | T.3Cy.22″,36″&59″–39″ (*s*) 160lb *75lb* 250H 2SB,*6rf*,GS108,HS3420 Wlsnd Slipy&E.Co.,Nwc. | 22 | 2 0 |
| **347** HFTD | **Lining** *W.Mössen* 91–93 | **IronScSr** 1 *Dk 2trB* | 648 601 475 | | | | 1883 | Danziger, Schiffswrft& Keslschmiede Danzig | **F.G.Reinhold** | 175·8 B16′ | 25·6 F18′ | 17·8 | Danzig German | C.2Cy.19¾″&36½″–25½″ 75H Aron&Gollnow,Stettin | | |
| **348** | **Linköping** *B.P.Sjödin* 83–85 (*ex* Phœnix) | **IronScSp** 1 *Dk & Shelter dk* | 217 102 166 | | | | 1848 | MotalaCo. Motala | **LinköpingsRederi-aktieb. (C.Thörngren)** | 95·8 H9*t* | 19·0 17·1 | 10·3 | Linköping Swedish | C.2Cy.15″&30″–21″ 45H MotalaCo.,Motala | | |
| **349** 109698 NKFR | **Linlithgow** ~~*A.Haig* 93–94~~ *R.Milne* –94 1 *Dk (Stl) & Spar dk (Irn) & Deep framing* | **SteelScSr** | ~~3133~~ 3137 2984 2041 | ✠ 100A1 *Spar dk* 6,94 11,94 (*Class Contemplated*) | Nwc LA&CP ✠ LMC8,94 | *v* | 1894 6mo | C.S.Swan& Hunter Newcastle | ~~**Raeburn&Verel**~~ ~~**S.S.Lingfield Co.**~~ ~~(Lim.)~~ Raeburn& Verel | ~~333·2~~ B80′F34′ 335·0 BK8½″ | ~~42·3~~ 19·2 42·6 | ~~22·6~~ 26·7 *WB = Cell* | Glasgow British *6BHCem* *DB288′610t* | T.3Cy.26″,42″&69″–48″ (*r*) 160lb *80lb* 400H 2SB,*6rf*,GS94,HS4828 G.Clark(Lim.),Sunderland | 21 | 2 |
| **350** 88857 JDWP | **Linn O'Dee** *G. Milne* 89–89 *ss* Abn.No.2–92 *Well deck* | **IronScSr** 1 *Dk (Irn)* | 510 387 319 | ✠ 100A1 ~~0,94~~ 4,95 BS8,94 4,95 ✠ LMC2,92 | Abn LA&CP | *h* | 1884 1mo | Murdoch& Murray Port Glasgow | **GraniteCityS.S.Co. (Lim.)** | 170·7 Q56′B48′F40′ BK7″ *WB = DBa37′* | 24·6 | 11·7 *55t FPT39t* | Aberdeen British | C.2Cy.20″&40″–30″ (*a*) 80lb *50lb* – 67H 1SB,*2pf*,GS37 Dunsmuir&Jackson,Gls. | 12 | 8 |
| **351** VHBD | **Linné** *G.F.Enström* | **IronScSr** 1 *Dk* | 261 179 202 | | | | 18⅝ | MotalaCo. Gothenburg | **E.Gärdström** | 133·8 Q38′ | 20·8 B40′ H3*t* | 10·2 F25′ | Nikolaistd Russian | C.2Cy.11″&24″–21″ 35H W.Lindberg's Værkst,Skm. | | |
| **352** SQHP | **Linnea** *B.Nyberg* | **SteelScSr** | 734 412 548 | | | | 1892 | W.Lind-berg's M.V. och.Varfs. Aktiebolag Stockholm | **HelsingforsÅngf. Aktieb. (G.Paulig)** | 185·3 | 27·0 | 13·1 | Helsingfrs Russian | T.3Cy.18½″,29¼″&48¾″–29¼″ 160H W.Lindberg's M.V.och. Varfs.Akt.,Stockholm | | |
| **353** HPQG | — *A.Aspenberg* –83 | **WoodScSp** 1 *Dk* | 145 123 92 | | | | 18⅝ | Lödöse Gothenburg | **J.Stolpe** | 93·8 P18′ | 20·8 | 10·2 | Borgvik, Vm. Swedish | C.2Cy.7½″&17½″–12″ NE93 12H Eriksbergs M.V.,Got. | | |
| **354** 101896 | **Linnet** ~~*W.Boteright* 94~~ (*ex* Dieppois) *Well deck* ~~*Lenox* 94~~ *Nash* –94 *ss* Liv.No.1–94 | **SteelScSr** 1 *Dk (Stl) & Webframes* | 1728 1318 ~~1096~~ 1118 | ✠ 100A1 ~~6,94~~ ~~1,94~~ 12,94 ✠ LMC7,~~90~~ 11,94 | Shl LA&CP Liv | *q* | 1890 7mo | Campbltn Shipbldng Co. Campbletwn | **GeneralStm.Nav. Co.** | 260·0 B108′Q92′F33′ BK8″ *WB = Cell DB208′322t* | 36·7 | 17·1 *4BHCem* *APT67t* | London British Muir&Houston,Glasgow | T.3Cy.19″,31″&51″–39″ (*s*) 160lb *80lb* 150H 2SB,*6rf*,GS90 | 19 | 6 |
| **355** 99185 | — *J.W.Darnell* –91 | **IronScK** 1 *Dk* | 135 127 50 | ✠ 100A1 *Stm Trawler* 6,94 ~~9,01~~ ✠ LMC8,91 Gms | Mdb LA&CP | | 1891 9mo | Sir Raylton Dixon&Co. Middlesbro' | **PioneerSteam FishingCo.(Lim.)** | 96·5 Q20′F19′ | 20·3 BK7½″ | 10·7 | Grimsby British *3BHCem* | T.3Cy.11″,17″&28″–21″ (*s*) 160lb 50H 1SB,*2pf*,GS22 NEMarineEngCo(Lm)Sld. | 11 | 8 |
| **356** | — | **IronPadSp** 1 *Dk* | 122 122 37 | ✠ *For Tug purposes only* 6,77 ✠ | Shl | | 1877 3mo | JTEltring-ham SouthShields | | 105·4 | 19·0 | 9·7 | Aust.-Hung. *3BHCem* | L.2Cy.28″–50″ 52H Baird&Barnsley,N.Shields | | |
| **357** 89715 | **Linthorpe** *S.Bartlett* –93 | **IronScK** | 133 103 70 | | | | 1885 | J.Morrice &Co. Seaham | **AfricanAssocn. (Lim.)** | 88·0 | 19·7 | 7·2 | Liverpool British | C.2Cy.13″&25″–18″ 25H G.Paulin&Sons,Nwc. | | |
| **358** | **Linwood** ~~*G.Klaveness* 94~~ (*ex* Gondola) 1 *Dk (Irn) & Webframes & pt Awng dk (Irn)* *A.O Halvorsen* | **SteelScSr** | 1676 1221 1056 | ✠ 100A1 *pt Awng dk with freeboard* 2,95 ~~2,94~~ ✠ LMC9,92 | Hul A&CP Npt | *p* | 1892 9mo | BlythS.B. Co.(Lim.) Blyth | **Actieselskabet "Linwood" (C.Klaveness)** | 250·0 Q67′P24′B&F159′ FK *WB = CellDB211′370t* | 35·2 | 16·6 | Christiana Norwegian *4BHCem* G.Clark(Lim.),Sunderland | T.3Cy.18½″,30″&49″–33″ (*r*) 160lb *80lb* 130H 2SB,*4pf*,GS60,HS2108 | 19 | 8 |
| **359** NMSG | **Lion** *C.L.J.Kromann* | **IronSc3MstSr** 1 *Dk* | 196 168 141 | | | | 18⅚ | C&W Earle Hull | **ForenedeDamp-skibsselskab** | 146·3 Q36′ | 17·8 H12*t* | 7·8 | Nakskov Danish *WB* | C.2Cy.13¾″&25¾″–18″ 35H MotalaCo.,Gothenburg | | |
| * **360** 87018 WPQM | — *J.Christiansen* 84–86 *ss* P.Nl.No.2–90 | **IronTwinScTugSr** 1 *Dk* | 141 131 78 | ✠ 100A1 7,93 ✠ LMC7,93 | PNl LA&CP | *a* | 1882 10mo | Thms.I.W. &S.B.Co. London | **AfricanBoatingCo. (Lim.)** | 101·6 F17′ | 19·6 FK | 8·5 *WB = FPT5t* | London British | C.4Cy.14⅞″&25¼″–16″ 68lb 60H 1SB,*3f*,GS52 J.Stewart&Son,London | | |
| **361** 27643 | — *E.Lennon* –82 | **IronPadSp** | 121 118 59 | | | | 1859 | ..... S.Shields | **BelfastHarbour Commissioners** | 106·2 | 18·9 | 10·0 | London British | 60H | | |
| **362** 70224 NFBD | **Lionel** *J.M'Nulty* 87–87 *ss* Nwc.No.3–9,87 *ss* Nwc.No.1–91 1 *Dk (Irn) 2trB* | **IronScSr** | 1074 937 681 | ✠ 90A1 7,93 ✠ NB9,87 BS10,93 | Nwc A&CP LMC10,91 | *n* | 1874 5mo | C.Mitchell &Co. Newcastle | **ClaphamSteam-shipCo.(Lim.) (G.E.Macarthy, *Mgr.*)** | 236·5 P27 B40′F29′ srp92 FK len81 | 30·2 | 17·1 *WB = DBa&uE&B* | Newcastle British *4BHCem* | C.2Cy.26″&52″–30″ (*a*) 75lb *40lb* 98H 1SB,*3pf*,GS63 Thompson& Co.,Newcastle | 18 | 2 |
| **363** 96523 | — *Sim* | **IronScSr** 1 *Dk* | 127 117 18 | ✠ 100A– *Stm Trawler* 10,94 ~~5,01~~ ✠ LMC4,91 | Abn | | 1891 5mo | JTEltring-ham&Co. S.Shields | **J.S.Doeg** | 97·0 BK6½″ | 19·3 | 10·6 | N.Shields British *3BHCem* | C.2Cy.17″&34″–24″ (*r*) 100lb 45H 1SB,*2pf*,GS34,HS903 Baird&Barnsley,N.Shields | 10 | 9 |
| **364** MBLJ | **Lippe** *Thomlé* –89 *Well deck* | **IronScSr** *ss* Ant.No.1–92 1 *Dk (Irn)* | 555 410 351 | ✠ 100A1 2,93 BS5,94 ✠ LMC7,92 | Ant LA&CP | *h* | 1888 2mo | A.Hall&Co Aberdeen | **A.Deppe** | 170·2 Q50′B45′F25′ BK7″ *WB = DBa* | 25·1 | 12·7 28′*f* 39′100*t* | Antwerp Belgian *5BHCem* | T.3Cy.14″,22″&36″–30″ (*s*) 150lb *60lb* 80H 1SB,*3cf*,GS40 Hall,Russell& Co.,Abrdeen | 13 | 7 |

Sunk by Collision 3,94

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks &c. | 3 | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey | 6 Port of Survey. | 7 Years Assigned now Altered. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 365 | Lircai<br>*Barry* -92 | SteelScSr<br>2*Dks* | 620<br>617<br>422 | | | | 1892 | J.Reid&Co.(Lim.)<br>Glasgow | CompaniaSud Americana de Vapores | 165·5 | 29·1 | 16·5 | Valparaiso<br>Chilian | T.3Cy.14″,23″&37″–27″<br>100lb 80HP<br>Kincaid&Co.,Greenock | | |
| 366 | Lisbeth<br>*P.Breckwoldt*82–90 | IronScSr<br>1*Dk*&*Awngdk* | 695<br>651<br>488 | | | | 1889 | Rost.Act.Ges.fürSchiff&Maschnnbau<br>Rostock | L.F.Mathies&Co. | 176·8 | 26·5 | 12·5<br>B24′ | Hamburg<br>German | C.2Cy.23″&42″–28″<br>90HP<br>Rost.Schiffs.Gesells.,Ros.<br>*WB* | | V |
| 367<br>65809<br>LCHW | Lisbon<br>*J.E.Hall* –92 | IronScBg<br>*ss*Lon.No.3–11,82<br>*ss*Hpl.No.2–90<br>3*Dks* | 1334<br>1294<br>860 | ✠100A1<br>8,94 ~~7,93~~<br>✠NB10,90 | Lon<br>A&CP | *n*<br>LMC10,96 | 1871<br>7mo | Denton, Gray&Co.<br>W.Hartlepool | J.Hall,jun&Co. | 241·8 | 32·1 | 23·2<br>F23′<br>DS74drp91 BK8½″<br>*WB*=*DBa*32′*f*52 | London<br>British<br>4*BHCem*<br>300*tFPT*25*t* | C.2Cy.27″&57″–36″ (*s*)<br>80lb *65lb* NDB90 120HP<br>2SB,*6pf*,GS71,HS2350<br>Blair&Co.(Lim.),Stockton | 24 ″ 9 | BT till ~~6,94~~ 11,94 |
| 368<br>69355<br>MTFQ | —<br>*A.W.V.Trant*90–93 | IronScSr<br>2*Dks*(1*Irn*) | 640<br>592<br>404 | ✠<br>4,74 | Liv | Lv | 1874<br>2mo | T.Royden &Sons<br>Liverpool | F.Leyland&Co.(Lim.) | 211·4 | 26·1 | 16·0<br>F21*t* | Liverpool<br>British<br>5*BH* 1PBH | C.2Cy.26″&51½″–30″<br>110HP<br>J.Jack,Rollo&Co.,Liv. | 17 ″ 7<br>s 2 ″ 9 | |
| 369<br>63337<br>KBFH | Lisbonense<br>*F.G.Coxon* –94 | IronScSr<br>5thSurvey,Liv.4,91<br>2*Dks*3*trB* | 1594<br>1440<br>1035 | ✠A1*1<br>~~3,94~~ 11,94 | Liv | Lv | 1871 | T.Royden &Sons<br>Liverpool | R.Singlehurst&Co | 269·4 | 33·2 | 16·4<br>23·7<br>BK9″ | Liverpool<br>British<br>6*BH*<br>*WB*=*DB* | T.Cy.23″,36½″&58″–36″<br>160lb NE&B88 175HP<br>1DB,*8rf*,GS126,HS3271<br>Westray Copeland&C.Brw. | 25 ″ 2<br>s 4 ″ 5½ | BT till ~~6,94~~ 5,95 |
| 370<br>104585 | Lismore<br>*A.Ellis*83–94<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*Web frames* | ~~SteelScSr~~ ~~SteelSc~~ | ~~2500~~<br>3525<br>3231<br>2277 | ✠100A1<br>*Spar dk*<br>~~3,94~~ 2,95<br>~~(Class Contem plated)~~ ✠LMC9,94 | Gls<br>LA&CP<br>Cff | *v* | 1894<br>9mo | C.Connell &Co.<br>Glasgow | ~~Gardiner&Co.~~<br>S.Lismore Co(Lim)<br>(J.Gardner&Co.)<br>*WB*=*CellDBa*104′*uE*&*B*40′*f*140′632 | 335·0 | 43·5 | 26·5<br>P32′B82′F38′ 19 · 0<br>BK10½″ 26·5<br>*APT*81*t* | Glasgow<br>British<br>6*BHCem* | T.3Cy.34″,39″~~&60~~″–45″ (*s*)<br>170lb *100lb* 64″ 302HP<br>2SB *6rf*,GS94.HS4942<br>Dunsmuir&Jackson,Gls. | 21 ″ 6<br>s 6 ″ 3½ | |
| 371<br>70472 | —<br>*Geldart*68– | IronPadSp | 181<br>181<br>18 | | | | 1874 | Barrow S.B.Co.<br>Barrow | Sir J.Ramsden | 125·4 | 24·1 | 9·9 | Barrow<br>British | D.2Cy.36″–60″<br>100HP<br>Brw.S.B.C.(Lim.),Brw. | | |
| 372<br>98199 | Lismore Castle<br>~~*Wayman*~~ 93–~~93~~<br>*Elec.light* *LeSeur* | SteelScSr<br>3*Dks*(2*Stl*–ws) | 4046<br>3689<br>2606 | ✠100A1<br>~~8,94~~ ~~1,~~ ~~7,94~~<br>11,94 ✠LMC1,91 | Lon<br>LA&CP | *x* | 1891<br>1mo | Barclay, Curle&Co.(Lim.)<br>Glasgow | Castle Mail Packet Co.(Lim)<br>(D.Currie&Co., *Mgrs.*) | 396·0 | 43·2 | 28·5<br>P33′B96′F46′<br>drp93 BK11″<br>*WB*=*Cell* | London<br>British<br>8*BHCem*<br>*DB*305′621*t* | T.3Cy.29½″,48″&78″–54″ (*o*)<br>160lb *65lb* 463HP<br>2DB,*12cf*,GS212<br>Barclay,Curle&C(Lim)Gls | 31 ″ 1 | BT till 4,95 |
| 373<br>87046<br>HFMP | Lisnacrieve<br>*J.H.Lawson* –93 | IronScBkn<br>*ss*Nwc.No.2–91<br>2*Dks*(*Irn*)3*trB* | 2791<br>2624<br>1831 | ✠100A1<br>9,94 ~~3,93~~ ~~1,94~~<br>~~BS9,92~~ ✠LMC8,91<br>~~3,94~~ ~~Cff~~ | Shl<br>LA&CP | *v* | 1883<br>1mo | Richardsn, Duck&Co.<br>Stockton | Hunting&Son | 330·0 | 39·2 | 24·9<br>P24′B78′F28′<br>BK11″<br>*WB*=*Cell* | London<br>British<br>5*BHCem*<br>*DB*276′522*t* | C.2Cy.40″&74″–48″ (*b*)<br>80lb *50lb* 350HP<br>2DB,*8pf*,GS112<br>Blair&Co.(Lim.),Stockton | 27 ″ 9<br>s 5 ″ 4½ | D |
| 374<br>RGPD | Lissabon<br>*P.E.Holm*86–87 | IronScSr<br>2*Dks*3*trB* | 2078<br>1828<br>1496 | | | | 1883 | Reih.Schiff &Masch.<br>Hamburg | Hamburg-Südamerik.Dampfschifffahrts Ges. | 286·4 | 37·1 | 24·3<br>B26′ F32′ | Hamburg<br>German | C.2Cy.34″&62″–42″<br>190HP<br>ReihSchff&MaschFabHam | | V |
| 375<br>RJNB | —<br>*C.W.Bohn* –92 | SteelScSr<br>1*Dk*(*Stl*)&*Spardk*(*Irn*)3*trB* | 1561<br>1390<br>998 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>5,95 ~~4,94~~<br>✠LMC3,92 | Ham<br>A&CP | *q* | 1892<br>3mo | J.Blumer &Co.<br>Sunderland | R.M.Sloman&Co. | 250·0 | 33·4 | 13·8<br>B57′F32′ 21·5<br>BK8½″<br>*WB*=*CellDB*201′2 | Hamburg<br>German<br>4*BHCem*<br>66*tAPT*22*t* | T.3Cy.20″,32″&52″–39″ (*r*)<br>160lb *80lb* 150HP<br>2SB,*6pf*,GS95,HS3004<br>G.Clark (Lim.),Sunderland | 16 ″ 1<br>s 5 ″ 9 | |
| 376<br>HSDW | Lista<br>~~*P.Zaragoza*~~ 89–~~88~~<br>*E.Asqueta* -94 | IronSc<br>*ss*Lon.No.2–91<br>1*Dk*(*Irn*)&*Awngdk* | 1059<br>1049<br>825 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>6,94 ~~7,93~~<br>~~BS7,93~~ ✠LMC7,91 | Lon<br>LA&CP | *m* | 1882<br>12mo | W.B. Thompson<br>Dundee | La Betica Empresa de Nav.àVap. | 210·7 | 29·8 | 13·9<br>21·4<br>BK7½″<br>*WB*=*DBa*38′50*t* | Seville<br>Spanish<br>4*BHCem* | C.2Cy.23″&46″–30″ (*i*)<br>85lb *60lb* 90HP<br>1SB,*3pf*,GS40,HS1525<br>W.B.Thompson,Dundee | 14 ″ 9<br>s 7 ″ 10½ | |
| 377 | Litoral<br>*G.Bisso* | IronScSr<br>1*Dk* | 461<br>—<br>287 | | | | 1880 | HM'Intyre &Co.<br>Paisley | Juan Canals | 180·0 | 27·4 | 10·4<br>P29′ F22′ | Bns.Ayres<br>Argentine<br>*WB* | C.2Cy.23″&45″–30″<br>85HP<br>Muir&Houston,Glasgow | | |
| 378<br>HBQT | Littuania<br>*R.Weiss*89–91 | IronScSr<br>1*Dk*&*Awngdk* | 810<br>—<br>633 | | | | 1882 | G.Howaldt<br>Kiel | Memeler Dampfsch Act.Ges. | 203·4 | 26·0 | 18·5 | Memel<br>German<br>*WB* | C.2Cy.23″&37½″–27″<br>75HP<br>HowaldtBros.,Kiel | | G |
| 379<br>PBJF | Livadia<br>*J.Bendfeldt* –91(*ex*Uddeholm) 1*Dk* | IronScSr | 179<br>—<br>135 | | | | 1868 | .....<br>Gothenburg | Küsten Dampfschifffahrts Ges. | 99·4 | 21·5 | 10·2 | Lübeck<br>German | C.2Cy.11¾″&26½″–18″<br>30HP | | G |
| 380<br>72449 | Liverpool<br>*A.E.Patterson* –92<br>*Elec.light* | SteelScSr<br>2*Dks*(*UptStl*–ws) | 699<br>550<br>324 | ✠100A1<br>4,95 ~~5,94~~<br>✠LMC8,92 | Liv<br>LA&CP | *l* | 1892<br>8mo | J.Jones& Sons<br>Liverpool | Sligo Stm.Nav.Co. (Lim.) | 206·2 | 29·1 | 14·4<br>P37′B72′F64′<br>BK7½<br>*WB*=*DBa* 36′ 45*tFPT* | Sligo<br>British<br>5*BHCem*<br>14*tAPT*25*t* | T.3Cy.21″,34″&54″–36″ (*s*)<br>160lb *75lb* 180HP<br>2SB,*6rf*,GS108,HS2924<br>J.Jones&Sons,Liverpool | 15 ″ 3<br>s 1 ″ 10½ | BT till ~~5,95~~ 4,96 |
| 381<br>18440 | —<br>*W.Richardson* –93 | IronScSr<br>*ss*No.3–1,76<br>*ss*Liv.No.2–86<br>1*Dk*&*ptShelterdk*3*trB* | 590<br>424<br>215 | ✠<br>1,90 | Liv<br>A&CP | *i* | 1864<br>10mo | A.&J. Inglis<br>Glasgow | J.Mawson&Son | 199·1 | 26·3 | 13·2<br>P49′ B69′ F64′<br>drp88<br>ptND76 | Barrow<br>British<br>4*BHCem* | C.2Cy.24″&45″–36″<br>NE93 187HP<br>NB81,*refitted*93<br>Westray&Copeland,Brw | | |
| 382<br>77473 | —<br> | IronPadSp | 220<br>209<br>164 | | | | 1855 | M.Samuelson&Co.<br>Hull | Mnchestr,Sheffield &Lincolnshire Railway Co. | 159·6 | 18·7 | 8·4 | Hull<br>British | O.2Cy.36″–36″<br>NE74 NB83 90HP<br>LairdBros.,Birkenhead | | BT till ~~6,94~~ ~~6,95~~ 4,95 10,95 |
| 383<br>54942<br>QKJB | —<br> | IronPadSp | 178<br>178<br>87 | | | | 1866 | A.Leslie& Co.<br>Newcastle | W.&T.Jolliffe (J.Holme, *Mgr.*) | 121·5 | 20·7 | 11·2 | Liverpool<br>British | L.2Cy.35″–48″<br>NB78 80HP<br>T.Marshall,S.Shields | | |
| 384<br>13 | Livietta<br>*P.Stagno*<br>(*ex*Arisaig)<br>*Well deck* | SteelScSr<br>~~*ssShl.No.2–89*~~<br>1*Dk*(*ptStl*)2*trB*<br>*ss*Gen.No 3-1,95 | 1262<br>954<br>839 | ✠100A1<br>~~5,94~~ ~~12,93~~ 1,95<br>~~BS12,93~~ ✠LMC2,91 | Gen<br>LA&CP | *o* | 1882<br>5mo | Blackwood &Gordon<br>Pt.Glasgow | M.Dall'Orso fuG. | 240·3 | 33·1 | 16·7<br>Q83′B75′F31′<br>BK8″<br>*WB*=*DB*172′300*t* | Spezia<br>Italian<br>4*BHCem*<br>*APT*25*t* | C.2Cy.28″&54″–36″ (*a*)<br>80lb *52lb* 220HP<br>1B,*4pf*,GS70<br>Blackwood&Gordon,P.Gl. | 17 ″ 0<br>s 1 ″ 8½ | |
| 385<br>141005 | Livingston<br> | CompSc | 2134<br>—<br>1622 | | | | 1889 | Detroit Dry Dock Co.<br>Wyandotte | Percheron S.Nav. Co. (T.W.Palmer) | 281·0 | 41·0 | 20·0 | Detroit, Mich.<br>Utd. States | T.3Cy.20″,33″&54″–42″<br>Frontier Iron Wrks,Detroit | | |
| 386<br>JVWR | Livingstone<br>*O.Luading*91–91<br>(*ex*Ortelius,*ex*Julia David) | IronScSr<br>*ss*Nwc.No.3–3,83<br>*ss*Bgn.No.2–92<br>2*Dks*3*trB* | 1719<br>1648<br>1272 | ✠90A1<br>9,94 ~~2,94~~<br>✠NB3,83 LMC3,92<br>BS4,93 Bly<br>6,94 | Npt<br>A&CP | *r* | 1873<br>11mo | Palmers' Co.(Lim.)<br>Newcastle | Bergh&Helland | 278·5 | 32·3 | 23·9<br>B40′F27′<br>BK9½″ | Bergen<br>Norwegian<br>5*BHCem*<br>*WB*=*ptDB* | C.2Cy.30½″&60″–33″ (*s*)<br>80lb *70lb* 140HP<br>2B,GS70<br>Palmers'Co.(Lim.),Nwc. | | DN |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné initialement, expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Compartiment Spécial. Franc-bord en milliers de mètres. pds. | pr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 387 PBJD | **Livland** *Ohlsen* –82 | **IronScSr** 1*Dk2trB* | 629 — 497 | | | | 1880 | Act.Ges. "Vulcan" Stettin | **Riga-Lübecker Dampfschiff-fahrtsGes.** | 193·6 P89′ | 24·4 F31′ | 13·7 | **Lübeck** German *WB* | C.2Cy.24¾″&43¼″–27½″ 85H Act.Ges."Vulcan,"Stettin | | |
| 388 82013 TPNB | **Livonia** *D.Thom*87–87 | **IronScSr** *ss*Lth.No.3–4,93 1*Dk*(*Irn*)*&Awngdk*(*Irn*) | 980 974 633 | ✠100A1 *Awng dk withfreeboard* 8,94 ~~4,98~~ ✠LMC5,93 | Lth LA&CP | *m* | 1880 9mo | Aitken& Mansel Glasgow | **J.Cormack** *WB* = *M* T27′165*t* A*PT* 30*t* *FPT* 35*t* | 209·6 F18′ FK | 29·4 20·2 | 13·9 5*BHCem* | **Leith** British | C.2Cy.26″&49″–36″ 75lb *65lb* 110H 2SB,*4pf*,GS64 Walker,Henderson&C.Gls. | (*i*) | 15 7 |
| 389 PBFN | — *P.Bialke*93–93 | **IronTwinScSr** 1*Dk2trB* | 290 118 171 | | | | 18$\frac{6}{8}$ | T.B.Seath &Co. Glasgow | **F.G.Reinhold** | 135·1 P32′ | 22·0 F34′ | 9·0 | **Danzig** German | Q.4Cy.11½″,15¾″,22″&31½″–21½″ NE88 60H J.W.Klawitter,Danzig | | |
| 390 65769 KWJF | **Livornese** *Randle* (*ex* Espanol,*ex* Zerbino,*ex* Red Gauntlet) 3*Dks* | **IronScBg** | 1437 1404 931 | | | ... | 1871 8mo | Blackwood &Gordon Pt.Glasgow | **Atlantic&Eastern S.S.Co.(Lim.) (J.Glynn&Son, *Mgrs.*)** | 260·0 | 32·0 | 25·6 | **Liverpool** British | C.2Cy.30½″&54″–36″ NB80 NDB88 160H Blackwood&Gordon,PGls. | | |
| 391 60205 KFHD | **Livorno** *W.Standidge* –87 *Well deck* | **IronScSr** (*ex*Marsdin) | 1463 1127 941 | | | ... | 1870 2mo | Humphrys &Pearson Hull | **T.Wilson,Sons,& Co.(Lim.)** | 258·0 P145′ | 34·3 F33′ FK | 18·2 | **Hull** British | C.2Cy.33″&60″–36″ NB79 150H C.D.Holmes&Co.,Hull | | |
| 392 RFWM | — *W.Schötteler*88–91 (*ex*Croft) | **IronScSr** *ss*Ham.No.3–8,87 *ss*Ham.No.1–91 2*Dks*(1*Irn*)3*trB* | 1422 1366 921 | ✠90A1 ~~3,94~~4,95 A&CP BS ~~11,98~~ LMC11,91 12,94 | Ham | *p* | 1875 8mo | JLThomp-son Sunderland | **R.M.Sloman&Co.** | 250·4 B96′ | 33·2 BK9″ | 22·3 *WB*=*DB* | **Hamburg** German | C.2Cy.32″&60″–36″ 70lb NDB92 *80lb* 140H 2SB,*6f*,GS70 J.Dickinson,Sunderland | (*i*) | |
| 393 53 HBFW | **Lixuri** *C.Cunduris* (*ex*Joseph Viney) *Well deck* | **IronScSr** *ss*Cpl.No.3–8,92 1*Dk*(*Irn*)2*trB* | 1325 1085 858 | ✠100A1 ~~2,94~~2,95 A&CP BS ~~1,94~~ 1,95 ✠LMC8,92 Gen | Msl | *o* | 1880 10mo | J.Read-head&Sons S.Shields | **P.G.Cicellis** | 250·0 Q95′B50′F26′ | 32·7 BK8½″ | 17·5 *WB*=*DB* | **Argostoli** Greek | C.2Cy.28″&53″–33″ 70lb *60lb* 115H 1SB,*3pf*,GS48 J.Readhead&SnsS.Shields | | |
| 394 96553 | **Lizzie** *J.S.A.Durkie*82–90 1*Dk*(*Stl*)*&Webframes&ptAwngdk*(*Irn*) | **SteelScSr** | 2138 1575 1334 | ✠100A1 *pt Awng dk withfreeboard* 12,93 ✠LMC7,~~96~~ 8,94 | Bry A&CP | *s* | 1890 7mo | JLThomp-son&Sons Sunderland | **J.Gray&Co.** *WB* = *D Ba*82′*f*64′299*t* *APT*22*t* | 284·0 P29′*ptAwngdk*181′ Q74′ | 38·0 BK9½″ | 19·2 6*BHCem* | **Whitby** British | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *80lb* 180H 2SB,*4cf*,GS74,HS2990 Blair&Co.(Lim.),Stk. | | 20 8 8 2 |
| 395 88902 JMQL | — *D.Putt*90–91 *Well deck* | **IronScSr** *ss*Hpl.No.2–92 1*Dk*(*Irn*)2*trB* | 1381 1077 891 | ✠100A1 1,94 A&CP BS ~~1,01~~ ✠LMC11,92 2,95 | Hpl | *o* | 1884 6mo | Irvine& Co. WHartlepool | **J.Coverdale&Son** | 245·1 Q94′B59′F33′ | 33·3 BK8½″ | 15·9 *WB*=*Cell* | **Hartlepool** British | T.3Cy.18″,31″&50″–33″ (*l*) 150lb *50lb* 130H 1DB,*4cf*,GS63 T.Richardson & Sons,Hpl. | | 18 8 8 1 7 |
| 396 93762 KQNB | — *T.Walter* –94 *Well deck* | **SteelScSr** *ss*Sws.No.1–92 1*Dk*(*Irn*)2*trB* | 827 637 521 | ✠100A1 10,93 A&CP BS7,94 ✠LMC4,92 | Lon | *l* | 1888 2mo | J.Read-head&Sons S.Shields | **Lewis&Co.** | 200·5 Q73′B51′F30′ | 30·0 BK7½″ | 13·6 *WB*=*Cell* | **Liverpool** British | T.3Cy.16″,26″&43″–30″ (*r*) 150lb *70lb* 90H 1SB,*3cf*,GS48 L.Readhead &SnsS.Shields | | 15 11 8 1 5 |
| 397 87668 HRMG | — *C.Campbell* –91 *Well deck* | **IronScSr** *ss*Cly.No.2–91 1*Dk* | 223 153 65 | ✠100A1 6,93 A&CP BS~~6,98~~ ✠LMC4,91 7,94 | Ard | *c* | 1883 4mo | T.B.Seath &Co. Glasgow | **Nobel'sExplosives Co.(Lim.)** | 122·0 Q46′B21′F23′ | 20·1 BK6″ | 10·0 *WB*=*FPT*42*t* | **Glasgow** British | C.2Cy.18½″&33″–21″ (*a*) 80lb 50H 1SB,*2pf*,GS30,HS949 J.Howden & Co.,Glasgow | | 10 7 8 10 |
| 398 | — (*ex*Omonoria) | **WoodPadTug** 1*Dk* | 125 — 14 | | | | 1879 | Would-have N.Shields | **V.S.E.Grech** | 108·0 | 18·1 | 9·9 | British | 1Cy.37″–54″ 60H Hepple&Co.,S.Shields | | |
| 399 97389 | **Lizzie Cory** *F.W.Swinbanks*90–91 *Well deck* | **SteelScSr** ~~*ss*Hpl.No.1–94~~ 1*Dk*(*Irn*)*&Webframes* *ss*Npt.No.3–4,95 | 1214 859 768 | ✠100A1 ~~4,95~~ ~~4,94~~ 4,95 LA&CP ✠LMC4,~~94~~ 4,95 ~~Cff~~ Npt | Hpl | *n* | 1890 4mo | Irvine& Co. WHartlepool | **J.S.Allison&Co.** | 231·4 P27′Q61′B96′F26′ drp95 | 32·1 BK8″ | 13·7 *WB*=*Cell* | **W.Hartlpl** British | T.3Cy.16½″,26″&44″–33″ (*s*) 160lb *80lb* 96H 1SB,*3rf*,GS45 CentralMarE.Wks.W.Hpl. | | 16 2 8 1 2 |
| 400 81512 TJLB | **Lizzie English** *W.B.Ruddiman* –94 *Well deck* | **Iron3MstSr** *ss*Hpl.No.3–4,93 1*Dk*(*Irn*)2*trB* | 1616 1282 1017 | ✠100A1 ~~6,94~~ ~~3,04~~ 11,94 A&CP BS~~4,94~~ ✠LMC4,93 5,95 ~~Dly~~ Snl | Hpl | *q* | 1880 6mo | T.Turn-bull&Son Whitby | **PymanBros.** | 258·6 Q99′B62′F35′ | 34·1 BK9″ | 19·9 *WB*=*DB* | **W.Hartlpl** British | C.2Cy.32″&61″–39″ 80lb *74lb* 150H 2SB,*6pf*,GS74 Blair&Co.(Lim.),Stockton | (*i*) | 21 2 8 |
| 401 140212 | **Lizzie Henderson** *VanKirk* –93 YM11,90 | **WoodScSr** 2*Dks* | 281 — 197 | | | | 1876 | Birely Hillman& Streaker Philadelphia | **Commonwealth Transportation Co.** | 129·0 | 23·0 | 7·8 14·0 | **Phildlphia** Utd.States | 50H | | |
| 402 76519 | **Lizzie & Annie** *H.Barley*87–87 | **IronScK** *ss*Hul.No.3–6,90 1*Dk* *ss*Bos.No.1–94 | 99 96 63 | ✠90A1 9,94 ~~10,93~~ A&CP BS~~8,98~~ LMC6,~~90~~ 8,94 Bos | Hul | *a* | 1877 6mo | Softley& Co. N.Shields | **Boston&London S.S.Co.(Lim.)** | 90·1 | 19·1 BK6″ *WB*=*FPT*5*t* | 8·3 | **Boston** British | 2Cy.12¾″–16″ 55lb ~~50lb~~ NB84 25H 1SB,*2pf*,GS16 Pattison&Atkinson,Nwc. | | |
| 403 HVJM | **Ljusne Jernverk** *C.E.Österman*82–82 | **CompScSr** 1*Dk* | 234 171 167 | | | | 1873 | Rost Söderhamn | **Ljusne-Voxna AktieBolag (W.vonHallwyl)** | 101·0 Q33′ | 21·7 B21′ | 10·4 F15′ | **Ljusne** Swedish | 2Cy.12¾″&14½″–19½″&17½″ 25H BergsundsMW.Stockholm | | |
| 404 | **Ljusterö** *H.Hamnstedt*89–89 (*ex*Blido,*ex*Engsö) | **IronSc** 1*Dk* | 112 61 78 | | | | 1866 | Nyköpings M.V. Nyköping | **WaxholmsÅngf. Aktieb. (C.H.Backert)** | 104·7 Q29′ B37′ H6*t* | 16·1 | 6·2 F11′ | **Stockholm** Swedish | 1Cy.14″–18″ NB93 20H NyköpingsM.V.Nyköping | | |
| 405 95190 LQDB | **Llanberis** *J.W.Jones* –94 *Well deck* | **SteelScSr** 1*Dk*(*Irn*)*&Webframes* *ss*Cff.No.1–94 | 2272 1761 1451 | ✠100A1 2,94 A&CP ✠LMC2,94 | Cff | *s* | 1890 2mo | Osbourne, Graham&Co. Sunderland | **LlanberisS.S.Co. (Lim.) (E.Thomas, Radcliffe&Co.)** | 290·0 P27′Q92′F114′ B33′ | 38·0 BK10″ *WB*=*Cell* | 20·0 | **Cardiff** British | T.3Cy.21″,35″&57½″–39″ (*s*) 160lb *80lb* 180H 2SB,*6pf*,GS92 N.E.MarineCo.(Lim.),Sld. | | 22 2 |
| 406 51359 HWGJ | **Llandaff** *T.L.Pearn* –93 | **IronSc3MstSr** *ss*Brs.No.3–5,90 *ss*Npt.No.1–93 1*Dk2trB* | 397 343 243 | ✠ ~~A~~1 ~~6,94~~ ~~10,92~~ 12,94 A&CP ✠NB5,90 LMC7,92 Cff | Npt | | 1865 5mo | Schlesingr, Davis&Co. Newcastle | **J.T.Short&Co.** | 152·6 Q38*t* | 24·3 FK *WB*=*DBf*83′ | 14·5 | **Cardiff** British | C.2Cy.20″&35″–24″ 80lb *Cmp*90 65H 1SB,*2pf*,GS42 G.K.Stothert&Co.,Brs. | (*s*) | |
| 407 85806 WMHP | **Llandaff City** *W.McL.Hunter* –94 | **IronScBn** 2*Dks*(*Irn*)3*trB* *ss*Brs.No.1–94 | 1902 1719 1197 | ✠100A1 ~~12,93~~ 11,94 LA&CP ~~drp91,92~~ BS~~9,93~~ ✠LMC~~4,~~10 10,94 | Brs | *s* | 1882 7mo | Richard-son,Duck &Co. Stockton | **C.Hill&Sons** *WB*=*DBa*76′*&uB*30′245*t* | 270·2 P26′B46′F33′ | 36·0 BK9½″ | 23·5 5*BHCem* *MT*26·290*t* | **Bristol** British | C.2Cy.36″&67″–36″ 75lb *60lb* 200H 1DB,*6pf*,GS93 T.Richardson&Sons,Hpl. | (*b*) | 24 4 |

| No. in Book. Official No. Code Letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. Under deck. Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built. When. Ship. Engines | By Whom. Where. | Owners. | Length | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 408<br>66872<br>PGFM | Llanelly IronScSr<br>J.Brown -93 ssLiv.No.3-10,87<br>ssLiv.No.1-91 1Dk | 376<br>356<br>167 | ✠100A1<br>12,94 3,94<br>✠NB7,91 | Liv<br>A&CP<br>LMC7,91 | g | 1875<br>4mo | W.Allsup<br>&Sons<br>Preston | S.Wales&Liv.S.S.<br>Co.(Lim.)<br>(R.Gilchrist&Co.,<br>Mgrs) | 166·2<br>Q32'F32'<br>drp92 | 23·9 | 13·1<br>BK6½<br>WB=D | Liverpool<br>British<br>4BHCem<br>Ba44'FPT | C.2Cy.23"&40"-30" (s)<br>80lb 60lb NDB91 80HP<br>1SB,3pf,GS40<br>W.Allsup&Sons,Preston | 13″10<br>s 1 ″ 7½ | |
| 409<br>86710<br>JNQR | Llanthewy IronScSr<br>W.J.Burnett86-92 ssLon.No.2-92<br>1Dk(Irn) | 281<br>213<br>168 | ✠100A1<br>8,93<br>BS12,93 ✠LMC10,92 | Yar<br>LA&CP | d | 1884<br>5mo | Usk.S.B.<br>Co.(Lim.)<br>Newport | LlanthewyS.S.Co.<br>(Lim.) (Jones,<br>Brooks&Co.) | 120·2<br>Q37'F13' | 22·2 | 10·5<br>BK6½<br>WB | Newport<br>British<br>3BHCem<br>=FPT21t | C.2Cy.16"&30"-22" (a)<br>85lb 50HP<br>1SB,2pf,GS32<br>UsksideEng.Co.(Lim.)Npt | 11 ″ 4<br>s 1 ″3½ | |
| 410<br>98871 | Llanthony Abbey SteelScSr<br>F.Townsend -93 ssCff.No.1-95<br>Well deck 1Dk(Irn)&Webframes | 2425<br>1845<br>1570 | ✠100A1<br>7,94 10,94 4,95<br>✠LMC10,90 4,95 | Cff<br>A&CP<br>Npt | s | 1890<br>12mo | Ropner&S.<br>Stockton | Pyman,Watson<br>&Co. | 290·0<br>P29'Q88'B116'F31'<br>WB=Cell | 39·1 | 18·6<br>BK10" | Newport<br>British<br>5BHCem<br>DB238'454t | T.3Cy.22",36"&59"-39" (s)<br>160lb 90lb 200HP<br>2SB,6rf,GS84,NS3250<br>Blair&Co.(Lim.),Stockton | 21″10<br>s 1 ″ 11 | |
| 411<br>63044<br>HWLN | Llewellyn IronSc3MstSr<br>A.Hoy -91<br>1Dk | 212<br>176<br>74 | | | ... | 1867<br>8mo | T.Charlton<br>Grimsby | Mrs.M.E.Shaw<br>(L.Shaw,Mgr.) | 143·0<br>P18' F18t<br>len71 | 20·1 | 9·5 | Belfast<br>British | C.2Cy.14"&26"-21"<br>NE&B3,85 35HP<br>M'Ilwane,Lewis&C(L)Bel. | 9 ″ 9 | |
| 412<br>67396 | — IronSc<br>N.D.Roe 1Dk | 160<br>119<br>29 | | | ... | 1884<br>8mo | A.Jack&<br>Co.<br>Liverpool | Gov.ofQueensland | 112·0<br>Q46' F28' | 19·6 | 9·2 | Brisbane<br>British | C.2Cy.16"&32"-24"<br>40HP<br>J.Jack&Co.,Liverpool | 9 ″ 9 | |
| 413 | Lloyd IronPad<br>M.Hovers85-89 | 297<br>—<br>211 | | | | 1874 | Act.Ges.<br>Weser<br>Bremen | Norddeutscher<br>Lloyd | 165·0 | 22·0 | 10·6 | Bremen<br>German | C.4Cy.17¾"&32¾"-37½"<br>G.Seebeck,Geestemünde | | G |
| 414<br>HBGL | Wreckd T.95<br>SteelScSr<br>S.Bugge -93 (exTransport I.)<br>1Dk | 180<br>137<br>129 | | | | 1891 | Akers Mek.<br>Værksted<br>Christiania | Dampskibselska-<br>bet "Veritas"<br>(B.Jacobsen,Mgr) | 114·6<br>P32t H7t | 20·2 | 8·8 | Arendal<br>Norwegian | C.2Cy.10½"&23"-15"<br>25HP<br>Akers.Mek.Værks.,Xania | | |
| 415<br>HJWF | Loanda SteelScSr<br>T.E.Rodriguez ssLis.No.1-94<br>Elec.light 2Dks(Stl-ws)3trB<br>A.D.Cura | 3199<br>2625<br>2175 | ✠100A1<br>9,94 10,94<br>✠LMC1,94 | Liv<br>LA&CP<br>Grk | w | 1889<br>10mo | Scott&Co.<br>Greenock | EmprezaNacional<br>deNav.àVap | 363·5<br>P44'B142'F51'<br>drp94<br>WB=Cell | 42·2 | 25·3<br>BK11" | Lisbon<br>Portuguese<br>6BHCem<br>DB222'426t | T.3Cy.31",50"&80"-54" (s)<br>160lb 80lb 550HP<br>2D&1SB15cf,GS315HS11119<br>Scott&Co.,Greenock | 28 ″ 6 | |
| 416<br>98656<br>MGFD | — SteelScSr<br>T.W.Norman Mayrath -94<br>3Dks(UStl-ws)&Webframes 3Dk rule | 2702<br>2373<br>1713 | ✠100A1<br>7,94 3,94 10,94<br>5,95 1,95 ✠LMC7,91 | Liv<br>LA&CP | u | 1891<br>7mo | NavalCon.<br>&Armnts.<br>Co.(Lim.)<br>Barrow | British&African<br>S.N.Co.(Lim.)<br>(Elder,Dempster<br>&Co.,Mgrs.) | 327·6<br>P40'B108'F42'<br>WB=Cell<br>DB244'525tFPT | 39·4 | 22·0<br>FK | Glasgow<br>British<br>5BHCem<br>82tAPT42t | T.3Cy.23",38"&61"-42" (s)<br>160lb 80lb 240HP<br>2SB,6rf,GS133,HS3973<br>NavalC.&A.Co.(L.),Brw. | 24 ″ 9<br>s 4 ″ 11 | BT<br>till<br>10,94<br>4,95 |
| 417<br>63776<br>JQDF | — IronScSr<br>J.Kerr88-89 6thSurvey,Gls.11,91<br>2Dks | 1475<br>1441<br>913 | ✠A1, —<br>11,91 | Gls | Lv | 1870<br>5mo | J.Elder&<br>Co.<br>Glasgow | D.MacBrayne | 279·1<br>BK8" | 31·1 | 23·5<br>3BH | Glasgow<br>British<br>2PBHCem | C.2Cy.38"&68"-33"<br>2B,8f 250HP<br>J.Elder&Co.,Glasgow | | |
| 418<br>87914<br>JCPS | Loango SteelScSr<br>W.D.Jones -93 ssLiv.No.2-92<br>(exKnight of St.George)<br>2Dks(1Stl&1Irn)3trB | 2935<br>2783<br>1934 | ✠100A1<br>5,94 1,93<br>BS3,93 ✠LMC4,92<br>2,95 | Shl<br>LA&CP<br>Bry | v | 1883<br>10mo | T.Royden<br>&Sons<br>Liverpool | AfricanS.S.Co.<br>(Elder,Dempster<br>&Co.,Mgrs.)<br>WB=DBuB | 329·7<br>P40'F40'<br>32'90t M T a20'274t | 39·2 | 28·0<br>BK10" | London<br>British<br>2DB,12pf<br>MTf22'319t | C.2Cy.38"&71"-48" (a)<br>85lb 50lb 300HP<br>2DB,12pf,GS198<br>G.Forrester&Co.,Liv. | 29 ″ 3<br>s 5 ″ 11 | |
| 419<br>98533 | Lobelia SteelScSr<br>J.Owen85-92 1Dk(ptIrn ptStl)2trB<br>Well deck &Webframes | 2942<br>2253<br>1913 | ✠100A1<br>1,94 8,94<br>✠LMC11,92 | Npt<br>A&CP<br>Lon | t | 1892<br>11mo | Irvine&Co.<br>WHartlepool | LobeliaS.S.Co.<br>(Lim.) (J.Lilly<br>&Co.)<br>WB=Cell DBa 110' | 314·0<br>Q133'B126'F33'<br>f 108' & u E20'460t | 40·6 | 20·9<br>BK10" | W. Hartlpl<br>British<br>5BHCem<br>APT20t | T.3Cy23",37½"&61½"-39"(s)<br>160lb 80lb 180HP<br>2SB,6cf,GS89,HS3925<br>T.Richardson&Sons,Hpl. | 23″10<br>s 2 ″ 5 | D |
| 420<br>89099<br>KFBT | Loch Etive SteelScSr<br>J.Young -92 ssGls.No.1-90<br>2Dks(Stl-Uws)&Webframes<br>W.H.Lawrence94-94 ssDun.No.2-95 | 2179<br>2011<br>1392<br>1400 | ✠100A1<br>9,93 5,95<br>BS6,93 ✠LMC12,90 5,95 | Gls<br>LA&CP<br>Dun | t | 1886<br>1mo | Gourlay<br>Bros.&Co.<br>Dundee | DundeeLochLine<br>S.S.Co.(Lim.)<br>(A.Leitch&Co.,<br>Mgrs.) WB=Cell DB236'321tFPT | 294·0<br>P27'B66'F39'<br>drp95 | 37·3 | 23·8<br>BK10" | Dundee<br>British<br>5BHCem<br>36tAPT43t | T.3Cy.21½",34"&56"-42" (s)<br>165lb 60lb 250HP<br>2SB,6cf,GS99<br>GourlayBros.&Co.,Dundee | 26 ″ 3<br>s 4 ″ 9½ | |
| 421<br>76787 | — IronScSr<br>A.Hunter -93 | 104<br>97<br>58 | | | | 1877 | W.Swan&<br>Sons<br>Glasgow | J.G.Stewart | 80·1<br>Q4t<br>len79 | 17·9 | 8·1 | Glasgow<br>British | C.2Cy.12"&20"-14"<br>NB94 20HP<br>Cmp.82Ross&Duncan,Gls | | |
| 422<br>78696<br>TBPH | Loch Garry IronScSr<br>J.Lee88-90 3rdSurvey,Dun.4,92<br>Well deck 1Dk(ptIrn)2trB | 913<br>693<br>585 | ✠A1* 1<br>3,95 3,94<br>MS4,92 | Dun<br>BS3,94 4,95<br>Nwc | Lv | 1880<br>1mo | Gourlay<br>Bros.&Co.<br>Dundee | DundeeLochLine<br>S.S.Co.(Lim.)<br>(A.Leitch&Co.,<br>Mgrs.) | 210·3<br>P116'F31'<br>WB=DBa | 29·7 | 15·7<br>FK | Dundee<br>British<br>5BH<br>&f&uEFPT | C.2Cy.23"&44"-42" (s)<br>90lb 40lb 98HP<br>1SB,3pf,GS55,HS1624<br>GourlayBros.&Co.,Dundee | 16″11<br>s 1 ″ 8½ | |
| 423<br>96401<br>LDOS | Loch Katrine SteelScSr<br>W.P.Doeg -93 ssNwc.No.1-94<br>Well deck 1Dk(Irn)&Webframes | 1478<br>1223<br>939 | ✠100A1<br>2,94 10,94<br>✠LMC2,94 | Nwc<br>A&CP | q | 1889<br>5mo | Gourlay<br>Bros.&Co.<br>Dundee | DundeeLochLine<br>S.S.Co.(Lim.)<br>(A.Leitch&Co.,<br>Mgrs.) WB | 257·5<br>Q90'B67'F65'<br>=Cell D B218'269t | 36·0 | 16·9<br>FK | Dundee<br>British<br>4BHCem<br>FPT32t | T.3Cy.20",32"&52"-39" (a)<br>160lb 80lb 180HP<br>2SB,6rf,GS84<br>GourlayBros.&Co.,Dundee | 19 ″ 2<br>s 1″10½ | |
| 424<br>78679<br>RNDK | Loch Leven IronScSr<br>A.Duncan92-92 3rdSurvey,Dun.90<br>Well deck 1Dk(Irn)2trB<br>4thSurvey,Nwc.3,95 | 830<br>674<br>536 | ✠A1*1<br>3,95 4,94<br>drp91<br>BS4,94 | Dun<br>Nwc<br>LMC8,90 3,95 | Lv | 1878<br>4mo | Gourlay<br>Bros.&Co.<br>Dundee | DundeeLochLine<br>S.S.Co.(Lim.)<br>(A.Leitch&Co.,<br>Mgrs.) | 210·4<br>Q66'B50'F23'<br>lrp91&93<br>WB=DBf&u | 28·7 | 15·5<br>BK7" | Dundee<br>British<br>5BH PBH<br>EAPTFPT | C.2Cy.25"&44"-30"<br>70lb 50lb NDB90 0HP<br>1SB,3f,GS37<br>GourlayBros.&Co.,Dundee | 16 ″ 8<br>s 1 ″ 11 | |
| 425<br>93472<br>KRLG | Loch Lomond SteelScSr<br>T.C.Morgan90-92 ssNwc.No.1-93<br>2Dks(1Stl&1Irn)3trB | 2571<br>2380<br>1689 | ✠100A1<br>7,94 10,93 1,95<br>BS7,94 ✠LMC12,92 | Rot<br>A&CP<br>Shl Hul | t | 1888<br>5mo | Palmers'<br>Co.(Lim.)<br>Newcastle | DundeeLochLine<br>S.S.Co.(Lim.)<br>(A.Leitch&Co.,<br>Mgrs.) | 312·0<br>P33'B58'F39'<br>WB=CellDB152 | 40·2 | 24·0<br>FK | 5BHCem<br>Dundee<br>British<br>6BHCem<br>435tFPT80t | T.3Cy.23",37"&60"-42" (s)<br>165lb 60lb 210HP<br>2SB,6rf,GS107,HS3550<br>Palmers'Co.(Lim.),Nwc. | 27 ″ 5<br>s 5 ″ 2½ | |
| 426<br>96415<br>LVPS | Loch Maree SteelScSr<br>J.A.Allison -92 ssNwc.No.1-95<br>2Dks(1Stl&1Irn)&Webframes<br>W.Doig85-95 | 2698<br>2402<br>1728 | ✠100A1<br>5,95 4,94<br>✠LMC9,90 4,95 | Rot<br>LA&CP<br>Nwc | t | 1890<br>9mo | Palmers'<br>Co.(Lim)<br>Newcastle | DundeeLochLine<br>S.S.Co.(Lim.)<br>(A.Leitch&Co.,<br>Mgrs.) | 312·5<br>P33'B58'F40'<br>WB=CellDB212 | 40·3 | 23·9<br>FK | Dundee<br>British<br>6BHCem<br>533tFPT80t | T.3Cy.23½",38"&62"-42" (s)<br>165lb 80lb NDB89 226HP<br>2SB,6rf,GS115,HS3650<br>Palmers'Co.(Lim.),Nwc. | 27 ″ 6<br>s 5 ″ 0 | D |
| 427<br>76760 | Loch Nell IronScSr<br>J.Crawford83-83 ssGls.No.2-86<br>1Dk | 120<br>96<br>58 | ✠<br>8,89<br>✠NB89 | Cly<br>A&CP | a | 1877<br>3mo | H.M'In-<br>tyre&Co.<br>Paisley | J.G.Stewart | 89·5<br>Q34' F12' | 17·1 | 8·4 | Glasgow<br>British<br>3BHCem | C.2Cy.13"&23½"-18"<br>30HP<br>Muir&Houston,Glasgow<br>WB=FPT APT | 9 ″ 0 | |
| 428<br>86364<br>WLBQ | Loch Ness IronScSr<br>D.C.Horne90-90 ssDun.No.2-91<br>Well deck 1Dk(Irn)&Web frames<br>A.Wynd94-94 ssDun.No.3-5,95 | 1053<br>815<br>648<br>649 | ✠100A1<br>5,95 8,94<br>BS8,95 ✠LMC3,92 | Cff<br>LA&CP<br>Dun | n | 1882<br>6mo | J.Elder&<br>Co.<br>Glasgow | DundeeLochLine<br>S.S.Co.(Lim.)<br>(A.Leitch&Co.,<br>Mgrs.) | 225·8<br>Q76'B42'F23'<br>drp92<br>WB=CellDB175' | 31·7 | 14·4<br>FK | Dundee<br>British<br>5BHCem<br>287tAPT17t | C.2Cy.25"&50"-36" (a)<br>100lb 60lb 95lb 98HP<br>1SB,3cf,GS78<br>J.Elder&Co.,Glasgow | 17 ″ 6<br>s 1″10½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres, Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Couvert par Quille. Franc-bord en milliers de tonnes. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **429** 82737 TPGS | **Loch Rannoch** *A.G.Noble* –93 | **SteelScSr** 2*Dks*(1*Irn*)3*trB* | 1623 1513 1057 | | | … | 1880 9mo | Gourlay Bros.&Co. Dundee | **DundeeLochLine S.S.Co.(Lim.) (A.Leitch&Co., *Mgrs.*)** | 250·2 B18′ | 34·2 | 23·0 FK | **Dundee** British | C.2Cy.30″&58″–48″ 185H Gourlay Bros.&Co.Dundee *WB* | 26 |
| **430** 63072 NGFK | **Loch Tay** *S.R.Lee*81–93 | **SteelScSr** 2*Dks*(1*Irn*&1*Stl*)3*trB*&*Web frames* | 5278 4957 3416 | ✠100A1 7,04 12,98 2,95 | Nwc LA&CP | *z* Bry ✠LMC12,98 Off Peter | 1893 12mo | Palmers' Co.(Lim.) Newcastle | **DundeeLochLine S.S.Co.(Lim.) (A.Leitch&Co., *Mgrs.*)** *WB* | 410·0 P38′B110′F40′ | 49·3 | 30·0 FK | **Dundee** British | T.3Cy.28″,45″&74″–48″ (*s*) 165lb *80lb* 410H 6*BHCem* 2DB,*8rf*,GS166,HS6462 Palmers' Co.(Lim.),Nwc. *= CellDB*348′1152*t APT*59*t* | 33 s 7·11 |
| **431** 96007 KVHT | **Lochiel** ~~*A.E.Ellis* 92~~ *ss*Grk.No.3–12,92 1*Dk*(*Irn*)&*Web frames Inner bottom Irn Well deck* *J.Byron*92–94 | **SteelScSr** | 2162 1645 1414 | ✠100A1 5,95 ~~3,04 0,94~~ | Sba A&CP | *r* ✠LMC12,92 ~~Nps~~ NYS 5,95 | 1888 10mo | Murdoch& Murray Pt.Glasgow | **J.Gardiner&Co.** | 279·0 P25′Q88′B105′F31 BK9½″ *WB = CellDB*240′ | 37·7 | 19·1 | **Glasgow** British | T.3Cy.22½″,36″&58″–39″ (*s*) 160lb *80lb* 220H 4*BHCem* 2SB,*6rf*,GS108 428*t APT*40*t* Ross&Duncan,Glasgow | 21 s 8·11 |
| **432** 76775 | — *M.McNeill* –93 | **IronScSk** | 212 144 72 | | | | 1877 | A.&J. Inglis Glasgow | **D.MacBrayne** | 139·8 Q46*t* | 18·2 | 9·2 | **Glasgow** British | C.2Cy.19″&34″–24″ 50H Muir&Caldwell,Glasgow | |
| **433** 96358 | **Lochmore** *W.Henry* –94 *ss*Liv.No.1–94 1*Dk*(*Stl*)&*pt Awng dk*(*Irn*)&*Web frames* | **SteelScSr** | 2461 1881 1603 | ✠100A1 *pt Awng dk with freeboard* 2,95 ~~5,91~~ | Liv A&CP | *s* ✠LMC1,94 | 1889 9mo | Bartram, Haswell& Co. Sunderland | **S.S.Lochmore (Lim.)(W.Johnston&Co.,Lim.)** | 300·0 P30′Q80′ BK10″ *WB = CellDB*250′ | 38·6 | 19·5 | **Liverpool** British | T.3Cy.22″,36½″&60″–42″ (*s*) 160lb ~~*80lb*~~ *70lb* 250H 6*BHCem* 2SB,*6rf*,GS110,HS3650 394*t APT*31*t* J.Dickinson,Sunderland | 22 s 8·10 |
| **434** 15462 | **Lochness** *Cameron*78–86 | **IronPadSk** (*ex*LoughFoyle) | 121 121 46 | | | | 1853 | J.Barr Glasgow | **D.MacBrayne** | 153·0 | 16·4 | 6·9 | **Glasgow** British | 1Cy.45″–42″ NB76 80H J.Barr,Glasgow | |
| **435** 88775 KDMN | **Locksley** *J.S.Wilson* –93 | **IronScK** | 121 103 74 | | | | 1884 | Wallsend Slipway Co. (Lim.) Newcastle | **R.Mason** | 91·0 Q7*t* | 20·2 | 8·0 | **Newcastle** British | C.2Cy.11″&20″–16″ 20H G.Paulin&Son,Newcastle | |
| **436** 93758 KQDB | **Locksley Hall** *T.Collin*74–88 *Elec.light* | **SteelScSr** *ss*Liv.No.1–92 2*Dks*(*Stl-Uws*)3*trB* | 3844 3541 2496 | ✠100A1 3,95 ~~8,04 10,04~~ BS~~5,94~~ 3,95 | Liv LA&CP | *x* ✠LMC12,91 | 1888 1mo | Palmers' Co.(Lim.) Newcastle | **SunShipping Co. (Lim.) (R.Alexander&Co. *Mgrs.*)** | 380·0 P43′B130′F47′ FK *WB = CellDB*324′ | 45·3 | 27·4 | **Liverpool** British | T.3Cy.29″,47″&76″–51″ (*s*) 150lb *80lb* 550H 6*BHCem* 2DB*12cf*,GS228 958*t APT*37*t* Palmers' Co.(Lim.),Nwc. | 30 s 6·5 |
| **437** 99541 | **Locust** 1*Dk* | **IronScYl** | 155 142 57 | ✠100A1 *Stm Trawler* ~~11,94 10,07~~ 5,95 | Gls LA&CP | ✠LMC10,91 Hul | 1891 10mo | Mackie& Thomson Glasgow | **BritishSteam TrawlingCo. (Lim.)** | 100·5 Q19′F19′ BK7½″ | 20·5 | 10·7 | **Hull** British | C.2Cy.16″&32″–22″ (*s*) 110lb 45H 1SB,*2pf*,GS30 Muir&Houston,Glasgow | 11 s 11 |
| **438** 80555 STGM | **Lodore** ~~*W.Evans* 94~~ *W.Ball*95–95 | **IronScSr** *ss*Nwc.No.3–12,91 3rdSurvey,12,91 1*Dk*(*Irn*)2*trB* | 656 578 408 | ✠100A1 A1✠1 4,95 ~~,90~~ ✠NB9,93 | Shl A&CP ~~Swa~~ Cff BS9,95 | *k* Lv ✠LMC12,91 | 1878 9mo | Wigham Richardson &Co. Newcastle | **Fisher,Renwick&Co.** | 200·2 P30′F24′ srp93 BK7½″ *WB = DBa* | 28·3 | 14·0 | **Newcastle** British | C.2Cy.26″&46″–30″ (*r*) 80lb *60lb*ND87 99H 1SB,*3pf*,GS45,HS1240 55′*f*26′118*t* Wigham Richdsn&Co,Nwc | 14 s 2·3 |
| **439** 76867 RBMV | **Lofna** *W.Ross*94–94 | **IronScSr** *ss*Lth.No.3–1,90 *ss*Lth.No.1–94 1*Dk*2*trB* | 795 652 502 | ✠90A1 4,95 ~~4,04~~ BS4,95 | Lth A&CP | *l* LMC 4,94 | 1877 7mo | Wigham Richardson &Co. Newcastle | **J.T.Salvesen&Co.** | 200·0 Q114′F30′ BK7″ *WB = DBa* | 28·1 | 15·5 | **Grngemth** British | C.2Cy.25″&48″–30″ (*i*) 65lb *60lb* 95H 5*BHCem* 1B,GS58 48′*f*55′139*t* J.Shaw&Co.,Low Walker | 16 s 1·10 |
| **440** JPMC | **Lofoten** *N.Talch* | **IronScSr** 2*Dks* | 694 667 422 | | | | 1873 | Bergens Mek.Verkst. Bergen | **Bergenske Dampskibsselskab** | 177·7 | 25·4 | 20·1 | **Bergen** Norwegian | C.2Cy.29″&54″–28″ 110H Bergens Mek.Vrks.,Bergen | |
| **441** JTGH | — *N.Isaksen* | **IronScSr** 1*Dk*(*Irn*)2*trB* | 350 226 257 | | | | 1884 | AkersMek. Verkst. Christiania | **Vesteraalens Dampskibsselskab (J.D.Hals)** | 141·2 Q34′ B46′ F40′ | 23·6 | 10·9 | **Bodö** Norwegian *WB* | C.2Cy.18½″&32″–24¾″ 50H AkersMk.Vrks.Christiania | |
| **442** 102160 | **Logician** *G.Jeffrey*65–94 *Elec.light* | **SteelScSr** 2*Dks*(*uIrn*&1*Stl*)3*trB* | ~~3070~~ 4878 4444 3162 | ✠100A1 ~~8,04~~ 11,94 *(Class Contem plated)* | Bel LA&CP | *y* Liv ✠LMC8,94 | 1894 8mo | Workman, Clark&Co. (Lim.) Belfast | ~~**T.&J.Harrison**~~ **CharenteSSCo Lim** (T.&J.Harrison *Mgrs.*) | 400·0 P59′B99′F49′ FK | 47·0 | 28·5 | **Liverpool** British | T.3Cy.25″,41″&68″–54″ (*s*) 180lb *90lb* 500H ~~413H~~ 6*BHCem* 2DB12*cf*GS220HS7297 *WB = CellDBa*117′*uE&B*58′*f*147′810*t* | 31 s 7·0 |
| **443** JWSC | **Loire Inférieure** ~~*J.Valli*~~ *Well deck* *Bertho* | **IronSc** ~~*ss*~~H.Kg.No.2–90 1*Dk*(*Irn*)2*trB* *ss*Bsb.No.3-10,92 | 788 663 503 | ✠100A1 ~~7,04 5,93~~ 12,94 BS7,94 | Msl A&CP | *k* Nts ✠LMC10,92 | 1882 9mo | Pearce Bros. Dundee | **Cie.Nantaisede Nav.àVap.** | 200·6 Q62′B44′F25′ ~~dpp92&95~~ BK7½″ *WB = DBa*44′ | 29·5 | 13·4 | **Nantes** French | C.2Cy.23″&45″–30″ (*i*) ~~70lb~~ 73lb *73lb* 90H 4*BHCem* 18SB,*3pf*,GS62,HS1624 86*t FPT*57*t* Pearce Bros.,Dundee | |
| **444** JWRS | **Loire & Bretagne** *Plisson* | **IronSc** 1*Dk* | 130 — 73 | | | | 1853 | Caird&Co. Greenock | **L.Flornoy&fils** | 116·8 | 17·1 | 8·8 | **Nantes** French *WB* | C.2Cy.14″&22″–18″ 20H *Cp*.78Jollet&Babin,Nantes | |
| **445** 99028 MKRF | **Lok Sang** *N.Moncur* –91 | **SteelScSr** 1*Dk*(*Stl*)&*Spar dk*3*trB* | 1560 1462 979 | ✠100A1 *Spar dk* 12,91 | Gls LA&CP | *q* ✠LMC12,91 | 1891 12mo | London& Glasgow I.S. B.&E.Co. Glasgow | **IndoChinaS.N.Co. (Lim.)** *WB = DBa*52′48*t* | 250·0 *Shade dk a*43′ B64′F35′ *FPT* 83′ *APT* 30*t* | 36·1 22·5 FK | 15·6 | **London** British | T.3Cy.18½″,30″&48″–36″ (*s*) 160lb *80lb* 150H 4*BHCem* 1SB,*3rf*,GS55,HS2327 *MT*10′130*t* | 16 s 6·0 FD Lon.&Gls.I.S.B.& E.Co.Gls |
| **446** NTDP | **Lolland** *C.S.Hansen*83–83 | **IronScSr** 1*Dk* | 492 424 283 | ✠ 7,86 | Nwc LA&CP | *h* ✠ | 1882 1mo | H.M'Intyre&Co. Paisley | **ForenedeDampskibsselskab** *WB = DBa*33′ | 178·0 P34′ B64′ F54′ 40*t FPT*20*t APT*11*t* | 26·6 19·2 | 13·1 | **Nakskov** Danish | C.2Cy.24″&48″–30″ 96H 4*BHCem* *MT*16′80*t* Hutson&Corbett,Glasgow | |
| **447** 98085 | **Lomas** *R.A.Seabrook* 94–94 *Well deck* | **SteelScSr** 1*Dk*(*pt Stl*&*pt Irn*) *ss*Cff.No.1-94 &*Web frames* | 2203 1656 1415 | ✠100A1 ~~3,04 9,03 12,94~~ 6,95 | Npt A&CP | *s* ✠LMC~~5,90~~ 6,94 ~~Cff Abt~~ | 1890 5mo | Sir Raylton Dixon&Co. Middlesbro' | **BuenosAyres GreatSouthern Rail.Co.(Lim.) (A.Holland&Co. *Mgrs.*)** | 277·0 P27′Q66′B126′F34′ *WB = DBa*76′ *f*86′&*uE&B*36′483*t* | 39·0 FK | 18·2 | **London** British | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *80lb* 200H 4*BHCem*91 2SB,*6pf*,GS90 *MT*30′391*t* N.E.MarineCo.(Lim.),Sld. | 21 s 1·4 |
| **448** ~~*70552*~~ QNSK | ~~*J.Wright* –93~~ | **IronScSr** *ss*Sld.No.3–3,90 | 1750 1645 1132 | ~~✠100A1~~ 4,92 BS10,92 | Npt A&CP | *r* LMC8,90 | 1877 3mo | TyneI.S.B. Co.(Lim.) Newcastle | ~~**ThompsenSteam Shipg.Co.(Lim.) (W.H.Thompson &Co.,*Mgrs.*)**~~ W.Lindbergs Verkstads och Varfs Aktieb | 270·0 Q40′F38′ BK9½″ *WB = DBa*81′*fu* | 34·0 | 24·4 | ~~**London British**~~ **4***BHCem* *B*21′30*t* Stockholm Swedish | C.2Cy.32″&62″–36″ (*i*) 60lb *70lb* 160H 2B,GS90 R.&W.Hawthorn,Nwc. | 25 s 4 |

Stranded 7.94 & Re-floated 2*Dks*(1*Irn*)3*trB*

*Now named "Tor," See No. 48 in Supplement*

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xpired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure.—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of B. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 449 QGHV | **Lombardia** *S.Pedercilla* | **IronScSr** 2*Dks* | 446<br>362<br>217 | | | ... | 1862<br>4mo | Palmer Bros.&Co. Newcastle | **Nav.Gen.Italiana** | 192·2 \| 24·9 \| 13·4<br>Q54′ H40*t* F18*t*<br>ND76 | | | **Genoa** Italian | C.2Cy.24″&43″–30″ NE&B76 200HP<br>G.Ansaldo& C.,Smpierdrna | | | I |
| 450 771 HQCT | **Lomonosoff** *Popoff* –91 *Elec.light* | **SteelTwinScSr** 1*Dk(pt Irn)&Spardk&deepframing* | 977<br>870<br>634 | ✠100A1 *Spar dk with freeboard* 3,91 ✠LMC8,91 | Nwc A&CP | *n* | 1891<br>3mo | W.Dobson &Co. Newcastle | **Archangl-Mourmn SteamNav.Co.** | 226·5 \| 30·0 \| 14·9<br>B16′F66′ 20·8<br>FK<br>*WB=CellDB139′* | | | **Archangel** Russian | T.6Cy.12½″,20″&33″–24″ (*s*)<br>160lb *100lb* 100HP<br>2SB,*4rf*,GS75,HS2034<br>143*tAPT*19*t* Hwthrn,Lslie&C.(L.) Nwc. | 14 ″ 3<br>s 5 ″ 3 | | |
| 451 99213 | **London** *W.Speedy*55–92 *Elec.light* | **SteelScSr** 2*Dks*(*Stl–Uws*) | 1737<br>1295<br>947 | ✠100A1 4,95 ~~12,93~~ ✠LMC5,92 | Dun LA&CP | *r* | 1892<br>5mo | Gourlay Bros.&Co. Dundee | **Dundee,Perth& LondonShipping Co.** | 280·0 \| 36·6 \| 16·9<br>P61′B77′F62′<br>BK9″<br>*WB=DBa*50′*&uE&B*60′ | | | **Dundee** British | T.3Cy.30″,47″&77″–48″ (*s*)<br>165lb *80lb* 460HP<br>2DB,*12rf*,GS240,HS6522<br>130*tFPT*28*t* Gourlay Bros.&Co.,Dundee | 19 ″ 4<br>s 2 ″ 9 | BT till ~~12,94~~ 6,95 | |
| 452 48007 VBMK | — *W.J.Howes*83–84 | **IronScBk** *ss*Hpl.No.3–6,83 *ss*Lon.No.2–91 3*Dks* | 1579<br>1544<br>996 | ✠100A1 ~~3,94 T&S,97~~ 3,95 ✠NE&BS8 BS8,~~93~~ ✠LMC8,91 8,94 | Lon A&CP | *r* | 1862<br>3mo | A.Leslie& Co. Newcastle | **J.Hall,jun.&Co.** | 276·5 \| 30·6 \| 25·1<br>ND73len83<br>BK8½″<br>*WB=DBu* | | | **London** British | C.2Cy.30″&53½″–36″ (*b*)<br>80lb *50lb* NDB83 120HP<br>2SB,*4pf*,GS52<br>Blair&Co.(Lim.),Stockton | 26 ″ 11<br>s 5 ″ 10 | BT till ~~7,94~~ 9,95 | |
| 453 JFBN | — *W.Buckholz*70–89 | **SteelScSr** 1*Dk&Sprdk3trB* | 1251<br>1207<br>931 | | | | 1889 | "Vulcan" Act.Gesel. Stettin | **NeueDampfer Compagnie,Act. Ges.** | 231·3 \| 30·8 \| 23·5<br>B57′ | | | **Stettin** German<br>*WB* | T.3Cy.15″,24″&39″–24″ 90HP<br>"Vulcan"Act.Gesel.Stettin | | | V |
| 454 102761 | **London Belle** *E.Mills,jun.* –93 | **SteelPadSp** 2*Dks* | 738<br>603<br>284 | | | | 1893 | W.Denny &Bros. Dumbarton | **London,Woolwich &Clacton-on-Sea StmboatCo.(Lm.)** | 280·3 \| 30·1 \| 10·9<br>H70*t* | | | **London** British | T.3Cy.29½″,44″&64″–72″ 364HP<br>Denny&Co.,Dumbarton | | | BT till 11,94 |
| 455 83411 WSVM | **Londonderry** *Donnan*67–82 (*ex*Camel) | **IronPadSr** | 736<br>612<br>341 | | | | 1866 | Caird&Co. Greenock | **J.Little&Co.** | 243·2 \| 26·5 \| 13·5<br>Q50*t* | | | **Barrow** British | C.D.3Cy.45″&(2)58½″–60″ NB82 295HP<br>*Cmp*82 D.&W.Hndrsn,Gls. | | | BT till ~~6,94~~ 6,95 |
| 456 | **Londres** *E.W Jibben* (*ex*Ann Webster) | **IronScSr** *ss*Nwc.No.3–9,91 1*Dk2trB* | 788<br>655<br>489 | 90A1 1,94 MS9,91 BS12,~~93~~ | Lon A&CP | *k* | 1870<br>11mo | Withy, Alexander &Co. Hartlepool | **Little&Johnston** | 200·6 \| 28·5 \| 15·9<br>Q47*t*<br>BK8″<br>*WB=DBa* | | | British | C.2Cy.25″&48″–36″ (*i*)<br>75lb NDB91 NB80 96HP<br>1SB,*3pf*,GS47<br>T.Richardson&Sons,Hpl. | 16 ″ 11<br>s 1 ″ 9 | | |
| | *Now named* "Ann Webster." *See No. 1 in Supplement.* | | | | | | | | | | | | | | | | |
| 457 63638 JRNB | **Long Ditton** *J.L.Barber* –93 | **IronScSr** 5thSurvey,Lon.85 1*Dk2trB* | 812<br>692<br>506 | ✠ 3,89 | Lon | *Lv* | 1870<br>7mo | Oswald& Co. Sunderland | **CommercialSteam ShipCo.(Lim.)** | 209·1 \| 29·0 \| 16·7<br>P53*t* F24*t*<br>drp88 | | | **London** British<br>4*BH* | C.2Cy.24″&47″–30″ NB78 90HP<br>N.E.Marine E.C.(Lim.)Sld<br>*WB=DBa&f* | 17 ′10<br>s 2 ″ 5½ | | |
| 458 Wrecked 6,94 | **Longavi** *O.Jensen* –92 | **IronTwnScSr** 1*Dk* | 420<br>—<br>257 | | | | 1884 | R.Napier &Sons Glasgow | **Cia.Sud Americana deVapores** | 150·2 \| 30·2 \| 9·6<br>P11′ B&F70′ | | | **Valparaiso** Chilian | C.4Cy.15″&30″–21″ 75HP<br>R.Napier&Sons,Glasgow | | | |
| 459 140626 | **Longfellow** *J.Smith* | **WoodSc** | 413<br>—<br>218 | | | | 1883 | Lockwood Manf.Co. Boston,Mass. | **ProvincetownS.S. Co.** | 146·5 \| 27·0 \| 12·4 | | | **Bostn,Mas** Utd.States | C.2Cy.24″&41″–26″ | | | |
| 460 58423 | **Longford** *W.McShea* –93 | **IronPadSr** | 817<br>697<br>476 | | | | 1870 | Laird Bros. Birkenhead | **W.Watson** | 249·5 \| 27·1 \| 14·7<br>P85*t* F28*t* | | | **Dublin** British | D.O.2Cy.64″–72″ NB84 300HP<br>Laird Bros.,Birkenhead | | | BT till ~~10,94~~ 11,94 |
| 461 80552 SRKD | **Longhirst** *O.E.Anderson* | **IronScSr** *ss*Nwc.No.3–7,91 2*Dks*(1*Irn*)3*trB* | 2048<br>1894<br>1308 | ✠100A1 ~~7,94~~ 11,93 ~~8,94~~ ~~BS8,93~~ 9,94 ~~Shl 2nd~~ | Ant A&CP NYL ~~3,97~~ LMC2,91 | *s* | 1879<br>8mo | Wigham Richardson &Co. Newcastle | **Dunford&Elliott** | 285·0 \| 36·2 \| 24·4<br>P27′B15′F33′<br>BK9″<br>*WB=DBa*84′*f*64′ | | | **Newcastle** British<br>5*BHCem* | C.2Cy.34½″&64″–42″ 75lb *80lb* NDB91 220HP<br>2B,GS98<br>R.&W.Hawthorn,Nwc. | 25 ″ 10<br>s 4 ″ 9 | D | |
| 462 90309 JQVH | **Longnewton** ~~*B.Lawson*80–84~~ *Well deck J.Blyth* -94 | **IronScSr** *ss*Sld.No.2–92 1*Dk*(*Irn*)2*trB* | 1849<br>1486<br>1206 | ✠100A1 7,94 ~~8,93~~ BS1,~~94~~ ~~5,95~~ ✠LMC11,92 | Sld LA&CP | *r* | 1884<br>9mo | E.Withy& Co. WHartlepool | **Marquess of Londonderry (S.J.Ditchfield, *Mgr.*)** | 275·7 \| 38·0 \| 16·9<br>P26′Q82′B54′F32′<br>BK9½″<br>*WB=Cell DB* 232′ 496*t* | | | **Sunderlnd** British | T.3Cy.20½″,34″&55″–33″ (*a*)<br>140lb *50lb* 170HP<br>2SB,*4cf*,GS83<br>T.Richardson&Sons,Hpl. | 19 ″ 9<br>s 2 ″ 2½ | D | |
| 463 99874 MWHC | **Longships** *White* *Elec.light* | **SteelScSr** 2*Dks*(*Irn-Uws*)& *deepframing3dkrule* | 4461<br>4140<br>2843 | ✠100A1 ~~8,94~~ ~~2,94~~ ~~6,94~~ 2,95 ✠LMC1,93 Shl ~~Bry~~ Liv | Nwc LA&CP | *x* | 1893<br>1mo | W.B. Thompson &Co.(Lim.) Dundee | **ClydeShippingCo. (Lim.) (J.Cuthbert, *Mgr.*)** *WB=Cell* | 381·8 \| 46·7 \| 27·5<br>P36′B113′F41′<br>drp95 FK<br>*DB* 318′ 762*t FPT* | | | **Glasgow** British<br>6*BHCem* | T.3Cy.26½″,42″&69″–54″ (*a*)<br>150lb *80lb* 365HP<br>2SB,*6rf*,GS110,HS5476 FD<br>W.B.Thmpsn.&C(L.)Dun. | 30 ″ 6 | | |
| 464 93474 KVJS | **Longstone** (*WRECKED 3,94*) *T.Darley* –92 *Well deck* | **SteelScSr** *ss*Bry.No.1–92 1*Dk*(*Irn*)2*trB* | 2309<br>1818<br>1515 | ✠ 1,94 ✠ | Nwc A&CP | *s* | 1888<br>10mo | R.Dixon& Co. Middlesbro' | **Farrar,Groves &Co.** | 295·3 \| 38·1 \| 20·3<br>Q123′B112′F26′<br>BK10″<br>*WB=Cell* | | | **London** British<br>5*BHCem* | T.3Cy.22″,35″&59″–39″ 220HP<br>2SB,*6rf*,GS97<br>T.Richardson&Sons,Hpl. | 22 ″ 9<br>s 2 ″ 3½ | D | |
| 465 88004 WJFN | **Longueil** *T.Mutter* –94 *Well deck* | **IronScSr** ~~*ssCff.No.2–91*~~ 1*Dk*(*Irn*)2*trB* *ss*Cff.No.3–10,94 | 1711<br>1381<br>1116 | ✠100A1 10,94 ~~1,94~~ ~~BS7,93~~ ✠LMC ~~12,93~~ 5,94 | Cff A&CP | *q* | 1882<br>3mo | W.Pickers-gill&Son Sunderland | **LongueilS.S.Co. (Lim.) (Morel Bros.&Co.)** *WB=DBa* 66′ *f* 116′ | 260·0 \| 35·3 \| 18·0<br>Q83′B66′F29′<br>FK<br>461*tAPT*15*t* | | | **Cardiff** British | C.2Cy.32″&60″–39″ (*i*)<br>80lb *45lb* 140HP<br>2SB,*4pf*,GS78<br>G.Clark,Sunderland | 19 ″ 3<br>s 2 ″ 1 | | |
| 466 81837 | **Lonsdale** *Forster* | **SteelPad3MstSr** 1*Dk* | 551<br>384<br>228 | ✠ *with load line For Channel purpose* 12,82 ✠ | Grk LA&CP | | 1882<br>7mo | R.Steele& Co. Greenock | **TheColonialBank ofAustralia** | 228·0 \| 25·1 \| 10·0<br>len83 FK | | | **Melbourne** British<br>4*BHCem* | C.D.2Cy.34″&62″–72″ 210HP<br>R.Steele&Co.,Greenock | | | |
| 467 | **Lontue** *Graves* | **IronScSr** 2*Dks&Shadedk* | 1648<br>1391<br>1121 | ✠ *Shade dk* 4,77 | Cly A&CP | | 1873<br>4mo | J.Reid& Co. Pt.Glasgow | **PacificSteam Nav.Co.** | 299·0 \| 40·0 \| 19·6<br>F45′ | | | **Valparaiso** Chilian<br>3*BHCem* | C.2Cy.48″&86″–42″ 320H<br>Blackwood&Gordon,P.Gl. | | | |
| 468 99614 MCKR | **Loo Sok** *A.Benson* –91 | **SteelScSr** 2*Dks* | 1604<br>1470<br>1020 | | | | 1891 | Fairfield S. &E.Co.(Lim.) Glasgow | **ScottishOriental S.S.Co.(Lim.) (Ferguson,David-son&Co.,*Mgrs.*)** | 270·1 \| 37·0 \| 21·8<br>H94*t*F40*t* | | | **Glasgow** British<br>*WB* | T.3Cy.22″,36″&57″–42″ 250H<br>FairfieldCo(Lim)Glasgow | | | V |
| 469 536 HNMS | **Looch** *Chopinoff* | **SteelScSr** *ss*Spl.No.1–92 1*Dk2trB* | 1446<br>1252<br>913 | ✠100A1 11,92 ~~BS2,93~~ ✠LMC11,92 *Carrying Petroleum in bulk* BS2,~~95~~ | Spl A&CP | *p* | 1886<br>10mo | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | **RussianS.N.& TradingCo.** *WB=DB* 192′ 451*t FPT* | 255·5 \| 34·2 \| 17·9<br>P72′ F29′<br>FK<br>50*tAPT*24*t* | | | **Odessa** Russian<br>12*BHCem* | T.3Cy.20″,32″&53″–36″ (*s*)<br>150lb *60lb* 160H<br>2SB,*6cf*,GS96<br>R.&W. Hawthorn, Leslie & Co.(Ld.),Newcastle | 19 ″ 0 | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire, Matériaux, Gréement, etc. / Capitaine. Ex-nom s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6, 7 Port de Visite. / Terme assigné maintenant expiré, Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|
| 470<br>90012<br>JTQR | Loodiana SteelSc3MstSr<br>E.Stabb -93 3Dks(UStl-ws) | 3269<br>2993<br>2140 | ✠<br>3,86 | Lon w<br>LA&CP | 1884<br>12mo | W.Denny &Bros. Dumbarton | BritishIndia SteamNav.Co. (Lim.) | 340·1 42·2 25·6<br>P56' B26' | Glasgow<br>British<br>6BHCem | T.4Cy.26½",44"&(2)51"-51" 370HP<br>Denny&Co.,Dumbarton<br>WB=CellDB300'771t |
| 471<br>96619<br>LGQD | Lord Aberdeen SteelScSr<br>W.McKinlay87-90 ssP.Gl.No.1-93<br>Well deck 1Dk(Irn)2trB | 1397<br>1107<br>842 | ✠100A1<br>12,94 ~~12,92~~ | P.Gl o<br>LA&CP<br>✠LMC12,93<br>Trn | 1889<br>8mo | SM'Knght &Co. Ayr | J.&A.Wyllie<br>WB=DBa59' | 245·0 34·1 17·0<br>P25'Q65'B63'F25'<br>drp93 drp94 BK8½"<br>f96'&u E&B38'291t | London<br>British<br>4BHCem<br>APT21t | T.3Cy.21",34"&56"-39" (s)<br>160lb 55lb 171HP<br>1SB,3rf,GS47<br>Hutson&Corbett,Glasgow |
| 472<br>55115 | Lord Aberdour IronPadSk | 130<br>130<br>54 | | | 1866 | Aitken& Mansel Glasgow | GallowaySaloon SteamPacketCo. | 142·0 20·1 6·9 | Leith<br>British | O.2Cy.30"-42"<br>NB75 60HP<br>J.Aitken&Co.,Glasgow |
| 473<br>98916 | Lord Ailsa SteelScSr<br>H.Abram88-91<br>Well deck 1Dk(Irn)&Webframes | 1565<br>1070<br>881 | ✠100A1<br>6,93 | Trn p<br>LA&CP<br>✠LMC3,91 | 1891<br>4mo | Ailsa Shipbuild-ingCo. Troon | J.&A.Wyllie<br>WB | 244·0 34·1 17·6<br>P190'F33'<br>BK8½"<br>=DBa55'f92'301t | London<br>British<br>4BHCem<br>FPT47t | T.3Cy.18",29"&48"-36" (s)<br>160lb 80lb 150HP<br>1DB,4rf,GS80<br>Dunsmuir&Jackson,Gls. |
| 474<br>52733 | Lord Alfred Paget IronScSr | 186<br>186<br>133 | | | 1865 | M.Pearse& Co. Stockton | Hewett&Co.(Lim) | 120·4 21·0 10·6 | London<br>British | 2Cy.28¼"-24"<br>50HP<br>Fossick&Hackworth,Stk. |
| 475<br>96264<br>LSPJ | Lord Bangor SteelScSr<br>J.Davie -91 ssLiv.No.1-94<br>1Dk(Stl)&Spardk(ptStl-ptws)<br>Elec.light &Webframes | 2991<br>2910<br>1911 | ✠100A1<br>Spar dk<br>7,94 ~~10,93~~ | Cff u<br>A&CP<br>✠LMC6,93 7,94<br>Liv | 1890<br>6mo | Russell& Co. Greenock | IrishShipowners' Co.(Lim.) (T.Dixon&Sons, Mgrs.) WB | 320·0 42·5 18·9<br>B72' 26·2<br>BK10"<br>=Cell D B266'473t | Belfast<br>British<br>5BHCem<br>APT50t | T.3Cy.24",39"&64"-45" (o)<br>150lb ~~80lb 60lb~~ 100lb 300HP<br>2DB,8rf,GS146 NDB95<br>Dunsmuir&Jackson,Gls. |
| 476<br>93149<br>MTPW | Lord Chancellor IronScSr<br>W.Ferrand89- ssHul.No.1-92<br>1Dk | 135<br>135<br>57 | ✠100A1<br>Trawler<br>11,92<br>BS10,94 | Hul<br>LA&CP<br>✠LMC11,92 | 1888<br>10mo | Cook, Welton& Gemmell Hull | HumberSteam TrawlingCo. (Lim.) | 95·3 20·8 11·0<br>BK7½" | Hull<br>British<br>3BHCem | C.2Cy.17"&35"-22" (r)<br>90lb 45HP<br>1SB,2pf,GS29,HS923<br>C.D.Holmes&Co.,Hull |
| * 477<br>93160<br>KLRS | Lord Charlemont SteelScSr<br>J.Parker -94 ssDun.No.1-90<br>(exOrmiston) 2Dks(Irn)3Dkrule | 3138<br>2989<br>2055 | ✠100A1<br>4,94<br>~~BS8,90~~ | Cff w<br>LA&CP<br>✠LMC10,90 9,94 | 1886<br>8mo | Harland& Wolff Belfast | IrishShipowners' Co.(Lim.) (T.Dixon&Sons, Mgrs.) WB | 345·6 40·9 26·7<br>P33'B80'F43'<br>BK9"<br>=Cell D B264'545t | Belfast<br>British<br>6BHCem<br>APT48t | T.3Cy.24½",37"&64"-48" (o)<br>160lb ~~60lb~~ 145lb 320HP<br>2DB,12cf,GS159<br>Harland&Wolff,Belfast |
| 478<br>65926<br>LBMD | Lord Clive IronSc4MstSr<br>R.Bond -92 | 3386<br>3322<br>2183 | | | 1871 | R&JEvans &Co. Liverpool | LordCliveS.S.Co. (Lim.)(Richard-son,Spence&Co.) | 381·0 40·1 30·0 | Liverpool<br>British | C.2Cy.32"&68"-42"<br>NB84 450HP<br>G.Forrester&Co.,Liverpool |
| 479<br>44417<br>[illegible] | Lord Clyde IronPadSp<br>Lost by Collision | 115<br>115<br>21 | | | 1864 | GRobinson &Co. Cork | W.T.Sellers | 103·8 18·5 9·8 | Scarboro'<br>British | 1Cy.38"-54"<br>50HP<br>T.Hepple&Co.,Newcastle |
| 480<br>86219 | Lord Delamere WoodScFlat | 131<br>122<br>89 | | | 1871 | AnnDeakn Winsford | SaltUnion(Lim.) | 86·2 20·6 9·2 | Liverpool<br>British | 2Cy.12"-14"<br>24HP<br>G.Deakin,Winsford |
| * 481<br>76221<br>RDNS | Lord Derby IronScSr<br>W.Clayton88-88 ssCff.No.3-3,90<br>2Dks(1Irn)3trB<br>ssNpt.No.1-94 | 1731<br>1642<br>1084 | ✠100A1<br>11,94 ~~9,90~~<br>~~BS7,90~~<br>11,94 | Npt r<br>A&CP<br>LMC3,90 7,94 | 1877<br>12mo | TyneISBC (Lim.) Newcastle | HoyHeadS.S.Co. (Lim.) (C.R.Scott&Co., Mgrs.) | 270·0 34·0 24·5<br>Q42'<br>~~drp91~~ BK9½"<br>WB=DBa82'f ~~9u E&B38'~~ | Cardiff<br>British<br>4BHCem | C.2Cy.32"&62"-36" (i)<br>70lb ~~30lb~~ 160HP<br>2B,GS90<br>R.&W.Hawthorn,Nwc. |
| 482<br>70774 | Lord Elgin IronPadSr<br>T.A.Dix -91 | 203<br>169<br>119 | | | 1876 | Richardsn, Duck&Co. Stockton | Bournemouth, Swanage&Poole Stm.Pkt.Co.(Lim.) | 160·0 20·0 6·8 | Poole<br>British | C.D.2Cy.22"&42"-42"<br>NB92 75HP<br>T.Richardson&Sons,Hpl. |
| 483<br>55494 | — IronPadSr | 107<br>107<br>27 | | | 1867 | G.Robin-son&Co. Cork | ArdrossanHar-bourCo. | 96·0 18·1 9·8 | Ardrossan<br>British | L.2Cy.36"-51"<br>50HP<br>G.Robinson&Co.,Cork |
| 484<br>99130<br>MPRS | Lord Erne SteelTwinSc4MstSr<br>J.Dunn69-92 2Dks(Stl)3trB<br>Elec.light | 5610<br>5285<br>3647 | ✠100A1<br>~~2,94~~ 2,95 | Cff a†<br>LA&CP<br>✠LMC5,92<br>Liv | 1892<br>5mo | Harland& Wolff(Lim.) Belfast | IrishShipowners' Co.(Lim)(T.Dixon &Sons.Mgrs.)<br>WB=CellDB | 445·0 49·2 30·1<br>P55'B98'F52'<br>FK&BK3"<br>330'1222t FPT 60t | Belfast<br>British<br>7BHCem<br>APT50t | T.6Cy.19",31"&52"-42" (s)<br>180lb 418HP<br>2D&1SB,14rf,GS230,HS7276<br>Harland&Wolff(Lim.)Bel. |
| * 485<br>70247<br>PJWR | Lord Eslington IronScSr<br>G.Foster84-84 ssShl.No.3-2,89<br>ssSld.No.1-92<br>2Dks(1Irn)3trB | 1678<br>1602<br>1065 | ✠90A1<br>~~3,94 12,93~~ 10,94<br>✠NB12,92 | Shl q<br>A&CP<br>LMC12,92<br>Lon | 1876<br>1mo | ColeBros. Newcastle | J.Tully | 264·6 34·0 24·3<br>BK7½"<br>— WB= | Newcastle<br>British<br>4BHCem<br>DBa85'190t | C.2Cy.31"&62"-36" (s)<br>80lb 70lb 200HP<br>2SB,6pf,GS84,HS2700<br>R.&W.Hawthorn,Nwc. |
| 486<br>81266<br>SNKG | Lord Gough IronSc4MstBk<br>F.Urquhart -92 | 3655<br>3324<br>2328 | | | 1879 | LairdBros. Birkenhead | LordGoughS.S.Co. (Lim.)(Richard-son,Spence&Co.) | 382·8 40·2 30·0<br>B299t | Liverpool<br>British | C.2Cy.32"&64"-48"<br>450HP<br>LairdBros.,Birkenhead |
| 487<br>90109<br>JPMB | Lord Lansdowne IronScSr<br>C.Fausset -94 ssBel.No.2-92<br>2Dks(1Irn)3trB | 2753<br>2593<br>1795 | ✠100A1<br>~~6,94 5,94~~ 2,95<br>~~BS10,90~~<br>8,94 | Bel v<br>LA&CP<br>✠LMC6,92<br>~~Dub~~ | 1884<br>7mo | Harland& Wolff Belfast | IrishShipowners' Co.(Lim.) (T.Dixon&Sons, Mgrs.) WB | 340·5 38·3 26·0<br>B64'F52'<br>drp93 BK10"<br>=Cell DB256'455t | Belfast<br>British<br>6BHCem<br>APT50t | C.2Cy.37"&72"-45" (a)<br>90lb 350HP<br>3SB,9pf,GS185<br>Harland&Wolff,Belfast |
| 488<br>93176<br>LBDV | Lord Londonderry SteelScSr<br>W.Arthur84-88 ssBel.No.1-92<br>2Dks(1Stl)3dkrule | 2409<br>2350<br>1566 | ✠100A1<br>~~9,94 12,93~~<br>3,95 ~~11,94~~<br>BS8,94 | Bel t<br>LA&CP<br>✠LMC5,92<br>~~NTL~~ Liv | 1888<br>12mo | Harland& Wolff Belfast | IrishShipowners' Co.(Lim.) (T.Dixon&Sons, Mgrs.) | 312·5 39·2 24·7<br>P24'B68'F34'<br>drp95 BK9"<br>WB=Cell | Belfast<br>British<br>5BHCem<br>DB234'522t | T.3Cy.23",37"&60"-42" (s)<br>160lb 240HP<br>2SB,6rf,GS108<br>J.Howden&Co.,Glasgow |
| 489<br>97544 | — SteelScSr<br>R.Gibb -91<br>1Dk(Irn)<br>Well deck | 570<br>430<br>358 | ✠100A1<br>12,92 | Lon i<br>A&CP<br>✠LMC8,91 | 1891<br>8mo | ShortBrs. Sunderland | Marquis of Londonderry (S.Ditchfield,Mgr.) | 175·0 28·0 10·6<br>P19'Q68'B16'F18'<br>drp92 FK<br>WB=Cell D B134'199t FPT | Sundrland<br>British<br>4BHCem<br>35tAPT26t | T.3Cy.16",26"&43"-30" (s)<br>160lb 80lb 90HP<br>1SB,3pf,GS39,HS1363<br>J.Dickinson,Sunderland |
| 490<br>87248 | Lord Morton IronPadSp | 186<br>168<br>56 | | | 1883 | S.&H. Morton Leith | GallowaySaloon SteamPacketCo. | 169·9 20·3 7·1 | Leith<br>British | D.1Cy.45"-54"<br>85HP<br>S.&H.Morton,Leith |
| 491<br>90106<br>JPHD | Lord O'Neill IronScSr<br>A.Ferris78-88 ssBel.No.2-92<br>2Dks(1Irn)3trB | 2751<br>2593<br>1798 | ✠100A1<br>3,95 ~~5,94~~<br>BS4,94 | Lth v<br>LA&CP<br>✠LMC4,92<br>Dub | 1884<br>5mo | Harland& Wolff Belfast | IrishShipowners' Co.(Lim.) (T.Dixon&Sons, Mgrs.) WB | 340·5 38·3 26·0<br>B64'F52'<br>BK10"<br>=Cell D B256'455t | Belfast<br>British<br>6BHCem<br>APT50t | C.2Cy.37"&72"-45" (a)<br>90lb 350HP<br>3SB,9pf,GS185<br>Harland&Wolff,Belfast |

| 1 No. in Book. / Official No. / Code Letters | 2-3 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 492<br>98494<br>KTNF | Lord Rosebery SteelScSr<br>T.J.C.Boyd -91 ssTrn.No.1-92<br>Well deck 1Dk(Irn)2trB | 1220<br>966<br>777 | ✠100A1<br>12,94 ~~2,98~~<br>BS11,94 ✠LMC11,92 | PGl<br>LA&CP<br>Trn | n | 1888<br>8mo | Russll&Co.<br>Pt.Glasgow | J.&A.Wyllie<br>WB=DBa56 | 231·3\|33·0\|17·0<br>P135′F31′<br>drp93 BK8″<br>f84′245tFPT44t | London<br>British<br>4BH(Irn)<br>Cem | T.3Cy.17″,28″&45″-36″ (s)<br>150lb 60lb 103HP<br>1SB,3rf,GS54,HS1517<br>Kincaid&Co.,Greenock | 18 ″ 0<br>s 1 ″ 9 | |
| 493<br>96045<br>LCFM | Lord Stanley SteelTwinScSrTug<br>W.T.Davie -89 ssQbc.No.1-94<br>1Dk(Irn-ws) | 276<br>260<br>86 | ✠100A1<br>4,94<br>✠LMC5,93 | Qbc<br>LA&CP | e | 1889<br>4mo | D.&W.<br>Henderson<br>&Co.<br>Glasgow | G.T.Davie<br>W | 140·0\|24·1\|11·3<br>B12′F24′<br>BK6″<br>B=DeepTank a21′ | Quebec<br>British<br>4BHCem<br>40tFPT46t | T.6Cy.12¾″,20″&33″-24″(a)<br>160lb 160HP<br>1SB,3rf,GS48<br>D.&W.Henderson&Co.Gls. | 12 ″ 2 | |
| 494<br>LWGJ | Lord Warden IronPadSp<br>~~J.Pike84~~R.Chater | 116<br>116<br>6~~93~~ | | | | 1868 | JReadhead<br>&Co.<br>S.Shields | ~~F.Pattison~~<br>J.Anderson | 100·4\|18·3\|10·1 | ~~London~~<br>British<br>N Shields | L.2Cy.~~27~~-48″<br>28″ NB90 70HP ~~55H~~<br>J.Readhead&Co.,S.Shields | | |
| 495<br>84879<br>HTLP | Lord Warwick IronSc3MstSr<br>R.J.Cox -93 ssCff.No.~~2~~-91<br>2Dks(1Irn&1ptIrn)3trB | 2540<br>2262<br>1621 | ✠100A1<br>8,94 ~~7,93~~<br>~~BS10,92~~ ✠LMC7,91 3,94<br>✠NB3,94 | Cff<br>LA&CP<br>Nwc | t | 1883<br>5mo | TyneI.S.B.<br>Co.(Lim.)<br>Newcastle | "Lord.Warwick"<br>S.S.Co.(Lim.)<br>(Stephens&<br>Mawson) | 300·0\|39·0\|25·5<br>P28′B66′ F28′<br>BK10″<br>WB=DBa92′f68′ | N.Shields<br>British<br>5BHCem<br>335tAPT4t | T.3Cy.21″,35″&56″-42″ (s)<br>160lb 65lb 270HP<br>2SB,6pf,GS39HS3230<br>~~Dickinson,Sunderland~~<br>Tpd.94 NorthEasternMarineE.Co.(Lim),Nwc | 26 ″ 9<br>s 4″11½ | D |
| 496<br>98631 | Lord of the Isles SteelPadSk<br>D.Downie | 466<br>421<br>190 | | | | 1891 | D.&W.<br>Henderson<br>&Co.<br>Glasgow | Glasgow&In-<br>veraryStmBoat<br>Co.(Lim.) | 255·0\|25·6\| 9·1<br>Promenade dk204′<br>H45t | Glasgow<br>British | O.2Cy.48″-66″<br>280HP<br>D.&W.Henderson&Co,Gls. | | |
| 497<br>76786 | — IronPadSk<br>R.T.Reader -94 | 384<br>369<br>106 | | | | 1877 | D.&W.<br>Henderson<br>Glasgow | VictoriaSteam-<br>boatAssociation<br>(Lim.) | 246·0\|24·2\| 9·0 | London<br>British | D.O.2Cy.46″-66″<br>NB86 326HP<br>D.&W.Henderson&Co.Gls. | | BT till ~~1,94~~ 1,95 |
| 498<br>98803 | Lorenzo SteelScSr<br>W.B.Tregarthen -91<br>(exLansdowneTower)<br>1Dk(Stl)&Spar dk(Stl)3trB | 3191<br>2860<br>2031 | ✠100A1<br>Spar dk<br>11,93<br>✠LMC5,90 | Shl<br>LA&CP | u | 1890<br>5mo | W.Dobson<br>&Co.<br>Newcastle | T.Wilson,Sons&<br>Co.(Lim.) | 331·5\|40·5\|19·2<br>P47′B80′ 27·2<br>F42′ BK10″<br>WB=Cell | Hull<br>British<br>5BHCem<br>DB264′433t | T.3Cy.23″,38″&61″-42 (s)<br>160lb 80lb 220HP<br>2SB,6cf,GS106,HS4120<br>WallsendSlipwayCo.<br>(Lim.),Nwc | 21 ″ 9<br>~~s 6 10½~~<br>s 6 ″ 5½ | |
| 499<br>98413 | Lorna Doone SteelPadSp<br>N.E.Hucker -92 | 427<br>344<br>83 | | | | 1891 | Napier,<br>Shanks&Bell<br>Glasgow | Edwards,<br>Robertson&Co. | 220·5\|26·0\| 9·2<br>Promenade dk168′ | Bristol<br>British | C.2Cy.32″&62″-60″<br>240HP<br>D.Rowan&Son,Glasgow | | BT till ~~10,94~~ 4,95 |
| 500 | — IronScSr | 118<br>—<br>55 | | | | 1881 | Blackwood<br>&Gordon<br>PortGlasgow | RajahBrooke | 103·3\|17·1\| 8·1<br>Q13t | Sarawak<br>Sarawak | C.2Cy.17″&31″-21″<br>40HP<br>Blackwood&Gordon,PGls. | | |
| 501<br>68684<br>MKBJ | Lorne IronScSr<br>R.Bartlett -93 ssHul.No.3-1,86<br>Well deck ~~ssHul.No.1-90~~<br>ssHul.No.2-94 1Dk | 1143<br>918<br>733 | ✠90A1<br>~~11,91,93~~ 5,95<br>✠NB2,83<br>~~BS1,93~~ | Hul<br>LA&CP<br>Cpn<br>LMC~~3,90~~ 11,94 | n | 1873<br>3mo | Gilbert&<br>Cooper<br>Hull | W.S.Bailey | 241·7\|30·9\|15·8<br>P117′F26′<br>drp95 BK8″<br>WB=APT30t | Hull<br>British<br>5BHCem<br>MT25′120t | C.2Cy.27″&53″-36″ (a)<br>80lb ~~35lb~~70lb NDB94 98HP<br>1DB,4pf,GS69<br>Gilbert&Cooper,Hull | 16 ″ 8<br>s 2 ″ 2 | |
| 502<br>94809 | — WoodScSp<br>J.Christensen89-89 1Dk | 288<br>215<br>159 | | | | 1889 | Middlemas<br>&Boole<br>SanFrancisco | J.O.Dunsmuir | 151·0\|26·0\|13·2<br>H73t | Vict'riaBC<br>British | T.3Cy.18″,28″&48″-36″<br>114HP<br>AlbionIrnWrksC.VictB.C. | | |
| 503<br>JWSL | Lorraine IronSc4Mst<br>Jauffret66-88 | 1036<br>—<br>514 | | | | 1866 | Forges&<br>Chantiers<br>LaSeyne | SociétéGénérale<br>desTransports<br>Maritimesàvapeur | 238·5\|28·9\|22·6 | Marseilles<br>French | 2Cy.33″-24½″<br>100HP<br>Forges&Chantiers,Msl | | |
| 504<br>15992 | Los Angeles WoodScSr<br>(WRECKED 4,94)<br>H.D.Leland (exWyanda) 2Dks | 493<br>—<br>287 | | | | 18 6/7 6/4 | ...........<br>Baltimore | PacificCoastS.S.<br>Co. | 170·0\|27·0\|11·1 | S.Frncisco<br>Utd.States | C.2Cy.20″&43½″-28″<br>68HP<br>RisdonIronWorks,S.Fo. | | |
| 505<br>JVGW | Lotos WoodScSr<br>N.A.Olsen82-91<br>YM1,91 1Dk2trB | 517<br>398<br>311 | | | | 1890 | K.Flage<br>Bergen | H.Irgens | 151·9\|26·1\|14·5<br>Q30t B66t H5t F17t | Bergen<br>Norwegian | T.3Cy.11½″,18″&29½″-24″<br>45HP<br>Laxevaags,Maskin&<br>Jernskibsbyggeri,Bergen | | |
| 506<br>HFSW | Lotte IronScSr<br>E.Schindler92-93 1Dk2trB | 453<br>367<br>325 | | | | 1882 | Danziger<br>Schiffswrft&<br>Kesselschmd.<br>Danzig | F.G.Reinhold | 153·8\|23·5\|14·1<br>Q46′ B29′ F15′<br>WB | Danzig<br>German | C.2Cy.14¼″&26¾″-13¾″<br>50HP<br>F.Schichau,Elbing | | DV |
| 507<br>45894<br>VGFN | Lotus IronScSr<br>H.W.Marchant -94 4thSurvey,7,84<br>2Dks(1Irn) | 584<br>565<br>363 | ✠<br>5,90 | Mdb | Lv | 1863<br>3mo | C&WEarle<br>Hull | S.S."Lotus"Co.<br>(Lim.) (Curwen,<br>Bros.,Mgrs.) | 207·8\|24·2\|15·7 | Liverpool<br>British<br>4BH | C.4Cy.18″&34″-30″<br>NE73,NB91 70HP<br>T.Brassey&Co.,Liverpool | 16 ″ 6<br>s 2 ″ 8 | |
| 508<br>JWSG | Lou Cettori IronScSr<br>Bastiani 2Dks&Spardk | 1233<br>—<br>623 | | | | 1873 | Scott&Co.<br>Greenock | Cie.Générale<br>Transatlantique | 257·8\|30·3\|15·5<br>P50′B32′H80t 22·6 | Marseilles<br>French | C.2Cy.33¼″&66″-36″<br>250HP<br>GreenockFoundryCo.,Grk | | V |
| 509<br>93414<br>LCKB | Lough Fisher SteelScSr<br>W.W.Wharton92-92 ssBrw.No.1-92<br>Well deck 1Dk(Irn) | 418<br>325<br>169 | ✠100A1<br>12,93<br>BS~~5,92~~ ✠LMC5,92<br>10,94 | Cff<br>LA&CP | h | 1887<br>11mo | M'Ilwaine,<br>Lewis&Co.<br>(Lim.)<br>Belfast | "LoughFisher"SS.<br>Co.(Lim.)<br>(J.Fisher&Sons)<br>WB | 168·2\|25·1\|11·6<br>Q95′B42′F28′<br>drp93 BK7″<br>= D Ba35′51tFPT | Barrow<br>British<br>4BHCem<br>35tAPT22t | C.2Cy.20″&38″-33″ (a)<br>90lb ~~50lb~~ 45lb 61HP<br>1SB,3pf,GS48<br>M'Ilwaine,Lws&C.(L.)Bel | 12 ″ 8<br>s ″ 11 | |
| 510<br>86106<br>HMBV | Loughbrow IronScSr<br>R.Smith -92 ~~ssNwc.No.2-92~~<br>Well deck ssNwc.No.3-11,94 1Dk(Irn) | 733<br>602<br>446 | ✠100A1<br>5,95 ~~11,94~~<br>✠LMC~~9,92~~ 10,94 | Gls<br>A&CP<br>Nwc | j | 1883<br>2mo | Hodgson&<br>Soulsby<br>Blyth | Fisher,Renwick&<br>Co.<br>WB=DBa | 190·3\|30·3\|13·7<br>Q99′B18′F22′<br>BK7½″<br>48′f75′ ~~& Ex B85~~ 143t | Newcastle<br>British<br>4BHCem<br>~~225t~~APT16t | C.2Cy.23″&46″-33″ (s)<br>90lb 80lb NDB91 95HP<br>1SB,3pf,GS48<br>WighamRichardson&C.Nwc | 14 ″ 5<br>s 1 ″ 3 | |
| 511<br>89481<br>MFVD | Loughrigg Holme SteelScSr<br>J.W.Millican -92<br>1Dk(ptStl&ptIrn)&Web frames<br>&ptAwngdk(Irn) | 2069<br>1503<br>1317 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>2,95 ~~12,93~~<br>✠LMC7,91 | Lon<br>A&CP<br>Liv | r | 1891<br>7mo | JLThomp-<br>son&Sons<br>Sunderland | HineBros. | 283·0\|37·7\|19·2<br>P29′Q78′ BK9½″<br>ptAwngdk168′<br>WB=DBa86′f60′ | Maryport<br>British<br>5BHCem<br>303tAPT21t | T.3Cy.21″,35″&57½″-39″ (s)<br>160lb 80lb 180HP<br>2SB,6pf,GS98<br>G.Clark&Co.(Lim.),Sld. | 20 ″ 6<br>s 8 ″ 5 | D |
| 512<br>JWTG | Louis IronScSr<br>Cogniet ssNts.No.2-93<br>Well deck 1Dk(Irn)&Web frames | 1271<br>1007<br>864 | ✠100A1<br>7,93<br>BS12,93 ✠LMC10,92<br>2,95 | Cff<br>A&CP | n | 1884<br>1mo | Osborne<br>Graham&<br>Co.<br>Sunderland | L.Flornoy et fils | 230·0\|34·1\|16·3<br>Q82′B54′F27′<br>FK<br>WB=DBa65′f84′ | Nantes<br>French<br>4BHCem<br>278tAPT12t | C.2Cy.28″&53″-36″ (a)<br>80lb 80lb NDB89 110HP<br>1SB,3pf,GS42<br>W.&F.Wilson&Co.,Sld. | 17 ″ 5 | |
| 513<br>KBCP | Louis C. IronScSr<br>(exItalia,exGooddy)<br>1Dk | 197<br>—<br>91 | | | | 1880 | HM'Intyre<br>&Co.<br>Paisley | M.Castaldi&Co. | 116·8\|20·5\| 8·9<br>Q36′ B11′ F12′<br>BK7″ | Marseilles<br>French<br>WB | C.2Cy.15″&28″-25″<br>50HP<br>1SB,2pf,GS25<br>T.Reid&Co.,Paisley | | |

| 1 Numero d'Ordre / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. / Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 514<br>MDPB | **Louis Krohn** SteelScSr<br>*R.Ohlerich*89-89 1*Dk* | 621<br>577<br>435 | | | | 1889 | Rost.Act. GesfrScffund Mschinenbau<br>Rostock | F.W.Fischer | 171·9\|26·2\|13·0<br>Q112' F20' | Rostock<br>German | 2Cy.19¾"&35½"–27½" 75HP<br>RostckrSchiffs.Gesl.Ros. *WB* |
| 515<br>83582<br>VLQB | **Louisburg** IronScSr<br>*H.W.Gould* ssQbc.No.3–5,91<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>ssMtl.No.1-94 | 1816<br>1376<br>1182 | ✠100A1<br>7,94 ~~4,94~~<br>✠LMC3,94 4,95 | Hfx<br>A&CP<br>Mtl | *q* | 1881<br>3mo | JLThompson&Son<br>Sunderland | DominionCoalCo. (Lim.) | 260·0\|36·0\|18·5<br>P28'Q70'B104' F26' drp94 BK9"<br>*WB*=*DBa*76'*f*100' | Montreal<br>British<br>5*BHCem*91<br>370*tAPT*42*t* | C.2Cy.34"&64"–42" (*i*)<br>70lb 70*lb* NDB92 225HP<br>2SB,6*pf*,GS90<br>G.Clark,Sunderland |
| 516<br>JBLH | **Louise** IronScSr<br>*G.Stenfelt* –92 ssSld.No.2–91<br>*Well deck* (exBalbus) 1*Dk*(*Irn*)2*trB* | 1201<br>914<br>896 | ✠100A1<br>7,94 ~~8,93~~<br>BS ~~8,93~~ 7,94<br>✠LMC8,92 | Shl<br>LA&CP<br>Hal | *o* | 1883<br>9mo | BarrowSB.Co.(Lim.)<br>Barrow | Rederiaktieb. Sigurd (O.S. Hedberg *Mgr.*) | 240·0\|34·2\|14·1<br>Q92'B52'H25*t*F28'<br>drp93 FK<br>*WB*=*Cell DB*203'300*tFP* | Malmö<br>Swedish<br>4*BHCem*<br>*T*14*tAPT*7*t* | C.2Cy.31"&58"–36" (*c*)<br>80lb 50*lb* 150HP<br>2SB,6*pf*,GS86,HS2800<br>Westray,Copelnd&C.Brw. |
| 517<br>NJLP | — IronSc3MstSr<br>*J.C.Wiberg* ssCpn.No.2–80<br>1*Dk*2*trB* | 1115<br>822<br>703 | 6,80 | Cpn | *n* | 1872<br>8mo | Burmeister &Wain<br>Copenhagen | ForenedeDampskibsselskab | 232·3\|30·0\|16·5<br>P157' F32' | Copnhagn<br>Danish<br>6*BHCem* | C.4Cy.21"&44"–30" 120HP<br>Burmeister&Wain,Cpn. |
| 518<br>12826<br>HKTJ | — WoodPad<br>(exJohnRomer)<br>1*Dk* | 409<br>—<br>223 | | | | 1863 | B.C.Terry<br>Keyport,N.J. | J.J.Callahan | 173·1\|26·6\| 8·0 | NewprtNs.<br>Utd.States | |
| 519<br>76305 | — IronScSr<br>*T.Weddick* –93 ssLiv.No.1–87<br>1*Dk* | 206<br>164<br>67 | ✠<br>3,90<br>✠ | Liv<br>LA&CP | *c* | 1882<br>8mo | Abercorn S.B.Co.<br>Paisley | R.A.Cain | 119·6\|21·1\|10·0<br>Q50' F19' | DouglasIM<br>British<br>4*BHCem* | C.2Cy.20"&36"–24" 60HP<br>W.King&Co.,Glasgow<br>*WB*=*FPT*15*t* |
| 520<br>82850 | — IronPad | 159<br>158<br>39 | | | | 1880 | Samuda Bros.<br>London | Lon.&IndiaDocks JointCommittee | 100·0\|20·6\|10·7 | London<br>British | L.2Cy.32½"–54" 80HP<br>J.Stewart&Son,London |
| 521<br>HDPV | — SteelSc<br>*C.Bratland*<br>1*Dk* | 141<br>52<br>95 | | | | 1892 | AkersMek. Verksted<br>Christiania | BygdöDampskibsselskab (T.Mortensen) | 84·1\|19·0\| 6·7<br>B80*t* H9*t* | Chrstiania<br>Norwegian | C.2Cy.12½"&26"–15" 38HP<br>AkersMek.Verksted,Xia. |
| 522<br>82794<br>TMWN | **Louise Dagmar** SteelPad<br>*G.Davies*80–85 1*Dk* | 816<br>699<br>282 | ✠<br>*with load line*<br>9,80<br>*Folkestone & Boulogne Passenger Service* | Lon | | 1880<br>7mo | Samuda Bros.<br>London | S.E.RailwayCo. | 250·0\|29·2\|14·3<br>B51' | London<br>British<br>6*BHCem* | O.2Cy.72"–60"<br>NB89 350HP<br>J.Penn&Sons,Greenwich |
| 523<br>80533<br>SGVB | **Louise H.** IronScSr<br>*J.Craig* ssShl.No.3–4,91<br>2*Dks*(1*Irn*)3*trB* | 1637<br>1512<br>1027 | ✠100A1<br>1,95 ~~1,94~~<br>BS ~~7,93~~ 11,94 | Shl<br>A&CP<br>LMC4,91<br>Nwc | *r* | 1879<br>1mo | Palmers' Co.(Lim.)<br>Newcastle | M.J.DeHart | 255·0\|34·2\|23·3<br>P20'F27' BK9"<br>*WB*=*T* | Newcastle<br>British<br>4*BHCem*<br>*DBa*70'*f*56' | C.2Cy.32"&60"–39"<br>80lb 200HP<br>2B,GS90<br>Palmers'Co.(Lim.),Nwc. |
| 524<br>GQDS | **Louise-Marie** IronPad<br>(BROKEN UP) | —<br>—<br>419 | | | | 1867 | Soc.Cockerill<br>Antwerp | BelgianGovernment | 200·0\|24·8\| 7·3 | Ostend<br>Belgian | |
| 525<br>140390<br>JTPM | **Louisiana** IronScSr<br>*E.V.Gager*54–79 2*Dks*3*trB* | 2840<br>—<br>1806 | | | | 1879 | J.Roach& Son<br>Chester,Pa. | CromwellS.S.Line | 348·0\|39·0\|14·9<br>28·5 | NewYork<br>Utd.States | C.4Cy.30"&56"–88"<br>C.H.Delamater,Chester,Pa |
| 526<br>68009<br>WRMT | — IronSc3MstSr<br>*M.Sinclair* –91 ssGls.No.3–4,93<br>(exMandalay)<br>*Elec.light* 2*Dks*(1*Irn*)3*trB* | 1973<br>1881<br>1263 | ✠100A1<br>9,93<br>✠NB4,93 | Npt<br>A&CP<br>✠LMC4,93 | *s* | 1872<br>11mo | W.Denny &Bros.<br>Dumbarton | C.Houston (Aitken& Walker,*Mgrs.*) | 298·0\|33·6\|25·8<br>B50'<br>drp93 BK10" | Glasgow<br>British<br>5*BHCem* | T.4Cy.(2)15",35"&55"–42"<br>150lb 70*lb* NDB93 (*s*) 185HP<br>1DB,6*pf*,GS110,HS2516<br>*Tpd*.93Muir&Houston,Gls |
| 527<br>99322 | **Louisianian** SteelScSr<br>*W.S.Wallace* –91<br>3*Dks*(2*Stl*)<br>*Elec.light* | 3643<br>3389<br>2386 | ✠100A1<br>~~1,93~~ 11,94 | Liv<br>LA&CP<br>✠LMC9,91 | *w* | 1891<br>9mo | Barclay, Curle&Co. (Lim.)<br>Glasgow | WestIndia& PacificStm.Ship Co.(Lim.) *WB*=*DBf*54'& | 370·0\|43·0\|25·9<br>P42'B112'F47' BK9"<br>uE & B74'462*tFP* | Liverpool<br>British<br>7*BHCem*<br>64*tAPT*83*t* | T.3Cy.25½",42"&71"–51" (*o*)<br>180lb 75*lb* 352HP<br>2DB,12*cf*,GS236<br>Barclay,Curle&C.(Lm)Gls |
| 528<br>99760 | **Louth** SteelScSr<br>2*Dks* 1002<br>537 | 1275<br>~~1016~~<br>~~575~~ | | | | 1894 | Blackwood &Gordon<br>PortGlasgow | City of Dublin SteamPacketCo. | ~~260·0\|34·0~~\|15·8<br>P72' B88' F77'<br>260·6\|34·1 | Dublin<br>British<br>*WB* | T.3Cy.27",42"&69"–48" 400HP<br>Blackwood&Gordon,P.Gls |
| 529<br>84682<br>MSHN | **Lovart** SteelScSr<br>*W.Thomson*92–92<br>1*Dk* | 398<br>293<br>221 | ✠100A1<br>~~1,95 2,93~~ 4,95 | Gmh<br>A&CP<br>✠LMC9,92<br>Sld | *f* | 1892<br>9mo | Ardrossan ShipbldngCo. (Lim.)<br>Ardrossan | LovartS.S.Co. (Lim.) (Love&Stewart) *WB*=*D* | 145·0\|26·1\| 9·2<br>P11'B44'F17' FK<br>*BuE*&B30'40*tFPT* | Bo'ness<br>British<br>4*BHCem*<br>18*t APT* 10*t* | T.3Cy.11",18"&30"–21" (*s*)<br>160lb 75*lb* 45HP<br>1SB,2*pf*,GS32,HS769<br>Ross&Duncan,Glasgow |
| 530<br>53153<br>HSQK | **Lovedale** IronPadSr<br>*D.McIsaac* –91 (exGreatWestern) | 459<br>409<br>207 | | | | 1867 | W.Simons &Co.<br>Renfrew | D.MacBrayne | 220·4\|25·2\|12·4<br>Q64' B72' | Glasgow<br>British | O.2Cy.48"–45"<br>NB93 190HP<br>W.Simons&Co.,Renfrew |
| 531 | **Lovky** Pad | | | | | 1892 | ..............<br>Lintz | RussianS.N.& TradingCo. | 180·0\|25·0\| 8·3 | Odessa<br>Russian | C.2Cy.26"&43½"–34½" |
| 532 | ~~**Lovstakken**~~ SteelScSr<br>Lövstakken 1*Dk*(*Stl*)&*Spardk*(*Irn*)<br>*B.D.Olsen*76–94 3*trB* | ~~3020~~<br>3120<br>2931<br>2098 | ✠100A1<br>*Spar dk*<br>8,94 ~~1,94~~<br>(*Class Contemplated*) | Stk<br>A&CP<br>Cpn<br>✠LMC1,94 | *u* | 1894<br>5mo | Ropner& Son<br>Stockton | S.Troye | 325·1\|42·5\|17·2<br>P27'F32' 25·0 BK10"<br>drp94 *WB*=*Cell* | Bergen<br>Norwegian<br>5*BHCem*<br>*DB*270'611*t* | T.3Cy.23",38"&62½"–42" (*s*)<br>160lb 80*lb* 270HP<br>2SB,6*rf*,GS105,HS3898<br>Blair&Co.(Lim.),Stockton |
| 533<br>QFLR | **Löwenburg** SteelScSr<br>*C.G.Kayser* –93 ssBhn.No.1–95<br>1*Dk*(*Stl*)&*Webframes*&*Spardk*<br>(*ptStl*–*ws*) | 1848<br>1652<br>1287 | ✠100A1<br>*Spar dk*<br>5,95 ~~10,94~~ | Bhn<br>LA&CP<br>✠LMC2,91 5,95 | *r* | 1891<br>2mo | Flensburgr Schiffsbau Ges.<br>Flensburg | DeutscheDampfschifffahrtsGes. "Hansa" | 259·7\|37·0\|17·3<br>B50'F31' 21·6<br>BK8½"<br>*WB*=*Cell* | Bremen<br>German<br>5*BHCem*<br>*DB*216'312*t* | T.3Cy.22½",35"&60"–42" (*o*)<br>165lb 100*lb* 300HP<br>2SB,2*rf*,GS79<br>Flnsbrgr.Schiffs.Ges.,Fbg |
| 534<br>92925<br>KRJP | **Lowlands** SteelScSr<br>*W.H.Dormand* –93 ssCff.No.1–91<br>1*Dk*(*Stl*)&*Webframes* | 1789<br>1385<br>1165 | ✠100A1<br>~~6,95 3,93~~ 5,95<br>BS ~~3,94~~ 5,95 | Shl<br>A&CP<br>✠LMC11,91<br>~~Cff~~ Ham | *q* | 1888<br>5mo | W.Gray& Co.<br>WHartlepool | ~~Hardy,Wilson&Co.~~<br>J.F.Wilson&Co. | 260·5\|36·6\|18·2<br>Q107'B104'F25'<br>drp93 FK<br>*WB*=*DBa* | W.Hartlpl<br>British<br>4*BHAsp*<br>82'*f*100'378*t* | T.3Cy.19",30½"&51"–36" (*s*)<br>150lb 75*lb* 150HP<br>2SB,4*rf*,GS133<br>CentralMarineE.C.W.Hpl. |
| 535<br>PJLK | **Loyal** SteelScSr<br>*W.Arp* –92 2*Dks* | 1534<br>—<br>1221 | | | | 1892 | Howaldtswerke<br>Kiel | Reederij "Neutraal" | 240·0\|36·0\|15·9<br>B36' F28' | Rottrdam<br>Dutch<br>*WB* | T3Cy16½",25½"&43½"–24½" 700HP<br>Howaldtswerke,Kiel |
| 536<br>HFKM | — SteelScSr<br>*N.Bang* 1*Dk*<br>(exTransportII.) | 234<br>171<br>161 | | | | 1891 | MossMek. Værksted<br>Moss | Dampskibselskabet "Veritas" (B.Jacobsen,*Mgr*) | 115·0\|21·1\|10·2<br>P46*t* H11*t* F6*t* | Arendal<br>Norwegian | C.2Cy.12½"&25½"–16" 30HP<br>VulkanMek.Værks.,Xania |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Master. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 8 9 Built. When. — Ship. — Engines | By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 537<br>98413<br>MQQD | **Loyal Briton** **SteelScSr**<br>*W.J.Gibbs* –94 1*Dk(Stl)*&*Web frames*&*pt Awng dk(Irn)* | 2105<br>1536<br>1361 | ✠100A1<br>*pt Awng dk with freeboard*<br>5,95 ~~5,94~~<br>✠LMC8,91 | Cff<br>LA&CP<br>Sws | *r* | 1891<br>8mo | Richardsn Duck&Co.<br>Stockton | **Gibbs&Lee** | 282·0<br>P23′Q90′<br>*pt Awng dk* 169′ FK<br>*WB=Cell D B* 238′ | 37·6 | 16·8 | **Cardiff**<br>British<br>5*BHAsp*<br>445*t APT* 21*t* | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *80lb* 200HP<br>2SB,*4rf*,GS74,HS2990<br>Blair&Co.(Lim.),Stockton | 20 ″ 0<br>s 7 ″ 11 | |
| 538<br>78613<br>RNCL | **Lualaba** **IronScSr**<br>*T.A.Harper* –94 2*Dks*(1*pt Irn*)<br>3rdSurvey,Liv.10,91<br>*Now named "Tordera," See No. 28 in Supplement.* | 1850<br>1657<br>1170 | ✠ ~~A1*1~~<br>~~1,94~~ 7,94 | Liv | Lv | 1878<br>5mo | Cunliffe&<br>Dunlop<br>Pt.Glasgow | **British&African SteamNav.Co. (Lim.) (Elder, Dempster&Co., *Mgrs.*)** | 299·8<br>P101*t* H36*t* F56*t*<br>BK9′ | 34·5 | 23·7 | **Glasgow**<br>British<br>6*BH* 2PBH | C.2Cy.40″&71″–36″<br>280HP<br>2B,*8f*<br>Cunliffe&Dunlop,P.Gl. | 25 ″ 1<br>s 5 ″ 0½ | BT till ~~7,94~~ 1,95 |
| 539<br>MQRC | **Luarca** **Steel&IronScSp**<br>*B.Castro* –92<br>*Irn framing, Stl plating* 1*Dk(Irn)*<br>*Well deck* | 111<br>80<br>66 | ✠100A1<br>*Stm Trawler*<br>1,92 ✠LMC1,92 | Mdb<br>LA&CP | *a* | 1892<br>1mo | R.Craggs& Sons<br>Middlesbro' | **J.Asenjo** | 80·0<br>Q30′B10′F11′ | 17·5 | 8·0<br>BK6′<br>*WB* = *FPT* 8*t* | **Gijon**<br>Spanish<br>3*BHCem*<br>1SB.2*pf*,GS22,HS472<br>Tindall&Co.,Hull | C.2Cy.12″&22″–18″ (*s*)<br>100lb 22HP | 8 ″ 6 | |
| 540<br>PBKD | **Luba** **SteelSc3MstSr**<br>*G.H.Johannsen* –89 1*Dk* | 394<br>304<br>290 | | | | 1889 | H.Koch<br>Lübeck | **Lübeck-Königsberger Dampfschifffahrts Ges.** | 145·0<br>Q23′B25′F18′ | 22·0 | 11·9 | **Lübeck**<br>German<br>*WB* | C.2Cy.17″&32″–20″<br>55HP<br>J.W.Klawitter,Danzig | | |
| 541<br>PBJN | **Lubeca** **IronScSr**<br>*J.Evers*89– 1*Dk* | 268<br>—<br>199 | | | | 1883 | H.Koch<br>Lübeck | **Küsten-Dampfschifffahrts Ges.** | 118·7<br>Q28′B33′F16′ | 20·4 | 11·8 | **Lübeck**<br>German | C.2Cy.16″&27½″–17¾″<br>160HP<br>Henniges&Co.,Berlin | | G |
| 542<br>QFBG | **Lübeck** **SteelScBg**<br>*C.Dewers* –93 2*Dks*3*trB*<br>*Elec.light* | 1815<br>1534<br>1078 | | | | 1886 | Act.Ges. Vulcan<br>Stettin | **Norddeutscher Lloyd** | 260·0<br>P56′B95′F39′ | 35·5 | 24·5 | **Bremen**<br>German<br>*WB* | T.3Cy.24″,39″&63″–49″<br>Act.Ges.Vulcan | | G |
| 543<br>PBFW | — **IronSc3MstSr**<br>*H.Storm*79–85 1*Dk* | 305<br>—<br>231 | | | | 1866 | Denton, Gray&Co.<br>W Hartlepool | **Gaedertz,sen.&Co.** | 155·3<br>Q20′B5′F18′ | 20·5 | 10·6 | **Lübeck**<br>German | C.2Cy.19″&38″–20″<br>60HP<br>Richardson,Duck&Co.,Stk. | | G |
| 544<br>78892 | **Lubra** **IronScSr**<br>*F.Stafford*93–93 (*ex*Frank Batters) 1*Dk* | 467<br>465<br>279 | | | | 1874 | Harvey& Co.<br>Hayle | **Newcastle& HunterRiver S.S.Co.(Lim.)** | 173·6<br>Q23′B25′F18′ | 27·5 | 11·4 | **SydnyNSW**<br>British<br>*WB* | C.2Cy.18″&33″–21″<br>45HP<br>Harvey&Co.,Hayle | | |
| 545<br>29308 | — **IronScSr**<br>*R.Brown* –93 2*Dks* | 321<br>272<br>223 | | | | 1860 | Laurence Hill&Co.<br>Pt.Glasgow | **AdelaideS.S.Co. (Lim.)** | 167·3<br>P34*t* | 22·2 | 10·4 | **SydnyNSW**<br>British<br>*WB* | C.2Cy.20½″&37½″–24″<br>60HP<br>D.&W.Henderson&C.,Gls. | | |
| 546<br>102106<br>NDBM | **Lucania** **SteelTwinScSr**<br>*H.McKay*71–93 4*Dks*(3*Stl*–ws)&<br>*Elec.light* *Promenade dk*(*Stl*–ws) | 12952<br>10267<br>4975 | ✠100A1<br>~~8,91~~ ~~2,94~~ 3,95<br>✠LMC8,93 | Liv<br>LA&CP | | 1893<br>7mo | Fairfield Co.(Lim.)<br>Glasgow | **CunardS.S.Co. (Lim.)** | 601·0<br>P75′F120′ FK<br>*Promenade dk* 370′<br>drp94 *WB=Cell D* | 65·2 | 37·8<br>*B* 457′ 2384*t* | **Liverpool**<br>British<br>12*BHCem* | T10Cy(4)37″(2)79″&(4)98″ –69″]<br>165lb *165lb* (*s*) 5000HP<br>FairfieldCo.(Lim.),Gls. | 41 ″ 10 | BT till ~~6,94~~ ~~8,95~~ 10,95 |
| 547<br>9<br>QGNP | **Lucano** *F.Andriola* **IronSc**<br>~~*R.G.Caputi*86–87~~ *ss*Lgn.No.2–91<br>(*ex*Ariadne) 1*Dk*(*Irn*)&*Awng dk* | 728<br>711<br>470 | ✠100A1<br>*Awng dk with freeboard*<br>2,94<br>BS12,93 ✠LMC6,91 | Gen<br>LA&CP | *j* | 1884<br>4mo | PearceBros<br>Dundee | **Soc.Anon deNav. a vap.Puglia** | 172·0<br>*WB=DBa* 37′ | 28·2<br>19·2<br>BK7′<br>52*t FPT* 64*t* | 12·2 | **Bari**<br>Italian<br>4*BHCem* | C.2Cy.20″&40″–30″ (*b*)<br>80lb *45lb* 99HP<br>1SB,2*pf*,GS38<br>PearceBrothers,Dundee<br>*Freeboard to Awning deck* | 12 ″ 10<br>″ 10<br>8 ″ 0 | |
| 548<br>81453<br>SNMD | **Lucent** **IronScSr**<br>*P.Marshall* –91 1*Dk*(*Irn*)2*trB*<br>*Well deck* 3rdSurvey,Shl.5,91 | 1422<br>1111<br>899 | ✠ ~~A1*1~~<br>~~5,94~~ ~~6,92~~ | Shl | Lv | 1879<br>5mo | Bartram, Haswell& Co.<br>Sunderland | **J.Westoll** | 250·5<br>P28′Q60′B60′F29′ | 34·0 | 18·2<br>BK9½′<br>*WB* = *DBa*&*f* | **Sundrland**<br>British<br>3*BH* 1PBH | C.2Cy.32″&59″–33″<br>140HP<br>1DB,*4f*<br>T.Richardson&Sons,Hpl. | | |
| 549<br>98437 | **Lucerna** **SteelSc3MstSr**<br>*C.Dyer* –93 2*Dks*<br>*Elec.light* | 3242<br>3061<br>2072 | | | | 1892 | SirW.G. Armstrong, Mitchell& Co.(Lim.)<br>Newcastle | **LucernaSteamshipCo.(Lim.) (H.E.Moss&Co.)** | 330·0<br>B38*t* H34*t* F51*t* | 42·6 | 28·5 | **Liverpool**<br>British | T.3Cy.24″,40″&65″–42″<br>340HP<br>Blair&Co.(Lim.),Stockton | | V |
| 550<br>78612<br>RMNJ | **Lucerne** **IronScSr**<br>*W.Cumming* –93 | 1925<br>1823<br>1252 | | | ... | 1878<br>3mo | LairdBros.<br>Birkenhead | **J.&A.Allan** | 291·0<br>F42′ | 34·3 | 24·6 | **Glasgow**<br>British | C.2Cy.35″&60″–42″<br>220HP<br>LairdBros.,Birkenhead | | |
| 551<br>HSJL | **Lucero** **IronScSr**<br>*J.Urizar*83–83 ~~*ss*Bbo.No.2–90~~<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*ss*Bbo.No.3-1,95 | 1483<br>1254<br>947 | ✠100A1<br>~~1,95~~ ~~7,98~~ 3,95<br>~~BS1,94~~ ✠LMC10,90<br>~~6,94~~ | Skm<br>A&CP<br>Bbo | *p* | 1882<br>5mo | Osborne, Graham<br>Sunderland | **Soc.Maritima de Vizcaya** | 252·0<br>P25′Q58′B58′F33′<br>~~drp93~~<br>*WB=D Ba* 64′*f* 58′255*t FPT* | 35·1 | 17·8<br>BK9″<br>50*t A PT* 20*t* | **Bilbao**<br>Spanish<br>4*BHCem* | C.2Cy.32″&60″–39″<br>60lb *50lb* 140HP<br>2SB,*4pf*,GS76<br>J.W.&F.Wilson,Sld. | | D |
| 552<br>HSJT | **Luchana** **IronScSr**<br>*P.Peliz* 1*Dk*2*trB* | 427<br>—<br>325 | ✠<br>10,70 | Cly | 9 | 1862<br>4mo | W.Simons &Co.<br>Renfrew | **Ybarra&Co.** | 173·0<br>F42′ | 25·0 | 14·2 | **Seville**<br>Spanish<br>1*BH* | 2Cy.33″–27″<br>80HP<br>W.Simons&Co.,Renfrew | | |
| 553<br>MQRC | **Lucia** **SteelScSr**<br>*E.Edmunds* –91 1*Dk*(*Stl*) | 352<br>207<br>205 | ✠ A1<br>*with freeboard*<br>7,91 ✠LMC5,91<br>*Coasting, Rio de Janeiro & Santos* | Npt<br>LA&CP | | 1891<br>5mo | Excutrs.of T.A.Walker<br>Sudbrook | ~~M.DaCosta~~<br>F.C.A.da Costa | 150·0<br>Q38′B8′F23′<br>*WB=* | 26·2 | 8·2<br>FK<br>*DBf* 12′18*t* | **R.Janeiro**<br>Brazilian<br>4*BHCem* | Q.4Cy.9″,12″,16″&25″–21½″<br>160lb (*s*) 48HP<br>1SB,2*pf*,GS33<br>Fleming&Fergusn,Paisley | 8 ″ 6<br>2 ″ 3½ | |
| 554<br>MQRC | **Lucie et Marie** **SteelScSr**<br>*deSt.Jean* –93 2*Dks* | 1620<br>1423<br>1052 | | | | 1893 | A.McMillan&Son (Lim.)<br>Dumbarton | **Worms,Josse&Co.** | 255·0<br>B62′ F40′ | 35·5 | 22·0 | **Havre**<br>French<br>*WB* | T.3Cy.20″,34″&54″–42″<br>D Rowan&Son,Glasgow | | V |
| 555<br>102107<br>NDJG | **Lucigen** **SteelSc3MstSr**<br>*J.W.Brown* 93 2*Dks*<br>*Carrying Petroleum in bulk* | 3416<br>3053<br>2183 | | | | 1893 | SirW.G. Armstrong, Mitchell& Co.(Lim.)<br>Newcastle | **LucigenS.S.Co. (Lim.) (H.E.Moss&Co.)** | 330·0<br>P83′ B22′ F44′ | 42·7 | 28·4 | **Liverpool**<br>British<br>*WB* | T.3Cy.24″,40″&64″–48″<br>350HP<br>WallsendSlp.&E.Co.,Nwc. | | V |
| 556<br>KBRG | **Lucile** **IronScBn**<br>*Chauvelon* (*ex*Usk,*ex*Johanna) | 360<br>344<br>229 | | | | 1877/87 | T Dub'geon et Fils<br>Nantes | **A.D'Orbigny& Faustin fils** | 158·9<br>B38′ F15′ | 22·6 | 13·0 | **LaRochlle**<br>French<br>*WB* | C.2Cy.17¾″&32¾″–24″<br>90HP<br>Pattison&Atkinson.,Nwc. | | V |
| 557<br>101986<br>NBJV | **Luciline** **Iron&SteelScSr**<br>*C.Brown*93–93 *Irn framing*&*Stl plating*<br>1*Dk*(*Irn*)&*Spar dk*(*Irn*)&*Web frames*<br>*Elec.light* | 3319<br>3016<br>2132 | ✠100A1<br>*Spar dk*<br>~~2,94~~ ~~4,94~~<br>✠LMC4,98<br>*Carrying Petroleum in bulk*<br>1,95 | Shl<br>A&CP | *u* | 1893<br>4mo | Craig, Taylor&Co.<br>Stockton | ~~SS Luciline (Lim.) (A.Suart)~~<br>Petroleum Shippg Co.of London (Lim.)<br>(A.Suart *Mgr.*) | 332·0<br>P10′B84′F33′ | 42·2<br>26·5<br>FK | 18·8 | **London**<br>British<br>16*BHCem* | T.3Cy.25″,40″&66″–45″ (*s*)<br>150lb *100lb* 250HP<br>2DB,*8rf*,GS144,HS4800<br>J.Dickinson,Sunderland | 20 ″ 4<br>s 5 ″ 11 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné ou date d'expiration. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Compartiments étanches. Franc-bord ou tirant d'eau à la marque. pds. pr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 558 99037 | **Lucina** SteelScSr<br>*J.G.Greig*88–92 1*Dk*(*Stl*)&*Webframes*&*ptAwngdk*(*Irn*) | 2610<br>1933<br>1689 | ✠100A1<br>*ptAwng dk withfreeboard*<br>~~5.94 6.93~~<br>12,94 | Cff<br>LA&CP | *s*<br>~~Mchy~~ Bry<br>✠LMC1,92 | 1892<br>1mo | Richard-son,Duck &Co.<br>Stockton | **NewBlueStarLine of Steamers (Lim.) (Carlisle &Co.,***Mgrs.*) | 297·0 P31′Q90′<br>*ptAwng dk*176′ FK<br>*WB=CellDB*248′ | 40·1 | 19·1<br>*507tAPT*23*t* | **London**<br>British | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *85lb* 200H<br>2SB,*6cf*,GS84,HS3300<br>Blair&Co.(Lim.),Stockton | 21 s<br>8·6 |
| 559 94139 | **Lucinda** SteelPadSr<br>*J.H.South* 2*Dks*<br>*Elec.light* | 301<br>241<br>148 | 12,94 | | | 1884 | W.Denny &Bros.<br>Dumbarton | **Government of Queensland** | 172·6 | 25·1 | 9·2 | **Brisbane**<br>British | C.2Cy.25″&44″–48″<br>114H<br>Denny&Co.,Dumbarton | |
| 560 84605 WPDQ | **Lucy** IronScSr<br>*W.Clifford* *ss*C.Tn.No.1–88 1*Dk*(*Irn*) | 429<br>401<br>290 | ✠ A1<br>*Hopper Dredger*<br>3,91 | CTn<br>LA&CP<br>✠LMC4,94 | | 1885<br>10mo | J.&K.Smit Kinderdyk | **Government of C.G.Hope** | 145·0<br>FK | 32·0 | 11·3<br>British<br>5*BHCem* | **CapeTown**<br>British | C.2Cy.20″&40″–22″<br>90lb 71H<br>2SB,*4cf*,GS66<br>Diepeveen,Lels&Smit,Kdy | 11 s |
| 561 KBRH | — IronScSr<br>*Gaudet* (*ex*Armide) 1*Dk* | 216<br>171<br>79 | | | | 1869 | A.Leslie& Co.<br>Newcastle | **LouisFlornoy& fils** | 140·7<br>B57′ F28′ | 20·2 | 9·6 | **Nantes**<br>French | C.2Cy.16″&27″–24′<br>45H<br>A.Leslie&Co.,Newcastle | |
| 562 | — IronTug<br>*Sullivan* | 117<br>—<br>— | | | | 1874 | Smellie<br>Brisbane | **Government of Queensland** | 87·0 | 17·0 | 8·8 | **Brisbane**<br>British | | |
| 563 95067 | **Lucy Ashton** SteelPadSk<br>*D.M'Neill*85–88 | 271<br>205<br>135 | | | | 1888 | T.B.Seath &Co.<br>Rutherglen | **N.BritishSteam PacketCo. (H.Grierson)** | 190·0 | 21·1 | 7·2 | **Glasgow**<br>British | D.2Cy.52″–60″<br>150H<br>Hutson&Corbett,Glasgow | |
| 564 98910 | **Ludgate** SteelScSr<br>*G.Watt*90–92 1*Dk*(*Irn*)&*Webframes*&*ptAwngdk*(*Irn*) | 2413<br>1847<br>1535 | ✠100A1<br>*pt Awng dk withfreeboard*<br>3,94 | Npt<br>A&CP<br>✠LMC3,91 | *s*<br>4,95 | 1891<br>3mo | Bartram, Haswell&Co.<br>Sunderland | **LudgateS.S.Co. (Lim.) (H.W.Dillon)** *WB*= | 290·0<br>P29′Q78′ BK10′<br>*ptAwngdk*183′<br>*DBa*86′ *f* 114′ 349*t* | 39·1 | 21·0<br>*DB*a 86′ *f* 114′ 349*t* | **London**<br>British<br>6*BHCem*<br>*APT*32*t* | T3Cy22½″,36½″&60″–39″ (*s*)<br>160lb *90lb* 230H<br>2SB,*6cf*,GS89<br>Blair&Co.(Lim.),Stockton | 22 s<br>8·10 |
| 565 84195 WGFQ | **Ludgate Hill** SteelTwinSc4MstBk<br>*J.Brown*85–85 *ss*Lon.No.2–89 2*Dks*(*Stl–Uws*)3*trB* | 4063<br>3841<br>2635 | ✠100A1<br>11,93<br>~~BS5.93~~ 12,94 | Lon<br>LA&CP<br>✠LMC12,89 | *x* | 1881<br>11mo | Dobie&Co. Glasgow | **S.S.LudgateHill Co.(Lim.) (W.B. Hill&W.H.Nott)** *W* | 420·3<br>lrp90&91<br>FK<br>*B=MT*36′593*tDT* | 47·0 | 26·5<br>*a*38′402*t* | **Liverpool**<br>British<br>9*BHCem* | C.4Cy.32½″&76″–48″ (*a*)<br>100lb *75lb* 600H<br>10SB,*10f*,GS250<br>J.Howden&Co.,Glasgow | 27 s<br>5·7 |
| 566 | **Ludwig** SteelTwinScTug<br>*L.Juchter*91–91 1*Dk* | | | | | 1890 | C.Jürgens &Co.<br>Hamburg | **StenAdolfRosell** | 104·1<br>*WB* | 18·6 | 6·2 | **Salmis**<br>Russian | C.4Cy.10″&17½″–14¼″<br>C.Jurgens&Co.,Ham. | |
| 567 87 HPDK | **Ludwig Nobel** Iron&SteelScSr<br>*A.Hertz*86–93 (*ex*Petrolea) 1*Dk*<br>*Elec.light* *Carrying Petroleum in bulk* | 967<br>834<br>744 | | | | 1888 | MotalaCo. Gothenburg | **NobelBros.** | 191·7<br>Q35′ | 29·4<br>B16′ | 19·5<br>F16′ | **Libau**<br>Russian<br>*WB* | C.2Cy.26″&50″–27″<br>*80lb* 130H<br>MotalaCo.,Motala | |
| 568 RGWK | **Ludwig Possehl** IronScSr<br>*H.Klindworth*86–86 1*Dk* | 603<br>470<br>434 | | | | 1886 | Flensburg S.B.Co. Flensburg | **L.Possehl&Co.** | 176·0<br>P54′ | 29·0<br>B46′ | 13·0<br>F19′ | **Hamburg**<br>German<br>*WB* | C.2Cy.23¾″&44″–27″<br>110H<br>FlnsburgerS.B.Co,Flnsbrg | |
| 569 | **Luigi** IronPadTug | 166<br>—<br>85 | | | | 1879 | Stbilimnto Tecnico Trieste | **L.Mendl&Co.** | ..... | ..... | ..... | **Galatz**<br>Roumanian | 70H | |
| 570 192 QHGV | **Luigia C.** IronScSr<br>*L.Alciatore* –91 *ss*Gen.No.3–8,92 (*ex*Hayle) 1*Dk2trB* | 401<br>369<br>253 | *A1<br>1,95 ~~12,93~~<br>~~BS12.93~~ 2,95 | Gen<br>A&CP<br>LMC8,92 | | 1867<br>7mo | Harvey& Co.<br>Hayle | **CarloChiappe** | 147·1<br>Q42′<br>ND80 | 24·7<br>BK6½″<br>*WB*=<br>*DBa—f*44′ | 13·8 | **Genoa**<br>Italian<br>4*BHCem*<br>1B,GS37 | C.2Cy.20″&37″–24″ (*i*)<br>70lb *60lb* NE&B80 60H<br>Hall,Russell&Co.,Abn. | 14 s |
| 571 | **Luis Cousiño** IronSc3MstSr<br>(*ex*SantaRosa) | 1817<br>1506<br>1042 | ✠<br>12,72 | Liv | Lv | 1872<br>10mo | Laird Bros. Birkenhead | **Cia.Esplotadora de Lota y Coronel** | 308·0<br>F47*t* | 38·1 | 20·4 | **Valparaiso**<br>Chilian<br>5*BH* | C.2Cy.51½″&84½″–42″<br>375H<br>LairdBros.,Birkenhead<br>*WB=DB* | |
| 572 HSKM | **Luis de Cuadra** IronScSr<br>*J.Diaz* 1*Dk2trB* | 923<br>676<br>596 | ✠<br>8,75 | Sld<br>A&CP | | 1875<br>7mo | R.Thomp-son,jun. Sunderland | **Comp.Sevillana deNavegacion àVapor** | 210·5<br>P110′ | 29·3<br>F40′ | 15·4<br>FK | **Seville**<br>Spanish<br>5*BHCem* | C.2Cy.27″&51″–33″<br>99H<br>J.Dickinson,Sunderland<br>*WB=DBuE*&*B*48′144*t* | |
| 573 JCLP | **Luis Pinzon** IronScSr<br>*J.M.Gomez* –90<br>(*ex*Juana,*ex*Andaluz,*ex*Pedro) 1*Dk* | 180<br>—<br>110 | | | | 1865 | Caird&Co. Greenock | **Th.Morrison&Co.** | 125·0 | 17·0 | 12·0 | **Huelva**<br>Spanish | 4Cy.9″&18″–20″<br>30H | |
| 574 HFTQ | **Luleâ** IronScSr<br>*C.R.D.Bergström*84–84 1*Dk*&*Awngdk* | 602<br>341<br>491 | | | | 1870 | Bergsund Mk.Vks. Stockholm | **BottniskaÅngf. Aktieb. (A.Zachrissohn)** | 161·7<br>H23*t* | 23·9 | 12·9 | **Haparanda**<br>Swedish | C.2Cy.19½″&38″–26½″<br>100H<br>BergsundMk.Vks.,Skm. | |
| 575 HSMK | **Lulio** IronScSr<br>*P.F.Aulet* –85 2*Dks* | 670<br>641<br>371 | ✠<br>1,71 | Lon<br>A&CP | | 1870<br>10mo | J.&W. Dudgeon London | **SociedadIsleña Maritima** | 215·7<br>F— | 27·1 | 16·3 | **Majorca**<br>Spanish<br>5*BHCem* | C.2Cy.35″&61″–26″<br>150H<br>J.&W.Dudgeon,London | |
| 576 RHBM | **Lulu Bohlen** SteelScSr<br>*O.H.Busch*87–90 2*Dks* | 1795<br>1475<br>1312 | | | | 1886 | Blohm& Voss Hamburg | **Afrikanische Dampfsch.Act. Ges.** | 270·0<br>P42′ | 35·0<br>B72′ | 23·4<br>F35′ | **Hamburg**<br>German<br>*WB* | T.3Cy.20″,31″&50″–42″<br>200H<br>Blohm&Voss,Hamburg | |
| 577 | **Lumaco** SteelTwinScSr<br>1*Dk*&*Shelter dk* | 713<br>710<br>443 | | | | 1893 | R.Napier &Sons Glasgow | **Cia.SudAmer-cana de Vapores** | 170·2 | 32·1 | 9·9<br>16·8 | **Valparaiso**<br>Chilian<br>*WB* | T.6Cy.11″,17″&28″–21″<br>R.Napier&Sons,Glasgow | |
| 578 96305 LDJC | **Lumen** SteelSc3MstSr<br>*J.Nicholson* –93<br>*Elec.light* *Carrying Petroleum in bulk* | 2357<br>2314<br>1554 | | | | 1889 | SirW.G. Armstrong Mitchl&Co Newcastle | **LumenS.S.Co. (Lim.) (H.E. Moss&Co.)** | 294·0<br>B22′ | 37·7<br>F34′ | 26·6 | **Liverpool**<br>British<br>*WB* | T.3Cy.21″,35″&57″–36″<br>250H<br>WallsendSlipwayC.(Lim.) Newcastle | |
| Wrecked 1894 579 62668 WRHM | **Lumley** IronScSr<br>*J.G.Kidd*73–72 4thSurvey,84 1*Dk2trB* | 753<br>700<br>472 | ✠<br>2,87<br>✠NB86 | Sld | Lv | 1872<br>9mo | J.Blumer& Co.<br>Sunderland | ~~H.T.Morton&Co.~~<br>Earl of Durham<br>(T.Nicholson *Mgr*.) | 194·5<br>Q25*t* | 29·3<br>B29*t* | 16·5 | **Sundrland**<br>British<br>4*BHCem* | C.2Cy.25½″&48″–30″<br>90H<br>T.Richardson&Sons,Hpl.<br>*WB=DBa*&*f* | 17 s<br>2 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. *Late Name if any.* Master. Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross. — Under deck. — Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years assigned now expired. Remarks. Letter. | Built. When. — Ship. — Engines | Built. By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of Mo.T Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 580 Luna<br>*H.Kunst* –93<br>QFBS | **SteelScSr**<br>1*Dk* | 475<br>394<br>353 | | | | 1892 | Act.Ges. Weser<br>Bremen | **Dampfschifffahrts Ges. "Neptun"** | 159·0 \| 24·0 \| 11·8<br>Q40′ B39′ F23′ | | | **Bremen**<br>German<br>*WB* | C.2Cy.19¾″&31½″–21⅝″<br>65 HP<br>Act.Ges.Weser,Bremen | | V |
| 581 —<br>96384 | **SteelTwinScSp** | 193<br>147<br>55 | | | | 1889 | Cochran& Co.<br>Birkenhead | **Liverpool,Brazil& RiverPlateStm. Nav.Co.(Lim.) (Lamport&Holt, *Mgrs.*)** | 130·0 \| 22·0 \| 8·3<br>P4*t* | | | **Liverpool**<br>British | C.4Cy.13″&28″–18″<br>63 HP<br>Cochran&Co.,Birkenhead | | |
| 582 —<br>97447 *S.Hawkins* –93 | **SteelScSr**<br>1*Dk* | 90<br>81<br>30 | ✠100A1<br>*Coasting*<br>8,93 ✠LMC8,98 | Liv<br>LA&CP | *a* | 1893<br>8mo | Lytham<br>S.B.&E.Co.<br>Lytham | **StephanBros.** | 75·0 \| 19·5 \| 8·0<br>FK<br>*WB*= *FPT*10*t* | | | **Cape Town**<br>British | C.2Cy.13″&26″–16″ (*a*)<br>100lb 25 HP<br>1SB,*2pf*,GS24<br>LythamSB.&E.Co.Lytham | 8 ″ 8 | |
| 583 Lund<br>*E.L.Holst* (*ex*Arboga,No.1)<br>YLJK | **IronScSr**<br>1*Dk* | 145<br>116<br>84 | | | | 1861 | MotalaCo.<br>Motala | **ForenedeDamp-skibsselskab** | 136·8 \| 19·5 \| 9·1<br>Q50′ B15′ | | | **Copnhagn**<br>Danish | C.2Cy.19½″&39″–23¼″<br>80 HP<br>MotalaCo.,Gothenburg | | |
| 584 Lundy<br>*E.F.Evans* –94 *ss*Nwc.No.1–92<br>*Well deck* 1*Dk*(*Stl*)*& Webframes*<br>*Floors Irn* | **SteelScSr** | 1828<br>1430<br>1153 | ✠100A1<br>7,94 ~~11,98~~<br>~~BS7,94~~ ✠LMC11,93<br>Npt | Bry<br>LA&CP | *q* | 1888<br>6mo | Richardsn, Duck&Co.<br>Stockton | **Farrar,Groves& Co.**<br>*WB*= *CellD* | 260·0 \| 37·1 \| 17·7<br>P&B147′ F35′<br>FK<br>*B*216′4 12*t APT*50*t* | | | **London**<br>British | T.3Cy.21″,34″&56″–36″ (*s*)<br>160lb *80lb* 160 HP<br>2SB,*4cf*,GS60<br>Blair&Co.(Lim.),Stockton | 19 ″ 11<br>s 2 ″ 2½ | |
| 585 Lune<br>89706 *D.Brodie* –92 | **SteelPadSk** | 253<br>191<br>56 | | | | 1892 | T.B.Seath &Co.<br>Rutherglen | **Lancs.&Yorks.& Lon.&N.W. RailwayCo.** | 129·0 \| 24·1 \| 9·1 | | | **Fleetwood**<br>British | C.2Cy.24″&48″–54″<br>96 HP<br>Rankine&Blackmore,Grk. | | BT till ~~1,93~~ 1,96 |
| 586 Luneburg<br>86972 *S.T.Clark*83–90 ~~*ss*Hpl.No.2–92~~<br>JBLT *Well deck* *ss*Hpl.No.3-12,94 1*Dk*(*Irn*) | **IronScSr** | 1067<br>809<br>681 | ✠100A1<br>12,94 ~~7,98~~ 12,94<br>~~BS7,98~~ ✠LMC2,02 12,94 | Hpl<br>A&CP | *n* | 1883<br>9mo | J.Blumer& Co.<br>Sunderland | **J.Lohden&Co.**<br>*WB*= *CellD* | 230·0 \| 32·0 \| 13·0<br>Q90′B55′F26′<br>~~drp98~~ srp94 BK8″<br>*B*183′3 40*t* | | | **W.Hartlpl**<br>British | C.2Cy.27″&50″–33″ (*b*)<br>80lb *65lb* 99 HP<br>1SB,*2cf*,GS55<br>T.Richardson&Sons,Hpl. | 16 ″ 4<br>s 1 ″ 4 | |
| 587 —<br>100166 *R.Heisler* –91 | **WoodScSr** | 266<br>197<br>113 | | | | 1891 | T.Langille<br>Mahone Bay, N.S. | **J.J.McLachlan** | 124·9 \| 23·5 \| 12·5<br>P56*t* F4*t* | | | **Lunenbrg, N.S.**<br>British | C.2Cy.20″&36″–32″<br>56 HP<br>J.Doty,Toronto | | R |
| 588 Lusitania<br>~~*H.G.Darby* —94~~<br>63888 5thSurvey,Lon.8,90<br>KPTW *J.H.F.Nizon* 3*Dks*& *Awngdk* | **IronScBk** | 3877<br>3791<br>2494 | ✠A1*1<br>3,94 ✠NB4,86<br>*F S &Awngdk*<br>~~BS2,98~~ 6,94 LMC7,90 | Lon | Lv | 1871<br>6mo | Laird Bros.<br>Birkenhead | **OrientSteamNav. Co.(Lim.)** | 379·9 \| 41·3 \| 35·2 | | | **Liverpool**<br>British | T.3Cy.36″,60″&96″–48″<br>150lb *100lb* NDB86 700 HP<br>3DB,*18cf*,GS319; 1SB,*2cf* GS37<br>*Tpd*.86T.Richrdsn&SsHpl. | 29 ″ 0<br>s 12 ″ 5 | BT till ~~6,05~~ 12,95 |
| 589 —<br>RHWG *F.Kufahl*94–94 (*ex*Baumwall)<br>1*Dk*& *Spardk*& *3trB* | **IronScSr** | 1664<br>1612<br>1254 | | | | 1881 | Flensburg<br>S.B.Co.<br>Flensburg | **A.C.deFreitas&Co** | 257·8 \| 33·8 \| 17·7<br>B57′ 24·9 | | | **Hamburg**<br>German<br>*WB* | C.2Cy.32½″&60″–36″<br>160 HP<br>FlensburgSBCo.,Flensbrg. | | DV |
| ~~ked~~ 12,94 *A.Teixeira*91–92 *ss*Hul.No.1–89<br>HJNR *Well deck* 1*Dk*(*pt Irn*) | **IronScSr** | 331<br>236<br>206 | 9,89<br>✠NE&B10,89 ✠ | Hul<br>LA&CP | *e* | 1885<br>4mo | Lon.Dry Dk.Co.(L.)<br>London | **Cia.Portugueza do Zaire** | 136·0 \| 22·0 \| 10·1<br>Q44′ B25′ F16′<br>BK7″<br>*WB*= *FPT* | | | **Lisbon**<br>Portuguese | T.3Cy.12½″,19½″&31½″–22½″<br>50 HP<br>1SB,*2cf*,GS27<br>C.D.Holmes&Co.,Hull | 10 ″ 8 | |
| 591 Lussin<br>*M.D.Ivancich* –93<br>HLWQ *Elec.light* | **SteelScSr**<br>1*Dk* | 253<br>166<br>133 | | | | 1893 | Howaldts-werke<br>Kiel | **SerafinoTopic&Co. (M.Pizzetti, *Mgr.*)** | 127·9 \| 19·7 \| 9·7<br>Q47′B22′F26′ | | | **Lissa**<br>Aust.-Hung. *WB* | T.3Cy.12″,18¾″&29½–15¾″<br>65 HP<br>Howaldtswerke,Kiel | | A |
| 592 Lutèce<br>*P.Auffret* –93<br>*Well deck* 1*Dk*(*Irn*)*& Webframes* | **SteelScSr** | 1401<br>1048<br>856 | ✠100A1<br>8,93<br>✠LMC8,93 | Sld<br>LA&CP | *o* | 1893<br>8mo | S.P.Austin &Son<br>Sunderland | **A.Lemoine**<br>*WB*= *C* | 247·0 \| 35·3 \| 15·1<br>P27′Q63′B47′ FK<br>F27′<br>*ellDB*201′4 31*t FPT* | | | **Rouen**<br>French | T.3Cy.20″,32½″&53″–36″ (*r*)<br>160lb *90lb* 150 HP<br>2SB,*6pf*,GS84,HS2590<br>G.Clark(Lim.),Sunderland | 18 ″ 2 | |
| 593 Lutetia<br>*Allemand*80–86 (*ex*Ada)<br>KBSG | **IronSc3MstSr**<br>2*Dks* | 1193<br>—<br>671 | | | | 1861 | Smith& Rodger<br>Glasgow | **CompagnieFran-çaise deNav.àVap. (C.Fabre&Co., *Mgrs.*)** | 248·0 \| 30·0 \| 20·9 | | | **Marseilles**<br>French | C.2Cy.28″&53″–27½″<br>100 HP<br>Forges&C.de la Médit.,Msl. | | |
| 594 —<br>76217 ~~*R.Holliday* —92~~ *ss*Shl.No.3–4,90<br>RCNS *R.Holliday*74-92 1*Dk*2*trB*<br>*ss*Sld.No.1-94 | **IronScSr** | 894<br>761<br>516 | ✠90A1<br>8,94 ~~4,02~~<br>✠NB90 | Lon<br>A&CP | *m* | 1877<br>12mo<br>~~8,94~~ | JLThomp-son&Sons<br>Sunderland | **W.France&Co. (Lim.)**<br>(~~Fenwick&Co.~~ *Mgrs.*) ~~Fenwick Stobart&Co.(Lim.)~~ | 205·4 \| 30·4 \| 16·1<br>B55′F17′<br>~~drp02~~ srp94 BK8″<br>*WB*= *DBa* | | | **London**<br>British | C.2Cy.27½″&52″–33″ (*a*)<br>70lb *80lb* NDB90 99 HP<br>1SB,*3pf*,GS51<br>J.Dickinson,Sunderland | 17 ″ 0<br>s 2 ″ 4 | |
| 595 Luther C. Ward<br>140696 KDPC | **WoodSc**<br>1*Dk* | 107<br>—<br>53 | | | | 1882 | ..... Newburg,NY | **L.Luckenbach** | 98·0 \| 21·5 \| 9·8 | | | **New York**<br>Utd.States | | | |
| 596 Lutterworth<br>99169 *F.G.Watts* –94<br>*Elec.light* | **IronScSr**<br>2*Dks*(*UIrn*–ws) | 1002<br>779<br>495 | ✠100A1<br>7,94~~6,01~~<br>✠LMC7,01 Gms | Hul<br>LA&CP | *n* | 1891<br>6mo | Earles'S.B. &E.Co(Lim) Hull | **Man.Sheffld.&Lin. RailwayCo.** | 240·6 \| 32·0 \| 14·8<br>P56′B71′F36′<br>BK8″<br>*WB*= *CellDB*169′ | | | **Grimsby**<br>British | T.3Cy.22″,35″&57″–42″ (*s*)<br>170lb *90lb* 165 HP<br>2SB,*6rf*,GS106,HS4220<br>Earle's Co.(Lim.),Hull | 17 ″ 0 | BT till ~~7,94~~ 7,95 |
| 597 Luxor<br>4656 *J.Jeune* –94 (*ex*Hope)<br>JDLK ~~3rdSurvey,Nwc.1,94 AnnualSurvey,4,95~~<br>6thSurvey,6,80 2*Dks*<br>4thSurvey,Nwc.11,94 AnnualSurvey,11,94 | **IronScSr** | 1451<br>1416<br>939 | A.1<br>*Subject to Ann*<br>1,94 12,95<br>✠NB10,92 | Nwc<br>*ual Surve* | Lv<br>*y* | 1853<br>y | J.Laird<br>Birkenhead | **ClaphamS.S.Co. (Lim.) (G.E.Macarthy, *Mgr.*)** | 280·8 \| 30·2 \| 22·1<br>len64pt ND91 | | | **Newcastle**<br>British | C.2Cy.29″&56″–33″ (*s*)<br>75lb NE78 120 HP<br>1SB,*3pf*,GS68,HS2250<br>Wallsend SlipwayCo.Nwc. | 23 ″ 5<br>s 6 ″ 4 | |
| 598 Luzon<br>HSNF *J.A.Rodriguez* (exConquest) | **IronScSr**<br>*ss*H.Kg.No.3–3,83<br>*ss*Man.No.2–90<br>1*Dk*& *Awngdk* | 494<br>489<br>318 | ✠90A1<br>*Awng dk*<br>*withfreeboard*<br>~~9,02~~ 8,94<br>~~MS11,90~~ ~~BS7,92~~ B&MS8,94 | Man<br>A&CP | *g* | 1874<br>7mo | C.S.Swan &Co.<br>Newcastle | **R.Reyes** | 154·7 \| 24·2 \| 11·5<br>17·6<br>ND89 BK6½<br>*WB*= *DBa* | | | **Manila**<br>Spanish | C.2Cy.20″&34″–27″<br>63lb *60lb* NB82NDB91 50 HP<br>1SB,GS36<br>Christie,Gutch&Co.,Nwc.<br>*Freeboard to Awngdk* | 12 ″ 0<br>1 ″ 10<br>8 ″ 4 | |
| 599 Lybeck<br>HSGJ *D.Paulsson*84–85 | **IronScSr**<br>1*Dk* | 320<br>236<br>228 | | | | 1884 | Aktiebol. Atlas Gefie | **Rederiaktie-bolaget "Östra Sverige" (G.O.Wallenberg)** | 128·2 \| 22·2 \| 11·9<br>Q37′ B27′ H6*t* F23′ | | | **Stockholm**<br>Swedish | C.2Cy.18″&32″–20″<br>50 HP<br>Aktiebol.Atlas,Stockholm | | V |
| 600 Lycavias<br>*Antoni* (*ex*Ciudad de Ciudadela,*ex*Elms) | **IronSc**<br>*ss*Cpl.No.2–93<br>1*Dk* | 249<br>231<br>140 | ✠100A1<br>2,93<br>~~BS8,91~~ ✠LMC2,93 ~~4,98~~ 2,98 | Cpl<br>LA&CP | *d* | 1884<br>5mo | T.B.Seath &Co.<br>Glasgow | **P.Cosmetto** | 140·0 \| 21·1 \| 11·5<br>B38′F21′<br>BK7″<br>*WB*= *FPT*30*t* | | | **Constanpl**<br>~~Greek~~<br>Turkish | C.2Cy.18″&36″–20″ (*b*)<br>75lb *40lb* 65 HP<br>1SB,*2pf*,GS33<br>A.Campbell&Sns,Glasgow | 12 ″ 1 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. Terme assigné maintenant expiré. | 7 Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylin / Course du Piston. / Pression des Chaudière / Force nominale. / Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 601<br>93777<br>KRPB | **Lycia** SteelScSr<br>~~W.McNay02-02~~ ~~ssCff.No.1-93~~<br>*Jones* –94 2*Dks*(*Irn*)3*DkRule ss*Liv.No.3-9,94 | | 3282<br>2984 9,94 ~~2,94~~<br>2117 | ✠100A1<br>✠LMC12,~~92~~ 9,94 | Liv<br>LA&CP | *w* | 1888<br>5mo | Harland&<br>Wolff<br>Belfast | African S.S.Co.<br>~~CityofLiverpool~~<br>~~SteamN.C.(Lim.),~~<br>(Elder,Dempster<br>&Co.(*Mgrs.*) *WB* | 345·5\|40·9\|26·7<br>P33′B91′F48′<br>drp94 BK9″<br>= *Cell D B*264′545*t* | Liverpool<br>British<br>6*BHCem*<br>*APT*48*t* | T.3Cy.24½″,37″&64″–4<br>155lb *60lb*<br>2DB,*8cf*,GS148<br>Harland&Wolff,Belf |
| 602<br>95828 | **Lyeurgus** IronScK<br>1*Dk*<br>*ss*Hul.No.1–94 | | 146<br>140<br>49 | ✠100A1<br>*Stm Trawler*<br>10,94 ~~2,94~~<br>✠LMC5,~~90~~ 10,94 | Hul<br>LA&CP | | 1890<br>5mo | Cook,Wel-<br>tn&Gemmell<br>Hull | C.Hellyer&Co.<br>(Lim.) | 102·6\|20·3\|10·8<br>BK7½″<br>= *Cell B*264′545*t* | Hull<br>British<br>3*BHCem* | T.3Cy.12½″,19½″&31½″<br>150lb (*s*)<br>1SB,*2cf*,GS27,HS780<br>C.D.Holmes&Co.,Hu |
| 603<br>2368<br>2014 | **Lyderhorn** SteelScSr<br>*B.Hammeraas*88–93 1*Dk*(*ptStlptIrn*)<br>*&Web frames&ptAwng dk*(*Irn*) | | 3124<br>2368<br>2014 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>~~11,94~~ ~~2,00~~<br>✠LMC3,93 | Stk<br>A&CP<br>HKg | *u* | 1893<br>3mo | Ropner&<br>Son<br>Stockton | S.Troye | 325·0\|41·6\|20·2<br>P29′Q92′ BK10″<br>*pt Awng dk*204′<br>*WB*= *Cell* | Bergen<br>Norwegian<br>5*BHCem*<br>*DB*268′588*t* | T.3Cy 22½″,37″&61″–<br>160lb *80lb*<br>2SB,*6rf*,GS104,HS876<br>Blair&Co.(Lim.),Sto |
| 604<br>JQRN | — IronScSr<br>*J.Örevik* –93 1*Dk* | | 192<br>156<br>119 | ✠LMC3,93 | | | 1878 | Bergens<br>Mek.Vrks.<br>Bergen | HardangerSönd-<br>hortdlandske<br>Dampskibssel-<br>skab | 139·7\|18·1\|10·6<br>Q52′ | Bergen<br>Norwegian | C.2Cy.25″&46″–24″<br>BergensMek.Verks |
| 605<br>97217<br>LNTM | **Lydia** SteelTwinScSr<br>*W.Reeks* –93<br>*Elec.light* | | 1059<br>733<br>193 | | | … | 1890<br>9mo | J.&G.Thom-<br>son(Lim.)<br>Glasgow | Lon.&S.W.Ry.Co. | 253·0\|35·1\|14·8<br>Q162′ F79′ | S'thamptn<br>British<br>*WB* | T.6Cy.24″,37″&56″–3<br>J.&G.Thomson(Lim |
| 606<br>MDKR | **Lydia Millington** IronScSr<br>*C.Siemssen*83–83 1*Dk&Spardk3trB* | | 803<br>486<br>582 | | | | 1883 | Rostocker<br>Schiffsb.Ges.<br>Rostock | Friedr.Petersen | 186·3\|27·0\|12·7<br>B16′ 19·6 | Rostock<br>German<br>*WB* | C.2Cy.23½″&41½″–27½<br>RstckrSchiffsbGes., |
| 607<br>84328<br>WCDP | **Lydian Monarch** SteelSc4MstBk<br>*W.S.Morgan* –93<br>*Now named* "Ontario," *See No. 21 in Supplement* | | 4036<br>2855<br>2634 | | | … | 1881<br>5mo | A.M'Millan<br>&Son<br>Dumbarton | T.WilsonSons&Co.<br>(Lim.) | 360·0\|43·0\|24·8<br>32·3 | Hull<br>British | T.3Cy.26″,42″&70″–4<br>NE&B93<br>Amos&Smith,Hull |
| 608<br>94281<br>KMCG | **Lydie** IronScSr<br>*R.T.Way* –92 *ss*Lon.No.1–91<br>*Well deck* 1*Dk*(*Irn*)*&Webframes* | | 1750<br>~~1,94~~ 1,93 3,95<br>1397<br>1137<br>BS8,~~93~~ 11,94 ✠LMC11,91 | ✠100A1 | Cff<br>A&CP | *q* | 1887<br>5mo | E.Withy&<br>Co.<br>WHartlepool | Burdick&Cook<br>*WB*= *D Ba*78′ | 264·7\|36·0\|17·5<br>P27′Q74′B59′F31′<br>BK7½″<br>*f*42′*&uE&B*44′333*t* | London<br>British<br>4*BH* ~~Asp~~<br>*APT*16*t*<br>*ptCem ptAsp* | T.3Cy.21½″,35″&57″–<br>160lb *60lb*<br>1DB,*4cf*,GS64<br>Blair&Co.,(Lim.)Sto |
| 609<br>RHTP | **Lyeemoon** SteelScSr<br>*G.Heuermann*87–90 *ss*HKg.No.1–94<br>2*Dks*(1*ptStl*-ws)3*trB* | | 1925<br>1739<br>1238 | ✠100A1<br>~~8,98~~ 10,94 | Shi<br>A&CP<br>H.Kg<br>✠LMC9,~~92~~ 10,94 | *s* | 1890<br>3mo | Wigham<br>Richardson<br>&Co.<br>Newcastle | Chinesische<br>Küstenfahrt<br>Ges. | 294·0\|38·3\|21·9<br>B98′F28′<br>BK9½″<br>*WB*= *Cell* | Hamburg<br>German<br>5*BHCem*<br>*DB*210′284*t* | T.3Cy.22½″,35″&59″–<br>150lb *90lb*<br>2SB,*6cf*,GS114<br>WighmRichrdsn&C |
| 610<br>96508 | **Lyell** SteelScSr<br>*J.E.Grant* –93<br>1*Dk*(*Stl*)*&Webframes&ptAwngdk*(*Irn*)<br>*ss*Sld.No.1–95 | | 2434<br>1845<br>1558 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>3,95 ~~3,94~~<br>✠LMC6,~~90~~ 3,95 | Cff<br>A&CP<br>Sld | *s* | 1890<br>6mo | Bartram,<br>Haswell&Co.<br>Sunderland | ~~Wilkie&Turnbull~~<br>C.Turnbull&Co.<br>*WB*= *DBa*88′ | 300·0\|39·0\|20·3<br>P30′Q80′FK ~~drp90~~<br>*ptAwngdk*189′<br>*f*120′430*t APT*32*t* | N.Shields<br>British<br>6*BH ptAsp*<br>*ptCem* | T.3Cy.22″,36½″&60″–<br>160lb *90lb*<br>2SB,*6rf*,GS100<br>J.Dickinson,Sunderl |
| 611<br>98862 | **Lymington** SteelPadSp<br>*E.T.Seymour* –93 1*Dk* | | 130<br>114<br>58 | | | | 1893 | Day,Sum-<br>mers&Co.<br>Southampton | London&S.W.<br>RailwayCo. | 120·2\|18·1\| 7·7<br>Q45′ B29′ | S'thamptn<br>British | C.O.2Cy.24″&40″–36″<br>Day,Summers&Co.,S |
| 612<br>99187 | **Lynbrook** IronScK<br>*W.Browning* –91<br>1*Dk* | | 143<br>138<br>61 | ✠100A1<br>*Stm Trawler*<br>9,91<br>✠LMC9,91 | Lon<br>LA&CP | | 1891<br>9mo | A.W.<br>Robertson<br>&Co.<br>London | InternationalStm.<br>TrawlingCo.<br>(Lim.) (T.Bask-<br>comb,*Mgr.*) | 96·5\|20·1\|10·9<br>Q16′F20′<br>BK7½″<br>*WB*= *APT*2*t* | Grimsby<br>British<br>3*BHCem* | C.2Cy.16″&32″–20″<br>105lb<br>1SB,*2pf*,GS29<br>A.W.Robertson&Co |
| 613<br>99177 | **Lyndale** IronScK<br>*C.Leonard* –91 1*Dk*<br>*ss*Gms.No.1–95 | | 144<br>139<br>61 | ✠100A1<br>*Stm Trawler*<br>~~2,95~~ ~~3,94~~ 5,95<br>✠LMC~~3,94~~ 5,95 | Lon<br>LA&CP<br>Gms | | 1891<br>8mo | A.W.<br>Robertson<br>&Co.<br>London | InternationalStm.<br>TrawlingCo.<br>(Lim.) (T.Bask-<br>comb,*Mgr.*) | 96·5\|20·0\|10·9<br>Q16′F20′<br>BK7½″<br>*WB*= *APT*2*t* | Grimsby<br>British<br>3*BHCem* | C.2Cy.16″&32″–20″<br>105lb<br>1SB,*2pf*,GS29<br>A.W.Robertson&Co |
| 614<br>95167<br>KWJL | **Lyndhurst** SteelScSr<br>*J.Kendrick* –93 *ss*Bry No.1–93<br>*Well deck* 1*Dk*(*Stl*)*&Webframes* | | 2025<br>1630<br>1309 | ✠100A1<br>9,93<br>ES1,95 ✠LMC9,93 | Bry<br>A&CP | *r* | 1888<br>12mo | W.Pickers-<br>gill&Sons<br>Sunderland | Morel(Lim.)<br>*WB*= *CellDB* | 270·0\|40·1\|18·4<br>Q100′B108′F35′<br>FK<br>198′423*t APT*65*t* | Cardiff<br>British<br>4*BH ptAsp*<br>*ptCem* | T.3Cy.20½″,33″&54″–<br>160lb *80lb*<br>2SB,*4rf*,GS86<br>G.Clark,Sunderland |
| 615<br>JTMF | **Lyngen** SteelScSr<br>*H.R.With* –90 2*Dks* | | 217<br>210<br>166 | | | | 1890 | Christian-<br>sandsMkVks<br>Chrstiansnd | TromsöAmts<br>Dampskibsselskab | 115·9\|18·6\|14·8<br>H7*t* | Tromsö<br>Norwegian | C.2Cy.14½″&26½″–20″<br>ChristiansandsMek.<br>Christia |
| 616<br>99165 | **Lynmouth** IronScK<br>*T.Mothersdill* –91 1*Dk*<br>*ss*Gms.No.1–95 | | 144<br>138<br>61 | ✠100A1<br>*StmTrawler*<br>5,95 ~~1,93~~<br>✠LMC~~3,94~~ 5,95 | Gms<br>LA&CP | | 1891<br>6mo | A.W.<br>Robertson<br>&Co.<br>London | International<br>SteamTrawling<br>Co.(Lim.)<br>(T.Baskcomb*Mgr*) | 96·5\|20·2\|10·9<br>Q16′F20′<br>BK7½″<br>*WB*= *APT*2*t* | Grimsby<br>British<br>3*BHCem* | C.2Cy.16″&32″–20″<br>105lb<br>1SB,*2pf*,GS33<br>A.W.Robertson&Co |
| 617<br>98832 | — IronScK<br>*S.R.Jones* –92 1*Dk* | | 140<br>134<br>48 | ✠100A1<br>*Stm Trawler*<br>9,92<br>✠LMC9,92 | Mdb<br>LA&CP | | 1892<br>9mo | SirR.<br>Dixon&Co.<br>Middlesbro' | WesternSteam<br>TrawlingCo.(Lim) | 100·6\|20·4\|10·7<br>Q20′F20′<br>BK7½″ | Bristol<br>British<br>3*BHCem* | C.2Cy.16″&32″–22″<br>100lb<br>1SB,*2pf*,GS30,HS800<br>N.E.Mar.E.Co.(Lim. |
| 618<br>98147<br>LTSK | **Lynton** SteelScSr<br>~~*W.Holman* –93~~ *ss*Cff.No 1–95<br>*Well deck* 1*Dk*(*Irn*)*&Webframes*<br>*Jenkins* | | 1668<br>1222<br>1045 | ✠100A1<br>~~1,94~~ ~~3,92~~ 2,95<br>✠LMC~~3,92~~ 2,95 | Lon<br>A&CP<br>~~Gms~~ Cff | *q* | 1890<br>8mo | J.Blumer<br>&Co.<br>Sunderland | J.Holman&Sons | 250·0\|35·1\|17·0<br>P24′Q64′B110′F33′<br>FK<br>*WB*= *Cell* | London<br>British<br>4*BHCem*<br>*DB*200′345*t* | T.3Cy.18½″,30″&49″–<br>160lb *80lb*<br>2SB,*4rf*,GS66<br>G.Clark(Lim.),Sund |
| 619<br>83908<br>WBJG | — IronScSr<br>*J.Orwin* –94 *ss*Shl.No.3–4,93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | | 1205<br>958<br>757 | ✠100A1<br>~~3,94~~ 3,95<br>BS6,94 ✠LMC4,93 | Cff<br>A&CP<br>~~Gms~~ | *o* | 1881<br>7mo | J.Read-<br>head&Co.<br>S.Shields | Chapman&Miller | 240·4\|33·2\|17·0<br>Q90′B50′F20′<br>drp95 BK8½″<br>*WB*= *DB* | Newcastle<br>British<br>4*BHCem*<br>*a*69′*f*63′251*t* | C.2Cy.28″&54″–36″<br>70lb *70lb*<br>1SB,*4pf*,GS60<br>J.Readhead&Co.,S.S |
| 620<br>W | — IronPadSp<br>1*Dk* | | 261<br>217<br>79 | | | | 1892 | Tyneside<br>S.Co.(Lim.)<br>Cardiff | *Now named* "Eneo," | 154·8\|21·1\| 8·6<br>*See No. 1 in Supplement.* | Aust.-Hung.<br>*e* | C.D.O.4Cy.15½″&28″<br>TynsideE.Wks Co(L |
| 621<br>96242 | — IronScK<br>*W.J.Fraser* –91 1*Dk*<br>*ss*Gms.No.1–95 | | 143<br>138<br>56 | ✠100A1<br>*StmTrawler*<br>~~1,94~~ 1,95<br>✠LMC~~4,94~~ 4,95 | Lon<br>LA&CP<br>Gms | | 1891<br>4mo | A.W.Ro-<br>bertson&Co.<br>London | InternationalStm.<br>TrawlingCo(Lim)<br>(TBaskcomb,*Mgr*) | 96·5\|20·2\|10·9<br>Q16′F20′<br>BK7½″<br>*WB*= *APT*2*t* | Grimsby<br>British<br>3*BHCem* | C.2Cy.16″&32″–20″<br>105lb<br>1SB,*2pf*,GS33<br>A.W.Robertson&Co |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Retirement Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Past Twelve Years. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 622 10434 | **Lynx** *J.LeJeune* –92 | **SteelTwinScSr** 1*Dk* | 668 479 202 | | | | 1889 | Laird Bros. Birkenhead | **GreatWestern RailwayCo.** | 235·5 \| 27·6 \| 13·1 Q22*t* | **Milford** British | T.6Cy.16½″,26″&41″–30″ 300H Laird,Bros.,Birkenhead | | BT till ~~1,86~~ 1,96 |
| 623 88864 JKVM | — *W.Richards* –94 | **IronSc3MstSr** 1*Dk*(*ptIrn*) | 174 163 84 | ✠ 5,77 | Cff | Lv | 1869 6mo | Backhouse &Dixon Middlesbro' | **D.W.Bain&Co.** | 124·0 \| 20·3 \| 8·6 len73 | **Cardiff** British 3*BH* | 2Cy15½″–12″ NB92 38H Joy&Co.,Middlesbro' *WB=DBf* | | |
| 624 13870 MPNW | **Lyon** *E.L.Simpson*73–73 | **IronSc3MstSr** 1*Dk2trB* | 586 540 362 | | | ... | 1857 | C.Mitchell &Co. Newcastle | **NorthHettonCoal Co.** | 194·7 \| 26·9 \| 15·4 Q35*t* len70 | **Sundrland** British *WB* | C.2Cy.22″&42″–26″ NB84 70H *Cmp.*75J.Dickinson,Sld. | 16 ″ 3 ; 2 ″ 9½ | |
| 625 KBSP | — *Aubriot*87–87 | **SteelTwinScSr** (*ex*Lyons) 1*Dk*(*Stl–ws*) | 471 — 126 | ✠ 1,85 *For English* | Gls LA&CP | | 1885 1mo *purposes* | J.Elder& Co. Glasgow | **London,Brighton &SouthCoast RailwayCo.** | 190·6 \| 26·1 \| 14·0 B11′ F36′ FK | **Dieppe** French 6*BHCem* | C.6Cy(2)22″&(4)32″–24″ 250H 2SB,6*cf*,GS123 J.Elder&Co.,Glasgow | 14 ″ 9 ~~5 ″ 6~~ | |
| 626 11069 | **Lyonnesse** *R.Hooper* –89 *Well deck* | **SteelScSr** *ss*Fal.No.1–93 1*Dk* | 382 299 83 | ✠100A1 ~~1,93~~ 12,94 ✠LMC12,92 | Fal LA&CP JDZ | *g* | 1889 4mo | Harvey& Co.(Lim.) Hayle | **WestCornwall S.S.Co.(Lim.)** | 170·0 \| 25·1 \| 10·4 Q56′B49′F36′ BK7″ *WB=DBa*35′ | **Penzance** British 4*BHCem* 18*tFPT8t* | T.3Cy.22″,32″&52″–30″ (*o*) 150lb 140H 2SB,6*rf*,GS108 Harvey&Co.(Lim.),Hayle | 10 ″ 11 ; 1 ″ 1 ; 1 ″ 2 | BT till ~~11,94~~ 12,95 |
| 627 19664 | **Lyric** *J.Green* –91 | **IronScK** 1*Dk* | 126 116 47 | ✠100A1 *Stm Trawler* 12,91 ✠LMC12,91 | Hul LA&CP | | 1891 12mo | Earle'sS.B. &E.Co(Lim.) Hull | **GrimsbySteam FishingCo.(Lim.)** | 91·6 \| 20·1 \| 10·6 Q18′F18′ BK7½″ | **Grimsby** British 3*BHCem* | T.3Cy.12″,18″&30″–18″ (*s*) 160lb 45H 1SB.2*pf*,GS28 Earle'sSB&E.Co(Lm) Hull | 11 ″ 5 | |
| 628 ESMR | **Lysekil** *J.N.Olsson*80–86 | **SteelTwinScSr** 1*Dk* | 273 162 211 | | | | 1884 | MotalaCo. Gothenburg | **Marstrands Nya Ångf.Aktieb (A.Lundberg)** | 143·3 \| 20·6 \| 9·3 Q47′ B45′ H14*t* F50′ | **Marstrand** Swedish | C.4Cy.18″&31¾″–17½″ 110H MotalaCo.,Gothenburg | | |
| 629 10431 | **Lytham** | **SteelTwinScSr** (*HopperBarge*) 1*Dk* | 293 244 115 | | | | 1894 | Murdoch & Murray Pt.Glasgow | **L.&Y.,&L.&N.W. RailwayCos.** | 130·0 \| 24·0 \| 9·5 Q46′ | **Fleetwood** British | T.4Cy.(2)9″,18″&32″–22″ 50H Rankin&Blackmore,Gnk. | | |
| 630 6408 | **Lyttelton** *Clark*79–86 | **IronPadTug** 1*Dk* | 193 191 39 | | | | 1878 | Laird Bros. Birkenhead | **LytteltonHarbour Board** | 125·8 \| 22·1 \| 11·0 | **Lyttelton** British | C.4Cy.18″&36″–48″ 80H LairdBros.,Birkenhead | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Avertissement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Coque en Quille. Franc-bord en milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling tonnage, dimensions, decks, classification, &c.**

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 102027 | **M. A. Dodds** *C.Leonard* ~~*C.Leonard*~~ *W.Runcie* | SteelScSr 1*Dk* | 150 139 33 | ✠100A1 *StmTrawler* 9,94 ~~4,94~~ ✠LMC11,92 | Abn LA&CP | | 1892 11mo | A.Hall&Co Aberdeen | W.H.Dodds | 103·0 \| 20·7 \| 11·0 BK7½″ | N.Shields British 4*BHCem* | C.2Cy.18″&34″–24″ 100lb 50HP 1SB,*2pf*,GS36,HS1185 A.Hall&Co.,Aberdeen | (*s*) | 11 |
| 87729 | **M. A. Starr** *J.McMahon* –92 (*ex*H.M.S.Delight) | WoodScSr 2*Dks* | 244 244 166 | | | | 18 5/81 | ..... Portsmouth | Charlottetown SteamNav.Co. (Lim.) | 115·0 \| 22·3 \| 15·0 | Charlotte-town,P.E.I. British | 2Cy.15″&30″–18″ 60HP | | |
| 3 | **M. C. Holm** *A.V.Knudsen*81–94 *Webframes&ptAwngdk(Irn)* | SteelScSr 1*Dk(Stl)*cf | 2463 1790 1575 | ✠100A1 *ptAwng dk withfreeboard* 6,94 ~~4,94~~ ✠LMC4,94 | Stk LA&CP Lon | *s* | 1894 4mo | Richards'n Duck&Co. Stockton | Dampskibs Selskabet "Norden" | 290·0 \| 42·0 \| 17·4 P29′Q92′ *ptAwngdk*169′ FK *WB=Cell D B*244′557*t* | Copnhagn Danish 5*BHCem* *APT*62*t* *ART*65*t* | T.3Cy.22″,36″&59″–39″ 160lb *90lb* 200HP 2SB,*6cf*,GS102,~~HS802~~HS3300 Blair&Co.(Lim.),Stockton | (*s*) | 20 |
| NDJS | **M. Davidson** *L.Ödbergsen* | SteelSc | 287 141 175 | | | | 1891 | Helsingors Jernskibs og Maskinbyggeri Elsinore | DetÖstbornhlmske Dampskibsselskab | 129·5 \| 18·5 \| 16·0 | Hasle Danish | C.2Cy.22″&41″–21″ 80HP HelsingorsJernskibs og Maskinbyggeri,Elsinore | | |
| NVSH | **M. G. Melchior** *M.Petersen*68–85 | IronScSr 2*Dks* | 1153 689 731 | | | | 1885 | Burmeister &Wain Copenhagen | ForenedeDamp-skibsselskab. | 226·4 \| 30·1 \| 15·0 B15*t* H43*t* 22·4 | Copnhagn Danish *WB* | C.2Cy.33″&60″–36″ 200HP Burmeister&Wain,Cpn. | | |
| 99118 | **M. J. Hedley** *J.Kendal*93–94 *Well deck* | SteelScSr 1*Dk(Irn)* | 422 305 144 | ✠100A1 ~~6,94 2,04~~ 3,95 ✠LMC11,91 Liv | Bel LA&CP | *g* | 1891 10mo | Workman, Clark&Co. (Lim.) Belfast | Hosken,Trevithick Polkinhorn&Co. (Lim.) | 165·3 \| 24·0 \| 10·0 P20′Q33′B50′F25′ BK6″ *WB=Cell DB*73′ 73*t*FPT 20*t* *APT* 13*t* | Penzance British 4*BHCem* | C.2Cy.21″&42″–30″ 100lb *60lb* 68HP 1SB,*3pf*,GS58 V.Coates&Co.,Belfast | (*s*) | 12 |
| 85045 WGRK | **M. Meanatchy** *S.Warrington* –93 | IronScBg 3*Dks* | 2111 1917 1368 | ✠ 6,83 ✠ | Sng LA&CP | *t* | 1881 6mo | C.Mitchell &Co. Newcastle | BritishIndiaS.N. Co.(Lim.) | 290·0 \| 36·4 \| 25·8 P60′ F48′ | Glasgow British 4*BHCem* | C.2Cy.40″&76″–48″ 320HP WallsendSlpwy.Co.,Nwc. *WB=DBa*70*f*106′198*t* | | |
| | **M. Romero Rubio** | WoodScSr | — — 70 | | | | 1885 | M.Turner Benicia,Cal. | L.Hullen | 82·0 \| 19·0 \| 13·0 | Guaymas Mexican | C.2Cy.10″&20″–12″ 50HP W.Deacon,SanFrancisco | | |
| PJSD | **M. Maas** *H.Hemmen* | IronScSr 2*Dks* | 492 — 340 | | | | 1886 | Geb.How-aldt Kiel | P.A.vanEs&Co. | 173·8 \| 24·9 \| 13·5 H41′ | Rotterdam Dutch *WB* | C.2Cy.23″&37″–27″ 75HP Geb.Howaldt,Kiel | | |
| 87924 JDRK | **10** — *(BROKEN UP)* | IronScFlat | 166 146 137 | | | | 1877 | ..... Antwerp | Brit.&AfricanS.N. Co.(Lim.) (Elder,Demp-ster&Co. *Mgrs.*) | 125·5 \| 19·7 \| 7·1 | Glasgow British | H.1Cy.13″–12″ 20HP | | |
| PJSV | **11 Maasdam** *A.Potjer*86–90 *Elec.light* | IronSc4MstBk 5thSurvey,Liv.2,90 (*ex*Republic) 3*Dks*(2*Irn*) | 3984 2702 2729 | ✠ A1✱1 2,94 ✠NB2,90 LMC~~8,92~~2,94 | Rot | Lv | 1871 7mo | Harland& Wolff Belfast | Nederl. Amerik. Stoomv.Maats. | 420·0 \| 40·9 \| 31·0 | Rotterdam Dutch 7*BH* | T.4Cy.35″,62″&(2)78″–60″ 150lb 75*lb* NDB90(*s*) 600HP 2D&2SB,*18rf*,GS360 *Tpd.*90 G.Frrstr.& Co., Liv | | |
| | **12 Maasstroom** *R.J.vanderLand*77–91 | IronScSr 2*Dks* | 477 — 341 | | | | 1869 | Nederland Stoom. Maats. Rotterdam | Nederl.Stoomb. Maats. | 172·9 \| 25·5 \| 14·0 | Rotterdam Dutch | C.2Cy.23″&40″–27″ 70HP Nederl.Stoomb.Maats.Rot. | | |
| 97977 | **13 Mab** *H.F.W.Rasmussen*81–91 *Well deck* | SteelScSr 1*Dk(Stl)*2*trB*cf *Webframes* | 2833 2224 1846 | ✠100A1 ~~7,94 3,04~~ 2,94 2,95 ✠LMC9,91 ~~Lon.~~ Hul | Cff LA&CP | *t* | 1891 9mo | W.Gray& Co.(Lim.) W Hartlepool | Pyman,Bell&Co. | 314·5 \| 40·6 \| 20·7 P29′Q102′B118′ F35′ BK10″ *WB–CellDB*268′573*t*AP | Newcastle British 5*BHCem* *PT*25*t* | T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *80lb* 220HP 2SB,*6cf*,GS78,HS3580 CntrlMarineEWrks(Lim.) W.Hpl. | | 23 |
| 63036 JMFS | **14 Mabel** *T.Hunter*88–88 | IronScSr *ss*Nwc.No.3–10,88 *ss*Nwc.No.1–92 1*Dk*2*trB* | 770 682 494 | ✠ ⒶⒷ1 ~~6,94 2,04~~ 8,94 MS12,92 BS1,94 | Nwc A&CP ~~Lon.~~ | | 1870 2mo | Denton, Gray&Co. W Hartlepool | T.G.Beatley&Son | 199·1 \| 29·1 \| 16·5 Q90′F32′ drp94 BK7″ *WB=pt DB* 4*BHCem* *ptAwngdk*169′ FK | Liverpool British ~~4*BHCem*~~ 1SB | 2Cy.38″–30″ 40lb NDB89 NB79 96HP 1SB T.Richardson&Sons,Hpl. | | 17 |
| 96647 | **15** — *T.Thornton* –94 *ss*Lon.No.1–93 | SteelScSr 1*Dk(Irn)* | 390 357 237 | ✠100A1 8,94 ~~9,03~~ ✠LMC12,93 | Lon LA&CP | *g* | 1889 9mo | S.&H. Morton& Co. Leith | J.Burnett&Sons | 161·0 \| 25·1 \| 11·4 Q23′F20′ FK *WB=FPT* 28*t* *APT* 39*t* | London British 4*BHCem* | T.3Cy.14″,22″&36″–24″ (*s*) 160lb 80HP 1SB,*3rf*,GS42 S.&H.Morton&Co.,Leith | (*s*) | 11 |
| 86243 | **16** — | WoodScFlat 1*Dk* | 122 118 83 | | | | 1875 | Ann Dea-kin Winsford | SaltUnion(Lim.) | 85·5 \| 20·4 \| 8·9 | Liverpool British | 2Cy.10½″–12″ NE&B84 7HP G.Deakin,Winsford | | |
| 63723 | **17** — *D.Green* | IronScK *ss*Gls.No.3–5,83 *ss*Mtr.No.2–91 1*Dk* | 82 73 51 | ✠90A1 6,94 ~~5,93~~ ✠NB2,90 | Mtr A&CP | *a* | 1878 1mo | Black& Noble Montrose | D.Murison | 64·5 \| 18·1 \| 8·3 Q16′ BK6″ | Montrose British 2*BHCem* | C.2Cy.9″&18″–15″ 100lb 15HP 1SB,*1pf*,GS28 Dunsmuir&Jackson,Gls. | | |
| | **18** — *Starkie* –90 | IronSc 1*Dk* | 55 55 9 | ✠ 4,90 *For towing purposes* ✠ | Lon LA&CP | | 1890 4mo | Westwood Baillie&Co. London | Stone&Coombes | 73·0 \| 15·2 \| 8·0 BK5½″ | London British 4*BHCem* | C.2Cy.14″&28″–20″ 32HP 1SB,*2pf* VulcanIronWks.Co.,Hull | | 8 |

Broken up 94

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'r Tonnage: Gross. Under deck. Net. | Particulars of Classification: Character. Date of last Survey. | Port of Survey. | Years Assigned / Equipment Letter | Built: When. Ship. Engines | By Whom. Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers | Mean Drafts |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 / 89015 / WCRH | Macalister IronScSr H.S.Cornwell93-93 ~~ssSng.No.2-90~~ ssSng.No.3-7 94 1Dk2trB | 745 / 666 / 462 | ✠100A1 7,91 ~~12,93~~ 2,95 ~~BS9,93~~ ✠LMC9,90 7,94 | Sng LA&CP | k | 1882 1mo | Blackwood &Gordon Pt.Glasgow | LimHoPuah | 200·7\|30·1\|14·9 B46'F23' BK7½' ptShade dk42' ptND90 SRP94 | Singapore British 4BHCem | C.2Cy.26"&50"–30" (i) 70lb ~~60lb~~ 80lb ND B91 120HP 1SB,3pf,GS66 Blackwood&Gordon,P.Gls | | | |
| 20 | Macarena SteelScSr J.delPino -94 2Dks(UStl) Well deck | 1152 / 901 / 708 | ✠100A1 1,94 ✠LMC1,94 | Gmh A&CP | n | 1894 1mo | Grngemth DockyardCo. Grngemouth | CompaniaSevillana deNavegacion aVapor | 220·0\|31·7\|16·7 B54'Q81'F30' BK8' WB = Cell DB 148' 240t | Seville Spanish 4BHCem APT28t | T.3Cy.17",27"&45"–33" (s) 160lb 80lb 118HP 1SB, pf,GS60,HS1671 Hutson&Son,Glasgow | 17 ″ 9 | | |
| 21 / KBJT | Macassa SteelTwinScSr A.W.Crawford -92 ElecLight 2Dks | 459 / 410 / 164 | | | | 1888 | W.Hamilton&Co. Pt.Glasgow | HamiltonSteam BoatCo.(Lim.) | 154·4\|24·1\|16·3 | Hamiltn,O British | T.3Cy.11",18"&29"–22" 95HP W.Kemp,Glasgow | | | |
| 22 / 98228 / KBDJ | Macduff SteelScSr E.Porter84-90 2Dks(UIrn–ws&1Stl)3trB ssGls.No.1-95 | 2905 / 2549 / 1882 | ✠100A1 ~~9,91~~ ~~1,93~~ 1,95 ✠LMC12,90 11,94 | Shi A&CP Gls | u | 1890 12mo | W.Gray& Co.(Lim.) WHartlepool | J.Warrack&Co. | 320·0\|40·7\|24·5 P31'B72'F37' BK10' WB = Cell DB272' 559t | Leith British 5BHCem | T.3Cy.25",40"&65"–42" (s) 160lb 80lb 350HP 2SB,6rf,GS112,HS4530 CentrlMarineEWks,WHpl | 27 ″ 0 s 5 ″ 0½ | | |
| 23 / 56071 / HPWF | Macedonia IronScSr F.B.Dobson -91 ssLiv.No.2–70 2Dks | 2853 / 2022 / 1866 | ✠ 5,70 | Liv A&CP | | 1867 1mo | T.Vernon &Son Liverpool | Papayanni&Co. | 348·1\|36·5\|30·1 P85t len81 | Liverpool British 6BHCem | C.4Cy.26"&56"–42" NB75 300H Cmp75GForrester&Co.Liv | | BT till ~~[illegible]~~ | 3,95 |
| 24 | — SteelScSr 2Dks | 2295 / 2106 / — | | | | 1894 | Craig, Taylor&Co. Stockton | A.C.deFreitas | 280·0\|41·1\|22·2 | Hamburg German | T.3Cy.21",35"&57"–39" Blair&Co.(Lim.),Stockton | | | |
| 25 / VBPJ | — IronScBn ~~J.Leask~~ J.Leisk ssHpl.No.3–1,94 Well deck 1Dk(Irn) | 1681 / 1301 / 1051 | ✠100A1 10,94 ~~1,94~~ BS2,95 ✠LMC1,94 | Hpl LA&CP | q | 1881 5mo | W.Gray& Co. WHartlepool | W.Gray | 256·5\|34·6\|19·6 P28'Q68'B66'F33' BK9' WB=Db a80'f94'341t | W.Hartlpl British 4BHCem | C.2Cy.32"&60"–39" (i) 80lb ~~90lb 80lb~~ 80lb 150H 2SB,6pf,GS72 ND B95 Blair&Co.(Lim.),Stockton | 20 ″ 10 s 2 ″ 0 | | |
| 26 / HFLC | — IronScSr D.Coucoudaki83-90 ssNwc.No.3–80 (exValencia) | 605 / 470 / 456 | ✠ 9,80 | Nwc | j | 1862 1mo | A.Leslie& Co. Newcastle | PanhellenicS.S. Nav. (K.J.Psacharopoulos, Mgr.) | 210·8\|23·1\|12·9 P43'F50' len80 | Piræus Greek 4BHCem | C.2Cy.23"&44"–30" NE80 NB88 85H N.E.MarineE.C.(Lim.)Sld. WB=DBf31'40t | | | |
| 27 / 89506 / JCST | M'Garel IronScSr A.Chrystal93-93 ssLon.No 3–6,92 Well deck 1Dk(Irn)&Webframes | 1431 / 1089 / 926 | ✠100A1 11,94 ~~1,91~~ BS7,93 8,94 ✠LMC6,92 | Lon A&CP Npt | o | 1883 11mo | T.&W. Smith N.Shields | M'GarelS.S.Co. (Lim.)(Scrutton Sons&Co.) | 243·7\|34·3\|17·5 P&B146'F28' BK8½' WB=Db a67'f94'206t | London British 4BHCem | C.2Cy.30"&58"–36" (s) 80lb 50lb 150H 2SB, pf,GS72,HS2980 Wallsd.Slip Co.(Lim.)Nwc | 18 ″ 5 s 1 ″ 9 | | |
| 28 / KBTM | Macgregor IronSc3MstSr 1Dk | 256 / — / 163 | | | | 1881 | McQuarrie &Co. Mechanics' Bay,N.Z. | A.Pelletier | 129·8\|21·7\| 9·2 Q32t H51t | Noumea French | C.2Cy.20"&38"–24" 60H Fraser&Tinne,Auckland | | | |
| 29 / HJWS | Machado SteelSc P.Travassos89-93 ssLis.No.1–92 (exNorthCape) 1Dk | 121 / 111 / 23 | ✠100A1 Stm Trawler 8,92 ✠LMC8,92 | Lis LA&CP | | 1889 10mo | Hall,Russell&Co. Aberdeen | Machado&Co. | 95·2\|19·6\|10·1 BK6½' | Lisbon Portuguese 4BHCem | C.2Cy.17"&34"–24" (s) 100lb 50H 1SB,2pf,GS27 Hall,Russell&Co.,Abn. | 10 ″ 9 | | |
| 30 / 104531 | Machew SteelScSr 2Dks&Webframes | 1600 / 1470 / 996 | | | | 1894 | FairfieldSB &E.Co.(Lim.) Glasgow | ScottishOriental SteamShipCo. (Lim.)(Ferguson Davidson&Co.Mgrs) | ~~270·0\|36·7\|21·7~~ 270·1\|37·0\|21·8 B24'F42' WB | Glasgow British | T.3Cy.22",36"&57"–42" 250HP ~~FairfieldCo.(Lim.),Gls.~~ FairfieldSB&ECo(Lm)Gls | | BT till 6,95 | |
| 31 / 99965 / JRHS | Mackay-Bennett SteelTwinScSr E.G.Schenk91-91 ssN.Yk.No.2–92 2Dks(Stl–Uws)3trB Sheathed with green heart (Hfx12,94) between light&load lines | 1718 / 1593 / 1013 | ✠100A1 12,94 ~~9,93~~ ✠LMC9,93 1,95 | Hfx LA&CP | r | 1884 9mo | J.Elder& Co. Glasgow | CommercialCable Co. | 259·3\|40·1\|21·8 P8'B60'F48' drp93 FK WB = CellDB184' 302t | Glasgow British 4BHCem | C.4Cy.25"&50"–36" (a) 100lb 100lb 300H 2SB,8cf,GS182 J.Elder&Co.,Glasgow | 24 ″ 6 | | |
| 32 / 92220 / KLBC | Mackinaw SteelScSr Littlefield | 2578 / — / 2006 | | | | 1890 | FWWheelr &Co. WByCyMich | SaginawSteel SteamshipCo. | 289·6\|41·0\|26·6 | NewYork Utd.States Wb | T.3Cy.21",34"&56"–42" FrontierIronWrks,Detroit | | R | |
| 33 | Maclean SteelScSk 1Dk | 100 | | | | 1894 | Scott& Sons Bowling | Cunningham& King | 66·5\|18·0\| 8·0 Q20' | Glasgow British | C.2Cy.10½"&20"–16" Walker,Hendersn&Co.,Gl. | | | |
| 34 / 89495 / JCFR | Macleay SteelScSr G.Nyholm -93 (exWoodburn) 1Dk | 398 / 306 / 291 | ✠ 12,83 ✠ | Lon LA&CP | g | 1883 7mo | Forrestt& Son London | NorthCoastSteam Nav.Co.(Lim.) | 155·0\|25·3\|10·7 Q34' F20' FK | SydnyNSW British 4BHCem | C.2Cy.20"&35"–24" 60H Forrestt&Son,London WB=FPT13tAPT27t | | | |
| 35 / 102691 | Macleod SteelScK A.McFall -94 1Dk | 127 / 105 / 59 | | | | 1894 | Scott& Sons Bowling | ~~Cunningham& King~~ Macleod S.S.Co.(Lim.) (Cunningham&King) | ~~85·0~~\|18·5\| ~~8·2~~ 9·4 Q25' 82·0 WB | Glasgow British | C.2Cy.~~10½~~"&20"–16" 10" 20HP Walker,Hendersn&Co.,Gl. | | | |
| 36 / 88291 | McNaughton WoodSc | 137 / 91 / 37 | | | | 1886 | Maritime& Industrielle Co. Levis,Quebec | J.L.Michaud | 92·0\|18·4\| 8·4 | Montreal British | 2Cy.18"–24" 80H Maritime&IndustrielleCo. Levis | | | |
| 37 / RFLD | M'Pongwe IronScSr J.Ruth92-92 1Dk | 160 / 147 / 114 | | | | 1877 | Reiherstieg SchiffsWfte. Hamburg | Witt&Büsch | 110·5\|21·7\| 8·9 B18' | Hamburg German | C.2Cy.12"&20"–15" 20H RhrstgSchiffsWrfte.,Ham. | | | |
| 38 / KBVG | Madagascar SteelScSr ~~Peron89-94~~ J.Cecaldi89-93 2Dks(1Stl)3trB ssHav.No.1-94 | 2910 / 2513 / 1889 | ✠100A1 12,94 ~~1,94~~ ✠LMC8,90 12,94 | Hav LA&CP | u | 1890 8mo | C.S.Swan& Hunter Newcastle | CompagnieHavraisePeninsulaire deNav.àVapeur | 324·0\|40·2\|24·2 P42'B84'F34' BK9' WB=Cell DB274' 630t | Havre French 5BHCem | T.3Cy.26",42"&69"–45" (s) 160lb 80lb 330H 2SB,8pf,GS150 N.E.MarineCo.(Lim.)Nwc. | 27 ″ 0 s 4 ″ 10½ w5 ″ 2½ | | |
| 39 / 90000 / JSGL | Madeira SteelScSr W.R.Mace -93 2Dks(1ptStl) | 1773 / 1599 / 1147 | ✠ 1,85 | Gls | Lv | 1884 12mo | Barclay, Curle&Co. Glasgow | British&African SteamNav.Co. (Lim.)(Elder, Dempster&Co., Mgrs.) | 300·0\|36·2\|19·9 P29' B80' F47' | Glasgow British 7BH | C.2Cy.32"&64"–42" 199HP Barclay,Curle&C(Lm.)Gls | | | 16·2 17·3 18·3 19·4 |
| 40 | — SteelTwinScSp | | | | | 1891 | Russell& Co. Pt.Glasgow | AmazonSteamNav Co. | ........ F18' | | T.6Cy.9",14"&22"–18" 70HP Kincaid&Co.(Lim.),Grk. | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. / Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41<br>104241 | **Madeline** SteelScSr<br>*H.F.Nedden*83–94<br>1*Dk*(*ptStl ptIrn*)2*trB*& *Web frames* &*ptAwng dk*(*ptStl ptIrn*) | 2890<br>2204<br>1862 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>~~6,94 8,94~~<br>10,94 | Hpl<br>LA&CP<br>Nwc<br>✠LMC3,94 | *t* | 1894<br>3mo | Furness, Withy&Co (Lim.)<br>WHartlepool | Pyman,Bell&Co. | 314·0<br>Q131'<br>*ptAwng dk*183'. FK<br>*WB* = *Cell DB* 268' 496*t* | 40·5 | 21·3 | Newcastle<br>British<br>6*BHCem*<br>*APT*30*t* | T.3Cy.23",37½"&61½"–39"<br>160lb *80lb* (*s*) 220HP<br>2SB,*6cf*,GS99,HS3528<br>Blair&Co.(Lim.)Stockton | 23<br>s 9 |
| 42<br>98172<br>LWGK | **Madero** IronSc3MstSrBarge<br>*W.F.N.Taylor*90–90 *ss*BAs.No.1–94<br>1*Dk*(*Irn*) | 336<br>270<br>193 | ✠ A1<br>*For River purposes only*<br>3,94 | BAs<br>LA&CP<br>✠LMC3,94 | | 1890<br>10mo | TA Walker<br>Sudbrook | ~~E.Griggs~~<br>Exors of T A.Walker | 150·1<br>Q38'B9'F24'<br>FK<br>*WB* | 26·3 | 8·3 | London<br>British<br>4*BHCem*<br>= *MT*4' 22*t* | Q.4Cy.9",12",16"&25"–21½"<br>160lb (*s*) 50HP<br>1SB.*2pf*,GS33<br>Fleming&Ferguson.,Psy. | 8 |
| 43<br>93286 | **Madge Wildfire** SteelPadSk<br>*P.Campbell*89–89 | 220<br>196<br>45 | | | | 1886<br>5mo | S.M'Knght &Co.<br>Ayr | CaledonianSteam PacketCo.(Lim.) | 190·0<br>B55'<br>FD | 20·0 | 7·1 | Glasgow<br>British | C.D.2Cy.27"&49"–60"<br>NE&B91 104HP<br>Rankin&Blackmore,Grk. | |
| 44<br>76935<br>QMFR | **Madiana** IronScSr<br>*R.Fraser*76–93 *ss*Gls.No.3–4,87<br>(*ex*BalmoralCastle, *ss*Cff.No.1–92<br>*ex*SanAugustin) 2*Dks*(*Irn–Uws*)3*trB*<br>*Elec.light* | 3080<br>1974<br>1983 | ✠100A1<br>~~6,94 12,93~~1,95<br>✠NB6,88<br>BS6,94 | NYk<br>A&CP<br>LMC3,93 | *u* | 1876<br>11mo | R.Napier& Sons<br>Glasgow | QuebecSteamship Co. | 344·8<br>B92'F52' 29·1<br>ND87 BK11"<br>*WB*= *Tanka*36' 197*t* | 39·4 | 21·1 | London<br>British<br>5*BHCem*<br>*MT*16' 203*t* | T.3Cy.28",47½"&75½"–48"(*s*)<br>160lb *85lb* 383HP<br>2DB,*12cf*,GS218<br>*Tpd*.88 D.Rowan&Son,Gls. | 30<br>s 6 |
| 45 | **Madona del Carmen** IronScSr<br>*P.Ferro* (*ex*Giulietta A.,<br>*ex*Madonna del Carmine) 1*Dk*(*Irn*) | 238<br>233<br>109 | ✠<br>8,85 | Gen<br>LA&CP | *d* | 1883<br>4mo | C.S.Swan &Hunter<br>Newcastle | M.Vaccaro | 130·0<br>*WB*= | 20·1 | 11·2 | Bns.Ayres<br>Argentine<br>4*BHCem*<br>*FPT*24*t* | C.2Cy.16"&30"–22"<br>64HP<br>Ross&Duncan,Glasgow | |
| 46<br>152<br>QJDV | Lost by Fire 7,94<br>**Madonna della Costa** IronScSr<br>*Marcenara* 6thSurvey,Gen.4,93<br>(*ex*Gassendi)<br>1*Dk*& *Awngdk*3*trB* | 1302<br>1246<br>848 | ✠ ~~A1 1~~<br>*Awng dk*<br>4,93<br>BS5,94 | Gen<br>✠NB10,86<br>LMC4,93 | Lv | 1872<br>4mo | Hall,Russell&Co.<br>Aberdeen | G.B.Reforzo | 238·1<br>BK9" | 30·3 | 23·9 | Genoa<br>Italian<br>5*BHCem*<br>*WB* | C.2Cy.29$\frac{3}{16}$"&53$\frac{1}{16}$"–36" (*o*)<br>80lb *45lb* 271HP<br>2SB,*6pf*,GS93<br>Hall,Russell&Co.,Abn. | |
| 47<br>73643 | **Madras** IronPadSp | 197<br>197<br>124 | | | | 1876 | T.A.Young<br>London | K.N.Mitter | 124·0 | 20·8 | 11·0 | Calcutta<br>British | 2Cy.34"–58"<br>75HP<br>T.A.Young,London | |
| 48<br>98731 | — IronScK<br>*W.Collinson* –91<br>1*Dk* | 167<br>150<br>69 | ✠100A1<br>*StmTrawler*<br>3,95 ~~4,91~~ | Hul<br>LA&CP<br>✠LMC4,91 | | 1891<br>4mo | Cochrane, Cooper& Schofield<br>Beverley | HullSteamFishing &IceCo.(Lim.) | 105·5<br>Q21'F20'<br>BK7½" | 21·0 | 11·0 | Hull<br>British<br>3*BHCem* | T.3Cy.12½",19½"&31½"–22½"<br>160lb (*s*) 50HP<br>1SB,*2cf*,GS29,HS778<br>Amos&Smith,Hull | 11 |
| 49<br>93141<br>KSGP | **Madrid** IronScSr<br>~~J.Harrison77–91~~ *ss*Liv.No.3–1,85<br>(*ex*Aurrera) ~~ssVen.No.1–88~~<br>*D.Hughes*94-94 1*Dk*&*ptAwngdk*<br>*ss*Lon.No.2-95 | 2439<br>1970<br>1571 | ✠100A1<br>*pt Awng dk*<br>*loadline*21*ft*4*in*<br>~~1,86 6,90~~ 4,95<br>✠NB2,85 | Msl<br>A&CP<br>~~Lon~~<br>BS4,91<br>LMC~~8,86~~ 1,95 | *t*<br>Fa | 1873<br>3mo | T.R.Oswald&Co.<br>Sunderland | ~~Furness,Withy& Co.(Lim.)~~<br>E.Morgan&Co. | 316·3<br>P212'F46'<br>srp95 BK10" | 36·0 | 23·8 | Hull<br>British<br>6*BHCem* | C.2Cy.42"&81"–42" (*a*)<br>70lb *60lb* NDB85 280HP<br>2DB,*12f*,GS183<br>Oswald&Co.,Sunderland | 25<br>s 4 |
| 50<br>HSNW | **Madrileño** SteelScSr<br>*S.deTelleria* *ss*Liv.No.1-94<br>1*Dk*(*Stl*)&*Spardk*(*Irn*)3*trB* | 3115<br>2949<br>2024 | ✠100A1<br>*Spar dk*<br>6,94 ~~2,91~~ | Liv<br>A&CP<br>✠LMC~~8,90~~ 6,94 | *u* | 1890<br>8mo | RThmpson &Sons<br>Sunderland | M.M.deArrotegui | 320·0<br>B68'F37' 27·4<br>BK10'<br>*WB*= *CellDB*254'439*tFP* | 42·0 | 19·7 | Bilbao<br>Spanish<br>6*BHCem*<br>*T*80*tAPT*9*t* | T.3Cy.24½",40"&66"-45" (*s*)<br>160lb *90lb* 250HP<br>2DB,*8rf*,GS142<br>G.Clark(Lim.),Sld. | 22 |
| 51<br>102674 | **Madura** SteelScSr<br>~~L.H.Walsh –94~~ 1*Dk*(*Stl*)& *Web*<br>*A.Ford* *frames*&*ptAwning dk*(*Stl*) | 2740<br>2007<br>1776 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>9,94 ~~3,94~~ | Gls<br>LA&CP<br>Ant<br>✠LMC3,94 | *t* | 1894<br>3mo | D.&W. Henderson &Co.<br>Glasgow | S.S.MaduraCo. (Lim.)<br>(Maclay& McIntyre)<br>*WB*= *CellD* | 300·0<br>F31'RFD82' FK<br>*ptAwng dk*187'<br>*B*136'456*tFPT*123*t* | 41·0 | 18·4 | Glasgow<br>British<br>5*BHCem*<br>*APT*114*t* | T.3Cy.21",33"&54"–42" (*s*)<br>160lb *70lb* 223HP<br>2SB,*6pf*,GS110,HS3420<br>D.&W.Henderson&Co.Gls. | 21<br>s 8 |
| 52<br>92917<br>KPFJ | — IronSc3MstSr<br>*A.L.Paterson* –93 *ss*Hpl.No.3–11,87<br>*ss*Sld.No.1–92<br>1*Dk*(*Irn*)&*Spardk*3*trB* | 2324<br>2297<br>1470 | 100A1<br>*Spar dk*<br>~~9,94 3,94~~ 1,95<br>✠NB5,92 | Lon<br>A&CP<br>LMC5,92 | *t* | 1873<br>9mo | Richardsn, Duck&Co.<br>Stockton | Furness,Withy& Co.(Lim.) | 309·0<br>ND92 27·0<br>BK10½" | 36·1 | 19·7 | W.Hartlpl<br>British<br>5*BHCem* | T.3Cy.22",39½"&61"–45" (*s*)<br>160lb *80lb* NDB92 230HP<br>2SB,*6pf*,GS100,HS3530<br>*Tpd*.92W.Allan&Co.,Sld. | 20<br>s 6 |
| 53<br>68080<br>MQTN | — IronSc3MstSr<br>*T.A.Collins* –93 *ss*Gls.No.3–5,88<br>*Elec.light* 3*Dks*(2*Irn–Uws*) | 1956<br>1902<br>1273 | ✠<br>5,88<br>✠NE&B5,88✠ | Gls<br>A&CP | *s* | 1873<br>12mo | Scott&Co.<br>Greenock | BritishIndiaStm. Nav.Co.(Lim.) | 316·8<br>B44' | 33·5 | 25·4 | Glasgow<br>British<br>6*BHCem* | T.3Cy.24",38"&57"–42"<br>NDB88 280HP<br>A.&J.Inglis,Glasgow | 26<br>s 6 |
| 54<br>TGDV | **Maetsuijcker** IronScSr<br>*H.B.Hoffman*91–92 2*Dks*&*Spardk*<br>*Elec.light* | 1396<br>1326<br>835 | | | | 1890<br>7mo | Matschapij de "Schelde"<br>Flushing | Koninkl.Paketv. Maats. | 258·5 | 34·2 | 17·5 | Batavia<br>Dutch | T.3Cy.20",31"&51"–42"<br>200HP<br>Maats.deSchelde,Flushing | |
| 55<br>92927<br>KSDH | **Magda** SteelScSr<br>*P.A.Eggert* –91 *ss*Nwc.No.1–92<br>*Well deck* 1*Dk*(*Stl*)&*Web frames* | 2350<br>1879<br>1531 | ✠100A1<br>8,94 ~~11,92~~<br>BS8,94 | Nwc<br>LA&CP<br>✠LMC11,92<br>Cff | *s* | 1888<br>6mo | W.Gray& Co.<br>WHartlepool | ~~O.Trechmann~~<br>Trechmann,Brs. | 290·0<br>P27'Q94'B112'F29'<br>BK10"<br>*WB*= *DBa*96'*f*106' | 38·2 | 20·3 | Hartlepool<br>British<br>5*BHCem*<br>447*tAPT*21*t* | T.3Cy.22½"36½"&60"–39"(*s*)<br>160lb *70lb* 180HP<br>2SB,*6cf*,GS97<br>Blair&Co.(Lim.),Stockton | 22<br>s 1 |
| 56<br>96612<br>LGMT | **Magdalena** SteelSc3MstSr<br>*H.C.Rigaud* –92 3*Dks*(*UStl*–ws)&<br>*Elec.light* *Spardk*(*Stl*–ws) | 5140<br>4531<br>2865 | ✠<br>*Spar dk*<br>6,89 ✠ | Gls<br>LA&CP | *z* | 1889<br>6mo | R.Napier& Sons<br>Glasgow | RoyalMailSteam PacketCo. | 421·2<br>P41'F61' 33·4<br>BK9½" | 50·0 | 25·4 | London<br>British<br>9*BHCem* | T.3Cy.42",66"&92"–66"<br>1000HP<br>8SB,*24cf*,GS500<br>R.Napier&Sons,Glasgow | 26 |
| 57<br>HLDQ | — WoodScBk<br>*L.Stokken*82–82 (*ex*SirColinCampbell)<br>1*Dk* | 377<br>374<br>242 | | | | 1855 | ..................<br>Sunderland | G.C.Hansen | 122·3 | 30·2 | 17·5 | Tönsberg<br>Norwegian | 1Cy.30"–24"<br>60HP<br>NylandsVærks,Chrstiania | |
| 58<br>JDVH | **Magdeburg** SteelScSr<br>(WRECKED 4,94)<br>*O.Tiedemann* –91 1*Dk*2*trB* | 556<br>389<br>408 | | | | 1883 | Akt.-Ges. "Vulcan"<br>Stettin | NeueDampfer Compagnie,Act. Ges. | 169·9<br>P84' F30' | 24·6 | 13·5 | Stettin<br>German<br>*WB* | C.2Cy.21½"&39¼"–27½"<br>70HP<br>Akt.-Ges."Vulcan"Stettin | |
| 59<br>102117 | **Magellan** SteelScSr<br>*A.J.J.McWatt* –93 2*Dks* | 3590<br>3335<br>2320 | | | | 1893 | Harland& Wolff(Lim.)<br>Belfast | PacificSteamNav. Co. | 360·6 | 43·2 | 27·3 | Liverpool<br>British<br>*WB* | T.3Cy.24",39½"&66"–48"<br>353HP<br>Harland&Wolff(Lim),Bel. | |
| 60<br>63301<br>JVQC | **Maggie** IronScSr<br>*W.Glen* –93 *ss*Cly.No.3–10,81<br>*ss*Cly.No.2–90 1*Dk* | 168<br>131<br>78 | ✠<br>BS6,93 | LMC6,90 | ... | 1870<br>7mo | PPBrownrigg<br>Liverpool | Nobel'sExplosivesCo.(Lim.) | 118·6<br>Q37'B24'F20'<br>BK6" | 19·0 | 9·0 | Glasgow<br>British<br>4*BHCem* | C.2Cy.13"&25"–20" (*b*)<br>75lb NE76 NB81 25HP<br>1SB,*2pf*,GS19<br>Lees,Anderson&Co.,Gls. | |
| 61<br>60043 | — WoodScFlat | 119<br>119<br>81 | | | | 1867 | ..................<br>Northwich | WallaseyLocal Board | 87·0 | 19·3 | 9·7 | Liverpool<br>British | 20HP | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Late Name if any. / Master. / Special Surveys. / No. of Decks, &c. | Regist'd Tonnage. Gross. / Under deck. / Net. | Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned / now xpired | Equipment Letter. | Built. When. — Ship. — Engines. | Built. By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure - Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. | in. | Other Registers in which Details of Build are kept. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62 99449 MVNH | **Maggie Bain** — IronSc3MstSr<br>*Master.* — *Late Name if any.* (*ex*Ithfaen)<br>*Well deck* — *W. J. Kelly* — 1*Dk*(*Irn*)<br>*H.G.Muir* –94 | 424<br>297<~~10,94~~11-95<br>161 | ✠100A1<br>2,95<br>✠NE10,93 | Ayr<br>LA&CP<br>✠LMC10,93 | *g*<br>Sng<br>✠NB3,93 | | 1892<br>11mo | Scott&Co.<br>Bowling | W.B.Niven | 160·0 \| 23·1 \| 10·5<br>Q79′B10′F28′<br>drp93&94 | | | Troon<br>British<br>*WB*= | C.2Cy.17″&40″–30″ (*s*)<br>145lb 60H<br>3*BHCem*<br>*FPT40t* | 11 ″ 7<br>s ″ 10 | |
| 63 99493 NBML | **Maggie Barr** — SteelSc3MstSr<br>~~*DeMcKay* –94~~<br>*Well deck* — *A.Johnson* — 1*Dk*(*Irn*) | 361<br>237<~~3,94~~5,95<br>139 | ✠100A1<br>✠LMC4,93 | Gls<br>A&CP | | | 1893<br>4mo | Murdoch&<br>Murray<br>Pt.Glasgow | R.B.Ballantyne&<br>Co. | 142·1 \| 23·7 \| 9·8<br>Q75′B9′F25′<br>BK7″<br>*WB*=*FP* | | | Glasgow<br>British<br>*WB*= | C.2Cy.20″&40″–27″ (*s*)<br>110lb 70*lb* 60H<br>3*BHCem*<br>*FPT33tAPT5t* | 10 ″ 6<br>s ″ 7 | |
| 64 99630 | **Maggie Macnair** — SteelScSr<br>*R.Milburn*64–94 — 1*Dk*(*Stl*)&*Spar dk*<br>(*Stl*)&*deepframing* | 3265<br>3026<br>2078 | ✠100A1<br>*Spar dk*<br>8,94~~,04~~<br>✠LMC4,94<br>Shl | Sld<br>A&CP | *v* | | 1894<br>4mo | Short Bros.<br>Sunderland | J.Westoll | 351·7 \| 45·1 \| 16·2<br>P37′B76′F39′ 24·1<br>FK<br>*WB*=*Cell DB256′ 676t* | | | Sundrland<br>British<br>6*BHCem*<br>*APT42t* | T.3Cy.24½″,40″&66″–45″ (*r*)<br>160lb *80lb* 300H<br>2SB.*8cf*,GS130,HS4530<br>G.Clark(Lim.),Sunderland | 18 ″ 9<br>s 5 ″ 10 | |
| 65 100086 | **Maggie Miller** — WoodSc<br>*R.W.White* –92 — 1*Dk* | 105<br>67<br>66 | | | | | 1892 | R.W.White<br>&HTGiggoy<br>S.John,N.B. | R.W.White | 78·5 \| 24·0 \| 5·7<br>H37*t* | | | S.John,NB<br>British | 1Cy.15″–36″<br>24H<br>J.Harris,S.John,N.B. | | |
| 66 94526 KVGP | **Maggie Walker** — IronScSr<br>*A.McKenzie* –93 — *ss*Abn.No.1–93<br>1*Dk* | 126<br>118<br>39 | ✠100A1<br>*Trawler*<br>9,94~~,94~~<br>✠LMC1,93<br>BS1,95 | Abn<br>LA&CP | | | 1888<br>11mo | A.Hall &<br>Co.<br>Aberdeen | T.Walker | 95·7 \| 20·0 \| 10·3<br>BK6½″ | | | Aberdeen<br>British | C.2Cy.18″&34″–24″<br>100lb 50H<br>1SB.*2pf*,GS36<br>A.Hall&Co.,Aberdeen | 10″11 | |
| 67 78771 BSNP | **Maggie Warrington** — IronScSr<br>~~*W.Berry*87–87~~<br>*T.Paul* –94 — *ss*Liv.No.3–9,91<br>1*Dk2trB* | 896<br>803<br>529 | ✠100A1<br>2,95~~,95~~<br>BS12,93<br>2,95<br>✠LMC7,91 | Liv<br>A&CP | *m* | | 1878<br>4mo | R.Irvine&<br>Co.<br>WHartlepool | S.Hough | 220·0 \| 30·0 \| 16·1<br>Q54′F23′<br>BK8″<br>*WB*= | | | Liverpool<br>British<br>4*BHCem*<br>*DBa73′f63′* | C.2Cy.30″&55″–36″ (*i*)<br>78lb *58lb* 120H<br>2B,GS61<br>Blair&Co.(Lim.),Stockton | 17 ″ 0<br>s 2 ″ 2 | |
| 68 99866 | **Magic** — SteelTwinScSr<br>*J.D.Dunlop*92–93<br>*Elec.light* — 2*Dks*(1*Stl*&1*pt Stl*–ws) | 1630<br>1125<br>449 | ✠100A1<br>1,95~~,00~~<br>✠LMC8,93 | Bel<br>LA&CP | *r* | | 1893<br>8mo | Harland&<br>Wolff(Lim.)<br>Belfast | BelfastSteamShip<br>Co.(Lim.)<br>*WB*= | 311·3 \| 38·3 \| 15·1<br>P43′B135′F51′<br>FK&BK2″<br>*CellDB76′83tFPT* | | | Belfast<br>British<br>3*BHCem*<br>14*tAPT10t* | T.6Cy.19″,31″&52″–36″ (*s*)<br>180lb 493H<br>4DB,*16rf*,GS286,HS9948<br>Harland&Wolff(Lim.)Bel. | 17 ″ 0<br>s 2 ″ 4½ | BT till ~~1,00~~ 1,96 |
| 69 73372 | **Magna Charta** — IronPadSp | 116<br>116<br>62 | | | | | 1873 | T.Charlton<br>Grimsby | Manchester,Shef-<br>field&Lincoln-<br>shireRailwayCo. | 98·2 \| 18·1 \| 8·3 | | | Hull<br>British | L.1Cy.34½″–48″<br>NB85 40H<br>T.Charlton,Hull | | BT till ~~7,94~~ ~~1,00~~ 8,95 |
| 70 63215 JKWR | **Magnet** — IronScSr<br>*G.Kinch* –93 | 597<br>556<br>310 | | | | | 1869 | J.Horn<br>Waterford | R.Tedcastle&Co. | 195·4 \| 32·0 \| 13·7<br>P43*t* | | | Dublin<br>British | C.2Cy.31½″&54″–33″<br>NB80 150H<br>Lon.&Glas.Co.,Glasgow | | BT till 7,94 |
| 71 — | — IronTwinScTug<br>(*ex*Knight of the Cross) | 245<br>229 | | | | | 1883 | W.Stevens<br>Birkenhead | TheAdmiralty | 135·7 \| 22·7 \| 12·2 | | | London<br>British | C.2Cy.17″&34″–24″<br>99H<br>W.Stevens,Birkenhead | | |
| 72 91421 | **Magneta** — IronScK<br>*H.Berry*89–89 — *ss*Hul.No.3–10,88<br>(*ex*Sailing) — *ss*Hul.No.1–92<br>1*Dk* | 116<br>116<br>52 | ✠100A1<br>*Trawler*<br>9,94~~,02~~<br>✠LMC10,92<br>✠NE&B10,88 BS12,94 | Hul<br>LA&CP | | | 1885<br>5mo | Cook,Wel-<br>ton&Gem-<br>mell<br>Hull | F.&T.Ross | 95·7 \| 20·4 \| 9·5<br>len&ND88 BK8″ | | | Hull<br>British<br>3*BHCem* | C.2Cy.16″&30″–22″ (*r*)<br>90lb 40H<br>1SB.*2pf*,GS27,HS760<br>C.D.Holmes&Co.,Hull | 11 ″ 0 | |
| 73 97869 | **Magnetic** — SteelTwinScSr | 619<br>502<br>122 | | | | | 1891 | Harland&<br>Wolff(Lim.)<br>Belfast | OceanicS.N.Co.<br>(Lim.) | 170·5 \| 32·0 \| 15·0<br>H85′ | | | Liverpool<br>British | T.6Cy.17″,27″&43″–28″<br>175H<br>Harland&Wolff(Lim.) Bel. | | BT till ~~9,94~~ 8,95 |
| 74 46125 VQBJ | — IronScSr<br>*J.McMillan*92–92 | 609<br>505<br>261 | | | | | 1863 | Tod&<br>M'Gregor<br>Glasgow | G.Turnbull&Co. | 210·1 \| 27·1 \| 14·4 | | | Leith<br>British | T.3Cy.18″,26″&56″–36″<br>NE&B87 120H<br>Walker,Henderson&C.,Gls | | |
| 75 92598 | **Magnolia** — CompPad<br>*Townsend* –88 — 1*Dk* | 260<br>291<br>151 | | | | | | .....<br>UnitedStates | G.L.Burchell | 120·1 \| 20·4 \| 7·2 | | | Sydney,CB<br>British | 1Cy.32″–72″<br>30H<br>Fletcher Harrison&C,NYk | | |
| 76 NVWQ | **Magnus** — IronSc3MstSr<br>*W.Aaris*74–89 — 2*Dks* | 1667<br>1244<br>1040 | | | | | 1884 | Lobnitz&<br>Co.<br>Renfrew | DampskibsSelska-<br>bet "Carl"(L.H.<br>Carl,*Mgr.*) | 267·1 \| 34·6 \| 17·6<br>P199′ B23*t* F27′<br>*WB* | | | Copnhagn<br>Danish | C.2Cy.32″&60″–36″<br>160H<br>Lobnitz&Co.,Renfrew | | DV |
| 77 JSQD | **Magnus Barfod** — SteelScSr<br>*Steen*74–93 (*ex*Strathcathro)<br>*Well deck* — 1*Dk*(*Stl*) | 505<br>361<br>249 | ✠<br>12,87<br>✠ | Ayr<br>LA&CP | *h* | | 1884<br>4mo | JM'Arthur<br>&Co.<br>Paisley | Nordenfjeldske<br>DampskibSelskab. | 160·3 \| 27·2 \| 11·6<br>Q60′B42′H16*t* F22′<br>lrp84&86 | | | Drontheim<br>Norwegian<br>4*BHCem*<br>*WB*= | C.2Cy.24″&48″–30″<br>90H<br>Walker,Hendersn&Co.,Gls<br>*DBa42′70tFPT44tAPT9t* | 12 ″ 3 | |
| 78 99287 LCJK | **Magnus Mail** — SteelScSr<br>*W.Baikie* –94 — *ss*Nwc.No.1–93<br>1*Dk*(*Irn*)2*trB* | 2251<br>1926<~~3,94~~3,95<br>1451 | ✠100A1<br>✠LMC5,93<br>~~Bly~~ Bly | Sld<br>A&CP | *s* | | 1889<br>4mo | Short Bros.<br>Sunderland | J.Westoll | 290·5 \| 39·1 \| 21·6<br>P32′B78′F34′<br>BK10″<br>*WB*=*CellDB210′* | | | Sundrland<br>British<br>6*BHCem*<br>*398tAPT51t* | T.3Cy.21″,35″&58″–36″ (*s*)<br>150lb *80lb* 200H<br>1DB,*6rf*,GS93<br>T.Richardson&Sons,Hpl. | 24 ″ 4<br>s 3 ″ 7½ | D |
| 79 | **Maha Chakrkri** — SteelTwinScSr<br>*W.Guldberg*90–92<br>*Elec.light* — 2*Dks*(*UStl*–ws)&*Shadedk* | 2229<br>1464<br>1232 | ✠100A1<br>*Shade dk*<br>9,92<br>✠LMC9,92 | Lth<br>LA&CP | *r* | | 1892<br>9mo | Ramage&<br>Ferguson<br>(Lim.)<br>Leith | TheKing of Siam | 283·6 \| 40·2 \| 17·2<br>P11′B52′F54′<br>BK8″<br>*WB*=*Cell* | | | Bangkok<br>Siamese<br>5*BHCem*<br>*DB220′470t* | T.6Cy.20″,31″&49″–27″ (*s*)<br>160lb *80lb* 325H<br>4SB.*12rf*,GS240,HS6037<br>Rmge&Fergsn(Lim.),Lth. | 20 ″ 0 | |
| 80 PJWR | **Maha Vajirunhis** — SteelScSr<br>*H.Bowbeys* –92 — 2*Dks* | 1300<br>1018<br>745 | ✠<br>6,83<br>✠ | Sng<br>LA&CP | *o* | | 1881<br>9mo | C.Mitchell<br>&Co.<br>Newcastle | Koninkl.Paketv.<br>Maats. | 253·0 \| 32·2 \| 17·5<br>P44′ B61′ F47′<br>FK | | | Batavia<br>Dutch<br>4*BHCem*<br>*WB* | C.2Cy.34″&66″–42″<br>230H<br>Wallsend SlipwayCo.Nwc.<br>=*DBa65′&uE&B51′185t* | | |
| 81 | **Mahallah** — IronSc3MstSr<br>(*ex*Nyanza) | 1106<br>—<br>864 | ✠<br>10,64 | Hpl | | | 1864<br>5mo | M.Pearse&<br>Co.<br>Stockton | KhedivialS.S.<br>Administration | 233·0 \| 31·0 \| 21·8 | | | Alexndria<br>Egyptian<br>3*BH* | C.2Cy.43″&75″–33″<br>200H<br>J.&G.Rennie,London | | |
| 82 99841 MRND | **Mahanadi** — SteelScSr<br>*D.Adam* –94 — 1*Dk*&*Spardk*(*pt Stl*–ws)<br>*Elec.light* — &*Deepframing* | 1190<br>1098<br>547 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>10,92<br>✠LMC8,92 | Bom<br>LA&CP | *n* | | 1892<br>8mo | AilsaS.B.<br>Co.<br>Troon | BombayS.N.Co.<br>(Shepherd&Co.,<br>*Mgrs.*) | 227·0 \| 32·8 \| 13·5<br>20·8<br>BK8″<br>*WB*=*FPT* | | | Glasgow<br>British<br>5*BHCem*<br>*28tAPT39t* | T.3Cy.20″,33″&55″–33″<br>200lb 224H<br>2DB.*8cf*,GS142,HS4114<br>Dunsmuir&Jackson,Gls. | 14 ″ 1<br>s 5 ″ 6 | |
| 83 81968 SMHV | **Maharaja** — IronSc3MstSr<br>~~*G.Craig* –92~~<br>*W.S.Corran*92–94 — *ss*Cal.No.3–4,92<br>2*Dks*(*Irn*) | 1666<br>1537<br>1046 | ✠100A1<br>4,95~~,02~~<br>BS~~5,02~~<br>2,95<br>BS5,95<br>✠LMC8,92 | Cal<br>A&CP | *r* | | 1879<br>3mo | Harland&<br>Wolff<br>Belfast | AsiaticSteam<br>Nav.Co.(Lim.) | 305·8 \| 31·7 \| 22·2<br>F48′<br>BK9″ | | | Liverpool<br>British<br>6*BHCem* | C.2Cy.34″&61″–45″ (*i*)<br>60lb ~~45lb~~ 185H<br>2B,GS140<br>D.Rowan,Glasgow | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Enlèvement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 41<br>104241 | **Madeline** SteelScSr<br>*H.F.Nedden*83–94<br>1*Dk*(*pt Stl pt Irn*)2*trB*&*Web frames*<br>&*pt Awng dk*(*pt Stl pt Irn*) | 2890<br>2204<br>1862 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>~~6,91 8,94~~<br>10,94<br>✠LMC3,94 | Hpl<br>LA&CP<br>Nwc | *t* | 1894<br>3mo | Furness,<br>Withy&Co<br>(Lim.)<br>WHartlepool | Pyman,Bell&Co.<br>*WB* | 314·0\|40·5\|21·3<br>Q131′<br>*pt Awng dk*183′. FK<br>= *Cell DB* 268′ 496*t* | Newcastle<br>British<br>6*BHCem* | T.3Cy.23″,37½″&61½″–39″<br>160lb *80lb* (*s*) 220H<br>2SB,*6cf*,GS99,HS3528<br>Blair&Co.(Lim.)Stockton |
| 42<br>98172<br>LWGK | **Madero** IronSc3MstSrBarge<br>*W.F.N.Taylor*90–90 *ss*BAs.No.1–94<br>1*Dk*(*Irn*) | 336<br>270<br>193 | ✠ A1<br>*For River purposes only*<br>3,94<br>✠LMC3,94 | BAs<br>LA&CP | | 1890<br>10mo | TA Walker<br>Sudbrook | ~~E.Griggs~~<br>Exors of T.A.Walker | 150·1\|26·3\|8·3<br>Q38′B9′F24′<br>FK<br>*WB* = *MTA*′22*t* | London<br>British<br>4*BHCem* | Q.4Cy.9″,12″,16″&25″–21½″<br>160lb (*s*) 50H<br>1SB,*2pf*,GS33<br>Fleming&Ferguson.,Psy. |
| 43<br>93286 | **Madge Wildfire** SteelPadSk<br>*P.Campbell*89–89 | 220<br>196<br>45 | | | | 1886<br>5mo | S.M'Knght<br>&Co.<br>Ayr | CaledonianSteam<br>PacketCo.(Lim.) | 190·0\|20·0\|7·1<br>B55′<br>FD | Glasgow<br>British | C.D.2Cy.27″&49″–60″<br>NE&B91 104H<br>Rankin&Blackmore,Grk. |
| 44<br>76935<br>QMFR | **Madiana** IronScSr<br>*R.Fraser*76–93 *ss*Gls.No.3–4,87<br>(*ex*BalmoralCastle, *ss*Cff.No.1–92<br>*ex*SanAugustin) 2*Dks*(*Irn–Uws*)3*trB*<br>*Elec.light* | 3080<br>1974<br>1983 | ✠100A1<br>~~6,84 12,08~~ 1,95<br>✠NB6,88<br>BS6,94<br>LMC3,93 | NYk<br>A&CP | *u* | 1876<br>11mo | R.Napier&<br>Sons<br>Glasgow | QuebecSteamship<br>Co. | 344·8\|39·4\|21·1<br>B92′F52′ 29·1<br>ND87 BK11″<br>*WB* = *Tanka*36′197*t* | London<br>British<br>5*BHCem*<br>*MT*16′ 203*t* | T.3Cy.28″,47½″&75½″–48″(*s*)<br>160lb *85lb* 383H<br>2DB,*12cf*,GS218<br>*Tpd*.88 D.Rowan&Son,Gls. |
| 45<br>~~Lost by fire 1894~~<br>QJDV | **Madona del Carmen** IronScSr<br>*P.Ferro* (*ex*Giulietta A.,<br>*ex*Madonna del Carmine) 1*Dk*(*Irn*) | 238<br>233<br>109 | ✠<br>8,85 | Gen<br>LA&CP | *d* | 1883<br>4mo | C.S.Swan<br>&Hunter<br>Newcastle | M.Vaccaro | 130·0\|20·1\|11·2<br>*WB*= | Bns.Ayres<br>Argentine<br>4*BHCem* | C.2Cy.16″&30″–22″<br>64H<br>*FPT*24*t*<br>Ross&Duncan,Glasgow |
| 46<br>93141<br>KSGP | **Madona della Costa** IronScSr<br>*Marcenara* 6thSurvey,Gen.4,93<br>(*ex*Gassendi)<br>1*Dk*&*Awngdk*3*trB* | 1302<br>1246<br>848 | ✠ ~~A1 1~~<br>*Awng dk*<br>4,93<br>BS5,94<br>✠NB10,86<br>LMC4,93 | Gen | Lv | 1872<br>4mo | Hall,Rus-<br>sell&Co.<br>Aberdeen | G.B.Reforzo | 238·1\|30·3\|23·9<br>BK9″ | Genoa<br>Italian<br>5*BHCem*<br>*WB* | C.2Cy.29$\frac{3}{16}$″&53$\frac{1}{16}$″–36″ (*o*)<br>80lb *45lb* 271H<br>2SB,*6pf*,GS93<br>Hall,Russell&Co.,Abn. |
| 47<br>73643 | **Madras** IronPadSp | 197<br>197<br>124 | | | | 1876 | T.A.Young<br>London | K.N.Mitter | 124·0\|20·8\|11·0 | Calcutta<br>British | 2Cy.34″–58″<br>75H<br>T.A.Young,London |
| 48<br>98731 | — IronScK<br>*W.Collinson* –91<br>1*Dk* | 167<br>150<br>69 | ✠100A1<br>*StmTrawler*<br>3,95 ~~4,91~~<br>✠LMC4,91 | Hul<br>LA&CP | | 1891<br>4mo | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | HullSteamFishing<br>&IceCo.(Lim.) | 105·5\|21·0\|11·0<br>Q21′F20′<br>BK7½″ | Hull<br>British<br>3*BHCem* | T.3Cy.12½″,19½″&31½″–22½″<br>160lb (*s*) 50H<br>1SB,*2cf*,GS29,HS778<br>Amos&Smith,Hull |
| 49<br>93141<br>KSGP | **Madrid** IronScSr<br>~~*F.Harrison*77–91~~ *ss*Liv.No.3–1,85<br>(*ex*Aurrera) ~~*ss*Von.No.1–88~~<br>*D.Hughes*94–94 1*Dk*&*pt Awngdk*<br>*ss*Lon.No.2–95 | 2439<br>1970<br>1571 | ✠100A1<br>*pt Awng dk*<br>*loadline*21ft4i<br>~~2,86 4,00~~ 4,95<br>✠NB2,85<br>LMC3,88 | Msl<br>A&CP<br>n Lon. Fa<br>BS4,91<br>1,95 | *t* | 1873<br>3mo | T.R.Os-<br>wald&Co.<br>Sunderland | ~~Furness,Withy&~~<br>~~Co.(Lim.)~~<br>E.Morgan&Co. | 316·3\|36·0\|23·8<br>P212′F46′<br>srp95 BK10″ | Hull<br>British<br>6*BHCem* | C.2Cy.42″&81″–42″ (*o*)<br>70lb *60lb* ND885 280H<br>2DB,*12f*,GS183<br>Oswald&Co.,Sunderland |
| 50<br>HSNW | **Madrileño** SteelScSr<br>*S.deTelleria* *ss*Liv.No.1–94<br>1*Dk*(*Stl*)&*Spardk*(*Irn*)3*trB* | 3115<br>2949<br>2024 | ✠100A1<br>*Spar dk*<br>6,94 ~~2,91~~<br>✠LMC3,90 | Liv<br>A&CP | *u* | 1890<br>8mo | RThmpson<br>&Sons<br>Sunderland | M.M.deArrotegui<br>*WB*= | 320·0\|42·0\|19·7<br>B68′F37′ 27·4<br>BK10′<br>*Cell DB* 254′439*t FPT* 80*t APT* 9 | Bilbao<br>Spanish<br>6*BHCem* | T.3Cy.24½″,40″&66″–45″ (*s*)<br>160lb *90lb* 250H<br>2DB,*8rf*,GS142<br>G.Clark(Lim.),Sld. |
| 51<br>102674 | **Madura** SteelScSr<br>~~*L.H.Walsh* 94~~ 1*Dk*(*Stl*)&*Web*<br>*A.Ford* *rames*&*pt Awning dk*(*Stl*) | 2740<br>2007<br>1776 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>9,94 ~~2,04~~<br>✠LMC3,94 | Gls<br>LA&CP<br>Ant | *t* | 1894<br>3mo | D.&W.<br>Henderson<br>&Co.<br>Glasgow | S.S.MaduraCo.<br>(Lim.)<br>(Maclay&<br>McIntyre)<br>*WB*= *Cell D* | 300·0\|41·0\|18·4<br>F31′RFD82′ FK<br>*pt Awng dk*187′<br>*B*136′456*t FPT*123*t* | Glasgow<br>British<br>5*BHCem*<br>*APT*114*t* | T.3Cy.21″,33″&54″–42″ (*s*)<br>160lb *70lb* 223H<br>2SB,*6pf*,GS110,HS3420<br>D.&W.Henderson&Co.Gls. |
| 52<br>92917<br>KPFJ | — IronSc3MstSr<br>*A.L.Paterson* –93 *ss*Hpl.No.3–11,87<br>*ss*Sld.No.1–92<br>1*Dk*(*Irn*)&*Spardk*3*trB* | 2324<br>2297<br>1470 | 100A1<br>*Spar dk*<br>~~3,94 3,04~~ 1,95<br>✠NB5,92<br>LMC5,92 | Lon<br>A&CP | *t* | 1873<br>9mo | Richardsn,<br>Duck&Co.<br>Stockton | Furness,Withy&<br>Co.(Lim.) | 309·0\|36·1\|19·7<br>ND92 27·0<br>BK10½″ | W.Hartlpl<br>British<br>5*BHCem* | T.3Cy.22″,39½″&61″–45″ (*s*)<br>160lb *80lb* ND92 230H<br>2SB,*6pf*,GS100,HS3530<br>*Tpd*.92W.Allan&Co.,Sld. |
| 53<br>68080<br>MQTN | — IronSc3MstSr<br>*T.A.Collins* –93 *ss*Gls.No.3–5,88<br>*Elec.light* 3*Dks*(2*Irn–Uws*) | 1956<br>1902<br>1273 | ✠<br>5,88<br>✠NE&B5,88 | Gls<br>A&CP | *s* | 1873<br>12mo | Scott&Co.<br>Greenock | BritishIndiaStm.<br>Nav.Co.(Lim.) | 316·8\|33·5\|25·4<br>B44′ | Glasgow<br>British<br>6*BHCem* | T.3Cy.24″,38″&57″–42″<br>NDB88 280H<br>A.&J.Inglis,Glasgow |
| 54<br>TGDV | **Maetsuijcker** IronScSr<br>*H.B.Hoffman*91–92 2*Dks*&*Spardk*<br>*Elec.light* | 1396<br>1326<br>835 | | | | 1890<br>7mo | Matschapij<br>de "Schelde"<br>Flushing | Koninkl.Paketv.<br>Maats. | 258·5\|34·2\|17·5 | Batavia<br>Dutch | T.3Cy.20″,31″&51″–42″<br>200H<br>Maats.de Schelde,Flushing |
| 55<br>92927<br>KSDH | **Magda** SteelScSr<br>*P.A.Eggert* –91 *ss*Nwc.No.1–92<br>*Well deck* 1*Dk*(*Stl*)&*Web frames* | 2350<br>1879<br>1531 | ✠100A1<br>8,94 ~~11,02~~<br>BS8,94<br>✠LMC11,92<br>Cff | Nwc<br>LA&CP | *s* | 1888<br>6mo | W.Gray&<br>Co.<br>WHartlepool | ~~O.Trechmann~~<br>Trechmann,Brs. | 290·0\|38·2\|20·3<br>P27′Q94′B112′F29<br>BK10″<br>*WB*= *DBa*96′*f*106′ | Hartlepool<br>British<br>5*BHCem*<br>447*t APT*21*t* | T.3Cy.22½″36½″&60″–39″(*s*)<br>160lb *70lb* 180H<br>2SB,*6cf*,GS97<br>Blair&Co.(Lim.),Stockton |
| 56<br>96612<br>LGMT | **Magdalena** SteelSc3MstSr<br>*H.C.Rigaud* –92 3*Dks*(*UStl–ws*)&<br>*Elec.light* *Spardk*(*Stl–ws*) | 5140<br>4531<br>2865 | ✠<br>*Spar dk*<br>6,89<br>✠ | Gls<br>LA&CP | *z* | 1889<br>6mo | R.Napier&<br>Sons<br>Glasgow | RoyalMailSteam<br>PacketCo. | 421·2\|50·0\|25·4<br>P41′F61′ 33·4<br>BK9½″ | London<br>British<br>9*BHCem* | T.3Cy.42″,66″&92″–66″<br>1000H<br>8SB,*24cf*,GS500<br>R.Napier&Sons,Glasgow |
| 57<br>HLDQ | — WoodScBk<br>*L.Stokken*82–82 (*ex*SirColinCampbell)<br>1*Dk* | 377<br>374<br>242 | | | | 1855 | .....<br>Sunderland | G.C.Hansen | 122·3\|30·2\|17·5 | Tönsberg<br>Norwegian | 1Cy.30″–24″<br>60H<br>NylandsVærks,Chrstiania |
| 58<br>JDVH | **Magdeburg** SteelScSr<br>(*WRECKED 4,94*)<br>*O.Tiedemann* –91 1*Dk*2*trB* | 556<br>389<br>408 | | | | 1883 | Akt.-Ges.<br>"Vulcan"<br>Stettin | NeueDampfer<br>Compagnie,Act.<br>Ges. | 169·9\|24·6\|13·5<br>P84′ F30′ | Stettin<br>German<br>*WB* | C.2Cy.21½″&39½″–27½″<br>70H<br>Akt.-Ges."Vulcan"Stettin |
| 59<br>102117 | **Magellan** SteelScSr<br>*A.J.J.McWatt* –93 2*Dks* | 3590<br>3335<br>2320 | | | | 1893 | Harland&<br>Wolff(Lim.)<br>Belfast | PacificSteamNav.<br>Co. | 360·6\|43·2\|27·3 | Liverpool<br>British<br>*WB* | T.3Cy.24″,39½″&66″–48″<br>353H<br>Harland&Wolff(Lim),Bel. |
| 60<br>63301<br>JVQC | **Maggie** IronScSr<br>*W.Glen* –93 *ss*Cly.No.3–10,81<br>*ss*Cly.No.2–90 1*Dk* | 168<br>131<br>78 | ✠<br>BS6,93<br>LMC6,90 | | ... | 1870<br>7mo | PPBrown-<br>rigg<br>Liverpool | Nobel'sExplo-<br>sivesCo.(Lim.) | 118·6\|19·0\|9·0<br>Q37′B24′F20′<br>BK6″ | Glasgow<br>British<br>4*BHCem* | C.2Cy.13″&25″–20″ (*b*)<br>75lb NE76 NB81 25H<br>1SB,*2pf*,GS19<br>Lees,Anderson&Co.,Gls. |
| 61<br>60043 | — WoodScFlat | 119<br>119<br>81 | | | | 1867 | .....<br>Northwich | WallaseyLocal<br>Board | 87·0\|19·3\|9·7 | Liverpool<br>British | 20H |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Now xpired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure - Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships *ft. in.* | 15 Other Registers in which classed. Details of B. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62 99449 MVNH | **Maggie Bain** IronSc3MstSr<br>~~*B.McMillan* –94~~ (*ex*Ithfaen)<br>*Well deck* ~~*W.J.Kelly*~~ 1*Dk*(*Irn*)<br>*H.G.Muir* –94 | 424<br>297<br>~~270~~<br>161 | ✠100A1<br>~~2,95~~<br>2,95<br>✠NE10,93 | Ayr<br>LA&CP<br>✠LMC10,93 | *g*<br>~~Sng~~ | 1892<br>11mo | Scott&Co.<br>Bowling | W.B.Niven | 160·0<br>Q79′B10′F28′<br>drp93&94 | 23·1<br>*WB*= | 10·5<br>*FPT40t* | Troon<br>British<br>3*BHCem* | C.2Cy.17″&40″–30″ (*s*)<br>145lb 60HP<br>1SB.2*pf*,GS40,HS1180<br>Muir&Houston,Glasgow | 11 ″ 7<br>s ″ 10 | |
| 63 99493 NBML | **Maggie Barr** SteelSc3MstSr<br>~~*D.McKay* –94~~<br>*Well deck* *A.Johnson* 1*Dk*(*Irn*) | 361<br>237<br>~~234~~<br>139 | ✠100A1<br>~~5,95~~<br>5,95<br>✠LMC ~~4,93~~ | Gls<br>A&CP | | 1893<br>4mo | Murdoch&<br>Murray<br>Pt.Glasgow | R.B.Ballantyne&<br>Co. | 142·1<br>Q75′B9′F25′<br>BK7″<br>*WB*=*FP* | 23·7<br>*WB*=*FP* | 9·8<br>*T33tAPT5t* | Glasgow<br>British<br>3*BHCem* | C.2Cy.20″&40″–27″ (*s*)<br>110lb *70lb* 60HP<br>1SB,3*pf*,GS51,HS1254<br>Muir&Houston,Glasgow | 10 ″ 6<br>s ″ 7 | |
| 64 99430 | **Maggie Macnair** SteelScSr<br>*R.Milburn*64–94 1*Dk*(*Stl*)&*Spar dk*<br>(*Stl*)&*deep framing* | 3265<br>3026<br>2078 | ✠100A1<br>*Spar dk*<br>8,94~~,94~~<br>✠LMC4,94 | Sld<br>A&CP<br>Shl | *v* | 1894<br>4mo | Short Bros.<br>Sunderland | J.Westoll | 351·7<br>P37′B76′F39′<br>FK<br>*WB*=*Cell DB256′676t* | 45·1<br>24·1 | 16·2<br>*APT42t* | Sundrland<br>British<br>6*BHCem* | T.3Cy.24½″,40″&66″–45″ (*r*)<br>160lb *80lb* 300HP<br>2SB.8*cf*,GS130,HS1530<br>G.Clark(Lim.),Sunderland | 18 ″ 9<br>s 5 ″ 10 | |
| 65 100086 | **Maggie Miller** WoodSc<br>*R.W.White* –92 1*Dk* | 105<br>67<br>66 | | | | 1892 | R.W.White<br>&HTGiggoy<br>S.John,N.B. | R.W.White | 78·5<br>H37*t* | 24·0 | 5·7 | S.John,NB<br>British | 1Cy.15″–36″<br>24HP<br>J.Harris,S.John,N.B. | | |
| 66 94826 KVGP | **Maggie Walker** IronScSr<br>*A.McKenzie* –93 *ss*Abn.No.1–93<br>1*Dk* | 126<br>118<br>39 | ✠100A1<br>*Trawler*<br>9,94~~,94~~<br>✠LMC1,93<br>BS1,95 | Abn<br>LA&CP | | 1888<br>11mo | A.Hall&<br>Co.<br>Aberdeen | T.Walker | 95·7<br>BK6½ | 20·0 | 10·3 | Aberdeen<br>British<br>4*BHCem* | C.2Cy.18″&34″–24″<br>100lb 50HP<br>1SB.2*pf*,GS36<br>A.Hall&Co.,Aberdeen | 10″11 | |
| 67 78771 BSNP | **Maggie Warrington** IronScSr<br>~~*W.Berry*87–87~~ *ss*Liv.No.3–9,91<br>*T.Paul* –94 1*Dk2trB* | 896<br>803<br>529 | ✠100A1<br>2,95~~,95~~<br>BS~~12,93~~<br>2,95<br>LMC7,91 | Liv<br>A&CP | *m* | 1878<br>4mo | R.Irvine&<br>Co.<br>WHartlepool | S.Hough | 220·0<br>Q54′F23′<br>BK8″<br>*WB*=*DBa73′f63′* | 30·0 | 16·1<br>4*BHCem* | Liverpool<br>British | C.2Cy.30″&55″–36″ (*i*)<br>78lb *58lb* 120HP<br>2B,GS61<br>Blair&Co.(Lim.),Stockton | 17 ″ 0<br>s 2 ″ 2 | |
| 68 99966 | **Magic** SteelTwinScSr<br>*J.D.Dunlop*92–93<br>*Elec.light* 2*Dks*(1*Stl*&1*pt Stl*–ws) | 1630<br>1125<br>449 | ✠100A1<br>1,95~~,94~~<br>✠LMC8,93 | Bel<br>LA&CP | *r* | 1893<br>8mo | Harland&<br>Wolff(Lim.)<br>Belfast | BelfastSteamShip<br>Co.(Lim.)<br>*WB*=*CellDB76′83tFPT* | 311·3<br>P43′B135′F51′<br>FK&BK2″ | 38·3 | 15·1<br>14*tAPT10t* | Belfast<br>British<br>5*BHCem* | T.6Cy.19″,31″&52″–36″ (*s*)<br>180lb 493HP<br>4DB,*16rf*,GS286,HS9948<br>Harland&Wolff(Lim.)Bel. | 17 ″ 0<br>s 2 ″ 4½ | BT till ~~1,95~~ 1,96 |
| 69 73372 | **Magna Charta** IronPadSp | 116<br>116<br>62 | | | | 1873 | T.Charlton<br>Grimsby | Manchester,Shef-<br>field&Lincoln-<br>shireRailwayCo. | 98·2 | 18·1 | 8·3 | Hull<br>British | L.1Cy.34½″–48″<br>NB85 40HP<br>T.Charlton,Hull | | BT till ~~7,94~~ ~~8,95~~ 8,95 |
| 70 63215 JKWR | **Magnet** IronScSr<br>*G.Kinch* –93 | 597<br>556<br>310 | | | | 1869 | J.Horn<br>Waterford | R.Tedcastle&Co. | 195·4<br>P43*t* | 32·0 | 13·7 | Dublin<br>British | C.2Cy.31½″&54″–33″<br>NB80 150HP<br>Lon.&Glas.Co.,Glasgow | | BT till 7,94 |
| 71 — | — IronTwinScTug<br>(*ex*Knight of the Cross) | 245<br>229 | | | | 1883 | W.Stevens<br>Birkenhead | TheAdmiralty | 135·7 | 22·7 | 12·2 | London<br>British | C.2Cy.17″&34″–24″<br>99HP<br>W.Stevens,Birkenhead | | |
| 72 91421 | **Magneta** IronScK<br>*H.Berry*89–89 *ss*Hul.No.3–10,88<br>(*ex*Sailing) *ss*Hul.No.1–92<br>1*Dk* | 116<br>116<br>52 | ✠100A1<br>*Trawler*<br>9,94~~,92~~<br>✠NE&B10,88 | Hul<br>LA&CP<br>✠LMC10,92<br>BS12,94 | | 1885<br>5mo | Cook,Wel-<br>ton&Gem-<br>mell<br>Hull | F.&T.Ross | 95·7<br>len&ND88 | 20·4 | 9·5<br>BK8″ | Hull<br>British<br>3*BHCem* | C.2Cy.16″&30″–22″ (*r*)<br>90lb 40HP<br>1SB,2*pf*,GS27,HS760<br>C.D.Holmes&Co.,Hull | 11 ″ 0 | |
| 73 97869 | **Magnetic** SteelTwinScSr | 619<br>502<br>122 | | | | 1891 | Harland&<br>Wolff(Lim.)<br>Belfast | OceanicS.N.Co.<br>(Lim.) | 170·5<br>H85′ | 32·0 | 15·0 | Liverpool<br>British | T.6Cy.17″,27″&43″–28″<br>175HP<br>Harland&Wolff(Lim.)Bel. | | BT till ~~9,94~~ 8,95 |
| 74 46125 VCBJ | — IronScSr<br>*J.McMillan*92–92 | 609<br>505<br>261 | | | | 1863 | Tod&<br>M'Gregor<br>Glasgow | G.Turnbull&Co. | 210·1 | 27·1 | 14·4 | Leith<br>British | T.3Cy.18″,26″&56″–36″<br>NE&B87 120HP<br>Walker,Henderson&C.,Gls | | |
| 75 92598 | **Magnolia** CompPad<br>*Townsend* –88 1*Dk* | 260<br>291<br>151 | | | | | .....<br>UnitedStates | G.L.Burchell | 120·1 | 20·4 | 7·2 | Sydney,CB<br>British | 1Cy.32″–72″<br>30HP<br>Fletcher Harrison&C,NYk | | |
| 76 NVWQ | **Magnus** IronSc3MstSr<br>*W.Aaris*74–89 2*Dks* | 1667<br>1244<br>1040 | | | | 1884 | Lobnitz&<br>Co.<br>Renfrew | DampskibsSelska-<br>bet "Carl"(L.H.<br>Carl,*Mgr.*) | 267·1<br>P199′ | 34·6<br>B23*t* | 17·6<br>F27 | Copnhagn<br>Danish<br>*WB* | C.2Cy.32″&60″–36″<br>160HP<br>Lobnitz&Co.,Renfrew | | DV |
| 77 JSQD | **Magnus Barfod** SteelScSr<br>*Steen*74–93 (*ex*Strathcathro)<br>*Well deck* 1*Dk*(*Stl*) | 505<br>361<br>249 | ✠<br>12,87<br>✠ | Ayr<br>LA&CP | *h* | 1884<br>4mo | JM'Arthur<br>&Co.<br>Paisley | Nordenfjeldske<br>DampskibSelskab. | 160·3<br>Q60′B42′H16*t*<br>lrp84&86 | 27·2<br>F22′ | 11·6<br>*DBa42′70tFPT44tAPT9t* | Drontheim<br>Norwegian<br>4*BHCem*<br>*WB*= | C.2Cy.24″&48″–30″<br>90HP<br>Walker,Hendersn&Co.,Gls | 12 ″ 3 | |
| 78 99287 LCJK | **Magnus Mail** SteelScSr<br>*W.Baikie* –94 *ss*Nwc.No.1–93<br>1*Dk*(*Irn*)2*trB* | 2251<br>1926<br>~~1,94~~ ~~6,93~~ 1451 | ✠100A1<br>3,95<br>✠LMC5,93<br>~~Bly~~ Bly | Sld<br>A&CP | *s* | 1889<br>4mo | Short Bros.<br>Sunderland | J.Westoll | 290·5<br>P32′B78′F34′<br>BK10″<br>*WB*=*CellDB210′398tAPT51t* | 39·1 | 21·6<br>6*BHCem* | Sundrland<br>British | T.3Cy.21″,35″&58″–36″ (*s*)<br>150lb *80lb* 200HP<br>1DB,*6rf*,GS93<br>T.Richardson&Sons,Hpl. | 24 ″ 4<br>s 3 ″ 7½ | D |
| 79 | **Maha Chakrkri** SteelTwinScSr<br>*W.Guldberg*90–92<br>*Elec.light* 2*Dks*(*UStl*–ws)&*Shaded dk* | 2229<br>1464<br>1232 | ✠100A1<br>*Shade dk*<br>9,92<br>✠LMC9,92 | Lth<br>LA&CP | *r* | 1892<br>9mo | Ramage&<br>Ferguson<br>(Lim.)<br>Leith | TheKing of Siam | 283·6<br>P11′B52′F54′<br>BK8″<br>*WB*=*Cell* | 40·2 | 17·2<br>*DB220′470t* | Bangkok<br>Siamese<br>5*BHCem* | T.6Cy.20″,31″&49″–27″ (*s*)<br>160lb *80lb* 325HP<br>4SB.*12rf*,GS240,HS6037<br>Rmge&Fergsn(Lim.),Lth. | 20 ″ 0 | |
| 80 PJWR | **Maha Vajirunhis** SteelScSr<br>*H.Bowbeys* –92 2*Dks* | 1300<br>1018<br>745 | ✠<br>6,83<br>✠ | Sng<br>LA&CP | *o* | 1881<br>9mo | C.Mitchell<br>&Co.<br>Newcastle | Koninkl.Paketv.<br>Maats. | 253·0<br>P44′ B61′ | 32·2 | 17·5<br>F47′<br>FK | Batavia<br>Dutch<br>4*BHCem*<br>*WB* | C.2Cy.34″&66″–42″<br>230HP<br>Wallsend SlipwayCo.Nwc.<br>=*DBa65′&uE&B51′185t* | | |
| 81 | **Mahallah** IronSc3MstSr<br>(*ex*Nyanza) | 1106<br>—<br>864 | ✠<br>10,64 | Hpl | | 1864<br>5mo | M.Pearse&<br>Co.<br>Stockton | KhedivialS.S.<br>Administration | 233·0 | 31·0 | 21·8 | Alexndria<br>Egyptian<br>3*BH* | C.2Cy.43″&75″–33″<br>200HP<br>J.&G.Rennie,London | | |
| 82 99841 MRND | **Mahanadi** SteelScSr<br>*D.Adam* –94<br>*Elec.light* 1*Dk*&*Spar dk*(*pt Stl*–ws)<br>&*Deep framing* | 1190<br>1098<br>547 | ✠100A1<br>*Spar dk*<br>*with freeboard*<br>10,92<br>✠LMC8,92 | Bom<br>LA&CP | *n* | 1892<br>8mo | AilsaS.B.<br>Co.<br>Troon | BombayS.N.Co.<br>(Shepherd&Co.,<br>*Mgrs.*) | 227·0<br>20·8<br>BK8″<br>*WB*=*FPT* | 32·8 | 13·5<br>5*BHCem*<br>28*tAPT39t* | Glasgow<br>British | T.3Cy.20″,33″&55″–33″<br>200lb 224HP<br>2DB,*8cf*,GS142,HS4114<br>Dunsmuir&Jackson,Gls. | 14 ″ 1<br>s 5 ″ 6 | |
| 83 81268 SMHV | **Maharaja** IronSc3MstSr<br>~~*G.Craig* –92~~<br>*W.S.Corran*92–94 *ss*Cal.No.3–4,92<br>2*Dks*(*Irn*) | 1666<br>1537<br>1046 | ✠100A1<br>4,95~~,92~~<br>BS~~3,92~~<br>2,94<br>BS5,95 | Cal<br>A&CP<br>LMC8,92 | *r* | 1879<br>3mo | Harland&<br>Wolff<br>Belfast | AsiaticSteam<br>Nav.Co.(Lim.) | 305·8<br>F48′ | 31·7<br>BK9″ | 22·2<br>6*BHCem* | Liverpool<br>British | C.2Cy.34″&61″–45″ (*i*)<br>60lb ~~45lb~~ 185HP<br>2B,GS140<br>D.Rowan,Glasgow | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84<br>81274<br>SNRF | **Maharani** IronSc3MstSr<br>*H.Elliot* -94<br>ssCal.No.3-10,91 2*Dks*(1*Irn*) | 1667<br>1537<br>1047 | ✠100A1<br>1,93<br>~~BS1,93~~<br>3,94 | Cal<br>A&CP<br>LMC10,91 | *r* | 1879<br>4mo | Harland&<br>Wolff<br>Belfast | AsiaticSteam Nav.Co.(Lim.) | 305·8<br>F48'<br>srp93 BK9'<br>W *B*=*Ta*28'200*t f* 26' | 31·7 | 22·2 | Liverpool<br>British<br>6*BHCem*<br>200*t FPT*15' | C.2Cy.34"&61"-45" (*i*)<br>70lb 52lb 185H<br>2DB,GS140<br>D.Rowan,Glasgow | |
| 85<br>75230<br>WLSD | **Mahinapua** SteelTwinScSr<br>*W.Newton*91-92 1*Dk* | 458<br>386<br>239 | | | ... | 1881<br>12mo | W.Denny<br>&Bros.<br>Dumbarton | UnionS.S.Co.of NewZealand (Lim.) | 160·0<br>B28' F21'<br>FK | 26·8 | 12·6 | Dunedin<br>British<br>*WB* | C.4Cy.17"&30"-24"<br>80H<br>Denny&Co.,Dumbarton | |
| 86<br>92454 | **Mahoning** SteelSc | 2189<br>—<br>1745 | | | | 1892 | Detroit<br>DryDockCo.<br>Wyandotte | Erie&Western Transp.Co. | 274·0 | 40·0 | 23·2 | Buffalo,NY<br>Utd. States | T.3Cy.20",33"&54"-42"<br>DryDockEng.Wks,Detroit | |
| 87<br>99366 | **Mahratta** SteelTwinSc4MstSr<br>*N.Bannatyne* -92 2*Dks*(*Stl*)3*trB*<br>*Elec.light* | 5679<br>5345<br>3689 | ✠100A1<br>11,93~~1,94~~ | Liv<br>LA&CP<br>✠LMC1,92 | *a*† | 1892<br>1mo | Harland&<br>Wolff(Lim.)<br>Belfast | T.&J.Brocklebank<br>*WB*=*Cell* | 446·0<br>P55'B98'F52'<br>FK&BK3'<br>*DB* 330'1222*t FPT* | 49·2 | 30·0 | Liverpool<br>British<br>7*BHCem*<br>60*t APT*50*t* | T.6Cy.19",31"&52"-42"<br>180lb (*s*) 375H<br>2D & 1SB,*14rf*,GS262<br>Harland&Wolff(Lim.)Bel. | 33 8 |
| 88 | **Mahrousa** IronPad<br>3*Dks* | 4200<br>—<br>1741 | ✠<br>4,66 | Lon<br>A&CP | 9 | 1865<br>8mo | Samuda<br>Bros.<br>London | KhediveofEgypt | 400·0<br>len72 | 42·0 | 26·5 | Alexndria<br>Egyptian<br>3*BH* | O.2Cy.100"-96"<br>800H<br>J.Penn&Sons,London | |
| 89<br>44842<br>TWRJ | **Maid of Kent** SteelPadSr<br>*E.J.Belchamber* -94 | 364<br>326<br>134 | | | | 1861 | Samuda<br>Bros.<br>London | London,Chatham, &DoverRail-wayCo. | 191·7<br>Q9*t* | 24·6 | 11·4 | London<br>British | D.O.2Cy.50"-45"<br>NB85 160H<br>Ravenhill,Selkirk&Co.Lon | |
| 90<br>33539 | **Maid of the Mist** WoodPad<br>1*Dk* | 194<br>—<br>117 | | | | 1854 | ................<br>UnitedStates | HughE.Ross | 85·0<br>H74*t* | 22·7 | 8·0 | MrmchiNB<br>British | 1Cy.<br>100H | |
| 91<br>80501 | **Maid of the Moy** IronPadSkTug<br>*Hackley* ssBel.No.1-84 1*Dk* | 114<br>114<br>48 | ✠<br>4,84 | Bel<br>A&CP | *a* | 1878<br>9mo | Aitken&<br>Mansel<br>Glasgow | MoyNav.Com-missioners | 94·4 | 17·8 | 9·0 | Ballina<br>British<br>4*BHCem* | L.1Cy.33"-44"<br>40H<br>Coates&Co.,Belfast(1857) | |
| 92<br>94303<br>KMVP | **Maine** SteelSc3MstSr<br>*F.W.Tubb* -92 ssHpl.No.1-91<br>(*ex*Swansea)<br>*Elec.light* 1*Dk*(*Stl*)&*Spardk*(*Stl*)3*trB* | 2780<br>2702<br>1690 | ✠100A1<br>*Spar dk*<br>~~4,95~~2,94 5,95<br>~~BS9,93~~ | Lon<br>A&CP<br>✠LMC~~3,91~~1,95 | *i*<br>*u* | 1887<br>7mo | W.Gray&<br>Co.<br>WHartlepool | AtlanticTransport Co.(Lim.) (Williams,Torrey &Feild,*Mgrs.*) | 315·2<br>P19'B84'F32' 26·7<br>*WB*=*Cell* BK10'<br>*DB*208'364*t FPT* | 40·2 | 20·2 | London<br>British<br>6*BHAsp*<br>69*t APT*30*t* | T.3Cy.24½",40"&65"-42" (*s*)<br>160lb 60lb 280H<br>2DB,*8cf*,GS130<br>CentralMar.E.Co.,W.Hpl. | 22 6 |
| 93<br>92391<br>KLDB | **—** SteelSc<br>*W.B.Appleby*87-92 1*Dk*2*trB* | 2395<br>—<br>1505 | | | | 1892 | Harlan&<br>Hollings-<br>worthCo.<br>WlmngtnDel | Providence& StoningtonS.S. Co. | 295·0 | 44·0 | 17·5 | Providnce,<br>R.I.<br>Utd. States | T.4Cy.28",45"&(2)51"-42"<br>Harlan&HollingswrthCo.,<br>Wilmington,Del. | |
| 94<br>70962<br>NCLK | **Maiorese** IronScSr<br>*J.H.Mills* -93 4thSurveyLiv.2,91<br>(*ex*Catalan,*ex*Zante) 2*Dks*(*Irn*)3*trB* | 1739<br>1437<br>1084 | ✠ A1✻1<br>~~1,94~~7,94<br>~~BS5,93~~<br>8,94 | Liv<br>LMC2,91 | Lv | 1875<br>5mo | Bowdler<br>Chaffer&Co.<br>Liverpool | Atlantic&Eastern S.S.Co.(Lim.) (J.Glynn&Son, *Mgrs.*) | 272·6<br>P154' | 33·4 | 22·9 | Liverpool<br>British<br>6*BHCem* | C.2Cy.32"&64"-36" (*i*)<br>80lb 55lb NB81 195H<br>2SB,*8pf*,GS142<br>J.Jones&Sons,Liverpool | |
| 95 | **Maipo** IronSc3MstSr<br>*J.Barry* -92 2*Dks*&*Shadedk*<br>*Elec.light* | 2295<br>1876<br>1504 | ✠<br>*Shade dk*<br>7,82 ✠<br>*Valparaiso* | Cly<br>& *Call* | *u*<br>*ao* | 1882<br>4mo | J.Reid&Co<br>Pt.Glasgow | Cia.SudAmer.de Vapores | 332·2<br>F33' | 39·9 | 21·0 | Valparaiso<br>Chilian<br>5*BHCem*<br>*WB*=*D* | C.2Cy.45"&80"-54"<br>280H<br>Rankin&Blackmore,Grk.<br>*Ba*34'*f*166'&*uE*&*B*74'343*t* | |
| 96<br>64360<br>WNLQ | **Maitland** IronPadSr<br>*W.Anderson* -94 ssSyd.No.2-78<br>1*Dk*&*Awngdk* | 880<br>854<br>555 | *Awng dk*<br>*with load line*<br>9,78<br>*For River pur* | Syd<br>*poses* | *on*<br>*ly* | 1870<br>9mo | M'Culloch<br>&Co.<br>Pt.Glasgow | Newcastle& HunterRiver S.S.Co.(Lim.) | 231·5<br>H27*t* | 27·1 | 12·6<br>19·5 | SydnyNSW<br>British<br>5*BHCem* | 2Cy.58"-60"<br>250H<br>Macnab&Co.,Greenock | |
| 97<br>89420 | **—** IronSc<br>*J.Leith*88- ~~ssMel.No.1-88~~<br>ssMel.No.3-10,91 1*Dk* | 150<br>116<br>40 | ✠100A1<br>11,91~~10,91~~<br>BS11,94 | Mel<br>A&CP<br>LMC11,93 | *b* | 1885<br>2mo | J.Knox&<br>Co.<br>Sunderland | Mrs.I.M.Walker | 100·0<br>Q55'B5'<br>~~drp91~~ BK6½'<br>*WB*=*FP* | 18·2 | 9·5 | Melbourne<br>British<br>4*BHCem*<br>*T*11*t APT*5*t* | C.2Cy.17"&32"-24" (*s*)<br>~~75lb~~60lb 45H<br>1SB,*2pf*,GS24<br>J.Brewster&Co.,Sld. | 10 |
| 98<br>86967<br>HWPQ | **Maitlands** IronScSr<br>~~*P.Davies*~~ ~~ssShl.No.2-92~~<br>*Well deck* ssCpn.No.3-3,95 1*Dk*(*Irn*)2*trB*<br>*T.D.Wayman* -94 | 1089<br>815<br>673 | ✠100A1<br>3,95 ~~1,94~~7,94<br>~~BS12,93~~<br>1,95 | Shl<br>A&CP<br>✠LMC~~4,91~~3,95<br>~~Hul~~ Cpn | *n* | 1883<br>7mo | W.Gray&<br>Co.<br>WHartlepool | ~~Hardy,Wilson&Co.~~<br>R.Hardy&Co. | 234·8<br>Q84'B58'F31'<br>~~drp92&93~~ BK8'<br>drp95 *WB*=*DB* | 31·4 | 15·0 | W.Hartlpl<br>British<br>4*BHCem*<br>*a*69'*f*92'252*t* | C.2Cy.27"&50"-33" (*i*)<br>80lb 58lb 107H<br>1SB,*3pf*,GS54<br>Black,Hawthorn&Co.,Gts. | 16 1 |
| 99<br>NCFP | **Maja** SteelScSr<br>*H.Jensen* -90 1*Dk*<br>*Elec.light* | 391<br>281<br>243 | | | | 1890 | Helsingörs<br>Jernskibs og<br>Maskinbygri<br>Elsinore | Dampskibsselska-bet "Östersöen" (Hecksher&Son, *Mgrs.*) | 145·5<br>Q57*t* B22*t* F13*t* | 23·9 | 10·9 | Copnhagn<br>Danish<br>*WB* | C.2Cy.19"&35"-21"<br>50H<br>Helsingörs,Jernskibs&<br>Maskinbyggeri,Elsinore | |
| 100 | **Mäja** IronPad<br>*C.Vestin* (*ex*MatiasKörning)<br>1*Dk* | 129<br>104<br>68 | | | | 1863 | W.Lind-<br>bergs,M.V.<br>Stockholm | O.Vestin | 122·7<br>Q32' H13*t* F17' | 17·3 | 6·9 | Hernösand<br>Swedish | 2Cy.32"-34"<br>60H<br>W.LindbergsM.V.,Skm. | |
| 101<br>97763<br>LQJT | **Majestic** SteelTwinSc3MstSr<br>*Elec.light* | 9965<br>8829<br>4270 | | | | 1889 | Harland&<br>Wolff(Lim)<br>Belfast | OceanicSteam Nav.Co.(Lim.) (Ismay,Imrie &Co.,*Mgrs.*) | 565·8 | 57·8 | 39·3 | Liverpool<br>British | T.6Cy.43",68"&110"-60"<br>FD 2400H<br>Harland&Wolff(Lim.),Bel. | 42 13 |
| 102<br>102852 | **—** SteelTwinScSr<br>*G.Bryant* -94 1*Dk*(*Stl*-ws)<br>*Elec.light* | 945<br>912<br>449 | ✠ A1<br>*HopperDredger*<br>4,94<br>✠LMC4,94 | Cly<br>LA&CP | | 1894<br>~~5mo~~<br>4mo | Lobnitz&<br>Co.<br>Renfrew | S.Pearson&Son | 200·5<br>FK&WoodK6'<br>*WB* | 39·1 | 15·9 | London<br>British<br>3*BHCem*<br>=*APT*28*t* | T.6Cy.11",18"&28"-24" (*s*)<br>160lb 180H<br>2SB,*4cf*,GS87,HS2132<br>Lobnitz&Co.,Renfrew | 17 3 |
| 103<br>98714 | **—** IronScK<br>*E.Walker* 1*Dk* | 152<br>145<br>56 | ✠100A1<br>*Stm Trawler*<br>6,93<br>✠LMC1,91 | Liv<br>LA&CP | | 1891<br>1mo | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | J.Kelsall (Kelsall &Co.,*Mgrs.*) | 105·4<br>BK7½' | 20·0 | 11·0 | Hull<br>British<br>3*BHCem* | T.3Cy.12½",19½"&31½"-22½"<br>150lb (*s*) 50H<br>1SB,*2cf*,GS29,HS780<br>C.D.Holmes&Co.,Hull | 11 |
| 104<br>70652<br>HLNS | **Major** WoodScDandy<br>*S.Maclerie* | 155<br>151<br>79 | | | | 1874 | Philip<br>Dartmouth | ~~W.Harland~~<br>J.W.Keenan | 120·0 | 21·3 | 10·3 | Liverpool<br>British | 2Cy.16"-24"<br>30H<br>J.Stewart,London | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of T. Passe. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 105 99311 MLQB | **Majorca** *D.Wilson* *Well deck* | **SteelScSr** 1*Dk(Irn)&Webframes* | 1158 866 716 | ✠100A1 3,95 ~~4,01~~ ✠LMC6,92 | Lth A&CP | *n* | 1892 6mo | S.P.Austin &Son Sunderland | **Leith,Hull&HamburgS.P.Co.** (J.Currie&Co., *Mgrs.*) *WB=Cell* | 225·0 P28′Q50′B44′F25′ drp93 FK *D B178′310t FPT38t A P T22t* | 33·4 | 14·4 | **Leith** British | T.3Cy.18½″,30″&49″–33″ (*r*) 160lb *80lb* 120HP 1SB,*4pf*,GS63,HS2007 G.Clark(Lim.),Sunderland | 16 ″ 11 s 1 ″ 9½ | |
| 106 KRCF | **Makrele** *D.Schumann* | **IronScSr** 1*Dk* | 124 122 67 | | | | 1887 | FW Wenck Bremerhaven | **Schilling&Co.** | 100·0 | 20·3 | 11·0 | **Gstemnde** German | C.2Cy.17½″&31″–18½″ 55HP Aron&Gollnow,Stettin | | V |
| 107 76212 RBND | **Malabar** *J.S.Allen* | **IronScSr** *ss*Stk.No.3–8,92 2*Dks*(1*Irn*)3*trB* | 1896 1753 1203 | ✠100A1 10,94 ~~4,94~~ A&CP Bhm ✠NB8,92 LMC8,92 | Liv | *s* | 1877 8mo | R.Dixon &Co. Middlesbro' | **MacintyreBros.& Co.** | 286·0 P34′F38′ | 34·8 BK9½″ *WB* | 22·5 *5BHCem* *=DB184′* | **Newcastle** British | T.3Cy.20″,33″&54½″–42″ (*s*) 160lb *100lb* NDB92 200HP 2SB,*4cf*,GS60 *Tpd*92Blair&Co.(Lm.),Stk. | 25 ″ 8 | D |
| 108 9 QKNG | — *A.Dodero*71–90 (*ex*Torino) *Well deck* | **IronScBn** 1*Dk2trB* | 1627 1339 1049 | ✠ ~~30A~~ Spar dk 4,79 | Gen | Lv | 1872 3mo | TROswald &Co. Sunderland | **Nav.Gen.Italiana** | 268·0 Q94*t* B80*t* F29*t* | 33·1 | 20·8 *3BH*1PBH | **Genoa** Italian | C.2Cy.34″&64″–36″ NB83 260HP T.R.Oswald&Co.,Sld. *WB=DBa* | | I |
| 109 93426 MLPB | **Malacca** *P.W.Case*82–92 *Elec.light* | **SteelScSr** 2*Dks*(*Stl*–ws)&*Deepframing* 3*Dkrule* | 4045 3777 2616 | ✠100A1 2,92 ✠LMC2,92 | Brw | *x* | 1892 2mo | Naval Con. &Armamnts Co.(Lim.) Barrow | **P.&O.SteamNav. Co.** *WB=Cell D B241′506t* | 385·0 P39′B105′F58′ | 45·2 BK9″ | 28·0 *7BHCem* *APT52t* | **Barrow** British | T.3Cy.28″,46″&77″–54″ (*s*) 170lb *160lb* 435HP 2DB,*12rf*,GS231,HS6490 NavalC&ACo.(Lim.),Brw. | 31 ″ 0 s 6 ″ 11½ | BT till ~~9,94~~ 7,95 |
| 110 54692 | ~~Broken up 11,94~~ *C.Vardezeloff* –92 | **IronScSr** *ss*Cpl.No.3–2,92 3*Dks* | 1720 1151 ~~1045~~ 1071 B&MS8,93 | ✠ ~~30A~~ Spar dk 8,93 | Cpl | | 1865 10mo | Denton Gray&Co. WHartlepool | **G.A.Essayan** | 284·0 srp93 | 34·1 BK8½″ | 25·2 | ~~**Bombay**~~ British Liverpool | C.2Cy.42″&78″–39″ 42lb NE74 300HP T.Richardson&Sons,Hpl. | | |
| 111 88003 WCSG | — *R.Morris* –91 | **IronScSr** 2*Dks* | 653 530 405 | | | … | 1885 2mo | Ramage& Ferguson Leith | **StraitsS.S.Co. (Lim.)** | 189·5 P41′ B64′ F27′ FK | 26·5 | 16·2 | **Singapore** British | C.2Cy.28″&54″–36″ 125HP Ramage&Ferguson,Leith | 17 ″ 1 | |
| 112 73670 PSVK | **Malaga** *J.Russell*56–76 | **IronScSr** *ss*Hpl.No.3–8,88 *ss*Lon.No.1–93 3*Dks* | 1556 1420 984 | ✠100A1 8,94 ~~8,96~~ BS8,93 ~~8,94~~ LMC8,92 | Lon | *r* | 1876 4mo | W.Gray& Co. WHartlepool | **J.Hall,jun.&Co.** *WB=DBa56′f68′* | 257·3 P40′F33′ | 32 0 BK9″ | 23·6 *4BHCem* *147tFPT40t* | **London** British | C.2Cy.32″&60″–39″ (*i*) 70lb *45lb* 140HP 2SB,*6pf*,GS61 Blair&Co.(Lim.),Stockton | 24 ″ 7 | BT till ~~8,94~~ 8,95 |
| 113 RPTK | — ~~*H.Meyer*92–92~~ *L.E.Muller*86–95 | **IronScSr** *ss*Ham.No.3–6,90 *ss*Ham.No.1-94 2*Dks*(1*ptIrn*) | 1344 1265 886 | ✠100A1 ~~5,94~~ ~~7,94~~ 5,95 BS5,95 | Ham | *q* | 1879 10mo | A.Stephen &Sons Glasgow | **R.M.Sloman&Co.** | 269·3 B28′ F23′ | 32·7 BK9½″ | 19·7 *4BHCem* | **Hamburg** German | C.2Cy.30″&57″–36″ (*i*) 75lb *80lb* 150HP 2B,GS70 A.Stephen&Sons,Glasgow | | V |
| 114 HQVT | — *H.F.Edgren* –93 | **IronScSr** 1*Dk* | 943 835 736 | | | | 1882 | Bergsunds Mek Verkst Stockholm | **FörnyadeÅngf. Akt.Bol.Svenska Lloyd (W.Frodi)** | 208·6 B45′ H5*t* F25′ | 28·4 | 18·0 *WB* | **Gothenbrg** Swedish | C.2Cy.25½″&45″–29¾″ 82HP BergsundsMek Verkst.Skm | | V |
| 115 101989 | **Malamir** | **SteelPad** 1*Dk* | 180 180 114 | | | | 1893 | G.Rennie &Co. London | **Euphrates&Tigris Stm.Nav.Co. (Lim.)** | 155·0 | 25·0 | 5·4 | **London** British | C.2Cy.13½″&27″–36″ 50HP J.Penn&Sons,London | | |
| 116 HKDF | **Malange** *J.N.daSilva*89–90 *Elec.light* | **SteelScSr** 2*Dks*(*Stl*-ws)&*Awngdk4trB* | 3544 3474 2410 | ✠100A1 *Awng dk* *withfreeboard* 8,93 ✠LMC1,90 | Grk | *w* | 1890 1mo | Scott&Co. Greenock | **MalaReal Portugueza** (*in liq.*) *WB=Cell* | 363·5 | 42·2 33·3 BK11″ | 25·3 *6BHCem* *DB222′426t* | **Lisbon** Portuguese | T.3Cy.31″,50″&80″–54″ (*s*) 160lb *90lb* 550HP 2D&1SB,*15cf*GS315,HS11119 Scott&Co.,Greenock | 28 ″ 5 s 12 ″ 11 w 13 ″ 5 | |
| 117 68092 MSNJ | **Malda** *J.Nash*88–88 *Elec.light* | **IronSc3r** *ss*Gls.No.3–7,92 3*Dks* | 1951 1905 1250 | ✠100A1 7,92 ✠NE&B7,92 ✠LMC7,92 | Gls | *s* | 1874 3mo | Scott&Co. Greenock | **BritishIndiaStm. Nav.Co.(Lim.)** | 317·6 B40′ drp94 | 33·6 BK9½″ | 25·3 *6BHCem* | **Glasgow** British | T.3Cy.24″,38″&57″–42″ (*s*) 160lb *85lb* NDB92, 280HP 1DB,*6cf*GS123,HS3699NE92 A.&J.Inglis,Glasgow | 26 ″ 10 s 6 ″ 5½ | |
| 118 | **Maldonado** | **IronScSrTug** (*ex*Thistle) 1*Dk* | 100 98 9 | ✠ *For Towingpurposes* 6,88 | Mil LA&CP | | 1888 3mo | Castle Steel &Iron Works Milford | **N.Mihanovich** | 88·8 | 20·1 BK6½″ | 10·6 | **BnsAyres** Argentine | C.2Cy.20″&35″–24″ E*made*75B83,*fitted*88 75HP 1SB,*3pf*,GS48 W.Allsup&Sons,Preston | | |
| 119 82307 TFRL | **Malemba** *E.Goddard* –93 | **SteelScSr** 3rdSurvey,Liv6,90 1*Dk*(*pt Stl*–ws)2*trB* | 1521 1341 980 | ✠ A1*1 3,94 ~~MS6,90~~ 11,94 | Ham | Lv | 1880 5mo | J.Elder& Co. Glasgow | **British&African Stm.Nav.Co. (Lim.)(Elder, Dempster&Co., *Mgrs.*)** | 290·4 P77*t*F37*t* | 36·2 BK9″ | 18·0 *9BH* | **Glasgow** British | C.2Cy.34″&62″–36″ 70lb *60lb* 175HP 2SB,*4f* J.Elder&Co.,Glasgow | | |
| 120 | **Mallaco** | **SteelTwinScSr** 1*Dk&Shelter dk2trB* | 713 710 443 | | | | 1893 | R.Napier &Sons Glasgow | **Cia.Sud.Americana deVapores** | 170·2 | 32·1 | 9·9 16·8 | **Valparaiso** Chilian *WB* | T.3Cy.11″,17″&28″–21″ R.Napier&Sons,Glasgow | | |
| 121 85157 WKBP | **Mallard** *T.Hayes* *Well deck* | **IronScSr** *ss*Lon.No.2–90 2*Dks*(1*ptIrn*) | 1250 954 803 | ✠100A1 4,94 BS10,93 ✠LMC12,90 | Nwc | *o* | 1882 5mo | Gourlay Bros.&Co. Dundee | **GeneralStm.Nav. Co.** *WB=Cell* | 225·0 P130′F36′ | 33·1 BK8″ | 17·4 *5BHCem* *DB180′187t* | **London** British | C.2Cy.30″&54″–36″ (*s*) 70lb *50lb* 140HP 2SB,*4pf*,GS68 GourlayBros.&Co.,Dundee | 19 ″ 6 s 2 ″ 2½ | |
| 122 97742 | — *J.Ellis* –91 | **CompScSr** | 213 213 20 | | | | 1875 | Earle'sCo. (Lim.) Hull | **LiverpoolStm.Tug Co.(Lim.)** | 125·8 | 23·6 | 12·1 | **Liverpool** British | CH.2Cy.31″&48″–18″ 108HP Earle'sCo.(Lim.),Hull | | |
| 123 28264 PVRF | **Malmo** *H.J.Bolding* | **IronScSr** (*ex*Pacific) 1*Dk2trB* | 724 600 466 | 4,75 | … | Lv | 1860 | C.&W. Earle Hull | **T.WilsonSons&Co. (Lim.)** | 203·8 Q73*t* F49*t* | 27·2 | 16·0 | **Hull** British | T.3Cy.18″,27″&48″–30″ NE&B88 130HP Amos&Smith,Hull | | BT till ~~11,94~~ 4,95 |
| 124 NPOD | **Malmö** *B.C.E.Thorlacius* | **IronScSr** 1*Dk* | 177 140 86 | | | | 18 7 0 8 6 | Oscarshmn Mk.Werk Aktiebolag Oscarshamn | **Forenede Dampskibsselskab** | 137·6 Q41′ B4*t* F20′ | 22·6 | 9·1 | **Copnhagn** Danish | T.3Cy.13½″,23″&36″ 90HP Burmeister&Wain,Cpn. | | |
| 125 84870 WHBN | **Malta** *S.Adamson* –93 *Well deck* | **IronScSr** ~~*ssShl.No.2–91*~~ 1*Dk*(*Irn*)2*trB* *ss*Shl.No.3–3,95 | 1486 1204 932 | ✠100A1 ~~3,94~~ ~~10,93~~ 3,95 ~~BS2,94~~ ✠LMC1,91 3,95 | Shl | *q* | 1882 9mo | J Readhead &Co. SouthShields | **W.D.C.Balls&Son** | 259·0 Q136′B26′F32′ | 36·0 BK9″ *WB=DBa* | 17·5 *4BHCem* *78′F72′340t* | **N.Shields** British | C.2Cy.26½″&58″–36″ (*i*) 80lb *65lb* 145HP 2SB,*4pf*,GS71 J.Readhead&Co.,S.Shields | 18 ″ 7 s 2 ″ 0 | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 126<br>82<br>QKNM | **Malta**<br>*G.Capezzi* –92 | **IronScSr**<br>(*ex*Brindisi)<br>2*Dks* | 1020<br>903<br>550 | | | ... | 1862<br>9mo | Palmer Bros&Co. Newcastle | Nav.Gen.Italiana | 250·5 | 27·8 | 19·6<br>H82*t* F32*t* | Palermo Italian | T.3Cy.24″,38″&62″–36″ NE&B87 498H<br>R.&W.Hawthorn,Leslie& Co.(Lim.),Newcastle |
| 127<br>67827<br>SKVP | —<br>*T.Colbridge* –91<br>*Well deck* | **IronScSr**<br>*ss*Goo.No.3–5,91 (*ex*Berlin) 1*Dk*<br>*ss*Hul.No.1-95 | 679<br>500<br>353 | ✠ 90A1<br>5,95 ~~4,94~~<br>✠NB11,94 LMC~~5,91~~ 5,95<br>~~BS1,94~~ | Hul<br>A&CP | *k* | 1879<br>2mo | W.B. Thompson Dundee | BennettS.S.Co. (Lim.) | 202·3<br>Q99′B18′F25′<br>*pt*ND94 | 28·0<br>BK7″ | 13·0<br>*WB*=*DBa*46′*f*59′ | Goole British<br>5*BHCem* | C.2Cy.30″&54″–33″ (*a*) 1<br>75lb *50lb* NDB87 130H<br>1B,*3pf*,GS63<br>W.B.Thompson,Dundee |
| 128<br>40<br>HMFB | —<br>*Nicolich*74–87 | **IronScSr** | 554<br>500<br>324 | | | | 1854 | R.Napier & Sons Glasgow | LloydAustriaco | 183·2 | 26·1 | 17·1 | Trieste Aust.-Hung. | C.2Cy.20″&34″–30″ 95H<br>R.Napier&Sons,Glasgow |
| 129<br>95840 | —<br>*W.Wardon* –90 | **IronScK**<br>*ss*Hul.No.1-94<br>1*Dk* | 194<br>177<br>~~64~~ 99<br>10,94 ~~9,92~~ | ✠100A1<br>*Stm Trawler*<br>~~7,94~~ 7,99<br>✠LMC7,20 ~~6,94~~ | Hul<br>LA&CP | | 1890<br>7mo | Cochrane, Cooper& Schofield Beverley | HullSteamFishing &IceCo.(Lim.) | 120·0<br>Q21′F20′<br>ptND94 len94 | 21·0<br>BK7½ | 11·0<br>3*BHCem* | Hull British | T.3Cy.12½″,19½″&31½″-22½″ 1<br>150lb (*s*) 50H<br>1SB,*2cf*,GS27,HS780<br>C.D.Holmes&Co.,Hull |
| 130<br>70712 | —<br>*Crouch* –87 | **IronPad**<br>(*ex*Benachie) | 113<br>113<br>17 | | | | 1875 | JT Eltringham SouthShields | R.S.Allen | 103·2 | 18·2 | 9·4 | S.Shields British | L.2Cy.27½″–50″ 90H<br>J.P.Rennoldson,S.Shields |
| 131<br>97559 | **Malta II.**<br>~~*Robb*~~<br>*W.Robb*91-94 | **SteelScK**<br>1*Dk* | 143<br>140<br>34 | ✠100A1<br>*Stm Trawler*<br>10,94 ~~12,93~~ ✠LMC8,92 | Lth<br>A&CP | | 1892<br>3mo | Murdoch& Murray Pt.Glasgow | J.Muirhead | 105·0<br>F13′ | 20·0<br>BK6½″ | 10·0<br>*WB*=*Tankf*15′16*t* | Granton British<br>4*BHCem* | C.2Cy.17″&34″–24″ (*a*) 1<br>100lb 58H<br>1SB,*2pf*,GS32,HS953<br>Hutson&Corbett,Glasgow |
| 132<br>95893<br>LCMB | **Maltby**<br>*W.Garthwaite*91–94<br>*Well deck* | **SteelScSr**<br>*ss*Bry.No.1–93<br>1*Dk*(*Irn*)2*trB&Webframes*<br>*Floors Irn* | 2752<br>2165<br>1804 | ✠100A1<br>1,95 ~~5,94~~<br>✠LMC7,93 | Npt<br>A&CP<br>Bry | *t* | 1889<br>4mo | Ropner& Son Stockton | R.Ropner&Co. | 314·0<br>P33′Q100′B118′<br>F31′ | 40·4<br>BK10″ | 20·2<br>*WB*=*Cell*<br>*DB*212′460*t* | W.Hartlpl British<br>5*BHAsp* | T.3Cy.23″,38″&62½″–42″ (*s*) 2<br>160lb *80lb* 280H<br>2SB,*6cf*,GS98<br>Blair&Co.(Lim.),Stockton |
| 133<br>*Lutfullah*84–87 | **Maltepeh** | **WoodPad** | 222<br>—<br>75 | | | | 1869 | ..... | IdareiMassousieh (OttomanSteam Nav.Co.) | 164·2 | 20·0 | 10·3 | Constanpl Turkish | 2Cy. |
| 134<br>91863 | **Maltese Cross** | **IronPad** | 134<br>113<br>105 | | | | 1884 | Edwards& Symes London | Managers of the Metropolitan AsylumDistrict | 132·0 | 16·6 | 6·7 | London British | O.2Cy.23″–30″ 35H<br>M.Pratt,Huddersfield |
| 135<br>98115 | **Malvern**<br>*G.Hyde* –92<br>*Well deck* | **SteelScSr**<br>1*Dk*(*Stl*)*&Webframes* | 2493<br>1988<br>1628 | ✠100A1<br>5,94<br>✠LMC6,90 | Bry<br>A&CP | *s* | 1890<br>6mo | W.Gray& Co.(Lim.) WHartlepool | Galbraith,Pembroke&Co. | 300·0<br>P28′Q90′B120′F31′ | 38·6<br>BK10″ | 22·0<br>*WB*=*DBa*100′ | London British<br>5*BHCem* | T.3Cy.23″,36½″&62″–39″ (*s*) 2<br>160lb *80lb* 250H<br>2SB,*6rf*,GS105,HS3910<br>CentralMarineEWksWHp |
| 136<br>KCGF | **Malvina**<br>*Rosati* | **IronScSr**<br>*ss*Lth.No.1–71<br>1*Dk*&*Awngdk*3*trB* | 1245<br>—<br>614 | 1,71 | Lth<br>A&CP | | 1866<br>9mo | J.&G. Thomson Glasgow | Cie.Générale Transatlantique | 236·8<br>B11′ H60*t* | 30·1<br>24·6 | 17·6 | Marseilles French<br>4*BHCem* | C.2Cy.24½″&54¼″–36″ 250H<br>J.&G.Thomson,Glasgow |
| 137<br>79156<br>SNLC | —<br>*C.Reay*89–91<br>*Elec.light* | **IronScSr**<br>*ss*Lth.No.2–88<br>2*Dks*(*UIrn*–ws) | 1159<br>967<br>595 | ✠100A1<br>3,91<br>BS2,91 LMC2,88 | Lon<br>A&CP | *p* | 1879<br>3mo | J.&G. Thomson Glasgow | London&Edin. ShippingCo. | 254·4<br>P54′B62′F68′ | 31·2<br>BK8½″ | 18·3 | Leith British<br>5*BHCem* | C.2Cy.38½″&69″–48″ (*j*) 1<br>56lb 250H<br>2DB,GS210<br>J.&G.Thomson,Glasgow |
| 138<br>*A.Gazzam* | **Malvinas**<br>*ss*M.Vo.No.2–90 | **IronSc**<br>1*Dk*(*Irn*) | 324<br>254<br>219 | ✠100A1<br>6,92<br>~~BS9,93~~ ✠LMC6,93 | M Vo<br>LA&CP | *f* | 1882<br>5mo | FSchichau Elbing | Urban&Escofet | 142·7<br>Q72′F25′ | 23·0<br>BK7″ | 9·5<br>*WB*=*DB*111′60*t* | M.Video Uruguayan<br>4*BHCem* | C.2Cy.20½″&41½″–21½″<br>75lb 70H<br>2SB,*4rf*,GS36<br>F.Schichau,Elbing |
| 139<br>68380<br>LNPV | **Malwa**<br>*H.T.Weighell* –93<br>*Elec.light* | **IronSc3MstSr** | 2957<br>2898<br>1694 | *Now named "Yamato Maru," See No. 9 in Supplement.* | | | 1873 | Caird&Co. Greenock | P.&O.SteamNav. Co. | 361·5 | 39·0 | 29·0 | Greenock British | C.2Cy.50″&86″–54″ NB79 500H<br>Caird&Co.,Greenock |
| 140<br>95289<br>LFNP | **Mamari**<br>*Maxwell*84–89<br>1*Dk*(*ptStl&ptIrn*)*&Spardk*(*Irn*)3*trB* | **SteelScSr**<br>*ss*Lon.No.1–93 | 3583<br>3478<br>2342 | ✠100A1<br>*Spar dk*<br>10,94 ~~4,94~~ ✠LMC10,93 | Lon<br>A&CP | *w* | 1889<br>6mo | WDoxford &Sons Sunderland | Shaw,Savill& AlbionCo.(Lim.) | 360·0<br>P20′B96′F38′ | 42·0<br>28·8<br>FK | 20·8<br>*WB*=*Cell* | Sundrland British<br>6*BHCem*<br>*DB*294′608*t* | T.3Cy.27″,44″&71″–48″ (*s*) 2<br>160lb *80lb* 450H<br>2DB,*12cf*,GS200<br>W.Doxford&Sons,Sld. |
| 141<br>*Mamedshakh* | | **SteelScSr**<br>2*Dks*<br>(*Carrying Petroleum in bulk*)<br>*Burning Liquid fuel* | 552<br>435<br>324 | | | | 1894 | SirW.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | Rasouloff&Co. | 150·0<br>Q17′ B48′ | 27·9<br>F25′ | 13·4<br>*WB* | Astrachan Russian | C.2Cy.20″&38″–24″<br>WallsendSlipwy&Eng.Co. (Lim.),Nwc. |
| 142<br>HSTP | **Mamelena 9th** | **IronScSr**<br>(*ex*Kestrel)<br>1*Dk*(*Irn*) | 115<br>—<br>56 | | | ... | 1884<br>2mo | S&HMorton&Co. Leith | Mercader&Son | 95·0 | 18·1 | 9·2 | S.Sebast'n Spanish | C.2Cy.15″&25″–21″<br>*Emade*70B*made*80 40H<br>CanalBasnFundryCo.,Gls. |
| 143<br>HSMG | **Mamelena XI**<br>*D.Crammond* –88 | **SteelScSr**<br>1*Dk* | 89<br>89<br>1 | ✠<br>3,88<br>✠ | Dun<br>A&CP | *a* | 1888<br>3mo | W.B. Thompson (Lim.) Dundee | Mercader è Hijos | 97·0 | 17·1 | 9·2 | S.Sebast'n Spanish<br>3*BHCem* | T.3Cy.10½″,15″&27″–16″ 9<br>35H<br>W.B.Thmpson&Co.(Lim.)<br>*WB*=*FPT*10*t* Dundee |
| 144<br>86221<br>WMJN | **Mameluke**<br>~~*J.Gill*81–89~~<br>*W.H.Carter*87–95 | **IronScSr**<br>~~*ss*Shl.No.2–90~~<br>2*Dks*(1*Irn*&1*ptIrn*)3*trB*<br>*ss*Cff.No.3–3,95 | 2619<br>2525<br>1702 | ✠100A1<br>3,95 ~~4,94~~<br>~~BS4,94~~ ✠LMC~~12,90~~ 4,94 | Cff<br>LA&CP | *g*<br>*u* | 1882<br>7mo | C.Mitchell &Co. Newcastle | ~~BodouinS.N.Co.~~<br>~~(Lim.) (W.&R. Thomson,Mgrs.)~~<br>EarncliffeSCo(Lim)<br>(A.Earnshaw,Mgr.) | 310·3<br>P26′B58′F33′ | 39·0<br>34″<br>FK | 25·4<br>*WB*=*Cell* | Liverpool British<br>5*BHCem*<br>*DB*258′420*t* | C.2Cy.~~37″~~&72″–48″ (*s*) 2<br>90lb ~~80lb~~ *45lb* 300H<br>2SB,*8pf*,GS145<br>WallsndSlipwy.Co.,Nwc. |
| 145<br>76073 | **Mana**<br>*T.N.Clarkson* | **SteelPadTug**<br>1*Dk*<br>*ss*Lyt.No.1–94 | 196<br>196<br>51 | ✠100A1<br>*For Tug purposes*<br>10,94 ~~7,90~~ ✠LMC7,90 | Cly<br>LA&CP<br>Lyt | | 1890<br>7mo | Fleming& Ferguson Paisley | TimaruHarbour Board | 120·0 | 22·1 | 10·7<br>BK7″<br>*WB*=*DB* | Lyttelton British<br>4*BHCem*<br>a24′*f*23′42*t* | C.D.4Cy.(2)18″&(2)36″–36″ 1<br>100lb *100lb* (*s*) 90H<br>1SB,*3pf*,GS60<br>Fleming& Ferguson,Psy. |
| 146<br>*C.Gundersen* –92 | **Managua** | **SteelScSr**<br>1*Dk*&*Spardk* | 730<br>—<br>451 | | | | 1890 | Grange-mouthDockyardCo. Grngemouth | J.C.Giertsen | 173·9 | 27·8 | 12·2 | Bergen Norwegian *WB* | T.3Cy.16″,26″&40″–30″ 85H<br>Hutson&Corbett,Glasgow |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. Years assigned now xpired. Equipment Letter. | 7 | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of Ref. Trade Pass. Cert. | 16 Draft. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 147 | **Manaos** 2*Dks & Shade dk* *Elec.light* | **SteelScSr** | 1719<br>1331<br>1169 | ✠ 2,84 | Gls | Lv | 1883<br>11mo | J.&G. Thomson Glasgow | LloydBrazileiro | 266·3 H327*t* | 36·1 F47′ | 19·5 | R.Janeiro Brazilian 3*BH* 1PBH | C.2Cy.35″&70″–45″ 250HP J.&G.Thomson,Glasgow *WB=APT* | | | 16·42<br>17·40<br>18·38<br>19·35 |
| 148— *M.F.deSouza* (exRovuma,exPlymouth) *Well deck* | | **IronScSr** 1*Dk* | 239<br>208<br>62 | ✠ ✠LMC9,93 | | | 1887<br>1mo | Sunderlnd S.B.Co.(Ld.) Sunderland | J.H.Andresen | 140·0 Q60′ | 22·2 B38′ | 10·9 F20′ BK7′ | Oporto Portuguese 3*BH Cem* | C.2Cy.20″&40″–24″ (*s*) 100lb 80HP 1SB,*2pf*,GS33 J.Dickinson,Sunderland | 11 ″ 6 | | |
| 149 Manapouri *J.V.Bentley* –93 *ss*Ddn.No.3–11,93 3*Dks*(*UStl-ws*)*pt Shaded dk* | | **SteelSc** | 1783<br>1565<br>1020 | ✠100A1<br>11,93 ✠LMC11,93 | Ddn<br>LA&CP | *s* | 1881<br>12mo | W.Denny &Bros. Dumbarton | UnionS.S.Co.of N.Zealand (Lim.) | 285·2 P56′ *WB=Cell* | 36·3 B44′ *DB*204 | 23·7 F44′ FK 5*BH Cem* 283*t FPT* 88*t* | Dunedin British 2DB,*6pf*,GS222 Denny&Co.,Dumbarton | C.2Cy.41″&70″–48″ (*c*) 70lb *70lb* 800HP | | | |
| 150 Manar *M.Forrest* –94 1*Dk*(*pt Stl pt Irn*)&*pt Awng dk 2tr B* | | **SteelScSr** | 2562<br>1931<br>1638 | ✠100A1<br>*pt Awng dk with freeboard* ~~Mtl~~ Liv ~~10,94 9,04~~ 5,96 ✠LMC7,92 | Bly<br>LA&CP | *s* | 1892<br>7mo | J.Read-head&Sons S.Shields | J.Nicholson | 293·0 P27′Q88′ *pt Awng dk*178′ *WB=Cell* | 40·1 *DB*250′567*t* | 19·5 FE 5*BH Cem* 283*t FPT* 88*t* | S.Shields British 2SB,*6rf*,GS195,HS8276 J.Readhead&Sons,S.Shl. | T.3Cy.22″,36″&60″–39″ (*r*) 160lb *90lb* 250HP 2SB,*6rf*,GS195,HS8276 | 22 ″ 6<br>*s* 8 ″ 7 | | |
| 151 Manauense *Murray*78–84 (exBowen) | ~~4thSurvey,Liv.12,94~~ 1*Dk*&*Spar dk 3tr B* 5thSurvey,Liv.9,94 | ~~IronScSr~~ | 1672<br>1363<br>1039 | A1*1<br>*Spar dk* ~~2,91 12,98~~ 2,95 | Liv<br>A&CP | ...<br>Lv | 1874<br>12mo | J.Reid& Co. Pt.Glasgow | R.Singlehurst&Co | 281·1 P30′ | 32·1 | 15·6 23·3 BK8½′ | Liverpool British 5*BH* 1PBH *Cem* | T.4Cy.(2)17″,38″&60″–42″ NB85 188HP *Tpd*.85D.Rollo&Sons,Liv. | 24 ″ 0<br>*s* 4 ″ 6 | BT till 3,95 | 16·52<br>17·40<br>18·39<br>19·32 |
| 152 Manaus | | **Wood** | —<br>—<br>684 | | | | | | AmazonSteam Nav.Co.(Lim.) | ..... | | | Para Brazilian | 200HP | | | |
| 153 Manavi *H.Cox* | 2*Dks*(1*Stl*&1*pt Stl*)&*Shade dk* | **SteelScSr** | 1041<br>808<br>615 | ✠<br>7,85 | Gls | Lv | 1885<br>5mo | R.Napier &Sons Glasgow | PacificSteam NavigationCo. | 216·0 P20*t* | 35·1 F21*t* | 15·0 | Liverpool British 4*BH* 2PBH | C.2Cy.28″&46″–36″ 90HP R.Napier&Sons,Glasgow | | | 12·73<br>13·53<br>14·35<br>15·11 |
| 154 Manawatu *F.Black*88–93 | | **IronScSr** 1*Dk* | 183<br>158<br>112 | | | | 1873 | H.Nicol Auckland | UnionS.S.Co.of NewZealand (Lim.) | 128·8 | 18·7 | 9·5 | Wellingtn British | C.2Cy.15½″&30″–30″ 38HP Mills&Cable,Wellington | | | |
| 155 Mancel *L.Amedie*87–89 *Elec.light* | | **SteelScSr** 1*Dk* | 310<br>192<br>146 | ✠<br>5,87 ✠ | Gmh<br>LA&CP | *e* | 1887<br>4mo | Grange-mouthDock-yardCo. Grngemouth | GeneralB.Rivière | 156·0 B&*c*91′ | 22·1 F26′ | 9·5 | P.auPrnce Haytian 4*BH Cem* | C.2Cy.18″&34″–24″ 50HP Dunsmuir&Jackson,Gls. | 10 ″ 0 | | |
| 156 Mancestria *W.H.P.Hurrell*91–94 | *Well Deck & Web frames* | **SteelScSr** 1*Dk*(*Stl*) | 981<br>770<br>606 | ✠100A1<br>1,95 ~~5,94~~ ✠LMC5,94 Liv | Dmb<br>A&CP | *m* | 1894<br>5mo | AM'Millan &Son(Lim.) Dumbarton | "Mancestria"S.S. Co.(Lim.) (Goodyear&Co.) | 222·0 Q120′ *WB=Cell* | 31·8 B15′ *DB*168′ | 14·4 F24′ FK 4*BH Cem* 237*t APT* 21*t* | Liverpool British 1SB,*3rf*,GS66,HS2100 D.Rowan&Son,Glasgow | T.3Cy.16″,26½″&43″–36″ (*s*) 180lb *90lb* 125HP | 16 ″ 6<br>*s* 1 ″ 6 | | |
| 157 Manche *Scipioni*84–87 | | **SteelScBn** 3*Dks* | 2315<br>—<br>1275 | | | | 1887 | Message-riesMarit. LaCiotat | Messageries Maritimes | 299·2 H&*c*40*t* | 37·4 | 28·7 | Marseilles French *WB* | T.3Cy.25¼″,37″&55″–43¼″ 350HP Forges&Chantiers,Havre | | | |
| 158 Manchester | | **CompSc** | 2133<br>—<br>1611 | | | | 1889 | Detroit DryDockCo Wyandotte | Inter-OceanTrans-portationCo. (J.C.Ricketson) | 281·0 | 41·0 | 20·0 | Mlwaukee, Wis. Utd.States | T.3Cy.20″,32″&54″–42″ RiversideIrn.Wks.,Detroit | | | |
| 159— | | **SteelScSr** | 2072<br>1579<br>1322 | ✠100A1<br>3,93 ✠LMC8,90 | Cff<br>LA&CP | *r* | 1890<br>8mo | W.Gray& Co.(Lim.) WHartlepool | ManchesterSS.Co. Lim.(E.Thomas, Radcliffe&Co.) *WB=DBa*88*f*102′47*t* | 275·0 P27′Q86′ | 37·2 B106′ | 20·0 F28 BK9½′ 4*BH Cem* *APT*20*t* | Cardiff British 2SB,*6rf*,GS82,HS3180 Centrl.MarineEWksWHpl | T.3Cy.21½″,34″&57″–39″ (*s*) 160lb *80lb* 180HP | 21 ″ 10<br>*s* 1 ″ 11 | | |
| 160— *A.Hordbin* ~~*G.Forsey*~~ *C.Rolles* | | ~~**SteelDoubleTwinScSk**~~ *ss*Liv.No.1–94 1*Dk*(*Irn*) | 881<br>858<br>502 | ✠ A—<br>*Hopper Dredger* ~~3,94 7,98~~ ✠LMC8,90 4,95 ~~2,95~~ 8,94 | Liv | | 1890<br>8mo | W.Simons &Co. Renfrew | ManchesterShip CanalCo. | 180·2 P13′F18′ ~~drp91~~ | 39·1 drp94 | 15·7 FK 4*BH Asp* | Liverpool British 2SB,*6rf*,GS108 Simons&Co.,Renfrew | T.6Cy.15½″,25″&41″–27″ (*s*) 160lb *80lb* 160HP | 16 ″ 6 | | |
| 161— *~~I.Barret~~* *J.Crofts* –94 | | **SteelScSr** 1*Dk*(*Stl*)*floors Irn* *Elec.light* | 506<br>374<br>211 | ✠100A1<br>~~2,93~~ 12,94 ✠LMC1,91 | Liv<br>LA&CP | *i* | 1891<br>1mo | M'Ilwaine &M'Coll(Lm) Belfast | Belfast&Mersey S.S.Co.(Lim.) (S.Lawther&Ss. *Mgrs.*) *WB=Cell DB*49′61*t FPT* 42*t APT*27*t* | 180·7 P24′Q35′ | 27·5 B42′ | 13·2 F27′ BK7½′ 4*BH Cem* | Belfast British 1SB,*3pf*,GS55,HS1612 M'Ilwaine&M'Coll(Ld)Bel | T.3Cy.16″,27″&44″–30″ (*s*) 180lb *60lb* 98HP | 13 ″ 11<br>*s* 1 ″ 1 | | |
| 162— | | **IronPad** | 221<br>211<br>168 | | | | 1876 | GooleE.& S.B.C.(Lim.) Goole | Manchester,Shef-field&Lincoln-shireRy.Co. | 159·7 | 18·9 | 8·4 | Hull British | O.2Cy.36″–36″ NB87 80HP Laird Bros.,Birkenhead | | BT till ~~5,04~~ ~~2,05~~ | ~~8,95~~ ~~2,96~~ |
| 163 Mandal *M.Ellefsen* | | **IronScSr** 1*Dk* | 251<br>173<br>191 | | | | 1884 | Thorskogs Mek.Vst. Gothenburg | Dampsk.Selsk. Tvedestrand (JensMeinich& Co.,*Mgrs.*) | 124·3 Q30′ | 20·7 B54′ | 9·7 F12′ | Chrstiania Norwegian *WB* | C.2Cy.13″&24″–18″ 30HP BolindersMek.V.,Skm. | | N | |
| 164 Mandalay *J.Tindale*72–86 *Well deck* | ~~ssCff.No.1–90~~ 1*Dk*(*pt Irn*)2*tr B* *ss*Cff.No.2–94 | **IronScBn** | 1763<br>1415<br>1143 | ✠100A1<br>~~5,93 8,98~~ 3,95 BS6,93 ✠LMC5,90 10,94 | Cff<br>A&CP | *q* | 1886<br>2mo | T Turnbull &Sons Whitby | T.Turnbull&Son | 258·4 P29′Q60′ *WB=DBa*72′ | 37·1 B104′ | 18·5 F33′ FK 4*BH Cem* *f* 104′316*t* | Whitby British 2SB,*4f*,GS80 Blair&Co.(Lim.),Stockton | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *60lb* 150HP 2SB,*4f*,GS80 | 19 ″ 9<br>*s* 1 ″ 7 | | |
| 165— | | **SteelPadLr** | 488<br>488<br>359 | | | | 1886 | W.Denny &Bros. Dumbarton | IrrawaddyFlotilla Co.(Lim.) | 250·0 | 30·0 | 8·9 | Glasgow British | C.D.2Cy.34″&59″–54″ 180HP Denny&Co.,Dumbarton | | | |
| 166— *J.Dier* –90 | | **IronScK** 1*Dk* | 148<br>141<br>48 | ✠100A1<br>*Trawler*<br>8,90 ✠LMC8,90 | Hul<br>LA&CP | | 1890<br>8mo | Cook, Welton& Gemmell Hull | G.Beeching&Co. | 103·2 | 20·0 | 11·0 BK7½′ 3*BH Cem* | Hull British 1SB,*2cf*,GS27,HS780 C.D.Holmes&Co.,Hull | T.3Cy.12½″,19½″&31½″–22½″ 150lb (*s*) 50HP | 11 ″ 10 | | |
| 167 Mandarin *~~G.W.Rei~~* 1*Dk*(*Irn*)&*Spar dk* *J.J.Brotherton* | *Web frames* | **SteelScSr** | 1867<br>1744<br>1171 | ✠100A1<br>*Spar dk*<br>9,94 ~~1,04~~ ✠LMC11,91 ~~8,98~~ 8,94 | Sng<br>A&CP | *r* | 1891<br>11mo | BlythS.B. Co.(Lim.) Blyth | ~~Whiteleaf S.S.Co. (Lim.)~~ (J.White, *Mgrs.*) *WB=DBa*86′203*t* Lim Ho Puah | 265·8 B56′F28′ drp94 *M T* 23′342*t FPT* | 39·0 | 14·4 21·7 FK 4*BH Cem* 79*t APT* 28*t* | ~~London~~ British 2SB,*6pf*,GS98 Singapore Black,Hawthorn&Co.,Gts. | T.3Cy.22″,36″&59″–39″ (*s*) 160lb *80lb* 250HP 2SB,*6pf*,GS98 | 15 ″ 3<br>*s* 6 ″ 0 | | |
| 168— *F.Macdonald*91–91 *Well deck* | *ss*Trn.No.3–1,94 1*Dk*(*Irn*) | **IronScSr** | 658<br>517<br>406 | ✠100A1<br>~~1,94~~ 4,95 BS3,95 ✠LMC1,94 P.GI | Trn<br>LA&CP | *j* | 1880<br>12mo | H.M'In-tyre&Co. Paisley | J.&A.Wyllie | 180·3 Q47′ *WB=DBa*31′40*t FPT* | 27·3 B44′ | 13·8 F25′ BK7½′ 4*BH Cem* 44*t APT*15*t* | Glasgow British 1SB,*3pf*,GS48 | C.2Cy.23″&45″–33″ (*b*) 75lb *80lb* NDB92 85HP Hutson&Corbett,Glasgow | 14 ″ 8<br>*s* 1 ″ 5½ | | |

Hong Leong, *See No. 33 in Supplement*

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Entretement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudieres. Force nominale. Nom du Constructeur. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 169<br>85144<br>WMFK | **Mandingo**<br>*A.J.Penchoen* –93<br>*Wharton* –95 | **SteelScSr**<br>2*Dks*(1*pt Stl*)<br>2ndSurvey,Liv.10,00<br>3rdSurvey,Liv.8,94 | 1700<br>1540<br>1089 | ✠ A1✱1<br>~~8,95~~12,93 | Liv | Lv | 1882<br>3mo | Harland&<br>Wolff<br>Belfast | **AfricanSteamShip Co.**(Elder,Dempster&Co., *Mgrs.*) | 305·0<br>H112*t* | 34·2<br>F49*t* | 20·0 | London<br>British<br>5*BH*1 PBH | C.2Cy.32″&64″–42″<br>160lb<br>Harland&Wolff,Belfast | 21<br>160H<br>s 4 |
| 170<br>KCGS | **Mandingue**<br>*Schro*<br>2ndSurvey,79 | **IronScBn**<br>(*ex*Oberon)<br>1*Dk*(*Irn*)2*trB*&*Shelterdk from Poop to Forecastle* | 1414<br>—<br>950 | ✠<br>*Shelter dk*<br>6,79 | A&CP | Lv | 1871<br>12mo | Humphrys<br>&Pearson<br>Hull | **Cie.duSénégal et de laCôteOccidentale d'Afrique** | 248·0<br>H75*t* | 32·0<br>24·6 | 17·4 | Marseilles<br>French<br>4*BH* | C.2Cy.26½″&52½″–36″<br>130H<br>Humphrys&Pearson,Hull | |
| 171 | **Mangana**<br>*Ollivaud*92–92 | **IronScSr**<br>2*Dks* | 752<br>739<br>428 | | | | 1876 | D.&W.<br>Henderson<br>Glasgow | **SyndicatCalédonien** | 208·3 | 27·1 | 19·3 | Noumea<br>French | C.2Cy.34″&62″–36″<br>350H<br>D.&W.Henderson,Gls. | |
| 172<br>96092 | **Mangara**<br>*C.F.Reid* –91<br>*Well deck* | **SteelScSr**<br>*ss*Sou.No.1-93<br>1*Dk*(*Stl*)&*Deepframing* | 1784<br>1270<br>1157 | ✠100A1<br>~~8,93~~ 9,94<br>✠LMC8,93 | Sou<br>LA&CP<br>Cff | *q* | 1889<br>10mo | A.Stephen<br>&Sons<br>Glasgow | **S.S.MangaraCo.** (Lim.) (Maclay &M'Intyre)<br>*WB* | 260·0<br>P28′Q32′B140′<br>F31′~~drp93~~<br>= *Cell D B*208′ 381*t* | 36·8<br>FK<br>*APT*34*t* | 16·6 | Glasgow<br>British<br>4*BH Cem* | T.3Cy.18″,29″&46″–39″ (*s*)<br>160lb *60lb* 170H<br>1SB,*3pf*,Gs54<br>A.Stephen&Sons,Gls. | 19<br>s 1 |
| 173<br>99341 | **Manhanset**<br>*F.J.Duck*92–92<br>1*Dk*(*Stl*)&*Spardk*(*Irn*)3*trB* | **SteelScSr** | 2684<br>2502<br>1743 | ✠100A1<br>*Spar dk*<br>~~8,03~~ 10,08<br>3,94<br>✠LMC6,92 | Sws<br>A&CP | *t* | 1891<br>12mo | Bartram,<br>Haswell<br>&Co.<br>Sunderland | **ManhansetS.S.Co.** (Lim.)<br>(T.Hogan&Sons, NewYork) *WB* | 300·0<br>P30′B70′F38′<br>BK10″<br>= *Cell D B*246′485*t* | 41·1<br>26·0<br>*APT*45*t* | 18·5 | Liverpool<br>British<br>5*BH Cem* | T.3Cy.24″,39″&64″–42″ (*s*)<br>160lb *160lb* 350H<br>2SB,*6cf*,Gs124<br>G.Clark(Lim.),Sunderland | 21<br>s 5 |
| 174<br>16983<br>HNLM | **Manhasset**<br>1*Dk* | **WoodPad** | 512<br>—<br>352 | | | | 1860 | .....<br>NewYork | **J.L.Porter** | 139·0 | 32·0 | 11·0 | Ptsmth,Va<br>Utd.States | | |
| 175<br>96630 | **Manhattan**<br>*E.Griffiths* –93<br>1*Dk*(*Stl*)&*Spardk*(*Stl*)&*Webframes Elec.light* | **SteelSc3MstSr**<br>*ss*Grk.No.1–93 | 3300<br>3077<br>2153 | ✠100A1<br>*Spar dk*<br>*Carrying Pet*<br>~~5,03~~ ~~8,93~~ ~~10,94~~<br>2,95 ~~12,94~~<br>✠LMC8,93 | ~~Pht~~ Shl<br>A&CP<br>roleum<br>Cff | *p*<br>~~Liv~~<br>*in* | 1889<br>9mo<br>*bulk* | D.J.Dunlop&Co.<br>Pt.Glasgow<br>*WB*=*Bu B*38′118*t F P T* | **ManhattanS.S.Co.** (Lim.)<br>(F.E.Bliss) | 330·0<br>P85′ B15′ F50′<br>drp&srp93<br>130*t A P T*100*t deept* | 42·2<br>28·4<br>FK<br>*ankf*20′335*t* | 21·2 | London<br>British<br>14*BH pt Cem* | T.3Cy.26½″,42″&70″–45″ (*s*)<br>160lb *90lb* 325H<br>2DB,*12rf*,Gs178,Hs4858<br>D.J.Dunlop&Co.,P.Gls. | 22<br>s 6 |
| 176<br>92280<br>KJHR | —<br>*Bragg* –91 | **WoodSc** | 1892<br>—<br>982 | | | | 1891 | NwEnglnd<br>S.B.Co.<br>Bath,Me. | **MaineS.S.Co.** | 233·9 | 40·7 | 24·5 | Prtlnd.Me.<br>Utd.States | T.3Cy.22″,34″&55″–36″ | |
| 177<br>789<br>HRTJ | **Manhem**<br>*J. Johansson*<br>*Well deck* | **IronScSr**<br>*ss*Got.No.2–92<br>1*Dk*2*trB* | 422<br>346<br>304 | ✠90A1<br>4,93<br>BS~~4,93~~ 7,95<br>✠LMC5,92 | Got<br>LA&CP | *g* | 1883<br>11mo | MotalaCo.<br>Gothenburg | **Ångf.Aktieb. Manhem** (E.P.Hansson) | 141·0<br>Q44′B34′F18′<br>BK7″<br>*WB* | 23·6<br>*MT*17′90*t* | 13·8 | Gothenbrg<br>Swedish<br>4*BH Cem* | C.2Cy.16″&29″–20½″ (*f*)<br>80lb *80lb* NDB94 50H<br>1SB,*2pf*,Gs29<br>MotalaCo.,Gothenburg | |
| 178<br>99067 | **Manica**<br>*E.G.Biggs* –92<br>1*Dk*(*Stl*)&*Spardk*(*Irn*)&*Webframes* | **SteelScSr** | 2733<br>2559<br>1779 | ✠100A1<br>*Spar dk*<br>~~9,00~~ ~~11,04~~<br>2,95<br>✠LMC5,92 | Ams<br>A&CP | *u* | 1892<br>5mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool | **British&Colonial S.N.Co.(Lim.)** (BucknallBros., *Mgrs.*)<br>*WB* | 310·3<br>P31′B34′F37′<br>BK10″<br>= *Cell D B*262′603*t* | 41·2<br>24·7<br>*APT*16*t* | 17·0 | London<br>British<br>5*BH Asp* | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *90lb* 500H<br>2SB,*6rf*,Gs125,Hs4395<br>CentralMar.E.Wks.W.Hpl | 19<br>s 5 |
| 179<br>99788<br>MVPQ | **Manila**<br>*J.R.Lendon*92–92<br>*Elec.light* | **SteelScSr**<br>2*Dks*(*Stl–Uws*)&<br>*Deepframing*3*dk rule* | 4210<br>3825<br>2711 | ✠100A1<br>12,92<br>✠LMC12,92 | ~~Shl~~<br>Grk<br>LA&CP<br>Cff | *x* | 1892<br>12mo | Caird&Co.<br>(Lim.)<br>Greenock | **P.&O.Stm.Nav.Co.** | 384·6<br>P38′B104′F59′<br>BK9″<br>*WB*=*Cell DB*305′735*t FPT* | 45·1<br>*MT*22′136*t* | 28·0 | Greenock<br>British<br>7*BH Cem* | T.3Cy.28″,46″&77″–54″ (*s*)<br>170lb *160lb* 500H<br>2DB,12*rf*,Gs231,Hs6478<br>Caird&Co(Lim.),Greenock | 31<br>s 6 |
| 180 | —<br>(*ex*Carriedo)<br>1*Dk*&*Spardk*&*Webframes* | **IronScSr** | 1057<br>985<br>676 | ✠<br>*Spar dk*<br>9,83<br>✠ | Lth<br>LA&CP | *m* | 1883<br>8mo | Ramage&<br>Ferguson<br>Leith | **SpanishGovernment** | 209·2<br>FK | 31·1 | 20·7 | Manila<br>Spanish<br>4*BH Cem* | C.2Cy.32″&60″–39″<br>175H<br>Ramage&Ferguson,Leith<br>*WB*=*DBa*50′80*t MT*22′136*t* | |
| 181<br>HSVF | —<br>*E.B.Anderson* –88 | **IronPad** | 128<br>—<br>83 | | | | 1869 | Bewley,<br>Webb&Co.<br>Dublin | **Inchausti&Co.** | 115·1 | 20·3 | 6·2 | Manila<br>Spanish | C.2Cy.18″&35″–36″<br>45H<br>M.Paul&Co.,Dumbarton | |
| 182<br>39<br>QKPF | **Manilla**<br>*G.Parodi*<br>(*ex*Whampoa) | **IronScBk**<br>*ss*Nwc.No.3–82<br>2*Dks*3*trB* | 3910<br>3308<br>2583 | ✠<br>9,84<br>✠NB82 | Gen<br>A&CP | *x* | 1873<br>10mo | Palmers'<br>Co.(Lim.)<br>Newcastle | **Nav.Gen.Italiana** | 399·5<br>P100′ | 42·2<br>F50′ | 28·4 | Genoa<br>Italian<br>5*BH Cem* | C.2Cy.52″&98″–52″<br>500H<br>Palmers'Co.(Lim.),Nwc. | |
| 183<br>98171 | **Manin**<br>*T.Liddle* –94<br>*Welldeck* 1*Dk*(*pt Stl*&*pt Irn*)&*Webframes* | **SteelScSr**<br>*ss*Npt.No.1-94 | 2160<br>1615<br>1389 | ✠100A1<br>9,94 ~~12,98~~<br>✠LMC9,~~00~~ 9,94 | Shl<br>A&CP<br>Npt | *s* | 1890<br>10mo | R.Dixon&<br>Co.<br>Middlesbro' | **ManinS.S.Co(Lim)** (A.Holland&Co.)<br>*WB* | 277·0<br>P27′Q66′B126′<br>F34′ ~~drp92~~<br>= *D Ba*76′*f*116′*f u* | 39·0<br>FK<br>*E&B*36′573*t* | 18·0 | London<br>British<br>4*BH Cem* | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *80lb* 200H<br>2SB,*6pf*,Gs90,Hs3060<br>N.E.MarineECo.(Lim),Sld | 21<br>s 1 |
| 184<br>99055 | **Manitoba**<br>*R.Griffith*87–92<br>*Elec.light* | **SteelTwinSc4MstSr**<br>3*Dks*(*Stl*) | 5672<br>5294<br>3653 | ✠100A1<br>1,95 ~~3,94~~<br>✠LMC4,92 | Lon<br>LA&CP | *a*† | 1892<br>4mo | Harland&<br>Wolff(Lim.)<br>Belfast | **AtlanticTnsprtCo.** (Lim.)(Williams, Torrey&Feild Lim., *Mgrs.*)<br>*WB*=*Cell DB*375′ 1105*t FPT* | 445·5<br>P57′B160′F102′<br>FK&BK3″ | 49·2<br>72*t APT*50*t* | 30·0 | London<br>British<br>7*BH Cem* | T.6Cy.22½″,36½″&60″–48″(*s*)<br>175lb *80lb* 600H<br>2D&2SB*18rf*,Gs326Hs10500<br>Harland&Wolff(Lim.),Bel | 33<br>s 8 |
| 185<br>94879 | —<br>*E.B.Anderson* -88 | **SteelSc3MstSr** | 2616<br>1997<br>1699 | | | | 1889 | Polson I.W<br>Co.(Lim.)<br>OwenSound | ~~H.Beatty~~<br>Canadian Pacific Railway Co. | 303·0 | 38·1 | 14·7 | Montreal<br>British | C.2Cy.35″&70″–48″<br>300HP<br>D.Rowan,Glasgow | |
| 186<br>91998<br>KLRV | —<br>*H.S.Millington*93–93<br>*Well deck* | **SteelScSr**<br>*ss*Lon.No.1–91<br>1*Dk*(*Stl*)&*Webframes* | 2127<br>1618<br>1386 | ✠100A1<br>~~9,94~~ ~~11,98~~ 10,94<br>drp92<br>BS3,94 ✠LMC1,91 | Hpl<br>A&CP<br>N.Yk | *r* | 1887<br>3mo | E.Withy&<br>Co.<br>WHartlepool | **Bucknall,Nephews** | 275·0<br>P29′Q78′B110′F30′<br>*WB*=*CellDB*234′ 374*t APT*27*t* | 37·2<br>FK | 19·2 | London<br>British<br>4*BH Asp* | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *70lb* 200HP<br>1DB,*4cf*,Gs65<br>Blair&Co.(Lim.),Stockton | 22<br>s 2 |
| 187<br>64946 | —<br>1*Dk* | **WoodPad** | 356<br>119<br>198 | | | | 1871 | .....<br>Quebec | **JohnKelly** | 115·4<br>H69*t* | 20·6 | 7·1 | Quebec<br>British | 1Cy.<br>35HP | |
| 188<br>52746<br>HJPM | **Manitoban**<br>*J.Bentley* –94 | **IronScBn**<br>(*ex*Ottawa) 4*Dks* | 2975<br>2967<br>1865 | | | | 1865 | LairdBros.<br>Birkenhead | **J.&A.Allan** | 338·8<br>len72 | 35·2 | 34·0 | Glasgow<br>British | C.2Cy.45″&78″–42″<br>NE72NBS6 300HP<br>LairdBros.,Birkenhead | |
| 189<br>92521 | **Manitou**<br>1*Dk.promenade dk*&<br>*hurricane dk* | **SteelScSr** | 2945<br>553<br>2392 | | | | 1893 | Chicago<br>S.B.Co.<br>Chicago,Ill. | **LakeMichigan& LakeSuperior Transp.Co.** | 274·7<br>*WB* | 42·2 | 20·8 | Chicago Ill<br>Utd.States | T.3Cy.23″,38″&62″–36″<br>ClevelandS.B.Co.,Clvlnd. | |

| 1 | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* *Master.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Verified. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure - Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. | 16 Mean Drafts. (*See Key.*) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 190 | **Manitou** **WoodPad** (*ex* F.B.Maxwell) | 497 330 272 | | | | 1877 | Girard & frechitte Sorel, Quebec | NorthShoreNav. Co. of Ontario (Lim.) | 137·5 \| 23·5 \| 8·2 | Toronto British | 1Cy.32″–96″ 75HP Beauchemin&fils, Sorel | | | |
| 191 | **Manley** **IronScSp** *Weldrick* | 115 103 78 | | | | 1888 | Head& Barnard Hull | Bennetts&Co. | 91·0 \| 17·2 \| 7·5 | Grimsby British | C.2Cy.10″&20″–14″ 17HP Cochran&Co., Birkenhead | | | |
| 192 | **Mannheim** **SteelSc3MstSr** *C.Hoelck* 91–92 *Elec.light* 2*Dks* | 3507 3250 2257 | | | | 1892 | Sir W.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | Deutsch-Amerikanische PetroleumGes. | 330·0 \| 43·0 \| 29·9 P33′ B24′ F35′ | Hamburg German | T.3Cy.24″,40″&64″–48″ 300HP WallsndSlpCo.(Lim), Nwc | | V | |
| 193 | **Manningham** **IronScSr** ~~*J.Paterson* 89–89 ss~~ Nwc.No.3–10,93 (ex Inchmaree) 2*Dks*(1*Irn*&1*pt Irn*)3*trB* ~~*J.Paterson* 89–89~~ *Evans* –94 | 1924 1846 1253 | ✠100A1 ~~3,95 10,88 3,94~~ A&CP ~~B85,94~~ ✠LMC3,98 ~~Skm~~ Shl | Nwc | *s* | 1880 4mo | C.Mitchell &Co. Newcastle | ThompsonS.S.Co. (V.T.Thompson &Co., *Mgrs.*) | 285·8 \| 36·0 \| 23·0 P30′F35′ *Shade dk*64′ BK10″ drp94 *WB*=*Cell* *DB*198′281*t* | Liverpool British 5*BH Cem* | C.2Cy.34″&66″–42″ (*s*) 80lb *80lb* NDB89 235HP 2SB.*6pf*,GS120 WallsendSlipC.(Lim)Nwc | 25 ″ 9 s 4 ″ 9 | | |
| 194 | **Manningtry** **SteelScSr** *E.White* 91–94 1*Dk*(*Stl*)2*trB*& *Web frames*&*pt Awng dk*(*pt Stl*,*pt Irn*) | 2845 2185 1828 | ✠100A1 *pt Awng dk with freeboard* 4,94 ✠LMC4,94 | Hpl | *t* | 1894 4mo | Furness, Withy&Co. (Lim.) W Hartlepool | Sivewright, Bacon &Co. | 314·0 \| 40·5 \| 21·3 Q131′ *pt Awng dk*183′ FK *WB*=*Cell DB*268′ | W.Hartlpl British 6*BH Asp* 493*t APT*30*t* | T.3Cy.23″,37″&61″–42″ (*s*) 165lb *80lb* 250HP 2SB.*6cf*,GS90,HS3933 T.Richardson&Sons,Hpl. | 23 ″ 10 s 9 ″ 2½ | | |
| 195 | **Manoel Diabo** **Wood** | — — 180 | | | | | ..... | L.A.deOtero | ..... | Rio Grande Brazilian | 80HP | | | |
| 196 | **Manola** **SteelSc** *C.H.Bassett* –91 2*Dks* | 2326 2189 1836 | | | | 1890 | Globe Iron WorksCo. Cleveland,O. | MinnesotaS.S.Co. (J.Pickands) | 282·4 \| 40·3 \| 21·2 F36′H— *WB* | Cleveland, Ohio Utd. States | T3Cy.24″,38″&61″–42″ GlobeIronWksCo.,Clevelnd | | | |
| 197 | **Manora** **SteelSc3MstSr** *J.Henderson* –93 3*Dks*(2*Stl*) *Elec.light* | 4697 2803 2995 | ✠ 5,86 ✠ | Lon | Lv | 1883 12mo | W.Denny &Bros. Dumbarton | BritishIndiaS.N. Co.(Lim.) | 410·0 \| 45·2 \| 21·7 P42′B158′F48′ 29·7 | Glasgow British 6*BH* | C.2Cy.54″&94″–60″ 650HP Denny&Co.,Dumbarton | 31 ″ 5 s 7 ″ 0½ | BT till 6,95 | 24·33 25·85 27·37 28·88 |
| 198 | **Manoubia** **IronScSr** ~~*Sylvestre*~~ ss Nts.No.3–11,92 *E.Halgand* 1*Dk*&*Awng dk* | 1066 — 564 | ✠100A1 *Awng dk with freeboard* 11,91 ~~11,92~~ ✠LMC11,92 | Nts AP | *m* | 1880 7mo | F.&C.de la Médit. Havre | Cie.Générale Transatlantique | 234·9 \| 29·5 \| 13·4 H52*t* drp94 20·9 BK8″ | St. Nazaire French 6*BH Cem* | C.2Cy.27½″&55″–35½″ 78lb *60lb* ~~NE6,31~~ 100HP 2SB.*4pf*,GS83 NB3,91 NDB 91 Frgs.etC.delaMédit.,Havre | 14 ″ 6 s 8 ″ 10 | | |
| 199 | **Mansfield** **Wood** | 121 103 121 | | | | | ..... | Mrs.A.Mansfield | 104·6 \| 34·8 \| 9·0 | Ottawa British | 1Cy.18″–18″ 80HP J.Fergusson,Ottawa | | | |
| 200 | **Mansourah** **IronScSr** (*ex* Albatross) | 664 — 509 | ✠ 12,63 | Cly | | 1863 11mo | Barclay, Curle&Co. Glasgow | KhedivialS.S. Administration | 220·0 \| 27·0 \| 15·0 P— | Alexandra Egyptian 5*BH* | C.2Cy.26″&52″–36″ 120HP Day,Summers&Co.,Sou. | | | |
| 201 | **Manteo** **IronScSr** *T.M.Southgate* 1*Dk*,*Awng dk*&*Shade dk* | 584 — 409 | | | | 1887 | The Pusey &Jones Co. Wlmngtn,Dl. | J.E.Ward&Co. | 190·0 \| 26·0 \| 9·0 24·9 | New York Utd. States | C.2Cy.17″&34″–28″ The Pusey&Jones Co., Wilmington, Del. | | R | |
| 202 | **Mantis** **IronScSr** 1*Dk* | 155 142 57 | ✠100A1 *Stm Trawler* 11,94 ~~10,91~~ LA&CP ✠LMC10,91 Hul | Gls | | 1891 10mo | Mackie& Thomson Glasgow | BritishSteam TrawlingCo. (Lim.) | 100·5 \| 20·5 \| 10·7 Q19′F19′ BK7½″ | Hull British 3*BH Cem* | C.2Cy.16″&32″–22″ (*s*) 110lb 45HP 1SB.*2pf*,GS30 Muir&Houston,Glasgow | 11 ″ 11 | | |
| 203 | **Manuel Dublau** **WoodScSr** *H.C.Nelson* –89 1*Dk* | 436 — 339 | | | | 1888 | T.P.H. Whitelaw San Francisco | MexicanInternationalPacific& GulfofCalifornia S.S.Co. | 151·0 \| 27·5 \| 14·1 | S.Francsco Utd. States | C.2Cy.17″&34″–24″ 150HP W.B.Thompson,Dundee | | | |
| 204 | **Manuel Espaliu** **IronScSr** 1*Dk*2*trB* *Well deck* | 988 720 672 | ✠ 5,78 | Nwc A&CP | *m* | 1878 4mo | A.Leslie& Co. Newcastle | Espaliu&Co. | 210·0 \| 29·5 \| 16·0 P110′ F45′ FK | Seville Spanish 4*BH Cem* | C.2Cy.28″&53″–33″ 110HP Black,Hawthorn&Co.,Gts. *WB*=*DBa*51′&*uE*&*B*38′ | | | |
| 205 | **Manuel L.Villaverde** **IronScSr** ~~*J.Castell* 91–92~~ 1*Dk*(*pt Irn*)2*trB* *E.Tomaselli* 90–95 ss N.Yk.No.3–5,95 | 1198 947 738 | ✠ 100A1 ~~3,95 12,82~~ LA&CP ✠LMC5,95 N.Yk | Cly | *p* | 1882 10mo | Lobnitz& Co. Renfrew | Compania Trasatlantica | 260·5 \| 31·5 \| 17·4 P84′ B112′ F48′ drp95 | Barcelona Spanish 4*BH Cem* | C.2Cy.38″&68″–42″ 70lb *70lb* NDB95 250HP Lobnitz&Co.,Renfrew | | | |
| 206 | **Manuela** **IronScSr** *Sanjurjo* 2*Dks*&*Awng dk* | 983 574 668 | ✠ *Awng dk* 6,72 | Cly | | 1872 4mo | Henderson Coulborn&Co Renfrew | Sobrinos deHerrera | 220·1 \| 30·3 \| 13·5 20·3 | Havana Spanish 4*BH Cem* | C.2Cy.34″&62″–36″ 180HP Hendrsn,Coulbrn&Co.Rnf. | | D | |
| 207 | **Manuka** **SteelScSr** *H.T.Bovey* –90 1*Dk*(*Irn*)&*Web Frames*&*pt Awng dk*(*Irn*) ss Cff.No.1–94 | 1814 1534 1125 | ✠100A1 *pt Awng dk with freeboard* 10,94 ~~12,03~~ LA&CP Cff ✠LMC5,~~99~~ 10,94 | Npt | *q* | 1890 5mo | Tyne Iron S.B.Co. Newcastle | ManukaS.S.Co. (Lim.) (T.Stephens& Sons) | 260·0 \| 36·7 \| 16·8 P29′Q68′ *pt Awng dk*163′ FK *WB*=*Cell DB*212′3 | London British 4*BH Cem* 98*t APT*19*t* | T.3Cy.20″,34″&54″–36″ (*s*) 160lb *80lb* 165HP 2SB.*6pf*,GS90,HS2900 WallsendSlipC.(Lim)Nwc | 19 ″ 2 s 7 ″ 10 | | |
| 208 | **Manwyne** **SteelPadLr** *Elec.light* | 674 674 250 | | | | 1887 11mo | W.Denny &Bros. Dumbarton | Irrawaddy Flotilla Co.(Lim.) | 250·0 \| 35·1 \| 9·8 | Glasgow British | C.2Cy.37½″&65″–72″ 375HP Denny&Co.,Dumbarton | | | |
| 209 | **Manx Fairy** **SteelTwinSc** *W.C.Corrin* –91 | 120 107 27 | | | | 1887 | T.B.Seath & Co. Rutherglen | ShipCanalPassengerSteamer Syndicate(Lim.) | 128·5 \| 16·0 \| 7·3 | DouglasIM British | C.4Cy.11¾″&22″–18″ 42HP Hutson&Corbett,Gls. | | BT till ~~12,94~~ 10,95 | |
| 210 | **Manx Queen** **SteelPadSr** *R.Gregson* –93 ss Brw.No.3–11,90 (ex Duchess of Edinburgh) 2*Dks*(*Upt Stl*–ws) | 969 792 424 | ✠ A– *oad line 10ft* 6,93 *For Irish Channel Passenger Service.* | Brw | | 1880 7mo | J.&G. Thomson Glasgow | J.Little&Co. | 278·9 \| 29·7 \| 14·0 B73′F57′ len83drp91 FK pt ND93 | Barrow British 4*BH Cem* | C.O.2Cy.46″&83″–72″ (*s*) ~~80lb~~ *35lb* 75lb 400HP 4SB.*12pf*,GS280 J.&G.Thomson,Glasgow | | BT till 12,94 | |
| 211 | **Manxman** **IronPadSr** *J.Jackson* –93 (ex Antrim) | 797 514 458 | ~~B87,93~~ ✠LMC11,~~90~~ 7,94 | | | 1870 | R.Duncan &Co. Pt.Glasgow | J.Little&Co. | 266·6 \| 25·2 \| 11·3 Q68′ B75′ F30′ len80 | Barrow British | O.2Cy.48″–75″ NB90 300HP Rankin&Blackmore,Grk. | | BT till 10,94 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Termes assignés maintenant aprés. Lettre. (If altered) | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crew etc. Quilts. Franc. bord en millim. de navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 212<br>99559 | **Manxman**<br>*Capitaine.* | **IronTwinScTug**<br>1*Dk*(*pt Irn*) | 56<br>56<br>3 | ✠ A–<br>*For Tug purposes*<br>11,91<br>✠LMC11,91 | Mdb | *y* | 1891<br>11mo | R.Craggs & Sons<br>Middlesbro' | GreatWestern RailwayCo. | 70·0 \| 17·0 \| 6·8<br>BK 6⁷⁄₈<br>*WB=APT8t* | Hull<br>British | C.4Cy.10″&20″–16″ (*s*)<br>120lb 33HP<br>1SB.*2pf*,GS25,HS735<br>Tindall&Co.,Hull | 7 ″ 3 |
| 213<br>104031 | **Maori**<br>~~*W.Scotland87–92*~~<br>*Moffitt* | **SteelScSr**<br>2*Dks*(1*Stl*&*U Irn–pt*ws)3*trB* | 5200<br>4705<br>4038 | ✠100A1<br>~~6,94 7,12 8,93 12,93~~<br>8,96<br>✠LMC10,93 | Lon<br>LA&CP | *y* | 1893<br>10mo | C.S.Swan& Hunter<br>Newcastle | Shaw,Savill& AlbionCo.(Lim.) | 402·6 \| 48·3 \| 29·6<br>P39′B96′F82′<br>BK 9″<br>*WB=Cell* | S'thamptn<br>British | T.3Cy.29″,46″&77″–48″ (*s*)<br>160lb 600HP<br>3SB,*9cf*,GS177,HS7662<br>CentralMar.E.Wks,WHpl | 32 ″ 6<br>s 7 ″ 3 |
| 214<br>97205<br>LNQG | —<br>~~*E.Brown –94*~~<br>*Airey –94* | **SteelScSr**<br>2*Dks*(1*Irn*)3*trB*<br>*ss*Sld.No.1–94 | 2711<br>2335<br>1756 | ✠100A1<br>~~4,94 4,98~~ 11,94<br>~~8,95~~ Bry<br>✠LMC1,96 4,94 | Nwc<br>LA&CP | *u* | 1890<br>1mo | C.S.Swan& Hunter<br>Newcastle | Tyzack&Branfoot SteamShipping Co.(Lim.) | 324·0 \| 40·0 \| 23·2<br>P43′B84′F88′<br>~~dsp90~~ BK 10″<br>*WB=Cell* | Sundrland<br>British | T.3Cy.26″,42″&69″–45″ (*s*)<br>160lb ~~*90lb 80lb*~~ 325HP<br>2SB,*8pf*,GS144,HS5184<br>WlsndSlpwyCo(Lim) Nwc | 25 ″ 9<br>s 4 ″ 4 |
| 215<br>63401<br>WLJC | —<br>*J.N.Gray –93* | **IronSc**<br>1*Dk* | 174<br>151<br>118 | | | | 1867 | Blackwood &Gordon<br>Pt.Glasgow | UnionS.S.Co.of NewZealand (Lim.) | 144·0 \| 19·1 \| 9·2<br>P51′ F37′ | Dunedin<br>British | 2Cy.27″–20″<br>FD 60HP<br>*WB* Blackwood&Gordon,PtGls | |
| 216<br>96689<br>LNFK | **Maori King**<br>*T.Priske*84–90<br>*Elec.light* | **SteelScSr**<br>1*Dk*(*Stl*)&*Spardk*(*Irn*)3*trB* | 3807<br>3602<br>2476 | ✠100A1<br>*Spar dk*<br>9,93<br>✠LMC1,90 | Lon<br>A&CP | *w* | 1893<br>1mo | W.Doxford &Sons<br>Sunderland | A.Hughes | 365·0 \| 44·2 \| 19·4<br>P27′B88 F37′ 27·3<br>drp91 FK<br>*WB=Cell* | London<br>British | T.3Cy.27″,44″&72″–48″ (*s*)<br>160lb *60lb* 450HP<br>2DB,*12cf*,GS200<br>W.Doxford&Sons,Sld. | 21 ″ 11<br>s 7 ″ 11 |
| 217<br>98266<br>KSPD | **Maple Branch**<br>*T.R.Hutchinson –93 ss*Cff.No.1–92 | **SteelScSr**<br>1*Dk*(*Stl*)&*Spardk*(*Stl*)3*trB* | 2637<br>2546<br>1735 | ✠100A1<br>*Spar dk*<br>9,94 ~~1,94~~<br>✠LMC7,92<br>Cff | Bry<br>LA&CP | *t* | 1888<br>7mo | Bartram, Haswell&Co.<br>Sunderland | NautilusS.S.Co. (Lim.) (F.&W.Ritson, *Mgrs.*) | 300·4 \| 40·0 \| 18·4<br>B60′F35′ 26·7<br>BK 10″<br>*WB=Cell DB250* | Sundrland<br>British | T.3Cy.23½″,38½″&62″–42″(*s*)<br>150lb *80lb* 300HP<br>2SB,*6cf*,GS100<br>J.Dickinson,Sunderland | 21 ″ 0<br>s 6 ″ 8 |
| 218 | **Mapocho**<br>*J.Selmer*89–91 3*Dks*(1*Irn*)&*Shade dk* | **IronSc3Mst** | 2278<br>1829<br>1549 | ✠<br>*Shade dk*<br>*Valparaiso &*<br>3,83 | Liv<br>LA&CP | *s* | 1882<br>11mo | LairdBros. Birkenhead | Cia.SudAmer.de Vapores | 331·2 \| 41·4 \| 19·3 | Valparaiso<br>Chilian | C.2Cy.45″&80″–54″<br>NDB83 450HP<br>5*BHCem*<br>LairdBros.,Birkenhead<br>*WB=CellDB274f344t* | |
| 219<br>89755<br>JFRM | **Mara**<br>*E.C.Jenkins –92 ss*Lon.No.2–92<br>(*ex*LadySt.Germans) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | **IronScSr** | 1448<br>1193<br>927 | ✠100A1<br>~~10,93~~ 3,95<br>BS6,93 9,94<br>✠LMC4,92 | Cff<br>LA&CP<br>Lon | *o* | 1883<br>12mo | Palmers' Co.(Lim.) Newcastle | Demerara&Ber-biceS.S.Co.(Lim)<br>*WB=DBa71′s* | 240·6 \| 33·7 \| 18·0<br>Q92′B50′F28′<br>FK<br>*uE&B34′ 238t FPT* | London<br>British | C.2Cy.30″&57″–39″ (*a*)<br>80lb *60lb* 138HP<br>2SB,*6pf*,GS90,HS1980<br>Palmers'Co.(Lim.),Nwc. | 19 ″ 0<br>s 2 ″ 0 |
| 220<br>92086<br>KGHN | **Maracaibo**<br>*J.Reith*80–89 YM6,91 1*Dk* | **WoodSc** | 1262<br>1006<br>904 | | | | 1889 | C.Hillman &Co.<br>Philadelphia | Atlantic&Car-ribbeanSteam NavigationCo. | 231·0 \| 43·0 \| 13·6<br>F48*t* | NewYork<br>Utd. States | T.3Cy.17″,26″&43″–32″<br>110HP<br>Neafie&Levy,Philadelphia | 16 ″ 1 |
| 221<br>HJNT | **Marajo**<br>1*Dk*&*Hurdk* | **IronPad** | —<br>—<br>516 | | | | 1874 | LairdBros. Birkenhead | AmazonSteam Nav.Co.(Lim.) | 221·0 \| 32·0 \| 10·0 | Para<br>Brazilian | C.2Cy.44″&72″–54″<br>237HP<br>LairdBros.,Birkenhead | |
| 222 | **Maranhao**<br>*J.M.Pessoa*80–87<br>*Coasting, Rio* | **SteelScSr**<br>2*Dks*(1*ptStl*)&*Shade dk*<br>*de Janeiro and* | 1916<br>1530<br>1303 | ✠<br>*Shade dk*<br>8,87<br>✠ | Gls<br>A&CP | | 1887<br>6mo | J.&G. Thomson Glasgow | LloydBrazileiro | 276·0 \| 38·1 \| 20·2 | R.Janeiro<br>Brazilian | T.3Cy.27″,40½″&61″–45″<br>NDB92 250HP<br>8*BHCem*<br>*WB*<br>J.&G.Thomson,Glasgow<br>*=DBa62f65tAPT20t&32t* | 21 ″ 6 |
| 223<br>84060<br>VDNH | **Maranhense**<br>*W.J.Hughes*92–92 *ss*Liv.No.3–4,93<br>(*ex*Blodwen) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | **IronScSr** | 1480<br>1190<br>960 | ✠100A1<br>5,94 ~~4,93~~<br>BS5,94 ~~BS6,94~~ ~~LMC4,98~~ | Liv<br>A&CP | *p* | 1880<br>11mo | Sunderlnd S.B.Co. Sunderland | R.Singlehurst& Co. | 251·2 \| 33·5 \| 18·4<br>P25′Q68′B68′F34′<br>BK 9″<br>*WB=DB* | Liverpool<br>British | C.2Cy.32″&60″–36″<br>80lb *40lb* 140HP<br>2SB,*4pf*,GS68<br>J.Dickinson,Sunderland | 20 ″ 0<br>s 2 ″ 0 |
| 224<br>87165<br>HWSP | **Maranoa**<br>*Chatfield* | **SteelScSr**<br>2*Dks*(1*Stl*)&*Spar dk* | 1505<br>1427<br>805 | ✠<br>*Spar dk*<br>9,83 | Dmb<br>LA&CP | *q* | 1883<br>8mo | W.Denny &Bros. Dumbarton | Australasian UnitedStm.Nav. Co.(Lim.) | 250·4 \| 36·1 \| 23·0<br>B14′ F34′<br>FK | Brisbane<br>British | C.2Cy.38″&68″–48″<br>270HP<br>Denny&Co.,Dumbarton | |
| 225<br>89380<br>SLDJ | **Mararoa**<br>*H.W.H.Chatfield*78–91 *ss*Ddn.No.2–93<br>*Elec.light* | **SteelSc**<br>3*Dks*(*UStl- Teak* s) | 2598<br>2091<br>1381 | ✠100A1<br>10,93<br>BS11,94 ✠LMC10,93 | Ddn<br>LA&CP | *u* | 1885<br>6mo | W.Denny &Bros. Dumbarton | UnionS.S.Co.of NewZealand (Lim.) | 320·1 \| 42·1 \| 24·7<br>P63′B94′F42′<br>BK 9″<br>*WB=Cell* | Dunedin<br>British | T.3Cy.31″,51″&84″–54″ (*s*)<br>160lb *160lb* 550HP<br>2D&2SB,*12cf*,GS288,HS7466<br>Denny&Co.,Dumbarton | 26 ″ 0 |
| 226<br>HCQP | **Marary**<br>*N.MendezNeves*<br>*Main Saloon&Awngdks* | **IronPadCtr**<br>(*ex*Caqueta) | 216<br>—<br>— | | | | 1879 | Pusey, Jones&Co. Wlmngtn Del | Cia.deMarago Tocantins | 118·0 \| 26·0 \| 5·0 | Para<br>Brazilian | 2Cy.14″–60″<br>*WB* Pusey,Jones&Co.,Wmn. | |
| 227 | **Marata** | | —<br>—<br>60 | | | | | | C.G.Schilling&Co. | ..... | Pto.Alegre<br>Brazilian | 70HP | |
| 228<br>12<br>QKWB | **Maratea**<br>*L.Serra –89* | **SteelTwinSc** | 180<br>161<br>105 | | | | 1889 | Con.Lead& Irn Co.(Lim.) Pertusola | L.Medici fuG. | 107·9 \| 19·7 \| 9·5 | Civita-vecchia<br>Italian | C.2Cy.31″&58″<br>45HP<br>Continental Lead&IronCo. (Lim.),Pertusola | |
| 229<br>28220<br>PVMG | **Marathon**<br>*J.Barlow –93* | **IronScBk** | 2326<br>2216<br>1501 | | | | 1860 | R.Napier& Sons<br>Glasgow | CunardSteamShip Co.(Lim.) | 336·4 \| 36·6 \| 25·7<br>F56*t*<br>len73 | Glasgow<br>British | C.2Cy.44″&78″–42″<br>NE&B73 300HP<br>J.&G.Thomson,Glasgow | 27 ″ 0<br>s 6 ″ 1 |
| 230<br>62572<br>JSKW | **Marbella**<br>~~*J.Robertson –94*~~<br>*R.Andrew* | **IronScSr**<br>1*Dk*2*trB*<br>6thSurvey,Gls.8,90<br>1stSurvey,Gls.8,94 | 801<br>699<br>503 | ✠ A1,1<br>~~3,98~~ 8,94 | Gls | ...<br>Lv | 1870<br>4mo | J.Laing<br>Sunderland | ~~Raeburn&Verel~~<br>G.B.Hunter<br>(Raeburn&Verel *Mgrs*) | 204·6 \| 28·9 \| 16·7<br>Q28*t*B*c*.32*t*F26*t*<br>~~drp91~~ srp94 BK 7⅛<br>*WB=DBa&f* | Glasgow<br>British | C.2Cy.25″&46″–30″<br>NE&B83 90HP<br>J.Howden&Co.,Glasgow | |
| 231<br>86643<br>JCGH | **March**<br>*N.Hewson –87 ss*Cff.No.2–92 | **IronScBn**<br>2*Dks*(1*Irn*)3*trB* | 2006<br>1914<br>1308 | ✠100A1<br>5,94<br>BS~~9,93~~ 11,94 ✠LMC4,92 | Cff<br>A&CP | *s* | 1883<br>11mo | TTurnbull &Son<br>Whitby | T.Turnbull&Son | 286·0 \| 36·0 \| 24·1<br>P26′B68′F35′<br>BK 9½<br>*WB=DBa* | Whitby<br>British | C.2Cy.34″&63″–36″ (*b*)<br>80lb *55lb* 160HP<br>2SB,*4pf*,GS91<br>T.Richardson&Sons,Hpl. | 25 ″ 6<br>s 4 ″ 5 |
| 232<br>90305<br>JNSW | **Marchioness**<br>*C.McCormick*87–93 2ndSurveySld.1,93<br>*Well deck* | **IronScSr**<br>1*Dk*(*Irn*)2*trB* | 2054<br>1694<br>1340 | ✠ A1✠1<br>1,93<br>MS1,93 BS4,94 | Sld | Lv | 1884<br>6mo | ShortBros. Sunderland | Taylor&Sanderson | 286·5 \| 38·6 \| 20·7<br>P28′Q80′B62′F32′<br>BK 9½<br>*WB=DBa&f* | Sundrland<br>British | C.2Cy.33″&62″–42″ (*a*)<br>100lb *40lb* 164HP<br>2SB,*6f*<br>Carr&Co.(Lim.),Sld. | |
| 233<br>97634 | **Marchioness of**<br>Breadalbane | **SteelPadSk** | 246<br>223<br>56 | | | | 1890 | J.Reid&Co<br>Pt.Glasgow | CaledonianSteam PacketCo.(Lim) | 200·4 \| 22·1 \| 7·5<br>F24*t* | Glasgow<br>British | C.D.2Cy.30″&54″–60″<br>140HP<br>Rankin&Blackmore,Grk. | |

*See "Saint Antoine," No. 82 in Supplement.*

| 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xpired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Ro/P Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 34 **Marchioness of Bute** *D.Bell* –90 | **SteelPadSk** | 246<br>223<br>56 | | | | 1890 | J.Reid&Co Pt.Glasgow | CaledonianSteam PacketCo.(Lim) | 200·4 \| 22·1 \| 7·5 | Glasgow British | C.D.2Cy.30″&54″–60″ 140HP Rankin&Blackmore,Grk. | | BT till 2,95 ~~3,95~~ ~~4,95~~ |
| 35 **Marchioness of Lorne** *W.Gordon* –91 | **SteelPadSp** | 295<br>262<br>83 | | | | 1891 | Russell& Co. Pt.Glasgow | CaledonianSteam PacketCo.(Lim) | 200·0 \| 24·0 \| 8·3 H32*t* | Glasgow British | TD.4Cy(2)17½″30″&49″–60″ 140HP Rankin&Blackmore,Grk. | | BT till ~~2,95~~ ~~3,95~~ 2,96 2,95 ~~3,95~~ 4,95 |
| 36 **Marcia** *R.Holliday* –93 2*Dks*(1*Irn*)3*trB* 4thSurvey,Got.10,90 | **IronScSr** | 1641<br>1636<br>1060 | ✠ A1* 1<br>8,94 ~~8,94~~<br>BS2,94 | Bly<br>LMC10,90 | Lv | 1874<br>7mo | ColeBros. Newcastle | W.Milburn&Co. | 265·0 \| 34·0 \| 24·5<br>B51′F21′<br>Irp94 BK9″ | London British | C.2Cy.35⅜″&63″–36″ 90lb NB84 200HP 2SB.*6pf*,GS96 NEMarineE.Co.(Lim.)Sld. | 25 ″ 8<br>s 5 ″ 4 | |
| 37 **Marco Minghetti** *L.Rap* –91 *ss*Lon.No.1–80 (*ex*LoudounCastle)2*Dks*(*UIrn*–ws)3*trB* | **IronSc3MstSr** | 2489<br>2302<br>1628 | ✠<br>2,83 | Lon<br>A&CP | *u* | 1876<br>10mo | J.&G. Thomson Glasgow | Nav.Gen.Italiana | 350·7 \| 36·8 \| 25·7<br>P40′ F47′ | Palermo Italian | C.2Cy.48″&84¾″–48″ 709HP J.&G.Thomson,Glasgow | 27 ″ 1<br>~~5 ″ 11~~ | I |
| 38 **Mardy** *H.Coulman*91–91 1*Dk*(*Irn*)2*trB* ~~5thSurvey,Npt.11,91~~ 6thSurvey,Npt.7,94 | **IronScSr** | 692<br>598<br>432 | ✠ A1,1<br>~~8,94~~ ~~9,93~~ 2,95 | Npt<br>Hav | Lv | 1874<br>5mo | Schlesingr Davis&Co. Newcastle | MardyS.S.Co. (Lim.)(Mordey Jones&Co.) | 191·5 \| 26·8 \| 16·1<br>Q84*t* F25*t*<br>srp94 FK<br>*WB*=*DBa*&*fAPT* | Newport British | C.2Cy.23″&45″–30″ NB83 80HP Black,Hawthorn&Co.,Gts. | 16 ″ 10<br>s 1 ″ 8 | |
| 39 **Mare** *W.Mosley*84–84 | **IronPadSk** | 165<br>150<br>61 | | | | 1884 | J.T.El-tringham S.Shields | J.Johnston&Sons | 116·0 \| 19·7 \| 10·3 | Montrose British | L.1Cy.38″–56″ 48HP J.P.Rennoldson&S.,S.Shl. | | |
| 40 **Marec** *H.Rhode* –94 | **SteelScK** 1*Dk* | 142<br>136<br>44 | ✠100A1<br>*Stm Trawler*<br>9,92 | P.Gl<br>LA&CP<br>✠LMC9,92 | | 1892<br>9mo | W.Hamil-ton&Co. Pt.Glasgow | W.&J.Hamilton | 100·2 \| 20·5 \| 10·6<br>Q17′F18′ BK7½″ | P.Glasgow British | T.3Cy.11″,17″&27″–22″ (*s*) 160lb 45HP 3BHCem 1SB,*2pf*,GS31,HS916 D.Rowan&Son,Glasgow | 11 ″ 11 | |
| 41 **Mareca** *D.C.Tate*91–91 *ss*Bel.No.3–3,94 2*Dks*(1*Irn*&1*pt Irn*)3*trB* | **IronSc3MstSr** | 2211<br>2075<br>1425 | ✠100A1<br>11,94 ~~3,94~~ | Bel<br>LA&CP<br>LMC3,94<br>Shl | *t* | 1882<br>3mo | Palmers' Co.(Lim.) Newcastle | MarecaShipping Co.(Lim.)(Dent &Co.) | 300·2 \| 37·3 \| 23·0<br>P28′B62′F31′<br>ptND89&94 BK10″<br>drp94 *WB*=*Cell* | London British | C.2Cy.36″&68″–45″ (*i*) 80lb *50lb* 250HP 2SB.*8pf*,GS120 Palmers'Co.(Lim.),Nwc. | 25 ″ 9<br>s 4 ″ 8½ | |
| 42 **Maréchal Bugeaud** *Villeaumoras* –90 *Electlight* | **SteelScSr** | 2164<br>1893<br>689 | | | | 1890 | Chant&Atl dePenhoët St.Nazaire | Compagnie GénéraleTransat-lantique | 342·5 \| 34·1 \| 23·0<br>P24′ B56′ F50′<br>H— *WB* | Marseilles French | T.3Cy.33″,51″&83″–42″ 900HP Cie.Gén.Trans.,StNzre. | | V |
| 43 **Marengo** *A.F.Bingham* –93 | **IronScBg** | 2273<br>2186<br>1509 | | | … | 1879<br>8mo | Earle'sCo. (Lim.) Hull | T.WilsonSons&Co. (Lim.) | 299·5 \| 37·2 \| 25·5<br>B42′ BK9½″ | Hull British | C.2Cy.27″&60½″–54″ 200HP Earle'sCo.(Lim.),Hull | | |
| 44 **Mareotis** *J.H.Thomas* –93 2*Dks*(*Irn*–*Uws*) 3rdSurvey,Liv.5,91 | **IronScSr** | 2135<br>1935<br>1343 | ✠ A1* 1<br>1,94 | Liv | Lv | 1878<br>10mo | C.Mitchell &Co. Newcastle | MossSteamShip Co.(Lim.) | 320·0 \| 34·0 \| 24·6<br>H123*t*F43*t* BK9½″ | Liverpool British | C.2Cy.35″&70″–48″ 250HP 2DB,*4f* R.&W.Hawthorn,Nwc. | | BT till ~~5,96~~ 5,95 |
| 45 **Margaret** *W.Joughin* –89 *ss*Liv.No.1–93 *Well deck* 1*Dk*(*Irn*) | **IronScSr** | 218<br>157<br>65 | ✠100A1<br>6,94 ~~5,98~~<br>✠LMC9,93 | Liv<br>LA&CP | *d* | 1889<br>9mo | J Fullerton &Co. Paisley | Pattinson& Winter | 130·2 \| 21·0 \| 9·6<br>Q48′B7′F23′ BK6″ *WB*=*FPT*14*t* | Whitehvn British | C.2Cy.19″&36″–24″ (*s*) 90lb *60lb* 55HP 3BHCem 1SB.*2pf*,GS35 Ross&Duncan,Glasgow | 10 ″ 4<br>s 1 ″ 1 | |
| 46— *W.Nicholls*79–86 1*Dk* *ss*Gms.No. ~~F.96~~ 2-95 | **IronScTrawler** | 110<br>105<br>65 | ✠100A1<br>5,95 ~~5,96~~<br>*Stm Trawler*<br>~~BS4,94~~ | Gms<br>LA&CP<br>✠LMC9,~~96~~ | | 1886<br>5mo | T.Charlton Grimsby | T.Charlton | 89·0 \| 19·6 \| 10·4<br>Q16′ BK8″ | Grimsby British | C.2Cy.14″&26″–18″ (*i*) 80lb 30HP 1SB,*2pf*,GS18,HS500 T.Charlton,Grimsby | 11 ″ 1 | |
| 47 **Margaret Jones** *T.Thomas* –93 1*Dk*(*pt Stl pt Irn*)2*trB*&*Web frames*&*pt Awngdk*(*Irn*) | **SteelScSr** | 2852<br>2191<br>1842 | ✠100A1<br>*pt Awng dk with freeboard*<br>6,94 ~~7,93~~<br>✠LMC1,93 | Cff<br>LA&CP<br>Bry | *t* | 1893<br>1mo | J.Read-head&Sons S.Shields | "MargaretJones" S.S.Co.(Lim.) (W.H.&C.T. Jones) | 306·5 \| 41·5 \| 22·3<br>Q123′ drp94 drp93<br>*pt Awng dk*183′ FK<br>*WB*=*CellDB*238 | Cardiff British | T.3Cy.23″,37½″&61½″–42″ 160lb *80lb* (*r*) 270HP 2SB,*6rf*,GS110,HS3713 J.Readhead&Sons,S.Shl. | 23 ″ 7<br>s 9 ″ 0½ | |
| 48 **Margarete** *C.Etzler*89–91 1*Dk* | **SteelScSr** | 417<br>313<br>301 | | | | 1890 | Stettiner Maschinen-bau Anstalt &Schiffsb. Act.Ges. Stettin | R.Kleyenstüber& Co. | 155·4 \| 23·6 \| 10·3<br>Q61′ B33′ F16′ | Königsbrg German | C.2Cy.17⅜″&31½″–21¾″ StettinerMaschinenbau Anst.&Schiffsb.Act.Ges., Stettin. *WB* | | G |
| 49 **Margarethe** *W.Range* –92 1*Dk* | **SteelScSr** | 139<br>131<br>98 | | | | 1892 | Nuescke &Co. Grabow | W.Range (C.Siebe,*Mgr.*) | 119·8 \| 18·4 \| 7·9 | Stralsund German | C.2Cy.9″&15¾″–9¾″ DeutscheElbschifff.-Ges. "Kette,"Dresden | | G |
| 50 **Margarita** *Cokinos* –91 | **SteelScSr** | 218<br>—<br>133 | | | | 1891 | M'Dowall &Barbour Piræus | M'Dowall& Barbour | 130·0 \| 20·0 \| 11·0<br>P35′ F30′ | Piræus Greek | C.2Cy.17½″&32″–22″ 50HP M'Dowall&Barbour,Pir. | | V |
| 51 **Marguerite** ~~*Bowit* –94~~ (*ex*Merlin) *ss*Dnk.No.1–94 1*Dk*(*Irn*)2*trB* *A.Dozoète*94–94 | **IronScSr** *ss*Nwc.No.3–6,90 | 1051<br>883<br>651 | ✠100A1<br>~~7,94~~ ~~6,91~~ 5,95<br>~~BS2,93~~ | Cff<br>A&CP<br>Dnk<br>~~LMC 5,90~~ 6,94 | *n* | 1878<br>1mo | Schlesin-ger,Davis &Co. Newcastle | N.Dubuisson | 225·4 \| 30·2 \| 18·5<br>Q108′F29′ BK8″<br>*WB*=*DBa*63′*f*91′ | Dunkirk French 1*BHCem* *FPTAPT* | C.2Cy.28″&53″–36″ 65lb ~~54lb~~ *62lb* 120HP 2SB,GS63 T.Clarke&Co.,Newcastle | 19 ″ 8<br>s 2 ″ 2 | |
| 52— *Well deck* | **SteelScSr** *ss*Ven.No.1–93 1*Dk*(*Stl*) | 525<br>399<br>361 | ✠100A1<br>2,94<br>BS2,94 ~~3,95~~ | Tri<br>A&CP<br>✠LMC5,93 | *h* | 1888<br>12mo | Schlesingr Davis&Co. Newcastle | Ficher&Brüll *WB*=*DBu E*&*B*33′51*tFPT* | 170·0 \| 26·1 \| 12·6<br>P106′F21′ | Fiume Aust.-Hung. 4*BHCem* 13*t APT* 28*t* | T.3Cy.14″,23″&39″–27″ (*s*) 160lb *60lb* 70HP NEMarineE.C.(Lim.)Nwc. | 13 ″ 4 | |
| 53 **Marguerite** Franchetti *Maillard*87–92 | **IronSc3MstSr** 2*Dks*&*Awngdk* | 970<br>829<br>542 | | | … | 1874<br>9mo | Henderson Coulborn&Co Renfrew | Worms,Josse&Co. | 228·0 \| 30·2 \| 16·4<br>P32′F30′ | Havre French | T.3Cy.18″,30″&48″–36″ 160HP Lobnitz&Co.,Renfrew | | V |
| 54 **Mari Vagliano** *P.Lykiardopulo*82–82 1*Dk*(*Irn*)2*trB* *Well deck* *ss*Bry.No.3–2,92 *D.Druzzi* | **IronScSr** | 1406<br>1104<br>891 | ✠100A1<br>~~4,95~~ ~~10,93~~ ~~6,94~~<br>BS~~10,93~~<br>4,95 | Cff<br>A&CP<br>Gen<br>✠LMC~~3~~,92 | *p* | 1880<br>1mo | Bartram, Haswell&Co Sunderland | VaglianoBros. | 250·5 \| 34·0 \| 17·9<br>P28′ Q56′ B60′ F28′<br>BK9″<br>*WB*=*DBa*62′*f*64′ | Argostoli Greek 4*BHCem* *FPTAPT* | C.2Cy.30″&57″–36″ 75lb 140HP 2SB,*4pf*,GS58 J.Dickinson,Sunderland | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crewz sur Quille. Franc-bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 255 HBNT | **Maria** *G.Embiricos* –93 *Elec.light* | SteelScSr 1*Dk(Stl)*2*trB*& *pt Awng dk(Irn)* | 2642 1905 1692 | ✠100A1 *pt Awng dk withfreeboard* 12,94 3,95 | Bry LA&CP | *t* | 1893 4mo | M'Ilwaine &M'Coll (Lim.) Belfast *WB=Cell DB52'163t* | **A.Embiricos** | 302·5 P32'Q74' *pt Awng dk*195' *FPT78t APT44t* | 41·2 FK | 18·0 | **Andros** Greek 6*BHCem* | T.3Cy.23″,37″&60″–42″ (*s*) 160lb *80lb* 187H 2SB,*6cf*,GS126HS3916 *MT36'466t* M'Ilwne&M'Cll(Lm.),Bel. | 21 8-10 |
| 256 | — *G.Lutz*94–94 1*Dk(Irn)*& *Webframes*& *pt Awng dk(Irn)* | SteelScSr | 2476 1834 1580 | ✠100A1 *pt Awng dk withfreeboard* 12,91 | Stk A&CP Bry | *s* | 1894 2mo | Ropner& Son Stockton *WB=Cell DB242'466t* | **J.dePoorter** | 295·0 P29'Q86' *pt Awng dk*180' *APT30t* | 40·4 FK | 17·9 | **Rottrdam** Dutch 5*BHCem* | T.3Cy.23″,37½″&61½″–39″ 160lb *80lb* (*s*) 190H 2SB,*6rf*,GS99,HS3528 Blair&Co.(Lim.),Stockton | 21 8 |
| 257 JLDG | — *Anisope* ~~*Arrospe*~~ ~~*ssLiv.No.2–83*~~ (*ex*SanJuan,*ex*Antverpia) *ss*Liv.No.3-3,94 | IronScSr 2*Dks*(1*Irn*)3*trB* | 2208 2077 1446 | ✠100A1 10,94 ~~8,95~~ 6,95 ~~BS7,02~~ BS10,94 | Liv A&CP | *s* | 1881 12mo | C.S.Swan& Hunter Newcastle *WB=DB* | **Linea deVapores Serra** | 296·4 P36'B52'F32' ptND94 | 37·0 BK10″ | 24·8 | **Bilbao** Spanish 6*BHCem* | C.2Cy.35″&68″–45″ (*i*) 90lb ~~*40lb*~~ *35lb* 250H 2SB,*6pf*,GS109 *MT* 22'350t WallsendSlipwayCo.Nwc. | 26 |
| 258 QLKG | — *E.Preve* –92 (*ex*MariaC.,*ex*MarieFanny,*ex*Phœnix) | IronSc3MstSr 1*Dk* | 337 312 215 | | | | 1869 | W.Doxford &Sons Sunderland | **E.Preve** | 165·3 B25' | 24·1 | 13·4 | **Genoa** Italian *WB* | C.2Cy.21½″&40″–27½″ 70H A.G.Boye,Marseilles | |
| 259 96636 | — *W.Prout*89–89 | IronSc3MstSr *ss*B.As.No.1–93 *Barge* 1*Dk(Irn* | 312 280 177 | ✠ A1 *For River purposes only* 1,93 | BAs LA&CP ✠LMC1,93 | | 1889 9mo | T A Walker Sudbrook | **Executors of the late T.A.Walker** | 150·4 | 26·3 FK | 8·0 | **London** British 4*BHCem* | Q.4Cy.9″,12″,16″&25″–21½″ 160lb (*s*) 50H 1SB,*2pf*,GS33 Fleming&Fergusn,Paisley | 8 |
| 260 65895 WQTG | — *R.Carter* –94 | IronScSr 1*Dk* | 261 225 146 | ✠ 10,71 | Cly A&CP | | 1871 9mo | H.Murray &Co. Pt.Glasgow | **London&S.W. RailwayCo.** | 155·7 Q34*t*F11*t* | 21·1 | 11·0 | **S'thamptn** British 4*BHCem* | C.2Cy.19″&33″–24″ NB84 50H D.Rowan,Glasgow | |
| 261 | — (*ex*SantaJusta) | IronScSr 1*Dk* | 224 — 146 | | | | 1858 | Scott&Co. Greenock | **Sons of Thomas Haynes** | 145·6 H— | 18·9 | 10·7 | **Cadiz** Spanish | 2Cy.21″–20″ 34H Scott,Sinclair&Co.Grk. | |
| 262 992 HFQT | — *C.A.Assmundsson*94–94 | WoodScSr 1*Dk* | 223 170 168 | | | | 1871 | Berglund Torskog | **G.E.Falck** | 120·0 Q18'B23'H15*t* len74 | 20·8 | 10·0 | **Gothenbrg** Swedish | C.2Cy.12″&25″–20″ 30H MotalaCo.,Gothenburg | |
| 263 | — *J.Eriksson* –90 | CompScSp 1*Dk* | 163 143 124 | | | | 1890 | S.Groth Sjötorp | **J.Persson** | 99·5 P20'Q4' | 21·4 | 9·9 | **Krstnhmn** Swedish | | |
| 264 | **Maria Antoinetta** | IronSc | 512 — 333 | | | | 1854 | R.Napier &Sons Glasgow | **H.Oppenheim** | 184·0 | 26·2 | 15·0 | **Constanpl** Turkish | 2Cy.43″–42″ 120H R.Napier&Sons,Glasgow | |
| 265 HTMS | **Maria Francisca** | Wood | 404 — 254 | | | | 1854 | ..... CasaBlanca | **Empresa delF.C. de la bahia** | 112·8 | 28·2 | 9·8 | **Havanna** Spanish | | |
| 266 HTMC | **Maria Gertrudis** *D.Jardon* –87 | SteelScSr 1*Dk(Irn) Floors*& *BmsIrn* | 101 90 69 | ✠ 10,87 ✠ | Fal LA&CP | *a* | 1887 10mo | Cox&Co. Falmouth | **V.F.Caunedoéhijo** | 87·2 | 18·1 FK | 7·7 | **Santander** Spanish 3*BHCem* | C.2Cy.13½″&24″–16″ 25H Cox&Co.,Falmouth *WB=FPT10t* | 8 |
| 267 HTMJ | **Maria Gracia** | IronScSr 1*Dk* | 114 — 79 | | | | 1873 | Portilla, White&Ca Seville | **A.Millan** | 109·2 | 14·9 | 7·6 | **Seville** Spanish | C.2Cy.12″&20″–25″ 25H | |
| 268 | **Maria Herrera** *F.Ventura*90–94 *Elec.light* | SteelScSr 2*Dks*(*UStl-ws*)& *Awng dk* | 1972 1706 1341 | ✠100A1 *Awng dk withfreeboard* 5,94 *Havana&PortoRico (Class Contem plated)* | Grk LA&CP ✠LMC5,94 | *q* | 1894 5mo | D.J. Dunlop& Co. Pt.Glasgow | **Sobrinos de Herrera** | ~~278·9~~ 278·4 *pt Shade dk*192'23·4 | ~~36·0~~ 36·1 BK8″ | ~~15·0~~ 15·9 | **Havana** Spanish 4*BHCem* | T.3Cy.26½″,42″&65″–42″ (*s*) 160lb *80lb* FD 350H 2DB,*12rf*,GS185,HS6018 D.J.Dunlop&Co.,P.Gls. *WB=FPT38t APT60t* | 16 9 |
| 269 | **Maria I.** *A.Johansson*91–93 | IronSc 1*Dk* | 116 82 82 | | | | 1879 | MotalaCo. Motala | **KöpingsÅngf. Rederiaktieb.(J.A. A.Bergendahl)** | 107·9 B24'H8*t* | 16·4 | 7·7 | **Köping** Swedish | 1Cy.15½″–31½″ 40H MotalaCo.,Motala | |
| 270 HBQS | **Maria Luisa** (*ex*Aegeron) | IronSc | 411 — 271 | | | | 1873 | H.Murray &Co. PortGlasgow | **Tarapaca WaterworksCo.** | 165·2 | 23·2 | 13·0 | **Iquique** Chilian | C.2Cy.21″&37″–24″ 60H Kincaid,Donald&Co.,Grk. | |
| 271 120 QMVG | **Maria P.** ~~*Pittalaga*~~ *Mortola* | IronSc *ss*Gen.No.2–93 1*Dk*& *Awng dk* | 722 709 457 | ✠100A1 *Awng dk withfreeboard* 6,94 ~~11,93~~ ✠LMC11,93 | Gen A&CP | *i* | 1886 2mo | Sld.S.B. Co.(Lim.) Sunderland | **Marini&Brichetto** | 175·0 BK7½″ *WB=DBa44'50t FPT37t* | 27·1 | 12·9 19·8 | **Genoa** Italian 4*BHCem* | C.2Cy.27″&47″–33″ 80lb *75lb* NDB94 98H 1SB,*3pf*,GS40 N.E.MarineE.C.(Lim.)Sld. | 13 7 |
| 272 110 NLCT | **Maria Paulina** (*ex*CarloRisso) | IronSc 1*Dk* | 215 — 136 | | | | 1885 | Flli.Roncallo Sampierd'ena | **F.Arena** | 126·9 P15'B12'F23' | 23·0 | 8·8 | **Bns.Ayres** Argentine | C.4Cy.11″&21″–18″ 68H Flli.Roncallo,Sampierdrna | |
| 273 227 HSLB | **Maria Teresa** (*ex*Titania) | SteelSc 3*Dks* | 3042 2792 1922 | | | | 1883 | LloydAus-tro-Ungrco Trieste | **LloydAustriaco** | 374·0 | 39·0 | 27·4 | **Trieste** Aust.-Hung. | C.2Cy.43″&80″–52″ 435H ArsenaleLloyd,Trieste | |
| 274 136 QNDL | — *Bruno*90–93 ~~*ssMsl.No.3–6,87*~~ (*ex*Africaine) *ssGen.No.1–90* 1*Dk*2*trB* *Drago* *ss*Gen.2nd No.3-12,94 | IronSc | 574 — 348 | ✠ ⒷA1 12,91 ~~5,90~~ ~~MS8,90~~ B&M12,94 | Gen A&CP ~~BS2,94~~ | | 1866 1mo | Blackwood &Gordon Pt.Glasgow | ~~P.Miles~~ P.Milesi | 202·5 Q38'F30' drp94ND94 | 25·3 | 14·2 | **Genoa** Italian 5*BHCem* | C.2Cy.25½″&51½″–27″ 60lb *75lb* NB82 95H NDB94 *Cmp.*82 Touache,Msl. | |
| 275 HMLK | **Maria Valerie** *Mitis* *Elec.light* | SteelScSr 2*Dks*(*Stl*–ws)3*trB* | 4235 3874 2644 | ✠100A1 2,93 | Tri LA&CP ✠LMC8,92 | *x* | 1892 7mo | W.Denny &Bros. Dumbarton | **LloydAustriaco** | 385·0 P14'B126'F47' *WB=Cell* | 45·0 FK | 28·2 | **Trieste** Aust.-Hung. 7*BHCem* | T.3Cy.27½″,44″&70″–54″ (*s*) 165lb *165lb* 430H 2DB,*12cf*,GS234,HS7076 *DB*335'677*t* Denny&Co.,Dumbarton | 31 |
| 276 97366 LHDK | **Marian** *H.Grahl*89–89 *Well deck* | SteelScSr *ss*Bry.No.1–93 1*Dk(Irn)*& *Webframes* | 1926 1416 1246 | ✠100A1 ~~2,94~~ ~~10,93~~ 1,95 ✠LMC10,93 Cff | Bry LA&CP | *r* | 1889 9mo | Irvine& Co. WHartlepool | ~~O.Trechmann~~ Trechmann,Brs. | 274·0 P29'Q76'B112' F37' drp95 BK9½″ *WB=Cell* | 37·2 | 16·7 | **W.Hartlpl** British 4*BHCem* | T.3Cy.21,″34″&56″–36″ (*s*) 160lb *80lb* 150H 2SB,*4rf*,GS60,HS2797 *DB*232'457*t* Blair&Co.(Lim.),Stockton | 19 1 |

| 1 | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now required. Equipment Letter | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of R. of F. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 277 | **Marianela** SteelScSr<br>*C.Suarez* 1*Dk* | 165<br>144<br>112 | ✠ 12,88 | Cly<br>A&CP | *b* | 1888<br>12mo | D.Macgill &Co.<br>Irvine | **E.L.Doriga** | 113·5 \| 20·0 \| 9·0<br>Q15′F17′ BK6′ | Santander<br>Spanish | C.2Cy.14″&28″–18″ 33HP<br>1SB.*2pf*,GS25<br>Ross&Duncan,Glasgow | 9 ″ 8 | |
| 278 | **Marie** SteelScSr<br>*H.Waage*88–93 *ss*Cff.No.1–93<br>*Well deck* 1*Dk(Stl)Webframes* | 2057<br>1616<br>1346 | ✠100A1<br>6,94 ~~5,05~~<br>✠LMC4,93<br>Shl | Lth<br>A&CP | *r* | 1888<br>11mo | W.Gray& Co.<br>W Hartlepool | **J.Christensen**<br>*WB* | 270·0 \| 36·5 \| 20·0<br>P25′Q76′B114′<br>F29′ BK9½′<br>=*DBa*84′*f*104′400*t* | Bergen<br>Norwegian | T.3Cy.20″,31½″&53″–36″ (*s*)<br>154lb *55lb* 160HP<br>2SB.*4rf*,GS72<br>Cntrl.Mne.Eng.Co.,W.Hpl | 21 ″ 6<br>s 1 ″ 10<br>w 2 ″ 1 | DN |
| 279 | — IronScSr<br>*W.Shotton*87–92<br>1*Dk(Irn)&Webframes*<br>*Well deck* | 1894<br>1412<br>1209 | ✠100A1<br>3,95 ~~5,08~~<br>✠LMC7,92<br>Cff | Bry<br>LA&CP | *r* | 1892<br>7mo | Furness, Withy&Co. (Lim.)<br>W Hartlepool | **Burdick&Cook**<br>*WB* | 270·0 \| 36·0 \| 17·7<br>P27′Q80′B110′<br>F31′ FK<br>= *Cell DB*228′377*t* | London<br>British | T.3Cy.21½″,35″&57″–36″ (*s*)<br>160lb *70lb* 190HP<br>1DB.*4cf*,GS63,HS2860<br>Blair&Co.(Lim.),Stockton | 19 ″ 10<br>s 1 ″ 7½ | |
| 280 | — SteelScSr<br>*A.Emeretly*93–93 1*Dk(Stl)*<br>*Elec.light* *&Webframes&Awng dk* | 1279<br>1175<br>870 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>8,93<br>✠LMC8,93 | Nwc<br>A&CP | *n* | 1893<br>8mo | W.Dobson &Co.<br>Newcastle | **RussianCo.forSea &LandInsurance &Conveyance of Goods** | 239·6 \| 32·2 \| 13·1<br>B54′F36′ 20·1<br>FK<br>*WB*=*Cell* | Odessa<br>Russian | T.3Cy.18½″,30″&49″–36″(*s*)<br>150lb *80lb* 130HP<br>2SB.*4pf*.GS80,HS2540<br>WllsndSlpwyCo(Lm)Nwc | 15 ″ 3<br>s 8 ″ 3½ | |
| 281 | — IronScSr<br>*Mallet*88–92<br>1*Dk2trB* | 904<br>—<br>471 | | | | 1869 | London& GlasgowCo.<br>Glasgow | **Worms,Josse&Co.** | 222·7 \| 28·1 \| 17·0<br>F31′<br>*WB* | Havre<br>French | C.2Cy.26¾″&47¾″–30″ 90HP<br>London&Glas.Co.Glasgow | | V |
| 282 | — SteelScSr<br>*G.Albrecht*88–90<br>1*Dk&Webframes* | 882<br>672<br>644 | | | | 1890 | Howaldts-werke Kiel | **H.Diederichsen** | 203·0 \| 29·9 \| 14·1<br>Q59′ B80′ F29′<br>*WB* | Kiel<br>German | T.3Cy.14¼″,22¼″&36⅝″–23⅝″ 80HP<br>Howaldtswerke,Kiel | | G |
| 283 | — IronScSr<br>*Sauvage*90–90 *ss*Hav.No.1–78<br>(*ex*AdaBatters) 1*Dk2trB* | 786<br>771<br>461 | ✠ 1,78 | Hav<br>A&CP | | 1873<br>4mo | Scott&Co.<br>Greenock | **Cie.Générale des Bateaux à vap. à hél.duNord** | 234·5 \| 26·2 \| 17·2<br>P32′ F32′<br>FK<br>5*BHCem* | Dunkirk<br>French | C.2Cy.23″&46″–36″ 100HP<br>GreenockFoundryCo.,<br>*WB* Greenock | | V |
| 284 | — IronSc3MstSr<br>~~*Winter*90–90~~ *M.Cowper*95–95 | 528<br>471<br>325 | | | | 1863 | ..... Danzig | ~~E.W.Foster&C.J. Henderson~~<br>SS.MarieCo.(Lim)<br>(J.Esplen) | 186·5 \| 24·0 \| 14·8<br>Q35*t* | London<br>British | 2Cy.35″–25″ 92HP<br>F.Schichau,Elbing | | V |
| 285 | — IronSc3MstSr<br>*F.Peemüller*90– 1*Dk2trB* | 498<br>468<br>341 | | | | 1864 | Act.Ges. "Vulcan" Stettin | **G.Metzler** | 178·4 \| 23·5 \| 14·8<br>Q36′<br>*WB* | Stettin<br>German | C.2Cy.24″&45″–22″ 80HP<br>T.Richardson&Sons,Hpl. | | V |
| 286 | — SteelSc3MstSr<br>*O.A.Wetterström* –92 1*Dk* | 461<br>410<br>359 | | | | 1892 | Göteborgs M.V. Gothenburg | **Ångf.Aktieb. "Vidar" (C.F.Lindberg)** | 149·8 \| 24·0 \| 15·2<br>B29′ H10*t* | Gothenbrg<br>Swedish | C.2Cy.19½″&32″–19¾″ 60HP<br>GöteborgsMek.Vrks.,Got. | | V |
| 287 | — SteelTwinScFerry<br>*H.E.Nielsen*82–92 1*Dk* | 364<br>331<br>126 | | | | 1890 | Burmeister &Wain Copenhagen | **De danskeStats-baner** | 138·6 \| 41·5 \| 12·0<br>*WB* | Fredericia<br>Danish | C.4Cy.21½″&37″–18″ 140HP<br>Burmeister&Wain,Cpn. | | V |
| 288 | — WoodScSr<br>*C.Jonassen*76–76<br>1*Dk2trB* | 277<br>191<br>193 | | | | 1872 | ..... Malmö | **P.Solensteen** | 126·8 \| 24·7 \| 10·2<br>Q29′ B47′ | Bergen<br>Norwegian | C.2Cy.14½″&31¼″–24″ 40HP<br>KockumsMk.Vrks.,Malmö | | N |
| 289 | — WoodScSr<br>*J.Fresvig*93–93 1*Dk*<br>(*ex*3teApril,*ex*Murman,*ex*Wenern) | 210<br>161<br>143 | | | | 1873 | S.Olsson Wenersborg | **H.J.Kyvig** | 102·0 \| 22·9 \| 11·6<br>B36*t* Q8*t* | Haugesnd<br>Norwegian | 2Cy.10″&22½″–16½″ 25HP<br>GötbergsMek.Verkst.,Got | | N |
| 290 | — WoodSc | —<br>—<br>81 | | | | 1874 | ..... Sydney,NSW | **M.Vidal** | ..... ..... ..... | Noumea<br>French | | | |
| 291 | — SteelScSr<br>*D.Ferguson*65–91 1*Dk*<br>*Well deck* *Stlplating&Irnframing*<br>*ss*Bwg No.1–95 | 191<br>147<br>67 | ✠100A1<br>4,95 ~~3,02~~<br>✠LMC3~~01~~ 5,95 | Bwg<br>LA&CP | *c* | 1891<br>3mo | Scott&Co.<br>Bowling | **M'Kinney& Rafferty** | 115·0 \| 20·6 \| 9·5<br>Q45′F20′ BK7′<br>*WB*<br>=*FPT*20*t* | Glasgow<br>British | C.2Cy.18″&36″–24″ (*s*)<br>100lb 50HP<br>1SB.*3pf*,GS45<br>Muir&Houston,Glasgow | 10 ″ 0 | |
| 292 | **Marie Fanny** IronScSr<br>*Tual*84–90 *ss*LaR.No.2–86<br>*Well deck* 1*Dk2trB* | 627<br>598<br>346 | ✠ 8,86 | LaR<br>A&CP | *k* | 1878<br>5mo | Austin& Hunter Sunderland | **A.D'Orbigny& Faustin fils** | 195·5 \| 27·5 \| 15·0<br>Q70′ B40′ F19′<br>*WB* | LaRochlle<br>French | C.2Cy.23″&45½″–30″ 85HP<br>R.J.Marshall,S.Shields<br>=*DBa*55′60*t*MT18′139*t* | | V |
| 293 | **Marie Fleurie** IronScSr<br>*J.Young*89–89 *ss*Nwc.No.3–1,91<br>*Well deck* 1*Dk(Irn)* | 487<br>397<br>279 | ✠100A1<br>9,94 ~~9,02~~<br>~~BS8,96~~ 9,94<br>✠LMC2,91 | Nwc<br>LA&CP | *h* | 1880<br>7mo | J.T.El-tringham South Shields | **Fisher,Renwick& Co.** | 166·0 \| 25·2 \| 12·9<br>Q84′B17′F22′<br>drp92&93 BK7′<br>*WB*=*DBa*38′59*t*FPT23*t* | Newcastle<br>British | C.2Cy.22″&40″–30″ (*i*)<br>75lb *75lb* NDB90 70HP<br>1SB.*3pf*,GS50<br>J.P.Rennoldson,S.Shields | 13 ″ 4<br>s 1 ″ 1 | |
| 294 | **Marie Henriette** SteelPadSr<br>2*Dks3trB*<br>*Elec.light* | 1525<br>1130<br>831 | | | | 1893 | Société Cockerill Hoboken | **BelgianGovern-ment** | 340·0 \| 38·0 \| 15·0 | Ostend<br>Belgian | C.2Cy.60″&108″–84″<br>SociétéCockerill,Seraing | | |
| 295 | — (*BROKEN UP*) IronPad | —<br>—<br>419 | | | | 1870 | Soc. Cockerill Antwerp | **BelgianGovern-ment** | 200·0 \| 24·8 \| 7·3 | Ostend<br>Belgian | | | |
| 296 | **Marie Louise** SteelScSr<br>*J.Nachtwey* –89<br>1*Dk* | 747<br>708<br>540 | | | | 1889 | Rost.Act. Ges.für Schiff.& Masch.Bau Rostock | **RhedereiAct.Ges. "MarieLouise" (Wm.Minlos)** | 178·8 \| 26·5 \| 13·8<br>P111′ F51′ | Lübeck<br>German | T.3Cy.13″,20″&34″–24″ 90HP<br>Rost.Schiff.Ges.,Rostock<br>*WB* | | V |
| 297 | — IronScSr<br>*Davin*75–88<br>2*Dks* | 669<br>—<br>379 | | | | 1861 | PalmerBrs. &Co. Newcastle | **Cie.Marseillaise de Nav.àVap. (Fraissinet& Co.,*Mgrs.*)** | 202·1 \| 27·2 \| 15·8<br>Q22′ F15′ | Marseilles<br>French | C.2Cy.26½″&50″–30″ 100HP<br>*Cmp.*76,Fraissinet&Co.Msl | | |
| 298 | **Marie Therese** SteelScSr<br>*Cabames*93–93 *ss*Npt.No.1–91<br>(*ex*Tropic) 1*Dk(Irn)2trB*<br>*Well deck* | 1763<br>1361<br>1132 | ✠100A1<br>3,95 ~~8,92~~<br>~~BS11,94~~<br>✠LMC12,91<br>Msl | Npt<br>A&CP | *q* | 1888<br>3mo | Whitehavn S.B.Co. (Lim.) Whitehaven | **E.Frisch&Co.** | 260·0 \| 37·0 \| 17·0<br>Q89′B110′F29′<br>FK ~~4*BHAsp*~~<br>*WB*=*Cell DB*220′320*t*<br>4*BH,ptCemptAsp* | Marseilles<br>French | T.3Cy.20″,33″&54″–36″ (*s*)<br>160lb *70lb* 160HP<br>2SB.*4rf*,GS82<br>Dunsmuir&Jackson,Gls. | 19 ″ 8<br>s 1 ″ 10 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5, 6, 7 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré. Lettre d'Équipement. | 8, 9 Construit. Quand. Navire. Mach. / Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|
| 299<br>RHFG | Marie Woermann SteelScSr<br>*J.Meinertz*83–92<br>2*Dks* | 1772<br>1473<br>1316 | | 1887 Blohm& Voss<br>Hamburg | Afrikanische Dampfsch.Act. Ges. | 270·0\|35·1\|21·5<br>P40' B72' F34' | Hamburg<br>German | T.3Cy.20",31"&50"–42"<br>200HP<br>WB Blohm&Voss,Hamburg |
| 300 | Marienburg SteelScSr<br>*L.Warnken*92–94<br>1*Dk*(*Stl*)&*Spar dk*(*ptStl–Teak s*)&*Webframes* | 2296<br>1987<br>1587 | ✠100A1 *Spar dk* 9,94 Ham *s* A&CP ✠LMC1,94 Ant | 1894 1mo Flensburgr Schiffsbau Gesellschaft<br>Flensburg | DeutscheDampf-schifffahrtsGes. "Hansa" | 279·2\|39·6\|14·6<br>P28'B72' 22·1<br>F34' BK9"<br>WB=Cell | Bremen<br>German<br>4*BHCem*<br>*DB*218'395*t* | T.3Cy.22½",35"&60"–42" (*s*)<br>160lb *100lb* 300HP<br>2SB,6*rf*,GS90,HS4031<br>Flensb.Schiffsb.Gesellsch. Flensburg |
| 301<br>JDFW | Marietta IronScSr<br>*F.Rapprich*91–91 | 397<br>380<br>290 | | 1871 Norddeut-scheWerf.<br>Kiel | F.Ivers | 155·8\|21·3\|15·0 | Stettin<br>German | C.2Cy.22½"&36"–27"<br>64HP<br>WB Schweffel&Howaldt,Kiel |
| 302<br>58 | — WoodSc<br>*A.Chiappara* –88 (*ex*Alfa) | 103<br>—<br>46 | | 1878 ...............<br>Palermo | FlliCorvaia | 100·4\|15·2\| 8·8 | Palermo<br>Italian | C.2Cy.16$\frac{1}{16}$"&31½"–<br>66HP<br>Corsi,Palermo |
| 303<br>HMLV | Marietta Ralli SteelScSr<br>*A.Mathioudis*<br>1*Dk*(*ptStl*&*ptIrn*)&*Webframes* &*ptAwngdk*(*Irn*) | 2339<br>1803<br>1501 | ✠100A1 *ptAwng dk withfreeboard* 3,94 Npt *s* LA&CP ✠LMC11,91 | 1891 12mo Furness, Withy&Co. (Lim.)<br>W Hartlepool | Foscolo,Mango &Co. | 290·0\|38·0\|19·9<br>P33'Q84' drp93<br>*ptAwng dk*173' FK<br>248'377*t*.*MT*22'350*t*<br>*WB=CellDB* | Piræus<br>Greek<br>5*BHCem*<br>*APT*30*t* | T.3Cy.22",36"&59"–39" (*s*)<br>160lb *60lb* 200HP<br>2SB,6*pf*,GS84<br>W.Allan&Co.,Sunderland |
| 304<br>85066<br>WDLB | Marima IronScSr<br>*W.S.Wallace*93–94 ~~*ss*Ant.No.2–90~~<br>*ss*Nwc.No.3-9,94 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1672<br>1318<br>1068 | ✠100A1 9,94 ~~8,93~~ Bry *q* LA&CP ~~BS3,94~~ ✠LMC6,90 Nwc 8,94 | 1881 9mo E.Withy& Co.<br>Hartlepool | Steel,Young&Co. | 257·7\|34·6\|17·9<br>P26'Q66'B68'<br>F31' srp94 BK9"<br>WB=Cell | London<br>British<br>4*BHCem*<br>*DB*172'295*t* | C.2Cy.33"&61"–33" (*i*)<br>75lb ~~60lb~~ *80lb* NDB94 150HP<br>1DB,4*pf*,GS75<br>T.Richardson&Sons,Hpl. |
| 305<br>92282 | Marina SteelSc<br>*A.M.Graves*90–93 2*Dks* | 2432<br>2194<br>1992 | | 1891 Chicago S.B.Co.<br>Chicago,Ill. | MinnesotaS.S.Co. (J.Pickands) | 292·0\|40 2\|20·8<br>H— F38'<br>WB | Cleveland, Ohio<br>Utd.States | T.3Cy.34",38"&61"–42"<br>GlobeIrnWksCo.,Clevelnd |
| 306<br>KFTP | Marine IronPad<br>*P.Wadoux*87–92 1*Dk* | 153<br>—<br>72 | | 1869 Claparède &Co.<br>St.Denis | Chambre deCom-merce | 99·4\|21·0\|10·9 | Dunkirk<br>French | 2Cy.37½"–39"<br>100HP<br>Claparède&Co.,Rouen |
| 307<br>84089<br>VLPW | Mariner IronScBn<br>*O.Williams* –93 | 1371<br>1302<br>861 | ... | 1881 3mo M.Pearse& Co.<br>Stockton | CharenteS.S.Co. (Lim.)(T.&J. Harrison,*Mgrs.*) | 250·1\|32·0\|21·2<br>P34' F34' | Liverpool<br>British | C.2Cy.30"&55"–36"<br>120HP<br>Blair&Co.(Lim.),Stockton |
| 308<br>41<br>QPCT | Mario IronScBn<br>*Capellino* –88 2*Dks*<br>(*ex*Brennero,*ex*Atlantico,*ex*India) | 1040<br>849<br>665 | | 1862 W.Denny &Bros.<br>Dumbarton | CapellinoFratelli | 242·7\|29·8\|20·0<br>Q58' H54*t* F45' | Genoa<br>Italian | C.2Cy.38"&56"–36"<br>120HP<br>WB Denny&Co.,Dumbarton |
| Wrecked 2,95<br>309<br>79662<br>TGLV | Marion IronScSr<br>*W.Jeffles*78–83 *ss*Cff.No.3–9,93<br>2*Dks*(1*Irn*)3*trB* | 2031<br>1826<br>1319 | ~~✠100A1~~ ~~9,94~~ 8,94 N Yk *s* LA&CP BS6,94 ✠LMC9,93 Cff | 1880 5mo J L Thomp-son&Sons<br>Sunderland | J.Gray&Co. | 278·9\|35·0\|24·1<br>P28'B58'F30'<br>srp93 BK9½"<br>*WB=DB* *a*84'*f*104'332*t*.*FPT* | Whitby<br>British<br>5*BHCem*<br>60*t*.*APT*20*t* | C.2Cy.33"&62"–42" (*i*)<br>80lb *50lb* 180HP<br>2SB,6*pf*,GS65<br>J.Dickinson,Sunderland |
| 310 | — IronScK<br>*Should be "Hindustan," See No.* 49 *in Supplement* | 140 | 100A1 *StmTrawler* (*Class Contem plated*) | 1893 R.Craggs &Sons<br>Middlesbro' | | | | T.3Cy.11½",17"&28"–20"<br>WestgarthEnglish&C.Mdb |
| 311<br>97550 | — IronScK<br>~~*J.Kilby*~~<br>*J.Rankine*95–95 1*Dk* | 128<br>117<br>22 | ✠100A– *StmTrawler* ~~6,94~~ ~~11,93~~ 12,94 Abn ✠LMC12,91 | 1891 12mo J.T.El-tringham &Co.<br>S.Shields | ~~J.J.Usher~~<br>W.High | 97·3\|19·3\|10·6<br>BK6½" | ~~Sundrland~~<br>British<br>4*BHCem*<br>~~Dundee~~ | C.2Cy.17"&34"–24" (*r*)<br>100lb 50HP<br>1SB,2*pf*,GS31,HS903<br>Baird&Barnsley,N.Shields |
| 312<br>81267 | — IronScSk<br>*W.Thomas*94–94 *ss*Liv.No.3–7,86<br>*ss*Brs.No.~~1~~ 2-94<br>1*Dk* | 122<br>120<br>67 | 90A– 8,94 ~~2,91~~ Cff *a* Brs ✠NB36 ~~BS11,88~~ LMC ~~8,88~~ 8,94 | 1879 3mo AbercornS. B.Co.<br>Paisley | Osborn&Wallis<br>~~Mississippi&Do-minionS.S.Co. (Lim.)(Flinn, Main&Mont-gomery,Mgrs.)~~ | 90·5\|19·7\| 8·4<br>drp94 BK5" | Liverpool<br>British<br>3*BHCem* | C.2Cy.14"&24"–18" (*a*)<br>70lb 25HP<br>1SB,2*pf*,GS20<br>*Cmp.*86D.Rollo&Sons,Liv. |
| 313<br>79123<br>WJHB | Marion Lee IronScSr<br>*J.Davies*91–91 ~~*ss*Hul No.2–90~~<br>1*Dk*(*Irn*)2*trB*<br>*ss*Gms.No.3-9,94 | 693<br>605<br>430 | ✠100A1 ~~9,94~~ ~~3,94~~ ~~10,91~~ 5,95 Npt *k* LA&CP ~~BS3,92~~ ✠LMC ~~4,90~~ ~~Gms~~ Ham 9,94 | 1882 2mo Whitehavn S.B.Co.<br>Whitehaven | Lynn&Hamburg S.S.Co.(Lim.) | 185·0\|28·4\|15·3<br>Q66'B20'F19'<br>~~drp91~~ FK<br>WB=DB | KngsLynn<br>British<br>4*BHCem*<br>*a*49'*f*46'150*t* | C.2Cy.22"&44"–30" (*d*)<br>~~80lb~~ *70lb* 80lb 80HP<br>1SB,3*pf*,GS49<br>Dunsmuir&Jackson,Gls. |
| 314<br>99308<br>MGVN | Mariposa SteelTwinSc3MstSr<br>*W.Cave* –95 (*ex*Ruthenia)<br>2*Dks*(*Irn*–*ws*)&*Webframes*<br>*Elec.light* | 5305<br>4706<br>3428 | ✠100A1 ~~9,91~~ ~~11,93~~ ~~4,95~~ 5,95 Liv *z* A&CP ✠LMC8,91 | 1891 8mo SirW.G. Armstrong, Mitchell& (Lim.)<br>Newcastle | ~~City of Liverpool~~<br>OceanTransprtCo. (Lim.) (Elder, Dempster&Co., *Mgrs.*) | 421·0\|48·0\|29·2<br>P39'B149'F54'<br>BK13½"<br>WB = *Cell DB*387' 920*t* | Liverpool<br>British<br>7*BHCem*<br>*APT*110*t* | T.6Cy.24½",40"&66"–45" (*s*)<br>160lb *160lb* 600HP<br>3DB,18*rf*,GS351<br>R.&W.Hawthorn,Leslie& Co.(Lim.),Newcastle |
| 315<br>91554<br>KBGT | — IronScBn<br>*H.M.Hayward*84–84 2*Dks*&*Awngdk* | 3159<br>2936<br>1939 | | 1883 W.Cramp &Sons<br>Philadelphia | OceanicS.S.Co. | 314·0\|41·0\|17·3<br>26·0 | S.Frncisco<br>Utd.States | C.3Cy.43"&(2)61"–51"<br>W.Cramp&Sons,Phl. |
| 316<br>92448 | — SteelSc<br>*G.B.Mallory*90–92 2*Dks* | 2831<br>2677<br>2307 | | 1892 GlobeIron WorksCo.<br>Cleveland,O. | MinnesotaS.S.Co. (J.Pickands) | 330·1\|45·2\|20·3<br>H— F36'<br>WB | Cleveland, Ohio<br>Utd.States | T.3Cy.24",39"&63"–48"<br>ClobeIrnWksCo.,Clevelnd |
| 317<br>97583 | — SteelScSp<br>*A.G.Walker*89–89 1*Dk*(*Stl*) | 395<br>330<br>238 | ✠ ... *For River Plate and Coasting* ✠LMC11,89 | 1889 11mo Blackwood &Gordon<br>Pt.Glasgow | ~~J.&A.Allan~~<br>W.Samson | 153·0\|28·1\| 8·8<br>F23'<br>FK<br>WB | Glasgow<br>British<br>4*BHCem*<br>=*FPT*20*t* | T.3Cy.9½",15"&25"–18" (*s*)<br>160lb 36HP<br>1SB,2*pf*,GS23,HS695<br>Blackwood&Gordon,Pt.Gl |
| 318<br>92169 | Mariska SteelSc<br>*A.McFarland* –92 2*Dks* | 2326<br>2189<br>1836 | | 1890 GlobeIron WorksCo.<br>Cleveland,O. | MinnesotaS.S.Co. (J.Pickands) | 282·4\|40·3\|21·2<br>H— F36'<br>WB | Cleveland, Ohio<br>Utd.States | T.3Cy.24",38"&61"–42"<br>GlobeIrnWksCo.,Clevelnd |
| 319<br>102437<br>NMCQ | Maristow SteelScSr<br>*J.C.Prout* –94 1*Dk*(*ptStl.ptIrn*)&*Webframes*&*ptAwngdk*(*Irn*) | ~~2268~~ 2385<br>1811<br>1511 | ✠100A1 *pt Awng dk withfreeboard* 9,94 (*Class Contem plated*) Mdb *s* LA&CP ✠LMC ~~,94~~ 8,94 | 1894 9mo SirRaylton Dixon&Co.<br>Middlesbro' | MaristowS.S.Co. (Lim.) ~~(Bellamy&Co., *Mgrs.*)~~ (Bellamy&Co.) | 287·7\|39·9\|18·8<br>Q105'<br>*ptAwngdk*183' FK<br>WB = *CellDB*84'*a*E22'*f*120'499*t*.*APT*78*t* | Plymouth<br>British<br>6*BHCem* | T.3Cy.22",35"&59"–39" (*s*)<br>160lb *90lb* 230HP<br>2SB,6*cf*,GS84,HS3475<br>T.Richardson&Sons,Hpl. |

| No. | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross. / Under deck. / Net. | Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Equipment Letter. | Built: When. Ship. / Engines | By Whom. / Where. | Owners. | Regist'd Dimensions, Deck Erections, &c.: Length. / Breadth. / Depth | Port of Registry. / Flag. | Engines: No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. / Freeboard amidships ft. in. | Other Registers in which classed. Details of B.of Trade Pass.Cert |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | Maritana SteelSc<br>F.D.Root90–92 2Dks | 2957<br>2700<br>2430 | | | | 1892 | Chicago<br>S.B.Co.<br>Chicago,Ill. | MinnesotaS.S.Co.<br>(J.Pickands)<br>WB | 330·0\|45·2\|20·3<br>H—F40' | Cleveland,<br>Ohio<br>Utd.States | T.3Cy.24",39"&63"–48"<br>GlobeIrnWksCo.,Clevelnd | | |
| 21 | — IronScSr<br>Collision 5,95 ~~—93 ssSld.No.2-90~~<br>Well deck FJHuntley95-95 1Dk(Irn)2trB<br>~~C.Anderson —94~~ ssSld.No.3-5,94 | 1806<br>1487<br>1140 | ✠~~100A1~~<br>~~5,9411,92~~ 3,95<br>BS11,92 ✠LMC~~8,90~~ 5,94<br>BS2,95 | Sld<br>A&CP<br>Lon | r | 1882<br>3mo | JLThompson&Son<br>Sunderland | Culliford&Clark<br>WB=D | 277·0\|36·0\|20·5<br>P28' Q72' B48' F26'<br>drp95 BK9½"<br>Ba76'f44'232tFPT | Sundrland<br>British<br>6BHCem<br>39tAPT29t | C.2Cy.32"&60"–39" (i)<br>80lb ~~40lb~~ 160HP<br>2SB,6pf,GS90<br>G.Clark,Sunderland | 21 ″ 10<br>s 2 ″ 9½ | |
| 22 | Mark SteelScSr<br>H.Bruns80–93<br>Elec.light 2Dks(Stl–ws)&Webframes | 3835<br>3111<br>2573 | ✠100A1<br>12,93<br>✠LMC12,93 | Nwc<br>LA&CP | w | 1893<br>12mo | SirW.G. Armstrong.<br>Mitchell&<br>Co.(Lim.)<br>Newcastle | Norddeutscher<br>Lloyd<br>WB=CellD | 364·0\|43·5\|25·7<br>P38'B131'F72'<br>FK<br>B298'633t FPT42t | Bremen<br>German<br>7BHCem<br>APT33t | T.3Cy.27",44"&72"–48" (a)<br>160lb 90lb 400HP<br>2DB,12cf,GS240,HS6382<br>WighamRichardson&Co.,<br>Nwc. | 28 ″ 7<br>s 5 ″ 7½ | G<br>BT till 12,94 |
| 23 | Mark Lane IronScSr<br>W.Bates —93 ssCff.No.3–5,91<br>2Dks(1Irn)3trB | 1995<br>1841<br>1267 | ✠100A1<br>2,95 ~~2,94~~<br>✠NB3,93 ✠LMC3,93 | Cff<br>A&CP | s | 1878<br>11mo | Palmers'<br>Co.<br>Newcastle | ~~J.Cory&Sons~~<br>MarkLaneSSCo.(Lim)<br>(J.Cory&Sons)<br>WB=DB | 287·0\|35·3\|24·3<br>P26'B17'F33'<br>BK9½"<br>a76'f70'&uE&B34' | London<br>British<br>5BHCem<br>335tAPT20t | C.2Cy.26"&60"–42" (s)<br>120lb 180HP<br>2SB,6pf,GS85,HS3425<br>Palmers'Co.(Lim.),Nwc | 25 ″ 8<br>s 5 ″ 0½ | |
| 24 | Markomannia SteelScSr<br>F.Spruth89–93<br>1Dk(Stl)&Spardk(Irn–ws)3trB | 3470<br>3015<br>2265 | | | ... | 1890<br>10mo | Edwards'<br>S.B.Co(Lim)<br>Newcastle | Hamburg-Amerikanische Packetf.<br>Act.Ges. | 333·0\|41·2\|18·9<br>P49'B94'F44' 26·4 | Hamburg<br>German<br>WB | T.3Cy.25½",41"&67"–42"<br>350HP<br>R.Stephnsn&Co(Lim)Nwc | 21 ″ 5 | V |
| 25 | Marlay SteelScSr<br>S.Walton —94 ssTrn.No.1-94<br>Well deck 1Dk(Irn)&Webframes | 798<br>621<br>349 | ✠100A1<br>11,94 ~~9,93~~<br>✠LMC~~9,90~~ 10,94 | Trn<br>LA&CP<br>Dub | l | 1890<br>9mo | Workman,<br>Clark&Co.<br>(Lim.)<br>Belfast | R.Tedcastle&Co.<br>WB= | 200·2\|29·2\|14·0<br>Q104'F27'<br>BK6"<br>CellDB153'177tFT | Dublin<br>British<br>5BHCem<br>26tAPT24t | C.2Cy.32"&59"–39" (s)<br>90lb 90lb 150HP<br>2SB,6pf,GS114,HS2664<br>V.Coates&Co.,Belfast | 16 ″ 4<br>s 1 ″ 5 | |
| 26 | Marlborough IronScSr<br>R.J.Smith —92 ssLon.No.3–2,90<br>ssBry.No.1–94<br>1Dk(Irn)&Spardk3trB | 1744<br>1712<br>1108 | ✠100A1<br>Spar dk<br>6,94 ~~1,94~~ | Bry<br>A&CP<br>LMC1,94<br>Cff | q | 1877<br>6mo | R.Dixon&<br>Co.<br>Middlesbro' | Galbraith,Pembroke&Co. | 264·5\|33·4\|18·8<br>26·1<br>BK9"<br>WB | London<br>British<br>5BHCem<br>=DB218' | C.2Cy.32"&60"–39" (i)<br>77lb 45lb 150HP<br>2SB,6pf,GS59<br>Blair&Co.(Lim.),Stockton | 20 ″ 3<br>s 6 ″ 2 | |
| 27 | Marmion SteelScSr<br>J.Pearson<br>Well deck 1Dk(Irn)&Webframes<br>ssCff.No.1-94 | 1726<br>1276<br>1095 | ✠100A1<br>~~3,946,93~~ 3,95<br>✠LMC3,94 | Sld<br>LA&CP<br>~~Cff~~ Shl | q | 1889<br>10mo | W.Gray&<br>Co.(Lim.)<br>W Hartlepool | G.Pyman&Co. | 264·5\|37·0\|17·8<br>P29'Q70'B112'<br>F26' ~~drp91~~ BK9"<br>WB=DBa80'f100' | W.Hartlpl<br>British<br>4BHCem<br>393tAPT17t | T.3Cy.20",31½"&53"–36" (s)<br>160lb 75lb 160HP<br>2SB,4rf,GS72<br>CntrlMarine E.WksWHpl | 18 ″ 11<br>s 1 ″ 6½ | |
| 28 | — IronScSr<br>W.Dawson —93 ssLth.No.3–5,88<br>Elec.light ssLth.No.1–92 2Dks(Irn–Uws) | 1083<br>893<br>590 | ✠100A1<br>~~6,94 5,93~~8,94<br>✠NE&B5,88 | Lth<br>✠LMC6,92<br>BS6,94 | | 1871<br>1mo | JGLawrie<br>Glasgow | London&Edin.<br>ShippingCo. | 249·3\|30·4\|18·3<br>P64'B56'F71'<br>ND88 BK9" | Leith<br>British<br>5BHCem | T.3Cy.26½",42"&67"–45" (s)<br>160lb 45lb NDB88 300HP<br>2DB,12rf,GS216<br>S.&H.Morton&Co.,Leith | 19 ″ 5<br>s 2 ″ 5½ | BT till 6,95 |
| 29 | — Steel&IronScSr<br>H.Anderson —93<br>Well deck 1DkStlplating&Irnframing | 324<br>237<br>98 | ✠100A1<br>~~10,91 2,94~~ 4,95<br>✠LMC10,93 | Ard<br>A&CP | e | 1893<br>9mo | Scott&<br>Sons<br>Bowling | Nobel'sExplosives<br>Co.(Lim.) | 140·0\|24·0\|10·5<br>Q54'B14'F25'<br>drp94 BK7"<br>WB= | Glasgow<br>British<br>3BHCem<br>FPT25t | C.2Cy.21"&42"–30" (s)<br>110lb 70lb 70HP<br>1SB,3pf,GS61,HS1340<br>Muir&Houston,Glasgow | 11 ″ 3<br>s ″ 11 | |
| 30 | Marmora IronPad<br>Mehemed78–86 | —<br>—<br>153 | | | | 1874 | J&WDudgeon<br>London | IdareiMassousieh<br>(OttomanSteam<br>Nav.Co.) | 180·0\|27·0\|10·3 | Constanpl<br>Turkish | 2Cy.37"<br>120HP | | |
| 31 | Maroa SteelScSr<br>~~Adams92–94~~<br>1Dk(Stl)&Spar dk(Irn)3trB<br>Elec.light C.A.Adams92-94 | 6802<br>6393<br>4451 | ✠100A1<br>Spar dk<br>10,94 ~~3,94~~<br>✠LMC3,94 | Sld<br>A&CP<br>Cff | b† | 1894<br>3mo | W.Doxford<br>&Sons<br>(Lim.)<br>Sunderland<br>WB= | MaroaS.S.Co.<br>(Lim.)(Crow,<br>Rudolf&Co.)<br>Cell DB 358' 1412t | 445·0\|52·1\|23·8<br>P33'B94'F51' 31·7<br>FK<br>FPT 105t APT 67t | Liverpool<br>British<br>6BHCem<br>DTa37'516t | T.3Cy.30",49"&78"–51" (s)<br>160lb 90lb 600HP<br>3DB,12cf,GS288,HS8577<br>W.Doxford&Sns(Lim),Sld | 26 ″ 9 | |
| 32 | Maroc IronScSr<br>LeGriffon91–93 4thSurvey,Liv.8,93<br>(exKinsembo) 2Dks(UptIrn–ws) | 1923<br>1700<br>1042 | ✠A1✱1<br>6,94 ~~8,93~~<br>✠NB8,93 | Liv<br>Bdx<br>LMC~~8,93~~ 6,94 | Lv | 1876<br>11mo | Cunliffe&<br>Dunlop<br>Pt.Glasgow | Verdeau et Cie. | 301·5\|34·5\|23·4<br>P112tH31tF57t<br>BK9"<br>WB= | Bordeaux<br>French<br>5BH 3PBH<br>MT32'338t | C.2Cy.40"&71"–36" (s)<br>80lb ~~90lb~~ NDB93 280HP<br>80lb2DB 8pf,GS130<br>Cunliffe&Dunlop,P.Gls. | 25 ″ 0<br>s 5 ″ 0 | |
| 33 | Maroon IronScSr<br>J.H.Spray71–83 ssLon.No.2–91<br>Well deck 1Dk(Irn)2trB | 1591<br>1211<br>1029 | ✠100A1<br>11,93<br>BS11,93 ✠LMC6,91 | Lon<br>LA&CP | p | 1883<br>1mo | E.Finch&<br>Co.(Lim.)<br>Chepstow | Anderson,Anderson&Co.<br>WB= | 240·0\|35·4\|18·3<br>Q93'B62'F50'<br>DBa68'f52'&uB26' | Gloucester<br>British<br>4BHCem<br>306tAPT19t | C.2Cy.28""&54–36" (i)<br>80lb 50lb 135HP<br>Day,Summers&Co.,Sou. | 19 ″ 5<br>s 1 ″ 9 | |
| 34 | Marousya IronTwinScSr<br>Lon 6,94 | 372<br>—<br>293 | | | | 1872 | C.Mitchell<br>&Co.<br>Newcastle | Volga-DonRailway&Steam<br>Nav.Co. | 185·4\|27·9\|8·4 | Rostoff<br>Russian | C.4Cy.14"&28"–15"<br>60HP<br>Thompson,Boyd&Co.Nwc. | | |
| 35 | Marpessa SteelScSr<br>W.Geary73–89 ssShl.No.1–94<br>Well deck 1Dk(Stl)2trB | 1730<br>1290<br>1079 | ✠100A1<br>8,94 ~~5,93~~<br>✠LMC~~8,89~~ 2,94 | Shl<br>LA&CP | q | 1889<br>8mo | Palmers'<br>Co.(Lim.)<br>Newcastle | J.Fenwick&Son<br>WB=Cell | 260·5\|37·2\|16·7<br>P31'Q64'B110'<br>F28' ~~drp90~~ FK<br>DB 218' 425t FPT | London<br>British<br>4BHCem<br>52tAPT7t | T.3Cy.21",34"&57"–39" (r)<br>160lb 70lb 184HP<br>2SB,6pf,GS99,HS3490<br>Palmers'Co.(Lim.),Nwc. | 19 ″ 2<br>s 1 ″ 6½ | |
| 36 | Marple SteelTwinScSpTug<br>Hollingsworth —88<br>ssGms.No.1–92<br>1Dk | 123<br>104<br>15 | ✠ A–<br>For Tug purposes<br>5,93 ✠LMC5,92<br>BS11,94 | Gms | | 1888<br>10mo | Earle'sS.B.<br>&E.Co.<br>(Lim.)<br>Hull | Manchester,Sheffield&Lincolnshire RailwayCo | 91·0\|20·1\|8·5<br>BK4"<br>WB= | Grimsby<br>British<br>3BHCem<br>DBf17'12t | C.4Cy.15"&28"–18" (s)<br>110lb 70HP<br>1SB,2pf,GS30,HS1115<br>Earle'sSB&ECo.(L), Hull | 9 ″ 0 | BT till 5,95 |
| 37 | Marques de Caxias IronPadSr<br>(exJuno,exDacotah) | 631<br>—<br>403 | | | | 1864 | Caird&Co.<br>Greenock | Cia.deNav.àVap.<br>deBahia | 226·0\|23·4\|13·0 | Bahia<br>Brazilian | 2Cy.44"–48"<br>140HP<br>Caird&Co.,Greenock | | |
| 38 | Marques de Mudela IronSc<br>Amorrosta83–92 ~~ssNwc.No.2-91~~<br>1Dk(Irn)&Spardk(ptIrn)3trB<br>ssShl.No.3-1,95 | 1913<br>1870<br>1241 | ✠100A1<br>Spar dk<br>1,95 ~~1,93~~<br>~~BS7,93~~ 9,94 ✠LMC~~6,91~~ 1,95 | Bbo<br>LA&CP<br>Shl | r | 1883<br>3mo | A.Stephen<br>&Sons<br>Glasgow | LaSociedadAnonima del Vap.Marques de Mudela<br>(J.Martinez de las<br>Rivas)<br>WB=Cell | 280·5\|38·2\|22·3<br>B24'<br>srp95 BK9½" | Bilbao<br>Spanish<br>4BHCem<br>DB236'388t | C.2Cy.35"&65"–42" (b)<br>~~80lb,70lb 55lb~~ 80lb 400HP<br>2SB,6pf,GS92 45lb<br>A.Stephen&Sons,Glasgow | 17 ″ 7<br>s 6 ″ 3½ | |
| 39 | Marquess of Bute IronScSr<br>~~J.Goddard93–93~~ ssArd.No.3–9,91<br>(exCharles,exWilliamHinde) 1Dk(Irn)<br>Well deck Bowden | 364<br>277<br>135 | ✠100A1<br>~~11,943,92~~ 2,95<br>✠NB11,88 ✠LMC~~9,91~~ 2,95 | Liv<br>LA&CP | g | 1880<br>10mo | Workman,<br>Clark&Co.<br>Belfast | SouthWales&Liv.<br>S.S.Co.(Lim.)<br>(R.Gilchrist&<br>Co., Mgrs.) | 160·7\|22·7\|11·7<br>Q84'B12'F25'<br>WB= | Liverpool<br>British<br>3BHCem<br>DBa30'f23' | C.2Cy.19"&38"–30" (s)<br>85lb 25lb 60HP<br>J.Rowan&Son(Lim.),Bel. | 12 ″ 11<br>s ″ 11 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3 Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Franc-bord au milieu du navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wrecked 6,94<br>340<br>19373<br>MRQK | **Marquis** IronScSp<br>*J.Browning* -92 | 119<br>101<br>73 | | | ... | 1855 | T.D.Marshall<br>S.Shields | MarquisS.S.Co.(Lim.)(R.C.Ring.) | 94·0\|18·5\|9·5 | Bristol<br>British | 15HP | |
| 341<br>HMQN | **Marquis Bacquehem** SteelScSr<br>*Walluschnig*70-93 2*Dks*(*Stl*-ws)3*trB*<br>*Elec.light* | 4409<br>4011<br>2740 | ✠100A1<br>6,93<br>✠LMC7,93 | Tri<br>LA&CP | *x* | 1893<br>6mo | Stablimnto Tecnico<br>Trieste | LloydAustriaco | 385·0\|45·1\|28·2<br>P16'B126'F48' FK<br>*WB=CellDB*318' | Trieste<br>Aust.-Hung.<br>6*BHCem*<br>709*tAPT*25*t* | T.3Cy.28⅜",45⅞"&74"-48"(*s*)<br>170lb *170lb* 433HP<br>2DB,*12rf*,GS484,HS7316<br>StabilimentoTecnico,Tri. | 31 ... 6·10 |
| 342<br>84896<br>JFBR | **Marquis Scicluna** IronScSr<br>*J.Thompson* -93<br>*Well deck* 2ndSurvey,Ant.12,91<br>*Elec.light* 1*Dk*(*Irn*)2*trB* | 1599<br>1317<br>1024 | ✠ A1*1<br>4,93<br>*CarryingPetroleum in bulk*<br>BS1,93 ✠LMC9,91 | Sws | Lv | 1883<br>12mo | SldS.B.Co.(Lim.)<br>Sunderland | G.W.Allen&Co.<br>*WB=DBa* | 260·0\|36·2\|18·6<br>P74*t*Q77*t*B119*t*<br>H28*t*F40*t* BK8½"<br>drp92<br>76'*f*108' 260*t FPT* | N.Shields<br>British<br>4*BHCem*<br>40*tAPT*28*t* | C.2Cy.32"&62"-40"<br>80lb 162HP<br>2SB,*6f*<br>R.&W.Hawthorn.,Nwc. | 19 ... 2·4 |
| *Now named* "Atland," *See No.* 33 *in Supplement.* | | | | | | | | | | | | |
| 343<br>60348 | **Marquis of Bute** IronPadSk<br>*P.McGregor*91-91 | 196<br>163<br>54 | | | | 1868 | Barclay, Curle&Co.<br>Glasgow | Glasgow&S.Wstn.RailwayCo. | 196·6\|18·1\|7·3 | Glasgow<br>British | D.1Cy.48"-60"<br>NB92 85HP<br>Barclay,Curle&Co.,Gls. | |
| * 344<br>98769 | **Marrs** IronScK<br>1*Dk* | 154<br>143<br>64 | ✠100A1<br>*StmTrawler*<br>~~9,94~~ ~~10,91~~<br>4,95<br>✠LMC10,91 | Hul<br>LA&CP | | 1891<br>10mo | Cochrane, Cooper& Schofield<br>Beverley | J.H.Marr | 100·8\|20·5\|11·0<br>Q19' BK7½" | Hull<br>British<br>3*BHCem* | C.2Cy.16½"&33"-22" (*s*)<br>100lb *42lb* 45HP<br>1SB,*2pf*,GS29,HS938<br>C.D.Holmes&Co.,Hull | 11·10 |
| 345<br>PLKB | **Mars** IronScSr<br>*Hemmen*<br>*Well deck* 1*Dk*(*ptIrn*)2*trB* | 936<br>746<br>684 | ✠<br>4,83 | Ams<br>A&CP | *m* | 1880<br>5mo | J.Laing<br>Sunderland | Konink.Nederl.Stoomb.Maats. | 212·7\|31·1\|15·4<br>Q70' B44' F24' | Amstrdam<br>Dutch<br>4*BHCem* | C.2Cy.27"&50"-36"<br>110HP<br>G.Clark,Sunderland<br>*WB=FPT*70*tAPT*56*t* | |
| 346<br>JQSN | **—** IronScSr<br>*D.Hansen*<br>*Well deck* 1*Dk*2*trB* | 597<br>585<br>431 | ✠<br>12,81 | Bgn<br>A&CP | *g* | 1878<br>7mo | Bergens Mek.Vrk.<br>Bergen | BergenskeDampskibsselskab. | 160·7\|24·1\|19·9<br>P82' H12*t* F38<br>drp81 | Bergen<br>Norwegian<br>4*BHCem* | C.2Cy.19½"&37"-24"<br>45HP<br>BergnsMek.Vrks.,Bergen | |
| 347<br>92153<br>KGVD | **—** IronScTug<br>*W.J.Bartlett* -90 | 278<br>—<br>139 | | | | 1890 | J.H.Dialogue<br>Camden,N.J. | Bartlett& Shepherd | 117·2\|23·0\|15·7 | Phildlphia<br>Utd.States | C.2Cy.22"&40"-28"<br>J.H.Dialogue,Camden N.J. | |
| 348<br>RGHV | **Marsala** IronScSr<br>~~*L.Laasen*74-93~~ ~~ssHam.No.2-90~~<br>~~*J.Rudenhold*94-94~~ 2*Dks*(*Irn-Uptws*)3*trB*<br>*J.Kudenhold*94-94 *ss*Ham.No.3-5,94 | 2397<br>2036<br>1574 | ✠100A1<br>3,95 ~~6,94~~<br>BS4,95 ✠LMC3,94 | Ham<br>LA&CP | *t* | 1882<br>5mo | A.Stephen &Sons<br>Glasgow | R.M.Sloman&Co. | 320·2\|36·2\|24·6<br>P52'B86'F42'<br>BK10' | Hamburg<br>German<br>4*BHCem* | C.2Cy.38"&~~68~~"-42" (*j*)<br>80lb *80lb* 67" 240HP<br>2SB,*6pf*,GS192<br>A.Stephen&Sons,Glasgow | |
| 349<br>7<br>QPHV | **—** IronScBn<br>*G.Baldi* -92 *ss*Lon.No.2-78<br>(*ex*Egeria,*ex*Enterprise) 2*Dks*3*trB* | 1656<br>1423<br>1013 | ✠<br>5,80 | NYk<br>A&CP | *q* | 1870<br>12mo | Henderson Coulborn&Co<br>Renfrew | Nav.Gen.Italiana | 259·8\|34·4\|24·4<br>P54' B72' F47 | Genoa<br>Italian<br>5*BHCem* | C.4Cy.27¾"&57"-48"<br>472HP<br>Henderson,Clbrn&C.,Rnf. | |
| 350<br>RFWV | **Marseille** IronScSr<br>*P.Wolters* *ss*Ham.No.3-7,88<br>(*ex*Blagdon) *ss*Ham.No.1-92<br>2*Dks*(1*Irn*)3*trB* | 1380<br>1350<br>1060 | ✠90A1<br>~~4,94~~ 10,94<br>BS~~8,93~~ 8,94<br>LMC7,92 | Ham<br>A&CP | *p* | 1876<br>5mo | Thompson<br>Sunderland | R.M.Sloman&Co. | 250·0\|33·3\|22·5<br>B100'F18'<br>BK9'<br>*WB* | Hamburg<br>German<br>4*BHCem*<br>=*DB*100' | C.2Cy.32"&60"-36" (*i*)<br>70lb *80lb* NDB92 160HP<br>2SB,GS68<br>J.Dickinson,Sunderland | |
| 351<br>RHMG | **Marshal Keith** IronScSr<br>*Claassen* *ss*Grk.No.2-91<br>*Well deck* 1*Dk*(*ptIrn*)2*trB* | 496<br>368<br>300 | ✠100A1<br>7,94 ~~3,93~~<br>BS~~5,94~~ 4,95<br>✠LMC3,91 Ham | Grk<br>LA&CP | *h* | 1883<br>7mo | PearceBrs.<br>Dundee | Dampfschifffahrts Act.Ges."Albis." | 165·0\|23·7\|12·5<br>Q53'B40'F42'<br>BK7'<br>*WB=DBa* | Hamburg<br>German<br>5*BHCem*<br>35'*f*39'102*t* | C.2Cy.22"&40"-27" (*i*)<br>80lb *40lb* 70HP<br>1SB,*3pf*,GS57,HS1362<br>PearceBros.,Dundee | 13 |
| 352<br>98278<br>LWHR | **Marstonmoor** SteelScSr<br>*I.B.Maun* -94<br>*Well deck* 1*Dk*(*ptIrn*&*ptStl*)2*trB* | 2430<br>1658<br>1567 | ✠100A1<br>1,94<br>✠LMC10,90 | Lon<br>A&CP | *s* | 1890<br>11mo | JReadhead &Sons<br>S.Shields | SouthShieldsStm.ShippingCo.(Lim.)(W.Runciman &Co.,*Mgrs.*) | 290·4\|40·0\|19·9<br>P28'Q82'B118'<br>F33 BK10'<br>*WB=CellDB*250 | S.Shields<br>British<br>3*BHCem*<br>545*tAPT*41*t* | T.3Cy.23",37½"&61½"-39"(*r*)<br>160lb *80lb* 250HP<br>2SB,*6rf*,GS104,HS3491<br>J.Readhead&Sons,S.Shl. | 22 ... 2·1 |
| 353<br>NWSQ | **Marstrand** SteelScSr<br>*C.A.Lund* -88<br>1*Dk* | 344<br>273<br>173 | | | | 1888 | G.Howaldt Diedrichshof,<br>Kiel | Dampskibselskabet"Marstrand"(D.Torm) | 143·5\|23·2\|12·5 | Copnhagn<br>Danish | T.3Cy.11¾"22⅓"& 35½"-19¾"<br>90HP<br>Geb.Howaldt,Kiel | |
| 354 | **—** IronScSr<br>*J.A.Olsson* -89<br>1*Dk* | 163<br>128<br>111 | | | | 1853 | ..............<br>Gothenburg | Ångbåtsaktieb."Bohuslänska Kusten"(C.O.S.Posse) | 100·0\|19·0\|11·4<br>Q36' H14*t* F16' | Uddevalla<br>Swedish | C.2Cy.13⅝"&28¼"-20½"<br>45HP<br>MotalaCo.,Gothenburg | |
| 355<br>98710 | **Martaban** IronScK<br>*C.H.Double* -90<br>1*Dk* | 148<br>141<br>49 | ✠100A1<br>*Stm Trawler*<br>11,90 ✠LMC11,90 | Hul<br>LA&CP | | 1890<br>11mo | Cook,Welton&Gemmell<br>Hull | G.Beeching&Co. | 103·6\|20·0\|11·0<br>BK7½" | Hull<br>British<br>3*BHCem* | T.3Cy.12½",19½"&31½"-22½"<br>150lb (*s*) 50HP<br>1SB,*2cf*,GS29,HS780<br>C.D.Holmes&Co.,Hull | 11·10 |
| 356 | **Marte** SteelScSr | 1121<br>886<br>696 | | | | 1892 | SirW.G. Armstrong, Mitchell& Co.<br>LowWalker | CompanhiaFrigorifica&PastorelBrazileira | 240·0\|31·6\|14·7<br>P40' F38' | R.Janeiro<br>Brazilian | T.3Cy.18",30"&48"-33"<br>185HP<br>NorthEasternMarineEng.Co.(Lim.)Wallsend | |
| 357<br>88199<br>JQPK | **Martello** IronScBk<br>*W.Rea* -91<br>*Elec.light* | 3709<br>3528<br>2439 | | | ... | 1884<br>8mo | Earle'sCo.(Lim.)<br>Hull | T.Wilson,Sons&Co.(Lim.) | 370·0\|43·1\|28·4<br>P214' F82' | Hull<br>British | T.3Cy.31",50"&82"-57"<br>400HP<br>Earle'sCo.(Lim.),Hull | 30 |
| 358<br>JDVT | **Martha** SteelScSr<br>*Sperling* *ss*N.Yk.No.3-12,90<br>1*Dk*(*Stl*)&*Spardk*3*trB* | 2107<br>2009<br>1560 | ✠<br>*Spar dk*<br>BS~~7,93~~ 9,94 ✠LMC10,90 | | ... | 1884<br>5mo | G.Howaldt<br>Kiel | KielerDampfer Comp.~~Cie.~~Act.Ges.(H.Diederichsen,*Mgr.*) | 286·4\|36·1\|24·9<br>P40'B64'F36' FK<br>*WB=DBuE*&*B*64'140*t* | Kiel<br>German<br>8*BHCem*<br>*MT*36'330*t* | C.2Cy.35½"&61"-43¼"<br>78lb *60lb* 250HP<br>2DB,*8cf*,GS135<br>G.Howaldt,Kiel | 19 |
| 359 | **—** SteelScSr<br>1*Dk* | 1290 | | | | 1894 | Flensburg Schiffsbau Gesell.<br>Flensburg | H.Schuldt | 233·0\|34·2\|17·2<br>Q71'B57'F27' | Flensburg<br>German<br>*WB* | T.3Cy.16",26"&43"-33"<br>FlensburgSchiffsGes.,Flensburg | |
| 360 | **—** SteelScSr<br>*R.Arends*83-93 | 871<br>629<br>603 | | | | 1893 | J.W. Klawitter<br>Danzig | F.G.Reinhold | 213·0\|29·4\|14·3 | Danzig<br>German<br>*WB* | T.3Cy.15¾",26"&41¾"-27½"<br>130HP<br>J.W.Klawitter,Danzig | |

| 2 Steamer's Name. Material, Rig, &c. Master. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xpired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 **Martha E. McCabe** WoodSc3MstSr<br>*W.Rodgers* –89 | 357<br>—<br>254 | | | | 1889 | C.C.David-son Milton,Del. | **G.M.Williams** | 176·4 | 23·3 | 9·2 | **Phildlphia** Utd.States | 2Cy.15″&26″–22″ | | R |
| 2 **Martin** IronSc3MstSr<br>*G.T.Coles* –93 *ss*Lon.No.3–1,88 *ss*Lon.No.1–91 2*Dks* | 844<br>497<br>469 | ✠100A1<br>*Spar dk*<br>5,94<br>✠NB11,91 | Liv<br>A&CP<br>LMC11,91 | *n* | 1875<br>5mo | C.Mitchell &Co. Newcastle | **GeneralSteam Nav.Co.** | 230·0<br>P74′B56′F40′<br>*WB*=*DBa* | 29·5<br>BK7½″<br>46′*f*55′128*t* | 16·7 | **London** British<br>4*BHCem* | C.2Cy.33″&62″–36″ (*s*)<br>72lb *70lb* NDB91 180H<br>2SB,*6pf*,GS109<br>Thompson&Co.,Nwc. | 17 ″ 11<br>s 2 ″ 3½ | |
| 3 **Martin Saenz** SteelScSr<br>*Feroi* 1*Dk*(*Stl*)&*Spardk*(*Stl*–ws)3*trB* | 3574<br>3191<br>2335 | ✠100A1<br>*Spar dk*<br>11,93<br>✠LMC11,90 | NYk<br>LA&CP | *w* | 1890<br>11mo | C.Connell &Co. Glasgow | **Pinillos,Saenz&Co** | 353·0<br>P60′B82′F51′<br>*WB*=*Cell* | 42·0<br>27·8<br>BK10″ | 20·7 | **Cadiz** Spanish<br>6*BHCem* | T.3Cy.27″,43″&69″–48″ (*s*)<br>160lb *90lb* 355H<br>2DB,*12cf*,GS204,HS5698<br>*DB*264′533*t* Dunsmuir&Jackson,Gls. | 23 ″ 6<br>s 7 ″ 6 | |
| 4 **Martos** IronSc<br>*D.Vives*84–88 *ss*Msl.No.2–92 1*Dk*(*Irn*)&*Spardk*3*trB* | 1503<br>955<br>980 | ✠100A1<br>*Spar dk*<br>12,92<br>BS2,94 ✠LMC12,92 | Msl<br>LA&CP | *q* | 1883<br>11mo | Gourlay Bros.&Co. Dundee | **Cia.Valenciana de Nav.** | 234·0<br>B31′<br>*WB*=*DBa*65′*f*50′ | 33·1<br>24·3<br>BK7½″ | 16·7 | **Valencia** Spanish<br>4*BHCem* | C.2Cy.30″&56″–39″ (*a*)<br>80lb *50lb* 155H<br>2SB,*6pf*,GS99<br>*fuE*15′187*t* GourlayBros.&Co.,Dun. | 17 ″ 8 | |
| **Maruba** SteelSc<br>*F.Hoffman* –91 2*Dks* | 2311<br>2183<br>1836 | | | | 1890 | GlobeIron WorksCo. Cleveland,O. | **MinnesotaS.S.Co. (J.Pickands)** | 290·6<br>H— F36′ | 40·3<br>*WB* | 21·1 | **Cleveland, Ohio** Utd.States | T.3Cy.24″,38″&61″–42″<br>GlobeIrnWksCo.,Clevelnd | | |
| **Marxburg** SteelScSr<br>*A.Kampmeyer*83–91 1*Dk*(*Irn*)&*Spardk*&*Webframes* | 1776<br>1029<br>1277 | ✠100A1<br>*Spar dk*<br>4,91<br>✠LMC4,91 | Cpn<br>LA&CP | *r* | 1891<br>4mo | Helsingors Jernskibs og Msknbyggeri Elsinore | **DeutscheDampf-schifffahrtsGes. "Hansa"** | 260·0<br>B72′F34′<br>*WB*=*Cell* | 37·0<br>BK9″ | 22·8 | **Bremen** German<br>5*BHCem* | T.3Cy.22½″,35″&60″–42″ (*s*)<br>160lb *100lb* 250H<br>2SB,*6rf*,GS98<br>*DB*241′290*t* HelsingorsJernskibs og Maskinbyggeri,Elsinore | 16 ″ 6 | G |
| **Mary** IronScSr<br>*W.H.Boagey* –94 *ss*Shl.No.3–6,92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1222<br>985<br>773 | ✠100A1<br>~~4,95~~11,98<br>~~BS9,93~~<br>9,94 | Shl<br>A&CP<br>LMC6,92 | *o* | 1879<br>10mo | J Readhead &Co. S.Shields | **R.Harrowing** | 243·0<br>Q90′B50′F26′<br>lrp93 | 32·9<br>BK8½″<br>*WB*=*DB*176′ | 17·5 | **Whitby** British<br>4*BHCem* | C.2Cy.27½″&52″–33″<br>70lb ~~*70lb 80lb*~~ NDB92 110H<br>1B,GS45<br>J.Readhead&Co.,S.Shields | 18 ″ 6<br>s 1 ″ 8 | |
| — IronScSr<br>*Ancour* 1*Dk*2*trB* | 1060<br>835<br>770 | | | | 1884 | Helsingörs Jrnsk. Bygeri Elsinore | **Helmsing&Grimm** | 224·7<br>Q69′ F27′ | 30·5 | 14·8 | **Riga** Russian | C.2Cy.26″&51″–33″<br>120H<br>Hlsngörs.JrnskBygri,Elsr | | V |
| — IronScTug<br>*C.O'Brien* 1*Dk* | 152<br>152<br>20 | ✠<br>*For Towingpurposes*<br>10,84 | Fal<br>LA&CP | *c* | 1884<br>10mo | Cox&Co. Falmouth | **C.O'Brien** | 102·6<br>B— | 19·3 | 12·5 | **Bassein** British<br>6*BHCem* | C.2Cy.22″&40″–26″<br>70H<br>Cox&Co.,Falmouth | 12 ″ 10 | |
| — IronScK<br>*C.Hudson*88–88 *ss*Gms.No.1–93 1*Dk* | 108<br>104<br>59 | ✠100A1<br>*Trawler*<br>1,94<br>BS12,94 ✠LMC2,93 | Hul<br>LA&CP | | 1888<br>10mo | T.Charlton Grimsby | **T.Charlton** | 90·0<br>Q17′ | 19·5<br>BK8″ | 10·4 | **Grimsby** British<br>3*BHCem* | C.2Cy.14″&26″–18″ (*i*)<br>80lb E&B*mde*84*ftd*.88 30H<br>1SB,*2f*,GS18<br>T.Charlton,Grimsby | 11 ″ 0 | |
| — SteelScTug<br>*Elec.light* 1*Dk* | 30<br>30<br>— | ✠ ——<br>7,92 ✠<br>*For Towingpurposes* | Abn<br>LA&CP | | 1887<br>12mo | A.Hall&C. Aberdeen | **C.Whittall&Co.** | 55·4 | 12·7 | 6·7 | **Aberdeen** British<br>4*BHCem* | C.2Cy.11″&20″–15″<br>25H<br>A.Hall&Co.,Aberdeen | 7 ″ 3 | |
| **Mary Anning** IronScSr<br>*O.Partridge* –91 *ss*Cff.No.1–93<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 2057<br>1649<br>1349 | ✠100A1<br>8,94~~12,96~~<br>✠LMC1,93 | Cff<br>LA&CP | *r* | 1888<br>12mo | Richardsn, Duck&Co. Stockton | **Anning Bros.** | 277·0<br>P27′Q98′B118′<br>F28′<br>*WB*=*CellDB*184′431*t* | 37·4<br>BK10″ | 18·5 | **Cardiff** British<br>4*BHptCem*<br>*ptAsp* | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *75lb* 200H<br>2SB,*6rf*,GS63<br>Blair&Co.(Lim.),Stockton | 21 ″ 9<br>s 2 ″ 0 | |
| **Mary Austin** IronScSr<br>*W.Robinson* (*ex*Tromp) 1*Dk* | 206<br>165<br>140 | | | | 1865 | Marshall Newcastle | **LeePheeYeow** | 120·1<br>Q19*t* H22*t* | 19·1 | 9·8 | **Penang** British | C.2Cy.13″&26″–21″<br>30H<br>Tod&MacGregor,Glasgow | | |
| **Mary Beatrice** SteelPad<br>*P.Kilbee*84– 1*Dk* | 817<br>722<br>279 | ✠<br>*with load line*<br>8,82<br>*Folkestone&Boulogne Passenger Service* | Lon | | 1882<br>6mo | Samuda Bros. London | **SouthEastern RailwayCo.** | 255·0<br>B— | 29·2 | 14·3 | **London** British<br>5*BHCem* | O.2Cy.72″–60″<br>NB91 350H<br>J.Penn&Son,London | | BT till ~~7,94~~ ~~10,94~~ 11,95 |
| **Mary Hough** IronSc3MstSr<br>*T.Rees*88–88 *ss*Liv.No.3–1,94<br>*Elec.light* 1*Dk*2*trB* | 869<br>742<br>528 | ✠100A1<br>~~5,95~~ ~~11,96~~<br>✠NE&B5,91<br>✠LMC1,94 | Liv<br>A&CP | *m* | 1876<br>10mo | Lobnitz, Coulborn &Co. Renfrew | **S.Hough** | 225·6<br>P93′F29′<br>ND81<br>*WB*=*MT*32′ | 29·3<br>BK8″ | 15·3 | **Liverpool** British<br>5*BHCem* | T.3Cy.18″,29″&46″–36″ (*s*)<br>160lb *55lb* NDB89 135H<br>2SB,*4rf*,GS73<br>254*tAPT*6*t* D.Rollo&Sons,Liverpool | | BT till 11,94 |
| **Mary Lohden** IronScBn<br>*S.Tose* –92 *ss*Hpl.No.2–92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1363<br>1065<br>876 | ✠100A1<br>~~8,93~~12,94<br>~~BS8,98~~ ✠LMC4,91<br>11,94 | Hpl<br>A&CP | *o* | 1883<br>5mo | R.Irvine& Co. W Hartlepool | **J.B.Lohden** | 244·3<br>Q89′B63′F27′<br>*WB*=*Cell* | 33·0<br>BK8½″ | 15·7 | **W. Hartlpl** British<br>4*BHCem* | C.2Cy.30″&57″–33″ (*b*)<br>75lb *60lb* 130H<br>1DB,*4pf*,GS63<br>*DB*201′319*t* T.Richardson & Sons,Hpl. | 18 ″ 10<br>s 1 ″ 8 | |
| **Mary Louise** WoodPadSpTug<br>*J.Collingwood* cf 1*Dk* | 100<br>100<br>10 | ✠<br>*For Tug purposes*<br>8,79 | Shl<br>A&CP | 9 | 1879<br>7mo | J.P.Ren-noldson S.Shields | **J.Wardle** | 98·6<br>Cl. | 19·1 | 9·8 | **S.Shields** British | L.2Cy.34″–54″<br>50H<br>J.P.Rennoldson,S.Shields | | |
| **Mary Monica** IronScSr<br>*D.Redmond*92–92<br>3rdSurvey,Dub.7,91 1*Dk* | 385<br>375<br>193 | ✠A1✱1<br>~~6,94~~ ~~11,98~~<br>M87,91 | Liv<br>Dub<br>~~BS12,92~~ 6,94 | Lv | 1879<br>9mo | Murdoch & Murray Pt.Glasgow | **J.J.Carroll** | 170·2<br>H9*t*F18*t*<br>lrp92 | 23·1<br>BK6″ | 13·2 | **Dublin** British<br>3*BH*1PBH | C.2Cy.22″&40″–30″<br>70lb *80lb* NDB89 70H<br>1SB,*3f*<br>J.&T.Young,Ayr | 14 ″ 1<br>s 2 ″ 1 | |
| **Mary Nixon** IronSc3MstSr<br>*J.Mathias* –94 1*Dk*2*trB* | 745<br>677<br>446 | | | … | 1865<br>5mo | PalmerBrs Newcastle | **C.F.Cory-Wright (J.Fenwick& Son,*Mgrs.*)** | 201·0<br>Q66′ | 28·1 | 17·4 | **Newcastle** British<br>*WB* | T.3Cy.16½″,26″&43″–36″<br>NE&B85 99H<br>WallsendSlipwayCo.,Nwc | 18 ″ 6<br>s 3 ″ 2 | |
| **Mary Stewart** SteelScK<br>*W.Booth* –93 1*Dk* | 165<br>152<br>48 | ✠100A1<br>*StmTrawler*<br>12,93 ✠LMC9,93 | Abn<br>LA&CP | | 1893<br>9mo | A.Hall &Co. Aberdeen | **Rippon&Wilkin-son** | 104·9<br>Q21′ | 20·7<br>BK7½″ | 11·4 | **Hull** British<br>3*BHCem* | C.2Cy.17″&34″–24″ (*s*)<br>100lb 50H<br>1SB,*2pf*,GS36,HS1248<br>A.Hall&Co.,Aberdeen | 11 ″ 9 | |
| **Mary Theresa** IronTwinSc<br>1*Dk* | 138<br>124<br>90 | | | | 1876 | Stewart, Bros.&Co. Calcutta | **JohnKing** | 119·8<br>H14*t* | 16·2 | 7·5 | **Calcutta** British | 2Cy.14½″–14″<br>40H<br>King&Lochhead,Calcutta | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Franc bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 382<br>95183 | **Mary Thomas** SteelScSr<br>M.Mathias -93 ssCff.No.1-93<br>Well deck 1Dk(ptStlptIrn)2trB | 2159<br>1723<br>1397 | ✠100A1<br>5,94 ~~12,93~~<br>✠LMC4,93 | Gls<br>LA&CP<br>Bry | r | 1889<br>9mo | Palmers' Co.(Lim.)<br>Newcastle | "MaryThomas" S.S.Co.(Lim.) (E.Thomas Radcliffe&Co.) | 275·5<br>P29'Q76'B107'<br>F34' BK9½"<br>WB=DBa88'f108' | 37·8 | 20·1 | Cardiff<br>British<br>4BHAsp<br>340tAPT38t | T.3Cy.22",35"&58"-39" (s)<br>160lb 75lb 185HP<br>2SB,6pf,GS100<br>Palmers'Co.(Lim.),Nwc. | 21 ″ 8<br>s 1·10 |
| 383<br>104254 | **Mary Toovey** SteelScK<br>W.Wright94-94 1Dk(Irn) 226<br>Well deck 179<br>133 | ~~210~~<br>~~174~~ | ✠100A1<br>~~[illegible]~~ 12,94<br>✠LMC6,94<br>(~~Class Contem-plated~~) | Nwc<br>A&CP | Shl | 1894<br>6mo | Wood, Skinner&Co.<br>Newcastle | ~~W.H.Poole~~<br>A.F.Toovey (W.H.Poole Mgr) | ~~120·0~~<br>Q37'B10'~~F19~~F16'<br>120·2 | ~~21·1~~<br>21·2 FK | 9·0 | Newcastle<br>British<br>3BHCem | C.2Cy.16"&32"-22" (s)<br>100lb 45HP ~~50HP~~<br>1SB 2pf GS30,HS800<br>N Eastern M.E.Co.(Lm)Sld<br>WB=DBuE12'6tFPT34t | 9 ″ 8<br>s 1 |
| 384<br>91984<br>KJSC | **Maryland** SteelSc3MstSr<br>W.Horman93-93 ssHpl.No.1-90<br>2Dks(Stl)3trB | 2773<br>2654<br>1650 | ✠100A1<br>~~2,94~~ 11,94<br>BS2,94 ✠LMC3,90 | Lon<br>LA&CP | u | 1886<br>11mo | W.Gray& Co.<br>WHartlepool | AtlanticTransport Co.(Lim.) (Williams,Torrey& Feild,Lim. Mgrs.) | 320·0<br>P39'B95'F49'<br>WB=Cell BK11"<br>DB212'408tFPT | 41·0 | 25·7 | London<br>British<br>6BHCem<br>62tAPT23t | T.3Cy.25⅝",42"&68"-45" (s)<br>150lb 65lb 300HP<br>2DB,12cf,GS166<br>Cntrl.Mrine Eng.C.W.Hpl | 28 ″ 6<br>s 5·7 |
| 385<br>92206 | — SteelSc | 2419<br>—<br>1892 | | | | 1890 | Detroit DryDockCo.<br>Wyandotte | Inter-OceanTransportationCo. (J.C.Ricketson) | 316·4 | 42·0 | 20·4 | Milwaukee Wis.<br>Utd. States | T.2Cy.22",35"&56"-44"<br>DryDck.Eng.Wks.,Detroit | |
| 386<br>92298 | **Masaba** SteelSc<br>J.P.Cottrell90-92 2Dks | 2432<br>2194<br>1992 | | | | 1891 | Chicago S.B.Co.<br>Chicago,Ill. | MinnesotaS.S.Co. (J.Pickands) | 292·0<br>H— F38'<br>WB | 40·2 | 20·8 | Cleveland, Ohio<br>Utd. States | T.3Cy.24",38"&61"-42"<br>GlobeIrnWksCo.,Clevelnd | |
| 387<br>1038<br>HGLQ | **Masayoshi Maru** IronScSr<br>OrishiShiunichiro<br>(exSalte) | 569<br>533<br>353 | | | | 1864 | ..................<br>Scotland | Fukunaga Masashichi | 181·2 | 24·1 | 17·7 | Osaka<br>Japanese | 2Cy.<br>94HP | |
| 388<br>1308<br>HJNQ | **Masayoshi Maru, No. 2**<br>Wood—Sr | 345<br>325<br>214 | | | | 1892 | Sora Ikutaro<br>Osaka | KioritsuKisen Kabushiki Kaisha | 143·7 | 20·6 | 15·6 | Atsuta<br>Japanese | 1Cy.<br>42HP | |
| 389<br>1362<br>HJSF | **Masayoshi Maru, No. 3** IronScSr<br>(exNestor)<br>Lost by Fire 11,94 | 1991<br>1315<br>1234 | | | | 1868 | A.Leslie& Co.<br>Newcastle | Fukunaga Shoshichi | 313·6 | 32·8 | 27·9 | Kobe<br>Japanese | C.2Cy.27"&54"-42"<br>NB80 124HP<br>R.Stephenson&Co.,Nwc. | |
| 390<br>87336<br>HFMQ | **Mascotte** IronScSr<br>J.Ross87-89 ssSld.No.2-92<br>1Dk(Irn)&Spardk(Irn)3trB | 3084<br>2884<br>2018 | ✠100A1<br>Spar dk<br>10,94 ~~2,94~~<br>BS3,94 ✠LMC2,92 | Bry<br>LA&CP<br>Cff | u | 1883<br>1mo | D.P.Garbutt<br>Hull | R.M.Hudson | 320·0<br>B66'F32'<br>BK10"<br>WB=DBa | 40·0 | 27·7 | Sundrland<br>British<br>7BHCem<br>96'f88'428t | C.2Cy.40"&72"-48" (a)<br>80lb 60lb 300HP<br>2SB,6pf,GS126,HS4708<br>C.D.Holmes&Co.,Hull | 22 ″ 5<br>s 6·11 |
| 391<br>PLMD | — SteelScSr<br>H.Milne83-89 ssLth.No.2-93<br>2Dks(UptStl-ws) | 1060<br>896<br>606 | ✠100A1<br>6,94 ~~5,93~~<br>BS6,94 ✠LMC5,93 | Lth<br>LA&CP | o | 1885<br>1mo | Ramage &Ferguson<br>Leith | W.S.&J.M.Burger | 249·8<br>P50'B64'F51'<br>BK8"<br>WB= | 30·9 | 16·4 | Rottrdam<br>Dutch<br>6BHCem<br>MT27'202t | C.2Cy.32"&64"-42" (s)<br>90lb 40lb 180HP<br>2SB,6cf,GS122<br>Ramage&Ferguson,Leith | 17 ″ 4 |
| 392<br>91818<br>KDGQ | — IronScSr<br>Flemming 1Dk&Awng dk | 884<br>—<br>520 | | | | 1885 | W.Cramp &Sons,S.& E.B.Co.<br>Philadelphia | PlantImprovement Co. | 195·5 | 30·0 | 19·6 | Nw.Haven Con.<br>Utd. States | T.3Cy.19",30"&50"-30"<br>W.Cramp&Sons,Phl. | |
| 393<br>82768<br>JCFG | — IronScSr<br>R.Ling -93 ssMdb.No.2-92<br>Well deck 1Dk(Irn) | 311<br>247<br>186 | ✠100A1<br>12,93<br>BS8,93 ✠LMC3,92 | Mdb<br>LA&CP | e | 1883<br>10mo | W.Harkess &Son<br>Middlesbro' | MissH.Harkess (J.M.Lennard& Son, Mgrs.) | 140·0<br>Q50'B12'F20'<br>FK<br>W | 22·1 | 10·4 | Middlsbro'<br>British<br>3BHCem<br>B=APT15t | C.2Cy.18½"&34"-24" (b)<br>80lb 60lb 45HP<br>1SB,2pf,GS31<br>Blair&Co.(Lim.),Stockton | 11 ″ 1<br>s 1 ·2 |
| 394<br>91772 | — IronSc | 138<br>—<br>91 | | | | 1885 | Detroit DryDockCo.<br>Wyandotte | International FerryCo. | 103·0 | 22·0 | 7·7 | Buffalo,NY<br>Utd. States | | |
| 395<br>99053 | **Mashona** SteelScSr<br>E.Goldswain -93 1Dk(Irn)&Spardk (Irn)&Webframes | 2735<br>2560<br>1781 | ✠100A1<br>Spar dk<br>~~9,94 5,94~~<br>5,95 ~~12,94~~<br>✠LMC4,92 | Lon<br>LA&CP Cff<br>~~Syd Sn~~ | u | 1892<br>4mo | W.Gray& Co.(Lim.)<br>W Hartlepool | British&Colonial S.N.Co.(Lim.) (BucknallBros., Mgrs.) | 310·0<br>P31'B34'F37' 24·8<br>BK10"<br>WB=CellDB262' | 41·2 | 17·0 | London<br>British<br>5BHAsp<br>603tAPT16t | T.3Cy.24",38"&64"-42" (s)<br>160lb ~~80lb~~ 90lb 500HP<br>2SB,6rf,GS135,HS4395<br>Cen.MarineE.Wks.,W Hpl. | 19 ″ 7<br>s 5 ·10 |
| 396<br>MBLT | **Maskelyne** IronScBg<br>Grégory | 2605<br>2469<br>1944 | | | | 1874 | A.Leslie& Co.<br>Newcastle | Soc.Anon.deNav. RoyaleBelge Sud-Américaine | 350·5 | 36·9 | 27·8 | Antwerp<br>Belgian | C.2Cy.33"&76"-51"<br>300HP<br>R.Stephenson&Co.,Nwc. | |
| 397<br>NSPC | **Masnedsund** IronScSr<br>J.Nielsen85-92 1Dk | 251<br>196<br>142 | | | | 1880 | Burmeister &Wain<br>Copenhagen | DeDanskeStatsbaner | 124·4<br>P15t B40t | 22·2 | 10·7 | Copnhagn<br>Danish<br>WB | C.4Cy.15"&30"-20"<br>60HP<br>Burmeister&Wain,Cpn. | |
| 398<br>99138<br>MLJP | **Masonic** SteelScSr<br>T.Dixon78-92<br>Well deck 1Dk(Irn)&Webframes | 2399<br>1854<br>1560 | ✠100A1<br>~~[illegible]~~ 3,95<br>✠LMC2,92 | Bry<br>A&CP<br>~~Cff~~ Liv | s | 1892<br>2mo | W.Gray& Co.(Lim.)<br>W Hartlepool | A.Harrowing | 290·3<br>P27'Q84'B120'<br>F31' BK10"<br>WB=CellDB244' | 38·1 | 20·0 | Whitby<br>British<br>5BHCem<br>488tAPT30t | T.3Cy.23",36½"&62"-39" (s)<br>160lb 80lb 220HP<br>2SB,6rf,GS78,HS3580<br>Cen.Marine E.Wks.WHpl. | 22 ″ 6<br>s 2 ·1 |
| 399<br>99046 | **Massachusetts** StlTwinSc4MstSr<br>~~H.Bocquet -93~~<br>Elec.light Gates 3Dks(Stl) | 5673<br>5291<br>3654 | ✠100A1<br>10,94 ~~4,94~~<br>✠LMC3,92 | Lon<br>LA&CP | a | 1892<br>3mo | Harland& Wolff(Lm)<br>Belfast | Harland&Wolff (Lim.)(Atlantic TrnsptCo.(Lim) Mgrs.) WB=Cell | 445·5<br>P57'B160'F102'<br>FK&BK3"<br>DB375' 1105tFPT | 49·2 | 30·0 | London<br>British<br>7BHCem<br>72tAPT50t | T.6Cy.22½",36½"&60"-48"<br>175lb (s) 600HP<br>2D&2SB18rf,GS326HS10500<br>Harland&Wolff(Lim.),Bel | 33 ″ 6<br>s 8 ·0 |
| 400<br>90973 | — WoodPad<br>O.C.Griffin77-85 | 2607<br>—<br>2171 | | | | 1876 | ..................<br>Greenpoint, L.I. | Providence& StoningtonS.S. Co. | 323·8 | 42·5 | 15·9 | Providnce R.I.<br>Utd. States | | |
| 401 | **Massalia** IronScSr<br>J.Macris -89 ssCpl.No.3-8,91<br>(exCipero) 2Dks(uIrn-ptws)<br>Well deck &Webframes | 1367<br>1063<br>868 | ✠100A1<br>5,94<br>BS5,94 | Cpl<br>A&CP<br>LMC8,91 | o | 1879<br>11mo | J.&G. Thomson<br>Glasgow | Nav.àVap.Egèe (P.M.Courtgi& Co., Mgrs.) | 243·8<br>P41'Q92'B56'F32'<br>BK8½"<br>W | 32·7 | 16·6 | Constanpl<br>Turkish<br>5BHCem<br>B=DB199' | C.2Cy.29"&52"-36" (s)<br>75lb 40lb 150HP<br>1B,GS84<br>J.&G.Thomson,Glasgow | 19 ″ 1<br>s1 ·10<br>w2 ″ 1 |
| 402<br>98840<br>NDKR | **Massapequa** SteelScSr<br>T.L.Evans87-93<br>1Dk(Stl)&Spar dk(Irn)3trB | 3027<br>2812<br>1935 | ✠100A1<br>Spar dk<br>5,95 ~~3,94~~<br>✠LMC9,93 | Sws<br>A&CP<br>N.Yk | v | 1893<br>9mo | JLThompson&Sons<br>Sunderland | MenanticS.S.Co. (Lim.) (T.Hogan&Sons, N.Yk., Mgrs.) | 322·0<br>P30'B90'F37' 26·0<br>lrp94 BK10"<br>WB = Cell DB256'558t | 42·7 | 18·6 | Bristol<br>British<br>6BHCem<br>APT66t | T.3Cy.24½",40"&66"-45" (r)<br>160lb 160lb 400HP<br>2SB,6rf,GS132,HS4320<br>G.Clark(Lim.),Sunderland | 21 ″ 1<br>s 5 ·10 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* *Master.* Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now xpired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. *ft. in.* | 15 Other Registers in which classed. Details of Refit in Pres. Cent. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 403 Massasoit 98853 | Steel Sc Sr *C.A.Murray* –93 | 1 *Dk(Stl)&Spar dk(Irn)* 3 *tr B* | 2784 2595 1790 | ✠100A1 *Spar dk* 12,91 ~~2,96~~ ✠LMC10,92 | Sws A&CP | *u* | 1892 10mo | Bartram, Haswell& Co. Sunderland | Manhanset S.S.Co. (Lim.)(T.Hogan &Sons,New York *Mgrs.*) *WB* | 310·0 \| 41·1 \| 18·5 P30′B80′F36′ 25·9 BK10″ = *Cell DB252′499t* | Bristol British 6 *BHCem* *APT46t* | T.3Cy.24″,39″&64″–42″ (*r*) 160lb *160lb* 350 HP 2SB.*6f*,GS124,HS4256 G.Clark(Lim.),Sld. | 21 ″ 0 s 5 ″10 | |
| 404 Massilia 87404 JGKW | Steel Sc Bk *L.M.Webmer* –94 *Elec.light* | 2 *Dks(1 Stl)&Spar dk(Stl–ws)* 4 *tr B* *pt Iron floors* | 4902 3547 2742 | ✠ *Spar dk* 3,84 ✠ | Grk LA&CP | *z* | 1884 2mo | Caird&Co. Greenock | P.&O.Steam Nav. Co. | 420·4 \| 45·1 \| 26·3 34·6 | Greenock British 7 *BHCem* | C.2Cy.56″&105″–72″ 1000 HP Caird&Co.,Greenock | 28 ″ 2 s 10 ″ 6 | BT till 6,95 |
| 405 — XGFH | Steel Sc Sr *Verries* –91 | 3 *Dks(2 Stl–Uws)* | 2965 2741 1928 | ✠100A1 4,91 ✠LMC4,91 | Dun A&CP | *v* | 1891 4mo | Gourlay Bros.&Co. Dundee | Cie. Française de Nav.àVap. (C.Fabre&Co., *Mgrs.*) | 340·0 \| 41·2 \| 25·7 P45′B78′&22′F56′ BK10″ *WB = Cell DB286′532t* | Marseilles French 6 *BHCem* | T.3Cy.28″,44″&71″–48″ (*s*) 160lb *80lb* 395 HP 2DB,*8rf*,GS196,HS6641 Gourlay,Brs.&Co.,Dundee | 28 ″ 6 | |
| 406 Massis 1418 BGRM | Steel & Iron Sc Sr *A.Meyer* –91 | | 418 — 283 | | | | 1882 | C.Mitchell &Co Newcastle | Massis S.Nav.Co. (J.Pitveff,*Mgr.*) | 170·0 \| 25·6 \| 11·0 P28*t* F6*t* | Astrakhan Russian *WB* | C.2Cy.14″&25″–18″ 60 HP Wallsend S.&E.Co.,Nwc. | | |
| 407 Mastiff 78608 KMHP | Iron Sc Sr *J.McLellan* –94 | | 890 693 353 | | | | 1878 | J.&G. Thomson Glasgow | G.&J.Burns | 230·4 \| 30·3 \| 14·8 P124*t* F44*t* | Glasgow British | C.2Cy.37½″&67¼″–48″ NB91 220 HP J.&G.Thomson,Glasgow | | BT till ~~3,95~~ ~~4,96~~ 4,96 |
| 408 — 55048 | Wood Sc Bkn *J.Winsor* –93 | 1 *Dk* | 360 360 245 | | | | 1867 | ..... Dundee | J.Munn&Co. | 137·4 \| 26·9 \| 16·1 | St.Johns British | 2Cy. 60 HP | | |
| 409 — 98762 MTQF | Iron Sc K | 1 *Dk* | 150 139 58 | ✠100A1 *Stm Trawler* 9,91 ✠LMC9,91 | Hul LA&CP | | 1891 9mo | Cook, Welton& Gemmell Hull | Humber Steam Trawling Co. (Lim.) | 100·6 \| 20·9 \| 10·9 Q20′ BK7½″ | Hull British 3 *BHCem* | C.2Cy.17″&33″–22″ (*s*) 90lb 45 HP 1SB.*2pf*,GS30 Bailey&Leetham,Hull | 11 ″ 11 | |
| 410 Matabele 88868 KDGJ | Iron Sc Sr ~~*P.R.MacGregor* –90~~ *ss* Lon No.2–94 *Findlay* –95 | 1 *Dk(Irn)&Spar dk* 3 *tr B* | 1496 1449 943 | ✠100A1 *Spar dk* 3,95 ~~3,91~~ ✠LMC8,93 BS8,94 | Lon LA&CP | *p* | 1885 11mo | Hall, Russell&Co. Aberdeen | J.T.Rennie&Son | 250·3 \| 35·2 \| 15·5 B27′F19′ 22·2 FK5 *WB = DBa50′f52′165t* | Aberdeen British 5 *BHCem* *MT13′125t* | T.3Cy.19″,30″&50″–36″ (*s*) 150lb *70lb* 160 HP 2SB.*6cf*,GS80 Hall,Russell&Co.,Abn. | 16 ″ 1 s 5 ″10 | |
| 411 Matadi 96100 LKHW | Steel Sc Sr *J.C.Hannay* –93 *ss* Liv.No.1–94 | 2 *Dks(UStl–ws)&Web frames* | 2683 2434 1751 | ✠100A1 ~~8,94~~ ~~9,03~~ ✠LMC~~11,89~~ 5,94 | Liv LA&CP | *t* | 1889 11mo | Naval Con. &Armaments Co.(Lim.) Barrow | British&African S.N.Co.(Lim.) (Elder,Dempster &Co.,*Mgrs.*) | 311·6 \| 39·2 \| 24·7 P33′B80′F40′ ~~dup 99~~ BK9″ *WB = Cell DB236′451t* | Glasgow British 5 *BHCem* | T.3Cy.23″,38″&61″–42″ (*s*) 160lb *60lb* 240 HP 2SB.*6rf*,GS130,HS3973 Nav.C.&A.Co.(L.),Brw. | 27 ″ 5 s 5 ″2½ | BT till 7,94 2,95 |
| 412 Matapan KGFR | Iron Sc 3 Mst Sr | 3 *Dks* | 3572 — 2648 | | | | 1884 | Forges&C. de la Méd. La Seyne | Messageries Maritimes | 328·1 \| 45·6 \| 16·9 B45′ 32·5 | Marseilles French | C.2Cy.36¼″&65″–43¼″ 350 HP Forges&C.de la Médit.,Msl. | | |
| 413 Matatua 96168 | Steel Sc Sr ~~*A.McDougall* –89~~ *ss* Lon.No.1–94 *W.B.Holmes* –95 | 1 *Dk(Irn)&Spar dk(Irn)* 3 *tr B* | 3322 2928 2190 | ✠100A1 *Spar dk* 2,95 ~~4,02~~ ✠LMC8,94 | Lon LA&CP | *v* | 1890 1mo | R.Stephen- son&Co(Lim) Newcastle | Shaw,Savill& Albion Co.(Lim.) | 330·0 \| 41·3 \| 18·9 P48′B100′F42′ 26·3 BK10″ *WB = Cell DB280′395t* | S'thamptn British 6 *BHCem* | T.3Cy.25″,40″&68″–42″ (*s*) 160lb *80lb* 300 HP 2DB,*8cf*,GS160,HS5366 T.Richardson&Sons,Hpl. | 21 ″ 5 s 6 ″11½ | |
| 414 Mathilda Bissmark BJDF | Iron Twn Sc Sr *B.Ahlert*93–93 (*ex* Helene,*ex* Henry Allen) | 1 *Dk* | 256 207 159 | 11,76 | Brs | ... Lv | 1874 | J.Payne Bristol | C.E.Goltermann's Successors | 127·5 \| 21·5 \| 10·3 Q9*t* F7*t* | Hamburg German 3 *BH1PBH* | 2Cy.19″–18″ 40 HP J.Payne,Bristol | | V |
| 415 Mathilda Foscolo | Iron Pad Tug *E.Cornello*78–83 | 1 *Dk* | 192 190 111 | ✠ *For Tug purposes* 9,83 ✠ | Shl LA&CP | *c* | 1883 7mo | Hepple& Co. North Shields | Foscolo,Mango& Co. | 121·6 \| 21·2 \| 10·6 | Syra Greek 3 *BHCem* | L.1Cy.42¼″–46″ 90 HP Hepple&Co.,N.Shields | | |
| 416 Mathilde JWV | Steel Sc Sr *C.Erichsen*90–93 | 1 *Dk* | 1268 925 885 | | | | 1892 | Flensburg S.B.Co. Flensburg | H.Schuldt | 230·0 \| 34·0 \| 17·2 Q71′ B57′ F27′ *WB* | Flensburg German | T.3Cy.16″,26″&43″–33″ FlensbrgSB.Co.,Flensburg | | V |
| 417 — BGKJ | Iron Sc Sr *C.Leignitz*90–92 | 1 *Dk* 2 *tr B* | 1111 890 872 | | | | 1882 | Nordtche Schiffs. Werfte, Kiel | Stettin-Stolper Dampfschiff- fahrts Ges. | 227·0 \| 33·1 \| 15·4 Q77*t* B87*t* F36*t* | Stlpmünde German | C.2Cy.30″&53″–36″ 140 HP MärkischeAct.Ges.,Berlin *WB* | | DV |
| 418 — MGC | Steel Sc Sr *P.Moos* –91 | 1 *Dk&Spar Dk* | 957 868 678 | | | | 1891 | Blohm& Voss Hamburg | M.Jebsen | 215·0 \| 30·0 \| 17·4 B31′ | Apenrade German | T.3Cy.15¼″,25½″&39½″–33″ 150 HP Blohm&Voss,Hamburg | | G |
| 419 — J11,94 JWV | Iron Sc *A.A.da Fonseca* (*ex* Guahyba) | | — — 169 | | | | 18$\frac{68}{83}$ | John Robertson Clyde | Lloyd Brazileiro | ..... ..... ..... | R.Janeiro Brazilian | 50 HP D.Rowan,Glasgow | | |
| 420 — KGHS | Iron Sc Sr *Urbani* | 1 *Dk* | 175 — 92 | | | | 1870 | J Fullerton &Co. Paisley | Franceschi, Schiaffino&Co. | 108·0 \| 19·0 \| 9·0 Q7*t* | Algiers French | C.2Cy.11$\frac{3}{4}$″&23$\frac{3}{5}$″–11$\frac{3}{4}$″ 30 HP Corso&Véran,Marseilles | | |
| 421 Mathilde Joost MDKJ | Iron Sc Sr *H.Plath*83–83 | 1 *Dk&Spar dk&3 tr B* | 804 787 583 | | | | 1883 | Rostocker Schiffb. Ges. Rostock | Friedr.Petersen | 186·3 \| 27·0 \| 12·7 B16′ 19·6 | Rostock German | C.2Cy.23½″&41¾″–27½″ 75 HP Rostckr.Schiffb.Ges.,Ros. *WB* | | V |
| 422 Matias-Cousino | Iron Sc Bk *Condon*73–85 | 1 *Dk* | 877 — 643 | | | | 1859 | A.Mitchell &Co. Newcastle | Cia.Esplotadora de Lota y Coronel | 210·3 \| 30·7 \| 18·9 | Valparaiso Chilian | C.2Cy.28″&53″–32″ 110 HP T.Richardson&Sons,Hpl. | | |
| 423 Matilde 89 QPNM | Iron Sc Sr *S.Vicari* –88 *ss* Hpl.No.3–12,84 (*ex* Balaclava) | 1 *Dk2tr B* | 334 305 210 | 12,84 ✠NB7,82 | Hpl A&CP | *f* | 1876 6mo | Aitken& Mansel Glasgow | Flli.Corvaia | 144·1 \| 21·9 \| 11·8 Q75′ F23′ | Palermo Italian 4 *BHCem* | C.2Cy.17″&30″–24″ 50 HP Kincaid,Donald&Co.,Gls. *WB = FPT&APT* | 12 ″ 4 | I |
| 424 Matin 99219 NCHB | Steel Sc Sr *J.Archer*86–93 *Elec.light* | 2 *Dks(Irn)* & *Deep framing* 3 *Dk rule* | 3838 3546 2433 | ✠100A1 ~~6,94~~ ~~7,01~~ ~~10,04~~ 3,95 ✠LMC~~5~~,93 ~~NWC~~ NWC | Dun LA&CP | *w* | 1893 5mo | Gourlay Bros.&Co. Dundee | R.A.Mudie&Sons | 363·0 \| 45·1 \| 26·7 P15′B100′F43′ BK10″ *WB = Cell DB294′490t FPT157t APT98t Deep Tank a20′250t* | Dundee British 7 *BHCem* | T.3Cy.24″,40″&64″–54″ (*s*) 160lb *80lb* 310 HP 2SB.*6rf*,GS107,HS4803 FD Gourlay Brs.&Co.,Dun. | 29 ″ 6 s 6 ″1½ | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord en milliers de navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 425 68265 PLRQ | **Matin** *Lucas* 83–84 | **IronScSr** *ss* Dun. No. 2–81 1 *Dk* | 560 463 359 | ✠ 10,85 | Sld A&CP | *i* | 1873 4mo | Hall, Russell & Co. Aberdeen | **Earl of Durham** | 174·9 Q53′ drp82 | 26·2 B54*t* | 14·5 | **Sundrland** British 5 *BHCem* | C.2Cy.23½″&37½″–30″ NB79 75H Hall, Russell & Co., Abn. *WB* = *DBf*38′90*tAPT*3*t* | 15 ″ 7 s 1 ·10 |
| 426 2701 JMDK | **Matlekovits** ~~*S.Furlan* 93–94~~ *Well deck A Cattalinich* | **SteelScBn** *ss* Tri. No. 1–91 1 *Dk*(*Stl*)2*trB* | 1905 1541 1249 | ✠100A1 4,94 BS~~5,98~~ 8,94 | Sws LA&CP ✠LMC~~5,94~~ 95 | *r* | 1887 4mo | Richardson, Duck & Co. Stockton | **Royal Hungarian Sea Nav. Co. "Adria" (Lim.)** *WB* = *DB* | 260·0 P&B146′F35′ *a*70′*f*&*uE*&B38′217*t* | 36·0 BK9½″ | 20·2 5 *BHCem* *MT*20′263*t* | **Fiume** Aust.-Hung. 160H Blair & Co. (Lim.), Stockton | T.3Cy.20″,33″&54″–36″ (*s*) 160lb ~~*80lb* 70?~~ 2SB, *4cf*, GS66 | 21 ″ 2 s 2 · 4 w 2 · 7 |
| 427 92204 | **Matoa** *F. A. Graves* –93 | **SteelSc** 2 *Dks* | 2311 2183 1836 | | | | 1890 | Globe Iron Works Co. Cleveland, O. | **Minnesota S.S. Co. (J. Pickands)** | 290·6 H—F36′ | 40·3 *WB* | 21·1 | **Cleveland, Ohio** Utd. States | T.3Cy.24″,38″&61″–42″ Globe Irn Wks Co., Clevelnd | |
| 428 163 HCDQ | **Matsumaye Maru** *J. Higo* | **IronScSr** (*ex* Dragon) 1 *Dk* & *Awng dk* | 623 607 446 | ✠ *Awng dk* 3,67 | Cly A&CP | | 1867 1mo | Henderson Coulborn & Co. Renfrew | **Nippon Yusen Kaisha** | 162·0 | 25·3 | 13·8 | **Tokio** Japanese 4 *BHpt Cem* | C.2Cy.18″&36″–33″ Hnderson, Clbrn & Co., Rnf. 100H | |
| 429 1150 HGVC | — *Malsushima Danzo* | **Wood—Sr** | 117 85 72 | | | | 1888 | Murase Tamekichi Ominato | **Matsumaye Shosen Kabushiki Kaisha** | 101·0 | 15·9 | 7·3 | **Fukuyama** Japanese | C.2Cy.18″&36″–33″ 11H | |
| 430 1234 HJFR | **Matsura Maru** *Asoka Tetsukichi* | **Wood—Sr** | 246 230 152 | | | | 1890 | Nükuma Masajiro | **Imari Unyu Kaisha** | 127·6 | 17·6 | 14·6 | **Imari** Japanese | 2Cy. 17H | |
| 431 17337 HWDB | **Matteawan** | **WoodPad** 1 *Dk* | 775 — 635 | | | | 1863 | ..... Keyport, N.J. | **J. H. Starin** | 206·0 | 27·8 | 10·0 | **New York** Utd. States | | |
| 432 194 QPSB | **Matteo Bruzzo** *C. Rivera* 86–91 | **Irn&StlSc3MstSr** (*ex* Golconde) 3 *Dks* | 3919 3728 2543 | | | | 1882 | Forges & Chantiers La Seyne | **La Veloce Nav. Italiana** | 390·4 B25′ | 42·3 H165*t* | 23·6 | **Genoa** Italian | C.2Cy.40″&73½″–42½″ 450H Forges & Chantiers, La Seyne | |
| 433 HMSP | **Matteo Premuda** *Premuda* *Well deck* | **SteelScSr** *ss* Msl. No. 1–94 1 *Dk*(*Irn*)2*trB* *Floors & Beams* (*Irn*) | 1096 825 647 | ✠100A1 2,94 ✠LMC2,94 | Msl A&CP | *m* | 1890 5mo | Blyth S. B. Co. (Lim.) Blyth | **G. B. Premuda di M.** | 220·0 Q73′B63′F25′ *WB* = *DBa*61′*f*49 | 32·0 BK8″ 4 *BHCem* 194*t APT*18*t* | 15·6 | **Lusinpiclo** Aust.-Hung. 150H 1SB, *3pf*, GS48, HS1532 | T3Cy16½″,26½″&43½″–33″ (*s*) 150lb *60lb* 99H N.E. Marine E. Co. (L.) Nwc. | 16 ″ 4 |
| 434 82674 WGDP | **Matthew Bedlington** *J. Baxter* –91 | **IronScBn** ~~*ss* Cff. No. 2–90~~ 2 *Dks*(1*Irn*)3*trB* *ss* Cff. No 3–4,94 | 2149 2039 1385 | ✠100A1 ~~5,04 7,08~~ 3,95 ✠NB7,93 | Cff A&CP ✠LMC7,93 | *s* | 1882 1mo | T. Turnbull & Son Whitby | **T. Turnbull & Son** | 281·6 P26′B64′F36′ Irp91 *WB* = *DBa* | 38·0 BK9½″ 87*f*105′352*t* | 23·8 5 *BHCem* *Tpd*93 | **Whitby** British 160H 2SB, *6cf*, GS95, HS3358 | T.3Cy.21½″,35″&58″–42″ (*s*) 160lb *80lb* NDB93 200H Blair & Co. (Lm.) Stk. | 25 ″ 4 s 4 · 6 |
| 435 JMLB | **Mátyás Király** ~~*E. Nagy* 90–92~~ *E. Klein* –94 | **SteelScSr** 1 *Dk*(*Stl*) & *Spardk* (*Irn*) & *Webframes* | 1560 1387 964 | ✠100A1 *Spar dk* *with freeboard* ~~8,94 5,10~~ ✠LMC12,92 | Ant LA&CP Lon | *p* | 1892 12mo | Wigham Richardson & Co. Newcastle | **Royal Hungarian Sea Nav. Co. "Adria" (Lim.)** *WB* = *Cell DB*199′ | 240·0 P28′B55′F31′ FK | 34·0 21·2 | 14·0 4 *BHCem* 304*t APT*21*t* | **Fiume** Aust.-Hung. 160H 2SB, *4rf*, GS80, HS2868 | T.3Cy.20″,32″&53″–36″ (*s*) 165lb *80lb* Wigham Richrdsn & Co. Nwc | 16 ″ 8 s 5 · 0 |
| 436 HKBL | **Maua** | **IronPad** 1 *Dk* & *Hurdk* | 478 — 340 | | | | 1881 | Laird Bros. Birkenhead | **Amazon Steam Nav. Co. (Lim.)** | 181·0 | 28·0 | 9·5 | **Para** Brazilian | C.2Cy.32″&52″–54″ 124H Laird Bros., Birkenhead | |
| 437 92499 | **Mauch Chunk** *S. G. Martins* –93 | **Iron&SteelSc** | 642 — 407 | | | | 1893 | Harlan & Hollingsworth Wlmngtn Del | **H. S. Gause** | 145·0 | 32·0 | 14·4 | **Wilmgton (Del.)** Utd. States | | |
| * 438 83895 VKTM | **Maud Hartmann** *R. P. Craven* –94 *Well deck* | **IronScSr** 3rd Survey Cff. 1,94 1 *Dk*(*Irn*)2*trB* | 1658 1475 1064 | ✠A1*1 3,95 1,94 LMC1,94 | Cff | Lv | 1881 7mo | Schlesinger Davis & Co. Newcastle | **International Line S.S. Co. (Lim.) (C. Marwood, *Mgr.*)** | 260·2 Q167*t*B12*t*H14*t* F27′ drp94 *WB* = *DBa*5 | 35·2 BK7½″ | 20·9 4 *BH* 1PBH *f*&*uE APT* | **Whitby** British 150H 2SB, *4pf*, GS68 T. Clark & Co., Newcastle | C.2Cy.31″&60″–39″ (*i*) 80lb *83lb* NDB89 | 22 ″ 3 s 3 · 6 |
| 439 86952 HKWT | **Maude** ~~*Horner* 91–91~~ *Well deck* *A Wood* | **IronScBn** *ss* Hpl. No. 2–91 1 *Dk*(*Irn*)2*trB* | 1675 1306 1044 | ✠100A1 3,95 ~~4,04~~ BS4,94 ✠LMC12,91 | Mdb A&CP Shl | *q* | 1883 3mo | W. Gray & Co. W Hartlepool | **T. Appleby & Co.** | 255·6 P28′Q66′B66′F61′ | 34·8 BK9″ *WB* = *DB* | 19·5 4 *BHCem* *a*78*f*96′333*t* | **W. Hartlpl** British 150H 2SB, *4pf*, GS75 T. Richardson & Sons, Hpl. | C.2Cy.32″&59″–33″ (*b*) 80lb *63lb* | 20 ″ 9 s 1 · 10 |
| 440 64136 | — *MacDougal* | **WoodScSr** (*ex* Sailing Vessel) 1 *Dk* | 175 — 94 | | | | 1872 | Burr & Smith San Juan | **Canadian Pacific Nav. Co. (Lim.)** | 113·5 | 21·0 | 9·0 | **Vict'ria BC** British | C.2Cy.9″&18″–20″ 13H Albion Iron Wks, Vict., B.C. | |
| 441 | **Maule** *H. W. Sorensen* 88–93 | **IronScSr** 1 *Dk*(*Irn*) | 202 180 80 | ✠ 12,85 ✠ | Cly LA&CP | *d* | 1885 11mo | J. Reid & Co Pt. Glasgow | **Companiа Sud Americana de Vapores** | 125·5 F20′ | 23·6 | 9·0 | **Valparaiso** Chilian 4 *BHCem* | C.2Cy.16″&32″–20″ 43H Kincaid & Co., Greenock *WB* = *FPT*21*tAPT*2*t* | 9 ″ 1 |
| 442 95096 | **Maulong** *Elec. light* | **SteelSternWheel** | 173 173 148 | | | | 1888 | W. Denny & Bros. Dumbarton | **Irrawaddy Flotilla Co. (Lim.)** | 130·0 | 28·0 | 5·6 | **Glasgow** British | C.H.2Cy.15″&26″–54″ 45H Denny & Co., Dumbarton | |
| 443 KGNJ | **Maurice & Reunion** *Fournié* 80–86 | **IronScSr** *ss* Msl. No. 2–92 2 *Dks*(*Irn*)3*trB* | 1948 1761 1483 | ✠ 5,92 ✠NB5,92 ✠ | Msl LA&CP | *s* | 1881 5mo | W Hamiltn & Co. Pt. Glasgow | **Cie. Française de Nav. à Vap. (C. Fabre & Co., *Mgrs.*)** | 288·0 P36′F34′ *WB* = *Cell* | 36·3 BK9½″ *DB*236′368*t* | 22·1 5 *BHCem* | **Marseilles** French 170H 2SB, *6pf*, GS120 Dunsmuir & Jackson, Gls. | C.2Cy.34″&64″–45″ | |
| * 444 52790 LCDN | **Mauritius** *A. Hamilton* *Well deck* | **IronScSr** *ss* Gls. No. 3–9,92 1 *Dk*2*trB* | 602 509 323 | 80A1 4,94 ~~2,95~~ ✠NB8,85 BS11,94 | Liv Gls LMC9,92 | *k* | 1865 | C. Lungley London | **J. & P. Hutchison** | 204·0 P153′F24′ len72 drp93 | 26·4 BK6½″ *WB* = *DB* | 13·9 5 *BHCem* *a*46*f*30′101*t* | **Glasgow** British 90H 1SB, *3pf*, GS60 *Cmp*76 Wlkr Hndrsn & C Gls | C.2Cy.28″&48″–27″ 80lb *65lb* NDB85 | 15 ″ s 1 · 5 |
| 445 101804 | **Mav** *W. Gibson* 92–92 *Well deck* | **SteelScK** 1 *Dk*(*Stl*) | 118 99 69 | ✠100A– ~~6,98~~ 10,94 | Nwc Shl LMC9,92 | | 1892 9mo | Anderson & Laverick Newcastle | **W. S. Vaughan** | 80·5 Q28′B7′F11′ | 19·7 FK *WB* | 8·4 3 *BHCem* *Cmp*92 | **Newcastle** British 20H 1SB, *2pf*, GS18, HS420 Middle Dck Co. S. Shl | C.2Cy.12″&22″–14″ (*s*) 100lb E.made83 | 9 ″ |
| 446 92171 KHBS | **Maverick** *Rubelli* 93–93 1 *Dk*(*Stl*) & *Awng dk*(*Stl*) & *Webframes* *Carrying Petroleum in bulk* | **SteelSc3MstSr** | 1561 1522 1118 | | | | 1890 5mo | Columbian I. W. & Dry Dock Co. Baltimore | **Standard Oil Co.** | 239·9 | 36·0 | 17·0 24·0 | **New York** Utd. States *WB* | T.3Cy.19″,30″&50″–36″ 196H Columbian I. W. & Dry Dk. Co., Baltimore | |

| 1 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mavis<br>*A.Wells* –93 | SteelPadSr<br>1 *Dk* | 537<br>341<br>280 | | | | 1888 | J.Scott&Co.<br>Kinghorn | GeneralSteam NavigationCo. | 210·3 Q7*t* | 26·3 | 9·4 | London<br>British | C.D.2Cy.33″&61″–60″<br>FD 250HP<br>J.Scott&Co.,Kirkcaldy | | BT till 6,95 |
| Mawhera<br>*W.Manning*82–89 | IronScSr<br>1 *Dk 2tr B* | 554<br>502<br>340 | | | … | 1883<br>9mo | H.M'Intyre&Co.<br>Paisley | UnionS.S.Co.of NewZealand (Lim.) | 174·8 Q31′ F15′ | 25·6 | 14·7 | Wellingtn, N.Z.<br>British | C.2Cy.22½″&42″–30″<br>75HP<br>Muir&Houston,Glasgow<br>*WB* | | |
| May<br>~~*J.Spanickson* –94~~<br>*E.C.Mahn*93–94 | SteelScSr<br>*ss* Shl.No.1–94<br>1 *Dk(Irn)&Webframes &ptAwng dk(Irn)* | 1178<br>830<br>751 | ✠100A1<br>*pt Awng dk withfreeboard*<br>11,~~91~~ 1,94 | Shl<br>A&CP<br>Hpl<br>✠LMC1,94 | *n* | 1890<br>1mo | J.Priestman&Co.<br>Sunderland | ~~R.B.Stoker~~<br>J.E.Guthe&Co.,<br>~~*Mgrs.*~~) | 231·5 Q87′ BK8″<br>*pt Awning dk*144′<br>*WB* = *DB a*59′*f*61′262*t* | 32·1 | 15·5 | Cardiff<br>British<br>4 *BHptAsp ptCem* | T.3Cy.17″,28″&46″–33″ (*s*)<br>160lb *70lb* 100HP<br>2SB,*4f*,GS54<br>W.Allan&Co.,Sunderland | 16 ″ 3<br>s 8 ″ 1<br>w8 ″ 3 | D |
| — | WoodPad<br>1 *Dk* | 123<br>123<br>30 | | | | 1875 | Hepple<br>S.Shields | GreatEastern RailwayCo. | 116·3 | 18·8 | 9·4 | Grimsby<br>British | L.1Cy.35½″–54″<br>42HP<br>Hepple&Co.,SouthShields | | |
| May Flower<br>*W.Walker* –93<br>*Salted* ptGIB | WoodScK<br>1 *Dk* | 85<br>85<br>29 ~~6,94 4,98~~ 9,94 | ✠10A—<br>*For fishing purposes*<br>✠LMC10,93<br>Abn | Lth | | 1893<br>8mo | MarrBros.<br>Leith | H.J.Young&Co. | 86·5 | 19·3 | 9·8 | N.Shields<br>British | C.2Cy.13″&28″–20″ (*r*)<br>100lb 31HP<br>1SB,*2pf*,GS30,HS671<br>Clyne,Mitchell&Co.,Abn. | | |
| May Queen<br>*C.W.Brannen*84–86 | WoodPad<br>1 *Dk* | 539<br>192<br>340 | | | | 1869 | Small&Hatheway<br>St.John,N.B. | CharlesBabbit | 160·0<br>H347*t* | 24·7 | 8·4 | StJohn,NB<br>British | 1Cy.36″–84″<br>60HP | | |
| — | IronPad<br>(*ex* Mayflower)<br>1 *Dk* | 142<br>101<br>90 | | | | 1868 | S.Fleming<br>Pictou,N.S. | Bras d'OrSteam Nav.Co.(Lim.) | 100·0 | 19·2 | 8·3 | Halifax,NS<br>British | 2Cy.25″–30″<br>36HP<br>J.Watt&Co.,London | | |
| —<br>*J.Gorham* –93<br>*Salted* GIB | WoodScSr<br>1 *Dk* | 108<br>101<br>26 | ✠<br>*For fishing purposes*<br>✠LMC8,90 | | … | 1890<br>6mo | MarrBrs.<br>Leith | Mackay&Co. | 100·2 | 21·5 | 9·6 | Leith<br>British | C.2Cy.17″&34″–22″ (*s*)<br>100lb 50lb<br>1SB,*3pf*,GS35<br>Hawthorns&Co.,Leith | | |
| Mayfield<br>~~*H.Phillips* –93~~ *Fargher*92–94<br>*Well deck* | SteelScSr<br>1 *Dk(Stl)&Webframes* | 2632<br>2004<br>1725 | ✠100A1<br>3,94<br>✠LMC~~7,98~~ 8,94 | Ply<br>LA&CP | *t* | 1890<br>7mo | Bute Shipbldg.&Eng Co.(Lim.)<br>Cardiff | S.S.MayfieldCo. (Lim)(F.Woods) | 300·0<br>Q119′B122′F29′<br>*WB* = *Cell* | 39·0 | 20·5 | London<br>British<br>5 *BHCem DB*250′510*t* | T.3Cy.23″,36½″&62″–39″ (*s*)<br>160lb *80lb* 220HP<br>W.Kemp,Glasgow | 23 ″ 2<br>s 2 ″ 5 | D |
| —<br>*A.Glass*88–88 ~~3rdSurveyDun.6,90~~ | IronScSr<br>2 *Dks*<br>4thSurvey,Dun 5,94 | 1249<br>1113<br>794 | ✠A1* 1<br>~~5,93 6,98~~ 4,95<br>✠NB2,88 | Cff<br>~~Dun~~ Npt<br>LMC6,~~90~~ 5,94<br>Bly | Lv | 1877<br>7mo | Gourlay Bros.<br>Dundee | W.N.Machan | 250·0<br>P36′B56′F30′<br>BK8½″ | 32·0 | 20·1 | Dundee<br>British<br>4 *BH2PBH*<br>*WB* = *DB* | C.2Cy.31″&54″–36″ (*a*)<br>80lb *80lb* NDB94 140HP<br>2SB,*4pf*,GS66<br>GourlayBros.&Co.,Dundee | 21 ″ 3<br>s 3 ″ 1½ | |
| Mayo<br>(*ex* Kavlana)<br>*Elec.light* | SteelScSr<br>2 *Dks & Shelter dk* | 1125<br>923<br>558 | | | … | 1889<br>12mo | AilsaS.B. Co.<br>Troon | IndianGovernment | 239·8 | 34·1 | 16·6 | | T.3Cy.25″,40″&65″–42″<br>215HP<br>Dunsmuir&Jackson,Gls. | 17 ″ 6 | |
| —<br>*H.G.Higginson* –93 | IronPadSr<br>1 *Dk* | 760<br>744<br>350 | | | | 1880 | Laird Bros.<br>Birkenhead | City of DublinStm. PacketCo. | 262·6 | 27·2 | 14·7 | Dublin<br>British | C.O.2Cy.46″&79″–84″<br>300HP<br>LairdBros.,Birkenhead | | BT till ~~6,94~~ 5,~~95~~ 3,96 |
| — | | —<br>—<br>94 | | | | | ..... | D.J.C.B.Monraille | ..... | ..... | ..... | Brazilian | | | |
| Mayon<br>*Elec.light* | Wood<br>1 *Dk* | 124<br>—<br>61 | | | | 1872 | .....<br>Manila | Inchausti&Co. | 112·5 | 19·0 | 7·6 | Manilla<br>Spanish | 40HP | | |
| Mayrink<br>*P.P.Draper* –94 | SteelTwinScSr<br>1 *Dk & ptshadedk* | 551<br>—<br>375 | | | | 1882 | David J. Dunlop&Co.<br>Pt.Glasgow | LloydBrazileiro | 180·2<br>P97*t* H25*t* | 30·2 | 10·0<br>F16*t* | R.Janeiro<br>Brazilian | C.4Cy.17″&30″–24″<br>100H<br>David J.Dunlop&Co.Pt.Gl. | | |
| Mayumba<br>*C.G.Williams* –94<br>*Webframes & pt Awng dk(Irn–ws)* | SteelScSr<br>*ss* Ham.No.1–94<br>1 *Dk(pt Stl & pt Irn)* | 2516<br>1828<br>1649 | ✠100A1<br>*pt Awng dk withfreeboard*<br>~~3,95 3,97~~ 3,94<br>✠LMC~~10,90~~ 8,94 | Ham<br>A&CP<br>Bry | *s* | 1890<br>10mo | R.Dixon&Co.<br>Middlesbro' | AfricanS.S.Co. | 297·0<br>Q113′<br>*pt Awng dk*184′ FK<br>*WB* = *Cell* | 39·9 | 18·8 | London<br>British<br>5 *BHCem DB*248′496′ | T.3Cy.22½″,37″&61″–39″ (*s*)<br>160lb *90lb* 250HP<br>2SB,*6cf*,GS98,HS3469<br>T.Richardson&Sons,Hpl. | 21 ″ 4<br>s 9 ″ 3 | |
| Mazatlan<br>*J.Cottier*91–91<br>*Elec.light* | SteelScSr<br>1 *Dk* | 325<br>248<br>108 | ✠100A1<br>7,91<br>✠LMC6,91 | Cly<br>LA&CP | *e* | 1891<br>7mo | W.Simons&Co.<br>Renfrew | ~~R.R.Symon~~<br>WesternRailway Co of Mexico(Lim.) | 150·0<br>B33′F20′<br>FK<br>*WB* = *APT* 12′ | 22·1 | 10·6 | ~~London~~<br>~~British~~<br>4 *BHCem*<br>Mexican | T.3Cy.16″,25″&41″–27″ (*s*)<br>160lb *80lb* 90HP<br>1SB,*3pf*,GS50<br>W.Simons&Co.,Renfrew | 11 ″ 1<br>s 1 ″ 3½ | |
| Mazeppa<br>*W.B.Brown*85–89 | IronSc3MstSr<br>*ss* Nwc.No.3–3,85<br>*ss* Shl.No.2–93<br>1 *Dk 2tr B* | 1155<br>964<br>696 | ✠100A1<br>~~9,94 11,98~~ 9,98<br>✠NB3,85<br>BS1~~,93~~ 9,94 | Shl<br>A&CP<br>LMC9,92 | *o* | 1872<br>4mo | Palmers' Co.<br>Newcastle | J.Fenwick&Son | 256·7<br>Q80′F35′<br>ND90 BK9″ | 30·1 | 17·4 | London<br>British<br>4 *BHAsp DBa&f* 154′ | C.2Cy.30″&55″–33″<br>80lb *80lb* 190HP<br>1SB,*4pf*,GS71,HS2184<br>Palmers'Co.,Newcastle | 18 ″ 5<br>s 2 ″ 11½ | |
| Me Mel<br>*H.Akin* –88 | WoodPad<br>2 *Dks* | 174<br>147<br>110 | | | | 1888 | J.Pashley<br>Balmain, N.S.W. | BalmainSteam FerryCo. | 125·0 | 20·3 | 7·4 | SydnyNSW<br>British | C.2Cy.15″&28″–48″<br>40HP<br>P.West&Co,BalmainNSW | | |
| Mearim | | —<br>—<br>93 | | | | | ..... | Cia.deNav.aVap. doMaranhao | ..... | ..... | ..... | Maranham<br>Brazilian | | | |
| Meath<br>*J.Sloggatt*89–89 | IronScSr<br>*ss* Sld.No.3–7,92<br>3rdSurvey,7,92<br>2 *Dks(Irn)3tr B* | 2295<br>2123<br>1458 | ✠100A1<br>A1*1<br>9,94 ~~4,94~~<br>✠NB5,89 | Lon<br>A&CP<br>Liv<br>LMC7,92 | *s*<br>Lv | 1879<br>5mo | Palmers' Co.<br>Newcastle | R.M.Hudson | 316·0<br>P30′F34′<br>len89 BK9½″<br>*WB* = *DBa*88′*f*50′ | 35·3 | 24·5 | Sundrland<br>British<br>4 *BHCem &uE&B* 34′ | Q4Cy.18¾″23½″33″&64¾″–42″<br>200lb *70lb* (*s*) 250HP<br>3SB,*6rf*,GS75<br>*Qpd.*89 W.Allen&Co.,Sld. | 26 ″ 0<br>s 5 ″ 4½ | |
| — | IronPadSr<br>1 *Dk* | 843<br>750<br>485 | | | | 1884 | LairdBros.<br>Birkenhead | City of Dublin Stm. PacketCo. | 262·6<br>P81*t* | 27·1 | 14·8 | Dublin<br>British | C.O.2Cy.46″&79″–81″<br>279HP<br>LairdBros.,Birkenhead | | BT till 6,95 |

| 1 Numero d'Ordre. — Numero Officiel. — Signaux | 2, 3 Nom du Navire. Matériaux, Grément, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 469<br>68059<br>MKFB | **Mecca** IronScSr<br>*J.N.Skinner* –93 ssCal.No.2–81<br>*2Dks3trB* | 1460<br>1420<br>919 | ✠<br>7,85 | Bom<br>A&CP | *q* | 1873<br>9mo | A&J Inglis<br>Glasgow | BritishIndiaStm. Nav.Co.(Lim.) | 270·0 | 31·3 | 24·5 | Glasgow<br>British<br>*6BHCem* | T.3Cy.18",29"&48"–36"<br>NE&B92 200HP<br>A.&J.Inglis,Glasgow | |
| 470 | **Mechelin** IronScSr<br>*R.Lanza* ssBbo.No.1-95<br>*Well deck* *1Dk* | 334<br>233<br>191 | ✠100A1<br>5,95 ~~8,90~~<br>✠LMC ~~8,90~~ 5,95 | Cly<br>A&CP<br>Bbo | *e* | 1890<br>8mo | Fullerton& Co.<br>Paisley | E.L.Doriga | 140·0<br>Q39'B44'F26'<br>BK6"<br>*W* | 22·1 | 10·4 | Santander<br>Spanish<br>*4BHCem*<br>*B=FPT27t* | C.2Cy.16"&32"-22" (*s*)<br>100lb *80lb* 45HP<br>1SB,*2pf*,GS33<br>Ross&Duncan,Glasgow | 11 |
| 471<br>TGLD | **Medan** SteelSc<br>*A.Smits* *1Dk&Shadedk*<br>*Elec.light* | 843<br>753<br>686 | | | | 1889 | KoninFab. v.Stoom& andere wrk<br>Amsterdam | Koninkl.Paketv. Maats. | 186·0 | 31·0 | 10·3 | Batavia<br>Dutch | C.2Cy.20"&38"–28"<br>100HP<br>Konin,Fab.v.Stoom&andrewerk,Amsterdam | 11 |
| 472 | **Medari Fevaid** WoodPad<br>*Peppo*73–87 | —<br>—<br>75 | | | | 1869 | W.Hamltn &Co.<br>Pt.Glasgow | IdareiMassousieh (OttomanSteam Nav.Co.) | 166·5 | 20·7 | 10·0 | Constanpl<br>Turkish | 80HP<br>D.Rowan,Glasgow | |
| 473 | **Medari Tefyk** IronSc<br>*Hassan*60–87 | —<br>—<br>1090 | | | | 1864 | Oswald& Co.<br>Sunderland | IdareiMassousieh (OttomanSteam Nav.Co.) | 227·0 | 26·0 | 25·0 | Constanpl<br>Turkish | 2Cy.<br>170HP<br>G.Clark,Sunderland | |
| 474<br>10<br>HMVB | **Medea** IronScSr<br>*Fercig*56–87 *2Dks* | 1826<br>1683<br>1111 | | | | 1878 | LloydAus- tro-Ungarico<br>Trieste | LloydAustriaco | 277·2 | 35·2 | 25·4 | Trieste<br>Aust.-Hung. | C.2Cy.35¾"&61¾"–48"<br>226HP<br>ArsenaleLloyd,Trieste | |
| 475<br>HMVC | **Medea D.** IronSc<br>*A.Doppelhofer* –91 ssOda.No.2–92<br>*1Dk2trB* | 819<br>674<br>519 | ✠100A1<br>3,93<br>✠NB3,93 ✠LMC4,92<br>BS ~~3,93~~ 4,95 | Tri<br>LA&CP | *m* | 1884<br>10mo | Palmers' Co.<br>Newcastle | DonauDampfschiffahrtsGes.(L. Pellegrini,*Mgr.*) | 219·0<br>P48'B39'F25'<br>BK8"<br>*WB=DB* | 30·2 | 14·7 | Trieste<br>Aust.-Hung.<br>*5BHCem*<br>*a22'f22'60t* | C.2Cy.28"&54"–36" (*s*)<br>90lb *70lb* 110HP<br>1SB,*4pf*,GS70,HS1846<br>Palmers'Co.(Lim.),Nwc. | 15 |
| 476<br>KGQT | **Médéah** IronSc3MstSr<br>*Alessandrini*77–88 *2Dks* | 448<br>—<br>230 | | | | 1856 | R.Napier& Sons<br>Glasgow | Cie.Marseillaise de Nav.àVap.(Fraissinet&Co.,*Mgrs.*) | 170·2<br>F21' | 28·2 | 13·9 | Marseilles<br>French | C.2Cy.21½"&37½"–27"<br>100HP<br>Fraissinet&Co.,Marseilles | |
| 477<br>NBCD | **Medina** IronScSr<br>*P.G.Bom* (exPrinceMohamed Tewfik) *1Dk(Irn)* | 289<br>237<br>171 | | | ... | 1867<br>7mo | C.Mitchell &Co.<br>Newcastle | H.Rasmusen | 134·9<br>Q28*t* F7*t*<br>FK | 21·5 | 11·3 | Korsör<br>Danish | 2Cy.25½"–24"<br>45HP<br>J.Jamieson&Co.,Nwc. | 12 |
| 478 | **Mediterraneo** SteelScSr<br>~~*E.M.Tarabochia* –92~~<br>*Well deck* *1Dk(Stl)&Webframes*<br>*R.Gerolimich* | 1804<br>1319<br>1140 | ✠100A1<br>4,95 ~~9,93~~<br>✠LMC4,92 | Msl<br>A&CP<br>Lon | *q* | 1892<br>4mo | Osbourne, Graham& Co.<br>Sunderland | DittaErediC.Cav. Gerolimich&Co.<br>*WB* | 260·0<br>P27'Q76'B106'<br>F35' drp93 FK<br>= *Cell D B* 214'385*t* | 37·0 | 16·5 | Lusinpiclo<br>Aust.-Hung.<br>*4BHCem*<br>*APT53t* | T.3Cy.20",32½"&53"–36" (*r*)<br>160lb *80lb* 150HP<br>2SB,*6pf*,GS86,HS2705<br>G.Clark(Lim.),Sunderland | 18 |
| 479<br>18<br>QPVR | — IronScBn<br>*Dodero* –92 (exCityofCork)<br>*2Dks3trB* | 1664<br>1531<br>1065 | | | | 1863 | W.Denny &Bros.<br>Dumbarton | NavigazioneGeneraleItaliana | 252·6<br>H89*t* F43*t* | 32·8 | 27·9 | Palermo<br>Italian | C.2Cy.22"&50"–35¾"<br>300HP<br>Denny&Co.,Dumbarton | |
| 480<br>KGRW | **Médoc** IronSc3MstSr<br>*3Dks* | 3571<br>—<br>2648 | | | | 1884 | Forges & C. de laMédit.<br>LaSeyne | Messageries Maritimes | 328·1 | 45·6 | 16·9<br>25·0 | Marseilles<br>French | C.2Cy.36¼"&65"–43¼"<br>350HP<br>Forges&Ch. de la Médit., Marseilles | |
| 481<br>100754 | **Medora** SteelSc<br>*2Dks* | 299<br>114<br>203 | | | | 1893 | F.W.Doty<br>Gravenhurst, Ont. | Muskoka&GeorgianBayNav. Co.(Lim.) | 122·6 | 25·4 | 8·5 | Toronto<br>British | C.2Cy.14"&26"–18"<br>29HP<br>JohnDotyEng.Works, Toronto | |
| 482<br>194<br>HMVD | **Medusa** SteelScBk<br>*Metlet* *2Dks(UStl-ws)3trB*<br>*Dk beams Irn* | 2706<br>2457<br>1686 | | | ... | 1882<br>9mo | Austrian Lloyd's<br>Trieste | LloydAustriaco | 343·0 | 37·5 | 24·9 | Trieste<br>Aust.-Hung. | C.2Cy.38"&72½"–48"<br>285HP<br>AustrianLloyd'sArsenal, Trieste | |
| 483<br>91277<br>KDLC | — IronScSr | 967<br>871<br>609 | | | | 1886 | WH Potter &Sons<br>Liverpool | EastIndianOcean S.S.Co.(Lim.) | 237·4<br>P40*t* F33*t* | 34·2 | 15·4 | Liverpool<br>British | C.2Cy.23"&46"–36"<br>88HP<br>Fawcett,Preston&Co.,Liv. | |
| 484 | **Medvedista** IronScSr<br>*1Dk* | 525<br>—<br>354 | | | | 1872 | Samuda<br>London | RussianStm.Nav. &TradingCo. | 212·3 | 29·0 | 9·4 | Odessa<br>Russian | C.2Cy.23"&41"–24"<br>60HP<br>J.Penn&Sons,London | |
| 485<br>77028<br>WVHJ | **Medway** IronSc3MstSr<br>*L.R.Dickinson* –92<br>*Elec.light* | 3669<br>3624<br>2215 | | | | 1877 | J.Elder& Co.<br>Glasgow | RoyalMailSteam PacketCo. | 383·2 | 42·0 | 33·2 | London<br>British | T.3Cy.39",62"&101"–60"<br>NE&B88 600HP<br>Earle'sCo.(Lim.),Hull | 27 |
| 486<br>81541<br>SNLT | — IronScSr<br>~~*J.Logan* –94~~<br>*Well deck* ssSld.No.3–2,92 *1Dk(Irn)*<br>*G.A.Brotherton* | 910<br>743<br>580 | ✠100A1<br>~~6,94~~ ~~1,94~~ 4,95<br>~~BS3,96~~ ✠LMC2,92<br>~~6,94~~ BS4,95 | Shl<br>A&CP<br>~~Sld~~ | *m* | 1879<br>4mo | Austin& Hunter<br>Sunderland | LambertBros.<br>*WB=Ce* | 226·3<br>Q76'B41'F20'<br>FK<br>*llDB*189'*f*285*tFPT* | 31·0 | 13·5 | London<br>British<br>*4BHCem*<br>16*tAPT*18*t* | C.2Cy.28"&54"–33" (*i*)<br>75lb *30lb* 99HP<br>2B,GS60<br>N.E.MarineE.C.(Lim.),Sld | 16<br>s 1 |
| 487<br>93290<br>LPBH | — SteelScSr<br>*H.Lindsay* –92 *2Dks*<br>*Well deck* *Elec.light* | 831<br>735<br>436 | | | ... | 1886<br>5mo | C.Connell &Co.<br>Glasgow | W.Sloan&Co. | 225·0<br>P&B134' F29' | 32·1 | 14·2 | Glasgow<br>British<br>*WB* | C.2Cy.28"&56"–48"<br>180HP<br>J.&J.Thomson,Glasgow | 16 |
| 488 | **Meefoo** IronScSr<br>*W.H.Lunt*81–81 (exBenclutha)<br>*3Dks* | 1793<br>—<br>1339 | | | | 1876 | W.Hamilton&Co.<br>Pt.Glasgow | ChinaMerchants' SteamNav.Co. | 265·0<br>H44*t* | 33·0 | 19·7<br>26·3 | Shanghai<br>Chinese | C.2Cy.30"&56"–36"<br>150HP<br>W.B.Thompson,Dundee | |
| 489<br>89226<br>QHVS | **Meeinderry** SteelSc3MstSr<br>*G.T.Joss* –93 *1Dk*<br>*Well deck* | 217<br>147<br>111 | ✠<br>9,87<br>✠ | Syd<br>LA&CP | *c* | 1883<br>8mo | T.B.Seath &Co.<br>Glasgow | A.Schlink | 120·2<br>Q39' B30' F18' | 20·1 | 8·7 | P.Adelaide<br>British<br>*4BHCem* | C.2Cy.18"&36"–24"<br>50HP<br>Kincaid&Co.,Greenock<br>*WB=FPT28t* | |
| 490<br>87658 | **Meg Merrilies** IronPadSk<br>*D.Bell*89–89 | 244<br>226<br>98 | | | | 1883 | Barclay, Curle&Co.<br>Glasgow | CaledonianSteam PacketCo. (Lim.) | 210·3 | 21·4 | 7·2 | Glasgow<br>British | D.2Cy.43"–60"<br>NB93 205HP<br>Barclay,Curle&Co.,Gls. | |
| 491<br>96627 | **Meggie** IronScSr<br>*J.A.Burgess* –94 ssCff.No.1-94<br>*Well deck* *1Dk(Irn)&Webframes* | 1747<br>1312<br>1140 | ✠100A1<br>~~5,94~~ ~~2,93~~ 3,95<br>✠LMC ~~8,89~~ 1,94 | Cff<br>LA&CP | *r* | 1889<br>8mo | Richardsn Duck&Co.<br>Stockton | Burdick&Cook | 270·0<br>P27'Q76'B110'<br>F31' ~~drp91~~ BK9½"<br>*WB=CellDB*226'<br>drp94 | 36·6 | 16·5 | London<br>British<br>*4BHCem*<br>409*tAPT*9*t* | T.3Cy.21½",35"&57"–36" (*s*)<br>160lb ~~60lb~~ 80lb 190HP<br>1D B,*4cf*,GS64,HS2863<br>Blair&Co.(Lim.),Stockton | 19<br>s 1 |

| 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Megna** SteelScSr<br>*E.G.Davis* –93 | 1181<br>1138<br>754 | | | | 1889 | W.Denny &Bros. Dumbarton | BritishIndiaS.N. Co.(Lim.) | 230·0 B51′ | 36·2 F35′ | 17·5 | Glasgow British | Q.4Cy.16″,24″,32″&47″–36″ 98H<br>Denny&Co.,Dumbarton | | |
| **Meiji Maru** Iron—Sr<br>*J.F.Allen* | 1028<br>985<br>448 | | | | 1874 | R.Napier &Sons Glasgow | Department of Communication | 242·0 | 29·2 | 21·5 | Yokohama Japanese | 2Cy. 254H | | |
| — WoodScSr<br>*I.Murata* | 220<br>197<br>137 | | | | 1880 | Sanzen Yejiro Hiogo | OsakaShosen Kaisha | 122·8 | 15·8 | 14·1 | Osaka Japanese | 2Cy. 16H | | |
| **Meiko Maru** WoodScSr<br>*SetoyamaDentaro* | 212<br>185<br>131 | | | | 1880 | S.Fijiro Hiogo | OsakaShosen Kaisha | 122·8 | 15·8 | 13·5 | Osaka Japanese | 2Cy. 16H | | |
| **Meirio Maru** WoodPadSr<br>*IwaiKigoro* | 260<br>240<br>148 | | | | 1877 | S.Chugoro Hiogo | OsakaShosen Kaisha | 130·4 | 19·5 | 13·1 | Osaka Japanese | 20H | | |
| **Meitoku Maru** WoodSr<br>*SaitoTojiro* | 166<br>156<br>93 | | | | 1891 | Nishijima Keikichi Toba | ShimidzuYoshizo | 112·9 | 15·0 | 12·3 | Nügata Japanese | 1Cy. 31H | | |
| **Meitzen** SteelScSr<br>*E.Clavier* –89 1*Dk*<br>*Elec.light* | 395<br>282<br>269 | | | | 1889 | "Vulcan" Act.Ges. Stettin | J.F.Bräunlich | 139·7<br>Q39′ | 23·4<br>B40′ | 11·9<br>F16′ | Stettin German<br>*WB* | 2Cy.18½″&30½″–19¾″ 60H<br>"Vulcan"Act.Ges.,Stettin | | V |
| **Mejidieh** SteelPad<br>*C.V.Cowley*66–83 | 463<br>356<br>373 | | | | 1882 | T&G Rnnie London | Euphrates&Tigris Stm.Nav.Co.(Lim) | 210·5 | 35·1 | 5·7 | London British | C.H.4Cy.18½″&35″–54″ 100H<br>T.&G.Rennie,London | | |
| **Mekong** SteelScSr | 700 | | | | 1894 | R.Napier& Sons Glasgow | Messageries Fluviales de Cochinchine | 210·0<br>P22′ | 28·0<br>F39′ | 13·8 | Saigon French | T.3Cy.18″,29″&47″–30″<br>R.Napier&Sons,Glasgow | | |
| **Melbourne** IronScBk<br>3*Dks* | 4080<br>—<br>1947 | | | | 1882 | M'ssageries Maritimes LaCiotat | Messageries Maritimes | 413·9 | 39·7 | 32·8 | Marseilles French | C.3Cy.(2)60¼″&43¼″–43¼″ 600H<br>MessageriesMar.,LaCiotat | | |
| — SteelScSr<br>*J.Grimes* –93<br>2*Dks*(1*Stl*&1*Irn*)&*Webframes* | 3819<br>3473<br>2432 | ✠100A1<br>1,94<br>✠LMC7,96 2,95 | Liv<br>A&CP | *w* | 1890<br>7mo | W.Pickers-gill&Sons Sunderland | W.Kish | 355·0<br>P37′B70′F38′<br>*WB*=*Cell D B*300′721*t* | 46·0<br>BK11′ | 26·0<br>6*BHCem*<br>*APT*43*t* | Sundrland British<br>2DB,*12pf*,GS160<br>G.Clark(Lim.),Sunderland | T.3Cy.26″,42″&68″-45″ (*s*) 160lb *160lb* 350HP | 29 ″ 0<br>s 6 ″ 1½ | D |
| — SteelScSr<br>*S.J.E.Jorgenson* –93<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1739<br>1304<br>1111 | ✠100A1<br>3,94<br>✠LMC3,92 | Mel<br>A&CP | *q* | 1892<br>3mo | W.Gray& Co.(Lim.) WHartlepool | MelbourneShip-pingCo.(Lim.) | 260·6<br>P27′Q80′B104′<br>F31′<br>*WB*=*D B a* 82′*f*98′383*t* | 36·5<br>FK | 18·2<br>4*BHCem*<br>*APT*27*t* | Melbourne British<br>2SB,*4rf*,GS71,HS2508<br>CntralMar.E.Wks.,W.Hpl. | T.3Cy.19″,30½″&51″–36″ (*s*) 160lb *75lb* 150HP | 19 ″ 5<br>s 1 ″ 5 | |
| — IronScK<br>1*Dk* | 132<br>126<br>57 | ✠100A1<br>*Stm Trawler*<br>6,92<br>✠LMC6,92 | Hul<br>LA&CP | | 1892<br>6mo | Cook,Wel-ton&Gem-mell Hull | HullSteamFishing &IceCo.(Lim.) | 95·6<br>BK7½′<br>*WB*=*FPT*17*t* | 20·5 | 10·8 | Hull British<br>3*BHCem*<br>1SB.*2pf*,GS19,HS511<br>C.D.Holmes&Co.,Hull | T.3Cy.10″,16″&25½″–19½″(*s*) 160lb 35H | 11 ″ 7 | |
| **Melbridge** SteelScSr<br>*L.G.Barge* –93 *ss*Bry.No.1–94<br>*ex*CalcuttaCity) 1*Dk*(*ptIrn*&*ptStl*)&<br>*Well deck* *Webframes2trB* | 2868<br>2228<br>1855 | ✠100A1<br>~~4,94~~ 5,95<br>✠LMC4,94 | Bry<br>A&CP | *t* | 1891<br>4mo | E.Withy& Co. WHartlepool | UnitedSteamShip-pingCo.(Lim.) (J.Temperley& Co.,*Mgrs.*) | 314·0<br>P35′Q94′B128′<br>F33′ drp94<br>drp95<br>*WB* = *CellDB*268′ | 40·5<br>FK | 21·1<br>6*BHpt Asp*<br>*pt Cem*<br>532*t APT*37*t* | London British<br>2DB,*8cf*,GS118,HS4105<br>T.Richardson&SonsW Hpl | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 300H<br>s 2 ″ 5½ | 23 ″ 8 | D |
| **Meliton Gonzalez** SteelScSr<br>*J.Canal* –94 *ss*Sws.No.1–93<br>*ex*Wittekind) 1*Dk*(*Irn*)&*Webframes*<br>(*Irn*)*Beams*&*Stringers*(*Irn*) | 1053<br>690<br>674 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>5,94<br>✠LMC7,93 | Gls<br>A&CP | *m* | 1889<br>4mo | Sunderlnd S.B.Co.(Ld.) Sunderland | MelitonGonzalez &Co. | 210·0<br>P22′Q46′B22′<br>*WB*=*CellDB*(*Irn*)174′210*t* | 30·1 | 13·4<br>4*BHCem* | Gijon Spanish<br>N.E.Mar.E.Co.(Lim.)Nwc | T.3Cy.17 3/16″,28″&46″–30″ 160lb 106H | 15 ″ 10<br>s 7 ″ 11½ | G |
| **Mellum** SteelScSr<br>1*Dk* | —<br>—<br>186 | | | | 1893 | Jos.L. Meyer Papenburg | Kaiserl.Lootsen-Commando | 131·2<br>Q40′ | 23·0<br>B35′ | 12·6 | Wilhelms-haven German | T.3Cy.12½″,21⅓″&33½″–24½″<br>Jos.L.Meyer,Papenburg | | G |
| **Melmore** SteelScSr<br>*P.Mitchell*84–92 1*Dk*<br>*Elec.light* *Well deck* | 412<br>293<br>168 | ✠100A1<br>3,95~~4,94~~<br>✠LMC6,92 | Gls<br>LA&CP | *g* | 1892<br>7mo | D.J.Dun-lop&Co. Pt.Glasgow | Trustees of the lateEarl of Leitrim | 156·2<br>P83′F59′<br>*WB*=*FPT* | 25·8<br>BK6′ | 11·3<br>5*BHCem*<br>29*t APT*14*t* | Glasgow British<br>1SB.*3rf*,GS52,HS1516<br>D.J.Dunlop&Co.,P.Gls. | T.3Cy.15″,23″&38″–27″ (*s*) 160lb *80lb* 96HP | 12 ″ 0<br>s 1 ″ 2½ | BT till ~~2,95~~ 3,96 |
| **Melo** ~~Caputo~~ SteelScSr<br>1*Dk*(*Irn*)&*Spardk*&*Webframes*<br>*L.Cacace* –94 | 1099<br>1070<br>747 | ✠100A1<br>*Spar dk*<br>6,94 ~~5,92~~<br>BS6,94 | Gen<br>LA&CP<br>Lgn | *n* | 1887<br>12mo | SirW.G. Armstrong, Mitchll&C. Newcastle | Soc.diNav.àVap. Puglia | 215·0<br>F37′ | 31·7<br>20·7<br>BK8′ | 13·1<br>1*BHCem*<br>*WB*=*Cell DB*106′107*t* | Bari Italian<br>2SB.*4pf*,GS65<br>Hwthrn,Lslie&C.(L.)Nwc. | T.3Cy.18″,28″&47″–30″ (*s*) 150lb *50lb* 140HP | 15 ″ 1 | |
| **Melpomene** IronScSr<br>*Malusa*69–87 *ss*Tri.No.1–88<br>1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB* | 2968<br>2920<br>1848 | ✠<br>*Spar dk*<br>4,88<br>✠ | Tri<br>LA&CP | *u* | 1883<br>4mo | Palmers'Co (Lim.) Newcastle | LloydAustriaco | 320·7<br>B80′ | 39·3 | 27·9<br>7*BHCem*<br>*WB* | Trieste Aust.-Hung.<br>C.2Cy.38″&71″–48″ 218H<br>Palmers'Co.(Lim.),Nwc.<br>= *CellDB*272′416*t APT*14*t* | | | |
| **Melrose** IronScSr<br>~~*D.Wallace* –94~~ *ss*C.Tn.No.3–2,92<br>~~*G.M.Thomas* –94~~ 2*Dks*<br>*G.M.Thomas*93–94 | 839<br>794<br>518 | ✠100A1<br>~~10,92~~8,94<br>BS8,94 | CTn<br>A&CP<br>Hpl | *m* | 1877<br>2mo | R.Steele& Co. Greenock | ~~B.Currie&Co.~~ S.Hough | 229·6<br>BK8″ | 29·1 | 16·4<br>6*BHCem*<br>*WB*=*Tanka*15′ | ~~London~~ Liverpool British<br>C.2Cy.30″&50″–33″ (*i*) 58lb *40lb* 113H<br>1B,GS81<br>R.Steele&Co.,Greenock | | 17 ″ 5<br>s 3 ″ 0½ | |
| **Melrose Abbey** IronScSr<br>*O.H.Bommen*93–93 *ss*Cff.No.3–11,89<br>*Well deck* *ss*Cff.No,1-95 1*Dk*2*trB* | 1265<br>1014<br>801 | ✠90A1<br>5,95~~10,99~~<br>~~BS9,92~~<br>BS5,95 | Cff<br>A&CP<br>LMC11,~~89~~ 5,94 | *n* | 1877<br>4mo<br>Whitby | T.Turnbull &Son | Pyman,Watson &Co. | 236·2<br>Q80′B56′F32′<br>~~drp01.~~ | 32·1<br>BK8″ | 17·1<br>4*BHCem*<br>*WB*=*DBa*65′*f*96′ | Cardiff British<br>2B,GS42<br>Blair&Co.(Lm.),Stockton | C.2Cy.28½″&53″–33″ (*i*) 74lb *90lb* KD590 110H | 18 ″ 1<br>s 1 ″ 11 | |
| **Memel Packet** IronSc3MstSr<br>*J.A.Kuhrt*90–91 (*ex*Alma) 1*Dk* | 167<br>167<br>132 | | | | 1855 | .....<br>Glasgow | Herm.Hofrichter | 129·6<br>len74 | 18·4 | 8·9 | Stettin German | C.2Cy.15″&25¾″–12½″ 35H<br>Möller&Holberg,Stettin | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **514** 181 HMVQ | **Memfi** *Verzi* 62–87 | **IronScSr** 2 *Dks* | 1759 1743 1051 | | | | 1872 | Lloyd Astro Ungarico Trieste | **Lloyd Austriaco** | 260·0 \| 32·5 \| 29·9 | **Trieste** Aust.-Hung. | C.2Cy.33¾″&64″–36″ 175l Arsenale Lloyd, Trieste |
| **515** 98125 | **Memnon** *T.M.Bales* –94 (*ex* Plassey) *Elec.light* | **SteelScSr** *ss*Shl.No.1-94 2 *Dks*(1 *Stl*&1 *Irn*)&*Deep framing* 3 *Dk rule* | 3176 2962 2046 | ✠100A1 3,95 ~~5,93~~ ~~6,94~~ ✠LMC7 ~~90~~ Shl 6,94 Bry | Lon LA&CP | *v* | 1890 7mo | Harland& Wolff(Lim.) Belfast | **African S.S.Co.** (Elder, Dempster &Co., *Mgrs.*) *WB* = *Cell DB* 264′ 545 *t* | 345·6 \| 40·9 \| 26·7 P32′B80′F44′ BK 9″ | **London** British 180lb *70lb* 6 *BHCem* *APT* 48 *t* | T.3Cy.22″,36″&60″–48″ 300l 2DB,*8rf*,GS122,HS4392 Harland&Wolff(Lim.) Be |
| **516** 29647 QGMK | — *J.Barwise* –88 | **IronScSr** | 1290 1155 825 | | | | 1861 | Scott&Co. Greenock | **East Indian Ocean S.S.Co.(Lim.)** | 253·6 \| 32·6 \| 23·0 P31 *t* | **Liverpool** British | C.2Cy.26″&58″–42″ NE72NB88 150l Fawcett,Preston&Co.,Li |
| **517** | **Memphis** *A.Patzelt* 89–94 *Elec.light* | **SteelScSr** 2 *Dks*(*Stl-Uptws*)& *Webframes* | ~~9600~~ 3873 3115 2509 | ✠ 100A1 6,94 12,94 (*Class Contem plated*) ✠LMC6,94 | Ham LA&CP | *w* | 1894 6mo | Reiherst'g Schiffsw.& Maschinenf Hamburg | **Deutsche Dampfschifffahrts Ges. "Kosmos"** | ~~342·0 \| 43·6 \| 21·9~~ [~~104′F54′~~ FK 343·1 \| 43·5 \| 25·8 P&B206′F46′ | **Hamburg** German 167lb *85lb* 6 *BHCem* | T.3Cy.25½″,41″&65¼″–42″ 350l 2DB,*8cf*,GS160,HS5670 ReihtSchffsw&MaschHa *WB* = *Cell DB* 280′ 610 *t* |
| **518** 97827 LWSM | — *W.Williams* –93 *Elec.light* | **SteelScSr** *ss*Cff.No.1-94 2 *Dks*(1 *Stl*&1 *Irn*)&*Deep framing* 3 *Dk rule* | 3191 2959 2053 | ✠100A1 4,95 ~~5,94~~ ✠LMC ~~11,96~~ 5,94 | Cff Lon LA&CP | *v* | 1890 11mo | Harland& Wolff(Lim.) Belfast | **African S.S.Co.** (Elder, Dempster &Co., *Mgrs.*) *WB* = *Cell DB* 264′ 545 *t* | 345·6 \| 40·9 \| 26·7 P32′B80′F44′ ~~drp98~~ BK 9″ | **London** British 180lb *70lb* 6 *BHCem* *APT* 48 *t* | T.3Cy.22″,36″&60″–48″ 300l 2DB,*8rf*,GS122,HS4392 Harland&Wolff(Lim.)B |
| Wrecked | **519 Ménam** 10,94 | **SteelScSr** 1 *Dk* 2 *trB* | 700 | | | | 1894 | R.Napier& Sons Glasgow | **Messageries Fluviales de Cochinchine** | 210·0 \| 28·0 \| 13·8 P22′B74′F39′ | **Saigon** French | T.3Cy.18″,29″&47″–30″ R.Napier&Sons,Glasgo |
| **520** 102482 NDVF | **Menantic** *A.J.A.Mann* 92–93 | **SteelScSr** 1 *Dk*(*Stl*)& *Spar dk*(*Irn*) 3 *trB* | 3024 2812 1934 | ✠100A1 *Spar dk* 11,94 ~~11,04~~ ✠LMC9,93 | Sws A&CP | *v* | 1893 9mo | J.L.Thompson&Sons Sunderland | **Menantic S.S.Co.** (Lim.) (T.Hogan&Sons, N.York.) *WB* = *Cell DB* 256′ 558 *t* | 322·0 \| 42·7 \| 18·6 P30′B90′F37′ 26·0 BK 10″ | **Bristol** British 160lb *160lb* 6 *BHCem* *APT* 66 *t* | T.3Cy.24½″,40″&66″–45″ 400l 2SB,*6rf*,GS126,HS4350 J.Dickinson,Sunderland |
| **521** 86008 | **Menapia** *Kavanagh* | **SteelScSr** 2 *Dks*(1 *Stl*–*ws*) | 723 568 394 | ✠100A1 11,94 ~~11,06~~ ✠LMC2,92 | Cff A&CP | *k* | 1892 2mo | J.Priestman&Co. Sunderland | **Waterford S.S.Co.** | 212·0 \| 28·2 \| 13·1 P45′B69′F63′ BK 6″ *WB* = *FPT* 33 *t* *APT* 30 *t* | **Waterford** British 150lb *75lb* 4 *BHpt Asp pt Cem* | T.3Cy.21½″,33″&52″–30″ 160l 1SB,*4cf*,GS80,HS2700 N.E.Marine E.Co.(Lm.)S |
| **522** 97529 | **Mendelssohn** ~~*J.Robertson* 82–92~~ *W.Arnott* | **SteelScSr** *ss*Sld.No.3–12,92 1 *Dk*(*pt Irn*&*pt Stl*) &*Webframes*&*pt Awng dk*(*Irn*) | 2654 2036 1668 | ✠100A1 *pt Awng dk with freeboard* 11,94 ~~11,94~~ ✠LMC12,92 | Bry LA&CP NWQ | *t* | 1890 6mo | Tyne I.S.B. Co.(Lim.) Newcastle | **Jenneson Taylor& Co.** | 300·0 \| 41·0 \| 19·6 P31′Q80′ *pt Awng dk* 189′ FK *WB* = *Cell DB* 254′ | **Sundrland** British 160lb *160lb* 6 *BHCem* 562 *t* *APT* 25 *t* | T.3Cy.23″,38″&61″–42″ 225l 2SB,*6rf*,GS110,HS4210 Wlsnd Slpwy Co(Lm),N |
| PQWC | **523 Mendez Nuñez** | **Wood** | 180 — 109 | | | | 1868 | ..... Manila | **Inchausti&Cia** | 118·1 \| 19·7 \| 8·3 | **Manila** Spanish | 70 |
| **524** 81312 STFQ | **Mendoza** | **SteelSc3MstSr** 2 *Dks*(1 *pt Stl*)& *Shade dk* | 2160 1800 1357 | ✠ 10,79 | Liv | Lv | 1879 9mo | R.Napier& Sons Glasgow | **Pacific Steam Nav. Co.** | 320·0 \| 40·2 \| 20·6 F41 *t* | **Liverpool** British 5 *BH* | C.2Cy.42″&80″–48″ 300 R.Napier&Sons,Glasgow *WB* = *DB* |
| Broken up 9,94 PLTR | **525 Menelaus** *Th.M.Gregory* 91–91 | **IronScSr** | 1996 1849 1300 | | | | 1871 | A.Leslie& Co. Newcastle | **Nederl.Stoomv. Maats."Oceaan"** | 312·2 \| 33·6 \| 25·5 | **Amstrdam** Dutch | C.2Cy.27″&58″–45″ NB82 225 R.Stephenson&Co.,Nwc. |
| RGBW | **526 Menes** ~~*H.Bekermann* 87–87~~ *Elec.light* *C.Lübcke* 94–94 | **IronScBn** ~~*ss*Ham.No.2–89~~ 2 *Dks*(1 *Irn*) 3 *trB* *ss*Ham.No.3–6,94 | 1714 1561 1237 | ✠100A1 ~~6,94~~ ~~4,98~~ 12,94 BS12,94 ✠LMC11,93 | Ham LA&CP | *r* | 1881 4mo | Reih.Sch. &M.fabr. Hamburg | **Deutsche Dampfschifffahrts Ges. "Kosmos"** | 268·0 \| 32·5 \| 23·4 P42′F32′ BK 9½″ *WB* = *DB* | **Hamburg** German 180lb *85lb* 5 *BHCem* *a*62′*f*54′185 *t* | C.2Cy.32″&60″–36″ NBD93 160 2SB,*6pf*,GS90 Reih.Sch.&M.fab.,Ham. |
| RPTQ | **527 Menmuir** *H.Craig* | **IronScSr** *ss*Syd.No.3–3,89 *ss*Syd.No.1–93 2 *Dks*(1 *Irn*) 3 *trB* | 1980 1788 1287 | ✠100A1 4,94 ~~3,93~~ ✠NB3,89 | Syd A&CP | *s* | 1878 4mo | W Doxford &Sons Sunderland | **Eastern&Australian S.S.Co. (Lim.)** | 285·3 \| 35·0 \| 24·0 P60′B36′F33′ ND89 BK 9½″ *WB* = *DBa* 66′ 119 *t* | **London** British 180lb (*s*) 240 5 *BHCem* *Qpd*.89 | Q.4Cy.19″,27″,38¾″&54″– 2SB,*6rf*,GS105,HS3388 W.Doxford&S.,S |
| HCTR | **528 Mennythorpe** ~~*T.Hoorcom*~~ *Well deck* *Horn* 94-94 | **IronScBn** ~~*ss*Hpl.No.2–91~~ 1 *Dk*(*Irn*) 2 *trB* *ss*Hpl No.3-12,94 | 1463 1165 939 | ✠100A1 ~~12,93~~ 12,94 BS ~~1,93~~ ~~6,01~~ ✠LMC ~~2,01~~ 12,94 Hpl | Shl LA&CP | *o* | 1882 12mo | Irvine&Co. W Hartlepool | **J.Coverdale&Son** | 244·8 \| 33·2 \| 17·5 Q92′B61′F31′ ~~drp98~~ BK 8½″ *WB* = *DBa* 80′*f*84′*ʃu* | **Hartlepool** British 75lb *55lb* 4 *BHCem* *E&B* 36′315 *t* | C.2Cy.30″&57″–33″ 130 2SB,*4pf*,GS66 T.Richardson&Sons,Hp |
| HVCP | **529 Menorca** *E.Marquet* | **IronScSr** 1 *Dk* | 347 — 190 | | | | 1859 | Tod&McGregor Glasgow | **Sociedad Mahonesa de Vapores** | 156·8 \| 22·3 \| 11·5 Q52′ B6′ F27 | **Mahon** Spanish | 2Cy.34″–31″ 80 Tod&McGregor,Glasgo |
| JBSM | **530 Menorquin** *Cabot* –93 | **IronScSr** (*ex* Palma) 2 *Dks* | 879 732 565 | ✠ 2,84 ✠ | Cly LA&CP | *m* | 1881 3mo | HM'Intyre &Co. Paisley | **Sociedad "La Menorquina"** | 218·6 \| 30·2 \| 15·8 P62′B53′F37′ *WB* = *DBa* 66′ 93 *t* | **Mahon** Spanish 4 *BHCem* *FPT* 140 *t* | C.2Cy.31″&60″–39″ 153 Hutson&Corbett,Glasg |
| HVCP | **531 Mensajero** (*WRECKED,1,94*) *Valantino* | **IronSc** | 302 — 197 | | | | 1875 | D.Rowan Glasgow | **La Platense Flotilla Co.,Ld.** | 161·0 \| 22·0 \| 9·0 | **Bns.Ayres** Argentine | 5 D.Rowan,Glasgow |
| QRCP | **532 Mentana** (*TO BE BROKEN UP, 94*) *F.Canepa* –91 (*ex* Regina, *ex* Città di Savonâ, *ex* Piemontese, *ex* Regina, *ex* Teutonia) | **IronSc3MstSr** 2 *Dks*&*Awngdk* 4 *trB* | 2545 1922 1663 | | | | 1857 | Caird&Co. Greenock | **C.Schiaffino** | 296·0 \| 39·2 \| 33·0 BK 10″ | **Genoa** Italian | C.2Cy.43½″&80″–36″ NB81 28 2SB,*6pf*,GS96 *Cmp*.72 Reih.Schff.&Ms Fab.,H |
| WKGM | **533 Mentmore** ~~*W.Thomas* 92~~ *Read* | **IronScSr** ~~*ss*Lon.No.2–90~~ 2 *Dks*(*Irn*)&*Awngdk* *ss*Liv.No.3-10,94 | 3405 2523 2231 | ✠100A1 *Awng dk load line* 23*ft* 2,95 ~~1,94~~ ✠LMC1,94 | Lon LA&CP Liv | *v* | 1882 2mo BS2,95 | J.Key&Ss. Kinghorn | **S.S.Mentmore(Ld) (W.Johnston& Co.,Lim.)** *WB* = *DBuE*,*ʃ* B74′229 *t* *FPT* 68 *APT* 23 *t* *MT* 32′481 | 339·6 \| 40·2 \| 24·4 31·8 BK 10″ | **Liverpool** British 90lb 5 *BHCem* *ʃ* 26′316 *t* | C.2Cy.38″&76″–51″ 30 2DB,*12pf*,GS214 J.Key&Sons,Kirkcaldy |
| | **534 Mentor** | **IronPad** 1 *Dk* | 143 — 34 | | | | 1878 | Softley& Co. S.Shields | **Theophilatos Stathatos** | 107·0 \| 19·8 \| 10·0 | **Ithaca** Greek | 1Cy.42½″–56″ 9 *WB* Hepple&Co.,S.Shields |

| 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Master. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Menzaleh** IronScSr<br>*J.Morrison* *ss*Nwc.No.3–3,83<br>*ss*Nwc.No.2–91<br>2*Dks*3*trB* | 1626<br>1618<br>1052 | ✠90A1<br>7,94 ~~1,94~~<br>BS12.92 | Bry<br>A&CP<br>LMC9,91<br>Cff | *r* | 1870<br>4mo | M.Pearse&Co.<br>Stockton | **Nelson,Donkin&Co.** | 278·9<br>len72 | 33·4 | 24·0<br>BK9″<br>*WB=DBa&f* | London<br>British<br>4*BHCem* | C.2Cy.31½″&56¼″–33″<br>70lb *80lb* NE83NB79 130HP<br>2B NDB92<br>WallsndSlipCo(Lim),Nwc. | 25 ″ 9<br>s 5 ″ 2 | |
| **Mequinez** IronScSr<br>*W.R.Taylor* –93 *ss*Lon.No. ~~1 90~~ 2-94<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1215<br>854<br>791 | ✠100A1<br>~~7,94 1,02~~ 11,94<br>✠LMC3,94 | Lon<br>A&CP | *n* | 1885<br>8mo | J.Laing<br>Sunderland | **MerseySteamShip Co.(Lim.) (Leech,Harrison& Forwood,*Mgrs.*)** | 229·0<br>P139′F26′ | 31·0 | 16·5<br>BK8″<br>*WB=DB*<br>*a*57′*f*40′131*t* | Liverpool<br>British<br>4*BHCem* | T.3Cy.20¼″,33″&54″–36″<br>150lb 150HP<br>2SB,*4cf*,GS70<br>G.Clark,Sunderland | 17 ″ 8<br>s 1 ″ 9 | |
| **Meraggio** IronScSr<br>*H.Holmes* –92 *ss*Got.No.3–7,89<br>*Well deck* *ss*Gls.No.1-94 1*Dk*(*Irn*)2*trB* | 1075<br>846<br>668 | ✠100A1<br>2,~~93~~ 12,94<br>✠LMC2,94 | Gls<br>A&CP | *m* | 1883<br>4mo | Workman Clark&Co. Belfast | **S.S.MeraggioCo. (Lim.)(Maclay& M'Intyre)** | 217·3<br>P32′Q46′B63′F29′<br>~~drp92~~ FK<br>*WB=DBa*59′*f*84′*&u* | 31·9 | 15·4<br>Glasgow<br>British<br>5*BHCem*<br>*E&B*31′274*t* | | C.2Cy.26″&50½″–36″ (*b*)<br>85lb *50lb* 99HP<br>1SB,*3pf*,GS54<br>V.Coates&Co.(Lim.),Bel. | 16 ″ 9<br>s 1 ″ 5 | |
| **Merannio** IronScSr<br>*P.Smith*94-94 *ss*Hpl.No.3–4,90<br>*Well deck* *ss*Gls.No.1–94 6<br>1*Dk*(*Irn*)2*trB* | 1033<br>756<br>~~668~~ | ✠100A1<br>5,95 ~~4,94~~<br>✠LMC1,94 | Gls<br>A&CP | *m* | 1881<br>4mo | W.Gray&Co. Hartlepool | **S.S.MerannioCo. (Lim.) (Maclay& M'Intyre)** | 216·0<br>P26′Q48′B60′F26′<br>drp94 | 31·2 | 13·7<br>BK7″<br>*WB=Cell* | Glasgow<br>British<br>4*BHCem*<br>*DB*175′246*t* | C.2Cy.27″&50½″–33″ (*i*)<br>80lb *60lb* 99HP<br>1SB,*3pf*,GS47<br>Blair&Co.(Lim.),Stockton | 16 ″ 2<br>s 1 ″3½ | |
| **Merapi** SteelScBg<br>*W.Bagchus* –93<br>*Elec.light* 3*Dks* | 2570<br>—<br>1777 | | | | 1889 | Maatschp'y "DeSchelde" Flushing | **Rotterdamsche Lloyd(W.Ruys &Zonen,*Mgrs.*)** | 331·4<br>P80′ | 36·7<br>B66′ | 25·7<br>F44′ | Rottrdam<br>Dutch<br>*WB* | Q.4Cy.23″,33″,43″&63″–42″<br>250HP<br>Mtschp."DeSchlde."Flsng. | | DV |
| **Mercator** IronSc3MstSr<br>*J.Williamson* –94 1*Dk*2*trB*<br>*Well deck* 6thSurvey,Shl.5,90<br>1stSurvey,Shl.5–94 | 1055<br>857<br>668 | ✠ A1,1<br>5,94 | Shl | Lv | 1871<br>9mo | J.Laing<br>Sunderland | **J.Westoll** | 232·6<br>P121′F29′<br>ND88 | 30·3 | 17·2<br>BK8″<br>*WB=DBa&f* | Sundrland<br>British<br>4*BH* | C.2Cy.27″&54″–36″<br>NB80 98HP<br>T.Clark&Co.,Newcastle | | |
| **Mercedes** IronScSr<br>~~*L.Johnson* –91 *ss*Sws.No.1–90~~<br>*Stewart* 1*Dk*(*Irn*)&*Webframes*<br>*Well deck* *ss*Cff.No.2–94 | 2176<br>1665<br>1416 | ✠100A1<br>8,94 ~~3,01~~<br>✠LMC3,94 | Cff<br>A&CP | *r* | 1886<br>4mo | E.Withy&Co. W Hartlepool | **Christie&Co.** | 275·0<br>P29′Q78′B110′<br>F28′ ~~drp93~~ | 37·2 | 19·2<br>BK9″<br>*WB=CellDB*234′346*t* | London<br>British<br>4*BHAsp*<br>*APT*27*t* | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *65lb* 200HP<br>1DB,*4cf*,GS65 NDB92<br>Blair&Co.(Lim.), Stockton | 22 ″ 2<br>s 2 ″ 1 | |
| — SteelScSr<br>(*ex*Golondrina) | 883<br>605<br>485 | | | | 1889 | "Vulcan" Act.Ges. Stettin | **LloydBrazileiro** | 199·8<br>P45′ | 29·9<br>B71′ | 10·9<br>F40′ | R.Janeiro<br>Brazilian<br>*WB* | T.6Cy.12″,20″&32″–20″<br>150HP<br>"Vulcan" Act.Ges.Stettin | | V |
| **Merchant** IronScSr<br>*G.Goldman*83–93 | 1342<br>1267<br>849 | | | … | 1881<br>2mo | C.Mitchell &Co. Newcastle | **CharenteS.S.Co. (Lim.)(T.&J. Harrison,*Mgrs.*)** | 250·8 | 32·1 | 21·3 | Liverpool<br>British | C.2Cy.28″&56″–39″<br>170HP<br>WallsendSlipwayCo.,Nwc. | | BT till ~~6,94~~ 3,95 |
| — CompPad<br>*F.B.Cushman* –80 | 406<br>—<br>345 | | | | 1878 | Pusey& JonesCo. Wilmington, Del. | **SouthCarolinaS.B. Co.** | 147·7 | 29·6 | 5·4 | Chlstn,SC.<br>Utd States | 2Cy.18″&72″<br>Pusey&JonesCo., Wilmington,Del. | | |
| **Merchant Prince** IronScSr<br>*C.McDiarmid* –91 *ss*Liv.No.2–91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1622<br>1244<br>1006 | ✠100A1<br>12,94 ~~3,01~~<br>~~BS7,98~~ ✠LMC3,91<br>12,94 | Liv<br>LA&CP | *q* | 1883<br>10mo | H.S.Edwards,Son &Craig Howdon | **J.Knott** *WB=DBa*88′*f*16′*&u* | 260·0<br>P30′Q72′B66′F32′ | 36·2 | 18·7<br>BK9½″<br>*E&B*36′302*t FPT* | N.Shields<br>British<br>4*BHCem*<br>55*tAPT*20*t* | C.2Cy.32″&60″–39″ (*a*)<br>80lb *40lb* 154HP<br>2SB,*6pf*,GS95,HS3011<br>N.MarineEng.Co.,Gtshd. | 19 ″ 8<br>s 1 ″9½ | |
| **Mercur** Steel&IronScSr<br>*J.Eckoff* (*ex*KongDag) 1*Dk*2*trB* | 972<br>949<br>614 | | | | 1883 | MotalaCo. Gothenburg | **DetBergenske Dampskibsselskab** | 207·0<br>H23*t* | 29·7 | 21·5 | Bergen<br>Norwegian | C.2Cy.32″&58½″–35″<br>170HP<br>LindholmensVerk.,Got. | | |
| — IronScSr<br>*H.Weissig* 1*Dk*2*trB* | 549<br>—<br>410 | | | | 1870 | MotalaMek Wekrkst'ds Aktiebolag Gothenburg | **Dampfschiffahrts Ges."Neptun"** | 146·0<br>P80′ | 25·4<br>F26′ | 15·7 | Bremen<br>German | C.2Cy.18″&31″–22″<br>NE80 45HP<br>FlensburgSchiffsb.Gesel., Flensburg | | V |
| **Mercure** SteelTug<br>*Cloquette* –90 | 108<br>99<br>17 | | | | 1889 | Chant.& Atel.de la Loire Nantes | **Chambre deCommerce** | 88·9<br>B5′ | 18·4<br>F11′ | 9·9 | Dieppe<br>French | C.2Cy.20″&34″–24″<br>75HP<br>At.&Chant.delaLoire,Hav. | | V |
| **Mercurio** SteelTwinScSr<br>*Cherisola* | 1158<br>—<br>730 | | | | 1884<br>2mo | Aitken& Mansel Glasgow | **LaPlatenseFlotillaCo.(Lim.)** | 220·0 | 33·0 | 19·6 | Bns.Ayres<br>Argentine | C.4Cy.24″&46″–30″<br>200HP<br>D.Rowan,Glasgow | | |
| — SteelSc3MstSr | 1121<br>894<br>680 | | | | 1891 | SirW.G. Armstrong Mitchell& Co.(Lim.) Newcastle | **Companhia Frigorifica e Pastorel Brazileira** | 245·0<br>P39′ | 33·1<br>B38′ | 14·9<br>F41′ | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.19″,31″&50″–33″<br>200HP<br>N.E.Mar.E.Co.(Lim.),Nwc | | V |
| **Mercurius** IronScSr<br>*J.Meijer*87–90 2*Dks*(1*pt Irn*)<br>*Well deck* | 934<br>749<br>596 | ✠<br>2,82 | Shl<br>A&CP | *m* | 1880<br>7mo | Strand Slpwy.Co. Sunderland | **Koninkl.Nederl. Stoomb.Maats.** | 220·0<br>Q68′<br>drp82 | 30·6<br>B46′ | 15·6<br>F24′ | Amstrdam<br>Dutch<br>4*BHCem* | C.2Cy.27″&50″–36″<br>110HP<br>G.Clark,Sunderland<br>*WB=DBa*42′*f*51′127*t* | | DV |
| **Mercury** SteelPadSk<br>*A.Fowler* –92 | 378<br>340<br>114 | | | | 1892 | Napier, Shanks&Bell Glasgow | **Glasgow&South WesternRly.Co.** | 220·5<br>*Promenade dk*168′ | 26·0 | 9·2 | Glasgow<br>British | C.D.2Cy.33″&62″–60″<br>240HP<br>D.Rowan&Son,Glasgow | | BT till ~~1,96~~ 3,96 |
| — IronScSp<br>1*Dk*&*Awngdk* | 303<br>229<br>189 | | | | 1872 | Bowdler, Chaffer&Co Liverpool | **TanjongPagar DockCo.(Lim.) &NewHarbour DockCo.(Lim.)** | 138·6<br>H71*t* | 21·7 | 12·0 | Singapore<br>British | C.2Cy.13″&28″–30″<br>70HP<br>J.Taylor&Co.,Birkenhead | | |
| **Mercutio** IronScSr<br>*R.A.Spray* –94 *ss*Mdb.No.3–1,90<br>*Well deck* *ss*Brs.No.1–93<br>1*Dk*(*Irn*)2*trB* | 855<br>672<br>527 | ✠90A1<br>~~4,95 1,00~~<br>✠NB9,88 LMC9,93<br>~~BS11,94~~ 3,95 | Brs<br>A&CP | *l* | 1879<br>3mo | J.&G. Thomson Glasgow | **G.Bazeley&Sons** | 200·1<br>Q70′B46′F30′<br>drp95 | 29·1 | 16·0<br>BK8″<br>*WB=DB*<br>*a*53′*f*53′170*t* | Penzance<br>British<br>5*BHCem* | C.2Cy.25″&48″–30″ (*r*)<br>80lb *57lb* NDB88 95HP<br>1SB,*3pf*<br>J.&G.Thomson,Glasgow | 16 ″ 9<br>s 1 ″ 5½ | |
| **Mereddio** IronScSr<br>*P.S.Reddie* –93 *ss*Gls.No.2–94<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1455<br>1114<br>918 | ✠100A1<br>1,954 ~~4,94~~<br>BS4,95 ✠LMC4,94<br>Trn | Gls<br>A&CP | *o* | 1885<br>9mo | W.Gray&Co. WHartlepool | **S.S.MereddioCo. (Lim.)(Maclay &M'Intyre)** *WB=Cell D B*205′399*t FPT* | 245·0<br>P27′Q73′B56′F32′ | 35·3 | 15·1<br>FK<br>4*BHCem*<br>56*tAPT*20*t* | Glasgow<br>British | T.3Cy.18½″,30″&48″–36″<br>160lb *60lb* 140HP<br>2SB,*4cf*,GS57<br>Blair&Co.(Lim.),Stockton | 17 ″ 11<br>s 1 ″ 7½ | D |

| 1 Numero d'Ordre / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enlignement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 556<br>90026<br>JVHN | **Mergui**<br>*E.G.Davis* –93 | **IronSc**<br>1*Dk*(*Irn*) | 244<br>200<br>126 | ✠<br>4,85 | Grk<br>LA&CP | *d* | 1885<br>3mo | HM'Intyre &Co.<br>Paisley | BritishIndia SteamNav.Co. (Lim.) | 140·0<br>F20′<br>*Shade dk* 38′ | 21·1<br>FK | 9·5 | Glasgow<br>British | C.2Cy.18″&36″–24″<br>54H<br>4*BHCem*<br>Kincaid&Co.,Greenock |
| 557<br>92514 | **Merida**<br>*F.W.Hutcheson* | **SteelScSr**<br>2*Dks* | 3261<br>—<br>2610 | ✠ | | | 1893 | F.W. Wheeler &Co.<br>W.BayCity | D.Whitney,jr. | 360·0<br>F34′ | 45·0<br>*WB* | 20·8 | Detroit, Mich.<br>Utd.States | T.3Cy.23″,37″&62″–44″<br>Frontier IronWrks.Detroit |
| 558<br>94373<br>KRBN | —<br>*F.E.Tompsett* –92 *ss*Hpl.No.1–92<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | **SteelScSr** | 2280<br>1722<br>1487 | ✠100A1<br>~~4,94~~12,94 A&CP<br>BS5,94 ✠LMC11,92 | N Yk | *s* | 1888<br>3mo | E.Withy& Co.<br>WHartlepool | BucknallNephews | 290·0<br>P29′Q88′B118′<br>F31′ BK8″<br>*WB=CellDB*248 | 38·1<br>~~*BHAsp*~~<br>455*tAPT*35*t* | 19·2<br>5 *HplAspptCem* | London<br>British | T.3Cy.21½″,35½″&58½″–39″<br>160lb *75lb* (*s*) 250H<br>2SB,*6rf*,GS80<br>Blair&Co.(Lim.),Stockton |
| 559<br>91573<br>KBLP | —<br>*Lapsy* –92<br>(*ex*Maracaibo) YM6,92 | **WoodScSr**<br>1*Dk* | 517<br>438<br>358 | | | | 1880 | Neafie& Levy<br>Philadelphia | Atlantic&Carib-beanSteamNav. Co. | 179·3<br>Q17′ | 33·6<br>FK | 12·0 | Wilmgton (Del.)<br>Utd.States | 2Cy.20″&34″–26″<br>Neafie&Levy,Philadelphia |
| 560<br>87270<br>JKDP | **Merjulio**<br>*J.Ewart* *ss*Lon.No.2–92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | **IronScSr** | 1442<br>1086<br>964 | ✠100A1<br>~~1,92~~12,94 A&CP<br>BS8,93 ✠LMC3,92 | Lon | *o* | 1884<br>3mo | W.Gray& Co.<br>WHartlepool | DunedinS.S.Co. (Lim.) (Henderson& M'Intosh,*Mgrs.*) | 247·5<br>P27′Q67′B60′F31′<br>*WB=DBa* FK<br>71′84′262*tFPT*83*t* | 35·0<br>*APT*36*t* | 17·0 | Leith<br>British | C.2Cy.30″&55″–36″<br>85lb *50lb* 130H<br>1DB,*4pf*,GS53<br>Blair&Co.(Lim.),Stockton |
| 561<br>71749<br>PDCW | **Merkara**<br>*L.T.Benjemann* –91 *ss*Lon.No.2–83<br>2*Dks*(1*Irn*&1*pt Irn–Uws*)3*trB* | **IronScSr** | 3099<br>2919<br>1949 | ✠<br>4,86 | Lon<br>A&CP | *v* | 1875<br>7mo | W.Denny &Bros.<br>Dumbarton | BritishIndia Associated Steamers(Lim.) | 368·2<br>B21′ H5*t* | 37·2 | 28·5 | Glasgow<br>British<br>6*BHCem* | C.2Cy.47″&82″–48″<br>400H<br>Denny&Co.,Dumbarton |
| 562<br>70852 | **Merksworth**<br>*J.Pearson* –94 | **IronScSr**<br>1*Dk* | 270<br>249<br>165 | | | | 1874 | J.Fuller-ton&Co.<br>Paisley | BulliCoalMining Co.(*In liq.*) | 144·9<br>Q17′ | 22·2 | 11·6 | SydnyNSW<br>British<br>*WB* | C.2Cy.17″&31″–24″<br>40H<br>J.&T.Young,Ayr. |
| 563<br>HTQV | **Merkurius**<br>*C.G.Krahner* –89 | **CompScSr**<br>1*Dk* | 232<br>200<br>162 | | | | 1889 | S.Groth<br>Sjötorp | Ång.Aktieb"Ran." (A.E.Almén) | 102·4<br>B21′ H5*t* | 20·9 | 12·6 | Jönköping<br>Swedish | C.2Cy.13½″&27″–18″<br>EriksbergsM.V.,Got. |
| 564<br>73594<br>WTJK | **Merlin**<br>*M.Richards* –93<br>*Well deck* | **IronScSr** | 618<br>498<br>376 | | | ... | 1875<br>11mo | Hall,Rus-sell&Co.<br>Aberdeen | Gen.Steam Nav.Co. | 189·3<br>Q56′ B44′ | 26·1<br>F20′ | 14·5 | London<br>British | C.2Cy.24″&40″–30″<br>75H<br>Hall,Russell&Co.,Abn. |
| 565<br>98590 | —<br>*M.Macpherson* –94 | **IronScK**<br>1*Dk* | 151<br>128<br>75 | | | | 1890 | D.Macgill &Co.<br>Irvine | Steel&Bennie | 105·0<br>Q33′ F17′ | 19·6 | 8·6 | Glasgow<br>British | C.2Cy.13″&24″–18″<br>25H<br>Ross&Duncan,Glasgow |
| 566<br>52585 | **Mermaid**<br>(*ex*Largs) | **IronPad** | 153<br>150<br>64 | | | | 1864 | T.Wingate &Co.<br>Glasgow | WaterfordSteam ShipCo.(Lim.) | 161·4<br>F13′ | 19·1<br>BK6½″ | 7·9<br>*WB=DBf*10′9*t* | Waterford<br>British | D.2Cy.36″–36″<br>NB79 86H<br>T.Wingate&Co.,Glasgow |
| 567<br>98379 | —<br>*R.Thain*91–92 | **SteelScK**<br>1*Dk* | 134<br>126<br>36 | ✠100A1<br>*StmTrawler*<br>5,95~~7,93~~ ✠LMC4,92 Liv | Sws | | 1892<br>4mo | Hawthorns &Co.<br>Leith | ~~MilfordHaven Fishg Co.(Lim.)(*Irelg*)~~ (Brown,Jones&Co. *Mgrs.*) LiverpoolStm FishingCo.(Lim.) | 105·3<br>F13′ | 20·1<br>BK6½″<br>*WB=DBf*10′9*t* | 10·3 | MilfrdHvn<br>British | T.3Cy.11″,17½″&30″–21″ (*s*)<br>160lb 48H<br>1SB,*2rf*,GS28,HS828<br>Hawthorns&Co.,Leith |
| 568<br>88367 | —<br>1*Dk* | **WoodTwinSc** | 129<br>129<br>87 | | | | 1884 | H B Bolton<br>Victoria | NorthernShipping Co.(Lim.) | 94·0<br>~~*BHAsp*~~ | 18·0 | 4·6 | Vancouver<br>British | C.2Cy.8″&15″–12″<br>18H<br>A.McKelion&Co.,Vcr. |
| 569<br>99551<br>MTQH | **Merrie Islington**<br>1*Dk* | **IronScK** | 147<br>137<br>56 | ✠100A1<br>*StmTrawler*<br>10,94~~12,91~~ ✠LMC12,91 | Hul | | 1891<br>12mo | Cook, Welton& Gemmell<br>Hull | HumberSteam TrawlingCo. (Lim.) | 100·4<br>Q20′ | 20·7<br>BK7½″ | 11·0<br>3*BHCem* | Hull<br>British | C.2Cy.17″&33″–22″ (*s*)<br>90lb 45H<br>1SB,*2cf*,GS30<br>Bailey&Leetham,Hull |
| 570<br>97770 | **Merrimac**<br>*T.Morgans* –94 *ss*Lon.No.1–94<br>(*ex*AlexanderElder)<br>2*Dks*(1*Irn*&1*Stl*)3*trB* | **SteelScSr** | 4177<br>3917<br>2696 | ✠100A1<br>4,95~~8,92~~ ✠LMC4,~~90~~ 9,94 Nwc | Lon<br>LA&CP | *y* | 1890<br>4mo | Harland& Wolff(Lim.)<br>Belfast | AfricanS.S.Co. (Elder,Dempster &Co.,*Mgrs.*) | 400·6<br>P40′B80′F46′<br>drp94<br>*WB=CellDB*316′8 | 45·2<br>*APT*50*t* | 28·2 | London<br>British<br>6*BHCem* | T.3Cy.25½″,42″&70″–51″ (*s*)<br>180lb *60lb* 975H<br>2DB,*12rf*,GS189,HS3081<br>Harland&Wolff(Lim.)Bel |
| 571<br>28072 | **Merry Andrew** | **IronPad** | 178<br>174<br>17 | | | | 1857 | T.&W. Smith<br>N.Shields | StrongStm.Tug Co.(Lim.) (H.Strong,*Mgr.*) | 120·9<br>*DB* 205′ 382*t* | 20·3<br>*FPT* | 10·3 | Liverpool<br>British | L.2Cy35″–52″<br>NB87 80H<br>T.&W.Smith,N.Shields |
| 572<br>95215<br>LHGQ | **Mersario**<br>*T.Laycock* –92 *ss*Ard.No.1–94<br>*Well deck* 1*Dk*(*Irn*)2*trB* | **SteelScSr** | 1436<br>1119<br>900 | ✠100A1<br>~~4,94~~ ~~4,94~~ 3,95 A&CP<br>✠LMC11,93 Gls | Ayr | *o* | 1889<br>9mo | TyneI.S.B. Co.(Lim.)<br>Newcastle | S.S.MersarioCo. (Lim.) (Maclay& M'Intyre)<br>*WB = Cell* | 245·5<br>P28′Q73′B55′F32′<br>drp93 drp94 BK7″<br>drp95 *WB=FPT* | 35·0<br>FK<br>*DB* 205′ 382*t* | 15·3<br>*FPT* | Glasgow<br>British<br>4*BHCem*<br>44*t APT*22*t* | T.3Cy.18½″,30″&48″–36″ (*s*)<br>160lb 140H<br>2SB,*4cf*,GS70<br>Hawthorns&Co.,Leith |
| 573<br>99363 | **Mersey**<br>*W.Jones* –93<br>*Well deck* 1*Dk*(*Irn*) | **SteelSc3MstSr** | 536<br>399<br>226 | ✠100A1<br>~~5,94~~ ~~12,94~~ ~~10,94~~ LA&CP<br>3,95 ✠LMC1,92 | Liv | *h* | 1892<br>1mo | Harvey &Co.(Lim.)<br>Hayle | Rogers&Bright | 173·0<br>Q97′B9′F28′<br>drp93 drp94 BK7″<br>drp95 *WB=FPT* | 25·2<br>*DB* 205′ 382*t* | 11·8<br>*FPT* | Liverpool<br>British<br>3*BHCem*<br>30*t APT*15*t* | T.3Cy.15″,23″&38″–30″ (*s*)<br>160lb *80lb* 73H<br>1SB,*3pf*,GS56,HS1703<br>Harvey&Co.(Lim.),Hayle |
| 574<br>97825 | —<br>1*Dk*(*Irn*) | **SteelTwinSc** | 391<br>308<br>20 | | | | 1890 | J.Jones& Sons<br>Liverpool | Municipal Corporation of Birkenhead | 145·1<br>H83*t* | 32·0 | 10·4 | Liverpool<br>British | T.6Cy.15½″,22″&36″–18″<br>134H<br>J.Jones&Sons,Liverpool |
| 575<br>68015 | — | **IronSc** | 227<br>224<br>151 | | | | 1872 | Cunliffe& Dunlop<br>Pt.Glasgow | J.&A.Allan | 132·0<br>B81′ | 23·1 | 10·0 | Glasgow<br>British | 2Cy.16″–22″<br>20H<br>Cunliffe&Dunlop,P.Gl. |
| 576<br>60069 | —<br>1*Dk* | **IronPad** | 125<br>125<br>66 | | | | 1868<br>4mo | Bowdler& Chaffer<br>Liverpool | London&N.W. RailwayCo. | 106·0<br>B81′ | 20·1 | 8·6 | Dublin<br>British | O.2Cy.34″–48″<br>70H<br>Fawcett,Preston&Co.,Liv |
| 577<br>45374 | **Mersey King**<br>*J.H.Peers* –93 | **IronPad**<br>(*ex*Relief) | 163<br>163<br>31 | | | | 1862 | M.Samuel-son&Co.<br>Hull | H.J.Ward&Co. | 117·6<br>B81′ | 19·6 | 10·1 | Liverpool<br>British | D.2Cy.34″–51″<br>NB72 82H<br>M.Samuelson&Co.,Hull |
| 578<br>86489<br>HFPG | **Merthyr**<br>*P.Hamon*76–92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | **IronScSr**<br>~~*ssCff.No.2–91*~~<br>*ss*Cff.No.3–11,94 | 1354<br>1099<br>880 | ✠100A1<br>2,95 ~~3,91~~<br>BS2,94 LMC12,94 | Cff | *o* | 1882<br>9mo | Palmers' Co.(Lim.)<br>Newcastle | MerthyrS.S.Co. (Lim.) (Morel Bros.&Co.) | 240·4<br>Q92′B50′F26′<br>*WB=CellDB*201′ | 33·3<br>FK | 16·8<br>340*t APT*15*t* | Cardiff<br>British<br>4*BHCem* | C.2Cy.28″&57″–39″ (*a*)<br>80lb *80lb* NDB92 99H<br>1SB,*4pf*,GS77<br>Palmers'Co.(Lim.),Nwc. |

| 1<br>No. in Book. / Official No. / Code Letters. | 2<br>Steamer's Name. Master. Special Surveys. Late Name if any. | 3<br>Material, Rig, &c. No. of Decks, &c. | 4<br>Regist'd Tonnage. Gross. — Under deck. — Net. | 5<br>Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 8<br>Built. When. — Ship. — Engines | 9<br>By Whom. — Where. | 10<br>Owners. | 11<br>Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12<br>Port of Registry. Flag. | 13<br>Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14<br>Moulded depth. Freeboard amidships ft. in. | 15<br>Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 579<br>14790<br>HLNP | **Merthyr**<br>~~J.Dillerstone -92~~<br>*J.Stenburn* | IronSc3MstSr<br>ssSld.No.3-10,88<br>ssShl.No.1-93<br>1*Dk*2*trB* | 768<br>699<br>461 | ✠100A1<br>~~8,94~~ ~~6,94~~ ~~12,94~~<br>3,95<br>✠NB8,93<br>BS8,93 | Nwc<br>A&CP<br>LMC2,93<br>~~Low~~ Shl | *m* | 1866<br>6mo | Palmers'<br>Co.<br>Newcastle | LambertBros. | 207·3\|28·1\|15·9<br>Q62'<br>srp93 BK7"<br>W | London<br>British<br>4*BH*<br>*B=DB*118' | C.2Cy.27"&50"-30" (*s*)<br>80lb NB79 107HP<br>1SB,3*pf*,GS61,HS1728<br>Palmers'Co.,Newcastle | 18 ″ 5<br>s 3 ″ 3 | |
| 580<br>102483 | —<br>*F.Everett* -94 | SteelScK<br>1*Dk* | 143<br>119<br>72 | | | | 1893 | G.K.Stoth-<br>ert&Co.<br>Bristol | W.Galbraith | 107·3\|19·7\| 7·6 | Bristol<br>British | 1Cy.22"-18"<br>35HP<br>G.K.Stothert&Co.,Bristol | | |
| 581 | **Mesacria**<br>*D.deJonge*94-94<br>(*ex*Ella)<br>*Well deck* | IronScSr<br>ssMdb.No.3-9,90<br>1*Dk*(*Irn*) | 456<br>362<br>290 | ✠100A1<br>9,94 ~~3,94~~<br>~~BS3,94~~ | Rot<br>A&CP<br>LMC9,~~90~~ | *h* | 1878<br>2mo<br>9,94 | Richrdson<br>Duck&Co.<br>Stockton | W.H.Muller&Co. | 160·2\|24·3\|13·0<br>Q58'B37'F17'<br>BK7"<br>*WB=DBa*37' | Rottrdam<br>Dutch<br>4*BHCem*<br>*&uE&B*30' | C.2Cy.20"&37½"-24" (*i*)<br>80lb *60lb* NDB86 55HP<br>1SB,GS23<br>Blair&Co.(Lim.),Stockton | 13 ″ 9<br>s 1 ″ 3 | |
| 582<br>98393 | **Message**<br>*G.Hall* -93 | WoodScK<br>1*Dk* | 118<br>109<br>67 | | | | 1893 | J.Branford<br>Knottingley | J.Branford | 95·0\|18·0\| 9·2 | Goole<br>British | C.2Cy.10"&16¼"-16"<br>11HP<br>Webster&Bickerton,Goo. | | |
| 583<br>13<br>QRGB | **Messapia**<br>~~L.Cacace~~<br>*G.Zaccaro* | SteelScSr<br>2*Dks*(*Stl*)&*Spardk*<br>ssGen.No.1-94 | 2205<br>2075<br>1418 | ✠100A1<br>*Spar dk*<br>~~6,94~~ ~~10,92~~<br>5,95 | Gen<br>A&CP<br>✠LMC2,90<br>~~Lgn~~ | *s* | 1890<br>3mo<br>5,94 | Sunderlnd<br>Shipbuilding<br>Co.(Lim.)<br>Sunderland | Soc.diNav.aVap<br>Puglia | 275·0\|38·2\|15·3<br>P54'B26' 23·7<br>F30' FK<br>*WB=Cell* | Bari<br>Italian<br>4*BHCem*<br>*DB*222'329*t* | T.3Cy.23½",39"&64"-42" (*s*)<br>160lb ~~90lb~~ *60lb* 360HP<br>2SB,8*pf*,GS128<br>N.E.MrneE.C.(Lm.),Nwc. | 17 ″ 9<br>s 6 ″ 6<br>w6 ″ 9 | I |
| 584 | **Messenger** | IronScSr | 273<br>—<br>162 | | | | 1875 | Murdoch<br>&Murray<br>Pt.Glasgow | LaPlatense<br>FlotillaCo.<br>(Lim.) | 154·5\|20·4\| 9·1 | Bns.Ayres<br>Argentine | C.2Cy.19"&36"-24"<br>55HP<br>D.Rowan&Co.,Glasgow | | |
| 585<br>6<br>QRGM | **Messina**<br>*G.Pareto*62-88 | IronScSr<br>3*Dks* | 1127<br>—<br>744 | | | | 1862 | J G.Lawrie<br>Glasgow | Nav.Gen.Italiana | 246·0\|28·9\|23·6<br>H36*t*<br>len68 | Genoa<br>Italian | C.O.2Cy.29"&46"-49"<br>160HP<br>W.Simons&Co.,Renfrew | | |
| 586<br>120<br>HNBR | —<br>*Dessenibus*73-87 | IronScSr<br>1*Dk* | 550<br>496<br>326 | | | | 1854 | R.Napier<br>&Sons<br>Glasgow | Lloyd-Austriaco | 183·2\|26·1\|17·1 | Trieste<br>Aust.-Hung. | C.2Cy.20"&34"-30"<br>95HP<br>R.Napier&Sons,Glasgow | | |
| 587 | **Messiret**<br>*Cosma*73- | | —<br>—<br>137 | | | | 1872 | R.&H.<br>Green<br>London | Chirket-i-Hairie<br>(BosphorusStm.<br>Nav.Co.) | 160·0\|20·0\| 9·6 | Constanpl<br>Turkish | 80HP<br>J.Penn&Sons,London | | |
| 588 | **Messoud**<br>*TahirEffendi* -88<br>(*ex*Hawk) | IronSc<br>ssCpl.No.3-87<br>1*Dk* | 116<br>116<br>64 | *Coasting Sea of Marmora*<br>5,87 | Cpl | | 1882 | ................ | IdareiMassousieh | 106·0\|17·6\| ...<br>len&rebuiltCpl. | Constanpl<br>Turkish<br>3*BHCem* | 2Cy.24"-20"<br>NE&B83 45HP<br>TurkishGovernment,Cpl. | | |
| 589<br>JSCF | **Meta**<br>*O.Olsen* -93 | WoodScSr<br>1*Dk* | 498<br>435<br>306 | | | | 1872 | F.O.Berg-<br>ström<br>Gothenburg | J.Berner,jr. | 145·5\|28·2\|16·3<br>B59' | Stavanger<br>Norwegian | C.2Cy.17¼"&34½"-24"<br>60HP<br>MotalaCo.,Gothenburg | | V |
| 590<br>104542<br>KVT | **Metal**<br>*J.Philip*94-94<br>*Well deck* | SteelScSr<br>1*Dk*(*Irn*) | 611<br>440<br>294 | ✠100A1<br>7,94<br>~~(Class Contemplated)~~<br>✠LMC7,94 | Lth<br>LA&CP | *i* | 1894<br>7mo | Cumming<br>&Ellis<br>Inverkeith-<br>ing | W.Jacks&Co. | 180·0\|27·6\|11·4<br>P13'Q75'B16'F23'<br>BK7½"<br>*WB=DB*37'60*tCellDBf*79'1 | Glasgow<br>British<br>4*BHCem*<br>09*tAPT*20*t* | T.3Cy.15",25"&40"-27" (*s*)<br>160lb *80lb* 80HP<br>1SB,3*pf*,GS57,HS1300<br>Muir&Houston,Glasgow | 13 ″ 6<br>s ″ 11 | |
| 591<br>51668<br>TPGL | **Metamora**<br>*R.H.Gilbertson*80-92 | WoodSc<br>1*Dk* | 239<br>209<br>152 | | | | 1864 | Peeb&<br>Masters<br>Cleveland | ~~GeorgianBay WoodSupplyCo. (Lim.) (J.L. Burton, Mgr.)~~<br>J.Playfair | 115·0\|39·3\|10·8<br>H31*t* | Toronto<br>British | 1Cy.<br>94HP | | |
| 592 | **Metapedia**<br>~~F.G.Hansford -94~~<br>Now named "Nara Maru," See No 31 in Supplement | IronScSr<br>ssLiv.No.3-10,93<br>2*Dks*(*Irn*)3*trB* | 2241<br>2085<br>1454 | ✠100A1<br>5,94<br>✠NB6,91 | Cff<br>LA&CP<br>✠LMC10,93 | *t* | 1881<br>2mo | A.Leslie&<br>Co.<br>Newcastle | ~~S.S.Metapedia (Lim.)(Crow, Rudolf&Co.)~~<br>NisaburoHiroumi | 321·5\|36·2\|24·1<br>P36'B52'F39'<br>ND93 BK10"<br>*WB=DBuE & B*48' 140*t* | ~~Liverpool~~<br>~~British~~ Osaka<br>5*BHCem*<br>*MT*32'325*t*<br>Japanese | T.3Cy.23½",35"&62"-48" (*s*)<br>160lb *80lb* NDB91 300HP<br>2SB,6*rf*,GS132,HS4066<br>*Tpd*91WstryCplnd&CBrw | 25 ″ 7<br>s 4 ″ 11 | D |
| 593<br>NCP | **Metcovich**<br>*V.Guttmann* -93 | SteelScSr<br>1*Dk*&*Shade dk*2*trB* | 879<br>712<br>443 | | | | 1893 | Austrian<br>Lloyd's<br>Arsenal<br>Trieste | LloydAustriaco | 207·6\|29·6\|16·3 | Trieste<br>Aust.-Hung.<br>*WB* | T.3Cy.16½",26"&43"-30"<br>*E.made*91,*fittted*93 160HP<br>WallsendSlp.&E.Co.,Nwc. | | AG |
| 594<br>1097<br>MCQ | **Meteor**<br>*G.Thomson* -93<br>*Elec.light* | SteelScSr<br>~~ssLth.No.1-91~~<br>ssLth.No.2-95<br>2*Dks*(*UStl*-ws) | 1269<br>958<br>636 | ✠100A1<br>6,94 ~~11,93~~ 3,95<br>~~BS5,93~~<br>~~6,94~~ | Lth<br>LA&CP<br>✠LMC~~5,91~~ | *p* | 1887<br>4mo<br>3,95 | J.&G.<br>Thomson<br>Glasgow | London&Edin-<br>burghShipping<br>Co. | 260·0\|32·1\|16·9<br>P64'B62'F69'<br>FK<br>*W* ~~B=CellDBuE&B62' 103t~~ *FPT*<br>*WB=CellDBuE*28'38*t* | Leith<br>British<br>5*BHCem*<br>10*tAPT*21*t* | T.3Cy.29",44"&70"-48" (*s*)<br>~~150lb~~ *50lb* FD 120lb 290HP<br>2DB,12*cf*,GS226<br>J.&G.Thomson,Glasgow | 19 ″ 4<br>s 2 ″ 6 | BT till ~~5,95~~<br>3,96 |
| 595<br>RDJ | —<br>*Carlsson* (*ex*Hermes) | IronScSr<br>1*Dk* | 334<br>—<br>165 | | | | 1877 | MotalaCo.<br>Norrköping | Russisch-<br>Baltischer<br>Bergungs-Verein | 150·0\|25·5\|13·0<br>H12*t* | Reval<br>Russian<br>*WB* | C.2Cy.30½"&58"-24"<br>150HP<br>MotalaCo.,Norrköping | | |
| 596<br>6709 | —<br>*W.Percy* | SteelSc<br>2*Dks* | 132<br>132<br>115 | | | | 1889 | A.Miller<br>Opernican | A.Lumsden | 105·0\|23·8\| 6·6 | Ottawa<br>British | C.2Cy.12"&26"-12"<br>100HP<br>Carrier&Laine,Levis | | |
| 597 | **Meteoro**<br>*Azevada*91-91 | SteelTwinScSr<br>1*Dk*(*Irn*-ws)&*Awng dk* | 1082<br>1065<br>656 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>7,91 | Gmh<br>A&CP<br>✠LMC7,91 | *m* | 1891<br>7mo | Grange-<br>mouth<br>Dkyrd.Co.<br>Grangmouth | Empreza deObras<br>Publicas doBrazil | 219·6\|34·0\|11·8<br>18·9<br>FK | R.Janeiro<br>Brazilian<br>4*BHCem* | T.6Cy.12",20"&32"-24" (*a*)<br>160lb *80lb* 116HP<br>1DB,6*rf*,GS82,HS2006<br>Hutson&Corbett,Glasgow | 12 ″ 6<br>s 8 ″ 0 | |
| 598<br>Broken up | —<br>*Piaggio* | IronPad | 331<br>—<br>205 | | | | 1866 | A.Camp-<br>bell<br>Glasgow | LaPlatense<br>FlotillaCo.<br>(Lim.) | 198·0\|18·0\| 8·0 | Salto,B.A.<br>Uruguayan<br>*WB* | C.2Cy.28"&48"-48"<br>120HP<br>A.Campbell,Glasgow | | |
| 599<br>3701<br>JBF | **Methley Hall**<br>~~C.A.Scott -94~~<br>*McQuarrie* | SteelScSr<br>~~ssLiv.No.1-91~~<br>2*Dks*(1*Stl*&1*ptStlptIrn*)3*trB*<br>ssLiv.No.2-94 | 3349<br>3198<br>2182 | ✠100A1<br>~~8,94~~ ~~10,93~~ ~~1,95~~<br>5,95<br>~~BS4,94~~<br>BS5,95 | Cff<br>A&CP<br>Bry<br>✠LMC1,91<br>~~Liv~~ | *v*<br>~~Npt~~ | 1886<br>10mo<br>4,94 | Palmers'<br>Co.(Lim.)<br>Newcastle | SunShippingCo.<br>(Lim.)<br>(R.Alexander&<br>Co.,*Mgrs.*) | 330·0\|43·5\|29·1<br>P37'F47'<br>BK11"<br>*WB=MT* | Liverpool<br>British<br>5*BHCem*<br>22'&22'954*t* | T.3Cy.27",44"&71"-48" (*s*)<br>150lb ~~50lb~~ 400HP<br>2DB,12*cf*,GS187<br>Palmers'Co.(Lim.),Nwc. | 30 ″ 7<br>s 6 ″ 5 | |
| 600<br>7198<br>BSM | **Methven Castle**<br>*B.A.Bryan* -94 | IronScBg<br>ssLon.No.2-92<br>3*Dks*(*UIrn*-ws) | 2605<br>2506<br>1689 | ✠100A1<br>3,95 ~~3,94~~ ~~11,94~~<br>~~BS8,93~~<br>~~11,94~~ | Lon<br>LA&CP<br>✠LMC8,92 | *u* | 1883<br>9mo | Barclay,<br>Curle&Co.<br>Glasgow | D.Currie&Co. | 335·0\|38·2\|27·2<br>B86'F40'<br>FK11"<br>*WB=MT*20'260 | London<br>British<br>6*BHCem*<br>*taT*50'80*t* | C.2Cy.36"&68"-48" (*a*)<br>80lb ~~80lb NDB94~~ 270HP<br>2DB,8*cf*,GS136 ~~95lb~~ *80lb* NDB95<br>Barclay,Curle&Co.,Gls. | 28 ″ 5 | BT till ~~6,94~~<br>10,95 |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Capitaine.* *Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 601<br>KHDP | **Meurthe** IronScSr<br>*Serenon*77–83<br>2*Dks*3*trB* | 1130<br>—<br>660 | | | | 1874 | J.Elder &Co.<br>Glasgow | Cie.deNav.Arménienne&Marocaine(N.Paquet &Co.,*Mgrs.*) | 228·3\|28·5\|21·4<br>F29'<br>len76 | Marseilles<br>French | C.2Cy.28"&50"–30"<br>125H<br>J.Elder&Co.,Glasgow | |
| 602<br>KHDQ | **Meuse** IronScSr<br>*Scheult*<br>2*Dks*3*trB* | 1312<br>—<br>763 | | | | 1872 | Forges&C. delaMédit<br>LaSeyne | Cie.deNav.Arménienne&Marocaine(N.Paquet &Co.,*Mgrs.*) | 246·0\|29·5\|21·9 | Marseilles<br>French | C.2Cy.28½"&63"–33"<br>175H<br>Forges&C.delaMédit.,Msl. | |
| 603<br>86330<br>HDGV | **Mexican** IronScSr<br>*R.Reynolds* –93 *ss*Sou.No.2–90<br>*Elec.light* 3*Dks*(2*Irn-Uws*) | 4549<br>3933<br>2922 | ✠100A1<br>11,93<br>✠NB8,87<br>~~BS11,93~~ | Sou<br>LA&CP<br>LMC~~2,90~~ | *y* | 1882<br>8mo<br>2,95 | J.Laing<br>Sunderland | UnionSteamShip Co.(Lim.) | 378·2\|47·0\|29·3<br>B184'F44'<br>BK11"<br>*WB=Cell* | S'thamptn<br>British<br>12*BHCem*<br>*DB*308'484*t* | T.3Cy.36",58"&94"–54" (*o*)<br>160lb *100lb* NDB88 600H<br>3DB,*18cf*,GS385<br>*Tpd*87T.Richardsn&S.Hpl | 32 |
| 604<br>99325 | — SteelScSr<br>*N.Alexander* –93<br>2*Dks*(*Stl*)&*Webframes*<br>*Elec.light* | 4202<br>4185<br>2728 | ✠100A1<br>*Shelter dk withfreeboard*<br>9,94 ~~1,94~~ | Liv<br>LA&CP<br>✠LMC10,91 | *x* | 1891<br>10mo | NavalCon. &Armamnts Co.(Lim.)<br>Barrow | WestIndia& PacificS.S.Co. (Lim.) | 360·0\|43·2\|33·8<br>BK8"<br>*WB=CellDB*282'593*tFPT* | Liverpool<br>British<br>7*BHCem*<br>127*tAPT*57*t* | T.3Cy.27",44"&72"–48" (*s*)<br>160lb *75lb* 600H<br>2DB,*12cf*,GS225HS6596<br>Nav.Con.&A.C.(L.),Brw. | 29<br>12 |
| 605<br>101835 | **Mexican Prince** SteelSc3MstSr<br>*W.Deuchars*92–93<br>1*Dk*(*Stl*)&*Spr dk*(*Irn*)&*Webframes*<br>*Elec.light* | 3028<br>2823<br>1953 | ✠100A1<br>*Spar dk*<br>10,94 ~~2,93~~<br>*CarryingPetroleum in bulk* | Nwc<br>~~LA&CP~~N.Y.<br>✠LMC9,93 | *u* | 1893<br>9mo | C.S.Swan& Hunter<br>Newcastle | J.Knott | 328·3\|41·0\|19·5<br>P28'B24'F31' 26·3<br>FK<br>*WB=CellDB* 96' 216*t FPT* | Newcastle<br>British<br>10*BHCem*<br>85*tAPT*40*t* | T.3Cy.23",38"&62½"–42" (*s*)<br>160lb *100lb* 250H<br>2SB,*6cf*,GS105,HS4343<br>Blair&Co.(Lim.),Stockton | 20<br>5 1 |
| 606<br>98781<br>NGHS | **Mexicano** SteelScSr<br>*J.Cumming* –93 1*Dk*2*trB*<br>*Carrying Petroleum in bulk*<br>*Elec.light* | 1973<br>1804<br>1264 | | | | 1893 | J.Laing<br>Sunderland | R.Craggs&Sons | 270·0\|38·2\|22·6<br>B28'H10*t*F30' | Middlsbro'<br>British<br>*WB* | T.3Cy.21",35"&57"–39"<br>175H<br>Westgarth,English&Co., Middlesbro' | |
| 607<br>98180 | **Mexico** SteelScSr<br>*C.V.Daly* –93<br>(*ex*Sobraon) 2*Dks*(1*Stl*&1*Irn*)&*Deep framing*3*Dkrule*<br>*Elec.light* | 3185<br>2959<br>2055 | ✠100A1<br>8,94 ~~6,93~~ | Lon<br>LA&CP<br>✠LMC~~11,90~~<br>Brs | *v* | 1890<br>11mo<br>8,94 | Harland& Wolff(Lim.)<br>Belfast | AfricanS.S.Co. (Elder,Dempster &Co.,*Mgrs.*) | 345·6\|40·9\|26·7<br>P32'B80'F44'<br>BK9"<br>*WB=CellDB*264' | London<br>British<br>6*BHCem*<br>545*tAPT*48*t* | T.3Cy.22",36"&60"–48"<br>180lb *70lb* 300H<br>2DB,*8rf*,GS122,HS4392<br>Harland&Wolff(Lim.)Bel. | 29<br>6 |
| 608<br>HVFW | — Iron3MstScSr<br>*A.Castella*90–94 *ss*Cdz.No.3–6,85<br>(*ex*TrenthamHall) *ss*NYk.No.2–94<br>*Elec.light* 2*Dks*(1*Irn*&1*ptIrn-Uws*)3*trB* | 2101<br>2063<br>1359 | ✠100A1<br>3,94<br>✠NB91 | NYk<br>A&CP<br>LMC1,94 | *s* | 1876<br>1mo | Lon.&Glas Co.<br>Glasgow | CompaniaTrasatlantica | 331·5\|34·3\|24·9<br>ND91 | Barcelona<br>Spanish<br>5*BHCem* | C.2Cy.38"&71"–48" (*i*)<br>80lb 300H<br>Lon.&Glas.Co.,Glasgow | |
| 609<br>91411<br>JVTF | — WoodScBn<br>*Huntington* –54<br>F&YM12,91 3*Dks* | 1797<br>—<br>1341 | | | | 1882 | DickieBros<br>S.Francisco | OregonImprovementCo. | 275·0\|36·0\|20·7<br>B180' | S.Frncisco<br>Utd.States | C.2Cy.30"&60"–54"<br>220H<br>RisdonI.Wks.,S.Francisco | |
| 610<br>LCMB | — IronScSr<br>*W.Roloff* –88<br>1*Dk*&*Spardk*3*trB* | 1384<br>1262<br>1003 | | | | 1882 | J.Howaldt<br>Kiel | Gläfcke& Hennings | 232·6\|30·9\|22·8<br>B40' F5*t* | Hamburg<br>German<br>*WB* | C.2Cy.29½"&49"–35½"<br>140H<br>HowaldtBros.,Kiel | |
| 611 | — SteelScSr<br>*I.Laucirica*90–90<br>1*Dk* | 480<br>352<br>287 | ✠100A1<br>*withfreeboard*<br>3,90<br>*CoastingGulf of Mexico Tabasco & Vera Cruz* | Gmh<br>A&CP<br>✠LMC3,90 | *g* | 1890<br>3mo | Grangemouth Dkyrd.Co.<br>Grangmouth | Romano&Co. | 170·4\|25·0\|11·0<br>P49'B52'F30'<br>FK<br>*WB=FPT* | Tabasco<br>Mexican<br>4*BHCem*<br>86*t APT*28*t* | T.3Cy.16",26"&40"–30" (*s*)<br>160lb *80lb* 95H<br>1SB,*3rf*,GS52,HS1551<br>Dunsmuir&Jackson,Gls. | 11<br>1<br>w1 |
| 612 | **Meymenet** IronPad<br>*Mazzarovich*68– | —<br>—<br>141 | | | | 1871 | Maudslay, Sons&Field<br>London | Chirket-i-Hairie (BosphorusStm. Nav.Co.) | 150·0\|20·0\|10·0 | Constanpl<br>Turkish | 1Cy.<br>80H<br>Maudslay,Sons&Field,Lon | |
| 613<br>93207<br>KVWR | **Meyún** SteelScSr<br>*R.Baker* –93 1*Dk*(*Stl*–ws) | 174<br>152<br>91 | | | | 1888<br>11mo | Scott&Co.<br>Greenock | J.Scott | 111·1\|19·1\|10·3<br>B13' F16'<br>BK6" | Greenock<br>British<br>*WB* | C.2Cy.14"&28"–21"<br>50H<br>1SB,*2cf*,GS28<br>Scott&Co.,Greenock | 11 |
| 614<br>LMFB | **Michael Jebsen** SteelScSr<br>*H.Schlaikier*89–93<br>1*Dk*&*Spardk* | 995<br>—<br>710 | | | | 1889<br>8mo | Howaldtswerke<br>Kiel | M.Jebsen | 205·0\|30·0\|13·5<br>B29½' 20·5 | Apenrade<br>German | T.3Cy.19¼",23⅝"&39"–27⅝"<br>Howaldtswerke,Kiel | |
| 615<br>99901 | **Michael Scot** IronScK<br>*T.Jorgensen* –94 1*Dk* | 150<br>137<br>49 | ✠100A1<br>*StmTrawler*<br>3,95 ~~1,94~~ | Lth<br>A&CP<br>✠LMC10,92 | | 1892<br>10mo | R.Craggs& Sons<br>Stockton | D.M.Gammie | 100·0\|20·2\|10·9<br>Q19'F19'<br>BK7½" | Granton<br>British<br>3*BHCem* | T.3Cy.11½",17"&28"–20" (*s*)<br>160lb 40H<br>1SB,*2cf*,GS25,HS830<br>Wstgrth,Englsh&Co,Mdb. | 11 |
| 616 | **Michalis** SteelSc<br>(*ex*J.Seed)<br>1*Dk*(*Irn*) | 42<br>42<br>7 | ✠ A—<br>*For Tug purposes*<br>1,91 | Ply<br>✠LMC1,91 | | 1891<br>1mo | Willo'ghby Bros.<br>Plymouth | A.Embiricos | 62·3\|14·2\| 7·6<br>BK5" | Andros<br>Greek<br>4*BHCem* | C.2Cy.12"&24"–18"<br>100lb 24H<br>1SB2,*pf*,GS23<br>WilloughbyBros.,Ply. | 8 |
| 617<br>93750<br>KNVH | **Michigan** SteelSc4MstBk<br>*T.H.Oxford* –93 *ss*Liv.No.1–91<br>3*Dks*(1*Stl*2*Irn*)&*Spardk*(*Stl*–ws)<br>*Elec.light* | 4917<br>4785<br>3212 | ✠100A1<br>*Spar dk*<br>~~5,94 6,93~~ 5,95<br>*Additional BH as per Section 22 not fitted between Main& Spardks*<br>~~BS9,93~~ | Liv<br>A&CP<br>✠LMC10,91 | *y* | 1887<br>7mo<br>BS7,94 | Harland &Wolff<br>Belfast | MichiganS.S.Co. (Lim.)(G.Warren &Co.) | 400·4\|47·2\|26·2<br>B118'P24'F45' 34·0<br>BK9½"<br>*WB=DBuE&B*84'255*t* | Liverpool<br>British<br>4*BHCem*<br>*MT*96'1423*t* | T.3Cy.31",50"&81"–60" (*s*)<br>150lb ~~90lb~~ *75lb* 600H<br>3DB,*18cf*,GS281<br>Harland&Wolff,Belfast | 35 |
| 618<br>98117 | — SteelSc4MstSr<br>*J.Findlay* –94<br>2*Dks*3*trB*<br>*Elec.light* | 3722<br>3473<br>2383 | ✠100A1<br>4,94 | Lon<br>LA&CP<br>✠LMC~~6,90~~ | *x* | 1890<br>6mo<br>5,94 | Harland& Wolff(Lim.)<br>Belfast | AtlanticTransport Co.(Lim.) (Williams,Torrey &Feild,Lim.*Mgrs*) | 370·8\|44·2\|26·6<br>P78'B116'F40'<br>*WB=Cell* BK9"<br>*DB* 312' 718*t FPT* | London<br>British<br>7*BHCem*<br>44*tAPT*50*t* | T.3Cy.25½",42"&70"–51" (*s*)<br>180lb *90lb* 375H<br>2DB,*12rf*,GS192,HS6162<br>Harland&Wolff(Lim.)Bel. | 29<br>5 |
| 619<br>WBPN | — IronScBkn<br>*Svendsen* *ss*Gls.No.3–11,93<br>(*ex*Surrey) 1*Dk*(*Irn*)&*Spardk*4*trB* | 2833<br>2122<br>1799 | ✠100A1<br>*Spar dk*<br>11,94 ~~5,94~~ | Gls<br>A&CP<br>✠LMC11,93<br>Bry | *u* | 1881<br>4mo | W.Gray& Co.<br>WHartlepool | Actieselskabet "Michigan" (W.Wilhelmsen) | 300·0\|40·2\|24·5<br>ND93 31·3<br>*WB=DBa* | Tönsberg<br>Norwegian<br>6*BHCem*<br>92'*f*108'387*t* | C.2Cy.40"&75"–45" (*i*)<br>75lb *50lb* 250H<br>Blair&Co.(Lim.),Stockton | 25<br>7 |
| 620<br>98904 | — SteelPad<br>*J.F.Foot* | 1730<br>1349<br>498 | | | | 1890 | F.W. Wheeler&Co.<br>MichiganUS. | CanadianPacific RailwayCo. | 296·5\|41·3\|15·6 | London<br>British | C.2Cy.(2)50"–114"<br>167H<br>S.F.Hodge&Co.,Michigan | |
| 621<br>92023 | — WoodSc3MstSr<br>(*WRECKED 1,93*)<br>*S.F.Graves* –90 1*Dk* | 567<br>—<br>468 | | | | 1888 | L.Mortensen<br>Skamokawa, W.T. | W.L.Colville | 158·8\|34·3\|12·7 | Astoria,Or<br>Utd.States | T.4Cy.11",14",20"&21"–24"<br>300H<br>FultonIronWorks,San Francisco | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 622<br>81632 | Michigan Central IronPad<br>1Dk | 1522<br>1410<br>1000 | | | | 1884 | Detroit DryDockCo.<br>Wyandotte | MichiganCentral R.R.Co.<br>(H.B.Ledgard) | 263·3\|45·6\|15·3 | Detroit, Mich.<br>Utd. States | H.4Cy.28″–48″<br>DetroitD.D.Co.Wyandotte | | |
| 623<br>99994<br>NBQF | Micmac SteelScSr<br>R.Meikle74-93 2Dks(1Stl&1Irn)&<br>Deepframing3Dkrule | 2502<br>2208<br>1600 | ✠100A1<br>~~9,94 9,93~~ 3,95<br>4,95 ✠LMC4,93<br>~~Shl~~ Brs | Liv<br>A&CP | t | 1893<br>4mo | C.Connell &Co.<br>Glasgow | MicmacS.S.Co. (Lim.)(J.W.Carmichael&Co.) | 300·0\|40·5\|22·6<br>P28′B70′F34′<br>BK10″<br>WB=CellDB224 | Glasgow<br>British<br>5BHCem<br>445tAPT35t | T.3Cy.23″,37″&60″–42″ (s)<br>160lb 80lb 245HP<br>2SB,4cf,GS126,HS3862<br>Dunsmuir&Jackson,Gls. | 25 ″ 0<br>s 4 ″ 1 | |
| 624<br>79961<br>MBST | Microphone IronScSr<br>Opeland (exCorinth)<br>ssAyrNo.3-9,89<br>ssCff.No.1-94<br>1Dk(ptIrn) | 384<br>288<br>191 | ✠90A1<br>2,94<br>✠NB84<br>✠NE89 | Cff<br>A&CP<br>LMC2,94<br>BS1,95 | e | 1873<br>12mo | Sclesinger Davis&Co.<br>Newcastle | D.Macdonald | 166·6\|21·1\|11·8<br>Q70′B35′F24′<br>FK<br>WB=DBa | Liverpool<br>British<br>4BHCem<br>36′f45′62t | C.2Cy.19″&37″–24″ (c)<br>85lb 45lb NDB82 35HP<br>1SB,2pf,GS36<br>W.Kemp,Glasgow | 12 ″ 5<br>s 1 ″ 1 | |
| 625<br>63609<br>JTSH | Mid Surrey IronSc3MstSr<br>~~J.C.Humphrey—92~~ ssShl.No.3-10,93<br>Dobyn 1Dk2trB | 879<br>763<br>530 | ✠90A1<br>~~9,94 10,93~~ 1,95<br>✠NB10,93 | Shl<br>A&CP<br>LMC10,93<br>Lon | m | 1870<br>4mo | Palmers' Co.<br>Newcastle | Harris&Dixon | 222·1\|29·2\|17·5<br>Q65′F24′<br>ptND89 drp95 BK9″<br>WB=D | London<br>British<br>4BHCem<br>Bf132′240t | C.2Cy.25″&50″–33″ (a)<br>80lb 60lb ~~NB76~~NDB93 104HP<br>1SB,3pf,GS55,HS1838<br>Palmers'Co.,Newcastle | 18 ″ 6<br>s 2 ″10 | |
| 626<br>85734<br>HTDF | Midas IronScSr<br>C.Rogers78-89 ssCff.No.2-91<br>1Dk(Irn)2trB | 1952<br>1664<br>1252 | ✠100A1<br>~~5,94 6,93~~ 1,95<br>BS6,98 ✠LMC5,91<br>5,94 | Cff<br>A&CP<br>~~Shl~~ | r | 1883<br>5mo | T.&W. Smith<br>N.Shields | HallBros. | 276·0\|36·7\|21·2<br>P29′B64′F29′<br>drp95<br>FK<br>W B=DBa82′f28′&uE&B40′297tFPT | Newcastle<br>British<br>4BHCem<br>24tAPT17t | C.2Cy.32″&60″–40″ (s)<br>80lb ~~60lb~~ 45lb 165HP<br>2SB,6pf,GS94<br>Hawks,Crwshy&Sons,Gts | 22 ″ 6<br>s 3 ″7½ | |
| 627<br>85787<br>WJDL | Middlesbrough IronScSr<br>W.Stephensen —91 ssMdb.No.2-90<br>Well deck 1Dk(Irn)2trB | 1278<br>1023<br>821 | ✠100A1<br>7,92<br>✠LMC4,94 | Mdb<br>LA&CP | o | 1882<br>2mo | R.Dixon& Co.<br>Middlesbro' | Middlesbro'S.S. Co.,Lim.(Hogg &Henderson) | 240·2\|34·8\|15·5<br>Q85′B53′F27′<br>drp91<br>WB=DBa | Middlsbro'<br>British<br>4BHCem<br>63′f98′365t | C.2Cy.27″&50½″–33″ (b)<br>80lb 60lb 99HP<br>Blair&Co.(Lim.),Stockton | 16 ″ 6<br>s 1 ″ 9½ | D |
| 628<br>81565 | Middlesex IronPad | 103<br>103<br>65 | | | | 1879 | ThamesI. Works<br>London | GreatEastern RailwayCo. | 100·3\|18·7\| 7·7 | London<br>British | O.2Cy.25″–30″<br>36HP<br>T.A.Young&Sons,London | | BT till 5,95 |
| 629<br>98724 | Midge IronScYl<br>S.Brown90-91 1Dk | 149<br>142<br>48 | ✠100A1<br>StmTrawler<br>2,91 ✠LMC3,91 | Gls<br>LA&CP | | 1891<br>2mo | Mackie& Thomson<br>Glasgow | BritishSteam TrawlingCo.(Lim) | 100·5\|20·5\|10·7<br>Q19′F19′<br>BK7½″ | Hull<br>British<br>3BHCem | C.2Cy.16″&32″–22″ (s)<br>110lb 45HP<br>1SB,2pf,GS30<br>Muir&Houston,Glasgow | 11″11 | |
| 630<br>63773<br>LDMQ | Midlothian IronScSr<br>J.A.Jones —91 ssHpl.No.3-5,83<br>ssLth.No.2-91<br>2Dks3trB | 1320<br>832<br>853 | ✠100A1<br>4,94<br>✠NB5,88<br>BS4,94 | Shl<br>A&CP<br>LMC2,91 | o | 1871<br>11mo | S.&H. Morton&Co.<br>Leith | C.Salvesen&Co. | 242·2\|30·6\|23·1<br>B36′F30′<br>ND83 BK8½″<br>WB=MT25′ | Leith<br>British<br>5BHCem<br>270tAPT29t | C.2Cy.32″&57″–36″ (b)<br>75lb 43lb NDB83 135HP<br>1DB,4pf,GS75<br>S.&H.Morton&Co.,Leith | 24 ″ 7<br>s 5 ″ 2 | D |
| 631<br>84901 | — SteelPad<br>D.Reedie65-81 | 920<br>920<br>319 | | | | 1881 | Ramage& Ferguson<br>Leith | J.W.Cooper& J.Greig | 262·6\|40·2\|10·0 | London<br>British | D.C.4Cy.35″&70″–60″<br>600HP<br>J.Key&Sons,Kirkcaldy | | |
| 632<br>28676<br>QBLR | — IronSc3MstSr<br>~~D.Carmichael—90~~ ssCly.No.3-87<br>(exCarron) 2Dks ~~ssBal.No.1-91~~<br>McLean ssGls.No.2-94 | 457<br>447<br>219 | Ⓐ1<br>6,94 ~~1,92~~<br>✠NE&B9,87 | Gls<br>✠LMC6,94<br>6,94<br>BS4,95 | | 1860<br>4mo | Barclay, Curle&Co.<br>Glasgow | W.M'Lachlan&Co. | 181·0\|25·7\|14·5<br>F18′drp&srp94<br>ND87 BK7″ | Glasgow<br>British<br>6BHCem | C.2Cy.22″&44″–30″ (c)<br>90lb ~~80lb~~ 60lb 85H<br>1SB,3pf,GS53<br>Kincaid&Co.,Greenock | 15 ″ 5<br>s 2 ″ 5½ | |
| 633<br>101811 | Midnight Sun IronScSr<br>R.Nivison93-93 (exGeneralWerder)<br>Elec.light 2Dks&Awngdk&4trB | 3188<br>2189<br>1893 | | | | 1874 | Caird&Co.<br>Greenock | AlbionS.S.Co. (Lim.)<br>(Pirrie,Hope& Co.,Mgrs.) | 352·4\|39·2\|31·2 | Newcastle<br>British | T.3Cy.30″,50″&81″–54″<br>NB93 500HP<br>Tpd.93WallsendSlipwyCo (Lim.),Newcastle | | V<br>BT till ~~5,95~~ 2,96 |
| 634<br>JVGQ | Midthordland SteelScSr<br>L.S.Rösseland90-90 1Dk | 141<br>86<br>101 | | | | 1890 | Christian- sandsMk.Vrk<br>Chrstiansand | Midthordlandske Dampskibsselskab (J.Skodsem) | 101·6\|17·3\| 8·6<br>Q13t B30t H5t F8t | Bergen<br>Norwegian | C.2Cy.13⅓″&24″–18½″<br>30HP<br>Chrstiansads.M.V.Chrsnd. | | N |
| 635<br>HFVB | Mietzing SteelScSr<br>R.Otto92-92 1Dk2trB | 545<br>401<br>382 | | | | 1891 | J.W.Klawitter<br>Danzig | F.G.Reinhold | 172·0\|24·4\|13·0<br>Q46′ B45′ F21′ | Danzig<br>German<br>WB | T.3Cy.13″,21¾″&35½″–25½″<br>J.W.Klawitter,Danzig | | V |
| 636<br>96135 | Mignonette WoodScK<br>E.Jackson90-91 | 105<br>90<br>53 | | | | 1889 | T.Brown<br>Newcastle | L.S.Carr&Co. | 84·8\|20·3\| 8·5<br>Q7t | Newcastle<br>British | C.2Cy.13″&24″–18″<br>25HP<br>Ross&Duncan,Glasgow | | |
| 637<br>JNCR | Miguel Gallart SteelScSr<br>1Dk(Irn)&Spar dk(Irn)3trB<br>P.Mas —93 (exDurham)<br>ssLon.No.1-93 | 3234<br>2925<br>2131 | ✠100A1<br>Spar dk<br>7,94 ~~4,93~~<br>BS11,94 | Lon<br>LA&CP<br>✠LMC6,93<br>Msl | v | 1889<br>9mo | R.Stephenson&Co. (Lim.)<br>Newcastle | F.Prats&Co. | 330·0\|41·3\|18·9<br>P48′B94′F42′ 26·3<br>~~drp90~~ BK10″<br>WB=Cell | Barcelona<br>Spanish<br>6BHCem<br>DB280′395t | T.3Cy.25½″,42″&67″–42″ (s)<br>160lb 60lb 250HP<br>2DB,12cf,GS194<br>R.Stephenson&Co.(Lim.), Nwc. | 21 ″ 5<br>s 6″11½ | D |
| 638<br>HRDK | Miguel Jover SteelScBk<br>~~J.Torres~~ J.Jover ssLon.No.1-92<br>(exPortDenison) 1Dk(Stl)<br>Elec.light &Spar dk(Stl)3trB | 3506<br>3216<br>2289 | ✠100A1<br>Spar dk<br>6,94 ~~2,94~~ 4,95<br>BS6,94 | Msl<br>LA&CP<br>✠LMC6,93 | w | 1887<br>8mo | R.&W. Hawthorn, Leslie&Co.<br>Newcastle | J.Jover y Costas<br>WB=DBa | 375·0\|42·2\|20·9<br>P24′B82′F57′ 28·5<br>BK11″<br>94′f&uE&B58′320t | Barcelona<br>Spanish<br>8BHCem<br>APT23t | T.3Cy.31″,46″&78″–54″ (s)<br>150lb 65lb 650HP<br>3DB,18pf,GS253<br>WghmRchrdson&Co.Nwc. | 22 ″ 1<br>s 6 ″ 7½ | D |
| 639<br>HVGQ | Miguel M. Pinillos SteelScBg<br>M.Bengoechea93-93 ssSld.No.2-94<br>1Dk(Irn)&Spardk(Stl)3trB | 3291<br>3072<br>2179 | ✠100A1<br>Spar dk<br>3,94<br>✠NB3,94 ✠LMC3,94 | Sld<br>A&CP | v | 1885<br>8mo | J.Laing<br>Sunderland | Pinillos,Saenz& Co. | 330·4\|41·8\|28·6<br>B74′F39′<br>srp94 BK10″<br>WB=DBa | Cadiz<br>Spanish<br>5BHCem<br>100′f60′338t | T.3Cy.25″,40″&66″–45″ (s)<br>150lb 90lb NDB94 300HP<br>2DB,8cf,GS44,HS4944<br>J.Dickinson,Sunderland | | |
| 640<br>HVGP | Miguel Saenz IronSc3MstSr<br>J.Asqueta72-90 | 789<br>673<br>487 | | | | 1872 | Bowdler, Chaffer&Co.<br>Liverpool | "LaBetica"Empresa deNaveg. à Vapor | 200·0\|28·2\|16·8 | Seville<br>Spanish | C.2Cy.23″&46″–24″<br>90HP<br>J.Jones&Sons,Liverpool | 17 ″ 4<br>s 3 ″ 0 | |
| 641 | Mihail Bravul IronPad<br>(exFlyingDutchman, exOlympus,exMarjorie) | 112<br>112<br>26 | | | | 1867 | T.D.Marshall<br>Newcastle | G.Dario | 117·7\|19·3\|10·4 | Braila<br>Roumanian | 90HP | | |
| 642<br>256<br>HCLM | Miho Maru Wood—Sr<br>(WRECKED 93)<br>TachibanaHampei (exSanhoMaru) | 347<br>340<br>215 | | | | 1880 | E.C.Kirby &Co.<br>Kobe | NittaTahei | 133·0\|29·0\|19·5 | Hakodate<br>Japanese | 1Cy.<br>30HP | | |
| 643<br>1078<br>HGPJ | Miike Maru SteelScSr<br>~~W.Thompson~~ ssYka.No.1-92<br>J.Wilson 1Dk(Stl)&Spardk(ptStl)3trB | 3197<br>3012<br>2082 | ✠100A1<br>Spar dk<br>~~5,94 8,93~~ 3,95<br>✠LMC11,93 3,95 | Yka<br>A&CP<br>Shl | u | 1888<br>3mo | R.Thompson&Sons<br>Sunderland | NipponYusen Kaisha | 320·0\|42·0\|19·8<br>B70′F37′ 27·5<br>drp94 BK10″<br>WB=CellDB 250′ 367t FPT | Tokio<br>Japanese<br>6BHCem<br>111tAPT9t | T.3Cy.25″,40″&66″–45″ (s)<br>150lb 70lb 219HP<br>2DB,8cf,GS138<br>J.Dickinson,Sunderland | 22 ″ 4<br>s 7 ″ 4<br>w7 ″ 8½ | |

| 1 Numero d'Ordre, Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylind. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 644<br>102931 | **Mikado**<br>*G.E.Pickering*90–94 | **SteelScSr**<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)<br>&*Web frames* | 3557<br>3369<br>2306 | ✠100A1<br>*Spar dk*<br>1,94 | Stk<br>LA&CP<br>✠LMC1,94 | *w* | 1894<br>1mo | Richards'n<br>Duck&Co.<br>Stockton | **T.Wilson,Sons &Co.(Lim.)**<br>*WB=Cell DB288′625t FPT* | 346·0<br>B102′F39′<br>BK10″ | 43·1<br>27·0 | 19·1<br>*6 BHCem*<br>*151t APT23c* | **Hull**<br>British | T.3Cy.23½″,39″&64″–42″<br>180lb 2<br>3SB,*6cf*,GS123,HS4140<br>Blair&Co.(Lim.),Stock |
| 645<br>HJMB | **Mikahala**<br>*F.S.Chaney* | **WoodScSr**<br>(*ex*Planter) | 444<br>—<br>354 | | | | 1888 | W.G.Hall<br>PortBlakeley | **InterIslandStm. Nav.Co.** | 151·0<br>B46′ | 29·8<br>23·3<br>BK9″ | 12·3<br>*6 BHCem*<br>*T59t APT9t* | **Honolulu**<br>Hawaiian | C.2Cy.19″&38″–24″<br>2<br>W.Deacon,SanFrancis |
| 646<br>1284<br>HJMB | **Mikawa Maru**<br>*M.Matsumoto*<br>(*ex*Gratitude) | **IronScSr**<br>*ss*Cff No.2–92<br>1*Dk*(*Irn*)&*Spar dk*3*trB* | 1844<br>1801<br>1202 | ✠100A1<br>*Spar dk*<br>1,93 | Yka<br>LA&CP<br>✠LMC2,93 | *r* | 1884<br>5mo | R.Thomp-son&Son<br>Sunderland | **NipponYusen Kaisha** | 260·2<br>B46′<br>*WB=Cell DB208′277t FT* | 36·6<br>23·3<br>BK9″ | 17·6<br>*6 BHCem*<br>*T59t APT9t* | **Tokio**<br>Japanese | C.2Cy.34″&64″–42″<br>80lb 1<br>2SB,*6pf*,GS100<br>G.Clark,Sunderland |
| 647<br>411<br>HBPJ | **Mikuni Maru**<br>*TanimotoRihachiro* | **IronScSr**<br>(*ex*Gerrolad) | 746<br>715<br>462 | | | | 1862 | .....<br>England | **TakajiShichigoro** | 186·3<br>P108′ | 24·9<br>F26′ | 20·8<br>H6*t* | **Yokohama**<br>Japanese | 2Cy.38½″–30″ |
| 648<br>158<br>HCDM | —<br>*OdaShiozaburo* | **WoodBk** | 111<br>61<br>60 | | | | 1879 | Takeda<br>Saizo<br>Hiogo | **AwaKisenKaisha** | 97·8<br>len77 | 14·5<br>BK10″ | 6·4<br>*5 BH* | **Sakai**<br>Japanese | 2Cy.<br>*Cmp*77Earle's Co.,Hull |
| 649<br>10470<br>KMPW | **Milan**<br>*J.W.Drewery* –93<br>*ss*Hul.No.3–6,88<br>*ss*Hul.No.1–93 2*Dks* | **IronScSr** | 1398<br>1201<br>910 | ✠90A1<~~4,95 6,93~~<br>✠NB6,88<br>~~BS3,96~~ | Hul<br>A&CP<br>LMC4,93 | *q* | 1855 | J.Reid&<br>Co.<br>Pt.Glasgow | **W.Brown,Atkin-son&Co.** | 286·0<br>Q89′B63′<br>len77 | 31·1<br>BK10″ | 19·9<br>*5 BH* | **Hull**<br>British | C.2Cy.27″&53″–36″<br>95lb *55lb* NDB88<br>1SB,*3f*,GS52<br>*Cmp*77Earle's Co.,Hull |
| 650<br>81270<br>SRMB | **Milanese**<br>*W.Knight* –93<br>*ss*Lon.No.3–2,91<br>2*Dks*(1*Irn*)3*trB* | **IronScSr** | 2500<br>2201<br>1635 | ✠100A1<~~9,94 3,94~~<br>~~BS5,98~~<br>6,94 | Lon<br>A&CP<br>LMC2,91<br>(Liv | *t* | 1879<br>4mo | R.Thomp-son,jun.<br>Sunderland | **Atlantic&Eastern S.S.Co.(Lim.) (J.Glynn&Son,** *Mgrs.*) | 310·8<br>P68′B52′F32′<br>*WB=DBa* | 36·0<br>BK10″ | 25·7<br>*6 BHCem*<br>*96′f58′298t* | **Liverpool**<br>British | C.2Cy.37″&68″–42″<br>75lb *55lb* NDB93 3<br>2B,GS96<br>N.E.MarineCo.(Lim.), |
| 651<br>13<br>QRPL | **Milano**<br>*L.Questa*87–89 | **IronScBn**<br>(*ex*Sterling)<br>2*Dks* | 1069<br>877<br>594 | | | | 1869 | J.&G.<br>Thomson<br>Glasgow | **P.Tassi** | 231·3<br>P108′ | 28·9<br>F26′ | 17·9<br>H6*t* | **Leghorn**<br>Italian | C.2Cy.28″&50″–29½″<br>JohnElder,Glasgow |
| 652<br>10<br>QRPV | **Milazzo**<br>(*ex*BaroneRicasoli) | **IronScSr**<br>1*Dk* | 164<br>130<br>96 | | | | 1865 | J.G.Law-rie<br>Glasgow | **SocietaSiciliana Navigazione a Vapore** | 127·6<br>P108′ | 17·1<br>F26′ | 9·5<br>H6*t* | **Messina**<br>Italian | C.2Cy.14″&27½″–23½″ |
| 653<br>65023<br>HSNQ | **Milford**<br>*J.Driver* –94 | **IronPad** | 961<br>737<br>362 | | | | 1873 | W.Simons<br>&Co.<br>Renfrew | **GreatWestern RailwayCo.** | 250·6<br>P70′ | 29·2<br>B91′ | 15·2 | **Milford**<br>British | C.D.2Cy.52″&90″–72″<br>64lb NB83 4<br>W.Simons&Co.,Renfr |
| 654<br>95664<br>KVCS | **Millfield**<br>*C.Willis*78–91<br>*Well deck* | **SteelScSr**<br>*ss*Nwc.No.1–93<br>1*Dk*(*Irn*)2*trB*<br>*Floors&pt Innerbottom Irn* | 2168<br>1717<br>1410 | ✠100A1<3,95 ~~3,94~~<br>BS11,94 | Bry<br>A&CP<br>✠LMC1,93 | *s* | 1888<br>9mo | J.Read-head&Co.<br>S.Shields | **J.H.Harrowing** | 290·0<br>P29′Q82′B118′<br>F33′<br>*WB=Cell D B250′500t* | 39·0<br>BK10″ | 18·8<br>*6 BHCem*<br>*APT41t* | **Whitby**<br>British | T.3Cy23″,37½″&61½″–3<br>160lb *70lb* 2<br>2SB,*6cf*,GS96,HS4001<br>J.Readhead&Co.,S.Shi |
| 655<br>86101<br>HDQK | **Millicent**<br>*R.Griffiths* –93<br>*Well deck* | **IronScSr**<br>~~*ss*Nwc.No.2–91~~<br>1*Dk*(*Irn*)<br>*ss*Cff.No.3–5,95 | 737<br>599<br>474 | ✠100A1<~~3,94~~ 5,94 5,95<br>~~BS3,94~~ | Nwc<br>A&CP<br>✠LMC2,91<br>~~Liv~~ Cff | *k* | 1882<br>12mo | Kish,<br>Boolds&Co.<br>Sunderland | **Fisher,Renwick& Co.** | 195·0<br>Q100′B18′F19′<br>*WB=Cell* | 30·1<br>FK | 12·8<br>*4 BHCem*<br>*DB159′217t* | **Newcastle**<br>British | T.3Cy.16½″,22″&44″–33<br>150lb ~~80lb~~ NDB90<br>1SB,3*pf*,GS40 70lb<br>Wgm.Richardson&Co |
| 656<br>76392 | **Millie**<br>*Lee*68–75<br>*Used for River purposes* | **IronScCtr** | 107<br>107<br>73 | | | | 1875 | Harland&<br>Wolff<br>Belfast | **W.Gossage& Sons** | 76·2<br>P108′ | 18·8<br>F26′ | 9·5<br>H6*t* | **Liverpool**<br>British | 2Cy.12″–9″<br>Harland&Wolff,Belfa |
| 657<br>99492<br>MLTP | **Milo**<br>~~*G.Williamson*92–92~~ *Wallace*<br>*Well deck* | **SteelScSr**<br>1*Dk*(*Stl*)&*Web frames* | 1743<br>1308<br>1110 | ✠100A1<br>3,95~~4,92~~ | Npt<br>A&CP<br>✠LMC2,92 | *q* | 1892<br>2mo | W.Gray&<br>Co.(Lim.)<br>W Hartlepool | **Leask,Clark&Co.** | 261·0<br>P27′Q80′B104′<br>F27′<br>*WB=D B a82′f98′383t* | 36·6<br>FK | 18·1<br>*4 BHCem*<br>*APT27t* | **Hartlepool**<br>British | T.3Cy.19″,30½″&51″–36<br>160lb *80lb* 1<br>2SB,*4rf*,GS54,HS2330<br>CntrlMrneEngWks,W |
| 658<br>53266<br>KDWF | —<br>*F.L.Soulsby* –91 | **IronScSr** | 1034<br>835<br>674 | | | ... | 1865<br>9mo | London&<br>Glas.Co.<br>Glasgow | **T.Wilson,Sons&Co (Lim.)** | 240·5<br>Q24*t*<br>len74 | 29·2<br>B174*t*<br>FK | 15·9<br>F15*t* | **Hull**<br>British | C.2Cy.27″&47″–30″<br>NE74NB89<br>C.D.Holmes&Co.,Hull |
| 659<br>93812<br>KVBF | **Milton**<br>~~*H.G.Moore*92–92~~<br>*Davies* | **SteelScSr**<br>*ss*Liv.No.1–92<br>2*Dks*(1*Stl*)3*trB* | 2679<br>2421<br>1676 | ✠100A1<br>6,94 ~~11,98~~<br>BS12,94 | Liv<br>LA&CP<br>✠LMC11,92<br>Gls | *t* | 1888<br>9mo | D.&W.<br>Henderson<br>&Co.<br>Glasgow | **Liverpool,Brazil, &R.PlateS.N.Co. (Lim.) (Lamport &Holt,** *Mgrs.*) | 310·0<br>P32′B62′F40′<br>*WB=Cell DB146′* | 39·2<br>BK10″ | 23·8<br>*6 BHCem*<br>*180t FPT80t* | **Liverpool**<br>British | T.3Cy.22″,36″&59″–42″<br>160lb *80lb* 2<br>2SB,*6cf*,GS112<br>D.&W.Henderson&Co. |
| 660<br>70602<br>NHBC | —<br>*P.N.Egan*91–91<br>~~*ss*~~Sld.No.2–94 | **IronSc3MstSr**<br>*ss*Shl.No.3–6,85<br>~~*ss*Sld.No.1–90~~<br>2*Dks*3*trB* | 1357<br>1341<br>861 | ✠90A1<~~6,94 3,93~~ 3,95<br>✠NB6,85<br>~~BS2,93~~ | Shl<br>A&CP<br>LMC2,~~90~~ 9,94<br>~~Sld~~ Npt | *p* | 1874<br>7mo | E.Withy&<br>Co.<br>Hartlepool | **GloverBros.** | 245·0<br>ND90 srp94<br>*WB=D B a74′f68′222t* | 31·6<br>BK9″ | 22·6<br>*4 BHCem*<br>~~*APT27t*~~ | **London**<br>British | C.2Cy.29″&55″–33″<br>70lb *65lb* NDB85 1<br>1DB,*4pf*,GS60<br>Richardson&Sons,Hpl. |
| 661<br>744<br>HRLV | **Mimer**<br>*C.A.C.Lillja* | **IronSc3MstSr**<br>1*Dk* | 444<br>398<br>350 | | | | 1883 | Göteborg<br>Mek.V.<br>Gothenburg | **Ångf.Aktieb. "Arctic" (T.Ahrenberg)** | 150·5<br>B29′ | 23·8<br>H3*t* | 15·3 | **Gothenbrg**<br>Swedish | C.2Cy.16″&28″–19″<br>4<br>GöteborgsM.V.,Got. |
| 662<br>JRDH | —<br>*T.Hilt*88–88 | **CompScSr**<br>1*Dk*2*trB* | 207<br>196<br>161 | | | | 1871 | Göteborg<br>Mek.W.<br>Gothenburg | **J.L.Mowinckel& Sön** | 101·0<br>B17′ | 22·6 | 12·3 | **Bergen**<br>Norwegian | C.2Cy.9½″&20½″–16″<br>2<br>GöteborgsM.W.,Got. |
| 663<br>102815 | **Mimi**<br>~~*W.Crosby*00–00~~<br>*C.Moor*94–94<br>*Well deck* | **SteelScSr**<br>1*Dk*(*Irn*)&*Web frames* | 920<br>700<br>564 | ✠100A1<~~5,94 4,94~~ 5,95<br>✠LMC11,93 | Sld<br>A&CP | *m* | 1893<br>11mo | Strand<br>SlipwayCo.<br>Sunderland | **Fenwick,Stobart &Co.(Lim.)** | 207·7<br>P20′Q44′B40′F28′<br>*WB=Cell DB165′237t* | 31·7<br>BK7″ | 13·2<br>*4 BHCem*<br>*APT18t* | **London**<br>British | T.3Cy.17″,28″&46″–30″<br>160lb *80lb* 10<br>1SB,*3pf*,GS42,HS1870<br>N.E.Mar.E.Co.(Lim.),S |
| 664<br>LCBJ | —<br>*C.Hackbarth* | **SteelScSr**<br>1*Dk* | 886<br>—<br>655 | | | | 1889<br>5mo | Howaldts-werke<br>Kiel | **H.Diederichsen** | 202·5<br>Q59′ | 30·0<br>B46′ | 16·4<br>F29′ | **Kiel**<br>German | T.3Cy.14⅜″,22⅛″,36⅜″–<br>*WB* Howaldtswerke,Kiel |
| 665<br>94371<br>KQTD | **Mimosa**<br>*C.S.Bone*78–88<br>*Well deck* | **SteelScSr**<br>*ss*Lon.No.1–92<br>1*Dk*(*Irn*)2*trB*<br>*Floors,beams,keelsons, stringers,and inner bottom Irn* | 1558<br>1199<br>1013 | ✠100A1<br>3,95 ~~1,94~~<br>✠LMC12,92<br>BS12,94 | Cff<br>A&CP | *q* | 1888<br>3mo | H.S.Ed-wards&Son<br>Newcastle | **ArbutusS.S.Co.Ld (T.Stephens& Sons,** *Mgrs.*) | 255·0<br>P26′Q66′B66′F32′<br>irj.94<br>*WB=Cell D B208′354t* | 36·0<br>BK9″ | 16·6<br>*4 BHpt Asp pt Cem* | **London**<br>British | T.3Cy.20″,33″&54″–36″<br>160lb *65lb* 14<br>1DB,*4cf*,GS58<br>Blair&Co.(Lim.),Stock |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Trade Pass Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 666 737 HFGV | **Minamoto Maru** *Yeguchi Seikachi* | **Wood—Sr** | 124 121 67 | | | | 1882 | Ikeda Tsurusaburo Nagasaki | **Matsuda Gengoro** | 101·2 | 16·0 | 12·0 | **Nagasaki** Japanese | 1Cy. 30HP | | |
| 667 86668 | **Minard Castle** *A.McGugan* 90–91 *ss* ~~Gls. No. 2–91~~ 1*Dk* *ss* Gls. No. 3-12,94 *Floors & BHds Irn* | **SteelScSr** | 246 180 75 | ✠100A1 ~~6,94 12,98~~ 12,94 LA&CP ✠NB 2,89 ~~BS 11,92~~ | Gls | *e* | 1882 6mo | J. Fullerton & Co. Paisley | **Loch Fyne & Glasgow Steam Packet Co. (Lim.)** | 140·2 Q47′B30′F24′ ptND90 | 22·0 BK6′ | 10·4 | **Glasgow** British 4*BHCem* | C.2Cy.23″&42″–30″ (*s*) 80lb 80HP 1SB.*3pf*,GS46 W.Kemp,Glasgow | 11 ″ 1 | BT till ~~1,94~~ 12,95 |
| 668 1029 HGKS | **Minatogawa Maru** *Yasohachi Kido* | **IronScSr** | 396 96 245 | | | | 1887 | Kawasaki Masugo Hiogo | **Osaka Shosen Kaisha** | 157·9 | 19·5 | 15·6 | **Osaka** Japanese | 2Cy. 65HP | | |
| 669 86029 | **Mindoon** *Gramen* *Electlight* | **SteelPad** | 897 897 565 | | | | 1885 | W. Denny & Bros. Dumbarton | **Irrawaddy Flotilla Co. (Lim.)** | 310·0 | 40·1 | 9·7 | **Glasgow** British | C.2Cy.37½″&65″–72″ 375HP Denny&Co.,Dumbarton | | |
| 670 92272 KJHB | **Mineola** *Pillsbury* 93–93 *ss* S.Fo.No.1–91 1*Dk(Irn)* & *Spar dk(Irn* & *Stl)* 3*trB* | **SteelScSr** | 2404 2287 1582 | ✠100A1 *Spar dk* 2,93 ~~BS 5,94~~ ✠LMC 3,~~91~~ 1,95 | S.Fo A&CP | *t* | 1887 3mo | J. Laing Sunderland | **Pacific Improvement Co.** *WB* | 284·0 B55′F35′ drp92&93 | 37·7 27·7 BK9½″ | 19·7 6*BHCem* *APT*40*t* | **New York** Utd. States | T.3Cy.23″,38″&62″–42″ (*a*) 145lb ~~80lb~~ 75*lb* 250HP 2SB.*6cf*,GS110 G.Clark,Sunderland | 21 ″ 3 s 6 ″ 8 | R |
| 671 99967 | **Miner** *S.Heggen* 93–93 1*Dk(Irn)* *Well deck* | **SteelSc3MstSr** | 358 253 140 | ✠100A1 8,94 ~~5,94~~ ✠LMC 3,93 Liv | Bel LA&CP | *f* | 1893 3mo | J. H. Gilmour Irvine | **Miner S.S.Co.(Lm) (Charley & Gregg)** | 145·0 Q80′B9′F20′ drp94 | 24·0 BK7′ | 9·2 *WB = DBf* 70′ 3*BHCem* 52*tFPT*15*t* | **Belfast** British | C.2Cy.20″&40″–27″ (*s*) 110lb 70*lb* 65HP 1SB,*2pf*,GS49,HS986 Muir&Houston,Glasgow | 11 ″ 7 s ″ 8½ | |
| 672 86748 WQGC | **Mineral** ~~*Cir. Ishfield*~~ ~~–92~~ (ex Charles Howard) *S.W.Ryder* –94 | **IronScSr** *ss* Nwc.No.3–86 ~~*ss* Nwc.No.1–90~~ 1*Dk* & *Spar dk* 3*trB* *ss* Nwc.No.2–94 | 1304 876 849 | ✠90A1 *Spar dk* 5,94 ~~12,92~~ *Carrying petroleum in bulk* ✠NB 3,86 LMC ~~12,92~~ 5,94 | Tri LA&CP Nwc | *p* | 1866 11mo | W. Pile Sunderland | **A. Suart** *Burning Liquid fuel– Experimental* | 249·0 len70 | 30·1 23·4 BK8′ | 16·9 5*BHCem* | **Sundrland** British | C.2Cy.27⅛″&49½″–40″ (*s*) 65lb NDB86 NE77 120HP 1SB,*3pf*,GS53 *50lb* Kincaid,Donald&Co.,Grk. | 18 ″ 0 s 5 ″ 8½ | |
| 673 217 HNKB | **Minerva** *Florio* 65–87 | **IronScSr** 2*Dks* | 1733 1570 1075 | | | | 1865 | W. Denny & Bros. Dumbarton | **Lloyd Austriaco** | 274·0 | 34·2 | 27·0 | **Trieste** Aust.-Hung. | C.4Cy.29½″&54″–36″ 225HP Denny&Co.,Dumbarton | | |
| 674 — | | **SteelPad** 1*Dk(ptStl)* & *Awngdk* | 1255 691 693 | *Awng dk* *For River purposes only* 8,83 | Dmb LA&CP | | 1883 5mo | W. Denny & Bros. Dumbarton | **La Platense Flotilla Co.(Lim.)** | 255·6 P167*t* F112*t* | 30·1 FK | 12·7 4*BHCem* | **Bns.Ayres** Argentine | C.O.2Cy.44″&77″–72″ 262HP Denny&Co.,Dumbarton | | |
| 675 — PMDJ | *L.DeJonge* 82–87 *Well deck* | **IronScSr** 1*Dk(ptIrn)* 2*trB* | 931 743 673 | ✠ 5,80 | Sld A&CP | *m* | 1880 4mo | J. Laing Sunderland | **Koninkl. Nederl. Stoomb. Maats.** | 220·0 Q70′ | 30·6 B44′ | 15·6 F24′ 4*BHCem* | **Amstrdam** Dutch | C.2Cy.27″&50″–36″ 110HP G.Clark,Sunderland *WB = DBa* 44′ *f* 51′ | | DV |
| 676 — RBDK | *G.Götz* 93–93 | **IronSc3MstSr** *ss* Ham.No.3–10,86 *ss* Ham.No. ~~1–90~~ 2–95 1*Dk* 2*trB* | 702 640 537 | ✠90A1 4,95 ~~1,93~~ ✠NE & B 10,86 ~~BS 11,92~~ ✠LMC 6,~~90~~ 4,95 | Ham | *k* | 1863 2mo | M. Samuelson & Co. Hull | **H.J.Perlbach & Co.** | 191·9 P31′ ND86 | 27·1 BK7′ | 15·9 4*BHCem* | **Hamburg** German | C.2Cy.25″&43″–30″ (*i*) 75lb NDB86 ~~75*lb*~~ 100HP 2SB,*4f*,GS46 Jansen&Schmilinsky,Ham. | 16 ″ 10 | |
| 677 — 98331 JVQF | *J.Buchanan* –92 (ex Hannah Simons) | **IronScSr** *ss* Gls.No.3–2,94 1*Dk* 2*trB* | 697 588 428 | ✠A1 2,94 ✠NB 7,86 | Gls A&CP LMC 2,94 | | 1867 7mo | A. Stephen & Sons Glasgow | **J. & P. Hutchison** | 207·2 P20′Q86′F23′ ND94,lrp94 | 27·1 BK7′ | 16·0 4*BHCem* | **Glasgow** British | T.3Cy.14″,24″&44″–28″ (*a*) 132lb *45lb* NDB83NE75 75HP 1SB,*2cf*,GS36 *Tpd*86 Hutson & Corbet,Gls | 16 ″ 10 s 1 ″ 11½ | |
| 678 — 44882 TWQF | *J.Slack* 81–89 | **IronSc3MstSr** *ss* Gls.No.3–6,88 *ss* Dub.No.1–92 2*Dks* | 678 605 399 | ✠95A1 ~~4,94~~ ~~12,96~~ BS ~~3,93~~ 6,94 LMC 4,92 | Gls | *k* | 1862 1mo | Palmer Brs & Co. Newcastle | **Palgrave Murphy & Co.** | 206·5 Q67′ ND75&88 | 26·1 BK7′ | 17·2 4*BHCem* | **London** British | C.2Cy.25½″&48″–30″ (*i*) 65lb *80lb* NB77 90HP 2SB,*4pf*,GS49 *Cmp.*70 Palmers' Co.,Nwc. | 18 ″ 2 s 2 ″ 7 | |
| 679 — 102689 | *D.McPhedran* –93 | **SteelPadSk** 1*Dk* & *Promenade dk* | 306 269 105 | | | | 1893 | J. & G. Thomson (Lim.) Glasgow | **Glasgow & South Western Railway Co.** | 200·0 *Promenade dk* 150′ | 25·0 | 8·3 | **Glasgow** British | C.2Cy.26″&55″–54″ 240HP J. & G. Thomson (Lim.),Gls. | | BT till ~~6,94~~ 5,95 |
| 680 KHMB | **Mingrélie** *Giboin* | **Steel&IronScBn** 2*Dks* 3*trB* | 2337 — 1252 | | | | 1883 | Forges & C. de la Médit. La Seyne | **Cie. de Nav Arménienne & Marocaine (N.Paquet & Co., *Mgrs.*)** | 309·0 P65′ | 36·1 B73′ | 23·4 F28′ | **Marseilles** French | C.2Cy.39″&73″–42½″ 375HP Forges & C. de la Médit,Msl. | | V |
| 681 97774 | **Minho** *J.Williams* –94 | **SteelScBn** 2*Dks*(1*Irn*) *ss* Liv.No.1–94 | 835 720 510 | ✠100A1 9,94 ~~10,92~~ ✠LMC ~~5,90~~ 3,94 | Liv LA&CP | *l* | 1890 5mo | J. Jones & Sons Liverpool | **F. Leyland & Co. (Lim.)** | 211·1 B55′F29′ | 27·0 BK8′ | 16·8 5*BHCem* | **Liverpool** British | C.2Cy.16″&43″–24″ (*a*) 150lb *100lb* 80HP 1SB,*3cf*,GS50,HS1646 J.Jones&Sons,Liverpool | 17 ″ 11 s 2 ″ 5½ | |
| 682 56762 HRJL | **Minia** *S.Trott* 80–80 | **IronScBk** *ss* Lon.No.3–12,83 *ss* Lon.No.2–92 2*Dks* | 1986 1969 1350 | ✠A1 4,94 ✠NB 8,3 BS 4,94 | Cff A&CP LMC 5,93 | | 1866 12mo | Lon. & Gls. Co. Glasgow | **Anglo-American Tel.Co.(Lim.)** | 328·5 F55′ ND92 | 35·3 BK10′ | 25·1 5*BHCem* *WB = ptDB* | **London** British | C.4Cy.27″&54″–42″ (*i*) 65lb 200HP 4SB,*8f*,GS144 *Cmp.*73 Rennie&Co.,Lon. | 26 ″ 8 s 5 ″ 4 | |
| 683 86263 WVTM | **Miniera** *H.Jones* –94 | **IronScSr** 2nd Survey,Gen.9,91 2*Dks*(1*Irn*) | 1432 1298 920 | ✠A1*1 1,94 | Shl | Lv | 1882 9mo | R. & J. Evans & Co. Liverpool | **Miniera S.S.Co. (Lim.) (Richards, Mills & Co.)** | 255·3 P49*t* F29*t* | 33·0 B90*t* BK9′ | 20·5 H12*t* 3*BH*1PBH *WB = Cell DB* | **Liverpool** British | C.2Cy.28″&50″–30″ 120HP 2SB.*4f* DeWinton&Co.,Carnarvon | 23 ″ 4 s 3 ″ 6½ | |
| 684 HFRK | **Minister Achenbach** *J.Kahmke* 78–83 | **IronScSr** 1*Dk* 2*trB* | 1035 797 753 | | | | 1875 | Blackwood & Gordon Pt.Glasgow | **Danziger Schiffahrts.Act.Ges.** (~~A.Gibsone, *Mgr.*~~) (T.Rodenacker, *Mgr.*) | 223·1 P203*t* | 29·5 H14*t* | 17·0 F34*t* *WB* | **Danzig** German | C.2Cy.30″&52″–36″ 120HP Blackwood&Gordon.,P.Gl. | | V |
| 685 TGMQ | **Minister Fransen van de Putte** *A.Duif* 90–92 | **CompScSr** 2*Dks* | 836 — 466 | *Now a Sailing Ship. See No. 31 in Supplement of Sailing Ship Register* | | | 1863 | W. Hall & Co. Aberdeen | **Koninkl. Paketv. Maats.** | 201·0 | 26·0 | 13·0 | **Batavia** Dutch | 2Cy. 110HP Randolph,Elder&Co.,Gls. | | |
| 686 KRBW | **Minister Maybach** *B.Schierhorst* –90 *Elec.light* | **SteelSc3MstSr** 2*Dks* *Carrying Petroleum in bulk* | 2881 2042 2132 | | | | 1887 | Sir W. G. Armstrong, Mitchell & Co. Newcastle | **Deutsche-Amerikanische Petroleum Ges.** | 285·0 P151′ | 40·2 F37′ | 23·1 | **Gstemnde** German | T.3Cy.22″,35″&58″–39″ 130HP Wlsnd.Slpwy&Eng.C.Nwc | | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement / Pavillon. | 13 Machin. Nombre & Diam. d Course du Pi Pression des Cha Force nomi Nom du Constr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 687 PMFB | **Minister Tak van Poortvliet** *C.J.van Borndam* 92–92 | **SteelScSr** 1*Dk*(*Stl*)2*trB* | 765 633 381 | ✠ LMC 11,91 | | ... | 1891 11mo | W.Dobson &Co. Newcastle | ~~Zeeuwsche Stoomv.Maats.~~ Hollandsche Scheepvaart Maats. | 205·7 P30′ | 29·2 B53′ | 14·5 F27′ lrp 94 BK 7″ *WB=Cell* | Flushing Dutch | T.3Cy.19″,31″&5 160lb *100lb* 2SB,*6pf*,GS86,Hs *DB*150′163*t* N.E.Mar.E.Co.( |
| 688 MDPL | **Minna** *R.Heeren* 92–93 | **IronScSr** 1*Dk* | 158 143 68 | | | | 1890 | Rost.Act. Ges.für Schiff &Maschinenb Rostock | F.Albt.Pust | 103·4 | 20·6 | 10·6 | Rostock German *WB* | C.2Cy.17¾″&33½′ Rost.Schiffsb.G |
| 689 LRGM | **Minna Horn** *Th.Meislahn* 89–89 | **SteelScSr** 1*Dk* | 699 655 483 | | | | 1890 | Rost.Act. Ges.für Schiff &Maschinenb Rostock | H.C.Horn | 179·7 P116′ | 27·9 B55′ | 12·9 F46′ | Schleswig German | 2Cy.22″&41¾″–27 RostockerSchiff *WB* |
| 690 LMGH | **Minna Schuldt** *A.C.W.Petersen* 91–91 | **SteelScSr** 1*Dk* | 1020 743 725 | | | | 1891 | Flensburger Schiffsbau Gesellschaft Flensburg | H.Schuldt | 218·8 Q75′ | 31·8 B51′ | 15·9 F20′ | Flensburg German *WB* | T.3Cy.15″,22½″& FlensburgerSch Gesellschaft |
| 691 94339 KPRJ | **Minnesota** *E.G.Cannon* –92 *Elec.light* | **SteelScSr** ~~ssLon.No.1–94~~ 2*Dks*(*Irn*)3*Dkrule* ssLon.No.3–5,94 | 3216 2988 2080 | ✠100A1 *Shelter dk for withfreeboard* 5,95 ~~7,94~~ ~~5,94~~ ~~BS10,98~~ ✠LMC 8,91 | Lon *Cattle* A&CP | *w* | 1887 11mo | Harland& Wolff Belfast | AtlanticTransport Co.(Lim.) Williams,Torrey &Feild,*Mgrs.*) | 345·5 P33′ B80′ lrp&srp 94 BK 9″ *WB=Cell* | 40·9 F43′ | 26·7 *DB*264′ | London British 6*BHCem* 545*t APT*84*t* | T.3Cy.24½″,37″& 160lb *60lb* 2DB,*8cf*,GS148 Harland&Wolff |
| 692 73267 WTLG | **Minnie** (*SUNK BY COLLISION 6,94*) *F.Clark* –92 *Well deck* | **IronScSr** ssShl.No.3–5,83 ssMdb.No.2–92 1*Dk2trB* | 520 412 324 | ✠ 5,92 LMC 9,91 | Mdb A&CP | *h* | 1875 10mo | R.Dixon& Co. Middlesbro' | MinnieS.S.Co. (Lim.)(Hogg& Henderson) | 165·0 Q64′ B33′ | 24·7 F18′ BK 7″ *WB=DB* | 13·7 | Middlsbro' British 4*BHCem* 242′*f*59′120*t* | C.2Cy.22″&41″–2 74lb *55lb* NDI 1SB,GS30 Blair&Co.(Lim. |
| 693 91477 | **—** *C.E.Spencer* | **WoodSc** | 167 — 87 | | | . | 1882 | ..... ... Philadelphia | ThamesTowboat Co. | 106·5 | 23·5 | 11·0 | N.Lndn,Cn Utd.States | 2Cy.20″&36″–26′ |
| 694 99113 | **Minnie Hinde** *T.Davidson* –93 *Elec.light* | **Iron&SteelScSr** 1*Dk*(*pt Stl*–ws) *Stlplating Irnframing* ssBel.No.1–95 | 409 326 166 | ✠100A1 4,95 ~~4,94~~ ✠LMC 3,91 | Bel LA&CP | *h* | 1891 3mo | M'Ilwaine &M'Coll (Lim.) Belfast | Mrs.M.E.Shaw (L.Shaw,*Mgr.*) | 171·0 P28′ B44′ | 25·1 F35′ FK *WB=D* | 10·4 | Belfast British 5*BHCem* 33*t APT*11*t* | T.3Cy.14″,23″&3 180lb *60lb* 1SB,*2pf*,GS42 M'Ilwaine&M'C |
| 695 67531 LJKF | **Minnie Irvine** *R.Smith* 92–92 *Well deck* | **IronScSr** ssHpl.No.3–7,84 ssHpl.No.2–93 1*Dk2trB* | 1050 801 663 | ✠90A1 ~~1,93~~ 7,94 BS ~~1,94~~ 2,95 | Hpl A&CP LMC 1,93 Npt | *n* | 1872 8mo | R.Irvine& Co. W Hartlepool | R.Irvine&Co. | 223·2 Q94′ B102′ | 31·0 F28′ BK 8½″ *WB=* | 16·3 | W.Hartlpl British 4*BHCem* *DBa*73′110*t* | C.2Cy.26½″&55½ 75lb ~~35lb~~ ~~90lb~~ NB 1SB,*3pf*,GS54 Blair&Co.(Lim. |
| 696 99235 MSLF | **Minorca** *W.S.Cromarty* 85–92 *Well deck* | **SteelScSr** 1*Dk*(*Irn*)*&Web frames* | 1161 870 715 | ✠100A1 ~~4,94~~ 5,95 ✠LMC 9,92 | Lth LA&CP | *n* | 1892 9mo | Ramage& Ferguson (Lim.) Leith | Leith,Hull&Hamburg S.P.Co. (J.Currie&Co., *Mgrs.*) | 225·0 P27′ Q50′ | 38·2 B44′ F25′ FK *WB=Cell* | 14·5 *DB*184′300*t FPT* | Leith British 5*BHCem* 45*t APT*35*t* | T.3Cy.18½″,30″& 160lb *80lb* 1SB,*4pf*,GS64,Hs Rmge.&Frgsn.( |
| 697 NTBW | **Minsk** *H.Olsen* (*ex*Schwan) | **IronSc3MstSr** 2*Dks&ptShadedk* | 695 604 514 | | | ... | 1858 | PalmerBrs. &Co. Newcastle | Forenede Dampskibsselskab | 205·7 Q63′ len 65 | 26·7 F17′ | 15·4 | Aalborg Danish | C.2Cy.26″&52″–2 Palmer Bros.&C |
| 698 101935 | **Miowera** *J.Stott* –92 *Well deck* *Elec.light* | **SteelSc3MstSr** 2*Dks*(*Stl–Uws*) *Deepframing3Dkrule* ssNwc.No.3–6,94 | 3345 2605 1911 | ✠100A1 ~~2,94~~ ~~6,94~~ ✠LMC 6,94 | Nwc A&CP | *w* | 1892 10mo | C.S.Swan& Hunter Newcastle | Canadian-Australian S.S.Co. (J.Huddart) | 345·0 P&B220′ drp 94 FK *WB=Cell* | 42·2 F49′ | 25·1 *DB*268′502*t FPT* | London British 7*BHCem* 41*t APT*28*t* | T.3Cy.33″,53″&8 165lb *165lb* FDN 4SB,*12rf*,GS214, Wllsnd.Slip.&E |
| 699 96387 | **Mira** *T.A.Chandler* –91 | **SteelScSr** 1*Dk*(*Irn*)*&Spardk*(*Stl*-ws)3*trB* ssLiv.No.1–94 | 3138 3062 2039 | ✠100A1 *Spar dk* ~~8,93~~ 2,95 ✠LMC ~~12,89~~ Dum | Liv LA&CP | *v* | 1889 11mo ~~11,93~~ | Aitken& Mansel Glasgow | CharenteS.S.Co. (Lim.) (T.&J.Harrison, *Mgrs.*) | 350·0 P7′ B82′ drp ~~92~~ | 40·1 F41′ 28·0 BK 11″ *WB=* | 20·2 | Liverpool British 6*BHCem* *MT*32′340*t* | T.3Cy.24″,40″&6 160lb *80lb* 2DB,*8cf*,GS145 J.&J.Thomson,( |
| 700 JVHN | **—** *C.Gran* 78–91 *Elec.light* | **SteelScSr** 2*Dks&Awngdk3trB* | 998 947 579 | ✠100A1 *Awng dk withfreeboard* 6,91 ✠LMC 6,91 | Gls LA&CP | *l* | 1891 6mo | A&J Inglis Glasgow | BergenskeDampskibsselskab | 202·2 H51*t* | 30·2 | 15·1 22·3 BK 7″ *WB=Cell* | Bergen Norwegian 4*BHCem* *DBa*44′*f*47′*&uE*27′ | T.3Cy.20″,32″&5 160lb *80lb* 2SB,*6rf*,GS214 A.&J.Inglis,Gl |
| 701 LMFK | **—** *J.Brink* 89–93 | **SteelScSr** 1*Dk2trB* | 962 730 701 | | | | 1890 1mo | Flnsburger Schiffsbau Gesellschaft Flensburg | Holm&Molzen | 208·0 Q69′ | 31·0 B52′ | 15·3 F22′ | Flensburg German *WB* | T.3Cy.15¾″,24″& Flensburger Sch Gesellschaft,I |
| 702 | **Miraflores** *H.Demuth* –93 | **IronSc** 1*Dk*(*Irn*) | 153 148 62 | ✠ 6,82 ✠ | Nwc LA&CP | *b* | 1882 6mo | C.Mitchell &Co. Newcastle | Cia.Comercial de Remolcadores | 100·0 | 22·1 | 11·0 | Valparaiso Chilian 4*BHCem* | C.2Cy.19″&36″–2 Ross&Duncan,G |
| 703 99836 MRFH | **Miramar** *G.Lingwell* 85–92 | **SteelScSr** 1*Dk*(*Stl*)*&Webframes& ptAwngdk*(*Irn*) | 2415 1852 1561 | ✠100A1 *ptAwng dk withfreeboard* ~~11,94~~ ~~12,93~~ ✠LMC 7,92 | Gen A&CP Liv | *s* | 1892 7mo | Osbourne, Graham& Co. Sunderland | S.S.MiramarCo. (Lim.) (Raeburn& Vérel) | 290·4 P29′ Q82′ *ptAwngdk* 179′ | 38·1 BK 10″ *WB=Cell* | 20·0 | Glasgow British 5*BHCem* *DB*240′460*t* | T.3Cy.22″,36″&5 160lb *80lb* 2SB,*6rf*,GS98,HS G.Clark(Lim.),S |
| 704 | **—** *E.N.Porath* 92–92 | **IronScSr** 1*Dk2trB* (*ex*Charlotte,*ex*Buffalo) | 328 298 209 | | | | 1852 | Marshall& Co. S.Shields | V.Baron y Tiffou | 136·8 H16*t* | 26·2 | 12·6 | Coquimbo Chilian | C.2Cy.17″&32½″– Rostock Schiffsb |
| 705 66023 QHNC | **Miramichi** *A.Baquet* –81 | **IronPadSr** (*ex*Teazer) 2*Dks* | 727 727 491 | | | | 1864 | J.Penn London | QuebecSteamship Co. | 228·7 | 24·6 | 18·7 | Quebec British | 2Cy.48″&52″–48″ J.Penn,London |
| 706 RHLP | **Miranda** *W.Petersen* –92 (*ex*Foyle) | **SteelScSr** ~~ssHam.No.1–94~~ 2*Dks*(1*Stl&1ptStl*)3*trB* ssHam.No.2–95 | 2454 2245 1584 | ✠100A1 ~~10,94~~ ~~4,94~~ 4,95 ~~BS5,94~~ ✠LMC ~~8,91~~ 4,95 | Ham A&CP | *t* | 1887 2mo | JLThompson&Sons Sunderland | Hamburg-Pacific Dampfsch.Linie (A.Kirsten,*Mgr.*) | 300·0 P33′ B68′ | 40·2 F39′ BK 10″ *WB=Cell* | 25·3 *DB*220′ | Hamburg German 6*BHAsp* 405*t APT*8*t* | T.3Cy.24″,39″&6 147lb *80lb* 2DB,*8cf*,GS126 T.Richardson&S |

| No. in Book. Official No. Code Letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. Under deck. Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. | Equipment Letter. | Built. When. Ship. Engines | By Whom. Where. | Owners. | Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 707<br>87996<br>NPFL | Miranda IronScSr<br>~~H.G.Lesemann84-93~~ Farrell ssNYk.No.2-93<br>1Dk&Spardk3trB<br>Sunk after Stranding 8,94 | 1158<br>745<br>734 | ✠~~100A1~~<br>Spar dk<br>5,94~~1,90~~<br>BS5,94 | NYk<br>LA&CP | ✠LMC1,93 | o | 1884<br>5mo | Wigham Richardson &Co.<br>Newcastle | NewYork, Newfoundland &HalifaxS.S. Co.(Lim.)<br>(C T.Bowring&Co. Mgrs.) | 220·0 | 31·2 | 16·0<br>23·3<br>BK8″ | Liverpool<br>British<br>WB=DBu | C.2Cy.30″&56″-36″ (s)<br>80lb 70lb NDB94 180HP<br>1DB,6pf,GS107<br>5BHCem E&B44′90t<br>Wghm.Rchrdsn&Co.,Nwc. | 16″11 | |
| 708<br>52702<br>HGBC | — IronSc3MstSr<br>W.Ford -93 ssLon.No.3-4,91<br>Well deck 1Dk2trB | 948<br>855<br>593 | ✠ 80A1<br>10,93<br>BS10,93 | Shl<br>A&CP<br>MS8,91 | | m | 1865<br>3mo | Palmers' Co.<br>Newcastle | J.Fenwick&Son | 236·0<br>Q68′B34′F35′<br>len71 | 28·1 | 17·2<br>ND81<br>BK7″ | London<br>British<br>4BHAsp<br>WB=ptDL | C.2Cy.25″&48″-30″ (i)<br>75lb 60lb NB71 140HP<br>Cmp.71Palmers'Co.,Nwc. | 18″3<br>s 3″0½ | |
| 709<br>91900<br>KFMC | Mirror SteelTwinScSr<br>G.Pattison82-89 ~~ssLon.No.1-89~~<br>2Dks(1ptStl)&Spardk<br>Elec.light ssLon.No.2-94 | 1545<br>1021<br>790 | ✠100A1<br>Spar dk<br>11,94~~8,93~~<br>BS8,94 | Lon<br>A&CP | ✠LMC8,93 | q | 1885<br>12mo | R.Napier& Sons<br>Glasgow | EasternTelegraph Co.(Lim.)<br>WB=DBf42′ | 255·7<br>&uE20′153t Deep7 | 34·1 | 17·6<br>25·0<br>BK9″ | London<br>British<br>4BHCem<br>ank&36′104 | C.4Cy.26″&46″-36″ (s)<br>100lb 100lb 250HP<br>2SB,6cf,GS140,HS4532<br>R.Napier&Sons,Glasgow | 18″10<br>s 6″3 | |
| 710<br>65604<br>KMJH | Mirzapore IronSc3MstSr<br>R.Harvey57-84<br>Elec.light | 3892<br>3730<br>2168 | | | | | 1871 | Caird&Co.<br>Greenock | P.&O.SteamNav. Co. | 380·3 | 42·6 | 33·1 | Greenock<br>British | C.2Cy.60″&96″-54″<br>NB79 600HP<br>Caird&Co.,Greenock | 27″0<br>s 9″3½ | BT till ~~10,94~~ 8,95 |
| 711<br><br>JBNP | Misdroy IronPadSr<br>Mützell | 112<br>—<br>77 | | | | | 1859 | Fruchtnch &Brck<br>Bredow | J.F.Bräunlich | 129·2 | 16·6 | 7·8 | Stettin<br>German | | | |
| 712 | Missir IronSc3MstSr<br>(exArgyll) | 776<br>—<br>627 | | | | ... | 1864<br>8mo | Barclay, Curle&Co.<br>Glasgow | KhedivialS.S. Administration | 228·0 | 27·9 | 16·3 | Alexndria<br>Egyptian | C.2Cy.26″&52″-36″<br>120H<br>Day,Summers&Co.,Sou. | | |
| 713<br>98173 | Mississippi SteelSc4MstSr<br>Gates ssLon.No.1-94<br>Elec.light 2Dks(Stl)3trB | 3732<br>3473<br>2388 | ✠100A1<br>~~3,94~~12,94 | Lon<br>LA&CP | ✠LMC10,90<br>10,94 | x | 1890<br>10mo | Harland& Wolff(Lim.)<br>Belfast | AtlanticTransport Co.(Lim.)<br>(Williams,Torrey &Feild(Lim.), Mgrs.) | 370·8<br>P78′B116′F40′<br>WB=Cell<br>DB 312′ 718t FPT<br>drp94 | 44·2 | 26·6<br>BK9″ | London<br>British<br>7BHCem<br>14tAPT50t | T.3Cy.25½″,42″&70″-51″ (s)<br>180lb 90lb 375HP<br>2DB,12rf,GS192,BS6162<br>Harland&Wolff(Lim),Bel. | 29″9<br>s 5″9 | |
| 714<br>95524<br>LBGH | Missouri SteelSc3MstSr<br>W.K.Browne -94 ssLon.No.1-93<br>1Dk(Irn)&Spardk(Irn-ws)3trB<br>Elec.light | 2845<br>2743<br>1858 | ✠100A1<br>Spar dk<br>2,94<br>BS3,95 | Lon<br>LA&CP | ✠LMC2,93 | u | 1889<br>1mo | W.Gray& Co.(Lim.)<br>W Hartlepool | AtlanticTransport Co.(Lim.)<br>(Williams,Torrey &Feild(Lim.), Mgrs.) | 320·0<br>P19′B83′F42′<br>WB=Cell<br>DB 216′ 380t FPT | 40·0 | 20·2<br>27·1<br>BK10″ | London<br>British<br>6BHCem<br>55tAPT30t | T.3Cy.25″,40″&65″-42″ (s)<br>160lb 75lb 280HP<br>2DB,8rf,GS123<br>Cen.Mar.E.Works,W.Hpl. | 22″9<br>s 6″2 | |
| 715<br>100854 | Mistassini CompPad<br>1Dk | 249<br>149<br>157 | | | | | 1891 | H.J. Beemer<br>Roberval | ErnestF.Wurtele | 130·0 | 22·4 | 8·2 | Quebec<br>British | C.2Cy.17½″&35″-48″<br>200HP<br>JohnDotyEng.Works, Toronto | | |
| 716<br><br>KHND | Mitidjah IronScBg<br>A.Liebard 1Dk2trB<br>Well deck | 1160<br>—<br>782 | | | | ... | 1872<br>9mo | R.Thompson,jun.<br>Sunderland | L.Flornoy&fils | 226·3<br>P118′ F24′<br>ND89 | 31·2 | 17·9 | Nantes<br>French<br>WB | T.3Cy.15¾″,27″&54¼″-30″<br>125HP<br>Black,Hawthorn&Co.,Gts. | | V |
| 717 | Mitridat IronPadSr<br>1Dk | 533<br>—<br>372 | | | | | 1859 | Samuda Bros.<br>London | RussianS.N.& TradingCo. | 206·0 | 25·0 | 11·7 | Odessa<br>Russian | 2Cy.43″-48″<br>120HP<br>J.Penn&Sons,London | | |
| 718<br><br>~~HBPM~~ | Mittelweg IronScSr<br>~~O.Dennstedt86-89~~<br>Well deck 1Dk(Irn)&Webframes<br>Elec.light<br>Now named "Bull," See No. 28 in Supplement. | 1264<br>953<br>814 | ✠100A1<br>4,93 | Ham | ✠LMC8,89 | n | 1889<br>8mo | ShortBros.<br>Sunderland | ~~F.H.Lorentzen&Co.~~<br>T.Watson&Co<br>WB=DBa67′f86′ | 240·0<br>P23′Q67′B54′F22′<br>lrp91<br>uE&B42′303t FPT | 33·2 | 16·1<br>BK8″ | Middlesbro'<br>~~Hamburg~~<br>~~British~~<br>6BHCem<br>19tAPT20t | T.3Cy.20″,33″&54″-39″ (s)<br>160lb 80lb 160HP<br>1DB,6rf,GS100,HS3100<br>J.Dickinson,Sunderland | 16″11<br>s 1″6 | |
| 719<br>1226<br>HJFD | Miyoshi Maru No. 4 ~~Wood~~ Sr<br>Kanaya Jisukl<br>(exShigoMiyoshiMaru)<br>Now named "Kisei Maru," See No. 17 in Supplement. | 158<br>128<br>85 | | | | | 1890 | Nagamatsu Gataro<br>Nügata | HiguchiJirohei | 117·7 | 16·6 | 9·8 | Niigata<br>Japanese | 2Cy.<br>31HP | | |
| 720<br><br>NQJL | Mjölner SteelScSr<br>L.B.Poulsen88-90 1Dk | 497<br>412<br>130 | | | | | 1890 | Helsingörs Jernskibs& Maskinbygri<br>Elsinore | DeDanskeStatsbaner | 143·5<br>Q28t | 32·4<br>B29t | 14·7<br>F13t | Korsör<br>Danish<br>WB | C.2Cy.29½″&55¼″-32″<br>190HP<br>Hlsgrs.Jrnskbs.&Masknbg Elsinore | | V |
| 721<br><br>HDKR | — IronScSp<br>1Dk | 210<br>202<br>92 | | | | | 1878 | Kockums Mek.Verk.<br>Malmö | ChristianiaHrbour Commissioners | 87·6 | 27·0 | 14·6 | Chrstiania<br>Norwegian | C.2Cy.23½″&41″-20½″<br>80HP<br>KockumsMek.Vks,Malmö | | |
| 722<br><br>HFSD | Mlawka IronScSr<br>J.Tramborg71-82 1Dk2trB | 709<br>587<br>516 | | | | | 1880 | Blohm& Voss<br>Hamburg | DanzigerDampfschifffahrtsAct. Ges.<br>~~(A.Gibsone, Mgr.)~~<br>(F.Rodenacker,Mgr) | 189·9<br>P105′ | 27·7<br>F24′ | 15·8 | Danzig<br>German | C.2Cy.26½″&46″-33″<br>94HP<br>Blohm&Voss,Hamburg<br>WB | | V |
| 723<br>40347<br>SVQQ | Moa IronScSr<br>J.Abram84-84 1Dk | 188<br>142<br>110 | | | | | 18 64/86 | B.Phillips<br>Lyttelton,NZ | J.H.Williams | 118·9<br>Q10t | 18·0<br>H28t | 8·6<br>F5t | Wllington<br>British | C.2Cy.15″&28″-21″<br>33HP<br>Muir&Houston,Glasgow | | |
| 724<br>101966<br>MWLT | Mobile SteelTwinSc4MstSr<br>S.Layland -93 3Dks(Stl)<br>Elec.light | 5780<br>5283<br>3725 | ✠100A1<br>9,94~~4,94~~ | Lon<br>LA&CP | ✠LMC1,93 | a† | 1893<br>3mo | Harland& Wolff(Lim.)<br>Belfast | AfricanSteamship Co.(Elder,Dempster&Co.,Mgrs.)<br>WB=Cell | 445·0<br>P57′B160′F102′<br>DB375′1105t FPT | 49·2 | 30·0<br>FK&BK3″ | London<br>British<br>7BHCem<br>72tAPT50t | T.6Cy.22½″,36½″&60″-48″<br>175lb (s) 600HP<br>2D&2SB18rfGS310HS10504<br>Harland&Wolff(Lim),Bel. | 33″7<br>s 8″0½ | BT till ~~9,94~~ ~~4,95~~ 9,95 |
| 725<br>82278<br>SVBH | — IronScSr<br>F.E.B.Hardcastle -94 ssBom.No.1-85<br>2Dks(1Irn)&Awngdk | 1463<br>1406<br>930 | ✠<br>Awng dk with load line<br>4,86 ✠ | Bom<br>A&CP | | p | 1879<br>11mo | A.Stephen &Sons<br>Glasgow | Bombay&Persia Stm.Nav.C.(Lm) | 250·2 | 32·5 | 15·4<br>22·5<br>FK | Bombay<br>British<br>4BHCem<br>WB=DBu | C.2Cy.29″&54″-36″<br>140HP<br>A.Stephen&Sons,Glasgow<br>E&B46′MT33′FPTAPT | | |
| 726<br><br>HKBF | Moçambique SteelScSr<br>Mends<br>2Dks(Stl-ws)3trB<br>Elec.light | 3199<br>2625<br>2175 | ✠100A1<br>5,93 | Ant<br>LA&CP | ✠LMC6,93 | w | 1889<br>11mo | Scott&Co.<br>Greenock | MalaRealPortugueza (in liq.) | 363·5<br>P44′B142′F51′ | 42·2 | 25·3<br>BK11″ | Lisbon<br>Portuguese<br>6BHCem<br>WB=Cell DB222′426t | T.3Cy.31″,50″&80″-54″ (s)<br>130lb 90lb 550HP<br>2D&1SB15af GS315HS11119<br>Scott&Co.,Greenock | 28″6 | |

| 1 Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 Nom du Navire. Matériaux, Gréement, etc<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5 Détails de la Classification. Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand.<br>Navire.<br>Mach. | 9 Par qui.<br>Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement.<br>Pavillon. | 13 Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille.<br>Franc-bord au milieu du navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 727 | Moco<br>*A.Gariel*91-91 | IronScSrTug<br>1*Dk* | 125<br>125<br>36 | ✠ ...<br>*For Towing purposes*<br>✠LMC9,91 | | | 1891<br>9mo | G.Rennie<br>&Co.<br>London | Soc.Générale de Remorquage | 110·0<br>B11' | 19·5 | 9·0<br>BK6" | Marseilles<br>French<br>4*BHCem* | T.3Cy.13½",22"&35"-24" (*s*)<br>160lb 75HP<br>1SB,3*pf*,GS33<br>J.Stewart&Sons,London | 9 · 9 |
| 728<br>Wrecked 7,94 | Mocooes<br>*Elec.light* | SteelTwinSc<br>2*Dks* | 150<br>—<br>93 | | | | 1887 | Russell&<br>Co.<br>Pt.Glasgow | Greaves&Costa | 109·0 | 19·5 | 7·1 | Para<br>Brazilian | C.2Cy.10"&20"-18"<br>34HP<br>Kincaid&Co.,Greenock | |
| 729<br>63386 | Moderator No. 4<br>*J.Williams* | IronScSp | 108<br>92<br>57 | | | | 1871 | W.Harkess<br>Middlesbro' | R.Burton&Son | 83·0<br>Q12*t* | 18·0 | 8·7 | Newport<br>British | 2Cy.12"-12"<br>25HP<br>D.Joy&Co.,Middlesbro' | |
| 730<br>JVBN | Modesta<br>*B.D.Boye* -92 | SteelScSr<br>1*Dk* | 538<br>402<br>383 | | | | 1892 | Bergens<br>Mek.Verks.<br>Bergen | C.Konow | 165·9<br>Q32*t*<br>F19*t* | 25·9<br>B76*t* | 12·9<br>H9*t* | Bergen<br>Norwegian | T.3Cy.12⅓",20"&31½"-24"<br>60HP<br>BergensMek.Verks.,Bgn | |
| 731<br>RJVB | Modestia<br>*P.Lassen*89-93 | SteelScSr<br>2*Dks*3*trB* | 3310<br>2648<br>2130 | | | | 1893 | Flensbrgr.<br>Schiffs.Ges.<br>Flensburg | Hamburg-Pacific Dampfsch.Linie | 324·0<br>P124' | 42·0<br>B76' | 27·9<br>F44'<br>*WB* | Hamburg<br>German | T.3Cy.25",41"&68"-45"<br>400HP<br>Flensb.Schiffs.Ges.Flnsbg | |
| 732<br>96058 | Modjeska<br>*A.M.Sharpe* | SteelTwinScSp | 678<br>349<br>461 | | | | 1889 | Napier,<br>Shanks&Bell<br>Glasgow | HamiltonSteam-boatCo.(Lim.) | 178·0 | 31·1 | 12·3 | Hamiltn,O<br>British | T.6.Cy.15",24"&40"-27"<br>180HP<br>Dunsmuir&Jackson,Gls. | |
| 733<br>65733<br>LJCS | Mogador<br>*J.Cameron* -93<br>6thSurvey,Lon.3,93<br>(*ex*Silbury) | IronScBg<br>1*Dk*2*trB* | 956<br>749<br>612 | ✠ A1 —<br>~~3,93~~ 11,94 | Lon<br>Shl | Lv | 1872<br>6mo | Iliff,Moun-<br>sey&Co.<br>Sunderland | MerseyS.S.Co. (Lim.)(Leech, Harrison&For-wood, *Mgrs.*) | 209·2<br>P179*t* | 29·1<br>F25*t* | 16·7<br>BK8"<br>*WB=DB* | Liverpool<br>British<br>4*BH* | C.2Cy.26"&50"-33"<br>NB81 100HP<br>M.Samuelson,Hull | 17 · 1<br>s 2 · 2 |
| 734<br>NHWV | —<br>~~*F.Manzano*88-92~~ *ss*Cdz.No.3-4,92<br>*Camps* (*ex*JosePerez) | IronScSr<br>1*Dk* | 437<br>358<br>297 | ✠100A1<br>4,92<br>BS~~1,93~~ 9,94 ✠LMC12,91 | Cdz<br>A&CP | *h* | 1879<br>11mo | R.Cham-<br>bers,jun.<br>Dumbarton | Cia.Trasatlantica | 166·0<br>P35'B31'F31' | 24·1 | 13·1<br>BK7" | Ferrol<br>Spanish<br>4*BHCem* | C.2Cy.20"&35"-27"<br>70lb 45lb 55HP<br>1B,GS28<br>M.Paul&Co.,Dumbarton | |
| 735<br>1357<br>HJRV | Mogamigawa Maru<br>3rdSurvey,Sng.8,89<br>(*ex*Namkiang,*ex*Emberiza)<br>2*Dks*(1*Irn*)3*trB* | IronScSr | 1622<br>1539<br>1006 | ✠ A1✱ 1<br>4,91<br>MS1,92 BS2,93 | Png | Lv | 1877<br>5mo | Palmers'<br>Co.(Lim.)<br>Newcastle | OsakaShosen Kaisha | 249·6<br>Q35*t*B20*t* | 33·2 | 23·4<br>*W* | Osaka<br>Japanese<br>3*BH*1PBH<br>*B=DBa&f* | C.2Cy.32"&60"-39"<br>60lb 160HP<br>Palmers'Co.(Lim.),Nwc. | |
| ✱ 736<br>81657<br>VKWM | Moggie<br>*R.H.Harrison*83-83 *ss*Hpl.No.3-6,93<br>*Well deck* | IronScSr<br>1*Dk*(*Irn*)2*trB* | 1110<br>859<br>710 | ✠100A1<br>~~6,91-6,93~~ 8,94<br>BS6,94 ✠LMC1,93 | Hpl<br>LA&CP | *n* | 1881<br>2mo | E.Withy<br>&Co.<br>Hartlepool | J.Coverdale&Son | 236·0<br>Q98'B98*t*F30'<br>drp93 | 31·6 | 13·7<br>FK<br>*WB=Cell* | Hartlpool<br>British<br>4*BHCem*<br>*DB*194'264*t* | C.2Cy.27"&50"-33" (*i*)<br>75lb 80lb NDB92 99HP<br>1SB,3*pf*,GS54<br>T.Richardson & Sons,Hpl. | 15 · 8<br>s1 · 4 |
| 737<br>93342 | Mogoung<br>*Elec.light* | SteelPadLr | 315<br>315<br>198 | | | | 1887<br>1mo | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla Co.(Lim.) | 180·2 | 30·1 | 7·9 | Glasgow<br>British | C.2Cy.24"&43"-54"<br>110HP<br>Denny&Co.,Dumbarton | |
| 738<br>94552<br>KPFV | Mogul<br>*T.Golding* -92 *ss*Lon.No.1-92<br>2*Dks*(1*Stl*&*UptStl*-ws)3*trB*<br>*Now named* "Sakura Maru," *See No.* 30 *in Supplement* | SteelScSr | 2819<br>2617<br>1827 | ✠100A1<br>11,92<br>BS1,94 ✠LMC1,92 | Lon<br>A&CP | *u* | 1887<br>10mo | Aitken&<br>Mansel<br>Glasgow | ~~MogulS.S.Co. (Lim.)(Gellatly, Hankey,Sewell &Co.)~~ | 335·0<br>P41'B84'F46' | 40·0 | 26·0<br>BK9½"<br>*WB=DBa*42'&42' 202*t* | Rochester<br>British<br>6*BHCem*<br>*FPT*110*t* | T.3Cy.27",43"&70"-54" (*s*)<br>150lb 400HP<br>2DB,12*cf*,GS212<br>J. & J.Thomson,Glasgow | 27 · 2<br>s 5 · 5 |
| 739<br>~~91831~~<br>100809 | —<br>~~*A.Brotherton*89-89~~<br>*H.Smith* -94 | WoodScSp ~~WoodSc~~<br>YM9,87 | 123<br>104<br>62 | | | | 1886 | H.Doncaster<br>Tacoma, Wsh | ~~Griffiths,Stetson&Co.~~ British ColumbiaTugCo(Lim) | 94·2 | 19·8 | 10·6 | ~~P.Twnsnd Wash.~~<br>VictoriaBC<br>British | C.2Cy.18"&34"-24"<br>49HP<br>Ross&Duncan,Glasgow | |
| 740 | Mogutchy<br>(*NOW A BARGE*) | IronAuxSc | 840<br>—<br>660 | | | | 1857 | A.Leslie<br>&Co.<br>Newcastle | | 211·0 | 30·3 | 17·3 | | 36"-26"<br>80HP<br>R.Stephenson & Co.,Nwc. | |
| 741<br>99066 | Mohawk<br>*J.Wiltshire*88-92<br>*Elec.light* | SteelTwinSc4MstSr<br>3*Dks*(*Stl*) | 5658<br>5278<br>3646 | ✠100A1<br>1,95 ~~3,94-10,94~~<br>✠LMC5,92 | Lon<br>LA&CP | *a*† | 1892<br>5mo | Harland&<br>Wolff(Lim.)<br>Belfast | AfricanS.S.Co. (Elder,Dempster &Co.,*Mgrs.*) | 445·0<br>P57'B160F102'<br>*WB=Cell* *DB*375' 1105*t* *FPT* | 49·2 | 30·0<br>FK&BK3" | London<br>British<br>7*BHCem*<br>72*t* *APT* 50*t* | T.6Cy.22½",36½"&60"-48"(*s*)<br>175lb 600HP HS16500<br>2D&2SB,18*rf*,GS326<br>Harland&Wolff(Lim),Bel. | 33 · 6<br>s 8 · 0 |
| 742<br>99529 | —<br>*V.Jones* | SteelSc<br>2*Dks* | 2358<br>—<br>1617 | | | | 1893 | Detroit<br>DryDockCo.<br>Wyandotte | WesternTransit Co. | 292·2 | 41·2 | 23·0 | Detroit, Mich.<br>Utd.States | | |
| 743<br>99368 | Mohican<br>*H.Cook* -93<br>1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB* | SteelScSr | 2728<br>2529<br>1749 | ✠100A1<br>*Spar dk*<br>2,95 ~~1,94~~ ✠LMC2,92 | Sws<br>A&CP | *u* | 1892<br>2mo | JLThomp-<br>son&Sons<br>Sunderland | "Manhanset "S.S. Co.(Lim.) (T.Hogan&Sons, N.Yk.*Mgrs*) | 300·0<br>P30'B76'F38'<br>*WB = Cell D B*238'585*t* | 41·1 | 19·0<br>26·0<br>BK10" | Liverpool<br>British<br>6*BHCem*<br>*APT*35*t* | T.3Cy.24",39"&64"-42" (*s*)<br>160lb 160lb 350HP<br>2SB,6*cf*,GS104,HS3960<br>J.Dickinson,Sunderland | 21 · 6<br>s 5 · 8 |
| 744<br>90061<br>JWRS | —<br>*F.C.Timpson*85-85 *ss*Grk.No.2-93<br>*Elec.light* | SteelSc3MstSrYt<br>2*Dks* | 537<br>518<br>365 | ✠100A1<br>7,93<br>✠LMC3,98 | Grk<br>LA&CP | *j* | 1885<br>6mo | D.&W.<br>Henderson<br>&Co.<br>Glasgow | Trustees of the late J.Clark | 207·4 | 27·1 | 16·1<br>BK8" | Glasgow<br>British<br>6*BHCem* | T.3Cy.18",27"&43"-33" (*a*)<br>140lb 96HP<br>1B,4*cf*,GS72<br>D.&W.Henderson&C.,Gls. | 18 · 0 |
| 745<br>80425<br>WVPM | Moidart<br>*W.Miller* -93 *ss*Shl.No.3-1,91<br>*Well deck* | IronScSr<br>1*Dk*(*Irn*)2*trB* | 1293<br>1032<br>804 | ✠100A1<br>5,94<br>BS5,94 | Lth<br>A&CP<br>LMC1,91 | *o* | 1878<br>9mo | E.Withy&<br>Co.<br>Hartlepool | J.Cormack | 243·7<br>Q84'B67'F31' | 32·0 | 16·8<br>BK8½"<br>*WB=DBa* | Leith<br>British<br>4*BHCem*<br>73'*f*81'*APT* | C.2Cy.30"&57"-33" (*i*)<br>70lb 60lb NDB85 130HP<br>1DB,GS63<br>T.Richardson&Sons,Hpl. | 19 · 3<br>s 1 · 9 |
| 746<br>KHQM | Moïse<br>*Fouesnel* -89 | IronScBn<br>2*Dks*&*Spardk* | 1873<br>—<br>702 | | | | 1880 | JohnElder<br>&Co.<br>Glasgow | Compagnie Générale Trans-atlantique | 310·0<br>H175*t* | 33·5<br>F46*t* | 16·7<br>24·3 | Marseilles<br>French | T.3Cy.31",51"&80"-48"<br>600HP<br>JohnElder&Co.,Glasgow<br>*Tpd.*91byCie.Génér.Trans. | |
| 747 | Mojú | IronPad<br>1*Dk*&*ptHurdk* | 100<br>—<br>75 | | | | 1868 | Pusey,<br>Jones&Co.<br>Wilmngtn,Dl | AmazonSteam Nav.Co.(Lim.) | 100·0 | 17·0 | 6·0 | Para<br>Brazilian | 2Cy.16"-72"<br>40HP<br>Pusey,Jones& Co.,Wmn. | |
| 748<br>101925 | Mokta<br>~~*W.Towill* -92~~<br>*H.Dawson*84-94 | SteelScSr<br>1*Dk*(*ptIrnptStl*)2*trB*<br>&*ptAwngdk*(*Irn*) | 2434<br>1809<br>1549 | ✠100A1<br>*pt Awng dk withfreeboard*<br>10,94 ~~11,93~~ ✠LMC9,92 | Sws<br>A&CP<br>Npt | *s* | 1892<br>9mo | JReadhead<br>&Sons<br>S.Shields | English&Ameri-canShipping Co.(Lim.) | 296·5<br>P29'Q86'B&F182'<br>*WB=Cell* | 40·1 | 18·7<br>BK10" | London<br>British<br>5*BHCem*<br>*DB*252'567*t* | T.3Cy.22",36"&60"-39" (*r*)<br>160lb 80lb 250HP<br>2SB,6*rf*,GS98,HS3276<br>J.Readhead&Sons,S.Shl. | 21 · 6<br>s 8 · 5 |

| 1 Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now-spired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Last Trade Past Cert. | 16 Mean Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 749 Mokta KHRN | IronScSr ssBdx.No.3–8,91 1Dk(Irn)&Spardk3trB | Rodier | 1506 1442 952 | ✠100A1 Spar dk 5,94 6,93 6,93 3,94 | Bdx A&CP | q LMC | 1879 9mo | Schlesingr, Davis&Co. Newcastle | Les fils deT. Conseil | 253·0 33·2 16·7 23·4 BK8½″ WB=DB189′268tFPT | Bordeaux French 4BHCem 30tAPT34t | C.2Cy.30″&58″–36″ 75lb 50lb 150HP 2B.GS90 R.&W.Hawthorn,Nwc. | | | |
| 750 Moldava 96035 LNTH | SteelScSr ssLth.No.1-94 1Dk(Stl)&Webframes&ptAwngdk(Irn) | Burnside | 2292 1627 1477 | ✠100A1 pt Awng dk withfreeboard 3,94 11,93 1,95 | Bry LA&CP | s LMC1,96 | 1890 2mo | C.S.Swan& Hunter Newcastle | MercantileSteamshipCo.(Lim.) | 280·0 37·5 19·3 P543tQ32tF21t drp91 FK WB=CellDB286′448t | London British 6BHCem APT40t | T.3Cy.22″,36″&59″–39″ (s) 160lb 80lb 250HP 2SB.6f,GS84,HS3300 Blair&Co.(Lim.),Stockton | 21 ″ 8 s 9 ″ 1 | D | |
| 751 Moleño HVKR | Wood— | HongKong | 102 — 59 | | | | 1884 | ..... HongKong | I.De la Rama | ..... | Manila Spanish | 23HP | | | |
| 752 Molière 97486 HWGB | IronScBn ssSws.No.2–92 1Dk(Irn)2trB | R.Crosby –92 Well deck | 1496 1263 965 | ✠100A1 6,94 2,94 BS4,93 6,94 | Cff LA&CP | p LMC1,92 Bry | 1883 7mo | Palmers' Co.(Lim.) Newcastle | MolièreS.S.Co. (Lim.)(L.Guéret) | 251·0 35·2 17·8 Q96′B44′F27′ drp93 BK9″ WB=DBa72′f62′266tFPT | Cardiff British 4BHCem 39tAPT24t | C.2Cy.30″&58″–36″ 80lb 60lb 99HP 1SB.4pf,GS61,HS2323 Palmers'Co.(Lim.),Nwc. | 19 ″ 1 s 2 ″ 3 | | |
| 753 Molina HVLB | IronSc3MstSr F.Estarellas78–89 2Dks | | 655 544 401 | | | | 1870 | Bowdler, Chafer&C. Salcombe | CompaniaMaritima | 184·6 25·9 16·0 | Barcelona Spanish | C.2Cy.23″&44″–24″ 80HP J.Taylor&Co.,Birkenhead | 16 ″ 8 s 2 ″ 7 | | |
| 754 Mölnbacka | WoodScSr 1Dk | A.E.Andersson | 164 153 126 | | | | 1874 | ..... Oroust | Ångf.Aktieb. "Vermland" (H.Malm) | 97·4 21·6 10·0 H11t | Gothenbrg Swedish | C.2Cy.10¼″&25″–17½″ 30HP KristinehamnsM.V.,Krsth | | | |
| 755 Moltke HRRM | SteelScSr J.C.Kaellander83–89 1Dk&Webframes | | 946 — 738 | | | | 1889 7mo | Howaldts-werke Kiel | MemelerDampfch. Act.Ges. | 205·2 30·5 16·3 Q66′ B49′ F26′ | Memel German WB | T.3Cy.14⅜″,22⅛″&36⅝″–23½″ Howaldtswerke,Kiel | | G | |
| 756 Mombassa 96082 LHBJ | SteelSc3MstSr G.G.Stevenson –94 Elec.light 3Dks(UStl–ws&1Irn) | | 4662 2923 3039 | ✠ 8,89 ✠ | Sld A&CP | y | 1889 8mo | J.Laing Sunderland | BritishIndia Stm.Navigation Co.(Lim.) | 404·0 47·3 20·1 P36′B121′F51′28·3 BK8½″ WB=Cell | Glasgow British 6BHCem DB312′834t | T.3Cy.31″,51″&83″–54″ 450HP 3DB.18cf,GS288,HS8057 G.Clark,Sunderland | 31 ″ 6 s 7 ″ 6 | | BT till 3,95 |
| 757 Momein 96092 | SteelPad | | 495 495 312 | | | | 1885 | W.Denny &Bros. Dumbarton | IrrawaddyFlotilla Co.(Lim.) | 250·0 30·0 9·0 | Glasgow British | C.D.2Cy.34″&59″–54″ 232HP Denny&Co.,Dumbarton | | | |
| 758 Mona 96229 JVLW | IronSc3MstSr J.E.Scott –91 ssLon.No.3–4,93 (exDagmar) 1Dk | | 491 435 286 | ✠ 85A1 1,93 11,94 B&MS6,93 BS11,94 | Lon A&CP | | 1866 7mo | C&W Earle Hull | J.E.Scott | 175·5 25·1 14·0 P76′ drp94 ptND82drp93BK6½″ | Hull British 4BHCem Cmp.75 | C.2Cy.20″&40″–26″ (i) 70lb 77lb 80lb NB75 65H 1SB.2tf NDB93 Fowler&M'Collin,Hull | 15 ″ 0 s 2 ″ 2 | | |
| 759 — WVPB | IronScSr J.Mathieson85–90 ssGls.No.3–11,90 (exMargaret) 2Dks ssAyr.No.1–95 | | 393 348 230 | ✠100A1 4,95 4,93 NB12,90 | Ayr A&CP | h LMC12,90 | 1878 5mo | BarrowS.B Co.(Lim.) Barrow | AyrStm.Shipping Co. | 160·0 24·2 14·0 P39′B32′F25′ ND90 BK7″ | Glasgow British 5BHCem | C.2Cy.23″&46″–24″ (s) 90lb 90HP 1SB,3cf,GS55 BarrowS.B.Co.(Lim.)Brw. | 14 ″ 8 s 1 ″ 9 | BT till 4,95 4,96 | 4,96 |
| 760 — 96038 JSRN | SteelScSr Nurley85–85 | | 119 118 11 | | | | 1884 | L.Smit& Zoon Kinderdyk | QueenstownScrew Tug&Ship.Co. (Lim.) | 97·9 19·1 11·4 | Cork British | C.2Cy.20″&40″–24″ 80H C.Burrell&Sons,Thetford | | | |
| 761 Mona's Isle 76304 | SteelPadSr J.Hill71–89 | | 1564 1235 557 | | | | 1882 | Caird&Co. Greenock | Isle of ManS.P. Co.(Lim.) | 330·7 38·1 15·1 | DouglasIM British | C.O.4Cy.65″&112″–90″ 800HP Caird&Co.,Greenock | | BT till 5,95 | |
| 762 Mona's Queen 76308 KFLS | SteelPadSr T.Keig80–89 | | 1595 1150 635 | | | | 1885 | BarrowS.B Co.(Lim.) Barrow | Isle of ManS.P. Co.(Lim.) | 320·1 38·3 14·5 P235t F28t | DouglasIM British | C.O.4Cy.50″&88″–72″ 684HP BarrowS.B.Co.(Lim.),Brw | | BT till 4,95 | |
| 763 Monarch 76344 BWLP | IronScSr G.Dobson –93 ssShl.No.3–4,90 2Dks(Irn)3trB | | 2366 2055 1522 | ✠100A1 9,93 BS7,93 | Shl A&CP | t LMC4,90 | 1878 7mo 9,94 | R.Dixon& Co. Middlesbro' | MacintyreBros.& Co. | 306·0 35·7 24·5 P46′F43′ BK10″ W B=DB202′ | Newcastle British 4BHCem | C.2Cy.38″&71″–45″ (i) 80lb 80lb 280HP 2B,GS80 Blair&Co.(Lim.),Stockton | 26 ″ 0 | | |
| 764 — 96843 | WoodScSp E.Robertson 2Dks | | 2017 1546 1372 | | | | 1890 | J.Dybee Sarnia | NorthWestTransportationCo. (Lim.) | 240·0 35·0 14·8 | Sarnia British | T.3Cy.21″,38″&54″–42″ 1600HP KerrBrs.,Walkerville,Ont. | | | |
| 765 — GWLK | IronSc R.Draper | | 1122 1038 751 | | | | 1883 | DavidJ. Dunlop&C. Pt.Glasgow | H.M.Postmaster-General(TelegraphDepartment) | 240·0 33·0 17·9 | British | | | | |
| 766 — 93356 KSMG | SteelPadSr W.T.Bowering74–89 | | 348 274 117 | | | | 1888 | R.&H. Green London | Cosens&Co. (Lim.) | 210·0 22·2 9·0 | Weymouth British | D.2Cy.41″–48″ 180HP J.Penn&Son,London | | BT till 10,94 10,95 | |
| 767 — 90117 | IronScSr J.Wilson –84 ssBel.No.2–93 2ndSurvey1,93 1Dk(ptIrn) | | 314 264 115 | ✠100A1 A1*1 3,94 9,93 2,95 BS4,94 2,95 | Bel LA&CP | f Lv LMC1,93 | 1884 12mo | M'Ilwaine, Lewis&Co. (Lim.) Belfast | A.King | 155·0 22·7 11·3 Q20′B44′F28′ BK7″ WB=FPT | Belfast British 5BHCem 14tAPT18t | C.2Cy.19″&36″–30″ (a) 85lb 50lb 60HP 1SB,2pf,GS86 M'Ilwaine,Lewis&Co.,Bel. | 12 ″ 0 s 1 ″ 1½ | | 9·83 10·43 11·00 11·57 |
| 768 — 86741 | IronPadSk D.Cameron –92 (exFlyingSpear) | | 123 111 14 | | | | 1883 | JTEltring-ham S.Shields | A.McKinnon | 100·3 18·1 9·4 | Glasgow British | L.1Cy.34″–54″ 70HP J.P.Rennldsn&S.,S Shields | | | |
| 769 — 89027 QTKC | IronPad R.Moore –84 | 1Dk | 119 — 60 | | | | 1846 | Barr& McNab Renfrew | Fred.H.Wise | 126·8 16·0 7·7 | Hobart British | 1Cy.45″–48″ 60HP Barr&McNab,Paisley | | | |
| 770 Monarque 96645 | WoodPad E.Monarque –93 | 1Dk | 136 99 86 | | | | 1886 | D.Richard Sorel, Quebec | E.Monarque& Sons | 108·9 30·4 6·9 H16t | Montreal British | 1Cy.48″–72″ 30HP | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equitement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Coque sur Quille. Franc-bord au milieu du navire. Pds. | pi. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 771 QSHC | **Moncalieri** *A.Barbieri* –92 | **IronScSr** (*ex*Thetis) 2*Dks* | 573 — 361 | | | ... | 1857 | Scott&Co. Greenock | Nav.Gen.Italiana | 191·9 Q61′ | 26·6 H41*t* | 14·9 F28*t* | Genoa Italian | C.2Cy.28″&54″–30″ NB76 222H *Cmp.*76 PiaFerro&C.,Gen. | | |
| 772 97380 LKTH | **Moness** *J.Boyle* *Well deck* | **SteelScSr** 1*Dk*(*Irn*)2*trB* *ss*Cff.No.1–95 | 2236 1738 1451 | ✠100A1 1,95 ~~11,96~~ ✠LMC12,89 Off | Lon LA&CP | *s* | 1889 12mo 7,94 | J.Readhead & Sons S.Shields | Maclean,Doughty &Co. | 290·5 P29′Q82′B118′ F33′ BK10″ *WB*=*Cell* | 39·1 | 20·2 *DB*206′417*t* | W. Hartlpl British | T.3Cy.22″,36″&60″–39″ (*r*) 1601b *85lb* 250H 2SB,*6rf*,GS104 J.Readhead&Sns.,SShields | 21 2 0 | |
| 773 86180 WMFV | **Mongibello** *J.De-Meo* –91 3rdSurvey,Sld.3,91 (*ex*Beny) 1*Dk*(*Irn*)2*trB* *Well deck* | **IronScSr** | 1222 929 776 | ✠A1*1 3,91 ✠NB3,91 | Sld LMC3,91 | Lv | 1882 5mo | Whitehavn SB Co(Lm) Whitehaven | Peirce,Becker& Ilardi | 220·7 Q103*t*B128*t*F44*t* FK *WB*=*MT* | 33·3 | 15·8 3*BH* 3PBH *APT FPT* | London British | C.2Cy.23″&46″–36″ (*s*) 901b *90lb* NDB91 88H 2SB,*4pf*,GS64 J.Jones&Sons,Liverpool | 17 1 | |
| 774 86739 HDLJ | **Mongkut** *J.Fowler* –89 | **SteelScSr** | 1354 1282 859 | | | | 1883 | J.Elder& Co. Glasgow | ScottishOriental S.S.Co.(Lim). (Ferguson,Davidson&Co., *Mgrs.*) | 240·3 | 34·1 | 22·8 | Glasgow British | C.2Cy.28″&56″–36″ 175H J.Elder&Co.,Glasgow | | |
| 775 98605 MBSW | **Mongolian** *R.Barrett*79–90 2*Dks*(*Stl*)&*Spardk*(*Stl*–ws)& *Elec.light* *deepframing* | **SteelScSr** | 4909 4279 3136 | ✠ ~~100A1~~ *Spar dk* ✠LMC2,91 | | ... | 1891 2mo | D&W Henderson&Co. Glasgow | J.&A.Allan *WB*=*C* | 400·0 P23′B144′ FK *ell DB*176′503*t* | 45·2 | 23·3 30·6 *FPT* 54*t* | Glasgow British *APT*20*t* | T.3Cy.30″,50″&80″–60″ (*s*) 1601b *50lb* 600H 3SB.*9pf*,GS165 7*BH Cem* D&W.Henderson&Co.,Gls. | 26 | |
| 776 82541 HBSR | **Monica** *R.Blades*83–83 *Well deck* | **IronScSr** ~~*ss*Hul.No.2–90~~ 1*Dk*(*Irn*)2*trB* *ss*Hul.No.3-1,95 | 894 672 546 | ✠100A1 1,95 ~~12,98~~ ~~BS10,91~~ ✠LMC4,~~90~~ 1,95 ✠NB10,91 | Sld LA&CP Hul | *m* | 1882 9mo | S.B.Co.de Maas Delfshaven | CroftonShipping Co.(Lim.) *WB*=*D* | 212·5 P39*t*Q40*t* B80*t* F25*t* ~~Lp.93~~ BK8″ *Ba*52′*f*44′155*t FPT* | 30·1 | 14·1 5*BH Cem* 34*t APT*21*t* | Hull British | C.2Cy.27″&50″–33″ (*s*) 901b ~~60lb~~ *55lb* 99H 1SB,*4pf*,GS72,HS2220 Maat de Maas,Delfshaven | 15 2 | |
| 777 86099 HCFB | **Monkseaton** *J.N.Beazley* –91 *ss*Lth.No.2–90 2*Dks*(1*Irn*)3*trB* | **IronSc3MstSr** | 2772 2583 1776 | ✠100A1 10,94 ~~2,04~~ BS2,94 ✠LMC4,90 Shl | Liv LA&CP | *u* | 1882 11mo | Swan& Hunter Newcastle | Dunford&Elliott *WB*=*DB* | 325·6 P34′B68′F33′ BK10″ *s98′f70′&uE&B50′* | 39·7 | 26·4 5*BH Cem* 470*t APT*24*t* | Newcastle British | T.3Cy.28″,37″&70″–48″ (*s*) 801b *60lb* 329H 2DB,*8pf*,GS176 *Tpd*93NE.Mar.E.C(L)Nwc | 27 5 | |
| 778 86632 WLVD | **Monkshaven** *J.S.Smith*78–92 *Well deck* *ss*Shl.No.3-4,95 | **IronScSr** ~~*ss*Shl.No.2–90~~ 1*Dk*(*Irn*)2*trB* | 1507 1220 963 | ✠100A1 4,95 ~~4,92~~ BS4,~~93~~ ✠LMC7,~~90~~ 4,95 | Shl A&CP | *p* | 1882 7mo 4,95 | J Readhead &Co. S.Shields | R.Harrowing *WB*=*DBc* | 249·0 Q96′B52′F31′ BK9″ *74′f*100′371*t* | 36·1 | 17·5 4*BH Cem* | Whitby British | C.2Cy.29″&54″–36″ (*i*) 801b *80lb* 130H 1SB,*4pf*,GS61 J.Readhead&Co.,S.Shields | 18 ~~4 0~~ 3,1 8 | |
| 779 84453 | **Monkstown** *Cashman*73–85 | **IronPadSp** | 108 108 66 | | | | 1882 | M'Ilwaine &Lewis Belfast | Cork,Blackrock, &PassageRailwayCo. | 145·3 | 16·0 | 7·9 | Cork British | O.2Cy.30″–33″ 50H M'Ilwaine&Lewis,Belfast | | |
| 780 95770 LWJG | **Monmouth** *H.Kerruish* *Well deck* | **SteelScSr** 1*Dk*(*ptIrn*&*ptStl*) &*Webframes* | 2506 1946 1603 | ✠100A1 4,94 ✠LMC10,~~96~~ | Grk LA&CP | *s* | 1890 10mo | TyneI.S.B. Co.(Lim.) Newcastle | GreatWesternStm. ShipCo.(Lim.) (M.Whitwill&Son, *Mgrs.*) *WB*=*Cell D B*250′350*t* | 300·0 P28′Q84′B123′ F30′ FK | 39·5 | 19·6 6*BH Cem* *APT*15*t* | Bristol British | T.3Cy.22½″,36½″&60″–39″ 1601b *80lb* (*s*) 205H 2SB,*6pf*,GS113 WighamRchrdsn&Co.Nwc | 22 2 | |
| 781 98834 | **—** *Thomas* | **IronScK** 1*Dk* | 140 134 49 | ✠100A1 *Stm Trawler* 11,93 ✠LMC9,92 | Sws LA&CP | | 1892 10mo | SirR. Dixon&Co. Middlesbro' | WesternSteam TrawlingCo.(Lim) | 100·5 Q20′F20′ BK7½″ | 20·4 | 10·7 3*BH Cem* | Bristol British | C.2Cy.16″&32″–22″ (*s*) 1001b 46H 1SB,*2pf*,GS30,HS800 N.E.Mar.E.Co.(Lim.),Sld. | 11 8 | |
| 782 91901 KFBH | **Monmouthshire** *F.Gedye* –93 2*Dks*(*Stl*–*Uws*)3*trB* *ss*Ant.No.2–94 | **SteelSc3MstSr** ~~*ss*Ant.No.1–90~~ | 2874 2644 1871 | ✠100A1 11,94 ~~11,98~~ ✠LMC12,93 Lon | Ham A&CP | *v* | 1886 1mo | Lon.&Gls. Co.(Lim.) Glasgow | Jenkins&Co. | 344·0 P50′B72′F46′ ~~Lp.92~~ BK11″ *WB*=*MT f*40′284*t* | 40·2 | 26·5 6*BH Cem* *MTa*46′271*t* | London British | T.3Cy.30″,47″&70″–51″ (*s*) 1401b *75lb* 600H 2DB,*12cf*,GS227 Lon.&Gls.Co.(Lim.),Gls. | 27 5 | |
| 783 89751 JDGN | **—** *J.Jenkins* –92 *Well deck* | **IronScSr** *ss*Npt.No.2–91 1*Dk*(*Irn*)&*Webframes* | 1147 899 724 | ✠100A1 2,94 ~~8,93~~ BS1,~~93~~ 3,94 ✠LMC11,91 Npt | Nwc A&CP | *n* | 1883 10mo | W.Pickersgill&Co. Sunderland | MnmthshreS.S.Co. (Lim.) (R.Gethingjun.,&Co.) *WB*=*DBa*59′*f*89 | 225·2 Q74′B54′F29′ FK | 32·2 | 16·1 4*BH Cem* 270*t APT*9*t* | Newport British | C.2Cy.28″&53″–36″ (*i*) 801b *65lb* 120H 1SB,*3pf*,GS53 G.Clark,Sunderland | 17 4 | |
| 784 98831 | **Monomoy** *J.Jenkins*87–92 1*Dk*(*Stl*)&*Spardk*(*Irn*)3*trB* | **SteelScSr** | 2783 2595 1793 | ✠100A1 *Spar dk* 1,95 ~~12,98~~ ✠LMC9,92 | Sws A&CP | *u* | 1892 9mo | Bartram, Haswell& Co. Sunderland | ManhansetS.S.Co. (Lim.) (T.Hogan &Sons,NewYork *Mgrs.*) *WB*=*Cell D B*252′499*t* | 310·0 P30′B80′ F36′ BK10″ | 41·1 25·9 | 18·5 6*BH Cem* *APT*46*t* | Bristol British | T.3Cy.24″,39″&64″–42″ (*r*) 1601b *160lb* 350H 2SB,*6f*,GS124,HS4256 G.Clark(Lim.),Sld. | 21 5 | |
| 785 84497 SLPF | **Monowai** *H.W.H.Chatfield* –93 | **SteelScSr** 3*Dks* | 3433 3320 2137 | | | | 1890 | W.Denny &Bros. Dumbarton | UnionSteamShip Co.ofN.Zealand (Lim.) | 330·0 H113*t* | 42·2 | 24·8 | Dunedin British | T.3Cy.25″,41″&68″–51″ 290H Denny&Co.,Dumbarton | | |
| 786 97775 | **Monrovia** *B.P.Evans* –91 1*Dk*(*ptIrn*&*ptStl*)&*Webframes* *ss*Liv.No.1–94&*ptAwngdk*(*Irn*–ws) | **SteelScSr** | 2402 1766 1558 | ✠100A1 *ptAwng dk* *withfreeboard* 1,95 ~~10,93~~ ✠LMC6,~~90~~ 7,94 | Liv A&CP Npt | *s* | 1890 5mo | SirRaylton Dixon&Co. Middlesbro' | Elder,Dempster& Co. | 297·5 P27′ Q78′ ~~drp92~~ *ptAwngdk*192′ FK *pt*ND92 *WB*=*Cell* | 40·1 | 18·7 5*BH Cem* *DB*248′496*t* | Liverpool British | T.3Cy.22″,35″&59″–39″ (*s*) 1601b *90lb* 200H 2SB,*6rf*,GS94,HS3372 T.Richardson&Sons,Hpl. | 21 9 | |
| 787 HVLW | **Monseny** | **Iron** | 113 — 95 | | | | 1866 | ..... Languedoc | J.Rosello | 84·6 | 18·5 | 9·2 | Barcelona Spanish | 60H | | |
| 788 RJPD | **Montag** *H.Fock*92–93 | **IronScYl** 1*Dk* | 151 138 71 | ✠100A1 *Stm Trawler* 5,94 ✠LMC2,92 | Ham A&CP | | 1892 1mo | Mackie& Thomson Glasgow | Hamburg Altonaer HochseeFischerei Ges. | 100·5 Q19′F19′ BK7½″ | 20·5 | 10·7 3*BH Cem* | Hamburg German | C.2Cy.16″&32″–22″ (*s*) 1101b 45H 1SB,*2pf*,GS30 Muir&Houston,Glasgow | 11 11 | |
| 789 77933 | **Montague** *M.McDonald* –93 | **WoodPad** 1*Dk* | 128 83 38 | | | | 1878 | J.Fairchild P.E.Island | GeorgetownFerry Co.(Lim.) | 79·0 H47*t* | 19·7 | 8·7 | Chrlottetn British | 1Cy.22″–48″ 35H | | |
| 790 94344 KQBR | **Montana** *S.W.Watkins*93–93 *Elec.light* | **SteelSc3MstSr** *ss*Lon.No.1–92 2*Dks*(1*Irn*&1*Stl*–*Uws*)3*trB* | 2775 2655 1804 | ✠100A1 ~~5,94~~ ~~3,98~~ 11,94 BS ~~11,98~~ 11,94 ✠LMC3,92 | Lon LA&CP | *u* | 1887 12mo | W.Gray& Co. WHartlepool | AtlanticTransport Co.(Lim.)(Williams,Torrey& Feild, *Mgrs.*) *WB*=*Cell* | 320·0 P31′B94′F47′ BK11″ *DB* 214′ 408*t FPT* | 41·0 | 25·7 6*BH Cem* 49*t APT*23*t* | London British | T.3Cy.25⅝″,42″&68″–45″ (*s*) 1501b *75lb* 300H 2DB,*12cf*,GS166 CentralMr.Eng.C.,W.,Hpl. | 28 6 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / *Master.* / *Late Name if any.* / Special Surveys. / No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xpired. Equipment Letter | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of Dis. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 791 HVMJ | **Montañes** *E.Abaroa*80–87 *Well deck* | **IronScSr** *ss*Lon.No.3–7,91 1*Dk*2*trB* | 1018 785 634 | ✠100A1 8,94 ~~9,93~~ BS7,93 8,94 | Lon A&CP LMC7,91 | *m* | 1878 12mo | Gowan& Wilson Berwick | **LaBeticaEmpresa deNav.àVap.** | 210·0 P110′F31′ | 30·3 BK8″ *WB* | 17·2 4*BHCem* = *DBa*42′ | Seville Spanish | C.2Cy.26″&52″–30″ (*i*) 80lb *55lb* 98HP 2B.GS63 W.B.Thompson,Dundee | 18 s 2 | 3 2 | |
| 792 HVMP | — ~~*Vanre*85–89~~ *A.Trezabel* | **SteelScSr** *ss*H.Kg.No.1–92 1*Dk* | 359 294 218 | ✠90A1 4,94 ~~4,92~~ ✠LMC4,92 Man | HKg LA&CP | *g* | 1889 5mo | J.Jones& Sons Liverpool | **GutierrezHermnos** *WB*=*D* | 149·5 Q32′B14′F23′ *Ba*26′*f*41′66*tFPT* | 25·0 FK | 11·8 4*BHCem* 20*tAPT*12*t* | Manila Spanish | T.3Cy.14″,22″&36″–24″ (*s*) 160lb *45lb* 65HP 1SB.*2cf*,GS35 J.Jones&Sons,Liverpool | 12 s 5 | | |
| 793 KHSP | **Montataire** *Loyau*84–90 *Well deck* | **IronScSr** *ss*LaR.No.1–86 1*Dk*(*Irn*)2*trB* | 1284 — 648 | ✠ 3,87 ✠ | Cff A&CP | *o* | 1880 8mo | Palmers' Co.(Lim.) Newcastle | **A.D'Orbigny& Faustin fils** *WB*=*DBa* | 241·0 Q130′ drp87 54′*f*71′233*tAPT*17*t* | 33·2 B23′ FK | 17·1 F25′ 4*BHCem MT*29′256*t* | LaRochlle French | C.2Cy.30″&57″–36″ NB91 140HP Palmers'Co.(Lim.),Nwc. | | | V |
| 794 HQTR | **Monte Rosa** *C.J.Withers* –93 | **IronScSr** *ss*Shl.No.2–91 2ndSurvey4,91 1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB* | 2350 2327 1473 | ✠100A1 **A1*1** *Spar dk* ~~7,93 8,04~~ 10,94 ~~BS7,98~~ ✠LMC4,91 | Bry A&CP Cff | *s* Lv | 1883 2mo | N.of Eng. SBCo.(Lim) Sunderland | **Cay,Hall&Co.** | 290·0 BK10″ *WB*=*DB* | 38·1 | 28·0 6*BHCem a*92′*f*64′296*t* | S.Shields British | T.3Cy28½″,37″&68″–42″ (*i*) 80lb *60lb* 250HP 2SB.*6pf*,GS96 *Tpd*.89N.E.MarineE.Co. (Lim.),Newcastle | 22 s 6 | 3 8½ | D |
| 795 KPBC | **Monte Videan** *J.A.Fairfull* –94 | **SteelScSr** | 3076 2766 2008 | | | … | 1887 11mo | D&W Henderson&Co Glasgow | **J.&A.Allan** | 330·0 P36′ | 42·1 B70′ | 24·7 F41′ | Glasgow British | T.3Cy.22½″,36″&61″–48″ 350HP D&W.Henderson&Co.,Gls. | 28 | 3 | |
| 796 HVMK | **Monte Video** *L.Izaguirre*87–90 *Elec.light* | **SteelScSr** *ss*Cdz.No.1–94 2*Dks*(*Stl*–ws)3*trB* | 5096 4225 3304 | ✠100A1 8,89 11,94 ✠LMC8,99 11,94 Cdz | Dmb LA&CP | *z* | 1889 8mo | W.Denny &Bros. Dumbarton | **CompaniaTras-atlantica** | 410·5 P42′B164′F48′ *WB*=*Cell* | 48·2 BK11″ | 29·4 6*BHCem DB*356′689*t* | Barcelona Spanish | Q4Cy.32″,46½″,64½″&92″–60″ 180lb *180lb* (*s*) 627HP 3DB.*18cf*,GS351 FD Denny&Co.,Dumbarton | 32 | 3 | |
| 797 | — *Elec.light* | **SteelTwinScSr** | 735 449 451 | | | | 1889 | AilsaS.B. Co. Troon | **MensageriasFluvialesDelPlata** | 200·2 | 31·1 | 10·4 | M.Video Uruguayan | T.6Cy.14″,22″&36″–24″ 88HP D.Rowan&Son,Glasgow | | | |
| 798 QSJV | **Montebello** *A.Canzoneri* (*ex*Fanfulla) | **SteelScSr** 2*Dks*(1*Stl*1*Irn*–*Uws*)3*trB* | 2577 2315 1645 | | | … | 1887 6mo | J Readhead &Co. S.Shields | **Nav.Gen.Italiana** | 300·0 P32′ | 40·2 B74′ | 24·5 F37′ | Genoa Italian *WB* | T.3Cy.22″,36″&60″–39″ 180HP J.Readhead&Co.,S.Shields | 26 | 11 | I |
| 799 LSFR | — *Pepper* –90 *Elec.light* | **SteelScSr** 2*Dks*(*UIrn*–ws)&*Awngdk* | 1735 1634 1116 | ✠100A1 *Awng dk withfreeboard* 8,90 ✠LMC6,90 | Hul LA&CP | *q* | 1890 6mo | Richardsn, Duck&Co. Stockton | **T.Wilson,Sons&Co (Lim.)** *WB*=*Cell* | 276·0 | 35·0 23·2 FK | 15·6 5*BHCem DB*188′236*tFPT* | Hull British | T.3Cy.24″,38″&62″–42″ (*s*) 160lb *90lb* 230HP 2SB.*6cf*,GS112,HS4552 Amos&Smith,Hull | 18 s 9 | 3 8 | BT till ~~13,04~~ 11,95 |
| 800 XMRV | **Montevideo** *G.Barlando*88–92 (*ex*Pacifica,*ex*Silesia) | **IronScBg** (*ex*Citta di Napoli, 2*Dks*&*Spardk* | 3198 2337 2082 | | | | 1869 | Caird&Co. Greenock | **LaVeloceNav. Italiana** | 340·2 | 40·4 | 33·3 | Genoa Italian | T.6Cy.28″,44″&72″–54″ 500HP *Tpd*.88,R.&W.Hawthorn, Leslie&Co.(Lim.),Nwc. | | | V |
| 801 RHLM | — *J.Riedel*83–93 *Elec.light* | **SteelScBn** 2*Dks*3*trB* | 2622 — 1865 | | | | 1888 | Blohm& Voss Hamburg | **Hamburg-Süd-Amerik.Dampf-schifffahrtsGes.** | 322·0 P93′ | 40·0 B76′ | 25·5 F52′ | Hamburg German | T.3Cy.25¼″,40″&66″–42″ 350HP Blohm&Voss,Hamburg *WB* | | | V |
| 802 99358 | **Montezuma** *W.Taylor* –93 *Elec.light* | **SteelTwinSc4MstSr** (*ex*Ionia) 4*Dks* ~~3*Dks*~~ | 6357 4923 ~~3574~~ 4863 | | | | 1891 | Harland& Wolff(Lim.) Belfast | ~~City of Liverpool~~ **OceanTransprtCo. (Lim.)(Elder, Dempster&Co.,** *Mgrs.*) | 430·0 | 47·0 | 22·4 | Liverpool British | T.6Cy.19″,31″&52″–42″ 375HP Harland&Wolff(Lim.),Bel | | | V |
| 803 92443 | **Monticello** *Z.J.Hatch* –92 | **WoodSc** 1*Dk* | 227 — 175 | | | | 1892 | HatchBros Seattle,Wash | **HatchBros.** | 126·0 | 22·0 | 8·0 | Seattle, Wash. Utd.States | T.3Cy.12″,18″&28″–14″ 150HP DavisFarraCo.,Erie,Pa. | | | |
| 804 83356 | **Montmagny** *C.Vieu*91–92 | **WoodPad** | 352 174 204 | | | | 1882 | ..... St. Joseph | **Cie.Maritime& Industrielle de Levis** | 132·5 H154*t* | 23·5 | 8·4 | Quebec British | 1Cy.28″–72″ 30HP Rousseau&Tourig,Quebec | | | |
| 805 HMKF | **Monton** *H.A.Haraldsen* (*ex*Vesta) *Well deck* | **IronScSr** 1*Dk*2*trB* | 977 763 612 | | | … | 1872 5mo | Iliff,Mounsey&Co. Sunderland | **Dampskibsselsk. "Monton" (Alf.Monsen)** | 221·1 Q88*t* | 29·2 B93*t* | 17·1 F24*t* | Tönsberg Norwegian | C.2Cy.27″&50″–30″ NB80 98HP G.Clark,Sunderland *WB* | 18 | 3 | N |
| 806 99695 | **Montreal** *J.Holroyd* –93 | **IronScK** 1*Dk* | 139 133 63 | ✠100A1 *StmTrawler* 8,94 ~~5,00~~ ✠LMC5,93 | Hul LA&CP | | 1893 5mo | Cook, Welton& Gemmell Hull | **HullStm.Fishing &IceCo.(Lim.)** | 99·0 BK7½″ *WB* | 20·5 3*BHCem* = *FPT*17*t* | 11·0 | Hull British | C.2Cy.14″&28″–20″ (*s*) 105lb 33HP 1SB.*2pf*,GS20,HS590 C.D.Holmes&Co.,Hull | 11 | 10 | |
| 807 63734 RFBS | **Montrose** *J.Fattes*93–93 *Well deck* | **IronScSr** *ss*Hpl.No.3–11,88 *ss*Hpl.No.1–93 1*Dk*2*trB* | 1234 1005 790 | ✠100A1 9,94 ~~11,93~~ BS3,94 ~~3,95~~ LMC4,93 Hpl | Lon A&CP | *n* | 1877 12mo | W.Gray& Co. WHartlepool | **PymanBros.** *WB*=*DBa*72′*f*90′&*uE* | 240·0 Q80′B59′F33′ drp93 | 32·2 BK8″ | 17·1 4*BHCem* &*B*36′302*t* | London British | C.2Cy.29¼″&54¼″–36″ (*i*) 78lb *75lb* NDB88 120HP 2B,GS54 Blair&Co.(Lim.),Stockton | 18 s 1 | 3 6½ | |
| 808 since ~~12,94~~ D.O.Blackburn | **Montserrat** ~~Blackburn~~ | **IronScSr** ~~*ss*S.Fo.No.2–83~~ 2*Dks*(*Irn*) *ss*S.Fo.No.3–10,94 | 1249 927 849 | ✠~~100A1~~ 10,94 ~~4,93~~ ~~BS10,92~~ ~~10,93~~ ✠LMC11,89 10,94 | SFo A&CP | *n* | 1881 10mo 10,94 | Hodgson& Soulsby Blyth | **D.O.Blackburn** | 220·5 P135′F15′ *WB*=*FPT* | 31·2 BK8″ | 18·5 5*BHCem* 88*tAPT*90*t* | Corinto Nicaraguan | C.2Cy.29½″&55″–36″ (*i*) 60lb ~~*460lb*~~ NDB~~92~~93 130HP 2SB.*4f*.GS70 *88lb* Black,Hawthorn&Co.,Gts. | | | |
| 809 96577 LNPH | **Moonstone** ~~*A.Gibson* –91~~ *E.C.Laverick* | **IronScSr** *ss*Cff.No.1–93 1*Dk*(*Irn*)&*ptAwngdk*(*Irn*) &*Webframes* | 2076 1653 1360 | ✠100A1 *ptAwng dk withfreeboard* ~~10,94 7,98~~ ✠LMC8,93 8,95 | Cff LA&CP Bo3 Nwc | *s* | 1889 5mo | Richardsn, Duck&Co. Stockton | **Christie&Co.** | 277·0 P27′Q72′ *ptAwngdk*178′ drp94 | 37·4 BK9½″ *WB*=*Cell* | 18·5 4*BHAsp DB*184′431*t* | London British | T.3Cy.21″,35″&58″–36″ (*o*) 160lb *75lb* 200HP 2SB,*4rf*,GS88 T.Richardson&Sons,Hpl. | 21 s 8 | 9 2 | |
| 810 93428 WJCQ | **Moor** *E.J.Griffin*79–86 *Elec.light* | **Iron&SteelSc3MstSr** *ss*Gls.No.3–4,94 3*Dks*(*UptStl*,*ptIrn Teaks* &1*ptIrn*) | 4464 4130 2800 | ✠100A1 4,95 ~~4,94~~ ✠NB1,88 | Gls LA&CP ~~Bo3~~ Sou½ | *y* | 1881 12mo | J.&G. Thomson Glasgow | **UnionSteamShip Co.** | 420·6 B166′F67′ srp94 len94 | 45·8 BK9″ *WB*=*Cell* | 29·3 9*BHCem DB*321′618*t* | S'thamptn British | T.3Cy.35″,56″&90″–60″ (*a*) 160lb NDB89 470HP 3D&2SB,*24cf*,GS490HS4900 *Tpd*88TRichardsn&Ss,Hpl | 32 s 8 | 6 1 | BT till ~~4,95~~ 4,96 |

| 1 | 2 / 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Numero d'Ordre.<br>Numero Officiel.<br>Signaux | Nom du Navire. Matériaux, Gréement, etc<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | Construit.<br>Quand.<br>Navire.<br>Mach. | Par qui.<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. \| Largeur. \| Creux. | Port d'Armemen.<br>Pavillon. | Machine.<br>Nombre & Diam. des Cylindres, Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | Coup sur Quille.<br>Franc-bord au milieu du navire.<br>pds. po. |
| 811<br>98941 | **Moorgate** SteelScSr<br>*W.C.Smith* -93<br>1*Dk*(*ptStl*&*ptIrn*)<br>&*Webframes*&*ptAwngdk*(*Irn*) | 2363<br>1787<br>1503 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>7,94 ~~11,93~~ ✠LMC5,91 | Cff<br>A&CP | *s* | 1891<br>5mo | J L.Thompson&Sons<br>Sunderland | MoorgateS.S.Co. (Lim.)<br>(H.W.Dillon, *Mgr*) | 290·0\|38·7\|20·9<br>P29'Q80' BK10"<br>*ptAwngdk*181'<br>*WB*=*DBa*88'*f*60' | London<br>British<br>6*BHCem*<br>330*tAPT*19*t* | T.3Cy.22",37"&60"-39" (*s*)<br>160lb *90lb* 230HP<br>2SB,*6rf*,GS115<br>J.Dickinson,Sunderland | 22 · 3<br>s 8 · 2 |
| 812<br>84456<br>HDLW | **Moorhen** IronScBn<br>*W.M.Dobson* -93 ~~ssAnt.No.2-91~~<br>*Well deck* ssLiv.No.3-3,95 1*Dk*(*Irn*)2*trB* | 1756<br>1365<br>1099 | ✠100A1<br>~~7,94~~ ~~5,93~~ 4,95<br>~~BS6,93~~ ✠LMC1,91<br>~~6,94~~ | Shl<br>A&CP<br>Liv | *q* | 1882<br>12mo<br>3.95 | W.Gray& Co.<br>WHartlepool | CorkS.S.Co.(Lim.) | 260·1\|35·7\|19·7<br>P28' Q68' B69' F30'<br>BK9½"<br>*WB*=*DB* | Cork<br>British<br>4*BHCem*<br>*a*80'*f*98'347*t* | C.2Cy.33"&62"-39" (*b*)<br>80lb ~~65lb~~ *60lb* NDB91 160HP<br>2SB,*6pf*,GS78<br>Blair&Co.(Lim.),Stockton | 21 · 1<br>s 2 · 2 |
| 813<br>96143<br>LFCV | **Moorish Prince** SteelScSr<br>~~A.Corner -93~~ ssAnt.No.1-93<br>*Well deck* 1*Dk*(*Irn-pt*ws)&*Webframes*<br>*J.W Dunn* | 2261<br>1743<br>1465 | ✠100A1<br>9,94 ~~12,93~~<br>✠LMC12,93 | Ant<br>A&CP | *s* | 1889<br>6mo | Short Bros.<br>Sunderland | PrinceSteamShip. Co.(Lim.)<br>(J.Knott, *Mgr.*) | 299·0\|39·1\|18·6<br>P32'Q80'B118'<br>F30' BK10"<br>*WB*=*CellDB*212' | Newcastle<br>British<br>6*BHCem*<br>393*tAPT*54*t* | T.3Cy.22",36"&59"-42" (*s*)<br>150lb 200HP<br>2SB,*6f*,GS100<br>J.Dickinson,Sunderland | 21 · 2<br>s 1 · 11 |
| 814<br><br>HVMR | **Moratin** IronSc3MstSr<br>*J.Ortuno* -90 | 816<br>—<br>632 | | | | 1872 | Bowdler, Chaffer&Co.<br>Liverpool | "LaBetica"Empresa deNaveg. àVapor | 200·0\|28·2\|16·8 | Seville<br>Spanish | C.2Cy.23"&46"-24"<br>90HP<br>J.Jones&Sons,Liverpool | 17 · 3<br>s 2·10 |
| 815<br><br>RGPJ | **Moravia** IronScSr<br>*O.Winkler*88-89<br>*Elec.light* 2*Dks*&*SparDk* | 3739<br>2563<br>2417 | | | ... | 1883 | A&J Inglis<br>Glasgow | Hamburg-Amerikanische Packetf.Act.Ges. | 360·9\|40·7\|22·3<br>P40'B104'F52' 30·0 | Hamburg<br>German<br>*WB* | C.2Cy.40"&77"-54"<br>310HP<br>A.&J.Inglis,Glasgow | |
| 816<br>91079<br>JWHG | **—** SteelScSr<br>*J.W.Robertson*92-92<br>2ndSurvey,Lth.3,94<br>1*Dk*(*Stl*)&*Spardk*(*Stl*)3*trB* | 1388<br>1335<br>894 | ✠ A1✱1<br>*Spar dk*<br>3,94 ✠ | Lth | Lv | 1885<br>4mo | Aitken& Mansel<br>Glasgow | J.Cormack | 240·0\|32·1\|21·8<br>B25'H53*t*<br>BK7½"<br>*WB*=*MT APT FPT* | Leith<br>British<br>5*BHCem*<br>1PBH | C.2Cy.27"&54"-36"<br>140HP<br>2SB,*6pf*,GS81<br>Hutson&Corbett,Glasgow | 16 · 0<br>s 5 · 0 |
| 817<br>70783<br>WVHL | **Moray** IronScSr<br>*W.S.Thomson* -93 ssGls.No.3-3,91<br>2*Dks*(1*Irn*)3*trB* | 2190<br>2105<br>1411 | ✠100A1<br>6,93<br>✠NB3,88 LMC8,91 | Gls<br>A&CP | *s* | 1877<br>10mo | Aitken& Mansel<br>Glasgow | J.Warrack&Co. | 312·0\|34·1\|25·6<br>F27'<br>ptND91drp93 BK9" | Leith<br>British<br>6*BHCem* | T.3Cy.24",38"&62"-42" (*s*)<br>150lb *60lb* NDB86 300HP<br>2SB,*6rf*,GS109,HS3485<br>*Tpd*.88J.&J.Thomson,Gls. | 27 · 1<br>s 5 · 7 |
| | *Now named "Jinsen Maru," See No. 3 in Supplement.* | | | | | | | | | | | |
| 818<br>97607<br>LPGJ | **Morayshire** SteelScBg<br>*J.Cuthbert* -93 ssLon.No.1-94<br>*Well deck* 2*Dks*(*UStl*-ws)&*Webframes*<br>*Elec.light* | 3822<br>3071<br>2481 | ✠100A1<br>8,94 ~~1,94~~<br>✠LMC~~9,90~~ | Lon<br>A&CP | *w* | 1890<br>2mo<br>10,94 | R&WHawthornLeslie &Co.(Lim)<br>Newcastle | ElderslieSteam ShipCo.(Lim.)<br>(Turnbull,Martin&Co., *Mgrs.*) | 350·5\|47·7\|24·1<br>P208'F98'<br>~~drp90~~ BK11"<br>*WB*=*CellDB*278'545*t* | Glasgow<br>British<br>6*BHCem* | T.3Cy.27",44"&71"-48" (*s*)<br>160lb 100*lb* 300HP<br>3DB,*12rf*,GS210<br>R.&W.Hawthorn,Leslie& Co.(Lim.),Nwc | 27 · 0 |
| 819<br>95226 | **Morena** SteelScSr<br>*J.Macpherson*82-92<br>1*Dk*(*Irn*)&*Awngdk*<br>ssLth.No.1-95 | 1292<br>1256<br>807 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>1,95 ~~1,94~~ ✠LMC~~9,90~~ | Lth<br>A&CP | *n* | 1890<br>9mo<br>1,95 | S.&H.Morton&Co.<br>Leith | Leith,Hull&Ham. Stm.Pkt.Co.<br>(J.Currie&Co., *Mgrs.*) | 230·0\|34·1\|13·0<br>~~drp90~~ 19·5<br>FK<br>*WB*=*MT*30' 400*t FPT* | Leith<br>British<br>6*BHAsp*<br>84*tAPT*25*t* | T.3Cy.17",27"&44"-30" (*s*)<br>160lb *50lb* 99HP<br>1SB,*3rf*,GS50<br>S.&H.Morton&Co.,Leith | 13 · 9<br>s 8 · 1 |
| 820<br>79540<br>QHSC | **Moreton** SteelScSr<br>*R.M.Farmer* -91<br>*Well deck* 1*Dk*(*ptIrn*) | 581<br>372<br>356 | ✠<br>12,89<br>✠ | Mel<br>LA&CP | *h* | 1882<br>7mo | W.Walker &Co.<br>London | UnionS.S.Co.of NewZealand (Lim.) | 181·0\|27·1\|10·9<br>P&B96' F30'<br>drp83 FK | Hobart<br>British<br>5*BHCem* | C.2Cy.23"&40"-30"<br>75HP<br>J.Watt&Co.,Birmingham | |
| 821<br>17651<br>JCNB | **Morgan** IronPad<br>*Staples*<br>2*Dks* | 994<br>—<br>537 | | | | 1865 | Harlan& Hollingsworth Co.<br>WlmngtnDel | Morgan'sL.&T. R.R.&S.S.Co.<br>(SouthernPacific Co.) | 219·9\|31·1\|16·6 | N.Orleans<br>Utd.States | 1Cy.50"-132"<br>500HP<br>TheHarlan&Hollingswrth Co.,Wilm.,Del. | |
| 822<br>90884<br>JRQN | **Morgan City** IronScSr<br>*Gardner*<br>2*Dks*&*Spardk* | 2296<br>—<br>1766 | | | | 1876 | Harlan& HllngswthCo<br>WlmngtnDel | Morgan'sL.&T.R. R.&S.S.Co.<br>(SouthernPacific Co.) | 281·0\|38·1\|20·1<br>28·5 | N.Orleans<br>Utd.States | T.3Cy.17",27"&42"-30"<br>NE91<br>MorganIrn.Wks.,N.York<br>*WB* | |
| 823<br>76509<br>QRGF | **Morgan Richards** IronScSr<br>*J.Shekleton* -93 4thSurvey,Liv.11,93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1212<br>854<br>770 | ✠A1✱1<br>~~11,93~~ 12,94<br>✠NB7,92 LMC7,92 | Liv | Lv | 1877<br>5mo | Palmers' Co.(Lim.)<br>Newcastle | R.Nicholson&Sons | 220·6\|31·1\|17·0<br>P178'Q20*t*H24*t*<br>F24' BK8" | Liverpool<br>British<br>4*BH*<br>*WB*=*DB* | T.3Cy.17",28"&46"-33" (*s*)<br>160lb *70lb* NDB87 120HP<br>1SB,*3pf*,GS45,HS1760<br>*Tpd*.92J.Dickinson,Sld. | 17 · 10<br>s 1 · 5 |
| 824<br><br>HLTF | **Morgenen** WoodScBk<br>*O.Nielsen*83-92<br>1*Dk* | 451<br>408<br>242 | | | | 1871 | ..................<br>Tönsberg | SvendFoyn | 144·9\|31·3\|16·7<br>Q43*t* | Tönsberg<br>Norwegian | 80HP | |
| 825<br>76826<br>QMKC | **Morglay** IronScBn<br>*R.Hughes*75-89<br>2*Dks*(1*Irn*)3*trB* | 1525<br>1448<br>974 | | | ... | 1877<br>1mo | M.Pearse& Co.<br>Stockton | G.T.Harper&Co. (Lim.) | 265·3\|32·8\|22·8 | S'thamptn<br>British | C.2Cy.29½"&57"-40"<br>160HP<br>N.E.MarineE.Co.(L.),Sld. | 24 · 1<br>s 4 · 3 |
| 826<br><br>JSCG | **Möringen** IronScSr<br>*Chr.Öyen* -92 ssShl.No.3-7,82<br>(*ex*Saga) 1*Dk*2*trB* | 567<br>474<br>344 | 7,90 | Lon<br>A&CP | *i* | 1871<br>5mo | Aitken& Mansel<br>Glasgow | EtInteressentskab (K.Bang) | 190·2\|25·7\|14·4<br>Q82' F30'<br>drp85 | Xiansund<br>Norwegian<br>5*BHCem* | C.2Cy.17½"&39"-26"<br>75HP<br>1B,GS47<br>R.Napier&Sons,Glasgow | 15 · 7 |
| 827<br><br>KHWP | **Morlaix** IronScSr<br>1*Dk* | 337<br>—<br>196 | | | | 1867 | Nillus<br>Havre | Cie.Anonyme des Paquebotsdu Finistère | 164·0\|21·6\|15·4<br>Q25' B13' F26' | Havre<br>French | C.2Cy.25¼"&39½"-27½"<br>70HP<br>Nillus,Havre | |
| 828<br>~~44051~~<br>~~VBHQ~~ | **Morna** IronScSr<br>~~A.Learmonth -93~~ ssLth.No.3-7,86<br>ssLth.No.2-94 ~~ssLth.No.1-90~~<br>*T.Ors*94-94 2*Dks* | 965<br>747<br>495 | ✠ Ⓑ1<br>7,94 ~~7,93~~<br>✠NB7,86 LMC~~10,90~~<br>~~BS7,93~~ | Lth | | 1862<br>3mo<br>8,94 | PileSpence &Co.<br>WHartlepool | ~~London&Edinbrgh ShippingCo.~~<br>Perez y Hermano | 234·6\|29·8\|17·0<br>P65'B48'F67'<br>ND74 BK9" | ~~Leith~~<br>~~British~~<br>5*BHCem*<br>Valencia<br>Spanish | C.2Cy.37"&68½"-36" (*s*)<br>80lb *45lb* NE74NDB86 200HP<br>2SB,*6cf*,GS140<br>J.&T.Dale,Kirkcaldy | 17 · 7<br>s 2 · 3 |
| | *Now named "Perez," See No.30 in Supplement* | | | | | | | | | | | |
| 829<br>91705<br>KCQH | **Morning Star** WoodAuxScBkn<br>*G.F.Garland*87-90<br>YM5,89 1*Dk* | 471<br>—<br>290 | | | | 1884 | NewEng. S.B.Co.<br>Bath,Me. | AmericanBoard of Commissioners for ForeignMissions | 131·3\|29·9\|12·2 | Boston<br>Utd.States | 180HP | |
| 830<br>43696<br>TQCB | **Morocco** IronScBg | 1855<br>1692<br>1193 | | | | 1861 | W.Denny &Bros.<br>Dumbarton | CunardSteamShip Co.(Lim.) | 275·5\|36·2\|25·8 | Glasgow<br>British | C.2Cy.39"&68"-45"<br>NE&B74 212HP<br>J.Jack&Co.,Liverpool | 27 · 8<br>s 5 · 1 |
| 831<br>84146<br>WCGH | **Morro** SteelTwinScSr<br>1*Dk* | 170<br>155<br>69 | ✠<br>9,81 | Grk | Lv | 1881<br>8mo | Scott&Co.<br>Greenock | PacificSteamNav. Co. | 125·6\|23·0\| 8·0 | Liverpool<br>British<br>5*BH* | C.4Cy.15"&30"-21"<br>90HP<br>Scott&Co.,Greenock | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 832<br>NTWF | Morsö IronScSr<br>A.Lind89-89<br>2Dks(1Irn) | 679<br>427<br>423 | ✠<br>3,87<br>✠ | Cpn<br>LA&CP | h | 1883<br>7mo | HM'Intyre &Co.<br>Paisley | ForenedeDamp-skibsselskab | 178·6\|25·8\|13·0<br>P43'B61'F50' 19·9 | Copnhagn<br>Danish<br>4BHCem<br>WB= | C.2Cy.20"&40"–30"<br>70HP<br>R.H.Pearson&Co.Glasgow<br>FPT64tAPT28tMT12'66t | 13 ″ 9 | |
| 833<br>HNJR | Mortera IronSc3MstSr<br>Vinolas (exGibara,exElmina)<br>1Dk(Irn)2trB | 1018<br>—<br>634 | ✠<br>10,76 | Liv | Lv | 1873<br>3mo | TRoyden& Son<br>Liverpool | Sobrinos de Herrera | 267·7\|31·6\|14·8 | Havana<br>Spanish<br>6BH | 2Cy.35"&70"–42"<br>150HP<br>G.Forrester,Liverpool | | |
| 834<br>96601 | Mortlake SteelScSr<br>~~W. Buyers -93~~ ssLiv.No.1-93<br>Well deck 1Dk(Stl)&Webframes<br>Forster -94 | 2641<br>2045<br>1681 | ✠100A1<br>4,95 ~~11,93~~ 10,94<br>✠LMC11,93 | Cff<br>A&CP<br>~~Bry~~ | t | 1889<br>7mo | W.Gray &Co.(Lim.)<br>WHartlepool | BritainS.S.Co. (Lim.)<br>(~~Watts,Ward&Co., Mgrs.~~)<br>(Watts,Watts&Co.,Mgrs.) | 300·5\|41·6\|21·2<br>P27'Q98'B112'<br>F27' BK10"<br>WB=DBa100' | London<br>British<br>5BHCem<br>f112'529t | T.3Cy.23",36½"&62"–39" (s)<br>150lb 80lb 250HP<br>2SB,6rf,GS98,HS3650<br>CntrlMrneEngWksW.Hpl | 23 ″ 0<br>s 2 ″ 3 | |
| 835<br>86750<br>HGVT | Moruca SteelScSr<br>A.W.Weston -93 ssGls.No.2-91<br>1Dk(Stl-ptws)&Webframes(Irn) | 1585<br>1406<br>999 | ✠100A1<br>6,94 ~~3,94~~<br>BS3,94 ✠LMC3,91 | Lon<br>LA&CP<br>Liv | r | 1883<br>1mo | J.&G. Thomson<br>Glasgow | MorucaS.S.Co. (Lim.)(Caw, PrenticeClapperton&Co.) | 275·0\|33·2\|19·9<br>P50'B62'F30'<br>BK7"<br>WB=Cell | Glasgow<br>British<br>4BHCem<br>DB214'256t | C.2Cy.32"&63"–45" (s)<br>90lb 60lb 200HP<br>1DB,6cf,GS126<br>J.&G.Thomson,Glasgow | 22 ″ 8 | BT till 3,95 |
| | Renamed "Brunswick," See No. 49 in Supplement. | | | | | | | | | | | | |
| 836<br>95229 | Moscow SteelScSr<br>J.Barclay79-91<br>1Dk(Irn)&Spar dk(Irn)&Webframes | 1622<br>1450<br>1037 | ✠100A1<br>Spar dk<br>4,95 ~~3,94~~<br>✠LMC ~~5,91~~ 4,95 | Lth<br>A&CP | q | 1891<br>5mo | Ramage& Ferguson<br>Leith | W.Thomson&Co. | 244·3\|36·0\|14·0<br>B59'F28' 20·8<br>BK8½"<br>WB=Cell DB195'326t | Leith<br>British<br>4BHCem<br>APT25t | T.3Cy.19",31"&50"–36" (s)<br>160lb 75lb 160HP<br>2SB,4rf,GS80,HS2376<br>Ramage&Ferguson,Leith | 16 ″ 3<br>s 4 ″ 7½ | V |
| 837<br>KJBD | Moselle SteelScSr<br>Lapeyre<br>1Dk | 336<br>—<br>140 | | | | 1887 | AMcMllan &Son<br>Dumbarton | Cie.deNav.Marocaine&Arménienne(N.Paquet &Co.,Mgrs.) | 142·0\|22·0\|10·0<br>P30' Q49' B21'<br>F22' | Marseilles<br>French | C.2Cy.22"&40"–27"<br>70HP<br>Scott&Co.,Greenock | | V |
| 838<br>JDHS | Moskau IronScSr<br>J.Meyer80-80<br>1Dk | 643<br>549<br>471 | | | | 1873 | Rostocker Act.Ges.für S.,&Masch.<br>Rostock | NeueDampfer-CompagnieAct. Ges. | 201·1\|27·4\|13·6<br>P30' B30' F30' | Stettin<br>German | C.2Cy.23½"&47"–27½"<br>90HP<br>RostockerAct.Ges.fürS.& Mch.BauRk | | |
| 839<br>NSGQ | Moskov SteelScSr<br>J.F.Petersen75-80 | 1049<br>812<br>778 | | | | 1880 | Burmeister &Wain<br>Copenhagen | ForenedeDamp-skibsselskab | 235·4\|29·9\|15·9<br>P123' H20t F29' | Copnhagn<br>Danish | C.4Cy.21"&42"–30'<br>120HP<br>Burmeister&Wain,Cpn. | | |
| 840<br>492<br>HKDB | Moskwa SteelScBg<br>Radloff ssLon.No.2-87<br>(exKinfaunsCastle)<br>3Dks(2Stl&1ptIrn-Uws) | 3507<br>3394<br>2244 | ✠<br>4,87<br>✠NB4,87 ✠ | Lon<br>A&CP | w | 1879<br>11mo | J.Elder &Co.<br>Glasgow | RussianVolunteer FleetAssociation | 360·4\|43·0\|31·0<br>F32' | S.Petrsbrg<br>Russian<br>7BHCem<br>WB=DB | C.2Cy.51"&88"–57"<br>500HP<br>J.Elder&Co.,Glasgow<br>a92'f40'490tAPT28'170t | | |
| 841<br>98729 | Mosquito IronScYl<br>W.Rilatt90-91<br>1Dk | 149<br>142<br>48 | ✠100A1<br>StmTrawler<br>2,91<br>✠LMC3,91 | Gls<br>LA&CP | | 1891<br>2mo | Mackie& Thomson<br>Glasgow | BritishSteam Trawling Co.(Lim) | 100·5\|20·5\|10·7<br>Q19'F19'<br>BK7½" | Hull<br>British<br>3BHCem | C.2Cy.16"&32"–22" (s)<br>110lb 45HP<br>1SB,2pf,GS30<br>Muir&Houston,Glasgow | 11″11 | |
| 842 | — SteelScK<br>1Dk(Irn) | 54<br>54<br>3 | ✠ A1<br>For Towing purpose<br>2,93<br>✠LMC2,93 | Glr<br>LA&CP | s | 1893<br>2mo | Summers& Scott<br>Gloucester | J.Constant | 67·6\|16·2\| 7·9<br>BK5" | London<br>British<br>4BHCem | C.2Cy.14"&28"–22" (s)<br>100lb 50HP<br>1SB,2pf,GS30,HS735<br>Summers&Scott,Glo'ster | 8 ″ 7 | |
| 843<br>HCPJ | Moss WoodScSr<br>K.Nöstvik<br>YM1,91 1Dk2trB | 288<br>211<br>162 | | | | 1872 | ..................<br>Moss | Parelius&Lossius | 135·9\|24·3\|10·9<br>Q16tB57t<br>len81 | Xiansund<br>Norwegian | C.2Cy.14"&27"–24¾"<br>30HP<br>AkersMek.Verks,Chrstina | | N |
| 844<br>86634<br>WMGT | Moss Brow IronScBn<br>W.Elmey -94 ~~ssHpl.No.2-90~~<br>Well deck 1Dk(Irn)2trB<br>ssHpl.No.3-8,94 | 1751<br>1389<br>1131 | ✠100A1<br>3,95 ~~10,93~~<br>~~BS1,94~~ ✠LMC ~~2,91~~ 3,95 | Hpl<br>A&CP<br>Cff | q | 1882<br>7mo | T.Turn-bull&Son<br>Whitby | PymanBros. | 260·0\|35·1\|17·8<br>Q100'B66'F31'<br>~~drp91~~ BK9"<br>WB=Cell | London<br>British<br>5BHCem<br>DB216'345t | C.2Cy.33"&62"–39" (b)<br>80lb ~~55lb~~ 50lb 150HP<br>2SB,6pf,GS78<br>Blair&Co.(Lim.),Stockton | 20 ″ 8<br>s 1″10½ | D |
| 845<br>97787 | Moss Rose SteelSc3MstSr<br>J.Robinson<br>Well deck 1Dk(Irn) | 371<br>256<br>155 | ✠100A1<br>1,94<br>✠LMC5,90 | Liv<br>LA&CP | e | 1890<br>5mo | Grangmth. Dckyrd.Co.<br>Grangemth | MossRoseS.S.Co. (Lim.)<br>(R.Hughes&Co.) | 150·0\|23·1\| 9·7<br>Q80'B10'F23'<br>drp92,93&94 BK7"<br>WB=FPT | Liverpool<br>British<br>3BHCem<br>46tAPT14t | C.2Cy.20"&40"–30" (a)<br>90lb 80lb 72HP<br>1SB,2pf,GS36<br>Hutson&Corbett,Glasgow | 10 ″ 6<br>s ″ 7 | |
| 846<br>~~89167~~<br>~~WKTN~~ | Mosser IronScSr ~~IronScBkn~~<br>~~Davids89-89~~ ~~ssLon.No.2-90~~<br>~~W.Pearman91-94~~ 2Dks(1Irn)3trB<br>ssNwc.No.3-12,94 | 2026<br>1939<br>~~1323~~<br>1303 | ✠100A1<br>~~12,91~~ 12,94<br>✠NB12,94 | Cff<br>LA&CP<br>✠LMC ~~2,91~~ 12,94<br>Nwc | t | 1882<br>5mo | Richard-son,Duck&Co<br>Stockton | ~~Shaw,Bushby&Co.J.H.Bushby~~<br>G.B.Lavarellofu B. | 312·0\|35·2\|24·6<br>B36'F34'<br>BK10"<br>WB=DBu | ~~London~~<br>~~British~~<br>4BHCem<br>E&B60'146t<br>GenoaItalian | C.2Cy.19½"&51"–48" (s)<br>~~75lb 40lb~~ 160lb 60lb 186HP<br>2SB, ~~6f,GS184~~ 6cf,GS88,HS2976<br>C.D.Holmes&Co.,Hull | 26 ″ 0<br>s 5 ″ 2 | |
| 847<br>HFLR | Motala IronScSr<br>J.O.Neander87-87<br>1Dk | 747<br>677<br>470 | | | | 1870 | Motala Mek.Werk-stadsAktie-bolag<br>Norrköping | StockholmsÅngf. Rederib.<br>(G.Brolin) | 192·3\|26·0\|18·0<br>B38' H9t | Stockholm<br>Swedish | T.3Cy.14½"22½"&37½"–27¼"<br>NE&B93 100HP<br>BergsundsM.V.,Stock-holm | | V |
| 848<br>HTQJ | — IronScSr<br>O.Sandaa75-82<br>1Dk2trB | 335<br>176<br>190 | | | | 1868 | MotalaCo.<br>Motala | ArendalsDamp-skibsselskab | 136·0\|24·8\|10·1<br>Q24t B103t H14t<br>F17t | Arendal<br>Norwegian | C.2Cy.20⅗"&37⅓"–21⅗"<br>60HP<br>Akers,MekVerks,Chrstnia | | N |
| 849<br>HKLV | — WoodScSr<br>O.P.Larsson -92 (exStrömsholm)<br>1Dk | 164<br>142<br>103 | | | | 18 51/75 | ..................<br>Norrköping | C.E.Hæger | 98·3\|20·1\|10·8<br>B18' | LillaEdet<br>Swedish | 30HP | | |
| 850 | Motalaström Iron&SteelScSr<br>C.A.Svensson87-93<br>1Dk&Awngdk | 275<br>111<br>211 | | | | 18 55/69 | MotalaCo.<br>Motala | ÅngfartygsAktiebolaget"Göta Kanal"<br>(E.B.Thorssell) | 97·6\|21·7\| 9·0<br>H46t 16·1 | Stockholm<br>Swedish | C.2Cy.17"&32"–20"<br>45HP<br>BergsundMk.Vrkst.Skm. | | |
| 851<br>98736 | Moth IronScSr<br>1Dk | 149<br>142<br>48 | ✠100A1<br>StmTrawler<br>5,91<br>✠LMC5,91 | Gls<br>LA&CP | | 1891<br>5mo | Mackie& Thompson<br>Glasgow | BritishSteam TrawlingCo. (Lim.) | 100·5\|20·5\|10·7<br>Q19'F19'<br>BK7½" | Hull<br>British<br>3BHCem | C.2Cy.16"&32"–22" (s)<br>110lb 45HP<br>1SB,2pf,GS30<br>Muir&Houston,Glasgow | 11″11 | |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2–3 Nom du Navire. Matériaux, Greement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Cote. ✠ Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Equipement. | 8 Construit. Quand. Navire. / Mach. | 9 Construit. Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 852<br>92870<br>KPNL | **Moto** IronScSr<br>*H.Digman*80–87 *ss*Skm.No.3–6,93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1397<br>1139<br>873 | ✠100A1<br>9,94 ~~6,93~~<br>BS7,94 | Skm<br>LA&CP<br>✠LMC6,93<br>Nwc | *o* | 1885<br>8mo | Palmers' Co.(Lim.)<br>Newcastle | R.B.Fenwick& J.Reay<br>*WB=DBa70'&* | 240·6<br>Q93'B50'F29'<br>drp93 FK<br>*uE&B34'238t FPT* | 33·7 | 18·0 | Newcastle<br>British<br>5*BHCem*<br>59*t APT*15*t* | C.2Cy.30″&57″–39″ (*a*)<br>80lb *80lb* 140HP<br>2SB,6*pf*,GS180<br>Palmers'Co.(Lim.),Nwc. | 19 · 2 |
| 853 | **Mouette** WoodScSrTug<br>1*Dk* | 119<br>—<br>17 | | | | 1892 | A.Bourrelly,fils.<br>Marseilles | E.Talon | 85·2 | 18·4 | 9·9 | Marseilles<br>French | C.2Cy.17″&31½″–19¾″<br>Stapfer deDuclos&Co.,Msl | |
| 854<br>KJCF | **Mouhot** IronScSr<br>*Bonille*<br>2*Dks* | 178<br>—<br>102 | | | | 1881 | Scott&Co.<br>Greenock | MessageriesFluviales deCochinchine | 135·7<br>H39*t* | 19·9 | 7·2 | Saïgon<br>French | C.2Cy.15″&27″–15″<br>40HP<br>Scott&Co.,Greenock | |
| 855 | **Moukber** IronSc3Mst<br>*MohamedRammal*<br>2*Dks* | —<br>—<br>288 | | | | 1867 | Mitchell &Co.<br>Newcastle | KhedivialS.S.Administration | 150·0 | 25·0 | 13·8 | Suez<br>Egyptian | 2Cy.33″–30″<br>80HP<br>Mitchell&Co.,Newcastle | |
| 856<br>91128<br>* | **Mount Desert** Pad<br>*W.C.Sawtelle* –83 | 457<br>284<br>284 | | | | 1879 | Goss& Sawyer<br>Bath,Me. | Boston&Bangor S.S.Co. | 162·4 | 27·1 | 9·6 | Boston<br>Utd.States | 428HP | |
| 857<br>86512<br>JBDV | **Mount Edgcumbe** IronScSr<br>*J.Protheroe*91–91 *ss*Bry.No.2–91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1667<br>1343<br>1074 | ✠100A1<br>~~12,93~~12,94<br>BS7,93 10,94 | Lth<br>LA&CP<br>✠LMC7,91<br>Bry | *r* | 1883<br>8mo | BarrowSB. Co.(Lim.)<br>Barrow | DunedinS.S.Co. (Lim.)(Henderson&McIntosh, *Mgrs.*) *WB=C* | 260·1<br>Q100'B56'F26'<br>BK9″<br>*ellDB*220'385*t FPT* | 38·2 | 17·4 | Leith<br>British<br>5*BHCem*<br>18*t APT*11*t* | C.2Cy.32″&62″–42″ (*a*)<br>80lb *80lb* NDB93 185HP<br>2SB,6*pf*,GS110<br>Hutson&Corbett,Glasgow | 20 s 2·0 |
| 858<br>97585 | **Mount Hebron** SteelScSr<br>*G.Ellicott* –92<br>*Well deck* 1*Dk*(*Irn*)&*Deepframing* | 2560<br>1972<br>1668 | ✠100A1<br>4,93 | Hpl<br>LA&CP<br>✠LMC~~11,90~~ 11,93 | *t* | 1889<br>11mo | M'Ilwaine &M'Coll (Lim.)<br>Belfast | Smith&Service<br>*WB* | 300·0<br>Q111'B126'F31'<br>drp90 BK10″<br>*=Cell D B* 248'566*t* | 41·5 | 19·3 | Glasgow<br>British<br>5*BHAsp& Cem*<br>*APT*38*t* | T.3Cy.23″,37″&60″–42″ (*s*)<br>160lb *160lb* 300HP<br>2SB,6*cf*,GS120,HS3620<br>M'Ilwne&M'Coll(L.)Blfst | 21 · 11 |
| 859<br>92004<br>KFGD | **Mount Hope** Pad | 880<br>—<br>440 | | | | 1888 | ..................<br>Chelsea,Mass | D.C.Lawton | 193·1 | 58·8 | 11·5 | Fall River, Mass<br>Utd.States | | |
| 860<br>91836<br>JWNQ | **Mount Kembla** SteelScSr<br>*H.A.Boyle* –93<br>*Well deck* 1*Dk*(*Stl*) | 716<br>524<br>449 | ✠<br>10,89<br>✠ | Syd<br>A&CP | *i* | 1885<br>5mo | M.Pearse &Co.<br>Stockton | MountKembla Coal&OilCo. (Lim.)<br>*WB=DBa* | 180·0<br>Q68' B46' F27' | 28·0 | 13·2 | SydnyNSW<br>British<br>4*BH*<br>49'*f*59'116*t* | C.2Cy.24″&45½″–30″<br>88HP<br>Blair&Co.(Lim.),Stockton | 13 · 11 |
| 861<br>84297<br>VKFH | **Mount Lebanon** IronSc3MstSr<br>*C.Hendry* –92 *ss*Nts.No.3–6,93<br>2*Dks*(*Irn–U*ws)3*trB* | 2410<br>2232<br>1555 | ✠100A1<br>8,94 ~~12,93~~<br>BS8,94 | NYk<br>LA&CP<br>✠LMC6,93<br>Nwc | *u* | 1881<br>2mo | A.Stephen &Sons<br>Glasgow | Smith&Service<br>*WB=Cell* | 319·5<br>P36'B22'F38'<br>ND94 drp94 BK10″ | 38·0 | 24·6 | Glasgow<br>British<br>6*BHCem*<br>*DB*228'395*t* | C.2Cy.38″&68″–45″ (*i*)<br>85lb *50lb* 240HP<br>2DB,8*pf*,GS128<br>A.Stephen&Sons, Glasgow | 27 |
| 862<br>93198<br>KPVC | **Mount Park** IronScSr<br>*O.E.Jones* –93 *ss*Grk.No.1–92<br>*Well deck* 1*Dk*(*Irn*) | 563<br>454<br>346 | ✠100A1<br>~~7,90~~11,94<br>BS11,94 | Cpn<br>LA&CP<br>✠LMC7,93<br>Grk | *h* | 1887<br>12mo | PearceBros<br>Dundee | MountParkS.S. Co.(Lim.) (J.&J.Denholm)<br>*WB=DBa*38 | 172·0<br>Q88'B17'F24'<br>BK7″ | 26·2 | 13·2 | Greenock<br>British<br>4*BHCem*<br>63*t FPT*55*t* | T.3Cy.15½″,25″&42″–30″ (*a*)<br>150lb *80lb* NDB93 90HP<br>1SB,3*rf*,GS49<br>PearceBros.,Dundee | 13 · 1<br>s 1 · 1 |
| 863<br>99602<br>Lost by Collision 7,94 | **Mount Stewart** SteelScSr<br>*J.Blyth* –92<br>*Well deck* 1*Dk*(*Stl*) | 738<br>557<br>457 | ✠~~100A1~~<br>4,94 | Sld<br>A&CP<br>✠LMC1,92 | *k* | 1892<br>1mo | W.Gray& Co.(Lim.)<br>W Hartlepool | MarquisofLondonderry<br>*WB=Ce* | 196·2<br>P22'Q79'B13 F24'<br>FK<br>*ll D B*159'283*t FPT* | 30·1 | 12·1 | Sundrland<br>British<br>4*BHCem*<br>30'*APT*19*t* | T.3Cy18″,28½″&47½″–33″ (*s*)<br>160lb *75lb* 120HP<br>1SB,3*rf*,GS42,HS1850<br>CentralMar.E.Wks.W.Hpl | 14<br>s 1 · 4 |
| 864<br>86685<br>WMJK | **Mount Tabor** IronSc3MstSr<br>*E.Chivers* –93 ~~*ss*P.Gl.No.2–91~~<br>1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB*<br>*ss*Nwc.No.3-1,95 | 2301<br>2276<br>1494 | ✠100A1<br>*Spar dk*<br>1,95 ~~2,94~~<br>~~BS6,93~~ | Grk<br>A&CP<br>Nwc<br>✠LMC~~10,91~~ 1,95 | *s* | 1882<br>6mo | J.Laing<br>Sunderland | Smith&Service<br>*WB=D* | 285·0<br>F20' 27·5<br>srp95 BK9½″<br>*Ba*92'*f*56'303*t FPT* | 37·8 | 20·0 | Glasgow<br>British<br>6*BHCem*<br>54*t APT*20*t* | C.2Cy.36″&68″–42″ (*i*)<br>80lb ~~50lb~~ *60lb* FD 240HP<br>2SB,6*pf*,GS100<br>G.Clark,Sunderland | 21 |
| 865<br>91850<br>Lost 1,95 | **Mount Waldo** WoodScSr<br>*D.W.Wiley* –93 YM8,93 | 324<br>—<br>243 | | | | 1886 | NewEnglandS.B.Co.<br>Bath,Me. | MexicanCentral Rly.Co.(Lim.) | 144·6 | 30·9 | 10·9 | Boston<br>Utd.States | C.2Cy.15″&28″–21″ | |
| 866<br>21381<br>NGCK | **Mountaineer** IronPadSk<br>*D.McIntyre* –93 (*ex*Hero) | 178<br>157<br>60 | | | | 1858 | T.Wingate &Co.<br>Glasgow | D.MacBrayne | 180·0 | 19·1 | 7·1 | Glasgow<br>British | 1Cy.48″–42″<br>NB84 80HP<br>T.Wingate&Co.,Glasgow<br>alt.92Hutson&Corbett,Gls. | |
| 867<br>57649 | **—** IronPadSr<br>*J.G.Summers*88–92<br>1*Dk* | 109<br>98<br>66 | | | | 1879 | ..................<br>LakeWaktpu,N.Z. | TheLakeWakatipu SteamShipping Co.(Lim.) | 125·0 | 16·8 | 7·3 | Invrcrgill N.Z.<br>British | 2Cy.<br>60HP | |
| 868<br>81917 | **Mountjoy** IronScHopperBarge<br>*F.Bray*<br>1*Dk* | 368<br>368<br>166 | | | ... | 1879<br>8mo | W.Simons &Co.<br>Renfrew | J.Best | 150·2<br>BK7″ | 26·2 | 12·1 | Lndnderry<br>British | C.2Cy.22″&38″–27″<br>70HP<br>W.Simons&Co.,Renfrew | |
| 869<br>77048<br>WVKS | **Mourino** IronScSr<br>*G.B.Sturdy* –93 | 1583<br>1541<br>1027 | | | ... | 1877 | Schlesnger Davis&Co.<br>Newcastle | T.Wilson,Sons& Co.(Lim.) | 255·0<br>B14' F30' | 33·2 | 23·3 | Hull<br>British | C.2Cy.33″&60″–36″<br>165HP<br>T.Clark&Co.,Newcastle | |
| 870<br>102021 | **Mourne** IronScSr<br>*T.Kidd* –94<br>*Well deck* 1*Dk*(*Irn*) | 228<br>165<br>70 | ✠100A1<br>~~6,94~~ ~~4,94~~ 12,94 | Psy<br>A&CP<br>✠LMC5,94<br>~~Liv~~ Dub | *c* | 1894<br>4mo | J.Fullerton&Co.<br>Paisley | Newry&Kilkeel S.S.Co.(Lim.)<br>*WB* | 125·0<br>Q43'B7'F22'<br>BK6″ | 20·1 | 9·5 | Newry<br>British<br>3*BHCem*<br>*=FPT*42*t* | C.2Cy.16″&32″–22″ (*s*)<br>100lb 45HP<br>1SB,2*pf*,GS30,HS926<br>Hall,Brwn,Buttery&C.Gls. | 10 |
| 871 | **Moush** SteelTwinScSr<br>*J.Anderson* –87 | 632<br>541<br>377 | | | | 1891 | SirW.G. Armstrong, Mitchell& Co.(Lim.)<br>Newcastle | MassisS.N.Co. (J.Pitoeff, *Mgrs.*) | 200·0<br>B40' F29' | 27·7 | 10·6 | Astrakhan<br>Russian | C.4Cy.19″&35″–20″<br>120HP<br>WallsndS&ECo(Lim)Nwc | |
| 872 | **Moussul** IronPad<br>*Alaa-eddin*84–88 | 200<br>—<br>130 | | | | 1857 | .................. | IdareiMassousieh (Ottoman Steam Nav.Co.) | 126·6 | 19·9 | 11·4 | Constanpl<br>Turkish | 100HP | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now 1 pfred. Repairs Letter | 8 Built. When. — Ship. — Engines | 9 By Whom — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of L. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 873 MQDP | **Möwe** F.Habenicht92–92 | **IronScSr** 1*Dk*2tr*B* | 940 798 732 | ✠100A1 4,93 | Bel LA&CP | *d* | 1882 | J.C.Tecklenborg Gestemünde | Norddeutscher Lloyd | 210·6 B46′ | 31·7 F20′ | 15·0 | Bremen German *WB* | C.2Cy.26″&47″–31½″ 100HP O.Henniges&Co.,Berlin | | V |
| 874 — | E.Err83–84 (*ex*Nadeshda,*ex*Maria, *ex*CarlJohann) | 1*Dk* | 245 — 184 | | | | 1855 | Keiller Gothenburg | A.G.Sengbusch & Co. | 165·0 | 21·5 | 10·9 | Riga Russian | C 4Cy.12″&23½″–23½″ Lange&Skuge,Riga | | |
| 875 BJKH | — B.Lehmann91–92 | **SteelScTug** 1*Dk* | 136 123 46 | | | | 1891 | C.Jürgens &Co. Hamburg | NeueBugsir-DampferCompagnie | 87·0 | 19·0 | 12·7 | Hamburg German | C.2Cy.16½″&31″–20½″ 60HP C.Jürgens&Co.,Hamburg | | |
| 876 MQJH 30748 | **Moya** E.Kearon –93 | **SteelTwinScSr** 1*Dk* | 184 182 39 | ✠100A1 4,93 ✠LMC4,93 | Bel LA&CP | *d* | 1893 4mo | Workman, Clark&Co. (Lim.) Belfast | Commissioners of IrishLights | 126·0 B32′ | 23·0 BK6″ | 10·8 4*BHCem* | Dublin British | C.4.Cy.16″&30″–18″ (*s*) 110lb 95HP 1SB,3*rf*,GS57,HS1698 Wrkmn,Clrk&Co(L),Blfst | 11 ″ 7 | |
| 877 91986 KLGT | **Moyune** ClæM.delaPerelle –92 ssLon.No.1–91 2*Dks*(*Stl–Uws*)3tr*B* *Elec.light* | **SteelScSr** | 2690 2403 1714 | ✠100A1 4,94~~,04~~ BS1,94 | Lon A&CP ✠LMC1,91 Shi | *v* | 1886 12mo | JLThompson&Sons Sunderland | ChinaMutualStm. Nav.Co.(Lim.) | 340·0 P53′B78′F47′ | 40·1 BK11″ | 25·5 7*BHCem* | London British | T.3Cy.31″,49″&78″–51″ (*o*) 150lb 750HP 2DB,12*cf*,GS209 T.Richardson&Son,Hpl. | 28 ″ 3 s 5 ″ 5 | |
| | | | | | | | | *Now named "Shibata Maru," WB = Cell D B 163′243t FPT22t See No. 8 in Supplement.* | | | | | | | |
| 878 94176 WFHV | **Mozart** *Spratly*81–83 | **IronScSr** | 1994 1858 1229 | | | | 1881 | A.Leslie& Co. Newcastle | Liv.Brazil&River PlateStm.Nav. Co.(Lim.) (Lamport&Holt *Mgrs.*) | 290·6 | 36·2 | 24·4 | Liverpool British | C.2Cy.26″&60″–45″ NDB89 200HP R.Stephenson&Co.,Nwc. | | |
| 879 KJCV | **Mpanjaka** *Jourdan* –89 | **SteelSc** 2*Dks* | 587 573 415 | | | | 1889 | Messageries Maritimes LaCiotat | MessageriesMaritimes | 209·3 H112*t* | 26·1 | 15·5 | Marseilles French *WB* | T.3Cy.14″,16¼″&30″–28½″ 75HP Sé.desForges et Chantiers de la Médit.,Marseilles | | |
| 880 | **Mudania** | **WoodPad** | — — 234 | | | | 1867 | Stbilimnto SanMarco Trieste | IdareiMassousieh | 176·6 | 24·4 | 13·0 | Constanpl Turkish | 2Cy. 130HP Stabilimnto.SanMarco,Tri | | |
| 881 HVNS | **Mudela** *D.Albarez*92–94 ssBbo.No.3–2,94 1*Dk*(*Irn*)2tr*B* *Well deck* | **IronSc** | 1712 1366 1103 | ✠100A1 2,94 BS4,95 ✠LMC2,94 | Bbo LA&CP | *r* | 1882 4mo | A.Stephen &Sons Glasgow | La Sociedad Anonima delVap.Mudela(J.Martinez de las Rivas) | 260·4 Q86′B68′F30′ | 38·0 FK *WB* = *Cell* | 17·3 4*BHCem* *DB*218′372*t* | Bilbao Spanish | C.2Cy.35″&65″–42″ (*b*) 75lb *50lb* 200HP 2SB,6*pf*,GS92 A.Stephen&Sons,Glasgow | | |
| 882 HSKM | **Mudir** *J.E.Anderson* –93 ssCpn.No.2–93 1*Dk*(*Irn*) *Well deck* | **IronScSr** | 580 420 413 | ✠100A1 2,95 ~~3,04~~ BS8,04~~,04~~ 2,95 ✠LMC2,93 | Cpn LA&CP | *h* | 1884 2mo | H.M'Intyre & Co. Paisley | MotalaRederiaktieb.(G.F. Petterson, *Mgr*) | 168·6 Q85′B16′F20′ | 28·2 BK7″ *WB* = *DBa* | 11·4 4*BHCem* 37′60*t FPT*40*t* | Motala Swedish | C.2Cy.20″&38″–28″ (*i*) 80lb *40lb* 80HP 1SB,2*pf*,GS140 W.G.Lochhead&Co.,Gls. | 12 ″ 6 | |
| 883 73813 | **Mudlark** *M.Essak*80–89 | **IronSc3MstSr** 1*Dk* | 304 — 159 | | | | 1876 | J.Elder& Co. Glasgow | BombayPort Trust | 145·3 | 25·1 | 11·4 | Bombay British | C.2Cy.20″&36″–21″ 60HP J.Elder&Co.,Glasgow | | |
| 884 1331 HJQD | **Mukogawa Maru** | **SteelScSr** | 407 384 253 | | | | 1893 | Hayashi Kanjiro, Osaka | OsakaShosen Kaisha | 158·6 | 21·0 | 15·5 | Osaka Japanese | 59HP | | |
| 885 80989 WHMN | **Mula** *A.Bowman*92–92 ssMlt.No.3–81 2*Dks* | **IronScSr** | 709 632 452 | ✠ 9,84 | Pts | Lv | 1864 7mo | W.Pile& Co. Sunderland | S.S.Mula Co.(Lim) (Whittles,Pallister&Co.) | 209·6 P54′ | 27·6 | 16·4 4*BII* | S.Shields British | 2Cy.40¼″–28″ 100HP G.Clark,Sunderland | | |
| 886 96647 JDQF | **Mulgrave** *J.H.Harrison* –89 ssCff.No.2–92 *Well deck* 1*Dk*(*Irn*)2tr*B* | **IronScSr** | 1662 1394 1078 | ✠100A1 9,94 ~~12,04~~ BS4,93 2,94 ✠LMC2,92 | Cff A&CP | *q* | 1883 11mo | JLThompson&Sons Sunderland | J.W.Barry(Rowland&Marwood *Mgrs.*) | 260·0 Q100′B58′F26′ *WB* = *DB* | 36·0 FK *a* 76′*f*58′268*t FPT* | 18·6 6*BHCem* 33*t APT*26*t* | Whitby British | C.2Cy.29½″&60″–39″ (*i*) 80lb *60lb* 150HP 2SB,6*pf*,GS96 J.Dickinson,Sunderland | 19 ″ 8 s 1 ″ 11½ | |
| 887 — 10942 | | **SteelScSp** 1*Dk*&*Spar dk* | 485 261 330 | | | | 1893 | J.Matheson &Co. NewGlsgow, N.S. | Government of Canada | 114·8 | 31·0 | 16·4 | Ottawa British | C.2Cy.22″&42″–30″ 75HP J.Matheson&Co.,New Glasgow,N.S. | | |
| 888 98401 | **Mullingar** *J.Memery* –93 | **IronPadSr** | 763 657 349 | | | | 1868 | Walpole& Webb Dublin | Cityof Dublin SteamPacket Company | 261·0 P89*t* len71 | 27·4 | 14·5 | Dublin British | C.O.2Cy.46″&79″–84″ NE&B77 300HP LairdBros.,Birkenhead | | BT till ~~4,05~~ 3,96 |
| 889 63372 MWVN | **Muncaster** ~~J.J.Goldsmith~~ –93 ~~ss~~Shl.No.3–4,87 *Stacey* ssLiv.No.1–91 4thSurvey,4,91 1*Dk*2tr*B* | **IronSc3MstSr** | 892 746 559 | ✠100A1 A1*1 ~~3(04 2,94~~ BS2,94 1,95 | Hul A&CP ~~Shl~~ Liv LMC5,91 | *m* Lv | 1874 3mo | Whitehavn S.B.Co. Whitehaven | J.Bacon(Lim.) | 232·6 P65′F35′ ptND87 *WB* = | 29·2 BK8″ *D Bf* | 16·1 142′230*t FPT* | Liverpool British | C.2Cy.24″&46″–24″ (*a*) 80lb ~~45lb~~ NB81 95HP 1B,GS55 *80lb* NDB95 J.Jones&Sons,Liverpool | 16 ″ 10 s 2 ″ 8½ | |
| 890 QFGN | **München** *C.Steenken*86–91 *Elec.light* | **SteelScSr** 3*Dks* | 4801 — 3502 | | | | 1889 | FairfieldS. &E.Co.(Lim.) Glasgow | Norddeutscher Lloyd | 390·5 P70′ | 46·7 B131′ | 31·4 F76′ | Bremen German | T.3Cy.30″,50″&80″–54″ FairfieldS.&E.Co(Lim)Gls | | G |
| 891 HKFS | **Mundurucus** | **SteelTwinScSr** | 165 — 93 | | | | 1883 | Aitken& Mansel Glasgow | Biseau&Mitchell | 120·5 F13*t* | 20·0 | 7·2 | Para Brazilian | C.4Cy.10″&19″–21″ 30HP Lees,Anderson&Co.,Gls. | | |
| 892 94396 | **Munepoor** *Elec.light* | **SteelPadLr** | 674 674 250 | | | | 1887 | W.Denny &Bros. Dumbarton | Irrawaddy Flotilla Co.(Lim) | 250·0 | 35·1 | 9·8 | Glasgow British | C.2Cy.37½″&65″–72″ 375HP Denny&Co.,Dumbarton | | |
| 893 93603 | **Munificent** *G.Dudley* –93 1*Dk*(*Stl*)&*Spardk*(*Stl–ws*) | **SteelScSr** | 3273 3045 2090 | ✠100A1 *Spar dk* ~~2,93~~ 1,95 ✠LMC2,92 | Bry A&CP Shi ~~Bly~~ | *v* | 1892 2mo | ShortBros. Sunderland | J.Westoll | 350·0 P36′B78′F40′ *WB* = *Cell D B* | 42·0 25·6 FK 280′764*t* | 17·6 6*BHCem* *APT*17*t* | Sundrland British | T.3Cy.25″,40″&66″–42″ (*s*) 160lb 300HP 3SB,6*pf*,GS120 W.Allan&Co.,Sunderland | 20 ″ 2 s 6 ″ 4 | |
| 894 EHGDQ | **Munin** *A.M.Carlsson*89–89 1*Dk* | **IronScSr** | 750 683 577 | | | | 1871 | Motala Co. Norrköping | Ångfs.Aktieb. "Svithiod" (A.Carlson) | 191·6 B39′ | 25·3 H4*t* | 18·7 *WB* | Gothenbrg Swedish | C.2Cy.23½″&46¾″–48″ 90HP MotalaCo. | | V |

| 1 Numero d'Ordre / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grécment, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 895 JVCW | **Mūnin** *~~J.Lr.Krohn~~93–93* (*ex*Engadine) *J.Lund*93-95 | IronScSr *ss*Bgn.No.3–11,93 1*Dk*(*Irn*)2*trB* | 1192 1036 731 | ✠100A1 10,94~~11,93~~ BS1,95 | Bgn A&CP ✠LMC11,93 Ant | *o* | 1879 12mo | Palmers' Co.(Lim.) Newcastle | J.v.d.Ohe *WB* | 239·9 P25′H70*t*F26′ BK8½ = *DBa*71′*f*35′190*t* | 33·2 | 16·0 | Bergen Norwegian *4BHCem APT*40*t* | C.2Cy.28″&54″–36″ 75lb *90lb* NDB95 130HP 1DB,GS64 Palmers'Co.(Lim.),Nwc. | 18 |
| 896 RBLF | **Munroe** *D.Doherty*93–93 *Well deck* | IronScSr *ss*Shl.No.3–7,89 *ss*Hpl.No.1–93 1*Dk*(*pt Irn*)2*trB* | 587 481 360 | ✠100A1 12,93 BS4,94 | Hpl A&CP LMC5,93 | *j* | 1877 6mo | A.Simey& Co. Sunderland | R.Jobson&Co. *WB*= | 176·0 Q85′B17′F22′ drp93 BK7½ = *DBa*40′*f*36′ | 28·0 | 14·5 | Sundrland British *4BHCem* 1SB,GS35 NDB86*re-fitted*94 | C.2Cy.20″&40″–30″ 65lb *60lb* 80HP Pattison&Atkinson,Nwc. | (*i*) 15 1 |
| 897 28724 QBPV | **Munster** | IronPadSr | 1750 1364 667 | | | | 1860 | J.Laird Birkenhead | City of Dublin SteamPacketCo. | 326·6 | 35·2 | 18·8 | Dublin British | O.2Cy.96″–90″ NB86 614HP Watt&Co.,Birmingham | |
| 898 54953 HLKC | **Murcia** *A.W.P.Ross* –94 (*ex*Jerome) | IronScSr *ss*Liv.No.3–5,93 2*Dks*&*Awngdk* | 1096 714 659 | 100A1 *Awng dk withfreeboard* ~~7,94~~ ~~5,94~~ 12,94 ~~B&MS5,93~~ BS7,94 | Liv LA&CP Gls | *n* | 1866 | Hart& Sinnott Liverpool | MurciaS.S.Co. (Lim.) (Goodyear&Co.) | 213·8 BK7 | 29·7 | 25·3 | Liverpool British *4BHCem* | C.2Cy.19½″&48″–40″ 75lb ~~40lb~~ NE&B76 91HP 1DB,*4pf*,GS73 NDB94 *80lb* J.Taylor,Birkenhead | 19 7 |
| 899 101899 | **Murex** *S.J.G.Parsons* –94 *Well deck* *Elec.light* | SteelSc3MstSr 2*Dks*(*Stl*)&*Webframes* | 3564 3066 2329 | ✠100A1 ~~6,94~~ ~~4,94~~ 10,94 *Carrying petr* ✠LMC7,92 | Lon A&CP *oleum* | *w* Gen *in bulk* | 1892 7mo | W.Gray& Co.(Lim.) WHartlepool | M.Samuel&Co. *WB*=*CellD* | 338·0 P219′F31′ FK *B*64′117*t F P T*133*t* | 43·0 | 26·4 | London British *8BHCem APT*30*t* | T.3Cy.25½″,40½″&67″–45″ 160lb *100lb* (*s*) 299HP 3SB,*9rf*,GS108,HS5202 CentralMar.E.Wks.,WHpl | 28 4 |
| 900 102782 | **Muri** *E.Nelson* –93 | SteelTwinScSp 1*Dk* | 297 243 131 | | | | 1893 | Lobnitz& Co. Renfrew | RoyalNigerCo. (Lim.) | 126·5 | 26·4 | 8·9 | London British | C.4Cy.10″&20″–15″ 33HP Lobnitz&Co.,Renfrew | |
| 901 88906 LBFC | **Muriel** *T.Vasey* *Well deck* | SteelScSr *ss*Hpl.No.1–92 1*Dk*(*Stl*)&*Webframes* | 2398 1867 1565 | ✠100A1 10,94 ~~3,94~~ ✠LMC1,93 Hpl | Nwc A&CP | *s* | 1889 1mo | W.Gray & Co. W Hartlepool | J.Coverdale&Son | 290·5 P27′Q94′B112′ F30′ BK10 *WB*=*DBa* | 38·1 | 20·3 | W.Hartlpl British *5BHCem* 2SB,*6rf*,GS91 | T.3Cy.21½″,35″&58″–39″ (*s*) 150lb *75lb* 200HP 2SB,*6rf*,GS91 96′*f*108′452*t* Cntrl MarineWorks,WHpl | 22 2 |
| 902 65741 LMGK | — *J.W.McKenzie* –93 | IronScBn 3rdSurvey,82 | 1232 1084 808 | ✠ 10,82 | N Yk | Lv | 1872 7mo | A.Stephen &Sons Glasgow | QuebecS.S.Co. | 250·3 | 30·4 | 20·1 | London British *3BH*1PBH | C.2Cy.29″&58″–30″ 112HP W.King&Co.,Glasgow | |
| 903 78788 | — *J.Cross*89–88 | IronScSp | 137 129 71 | | | | 1876 | J.Parks Chester | W.H.&F.Hickson | 85·6 | 20·1 | 9·8 | Liverpool British | D.2Cy.15″–18″ 30HP F.Galton,Manchester | |
| 904 79415 VTWR | — *H.Johnson* –94 | IronScSk *ss*Mel.No.2–91 1*Dk*(*Irn*) | 105 97 67 | ✠ 4,91 ✠NB4,91 ✠ | Mel A&CP | *a* | 1881 5mo | Hodgson& Soulsby Blyth | W.Cowper&Co. | 91·5 BK6 | 18·4 | 7·3 *WB*=*FPT*6*t* | Melbourne British *3BHCem* | C.2Cy.12½″&22″–18″ 25HP 1SB,*1pf*,GS30 R.&W.Hawthorn,Nwc. | |
| 905 102927 NGCH | **Murillo** *J.Rice* –93 | SteelScSr 1*Dk*(*Stl*)&*Webframes*& *ptAwng dk*(*Irn*) | 2419 1851 1556 | ✠100A1 *pt Awng dk withfreeboard* 12,93 ✠LMC12,93 | Sld A&CP | *s* | 1893 12mo | J.Priest-man&Co. Sunderland | T.Wilson,Sons& Co.(Lim.) | 301·0 Q112′ *ptAwng dk*187′ FK | 39·5 *WB*=*DBa* | 19·9 92′*f*120′661*t* | Hull British *6BHCem* | T.3Cy.22½″,37″&61″–42″ (*s*) 160lb *70lb* 210HP 2SB,*6pf*,GS100,HS3640 W.Allan&Co.,Sunderland | 21 8 |
| 906 29280 QDWV | **Murray** *F.Vickerman*85–85 | IronScSr 1*Dk* | 144 127 90 | | | | 1859 | T.B.Seath &Co. Glasgow | J.H.Cock | 122·5 Q7*t* H10*t* | 16·3 | 9·4 | Nelson British | C.2Cy.12″&24″–15″ 25HP AnchorFoundryCo.Nelson | |
| 907 54567 QKVS | **Murton** ~~*R.H.Cook*87–87~~ *T.Stothard*95–95 | IronScSr *ss*Sws.No.3–11,89 *ss*Lon.No.1–93 1*Dk* | 493 435 317 | ✠90A1 ~~7,95~~ ~~12,98~~ 5,95 BS3,95 | Lon A&CP LMC12,93 Sws Nwc | | 1866 5mo | Pile W Hartlepool | Green,Holland& Sons | 179·2 P27′B15′F30′ len81 drp95 BK7 *WB*=*DBuE*&*B*28′70*t* | 25·3 | 12·8 | London British *4BHCem* | C.2Cy.21″&42″–24″ (*i*) 70lb NB81 70HP 1SB,*3pf*,GS45 Thompson,Boyd&Co.Nwc. | 14 2 |
| 908 | **Murvet** (*ex*Brazilian,*ex*Brazilien) | IronScBg 2*Dks*3*trB* | 1360 897 886 | | | … | 1869 6mo | C.Mitchell &Co. Newcastle | Caramanian, Shahinoglou &Co. | 240·0 B20′ | 32·4 | 24·2 *WB* | Constanpl Turkish | C.2Cy.29″&58″–33″ NB82 NE74 130HP Thompson&Co.,Newcastle | 25 |
| 909 102177 | **Musician** *J.Turner*94-94 *Elec light* | SteelScSr ~~4800~~ 2*Dks*(1*Stl*&1*Irn*)3*trB* | 4776 4362 3056 | ✠100A1 11,94 ~~(Class Continued)~~ ✠MC11,94 | Nwc LA&CP | *y* | 1894 11mo | C.S.Swan& Hunter Newcastle | ~~T.&J.Harrison~~ CharenteSSCo(Lm) (T.&J.Harrison *Mgrs*) *WB*= | 400·0 P39′B100′F57 47·0 *CellDBa*123′*uE*&*B* | ~~46·8~~ 28·5 FK 54′*f*171′961*t* | 32·4 | Liverpool British *6BHCem* | T.3Cy.~~27″~~,44″&71″–51″ (*s*) 180lb ~~27″~~ *90lb* 500HP 2SB,12*cf*,GS210HS7236 WllandSlpwyCo(Lm)Nwc | 31 s7 |
| 910 | **Musques** *F.deEchevarria* –94 (*ex*Callisto) *Well deck* | SteelScSr *ss*Rot.No.1–92 1*Dk*(*Irn*)2*trB* *Floors*&*InnerBottom*(*Irn*) | 1709 1299 1118 | ✠100A1 2,95 ~~3,94~~ BS10,94 | Rot A&CP ✠LMC7,92 Nwc | *p* | 1888 7mo | W.Doxford &Sons Sunderland | R.de laSota *WB*= | 250·0 Q92′B102′F24′ FK *Cell DB*200′264*t* | 36·0 | 17·1 | Bilbao Spanish *4BHAsp APT*46*t* | T.3Cy.18″,29″&48″–33″ (*o*) 160lb *60lb* 130HP 2SB,*4cf*,GS80 W.Doxford&Sons,Sld. | 19 |
| 911 98985 MHNC | **Mustang** *W.Mason* –92 *Well deck* | SteelScSr 1*Dk*(*Stl*) | 387 306 205 | ✠100A1 ~~10,00~~ 5,95 ✠NB5,94 | Lon LA&CP ✠LMC9,91 Sld | *f* | 1891 9mo | Gourlay Bros.&Co. Dundee | R.Thomson | 145·0 Q81′B7′F23′ drp92 BK7 *WB*=*FPT* | 23·1 | 12·1 36*t* | London British *4BHCem APT*16*t* | T.3Cy.12″,18″&30″–21″ (*s*) 160lb *80lb* 60HP 1SB,*2pf*,GS30,HS800 GourlayBros.&Co.,Dundee | 12 s |
| 912 KJDC | **Mustapha Ben Ismail** *Dupin* | IronScSr 1*Dk*&*Awngdk* | 556 — 259 | | | | 1880 | Scott&Co. Greenock | CompagnieGéné-raleTransat-lantique | 183·0 | 25·6 | 9·3 16·6 | Marseilles French | C.2Cy.25″&50″–30″ 80HP Scott&Co.,Greenock | |
| 913 HFVJ | **Mutsu Maru** ~~*I.Miyagi*~~ *K.Nakashima* | IronScSr *ss*Kob.No.2–92 1*Dk*&*Awngdk*3*trB* | 911 874 565 | ✠100A1 *Awng dk withfreeboard* 1,95~~12,92~~ ✠LMC12,92 BS1,95 | Kob LA&CP Yka | *e* | 1884 4mo | H.Murray &Co. Dumbarton | NipponYusen Kaisha *WB*=*APT*34*t* | 195·3 BK7½ | 29·5 | 19·3 *MT*16′103*t* | Tokio Japanese *4BHCem* 1SB,*3pf*,GS78 Fleming&Ferguson,Psy. | (*a*) 14 1 |
| 914 98970 | **Muttra** *A.P.Turner* –93 (*ex*MinnaCraig) *Elec.light* | SteelScSr 1*Dk*(*Stl*)&*Spardk* (*Stl*–ws)3*trB* | 4644 4207 2985 | ✠100A1 *Spar dk* 4,93 ✠LMC7,91 | Mdb LA&CP | *x* | 1891 7mo | J.Laing Sunderland | BritishIndiaS.N. Co.(Lim.) *WB*=*Cell DB*312′689*t FPT* | 375·0 P10′B90′F53′ BK8 | 46·7 28·6 | 20·7 | Glasgow British *6BHCem* | T.3Cy.27″,44″&72″–48″ (*s*) 160lb *75lb* 450HP 2DB,*12rf*,GS188 G.Clark(Lim.),Sunderland | 23 7 |
| 915 99144 MSGN | **Mutual** *W.Harman*92–92 | SteelScSr 1*Dk*(*Irn*)&*Webframes* &*ptAwngdk*(*Irn*) | 2128 1556 1351 | ✠100A1 *pt Awng dk withfreeboard* ~~12,94~~ ~~11,93~~ ✠LMC9,92 | Bry LA&CP Hpl | *r* | 1892 9mo | T.Turnbull &Son Whitby | ~~Smailes&Jackson~~ T.Smailes&Son | 271·5 P29′Q70′ *ptAwngdk*173′ FK | 40·8 *WB*=*DBa* | 17·8 | Whitby British *5BHCem* | T.3Cy.21″,34″&56″–36″ (*s*) 160lb *70lb* 187HP 2SB,*4cf*,GS60,HS2780 82′*f*104′486*t* Blair&Co.(Lim.),Stockton | 19 8 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or Restored. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | Other Registers in which classed. Details of Tr. of Tr. for Past Corr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 916 WBLD LTCP | Myleta<br>*J.W.Hatton* –91 | **SteelPad** | 198<br>151<br>108 | | | | 1891 | Samuda Bros.(Lim.) London | **SouthEastern RailwayCo.** | 150·0 Q46*t* | 18·6 | 8·2 | London British | O.2Cy.30″–33″ 60H<br>T.A.Young&Son,London | | | BT till ~~19,04~~ 12,95 |
| 917 WBLP LTCP | Myrmidon<br>*R.Nelson* –90<br>2*Dks* | **SteelScSr** | 2868<br>2603<br>1816 | | | | 1890 | Scott&Co. Greenock | **OceanStmShipCo.** | 336·1 P16′B50′F46′ | 38·5 | 27·0 | Liverpool British | C.2Cy.26½″&62″-60″ FD 450H<br>Scott&Co.,Greenock | | | D BT till ~~11,04~~ 11,95 |
| 918 WMJQ | Myrtle<br>*T.W.Stafford* –94 *ss*<br>*Well deck* 1*Dk*(*Irn*)2*trB* | **IronScSr**<br>Sld.No.2–91 | 1329<br>1069<br>838 | ✠100A1<br>7,93<br>~~BS9,93~~ ✠LMC4,91 | Sld A&CP | *o* | 1882<br>7mo | W.Pickersgill&Son Sunderland | **J.Hopper** | 241·0<br>Q89′B46′F38′<br>drp92 BK8½″ *WB*=*DB* | 34·1 | 17·1 | Sundrland British | C.2Cy.31″&57″–36″ (*i*)<br>80lb *65lb* 99H<br>2SB.*4pf*,GS66<br>G.Clark,Sunderland | 18 | 4 | D |
| 919 KNWF | —<br>*J.Neil* (*ex*Helen) | **IronSc3MstSrYt**<br>*ss*Grk.No.3–10,83<br>*ss*Grk.No.2–91 1*Dk* | 209<br>200<br>77 | ✠A1<br>7,91<br>✠NE&B5,87 ✠LMC7,91 | Ard A&CP | | 1869<br>6mo | W.C.Miller &Sons Liverpool | **J.Neil** | 162·6 | 20·5 | 12·1 | Glasgow British 5*BHCem* | Q4Cy.12″17″24″&34″-24″(*s*)<br>180lb 72H<br>Rankin&Blackmore,Grk. | | | |
| 920 WTMS HVDS | Myrtle Branch<br>~~*G.W.Denton* 93~~<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*Ritson* | **IronScSr**<br>*ss*Shl.No.2–91 | 1653<br>1285<br>1038 | ✠100A1<br>7,94 ~~3,94~~<br>BS~~11,93~~ ✠LMC6,91<br>5,95 | Cff LA&CP | *q* | 1883<br>6mo | Bartram, Haswell&C. Sunderland | **NautilusS.S.Co. (Lim.)**<br>(**F.&W.Ritson,** *Mgrs.*) *WB*=*D* | 258·0<br>P28′Q58′B74′F32′<br>*Ba*66′*f*60′253*t* | 36·1 | 18·6<br>BK9″<br>*FPT* | Sundrland British 6*BHCem* 25*t APT* 20*t* | C.2Cy.33″&61″–33″ (*i*)<br>80lb *55lb* 160H<br>1DB.*4pf*,GS82<br>T.Richardson&Sons,Hpl. | 20 | 1<br>s 1 | 11 |
| 921 MVPL | Myrtledene<br>~~*J.A.Stabell* 93~~<br>*Clark* 1*Dk*(*Stl*)&*Web frames* &*pt Awng dk*(*Irn*) | **SteelScSr** | 3024<br>2381<br>1948 | ✠100A1<br>*pt Awng dk with freeboard*<br>11,94 ~~93~~ ✠LMC11,92 | Bry A&CP<br>Nwc | *u* | 1892<br>11mo | ShortBros. Sunderland | **J.T.Lunn&Co.**<br>*WB*=*Cell* | 320·1<br>P33′Q96′B128′F33′<br>RFD30′ drp94 FK<br>*D B*252′750*t* | 40·5 | 21·1<br>6*BHCem*<br>*FPT* | Newcastle British 82*t APT* 55*t* | T.3Cy.23″,38″&62″–42″ (*r*)<br>160lb *80lb* 220H<br>2SB.*6pf*,GS112,HS3774<br>G.Clark(Lim.),Sunderland | 23<br>s 9 | 7<br>1 | |
| 922 PQLF | Mystery<br>1*Dk* | **WoodPadSp** | 105<br>105<br>25 | | | | 1852 | M.Wigram &Sons Southampton | **T.S.Rowntree** | 99·0 | 18·8 | 10·4 | SydnyNSW British | 2Cy.25″–48″ 60H<br>G.Butchard,London | | | |
| 923 101941 | —<br>*E.Martin*92–92 | **Steel&IronScK**<br>1*Dk*<br>*Irnframing,Stl plating* | 68<br>67<br>10 | ✠ A1<br>*For Towing purposes*<br>7,92 ✠LMC10,92 | Lon | *s* | 1892<br>7mo | Edwards& Symes London | **E.Martin&Co.** | 78·0<br>B9′ | 16·1 | 8·6<br>BK4½″ | London British | C.2Cy.16″&31″–20″ (*s*)<br>100lb 60H<br>1SB.*2pf*,GS31,HS843<br>Vosper&Co.,Portsmouth | 9 | 2 | |
| 924 99959 | Mystic<br>*J.Paisley*93–93<br>*Elec.light* | **SteelTwinScSr**<br>2*Dks*(*UptStl*) | 726<br>602<br>175 | ✠100A1<br>~~3,94 4,93~~ 5,95<br>✠LMC4,93 | Bel LA&CP | *m* | 1893<br>4mo | Harland& Wolff(Lim.) Belfast | **BelfastS.S.Co. (Lim.)**<br>*WB*= | 220·8<br>P33′B86′F28′<br>*Cell DB*89′93*t* | 29·1 | 14·6<br>BK7½″<br>*FPT* | Belfast British 5*BHCem* 11*t APT* 13*t* | T.6Cy.16″,26″&43″–28″ (*s*)<br>180lb 219H<br>3SB.*6tf*,GS115,HS3630<br>Harland&Wolff(Lim.)Bel. | 15<br>s 2 | 7<br>1 | BT till ~~8,94~~ 8,95 |
| 925 WMBR | Mytilene<br>*H.Atkins*83–83 *ss*<br>1*Dk*(*Irn*)2*trB* | **IronScSr**<br>Sld.No.3–6,93 | 1827<br>1543<br>1183 | ✠100A1<br>2,94<br>~~BS8,94~~ ✠LMC6,93 | Sld A&CP | *r* | 1881<br>2mo | Short Bros. Sunderland | **Lumsdon,Byers& Co.** | 265·5<br>P30′B66′F30′<br>*DB*216′378*t* | 36·0 | 20·4<br>BK9½″<br>*WB*=*Cell* | Sundrland British 6*BHCem* | C.2Cy.33″&62″–42″ (*i*)<br>80lb ~~60lb~~ 180H<br>2SB.*6pf*,GS90<br>G.Clark,Sunderland | 23<br>s 3 | 7<br>7 | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 / 3 Nom du Navire. Matériaux. Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. — Total. / Sous le Pont. / Net. | 5 Détails de la Classification. — Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equivalent. | 8 Construit. — Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. — Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres, Course du Piston. Pression des Chaudières. Force nominale, Nom du Constructeur. | 14 Observations Générales. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 95200 | **N.Strong** SteelScSr<br>*W.Norman* –92 | 135<br>135<br>14 | | | | 1890 | Tyneside E.Wks.Co. (Lim.) Cardiff | **J.N.Strong** | 111·5 | 20·4 | 9·2 | Cardiff British | C.2Cy.11″&36″–24″ 60H<br>TynesideE.Wks.Co.(Lim.) Cardiff | |
| KLSB | **2 N.Verberckmoes** SteelScSr<br>*Seronde*83–91 2*Dks*&*Spardk* | 1487<br>1393<br>777 | | | | 1890 | J Readhead and Sons S.Shields | **Cie.Gén.desBateaux àVap.à Hélice du Nord** | 250·0 | 33·0 | 23·9 | Dunkirk French *WB* | T.3Cy.20″,33″&55″–39″ 170H<br>J.Readhead&Sons,S.Shl. | |
| 99168 | **3 Naalso** IronScK<br>*F.Klotz* –91 1*Dk* | 135<br>123<br>54 | ✠100A1 *StmTrawler*<br>5,95~~6,01~~ ✠LMC6,91 Gms | Hul LA&CP | | 1891<br>6mo | Earle'sCo. (Lim.) Hull | **WhiteStarSteam FishingCo.(Lim.)** | 96·4<br>Q16′F19′ | 20·2<br>BK7½″ | 10·4<br>*3BHCem* | Grimsby British | T.3Cy.12″,18″&30″–18″ (*s*) 45H<br>1SB.*2pf*,GS26,HS750<br>Earle'sCo.(Lim.),Hull | 11 |
| 130249 JWVM | **4 Nacoochee** IronScSr<br>*Smith* 2*Dks*&*Spardk* | 2680<br>—<br>1905 | | | | 1882 | J.Roach& Son Chester,Pa. | **OceanS.S.Co.** | 280·0 | 40·7 | 15·8<br>24·7 | SavannhG Utd.States | C.2Cy.38″&74″–54″ 360H<br>J.Roach & Son,Chester,Pa. | |
| JGVL | **5 Nad-Odd** WoodScSr<br>*G.Gundersen* –90<br>F&YM8,91 1*Dk2trB* | 285<br>217<br>162 | | | | 1890 | ..... Hardanger | **O.Puntervold** | 123·0<br>Q21*t* | 22·8<br>B41*t* | 12·8<br>H6*t* | Egersund Norwegian | C.2Cy.15″&30¼″–18″ 30H<br>BergensMek.Verk.,Bergen | |
| 97982 | **6 Naderi** SteelScSr<br>*A.McAllister*90–91<br>*Elec.light* 1*Dk*(*Stl*)&*Spardk3trB* | 1878<br>1674<br>1169 | ✠100A1 *Spar dk*<br>4,93 ✠LMC9,91 | Bom A&CP | *r* | 1891<br>9mo | W.Dobson &Co. Newcastle | **Bombay&Persia Stm.Nav.Co. (Lim.)** | 263·5<br>P32′B94′F42′<br>FK<br>*WB*=*Cell* | 36·1<br>22·6<br>*4BHCem*<br>*DB*220′290*t* | 15·0<br>Bombay British<br>~~London~~<br>*WB*=*Cell* | T.3Cy.20″,33″&54″–39″ (*s*)<br>160lb *80lb* 160H<br>2SB.*6pf*,GS104,HS3250<br>N.E.Marine E.Co(Lm)Nwc | 17<br>s 6 |
| 539 HNMW | **7 Nadeshda** IronSc3MstSr<br>*G.Lachnitsky* –88<br>(*ex*Dunmurry,*ex*Irishman) | 312<br>277<br>173 | | | | 1854 | Blackwood & Gordon Paisley | **RussianCo.forSea, River&Land Insurance&Conveyance of Goods** | 170·6<br>len63 | 21·4 | 12·4 | Odessa Russian | C.2Cy.17″&28½″–24″ NE&B83 50H<br>Harland&Wolff,Belfast | |
| 96392 | **8 Nadir** SteelScSr<br>*W.J.Crebbin* –94<br>2*Dks*(*UStl*-ws)&*deepframing3dk rule*<br>*Elec.light* ssCal.No.1-94 | 3142<br>2820<br>2041 | ✠100A1<br>8,94~~12,89~~ ✠LMC~~12,89~~ 7,94 | Bel LA&CP<br>Cal | *v* | 1889<br>12mo | Harland& Wolff(Lim.) Belfast | **AsiaticSteamNav. Co.(Lim.)** | 345·6<br>P48′B80′F52′<br>BK9″<br>*WB*=~~*CellDB*~~ | 42·2<br>24·5<br>*6BHCem*<br>~~*CellDBg*~~ | | Liverpool British<br>180lb *95lb* 300H<br>2DB,*8rf*,GS115,HS4180<br>68*tAPT*43*t* | T.3Cy.22″,36″&60″–48″ (*s*)<br>Harland&Wolff(Lim),Bel. | 28<br>s 6 |
| 98537 | **9 Nador** SteelScSr<br>*R.Wylie* –93 1*Dk*(*ptStlptIrn*)<br>&*Webframes*&*ptAwng dk*(*Irn*) | 2031<br>1522<br>1302 | ✠100A1 *pt Awng dk withfreeboard*<br>7,94~~9,93~~ ✠LMC3,98 | Cff LA&CP | *r* | 1893<br>3mo | W.Gray& Co.(Lim.) WHartlepool | **F.M.Burke** | 265·5<br>P27′Q76′<br>*WB* | 37·1<br>19·0<br>*4BHCem*<br>*WB*=*Cell D B* 222′419*t* | | W.Hartlpl British<br>160lb *80lb* 150H<br>2SB.*4rf*,GS52,HS2480<br>*APT*23*t* | T.3Cy.20″,31½″&53″–36″ (*s*)<br>CentralMar.E.Wks,WHpl. | 21<br>s 8 |
| 211 HCGW | **10 Nagasaki Maru** WoodScSr<br>*ShijeatsuHirai* 2*Dks* | 375<br>354<br>233 | | | | 1879 | Kosaku BunKioku Nagasaki | **OakiKikusaburo** | 144·3 | 20·4 | 16·6 | Osaka Japanese | 2Cy.<br>39H | |
| 948 HGBQ | **11 Nagato Maru** SteelScSr<br>~~*R.Pender*~~ ssYka.No.2–92<br>*G.W.Conner* 2*Dks*(*UStl*-ws)&*Spardk* | 1854<br>1195<br>1149 | ✠100A1 *Spar dk*<br>1,95~~3,94~~ ✠LMC3,94<br>~~BS1,95~~ | Yka LA&CP | *r* | 1884<br>9mo | Napier, Shanks&Bell Glasgow | **NipponYusen Kaisha** | 263·8<br>lrp94<br>*WB*=*Cell* | 34·5<br>26·0<br>*5BHCem*<br>*DB*184′252*t* | 18·1<br>BK9″<br>*FPT*32*t* | Tokio Japanese<br>90lb *60lb* 197H<br>2DB,*8pf*,GS152<br>*APT*11*t* | C.2Cy.36″&68″–44″ (*a*)<br>J.Howden&Co.,Glasgow | 21<br>s 7 |
| 96036 | **12 Nagoya Maru** IronScSr<br>*F.J.Brown* –93 ssLon.No.2–92<br>(*ex*Oopack) 2*Dks*(*Irn-Uws*)3*trB* | 2705<br>2546<br>1730 | ✠100A1<br>~~9,93~~5,94<br>~~BS2,93~~ ✠LMC~~11,91~~<br>5,94 | Lon LA&CP<br>Yka | *v* | 1883<br>12mo | D&W Henderson&Co. Glasgow | **NipponYusen Kaisha** | 350·0<br>P12′B64′F42′<br>FK<br>*WB*=*Cell* | 41·8<br>23·5<br>*7BHCem*<br>*DB*240′415*t* | | Tokio Japanese<br>90lb *60lb* 480H<br>2DB,*12cf*,GS212<br>D.&W.Henderson&Co.,Gls | C.2Cy.33″&66″–60″ (*a*)<br>1Cy.<br>15H | 26<br>s 5 |
| 425 HDBJ | **13 Nagusa Maru** WoodScSr<br>*KinjiroImao* | 200<br>176<br>124 | | | | 1880 | E.C.Kirby &Co. Kobe | **OsakaShosen Kaisha** | 120·6 | 17·0 | 13·1 | Osaka Japanese | 1Cy.<br>15H | |
| JQBC | **14 Nagy Lajos** SteelScSr<br>*R.Lazzer*86–93 2*Dks*(*Stl–Uws*)<br>*I.Smoquina* &*Webframes* | 2286<br>2037<br>1442 | ✠100A1<br>10,94~~11,93~~ ✠LMC12,93 | Nwc LA&CP<br>Fiu | *s* | 1893<br>11mo | Wigham Richardson &Co. Newcastle | **RoyalHungarian SeaNavigation Co.Adria(Lim.)** | 285·5<br>P34′B60′F33′<br>FK<br>*WB*=*Cell D B* 232′422*t* | 38·2<br>23·2<br>*5BHCem*<br>*APT*49*t* | | Fiume Aust.-Hung.<br>165lb *80lb* 230H<br>2SB,*6rf*,GS99,HS3808<br>WighamRchrdsn&Co.Nwc | T.3Cy.22″,36″&59″–39″ (*s*)<br>2Cy.50″–36″ 160H<br>J.Penn&Sons,London | 25<br>s 4 |
| JQBC | **15 Nahimoff** IronScBk<br>*M.Fortunof* 2*Dks*3*trB* | 1673<br>1610<br>1276 | 8,73 | Lon A&CP | | 1865<br>4mo | Samuda Bros. London | **RussianSteamNav &TradingCo.** | 267·1 | 36·1 | 26·8 | Odessa Russian<br>*5BHCem* | | |
| 96036 | **16 Naikban** SteelTwinScSr<br>*H.Macnab* –89<br>*Elec.light* 1*Dk* | 300<br>300<br>204 | | | | 1888 | W.Denny &Bros. Dumbarton | **IrrawaddyFlotilla Co.(Lim.)** | 165·0 | 27·1 | 9·2 | Glasgow British | C.4Cy.21½″&38″–24″ 43H<br>Denny&Co.,Dumbarton | |
| 96079 LGVM | **17 Nairnshire** SteelScBg<br>*C.Olsen* –93 ss*Lon.No.1-94*<br>*Well deck* 2*Dks*(*UStl*-ws)&*Webframes*<br>*Elec.light* | 3720<br>3076<br>2428 | ✠100A1<br>~~10,91~~~~11,93~~5,95 ✠LMC10,93 | Lon A&CP | *w* | 1889<br>8mo | R&W Haw thorn,Leslie & Co.(Lim.) Newcastle | **ElderslieS.S.Co. (Lim.) (Turnbull,Martin &Co.,*Mgrs.*)** | 350·5<br>P208′F98′<br>BK11″<br>*WB*=*Cell* | 47·7<br>24·2<br>*6BHCem*<br>*D B*276′615*t* | | Glasgow British<br>160lb *90lb* 306H<br>3DB,*12rf*,GS210<br>HawthrnLsle.&C.(L.)Nwc | T.3Cy.27″,44″&71″–48″ (*s*)<br>Harland&Wolff(Lim.),Bel. | 27<br>s 3 |
| 102051 MVLB | **18 Nairung** SteelTwinScSr<br>*J.Bullock* –92 2*Dks*(*Stl*–ws)3*trB*<br>*Elec.light* | 4425<br>4098<br>2862 | ✠100A1<br>2,95~~11,92~~ ✠LMC11,92 | Bel LA&CP<br>Cal | *y* | 1892<br>11mo | Harland& Wolff(Lim) Belfast | **Asiatic SteamNav. Co.(Lim.)** | 400·7<br>P39′B92′F47′<br>FK&BK2½″<br>*WB*=*Cell D B*300′806*t* | 45·2<br>28·1<br>*7BHCem*<br>*FPT*67*tAPT*51*t* | | Liverpool British<br>180lb *90lb* 365H<br>2DB,*12rf*,GS187,HS6060<br>Harland&Wolff(Lim.)Bel. | T.6Cy.18½″,30″&50″–42″ (*s*)<br>Harland&Wolff(Lim),Bel. | 31<br>s 7 |
| 93 MNPV | **19 Najade** IronScSr<br>*Moretti*69–87 1*Dk* | 748<br>679<br>456 | | | | 1876 | LloydAustro-Ung. Trieste | **LloydAustriaco** | 218·5 | 27·5 | 18·5 | Trieste Aust.-Hung. | C.2Cy.21″&38″–33″ 97H<br>ArsenaleLloyd,Trieste | |

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| 1 No. in Book. / Official No. / Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20<br>1188<br>HSTC | Najaden Iron&SteelTwinScSr<br>C.F.Hultén73–94<br>1Dk&Awngdk | 457<br>275<br>340 | | | | 1886 | MotalaCo.<br>Gothenburg | HallandsÅngb. Aktieb. (L.Kollberg) | 164·3<br>H37t | 24·6 | 10·7<br>17·5 | Halmstad<br>Swedish<br>WB | C.4Cy.16½″&33″–20″<br>120HP<br>MotalaCo.,Motala | | |
| 21<br>1279<br>HJLR | Nakamura Maru Wood Sr | 102<br>98<br>63 | | | | 1891 | Murase Tamemasa<br>Tosa | MinamiYohei | 96·0 | 12·9 | 11·6 | Shimoda<br>Japanese | 1Cy.<br>19HP | | |
| 22<br>988<br>HGFK | Nakatsugawa Maru Wood—Sr<br>YoshihiroMeyasaki | 148<br>137<br>92 | | | | 1886 | Sayama Yashitaro<br>Kobe | OsakaShosen Kaisha | 112·5 | 15·1 | 12·3 | Osaka<br>Japanese | 2Cy.<br>28HP | | |
| 23<br>KJGL | Nam Vian IronScSr<br>Avrard81–86<br>1Dk | 757<br>—<br>436 | | | | 1876 | Forges&C. de la Médit.<br>Marseilles | MessageriesFluviales deCochinchine | 199·0<br>H61t F25t | 29·7 | 15·3 | Saigon<br>French | C.2Cy.23⅝″&47¼″–22″<br>94HP<br>Forges&C.delaMédit.,Msl. | | |
| 24<br>70432<br>NTPW | Nam Yong IronScSr<br>~~W.Nicol —93~~ ssHpl.No.3–9,88<br>W.Nicol93-93 ssSng.No.1–92<br>(exNorman,exMonarch,exJ.B.Walker)<br>2Dks3trB | 1512<br>1435<br>984 | ✠90A1<br>7,94 ~~2,94~~<br>✠NB9,88 | Sng<br>A&CP<br>LMC8,93 7,94 | r | 1875<br>3mo | R.Dixon& Co.<br>Middlesbro' | LimHoPuah | 255·5<br>F36'<br>W | 32·2 | 23·9<br>BK9″ | Singapore<br>British<br>4BHCem<br>B = DBa74' | T.3Cy.18″,30″&57″–33″ (s)<br>150lb 50lb NDB88 150HP<br>1SB,3rf,GS63<br>Tpd 88T.Richardson&Sons Hartlepool | 25 ″ 1 | D |
| 25<br>65090<br>WLKF | Namoa IronScSr<br>Harris87–92 ssHKg.No.3–3,85<br>ssHKg.No.2–91<br>1Dk&Awngdk3trB | 1375<br>933<br>863 | ✠90A1<br>Awng dk withfreeboard<br>1,95 ~~1,94~~<br>~~B&MS12,93~~ | HKg<br>BS1,95 | o | 1872<br>9mo | HallRussll &Co.<br>Aberdeen | DouglasS.S.Co. (Lim.) | 239·0<br>srp95<br>WB=DB | 31·1 | 17·3<br>24·2<br>BK8″ | HongKong<br>British<br>4BHCem<br>a57'f55'237t | C.2Cy.29″&55½″–36″ (i)<br>70lb NB82 NDB82 130HP<br>2DB,GS208 40lb<br>Hall,Russell&Co.,Abn. | 18 ″ 3<br>s8 ″ 9½ | |
| 26<br>89250<br>RLHB | Namoi SteelPadSr<br>R.J.Skinner –94<br>1Dk(ptStl)&Awngdk | 1414<br>1279<br>809 | ✠<br>Awng dk withfreeboard<br>1,84<br>✠<br>Coasting service,Sydney & Nwc.,NSW | Lth<br>LA&CP | n | 1883<br>8mo | J.Key& Sons<br>Kinghorn | Newcastle& HunterRiverS.S. Co.(Lim.) | 245·2 | 31·6 | 21·7 | SydnyNSW<br>British<br>4BHCem | C.O.2Cy.50″&90″–72″<br>350HP<br>J.Key&Sons,Kirkcaldy | 14 ″ 6 | |
| 27<br>JTBH | Namsos IronScSr<br>E.Schönning83–83<br>(exKatzjarloff) 1Dk2trB | 193<br>127<br>112 | | | | 1871 | Pattison& Atkinson<br>Newcastle | SaltensDampskibsselskab. | 109·8<br>Q41' B17' F35' | 19·9 | 10·2 | Bodö<br>Norwegian<br>WB | C.2Cy.17″&31″–20″<br>45HP<br>Pattison&Atkinson,Nwc. | | N |
| 28<br>98058<br>LQFJ | Nanchang SteelTwinScSr<br>R.Cormack –90 | 1715<br>1572<br>1063 | | | | 1890 | London& Glasgow E&ISB Co. (Lim.)<br>Glasgow | ChinaNav.Co. (Lim.) | 255·0<br>B56' F29' | 36·1 | 21·8 | London<br>British | T.6Cy.14″,23″&37″–30″<br>250HP<br>Lon&GlasE&ISBCo(Lim), Glasgow | | |
| 29<br>JRDG | Nanna SteelScSr<br>J.Holck<br>Well deck 1Dk2trB | 455<br>374<br>327 | | | ... | 1881<br>11mo | Motala Co.<br>Gothenburg | J.C.Giertsen | 148·9<br>Q50' B31' H6t<br>F16' | 24·4 | 13·9<br>ptND91 | Bergen<br>Norwegian | C.2Cy.17¾″&33½″–20½″<br>50HP<br>MotalaCo.,Gothenburg | | N |
| 30<br>130391 | Nansemond WoodSc<br>B.F.Kirby –87 | 309<br>—<br>223 | | | | 1887 | T.McCusker&Co.<br>Baltimore | SuffolkS.B.Co. | 165·2 | 27·6 | 9·6 | Baltimore<br>Utd.States | C.2Cy.16″&28″–24″ | | |
| 31<br>87190<br>JBSR | Nanshan IronScSr<br>~~J.Blackburn~~ King ssHKg.No.2–92<br>2Dks(UIrn–ws)<br>[Ren]amed "Seitoku Maru," See No. 71 in Supplement | 1281<br>1148<br>805 | ✠100A1<br>~~6,93~~ 9,94<br>~~BS6,93~~ 6,94 | HKg<br>LA&CP<br>✠LMC5,92 | p | 1883<br>9mo | C.Connell &Co.<br>Glasgow | NanshanS.S.Co. (Lim.)(Gillespie Bros.& Co.)<br>WB= Cell D B214'358t FPT | 260·3<br>B30'F38' | 36·1 | 16·5<br>FK | London<br>British<br>4BHCem<br>32t APT 10t | C.2Cy.34″&60″–36″ (a)<br>80lb 50lb 180HP<br>1DB,12pf,GS170<br>J.Howden&Co.,Glasgow | 17 ″ 9<br>s3 ″ 3 | |
| 32<br>84177<br>VFDT | Nant Francon IronScSr<br>T.Lewis –92 ~~ssSws.No.2–90~~<br>Well deck 1Dk(Irn)2trB<br>ssLiv.No.3-12,93 | 668<br>564<br>428 | ✠100A1<br>4,95 ~~8,93~~<br>BS2,95 | Lon<br>LA&CP<br>✠LMC12,93<br>Mch | j | 1881<br>11mo | J Readhead &Co.<br>S.Shields | NantFranconS.S. Co.(Lim)(R.&D. Jones) | 189·8<br>Q71'B40'F22'<br>W B= DBa51'f48'&u | 26·7 | 15·0<br>BK7½″ | Liverpool<br>British<br>4BHCem<br>E&B29'135t | C.2Cy.22″&42″–30″ (i)<br>70lb 70lb NDB93 75HP<br>1SB,3pf,GS48<br>J.Readhead&Co.,S.Shields | 15 ″ 8<br>s1 ″ 7 | |
| 33<br>87851<br>HSGJ | Nant Gwynant IronScSr<br>J.Lewis58–83 ssLiv.No.2–92<br>Well deck 1Dk(Irn)2trB | 1600<br>1247<br>1007 | ✠100A1<br>2,94<br>BS ~~10,93~~ 10,94 | Liv<br>LA&CP<br>✠LMC1,92 | q | 1883<br>6mo | J Readhead &Co.<br>S.Shields | Nant GwynantS.S. Co.(Lim)(R.&D. Jones)<br>WB | 256·5<br>Q95'B60'F30'<br>= D B a74'f104'&u | 34·5 | 17·9<br>BK9″ | Liverpool<br>British<br>4BHCem<br>E& B38'378t | C.2Cy.33″&61″–36″ (i)<br>85lb 60lb 160HP<br>2SB,6pf,GS81<br>J.Readhead&Co.,S.Shields | 20 ″ 9<br>s2 ″ 3 | |
| 34<br>65098<br>VSDJ | Nantes IronScSr<br>R.Gostelow90–90 ssLon.No.3–4,85<br>(exDee) ssSws.No.1–89 1Dk | 305<br>262<br>179 | ✠<br>MS11,89<br>BS9,94 | LMC8,93 | ... | 1873<br>9mo | A.Hall& Co.<br>Aberdeen | G.R.Haller | 145·0<br>Q56'F16' | 21·1 | 11·4<br>BK7″ | Hull<br>British<br>3BHCem | C.2Cy.20″&30″–20″ (i)<br>65lb 65lb NB79 NDB90 45HP<br>1SB<br>SmithBros.&Co.,Glasgow | 11″10<br>s1 ″ 5 | |
| 35<br>KJLC | Nantes Bordeaux SteelScSr<br>Maryn85–90<br>Well deck 2Dks | 1603<br>1251<br>880 | | | | 1883 | Atel.et Chantiers de la Loire<br>Nantes | Cie.Générale des Bateaux à Vap. à Hélice du Nord | 242·4<br>Q114' B55' F27' | 34·8 | 20·2 | Dunkirk<br>French | C.2Cy.27½″&55″–35½″<br>225HP<br>Soc.desA.etCde laLoireNts<br>WB | | V |
| 36<br>KJLF | Nantes Le Havre SteelScSr<br>Jaffry<br>1Dk2trB | 1518<br>—<br>880 | | | | 1884 | Atel.et Chantiers de la Loire<br>Nantes | Cie.Nantaise de Nav.àVapeur. | 242·4<br>Q98' B10' F27' | 34·8 | 20·2 | Nantes<br>French | C.2Cy.27½″&55″–35½″<br>225HP<br>Soc.desA.etCde laLoireNts<br>WB | | V |
| 37 | Nantes Lorient SteelScSr<br>LeBlanc –94 | 118<br>104<br>19 | | | | 1894 | J.Jones& Sons<br>Liverpool | SociétéAnon. AlréenneBelle-Iloise | 98·0<br>Q19' F14' | 20·0 | 8·2 | BelleIle<br>French<br>WB | C.2Cy.14″&30″–20″<br>50HP<br>J.Jones&Sons,Liverpool | | V |
| 38<br>JPK | Nanyang IronScSr<br>A.Schultz87–92 (exIphigenia)<br>2Dks | 1510<br>837<br>1059 | | | | 1883 | Act.Ges. Vulcan<br>Stettin | Chinesische KüstenfahrtGes. | 251·9<br>B76t F62t | 34·1 | 21·0 | Hamburg<br>German | C.2Cy.33½″&63″–43″<br>220HP<br>Act.Ges.Vulcan,Stettin | | DV |
| 39<br>97610<br>PNC | Naparima SteelScSr<br>J.Gruchy –92 ssCff.No.1–94<br>1Dk(Irn)&Webframes<br>Well deck Stringers&ptBeamsIrn | 1649<br>1237<br>1043 | ✠100A1<br>~~6,94 12,93~~ 1,95 | Lon<br>A&CP<br>✠LMC ~~2,90~~ 6,94<br>~~Cff~~ | q | 1890<br>2mo | Edwards' Shipbuilding Co.(Lim.)<br>Newcastle | Caw,Prentice, Clapperton&Co. | 260·0<br>P29'Q66'B106'<br>F29' ~~drp92~~<br>WB= Cell | 36·2 | 16·8<br>FK | Glasgow<br>British<br>4BHCem<br>D B214'342t | T.3Cy.20″,32½″&53″–36″ (s)<br>160lb ~~80lb~~ 70lb 160HP<br>2SB,6pf,GS84<br>NEMarine Eng.Co(L)Nwc | 19 ″ 3<br>s1 ″ 7 | D |
| 40<br>84851<br>PKQ | Napier IronScSr<br>W.H.Sanders –91 ssShl.No.3–7,93<br>2Dks(1Irn)3trB | 1927<br>1764<br>1258 | ✠100A1<br>~~7,93~~ 7,94 | Shl<br>LA&CP<br>✠LMC7,93 | s | 1881<br>3mo | TyneI.S.B. Co.<br>Newcastle | J.Wait<br>WB | 280·3<br>P29'B28'F23'<br>= CellD B186'275t ~~&u E& B42'80t~~ FP | 36·1 | 22·5<br>FK | N.Shields<br>British<br>6BHCem<br>T29t A P T8t | C.2Cy.33″&63″–39″ (i)<br>80lb 75lb NDB91 180HP<br>2SB,4pf,GS75<br>N.E.MarineCo.(Lim.),Sld. | 25 ″ 1<br>s4 ″ 4½ | |

| Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Enlèvement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 41<br>70728<br>PBFC | **Naples** IronSc3MstSr<br>*J.Harrison* –91 *ss*Nwc.No.3–4,88 *ss*Nwc.No.1–92<br>2*Dks*(1*Irn*&1*pt Irn*)3*trB* | 2286<br>2110<br>1399 | ✠100A1<br>1,95~~3~~,94<br>✠NB4,88 BS11,94 | Bry A&CP | *s* | 1875<br>4mo | Palmers' Co.(Lim.) Newcastle | Nelson,Donkin& Co. | 316·4\|35·8\|25·9<br>P30′F40′ BK10″<br>*WB=DBa*80′*t*&*u* | London British<br>4*BHCem* | T.3Cy.22″,36½″&60″–45″ (*a*)<br>160lb *50lb* NDB88 250HP<br>2SB,*6rf*,GS108,HS3567<br>*Tpd*88 Palmers'Co.(L)Nwc |
| 42<br>RGPK | **Napoli** IronScSr<br>*J.R.Bennitt*80–80 *ss*Ham.No.2–92<br>1*Dk*(*Irn*)2*trB* | 1292<br>1230<br>852 | ~~✠100A1~~<br>11,93<br>BS1,94 ✠LMC2,92 | Shl LA&CP | *p* | 1883<br>11mo | Reihrstieg Schffswft Hamburg | O.L.Eichmann | 255·5\|32·8\|18·8<br>B48′F20′ drp93 FK<br>*WB=Cell D B*210′320*t* | Hamburg German<br>7*BHCem* | C.2Cy.29″&55½″–36″<br>70lb 130HP<br>2SB,*4pf*,GS80<br>Reihrstg.Schffwft,Ham. |
| 43<br>20<br>QSRH | — IronPadBg<br>2*Dks* | 729<br>—<br>446 | | | | 1885 | G.Howaldt Kiel | Società Napolitana di Nav.a Vap. | 229·6\|27·3\|16·3 | Naples Italian | C.5Cy.(2)26″&(3)64½″–59½″<br>250HP<br>G.Howaldt,Kiel |
| 44<br>16<br>QSRV | — IronScSr<br>*P.Taccone*<br>2*Dks* | 470<br>392<br>227 | | | | 1862 | Forges& Chantier de la Médit. LaSeyne | Navigazione Generale Italiana | 195·5\|24·7\|14·4<br>H19*t* F13′ | Venice Italian | C.4Cy.13¾″&34½″–24½″<br>140HP<br>Forges&Chantier,LaSeyne |
| 45<br>1180<br>1042 | **Napried** SteelScSr<br>*P.Drobaz*84–94 1*Dk*(*pt Stl pt Irn*)<br>2*trB*&*pt Awng dk*(*Irn*) | 1645<br>*pt Awng dk*<br>~~1,044~~ 4,95 | ✠100A1<br>*with freeboard* ~~Cft~~ Hul<br>✠LMC4,94 | Sld A&CP | *p* | 1894<br>4mo | J.Blumer &Co. Sunderland | ~~Navigazione Unione~~ ~~G.G.Gauzurevich~~ C.Scuglievich&Co | 255·0\|35·5\|15·9<br>P24′Q80′<br>*pt Awng dk*151′ FK<br>*WB=Cell DB*210 | Trieste Aust.-Hung.<br>4*BHCem*<br>373*t APT*42*t* | T.3Cy.19″,31″&51″–33″ (*r*)<br>160lb 130HP<br>1SB,*4pf*,GS68,HS2350<br>G.Clark(Lim.),Sld. |
| 46<br>89133<br>JKNM | **Nar** IronSc<br>*A.R.Hudson*94–88 *ss*Ard.No.2–92<br>1*Dk*(*Irn*) | 289<br>246<br>137 | ✠100A1<br>1,95~~12~~,93<br>BS~~3,03~~ 7,94 ✠LMC4,92 | Gls LA&CP Ayr | *e* | 1884<br>3mo | Scott&Co. Bowling | J.Hay&Sons | 145·0\|22·3\|10·5<br>Q45′B7′F20′ drp93 drp95 BK7″<br>*WB=FPT*50*t* | Lynn British<br>4*BHCem* | C.2Cy.18″&36″–28″ (*b*)<br>80lb *48lb* 55HP<br>1SB,*2pf*,GS33<br>J.Gilmour&Co.,Glasgow |
| 47<br>87970<br>JKBN | **Naranja** *Tinkler* SteelScSr<br>~~*J.H.Longdon*92–99~~ *ss*Liv.No.3–7,92<br>*Well deck* 1*Dk*(*pt Stl*)&*Webframes* | 1032<br>768<br>659 | ✠100A1<br>~~8,94~~3,91~~1~~,95<br>~~BS8,98~~ BS1,~~95~~ ✠LMC7,92 ~~Cft~~ | Liv LA&CP | *m* | 1884<br>3mo | Murdoch & Murray Pt.Glasgow | NaranjaSSCo(Ld) (Goodyear&Co.) | 214·7\|31·1\|15·4<br>Q75′B64′F45′ BK8″<br>*WB=DBa*58′*f*73′333*t FPT* | Liverpool British<br>4*BHCem*<br>25*t APT*15*t* | C.2Cy.28″&54″–36″ (*a*)<br>90lb ~~*40lb*~~ *80lb* NDB94 148HP<br>1DB,*6pf*,GS100<br>J.Howden&Co.,Glasgow |
| 48<br>HVRM | **Narciso Deulofeu** SteelScTugSr<br>*Berga*<br>*Floors,beams,stringers,&Keelson Irn*<br>*Elec.light* 1*Dk* | 131<br>121<br>59 | ✠100A1<br>10,89<br>✠LMC10,89 | Fal LA&CP | | 1889<br>10mo | Cox&Co. Falmouth | A.Deulofeu | 106·2\|18·6\| 9·2<br>BK7″ | Havana Spanish<br>4*BHCem* | T.3Cy.14″,22″&37″–22″ (*s*)<br>150lb 70HP<br>1SB,*2cf*,GS38,HS1267<br>Cox&Co.,Falmouth |
| 49<br>HNQP | **Narenta** IronScSr<br>*Botterini*70–87<br>1*Dk*(*pt Irn*)2*trB* | 1509<br>1325<br>917 | ✠<br>4,75 | Lth | Lv | 1871<br>12mo | M.Pearse& Co. Stockton | LloydAustriaco | 249·5\|33·7\|21·0<br>Q183*t*<br>lrp75 | Trieste Aust.-Hung.<br>4*BH* | C.2Cy.30½″&61″–39″<br>115HP<br>Blair&Co.(Lim.),Stockton<br>*WB=DBa APT FPT* |
| 50<br>90913<br>NJMP | **Narova** SteelScSr<br>*A.Dollar*88–94 1*Dk*(*Irn*)<br>*Well deck* | 949<br>692<br>493 | ✠100A1<br>~~4,94~~9,94<br>✠LMC4,94 | Lth A&CP | *m* | 1894<br>4mo | Ramage& Ferguson (Lim.) Leith | ~~T.Cowan~~ NarovaS.S.Co. (Lim.)(T.Cowan) | 213·0\|32·0\|12·3<br>B60′Q67′F28′ FK<br>*WB=Cell D B*132′243*t* | Grngemth British<br>4*BHCem*<br>*APT*27*t* | T.3Cy.17″,27″&44″–30″ (*s*)<br>160lb *80lb* 99HP<br>1SB,*3rf*,GS60,HS1685<br>Ramage&Ferguson(L)Ltd |
| 51<br>93554 | **Narrabeen** IronPad<br>*Williams* –87<br>1*Dk* | 239<br>214<br>151 | | | | 1886 | Mort'sDk. &Eng.Co.Ld. Blmain,NSW | PortJacksonS.S. Co.(Lim) | 160·0\|22·0\| 9·2<br>H25*t* | SydnyNSW British | C.2Cy.20″&42″–60″<br>65HP<br>Mort'sDk.&Eng.Co.Ld., Balmain,N.S.W. |
| 52<br>18475<br>JBVH | **Narragansett** WoodPad<br>*G.W.Williamson*88–90<br>1*Dk* | 1634<br>—<br>1247 | | | | 1866 | ..... New York | Providence& StoningtonS.S. Co. | 253·0\|40·0\|15·0 | Providnce, R.I. Utd.States | 800HP |
| 53<br>88157<br>JFHQ | **Narva** IronScSr<br>*T.Campbell* –92 2ndSurvey,Hul.2,93 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1889<br>1448<br>1234 | ✠A1*1<br>~~5,95~~2,03 | Hul Lon | Lv | 1883<br>11mo | Earle'sCo. (Lim.) Hull | W.S.Bailey | 275·2\|35·4\|19·1<br>P357*t*H34*t*F50*t* FK<br>*WB=CellDB* | Hull British<br>4*BH* 1PBH | C.2Cy.32″&60″–42″<br>160HP<br>2SB,*4f*<br>Earle'sCo.,(Lim.),Hull |
| 54<br>130259<br>KBHN | **Narwhal** WoodScBk<br>*H.P.Smith*90–93<br>2*Dks* | 524<br>464<br>390 | | | | 1883 | DickieBrs. SanFrancisco | PacificSteam WhalingCo. | 149·5\|32·0\|17·0 | S.Frncisco Utd.States | C.2Cy.14″&28″–24″<br>245HP<br>RisdonIronWks.,S.Frncso. |
| 55<br>86262<br>WPRT | **Naseri** IronScBn<br>*F.J.Raffin* –93 *ss*Bom.No.2–91 (*ex*Sculptor) 2*Dks*(1*Irn*) | 1342<br>1254<br>851 | ✠100A1<br>4,93~~9~~,94<br>BS2,93 ✠LMC12,91 | Bom LA&CP | | 1882<br>10mo | R.Dixon& Co. Middlesbro' | Bombay&Persia SteamNav.Co. (Lim.) | 250·0\|33·2\|20·2<br>P31′B48′F35′ BK9″ | Bombay British<br>4*BHCem* | C.2Cy.30″&55″–36″<br>80lb 120HP<br>2SB,*6pf*,GS72<br>Blair&Co.(Lim.),Stockton |
| 56<br>130340 | **Nashua** WoodPad<br>*W.B.Appleby*85–85<br>2*Dks* | 2555<br>—<br>1801 | | | | 1884 | Palmer& Co. Noank,Conn. | Providence& StoningtonS.S. Co. | 278·0\|44·0\|24·0 | Providnce Utd.States | C.2Cy.42″&78″–126″<br>JohnRoach&Son,N.York |
| 57<br>81334<br>TDPG | **Nasmyth** IronScSr<br>*J.Eaton* –92 | 1991<br>1849<br>1230 | | | | 1880 | A.Leslie& Co. Newcastle | Liverpool,Brazil &RiverPlate Stm.Nav.Co(Ld) (Lamport&Holt, *Mgrs.*) | 315·3\|34·5\|24·5 | Liverpool British | C.2Cy.26″&60″–45″<br>200HP<br>R.Stephenson&Co.,Nwc. |
| 58<br>KJNR | **Natal** IronScBk<br>3*Dks* | 4074<br>—<br>1985 | | | | 1882 | Messagries Maritimes LaCiotat | MessageriesMari-times | 413·9\|39·7\|32·8 | Marseilles French | C.3Cy.60½″(2)43½″–43½″<br>600HP<br>Messgrs.Marit.,LaCiotat |
| 59<br>98715 | — IronScK<br>1*Dk* | 167<br>150<br>69 | ✠100A1<br>*Stm Trawler*<br>9,94~~12,00~~ ✠LMC12,99 | Hul LA&CP | | 1890<br>12mo | Cochrane, Cooper& Schofield Beverley | HullSteamFish-ingandIceCo. (Lim.) | 105·6\|21·0\|11·0<br>BK7½″ | Hull British<br>3*BHCem* | T.3Cy.12½″,19½″&31½″–22½″<br>160lb (*s*) 50HP<br>1SB,*2cf*,GS27<br>Amos&Smith,Hull |
| 60<br>98854<br>MPSH | — SteelTwinScTug<br>*F.R.T.Beauvais* –94<br>1*Dk* | 158<br>156<br>59 | ✠100A1<br>5,92<br>✠LMC5,92 | Dmb LA&CP | *c* | 1892<br>5mo | W.Denny &Brothers Dumbarton | UnionSteamShip Co.(Lim.) | 110·0\|23·5 \|9·1<br>BK5½″<br>*WB=DBa*23′*f*23′61*t* | S'thamptn British<br>4*BHCem*<br>*APT*27*t* | C.4Cy.11″&21″–21″ (*s*)<br>115lb 50HP<br>1SB,*2cf*,GS38,HS114<br>Denny&Co.,Dumbarton |
| 61<br>87886 | — WoodScFlat | 145<br>136<br>98 | | | | 1882 | H.Gibson Northwich | SaltUnion(Lim.) | 90·0\|20·7\| 9·9 | Liverpool British | C.3Cy.9½″–12″<br>18HP<br>W.E.Bates,Northwich |

Missing since 1914

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c | 3 | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Yrs Assigned now Expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62 130479 KHFT | **Nathan Hale** *J.Cole* –92 | **WoodScSr** 1*Dk* | 300 — 150 | | | | 1890 | Thames TowBoatCo. N.LondonCn | ThamesTowBoat Co. | 121·8 H— | 27·0 | 14·2 | N.LndnCn. Utd.States *WB* | T.3Cy.16″,24″&41″–30″ Neafie&Levy,Philadelphia | | |
| 63 LQGM | **National** *C.Rühr*81–90 | **SteelScSr** 1*Dk2trB* | 835 613 609 | | | | 1888 | Ros.ActGs Schiffund Mschinnbau Rostock | Paulsen&Ivers | 192·0 P108′ | 29·2 F57′ | 14·7 | Kiel German *WB* | T.3Cy.13¾″,22½″&36⅝″–27⅝″ RstockrSchiffsbauGs.,Ros | | V |
| 64 81343 | — | **WoodScFlat** | 120 119 82 | | | | 1876 | G.Deakin Winsford | SaltUnion(Lim.) | 88·0 | 20·8 | 8·6 | Liverpool British | 2Cy.12″–14″ 24HP J.B.Deakin,Winsford | | |
| 65 130403 | **National City** *H.Manson*91–92 | **WoodScSr** 1*Dk* | 310 — 221 | | | | 1888 | A.Hay SanFrancisco | C.A.Hooper&Co. | 148·5 | 33·8 | 10·3 | S.Frncisco Utd.States | T.4Cy.(2)10″,22″&33″–24″ 175HP Hinkley,Spiers&HaysS Fo. | | |
| 66 79268 | **Natone** | **IronPadSr** 1*Dk* | 187 134 118 | | | | 1884 | Mort'sDck Co. BalmanNSW | J.D.Campbell | 125·7 | 20·3 | 6·7 | Brisbane British | C.2Cy.16¼″&32″–48″ 45HP Mort'sDockCo.,Balmain | | |
| 67 JTCM | **Nauma** *A.Havig* –91 | **SteelScSr** 1*Dk* | 160 86 85 | | | | 1891 | Trndhjems Mek.Verkst Drontheim | NamsosDamp-skibsselskab (J. Sommerschield) | 104·2 P64*t* | 17·8 F5*t* | 7·9 H5*t* | Namsos Norwegian | T.3Cy.10½″,16″&26″–18″ 37HP TrondjemsMV.,Drontheim | | N |
| 68 120 HFDS | **Nauplion** *Orloff*80–86 | **IronScSr** 1*Dk* | 502 441 309 | ✠ 6,82 ✠ | Cly LA&CP | *i* | 1882 5mo | HM'Intyre &Co. Paisley | D.P.Goudis | 185·6 B29′ | 26·2 F24′ | 13·7 | Piræus Greek 4*BHCem* | C.2Cy.24″&48″–33″ 96HP Hutson&Corbett,Glasgow | | |
| 69 NCSJ | **Nauta** *O.C.Steen*91–91 | **SteelScSr** 1*Dk(Stl)* | 359 296 220 | ✠100A1 6,93 | Ros LA&CP ✠LMC2,91 | *f* | 1891 2mo | Howaldts-werke Kiel | Dampskbselskabet "Nauta." (D.Torm.) | 143·6 B28′F17′ BK6″ *WB=DBa*33′25*td* | 22·4 | 13·1 | Copnhagn Danish 4*BHCem* *uE&B*21′30*t* | C.2Cy.15¾″&27½″–15¾″ (*k*) 100lb 45HP 2SB,*2cf*,GS21 Howaldtswerke,Kiel | 13″11 | |
| 70 HJKP | **Nautilus** *G.A.Svinhufvud*74–76 *Welldeck* 6thSurvey,Skm.3,92 1*Dk2trB* 1stSurveySkm.5,95 | **IronScSr** | 978 735 ~~620~~ 591 | **A1,1** 5,95 5,94 | Skm. | Lv | 1872 7mo | Bergsunds Mek.Verkst Stockholm | StockholmsÅngf. Rederib. (G.Brolin,*Mgr.*) (S.E.Ternström,*Mgr.*) | 208·9 P122′H12*t*F23′ BK8″ | 28·6 | 17·1 | Stockholm Swedish | C.2Cy.26″&52″–30″ NB84 120HP BergsundMek.Verks.Skm. | | |
| 71 70681 NQGC | — *W.Drynan* –94 *ss*Lon.No.3–3,84 *ss*Lon.No.2-93 ~~*ss*Lon.No.1–2,93~~ 1*Dk* | **IronScSr** | 718 636 467 | ✠90A1 7,94 ~~7,98~~ BS6,94 | Lon A&CP LMC5,93 | *l* | 1874 11mo | GSGulston Sunderland | GeneralSteam NavigationCo. | 199·5 Q75′ | 28·0 BK7½ *WB=* | 18·8 | London British 4*BHCem* *DBa*55′*f*45′ | C.2Cy.26″&47″–33″ (*i*) 65lb *50lb* NB85 95HP 1SB,*3pf*,GS54 G.Clark,Sunderland | 16″10 s 2″ 2½ | D |
| 72 PBFL | — *B.Foerster*79–79 | **IronSc3MstSr** (*ex*Dragon) 1*Dk* | 448 — 359 | | | | 1861 | Jones, Quiggin&C Liverpool | LübeckerDampf-schifffahrtsGes. | 187·0 P43′ len81 | 22·5 B23′ | 12·8 Q24′ | Lübeck German | C.2Cy.19¼″&35½″–24″ 55HP Rost.Act.Ges.für Schiff.& Maschb.,Rostock | | G |
| 73 84610 | — *H.J.Hanson*82–90 | **SteelScSr** *ss*CTn No.1-94 1*Dk(Stl)&AwngDk* | 360 339 216 | ✠100A1 *Awng dk withfreeboard* 7,94 | Cly LA&CP CTn ✠LMC~~1,00~~ 6,94 | *d* | 1890 1mo | JM'Arthur &Co. Paisley | F.J.Webster | 130·0 H19*t* | 24·0 15·8 BK7″ *WB=FPT* | 9·9 | Cape Town British 4*BHCem* 15*tAPT*15*t* | C.2Cy.18″&35″–24″ (*s*) 90lb ~~90lb~~ *65lb* 50HP 1SB,*2pf*,GS39 Bow,M'Lachlan&Co.,Psy. | 9″6 s 7″5 w7″6 | |
| 74 94133 | — | **IronScCtr** 1*Dk* | 260 260 177 | | | | 1879 | J.Walker &Co. Maryborough | Government of Queensland | 135·3 | 23·1 | 10·3 | Brisbane British | C.2Cy.1~~8~~″&33″–20″ 47HP J.Walker&Co.,Maryboro' | | |
| 75 97294 | — *H.Lewis* | **WoodScYl** | 143 137 80 | | | | 1888 | J.Wood-cock Northwich | SaltUnion(Lim.) | 88·6 | 21·0 | 10·1 | Runcorn British | C.2Cy.13″&16″–18″ 48HP Forrest&Co.,Manchester | | |
| 76 88694 MNQR | **Navarino** *J.Templeton* –94 | **IronScBg** | 3400 2140 2189 | | | … | 1873 10mo | Earle'sCo. Hull | ~~BritishIndia Associated Steamers(Lim.)~~ S.Galbraith ~~H.Lemon&Co.~~ R.Jobson&Co. | 389·0 | 38·8 | 19·7 27·5 | Glasgow British | C.2Cy.43″&78″–50″ 340HP Earle'sCo.,Hull | 21″4 s 8″0 | |
| Broken up 1895 Wrecked 11,94 WPMV | **Navarra** *ss*Hpl.No.1-94 ~~*SUNK BY COLLISION 2,94*~~ ~~*H.S.Le Gresley*90–90~~ *ss*Cly.No.3–5,90 *Well deck W.J.Wood*94–94 1*Dk(ptIrn)2trB* | **IronScSr** | 592 ~~A100A1~~ 7,94 ~~12,91~~ 464 ~~325~~ 358 | Cff LA&CP Hpl. ✠LMC7,94 | | *j* | 1882 5mo | H.Murray &Co. Greenock | R.Jobson&Co. | 193·8 Q69′ ~~dup91~~ *WB=DBa*46′*f*29′ | 27·2 B44′ drp94 | 13·7 F28′ | Hartlepool British 4*BHCem* 149*tFPT*25*t* | C.2Cy.26″&49″–36″ (*a*) 80lb *55lb* 98HP W.Kemp,Glasgow | 14″5 s 1″4 | |
| 78 HVBW | **Navarro** *T.deGoicoechea* *ss*Lon.No.2–91 2*Dks(Irn)&Spardk(Irn)* | **IronScBn** | 3771 2609 2564 | ✠100A1 *Spar dk* ~~9,95~~ 7,94 BS7,94 ~~BS5,98~~ | Liv LA&CP ✠LMC9,~~00~~ | *w* | 1882 12mo | Barrow S.B.Co. Barrow | M.M.deArrotegui | 350·1 P20′B88′F44′ BK10″ *WB=DBuE&B* 70′207*tFPT*46*t* | 40·1 31·4 5*BHCem* *A* | 24·0 | Bilbao Spanish *PT*43*tMT*32′ 360*td* | C.2Cy.43″&86″–54″ (*b*) 90lb *80lb* 350HP 3DB,*14pf*,GS280,HS6625 *ptka*32′299*t* BarrowS.B.Co.,Barrow | | |
| 79 130370 KDSH | — *R.W.Anderson* –87 | **WoodScSr** 1*Dk* | 233 — 171 | | | | 1887 | A.Hay SanFrancisco | R.G.Byxbee | 126·0 | 32·0 | 10·4 | S.Frncisco Utd.States | C.2Cy.12″&24″–20″ 50HP Hinkley Spiers&HayesSFo | | |
| 80 81569 SWBG | **Navigation** *H.E.Vallentine* –94 *ss*Shl.No.3–4,88 *ss*P.Gl.No.1–94 1*Dk(Irn)2trB* | **IronScSr** | 1558 1429 1017 | ✠100A1 ~~5,94~~ 5,95 ✠NE&B4,94 | PGl A&CP Gms ✠LMC4,94 | *q* | 1879 6mo | Palmers' Co.(Lim.) Newcastle | Raeburn&Vérel | 247·0 P29′F27′ ptND94 *WB=DBa*58′*f*40′ | 34·2 BK7½″ | 21·0 5*BHCem* *FPTAPT* | Glasgow British | C.2Cy.20″&50″–36″ (*s*) 150lb *80lb* FD NDB94 180HP 1SB,*3rf*,GS50,HS2161 Blackwood&Gordon,P.Gl. | 22″2 s 3″10½ | |
| 81 92704 KJCQ | **Navigator** *A.Rutherford* –92 ~~*ssLiv.No.1–91*~~ 1*Dk(Stl)&Spardk(Stl–ws)3trB* *ssLiv.No.2–94* | **SteelScSr** | 2510 2434 1644 | ✠100A1 *Spar dk* 4,95 ~~2,94~~ ~~BS2,94~~ | Liv A&CP ✠LMC2,~~91~~ | *t* | 1886 9mo | J.Laing Sunderland | CharenteS.S.Co. (Lim.) (T.&J. Harrison,*Mgrs.*) | 301·0 B58′F39′ BK10″ | 37·7 27·8 6*BHCem* | 20·0 | Liverpool British | T.3Cy.24″,38″&62″–42″ (*s*) 160lb *60lb* 330HP 2DB,*8cf*,GS122 Blair&Co.(Lim.),Stk. | 21″7 s 6″11 | BT till ~~9/96~~ 5,95 |
| 82 96383 LKRV | **Nawab** *W.S.Corran* –93 *ss*Cal.No.1–94 2*Dks(USt–ws)&Deep framing3DkRule* *Elec.light* | **SteelScSr** | 3142 2820 2041 | ✠100A1 ~~11,89~~ 6,94 ✠LMC11,~~89~~ 6,94 Cal | Bel LA&CP | *v* | 1889 11mo | Harland& Wolff(Lim) Belfast | AsiaticSteamNav. Co.(Lim.) | 345·6 P48′B80′F52′ BK9″ ~~*WB=CellDBa*48′459*tFPT*~~ *WB=CellDBa*90′255*tSuE*13′44*tFPT* | 42·2 | 24·5 6*BHCem* ~~68*tAPT*43*t~~~ 68*tAPT*43*t* | Liverpool British | T.3Cy.22″,36″&60″–48″ (*s*) 180lb *90lb* 300HP 2DB,*8rf*,GS115,HS4180 Harland&Wolff(Lim.)Bel. | 28″1 | |
| 83 68970 RJNB | **Naworth Castle** *W.Parker*89–89 *ss*Sld.No.3–3,91 2*Dks(1Irn)3trB* *ss*Sld.No.1–95 | **IronScSr** | ~~1750~~ ~~1537~~ ~~1184~~ 1715 1557 1076 | ✠100A1 ~~6,94 2,98~~ 3,95 ✠NE&B7,92 | Cff A&CP Sld ~~Bry Dble~~ ✠LMC~~1,98~~ 3,95 | *r* | 1878 3mo | JLThomp-son&Sons Sunderland | J.H.Watson&Co. | 260·5 F29′ BK9½″ *WB=* | 34·0 | 23·8 4*BHCem* *DBa*84′*f*44 | Sundrland British | T.3Cy.20″,32½″&53″–36″ (*s*) 160lb *80lb* NDB92 200HP 2SB,*4rf*,GS72,HS2560 J.Dickinson,Sunderland | 25″3 s 4″2½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maximum pour cette classification d'Entretien. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84 | **Naxos** | **IronScSr** | 1699 | | | | 1878 | C.Mitchell &Co. Newcastle | DeutscheLevante Linie | 270·3 H77*t* | 33·8 F36*t* | 23·6 | Hamburg German | C.2Cy.34″&62″–42″ 200 |
| RJNC | *P.B.Groot*91–92 (*ex*Hamburg) | *2Dks3trB* | 1556 1192 | | | | | | | | | | | WallsendSlipwayCo.,Nw |
| 85 | **Ne-oblie** | **WoodScSr** | 222 205 | | | | 1878 | W.Mc-Culloch ScottsCreek, N.S.W. | A.Pelletier | 120·5 H17*t* | 22·2 | 9·8 | Noumea French | 1Cy.13″–16″ 30 |
| KJRD | | *1Dk* | 151 | | | | | | | | | | | Plenty&Sons,Newbury, Eng. |
| 86 | **Neapel** | **IronScSr** | 1366 | 95A1 | Ham | *p* | 1875 | Aitken& Mansel Glasgow | R.M.Sloman&Co. | 250·0 | 32·7 | 15·5 23·2 | Hamburg German | T.3Cy.19″,32″&56″–36″ (s |
| RGVS | *J.H.Brockmann*93–93 *ss*Cpn.No.3–2,86 (*ex*Freja) *ss*Ham.No.2–92 | *1Dk&Spardk3trB* | 972 845 | *Spar dk* 3,95 ~~7,92~~ | A&CP | | 5mo | | | | | BK7½″ *WB*= | | 164lb *75lb* NDB92 150 1DB,*4cf*,GS65,HS2680 *Tpd*92 Blohm&Voss,Ham |
| Wrecked 8.94 | **Neath Abbey** | **IronScSr** | 113 | ✠NB7,92 | LMC7,92 | | 1846 | Tregelles Neath | R.H.Gunning | 109·6 Q5*t* | 17·1 | 8·9 | Bristol British | 60 |
| 3348 HWLD | *W.Morgan* –94 | | 97 62 | | | | | | | | | | | |
| Missing since 12.94 | **Neck** | **SteelScTrawler** | 138 | | | | 1892 | J.C.Teck-lenborg Geestemünde | J.Wieting | 106·1 | 20·5 | 9·6 | Gstemnde German | C.2Cy.17¾″&32½″–22″ 65 |
| KRFW | *H.Külper*88–92 | *1Dk* | 127 55 | | | | | | | | | | *WB* | J.C.Tecklenborg,Gstmn |
| 89 | **Neckar** | **IronScBg** | 3250 | | | | 1874 | Caird&Co. Greenock | Norddeutscher Lloyd | 351·1 | 39·7 | 33·5 | Bremen German | C.2Cy.62″&104″–54″ 600 |
| QOPB | *Fr.Mentz* –93 *Elec.light* | *2Dks3trB* | 1492 | | | | | | | | | | | Caird&Co.,Greenock |
| 90 | **Necken** | **IronScSp** | 112 | | | | 1868 | MotalaCo. Gothenburg | Ångf.Aktieb. "Necken" (L.Landberg) | 97·4 Q33′ | 18·0 H11*t* | 8·1 F29′ | Trollhät-tanElfbrgs Cn Swedish | C.2Cy.11¾″&23½″–14½″ NE86 25 |
| | *C.B.Clase* –80 | *1Dk* | 85 82 | | | | | | | | | | | EriksbergsM.V.,Gothenb |
| 91 | **Nederland** | **IronSc** | 2839 | ✠100A1 | Ant | *u* | 1873 | Palmers'Co Newcastle | Soc.Anon.Belge. Américaine | 329·2 P48′B45′F38′ | 38·6 | 30·5 BK10″ *WB*=*DB*262′ | Antwerp Belgian | C.2Cy.40″&80″–42″ 75lb 290 |
| MBNJ | *Buschmann* *ss*Ant.No.3–10,84 *ss*Ant.No.2–93 | *3Dks* | 2827 1819 | 3,93 B&MS3,93 | A&CP | | 6mo | | | | | | | 2DB,*12f* Palmers'Co.,Newcastle |
| 92 | — | **SteelPadSr** | 1660 | | | ... | 1887 | Fairfield S.B.&Eng. Co.(Lim.) Glasgow | Stoomv.Maats. "Zeeland" | 286·5 | 35·3 | 16·6 22·9 FK | Flushing Dutch | C.O.2Cy.60″&104″–84″ 600 |
| PMLB | *D.W.v.Boven* | *1Dk&AwngDk* | 1542 871 | | | | 3mo | | | | | | | FairfieldS.B.&Eng.Co. (Lim.),Gls. |
| 93 | **Nedjed** | **IronScBn** | 2595 | ✠100A1 | Cff | *u* | 1883 | SirW.G. Armstrong, Mitchell&Co Newcastle | BedouinSteam Nav.Co.(Lim.) (W.&R.Thomson, *Mgrs.*) | 310·0 P26′B58′F33′ | 39·2 | 25·0 BK10″ *WB*=*CellDB*258′ | Liverpool British | C.2Cy.37″&72″–48″ 100lb ~~90lb~~ *70lb* 300 |
| 87860 HVDB | ~~*W.J.Goldsworthy*–94~~ *ss*Cff.No.2–91 | *2Dks*(*1Irn&1ptIrn*)*3trB* | 2499 1692 | 3,95 ~~5,94~~ BS ~~10,93~~ 12,94 | LMC8,91 | | 6mo | | | | | | | 2SB,*8pf*,GS158 520*t*APT10*t* WallsndSlipCo(Lim)Nw |
| | *J.B.Crawford* –94 | | | | | | | | | | | | | |
| 94 | **Nedjid** | **IronSc** | 600 | | | | 18 83 | Trieste (*Rebuilt*) | IdareiMassousieh (OttomanStm. Nav.Co.) | 211·6 | 27·0 | 16·0 | Constanpl Turkish | |
| | *MehemedAli*60–88 | | — 400 | | | | | | | | | | | |
| 95 | **Neembucu** | **SteelScSr** | 103 | | | | 1885 | Janssen& Schimilinsky Hamburg | H.Altgelt | 89·9 | 19·0 | 9·0 | Bns.Ayres Argentine | C.2Cy.14″&22″–18″ 40 |
| | *J.Denegri* | | 101 41 | | | | | | | | | | | Jnssn&Schmilnsky,Ham |
| 96 | **Neera** | **IronScSr** | 357 | | | | 1878 | T. Wingate &Co. Glasgow | StraitsS.S.Co. (Lim.) | 180·6 | 22·1 | 10·8 | Singapore British | T.3Cy.15″,24″&40″–30″ 75 |
| 80416 SDPO | *R.Armstrong* –93 | | 329 169 | | | | | | | | | | | Dunsmuir&Jackson,Gls. |
| 97 | **Neghileh** | **IronSc3MstSr** (*ex*Moray) | 777 — 630 | ✠ 10,64 | Cly A&CP | | 1864 10mo | Barclay, Curle&Co. Glasgow | KhedivialS.S. Administration | 228·0 | 27·9 | 16·3 | Alxandria Egyptian | C.2Cy.26″&52″–36″ 120 4*BH* |
| 98 | **Negroponte D.** | **Steel&IronSc** | 326 | | | | 1889 | Stabili-mentoTec-nicoTrieste | D.A.Negroponte | ..... | ..... | ..... | Taganrog Russian | C.2Cy.11½″&21″–18″ 40 |
| | *D.Schlia* –89 | | — 257 | | | | | | | | | | | StabilimentoTcnco.,Trst |
| 99 | **Nehaj** | **IronSc** | 138 | | | | 1884 | Stabili-mento Tecnico Trieste | Soc.inAzioniUn-garoCroata di Nav. àVap. | 124·0 | 16·0 | 6·1 | Fiume Aust.-Hung. | C.2Cy.15½″&27″–18″ 35 |
| 316 | *G.Schnautz* | | — 71 | | | | | | | | | | | |
| 100 | **Neisei Maru** | **WoodScSr** | 380 | | | | 1861 | ..... Holland | ToyeiKogiyoKa-bushikiKaisha | 150·7 | 20·2 | 17·6 | Osaka Japanese | 1Cy. 41 |
| 514 HDGS | *NagataSchichisaburo* (*ex*Belter) | | 366 235 | | | | | | | | | | | |
| 101 | **Neko** | **SteelScSr** | 3661 | ✠100A1 | Ham | *w* | 1891 | SirW.G. Armstrong Mitchell& Co. Newcastle | DeutscheDampf-schifffahrtsGes. "Kosmos" | 345·0 P&B205′F31′ drp93 | 43·7 | 25·8 FK | Hamburg German | T.3Cy.27″,43″&69″–48″ 160lb *100lb* 370 |
| RJND | *J.Wohlers*84–91 *ss*Ham.No.1–95 | *2Dks*(*Stl–Uws*)*&Webframes* | 2990 2389 | ~~7,94~~ ~~10,93~~ ~~11,94~~ 5,95 | A&CP | | 12mo | | | | | | | 2DB,*12rf*,GS180 |
| | *Well deck* *Elec.light* | | | ✠LMC12,91 | | | | | | | | *WB*= *Cell D B* 304′602*t* | | WallsendSlipway&Eng. Co.(Lim.),Newcast |
| 102 | **Nelcebee** | **IronScCtr** | 144 | | | | 1883 | T.Cruick-shank Pt.Adelaide | AdelaideSteam TugCo.(Lim.) | 107·0 H10′ | 18·8 F4′ | 9·2 | Adelaide British | C.2Cy.17½″&34″–24″ 60 |
| 79347 QPJW | *J.Medlard* | *1Dk* | 130 98 | | | | | | | | | | | W.King&Co.,Glasgow |
| 103 | **Nell** | **WoodScSp** | 208 | | | | 1887 | G.Willis-croft GeorgetnB.C. | G.Williscroft | 103·0 | 23·5 | 8·1 | Vict'riaBC British | C.4Cy.10″&20″–20″ 50 |
| 90789 | | | 117 125 | | | | | | | | | | | AlbionI.Wks.,Victoria,B |
| 104 | **Nellie** | **IronScSr** | 1447 | ✠90A1 | Dun | *p* | 1876 | T.Turnbull &Son Whitby | R.Taylor | 247·2 | 33·0 | 17·3 24·0 | Dundee British | C.2Cy.31″&58″–36″ 74lb *70lb* 130 |
| 72134 PLSB | *P.Ross*92–94 | *ss*Cff.No.3–4,89 *ss*Dun.No.1–94 *1Dk*(*Irn*)*&Spar dk 3trB* | 1444 919 | *Spar dk* ~~5,95~~ ~~3,91~~ | A&CP | | 3mo | | | srp94 | | BK8½″ *WB*= | | 2SB,GS60 4*BH Cem* *Ba*65′*f*96′ Blair&Co.(Lim.),Stockt |
| | | | | | LMC3,94 | | | | | 5,95 | | | | |
| Wrecked 4.95 | ~~**Nelson**~~ | **IronScSr** | 629 | ✠90A1 | Shl | *i* | 1871 | Denton, Gray&Co. W Hartlepool | Kulkompaniet af 1871 | 179·7 Q64′B40′ | 28·3 | 14·2 | Bergen Norwegian | C.2Cy.24½″&44½″–30″ 80lb *40lb* 85 |
| JVFG | ~~*C.Andersen*93–93~~ *J.Lund* | *ss*Hpl.No.3–1,83 *ss*Bgn.No.2–91 *1Dk* | 491 389 | 7,94 ~~5,93~~ | A&CP Bgn | | 1mo | | | drp93 | | BK7½″ *WB*=*DBa* | | 4*BH Cem* 50′*f*44′150*t* Blair&Co.(Lim.),Stockt |
| | | | | ✠NB3,86 BS ~~5,93~~ 7,94 | LMC6,91 | | | | | | | | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Year Assigned or Special Equipment Letter. | 8 Built. When. Ship. Engines. | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Roll Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 106 96321 | **Nellie** *R.S.Sedgwick* –94 | **IronScK** 1*Dk* | 112 104 9 | | | | 1891 | Hepple &Co. N.Shields | **W.H.Dodds** | 96·5 | 19·2 | 10·3 | **N.Shields** British | C.2Cy.16″&32″–22″ 40HP Baird&Barnsley,N.Shields | | |
| 107 99838 | — *J.Dewar*93–93 | **SteelScSr** 1*Dk* | 89 74 34 | ✠100A1 3,94 | Bwg LA&CP | *a* ✠LMC7,92 | 1892 7mo | J.H.Gilmour Irvine | **McKinney&Rafferty** | 80·0 Q12′F14′ | 19·1 | 7·7 BK6″ | **Glasgow** British | C.2Cy.12″&24″–18″ (*s*) 100lb 25HP 1SB,2*pf*,GS25,HS480 Muir&Houston,Glasgow | 8 ″ 6 | |
| 108 97438 LNMD | **Nellie Wise** *R.Jackson*93–93 6thSurvey,Hpl.5,93 *Well deck* | **IronScSr** 1*Dk*2*trB* | 1017 793 626 | ✠ A1,1 ~~11,98~~ 12,94 | Hpl ~~Lon~~ Shl | Lv | 1872 12mo | Denton, Gray&Co. WHartlepool | **Green,Holland& Sons** | 229·8 P86*t*B88*t*F34*t* srp93 | 30·0 BK8½″ | 16·9 *4BH W B=DBa&f* | **London** British | C.2Cy.27″&54″–33″ NB93 110HP Blair&Co.(Lim.),Stockton | | |
| 109 69709 | **Nelson** | **IronPad** | 190 164 50 | | | | 1875 | W.Allsup &Sons Preston | ~~**Alexandra Towing Co.(Lim.)** Mrs E. Clare (*T.Durrant, Mgr.*)~~ | 140·0 | 19·8 | 9·0 | **Liverpool** British | D.2Cy.30″–48″ NB84 80HP W.Allsup&Sons,Preston | | BT till ~~10,95~~ 10,95 |
| 110 89666 QHRM | **Nemesis** *J.F.Morrison* –93 *Well deck* | **IronScSr** 1*Dk*(*ptIrn*)2*trB* | 1393 1147 886 | ✠ 1,81 | Stk A&CP | *o* ✠ | 1880 12mo | T Turnbull &Son Whitby | **Huddart,Parker& Co.(Lim.)** | 240·2 Q88′B46′F33′ | 34·0 FK | 17·9 *4BHCem* | **Melbourne** British | C.2Cy.30″&55″–36″ 120HP Blair&Co.(Lim.),Stockton *WB=DBa65′f94′271t* | | |
| 111 76534 RBFN | **Nepthis** *J.G.Brown*86–91 ~~3rdSurvey,Liv.7,86~~ 2*Dks*(*Irn–Uws*) 4thSurvey,Liv.12,93 | **IronScSr** | 2010 1885 1298 | ✠ A1*1 ~~4,93~~ 12,94 | Liv | Lv | 1877 6mo | C.Mitchell &Co. Newcastle | **MossS.S.Co. (Lim.)** | 310·0 H125*t* | 34·1 BK9½ | 24·7 *4BH* 2PBH | **Liverpool** British | C.2Cy.35″&70″–48″ 250HP 3SB,*9f* R.&W.Hawthorn,Nwc. | | BT till ~~6,94~~ ~~9,95~~ 7,95 |
| 112 JVGR | **Neptun** *J.N.B.Folkedal*75–90 1*Dk*&*Awngdk* | **SteelScSr** | 959 921 597 | ✠100A1 *Awng dk withfreeboard* 6,90 | Bhn LA&CP | *l* ✠LMC6,90 | 1890 6mo | J.C.Tecklenborg Geestemünde | **Bergenske Dampskibsselskab** | 198·3 H38*t* | 30·3 20·5 BK7″ | 13·2 *WB=Cell* | **Bergen** Norwegian | T.3Cy.22½″,36⅜″&57½″–35½″ 160lb *80lb* (*s*) 290HP 2SB,*6cf*,GS108HS3660 ActienGesellschaft H.Paukseh,Landsberg | 15 ″ 4 s8 ″ 4½ w8 ″ 6½ | |
| 113 1941 HMRD | — *P.E.A.Sjöstrand* –94 2*Dks* | **IronTwinScSr** | 681 401 535 | | | | 1875 | MotalaCo. Gothenburg | **Ångb.Aktieb. "Verdandi" (C.J.F.Dillberg)** | 176·5 H9*t* | 25·3 18·5 | 11·6 | **Halmstad** Swedish | C.4Cy.15″&29″–20″ 90HP MotalaCo.,Gothenburg | | V |
| 114 HSTB | — *B.O.Börjesson*83–91 1*Dk* | **CompSc3MstSr** | 352 269 267 | | | | 1873 | J.G.Jensen Stockholm | **J.C.Hulthén** | 134·8 Q10′ B42′ H5*t* F15′ | 22·2 | 11·7 | **Hlsngborg** Swedish | C.2Cy.16″&28″–16½″&20½″ 40HP BergsundsMk.Vks.,Skm. | | V |
| 115 HFMB | — *J.O.N.Cedergren*86–93 1*Dk* | **IronScSr** | 249 241 185 | | | | 1870 | W.Lindbergs Warf &Werkstads Aktiebolag Stockholm | **Bergnings och Dykeribol. "Neptun" (E.Liljewalch)** | 143·3 H8*t* | 23·7 | 11·3 | **Stockholm** Swedish | C.2Cy.20″&41″–21″ 90HP W.Lindberg,Stockholm | | |
| 116 KMBT | — *D.Peterssen* –93 1*Dk* | **IronScSr** | 241 202 182 | | | | 1870 | MotalaCo. Gothenburg | **Dampfschifffahrts Ges."Neptun"** | 113·5 | 22·3 | 11·8 | **Bremen** German | C.2Cy.12″&25″–19½″ 30HP MotalaCo.,Gothenburg | | DV |
| 117 HTKM | — *E.J.C.Fitinghoff* –92 1*Dk* | **WoodSc** | 178 157 119 | | | | 1884 | Groth Sjötorp | **Ångf.Aktieb. "Mercurius" (J.D.Grönwall)** | 100·9 P16′ | 20·9 | 10·3 | **Gothenbrg** Swedish | C.2Cy.12¼″&21¼″–15¾″ 25HP GöteborgsM.V.,Gthnbrg. | | |
| 118 18296 HPCW | **Neptune** *Nickerson* –87 2*Dks* | **WoodScSr** | 1723 — 1137 | | | | 1864 | ..... NewYork | **MetropolitanS.S. Co.** | 224·0 | 40·0 | 18·0 | **Bostn, Mas** Utd.States | | | |
| 119 512 HKDQ | — *Gorbatoff* –91 (*ex*Zodiac) *Well deck* | **IronScSr** 1*Dk*(*Irn*) | 712 549 453 | | | ... | 1884 10mo | Wigham Richardson &Co. Newcastle | **SouthRussianS.N. Co.** | 185·5 Q62′ B46′ F18′ | 29·2 FK | 13·4 *WB* | **Odessa** Russian | C.2Cy.25″&48″–33″ 97HP Wighm Richrdsn &C,Nwc. | 14 ″ 1 | A |
| 120 66753 MJQC | — *Blandford*85–85 | **WoodScBk** HTLiv.77 *Salted*† | 684 616 465 | ✠ 10,77 | Liv A&CP | 9 | 1872 12mo | A.Stephen &Sons Dundee | **AvalonS.S.Co. (Lim.) (JobBros.,*Mgrs.*)** | 190·5 Q40′F33′ ptF&d72 | 29·8 | 18·4 | **St.John's** British | C.2Cy.28″&50″–30″ 110HP GourlayBros.&Co.,Dun. | | |
| 121 99797 | — *W.M.Smith* –92 | **SteelPadSk** 1*Dk* | 378 340 114 | | | | 1892 | Napier, Shanks&Bell Glasgow | **Glasgow&South WesternRly.Co.** | 220·5 *Promenade dk*168′ | 26·0 | 9·2 | **Glasgow** British | C.2Cy.33″&62″–60″ 240HP D.Rowan&Son,Glasgow | | BT till ~~3,95~~ 4,96 |
| 122 102585 | — *R.Paterson* –93 | **SteelScSpTug** 1*Dk* | 165 141 5 | | | | 1893 | Barclay, Curle&Co. (Lim.) Glasgow | **Steel&Bennie** | 100·0 | 21·1 | 10·8 | **Glasgow** British | C.2Cy.18″&36″–27″ 54HP Barclay,Curle&Co.(Lim.), Gls. | | BT till 3,95 |
| 123 69083 | — | **WoodPadSr** 1*Dk* | 139 — 66 | | | | 1854 | ..... Willmsburg, U.S. | **Bras d'OrSteam Nav.Co.(Lim.)** | 135·6 | 23·4 | 7·6 | **Halifax NS** British | 1Cy.30″–72″ 36HP Burbec,Furman&Co.NYrk | | |
| 124 93789 | — *Frazer* | **IronTwinScSp** *ss*Liv.No.1–92 1*Dk*(*Irn*) | 138 137 9 | ✠100A1 7,94 ~~7,93~~ BS8,94 | Liv LA&CP | *b* ✠LMC9,92 | 1888 5mo | R&J Evans &Co. Liverpool | **MerseyDocks& HarbourBoard** | 95·3 BK6½″ *WB=Cell* | 20·2 | 9·8 *4BHCem DB67′32t* | **Liverpool** British | C.4Cy.15″&30″–20″ (*s*) 100lb 80HP 1SB,*3f*,GS55 D.Rollo&Sons,Liverpool | | |
| 125 130511 KHRM | **Neptuno** *Birkhan* | **IronScSr** *ss*Cff.No.3–3,87 *ss*NYk.No.1–91 1*Dk*&*Spardk* | 877 870 555 | ✠100A1 *Spar dk* 8.91 BS3,94 | NYk A&CP | *m* LMC7,91 | 1873 5mo | Osbourne& Graham Sunderland | **J.E.Kerr** | 222·0 20·6 BK7½″ | 27·3 | 14·4 *4BHCem W B=DB94′* | **New York** Utd.States | C.2Cy.28½″&56½″–36″ (*i*) 65lb *30lb* 130HP 2SB,*6f* Blair&Co.(Lim.),Stockton | 14 ″ 10 6 ″ 0 | |
| 126 | **Neptunus** *T.deHaan*92–92 1*Dk* | **IronPadSp** | 102 — 79 | | | | 1857 | Act.Ges. "Vulcan" Stettin | **BergingMaatschappij**(*Mgr.G. DirkzwagerMzn.*) | 92·8 | 18·4 | 9·8 | **Maassluis** Dutch | 2Cy.30½″–35″ 60HP Act.Ges."Vulcan,"Stettin | | |
| 127 97541 | **Nerano** ~~*T.Trotter*~~ *Redman* 1*Dk*(*Stl*)&*Spar dk*(*Stl*-ws)3*trB* | **SteelScSr** | 2885 2683 1855 | ✠100A1 *Spar dk* 1,95 ~~5,94~~ | Cff A&CP | *t* ✠LMC5,91 | 1891 5mo | Short Bros. Sunderland | **ColumbiaS.N.Co. (Lim.) (W.&T.W. Pinkney,*Mgrs.*)** | 320·0 B59′F34′ drp91&94 | 42·0 25·6 FK | 17·8 5*BHCem DB246′529t* | **Sundrland** British | T.3Cy.23½″,38½″&63″–42″(*s*) 160lb 280HP 3SB,6*pf*,GS90 W.Allan&Co.,Sunderland | 20 ″ 2 s 6 ″ 2 | D |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. L'une d'E. ninement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Donane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur | 14 Creux sur Quille. Franc-bord en milliès de navire. p/s. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 128<br>86747<br>HGDL | **Nerbudda** SteelSc3MstSr<br>*J.Anderson* –91<br>2*Dks*(1*Stl*)&*Webframes* | 2977<br>2689<br>1948 | ✠<br>9,85<br>✠ | Lon<br>LA&CP | *v* | 1882<br>12mo | W.Denny &Bros. Dumbarton | BritishIndiaStm. Nav.Co.(Lim.) | 320·0<br>P52′ | 42·1<br>B26′ | 25·0<br>F38′ | Glasgow<br>British | C.2Cy.41″&72″–51″<br>324HP<br>6*BHCem*<br>Denny&Co.,Dumbarton<br>*WB=CellDB*284′649*t* | |
| 129<br>KRFD | **Nereide** SteelScTrawler<br>Missing since 1894<br>*H.Fölmers*88–92<br>1*Dk* | 135<br>122<br>55 | | | | 1890 | J.C.Teck-lenborg Geestemünde | J.Wieting | 103·2 | 20·6 | 9·7 | Gstemnde<br>German | C.2Cy.18″&33″–22″<br>60HP<br>Maschinenfabrik "Buckau" Magdeburg | |
| 130<br>KRGD | **Nereus** SteelSc<br>*H.Külper*88–93<br>(*Trawler*) 1*Dk* | 137<br>127<br>56 | | | | 1893 | J.C.Teck-lenborg Geestemünde | J.Wieting | 105·6 | 20·7 | 9·6 | Gstemnde<br>German<br>*WB* | T.3Cy.11″,17½″&28½″–21½″<br>60HP<br>J.C.Tecklenborg,Gstmnde. | |
| 131<br>77031<br>WVDL | **Nerissa** IronSc3MstSr<br>*J.Gibson* –91 *ss*Nwc.No.3–3,82<br>*ss*Shl.No.2–91<br>2*Dks*(1*Irn*)3*trB* | 1894<br>1782<br>1205 | ✠100A1<br>5,93<br>BS5,93 | Shl<br>A&CP<br>LMC8,90 | *s* | 1877<br>9mo | Palmers' Co.(Lim.) Newcastle | J.Fenwick&Son | 286·0<br>F38′<br>*W* | 34·7<br>BK9½″<br>*B=D Ba*82′*f*70′*g* | 24·2<br>5*BHCem*<br>*u* E16′*aB22* | London<br>British<br>*WB* | C.2Cy.33″&64″–42″ (*i*)<br>80lb *80lb* 260HP<br>2B,GS108<br>Palmers'Co.(Lim.),Nwc. | 25<br>s4·1 |
| 132<br>RGKC | — IronScSr<br>*C.Vormeng*<br>1*Dk*2*trB* | 882<br>675<br>666 | | | | 1882 | Flensbrger Schiffsb.Ges. Flensburg | Adolf Kirsten | 199·8<br>B207*t* | 30·0 | 15·3 | Hamburg<br>German<br>*WB* | C.2Cy.28″&51″–30″<br>100HP<br>FlnsbrgSchiffsb.Ges.Flsbg | |
| 133<br>97547<br>MJFK<br>Stranded 9,94 | **Nerito** SteelScSr<br>*R.Redman* –94<br>1*Dk*(*Stl*)&*Spardk*(*Stl*–ws)3*trB* | 2920<br>2683<br>1873 | ✠~~100A1~~<br>*Spar dk*<br>4,94 ✠LMC10,91 | Shl<br>A&CP | *t* | 1891<br>11mo | Short Brothers Sunderland | ColumbiaSNCo. (Lim.) (W.&T.W. Pinkney,*Mgrs.*) | 320·0<br>B59′F38′ | 42·0<br>25·6<br>FK<br>*WB=Cell* | 17·8<br>5*BHCem*<br>*DB*264′529*t* | Sundrland<br>British | T.3Cy.23½″,38½″&63″–42″(*s*)<br>160lb 280HP<br>3SB,6*pf*,GS90<br>W.Allan&Co.,Sunderland | 20<br>s 6 |
| 134<br>NGCJ | **Nerma** SteelScSr<br>*P.M.Degn* –93 | 732<br>553<br>450 | | | | 1893 | Helsingörs Jernskibs& Maskinbygri Elsinore | D.Launtzen | 188·0<br>Q105′ | 30·0<br>B18′ | 12·9<br>F23′ | Esbjerg<br>Danish<br>*WB* | C.2Cy.22″&42″–27″<br>HelsingorsJernskibs& Maskinbyggeri,Elsinore | |
| 135<br>60151<br>HPTG | **Nero** IronScSr<br>*J.A.Johnston* –93<br>*Well deck* | 1053<br>840<br>685 | | | … | 1868<br>12mo | C&W Earle Hull | T.Wilson,Sons&Co (Lim.) | 220·4<br>P120′ | 31·1<br>F30*t* | 15·6<br>FK | Hull<br>British | T.3Cy.14″,24″&40″–30″<br>NE&B93 79HP<br>Amos&Smith,Hull | |
| 136<br>102784 | — SteelScTug<br>1*Dk*(*Irn*) | 49<br>49<br>9 | ✠ A1<br>*For Towing purpose*<br>6,93<br>✠NB6,93 | Lon<br>LA&CP<br>LMC6,93 | *s* | 1893<br>6mo | A.W.Rob-ertson&Co. London | A.W.Robertson &Co. | 65·8 | 14·5 | 8·5<br>FK | London<br>British | C.2Cy.14″&28″–18″ (*s*)<br>100lb 35HP<br>4*BHCem*<br>1SB,2*pf*,GS26,HS716<br>A.Shanks&Sons,Arbroath | 9 |
| 137<br>KJTF | **Nerthe** IronScSr<br>*Jozegabel* (*ex*Lessing)<br>2*Dks*&*Spardk* | 3719<br>2558<br>2133 | | | … | 1874 | A.Stephen &Sons Glasgow | MessageriesMari-times | 374·0 | 39·4 | 24·7<br>32·5 | Marseilles<br>French | C.2Cy.60″&106″–54″<br>NB83 600HP<br>A.Stephen&Sons, Glasgow | |
| 138<br>HTJB | **Nerva** CompScSr<br>*G.T.Björkman* –91<br>1*Dk* | 184<br>150<br>133 | | | | 1888 | P.Larsson Thorskog | Ångf.Aktieb. "Trio" (C.L.Larsson) | 99·0<br>P22′ | 21·1<br>H5*t* | 9·6 | Gothenbrg<br>Swedish | C.2Cy.11¾″&17½″–17½″<br>25HP<br>P.Larsson,Thorskog | |
| 139<br>83986<br>WLVC | **Nessmore** IronScSr<br>*C.J.Hargreaves* –93 ~~*ss*Lon.No.2–91~~<br>1*Dk*(*Irn*)&*Spar dk*(*Irn*)4*trB*<br>*ss*Lon.No.3–3,95 | 3377<br>2510<br>2216 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>5,95~~3,94~~<br>~~BS8,93~~ ✠LMC~~4,90~~ 4,94 | Bos<br>LA&CP<br>Lon | *v* | 1882<br>5mo | BarrowS. B.C.(Lim.) Barrow<br>*W* | S.S.Nessmore(L.) (W.Johnston& Co.,Lim.)<br>*B=D Bu E&* | 340·0<br>B78′ 230*t* | 40·4<br>31·2<br>BK9″<br>*FPT* 74*t* | 24·2<br>5*BHCem*<br>*APT*48*t MT*26′273*t* | Barrow<br>British<br>*fDT*32′350*t* | C.2Cy.42″&80″–48″ (*j*)<br>80lb *65lb* 300HP<br>2DB,12*pf*,GS231<br>Brw.S.B.C.(Lim.),Barrow | 26<br>s 8 |
| 140<br>96667<br>LQCW | **Nestor** SteelSc3MstSr<br>*W.Asquith* –94<br>(*ex*Queen of India,*ex*Sullamut)<br>2*Dks*(*Stl*)3*trB* | 3691<br>3541<br>2414 | | | … | 1889<br>11 mo | Schlesingr, Davis&Co. Newcastle | OceanSteamship Co. | 370·5<br>P56′ | 42·2<br>B98′ | 27·2<br>F41′ | Liverpool<br>British<br>*WB* | T.3Cy.28″,46″&75″–54″<br>430HP<br>WallsendSlipwayCo.(Lm) Nwc. | 30 |
| | *Not named "Masayoshi Maru," see No. 51 in Supplement.* | | | | | | | | | | | | | |
| 141<br>56165<br>HMRK | **Nestorian** IronScBk<br>*A.G.Stewart* –93 | 2726<br>2686<br>1680 | | | | 1866 | Barclay, Curle&Co. Glasgow | J.&A.Allan | 317·7 | 38·5 | 17·5<br>32·4 | Glasgow<br>British | C.2Cy.38″&66″–45″<br>NE&B78 275HP<br>LairdBros.,Birkenhead | |
| 142<br>78453 | **Netham** IronScSp<br>*J.Facey*88–88 | 121<br>113<br>74 | | | | 1878 | Stothert& Co. Bristol | Osborn&Wallis | 97·7 | 17·7 | 8·2 | Bristol<br>British | 2Cy.22″–18″<br>40HP<br>Stothert&Co.,Bristol | |
| 143<br>89478<br>KVDS | **Nether Holme** SteelScSr<br>*C.Markham*78–89 *ss*Ply.No.1–92<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1969<br>1492<br>1285 | ✠100A1<br>9,94 ~~1,94~~<br>BS9,94 ✠LMC12,92<br>Liv | Sld<br>A&CP | *r* | 1888<br>9mo | J.L.Thomp-son&Sons Sunderland | HineBros.<br>*WB* | 277·0<br>P29′Q72′B118′<br>F30′ drp94<br>*=DBa*80′*f*60′ 280*t* | 37·2<br>BK9½″ | 19·5<br>5*BHCem*<br>*APT*11*t* | Maryport<br>British | T.3Cy.21″,35″&57½″–39″ (*r*)<br>160lb *72lb* 180HP<br>2SB,6*rf*,GS102<br>G.Clark,Sunderland | 20<br>s 1 |
| 144<br>97755<br>LPTK | **Netherby Hall** SteelScSr<br>~~*W.G.Rockwell* –93~~ *ss*Cff.No.1–94<br>*E.M.Boyle*94–94 2*Dks*(*Stl-Uws*)3*trB* | 3316<br>3021<br>2139 | ✠100A1<br>~~3,94 12,93~~ 4,95<br>✠LMC~~3,90~~ 3,94<br>Liv | Cff<br>LA&CP | *w* | 1890<br>3mo | Caird&Co. (Lim.) Greenock | NetherbyS.S.Co. (Lm.)R.Alexander &Co.,*Mgrs.*)<br>*WB=CellD* | 349·5<br>P37′B76′F47′<br>drp91<br>B290′ 623*t* | 42·1<br>FK<br>*FPT* 51*t* | 26·7<br>6*BHCem*&<br>*Asp* | Liverpool<br>British | T.3Cy.24″,40″&63″–54″ (*s*)<br>160lb *60lb* 306HP<br>2DB,8*cf*,GS159,HS4830<br>Caird&Co.(Lim.),Greenck | 29<br>s 6 |
| 145<br>98107 | **Nethergate** SteelScSr<br>*D.Jones*90–90 *ss*Cff.No.1–95<br>*Well deck* 1*Dk*(*Stl*)2*trB* | 2253<br>1749<br>1436 | ✠100A1<br>1,95~~3,94~~<br>✠LMC~~6,96~~ 1,95 | Cff<br>LA&CP | *s* | 1890<br>6mo | T.Turnbull &Son Whitby | Turnbull,Scott& Co. | 289·4<br>Q76′P28′B124′<br>F32′ ~~drp93~~ | 38·3<br>FK<br>*WB=Cell* | 19·6<br>6*BHCem*<br>*DB*244′504*t* | London<br>British | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *70lb* 218HP<br>2SB,6*cf*,HS3300<br>Blair&Co.(Lim.),Stockton | 22<br>s 2 |
| 146<br>79383<br>RSBM | **Netley Abbey** IronScBn<br>*G.Batty* –93 *ss*Shl.No.3–6,91<br>*ss*Hpl.No.1–95 2*Dks*(1*Irn*)3*trB* | 1725<br>1568<br>1113 | ✠100A1<br>3,95 ~~4,93 3,94~~<br>~~BS9,93~~ LMC~~1,91~~ 3,95 | Shl<br>A&CP<br>Hpl | *r* | 1878<br>5mo | W.Gray& Co. WHartlepool | Pyman,Watson& Co. | 260·0<br>P24′F33′<br>ND91 drp95 | 34·9<br>BK9″<br>*W B=DB*216′ | 22·9<br>4*BHCem* | Cardiff<br>British | C.2Cy.32⅝″&61¾″–36″<br>75lb *90lb* 180HP<br>2B,GS80<br>T.Richardson&Sons, Hpl. | 24<br>s 4 |
| 147<br>86255<br>WPLR | **Neto** IronScBg<br>~~*J.Chadwick*84–87 2ndSurveyLiv.10,93~~<br>*N.Lewis* 1*Dk*(*Irn*)&*Awng dk*3*trB*<br>3rdSurvey,Liv.11,94 | 1682<br>1678<br>1091 | ✠ A1*1<br>*Awng dk*<br>11,94 ~~1,94~~ | Sws<br>LA&CP<br>Liv | …<br>Lv | 1882<br>9mo | Dobie&Co. Glasgow | Strong,Reid&Page | 260·0 | 34·1 | 24·0<br>BK9″<br>*WB=Cell* | Liverpool<br>British | C.2Cy.30″&60″–36″ (*a*)<br>170HP<br>5*BHCem*<br>2SB,6*pf*,GS108<br>SmithBros.&Co.,Glasgow | 19 |
| 148<br>130510<br>KHQR | **Neuse** SteelTwinSc<br>*P.Davis* –90<br>*Elec.light* 1*Dk*&*Hurdk* | 720<br>—<br>487 | | | | 1890 | Harlan& HllngwrthCo Wilmington, Del. | Wilmington S.S.Co | 200·0 | 31·0 | 11·0 | Wilmgton N.C.<br>Utd.States | T.6Cy.12″,20″&30″–20″<br>Harlan&Hollingsworth Co Wilmington,Del. | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. / No. of Decks, &c | Regist'd Tonnage: Gross. — Under deck. — Net. | Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built. When. — Ship. — Engines. | Built. By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of R. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 149 KJTQ | **Neustria** IronScBg<br>*Briand* 3*Dks* | 2932<br>2676<br>1612 | | | | 1883 | Claparède &Co.<br>Rouen | Compagnie Française de Nav. à Vap. (C. Fabre &Co., *Mgrs.*) | 328·4 \| 40·0 \| 27·2<br>B84′ F49′ | | | Marseilles<br>French<br>*WB* | C.2Cy.44″&76½″–54″ 400H<br>Claparède&Co.,S.Denis, Seine | | V |
| 150 LCMG | **Neutral** IronScSr<br>*C.Hansen*82–82<br>*Well deck* 1*Dk2trB* | 782<br>585<br>614 | | | | 1882 | Akt.Ges. "Germania" Kiel | Paulsen&Ivers | 189·3 \| 28·0 \| 15·0<br>P112′ F23′ | | | Kiel<br>German | C.2Cy.24¼″&42½″–27½″ 90H<br>Akt.Ges."Germania"Berln | | V |
| 151 | **Nev-Esser** SteelPad<br>1*Dk2trB* | 287<br>249<br>184 | | | | 1890<br>8mo | Thames I. Wks.&S.B.Co<br>London | Chirketi Hairie (Bosphorus S.N. Co.) | 173·0 \| 21·3 \| 10·1 | | | Constanpl<br>Turkish | C.2Cy.28″&52″–42″ 90H<br>Maudslay,Sons&Field,Lon | 10 ″ 7 | |
| 152 JBVQ | **Neva** IronScSr<br>*D.Donaldson* –93 *ss*Ant.No.2–91<br>(*ex*WesternStar) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1448<br>1145<br>903 | ✠100A1<br>2,95 ~~7,98 3,05~~ A&CP<br>BS~~1,98~~ ✠LMC1,~~98~~<br>6,94 | Lon | *p* | 1883<br>10mo | S.P.Austin &Sons<br>Sunderland | C.M.Norwood&Co. | 245·0 \| 36·1 \| 17·6<br>Q86′B57′F26′<br>drp93 BK8″<br>*WB*=*DB* | | | London<br>British<br>4*BHCem*<br>a66′*f*96′450*t* | C.2Cy.31″&58″–36″ (*i*) 140H<br>80lb *50lb*<br>1SB,*3pf*,GS72<br>N.E.Mar.E.Co.(Lim.) Nwc. | 18 ″ 11<br>s 1 ″ 11 | |
| 153 HGLT | — IronScSr<br>*T.F.Best*87–88 1stSurveyLiv.3,93<br>6thSurvey,Liv.4,89 1*Dk2trB* | 925<br>753<br>577 | ✠ A1,1<br>~~3,00~~12,94<br>✠NB4,89 | Liv | Lv | 1865<br>9mo | TROswald &Co.<br>Sunderland | ~~W.H.Stott&Co.~~<br>Stott,Coker&Co. | 212·1 \| 29·6 \| 16·3<br>P64′B44′F25′<br>ND89 drp94 BK7″ | | | Liverpool<br>British<br>5*BHCem* | T.3Cy.15″,22″&38″–30″ (*s*) 90H<br>150lb *45lb*<br>1SB.*3rf*,GS49<br>*Tpd.*89 D.Rollo&Sons,Liv. | 17 ″ 7<br>s 2 ″ 3 | |
| 154 KJTS | — IronScSr<br>*Charlemein*90–90<br>1*Dk2trB* | 344<br>—<br>171 | | | | 1857 | W.Simons &Co.<br>Glasgow | Cie.Gén.des Bateaux à Vap. à hél.du Nord | 132·2 \| 22·0 \| 13·5<br>P32′ F13′ | | | Dunkirk<br>French | C.4Cy.25″&40″–27″ 60H<br>Soc.Cockerill,Seraing | | |
| 155 | **Nevada** SteelScSr<br>*J.Cameron*88–90 *ss*Lth.No.1–95<br>1*Dk*(*Stl*)&*Awng dk* | 1285<br>1252<br>802 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>2,95 ~~2,94~~ ✠LMC9~~,00~~ | Lth<br>A&CP | *n* | 1890<br>9mo<br>2,95 | Ramage & Ferguson<br>Leith | Leith,Hull&Ham. Stm.Pkt.Co. (J.Currie&Co., *Mgrs.*) | 230·0 \| 34·1 \| 13·0<br>19·5<br>FK<br>*WB*=*MT*30′400*t* *FPT* | | | Leith<br>British<br>6*BHAsp*<br>84*tAPT*25*t* | T.3Cy.17″,27″&44″–30″ (*s*) 99H<br>160lb *50lb*<br>1SB,*3rf*,GS50,HS1661<br>Ramage&Ferguson,Leith | 13 ″ 9<br>s 8 ″ 3 | |
| 156 JLSQ | **Nevasa** SteelSc3MstSr<br>*R.H.Brown* –92<br>2*Dks*(*UStl*–ws)&*Webframes* | 2950<br>2682<br>1932 | ✠<br>5,84<br>✠ | Dmb<br>LA&CP | | 1884<br>4mo | W.Denny &Bros.<br>Dumbarton | BritishIndiaSteam Nav.Co.(Lim.) | 320·0 \| 42·1 \| 25·2<br>P56′ B— F42′ | | | Glasgow<br>British<br>6*BHCem* | C.2Cy.41″&72″–51″ 326H<br>Denny&Co.,Dumbarton<br>*WB*=*CellDB*284′649*t* | 28 ″ 8 | |
| 157 | **Nevis** IronScSr<br>*A.Crawford*85–85 *ss*Cly.No.3–4,87<br>*ss*Cly.No.1–91 1*Dk* | 117<br>105<br>58 | ✠90A1<br>6,93<br>✠NB1,89 ✠LMC11,91 | Gls<br>LA&CP | *a* | 1880<br>5mo | R.Chambers,jun.<br>Dumbarton | J.G.Stewart | 97·0 \| 18·2 \| 8·4<br>Q20′F10′<br>len87 BK6″<br>*WB*=*FPT*10*t* | | | Glasgow<br>British<br>3*BHCem* | C.2Cy.13″&23½″–18″ (*s*) 25H<br>75lb<br>1SB,*2pf*<br>Ross&Duncan,Glasgow | | |
| 158 | **New Amsterdam** IronTwinScSr<br>*J.Stadden* –87 *ss*Dem.No.2–94<br>1*Dk* | 103<br>84<br>53 | ✠ A1<br>*For River purposes only*<br>3,94<br>✠NE92 ✠LMC4,94 | Dem<br>LA&CP | | 1887<br>6mo | C.S.Swan& Hunter<br>Newcastle | SprostonDock& FoundryCo. | 100·0 \| 19·1 \| 6·7<br>BK4½″ | | | Georget'n<br>British<br>4*BHCem* | C.4Cy.9″&18″–12″ (*s*) 25H<br>100lb<br>1SB.*2pf*,GS28<br>A.Wilson&Co.,London | 7 ″ 0 | |
| 159 | **New Borough** SteelScSr<br>*M.P.Lund*62–89 *ss*Hpl.No.1–93<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | 1795<br>1395<br>1169 | ✠100A1<br>3,93<br>✠LMC3,93 | Hpl<br>A&CP | *q* | 1888<br>9mo | W.Gray &Co.<br>WHartlepool | Furness,Withy& Co.(Lim.) | 260·4 \| 36·7 \| 18·2<br>Q107′B104′F25′<br>FK<br>*WB*=*DBa* | | | W. Hartlpl<br>British<br>4*BHCem*<br>82′*f*100′378*t* | T.3Cy.19″,30½″&51″–36″ (*s*) 150H<br>150lb *70lb*<br>2SB,*4rf*,GS66<br>Centra lMar.E.Co.,W. Hpl. | 19 ″ 5<br>s 1 ″ 6½ | |
| 160 HPDQ | **New Brunswick** WoodPad<br>*C.Hilyard*<br>1*Dk* | 935<br>—<br>869 | | | | 1860 | .....<br>New York | International S.S. Co. | 220·4 \| 31·0 \| 8·4 | | | EastprtMe<br>Utd.States | 400H | | |
| 161 HPCV | — WoodPad<br>1*Dk* | 910<br>—<br>700 | | | | 1866 | .....<br>Brooklyn | J.C.Sims | 193·0 \| 36·0 \| 13·0 | | | New York<br>Utd.States | | | |
| 162 JRFT | **New Guinea** IronSc<br>*C.J.Nightingale* –93 *ss*Cal.No.2–92<br>2*Dks*(*Irn*)3*trB* | 2674<br>2431<br>1700 | ✠100A1<br>10,93<br>✠LMC11,~~98~~ | Mel<br>A&CP | *t* | 1884<br>10mo | W.Doxford &Sons<br>Sunderland | M'Ilwraith, M'Eacharn&Co. (Lim.) | 300·0 \| 40·1 \| 24·5<br>P28′B74′F32′<br>BK10″<br>*WB*=*DBa*80′&*u* | | | Melbourne<br>British<br>6*BHCem*<br>*E*&*B*50′285*t* | C.2Cy.35″&70″–48″ (*a*) 260H<br>80lb<br>2DB,*8pf*,GS128<br>W.Doxford&Sons, Sld. | 25 ″ 9<br>s 4 ″ 9 | |
| 163 KLFC | **New Hampshire** SteelSc<br>*W.R.Hazard* –92 1*Dk* | 2395<br>—<br>1505 | | | | 1892 | Harlan& Hollingsworth Co.<br>WlmngtnDel | Providence& StoningtonS.S. Co. | 295·0 \| 44·0 \| 17·5 | | | Providnce, R.I.<br>Utd.States | T.4Cy.28″,45″&(2)51″–42″<br>Harlan&Hollingsworth Co.,Wilmington,Del. | | |
| 164 | **New Londoner** SteelSc3MstSr<br>*J.W.N.Searle* –94<br>*Well deck* 2*Dks*(*UStl*–ws)<br>*Elec.light* | 1409<br>948<br>661 | ✠100A1<br>~~3,94~~ 3,95<br>✠LMC4,94 | Nwc<br>LA&CP | *q* | 1894<br>4mo | Wigham Richardson &Co.<br>Newcastle | TyneStm.Shipping Co.(Lim.) | 270·0 \| 33·6 \| 15·5<br>P178′F60′<br>BK9″<br>*WB*=*CellDB*144′ | | | Newcastle<br>British<br>5*BHCem*<br>160*tDTf*27*t* | T.3Cy.28½″,46″&75″–42″ (*s*) 350H<br>160lb *90lb*<br>3SB.*12pf*,GS156,HS6231<br>WghamRchardsn&CoNwc | 18 ″ 2<br>s 1 ″ 10½ | BT till ~~9,95~~ 3,96 |
| 165 JLSC | **New Orleans** IronSc3MstSr<br>*J.Betts* –92<br>2*Dks*3*trB* | 1564<br>—<br>1017 | | | | 1872 | The Pusey &Jones Co.<br>WlmngtnDel | Cromwell S.S.Line | 249·0 \| 33·0 \| 24·4 | | | New York<br>Utd.States | 1Cy.48″–60″<br>The Pusey&Jones Co.,Wilmington,Del. | | R |
| 166 HGCN | **New Pelton** IronScSr<br>*E.Fair* *ss*Lon.No.3–5,88<br>*ss*Lon.No.1–91<br>1*Dk*(*Irn*)2*trB* | 751<br>689<br>470 | ✠<br>~~1,89 3,89~~<br>BS~~7~~,93 | | LMC8,91 | 1865<br>4mo | PalmerBrs &Co.<br>Newcastle | C.F.Cory-Wright (J.Fenwick& Son, *Mgrs.*) | 211·0 \| 28·1 \| 17·1<br>Q18′<br>len78drp92 BK7″<br>*WB*=*DB*161′ | | | Newcastle<br>British<br>4*BHAsp*<br>1B,GS47<br>Palmers'Co.(Lim.),Nwc. | C.2Cy.25″&48″–33″ 75lb *50lb* NE&B78 99H | 17 ″ 11<br>s 3 ″ 2 | |
| 167 | **New York** SteelTwinSc3MstSr<br>*J.C.Jamieson*83–93 *ss*Liv.No.1–93<br>(*ex*City of New York) 4*Dks*(2*Stl*–ws &1*pt Stl*–ws)&*Promenade dk*(*Stl*–ws)<br>*Elec.light* | 10508<br>8570<br>6317 | ✠100A1<br>~~8,94 3,94~~ 1,95<br>BS9,94 ✠LMC2,~~93~~ | NYk<br>LA&CP | | 1888<br>7mo | J.&G. Thomson<br>Glasgow | International Nav. Co.(Lim.) | 527·6 \| 63·2 \| 22·0<br>P75′F109′ 39·2<br>drp94 FK<br>*WB*=*CellDB*466′1534*t* | | | New York<br>Utd.States<br>15*BHAsp*<br>*Tanks f* 147*t* | T.6Cy.45″,71″&113″–60″ (*s*) 2000H<br>150lb *150lb* FD<br>J.&G.Thomson,Glasgow | 41 ″ 10<br>s 12 ″ 2 | R |
| 168 JRFG | — IronScSr<br>*A.C.Fulton* –93<br>3*Dks* | 2310<br>—<br>1805 | | | | 1875 | Harlan& Hollingsworth Co.<br>Wlmngtn, Dl | Morgan'sL.&T.R. R.&S.S.Co. (Southern Pacific Co.) | 281·0 \| 38·1 \| 20·2 | | | New York<br>Utd.States<br>*WB* | T.3Cy.17″,27″&42″–30″ NE&B92 580H<br>Morgan Iron Works,New York | | R |
| 169 HPDS | — WoodPad<br>*W.W.Duffell,jun.*<br>1*Dk* | 1110<br>—<br>675 | | | | 1852 | .....<br>Clayton,N.Y. | B.Thompson | 233·1 \| 33·0 \| 12·0 | | | Portlnd Me<br>Utd.States | 450H | | |

by Fire 5,94

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 170<br>130450<br>KGNQ | **New York** IronSc—<br>*Almy* 1*Dk*&*Saloondk*<br>*Elec.light* | 785<br>—<br>498 | | | | 1889 | Harlan<br>Hollings-worthCo.<br>Wilmngtn,Dl | NewYork,Phila-delphia&Norfolk R.R.Co. | 200·0 | 31·1 | 12·6 | Phildlphia<br>Utd.States | T.3Cy.18½″,27″&42″–24″<br>Harlan&Hollingsworth Co.,Wilmington,Del. |
| 171<br>78461<br>STMH | **New York City** IronSc<br>*R.Taylor*89–89 ssHul.No.3–9,92<br>2*Dks*(1*Irn*)3*trB* | 1724<br>1595<br>1131 | ✠100A1<br>6,94 4,93 6,95<br>BS12,93 6,95 | Lon<br>A&CP<br>LMC9,92 | r | 1879<br>8mo | Richardsn,<br>Duck&Co.<br>Stockton | NewYorkCity S.S.Co.(Lim.) (Scrutton,Sons& Co.) W | 260·2<br>P26′F33′<br>BK9″ *B*=*DBa*72′&*uB*28′ | 34·5 | 22·5 | London<br>British<br>5*BHCem*<br>*MT*30′207*t* | C.2Cy.33″&61″–33″ (a)<br>85lb NB84 NDB84 180HP<br>1SB,2*pf*,GS36 55*lb*<br>T.Richardson&Sons,Hpl. |
| 172<br>PBGT | **Newa** IronScSr<br>*H.Krellenberg*88–88<br>*Well deck* 1*Dk* | 612<br>464<br>465 | ✠<br>10,72 | Nwc<br>A&CP | | 1872<br>8mo | Reihersti'g<br>Schiffswfte<br>Hamburg | Hanseatische Dampfschiffahrts Ges. | 190·2<br>P110′ F24′<br>FK | 25·1 | 13·3 | Lübeck<br>German<br>5*BH* | C.2Cy.21″&38″–26″<br>80HP<br>Reihrstg.Schffswft.,Ham. |
| 173<br>RHBD | — IronScSalvageSr<br>*C.Hein*86–91<br>1*Dk* | 427<br>425<br>229 | | | | 1880 | Rostocker<br>Schiffsb.Ges.<br>Rostock | NordischerBer-gungs-Verein | 160·8 | 26·1 | 14·5 | Hamburg<br>German<br>*WB* | C.3Cy.(1)31½″&(2)42″-24″<br>150HP<br>RostockerSchiffsb.Ges., Rostock |
| 174<br>101850 | **Newark** SteelScSr<br>*J.Upson*91–94 1*Dk*(*Irn*)&*Webframes*<br>*Well deck* | 1028<br>787<br>650 | ✠100A1<br>5,94 1,94 10,94<br>(Class Contemplated)<br>✠LMC1,94 | Nwc<br>A&CP | m<br>Bry | 1894<br>1mo | Palmers'S.<br>B.&IronCo.<br>(Lim.)<br>Newcastle | NewcastleS.S.Co. (Lim.) (J.J.& C.M.Forster, *Mgrs.*) | 221·3<br>Q92′B44′F22′<br>FK<br>*WB*=*CellDB*142′256*tFP* | 32·0 | 15·4 | Newcastle<br>British<br>4*BHCem*<br>40*tAPT*40*t* | T.3Cy.19″,31½″&51½″–33″ (s)<br>160lb 80*lb* 120HP<br>1SB,4*pf*,GS51,HS2220<br>Palmers'Co.(Lim.),Nwc. |
| 175<br>18278<br>HPCM | — WoodPad<br>1*Dk* | 829<br>—<br>673 | | | | 1864 | ................<br>Brooklyn | D.H.Sherman | 192·0 | 32·7 | 11·6 | NewYork<br>Utd.States | |
| 176<br>88758<br>JCHM | **Newbiggin** IronScSr<br>*E.T.Trebilcock* –93 ssNwc.No.3–9,91<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*<br>*Rosevear* –94 | 902<br>711<br>557 | ✠100A1<br>7,94 8,94 11,94<br>BS1,94 2,95 | Shl<br>A&CP<br>✠LMC9,91<br>Nwc | m | 1883<br>10mo | C.S.Swan&<br>Hunter<br>Newcastle | NewcastleS.S.Co. (Lim.) (J.J.& C.M.Forster, *Mgrs.*) | 215·0<br>Q74′B48′F23′<br>drp92 FK<br>*WB*=*CellDB*170′ | 30·7 | 13·8 | Newcastle<br>British<br>4*BHCem*<br>242*tAPT*18*t* | C.2Cy.27″&50″–36″ (a)<br>90lb 80*lb* NDB94 99HP<br>1SB,3*pf*,GS56<br>N.E.MarineCo.(Lim.)Nwc. |
| 177<br>85264<br>JHMF | **Newbigging** IronScSr<br>*J.Clark*87–93 ssMdb.No.2–91<br>(*ex*Glanrheidol) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1005<br>797<br>638 | ✠100A1<br>11,94 12,93 3,95<br>BS3,94 3,95 | Lth<br>A&CP<br>✠LMC12,91 | m | 1883<br>11mo | WDoxford<br>&Sons<br>Sunderland | R.Mackie&Co. | 212·0<br>Q85′B44′F25′<br>BK8″<br>*WB*=*DBa*62′*f*57′219*t* | 30·1 | 15·5 | Leith<br>British<br>4*BHCem*<br>*APT*27*t* | C.2Cy.25″&48″–33″ (a)<br>80lb 50*lb* 97HP<br>1SB,3*pf*,GS52<br>W.Doxford&Sons,Sld. |
| 178<br>86386<br>HFGQ | **Newbridge** IronScSr<br>*W.Gay*93–93 ssHpl.No.2–90<br>Stranded 11,94 (*ex*Allie) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1698<br>1327<br>1069 | ✠100A1<br>3,94<br>BS3,94 | Lth<br>LA&CP<br>✠LMC11,90 | q | 1882<br>12mo | E.Withy<br>&Co.<br>WHartlepool | R.Mackie&Co. | 257·4<br>P28′ Q62′ B70′ F30′<br>BK9″<br>*WB*=*DBa*74′*f*90′310*t* | 34·6 | 19·4 | Leith<br>British<br>4*BHCem* | C.2Cy.32″&60″–39″ (i)<br>80lb 75*lb* 150HP<br>2SB,6*pf*,GS78<br>BlackHawthrn&Co.Gtshd. |
| 179<br>130350<br>KDJQ | **Newburgh** IronSc<br>3*Dks* | 1034<br>—<br>741 | | | | 1887 | Neafie&<br>Levy<br>Philadelphia | J.A.P.Ramsdell | 214·0 | 32·0 | 12·6 | NewYork<br>Utd.States | C.2Cy.26″&45″–36″<br>Neafie&Levy,Philadelphia |
| 180<br>89836 | — IronScSr<br>*H.Penner*78–93 ssSyd.No.1-94<br>*P.Bjorkman* 1*Dk* | 78<br>78<br>1 | ✠100A-<br>*ForTugpurposes*<br>5,94 8,88 | Shl<br>Syd<br>✠LMC8,88 5,94 | | 1888<br>8mo | JTEltring-<br>ham<br>S.Shields | J.Fenwick&Co. | 86·0<br>BK6″ | 16·6 | 9·7 | Sydney<br>British<br>4*BHCem* | C.2Cy.17″&34″–22″ (s)<br>100lb 50HP<br>1SB,2*pf*,GS36<br>J.P.Rennoldson&Sons,Shl |
| 181<br>29761<br>QHBC | **Newburn** IronSc3MstSr<br>*W.Payn*80–80 ssLon.No.3–1,86<br>*G.Header* –94 ssLon.No.2–92<br>*R.Mosey* –94 1*Dk*2*trB* | 680<br>624<br>422 | Ⓒ A1<br>8,94 8,93 12,94<br>✠NE&B83<br>BS3,93 3,94 | Lon<br>Shl<br>✠LMC11,92 3,94 | | 1861<br>3mo | J.Laing<br>Sunderland | J.Fenwick&Son | 192·1<br>Q51′F—<br>BK7″<br>*WB*=*DBa*42′*f*12′130*t* | 28·7 | 16·4 | London<br>British<br>4*BHptAsp* *ptCem* | C.2Cy.22″&44″–36″ (s)<br>100lb 99HP<br>1SB,3*cf*,GS52,HS1574<br>WallsendSlipC.(Lm.)Nwc. |
| 182<br>97392<br>LRBV | **Newby** SteelScSr<br>*F.McCulloch* –92 ssBry.No.1–94<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*<br>*R.G.Tait* -94 | 2168<br>1621<br>1407 | ✠100A1<br>1,95 2,94 | Bry<br>A&CP<br>✠LMC2,94<br>Shl | r | 1890<br>4mo | Ropner&<br>Son<br>Stockton | R.Ropner&Co. | 272·3<br>P31′Q82′B106′<br>F30′ BK9″<br>*WB*=*CellDB*180′315*t* | 38·9 | 18·6 | W.Hartlpl<br>British<br>4*BHCem* | T.3Cy.21″,35″&57″–39″ (r)<br>160lb 80*lb* 200HP<br>2SB,4*rf*,GS74,HS2990<br>Blair&Co.(Lim.),Stockton |
| 183<br>91495<br>KBWD | **Newcastle** SteelScSr<br>*R.Dyer*88–88 ssNwc.No.2–93<br>*Well deck Young* 1*Dk*(*Stl*)2*trB* | 1343<br>1072<br>833 | ✠100A1<br>11,94 10,93 7,94 5,95<br>BS11,94 | Nwc<br>A&CP<br>✠LMC10,93<br>Shl | o | 1885<br>7mo | C.S.Swan&<br>Hunter<br>Newcastle | NewcastleS.S.Co. (Lim.)(J.J.&C.M Forster, *Mgrs.*)<br>*WB*=*DBa*61′*f*74′ | 245·0<br>Q80′B59′F25′<br>drp94 FK<br>&*uB*17′257*tFPT* | 34·0 | 15·8 | Newcastle<br>British<br>5*BHCem*<br>50*tAPT*53*t* | T.3Cy.18½″,30″&50″–36″ (s)<br>160lb 60*lb* 150HP<br>2SB,4*pf*,GS138<br>N.E.MarineE.Co.,Nwc. |
| 184<br>88978<br>RLDC | — SteelPadSr<br>*Elec.light*<br>2*Dks*(1*Stl*&1*ptStl*)&*Awngdk* | 1251<br>945<br>587 | ✠<br>3,92<br>*Awng dk* ✠<br>*withfreeboard*<br>*Coasting service, Sydney to Newcastle* | Syd<br>LA&CP | o | 1884<br>8mo | J. Key&<br>Sons<br>Kinghorn | Newcastle& HunterRiver S.S.Co.(Lim.) | 264·6<br>drp86 | 32·9 | 15·9 | Sydney NSW<br>British<br>5*BH* | C.O.2Cy.54″&100″–78″<br>500HP<br>J.Key&Sons,Kirkcaldy |
| 185<br>90380<br>LGWK | — IronSc<br>*R.Baskcomb*89–89 ssGms.No.2–92<br>*Trawler* 1*Dk* | 109<br>105<br>62 | ✠100A1<br>*StmTrawler*<br>7,94 12,92<br>BS7,94 | Gms<br>LA&CP<br>✠LMC12,92 | | 1884<br>6mo | T.Charlton<br>Grimsby | T.Charlton | 90·0<br>Q16′<br>BK8″ | 19·8 | 10·4 | Grimsby<br>British<br>3*BHCem* | C.2Cy.14″&26″–18″ (j)<br>75lb 30HP<br>1SB,2*pf*,GS13,HS500<br>T.Charlton,Grimsby |
| 186<br>77054<br>WVLT | **Newchwang** IronScSr<br>*F Newcomb* –93 | 895<br>880<br>558 | | | | 1877 | Scott&Co.<br>Greenock | ChinaNav.Co. (Lim.) | 220·2 | 28·5 | 18·8 | London<br>British | C.2Cy.23″&46″–36″<br>99HP<br>GreenockFoundryCo.,Grk. |
| 187<br>87376<br>WVTF | **Newcomen** SteelSc3MstSr<br>*C.Riepenhausen,jun.* –93<br>ssLon.No.3–8,90<br>2*Dks*(*Stl*)3*trB* | 2075<br>1999<br>1353 | ✠100A1<br>5,94 9,93<br>BS10,92 5,94 | Npt<br>LA&CP<br>✠LMC8,90<br>Bry | t | 1882<br>10mo | R.Duncan<br>&Co.<br>Pt.Glasgow | NewcomenS.S.Co. (Lim.) (Leitch& Muir) | 289·2<br>B73′F35′<br>BK10″<br>*WB*=*CellDB*250′378*t* | 38·2 | 23·1 | Greenock<br>British<br>5*BHCem* | C.2Cy.36″&68″–45″ (a)<br>80lb 60*lb* 200HP<br>1DB,6*pf*,GS107<br>Dunsmuir&Jackson,Gls. |
| 188<br>85013<br>WMDQ | **Newent** IronScSr<br>*J.Mouat* 2ndSurvey,Shl.3,91<br>1*Dk*(*Irn*)2*trB*<br>*Well deck* 3rdSurveyShl.9,94 | 1016<br>833<br>653 | ✠ A1✻1<br>4,95 4,94 | Shl | Lv | 1882<br>6mo | ShortBros.<br>Sunderland | J.Westoll | 216·0<br>Q74*t*B76*t*F29*t*<br>BK7″<br>*WB*=*DBa*&*f* | 30·1 | 16·5 | Sundrland<br>British<br>4*BH* | C.2Cy.27″&51″–33″<br>98HP<br>1SB,3*f*<br>J.Dickinson,Sunderland |
| 189<br>65037<br>WPQK | **Newfield** IronScSr<br>*C.J.Atkins* –92<br>1*Dk* | 785<br>723<br>509 | | | | 1871 | R.Thomp-son,jun.<br>Sunderland | Government of Canada | 206·4<br>Q35*t* B27*t* | 29·1 | 16·8 | Ottawa<br>British | C.2Cy.27″&47″–30″<br>90HP<br>N.E.MarineEng.Co.,Sld. |
| 190<br>66054<br>MCPB | **Newfoundland** WoodScBn<br>*J.A.Farquhar* –93<br>2*Dks* | 919<br>902<br>568 | | | | 1872 | P.Baldwin<br>Quebec | J.H.Anderson | 212·5 | 29·5 | 23·3 | WndsorNS<br>British | C.2Cy.39¾″&57″–36″<br>130HP<br>OuseburnE.W.Co.,Nwc. |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xpired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of R.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 191 PWGM | **Newhailes** *W.Jaffray* –93 *ex*Triton) *Well deck* | **IronScSr** *ss*Lth.No.3–2,89 *ss*Lth.No.1-94 1*Dk*(*Irn*)2*trB* | 1372 1149 875 | ✠90A1 ~~6,94 2,96~~ 4,95 BS2,93 BS3,95 | Lth A&CP | *p* LMC3,89 | 1876 6mo | M.Pearse & Co. Stockton | R.Mackie&Co. | 250·6 \| 32·5 \| 18·5 Q91'B54'F30' ~~drp91~~ BK9″ *WB=DBa74'f96'&u* | | | Leith British 4*BHCem* *E&B36'390t* | C.2Cy.30″&55″–36″ (*i*) 75lb *50lb* *65lb* 120HP 2SB,GS58 Blair&Co.(Lim.),Stockton | 19 ″ 9 s 1 ″11½ | |
| 192 | **Newhaven** *D.Clark*92–93 *Well deck* | **IronScSr** *ss*~~Lth.No.2–91~~ *ss*Lth.No.3 4,95 1*Dk*(*Irn*) | 870 676 544 | ✠100A1 4,95 ~~2,91~~ BS3,94 | Lth LA&CP | *l* ✠LMC1,91 | 1882 7mo | Workman, Clark&Co. Belfast | R.Mackie&Co. | 201·0 \| 31·6 \| 13·9 Q76'B46'F30' ~~drp93~~ BK8″ *WB=DBa49'f26'&51'&u* | | | Leith British 4*BHCem* *E&B35'273t* | C.2Cy.25″&48″–33″ (*a*) 80lb *50lb* 95HP 1SB,*3pf*,GS50 Lees,Anderson&Co.,Gls. | 15 ″ 2 s 1 ″4½ | |
| 193 KJTV | — *L.Phelipot*87–87 | **IronScSr** | 316 301 104 | | | | 1875 | Forges& Chantiers Havre | LondonBrighton& SouthCoastRail-wayCo. | 168·4 \| 21·1 \| 11·9 Q17*t* | | | Dieppe French | C.2Cy.24″&39½″–24″ 120HP Forges&Chantiers,Havre | | |
| 194 HWGQ | **Newington** *R.McLaren* –93 *Well deck* | **IronScSr** *ss*Lth.No.2–91 1*Dk*(*Irn*) | 1088 845 691 | ✠100A1 ~~6,95 2,94~~ 8,95 BS3,94 | Lth A&CP | *m* ✠LMC1,91 | 1883 5mo | Workman, Clark&Co. Belfast | R.Mackie&Co. *WB=DBa59'* | 217·3 \| 31·9 \| 15·4 P32'Q46'B63'F29' FK *f84'&uE&B31'274t* | | | Leith British 5*BHCem* *APT39t* | C.2Cy.26″&50½″–36″ (*b*) 85lb *65lb* 99HP 1SB,*3pf*,GS45 V.Coates&Co.(Lim.),Bel. | 16 ″ 9 s1 ″ 4½ | |
| 195 THBS | **Newminster** *R.Barker* –93 | ~~IronScSr~~ ~~IronSc~~ *ss*Shl.No.3–5,93 2*Dks*(1*Irn*)3*trB* | 1716 1639 1100 | ✠100A1 1,95 ~~12,93~~ BS7,94 | Cff LA&CP | *r* ✠LMC5,93 | 1880 5mo | Palmers' Co.(Lim.) Newcastle | C.W.Ormston&Co. *WB=Cell D B216'312t* | 262·8 \| 35·2 \| 22·6 P27'B17'F36' drp93 BK9″ | | | Newcastle British 3*BHCem* *APT30t* | C.2Cy.32″&60″–42″ (*i*) 80lb *80lb* NDBS9 180HP 2SB,*6pf*,GS98 Palmers'Co.(Lim.),Nwc. | 24 ″10 s 4 ″ 6 | |
| 196 130179 JTVP | **Newport** *H.P.Conner*67–92 | **IronScSr** 2*Dks*3*trB* | 2735 — 1806 | | | | 1880 | J.Roach& Son Chester,Pa. | PacificMailS.S.Co. | 326·0 \| 38·2 \| 23·9 | | | NewYork Utd.States | C.2Cy.48″&90″–54″ J.Roach&Son,Chester,Pa. | | R |
| 197 18221 HNWQ | — | **WoodPadSr** | 2152 — 1863 | | | | 1864 | J.Englis NewYork | OldColonySteam-boatCo. | 342·0 \| 43·2 \| 14·1 | | | FallRiver, Mass. Utd.States | 1Cy.85″–144″ 1999HP NoveltyIronWorks,N.Y. | | |
| 198 130566 | — *W.P.S.Porter*87–92 | **WoodSc3MstSr** 1*Dk* | 281 228 218 | | | | 1875 | ..... SanFrancisco | PacificSteam WhalingCo. | 133·5 \| 25·5 \| 9·9 | | | S.Frncisco Utd.States | C.2Cy.12″&20″–20″ 21HP RisdonIronWks.,S.Fo. | | |
| 199 96147 LGSP | **Newquay** *H.Vass* –93 *Well deck* | **SteelScSr** *ss*NwcNo.1–93 1*Dk*(*Irn*)&*Webframes* | 2062 1641 1347 | ✠100A1 5,94 ~~3,95~~ ✠LMC7,93 | Nwc LA&CP Bly | *r* | 1889 8mo | C.S.Swan& Hunter Newcastle | NewcastleS.S.Co. (Lim.) (J.J.& C.M.Forster, *Mgrs.*) *WB* | 280·0 \| 37·5 \| 19·3 P25'Q72 B122' F27' FK *=Cell D B234'437t* | | | Newcastle British 5*BHCem* *APT30t* | T.3Cy.22″,36″&59″–39″ (*s*) 160lb *80lb* 210HP 2SB,*6rf*,GS104,HS3265 Black,Hawthorn&Co.,Gts. | 21 ″ 8 s 1 ″11½ | D |
| 200 49721 | **Newry** *P.Casey* –93 | **IronSc3MstSr** (*ex*EarlofBelfast) | 412 349 185 | ✠ 7,69 | Liv A&CP | | 1866 3mo | Randolph, Elder&Co. Glasgow | Dundalk&Newry SteamPacketCo. (Lim.) | 176·6 \| 24·0 \| 13·0 P46*t* F— | | | Newry British 5*BHCem* | C.2Cy.24″&48″–30″ NE&B82 80HP T.Brassey&Co,Birkenhead | | BT till ~~6,94~~ 7,95 |
| 201 130396 | **Newsboy** *C.J.Fosen*92–92 | **WoodScSr** 1*Dk* | 208 — 150 | | | | 1888 | G.Boole SanFrancisco | R.G.Byxbee | 121·5 \| 31·0 \| 9·2 | | | S.Frncisco Utd.States | C.2Cy.12″&20″–20″ 75HP Savage,Sons&Co.,S.Fo. | | |
| 202 53829 KWBN | **Newton** *J.Dixon* –92 | **SteelScSr** | 2540 2344 1588 | | | | 1888 | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | Liverpool,Brazil, &Riv.PlateStm. Nav.Co.(Lim.) (Lamport&Holt, *Mgrs.*) | 312·4 \| 39·2 \| 24·8 P33' B62' F39' | | | Liverpool British | T.3Cy.24″,38″&62″–42″ 283HP R.&W.Hawthorn,Leslie& Co.(Lim.),Nwc. | | |
| 203 1046 HVGT | — *J.B.Josefson*81–89 *Well deck* | **SteelScSr** *ss*Got.No.1–94 1*Dk*(*Irn*) | 571 442 446 | ✠100A1 6,94 ~~6,98~~ ✠LMC10,~~00~~ 6,94 Got | Cff LA&CP | *h* | 1890 10mo | P.Larsson Thorskog | J.N.Sanne *WB=D* | 167·0 \| 26·6 \| 13·2 Q55'B35' H17*t*F21' BK7″ *BuE&B24'80t F P 1 10t APT5t* | | | Uddevalla Swedish 4*BHCem* | T.3Cy.12″,19″&32″–24″ (*s*) 160lb *~~60lb~~* *80lb* NDB94 65HP 1SB Ross&Duncan,Glasgow | 14 ″ 2 s 1 ″ 3 | |
| 204 87152 HWCB | **Ngan-Kin** *T.Shaw* –93 | **SteelTwinScSp** | 2553 1966 1922 | | | | 1883 | Scott&Co. Greenock | ChinaNav.Co. (Lim.) | 289·5 \| 43·2 \| 10·4 B302*t* 20·3 | | | London British | C.4Cy.22½″&45″–30″ 200HP Scott&Co.,Greenock | | |
| 205 ~~87151~~ MLRF | **Ngapoota** ~~Ellison 4,94~~ | **IronScSr** *ss*Rgn.No.3–11,86 1*Dk* | 203 179 89 | ✠ 11,86 | Rgn A&CP | *c* | 1873 12mo | T.Wingate &Co. Glasgow | CheahTekSoon | 130·1 \| 20·5 \| 10·0 Q8*t* | | | London British 4*BHCem* | C.2Cy.18″&36″–24″ 60HP T.Wingate&Co.,Glasgow | | |
| 206 89395 | **Ngawoon** *Matthews* | **IronTwinSc** | 203 203 138 | | | | 1880 | W.Denny &Bros. Dumbarton | IrrawaddyFlotilla Co.(Lim.) | 140·0 \| 25·1 \| 7·7 | | | Glasgow British | C.4Cy.15″&26″–15″ 50HP Denny&Co.,Dumbarton | | |
| 207 87819 HLJB | **Niagara** ~~R.D.Lugg –94~~ (*ex*Abana) *J.McNay* –94 | **IronScBn** ~~*ss*Liv.No.2–92~~ 2*Dks*(*Irn*)3*trB* *ss*Bel.No.3–8,94 | 3033 2775 ~~1078~~ 1965 | ✠100A1 ~~8,94~~ 6,92 5,95 BS11,92 ✠LMC8,~~01~~ 8,94 | Liv LA&CP Bel | *v* | 1883 ~~11mo~~ 4mo | M.Pearse & Co. Stockton | ~~City of Liverpool~~ OceanTransprtCo. (Lim.) (Elder, Dempster&Co., *Mgrs.*) | 324·5 \| 40·0 \| 26·3 P22'B78'F39' BK11″ *WB=DBa* | | | Liverpool British 5*BHCem* 102'*f*56'467*t* | C.2Cy.40″&75″–48″ 80lb *50lb* 300HP 2DB,*8pf*,GS107 Blair&Co.(Lim.),Stockton | 27 ″ 8 | |
| 208 130098 JSHT | — *Burley* –91 | **IronScBn** 2*Dks*3*trB* | 2265 — 1668 | | | | 1877 | J.Roach& Son Chester,Pa. | NewYork&Cuba MailS.S.Co. | 275·0 \| 38·0 \| 23·2 | | | NewYork Utd.States | C.2Cy.34″&″60″–46″ 1600HP J.Roach&Son,Chester,Pa. | | R |
| 209 73951 | — *J.Morgan* | **CompScSp** 1*Dk* | 468 424 302 | | | | 1875 | M.Simpson S.Cath's,Ont. | J.T.Mathews | 171·6 \| 26·2 \| 12·0 F17*t* | | | S Cathrnes British | 1Cy.36″–30″ 150HP Yale&Co.,St.Catharine's | | |
| 210 JVBH | **Nicaragua** *G.Nicolaysen*91–91 | **SteelScSr** 1*Dk* | 639 479 459 | | | | 1891 | Bergens Mek.Verks. Bergen | A.Halvorsen | 180·0 \| 26·2 \| 12·8 Q41*t* B89*t* H8*t* F21*t* | | | Bergen Norwegian | T.3Cy.14″,22½″&37″–24″ 75HP BergensMek.Verk.,Bergen | | N |
| 211 99347 | **Nicaraguan** ~~B.Winder –92~~ *Elec.light* *J.W.Pickthall* -94 | **SteelScSr** 3*Dks*(2*Stl*) | 3643 3389 2386 | ✠100A1 1,95 ~~6,92~~ ✠LMC12,91 | Liv LA&CP | *w* | 1891 12mo | Barclay, Curle&Co. (Lim.) Glasgow | W.India&Pacific S.S.Co.(Lim.) *WB=DBf54'&u* | 370·0 \| 43·0 \| 25·9 P42'B112'F47' BK9″ *E&B74'462t F P T* | | | Liverpool British 7*BHCem* 64*t APT83t* | T.3Cy.25½″,42″&71″–51″ (*o*) 180lb *75lb* 352HP 2DB,*12cf*,GS236 BarclayCurle&Co(Lm) Gls | 30 ″ 0 s 6 ″ 2 | BT till ~~1,96~~ 10,95 |
| 212 HVWD | **Niceto** *Larrinaga* | **IronSc** *ss*Liv.No.2–92 2*Dks*(*Irn*)3*trB* | 2811 2536 1830 | ✠100A1 7,94 ~~3,94~~ BS~~6,93~~ 11,94 ✠LMC7,92 | Liv A&CP | *v* | 1884 2mo | W.Doxford &Sons Sunderland | Larrinaga&Co. | 340·0 \| 37·0 \| 25·9 P40'B80'F42' BK11″ *WB=DBa78'130t* | | | Bilbao Spanish 5*BHCem* *MT42'450t* | C.2Cy.38″&71″–48″ (*a*) 80lb *45lb* 275HP 2DB,*12pf*,GS188,HS5115 W.Doxford&Sons,Sld. | 27 ″ 2 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terre-pleins à marchandises exprès. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des C / Course du Pisto / Pression des Chaud / Force nominal / Nom du Construct |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 213<br>HBJW | **Nicholas Vagliano**<br>*G.Costallas*<br>*Well deck* | **IronSc**<br>*ss*Cff.No.2–91<br>1*Dk*(*Irn*)2*trB* | 1708<br>1369<br>1119 | ✠100A1<br>5,94<br>BS8,94 ✠LMC8,91 | Mlt<br>A&CP | *q* | 1883<br>8mo | Bartram,<br>Haswell&Co<br>Sunderland | **VaglianoBros.**<br>*WB=D* | 258·0\|36·1\|18·7<br>Q94′B72′F30′<br>BK9″<br>*Ba*66′*f*62′255*t FPT*<br>25*t APT*20*t* | Argostoli<br>Greek | C.2Cy.33″&62″–42″<br>70lb *80lb*<br>2SB,*6pf*,GS96<br>J.Dickinson,Sunde |
| 214<br>551<br>HPBW | **Nicolai**<br>~~*V.Safonoff* –88~~<br>*Ivanoff* | **SteelScSr**<br>~~*ss*Oda.No.1–90~~<br>1*Dk*(*Irn*)&*Awngdk*<br>*ss*Oda.No.2–94 | 1032<br>1023<br>702 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>11,94 ~~5,90~~ ✠LMC~~5,90~~ 11,94 | Oda<br>LA&CP | *m* | 1888<br>2mo | Wood,<br>Skinner&<br>Co.<br>Newcastle | **RussianCo.forSea River andLand Insurance,and for the conveyance of goods** | 212·5\|30·2\|13·9<br>21·2<br>FK<br>*WB=DB*<br>*a*57′*f*73′180*t* | Odessa<br>Russian | T.3Cy.17″,28″&47″–<br>150lb *65lb*<br>2SB,*4cf*,GS66,HS20<br>N.E.MarineE.Co(I |
| 215<br>JSBK | **Nicolai H. Knudtzon**<br>*A.Bech* | **IronScSr**<br>(*ex*LouisPalander)<br>1*Dk* | 142<br>76<br>103 | | | | 1881 | MotalaCo.<br>Oscarshamn | **MöreSkjærgaards Dampskibsselskab** | 93·2\|17·8\| 8·2<br>Q25′B43′F28′ | Xiansund<br>Norwegian | C.2Cy.12½″&23″–16<br>NE90<br>MotalaCo.,Oscarsh |
| 216 | **Nicolaos**<br>*S.Cacouris* | | 320<br>—<br>244 | | | | 1882 | Stablmnto<br>Tecnico<br>Triestino<br>Trieste | **RussianS.N.& TradingCo.** | ..... | Odessa<br>Russian | |
| 217<br>HFGD | **Nicolay Knudtzon**<br>*J.Jacobsen* | **WoodScSr**<br>1*Dk* | 153<br>80<br>121 | | | | 1871 | .....<br>Drammen | **StatensHavnevæsen** | 103·2\|17·9\| 7·1<br>Q8′B60′H5*t*F6′ | Xiansand<br>Norwegian | |
| 218<br>79152<br>SGDP | **Nicosian**<br>*J.Jones*87–87<br>*Well deck* | **IronSc**<br>*ss*Lth.No.3–7,91<br>1*Dk*(*Irn*)2*trB* | 1341<br>1099<br>863 | ✠100A1<br>5,94<br>BS10,93 | Lth<br>A&CP<br>LMC7,91 | *o* | 1878<br>11mo | E.Withy&<br>Co.<br>Hartlepool | **H.Blaik&Co.** | 243·7\|32·0\|18·3<br>Q84′B59′F27′<br>drp92 BK8½″<br>*WB=DB*193′ | Leith<br>British | C.2Cy.80″&57″–38″<br>70lb *80lb* NDB9<br>1DB,GS63<br>T.Richardson&So |
| 219 | **Nictheroy** | **WoodTwinSc** | | | | | 1892 | .....<br>RioJaneiro | **Cia.Cantereira BarcasFerry** | | R.Janeiro<br>Brazilian | |
| 220<br>NBSF | **Nidaros**<br>*H.Bönnelycke*<br>*Elec.light* | **SteelScSr** | 859<br>583<br>477 | | | | 1889 | Lobnitz&<br>Co.<br>Renfrew | **ForenedeDampskibsSelskab** | 186·3\|28·0\|15·4 | Copnhagn<br>Danish | T.3Cy.18″,30″&48″–<br>Lobnitz&Co.,Renf |
| 221<br>NSTK | **Niels Brock**<br>*C.L.Hansen* | **Steel&IronScSr**<br>1*Dk* | 420<br>306<br>230 | | | | 1881 | Kockums<br>Mek.Værks.<br>Malmö | **ForenedeDampskibsSelskab** | 170·9\|24·8\|11·5<br>P21*t* B54*t* H25*t*<br>F35′ *WB* | Copnhagn<br>Danish | C.2Cy.37½″&46½″–2<br>KockumsMek.Vrk |
| 222<br>JSBL | **Niels Rossing**<br>**Parelius** (*WRECKED 5,94*)<br>*G.Ohlsen* (*ex*Dagmar) | **IronSc3MstSr**<br>1*Dk*2*trB* | 450<br>402<br>354 | | | | 1882 | Göteborgs<br>Mek.Værks.<br>Gothenburg | **Intrsk."NielsRossingParelius" (P.W.Petersen)** | 146·3\|24·6\|15·3<br>P30′ F14′<br>*WB* | Xiansund<br>Norwegian | C.2Cy.15½″&28½″–1<br>GöteborgsMek.Vs<br>Goth |
| 223<br>QDSL | **Nierstein**<br>*A.Pankow* –93 | **IronScSr**<br>1*Dk*&*Spardk*&3*trB* | 948<br>—<br>731 | | | | 1883 | F.Schichau<br>Elbing | **DeutscheDampfschifffahrts.Ges. "Hansa"** | 200·7\|28·0\|22·2 | Bremen<br>German | T.3Cy.15¾″,24¾″&3<br>F.Schichau,Elbing |
| 224<br>HVWN | **Nieta**<br>*Sustacha*76–82<br>(*ex*Milo) | **IronSc**<br>*ss*Liv.No.3–4,87<br>*ss*Liv.No.1–91<br>1*Dk*2*trB* | 862<br>758<br>663 | ✠A1<br>6,94 ~~6,93~~<br>MS7,91 | Liv<br>BS~~6,93~~ 7,94 | | 1858 | J.Laing<br>Sunderland | **Linea deVapores Serra** | 195·0\|33·0\|17·2<br>P60′F30′<br>ND69 BK7½″<br>*WB=DB*a58′40*t* | Bilbao<br>Spanish | C.4Cy.16″&34″–24″<br>70lb *40lb* NB73<br>1SB,*3f* NDB81<br>Hamilton'sIronW |
| 225<br>86720<br>WPQR | **Nigel**<br>*W.Smith* –93 | **IronScSr**<br>*ss*Brs.No.2–90<br>2*Dks*(1*Irn*)3*trB* | 1384<br>1007<br>825 | ✠<br>~~BS6,93~~ ✠LMC12,90<br>8,94 | | … | 1882<br>10mo | R.Steele&<br>Co.<br>Greenock | **BristolStm.Nav. Co.(Lim.)** | 240·5\|33·2\|17·2<br>P78′F16′<br>drp92 BK8½″<br>*WB=D*<br>*Ba*55′*f*97′255*t FP*<br>*T*52*t APT*8*t* | Bristol<br>British | C.2Cy.28″&52″–36″<br>65lb *80lb*<br>1SB,*3pf*,GS67,HS19<br>R.Steele&Co.,Gree |
| ~~Stranded & Sunk 9,94~~<br>93249 | ~~*D.Kerr* –94~~<br>*Well deck*<br>*J.Ferguson*95–95 | **IronScSr**<br>~~*ss*Gls.No.1–95~~<br>1*Dk*<br>*ss*Gls.No.3.4,95 | 280<br>210<br>105 | ✠100A1<br>4,95 —<br>~~BS5,94~~<br>✠LMC~~4,98~~ 3,95<br>Gls | Ayr<br>LA&CP | *e* | 1886<br>2mo | Scott&Co.<br>Bowling | ~~**A.F.Blackater**~~<br>K.Cameron,jun. | 135·2\|22·1\|10·5<br>Q52′B12′F20′<br>~~drp92&93~~ BK7″<br>drp95 *WB=FPT*23*t* | Glasgow<br>British | C.2Cy.21″&42″–30″<br>90lb *60lb*<br>1SB,2*cf*,GS40<br>Muir&Houston,Gl |
| 227<br>KJWD | **Niger** | **IronScBk**<br>3*Dks* | 3726<br>—<br>1957 | | | | 1871 | M'ssageries<br>Marit.<br>LaCiotat | **Messageries Maritimes** | 394·3\|39·7\|30·2<br>H230*t* F53′ | Marseilles<br>French | 3Cy.43½″&(2)60½″–<br>Messag.Mar.,LaCi |
| 228<br>87142<br>HVGB | —<br>*P.Dupen* –94 | **SteelScSr**<br>2ndSurvey,Liv.9,92<br>2*Dks*(1*Stl*) | 2006<br>1789<br>1302 | ✠A1*1<br>~~6,95~~ ~~4,94~~ 10,94<br>~~BS10,93~~ 10,94 | Liv<br>LMC8,91 | Lv | 1883<br>6mo | Harland&<br>Wolff<br>Belfast | **AfricanSteamShip Co.(Elder,Dempster&Co.,*Mgrs.*)** | 320·2\|35·6\|21·2<br>P53*t*B13*t*F39*t*<br>BK10″ | London<br>British | C.2Cy.34″&68″–42″<br>80lb ~~*90lb*~~ *80lb* NDI<br>2SB,*6f*<br>Harland&Wolff,B |
| 229 | **Nightingale**<br>*J.K.Robertson*92–92 | **SteelScSr**<br>1*Dk* | 97<br>91<br>24 | ✠100A–<br>*For fishing purposes*<br>6,94 ~~4,94~~<br>✠LMC12,92 | Abn | | 1892<br>12mo | Hall,Russell&Co.<br>Aberdeen | **J.K.Robertson &Co.** | 86·0\|19·1\| 9·2<br>BK6″ | Aberdeen<br>British | C.2Cy.13″&28″–18″<br>100lb<br>1SB,*2pf*,GS22,HS60<br>Hall,Russell&Co., |
| 230<br>93802<br>KVWN | **Nigretia**<br>*C.Hawick* –93<br>*Well deck* | **SteelScSr**<br>*ss*Lon.No.1–93<br>1*Dk*(*Stl*)2*trB* | 2477<br>1984<br>1632 | ✠100A1<br>~~6,94~~ ~~3,94~~ 11,94<br>BS11,94 ✠LMC3,93<br>Cliff Sld | Bry | | 1888<br>8mo | R.Dixon&<br>Co.<br>Middlesbro' | **R.Cairns** | 295·0\|38·1\|21·5<br>Q122′B110′F30′<br>BK10″<br>*WB=DBa*98′*f*110′&*u*<br>*E*&*B*36′480*t* | Leith<br>British | T.3Cy.22″,35″&59″–<br>160lb *75lb*<br>2SB,*6cf*,GS102<br>T.Richardson&So |
| 231<br>45<br>HBDQ | **Niigata Maru**<br>*K.O'Kamura* (*ex*Behar,*ex*Barcelona) | **IronSc3MstSr**<br>3*Dks*&*Awngdk* | 1910<br>907<br>1184 | *Awng dk*<br>*Subject to annualsurvey*<br>9,78 ✠ | | Lv | 1855 | J.Laird<br>Birkenhead | **K.Owaki** | 270·3\|36·3\|25·3<br>32·4 | Shinagawa<br>Japanese | 2Cy.40″&74″–48″<br>NE&B78<br>3*BH*2PBH<br>Lobnitz,Coulborn |
| 232<br>1353<br>HJRP | **Niikawa Maru**<br>(*ex*ThunOn) | **WoodScSr** | 322<br>243<br>200 | | | | 1881 | .....<br>HongKong | **SekiguchiHikozo** | 139·3\|22·4\|11·9 | Uwotsu<br>Japanese | |
| 233 | **Nijni Novgorod**<br>*Plashinsky* –91 | **SteelScSr**<br>1*Dk*(*Stl*)&*Spardk*(*Irn*–ws)<br>&*deepframing* | 3130<br>2915<br>2005 | ✠100A1<br>*Spar dk*<br>2,91 ✠LMC2,91 | Nwc<br>LA&CP | | 1891<br>2mo | SirW.G.<br>Armstrong,<br>Mitchell&<br>Co.(Lim.)<br>Newcastle | **RussianVolunteer FleetAssociation** | 324·5\|40·6\|19·3<br>B86′F37′<br>FK<br>*WB=CellDB*270′ | Odessa<br>Russian | T.3Cy.25″,41″&67″<br>160lb *80lb* NDB'<br>2SB,*8pf*,GS144<br>NEMarineECo.(I |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year designed now expired. Built Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Alt. of Tonnage &c. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 234 | **Nijni Novgorod I.** **IronScBk** | | 2602 | ✠100A1 | Lon | Lv | 1857 | Caird&Co. | D.J.Ratner | 321·0 | 40·0 | 32·7 | Odessa | C.2Cy.44″&83″–42″ | | V |
| broken up 7,95 | *C.W.Malinovsky*91–93 (*ex*Saxonia) | | 2672 | *Awng dk* | | | | Greenock | | | | | Russian | NB74 300HP | | |
| | | 2*Dks*&*Awngdk*4*trE* | 1831 | *Subject to annual survey* | | | | | | | | | 3*BH*4PBH | *Cmp*71Reih.Schff.&Msch. | | |
| | | | | 11,79 | | | | | | | | | | Fab.,Hamburg | | |
| 235 | **Nil Desperandum** **IronScK** | | 140 | ✠100A1 | Hul | | 1889 | Cook,Welton&Gemmell Hull | HumberSteam TrawlingCo. (Lim.) | 100·5 | 20·9 | 10·8 | Hull | C.2Cy.17″&33″–22″ (*s*) | 11 ″ 11 | |
| MTQS | *J.Rust*89– *ss*Hul.No.1–93 | | 140 | *Trawler* | LA&CP | | 3mo | | | | | | British | 90lb 45HP | | |
| | | 1*Dk* | 50 | 11,94 ~~14,98~~ | ✠LMC4,98 | | | | | | | BK7½″ | 3*BHCem* | 1SB,*2pf*,GS30 | | |
| | | | | | | | | | | | | | | Bailey&Leetham,Hull | | |
| | **WoodScFlat** | | 122 | | | | 1870 | AnnDeakn | SaltUnion(Lim.) | 85·2 | 20·7 | 9·0 | Liverpool | 2Cy.12″–14″ | | |
| 236 — | | | 116 | | | | | Winsford | | | | | British | 24HP | | |
| | | | 83 | | | | | | | | | | | J.Jack&Co.,Liverpool | | |
| 237 | **Nile** **SteelSc3MstSr** | | 5946 | ✠100A1 | Gls | *b*† | 1893 | J.&G. | RoyalMailSteam | 420·0 | 52·0 | 33·5 | London | T.3Cy.38″,60″&94″–66″ (*s*) | 35 ″ 5 | BT till ~~9,94~~ 11,95 |
| 1894 | *J.D.Spooner* –93 | 4*Dks*(2*Stl*–ws) | 4952 | 9,93 | LA&CP | | 9mo | Thomson (Lim.) | PacketCo. | P42′F73′ | | BK10″ | British | 160lb *160lb* 685HP | | |
| | *Elec.light* | &*Promenade dk* | 3425 | | ✠LMC9,93 | | | Glasgow | | *Promenade dk*217′ | | | 10*BHCem* | 4DB,*32cf*,GS624,HS7292 | | |
| | | | | | | | | | | | | | | J.&G.Thomson(Lim.),Gls. | | |
| 238 6,94 | **IronScK** | | 130 | ~~✠100A1~~ | Mil | | 1888 | Cochrane, | W.Wolfe | 100·9 | 20·3 | 10·5 | Hull | T.3Cy.12½″,19½″&31½″–22½″ | 11 ″ 5 | |
| | *W.Watson* –93 | *ss*Mil.No.1–93 | 130 | *For fishing purposes* | LA&CP | | 11mo | Cooper& Schofield Beverley | | | | BK7″ | British | 150lb (*s*) 50HP | | |
| | | 1*Dk* | 56 | 5,93 | | | | | | | | | 3*BHCem* | 1SB,*2cf*,GS27,HS797 | | |
| | | | | BS1,94 | ✠LMC2,93 | | | | | | | | | C.D.Holmes&Co.,Hull | | |
| 239 | **Nilo** **IronSc3MstSr** | | 2801 | ✠ | Liv | *u* | 1878 | London& | Nav.Gen.Italiana | 362·1 | 37·0 | 26·4 | Palermo | C.2Cy.44″&78″–54″ | | I |
| 79 | *I.DiBartolo*82–88 *ss*Liv.No.1–82 | | 2580 | 10,84 | A&CP | | 2mo | GlasgowCo. | | B36′ F28′ | | | Italian | 676HP | | |
| QTKB | (*ex*RydalHall) | 2*Dks*(*Irn–Uws*)3*trB* | 1826 | | | | | Glasgow | | drp83 | | | 5*BHCem* | Lon.&GlasgowCo.,Glas. | | |
| 240 | **Nimet** **IronSc** | | 233 | ✠ - | Cpl | | 1877 | Blackwood | IdareiMassousieh | 140·2 | 23·2 | 8·7 | Constanpl | C.2Cy.20″&35″–24″ | 8 ″ 7 | |
| | (*ex*Nicholaeff,*ex*Nubia,*ex*KingDocema) | | 190 | 6,86 | A&CP | | 4mo | &Gordon Pt.Glasgow | | P21′ F20′ | | | Turkish | 54HP | | |
| | *ss*Cpl.No.3–6,86 | 1*Dk* | 158 | | | | | | | | | | 4*BHCem* | Blackwood&Gordon,P.Gls | | |
| 241 | **Nimet Huda** **IronScSr** | | 1836 | | | | 1868 | Lloyd | CaramanianChahinoglou&Co. | 286·6 | 35·0 | 24·0 | Constanpl | 4.Cy.29½″&54″–36″ | | |
| | (*ex*Mars) | | — | | | | | Austro-Ungarico Trieste | | | | | Turkish | 400HP | | |
| | | 2*Dks* | 1183 | | | | | | | | | | | Renny&Co.,Dumbarton | | |
| 242 | **Nimrod** **WoodScBk** | | 334 | | | | 1866 | A.Stephen &Sons Dundee | Job.Bros. | 136·0 | 26·9 | 16·0 | SJohnNFL | C.2Cy.16″&30″–22″ | | |
| 48047 | | | 334 | | | | | | | | | | British | NE&B89 60HP | | |
| KWVJ | | 2*Dks* | 227 | | | | | | | | | | | Westray,Copeland&Co., Brw. | | |
| 243 | **Nina** **IronScBg** | | 842 | ✠ | | ... | 1861 | Richardsn, | Linea deVapores | 212·0 | 29·5 | 17·8 | Bilbao | C.4Cy.19″&45″–27″ (*i*) | 18 ″ 3 | |
| | - *Garteiz* | *ss*Liv.No.3–4,82 | — | ~~MS7,90~~ | ~~BS8,90~~ | | 9mo | Duck&Co. Stockton | Serra | P52′F40′ | | | Spanish | 68lb *45lb* NB70 140HP | s 2 ″ 7 | |
| HTWS | | *ss*Liv.No.2–90 1*Dk*2*trB* | 535 | B&MS6,94 | | | | | | ptND90 | | BK8″ | 4*BHCem* | 2B,GS64 | w 2 ″ 9 | |
| | | | | | | | | | | | | | | T.Richardson&Sons,Hpl. | | |
| 244 | ~~Latter Collision 9,94~~ **IronScSr** | | 783 | | | ... | 1870 | W.Watson | W.France&Co. (Lim.) (Fenwick, Stobart&Co., Lim.,*Mgrs.*) | 200·5 | 28·7 | 16·8 | London | C.2Cy.26″&47″–33″ | 17 ″ 6 | |
| 1868 | *W.Young* –98 | 1*Dk*2*trB* | 724 | | | | 5mo | Sunderland | | Q31*t* B27*t* | | | British | NB80 99HP | | |
| TTDQ | | | 505 | | | | | | | | | | | G.Clark,Sunderland | | |
| | | | | | | | | | | | | | | *WB* | | |
| 245 | **Nina Mendl** **SteelScSr** | | 2415 | ✠100A1 | Lon | *s* | 1892 | W.Gray& | NinaMendl S.S. | 296·5 | 38·6 | 18·7 | London | T.3Cy.28″,36½″&62″–39″ (*s*) | 21 ″ 1 | |
| 99077 | *A.Purvis* –92 | 1*Dk*(*ptStl ptIrn*)*f* | 1791 | 3,95 ~~3,91~~ ~~12,94~~ | LA&CP | | 5mo | Co.(Lim.) | Co.(Lim.) | P33′Q115′B124′ | | | British | 160lb *80lb* 250HP | s 1 ″ 10½ | |
| | *Well deck* | *Web frames* | 1554 | | ✠LMC5,92 | | | W Hartlepool | (Mendl&Co.) | F33′ | | FK | 5*BHCem* | 2SB,*6rf*,GS78,HS3580 | | |
| | *Elec.light* | | | | Cff | | | | | *WB*=*Cell* | *DB*230′ | | 515*t*A*PT*32*t* | CentralMar.EWks.,WHpl. | | |
| 246 | **Ningchow** **IronScSr** | | 2708 | ✠100A1 | Lon | *v* | 1884 | D.&W. | ChinaMutual | 350·0 | 41·8 | 23·5 | London | C.2Cy.33″&66″–60″ (*a*) | 26 ″ 4 | |
| 99631 | *G.L.Grattan* –93 | *ss*Shi.No.2–92 | 2546 | 6,94 ~~1,94~~ | LA&CP | | 2mo | Henderson &Co | SteamNav.Co. (Lim.) | P12′B64′F42′ | | FK | British | 90lb *90lb* 480HP | s 5 ″ 7 | |
| JGDS | | 2*Dks*(*Irn–Uws*)3*trB* | 1735 | BS2,~~98~~ 7,94 | ✠LMC10,91 | | | Glasgow | | *WB*=*Cell* | *DB*240′ | 415*t* | 7*BHCem* | 2DB,*12cf*,GS212 | | |
| | | | | | Shi | | | | | | | | | D.&W.Henderson&Co.Gls. | | |
| 247 | **Ningpo** **IronScSr** | | 1173 | ✠ | Nwc | Lv | 1873 | Wigham, | ChinesischeKüstenfahrtGes. | 245·6 | 31·1 | 22·2 | Hamburg | C.2Cy.31″&61″–36″ | | |
| | *F.J.Lehmann*89–92 | | 1109 | 9,73 | | | 7mo | Richardsn &Co. Newcastle | | | | | German | 160HP | | |
| LEJN | | 2*Dks*3*trB* | 762 | | | | | | | | | | 4*BH* | T.Clark&Co.,Newcastle | | |
| | | | | | | | | | | | | | | *WB*=*DBa* | | |
| 248 | **Ninian Stuart** **IronSc** | | 1990 | ✠100A1 | Bry | *r* | 1883 | W.Pickers- | EbbwvaleS.S.Co. | 270·2 | 40·3 | 18·6 | Cardiff | C.2Cy.33″&62″–42″ | 20 ″ 0 | |
| 99164 | *J.Tippett* –92 | *ss*Cff.No.2–92 | 1640 | ~~9,94~~ ~~11,94~~ 2,95 | LA&CP | | 9mo | gill&Sons Sunderland | (Lim.) (MorelBros&Co., | Q96′B64′F32′ | | FK | British | 80lb ~~75lb~~ *55lb* 150HP | s 2 ″ 1 | |
| PFENT | *Well deck* | 1*Dk*(*Irn*)2*trB* | 1305 | BS4,~~93~~ 6,94 | ✠LMC5,91 | | | | *Mgrs.*) | *WB*=*DBa*80′*f*108′ | | | 474*t*A*PT*16*t* | 2SB,*6pf*,GS90 | | |
| | | | | | Cff | | | | | | | | | G.Clark,Sunderland | | |
| 249 | **Nio** **IronScSr** | | 1372 | ✠ | Sld | Lv | 1872 | J.Laing | H.R.Carnaby&Co. | 260·4 | 31·9 | 19·2 | S.Shields | C.2Cy.30″&56″–36″ | 20 ″ 3 | |
| 99067 | *G.Harrison* –91 4thSurvey,Sld.11,87 | | 1152 | 12,90 | | | 8mo | Sunderland | | Q95′ B62′ | | F32′ | British | NB79 160HP | | |
| TRJB | | 1*Dk*2*trB* | 876 | | | | | | | | | | 3*BH* 1PBH | Gilbert&Cooper,Hull | | |
| | | | | | | | | | | | | | | *WB*=*DBa*&*f* | | |
| 250 | **Niobe** **IronScSr** | | 2199 | ✠100A1 | Ham | *t* | 1883 | Kon.Fab.v. | Deutsche | 298·5 | 36·7 | 25·1 | Hamburg | T.3Cy.23″,36½″&59″–42″ (*s*) | | |
| HEBF | *E.G.Pfaff*92–92 *ss*Ham.No.2–91 | | 1978 | ~~8,94~~ ~~11,91~~ 1,95 | A&CP | | 6mo | StoomWrk. Amsterdam | Dampfsch. Rhederei zu Hamburg | P49′B45′F38′ | | BK10″ | German | 165lb 75*lb* 320HP | | |
| | (*ex*KoningWillemIII) | | 1509 | ✠NB4,88 | ✠LMC11,91 | | | | | | | | 4*BHCem* | 2SB,*4cf*,GS94 | | |
| | | 3*Dks*(1*Irn*) | | BS8,94 | | | | | W | *B*=*DBa*70′*f*76′ &*u* | | | *E*&*B*42′346 | *Tpd*88,Reiner,Schiffs& Mach,Ham. | | |
| 251 — | **IronScSr** | | 1348 | | | | 1879 | LloydAus- | LloydAustriaco | 249·6 | 31·5 | 21·8 | Trieste | C.2Cy.31″&56″–36″ | | |
| 89 | *Rateman*71–87 | | 1163 | | | | | tro-Ungarico Trieste | | | | | Aust.-Hung. | 174HP | | |
| PCT | | 2*Dks* | 855 | | | | | | | | | | | ArsenaleLloyd,Trieste | | |
| 252 — | **IronScSr** | | 505 | ✠ | Gls | | 1863 | A.&J. | J.&P.Hutchison | 212·8 | 25·2 | 12·2 | Glasgow | C.2Cy.24½″&44″–30″ (*a*) | 12 ″ 8 | |
| 1910 | *C.McAuley* –94 *ss*Gls.No.3–9,93 | | 421 | 9,93 | | | | Inglis Glasgow | | Q66′B50′F31′ | | | British | 85lb *70lb* NE69 NDB8785HP | s 1 ″ 7½ | |
| | (*ex*Bordelais,*ex*Niobe, *ex*WalterStanhope,*ex*Laurel) | 1*Dk*2*trB* | 289 | ✠NB5,84 | LMC9,93 | | | | | len69srp93 | | BK6½″ | 4*BHCem* | 1SB,*3pf*,GS162 | | |
| | | | | | | | | | | | | | | M.Samuelson&Co.,Hull | | |
| 253 | **Niord** **IronTwinScSr** | | 625 | | | | 18$\frac{55}{78}$ | MotalaCo. | LuleåÅngbåts Aktieb. (H.J.Sundström) | 175·2 | 25·7 | 11·8 | Luleå | C.4Cy.19″&37″–21″ | | |
| | *J.E.Jansson* –87 | | 340 | | | | | Norrköping | | P117′ H42*t* | | F44′ | Swedish | 120HP | | |
| TTB | | 1*Dk* | 501 | | | | | | | | | | | W.LindbergsMk.Vks., Stockholm | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres, Course du Piston, Pression des Chaudières, Force nominale, Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 254<br>NPMW | Niord IronSc3MstSr<br>*C.O.L.Schubert*<br>*2Dks&Spardk* | 389<br>332<br>219 | | | | 1866 | Gourlay Bros&Co.<br>Dundee | RandersDampskibsselskab af 1886 | 163·2 | 24·4 | 13·1 | Randers<br>Danish | T.3Cy.14″,22½″&36″-27″<br>NE&B*made*90*fitted*93 90H<br>GourlayBros.&Co.,Dundee |
| 255<br>71608 | Nipigon WoodScSp<br>*2Dks* | 604<br>276<br>385 | | | | 1874 | A.Cantin<br>Montreal | MichaelRyan | 143·0<br>H119*t* | 26·0 | 10·4 | Montreal<br>British | 1Cy.26″-30″<br>75H |
| 256<br>92443 | Nipissing IronPad<br>*Bailey -87*<br>*2Dks* | 275<br>121<br>207 | | | | 1887 | M.Simpson<br>Gravenhurst | Muskoka&Nipissing Nav.Co. | 125·0<br>H&C154*t* | 21·0 | 7·6 | Toronto<br>British | 1Cy.26″-72″<br>23H<br>Davidson&DoranKingston Ont. |
| Wrecked 4,94 257<br>1239<br>HJKL | Nippon Maru IronScSr<br>*HayashiTsurumatsu* (*ex*Mereo)<br>*1Dk&Spardk* | 1004<br>985<br>622 | | | | 1882 | Flensburgr SchiffsbGes<br>Flensburg | BabaMishihiza | 212·2 | 29·7 | 15·0<br>22·1<br>*WB* | Higashi Iwase<br>Japanese | C.2Cy.26″&46″-30″<br>95H<br>FlnsbgSchffsb.Ges.Flnsbg |
| 258<br>HKDW | Nisard IronScK<br>(*ex*Resolute) *ss*Lis.No.1-93<br>*1Dk* | 131<br>131<br>57 | ✠100A1<br>*StmTrawler*<br>7,93<br>✠LMC7,93 | Lis<br>LA&CP | | 1888<br>11mo | Cook,Welton&Gemmell<br>Hull | Cia.Portugeza dePescaria | 98·8<br>BK7½″ | 20·3 | 10·8 | Lisbon<br>Portuguese<br>3*BHCem* | C.2Cy.17″&33″-22″ (*r*)<br>90lb 45H<br>1SB,2*f*,GS28<br>C.D.Holmes&Co.,Hull |
| 259<br>1179<br>HJBC | Nishikigawa Maru WoodSr<br>*BunyemonMari* | 310<br>286<br>192 | | | | 1890 | J.Ellerton<br>Osaka | OsakaShosen Kaisha | 145·2 | 18·8 | 15·0 | Osaka<br>Japanese | 3Cy.<br>39H |
| 260<br>NSJG | Nishnij Novgorod SteelScSr<br>*P.Harder*76-80 | 1048<br>812<br>759 | | | | 1880 | Burmeister &Wain<br>Copenhagen | ForenedeDampskibsselskab | 235·4<br>P123′ H20*t* F28′ | 29·9 | 15·9 | Copnhagn<br>Danish<br>*WB* | C.4Cy.21″&42″-30″<br>120H<br>Burmeister&Wain,Cpn. |
| 261<br>94393<br>KRPT | Nith SteelScSr<br>*J.Crooks*85-88 *ss*Liv.No.1-92<br>*Well deck* *1Dk(Stl)&Webframes* | 2284<br>1721<br>1489 | ✠100A1<br>12,93<br>BS11,94 ✠LMC6,92 | N Yk<br>A&CP | *s* | 1888<br>5mo | Withy&Co<br>WHartlepool | Steel,Young&Co | 290·0<br>P29′Q88′B118′F31′<br>BK8″<br>*WB*=*CellDB*248′ | 38·1 | 19·2 | London<br>British<br>5*BHCem*<br>455*tAPT*35*t* | T.3Cy.21¾″,35″&59″-39″ (*r*)<br>160lb *55lb* 200H<br>2SB,6*cf*<br>T.Richardson&Sons,Hpl. |
| 262<br>97612 | Nithsdale SteelScSr<br>*W.Geddes -93* *ss*Cff.No.1-95<br>*Well deck* *1Dk(Irn)2trB* | 1897<br>1417<br>1198 | ✠100A1<br>3,95 ~~10,93~~<br>✠LMC3,90 B,95<br>Cff | Liv<br>A&CP | *r* | 1890<br>3mo | W.Pickersgill&Sons<br>Sunderland | R.Mackill&Co. | 270·5<br>P29′Q80′B100′F33′<br>~~drp93~~ FK<br>*WB*=*CellDB*204′2 | 37·2 | 17·1 | Glasgow<br>British<br>4*BHCem*<br>84*t AP T*45*t* | T.3Cy.20½″,33″&54″-39″ (*s*)<br>160lb *80lb* 180H<br>2SB,4*rf*,GS86<br>G.Clark(Lim.),Sunderland |
| 263<br>KRDC | Nixe IronScTrawler<br>*A.Deeten*89-92<br>*1Dk* | 131<br>—<br>58 | | | | 1889 | J.C.Tecklenborg<br>Geestemünde | J.Wieting | 103·6 | 20·5 | 9·9 | Gstemnde<br>German | C.2Cy.18″&33″-22″<br>60H<br>MaschinnfabrikBcku.Mdg |
| 264<br>97753<br>LPFN | Nizam SteelScSr<br>*J.F.Lefturitch -91*<br>*2Dks(UStl-ws)&deepframing3dkrule*<br>*Elec.light* | 3142<br>2820<br>2041 | ✠100A1<br>2,90<br>✠LMC2,90 | Bel<br>LA&CP | *v* | 1890<br>2mo | Harland&Wolff(Lim)<br>Belfast | AsiaticStm.Nav.Co.(Lim.) | 345·6<br>P48′B80′F52′<br>BK9″<br>*WB*=*CellDB*148′459*t FPT* | 42·2 | 24·5 | Liverpool<br>British<br>6*BHCem*<br>68*tAPT*43*t* | T.3Cy.22″,36″&60″-48″ (*s*)<br>180lb *95lb* 300H<br>2DB,8*rf*,GS115,HS4180<br>Harland&Wolff(Lim.)Bel. |
| 265<br>JVRG | Njord IronScSr<br>*N.Lövold*83-83 *ss*Bgn.No.3-6,90<br>(*ex*RoseMiddleton)<br>*Well deck* *ss*Bgn.No.1-94 *1Dk2trB* | ~~789~~ 771<br>~~688~~ 611<br>~~549~~<br>479 | ✠90A1<br>9,94 ~~1,94~~<br>✠NB6,90 B&MS6,90 3,94<br>Bgn | Bly<br>A&CP | *l* | 1874<br>11mo | W.Gray&Co.<br>WHartlepool | J.R.Olsen | 197·3<br>Q69′B48′F24′<br>~~drp93~~ BK7½″<br>*WB*=*CellDBa*... | 29·0 | 16·1 | Bergen<br>Norwegian<br>4*BHCem*<br>*WB*=*DBa*48′*f*42′ | C.2Cy.~~26~~ 25½″&48″-30″<br>80lb *80lb* NDB90 90H<br>1SB,3*pf*,GS54<br>T.Richardson&Sons,Hpl. |
| 266<br>JVPD | — WoodScBk<br>*Jensen -86*<br>*1Dk* | 522<br>460<br>254 | | | | 1886 | Larsen<br>Arendal | Smith&Thommessen | 152·7<br>Q62*t* | 30·5 | 17·2 | Arendal<br>Norwegian | C.2Cy.22½″&42″-26″<br>70H<br>NylandsVærks,Christiania |
| 267<br>97849<br>MCKD | Nomadic SteelTwinSc4MstSr<br>*W.H.Clarke -91* | 5749<br>4071<br>3678 | | | | 1891 | Harland&Wolff(Lim)<br>Belfast | OceanicStmNavCo (Lim.) (Ismay, Imrie&Co.,*Mgrs.*) | 460·8<br>H258*t* | 49·1 | 31·0 | Liverpool<br>British | T.6Cy.22½″,36½″&60-48″<br>600H<br>Harland&Wolff(Lim.)Bel. |
| 268<br>130274<br>KBQC | Nonowantuc WoodScSr<br>*C.E.Tooker*83-86<br>*1Dk* | 220<br>—<br>136 | | | | 1883 | Mather&Wood<br>Pt.Jefferson | Bridgeport&Port JeffersonSbt.Co | 120·6 | 23·4 | 8·5 | Bridgeprt<br>Utd.States | |
| 269<br>89550<br>JKBF | Nonpareil IronScSr<br>*D.W.Hunter -93* *ss*Lon.No.3-8,92<br>*1Dk(Irn)&Webframes*<br>*Well deck* *Elec.light* | 1587<br>1222<br>1025 | ✠100A1<br>8,94 ~~1,94~~ 4,95<br>BS5,93 ✠LMC1,92<br>8,94 | Lon<br>A&CP | *q* | 1884<br>2mo | T.&W.Smith<br>N.Shields | ScruttonSons&Co. | 267·0<br>Q92′B84′F30′<br>BK9″<br>*WB*=*DBa* | 35·0 | 17·4 | London<br>British<br>4*BHCem*<br>64′*f*118′215*t* | C.2Cy.31″&62″-42″ (*s*)<br>80lb *60lb* 180H<br>2SB,6*pf*,GS108<br>WighamRichrdsn&C.Nwc. |
| 270 | — WoodPadTug | 111<br>—<br>12 | | | | 1869 | Dodgin<br>N.Shields | Pericles d'Andrea &Co. | 97·2 | 18·9 | 10·2 | <br>Greek | 1Cy.35¼″-50″<br>51H<br>J.P.Almond,N.Shields |
| 271<br>MBNQ | Noordland SteelSc4MstSr<br>*Grant* *ss*Ant.No.2-92<br>*Elec.light* *4Dks(2Stl)* | 5212<br>4711<br>3346 | ✠100A1<br>2,93<br>BS2,94 ✠LMC2,93 | Ant<br>LA&CP | *z* | 1883<br>11mo | LairdBros.<br>Birkenhead | Soc.Anon.Belge Americaine | 400·0<br>F77′<br>BK11″ | 47·0 | 35·4 | Antwerp<br>Belgian<br>8*BHCem* | C.2Cy.48″&85″-60″ (*a*)<br>80lb *70lb* 500H<br>3DB,18*pf*,GS322<br>LairdBros.,Birkenhead |
| 272 | Noordzee SteelScSr<br>*J.Homan -92*<br>*1Dk* | 233<br>—<br>57 | | | | 1891 | L.Smit&Zoon<br>Kinderdijk | L.Smit&Co. | 124·0 | 23·0 | 13·3 | Alblasrdm<br>Dutch<br>*WB* | T.3Cy.17″,28″&46″-27″<br>Kon.Maats.DeSchelde, Flushing |
| 273<br>JVFW | Nor IronScBn<br>*P.Schlyder* *ss*Bgn.No.3-5,90<br>(*ex*Arago) *2Dks(1ptIrn)3trB* | 1613<br>1557<br>1029 | ✠100A1<br>8,93<br>BS8,93 LMC5,90 | Bgn<br>A&CP | *r* | 1876<br>5mo | ALeslie&C<br>Newcastle | C.Michelsen&Co. | 282·0<br>P30*t*B33*t*H15*t*<br>BK9″ | 33·2 | 24·4 | Bergen<br>Norwegian<br>5*BHCem* | C.2Cy.26¾″&58″-42″ (*i&s*)<br>80lb *80lb* NDB90*fitted*93<br>NB82&89*fitted*93 170H<br>2SB,2*pf*,GS38<br>R.Stephenson&Co.,Nwc. |
| 274<br>JSNW | — IronScSr<br>*Koen*81-89<br>*2Dks* | 159<br>159<br>118 | | | | 1870 | ThrondhjemsMek.<br>Drontheim | Nordenfjeldske Dampskibsselskab | 94·9 | 18·6 | 14·4 | Drontheim<br>Norwegian | C.2Cy.10″&22″-18″<br>25H<br>ThrondhjemsMek.V.Drntm |
| 275<br>10640 | Nor Hasjim WoodScSr<br>*2Dks* | 167<br>146<br>116 | | | | 1892 | Tanjong PagarDock Co.<br>Singapore | LimHoPuah | 114·8<br>H21*t* | 18·4 | 9·3 | Singapore<br>British | C.2Cy.15″&30″-16″<br>35H<br>TanjongPagarDockCo., Singapore |

*Now named "Hong Wan," See No. 6 in Supplement.*

| 1 No. in Book. Official No. Code letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Regist. in which Details of Build, Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 276 Nora 4,958 dec HTFS | IronScSr<br>B.Tisell –88 (exEmbiricos, exBorrowdale)<br>ssLiv.No.3–4,85<br>ssGot.No.2–93<br>1Dk&Spardk3trB | 1545<br>980<br>1156 | ~~✠100A1~~<br>6,93<br>✠NB4,85<br>~~BS11,94~~ | Got<br>A&CP<br>LMC6,93 | p | 1873<br>7mo | Short Bros.<br>Sunderland | Ångfartygs Aktiebol. Prima (A.Meyer, *Mgr.*) | 251·1<br>H97*t*<br>ND87 | 33·0<br>24·5<br>BK8½ | 17·8<br>WB=DBa | Gothenbrg<br>Swedish<br>5BHCem | C.2Cy.31½″&61½″–36″<br>65lb ~~65lb~~ NDB84 145HP<br>2SB,4*cf*,GS84<br>T.Clark&Co.,Newcastle | | |
| 277 — H.P.Bordrud –92 | IronScSr<br>1Dk2trB | 574<br>400<br>333 | ✠<br>11,85<br>✠ | Shl<br>LA&CP | h | 1883<br>2mo | Brgns.Mek Vrks.<br>Bergen | D.W.Ellerhusen | 173·7<br>P27*t*F14*t* | 25·3<br>WB= | 11·5<br>74′*f*34′14*t* | Bergen<br>Norwegian<br>5BHCem | C.2Cy.20½″&39″–27″<br>60HP<br>BergensMek.Vrks.,Bergen<br>DBf40′60*t*FPT11*t*APT13*t* | | N |
| 278 — H.Ellingsen | WoodScSr<br>(exAndersKnape)<br>1Dk | 421<br>331<br>260 | | | | 1873 | J.Bang<br>Gothenburg | Dampskibsselskabet "Nora" (O.H.Ellingsen) | 152·1<br>Q49*t*B29*t*H5*t*F7*t* | 27·5 | 12·7 | Moss<br>Norwegian | C.2Cy.15½″&33½″–27½″<br>44HP<br>MotalaCo.,Gothenburg | | N |
| 279 — O.N.Olsen94–94 | IronScSr<br>1Dk2trB | 308<br>215<br>183 | | | | 1881 | Stavanger Stöberi&Dok<br>Stavanger | Actieselskabet "Nora" (Chr.Krohn) | 124·7<br>Q24*t*B59*t*H5*t*F5*t* | 22·3 | 11·8 | Bergen<br>Norwegian | C.2Cy.14″&28″–21″<br>30HP<br>England | | N |
| 280 ~~Norah Creina 6.94~~ ~~A.Matthew~~ –93 Well deck | IronScBn<br>~~ssCpl.No.3–5,88~~<br>~~ssCff.No.1–92~~<br>ssCff.No.3-10,94 1Dk(Irn)2trB | 1447<br>1175<br>931 | ~~✠100A1~~<br>~~10,93~~ 2,95<br>~~BS5,93~~ | Cff<br>A&CP<br>~~LMC4,92~~ | p | 1879<br>8mo | M.Pearse &Co.<br>Stockton | Wilson&Symonds | 250·2<br>Q86′B58′F29′<br>~~trp92~~ | 35·0<br>drp94 | 16·8<br>FK<br>WB= | Whitby<br>British<br>4BHCem | C.2Cy.30″&55½″–36″ (*i*)<br>80lb ~~45lb~~ ~~80lb~~ NDB94 120HP<br>1DB,GS48<br>Blair&Co.(Lim.),Stockton | 18 ″ 1<br>s 1 ″ 8½ | |
| 281 Norah Creina 7.94 | IronPadSr<br>P.Kelly73–85 3rdSurvey,Bel.5,88<br>2Dks | 894<br>796<br>374 | ✠<br>5,88 | Bel | Lv | 1878<br>3mo | A.&J. Inglis<br>Glasgow | DroghedaSteam PacketCo.(Lim.) | 251·0<br>Q35*t*H13*t*F35*t* | 29·3 | 15·6 | Drogheda<br>British<br>4BHCem | C.D.2Cy.48″&84″–72″<br>NB94 340HP<br>A.&J.Inglis,Glasgow | | BT till ~~6.94~~ 6,95 |
| 282 Nord KLDT | IronScBn<br>Dewost89–91<br>1Dk&Spardk3trB | 1007<br>—<br>547 | | | | 1872 | J Readhead &Co. SouthShields | CompagnieGénérale des Bateaux àVap. à hél.du Nord | 227·3<br>B34′ | 27·9<br>20·4 | 14·0 | Dunkirk<br>French | C.2Cy.25″&49″–33″<br>90HP<br>J.Readhead &Co.,S.Shields<br>WB | | V |
| 283 — Rud.Becker91–92 Elec.light | SteelScSr<br>1Dk | 577<br>437<br>409 | | | | 1889<br>1mo | J.C.Tecklenborg Geestemünde | Rhederei Ges. "Germania" (J.Stadtländer& F.Kohn, *Mgrs.*) | 175·5<br>P15′Q59′ | 26·1<br>B44′ F37′ | 12·9 | Gstemnde<br>German | C.2Cy.22½″&39″–25½″<br>H.Paucksch,Landsberg | | G |
| 284 Nord America 113 TBN | IronSc3MstSr<br>E.Morteo84–86 (exStirlingCastle, exNordAmerica,exStirlingCastle)<br>2Dks(Irn-Uws)3trB | 4826<br>4111<br>2485 | | | ... | 1882<br>1mo | J.Elder& Co. Glasgow | LaVeloceNav. Italiana | 418·6<br>P96′B88′F74′ | 50·0<br>FK | 30·8 | Genoa<br>Italian | C.3Cy.62″&(2)90″–66″<br>1876HP<br>J.Elder & Co.,Glasgow | | I |
| 285 Nordcap DKW | IronScSr<br>H.M.Stoltenberg (exAgnes,exTollens)<br>1Dk | 321<br>257<br>187 | | | | 1881 | P.Smit, jun. Slikkerveer | DampskibsselskabetNordcap (JensMeinich &Co.) | 151·2<br>Q44*t*B13*t*H6*t* | 22·2 | 11·2 | Chrstiania<br>Norwegian | C.2Cy.15½″&30¼″–21″<br>40HP<br>P.Smit,jun.,Rotterdam<br>WB | | N |
| 286 Norddeich HFN | SteelPadCtr<br>G.Müller<br>1Dk | 203<br>170<br>134 | | | | 1888 | J.L.Meyer Papenburg | Dampfsch. Rhederei "Norden" | 155·8<br>B55′F42′ | 19·2 | 7·7 | Norden<br>German | C.2Cy.20″&35″–39″<br>J.L.Meyer,Papenburg | | G |
| 287 Norden VFPS | IronScBk<br>E.Nielsen87–87 (exChipchaseCastle, 6thSurvey,Stn.7,92 exScindia)<br>2Dks(UIrn-ws) | 2156<br>1919<br>~~1609~~<br>1868 | ✠ A1,1<br>~~11,94~~ 7,92 ~~6.94~~<br>~~BSM4,93~~<br>~~BS8,94~~ | Stn<br>Bgn | Lv | 1871<br>8mo | Oswald& Co. Sunderland | S.M.Kuhnle&Sön | 300·4<br>P60′B55′F42′ | 35·2<br>WB= | 25·0 | Bergen<br>Norwegian<br>4BH2PBH | C.2Cy.36¾″&70½″–36″<br>70lb 40lb NB78 250HP<br>2SB,6*cf*<br>T.R.Oswald&Co.,Sld. | | N |
| 288 — P.Elberg88–88 HJB | IronScSr<br>1Dk&Spardk | 1207<br>815<br>769 | | | ... | 1871 | Aitken& Mansel<br>Glasgow | Damps.Selskabet Norden (P.Brown, *Mgr.*) | 234·4<br>23·1 | 30·2 | 16·4<br>WB | Copnhagn<br>Danish | C.2Cy.30″&54″–36″<br>135HP<br>R.Napier&Sons,Glasgow | | V |
| 289 — ~~J.F.Björnberg~~ ~~J.F.Bjornberg~~ –93 Well deck | Steel&IronScSr<br>ssGot.No.2–93<br>1Dk2trB<br>Floors,Beams&KeelsonIrn | 711<br>491<br>476 | ✠100A1<br>12,94~~6,93~~<br>✠LMC6,93<br>BS6,94 | Got<br>A&QP | j | 1885<br>9mo | Boolds, Sharer&Co Sunderland | FörnyadeÅngf. AktieBol. "SvenskaLloyd" (W.Frodi, *Mgr.*) | 180·5<br>P114′F38′ | 27·2<br>BK7½<br>WB=D | 14·5<br>Ba37′*f*24′75*t* FPT | Gothenbrg<br>Swedish<br>4BHCem<br>30*t*APT25*t* | C.2Cy.27″&50″–36″ (*a*)<br>80lb 100HP<br>1SB,3*pf*,GS49<br>Carr&Co.(Lim.),Sld. | 15 ″ 3<br>s 1 ″ 3<br>w 1 ″ 4½ | |
| 290 — T.Hærem89–89 (exProspero) | IronSc3MstSr<br>ssHul.No.3–76<br>ssShl.No.1–79<br>1Dk | 629<br>505<br>505 | —8,80 | Gms<br>A&CP | | 1867<br>3mo | Earle'sCo. Hull | Dampskibsselskabet "Skagen" (A.Meling) | 195·7<br>P61′F23′<br>lrp80 | 26·0 | 13·8 | Stavanger<br>Norwegian<br>3BHCem | C.4Cy.18″&30″–26″<br>NB76 80HP<br>*Cmp.*76 BalticE.W.,Hull<br>WB | | N |
| 291 — J.W.Söderman87–89 | IronScSr<br>1Dk | 289<br>161<br>226 | | | | 1858<br>73 | MotalaCo. Norrköping | Rederiaktieb. "Norden" (GF.A.Enhörning) | 121·0<br>P73′ | 21·8<br>F38′ | 10·6 | Nrrköping<br>Swedish | C.2Cy.15½″&31″–22″<br>50HP<br>MotalaCo.,Motala | | |
| 292 — F.A.Björkqvist –89 | | —<br>—<br>119 | | | | 1884 | .....<br>Björneborg | W.Rosenlew&Co. | ..... | | | Björnebrg<br>Russian | | | |
| 293 Norderney NB | SteelPad<br>H.D.Grünhoff 83–92<br>1Dk | 220<br>—<br>138 | | | | 1892 | J.L.Meyer Papenburg | Dampfsch. Rhederei "Norden" | 160·0<br>B26′ | 19·0<br>F30′ | 8·4 | Norden<br>German | C.2Cy.20½″&35½″–39½″<br>StettinerMaschinenb.& Schiffsbw.Act.Ges.Stettin | | G |
| 294 Nordfjord LD | IronScSr<br>Juell (exVesteraulen)<br>1Dk | 222<br>156<br>167 | | | | 1865 | .....<br>Gothenburg | Nordfjords Dampskibselskab | 113·7<br>B26*t* | 20·6<br>F35*t* | 11·7 | Bergen<br>Norwegian | C.2Cy.<br>35HP | | |
| 295 Nordfriesland | SteelTwinScSr<br>1Dk | 116 | | | | 1894 | Sch.&Mas. A.G.(vorm. Janssen& Schmilinsky) Hamburg | WykerDampfsch. RhedereiGes. | 100·0<br>Q47′ | 20·0 | 7·2 | Wky.Föhr.<br>German | C.4Cy.7¾″&15″–10″<br>Schiffsw.&Machinenf. (vorm.J.&Schm.),Ham. | | |
| 296 Nordjylland KO | IronScSr<br>P.Jensen87–89<br>1Dk&Awngdk | 958<br>648<br>615 | | | | 1884 | D.Baxter &Co. Sunderland | ForenedeDampskibsselskab | 215·4<br>H19*t* | 28·4 | 14·6<br>20·8 | Copnhagn<br>Danish<br>WB | C.2Cy.26″&59″–33″<br>110HP<br>Hutson&Corbett,Glasgow | | D |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mash. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres, Course du Piston, Pression des Chaudières, Force nominale, Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 297 JVHP | **Nordkap** *P.R.Böe* –88 *Well deck* | **SteelScSr** *ss*Bgn.No.1–93 1*Dk(Stl)*2tr*B* | 2066 1586 1329 | ✠100A1 ~~6,94 7,02~~ 1,95 BS9,94 | Npt A&CP | *r* | 1888 9mo | R.Dixon &Co. Middlesbro' | Harloff&Böe | 275·0 P24′Q78′B118′ F28′ | Bergen Norwegian | T.3Cy.20″,33″&54″–39″ (*s*) 160lb *50lb* 175H 2SB,*6cf*,GS82 *DB* 226′390*t* J.Dickinson,Sunderland |
| 298 NRLT | — *T.Brünnich*87–87 | **IronScSr** 1*Dk*&*Spardk* | 1432 965 898 | | | | 1878 | Flensburg S.B.Co. Flensburg | Damps.Selskab "Norden" (P.Brown,*Mgr.*) | 251·3 \| 33·3 \| 18·0 \| 24·7 | Copnhagn Danish *WB* | C.2Cy.30″&57″–33″ 140H FlensburgSB.Co.,Flensbrg |
| 299 HCFD | — *J.B.Utne* | **SteelScSr** 1*Dk*(*Irn*)&*Spardk* | 531 520 370 | | | | 1891 | Scotswood S.B.Co. (Lim.) Newcastle | EtActieselskab (RinoThorne) | 160·0 \| 25·0 \| 17·2 H11*t* | Moss Norwegian | T.3Cy.17″,28″&46″–33″ 110H W.Allan&Co.,Sunderland *WB* |
| 300 | **Nordkusten** *Rusko*94–94 | **SteelScSr** 1*Dk* | 497 257 379 | | | | 1892 | O.ABrodin Geffle | G.A.Lindblom | 156·6 \| 25·1 \| 11·5 P106′ F17′ H42*t* | Åbo Russian | T.3Cy.14⅝″,23⅜″&38″–25⅜″ 100H NyaAktieb."Atlas,"Skm. |
| 301 JQLB | **Nordkyn** *H.Isaksen* | **WoodScSr** 1*Dk*2tr*B* | 266 197 188 | | | | 1875 | ..... Bergen | J.E.Lehmkuhl | 129·4 \| 22·5 \| 11·5 Q44′ B32′ F17′ | Bergen Norwegian | C.2Cy.15″&30″–18″ 30H BergensMek.Verks.,Bgn. |
| 302 JMQS | **Nordland** *H.T.Enes, jun.* | **WoodScSr** (*ex*Norden) 1*Dk* | 171 133 123 | | | | 1870 | ..... GamlaLödöse | H.T.Enæs | 100·3 \| 22·9 \| 10·3 Q18′ B24′ | Haugesnd Norwegian | C.2Cy.10″&17″–17″ 25H KellersMek.V.,Gothenbrg. |
| 303 JQHL | **Nordlyset** *J.Johannesen* (Sunk9,92–now refloated) | **IronScSr** *ss*Bgn.No.3–5,85 *ss*Bgn.No.1–89 1*Dk*2tr*B* | 477 394 340 | 4,94 | Bgn | *h* | 1873 11mo | Bang Bergen | J.v.d.Ohe | 155·5 \| 23·8 \| 15·4 B44′ F24′ | Bergen Norwegian 4*BHCem* | C.2Cy.19½″&37″–24″ 55H BergensMek.Verks.,Bgn. *WB*=*DBuE*&*B* |
| 304 JSCR | **Nordmöre** *O.Kvande* –90 | **SteelScSr** 1*Dk* | 180 120 96 | | | | 1890 | Christian-sandsMk.Vrk Chrstiansand | Christiansunds Dampskibsselskab | 118·0 \| 18·1 \| 9·6 Q19*t* B28*t* H8*t* F5*t* | Xiansund Norwegian | C.2Cy.15½″&27½″–21″ 45H Chrstds.MekVekChrstand. |
| 305 NSCW | **Nordpol** *N.C.L.Brinck* –90 | **IronScSr** | 1427 957 890 | | | ... | 1879 8mo | Flensburg S.B.Co. Flensburg | Dampskibssel-skabetNorden (P.Brown,*Mgr.*) | 249·2 \| 32·6 \| 22·0 \| 24·2 | Copnhagn Danish | C.2Cy.30″&57″–33″ 140H FlensburgerS.C.,Flensbrg. |
| 306 89 HKGF | **Nordsee** *Gamper*82– AnnualSurvey | **IronScSr** (*ex*Irwell) 1*Dk*2tr*B* | — 507 | 8,81 | Hul | Lv | 18⅝⅝ | M.Samuel-son&Co. Hull | W.G.Reincke | 223·2 \| 29·4 \| 15·6 P158*t* len68 | Windau Russian 4*BH* 1PBH | C.2Cy.27″&48″–27″ NE&B71 80H C.D.Holmes&Co.,Hull |
| 307 LFVQ | ~~**Nordpol**~~ *P.Tiemann*91–91 | **IronScK** *ss*Ham.No.1–92 (*ex*Mizpah) 1*Dk* | 131 131 57 | ✠100A1 *Trawler* 1,92 ✠LMC1,92 | Ham LA&CP | | 1888 12mo | Cook,Wel-ton&Gmmell Hull | J.Nibbe | 98·8 \| 20·3 \| 10·8 BK7½″ | Altona German 3*BHCem* | C.2Cy.17″&33″–22″ (*r*) 90lb 45H 1SB,*2pf*,GS28 C.D.Holmes&Co.,Hull |
| 308 LMGV | — *H.Hansen* –92 | **SteelPad** 1*Dk* | 129 91 80 | | | | 1892 | Howaldts-werke Kiel | SylterDampf-schifffahrts Ges. | 120·0 \| 16·4 \| 7·3 H— | Flensburg German *WB* | T.3Cy.11⅞″,18¾″&29⅞″–23¼″ Howaldtswerke,Kiel |
| 309 HQMC | **Nordsjö** *E.Engebrethsen* | **IronScSp** 1*Dk* | 126 54 76 | | | | 1868 | AkersMek. Verkst. Christiania | Dampskibsselska-bet"Nordsjö" | 100·7 \| 17·3 \| 5·8 H69*t* | Skien Norwegian | 1Cy.15″–17½″ 20H AkersMek.V.,Christiania |
| 310 NDFC | **Nordsöen** *P.N.Meinertz* *Elec.light* | **SteelScSr** | 476 350 286 | | | | 1891 | Burmeister &Wain'sE. &S.B.Co. Copenhagen | L.D.Lauritzen | 160·0 \| 25·0 \| 12·4 Q53′ B16′ F22′ | Esbjerg Danish | C.2Cy.21½″&37″–24″ 80H Burmeister&Wain'sE.& S.B.Co.,Copenhagen |
| 311 HJBL | **Nordstern** *R.Wulff* –91 | **IronScSr** 1*Dk* | 151 140 110 | | | | 1865 | FSchichau Elbing | ElbingerDampfsch Rhederei | 141·0 \| 17·1 \| 8·7 Q19′ B15′ len76 | Elbing German | C.4Cy.9½″&18¾″–16½″ 40H F.Schichau,Elbing |
| 312 HMGF | **Nordstjernan** *C.A.Pettersson*67–73 | **IronScSr** 1*Dk*&*Shelterdk* | 765 423 600 | | | | 1871 | MotalaCo. Norrköping | Vesternorrlands ÅngbåtsAktieb. (W.Lundqvist) | 195·7 \| 26·5 \| 12·7 H19*t* | Sundsvall Swedish *WB* | T.3Cy.18½″,30″&48¾″–35″ 220H MotalaCo.,Motala |
| 313 | — *C.V.Hansson* | **IronScSr** 1*Dk* | 107 73 71 | | | | 1885 | Göteborgs Mek.Wrks. Gothenburg | Th.Traung | 89·0 \| 15·9 \| 9·7 B26*t* H7*t* | Arvika Swedish | C.2Cy.12½″&22″–16″ 25H GthenburgMek.Werk.Got. |
| 314 NKBQ | **Nordstjernen** *J.C.Hansen* | **IronScSr** 1*Dk*&*Spardk*3tr*B* | 1244 880 763 | | | ... | 1873 2mo | Bartram, Haswell&Co. Sunderland | DampskibsSels-kabetNorden (P.Brown,*Mgr.*) | 240·6 \| 32·3 \| 16·2 \| 23·0 | Copnhagn Danish *WB* | C.2Cy.29″&54″–36″ 120H J.Dickinson,Sunderland |
| 315 JPCN | — *A.Juell* | **IronScSr** 1*Dk*&*Awngdk*3tr*B* | 859 825 516 | ✠ *Awng dk with load line* 11,83 ✠ | Ham LA&CP | *l* | 1882 6mo | Rostock Act.Ges.fur Schff.&Msch. Rostock | BergenskeDamp-skibsselskab. | 188·0 \| 28·2 \| 14·8 \| 21·3 H34*t* | Bergen Norwegian 4*BHCem* | C.2Cy.31½″&59″–35½″ 160H A.Borsig.Berlin *WB*=*DBa*53′*f*57′80*t* |
| 316 JMTP | — *M.H.Kongshavn* (*ex*Desi,*ex*Mavis, *ex*PointPleasant) | **IronScSr** 1*Dk* | 282 212 156 | | | ... | 1884 6mo | T.&W. Toward& Co Newcastle | E.H.Kongshavn | 125·3 \| 20·6 \| 10·2 Q9*t* B40*t* F16*t* | Haugesnd Norwegian | C.2Cy.16″&30″–20″ Engines *made* 78 40H Blair&Co.(Lim.),Stockton *WB* |
| 317 RJTQ | **Nordstrand** *J.A.Wiese*82–93 | **SteelScSr** 1*Dk*(*Stl*)&*Webframes* | 912 757 635 | ✠100A1 8,93 ✠LMC8,93 | Ros LA&CP | *m* | 1893 8mo | Act.Ges. "Neptun" Rostock | LangeGebruder | 210·3 \| 30·6 \| 13·8 B52′F20′ BK6″ *WB*=*Cell* | Hamburg German 4*BHCem* *DB*172′252*t* | T.3Cy.13¾″,22⅞″&36⅜″–27½″ 164lb *85lb* (*s*) 110H 1SB,*2cf*,GS42,HS1634 Act.Ges."Neptun," Ros. |
| 318 NCKL | **Nordvest** *A.F.Larsen* *Elec.light* | **SteelScSr** 1*Dk*2tr*B* | 1632 1228 1014 | | | | 1890 | Helsingörs Jernskibs& Maskinbygri Elsinore | Dampskibssel-skabet"Norden" (P.Brown,*Mgr.*) | 257·4 \| 35·7 \| 16·7 P154′ F25*t* 19·9 | Copnhagn Danish *WB* | T.3Cy.19″,30½″&50″–35″ 175H HlsgörsJrnskbs.&Maskin-byggeri,Elsinore |
| 319 HFKT | **Nore** *J.G.Söderbergh*86–73 | **IronScSr** 1*Dk*&*Shelterdk* | 340 176 267 | | | | 18⅞⅝ | MotalaCo. Motala | Ångf.Aktieb. SödraSverige (J.G.Setterwall) | 121·7 \| 21·6 \| 10·3 H7*t* | Stockholm Swedish | C.2Cy.19″&52″–20″ 70H MotalaCo.,Motala |

Missing since 12,94

| 2 Steamer's Name. Late Name if any. Master. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Bo'ff'rade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Noreg** *J.T.Nielsen* –91 | **WoodScSr** 1*Dk2trB* | 479 351 293 | | | | 1891 | ..... Aalesund | S.M.Kuhnle&Sön | 156·3 \| 27·4 \| 12·5 Q27*t* B69*t* F20*t* | Bergen Norwegian | T.3Cy.11⅓″,18″&29½″–24″ 60H Bergens Mek. Verk., Bergen | | N |
| **Norfolk** *E.Woolston* *ssLiv.No.3–9,92* 2*Dks(UStl–ws&ptStl)3trB* | **SteelScSr** 1*Dk* | 1790 1725 1159 | ✠100A1 9,94 ~~4,93~~ ~~BS12,93~~ ✠LMC9,92 Liv | Sws LA&CP | *s* | 1880 7mo 8/94 | Dobie&Co. Glasgow | A.Gibson&Co. | 296·9 \| 33·6 \| 23·5 B74′ BK9½″ *WB=DBa* | Liverpool British 5*BHCem* 78′ *f* 28′241*t* | C.2Cy.36″&60″–48″ (*i*) 90lb *75lb* NDB89 150H 2SB,*6f*,GS99 J.Jack&Co.,Liverpool | 25 ″ 1 s 4 ″ 6½ | |
| — *S.A.Geoghegan91–93* *Elec.light* | **IronSc** 1*Dk* | 1249 — 697 | | | | 1891 | Harlan& Hollingsworth Co. Wlmingtn Dl. | Norfolk&Washington Steamboat Co. | 246·0 \| 46·0 \| 15·5 | Georget'n, D.C. Utd. States | T.3Cy.22″,36″&55″–28″ Harlan&Hollingsworth Co.,Wilmington,Del. | | |
| — *J.T.Jay72–87* *ssHul.No.1–92* 1*Dk* *Well deck* | **IronScSr** 1*Dk* | 299 233 149 | ✠100A1 6,93 BS11,93 2,95 ✠LMC12,91 | Hul LA&CP | *e* | 1887 9mo | S.M'Knght &Co. Ayr | H.Reeve | 145·0 \| 22·5 \| 11·0 P33′ Q33′ B14′ F30′ BK7″ *WB* = *APT*10*t* | Yarmouth British 4*BHCem* | C.2Cy.22″&40″–28″ (*o*) 90lb *60lb* 70H 1SB,*2pf*,GS32 W.Kemp,Glasgow | 11 ″ 9 | BT till ~~8/94~~ 6,95 |
| — | **IronSc** 1*Dk* | 212 — 106 | | | | 1885 | Harlan& Hollingsworth Co. Wlmingtn Dl. | New York, Philadelphia&Norfolk R.R.Co. | 116·3 \| 23·0 \| 12·0 | Phildlphia Utd. States | C.2Cy.22″&40″–38″ Harlan&Hollingsworth Co.,Wilmington,Del. | | |
| — *A.Johnson75–89* | **SteelPad** | 114 111 72 | | | | 1882 | Thames Iron Works London | Great Eastern Railway Co. | 140·0 \| 17·5 \| 6·7 | Harwich British | O.1Cy.30″–33″ 50H Young&Son,London | | BT till ~~2/95~~ 2,95 |
| **Norfolk & Western No. 1** 1*Dk* | **IronScSr** | 311 — 156 | | | | 1890 | J.H. Dialogue Camden,N.J. | Norfolk&Western R.R.Co. | 125·0 \| 25·0 \| 14·7 | Phildlphia Utd. States | T.3Cy.16″,24″&40″–28″ J.H.Dialogue,Camden,NJ. | | |
| **Norfolk & Western No. 2** 1*Dk* | **IronScSr** | 311 — 156 | | | | 1890 | J.H. Dialogue Camden,N.J. | Norfolk&Western R.R.Co. | 125·0 \| 25·0 \| 14·7 | Phildlphia Utd. States | T.3Cy.16″,24″&40″–28″ J.H.Dialogue, Camden,NJ. | | |
| **Norge** *C.B.Knudsen88–89* *ssGot.No.3–7,93* (*ex*Pieter de Coninck) 2*Dks(Irn)&Awng dk(ptIrn)4trB* | **IronSc3MstSr** | 3359 2487 2159 | ✠100A1 *Awng dk load line 24 ft 6 in* NYK 5,95 ~~12,93~~ ✠LMC7,93 | Got LA&CP | *w* | 1881 6mo | A.Stephen &Sons Glasgow | Damps.Selsk. Thingvalla *WB* = *DBa* | 340·3 \| 40·8 \| 25·0 32·6 BK11″ 92′&*uE&B*62′330*t* | Copnhagn Danish 6*BHCem* *MT*34′430*t* | C.2Cy.44″&80″–48″ (*i*) 80lb *80lb* NDB89 320H 2DB,*12pf*,GS156 A.Stephen& Sons,Glasgow | 24 ″ 6 | V |
| — *R.Paulsen84–91* 1*Dk(Irn)2trB&Webframes &ptAwngdk(Irn)* | **SteelScSr** | 2967 2277 2394 | ✠100A1 *pt Awng dk with freeboard* 2,93 ✠LMC9,91 | Npt A&CP | *u* | 1891 10mo | Ropner& Son Stockton | C.Michelsen&Co. | 324·8 \| 41·5 \| 20·2 P29′Q112′ BK10½″ *ptAwngdk*184′ drp94 *WB=Cell* | Bergen Norwegian 5*BHCem* *DB*266′585*t* | T.3Cy.23″,37½″&61½″–39″(*s*) 160lb *80lb* 230H 2SB,*6cf*,GS99,HS3520 Blair& Co.(Lim.),Stockton | 23 ″ 8 s 9 ″ 0½ | |
| — *J.A.Hellberg82–89* | **Iron&SteelScSr** 1*Dk&Spar dk* | 1114 1038 830 | | | | 1885 | Tyne I.S.B. Co.(Lim.) Newcastle | Förnyade Ångf. Aktieb "Svenska Lloyd" (W.Frodi) | 215·8 \| 28·3 \| 21·6 B33′ H17*t* | Gothenbrg Swedish *WB* | C.2Cy.30″&58″–36″ 140H Wigham Rchrdsn&Co,Nwc | | V |
| **Norham Castle** *H.T.Travers* –93 *ssGls.No.3–9,91* 3*Dks(2Irn–Uws)* *Elec.light* | **IronScSr** | 4392 4012 2557 | ✠100A1 ~~11,94~~ ~~5,04~~ 3,95 ✠NB9,91 ✠LMC10,91 | Lon LA&CP | *y* | 1883 2mo | J.Elder& Co. Glasgow | D.Currie&Co. | 380·6 \| 48·2 \| 31·4 B100′F59′ BK11″ *WB=De* | London British 7*BHCem* *epTa*40′130*t* | T.3Cy.37″,60½″&96″–60″ (*s*) 160lb *80lb* NDB91 850H 3DB,*18rf*,GS397 *Tpd*.91 Fairfield Co(L.),Gls | 32 ″ 10 s 7 ″ 7½ ~~11,96~~ | BT till 1,96 |
| **Norkoowa** ~~*J.H.Veitch* –94~~ *A.Cleary* –94 *Well deck* | **SteelSc** *ssMel.No.2–93* 1*Dk2trB* *Floors and Beams Irn* | 1643 1322 1074 | ✠100A1 11,94 ~~7,93~~ BS9,94 ✠LMC7,93 | Mel A&CP | *p* | 1885 10mo | H.S.Edwards&Sons Newcastle | McIlwraith, McEacharn&Co. (Lim.) *WB=DBa*74′*f*98′313*tFPT* | 250·0 \| 35·2 \| 18·7 P28′ Q60′ B60′ F28′ BK9″ 4*BHCem* 76*tAPT*19*t* | Melbourne British 4*BHCem* | T.3Cy.20″,33″&53″–36″ (*a*) 145lb *50lb* 150H 2SB,*4cf*,GS56 Black,Hawthorn& Co.,Gts. | 19 ″ 8 | |
| **Norlænningen** *C.Larsen* –89 | **IronScSr** (*ex*Mabel) 1*Dk* | 137 104 82 | | | | 1882 | R.Smith Preston | J.L.Johansen | 103·0 \| 16·8 \| 8·7 Q20*t* H8*t* F5*t* len93 | Bodö Norwegian | C.2Cy.17″&32″–20″ 40H R.Smith,Preston | | N |
| **Norlands** *J.J.Carter* –91 *Well deck* | **SteelScSr** *ssHpl.No.1–93* 1*Dk(Stl)&Webframes* | 1774 1390 1153 | ✠100A1 4,94 ✠LMC3,93 | Bry A&CP | *q* | 1889 5mo | W.Gray& Co.(Lim.) W Hartlepool | ~~Hardy, Wilson&Co.~~ R.Hardy&Co | 260·0 \| 36·6 \| 18·3 P27′Q80′B104′ F25′ FK *WB=DBa* | W.Hartlpl British 4*BHCem* 82′*f*100′378*t* | T.3Cy.19″,30½″&51″–36″ (*s*) 150lb *65lb* 150H 2SB,*4rf*,GS66 Cntrl Marine E.Wks. W Hpl | 19 ″ 5 s 1 ″ 6 | |
| **Norma** *J.F.Fyhn88–92* | **IronScSr** 1*Dk2trB* | 827 645 602 | | | | 1884 | Flensburger Schiffs.Ges. Flensburg | H.Schuldt | 199·8 \| 30·0 \| 13·7 Q66′ B53′ F21′ | Flensburg German | C.2Cy.27″&48″–30″ 90H Flensburger Schiffsb.,Ges. | | DV |
| — *W.H.Torr* –93 *Well deck* | **IronScSr** *ssHul.No.3–7,91* 1*Dk(Irn)* | 490 387 307 | ✠90A1 ~~11,94~~ ~~10,93~~ ✠NB12,88 BS12,94 | Goo A&CP | *h* | 1877 5mo | J.E.Scott Greenock | ~~Humber S.Shipping Co.(Lim.)~~ Goole StmShippgCo(Lmd) | 174·4 \| 26·5 \| 12·2 Q39′B20′F27′ drp92 BK7″ *WB=DBa*28′*f*37′ | Goole British 5*BHCem* *FPT APT* | C.2Cy.24″&42″–33″ (*i*) 75lb *50lb* NDB85 86H 1SB,*3pf*,GS57 Kincaid,Donald&Co.,P.Gl. | 13 ″ 0 s 1 ″ 3 | |
| **Norman** 2*Dks* | **SteelSc** | 2304 — 1861 | | | | 1890 | Globe Iron Works Co. Cleveland,O. | Menominee Transit Co. (L.C.Hanna) | 296·5 \| 40·4 \| 21·0 F36′ H— *WB* | Cleveland, Ohio Utd. States | T.3Cy.24″,38″&61″–42″ GlobeIrnWksCo.,Clevelnd. | | |
| — *A.S.Megathlin* –92 | **WoodSc3MstSr** 3*Dks* | 1203 — 847 | | | | 1862 | ..... Boston | Boston&Philadelphia S.S.Co. | 232·0 \| 34·0 \| 18·0 25·6 | Bostn,Mas Utd. States | C.2Cy.24″&50″–48″ 125H Atlantic Works, East Boston,Mass. | | R |
| — *T.Jarcovich90–90* | **IronScSr** | 300 200 150 | | | | 1877 | HM'Intyre &Co. Paisley | Cia.Sansinena de Carnes Congeladas | 112·1 \| 18·2 \| 8·3 Q40′ B6′ F11′ | Bns.Ayres Argentine | C.2Cy.13½″&23″–18″ 25H W.King&Co.,Glasgow | | |
| — *R.Mawhinney* –94 *Well deck* | **SteelSc3MstSr** 1*Dk(Irn)* | 287 211 146 | ✠100A1 6,94 ~~7,93~~ ✠LMC4,91 Gls | Bwg A&CP | *d* | 1891 4mo | D.M'Gill& Co. Irvine | Macfarlane Shipping Co.(Lim.) (J.Macfarlane& Co., *Mgrs.*) | 136·0 \| 22·1 \| 10·0 B7′Q73′F21′ drp94 BK7″ *WB=* | Glasgow British 3*BHCem* *FPT*18*t* | T.3Cy.11″,16½″&27″–22″ (*s*) 160lb *70lb* 45H 1SB,*2pf*,GS34,HS620 Muir&Houston,Glasgow | 10 ″ 8 s ″ 8½ | D |
| — *A.Bannister* –94 | **IronScK** 1*Dk* | 119 110 38 | ✠100A1 *Stm Trawler* 2,94 ✠LMC2,94 | Hul LA&CP | | 1894 2mo | Cook, Welton& Gemmell Hull | T.Robinson | 90·1 \| 20·1 \| 10·7 Q18′ BK7½″ | Grimsby British 3*BHCem* | C.2Cy.16″&32″–22″ (*s*) 105lb 43H 1SB,*2pf*,GS25,HS731 C.D.Holmes&Co.,Hull | 11 ″ 4 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 342<br>84873<br>WPRN | **Norman Prince** IronScSr<br>*W.H.Davis* -93 ssShl.No.3–7,90<br>1*Dk*(*Irn*)&*Webframes*<br>*Well deck* | 1268<br>1045<br>812 | ✠100A1<br>4,94<br>BS~~8,93~~ 7,94 ✠LMC7,90 | Shl<br>A&CP | *o* | 1882<br>10mo | Hodgson&<br>Soulsby<br>Blyth | J.Knott<br>*WB=DBa73'f57'&* | 242·0\|33·1\|16·5<br>Q94'B50'F29'<br>drp92 FK<br>*uE&B33'286t FPT* | N.Shields<br>British<br>4*BHCem*<br>*29tAPT38t* | C.2Cy.29"&55"–36" (i)<br>80lb *60lb* 125HP<br>1SB,*3f*,GS52<br>Black,Hawthorn&Co.,Gts. |
| 343<br>89123<br>KQCP | **Normand** IronScSr<br>*W.Burgher*83–89 ssShl.No.3–4,91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1191<br>944<br>740 | ✠90A1<br>9,94~~10,93~~<br>BS5,94 | Shl<br>A&CP<br>Nwc<br>LMC4,91 | *o* | 1877<br>12mo | R.Irvine&<br>Co.<br>WHartlepool | T.S.Blues&Co. | 235·0\|31·9\|17·8<br>Q89'B50'F34'<br>BK8½"<br>*WB=DBa* | Sundrland<br>British<br>4*BHCem*<br>*76'f78'APT* | C.2Cy.28½"&53"–33" (i)<br>73lb ~~NDB91~~ 110HP<br>2B,GS44<br>Blair&Co.(Lim.),Stockton |
| 344<br>98207<br>NHGW | — IronScSr<br>~~J.deGruchy~~ ssFal.No.3–3,94<br>~~J.Mellett94–94~~ *J.deGruchy* 1*Dk* | 169<br>142<br>60 | ✠100A1<br>~~8,94 9,94~~ 3,95<br>BS12,94 ✠LMC3,94 | Fal<br>LA&CP<br>Sws | *b* | 1885<br>12mo | Maats.de<br>Maas<br>Delfshaven | C.Allen | 116·0\|20·0\| 8·4<br>Q35'B10'F16'<br>drp94 BK6½"<br>*WB* | Swansea<br>British<br>3*BHCem*<br>*=FPT19t* | C.2Cy.13"&25"–18" (s)<br>80lb *50lb* 30HP<br>1SB,*2pf*,GS~~17~~23<br>Mtschppy de Maas Dlfshvn |
| 345<br><br>HDJS | **Normandie** SteelScSr<br>*A.Andersen* (*ex*TruroCity)<br>1*Dk*(*Irn*)&*Webframes*<br>*Well deck* *Elec.light* | 997<br>686<br>743 | | | ... | 1889<br>2mo | Sunderlnd<br>S.B.Co.<br>(Lim.)<br>Sunderland | Dampskibs-rederiet"Normandie" (Jens Meinich&Co.) | 210·0\|30·1\|13·4<br>P30' Q38' B97' F24' | Chrstiania<br>Norwegian | T.3Cy.15½",25"&41"–27"<br>100HP<br>N.E.MarineCo.(Lim.)Nwc.<br>*WB* |
| 346<br><br>KLGR | — IronScSr<br>*Savary*81–89<br>1*Dk* | 210<br>—<br>87 | | | | 1883 | Dubus<br>frères&<br>A.Dupont<br>Havre | Cie.anon.des paquebtsàvapeur entre le Havre, Caen,Honfleur & les ports de la Normandie | 137·8\|17·7\|10·1<br>B16' F18' | Havre<br>French | C.2Cy.21"&34"–24"<br>80HP<br>Soc.desCnstr.NavalesHvre |
| 347<br>79176<br>WMDP | **Normandy** SteelPadSr<br>*F.Banks* -91<br>2*Dks* | 605<br>449<br>262 | ✠<br>*with loadline*<br>8,82 ✠<br>*For English Channel purposes* | Gls<br>LA&CP | | 1882<br>6mo | J.Elder&<br>Co.<br>Glasgow | London,Brighton &SouthCoast RailwayCo. | 231·0\|27·7\|10·6<br>Q142' FK | Newhaven<br>British<br>4*BHCem* | C.2Cy.46"&83½"–60"<br>NB93 350HP<br>J.Elder&Co.,Glasgow |
| 348<br><br>RHWF | **Normannia** SteelTwinScSr<br>*C.Kaempff*86–94<br>*Elec.light* 4*Dks* | 8716<br>—<br>4337 | | | | 1890 | Fairfield<br>Co.(Lim.)<br>Glasgow | Hamburg-AmerikanischePacketf. Act.Ges. | 500·0\|57·5\|34·0<br>P46' F66'<br>*B & Prmnde dk338'* | Hamburg<br>German<br>*WB* | T.6Cy.40",67"&106"–66"<br>2750HP<br>FairfieldCo.(Lim)Glasgow |
| 349<br>97397<br>LSCQ | **Norna** SteelScSr<br>*D.J.Greig*90–90 ssCff.No.1-94<br>1*Dk*(*Irn*)&*Webframes*<br>*Well deck* | 2242<br>1721<br>1442 | ✠100A1<br>9,94~~1,94~~<br>✠LMC~~6,90~~ 9,94 | Cff<br>LA&CP | *s* | 1890<br>6mo | E.Withy&<br>Co.<br>W Hartlepool | Herskind&Co. | 290·0\|38·1\|19·9<br>P29'Q88'B118'F31'<br>~~drp90,91&92~~ FK<br>*WB=CellDB248'* | W.Hartlpl<br>British<br>5*BHAsp*<br>*426tAPT26t* | T.3Cy.21½",35"&58"–39" (s)<br>150lb *80lb* 200HP<br>2SB,*6rf*,GS90,HS3090<br>CntralMar.E.Wks.,W.Hpl. |
| 350<br>90905<br>LHFC | — SteelScSr<br>*T.Muir* -94 ssGmh.No.1–93<br>1*Dk*(*Irn*)&*Webframes*<br>*Well deck* | 1096<br>862<br>687 | ✠100A1<br>3,95 ~~3,94~~<br>✠LMC4,93 | Lth<br>A&CP | *n* | 1889<br>8mo | S.&H.Morton&Co.<br>Leith | J.T.Salvesen&Co.<br>*WB=* | 224·0\|33·2\|14·5<br>P27'Q42'B61'F32'<br>FK<br>*CellDB190'250tFP* | Grngemth<br>British<br>4*BHCem*<br>*T9tAPT28t* | T.3Cy.16½",27"&42"–33" (s)<br>160lb *70lb* 99HP<br>1SB,*3rf*,GS52<br>S.&H.Morton&Co.,Leith |
| 351<br>762<br>HSNL | **Nornan** IronScSr<br>*O.M.Edström*93–93<br>1*Dk* | 390<br>318<br>282 | | | | 1886 | Göt.Mek.<br>Werk.<br>Gothenburg | Ångf.Aktieb. "Nornan" (T.Ahrenberg) | 139·8\|22·1\|13·5<br>B43' H13' | Gothenbrg<br>Swedish<br>*WB* | C.2Cy.19"&32"–20"<br>60HP<br>Göteborgs M.V.,Gothenbg |
| 352<br><br>SQPH | **Norra Finland** SteelTwinScSr<br>*N.Jacobsén*<br>1*Dk* | 581<br>—<br>443 | | | | 1885 | MotalaCo.<br>Norrköping | FinskaÅngfartygs Aktiebolaget (L.Krogius) | 170·4\|26·3\|12·5<br>P110' F38' | Helsingfrs<br>Russian | C.4Cy.20"&34"–21"<br>120HP<br>MotalaCo.,Motala |
| 353<br><br>HNBR | **Norra Sverige** IronTwinScSr<br>*J.V.Axberg*75–75<br>1*Dk* | 739<br>453<br>602 | | | | 1875 | Brynäsvarfvet<br>Gefle | HaparandaÅngfartygsAktie Bolag (G.A.Utterström) | 188·9\|26·8\|12·9<br>P130' H64*t* F20' | Haparanda<br>Swedish<br>*WB* | C.4Cy.19"&36"–22"<br>120HP<br>Brynäsvarfvet,Gefle |
| 354<br><br>HLCR | **Norrbotten** CompScSr<br>*G.H.Holmström*84–84<br>1*Dk*2*trB* | 534<br>332<br>418 | | | | 1873 | G.Tillberg<br>Oscarshamn | NorrbottensÅngf. Aktieb. (C.T.Öhman) | 149·4\|24·0\|12·3<br>P97' H41*t* F32' | Piteå<br>Swedish | C.2Cy.17¾"&35½"–21"<br>60HP<br>OscarshamnMek.Verkstd |
| 355<br><br>RJBT | **Norrköping** SteelScSr<br>*G.Mahler*88–93 1*Dk* | 685<br>482<br>452 | | | | 1890 | Helsingörs<br>Jernskibs&<br>Maskinbygri<br>Elsinore | H.M.Gehrckens | 190·0\|27·4\|13·7<br>Q70' B52' F23' | Hamburg<br>German | C.2Cy.24"&47"–30"<br>120HP<br>Hlsgrs.Jerns.Mask.,Elsnre<br>*WB* |
| 356<br>697<br>JBVP | — IronScSr<br>*P.W.Söderman* -77<br>1*Dk* | 271<br>146<br>215 | | | | 18 7/8 1/6 | MotalaCo.<br>Motala | Rederiaktieb. "Norden" (G.F.AEnhörning) | 118·6\|21·4\| 9·4<br>P68' H19*t* F34'<br>len86 | Nrrköping<br>Swedish | C.2Cy.16¼"&29½"–20"<br>50HP<br>MotalaCo.,Motala |
| 357<br><br>HTVC | **Norrland** SteelScSr<br>*R.Fahlman*84–89<br>1*Dk*&*Shelterdk* | 426<br>201<br>335 | | | | 1888 | Bergsunds<br>Mek.Verk.<br>Stockholm | Ångb.Aktieb. "Norrland" (E.R.Lundsten) | 135·5\|21·5\|11·1<br>H48*t* 18·1 | Hernösand<br>Swedish | T.3Cy.12¼",19½"&31¼"–23½"<br>90HP<br>BergsundsM.V.Stockholm |
| 358<br><br>HPTR | **Norröna** SteelScSr<br>*J.Isaksen*85–85<br>1*Dk*&*Spardk* | 1307<br>1223<br>993 | | | | 1885 | Martens,<br>Olsen&Co.<br>Bergen | J.C.Knudsen | 231·9\|33·2\|19·4<br>B28' | Porsgrund<br>Norwegian<br>*WB* | T.3Cy.16",26"&42"–33"<br>110HP<br>AkersMekVerktChristiana |
| 359 | **Norrtelje** IronScSp<br>*C.J.Brandt* -93<br>1*Dk* | 198<br>111<br>137 | | | | 1882 | W.Lind-bergsMk.V.<br>Stockholm | NorrteljeÅngf. Rederib. (C.H.Backert) | 113·8\|19·1\| 9·9<br>B41' H35*t* | Stockholm<br>Swedish | C.2Cy.21"&36"–24"<br>80HP<br>W.LindbergsMk.V.,Skm. |
| 360<br>98071 | **Norse King** SteelScSr<br>*H.James*94–94 ssBhn.No.1–94<br>1*Dk*(*Irn*)&*Spardk*(*Irn*-ws)3*trB* | 2985<br>2842<br>1935 | ✠100A1<br>*Spar dk*<br>5,95~~4,94~~<br>✠LMC4,94 | Bhn<br>LA&CP | *u* | 1890<br>4mo | J.Laing<br>Sunderland | T.Ronaldson&Co. | 340·0\|41·1\|18·5<br>B83'F33' 26·3<br>BK10"<br>*WB=Cell* | London<br>British<br>5*BHCem*<br>*DB270'411t* | T.3Cy.28",44"&72"–48" (s)<br>160lb *80lb* 450HP<br>2DB,*12cf*,GS209<br>T.Richardson&Sons,Hpl. |
| 361<br>86260<br>WPQS | **Norseman** IronSc4MstSr<br>*James* ssLiv.No.2–90<br>3*Dks*(1*Irn*&1*ptIrn*)<br>*Elec.light* &*Awngdk*(*Irn*) | 4442<br>2283<br>2823 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>~~10,92~~ 8,94<br>BS~~11,93~~ ✠LMC11,90 8,94 | Ant<br>Liv<br>LA&CP | *y* | 1882<br>8mo | LairdBros.<br>Birkenhead | British&N.AtlanticS.N.Co.(Lim.) (Richards,Mills &Co.,*Mgrs.*)<br>*WB=Cell DB294'700t* | 392·0\|44·0\|25·3<br>32·9<br>BK11"<br>*FPT80tAPT60t M*~~T44'130t~~ | Liverpool<br>British<br>9*BHCem* | C.2Cy.48"&85"–60" (i)<br>80lb *80lb* NDB91 500HP<br>3DB,*12pf*,GS351<br>LairdBros.,Birkenhead |
| 362<br>51290<br>NLMH | — IronScSr<br>*W.H.Lacy*78–78 ssSld.No.3–5,80<br>ssLth.No.2–89<br>2*Dks*3*trB* | 1368<br>1219<br>827 | ✠ Ⓐ1<br>7,89<br>✠NB7,89 LMC7,92 | Lth | | 1865<br>7mo | C.Lungley<br>London | Western&BrazilianTelegraph Co.(Lim.) | 262·8\|32·2\|23·5<br>P80'<br>NDB89 BK8½" | London<br>British<br>5*BHCem* | C.2Cy.33"&62"–42" (s)<br>85lb NE80 160HP<br>2SB,*6rf*,GS54<br>G.Clark,Sunderland |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks &c. | 4 Register Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Build or Trade Past. Curr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 363 Norseman J.H.Lacy78–93 | | SteelScSr 1Dk&Spar dk&Web frames Elec.light | 1117 1071 444 | †100A1 Spar dk withfreeboard 4,93 †LMC3,93 | Lon LA&CP | o | 1893 2mo | Ramage& Ferguson (Lim.) Leith | Western&BrazilianTelegraphCo. (Lim.) | 236·3 P123′F37′ WB=Cell | 31·2 | 14·6 22·2 BK8″ | London British 6BHCem DB153′227t | T.3Cy.25″,40″&62″–39″ (s) 150lb 100lb FD 287HP 2DB,12cf,GS198,HS5011 Rmge.&Fergsn.(L.),Lth. | 15 ″ 5 s 4 ″ 7 | |
| 364 — E.Weddall –93 | | SteelScSr ssHul.No.1–94 1Dk(ptIrn-ws)2trB Well deck Elec.light | 938 649 557 | †100A1 4,95 4,94 †LMC4,94 | Hul LA&CP | m | 1890 7mo | Day,Summers&Co. Southampton | W.S.Bailey | 230·1 P123′F37′ WB=DBa21′f54 | 30·0 | 12·4 BK8″ | Hull British 5BHCem 128tFPT44t | T.3Cy.16½″,26″&44″–36″ (s) 160lb 100lb 120HP 2SB,4cf,GS66 Day,Summers&Co.,Sou. | 15 ″ 10 | BT till 3,95 |
| 365 — J.Davies94–94 | | IronScSr ssNpt.No.2–91 1Dk | 194 157 86 | †100A1 11,94 2,94 BS11,93 2,95 †LMC12,91 Brs | Cff LA&CP | c | 1883 11mo | J.Fullerton &Co. Paisley | E.Williams- Aberayron Stm. Packet Co.(Lim. (E.Williams,Mgr.) | 120·0 Q42′F17′ drp92&94 | 20·0 | 9·4 BK6′ WB=FPT23t | Abrystwth British 4BHCem | C.2Cy.17″&30″–22″ (s) 70lb 40HP 1SB.2pf,GS27 W.King&Co.,Glasgow | 10 ″ 0 s 1 ″ 3 | |
| 366 Norte H.L.Lorentzen –91 | | SteelScSr 1Dk | 290 232 207 | | | | 1891 | Akers Mek. Værkst. Christiania | Dampskibsactiesel "Norte"(T.J. Heftye&Søn) | 135·6 B22t H23t | 24·0 | 8·5 F12t | Chrstiania Norwegian WB | C.2Cy.11½″&25½″–18″ 40HP AkersMekVærkChrstiania | | N |
| 367 — D.Beraza –80 | | IronScSr 1Dk | 283 — 142 | | | | 1861 | Tod& M'Gregor Glasgow | JoséPedros | 167·9 | 24·0 | 12·1 | Bilbao Spanish | C.2Cy.21″&39″–22″ 60HP Tod&M'Gregor,Glasgow | | |
| 368 North | | WoodPad | 289 183 182 | | | | 1886 | G.T.Davie Levis,Quebec | Quebec&Levis FerryCo.(Lim.) | 132·4 Q | 25·2 | 9·3 | Quebec British | 1Cy.26″–96″ 30H E.E.Gilbert,Montreal | | |
| 369 North America Gibbons83–83 | | IronScSr CoastTug 2Dks | 290 — 145 | | | | 1876 | Dialogue &Wood Camden,N.J. | InsuranceCo.of NorthAmerica | 130·0 | 28·2 | 14·0 | Phildlphia Utd.States | 1Cy.40″–42″ 150H Dialogue&Wood,Cmd.N.J. | | |
| 370 North American 6.Allan –94 A.Robb | | SteelScK 1Dk | 97 91 23 | †100A— For Fishing purpose 6,94 5,94 11,94 †LMC5,94 | Abn LA&CP | s | 1894 5mo | Hall, Russell&Co. Aberdeen | W.Pyper | 86·8 | 19·1 | 9·2 BK6″ | Aberdeen British 3BHCem | C.2Cy.13″&28″–18″ (s) 100lb 40HP 1SB,2pf,GS25,HS678 Hall,Russell&Co.,Abn. | 9 ″ 9 | |
| 371 North Anglia O.Davies86–86 | | IronScBn ssNwc.No.2–91 2Dks(1Irn)3trB | 2081 1953 1359 | †100A1 12,94 12,94 BS9,93 12,94 †LMC3,91 Shl | Bly LA&CP | s | 1883 7mo | Palmers' Co.(Lim.) Newcastle | H.Roberts&Son WB=DBa80′f50′ | 275·7 P28′B54′F28′ ŷ uE24′ 294t | 36·2 | 24·6 BK9½″ FPT | London British 6BHCem 14tAPT10t | C.2Cy.33″&64″–42″ (a) 80lb 50lb 70lb 80lb 200HP 2SB,6pf,GS97,HS3332 Palmers'Co.(Lim.),Nwc. | 25 ″ 10 s 4 ″ 6½ | |
| 372 North Breeze T.Leslie90–91 | | SteelScSr 1Dk | 122 111 26 | †100A1 Stm Trawler 8,94 12,93 †LMC5,91 | Abn LA&CP | | 1891 5mo | Hall, Russell&Co. Aberdeen | W.Pyper | 95·4 | 19·6 | 10·1 BK6½″ | Aberdeen British 4BHCem | C.2Cy.17″&34″–24″ (s) 100lb 50HP 1SB,2pf,GS27 Hall,Russell&Co.,Abn. | 10 ″ 9 | |
| 373 North Britain T.Williams –91 | | IronScSr ssNwc.No.3–11,89 2Dks(1Irn)3trB ssShl.No.1–94 | 1729 1668 1118 | †100A1 12,94 12,93 BS5,95 LMC1,96 12,94 Shl | Bly A&CP | r | 1877 11mo | Palmers' Co. Newcastle | H.Roberts&Son WB=DBa78′f52′ | 265·0 B30′ drp91 ŷ u B38′ 237t | 34·2 | 24·3 BK9½″ APT | London British 5BHCem 18tFPT22t | C.2Cy.25″&60″–39″ (i) 75lb 40lb 175HP 2B,GS90 Palmers'Co.(Lim.),Nwc. | 25 ″ 8 s 4 ″ 4 | D |
| 374 North Briton W.N.Gibbs87–92 | | SteelScSr 1Dk(Stl)&Web frames&ptAwngdk(Irn) | 2170 1583 1410 | †100A1 pt Awng dk withfreeboard 3,95 4,94 †LMC10,92 | Cff LA&CP | r | 1892 10mo | Richard-son,Duck& Co. Stockton | Gibbs&Lee WB=CellDB238 | 282·0 P27′Q86′ ptAwng dk169′ 445t | 37·5 FK | 17·3 BHAsp APT21t | Cardiff British 5BHAsp 445tAPT21t | T.3Cy.21″,35″&57″–39″ (s) 160lb 80lb 200HP 2SB,5rf,GS74,HS2990 Blair&Co. (Lim.),Stockton | 20 ″ 4 s 7 ″ 11½ | |
| 375 — G.Kemp94–94 L.Fiddler | | SteelScK 1Dk | 97 91 23 | †100A— For Fishing purpose 12,94 †LMC5,94 | Abn LA&CP | s | 1894 5mo | Hall, Russell&Co. Aberdeen | W.Pyper | 86·8 drp94 | 19·1 | 9·2 BK6″ | Aberdeen British 3BHCem | C.2Cy.13″&28″–18″ (s) 100lb 40HP 1SB,2pf,GS25,HS678 Hall,Russell&Co.,Abn. | 9 ″ 9 | |
| 376 North Cambria J.Roberts89–89 | | IronScSr ssBel.No.2–90 2Dks(1Irn)3trB ssShl.No.3-2,95 | 1969 1840 1283 | †100A1 2,95 6,93 BS6,93 LMC2,90 3,95 | Shl LA&CP | s | 1881 12mo | Palmers' Co. Newcastle | H.Roberts&Son WB=CellDB224 WB=CellDB238 | 270·4 P28′B50′F28′ | 36·2 | 23·4 BK9½″ 310tAPT10t 248tAPT10t | London British 5BHCem | C.2Cy.28″&64″–42″ (a) 80lb 45lb 200HP 2SB,6pf,GS90 Palmers'Co.(Lim.),Nwc. | 25 ″ 9 s 4 ″ 5½ | |
| 377 North Cape D.Crighton 83–90 | | SteelScSr ssAbn.No.1–94 1Dk | 138 126 33 | †100A1 Stm Trawler 3,94 6,93 5,95 †LMC1,00 8,94 | Abn LA&CP | | 1890 10mo | J.Duthie Sons&Co. Aberdeen | W.Pyper | 97·0 drp91 | 20·2 | 10·4 BK6½″ | Aberdeen British 4BHCem | C.2Cy.17″&34″–24″ (s) 100lb 50H 1SB.2pf,GS35,HS1004 BlaikieBros.,Aberdeen | 10 ″ 10 | |
| 378 North City P.Crighton | | SteelScSr ssAbn.No.1–94 1Dk | 128 115 23 | †100A1 Stm Trawler 2,94 11,93 1,95 †LMC1,00 9,94 | Abn LA&CP | | 1890 1mo | J.Duthie Sons&Co. Aberdeen | W.Pyper | 96·8 | 19·9 | 10·3 BK6½″ | Aberdeen British 3BHCem | C.2Cy.17″&34″–24″ (s) 100lb 50H 1SB.2pf,GS35 BlaikieBros.,Aberdeen | 10 ″ 10 | |
| 379 North Coast T.Jackson –94 Paterson | | SteelScSr ssAbn.No.1–94 1Dk | 122 111 26 | †100A1 Stm Trawler 8,94 5,93 †LMC10,98 9,94 | Abn LA&CP | | 1890 12mo | Hall, Russell&Co. Aberdeen | W.Pyper | 95·3 | 19·6 | 10·1 BK6½″ | Aberdeen British 4BHCem | C.2Cy.17″&34″–24″ (s) 100lb 50H 1SB.2pf,GS27,HS847 Hall,Russell&Co.,Abn. | 10 ″ 9 | |
| 380 North Devon T.L.Nicholas –92 Well deck | | IronScSr ssWhn.No.3–2,86 ssBel.No.2–93 1Dk(Irn)2trB | 730 616 434 | †100A1 2,94 1,96 3,95 †NB11,93 | Cff A&CP LMC11,93 Hav | k | 1878 11mo | Schlesnger Davis&Co. Newcastle | NorthDevonS.S. Co.(Lim.) (T.Jack,jun. Mgr.) WB=DBa | 195·9 Q104′B8′F25′ | 28·1 | 15·9 BK7½″ 51′f70′ | Belfast British 4BHCem APT | C.2Cy.25″&45″–33″ (s) 90lb 85lb NDB86 80lb 90HP 1SB.3pf,GS47,HS1724 Black,Hawthorn&Co.Nwc. | 16 ″ 10 s 1 ″ 7½ | |
| 381 North East D.Sutherland –94 Missing since 12,94 | | SteelScSr ssAbn.No.1-94 1Dk | 123 111 25 | †100A1 Stm Trawler 8,94 11,93 †LMC8,94 | Abn LA&CP | | 1890 8mo | Hall, Russell&Co. Aberdeen | W.Pyper | 95·2 | 19·7 | 10·1 BK6½″ | Aberdeen British 4BHCem | C.2Cy.17″&34″–24″ (s) 100lb 50H 1SB.2pf,GS27,HS847 Hall,Russell&Co.,Abn | 10 ″ 9 | |
| 382 North Erin T.Williams83–88 | | IronScSr ssShl.No.2–92 2Dks(1Irn)3trB | 2078 1953 1349 | †100A1 8,94 11,94 5,95 BS9,93 †LMC12,91 2,95 Shl N.Yk | Npt LA&CP | s | 1883 11mo | Palmers' Co. Newcastle | H.Roberts&Son WB=DBa80′f50′ | 275·0 P28′B54′F28′ ŷ u B44′ 339t | 36·2 | 24·5 BK9½″ FPT | London British 6BHCem 14tAPT10t | C.2Cy.33″&64″–42″ (a) 80lb 45lb 200HP 2SB,6pf,GS97,HS3332 Palmers'Co.(Lim.),Nwc. | 25 ″ 9 s 4 ″ 6½ | |
| 383 North Flint J.Jones –92 Well deck | | SteelScSr ssShl.No.1–93 1Dk(Irn)2trB Inner bottom ptIrn | 2171 1718 1408 | †100A1 3,94 11,94 †LMC2,93 Cell | Shl A&CP | s | 1888 11mo | J.Readhead &Co. S.Shields | H.Roberts&Son WB=CellDB250′ | 290·0 P28′Q82′B118′ F33′ | 39·0 | 18·8 BK10″ APT41t | London British 6BHCem 500tAPT41t | T.3Cy.22″,36″&60″–39″ (s) 160lb 80lb 250HP 2SB,6rf,GS195 J.Readhead&Co.,S.Shields | 21 ″ 5 s 1 ″ 11½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 384<br>130417<br>KFHG | **North Fork**<br>*G.A.Nielsen* | **WoodScSr**<br>1*Dk* | 323<br>—<br>244 | | | | 1888 | Bendixon<br>Fairhaven | **C.Nelson** | 157·3 | 33·7 | 10·5 | **S.Frncisco**<br>Utd.States | C.2Cy.16″&32″–24″<br>100lb<br>W.Deacon,SanFrancisco |
| 385<br>95516<br>KWRQ | **North Gwalia**<br>*W.Evans* –91<br>*Well deck* | **SteelScSr**<br>*ss*Shl.No.1–93<br>1*Dk*(*Irn*)2*trB*<br>*Inner bottom pt Irn* | 2176<br>1719<br>1412 | ✠100A1<br>~~6,94~~ ~~12,93~~ 8,94<br>✠LMC1,98<br>Shl | Bry<br>LA&CP | *s* | 1888<br>12mo | J.Readhead<br>&Co.<br>SouthShields | **H.Roberts&Son**<br>*WB*=*Cell DB*250′ 500*t* | 290·0<br>P28′Q82′B118′<br>F33′ | 39·0<br>BK10″ | 18·8<br>6*BHCem*<br>*APT*40*t* | **London**<br>British | T.3Cy.22″,36″&60″–39″<br>160lb *80lb*<br>2SB,*6rf*,GS195<br>J.Readhead&Sons,S.Shl. |
| 386<br>96911 | **North King**<br>*C.H.Nicholson* | **WoodPad** | 873<br>602<br>499 | | | | 1868 | J.A.Cantin<br>Montreal | **J.Swift** | 175·0<br>H271*t* rebuilt91 | 43·0 | 10·0 | **Kingston,**<br>**Ont.**<br>British | 1Cy.36″–120″<br>500lb<br>Rebuilt91,KingstonFndry<br>Co.,Kingston,On |
| 387 | **North Laird** | **SteelTwinSc**<br>3*Dks* | | | | | 1894 | Globe Iron<br>WorksCo.<br>Cleveland,O. | **NorthernS.S.Co.**<br>**(J.Gordon)** | | *WB* | | **Buffalo,NY**<br>Utd.States | Q.4Cy.25″,36″,51½″&74″–4<br>&74″<br>GlobeIrnWksCo.,Clevelr |
| 388<br>94538 | **North Pole**<br>*A.Baldwin* –93 | **SteelSc**<br>*ss*Abn.No.1-93<br>1*Dk* | 121<br>111<br>23 | ✠100A1<br>*Stm Trawler*<br>~~5,94~~ ~~5,93~~ 6,95<br>✠LMC~~10,89~~ 12,93 | Abn<br>LA&CP | | 1889<br>10mo | Hall,<br>Russell&Co<br>Aberdeen | **W.Pyper** | 95·2<br>BK6½″ | 19·6 | 10·1<br>4*BHCem* | **Aberdeen**<br>British | C.2Cy.17″&34″–24″<br>100lb<br>1SB,*2pf*,GS27,HS847<br>Hall,Russell&Co.,Abn. |
| 389<br>82741<br>KLDS | **North Sea**<br>*W.Lowden*86–89<br>*Well deck* | **IronScSr**<br>*ss*Dun.No.3–2,94<br>1*Dk*(*Irn*)2*trB* | 1076<br>830<br>696 | ✠100A1<br>~~2,94~~ 11,94<br>✠LMC2,94 | Dun<br>A&CP | *n* | 1881<br>4mo | A.Stephen<br>&Sons<br>Dundee | **Dundee,Perth&**<br>**LondonS.Spg.**<br>**Co.** | 230·0<br>P125′F40′<br>*WB*=*D* | 30·9<br>BK8″ | 15·9<br>4*BHCem*<br>*Ba*46′*f*55′ 194*t FPT* | **Dundee**<br>British | C.2Cy.27″&54″–36″<br>80lb *80lb* NDB90<br>1SB,*3pf*,GS64<br>PearceBros.,Dundee |
| 390<br>98745 | —<br>*W.H.Morgan* –91 | **IronScK**<br>1*Dk* | 145<br>139<br>55 | ✠100A1<br>*Stm Trawler*<br>1,95 ~~1,93~~<br>✠LMC6,91 | Hul<br>LA&CP | | 1891<br>6mo | Cook,Wel-<br>ton&Gemmll<br>Hull | **E.B.Cargill&Co.** | 100·9<br>BK7½″ | 20·9 | 11·0<br>3*BHCem* | **Hull**<br>British | C.2Cy.16¾″&33″–22″<br>100lb<br>1SB,*2pf*,GS29,HS938<br>C.D.Holmes&Co.,Hull |
| 391<br>130435 | **North Star**<br>*W.Thorne*89–94 | **SteelSc3MstSr**<br>2*Dks* | 2476<br>—<br>1885 | | | | 1889 | Globe Iron<br>WorksCo.<br>Cleveland,O. | **NorthernS.S.Co.**<br>**(J.Gordon)** | 299·5<br>F36′H— | 40·8<br>*WB* | 21·6 | **Mrquette,**<br>**Mich.**<br>Utd.States | T.3Cy.24″,38″&61″–42<br>GlobeIrnWksCo.,Clevelr |
| 392<br>54699<br>HPBW | —<br>*A.B.Woodburn*–94 | **IronSc3MstSr**<br>*ss*Lth.No.3–4,93<br>1*Dk* | 611<br>515<br>385 | ✠ A1<br>~~4,94~~ 3,95<br>✠NB5,89<br>BS3,95 | Lth<br>A&CP | | 1866<br>3mo | Henderson<br>Coulborn&<br>Renfrew | **Leith,Hull&Hamb.**<br>**Stm.Pkt.Co.**<br>**(J.Currie&Co.,**<br>*Mgrs.*) | 202·5<br>P21′F30′<br>ND76DS89 | 26·2<br>BK7″ | 15·3<br>5*BHCem* | **Leith**<br>British | C.2Cy.27″&47¾″–33″<br>65lb *50lb* NDB89<br>1SB,*3cf*,GS43<br>R.Napier&Sons,Glasgow |
| 393<br>88851 | —<br>*N.Cook* –93 | **IronScSr**<br>*ss*Abn.No.2–91<br>1*Dk*(*Irn*) | 126<br>115<br>46 | ✠100A1<br>*Stm Trawler*<br>9,94 ~~12,93~~<br>BS6,93 ✠LMC6,91 | Abn<br>LA&CP | *b* | 1883<br>8mo | J.Duthie<br>Sons&Co.<br>Aberdeen | **W.Pyper** | 101·4<br>drp93 | 19·0<br>BK6½″ | 10·2<br>4*BHCem* | **Aberdeen**<br>British | C.2Cy.19″&38″–27″<br>100lb<br>1SB,*3pf*,GS33<br>Hall,Russell&Co.,Abn. |
| 394<br>62358<br>JRTH | **North Tyne**<br>*R.Hern* –92<br>*Well deck* | **IronScSr**<br>*ss*Nwc.No.3–3,83<br>*ss*Shl.No.2–92<br>1*Dk2trB* | 1209<br>974<br>754 | ✠90A1<br>~~9,93~~ 6,94<br>BS~~5,93~~ 6,94 | Nwc<br>A&CP | *m* | 1870<br>8mo | C.Mitchell<br>&Co.<br>Newcastle | **H.Robinson** | 230·0<br>P&B128′F36′<br>ND88 | 32·1<br>BK7½″ | 17·3<br>4*BHCem*<br>*WB*=*pt DB* | **Newcastle**<br>British | C.2Cy.29″&55″–36″<br>55lb *80lb* NDB90<br>2SB,*6f*<br>Blair&Co.(Lim.),Stockt |
| 395<br>81455 | **North Wall**<br>*Green* –83 | **SteelTwinScSr** | 931<br>801<br>226 | | | … | 1883<br>8mo | R.Duncan<br>&Co.<br>PortGlasgow | **London&N.W.**<br>**RailwayCo.** | 300·2<br>F22*t* | 33·1 | 12·1 | **Dublin**<br>British | C.4Cy.29″&58″–36″<br>Rankin&Blackmore,Grk |
| 396 | **North West** | **SteelTwinSc**<br>3*Dks* | | | | | 1894 | Globe Iron<br>WorksCo.<br>Cleveland,O. | **NorthernS.S.Co.**<br>**(J.Gordon)** | H— | *WB* | | **Buffalo,NY**<br>Utd.States | Q.8Cy.25″,36″,51½″&74″–4<br>GlobeIrnWksCo.,Clevelr |
| 397<br>94549 | —<br>~~*J.Watson* 94~~<br>*Jackson* | **SteelScSr**<br>*ss*Abn.No.1–94<br>1*Dk* | 123<br>111<br>25 | ✠100A1<br>*Trawler*<br>8,94 ~~5,93~~<br>✠LMC8 ~~00~~ 8,94 | Abn<br>LA&CP | | 1890<br>8mo | Hall,<br>Russell&Co.<br>Aberdeen | **W.Pyper** | 95·2<br>BK6½″ | 19·7 | 10·1<br>4*BHCem* | **Aberdeen**<br>British | C.2Cy.17″&34″–24″<br>100lb<br>1SB,*2pf*,GS27HS847<br>Hall,Russell&Co.,Abn. |
| 398<br>130419 | **North Wind**<br>*D.Waite*88–94 | **SteelSc3MstSr**<br>2*Dks* | 2476<br>—<br>1885 | | | | 1888 | Globe Iron<br>WorksCo.<br>Cleveland,O. | **NorthernS.S.Co.**<br>**(J.Gordon)** | 299·5<br>F36′H— | 40·8<br>*WB* | 21·6 | **Mrquette,**<br>**Mich.**<br>Utd.States | T.3Cy.24″,38″&61″–42″<br>GlobeIrnWksCo.,Clevelr |
| 399<br>98551 | —<br>*A.Baldwin*85–90 | **SteelScSr**<br>*ss*Abn.No.1–94<br>1*Dk* | 122<br>111<br>26 | ✠100A1<br>*Stm Trawler*<br>8,94 ~~2,94~~<br>✠LMC~~10,90~~ 8,94 | Abn<br>LA&CP | | 1890<br>12mo | Hall,<br>Russell&Co.<br>Aberdeen | **W.Pyper** | ~~drp~~91 | 19·6<br>BK6½″ | 10·1<br>4*BHCem* | **Aberdeen**<br>British | C.2Cy.17″&34″–24″<br>100lb<br>1SB,*2pf*,GS27,HS847<br>Hall,Russell&Co.,Abn. |
| 400 | **North Wold**<br>1*Dk* | **IronScK** | | 100A1<br>*Stm Trawler*<br>*For Full particulars See No. 1 in Supplement*<br>(*Class Contemplated*) | | | 1894 | Cochrane<br>&Cooper<br>Beverley | **NorthWoldStm.**<br>**FishingCo.**<br>**(Lim.)** | 90·8<br>F17′ | 20·4 | 12·3 | **Grimsby**<br>British | T.3Cy.10″,16″&25½″–20″<br>Amos&Smith,Hull |
| 401<br>69571<br>RNTF | **Northcote**<br>*J.Nesbitt*84–89<br>*Well deck* | **IronScSr**<br>*ss*Skm.No.3–12,86<br>*ss*Trn.No.1–91<br>*ss*Mdb.No.2-94 1*Dk*(*Irn*)2*trB* | 959<br>745<br>590<br>— | ✠100A1<br>11,94 ~~11,93~~<br>BS~~12,93~~ 8,95 LMC~~6,91~~ 10,94<br>Mdb | Gls<br>A&CP | *m* | 1878<br>4mo | TTurnbull<br>&Son<br>Whitby | **H.Lamont&Co.** | 216·5<br>Q80′B48′F32′<br>drp94 | 30·0<br>FK<br>*WB*= | 16·6<br>4*BHCem*<br>*DBa*57′*f*81′ | **Glasgow**<br>British | C.2Cy.26″&47″–36″<br>75lb *60lb*<br>1B,GS49<br>G.Clark,Sunderland |
| 402<br>101847 | **Northdene**<br>*J.R.Jobling*86–93<br>*Well deck* | **SteelScSr**<br>1*Dk*(*Irn*)*& Web frames* | 1356<br>1010<br>843 | ✠100A1<br>~~5,94~~ ~~11,93~~ 5,95<br>✠LMC11,98<br>Shl | Sld<br>A&CP | *o* | 1893<br>11mo | S.P.Austin<br>&Son<br>Sunderland | **J.Thompson**<br>**(J.Fenwick&**<br>**Son,***Mgrs.*) | 240·0<br>P28′Q59′B44′F27′<br>*WB*= | 36·1<br>FK<br>*DBa*62′*f*94′*& Es*B32′ | 14·8<br>4*BHCem*<br>*WB*=*Cell DB* 188′ 410*t FPT* | **Newcastle**<br>British | T.3Cy.19″,31″&51″–33″<br>160lb *90lb*<br>1SB,*4pf*,GS60,HS2420<br>29*t APT*29*t* W.Allan&Co.,Sunderlan |
| 403<br>92830<br>KGJD | **Northenden**<br>*G.Osborn* –93 | **IronScSr**<br>*ss*Gms.No.2–94<br>1*Dk*(*Irn*)2*trB* | 843<br>700<br>414 | ✠100A1<br>5,95 ~~4,94~~<br>BS~~5,95~~ ✠LMC4,94 | Gms<br>A&CP | *n* | 1886<br>5mo | C.S.Swan&<br>Hunter<br>Newcastle | **Manchester,Shef-**<br>**field&LincolnshireRailwayCo** | 230·0<br>P43′B76′F36′<br>*WB*=*Cell* | 30·1<br>BK8″ | 14·6<br>5*BHCem*<br>*DB*172′160*t* | **Grimsby**<br>British | T.3Cy.22½″,35″&57″–39″<br>150lb *70lb*<br>2SB,*6cf*,GS60,HS3400<br>WallsndSlpwyC(Ld),Nv |
| 404<br>130420 | **Northern King**<br>*M.Fenney* –94 | **SteelSc3MstSr**<br>2*Dks* | 2476<br>—<br>1885 | | | | 1888 | Globe Iron<br>WorksCo.<br>Cleveland,O. | **NorthernS.S.Co.**<br>**(J.Gordon)** | 299·5<br>F36′H— | 40·8<br>*WB* | 21·6 | **Mrquette,**<br>**Mich.**<br>Utd.States | T.3Cy.24″,38″&61″–42″<br>GlobeIrnWksCo.,Clevelr |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 405<br>98174 | Northern Light SteelSc3MstSr<br>F.J.Parton89-93<br>Elec.light<br>2Dks(Stl)&Web frames&Shade dk | 3893<br>3413<br>2552 | ✠100A1<br>Shade dk<br>2,95 1,94<br>Carrying Petroleum in bulk | Nwc<br>LA&CP<br>✠LMC2,93 | w | 1893<br>2mo | NavalCon.&Armamnts Co.(Lim.)<br>Barrow<br>WB=Cell DB88'207t DeepTank f281t FPT154t APT95t | "NorthernLight" S.S.Co.(Lim.)<br>(G.Croshaw& Lane&Co.) | 347·4 | 45·6 | 27·2 | London<br>British<br>FK 13BHCem | T.3Cy.26",42½"&69"–45" (s)<br>160lb 100lb 241H<br>3SB,9cf,GS189HS5559<br>NavalCon.&A.Co (L.)Brw | 28 " 6<br>s 5 " 1½ | V |
| 406<br>130407 | —<br>M.J.Haberer92-94<br>2Dks | 2476<br>—<br>1885 | | | | 1888 | GlobeIron WorksCo.<br>Cleveland,O. | NorthernS.S.Co.<br>(J.Gordon) | 299·5<br>F36' H— | 40·8 | 21·6 | Mrquette, Mich.<br>WB Utd.States | T.3Cy.24",38"&61"–42"<br>GlobeIrnWksCo.,Clevelnd | | |
| 407<br>71193 | — WoodScSr<br>1Dk&Spardk | 393<br>239<br>267 | | | | 1876 | E.WSewell<br>Levis,Quebec | Government of Canada | 133·2 | 25·0 | 14·7 | Ottawa<br>British | C.2Cy.30"&60"–30"<br>120H<br>Carrier,Laine&C Levis,Qbc | | |
| 408<br>130430 | Northern Queen SteelSc3MstSr<br>E.M.Smith89-94<br>2Dks | 2476<br>—<br>1885 | | | | 1888 | GlobeIron WorksCo.<br>Cleveland,O. | NorthernS.S.Co.<br>(J.Gordon) | 299·5<br>F36' H— | 40·8 | 21·6 | Mrquette, Mich.<br>WB Utd.States | T.3Cy.24",38"&61"–42"<br>GlobeIrnWksCo.,Clevelnd | | |
| 409<br>130437 | Northern Wave SteelSc3MstSr<br>M.Niland90-94<br>2Dks | 2476<br>—<br>1885 | | | | 1889 | GlobeIron WorksCo.<br>Cleveland,O. | NorthernS.S.Co.<br>(J.Gordon) | 299·5<br>F36' H— | 40·8 | 21·6 | Mrquette, Mich.<br>WB Utd.States | T.3Cy.24",38"&61"–42"<br>GlobeIrnWksCo.,Clevelnd | | |
| 410<br>89799<br>KSGN | Northgate SteelScSr<br>W.Roberts -93 ssCff.No.1-93<br>Well deck<br>1Dk(Stl)2trB | 2354<br>1912<br>1534 | ✠100A1<br>11,91 9,93 5,95<br>BS7,94 | Cff<br>A&CP<br>✠LMC2,93<br>Lon | s | 1888<br>6mo | TTurnbull &Son<br>Whitby | Turnbull,Scott &Co. | 289·3<br>P28'Q76'B124'<br>F32' drp94 | 38·3 | 20·8 | London<br>British<br>FK 6BHCem<br>WB=DBa 88'f114'440t | T.3Cy.22",36"&59"–39" (s)<br>160lb 70lb 175H<br>2SB,6cf,GS84<br>Blair&Co.(Lim.),Stockton | 22 " 2<br>s 2 " 1 | |
| 411<br>96937<br>TNQ | Northumberland SteelTwinScSr<br>R.Cameron -91<br>1Dk | 1255<br>975<br>519 | | | | 1891 | Wigham Richardson &Co.<br>Newcastle | Charlottetown SteamNav.Co. | 220·0<br>H171' | 33·1 | 20·4 | Charletwn<br>British | T.6Cy.17½",27½"&46"–33"<br>350H<br>WighmRchardsn&CoNwc | | V |
| 412<br>PMW | —<br>W.Mizen -93 ssLiv.No.3-73<br>1Dk2trB | 457<br>446<br>284 | ✠<br>10,76<br>Now a Sailing Vessel, See No. 5 in Supplement of Sailing Ship Register. | Sld | | 1853 | PalmerBrs.&Co.<br>Newcastle | C.C.Duncan | 164·0 | 26·1 | 15·2 | Middlsbro<br>British<br>Cem | 2Cy.35"–26"<br>NB67 70H<br>R.Stephenson&Co.,Nwc. | | |
| 413<br>28589<br>BDV | — IronPad | 103<br>95<br>41 | | | | 1860 | ……<br>S.Shields | T.Moore | 82·2 | 23·4 | 7·5 | Shields<br>British | 37H | | |
| 414<br>95663<br>KTNS | Northumbria SteelScSr<br>Muspar<br>Winspear ssCff.No.1-92<br>Well deck<br>1Dk(Stl)&Webframes | 1912<br>1509<br>1223 | ✠100A1<br>7,94 6,93<br>BS10,94 | Cff<br>A&CP<br>✠LMC12,92 | r | 1888<br>8mo | J.LThmp-son&Sons<br>Sunderland | InternationalLine S.S.Co.(Lim.)<br>(C.Marwood,Mgr)<br>WB=Cell DB212'379t | 284·0<br>P29'Q74'B126'F26'<br>drp93 | 38·1 | 18·2 | Whitby<br>British<br>FK 6BHCem<br>APT22t | T.3Cy.21",35"&57"–39" (s)<br>160lb 70lb 180H<br>2SB,4rf,GS74<br>Blair&Co.(Lim.),Stockton | 20 " 9<br>s 1 " 9½ | |
| 415<br>63269<br>BCN | —<br>O.Scatchard -92<br>6thSurvey,Cff.6,90 2Dks3trB<br>1stSurveyHul.9,94<br>Now named "Entella" See No. 11 in Supplement. | 1592<br>1565<br>1215 | ✠ A1, 1<br>12,90 9,94 | Hul | Lv | 1871<br>6mo | Wigham Richardson &Co.<br>Newcastle | H.Briggs,Sons &Co. | 263·8<br>drp91PtND94 | 33·0 | 23·8 | Hull<br>British<br>5BHCem<br>WB=DBaMT | C.2Cy.29"&58"–36"<br>NB80 150H<br>R.&W.Hawthorn,Nwc. | 17 " 9<br>s 6 " 7 | |
| 416<br>62824<br>PVC | —<br>T.Hedley -93 IronSc3MstSr<br>ssLon.No.3-7,82<br>ssLon.No.2-90<br>1Dk2trB | 872<br>743<br>529 | ✠<br>BS12,93 | LMC7,90 | | 1869<br>6mo | Palmers' Co.<br>Newcastle | J.Fenwick&Son | 221·0<br>Q70tF56t<br>ND90 | 28·1 | 17·4 | London<br>British<br>BK7" 4BHAsp<br>WB=DB a83'f49'200t | C.2Cy.25"&50"–33"<br>75lb 80lb NB77 160H<br>2SB,4pf,GS60<br>Palmers'Co.,Newcastle | 18 " 6<br>s 3 " 0½ | |
| 417<br>95515<br>WSB | Northwood SteelScSr<br>J.Cook -92 ssLon.No.1-92<br>Well deck<br>1Dk(Stl) | 718<br>549<br>345 | ✠100A1<br>9,91 6,93 1,95<br>BS4,95 | Lon<br>A&CP<br>✠LMC2,93 | k | 1889<br>1mo | Palmers' Co.(Lim.)<br>Newcastle | W.France&Co. (Lim.)<br>(Fenwick&Co., Mgrs.) (Fenwick Stobart&Co.(Lim)Mgrs) | 205·5<br>Q61'B44'F27'<br>drp93<br>WB=CellDB168' | 31·2 | 11·0 | London<br>British<br>FK 4BHCem<br>245tAPT7t | T.3Cy.18½",31"&51"–36" (s)<br>150lb 70lb 145H<br>2SB,4rf,GS61,HS2455<br>Palmers'S.B.Co.(Lm.)Nwc | 13 " 4<br>s 1 " 5 | |
| 418<br>98621 | Norton SteelScSr<br>H.Holbeck81-92<br>1Dk(ptStl ptIrn)&Webframes<br>Well deck | 2393<br>1832<br>1550 | ✠100A1<br>2,95 1,94 7,94 | Bry<br>A&CP Hpl<br>✠LMC1,92<br>Npt | s | 1892<br>1mo | Irvine&Co.<br>W Hartlepool | R.Irvine&Co.<br>WB=Cell DB 244'444t | 290·4<br>P31'Q82'B120'<br>F33'drp95 | 38·1 | 19·5 | W.Hartlpl<br>British<br>BK10" 5BHCem<br>APT33t | T.3Cy.22",35"&59"–39" (s)<br>160lb 80lb 165H<br>2SB,6rf,GS81,HS3372<br>T.Richardson&Sons,Hpl. | 22 " 2<br>s 2 " 0½ | |
| 419<br>DLM | Norway SteelScSr<br>V.Heyerdahl83-91<br>1Dk(Irn)&Awng dk | 916<br>891<br>588 | | | | 1891 | Grngem'th DockyardCo.<br>Gr'ngemouth | Dampskbsselskbet "Færder"(Jens Meinich&Co.) | 202·7<br>H25t | 30·1 | 20·0 | Chrstiania<br>Norwegian<br>WB | T.3Cy.17½",27"&46"–33"<br>130H<br>Dunsmuir&Jackson,Gls. | | N |
| 420<br>56032<br>QDP | —<br>J.Neale93-93 IronScSr<br>ssHpl.No.3-2,83<br>ssHpl.No.2-91<br>Well deck<br>1Dk2trB | 849<br>704<br>536 | ✠90A1<br>2,91 10,93 12,94<br>BS8,94 | Hpl<br>A&CP<br>LMC2,91<br>Shl | l | 1870<br>8mo | Withy& Alexander<br>Hartlepool | R.Jobson&Co. | 214·9<br>Q89'B46'F17'<br>ptND88 drp94 | 28·4 | 16·5 | W.Hartlpl<br>British<br>4BHCem<br>WB=DBa 67'F34'140t | C.2Cy.25"&48"–36"<br>70lb 60lb NB78 96H<br>1B,GS45 NDB87<br>T.Richardson&Sons,Hpl. | 17 " 3<br>s 1 " 11 | |
| 421<br>51476<br>VJP | Norwegian IronScSr<br>W.Christie -93<br>(exCityof NewYork) | 3523<br>1762<br>2303 | | | | 1865 | Tod& M'Gregor<br>Glasgow | J.&A.Allan | 375·2<br>len71 | 39·6 | 33·0 | Glasgow<br>British | C.2Cy.43"&84"–54"<br>NE&B83 350H<br>Blair&Co.(Lim.),Stockton | | BT till 12,94 12,95 |
| 422<br>86034<br>VQL | Norwich IronTwinScSr<br>J.Ablett -94 | 1064<br>816<br>556 | | | | 1883 | Earle'sCo. (Lim.)<br>Hull | GreatEasternRail-wayCo. | 260·0<br>P68t B126t | 31·4 | 15·0 | Harwich<br>British | C.4Cy.30"&57"–36"<br>270H<br>Earle'sCo.(Lim.),Hull | | BT till 2,96 3,96 |
| 423<br>95881<br>VHN | Norwood SteelScSr<br>A.Work -92<br>P.Boyle -94 ssCff.No.1-93<br>Well deck<br>1Dk(Stl)&Webframes | 2297<br>1766<br>1465 | ✠100A1<br>11,91 4,94 7,94<br>4,95 | Bry<br>A&CP Hpl<br>✠LMC5,93 | s | 1888<br>12mo | W.Gray& Co.<br>WHartlepool | Maclean,Doughty &Co. | 290·0<br>P27'Q94'B112'<br>F30' drp93<br>drp94 | 38·2 | 20·3 | W.Hartlpl<br>British<br>BK10" 5BHCem<br>WB=DBo 96'f106'447t | T.3Cy.22½",36½"&60"–39"(s)<br>160lb 80lb 200H<br>2SB,6rf,GS49 FD<br>Blair&Co.(Lim.),Stockton | 22 " 2<br>s 2 " 1 | D |
| 424 | Notre Dame D'Afrique SteelScK<br>J.Plessix91-91<br>1Dk(Stl) | 242<br>178<br>118 | ✠100A1<br>6,91 | Bwg<br>LA&CP<br>✠LMC7,91 | c | 1891<br>6mo | Scott&Co.<br>Bowling | Pile&Co.<br>M.&A.Achaque | 120·0<br>B14'Q38½'F17' | 20·1 | 10·0 | Algiers<br>French<br>BK6½" 3BHCem<br>WB=FPT39t | C.2Cy.14"&28"–21" (s)<br>100lb 80lb 43H<br>1SB,2pf,GS24<br>Dunsmuir&Jackson,Gls. | 10 " 6 | |
| 425<br>LHV | Notre Dame de Grâce IronScSr<br>Gautier72-89<br>1Dk | 174<br>—<br>62 | | | | 1858 | Nillus<br>Havre | Cie.Anon.des Paquebots à vapeur entreHavre, Caen,Honfleur,et les ports de la Normandie | 110·8 | 17·2 | 9·0 | Havre<br>French | 2Cy.<br>100H<br>Iwens,Honfleur | | |

| Numero d'Ordre. Numero Officiel. Signaux | Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. Sous le Pont. Net. | Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant entre Lettre d'Équipement. | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 426<br>KLJM | **Notre Dame de Salut** IronScBn<br>*Pillard* ssLon.No.3–8,88<br>(exDunrobinCastle) 3Dks(1Irn)<br>ssGrk No.1-93 | 2783<br>2737<br>1778 | ✠100A1<br>8,94 ~~7,92~~<br>BS8,94 | Lon<br>A&CP<br>LMC10,93<br>Msl | u | 1875<br>11mo | R.Napier<br>&Sons<br>Glasgow | ~~R.Comboul~~<br>Letocart&Co. | 342·3\|38·3\|28·3 | Marseilles<br>French<br>5BHCem | C.2Cy.47"&75"–48"<br>60lb 60lb 300H<br>2DB,12f<br>R.Napier&Sons,Glasgow |
| 427<br>98191 | **Notre Dame des Flots** IronScSr<br>1Dk | 125<br>121<br>64 | | | | 1861 | Normand<br>Havre | ThamesSand<br>DredgingCo.(Lim) | 114·0\|17·2\|10·0<br>Q23' B13' F6' | London<br>British | H.2Cy.23½"–18"<br>NB83 80H<br>Nullins,Havre |
| 428<br>96249<br>MFBH | **Nottingham** IronScSr<br>*A.S.Knox* –93 ssHul No.1–95<br>*Elec.light* 2Dks(UIrn–ws) | 1033<br>821<br>492 | ✠100A1<br>~~4,94~~ 4,95 | Gms<br>LA&CP<br>✠LMC5,91<br>4,95 | n | 1891<br>5mo | C.S.Swan&<br>Hunter<br>Newcastle | Man.Sheffield&<br>Lincolnshire<br>RailwayCo. | 240·2\|32·0\|15·2<br>P55'B67'F32'<br>BK8'<br>WB = Cell D B 185'213t | Grimsby<br>British<br>5BHCem<br>APT25t | T.3Cy.22",35"&57"–42"<br>170lb 90lb 250H<br>2SB,6cf,GS96,HS4200<br>WllsndSlpwyCo(Lm)Nwc |
| 429<br>79028 | **Notus** IronScK<br>*C.A.Manning*<br>1Dk | 138<br>138<br>75 | | | | 1878 | Baltic Eng.<br>Works<br>Hull | Hewett&Co.(Lim.) | 108·2\|20·2\|9·7<br>len91 | London<br>British | T.3Cy.9",14"&23"–18"<br>27H<br>Stewart&Co.,London |
| 430<br>KLNF | **Nouméa** WoodSc | —<br>—<br>97 | | | | 1877 | Romprey<br>Macleay<br>River,NSW | A.Pelletier | ........ | Nouméa<br>French | 30H |
| 431 | **Nour-el-Bahr** SteelScSr<br>*J.W.Cook*93–93<br>1Dk(Teak)<br>*Elec.light* | 295<br>265<br>180 | ✠100A1<br>12,93<br>✠LMC12,93 | Dun<br>A&CP | e | 1893<br>12mo | Gourlay,<br>Bros.&Co.<br>Dundee | Société du<br>Tombac | 150·0\|23·2\|10·7<br>B8'F21'<br>BK6½'<br>WB=FPT | Constanpl<br>Turkish<br>4BHCem<br>20tAPT15t | T.3Cy.12½",20"&32"–24"<br>160lb 80lb<br>1SB,2pf,GS34,HS1029<br>Gourlay,Bros.&Co.,Dun. |
| 432 | **Nouvelle Voldrogue** SteelScSr<br>*C.Francisco*87–89<br>*Well deck Elec.light* 1Dk | 298<br>191<br>139 | ✠<br>4,87<br>✠ | Gmh<br>LA&CP | e | 1887<br>3mo | Grangmth<br>DockyrdCo.<br>Grangemth | B.Riviere | 156·0\|22·1\|9·5<br>Q&B91' F26' | P.auPrnce<br>Haytian<br>4BHCem | C.2Cy.18"&34"–24"<br>50H<br>Dunsmuir&Jackson,Gls. |
| 433<br>72541<br>PJGF | **Nova Zembla** WoodScBk<br>*W.Guy* –93 | 375<br>346<br>255 | | | | 1873 | Wenclose<br>Bremerhaven | W.O.Taylor&Co. | 140·7\|27·8\|15·7<br>Q29t | Dundee<br>British | C.2Cy.21"&36"–23"<br>NB93 58H<br>HansaCo.,Rostock |
| 434<br>HPMN | **Novek** SteelScSr<br>*Bollmann* –89 (exCorsican)<br>1Dk<br>*Well deck* | 338<br>226<br>148 | ✠<br>1,89<br>✠ | Gls<br>A&CP | f | 1887<br>3mo | Workman,<br>Clark&Co.<br>(Lim.)<br>Belfast | M.G.Sheveleff | 150·3\|22·2\|10·7<br>Q46' B54' F24'<br>WB | Vladvostk<br>Russian<br>5BHCem<br>=DBa26'21tAPT15tDeepTankf12'15t | T.3Cy.15",24"&40"–30"<br>95H<br>Hutson&Corbett,Glasgow |
| 435 | **Novo Triumpho** | —<br>—<br>91 | | | | | ........ | S.U.deVillaMaria | ........ | S.L.de Cres<br>Brazilian | 40H |
| * 436<br>NJLR | Stranded2,95<br>**Novocastria** SteelScSr<br>~~C.Hogg –94~~ 1Dk(Irn)&deep<br>*A.Sinclair* framing3DkRule | 2001<br>1684<br>1258 | ~~✠100A1~~<br>1,95 ~~4,94~~<br>✠LMC4,94 | Sld<br>A&CP<br>Shl | r | 1894<br>4mo | ShortBros.<br>Sunderland | Black,Cowan&Co. | 270·0\|38·2\|19·3<br>P32'B62'F36'<br>FK<br>WB=CellDB202' | Newcastle<br>British<br>4BHCem<br>447tAPT50t | T.3Cy.21",33"&54"–39"<br>160lb 80lb 200H<br>2SB,6pf,GS97,HS2988<br>Blck,Hwthrn&Co.(L.)Gts |
| 437<br>17<br>HRCG | **Novorossisk** SteelScK<br>*W.H.Hawkins* –90<br>1Dk | 85<br>85<br>28 | ✠100A1<br>For Tug purposes<br>5,90<br>✠LMC5,90 | Brs<br>LA&CP | a | 1890<br>5mo | Newall&<br>Co.<br>Bristol | Vladikavkas<br>RailwayCo. | 81·3\|18·0\|8·9<br>BK6' | Novorossisk<br>Russian<br>5BHCem | C.2Cy.16¼"&32½"–22"<br>100lb 70H<br>1SB,2rf,GS37<br>Newall&Co.,Bristol |
| 438<br>545<br>HLFB | **Novoselsky** SteelScSr<br>*G.Beregrikh* ssGls.No.2–88<br>1Dk2trB | 1305<br>1147<br>987 | ✠<br>7,89 | Spl<br>LA&CP | o | 1880<br>8mo | MotalaCo.<br>Gothenburg | RussianS.N.&<br>TradingCo. | 251·8\|33·2\|18·9<br>Q101tB12tF31t<br>BK8'<br>WB= | Odessa<br>Russian<br>4BHCem<br>MT27'300t | C.2Cy.29½"&48½"–33"<br>NB88 160H<br>2SB,4pf,GS64,HS2310<br>MotalaCo.,LindholmnWks |
| 439<br>87666<br>HQNJ | **Nowshera** SteelSc3MstSr<br>*G.Jacobs* –93<br>2Dks(UStl-ws)&Webframes | 2962<br>2689<br>1938 | ✠<br>3,86<br>✠ | Cal<br>LA&CP | v | 1883<br>4mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.(Lim.) | 320·0\|42·1\|25·0 | Glasgow<br>British<br>6BHCem | C.2Cy.41"&72"–51"<br>324H<br>Denny&Co.,Dumbarton<br>WB= CellDB284'649t |
| 440<br>130396<br>KFBP | **Noyo** WoodScSr<br>*J.Erikson* –88<br>1Dk | 316<br>—<br>230 | | | | 1887 | A.Hay<br>SanFrancisco | NoyoLumberCo. | 150·0\|33·2\|10·5 | S.Frncisco<br>Utd.States | T.4C.(2)10",22"&36"–24"<br>200H<br>Hinckley,Spiers&Co.,S.Fo. |
| 441<br>57630 | **Nubeena** WoodScSr<br>*W.J.Whitehouse* –90 1Dk | 138<br>138<br>93 | | | | 1890 | Wm.Bayes<br>HobartTown | W.J.Whitehouse | 106·6\|21·0\|9·6 | Hobart<br>British | C.2Cy.13"&26"–18"<br>120H<br>Ross&Duncan,Glasgow |
| 442<br>86709<br>WPLS | **Nubia** IronScSr<br>*T.G.Knox*77–82<br>2Dks(Irn)3trB | 3551<br>3326<br>2319 | | | | 1882 | D.&W.<br>Hndrsn&Co.<br>Glasgow | HendersonBros. | 378·2\|40·2\|28·6 | Glasgow<br>British | C.2Cy.33"&66"–60"<br>480H<br>D.&W.Henderson&Co.,Gls |
| 443<br>79660<br>SPTV | — IronScSr<br>*R.Button* –92<br>3rdSurvey,Liv.4,91 2Dks(UIrn-ws) | 1958<br>1746<br>1236 | ✠A1*1<br>~~4,91 7,91~~<br>11,94 | Liv | Lv | 1878<br>11mo | Harland&<br>Wolff<br>Belfast | AfricanSteamShip<br>Co.(Elder,Dempster &Co.,*Mgrs.*) | 321·0\|34·7\|22·8<br>H212t<br>BK8½' | London<br>British<br>6BH1PBH | C.2Cy.33"&66"–48"<br>188H<br>2SB,8f<br>G.Forrester&Co.,Liverpool |
| 444<br>98149<br>LVCM | — IronScSr<br>*J.C.Hood* –94<br>1Dk | 102<br>98<br>18 | | | | 1890 | Westwood<br>Baillie&Co.<br>London | W.Watkins | 87·6\|18·6\|10·7 | London<br>British | T.3Cy.12½",19"&32"–20"<br>70H<br>J.Stewart&Son,Blackwall |
| 445<br>87694<br>HVQM | **Nuddea** SteelSc3MstSr<br>*A.B.Cave* –91 ssCal.No.1–89<br>2Dks(UStl-ws)&Webframes | 2964<br>2682<br>1932 | ✠<br>10,89<br>✠ | Cal<br>LA&CP | v | 1883<br>7mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaSteam<br>Nav.Co.(Lim.) | 320·0\|42·1\|25·2<br>P52' B26' F38' | Glasgow<br>British<br>6BHCem | C.2Cy.41"&72"–51"<br>324H<br>Denny&Co.,Dumbarton<br>WB= CellDB284'649t |
| 446<br>130369<br>KDSM | **Nueces** IronScSr<br>*S.Ask*<br>3Dks&SparDk | 3367<br>—<br>2465 | | | | 1887 | Del.R.I.&<br>S.B.&E.Wks<br>Chester,Pa. | C.H.Mallory&Co. | 328·0\|44·2\|21·2 | NewYork<br>Utd.States<br>WB | C.2Cy.41"&82"–54"<br>DelawareRiverI.S.B.&<br>Eng.Wrks.,Chester,Pa. |
| 447<br>HWMF | **Nuestra Señora de Loreto** IronScSr<br>*C.Luzarraga* 5thSurvey,Man.8,90<br>(exDafila) 1Dk2trB | 840<br>773<br>536 | ✠A1,1<br>8,90<br>~~B&M8,90~~<br>B&MS8,94 | Man<br>~~MS11,89~~ | Lv | 1873<br>9mo | J.Laing<br>Sunderland | F.Reyes | 221·5\|26·2\|18·4<br>B50'F27'<br>ND87 BK8'<br>WB | Manila<br>Spanish<br>4BHCem<br>=DBa&f | C.2Cy.27"&50"–30"<br>~~55lb~~ 60lb NB82 30lb 99H<br>1B<br>J.Key,Kirkcaldy |

| 1 | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* *Master.* Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. *ft. in.* | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 448 | **Nuestra Señora de** Lourdes *Aguirri* –91 | **Wood—Sr** YM5,91 | 161 — 93 | | | | 1891 | J.Rodriguez Manila | J.Rodriguez | 106·0 | 22·5 | 9·5 | Manila Spanish | C.2Cy.14″&28″–16″ 35H G.Fenwick&Co.,HongKng | | V |
| 449 | **Nuestra Senora del** Carmen *Orbieta* | **IronScSr** ssMan,No.1-94 1*Dk&pt Shaded dk* | 306 245 189 | ✠100A1 8,94 5,92 ✠LMC3,90 3,94 | Man LA&CP | *e* | 1890 2mo | Workman, Clark&Co. (Lim.) Belfast | A.Goyenechea | 147·8 WB=*Ce* | 24·6 | 9·1 BK6″ | Manila Spanish 4*BH Cem* | C.2Cy.20″&40″–30″ 90lb ~~70lb~~ *60lb* 70H 1SB.3*pf*.G850 *lDB*114′96*t* Muir&Houston,Glasgow | 11 ″ 0 s 1 ″ 3½ w 1 ″ 4½ | |
| 450 | **Nuestra Señora del** Rosario | **IronSc3MtSr** (*ex*Visayas,*ex*Appin) | 715 646 408 | | | | 1869 | W.Denny &Bros. Dumbarton | I.Tambunting | 180·1 | 27·0 | 18·7 | Manila Spanish | C.2Cy.25″&39½″–27″ 90H Denny&Co.,Dumbarton | | |
| 451 | **Nuevo Estremadura** *Bennett* | **IronScSr** 2*Dks&Awngdk* | 1059 674 721 | ✠ *Awng dk with load line* 5,79 | Nwc A&CP | *n* | 1879 3mo | A.Leslie& Co. Newcastle | Espaliu&Co. | 210·6 | 29·6 | 15·0 22·3 FK | Seville Spanish 5*BH Cem* *WB=DBa44′&uE&B38′FPT* | C.2Cy.28″&54″–33″ 120H Black,Hawthorn&Co.Nwc. | | |
| 452 | **Nuevo Mahones** *J.Caldés* | **IronScSr** (*ex*Duero,*ex*Arabia) 1*Dk* | 627 — 396 | | | | 1852 | ..... England | Soc.Mahonesa de Vap. | 195·5 | 23·6 | 16·0 | Mahon Spanish | 4Cy.24″–34″ 140HP Alexander Brs.,Barcelona | | |
| 453 | **Nuevo Valencia** *T.Bennett* | **IronScSr** 2*Dks&Awngdk* | 1061 674 722 | ✠ *Awng dk with load line* 5,79 | Nwc A&CP | *n* | 1879 4mo | A.Leslie& Co. Newcastle | Espaliu&Co. | 210·6 | 29·6 | 15·0 22·3 FK | Seville Spanish 5*BH Cem* *WB=DBa44′&uE&B38′FPT* | C.2Cy.28″&54″–33″ 120H Black,Hawthorn&Co.Nwc. | | |
| 454 | **Nugget** *A.Campbell* –94 *Well deck* | **Steel&IronSc3MstSr** ~~ssBwg.No.3–2,94~~ ssBwg.No 3–3,95 1*Dk(Irn)* *Irn framing Stl plating* | 369 288 99 | ✠100A1 3,95 2,97 ✠LMC2,94 3,95 | Bwg LA&CP | *f* | 1889 6mo | Scott&Co. Bowling | W.Robertson | 142·6 Q68′B9′F24′ ~~trp94~~ drp95 | 25·1 | 11·1 BK7″ | Glasgow British 3*BH Cem* *WB=FPT26t* | T.3Cy.13″,21½″&34″–27″ (*s*) 160lb *50lb* 60HP 1SB.3*pf*.G849 Muir&Houston,Glasgow | 12 ″ 0 s ″ 10½ | |
| 455 | **Numancia** *P.Llorens* –84 | **IronScSr** 1*Dk* | 558 — 395 | | | | 1865 | A.Leslie& Co. Newcastle | J.AcuñaGomez | 175·5 | 20·1 | 12·8 | Almeria Spanish | 2Cy.20″&25″–24″ 80H R.&W.Hawthorn&C.,Nwc. | | |
| 456 | **Number One** | **IronScSp** | 317 317 216 | | | | 1868 | G.Robinsn &Co. Cork | CorkHarbourCommissioners | 116·6 | 26·2 | 12·6 | Cork British | 2Cy. 50HP | | |
| 457 | — *G.Peacock*81–89 *Hopper Barge* | **IronScSp** 4thSurvey,Liv.5,93 1*Dk* | 266 266 158 | A1*1 *Special Service* 5,93 | Liv | Lv | 1874 | Brassey& Co. Birkenhead | ManchesterShip CanalCo. | 135·5 | 23·2 | ... BK9″ | Liverpool British 4*BH* | 2Cy.26½″–24″ 50HP Brassey&Co.,Birkenhead | | |
| 458 | — *J.Anthony*67–67 | **IronPad** | 101 101 19 | | | | 1866 | ..... Drogheda | DublinPort& DocksBoard | 99·7 | 18·5 | 8·4 | Dublin British | 2Cy. 50HP | | |
| 459 | **Number Two** | **IronScSp** | 317 317 216 | | | | 1869 | G.Robinsn &Co. Cork | CorkHarbourCommissioners | 116·6 | 26·2 | 12·6 | Cork British | 2Cy. 50HP | | |
| 460 | — *J.Brierley*77– *Hopper Barge* | **IronScSp** 3rdSurvey,Liv.9,87 1*Dk* | 274 274 153 | 12,91 *Special Service* | Liv | Lv | 1875 | W.Simons &Co. Renfrew | MerseyDocks& HarbourBoard | 139·2 | 23·4 | ... | Liverpool British 4*BH* | 2Cy.28″–21″ 56HP W.Simons&Co.,Renfrew | | |
| 461 | **Number Three** *Hutchison* *Hopper Barge* | **IronScSp** 4thSurvey,Liv.10,92 1*Dk* | 274 274 153 | A1*1 *Special Service* 11,94 ~~2,99~~ | Liv | Lv | 1875 | W.Simons &Co. Renfrew | MerseyDocks& HarbourBoard | 139·2 | 23·4 | ... BK9″ | Liverpool British 4*BH* | 2Cy.28″–21″ 56HP W.Simons&Co.,Renfrew | | |
| 462 | — | **IronScSr** | 265 264 179 | | | | 1870 | G.Robinsn &Co. Cork | CorkHarbourCommissioners | 133·2 | 23·6 | 10·0 | Cork British | 2Cy.22″–21″ 35HP M.Paul&Co.,Dumbarton | | |
| 463 | — *Stm Hopper Barge* | **IronSc** | — 220 75 | | | | 1891 | W.Simons &Co. Renfrew | Corporation of Preston | 130·5 | 24·7 | 9·5 | Preston British | C.2Cy.21″&38″–18″ W.Simons&Co.,Renfrew | | |
| 464 | **Number Four** *T.Morris* *Hopper Barge* | **IronScSp** ~~3rdSurvey,Liv.2,89~~ 1*Dk* 4thSurvey,Liv.5,94 | 366 366 156 | ✠A1*1 *Special Service* ~~5,~~42,91 2,94 | Liv | Lv | 1877 3mo | W.Simons &Co. Renfrew | MerseyDocks& HarbourBoard | 150·2 WB | 25·2 | 12·3 BK6″ | Liverpool British 4*BH* | 2Cy.30″–27″ 65HP 1SB.3*f* W.Simons&Co.,Renfrew | | |
| 465 | — *Stm Hopper Barge* | **IronScSp** | 268 — 147 | | | | 1891 | S.&H. Morton Leith | Corporation of Preston | 134·0 | 24·0 | 9·6 | Preston British | C.2Cy.21″&38″–16″ 60HP S.&H.Morton&Co.,Leith | | |
| 466 | — | **IronScSp** | 265 264 179 | | | | 1871 | G.Robinsn &Co. Cork | CorkHarbourCommissioners | 132·3 | 23·6 | 10·0 | Cork British | 2Cy.22″–21″ 35HP M.Paul&Co.,Dumbarton | | |
| 467 | **Number Five** *R.Williams*78– *Hopper Barge* *T.Moffat* | **IronScSp** ~~3rdSurvey,Liv.1,91~~ 1*Dk* 4thSurvey,Liv.6,94 | 365 365 155 | ✠A1*1 *Special Service* ~~6,97,~~92 12,94 | Liv | Lv | 1877 3mo | W.Simons &Co. Renfrew | MerseyDocks& HarbourBoard | 150·2 WB | 25·2 | 12·3 BK6″ | Liverpool British 4*BH* | 2Cy.30″–27″ NB91 65HP W.Simons&Co.,Renfrew | | |
| 468 | — *Stm Hopper Barge* | **IronScSp** | 268 — 147 | | | | 1891 | S.&H. Morton&Co. Leith | Corporation of Preston | 134·0 | 24·0 | 9·6 | Preston British | C.2Cy.21″&38″–16″ 60HP S.&H.Morton&Co.,Leith | 11 ″ 7 | |
| 469 | **Number Six** | **IronScHopper** | 572 572 389 | | | | 1873 | T.Brassey &Co. Birkenhead | DublinPort& DocksBoard | 155·6 | 33·1 | 13·9 | Dublin British | 2Cy.26½″–24″ NB95 50HP T.Brassey&Co.,Birkenhd. | | |
| 470 | — *Steam Hopper* | **IronScSp** | 427 389 248 | | | | 1877 | Wingate& Co. Glasgow | ButeDocksCo. | 130·0 Q13*t* | 30·2 F8*t* | 12·3 | Cardiff British | C.2Cy.21″&36″–24″ 60HP Wingate&Co.,Glasgow | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equivalement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 471<br>78746 | **Number Six** IronScSp<br>~~*N.Walcham*84-~~ ~~3rdSurvey,Liv.1,91~~<br>*Hopper Barge* 1*Dk*<br>*R.Williams* 4thSurvey,Liv.5,94 | 365<br>365<br>155 | ✠ A1✻1<br>*Special Service*<br>~~5,90~~ ~~6,98~~ 1,95 | Liv | Lv | 1877<br>5mo | W.Simons &Co. Renfrew | MerseyDocks& HarbourBoard | 150·2 \| 25·2 \| 12·3<br>BK6″ | | | Liverpool<br>British<br>*ABH* | 2Cy.30″–27″<br>65HP<br>1SB,*3f*<br>*WB* W.Simons&Co.,Renfrew | |
| 472<br>95338 | **Number Seven** IronScHopper | 572<br>572<br>389 | | | | 1873 | T.Brassey &Co. Birkenhead | DublinPort& DocksBoard | 155·6 \| 33·1 \| 13·9 | | | Dublin<br>British | 2Cy.26½″–24″<br>50HP<br>T.Brassey&Co.,Birkenhd. | |
| 473<br>78747 | — IronScSp<br>*Puzey* ~~3rdSurvey,Liv.10,90~~<br>*Hopper Barge* 1*Dk*<br>4thSurvey,Liv.5,94 | 367<br>366<br>174 | ✠ A1✻1<br>*Special Service*<br>~~6,94~~ ~~2,98~~ ~~6,98~~<br>11,94 | Liv | Lv | 1877<br>10mo | W.Simons &Co. Renfrew | MerseyDocks& HarbourBoard | 150·4 \| 25·1 \| 12·4<br>BK6″ | | | Liverpool<br>British<br>*ABH* | 2Cy.30″–27″<br>65HP<br>1SB,*3f*<br>*WB* W.Simons&Co.,Renfrew | |
| 474<br>95339 | **Number Eight** IronScHopper | 572<br>572<br>389 | | | | 1873 | T.Brassey &Co. Birkenhead | London&Tilbury LighterageCo. (Lim.) | 155·6 \| 33·1 \| 13·9 | | | Dublin<br>British | 2Cy.26½″–24″<br>50HP<br>T.Brassey&Co,Birkenhead | |
| 475<br>78748 | — IronScSp<br>~~*R.Jones*80–90~~ ~~2ndSurvey,Liv.5,91~~<br>*Hopper Barge* 1*Dk*<br>*R.Durend* 4thSurvey,Liv.7,94 | 366<br>366<br>174 | ✠ A1✻1<br>*Special Service*<br>~~7,94~~ ~~2,98~~ 2,95 | Liv | Lv | 1877<br>11mo | W.Simons &Co. Renfrew | MerseyDocks& HarbourBoard | 150·4 \| 25·1 \| 12·4<br>BK6″ | | | Liverpool<br>British<br>*ABH* | 2Cy.30″–27″<br>65HP<br>1SB,*3f*<br>*WB* W.Simons&Co.,Renfrew | |
| 476<br>91161 | **Number Nine** IronScSr<br>~~*R.Jennings*75–75~~ 2ndSurvey,Liv.6,93<br>*Hopper Barge* *R.Jones* 1*Dk* | 662<br>662<br>346 | ✠ A1✻1<br>*Special Service*<br>7,94 ~~6,98~~ | Liv | Lv | 1884<br>6mo | W.Simons &Co. Renfrew | MerseyDocks& HarbourBoard | 185·4 \| 33·1 \| 14·9<br>BK6″ | | | Liverpool<br>British<br>*6BH* | C.2Cy.26″&51″–35″<br>110HP<br>*WB* W.Simons&Co.,Renfrew | |
| 477<br>102066 | **Number Ten** IronSc<br>*E.Richards* –93 1*Dk* | 231<br>231<br>102 | | | | 1884 | Soc.John Cockerill Antwerp | MerseyDocks& HarbourBoard | 124·8 \| 24·1 \| 8·4 | | | Liverpool<br>British | C.2Cy.20″&32½″–24″<br>45HP<br>Soc.JohnCockerill,Ant. | |
| 478<br>102067 | **Number Eleven** IronSc<br>*C.Wooldridge* –93 1*Dk* | 231<br>231<br>102 | | | | 1884 | Soc.John Cockerill Antwerp | MerseyDocks& HarbourBoard | 124·8 \| 24·1 \| 8·4 | | | Liverpool<br>British | C.2Cy.20″&32½″–24″<br>45HP<br>Soc.JohnCockerill,Ant. | |
| 479<br>93227 | **Number Twelve** SteelSc3MstSr<br>*M.Ferguson* –92 *ss*Grk.No.1–94<br>1*Dk*(*Irn*)<br>*Well deck* *Now named "Test," See No. 13 in Supplement.* | 490<br>388<br>198 | ✠100A1<br>5,94<br>✠NB5,94 ✠LMC5,94 | Grk<br>A&CP | *h* | 1890<br>3mo | Murray Bros. Dumbarton | W.A.Grainger | 175·0 \| 26·5 \| 10·1<br>Q79′B11′F32′<br>BK7½″<br>*WB*=*DBa*43′*f*51′127*t* | | | Belfast<br>British<br>3*BHCem*<br>*FPT*36*t* | T.3Cy.15½″,24″&40″–33″ (*s*)<br>160lb *60lb* 180lb 80HP<br>1SB,*2cf*,GS45,HS1607<br>M.Paul&Co.,Dumbarton | 12″10<br>s 1 ✻ 3 |
| 480<br>102102 | — IronScSp<br>*Hopper Barge* 1*Dk* | 338<br>306<br>156 | | | | 1893 | Exors.of theLateT.A. Walker Sudbrook | MerseyDocks& HarbourBoard | 145·0 \| 27·0 \| 9·0 | | | Liverpool<br>British | C.2Cy.16½″&33″–22″<br>60HP<br>Newall&Co.(Lim.),Bristol | |
| 481<br>102122 | **Number 13** IronScSp<br>*G.Braugh* –93 1*Dk*<br>(*Hopper Barge*) | 333<br>301<br>144 | | | | 1893 | Excutrs.of T.A.Walker Sudbrook | MerseyDocks& HarbourBoard | 144·9 \| 27·0 \| 9·0 | | | Liverpool<br>British | C.2Cy.16½″&33″–22″<br>65HP<br>Newall&Co.,Bristol | |
| 482 | **No. 404** SteelTwinScHopper<br>*R.Kennedy* –94 Dredger<br>1*Dk*(*Stl*) | 479<br>432<br>211 | ✠ A1<br>*Hopper Dredger*<br>9,93<br>✠LMC9,93 | Cly<br>A&CP | *g* | 1893<br>9mo | Lobnitz &Co. Renfrew | TimaruHarbour Board | 145·0 \| 30·1 \| 12·2<br>FK<br>*WB*= | | | Timaru<br>British<br>4*BHCem*<br>*MT*22′108*t* | C.4Cy.16″&30″–24″ (*s*)<br>100lb *100lb* 39HP<br>1SB,*2pf*,GS55,HS1317<br>Lobnitz&Co.,Renfrew | 13 ✻ 0<br>s 1 ✻ 8½ |
| 483<br>JBLK | **Numero 2, Bilbao** IronScBarge<br>1*Dk* | 112<br>—<br>76 | | | | 1876 | Smith&Co. Liverpool | Aldecoa&Co. | 92·0 \| 18·5 \| 8·2 | | | Manila<br>Spanish | 2Cy.12″–14″<br>24HP<br>J.Wilson&Co.,Liverpool<br>*WB* | |
| 484<br>98659<br>MGNS | **Numidian** SteelScSr<br>*A.Macnicol*77–91<br>2*Dks*(*Stl*)&*Spar dk*(*Stl*–ws)&<br>*Elec.light* *deep framing* | 4907<br>4279<br>3156 | ✠100A1<br>*Spar dk*<br>6,94 ~~4,94~~<br>✠LMC8,91 | Liv<br>LA&CP | *y* | 1891<br>8mo | D&W Henderson&Co. Glasgow | J.&A.Allan | 400·0 \| 45·2 \| 23·3<br>P23′B144′ 30·6<br>F51′ FK<br>*WB*=*Cell DB*176′514*t FPT* | | | Glasgow<br>British<br>7*BHCem*<br>54*t APT*28*t* | T.3Cy.30″,50″&80″–60″ (*s*)<br>160lb *50lb* 600HP<br>3SB,*9pf*,GS165 FD<br>D&W.Henderson &Co.Gls. | 26 ✻ 6 |
| 485<br>76117 | **Nunthorpe** IronPad<br>*J.Cowell* | 122<br>122<br>11 | | | | 1876 | J.T.Eltringham S.Shields | North-Eastern RailwayCo. | 105·4 \| 18·7 \| 9·7 | | | Middlsbro'<br>British | L.2Cy.28″–50″<br>NE&B84 50HP<br>Rennoldson&Sn.,S.Shields | |
| 486<br>203 | **Nuovo P. Queirolo** SteelScTug<br>*L.Falconi* –91 1*Dk* | 135<br>125<br>89 | | | | 1891 | E.Cravero &Co. Genoa | G.Queirolo | 94·1 \| 18·1 \| 11·0 | | | Genoa<br>Italian | C.2Cy.15″&27½″–25½″<br>E.Cravero&Co.,Genoa | |
| 487<br>99438<br>NSCP | **Nurani** SteelTwinScSr<br>~~*J.Curson*76–92~~<br>*J.L.Leftwich* 2*Dks*(*Stl*–ws)3*trB*<br>*Elec.light* | 4432<br>4098<br>2870 | ✠100A1<br>4,95 ~~9,92~~<br>✠LMC9,92<br>Cal | Bel<br>LA&CP | *y* | 1892<br>9mo | Harland& Wolff (Lim.) Belfast | AsiaticS.N.Co. (Lim.) | 400·7 \| 45·2 \| 28·1<br>P39′B92′F47′<br>FK&BK2½″<br>*WB*=*Cell D B*300′806*t FPT* | | | Liverpool<br>British<br>7*BHCem*<br>67*t APT*51*t* | T.6Cy.18½″,30″&50″–42″ (*s*)<br>180lb *90lb* 365HP<br>2DB,*12rf*,GS187,HS6060<br>Harland&Wolff(Lim.),Bel | 31 ✻ 3<br>s 7 ✻ 6 |
| 488<br>QCNM | **Nürnberg** IronScBg<br>*H.Walter*–93<br>*Elec.light* 2*Dks*&*Awng dk*&4*trB* | 3207<br>2273<br>2008 | | | | 1873 | R.Steele& Co. Greenock | Norddeutscher Lloyd | 351·0 \| 39·1 \| 31·6 | | | Bremen<br>German | C.2Cy.49″&86″–48″<br>494HP<br>R.Steel&Co.,Greenock | |
| 489 | **Nusetteeyah** IronPad<br>*Ahmeh*59–83 | —<br>—<br>75 | | | | 1866 | A&J Inglis Glasgow | IdareiMassousieh (OttomanSteam Nav.Co.) | 195·0 \| 22·0 \| 8·3 | | | Constanpl<br>Turkish | 2Cy.<br>A.&J.Inglis,Glasgow | |
| 490 | **Nusret** IronPad<br>*Essad*83–83 | —<br>—<br>137 | | | | 1872 | R.&H. Green London | Chirket-i-Hairie (BosphorusStm. Nav.Co.) | 160·0 \| 20·0 \| 9·6 | | | Constanpl<br>Turkish | 80HP<br>J.Penn&Sons,London | |
| 491<br>98944 | **Nutfield** SteelScSr<br>*J.Cassap*92–92 *ss*Npt.No.1–94<br>1*Dk*(*ptStl*&*ptIrn*)&*Web frames*<br>&*pt Awng dk*(*Irn*) | 2566<br>1909<br>1673 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>~~10,94~~ ~~11,94~~<br>1,95<br>✠LMC~~8,91~~ 10,94 | Cff<br>~~Npt~~ | *s* | 1891<br>6mo | Richardsn, Duck&Co. Stockton | S.S.NutfieldCo. (Lim.) (F.Woods) | 297·0 \| 40·1 \| 19·1<br>P31′Q90′ BK10″<br>*pt Awng dk*176′<br>*WB*=*Cell DB*248′538*t* | | | London<br>British<br>5*BHCem*<br>2SB,*6cf*,GS85,HS3372<br>T.Richardson&Sons,Hpl. | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb *65lb* 200HP<br>T.Richardson&Sons,Hpl. | 21 ✻ 9<br>s 8 ✻ 6 |
| 492<br>130594 | **Nutmeg State** WoodSc<br>*D.L.Wilcox* –92 2*Dks* | 1042<br>—<br>734 | | | | 1891 | R.Palmer &Son Noank,Ct. | BridgportSteam-boatCo. | 206·0 \| 34·0 \| 13·0 | | | Bridgport, Ct. Utd.States | T.3Cy.18″,27″&42″–28″<br>J.W.Sullivan,NewYork | |

| 1 Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 493 | **Nya Hållsviken** IronSc<br>*J.A.Holm* 72–77<br>1 *Dk* | 177<br>89<br>135 | | | | 1877 | Oscarshmn Mek.Verks. Oscarshamn | Nya Ångfartygs Aktiebolaget "Mälaren" (W.v.Hallwyl) | 107·9 \| 18·9 \| 8·4<br>Q31′ B47′ H11*t* F12′ | Stockholm Swedish | C.2Cy.14″&29″–21″ 40 H<br>Oscarshamns Mek.Verks. Oscarshamn | | |
| 494 | **Nya Hillersjö** IronSc<br>*L.A.Olsson*<br>1 *Dk* | 100<br>59<br>76 | | | | 1885 | Bergsunds Mek.Verks. Stockholm | Hillersjö Ångbåts. Aktie Bolag (A.F.Andersson) | 91·2 \| 16·0 \| 7·2<br>Q30′ B28′ H4*t* F12′ | Svartsjö Swedish | C.2Cy.13¼″&23½″–17½″ 40 H<br>Bergsunds Mek.Vks.Skm. | | |
| 495 HBMK | **Nya Söderhamn** IronScSr<br>*J.A.Vinberg*<br>1 *Dk* | 417<br>243<br>320 | | | | 1865 | W.Lndbg's Mek.Vks. Stockholm | Ångfartygs Aktiebolaget "Nya Söderhamn" (G.Schöning) | 144·0 \| 23·2 \| 11·5<br>Q43′ B66′ H23*t* F38′ | Söderhmn Swedish | C.2Cy.20″&41″–24″ 80 H<br>W.Lindberg's M.V.Skm. | | |
| 496 | **Nya Södertelje** IronSc<br>*J.Ramberg* –93 (*ex* Hållsviken)<br>1 *Dk* | 119<br>58<br>84 | | | | 1868 | ..... Oscarshamn | Nya Ångfartygs Aktiebolaget "Mälaren" (W.v.Hallwyl) | 104·3 \| 16·8 \| 6·8<br>Q30′ B40′ H8*t* | Stockholm Swedish | C.2Cy.14½″&25¼″–19½″ 35 H<br>Bergsunds M.V. Stockholm | | |
| 497 | **Nya Upsala** IronScSp<br>*G.Settergren* –86 (*ex* Vesterås)<br>1 *Dk* | 168<br>104<br>122 | | | | 1856 | Motala Co. Motala | Ångfartygs Aktiebolaget "Nya Upsala" (H.W.Söderman) | 95·4 \| 21·8 \| 8·9<br>Q29′ B23′ H8*t* F26′ | Upsala Swedish | C.2Cy.19″&32″–18″ 50 H<br>Bergsunds Mek.Verks., Stockholm | | |
| 498 | **Nyanza** IronScBg<br>*M.Barker* –92 | 2128<br>2065<br>1421 | | | | 1864 | Thames I.W.Co. London | Sultan of Zanzibar | 327·3 \| 36·2 \| 27·6 | Zanzibar | C.2Cy.45″&78″–48″ 320 H<br>Gourlay Bros.&Co., Dundee | | |
| 499 98711 | — IronScK<br>*C.Odell* 94–94<br>1 *Dk* | 153<br>141<br>48 | ✠100A1 Hul<br>*Stm Trawler* LA&CP<br>10,94 ~~12,00~~ ✠LMC 12,90 | | | 1890<br>12mo | Cochrane Cooper& Schofield Beverley | T.Hamling&Co. (Lim.) | 100·5 \| 21·0 \| 10·8<br>Q20′ BK 7½ | Hull British | T.3Cy.12½″,19½″&31½″–22½″ 50 H<br>160 lb (*s*)<br>1 SB.*2cf*,GS29,HS780<br>C.D.Holmes&Co.,Hull | 11 ″ 7 | |
| 500 98067 LQMK | **Nyassa** SteelScSr<br>*J.Limond* *ss* Nwc.No.1-92<br>1 *Dk*(*Stl*)&*Deep framing*<br>*Well deck* | 2202<br>1658<br>1451 | ✠100A1 Bos *r*<br>~~11,92~~ 10,94 LA&CP<br>✠LMC ~~6,89~~ 2,94<br>Liv | | | 1889<br>6mo | A.Stephen &Sons Glasgow | S.S.Nyassa Co. (Lim.) (Maclay &M'Intyre)<br>*WB*= *Cell DB* 224′424*t* | 280·0 \| 37·1 \| 19·2<br>P28′ Q48′ B144′<br>F32′ BK 9½<br>4 *BHCem*<br>*FPT* 25*t* | Glasgow British | T.3Cy.21″,33″&54″–42″ (*s*) 210 H<br>160 lb *60 lb*<br>2SB.*4rf*,GS154<br>A.Stephen&Sons,Glasgow | 21 ″ 9<br>s 2 ″ 0½ | |
| 501 NTWP | **Nyborg** Iron&SteelPad<br>*N.D.T.J.Jansen* 84–86<br>1 *Dk* | 971<br>892<br>435 | | | | 1883 | Kockums Mek.Vrkt. Malmö | De Danske Statsbaner. | 251·3 \| 34·4 \| 14·7 | Korsör Danish | C.4Cy.33¼″&63¼″–54″ 360 H<br>Kockums Mek.V.,Malmö | | |
| 502 | **Nyköping** IronScSr<br>*J.A.Hartzell* 78–78<br>1 *Dk* | 193<br>101<br>145 | | | | 1861 | Nykoping Mek.Vrks. Nyköping | Ångfartygs Aktiebolaget "Nyköping" (A.Ljungqvist) | 115·8 \| 19·4 \| 8·3<br>Q39′ B32′ H11*t* F34′ | Nyköping Swedish | C.2Cy.17¼″&33″–21″ 60 H<br>W.Lindberg's M.V.,Skm. | | |
| 503 JDLN | **Nyland** IronScSr<br>*C.Hannestad* 86–86<br>1 *Dk*&*Awngdk* | 380<br>363<br>194 | | | | 1873 | Nylands Verkst. Christiania | Christiania Kystdampskibsselskab (Jens Meinich&Co., *Mgrs.*) | 153·6 \| 21·3 \| 17·0<br>H18*t* | Chrstiania Norwegian | C.2Cy.29″&46½″–26¾″ 100 H<br>Nylands Verkst. Chrstiania | | N |
| 504 JBRD | — IronScSr<br>*J.O.Stafverin* 80–80<br>1 *Dk* | 109<br>88<br>62 | | | | 1875 | W.Lindberg's Mk.Vk. Stockholm | Ångfartygs Aktiebolaget Nyland-Hernösand (A.Nätterqvist) | 108·9 \| 17·3 \| 7·7<br>Q27′ H8*t* F16′ | Hernösand Swedish | C.2Cy.11″&24″–21″ 35 H<br>W.Lindberg's M.V.,Skm. | | |
| 505 84861 WGFR | **Nymphæa** IronScSr<br>*D.Munro* –93 *ss* Shl.No.3–1,94<br>2 *Dks*(1 *Irn*&1 *pt Irn*)3 *tr B* | 1969<br>1811<br>1249 | ✠100A1 Shl *s*<br>~~11,94~~ 3,95 LA&CP<br>DS 3,95 ✠LMC 1,94<br>Off | | | 1882<br>1mo | Tyne I.S.B. Co.(Lim.) Newcastle | J.Robinson&Sons | 286·9 \| 37·0 \| 21·8<br>P22′ B28′ F22′ FK<br>6 *BHCem*<br>*WB*= *Cell DB* 236′403*t* | N.Shields British | C.2Cy.33″&63″–39″ (*i*) 180 H<br>80 lb *80 lb* NDB93<br>2SB.*4pf*,GS75<br>N.E.Marine E.C.(Lim.)Sld. | 24 ″ 6<br>s 4 ″ 4½ | |
| 506 KRDF | **Nymphe** IronScTrawler<br>*Behnken* 92–93<br>1 *Dk* | 126<br>—<br>54 | | | | 1889 | J.C.Tecklenborg Geestemünde | J.Wieting | 103·6 \| 20·5 \| 9·9 | Gstemnde German | C.2Cy.18″&33″–22″ 60 H<br>Maschinenfab Buckau, Magdeburg | | G |
| 507 HRBT | **Nyttig** IronScSp<br>*J.P.Kullenberg*<br>1 *Dk* | 119<br>106<br>46 | | | | 1868 | W.Lindberg's Mk.Vk. Stockholm | Söderhamns Transport Aktiebolag (L.R.G.Hillman) | 91·9 \| 17·1 \| 9·7<br>H13*t* | Söderhmn Swedish | C.2Cy.19″&37″–21″ 60 H<br>W.Lindberg's M.V.,Skm. | | |

**Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. Mach. | 9 Construit. Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. / Pavillon | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1<br>NRMH | O. B. Suhr IronSc3MstSr<br>J.F.Koch<br>2Dks&Spardk | 1506<br>1015<br>949 | | | | 1878 | Burmeister &Wain<br>Copenhagen | ForenedeDamp-skibsselskab | 260·3\|32·4\|17·2<br>H25t 23·9 | Copnhagn<br>Danish<br>WB | C.4Cy.24"&48"–32"<br>150HP<br>Burmeister&Wain,Cpn | |
| 2<br>77091<br>RKQC | Oakdale IronScSr<br>Whiteman ssHpl.No.3–8,91<br>Well deck 1Dk2trB | 1340<br>1026<br>836 | ✠100A1<br>4,94<br>BS12,93 | Sws<br>A&CP<br>LMC8,91 | o | 1878<br>3mo | E.Withy& Co.<br>Hartlepool | Steel,Young&Co. | 243·7\|32·0\|16·9<br>Q84'B69'F39'<br>ptND91 BK8½"<br>WB= | London<br>British<br>4BHCem<br>DB202' | C.2Cy.30"&57"–33" (i)<br>68lb 80lb NDB91 130HP<br>1DB,GS63<br>T.Richardson&Sons,Hpl. | 19 " 4<br>s 1 " 7 |
| 3<br>87874<br>JKHD | Wrecked 3,95<br>Oakdene IronScSr<br>H.C.N.Sandal -93<br>2ndSurvey,Sld.12,92<br>Well deck 1Dk(Irn)2trB | 1594<br>1221<br>996 | ✠ ~~A1*1~~<br>~~6,94~~ 3,93 ~~8,92~~<br>10,94 | ~~Nwc~~<br>Cff | Lv | 1884<br>3mo | Short Bros.<br>Sunderland | J.T.Lunn&Co. | 240·0\|38·1\|18·2<br>P38'Q68'B58'<br>F27' drp94 BK8½"<br>WB= | Sundrland<br>British<br>~~5BHCem~~<br>DBa&f<br>5BHptCemptAsp | C.2Cy.31"&57"–39"<br>140HP<br>2SB,6f<br>Carr&Co.(Lim.),Sld. | 19 " 6<br>s 2 " 0 |
| 4<br>86344<br>JDPV | Oakfield IronScSr<br>~~J.G.C.Flaws -94~~ ssGls.No.2–92<br>Well deck 1Dk(Irn)2trB<br>T.Pearn95–95 | 1748<br>1388<br>1124 | ✠100A1<br>~~10,93~~ 1,95<br>BS~~12,93~~<br>1,95 | Sld<br>LA&CP<br>✠LMC8,92<br>P.Gl | q | 1883<br>10mo | Oswald, Mordaunt &Co.<br>Southampton | Burrell&Son<br>WB= | 259·5\|36·0\|18·0<br>Q90'B74'F33'<br>FK<br>FPT 53t APT 25t | Glasgow<br>British<br>5BHCem<br>MT36'405t | C.2Cy.30"&60"–42" (a)<br>90lb 60lb 170HP<br>2SB,6pf,GS85,HS2654<br>Oswald,Mordaunt&Co.Sou | 19 " 6<br>s 1 " 10 |
| 5<br>93635<br>SVQR | Oakland SteelScSr<br>BenAlley91–93 ssSyd.No.1–94<br>Well deck 1Dk(Irn) | 398<br>296<br>228 | ✠100A1<br>~~7,93~~ 10,94 | Syd<br>LA&CP<br>✠LMC4,90 | g<br>7,94 | 1890<br>4mo | Murray, Bros.<br>Dumbarton | W.T.Yeager<br>WB=F | 154·0\|24·0\|10·5<br>Q74'F26'<br>~~drp92~~ FK<br>PT44t APT6t deep | SydnyNSW<br>British<br>4BHCem<br>tank a 23'51t | T.3Cy.12",19"&32"–24" (s)<br>160lb 70lb 70HP<br>1SB,2pf,GS34,HS952<br>Kincaid&Co.(Lim.),Grk. | 11 " 3<br>s " 10½<br>w " 11½ |
| 6<br>98496 | Oaklands SteelScSr<br>~~R.W.B.Blacklin -93~~<br>Well deck 1Dk(Irn)&Webframes<br>Roope ssBry.No.1-94 | 1948<br>1432<br>1252 | ✠100A1<br>~~5,94~~ ~~2,94~~ 4,95 | Sld<br>A&CP<br>✠LMC11,90<br>~~Bry~~ Npt | r<br>5,94 | 1890<br>11mo | W.Gray &Co.(Lim.)<br>W Hartlepool | ~~Hardy,Wilson&Co.~~<br>J. F. Wilson&Co.<br>WB= | 270·0\|37·0\|18·8<br>P29'Q72'B116'F31'<br>drp93&94 FK<br>DBa84' f 104'442t | W. Hartlpl<br>British<br>4BHCem<br>APT22t | T.3Cy.20",31½"&53"–36" (s)<br>160lb 75lb 160HP<br>2SB,4rf,GS65,HS2500<br>Cntral MarineEWksWHpl | 20 " 0<br>s 1 " 8 |
| 7<br>99954 | Oakley SteelScSr<br>W.Mahood89–92<br>1Dk(Irn)&Webframes &ptAwngdk(Irn) | 2674<br>1941<br>1746 | ✠100A1<br>pt Awng dk withfreeboard<br>10,94 ~~12,92~~ | Stk<br>LA&CP<br>Liv<br>✠LMC12,92 | t | 1892<br>12mo | Craig, Taylor&Co.<br>Stockton | W.R.Rea<br>WB=Cell | 300·0\|40·2\|19·3<br>Q82'F29'<br>ptAwngdk189' FK<br>DB 258'553t FPT | Belfast<br>British<br>5BHCem<br>80tAPT25t | T.3Cy.22",35"&57"–39" (s)<br>160lb 80lb 175HP<br>2SB,4rf,GS68,HS3078<br>Wstgrth,Englsh&Co,Mdb. | 22 " 0<br>s 8 " 10 |
| 8<br>81467<br>TDBM | Oakville IronScBn<br>~~J.H.Garvin -92~~ ssCff.No.3–3,92<br>Well deck C.Hanson94–95 1Dk(Irn)2trB | 1355<br>1078<br>848 | ✠100A1<br>3,95 ~~3,94~~<br>BS~~5,94~~<br>4,94 | Bbo<br>A&CP<br>✠LMC3,92<br>Cff | o | 1880<br>2mo | W.Gray& Co.<br>W Hartlepool | OakvilleS.S.Co. (Lim.)<br>(Chitham&Henry) | 241·0\|33·0\|17·0<br>Q96'B53'F33'<br>BK8"<br>WB=CellDBa | Sundrland<br>British<br>4BHCem<br>73'f99'237t | C.2Cy.29"&55"–33" (i)<br>85lb 50lb 120HP<br>2SB,4pf,GS62<br>T.Richardson&Sons,Hpl. | 19 " 7<br>s 1 " 9½ |
| 9<br>84649<br>KQDM | Oakwell IronScSr<br>H.J.Whittington -91 ssSld.No.1–92<br>Well deck 1Dk(Irn) | 248<br>206<br>129 | ✠100A1<br>4,92<br>BS~~2,94~~<br>4,95 | Sld<br>A&CP<br>✠LMC1,92 | d | 1887<br>12mo | Craig, Taylor&Co.<br>Stockton | ~~J.J.Candlish~~<br>R.Candlish&Son (Lim.) | 125·0\|22·1\|10·4<br>Q42'B8'F18'<br>BK6½"<br>WB= | Stockton<br>British<br>3BHCem<br>FPT21t | C.2Cy.18"&36"–24" (r)<br>85lb 55lb 50HP<br>1SB,2pf,GS26,HS294<br>Wstgrth,Englsh&Co,Mdb. | 11 " 1<br>s 1 " 4 |
| 10<br>95505<br>KWNQ | Oanfa SteelScSr<br>~~W.N.Shaw -91~~ ssLon.No.1–93<br>J.A.Davies 2Dks(Stl-Uws)3trB | 3065<br>2841<br>1970 | ✠100A1<br>9,94 ~~12,93~~ | Lon<br>LA&CP<br>✠LMC1,93<br>Shi | v | 1888<br>12mo | Aitken& Mansel<br>Glasgow | ChinaMutual SteamNav.Co. (Lim.) | 355·0\|41·5\|25·7<br>P23'B98'F48'<br>BK11"<br>WB=Cell | London<br>British<br>6BHCem<br>DB254'352t | T.3Cy.32",49"&77"–48" (s)<br>160lb 160lb 750HP<br>2DB,12cf,GS247<br>J.&J.Thomson,Glasgow | 28 " 3<br>s 5 " 10½ |
| 11<br>KMDB | Oasis IronScBn<br>Lachaud<br>2Dks&Spardk | 1887<br>—<br>767 | | | | 1883 | Scott&Co.<br>Greenock | Cie.deNavigation Mixte | 246·4\|31·7\|16·5<br>H37t 23·5 | Marseilles<br>French<br>WB | C.2Cy.34"&64"–41¾"<br>250HP<br>GreenockFndry.Co.,Grk. | |
| 12<br>PNGB | Obdam SteelSc4MstBk<br>W.Ponsen87–92 ~~ssLon.No.2–88~~<br>(exBritishQueen) 3Dks(2Stl)<br>Elec.light ssRot.No.3–8,92 IrnBeams | 3245<br>2405<br>2277 | ✠100A1<br>1,95 ~~8,92~~ 3,95<br>✠NB1,85<br>BS~~11,93~~ 2,95 | Rot<br>LA&CP<br>✠LMC8,92 | x | 1880<br>11mo | Harland& Wolff<br>Belfast | Nederl-Amerik. Stoomv.Maats. | 410·4\|39·6\|28·8<br>P50'F86'<br>~~drp90~~ BK9½" | Rotterdam<br>Dutch<br>6BHCem | C.4Cy.28"&60"–54" (a)<br>90lb 400HP<br>3DB,12cf,GS282<br>J.Jack&Co.,Liverpool | 30 " 10<br>s 7 " 6<br>w 7 " 11 |
| 13<br>85025<br>HBLQ | Obedient IronScSr<br>J.Scarlett 2ndSurvey,Shl.90<br>Well deck 1Dk(Irn)2trB | 1015<br>833<br>647 | ✠ A1*1<br>4,94 | Shl | Lv | 1882<br>10mo | ShortBros.<br>Sunderland | J.Westoll | 216·0\|30·1\|16·5<br>Q74tB76tF30t<br>BK7"<br>WB=DBa | Sundrland<br>British<br>3BH1PBH<br>&fAPT | C.2Cy.27"&51"–33"<br>99HP<br>1SB,3f<br>J.Dickinson,Sunderland | |
| 14<br>98166 | Oberon SteelScSr<br>A.S.Grate88–90<br>1Dk(Stl)&Spardk(Stl)&Webframes | 2728<br>2654<br>1768 | ✠100A1<br>Spar dk<br>9,94 ~~1,94~~<br>~~BS2,94~~ | Lon<br>A&CP<br>Shl<br>✠LMC9,90 | t<br>2,94 | 1890<br>9mo | Bartram, Haswell &Co.<br>Sunderland | HowardS.S.Co. (Lim.)<br>(C.Howard&Sons, Mgrs.) WB= | 310·0\|41·0\|19·8<br>B12'F35'27·3<br>BK8"<br>DBa 92' f 124'435t | London<br>British<br>6BHCem<br>APT25t | T.3Cy.23½",38"&62"–42" (s)<br>160lb 80lb 300HP<br>2SB,6rf,GS84<br>J.Dickinson,Sunderland | 20 " 10<br>s 6 " 0 |
| 15<br>PNGD | — SteelScSr<br>H.Lodewijks Gz.87–91 | 875<br>744<br>636 | | | | 1890 | Huijgens& vanGelder<br>Amsterdam | Koninkl.Nederl. Stoomb.Maats. | 210·9\|30·6\|15·6<br>Q66'F26'B45' | Amstrdam<br>Dutch<br>WB | T.3Cy.15",25"&40"–36"<br>100HP<br>Maats.de"Maas,"Rot. | |
| 16<br>91446 | — IronScSr<br>K.H.Elliott ssHul.No.3–7,88<br>(exAriel,exSailing) ssHul.No.1–93<br>1Dk | 117<br>117<br>56 | 100A1<br>Stm Trawler<br>10,94 ~~4,93~~<br>✠NE&B7,88 | Hul<br>LA&CP<br>✠LMC4,93 | | 1885<br>8mo<br>BS10,94 | Cook, Welton&Gemmll<br>Hull | C.Hellyer&Co. (Lim.) | 95·5\|20·5\| 9·8<br>len88ND88<br>BK7½" | Hull<br>British<br>3BHCem | C.2Cy.16"&30"–22" (s)<br>90lb 40HP<br>1SB,2pf,GS27,HS760<br>C.D.Holmes&Co.,Hull | 11 " 0 |
| 17<br>101939 | Obi SteelScSr<br>J.Clark89–92 1Dk(ptStlptIrn)&<br>Webframes&ptAwngdk(Irn) | 3046<br>2296<br>1951 | ✠100A1<br>pt Awng dk withfreeboard<br>4,95 ~~12,93~~ | Shl<br>A&CP<br>Nwc<br>✠LMC10,92 | v | 1892<br>10mo | JLThompson&Sons<br>Sunderland | MercantileSteamshipCo.(Lim.)<br>WB | 322·0\|41·0\|21·5<br>P28'Q98' FK<br>ptAwng dk194'<br>= Cell D B228'500t | London<br>British<br>6BHCem<br>APT30t | T.3Cy.24",39"&64"–42" (s)<br>160lb 160lb 300HP<br>2SB,6cf,GS110,HS3800<br>J.Dickinson,Sunderland | 24 " 0<br>s 9 " 0 |

| No. | Steamer's Name. Material, Rig, &c. / Master / Late Name if any / Special Surveys / No. of Decks, &c. | Official No. / Code Letters | Regist'd Tonnage: Gross / Under deck / Net | Character (✠ for Special Survey, Date of last Survey) | Port of Survey | Equipment Letter | Built: When (Ship / Engines) | By Whom / Where | Owners | Regist'd Dimensions (Length / Breadth / Depth), Deck Erections, &c. | Port of Registry / Flag | Engines: No. & Dia. of Cylinders—Stroke; Boiler Pressure—Horse Power; Maker's Name | Moulded depth / Freeboard amidships ft. in. | Other Registers in which classed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18 | Obidense SteelScSr<br>E.J.Collins -91<br>2Dks(Stl-ws)3dk rule<br>Elec.light | 97811<br>MBVC | 2380<br>1998<br>1511 | ✠100A1<br>~~1,91~~ 11,94<br>✠LMC1,91 | Liv<br>LA&CP | t | 1891<br>1mo | T.Royden<br>&Sons<br>Liverpool | R.Singlehurst<br>&Co. | 300·0 \| 37·1 \| 23·4<br>P46'B153'F37'<br>BK10"<br>WB=Cell DB240'379t | Liverpool<br>British<br>6BHCem | T.3Cy.29",46"&74"-48" (s)<br>175lb 90lb 400HP<br>2DB,16rf,GS240<br>Fawctt.,Prstn.&C.(L.),Liv | 26 ″ 0<br>s4 ″ 2½ | BT till ~~11,94~~ 5,95 |
| 19 | Obidos IronPad<br>1Dk | HKSP | —<br>—<br>200 | | | | 1868 | LairdBros.<br>Birkenhead | AmazonStm.Nav.<br>Co.(Lim.) | 160·0 \| 24·0 \| 10·0<br>P48' | Para<br>Brazilian | 2Cy.39"-48"<br>100HP<br>LairdBros.,Birkenhead | | |
| 20 | Obock IronScBn<br>by Collision 6,94<br>[illegible]on85-92 ssHav.No.2-92<br>1Dk(Irn)&Spardk3trB | KMDF | 2440<br>2338<br>1659 | ~~✠100A1~~<br>Spar dk<br>5,94<br>BS5,94 ✠LMC2,92 | Hav<br>LA&CP | s | 1884<br>3mo | Schlesnger<br>Davis&Co.<br>Newcastle | Cie.HavraisePénin<br>deNav.àVapeur | 291·0 \| 37·3 \| 19·3<br>F28' 27·2<br>FK<br>WB=DBa96'f110'&uE18'416tFPT | Havre<br>French<br>6BHCem<br>63tAPT29t | C.2Cy.34½"&64"-42" (s)<br>80lb 65lb 250HP<br>2SB,6pf,GS114,HS3400<br>R.&W.Hawthorn,Nwc. | 20 ″ 9 | |
| 21 | Ocampo IronScBg<br>~~H.T.C.Price -92~~ 6thSurvey,Sld.87<br>Hawkins94-94 1stSurveyAnt.8,91<br>(exEttrickdale,exChancellor) 2Dks(Irn) | 69232<br>LQMK | 2052<br>1854<br>1329 | ✠ A1*1<br>~~5,94~~ 12,94 LMC8,91<br>✠NB83&85 fitted89<br>BS~~9,93~~ 12,94 | Mdb<br>NYk | Lv | 1872<br>11mo | J.Laing<br>Sunderland | PlateS.S.Co.(Lim)<br>(Gellatly,Hankey,<br>Sewell&Co.Mgrs) | 310·4 \| 34·2 \| 23·9<br>P116tB30tF44t<br>drp92 BK9½" | Rochester<br>British<br>4BH1PBH | C.2Cy.38"&70"-42" (s)<br>80lb 60lb 200HP<br>3SB,6pf&3cf,GS152<br>Thompson,Boyd&Co.,Nwc | 24 ″ 10<br>~~s4 ″ 6~~<br>s4 ″ 4½ | |
| 22 | Occident SteelScSr<br>W.G.Röder76-89 | LMDV | 836<br>610<br>580 | | | | 1889<br>6mo | Flensburgr<br>Schiffs.Ges.<br>Flensburg | H.A.Petersen | 191·3 \| 30·4 \| 13·3<br>Q64' B52' F26' | Flensburg<br>German | T.3Cy.14",23"&40½"-27"<br>75HP<br>Flensb.Schiffs.Ges.Flensb.<br>WB | | V |
| 23 | Ocean SteelSc3MstSr<br>J.Cassens92-92 ssRot.No.1-92<br>2Dks(Stl)&Webframes<br>Elec.light | PNGK | 2835<br>2571<br>1872 | ✠100A1<br>~~6,94 11,93~~ 2,95<br>Carrying Petroleum in bulk<br>~~BS5,94~~ ✠LMC7,92 | NYk<br>A&CP ~~Nwc~~ | u | 1888<br>2mo | Russell&<br>Co.<br>Greenock<br>BS4,95 | AmericanPetro-<br>leumCo. | 310·7 \| 39·1 \| 25·2<br>P88'B20'F31'<br>drp94 FK<br>WB=FPT147t | Rotterdm<br>Dutch<br>15BHCem<br>APT110t | T.3Cy.22",36"&58"-42" (s)<br>160lb 100lb 199HP<br>2SB,6rf,GS116,HS3200<br>D.Stewart&Co.,Glasgow | 26 ″ 2<br>s4 ″ 9<br>w5 ″ 1 | DR |
| 24 | — IronSc3MstSr<br>H.Edgren73-88 6thSurvey,Got.12,89<br>(exClifton,exAtalanta) 3Dks(1Irn) | HTKV | 2622<br>1909<br>1902 | A1*1<br>1,92<br>✠NB12,89 LMC12,89 | Hul | Lv | 1864 | Smith&<br>Rodger<br>Glasgow | Rederibolaget<br>"Ocean"<br>(A.Meyer) | 339·1 \| 32·2 \| 23·9<br>H34t 31·3<br>ND89 BK10" | Gothenbrg<br>Swedish<br>5BHCem | C.2Cy.37½"&70½"-36"<br>85lb NE74 NDB89 240HP<br>2DB,8cf,GS140<br>Thompson,Boyd&Co,Nwc. | | |
| 25 | — IronScSr<br>(exMartinSaenz, ssMsl.No.3-11,88<br>exBarcelona,exKent) ssMsl.No.1-92<br>2Dks3trB | KMDR | 2026<br>1949<br>1565 | 100A1<br>5,92<br>LMC5,92 | Msl<br>LA&CP | s | 1876<br>7mo | M.Wigram<br>&Son<br>London | F.Guilhou | 286·4 \| 39·2 \| 26·4<br>P105'F65'<br>BK10" | Marseilles<br>French<br>4BHCem | Q4Cy16¾"23⅝"36½"&63"-48"<br>180lb NB5,92 300HP<br>2SB,4rf,GS78<br>Qpd88Fraissinet&Co.,Msl. | | |
| 26 | — SteelScSr<br>R.T.Patterson -94<br>Well deck 1Dk(Irn)&Webframes | 102856 | 1442<br>1097<br>890 | ✠100A1<br>~~6,94 4,94~~ 10,94<br>✠LMC4,94 | Sld<br>A&CP | p | 1894<br>4mo | S.P.Austin<br>&Son<br>Sunderland | LambertBros. | 247·0 \| 35·3 \| 15·6<br>P28'Q63'B45'F27'<br>FK<br>WB=CellDB204'430tFPT | London<br>British<br>4BHCem<br>29tAPT41t | T.3Cy.19",31"&51"-33" (s)<br>160lb 130HP<br>1SB,4pf,GS63,HS2400<br>NE.Mar.EngCo.(Lim.)Sld. | 18 ″ 3<br>s1 ″ 10 | |
| 27 | — WoodSc<br>1Dk&Spardk | 88633 | 684<br>320<br>454 | | | | 1872 | S.Andrews<br>&Sons<br>Pt.Dalhousie | W.A.Geddes | 137·0 \| 23·3 \| 11·7<br>H154t | S.Cthrines<br>Ont.<br>British | 1Cy.36"-30"<br>100HP<br>G.N.Oille,St.Catharine's | | |
| 28 | — IronSc3MstSr<br>Jarno85-91<br>1Dk2trB | KMDV | 631<br>—<br>369 | | | | 1872 | ChntiersA.<br>&A.del'Océan<br>Bordeaux | A.D'Orbigny&<br>Faustin fils | 209·9 \| 26·2 \| 16·1 | La Rochlle<br>French<br>WB | C.2Cy.19¾"&39½"-23½"<br>80HP<br>Chantirs &A.dl'Océan,Bdx | | V |
| 29 | — SteelScSp<br>H.Windows89-93 1Dk(Irn) | 102484 | 138<br>110<br>68 | ✠100A1<br>10,93<br>British Channel Service<br>✠LMC10,93 | Npt<br>LA&CP | a | 1893<br>10mo | Exors.of<br>T.A.Walker<br>Sudbrook | Osborn&Wallis | 95·0 \| 19·1 \| 7·9<br>Q32'<br>BK6½"<br>WB | Bristol<br>British<br>3BHCem<br>=FPT7t | C.2Cy.13½"&27"-18" (s)<br>100lb 45HP<br>1SB,2pf,GS30,HS720<br>Newall&Co.(Lim.),Bristol | 8 ″ 10 | |
| 30 | Ocean Bride SteelScSr<br>~~Hillyer -94~~ Waugh 1Dk K | | 175<br>155<br>71 | ✠100A1<br>Stm Trawler<br>~~8,94 5,94~~ 1,95<br>~~(Class Contemplated)~~<br>✠LMC5,94 | Gls<br>LA&CP<br>Abn | | 1894<br>5mo | Mackie&<br>Thomson<br>Glasgow | J.Drummond | 103·6 \| 21·0 \| 10·8<br>Q42'~~F18'~~RFD18'<br>BK7½" | Aberdeen<br>British<br>3BHCem | C.2Cy.16"&34"-20" (s)<br>125lb 46HP<br>1SB,2pf,GS33,HS835<br>Muir&Houston,Glasgow<br>WB=APT4tMT17'25t | 12 ″ 0 | |
| 31 | Ocean King IronScSr<br>J.Stephen -91 ~~ssSld.No.3-5,81~~<br>~~ssShl.No.2-89~~<br>ssShl.No.3-4,94 1Dk2trB | 47649<br>VPLM | 937<br>835<br>598 | ✠95A1<br>~~4,94 11,91~~ 1,95<br>~~drp91~~<br>~~BS5,93~~<br>LMC~~6,89~~ 4,94 | Sws<br>A&CP<br>Shl | n | 1863<br>6mo | Pile,Hay&<br>Co.<br>Sunderland | Wake&Sanders | 232·0 \| 29·6 \| 16·4<br>Q28'<br>len81 BK8" | Sundrland<br>British<br>~~4BHAsp~~<br>WB=APT<br>4BHCem | C.2Cy.25"&48"-30" (i)<br>75lb 80lb NE73 NB81 99HP<br>1SB,3pf,GS36 NDB81<br>J.Stewart&Co.,London | 17 ″ 6<br>s2 ″ 10 | D |
| 32 | Ocean Prince IronScSr<br>~~W.Evans -92~~ ~~ssNwc.No.1-90~~<br>Woodhouse 1Dk(Irn)2trB<br>ssCff.No.2-93 | 91496<br>KBHQ | 1687<br>1499<br>1086 | ✠100A1<br>7,94 ~~12,92~~<br>BS7,94 ✠LMC9,93 | Nwc<br>A&CP<br>Liv | r | 1885<br>7mo | ShortBros.<br>Sunderland | PrinceS.S.Co.<br>(Lim.)(J.Knott,<br>Mgr.) | 260·0 \| 37·1 \| 20·0<br>Q28'B56'F29'<br>BK10"<br>WB=Cell ~~DB184'297t~~<br>DBa66'f98'252t | Newcastle<br>British<br>4BHAsp<br>APT28t | T.3Cy.20",33"&54"-39" (s)<br>150lb 60lb 160HP<br>2SB,6cf,GS76<br>J.Dickinson,Sunderland | 22 ″ 2<br>s3 ″ 3½ | |
| 33 | — IronScK<br>J.Potter -91<br>1Dk | 96529 | 127<br>117<br>23 | ✠100A—<br>Stm Trawler<br>~~11,94 10,93~~<br>2,95<br>✠LMC9,91 | Abn<br>~~Shl~~ | | 1891<br>9mo | J.T.<br>Eltringham<br>&Co.<br>S.Shields | W.H.Storey | 97·0 \| 19·2 \| 10·5<br>BK6½" | N.Shields<br>British<br>3BHCem | C.2Cy.18"&34"-24" (r)<br>100lb 50HP<br>1SB,2pf,GS32,HS955<br>Baird&Barnsley,N.Shields | 11 ″ 0 | |
| 34 | Ocean Queen CompScSr<br>1Dk&Awngdk | KMFB | 566<br>—<br>375 | | | | 1868 | Henderson<br>Coulborn&<br>Co.<br>Renfrew | A.Pelletier | 170·5 \| 25·2 \| 13·1<br>19·9 | Nouméa<br>French | C.4Cy.18"&36"-33"<br>90HP<br>Henderson,Coulborn<br>&Co.,Renfrew | | |
| 35 | Ocean Racer Steel&IronScYl<br>~~J.G.Carsey -93~~ 1Dk<br>Fiddler IrnframingStlplating | 99635 | 155<br>142<br>57 | ✠100A1<br>Stm Trawler<br>7,94 ~~8,93~~<br>✠LMC2,92 | Abn<br>LA&CP | | 1892<br>2mo | Mackie&<br>Thomson<br>Glasgow | J.Drummond | 100·5 \| 20·5 \| 10·7<br>Q19'F19'<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.12",19"&31"-22" (s)<br>160lb 50HP<br>1SB,2pf,GS34<br>Muir&Houston,Glasgow | 11 ″ 11 | |
| 36 | Oceana SteelSc4MstBk<br>E.Stewart -92<br>2Dks(1Stl)&Spardk(Stl-ws)4trB<br>Elec.light | 93170<br>KQJR | 6188<br>5697<br>3175 | ✠<br>Spar dk<br>3,88<br>✠ | Lon<br>LA&CP | c † | 1888<br>2mo | Harland&<br>Wolff<br>Belfast | P.&O.SteamNav.<br>Co. | 468·4 \| 52·0 \| 26·8<br>P47'F91' 34·6 | Belfast<br>British<br>8BHCem<br>WB= | T.3Cy.40½",63½"&102"-72"<br>1000HP<br>Harland&Wolff,Belfast<br>DBf45'73tCellDB101'190t | 28 ″ 5<br>s10 ″ 11 | BT till 5,95 |
| 37 | — SteelScr<br>J.Behrens91-92<br>2Dks(Stl-Uws)3trB | RHTK | 2582<br>2209<br>1738 | ✠100A1<br>2,91<br>✠LMC2,90 | Ham<br>A&CP | u | 1890<br>2mo | Reihrstieg<br>Schiffswerfte<br>&Maschinen-<br>fabrik<br>Hamburg | DeutscheDampf-<br>sch.Rhederei.<br>zuHamburg | 322·7 \| 39·9 \| 22·7<br>P60'B89'F44'<br>BK10"<br>WB=Cell | Hamburg<br>German<br>8BHCem<br>DB268'450t | T.3Cy.24",39"&62"-42" (s)<br>165lb 165lb 350HP<br>4SB,8cf,GS152<br>ReiherstiegSchiffswerfte&<br>Maschinenfabrik,Ham. | 25 ″ 5 | V |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38<br>95549<br>LCPT | **Oceana**<br>*T.A.Frost* –94 | **SteelTwinScSr** | 311<br>266<br>17 | | | | 1889 | Gourlay Bros.&Co. Dundee | **W.Watkins** | 140·0 | 22·7 | 13·1 | London<br>British | C.4Cy.19″&36″–27″<br>160HP<br>GourlayBros.&Co.,Dundee | 14 0<br>s1 10½ |
| 39<br>63332<br>JWPF | **Oceanic**<br>*W.M.Smith*88–89<br>*Elec.light* | **IronSc4MstBk**<br>3*Dks*(2*Irn*) | 3808<br>3601<br>2440 | | | | 1870<br>8mo | Harland& Wolff Belfast | **OceanicSteamNav. Co.(Lim.)(Ismay, Imrie&Co.,** *Mgrs.*) | 420·0 | 40·9 | 23·4<br>31·0 | Liverpool<br>British<br>7*BH* | C.4Cy.29″&78″–60″<br>NB80 500HP<br>Maudslay,Sons&Field,Lon | 32 7<br>s 8 8 |
| 40<br>99615<br>MTBC | —<br>*A.Speller* –94<br>*Webframes&ptAwngdk*(*Irn*) | **SteelScSr**<br>1*Dk*(*ptStlptIrn*)& | 2897<br>2214<br>1863 | ✠100A1<br>*pt Awng dk withfreeboard*<br>12,93 ✠LMC10,93 | Cff<br>LA&CP | *l* | 1892<br>10mo | C.S.Swan &Hunter Newcastle | **BritannicSteam Shipping Co.(Lim)**<br>~~(Greenwell&~~<br>~~Parsons,** *Mgrs.*~~) | 312·0<br>P24′RFD38′B126′<br>F30′ FK<br>*WB*= *Cell* | 41·0 | 20·6 | Sundrland<br>British<br>6*BHCem*<br>*DB*264′640*t* | T.3Cy.23″,38″&61″–39″ (*s*)<br>160lb *80lb* 250HP<br>2SB,*6pf*,GS108,HS3946<br>N.E.Mar.E.Co.(Lim.),Nwc | 23 1<br>s 9 1 |
| 41<br>KMFD | **Océanien**<br>3*Dks* | **IronScBk** | 4260<br>—<br>2081 | | | | 1884 | Mssageries Maritimes LaCiotat | **MessageriesMaritimes** | 416·7<br>H215*t* F54′ | 41·7 | 30·9 | Marseilles<br>French | C.3Cy.36″&(2)54″–36″<br>600HP<br>MessageriesMar.,LaCiotat | |
| 42<br>~~65610~~<br>~~KNSL~~ | **Oceano**<br>~~*Rand*~~<br>*Marshall* | **IronScSr**<br>*ss*Lon.No.3–4,88<br>*ss*Phl.No.1–92<br>1*Dk2trB* | 1004<br>720<br>650 | ✠100A1<br>*pt Awng dk withfreeboard*<br>8,94~~1,93~~ LMC~~10,93~~ 9,94 | Phl<br>A&CP | *l* | 1871<br>8mo | Backhouse &Dixon Middlesbro' | ~~**S.A.dePass&Co.**~~<br>~~**(A.S.Lascelles,** *Mgrs.*~~)<br>Baltimore&Philadelphia Steamboat Co. | 210·0<br>Q68′ BK8″<br>*pt Awngdk*142′<br>srp94 *WB*= | 29·0 | 16·7<br>NB78NDB78 99HP<br>*DBa*53′*f*81′ | ~~London~~<br>~~British~~<br>4*BHCem*<br>Philadelphia Utd. States | C.2Cy.27⅞″&49¾″–33 (*i*)<br>70lb *40lb*<br>1DB<br>T Richardson&Sons,Hpl.<br>*Freeboard to ptAwng dk* | 18 0<br>1 · 5<br>8 · 7 |
| | *Now named* "Volusia," *See No. 4 in Supplement* | | | | | | | | | | | | | | |
| 43 | —<br>*Well deck* | **SteelScSr**<br>(*ex*Aporé) 1*Dk*(*Irn*) | 634<br>481<br>431 | ✠100A1<br>7,91 ✠LMC7,91 | Sou<br>LA&CP | *i* | 1891<br>7mo | Southmptn Naval Works (Lim.) Southampton | **Cia.Esperança Maritima**<br>*WB*= *Cell DBa*35′ | 182·0<br>B22′Q92′F23′<br>BK6″<br>*&uE&B*29′99*t FPT* | 27·3 | 12·4 | R.Janeiro<br>Brazilian<br>4*BHCem*<br>25*t APT*19*t* | T.3Cy.13½″,22″&34″–24″ (*s*)<br>160lb 69HP<br>1SB,*2rf*,GS30<br>Sou.Nav.Wks.(Lim.),Sou. | 13 3 |
| 44<br>91867<br>KBQM | **Octa**<br>*J.Smith* –94 2ndSurvey,Cff.2,93<br>1*Dk*(*Irn*)2*trB* | **IronScSr** | 1704<br>1641<br>1104 | ✠A1*1<br>~~1,94 10,96~~ 2,95 | Lon<br>A&CP<br>Sld | Lv | 1885<br>6mo | J.Laing Sunderland | **C.M.Norwood&Co.** | 268·5<br>B52′F23′<br>drp93 BK8″<br>*WB*=*DBa&f* | 36·3 | 20·4<br>1PBH | London<br>British<br>4*BHCem* | C.2Cy.29½″&55″–36″<br>140HP<br>2SB,*4f*<br>G.Clark,Sunderland | 21 7<br>s 3 8½ |
| 45<br>NVLF | —<br>*P.Enemark*93–93<br>1*Dk&Awngdk* | **IronScSr** | 354<br>241<br>216 | | | | 1885 | Flensburgr Schiffsb.Ges. Flensburg | **Jydsk-Engelske Dampskibssel-skab** | 135·1<br>17·6 | 23·5 | 11·1 | Aarhus<br>Danish | C.2Cy.17½″&32″–21″<br>40HP<br>FlensburgerSchiffsb.Ges.<br>*WB* | V |
| 46 | **Octubre**<br>~~*F.Laureani*89–94~~ *ss*Bbo.No.1–93<br>(*ex*Marquesa de Santurce)<br>*Well deck T.Arrizabalaga* 1*Dk*(*Stl*)2*trB* | **SteelScSr** | 2333<br>1911<br>1510 | ✠100A1<br>~~12,93~~ 4,95<br>✠LMC1,93<br>BS10,94 | Nwc<br>A&CP<br>Shl | *s* | 1888<br>9mo | Palmers' Co.(Lim.) Newcastle | **Cia.Bilbaina de Navegacion**<br>~~**(B.Aznar,** *Mgrs.*~~)<br>*WB*= *Cell DBuE&B*40′115*t*<br>(Aznar y Cia.,*Mgrs.*) | 290·0<br>Q109′B64′F38′<br>FK<br>*MT*30′448*t&*22′395*t* | 40·2 | 18·2 | Bilbao<br>Spanish<br>5*BHCem*<br>*APT*40*t* | T.3Cy.22″,35″&58″–42″ (*s*)<br>160lb *60lb* 270HP<br>2SB,*6cf*,GS106<br>Palmers'Co.(Lim.),Nwc. | 21 4 |
| 47<br>JVBT | **Odd**<br>*O.Hufstad* *ss*Cff,No.3–3,92<br>(*ex*El-Djezair,*ex*Salisbury) 1*Dk2trB* | **IronScSr** | 732<br>631<br>506 | ✠A1<br>1,95~~11,93~~<br>MS3,92 | Brw<br>A&CP<br>BS7,~~89~~ 1,95<br>Bgn | | 1866<br>4mo | MillwallS. B.Co. London | **J.v.dOhe** | 187·4<br>B72*t*H28*t*<br>ptND92 BK8″<br>*WB*= *FPT* | 28·2 | 16·9<br>4*BHCem*<br>40*t APT*36*t* | Bergen<br>Norwegian<br>*Cmp.*75Earle'sCo.,Hull | C.2Cy.16″&36″–27″ (*i*)<br>75lb NB82 NDB88 85HP<br>*45lb* | 18 1<br>s 2 5<br>w2 7 |
| 48<br>26<br>JQCR | **Odessa**<br>*ss*Lon.No.3–72<br>(*ex*Abeona,*ex*Alabama) 2*Dks&Spardk* | **IronScSr** | 1898<br>—<br>1518 | *Spar dk*<br>7,75 | Lon | | 1857 | Malcolm-son Bros. Waterford | **RussianS.N.& TradingCo.** | 265·0<br>ptND&srp73 | 34·5 | 18·7 | Odessa<br>Russian<br>4*BHCem* | 2Cy.36″&62″–36″<br>NB73 160HP<br>J.Penn&Sons,London. | |
| 49<br>JQDS | **Odin**<br>*L.A.Riis*81–81<br>1*Dk2trB* | **IronScSr** | 688<br>493<br>429 | ✠<br>3,70 | Stk | Lv | 1870<br>2mo | Backhouse Dixon&Co. Middlesbro' | **ÖstlandskeLloyd** | 181·3<br>P151t H16t F28t<br>*WB*=*DB* | 26·1 | 14·6 | Chrstiania<br>Norwegian<br>1*BH* | C.2Cy.18″&44¾″–30½″<br>85HP<br>Blair&Co.(Lim.),Stockton | N |
| 50<br>JVRS | —<br>*J.Lund* *ss*Bgn.No.3–11,89<br>(*ex*Sallie) 1*Dk*<br>*Well deck* *ss*Bgn.No.1–94 | **IronScSr** | 644<br>506<br>437 | ✠90A1<br>~~8,94~~ ~~2,93~~ 9,94<br>✠NB11,89<br>B&MS11,89 8,94 | Bgn<br>A&CP<br>Bly | *i* | 1871<br>10mo | Withy, Alexander Hartlepool | **J.v.dOhe** | 180·1<br>Q65′B40′F10′<br>~~drp93~~ ND89 BK7½″<br>*WB*=*DBa* | 28·0 | 14·5<br>*49f57*′131*t* | Bergen<br>Norwegian<br>4*BHCem*<br>1SB,*2pf*,GS39<br>Blair&Co.(Lim.),Stockton | C.2Cy.23″&46″–30″<br>72lb NDB89 *80lb* 75HP | N |
| 51<br>NJFQ | —<br>*V.C.G.Frisenette*<br>1*Dk* | **IronSc3MstSr** | 470<br>428<br>352 | | | | 18 57/64 | J.Hender-son&Sons Renfrew | **Forenede Dampskibssel-skab** | 190·1<br>Q36′ B16*t*<br>len64 | 23·5 | 13·7 | Copnhagn<br>Danish | C.2Cy.20″&40″–24″<br>60HP<br>GourlayBros.&Co.,Dundee | |
| 52<br>JNWV | —<br>*R.Vanderskog*89–93 (*ex*Fairport)<br>*Well deck* 1*Dk2trB* | **IronScSr** | 348<br>266<br>183 | | | ... | 1877<br>12mo | W.B. Thompson Dundee | **C.Röthing** | 150·2<br>Q46*t*B19*t*H12*t*F5*t* | 22·2 | 11·7<br>*WB* | Haugesnd<br>Norwegian | C.2Cy.20″&36″–24″<br>NB88 60HP<br>W.B.Thompson,Dundee | NDL |
| 53<br>TDCJ | —<br>*F.A.Åström*<br>(*ex*Caprivi,*ex*Mariestad) 1*Dk* | **CompScSr** | 227<br>206<br>135 | | | | 1872 | J Bang Eckerna | **F.A.Åström** | 101·3<br>B19′ H5*t* | 21·9 | 12·3 | Helsingfrs<br>Russian | C.2Cy.9¾″&21½″–17½″<br>30HP<br>GöteborgsMek. Verk.,Gothenburg | |
| 54 | **Odissos**<br>*Z.Cambanis* *ss*Lon.No.3–4,93<br>(*ex*Liscard) 2*Dks*(1*Irn&*1*ptIrn*)3*trB* | **IronScSr** | 1895<br>1822<br>1241 | ✠100A1<br>3,95 ~~4,93~~ 4,95<br>BS2,94 ✠LMC4,93<br>2,95 Mst Cpl | Lon<br>LA&CP | *s* | 1880<br>7mo | T.&W. Smith N.Shields | **P.M.Courtgi&Co.** | 285·0<br>P28′B13′F32′<br>ptND89 BK9½″<br>*WB*= *CellDBa*84′ | 35·0 | 23·1<br>*f*108′300*t* | Constanpl<br>Turkish<br>4*BHCem*<br>2SB,*6pf*,GS114<br>R.&W.Hawthorn,Nwc. | C.2Cy.36″&68″–42″ (*s*)<br>80lb *50lb* NDB93 230HP<br>2SB,*6pf*,GS114<br>R.&W.Hawthorn,Nwc. | 25 9<br>s 4 11 |
| 55<br>HKTG | **Odorico Mendes** | | —<br>152 | | | | | ..... | **Cia.deNav.àVap doMaranhao** | ..... | ..... | ..... | Maranham<br>Brazilian | 80HP | |
| 56<br>MBPH | **Œnotria**<br>*N.S.Schiaffino*<br>1*Dk*(*Stl*)&*Webframes*& *ptAwngdk*(*Stl*) | **SteelSc3MstSr** | 1983<br>1318<br>1249 | ✠100A1<br>*pt Awng dk withfreeboard*<br>2,94 ✠LMC7,91 | Msl<br>A&CP | *r* | 1891<br>7mo | Edwards'S. B.Co.(Lim.) Newcastle | **G.Ponza diS. Martino** | 266·0<br>P35′Q62′F29′<br>*ptAwng dk*140′ FK<br>*WB*= *Cell D B*224′427*t* | 36·7 | 16·6<br>*APT*29*t* | Antwerp<br>Belgian<br>5*BHCem* | T.3Cy.21″,34″&56″–36″ (*s*)<br>160lb *80lb* 160HP<br>2SB,*4rf*,GS60,HS2800<br>Blair&Co.(Lim.),Stockton | 19 0<br>s 9 3½ |
| 57<br>HKDG | **Oevenum**<br>~~*B.Knudsen*76–90~~ ~~*ss*N.Yk.No.1–98~~<br>(*ex*Rosecliffe) 1*Dk*(*Irn*)2*trB*<br>*Well deck M.Jensen* *ss*NYk.No.1–93 | **IronScSr** | 2298<br>1781<br>1507 | ✠100A1<br>9,94~~10,93~~<br>BS9,94 ✠LMC1,93 | NYk<br>A&CP | *r* | 1888<br>8mo | Craig,Tay-lor&Co. Stockton | **J.H.Andresen**<br>*WB*= *DB* | 273·0<br>Q103′B108′F28′<br>BK9½″<br>*a*80′*f*114′380*t FPT* | 40·1 | 19·8<br>34*t APT*19*t* | Oporto<br>Portuguese<br>4*BHCem* | T.3Cy.21″,34″&56″–39″ (*s*)<br>150lb *80lb* 180HP<br>2SB,*4rf*,GS150,HS2708<br>WstgarthEnglish&CoMdb | 20 11 |
| 58<br>90323<br>JWLD | **Offerton**<br>*Drake*rd75–85<br>1*Dk*(*Irn*)&*Webframes*<br>*Iron frameStl plating* | **Irn&Stl Sc3MstSr** | 724<br>542<br>444 | ✠<br>12,86 ✠ | Sld<br>A&CP | *k* | 1885<br>5mo | S.P.Austin &Son Sunderland | **Earl of Durham** | 190·0 | 30·1 | 12·9 | Sundrland<br>British<br>4*BHCem* | C.2Cy.27″&47″–33″<br>98HP<br>N.E.MarineE.C. (Lim.)Sld.<br>*WB*= *CellDB*156′237*t FPT*43*t* | 15 10<br>s 1 5 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 59 $4022 | Ogmore (WRECKED 4,94) J.Adams –91 | Iron Sc Sr ss Dun. No. 3–8,88 1 Dk | 152 149 88 | † 2,90 | Liv A&CP | | 1866 6mo | R. Irvine & Co. W Hartlepool | W. T. Rogers | 101·0 | 20·0 | 9·3 | Dundee British 3 BH | C.2Cy. 15″ & 24″–20″ NB83 25 HP Cmp 88 Gourlay, Bros. & Co., Dundee | | | |
| 60 1109 HGRK | Ogon Maru Hirano Kamekichi | Wood Sc Sr | 306 291 190 | | | | 1888 | Kajihara Jusaburo Settsu | Kyoritsu Kisen Kabuchiki Kaisha | 134·5 | 19·6 | 16·4 | Atsuta Japanese | 2Cy 39 HP | | | |
| 61 84487 WLSP | Ohau G. McDonald 89–91 | Steel Sc Sr 1 Dk (Stl) | 740 666 411 | | | … | 1884 9mo | W. Denny & Bros. Dumbarton | Union S.S. Co. of New Zealand (Lim.) | 200·0 B48′ | 32·2 F27′ | 15·4 FK | Dunedin British | C.2Cy. 26½″ & 48″–33″ 92 HP Denny & Co., Dumbarton WB | 16 | 4 | |
| 62 94352 | Ohinemuri | Wood Sc K 1 Dk | 114 81 73 | | | | 1891 | W. Homes Auckland NZ | Northern Steamship Co. (Lim.) | 89·1 B15t | 18·4 H18t | 6·9 | Auklnd NZ British | C.2Cy. 12″ & 24″–15″ 30 HP G. Fraser, Auckland, N.Z. | | | |
| 63 19876 JLVS | Ohio W. J. Boggs –93 | Iron Sc Bk 2 Dks & Spar dk | 3392 3101 2522 | | | | 1873 | W. Cramp & Sons Philadelphia | International Nav. Co. | 343·3 B164′ | 43·0 F60t | 24·4 31·9 | Phildlphia Utd. States WB | T.3Cy. 31″, 46″ & 72″–51″ 500 HP Jas. Howden & Co., Glasgow | | | RV |
| 64 QBKT | — H. Koch 93–93 | Iron Sc Bg 2 Dks & Awngdk 4 tr B | 2394 2394 1723 | | | | 1869 | Caird & Co. Greenock | Norddeutscher Lloyd | 301·8 | 39·4 | 30·8 | Bremen German | C.2Cy. 39½″ & 78½″–48″ 360 HP Caird & Co., Greenock | | | V |
| 65 96270 KTSR | — T. Atkinson –92 ss Nwc. No. 1–92 1 Dk (Irn) & Spar dk (Irn–ws) 3 tr B Floors & Inner Bottom Irn | Steel Sc S ss Nwc. No. 1–92 | 2389 2282 1568 | † 100 A1 Spar dk 12,93 11,94 | Shl A&CP | s LMC 6,92 BS 11,94 | 1888 9mo | J. Laing Sunderland | Neptune Steam Nav. Co. (Lim.) (W. & T. W. Pinkney, Mgrs.) | 293·0 B71′ F33′ | 38·2 BK 9½″ WB = Cell DB | 18·4 25·8 4 BH Asp 224′ 355t | Sundrland British | T.3Cy. 22″, 36½″ & 60″–39″ (r) 150 lb 80% 260 HP 2SB, 6cf, GS 100 G. Clark, Sunderland | 21 s 6 | 1 2 | |
| 66 106 HBVK | Oki Maru Fujimento Tahsuzo (ex Flora McDonald) | Wood—Sr | 132 82 82 | | | | 1878 | ..... West Point | Akama Kiujo | 94·3 | 15·8 | 8·6 | Saigo, Oki Japanese | 1Cy. 26 HP | | | |
| 67 82960 | Okpho Redman | Steel Pad | 244 244 154 | | | | 1879 | W. Denny & Bros. Dumbarton | Irrawaddy Flotilla Co. (Lim.) | 160·4 | 26·0 | 7·6 | Glasgow British | C.D.2Cy. 25″ & 43″–42″ 90 HP Denny & Co., Dumbarton | | | |
| 68 NPBS | Olaf ~~N.O. Risne 92–98~~ C. Holst 94–94 | Iron Sc 3 Mst Sr ss Gls. No. 3–8,88 ss Cpn. No. 1–92 1 Dk & Spar dk | 1540 1534 949 | † 90 A1 Spar dk 1,94 ~~BS 1,94~~ 3,95 | Cpn A&CP | p LMC 6,92 | 1875 2mo | Lobnitz, Coulborn & Co Renfrew | Dampskibsselskabet "Carl" (L.H. Carl, Mgr.) | 257·8 ptND 88 drp 93 WB = MT 400t | 32·3 BK 8½″ | 17·1 24·1 5 BH Cem APT 60t | Copnhagn Danish | C.2Cy. 28″ & 60″–48″ (o) 75 lb NB 85 fitted 88 75 lb NDB 85 fitted 88 2SB, 4cf, GS 90 Lobnitz, Coulbrn & Co., Rnf. | 180 HP | | D |
| 69 JSPW | Olaf Kyrre J. Getz 73–86 | Steel Sc 1 Dk & Awngdk 3 tr B Awngdk beams & side plating of Irn | 961 911 699 | † Awng dk with freeboard 7,86 | Bgn A&CP | m | 1886 2mo | Martens, Olsen & Co. Bergen | Nordenfjeldske Dampskibsselskab | 195·2 H49t WB = DBa 42′ f 60′ & u | 29·2 BK 7½″ | 14·9 22·2 4 BH Cem E & B 42′ 118t | Thrndhjm Norwegian | T.3Cy. 20 3/16″, 33½″ & 55½″–36″ 140 HP 2SB, 4cf, GS 66 Martens, Olsen & Co., Bgn. | 15 | 9 | |
| 70 PNHK | — G. H. Leffers 87–91 | Steel Sc Sr 2 Dks | 840 567 616 | | | | 1891 | Nederland-sche Stoomb. Maats. Rotterdam | D. Burger & Zoon | 205·0 P143′ | 27·5 F25′ | 14·8 | Rottrdam Dutch | T.3Cy. 16″, 25″ & 41″–27″ 100 HP Netherland Steamboat Co., Rotterdam | | | DV |
| 71 | — Olsen –91 | Iron Sc Sr 1 Dk | 180 — 135 | | | | 1867 | C. Mitchell & Co. Newcastle | Et Actieselskab (H. Natvig) | 123·3 Q45′ | 20·0 B33′ | 9·7 | Xiansand Norwegian WB | C.2Cy. 17″ & 32″–21″ 40 HP Thompson, Boyd & Co, Nwc. | | | |
| 72 JSNQ | Olaf Trygveson E. Evensen 79–93 | Iron Sc Sr 2 Dks & Awngdk | 663 646 398 | | | | 1876 | Wigham Richardson & Co. Newcastle | Nordenfjeldske Dampskibssel-skab | 192·2 H16t | 25·2 | 12·9 19·8 | Drontheim Norwegian | C.2Cy. 26″ & 46″–30″ 90 HP J. Shaw & Co., Newcastle | | | |
| 73 | Öland | Iron Sc Sp 1 Dk | 230 124 161 | | | | 1883 | Bergsunds Mek. Verks Stockholm | Kongl Postverket | 100·4 Q27′ | 23·6 B50′ | 9·3 F26′ | Stockholm Swedish | C.2Cy. 19½″ & 34″–23½″ 65 HP Bergsnds. Mk. Vrks., Skm. | | | |
| 74 MBNT | Olbers Cadagan | Iron Sc Bg | 2168 2118 1678 | | | | 1870 | A. Leslie & Co. Hebburn | Soc. Anon. de Nav. Royale Belge Sud-Américaine | 316·4 | 34·9 | 29·4 | Antwerp Belgian | C.2Cy. 29″ & 66″–48″ NE & B 82 280 HP Fawcett, Preston & Co., Liv. | | | |
| 75 | Olbia A. Bouille 87–93 (ex Martaban) Elec. light | Iron Sc 3 Mst Sr ss Gls. No. 3–10,86 ss Gls. No. 1–91 2 Dks (UIrn–ws) 3 tr B | 2623 2482 1698 | † 100 A1 8,93 † NB 7,88 BS 2,95 | Grk A&CP | u LMC 12,91 | 1873 11mo | W. Denny & Bros. Dumbarton | Cie. Francaise de Nav. à Vap. (C. Fabre & Co., Mgrs.) | 350·6 | 36·4 | 27·2 | Marseilles French 5 BH Cem | Q.4Cy. 21½″, 32″ 43″ & 62½″-42″ 180 lb 90 lb (s) 202 HP 2B, cf, GS 130 Qpd. 88 Denny & Co., Dmb. | 28 | 1 | |
| 76 1909 HPKB | Old Colony J. Hammond | Wood Pad | 1968 — 1714 | | | | 1864 | J. Englis New York | Old Colony Steamboat Co. | 310·0 Breadth over all 72′ | 42·0 | 14·0 | Fall River, Mas. Utd. States | 1Cy. 81″–144″ | | | |
| 77 19350 JLKN | Old Dominion G. W. Couch 67–87 | Iron Pad Sr 2 Dks | 2223 — 1776 | | | | 1872 | The Harlan & Hollings-worth Co. Wlmngtn Del | Old Dominion S.S. Co. | 255·5 | 42·5 | 20·7 | New York Utd. States | 1Cy. 75″–144″ The Harlan & Hollingswrth Co., Wilmington, Del. | | | R |
| 78 QFLT | Oldenburg H. Gathemann 86–90 Elec. light | Steel Sc Sr 4 Dks | 5318 — 3405 | | | | 1890 | Fairfield Co. (Lim.) Glasgow | Norddeutscher Lloyd | 415·0 P62′ | 48·0 B180′ | 31·3 F76′ | Bremen German | T.3Cy. 31″, 52″ & 83″–54″ 150 lb Fairfield Co (Lim), Glasgow | | | G |
| 79 NPTJ | — A. Schmidt 85–88 | Iron Sc Sr 2 Dks | 618 — 463 | | | | 1881 | F. Schichau Elbing | Oldenburg-Portugiesche Dampfsch. Rhederei | 179·7 P98′ | 25·3 F16′ | 14·4 | Oldenburg German WB | C.2Cy. 19¾″ & 41½″–21½″ 70 HP F. Schichau, Elbing | | | GV |
| 80 82338 | Olderfleet J. McGavock 85–85 ss Gls. No. 3–~~8,96~~ 11,94 ~~ss Cly. No. 1–90~~ 1 Dk (pt Irn) | Iron Sc Sr 257 ~~176~~ ~~112~~ 182 78 | 219 11,94 ~~8,03~~ ~~BS 8,98~~ ~~NB 10,94~~ | † 100 A1 Bwg LA&CP | d LMC ~~9,00~~ Gls | 1880 8mo 10,94 | T. B. Seath & Co. Glasgow | Carnlough Lime Co. (Lim.) | 134·3 ~~Q40 F23′~~ drp 92 srp 94 | 21·2 B7′ Q44′ pt ND 94 len 94 | 9·7 BK 6″ WB = | Glasgow British 3 BH Cem FPT 25t | C.2Cy. 15″ & 32″–22″ (s) ~~(o)~~ ~~70 lb 35 lb~~ 110 lb 1SB, 2pf, ~~cs 27~~ GS 36 HS 780 W. King & Co., Glasgow | 50 HP | 10 s 1 | 1 3½ | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 / 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14<br>Franc-bord au milieu du navire.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 81<br>94098<br>LBDF | **Oldham** IronScSr<br>*C.A.Miller* -92 ssGms.No.1-93<br>2*Dks*(*UIrn*-ws) | 846<br>737<br>421 | ✠100A1<br>5,94 | Gms<br>A&CP<br>✠LMC5,93 | *n* | 1889<br>1mo | Earle'sCo. (Lim.)<br>Hull | Manchester,Sheffield&LincolnshireRail.Co. | 240·0<br>P54'B78'F36'<br>BK8"<br>*WB*=*CellDB* | 30·0 | 14·6 | Grimsby<br>British<br>5*BHCem*<br>185'170*t* | T.3Cy.22",35"&57"-42" (*o*)<br>150lb *75lb* 165HP<br>2SB,*4cf*,GS86,HS3180<br>Earle'sCo.(Lim.),Hull | 16·10<br>s 2·2 |
| 82<br>11<br>JQBR | **Oleg** IronScSr<br>2*Dks* | 1140<br>—<br>770 | | | | 1859 | R.Napier&Sons<br>Glasgow | RussianSteam Nav.&Trading Co. | 251·7<br>B71' H34' F42' | 31·1 | 20·1 | Odessa<br>Russian | C.2Cy.32"&62"-36"<br>160HP<br>Maudslay&Co.,London | |
| 83 | **Olga** IronScSr<br>*Bengson* ssSld.No.3-7,93<br>(*ex*Bellini) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1730<br>1348<br>1134 | ✠100A1<br>2,94<br>BS8,94 | Bel<br>A&CP<br>✠LMC7,93 | *q* | 1880<br>9mo | ShortBros.<br>Sunderland | Helmsing&Grimm | 269·0<br>P32' Q64' B60' F28'<br>srp93 BK9½"<br>*WB*=*CellDB*178' | 36·0 | 18·2 | Riga<br>Russian<br>6*BHCem*<br>340*tAPT*20*t* | C.2Cy.33"&62"-42" (*i*)<br>80lb *65lb* 180HP<br>2SB,*4pf*,GS70<br>J.Dickinson,Sunderland | 20·11<br>s 2·0 |
| 84<br>89010 | — SteelScSr<br>2*Dks* | 970<br>875<br>197 | | | | 1887<br>8mo | LairdBros.<br>Birkenhead | London&North WesternRy.Co. | 301·5<br>P98' B78' F86' | 33·0 | 13·6 | Dublin<br>British | T.6Cy.19",30"&46½"-36"<br>375HP<br>LairdBros.,Birkenhead | |
| 85<br>NPCS | — IronScSr<br>*A.S.C.Norden*<br>2*Dks*&*Hurdk* | 794<br>636<br>496 | | | | 1875 | Norddeutsche Schifsbau Gesell.<br>Kiel | Forenede Dampskibsselskab | 115·7<br>P14*t* B111*t*<br>F21*t* | 28·5 | 14·7<br>21·5 | Aalborg<br>Danish | C.2Cy.30"&56"-36"<br>125HP<br>Schweffel&Howaldt,Kiel<br>*WB* | |
| 86<br>JDSG | — IronScSr<br>*E.Pfeiffer*78-81<br>*Elec.light* 1*Dk* | 713<br>505<br>523 | | | | 1880 | Möller& Holberg<br>Stettin | Stettin-Rigaer Dampfsch.Ges. (Th.Gribel) | 194·2<br>P129*t* F38*t* | 26·8 | 15·1 | Stettin<br>German<br>*WB* | C.2Cy.23½"&47½"-27½"<br>100HP<br>Möller&Holberg,Stettin | |
| 87<br>NRVD | — IronSc3MstSr<br>*N.L.Nielsen* -94<br>(*ex*Rap,*ex*L.N.Hvidt) 1*Dk* | 359<br>304<br>242 | | | | 18$\frac{57}{78}$ | J.Henderson&Sons<br>Renfrew | Dampskibsselskabet "Union" (PeterL.Fisker) | 167·9<br>Q17*t* B20*t* F8*t* | 23·4 | 11·4 | Copnhagn<br>Danish | C.2Cy.20"&35"-21"<br>50HP<br>Schweffel&Howaldt,Kiel | |
| 88<br>404<br>HJGW | — SteelTwinScSr<br>*K.Monopolis* -90 (*ex*Tomsk)<br>1*Dk* | 321<br>—<br>240 | | | | 1880 | C.Mitchell &Co.<br>Newcastle | N.J.Rafailovitch | 185·0 | 28·1 | 6·8 | Taganrog<br>Russian | C.4Cy.12½"&22"-18"<br>50HP<br>R.&W.Hawthorn,Nwc. | |
| 89<br>432<br>JRGT | — IronScSr<br>*P.Saieshuikoff*86-88 (*ex*Mignonette) | 207<br>—<br>141 | | | | 1873 | Blake&Co.<br>London | BlackSea& DanubeS.N.Co. | 119·8<br>Q29*t* F7*t* | 19·6 | 9·7 | Odessa<br>Russian | 2Cy.20"-24"<br>45HP<br>Pile&Co.,London | |
| 90<br>Wrecked 2,95<br>HMJL | — IronScSr<br>ssGls.No.3-1,85<br>ssGls.No.1-89 1*Dk*<br>(*ex*Nicolaos,*ex*LadyAmbrosine) | 136<br>120<br>46 | ✠<br>9,90 | Gls<br>A&CP | *b* | 1873<br>12mo | J.&R. Swan<br>Dumbarton | N.Stamatiades | 105·0<br>Q24' B17' F17'<br>ND82len85 | 19·5 | 8·8 | Piræus<br>Greek<br>1*BHCem* | C.2Cy.13⅝"&23⅛"-18"<br>NB85 30HP<br>1SB,*2pf*,GS18<br>W.King&Co.,Glasgow | |
| 91 | — WoodPadTug<br>1*Dk* | 119<br>—<br>34 | | | | 1879 | Wouldhave<br>NorthShields | M.J.Stamadiades | 103·3 | 19·2 | 10·0 | Constanpl<br>Turkish | 1Cy.35½"-54"<br>50HP<br>W.Hepple&Co.,S.Shields | |
| 92<br>JBNP | **Olimpia** SteelScSr<br>*M.Rodriguez* -93 1*Dk*(*Irn*)<br>*Well deck* | 454<br>347<br>241 | ✠100A1<br>~~2,94~~10,94 | Liv<br>A&CP<br>✠LMC8,93 | *g* | 1893<br>8mo | W.Harkess &Son<br>Middlesbro' | M.Gutierrez yHerrero | 160·0<br>Q82'B14'F24'<br>BK7"<br>*WB*=*DBa*31'28*t FPT* | 24·5 | 12·2 | Aviles<br>Spanish<br>4*BHCem*<br>18*tAPT*10*t* | T.3Cy.13",21"&34"-24" (*s*)<br>160lb *80lb* 70HP<br>1SB,*2rf*,GS38,HS1086<br>Wstgrth,Englsh&Co.,Mdb | 12·9<br>s 1·0 |
| 93<br>RHFP | **Olinda** SteelScBn<br>*J.Bruhn*91-91<br>*Elec.light* 2*Dks* | 2516<br>2042<br>1757 | | | | 1887 | SirW.G. Armstrong, Mitchell& Co.<br>Newcastle | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 309·0<br>P86' B76' F48' | 40·0 | 22·4 | Hamburg<br>German<br>*WB* | T.3Cy.24",39"&64"-42"<br>280HP<br>WallsendSlipway&Eng. Co.,Newcastle | |
| 94 | — SteelScSr<br>*De la Mare* -91<br>2*Dks*(1*ptStl*-ws)&*Shadedk*<br>*Elec.light* | 2020<br>1582<br>1240 | ✠ A1<br>*Shade dk with freeboard*<br>10,91<br>*Coasting Rio de Janeiro & Para* | Gls<br>LA&CP<br>✠LMC10,91 | *s* | 1891<br>10mo | J.&G. Thomson (Lim.)<br>Glasgow | LloydBrazileiro | 282·0<br>F48'<br>BK7"<br>*WB*=*CellDBa*76' | 38·1 | 20·7 | R.Janeiro<br>Brazilian<br>4*BHCem*<br>124*tAPT*23*t* | T.3Cy.27",40½"&61"-45" (*s*)<br>150lb *70lb* 250HP<br>2DB,*12cf*,GS202<br>J.&G.Thomson(Lim.),Gls. | 22·0<br>s 8·0 |
| 95 ❋<br>HJSP | — SteelScSr<br>*J.A.deRoza*92-92 ~~ssN.Yk.No.1-92~~<br>*Well deck* 1*Dk*(*Stl*)2*trB*<br>ssSld.No.2-94 | 1479<br>1188<br>964 | ✠100A1<br>8,94 ~~5,93~~ | N Yk<br>A&CP<br>✠LMC~~2,92~~ 8,94<br>Sld | *p* | 1887<br>7mo | J.Blumer &Co.<br>Sunderland | J.H.Andresen | 250·0<br>Q104'B52'F27'<br>BK9"<br>*WB*=*Cell* | 36·0 | 16·1 | Oporto<br>Portuguese<br>4*BHCem*<br>*DB*204'221*t* | T.3Cy.19",31"&52"-36" (*s*)<br>150lb *50lb* 150HP<br>2SB,*4cf*,GS70<br>N.E.MarineCo.(Lim.),Sld. | 18·5 |
| 96<br>51420<br>JLQD | — IronScSr<br>*D.Whelan* -94 ssLiv.No.1-70<br>1*Dk*2*trB* | 654<br>612<br>419 | ✠<br>3,71 | Liv<br>A&CP | Lv | 1865<br>1mo | C.&W. Earle<br>Hull | MossSteamShip Co.(Lim.) | 207·5<br>Q36' F29' | 25·2 | 16·8 | Liverpool<br>British<br>3*BHCem* | C.2Cy.23"&46"-36"<br>NE82 95HP<br>D.Rollo&Sons,Liverpool | |
| 97 ❋<br>KMGP | **Olinde Rodrigues** IronScBg<br>*T.Bougüillard* -87 ssHav.No.3-3,91<br>(*ex*Franconia)<br>2*Dks*(1*Irn*)&*Awngdk*4*trB* | 3081<br>2210<br>1686 | 100A1<br>*Awng dk load line 20ft*<br>5,94<br>B&MS11,92 | Hav | *v* | 1873 | Caird&Co.<br>Greenock | Cie.Générale Transatlantique | 350·0<br>srp92 BK10" | 39·0 | 23·0<br>31·0 | Havre<br>French<br>9*BHCem* | C.2Cy.46"&72"-48" (*j*)<br>73lb *60lb* NB11,92 360HP<br>NDB92<br>4SB,*12pf*,GS199,HS5559<br>Caird&Co.,Greenock | |
| 98<br>HFTN | **Oliva** SteelScSr<br>*C.Diekow*90-93 ssShl.No.2-93<br>*Well deck* 1*Dk*(*Stl*)2*trB* | 1149<br>892<br>853 | ✠100A1<br>6,93<br>BS4,94 | Shl<br>A&CP<br>✠LMC6,93 | *n* | 1885<br>9mo | C.S.Swan &Hunter<br>Newcastle | T.Rodenacker | 225·0<br>P126'F27'<br>BK8"<br>*WB*=*FPT*32*t APT*96*t* | 32·1 | 16·8 | Danzig<br>German<br>4*BHCem*<br>*MT*25'224*t* | C.2Cy.29"&55"-36" (*a*)<br>80lb 140HP<br>1SB,*3pf*,GS56<br>Black,Hawthorn&Co.,Gts. | 17·6 |
| 99<br>87337<br>HNRF | **Olive** IronScSr<br>*A.Newton*83-83 ssSld.No.2-91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1328<br>1072<br>843 | ✠100A1<br>3,94<br>BS3,94 | Sld<br>A&CP<br>✠LMC5,91 | *o* | 1883<br>1mo | W.Pickersgill&Sons<br>Sunderland | J.Hopper | 241·3<br>Q88'B47'F27'<br>BK8½"<br>*WB*=*DBa*65'*f*99' | 34·1 | 17·2 | Sundrland<br>British<br>4*BHCem*<br>302*tAPT*10*t* | C.2Cy.31"&57"-36" (*i*)<br>80lb *40lb* 99HP<br>2SB,*4pf*,GS80 FD<br>G.Clark,Sunderland | 18·2<br>s 1·10 |
| 100<br>102618 | — SteelScSr<br>*H.McDougall*76-93<br>2*Dks*(*UStl*-ws)<br>*Elec.light* | 1141<br>881<br>381 | ✠100A1<br>7,94 ~~2,94~~ | Gls<br>LA&CP<br>✠LMC9,93 | *o* | 1893<br>8mo | D.&W. Henderson &Co.<br>Glasgow | Gls.Dublin&LondonderrySteam PacketCo.(Lim.) (A.A.Laird&Co., *Mgrs.*) | 260·0<br>P62'B92'F52'<br>BK8½" | 33·1 | 15·8 | Glasgow<br>British<br>4*BHCem* | T.3Cy.26",42"&68¼"-45" (*s*)<br>160lb *65lb* 368HP<br>2DB,*12rf*,GS224,HS6348<br>D.&W.Henderson&Co.Gls. | 16·6<br>s 2·4 |
| 101<br>102793 | — Iron&SteelScSr<br>*J.Holmes*70-93<br>1*Dk*(*Irn*)*IrnframingStlplating* | 473<br>431<br>293 | ✠100A1<br>10,93 | Lon<br>LA&CP<br>✠LMC8,93 | *h* | 1893<br>8mo | W.Harkess &Son<br>Middlesbro' | J.Burnett&Sons | 173·1<br>P23'F21'<br>FK<br>*WB*=*FPT* | 26·6 | 12·1 | London<br>British<br>4*BHCem*<br>26*tAPT*25*t* | T.3Cy.15½",25"&41"-27" (*s*)<br>160lb *160lb* 80HP<br>1SB,*3cf*,GS49,HS1450<br>Wstgrth,Englsh&Co.,Mdb | 12·9<br>s 1·10 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or Special Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Build. Trade, Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 102 Olive 71084 | **WoodSc** | 213<br>186<br>124 | | | | 1875 | W.Omara SmithFalls, Ont. | OttawaForwardingCo.(Lim.) | 95·0 | 18·5 | 6·4 | Brockville British | 1Cy.13″–12″ 40HP PoundMnfg.Co.,Lockport, NewYork | | |
| 103 — 98643 KNTH | **WoodScSr** *J.McGowan*91–91 (*ex*Enighed) | 102<br>91<br>42 | | | | 1874 | H.L.Hansen Odense | W.&G.T.Pollexfen &Co. | 104·0 Q6*t* | 18·5 | 9·5 | Sligo British | C.2Cy.16½″&29″–18″ NB85 30HP GebruderHowaldt,Kiel | | |
| 104 Olive Branch 98540 KNTH | **SteelScSr** *H.D.Scheel*83–87 *ss*Bry.No.1–92 1*Dk*(*Stl*)&*Spar dk*(*pt Stl*)3*trB* *Denton* | 2732<br>2606<br>1767 | ✠100A1 *Spar dk* 6,94 ~~1,94~~ BS~~10,93~~ 2,95 | Liv A&CP Cff ✠LMC1,92 | *t* | 1887<br>8mo | Bartram Haswell& Co. Sunderland | NautilusStm.ShippingCo.(Lim.) (F.&W.Ritson, *Mgrs.*) | 300·0 B60′F31′ drp92 *WB*=*DBa*86*f*120′ | 39·3<br>28·6<br>BK10″ | 19·9<br>6*BHCem*<br>412*tAPT*31*t* | Sundrland British | T.3Cy.23½″,38″&62″–42″ (*s*) 150lb *70lb* 300HP 2SB,*6cf*,GS100 J.Dickinson,Sunderland | 21 ″ 7<br>s 6 ″ 8½ | D |
| 105 Olivette 146138 KDQR | **IronScSr** *J.McKay* –87 1*Dk*&*Awngdk* | 1611<br>—<br>1105 | | | | 1887 | W.Cramp &SonsCo. Philadelphia | PlantImprovementCo. | 274·3 | 35·2 | 11·9 | Nw. Haven Utd. States *WB* | T.3Cy.23″,36″&60″–36″ TheWm.Cramp&SonsCo. | | R |
| 106 Olivia BQSN | **IronScSr** *G.Paysen* –90 2*Dks* | 879<br>672<br>664 | | | | 1884 | Flensburgr SchiffsbGes. Flensburg | A.Kirsten | 199·8 P119*t* | 30·0<br>F23′ | 15·5 | Hamburg German *WB* | C.2Cy.28″&51″–30″ 110HP FlnsburgrSchiffs.Ges.Flsb | | |
| 107 — 86742 | **IronScK** *T.S.Grenfell* –93 *ss*Fal.No.2–91 1*Dk*(*Irn*) | 242<br>199<br>111 | ✠100A1 7,92 BS~~8,93~~ 7,94 | Fal LA&CP ✠LMC7,91 | *d* | 1883<br>1mo | Mordey, Carney&Co. (Lim.) Newport | D.W.Bain&Co. | 121·0 Q36′ drp92 | 22·2<br>BK6½″<br>*WB* | 9·8<br>3*BHCem*<br>=*APT*11*t* | Penzance British | C.2Cy.15″&30″–22″ (*a*) 80lb 40HP 1SB,*2pf*,GS34 Sheryn&Laurie,Newport | 10 ″ 1<br>s 1 ″ 2 | |
| 108 Olivine 98571 | **Steel&IronSc3MstSr** *A.Maclean* –91 *Well deck* 1*Dk*(*pt Irn*) *Irnframing&Stlplating* | 477<br>330<br>176 | ✠100A1 3,94 ✠LMC3,94 | Bwg LA&CP | *h* | 1890<br>9mo | Scott&Co. Bowling | W.Robertson | 165·2 Q81′B10′F27′ drp91&93 | 26·1<br>BK7½″<br>*WB* | 10·9<br>4*BHCem*<br>=*FPT*48*t* | Glasgow British | T.3Cy.14″,23″&36″–27″ (*s*) 160lb *70lb* 60HP 1SB,*3pf*,GS51 Muir&Houston,Glasgow | 12 ″ 2<br>s ″ 9½ | |
| 109 Olof HRFC | **IronSc3MstSr** *J.A.Christensson*94–94 1*Dk* | 454<br>409<br>360 | | | | 1882 | Göteborgs Mek.Verkst Gothenburg | ÅngfartygsAktiebolaget "Labora" (E.J.Odenius) | 149·5 B29′ | 23·9<br>H3*t* | 15·1 | Gothenbrg Swedish | C.2Cy.15½″&28″–19½″ 45HP GothnbrgMek.Wks,Gthbg | | V |
| 110 Olof Trätälja HTMS | **IronScSp** *C.O.Silvén*70–84 1*Dk* | 191<br>163<br>134 | | | | 1882 | P.Larsson Thorskog | G.Silvén | 100·7 Q16′ | 20·7<br>F20′ | 10·0<br>H14*t* | Seffle Swedish | C.2Cy.10¾″&21½″–19½ 30HP P.Larsson,Thorskog | | |
| 111 Olof Wijk HVBS | **SteelScSr** *J.Mebius*83–94 1*Dk* | 828<br>640<br>612 | | | | 1891 | Bergsunds M.V. Stockholm | FörnyadeÅngf. Aktieb."Göta" (H.Sternhagen) | 194·4 Q56′B57′H23*t* | 26·8<br>F20′ | 14·8 | Gothenbrg Swedish | T.3Cy.18″,29″&46½″–30″ 150HP BergsundsM.V.Stockholm | | DV |
| 112 Oluf Bager NCBS | **SteelScSr** *M.C.Rasmussen* –90 | 357<br>258<br>198 | | | | 1890 | Burmeister &Wain Copenhagen | ForenedeDampskibsselskab | 159·7 | 23·7 | 11·2 | Odense Danish *WB* | T.3Cy.14⅜″,22⅛″&36″–24″ 120HP Burmeister&Wain,Cpn. | | V |
| 113 Olympia 86580 WMJG | **IronScBn** (*MISSING SINCE 2,94*) *P.Coleman* –92 *ss*Shl.No.2–91 2*Dks*(*Irn*)&*Web frames* | 2530<br>2411<br>1636 | ✠ 11,93 ✠ | Ham A&CP | *t* | 1882<br>7mo | M.Pearse& Co. Stockton | CrownS.S.Co.of Belfast(Lim.) (J.Reid, *Mgr.*) | 300·0 P32′ | 40·1<br>B78′ | 24·5<br>F36′ | W.Hartlpl British | C.2Cy.42″&78″–48″ 250HP Blair&Co.(Lim.),Stockton *WB*=*CellDB*184′364*t* | 27 ″ 2<br>s 5 ″ 0 | |
| 114 — 63865 KSJD | **IronScBk** *W.Wards*93–94 | 2193<br>2033<br>1416 | | | ... | 1871<br>11mo | CConnell& Co. Glasgow | HendersonBros. | 307·1 | 34·6 | 29·0 | Glasgow British | C.2Cy.38″&68″–42″ NB83 424HP Finnieston E.W.Co.,Gls. | | |
| 115 Olympian 105089 | **SteelPad** *Ackler* *Elec.light* 1*Dk* | 1420<br>—<br>1083 | | | | 1883 | Harlan& Hollingsworth Co. Wilmington | OregonRailway& Nav.Co. | 261·5 | 40·0 | 12·5 | Portlnd, O. Utd. States | 1Cy.70″–144″ TheHarlan&Hollngswrth Co.,Wilmington,Del. | | |
| 116 Olympo 94074 LHRB | **SteelScSr** *McBeath* *ss*Ant.No.1–94 1*Dk*(*Irn*)&*Spar dk* (*Irn*-ws)&*Web frames* | 2164<br>2071<br>1411 | ✠100A1 *Spar dk* 2,94 ✠LMC2,94 | Ant A&CP | *s* | 1889<br>9mo | J.Laing Sunderland | PlateSteamship Co.(Lim.) (Gellatly,Hankey, Sewell&Co., *Mgrs.*) | 287·0 B70′F33 *WB*=*DBa*95*f*48′261*t* | 39·0<br>23·7<br>BK7½″ | 16·3<br>5*BHptCem*<br>*ptAsp* | Rochester British | T.3Cy.21″,34″&56″–42″ (*s*) 160lb 250HP 2SB,*6rf*,GS115 Black,Hawthorn&Co.,Gts. | 17 ″ 2<br>~~s 5 ″ 2½~~<br>s 5 ″ 0½ | |
| 117 — | **SteelPad** *Elec.light* | 1649<br>874<br>921 | | | | 1884 | A.&J. Inglis Glasgow | LaPlatenseFlotilla Co.(Lim.) | 286·1 P74′ | 34·2<br>F83′ | 12·1 | Salto(BA) Uruguayan | C.2Cy.36″&66–120″ 400HP A.&J.Inglis,Glasgow | | |
| 118 Omapere 84477 WLSF | **SteelScSr** *E.Phillips*91–91 1*Dk* | 601<br>560<br>352 | | | ... | 1882<br>4mo | W.Denny &Bros. Dumbarton | UnionS.S.Co. of N.Z.(Lim.) | 180·3 B36′ | 29·2<br>F19′ | 14·4<br>FK *WB* | Dunedin British | C.2Cy.24″&42″–30″ 80HP Denny&Co.,Dumbarton | | |
| 119 Omba 109839 | **SteelScSr** ~~*J.McCrone* –94~~ 1*Dk*(*Irn*)&*Spar dk*(*Stl*–ws)3*trB* *Munro* –94 | 2950<br>2765<br>1908 | ✠100A1 *Spar dk* 11,94 ~~2,94~~ ✠LMC2,94 Gls | Sld LA&CP | *u* | 1894<br>2mo | J.Laing Sunderland | StraitsSteamships (Lim.) (WrightBros.& Co., *Mgrs.*) | 320·0 P9′B78′F34′ *WB*=*CellDB*254′431*tAPT*36*t* | 41·8<br>26·0<br>BK10″ | 18·1<br>5*BHCem* | London British | T.3Cy.23″,38″&62″–42″ (*r*) 160lb *90lb* 300HP 2SB.*8pf*,GS112.HS3373 G.Clark(Lim.),Sunderland | 20 ″ 9<br>s 6 ″ 5 | |
| 120 Omi Maru 877 HFRV | **IronScBn** *F.Brown*85–92 *ss*Nag.No.2–92 1*Dk*(*Irn*)&*Spar dk*3*trB* | 2473<br>1673<br>1533 | ✠100A1 *Spar dk* 8,92 ✠LMC8,92 | Nag LA&CP | *t* | 1884<br>3mo | SirW.Armstrong,Mitchell&Co. Newcastle | NipponYusen Kaisha | 301·0 *WB*=*Cell D B*238′350*t FPT*32*t* 4*PT*20*t* | 37·5<br>27·1<br>BK10½″ | 19·3<br>5*BHCem* | Tokio Japanese | C.2Cy.42″&78″–54″ (*s*) 85lb 350HP 4SB.*12pf*,GS237 WallsendSlipwyCo.,Nwc. | 22 ″ 3<br>9 ″ 2 | |
| 121 Omonia HKLB | **IronSc** *Drivas*76– | 504<br>—<br>317 | | | | 1858 | ..... Pt.Glasgow | HellenicSteam ShipCo. | 184·3 | 24·9 | 15·0 | Syra Greek | C.4Cy.24″&45″–30″ 120HP | | |
| 122 Omösund NGKP | **SteelScSr** *J.C.Andersen* 1*Dk*&*Awng dk* | 333<br>176<br>200 | | | | 1893 | Helsingörs Jernskibs& Maskinbyggeri Elsinore | Dampskibsselskabet for Skjelskör og Omegn (R.Harboe) | 135·5 | 21·9 | 13·0 | Skjelskör Danish *WB* | C.2Cy.16½″&31″–18″ 45HP HelsingörsJernskibs& Maskinbyggeri,Elsinore | | V |
| 123 Omsk NWJB | **IronScSr** *M.Jespersen*83–88 2*Dks*&*Spar dk* | 1590<br>1048<br>1019 | | | | 1884 | Burmeister &Wain Copenhagen | ForenedeDampskibsselskab | 257·0 H62*t* | 33·9 | 16·5<br>23·5 | Copnhagn Danish | C.2Cy.33″&60″–36″ 180HP Burmeister&Wain,Cpn. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. / Visites Périodiques. Nombres des Ponts. | 3 Ex-nom, s'il y a lieu. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Francbord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 124 | **Ondina** | | **SteelScSr** | 904 / 744 / 707 | | | 1891 | Scott&Co. Greenock | **Companhia de Paquetes Brazil Oriental de Diques Fluctuantes** | 230·7 | 33·2 | 13·7 | **R.Janeiro** Brazilian | T.3Cy.16″,26″&43″–30″ Scott&Co.,Greenock | |
| 125 PNJD | **Ondine** *J.Mink* –93 | (*ex*Pegasus) 1*Dk* | **IronScSr** | 410 / — / 240 | | | 1861 | Meursing Amsterdam | **Koninkl.Nederl. Stoomb.Maats.** | 196·0 len75 | 25·0 | 11·3 | **Amstrdam** Dutch | C.4Cy.18″&34″–27″ 80HP KnFab v.StoomMaats.Am. | |
| 126 102841 | **Onega** *M.Duff* –94 | 1*Dk*(*Irn*)2*tr B&W frames* | **SteelScSr** | 2017 1871 1283 | ✠100A1 *withfreeboard* 11,94 ~~3,04~~ | Sld LA&CP ✠LMC3,94 Lon | *r* | 1894 3mo | J.Laing Sunderland | **C.M.Norwood&Co.** | 273·0 B56′F30′ drp94 *WB*=*CellDB*222′ | 37·6 FK | 21·2 | London British *6BHCem* 320*tAPT*26*t* | T.3Cy.20″,32½″&53½″–36″ (*s*) 160lb *75lb* 180HP 2DB,*4pf*,GS60,HS2500 N.E.Mar E.Co.(Lim.),Sld. | 23 s 8 4 s 8 |
| 127 TFCL | **Onni** *K.P.Grandell* | 2*Dks* | **IronScSr** | — / — / 135 | | | 1885 | WCrichton &Co. Åbo | **ÅboLänskus. Angf.Aktiebolag** | 107·1 B60′ | 17·8 | 8·1 | **Åbo** Russian | C.2Cy.14″&24″–14″ 40HP W.Crichton&Co.,Åbo | |
| 128 1330 HJQC | **Onogawa Maru** | | **Wood** | 319 / 297 / 198 | | | 1893 | Kawasaki S.B.Yard Kawasaki | **OsakaShosen Kaisha** | 142·8 | 19·0 | 15·0 | **Osaka** Japanese | T.3Cy. 35HP | |
| 129 155048 | **Onoko** | | **IronSc** | 2164 / — / 1933 | | | 1882 | GlobeIron WorksCo. Cleveland,O. | **P.Minch** | 287·3 | 38·8 | 20·7 | **Cleveland, Ohio** Utd.States | | |
| 130 790 HFLC | **Onoura Maru** *TomoiFusazo* | | **WoodSr** | 219 / 202 / 136 | | | 1885 | Kawasaki Kiyemon Hamana | **KanyoSha** | 123·9 | 17·0 | 14·3 | **Fukuda** Japanese | 2Cy. 20HP | |
| 131 69361 NBMC | **Ontario** *T.Mackinnon* –91 | *ss*Liv.No.3–12,86 *ss*Liv.No.1–88 3*Dks*(*UIrn*-ws)&*Awngdk* | **IronScBk** | 3175 1596 2017 | ~~✠100A1~~ *Awng dk withfreeboard* 4,92 BS4,92 | Liv A&CP LMC3,88 | *v* | 1874 3mo | A.M'Millan &Son Dumbarton | ~~**Mississippi& DominionS.S.Co.**~~ G.Cohen,Sns&Co ~~**(Finn,Main& Montgomery,** *Mgrs.*~~) | 335·7 | 38·4 BK11′ | 25·3 32·8 | **Liverpool** British *5BHCem* | C.2Cy.47″&84″–45″ (*i*) 60lb *50lb* NDB83,*fitted*86 3DB,*12f* 350HP J.&J.Thomson,Glasgow | 26 s 8 s 10·15 |
| To be broken up 3,95 | | | | | | | | | | | | | | | |
| 132 94885 | — *J.Carney* | | **SteelPad** | 1615 / 1288 / 1018 | | | 1890 | Polsn.IWC (Lim.) OwenSnd Ont | ~~**NorthwestTrans-portationCo.**~~ CanadianPacificRyCo | 297·0 | 41·3 | 14·9 | **Montreal** British | 2Cy.50″–114″ 300HP PolsonI.W.C.(Lim.),Tto. | |
| 133 40392 | **Onward** *Bowles*83–86 | 1*Dk* | **WoodPad** | 283 / 189 / 220 | | | 1865 | ..... Victoria, B.C. | **WilliamIrving** | 120·5 H94*t* | 24·3 | 7·4 | **Vict'ria BC** British | 2Cy. 90HP | |
| 134 82466 | — *H.Dass* *ss*Hul.No.3–8,93 | (*Trawler*) 1*Dk* | **IronScSr** | 177 177 94 | ✠90A1 10,94 ~~8,03~~ ✠NB6,87 BS10,94 | Hul LA&CP LMC7,93 | *c* | 1880 2mo | Murdoch &Murray Pt.Glasgow | **Gt.Northern S.S.FishingCo. (Lim.)** | 130·5 drp93 ND93 | 21·0 BK6½′ | 10·8 | **Hull** British *5BHCem* | C.2Cy.20″&40″–27″ (*s*) 95lb 65HP 1SB,*2f*,GS38 Muir&Houston,Glasgow | |
| 135 98688 | **Onyx** *T.Stewart* –93 | 1*Dk*(*Irn*)*Irn framing Stlplating Well deck* | **Steel&IronSc3MstSr** | 400 284 129 | ✠100A1 7,94 ~~8,03~~ | Bwg A&CP ✠LMC1,92 | *f* | 1891 12mo | Scott&Co. Bowling | **W.Robertson** | 142·5 Q68′B9′F24′ | 25·1 BK7′ | 10·8 | **Glasgow** British *3BHCem* *WB*=*FPT*18*t* | T.3Cy.13″,21½″&34″–27″ (*s*) 160lb *70lb* 60HP 1SB,*3pf*,GS37 Walker,Henderson&CoGls | 12 s 6 |
| 136 87733 JCRS | — *W.W.Bell* –91 | *ss*Hul.No.2–92 (*ex*Strathness) 1*Dk*(*Irn*) | **IronSc3MstSr** | 375 313 179 | ✠100A1 8,94 ~~9,02~~ BS ~~10,03~~ 8,94 | Hul LA&CP ✠LMC9,92 Shl ✠NB8,94 | *g* | 1883 11mo | Burrell&S. Dumbarton | **E.Packard,jun.** | 160·3 Q47′B7′F26′ | 24·7 BK7′ | 11·1 | **Ipswich** British 86lb *WB*=*FPT* 54*tAPT*18*t* | C.2Cy.19″&38″–30″ (*r*) ~~70lb~~ ~~40lb~~ *80lb* NDB94 70HP 1SB,*2pf*,~~gs86~~GS32,HS1040 Hutson&Corbett,Glasgow | 11 s 1 4 |
| 137 | — *Deluchi* | | **IronSc** | 312 / — / 210 | | | 1868 | A&J Inglis Glasgow | **LaPlatense FlotillaCo.(Lim.)** | 160·0 | 23·0 | 9·0 | **Bns.Ayres** Argentine *WB* | C.2Cy.17″&34″–20″ 50HP | |
| 138 98744 | — | 1*Dk* | **IronScK** | 157 145 63 | ✠100A1 *StmTrawler* 6,91 | Hul LA&CP ✠LMC6,91 | | 1891 6mo | Cochrane, Cooper& Schofield Beverley | **KingstonSteam TrawlingCo. (Lim.)** | 101·4 Q19′F19′ | 20·6 BK7½′ | 11·0 | **Hull** British *3BHCem* | C.2Cy.16″&32″–22″ (*s*) 110lb 45HP 1SB,*2pf*,GS30 Amos&Smith,Hull | 11 s 10 |
| 139 102794 NDGW | **Oolong** *H.L.Allan*89–93 | 2*Dks*(*StlUpt*–ws)3*tr B* | **SteelScSr** | 3583 3399 2308 | ✠100A1 7,94 ~~8,03~~ | Gls LA&CP ✠LMC9,93 Shl | *w* | 1893 8mo | Lon. & Gls. S.B.&E.Co. (Lim.) Glasgow | **ChinaMutualStm. Nav.Co.(Lim.)** | 360·0 P17′B72′F44′ | 44·2 FK | 26·9 | **London** British *6BHCem* *WB*=*CellDB*276′750*t* | T.3Cy.24½″,39″&64″–48″ (*s*) 160lb *80lb* 550HP 2SB,*6rf*,GS105,HS4654 Ln&GlsSB&ECo(Lm),Gls | 29 s 6 |
| 140 57617 QTVR | **Oonah** *W.J.Featherstone*83–91 *ss*Syd.No.1–92 | 1*Dk*&*Spar dk*(*Stl*-ws)&*W frames Elec.light* | **SteelScSr** | 1757 1613 945 | ✠100A1 *Spar dk* 12,92 | Syd LA&CP ✠LMC12,92 | *s* | 1888 2mo | A&J Inglis Glasgow | **UnionS.S.Co.of NewZealand(Lim)** | 290·3 B100′F53′ | 35·8 BK10′ | 13·2 21·0 *WB*=*CellDB*210′370*t* | T.3Cy.25″,40″&63″–48″ (*s*) 160lb 250HP *12cf*,GS198 A.&J.Inglis,Glasgow | 16 s 6 1 w6 4 |
| 141 94301 WCNK | **Ooryia** *R.Spence*87– | | **SteelScSr** | 815 / 614 / 465 | | | ... | 1887 J.Laing Sunderland | **G.Dickson** | 210·0 | 30·2 | 13·7 | **Calcutta** British | T.3Cy.19″,31″&51″–31″ 150HP G.Clark,Sunderland | |
| 142 | **Oostzee** *G.H.Bouman* –92 | 1*Dk* | **SteelScSr** | 233 / — / 57 | | | | 1892 L.Smit& Zoon Kinderdijk | **L.Smit&Co.** | 124·0 *WB* | 23·0 | 13·3 | **Alblasrdm** Dutch | T.3Cy.17″,28″&46″–27″ Kon.Maats.DeSchelde, Flushing | |
| 143 67344 LSVC | **Opah** ~~*W.Wilkins* –90~~ *C.Johansen* | *ss*Hul.No.3–4,85 ~~*ss*Hul.No.1–90~~ *Well deck* *ss*Liv.No.2–94 1*Dk*2*tr B* | **IronScSr** | 1127 825 695 | ✠90A1 6,94 ~~6,02~~ ~~BS6,92~~ | Hul A&CP LMC~~7,897,94~~ Trn*Now named "Lagom."* | *o* | 1872 12mo | J.Duthie& Co. Aberdeen | **W.A.Massey&Co.** | 239·4 P137′F36′ drp94 *WB*= | 30·6 BK8′ | 14·8 | **Hull** British *5BHCem* *DBa*59*f*55′ | C.2Cy.27″&50″–33″ (*i*) 80lb *50lb* NB81 98HP 1SB,*3f*,GS56 *Cmp*81Earle'sC.(Ld),Hull | 17 s 2 |
| * 144 82747 WCGD | **Opal** *J.Haddon* | *ss*Lth.No.3–2,93 1*Dk*(*Irn*)&*Awngdk*3*tr B* | **IronScSr** | 1124 1115 727 | ✠100A1 *Awng dk withfreeboard* ~~3,02~~ 3,954,93 BS5,94 | Dun A&CP ~~Trn~~Shl ✠LMC2,93 | *n* | 1881 9mo | WBThmp-son Dundee | **DundeeGemLine S.S.Co.(Lim.) (P.M.Duncan& Son,*Mgrs.*)** | 218·0 *WB*=*CellDB*184′ | 30·2 BK8′ | 21·0 | **Dundee** British *4BHCem* 172*tAPT*7*t* | C.2Cy.25″&50″–42″ (*k*) 75lb *60lb* 98HP 1SB,*3cf*,GS72 W.B.Thompson,Dundee | 16 s 8 |

See No. 6 in Supplement.

| 2 Steamer's Name. Material, Rig, &c. Master. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of R.of T.rade Pass.Cert. | 16 Mean Drafts. (*See Key.*) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1845 **Opal** **SteelSc3MstSr** 1*Dk*(*Irn*) *Well deck* *D.McVean* –94 | 599 437 210 | ✠100A1 ~~8,94~~ 2,94 5,95 | Bwg A&CP ✠LMC2,94 | *i* | 1894 2mo | Scott& Sons Bowling | **W.Robertson** | 180·0\|29·1\|10·6 Q90′B11′F37′ BK7½″ *WB=Cell DB*95′140*t* | Glasgow British 3*BHCem* *FPT*22*t* | T.3Cy.17″,27½″&44″–30″ (*s*) 160lb *70lb* 120HP 1SB,*3pf*,GS63,HS1650 Muir&Houston,Glasgow | 13 ″ 0 s 1 ″ 0 | | |
| 1846 — **IronScK** 1*Dk* | 157 144 62 | ✠100A1 *StmTrawler* ~~12,047,91~~ 5,95 | Hul LA&CP ✠LMC7,91 | | 1891 7mo | Cochrane, Cooper& Schofield Beverley | **KingstonSteam TrawlingCo. (Lim.)** | 101·4\|20·5\|11·0 Q19′F19′ BK7½″ | Hull British 3*BHCem* | C.2Cy.16″&32″–22″ (*s*) 110lb 43HP 1SB,*2pf*,GS30,HS881 Amos&Smith,Hull | 11″10 | | |
| 1847 **Ophelia** **IronScSr** *A.Bock*92–92 2*Dks* | 801 618 611 | | | | 1879 | Reihrstieg. Schiffs. Hamburg | **A.Kirsten** | 192·9\|28·5\|16·0 P47′ F24′ | Hamburg German *WB* | C.2Cy.27″&48″–30″ 90HP ReihrstgSchiffs.,Hamburg | | | |
| 1848 **Ophir** **SteelTwinScSr** *J.F.Ruthven*81–91 4*Dks*(2*Stl*–ws) *Elec.light* | 6910 5712 3223 | ✠100A1 ~~3,94~~ 5,94 ~~1,95~~ 5,95 | Lon LA&CP ✠LMC10,91 | *b*† | 1891 10mo | R.Napier& Sons Glasgow | **OrientSteamNav. Co.(Lim.)** | 465·0\|53·4\|34·1 P42′B252′F59′ FK *WB=Cell D B*319′949*t* | Glasgow British 10*BHCem* *Tf*49′70*t* | T.6Cy.34″,51½″&85″–54″ (*s*) 160lb *160lb* 734HP 5D&2SB36*rf* GS756HS26004 R.Napier&Sons,Glasgow | 37 ″ 2 s 9 ″10 | BT till ~~9,94~~ 9,95 | |
| 1849 — **IronScSr** *A.Smits*92–92 *ss*Sba.No.2–82 1*Dk* | 306 257 205 | *For River purposes only* 5,83 | Sng | | 1876 2mo | Caird&Co. Greenock | **Koninkl.Paketv. Maats.** | 150·0\|25·0\|10·4 drp83 | Batavia Dutch 5*BHCem* | C.2Cy.20″&36″–30″ 75HP Caird&Co.,Greenock | | D | |
| 1850 **Oporto** **SteelScSr** ~~*W.H.Logau* –93~~ *ss*Liv.No.1–94 *Masters* 2*Dks*(1*Irn*) | 716 682 463 | ✠100A1 ~~11,94~~ ~~8,97~~ ✠LMC2,94 | Liv LA&CP | *l* | 1888 6mo | C.J.Bigger Londonderry | **F.Leyland&Co. (Lim.)** | 212·0\|27·1\|16·8 B59′F23′ BK8″ | Liverpool British 5*BHCem* | C.2Cy.16″&43″–36″ (*s*) 150lb *90lb* 80HP 1SB,*2cf*,GS34 D.Rollo&Sons,Liverpool | 17″10 | | |
| 1851 — **IronScSr** *J.Lea* –93 *ss*Lon.2ndNo.3–12,94 1*Dk*(*Irn*)2*trB* ~~2*Dks*(1*Irn*)~~ | 570 506 319 | ✠ 100A1 4,95 ~~7,71~~ B&MS10,94 | Liv A&CP Lon | | 1870 3mo | J.Reid&Co Pt.Glasgow | **J.E.Scott** | 201·0\|26·2\|15·6 F25*t* srp94,drp95 | London British 5*BHCem* | C.2Cy.26½″&51″–30″ 70lb *45lb* NB82 99HP J.Jack&Co.,Liverpool 1SB,*3pf*,GS63 | 16 ″ 8 s 2 ″ 3½ | D | |
| 1852 **Optic** **SteelScSr** *J.A.Downes*74–93 2ndSurvey,Bel.4,94 2*Dks*(1*pt Stl*) *Elec.light* | 971 736 368 | ✠ A1*1 ~~8,95~~ ~~4,94~~ | Bel LA&CP | Lv | 1885 11mo | Harland& Wolff Belfast | **BelfastSteamShip Co.(Lim.)** | 243·9\|31·9\|15·3 P42′B92′F37′ BK8″ | Belfast British 4*BH* 3PBH *WB=APT* | C.2Cy.35″&70″–45″ 200HP 2DB,*12f* Harland&Wolff,Belfast | 16 ″ 2 | BT till ~~1,96~~ 3,96 | 13·78 14·56 15·34 16·12 |
| 1853 **Opus** **SteelScFlat** (*ex*Sailing Vessel) | 168 158 114 | | | | 1880 | H.E.Falk Winsford | **SaltUnion(Lim.)** | 89·0\|21·0\|10·6 | Liverpool British | 2Cy.10½″–14″ NE&B86 4HP W.E.Bates,Northwich | | | |
| 1854 **Ora** **CompPadSr** (*ex*Vika,*ex*Aimo) 1*Dk* | 219 159 153 | | | | 1871 | C.Olsen Oscarshamn | **O.B.Sörensen** | 115·3\|21·7\| 9·8 Q27′ B33′ F12′ | Arendal Norwegian | 30HP | | | |
| 1855 **Oran** **IronScSr** *Guiz'nnier* 1*Dk*2*trB* | 812 699 455 | 12,67 | Sld A&CP | | 1867 10mo | J.Laing Sunderland | **Cie.deNav.Mixte.** | 208·8\|29·0\|16·5 P41′ B37′ F22′ | Marseilles French 4*BHCem* | C.4Cy.17″&38½″–29″ 125HP *Cmp*Marseilles *WB=ptDB* | | | |
| 1856 **Orapais** **IronScSr** *L.Gauvier*93–93 6thSurvey,Liv.6,91 (*ex*Zancla) 1*Dk*2*trB* *Well deck* 1stSurvey,Hav.8,94 | 1089 884 706 | ✠ ~~A1~~ 1 ~~8,94~~ 7,92 3,94 ✠NB6,88 LMC8,94 | Liv ~~Lloyd's~~ LMC11,91 BS12,92 ~~Lloyd's~~ | Lv | 1871 12mo | Bowdler, Chaffer&Co. Liverpool | **C.Jullian** | 250·0\|28·1\|17·8 P38′B71′F40′ ND88 BK7½″ | Oran French 5*BHCem* 1PBH | T.3Cy.19″,30″&48″–33″ (*s*) 150lb *75lb* NDB88 140HP 1SB,*4rf*,GS75 *Tpd*.88D.Rollo&Sons,Liv. | 20 ″ 7 | DV | |
| 1857 **Oranje Nassau** **IronScSr** *G.D.Nieman* –94 *ss*Ams.No.2–91 2*Dks* | 1304 1085 922 | ✠100A1 10,94 ~~1,94~~ BS5,94 ✠LMC12,91 | Ams AP | *p* | 1883 11mo | Kon.Fab. v.Stoomb. Amsterdam | **Koninkl.West-IndischeMaildienst** | 235·5\|33·3\|19·3 P53′B53′F30′ BK9″ | Amstrdam Dutch 5*BHCem* | C.2Cy.29″&55″–39″ (*i*) 80lb *75lb* NDB92 130HP 1DB,*4cf*,GS87 Kon.Fabr.v.Stom.&Andre Werktingen,Amsterdam | 20 ″ 7 | DV | |
| 1858 **Oranje Prince** **SteelScSr** *R.W.Young* –92 *Carrying Petroleum in bulk* *Elec.light* | 1868 1824 1214 | | | | 1889 | SirW.G. Armstrong Mitchell& Co.(Lim.) Newcastle | **J.Knott** | 260·0\|36·0\|25·7 B22′ F29′ | Newcastle British | T.3Cy.19″,31″&51″–36″ 150HP WallsendSlipwayCo. (Lim.),Nwc. | | V | |
| 1859 **Oranmore** **IronScSr** *R.Campbell* –94 ~~*ss*Lon.No.2–90~~ 2*Dks*(1*Irn*)& *Awngdk*4*trB* *ss*Lon.No.3–11,94 | 3377 2510 2215 | ✠100A1 *Awng dk with freeboard* ~~7,94~~ ~~5,94~~ 1,95 ~~BS5,94~~ ~~BS10,93~~ ✠LMC~~8,00~~ 8,94 | Lon LA&CP | *v* | 1882 7mo *WB=* | BarrowSB Co.(Lim.) Barrow *DBu E&B*78′ | **SSOranmore(Lim) (W.Johnston&Co. Lim.)** 230*t FPT*74*t APT*48*t MT*26′273*t deept* | 340·0\|40·4\|24·2 31·2 BK9″ 5*BHCem* *ankf*32′350*t* | Barrow British 5*BHCem* 2DB,*12pf*,GS231 BarrowS.B.Co(Lim.),Brw. | C.2Cy.42″&80″–48″ (*j*) 80lb *65lb* 800HP | 26 ″ 1 s 3 ″ 1 | | |
| 1860 **Orawaiti** **IronSc** *T.Spedding*90–92 1*Dk*(*pt Irn*) | 453 356 283 | | | | 1882 11mo | HM'Intyre &Co. Paisley | **UnionS.S.Co.ofNew Zealand(Lim.)** | 170·2\|26·1\|11·2 Q84′ F19′ | Dunedin British *WB* | C.2Cy.20″&40″–30″ 70HP Fleming&Ferguson,Psy. | | | |
| 1861 **Orbo** **SteelScSr** *T.Hughes*81–88 *ss*Liv.No.1–92 1*Dk*(*Stl*)2*trB* *Well deck* | 1821 1412 1178 | ✠100A1 ~~1,94~~ 11,94 BS1,95 ✠LMC8,92 Hul | Cff LA&CP | *r* | 1888 9mo | W.Hamilton&Co. PortGlasgow | **Strong,Reid&Page** | 264·3\|37·1\|17·7 Q96′B100′F38′ drp94 FK *WB=Cell* | Liverpool British 4*BHCem* *DB*218′307*t* | T.3Cy.21″,33″&54″–39″ (*s*) 160lb *80lb* 180HP 2SB.*6rf*,GS103 W.Kemp,Glasgow | 19″11 s 1 ″ 7½ | | |
| 1862 **Orca** **WoodScBk** *A.C.Sherman*92–93 2*Dks* | 628 — 462 | | | | 1882 | DickieBros SanFrancisco | **PacificSteam WhalingCo.** | 177·0\|32·5\|18·9 | S.Frncisco Utd.States | C.2Cy.17″&32″–27″ 250HP RisdonIronWorks,S.Fo. | | | |
| 1863 **Orcadia** **IronScSr** *J.Robertson* –93 *ss*Abn.No.3–11,92 1*Dk* | 198 161 50 | ✠ B 1 ~~8,94~~ ~~11,92~~ ✠NE84 ✠NB11,92 ✠LMC11,92 | Abn A&CP | | 1868 1mo | Readhead, Softley& SouthShields | **OrkneySteamNav. Co.(Lim.)** | 140·1\|20·2\| 9·2 Q35′B25′ len84 BK6″ | Kirkwall British 4*BHCem* | C.2Cy.19″&36″–24″ (*s*) 80lb NDB84 60HP 1SB,*3pf*,GS46HS1037 Hall,Russell&Co.,Abn. | 9 ″ 6 | BT till ~~1,95~~ 5,95 | |
| 1864 — **WoodScK** | 100 | | | | 1893 | J.Lindsey Newcastle | **R.Irvin** | 85·0\|18·5\|10·0 | N.Shields British | C.2Cy.14″&29″–20″ 30HP Baird&Barnsley,N.Shields | | | |
| 1865 **Orcana** **SteelSc4MstSr** *T.E.Kite* –93 3*Dks* | 4803 3913 3080 | | | | 1893 | Harland& Wolff(Lim.) Belfast | **PacificSteam Nav.Co.** | 401·0\|47·6\|27·6 P57′ B147′ F41′ | Liverpool British *WB* | T.3Cy.29″,48″&79″–60″ 599HP Harland&Wolff(Lm.),Bel. | | BT till ~~9,94~~ ~~3,97~~ 9,95 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equirement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. / Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 166 99089 | **Orchid** *G.Ayers* –92 | **SteelPad** 1*Dk* | 137 137 83 | | | | 1892 | R.&H. Green London | VictoriaSteam-boatAssociation (Lim.) | 125·0 | 20·0 | 6·9 | London British | O.2Cy.21½″–22″ 24HP J.Penn&Sons,London | |
| 167 63327 JTRP | **Orchis** *G.King*88–88 | **IronScBg** 5thSurvey,Ant.10,92 2*Dks*3*trB* | 1765 1712 1138 | ✠ A1*1 4,95 ~~6,98 7,01~~ | Lon | Lv | 1870 11mo | J.G.Lawrie Glasgow | Westcott&Lau-rance | 280·5 H53*t* | 33·8 BK10″ | 24·9 5*BH* | Liverpool British | C.2Cy.34″&60″–39″ NB84 200HP J.Howden&Co.,Glasgow | 26 ″ 8 5 ″ 6½ |
| 168 LCDV | **Orconera** *Dusing*88–93 | **IronScSr** *ss*Rot.No.3–5,91 1*Dk*2*trB* | 1241 1151 888 | ✠90A1 4,94 ✠NB6,91 | Bbo A&CP LMC4,94 | *o* | 1874 4mo | M.Pearse& Co. Stockton | F.Krupp | 241·5 F24′ ND91 | 31·4 FK | 19·3 *W* | Kiel German *B*=*DB*150′ | C.4Cy.16″,24″,32″&48″–36″ 200lb (*s*) 120HP 2SB,*4rf*,GS62,HS1860 *Qpd.*91 Koninklij.Maats.de Schelde,Flushing | |
| 169 LCDV | **Örebro I.** *L.S.Andersson* –88 | **IronScSp** 1*Dk*&*Shelterdk* | 197 76 139 | | | | 1888 | MotalaCo. Motala | ÖrebroNyaRederi Aktiebolag (G.Flodman) | 95·7 H16′ | 19·8 | 6·4 13·2 | Örebro Swedish | C.2Cy.16″&32″–19½″ 60HP MotalaCo.,Motala | |
| 170 LCDV | **Örebro II.** *F.O.Ringvall*77–92 | **IronScSp** (*ex*Örebro) 1*Dk*&*Awngdk* | 219 98 178 | | | | 1872 | MotalaCo. Motala | ÖrebroNyaRederi Aktiebolag (G.Flodman) | 95·9 H14*t* | 20·8 F15′ | 7·5 14·3 | Örebro Swedish | C.2Cy14½″&29¼″–19½″&20½″ 40HP MotalaCo.,Motala | |
| 171 86285 HMDJ | **Oregon** *J.Gibson* –91 | **IronScBn** *ss*Liv.No.2–91 3*Dks*(*UIrn*-ws)&*Awngdk* | 3672 2650 2373 | ✠100A1 *Awng dk* *load line* 24*ft* 12,94 ~~3,94~~ ~~S84,98~~ ✠LMC1,91 | Liv LA&CP | *w* | 1882 12mo | C.Connell &Co. Glasgow | Mississippi& DominionS.S.Co. (Lim.) ~~(Flinn, Main&Montgomery, *Mgrs.*)~~ | 360·7 B134′F46′ | 40·3 BK11″ | 24·9 32·5 6*BH Cem* | Liverpool British 3DB | C.2Cy.48″&87″–54″ (*j*) 80lb *50lb* 500HP J.&J.Thomson,Glasgow | |
| 172 19485 JSTQ | — *Polemann* | **IronScBn** 2*Dks*&*Spardk* | 2335 — 1642 | | | | 1877 | J.Roach& Son Chester,Pa. | UnionPacific RailwayCo. | 283·0 | 37·4 | 23·4 | Portlnd,O. Utd.States | C.2Cy.36″&60″–54″ 450HP J.Roach&Son,Chester,Pa. | |
| 173 99597 | — *W.Agerskow*94–94 | **IronScK** 1*Dk* | 163 151 62 | ✠100A1 *Stm Trawler* 4,95 ~~5,98~~ ✠LMC5,93 | Hul LA&CP | | 1893 5mo | Cochrane &Cooper Beverley | T.Hamling&Co. (Lim.) | 108·0 Q20′ | 21·0 BK7½ | 11·0 | Hull British 3*BH Cem* | T.3Cy.13″,21″&34″–24″ (*s*) 160lb 59HP 1SB,*2cf*,GS29,HS909 C.D.Holmes&Co.,Hull | 11 ″ 10 |
| 174 620 HQTM | **Orel** *C.Kasy* –90 | **SteelTwinSc3MstSr** 2*Dks*(*Stl*-ws)&*Spardk*(*Stl*-ws)&*Web frames* | 4528 4470 2400 | ✠100A1 *Spar dk* 2,90 ✠LMC8,90 | Nwc A&CP | *y* | 1890 2mo | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | RussianVolunteer FleetAssociation | 432·0 WB=*Cell* | 48·0 BK12′ | 24·1 32·1 8*BH Cem* *DB*320′600*t* | Odessa Russian 4DB,*24rf*,GS616 HS17204 | T.3Cy.34″,54″&85″–51″ (*s*) 160lb *80lb* 938HP Hawthrn Leslie&Co(Lim.) Nwc. | 27 ″ 0 |
| 175 102803 | **Orellana** *H.W.Hayes* –93 | **SteelSc4MstSr** 3*Dks* | 4821 3914 3095 | | | | 1893 | Harland& Wolff(Lim.) Belfast | PacificSteamNav. Co. | 401·0 P57′ | 47·6 B147′ | 19·9 F41′ *WB* | Liverpool British | T.3Cy.29″,48″&79–60″ 599HP Harland&Wolff(Lim),Bel. | |
| 176 KMJS | **Orenoque** | **IronSc** 3*Dks* | 3705 — 2459 | | | | 1874 | Messageries Maritimes LaCiotat | Messageries Maritimes | 393·7 H192*t* | 39·7 F50′ | 30·9 | Marseilles French | C.3Cy.43¼″&(2)60¼″–43½″ 600HP Mess.Mar.,LaCiotat | |
| 177 5 HPMK | **Oreste** *Benedettich*68–87 | **IronScSr** 1*Dk* | 956 — 558 | | | | 1867 | Lloyd Austro-Ungarico Trieste | LloydAustriaco | 207·5 | 28·5 | 19·7 | Trieste Aust.-Hung. | C.2Cy.33″&55″–27″ 134HP StabilimentoTecnico,Tri. | |
| 178 Wrecked 5,94 | **Orestes** | **IronScSr** | 1993 1866 1279 | | | | 1877 | Scott&Co. Greenock | | 316·5 | 35·2 | 26·0 | Japanese | C.2Cy.26½″&56″–52″ 300HP GreenockFoundryCo.,Grk. | |
| 179 96129 KWJP | — *J.Westcott*79–94 *Well deck* | **IronScSr** 1stSurvey,Nwc.11,93 1*Dk*(*pt Irn*)2*trB* | 1710 1364 1066 | ✠ A1*1 3,94 | Shl LA&CP | Lv | 1888 12mo | Schlesingr, Davis&Co. Newcastle | Westcott& Laurance | 260·0 P30′Q101′B50′ F32′ WB=*DBa*&*f* | 36·3 BK9″ | 19·3 4*BH* 1PBH *Cem* | London British 2SB,*6f* Black,Hawthorn&Co.,Gts. | C.2Cy.33″&63″–39″ 180HP | 20 ″ 6 3 ″ 2·4½ |
| 180 NLPF | **Öresund** *C.Bang*87–87 | **IronPadSr** (*ex*Lorne) 1*Dk* | 258 214 143 | | | | 1871/75 | A.McMil-lan&Son Dumbarton | ForenedeDamp-skibsselskab | 211·7 H17*t* | 19·0 | 7·3 *WB* | Copnhagn Danish | 2Cy.40″–60″ 120HP J.&J.Thomson,Glasgow | |
| 181 NCKF | — *P.G.Lind* –89 (*SalvageVessel*) | **IronScSr** 1*Dk* | 196 192 119 | | | | 1865 | Burmeister &Wain Copenhagen | Em.Z.Svitzer's Bjergnings Enterprise | 133·1 B7*t* | 21·1 | 11·9 *WB* | Copnhagn Danish | C.4Cy.15″&30″–20″ 60HP Burmeister&Wain,Cpn. | |
| 182 75219 SLPQ | **Oreti** *A.Anderson* –89 | **IronSc3MstSr** 1*Dk* | 219 156 138 | | | | 1877 | Kincaid& McQueen Dunedin | UnionS.S.Co.of N.Z.(Lim.) | 135·5 Q23*t* | 18·3 H41*t* | 8·6 | DunednNZ British | C.2Cy.18½″&31″–21″ 50HP Kincaid&McQueen,Dundn. | |
| 183 86 RGCV | **Oreto** *G.B.Dagnino* | **IronScSr** (*ex*Camoens) | 1251 937 799 | | | … | 1871 1mo | A.Leslie& Co. Newcastle | Nav.Gen.Italiana | 248·3 | 29·3 | 16·7 | Palermo Italian | C.2Cy.28″&52″–36″ NB82 209HP R.Stephenson&Co.,Nwc. | |
| 184 98178 | **Orfordness** *H.J.Litten*88–90 1*Dk*(*Irn*)&*Webframes*&*pt Awngdk*(*Irn*) | **SteelScSr** *ss*Bry.No.1-95 | 1934 1430 1260 | ✠100A1 *pt Awng dk* *withfreeboard* 1,95 ~~12,93~~ ✠LMC ~~10,96~~ 1,95 | Bly LA&CP Bry | *r* | 1890 10mo | Richardsn Duck&Co. Stockton | Farrar,Groves& Co. | 270·0 Q105′ drp95 *pt Awngdk*165′ WB=*CellDB*226 | 37·1 FK | 17·0 4*BH* *pt Asp* *pt Cem* | London British 2SB,*4cf*,GS60,HS2800 | T.3Cy.21″,34″&56″–36″ (*s*) 160lb *75lb* 160HP Blair&Co.(Lim),Stockton | 19 ″ 6 8 ″ 1 |
| 185 95825 LRFB | **Oria** *T.G.Turney*88–90 1*Dk*(*Stl*)&*Webframes*&*pt Awngdk*(*Irn*) | **SteelScSr** *ss*Hul.No.1-94 | 2167 1574 1381 | ✠100A1 *pt Awng dk* *withfreeboard* ~~Bry~~ Off 10,94 ~~1,98~~ ✠LMC ~~4,96~~ 1,94 | Hul LA&CP | *s* | 1890 5mo | R.Thomp-son&Sons Sunderland | W.S.Bailey | 280·5 P33′Q72′ drp98 | 38·9 BK9″ *pt Awngdk*175′ | 18·3 6*BH Cem* 471*t APT*34*t* | Hull British 2SB,*6rf*,GS101 G.Clark(Lim.),Sunderland | T.3Cy.21″,35″&57½″–39″(*r* 160lb *60lb* 180HP | 20 ″ 10 8 ″ 6 |
| 186 81265 SMGJ | **Orianda** *J.Evans*93–93 | **IronScSr** 3rdSurvey,Cpl.2,92 2*Dks*(1*Irn*) | 1478 1362 945 | ✠ A1*1 1,95 ~~3,94 6,98~~ | Cff Liv | Lv | 1879 3mo | R.&J. Evans&Co. Liverpool | "Orianda"S.S.Co. (Lim.) (E.Morgan&Co.) | 256·0 P54*t*F40*t* | 32·3 BK9″ WB=*DBa FPT* | 22·3 3*BH* 1PBH | Liverpool British 2SB,*4f* DeWinton&Co.,Carnarvon | C.2Cy.28″&50″–30″ 120HP | 23 ″ 4 3 ″ 8 |

| 1 Sis. in Book. / Official No. / Code Letters. | 2 | 3 Steamer's Name. Material, Rig, &c. *Late Name if any.* Master. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned and now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which Vessels of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 187 | | **Orient** **IronSc4MstBk** *H.E.Inskip* –93 *ss*Lon.No.3–10,88 *ss*Lon.No.1–93 4*Dks*(2*Irn*&1*pt Irn-Uws*) | 5365 5118 3231 | ✠100A1 ~~2,94~~ 2,94 3,95 BS2,94 ✠LMC2,93 3,95 | Lon A&CP | *a*† | 1879 6mo | J.Elder& Co. Glasgow | Orient Steam Nav. Co.(Lim.) | 445·6 P30′Q72′ BK12′ *WB*=*DBa*54′*MT*28′ | 46·3 26·6 | 35·1 *pt Awng dk*183′ FK 8*BHCem* 384*t APT*32*t* | Glasgow British | C.3Cy.60″&(2)85″–60″ (*i*) 75lb *65lb* 1000H 4DB,GS264 J.Elder&Co.,Glasgow | 36 ″ 11 s 11 ″ 4 | BT till ~~2,96~~ 2,96 |
| 188 | | **SteelScSr** *A.Valentino* 1*Dk*(*Stl*)&*Webframes&pt Awng dk*(*Irn*) *Elec.light* | 2307 1788 1496 | ✠100A1 *pt Awng dk with freeboard* 7,94 ~~2,94~~ ✠LMC1,91 | Msl A&CP Liv | *x* | 1891 1mo | Bartram, Haswell& Co. Sunderland | Soc.Anon.Ung. di Armamento Marittimo Oriente | 285·0 P30′Q72′ *pt Awng dk*183′ FK *WB*=*CellDB*236′ | 38·4 26·6 | 19·6 *384t APT*32*t* | Fiume Aust.-Hung. 6*BHCem* | T.3Cy.21½″,35″&58″–39″ (*s*) 160lb *80lb* 200H 2SB,*6cf*,GS85 J.Dickinson,Sunderland | 22 ″ 1 s 8 ″ 9 | |
| 189 | | **IronSc** *Provitola* (*ex*Baron de Lambermont,*ex*Meandre) | 1060 — 574 | | | | 1856 | G.K.Stothert&Co. Bristol | Caillol&Saint-Pierre | 226·7 | 27·7 | 15·2 | Marseilles French | C.2Cy.29½″&41½″–31½″ 116H Fraissinet&Co.,Marseilles | | |
| 190 | | **IronScSr** *R.Harcus*78–78 | 723 693 459 | | | | 1859 | Barclay, Curle&Co. Glasgow | Leith,Hull&Ham. Stm.Pkt.Co. (J.Currie&Co., *Mgrs.*) | 226·7 P30*t* | 27·7 | 15·2 | Leith British | C.2Cy.24″&42″–30″ NE73 70H J.Penn&Sons,London | 16 ″ 0 s 2 ″ 10 | |
| 191 | | **Orienta** **IronScBkn** *H.A.Brown* –94 *Elec.light* (*ex*La Plata,*ex*Norfolk) | 3212 3147 2050 | | | | 1879 | R.&H. Green London | ~~Orienta Stm.Yacht-ing Assoc.(Lim.)~~ Norse King S.S.Co(Lm) (R.B.Birrie&J.J.Ballantine,*Mgrs.*) | 332·4 | 40·1 | 32·9 | London British | C.4Cy.31¾″&76″–51″ 600H Humphrys,Tennant&C.Ln | | BT till 10,94 |
| 192 | | **Oriental** **SteelSc3MstSr** *L.H.Moule* –92 2*Dks*(*UStl-ws*)&*Spardk*(*Stl*-ws)4*trB* *Elec.light* | 4972 4747 2712 | ✠ *Spar dk* 10,90 ✠ | Lon LA&CP | *z* | 1889 2mo | Caird&Co. (Lim.) Greenock | Peninsul.&Orient. Stm.Nav.Co. | 410·5 *WB*=*DBa*43′ | 48·0 34·3 BK9″ 8*BHCem* 52*t FPT*26*t* | 26·0 | Greenock British | T.3Cy.38″,59½″&96″–66″ 1200H 3D&2SB,*24cf*,GS260, HS13415 Caird&Co.(Lim.)Greenock | 28 ″ 0 s 10 ″ 1 | BT till ~~7,94~~ 5,95 |
| 193 | | **IronScSr** *Fannucci* 1*Dk* | 111 — 65 | | | | 1880 | Reiherstieg Schiffswerfte Hamburg | Messageries Fluviales de Cochinchine | 71·2 P38′Q— | 10·9 | 6·6 | Saigon French | 2Cy.8″–10″ 18H ReiherstiegSchiffswerfte | | |
| 194 | | **Oriente** | 585 439 398 | | | | 1891 | Laird Bros. Birkenhead | | 200·0 | 30·0 | 12·1 | | T.3Cy.11½″,18½″&29″–21″ LairdBros,Birkenhead | | |
| 195 | | **Oriente G.** **IronPad** *C.Vabuglia* (*ex*Capitan,*ex*General Racedo,*ex*General Escobar) | 304 — 188 | | | | 1869 | Rowan& Co. Glasgow | F.Garbino | 160·0 | 19·0 | 9·0 | Bns.Ayres Argentine | 100H Rowan&Co.,Glasgow | | |
| 196 | | **Origen** **SteelScSr** ~~*J.R.Harrison* –98 *ss*Nwc.No.1–98~~ (*ex*Gloamin) 1*Dk*(*Stl*)&*Spardk3trB* *Elec.light* *J.H.Johnson* *ss*Abn.No.2-94 | 1612 1482 ~~999~~ 1034 | ✠100A1 ~~9,94 4,94~~ 2,95 BS2,95 ✠LMC1,94 Abn | Liv LA&CP | *q* | 1886 4mo | Hall,Russell&Co. Aberdeen | Booth S.S.Co(Lim) (A.Booth&Co., *Mgrs.*) | 250·6 B57′F36′ *WB*=*CellDB*196′ | 34·6 BK9′ | 22·7 *5BHCem* 255*t FPT*35*t* | Liverpool British | T.3Cy.19″,30″&50″–42″ 170lb *80lb* 170H 2SB,*6cf*,GS90 Hall,Russell&Co.,Abn. | 17 ″ 8 s 6 ″ 0½ | BT till ~~1,95~~ 9,95 |
| 197 | | **Orinoco** **SteelSc3MstSr** *W.Gillies* –91 *Elec.light* 3*Dks*(1*Stl*)&*Spardk*(*Stl*-ws) | 4434 3165 2349 | ✠ *Spar dk* 11,86 ✠ | Grk LA&CP | *x* | 1886 9mo | Caird&Co. Greenock | Royal Mail Steam Packet Co. | 409·7 | 45·0 33·4 | 25·4 10*BHCem* | London British | T.3Cy.42″,62″&96″–66″ 870H Caird&Co.,Greenock | 27 ″ 3 s 10 ″ 9 w 11 ″ 3 | BT till ~~1,96~~ 11,95 |
| 198 | | **IronScSr** *P.J.Fraser*83–93 *ss*N.Yk.No.3–1,93 2*Dks*(1*Irn*)&*Spardk* | 1864 1739 1200 | ✠100A1 *Spar dk* 5,94 BS3,94 ✠LMC1,93 | N Yk LA&CP | *r* | 1880 12mo | W.Gray& Co. W Hartlepool | Quebec S.S.Co. | 270·4 B90′F— *WB*=*DBa*78′ 111*t MT*12′ | 34·6 25·5 BK9″ 4*BHCem* 128*t FPT*40*t* | 17·5 | London British | C.2Cy.38″&71″–45″ (*i*) 80lb 200H 2SB,*Spf*,GS117 Blair&Co.(Lim.),Stockton | | |
| 199 | | **IronScK** *J.Lynn*91–91 1*Dk* | 154 143 60 | ✠100A1 *Stm Trawler* 4,95 ~~7,91~~ ✠LMC7,91 | Hul LA&CP | | 1891 7mo | Cochrane, Cooper& Schofield Beverley | T.Hamling&Co. (Lim.) | 103·2 Q19′ | 21·0 BK7½ | 10·8 3*BHCem* | Hull British | T.3Cy.12½″,19½″&31½″–22½″ 160lb (*s*) 50H 1SB,*2cf*,GS29,HS780 C.D.Holmes&Co.,Hull | 11 ″ 7 | |
| 200 | | **Oriole** **SteelPadSr** *G.F.Fishenden* –93 | 643 404 387 | | | | 1888 | J.Scott& Co. Kinghorn | General Stm.Nav. Co. | 230·0 Q8*t* | 27·6 | 9·8 | London British | C.D.2Cy.34″&62″–66″ FD 300H J.Scott&Co.,Kirkcaldy | | BT till ~~1,94~~ 10,95 |
| 201 | | **Orion** **SteelScSr** *W.Lang* –92 *ss*Liv.No.1–94 1*Dk*(*Irn*)&*Spardk*(*Stl*-ws)3*trB* | 3242 3033 2087 | ✠100A1 *Spar dk* 6,94 ~~3,94~~ ✠LMC1,94 | Liv A&CP | *v* | 1889 12mo | R.Dixon& Co. Middlesbro' | Charente SS.Co. (Lim.) (T.&J.Harrison, *Mgrs.*) | 350·0 B76′F41′ *WB*=*MT*32′390*t* | 40·2 27·8 BK11′ 6*BHCem* | 20·2 | Liverpool British | T.3Cy.24″,40″&66″–45″ (*s*) 160lb *80lb* 400H 2DB,*8pf*,GS110 Blair&Co.(Lim.),Stockton | 21 ″ 5 s 6 ″ 11½ | BT till ~~1,94~~ 6,95 |
| 202 | | **IronScSr** *W.Smith* 1*Dk2trB* | 1787 — 1170 | | | | 1887 | Harlan& Hollingsworth Co. Wlmngtn Dl. | Boston Towboat Co. | 261·5 *WB* | 38·1 | 23·5 | Boston Utd.States | C.2Cy.30″&56″–54″ Harlan & Hollingsworth Co.,Wilmington | | R |
| 203 | | **SteelScSr** *E.Ljungberg*88–88 *ss*Nwc.No.2–93 1*Dk*(*Stl*)&*Awngdk3trB* | 1085 1070 668 | ✠100A1 *Awng dk with freeboard* 2,95 ~~3,94~~ BS3,94 ✠LMC2,93 2,95 | Nwc LA&CP Hul | *n* | 1884 5mo | Bremer Schiffs Ges. Vegesack | Finska Ångfartygs Aktiebolaget | 210·0 *WB* | 30·0 BK8″ 4*BHCem* | 14·6 *WB*=*CellD*178′ | Helsingfrs Russian | C.2Cy.25″&46″–33″ (*i*) 85lb *75lb* NDB88 120H 1SB,*2cf*,GS52 *2rf* GuteHffngshutteStrhrde 235*t* *Freeboard to Awng dk* | 15 ″ 3 1 ″ 4½ 8 ″ 7 | |
| 204 | | **IronScSr** *Gran* 1*Dk*&*Awngdk3trB* | 681 657 412 | | | | 1874 | H.Murray &Co. Port Glasgow | Det Bergenske Dampskibssel-skab | 180·5 H24*t* | 26·2 | 14·0 20·9 *WB* | Bergen Norwegian | C.2Cy.29″&54″–30″ 120H R.Steele&Co.,Greenock | | |
| 205 | | **WoodSc** *A.Milligan* (*ex*Isaac May) | 591 533 402 | | | | 1872 | S.Andrews &Son Welland | Collins Bay Rafting &Forwarding Co. | 173·0 P23*t* | 30·0 | 13·0 | Toronto British | 1Cy.30″–30″ 30H Doty Eng.Co.,Toronto | | |
| 206 | | **IronScSr** *A.V.L.Larsson*76–86 1*Dk* | 398 229 309 | | | | 18 6/8 4 | Bergsunds Mek.Verk Stockholm | Malmö Nya Ångb. Aktieb (H.Bager) | 167·6 P99′ H24*t* | 22·3 F20′ | 10·3 | Malmö Swedish | C.2Cy.20″&41″–24″ 80H W.Lindberg,Stockholm | | |
| 207 | | **IronSc** *Tomentino* | 220 — 114 | | | | 1869 | Sherman Buenos Ayres | Coll,Sarda&Co. | 100·0 | 16·6 | 7·6 | Bns.Ayres Argentine | 34H | | |
| 208 | | **IronScSr** *H.H.N.Vogeler* 1*Dk* | 196 — 152 | | | | 1874 | Baltische Waggon-Fabrik Greifswald | H.H.N.Vogeler | 127·3 | 20·9 | 9·6 | Bremen German | 2Cy.8″–12″ 35H Baltische Waggon-Fabrik | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au pavillon du navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 209 QFNV | **Orion** IronScTrawler<br>*H.Reinders* –92 1*Dk* | 158<br>148<br>69 | | | | 1891 | F.W. Wencke Bremerhaven | G.Ihlder,jun. | 106·0 22·0 11·0<br>B7′ | Brmrhavn German | C.2Cy.17½″&30½″–21½″ 60HP<br>Act.Ges.Pauksch,Lndsbrg | |
| 210 144 HPNB | **Orion L.** IronScBk<br>*Mattiazzi*87–87 3*Dks*(*UIrn*-ws) | 2841<br>—<br>1760 | | | … | 1881 12mo | Caird&Co. Greenock | LloydAustriaco | 340·4 38·1 28·0<br>F38′ | Trieste Aust.-Hung. | C.2Cy.42″&80″–48″ 286HP<br>Caird&Co.,Greenock | 29 × 6·4 |
| 211 80 RGHJ | **Orione** IronSc3MstSr<br>*V.E.Lavarello*85–85 2*Dks*&*Spardk* | 3971<br>2664<br>2296 | | | … | 1883 6mo | R.Napier &Sons Glasgow | Nav.Gen.Italiana | 380·0 42·1 24·9<br>H190*t* F34′ 32·6 | Genoa Italian *WB* | C.3Cy.51″&72″–60″ 850HP<br>R.Napier&Sons,Glasgow | |
| 212 93688 KHLG | **Orizaba** SteelSc4MstSr<br>*A.W.Clarke* –92 3*Dks*(2*Stl*)&*Spardk*(*Stl*)<br>*Elec.light* | 6077<br>5688<br>3303 | ✠ *Spar dk* 3,89 | Lon LA&CP | Lv | 1886 5mo | BarrowSB. Co.(Lim.) Barrow | PacificSteamNav. Co. | 460·0 49·3 19·4<br>P35′ F47′ 35·3 | Liverpool British | T.3Cy.40″,66″&100″–72″ 1200HP<br>8*BH* 3PBH *Cem*<br>Barrow S.B.Co.(Lim.)Brw.<br>*WB*=*Cell DB* | |
| 213 155177 KGVM | — SteelScSr<br>*J.McIntosh* –90 2*Dks*&*Hurdk* | 3497<br>—<br>2334 | | | | 1890 | Delaware RiverIron SB&EBCo Chester,Pa. | NewYork&Cuba MailS.S.Co. | 336·2 43·2 22·0 | NewYork Utd.States | T.3Cy.28″,44″&70″–48″<br>DelawareRiverI.S.B.Co., Chester,Pa. | |
| 214 119 RGHP | **Orizzonte** IronSc3MstSr<br>*L.Mezzano*86–86 *ss*Msl.No.3–12,86 (*ex*Francesca, *ss*Gen.No.2–93 *ex*St.Petersburg) 1*Dk*2*trB* | 599<br>558<br>442 | ✠ ⓐ1 1,95 ~~11,98~~ LMC11,93 | Gen | | 1856 | Palmer Bros.&Co. Newcastle | Merli&Lugaro | 188·7 26·6 15·7<br>Q14*t* lrp93 BK7″ | Genoa Italian | C.2Cy.20″&40″–33″ 70HP<br>75lb NE74 NB91 *refitted*93<br>1B *65lb*<br>4*BHCem*<br>Bailey&Leetham,Hull | |
| 215 95202 KRPV | **Orkla** SteelScSr<br>*J.T.Sutherland*82–88 *ss*Lth.No.1–92 1*Dk*(*Stl*)&*Webframes*<br>*Well deck* | 2070<br>1538<br>1325 | ✠100A1 5,94 BS5,94 ✠LMC8,92 | Lth A&CP | *r* | 1888 5mo | S.P.Austin &Son Sunderland | C.Salvesen&Co. *WB*=*Cell LB* 244′ 529*t* | 282·3 38·1 17·8<br>P31′Q72′B124′ F29′ BK9½″<br>*FPT* 45*t* *APT* 34*t* | Leith British 6*BHpt Asp pt Cem* | T.3Cy.21″,35″&57″–39″ (*a*) 160HP<br>160lb *80lb* 2SB.6*cf*,GS100<br>G.Clark,Sunderland | 20 × 3<br>s 2 · 0 |
| 216 60199 JPVG | **Orlando** IronScSr<br>*R.T.Jones* –94 *Well deck Elec.light* | 1535<br>1197<br>997 | | | … | 1869 12mo | C&W Earle Hull | T.Wilson,Sons&Co (Lim.) | 274·0 32·2 19·0<br>P172′ F29′<br>len78 FK | Hull British | C.2Cy.38″&76″–36″ 300HP<br>NB78<br>C.&W.Earle,Hull | |
| 217 83361 | **Orleans** WoodSc<br>*W.Boldue*83–93 1*Dk* | 181<br>103<br>108 | | | | 1882 | A.T.Beaulieu Levis,Quebec | LevisMaritime& IndustrialCo. | 102·9 21·0 8·5<br>H47*t* | Quebec British | C.2Cy.17″&34″–28″ 48HP<br>A.T.Beaulieu,LevisQuebec | |
| 218 89704 KHWL | **Ormerod** IronScSr<br>*J.Beckerleg* –91 *ss*Fal.No.2–93 1*Dk*(*Irn*) | 474<br>426<br>277 | ✠100A1 1,94 BS1,94 ✠LMC1,93 | Hay LA&CP | *h* | 1885 6mo | Oswald, Mordaunt &Co. Southampton | J.H.Bennetts | 171·0 25·1 11·6<br>B42′F24′ BK7″<br>*WB*=*DB* 35′*f* 68′ | Penzance British | C.2Cy.21″&42″–30″ (*a*) 75HP<br>100lb *60lb*<br>4*BHCem*<br>1SB.2*cf*,GS39<br>Oswald,Mordaunt&C.,Sou. | 13 × 1<br>s 1 · 5 |
| 219 97384 LNGH | **Ormesby** SteelScSr<br>*J.A.Murquest* –92 *ss*Bry.No.1–94 *Well deck* 1*Dk*(*Irn*)2*trB*&*Webframes* | 2813<br>2163<br>1828 | ✠100A1 10,94 ~~1,94~~ ✠LMC1,94 | Bry A&CP | *t* Cff | 1890 1mo | Ropner& Son Stockton | R.Ropner&Co. | 314·0 40·4 20·2<br>P33′Q100′B118′ F31′ BK10″<br>*WB*=*Cell DB* 214′442*t* | W.Hartlpl British | T.3Cy.23″,38″&62½″–42″ (*r*) 160HP<br>160lb *80lb*<br>2SB,6*rf*,GS94,HS3890<br>Blair&Co.(Lim.),Stockton | 23 × 7<br>s 2 · 5 |
| 220 102625 | **Ormidale** SteelScBn<br>*B.K.Butler* –93 2*Dks*(*Irn*&*UStl*–ws)<br>*Elec.light* &*deep framing*,3*dk rule* | 3560<br>3324<br>2305 | ✠100A1 ~~3,94~~ 5,95 ✠LMC9,93 Cff | Liv LA&CP | *w* | 1893 9mo | Workman, Clark&Co. (Lim.) Belfast | R.&C.Allan | 361·0 44·5 26·5<br>P25′B76′F47′ BK10″<br>*WB*=*Cell DB* 290′ | Glasgow British | T.3Cy.25″,42″&68″–48″ (*s*) 180HP<br>2SB,6*pf*,GS115,HS4775<br>6*BHCem*<br>700*t* *APT* 46*t*<br>Workmn,Clark&Co.(Lim.) Belfast | 29 × 1 |
| 221 102644 | **Ormiston** SteelScBkn<br>*J.Darling* –93 2*Dks*(1*Irn*&*UStl*–teak s)<br>*Elec.light* &*deep framing*,3*dk Rule* | 3562<br>3324<br>2306 | ✠100A1 ~~5,94~~ 11,94 ✠LMC11,93 Liv | Grk LA&CP | *w* | 1893 11mo | Workman, Clark&Co. (Lim.) Belfast | R.&C.Allan | 361·0 44·4 26·2<br>P25′B76′F47′ BK10″<br>*WB*=*Cell* | Glasgow British | T.3Cy.25″,42″&68″–48″ (*s*) 180HP<br>2SB,6*pf*,GS115,HS4775<br>6*BHCem*<br>Workman Clark&Co(Lim.)<br>*DB* 290′701*t* *APT* 46*t* Bel. | 29 × 1 |
| 222 93341 KJQV | **Ormuz** SteelSc4MstBk<br>*W.E.White*86–90 *ss*Lon.No.1–90 4*Dks*(2*Stl*&1*pt Stl-Uws*) | 6031<br>5663<br>2940 | ✠100A1 ~~2,94~~ 6,94 ~~BS10,93~~ ✠LMC~~9,94~~ 11,94 | Lon LA&CP | *c*† | 1886 9mo | Fairfield Shpg.&Eng. Co.(Lim.) Glasgow | OrientSteamNav. Co.(Lim.) | 465·5 52·1 19·1<br>P46′F74′ 34·1<br>BK12″<br>*WB*=*Cell DB* 275′ | Glasgow British | T.3Cy.46″,73″&112″–72″ (*s*) 150HP<br>150lb *150lb* 1400HP<br>8*BHCem*<br>6D&1SB.*38cf*,GS899<br>808*t* *FPT* 38*t*<br>Fairfield,Shpbg&Eng.Co. (Lim.),Glasgow | 37 × 9 |
| 223 | **Örn** IronScSp<br>*J.Lindberg* –91 1*Dk* | 131<br>62<br>105 | | | | 1863 | MotalaCo. Motala | Ångf.Aktieb. "Vettern" (G.F.Petterson) | 103·1 16·5 6·6<br>Q34′ B40′ F34′<br>H7*t* | Motala Swedish | 2Cy.12″ 30HP<br>MotalaCo.,Motala | |
| 224 HVSP | **Örnen** SteelScSr<br>*L.Andersson*93–93 1*Dk*(*Irn*)&*Webframes*(*ptIrn*) | 1227<br>1063<br>779 | ✠100A1 8,94 ~~8,98~~ ✠LMC7,91 | Sld A&CP Hul | *o* | 1891 7mo | J.Blumer &Co. Sunderland | RederiAktiebol "Condor" (B.A.F.Georgii, *Mgr.*) *WB*=*Cell DB* 190′302*t* *FPT* 64*t* *APT* 17*t* | 236·4 34·1 16·6<br>B54′F22′H32*t* FK | Stockholm Swedish 4*BHCem* | T.3Cy.18~~8~~″,30″&49″–33″ 160HP<br>160lb *80lb* (*s*)<br>2SB,4*rf*,GS68,HS2200<br>N.EasternMar.E.Co.,Sld. | 19 × 0<br>s 2 · 9 |
| 225 NHLV | — IronScSr<br>*A.C.N.Holm* 1*Dk* | 106<br>90<br>73 | | | | 18$\frac{64}{72}$ | ..... Norrköping | ForenedeDamp-skibsselskab | 123·4 17·6 8·3<br>Q31′ F33′ | Nykjöbing Danish | C.2Cy.12″&24″–17½″ 30HP<br>Motala Co.,Gothenburg | |
| 226 JTQL | — SteelScSr<br>1*Dk* | 101<br>64<br>63 | | | | 1894 | Bergen | "Örnens" Rederi (C.Dahm) | 84·2 16·7 8·4<br>F10*t* P19*t* H7*t* | Bergen Norwegian | C.2Cy. 25HP | |
| 227 86119 HSMT | **Oro** IronScSr<br>*R.H.Fowler*86–88 *ss*Ant.No.2–91 (*ex*Anglo-Indian) 1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB* | 2123<br>2035<br>1372 | ✠100A1 *Spar dk* ~~2,94~~ ~~2,96~~ 4,95 ~~BS2,93~~ ✠LMC5,91 | Ant LA&CP Bry Hul | *r* BS2,94 | 1883 4mo | Campbell, Mackintosh &Bowstead Newcastle | PlateS.S.Co.(Lim) (Gellatly,Hankey, Sewell&Co., *Mgrs.*) | 277·0 37·6 24·2<br>B54′ FK<br>*WB*=*DB* 80′*f* 68′ 271*t* | Rochester British 5*BHCem* *Tpd*.90 | T.3Cy.26″,34″&46″–45″ (*i*) 80HP<br>80lb *80lb*<br>2SB,6*pf*,GS74<br>N.E.MarineE.Co. (Lim.),Sld. | 17 × 11<br>s 5 · 10 |
| 228 90993 KLDG | **Oroño** Iron&SteelScSr<br>*W.T.Handcock*86–93 *ss*Ant.No.1–91 1*Dk*(*Irn*)&*Spar dk*(*Irn*)&*Webframes* *Stlplating Irnframing* | 2033<br>1955<br>1322 | ✠100A1 *Spar dk* 8,94 ~~12,93~~ BS4,94 ✠LMC10,91 | Ant A&CP Cff | *r* | 1887 1mo | J.Laing Sunderland | PlateS.S.Co.(Lim) (Gellatly,Hankey, Sewell&Co., *Mgrs.*) | 272·0 35·5 18·1<br>B64′ 25·3<br>BK9″<br>*WB*=*DB* 184′44′282*t* | Rochester British 4*BHAsp* | T.3Cy.21″,34″&56″–42″ (*a*) 150HP<br>150lb<br>2SB,6*cf*,GS90<br>G.Clark,Sunderland | 19 × 4<br>s 5 · 8 |
| 229 93391 KMRV | **Oronsay** SteelScSr<br>*S.Andrews* –93 *ss*Hpl.No.1–92 1*Dk*(*Stl*)&*Webframes*<br>*Well deck* | 2070<br>1611<br>1350 | ✠100A1 ~~2,94~~ ~~2,96~~ 4,95 ~~BS10,93~~ 10,94 ✠LMC9,91 | Ams LA&CP Gls | *s* | 1887 6mo | Connell& Co. Glasgow | J.Gardiner&Co. *WB*=*Cell D B* 236′546*t* | 282·4 37·0 19·2<br>P25′Q82′B114′ F31′ BK10″<br>*APT* 80*t* | Glasgow British 5*BH Asp* | T.3Cy.22½″,36″&56″–39″ (*s*) 160HP<br>160lb *80lb*<br>1DB.6*cf*,GS90<br>J.&J.Thomson,Glasgow | 21 × 8<br>s 1 · 11 |

| 1 | 2 Steamer's Name. Material, Rig, &c. *Late Name if any.* Master. Special Surveys. | 3 No. of Decks, &c. | 4 Register Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. | in. | 15 Other Registers in which classed. Details of B.of Trade Pass.Cert. | 16 Mean Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 230 | **Orotava** *R.L.Routh* –94 *Electlight* | **SteelSc4MstSr** | 5552 5063 3096 | | | | 1889 | NavalConstrtn.&ArmamntsCo(Lim) Barrow | PacificSteam NavigationCo. | 430·0 P48′ | 49·3 F66′ | 34·2 | Liverpool British | T.3Cy.39″,61″&97″–66″ 1030H NavalConstruction&ArmamentsCo.(Lim.),Barrow | | | BT till ~~11,94~~ 11,96 | |
| 231 | **Oroya** *3Dks(2Stl)&Spardk(Stl)* *Electlight* | **SteelSc4MstSr** | 6057 5688 3266 | ✠ *Spar dk* 11,89 | Lon LA&CP | Lv | 1886 8mo | BarrowSB Co.(Lim.) Barrow | PacificSteam NavigationCo. | 460·0 P35′ | 49·3 F47′ | 19·4 35·3 | Liverpool British 8BH3PBH *Cem* | T.3Cy.40″,66″&100″–72″ 1200H Barrow S.B.Co.(Lim.)Brw. *WB=CellDB APT FPT* | | | BT till ~~1,96~~ 2,96 | 27·75 29·40 31·04 32·66 |
| 232 | **Orpheus** *J.Richards* –92 *ssLiv.No.2–90* *Well deck* *ssLiv.No.3–6,94* *1Dk(Irn)* | **IronScSr** | 328 269 183 | ✠100A1 ~~5,94 11,93~~ 10,94 BS~~10,93~~ drp93 ✠LMC2,~~90~~ 6,94 | Liv LA&CP | *f* | 1882 6mo | Campbletn S.B.Co. Campbletwn | SouthWales& LiverpoolSS.Co. (Lim.)(R.Gilchrist &Co.,*Mgrs.*) | 155·0 Q73′B14′F22′ ~~drp92~~ *WB=FPT* | 24·1 BK7″ | 10·8 4*BHCem* 24*tAPT*16*t* | Liverpool British 8SB,*3pf*,GS47 Dunsmuir&Jackson,Gls. | C.2Cy.20″&38″–30″ (*a*) 90lb *40lb* 65H | | 11 ″ 6 s 1 ″ 1½ | | |
| 233 | — *W.Beise*78–78 *1Dk* | **IronScSr** | 305 — 231 | | | | 18~~57~~67 | Act.Ges. "Vulcan" Stettin | NeueDampferCompagnie, Act. Ges. | 162·7 | 21·0 | 11·0 | Stettin German | C.2Cy.20½″&35½″–24¾″ 60H Act.Ges."Vulcan," Stettin | | | | |
| 234 | **Orpington** *W.Ross* –93 *ssSld.No.2–91* *1Dk(Irn)&Spardk(Irn)3trB* | **IronScSr** | 2308 2284 1497 | ✠100A1 *Spar dk* 10,94~~7,93~~ ✠NE&B7,~~93~~ ✠LMC7,~~93~~ Shl | Hpl A&CP | *r* | 1882 10mo | JLThompson&Sons Sunderland | R.Gordon&Co. *WB=D* | 265·0 *Ba84′f56′375tFPT* | 38·8 BK9½″ | 19·1 26·7 6*BHCem* 69*tAPT*47*t* | London British 2SB,*6pf*,GS91,HS3378 T.Richardson&Sns,W.Hpl | C.2Cy.21″,35″,&57″–39″ (*s*) 170lb *90lb* NDB93 200H | | 20 ″ 9 s 6 ″ 0½ | | |
| 235 | **Orrik** *I.Erichsen* –86 *1Dk&Hurdk* | **IronScSr** | 409 280 249 | | | | 1885 | Jernsk.ag. Mskinbygg Elsinore | Jydsk-Engelske Dampskibsselskab | 148·3 *WB* | 24·3 | 11·1 17·8 | Aarhus Danish | C.2Cy.19″&35″–22″ 50H HlsingrsJernsk.agMsknbg | | | V | |
| 236 | **Orsino** *O.Evans*86–86 *ssShl.No.3–3,93* *2Dks(Irn)3trB* | **IronScBn** | 2048 1868 1342 | ✠100A1 ~~1,95 3,94 10,94~~ BS9,94 ✠LMC3,~~93~~ ~~Lgth~~ Off | Bry A&CP | *s* | 1880 7mo | R.Thompson,jun. Sunderland | H.Roberts&Son *WB=D* | 284·0 P24′B46′F34′ *Ba78′f38′194t* | 35·0 BK9½″ | 24·2 5*BHCem* *FPT*63*t* | London British 2SB,*4pf*,GS72 J.Dickinson,Sunderland | C.2Cy.34″&64″–42″ (*i*) ~~50lb~~ *60lb* 70lb 200H | | 25 ″ 5 s 4 ″ 4 | | |
| 237 | **Ortégal** *4Dks* | **SteelSc** | 3570 — 2631 | | | | 1884 | Messageries Mar. LaCiotat | Messageries Maritimes | 328·5 H57*t* | 45·3 | 32·4 | Marseilles French | C.2Cy.36″&54″–36″ 350H MessageriesMar.,LaCiotat | | | | |
| 238 | **Ortigia** *B.Gavino* *Spardk* | **IronScBn** | 1870 1762 1157 | | | | 1877 | Flli. Orlando Leghorn | Navigazione Generale Italiana | 300·2 B58′ | 33·1 | 25·7 | Palermo Italian | C.2Cy.30″&56½″–36″ 260H Flli.Orlando,Leghorn | | | I | |
| 239 | **Oruba** *L.Hay* –91 *Electlight* | **SteelSc4MstSr** | 5552 5063 3096 | | | | 1889 | NavalConstruction& Armaments Co.(Lim.) Barrow | PacificSteam NavigationCo. | 430·0 F66′ | 49·3 | 34·2 | Liverpool British | T.3Cy.39″,61″&97″–66″ 1030H NavalConstructn.&ArmamentsCo.(Lim.),Barrow | | | BT till ~~7,94~~ 7,95 | |
| 240 | **Orvar Odd** *C.Carlsson*87–88 *1Dk* | **CompScSr** | 222 205 163 | | | | 1871 | J.Bang Eckerna | C.G.O.Winter | 103·0 | 20·8 | 13·4 | Krlskrona Swedish | C.2Cy.9½″&26½″–8¼″ 24HP J.Keiller,Gothenburg | | | | |
| 241 | **Orwell** *C.Cox*65–78 | **IronPad** | 114 114 72 | | | | 1873 | Lewis& Stockwell London | Gt.EasternRailwayCo. | 125·5 | 17·5 | 6·9 | Ipswich British | O.2Cy.30″–33″ NB80 52HP J.Penn&Son,London | | | BT till ~~4,95~~ 3,96 | |
| 242 | **Osborne** *L.Sawyie*78–94 *P.Rattie*83–94 *1Dk(Stl)&Spardk(Irn)&deepframing* | **SteelScSr** | 3133 2978 2033 | ✠100A1 *Spar dk* ~~8,94 11,94~~ 12,94 ✠LMC~~8,~~94 | Nwc LA&CP | *v* | 1894 4mo | C.S.Swan &Hunter Newcastle | ~~S.S.OsborneCo.~~ ~~(Lim.)~~ ~~(Raeburn&Verel)~~ Raeburn&Verel | 335·0 B80′F34′ *WB=CellDB* | 42·6 BK8½″ | 19·3 26·8 6*BHCem* 288′610*t* | Glasgow British 2SB,*6pf*,GS94,HS4828 G.Clark(Lim.),Sunderland | T.3Cy.26″,42″&69″–48″ (*r*) 160lb *80lb* 400H | | 21 ″ 9 | | |
| 243 | — *W.W.Wilson* *ssLth.No.3–5,85* *ssLth.No.2–93* *1Dk2trB* | **IronScSr** | 570 506 275 | ✠ ~~100A1~~ 1,95~~4,94~~ BS~~4,94~~ 1,95 ✠NB82 LMC5,~~98~~ | Lth | | 1863 2mo | Blackwood &Gordon Pt.Glasgow | G.Gibson&Co. | 211·6 P44′B57′F34′ ptND72pt88 srp93 | 27·1 BK6½″ | 14·1 4*BHptCem* *pt.1sp* | Leith British 1DB.*4pf*,GS72 Blackwood&Gordon,P.Gl. | C.2Cy.29″&51″–30″ (*s*) 70lb *40lb* NDBS2 NE72 120H | | 15 ″ 2 s 2 ″ 1 | BT till ~~1,96~~ 1,96 | |
| 244 | **Oscar** *E.Racich* –91 *1Dk(Irn)&Webframes* *Well deck* | **SteelScSr** | 1266 — 773 | ✠100A1 3,95 ~~4,94~~ ✠LMC~~4,94~~ 5,95 | Mdb A&CP | *o* | 1891 4mo | R.Dixon &Co. Middlesbro' | ~~C.G.Gargurevich &Co.~~ G.Goic&Co. *WB=Cell D B* | 234·0 Q89′B55′F24′ 120′228′ | 34·5 BK8″ | 16·2 4*BHCem* *APT*31*t* | Trieste Aust.-Hung. 1SB.*3pf*,GS58 N.E.MarineE.Co(Lim)Sld. | T.3Cy.19″,30″&49″–33″ (*s*) 160lb *~~80lb~~ 55lb* 120H | | 17 ″ 1 | A | |
| 245 | — *A.Stavenhagen*79– *Well deck* | **IronScSr** (*ex*Hilda) | 668 538 419 | | Trl | | 1872 9mo | Backhouse &Dixon Middlesbro' | P.Dimitriew | 190·0 Q68′ | 26·9 B55*t* | 15·3 F28′ | Odessa Russian | C.2Cy.24″&47½″–30″ 85HP Blair&Co.(Lim.),Stockton | | | | |
| 246 | — *H.Schröder*90–90 *1Dk* | **IronScSr** | 523 478 378 | | | | 1887 | Rostock S.&E.Co. Rostock | L.F.Mathies&Co. *WB* | 164·0 Q47′ | 25·5 B43′ | 12·6 | Hamburg German | T.3Cy.11⅝″,17¾″&30¾″–19¾″ 270H RostockS.&E.Co.,Rostock | | | V | |
| 247 | — *J.F.Krause*87–87 *1Dk* | **IronPadSr** | 406 369 289 | | | | 1865 | Nykopings Mek.Werks. Norrköping | HeinrichIsrael | 195·5 Q65′ | 24·7 B14′ | 11·7 F21′ | Stralsund German | C4Cy(2)24″60½″&66¾″–48¾″ 180H G.W.Swanson,Norrköping | | | V | |
| 248 | — *E.OssonRyr*92–92 *1Dk* | **CompScSr** | 165 130 109 | | | | 1888 | G.Persson Nylandsö | S.Öström | 100·0 P23′ | 21·3 Q5′ | 8·5 | Gothenbrg Swedish | C.2Cy11⅜″&23¼″–14½″ 25HP EriksbergsM.V.,Gothnbg. | | | | |
| 249 | — *Hendriksen* –88 | **IronSc** | 108 64 76 | | | | 1888 | ..... Christiania | Bygdö nyeDampskibsselskab (Madsen&Co., *Mgrs.*) | 89·3 P38*t* | 16·2 | 8·3 | Chrstiania Norwegian | T.3Cy.8½″,13″&21½″–15″ 20H | | | | |
| 250 | — *C.Olsen* *1Dk* | **IronSc** | 105 62 76 | | | | 1890 | Akers.Mek Værksted Christiania | Tönsberg& OmegnsDampskibsselskab | 85·2 P35*t* | 16·9 H8*t* | 8·4 | Tönsberg Norwegian | T.3Cy. 22HP Akers.Mek.Væk.,Christina | | | | |
| 251 | **Oscar Dickson** *A.B.Johansson* –89 *1Dk* | **IronScSr** | 304 159 222 | | | | 1876 | MotalaCo. Gothenburg | Göteborg-Strömstads Ångf. Aktieb. (O.Lindberg) | 141·3 P83′ | 21·0 H13*t* | 9·8 F32′ | Gothenbrg Swedish | C.2Cy.23″&40″–24″ 110HP MotalaCo.,Gothenburg | | | | |

| Numero d'Ordre. / Numero Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. / Sous le Pont. / Net. | Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement | Construit. Quand. Navire. Mach. | Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | Port d'Armement. / Pavillon. | Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 252 | **Oscar II** SteelScSr<br>*H.Arnesen* -93 1*Dk*(*Stl*)2*trB*<br>&*WebframesptAwngdk*(*Irn*) | 3057<br>2366<br>1999 | ✠100A1<br>*ptAwngdk withfreeboard*<br>2,93 ~~4,93~~ ✠LMC4,93 | Hpl<br>A&CP<br>Lth | *u* | 1893<br>4mo | W.Gray& Co.(Lim.)<br>WHartlepool | J.Christensen | 317·0<br>Q127' BK10"<br>*ptAwngdk*190'<br>*WB* = *Cell DB*256'668*t* | 41·2 | 21·5 | Bergen<br>Norwegian<br>5*BHCem*<br>*APT*26*t* | T.3Cy.23",36½"&62"-39" (,)<br>160lb 75lb 220HP<br>2SB,6rf,GS79,HS3580<br>CentralMar.E.Wks.W.Hpl |
| 253<br>HFDG | **Oscarshal** SteelScSr<br>*W.Reichborn* -90<br>1*Dk*(*Irn*)2*trB* *ssXia.No.*1-94<br>*Well deck* | 1229<br>954<br>915 | ✠100A1<br>6,94 ~~12,92~~<br>✠LMC10,90 | Shi<br>LA&CP<br>Cff | *n* | 1890<br>10mo | Wood, Skinner& Co.<br>Newcastle | Fearnley&Eger | 230·5<br>Q73' B65' F25' FK<br>*WB* = *Cell DB*193'258*t* | 33·1 | 15·7 | Chrstiania<br>Norwegian<br>4*BHCem*<br>*APT*35*t* | T.3Cy.17",28"&46"-30" (,)<br>160lb 80lb 100HP<br>2SB,4pf,GS58<br>N.E.MarineECo(Lim)Nwc |
| 254<br>635<br>JBSQ | **Oscarshamn** CompScSr<br>*P.O.Svensson*93-93<br>1*Dk* | 102<br>50<br>73 | | | | 1875 | Oscar-shamns,M.V.<br>Oscarshamn | Oscarshamns Ångf.Aktieb. (P.Deurell) | 83·7<br>Q20' B43' H3*t* F20' | 14·4 | 9·0 | Oscrshmn<br>Swedish | C.2Cy.11¼"&22½"-16"<br>25HP<br>OscarshamnsM.V.Oscrshmn |
| 255<br>902<br>HFTN | **Oshima Maru** Wood—Sr<br>*TanakaKiozaburo* | 121<br>68<br>75 | | | | 1885 | Fukuzawa Tatsuzo<br>Tokio | HakodateKisen Kaisha | 95·8 | 14·0 | 8·9 | Hakodate<br>Japanese | 1Cy.<br>14HP |
| 256<br>RHSP | **Osiris** SteelScSr<br>*C.Carlsen*77-89 *ssHam.No.*1-94<br>*Elec.light* 2*Dks*(*Stl*)3*trB* | 2638<br>2251<br>1875 | ✠100A1<br>9,94 ~~1,90~~<br>✠LMC10,89 | Ham<br>LA&CP | *u* | 1890<br>1mo | Blohm& Voss<br>Hamburg | DeutscheDampf-schifffahrtsGes. "Kosmos" | 321·2<br>P36' B109' F34' BK10"<br>*WB* = *Cell DB*268'450*t* | 40·0 | 23·3 | Hamburg<br>German<br>6*BHCem* | T.3Cy.23¾",38"&63"-42" (,)<br>165lb 85lb 300HP<br>2SB,6cf,GS130<br>Blohm&Voss,Hamburg |
| 257<br>74514<br>PMHW | —  IronScSr<br>*W.Easterbrook* -93<br>2*Dks*(1*Irn*&1*ptIrn*)3*trB* | 1858<br>1742<br>1173 | ✠<br>1,79 | Liv<br>A&CP | | 1875<br>7mo | C.Mitchell &Co.<br>Newcastle | MossSteamshipCo. (Lim.) | 290·1 | 34·0 | 24·7 | Liverpool<br>British<br>4*BHCem* | C.2Cy.34½"&64"-42"<br>200HP<br>Blair&Co.(Lim.),Stockton<br>*WB* = *DBa*84'*uE*&*B*34' |
| 258<br>HFGQ | **Oslo** IronScSr<br>*E.Wettergreen* -91<br>1*Dk*(*Irn*)&*Spardk*3*trB* | 1240<br>1216<br>780 | | ... | | 1882<br>1mo | Kockums Mek.Verk. Actiebolag<br>Malmö | KristianiaDamp-skibsselskab (Fearnley&Eger, *Mgrs.*) | 227·0<br>H24*t* 21·9 | 31·6 | 15·2 | Chrstiania<br>Norwegian | C.2Cy.27½"&48"-29½"<br>100HP<br>Kock.Mek.Verk.Act.,Mal. |
| 259<br>81382<br>TJWN | **Osmanli** IronScSr<br>*C.O'Hagan*88-88 3rdSurvey,Liv.3,93<br>2*Dks*(*Irn-Uws*) | 2283<br>2163<br>1451 | ✠ A1✱1<br>~~11,93~~ ~~9,94~~<br>1,95 | Liv | Lv | 1880<br>5mo | C.Mitchell &Co.<br>Newcastle | MossSteamshipCo (Lim.) | 330·5<br>H78*t* F42*t*<br>*WB* = *CellDB* | 35·0 | 23·6 | Liverpool<br>British<br>7*BH* | C.2Cy.35"&70"-48"<br>NDB91 300HP<br>2DB,8f<br>R.&W.Hawthorn,Nwc. |
| 260<br>84167<br>WDSQ | **Osorno** SteelTwinScSr<br>1*Dk*(*Stl*)2*trB* | 532<br>479<br>308 | ✠<br>10,81 | Grk | Lv | 1881<br>10mo | Scott&Co.<br>Greenock | PacificSteamNav. Co. | 176·2 | 27·0 | 13·7 | Liverpool<br>British<br>3*BH* 2PBH | C.4Cy.15"&30"-21"<br>90HP<br>Scott&Co.,Greenock<br>*WB* = *FPT* |
| 261<br>77029<br>WVFR | **Osprey** IronScSr ~~IronSc~~<br>*G.Taylor* -93 *ssDun.No.*3-3,91<br>*Elec.light* 2*Dks* | 1094<br>886<br>593 | ✠100A1<br>3,95 ~~3,91~~<br>✠NE&B3,91<br>✠LMC3,91 4,95 | Lon<br>A&CP | *n* | 1877<br>9mo | M.Pearse& Co.<br>Stockton | GeneralSteam NavigationCo. | 240·2<br>P70' F47'<br>ND91 BK8"<br>*WB* = *DBa* | 31·1 | 17·0 | London<br>British<br>5*BHCem*<br>67'*f*33'151*t* | T.3Cy.25",40"&65"-45" (*s*)<br>160lb 80lb NDB91 294HP<br>2DB,8rf,GS159,HS4588<br>GourlayBros.&Co.,Dun. |
| 262<br>87550 | —  SteelPad<br>2*Dks* | 219<br>135<br>138 | | | | 1887 | Wm. Webster<br>Auckland | NorthernUnion SteamboatCo. (Lim.) | 135·7<br>H83*t* | 21·3 | 6·0 | Auckland<br>British | C.2Cy.18"&36"-42"<br>70HP<br>Bow,McLachlin&Co.,Psy. |
| 263<br>89095<br>KBCM | —  SteelScSr<br>*Wilson*86-87 (*ex*Eagle)<br>1*Dk* | 208<br>204<br>25 | ✠<br>7,85<br>✠ | Dun<br>LA&CP | *d* | 1885<br>6mo | PearceBrs.<br>Dundee | MelbourneHar-bourTrust Commissioners | 125·3 | 22·1 | 12·5 | Melbourne<br>British<br>4*BHCem* | C.2Cy.23½"&47"-27"<br>NB90 95HP<br>A.Shanks&Son,Arbroath |
| 264<br>102924 | —  IronScK<br>*W.Rust* -93 1*Dk* | 151<br>140<br>64 | ✠100A1<br>*StmTrawler*<br>12,94 ~~9,93~~ ✠LMC9,93 | Hul<br>LA&CP | | 1893<br>9mo | Cook, Welton& Gemmell<br>Hull | Pickering& Haldane'sSteam TrawlingCo. (Lim.) | 101·5<br>Q24' BK7½" | 20·6 | 11·0 | Hull<br>British<br>3*BHCem* | T.3Cy.11½,"18"&30"-22" (*s*)<br>160lb 45HP<br>1SB,2cf,GS25,HS646<br>C.D.Holmes&Co.,Hull |
| 265<br>99697 | —  SteelScYl<br>*J.Rutter* -93 1*Dk* | 141<br>135<br>54 | ✠100A1<br>*StmTrawler*<br>7,93 ✠LMC7,93 | Gls<br>LA&CP | | 1893<br>7mo | Mackie& Thomson<br>Glasgow | GreatGrimsby IceCo.(Lim.) | 98·0<br>BK7½" *WB* = | 20·5 | 10·7 | Grimsby<br>British<br>3*BHCem*<br>*DTf*14'27*t* | T.3Cy.10",16"&25½"-20" (*s*)<br>160lb 35HP<br>1SB,2pf,GS27,HS540<br>Muir&Houston,Glasgow |
| 266<br>67974 | —  IronTwinScSk<br>*R.Fletcher* -92 | 111<br>100<br>32 | | | | 1872 | T.B.Seath &Co.<br>Glasgow | Steel&Bennie | 105·8 | 18·2 | 8·2 | Glasgow<br>British | C.2Cy.13"&24"-20"<br>NE&B91 40HP<br>Rankin&Blackmore.,Grk. |
| 267<br>82964 | —  IronScSr<br>*R.Payne*82-83<br>*Trawler* 1*Dk* | 106<br>106<br>45 | ✠<br>5,86<br>✠ | Hpl<br>LA&CP | *a* | 1883<br>11mo | J.T.El-tringham<br>S.Shields | R.Irvin | 95·0 | 19·1 | 10·2 | Scarboro'<br>British<br>4*BHCem* | C.2Cy.17"&32"-22"<br>40HP<br>J.P.Rennoldson,S.Shields |
| 268<br>84928<br>WDQG | **Ossian** IronScSr<br>~~*F.G.H.Priebke* -94~~ *ssLth.No.*3-3,94<br>*A.Learmouth* -94 1*Dk*<br>*Well deck* | 640<br>497<br>387 | ✠100A1<br>10,94 ~~3,94~~<br>✠LMC3,94 | Lth<br>LA&CP | *j* | 1881<br>9mo | HM'Intyre &Co.<br>Paisley | Lon.&Edin.Sh.Co. | 179·8<br>P15' Q58' B25' F25'<br>BK7½"<br>*WB* = *DBa*41'81*t* | 27·0 | 13·9 | Leith<br>British<br>4*BHCem*<br>*FPT*44*t* | C.2Cy.23"&45"-33" (*j*)<br>75lb 45lb 85HP<br>1SB,3pf,GS55<br>Hutson&Corbett,Glasgow |
| 269<br>44395<br>TSWM | —  IronSc3MstSr<br>*Read*50-84 *ssBrs.No.*3-8,84<br>*ssBrs.No.*2-92<br>1*Dk* | 160<br>142<br>96 | ✠ Æ1<br>~~7,94~~ ~~7,88~~ 3,95<br>~~BS7,88~~ ~~7,94~~ BS3,95<br>✠NB8,84 LMC7,92 | Brs<br>A&CP | | 1867<br>8mo | T.Wingate &Co.<br>Glasgow | Turner,Edwards& Co. | 118·5<br>P47'<br>drp95 BK6" | 18·1 | 8·8 | Bristol<br>British<br>4*BHCem* | C.2Cy.14"&25"-18" (*a*)<br>80lb NE74 25HP<br>1SB,2pf,GS16<br>Pattison&Atkinson,Nwc. |
| 270<br>KRDG | **Ost** SteelScSr<br>*C.J.F.Gehrels*89-89<br>*Elec.light* 1*Dk*&*Webframes* | 875<br>—<br>631 | | | | 1889<br>3mo | HnryKoch<br>Lübeck | RhedereiGes. "Germania,"(J. Stadtländer&F. Kohn, *Mgrs.*) | 208·3<br>P29' Q79' B46' F45' | 30·0 | 15·1 | Gstmünde<br>German | T.3Cy.16½",25½"&40½"-27½"<br>H.Paucksch,Landsberg |
| 271 | **Östanå I.** IronSc<br>*L.Cederstedt*93-94 (*ex*Östanå)<br>1*Dk* | 126<br>74<br>91 | | | | 1875 | W.Lind-bergsWrfs &Werkstds Aktiebolag<br>Stockholm | Ångf.Bol"Östanå" (H.A.Asplund) | 100·0<br>Q30' B35' H6*t* F13' | 17·1 | 8·2 | Östanå<br>Swedish | C.2Cy.11¼"&24¾"-21"<br>35HP<br>W.LindbergsMek.Verks., Stockholm. |
| 272 | **Östanå II.** SteelSc<br>*O.L.Östberg*89-94<br>1*Dk* | 131<br>84<br>90 | | | | 1886 | MotalaCo.<br>Motala | Ångf.Bol"Östanå" (H.A.Asplund) | 101·2<br>B31' H11*t* | 17·5 | 7·7 | Östanå<br>Swedish | C.2Cy.13½"&26½"-17"<br>60HP<br>MotalaCo.,Motala |
| 273<br>HSGK | **Östergötland** CompScSr<br>*E.Brobeck* -93<br>1*Dk* | 312<br>274<br>226 | | | | 1884 | J.A.Svens-son<br>SödraGarn | MotalaRederi-aktiebolag (G.F.Petterson) | 132·8<br>B26' H3*t* | 21·9 | 12·3 | Motala<br>Swedish | C.2Cy.16"&29"-17½"<br>45HP<br>MotalaCo.,Motala |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in | 15 Other Registers in which classed. Details of R. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 274 TMB DOTS | **Östergötland** *B.C.Johansson* –89 | **CompScSr** 1*Dk* | 170 144 114 | | | | 1888 | S.Groth Sjötorp | Ångf.Aktieb "Halfdan" (F.B.Wahlquist) | 99·5 P12′ | 21·1 H11*t* | 9·1 | Gothenbrg Swedish | C.2Cy.11¾″&23¼″–14½″ 25H Eriksbergs M.V.,Got. | | |
| 275 | **Östern** *J.A.Silfversparre70–86* | **IronTwinScSr** 1*Dk* | 264 112 216 | | | | 1869 | Oscarshms Mek Verkst Oscarshamn | Ångb.Bol"Östern" (P.A.Scherini) | 118·7 P90′ | 20·9 H9*t* | 7·6 F32′ | Nrrköping Swedish | C.4Cy.10½″&18″–22″ 60H G.Tillberg,Oscarshamn | | |
| 276 JQHD | **Östersjöen** *C.J.Knudsen86–86* | **IronScSr** 1*Dk* | 220 157 125 | | | | 1871 | Göteborgs Mek.V. Gothenburg | N.J.Michelsen | 112·2 Q16*t* | 21·0 B40*t* | 10·8 | Bergen Norwegian *WB* | C.2Cy.11½″&26″–18″ 80H GöteborgsMek.Verks.,Got | | N |
| 277 HSTJ | **Östersjön** *M.Svenson* –90 | **SteelScSr** 1*Dk* | 502 317 375 | | | | 1886 | H.Koch Lübeck | Rederiaktieb "Östersjön"(S.C. Mobeck) | 146·4 P95′ | 24·5 H23*t* | 11·6 F22′ | Norköping Swedish *WB* | C.2Cy.17¾″&31¼″–22″ 65H BerlinerActienGes,Berlin | | |
| 278 | **Östhammar** *G.Lundin* –84 (*ex*Enköping) | **IronSc** 1*Dk* | 128 68 101 | | | | 1868 | J.Tillberg Oscarshamn | M.Lundquist | 96·7 Q23′ | 17·0 B43′ | 7·2 F11′ | Östhammr Swedish | 1Cy.13½″–18″ 20H J.Tillberg,Oscarshamn | | |
| 279 WQM | **Ostrich** *H.L.Taylor* –91 | **IronScK** 1*Dk* | 146 134 69 | ✠100A1 *StmTrawler* 4,91 ✠LMC4,91 | Hul LA&CP | | 1891 4mo | Cochrane, Cooper& Schofield Beverley | T.Baskcomb | 97·2 Q17′F17′ BK7½″ | 20·6 | 11·0 3*BHCem* | Grimsby British | T.3Cy.11½″,18″&30″–22″(*s*) 160lb 45H 1SB,*2cf*,Gs26,Hs711 C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 280 WBKJ | — *C.F.Foster* –89 *W.Burnley* | **IronScK** ssHul.No.1–93 1*Dk* | 140 140 49 | ✠100A1 *StmTrawler* 7,93 ✠LMC7,93 | Hul LA&CP | | 1889 8mo | Cook, Welton,& Gemmell Hull | ~~W.H.Putt&Co. (Lim.)~~ StAndrews StmFishingCo(Lim) (W.H.Putt,*Mgr.*) | 100·7 | 20·9 | 10·9 BK7½″ | Hull British | C.2Cy.17″&33″–22″ (*r*) 90lb 45H 1SB,*2pf*,Gs29 C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 281 JDTB | **Ostsee** *T.Breidsprecher61–81* *Elec.light* | **IronScSr** 1*Dk2trB* | 766 608 585 | | | | 1881 | Act.Ges. "Vulcan" Stettin | OstseeDampf-schifffahrtsGes. (Herm.Hofrichter,*Mgr.*) | 201·7 P110′ | 28·3 B14′ | 15·2 F30′ | Stettin German *WB* | C.2Cy.27½″&51″–31½″ 115H Act.Ges."Vulcan,"Stettin | | V |
| 282 WGM wrecked | **Oswald** *F.G.Lewer87–90* 12,94 | **SteelScSr** 1*Dk*(*Irn*)*2trB&ptAwngdk*(*Irn*) | 1835 1340 1157 | ~~✠100A1~~ *pt Awng dk withfreeboard* 12,93 ✠LMC8,90 | Cff A&CP | *q* | 1890 8mo | TTurnbull &Son Whitby | T.Turnbull&Son | 258·5 P28′Q64′ *ptAwngdk*166′ drp93 | 37·2 FK *WB=DBa* | 18·1 6*BHCem* 76′*f*100′342*t* | Whitby British | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *70lb* 170H 2SB,*4cf*,Gs60,Hs2480 Blair&Co.(Lim.),Stockton | 19 ″ 4 s 8 ″ 1½ | |
| 283 WDSD | **Oswestry** ~~*Macdonald* –93~~ *B.Maughan* –94 1*Dk*(*Stl*)&*Webframes* *Well deck* | **SteelScSr** | 2366 1835 1550 | ✠100A1 1,92 BS10,94 ✠LMC9,92 | Cff A&CP | *t* | 1888 7mo | E.Withy& Co. W Hartlepool | Sivewright,Bacon &Co. | 299·8 P33′Q90′F31′ Frames pt Iron | 38·5 BK8″ *WB=Cell* | 20·6 5*BHAsp DB*256′560*t* | W.Hartlpl British | T.3Cy.22″,37″&61″–39″ (*s*) 152lb *60lb* 250H 2SB,*6rf*,Gs101 T.Richardson&Sons,Hpl. | 23 ″ 3 s 2 ″ 8 | D |
| 284 WGSN | **Oswin** *R.Milburn84–89* | **SteelScSr** ssCff.No.1–94 1*Dk*(*Stl*)*2trB* *Well deck* | 1743 1302 1091 | ~~✠100A1~~ ~~5,94~~ 12,92 5,95 ✠LMC~~1,90~~ 7,94 | Cff LA&CP | *q* | 1890 1mo | T.Turnbull &Son Whitby | TurnbullBros. | 259·0 P28′Q60′B112′ F32′ | 37·2 FK *WB=Cell* | 16·9 6*BHCem DB*216′378*t* | Cardiff British | T.3Cy.20″,33″&54″–36″ (*r*) 160lb *70lb* 172H 2SB,*4cf*,Gs60,Hs2550 Blair&Co.(Lim.),Stockton | 19 ″ 4 s 1 ″ 6½ | |
| 285 TJTB | **Otagawa Maru** | **SteelScSr** | 409 384 253 | | | | 1893 | OsakaIron Works Osaka | OsakaShosen Kaisha | 158·6 | 21·0 | 15·4 | Osaka Japanese | T.3Cy. 58H | | |
| 286 LRDG | ~~**Ganer**~~ **Otarama** (*ex*Sea King) *Elec.light Jennings* | **SteelScSr** 1*Dk*(*Irn*)&*Spardk*(*Irn*)*3trB* ssLon.No.1–94 | 3808 3609 2460 | ✠100A1 *Spar dk* ~~9,94~~ 10,94 ~~drp91~~ ✠LMC~~4,00~~ 10,94 | Lon A&CP | *n* | 1890 4mo | W Doxford &Sons Sunderland | NewZealand ShippingCo. (Lim.) | 365·0 P28′ B88′ F37′ 27·3 ~~drp91~~ d FK *WB=Cell* | 44·2 | 19·4 6*BHCem DB*310′655*t* | Plymouth British | T.3Cy.27″,44″&72″–48″ (*s*) 160lb *60lb* 450H 2DB,*12cf*,Gs206 W.Doxford&Sons,Sld. | 22 ″ 0 s 7 ″ 11½ | |
| 287 KYTB | **Othello** *R.Huby* –94 | **IronScBk** | 2479 2414 1934 | | | … | 1872 1mo | Earle'sCo. Hull | T.Wilson,Sons& Co.(Lim.) | 316·0 H64*t* | 36·1 FK | 27·1 | Hull British | C.2Cy.34″&68″–42″ NB80 300H Earle'sCo.,Hull | | |
| 288 EMGL | **Othon Stathatos** *O.Hanos* –91 ss Gls.No.1–92 1*Dk*(*Stl*)*2trB Floors Irn*& *Well deck* *inner bottom plating pt Irn* | **SteelScSr** | 1828 1360 1169 | ✠100A1 ~~1,95~~ 8,93 BS8,94 ✠LMC7,92 Cff | Bry LA&CP | *r* | 1888 6mo | J Readhead &Co. S.Shields | O.A.Stathatos | 280·5 P34′Q68′B110′ F34′ *WB* | 36·9 BK9″ *= Cell* | 17·6 7*BHCem DB*232′464*t* | Ithaca Greek *APT*35*t* | C.3Cy.21″,35″&57″–39″ (*r*) 160lb *80lb* 200H 2SB,*6cf*,Gs91 J.Readhead&Co.,S.Shields | 19 ″ 11 s 1 ″ 8 w 1 ″ 11 | |
| 289 BTSL | **Otis** *C.G.Palmgren* –89 ssGot.No.3–8,93 (*ex*Marie) 1*Dk*(*Irn*)*2trB* *Well deck* | **IronScSr** | 1401 1151 1036 | ✠100A1 8,93 BS11,94 ✠LMC8,93 | Got LA&CP | *p* | 1880 12mo | Palmer's Co. Newcastle | Ångfartygs Aktieb."Ibis" (K.O.F.Dalman, *Mgr.*) | 250·0 P28′ *WB=DBa*74′ | 33·2 BK8½″ *f*36′&*uE*&*B*36′284*t* | 17·5 3*BHCem APT*10*t* | Gothenbrg Swedish | C.2Cy.28″&54″–36″ (*i*) 75lb *40lb* 130H 1SB,*4pf*,Gs60 Palmers'Co.(Lim.),Nwc. | | |
| 290 JSQH | **Otra** *R.Christophersen86–90* ssGot.No.1–93 1*Dk*(*Irn*)&*Webframes* *Well deck* | **SteelScSr** | 789 588 495 | ✠100A1 ~~5,93~~ 9,94 ✠LMC11,93 | Lth A&CP | *k* | 1890 4mo | S.&H. Morton&Co Leith | OrkedalensMining Co. | 189·5 P30′Q35′B44′H20*t* F26′ *WB=Cell* | 30·1 BK7½″ *DB*160′197*t* | 12·9 5*BHCem FPT*22*t* | Drontheim Norwegian | T.3Cy.14″,23″&37″–30″ (*s*) 160lb *70lb* 85H 1SB,*3rf*,Gs43 S.&H.Morton&Co.,Leith | 15 ″ 0 | |
| 291 QTJH | **Otranto** *H.Wing* –92 | **IronScBg** | 2379 2328 1914 | | | … | 1877 6mo | Earle'sCo. Hull | T.Wilson,Sons&Co. (Lim.) | 305·0 | 36·3 | 27·3 | Hull British | C.2Cy.33¾″&64½″–42″ 250H Amos&Smith,Hull | | |
| 292 | **Ottawa** | **WoodSc** 1*Dk* | 116 116 89 | | | | 1885 | F.Girard Pembrke,Ont | D.A.Martin | 122·0 | 26·0 | 6·6 | Ottawa British | 2Cy.14″&27″–48″ 65H E.Beauchemin,Sorel,P.Q. | | |
| 293 | **Otter** | **IronScSk** | 287 270 187 | | | | 1880 | Blackwood &Gordon Pt.Glasgow | CunardSteamShip Co.(Lim.) | 142·2 | 23·2 | 10·2 | Liverpool British | C.2Cy.14″&25″–21″ 40H Blackwood&Gordon,P.Gls | | |
| 294 PWNL | — *J.C.Rousseau* –92 (*ex*MargarethaStevenson) | **IronScSr** 1*Dk*&*Spardk* | 198 102 99 | | | | 1860 | G.Denny Dumbarton | A.Fraser&Co. | 110·6 | 17·9 | 9·9 | Quebec British | 1Cy.20½″–24″ 40H G.Denny,Dumbarton | | V |
| 295 | — *A.Watson* | **SteelTwinScSr** 1*Dk* | 191 187 87 | | | … | 1884 7mo | Ramage& Ferguson Leith | Govt.ofQueensland | 128·6 B42′ | 21·2 | 10·2 | Brisbane British | C.4Cy.15½″&30″–20″ 99H Ramage&Ferguson,Leith | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2–3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Speciale. / Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 13a (partial, cut off) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 296<br>93487 | **Otter** IronScSr<br>*J.E.Mann*92-92<br>*Trawler* 1*Dk* | 117<br>115<br>40 | 3,94<br>✠ | Shl | | 1888<br>12mo | J.T.El-tringham<br>S.Shields | G.Alderson-Smith | 97·0 | 19·0 | 10·3 | Scarboro<br>British<br>4*BHCem* | C.2Cy.17″&34″-22″<br>45HP<br>JPRennoldson&Sns,S.Shl | 10 |
| 297 | **Otterbäcken** CompScSp<br>*J.Schultz* (*ex*Amalia)<br>1*Dk* | 187<br>163<br>128 | | | | 1886 | S.Groth<br>Sjötorp | Nora-Karlskoga Rederiaktieb (C.Collett) | 101·8<br>B18′ H6*t* | 21·0 | 10·5 | Nora<br>Swedish | 2Cy.12″&24″-16″<br>25HP<br>EriksbergsMV.Gothenbrg | |
| 298<br>99611 | **Otterburn** SteelScSr<br>*R.Tuck*93-93<br>1*Dk*(*Stl*)&*Webframes*<br>*Well deck* | 962<br>767<br>603 | ✠100A1<br>~~6,94~~ 6,93 ~~3,94~~<br>5,95 ✠LMC9,92 | Bly<br>A&CP ~~Sld~~<br>~~Nwc~~ Shl | *m* | 1892<br>9mo | J.Laing<br>Sunderland | BurnShippingCo. (Lim.)(J.Hudson &Co.,*Mgrs.*)<br>*WB*= | 204·0<br>Q100′B20′F21′<br>drp93 FK<br>*CellD*167′200*tFPT* | 30·8 | 14·1 | Sundrland<br>British<br>4*BHCem*<br>40*tAPT*20*t* | T.3Cy.17″,28″&46″-30″ (*s*)<br>160lb *90lb* 150HP<br>1SB,*3pf*,GS50,HS1700<br>W.Allan&Co.,Sunderland | 16 · 7<br>s 1 · 7 |
| 299<br>68981<br>RTJD | **Ottercaps** IronScSr<br>*A.B.Watt*79-79 *ss*Sld.No.1-83<br>1*Dk*(*Irn*)2*trB* | 967<br>832<br>625 | ✠<br>11,86 | Sld<br>A&CP | *m* | 1878<br>7mo | R.Thompson,jun.<br>Sunderland | ~~H.T.Morton&Co.~~<br>Earl of Durham<br>*WB*=<br>(T.Nicholson *Mgr*) | 216·0<br>Q28′ drp85<br>*DBa*61′*f*76′194*t* | 32·1 | 16·3 | Sundrland<br>British<br>4*BHCem* | C.2Cy.27″&50″-36″<br>99HP<br>G.Clark,Sunderland | 17 ·<br>s 2 · |
| 300<br>95824<br>MTQV | **Otterhound** IronScK<br>*R.Porter* -90 *ss*Hul.No.1-94<br>1*Dk* | 150<br>138<br>52 | ✠100A1<br>*StmTrawler*<br>9,94 ~~8,94~~ ✠LMC3,94 | Hul<br>LA&CP | | 1890<br>4mo | Cook,Welton&Gemell<br>Hull | HumberSteam TrawlingCo. (Lim.) | 100·5<br>Q22′F18′<br>BK7½″ | 20·9 | 10·9 | Hull<br>British<br>3*BHCem* | C.2Cy.17″&33″-22″ (*s*)<br>90lb 45HP<br>1SB,*2pf*,GS30<br>Bailey&Leetham,Hull | 11 · 1 |
| 301<br>HRJN | **Otto** IronScSr<br>*C.J.Åberg*<br>1*Dk* | 345<br>299<br>251 | | | | 1882 | P.Larsson<br>Thorskog | Ångf.Aktieb. "Hero" (E.P.Hansson) | 138·4<br>B28′ H5*t* | 21·9 | 12·5 | Gothenbrg<br>Swedish | C.2Cy.15½″&31″-19″<br>50HP<br>P.Larsson,Thorskog | |
| 302<br>NFTS | — IronScSr<br>*P.deVries*90-90<br>1*Dk* | 113<br>—<br>85 | | | | 1881 | F.Schichau<br>Elbing | Ph.Holzmann&Co. | 89·6 | 19·6 | 8·2 | Kiel<br>German | C.2Cy.9½″&17¼″-10″<br>30HP<br>F.Schichau,Elbing | |
| Wrecked 1,95<br>303<br>75267<br>SPQH | **Otto M'Combie** IronScSr<br>*G.McKinnon* -92 *ss*Gls.No.3-9,91<br>*Well deck* 1*Dk* | 341<br>285<br>210 | ✠ ~~100A1~~<br>4,94 ~~8,93~~<br>✠NB4,88 LMC9,91<br>BS4,94 | Abn<br>A&CP | *g* | 1879<br>6mo | W.B. Thompson<br>Dundee | J.Service(R.B. Ballantyne&Co. *Mgrs.*) | 150·0<br>Q48′B37′F17′<br>drp93 BK7½″<br>*WB*=*DBa*24′*f*33′ | 22·1 | 12·0 | Glasgow<br>British<br>5*BHCem*<br>&*uE*10′65*t* | C.2Cy.20″&36″-24″ (*a*)<br>80lb *60lb*NDB88 60HP<br>1SB,*2pf*,GS34<br>W.B.Thompson,Dundee | 12 · 10<br>s 1 · 1 |
| 304<br>HDFT | **Ottokar** IronScSr<br>*A.Jess* -82<br>*Elec.light* 1*Dk*&*Spardk*&3*trB* | 952<br>—<br>746 | | | | 1884 | FSchichau<br>Elbing | MarcusCohn&Son | 200·1 | 27·9 | 14·6<br>21·6 | Königsbrg<br>German<br>*WB* | T.3Cy.16″,25″&39″-25″<br>90HP<br>F.Schichau,Elbing | |
| 305<br>97824<br>LWMC | **Ottoman** SteelSc4MstSr<br>*W.G.Helsby* -93 *ss*Liv.No.1-95<br>3*Dks*(1*Stl*&1*ptStl*-ws)&*Spardk*(*Stl*-ws)<br>*Elec.light* &*partial Shelterdk* | 4843<br>4393<br>3010 | ✠100A1<br>*Spar dk*<br>~~6,94~~ ~~2,93~~ ✠LMC ~~11,90~~ 1,95<br>3,95 | Liv<br>LA&CP | *z* | 1890<br>11mo | LairdBros.<br>Birkenhead | British&North AtlanticS.N.Co. (Lim)(Richards, Mills&Co.,*Mgrs*) | 403·8<br>P49′B99′F49′32·5<br>*WB*= FK<br>*Cell D B*287′740*tM* | 45·6 | 25·2 | Liverpool<br>British<br>6*BHCem*<br>*T*116′1119*t* | T.3Cy.31″,50″&78″-60″ (*s*)<br>150lb *80lb* 600HP<br>3DB,*18rf*,GS306,HS9040<br>LairdBros.,Birkenhead | 28 ·<br>s 10 · 2 |
| 306 | **Otway** IronScSr<br>*Barbe*92-92<br>1*Dk* | 563<br>328<br>352 | ✠<br>10,72 | Cly<br>A&CP | | 1872<br>6mo | Blackwood &Gordon<br>Pt.Glasgow | SyndicatCalédonien | 203·0<br>P160*t* F17*t*<br>len83 | 25·2 | 12·0 | Nouméa<br>French<br>5*BHCem* | C.2Cy.26″&46″-33″<br>93HP<br>Blackwood&Gordon,P.Gl. | |
| 307<br>64452 | **Ouangondy** WoodPad<br>*F.Nice*<br>1*Dk* | 295<br>196<br>99 | | | | 1870 | ..................<br>St.John,N.B. | TheCorporation of St.John,N.B. | 114·0<br>H99*t* | 29·2 | 9·7 | S.John, NB<br>British | 1Cy.36″-96″<br>90HP | |
| 308<br>RMCW | **Oulu** IronSc<br>*H.Eklund*84-90 | 143<br>—<br>— | | | | 1857 | Bergsunds Mek.Værk.<br>Stockholm | ÅngfAktieBol. "Trafik" (C.G.Sandmark) | 134·5 | 24·4 | 11·7 | Helsingfrs<br>Russian | 50HP | |
| 309<br>89431 | **Ouraka** SteelScSr<br>*W.Donaldson*<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | 2637<br>2054<br>1709 | ✠<br>✠LMC12,90 | | ... | 1890<br>12mo | Russell& Co.<br>Greenock | AdelaideS.S.Co. (Lim.)<br>*WB* | 300·3<br>P30′Q84′B123′<br>F26′ FK<br>= *Cell D B*252′594*t* | 41·2 | 19·6 | P.Adelaide<br>British<br>6*BHAsp*<br>*APT*30*t* | T.3Cy.22½″,35½″&58½″-39″<br>160lb *80lb* (*s*) 220HP<br>2SB,*6pf*,GS104<br>J.Howden&Co.,Glasgow | 22 ·<br>s 2 · |
| 310<br>MBPK | **Oural** Steel&IronSc3MstSr<br>*H.deVries*91-91 (*ex*Hans&Kurt)<br>1*Dk*<br>*Elec.light* *Carrying Petroleum in bulk* | 2422<br>—<br>1634 | | | | 1887 | SirW.G. Armstrong, Mitchell &Co.<br>Newcastle | SociétéAnonyme pour l'Importation des Huiles de Graissage | 270·0<br>P157′ F34′ | 39·0 | 21·2 | Antwerp<br>Belgian | T.3Cy.20½″,34″&55″-36″<br>170HP<br>WallsendSlipway&Eng Co (Lim.),Newcastle | |
| 311<br>58780<br>LDHS | **Ouse** IronScSr<br>*N.Hodge*84-89 *ss*Stk.No.3-1,82<br>*ss*Cff.No.2-90<br>1*Dk*2*trB* | 701<br>672<br>442 | ✠ Ⓑ1<br>6,92<br>~~BS5,92~~ LMC10,89 6,93<br>✠NB6,94 | Cff<br>A&CP | | 1869<br>4mo | Denton, Gray&Co.<br>WHartlepool | J.T.Short&Co.<br>*WB*= | 202·2<br>Q21*t*F— | 29·0 | 17·1 | Cardiff<br>British<br>4*BHCem*<br>*D Ba*—*f*28′ | C.2Cy.24″&45″-30″ (*i*)<br>~~80lb~~ 85lb NE&B76 *85lb* 90HP<br>1SB,*3pf*, ~~GS45~~ GS60,HS1300<br>G.Clark,Sunderland NDB94 | 18 ·<br>s 2 · 7 |
| 312<br>67848<br>JQGF | — SteelScSr<br>*T.B.Lister* -94 *ss*Goo.No.2-92<br>1*Dk*(*Irn*) | 682<br>601<br>432 | ✠100A1<br>3,94<br>BS3,94 ✠LMC4,92 | Goo<br>LA&CP | *m* | 1884<br>7mo | W.Dobson &Co.<br>Newcastle | GooleS.Shpng.Co. (Lim.) | 220·8<br>P29′B51′F28′<br>BK7″<br>*WB*=*FPT* | 30·4 | 13·8 | Goole<br>British<br>5*BHCem*<br>60*tAPT*61*t* | C.2Cy.29″&58″-33″ (*s*)<br>90lb *65lb* 130HP<br>1SB,*4pf*,GS84<br>R.&W.Hawthorn,Nwc. | 14 · 7<br>s 2 · 0 |
| 313<br>91302<br>KJSD | **Ouse Hopper No. 1** Irn&ptStlScSr<br>*W.Cocking* -92 *ss*Hpl.No.3-12,91<br>1*Dk*(*Irn*) | 488<br>469<br>208 | ✠ A1<br>*Stm Hopper*<br>12,91<br>~~BS6,98~~ ✠LMC12,91 BS6,94 | Hpl<br>LA&CP | *g* | 1885<br>8mo | W.Dobson &Co.<br>Newcastle | Aire&Calder NavigationCo. | 158·6<br>BK6″ | 28·6 | 12·3 | Goole<br>British<br>7*BHCem* | C.2Cy.22″&44″-30″ (*s*)<br>90lb 80HP ~~75HP~~<br>1SB,*3pf*,GS49<br>NEMarineEC (Lim.),Nwc. | 13 · 1<br>s 1 · 10 |
| 314<br>91303<br>KJSF | **Ouse Hopper No. 2** Irn&ptStlSc<br>*T.Schofield* -92 *ss*Mdb.No.2-92<br>1*Dk*(*Irn*) | 486<br>468<br>208 | ✠ A1<br>*Stm Hopper*<br>1,92<br>~~BS3,93~~ ✠LMC1,92 BS6,94 | Mdb<br>LA&CP | *g* | 1885<br>10mo | W.Dobson &Co.<br>Newcastle | Aire&Calder NavigationCo. | 158·6<br>BK6′ | 28·6 | 12·3 | Goole<br>British<br>7*BHCem* | C.2Cy.22″&44″-30″ (*s*)<br>90lb 80HP ~~75HP~~<br>1SB,*3pf*,GS49<br>NEMarineEC(Lim.),Nwc. | 13 · 1<br>s 1 · 10 |
| 315<br>91305<br>KJSM | **Ouse Hopper No. 3** Irn&ptStlScSr<br>*H.Putman*86-87 *ss*Goo.No.2-92<br>1*Dk*(*Irn*) | 553<br>529<br>246 | ✠ A1<br>*Stm Hopper*<br>8,94 ~~6,92~~<br>~~BS9,93~~ ✠LMC6,92 BS8,94 | Goo<br>LA&CP | *h* | 1886<br>5mo | W.Dobson &Co.<br>Newcastle | Aire&Calder NavigationCo. | 169·0<br>BK6″ | 28·7 | 12·8 | Goole<br>British<br>7*BHCem* | C.2Cy.22″&44″-30″ (*s*)<br>100lb 80HP<br>1SB,*3pf*,GS49<br>NE MarineEC (Lim.),Nwc. | 13 · 6<br>s 1 · 11 |
| 316<br>91306<br>KJSB | **Ouse Hopper No. 4** Stl&IrnScSr<br>~~*W.How* -92~~ *ss*Goo.No.2-92<br>*W.Cocking* 1*Dk*(*Irn*) | 552<br>529<br>246 | ✠ A1<br>*Stm Hopper*<br>~~8,94~~ ~~9,92~~ 3,95<br>~~BS9,93~~ ✠LMC6,92<br>8,94 | Mdb<br>LA&CP<br>~~Goo~~ Sn | *h* | 1886<br>6mo | W.Dobson &Co.<br>Newcastle | Aire&Calder NavigationCo. | 169·0<br>BK6″ | 28·7 | 12·8 | Goole<br>British<br>7*BHCem* | C.2Cy.22″&44″-30″ (*s*)<br>100lb 80HP<br>1SB,*3pf*,GS49<br>NEMarineEC(Lim.),Nwc. | 13 · 6 |
| 317<br>91311<br>KQNS | **Ouse Hopper No. 5** IronSc<br>*G.F.Hewitt* -93 | 213<br>203<br>109 | | | | 1888 | W.Dobson &Co.<br>Newcastle | W.Stanhope (W.H.Bartholomew,*Mgr.*) | 125·0 | 22·2 | 8·8 | Goole<br>British | C.2Cy.12″&24″-15″<br>24HP<br>N.EasternEng.Co.,Nwc. | 9 · 4<br>s 1 · 4 |

| 1 No. in Book. Official No. Code letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment. Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which closed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3118 | **Ouse Hopper No. 6** *R.Eyre* –91 | **IronSc** | 213<br>203<br>109 | | | | 1888 | W.Dobson &Co. Newcastle | W.Stanhope (W.H.Bartholomew,*Mgr.*) | 125·0 22·2 8·8 | | | Goole British | C.2Cy.12″&24″–15″ 24H N.EasternEng.Co.,Nwc. | 9 ″ 4<br>s 1 ″ 4 | |
| 3119 | **Ousel** *M.Hannagan* –93 | **IronSc3MstSr** | 816<br>766<br>555 | | | | 1867 | Palmers' Co. Newcastle | CorkSS.Co.(Lim.) | 211·6 28·1 17·5<br>Q50*t* | | | Cork British | C.4Cy.19″&38″–30″ NB74 90H *Cmp*74 LeesAndrsn&C.Gls | 18 ″ 6<br>s 3 ″ 3 | |
| 3120 | **Ovalau** *N.Beaumont*90–93 | **SteelScSr** | 1229<br>1205<br>767 | | | | 1891 | W.Denny &Bros. Dumbarton | UnionSteamship Co.ofN.Zealand (Lim.) | 230·0 32·1 23·9 | | | Dunedin British | Q.4Cy.14″,21″,28″&41″–36″ 75H Denny&Co.,Dumbarton | | |
| 3121 | **Ovingdean Grange** *W.A.Williams*93–93 *Elec.light* | **SteelScSr** 1*Dk*(*Irn-ptws*)&*Web frames&ptAwngdk*(*Irn-ss*Lon.No.1-95 *ptws*) | 2413<br>1774<br>1550 | ✠100A1 *ptAwng dk withfreeboard* 4,95 ~~4,94~~ | Lon A&CP Npt ✠LMC~~8,90~~ 1,94 | *s* | 1890 3mo | R.Dixon& Co. Middlesbro' | Houlder,Bros&Co. *WB=CellDB*234′450*tFPT* | 297·3 40·2 18·7<br>P27′Q66′B204′ FK | | | London British *5BHCem* 40*tAPT*18*t* | T.3Cy.23″,37″&61″–42″ (*s* 160lb *80lb* 400H 3SB.9*cf*,GS258,HS5829 T.Richardson & Sons,Hpl. | 21 ″ 4<br>s 9 ″ 2½ | |
| 3122 | **Ovingham** *J.Clark* –92 | **IronScSr** *ss*Shl.No.2–92 2*Dks*(1*Irn*)3*trB* | 1994<br>1838<br>1251 | ✠100A1 12,94 ~~2,94~~ BS2,94 | Sld LA&CP Shl ✠LMC12,92 | *s* | 1885 4mo | A.Leslie& Co. Newcastle | ThompsonS.Shpg. Co.(Lim.) (V.T.Thompson& Co.,*Mgrs*) *WB=DBa*68′150*tDBf*60 | 276·5 36·8 24·0<br>P32′F34′ BK9½ | | | N.Shields British 150*tAPT*20*t* | C.2Cy.32″&62″–39″ (*s* 80lb *60lb* 200H 2SB,*4pf*,GS83 N.E.MarineEC(Lim.)Nwc. | 25 ″ 2<br>s 4 ″ [illegible] | |
| 3123 | **Owain Tudur** *J.Ravenscroft* –93 *Well deck* | **IronSc3MstSr** *ss*Liv.No.2–88 1*Dk* | 234<br>171<br>79 | ✠ [illegible] ✠NB8,92 | ✠LMC8,92 | | 1882 10mo | SamuelBrs. Llanelly | W.Rowland | 125·9 20·1 10·2<br>Q63′B7′F17′ BK6½ *WB=FPT*44*t* | | | Liverpool British *3BHCem* | C.2Cy.16″&32″–22″ (*a*) 100lb 55H 18B.*2pf*,GS36 R.Nevill,Llanelly | 10 ″ 9<br>s ″ 11<br>s 1 ″ 0 | |
| 3124 | **Owari Maru** *K.Motegi* | **IronSc** *ss*Kob.No.2–93 2*Dks*(1*ptIrn*)&*ptAwngdk* | 1058<br>989<br>656 | ✠100A1 *ptAwng dk withfreeboard* 2,93 | Kob LA&CP ✠LMC2,93 | *n* | 1883 8mo | M.Murray &Co. Dumbarton | NipponYusen Kaisha *WB=DBa*53′*f*74′187*tFPT* | 216·4 31·1 15·5<br>Q78′ BK8′ | | | Tokio Japanese *4BHCem* 41*tAPT*28*t* | C.2Cy.28″&54″–36″ (*a*) 90lb 120H 1DB,*4pf*,GS60 J.Howden&Co.,Glasgow *Freeboard to Awng dk* | 16 ″ 3<br>1 ″ 9<br>8 ″ 9½ | |
| 3125 | **Owego** | **IronSc** | 2612<br>—<br>1940 | | | | 1888 | UnionDry DockCo. Buffalo,N.Y. | UnionSteamboat Co. | 325·7 41·2 13·7 | | | Buffalo,NY Utd.States | T.3Cy.28″,42½″&72″–54″ QuintardIronWorks.N.Yk | | |
| 3126 | **Owen** | **WoodSc** 1*Dk* | 103<br>95<br>68 | | | | 1884 | DWCrowe Chatham,Ont | DanielW.Crowe | 90·0 23·6 8·8 | | | Chatham, Ont. British | 2Cy.18″–18″ 90H McKeough,Chatham,Ont. | | |
| 3127 | **Owens** | **WoodPad** 1*Dk* | 157<br>100<br>91 | | | | 1880 | P.Girard Montebello, Quebec | ThomasOwens | 110·0 22·0 6·8<br>H57*t* | | | Montreal British | 1Cy.32″–96″ 60H J.B.Auger,Montreal | | |
| 3128 | **Owl** *G.M.Campbell* –94 *Elec.light* | **IronScSr** *ss* | 923<br>725<br>405 | | | | 1873 | Tod&Mc-Gregor Glasgow | G.&J.Burns | 229·6 30·3 15·9<br>P126*t* F46*t* | | | Glasgow British | C.2Cy.40″&71″–42″ NB85 230H Tod & McGregor,Glasgow | | BT till ~~4,95~~ 5,95 |
| 3129 | **Oxenholme** *A.Chapman* –94 | **IronScBn** (*ex*Allemannia) | 2721<br>2665<br>1756 | | | | 1865 | Day,Summers&Co. Southampton | A.Chapman (G.Roddick,*Mgr.*) | 311·7 39·7 33·2 | | | Liverpool British | C.2Cy.48″&70″–48″ NB84 350H ReihSchiffMasch.FabHam | | |
| 3130 | **Oxford** ~~*W.James*~~ *W.Janes* | **SteelScSr** ~~*ss*HKg.No.1–91~~ 2*Dks*(*Stl*)3*trB* | 2901<br>2640<br>1892 | ✠100A1 ~~2,91~~ 6,92 2,95 ✠LMC~~5,91~~6,94 | Bry LA&CP ~~NPR~~ | *u* Liv | 1887 4mo | W.Gray&Co. WHartlepool | GreatWestern SteamshipCo. (Lim.) (M.Whitwill&Son, *Mgrs.*) | 315·3 42·6 25·0<br>P13′B78′F30′ drp94 BK11′ *WB=CellDB*268 | | | Bristol British 6*BHCem* 57*tFPT*47*t* | T.3Cy.24¾″,41″&66″–45″ (*s* 150lb *55lb* 260H 2DB,*12cf*,GS162 CentralMarineE.Co.W Hpl | 27 ″ 7<br>s 5 ″ 3 | D |
| armed | "Washtenaw," ~~*ss*NYk.No.3–6,94~~ *See No. 22 in Supplement.* | | | | | | | | | | | | | | | |
| 3131 | — *J.Webb* –92 | **IronScSr** 5thSurvey,Hul.3,92 1*Dk*(*Irn*)2*trB* | 1254<br>1002<br>1017 | ✠A1*1 3,92 | Hul | Lv | 1870 6mo | Humphrys &Pearson Hull | W.S.Bailey | 243·6 31·7 17·1<br>P129′F27′ BK12′ | | | Hull British *5BH* | C.2Cy.30″&56″–33″ NB79 98H Humphrys&Pearson,Hull | 18 ″ 4<br>s 2 ″ 3½ | D |
| 3132 | **Oxton** *A.M'Dougall* | **IronTwinSc** *ss*Liv.No.1–84 1*Dk* | 452<br>431<br>84 | ✠ *For Ferry purposes* 7,84 | Liv | *g* | 1879 6mo | W.Simons &Co. Renfrew | MunicipalCorporation of Birkenhead | 130·0 45·2 12·0 | | | Liverpool British *4BHCem* | C.4Cy.19″&34″–24″ NB93 98H W.Simons&Co.,Renfrew | | BT till ~~11,95~~ 12,95 |
| 3133 | **Oxus** | **IronScBk** 3*Dks* | 3791<br>—<br>1880 | | | | 1879 | Mssageries Maritimes LaCiotat | Messageries Maritimes | 394·6 39·7 32·8 | | | Marseilles French | C.3Cy.60¼″(2)43¾″–43¾″ 600HP MessageriesMar.,LaCiotat | | |
| 3134 | — *C.A.Powell* –93 *Elec.light* | **SteelScSr** *ss*Lon.No.1-95 1*Dk*(*Iron*)&*Awngdk* | 912<br>861<br>569 | ✠100A1 *Spar dk withfreeboard* 3,95 ~~2,94~~ | Lon A&CP Bly ✠LMC~~6,90~~1,94 | *k* | 1890 6mo | StrandSlipwayCo. Sunderland | ~~OxusS.S.Co.(Lim.)~~ LombardSSCo(Lm) (J.White,*Mgr.*) *DB=CellDB*132′144*tFPT* | 216·0 28·1 11·2<br>drp95 17·9 BK7½ | | | London British *3BHCem* 30*tAPT*11*t* | T.3Cy.20″,33″&54″–33″ (*s* 160lb *80lb* 200H 1DB,*6pf*,GS72 N.E.Mar.E.Co.(Lim.),Sld. | 13 ″ 5<br>~~3 ″ 1½~~<br>s 5 ″ 4½ | |
| 3135 | **Oyapocá** | **SteelPadSr** 1*Dk* | 431<br>—<br>336 | | | | 1884 | A.Leslie& Co. Newcastle | LevyFerreira&Co. | 177·0 27·5 8·2 | | | Para Brazilian | C.2Cy.30″&54″–51″ 120HP Black,Hawthorn &Co.Gtsd | | |
| 3136 | **Ozama** *I.K.Chichester* | **IronScSr** (*ex*Craigallion) 1*Dk*2*trB* | 1028<br>—<br>766 | | | | 1881 | Ramage& Ferguson Leith | W.P.Clyde&Co. | 216·5 30·1 15·1 | | | NewYork Utd.States *WB* | C.2Cy.26″&50″–33″ 99H Muir&Houston,Glasgow | | R |
| 3137 | **Ozone** *Whean*80–86 | **SteelPadSr** 1*Dk*&*Promenadedk* | 572<br>520<br>113 | | | | 1886 | Napier, Shanks& Bell Glasgow | BayExcursionCo. (Lim.) | 260·0 28·1 10·6<br>H52*t* | | | Melbourne British | C.2Cy.47″&85″–66″ FD 314HP Rankin&Blackmore,Grnck | | |

***Additional Ships are inserted in the Supplement at the end of the Register.

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Entretènement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 55 HBCG | **P.A.Vagliano** IronScSr<br>*D.G.Moriatis* 93–93 *ss* Npt.No.3–3,93<br>(*ex* Jas.Grice) 1 *Dk*(*Irn*) 2 *trB*<br>*Well deck* | | 1484<br>1225<br>964 | ✠100A1<br>3,93 | Npt<br>A&CP | *p* | 1880<br>9mo | J.Laing<br>Sunderland | VaglianoBros. | 250·0<br>P21′ | 34·0<br>Q96′ | 18·6<br>B91*t* F28′<br>BK9″ | Argostoli<br>Greek | C.2Cy.31″&58″–36″<br>80lb *32lb* 150H<br>2SB.4*pf*,GS66<br>*WB=DBa* 72*f*48′200*t* | |
| 2 NHPJ | **P.Caland** IronSc3MstSr<br>*W.v.d.Schoor de Boer* 92–93<br>*ss* Rot.No.3–3,86<br>*Elec.light* *ss* Rot.No.2–94<br>2 *Dks* & *Spar dk* | | 2584<br>1700<br>1867 | ✠100A1<br>*Spar dk*<~~3,91~~ 2,94 | Rot<br>A&CP<br>Ams | | 1874<br>5mo | R.Napier&<br>Sons<br>Glasgow | Nederl.Amerik.<br>Stoomv.Maats. | 350·1<br>N *Spar dk* 90 | 38·1<br>27·5<br>BK10″ | 19·7 | Rottrdam<br>Dutch<br>*Cem* | C.2Cy.50″&88″–48″ (*i*)<br>80lb NB86 NDB86 350H<br>2DB,*12pf*,GS216<br>R.Napier&Sons,Glasgow | |
| 3 | **P. de Satrustegui** SteelScSr<br>*Onzain* (*ex* Tara)<br>*Elec.light* 3 *Dks*(2 *Stl–Uwss*)<br>*ss* Dmb.No.3–7,94 | | 4638<br>3918<br>~~6018~~<br>2930 | ✠100A1<br>~~Spl 2,90~~ 12,94 | Lon<br>L&CP<br>Liv | *y* | 1890<br>1mo | A.&J.<br>Inglis<br>Glasgow | Cia.Trasatlantica | 410·0<br>P51′<br>~~dep 60~~ | 46·1<br>B162′<br>BK11″ | 29·5<br>F51′<br>6 | Barcelona<br>Spanish<br>3DB,*18cf*,GS327 FD | T.3Cy.33″,52″&86″–60″ (*s*)<br>170lb *170lb* 700H<br>A.&J.Inglis,Glasgow | 31 |
| 4 | **P. H. Wise** SteelScTug | | | ✠LMC~~1,99~~ 7·94 | | | 1892 | Neafie&<br>Levy<br>Philadelphia | M.Moran | 84·0 | 19·0 | 10·0 | Phildlphia<br>Utd.States | C.2Cy.15″&26″–22″<br>Neafie&Levy,Phl. | |
| 5 166 | **P.Queirolo** SteelSc<br>*P.Gavi* –89<br>1 *Dk* | | 129<br>119<br>75 | | | | 1889 | E.Cravero<br>&Co.<br>Genoa | G.Queirolo | 86·6 | 18·0 | 11·1 | Genoa<br>Italian | C.2Cy.15½″&27″–25¼″<br>60H<br>E.Cravero&Co.,Genoa | |
| 6 | **Pabla** IronScSr<br>1 *Dk* | | 148<br>—<br>115 | | | | 1870 | Caird&Co.<br>Greenock | Sons of Thomas<br>Haynes | 105·6<br>P20′ | 18·0 | 9·8 | Cadiz<br>Spanish | C.2Cy.9″&18″–20″<br>38H<br>Sons of T.Haynes,Cadiz | |
| 7 12 RGQL | **Pachino** IronScBn<br>*G.Lagana*<br>2 *Dks* | | 1049<br>970<br>684 | ✠<br>3,73 | Sld | Lv | 1872<br>11mo | W.Watson<br>Sunderland | NavigazioneGen.<br>Italiana | 225·7<br>B24*t* | 29·9<br>*WB=DBa&f* | 21·3 | Venice<br>Italian | 2Cy.32″&60½″–32¾″<br>265H<br>N.E.MarineE.Co.(Lm)Sld. | |
| 8 78804 WTNG | **Pachumba** IronScSr<br>*T.E.Gillet* –93<br>2 *Dks* & *Shelter dk* | | 867<br>694<br>544 | ✠<br>*Shelter dk*<br>12,75 | Cly<br>A&CP | *n* | 1875<br>11mo | A&J Inglis<br>Glasgow | BritishIndiaStm.<br>Nav.Co.(Lim.) | 230·7<br>P53′ | 28·3<br>23·9<br>B30′ | 16·4<br>F53′ | Glasgow<br>British | C.2Cy.32″&54″–36″<br>140H<br>A.&J.Inglis,Glasgow | |
| 9 102932 | **Pacific** SteelScSr<br>*J.Godley* –94<br>1 *Dk*(*Stl*) & *Web frames* & *pt Awng dk*(*Irn*) | | 2622<br>1974<br>1691 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>5,94 | Cff<br>A&CP | *t* | 1894<br>1mo | W.Gray&<br>Co.(Lim.)<br>W Hartlepool | W.H.Cockerline&<br>Co. | 300·0<br>P27′<br>*pt Awng dk* 185′<br>*under Blrs.*) 238′ | 42·0<br>Q88′<br>FK<br>643*t* | 18·3 | Hull<br>British<br>*APT* 32*t* | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *80lb* 250H<br>2SB,*6rf*,GS85,HS3750<br>Cen.Mar.Eng.Wrks.WHpl | 20 |
| 10 46969 SVMD | —<br>*Farmer* –86<br>1 *Dk* | IronScK | 252<br>252<br>149 | | | | 1884 | J.Walker<br>&Co.<br>Maryboro' | JamesF.Wood | 134·0<br>P23′ | 20·2<br>H48′ | 10·2<br>F18′ | Brisbane<br>British | C.2Cy.18″&33″–20″<br>47H<br>J.Walker&Co.,Maryboro' | |
| 11 99634 | —<br>*M.Telford* 91–92<br>1 *Dk* | IronScK | 133<br>124<br>25 | ✠100A—<br>*Stm Trawler*<br>2,92 | Nwc | | 1892<br>2mo | Anderson<br>&Laverick<br>Newcastle | T.Melrose | 103·0<br>BK6½″ | 20·2 | 10·6 | Aberdeen<br>British | C.2Cy.17″&34″–24″ (*r*)<br>100lb 45H<br>1SB,2*pf*,GS30,HS964<br>Hedley&Boyd,N.Shields | 11 |
| 12 KMRQ | **Pacifique** IronSc3MstSr<br>*Castan* 91–93 *ss* Hav No.3–5,91<br>(*ex* City of Liverpool)<br>2 *Dks*(*Irn*) 3 *trB* | | 3070<br>2950<br>2295 | ✠LMC2,92<br>✠100A1<br>~~3,94~~ 10,94<br>BS10,94 ✠LMC5,97<br>✠NB2,87 | Liv<br>LA&CP | *w* | 1880<br>7mo | Richardsn,<br>Duck&Co.<br>Stockton | Cie.Maritime du<br>Pacifique | 340·0<br>B98′ | 40·0<br>BK11″ | 27·4 | Havre<br>French | T.3Cy.26″,42″&69″–54″ (*s*)<br>160lb *80lb* NDB87 350H<br>2DB,*8cf*,GS146<br>*WB=Cell DB* 280′515*t* | |
| 13 95029 | **Pago** SteelPadLr<br>*Elec.light* | | 674<br>674<br>250 | | | | 1887 | W.Denny<br>&Bros.<br>Dumbarton | Irrawaddy Flotilla<br>Co.(Lim.) | 250·0 | 35·1 | 9·8 | Glasgow<br>British | C.D.2Cy.37½″&65″–72″<br>375H<br>Denny&Co.,Dumbarton | |
| 14 ~~98086~~ | **Pak Ling** SteelScSr<br>~~*G.W.Long* 91~~<br>2 *Dks*(*Stl-Uwss*) 3 *trB* | | 3034<br>2727<br>1911 | ✠100A1<br>1,94 | Lon<br>A&CP | *v* | 1890<br>5mo | JLThomp-<br>son&Sons<br>Sunderland | ~~China Mutual~~<br>~~Steam Nav.Co.~~<br>~~(Lim.)~~<br>Nippon Yusen Kaisha | 362·0<br>P25′ | 41·4<br>B100′<br>BK11″ | 25·3<br>F48′<br>6 | ~~London~~<br>~~British~~<br>Tokio Japanese | T.3Cy.32″,49″&77″–48″ (*s*)<br>160lb *160lb* 750H<br>2DB,*12rf*,GS204<br>*WB=Cell DB* 292′475*t* | 27 |
| *Now named "Yamaguchi Maru," See No. 12 in Supplement.* | | | | ✠LMC~~5,97~~ 7·94 | | | | | | | | | | J.Dickinson,Sunderland | |
| 15 82618 WORK | **Pakan** (*WRECKED 2,94*) WoodScSr<br>*E.B.Hak* –91<br>1 *Dk* | | 121<br>99<br>84 | | | | 1882 | HoAh<br>Chong<br>Singapore | LimHoPuah | 109·6<br>H22*t* | 16·2 | 8·0 | Singapore<br>British | C.2Cy.14″&28″–16″<br>30H<br>J.Inglis,HongKong | |
| 16 97215 | **Pakeha** SteelScSr<br>*T.Moffatt* –93<br>2 *Dks*(*Irn*) 3 *trB* | | 4331<br>3981<br>2842 | ✠100A1<br>~~10,00~~ 6,94 | Lon<br>A&CP | *w* | 1890<br>8mo | Ropner&<br>Son<br>Stockton | Shaw,Savill&<br>AlbionCo.(Lim.) | 364·8<br>P23′ | 47·0<br>B88′<br>BK11″ | 26·9<br>F38′<br>6 | S'thamptn<br>British | T.3Cy.28″,46″&75″–48″ (*s*)<br>160lb *90lb* 500H<br>~~2Dk 18B,11lb~~,GS215,HS0330<br>*WB=Cell DB* 322′784*t* | 29 |
| | | | | ✠LMC~~8,97~~ 7·94 | | | | | | | | | | Blair&Co.(Lim.),Stockton | |
| 17 TGWR | **Paknam** IronScSr<br>*ss* Sng.No.2–81<br>*Well deck* 1 *Dk* | | 610<br>447<br>360 | ✠<br>8,82 | Sng<br>A&CP | *i* | 1872<br>4mo | Blackwood<br>&Gordon<br>Pt.Glasgow | EastBorneoCoal<br>Co. | 190·0<br>P93′<br>ND72 | 25·5<br>F28′ | 13·6 | Coti<br>Dutch<br>4*BHCem* | 2DB,8/7GS164HS5690<br>C.2Cy.24″&42″–27″<br>99H<br>Blackwood&Gordon,P.G1.<br>*WB=pt DB* | |
| 18 83994 JCSV | **Pakshan** SteelScSr<br>*Jenkins* *ss* Sld.No.3–7,87<br>(*ex* Delphus) *ss* HKg No.1–91<br>1 *Dk*(*Stl*) 2 *trB* & *pt Awng dk* | | 1326<br>932<br>835 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>9,94 ~~8,93~~ | HKg<br>L&CP | | 1883<br>11mo | BarrowS.B<br>Co.(Lim.)<br>Barrow | T.W.Richardson | 240·0<br>Q92′<br>*pt Awng dk* 147′ FK<br>*Cell DB* 295 30 77 | 34·2 | 14·1 | London<br>British<br>4*BHCem*<br>*WB=* T14*t APT* 7*t* | C.2Cy.31″&58″–36″ (*c*)<br>80lb *42lb* 150H<br>2SB,6*pf*,GS86,HS2800<br>Westray Copeland&Co Brw | 16 |
| | | | | BS12,93 ✠LMC12,91<br>9,94 | | | | | | | | | | | |
| 19 | **Palais Royal** IronScSr<br>(*ex* Tycho Brahe)<br>3 *Dks* | | 1861<br>1826<br>1175 | | | | 1867 | A.Leslie<br>&Co.<br>Newcastle | Ismail | 291·0<br>H35*t* | 34·6 | 28·1 | Constanpl<br>Turkish | C.2Cy.28″&58″–45″<br>138HP<br>R.Stephenson&Co.,Nwc. | |

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| 1 No. in Book / Official No. / Code Letters | 2, 3 Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks &c | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20<br>97617<br>LQKP | Palamcotta SteelScSr<br>A.J.Windebank -91<br>3Dks(1Stl&1ptStl-ws)<br>Elec.light | 3413<br>3084<br>2208 | ✠<br>4,90<br>✠ | Gls<br>LA&CP | w | 1890<br>4mo | A&J Inglis<br>Glasgow | BritishIndiaStm. Nav.Co.(Lim.) | 360·0\|42·2\|26·4<br>P68' B86' F48'<br>BK11"<br>WB=Cell | Glasgow<br>British<br>6BHCem<br>DB270' 467t | T.3.Cy.27½",45"&70"-54"<br>400HP<br>2DB,12cf,GS220<br>A.&J.Inglis,Glasgow | 29 " 3<br>s 6 " 1½<br>w6 " 6 | |
| 21<br>91257<br>KCQB | Palamed IronScSr<br>D.Robinson -94<br>2Dks | 2307<br>2151<br>1489 | | | | 1885 | A.Leslie& Co.<br>Newcastle | OceanS.S.Co. | 320·3\|36·5\|26·0 | Liverpool<br>British | C.2Cy.27"&58"-60"<br>400HP<br>R.Stephenson&Co.,Nwc. | | D<br>BT till 8,95 |
| 22<br>96130<br>KWLQ | Palatine SteelScSr<br>J.Whyte -92 ssNwc.No.3-10,92<br>1Dk(Stl)2trB<br>Well deck Inner bottom plating Iron | 2043<br>1636<br>1316 | ✠100A1<br>~~4,94~~ ~~10,93~~ ~~9,94~~ 3,95<br>BS~~4,94~~ 4,95<br>✠LMC10,92 | Nwc<br>LA&CP<br>~~Npt~~ | r | 1888<br>12mo | Palmers' Co.(Lim.)<br>Newcastle | DurhamS.S.Co. (Lim.)<br>(J.White, Mgr.)<br>WB | 275·6\|37·8\|18·8<br>P28'Q76'B107'<br>F34' BK9½"<br>=CellDB226'416t | Newcastle<br>British<br>4BHptAsp ptCem | T.3Cy.22",35"&58"-42" (r)<br>160lb 60lb 200HP<br>2SB,6rf,GS99<br>Palmers'Co.(Lim.),Nwc. | 21 " 7<br>s 2 " 0 | |
| 23<br>JBSL | Palentino SteelScSr<br>J.G.Guerricae88-89 ssLiv.No.1-93<br>1Dk(Irn)2trB&ptAwngdk | 2407<br>1758<br>1562 | ✠100A1<br>ptAwng dk withfreeboard<br>8,94 ~~2,94~~<br>✠LMC11,93 | Liv<br>A&CP | s | 1889<br>12mo | R.Thmpsn &Sons<br>Sunderland | M.M.deArrotegui<br>WB= Cell | 294·0\|39·0\|19·3<br>Q113'<br>ptAwng dk181' FK<br>DB 238' 450t FPT | Bilbao<br>Spanish<br>5BHCem<br>82tAPT29t | T.3Cy.25",40"&68"-42" (s)<br>160lb 90lb 250HP<br>2DB,12rf,GS198,HS4746<br>T.Richardson&Sons,Hpl. | 21 " 11<br>s 9 " 3½ | |
| 24<br>65277<br>~~EMSR~~ KSMT | Palermo IronScSr<br>H.O.Thorp -92 | 1637<br>1619<br>1073 | | | ... | 1871<br>10mo | Schlsinger Davis&Co.<br>Newcastle | T.Wilson,Sons&Co (Lim.) | 272·0\|32·6\|23·1<br>H15t<br>FK | Hull<br>British | C.2Cy.32"&60"-33"<br>NB81 140HP<br>M.Samuelson,Hull | | |
| 25<br>RFHW | — IronScSr<br>G.Kühlbronn79-87 ssHam.No.3-7,88<br>ssHam.No.1-92<br>2Dks(1Irn) | 1072<br>1010<br>845 | ✠100A1<br>5,94 ~~4,93~~<br>BS~~5,93~~ 5,94<br>LMC6,92 | Ham<br>A&CP | o | 1876<br>11mo | C.Mitchell &Co.<br>Newcastle | R.M.Sloman&Co. | 240·0\|31·2\|18·2<br>B25'F28'<br>BK8½" | Hamburg<br>German<br>4BHCem | C.2Cy.30"&55"-36" (i)<br>74lb 75lb ~~NDB86~~ 125HP<br>2SB,GS67 NDB94<br>Blair&Co.(Lim.),Stockton | | V |
| 26<br>40<br>RHBP | — IronScSr<br>A.Cutroneo -92<br>2Dks | 522<br>453<br>279 | | | | 1863 | Scott&Co.<br>Greenock | NavigazioneGén. Italiana | 184·3\|25·7\|15·0 | Palermo<br>Italian | C.2Cy.27½"&55"-30"<br>160HP<br>GreenockFndryCo.,Grk. | | I |
| 27<br>35<br>RHCG | Palestina IronScSr<br>Tognazzo (exSkerryvore)<br>2Dks | 958<br>618<br>629 | | | ... | 1871<br>10mo | W.Simons &Co.<br>Renfrew | NavigazioneGén. Italiana | 220·4\|28·3\|14·9 | Genoa<br>Italian | C.2Cy.28"&52"-36"<br>NB77 187HP<br>W.Simons&Co.,Renfrew | | I |
| 28<br>21385<br>NGCQ | Palestine IronScBk<br>Whiteway ssLiv.No.3-4,85<br>ssLiv.No.2-93 2Dks3trB | 2867<br>2156<br>2128 | 100A1<br>9,93<br>LMC9,93 | Liv<br>A&CP | v | 1858 | R.Steele<br>Greenock | E.S.Jones | 352·1\|36·1\|31·1<br>len72 BK11" | Liverpool<br>British<br>6BHCem | C.2Cy.43"&76"-42" (i)<br>70lb 50lb NE72NB81 300HP<br>2DB,8f,GS128 NDB81<br>J.&J.Thomson,Glasgow | 33 " 3<br>s 9 " 6½ | |
| 29 | — WoodScSr<br>W.Walker -89<br>IB Salted 1Dk | 69<br>69<br>40 | ✠<br>For fishing purposes<br>✠LMC11,89 | | ... | 1889<br>8mo | Forbes& Birnie<br>Peterhead | W.Walker&Co. | 76·7\|18·4\|8·7<br>drp91 | Aberdeen<br>British | C.2Cy.10½"&22"-16" (a)<br>100lb 22HP<br>1SB,2pf,GS14<br>White&Cooper,Dundee | 10 " 3 | |
| 30<br>HMRB | Paliki SteelScSr<br>A.Focas ssMsl.No.1-94<br>1Dk(Irn)&Webframes<br>Well deck | 1598<br>1178<br>1006 | ✠100A1<br>~~9,94~~ ~~2,94~~ ~~2,95~~ 3,95<br>✠LMC12,92<br>~~Cff-Gdn~~ | Msl<br>A&CP | p<br>Gen | 1889<br>10mo | J.Blumer &Co.<br>Sunderland | P.G.Cicellis<br>WB=Cell | 240·0\|36·0\|17·1<br>Q89'B106'F29'<br>FK<br>DB198' 326tDeepT | Argostoli<br>Greek<br>4BHCem<br>anka18'215t | T.3Cy.~~18"~~,30"&48"-36" (s)<br>160lb 19" 140HP<br>2SB,4rf,GS77<br>Alley&Maclellan,Glasgow | 19 " 5<br>s 1 " 5 | |
| 31<br>91293<br>KFLN | Palinurus IronScSr<br>T.S.Jackson75-86 | 2376<br>2152<br>1536 | | | | 1886<br>2mo | R.&W. Hawthorn, Leslie&Co.<br>Newcastle | OceanS.S.Co. | 321·0\|36·5\|26·0 | Liverpool<br>British | C.2Cy.27"&58"-60"<br>R.Stephenson&Co.,Nwc. | | D<br>BT till ~~3,96~~ 3,96 |
| 32<br>93321<br>KHVS | Palitana SteelSc3MstSr<br>R.H.Coope -94<br>Elec.light 3Dks(UStl-ws) | 2998<br>1861<br>1956 | ✠<br>10,86<br>✠ | Gls<br>LA&CP | v | 1886<br>1mo | A&J Inglis<br>Glasgow | BritishIndiaStm. Nav.Co.(Lim.) | 335·0\|40·2\|18·8<br>P57'B76'F29' 26·7 | Glasgow<br>British<br>6BHCem | T.3Cy.27½",44"&66"-54"<br>400HP<br>A.&J.Inglis,Glasgow<br>WB=DBa86'280t | 28 " 0 | |
| 33<br>SQBC | Pallas SteelScSr<br>A.W.Sederström ssLon.No.1-94<br>1Dk(Irn)&Webframes&ptAwngdk(Irn)<br>Elec.light | 1100<br>725<br>683 | ✠100A1<br>ptAwng dk withfreeboard<br>11,94 ~~1,94~~<br>✠LMC5,94 | Lon<br>A&CP | m | 1890<br>3mo | Edwards' S.B.Co.<br>Newcastle | FinskaÅngfartygs Aktiebolaget | 212·0\|32·0\|13·8<br>P31'Q44'B&pt FK<br>F&ptAwngDk137'<br>WB=CellDB174' | Helsingfrs<br>Russian<br>5BHCem<br>286tAPT8t | T.3Cy 16½",26½"&43½"-30"<br>160lb 80lb (s) 90HP<br>1SB,3pf,GS50<br>G.Clark&Co.(Lim.),Sld. | 16 " 0½<br>s 7 " 8½<br>w7 " 10½ | |
| 34 | — (LOST 11,93) SteelScSr<br>2Dks3trB | 845<br>619<br>442 | | | | 1891 | R&W Hawthorn,Leslie &Co.(Lim.)<br>Newcastle | CompanhiaFrigorificaPastorel Brazileira | 220·0\|32·0\|13·2 | R.Janeiro<br>Brazilian<br>WB | T.3Cy.20",32"&53"-36"<br>150HP<br>R.&W.Hawthorn,Leslie& Co.(Lim.),Newcastle | | V |
| 35<br>QDSP | — IronScSr<br>J.Kahler -89<br>1Dk&Spardk | 642<br>369<br>517 | | | | 1883 | Möller& Holberg<br>Stettin | Dampfschifffahrts Ges."Neptun" | 168·9\|26·5\|18·4<br>B7' | Bremen<br>German<br>WB | C.2Cy.18"&31"-21"<br>50HP<br>Möller&Holberg,Stettin | | G V |
| 36<br>[..]ed 4,95<br>JPFS | — IronScSr<br>L.Wiess (exWergeland)<br>1Dk2trB | 528<br>388<br>308 | | | ... | 1881<br>7mo | BrgnsMek. Vrk.<br>Bergen | BergenskeDampskibsselskab | 170·0\|24·6\|13·0<br>Q41'B51'F31' | Bergen<br>Norwegian | C.2Cy.20½"&39"-24"<br>55HP<br>BergensMek.Vrks.,Bergen<br>WB | | N |
| 37 | — Iron&SteelScSp<br>H.Hansson85-90<br>1Dk&Awngdk | 255<br>97<br>189 | | | | 1885 | MotalaCo.<br>Motala | ÅngfartygsAktiebolaget "Göta Kanal" (E.B.Thorssell) | 96·4\|21·3\|8·2<br>H41t | Stockholm<br>Swedish | C.2Cy.18½"&30"-16"<br>50HP<br>MotalaCo.,Motala | | |
| 38<br>78424<br>SJPF | Pallion IronScSr<br>~~F.Evans -93~~ ssHpl.No.3-6,92<br>Well deck Snowdon 1Dk(Irn)2trB | 1641<br>1293<br>1042 | ✠100A1<br>2,95 ~~3,94~~<br>✠NB6,92 LMC6,92 | Npt<br>A&CP | q | 1879<br>3mo | W.Gray& Co.<br>W Hartlepool | W.HartlepoolStm. Nav.Co. | 256·6\|34·8\|19·5<br>Q100'B61'F34'<br>BK9"<br>WB=DBa | W.Hartlpl<br>British<br>4BHCem<br>85'f90'331t | T.3Cy.20",31"&56"-33" (s)<br>170lb 80lb NDB89 150HP<br>2SB,4cf,GS59,HS2844<br>Tpd.92T.Richrdsn&Ss,Hpl | 20 " 9<br>2 " 0½ | |
| 39<br>63185<br>JRNH | Palm IronScBg<br>I.R.Jones -92 | 1826<br>1807<br>1394 | | | ... | 1869 | ..................<br>Greenock | Papayanni&Co. | 299·5\|31·8\|18·8<br>25·8 | Liverpool<br>British | C.2Cy.24¾"&57"-36"<br>NB74 140HP<br>M'Nab&Co.,Greenock | | |
| 40<br>99088 | — SteelPad<br>G.Atkins -92<br>1Dk | 137<br>137<br>83 | | | | 1892 | R.&H. Green<br>London | VictoriaSteamboatAssociation (Lim.) | 125·0\|20·0\|6·9 | London<br>British | O.2Cy.21½"-22"<br>24HP<br>J.Penn&Sons,London | | BT till ~~1,95~~ 9,95 |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>*Capitaine.* *Ex-nom, s'il y a lieu.*<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41<br>81499<br>WBHV | Palm Branch IronScSr<br>*F.S.Iliff* -93 ~~ssCff.No.2-89~~<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>Now named "Ophelia," See No. 6 in Supplement.<br>ssShl.No.3-7,94 | 1637<br>1302<br>1033 | ✠100A1<br>7,94 ~~10,92~~<br>~~BS10,92~~ ✠LMC6,~~89~~7,94 | Cff<br>A&CP<br>Shl | *q* | 1881<br>7mo | Bartram<br>Haswell&<br>Co.<br>Sunderland | NautilusSteam ShippingCo. (Lim.)(F.&W. Ritson, *Mgrs.*) | 260·0<br>P29' Q66' B58' F33'<br>*WB*= BK9½"<br>*DBa*66'*f*64'259*t* | 36·0 | 18 6 | Sundrland<br>British<br>6*BHCem*<br>*APT*25*t* | C.2Cy.33"&62"–42" (*i*)<br>80lb *60lb* 160HP<br>2SB,*6pf*,GS90<br>J.Dickinson,Sunderland | 20<br>2 |
| 42<br>67560<br>NPVC | Palma IronScSr<br>*A.Sinclair* -94 ssShl.No.3-3,88<br>*Well deck* ssNwc.No.1-92<br>1*Dk*2*trB* | 1134<br>878<br>709 | ✠90A1<br>~~8,94~~ 9,94<br>✠NB5,84<br>BS3,94 LMC10,92 | Nwc<br>A&CP | *n* | 1874<br>11mo | Withy,<br>Alexander<br>&Co.<br>Hartlepool | BlacowenS.S.Co. (Lim.)(Black, Cowen&Co., *Mgrs.*) | 236·3<br>Q80'B120*t*F31'<br>BK8"<br>*WB*=*DBa* | 31·2 | 16·7 | W.Hartlpl<br>British<br>4*BHCem*<br>68'*f*86'193*t* | C.2Cy.28"&53"–33" (*b*)<br>65lb *62lb* NDB91 110HP<br>1DB,*4pf*,GS66<br>T.Richardson&Sons,Hpl. | 17<br>1 |
| 43<br>42<br>RHFD | Palmaria IronScBn<br>*G.Dodero* -92 3rdSurvey,81<br>(*ex* Cassini) 2*Dks*3*trB* | 1034<br>638<br>662 | 3,81 | Cff | Lv<br>... | 1866 | A.Leslie&<br>Co.<br>Hebburn | Nav.Gen.Italiana | 219·8 | 28·0 | 16·1 | Genoa<br>Italian | C.2Cy.17¾"&33½"–36"<br>NB73 90HP<br>R.&W.Hawthorn,Nwc. | |
| 44<br>93817<br>KWMJ | Palmas SteelScSr<br>*T.A.Purcell* -93 ssGrk.No.1-93<br>2*Dks*(1*Stl*)3*dkrule* | 2428<br>2352<br>1560 | ✠100A1<br>8,93<br>✠LMC2,93 | Cff<br>LA&CP | *u* | 1888<br>10mo | Harland&<br>Wolff<br>Belfast | Elder,Dempster& Co. | 312·0<br>P32'B80'F41'<br>BK9"<br>*WB*=*Cell* | 39·2 | 24·7 | Liverpool<br>British<br>5*BHCem*<br>*DB*234'522*t* | T.3Cy.23",38"&62"–42" (*s*)<br>160lb *60lb* 240HP<br>2SB,*6rf*,GS110<br>McIlwne,Lws&Co.(L.)Bel. | 27<br>5 |
| 45<br>89588<br>JMCB | Palmer SteelTwinScSr<br>*A.J.Clark* 1*Dk* | 267<br>216<br>133 | ✠<br>4,89<br>✠ | Tns<br>LA&CP | *e* | 1884<br>5mo | J Fullerton<br>&Co.<br>Paisley | Australasian UnitedStm.Nav. Co.(Lim.) | 140·2<br>Q28' B28' F16'<br>FK | 26·0 | 8·5 | SydnyNSW<br>British<br>4*BHCem* | C.4Cy.15"&30"–18"<br>74HP<br>Kincaid&Co.,Greenock | 9 |
| 46<br>78636 | Palmerston IronScSr<br>*D.Macaulay* (*ex*Rook)<br>1*Dk* | 463<br>383<br>239 | | | ... | 1878<br>6mo | J.&G.<br>Thomson<br>Glasgow | MountPleasant Coal&IronMiningCo.(Lim.) | 175·3<br>Q29' B38' F30' | 25·0 | 13·0 | SydnyNSW<br>British | C.2Cy.20"&39"–28"<br>70HP<br>J.&G.Thomson,Glasgow | |
| 47<br>44923 | — IronPad<br>*J.Mason*88-88 | 109<br>109<br>55 | | | | 1864 | ..................<br>London | GreatWestern RailwayCo. | 96·5 | 18·5 | 9·4 | Milford<br>British | L.2Cy.30"–48"<br>NB69 60HP<br>Simpson&Co.,London | |
| 48<br>HTNB | Palmira IronScSr<br>*T.Rendueles*74-85 (*ex*MariaIsasi) | 165<br>—<br>94 | | | | 1869 | J Fullerton<br>&Co.<br>Paisley | Olavarria,Lozano &Co. | 95·2 | 19·1 | 8·9 | Gijon<br>Spanish | 2Cy.20"–21"<br>25HP<br>W.King&Co.,Glasgow | |
| 49<br>53391<br>HJLB | Palmyra IronScBg<br>*R.Lloyd* -93 | 2076<br>1926<br>1335 | | | | 1866 | Caird&Co.<br>Greenock | CunardSteam ShipCo.(Lim.) | 290·8 | 38·0 | 26·1 | Glasgow<br>British | C.2Cy.38"&68"–48"<br>NE&B78 212HP<br>J.Jack&Co.,Liverpool | 27<br>5 |
| 50<br>83905<br>WBCR | Palomares IronScSr<br>*W.Jackson*84-90 ssLth.No.3-4,94<br>1*Dk*(*Irn*)2*trB*<br>*Well deck* | 1397<br>1127<br>876 | ✠100A1<br>~~4,94~~ 4,95<br>BS1,95 ✠LMC4,94 | Lth<br>LA&CP<br>Shl | *p* | 1881<br>5mo | Palmers'<br>Co.<br>Newcastle | Crawford&Co. | 245·9<br>Q92'B54'F28'<br>FK<br>*WB*=*Cell* | 35·2 | 16·0 | Grngemth<br>British<br>4*BHCem*<br>*DB*206'290*t* | C.2Cy.30"&57"–39" (*a*)<br>80lb *80lb* NDB92 130HP<br>1SB,*4pf*,GS72 FD<br>Palmers'Co.(Lim.),Nwc. | 18<br>2 |
| 51<br>82262 | Palow SteelPad<br>*Sommerville* | 244<br>244<br>154 | | | | 1879 | Denny&<br>Bros.<br>Dumbarton | IrrawaddyFlotilla Co.(Lim.) | 160·4 | 26·0 | 7·6 | Glasgow<br>British | C.D.2Cy.25"&43"–42"<br>90HP<br>Denny & Co.,Dumbarton | |
| 52<br>KMVW | Pampa IronScBg<br>*LeBourhis*81-92<br>2*Dks*&*Spar dk* | 3021<br>2879<br>1841 | | | | 1878 | Forges&C.<br>de laMédit.<br>LaSeyne | ChargeursRéunis | 329·7<br>B77' F41' 31·3 | 39·4 | 22·0 | Havre<br>French | C.2Cy.35½"&71"–39½"<br>325HP<br>Forges&C.de laMédit,Hav. | |
| 53 | Pampa Central IronScSr<br>*L.Massa* (*ex*RioChubut) | 179<br>—<br>106 | | | | 1881 | E.Finch&<br>Co.<br>Chepstow | LuisPalma | 106·0 | 19·0 | 9·1 | Bns.Ayres<br>Argentine | 26HP<br>AvonsideEng.Co.,Bristol | |
| 54<br>NVGF | Pan IronScSr<br>*F.H.Cahnbley*78-84<br>2*Dks*&*Spar dk* | 1058<br>607<br>658 | | | | 1884 | Gebr.Howaldt<br>Kiel | Dampskibsselskabet Öresund (T.Koch&Co., *Mgrs.*) | 213·5<br>B68*t* 21·4 | 28·4 | 14·2 | Copnhagn<br>Danish<br>*WB* | C.2Cy.26"&43"–30"<br>100HP<br>Gebr.Howaldt, Kiel | |
| 55<br>HSPC | — SteelScSr<br>*A.G.Johansson*86-92<br>1*Dk*2*trB* | 854<br>750<br>612 | | | | 1886 | Aktiebol<br>Atlas<br>Gefle | RederiAktiebol. "Union" (G.O.Wallenberg) | 199·3<br>B48' H15*t* | 26·7 | 18·3 | Stockholm<br>Swedish<br>*WB* | C.2Cy.26"&44⅞"–28¾"<br>100HP<br>Actiebol Atlas,Stockholm | |
| 56<br>KNBJ | Panama IronScSr<br>*Chabot* ssSld.No.3-3,93<br>2*Dks*(*Irn*)3*trB* | 2118<br>1921<br>1357 | ✠100A1<br>3,94<br>✠NB3,93 ✠LMC3,93<br>BS3,94 | Bdx<br>A&CP | *s* | 1881<br>2mo | Osbourne,<br>Graham&Co.<br>Sunderland | A.D'Orbigny& Faustin fils | 281·0<br>B40'F36'<br>BK9½"<br>*WB*=*DBa*81'*f*47'235*tFPT* | 36·0 | 24·7 | LaRochlle<br>French<br>5*BHCem*<br>150*tAPT*30*t* | C.2Cy.34"&64"–42" (*r*)<br>80lb *80lb* NDB93 180HP<br>2SB,*6pf*,GS96HS3550<br>Hwks,Crawshy&Sns,Nwc. | |
| ✻ 57<br>JBVF | — IronSc3MstSr<br>*C.Rivera*92-92 ssNwc.No.3-1,91<br>(*ex*BranksomeHall)<br>2*Dks*(1*Irn*&1*ptIrn-Uws*)3*trB* | 2085<br>2054<br>1347 | ✠100A1<br>~~10,92~~ 10,94<br>✠NB1,91 LMC1,91 | NYk<br>A&CP | *s* | 1875<br>11mo | Lon.&Gls.<br>Co.<br>Glasgow | Cia.Trasatlantica | 331·4<br>ND85<br>BK10" | 34·2 | 24·9 | Barcelona<br>Spanish<br>5*BHCem* | C.2Cy.38"&71"–48" (*i*)<br>80lb 300HP<br>2DB,*8cf*,GS168<br>Lon.&Gls.Co.,Glasgow | 26<br>5 |
| 58 | Pandik WoodPad<br>*Osman*73-85 | —<br>—<br>50 | | | | 1866 | .................. | IdareiMassousieh (OttomanSteam Nav.Co.) | 129·3 | 24·0 | 10·3 | Constanpl<br>Turkish | 2Cy.<br>Caddy&Co.,Southampton | |
| 59<br>178<br>HPSN | Pandora SteelScBk<br>*Sturly*<br>2*Dks*3*trB* | 2708<br>—<br>1692 | | | ... | 1882<br>6mo | LloydAustroUngarico<br>Trieste | LloydAustriaco | 340·0 | 37·6 | 25·0 | Trieste<br>Aust.-Hung. | C.2Cy.38"&72½"–48"<br>360HP<br>AustrianLloyd's Arsenal | |
| 60<br>65038<br>JTRW | Missing since 11.94<br>— IronScSr<br>*H.M.Hern*92- 6thSurvey,Shl.5,91<br>1st.Survey,Nwc.4,94<br>(*ex*Dora) 1*Dk*2*trB* | 850<br>722<br>542 | ✠ ~~A1.1~~<br>8,94 ~~4,94~~<br>✠NB4,94 LMC4,94 | Nwc | Lv | 1870<br>11mo | Denton,<br>Gray&Co.<br>WHartlepool | Fisher,Renwick& Co. | 210·6<br>Q61*t*<br>drp94 BK8"<br>*W* | 29·0 | 16·5 | W.Hartlpl<br>British<br>4*BH*<br>*B*=*DBa*&*f* | C.2Cy.25"&48"–36" (*r*)<br>65lb *80lb* NDB94 96HP<br>T.Richardson&Sons,Hpl. | 17<br>2 |
| 61<br>90948 | — SteelScK<br>*D.Coull* -94 1*Dk*(*Irn*) | 210<br>160<br>82 | ✠100A1<br>1,93<br>✠LMC1,93 | Nwc<br>A&CP | *c* | 1893<br>1mo | Schlsinger,<br>Davis&Co.<br>Newcastle | Leith&Montrose ShippingCo. (J.McKenzie& Sons, *Mgrs.*) | 116·0<br>Q46'B7'F14'<br>FK<br>*WB* | 23·1 | 7·9 | Montrose<br>British<br>3*BHCem*<br>=*FPT*16*t* | C.2Cy.13"&26"–16" (*r*)<br>100lb *100lb* 35HP<br>1SB,*2pf*,GS27,HS552<br>Hedley&Boyd,N.Shields | 8<br>10 |
| 62<br>HKLN | Panellenion IronSc<br>*Droutsis*84- | 310<br>—<br>195 | | | | 1856 | .................. | HellenicSteam ShipCo. | 156·8 | 21·9 | 12·0 | Syra<br>Greek | C.4Cy.15"&34"–24"<br>76HP | |
| 63<br>86682 | Panlang IronTwinSc<br>*Nab* | 203<br>203<br>138 | | | | 1881 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla Co.(Lim.) | 140·0 | 25·1 | 7·7 | Glasgow<br>British | C.4Cy.15"&26"–15"<br>50HP<br>Denny&Co.,Dumbarton | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 64 | **Panormos** **SteelScSr**<br>*E.Zafiropoulos* ~~2ndSurvey,Cpl.4,91~~ (*ex*Devonia) 1*Dk*<br>8rdSurvey,Cpl.4,95 | 255<br>218<br>138 | ✠A1*1<br>~~4,97,98~~<br>~~B&MS7,98~~<br>~~BS9,94 B&MS4,95~~ | Cpl | Lv | 1882<br>11mo | Murdoch& Murray PortGlasgow | Nav.àVap.Egèe (P.M.Courtgi& Co.,*Mgrs.*) | 140·3\|21·8\|10·1<br>Q28*t*H5*t*F4*t*<br>ptND91 FK | | | Constanpl Turkish<br>4*BH*<br>*WB=DBf* | C.2Cy.21″&42″–30″<br>65lb *30lb* 80HP<br>1SB,*3f*<br>Dunsmuir&Jackson,Gls. | | | |
| 65 | **Pansy** **IronScK**<br>*F.Shepherd* | 112<br>104<br>9 | | | | 1891 | Hepple& Co.<br>N.Shields | H.J.Young | 96·5\|19·2\|10·3 | | | N.Shields British | C.2Cy.16″&32″–22″<br>42HP<br>Hepple&Co.,N.Shields | | | |
| 66 | **Pantanaw** **IronTwinSc**<br>*Grimshaw* | 140<br>116<br>103 | | | | 1874 | R.Duncan &Co.<br>Pt.Glasgow | IrrawaddyFlotilla Co.(Lim.) | 119·2\|20·2\| 6·6 | | | Glasgow British | C.4Cy.12″&21″–15″<br>70HP<br>Rankin&Blackmore,Grk. | | | |
| 67 | **Panthay** **IronPadSp**<br>*Fenton* | 561<br>450<br>427 | | | | 1876 | R.Duncan &Co.<br>Pt.Glasgow | IrrawaddyFlotilla Co.(Lim.) | 251·0\|28·0\| 7·0 | | | Glasgow British | C.D.2Cy.34″&59″–54″<br>160HP<br>Rankin&Blackmore,Grk. | | | |
| 68 | **Panther** **IronSc3MstSr**<br>*G.B.Sturby* –94 *ss*Hul.No.2–76<br>*ss*No.3–68<br>1*Dk&ptAwng dk* | 912<br>697<br>590 | 5,78 | Hul | | 1861<br>10mo | Brownlow &Co.<br>Hull | T.WilsonSons&Co. (Lim.) | 235·2\|27·7\|14·2<br>Q171′ F24′<br>len68drp78 FK<br>*ptAwngdk*83′ | | | Hull British<br>3*BHCem* | C.2Cy.27″&51″–30″<br>NE72 NB82 111HP<br>C.D.Holmes&Co.,Hull | | | |
| 69 | — **WoodScBk**<br>*J.Vine* –91 | 363<br>327<br>247 | | | | 1866 | R.Hutch-ings<br>Miramchi NB | ~~RobertGrieve~~ PantherSS.Co(Lim) (J.Murray&Son) | 135·0\|28·0\|14·1<br>H35*t* | | | Greenock British | 64HP | 15 ″ 9<br>s 2 ″ 4 | | |
| 70 | **Panuco** **WoodTwinScSp**<br>*Beckwith* –90 | 192<br>—<br>96 | | | | 18 82 84 | Smith& Townsend<br>EastBoston | BoothBros. | 112·0\|28·0\| 8·0 | | | Boston Utd.States | | | | |
| 71 | **Pao-hua** **IronScSr**<br>*H.Lewis* –89<br>1*Dk&Shadedk* | 665<br>317<br>492 | | | | 1885 | S.C.Farn-ham&Co.<br>Shanghai | W.A.Catelle | 191·8\|22·3\| 8·8<br>15·2 | | | Shanghai British | C.4Cy.12″&21″–18″<br>40HP<br>S.C.Farnham&Co.,Shanghi | | | |
| 72 | **Paola** **IronScSr**<br>*J.W.Howling* –93 *ss*Shl.No.3–4,94<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1039<br>797<br>647 | ✠100A1<br>~~1,95~~4,94 | Shl<br>A&CP<br>✠LMC4,94<br>Bly | *n* | 1882<br>2mo | S.P.Austin &Sons<br>Sunderland | Crosby,Magee &Co. | 224·5\|32·1\|14·9<br>Q77′B57′F28′<br>drp95 FK<br>*WB=Cell* | | | W.Hartlpl. British<br>5*BHCem*<br>*DB*188′294*t* | C.2Cy.28″&53″–36″ (*i*)<br>75lb *75lb* NDB92 120HP<br>2SB,*4pf*,GS54<br>G.Clark,Sunderland | 17 ″ 5<br>s 1 ″ 7 | | |
| 73 | **Paolo Boselli** **IronScSr**<br>*G.Sturlese*68–88<br>2*Dks* | 663<br>606<br>417 | | | | 1888 | TheConti-nentalLead &Irn.Co.Ld<br>Pertusola | G.B.Sturlese | 190·9\|25·3\|17·5<br>H27*t* F26*t* | | | Genoa Italian<br>*WB* | T.4Cy.(2)10″,24″&42″–30″<br>163HP<br>TheContinentalLead&Irn. Co.,Ld.,Pertusola | | | |
| 74 | **Paoting** **SteelScSr**<br>*A.Wright* –93<br>2*Dks* | 1765<br>1626<br>1088 | | | | 1891 | Scott&Co.<br>Greenock | ChinaNav.Co. (Lim.) | 260·0\|36·8\|21·6 | | | London British | T.3Cy.18″,29″&47″–39″<br>200HP<br>Scott&Co.,Greenock | | | |
| 75 | **Paquete de Gram Para**<br>— | —<br>—<br>520 | | | | | ..... | Cia.deNav.àVapor deBahia | ..... ..... ..... | | | Bahia Brazilian | | | | |
| 76 | **Paquete de los Vilos** **Iron**<br>*J.Wennerström* –92 | 319<br>—<br>199 | | | | 1865 | .....<br>Clyde | Saavedra,Bénard &Co. | 154·2\|20·9\|12·5 | | | Valparaiso Chilian | 50HP | | | |
| 77 | **Para** **IronScSr**<br>*W.H.Milner* –94<br>(*ex*Puno) 6thSurveySou.9,90<br>*Elec.light* 3*Dks*(*ptIrn*)*&Awngdk* | 4028<br>3772<br>2295 | ✠A1*1<br>*Awng dk*<br>~~9,90~~<br>✠NB9,90 | Sou<br>LMC9,90 | *w*<br>Lv | 1873 | Laird Bros.<br>Birkenhead | RoyalMailSteam PacketCo. | 387·5\|43·1\|26·2<br>ptND90 33·9<br>BK12″ | | | London British<br>7*BHCem* | C.3Cy.40″,63″&96″–54″ (*s*)<br>150lb *144lb* NDB90 600HP<br>8SB,*24cf*,GS384,HS10760<br>*Tpd*90Day,Summrs&C,Sou | 27 ″ 8<br>s 11 ″ 11½ | | BT till ~~8,94~~ 5,95 |
| 78 | — **IronScSr**<br>*J.Gausden* –92 *ss*Shl.No.2–92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1790<br>1422<br>1160 | ✠100A1<br>~~1,94~~1,95<br>BS1,94 ✠LMC10,92<br>Cff | Shl<br>A&CP | *q* | 1884<br>2mo | E.Withy &Co.<br>W Hartlepool | Steel,Young&Co. | 258·6\|34·8\|19·5<br>P26′Q60′B72′F31′<br>BK9″<br>*WB=DB* | | | London British<br>4*BHCem*<br>*a*72′*f*96′304*t* | T.3Cy.19″,35″&53″–33″ (*l*)<br>150lb *55lb* 150HP<br>1DB,*4cf*,GS76<br>T.Richardson&Sons,Hpl. | 20 ″ 6<br>s 2 ″ 0½ | | |
| 79 | — **IronSc**<br>*G.Carpenter*<br>2*Dks* | 1544<br>1286<br>1167 | 12,71 | Cly<br>A&CP | | 1871<br>8mo | A.Stephen &Sons<br>Glasgow | LloydBrazileiro | 240·0\|38·1\|19·8 | | | R.Janeiro Brazilian<br>3*BHCem* | C.D.2Cy.48″&78″–72″<br>300HP<br>J.Howden&Co.,Glasgow | | | |
| 80 | — **IronPadSr**<br>1*Dk&Hurdk* | 479<br>—<br>302 | | | | 1883 | Blackwood &Gordon<br>Pt.Glasgow | AmazonSteam Nav.Co.(Lim.) | 183·0\|28·0\| 9·5<br>*Erections* 103*t* | | | Para Brazilian | C.2Cy.30″&52″–57″<br>125HP<br>Blackwood&Gordon,P.Gls | | | |
| 81 | **Para & Amazonas** **SteelPad** | 430<br>—<br>335 | | | | 1884 | A.Leslie& Co.<br>Newcastle | J.M.Braga | 175·0\|29·6\| 8·7 | | | Para Brazilian | C.2Cy.30″&54″–51″<br>120HP<br>Black,Hawthorn&Co.Gts. | | | |
| 82 | **Paradox** **IronSc**<br>*J.Fielder* –92 *ss*Lon.No.3–8,89<br>*ss*Lon.No.1–93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 603<br>527<br>381 | ✠100A1<br>~~3,93~~10,94<br>✠NB1,95<br>BS10,94 | Lon<br>LA&CP<br>LMC9,93 | *i* | 1883<br>9mo | Millwall Graving DockYard<br>London | W.France&Co. (Lim.) (~~Fenwick &Co.,Mgrs.~~)<br>~~Stobart&Co(Lim)Mgrs~~ | 172·0\|28·0\|14·8<br>Q80′B7′F22′<br>drp93 BK7½″<br>*WB=DB* | | | London British<br>4*BHCem*<br>*a*38′*f*36′100*t* | C.2Cy.27″&47″–30″ (*i*)<br>75lb *50lb* NDB85 98HP<br>1SB,*3pf*,GS63<br>Engines *made* 77, *fitted* 85<br>N.E.MarineE.Co.(Lim.) | 15 ″ 10<br>s 1 ″ 7 | | |
| 83 | — **IronSc3MstSr**<br>~~*T.Johnston* –93~~ *ss*Abn.No.3–5,91<br>(*ex*Resolute) 1*Dk*<br>*W.Lawrie*81–94 *ss*Dun.No.1–95 | 358<br>298<br>226 | ✠A1<br>~~5,91 8,92~~2,95<br>✠NB5,91 | Abn<br>Dun<br>~~LMC6,91~~ 8,95 | | 1857 | Simons& Co.<br>Glasgow | ~~A.H.Taylor~~ G.Elsmie&Son | 172·1\|20·8\|11·8<br>P60′<br>len65&71ND71BK6″ | | | Aberdeen British<br>5*BHCem* | C.4Cy.12″,12″,24″&26″–26″<br>70lb *40lb* NE71 NDB87 (*s*)<br>1SB,*2pf*,GS29 65HP<br>Gilbert&Cooper,Hull | 12 ″ 6<br>s 1 ″ 9 | | |
| 84 | **Paraense** **IronScSr**<br>*H.Thomas* 6thSurvey,Liv.8,94<br>~~5thSurvey,Liv.9,89~~ 2*Dks*3*trB* | 1697<br>937<br>1094 | ✠A1*1<br>~~,94.4,94~~ ~~2,95~~<br>~~5,95~~ | Liv<br>Ham | Lv | 1871<br>5mo | T.Royden &Sons<br>Liverpool | R.Singlehurst&Co | 270·2\|33·0\|23·9<br>P122*t*H37*t*<br>BK9″ | | | Liverpool British<br>8*BHCem* | T.3Cy.23″,36½″&58″–36″<br>160lb *45lb* NE&B89 175HP<br>1DB,*8rf*,GS126<br>WestrayCopeland&CoBrw | 25 ″ 3<br>s 4 ″ 5½ | | BT till ~~10,94~~ 8,95 |
| 85 | **Paragon** **SteelScSr**<br>*K.M'Lean*89–89 *ss*Trn.No.1–94<br>1*Dk*(*Irn*)<br>*Well deck* | 408<br>301<br>172 | ✠100A1<br>~~1,94~~1,95<br>~~BS4,95~~ | Trn<br>LA&CP<br>✠LMC1,94 | *g* | 1889<br>12mo | AilsaShip-buildingCo. (Lim.)<br>Troon | J.Weatherill&Co. | 142·0\|25·7\|12·4<br>P12′Q51′B19′F19′<br>BK7″<br>*WB=Cell DB*26′ 23*t FPT* | | | Dublin British<br>4*BHCem*<br>27*tAPT*12*t* | T.3Cy.14″,22½″&36″–27″ (*s*)<br>160lb *80lb* 70HP<br>1SB,*2rf*,GS32<br>W.Kemp,Glasgow | 12 ″ 11<br>s ″ 11½ | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. / Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86<br>RHWK | Paraguassu SteelScBn<br>H.Böge91-91<br>Elec.light 2Dks | 2668<br>2150<br>1886 | | | | 1890 | Reiherstieg Schiffswerfte &Mschinfbk Hamburg | Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. | 330·0\|41·6\|32·9<br>P85' B79' F54' | Hamburg<br>German | T.3Cy.25",41"&65"–42"<br>400H<br>ReiherstiegSchiffswerfte &Maschinenfabrik,Ham.<br>WB | |
| 87<br>KNGS | Paraguay SteelScBn<br>Fontaine75–92<br>2Dks&Spardk | 3376<br>—<br>2012 | | | | 1888 | Ateliers& Chantiersde laLoire St.Nazaire | ChargeursRéunis | 360·9\|40·3\|22·9<br>F45' 30·7 | Havre<br>French | T.3Cy.27½",45½"&71½"–47½"<br>500H<br>Atelrs.&Chntirs.de laLoire | |
| 88<br>45<br>RHVQ | — IronScSr<br>Traverso (exMaria,exMarina)<br>3Dks | 1343<br>—<br>777 | | | ... | 1870<br>10mo | Barclay, Curle&Co. Glasgow | NavigazioneGene-raleItaliana | 241·1\|32·6\|23·8<br>H64t | Genoa<br>Italian | C.2Cy.82"&57"–36"<br>135H<br>Barclay,Curle&Co.,Gls. | |
| 89<br>KNGT | Parahyba SteelScSr<br>Luce -91 ssHav.No.1-94<br>1Dk(Stl)&Spar dk&Web frames | 2606<br>2408<br>1986 | ✠100A1<br>Spar dk<br>~~6,94 4,93~~<br>11,94 | Hav<br>A&CP<br>✠LMC4,93 | t | 1889<br>8mo | W.Doxford &Sons Sunderland | ChargeursRéunis | 310·0\|38·5\|18·1<br>F30' 25·4<br>FK<br>WB=Cell | Havre<br>French<br>5BHCem<br>DB247'563t | Q.4Cy.15¾",20",31"&54"–42"<br>200lb (s) 160H<br>3SB,6rf,GS102,HS3600<br>W.Allan&Co.,Sunderland | 20 |
| 90 | — IronScSr<br>Briant81–89<br>1Dk2trB | 696<br>520<br>378 | ✠<br>9,82 | Gls<br>LA&CP<br>✠ | k | 1882<br>8mo | W.B. Thompson Glasgow | EmprezaBrazileira deNavegacaoà Vapor | 200·0\|28·0\|14·2<br>P66' B46' F35' | R.Janeiro<br>Brazilian<br>4BHCem | C.2Cy.30"&60"–33"<br>140H<br>W.B.Thompson,Dundee<br>WB=APT26t | |
| 91<br>29550<br>QGCW | Parana IronScBk<br>~~R.Ford -93~~ ssHul.No.3–6,87<br>(exNora) ssHul.No.1–91<br>R.Bartlett 2Dks | 1361<br>1278<br>1027 | 90A1<br>~~1,0811,91~~5,95<br>✠NB5,83<br>BS2,~~94~~3,95 | Hul<br>A&CP<br>LMC7,91 | p | 1862<br>9mo | Palmers' Co. Newcastle | W.S.Bailey | 251·4\|33·2\|21·9<br>P43t<br>ND74ptND92 | Hull<br>British<br>5BHCem | C.2Cy.32"&54"–36" (a)<br>75lb 130H<br>2SB,4pf,GS53<br>Cmp.74Lon.&Gls.Co.,Gls. | 23<br>4 |
| 92<br>HLFB | — Wood | —<br><br>195 | | | | | ............ | T.doD'Acheno | ............ | Paranagua<br>Brazilian | | |
| 93<br>KNHL | Paranagua SteelScSr<br>Baillemont92–92<br>2Dks | 2117<br>1894<br>1220 | | | | 1890 | R.Dixon& Co. Middlesbro' | ChargeursRéunis | 295·0\|38·2\|22·2<br>H93t | Havre<br>French<br>WB | T.3Cy.23",37"&61"–42"<br>825H<br>T.Richardson&Sons,Hpl. | |
| 94<br>HLFG | — Wood | —<br><br>161 | | | | | ............ | Cia.RioParnahyba | ............ | Theresina<br>Brazilian | | |
| 95 | Paria CompPadSr | 120<br>110<br>60 | | | | 1892 | J.S.White EastCowes, I.W. | CrownAgent for Colonies | 110·0\|19·0\| 8·0<br>B39' | | C.2Cy.19"&35"–30"<br>300H<br>J.S.White,E.Cowes,I.W. | |
| 96<br>HLFR | Parintino Wood | —<br><br>331 | | | | | ............ | Cia.doMarajo& Tocantins | ............ | Para<br>Brazilian | | |
| 97 | Paris SteelTwinSc3MstSr<br>W.G.Randle74–93 ssLiv.No.1–93<br>Elec.light (exCity of Paris)<br>4Dks(2Stl–ws&1ptStl–ws)<br>&Promenadedk(Stl–ws) | 10508<br>8570<br>6288 | ✠100A1<br>2,94 ~~4,94 5,95~~<br>drp94<br>BS12,94 | Liv<br>LA&CI<br>✠LMC2,93<br>Lon | | 1889<br>3mo | J.&G. Thomson Glasgow | International Nav.Co.(Lim.) | 527·6\|63·2\|22·0<br>P75'F109' 39·2<br>FK<br>WB=CellDB466'1534t<br>15 | NewYork<br>Utd.States<br>~~5BHAsp~~<br>Tankf147t<br>11p.AsppCem | T.6Cy.45",71"&113"–60" (s)<br>150lb 150lb 2000H<br>FD<br>J.&G.Thomson,Glasgow | 41<br>12 |
| 98<br>95354<br>LBHN | — SteelPadSr<br>R.Sharp86–89<br>Elec.light 1Dk(Stl) | 804<br>710<br>365 | | | ... | 1888<br>7mo | Fairfield Co.(Lim.) Glasgow | London,Brighton &SouthCoast RailwayCo. | 250·6\|29·1\|14·0<br>B49' F80'<br>ptShelterDk48' FK | Newhaven<br>British | C.D.2Cy.46"&83"–72"<br>450H<br>FairfieldCo.(Lim.),Gls. | 15 |
| 99<br>79605<br>RQVL | — IronScSr<br>J.Butcher -93 | 330<br>327<br>142 | | | | 1878<br>6mo | Scott&Co. Greenock | London,Chatham &Dover Railway Co. | 170·7\|22·7\|12·5 | London<br>British | C.2Cy.25½"&46½"–24"<br>85H<br>Scott&Co.,Greenock | |
| 100<br>65099<br>WSDH | — IronScSr<br>H.Lewis54–85 ssHul.No.3–5,86<br>(exDon) ssHul.No.2–93<br>1Dk | 304<br>262<br>196 | ✠90A1<br>6,93<br>✠NB7,93 | Hul<br>A&CP<br>LMC7,93 | f | 1873<br>10mo | A.Hall& Co. Aberdeen | G.R.Haller | 145·0\|21·1\|11·4<br>Q56'F16'<br>srp93 BK7<br>WB= | Hull<br>British<br>3BHCem<br>DBf44'80t | C.2Cy.17"&30"–20" (s)<br>90lb ~~90lb NB80 NDB87~~ 45H<br>1SB,2pf,GS23 70lbNDB87<br>SmithBros.,Glasgow | 12<br>1 |
| 101<br>84294<br>VJSD | Parisian SteelSc4MstSr<br>J.Ritchie -92<br>Elec.light | 5365<br>5154<br>3263 | | | | 1881 | R.Napier& Sons Glasgow | J.&A.Allan | 440·8\|46·2\|25·2<br>Q15t F13t 33·2 | Glasgow<br>British | C.3Cy.60"&(2)85"–60"<br>800H<br>R.Napier&Sons,Glasgow | |
| 102<br>KNJR | Parisien SteelScSr<br>Lacoste | 636<br>604<br>473 | | | | 1889 | Chant.&At. de laLoire Nantes | Compagnie Parisienne de Navig.àVapeur | 187·0\|27·9\|15·3<br>H48' | Rouen<br>French<br>WB | C.2Cy.19"&34½"–24½"<br>100H<br>Ateliers&Chantiers de la Loire,St.Denis | |
| 103 | — Steel&IronScSr | 203<br>—<br>92 | | | | 1887 | H.Satre Arles | Cie.duCanal de Suez | 126·9\|24·2\| 9·3 | Suez<br>Egyptian | C.2Cy.12"&22"–12"<br>30H<br>H.Satre,Lyons | |
| 104<br>96399<br>LNDP | Parkfield SteelScSr<br>H.A.Jones -93 ssCff.No.1–94<br>1Dk(ptIrn ptStl)<br>&Webframes&ptAwngdk(Irn)2trB | 2607<br>2064<br>1678 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>4,94 | Cff<br>A&CP<br>✠LMC4,94 | t | 1890<br>1mo | JLThomp-son&Sons Sunderland<br>WB=Cell | ParkfieldS.S.Co. (Lim.) (J.Brown&Son)<br>DB224'407t APT | 316·0\|40·6\|20·8<br>P29'Q88'<br>BK10'<br>31t ptAwngdk199 | Liverpool<br>British<br>6BHCem | T.3Cy.23½",38"&62"–42" (s)<br>160lb 160lb 250H<br>2SB,6rf,GS115,HS4254<br>J.Dickinson,Sunderland | 23<br>8 |
| 105<br>96640<br>LHWM | Parkgate SteelScSr<br>~~T.Delacour89–93~~ ssCff.No.1–94<br>W.J.Hunter94–95 1Dk(Stl)2trB<br>Well deck | 2242<br>1757<br>1435 | ✠100A1<br>~~2,94 4,94~~<br>4,95 | Cff<br>A&CP<br>✠LMC2,~~89~~2,94 | s | 1889<br>9mo | TTurnbull &Son Whitby | Turnbull,Scott& Co. | 289·5\|38·2\|19·6<br>P28'Q76'B124'F32<br>FK<br>WB=Cell | London<br>British<br>5BHCem<br>DB244'504t | T.3Cy.22",36"&59"–39" (a)<br>160lb 70lb 175H<br>2SB,6cf,GS84,HS3230<br>Blair&Co.(Lim.),Stockton | 22<br>2 |
| 106<br>97829<br>LWTP | Parkmore SteelScSr<br>A.Hawkett -93<br>2Dks(Irn)3trBFloors&BeamsIrn<br>Elec.light | 3318<br>3165<br>2136 | ✠100A1<br>~~4,94~~6,94 | Liv<br>A&CP<br>✠LMC12,90 | v | 1890<br>12mo | C.J.Bigger Londonderry<br>W | S.S.Parkmore,Lim (W.Johnston&Co., Lim.)<br>B=CellDB38'130t | 340·0\|42·7\|27·0<br>P21'B94'F92'<br>BK11'<br>FPT 70t APT 51t | Liverpool<br>British<br>6BHCem<br>MT36'582t | T.3Cy.26",42"&67"–51"<br>160lb 160lb 300H<br>2DB,8cf,GS184,HS5800<br>M'Ilwne&M'Cll(Lim)Bel. | 28<br>5 |
| 107<br>83926<br>VKWQ | — IronScSr<br>J.Gray -94 ssBel.No.3–2,93<br>1Dk | 261<br>244<br>126 | ✠100A1<br>4,94<br>BS4,94 | Bel<br>LA&CP<br>✠LMC2,93 | e | 1880<br>11mo | M'Ilwaine &Lewis Belfast | AntrimIronOreCo. (Lim.) | 157·5\|21·6\|10·8<br>Q20'B29'F20'<br>ptND94 BK7'<br>WB | Belfast<br>British<br>4BHCem<br>=APT3t | C.2Cy.19¼"&32"–27"<br>75lb 45lb 50H<br>1SB,2pf,GS33<br>M'Ilwaine&Lewis,Belfast | 11<br>1 |

| 1 Sis. No. Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of R. of Trade Pass. Cert. | 16 Mean Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 108 | Parks Foster | SteelSc3MstSr 2*Dks* | 1730 — 1475 | | | | 1889 | GlobeIron WorksCo. Cleveland,O. | OwenTransp.Co. (W.R.Owen) | 262·0 F34′ | 39·0 H— | 19·2 | Chicago Ill Utd. States *WB* | C.2Cy.25″&50″–42″ GlobeIrnWksCo.,Clevelnd | | | | |
| 109 | Parlement Belge | IronPad | 420 — 252 | | | | 1874 | Soc.Cockerill Antwerp | BelgianGovernment | 200·0 | 24·8 | 7·3 | Ostend Belgian | | | | | |
| 110 | ~~Parnassos~~ Parnassis *Marlas* (*ex*Glensannox) | IronScSr 1*Dk*2*trB* | 922 853 587 | ✠100A1 5,95 ~~12,92~~ *ss*NYk.No.1–81 ✠NB3,94 | NYk A&CP Msl | *n* ✠LMC3,94 | 1877 6mo | BarrowSB. Co. Barrow | Marlas&Co. *WB*=*DBa*15′110*t* | 220·0 F31′ | 28·0 BK6½″ *APT*12*t FPT*15*t* | 18·5 | Galaxidi Greek 4*BHCem* | C.2Cy.27″&50″–30″ (*r*) 75lb *60lb* NDB94 100HP BarrowS.B.Co.(Lim.) 1SB,*3pf*,GS55,HS1844 | | | | |
| 111 | Paros *Michaelopoulos*86–89 (*ex*Inchcape) | IronScSr 1*Dk* | 455 352 290 | ✠ 2,82 | Shl A&CP | *g* | 1879 1mo | WBThmpson Dundee | PanhellenicSSNav (K.I.Psachazopoulos,*Mgr.*) | 164·8 Q47′ | 23·8 B17′ | 12·4 | Piræus Greek 5*BHCem* | C.2Cy.22″&40″–27″ NB89 70HP W.B.Thompson,Dundee *WB*=*DB*40′*FPT APT* | | | | |
| 112 | Parramatta *P.Harris* –92 *Elec.light* | SteelScBg 2*Dks*(*Stl*)& *Spardk*(*Stl*-ws)4*trB* | 4756 4636 2681 | ✠ *Spar dk* 1,85 | Lon LA&CP | *y* | 1882 11mo | Caird&Co. Greenock | P.&O.Stm.Nav. Co. | 420·2 ptIrnfloors | 43·0 | 34·5 | Greenock British 8*BHCem* | C.2Cy.56″&100″–66″ 900HP Caird&Co.,Greenock | 28 ″ 2 s 10 ″ 5½ | BT till ~~10,04~~ 1,96 | | |
| 113 | — *J.Watt*91–91 | IronScSr 1*Dk* | 144 136 30 | ✠100A1 *StmTrawler* 10,91 ✠LMC10,91 | Shl LA&CP | ✠ | 1891 10mo | Hepple& Co. N.Shields | J.Kelsall(Kelsall&Co.,*Mgrs.*) | 105·4 | 20·6 BK7″ | 11·0 | Hull British 3*BHCem* | T.3Cy.12″,20″&32″–22″ (*s*) 160lb 60HP 1SB,2*cf*,GS26,HS1014 Hepple&Co.,N.Shields | 11 ″ 10 | | | |
| 114 | Pars *NouriBey* –88 (*ex*Heracleé,*ex*Himalaya) *Well deck* | IronScSr 1*Dk*2*trB* | 808 682 515 | ✠ 11,86 | Cpl A&CP | *k* | 1871 1mo | Withy, Alexander &Co. Hartlepool | IdareiMassousieh | 200·8 Q72′ ND85 | 28·5 B73′ | 15·9 F24′ | Constanpl Turkish 4*BHCem* *WB* | C.2Cy.25″&48″–36″ NB78 96HP T.Richardson&Sons,Hpl. =*DBa*59′*f*49′146*t APT*22*t* | | | | |
| 115 | Parthenon *D.Remizes* *Ghiafis* | IronScSr *ss*Cff.No.3–5,89 *ss*Bla.No.1–93 2*Dks*(*UIrn*–ws) | 1308 1279 853 | ✠100A1 1,95 ~~5,04~~ ✠NB4,86 | Liv A&CP Cff | *p* LMC9,93 | 1877 3mo | Bartram, Haswell&C Sunderland | TheophilatosBros. | 239·5 P14′ | 32·3 BK8½″ *WB*= | 22·4 | Ithaca Greek 5*BHCem* *DBa*76′*f*64′ | C.2Cy.30″&57″–36″ (*s*) 80lb NDB86 140HP 1SB,*4pf*,GS48 J.Dickinson,Sunderland | 23 ″ 7 | | | |
| 116 | Parthian *S.W.Snow*74–90 | IronScSr 3*Dks* | 1683 — 1090 | | | | 1887 | Harlan& Hollingsworth Co. WilmingtnDl | Boston&PhiladelphiaS.S.Co. | 227·0 | 38·0 | 26·0 | Boston Utd.States | C.2Cy.30″&56″–54″ Harlan&HollingworthCo., Wilmington,Del. | | R | | |
| 117 | — *C.C.Thomson*89–89 | IronScSr *ss*Shl.No.2–91 2*Dks*(1*pt Irn*)3*trB* | 1611 1466 1040 | ✠100A1 10,94 ~~10,99~~ BS2,94 ✠LMC11,91 4,95 | Lon LA&CP Man | *r* | 1883 8mo | Murdoch& Murray Pt.Glasgow | P.H.Dixon& Harrison | 266·3 B18′F36′ | 34·2 BK9″ *WB*=*DBa* | 22·4 | Glasgow British 4*BHCem* 62′*f*23′325*t* | C.2Cy.32″&60″–39″ (*s*) 80lb *45lb* 165HP 1DB,6*pf*,GS111 W.King&Co.,Glasgow | 23 ″ 7 s 4 ″ 1 | D | | |
| 118 | Paruhybano | Wood | — — 50 | | | | | ..... | A.S.M.Correa | ..... | ..... | ..... | Parnahybo Brazilian | | | | | |
| 119 | Pasadena *J.Hamilton* –87 | WoodScSr 1*Dk* | 300 — 236 | | | | 1887 | A.Hay SanFrancisco | Kerckhoff,Cuzner &Co. | 141·0 | 31·0 | 10·0 | WlmgtnCa Utd.States | C.2Cy.14″&28″–20″ 150HP HinkleySpiers&Hayes,San Francisco | | | | |
| 120 | Pascal *J.English* –93 | IronScSr | 1950 1826 1219 | | | | 1869 | A.Leslie& Co. Newcastle | Liverpool,Brazil& RiverPlateStm. Nav.Co.(Lim.) (Lamport&Holt, *Mgrs.*) | 300·9 | 33·4 | 24·8 | Liverpool British | C.2Cy.25″&60″–40″ NB80 120HP R.Stephenson&Co.,Nwc. | | | | |
| 121 | Pascha Dadascheff *A.J.Müller*94–94 (*Carrying Petroleum in bulk*) *Elec.light* | SteelTwnScSr 2*Dks* | 1054 965 865 | | | | 1894 | Kockums Mekaniska Verkstads Aktiebolag Malmö | A.Dadascheff | 246·0 B48′ | 27·7 | 17·3 | Astrachan Russian *WB* | C.4Cy.20⅞″&38″–23⅜″ MotalaNyaMekVerks. Aktiebolag,Motala | | | | |
| 122 | Pasig *J.W.Stavens* –88 | IronScSr *ss*Man.No.3–81 1*Dk*& *Awngdk* | 417 222 305 | ✠ *Awng dk with load line* 10,85 | HKg A&CP | | 1867 7mo | Wingate Glasgow | TsangSam-yung | 162·0 | 20·3 17·0 FK | 9·4 | HongKong British 4*BHCem* | 2Cy.24″–24″ 45HP T.Wingate&Co.,Glasgow | | | | |
| 123 | Patagonia *J.G.VonHolten*71–90 *Elec.light* | SteelScBn 2*Dks*& *AwngDk* | 3122 2218 2076 | | | | 1890 | Reiherstieg Schiffswerfte &Mach-fabr Hamburg | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 330·0 B82′ | 41·6 F54′ | 32·9 | Hamburg German *WB* | T.3Cy.25½″,41″&66″–48″ ReiherstiegSchiffswerfte &MaschinfabrikHam. | | V | | |
| 124 | 75,94 *J.Richards* –92 | IronScSr 3rdSurvey,82 3*Dks* | 2878 2507 1790 | ✠ 11,85 | | Lv | 1869 3mo | J.Elder& Co. Glasgow | PacificSteamNav. Co. | 347·0 H360*t* *FS* | 41·0 | 26·0 | Liverpool British 6*BH* | T.3Cy.24½″,39″&62″–45″ NE&B91 500HP Naval Construction&Arm. Co.(Lim.),Barrow | | | | |
| 125 | Patapsco *J.Chisholm* –91 | SteelScSr 1*Dk*(*Irn*)& *Spar dk*(*Irn-ptws*)3*trB* *ss*Sld.No.1–94 | 2933 2743 1894 | ✠100A1 *Spar dk* ~~4,94~~ 12,94 ✠LMC3,~~99~~12,94 | Shl A&CP Sld | *u* | 1890 8mo | J.Laing Sunderland | NeptuneStm.Nav. Co.(Lim.) (W.&T.W.Pinkney *Mgrs.*) *WB*=*Cell* | 320·0 B78′F30′ *Spardeck*2¾″*thick DB* 252′434*t* | 41·8 | 18·1 26·0 BK10″ | Sundrland British 5*BHCem* | T.3Cy.23″,38″&62″–42″ (*s*) 150lb *80lb* 300HP 2SB,6*rf*,GS120 G.Clark(Lim.),Sunderland | 20 ″ 8 s 6 ″ 2 | D | | |
| 126 | Pateena *H.Sams*78–92 *Elec.light* | SteelScSr 1*Dk*(*pt Stl*)& *Spardk* | 1212 1133 550 | ✠ *Spar dk* 10,83 | Gls | Lv | 1883 7mo | A&J Inglis Glasgow | UnionS.S.Co.of NewZealand (Lim.) | 240·0 F18*t* | 31·7 FK | 22·2 | Launcestn British 6*BH* | 2Cy.38″&76″–48″ 250HP A.&J.Inglis,Glasgow *WB*=*DBa*& *f* | | | 14·55 15·45 16·35 17·25 | |
| 127 | Pathan *W.H.Wright* –92 | IronScSr *ss*Shi.No.2–91 2*Dks*(1*Irn*& *UptIrn*–ws)3*trB* | 2709 2527 1762 | ✠100A1 ~~7,94~~ 9,93 10,94 ~~4,94~~ BS2,93 ✠LMC10,91 | Shi LA&CP | *u* | 1883 3mo BS7,94 | Aitken& Mansel Glasgow | MogulS.S.Co. (Lim.) (Gellatly,Hankey, Sewell&Co.*Mgrs*) | 340·0 P37′B40′F42′ | 38·1 BK9½″ | 26·3 | Rochester British 6*BHCem* | C.2Cy.43″&75″–51″ (*i*) 80lb *45lb* 350HP 2DB,*12pf*,GS250 J.&J.Thomson,Glasgow | 27 ″ 6 s 5 ″ 9 | | | |
| 128 | Pathein *Wesker* | IronTwinSc | 214 183 154 | | | | 1875 | R.Duncan &Co. Pt.Glasgow | Irrawaddy Flotilla Co.(Lim.) | 140·5 | 22·6 | 7·5 | Glasgow British | C.4Cy.15″&26″–15″ 80HP Rankin&Blackmore,Grk. | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Sociale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 129<br>150598 | **Pathfinder** SteelSc<br>1Dk<br>*Whaleback* | 2425<br>—<br>1762 | | | | 1892 | American Stl.BargeCo.<br>Superior,Wis | HuronBargeCo. | 340·0 | 42·0 | 25·0<br>WB | Cleveland, Ohio<br>Utd. States | T.3Cy.23",37"&62"–42"<br>FrontierIronWrks,Detroit |
| 130<br>76478<br>KDVH | — IronPad<br>*J.Ellis* –94 (*ex*PilotFish)<br>1Dk | 326<br>322<br>111 | ✠<br>2,77<br>*For Tug purposes only* | Shl<br>A&CP | | 1876<br>12mo | JReadhead &Co.<br>S.Shields | LiverpoolSteam TugCo.(Lim.) | 161·4 | 24·8 | 12·7 | Liverpool<br>British<br>3BHCem | L.2Cy.42½"–66"<br>200HP<br>J.Readhead&Co.S.Shields |
| 131<br>83897<br>KWDR | **Patience** IronScSr<br>*W.Plank* –93 ssMdb.No.3–3,94<br>12,94 (*ex*IronActon) 1Dk(Irn)2trB<br>*Well deck*<br>Missing since 12,94 | 1111<br>881<br>695 | ✠~~100A1~~<br>6,94 ~~3,94~~<br>✠LMC3,94 | Mdb<br>LA&CP<br>Bgn | n | 1881<br>3mo | RDixon&C<br>Middlesbro' | E.Harris&Co. | 225·2<br>Q82 B67'F22'<br>drp94<br>WB=DBa59'f49'fuB17'228t | 32·7 | 16·0 | Middlsbro'<br>British<br>4BHCem | C.2Cy.27"&50"–33" (b)<br>75lb *80lb* NDB94 99HP<br>T.Richardson&Sons,Hpl. |
| 132<br>63826<br>LFKV | **Patna** IronSc3MstSr<br>*J.Couper* –94 ssGls.No.3–7,85<br>3Dks | 1797<br>1164<br>1149 | ✠<br>7,85<br>✠NE&B7,85✠ | Gls<br>A&CP | s | 1871<br>4mo | W.Denny &Bros.<br>Dumbarton | BritishIndiaStm. Nav.Co.(Lim.) | 297·8 | 33·2 | 25·4 | Glasgow<br>British<br>6BHCem | C.2Cy.34"&62"–45"<br>220HP<br>A.&J.Inglis,Glasgow |
| 133 | **Patrator** SteelScSr<br>*P.Kermorvant* –94 1Dk(Irn)<br>*Well deck*<br>*Now named* "Cirages Français." *See No. 1 in Supplement.* | 591<br>464<br>367 | ✠100A1<br>9,93<br>✠LMC7,91 | Mdb<br>A&CP | i | 1891<br>12mo | R.Craggs& Sons<br>Middlesbro' | Soc.Gén.desCirages Français | 180·1<br>Q99'B18'F21'<br>WB=DBa44'80tFPT25t | 27·1 | 13·3<br>BK7½' | L'Orient<br>French<br>4BHCem<br>APT30t | T.3Cy.14",22½"&36"–27" (i)<br>160lb *80lb* 70HP<br>1SB,3pf,GS45<br>GourlayBros.&Co.,Dundee |
| 134<br>QTNR | **Patria** IronScSr<br>*W.E.Strömberg* ssHul.No.3–12,93<br>1Dk2trB<br>*Well deck* | 837<br>636<br>526 | ✠100A1<br>~~6,94~~ ~~12,93~~ 5,95<br>BS12,94 ✠LMC12,93 | Hul<br>LA&CP | l | 1882<br>4mo | Murdoch &Murray<br>Pt.Glasgow | WasaNordsjöÅng. Akt.Bolag | 205·8<br>Q63'B56'F28'<br>WB=MT22'160t | 28·9 | 15·1<br>BK8' | Wasa<br>Russian<br>4BHCem | C.2Cy.24"&46"–30" (j)<br>80lb *75lb* NDB90 90HP<br>1SB,3pf,GS54<br>Kincaid&Co.,Greenock |
| 135<br>JQPM | — IronScSr<br>*N.v.d.Fehr* ssGot.No.1–83<br>*Well deck* 1Dk2trB | 471<br>358<br>285 | ✠<br>1,84 | Grk<br>A&CP | h | 1877<br>8mo | Bergens Mek.Vrk.<br>Bergen | W.Hansen | 161·4<br>Q39' B38' F24' | 24·2 | 12·9 | Bergen<br>Norwegian<br>4BH | C.2Cy.19½"&37"–24"<br>50HP<br>BergnsMek.Verks.,Bergen |
| 136<br>HDGQ | — WoodScSr<br>*M.S.Pedersen*85–85<br>1Dk2trB | 263<br>232<br>134 | | | | 1884 | KJacobsen<br>Svelvi | Act.Selsk"Patria" (H.Heitmann& Son) | 118·0<br>P23t Q8t | 25·0 | 13·5 | Chrstiania<br>Norwegian | C.2Cy.16"&28¾"–18½"<br>35HP<br>NylandsM.V.,Christiania |
| 137<br>RWJG | **Patriot** IronScSr<br>*P.Schacht* 91<br>1Dk | 130<br>130<br>87 | | | | 1869 | Reiherstieg SchffsWfte<br>Hamburg | L.F.Mathies&Co. &Wilh.Richers | 120·0 | 17·6 | 10·2 | Hamburg<br>German | C.2Cy.18½"&33"–24"<br>55HP<br>H.Brandenburg,Hamburg |
| 138<br>65890<br>~~PNSD~~ | **Patroclus** IronScSr<br>~~J.Pulford88–88~~<br>*D.Robinson* –95 | 2125<br>1959<br>1386 | | | | 1871 | ALeslie&C<br>Newcastle | ~~Nederl.Stoomv. Maats."Oceaan"~~<br>A.P.Adams | 322·0<br>H166t | 33·7 | 25·7 | ~~Amstrdam~~ ~~Dutch~~<br>Singapore<br>British | C.2Cy.26½"&61½"–45"<br>NB82 250HP<br>R.Stephenson&Co.,Nwc. |
| 139<br>LCMJ | **Paul** IronScSr<br>*H.Holtz*87–87<br>1Dk&Awngdk | 722<br>701<br>545 | | | | 1882 | G.Howaldt<br>Kiel | Sartori&Berger | 187·6 | 24·7 | 19·4 | Kiel<br>German<br>WB | C.2Cy.23"&37½"–27"<br>70HP<br>HowaldtBros.,Kiel |
| 140<br>KNRF | **Paul Emile** IronSc<br>*Antonsanti* (*ex*Colon)<br>2Dks | 730<br>—<br>432 | | | | 1866 | Dobie&Co.<br>Pt.Glasgow | Caillol&Saint-pierre | 237·2<br>P45' B17' F27' | 26·2 | 15·0 | Marseilles<br>French | C.2Cy.25½"&51¼"–27"<br>125HP<br>J.Roach&Sons,Chester,Pa. |
| 141<br>69595 | **Paul Smith** WoodPad<br>(*ex*Gatineau)<br>1Dk | 175<br>175<br>79 | | | | 1873 | ..................<br>Quebec | Adirondack&St. LawrenceRapids Tourists'Line,Ld. | 118·2 | 23·4 | 6·8 | Quebec<br>British | 55HP |
| 142<br>RHKB | **Paula** SteelSc3MstSr<br>*F.Reiners*92–93<br>2Dks<br>*Elec.light Carrying Petroleum in bulk* | 2675<br>2663<br>2160 | | | | 1888 | SirW.G. Armstrong, Mitchell& Co.(Lim.)<br>Newcastle | Tank-Dampf-schifffahrtsGes. (*in liq.*) | 285·0 | 40·2 | 30·4 | Hamburg<br>German<br>WB | T.3Cy.22",35"&58"–39"<br>FD 220HP<br>WallsendSlipwayEng.Co. (Lim.),Newcastle |
| 143<br>LRGJ | — SteelScSr<br>*W.Gahde* –89<br>1Dk | 695<br>504<br>489 | | | | 1889 | Henry Koch<br>Lübeck | Zerssen&Co. | 179·7<br>Q105' F23' | 25·9 | 13·9 | Tönning<br>German<br>WB | C.2Cy.23"&39"–26"<br>85HP<br>H.Paucksch, Lndsbrg a/W. |
| 144<br>JDRH | **Paulina** IronSc<br>*Gamecho* (*ex*PuertoRiqueño)<br>2Dks3trB | 2116<br>—<br>1343 | | | | 1881 | R.&J. Evans&Co.<br>Liverpool | Linea deVapores Serra | 279·7<br>P63t B139t F44t | 35·8 | 24·7 | Bilbao<br>Spanish | C.2Cy.33"&66"–42"<br>200HP<br>D.Rollo&Sons,Liverpool |
| 145<br>LCMN | **Pauline** IronScSr<br>*N.C.Kröger*69–83<br>1Dk&Awngdk | 723<br>701<br>555 | | | | 1882 | G.Howaldt<br>Kiel | Sartori&Berger | 187·3 | 24·7 | 19·4 | Kiel<br>German<br>WB | C.2Cy.23½"&37½"–27½"<br>70HP<br>HowaldtBros.,Kiel |
| 146 | **Paulo Affonso** SteelScSr<br>*Ives*90–90<br>1Dk | 75<br>75<br>29 | ✠100A1<br>11,90<br>*For Tug purposes*<br>✠LMC11,90 | Prs<br>LA&CP | a | 1890<br>11mo | W.Allsup &Sons(Lim.)<br>Preston | A.U.DeCarvalho | 80·0 | 16·0 | 9·0<br>BK5' | Penedo<br>Brazilian<br>4BHCem | C.2Cy.16"&32"–20" (a)<br>100lb 45HP<br>1SB,2pf,GS30<br>W.Allsup&Sons(Lim)Prs. |
| 147 | **Paulo Alfonso** IronPadSr | 281<br>—<br>219 | | | | 1868 | ..................<br>Sunderland | Cia.deNav.àVap deBahia | 150·0 | 22·0 | 8·6 | Bahia<br>Brazilian | |
| 148<br>HLVB | **Pauxy** | —<br>—<br>79 | | | | | .................. | Santos&Lages | ............ | | | Para<br>Brazilian | |
| 149<br>86215<br>WMGD | **Pavonia** IronScBk<br>*J.B.Watt* –93<br>*Elec.light* | 5588<br>5322<br>3490 | | | | 1882<br>6mo | J.&G. Thomson<br>Glasgow | CunardSteamShip Co.(Lim.) | 430·5<br>F97t | 46·4 | 34·9 | Liverpool<br>British | C.2Cy.52"&93"–66"<br>700HP<br>J.&G.Thomson,Glasgow |
| 150<br>19903<br>HPTB | — WoodPad<br>1Dk | 865<br>—<br>673 | | | | 1861 | ..................<br>Brooklyn | A.R.McDonnough | 192·4 | 34·5 | 13·1 | NewYork<br>Utd.States | |
| 151<br>84151<br>WCKP | **Pawnee** IronScBg<br>*W.Aitkenhead* –94 ssLiv.No.3–8,92<br>2Dks(1Irn)3trB | 1798<br>1617<br>1167 | ✠100A1<br>10,94 ~~8,94~~<br>✠LMC3,94 | Liv<br>LA&CP | r | 1881<br>7mo | Royden& Sons<br>Liverpool | Medit.&NewYork SteamShipCo. (Lim.) (Phelps Bros., *Mgrs.*) | 277·5<br>B64'F37'<br>WB=Cell | 34·6 | 22·8<br>BK9½' | Liverpool<br>British<br>5BHCem<br>DB224' 321t | C.2Cy.32"&64"–39" (j)<br>85lb *50lb* NDB81 200HP<br>2SB,8pf,GS144<br>Fawcett,Preston&Co.,Liv. |

| 1 Sht. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of Bt of Trade Pass. Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 152 | **Pawnee** | **WoodScSr** | 1210 | | | | 1890 | C.Hillman &Co. Philadelphia, Pa. | W.P.Clyde&Co. | 203·2 | 38·0 | 19·5 | New York Utd.States | C.2Cy.22″&38″–34″ | | | R |
| | *Ingram* –93 YM5,93 | *2Dks* | — 859 | | | | | | | | | | | | | | |
| 153 | **Pax** | **IronScBkn** | 914 | | | | 1876 | Schlesing'r Davis&Co. Newcastle | Merli&Lugaro | 209·9 | 29·8 | 17·5 | Genoa Italian | C.2Cy.27″&51″–33″ | | | V |
| | *N.Mezzano*92–92 (*ex*CharlesGodard) | *1Dk2trB* | 805 594 | | | | | | | P97′ | F34′ | | | 190H Black,Hawthorn&Co.,Gts. | | | |
| 154 | — | **SteelScSr** | 520 | | | | 1893 | Act.Ges. Weser Bremen | Dampfschiff fahrts Ges. "Neptun" | 159·0 | 25·7 | 11·9 | Bremen German *WB* | C.2Cy.17⅞″&31½″–21⅝″ | | | V |
| | *H.Oetker* –93 | *1Dk* | 385 379 | | | | | | | Q44′ | B38′ | F21′ | | 75H ActienGes.Weser,Bremen | | | |
| 155 | **Peace** | **SteelScSr** | 1696 | ✠100A1 5,94 | Cff | *q* | 1889 | BlythS.B. Co.(Lim.) Blyth | ClaphamSteam ShipCo.(Lim.) (G.E.Macarthy, *Mgr.*) *WB=CellDB220′431t FPT53t APT38t* | 258·3 | 36·0 | 16·9 | Newcastle British | T.3Cy.20″,33″&53″–36″ (*s*) | 19 | 3 | V |
| | *E.Korn*89–90 *ss*Shl.No.1–92 | *1Dk(Irn)&Webframes* | 1311 | | A&CP | | 7mo | | | Q92′B112′F27′ | | | FK | 160lb *80lb* NDB90 170H | s 1 | 7½ | |
| | *Well deck* | *Webframes&StringersIrn* | 1102 | LMC12,92 | | | | | | | | | *4BHCem* | 2SB,*6cf*,GS87 E.Scott&Co.,Newcastle | | | |
| 156 | **Pearl** 95 | **IronSc3MstSr** | 446 | ✠~~100A1~~ 8,93 12,94 | Gls | *h* | 1885 | J Fullerton &Co. Paisley | W.Robertson | 170·0 | 25·1 | 10·2 | Glasgow British | C.2Cy.22″&42″–30″ (*s*) | 12 | 9 | |
| | ~~*T.Richardson* –93~~ *MacArthur* | *ssGls.No.2–93* *1Dk(Irn)* | 323 211 | A&CP Lon | | | 7mo | | | Q83′B11′F26′ lrp93 | | BK7½′ | | 90lb *50lb* 70H 1SB,*3pf*,GS52 | s | 11 | |
| | *Well deck* | | | LMC8,93 | | | | | | | | *WB=CellDB91* | *4BHCem* *125t FPT45t* | W.King&Co.,Glasgow | | | |
| 157 | — | **IronScYl** | 155 | ✠100A1 | Hul | | 1891 | Mackie& Thomson Glasgow | KingstonSteam TrawlingCo. (Lim) | 100·5 | 20·5 | 10·7 | Hull British | C.2Cy.16″&32″–22″ (*s*) | 11 | 11 | |
| | *J.W.Addy*91–91 | *1Dk* | 142 57 | *Stm Trawler* 5,92 | LA&CP | | 8mo | | | Q19′F19′ | | | *3BHCem* | 110lb 45H Muir&Houston,Glasgow | | | |
| | | | | LMC8,91 | | | | | | | | | | | | | |
| 158 | — | **IronPad** | 120 | | | | 1877 | Edwards& Co. London | Robins&Co.(Lim.) (H,Brown, *Mgr.*) | 82·9 | 27·2 | 7·2 | London British | H.2Cy.23″–27″ | | | |
| | *G.Newman* | | 120 51 | | | | | | | | | | | 30H MaudslaySons&Field,Lon. | | | |
| 159 | **Pebble** | **Steel&IronSc3MstSr** | 477 | ✠100A1 11,94 12,98 2,95 | Bwg | *h* | 1890 | Scott&Co. Bowling | W.Robertson | 165·2 | 26·1 | 10·9 | Glasgow British | T.3Cy.14″,23″&36″–27″ (*s*) | 12 | 2 | D |
| | ~~*C.Robinson*93–93~~ *McCallum* –95 | *ssBwg.No.1–94* *1Dk(ptIrn)* | 330 176 | A&CP | | | 9mo | | | Q81′B10′F27′ lrp95 | | BK7½′ | *4BHCem* | 160lb *70lb* 60H 1SB,*3pf*,GS51 | s | 9½ | |
| | *Well deck* | *Irnframing&Stlplating* | | LMC9,90 11,94 | | | | | | | | *WB=* | *FPT48t* | Muir&Houston,Glasgow | | | |
| 160 | **Pechili** | **IronScSr** | 1160 | ✠ | | | 1874 | W.Hamil- ton&Co. Pt.Glasgow | Indo-ChinaSteam Nav.Co.(Lim.) | 239·2 | 33·1 | 12·6 | London British | C.2Cy.28″&54″–33″ | | | |
| | *E.J.Buller* –93 | | 1133 | *Awng dk* | A&CP | | 11mo | | | | | 19·5 | | 120H | | | |
| | (*ex*RioGrande doSul,*ex*Newa) | *1Dk&Awng dk* | 881 | *with load line* 2,75 | | | | | | | | FK | *4BHCem* | Walker,Hendersn&Co.,Gls | | | |
| 161 | **Peconic** | **IronScBg** | 1795 | ✠100A1 9,94 ~~7,00~~ | Liv | *r* | 1881 | Royden& Sons Liverpool | Medit.&NewYork SteamShipCo. (Lim.) (PhelpsBrs.*Mgrs*) | 277·5 | 34·6 | 22·8 | Liverpool British | C.2Cy.32″&64″–39″ (*j*) | 25 | 6 | |
| | *F.Harnden*90–90 ~~*ssLiv.No.2–90*~~ | *ssLiv.No.3–9,94* *2Dks(1Irn)3trB* | 1617 1158 | ~~B34,94~~ | LA&CP | | 10mo | | | B64′F37′ | | BK9½′ | *5BHCem* | 85lb *85lb* NDB94 200H 2SB,*8pf*,GS144 | s 4 | 5 | |
| | | | | LMC2,00 1,94 | | | | | | | | *WB=Cell* | *DB224′321t* | Fawcett,Preston &Co.,Liv. | | | |
| 162 | **Pedro** | **IronScSr** | 2872 | ✠100A1 | Liv | *u* | 1883 | Wigham Richardson &Co. Newcastle | ~~Cia.deNav.La Flecha~~ "LaFlecha" | 330·2 | 38·3 | 27·8 | Bilbao Spanish | C.2Cy.40″&74″–48″ (*s*) | 21 | 4 | |
| | ~~*Bonet*90–90~~ *S.Bonet*90–90 | *ssLiv.No.2–91* (*ex*LilburnTower) | 2792 1892 | ~~6,04 7,98~~ 5,95 | LA&CP | | 6mo | | | | | FK | *6BHCem* | 80lb 400H 2DB,*8cf*,GS156 | s 7 | 1 | |
| | | *1Dk(Irn)&Spardk3trB* | | ~~B88,98~~ LMC2,91 | | | | | *WB=DBa104′&u* | *E&B68′266t FPT56t APT25t* | | | | WighamRichardsn&CNwc | | | |
| 163 | **Pedro Maurias** | **SteelTwinSc** | 382 | ✠ | Dmb | *e* | 1883 | Murray Bros. Dumbarton | Murias&Co. | 129·0 | 25·3 | 8·0 | Havannah Spanish | C.4Cy.13″&24″–18″ | | | |
| | | (*ex*Campechano) | — | *Shade dk* | LA&CP | | 9mo | | | F20′ | | | *4BHCem* | 50H | | | |
| | | *1Dk&Shade dk* | 240 | 10,83 | | | | | | | | | | Alley&McLellan,Glasgow | | | |
| 164 | **Pedro Tercero** | **IronScBk** | 2463 | | | | 1860 | R.Napier &Sons Glasgow | P.A.Gartland | 338·7 | 36·4 | 25·6 | Bns.Ayres Argentine | C.2Cy.44″&78″–42″ | | | |
| | (*ex*Conde deVilana,*ex*Claris,*ex*Hecla) | | 2216 1577 | | | | | | | F75*t* len71 | | | | NE71 270H J.&G.Thomson,Glasgow | | | |
| 165 | **Peeress** | **IronScSr** | 2323 | ✠100A1 | Bry | *s* | 1886 | ShortBros. Sunderland | Taylor&Sander- son | 292·1 | 38·1 | 27·5 | Sundrland British | C.2Cy.36″&68″–42″ (*i*) | 21 | 7 | D |
| | *J.Annison*82–92 | ~~*ssSld.No.1–90*~~ *1Dk(Irn)&Spardk3trB* | 2303 1504 | *Spar dk* ~~7,94 9,91~~ 5,95 | A&CP | | 8mo | | | F18′ | | BK9½′ | *6BHCem* | 80lb ~~*86lb*~~ *50lb* 200H 2SB,*6pf*,GS110 | s 6 | 10 | |
| | | *ssSld.No.2–95* | | ~~B82,94~~ LMC ~~11,99~~ 5,95 | New Sld | | | | | | | *WB=DBa* | *82′f48′274t* | G.Clark,Sunderland | | | |
| 166 | **Pegasus** | **IronPad** | 848 | | | | 1881 | W.Cramp &Sons Philadelphia | IronSteamboatCo. | 211·6 | 32·0 | 11·6 | New York Utd.States | 1Cy.53″–132″ | | | R |
| | *W.M.Pearce*86–86 | | — 579 | | | | | | | | | | | W.Cramp&Sons,Phl. | | | |
| 167 | — | **IronScYl** | 155 | ✠100A1 | Gls | | 1892 | Mackie& Thomson Glasgow | Grimsby&North SeaStm.Trawling Co.(Lim.) | 100·5 | 20·5 | 10·7 | Grimsby British | T.3Cy.11″,16½″&27″–22″ (*s*) | 11 | 11 | |
| | *T.Robinson* –92 | *1Dk* | 142 57 | *Stm Trawler* 2,92 | LA&CP | | 2mo | | | Q19′F19′ | | BK7½′ *WB=* | *3BHCem* *APT3t* | 160lb 45H 1SB,*2pf*,GS32 Muir&Houston,Glasgow | | | |
| | | | | LMC2,92 | | | | | | | | | | | | | |
| 168 | **Pegu** | **SteelScSr** | 3661 | ✠100A1 1,95 ~~2,04~~ | Gls | *w* | 1889 | W.Denny &Bros. Dumbarton | British&Burmese S.N.C.(Lim.) | 372·2 | 45·1 | 26·6 | Glasgow British | Q.4C.25¾″ 38½″51½″&75″–51″ | 29 | 11 | BT till ~~9/96~~ 1,96 |
| | *J.Taylor*76–89 | *ssGls.No.1–93* *3Dks(UStl-Teaks)* | 3317 2391 | | LA&CP | | 4mo | | | P91′B82′F54′ | | BK10′ | *6BHCem* | 180lb *180lb* (*s*) 354H 2DB,*12cf*,GS210 | | | |
| | *Elec.light* | | | BS3,95 LMC2,94 | | | | | | | | *WB=CellDBu* | *E&B84′235t* | Denny&Co.,Dumbarton | | | |
| 169 | — | **IronScSr** | 577 | | | | 1865 | L.Hill Pt.Glasgow | StraitsS.S.Co. (Lim.) | 176·0 | 25·2 | 14·2 | Singapore British | 2Cy.24″–47″ | | | |
| | (*ex*VicePresidentPrins,*ex*Peque) | *2Dks* | — 415 348 | | | | | | | | | | | 99H L.Hill,Pt.Glasgow | | | |
| 170 | **Pehr Brahe** | **IronScSr** | 480 | | | | 1864 | Bergsunds Mek.Vrkst Stockholm | L.Schröder | 157·8 | 24·7 | 14·3 | Åbo Russian | C.2Cy.20″&39″–24″ | | | |
| | *T.W.Bergmann* | (*ex*Haparanda) *1Dk* | — 378 | | | | | | | | | | | 100H BergsundsM.V.,Skm. | | | |
| 171 | **Pei-ho** | **IronScBk** | 3392 | | | | 1869 | Messag. Marit. LaCiotat | Messageries Maritimes | 367·5 | 39·4 | 32·4 | Marseilles French | 3Cy.60¼″–43¼″ | | | |
| | | *3Dks* | — 1581 | | | | | | | H86*t* | F53′ | | | 500H Messag.Mar.,LaCiotat | | | |
| 172 | **Peik** | **SteelScSr** | 927 | | | | 1892 | Nylands Værksted Christiania | Actieselskabet "Peik" (A.Jacobsen) | 200·6 | 30·2 | 12·4 | Chrstiania Norwegian | T.3Cy.14½″,24″&39″–27″ | | | N |
| | *C.Bull* | *1Dk(Irn)* | 599 688 | | | | | | | Q96′ | B29′ | F28′ | | 90H Nylands Værksted,Xia. | | | |
| 173 | **Peiyang** | **IronScSr** | 1528 | | | | 1883 | Reiherstieg Schiffsw.& Masch.-fabr. Hamburg | Chinesische KüstenfahrtGes. | 250·9 | 34·0 | 20·9 | Hamburg German *WB* | C.2Cy.34″&62″–42″ | | | V |
| | *B.H.R.Köhler*87–92 | (*ex*Polyhymnia) *2Dks* | 1321 1036 | | | | | | | B71*t* | F42*t* | | | 190H ReiherstiegSchiffsw.& Masch.-fabr.,Hamburg | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 174<br>65623<br>KQTS | **Pekin** IronSc3MstSr<br>*G.L.Langborne* –93<br>*Elec.light* | 3909<br>3745<br>2134 | | | | 1871 | Caird&Co.<br>Greenock | P.&O.SteamNav. | 378·1 \| 42·5 \| 33·2 | Greenock<br>British | C.2Cy.62″&104″–54″<br>*50lb* NB78 600H<br>Caird&Co.,Greenock | 27 |
| 175<br>68409<br>LVGQ | **—** IronPad<br>*W.Inman* –93 | 3076<br>1295<br>2232 | | | | 1873 | A&J Inglis<br>Glasgow | ChinaNav.Co.<br>(Lim.) | 290·9 \| 42·2 \| 14·9 | London<br>British | L.1Cy.68″–144″<br>300H<br>A.&J.Inglis,Glasgow | |
| 176<br>93337 | **—** SteelPadLr<br>*Elec.light* | 674<br>674<br>250 | | | | 1886 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotillaCo.(Lim.) | 250·0 \| 35·1 \| 9·8 | Glasgow<br>British | Q.D.4Cy.23″35″46″&67″–72″<br>250H<br>Denny&Co.,Dumbarton | |
| 177<br>95860<br>SLRM | **—** WoodScSr<br>*W.G.Matthews* –91 1*Dk* | 209<br>152<br>118 | | | | 1891 | AhLoang<br>Yaninati | YeohHaing | 127·9 \| 20·7 \| 9·7<br>P25*t* H22*t* F11*t* | HongKong<br>British | C.2Cy.15″&30″–19″<br>40H<br>KwangHepLoang,HKg. | |
| 178<br>63532<br>JPBV | **Pelaw** IronScSr<br>*J.Stenborn* –93 *ss*Hpl.No.3–8,88<br>*ss*Sld.No.1–92<br>1*Dk*2*trB* | 824<br>694<br>510 | 95A1<br>4,95 ~~4,94~~<br>BS2.94 LMC11,92<br>✠NB2,94 | Shl | *l* | 1869<br>10mo | J.Laing<br>Sunderland | LambertBros. | 204·7 \| 29·0 \| 16·8<br>P37′B45′F27′ BK7 | London<br>British<br>4*BHCem* | C.2Cy.29¾″&54″–36″ (*r*)<br>80lb NDB88 NE83 125H<br>1SB,*3pf*,GS59,HS2047<br>*WB*=*ptDB* J.Readhead&Co.,S.Shields | 18 |
| 179<br>JCMR | **Pelayo** IronScBg<br>~~*M.Baldo* –92~~ 6thSurvey,Lon.10,89<br>*E.de Olacta* 1stSurvey,Lon.12,93<br>3*Dks* | 1738<br>1079<br>1087 | ✠ A1,1<br>~~12,93~~ 10,94<br>B&MS12,93<br>BS10,94 | Lon | Lv | 1872<br>10mo | Bowdler,<br>Chaffer&Co.<br>Liverpool | CiaMaritima | 279·7 \| 33·1 \| 24·5<br>H72*t*<br>srp93 BK9 | Barcelona<br>Spanish | C.2Cy.35″&68″–30″<br>66lb *50lb* 180H<br>~~3D~~-2DB,*8pf*<br>J.Taylor&Co.,Birkenhead | 18 |
| 180<br>116024 | **Pele** WoodAuxScSr<br>*C.Pedersen* (*ex*Surprise)<br>1*Dk* | 165<br>—<br>134 | | | | 1884 | White<br>Sn.Francisco | InterIsland SteamNav.Co. | 111·6 \| 36·0 \| 8·6 | Honolulu<br>Hawaïan | 2Cy.8½″&16″–12″<br>12H<br>Hinkley&Spiers,S.Fo. | |
| 181<br>1004<br>HGDV | **Pelican** IronScSr<br>*J.Kerr*88–88 | 638<br>596<br>364 | | | … | 1850 | E.Pike<br>Cork | D.MacBrayne | 205·6 \| 28·3 \| 15·8<br>Q31*t* | Glasgow<br>British | C.2Cy.29″&54″–33″<br>140H<br>J.Dickinson,Sunderland | |
| 182<br>90352<br>LJQF | **—** IronScK<br>1*Dk* | 244<br>214<br>141 | ✠<br>5,84<br>✠ | Hul<br>LA&CP | *d* | 1884<br>4mo | Earle'sCo.<br>(Lim.)<br>Hull | GreatGrimsbyIce Co.(Lim.) | 133·5 \| 21·7 \| 11·0<br>Q45′ F23′ | Grimsby<br>British<br>4*BHCem* | C.2Cy.21″&40″–24″<br>68H<br>Earle'sCo.(Lim.),Hull | 12 |
| 183<br>63858 | **—** IronScSk<br>*J.MacNeill* –93 | 131<br>128<br>76 | | | | 1871 | T.B.Seath<br>&Co.<br>Rutherglen | Steel&Bennie | 108·8 \| 18·9 \| 8·3<br>len78 | Glasgow<br>British | C.2Cy.14″–18″<br>30H<br>A.Campbell&Co.,Glasgow | |
| 184<br>KPBL | **Pelion** IronScBn<br>~~*Maritino Christan*~~ ~~*ss*Mel.No.1–89~~<br>~~*ss*~~Msl.No.3–5,95 1*Dk*(*Irn*)&*Spardk*3*trB* | 1775<br>1594<br>1052 | ✠ 100A1<br>*Spar dk*<br>5,95 ~~3,89~~<br>✠LMC5,95 | Msl<br>LA&CP | *r* | 1883<br>2mo | A.M'Millan&Son<br>Dumbarton | CieMarseillaise de Nav.àVap.(Fraissinet&Co.,*Mgrs.*) | 259·8 \| 36·7 \| 15·5<br>P24′ B28′ 23·0<br>F29′ BK8″6 | Marseilles<br>French<br>6*BHCem* | C.2Cy.36½″&63″–48″<br>70lb *45lb* 236H<br>Denny&Co.,Dumbarton<br>2DB*Sp*/GS153 | 15 |
| 185<br>HLDT | **Pelops** IronScSr<br>*Domestini* –80<br>2*Dks* | 973<br>—<br>596 | | | | 1883 | T.Royden<br>&Sons<br>Liverpool | HellenicSteam ShipCo. | 230·8 \| 30·2 \| 15·5 | Syra<br>Greek | C.2Cy.32″&62″–42″<br>J.Jack&Co.,Liverpool | |
| 186<br>20<br>RJNK | **Peloro** IronScSr<br>*L.Cossorich*<br>1*Dk*&*Spardk*3*trB* | 1968<br>1817<br>1215 | | | … | 1874<br>7mo | Wigham<br>Richardson<br>&Co.<br>Newcastle | Nav.Gen.Italiana | 299·8 \| 35·4 \| 18·0<br>25·2 | Palermo<br>Italian | C.2Cy.44″&74″–42″<br>NB81 260H<br>4SB,*8pf*,GS144<br>GourlayBros.&Co.,Dun. | |
| 187<br>HSNL | **Pelotas** SteelScSr<br>2*Dks* | 2500<br>—<br>— | | | | 1893 | Edwards'<br>S.B.Co.(Lim)<br>Newcastle | Hamburg-Südamerik Dampfschifffahrts Ges. | 280·0 \| 38·0 \|<br>P19′B75′F36′ | Hamburg<br>German | T.3Cy.21″,34″&56″–39″<br>250H<br>G.Clark(Lim.) Sunderland | |
| 188<br>76803<br>QWNM | **Pemba** IronScSr<br>*W.H.Rothwell* –92 *ss*Cal.No.1–81<br>2*Dks*(*UIrn*–ws)3*trB* | 1536<br>1501<br>987 | ✠<br>7,84 | Cal<br>A&CP | *q* | 1877<br>3mo | A.&J.<br>Inglis<br>Glasgow | BritishIndiaStm. Nav.Co.(Lim.) | 280·2 \| 31·5 \| 23·7<br>drp83 | Glasgow<br>British<br>5*BHCem* | C.2Cy.37″&66″–42″<br>200H<br>A.&J.Inglis,Glasgow | |
| 189<br>98922 | **Pembridge** SteelScSr<br>~~*J.W.Moorhouse* –92~~<br>*Dk*(*ptIrn*&*ptStl*)&*Webframes*<br>*Millett*94–95 &*ptAwngdk*(*Irn*)<br>*ss*Cff.No.1–94 | 2935<br>2195<br>1903 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>~~7,93~~ ~~4,94~~ 5,95<br>✠LMC~~4,94~~7,94 | Bry<br>A&CP | *t* | 1891<br>4mo | R.Dixon&<br>Co.<br>Middlesbro' | TemperleySteam ShippingCo(Lim) (J.Temperley&Co.,*Mgrs.*) | 312·0 \| 41·0 \| 20·6<br>RFD80′F33′ FK<br>drp94<br>*ptAwngdk*199′<br>*WB*=*CellD B*262′594*t* | London<br>British<br>5*BHptAsp ptCem*<br>*APT*30*t* | T.3Cy.23″,38″&62″–42″ (*s*)<br>160lb *80lb* 240H<br>2SB,*6cf*,GS110,HS3730<br>T.Richardson&Sons,Hpl. | 23 |
| 190<br>82973<br>HSNL | **Pembroke** SteelPadSr<br>*E.Davies* –93 | 963<br>760<br>422 | | | | 1880 | Laird Bros.<br>Birkenhead | GreatWestern RailwayCo. | 254·0 \| 30·9 \| 15·0<br>P74′ B87′ | Milford<br>British | C.O.2Cy.53″&91″–84″<br>400H<br>LairdBros.,Birkenhead | |
| 191<br>87157<br>HWCQ | **Pembroke Castle** SteelSc4MstBk<br>*W.Warden* –91 *ss*Lon.No.2–92<br>3*Dks*(2*Stl*)<br>*Elec.light* | 3878<br>3639<br>2521 | ✠100A1<br>~~6,94~~ ~~2,95~~ 4,95<br>~~BS4.93~~ ✠LMC5,92<br>6,94 | Lon<br>LA&CP | *w* | 1883<br>7mo | BarrowS.<br>B.Co.(Lim.)<br>Barrow | D.Currie&Co. | 400·2 \| 42·6 \| 21·4<br>B169′F47′ BK9<br>*WB*=*DBa*90′190*t* | London<br>British<br>7*BHCem* | C.2Cy.43″&86″–57″ (*a*)<br>90lb *80lb* 450H<br>2DB,*12cf*,GS288,HS7896<br>BarrowS.B.Co.(Lim.)Brw. | 30 |
| 192<br>89545<br>JRQH | **Pembury** IronScSr<br>*E.Russell*88–88 *ss*Bel.No.2–93<br>1*Dk*(*Irn*) | 383<br>296<br>146 | ✠100A1<br>2,95 ~~3,94~~<br>BS9,94 ✠LMC6,93 | Bel<br>LA&CP | *g* | 1884<br>11mo | S.&H.<br>Morton&Co.<br>Leith | J.M.Barkley | 151·3 \| 23·6 \| 11·8<br>Q70′B19′F26′<br>*WB*=*DBa*37′31*t* | Belfast<br>British<br>4*BHCem*<br>*FP*T26*tAPT*7*t* | C.2Cy.20″&38″–30″ (*s*)<br>80lb *30lb* 65H<br>1SB,*2pf*,GS37<br>S.&H.Morton&Co.,Leith | 12 |
| 193<br>LMBN | **Pemptos** IronScSr<br>*Cornelson* *ss*Hpl.No.2–91<br>1*Dk*(*Irn*)&*Spardk*3*trB* | 2362<br>2249<br>1541 | ✠100A1<br>*Spar dk*<br>8,92<br>BS2,94 ✠LMC12,91 | Shl<br>LA&CP | *t* | 1883<br>10mo | Flensburg<br>Schiffsb.<br>Gesell.<br>Flensburg | Flensburger Dampfschifffahrts Ges.v.1869 | 294·6 \| 37·1 \| 19·4<br>B70′ 26·7<br>BK9<br>*WB*=*Cell D B*260′278*t* | Flensburg<br>German<br>5*BHCem*<br>FlensburgS.B.Co.Flensbrg | C.2Cy.38″&70″–45″<br>85lb *85lb* 300H<br>2SB,*6pf*,GS114 | 22 |
| *Now named "Fusau Maru," See No. 5 in Supplement* | | | | | | | | | | | | |
| 194<br>82853<br>VKTJ | **Penang** IronScSr<br>*A.Dunlop*89–89 *ss*Sng.No.3–5,85<br>*ss*Sng.No.2–93<br>1*Dk*&*Shade dk* | 623<br>511<br>386 | ✠100A1<br>*Shade dk*<br>*Load line* 13/12 *in*<br>7,94 ~~8,93~~<br>✠LMC6,93 | Sng<br>LA&CP | *l* | 1881<br>1mo | Ramage&<br>Ferguson<br>Leith | TanKimTian& Sons | 201·0 \| 27·1 \| 13·9<br>P41′F35′ FK | Singapore<br>British<br>4*BHCem* | C.2Cy.27″&50″–33″ (*b*)<br>80lb *40lb* 100H<br>1SB,*3pf*,GS54<br>T.Richardson&Sons,Hpl. | |
| 195<br>95456<br>KWFM | **Pencalenick** SteelScSr<br>*J.S.Clarke*89–92 *ss*Brs.No.1–92<br>(*ex*Chamois)<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1879<br>1411<br>1223 | ✠100A1<br>~~12,93~~ 2,95<br>BS9,94 ✠LMC12,92 | Cff<br>A&CP | *r* | 1888<br>8mo | W.Doxford&Sons<br>Sunderland | PencalenickS.S.C., (Lim.)(R.B. Chellew) | 265·0 \| 37·0 \| 17·4<br>P28′Q66′B120<br>F28′ FK<br>*WB*=*CellD B*(*Iron*)286′291*t* | Falmouth<br>British<br>4*BHCem*<br>*APT*49*t* | T.3Cy.21″,33″&54″–36″ (*s*)<br>160lb *85lb* 150H<br>2SB,*4cf*,GS84<br>W.Doxford&Sons,Sld | 19 |

| 1<br>No. in Book.<br>Official No.<br>Code Letters. | 2 3<br>Steamer's Name. Material, Rig, &c.<br>Late Name if any.<br>Master.<br>Special Surveys. No. of Decks, &c. | 4<br>Regist'd Tonnage.<br>Gross.<br>Under deck.<br>Net. | 5<br>Particulars of Classification.<br>Character.<br>✠ for Special Survey.<br>Date of last Survey. | 6<br>Port of Survey. | 7<br>Years Assigned now expired. Equipment Letter. | 8<br>Built.<br>When.<br>Ship.<br>Engines | 9<br>By Whom.<br>Where | 10<br>Owners. | 11<br>Regist'd Dimensions. Deck Erections, &c.<br>Length. Breadth. Depth. | 12<br>Port of Registry.<br>Flag. | 13<br>Engines.<br>No. & Dia. of Cylinders.—Stroke.<br>Boiler Pressure—Horse Power.<br>Maker's Name. | 14<br>Moulded depth.<br>Freeboard amidships<br>ft. in. | 15<br>Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 196<br>99156 | Pendarves SteelScSr<br>M.E.Michell -93<br>1Dk(ptStlptIrn)&Webframes<br>&ptAwngdk(Irn) | 2669<br>2063<br>1706 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>12,94 ~~3,93~~<br>✠LMC9,92 | Cff<br>A&CP<br>Bry | t | 1892<br>9mo | SirR Dixon<br>&Co.<br>Middlesbro' | "Pendarves"<br>SteamshipCo.<br>(Lim.)<br>(R.B.Chellew) | 299·5\|40·1\|20·5<br>P27'Q84'<br>FK<br>WB = Cell D B234'513t | Falmouth<br>British<br>6BHCem<br>APT111t | T.3Cy.23",37½"&61½"–39"<br>160lb 80lb (s) 250HP<br>2SB.6cf,GS91,HS3788<br>T.Richardson&Sons,Hpl. | 22 // 10<br>s 9 // 2½ | |
| 197<br>RQGT | Penedo IronScSr<br>~~E.Rasmussen90–92~~ ssNwc.No.3–4,85<br>ssHpl.No.2–94<br>Well deck 1Dk2trB | 1021<br>787<br>639 | ✠90A1<br>~~5,94~~7,94<br>✠NB4,88<br>BS1,94 | Bly<br>A&CP<br>LMC2,93 | n | 1872<br>9mo | Withy,<br>Alexander<br>&Co.<br>Hartlepool | ~~Pyman,Bell&Co.~~<br>D.S.Meier | 225·5\|29·8\|16·8<br>Q89'B50'F27t<br>BK8"<br>WB = DB 89'f89'165t | ~~Newcastle~~<br>Christiania<br>4BHCem<br>Norwegian | C.2Cy.26"&52"–30" (r)<br>80lb 60lb 110HP<br>1SB.3pf,GS19<br>R.&W.Hawthorn,Nwc. | 17 // 11<br>s 1 // 8½ | D |
| | *Now named "Idun," See No. 16 in Supplement* | | | | | | | | | | | | |
| 198 | — SteelScSr<br>Reynell91–91<br>1Dk(Stl–ws) | 781<br>490<br>481 | ✠100A1<br>11,91<br>For Coasting<br>✠LMC10,91 | Gmh<br>A&CP<br>& Rive | o<br>r p | 1891<br>11mo<br>rposes | Grngemth<br>DockyrdCo.<br>Grngemouth | Cia.Espirito<br>SantensedeNav.<br>àVap. | 200·3\|30·1\|12·3<br>P38'B61'F27'<br>BK7½'<br>WB = FPT | Victoria<br>Brazilian<br>4BHCem<br>15tAPT15t | T.3Cy.17½",27"&44"–30" (j)<br>160lb 80lb<br>1DB,4rf,GS73<br>Hutson&Corbett,Glasgow | 13 // 0 | |
| 199<br>PNWQ | Penelope IronScSr<br>G.Henze81–87<br>1Dk2trB | 1251<br>976<br>804 | | | ... | 1872<br>11mo | Backhouse<br>&Dixon<br>Middlesbro' | Koninkl.Nederl.<br>Stoomb.Maats. | 230·0\|31·0\|18·7<br>P139' F25'<br>FK | Amstrdam<br>Dutch | C.2Cy.28½"&57"–33"<br>150HP<br>T.Richardson&Sons,Hpl. | | DV |
| 200<br>85260<br>KQNL | — IronScSr<br>A.B.Henderson85–87 5thSurveyCpn.5,93<br>1Dk(Irn)2trB | 1202<br>1027<br>776 | ✠A1*1<br>2,95 5,~~93~~ | Cpn<br>Lth | Lv | 1871<br>9mo | Richardson<br>Duck&Co.<br>Stockton | J.Cormack | 230·0\|30·1\|19·6<br>Q142tQ25t<br>FK | Leith<br>British<br>5BH | C.2Cy.27"&51"–30"<br>NB80 120HP<br>C.D.Holmes&Co.,Hull | | |
| 201<br>KPBS | Penfeld IronScBn<br>Levaillant<br>1Dk<br>Well deck | 835<br>645<br>472 | ✠<br>1,86<br>✠ | Stk<br>A&CP | l | 1884<br>12mo | R.Dixon&<br>Co.<br>Middlesbro' | ChevillotteFrères | 195·0\|30·1\|13·8<br>Q68' B51' F25' | Brest<br>French<br>4BHCem | C.2Cy.25½"&48"–33"<br>90HP<br>Blair&Co.(Lim.),Stockton<br>WB = CellDB154'254t | 15 // 10 | V |
| 202<br>47849<br>VQHT | Penguin IronScSr<br>J.Bernech76–88 | 824<br>581<br>517 | | | ... | 1864 | Tod&<br>McGregor<br>Glasgow | UnionSteamShip<br>Co.of NewZealand(Lim.) | 220·5\|28·5\|14·4<br>P112t F39t | Dunedin<br>British | C.2Cy.33"&55"–36"<br>NE&B82 180HP<br>R.Napier&Sons,Glasgow | | |
| 203 | — WoodScK<br>~~Forbes87–89~~<br>1Dk | 49<br>49<br>18 | | | | 1889<br>8mo | J.M'Ken-<br>zie&Co.<br>Leith | ~~J.L.Cunliffe&Co.~~ | 70·0\|17·6\|7·5 | ~~Granton~~<br>~~British~~<br>Spanish | C.2Cy.10"&20"–15"<br>20H<br>1SB,1pf,GS11<br>J.Cran&Co.,Leith | | |
| 204<br>86541<br>SNQC | Peninsula IronScSr<br>(LOST BY COLLISION 4,94)<br>W.B.Turnbull -93 ssShl.No.3–11,91<br>1Dk(Irn)2trB | 1611<br>1408<br>1037 | ✠<br>4,94 | Bly<br>A&CP | r | 1879<br>5mo | JLThomp-<br>son&Sons<br>Sunderland | H.Scholefield&Son | 266·1\|35·1\|19·7<br>P36'B54'F30'<br>drp92 FK<br>WB = D | Newcastle<br>British<br>4BHCem<br>Ba76'f102' | C.2Cy.32"&62"–40"<br>160H<br>2B,GS96<br>R.&W.Hawthorn,Nwc. | 21 // 0<br>s 3 // 1½ | D |
| 205<br>93208<br>KWON | Peninsular SteelSc3MstSr<br>A.C.Loggin -94<br>2Dks(1Stl-ws)&Spardk(Stl-ws)4trB<br>Elec.light | 4972<br>4747<br>2712 | ✠<br>Spar dk<br>11,88<br>✠ | Grk<br>LA&CP | z | 1888<br>11mo | Caird&Co.<br>Greenock | P.&O.SteamNav.<br>Co. | 410·5\|48·0\|18·3<br>34·3<br>BK9"<br>WB = DBa43'52t | Greenock<br>British<br>8BHCem<br>FPT26t | T.3Cy.38",59½"&96"–66"<br>1200HP<br>3D&2SB24cfGS460HS13415<br>Caird&Co.,Greenock | 28 // 0<br>s 10 // 1 | BT till ~~1,95~~ 2,96 |
| 206 | — SteelSc3MstSr<br>A.Bettencourt -93 ssLon.No.1–91<br>(exMurrumbidgee)<br>Elec.light 2Dks(1Stl&1ptStl–ws)3trB | 2744<br>2594<br>1774 | ✠100A1<br>3,95 ~~2,93~~~~11,94~~<br>BS1,94 ✠LMC11,91<br>3,95 | Lon<br>A&CP<br>~~Grn~~Bry | u | 1887<br>10mo | JLThomp-<br>son&Sons<br>Sunderland | Bensaude&Co. | 325·0\|40·0\|25·9<br>P37'B90'F41'<br>BK11'<br>WB = Cell D B238'407t | Lisbon<br>Portuguese<br>6BHAsp<br>APT31t | T.3Cy.27",42"&70"–45" (o)<br>150lb 80lb 400HP<br>3DB,12pf,GS174<br>T.Richardson&Sons,Hpl. | 29 // 3<br>s 5 // 11<br>w 6 // 3½ | |
| 207<br>MBPV | Pennland IronSc<br>Loesewitz ~~ssLiv.No.3–4,82~~<br>(exAlgeria) ~~ssAnt.No.2–90~~<br>ssAnt.No.3-7,94 2Dks&Spardk4trB | 3760<br>2761<br>2511 | 100A1<br>Spar dk<br>11,94 ~~2,93~~<br>✠NE&B82 | Ant<br>A&CP<br>~~BS3,93~~<br>✠LMC~~6,90~~ 7,94 | w | 1870 | J.&G.<br>Thomson<br>Glasgow | Soc.Anon.Belge<br>Américaine | 361·2\|41·1\|26·0<br>N.Spar dk88 | Antwerp<br>Belgian<br>8BHCem | C.2Cy.48"&84"–54"<br>80lb 60lb NDB82 500HP<br>J.Jack&Co.,Liverpool | 28 // 9 | V |
| 208<br>20428<br>JMQL | Pennsylvania IronScBn<br>Thomas 2Dks&Spar dk<br>Elec.light | 3166<br>—<br>2497 | — | — | | 1872 | Cramp&<br>Sons<br>Philadelphia | InternationalNav.<br>Co. | 343·0\|43·0\|24·4<br>31·9 | Phildlphia<br>Utd.States | T.3Cy.23",36"&60"–36"<br>NE&B91<br>Cramp&Sns.,Philadelphia | | RV |
| 209 | Pennwood SteelScTug<br>J.H.B.Woodrow | 156<br>—<br>78 | | | | 1892 | Maryland<br>SteelCo.<br>Baltimore | TheJos.R.Foard<br>Co. | 106·0\|21·0\|12·0 | Baltimore<br>Utd.States | T.3Cy.12½",20¾"&34"–24"<br>Maryland Steel Co. | | |
| 210<br>150253<br>JWDL | Penobscot WoodPad<br>O.Ingraham -81<br>2Dks | 1414<br>1245<br>1245 | | | | 1882 | Smith&<br>Townsend<br>Boston | Boston&Bangor<br>S.S.Co. | 249·0\|38·0\|13·0 | Bostn,Mas<br>Utd.States | AtlanticWorks,Boston | | |
| 211<br>95808 | Penpol SteelScSr<br>~~W.Geach -91~~<br>Steer<br>1Dk(Stl)&Webframes&ptAwngdk(Irn) | 2033<br>1546<br>1285 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>1,95 ~~3,94~~<br>✠LMC~~2,94~~ 1,95 | Cff<br>LA&CP | r | 1891<br>2mo | Harvey<br>&Co.(Lim.)<br>Hayle | PenpolSSCo.(Lim)<br>(R.B.Chellew) | 276·0\|36·9\|19·0<br>P29'Q82'B110'26·0<br>F28' BK9½"<br>WB = Cell D B228'361t | Falmouth<br>British<br>5BHCem<br>APT41t | T.3Cy.21½",33"&56"–39" (s)<br>160lb 80lb 156HP<br>2SB.6rf,GS117<br>Harvey&Co(Lim.),Hayle | 21 // 3<br>s 8 // 1½ | D |
| 212<br>98588<br>LWKT | Pentakota SteelScSr<br>G.R.Gavin64–90<br>3Dks(UStl–ws&1ptStl–ws)<br>Elec.light | 3418<br>3088<br>2209 | ✠100A1<br>11,90<br>✠LMC11,90 | Gls<br>LA&CP | w | 1890<br>11mo | A&JInglis<br>Glasgow | BritishIndiaStm.<br>NavigationCo.<br>(Lim.) | 360·0\|42·2\|26·4<br>P68'B86'F48'<br>BK11"<br>WB = Cell | Glasgow<br>British<br>6BHCem<br>DB270'467t | T.3Cy.27½",45"&70"–54" (s)<br>165lb 80lb 400HP<br>2DB,12cf,GS220<br>A.&J.Inglis,Glasgow | 29 // 3<br>s 6 // 2½ | |
| 213<br>RHPS | Pentaur SteelScSr<br>~~A.Petsch189–90~~ ssHam.No.1–93<br>Elec.light 2Dks(Stl-Uws)3trB<br>H.Timmermann72–94 | 2803<br>2366<br>1920 | ✠100A1<br>~~2,046,93~~ 2,95<br>✠LMC6,93 | Ham<br>LA&CP | u | 1889<br>7mo | Reihrstieg<br>Schiffswerft<br>Hamburg | DeutscheDampf-<br>schifffahrtsGes.<br>"Kosmos" | 323·3\|37·9\|23·4<br>P42'B110'F40'<br>BK10"<br>WB = Cell | Hamburg<br>German<br>6BHCem<br>DB268'450t | T.3Cy.24",39"&62"–42" (s)<br>165lb 300HP<br>2DB,8cf,GS137<br>Reiherstg.Schffswrft.Ham | 26 // 2 | V |
| 214<br>95907 | Penwith SteelScSr<br>T.Christophers -93<br>1Dk(Stl)&Webframes<br>Well deck ssBrs.No.1-94 | 1978<br>1498<br>1253 | ✠100A1<br>5,95 ~~12,93~~ ~~10,94~~<br>✠LMC~~8,90~~ 10,94 | Cff<br>LA&CP<br>~~Brs~~ | r | 1890<br>8mo | Harvey&<br>Co.(Lim.)<br>Hayle | PenwithS.S.Co.<br>(Lim.)<br>(R.B.Chellew) | 270·0\|36·9\|18·9<br>P29'Q80'B106'F27'<br>drp93 BK9½"<br>WB = CellD B222'355t | Falmouth<br>British<br>5BHCem<br>APT41t | T.3Cy.21½",33"&56"–39" (o)<br>160lb 80lb 156HP<br>2SB,6f,GS117<br>Harvey&Co.(Lim.),Hayle | 21 // 2<br>s 1 // 10 | |
| 215<br>98415 | Penwortham IronSc3MstSr<br>~~E.Morley -92~~ 1Dk(Irn)<br>Bellamy | 427<br>374<br>227 | ✠100A1<br>10,94 ~~11,92~~<br>✠LMC~~8,92~~ 10,94 | Liv<br>LA&CP<br>Dem | g | 1892<br>8mo | Executors<br>of the late<br>T.A.Walker<br>Sudbrook | SprostonDock&<br>FoundryCo. | 163·1\|26·1\|11·2<br>B9'F17'<br>drp92 BK7"<br>WB | George't'nDem<br>British<br>3BHCem<br>= FPT36t | Q.4Cy.12",18",23"&34"–24"<br>180lb ~~80lb~~ (s) 68HP<br>1SB.2f,GS42,HS1180<br>Fleming&Ferguson,Psy. | 12 // 1<br>s 2 // 0 | |
| 216<br>79393<br>?NF | Penzance IronSc<br>A.Haisman -92 ssNpt.No.3–1,92<br>1Dk2trB | 1392<br>1271<br>874 | ✠100A1<br>~~1,93~~ 10,94<br>BS4,94 | Cff<br>A&CP<br>LMC1,92 | q | 1878<br>12mo | Schlesinger<br>Davis&Co.<br>Newcastle | W.J.Tillett&Co. | 262·0\|33·2\|21·1<br>P23'F27'<br>BK9"<br>WB = | Cardiff<br>British<br>4BHCem<br>DBa82'f76' | C.2Cy.30"&56½"–39"<br>70lb 60lb 140HP<br>2B,GS84<br>Black,Hawthorn&Co.,Gts. | 22 // 6<br>s 3 // 7 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 6 7 Détails de la Classification. Cote. Surveillance Speciale. Date de la dernière Visite. Port de Visite. Terme assigné maintenant expire. Lettre d'Echappement. | 8 9 Construit. Quand. Navire. Mach. | Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Cross over Quille. Franc-bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|
| **217** 24449 HSBD | **Pequot** WoodSc<br>*L.A.Wickes* –85 (*ex*Thetis)<br>2*Dks* | 1360<br>—<br>947 | | 1864<br>83 | .....<br>NewYork | Providence& StoningtonS.S. Co. | 219·0 35·0 16·0 | Providnce, R.I. Utd.States | C.2Cy.28″&53″–48″ | |
| **218** | **Per Brahe** IronScSp<br>*J.M.Carlsson*<br>1*Dk* | 189<br>101<br>138 | | 1857 | MotalaCo.<br>Motala | JönköpingsFörenade Angfartygs Aktiebolag (C.F.Friedländer) | 100·0 20·5 8·5<br>Q33′ B40′ H6*t* F28′ | Jönköping Swedish | C.2Cy.17″&34″–18″<br>50H<br>Brgsnds.Mek.Verkst.,Skm. | |
| **219** 93072 KFVC | **Pera** IronScSr<br>*J.W.Wills*75–86 *ss*Hull.No.1–90<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*ss*Hul.No.2–94 | 2263<br>1869 3,95 ~~10,02~~<br>1473<br>~~BS9,98~~ ✠LMC8,90 7,94 | ✠100A1 Cff *t*<br>LA&CP | 1886<br>3mo | Earle'sCo.<br>(Lim.)<br>Hull | W.S.Bailey | 310·0 37·0 20·1<br>Q104′B58′F43′<br>FK<br>*WB*=*CellDB*248′ | Hull British | C.2Cy.34″&65″–39″ (*s*)<br>95lb *60lb* 180H<br>2SB,*6cf*,GS107<br>Bailey&Leetham,Hull | 23 ″ 3<br>s 3 ·2 |
| **220** — 76357 QKGH | IronSc<br>*J.Stewart* –92 4thSurvey,Liv.8,94<br>~~3rdSurvey,Liv.11,89~~<br>2*Dks*(*Irn-Uws*)3*trB* | 1824<br>1662 8,94 ~~8,99~~<br>1182 | ✠A1*1 Liv Liv<br>A&CP | 1876<br>9mo | A.Leslie& Co.<br>Newcastle | MossSteamShip Co.(Lim.) | 284·4 33·7 24·1<br>P73*t*H50*t*F39*t*<br>BK9½″<br>*WB*=*D* | Liverpool British | C.2Cy.31″&66″–48″<br>50lb 250H<br>*6BHCem*<br>*BuE&B*52′<br>R.&W.Hawthorn,Nwc. | |
| **221** 99098 | **Peregrine** IronScSr<br>*J.B.Randall* –94<br>1*Dk*(*Irn*–ws)2*trB*Shell plating<br>*Elec.light* &floorspt*Stl* | 1664<br>1166 ~~7,06~~ 7,94<br>805 | ✠100A1 Lon *r*<br>LA&CP<br>✠LMC6,92 | 1892<br>6mo | W.B.<br>Thompson &Co.(Lim)<br>Dundee | GeneralS.N.Co. | 280·0 37·7 16·2<br>P59′B139′F32′<br>BK9″<br>*WB*=*DBa*34′*f*80′*duE*30′ | London British | T.3Cy.30″,47″&75″–48″ (*a*)<br>165lb *80lb* 450H<br>2DB,*12rf*,GS248,HS6871<br>W.B.Thmpsn&C.(L.)Dun. | 17 ″ 9<br>s 2 ·4 |
| **222** — 98975 MHGC | IronScSr<br>*J.Pain* –91<br>2*Dks*(*UIrn*–ws)*Shell plating*(*pt Stl* | 1660<br>1166 1,94<br>803 | ✠100A1 Mel *r*<br>LA&CP<br>✠LMC9,91 | 1891<br>9mo | W.B.<br>Thompson &Co.(Lim.)<br>Dundee | W.H.Smith&Sons (Lim.) | 280·0 37·7 16·2<br>P36′B139′F31′<br>BK9″<br>*WB*=*DBa*27′*f*42′*duE*31′ | Melbourne British | T.3Cy.30″,47″&75″–48″ (*a*)<br>165lb *80lb* 450H<br>2DB,*12rf*,GS190,HS6997<br>W.B.Thmpsn.&C.(L.)Dun. | 17 ″ 0<br>s 2 ·5 |
| **223** | **Perez Galdos** Wood&IronScSr<br>*F.Rodriguez* (*ex*ManuelPerez,*ex*Turia<br>1*Dk* | 329<br>—<br>148 | | 1857 | Heap<br>Liverpool | Compañia de VaporesInterinsularesCanarias | 165·3 24·3 11·8 | LasPalmas G.Canary Spanish | C.2Cy.17½″&36½″–24″<br>80H<br>J.Taylor,Birkenhead | |
| **224** KPHQ | **Pergame** IronScSr<br>*Thomas*<br>1*Dk* | 135<br>—<br>89 | | 1873 | Glasgow | M.Castaldi&Co. | 111·5 19·7 9·5<br>P— B— F— | Marseilles French | C2Cy.15¾″&29½″–20″<br>NE90 45H<br>Neunier&Armaud | |
| **225** 100470 | **Peribonca** WoodPad<br>1*Dk* | 179<br>113<br>113 | | 1892 | H.J.<br>Beemer<br>Roberval | E.F.Wurtele | 90·0 21·8 6·2 | Quebec British | C.2Cy.13″&16″–32″&40″<br>28H<br>Carrier,Laine&Co.,Levis | |
| **226** 909 HMJT | **Pericles** IronSc | 285<br>—<br>220 | | 1878 | Stabilmnto<br>Tecnico<br>Trieste | RussianS.N.& TradingCo. | ..... | Odessa Russian | 160H | |
| **227** 97603 | **Peridot** IronScSr<br>*A.Stewart* –93 *ss*Bwg.No.3–3,93<br>*Well deck* 1*Dk*(*Irn*) | 241<br>174 11,94 ~~3,03~~<br>82<br>BS5,93 ✠LMC3,93 | ✠100A1 Bwg *c*<br>LA&CP | 1890<br>2mo | J.Fuller-ton&Co.<br>Paisley | W.Robertson | 130·2 19·9 9·7<br>Q42′B7′F24′<br>BK6½″<br>*WB*=*FPT*20*t* | Glasgow British | C.2Cy.16″&32″–22″ (*s*)<br>110lb 45H<br>1SB,*2pf*,GS33<br>Ross&Duncan,Glasgow | 10 ″ 3<br>s 1 ·2 |
| **228** — 102934 | IronScK<br>*H.Noulls* –94<br>1*Dk* | 185<br>167 *Well fishing ve*<br>84 2,94 | ✠100A1 Hul<br>*ssel*<br>LA&CP<br>✠LMC2,94 | 1894<br>2mo | Earle'sS.B. &E.Co(Lim) Hull | KingstonSteam TrawlingCo. (Lim.) | 111·8 20·5 11·5<br>Q12′F20′<br>BK7½″ | Hull British | T.3Cy.12¾″,20″&32″–22″ (*s*)<br>160lb 55H<br>1SB,*2pf*,GS28,HS860<br>Earle'sCo.(Lim.),Hull | 12 ″ 0 |
| **229** 76960 QPNR | **Perim** IronScSr<br>*I.Walker* –91 *ss*Lon.No.3–10,89<br>*ss*Ant.No.1–94<br>2*Dks*(1*Irn*)3*trL* | 1348<br>1254 1,94<br>851 BS5,95 | ✠100A1 Ant *o*<br>A&CP<br>LMC1,94 | 1877<br>4mo | Lon.&Gls. Co.<br>Glasgow | Westcott& Laurance | 241·3 32·6 22·7<br>B24′<br>BK9″<br>*WB*=*FPT*81*tdeeptank* | London British | C.2Cy.31″&54″–33″ (*i*)<br>65lb *80lb*,NDB91 150H<br>2B,GS72<br>Lon.&Gls.Co.,Glasgow | 24 ″ 2<br>s 4 ·5 |
| **230** LKTS | **Peritia** IronScSr<br>*F.D.Jensen*81–81<br>1*Dk*2*trB* | 526<br>417<br>405 | | 1880 | Flensburgr<br>Schffsb.Ges.<br>Flensburg | J.Jost | 167·0 24·6 13·9<br>Q50′ B42′ F21′ | Flensburg German *WB* | C.2Cy.20″&34½″–24″<br>50H<br>Flnsbrgr.Schff.Ges.Flnsbg | |
| **231** NTQF | **Perm** SteelScSr<br>*L.Christensen*<br>2*Dks*&*pt Shade dk* | 1132<br>796<br>715 | | 1883 | Burmeister &Wain<br>Copenhagen | ForenedeDampskibsselskab | 242·0 30·2 14·9<br>P25*t* B31*t* 21·7<br>F29*t* | Copnhagn Danish *WB* | C.4Cy.24″&48″–32″<br>150H<br>Burmeister&Wain,Cpn. | |
| **232** RGMN | **Pernambuco** IronScSr<br>*L.Scharfe*81–83<br>*Now named "Kurt Wo*<br>2*Dks*&*trB* | 2108<br>1860<br>1502 | *mann," See No. 11 in Supplement.* | 1883 | Reihrstieg<br>Schiffswrfte<br>Hamburg | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 286·0 36·4 24·1<br>B&Q439*t* F28*t* | Hamburg German *WB* | C.2Cy.34″&62″–42″<br>190H<br>Reih.Sch.&Msch.,Ham. | |
| **233** — | IronScBg<br>*P.Dunarti*<br>2*Dks*&*Shade dk* | 1736<br>1458 *Shade dk*<br>1180 6,75 | ✠ Cly<br>A&CP | 1875<br>7mo | J.&G. Thomson<br>Glasgow | LloydBrazileiro | 252·3 38·1 20·1<br>F49′ | R.Janeiro Brazilian | C.2Cy.46″&80″–42″<br>227H<br>J.&G.Thomson,Glasgow | |
| **234** — 65966 MGBL | IronScSr<br>*G.A.Pettersson* –92 *ss*Nwc.No.3–4,85<br>*ss*Hpl.No.2–94<br>*Well deck* 1*Dk*2*trB* | 997<br>779 ~~2,14~~ 4,95<br>622 ✠NB4,87 | ✠90A1 Hpl *n*<br>A&CP<br>LMC2,94 ~~BTyB~~ | 1872<br>4mo | Withy, Alexander &Co.<br>Hartlepool | Pyman,Bell&Co. | 225·0 29·6 16·9<br>Q84′B88*t*F29′<br>drp93 drp94 BK8″<br>*WB*=*DB* | Liverpool British | C.2Cy.27″&50″–33″ (*r*)<br>80lb 75*lb* NDB91 98H<br>1SB,*3pf*,GS50<br>T.Brassey&Co.,Birkenhd. | 17 ″ 9<br>s 1 ·9 |
| **235** KPLG | **Perou** SteelSc3MstSr<br>*Lemoine* –93 *ss*LivNo.1–94<br>1*Dk*(*Irn*)&*Spardk*(*Stl*–ws)3*trB* | 3165<br>2840<br>2033 ~~11,~~ 4,95 | ✠100A1 Liv *u*<br>*Spar dk*<br>A&CP<br>LMC~~8,90~~ 11,94 | 1890<br>6mo | J.Laing<br>Sunderland | Cie.Maritime du Pacifique | 340·0 41·1 18·6<br>B78′F34′ 26·3<br>BK10″<br>*WB*=*Cell* | Havre French | T.3Cy.24½″,40″&66″–45″ (*r*)<br>160lb *80lb* 250H<br>2DB,*8cf*,GS153<br>G.Clark(Lim.)Sunderland | 21 ″ 8 |
| **236** 70936 | **Perse** IronScSr<br>*H.Cobb* –94<br>1*Dk* | 214<br>178<br>133 | | 1874 | H.Murray &Co<br>Port Glasgow | ~~W.Kinsey~~<br>Boey Ah Ooey | 131·5 21·0 10·5<br>Q42′ | ~~Singapore~~<br>BritishPenang<br>*WB* | C.2Cy.16″&28″–21″<br>35H<br>Kemp&Hume,Glasgow | |
| **237** 91 RKDW | **Perseo** IronSc3MstSr<br>*G.Piccone*85–85<br>2*Dks*(1*pt Irn*)&*Spardk*(*Irn*-ws) | 3967<br>2664 *Spar dk*<br>2292 4,84 | ✠ Gen *x*<br>LA&CP<br>✠ | 1883<br>11mo | R.Napier &Sons<br>Glasgow | Nav.Gen.Italiana | 380·6 42·0 24·9<br>H190*t* F49′ 32·5 | Genoa Italian<br>5*BHCem* | T.3Cy.37″,61″&98″–60″<br>NE&B91 1940H<br>G.Ansaldo&Co.,Sestri Pnt.<br>*WB*=*DBa*42′*f*32′312*t* | 26 ″ 1 |
| **238** — | SteelPadSr<br>1*Dk* | 188<br>168<br>28 | | 1886<br>10mo | W.Denny &Bros.<br>Dumbarton | LaPlatense FlotillaCo. (Lim.) | 140·0 22·1 6·7<br>B52′ | Argentine | C.D.2Cy.21″&37″–42″<br>60H<br>Denny&Co.,Dumbarton | |
| **239** | **Persepolis** IronScSr<br>*Wolkowitz* | 838<br>—<br>579 | | 1885 | Akt.Ges. Weser<br>Bremen | PersianGovernment | 207·0 32·8 18·1<br>P26′ B52′ F26′ | Bushire Persian *WB* | C.2Cy.25″&43½″–29½″<br>120H<br>Akt.Ges.Weser,Bremen | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Late Name if any. Master. Special Surveys. Material, Rig, &c. No. of Decks, &c. | Regist'd Tonnage: Gross / Under deck / Net | Character (for Special Survey, Date of last Survey) | Port of Survey / Equipment Letter | When Built (Ship / Engines) | By Whom / Where | Owners | Length | Breadth | Depth | Port of Registry / Flag | Engines (No. & Dia. of Cylinders—Stroke; Boiler Pressure—Horse Power; Maker's Name) | Moulded depth / Freeboard amidships ft. in. | Other Registers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 240 | Perseus W.Hulse -93 IronPad | 848 — 579 | | | 1881 | W.Cramp &Sons Philadelphia | IronSteamboatCo. | 211·0 | 32·0 | 10·6 | New York Utd.States | 1Cy.53″-132″ W.Cramp&Sons,Phl. | | R |
| 241 96670 | — W.Baker -92 IronScYl 1Dk | 155 142 57 | ✠100A1 Stm Trawler 5,95 2,92 ✠LMC2,92 | Gls LA&CP Gms | 1892 2mo | Mackie& Thomson Glasgow | Grimsby&North SeaStm.Trawling Co.(Lim.) | 100·5 Q19′F19′ | 20·5 | 10·7 | Grimsby British BK7½″ 3BHCem W B=APT3t | T.3Cy.11″,16½″&27″-22″ (s) 160lb 45HP 1SB.2pf,GS32 Muir&Houston,Glasgow | 11″11 | |
| 242 | Perseverança W.Boulton -87 SteelTwinSc 1Dk&Shadedk&ptShadedk | 498 363 338 | For River purposes only 10,87 | Liv LA&CP | 1887 10mo | LairdBros. Birkenhead | AmazonStm.Nav. Co.(Lim.) | 182·1 F28′ | 28·1 | 9·6 | Para Brazilian FK 7BHCem | T.6Cy.13″,19½″&33″-24″ 150HP LairdBros.,Birkenhead | 10″2 | |
| 243 81493 WBGP | Perseverance A.Camilleri -93 3rdSurvey,Sld.5,94 Well deck IronScSr | 1040 811 639 | ✠A1*1 7,94 5,94 | Sld LMC5,94 Nwc / Lv | 1881 4mo | ShortBros. Sunderland | Freear&Dix | 226·0 Q75tB109tF25t | 32·5 | 16·3 | Sundrland British BK7½″ 3BH 1PBH WB=D Ba&fAPT | C.2Cy.25″&53″-33″ 80lb 60lb 99HP 2SB.4f J.Dickinson,Sunderland | 17″8 s1″7½ | |
| 244 89565 | — J.Aitken -93 IronScSr 1Dk | 227 227 129 | ✠ 12,85 ✠ | Lon A&CP | 1884 4mo | R.Dixon& Co. Middlesbro' | Hewett&Co. (Lim.) | 136·3 lrp85 | 21·0 len90 | 11·4 | London British 4BHCem | C.2Cy.19″&36″-24″ 55HP Blair&Co.(Lim.),Stockton | 12″1 | |
| 245 91086 | — J.Moss87-87 WoodScK ptIB 1Dk | 48 47 20 | ✠ For fishing purposes 2,86 ✠ | Lth / 9 | 1885 12mo | J.M'Kenzie&Co. Leith | E.B.Jackson | 67·5 | 17·6 | 7·4 | Leith British | C.2Cy.8″&15″-12″ 9HP J.Cran&Co.,Leith | | |
| 246 KPMQ | Persévérant IronScSr 2Dks | 353 — 126 | | | 1862 | Scott&Co. Greenock | Cie.Marseillaise deNavàVap. (Fraissinet&Co., Mgrs.) | 172·4 Q26t | 23·5 | 12·9 | Marseilles French | 2Cy.38″-27″ 120HP Greenock FoundryCo.,Grk | | |
| 247 21 | Perseverante F.Alioto91-91 (exEagle) Well deck IronScSr 1Dk2trB | 1146 864 735 | | ... | 1879 3mo | R.Duncan &Co. Pt.Glasgow | P.Siragusa | 229·7 P137′ F33′ | 30·0 | 17·6 BK8″ | Messina Italian WB | C.2Cy.27″&50″-30″ NDB85 99HP Rankin&Blackmore,Grk. | 18″8 | I |
| 248 | Persia Elec.light SteelTwinScSr 8Dks | 5857 3866 3766 | | | 1894 | Harland& Wolff(Lim.) Belfast | Hamburg-Amerikanische Packetf Act.Ges. | ~~445·4~~ 445·5 P58′B207′F102′ | 50·2 | 29·8 WB | Hamburg German | T.6Cy.22½″,36½″&60″-48″ 594HP Harland&Wolff(Lim.),Bel | | |
| 249 87701 JCNT | — R.Hutchinson74-83 IronScSr | 3547 3326 2318 | | ... | 1883 7mo | D.&W. Henderson &Co. Glasgow | HendersonBros. | 378·2 P23t F27t | 40·2 | 28·6 | Glasgow British | C.2Cy.33″&66″-60″ 480HP D.&W.Henderson&Co.,Gls | | BT till ~~10,94~~ 8,95 |
| 250 24 BKFD | — A.Rocco IronSc3MstSr ssGen.No.2-79 2Dks&Awngdk | 1346 821 857 | ✠ Awng dk with load line 6,82 | Gen A&CP | 1870 3mo | Palmers' Co. Newcastle | Nav.Gen.Italiana | 258·8 lrp82 | 31·4 | 16·8 24·5 | Genoa Italian 5BHCem | C.2Cy.30″&60″-33″ NB75 292HP Palmers'Co.,Newcastle | | I |
| 251 87875 | — WoodScFlat | 102 98 70 | | | 1867 | W.O'Kell Northwich | SaltUnion(Lim.) | 82·4 | 19·3 | 9·0 | Liverpool British | D.2Cy.12″-14″ NB82 24HP Gibson,Northwich | | |
| 252 45944 VGKT | Persian R.Ellis -92 IronScSr 2Dks | 2144 2043 1396 | ✠ 1,65 | Liv / 12 | 1863 1mo | Harland& Wolff Belfast | F.Leyland&Co. (Lim.) | 361·8 | 34·0 | 24·3 | Liverpool British 7BH | C.4Cy.23″&60″-48″ NE79 220HP G.Forrester&Co.Liverpool | 26″2 s5″2½ | |
| 253 | — IronScBk | 1029 — 617 | | | 1852 | Smith& Rodger Glasgow | CompagnieMed-jediel | 239·0 | 29·5 | 19·1 | Alexndria Egyptian | 2Cy.62″-48″ 250HP Smith&Rodger,Glasgow | | |
| 254 85816 TBRQ | Persian Monarch ~~R.Bristow -87~~ IronSc4MstBk | 3923 2855 2569 | | ... | 1880 9mo | AM'Millan &Son Dumbarton | ~~T.Wilson,Sons &Co.(Lim.)~~ I.J.Merritt,jun. | 360·0 | 43·1 | 32·6 | ~~Hull British~~ Utd.States New York | C.2Cy.46″&87″-57″ 500HP D.Rowan,Glasgow | | |
| 255 96128 KWDR | Persian Prince G.Willis -92 ssNwc.No.1-93 Well deck IronScSr 1Dk(Irn)2trB | 2284 1771 1499 | ✠100A1 7,94 4,93 BS12,94 ✠LMC4,93 | Nwc LA&CP Ant / r | 1888 11mo | Craig, Taylor&Co. Stockton | ThePrinceSteam ShippingCo. (Lim.) (J.Knott, Mgr.) WB=DB | 273·0 Q103′B108′F32′ a80′f114′380t FPT | 40·2 | 19·7 BK9½″ | Newcastle British 4BHCem 84tAPT19t | T.3Cy.22″,35″&57″-39″ (s) 150lb 80lb 185HP 2SB.4rf,GS76,HS2902 Wstgrth.,Eglsh.&C.,Mdb. | 21″0 s2″0½ | |
| 256 97606 LNTC | Persis ~~H.York -93~~ T.McDonald ssCif.No.1-94 SteelScSr 1Dk(Stl)&Spardk&deepframing | 1850 1792 1204 | ✠100A1 Spar dk 5,95 8,93 ✠LMC8,90 8,94 | Shl LA&CP Hul / r | 1890 2mo | Mackie& Thomson Glasgow | S.S.PersisCo.(Lm) (Aitken&Walker) | 260·2 drp94 WB=Cell | 37·6 | 15·2 22·4 4BH BK9″ | Glasgow British ~~4BH Asp~~ DB208′360t pt.Asp ptCem | T.3Cy.18″,29½″&47″-39″ (s) 160lb 150HP 2SB.6rf,GS90,HS2104 Muir&Houston,Glasgow | 17″6 s5″7½ | |
| 257 96411 LTQQ | Perth W.Packham -92 ssDun.No.1-94 Elec.light SteelScSr 2Dks(Stl-Uws) | 1729 1283 956 | ✠100A1 7,94 2,93 10,94 ✠LMC7,90 7,94 | Dun LA&CP / r | 1890 7mo | WBThompson&Co.(L) Dundee | Dundee,Perth& Lon.ShippingCo. | 280·0 P61′B73′F61′ WB=CellDB138′ | 36·6 | 16·9 BK9½″ | Dundee British 5BHCem 130tFPT24t | T.3Cy.30″,47″&75″-48″ (a) 165lb 80lb 450HP 2DB.12rf,GS240,HS5521 WBThmpsn&C(Lim)Dun. | 19″3 s2″9½ | BT till 6,95 |
| 258 97613 | — ~~A.Miller -93~~ J.Scobie82-92 (exBrinio) ~~ssLth.No.2-91~~ ssArd.No 3-6,94 Well deck IronScSr 1Dk2trB | 653 487 395 | ✠100A1 6,94 12,91 3,95 BS1,93 ✠LMC9,91 6,94 | Rot LA&CP Ard Gmb / j | 1882 11mo | Murdoch& Murray Pt.Glasgow | J.Rankine&Son | 184·1 Q62′B44′F25′ ~~lrp92~~ drp94 | 27·0 | 14·1 WB=DBa40′ | Glasgow British 4BHCem 55tFPT40t | C.2Cy.19″&34″-36″ (i) 70lb 50lb 80HP 1SB.3pf,GS43 M.Paul&Co.,Dumbarton | 14″10 s1″6 | D |
| 259 105038 NFRL | Perthshire P.Wallace -93 Elec.light SteelScSr 2Dks(StlU-ptws)& deepframing3DkRule | 5550 5195 3623 | ✠100A1 12,94 ✠LMC11,93 | Nwc LA&CP Lon / a† | 1893 11mo | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | EldersleieS.S.Co., (Lim). (Turnbull,Martin &Co., Mgrs.) WB=Cell | 420·0 P41′B262′F49′ DB354′1150tFPT | 54·0 | 28·8 FK | Glasgow British 7BHCem 175tAPT75t | T.3Cy.30″,48″&78″-54″ (s) 160lb 100lb 600HP 2SB.6rf,GS130,HS4770 FD R.&W.Hawthorn,Leslie& Co.(Lim.),Nwc | 32″0 s6″9 | BT till ~~10,94~~ 7,95 |
| 260 43 BKFB | Pertusola G.Susini IronScSr 2Dks(Irn) | 608 544 341 | ✠ 3,81 ✠ | Dmb LA&CP / j | 1881 1mo | R.Chambers,jun. Dumbarton | Nav.Gen.Italiana | 177·3 B14′ F15′ | 26·7 | 14·7 | Genoa Italian 4BHCem | C.2Cy.23″&45″-30″ 134HP M.Paul&Co.,Dumbarton WB=DBa41′f60′125t | | I |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. / Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres, Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 261<br>150595<br>KLJD | **Peru** SteelScSr<br>*W.Ward*88–92 *2Dks&Spardk* | 3528<br>—<br>2540 | | | | 1892 | UnionIron Works<br>SanFrancisco Cal. | PacificMailS.S.Co. | 336·0 45·9 27·6<br>H— | NewYork<br>Utd.States | T.3Cy.28",44"&70"–48"<br>UnionIronWorks,S.Fo. | |
| 262<br>87884 | — WoodScFlat | 142<br>131<br>97 | | | | 1881 | S.Ravens-croft&J. Boden<br>Winsford | SaltUnion(Lim.) | 88·4 20·4 9·3 | Liverpool<br>British | D.2Cy.14½"–18"<br>29IHP<br>J.Verdin,Winsford | |
| 263<br>47845<br>VQHN | **Peruvian** IronScSr<br>*C.H.Calvert* –94 | 3262<br>3006<br>2031 | | | | 1863 | R.Steele& Co.<br>Greenock | J.&A.Allan | 373·1 38·6 32·0<br>len74 | Glasgow<br>British | C.2Cy.29½"&73"–48"<br>NE&B91 500IHP<br>J.Howden&Co.,Glasgow | |
| 264 | **Perwenetz** IronSc<br>(*ex*Ecaterina) | 316<br>—<br>247 | | | | 1880 | Stabili-mento Tecnico<br>Trieste | J.S.Koschkin | 181·4 25·9 6·6 | Rostoff<br>Russian | C.4Cy.11"&22"–18"<br>40IHP<br>StabilimentoTecnico,Tri. | |
| 265<br>17<br>NTVG | **Perwie** Iron&SteelScSr<br>*J.E.Mengel*83–83<br>1*Dk* | 408<br>314<br>244 | | | | 1883 | Kockums Mk.Værks.<br>Malmö | Midtlollandske DampskibsSelskab | 148·9 23·7 12·3<br>Q43' B37' F18' | Bandholm<br>Danish<br>*WB* | C.2Cy.20"&33"–20"<br>50IHP<br>KockumsMkVærksMalmö | |
| 266<br>65641<br>WRGD | **Peshawur** IronSc3MstSr<br>*C.Gadd* –94<br>*Elec.light* | 3906<br>3748<br>2137 | | | | 1871<br>10mo | Caird&Co.<br>Greenock | P.&O.SteamNav. Co. | 378·0 42·7 33·2 | Greenock<br>British | C.2Cy.62"&104"–54"<br>NB79 600IHP<br>Caird&Co.,Greenock | 27<br>·10 |
| 267<br>546<br>HNPD | **Peter** SteelScSr<br>~~*N.Richter* –87~~ *ss*SpkNo.3–8,94<br>*Proutkoff* 1*Dk*(*Stl*)&*Awngdk* | 999<br>985<br>679 | ✠100A1<br>*Awng dk*<br>8,94 ~~10,87~~ ✠LMC8,94 | Nwc<br>LA&CP<br>Spl | *l* | 1887<br>10mo | W.Dobson &Co.<br>Newcastle | RussianCo.for Sea,River,and LandInsurance andConveyance ofGoods | 210·0 30·2 13·8<br>20·8<br>FK | Odessa<br>Russian<br>5*BHCem* | T.3Cy.17",28"&46"–30"<br>150lb 2B 75lb 100IHP<br>N.E.MarineE.Co.,Nwc.<br>*WB*=*DBa*56'&*f*84'153*t* | 14<br>s8 |
| 268<br>NGKP | **Peter Berg** IronScBn<br>*C.Jensen*87–93 *ss*Hfs.No.3–5,93<br>(*ex*Almandine) 1*Dk*(*Irn*)2*trB* | 1835<br>1545<br>1176 | ✠100A1<br>11,94 ~~3,94~~<br>BS3,94 ✠LMC5,93 | Cpn<br>LA&CP<br>Ant | *r* | 1883<br>9mo | M.Pearse &Co.<br>Stockton | Dansk.Russiske Dampskibs<br>(M.Carl,*Mgr.*) | 260·3 36·0 21·0<br>P26'B64'F30'<br>drp93 BK9½"<br>*WB*=*DB* | Copnhagn<br>Danish<br>4*BHCem*<br>*a*78'*f*60'331*t* | C.2Cy.32"&60"–39" (*i*)<br>80lb 170IHP<br>2SB,4*pf*,GS66<br>Blair&Co.(Lim.),Stockton | 22<br>s3 |
| 269<br>68425<br>MBDR | **Peter Graham** IronSc3MstSr<br>*J.L.Beer* –92 *ss*Nwc.No.3–12,83<br>*ss*Sws.No.1–87<br>1*Dk*2*trB* | 784<br>730<br>490 | 11,89 | Cff<br>A&CP | *m* | 1873<br>3mo | Palmers' Co.<br>Newcastle | W.J.Tillett&Co. | 200·9 28·1 17·1<br>Q60' F33 | Cardiff<br>British<br>4*BHCem* | C.2Cy.24"&45"–30"<br>NB81 80IHP<br>Palmers'Co.(Lim.),Nwc.<br>*WB*=*ptDB* | 18 |
| 270<br>JTQP | **Peter Jebsen** SteelScSr<br>*H.N.Hansen*89–94<br>1*Dk*(*ptStl ptIrn*)2*trB*&*deep framing*&*ptAwngdk*(*Irn*) | 3077<br>2380<br>1992 | ✠100A1<br>*pt Awng dk withfreeboard*<br>2,95 ✠LMC3,94 | Shl<br>A&CP<br>CffSFo | *u* | 1894<br>3mo | J Readhead &Sons<br>S.Shields | Bergh&Helland | 321·5 41·5 21·9<br>P29'Q98' BK10"<br>*pt Awngdk*194'<br>*WB*=*CellDB*276' | Bergen<br>Norwegian<br>5*BHCem*<br>692*tAPT*36*t* | T.3Cy.24",40"&64"–42" (*r*)<br>160lb 300IHP<br>2SB,6*cf*,GS88,HS4518<br>J.Readhead&Sons,S.Shl. | 24<br>s |
| 271 | **Peter Regier** IronScSr<br>*A.E.Radonicic*89–93 *ss*Cff.No.?–92<br>(*ex*Ferncliffe) 1*Dk*(*Irn*)2*trB* | 1420<br>1232<br>893 | ✠100A1<br>1,95 ~~3,93~~<br>BS~~3,93~~ ✠LMC2,92<br>12,94 | Cff<br>LA&CP<br>Msl | *q* | 1883<br>3mo | Palmers' Co.(Lim.)<br>Newcastle | P.Regier | 251·3 37·8 17·2<br>B52'F33'<br>FK<br>*WB*=*DBa*80'<br>*f*56'&*uE*&*B*36'434*t* | Marian-opoli<br>Russian<br>4*BHCem*<br>*APT*18*t* | C.2Cy.31"&60"–39" (*a*)<br>80lb 60lb 160IHP<br>2SB,4*pf*,GS77<br>Palmers'Co.(Lim.),Nwc. | 18<br>s |
| 272 | **Peter Weliki** WoodPad<br>(NOW A BARGE)<br>(*ex*PeterDixon) 1*Dk* | 120<br>—<br>66 | | | | 1871 | J.Read-head&Co.<br>S.Shields | RussianStm.Nav. &TradingCo. | 105·2 18·8 9·8 | Odessa<br>Russian | 1Cy.37"–54"<br>55IHP<br>J.Readhead&Co.,S.Shields | |
| 273<br>50144<br>KPRT | **Peterboro** IronTwinScSr<br>*J.Precious* –92 (*ex*Rotterdam)<br>2*Dks* | 822<br>749<br>445 | 11,64 | Lon<br>A&CP | | 1864<br>8mo | Simpson& Co.<br>London | GreatEastern RailwayCo. | 215·1 27·0 17·6<br>B59*t* | Harwich<br>British<br>4*BH* | C.4Cy.22"&44"–27"<br>NE&B87 220IHP<br>Earle'sCo.(Lim.),Hull | |
| 274<br>65115<br>QSPT | **Peterborough** IronScSr<br>*T.Youngs*82–83 *ss*Stk.No.3–6,89<br>*Well deck* *ss*Mdb.No.1–93 1*Dk* | 617<br>492<br>391 | ✠100A1<br>9,94 ~~2,94~~<br>BS1,95 LMC10,93 | Ham<br>A&CP | *i* | 1876<br>11mo | R.Craggs& Son<br>Middlesbro' | W.F.Beaumont | 183·6 27·6 13·6<br>Q65'B40'F16'<br>BK7½"<br>*WB*= | Boston<br>British<br>5*BHCem*<br>*DBa*33'*f*44' | C.2Cy.24"&45½"–30" (*i*)<br>74lb 80lb NDB91 80IHP<br>1SB,GS38<br>Blair&Co.(Lim.),Stockton | 1<br>s |
| 275<br>93520 | — WoodScK<br>*W.Wilson*67–86<br>1*Dk* | 159<br>139<br>108 | | | | 1886 | AtlasEng. Co.(Lim.)<br>Sydney,NSW | ShellharbourStm. Nav.Co.(Lim.) | 111·9 20·7 7·6 | SydnyNSW<br>British | C.2Cy.15"&28"–20"<br>35IHP<br>AtlasEng.Co.(Lim.),Syd. | |
| 276<br>515<br>HRCP | **Peterhof** IronPad<br>*YanKewitz*90–90<br>1*Dk* | 208<br>—<br>127 | | | | 1890 | Lange& Son<br>Riga | PeterhofDampfschifffahrtsGes. | 165·0 21·8 7·8 | St.Petrsbg<br>Russian | 2Cy.<br>100IHP<br>Lange&Son,Riga | |
| 277<br>RJFM | **Peters** SteelScSr<br>*Christiansen*94–94 | 595<br>451<br>403 | | | | 1891 | Blohm& Voss<br>Hamburg | DeutscheOst AfrikaLinie | 169·9 27·0 14·9<br>P21' B62' F29' | Hamburg<br>German<br>*WB* | C.2Cy.18"&35"–23"<br>Blohm&Voss,Hamburg | |
| 278 | **Petersburg** SteelTwinSc3MstSr<br>*O.Radloff*84–94 3*Dks*(*Stl-ws-UTeak s*)<br>*Elec.light* | 5400<br>5336<br>4750<br>2943 | ✠100A1<br>5,94<br>~~(Class Contemplated)~~<br>✠LMC5,94 | Nwc<br>A&CP | *a*† | 1894<br>5mo | R.&W. Hawthorn, Leslie&Co. (Lim.)<br>Newcastle | RussianVolunteer FleetAssociation | 439·0 52·0 31·6<br>P50'B65'F71'<br>FK<br>*WB*=*CellDB*322'770*t* | Odessa<br>Russian<br>9*BHCem* | T.6Cy.34",54"&85"–51" (*s*)<br>160lb 938IHP<br>5D&2SB,36*cf*,GS790,HS19000<br>R.&W.Hawthorn,Leslie& Co.(Lim.),Nwc. | 3 |
| 279<br>99222<br>MFVC | — SteelScSr<br>*M.Willis* –93<br>1*Dk*(*Irn*)&*Spardk*(*Irn*)&*Webframes* | 1713<br>1528<br>1090 | ✠100A1<br>*Spar dk*<br>5,95 ~~3,94~~ ✠LMC7,94 5,95 | Lth<br>LA&CP | *q* | 1891<br>7mo | J.Laing<br>Sunderland | W.Thomson&Co. | 245·0 36·2 14·0<br>B59'F30' 20·9<br>BK8½"<br>*WB*=*CellDB*195' | Leith<br>British<br>4*BHCem*<br>247*tAPT*35*t* | T.3Cy.19",31"&50"–36" (*s*)<br>160lb 75lb 160IHP<br>2SB,4*rf*,GS66<br>G.Clark(Lim.),Sunderland | 1<br>s |
| 280<br>98427 | **Peterston** SteelScSr<br>~~*S.Thomas* –93~~*Evans* 1*Dk*(*Irn*)<br>&*Webframes*&*ptAwngdk*(*Irn*) | 2768<br>2137<br>1791 | ✠100A1<br>*pt Awng dk withfreeboard*<br>2,95 9,94 ~~1,94~~ ✠LMC11,92 | Cff<br>A&CP | *t* | 1892<br>11mo | T Turnbull &Son<br>Whitby | GlamorganS.S.Co. (Lim.) (D.&C. Radcliffe,*Mgrs.*) | 312·5 40·7 21·9<br>P29'Q90<br>*ptAwngdk*194' FK<br>*WB*=*DBa*102' | Cardiff<br>British<br>6*BHCem*<br>*f*122'574*t* | T.3Cy.23",37½"&61½"–39"<br>160lb 80lb (*s*) 236IHP<br>2SB,6*cf*,GS99,HS3520<br>Blair&Co.(Lim.),Stockton | 2<br>s |
| 281 | **Petofi** SteelScSr<br>~~*C.Katnich*85–92~~*Mikoz*<br>2*Dks*(*Stl–Uws*)&*Webframes* | 2257<br>2010<br>1425 | ✠100A1<br>3,95 ~~12,93~~<br>✠LMC12,93 | Nwc<br>LA&C<br>Tri | *s* | 1893<br>12mo | Wigham Richardson &Co.<br>Newcastle | RoyalHungarian SeaNavigation Co.Adria(Lim.) | 285·2 38·2 22·9<br>P34'B60'F33'<br>FK<br>*WB*=*CellDB*232' | Fiume<br>Aust.-Hung.<br>5*BHCem*<br>422*tAPT*49*t* | T.3Cy.22",36"&59"–39" (*s*)<br>165lb 80lb 230IHP<br>2SB,6*rf*,GS99,HS3808<br>WighmRichrdsn&Co,Nwc | 2<br>s |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 282 77925 WVLF | Petrarch IronScSr E.Gibbs -93 ssAnt.No.3-4,90 ssAnt.No.1-95 2Dks3trB | 1688 1435 1252 | ✠100A1 ~~1,93~~1,94 2,95 LMC2,94 1,95 | Ant A&CP Ply | r | 1877 9mo | J.Readhead&Co. S.Shields | R.M'Andrew&Co. | 276·0\|34·2\|22·6 P118'F34' ptND90~~dcp91~~ BK9" WB=DBa59'f26' | London British 4BHCem 120tFPT66t | C.2Cy.29¼"&58½"-36" (i) 70lb 80lb NDB88 140HP 2B,GS66 J.Readhead&Co.,S.Shields | 24 " 0 s 3 " 10½ | |
| 283 77842 QKHJ | Petrel IronScSr W.Taylor,~~jun.~~ ~~-92~~ ssLon.No.1-95 ssLon.No.3-10,89 1Dk2trB Well deck | 739 656 462 | ✠100A1 ~~1,93~~ 1,95 ~~BS8,98~~ | Lon A&CP LMC10,89 1,95 | m | 1876 12mo | Hall,Russell&Co. Aberdeen | GeneralSteam Nav.Co. | 216·3\|28·3\|13·8 Q66'B45'F25' ~~drp90~~ BK8" WB=DBa37'f55'164t | London British 5BHCem | C.2Cy.26½"&48"-30" (i) 65lb 50lb 99HP Hall,Russell&Co.,Abn. | 16 " 10 s 1 " 8½ | D |
| 284 KPVM | — SteelPadSr 1Dk | 504 — 288 | | | | 1862 | M.Wigram &Son London | London,Chatham &Dover Railway Co. | 223·7\|26·7\|13·5 | Calais French | 2Cy.62"-54" 240HP Ravenhill,Salkeld&Co. | | |
| 285 96917 | — IronSc J.A.McDonald -92 2Dks | 346 210 199 | | | | 1892 | Collins Bay Raftng&ForwardingCo. CollinsBay, Ont. | CollinsBayRafting &ForwardingCo. | 129·2\|26·3\|9·6 H36t | Kingston, Ont. British | 2Cy.18"-20" 80HP CollinsBayRafting&ForwardingCo.,CollinsBay, Ont. | | |
| 286 68489 | — IronScSr ~~P.H.Landwer~~ ssSng.No.2-81 F.H.Smith -94 1Dk | 256 207 158 | ✠ 12,84 | Sng A&CP | d | 1873 5mo | Dodgin&C N.Shields | ~~Mrs.YeohSiewKim~~ ~~Neoh~~Chua En Kay&SiewSinSiew | 130·2\|20·1\|11·1 ND81 P37tH13t | ~~Singapore~~ Penang British 4BHCem | C.2Cy.16"&30"-24" 40HP W.&J.Almond,N.Shields | | |
| 287 KPTN | — IronScK C.Michel74-89 ssBdx.No.2-92 (exCourage) 1Dk | 209 205 98 | ✠100A1 7,94 ~~8,93~~ BS7,94 | Bdx LA&CP ✠LMC8,93 | c | 1885 4mo | R.Dixon& Co. Middlesbro' | H.S.Johnston&Co. | 123·8\|21·0\|11·6 BK6½" | Arcachon French 4BHCem | C.2Cy.19"&36"-24" 71lb 50HP 1SB,2pf,GS24 Blair&Co.(Lim.),Stockton | 12 " 1 | |
| 288 102920 | — IronScK 1Dk | 151 140 64 | ✠100A1 Stm Trawler 9,93 | Hul LA&CP ✠LMC9,93 | | 1893 9mo | Cook, Welton& Gemmell Hull | Pickering&Haldane'sSteam TrawlingCo. (Lim.) | 101·5\|20·6\|11·0 Q24' BK7½" | Hull British 3BHCem | T.3Cy.11½",18"&30"-22" (s) 160lb 45HP 1SB,2cf,GS23,HS674 C.D.Holmes&Co.,Hull | 11 " 10 | |
| 289 81900 SVTW | Petriana IronSc3MstSr ~~G.Coombe -98~~ ssStk.No.3-5,92 Luckham -94 1Dk(Irn)2trB | 1854 1481 1181 | ✠100A1 ~~9,94~~ ~~7,93~~ 1,95 ✠NB7,92 Carrying Petroleum in Bulk | Sws A&CP ✠LMC7,92 | r Shl | 1879 10mo | A.Leslie& Co. Newcastle | PetroleumTransport&StorageCo. (Lim.) (A.Suart, Mgr.) | 260·5\|34·2\|21·7 F32'P162' drp93 BK9½" WB=DBa62'f72'&uE&B32'FPT | London British 5BHCem | C.2Cy.33"&62"-42" (s) 80lb ~~50lb~~ 60lb NDB85 200HP 2SB,6pf,GS90,HS3600 J.Dickinson,Sunderland | 23 " 0 s 2 " 4½ | |
| 290 | Petroffsk SteelScSp W.H.Hawkins90-94 1Dk | 138 122 28 | ✠100A1 For Towing & Salvage purposes 6,94 | Npt LA&CP ✠LMC6,94 | a | 1894 6mo | Exors.of T.A.Walker Sudbrook | Vladikavkas RailwayCo. | 100·0\|21·0\|8·4 FK 6'&uE&B16'29tFP WB=DBa14'f | Petroffsk Russian 5BHCem T2tAPT10t | C.2Cy.16¼"&32½"-20" (s) 100lb 44HP 1SB,2cf,GS33,HS1200 Plenty&Son,Newbury | 9 " 0 | |
| 291 RGFW | Petropolis IronScSr E.Faegermann89-92 2Dks3trB | 2068 1822 1481 | | | | 1882 | Reiherstieg Schiffsw.& Masch.-fabr Hamburg | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 286·7\|36·1\|24·3 P24' B26' F72' | Hamburg German | C.2Cy.34"&62"-42" 190HP ReiherstiegSchiffsw.& Masch.-fabr.,Ham | | V |
| 292 | — SteelPadSk ~~R.Nivison~~ | 289 259 59 | | | | 1890 | AM'Millan &Son Dumbarton | ~~RiodeJaneiro&~~ ~~NorthernRailway~~ ~~Co.(Lim.)~~ LeopoldinaRailwayCo | 210·6\|23·1\|8·0 | ~~Glasgow~~ ~~British~~ Brazilian R.Janeiro | C.D.2Cy.31"&60"-60" 250HP D.Rowan&Son,Glasgow | | |
| 293 98886 LBKM | Petunia SteelScSr T.Owen87-93 ssBly.No.1-94 1Dk(Irn)&Web frames(Irn) Stringers Irn Well deck | 1691 1276 1093 | ✠100A1 12,94 ~~1,94~~ BS3,94 | Bly A&CP ✠LMC2,93 Npt | q | 1889 3mo | BlythS.B. Co.(Lim.) Blyth | J.Lilly&Co. | 260·3\|36·6\|16·9 P24'Q72'B108' F31' FK WB=Cell D B (Irn) 190' | W.Hartlpl British 4BHCem 353tAPT21t | T.3Cy.20",33"&54"-36" (s) 160lb 75lb 170HP 2SB,4rf,GS72 Black,Hawthorn&Co.,Gts | 19 " 3 s 1 " 8 | |
| 294 4 RKHS | Peuceta IronScSr G.Càputi ssLgn.No.3-7,93 (exFifeshire) 1Dk | 439 359 234 | ✠ | ✠MS7,93 | ... | 1873 4mo | J.Key Kinghorn | Soc.Anon.deNav.a Vap.Puglia | 170·6\|23·7\|12·9 P33'F35' srp93 BK7" | Bari Italian 4BHCem | C.2Cy.23"&42"-28" (i) 50lb 75HP 1SB J.&T.Dale | | I |
| 295 86289 HGWQ | Peveril SteelSc3MstSr Walters -89 ssLiv.No.2-91 2Dks(Stl)3trB | 3036 2854 1975 | ✠100A1 12,94 ~~1,94~~ ~~BS6,93~~ 12,94 | Liv LA&CP ✠LMC2,92 | w | 1883 2mo | Gourlay Bros.&Co. Dundee | Williamson, Milligan&Co. | 349·0\|40·1\|26·9 P30'B80'F51' BK10" WB=CellDB282' | Liverpool British 5BHCem 156tFPT76t | C.2Cy.41"&78"-48" (s) 85lb ~~40lb~~ 90lb NDB94 350HP 2DB,12cf,GS192 GourlayBros.&Co.,Dun. | 29 " 6 s 6 " 0½ | |
| 296 87732 JCPL | — SteelScSr W.B.Dickie -94 ssGls.No.2-92 Well deck 1Dk(Irn)IrnBms | 700 530 436 | ✠100A1 ~~10,9~~ ~~10,93~~ 1,95 BS2,94 1,95 | Gls LA&CP ✠LMC4,91 | j | 1883 11mo | W.Hamilton&Co. PortGlasgow | S.S.PeverilCo. (Lim.)(Maclay &McIntyre) | 190·2\|27·6\|13·9 P&B103'F23' BK7½" | Glasgow British 5BHCem | C.2Cy.25"&49"-36" (a) 80lb 50lb 95HP 1SB,3pf,GS60,HS1258 Muir&Houston,Glasgow | 15 " 0 s 1 " 4½ | |
| 297 76307 JRQV | — IronTwinScSr J.Pritchard84-89 | 595 435 244 | | | ... | 1884 5mo | BarrowCo. (Lim.) Barrow | Isle of ManSteam PacketCo.(Lim.) | 207·6\|26·0\|13·0 P64' B48' F60' | DouglasIM British WB | C.4Cy.24"&44"-24" 128HP BarrowCo.(Lim.),Barrow | | BT till ~~6,95~~ 10,95 |
| 298 QFTN | Pfalz SteelScSr H.Winter83-93 2Dks(Stl-ws) Elec.light &Webframes | 3849 3171 2584 | ✠100A1 4,95 ~~10,93~~ | Nwc LA&CP ✠LMC10,93 Bhn | w | 1893 10mo | Wigham Richardson &Co. Newcastle | Norddeutscher Lloyd | 364·0\|43·5\|25·8 P38'B131'F72' FK WB=Cell DB 302' 619t FPT | Bremen German 6BHCem 42tAPT39t | T.3Cy.27",44"&72"-48" (s) 160lb 90lb 400HP 2DB,12cf,GS240,HS6382 WighamRichrdsn&C,Nwc | 28 " 7 s 5 " 7½ | G BT till 10,94 |
| 299 81385 TKPS | Pharos IronScSr G.C.Dusting -93 3rdSurvey,Liv.10,93 | 2239 2093 1449 | ✠ A1*1 2,95 ~~4,94~~ | Liv ✠NB4,89 | Lv | 1880 6mo | Aitken& Mansel Glasgow | MossSteamShip Co.(Lim.) | 331·0\|35·0\|23·0 P16t F52t BK9½" WB=CellDB | Liverpool British 6BH | T.3Cy.22½",36"&68"-48" (s) 150lb 300HP 2SB,6rf,GS100 Tpd.89,D.Rollo&Son,Liv. | | |
| 300 65788 SRQW | — IronPadSr J.McGregor67-83 | 574 550 241 | | | ... | 1874 2mo | R.Napier& Sons Glasgow | Commissioners of Northern Lighthouses | 204·5\|26·7\|15·3 | Leith British | C.2Cy.44"&74"-60" 200HP R.Napier&Sons,Glasgow | | |
| 301 97772 LRCT | Phidias SteelScSr J.Dixon -92 2Dks | 2822 2579 1786 | | | | 1890 | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | Liverpool,Brazil& RiverPlateStm. Nav.Co.(Lim.) (Lamport&Holt, Mgrs.) | 324·0\|42·2\|23·4 P34' B64' F39' | Liverpool British | T.3Cy.24",38"&62"-45" 228HP R&WHawthornLeslie&Co (Lim.),Nwc. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crews aux Quilles. Franc-bord au milieu du navire. pôs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **302** 150344 KCWD | **Philadelphia** *J.Chambers*89–89 *Elec.light* | **IronScBg** *ss*Phl.No.2–92 2*Dks*(1*pt Irn*)&*Shadedk* | 2520 1655 1900 | ✠100A— *Shade dk withfreeboard* ~~7,04 7,08~~ 3,95 ~~BS6,98~~ ✠LMC~~8,97~~,94 | NYk ~~Phl~~ | *r* | 1885 2mo | W.Cramp &SonsS.& E.B.Co. Philadelphia | Atlantic&Caribbean SteamNav. Co. | 300·0 len92 \| 35·0 \| 20·6 28·1 BK9½ | Wilmgton Utd.States | C.2Cy.32″&61″-36″ (*a*) 90lb *87lb* 200H 2SB,*6f*,GS144 WCramp&SsS&EBCo.Phl. *Freeboard to Shade dk* | 22 3 11 |
| **303** 20142 | — | **IronSc** | 1464 — 1230 | | | | 1868 | ..... Buffalo,N.Y. | AnchorLine (E.T.Evans) | 236·0 \| 34·3 \| 14·0 | Erie,Pa. Utd.States | | |
| **304** 99330 | **Philadelphian** *W.A.Trant*62–91 *Elec.light* | **SteelSc4MstSr** 3*Dks*(*Stl-Uws*) *BHds as per Section 22 not* | 5120 4804 3322 | ✠100A1 *withfreeboard* ~~2,95 4,91~~ ✠LMC11,91 *fitted between middle & upper dks.* | ~~Bel~~Liv | *t* | 1891 11mo | Harland& Wolff(Lim) Belfast | F.Leyland&Co. (Lim.) | 442·5 P69′B143′F102′ *WB=CellDB*328′ | Liverpool British 7*BHCem* 696*tAPT*49*t* | T.3Cy.25″,41½″&71″–60″ (*s*) 200lb 95*lb* 500H 3DB,*12rf*,GS180 Harland&Wolff,Belfast | 34 9 |
| **305** 95793 MTQW | **Philip Maxsted** *T.Clifford*89– | **IronScK** *ss*Hul.No.1–93 1*Dk* | 140 140 50 | ✠100A1 *Trawler* ~~10,94 6,98~~ 5,95 ✠LMC6,93 | Hul LA&CP | | 1889 5mo | Cook,Welton&Gmmll Hull | HumberSteam TrawlingCo. (Lim.) | 100·6 \| 20·9 \| 10·8 BK7½ | Hull British 3*BHCem* | C.2Cy.17″&33″-22″ 90lb 45H 1SB,*2pf*,GS30 Bailey&Leetham,Hull | 11 |
| **306** 96608 | **Philomel** *W.E.Butcher* –93 | **SteelPadSr** | 662 422 320 | | | | 1889 | J.Scott& Co. Kirkcaldy | GeneralSteam Nav.Co. | 236·0 Q24′ \| 27·1 B146′ \| 9·5 | London British | C.D.2Cy.37″&69½″-66″ 171H J.Scott&Co.,Kirkcaldy | |
| **307** 101988 | **Philomene** *A.V.Jones* –93 (*ex*Jason) | **IronScSr** 3*Dks* | 1674 1209 1034 | | | | 1866 | A&J Inglis Glasgow | R.P.Narik | 247·5 len71 \| 32·4 \| 27·0 | London British | C.2Cy.36″&62″–36″ 171H Konink.Fab.,Amsterdam | |
| **308** 91776 | **Philorth** *G.Findlay* –92 | **SteelScSr** 1*Dk* | 151 137 40 | ✠100A1 *StmTrawler* 9,93 ✠LMC10,92 | Abn LA&CP | | 1892 10mo | A.Hall& Co. Aberdeen | Fraserburgh SteamFishing Co.(Lim.) (C.F.Cardno,*Mgr*) | 102·4 \| 20·7 \| 10·7 BK6½ | Frserbrgh British 4*BHCem* | C.2Cy.18″&34″-24″ (*s*) 100lb 50H 1SB,*2pf*,GS40HS1127 A.Hall&Co.,Aberdeen | 11 |
| **309** 14943 RWJP | **Phœbe** *J.Duncan* –93 | **IronScSr** | 587 557 391 | | | | 1851 | Denny& Son Dumbarton | J.&A.Brown | 172·9 \| 26·0 \| 15·6 | Newcastle N.S.W. British | 2Cy.42″–24″ 120H Tullock&Denny,Dmb. | |
| **310** 48944 VWSR | **Phœnician** *C.McCulloch* –93 | **IronScSr** (*ex*St.David) | 2425 1722 1552 | | | | 1864 | Barclay, Curle&Co. Glasgow | J.&A.Allan | 334·9 len73 \| 34·3 \| 28·6 | Glasgow British | Q.4Cy.19½″27½″39″&55″–42″ NE73 NB88 NDB88 156H *Qpd.*88Denny&Co.,Dmb. | |
| **311** 101993 NBTS | **Phœnix** *R.S.Pasley* –93 | **SteelScSr** 1*Dk*(*pt Stl pt Irn*) *and Web frames*&*pt Awngdk*(*Irn*) | 2692 2077 1732 | ✠100A1 *pt Awng dk withfreeboard* ~~5,95 4,95~~ 6,95 ✠LMC4,93 | Lon ~~Shl~~ A&CP | *t* | 1893 4mo | SirR. Dixon&Co. Middlesbro' | PhœnixS.S.Co. (Lim.) (Hoyland&Co.) | 299·8 P27′Q84′ *pt Awngdk*189′ drp95 *WB=Cell* | London British 5*BHCem* *DB*234′513*t* | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 266H 2SB,*6cf*,GS96,HS4005 T.Richardson&Sons,Hpl. | 22 9 |
| **312** 87128 HRWN | — *W.A.Pick* –94 *Well deck* | **IronScSr** *ss*Sld.No.2–92 1*Dk*(*Irn*)2*trB* | 1783 1395 1150 | ✠100A1 ~~6,96 6,94~~ 12,94 BS~~8,98~~ 6,94 ✠LMC7,92 | Shl A&CP Sld | *q* | 1883 4mo | N.of Eng. S.B.Co. Sunderland | Parsons&Linton | 258·0 P28′Q58′B78′F32′ drp94 *WB=DBa*66′*f*58′240*t* | London British 6*BHCem* *PPT*48*t* *APT*33*t* | C.2Cy.33″&61″-33″ (*b*) 80lb ~~90lb~~ *50lb* 160H 1DB,*4pf*,GS75 T.Richardson&Sons,Hpl. | 20 1 |
| **313** | — (*ex*Lalande) | **IronScSr** *ss*Liv.No.3–1,85 *ss*Bly.No.1–89 2*Dks*3*dk rule* | 963 948 587 | ✠ 8,92 | Shl A&CP | *n* | 1872 12mo | A.&J. Inglis Glasgow | Marquides frères &Macris frères | 220·8 ptND89 *WB=DBa*53′*f*65*t* | Syra Greek 4*BHCem* *SuB*25′270*t* | C.2Cy 28″&50″–36″ 98H A.&J.Inglis,Glasgow | 22 |
| **314** 434 HJML | — *B.Allegretti* | **IronSc** | 364 — 275 | | | | 1882 | Stbilimnto Tecnico Trieste | F.Feofani&Co. | ..... ..... | Taganrog Russian | 50H | |
| **315** 69285 | — *R.Wiggins* | **IronScSr** | 279 260 190 | | | | 1860 | ..... Rouen | PhœnixCo.(Lim.) (*In liq.*) | 141·4 len74 \| 21·9 \| 11·6 | London British | C.2Cy.20″&37″-27″ NE&B76 60H Lees,Anderson&Co.,Gls. | |
| **316** 86223 | — | **WoodScFlat** | 128 119 87 | | | | 1882 | G.Deakin (Lim.) Winsford | SaltUnion(Lim.) | 88·2 \| 20·8 \| 9·0 | Liverpool British | 2Cy.12″-14″ 24H G.Deakin(Lim.),Winsford | |
| **317** 53529 | **Pholas** *A.Reimon*76–87 | **SteelTwinScSr** 1*Dk* | 412 394 202 | | | | 1887 | DavidJ. Dunlop&Co. Pt.Glasgow | BombayPortTrust | 154·7 \| 31·1 \| 9·7 | Bombay British | C.4Cy.14″&26″–20″ 60H D.J.Dunlop&Co.,P.Gls. | |
| **318** MBQT | **Phönix** *Rosenberg*85– | **WoodScSr** (*ex*Ostergotland) | 176 — 150 | | | | 1871 | J.Bang GmlaLödöse | GrafTyszkiewicz | 104·3 \| 22·3 \| 9·7 | Riga Russian | C.2Cy.12¾″&25½″–22″ 30H LindholmenWorks,Got. | |
| **319** 93847 LBRK | **Phosphor** *J.Connolly* –94 *Carrying Petroleum in bulk* *Elec.light* | **SteelSc3MstSr** | 2023 2982 1326 | | | | 1889 | SirW.G. Armstrong, Mitchell&Co. Newcastle | PhosphorSteam ShipCo.(Lim.) (R.Stewart&Co) | 270·0 B22′ \| 37·7 \| 25·9 FD | Liverpool British | T.3Cy.20″,34″&55″–36″ 200H WallsendSlipway&E.Co. (Lim.),Newcastle | |
| **320** 87380 HFJD | **Phra Chom Klao** *J.Fowler* ~~*ss*HKg.No.2–90~~ ~~*ss*~~HKg.No.3–3,95 | **SteelScSr** 2*Dks*(1*Irn*&1*pt Irn–Uptws*)*IrnBms* | 1568 1456 1012 | ✠100A1 3,95 ~~7,03~~ ~~BS4,94~~ ✠LMC~~11,90~~ 3,95 | HKg LA&CP | *r* | 1882 12mo | Caird&Co. Greenock | ScottishOriental S.S.Co.(Lim.) (Ferguson,Davidson&Co.,*Mgrs.*) | 264·7 F43′ *WB=CellDB* (*Irn*)226′428*t* *FPT* | Greenock British 6*BHCem* 35*tAPT*10*t* | C.2Cy.35″&68″–42″ (*k*) 80lb *80lb* 250H 2SB,*6cf*,GS140 Caird&Co.,Greenock | 23 4 |
| **321** 87381 HTJC | **Phra Chula Chom Klao** *G.A.Morris* | **SteelScSr** *ss*HKg.No.2–90 2*Dks*(1*Irn*&1*pt Irn–Uptws*)*IrnBms* | 1568 1456 1012 | ✠100A1 1,94 BS2,94 ✠LMC1,91 | HKg LA&CP | *r* | 1883 2mo | Caird&Co. Greenock | ScottishOriental S.S.Co.(Lim.) (Ferguson,Davidson&Co.,*Mgrs.*) | 264·7 F43′ *WB=Cell DB*226′428*t* *FPT* | Greenock British 6*BHCem* 35*tAPT*10*t* | C.2Cy.35″&68″–42″ (*k*) 80lb 250H 2SB,*6cf*,GS140 Caird&Co.,Greenock | 23 4 |
| **322** 97675 LVFN | **Phra Nang** *W.H.Watton* –90 | **SteelScSr** 2*Dks* | 1603 1472 1021 | | | | 1890 | Fairfield S.B.Co.(Lim) Glasgow | ScottishOriental S.S.Co.(Lim.) (Ferguson,Davidson&Co.,*Mgrs.*) | 270·4 P10′ B20′ F42′ | Glasgow British | T.3Cy.22″,36″&57″–42″ 250H FairfieldS.B.Co.(Lim.)Gls. | |
| **323** KQFN | **Phuoc Kien** *Mourailleau* | **IronScSr** 2*Dks* | 178 — 102 | | | | 1881 | Scott&Co. Greenock | Messageries Fluviales de Cochinchine | 135·7 *Erections*39*t* \| 19·9 \| 17·2 | Saïgon French | C.2Cy.15″&27″–15″ 40H Scott&Co.,Greenock | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Tr. de Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 324 Phyllis<br>BSHJ<br>MFHJ | SteelScSr<br>*B.Granger* –91<br>1*Dk*(*Irn*)&*Webframes*<br>*Well deck* | 2429<br>1840<br>1574 | ✠100A1<br>~~6,911~~ 11,93 4,95<br>✠LMC6,91<br>Shl | Bry | *s* | 1891<br>6mo | Ropner&S.<br>Stockton | J.S.Allison&Co. | 290·0 39·0 18·7<br>P29′Q88′B116′<br>F31′ FK<br>*WB*=*Cell* | W Hartlpl<br>British | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *80lb* 240H<br>2SB,*6cf*,GS85,HS3372<br>T.Richardson&Sons,Hpl. | 21 ″ 10<br>s 1 ″ 11 | |
| 325 Piauhy<br>HLMQ | | —<br>—<br>150 | | | | | ..... | Cia.RioParnahyba | ..... | Therezina<br>Brazilian | | | |
| 326 Picardie<br>KQFR | IronScSr<br>*A.Teste* –92 *ss*Hul.No.3–4,88<br>(*ex*Ravenshoe) *ss*Goo.No.1–92 1*Dk* | 403<br>399<br>253 | ✠100A1<br>1,93<br>✠NB4,88 | Hav<br>A&CP<br>LMC2,92 | *g* | 1876<br>4mo | Palmers'<br>Co.<br>Newcastle | H.deRaesfeld | 158·8 24·4 13·6<br>ptND88<br>BK7″<br>*WB*=*DBa*31′*f*35′ | St.Valery<br>French | C.2Cy.20″&40″–24″ (*s*)<br>82lb NDB85 58H<br>1SB,*2f*,GS40<br>Palmers'Co.,Newcastle | 14 ″ 5<br>s 2 ″ 1½ | |
| 327 Picciola<br>BGDV | IronScSr<br>*E.Hass*91–91<br>1*Dk*&*Spardk*&*3trB* | 1175<br>1167<br>875 | | | | 1881 | Blohm&<br>Voss<br>Hamburg | Dampfsch.Ges.<br>"Swatow" | 223·1 32·0 21·3 | Hamburg<br>German<br>*WB* | C.2Cy.26½″&46″–33″<br>90H<br>Blohm&Voss,Hamburg | | V |
| 328 Pickhuben<br>BJFD | SteelScSr<br>*Renamed "Georgia," See No. 23 in Supplement*<br>*H.Splies*91–91<br>1*Dk*(*Stl*–ws)&*Spardk*(*Stl*–ws)*3trB* | 3144<br>2880<br>2042 | | | ... | 1891<br>1mo | Barclay<br>Curle&Co.<br>(Lim.)<br>Glasgow | Hamburg-Amerikanische Packetf. Act.Ges. | 331·0 41·1 19·2<br>P36′ B76 F43′ 27·2<br>BK10″ | Hamburg<br>German<br>*WB* | T.3Cy.24″,39″&64″–42″<br>288H<br>2DB,*8cf*,GS146<br>Brclay,Curle&C.(Lm.),Gls | 21 ″ 9 | V |
| 329 Pickwick<br>GMG7<br>KNVG | IronScSr<br>*J.C.Balmanno* –92*ss*Nwc.No.3–12,84<br>*ss*Nwc.No.2–92<br>*Well deck* 1*Dk* | 1141<br>899<br>731 | ✠90A1<br>~~12,98~~ 6,94<br>BS~~4,93~~<br>6,94<br>LMC2,92 | Lon<br>A&CP | *m* | 1871<br>8mo | W Pile&Co<br>Sunderland | C.C.Barton | 229·5 31·1 17·5<br>P125′F30′<br>drp93ptND88 BK8″<br>*WB*=*DB* | N.Shields<br>British | C.2Cy.27″&50″–30″ (*i*)<br>70lb ~~*40lb*~~ NDB80 NB80 110H<br>2SB,*4pf*,GS72 *80lb* NDB94<br>N.E.Marine Co.(Lim.),Sld. | 18 ″ 6<br>s 2 ″ 3½ | |
| 330 Picqua<br>WHNB | IronScBg<br>~~Brown~~<br>*J.J.Brown*<br>*ss*Liv.No.1-94 | 1796<br>1617<br>1167 | ✠100A1<br>9,94 ~~6,94~~ 6,94<br>BS10,92 ✠LMC~~8,90~~ 6,94<br>Liv | N Yk | *r* | 1882<br>1mo | T.Royden<br>&Sons<br>Liverpool | Medit.&N.Yrk.<br>S.S.Co.(Lim.)<br>(PhelpsBros.,<br>*Mgrs.*) | 277·5 34·6 22·8<br>B64′F37′<br>BK9½″<br>*WB*=*Cell*<br>2*Dks*(1*Irn*)3*trB* | Liverpool<br>British | C.2Cy.32″&64″–39″ (*j*)<br>85lb ~~*60lb*~~ NDB82 200H<br>2SB,*8pf*,GS144 *85lb* NDB94<br>Fawcett,Preston&Co.,Liv. | 25 ″ 6<br>s 4 ″ 5 | |
| 331 Pictavia<br>KQSF | IronScSr<br>*J.Pollexfen* *ss*Msl.No.2–93<br>(*ex*Clare) 1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB* | 2034<br>2001<br>1333 | ✠100A1<br>*Spar dk*<br>4,93<br>BS~~6,94~~<br>✠LMC4,93 | Msl<br>A&CP | *s* | 1883<br>6mo | J.Blumer&<br>Co.<br>Sunderland | Cie.Française de Nav.àVap.<br>(C.Fabre&Co.,<br>*Mgrs.*) *WB*=*Cell D B*186′406*t FPT* | 270·4 38·4 24·1<br>BK9½″ | Marseilles<br>French | C.2Cy.35″&68″–48″ (*s*)<br>80lb ~~*60lb*~~ 200H<br>2SB,*6pf*,GS107<br>T.Clark&Co.,Newcastle | 20 ″ 0<br>6 ″ 6 | |
| 332 Picton<br>92915<br>KNDC | SteelScSr<br>*A.Finney* –92 *ss*Nwc.No.1–92<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | 2371<br>1811<br>1561 | ✠100A1<br>~~12,93~~ 7,94<br>BS10,93 ✠LMC1,91 | Bry | *s* | 1887<br>7mo | E.Withy&<br>Co.<br>W Hartlepool | R.Ropner&Co. | 289·5 38·1 19·2<br>P31′Q84′B116′<br>F31′ BK8″<br>*WB*=*Cell D B*248′410*t* | W.Hartlpl<br>British | T.3Cy.21½″,35½″&58½″–39″<br>160lb *80lb* (*s*) 200H<br>2SB,*6cf*,GS80<br>Blair&Co.(Lim.),Stockton | 22 ″ 3<br>s 2 ″ 0½ | D |
| 333 Picton Castle<br>99868 | IronScK<br>*J.Turner* –92<br>1*Dk* | 148<br>137<br>57 | ✠100A1<br>*StmTrawler*<br>4,92<br>✠LMC4,92 | Hul<br>LA&CP | | 1892<br>4mo | Cook,<br>Welton&<br>Gemmell<br>Hull | G.H.D.Birt | 100·5 20·8 11·0<br>Q20′<br>BK7½″ | Hull<br>British | T.3Cy.12½″,19½″&31½″–22½′<br>160lb (*s*) 50H<br>1SB.*2cf*,GS27,HS790<br>C.D.Holmes&Co.,Hull | 11 ″ 11 | |
| 334 Piemonte<br>23<br>RKLP | IronScSr<br>*N.Bacigalupo*<br>2*Dks* | 367<br>261<br>212 | | | ... | 1863 | PalmerBrs.<br>Newcastle | Nav.Gen.Italiana | 177·8 23·8 12·1<br>P59′ H29*t* F24′ | Genoa<br>Italian | C.2Cy.35½″–27½″<br>NE70 135H<br>WestermanBros,SestriPon | | I |
| 335 Pierino<br>2<br>BKMJ | IronScSr<br>*L.P.Runcaldier* (*ex*Chloe)<br>1*Dk* | 297<br>221<br>167 | | | | 1868<br>83 | A.Leslie<br>&Co.<br>Newcastle | Forli&Bellenghi | 170·6 16·4 13·1<br>len72 | Rimini<br>Italian<br>*WB* | C.2Cy.21″&39″–24″<br>60H<br>Stab.Tecn.,Trieste | | A |
| 336 Pierremont<br>72659<br>QNWS | IronScSr<br>*J.Calvert* –94 *ss*Hpl.No.3–3,90<br>*Well deck* *ss*Hpl.No.1–94<br>1*Dk*2*trB* | 1312<br>1040<br>814 | ✠100A1<br>2,94<br>✠NB3,90 | Hpl<br>A&CP<br>LMC2,94 | *o* | 1877<br>4mo | W.Gray&<br>Co.<br>W Hartlepool | W.Gray | 248·0 32·0 18·4<br>Q84′B59′F34′<br>BK8½″<br>*WB*=*Dk* | W.Hartlpl<br>British | C.2Cy.29″&55″–33″ (*s*)<br>80lb *60lb* 120H<br>2SB,*4pf*,GS60<br>T.Richardson&Sons,Hpl. | 19 ″ 3<br>s 1 ″ 10½ | |
| 337 Pietro<br>984<br>HJCQ | IronSc<br>*Cacuris* | 322<br>—<br>258 | | | | 1883 | Stbilimnto<br>Tecnico<br>Trieste | C.Mavrogordato | ..... | Rostoff<br>Russian | 40HP | | |
| 338 Pietro Foscolo<br>466 | IronScSr<br>*DemetrioRes*86–86 *ss*Npt.No.3–12,82<br>(*ex*Limerick) *ss*Cpl.No.2–91<br>1*Dk*2*trB* | 897<br>796<br>561 | ✠100A1<br>5,94 ~~4,93~~<br>BS10,93 ✠LMC8,91 | Cpl<br>A&CP | *m* | 1864<br>12mo | Wigham<br>Richardson<br>&Co.<br>Newcastle | Foscolo,Mango&<br>Co. | 212·0 27·5 19·9<br>ptND80<br>BK7″ | Syra<br>Greek | C.2Cy.25″&46″–27″ (*i*)<br>65lb NE&B74 90H<br>Randolph,Elder&Co.,Gls. | | |
| 339 Pietro Marano<br>Lost by Fire 5.94<br>3<br>RKQP | WoodScSr<br>*Russo* –92<br>1*Dk*<br>(*ex*Trafik,*ex*AugustLeffler) | 559<br>522<br>454 | | | | 1871 | G.E.Hube<br>Gothenburg | P.Marano | 167·9 30·9 18·6<br>B22′ H18*t* | Catania<br>Italian | C.2Cy.17″&34″–24″<br>77HP<br>MotalaCo.,Gothenburg | | V |
| 340 Pilar<br>RMVH | IronSc3MstSr<br>*R.Santurio*68–79<br>1*Dk* | 392<br>—<br>262 | | | | 1873 | Macfayden<br>&Co.<br>Pt.Glasgow | Olavarria,Lozano<br>&Co. | 160·0 23·1 11·6<br>P46′ F23′ | Gijon<br>Spanish<br>*WB* | C.2Cy.19½″&36″–24″<br>50HP<br>W.B.Thompson,Dundee | | |
| 341 Pilcomayo<br>98057<br>LQKB | SteelTwinScSr<br>~~Parsons~~<br>*Watson*<br>*ss*B.As.No.1-94 | 433<br>401<br>259 | ✠ A1<br>*For River purposes only*<br>~~6,94~~ ~~6,93~~ 10,94<br>✠LMC~~3,90~~ 6,94<br>~~Belv~~ | Rio<br>LA&CP | | 1890<br>3mo | Murdoch&<br>Murray<br>Pt.Glasgow | ParaguayanDevelopmentCo.<br>(Lim.)(Houlder<br>Bros.&Co.,<br>*Mgrs.*) | 160·3 33·1 9·0<br>B26′<br>FK<br>*WB*=*APT*35*t* | London<br>British | T.4Cy.(2)9″,18″&32″–22″(*s*)<br>150lb *60lb* 60H<br>1SB,*2cf*,GS38,HS1030<br>Rankin&Blackmore,Grk. | 9 ″ 7 | |
| 342 Piles<br>JDFM | IronSc<br>*E.Manso*<br>1*Dk* | 307<br>—<br>210 | | | | 1874 | Gourlay<br>Bros.<br>Dundee | MelitónGonzalez<br>&Co. | 150·0 22·5 9·7 | Gijon<br>Spanish<br>*WB* | C.2Cy.18″&34″–18″<br>50HP<br>GourlayBros.&Co.,Dundee | | |
| 343 Pilgrim<br>150280<br>KBDV | IronPad<br>*B.Davis*<br>1*Dk* | 3484<br>—<br>2513 | | | | 1882 | J.Roach&<br>Son<br>Chester,Pa. | OldColonySteamboatCo. | 372·0 50·0 15·6 | FallRiver<br>Utd.States | 1Cy.110″–168″<br>J.Roach&Son,Chester,Pa. | | |
| 344 Pillsbury<br>150687 | SteelSc<br>*W.Cavers* –92<br>2*Dks*<br>*Whaleback* | 2234<br>—<br>1572 | | | | 1892 | American<br>Stl.BargeCo.<br>Superior,Wis | Minneapolis,St.<br>Paul&Buffalo<br>S.S.Co.<br>(F.D.Underwood) | 320·0 42·0 25·0<br>*WB* | Mrquette,<br>Mich.<br>Utd.States | T.3Cy.23″,37″&62″–42″<br>S.F.Hodge&Co.,Detroit | | |
| 345 Pilot<br>88303 | WoodSc<br>*T.Rowlean*76–84<br>1*Dk* | 427<br>287<br>269 | | | | 1884 | R.Sample<br>Levis,Quebec | Quebec&Levis<br>FerryCo.(Lim.) | 109·0 32·5 13·7<br>H139*t* | Quebec<br>British | C.2Cy.20″&38″–24″<br>75HP<br>J.McDougall,Montreal | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Forme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres, Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 346 20882 NDBF | **Pilot** | **IronPadBg** (*ex*Setang) 1*Dk* | 202 197 108 | | | | 1858 | Scott&Co. Greenock | GangesSteamTug Co.(Lim.) | 136·0 | 21·2 | 10·4 | Calcutta British | 2Cy. 120HP McNab&Clark,Greenock | |
| 347 72674 | — | **WoodScSp** 1*Dk* | 183 131 107 | | | | 1876 | J.F.Stevens Portland,U.S | P.Dunsmuir&Sons | 122·0 P14*t* | 24·0 | 11·0 | Vict'riaBC British | 2Cy.24″–20″ 60HP Oregon Iron Works,Pld. | |
| Wrecked 7·94 88886 | **348 Pilot Fish** *A.Scopani*76–85 | **IronSc** 1*Dk* | 171 163 116 | | | | 1885 | H.K.& WmpaDk Co. HongKong | HongKong& WhampoaDk.Co. (Lim.) | 114·5 | 19·4 | 10·5 | HongKong British | C.2Cy.20″&40″–28″ 62HP H.K.&WhampoaD.C.,H.K. | |
| JDFP | **349 Piloto** *J.J.Sanchez*71–71 (*ex*EduardoGuerra,*ex*Cartdale) 1*Dk* | **IronScSr** | 145 118 18 | ✠ 5,86 ✠ | Gls LA&CP | *b* | 1886 4mo | J.Fuller-ton&Co. Paisley | CompaniaNaviera "Union" | 110·2 Q51′ | 18·0 F19′ | 9·5 *WB*= | Bilbao Spanish | C.2Cy.18″&36″–24″ 54HP 4*BHCem* *FPT*30*t* W.King&Co.,Glasgow | 10 × 6 |
| 99338 | **350 Pindari** *W.Ellery*70–91 *Elec.light* | **SteelTwinSc4MstSr** 2*Dks*(*Stl*)3*trB* | 5674 5340 3686 | ✠100A1 6,93 13,94 2.95 ✠LMC12,91 Bel | Liv LA&CP | *a*† | 1891 12mo | Harland& Wolff(Lim.) Belfast | T.&J.Brocklebank *WB*=*Cell* | 446·0 *D*B330′ | 49·2 1222*t* | 30·0 *FPT* | Liverpool British FK&BK3″ | T.6Cy.19″,31″&52″–42″ (*s*) 180lb 375HP 7*BHCem* 60*t* *APT*50*t* 2D&1SB,*14rf*,GS262 Harland&Wolff (L.),Blfst. | 33 × 8 s 8 × 8½ |
| ~~97348~~ HPKM | **351 Pine Branch** ~~*W.O.Wynne* –93~~ *Well deck* *P.Spiegelberg* –95 | **IronScSr** ~~*ssCff.No.2–92*~~ 1*Dk*(*Irn*)2*trB* *ssCff.No.3–4,95* | 1708 1367 1104 | ✠100A1 4,95 ~~4,96,96~~ ~~Bs10,93~~ ✠LMC4~~,92~~ 10,94 ~~Msl~~ | Cff A&CP | *q* | 1883 3mo | Bartram, Haswell&Co. Sunderland | ~~NautilusS.S.Co.~~ (~~Lim.~~) (~~T.&W.Ritson.~~ *Mgrs.*) *WB*=*D* C.Rahtkens German | 258·0 P28′Q58′B68′F32′ *Ba*66′*f*62′248*t* | 36·1 BK9″ | 18·6 *FPT* | ~~Sunderland~~ Rostock | C.2Cy.33″&62″–42″ 80lb *90lb* NDB92 160HP 6*BHCem* 40*t* *APT*20*t* 2SB,*6pf*,GS100 J.Dickinson,Sunderland | 20 × 6 s 1 × 11 |
| | **352 Ping Ching** *N.P.Andersen* (*ex*Amatista&JorgeJuan) | **IronScSr** *ss*H.Kg.No.1–84 2*Dks*(*UIrn*–ws) | 819 769 522 | ✠ 12,86 ✠ | HKg LA&CP | *m* | 1880 2mo | AM'Millan &Sons Dumbarton | ChineseGovern-ment | 212·0 F40′ | 30·0 | 18·0 *WB*= | Peking Chinese | C.2Cy.29″&56″–36″ 140HP 4*BHCem* D.Rowan,Glasgow *DBa*40*f* 21′59*t* *FPT*12*t* | |
| 98105 LRTS | **353 Ping Suey** *D.Davies* –94 | **SteelScSr** 2*Dks*(*Stl–Uws*)3*trB* | 3079 2877 1982 | ✠100A1 10,93 ✠LMC6,90 | Liv LA&CP | *w* | 1890 5mo | Barclay, Curle&Co. (Lim.) Glasgow | ChinaMutual SteamNav.Co. (Lim.) | 365·0 P21′B92′F48′ | 41·5 BK10″ *WB*=*Cell* | 26·0 *DB*244′386*t* | London British | T.3Cy.32″,49″&77″–48″ (*s*) 160lb *160lb* 750HP 2DB,*12cf*,GS260 Brcly,Curle&Co (Lm),Gls. | 28 × 8 s 5 × 11 |
| | **354 Pingo** *Cullen* | **IronPad** | 138 — 70 | | | | 1879 | Aitken& Mansel Glasgow | LaPlatenseFlo-tillaCo.(Lim.) | 98·0 | 20·0 | 6·0 | Bns.Ayres Argentine | C.2Cy.17″&34″–40″ 50HP | |
| 99362 | **355 Pingouin** *J.Lorho* –82 (*ex*Waverley) | **IronScSr** *ss*Bdx.No.3–6,93 1*Dk* | 127 — 60 | ✠90A1 7,94 ~~6,93~~ | Bdx A&CP | *a* | 1877 5mo | H.McIn-tyre&Co. Paisley | H.S.Johnston&Co. | 99·7 Q43′ ND90 | 17·6 BK6″ | 8·5 | LaTeste French | C.2Cy.16″&28″–22″ (*i*) 75lb NB87 35HP 3*BHCem* 1SB *WB*=*FPT* King&Co.,Glasgow | |
| HKMC | **356 Pinios** *Salachas*79– | **IronScSr** (*ex*Raven) | 778 — 435 | | | | 1869 | J.&G. Thomson Glasgow | HellenicSteam ShipCo. | 215·7 | 28·4 | 15·5 | Syra Greek | C.2Cy.35″&61″–36″ 150HP J.&G.Thomson,Glasgow | |
| 99362 | **357 Pink Rose** *J.Robinson* –93 *Well deck* | **Steel&IronSc3MstSr** 1*Dk*(*Irn*) *Irn framing Stl plating* | 334 228 100 | ✠100A1 5,95 ~~10,93~~ ✠LMC1,92 Liv | Gls LA&CP | *e* | 1892 1mo | J.Shearer &Son Glasgow | R.Hughes&Co. | 140·0 Q68 B10′F24′ drp92 | 22·1 BK7 *WB*=*FPT* | 10·2 47*t* | Liverpool British | C.2Cy.19″&36″–27″ (*o*) 90lb 72HP 3*BHCem* *APT*20*t* 1SB,*2pf*,GS34 Hutson&Corbett,Glasgow | 10 × 11 s 0 × 7½ |
| HJCB | **358 Pinus** *C.Sieg* –90 | **IronScSr** (*ex*Carl) 1*Dk* | 207 — 156 | | | | 1877 | G.Howaldt Kiel | D.Wieler | 120·4 | 19·2 | 12·1 | Elbing German | C.2Cy.13″&21″–16″ Schweffel&Howaldt,Kiel | |
| JDFQ | **359 Pinzon** ~~*E.Menendez*79–80~~ *Ruiz* | **IronSc3MstSr** *ss*Lon.No.3–7,89 *ss*Lon.No.1,93 2*Dks* | 833 702 509 | ✠100A1 9,94 ~~1,93~~ BS9,94 | Lon A&CP Liv | *m* | 1877 6mo | A.Stephen &Sons Glasgow | CiaMaritima | 208·7 P63′F30′ DS89 | 28·2 BK8″ | 17·2 4*BHCem* | Barcelona Spanish | C.2Cy.26″&52″–30″ (*i*) 80lb *60lb* NDB88 98HP 1DB,GS66 A.Stephen&Sons,Glasgow | 18 × 2 s 2 × 9½ |
| JDFR | **360 Pio IX.** *Ugarte* | **SteelScBg** *ss*Msl.No.1–91 3*Dks*(2*Stl*)&*Spar dk*(*Stl*) | 4029 2446 2636 | ✠100A1 *Spar dk* 2,95 ~~9,01~~ BS5,94 ✠LMC9,91 | Msl A&CP Bel | *w* | 1887 3mo | J.Dickinsn Sunderland | PinillosSaenz&Co. | 379·0 P73′B96′F27′ *WB*=*Cell* | 43·1 BK11″ | 20·7 28·7 *DB*296′541*t* | Cadiz Spanish | T.3Cy.31″,51″&83″–51″ (*s*) 150lb *62lb* 2D&2SB,*18cf*,GS243 J.Dickinson,Sunderland | 23 × 1 s 7 × 3 w7 × 8 |
| 87338 HJLN | **361 Pione** *J.Wilyman* ~~–94~~ *Well deck* *J.Burke*94–94 | **IronScSr** ~~*ssHpl.No.2–91*~~ 1*Dk*(*Irn*) *ssHpl.No.3–12,94* | 490 370 ~~289~~ 295 | ✠100A1 ~~6,94 10,93~~ 4,95 ~~BS4,97~~ 10,94 | Hpl A&CP ✠LMC7,91 Stal.Mab | *g* | 1883 2mo | Short Bros. Sunderland | J.Sinclair *WB*= | 160·0 Q80′B16′F22′ drp94 *DBa* 33′28′*FPT* | 25·1 BK7 | 12·3 4*BHCem* 40*t* *APT*25*t* | Sundrland British | C.2Cy.20″&38″–30″ (*i*) 80lb ~~*60lb*~~ *45lb* 1SB,*2pf*,GS38 J.W.&F.Wilson,Sld. | 13 × 1 s × 10 |
| 150589 | **362 Pioneer** | **SteelSc** | 1124 — 775 | | | | 1892 | Detroit DryDock Co. Detroit,Mich. | ClevelandCliffs IronCo. | 226·5 | 35·2 | 14·2 | Mrquette, Mich. Utd.States | T.3Cy.20″,33″&54″–42″ DryDcksEngWks,Detroit | |
| 96109 | **363** — *J.Bannister* ~~–92~~ *Pounds* -94 1*Dk*(*Irn*) | **SteelScSr** | 539 415 270 | ✠100A1 6,94 ~~2,94~~ ✠LMC10,91 | Liv LA&CP | *i* | 1891 10mo | M'Ilwaine &M'Coll (Lim.) Belfast | ~~C.H.Kuhner~~ E.Grell | 180·6 Q91′B48′F54′ *WB*=*Cell* | 27·6 BK7½″ *DBa*19′61*t* | 12·7 *FPT*24*f* 73*t* | London British | T.3Cy.13½″,23″&40″–30″ (*s*) 200lb *60lb* 4*BHCem* 1SB,*2pf*,GS42 M'Ilwine&M'Cll(Lm.),Bel. | 13 × 10 s 1 × 1 |
| TDJF | **364** — *H.Rockett* –91 | **IronScSr** 3rdSurvey,Goo.5,91 1*Dk* | 506 413 276 | ✠ A1✠1 3,94 ✠NB3,88 BS3,94 | Mch LV | | 1879 2mo | Schlesnger Davis&Co. Newcastle | Co-operative WholesaleSoc. (Lim.) | 173·6 B40′F21′ | 26·1 FK5 *BH* *WB*= | 13·7 *DBa*5*f* | Manchestr British | C.2Cy.22″&42″–30″ (*s*) 85lb *50lb* NDB88 70HP 1SB,*3pf*,GS54 TyneE.W.Co.(Lim.),Nwc. | 14 × 6 s 1 × 11 |
| 3158 HSDM | **365** — *McCallum*55–62 | **IronPadSr** | 209 209 68 | | | | 1844 | Barr& McNab Paisley | D.MacBrayne | 186·6 len74 | 18·2 | 9·2 | Glasgow British | 1Cy.53″–51″ NB86 95HP Barr&Co.,Paisley | |
| 98971 | **366** — *W.Hookham* –92 | **SteelScYl** 1*Dk* | 156 155 82 | ✠100A1 8,91 ✠LMC8,91 | Dmb LA&CP | *c* | 1891 8mo | W.Denny &Bros. Dumbarton | Corporation of the Trinity House | 114·3 B6′ | 21·0 BK6½″ | 11·4 6*BHCem* | London British | C.2Cy.12½″&24″–15″ (*s*) 110lb 24HP 1SB,*2pf*,GS20 M.Paul&Co.,Dumbarton | 12 × 3 |
| ~~82930~~ | **367** — ~~*J.Cottrall*83–88~~ | **IronScK** 1*Dk* | 112 112 65 | | | … | 1881 | J.Shuttle-worth Hull | ~~J.Reed~~ | 94·2 | 20·2 | 9·3 | ~~Aberdeen~~ ~~British~~ French | C.2Cy.15″&29″–18″ NB3,87 35HP *Cmp*.87CDHolmes&Co.Hul | |

*Now named "Jeanne d'Arc," See No 4 in Supplement*

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Ref Trade Pass. Cert. | 16 Mean Drafts. (*See Key.*) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 368 | **Pioneer** *W.Ritchie93–93* IB *Salted* | **WoodScK** 1*Dk* *Roof* | 95 89 18 | ✠ 10A– *For fishing purposes* 10,93 ✠LMC10,93 | Pet | | 1893 9mo | Forbes& Birnie Peterhead | PeterheadSteam LineFishingCo. (Lim.) | 87·7 | 19·3 | 9·3 | Peterhead British | C.2Cy.13″&28″–18″ (*s*) 100lb 32HP 1SB,*2pf*,GS25,HS649 Hall,Russell&Co.,Abn. | 10 ″ 11 | | |
| 369 | **Pionier** *E.Scherlau81–91* *Well deck* | **IronScSr** 1*Dk* | 417 318 303 | | | … | 1873 5mo | Reihrstieg Sh.B.Co Hamburg | R.Kleyenstüber &Co. | 160·4 Q80′ | 23·0 B20′ | 13·0 F24′ | Königsbrg German | C.2Cy.19″&34″–26″ 65HP Rhrstg.Schiffwfte.,Ham. | | G | |
| 370 | **Pionnier** *D.David82–85* *ss*Ant.No.3–1,89 (*ex*ThomasVaughan) *ss*Bdx.No.1–94 | **IronScSr** 1*Dk* | 429 356 271 | ✠ ⩓1 11,94 ~~2,04~~ ✠NB1,89 | Bdx A&CP LMC~~2,04~~ 11,94 | *d* | 1868 10mo | Backhouse &Dixon Middlesbro' | J.H.Tandonnet frères | 160·1 Q24′B63′F24′ drp93 | 23·2 | 13·7 *WB*=*DB88′* | Bordeaux French | C.2Cy.22″&38″–27″ 65lb *57lb* NE78 60HP 1SB,*3pf*,GS44 NDB79 SmithBros.&Co.,Glasgow | 14 ″ 6 | | |
| 371 | **Pirate** *D.Cameron* | **IronSc3MstSr** *ss*Bwg.No.3–5,92 1*Dk* | 218 180 67 | ✠100A1 12,94~~5,03~~ BS~~5,03~~ 5,94 ✠LMC6,92 | Bwg LA&CP | *d* | 1884 6mo | Scott&Co. Bowling | ~~W.M'Lachlan&Co.~~ Argyll&Wigtown StmshipCo.(Lim) | 130·0 Q53′ | 21·0 BK7′ | 9·9 *4BHCem* *WB*=*FPT28t* | Glasgow British | C.2Cy.20″&40″–27″ (*a*) 80lb ~~*80lb*~~ 65HP 1SB,*2pf*,GS40 Muir&Houston,Glasgow | 10 ″ 6 | | |
| 372 | **Pirgos** *G.Dadico* –92 (*ex*Aida) 1*Dk* | **WoodPadSr** | 135 — 74 | | | | 1875 | L.Polli Capo d'Istria | G.Policantriti& Co. | 115·2 | 16·6 | 11·2 | Syra Greek | C.2Cy.21″&36½″–36¼″ 50H Bartlett&Co. | | A | |
| 373 | **Piriapoli** (*WRECKED 4,94*) *G.Canepa* –91 | **SteelScSr** 1*Dk* (*ex*Cornigliano) | 180 161 118 | | | | 1889 | TheConti- nental Lead &IronCo.Ld. Pertusola | E.Isola | 108·6 H16*t* | 19·8 F11′ | 9·4 | Genoa Italian | C.2Cy.12″&23″–17″ 45HP TheContinentalLead& IronCo.(Lim.),Pertusola | | | |
| 374 | **Pisces** *R.Hayden85–90* | **IronScYl** 1*Dk* | 149 142 48 | ✠100A1 *StmTrawler* ~~8,94~~ ~~12,00~~ ✠LMC12,90 Gms | Gls LA&CP | | 1890 12mo | Mackie &Thomson Glasgow | Grimsby&North SeaStmTrawling Co.(Lim.) | 100·5 Q19′F19′ | 20·5 BK7½ | 10·7 *3BHCem* | Grimsby British | T.3Cy.11″,16½″&27″–22″ (*s*) 160lb 45H 1SB,*2pf*,GS32 Muir&Houston,Glasgow | 11 ″ 11 | | |
| 375 | **Piteå** *J.A.Nordblom71–84* | **IronScSr** 1*Dk*&*Shelterdk* | 644 353 531 | | | | 1873 | Bergsunds Mek.Verks. Stockholm | BottniskaÅngfar- tygsAktiebolaget (A.Zachrissohn) | 170·9 H47*t* | 24·4 | 13·0 20·2 | Haparanda Swedish | C.2Cy.24″&48″–27″ 100H BergsundsM.V.,Stockholm | | | |
| 376 | **Pizarro** | **SteelSc3MstSr** 2*Dks*(1*ptStl*)&*Shade dk* | 2160 1800 1357 | ✠ 9,79 | Gls | Lv | 1879 8mo | R.Napier& Sons Glasgow | PacificSteamNav. Co. | 320·0 F41*t* | 40·2 | 20·6 5*BH* *WB* | Liverpool British | C.2Cy.42″&80″–48″ 300H R.Napier&Sons,Glasgow | | | |
| 377 | — ~~*L.Berrojain78–85*~~ ~~*Barr*~~ *J.Berrojain* –95 | **IronSc3MstSr** *ss*Lon.No.2–91 1*Dk*(*Irn*)&*Awngdk3trB* | 1034 1010 644 | ✠100A1 *Awng dk withfreeboard* ~~6,07~~ ~~4,02~~ 5,95 BS11,95 11,94 ✠LMC7,91 | Lon LA&CP Liv | *m* | 1883 9mo | S.&H.Mor- ton&Co. Leith | Cia.Maritima | 211·0 | 28·6 | 13·9 21·2 BK7½ | Barcelona Spanish | C.2Cy.23″&46″–30″ (*i*) 90lb ~~*40lb*~~ *48lb* 85H 1DB,*4pf*,GS50 S.&H.Morton&Co.,Leith *Freeboard to Awng deck* | 14 ″ 9 7 ″ 9 | | |
| 378 | **Pladda** *E.Davies78–89* *Well deck* *Elec.light* | **IronScSr** 2*Dks*(*UptIrn*–ws) | 1187 919 545 | | | … | 1889 5mo | W.B. Thompson& Co.(Lim.) Dundee | ClydeShippingCo. (Lim.) (J.Cuth- bert,*Mgr.*) | 243·0 P144′ | 33·7 F50′ | 15·9 *WB* | Glasgow British | T.3Cy.23″,38″&61″–48″ 260H WBThompsn&C(Lm) Dun | 16 ″ 11 | BT till ~~6,95~~ 4,96 | |
| 379 | **Planet** *G.Gehrmann* | **IronScSr** 1*Dk2trB* | 696 — 528 | | | | 1881 | Rostocker Schiffb.Ges. Rostock | Dampfschifffahrts Ges.“Neptun” | 186·6 F26′ | 25·7 | 15·3 *WB* | Bremen German | C.2Cy.19″&35½″–24″ 55H RostockerSchiffb.G.,Ros. | | V | |
| 380 | — *C.Cornand76–83* | **IronScGlt** 1*Dk2trB* | 692 629 429 | | | | 1883 | F.Schichau Elbing | Königsberger DampferCom- pagnieAct.Ges. | 186·0 B44′ | 26·2 F26′ | 17·1 *WB* | Königsbrg German | C.2Cy.20″&42½″–23½″ 85H F.Schichau,Elbing | | DV | |
| 381 | — *T.Gibson* –92 | **IronScSr** | 419 381 250 | | | | 1856 | C.Mitchell &Co. Newcastle | D.Jones (W.Brooks,*Mgr.*) | 178·0 Q30*t* | 24·0 | 14·0 | London British | C.2Cy.22½″&35½″–28″ NB91 60HP Schweffel&Howaldt,Kiel | | | |
| 382 | **Planet Mercury** *F.Calder85–94* 1*Dk*(*Irn*)&*Spar dk*(*Irn*)&*deepframing* | **~~Twin~~SteelScSr** | 3250 3223 3035 2092 | ✠100A1 *Spar dk* (*Class Contem. plated*) 6,94 ✠LM~~C~~6,94 | Bel. LA&CP | *v* | 1894 6mo | Workman, Clark&Co. (Lim.) Belfast | ~~R.W.Leyland&Co.~~ (Lim.) S.S.PlanetMer- curyCo.(Lim.) (R.W.Leyland&Co.) | 335·0 P21′B70′F33′ BK9′ *WB*=*Cell* | 43·7 | 18·4 26·4 *DB270′625t* | Liverpool British | T.3Cy.23″,37″&63″–42″ (*s*) 180lb *80lb* 270IP ~~*269IP*~~ 2SB,*6cf*,GS129,HS4196 Wrkmn,Clrk&Co(Lm),Bel | 20 ″ 11 | | |
| 383 | **Planeta** *J.P.Machado* *Floors,Reverseframes,Beams,Keelsons&* *Elec.light* | **SteelTwinScSr** 2*Dks*(*UptIrn*–ws) *Stringers*(*Irn*) | 1400 1331 888 | ✠100A1 1,92 BS2,92 ✠LMC4,90 | PGl A&CP | *p* | 1890 3mo | A.McMilln &Son Dumbarton | LloydBrazileiro | 261·0 B56′ *WB*=*FPT25t* | 33·8 FK *APT37t after deep* | 18·4 *4BH Asp tank52′73t* | R.Janeiro Brazilian | T.6Cy.15″,24″&40″–27″ (*s*) 160lb *80lb* 160HP 1DB,*6cf*,GS90,HS2741 M.Paul&Co.,Dumbarton | 19 ″ 8 | | |
| 384 | **Plantagenet** ~~*W.Cox* –94~~ *J.Rees* *Well deck* | **IronScSr** *ss*Liv.No.2–91 2ndSurvey,10,91 1*Dk*(*Irn*) | 648 496 387 | ✠100A1 A1*1 ~~9,97~~ ~~1,97~~ 4,95 BS~~9,93~~ 10,94 ✠LMC10,91 | Liv LA&CP Swn | *i* Lv | 1883 7mo | Allsup& Sons Preston | J.Bacon(Lim.) | 175·0 P36′Q38′B42′F27′ drp92 *WB*=*DBa51′100tFPT* | 25·1 BK7½ | 13·4 *4BHCem* *85tAPT65t* | Liverpool British | C.2Cy.22″&41″–30″ (*a*) 90lb ~~*50lb*~~ ~~*200*~~ *50lb* 69HP 1SB,*3pf*,GS45 W.Allsup&Sons,Preston | 14 ″ 1 s 1 ″ 2 | | 11·49 12·25 13·02 13·78 |
| 385 | **Plantain** *W.Wilks80–85* | **IronScBg** 2*Dks3trB* | 2117 2063 1360 | | | … | 1879 9mo | T.Royden &Sons Liverpool | Papayanni&Co. | 315·6 | 35·2 | 25·8 | Liverpool British | C.4Cy.28″&56″–42″ 300HP G.Forrester&Co.,Liverpool | | BT till ~~12,04~~ 9,95 | |
| 386 | **Planter** *J.T.Hubbard* –85 | **WoodPad** | 499 — 359 | | | | 1876 | SJ Pregnall &Brother CharlstonSC | SouthCarolinaS.B. Co. | 155·0 | 32·8 | 9·1 | Chrlstn,SC Utd.States | 2Cy.22″–72″ | | | |
| 387 | **Plata** *G.Carini82–85* (*ex*Amedeo,*ex*Lascelles) | **IronSc3MstSr** 2*Dks3trB* | 1861 1757 1210 | | | | 1878 | BarrowS.B Co. Barrow | Navigazione Generale Italiana | 300·0 Q22*t* | 34·0 H37*t* | 24·0 F42*t* | Palermo Italian *WB* | C.2Cy.32″&64″–42″ 253HP BarrowS.B.Co.,Barrow | | I | |
| 388 | **Platessa** *A.Witt89–93* *ss*Ham.No.3–10,91 *Trawler* | **IronSc** 1*Dk* | 142 138 72 | ✠100A1 *Stm Trawler* 4,95 ~~2,03~~ ✠LMC~~2,03~~4,95 | Ham LA&CP | | 1888 5mo | Rostocker Act.Ges. Rostock | C.Elingius | 103·4 F13′ drp93 | 20·5 BK9′ | 10·5 *3BHCem* | Hamburg German | C.2Cy.17¾″&33½″–19⅝″ (*i*) 92lb 60HP 1SB,*2f*,GS25 RostockerAct.GesRostock | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Boutiement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pi's. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **389** 18159 MKQN | **Plato** *G.Marler* –93 (*ex*Tiger) | **IronScSr** *ss*No.3–70 *ss*Hul.No.2–79 | 793 741 518 | 8,83 | Hul | | 1857 | Brownlow &Co. Hull | T.Wilson Sons&Co. (Lim.) | 249·4 Q44′ len70Dpts&ptN74 | 27·5 | 16·0 | Hull British *5BHCem* | C.2Cy.27″&52″–30″ NE74 NB89 120HP C.D.Holmes&Co.,Hull | |
| **390** 549 HPBV | **Platon** ~~*Malmvesky* –87~~ *Vakchevitch* | **SteelScSr** ~~*ss*Cpl.No.1–90~~ 1*Dk*(*Irn*)&*Awngdk* *ss*Oda.No.2–94 | 1034 1023 703 | ✠100A1 *Awng dk withfreeboard* 9,94 ~~6,90~~ | Spl LA&CP Oda ✠LMC ~~5,90~~ 9,94 | *m* | 1887 12mo | Wood, Skinner& Co. Newcastle | RussianCo.forSea, River&Land Insurance& Conveyance of Goods | 212·5 B12′ *WB*=*DBa*57′90*t* | 30·2 FK | 21·2 | Odessa Russian *f*73′90*t* | T.3Cy.17″,28″&47″–30″ (*s*) 150lb *65lb* 100HP 2SB,*4cf*,GS66 N.E.MarineEC.(Lm.)Nwc. | 14 ″ 11 s 8 ″ 0½ w8 ″ 2½ |
| **391** 48934 VWSF | **Platypus** 1*Dk* | **IronTwinSc3MstSr** | 217 206 164 | | | | 1864 | A.&J.Inglis Glasgow | G.L.Fuller | 140·4 Q11*t* | 23·8 | 8·4 | SydnyNSW British *WB* | 2Cy.24″–24″ 50HP A.&J.Inglis,Glasgow | |
| **392** 82869 VMBL | **Plessey** *B.Cobb* –91 | **IronScSr** ~~*ss*Cff No.2–89~~ 2*Dks*(1*Irn*)3*trB* *ss*Gls.No.3–7,94 | 1649 1549 1022 | ✠100A1 ~~7,04 10,92~~ 4,95 ✠LMC12,93 | Cff LA&CP ~~Glg~~ Lon | *r* | 1881 3mo | Hodgson& Soulsby Blyth | ~~Watts,Ward&Co.~~ Watts,Watts&Co. | 256·0 P29′B48′F29′ srp&drp93 BK9″ ptND s94 | 36·1 | 23·1 | London British *5BHCem* *WB*=*DBa*70′&*uE* | C.2Cy.32″&60″–39″ 80lb *65lb* 140HP 2SB,*4pf*,GS56 Blair&Co.(Lim.),Stockton | 24 ″ 2 ~~s 4 ″ 0~~ s 4 ″ 0½ |
| **393** | **Plevna** *Tewfik*85–88(*ex*Ionia,*ex*Percy,*ex*Sligo) | **IronScSr** | 352 — 221 | | | | 1857 | J.Barr Glasgow | IdareiMassousieh (Ottoman Steam Nav.Co.) | 189·7 Q28′ B75′ F57′ | 22·1 | 11·5 | Constanpl Turkish | C.2Cy.23″&40″–30″ 80HP A.&J.Inglis,Glasgow | |
| **394** 70720 PCGT | **Plover** *W.N.Hughes* –94 | **IronSc3MstSr** *ss*Dun.No.3–11,88 *ss*Lon.No.1–93 2*Dks* | 908 792 561 | ✠100A1 12,94 ~~3,93~~ ✠NB11,88 BS10,94 | Lon A&CP LMC1,93 | *n* | 1875 4mo | Mounsey& Foster Sunderland | GeneralSteamNav. Co. | 231·8 Q67′B33′F33′ ptND88 BK8″ | 29·2 | 17·3 | London British *4BHCem* *WB*=*D* | C.2Cy21½″&52″–33″ ~~2,96 Cy.15″,30″&52″–30″~~ (*s*) 135lb *80lb* NDB88 110HP 1SB,*3rf*,GS54,HS1437 ~~Upton~~,GrlayBrs.&Co,Dun. | 18 ″ 4 s 2 ″ 10 |
| **395** 96038 LFVW | — *J.Owens*80–88 | **IronSc3MstSr** | 277 234 115 | | | … | 1888 12mo | J.Fuller- ton&Co. Paisley | R.Burton&Son | 140·0 Q49′ B7′ F21′ | 22·1 | 10·5 | Glasgow British | C.2Cy.19″&36″–24″ 55HP Hutson&Corbett,Glasgow | 11 ″ 2 |
| **396** 99846 ~~*T.Davies* 94~~ *R.Ross* | — ~~(*STRANDED & SUNK 11,93*).~~ ~~*M.R.Miller*92–92~~ *Well deck* | *ss*PGl.No.3–8,94 1*Dk*(*Irn*) *Stl plating,Irn framing* | **Steel&IronScK** | 168 127 62 | ✠ 100A1 ~~3,94 1,98~~ 4,95 ✠LMC8,94 | Abn A&CP P.Gl | *b* | 1892 8mo | Scott&Co. Bowling | ~~J.Milne&Sons~~ Sterling&Co. | 105·2 Q37′ B7′ F16′ drp94 | 20·1 | 8·9 | ~~Glasgow~~ British 12 3*BHCem* Pt.Glasgow | C.2Cy.13″&26″–18″ (*s*) 20lb1SB2*pf*,GS27,HS620 28HP Ross&Duncan,Glasgow *WB*=*FPT*15*t* | 9 ″ 6 |
| **397** 1199 HVSK | **Pluto** *H.A.Jansson*94–94 | **SteelScSr** 1*Dk* | 580 479 418 | | | | 1891 | Kockums Mekaniska Verkstad Malmö | Ångb.Aktieb. "Verdandi" (C.J.F.Dillberg) | 167·7 B38′ F18′ H26*t* *WB* | 25·0 | 14·2 | Halmstad Swedish | T.3Cy.13¾″,22⅞″&38″–23⅝″ 100HP KockumsMekaniska Verkstad,Malmö | V |
| **398** | — *T.Mallessich* | **IronScSr** 1*Dk* | 169 154 79 | ✠ 8,86 ✠ | Sld A&CP | *b* | 1886 7mo | J.L.Thomp- son&Sons Sunderland | LloydAustriaco | 111·5 B10′F19′ | 21·2 | 11·2 | Trieste Aust.-Hung. 4*BHCem* *WB* | T.3Cy.15½″,24½″&40″–24″ 80HP T.Richardson&Sons,Hpl. =*DB*20′4*t*FPT7*t*APT6*t* | 11 ″ 10 |
| **399** 86505 HLPV | **Plymothian** *E.H.Ridge* –94 *Well deck* | **IronScSr** *ss*Cpn.No.2–91 1*Dk*(*Irn*)2*trB* | 1532 1256 953 | ✠100A1 11,94 ~~5,93~~ ~~BS4,96~~ 5,94 ✠LMC8,91 Lon | Hul LA&CP | *q* | 1883 2mo | C.S.Swan& Hunter Newcastle | Westcott& Laurance | 260·5 Q98′B52′F28′ drp92 BK9″ *WB*=*DBa*72′*f*44′ | 36·0 | 18·5 | London British *5BHAsp* 240*tFPT*25*t* | C.2Cy.33″&62″–42″ (*s*) 85lb *80lb* 170HP 2SB,*6pf*,GS112,HS3250 WallsdSlipC.(Lim.),Nwc. | 19 ″ 6 s 2 ″ 1½ D |
| **400** 150502 KHQS | **Plymouth** *D.Baylis* | **Steel&IronPad** 1*Dk*&*Saloons* | 3771 — 2280 | | | | 1890 | Delaware RiverI.S.B. &E.Works Chester,Pa. | OldColonySteam- boatCo. | 352·0 | 50·4 | 18·8 | FallRiver, Mass. Utd.States | T.4Cy.47″&75″&(2)81½″–99″ W.&A.Fletcher,NewYork | |
| **401** 102766 | **Plympton** *W.R.Page* –93 1*Dk*(*ptStlptIrn*)2*trB*&*Webframes*& *ptAwngdk*(*ptStlptIrn*) | **SteelScSr** | 2869 2209 1850 | ✠100A1 *pt Awng dk withfreeboard* 10,94 ~~4,94~~ ✠LMC5,93 | Cff LA&CP Hpl | *t* | 1893 5mo | Furness, Withy&Co (Lim.) WHartlepool | CommercialS.S. Co.(Lim.) | 314·0 Q131′ *pt Awngdk*183′ FK *WB*=*CellDB*266′ | 40·5 | 21·3 | London British 6*BHCem* 509*tAPT*30*t* | T.3Cy.23″,38″&62½″–42″ (*a*) 160lb *80lb* 250HP 2SB,*6rf*,GS105,HS3898 Blair&Co.(Lim.),Stockton | 23 ″ 10 s 9 ″ 3 |
| **402** 81 RLBT | **Po** *S.Anfosso*69–88 | **IronSc3MstSr** (*ex*Titania) 2*Dks*(*Irn*)3*trB* | 2334 2075 1532 | | | … | 1880 7mo | D.&W. Henderson &Co. Glasgow | Nav.Gen.Italiana | 329·7 B96′ F35′ | 36·8 | 25·1 | Palermo Italian | C.2Cy.36″&68″–54″ 478HP D.&W.Henderson&Co.Gls. *WB* | I |
| **403** 96296 LCRD | **Pocahontas** *J.James*86–89 | **SteelScSr** *ss*.Liv.No.1–93 2*Dks*(*StlU*–ws)3*trB* | 2627 2364 1734 | ✠100A1 4,94 ✠LMC9,93 | Cff | *t* | 1889 5mo | R.Stephen- son&Co(L) Newcastle | Mediterranean& NewYorkS.S. Co.(Lim.) (PhelpsBros., *Mgrs.*) | 300·0 P40′B71′F39′ FK *WB*=*CellDB*152′275*t* | 39·3 | 24·9 | Liverpool British 6*BHCem* | T.3Cy.25″,39″&62″–42″ (*s*) 155lb *60lb* 300HP 2SB,*8rf*,GS150 R.Stephensn&Co.(L.)Nwc. | 27 ″ 6 s 4 ″ 11 |
| **404** 96312 LFGK | **Pocasset** *R.Blyth* –92 | **SteelScSr** *ss*.Liv.No.1–93 2*Dks*(*Stl*)3*trB* | 2627 2364 1735 | ✠100A1 10,94 ~~9,93~~ ✠LMC9,93 | Liv LA&CP | *t* | 1889 6mo | R.Stephen- son&Co(L) Newcastle | Mediterranean& NewYorkS.S. Co.(Lim.) (Phelps Bros., *Mgrs.*) | 300·0 P40′B71′F39′ drp94 *WB*=*CellDB*152′275*t* | 39·2 | 25·0 | Liverpool British 6*BHCem* | T.3Cy.25″,39″&62″–42 (*s*) 155lb *80lb* 300HP 2SB,*8rf*,GS150 R.Stephensn&Co.(L.)Nwc. | 27 ″ 6 s 4 ″ 11 |
| **405** 96393 LMSD | **Pochard** *W.George* –91 | **IronScK** *ss*Liv.No.1–94 1*Dk* | 146 143 63 | ✠100A1 *Stm Trawler* ~~9,94 4,95~~ 4,95 ✠LMC3,94 | Liv LA&CP | | 1889 12mo | Cochrane, Cooper& Schofield Beverley | LiverpoolSteam FishingCo. (Lim.) | 101·4 Q20′ | 20·3 BK7½″ | 11·0 | Liverpool British 3*BHCem* | T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 45HP 1SB,*2cf*,GS25,HS720 C.D.Holmes&Co.,Hull | 11 ″ 10 |
| **406** 97388 LQDM | **Pocklington** *D.A.Davies*89–93 *Well deck* | **SteelScSr** *ss*Shl.No.1–94 1*Dk*(*Irn*)&*Webframes* | 1390 1018 885 | ✠100A1 1,95 ~~3,94 10,94~~ ✠LMC3,94 ~~Mtl~~ Npt | Shl LA&CP | *o* | 1890 3mo | W.Gray& Co.(Lim.) WHartlepool | J.Lilly&Co. | 238·0 Q96′B94′F26′ *WB*=*DBa*71′*f*90′ 270*t* | 34·1 BK8½″ | 16·5 | W.Hartlpl British 4*BHCem* *APT*32*t* | T.3Cy.18″,28½″&47½″–33″(*s*) 160lb *65lb* 130HP 2SB,*3rf*,GS52 Cen.Mar.E.Works,W.Hpl. | 17 ″ 6 s 1 ″ 3 D |
| **407** 150516 | **Pocomoke** | **IronPad** | 657 — 493 | | | | 1891 | Harlan& Hollings- worthCo. WilmngtnDl. | EasternShoreS.B. Co. | 175·0 | 32·0 | 9·6 | Baltimore Utd.States | 1Cy.32″–96″ Harlan&HollingsworthCo. Wilmington,Del. | |
| **408** 68920 NWTL | **Poderosa** *D.Sinclair*89–89 | **IronScSr** *ss*Sld.No.3–9,88 *ss*Shl.No.1–93 1*Dk*2*trB* | 1183 1174 732 | ✠90A1 ~~6,95 4,94~~ ✠NB9,88 BS10,94 | Shl A&CP LMC6,93 | *o* | 1875 4mo | ColeBros. Newcastle | J.Tully | 249·8 FK *WB*= | 32·9 | 19·9 | Sundrland British 4*BHCem* *DBa*76′*f*82 | T.3Cy.19″,33″&62″–33″ (*s*) 160lb *80lb* NDB88 150HP 2SB,*6pf*,GS82 *Tpd*.88N.E.Mar.E.Co.,Sld. | 21 ″ 5 s 3 ″ 11½ |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Bd of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 409 Poh Ann<br>92588 WCRD | *Moppett*84–87 | **IronScSr**<br>*ss*Sng.No.2–89<br>2*Dks* | 781<br>645<br>485 | ✠100A1<br>4,92<br>~~BS11,92~~ ✠LMC~~12~~11 | Sng<br>LA&CP | *m* | 1881<br>3mo<br>12,94 | Wigham Richardson &Co. Newcastle | **LimHoPuah** | 211·2\|28·1\|16·0<br>P48′B44′F26′<br>FK | **Singapore**<br>British<br>4*BHCem* | C.2Cy.27″&51″–33″ (*s*)<br>~~75lb~~ *70lb* NB12.94 110HP<br>~~1SB,2*pf*~~GS60,HS2498NDB92<br>Wghm.Rchrdsn.&Co.,Nwc | 16 ″ 11 | |
| 410 Poherua<br>98061 SLPH | *F.W.Macbeth*91–91<br>*Frames(pt Irn)*1*Dk(Stl)*&*Webframes*&*pt Awngdk(Irn)* | **SteelScSr**<br>(*ex*Croydon) | 1175<br>838<br>749 | | | … | 1890<br>3mo | W Harkess &Son Middlesbro' | **UnionS.S.Co.of NewZealand (Lim.)** | 221·5\|32·0\|15·6<br>Q77′ BK8″<br>*pt Awngdk*144′ | **Dunedin**<br>British<br>*WB* | T.3Cy.17″,28″&47″–33″<br>128HP<br>A.Shanks&Son,Arbroath | 17 ″ 9 | |
| 411 Point Arena<br>100402 | *Eschin* –87 | **WoodScSr**<br>1*Dk* | 224<br>172 | | | | 1887 | A.Hay SanFrancisco | **NielsIversen** | 115·0\|30·8\| 9·0 | **S.Frncisco**<br>Utd.States | C.2Cy.12″&24″–18″<br>150HP<br>Hinckly,Spiers&Hays, SanFrancisco | | |
| 412 Point Loma<br>100430 | *G.Conway*90–93 | **WoodScSr**<br>1*Dk* | 310<br>221 | | | | 1888 | A.Hay SanFrancisco | **GraysHarbour CommercialCo.** | 148·5\|33·8\|10·3 | **S.Frncisco**<br>Utd.States | T.4Cy.(2)10″,22″&36″–24″<br>200HP<br>FultonIronWorks | | |
| 413 Poitou<br>Broken up<br>KQRF | *Allemand*78–86 | **IronScBg** | 2249<br>1009 | | | | 1867 | Malcolmsn Bros. Waterford | **Société Générale de Transports Maritimes àVapeur** | 324·8\|34·8\|25·5 | **Marseilles**<br>French | C.2Cy.43¼″&77¼″–42″<br>250HP<br>Forges&Chantiers,LaSyne | | |
| 414 Pola | *R.Lovrich* | **SteelScLr**<br>2*Dks* | 186<br>95 | | | | 1890 | Stablimnto Tecnico Trieste | **SocietàUngaro-Croata di Nav.a Vap.** | 134·0\|18·6\|10·6 | **Fiume**<br>Aust.-Hung. | 2Cy.18″&32″–21″<br>45HP<br>StabilimentoTecnico,Tri. | | A |
| 415 Polana<br>101923 | *J.Müller* –93<br>1*Dk(Stl)*2*trB*&*Webframes*&*pt Awng dk(Irn)* | **SteelScSr** | 2933<br>2231<br>1898 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>~~2,97~~ ~~10,93~~<br>11,94 | Cff<br>LA&CP<br>Bry<br>✠LMC9,92 | *t* | 1892<br>9mo | Richrdson, Duck&Co. Stockton | **NewBlueStarLine of Steamers (Lim.) (Carlisle&Co., *Mgrs.*)** | 307·0\|41·1\|20·7<br>P29′Q94′<br>*pt Awng dk*184′ FK<br>*WB*=258′515*t*<br>drp9″ | **London**<br>British<br>5*BHCem*<br>*APT24t* | T.3Cy.22½″,37″&61″–42″ (*s*)<br>160lb *90lb* 250HP<br>2SB.6*cf*,GS104,HS3743<br>Blair&Co.(Lim.),Stockton | 23 ″ 7<br>s 9 ″ 1 | |
| 416 Polaria<br>BGJB | *A.Woerpel*86–93<br>*Well deck* 2*Dks3trB* | **IronScSr** | 2724<br>2254<br>2075 | | | … | 1882<br>2mo | C.Mitchell &Co. Newcastle | **Hamburg-Amerikanische Packetf. Act.Ges.** | 300·0\|38·2\|24·9<br>P200′ F43′ | **Hamburg**<br>German<br>*WB* | C.2Cy.37″&70″–45″<br>300HP<br>Wallsend SlipwayCo.Nwc. | | V |
| 417 Polaris<br>88759 | | **WoodSc**<br>1*Dk* | 533<br>341<br>336 | | | | 1883 | R.Sample Levis,Quebec | **Quebec&Levis FerryCo.(Lim.)** | 118·5\|31·4\|16·5<br>H192*t* | **Quebec**<br>British | C.2Cy.25″&49½″–33″<br>180HP<br>Carrier,Laine&C.,Lvs,Qbc. | | |
| 418 Polcevera<br>66 RLDB | *G.Cafiero*81–85<br>*Well deck* 2*Dks3trB* | **IronScSr** | 2170<br>1981<br>1403 | | | … | 1882<br>11mo | Blackwood &Gordon Pt.Glasgow | **Nav.Gen.Italiana** | 299·2\|37·2\|23·6<br>P30′ B54′ F49′ | **Palermo**<br>Italian<br>*WB* | C.2Cy.35″&67″–42″<br>200HP<br>Blackwood&Gordon,P.Gl. | | I |
| 419 Pole Star<br>99236 | *J.Harrie*92–92 | **SteelTwinScSr**<br>2*Dks* | 459<br>398<br>197 | ✠100A1<br>~~4,93~~ 4,95<br>✠LMC11,92 | Lth<br>LA&CP | *h* | 1892<br>10mo | Fairfield S.B.&E.Co. (Lim.) Glasgow | **Commissioners of NorthernLight-houses** | 175·4\|26·4\|13·8<br>B50′F28′<br>BK6½″<br>*WB*=*Tf*11*t a*15*t* | **Leith**<br>British<br>7*BHCem* | T.6Cy.14½″,24″&39″–24″ (*s*)<br>160lb *160lb* 200HP<br>2SB.6*cf*,GS111,HS3080<br>FairfieldSB&ECo(Lm)Gls | 14 ″ 6 | |
| 420 Polezny<br>542 HNPB | *R.Krione* –87 | **SteelScSr**<br>1*Dk2trB* | 328<br>312<br>137 | ✠<br>6,87<br>✠ | Nwc<br>LA&CP | *g* | 1887<br>4mo | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | **RussianS.N.& TradingCo.** | 151·0\|26·1\|12·5<br>B28′ | **Odessa**<br>Russian<br>4*BHCem* | T.3Cy.19″,30″&50″–33″<br>150HP<br>R.&W.Hawthorn,Leslie & Co.(Lim.),Newcastle<br>*WB*=*FPT*15*t APT*10*t* | 13 ″ 0 | |
| 421 Polhem | *A.Smitterberg*83–89 | **SteelScSr**<br>1*Dk*&*Shelterdk* | 385<br>204<br>285 | | | | 1889 | W.Lind-bergsM.V. Stockholm | **Angfartygs-bolaget "Gotland" (A.Ekman)** | 117·8\|23·1\|11·3<br>H18*t* 18·4 | **Visby**<br>Swedish | 2Cy.20″&38″–25⅜″<br>90HP<br>W.LindbergsM.V.,Skm. | | |
| 422 Polino<br>62598 JSMQ | *P.Lachance*91–91<br>*Well deck* 1*Dk2trB* | **IronScSr** | 807<br>620<br>524 | ✠<br>3,74 | | Lv | 1870<br>8mo | W.Pile& Co. Sunderland | **F.Ross** | 198·7\|27·3\|15·5<br>P161*t* F26*t* | **Quebec**<br>British<br>4*BH* | C.2Cy.28″&48″–31″<br>98HP<br>Clark,Watson&Co.,Gts.<br>*WB*=*DBf* | | |
| 423 Polis Myteline<br>(ex Villa de Cette) | *G.Veliotis* –92<br>*ss*Cpl.No.3–4,92<br>2*Dks*(*Irn*) | **IronScSr** | 1074<br>937<br>686 | ✠100A1<br>5,95~~4,93~~<br>~~BS5,93~~ ✠LMC~~4,92~~ 4,95<br>~~5,97~~ ✠NB4,95 | Cpl<br>A&CP | *n* | 1880<br>9mo<br>4,96 | Hodgson& Soulsby Blyth | **Nav.àVap.Egèe (P.M.Courtgi& Co.,*Mgrs.*)** | 221·5\|31·3\|18·3<br>P36 B52′F29′<br>BK8′<br>*WB*=*FPT*<br>58*t APT*50*t* | **Constanpl**<br>Turkish<br>4*BHCem* | C.2Cy.29½″&55″–36″ (*r*)(~~S~~)<br>~~15lb~~ *40lb* 80lb 150HP<br>2SB.~~4fcs70~~ *4pf*,GS ,HS2500<br>Black,Hawthorn&Co.,Gts. | | |
| 424 Polluce<br>34 HQFK | *Vidos*78–87 | **IronScSr**<br>2*Dks* | 2046<br>1904<br>1286 | | | | 1874 | LloydAus-tro-Ungarico Trieste | **LloydAustriaco** | 297·4\|35·2\|25·4 | **Trieste**<br>Aust.-Hung. | C.2Cy.41″&70″–42″<br>246HP<br>ArsenaleLloyd,Trieste | | |
| 425 Pollux<br>PQKF | *D.H.Hinlopen*80–88 | **IronScBg**<br>1*Dk*&*Spardk* | 1523<br>1064 | | | | 1870 | A.&J. Inglis Glasgow | **Koninkl.Nederl. Stoomb.Maats.** | 258·6\|33·5\|26·6 | **Amstrdam**<br>Dutch | C.2Cy.37″&64″–36″<br>200HP<br>A.&J.Inglis,Glasgow | | DV |
| 426 —<br>KRCV | *F.G.Gefken*86–92<br>Now named "Nanyetsu Maru," *See No. 9 in Supplement.* | **IronScSr**<br>(*ex*Bremena)<br>1*Dk*&*Spardk3trB* | 1255<br>1240<br>898 | | | | 1884 | J.C.Teck-lenborg Geestemünde | **J.Wieting** | 224·7\|29·8\|16·1<br>23·4 | **Gstemnde**<br>German<br>*WB* | C.2Cy.27″&50″–31″<br>125HP<br>MaschinenfabrikBuckau, Magdeburg | | V |
| 427 —<br>JVCP | *O.Oxaas* | **IronScSr**<br>1*Dk*&*Spardk*<br>(*ex*Rheinstein) | 1112<br>1095<br>688 | | | | 1882 | RostockS. B.&Eng.Co. Rostock | **BergenskeDamp-skibsselskab** | 220·9\|30·1\|19·6<br>H17*t* | **Bergen**<br>Norwegian<br>*WB* | C.2Cy.27½″&51″–31½″<br>130HP<br>RostockS.B.&Eng.Co.Ros. | | G |
| 428 —<br>HRPL | *A.J.Westerberg*72–83 | **SteelScSr**<br>2*Dks* | 921<br>906<br>739 | | | | 1883 | MotalaCo. Gothenburg | **TrelleborgsÅngf. NyaAktieb. (F.Malmros)** | 196·5\|28·3\|21·7<br>*Erections* 15*t* | **Trelleborg**<br>Swedish<br>*WB* | C.2Cy.24″&45″–25″<br>110HP<br>MotalaCo.,Motala | | V |
| 429 —<br>JVPL | | **WoodBk**<br>2*Dks* | 481<br>432<br>316 | | | | 1886 | .....<br>Arendal | **O.B.Sörensen** | 146·5\|30·7\|17·6<br>Q49*t* | **Arendal**<br>Norwegian | C.2Cy.<br>40HP | | |
| 430 —<br>~~99~~86 | *Lefebre* | **SteelPad** | 282<br>282<br>231 | | | | 1883 | Soc.des Ateliers& Chantiers de laLoire Nantes | **LaPlatenseFlotilla Co.(Lim.)**<br>YierciHermanos | 123·7\|21·0\|13·1 | **Glasgow**<br>~~British~~<br>Paraguayan | O.2Cy.16″&27½″–30¾″<br>100HP<br>S.desA.etC.de laLoire,Nts | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **431** 95813 LKHN | **Polo** *W.Cowbrick* –94 | **SteelScSr** | 485 409 268 | | | | 1889 | Earle'sS.B. &E.Co.(Lim.) Hull | T.Wilson,Sons& Co.(Lim.) | 160·0 Q82′ | 25·0 B12′ | 14·0 F9′ | Hull British | Q4Cy12¾″,18½″,27″&39″–24″ 95HP Earle'sSB&ECo(Lim)Hull | |
| **432** RGHT | **Polynesia** *G.Schrötter*90–93 | **IronScSr** 2*Dks*(*Irn*)3*trB* | 2196 1963 1675 | | | ... | 1881 11mo | C.Mitchell &Co. Newcastle | Hamburg-Amerikanische Packetf. Act.Ges. | 298·7 P44′ | 36·0 B83′ | 23·2 F30′ | Hamburg German 4*BHCem* | C.2Cy.35″&68″–45″ 270HP WallsendSlipwayCo.,Nwc. *WB* | V |
| **433** KQSG | **Polynésien** 4*Dks*&*Spardk* | **SteelSc3Mst** | 6483 5656 2916 | | | | 1890 | Messagries Maritimes LaCiotat | MessageriesMaritimes | 482·3 | 49·2 | 34·1 | Marseilles French *WB* | T.3Cy.44″,67″&106″–53″ 1000HP MessageriesMarit.,LaCiot. | |
| **434** KRFQ | **Polyp** *H.deBlohm* –93 1*Dk* | **IronScK** | 130 122 54 | ✠100A1 *StmTrawler* 1,94 | Bhn LA&CP ✠LMC9,91 | | 1891 9mo | Cochrane, Cooper& Schofield Beverley | H.Eissfeldt | 100·9 BK6½″ | 20·5 | 10·5 | Gstemnde German 3*BHCem* | C.2Cy.16½″&33″–22″ (*s*) 100lb 45H 1SB.*2pf*,GS29,HS826 C.D.Holmes&Co.,Hull | 11 ″ 4 |
| **435** 97818 LWCH | **Polyphemus** *R.F.Scale* –93 | **SteelScSr** | 2868 2603 1813 | | | | 1890 | Scott&Co. Greenock | OceanSteamShip Co. | 336·1 P16′ | 38·5 B50′ | 27·0 F46′ | Liverpool British | C.2Cy.26½″&62″–60″ FD 450HP Scott&Co.,Greenock | D |
| **436** JFBD | **Pomerania** *R.Blanck*90–90 1*Dk* *Elec.light* | **SteelScSr** | 310 251 227 | | | | 1888 10mo | Möller& Holberg Stettin | Stettin-Stolper Dampfschifffahrts Ges.(A.Stenzel& Rolke) | 139·4 B16′ | 21·4 F17′ | 11·5 | Stettin German *WB* | C.2Cy.15″&26½″–18·1″ Möller&Holberg,Stettin | |
| **437** JRDL | — *H.W.Frenck* –91 1*Dk* | **SteelScSr** | 195 164 145 | | | | 1891 | Stettiner Maschinen-bauanstalt &Schiffs-bauwerft Act.Ges. Stettin | H.W.Frenck (J.N.Rodbertus, *Mgr.*) | 121·5 P20′ | 18·4 F16′ | 9·4 | Barth German | C.2Cy.10¾″&20″–13¾″ Stet.Masch.&Schiffsb.Act. Ges.,Stettin | G |
| **438** 85193 WMRG | **Pomeranian** *M.Stirrat* –93 (*ex*GrecianMonarch) 2*Dks*(*Irn*)&*Awng dk*(*Irn*)4*trB* | **IronScSr** | 4258 3127 2789 | | | ... | 1882 5mo | Earle'sCo. (Lim.) Hull | J.&A.Allan | 381·0 BK11″ | 43·8 | 33·1 | Glasgow British | C.2Cy.43″&86″–60″ 550HP Earle'sCo.(Lim.),Hull | |
| **439** JHQM | **Pommern** *C.Braun*64–79 | **IronScSr** | 111 — 81 | | | | 1879 | Moller& Holberg Stettin | C.Graedener | 102·2 | 17·0 | 8·0 | Greifswld. German | C.2Cy.11″&22″–11¾″ Möller&Holberg,Stettin | |
| **440** 150444 KFHC | **Pomona** *Hannah* 1*Dk*Spardk&*Awngdk* | **SteelScSr** | 1264 — 952 | | | | 1888 | UnionIron Works SanFrancisco | OregonImprovementCo. | 225·0 | 33·5 | 16·0 | S.Frncisco Utd.States | T.3Cy.23″,34″&56″–36″ 250HP UnionIronWorks,S.Fo. | |
| **441** | — *G.Zaputovich* | **SteelScSr** *ss*M.Vo.No.3–5,93 1*Dk*&*Awngdk* | 868 865 648 | ✠100A1 *Awng dk withfreeboard* 9,94 ~~5,96~~ BS8,94 | MVo LA&CP ✠LMC5,98 | *l* | 1883 2mo | DavidJ. Dunlop&Co. PortGlasgow | ~~Adano&Gallo~~ M.Adano | 199·9 | 30·0 | 11·2 18·9 FK *W* | Bns.Ayres Argentine | C.2Cy.24½″&46″–30″ (*p*) ~~70lb~~ 65lb *55lb* 100HP 1SB.*3pf*,GS51 *B*=*FPT*14*t* | 11 ″ 10 1 ″ 8 |
| **442** 96051 LCHV | **Ponani** *S.Fackeer* –94 | **IronScSr** *ss*Bom.No.1–93 1*Dk*&*Awngdk* | 872 839 543 | ✠100A1 *Awng dk withfreeboard* 9,93 | Bom A&CP ✠LMC9,93 | *j* | 1889 4mo | Whitehavn S.B.Co(Lm.) Whitehaven | BombayStm.Nav. Co.(Shepherd& Co.,*Mgrs.*) | 180·0 BK7½″ | 29·1 | 12·4 19·5 *WB*=*FPT* | Bombay British 6*BHCem* 25*tAPT*34*t* | T.3Cy.16″,26″&40″–30″ (*s*) 160lb *160lb* 84HP 1SB.*3rf*,GS57 FD Dunsmuir&Jackson,Gls. | 13 ″ 2 w8 ″ 1 |
| **443** 101912 | **Pondo** *W.A.Tangey* –93 1*Dk*(*Stl*)&*Spardk*(*Irn*)& *Webframes* | **SteelScSr** | 2741 2560 1764 | ✠100A1 *Spar dk* ~~2,94~~ ~~3,98~~ 1,95 | Ams A&CP ✠LMC10,92 Shl | *u* | 1892 10mo | J.Laing Sunderland | British&Colonial S.N.Co.(Lim.) (BucknallBros., *Mgrs.*) *WB*=*Cell D B*260′530*tAPT* | 310·0 P30 B34′ F36′ | 40·5 25·5 BK10′ | 17·5 | London British 5*BHpt Asp* 46*t pt Cem* | T.3Cy.24″,38″&64″–42″ (*r*) 160lb *90lb* 500HP 2SB.*6rf*,GS135HS4542 G.Clark(Lim.),Sunderland | 20 ″ 0 5 ″ 10 |
| **444** 81575 SQGV | **Pongola** *J.Teer* –93 | **IronScSr** *ss*Sld.No.3–10,91 1*Dk*(*Irn*–ws)2*trB* | 1449 971 934 | ✠100A1 *Awng dk withfreeboard* 3,93 | Cal A&CP LMC10,91 ✠NB10,91 | *o* | 1879 7mo | AM'Millan &Son Dumbarton | Bullard,King&Co. | 250·2 | 32·9 | 16·1 FK *WB*=*FPT*37*tAPT*26*t* | London British 5*BHCem* *MT*21′190*t* | C.2Cy.31″&58″–39″ (*s*) 90lb *80lb* NDB91 156HP 1DB.*6rf*,GS90 J.&J.Thomson,Glasgow | 16 ″ 10 s 8 ″ 4½ |
| **445** | **Pontaillac** *J.Bourdet* –93 (*ex*Tolfaen) | **IronScSr** *ss*Bdx.No.3–4,93 1*Dk* | 197 178 94 | ✠100A1 10,93 ✠NB82 BS4,94 | Bdx A&CP LMC10,93 | *c* | 1877 11mo | W.Allsup &Sons Preston | Hinard&Langevin | 131·2 B9′ | 18·1 BK6′ | 10·8 | Bordeaux French 4*BHCem* *WB*=*FPT* | C.2Cy.14″&28″–22″ (*a*) 77½lb 33HP 1SB.*2pf*,GS28 W.Allsup&Sons,Preston | |
| **446** 150476 | **Pontiac** 2*Dks* | **SteelScSr** | 2298 — 1788 | | | | 1889 | Cleveland S.B.Co. Cleveland,O. | ClevelandIron MiningCo. | 300·0 F31′ | 41·0 H— | 25·0 *WB* | Mrquette, Mich. Utd.States | T.3Cy.24″,38″&61″–42″ 220HP ClevelandS.B.Co.,Clevelnd | |
| **447** 81273 SNDT | — *L.Owen* –92 | **IronScBg** *ss*Liv.No.3–7,92 2*Dks*(1*Irn*)3*trB* | 1698 1525 1076 | ✠100A1 ~~9,94~~ ~~8,98~~ ✠NB7,92 | Liv A&CP LMC7,92 Bry | *r* | 1879 4mo | T.Royden &Sons Liverpool | Medit.&NewYork S.S.Co.(Lim.) (PhelpsBros., *Mgrs.*) | 267·6 B64′F35′ | 33·4 | 24·1 BK9½ *WB*=*DBa*66′*f*20′ | Liverpool British 4*BHCem* &*uE*&*B*38′ | T.3Cy.20″,34″&56″–39″ (*s*) 180lb *90lb* NDB92 200HP 2SB.*6rf*,GS115,HS2840 *Tpd*92 FwcttPrstn&CoLiv | 25 ″ 5 s 4 ″ 6½ |
| **448** | **Pontianak** 1*Dk* | **IronScSr** | 197 138 99 | | | | 1875 | Lobnitz, Coulborn& Co. Renfrew | DutchGovernment | 125·2 Q43*t* | 20·4 F6*t* | 8·0 | Dutch | C.2Cy.16″&36″–18″ 52HP Lobnitz,Coulbrn&Co.,Rnf. | |
| **449** 109143 NJFK | **Pontic** *Owen*71–94 1*Dk* | **SteelScSp** | 395 346 210 | | | | 1894 | Harland& Wolff(Lim.) Belfast | OceanicStm.Nav. Co.(Lim.)(Ismay, Imrie&Co.,*Mgrs.*) | 150·5 Q22*t* | 26·1 | 11·1 *WB* | Liverpool British | T.3Cy.13″,21″&34″–24″ 64HP Harlnd&Wolff,(Lim.),Bel. | |
| **450** 87480 JCLK | **Pontypridd** ~~*W.Browne* –91~~ *Well deck Nielsen* 1*Dk*(*Irn*)&*Webframes* | **IronScBn** *ss*Cff.No.2–92 | 1681 1401 1092 | ✠100A1 9,94 ~~1,98~~ BS~~7,00~~ 9,94 | Cff A&CP ✠LMC8,91 | *q* | 1883 4mo | BlythS.B. Co.(Lim.) Blyth | Pontypridd S.S.Co. (Lim.) (MorelBrs.&Co.) *WB*=*DBa*74′*f*102′435*t* | 260·0 Q90′B66′F26′ | 36·2 | 18·5 FK 5*BHCem* *APT*25*t* | Cardiff British | C.2Cy.32″&60″–42″ (*i*) 80lb *60lb* 99HP 2SB.*6pf*,GS78 Black,Hawthorn&Co.,Gts. | 19 ″ 8 s 1 ″ 11½ |
| **451** 72834 | ~~Poo Chi~~ Poochi *G.Froberg* | **SteelTwinScBg** Sr 1*Dk*&*Awngdk* | ~~7049~~ 882 ~~691~~ | | | | 1882 | Aitken& Mansel Glasgow | ~~China Merchants' S.N.Co.~~ J.R.Twentyman | ~~211·0~~ H30t 209·7 | 35·4 H147*t* | 14·8 | Shanghai ~~Chinese~~ British | C.4Cy.19″&34″–36″ 120HP Lees,Anderson&Co.,Gls. | |

| No. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. Under deck. Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. Years Assigned, now expired. Equipment Letter. | Built. When. Ship. Engines. By Whom. Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 452 | Pootoo SteelScK<br>H.H.Cunningham (Trawler) 1Dk<br>(exPrinceAlfred) ssCly.No.3-4,87<br>ssCbo.No.1-91 | 103<br>100<br>23 | ✠100A1<br>9,91<br>BS3,94 ✠LMC9,91 | Cbo a<br>LA&CP | 1883 3mo<br>Vulcan I.W.Co.<br>Hull | H.H.Cunningham | 94·5\|19·3\|9·2<br>BK8' | Shanghai<br>British<br>3BHCem | C.2Cy.17½"&34"-24" (i)<br>70lb 45HP<br>1SB,2f,GS28<br>VulcanI.W.Co.,Hull | | |
| 453 | Poplar SteelScSr<br>A.Smith -89 ssShl.No.~~1-90~~ 2-94<br>1Dk(Stl)&Webframes | 886<br>780<br>574 | ✠100A1<br>5,94 ~~2,93~~<br>~~BS6,93~~ ✠LMC5,90 | Nwc l<br>A&CP<br>Shl<br>5,94 | 1886 5mo<br>W.Gray&Co.<br>W Hartlepool | EastLondonS.S.Co.(Lim.)(H.C.Pelly,Mgr.)<br>WB=DBa59'f64'& | 180·0\|36·1\|15·2<br>P17'B39'F17'<br>~~drp92&93~~ FK<br>uE&B31'334tFPT | London<br>British<br>4BHAsp<br>24tAPT45t | C.2Cy.29"&55"-33" (s)<br>75lb 60lb 150HP<br>1SB,3pf,GS59<br>CentralMarineE.Co.WHpl | 16"4<br>s1"11½ | |
| 454 | Porpoise IronScK<br>J.Clarke -93<br>1Dk | 159<br>145<br>62 | ✠100A1<br>Stm Trawler<br>2,92 ✠LMC2,92 | Hul<br>LA&CP | 1892 2mo<br>Earle'sCo.(Lim.)<br>Hull | SteamTrawlingCo.of Boston(Lim.)(W.F.Beaumont,Mgr.) | 101·5\|20·5\|11·0<br>Q18'<br>BK7½' | Boston<br>British<br>3BHCem | T.3Cy.12¾",20"&32"-22" (s)<br>150lb 55HP<br>1SB,2pf,GS33<br>Earle'sCo.(Lim.),Hull | 11"10 | |
| 455 | — IronScSr<br>Adrian<br>1Dk | 110<br>79<br>81 | | | 1875<br>Australsin Stm.Nav.Co.<br>Sydney | Australasian UnitedSteam NavCo.(Lim.) | 103·8\|17·9\|6·9 | SydnyNSW<br>British | 1Cy.18"-12"<br>12HP<br>AustralasianS.N.Co.,Syd. | | |
| 456 | Porro SteelScSr<br>A.B.Knudsen86-89 ssXia.No.1-92<br>1Dk(Irn)<br>Well deck | 602<br>413<br>366 | ✠100A1<br>2,94<br>✠LMC4,92 | Xia h<br>A&CP | 1889 3mo<br>Grangmth DockydCo.<br>Grangmouth | O.Thoresen<br>WB=D | 170·9\|26·6\|12·7<br>P93'H11tF28'<br>BK7'<br>BuE&B28'64tFPT | Chrstiania<br>Norwegian<br>4BHCem<br>28tAPT18t | T.3Cy.12",20"&32"-24" (s)<br>160lb 75HP<br>2SB,4rf,GS43<br>Hutson&Corbett,Glasgow | 13"7 | N |
| 457 | Port Adelaide IronScBg<br>R.Morgan -93 ssBly.No.2-93<br>1Dk(Irn)&Spardk3trB | 2694<br>2556<br>1717 | ✠100A1<br>Spar dk<br>8,94 ~~9,90~~<br>BS1,95 ✠LMC9,93 | Bly t<br>LA&CP<br>Shi | 1884 3mo<br>A.Leslie&Co.<br>Newcastle | Ang-Australasian Stm.NavCo(Lim)(W.Milburn&Co.,Mgrs.) | 332·0\|38·1\|18·0<br>B56' BK10' 25·6<br>WB=DBa88'f74'<br>&uE&B38'66tFPT | London<br>British<br>6BHCem<br>36tAPT23t | C.2Cy.39"&75"-48" (s)<br>90lb 80lb NDB93 400HP<br>2SB,6pf,GS130<br>WghmRchrdson&C.,Nwc. | 21"1<br>s6"3½ | BT till 9,94 |
| 458 | Port Albert SteelScSr<br>~~C.E.Bird -91~~<br>2Dks(1Stlpt-ws&UptStl-ws)3trB<br>Well deck ~~M.C.W.Hepworth -94~~ | 4140<br>3448<br>2652 | ✠100A1<br>~~4,94~~ 8,93 10,94<br>✠LMC8,91 | Shi w<br>A&CP | 1891 8mo<br>W.Dobson&Co.<br>Newcastle | ~~W.Milburn&Co.~~ | 371·4\|46·2\|26·1<br>P&B219'F45'<br>BK11'<br>WB=Cell | ~~London~~<br>~~British~~<br>6BHCem<br>DB160'324t<br>Japanese | T.3Cy.30",48"&78"-54" (s)<br>160lb 160lb 600HP<br>3DB,18pf,GS210<br>WllsndSlpy&ECo.(L)Nwc | 29"0<br>s5"5 | |
| | Now named "Kagoshima Maru," See No 21 in Supplement. | | | | | | | | | | |
| 459 | Port Chalmers SteelScBg<br>T.Free -91<br>2Dks(1Stl&UptStl-ws)3trB<br>Well deck | 4154<br>3400<br>2667 | ✠100A1<br>~~6,94~~ 12,93<br>12,94 ✠LMC9,91 | Lon w<br>A&CP | 1891 8mo<br>J.L.Thompson&Sons<br>Sunderland | W.Milburn&Co. | 371·0\|46·1\|27·7<br>P&B218'F49'<br>BK11'<br>WB=DBa110'&uE&B62'410t | London<br>British<br>6BHCem | T.3Cy.30",48"&78"-54" (s)<br>160lb 160lb 600HP<br>3DB,18pf,GS246<br>J.Dickinson,Sunderland | 29"0<br>s5"1½ | BT till 12,94 |
| 460 | Port Darwin IronScSr<br>W.S.Warey -93 ssAnt.No.2-93<br>2Dks(1Irn)&Spardk | 2517<br>2423<br>1628 | ✠100A1<br>Spar dk<br>4,94<br>BS4,94 ✠LMC1,93 | Ant t<br>LA&CP | 1884 2mo<br>A.Leslie&Co.<br>Newcastle | A.Coote&J.H.Ridley<br>WB=DBa80'f68'& | 300·1\|37·4\|27·1<br>B54'<br>BK10'<br>uE&B36'348tFPT | London<br>British<br>6BHCem<br>36tAPT23t | C.2Cy.38"&70"-45" (s)<br>100lb 350HP<br>2SB,6pf,GS126,HS4414<br>R.&W.Hawthorn,Nwc. | 21"0 | |
| 461 | Port Elliot SteelScSr<br>S.Partridge81-94<br>1Dk(Stl)&Spardk(Irn)3trB | 3556<br>3310<br>2295 | ✠100A1<br>Spar dk<br>7,94 ~~3,94~~ ✠LMC3,94 | Nwc v<br>LA&CP | 1894 3mo<br>W.Dobson&Co.<br>Newcastle | W.Milburn&Co. | 345·5\|44·1\|19·7<br>P30'B60'F33' 27·5<br>FK<br>WB=CellDB266t | London<br>British<br>6BHCem<br>606tAPT51t | T.3Cy.24",40"&64"-45" (s)<br>160lb 160lb 400HP<br>2SB,8pf,GS100,HS4520<br>WallsndSlipwyC(L),Nwc. | 20"10<br>s6"7 | |
| 462 | Port Hunter SteelScSr<br>~~S.M.Orr69-92~~ 2Dks(Irn-Uws)<br>&Webframes&Awngdk(Irn-ws) | 4670<br>4630<br>3011 | ✠100A1<br>Awng dk<br>withfreeboard<br>~~1,93~~ 8,94 ✠LMC1,93 | Nwc x<br>LA&CP<br>Lon | 1892 12mo<br>R.&W.Hawthorn,Leslie&Co.(Lim.)<br>Newcastle | ~~Ang-Australasian Stm.NavCo(Lim)(W.Milburn&Co.,Mgrs.)~~<br>WB | 360·4\|48·0\|26·2<br>34·1<br>BK9'<br>=CellDB300'750t | ~~London~~<br>~~British~~<br>7BHCem<br>APT60t<br>Japanese | T.3Cy.30",48"&78"-54" (a)<br>160lb 650HP<br>2D&1SB,19pf,GS255,SH9152<br>Hawthrn.Lsie.&C.(L)Nwc | 29"0<br>s11"4½ | BT till 8,95 |
| | named "Rio Jun Maru," See No. 20 in Supplement. | | | | | | | | | | |
| 463 | Port Jackson IronScBg<br>C.Thurlock -94 ssBly.No.2-91<br>1Dk(Irn)&Spardk3trB | 2644<br>2565<br>1728 | ✠100A1<br>Spar dk<br>~~3,94~~<br>4,95 ✠LMC1,94 | Nwc t<br>LA&CP<br>BS4,95<br>~~Lon~~Ant | 1883 9mo<br>A.Leslie&Co.<br>Newcastle | A.Coote&J.H.Ridley<br>WB=DBa88'f76'& | 317·0\|37·2\|27·4<br>BK10'<br>uE&B38'386tFPT | London<br>British<br>6BHCem<br>26tAPT23t | C.2Cy.38"&72"-48" (a)<br>100lb 60lb 350HP<br>2SB,6pf,GS107,HS2200<br>T.Clark & Co.,Newcastle | 21"4<br>s7"0½ | |
| 464 | — IronScSr<br>1Dk | 108<br>101<br>53 | | | 1883<br>R.S.Sparrow&Co.<br>Dunedin,N.Z. | PortJacksonS.S.Co.(Lim.) | 103·9\|17·5\|7·7 | SydnyNSW<br>British | C.2Cy.15"&30"-24"<br>38HP<br>R.S.Sparrow&Co.,Dnd.,N.Z. | | |
| 465 | Port Melbourne SteelScSr<br>H.J.Richardson -94<br>2Dks(Irn-Uws)<br>Webframes&Awngdk(Irn-ws) | 4670<br>4629<br>3011 | ✠100A1<br>Awng dk<br>withfreeboard<br>5,94 ✠LMC11,92 | Lon x<br>LA&CP | 1892 10mo<br>R.&W.Hawthorn,Leslie&Co.(Lim.)<br>Newcastle | Ang-Australasian Stm.NavCo(Lim)(W.Milburn&Co.,Mgrs.)<br>WB | 360·4\|48·0\|26·2<br>34·1<br>BK9'<br>=CellDB300'750t | London<br>British<br>7BHCem<br>APT60t | T.3Cy.30",48"&78"-54" (a)<br>160lb 650HP<br>2D&1SB,19pf,GS255,HS9152<br>Hawthrn.Lsle.&C.(L)Nwc | 28"10<br>s11"4½ | BT till 5,95 |
| 466 | Port Phillip IronScBg<br>M.C.Hepworth83-93 ssBrs.No.2-93<br>1Dk(Irn)&Spardk3trB | 2597<br>2472<br>1666 | ✠100A1<br>Spar dk<br>7,93<br>BS7,94 ✠LMC2,93 | Brs t<br>LA&CP | 1883 10mo<br>A.Leslie&Co.<br>Newcastle | Ang.-Australasian Stm.NavCo(Lim)(W.Milburn&Co.,Mgrs.) | 317·0\|37·2\|20·0<br>BK10" 27·5<br>WB=DBa88'f76'&<br>uE&B36'362tFPT | London<br>British<br>6BHCem<br>36tAPT23t | C.2Cy.~~37"~~ 37 1/16"&72"-48" (s)<br>~~60lb~~ 65lb 80lb 350HP<br>2SB,6pf,GS126,HS4400<br>Wallsnd.Slpwy.C.(L) Nwc | 21"3 | D<br>BT till ~~6,94~~ 12,95 |
| 467 | Port Pirie SteelScBk<br>D.F.Jamieson -93 ssLon.No.1-91<br>1Dk(Stl)&Spardk3trB | 3109<br>2857<br>2040 | ✠100A1<br>Spar dk<br>10,93<br>BS10,93 ✠LMC9,90 | Lon v<br>LA&CP | 1886 4mo<br>R.&W.Hawthorn,Leslie&Co.(Lim.)<br>Newcastle | Ang.-Australasian Stm.NavCo(Lim)(W.Milburn&Co.,Mgrs.)<br>WB=DBa94'f64' | 353·5\|39·4\|19·8<br>B82'F42' 27·5<br>drp92 BK10'<br>&uE&B58'385tFP | London<br>British<br>7BHCem<br>T 36t APT 23t | T.3Cy.29",44"&74"-48" (s)<br>150lb 450HP<br>3DB,12cfGS187<br>Wighm.Rchrdsn.&CoNwc | 20"9 | BT till 10,94 |
| 468 | Port Stephens SteelScSr<br>R.Whitehead82-94<br>1Dk(Stl)&Spardk(Irn)3trB | 3554<br>3285<br>2278 | ✠100A1<br>Spar dk<br>~~7,94~~<br>3,95 ✠LMC4,94 | Shl w<br>A&CP<br>Bry.Lon | 1894 4mo<br>J.L.Thompson&Sons<br>Sunderland | W.Milburn&Co. | 345·0\|44·1\|18·2<br>B72'P24'F40' 26.0<br>FK<br>WB=CellDB266 | London<br>British<br>6BHCem<br>512tAPT45t | T.3Cy.24",40"&64"-45" (s)<br>160lb 160lb 400HP<br>2SB,8pf,GS112,HS4500<br>J.Dickinson,Sunderland | 20"10<br>s6"5½ | |
| 469 | Port Victor SteelScBk<br>~~H.C.W.Hepworth85-89~~<br>~~Walton~~ ssLon.No.~~1-89~~ 2-94<br>J.R.Smith -94 1Dk(Stl)&Spardk3trB | 2793<br>2628<br>1828 | ✠100A1<br>Spar dk<br>~~7,94~~ ~~7,9~~ 1,95<br>BS7,94 ✠LMC7,93 | Bly u<br>LA&CP<br>Lon | 1885 8mo<br>A.Leslie&Co.<br>Newcastle | W.Milburn&Co.<br>WB=DBa82'f66'& | 336·0\|38·2\|27·5<br>B76'F42'<br>BK10'<br>uE&B56'380tFPT | London<br>British<br>6BHCem<br>30tAPT23t | T.3Cy.27",42"&70"-48" (s)<br>150lb 75lb 400HP<br>3DB,12cf,GS151<br>Wighm.Rchrdsn.&CoNwc | 21"0<br>s6"3½ | D<br>BT till 6,95 |
| 470 | Portel<br>L.deM.Bittencourt (exRio Xingú) | —<br>—<br>87 | | | | L.deM.Bittencourt | ........ | Para<br>Brazilian | | | |
| 471 | Portena IronScBg<br>Roux87-92<br>2Dks3trB | 2321<br>2046<br>1374 | | | 1875<br>Forges&Chan de la Médit.<br>Havre | ChargeursRéunis | 323·8\|34·8\|26·2<br>P75' B92' F49' | Havre<br>French | C.2Cy.38"&71"-39"<br>300HP<br>Forges & C.de la Médit.,Havre | | V |

| 1 Numéro d'Ordre / Numéro Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enfoncement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. Nombre & Diam. des Cylindres, Course du Piston, Pression des Chaudières, Force nominale, Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu des navires. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 472 | **Porthos** | **Iron&SteelScSr** | 148 | | | | 1885 | Ateliers& C.delaLoire Nantes | A.Postel&ses fils | 105·6 P44′ | 19·6 | 9·4 | Cherbourg French | C.2Cy.13¾″&22″–19½″ 30H Ateliers&Chant.delaLoire. Nantes | |
| | *Gosse* | | — | | | | | | | | | | | | |
| KRBS | | 1*Dk*2*trB* | 85 | | | | | | | | | | | | |
| 473 | **Portia** | **IronScSr** | 1156 | ✠100A1 | NYk | *o* | 1884 | Wigham Richardson &Co. Newcastle | NewYork,Newfoundland&HalifaxS.S.Co.(Lim.) (C.T.Bowring& Co.,*Mgrs.*) | 220·5 P44′ | 31·2 | 16·0 23·3 BK8″ *WB*=*DBuE&B*44′90*t* | Liverpool British | C.2Cy.30″&56″–36″ (*s*) 80lb *80lb* 180H 1DB,*6pf*,GS107 WighamRchrdsn&Co,Nwc | 16″11 |
| 91149 | *F.Ash*89–89 | *ss*NYk.No.2–92 | 744 | *Spar dk* | LA&CP | | 6mo | | | | | | | | |
| JPLN | | 1*Dk*&*Spardk*3*trB* | 732 | 9,94 ~~1,01~~ BS1~~4,98~~ 9,94 | ✠LMC6,92 | | | | | | | | | | |
| 474 | — | **IronScSr** | 769 | | | | 1879 | Flensburg S.B.Co. Flensburg | A.Kirsten | 192·9 B166*t* | 28·2 | 15·8 | Hamburg German *WB* | C.2Cy.27″&48″–30″ 90H FlensburgS B Co.Flensbrg. | |
| | *J.W.Linicke* | | 603 | | | | | | | | | | | | |
| RFSN | | 2*Dks* | 586 | | | | | | | | | | | | |
| 475 | **Portilla White** | | 566 | | | | 1874 | ..... England | Portilla-White& Co. | 177·8 | 25·5 | 14·8 | Seville Spanish | 70H | |
| | (*ex*Nuevo Primer Barreras) | | — | | | | | | | | | | | | |
| JBGN | | | 346 | | | | | | | | | | | | |
| 476 | **Portland** | **WoodPadSr** | 2284 | | | | 1890 | N.England S.B.Co. Bath,Me. | PortlandSteam PacketCo. | 280·9 | 42·1 | 15·3 | Prtlnd.Me. Utd.States | 1Cy.62″–144″ Prtlnd Eng.Co.,Prtlnd,Me. | |
| 150488 | *W.W.Snowman*81–90 | | 1175 | | | | | | | | | | | | |
| KHDR | | | 1517 | | | | | | | | | | | | |
| 477 | — | **IronScSr** | 1162 | ✠ | | ... | 1887 | W.B. Thompson &Co.(Lim.) Dundee | ClydeShippingCo. (Lim.) (J.Cuthbert,*Mgr.*) | 241·0 P142′F50′ | 33·7 | 15·9 BK8½″ *WB*=*DBa*46′ | Glasgow British | T.3Cy.22½″,39″&61″–48″ (*a*) 156lb *60lb* 260H 2SB,*6cf*,GS90,HS3000 W.B.Thmpsn&Co.(L.)Dun | 16″11 |
| 95022 | *W.Laing* –92 | *ss*Gls.No.1–92 | 929 | | | | 11mo | | | | | | | | |
| KPRN | *Well deck Elec.light* | 2*Dks*(1*ptIrn*-ws) | 581 | BS4,94 | ✠LMC6,92 | | | | | | | | | | |
| 478 | — | **IronPadSk** | 122 | | | | 1876 | W.Denny &Bros. Dumbarton | Duke of Portland | 95·4 | 19·1 | 9·7 | Troon British | 2Cy.30″–48″ 80H Denny&Co.,Dumbarton | |
| 26983 | | | 122 | | | | 8mo | | | | | | | | |
| | | | 18 | | | | | | | | | | | | |
| 479 | **Porto** | **SteelScSr** | 756 | | | | 1891 | Howaldts-werke Kiel | Oldenburg-PortugiesischeDampfsch.Rhederei | 175·0 B46′ | 26·0 Q23′ | 19·3 | Oldenburg German *WB* | T.3Cy.14¼″,22¼″&36¾″–19¾″ 85H Howaldtswerke,Kiel | |
| NGLB | *J.Harde* –93 | | 653 | | | | | | | | | | | | |
| | | 1*Dk*&*Spardk*3*trB* | 557 | | | | | | | | | | | | |
| 480 | **Porto Alegre** | **SteelScSr** | 2625 | | | | 1888 | Blohm& Voss Hamburg | Hamburg-Süd-Amerik. Dampfschifffahrts Ges. | 321·0 P89′ B78′ | 39·9 F54′ | 27·7 *WB*=*DB*324*t* | Hamburg German | T.3Cy.25″,40½″&65″–42″ 380H Blohm&Voss,Hamburg | |
| | *A.Barrelet*86–90 | | 2118 | | | | | | | | | | | | |
| RHKF | *Elec.light* | 2*Dks* | 1871 | | | | | | | | | | | | |
| 481 | — | **SteelTwinScSr** | 1490 | ✠ | Nwc | *p* | 1889 | R.&W. Hawthorn, Leslie&Co. Newcastle | LloydBrazileiro | 265·5 | 34·1 | 17·8 BK6″ *WB*=*DBa*70′123*t* | R.Janeiro Brazilian | T.6Cy.18″,28″&44″–27″ 2SB,*6pf*,GS108 210H R.&W.Hawthorn,Leslie& Co.(Lim.),Newcastle | 19 |
| | *Jemisson* –89 | | 1329 | 11,89 | A&CP | | 11mo | | | | | | | | |
| | *Elec.light* | 2*Dks*(*UptStl*-ws) | 916 | ✠ | | | | | | | | | | | |
| 482 | **Portslade** | **SteelScSr** | 594 | ✠100A1 | Lon | *h* | 1888 | R.Thompson&Sons Sunderland | S.Clarke&Co. | 161·7 Q51′B16′F21′ | 29·9 | 11·9 FK *WB*=*DB*a&*f*94′161*t* | London British | C.2Cy.24″&48″–30″ (*s*) 90lb *70lb* 90H 1SB,*3rf*,GS45 N.E.Marine Co.(Lim.),Sld. | 14 |
| 95457 | *B.Dickinson* | *ss*Lon.No.1–93 | 473 | 5,94 | A&CP | | 8mo | | | | | | | | |
| LJHV | *Well deck* | 1*Dk*(*Stl*) | 336 | ✠LMC6,93 | | | | | | | | | | | |
| 483 | **Portsmouth** | **IronScTug** | 214 | | | | 1886 | Harlan& Hollingsworth Co. Wlmngtn Del | NewYork,Philadelphia&Norfolk R.R.Co. | 116·3 | 23·0 | 12·0 | Phildlphia Utd.States | C.2Cy.22″&40″–26″ Harlan & Hollingsworth Co.,Wilmington,Del. | |
| 150375 | | | — | | | | | | | | | | | | |
| | | 1*Dk* | 107 | | | | | | | | | | | | |
| 484 | **Portugal** | **SteelSc3MstSr** | 5472 | | | | 1886 | M'sageries Maritimes LaCiotat | Messageries Maritimes | 442·9 *Erections* 564*t* | 45·9 | 36·1 | Marseilles French | T.3Cy.44″,63″&94″–51″ 800H MessageriesMaritimes, *WB* LaCiotat | |
| | *Gron*70–87 | | — | | | | | | | | | | | | |
| KRBW | | 3*Dks*&*Spardk* | 2922 | | | | | | | | | | | | |
| 485 | — | **IronScBg** | 1966 | ✠100A1 | Liv | *s* | 1881 | Earle'sCo. (Lim.) Hull | EmprezaNacional deNav.aVapor | 290·4 | 35·1 | 25·6 BK9½″ *WB*=*DB*f86′150*t* | Lisbon Portuguese | C.2Cy.40″&72″–45″ (*i*) 80lb *80lb* NDB93 220H 2SB,*6f*,GS110 Earle'sCo.(Lim.),Hull | |
| | ~~*J.F.Caiado*~~ | ~~*ss*Hrd.No.2–89~~ | 1949 | *Spar dk* | LA&CP | | 7mo | | | | | | | | |
| HGRF | *Oliveira* | 1*Dk*(*Irn*)&*Spardk*3*trB* *ss*Lis.No.3-12,94 | 1271 | 5,95 ~~3,91~~ 12,94 ~~2,95~~ | ✠LMC8,93 Lis.~~Rly~~ | | BS12,94 | | | | | | | | |
| 486 | — | **SteelScSr** | 1022 | | | | 1890 | Howaldts-werke Kiel | Oldenburg-Portugiesische Dmpfsch. Rhederei | 198·0 B50′ | 29·2 | 21·0 | Oldenburg German *WB* | T3Cy.14″,22¼″&36½″–23½″ 400H Howaldtswerke,Kiel | |
| | *S.Loets* –90 | 1*Dk*&*Spardk* | 885 | | | | | | | | | | | | |
| NGJH | | | 775 | | | | | | | | | | | | |
| 487 | **Portugalete** | **IronScSr** | 1510 | ✠100A1 | Cff | *p* | 1882 | Palmers' Co.(Lim.) Newcastle | MorelBros.&Co. | 250·5 Q97′B52′F27′ | 35·2 | 16·9 FK *WB*=*Cell D B*210′345*t* | Cardiff British | C.2Cy.30″&58″–36″ (*i*) 80lb *80lb* NDB90 99H 1SB,*4pf*,GS74 Palmers'Co.(Lim.),Nwc. | 19 |
| 86477 | ~~*W.Mitchell*~~ –93 | ~~*ss*Cff.No.2–90~~ | 1217 | 5,95 ~~3,04~~ | LA&CP | | 6mo | | | | | | | | |
| JBCG | *Well deck* | 1*Dk*(*Irn*)2*trB* | 976 | ~~BS8,98~~ | LMC2,~~00~~ | | 11,94 | | | | | | | | |
| | *Mutter* | *ss*Cff.No.3-11,94 | | | | | | | | | | | | | |
| 488 | **Portuguese Prince** | **IronScSr** | 2170 | ✠100A1 | Hpl | *t* | 1881 | A.Leslie& Co. Newcastle | J.Knott | 320·0 P29′B69′F39′ | 35·8 | 24·3 BK10″ *WB*=*DBuE&B*50′140*t* | Newcastle British | C.2Cy.31½″&70″–48″ (*s*) 90lb *80lb* ~~NDB93~~ 300H 2DB,*8f*,GS152~~NDB91~~ R.&W.Hawthorn,Nwc. | 25 |
| 84073 | *C.B.Anderson*93–93 | *ss*Hpl.No.3–4,93 | 2088 | 9,94 ~~4,99~~ | LA&CP | | 1mo | | | | | | | | |
| VJRW | (*ex*SaintDunstan) | 2*Dks*(*IrnU*-ws)3*trB* | 1414 | BS10,94 | ✠LMC4,93 Lon | | | | | | | | | | |
| 489 | **Posadas** | **SteelPadSp** | 231 | | | | 1884 | Napier, Shanks& Bell Glasgow | LaPlatense FlotillaCo.(Lim) | 140·0 P48′ | 20·1 F22′ | 6·3 | Bns.Ayres Argentine | C.2Cy.19″&34″–36″ 60H D.Rowan,Glasgow | |
| | *Maggi* | | — | | | | | | | | | | | | |
| | | | 188 | | | | | | | | | | | | |
| 490 | **Poseidon** | **SteelSc3MstSr** | 3878 | | | ... | 1885 | Austro-Hungarian Lyd'sArsnl Trieste | LloydAustriaco | 380·0 B61′ | 42·5 F34′ | 24·0 31·8 | Trieste Aust.-Hung. | C.2Cy.50″&90″–57″ 580H Austro-Hungarian Lloyd's Arsenal,Trieste | 26 |
| | *Mersa*68–87 | | 3675 | | | | 9mo | | | | | | | | |
| HQFM | | 2*Dks*(1*Stl*)&*Spardk*(*pt Stl*)4*trB* | 2443 | | | | | | | | | | | | |
| 491 | — | **Steel&IronSc** | 644 | | | | 1882 | C.Mitchell &Co. Newcastle | Kousis&Theophylaetos | 210·3 H41*t* | 27·8 F25*t* | 11·8 | S.Petrsbrg Russian *WB* | C.2Cy.19″&35″–20″ 100H Wllsnd.Slpy.& Eng.C.Nwc | |
| JRCT | | 1*Dk* | 438 | | | | | | | | | | | | |
| 492 | — | **IronSc3MstSr** | 604 | ✠ | Sws | *j* | 1855 | C.Lungley London | McDowall&Barbour | 179·4 | 25·4 | 17·2 | Piræus Greek | C.2Cy.26″&45″–30″ NE&B74 90H D.Rowan,Glasgow *WB*=*MT*14′85*t* | |
| | *A.J.Freebody* –91 | *ss*Cly.No.3–6,81 | 450 | 5,89 | | | | | | | | | | | |
| HMLP | | *ss*Brs.No.1–85 (*ex*Celt,*ex*Gothenburg) | 363 | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned or Renewed. Engines. Builder's Mark. Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Build. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 493 HJLD | **Poseidon** IronScSr<br>*J.E.Höjer*82–93 1*Dk* | 223<br>216<br>152 | | | | 1872 | W.Lndbrgs Warfs& Werkstads Aktiebolag Stockholm | **Bergnings-och Dykerib. "Neptun" (E.Liljewalch)** | 125·0 \| 23·5 \| 12·0<br>H7*t* | **Stockholm** Swedish | C.2Cy.24″&48″–27″ 120HP<br>W.LindbergMekV.,Skm. | | |
| 494 KRDN | —<br>~~*N.Mexes* 92~~ *ss*Bhn.No.1–92<br>~~*H.H.Gröpel*~~ (*ex*Staffa) 1*Dk*<br>~~*Hülker* 95~~ | 145<br>142<br>67 | ✠100A1 *Trawler*<br>4,95 ~~4,94~~ 10,94<br>BS4,94 ✠LMC7,92 | Bhn LA&CP | | 1888<br>9mo | Cochrane, Cooper& Schofield Beverley | **W.Bade** | 100·8 \| 20·5 \| 11·0<br>Q20′ BK7½″ | **Gstemnde** German<br>3*BHCem* | C.2Cy.17″&33″–22″ (*r*) 90lb 45HP<br>1SB.*2f*,GS29<br>C.D.Holmes&Co.,Hull | 11 ″ 11 | |
| 495 JRDB | **Pospeshnuj** IronPad<br>1*Dk* | 275<br>—<br>220 | ~~4,95~~ | | | 1873 | RussianSN & TradingCo. Sebastopol | **RussianSteam Nav.&TradingCo.** | 170·0 \| 20·0 \| 8·6 | **Odessa** Russian | 2Cy.32¼″–33″ 60HP<br>J.Penn&Sons,London | | |
| 496 DBTW | **Potomac** SteelSc3MstSr<br>~~*H.Leitch*93–93~~ *Dewbiggin*<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Stl*) &*Web frames* | 3868<br>3487<br>2472 | ✠100A1 *Spar dk*<br>~~8,94~~ ~~1,94~~ 5,95 ✠LMC9,95<br>*Carrying Petroleum in bulk* | Lon A&CP LIV *w* | | 1893<br>8mo<br>*bulk* | A.&J. Inglis Glasgow<br>*WB*= | **PotomacS.S.Co. (Lim.) (F.E.Bliss)** | 345·2 \| 44·2 \| 23·0<br>P93′B30′F49′ 30·2 FK<br>*DBuE&B*60′ 190*t* | **London** British<br>16*BHCem*<br>*FPT*172*t APT*128*t* | T.3Cy.27½″,45″&70″–54″ (*s*) 160lb *100lb* 400HP<br>2DB.*12rf*,GS228,HS6944<br>A.&J.Inglis,Glasgow | 24 ″ 3<br>s 6 ″ 8½ | |
| 497 YRWG | —<br>1*Dk* | 125<br>117<br>46 | ✠100A1 *StmTrawler*<br>4,94 ✠LMC4,94 | Hul LA&CP | | 1894<br>4mo | Cochrane &Cooper Beverley | **T.Hamling&Co. (Lim.)** | 92·8 \| 20·6 \| 11·0<br>Q17′ BK7½″ | **Hull** British<br>3*BHCem* | C.2Cy.16″&32″–22″ (*s*) 110lb 43HP<br>1SB.*2pf*,GS27,HS751<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 498 KBTL | **Potosi** IronScSr<br>*W.Waddilove* –93 2ndSurvey–83<br>3*Dks*(1*Irn*)&*Awngdk* | 4230<br>4185<br>2516 | ✠<br>*FS&Awngdk*<br>10,85 | Lon Lv | | 1873<br>5mo | J.Elder& Co. Glasgow | **PacificSteamNav. Co.** | 421·6 \| 43·3 \| 33·5<br>H34*t* | **Liverpool** British<br>6*BH*1PBH | C.2Cy.58″&101″–60″ 600HP<br>J.Elder&Co.,Glasgow | | BT till ~~11,97~~ 7,98 |
| 499 JQKF | **Pottsville** IronScBn<br>*T.Ritson* –86 1*Dk*2*trB* | 1283<br>—<br>910 | | | | 1874 | W.Cramp &Sons Philadelphia | **Philadelphia& ReadingR.R.Co.** | 250·6 \| 37·0 \| 20·3<br>H— | **Phildlphia** Utd.States<br>*WB* | 1Cy.42″–42″ 166HP<br>W.Cramp&Sons,Phl. | | |
| 500 | **Pouschkin** SteelTwinScSr<br>2*Dks*<br>(*Carrying Petroleum in bulk*) | 1043<br>954<br>852 | | | | 1893 | Kockums Mek.Verk Akt.Bolag Malmö | **M.M.Berne&Co.** | 246·0 \| 27·7 \| 18·5<br>B47′ | **Baku** Russian | C.2Cy.20⅞″&38″–23⅜″<br>MotalaVerk.NyaAkt. Bolag,Motala | | |
| 501 KRFN | **Pouyer Quertier** IronTwinScSr<br>*S.Fossard*80–80 3*Dks*(*Irn*) | 1385<br>1324<br>903 | | | ... | 1879<br>8mo | C.Mitchell &Co. Newcastle | **Cie.Française duTélégraphe dePariséN. York** | 238·2 \| 35·9 \| 22·9<br>P17′B42′F36′ FK<br>*WB* | **Havre** French | C.4Cy.24″&40″–30″ 160HP<br>T.Clark&Co.,Newcastle | | V |
| 502 JDHM | **Poveña** IronScSr<br>~~*FdoEchevarria*92–92~~ *ss*Sld.No.3–7,88<br>(*ex*DoraEwing) *ss*Bbo.No.1–92<br>~~*M.L.Oregui*92–94~~ 1*Dk*(*Irn*)<br>~~*A.Elorieguí*93–94~~ | 379<br>335<br>229 | ✠100A1<br>4,95 ~~5,98~~<br>BS5,98 ✠LMC2,92<br>7,94 | Bbo LA&CP *g* | | 1884<br>2mo | UskS.B.Co (Lim.) Newport | **R.de laSota** | 144·7 \| 25·1 \| 11·4<br>Q42′F16′<br>drp93 BK7″<br>*WB*=*FPT* | **Bilbao** Spanish<br>3*BHCem*<br>24*t APT*21*t* | C.2Cy.20″&35″–24″ (*a*) 75lb *50lb* 55HP<br>1SB.*2pf*,GS33<br>Westray,Copelnd&C.,Brw. | 12 ″ 2 | D |
| 503 LPKF | **Pow An** IronScSr<br>*S.W.Goggin*82–88 2*Dks* | 2339<br>703<br>1843 | | | | 1872 | A.Stephen &Sons Glasgow | **HongKong,Can-ton&Macao Stmbt.Co.(Lim.)** | 220·3 \| 34·0 \| 12·9<br>H496*t* 24·9 | **HongKong** British<br>*WB* | C.2Cy.24″&48″–36″ 120HP<br>J.Howden&Co. Glasgow | | |
| 504 | **Powderham** SteelScSr<br>*H.Barnes* –93 1*Dk*(*Stl*)& *Spardk*(*Irn*)&*Webframes* | 3019<br>2838<br>1950 | ✠100A1 *Spar dk*<br>5,95 ~~5,94~~ ✠LMC10,92<br>Bry | Cff A&CP *u* | | 1892<br>10mo | SirR Dixon &Co. Middlesbro' | **Powderham S.S.Co.(Lim.) (J.A.Bellamy &Co.)** | 315·0 \| 41·2 \| 18·5<br>P31′B36′ 26·5<br>F52′ FK<br>*WB*=*Cell DB*244′ 494*t APT*79*t* | **Plymouth** British<br>6*BHCem* | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *100lb* 266HP<br>2SB.*6cf*,GS109,HS4005<br>T.Richardson&Sons,Hpl. | 21 ″ 0 | |
| 505 | **Powerful** WoodPadSr | 382<br>199<br>189 | | | | 1864 | .....<br>Levis | **Richelieu&Ontario Nav.Co.** | 138·0 \| 24·0 \| 9·6 | **Montreal** British | 75HP | | |
| 506 | —<br>1*Dk* | 118<br>118<br>24 | | | | 1857 | .....<br>Hull | **C.C.Duncan** | 107·1 \| 16·2 \| 8·2 | **Hull** British | 80HP | | |
| 507 KHPR | **Powhatan** SteelScSr<br>*J.Edwards*89–89 *ss*Liv.No.1–91<br>2*Dks*(*Stl*)3*trB* | 2536<br>2312<br>1640 | ✠100A1<br>8,93<br>BS11,92 ✠LMC8,91 | Liv LA&CP *u* | | 1886<br>6mo | BarrowS.B Co.(Lim.) Barrow<br>*WB*= | **Mediterranean &NewYorkS.S. Co.(Lim.)(Phelps Bros.,***Mgrs.*) | 310·3 \| 38·1 \| 25·2<br>P20′B68′ F34′ BK10″<br>*DBa*88′*f*34′&*uE*&*B*56′382*t FPT*52*t MT*34′313*t* | **Liverpool** British<br>6*BHCem* | T.4Cy18″(2)38″&60″–42″(*s*) 150lb *98lb* 300HP<br>2DB,*8cf*,GS168,HS4266<br>BarrowS.B.Co.(Lim.)Brw. | 26 ″ 8<br>s 5 ″ 1½ | |
| 508 | **Poyang** SteelTwinScSp<br>*C.L.Perks* –91 3*Dks* | 2551<br>1899<br>1892 | | | | 1891 | Scott&Co. Greenock | **ChinaNav.Co. (Lim.)** | 287·7 \| 43·0 \| 27·9<br>H652*t* | **London** British<br>*WB* | T.6Cy.14″,23″&37″–30″ 250HP<br>Scott&Co.,Greenock | | |
| 509 MVPT | **Prado** IronScBg<br>*R.Wearing*87–90 5thSurvey,Liv.8,94<br>~~3rdSurvey,Brw.1,86~~<br>~~4thSurvey,Liv.10,90~~ 1*Dk*2*trB* | 1058<br>945<br>677 | ✠ A1*1<br>1,95 ~~1,94~~ | Liv Lv | | 1874<br>3mo | Bowdler, Chaffer&Co. Liverpool | **Strong,Reid &Page** | 244·3 \| 30·7 \| 17·4<br>P57*t*H27*t*F29*t* BK6½″<br>*WB*=*DBa&f* | **Liverpool** British<br>6*BHCem* | C.2Cy.30″&60″–30″ NB86 150HP<br>Fawcett,Preston&Co.,Liv. | 18 ″ 9<br>s 2 ″ 10½ | |
| 510 JQHN | **Præsident Christie** IronScSr<br>*E.Lund*84–84 1*Dk*&*Awngdk* | 609<br>602<br>364 | | | | 1873 | Bergens. Mek.Verks. Bergen | **Nordenfjeldske Dampskibs-selskab** | 166·6 \| 24·8 \| 20·3 | **Drontheim** Norwegian | C.2Cy.24″&45″–24″ 75HP<br>Bergens Mek.Verks.,Bgn. | | |
| 511 WBGV | **Prague** IronScSr<br>*T.Jeffrey* –91 *ss*Lth.No.3–5,84<br>*ss*Lth.No.2–92<br>2*Dks*3*trB* | 1077<br>1055<br>692 | ✠100A1<br>4,94<br>~~NB4,84~~ LMC3,92<br>BS2,94 | Ham A&CP *n* | | 1872<br>8mo | Barclay, Curle&Co. Glasgow | **Leith,Hull& HamburgSteam PacketCo. (J.Currie&Co.,** *Mgrs.*) | 244·3 \| 28·0 \| 20·7<br>BK8½″ | **Leith** British<br>5*BHCem* | C.2Cy.31″&54″–39″ (*s*) 60lb *30lb* 130HP<br>2SB,*6cf*,GS94<br>Barclay,Curle&Co.,Gls. | 21 ″ 10<br>s 4 ″ 6½ | BT till 4,95 |
| 512 JTRK | **Prairie King** TugScSp<br>*T.G.Jones* –92 (*ex*Condor) 1*Dk* | 125<br>124<br>8 | ✠<br>3,90<br>*For Towing purposes*<br>✠ | Npt LA&CP | | 1884 | S.&H.Mor-ton&Co. Leith | **PrairieScrewTow-ingCo.(Lim.) (J.H.Dunn&T.L. Handford,** *Mgrs.*) | 90·7 \| 19·1 \| 11·2 | **Newport** British<br>3*BHCem* | C.2Cy.20½″&40″–24″ 90HP<br>A.Shanks&Son,Arbroath | 11 ″ 10 | |
| 513 KRBV | **Präsident Herwig** IronScSr<br>*W.Putz* –92 1*Dk*<br>*Trawler* | 173<br>171<br>113 | | | | 1887 | FWWncke Bremerhaven | **F.Busse** | 112·8 \| 21·0 \| 11·3 | **Gstemnde** German | C.2Cy.17⅜″&32¾″–22½″ 60HP<br>Aron&Gollnow,Stettin | | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux aux Quilles. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 514<br>93849<br>VLPR | **Precurseur**<br>*J.King* –93<br>Lost by Collision 4,95 | **IronSc3MstSr**<br>1*Dk2trB* | 1312<br>1299<br>836 | | | | 1873 | Forges& Chantiers Havre | **H.Briggs,Sons& Co.** | 272·0 | 30·3 | 23·4 | Hull<br>British | C.2Cy.28″&55″–37″<br>NB84 126H<br>Forges&Chantiers,Havre | T |
| 515<br>79085 | **Precursor**<br>*(FOUNDERED 2,94)*<br>*A.C.Soards*86–87 *ss*Gms.No.1–83 1*Dk* | **IronScSr** | 193<br>192<br>113 | ✠<br>12,83 | Lon<br>A&CP | *c* | 1878<br>2mo | R.Dixon& Co.<br>Middlesbro' | **Hewett&Co. (Lim.)** | 129·5 | 21·1 | 10·5 | London<br>British<br>*4BHCem* | C.2Cy.18″&36″–24″<br>50H<br>R.&W.Hawthorn,Nwc. | |
| 516<br>NBMK | **Pregel**<br>*L.Egidiussen*82–89 | **SteelScSr**<br>1*Dk* | 697<br>528<br>426 | | | | 1889 | Burmeister &Wain<br>Copenhagen | **Forenede Dampskibs Selskab.** | 166·4<br>Q43*t* | 27·8<br>B91*t* | 14·8<br>F23*t* | Copnhagn<br>Danish<br>*WB* | T.3Cy.14½″,23″&36″–24″<br>120H<br>Burmeister&Wain,Cpn. | T |
| 517<br>100793 | **Premier**<br>*Ferguson* –87<br>*Now named "Charmer," See No. 14 in Supplement* | **SteelScSr**<br>2*Dks* | 1044<br>609<br>497 | | | | 1887 | Union Iron Works<br>S.Francisco | **CanadianPacific Nav.Co.(Lim.)** | 200·0 | 42·0 | 12·9 | Vict'ria BC<br>British | T.3Cy.23″,34″&56″–36″<br>150H<br>UnionIronWorks.,S.Fo. | |
| 518<br>98964 | —<br>*F.W.Crowell*93–93 | **SteelScSr**<br>1*Dk* | 374<br>238<br>188 | ✠100A1<br>*pt Shade dk with freeboard*<br>6,93 | NYk<br>LA&CP<br>✠LMC6,91 | *f* | 1891<br>6mo | S.Mc Knight&Co<br>Ayr | **G.Vipond& J.McBride** | 155·0<br>Q37′B72′F23′ | 23·1<br>BK7″ | 10·0<br>*4BHCem*<br>*WB=FPT17t* | London<br>British<br>100lb *60lb*<br>1SB,*3pf*,GS46<br>W.Kemp,Glasgow | C.2Cy.22″&44″–30″ (*s*)<br>80H<br>W.Kemp,Glasgow | 10 ″ 8<br>s ″12 |
| 519<br>102700 | —<br>*D.Murray*94–94 | **SteelSc3MstSr**<br>1*Dk(Irn)*<br>*Stringers Iron* | 537<br>390<br>196 | ✠100A1<br>9,94 ~~9,94~~<br>*(ClassContem plated)* | Gls<br>A&CP<br>✠LMC6,94 | *h* | 1894<br>6mo | J.Shearer& Son<br>Glasgow | **J.Simpson** | 175·0<br>Q90′B9″F23′ | 26·0<br>BK7″ | 10·6<br>*3BHCem*<br>*WB=DBu20,10lf FPT15t dPT8t* | Glasgow<br>British<br>110lb *60lb*<br>1SB,*3pf*,GS52,HS1624<br>Ross&Duncan,Glasgow | C.2Cy.22″&44″–30″ (*s*)<br>81H<br>Ross&Duncan,Glasgow | 12 ″ 8<br>s ″11 |
| 520<br>98190 | —<br>~~*Foster*~~<br>*Schumacher* –94 *ss*Gls.No.1–94 | **IronScSr**<br>1*Dk* | 146<br>138<br>46 | ✠100A1<br>*Stm Trawler*<br>10,94 ~~7,93~~<br>~~BS7,96~~ ✠LMC~~11,00~~ 10,94 | Mil<br>LA&CP<br>Gls | | 1890<br>11mo | Hawthorns &Co.<br>Leith | ~~**Milford Trawlers (Lim.)**~~ Shep-herd&Dickson | 100·2<br>F11′ | 21·1<br>BK7″ | 10·4<br>*4BHCem*<br>*WB=FPT13t* | London<br>British<br>100lb<br>1SB,*2pf*,GS35<br>Hawthorns&Co.,Leith | C.2Cy.17″&34″–22″ (*s*)<br>48H | 11 ″ 6 |
| 521<br>6387<br>JNPS | —<br>*W.Masters*80–85 | **IronPadSr** | 129<br>115<br>49 | | | | 1846 | W.Denny &Bros.<br>Dumbarton | **Cosens&Co.(Lim.)** | 148·5<br>len78 | 17·3 | 6·7 | Weymouth<br>British | O.2Cy.29″–33″<br>NE78 NB85 50H<br>J.Penn&Sons,Greenwich | |
| 522 | — | **SteelScK**<br>1*Dk* | 83<br>81<br>17 | ✠100A1<br>*For Towing purposes*<br>1,94 | Lon<br>LA&CP<br>✠LMC3,94 | *s* | 1894<br>1mo | A.W. Robertson &Co.<br>London | **Parkinson& Edwards** | 79·0 | 17·6 | 9·6<br>BK6″<br>*3BHCem* | London<br>British<br>120lb<br>1SB,*2pf*,GS34,HS935<br>A.W.Robertson&Co.,Lon. | C.2Cy.15½″&32″–20″ (*s*)<br>50H | 10 ″ 6 |
| 523<br>68682<br>MKLS | **Prescott**<br>~~*Arwell Small*~~ ~~93~~<br>*Hind* 6thSurveySld.12,91 | **IronSc3MstSr**<br>2*Dks(Irn)*3*trB* | 1941<br>1887<br>1240 | ✠~~A1 LMC~~1<br>~~12,94 7,93~~<br>BS3,94 | Sld<br>✠NB9,86<br>LMC12,91 | Lv | 1873<br>8mo | Richard-son,Duck &Co.<br>Stockton | **S.J.Ditchfield (G.P.Ditchfield, *Mgr.*)** | 280·0<br>*WB=Deep ta* | 35·1<br>*nk f* 22′210*t* | 26·1<br>*5BH* | Liverpool<br>British<br>2SB,*4f*,GS80<br>C.D.Holmes&Co.,Hull | C.2Cy.32″&62″–36″ (*s*)<br>90lb *60lb* NDB86 160H<br>C.D.Holmes&Co.,Hull | 20 ″ 8<br>s 6·5 |
| 524<br>KRGL | **President**<br>*Besse*92–92 | **IronScSr**<br>1*Dk* | 639<br>—<br>373 | | | | 1870 | Chantiers de l'Océan Havre | **Worms,Josse&Co.** | 184·3<br>B12′ | 24·6<br>F34′ | 15·7 | Havre<br>French<br>*WB* | C.2Cy.25½″&39″–27½″<br>70H<br>Chantiers de l'Océan,Hvre | T |
| 525<br>86652 | —<br>*W.Rewcastle* –91 | **IronPadTug**<br>1*Dk* | 130<br>130<br>26 | ✠<br>*For Tug purposes*<br>10,76 | Shl | | 1876<br>8mo | J.Read-head&Co.<br>S.Shields | **G.Brown** | 100·0 | 20·0 | 9·9 | S.Shields<br>British<br>*4BHCem* | 2Cy.30″–52″<br>NB89 70H<br>J.Readhead&Co.,S.Shields | |
| 526<br>82047<br>WHNV | **President Garfield**<br>*G.Cartner*86–86 ~~*ssLiv.No.2–90*~~ | **IronScSr**<br>2*Dks(Irn)*3*trB*<br>*ss*Cff.No.3-12,93 | 1995<br>1813<br>1289 | ✠100A1<br>~~12,93~~ 7,94<br>~~BS12,92~~ ✠LMC1,90 12,93 | Cff<br>LA&CP<br>Liv | *s* | 1882<br>1mo | W.Hamil-ton&Co.<br>Pt.Glasgow | **W.Hamilton&Co.** – | 288·4<br>P36′B72′F36′ | 36·2<br>BK9½″<br>*WB=Cell* | 22·4<br>*5BHCem*<br>*DB228′396t* | P. Glasgow<br>British<br>2SB,*6pf*,GS110<br>Dunsmuir&Jackson,Gls. | C.2Cy.36″&68″–45″ (*j*)<br>80lb *50lb* 225H<br>Dunsmuir&Jackson,Gls. | |
| 527 | **President Kind** | **IronScCtr** | 190<br>—<br>112 | | | | 1872 | Janssen& Schmilinsky<br>Hamburg | **Soc.Anon.deRe-morquage à hélice** | 111·8 | 21·6 | 11·4 | Antwerp<br>Belgian | C.4Cy.16½″&23″–16″<br>50H<br>Janssen&SchmilinskyHm. | T |
| 528<br>KRGN | **Président LeRoyLallier**<br>*Schircks*85–90 | **IrnScBn**<br>1*Dk&Spardk3trB* | 1422<br>—<br>750 | | | | 1881 | J Readhead &Co.<br>S.Shields | **Cie.Générale des Bateaux à Vap. à hél.duNord** | 250·9<br>B41′ | 33·1<br>F16′ | 15·1<br>23·0 | Dunkirk<br>French<br>*WB* | C.2Cy.32″&61″–36″<br>160H<br>J.Readhead&Co.,S.Shields | |
| 529 | **President Ludwig**<br>*C.Th.Marshall*76–92 | **IronScTug**<br>1*Dk* | 174<br>167<br>27 | ✠100A1<br>*For Towing purposes*<br>~~1,92~~ 5,95 | Hul<br>LA&CP<br>✠LMC1,92 | | 1892<br>1mo | Cook, Welton& Gemmell<br>Hull | **SociétéAnonyme deRemorquage àHélice** | 116·0 | 22·0 | 11·4<br>BK6½″<br>*WB=APT12t* | Antwerp<br>Belgian<br>*4BHCem*<br>1SB,*3pf*,GS39,HS950<br>C.D.Holmes&Co.,Hull | T.3Cy.15″,24½″&39″–24″ (*s*)<br>80H<br>C.D.Holmes&Co.,Hull | 12 ″ 8 |
| 530<br>KRGS | **PrésidentTroplong**<br>3*Dks* | **IronSc3MstSr** | 608<br>—<br>301 | | Ant | | 1869 | Scott&Co.<br>Greenock | **Artaud&Seytres** | 180·0<br>H72*t* | 26·5 | 15·9 | Marseilles<br>French | C.2Cy.24″&48″–30″<br>120H<br>Greenock FoundryCo.,Grk | |
| 531 | **Presidenta Carraso**<br>*W.R.Brown*<br>(*ex*Parole,*ex*Ranger) 1*Dk* | **IronTwnScSr** | 374<br>—<br>225 | | | | 1881 | J.Dialogue Camden,N.J. | **F.A.Pellas** | 140·1<br>P59*t* | 30·0<br>H63*t* | 8·3 | Graytown<br>Nicaraguan | C.2Cy.16″&28″–20″<br>J.Dialogue,Camden,N.J. | |
| 532 | **Presidente-Mitre**<br>*Giobata* –88 | **Steel&IronScSr**<br>1*Dk* | 135<br>107<br>70 | | | | 1887 | Soc.Gén. desForges etAteliers deSt.Denis<br>St.Denis | **N.Mihanovich** | 96·8<br>P34′ | 18·5 | 8·9 | Bns.Ayres<br>Argentine | C.2Cy.17⅞″&30½″–18½″<br>75H<br>Soc.de Const.deBatignolles<br>Paris | |
| 533 | **Presidente-Roca**<br>*Muller* | **Steel&IronScSr**<br>1*Dk* | 135<br>107<br>70 | | | | 1887 | Soc.Gén. desForges etAteliers deSt.Denis.<br>St.Denis | **N.Mihanovich** | 96·8<br>P34′ | 18·5 | 8·9 | Bns.Ayres<br>Argentine | C.2Cy.17⅞″&30½″–18½″<br>75H<br>Soc.de Const.deBatignolles<br>Paris | |
| 534 | **Presidente Travassos** | **IronScSr**<br>1*Dk* | 749<br>—<br>266 | | | | 1874 | C.Mitchell &Co.<br>Newcastle | **Cia.daEstrada de ferro deMacahe &Campos** | 187·8<br>P55′ | 23·3<br>F34′ | 12·7 | R.Janeiro<br>Brazilian<br>*WB* | C.2Cy.28″&50″–33″<br>100H<br>Ravnhll,Eastns&Co.,Lon. | |
| 535<br>67731<br>PFRN | **Presnitz**<br>~~*E.Barwick*01–01~~ *ss*Nwc.No.3–5,88<br>*ss*Nwc.No.1-92 2*Dks&Spardk*<br>*J.Foreman* | **IronScSr** | 1639<br>1585<br>1067 | ✠90A1<br>4,95 ~~4,00~~<br>*Spar dk* | Nwc<br>A&CP<br>Shl<br>✠NB11,94 | *q* | 1873<br>10mo | A.Leslie& Co.<br>Newcastle | **J.T.Eltringham& Co.** | 273·6<br>ND88 drp9J | 30·9<br>srp94 | 18·0<br>24·1 | S.Shields<br>British<br>*5BHCem* | C.2Cy.~~29~~″&56″–30″ (*y*)<br>90lb 28″ *90lb* NDB94 120H<br>Maudslay Sons&Field,Lon.<br>*WB=DBuE&B45′208t*<br>1SB,*3pf*,GS43,HS2047 | 18 ″ 8 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 536 HMRF | **Presto** *O.Abenius* 72–75 | **IronScSr** 1 *Dk 2 tr B* | 1063 802 843 | | | | 1875 | Bergsunds Mek. Vrks. Stockholm | Stockholms Ångf. Rederib. (G. Brolin) | 217·2 P126′ \| 28·4 H14*t* \| 17·6 F29′ | Stockholm Swedish | C.2Cy.25½″&45″–26½″ 130HP Bergsunds Mk. Verk., Stockholm | | |
| 537 LFVH | — *Ed.Bohn* 91–93 | **SteelScSr** 1 *Dk & Spar dk* | 911 — 655 | | | | 1888 | Rostock SB & E.Co. Rostock | H.M.Struve | 204·0 B41′ \| 29·5 \| 13·0 20·0 | Blnkenese German *WB* | T.3Cy.13¾″,22½″&36½″–27½″ 100HP Rostock S.B.&E.Co., Ros. | | V |
| 538 8649 SQCB | — *B.Harman* –94 *ss* Shl. No.3–2,92 | **IronScSr** 1 *Dk (Irn)* | 910 757 563 | ✠90A1 10,94 ~~2,94~~ ✠NB5,90 BS11,94 | Shl A&CP LMC2,92 | *m* | 1879 7mo | C.Mitchell & Co. Newcastle | R.B.Fenwick& J.Reay | 215·0 P26′B44′F27′ \| 31·1 \| 16·2 BK6′ *WB* | Newcastle British | C.2Cy.29″&56″–33″ (*s*) 80lb *80lb* NDB90 130HP 1SB,*3pf*,GS60 WallsendSlipwy.Co.,Nwc. | 17 ″ 0 s 2 ″ 4 | D |
| 539 19904 KDHG | **Preston** *W.Geddes* –92 *ss* Npt.No.2–93 *Well deck* 1 *Dk (Irn)* & *Webframes* | **IronScSr** | 2095 1683 1359 | ✠100A1 1,95 ~~5,94~~ BS8,94 ✠LMC10,93 | Cff A&CP | *r* | 1885 11mo | M.Pearse& Co. Stockton | R.Ropner&Co. | 275·4 P28′Q82′B106′F30′ \| 37·2 \| 19·9 BK9½ *WB* = *DBa* | W.Hartlpl British 4 *BHAsp* 86′*f*98′420*t* | T.3Cy.21″,~~85″~~&57″–39″ (*s*) 160lb ~~*550lb*~~ 35⅝″ *50lb* 170HP 2SB,*4cf*,GS74 Blair&Co.(Lim.),Stockton | 21 ″ 10 s 2 ″ 0 | |
| 540 7644 SDQP | **Pretoria** *W.H.Smyth* –93 *ss* Sou.No.3–11,91 *Elec.light* 2 *Dks* (1 *Irn*) & *Spar dk* | **IronScSr** | 3198 2291 1915 | ✠100A1 *Spar dk* 8,93 ✠NB12,88 | Sou A&CP LMC6,92 | *w* | 1878 8mo | W.Denny& Bros. Dumbarton | UnionS.S.Co. (Lim.) | 350·0 | 40·2 \| 23·4 31·1 BK11′ *WB* = *DBa* 82′ & *btwn* | S'thamptn British 5 *BHCem* *E* & *B* 28′303*t* *Tpd*.88 J.&J.Thomson,Gls. | T.3Cy.33″,52½″&86″–54″ (*s*) 160lb *160lb* 557HP 2DB,*12cf*,GS240 | 25 ″ 0 | BT till ~~8,94~~ 8,98 |
| 541 QFBN | **Preussen** *D.Högemann* 91–92 *Elec.light* | **SteelScBg** 3 *Dks* | 4658 — 3216 | | | | 1886 | Act.Ges. Vulcan Stettin | Norddeutscher Lloyd | 388·4 P79′ \| 45·0 B164′ \| 32·6 F56′ | Bremen German *WB* | T.3Cy.36″,57″&91″–59″ Act.Ges.Vulcan,Stettin | | G |
| 542 11763 LSSV | **Priam** *C.Jackson* –94 | **SteelScSr** | 2846 2574 1803 | | | | 1890 | Scott&Co. Greenock | OceanS.S.Co. | 336·1 P16′ \| 38·5 B50′ \| 26·8 F46′ | Liverpool British | C.2Cy.26½″&62″–60″ FD 450H Scott&Co.,Greenock | | BT till ~~7,94~~ 8,98 |
| 543 ~~113~~ 10280 | **Pride of the Humber** 1 *Dk* | **IronScK** | 150 140 58 | ✠100A1 *Stm Trawler* 11,94 ~~1,94~~ ✠LMC1,94 | Hul LA&CP | | 1894 1mo | Cook, Welton& Gemmell Hull | R.Simpson | 101·1 Q22′ \| 20·8 \| 11·0 BK7½ | Hull British 3 *BHCem* | C.2Cy.16″&33″–22″ (*s*) 100lb 45H 1SB,*2pf*,GS26 Bailey&Leetham,Hull | 11 ″ 10 | |
| 544 PQMS | **Prima** *J.P.Bakker* 90–90 | **IronScSr** 1 *Dk* | 628 566 449 | | | | 1885 | J.L.Meyer Papenburg | Duinker& Goedkoop | 165·3 P18′ \| 26·3 B39′ \| 17·4 F20′ | Amstrdam Dutch | C.2Cy.19″&31½″–24″ 55H J.L.Meyer,Papenburg | | DV |
| 545 82764 HJFV | **Primate** *A.French* –91 *ss* Mdb.No.2–91 *Well deck* 1 *Dk (Irn)* 2 *tr B* | **IronScBn** | 1829 1472 1187 | ✠100A1 2,94 BS2,94 ✠LMC3,91 | Mdb LA&CP | *r* | 1883 1mo | R.Dixon& Co. Middlesbro' | E.Harris&Co. | 260·2 P28′Q60′B72′F33′ \| 35·7 \| 19·8 BK9½ *WB* = *DBa* | Middlsbro' British 5 *BHCem* 72′*f*62′344*t* | C.2Cy.33″&61″–33″ (*b*) 75lb *80lb* NDB90 200HP 1DB,*4pf*,GS75 T.Richardson&Sons,Hpl. | 21 ″ 2 s 2 ″ 2½ | |
| 546 8763 MTBK | **Prime Minister** *T.H Petherbridge* 89– *ss* Hul.No.1–92 1 *Dk* | **IronScK** | 135 135 57 | ✠100A1 *Trawler* 12,92 BS11,94 ✠LMC8,92 | Hul LA&CP | | 1888 8mo | Cook, Welton&Gemmll Hull | HumberSteam TrawlingCo. (Lim.) | 95·3 | 20·8 \| 11·0 BK7½ | Hull British 3 *BHCem* | C.2Cy.17″&33″–22″ (*r*) 90lb 45H 1SB,*2pf*,GS29,HS923 C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 547 | **Primo de Mayo** *Zindler* –93 *Elec.light* | **SteelScSr** 2 *Dks* 3 *tr B* | 905 879 640 | | | | 1893 | Howaldts-werke Kiel | F.Francioni | 200·0 | 30·0 \| 23·0 | Bns. Ayres Argentine *WB* | T.3Cy.16$\frac{1}{16}$″,25$\frac{9}{16}$″&43$\frac{3}{16}$″– 24$\frac{13}{16}$″ 160H Howaldtswerke,Kiel | | V |
| 548 81298 | **Primrose** *C.Johnson* 80–88 | **IronPad** | 292 285 66 | | | | 1879 7mo | T.B.Seath & Co. Glasgow | WallaseyLocal Board | 150·2 | 25·3 \| 10·3 | Liverpool British | D.2Cy.36″–66″ NB92 90H D.Rowan,Glasgow | | BT till ~~3,05~~ 2,96 |
| 549 91184 JTBG | — *Morgan* *ss* Liv.No.2–93 *Well deck* 1 *Dk (Irn)* | **IronScSr** | 272 185 79 | ✠100A1 2,93 ~~BS7,94~~ ✠LMC1,93 | Liv A&CP | *d* | 1885 1mo | HM'Intyre & Co. Paisley | PrimroseS.S.Co. (Lim.) (R.Hughes&Co.) | 135·0 Q64′B9′F24′ \| 20·1 \| 9·8 BK7′ *WB* = | Liverpool British 3 *BHCem* *FPT* 40*t* | C.2Cy.17″&32″–22″ (*a*) 80lb 44H Hutson&Corbett,Glasgow | 10 ″ 6 s ″ 8 | |
| 550 96531 | — *W.Runci* 1 *Dk* | **IronScK** | 136 127 27 | ✠100A– *Stm Trawler* 4,94 ✠LMC8,92 | Abn | | 1891 10mo | J.T.El-tringham &Co. SouthShields | R.K.Lillie | 100·0 drp92 \| 20·0 \| 10·9 BK6½ | N.Shields British 1 *BHCem* | C.2Cy.17″&34″–24″ (*s*) 100lb 45HP 1SB,*2pf*,GS36,HS964 Clyne&Mitchell,Aberdeen | 11 ″ 0 | |
| 551 90320 JVSF | **Primula** *S.Fields* –93 | **IronScSr** *ss* Sld.No.2–93 1 *Dk (Irn)* 2 *tr B* | 1152 916 744 | ✠100A1 ~~5,94~~ ~~1,94~~ ~~8,94~~ 12,94 BS3,94 ~~8,95~~ ✠LMC1,93 ~~2 WS~~ | Sld A&CP | *n* | 1885 3mo | J.Blumer &Co. Sunderland | J.Blumer&Co. | 230·0 Q89′B54′F22′ drp94 \| 32·0 \| 15·2 BK8′ *WB* = *DBa* | Sundrland British 4 *BHCem* 66′*f*50′209*t* | C.2Cy.27″&50″–36″ 80lb ~~*70lb*~~ *56lb* 110HP 1SB,*3pf*,GS50 T.Clark&Co.,Newcastle | 16 ″ 5 s 1 ″ 7 | |
| 552 JVPH | **Primus** *A.Aasuldsen* | **WoodScSr** 1 *Dk 2 tr B* | 475 366 288 | | | | 1890 | ..... Bergen | C.H.Sörensen | 155·8 Q25*t* B58*t* \| 25·3 \| 14·6 F19*t* | Arendal Norwegian | T.3Cy.11″,18″&29″–24″ 45H Akers.Mek.Vek Christiania | | N |
| 553 | — *F.E.Lindgren* 83–92 | **IronScSr** 1 *Dk & Awngdk* | 227 101 164 | | | | 1876 | Motala Co. Motala | JönköpingsFörenade Ångfartygs Aktiebolag (C.L.Friedländer) | 95·8 H18*t* \| 20·8 \| 9·3 15·9 | Jönköping Swedish | C.2Cy.17½″&32¾″–21½″ 50HP Motala Co.,Motala | | |
| 554 HRVB | — *C.H.Fallgren* –93 (*ex* Skoghall) | **CompScSp** 1 *Dk* | 162 137 105 | | | | 1872 1891 | J.P.Berg-lund Carlstad | H.Svenson | 99·3 B20′ \| 21·4 \| 9·1 | Carlstad Swedish | 2Cy. 28H Christinehamns Mek Verks | | |
| 555 KHNJ | — *H.Albrecht* 1 *Dk* | **SteelScTrawler** | 159 147 71 | | | | 1892 | G.Seebeck Geestemünde | O.C.J.Lindemann | 110·5 | 21·9 \| 10·7 | Emden German | C.2Cy.17¾″&32¾″–22″ 65HP G.Seebeck,Geestemünde | | V |
| 556 KBGV | **Prince** (*ex* Prince Imperial) | **IronPadSr** 2 *Dks* | 338 — 215 | | | | 1864 | James Ash & Co. London | London,Chatham &DoverRailway Co. | 206·0 B24′ \| 24·0 \| 12·5 | Calais French | 2Cy.52½″–48″ 180H John Penn&Son,London | | |
| 557 | **Prince Abbas** *D.L.Dalziel* 91–92 *Elec.light* | **SteelScSr** 2 *Dks* (1 *Stl*–ws) & *Spar dk* (*Stl*–ws) | 2027 1761 953 | ✠100A1 *Spar dk* 2,92 ✠LMC3,92 | Gls LA&CP | *s* | 1892 2mo | R.Napier &Sons Glasgow | KhedivialS.S. Administration | 300·0 F35′ BK9½″ 23·5 *Promenade dk* 122′ *WB* = *Cell* | 37·5 \| 15·8 Egyptian 5 *BHCem* *DB* 226′319*t* | Alexndria T.3Cy.31″,47″&79″–54″ (*s*) 150lb *150lb* 520HP 4SB.*12rf*,GS282,HS8716 R.Napier&Sons,Glasgow | 18 ″ 6 s 6 ″ 2 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné aux Mâts. Lettre d'Equipement. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 558 / GQFS | **Prince Albert** | SteelPadSr 2*Dks* | 855 — 495 | | | | 1886 | Soc.Cockerill Antwerp | BelgianGovernment | 271·8 len89 | 29·0 | 15·6 | Ostend Belgian | C.2Cy.50″&97″–72″ 600H Soc.Cockerill,Seraing | |
| 559 / MBRD | **Prince Albert de Belgique** *Damster*84–91 | Steel&IronScSr 1*Dk&Spardk&3trB* | 1736 1653 1312 | | | | 1885 | Soc.Cockerill Hoboken | SociétéCockerill | 267·0 H33*t* | 32·8 | 16·4 24·1 | Antwerp Belgian *WB* | C.2Cy.33″&55″–39″ 180H Soc.Cockerill,Seraing | 7 |
| 560 / 87870 | **Prince Alexander** (*ex*Prins Alexander der Nederlanden) | IronScSr | 138 121 74 | | | | 1878 | Meyer& Barth Papenburg | RoyalNigerCo. (Lim.) | 132·7 Q17*t* | 18·1 | 7·0 | London British | 1Cy.16″–16″ NB82 40H Meyer&Barth,Papenburg | |
| 561 / 45768 / VFQD | **Prince Alfred** | IronPadSr 1*Dk* | 145 145 83 | | | | 1862 | ..... London | J.&A.Brown | 100·2 | 21·2 | 10·1 | Newcastle N.S.W. British | 2Cy. 80H | |
| 562 / MBRG | **Prince Baudouin** *C.Schümann* | SteelScSr 2*Dks*(*StlU*–ws) *&Webframes* | 2690 2449 1885 | ✠100A1 8,94~~2,98~~ ✠LMC7,92 | Ant LA&CP | *u* | 1891 5mo srp94 | Soc.Cockerill Hoboken | Soc.Cockerill *WB*= | 320·0 P38′B67′F28′ ptRD94 FK *CellDBa*56′*f*122′*&u* | 40·0 7*BH Cem* *E&B*52′502*t* | 27·4 | Antwerp Belgian British | T.3Cy.26½″,43½″&69¼″–43½″ 1691b (*s*) 345H 4SB,*8cf*,GS172 SociétéCockerill,Seraing | 27 ″ 3 |
| 563 / GQFT | — | IronPad | 420 — 252 | | | | 1873 | Soc.Cockerill Antwerp | BelgianGovernment | 200·0 | 24·8 | 7·3 | Ostend Belgian | | |
| 564 / 63749 | **Prince Consort** | IronPadSp | 169 125 106 | | | | 1862 | Caird&Co. Greenock | NorthBritishStm. PacketCo. (H.Grierson) | 151·3 | 18·1 | 6·5 | Glasgow British | D.2Cy.32″–44″ 80H Caird&Co.,Greenock | |
| 565 / 98702 | — *G.Rickells* –90 | IronScK 1*Dk* *ss*Hul.No.1-94 | 154 144 55 | ✠100A1 *StmTrawler* ~~7,94~~10,94 ✠LMC~~9,00~~ 7,94 | Hul LA&CP | | 1890 9mo | Cook, Welton& Gemmell Hull | Pickering&Haldane'sStm.TrawlingCo.(Lim.) | 104·0 Q24′ | 20·3 BK7½″ | 11·0 | Hull British 3*BH Cem* | T.3Cy.12½″,19½″&31½″–22½″ 1501b (*s*) 50H 1SB,*2cf*,GS27,HS780 C.D.Holmes&Co.,Hull | 11 ″ 10 |
| 566 / 70275 | — *J.Laing*79–84 | IronPadSp | 123 115 17 | | | | 1874 | J.T.Eltringham South Shields | Mrs.M.A.Laing (R.Laing,*Mgr.*) | 100·6 | 18·5 | 9·4 | S.Shields British | L.1Cy.36″–54″ 60H J.P.Rennoldson,S.Shields | |
| 567 / 89703 / JVTS | **Prince Edward** *J.Corlett*90–93 | IronScK 1*Dk*(*Irn*) | 149 124 79 | ✠ 6,88 ✠ | Liv A&CP | *b* | 1885 4mo | W.Pickersgill&Sons Sunderland | ManxStm.Trading Co.(Lim.) | 110·0 Q35′ | 20·0 B6′ | 7·8 | CstltwnIM British 3*BH Cem* | C.1.2Cy.13″&26″–18″ 30H G.Clark,Sunderland *WB*=*FPT*12*t* | 8 ″ 7 |
| 568 / 97802 | **PrinceJaJa** *G.Williams* –93 | SteelSc3MstSr *ss*Liv.No.1–94 1*Dk*(*Irn*) | 294 229 145 | ✠100A1 5,95 ~~4,93~~ ✠LMC~~7,00~~ 9,94 | Liv LA&CP | *f* | 1890 7mo | W.Thomas &Sons Amlwch | Liverpool,Carnarvon&Menai Straits S.S.Co.(Lim.) (Richards,Mills& (J.Pritchard,*Mgr*) | 140·8 Q42′F22′ ~~drp93~~ FK | 24·3 3*BH* *WB*=*DBf* *WB*=*FPT* | 9·8 | Liverpool British | C.2Cy.18″&36″–24″ (*a*) 1001b *80lb* 49H 1SB,*2pf*,GS45 DeWinton&Co.,Carnarvon | 10 ″ 8 ″ 11 |
| 569 / 72361 | **Prince Leopold** *J.S.Beazley* | IronPadSk | 196 162 91 | | | | 1876 2mo | Barclay, Curle&Co. Glasgow | Sou.I.of W.&S.of Eng.R.M.Stm. Pkt.Co.(Lim.) | 165·6 | 20·1 | 7·9 | S'thamptn British | C.O.2Cy.23″&40″–42″ NB88 70H Barclay&Co.,Glasgow | |
| 570 / MBRF | **Prince Philippe** *Delparte* 1*Dk&Spardk&3trB* | SteelScBn | 1753 1684 1352 | | | | 1887 | Société Cockerill Hoboken | SociétéCockerill | 267·3 | 32·8 | 16·4 24·1 | Antwerp Belgian *WB* | C.2Cy.33″&55″–39″ 180H Soc.Cockerill,Seraing | |
| 571 / 543 / HNPC | **Prince Potemkin** *Sovonoff* –87 | SteelScSr 2*Dks* | 714 636 450 | ✠ 7,87 ✠ *For Channel purposes Odessa* | Nwc LA&CP | | 1887 5mo | R.&W. Hawthorn, Leslie&Co. Newcastle *&Kherson* | RussianSteam Nav.&Trading Co. | 233·5 B57′ | 26·6 F30′ | 15·3 | Odessa Russian 4*BH Cem* | T.3Cy.20″,32″&53″–36″ 200H R.&W.Hawthorn,Leslie& Co.,Newcastle *WB*=*FPT*32*tAPT*9*tMT*5′30*t* | 16 ″ 0 |
| 572 / 93381 | **Prince of Wales** *O.Lewis*88–89 | SteelPadSr | 1657 1252 470 | | | | 1887 4mo | Fairfield S.B.&E.Co. (Lim.) Glasgow | Isle of ManSteam PacketCo.(Lim) | 330·5 P71*t* | 39·1 F158*t* | 15·2 | DouglasIM British | C.D.2Cy.61″&112″–78″ 1100H FairfieldS.B.&Eng.Co. (Lim.),Glasgow | |
| 573 / 89705 / KPHD | — *J.Cook*80–87 *Elec.light* | SteelPadSr | 1563 1174 491 | | | ... | 1886 2mo | BarrowSB. Co. Barrow | Lancashire&Yks. & London&N.W. Ry.Co. | 307·2 P84′ | 35·5 F70′ | 16·0 | Fleetwood British | C.D.4Cy.43″&77″–84″ 518H BarrowS.B.Co.,Barrow | |
| 574 / 484 / LFMN | — *W.Cumming* | WoodTwinScBk | 536 475 487 | | | | 1850 | Money& T.L.Wigram Northam | NelsonBros.(Lim) | 135·0 | 28·5 | 18·0 | London British | C.4Cy.10″&18″–12″ NB86 NE89 30H J.B.Oake,London | |
| 575 / 98850 | — *J.R.Short* –91 | SteelPadSp | 280 198 111 | | | | 1891 | Southmptn Naval Works (Lim.) Southampton | Southampton,Isle of Wight&Southof England R.M.Stm. PacketCo.(Lim.) | 185·5 H43*t* | 22·2 | 7·5 | S'thamptn British | C.D.2Cy.21½″&38″–60″ 119H Sou.Nav.Wks.(Lim.),Sou. | |
| 576 / 98733 | — *R.Connell* –91 | IronScK 1*Dk* | 158 146 59 | ✠100A1 *StmTrawler* 4,91 ✠LMC4,91 | Hul LA&CP | | 1891 4mo | Cook, Welton& Gemmell Hull | Pickering&Haldane'sStm.TrawlingCo.(Lim.) | 106·0 Q24′F19′ | 20·5 BK7½″ | 11·0 | Hull British 3*BH Cem* | T.3Cy.12½″,19½″&31½″–22½″ 1601b (*s*) 50H 1SB,*2cf*,GS29,HS780 C.D.Holmes&Co.,Hull | 11 ″ 10 |
| 577 / 63747 | — | IronPad | 142 140 89 | | | | 1858 | L.Hill&Co. Pt.Glasgow | NorthBritish SteamPacket Co.(H.Grierson) | 153·8 | 18·6 | 7·7 | Glasgow British | D.2Cy.34″–42″ NB77 75H Scott&Sinclair,Greenock | |
| 578 / 84646 | — | IronPad | 114 114 25 | | | | 1884 | Hepple& Co. N.Shields | TheTeesConservancyCommissioners | 101·0 | 18·4 | 9·0 | Stockton British | L.1Cy.35″–54″ 40H Hepple&Co.,NorthShields | |
| 579 / 82422 / WDCM | **Princess** *M.F.Peters*79–82 | IronTwinScSr 1*Dk* | 193 193 29 | | | | 1881 | Day,Summers&Co. Southampton | BombayPort Trust | 99·3 | 23·1 | 13·0 | Bombay British *WB* | C.4Cy.20″&40″–24″ 120H Day,Summers&Co.,Sou. | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Rebuilding, Trade, Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 580 67819 | **Princess** (BROKEN UP 3,94) *W.Stanley86–87* *Irnframe&Stlplating* | **Steel&IronPadSp** *ss*Dem.No.3–7,88 1*Dk* | 100<br>97<br>59 | *For River purposes* 3,91 | Dem<br>LA&CP | | 1876 | Goole E.&S.Co. Goole | SprostonDock& FoundryCo. | 130·7 \| 14·7 \| 6·7<br>*WB* | Georget'n, Dem. British | O.2Cy.24½″–28″<br>NB88 35HP<br>4*BHCem*<br>GooleE.&S.C.(Lim.),Goole | | |
| 581 20677 VCFL | **Princess Alexandra** *J.Morrow* –93 | **IronScSr** *ss*Gls.No.3–1,93 1*Dk*2*trB* | 611<br>576<br>292 | ✠ A1<br>5,93 ~~1,98~~<br>✠NB83 | Gls<br>Sws<br>LMC1,93 | | 1863<br>7mo | Black wood &Gordon Pt.Glasgow | J.&P.Hutchison | 212·5 \| 27·5 \| 15·3<br>P52*t*F—<br>ND75 BK8″ | Glasgow British | C.2Cy.28½″&49″–36″ (*j*)<br>63lb *25lb* NE73NDB79112HP<br>2SB,*4cf*,GS72<br>D.Rowan,Glasgow | 16 ″ 1<br>s 1 ″ 11½ | |
| 582 48832 TFWL | — *R.Deane* –92 | **IronPad** | 396<br>383<br>250 | | | | 1863 | .....<br>London | Commissioners of IrishLights | 201·5 \| 24·0 \| 13·5 | Dublin British | O.2Cy.52½″–48″<br>180HP<br>J.Penn&Son,London | | |
| 583 19688 | **Princess Beatrice** *W.H.Maclean* –94<br>*Electlight*<br>*Well deck* | **SteelScSr** 2*Dks*(*Stl*-ws) | 1033<br>820<br>423 | ✠100A1<br>~~1,94~~ 1,95<br>✠LMC5,93 | Liv<br>LA&CP | *n* | 1893<br>5mo | D&W Henderson&Co. Glasgow | M.Langlands& Sons | 236·0 \| 34·1 \| 14·8<br>P&B142′F49′<br>FK<br>*WB*=*DBa* | Glasgow British<br>5*BHCem*<br>52′*f*14′155*t* | T.3Cy.20″,32″&52″–39″ (*o*)<br>160lb *80lb* 174HP<br>1SB,*3rf*,GS62,HS2269 FD<br>D&W.Henderson&Co.,Gls | 15 ″ 10 | BT till 4,95 |
| 584 47194 | — *G.Campbell*72–72 | **IronPadSr** | 556<br>486<br>257 | | | | 1875 | Harland& Wolff Belfast | Portpatrick& Wigtownshire RailwaysJoint Committe(J. Thomson,*Mgr.*) | 234·6 \| 24·0 \| 12·6<br>Q79′ B71′ F62′ | Stranraer British | C.D.2Cy.39″&71″–60″<br>NB83 200HP<br>*Cmp.*83D.Rowan,Glasgow | | BT till 5,95 |
| 585 42408 | — | **IronPadSk** | 253<br>189<br>100 | | | | 1880 | Barclay& Co. Glasgow | Sou.I.of W.&S.of Eng.R.M.Steam PacketCo.(Lim.) | 175·7 \| 20·1 \| 8·2 | S'thamptn British | C.D.2Cy.25″&45″–54″<br>NB93 90HP<br>Barclay&Co.,Glasgow | | BT till ~~3,95~~ 3,96 |
| 586 49727 RNQV | **Princess Helena** *D.Kerr* –94 | **IronScSr** (*ex*Galvanic) | 690<br>592<br>271 | | | | 1867 | Scott& Co. Greenock | M.Langlands& Sons | 235·5 \| 27·1 \| 14·5<br>P66*t*<br>len77 | Glasgow British | T.3Cy.18½″,32½″&49¼″–33″<br>NB87 128HP<br>*Tpd.*87M'Ilwaine,Lewis& Co.,Bel. | | BT till ~~2,95~~ 2,95 |
| 587 86341 | — | **IronPadSk** | 246<br>187<br>98 | | | | 1883<br>6mo | Barclay& Co. Glasgow | Sou.I.of W.&S.of Eng.R.M.Steam PacketCo.(Lim.) | 175·4 \| 20·2 \| 8·3 | S'thamptn British | C.D.2Cy.25″&44″–54″<br>~~NB95~~ 140HP<br>Barclay&Co.,Glasgow | | BT till ~~11,95~~ 12,95 |
| 588 98602 | **Princess Irene** *McPherson* –91 | **SteelScSr** 1*Dk*(*Irn*–ws)2*trB* | 763<br>674<br>352 | ✠100A1<br>*withfreeboard*<br>8,93 ✠LMC1,91 | Liv<br>LA&CP | | 1891<br>1mo | W.B. Thompson &Co(Lim.) Dundee | M.Langlands& Sons | 209·0 \| 30·1 \| 14·0<br>P127 B29′ F33′<br>FK<br>*WB*=*FPT*15*t* | Glasgow British<br>4*BHCem* | T.3Cy.15″,25″&40″–33″ (*a*)<br>165lb *60lb* 80HP<br>1SB,*3rf*,GS56<br>W.B.Thmpsn.&C.(L.)Dun. | 14 ″ 9<br>s 2 ″ 0½ | BT till ~~6,94~~ 6,95 |
| 589 72692 | **Princess Louise** (*ex*Olympia) 2*Dks* | **WoodPadSr** | 932<br>397<br>544 | | | | 1869 | J.Inglis NewYork | CanadianPacific NavigationCo. | 180·0 \| 30·0 \| 13·0<br>H180*t* | Vict'ria BC British | 1Cy.46″–132″<br>75HP<br>J.Roach&Sons,NewYork | | |
| 590 96060 | — *D.Kerr* ~~–94~~<br>*L.Sinclair* –94<br>*Well deck* | **SteelScSr** *ss*Liv.No.1–92 1*Dk*(*pt Stl*–ws)2*trB* | 867<br>716<br>364 | ✠100A1<br>~~2,94 3,95~~ 5,95<br>BS6,94 ✠LMC6,92 | Liv<br>LA&CP | *m* | 1888<br>4mo | D.&W. Henderson &Co. Glasgow | M.Langlands& Sons | 226·0 \| 32·1 \| 14·1<br>P46′ B88′ F48′<br>drp94 BK8″<br>*WB*<br>=*FPT*42*t* | Glasgow British<br>5*BHCem* | T.3Cy.17″,28″&45″–33″ (*s*)<br>160lb *60lb* 120HP<br>1SB,*3rf*,GS63<br>D.&W.Henderson&Co.Gls. | 15 ″ 1<br>s 1 ″ 8 | BT till 6,95 |
| 591 98465 | **Princess Margaret** | **SteelPadSp** 1*Dk* | 260<br>225<br>106 | | | | 1893 | Scott&Co. Greenock | Lon.&S.W.&Lon. Brighton&S.C. RailwayCo. | 170·6 \| 22·1 \| 8·5 | Portsmth British | C.D.2Cy.23″&54″–54″<br>150HP<br>Scott&Co.,Greenock | | BT till ~~4,95~~ 3,96 |
| 592 100682 | **Princess Mary** *L.Sinclair*79–94<br>*Well deck* | **SteelScSr** 1*Dk*(*Stl*) | 780<br>539<br>371 | ✠100A1<br>4,94<br>✠LMC4,94 | Gls<br>LA&CP | *l* | 1894<br>4mo | R.Napier & Sons Glasgow | M.Langlands& Sons | 201·0 \| 30·1 \| 14·0<br>Q&B123′<br>BK7½″<br>*WB*=*DBa* | Glasgow British<br>4*BHCem*<br>42′*f*~~40′3¼~~ 66′11¾ | T.3Cy.17″,28″&45″–33″ (*s*)<br>160lb *80lb* 120HP<br>1SB,*3rf*,GS63,HS1921<br>R.Napier&Sons,Glasgow | 14 ″ 9 | |
| 593 98331 | **Princess May** *G.Campbell* –92 | **SteelPadSr** | 1123<br>771<br>368 | | | | 1892 | W.Denny &Bros. Dumbarton | PortPatrick&Wigtonshire Railways JointCommittee (J.Thomson,*Mgr*) | 280·5 \| 35·6 \| 13·4<br>P74′ B109′ F75′ | Stranraer British | C.D.2Cy.51″&90″–66″<br>650HP<br>Denny&Co.,Dumbarton | | BT till ~~5,96~~ 1,96 |
| 594 99896 | — *Lee* –93 | **SteelPadSp** 1*Dk* | 260<br>223<br>99 | | | | 1893 | Barclay, Curle&Co. (Lim.) Glasgow | Brighton,Worthing&S.C.Stm. BoatCo.(Lim.) | 160·0 \| 21·6 \| 8·5<br>*ptShade dk*106′ | Glasgow British | C.D.2Cy.22″&42″–42″<br>87HP<br>BarclayCurle&Co(Lm)Gls | | BT till ~~10,94~~ 10,95 |
| 595 101646 RLFB | **Princess Melita** | **SteelScK** 1*Dk* | 120<br>100<br>51 | | | | 1893 | J.Scott& Co. Kinghorn | G.P.Sammut&Co. | 112·8 \| 18·1 \| 8·3<br>H11*t* | Malta British<br>*WB* | C.2Cy.16″&32″ 18″<br>50HP<br>J.Scott&Co.,Kinghorn | | V |
| 596 73842 QFPW | **Princess Royal** *A.Reid*75–76 | **IronScSr** *ss*Liv.No.3–4,89 *ss*Liv.No.1–93 2*Dks* | 876<br>648<br>442 | ✠100A1<br>11,94 ~~6,94~~<br>✠NB6,85 BS5,94 | Liv<br>A&CP<br>LMC~~5,98~~ 1,94 | *m* | 1876<br>6mo | Lon.&Gls. Co. Glasgow | M.Langlands& Son | 227·5 \| 29·2 \| 15·5<br>P63′ F31′<br>BK8″ | Glasgow British<br>5*BHCem* | C.2Cy.32″&57″–48″ (*a*)<br>80lb ~~90lb~~ ~~NDB85~~ 220HP<br>2SB,*6cf*,GS120 *80lb* NDB94<br>Lon.&Glas.Co.,Glasgow | 16 ″ 6<br>s 1 ″ 11½ | BT till ~~11,96~~ 11,95 |
| 597 99124 | — *J.Trenance* –93 | **SteelPadSp** | 105<br>105<br>56 | | | | 1888 | Wiloughby Bros. Plymouth | Saltash,Three Towns&District Stmboat Co.(Lim.) (W.Dusting, *Mgr.*) | 117·6 \| 16·6 \| 4·7<br>Q44*t* | Plymouth British | C.O.2Cy.17″&32″–30″<br>45HP<br>Willoughby Bros.,Ply. | | BT till ~~12,94~~ 12,95 |
| 598 JBPK | **PrincessRoyalVictoria** *W.Schultz* –91 | **IrnPadSr** 1*Dk* | 144<br>—<br>100 | | | | 1857 | Früchten- icht&Brock Stettin | C.J.F.Bräunlich | 139·1 \| 17·7 \| 8·6 | Stettin German | 65HP | | |
| 599 HMKG | **Princess Sophia** ~~*Callimanis* –80~~<br>*Remegio* | **SteelScSr** *ss*Cff.No.1–94 1*Dk*(*Irn*)2*trB*&*Webframes* | 2293<br>2072<br>1491 | ✠100A1<br>12,94 ~~1,94~~<br>✠LMC1,94 | Cff<br>A&CP | *s* | 1889<br>12mo | Palmers' Co.(Lim.) Newcastle | TheophilatosBrs. | 290·0 \| 40·2 \| 21·2<br>B62′ F35′<br>FK<br>*WB*=*CellDB*142′ | Ithaca Greek<br>6*BHAsp*<br>588*tAPT*21*t* | T.3Cy.22″,35″&58″–42″ (*a*)<br>160lb *80lb* 200HP<br>2SB,*6rf*,GS101<br>Palmers'Co.(Lim.),Nwc. | 23 ″ 9<br>s 4 ″ 0½<br>w 4 ″ 3½ | |
| 600 98681 | — *N.McNicol* –93 (*ex*Topaz)<br>*Well deck* | **Iron&SteelSc3MstSr** *Irnframing&Stl plating* 1*Dk*(*pt Irn*) | 502<br>374<br>198 | ✠100A1<br>7,93 1,95<br>✠LMC11,91 | Liv<br>A&CP | *h* | 1891<br>12mo | Scott&Co. Bowling | M.Langlands& Sons | 175·2 \| 26·7 \| 10·7<br>Q86′ B10′ F25′<br>BK7½″<br>*WB*=*CellDB*96′ | Glasgow British<br>3*BHCem*<br>120*tFPT*15*t* | T.3Cy.14″,23″&36″–27″ (*s*)<br>160lb 75HP<br>1SB,*3pf*,GS51<br>Muir&Houston,Glasgow | 13 ″ 0<br>s 1 ″ 0 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Coque sur Quille. Franc-bord en millim. de navire. pds. pt. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **601** 102665 | **Princess Victoria** SteelScSr<br>*J.McNeill*84–94<br>*Elec.light* 2*Dks*(*Stl–Uws*)<br>*Well deck* | 1248<br>899<br>572 | ✠100A1<br>9,94 ~~3,94~~<br>✠LMC3,94<br>Liv | Dun<br>LA&CP | *o* | 1894<br>3mo | W.B. Thompson &Co.(Lim.) Dundee | M.Langlands& Sons | 245·0\|35·1\|15·2<br>P154′B16′F49′<br>FK&BK2″5<br>*WB=DB* | Glasgow<br>British | T.3Cy.22″,35″&57″–39″ (*a*)<br>160lb *80lb* 180H<br>2SB,*6rf*,GS105,HS2988<br>*a*61′*f*40′131*t* WB Thmpsn&Co(Lm)Dun | 16 ″ 9 |
| **602** 47195 | — SteelPadSr<br>*J.McCracken* –92<br>2*Dks*<br>*Elec.light* | 1096<br>769<br>369 | | | | 1890 | W.Denny &Bros. Dumbarton | PortPatrick&Wigtonshire Railway Joint Committee (J.Thomson, *Mgr.*) | 280·5\|35·6\|13·4<br>P74′ B109′ F75′ | Stranraer<br>British | C.D.2Cy.51″&96″–66″<br>650H<br>Denny&Co.,Dumbarton | |
| **603** 62959 KPJF | **Princess of Wales** IronPadSr | 1144<br>863<br>512 | | | | 1870<br>2mo | A.Leslie& Co. Newcastle | Lan.&Yorks.& Lon.&N.W.Railway Cos. | 260·0\|30·2\|15·6 | Fleetwood<br>British | C.D.4Cy.32″&56″–78″<br>NE&B83 280H<br>Rankin&Blackmore,Grk. | |
| **604** 78972 RMGS | — IronPad3MstSr<br>*J.Precious* –93<br>*Elec.light* | 1102<br>798<br>632 | | | … | 1878<br>2mo | Lon.& Gls. Co. Glasgow | Great Eastern Railway Co. | 265·5\|30·4\|14·2<br>P138*t* F130*t*<br>FK | Harwich<br>British | O.2Cy.68″–84″<br>400H<br>Lon.&Glas.Co.,Glasgow | |
| **605** 63748 | — IronPadSp | 118<br>113<br>53 | | | | 1866 | Aitken& Mansel Glasgow | Dundee Pleasure Boat Co.(Lim.) (D.Grieve, *Mgr.*) | 142·6\|16·7\| 6·8 | Alloa<br>British | O.2Cy.30″–42″<br>NB83 60H<br>J.Aitkin&Co.,Glasgow | |
| **606** MBQS | **Princesse Clémentine** SteelScSr<br>*Depauw*81–88<br>1*Dk2trB* | 1009<br>808<br>726 | | | | 1882 | Société Cockerill Hoboken | SociétéCockerill | 228·6\|27·6\|17·1<br>Q70*t* B60*t* F53*t* | Antwerp<br>Belgian | C.2Cy.27″&45″–33″<br>90H<br>*WB* Soc.Cockerill,Seraing | |
| **607** GQFV | **Princesse Henriette** SteelPad<br>*Elec.light* | 1115<br>—<br>630 | | | | 1888 | W.Denny &Bros. Dumbarton | BelgianGovernmt. | ..... ..... | Ostend<br>Belgian | C.2Cy.58″&104″–72″<br>Denny&Co.,Dumbarton | |
| **608** MBQV | — Iron&SteelScSr<br>*J.Luchies*87–91 1*Dk2trB* | 1026<br>823<br>744 | | | | 1883 | Société Cockerill Hoboken | SociétéCockerill | 228·6\|27·6\|17·1<br>Q70*t* B60*t* F53*t* | Antwerp<br>Belgian | C.2Cy.27″&45″–33″<br>90H<br>*WB* Soc.Cockerill,Seraing | |
| **609** GQFW | **Princesse Joséphine** SteelPadSr<br>*Elec.light* | 1115<br>—<br>630 | | | | 1888 | W.Denny &Bros. Dumbarton | BelgianGovernmt. | ..... ..... ..... | Ostend<br>Belgian | C.2Cy.58″&104″–72″<br>Denny&Co.,Dumbarton | |
| **610** | **Princeza Isabel** IronTwinSc<br>1*Dk&Hurdk* | 489<br>—<br>332 | | | | 1883 | Blackwood &Gordon Pt.Glasgow | AmazonSteam Nav.Co.(Lim.) | 200·0\|28·0\| 9·5<br>*Erections*97*t* | Para<br>Brazilian | C.4Cy.22″&39″–27″<br>134H<br>Blackwood&Gordon,P.Gls | |
| **611** 5 RLTB | **Principe Amedeo** IronScSr<br>*P.Stabile* –93<br>2*Dks&Awngdk* | 1231<br>—<br>734 | | | | 1864 | W.Simons &Co. Renfrew | Nav.Gen.Italiana | 255·2\|29·3\|23·8 | Palermo<br>Italian | C.O.2Cy.31″&52″–60″<br>225H<br>W.Simons&Co.,Renfrew | |
| **612** 9 RLVM | **Principe di Napoli** IronScSr<br>1*Dk* | 309<br>186<br>188 | | | | 1876 | B.Ariello Castll.di Stabia | Soc.Anon.Procida Ischia | 157·8\|21·9\|10·3 | Naples<br>Italian | C.2Cy.25½″&40″–24″<br>70H<br>Guippy&Co. | |
| **613** 42 RLWB | **Principe Oddone** IronScSr<br>*G.Deluca* | 1238<br>757<br>734 | | | | 1864 | W.Simons &Co. Renfrew | Nav.Gen.Italiana | 254·2\|28·9\|16·4 | Palermo<br>Italian | C.O.2Cy.31″&52″–60″<br>225H<br>W.Simons&Co.,Renfrew | |
| **614** 85089 WFTP | **Principia** IronSc3MstSr<br>*R.B.Stannard* –92 ~~*ssLiv.No.2–90*~~<br>3*Dks*(2*Irn*)<br>*ss*Bly.No.3–4,94 | 2749<br>2606<br>1790 | ✠100A1<br>~~3,94 6,92~~ 3,95<br>~~B86,98~~ ✠LMC1 ~~90~~ 4,94<br>~~Bly~~ | Nwc<br>LA&CP | *u* | 1881<br>11mo | Palmers' Co.(Lim.) Newcastle | ArrowShipping Co.(Lim.) (Dent &Co., *Mgrs.*)<br>*WB=DB* | 316·7\|39·2\|26·7<br>P40′B72′F46′<br>NDS94 BK11″5<br>*a*92′*f*&*uE*&*B*56′305*t* | London<br>British<br>*MT*24′320*t* | C.2Cy.38″&70″–48″ (*i*)<br>80lb *60lb* 300H<br>2DB,*8pf*,GS154<br>Palmers'Co.(Lim.),Nwc. | 28 ″ 0<br>*s* 5 *s* 4 |
| **615** | **Prinkipos Georgios** WoodScSr<br>*H.Synodinoss* 1*Dk* | —<br>—<br>52 | | | | 1894 | McDowall &Barbour Piræus | Haralambos Synodinoss | 85·0\|16·6\| 9·6 | Piræus<br>Greek | C.2Cy.13¼″&26″–18″<br>30H<br>McDowall&Barbour,Pir. | |
| **616** PQNW | **Prins Alexander** IronSc3MstSr<br>*C.D.Fortuin*82–93 *ss*Ams.No.3–10,93<br>*Elec.light* 2*Dks*(1*Irn*)&*Spardk* | 3041<br>2883<br>2199 | ✠100A1<br>*Spar dk*<br>~~3,94 3,94~~ ✠LMC10,93<br>~~10,94~~ 2,95 BS10,94 | Ams<br>LA&CP | *v* | 1881<br>8mo | J.Elder& Co. Glasgow | Stoomv.Maats. "Nederland" | 345·5\|38·2\|21·2<br>B52′<br>BK10″6 | Amstrdam<br>Dutch<br>*BHCem* | C.2Cy.42″&80″–48″ (*j*)<br>80lb 500H<br>2DB,*12cf*,GS240<br>J.Elder&Co.,Glasgow | 22 ″ 7 |
| **617** THFJ | — IronSc<br>*ss*Sng.No.1–79<br>2*Dks* | 1066<br>766<br>782 | ✠<br>2,81 | Sng<br>A&CP | | 1872<br>11mo | Blackwood &Gordon Pt.Glasgow | Koninkl.Paketv. Maats. | 246·0\|30·0\|17·0<br>P65′ B— F41′<br>srp81 | Batavia<br>Dutch<br>*BHCem* | C.2Cy.32″&54″–36″<br>155H<br>Blackwood&Gordon,P.Gls | |
| **618** 1244 JCMQ | **Prins Bernadotte** IronScSr<br>*C.A.Svensson*94–94 (*ex*Öregrund)<br>1*Dk* | 199<br>108<br>154 | | | | 1887 | MotalaCo. Oscarshamn | ÖstraSveriges Ångb.Aktieb. (L.W.Pettersson) | 105·7\|18·4\| 8·4<br>Q32′ B50′ H13*t*<br>F26′ | Mönsterås<br>Swedish | C.2Cy.15″&29″–19½″<br>45H<br>MotalaCo.,Oscarshamn | |
| **619** PQMW | **Prins Frederik Hendrik** IronScSr<br>*A.Sibbelee*89–90 *ss*Ams.No.1–92<br>*Elec.light* 2*Dks*(1*ptIrn*) | 1642<br>1371<br>1103 | ✠100A1<br>2,94 7,94<br>BS2,94 ✠LMC6,92 | Ams<br>A&CP | *r* | 1888<br>3mo | Kon. Fab.v Stoom.en AndreWerk Amsterdam | Koninkl.West-IndischeMaildienst | 261·0\|36·0\|20·8<br>P62′B62′F40′<br>BK9½ | Amstrdam<br>Dutch<br>*BHCem* | T.3Cy.22″,34″&56″–40″ (*s*)<br>160lb 250H<br>2SB,*6cf*,GS185<br>Kon.Fab.v.Stoom en Andre Werk.,Ams. | 22 ″ 8 |
| **620** | **Prins Gustaf** Iron&SteelScSp<br>*J.Nordlander*81–81 1*Dk* | 120<br>61<br>77 | | | | 1855 | MotalaCo. Motala | ÅngfartygsAktie Bolaget "Svartviken" (L.Stackell) | 90·5\|17·0\| 7·6<br>Q29′ B34′ H8*t* F19′ | Svartvik<br>Swedish | C.2Cy.16″&32″–21½″<br>50H<br>MotalaCo.,Motala | |
| **621** PQNG | **Prins Hendrik** SteelSc3MstSr<br>*C.A.Bakker*73–93 *ss*Ams.No.1–94<br>*Elec.light* 3*Dks*(*UStl–wst*&1*ptStl–ws*) | 3607<br>2992<br>2597 | ✠100A1<br>~~3,94 3,94~~ ~~4,96~~<br>5,95 ✠LMC10,93<br>9,94 | Ams<br>LA&CP | *w* | 1890<br>10mo | Caird&Co. (Lim.) Greenock | Stoomv.Maats. "Nederland" | 360·1\|43·1\|27·7<br>P&B246′F50′<br>BK11″7<br>*WB=Cell* | Amstrdam<br>Dutch<br>*BHCem* | T.3Cy.27″,43″&70″–54″ (*s*)<br>170lb *170lb* 550H<br>2DB,*12rf*,GS234,HS6778<br>Caird&Co.(Lim.)Greenock | 29 ″ 1 |
| **622** PQNB | — IronPadSr<br>*ss*Rot.No.3–11,89<br>*ss*Rot.No.1–92<br>3*Dks* | 1573<br>975<br>804 | ✠ A1<br>*Load line* 12*ft*<br>3,93<br>*For Channel purposes—Flushing & Queenborough*<br>NB11,89 ✠LMC11,92 | Rot<br>LA&CP | | 1880<br>3mo | J.Elder& Co. Glasgow | Stoomv.Maats. "Zeeland" | 278·7\|35·0\|16·5<br>23·9<br>FK | Flushing<br>Dutch<br>*BHCem* | C.O.2Cy.60″&104″–84″ (*s*)<br>80lb NDB89 600H<br>4SB,*12pf*,GS36<br>J.Elder&Co.,Glasgow | |
| **623** PQNC | — IronScSr<br>*W.J.Depuy*79–92 *ss*Rot.No.3–9,86<br>1*Dk* | 264<br>220<br>195 | ✠<br>9,86<br>NB9,86 | Rot<br>A&CP | *c* | 1879<br>2mo | C.Mitchell &Co. Newcastle | Nieuwe Afrikaansche Handels-Vennootschap | 130·0\|21·0\|10·3<br>F17′<br>FK | Rottrdam<br>Dutch<br>*BHCem* | C.2Cy.18″&32″–24″<br>40H<br>N.E.MarineE.C.(Lim.)Sld.<br>*WB=FPT* | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross. / Under deck. / Net. | Character. (✠ for Special Survey. Date of last Survey.) | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built. When. Ship. Engines | By Whom. Where. | Owners. | Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of B. of Trade Pass Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 624<br>PQRH | Prins Maurits IronScSr<br>~~F.Karst90-90~~ ssAms.No.2-92<br>A.Duif94-94 2Dks | 1310<br>1085<br>925 | ✠100A1<br>11,94 ~~2,94~~<br>BS7,~~93~~ 7,94 ✠LMC6,92 | Ams<br>AP | | 1884<br>4mo | Kon.Fab.<br>v.Stoom.en<br>AndreWerk<br>Amsterdam | Koninkl.West-<br>Indische<br>Maildienst | 235·5\|33·3\|19·3<br>P53'B53'F30'<br>BK9" | Amstrdam<br>Dutch<br>5BHCem | C.2Cy.29"&55"-39" (i)<br>80lb 75lb NDB93 150HP<br>1DB,4cf,GS87<br>KonFab.vSt&AnWrk Ams | 20 ″ 7 | DV |
| 625<br>HQQR | Prins Oscar IronScSr<br>~~A.Wahlstrom~~ ~~ssShl.No.3-79~~<br>G.Ericsson ~~ssGot.No.2-88~~<br>ssGot.No.3-8,94 1Dk&Awngdk3trB | 905<br>788<br>~~736~~<br>661 | ✠90A1<br>Awng dk<br>with load line 15'3"<br>8,94 ~~5,89~~<br>LMC8,94 | Got<br>A&CP | n | 1868<br>12mo | Schlesnger,<br>Davis&Co.<br>Newcastle | ~~Angf.Aktieb.~~<br>~~"Thule"(O.Molin)~~<br>Angbatsaktiebolget<br>"Tirfing"(ABrostromMgr) | 235·4\|28·8\|16·1<br>H12t 23·6<br>len79 | Gothenbrg<br>Swedish<br>5BHCem | C.2Cy.28"&50"-33"<br>75lb NE&B79 50lb 100HP<br>T.Clark&Co.,Newcastle | 16″11 | |
| 626 | Prins Oskar IronScSr<br>A.Spikh81-81 1Dk&Shltrdk<br>(exFärdig) | 222<br>102<br>168 | | | | 18 7/8 3/8 | MotalaCo.<br>Motala | E.A.Enhörning | 99·0\|19·1\| 9·0<br>H11t 15·9<br>len88 | Sundswall<br>Swedish | C.2Cy.13"&36"-22"<br>50H<br>MotalaCo.,Motala | | |
| 627<br>PQNL | Prins van Oranje IronScBkn<br>H.Klein94-94 ssAms.No.3-8,88<br>ssAms.No.1-94<br>2Dks&Spardk | 2789<br>2697<br>1901 | 100A1<br>Spar dk<br>~~12,94 3,94 7,94~~<br>5,95<br>LMC3,94<br>ES5,95 | Ams<br>A&CP | u | 1871<br>5mo | J.Elder&<br>Co.<br>Glasgow | Stoomv.Maats.<br>"Nederland" | 321·5\|39·6\|21·2<br>P88' 29·3<br>BK9" | Amstrdam<br>Dutch<br>6BHCem | C.2Cy.50"&86"-42" (i)<br>60lb 60lb 400HP<br>2DB,12f NDB95<br>J.Elder&Co.,Glasgow | 22″10 | DV |
| 628<br>PQRW | Prins Willem I. SteelScSr<br>J.Sorgdrager90-91 ssAms.No.1-94<br>Welldeck 2Dks(UStl-ws) | 1677<br>1376<br>1071 | ✠100A1<br>~~8,94 12,93~~ 4,95<br>✠LMC~~3,90~~ 8,94 | Ams<br>LA&CP | r | 1890<br>10mo | Richardsn,<br>Duck&Co.<br>Stockton | Koninkl.West-<br>Indische<br>Maildienst | 264·0\|36·2\|21·0<br>P161'F40'<br>BK6½" | Amstrdam<br>Dutch<br>5BHCem | T.3Cy.22",35"&59"-39" (s)<br>160lb 80lb 250HP<br>2SB,6rf,GS111,HS3954<br>T.Richardson&Sons,Hpl. | 22 ″ 4 | DV |
| 629<br>PQRV | Prins Willem II. SteelScSr<br>J.F.Dorr89-90 ssAms.No.1-94<br>2Dks(UptStl-ws)&Shadedk<br>Elec.light | 1933<br>1889<br>1413 | ✠100A1<br>Shade dk<br>withfreeboard<br>1,95 ~~5,94~~<br>✠LMC4,94 | Ams<br>LA&CP | r | 1890<br>2mo | Kon.Fab.v<br>Stoom.en<br>AndreWerk<br>Amsterdam | Koninkl.West-<br>Indische<br>Maildienst | 264·0\|36·0\|20·7<br>28·4 | Amstrdam<br>Dutch<br>7BHCem | T.3Cy.22",34"&56"-40"<br>160lb 250H<br>2SB,6rf,GS104<br>KonFab.vSt&AnWrk Ams | 22 ″ 4<br>s3 ″ 0<br>w3 ″ 2½ | DV |
| 630<br>PQRT | Prins Willem III. SteelScSr<br>M.P.van der Est91-94 ssAms.No.1-94<br>2Dks(1ptStl)&Shadedk<br>Elec.light | 1951<br>1909<br>1370 | ✠100A1<br>Shade dk<br>withfreeboard<br>10,94 ~~2,94~~<br>✠LMC2,94 | Ams<br>A&CP | r | 1890<br>1mo | Nedrlndsch<br>Stoom.Maats<br>Rotterdam | Koninkl.West-<br>Indische<br>Maildienst | 265·4\|35·6\|20·9<br>BK9½" | Amstrdam<br>Dutch<br>4BHCem | T.3Cy.22",34"&56"-40"<br>160lb 242H<br>2SB,6rf,GS104<br>NederStoom.Maats.,Rot. | 22 ″ 3<br>s3 ″ 0<br>w3 ″ 2½ | DV |
| 631 | Prins Willem IV. SteelScSr<br>H.Sluiter89-94 FloorsIron 2Dks<br>Elec.light (UIrn-Teaks)&ptShadedk | ~~1700~~<br>1724<br>1399<br>1076 | ✠100A1<br>~~ptShade dk~~<br>~~8,94 2,94~~ 1,95<br>~~(Class Contemplated)~~<br>✠LMC8,94 | Stk<br>Ams<br>LA&CP | r | 1894<br>8mo | Richardsn,<br>Duck&Co.<br>Stockton | Koninkl.West-<br>Indische<br>Maildienst | 270·0\|36·2\|21·0<br>B165'F43'<br>ptShadedk62' BK9½"<br>WB=DBf30'70t | Amstrdam<br>Dutch<br>5BHCem | T.3Cy.22",35"&59"-39" (k)<br>160lb 80lb 250HP<br>2SB,6cf,GS111,HS3954<br>T.Richardson&Sons,Hpl | 22 ″ 3<br>s 3 ″ 1 | |
| 632<br>PQND | Prinses Amalia IronSc3MstSr<br>K.Visman82-92 ssAms.No.3-3,87<br>ssAms.No.1-91<br>Elec.light 2Dks(1Irn)&Spardk | 3529<br>3300<br>2603 | ✠100A1<br>3,95 Spar dk<br>~~11,94 3,94~~<br>✠LMC1,92<br>✠NE&B1,92 | Ams<br>A&CP | w | 1874<br>3mo | J.Elder&<br>Co.<br>Glasgow | Stoomv.Maats.<br>"Nederland" | 371·5\|39·9\|22·2<br>B81' 30·1<br>BK11" | Amstrdam<br>Dutch<br>5BHCem | T.3Cy.28",46"&75"-45" (s)<br>155lb 381H<br>2DB,12rf,GS202,HS5788<br>KonMaatsdeSchlde,Flshng | 23 ″ 4 | DV |
| 633<br>PQNV | Prinses Elisabeth IronPadSr<br>A.Buskop 3Dks | 1545<br>—<br>810 | | | | 1877 | J.Elder&<br>Co.<br>Glasgow | Stoomv.Maats.<br>"Zeeland" | 278·2\|34·8\|23·6 | Flushing<br>Dutch | C.2Cy.60"&104"-84"<br>600H<br>J.Elder&Co.,Glasgow | | D |
| 634<br>PQRC | Prinses Marie IronSc3MstSr<br>D.Hubert90-90 ssAms.No.3-6,91<br>Elec.light 3Dks(UIrn-ws) | 2793<br>2390<br>2088 | ✠100A1<br>~~8,94 4,94 12,94~~<br>~~BS8,93~~ 4,95 ~~8,94~~<br>LMC6,91<br>BS4,95 | Ams<br>A&CP | u | 1879<br>2mo | J.Elder&<br>Co.<br>Glasgow | Stoomv.Maats.<br>"Nederland" | 328·4\|38·1\|27·0<br>P79'F31'<br>BK10" | Amstrdam<br>Dutch<br>6BHCem | C.2Cy.50"&86"-42" (i)<br>70lb 60lb NDB88 400H<br>2DB,GS180<br>J.Elder&Co.,Glasgow | 28 ″ 9 | DV |
| 635<br>PQNH | — IronPadSr<br>W.Boll 3Dks | 1566<br>—<br>791 | | | | 1877 | J.Elder&<br>Co.<br>Glasgow | Stoomv.Maats.<br>"Zeeland" | 278·2\|35·1\|23·8 | Flushing<br>Dutch | C.2Cy.60"&104"-84"<br>600H<br>J.Elder&Co.,Glasgow | | D |
| 636<br>PQRD | Prinses Sophie SteelSc3MstSr<br>F.W.Soomer83-93 ssAms.No.1-94<br>Well Deck 3Dks(1Stl&1ptStl-ws)<br>Elec.light | 3571<br>2964<br>2557 | ✠100A1<br>~~8,94 3,94~~ ~~12,94~~<br>4,95<br>✠LMC~~8,90~~ 8,94 | Ams<br>LA&CP | w | 1890<br>8mo | Caird&Co.<br>(Lim.)<br>Greenock | Stoomv.Maats.<br>"Nederland" | 360·1\|43·1\|27·7<br>P&B246'F50'<br>BK11"<br>WB=Cell | Amstrdam<br>Dutch<br>7BHCem<br>DB150'264t | T.3Cy.27",33"&70"-54" (s)<br>170lb 170lb 550H<br>2DB,12rf,GS234,HS6778<br>Caird&Co.(Lim.),Grk. | 29 ″ 1 | D |
| 637<br>PQRK | Prinses Wilhelmina IronScBkn<br>~~S.Turfboer83-89~~ ~~ssAms.No.2-90~~<br>Elec.light S.Turfboer 3Dks(UIrn-ws)<br>~~D.Dunker -94~~ ssAms.No.3-8,94 | 2596<br>2185<br>1945 | ✠100A1<br>~~6,94 4,94~~ ~~12,94~~<br>~~BS12,93~~ 5,95<br>✠LMC~~10,90~~ 8,94 | Ams<br>LA&CP | u | 1882<br>8mo | J.Elder&<br>Co.<br>Glasgow | Stoomv.Maats.<br>"Nederland" | 325·5\|37·1\|25·5<br>P103'B46'F46'<br>BK10" | Amstrdam<br>Dutch<br>6BHCem | C.2Cy.38"&70"-48" (j)<br>80lb 80lb NDB90 350H<br>2DB,8cf,GS150<br>J.Elder&Co.,Glasgow | 27 ″ 0 | DV |
| 638<br>LCJD | Prinz Heinrich IronScSr<br>H.Kröger93-93 1Dk | 269<br>212<br>202 | | | | 1881 | Nord-<br>deutsche<br>Wrft.<br>Kiel | Paulsen&Ivers | 121·0\|22·1\|11·0<br>Q28' B33' F18' | Kiel<br>German | T.3Cy.11",17"&29½"-18"<br>40HP<br>Tpd.89MärkischSchles<br>Mas.Ges.,Berlin | | V |
| 639<br>LCVK | Prinz Waldemar SteelTwinScSr<br>M.Rolff77-93 1Dk | 685<br>405<br>418 | | | | 1893 | Howaldts-<br>werke<br>Kiel | Sartori&Berger | 203·4\|27·9\|11·8<br>B102' F58' | Kiel<br>German | T.6Cy.15⅝",23"&36⅝"-19 11/16"<br>300HP<br>Howaldtswerke,Kiel | | G |
| 640<br>RFMQ | Prinz Wilhelm IronScSr<br>~~N.Eggert88-91~~ ssSld.No.3-2,91<br>Well deck 1Dk(Irn)2trB<br>~~W.Ritter94-94~~ W.Ridder94-94 | 1320<br>1071<br>861 | ✠100A1<br>3,93<br>✠NB2,91 | Sld<br>A&CP<br>LMC2,~~91~~ 4,95 | o | 1878<br>4mo | ShortBros.<br>Sunderland | ~~J.H.Lorentzen&Co.~~<br>VolksbankE.G<br>~~E.G.Volksbank~~<br>WB=DB | 237·4\|35·0\|17·8<br>Q92'B44'F26' BK8½"<br>srp&drp92srp93<br>a71'f 96'&uE&B29' | Hamburg<br>German<br>6BHCem<br>320tFPT18t | C.2Cy.31"&57"-36" (i)<br>75lb 80lb NDB91 163HP<br>2SB,4pf,GS65<br>J.Dickinson,Sunderland | | |
| 641<br>RJGT | Priok SteelScSr<br>~~L.Madsen86-93~~<br>F.Christiansen82-94 2Dks(1Stl)3trB<br>Elec.light | 2487<br>2015<br>1576 | ✠100A1<br>~~8,94 3,94~~ 1,95<br>✠LMC~~4,91~~ 1,95 | Ham<br>LA&CP | t | 1891<br>4mo | C.S.Swan<br>&Hunter<br>Newcastle | DeutscheDmpfsch.<br>Rhederei zu<br>Hamburg | 300·6\|41·0\|21·6<br>P42'H74'<br>BK8½"<br>WB=Cell | Hamburg<br>German<br>6BHCem<br>DB248'430t | T.3Cy.26",42"&69"-45" (s)<br>160lb 160lb 400HP<br>2SB,8pf,GS144<br>WlsndSlpwy&E.C(L)Nwc | 24 ″ 1 | D |
| 642<br>70684<br>NQRH | Prior IronScSr<br>~~G.Graham81-84~~ 4thSurvey,Lth.12,90<br>G.C.Conradi94-94 2Dks3trB | 1642<br>1629<br>1053 | ✠A1✱1<br>9,94 ~~2,94~~<br>✠NB11,86 | Lth<br>LMC2,90<br>BS2,94 | Lv | 1874<br>11mo | ColeBros.<br>Newcastle | H.Blaik&Co. | 265·0\|34·0\|24·5<br>BK9"<br>WB | London<br>British<br>4BH<br>=DBa&uB | C.2Cy.32"&62"-36" (s)<br>90lb 50lb NDB86 150HP<br>2SB,6pf,GS99<br>R.&W.Hawthorn,Nwc. | 25 ″ 9<br>s 5 ″ 6½ | |
| 643<br>78799 | Priscilla WoodSc | 111<br>106<br>72 | | | | 1877 | Hulse<br>Chester | SaltUnion(Lim.) | 84·8\|20·4\| 8·2 | Liverpool<br>British | D.2Cy.13½"-12"<br>27HP<br>J.Stewart,Leigh | | |
| 644<br>78447 | Privateer IronPadSp<br>W.Day -93 | 104<br>104<br>30 | | | | 1883 | T.&W.<br>Toward<br>Newcastle | J.M.Thomas | 96·5\|18·3\| 9·2 | Swansea<br>British | L.1Cy.35"-54"<br>65HP<br>G.P.Hepple,N.Shields | | BT till 10,94 |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Croix sur Quille. Franc-bord au milieu des navire. pds. | pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 645 | **Pro Patria** | SteelScSr | 673 | | | | 1893 | J.Scott& Co. Kinghorn | Th.Clément, Y.Cecconi&Co. | 185·5 | 27·2 | 19·5 | SPierreMq French | T.3Cy.19½″,31″&51″–36″ 150HP | |
| KRNB | *Denis* | 1*Dk&Awng dk*2*trB* | 658 / 420 | | | | | | | | | | *WB* | J.Scott&Co.,Kinghorn | |
| 646 | **Procida** | IronSc3MstSr | 2276 | ✠100A1 | Npt | *s* | 1871 | C.Connell &Co. Glasgow | R.M.Sloman&Co. | 325·7 | 36·2 | 27·4 | Hamburg German | C.2Cy.39″&68″–42″ (*i*) 70lb NB80 250HP | 28 |
| RGLS | *J.Fendt* –88 (*ex*ClanM'Leod, *ex*CityofMecca) | *ss*Gls.No.3–3,83 *ss*Ham.No.2–89 3*Dks*(1*pt Irn*) | 2255 / 1492 | BS2,94 | A&CP | LMC10,89 | 3mo | | | drp91 | | BK11″ | 5*BHCem* | 2DB,*8pf*,GS104 J.Howden&Co.,Glasgow | |
| | | | | | Ham | | | | | | | | | | |
| 647 | **Prodano** | SteelScSr | 2476 | ✠100A1 | Gls | *t* | 1890 | BlythShip- bdgCo.(Lim.) Blyth | ColumbiaS.N.Co. (Lim.)(W.&T.W. Pinkney,*Mgrs.*) | 314·5 | 40·0 | 17·9 | Sundrland British | T.3Cy.22″,37″&61″–42″ (*s*) 160lb *80lb* 250HP | 20 |
| 97528 | *A.Alcock* –94 | | 2356 | *Spar dk* | A&CP | | 6mo | | | B12′F31′ | | FK | 5*BHCem* | 2SB,*6pf*,GS109 | s 6 0½ |
| LSGK | | 1*Dk*(*Stl*)*&Spardk&Webframes* | 1624 | 3,94 | | LMC7,90 | | | | | | *WB*=*Cell* | *DB*252′564*t* | N.E.MarineCo.(Lim.),Sld. | |
| 648 | **Produce** | IronScSr | 1538 | ✠100A1 | Shl | *p* | 1882 | Schlesingr, Davis&Co. Newcastle | Larssen&Kiær | 265·3 | 36·2 | 19·4 | Drammen Norwegian | T.3Cy.32″&62″–42″ (*s*) 85lb 200HP | 20 |
| | *O.Syvertsen* –93 (*ex*CarbisBay) | *ss*Liv.No.2–91 1*Dk*(*Irn*)2*trB* | 1452 / 1002 | 5,94 BS9,93 | A&CP | LMC7,91 | 11mo | | | P54′F28′ 110′*&uE&*B36′417*t* | | BK9½ | 5*BHCem* *APT*36*t* | 2SB,*6pf*,GS99,HS3000 R.&W.Hawthorn,Nwc. | s 3 8 |
| | | | | | | | | | *WB*=*DBa*74′*f* | | | | | | |
| 649 | **Professor** | IronSc3MstSr | 2522 | | | ... | 1881 | Scott&Co. Greenock | CharenteS.S.Co. (Lim.) (T.&J.Harrison, *Mgrs.*) | 352·3 | 37·1 | 25·5 | Liverpool British | C.2Cy.38″&75″–54″ 375HP | |
| 84181 | *T.J.Tester* –93 | | 2457 | | | | 10mo | | | P16′ | | | *WB* | GreenockFoundryCo.,Grk. | |
| WFKD | | 2*Dks*(*Irn-Uws*)3*trB* | 1642 | | | | | | | | | | | | |
| 650 | **Professor Buys** | SteelScSr | 767 | ✠ | | ... | 1891 | W.Dobson &Co. Newcastle | ~~Zeeuwsche Stoomv.Maats.~~ LandscheScheepvaart Ho | 205·7 | 29·2 | 14·5 | Flushing Dutch | T.3Cy.19″,31″&51″–33″ (*s*) 160lb *100lb* 130HP | 17 0 |
| | *E.Overlack*91–92 | | 633 | | | | 12mo | | | P36′B53′F27′ Maat | | BK7″ | 5*BHCem* | 2SB,*6pf*,GS86 | s 2 2 |
| PQSG | | 1*Dk*(*Stl*)2*trB* | 390 | | | LMC12,91 | | | | | | *WB*=*Cell* | *DB* 150′163*t* | N.E.Mar.E.Co.(Lim.)Nwc. | |
| 651 | **Professor Morse** | StlTwnSc3MstSr | 1025 | | | Lv | 1866 | MarineIn- vestmntCo. Pt.Glasgow | S.J.Oteri | 250·0 | 28·3 | 21·2 | N.Orleans Utd.States | 2Cy.30″–20″ Engines blt.–63 90HP | |
| | *Pizzatti* (*ex*Aline,*ex*Suffolk) | 2*Dks* | — | 4,70 | | | 3mo | | | | | FK | | JamesHowden&Co.,Gls. | |
| JQBP | | | 696 | | | | | | | | | | | | |
| 652 | **Professor Woermann** | IronScSr | 1611 | | | | 1882 | Blohm& Voss Hamburg | Afrikanische Dampfsch.Act. Ges. | 262·1 | 35·1 | 20·6 | Hamburg German | C.2Cy.30″&52″–39″ 110HP | |
| | *W.Schütt*93–93 | 2*Dks* | — | | | | | | | P46′ | B72′ | F32′ | | Blohm&Voss,Hamburg | |
| RGHS | | | 1133 | | | | | | | | | | | | |
| 653 | **Progrès** | IronSc3MstSr | 247 | | | | 1872 | E.Lindsay Newcastle | J.H.Bennetts | 134·2 | 21·1 | 10·5 | Penzance British | C.2Cy.18″&32″–22″ NB88 50HP | 11 6 |
| 67018 | *W.Ellis* –93 | | 210 | | | | | | | | | | | BowdenBros.,Newcastle | s 1 6 |
| RCHF | | | 121 | | | | | | | | | | | | |
| 654 | — | IronPadSp | 171 | | | | 1875 | Claparède Co. St.Denis | Chambre deCommerce | 102·1 | 21·0 | 10·4 | Dunkirk French | C.2Cy.27½″&47½″–39½″ Claparède&Co.,Rouen | |
| | *Everrard*89–92 | 1*Dk* | — | | | | | | | | | | | | |
| KRLG | | | 82 | | | | | | | | | | | | |
| 655 | **Progreso** | SteelScSr | 1958 | ✠100A1 | NYk | *r* | 1885 | N.of Eng. S.B.Co.(Lim) Sunderland | ProgresoS.S.Co. (J.Jerome) | 270·0 | 36·1 | 23·5 | NewYork Utd.States | T.3Cy.21½″,36″&57″–36″ (*a*) 140lb *60lb* 200HP | 24 9 |
| 150419 | ~~*C.Brown*93–93~~ | *ss*N.Yk.No.3–4,88 | 1805 | 7,93 | A&CP | | 7mo | | | P28′B64′F35′ | | BK9½ | 4*BHCem* | 1DB,*6cf*,GS99 | |
| KFCN | (*ex*WellsCity) | *ss*N.Yk.No.1–92 | 1271 | BS7,93 5,94 | | LMC3,92 | | | *WB*=*DBa*68′*&uB*30′243*t* | | | | *MT*26′262*t* | T.Richardson&Sons,Hpl. | |
| | *Anderson* | 2*Dks*(*Irn*)3*trB* | | | | | | | | | | | | | |
| 656 | — | IronScSr | 208 | | | | 1875 | W.B. Thompson Dundee | T.H.deMaruri | 127·9 | 19·2 | 10·0 | Bilbao Spanish | C.2Cy.16″&32″–20″ 40HP | |
| | *Olivares*78–79 | 1*Dk* | — | | | | | | | | | | | W.B.Thompson,Dundee | |
| JDMV | | | 114 | | | | | | | | | | | | |
| 657 | — | | 138 | | | | 1869 | Kincaid& Co. Greenock | D.Giuliani | 100·0 | 17·0 | 7·0 | Bns.Ayres Argentine | 40HP | |
| | | | — | | | | | | | | | | | | |
| | | | 86 | | | | | | | | | | | | |
| 658 | **Progress** | IronScSr | 1214 | ✠100A1 | Spl | *o* | 1882 | J.L.Thmp- son&Sons Sunderland | P.Regier | 240·0 | 35·0 | 15·0 | Marianple Russian | C.2Cy.28″&53″–36″ (*i*) 80lb ~~*45lb*~~ *35lb* 115HP | 16 8 |
| | *G.Scaritch* | ~~*ssLiv.No.2–89*~~ | 1018 | 2,95 ~~2,93~~ | A&CP | | 4mo | | | P23′B44′F24′ | | FK | 4*BHCem* | 2SB,*4pf*,GS70 | |
| HQPG | (*ex*Nutford) | 1*Dk*(*Irn*)2*trB* *ss*Oda No.3–2,95 | 783 | ~~drp91~~ ~~BS2,93~~ | | LMC2,~~00~~ 1,95 ~~3,94~~ | | | *WB*=*DBa*77*f*46′251*t* | | | | *APT*14*t* | J.Dickinson,Sunderland | |
| | | | | | Oda | | | | | | | | | | |
| 659 | — | SteelScSr | 1098 | | | | 1892 | Flensburg S.B.Co. Flensburg | H.M.Struve | 206·0 | 31·0 | 21·5 | Blanknese German | T.3Cy.15″,24½″&43″–27″ | |
| | *Jessen* –92 | 1*Dk&Spardk* | 965 | | | | | | | B58′ | F26′ | | *WB* | FlensbrgSB.Co.,Flensburg | |
| LGBC | | | 799 | | | | | | | | | | | | |
| 660 | — | SteelScSr | 878 | | | | 1890 | Schlesingr Davis&Co. Newcastle | Actieselskabet "Progress" (Larssen&Kiær) | 196·3 | 30·7 | 14·8 | Drammen Norwegian | T.3Cy.16″,26″&43″–30″ 99HP | |
| | *O.Syvertsen*84–90 | 1*Dk* | 707 | | | | | | | Q53*t*B87*t* | H10*t*F23*t* | | | NEMrineE Co(Lm)Wlsnd | |
| HFWG | | | 654 | | | | | | | | | | | | |
| 661 | — | IronScSr | 414 | ~~✠100A1~~ | Lon | *g* | 1883 | Murdoch &Murray Pt.Glasgow | R.B.Ballantyne &Co. | 156·7 | 23·0 | 11·8 | Glasgow British | C.2Cy.20″&40″–27″ (*s*) ~~4to~~ ~~70lb~~ 100lb *70lb*NDB94 65HP | 12 8 |
| Stranded 12.94 87089 | *D.Murray* –94 | *ss*Liv.No.3–1,89 | 317 | 6,94 ~~8,90~~ | LA&CP | LMC~~7,98~~ 5,94 | 9mo | | | Q49′B43′F26′ drp93 | | BK7″ | 1SB,*3pf*,GS49,HS986 4*BHCem* | 1SB,*3pf*,GS49,HS986 | s 1 1 |
| KBMT | *Well deck* | *ss*Lon.No1–93 1*Dk* | 231 | | Gls | NB5,94 | | | *WB*=*DBa*31′ | | | | 40*tFPT*25*t* | Muir&Houston,Glasgow | |
| 662 | — | SteelScSr | 382 | ✠100A1 | Goo | *g* | 1884 | J.M'Arthur &Co. Paisley | Co-operative WholesaleSoc. (Lim.) | 157·0 | 23·1 | 11·6 | Goole British | C.2Cy.20″&40″–27″ (*s*) 80lb *50lb* 70HP | 12 3 |
| 67849 | *W.Rockett*90–90 | *ss*Goo.No.2–93 | 311 | 4,94 | A&CP | | 10mo | | | Q77′B15′F18′ | | BK7″ | 4*BHCem* | 1SB,*2pf*,GS38 | s 1 2 |
| JTVM | *Well deck* | 1*Dk* | 208 | | | LMC11,93 | | | *WB*=*DBa*31′ | | | | 37*tFPT*32*t* | Bow,M'Lachlan&Co.,Psy. | |
| 663 | — | IronScSr | 178 | ✠ | Hul | *c* | 1880 | Murdoch& Murray Pt.Glasgow | Hewett&Co. (Lim.) | 130·4 | 21·0 | 10·8 | London British | C.2Cy.20″&40″–27″ 65HP | |
| 82468 | *J.Kiddell* –93 | 1*Dk* | 178 | 9,81 | LA&CP | | 3mo | | | | | | 5*BHCem* | Muir&Houston,Glasgow | |
| | | | 94 | | | | | | | | | | | | |
| 664 | **Prome** | SteelScSr | 3580 | ✠100A1 | Gls | *w* | 1893 | W.Denny &Bros. Dumbarton | BurmahSteamship Co.(Lim.) (P.Henderson& Co.,*Mgrs.*) | 345·0 | 44·1 | 27·3 | Glasgow British | T.3Cy.26½″,42″&66½″–48″ 160lb *80lb* (*s*) 262HP | 30 6 |
| 102651 | *J.Pagan*81–93 | 2*Dks*(*Stl–U* teak s)3*trB* | 3304 | 8,94 ~~3,94~~ | LA&CP | | 12mo | | | P30′B80′F43′ | | FK | 6*BHCem* | 2SB,*6pf*,GS116,HS5284 | |
| | | | 2299 | | | LMC12,93 | | | *WB*=*Cell* | drp94 | | | *DB*296′691*t* | Denny&Co.,Dumbarton | |
| 665 | **Prometheus** | IronScSr | 2376 | | | | 1886 | A.Leslie& Co. Newcastle | ~~Stoomv.Maats. "Oceaan"~~ OceanS.S.Co(Lim) | 321·0 | 36·5 | 26·0 | ~~Amsterdam~~ ~~Dutch~~British Singapore | C.2Cy.27″&58″–60″ 400HP | |
| 91278 | *E.G.Dickens* –93 | 2*Dks* | 2151 | | | | | | | | | | | R.Stephenson&Co.,Nwc. | |
| *Now named "UjinaMaru," See No. 6 in Supplement.* | | | 1496 1588 | | | | | | | | | | | | |
| 666 | — | WoodSc | 296 | | | | 1862 | ..... N.Lond.Con. | A.C.Cheney | 145·0 | 31·0 | 10·7 | New York Utd.States | 150HP | |
| 19607 | *Webster* | 1*Dk* | — | | | | | | | | | | | | |
| HPNQ | | | 164 | | | | | | | | | | | | |
| 667 | **Pronto** | SteelScSr | 1012 | | | | 1891 | Flensburgr Schiffsbau Gesellschaft Flensburg | H.M.Struve | 203·5 | 30·5 | 21·5 | Blanknese German | T.3Cy.15″,27½″&43″–27″ 450HP | |
| | *C.Nodop*87–93 | 1*Dk&Spardk* | 907 | | | | | | | B58′ | | | *WB* | FlensburgerSchiffsbau Gesellschaft,Flensburg | |
| LFWQ | | | 719 | | | | | | | | | | | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. *Late Name if any.* Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or Last Repaired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 668 81478 TNLW | **Propitious** *H.Kemp*86–87 *Well deck* | **IronScSr** 3rdSurvey.Sld.1,93 1*Dk*(*Irn*)2*trB* | 1741 1415 1137 | ✠A1*1 4,95 12,93 BS12,93 2,95 | Sld LMC1,93 | Lv | 1880 9mo | ShortBros. Sunderland | **Taylor&Sanderson** | 278·0 P74*t* H35*t* | 37·0 Q91*t* F38*t* | 18·5 B127*t* BK9″ *WB*= | **Sundrland** British 5*BH* *CellDB* | C.2Cy.33″&62″–42″ (*i*) 75lb 180HP 2SB,*4f* J.Dickinson,Sunderland | 21 ″ 3 s 2 ″ 8 | |
| 669 80485 WJHP | **Propontis** *W.H.Farrand* –91 *ss*Liv.No.3–1,87 *ss*Sng.No.1–91 2*Dks*3*trB* | **IronScBk** | 2141 1996 1390 | ✠*A1 3,94 ✠NB10,85 BS10,94 | HKg LMC9,93 | | 1864 8mo | Lon.&Gls. Co. Glasgow | **HeungSingSteamboatCo.(Lim.** | 318·4 P50′F42′ ND85 | 36·3 | 25·9 BK12″ | **HongKong** British 6*BHCem* | T.3Cy.23″,38″&61″–42″ (*a*) 145lb *80lb* NDB91 NE74 2DB,*8cf*,GS114 *70lb* 250HP J.Elder&Co.,Glasgow | 27 ″ 7 s 5 ″ 9 | D |
| 670 — | | **SteelScSpTug** 1*Dk*(*Irn*) | 125 125 4 | ✠ A– *for Riverpurposes only* 11,90 ✠LMC10,90 | Shl | | 1890 11mo | J.P.Rennoldson&Ss. S.Shields | **StathatosBros.** | 100·0 | 18·2 | 9·8 BK6″ | **Ithaca** Greek 4*BHCem* | T.3Cy.12″,20″&32″–22″ (*s*) 160lb 60HP 1SB,*2pf*,GS27,HS984 J.P.Rennoldson&Ss,S.Shl. | 10 ″ 0 | |
| 671 | **Prosper** *Floors,reverseframes&BeamsIrn* | **SteelScTug** 1*Dk*(*Irn*) | 43 43 5 | ✠ A— *For Towing purposes* 11,92 ✠LMC10,92 | Lth | | 1892 10mo | J.Fletcher &Co. Glasgow | | 65·0 | 14·5 | 7·2 BK5′ | Belgian 4*BHCem* | C.2Cy.13″&26″–18″ (*s*) 100lb 45HP 1SB,*2pf*,GS24,HS670 J.Fletcher&Co.,Glasgow | 8 ″ 2 | |
| 672 HPGR | **Prospero** *J.Eitzen* (*ex*Prima) *Well deck* | **IronScSr** 1*Dk*2*trB* | 696 462 433 | | | ... | 1869 9mo | Denton, Gray&Co. W Hartlepool | **ÖstlandskeLloyd** | 179·6 P187*t* | 27·7 H15*t* | 14·1 F32*t* | **Chrstiania** Norwegian *WB* | C.2Cy.25″&44″–30″ NE&B79 90HP FlensburgS.B.C.Flensburg | | N |
| 673 16868 KJCS | **Protection** | **WoodSc** 1*Dk* | 281 — 216 | | | | 1890 | ..... Alameda, Cal. | **C.E.White** | 130·0 | 32·0 | 11·0 | **S.Frncisco** Utd.States | | | |
| 674 JDNM | **Protector** *Ballesta* (*ex*Ontario) | **WoodPad** | 446 — 252 | | | | 1884 | ..... Clayton,N.Y. | **F.deArazoza** | 160·7 | 21·0 | 7·0 | **Havana** Spanish | | | |
| 675 89331 | — | **WoodPadCtr** 1*Dk* | 158 — 100 | | | | 1884 | J A Pashley Richmond R. N.S.W. | **T.Fenwick** | 101·5 | 22·0 | 8·7 | **SydnyNSW** British | 2Cy.28″–50″ 55HP Rennoldson&Sons,S.Shl. | | |
| 676 LKTH | **Protos** *H.Johannsen* –90 | **IronScSr** 2*Dks*&*Spardk* | 1498 1426 1149 | | | | 1880 | Flensburg S.B.Co. Flensburg | **Flensburger Dampfschiff-fahrtsGes.v.1869** | 245·4 | 33·0 | 17·5 24·5 | **Flensburg** German *WB* | C.2Cy.30″&57″–33″ 140HP FlensburgS.BCo.Flensbrg. | | V |
| 677 98776 MPNB | **Provencal** *G.T.Simmons* –93 *Well deck* | **SteelScSr** *ss*Mdb.No.1–94 1*Dk*(*Irn*)&*Webframes* | 1244 986 776 | ✠100A1 8,94 12,93 | Mdb A&CP ✠LMC8,94 | *n* 8,94 | 1891 5mo | W.Harkess&Son Middlesbro' | **W.Harkess (E.Harris&Co., *Mgrs.*)** | 234·0 Q73′B28′F28′ drp94 *WB*= *Cell* | 34·0 | 15·0 BK8′ | **Middlsbro'** British 4*BHCem* *DB*205′300*t* | T.3Cy.17″,28″&47″–33″ (*s*) 160lb *100lb* 128HP 1SB,*3rf*,GS55 A.Shanks&Sons,Arbroath | 17 ″ 6 | |
| 678 KRSD | **Provence** *Terras*81–88 | **Steel&IronSc3MstSr** 2*Dks*&*Spardk* | 4076 — 2130 | | | | 1884 | Forges& Chantiers de la Médit. LaSeyne | **SociétéGénérale de Transports Marit. àVap.** | 387·1 B103′ F34′ | 42·3 | 22·6 30·4 | **Marseilles** French | C.2Cy.43″&78¾″–49¼″ 600HP Forges & Chantiers de la Médit, Marseilles | | V |
| 679 19612 HPNS | **Providence** *E.G.Davis* | **WoodPad** 2*Dks* | 2962 — 2064 | | | | 1867 | W.H Webb New York | **OldColonySteamboatCo.** | 373·0 Breadth overall 83′ | 48·0 | 16·0 | **Fall River, Mass.** Utd.States | 1Cy.110″–144″ 2800HP MorganIronWorks,N.Yk. | | |
| 680 | **Provorni** | **Pad** | | | | | | Sebastopol | **RussianS.N.& TradingCo.** | 210·0 | 28·2 | 8·1 | **Odessa** Russian | C.2Cy.31″&61″–18″ | | |
| 681 68961 RBJW | **Prudent** *J.R.G.Harvey* –94 | **IronScSr** *ss*Shl.No.3–7,89 2*Dks*(1*Irn*)3*trB* *ss*Shl.No.1–93 | 1408 1372 910 | ✠100A1 5,95 5,98 BS12,93 | Shl A&CP LMC7,89 | *p* 12,93 | 1877 8mo | Bartram, Haswell&Co. Sunderland | **J.Westoll** | 240·2 B17′F18′ | 33·2 | 23·1 BK9″ *WB*=*DBa* | **Sundrland** British 4*BHCem* 64′*f*36′ | C.2Cy.32″&60″–36″ (*i*) 70lb *70lb* 150HP 2B,GS72 J.Dickinson,Sunderland | 24 ″ 7 | |
| 682 96611 | **Prudentia** *L.B.Hubback*90–93 1*Dk*(*Irn*)&*Spardk*(*Stl*)&*Webframes* *Elec.light* | **SteelSc3MstSr** *ss*Nwc.No.1–93 *Spar dk* | 2730 2709 1791 | ✠100A1 4,95 5,94 LMC6,93 *Carrying Petroleum in bulk* | Shl LA&CP | *t* | 1889 7mo | Palmers' Co.(Lim.) Newcastle | **S.S.Prudentia(L) (A.Suart)** *WB*=*D* | 312·0 drp93 *BuE*&*B*44′60*t* *FPT* 114*t* *APT*34*t* | 40·2 | 19·8 27·0 FK | **London** British 13*BHpt Cem* | T.3Cy.24″,38″&62″–42″ (*s*) 150lb *70lb* 300HP 2SB,*8rf*,GS132,HS4490 Palmers'Co.(Lim.),Nwc. | 21 ″ 2 s 6 ″ 1½ | |
| 683 83483 HLNV | **Prudhoe Castle** *R.Tully*85–85 | **IronSc3MstSr** *ss*Nwc.No.3–7,87 *ss*Nwc.No.1–94 1*Dk*2*trB* | 813 703 481 | ✠ A1 1,94 3,98 3,95 ✠NB82 BS3,93 BS4,95 | Shl A&CP Nwc LMC9,96 | 94 | 1866 7mo | Palmers' Co. Newcastle | **J.Ridley,Son& Tully** | 211·6 Q58′B16′F33′ *WB*= | 28·1 | 17·4 BK7″ *DB*127′220*t* | **N.Shields** British 4*BH* *Cmp.*73 | C.2Cy.25″&48″–30″ (*a*) 80lb *60lb* NDB90 90HP 1B J.Shaw&Co.,Nwc. | 18 ″ 7 s 3 ″ 2½ | D |
| 684 | **Prussia** *Elec.light* | **SteelTwinScSr** 3*Dks* | 5900 5965 3820 3840 | | | | 1894 | Harland& Wolff(Lim.) Belfast | **Hamburg-AmerikanischePacketf. Act.Ges.** | 445·4 P58′B207′F102′ | 50·2 | 29·9 *WB* | **Hamburg** German | T. Harland&Wolff(Lim.),Bel | | BT till 3,96 |
| 685 HDFS | — | **IronScSr** 1*Dk*2*trB* | 687 640 520 | | | | 1883 | F.Schichau Elbing | **Edward &George Hay** | 186·0 B44′ | 26·2 F26′ | 17·2 | **Königsbrg** German *WB* | C.2Cy.22″&42″–23″ 85HP F.Schichau,Elbing | | DV |
| 686 60403 JMKS | **Prussian** *J.McAdam* –93 | **IronScBk** 4*Dks* | 3030 3009 1940 | | | | 1869 | A&J Inglis Glasgow | **J.&A.Allan** | 340·4 | 40·5 | 32·5 | **Glasgow** British | C.2Cy.32″&65″–45″ NE&B79 400HP Barclay,Curle&Co.,Gls. | | BT till 9,94 |
| 687 331 JGWP | **Prut** | **IronScSr** 1*Dk* | 546 — 410 | | | | 1871 | Samuda London | **RussianSteamNav. &TradingCo.** | 215·0 | 29·0 | 9·7 | **Odessa** Russian | C.2Cy.23″&41″–24″ 60HP J.Penn&Sons,London | | |
| 688 89568 JLPC | **Prydain** *OJones* –94 | **IronScSr** *ss*Cff.No.2–92 2*Dks*(1*Irn*)3*trB* | 1947 1785 1252 | ✠100A1 6,93 BS10,93 ✠LMC5,92 | Stn LA&CP | *s* | 1884 4mo | Palmers' Co.(Lim.) Newcastle | **PrydainS.S.Co. (Lim.) (W. Thomas&Son)** *WB*= | 270·0 P30′B54′F36′ *DBa*82′*f*56′&*uB*20′ | 36·1 | 23·0 BK9½″ | **London** British 6*BHCem* 314*t* *APT*7*t* | C.2Cy.32″&62″–42″ (*a*) 90lb *60lb* 162HP 2SB,*6cf*,GS85,HS3421 Palmers'Co.(Lim.),Nwc. | 24 ″ 3 s 4 ″ 2 | D |
| 689 HQKL | **Psyche** *Covacich*74–87 | **IronScSr** 1*Dk* | 379 — 169 | | | | 1883 | Stabilimento Tecnco Trieste | **LloydAustriaco** | 170·0 | 23·0 | 11·5 | **Trieste** Aust.-Hung. | C.2Cy.22″&40″–24″ 77HP StabilimntoTecnicoTrieste | | |

*Now named "Mohammadi," See No. 12 in Supplement.*

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres, Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 690 96102 | **Ptarmigan** *Jennings* | **SteelScSr** *ss*Liv No.1-94 2*Dks*(1*Irn*) *Framingpt Irn* | 1234 995 672 | ✠100A1 ~~6,93~~6,94 | Liv A&CP LMC4,90 | *o* | 1890 4mo | W.B. Thompson & Co.(Lim) Dundee | **CorkSteamShipCo. (Lim.)** | 256·0 P109′ 32·2 B26′ 15·4 F47′ BK9′ *WB=Cell* | Cork British | T.3Cy.21″,34″&55″–42″ (*s*) 160lb *60lb* 175H 2SB.*6rf*,GS103,HS2866 *DB*220′168*t* W.B.Tmpsn&Co(L)Dndee | 18 ″ s 2 ″ |
| 691 98908 MCLV | — *W.Manning* –94 *Well deck* | **Iron&SteelSc3MstSr** 1*Dk*(*Irn*) *Platingpt Irn* | 780 672 475 | ✠100A1 1,95 ~~4,93~~ LMC4,91 Mch | Liv A&CP | *m* | 1891 4mo | Gourlay Bros.&Co. Dundee | **GeneralSteam NavigationCo.** | 220·0 P152′ 30·6 F30′ BK7′ *WB=Cell* | London British | T.3Cy.17″,27½″&45″–36″ (*o*) 160lb 1*BHCem* 1SB,*4rf*,GS70 *DB*189′152*t* Gen.SteamNav.Co.,Lon. | 15 ″ s 1 ″ 6 5½ |
| 692 51471 JMRN | **Ptolemy** *T.T.Farrell* –92 | **IronScBn** 3*Dks* | 1401 942 861 | | | | 1865 | A.Leslie& Co. Newcastle | **Liverpool,Brazil &RiverPlateStm. Nav.Co.(Lim.) (Lamport&Holt, *Mgrs.*)** | 257·2 P136*t* 31·2 26·8 | Liverpool British | C.2Cy.22″&50″–42″ NE80 120H Fawcett,Preston&Co.,Liv. | |
| 693 | **Puchoco** | **IronSc3MstSr** 1*Dk*(*Irn*)2*trB* | 801 672 586 | ✠ 7,79 | Dun | Lv | 1879 6mo | Gourlay Bros.&Co. Dundee | **EtaEsplotadora deLota yCoronel** | 200·0 P60*t* 29·2 F20*t* | Valparaiso Chilian 3*BH* 1PBH | C.2Cy.24″&48″–36″ 98H GourlayBros.&Co.,Dundee *WB=DBf* | |
| 694 | **Pudeto** *J.Harrison* –92 *Well deck* | **IronSc** 1*Dk*(*Irn*) | 273 206 185 | ✠ 8,84 | Sld A&CP | *d* | 1884 6mo | J.Knox& Co. Sunderland | **Cia.SudAmericana deVapores** | 125·0 Q41′ 21·2 B17′ 10·3 F22′ | Valparaiso Chilian 3*BHCem* | C.2Cy.16″&30″–20″ 40H R.H.Pearson&Co.,Gls. *WB=FPT40tAPT15t* | 11 ″ 0 |
| 695 | **Puerto de Buenos Ayres** | **IronPad** | — — — | | | | 1872 | T. Wingate &Co. Glasgow | **Argentine Government** | 130·0 | 24·0 | 10·0 Argentine | 2Cy.40″&48″ 130H T.Wingate&Co. |
| 696 HKVT | **Puerto Mahón** *F.Cardona* | **IronScSr** 1*Dk* (*ex*Ebro) | 594 — 356 | | | | 1853 | Scott&Co. Greenock | **SociedadMahonesa deVapores** | 205·7 P67′ Q52′ | 25·2 B26′ F34 | 16·9 Mahon Spanish | C.4Cy.24″&34″–24″ 380H AlexanderBros., Barcelona |
| 697 HJNC | **Puerto Rico** *J.M.Seguna* ~~Lascurain~~ (*ex*CristobalColon, *ex*Rossmore) | **IronSc** *ss*Sld.No.3–2,88 *ss*N.Os.No.1–92 2*Dks*(*Irn*)3*trB* | 2677 2515 1747 | ✠100A1 7,94 ~~12,02~~ ✠NE&B1,88 BS0,94 | NOs A&CP NYk ✠LMC7,92 | *u* | 1880 5mo | W.Doxford &Sons Sunderland *WB=* | **F.Prats&Co.** *DBu E&B*50′ 207*t* | 330·0 P27′ B50′ 36·5 F23′ BK11′ *FPT77tAPT15tM* | 26·0 Barcelona Spanish 5*BHCem* T32′367*t* | T.3Cy.24½″,34″&68″–45″ (*o*) 150lb *55lb* 300H 2DB *3cf*,GS116 W.Doxford&Sons,Sld. | |
| 698 84491 SLPC | **Pukaki** *C.E.Fleming*89–93 | **SteelScSr** 1*Dk* | 1444 1138 917 | | | | 1887 | W.Denny &Bros. Dumbarton | **UnionS.S.Co.of NewZealand (Lim.)** | 230·0 | 36·2 | 17·5 DunednNZ British | T.4Cy.16″,24″,32″&47″–36″ 110H Denny&Co.,Dumbarton |
| 699 80500 | **Pulu** *Terndrup* | **SteelPad** | 235 235 148 | | | | 1879 | Denny& Bros. Dumbarton | **Irrawaddy Flotilla Co.(Lim.)** | 160·2 | 24·0 | 7·7 Glasgow British | C.D.2Cy.25″&43″–42″ 90H Denny&Co.,Dumbarton |
| 700 12756 LDFK | **Punch** *E.Scruton*59–88 | **IronPadSp** | 115 115 31 | | | | 1854 | ..... London | **W.Watkins** | 101·7 | 18·1 | 9·9 London British | 60H |
| 701 96008 KVLM | **Pundua** *T.C.Nailer* –93 *Elec.light* | **SteelScSr** 3*Dks*(*UStl*-ws) *InnerbottomIrn* | 3305 2978 2156 | ✠ 10,88 | Gls LA&CP | *w* | 1888 10mo | A.&J. Inglis Glasgow | **BritishIndiaStm. Nav.Co.(Lim.)** | 350·1 P62′ 42·2 B86′ 26·5 F44′ | Glasgow British 6*BHCem* | T.3Cy.27½″,45″&70″–54″ 400H A.&J.Inglis,Glasgow *WB=CellDB*270′487*t* | 29 ″ 3 s 6 ″ 1½ w 6 ″ 6 |
| 702 84088 VLQC | **Puno** | **SteelSc3MstSr** 2*Dks*(1*Stl*)&*Shadedk* | 2398 1985 1504 | ✠ 4,81 | Gls | Lv | 1881 1mo | R.Napier& Sons Glasgow | **PacificSteam Nav.Co.** | 320·0 F46*t* | 40·2 | 22·5 Liverpool British 4*BH* 2PBH | C.2Cy.42″&80″–48″ 400H R.Napier&Sons,Glasgow *WB=DBf* |
| 703 150471 KGJQ | **Puritan** *A.Simmons* –90 | **SteelPad** 1*Dk*3*trB* | 4593 — 3075 | | | | 1889 | Delaware RiverI.S.B. Co. Chester,Pa. | **OldColonySteam-boatCo.** | 403·5 | 52·5 | 18·1 FallRiver, Mass. Utd.States | C.2Cy.75″&110″–108″ W.&A.Fletcher&Co.,New York |
| 704 96033 KWNR | **Purnea** *M.England* –91 *Elec.light* | **SteelScSr** 3*Dks*(*UStl*–ws) | 3306 2979 2156 | ✠ 12,88 | Gls LA&CP | *w* | 1888 12mo | A&J. Inglis Glasgow | **BritishIndiaStm. Nav.Co.(Lim.)** | 350·0 P62′ 42·2 B86′ 26·5 F44′ | Glasgow British 5*BHCem* | T.3Cy.27½″,45″&70″–54″ 400H A.&J.Inglis,Glasgow *WB=CellDB*270′487*t* | 29 ″ 3 s 6 ″ 1½ w 6 ″ 6 |
| 705 78644 RWDF | **Purulia** *R.Dagge* –94 | **IronScSr** *ss*Cal.No.1–83 2*Dks*(*UIrn*–ws)3*trB* | 1554 1515 993 | ✠ 12,85 | Cal A&CP | *r* | 1878 8mo | A&J Inglis Glasgow | **BritishIndiaStm. Nav.Co.(Lim.)** | 280·2 | 31·6 | 23·7 Glasgow British 6*BHCem* | C.2Cy.37″&66″–42″ 200H A.&J.Inglis,Glasgow |
| 706 466 HKBW | **Puschkin** *Gerard* 2*Dks*(*UptStl*–ws)&*Awng dk* | **SteelScSr** | 1463 912 970 | ✠ *Awng dk with load line* 6,81 | Nwc LA&CP | *q* | 1881 5mo | A.Leslie& Co. Newcastle | **RussianS.Nav.& TradingCo.** | 273·5 | 34·2 | 15·6 23·5 Odessa Russian 5*BHCem* | C.2Cy.38″&70″–48″ 300H Maudslay,Sns&Field,Lon. |
| 707 93328 KJCM | **Putiala** *J.H.Stafford* –93 *Elec.light* | **SteelSc3MstSr** 3*Dks*(1*Stl*) | 2998 1861 1956 | ✠ 11,86 | Gls LA&CP | *v* | 1885 9mo | A&J Inglis Glasgow | **BritishIndiaStm. Nav.Co.(Lim.)** | 335·0 P57′ 40·2 B76′ 18·8 26·7 F29′ | Glasgow British 6*BHCem* | T.3Cy.27½″,44″&66″–54″ 400H A.&J.Inglis,Glasgow *WB=DBa*40′*df*46′280*t* | 28 ″ 0 |
| 708 98592 | **Pyrope** *R.Shaw* –93 *Well deck* | **Steel&IronSc3MstSr** *ss*Bwg.No.1-94 1*Dk*(*ptIrn*) *Irnfrming&Stlplating* | 452 330 167 | ✠100A1 12,94 ~~2,94~~ LMC12,99 Bwg | Ard A&CP | *h* | 1890 12mo | Scott&Co. Bowling | **W.Robertson** | 165·2 Q81′ B10′ 26·1 F27′ ~~Lap03~~ BK7½′ *WB=FPT32t* | 10·9 Glasgow British 4*BHCem* 1SB,*3pf*,GS50 | T.3Cy.14″,23″&36″–27″ (*s*) 160lb *70lb* 60H Muir&Houston,Glasgow | 12 ″ 2 s ″ 9½ |
| 709 99450 | **Pyrrhus** *H.E.Batt* –92 | **SteelScSr** 2*Dks* | 3572 3221 2299 | | | | 1892 | Scott&Co. Greenock | **OceanStmshipCo.** | 354·9 P32′ 42·8 B92′ 26·7 F50′ | Liverpool British | T.3Cy.23″,38″&62″–54″ FD 500H Scott&Co.,Greenock | |
| 710 KSDG | **Pythéas** | **IronScSr** | 420 — 237 | | | | 1856 | ..... London | **A.Herail** | 163·8 | 23·0 | 16·0 Cette French | 50H Fraissinet&Co.,Marseilles |

*** Additional Ships are inserted in the Supplement at the end of the Register.

| 1 No. in Book. / Official No. / Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assign'd now expired. Equipment Letter. | 8 Built: When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c.: Length. Breadth. Depth | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. / Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| No. | Steamer's Name, &c. | Tonnage | Character | Port of Survey | Letter | Built | By Whom / Where | Owners | Dimensions | Port of Registry / Flag | Engines | Moulded depth / Freeboard | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1<br>96899 | Quadra SteelScSr<br>Walbran -91<br>1Dk(Stl-ws) | 573<br>436<br>265 | ✠100A1<br>9,91<br>✠LMC9,91 | Psy<br>LA&CP | i | 1891<br>9mo | Fleming & Ferguson<br>Paisley | Canadian Government | 174·5\|31·1\|13·6<br>P44'B28'F31'<br>BK7½'<br>WB=DBuE16'24t FPT | Ottawa<br>British<br>4BHCem<br>20tAPT19t | Q.4Cy.15",23",30"&45"–33"<br>200lb 80lb (s) 120HP<br>2SB,4rf,GS64<br>Fleming& Ferguson,Psy. | 14 ″ 5 | |
| 2<br>101934 | Quantock SteelScSr<br>J.C.Main -93<br>1Dk(Irn)2trB&Webframes &ptAwngdk(Irn) | 3358<br>2599<br>2193 | ✠100A1<br>pt Awng dk withfreeboard<br>1,95 ~~,92~~ ✠LMC9,92 | Hpl<br>LA&CP<br>~~Bsp~~ ~~Lon~~ | u<br>Shl | 1892<br>9mo | W.Gray& Co.(Lim.)<br>WHartlepool | "Quantock"S.S. Co.(Lim.)(G.L. Tapscott&Co.) | 330·5\|43·2\|21·6<br>Q131' FK<br>pt Awng dk 199'<br>WB=Cell DB284'780t | London<br>British<br>5BHCem<br>APT37t | T.3Cy.24",38"&64"–42" (s)<br>160lb 80lb 300HP<br>2SB,6rf,GS91,HS4390<br>Cent.Mar.E.Wks.,W.Hpl. | 24 ″ 4<br>s 9 ″ 6½ | |
| 3<br>HQKS | Quarnero IronSc Scopinich<br>~~Hargylich~~ -93 ssMlt.No.2-92<br>(exWelshPrince,exTyneside)<br>Well deck 1Dk(Irn)&Webframes | 870<br>715<br>560 | ✠100A1<br>5,92<br>BS9,93 ✠LMC5,92<br>12,94 | Mlt<br>LA&CP | m | 1883<br>7mo | C.S.Swan & Hunter<br>Newcastle | DittaErediC.Cav. Gerolimich&Co. | 215·2\|30·8\|13·9<br>Q73'B48'F23'<br>FK<br>WB=Cell DB170'242t | Lusinpiclo<br>Aust.-Hung.<br>4BHCem<br>APT18t | C.2Cy.27"&50"–36" (s)<br>85lb 60lb 110HP<br>1SB,3pf,GS56<br>N.E.MarineEC(Lim.)Nwc. | 16″10<br>s 1 ″ 8<br>wl ″10 | A |
| 4 | Quarta IronSc<br>J.Durand -92 ssAnt.No.2-93<br>1Dk | 113<br>110<br>64 | ✠100A1<br>~~9,93~~3,95<br>BS3,95 ✠LMC9,93 | Ant<br>LA&CP | b | 1885<br>8mo | Hawthorns &Co.<br>Leith | J.Baels-Mauricx | 94·5\|20·0\|9·8<br>BK7'<br>WB= | Ostend<br>Belgian<br>4BHCem<br>FPT8t | C.2Cy.15"&28½"–21"<br>90lb 35HP<br>1SB,2pf<br>Hawthorns & Co.,Leith | 10 ″ 7 | |
| 5<br>99573 | Quebec IronScK<br>1Dk | 132<br>126<br>57 | ✠100A1<br>StmTrawler<br>8,94 ~~6,92~~ ✠LMC6,92 | Hul<br>LA&CP | | 1892<br>6mo | Cook, Welton& Gemmell<br>Hull | HullSteamFishing &IceCo.(Lim.) | 95·6\|20·5\|10·8<br>BK7½'<br>WB= | Hull<br>British<br>3BHCem<br>FPT17t | T.3Cy.10",16"&25½"–20"<br>160lb 35HP<br>1SB,2pf,GS22,HS590<br>Amos&Smith,Hull | 11 ″ 7 | |
| 6<br>96916 | —— WoodSc<br>C.McWilliams<br>1Dk | 108<br>95<br>60 | | | | 1867 | W.A. Gorrell<br>Bedford Mills Ont. | J.McKelvey& S.Birch | 110·2\|23·4\|5·1<br>H14t | Kingston, Ont.<br>British | 1Cy.14"–14"<br>45HP<br>J.King,Oswego,U.S. | | |
| 7 | Quebracho Argentino IronScSr<br>M.Pontanarossa -90<br>(exRio) 1Dk | 512<br>383<br>370 | | | | 1889 | O A Brodin<br>Gefle | DelpianoyGotuzzo | 179·8\|26·2\|10·5<br>Q63' B40' H6t<br>F19t | Bns.Ayres<br>Argentine<br>WB | C.2Cy.17½"&31¼"–21½"<br>60HP<br>J.&C.G.BolindersMVSkm. | | |
| 8 | —— SteelScSr<br>Miller<br>1Dk | 129<br>120<br>49 | ✠<br>10,85<br>✠ | Cly<br>LA&CP | b | 1885<br>9mo | J.Fuller- ton&Co.<br>Paisley | P.Risso | 105·5\|20·0\|9·6<br>Q20' | M.Video<br>Uruguayan<br>4BHCem | C.2Cy.18"&36"–24"<br>55HP<br>Lees,Anderson&Co.,Gls. | 9 ″ 5 | |
| 9<br>20687<br>JVWG | Queen IronScBn<br>Carroll (exQueen of the Pacific)<br>Elec.light 2Dks&Awngdk | 2728<br>——<br>1672 | | | | 1882 | W.Cramp &Sons<br>Philadelphia | PacificCoastS.S. Co. | 331·2\|38·5\|12·5<br>21·2 | S.Francsco<br>Utd.States<br>WB | 2Cy.45"&90"–48"<br>405HP<br>W.Cramp&Sons,Phl. | | RV |
| 10<br>87335<br>HFQP | —— IronScSr<br>J.Waters92-92 2ndSurvey,Liv.5-91<br>Well deck 1Dk(Irn)2trB | 1818<br>1431<br>1149 | ✠A1*1<br>11,93<br>BS12,93 | Nwc<br>LMC5,91 | Lv | 1882<br>12mo | ShortBros.<br>Sunderland | Taylor&Sander- son | 282·5\|37·1\|20·3<br>P75tQ86tB143t<br>H35tF49t BK9'<br>WB= | Sundrland<br>British<br>5BH1PBH<br>DBa&f | C.2Cy.33"&62"–42"<br>80lb 60lb 180HP<br>2SB,6f<br>J.W.&F.Wilson,Sld. | 21 ″ 9<br>s 2 ″ 7 | |
| 11<br>43556<br>TFKQ | —— IronScSr<br>O.Sutherland -92 ssAbn.No.3-11,89<br>ssAbn.No.1-93<br>Well deck 1Dk | 413<br>363<br>202 | ✠90A1<br>10,94 ~~12,93~~<br>BS10,94 | Abn<br>LMC12,93 | h | 1861<br>9mo | Smith& Rodger<br>Glasgow | N.ofSctlnd.Orkney &ShetlandStm. Nav.Co. | 180·8\|26·0\|13·2<br>Q56'B53'F18'<br>ND89 BK6½' | Aberdeen<br>British<br>4BH | C.2Cy.28"&48"–33" (i)<br>65lb 65lb NE&B75 99HP<br>1SB ND B87<br>J.Howden&Co.,Glasgow | 13 ″ 8<br>s 1 ″ 9 | BT till ~~1,94~~ 10,95 |
| 12<br>72335 | —— WoodSc<br>G.Chamberland76-86 1Dk | 367<br>204<br>249 | | | | 1886 | Etienne Samson<br>Levis,P.Q. | Quebec&Levis FerryCo.(Lim.) | 117·0\|31·6\|14·8 | Quebec<br>British | C.2Cy.22"&42"–30"<br>NE89 75HP<br>Carrier,Laine&Cie.,Levis | | |
| 13<br>99580 | —— IronScSr<br>1Dk | 190<br>182<br>67 | | | | 1892 | Earle'sCo. (Lim.)<br>Hull | Corporation of the Trinity House,Hull | 125·4\|22·0\|10·5<br>H30t | Hull<br>British | T.3Cy.12¾",20"&32"–22"<br>60HP<br>Earle'sCo.(Lim.),Hull | | |
| 14<br>88126<br>HNTD | —— IronPadSp<br>G.Haill89-89 | 169<br>146<br>71 | | | | 1883 | L.Smit& Zoon<br>Holland | Cosens&Co.(Lim.) | 110·2\|19·7\|8·9 | Wymouth<br>British | L.2Cy.26"–48"<br>70HP<br>VulcanI.W.C.(Lim.)Hull | | BT till 7,95 |
| Broken up 15<br>20758<br>NCLT | —— IronPadSp | 139<br>139<br>23 | | | | 1844 | J.Laird<br>Birkenhead | T.Redhead | 109·4\|22·1\|9·3 | Liverpool<br>British | O.2Cy.31"–36"<br>64HP<br>G.Forrester&Co.,Liv. | | |
| 16<br>98642<br>MFNT | Queen Adelaide SteelScSr<br>E.Ritson -93 2Dks(U-Irn&1Stl) &Deepframing3dkrule | 2832<br>2432<br>1835 | ✠100A1<br>~~9,94~~ ~~6,93~~ ~~3,94~~<br>2,95 ✠LMC6,91 | Bry<br>LA&CP<br>~~Liv~~ ~~Sbr~~ | t<br>Liv | 1891<br>6mo | Bartram, Haswell&Co.<br>Sunderland | T.Dunlop&Sons | 310·0\|41·1\|23·6<br>P40'B72'F38'<br>BK10'<br>WB=Cell DB256'511t | Glasgow<br>British<br>5BHCem<br>APT35t | T.3Cy.23½",38"&62"–42" (s)<br>160lb 80lb 310HP<br>2SB,6rf,GS110<br>J.Dickinson,Sunderland | 26 ″ 3<br>s 4 ″ 7 | D |
| 17<br>98664<br>MGVS | Queen Anne SteelScSr<br>A.McAlpine -94<br>1Dk(Stl)&Spardk(Irn) &Deepframing | 2784<br>2647<br>1810 | ✠100A1<br>Spar dk<br>~~6,~~ ~~3,94~~ ✠LMC8,91<br>1,95 ~~9,94~~ | Bry<br>LA&CP<br>~~Msl~~ | t<br>~~Sbr~~ | 1891<br>9mo | Bartram, Haswell&Co<br>Sunderland | T.Dunlop&Sons | 309·7\|41·1\|19·7<br>B42'F36' 27·1<br>BK10'<br>WB=Cell DB216'392t | Glasgow<br>British<br>5BHCem<br>APT40t | T.3Cy.23½",38"&62"–42" (s)<br>160lb 80lb 310HP<br>2SB,6rf,GS110<br>J.Dickinson,Sunderland | 20″10<br>s 5 ″ 11 | D |
| 18<br>102630 | Queen Louise SteelScSr<br>P.Ewen77-93<br>1Dk(Stl)&Spar dk(Irn)3trB | 3385<br>3150<br>2170 | ✠100A1<br>Spar dk<br>~~6,94~~ ~~1,94~~ ✠LMC9,93<br>11,94 | Cff<br>LA&CP<br>Shl | v | 1893<br>9mo | Bartram, Haswell&Co<br>Sunderland | T.Dunlop&Sons | 330·0\|42·5\|19·6<br>P30'B64'F36' 27·2<br>BK8'<br>WB=Cell DB278'547t | Glasgow<br>British<br>6BHCem<br>APT53t | T.3Cy.24",39½"&65"–42" (s)<br>160lb 80lb 340HP<br>2SB,6rf,GS105,HS4180<br>J.Dickinson,Sunderland | 22 ″ 2<br>s 6 ″ 4 | |
| 19<br>97656<br>LSQG | Queen Margaret SteelScSr<br>J.Breaks -93<br>2Dks(1Stl&1Irn)&Deepframing<br>ssBry.No.1-94 | 2678<br>2339<br>1732 | ✠100A1<br>~~6,94~~ ~~6,93~~ 2,95<br>✠LMC6,90 5,94 | Cff<br>LA&CP<br>~~Bry~~ | t<br>Liv | 1890<br>7mo | A.Stephen &Sons<br>Glasgow | T.Dunlop&Sons | 310·0\|41·0\|23·5<br>P40'B72'F38'<br>~~drp92~~ BK10'<br>WB=Cell DB248'548t | Glasgow<br>British<br>5BHCem | T.3Cy.23",37"&59"–42" (s)<br>160lb 70lb FD 300HP<br>2SB,6rf,GS104<br>A.Stephen&Sons Glasgow | 26 ″ 3<br>s 4 ″ 6 | D |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudieres. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. / Franc-bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | **Queen Olga** SteelScSr<br>*F.Classing*84–94<br>3*Dks*(1*Stl*–Teak s&1*pt Stl*–ws)<br>*Elec.light* | 4065<br>3289<br>2559 | ✠100A1<br>1,94 | Grk<br>LA&CP<br>✠LMC1,94 | | 1894<br>1mo | W.Denny<br>&Bros.<br>Dumbarton | RussianStm.Nav. &TradingCo. | 371·2<br>P36'B152'F40'<br>FK<br>*WB=Cell* | 45·1 | 27·5 | Odessa<br>Russian<br>7*BHCem*<br>*DB*308'563*t* | T.3Cy.28¼",47½"&76"-54"(*s*)<br>170lb *170lb* A.Cy.21" 385HP<br>4SB,*12cf*,GS30,HS8496<br>Denny&Co.,Dumbarton | 30 ″ 1 |
| 21<br>104562<br>NMFJ | — SteelScSr<br>*G.Harris*82-94<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB* | 3347<br>3139<br>2146 | ✠100A1<br>*Spar dk*<br>9,94<br>~~(Class Contemplated)~~ | Sld<br>A&CP<br>✠LMC9,94 | *v* | 1894<br>9mo | Bartram,<br>Haswell&<br>Co.<br>Sunderland | T.Dunlop&Sons | 330·4<br>P30'B72'~~F37~~<br>F36' BK8"<br>*WB=CellDB*a98'uE&B38'f132'5 | 42·6 | ~~27·1~~ 19·6<br>27·1 | Glasgow<br>British<br>6*BHCem*<br>91*t*AP*T*53*t* | T.3Cy.24",39½"&65"-42"(*s*)<br>160lb *80lb* 350HP<br>2SB,6*rf*,GS112,HS4360<br>J.Dickinson,Sunderland | 22 ″ 2<br>s 6 ″ 4 |
| 22<br>93344<br>KJRQ | **Queen Victoria** SteelScSr<br>~~D.Michie -92~~ *ss*BlyNo.1-91<br>*Guthrie* 2*Dks*(1*Stl*&1*pt Stl*)3*trB* | 2312<br>1999<br>1494 | ✠100A1<br>7,94~~14,93~~<br>✠NB9,92 | Hul<br>LA&CP<br>✠LMC9,92<br>Bhn | *s* | 1887<br>1mo | A.Stephen<br>&Sons<br>Glasgow | T.Dunlop&Sons | 290·0<br>P29'B70'F35'<br>BK10"<br>*WB=Cell* | 39·0 | 22·5 | Glasgow<br>British<br>5*BHCem*<br>*DB*232'455*t* | T.3Cy.20",33"&51"-42" (*s*)<br>160lb 240HP<br>1DB,*4rf*,GS77<br>A.Stephen& Sons,Glasgow | 25 ″ 3<br>s 4 ″ 3 |
| 23<br>93379 | — SteelPadSr<br>*A.McQueen*60-89 | 1657<br>1452<br>470 | | | | 1887<br>3mo | Fairfield<br>Shipbuilding<br>&E.Co.(Lim.)<br>Glasgow | IsleofManSteam PacketCo.(Lim.) | 330·5<br>P71*t* F158*t* | 39·1 | 15·2 | DouglasIM<br>British | C.D.2Cy.61"&112"-78"<br>1100HP<br>Fairfield Shipbuilding & Eng.Co.(Lim.),Glasgow | |
| 24<br>69706 | **Queen of the Bay** IronPadSk<br>*Now a Sailing Ship See No. 1 in Supplement of Sailing Ship Register* | 191<br>186<br>56 | | | | 1874 | W.Allsup<br>Preston | ~~W.Allsup&Sons (Lim.)~~ Goole & Hull Stm.TowingCo(Lim) | 142·1 | 20·1 | 10·0 | Preston<br>British | D.2Cy.30"-48"<br>80HP<br>W.Allsup,Preston | |
| 25<br>~~56942~~<br>LRFD | ~~— IronPadSk~~ *Burnt 5.92*<br>*J.W.Harris* -93 *ss*No.3-82<br>*ss*Pnz.No.1-85 | 138<br>138<br>31 | 4,87 | Cff | *b* | 1867 | Henderson<br>Coulbrn&Co.<br>Renfrew | Newport&Bristol Channel Excursion Co.(Lim.) | 131·5<br>FK | 18·1 | 8·1 | Newport Mon.<br>British<br>3*BHCem* | D.2Cy.32"-48"<br>NB82 80HP<br>Henderson,Colbrn&C.Rnf. | 9 ″ 2 |
| 26<br>20593 | **Queen of the Lakes** IronPad | 153<br>—<br>138 | | | | 1872 | ..................<br>Wyandotte | H.H.Noble | 108·0 | 19·0 | 5·7 | Grnd Havn Mich.<br>Utd. States | | |
| 27<br>78723 | **Queen of the Mersey** IronPad<br>*W.Smith*82-82 | 222<br>171<br>38 | | | | 1877 | H.Harri-son<br>Birkenhead | ManchesterShip CanalCo. | 140·6 | 21·1 | 8·1 | Liverpool<br>British | D.2Cy.34"-42"<br>NB91 80HP<br>H.Harrison,Birkenhead | |
| 28<br>74793 | **Queen of the South** IronSc3MstSr<br>*E.Harvey*89- 1*Dk* | 198<br>—<br>121 | | | | 1877 | H.McIn-tyre&Co.<br>Paisley | W.H.Levin&Co. | 126·2<br>P14' F13' | 22·1 | 7·8 | WlngtnNZ<br>British<br>*WB* | C.2Cy.15"&28"-24"<br>40HP<br>Muir&Houston,Glasgow | |
| 29<br>102130 | **Queen's Channel** Iron&SteelSc3MstSr<br>*J.Hughes*94-94 1*Dk*(*Irn*)<br>*Well deck Iron framing Steel plating* | 370<br>273<br>128 | ✠100A1<br>5,94 | Liv<br>LA&CP<br>✠LMC3,94 | *f* | 1894<br>2mo | R.William-son&Son<br>Workington | Queen'sChannel S.S.Co.(Lim.) (J.Edwards&Co.) | 153·2<br>Q86'B10'F20'<br>BK7"<br>*WB=DBf*79' | 23·6 | 9·0 | Liverpool<br>British<br>3*BHCem*<br>94*t*FP*T*23*t* | C.2Cy.19"&38"-27" (*s*)<br>110lb *80lb* 60HP<br>1SB,*3pf*,GS45,HS1373<br>Dunsmuir&Jackson,Gls. | 11 ″ 3<br>s 0 ″ 10 |
| 30<br>97530 | **Queensland** SteelScSr<br>~~W.Sprattley -92~~ *W.Spratley* -92<br>2*Dks*(*Irn*)&*Webframes*<br>3*dkRule* | 3892<br>3505<br>2475 | ✠100A1<br>7,93 | Liv<br>A&CP<br>✠LMC~~7,90~~ 2,95 | *w* | 1890<br>7mo | JLThomp-son&Sons<br>Sunderland | W.Kish | 360·0<br>P29'B80'F42'<br>BK11"<br>*WB=CellD B*274' 681*t* | 48·0 | 24·7 | Sundrland<br>British<br>6*BHCem*<br>AP*T*46*t* | T.3Cy.26",43"&70"-45" (*s*)<br>160lb *160lb* 350HP<br>2DB,*12rf*,GS170<br>J.Dickinson,Sunderland | 27 ″ 3<br>s 5 ″ 9 |
| 31<br>99596 | — IronScK<br>1*Dk* | 139<br>133<br>63 | ✠100A1<br>*StmTrawler*<br>6,94~~10,90~~ | Hul<br>LA&CP<br>✠LMC5,93 | | 1893<br>5mo | Cook,<br>Welton&<br>Gemmell<br>Hull | HullSteamFishing &IceCo.(Lim.) | 99·0<br>BK7½"<br>*WB* | 20·5 | 11·0 | Hull<br>British<br>3*BHCem*<br>=FP*T*17*t* | T.3Cy.10",16"&25½"-20" (*s*)<br>160lb 35HP<br>1SB,*2pf*,GS21,HS577<br>Earle'sSB.&E.Co.(L.)Hul | 11 ″ 10 |
| 32<br>96394 | **Queensmore** SteelScSr<br>~~R.Bartlett -94~~ *ss*Liv.No.1-94<br>*Hawkett* 2*Dks*(*Stl*)3*trB* | 3792<br>3716<br>2488 | ✠100A1<br>~~8,94~~12,94 | Liv<br>LA&CP<br>✠LMC3,94 | *x* | 1890<br>1mo | Gourlay<br>Bros&Co.<br>Dundee | S.S.Queensmore (Lim.) (W.John-ston&Co.(Lim.)<br>*WB=CellDB*84'170*t*F | 360·0<br>P40'B&F296'<br>BK11"<br>PT38*t*AP*T*51*t*~~MT~~ | 46·0 | 29·0 | Liverpool<br>British<br>6*BHCem*<br>~~32'618t~~ | T.3Cy.29",45"&74"-54"<br>160lb 429HP<br>3DB,*12cf*,GS240,HS6865<br>GourlayBros.&Co.,Dun. | 30 ″ 7<br>s 5 ″ 5 |
| 33 | **Queguay** SteelScSr<br>*F.Rodriguez*86-90<br>1*Dk* | 157<br>148<br>101 | ✠<br>*For River purposes only*<br>2,85<br>✠ | Cly<br>A&CP | *b* | 1884<br>12mo | M'Intyre<br>&Co.<br>Paisley | Hufnagel,Plottier &Co. | 110·0<br>FK | 23·0 | 8·3 | Paysandu<br>Uruguayan<br>3*BHCem* | C.2Cy.15"&30"-20"<br>40HP<br>Fisher&Co.,Paisley<br>*WB=FPT*20*t* | 8 ″ 10 |
| 34<br>95282<br>LBGP | **Quickstep** Iron&SteelScSr<br>*T.Russell*89-89 *ss*Bry.No.1-93<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*Stl plating&Irn framing* | 936<br>728<br>588 | ✠100A1<br>~~7,94 11,93 8,94~~<br>12,94<br>BS12,94 | Cff<br>A&CP<br>✠LMC1,93<br>~~Sld~~ | *m* | 1889<br>1mo | J.Priest-man&Co.<br>Sunderland | J.G.Hill(Harrison, Moore&Moore, *Mgrs.*) | 210·3<br>Q76'B45'F24'<br>BK8"<br>*WB=DB* | 31·0 | 15·4 | Cardiff<br>British<br>4*BHCem*<br>a55'f55'189*t* | T.3Cy.17",28"&46"-30" (*s*)<br>150lb *60lb* 100HP<br>1SB,*3rf*,GS43<br>N.E.Mar.E.C.(L.),Sndrlnd | 16 ″ 4<br>s 1 ″ 8 |
| 35 | **Quieto** IronScSr<br>*A.Fonda* -91 1*Dk* | 189<br>—<br>88 | | | | 1887 | G.Howaldt<br>Kiel | Soc.diNav.àVap. Istria-Trieste | 137·8<br>P82' | 19·0 | 13·9 | Trieste<br>Aust.-Hung. | T.3Cy.14",24"&36"-20"<br>80HP<br>Geo.Howaldt,Kiel | |
| 36<br>83682<br>QHTV | **Quiraing** IronScBg<br>*W.Sinclair* -91<br>2*Dks* | 1166<br>1052<br>653 | ✠<br>12,85<br>✠ | Syd<br>LA&CP | *o* | 1881<br>12mo | Blackwood<br>&Gordon<br>Pt.Glasgow | AustralasianUn. SteamNav.Co. (Lim.) | 220·2<br>B54' F32*t*<br>*pt Shade dk*65' FK | 31·1 | 19·9 | SydnyNSW<br>British<br>5*BHCem* | C.2Cy.30"&60"-48"<br>200HP<br>Blackwood&Gordon,P.Gls<br>*WB=DB*174'440*t* | |
| 37<br>60621<br>WNFC | — IronSc3MstSr<br>*J.M'Callum*75-90 *ss*Gls.No.3-5,83<br>(*ex*La Valette, *ss*Gls.No.2-92<br>*ex*South Western) 2*Dks* | 460<br>390<br>223 | ✠100A1<br>~~6,94 5,93~~10,94<br>✠NB83 | Gls<br>A&CP<br>LMC~~5,92~~ 6,94 | *h* | 1870<br>7mo | Blackwood<br>&Gordon<br>Pt.Glasgow | J.M'Callum&Co. | 190·5<br>P79'B35'F35'<br>BK7" | 26·3 | 12·8 | Glasgow<br>British<br>5*BHCem* | C.2Cy.28⅜"&50⅞"-30" (*a*)<br>70lb *40lb* NDB80 120HP<br>Blackwood&Gordon,P.Gls | 13 ″ 9<br>s 1 ″ 9½ |
| 38<br>93785<br>KSMP | **Quito** SteelScSr<br>*J.Thompson* -88 | 1089<br>815<br>652 | | | | 1888 | LairdBros.<br>Birkenhead | PacificSteamNav. Co. | 216·0<br>P24*t* F51*t* | 35·2 | 14·9 | Liverpool<br>British | T.3Cy.17",27"&42"-36"<br>93HP<br>LairdBros.,Birkenhead | |
| 39<br>87959 | **Quorra** SteelTwinScSr<br>*D.Scott*<br>1*Dk* | 176<br>148<br>120 | ✠<br>4,86<br>✠ | Lon<br>LA&CP | *b* | 1883<br>12mo | Forrestt&<br>Son<br>London | CheahJooJin | 125·0<br>FK | 20·2 | 7·0 | Penang<br>British<br>4*BHCem* | C.4Cy.12"&24"-16"<br>54HP<br>Forrestt&Son,London | 7 ″ 6 |
| 40 | **Qvarntorp** WoodScSr<br>*E.Ohlsson* (*ex*Minnet)<br>1*Dk* | 164<br>154<br>133 | | | | | P.Larsson<br>Thorskog | Ångf.Aktieb "Vermland" (H.Malm) | 92·2<br>H10*t* | 21·4 | 10·6 | Gothenbrg<br>Swedish | 10HP<br>ChristinehamnsM.V., Christinehamn | |

*,*Additional Ships are inserted in the Supplement at the end of the Register.

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 6 7 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | 8 9 Built. When. Ship. Engines. | By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which Book of Rolls is Deposited. Part. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 81543 SNBF | **R. F. Matthews** **IronScSr**<br>~~*W.Arnott* –94~~ *ssNwc.No.3–8,91*<br>*O.Olsen94–94* *2Dks(1Irn)3trB* | 1902<br>1818<br>1228 | ✠100A1<br>~~6,94 5,02~~ 2,95<br>BS~~10,02~~ 2,94 | Shl A&CP<br>LMC8,91<br>Lth | *s* | 1879<br>4mo | Palmers' Co.(Lim.) Newcastle | **Hunting&Son** | 270·0 \| 35·3 \| 24·3<br>P30′F36′<br>ptND91drp94 *WB=DBa81′* | | | London<br>British<br>*4BHCem* *f&uE&B58′* | C.2Cy.22″&58½″–42″ *(a)*<br>~~*C.2Cy.22″&63″–42″*~~<br>~~150lb~~ *75lb* NDB87 200HP<br>2SB,*6pf*,GS124,HS2896<br>Palmers'Co.(Lim.),Nwc. | 25 ″ 10<br>s 4 ″ 8 | D |
| 2 48165 VCFW | **R. T. C. No.1** **IronSc** | 239<br>239<br>139 | | | | 1862 | Newcastle | **TyneImprovement Commissioners** | 99·6 \| 28·0 \| 11·3 | | | Newcastle<br>British | 22HP | | |
| 3 79232 TCFS | **R. W. Boyd** **IronScSr**<br>*E.J Outhard88–88* *ssShl.No.3–6,82*<br>*Well deck* *ssShl.No.2–90* *1Dk(Irn)2trB* | 1225<br>985<br>771 | ✠100A1<br>1,94 | Shl A&CP<br>LMC1,94 | *o* | 1880<br>2mo | J Readhead &Co. S.Shields | **F.Rahtkens&Co.** | 250·0 \| 32·6 \| 17·2<br>Q96′B49′F26′ BK8½″<br>*WB=DBa74′* | | | Middlsbro'<br>British<br>*4BHCem* *f100′305t* | C.2Cy.27″&53″–33″ *(i)*<br>70lb *55lb* 115HP<br>1SB,*3pf*,GS48<br>J.Readhead& Co.,S.Shields | 18 ″ 5<br>s 1 ″ 8½ | |
| 4 JCHN | **Rabat** **IronScBn**<br>(*ex*Pasages)<br>*2Dks* | 791<br>697<br>538 | ✠<br>8,72 | Lon A&CP | | 1872<br>5mo | J.&W. Dudgeon London | **Cia.Trasatlantica** | 229·9 \| 27·1 \| 16·5<br>P58′ F33′ | | | Barcelona<br>Spanish<br>*4BHCem* | C.2Cy.35″&61″–32″<br>150HP<br>J.&W.Dudgeon,London | | |
| 5 109 HNQB | **Rabotnik** **IronScSr**<br>*W.Schlossmann71–92*<br>(*ex*Iris,*ex*Wilhelm) *1Dk* | 185<br>—<br>112 | | | | 1878 | G.Howaldt Kiel | **Gebr.Gutschmidt.** | 98·5 \| 20·8 \| 11·8<br>Q32′ F11′ | | | Windau<br>Russian | C.2Cy.13″&20¾″–14″<br>25HP<br>G.Howaldt,Kiel | | V |
| 6 93430 | **Race Fisher** **SteelScSr**<br>*J.Bannister* –93 *1Dk(Stl)*<br>*Well deck* | 494<br>381<br>184 | ✠100A1<br>2,94<br>✠LMC6,92 | Bel LA&CP | *h* | 1892<br>6mo | M'Ilwaine &M'Coll (Lim.) Belfast | **J.Fisher&Sons** *WB=CellBD 37′64t FPT* | 173·5 \| 26·1 \| 12·4<br>Q100′B38′F25′ BK7″ | | | Barrow<br>British<br>*4BHCem* *38t APT33t* | T.3Cy.15″,23″&39″–30″ *(s)*<br>160lb *65lb* 76HP<br>1SB.*2pf*,GS40,HS1310<br>M'Ilwaine&M'Coll(L),Bel | 13 ″ 7<br>s 1 ″ 1 | |
| 7 90331 KFTR | **Racer** **SteelScTug**<br>*A.J.Ismay* *1Dk* | 185<br>182<br>3 | | | … | 1886<br>1mo | Boolds, Sharer&Co. Sunderland | **MelbourneShip-pingCo.(Lim.)** | 120·0 \| 20·1 \| 12·3 | | | Melbourne<br>British | T.3Cy.15″,23″&40″–27″<br>88HP<br>Carr&Co.(Lim.),Sld. | 13 ″ 1 | |
| 8 76220 RDLM | **Racilia** **IronScSr**<br>~~*R.J.Sanderson* –94~~ *ssNwc.No.3–7,90*<br>*R.J.Hill* -95 *ssBly.No.1–94* *2Dks(1Irn)3trB* | 1785<br>1677<br>1169 | ✠100A1<br>~~1,95 94~~ 4,95<br>✠NB2,94 | Bly A&CP<br>LMC2,94<br>Cff | | 1877<br>12mo | Bartram, Haswell&Co. Sunderland | **Red"R"S.S.Co. (Lim.) (Stephens& Mawson,*Mgrs.*)** | 265·5 \| 34·0 \| 24·2<br>B66′F24′ BK9½″<br>ptND91drp94 *WB=DBa80′f28′* | | | Newcastle<br>British<br>*4BHCem* *138t APT12t* | T.3Cy.18″,30″&48″–36″ *(s)*<br>160lb *90lb* NDB94 160HP<br>1SB,*3rf*,GS48,HS1916<br>*Tpd*94J.P.Rennoldson&Ss. S.Shields | 25 ″ 9<br>s 4 ″ 4½ | |
| 9 87497 JBMN | **Racine** **IronScSr**<br>*H.Brown* –93 *ssNwc.No.3–5,86*<br>*Well deck* *ssCff.No.1–90* *1Dk(Irn)2trB* | 1575<br>1265<br>1016 | ✠100A1<br>9,93<br>BS~~4,98~~ 10,94<br>✠LMC7,90 | Bry LA&CP | *p* | 1883<br>9mo | Palmers' Co.(Lim.) Newcastle | **RacineS.S.Co. (Lim.) (L.Guéret)** *WB=DBa72′f62′266t FPT* | 250·0 \| 35·2 \| 18·0<br>Q96′B44′F27′<br>drp93 BK9″ | | | Cardiff<br>British<br>*4BHCem* *39t APT24t* | C.2Cy.30″&58″–36″ *(a)*<br>80lb *40lb* 99HP<br>1SB,*4pf*,GS68<br>Palmers' Co.(Lim.), Nwc. | 19 ″ 1<br>s 1 ″ 10½ | |
| 10 60385 WSVN | **Racoon** **IronPadSr**<br>*J.Walford* –92 | 831<br>743<br>479 | | | | 1868 | J.&G. Thomson Glasgow | **MayorCommonlty &Citizens of the City of London** | 252·3 \| 27·8 \| 14·2<br>Q52*t* | | | London<br>British | O.2Cy.61″–72″<br>300HP<br>J.&G.Thomson,Glasgow | | |
| 11 | **Radji Kerim** **IronSc3MstSr**<br>*M.Botterini*<br>(*ex*Fenice, *ex*Florimel) *2Dks* | 639<br>—<br>412 | | | | 1857 | J.D'A. Samuda London | **SeydAllaHullaboo** | 195·3 \| 25·8 \| 15·7 | | | Alexndria<br>Egyptian | C.4Cy.20½″&40″–18″<br>110HP | | |
| 12 79396 HLVR | **Radnor** **IronScSr**<br>*W.Williams* –92 *ssCff.No.3–9,92*<br>*Well deck* *1Dk(Irn)2trB* | 1193<br>985<br>750 | ✠100A1<br>~~9,94 5,94~~ 12,94<br>✠NB7,90 | Mdb A&CP<br>LMC9,92<br>Cff | *o* | 1879<br>3mo | Palmers' Co.(Lim.) Newcastle | **J.Cory&Sons** | 235·0 \| 32·2 \| 17·8<br>Q95′B34′F25′ BK8½″<br>*WB=DBa77′f55′* | | | Cardiff<br>British<br>*4BHCem* | C.2Cy.28″&54″–36″<br>80lb 130HP<br>1SB,*4pf*,GS71<br>Palmers' Co.(Lim.),Nwc. | 18 ″ 8<br>s 1 ″ 11 | |
| 13 98155 | **Radnorshire** **SteelScSr**<br>*F.Davies90–90* *1Dk(Stl)&Webframes*<br>*Elec.light* *&ptAwngdk(Irn)* | 2898<br>2201<br>1889 | ✠100A1<br>*pt Awng dk withfreeboard*<br>9,94 ~~6,93~~ ✠LMC~~3,90~~ 9,94 | Ant A&CP | *t* | 1890<br>9mo | C.S.Swan &Hunter Newcastle | **Jenkins&Co.** | 312·0 \| 41·0 \| 20·5<br>P24′Q94′RFD32′<br>B126′F35′ FK<br>drp93 *WB=Cell* | | | London<br>British<br>*6BHCem* *DB264′640t* | T.3Cy.23″,38″&61″–39″ *(s)*<br>160lb *80lb* 350HP<br>2SB,*6rf*,GS114<br>Wallsnd SlpwyCo(L)Nwc. | 23 ″ 1<br>s 9 ″ 0½ | D |
| 14 87485 JOVP | **Radyr** **IronScSr**<br>*H.Whitefield* *ssCff.No.2–91*<br>*Well deck* *1Dk(Irn)2trB* | 1042<br>823<br>649 | ✠100A1<br>~~2,93~~ 10,94<br>BS~~9,98~~ 11,94<br>✠LMC6,91 | Cff LA&CP | *n* | 1883<br>6mo | E.Finch &Co. Chepstow | **J.Cory&Sons** *WB=DBa67′f86′269t* | 225·0 \| 31·0 \| 16·0<br>Q78′B50′F24′<br>drp93 FK | | | Cardiff<br>British<br>*4BHCem* *APT13t* | C.2Cy.26″&52″–36″ *(a)*<br>80lb ~~*40lb*~~ ~~*80lb*~~ NDB94 99HP<br>1SB,*3cf*,GS58<br>Day,Summers & Co.,Sou. | 16 ″ 10<br>s 1 ″ 10 | |
| 15 61 RPGV | **Raffaele Rubattino** **IronScBn**<br>*G.Merello63–82*<br>*2Dks(UIrn–ws)&Spardk* | 4580<br>3112<br>3044 | ✠<br>*Spar dk*<br>8,85 ✠ | Nwc LA&CP | *y* | 1882<br>6mo | Palmers' Co.(Lim.) Newcastle | **Nav.Gen.Italiana** | 399·3 \| 44·0 \| 31·4<br>B102′H274*t*F52′ | | | Genoa<br>Italian<br>*6BHCem* | C.2Cy.54″&96″–60″<br>400HP<br>Palmers'Co.(Lim.), Nwc.<br>*WB=DBa116′&uB58′430t* | | I |
| 16 HDVP | **Raftsund** **IronScSr**<br>*S.Nilsen* (*ex*KongMagnus)<br>*1Dk&Awngdk2trB* | 683<br>426<br>514 | ✠<br>3,73 | Cly A&CP | | 1872<br>11mo | J.Reid&Co Pt.Glasgow | **VesteraalensDamp skibsselskab (J.D.Hals,*Mgr.*)** | 189·6 \| 26·3 \| 14·0<br>H9*t* | | | Bodö<br>Norwegian<br>*4BHCem* *WB* | C.2Cy.24″&42″–30″<br>90HP<br>Walker,Henderson&CoGls | | N |
| 17 87499 JCSN | **Raglan** **IronScSr**<br>*J.Burnard* –92 *ssCff.No.2–92*<br>*Well deck* *1Dk(Irn)2trB* | 1048<br>813<br>662 | ✠100A1<br>10,93<br>BS10,93 ✠LMC2,92 | Cff LA&CP | *n* | 1883<br>10mo | Palmers' Co.(Lim.) Newcastle | **J.Cory&Sons** *WB=DBa71′f52′* | 220·5 \| 31·7 \| 15·5<br>Q88′B44′F22′ FK | | | Cardiff<br>British<br>*4BHCem* *245t APT7t* | C.2Cy.28″&52″–33″ *(a)*<br>80lb *65lb* 99HP<br>1SB,*4pf*,GS31,HS1818<br>Palmers'Co.(Lim.), Nwc. | 16 ″ 6<br>s 1 ″ 8½ | |
| 18 | **Ragna** **SteelScSr**<br>*A.Andersen74–92*<br>*Well deck* *1Dk(Irn)2trB* | 1773<br>1321<br>1137 | ✠100A1<br>~~9,94 12,93~~ 4,95<br>✠LMC9,92<br>~~BayBys~~ | Cff A&CP | *q* | 1892<br>9mo | Wood, Skinner& Co. Newcastle | **Dampskibsselsk. Ragna (H. Isachsen)** *WB=CellDB 210′345t* | 260·0 \| 36·6 \| 17·0<br>Q95′B110′F31′ BK9″ | | | Grimstad<br>Norwegian<br>*4BHCem* *APT43t* | T.3Cy.19″,31½″&51½″–36″<br>160lb *80lb* (*s*) 130HP<br>2SB,*4pf*,GS69,HS2360<br>N.E.Mar.E.Co.(Lim.)Nwc. | 19 ″ 3 | N |

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant entre Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19<br>JTKS | **Ragnar**<br>*J.Isaksen* 91–91 | **SteelScSr**<br>1 *Dk* | 100<br>84<br>59 | | | | 1890 | AkersMek. Værksted Christiania | VivelstadDampskibsselskab (J.Falck) | 95·4 Q9*t* | 17·1 | 8·4 | Bodö<br>Norwegian | T.3Cy.10″,15″&24″–16″<br>30HP<br>Akers.Mek.Værksted,Xia. | |
| 20<br>JSQK | **Ragnhild**<br>*A.P.Österberg* 88–88<br>*Elec.light* | **IronSc**<br>1 *Dk*<br>1 *Dk*(*pt Stl*)&*Awng dk* 3 *trB* | 164<br>100<br>98 | 100A1<br>*Awng dk*<br>*withfreeboard*<br>5,90 LMC5,90 | Nwc<br>LA&CP | *n* | 1885 | Aktiebol. Atlas Gefle | NyaÅngf.Aktie-BolagMälaren (W.vonHallwyl) | 110·8 H64*t* | 20·7 | 9·8 | Stockholm<br>Swedish | C.2Cy.19¾″&39¾″–23½″<br>100HP<br>Aktiebol.Atlas,Stockholm | |
| 21<br>JSQK | **Ragnvald Jarl**<br>*U.Aagard* 73–90<br>*Elec.light* | **SteelScSr**<br>1 *Dk*(*pt Stl*)&*Awng dk* 3 *trB* | 1095<br>1070<br>692 | 100A1<br>*Awng dk*<br>*withfreeboard*<br>5,90 LMC5,90 | Nwc<br>LA&CP | *n* | 1890<br>5mo | Wigham Richardson &Co. Newcastle | Nordenfjeldske Dampskibs Selskab | 225·0 H31*t* | 30·2 21·6 BK8″ *WB*=*Cell* | 14·4 | Drontheim<br>Norwegian<br>British | T.3Cy.21″,33″&54″–36″ (*s*)<br>150lb *80lb* 160HP<br>2SB,*6cf*,GS105<br>*DB*180′150*t* | 16 × 7<br>s 8 × 5½<br>w 8 × 8½ |
| Crushed by Ice 5.94<br>JRGK | —<br>*E.Pedersen* 88–88 | **WoodSc3MstSr**<br>(*ex*Sailing Vessel)<br>1 *Dk*2 *trB* | 186<br>138<br>120 | | | | 1873 | CJ Haasted Aalesund | BrödreneKraasbye | 98·2 P43*t* | 24·2 | 10·9 | Aalesund<br>Norwegian | C.2Cy.12½″&22½″–15½″<br>22HP<br>Akers.Mek.Vkstd.,Xia. | |
| 23<br>88737<br>HVLG | **Ragusa**<br>*G.Duncan* –94<br>*Well deck* | **IronScSr**<br>*ss*Shl.No.2–92<br>1 *Dk*(*Irn*)2 *trB* | 1423<br>1192<br>921 | 100A1<br>5,95 BS16,96 LMC2,92<br>Dly Cff | Shl<br>LA&CP | *p* | 1883<br>6mo | TyneI.S.B. Co.(Lim.) Newcastle | Red"R"S.S.Co. (Lim.) (Stephens &Mawson,*Mgrs.*) *WB*=*Cell* | 260·0 Q89′B60′F29′ *DB*216′352*t* FK *FPT*19 | 35·1 | 15·5 *APT*10*t* | Newcastle<br>British | C.2Cy.32″&60″–42″ (*s*)<br>90lb *60lb* 99HP<br>2SB,*6pf*,GS102,HS3060<br>Hwks.Crwshy.&Co.Gtshd | 18 × 0<br>s 2 × 0 |
| 24<br>JRGV | **Rahmanieh**<br>*A.Vrolich* –92 | **IronBg** | —<br>—<br>1300<br>44 | | | | 1865 | Richardson &Co. Stockton | KhedivialS.S. Administration | 268·0 | 33·4 | 26·0 | Alexndria<br>Egyptian | C.2Cy.29″&56″–48″<br>200HP<br>Day,Summers&Co.,Sou. | |
| 25<br>1165<br>HGWC | **Raiden Maru**<br>*HasegawaTokiji* | **WoodScSr** | 375<br>360<br>233 | | | | 1850 | .....<br>Glasgow | NipponKioritsu KisenKabushiki Kwaisha | 143·3 | 20·8 | 17·6 | Atsuta<br>Japanese | 1Cy.<br>20HP | |
| 26<br>65647<br>MBHP | **Rainbow**<br>*T.Dyer* –93<br>*Elec.light* | **IronScSr**<br>2 *Dks*(1 *Irn*) | 1086<br>905<br>591 | | | … | 1871<br>10mo | Gourlay Bros.&Co. Dundee | GeneralSteamNav. Co. | 235·2 P62′ | 30·2 B61′ | 18·2 F57′ | London<br>British | C.2Cy.42″&70″–36″<br>NB85 250HP<br>GourlayBros.&Co.,Dundee<br>*WB* | |
| 27<br>88370 | —<br>(*ex*Teaser) | **WoodScSp**<br>1 *Dk* | 207<br>77<br>140 | | | | 1884 | A.Weir Victoria,B.C. | CanadianPacific Nav.Co.(Lim.) | 108·0 len87 | 18·4 | 6·7 | Vict'riaBC<br>British | C.2Cy.12″&25″–22″<br>120HP<br>T.Gavin,VictoriaB.C. | |
| 28<br>50083 | —<br>*A.Vrolich* –92 | **IronPadSp** | 112<br>112<br>44 | | | | 1864 | .....<br>London | GreatEastern RailwayCo. | 90·0 | 18·5 | 9·9 | Lowestoft<br>British | L.2Cy.30″–42″<br>60HP<br>J.Stewart,London | |
| 29<br>91975 | **Rainham**<br>CF | **WoodScBarge**<br>1 *Dk* | 62<br>62<br>42 | <br>*Stm Barge*<br>11,89 | Lon<br>LA&CP | 12 | 1886<br>9mo | Surridge& Son London | ~~H.H.Kent~~ H.R.Surridge | 77·8 9&12yrsMat | 17·2 srp89 | 6·8 | London<br>British | C.2Cy.11″&22″–16″<br>20HP<br>Newall&Co.,Bristol | |
| 30<br>97378<br>LKNW | **Raisby**<br>*R.Campbell* –93<br>*Well deck* | **SteelScSr**<br>1 *Dk*(*Irn*)&*Web frames*<br>*ss*Shl.No.1–94 | 2205<br>1649<br>1425 | 100A1<br>7,94 1,95 LMC1,94<br>Apply Cff | Bry<br>A&CP | *r* | 1889<br>11mo | Ropner& Son Stockton | R.Ropner&Co. | 272·3 P31′Q82′B106′F29′ drp94 | 38·9 BK9″ *WB*=*Cell* | 18·6 | W.Hartlpl<br>British<br>4 *BHCem*<br>*DB*182′346*t* | T.3Cy.21″,35″&57″–39″ (*r*)<br>160lb *80lb* 200HP<br>2SB,*4rf*,GS74<br>Blair&Co.(Lim.),Stockton | 21 × 11<br>s 1·10½ |
| 31<br>54573<br>HDLS | **Raithwaite Hall**<br>*J.Edgar* 77–77 | **IronSc3MstSr**<br>*ss*Nwc.No.3–6,81<br>*ss*Shl.No.2–90<br>*ss*Shl.No.3–6,94 1 *Dk*2 *trB* | 713<br>644<br>434 | A1<br>6,94 10,94 11,04 Shl<br>BS8,98 5,95 MS3,60<br>NB6,94 B&M86,94 | Nwc<br>A&CP | | 1868<br>6mo | Denton, Gray&Co. Hartlepool | Pyman,Bell&Co. | 200·3 Q27′ drp94 | 28·8 F—ND83 srp94 | 16·9 BK8″ | W.Hartlpl<br>British<br>4 *BHCem*<br>*WB*=*pt DB* | C.2Cy.25″&47″–30″ (*s*)<br>70lb *70lb* NE&B74 96HP<br>18B,*3pf*GS41HS81670 NDB94<br>T.Richardson&Sons,Hpl. | 17 × 10<br>s 2 × 5 |
| 32<br>THGN | **Raja Kongsie Atjeh**<br>(*ex*Rajah) | **IronScSr**<br>2 *Dks*&*Awng Dk* | 578<br>—<br>359 | | | | 1873 | W Hamiltn &Co. Pt.Glasgow | ThioTiaiunSiat& OngBoenSin | 170·5 P28′ Q68′ F16′ | 23·1 20·1 | 13·4 | Olehleh<br>Dutch<br>*WB* | C.2Cy.22″&40″–30″<br>70HP<br>J.&T.Young,Ayr | |
| 33<br>JQML | **Rajah Brooke**<br>*W.Joyce* 84–90<br>*Elec.light* | **SteelScSr**<br>*ss*Sng.No.1–93<br>1 *Dk*(*pt Stl*–Teaks)<br>2 *trB*&*Shadedk* | 1218<br>1207<br>769 | 100A1<br>*pt Shade dk*<br>*withfreeboard*<br>1,95 LMC1,95 | Sng<br>LA&CP | *m* | 1889<br>12mo | Napier, Shanks&Bell Glasgow | Sarawak&SingaporeSSCo.(Lim) | 225·0 | 31·0 22·0 BK8″ | 14·4 | Sarawak<br>Borneo<br>British<br>5 *BHCem* | T.3Cy.18½″,30″&49″–36″ (*s*)<br>150lb *75lb* 125HP<br>2SB,*6rf*,GS90,HS2260<br>Bow&McLachlan,Paisley | 15 × 8<br>2 × 8 |
| 34<br>93371<br>KLNW | **Rajapuri**<br>*Mahomed bhoyDawood* –93<br>*Elec.light* | **SteelScSr**<br>1 *Dk* | 236<br>210<br>84 | | | | 1887<br>2mo | Grangmth Dockyard Co. Grangem'uth | BombayStm.Nav. Co.(Shepherd& Co.,*Mgrs.*) | 155·3 | 26·0 | 9·5 | Bombay<br>British | T.3Cy.14″,22″&38″–27″<br>70HP<br>Dunsmuir&Jackson,Gls. | |
| 35<br>71688<br>NPKG | **Rajpootana**<br>*H.B.C.Plommer* –94<br>*ss*Cal.No.2–84<br>3 *Dks*(*UIrn*–ws) | **IronScSr** | 2030<br>1999<br>1312 | <br>3,84 | Cal<br>A&CP | *s* | 1874<br>11mo | W.Denny &Bros. Dumbarton | BritishIndiaStm. Nav.Co.(Lim.) | 315·8 | 33·3 | 25·6 | Glasgow<br>British<br>5 *BHCem* | C.2Cy.36½″&63″–45″<br>221HP<br>Denny&Co.,Dumbarton | 26 × 2 |
| 36<br>JQML | **Rákóczy**<br>*S.Campacci* 92–92<br>*Spardk*(*Irn*)&*Web frames* | **SteelScSr**<br>1 *Dk*(*Stl*)& | 1556<br>1387<br>969 | 100A1<br>*Spar dk*<br>*withfreeboard*<br>7,94 LMC11,92 | Nwc<br>LA&CP<br>Lon | *p* | 1892<br>11mo | Wigham Richardson &Co. Newcastle | RoyalHungarian SeaNavigation Co."Adria" (Lim.) *WB*=*Cell D B* | 240·0 P28′B55′ F31′ 199′304*t* | 34·0 21·2 FK | 14·0 *APT*21*t* | Fiume<br>Aust.-Hung.<br>British<br>4 *BHCem* | T.3Cy.20″,32″&53″–36″ (*s*)<br>165lb *80lb* 160HP<br>2SB,*4rf*,GS80,HS2868<br>Wghm Richardsn&CoNwc | 16 × 8<br>s 5 × 0 |
| 37<br>63310<br>KFGD | **Rallus**<br>*G.Booth* –93 | **IronScSr**<br>6thSurvey3,93<br>*ss*Liv.No.3–3,93<br>2 *Dks* | 1040<br>1019<br>638 | 100A1<br>A1*1<br>12,93<br>NB2,93 LMC2,93 | Liv<br>A&CP | *o*<br>Lv | 1870<br>7mo | T.Royden &Sons Liverpool | CorkSteamShip Co.(Lim.) | 250·0 ND93 | 28·7 BK9″ *WB*= | 21·3 | Cork<br>British<br>4 *BHCem* | T.3Cy.18″,28½″&44″–30″ (*s*)<br>160lb *60lb* NDB92 101HP<br>1SB,*3rf*,GS60,HS2100<br>*Tpd*.93 D.Rollo&Sons,Liv. | 22 × 8<br>s 3 ·11 |
| 38<br>67830<br>SQGD | **Ralph Creyke**<br>*G.Ibbetson* –93 | **IronScSr**<br>*ss*Goo.No.3–9,91<br>1 *Dk*(*Irn*) | 730<br>648<br>471 | 100A1<br>10,94 LMC9,91<br>NB5,88<br>BS10,93 | Goo<br>A&CP | *j* | 1879<br>7mo | Short Bros. Sunderland | GooleSteamShip Co.(Lim.) | 207·7 P38′B12′F24′ len85 | 30·0 BK7½″ *WB*=*DB* a54′ | 13·4 4 *BHCem* *f*82′230*t* | Goole<br>British<br>4 *BHCem* | C.2Cy.26″&48″–30″ (*s*)<br>80lb *60lb* 90HP<br>1SB,*3f*,GS42<br>G.V.Pattison&Co.,Nwc. | 14 × 8<br>s 1 ·10 |
| 39<br>98694 | **Ralston**<br>*J.McCorquodale* –94<br>*Well deck* | **SteelScSr**<br>1 *Dk*(*Stl*) | 232<br>180<br>100 | 100A1<br>4,94 LMC1,92 | Gls<br>LA&CP | *c* | 1892<br>2mo | J.McArthur&Co. Paisley | Paton&Hendry | 120·0 Q87′B12′F25′ | 22·0 BK6½″ *WB*= | 9·1 3 *BHCem* *FPT*13*t* | Glasgow<br>British<br>3 *BHCem* | C.2Cy.13¼″&26″–18″ (*s*)<br>120lb 33HP<br>1SB,*2pf*,GS26<br>Bow,McLachlan&Co.,Psy. | 10 × 0<br>s ·10½ |
| 40<br>93388<br>KMQH | **Ramapoora**<br>*C.Browning* –94<br>*Elec.light* | **SteelPadSr**<br>2 *Dks* | 910<br>707<br>365 | | | | 1887<br>3mo | A&J Inglis Glasgow | BritishIndiaStm. Nav.Co.(Lim.) | 256·0 F32′ | 31·0 | 13·2 | Glasgow<br>British | T.3Cy.29″,47″&70″–78″<br>300HP<br>A.&J.Inglis,Glasgow | |
| 41<br>102108 | **Rameses**<br>*J.Forrester* 80–93<br>*Elec.light* | **SteelScSr**<br>2 *Dks*(*Irn–Uws*)&*Deep framing*,3 *Dk Rule* | 2495<br>2115<br>1595 | 100A1<br>8,94 LMC9,93 | Liv<br>LA&CP | *t* | 1893<br>9mo | R.Napier &Sons Glasgow | MossStm.ShipCo. (Lim.) | 320·5 P33′B116′F37′ *WB*=*Cell DB* 44′124*t F* | 38·2 BK10″ *PT*60*t APT*20*t MT* | 23·1 6 *BHCem* 42′403*t* | Liverpool<br>British<br>6 *BHCem* | T.3Cy.22½″,38″&64″–48″ (*s*)<br>200lb *90lb* 320HP<br>2SB,*8cf*,GS150,HS4500<br>R.Napier&Sons,Glasgow | 24 × 7<br>s 4 · |

| No. in Book. Official No. Code Letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. Under deck. Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built. When. Ship. Engines | By Whom. Where. | Owners. | Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42<br>98425 | Ramillies SteelScSr<br>J.Richards -92<br>1Dk(Irn)&Webframes &ptAwngdk(Irn) | 2935<br>2290<br>1904 | ✠100A1<br>pt Awng dk with freeboard<br>~~3,94~~ ~~1,92~~ 2,95 ✠LMC10,92 | Cff<br>A&CP | t | 1892<br>10mo | W.Gray& Co.(Lim.)<br>WHartlepool | Ramillies SteamshipCo. (Lim.)(J.Cory &Sons) WB= | 314·9<br>P29'Q100'<br>ptAwngdk185' | 40·6<br>FK | 22·4 | Cardiff<br>British<br>5BHCem<br>DBa104'f120'551t APT29t | T.3Cy.24",38"&64"-42" (s)<br>160lb 80lb 250HP<br>2SB,6rf,GS85,HS3820<br>CentralMar.E.W.,W.Hpl. | 23 " 8<br>s 9 " 2 | |
| 43<br>97888 | Ramleh SteelScSr<br>G.Ainslie -92 1Dk(Irn)&<br>Webframes&ptAwngdk(Irn)<br>ssLon.No.1-94 | 2660<br>1965<br>1666 | ✠100A1<br>pt Awng dk with freeboard<br>9,94 ~~1,93~~ ✠LMC8,91 9,94 | Sws<br>LA&CP<br>Lon | s | 1891<br>8mo | Harvey& Co.(Lim.)<br>Hayle | BrankelowS.S.Co. (Lim.)(W.Wheatley&Co.,Mgrs.) WB=Cell | 294·0<br>P29'Q82'<br>ptAwngdk183'<br>DB252'631tFPT | 40·0<br>BK10' | 19·3 | Liverpool<br>British<br>6BHCem<br>45tAPT41t | T.3Cy.23",37½"&61½"-42"<br>170lb 80lb (s) 190HP<br>2SB,6rf,GS130,HS4020<br>Harvey&Co.(Lim.),Hayle | 22 " 5<br>s 8 " 9 | |
| 44<br>JBDQ | Ramon de Herrera IronScSr<br>Ginesta ssNo.3-79<br>(exNuevoBarcelona) 2Dks&Shadedk | 1453<br>1099<br>766 | Shade dk with load line 10,79 | Phl | r | 1863 | ..............<br>London | Sobrinos de Herrera | drp94<br>250·0 | 31·0 | 21·1 | Havana<br>Spanish<br>4BH | C.2Cy.34"&60"-45"<br>NE&B79 160HP<br>W.Cramp&Sons,Phl. | | |
| 45 | Ramon de Larrinaga SteelScSr<br>M.A.Echevarria78-89 ssLiv.No.1-92<br>2Dks(Irn)3trB<br>Inner bottom plating Irn | 3058<br>2773<br>2010 | ✠100A1<br>~~10,91~~ ~~2,93~~ 2,95<br>✠LMC5,93 | Liv<br>LA&CP | v | 1889<br>2mo | C.Connell &Co.<br>Glasgow | Larrinaga&Co. | 350·0<br>P48'B88'F40'<br>drp95 | 40·0<br>BK11" | 25·4<br>WB=Cell | Bilbao<br>Spanish<br>6BHCem<br>DB268'466t | T.3Cy.26",42"&68"-48" (s)<br>150lb 80lb 320HP<br>2DB,8cf,GS168<br>J.&J.Thomson,Glasgow | 28 " 3 | |
| 46<br>99144<br>MCPD | Ramore Head SteelScSr<br>~~M.R.Thompson -94~~ ssLiv.No.1-95<br>ElecLightP.Burns -94 2Dks(Stl)3trB | 4444<br>4183<br>2913 | ✠100A1<br>~~9,91~~ ~~3,94~~ 3,95<br>✠LMC4,91 3,95 | Cff<br>LA&CP<br>Liv | x | 1891<br>4mo | Workman, Clark&Co. (Lim.)<br>Belfast | UlsterSteamShip Co.(Lim.) (G.Heyn & Sons, Mgrs.) WB | 402·1<br>B100'F49'<br>= Cell DB316' | 44·7<br>BK10" | 27·8<br>833t | Belfast<br>British<br>3BHCem<br>APT30t | T.3Cy.26½",44"&72"-51" (s)<br>170lb 90lb 8HP<br>2DB,12rf,GS220,HS6788<br>J.&J.Thomson,Glasgow | 30 " 8<br>s 7 " 0 | D |
| 47 | Ramses SteelScSr<br>T.T.Beelendorf92-93<br>Welldeck 2Dks(StlU-ws)&<br>Elec.light Webframes | 3634<br>3002<br>2340 | ✠100A1<br>5,94 11,94<br>✠LMC11,93 | Ham<br>LA&CP | v | 1893<br>11mo | Wigham Richardson &Co.<br>Newcastle | DeutscheDampfschifffahrtsGes. "Kosmos" | 340·0<br>P136'F46'<br>WB=CellDB | 43·1<br>FK | 25·2 | Hamburg<br>German<br>6BHCem<br>282'627t | Q4Cy.20½"29½"43½"&63"-42"<br>200lb 90lb (a) 350HP<br>3SB,9rf,GS131,HS4299<br>WighmRichrdsn&Co.Nwc | 27 " 10<br>s 4 " 10½ | V |
| 48<br>HJVK | Ran SteelScSr<br>O.Mohn 1Dk | 557<br>424<br>333 | | | | 1893 | R.Craggs &Sons<br>Middlesbro' | Actieselskabet "Ran" (D.S.Meier) | 169·8<br>Q61t B38t<br>F18t | 26·9 | 12·7<br>H14t | Chrstiania<br>Norwegian<br>WB | T.3Cy.13",21"&34"-27"<br>75HP<br>Westgarth,English&Co., Middlesbro' | | N |
| 49<br>HPQK | — CompScSp<br>H.H.Bonstedt92-92 1Dk | 167<br>149<br>124 | | | | 1874 | ..............<br>Christnehmn | ÅngfartygsAktieb. "Ran." (A.E.Almén) | 103·0<br>H18t | 20·3 | 10·7 | Jönköping<br>Swedish | C.2Cy.10¼"&25"-17½"<br>28HP<br>KristinehamnsMV.Kristh | | |
| 50<br>NBKL | Randers IronScSr<br>A.Christensen89-89 1Dk<br>(exPavo) | 116<br>98<br>69 | | | | 18$\frac{56}{76}$ | ..............<br>Dundee | ForenedeDampskibsSelskab | 106·0<br>Q37' B5t<br>len76 | 16·4 | 8·2 | Aalborg<br>Danish | C.2Cy.15"&35"-15"<br>34HP<br>Burmeister&Wain,Cpn | | |
| 51<br>82865<br>VLQN | Ranee IronScSr<br>B.Branch -91<br>1Dk&Shadedk | 617<br>501<br>378 | | ... | | 1881<br>3mo | Ramage& Ferguson<br>Leith | EastIndianOcean S.S.Co.(Lim.) | 185·0<br>P41' F31' | 27·1 | 13·6 | Liverpool<br>British | C.2Cy.25"&48"-30"<br>99HP<br>T.Richardson&Sons,Hpl. | | |
| 52<br>78464<br>TJVP | — IronScSr<br>A.Macpherson -93 ssGls.No.3-1,93<br>Welldeck 1Dk | 274<br>222<br>138 | ✠100A1<br>4,95 ~~4,91~~<br>✠NB1,93 ✠LMC1,93 | Gls<br>LA&CP<br>Liv | e | 1880<br>4mo | Dobson<br>Grngemouth | J.&P.Hutchison WB=Cell | 135·8<br>Q16'B54'F16'<br>DB96'f60tFPT | 22·2<br>BK7" | 10·3 | Glasgow<br>British<br>4BHCem<br>26tAPT12t | C.2Cy.18"&32"-24" (a)<br>85lb 80lb NDB93 45HP<br>1SB,pf,GS30,HS887<br>Dunsmuir&Jackson,Gls. | 11 " 11<br>s 1 " 2½ | |
| 53<br>84930<br>WFQP | Ranelagh IronScSr<br>L.Tindal -93 1Dk&Awngdk | 836<br>788<br>533 | | | | 1881 | JKey&Sns<br>Kinghorn | TheAustralasian UnitedS.N.Co. (Lim.) | 203·8<br>F20' | 29·1<br>19·1 | 12·1 | SydnyNSW<br>British<br>WB | C.2Cy.30"&60"-39"<br>160HP<br>J.Key&Sons,Kirkcaldy | | |
| 54<br>97216 | Rangatira SteelScSr<br>Burton90-90 ssLon.No.1-94<br>2Dks(Irn)&Webframes | 4045<br>3848<br>2642 | ✠100A1<br>~~9,91~~ ~~2,94~~ 3,95<br>✠LMC8,90 3,94 | Lon<br>LA&CP | w | 1890<br>8mo | W.Gray& Co.(Lim.)<br>WHartlepool | ShawSavill& AlbionCo.(Lim.) | 365·0<br>P31'B88'F38'<br>WB=Cell | 47·1<br>BK11" | 26·5 | S'thamptn<br>British<br>6BHCem<br>DB314'872t | T.3Cy.27",43"&72"-45" (s)<br>160lb 450HP<br>3DB,12rf,GS225,HS7140<br>CentrlMarEngWksWHpl | 29 " 4<br>s 6 " 4½ | |
| 55<br>64271 | Ranger WoodScBk<br>Jones 2Dks | 520<br>493<br>354 | | | | 1871 | A.Stephen &Son<br>Dundee | ~~JamesStewart~~<br>B.G.Rendell | 161·1<br>F27t | 28·7 | 18·0 | SJhnsNFL<br>British | 2Cy.<br>70HP | | |
| 56<br>102075 | — CompScSr<br>J.A.Harrison -94 2Dks | 408<br>400<br>26 | | | | 1880 | J.Elder& Co.<br>Glasgow | LivAssn.forProtcn ofCom.Interests as respects Wrecked&Damaged Property | 157·5 | 29·5 | 14·4 | Liverpool<br>British | H.2Cy.32"&54"-24"<br>131HP<br>J.Elder&Co.,Glasgow | | |
| 57<br>14204<br>LMDV | — IronSc3MstSr<br>W.Brown83-86 | 401<br>375<br>252 | | | | 1846 | ....<br>London | ~~Exors.of~~T.Muir,Son&Patton (E.A.Watson, Mgr.) | 188·3 | 21·5 | 13·5 | Dundee<br>British | C.2Cy.20"&38"-27"<br>NE&B83 60HP<br>Hawthorns&Co.,Leith | 14 " 0<br>s 2 " 1 | |
| 58<br>51520 | — WoodPad<br>1Dk | 241<br>241<br>152 | *Now a Sailing Ship; See No. 15 in Supplement of Sailing Ship Register* | | | 1864 | ..............<br>Quebec | J.F.F.Boulais | 153·6 | 24·7 | 11·0 | Quebec<br>British | 1Cy.<br>75HP | | |
| 59<br>73802<br>WTKB | Rangoon IronPadSr<br>E.M.Barrett -93 | 547<br>490<br>215 | | | | 1875 | R.Scott<br>Greenock | BritishIndiaStm. Nav.Co.(Lim.) | 231·8<br>F30t | 26·1 | 12·4 | Glasgow<br>British | C.D.2Cy.42"&80"-60"<br>400HP<br>Scott&Co.,Greenock | | |
| 60 | — SteelPad | 478<br>478<br>349 | | | | 1879 | W.Denny &Bros.<br>Dumbarton | IndianGovernmnt. | 250·2 | 30·2 | 8·7 | British | C.D.2Cy.34"&59"-54"<br>200HP<br>Denny&Co.,Dumbarton | | |
| 61<br>93146 | — IronScYl<br>C.Double -88 1Dk<br>Trawler | 129<br>129<br>54 | ✠<br>For fishing purposes<br>6,88 ✠ | Hul<br>LA&CP | | 1888<br>6mo | Cook, Welton& Gemmell<br>Hull | G.Beeching&Co. | 100·4 | 20·1 | 10·4 | Hull<br>British<br>3BHCem | C.2Cy.17"&33"-22"<br>45HP<br>C.D.Holmes&Co.,Hull | 11 " 4 | |
| 62<br>87145<br>HVGJ | Ranmoor IronScBn<br>E.Gillings -92 ssCff.No.2-92<br>2Dks(1Irn)&Webframes | 2155<br>2007<br>1394 | ✠100A1<br>~~6,92~~ ~~2,94~~ 10,94<br>BS11,92 2,94 ✠LMC1,92 | Cff<br>LA&CP<br>Bry | s | 1883<br>7mo | E.Withy& Co.<br>W Hartlepool | Steel,Young&Co. | 285·0<br>P28'B72'F32'<br>WB=DBa | 36·1<br>BK9½" | 24·1 | London<br>British<br>5BHCem<br>80'f102'316t | C.2Cy.36"&67"-36" (b)<br>75lb ~~52lb~~ 55lb 180HP<br>1DB,6pf,GS90<br>T.Richardson&Sons,Hpl. | 25 " 3<br>s 4 " 7 | |
| 63<br>96093<br>LJDT | Rannoch SteelScSr<br>J.Craig92-94 ssGls.No.1-94<br>1Dk(Irn)&Spardk&Webframes | 1812<br>1754<br>1172 | ✠100A1<br>Spar dk<br>9,94 ~~2,91~~ ✠LMC1,94 | Grk<br>LA&CP<br>N.Yk | r | 1889<br>10mo | Murdoch& Murray<br>Pt.Glasgow | J.Gardiner&Co. WB | 259·8<br>B20'F31'<br>= Cell DB218'365t | 37·0<br>22·4<br>BK9" | 15·0 | Glasgow<br>British<br>4BHCem<br>APT26t | T.3Cy.20",33"&53"-36" (s)<br>160lb 80lb 149HP<br>2SB,6rf,GS94<br>D.Rowan&Son,Glasgow | 17 " 2 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylind. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 64 | **Ranza** | SteelScSr | 5250 | ✠100A1 | Nwc | z | 1894 | Palmers' | CaledoniaSteam | 410·0 \| 49·3 \| 32·1 | Liverpool | T.3Cy.27″,44½″&73″–48″ |
| 102168 | *J.Stanhope*94-94 | | 5365 | 8,95 9,01 | LA&CP | Cff | 9mo | Co.(Lim.) | ShipCo.(Lim.) | P38′B89′F44′ FK | British | 180lb *90lb (s)* 450IP23 |
| | | 2*Dks*(*Stl*)3*trB*&*Webframes* | 5149 | (*Class Contemplated.*) | | | | Jarrow Newcastle | | 6*BH* | *ptCem pt Asp* | 28B,*6rf*,GS128HS4173 |
| | | | 3514 | ✠LMC9,94 | | | | | *WB*=*CellDBa*14 | *Yu E*27′485*t MT*38′63 | *2tFPT*88*tAPT*9*t* | Palmers'Co.(Lim.),Nw |
| 65 | **Ranzani** | IronScSr | 1422 | ✠100A1 | Bly | *q* | 1879 | TyneI.S.B. | Red"R."S.S.Co. | 258·0 \| 32·0 \| 21·2 | Newcastle | C.2Cy.29″&55″–36″ |
| 80536 | *J.E.Searle* –94 | *ss*Bly.No.3–3,91 | 1322 | 7,91 8,93 1,95 | A&CP | | 2mo | Co. | (Lim.)(Stephens | B48′ | British | 65lb *50lb* 14 |
| SKBJ | | 1*Dk2trB* | 913 | BS8,92 | LMC3,91 | | | Newcastle | &Mawson, | BK9″ | 5*BHCem* | 2B,GS64 |
| | | | | 2,94 | Cff Stl | | | | *Mgrs.*) | *WB*= | *DBa*82′*f*42′ | J.Dickinson,Sunderlan |
| 66 | **Raoul Godard** | IronSc | 670 | ✠90A1 | Cff | *k* | 1879 | Jollet& | F.Anquetil et fils | 201·6 \| 26·6 \| 16·3 | Rouen | C.2Cy.23″&41″–29″ |
| | *Lepaulmier* | *ss*Nts.No.3–3,91 | 650 | 8,94 2,02 4,95 | Lon Rou | | 8mo | Babin | | Q50′F26′ | French | 71lb *70lb* NDB87 94 |
| KSLQ | | *ss*Rou.No.1–95 1*Dk2trB* | 412 | ✠NB9,87 | LMC8,91 | | | Nantes | | len80 FK | 4*BHCem* | 1SB,*2f*,GS59 |
| | | | | BS6,90 12,94 | | | | | | *WB*=*DBa*&*f* | 111′*FPT*30*t* | Jollet & Babin,Nantes |
| 67 | **Raphael** | IronScSr | 1860 | ✠100A1 | Cff | *r* | 1885 | J.L.Thomp- | F.Bolton | 271·4 \| 36·1 \| 20·5 | London | C.2Cy.34″&63″–36″ |
| 91858 | *A.R.Smith*93–93 | *ss*Bry.No.2–93 | 1491 | 2,94 2,95 | A&CP | | 6mo | son&Sons | | P28′Q68′B68′F30′ | British | 75lb *60lb* 16 |
| KBHR | *Well deck* | 1*Dk*(*Irn*)2*trB* | 1177 | BS11,94 | ✠LMC9,98 | | | Sunderland | | BK9½″ | 6*BHCem* | 2SB,*4pf*,GS84 |
| | | | | | Bry | | | | *WB*=*D* | *Ba*76′*f*62′277*tFPT* | 41*tAPT*23*t* | T.Richardson&Sons,H |
| 68 | — | IronPadTug | 168 | | | | 1879 | Stbilimnto | L.Mendl&Co. | ..... | Galatz | |
| | | | — | | | | | Tecnico | | | Roumanian | |
| | | | 87 | | | | | Trieste | | | | |
| 69 | **Rapid** | IronScSr | 1042 | ✠100A1 | Cff | *n* | 1883 | Palmers' | J.Cory&Sons | 220·0 \| 31·7 \| 15·5 | Cardiff | C.2Cy.28″&52″–33″ |
| 89163 | *C.H.Lee* | *ss*Cff.No.3–11,87 | 812 | 2,94 | LA&CP | | 10mo | Co.(Lim.) | | Q88′B44′F22′ | British | 80lb *80lb* 9 |
| JGPC | *Well deck* | *ss*Bry.No.1–92 | 657 | BS2,94 | ✠LMC7,92 | | | Newcastle | | drp93 FK | 4*BHCem* | 1SB,*4pf*,GS31 |
| | | 1*Dk*(*Irn*)2*trB* | | | | | | | *WB*=*DBa*71′*f*52′ | | 245*tAPT*7*t* | Palmers'Co.(Lim.),Nw |
| 70 | — | IronScSr | 440 | ✠ | Lon | *g* | 1884 | W.Dobson | W.Troye | 154·0 \| 23·1 \| 10·9 | Bergen | C.2Cy.21″&38″–26″ |
| | *J.Brudvik*90–93 | (*ex*Delabole) | 303 | 3,94 | A&CP | | 11mo | &Co. | | P118*tH*9*tF*11*t* | Norwegian | |
| JVWF | *Well deck* | 1*Dk*(*Irn*)2*trB* | 267 | ✠ | | | | Newcastle | | drp85&87 | 4*BHCem* | WghmRichrdsn&Co.,N |
| | | | | | | | | | | | *WB*=*FPT*30*tAPT*22 | |
| 71 | — | IronScSr | 261 | | | | 1883 | Göteborgs | O.Waage | 122·0 \| 21·5 \| 12·8 | Haugesnd | C.2Cy.19″&32″–20″ |
| | | 1*Dk* | 239 | | | | | Mek.Verkst | | B31′ | Norwegian | |
| | | | 191 | | | | | Gothenburg | | | *WB* | Gotborgs Mek.Verks.,( |
| 72 | **Rapide** | SteelPadSr | 167 | | | | 1881 | A.Normand | Cie.Anonyme des Paquebots à Vapeur entreLe Havre,Caen,Honfleur,et lesPorts de laNormandie | 151·5 \| 20·4 \| 9·6 | Havre | C.2Cy.29½″&47″–38″ |
| | *Chemin*65–81 | 1*Dk* | — | | | | | Havre | | | French | |
| KSMV | | | 57 | | | | | | | | | A.Normand,Havre |
| 73 | — | IronPadSp | 102 | | | | 1882 | Claparède | Chambre deCommerce | 86·9 \| 16·8 \| 8·7 | Dunkirk | C.2Cy.15¾″&27½″–45¼″ |
| | *Jonnekindt*92–92 | 1*Dk* | — | | | | | &Co. | | | French | |
| | | | 46 | | | | | St.Denis | | | | Claparède&Co.,Rouen |
| 74 | **Rapido** | IronPad | — | | | | 1878 | H.Murray | LloydBrazileiro | 200·0 \| 24·0 \| 8·5 | R.Janeiro | |
| | | | — | | | | | Pt.Glasgow | | | Brazilian | |
| HLVC | | | 430 | | | | | | | | | |
| 75 | **Rappahannock** | SteelScSr | 3884 | ✠100A1 | Liv | *x* | 1893 | A.Stephen | Chesapeake&Ohio S.S.Co.(Lim.) | 370·0 \| 44·0 \| 28·6 | Liverpool | T.3Cy.28″,46″&75″–54″ |
| 102106 | *J.H.C.Boig* –94 | | 3670 | 2,952,94 | LA&CP | | 8mo | &Sons | | P48′B128′F56′ | British | 160lb *80lb* 6 |
| NDGC | *Elec.light* | 2*Dks*(*Stl*)3*trB* | 2490 | ✠LMC8,93 | | | | Glasgow | | *ptShelter dk*80′ FK | 6*BHCem* | 2DB,*12cf*,GS270,HS8356 |
| | | | | | | | | | *WB*=*CellDB* | 280′616*t* | | A.Stephen&Sons,Glas |
| 76 | **Rasmara** | SteelPadSr | 892 | | | | 1890 | A&J Inglis | BritishIndiaStm. Nav.Co.(Lim.) | 256·3 \| 31·1 \| 13·2 | Glasgow | T.3Cy.29″,47″&70″–78″ |
| 97615 | *A.Houghton* –92 | | 671 | | | | | Glasgow | | P39*t* | British | 3 |
| LQKF | *Elec.light* | | 307 | | | | | | | | | A.&J.Inglis,Glasgow |
| 77 | **Ratcliff** | SteelScSr | 802 | ✠100A1 | Shl | *k* | 1892 | ShortBros. | EastLondonS.S. Co.(Lim.) (H.C.Pelly *Mgr*) | 170·0 \| 36·0 \| 13·7 | London | T.3Cy.18″,29″&47″–33″ |
| 101952 | *G.Skelton* –92 | | 684 | 7,91 8,93 10,94 | A&CP | | 12mo | Sunderland | | Q63′B8′F14′ | British | 160lb *80lb* 12 |
| | | 1*Dk*(*Irn*)&*Webframes* | 498 | ✠LMC12,92 | | | | | | drp93 drp94 FK | 4*BHCem* | 1SB,*3pf*,GS50,HS2000 |
| | *Well deck* | | | Lon | | | | | *WB*=*CellDB*126′355*tFPT* | | 86*tAPT*45*t* | J.Dickinson,Sunderlan |
| 78 | **Rathkenny** | IronScSr | 417 | 100A1 | Bel | *h* | 1856 | C.Mitchell | AntrimIronOre Co.(Lim.) | 168·4 \| 24·3 \| 13·6 | Belfast | C.2Cy.22″&38″–26″ |
| 73483 | *T.Hill* –93 | *ss*Bel.No.3–7,93 | 367 | 12,94 10,93 | | | | &Co. | | Q40′B33′F40′ | British | 70lb *20lb* NB80 8 |
| QMHG | (*ex*Venus) | *ss*Bel.No.1–93 | 188 | BS12,94 | LMC9,93 | | | Newcastle | | BK8″ | 4*BH* | 1SB,*2pf*,GS41 |
| | | 1*Dk2trB* | | | | | | | | | *Cmp.*80M'Ilwaine&Lev | |
| 79 | **Rathlin** | IronSc3MstSr | 917 | | | ... | 1877 | Blackwood | ClydeShippingCo. (Lim.)(J.Cuthbert,*Mgr.*) | 229·7 \| 31·0 \| 16·1 | Glasgow | C.2Cy.26″&52″–57″ |
| 78554 | *W.Love* –92 | | 764 | | | | 7mo | &Gordon | | P66′ F45′ | British | NB88 NDB88 18 |
| RCHW | | 2*Dks* | 444 | | | | | Pt.Glasgow | | | | Blackwood& Gordon,P |
| | | | | | | | | | | | | *WB* |
| 80 | **Ratho** | SteelScSr | 4246 | ✠100A1 | Bry | *x* | 1891 | Palmers' | CaledoniaS.S.Co. (Lim.) | 380·8 \| 45·2 \| 27·8 | Liverpool | T.3Cy.26″,43″&69″–45″ |
| 99339 | *T.Nisbet*89–94 | | 3978 | 9,94 4,94 | A&CP | | 12mo | Co.(Lim.) | | P31′B82′F39′ | British | 160lb *90lb* 30 |
| | | 2*Dks*(*UIrn*&*1Stl*)3*trB* | 2758 | ✠LMC12,91 | | | | Newcastle | | FK | 6*BHpt Asp* | 2DB,*12rf*,GS162 |
| | | | | | | | | *WB*=*CellD* | *B*180′455*tFPT*96*t* | *APT*33*tMT*34′643*t* | *ptCem* | Palmers'Co.(Lim.),Nw |
| 81 | **Rattler** | IronPadBg | 343 | | | | 1862 | Henderson, | ChadyCalMisser | 153·0 \| 24·2 \| 14·0 | Calcutta | 2Cy.52″–72″ |
| 44773 | *J.A.Thomas* –92 | 1*Dk2trB* | 339 | | | | | Coulborn& | | | British | 2 |
| TWLR | | | 126 | | | | | Co. | | | *WB* | Hendersn,Coulbrn&C, |
| | | | | | | | | Renfrew | | | | |
| 82 | — | IronScYl | 149 | ✠100A1 | Hul | | 1891 | Mackie& | W.L.Robins | 100·5 \| 20·5 \| 10·7 | Hull | C.2Cy.16″&32″–22″ |
| 98735 | | 1*Dk* | 142 | *StmTrawler* | LA&CP | | 5mo | Thomson | | Q19′F19′ | British | 110lb 4 |
| | | | 48 | 8,94 8,91 | ✠LMC5,91 | | | Glasgow | | BK7½″ | 3*BHCem* | 1SB,*2pf*,GS30 |
| | | | | | | | | | | | | Muir&Houston,Glasgo |
| 83 | **Rattlesnake** | IronScSr | 405 | | | | 1869 | Reaney,Ss. | Philadelphia& ReadingR.R.Co. | 160·0 \| 28·0 \| 12·0 | Phildlphia | 1Cy.34″–28″ |
| 21903 | *Winnett* | 1*Dk* | — | | | | | &Archabld | | H— | Utd.States | 1 |
| Now a Barge | | | 264 | | | | | Chester,Pa. | | | | ReanySn&Archbld,Ch |
| 84 | **Rauenthaler** | SteelScSr | 2870 | ✠100A1 | Ham | *u* | 1889 | Sunderlnd | DeutscheDampf-schifffahrts Ges. "Hansa" | 323·0 \| 41·0 \| 18·6 | Bremen | T.3Cy.23½″,39″&64″–42 |
| | *H.Frerichs*89–93 | *ss*Ham.No.1–94 | 2627 | *Spar dk* | A&CP | | 11mo | S.B.Co.(L) | | B66′F41′ 26·0 | German | 160lb *100lb* 2 |
| QFJD | | 1*Dk*(*Irn*)&*Spardk*&*Webframes* | 2167 | 5,94 | ✠LMC1,94 | | | Sunderland | | BK8″ | 5*BHCem* | 2SB,*6rf*,GS128,HS4440 |
| | | | | | | | | | | *WB*=*Cell* | *DB*256′449*t* | NEMarne Eng.Co.(Ld) |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Ro.T.Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85 | **Rauma** *Iversen* –89 | **Steel&IronScSr** 1*Dk* | 120 95 82 | | | | 1889 | AkersMek. Verkst Christiania | **RomsdalsDampskibsselskab.** | 96·9 \| 16·1 \| 10·0 H25*t* | **Molde** Norwegian | T.3Cy.8½″,13″&21½″–15″ 25HP Akers Mek.Verks.,Xia. | | N |
| JBQV 86 | **Raven** ~~*R.Cox* –94~~ *Well deck Wilson* | **IronScBn** *ss*Mdb.No.3–7,92 1*Dk*(*pt Irn*)2*trB* | 1965 1420 1270 | ✠100A1 3,94 BS12,93 ✠LMC10,92 | Lon LA&CP | *r* | 1883 6mo | M.Pearse& Co. Stockton | **GeneralSteamNav. Co.** | 281·4 \| 35·1 \| 17·2 P190′F39′ len92drp93 BK9″ *WB*=*CellDBa* | **London** British 5*BHCem* 72′*f*116′304*t* | C.2Cy.34½″&64″–42″ (*b*) 80lb ~~90lb~~ NDB93 160HP 2SB,*6pf*,GS90 Blair&Co.(Lim.),Stockton | 20 ″ 3 s 2 ″ 6 | D |
| 87144 HVBT | | | | | | | | | | | | | | |
| 87 | **Ravenna** *G.W.F.Browne* –92 *Elec.light* | **SteelSc3MstSr** 3*Dks*(2*Stl*–*Uws*) | 3257 2852 1916 | | | … | 1880 3mo | W Denny& Bros. Dumbarton | **P.&O.Steam Nav.Co.** | 380·2 \| 40·3 \| 25·9 P257′ F46′ | **Glasgow** British | C.2Cy.54″&94″–60″ 700HP Denny&Co.,Dumbarton | 28 ″ 0 s 5 ″ 3 | |
| 92300 TDWM | | | | | | | | | | | | | | |
| 88 | — *J.More* –29 | **SteelSc3MstSr** *ss*Lth.No.1–93 2*Dks*(1*Irn*) | 1203 1073 767 | ✠100A1 ~~1,94~~ 1,95 BS8,94 ✠LMC2,93 | Lth LA&CP | *o* | 1888 8mo | Ramage& Ferguson Leith | **Lth.Hull&Ham. S.P.Co.(J.Currie &Co.,*Mgrs.*)** | 248·9 \| 33·2 \| 17·0 P23′B40′F28′ BK9″ *WB*=*FPT*30*t* | **Leith** British 6*BHCem* *MT*38′340*t* | T.3Cy.18″,30″&48″–36″ 150lb *55lb* 120HP 1SB,*3rf*,GS62 Ramage&Ferguson,Leith | 18 ″ 4 s 2 ″10 | |
| 86206 KTRF | | | | | | | | | | | | | | |
| 89 | **Ravensdale** ~~*D.Davies*89–89~~ *Well deck* *M.Brown* –93 | **IronScSr** ~~*sc*Liv.No.2–89~~ 1*Dk*(*Irn*)2*trB* *ss*Hpl.No.3–8,94 | 1114 882 716 | ✠100A1 8,94 ~~3,92~~ BS8,93 ✠LMC7,89 ~~2,94~~ Hpl | N Yk LA&CP | *n* | 1881 1mo | E.Withy& Co. Hartlepool | **Steel,Young&Co.** | 225·6 \| 30·0 \| 15·7 Q80′B54′F29′ drp&srp94 BK8″ *WB*=*CellDB*182′ | **London** British 4*BHCem* 259*t APT*24*t* | C.2Cy.~~20~~&53″–33″ (*b*) 75lb ~~75lb~~ 110HP NDB92 fitted94 T.Richardson&Sons,Hpl. | 18 ″ 0 s 1 ″ 9 | |
| 92851 VKJS | | | | | | | | | | | | | | |
| 90 | **Ravensheugh** *P.Hudson* –91 | **IronScSr** *ss*Shl.No.3–1,94 2*Dks*(1*Irn*)3*trB* | 1717 1642 1099 | ✠100A1 ~~7,94~~ ~~1,94~~ 5,95 BS5,95 ✠LMC1,94 Bry | Shl LA&CP | *r* | 1881 2mo | Palmers'Co Newcastle | **C.W.Ormston &Co.** | 263·0 \| 35·2 \| 22·4 P27′B17′F35′ BK9″ *WB*=*CellDB*180 | **Newcastle** British 4*BHCem* 260*t APT*30*t* | C.2Cy.32″&60″–42′ (*i*) 80lb *90lb* NDB94 180HP 2SB,*6pf*,GS96 Palmers'Co.,Newcastle | 24 ″ 11 s 4 ″ 5½ | D |
| 83899 YMLW | | | | | | | | | | | | | | |
| 91 | **Ravenspur** (*WRECKED 5,94*) *T.H.Scott* –94 *Well deck* | **IronScSr** *ss*Hul.No.3–6,88 *ss*Hul.No.1–93 1*Dk*2*trB* | 1358 1018 872 | ✠ 2,94 ~~NB5,88~~ BS8,94 | Hul A&CP ✠LMC3,93 | *o* | 1875 4mo | Richard-sonDuck &Co. Stockton | **Thompson,Elliott &Co.** | 262·3 \| 30·2 \| 17·2 P140′F28′ len80 BK8″ | **Newcastle** British 5*BHCem* *WB*=*ptDB* | C.2Cy.27″&51″–30″ (*a*) 80lb *60lb* NDB88 98HP 1SB,*3cf*,GS47 C.D.Holmes&Co.,Hull | 17 ″ 9 s 2 ″ 1½ | D |
| 73149 NWFS | | | | | | | | | | | | | | |
| 92 | **Ravenswood** *J.Newton* –91 | **SteelScSr** 1*Dk*(*Irn*)&*Webframes* &*pt Awngdk*(*Irn*) | 2390 1823 1530 | ✠100A1 *pt Awng dk withfreeboard* 1,95 ~~8,94~~ ✠LMC4,91 | Cff A&CP | *s* | 1891 4mo | TTurnbull &Son Whitby | **T.Smailes&Son** | 289·6 \| 38·2 \| 19·8 P28′Q78′ *pt Awngdk*182′ FK *WB*=*Cell* | **Whitby** British 6*BHCem* *DB*244′504*t* | T.3Cy.22″,36″&59″–39″ (*s*) 160lb 70*lb* 218HP 2SB,*6cf*,GS84,HS3300 Blair&Co.(Lim),Stockton | 22 ″ 2 s 8 ″ 8 | D |
| 93 | — *P.Campbell* | **SteelPadSk** | 391 317 79 | | | | 1891 | SMcKnght &Co. Ayr | **P.&A.Campbell (Lim.)** | 215·0 \| 24·1 \| 8·5 Q12′ *Saloon dk*153′ | **Bristol** British | D.1Cy.56″–72″ 209HP Hutson&Corbett,Glasgow | | BT till ~~10,94~~ 4,95 |
| 98821 | | | | | | | | | | | | | | |
| 94 | **Ravensworth** *C.Helmes*87–87 | **IronScSr** *ss*Nwc.No.2–92 | 784 658 496 | ✠100A1 ~~4,93~~ ~~8,93~~ 3,95 BS4,93 ~~3,94~~ ✠LMC2,92 Shl | Mil A&CP | *k* | 1883 9mo | J.Priestmn &Co. Sunderland | **W.Young&Co.** | 195·0 \| 30·3 \| 14·3 Q101′B20′F24′ drp93 BK7½″ *WB*=*DBa* | **Newcastle** British 4*BHAsp* 46′*f* 53′140*t* | C.2Cy.26″&48″–30″ (*i*) 80lb ~~60lb~~ NDB93 90HP 1SB,*3pf*,GS49 *80lb* N.E.MarineCo.(Lim.)Nwc. | 14 ″ 11 s 1 ″ 5 | |
| 88756 JOGD | | | | | | | 4,95 | | | | | | | |
| 95 | **Ravna** *J.Havnæs* | **WoodScSr** 1*Dk*2*trB* | 464 355 284 | | | | 1889 | ..... Sandefjord | **Dmpskibselskabet "National" (Ch.Thorbjörnsen)** | 151·7 \| 25·8 \| 14·5 Q25*t* B55*t* H7*t* F22*t* | **Chrstiania** Norwegian | T.3Cy.11″,18″&29″–24″ 50HP Akers Mek.Værks,Xia. | | N |
| HDWN | | | | | | | | | | | | | | |
| 96 | **Raylton Dixon** *J.Johanneson*87–87 | **IronScSr** *ss*Bgn.No.2–91 2*Dks*(1*Irn*)3*trB* | 1817 1630 1388 | ✠100A1 ~~6,94~~ ~~2,93~~ 12,94 BS8,98 ~~6,94~~ ✠LMC9,91 Shl | Cff A&CP | *r* | 1883 9mo | R.Dixon& Co. Middlesbro' | **(Harloff&Böe *Mgrs.*)** | 260·4 \| 35·7 \| 24·0 P38′B24′F34′ BK9½″ *WB*=*DBa*54′81*t* | **Bergen** Norwegian 5*BHCem* *MT*37′390*t* | C.2Cy.34″&63″–36″ (*b*) 80lb ~~95lb~~ *80lb* NDB94 160HP 2SB,*4pf*,GS80 T.Richardson&Sons,Hpl. | | N |
| JVST | | | | | | | | | | | | | | |
| 97 | **Rayner** *T.Whittingham* –94 | **IronScSr** *ss*Hul.No2–93 *ss*Npt.No.3–11,86 ~~*ss*Bly.No.1–91~~ 1*Dk*2*trB* | 1269 1023 803 | ✠90A1 11,94 ~~12,93~~ Hul A&CP LMC12,93 Bly | Hul A&CP | *o* | 1874 | R.Thomp-son,jun. Sunderland | **Red'R'SSCo.(Lim) (Stephens& Mawson,*Mgrs.*)** | 254·0 \| 31·1 \| 17·2 P80′B41′F23′ len78 ~~drp93~~ BK8″ *WB*=*BDa* | **Newcastle** British 4*BHCem* 57′*f* 94′229*t* | C.2Cy.27″&b1″–33″ (*a*) 75lb *55lb* NB82 98HP 1SB,*3pf*,GS54 NDB82 J.Dickinson,Sunderland | 18 ″ 3 s 2 ″10 | |
| 70228 NLSR | | | | | | | | | | | | | | |
| 98 | **Re Umberto** *V.Villa*92–92 | **SteelSc** 2*Dks*3*trB* | 2967 2682 2195 | | | | 1892 | G.Ansaldo &Co. Sestri-Ponente | **G.A.Repetto di G.** | 331·5 \| 40·2 \| 18·4 P40′B92′F55′ 26·2 | **Genoa** Italian | T.3Cy.22⅞″,37⅞″&61½″–43¾″ 482HP G.Ansaldo&Co.,Sampier-darena | | IV |
| 222 | | | | | | | | | | | | | | |
| 99 | **Reading** *J.M.Fishley* –94 | **IronScSr** *ss*Nwc.No.3–12,88 2*Dks*(*Irn*)3*trB* | 2043 1872 1297 | ✠100A1 7,92 ✠LMC10,93 | Nwc LA&CP | *s* | 1883 10mo | Palmer's Co.(Lim.) Newcastle | **~~J.Cory&Sons~~** Reading SSCo(Lm) (J.Cory&Sons) | 286·0 \| 36·2 \| 22·4 P28′B52′F33′ BK9½″ *WB*=*DBa* | **Cardiff** British 5*BHCem* 90′*f*66′236*t* | C.2Cy.32″&64″–42″ (*a*) 80lb ~~40lb~~ *60lb* 200HP 2SB,*6pf*,GS97,HS3320 Palmers'Co.(Lim.),Nwc. | 25 ″ 1 s 4 ″2½ | |
| 89161 JHVF | | | | | | | | | | | | | | |
| 100 | — *T.E.Smith*81–90 | **IronScSr** 1*Dk*2*trB* | 12[illegible] — 910 | | | | 1873 | W.Cramp &Sons Philadelphia | **Philadelphia& ReadingR.R.Co.** | 250·6 \| 37·0 \| 20·3 H– *WB* | **Phildlphia** Utd.States | 1Cy.42″–42″ 166HP W.Cramp&Sons,Phl. | | |
| 110186 JSWB | | | | | | | | | | | | | | |
| 101 | **Ready** *Nankival* | **IronTwinScSr** 1*Dk* | 119 119 61 | ✠ 9,85 ✠ | Cff LA&CP | *a* | 1883 9mo | T.B.Seath &Co. Glasgow | **Corporation of TrinityHouse** | 100·0 \| 18·1 \| 9·9 | **London** British 4*BHCem* | C.4Cy.12″&24″–18″ 50HP A.Campbell&Son,Glasgow | 10 ″ 6 | |
| 89501 KBHF | | | | | | | | | | | | | | |
| 102 | **Reäel** *J.Wilkens*90–90 *Elec.light* | **IronScSr** 2*Dks*&*Shade dk* | 1363 1294 836 | | | | 1890 | Kon.Maats "deSchelde" Flushing | **Koninkl.Paketv. Maats.** | 258·5 \| 34·4 \| 16·8 | **Batavia** Dutch | T.3Cy20″,31″&51″–42″ 200HP Kon.Maats.'de Schld'Flsng | | DV |
| THGM | | | | | | | | | | | | | | |
| 103 | **Realm** *J.T.Evans* –92 *Well deck* | **SteelScBn** 1*Dk*(*Irn*)2*trB* *ss*Ant.No.1–94 | 1664 1245 1080 | ✠100A1 ~~6,94~~ ~~4,93~~ 2,95 ✠LMC10,89 ~~2,94~~ Ant | Npt A&CP | *q* | 1889 10mo | Ramage& Ferguson Leith | **RealmS.S.Co. (Lim.)(R.Conaway&Co.)** | 265·1 \| 36·6 \| 15·9 P27′Q82′B110′ F24′ BK9″ *WB*=*Cell* | **Liverpool** British 4*BHCem* *DB*224′365*t* | T.3Cy.21″,34″&56″–36″ (*s*) 160lb 75*lb* 180HP 2SB,*6cf*,GS90 Ramage&Ferguson,Leith | 18 ″ 3 s 1 ″5½ | |
| 96371 | | | | | | | | | | | | | | |
| 104 | **Reaper** *J.W.Foster* –93 (*ex*Spindrift) | **IronPadSp** | 188 171 25 | | | | 1869 | J.&W. Dudgeon London | **LiverpoolStm.Tug Co.(Lim.)** | 121·0 \| 20·1 \| 10·5 | **Liverpool** British | L.2Cy.32″–57″ NB93 70HP J.Dudgeon,London | | BT till ~~6,94~~ ~~12,94~~ 10,95 4,95 |
| 63543 LJRW | | | | | | | | | | | | | | |
| 105 | **Réaumur** *Testard*81–88 | **SteelScSr** 1*Dk*(*Irn*)&*Webframes* &*pt Awngdk*(*Irn*) | 1539 1093 975 | ✠ ~~6,92~~ *pt Awng dk withfreeboard* ✠ | Sld A&CP | *p* | 1890 6mo | W.Doxford &Sons Sunderland | **A.D'Orbigny& Faustin,fils** | 249·5 \| 35·0 \| 16·2 P29′Q59′ *pt Awngdk*160′ FK | **La Rochlle** French 4*BHCem* *WB*=*CellD* | T.3Cy.21″,33″&54″–36″ 160HP W.Doxford&Sons,Sld. *B*209′376*t FPT*68*t APT*82*t* | 18 ″ 6 | V |
| KSPM | | | | | | | | | | | | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crews sur Quille. Franc-board. Tonnage. Navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 106<br>27733<br>PSLT | **Rebecca**<br>*O.Griffiths* | **IronScSr**<br>1*Dk* | 203<br>174<br>115 | 5,65 | | … Lv | 1859 | R.Scott<br>Greenock | **Carnarvonshire& Merionethshire S.S.Co.(Lim.)** | 136·2 Q29*t* | 19·1 | 10·4 | **Carnarvon**<br>British | C.2Cy.14½″&28″–22″<br>NE&B86<br>Ross&Duncan,Glasgow | 11 ″<br>s 1 ″ |
| 107<br>65703<br>LGBD | **Recepta**<br>*H.T.McDermott* –91 *ss*Sld.No.3–3,82<br>(*ex*H.P.Stephenson) *ss*Shl.No.2–91<br>1*Dk*2*trB* | **IronScBg** | 988<br>876<br>640 | ✠90A1<br>12,93<br>BS2,94 | Nwc<br>A&CP<br>LMC7,91 | *n* | 1871<br>11mo | Wigham Richardson &Co.<br>Newcastle | **R.Gordon&Co.** | 230·0<br>P30′F27′<br>BK8″<br>*WB*=*DBa* | 28·9 | 17·8 | **London**<br>British | C.2Cy.28″&54″–30″ (*i*)<br>60lb *70lb* NDB91 NB82120H<br>2SB,*4pf*,GS60<br>Thompson,Boyd&C.,Nwc. | 18 ″<br>s 2 ″ |
| 108<br>91879<br>KCWB | **Recorder**<br>*R.A.E.Brereton* *ss*Sng.No.2–93<br>*Elec.light* 2*Dks*(1*ptStl*)&*Awngdk* | **SteelScSr** | 1201<br>771<br>677<br>12,94 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>✠LMC9,93 | Sng<br>A&CP<br>BS2,94 | *o* | 1885<br>9mo | R.Napier& Sons<br>Glasgow | **Eastern Extension, Australasia& ChinaTel.Co. (Lim.)** *WB*= | 236·8<br>23·7<br>BK7½″<br>*DBf*42′&*uE*21′166*t* | 32·0 | 16·5 | **London**<br>British | C.2Cy.32″&64″–42″ (*s*)<br>90lb *60lb* 200H<br>2SB,*6cf*,GS128,HS3834<br>R.Napier&Sons,Glasgow | 17 ″<br>s 8 ″ |
| 109<br>85131<br>WHVR | **Recta**<br>*T.H.Whiteway* –93 ~~*ssShl.No.2–91*~~<br>1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB*<br>*ss*Shl.No.3–2,95 | **IronScSr** | 2905<br>2835<br>1886 | ✠100A1<br>*Spar dk*<br>2,95 ~~6,98~~<br>✠NB6,93 | Dun<br>A&CP<br>Shl<br>✠LMC6,~~98~~ 2,95 | *t* | 1882<br>2mo | J.L.Thompson&Sons<br>Sunderland | **R.Gordon&Co.**<br>*WB*=*DBa* | 313·0<br>BK10″<br>100′*f* 60′389*t FPT* | 40·1 | 29·4 | **London**<br>British | T.3Cy.21″,35″&58″–45″ (*s*)<br>180lb *80lb* NDB93 250H<br>2SB,*6pf*,GS96,HS3518<br>*Tpd*93GourlayBrs&C.Dun | 23 ″<br>s 6 ″ |
| 110<br>96240 | **Rector**<br>*W.Lambert* –91<br>*ss*Gms.No.1–95 | **IronScK**<br>1*Dk* | 112<br>107<br>38 | ✠100A1<br>*StmTrawler*<br>5,953 ~~6,01~~<br>✠LMC2,91<br>Gms | Hul<br>L&CP | | 1891<br>3mo | Earle'sCo. (Lim.)<br>Hull | **W.Lambert** | 88·0<br>BK7½″ | 20·1 | 10·7 | **Grimsby**<br>British | C.2Cy.17″&32″–21″ (*s*)<br>90lb 44H<br>1SB,*2pf*,GS27,HS760<br>Earle'sCo.(Lim.),Hull | 11 ″ |
| 111<br>96555 | **Red Cross**<br>*H.D.Corney*87–90 1*Dk*(*ptStl*&*ptIrn*)<br>2*trB*&*Webframes*&*ptAwngdk*(*Irn*)<br>*ss*Cff.No.1–95 | **SteelScSr** | 2877<br>2172<br>1832<br>4,95 ~~5,01~~ | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>✠LMC9,90 | Cff<br>A&CP | *t* | 1890<br>9mo | J.L.Thompson&Sons<br>Sunderland | **Rowland&Marwood'sS.S.Co. (Lim.)** *WB*= | 316·0<br>P29′Q88″ BK10″<br>*ptAwngdk*198′<br>*Cell DB*224′453*t* | 40·6 | 20·8 | **Whitby**<br>British | T.3Cy.23″,38″&62½″–42″ (*s*)<br>160lb *80lb* 230H<br>2SB,*6trf*,GS106<br>Blair&Co.(Lim.),Stockton | 23 ″<br>s 9 ″ |
| 112<br>98418<br>MKLD | **Red Jacket**<br>*E.N.Pallot* –93<br>1*Dk*(*Stl*)&*Webframes*<br>&*ptAwngdk*(*Irn*) | **SteelScSr** | 2088<br>1504<br>1327<br>3,95 ~~94~~ | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>✠LMC11,91 | Bry<br>A&CP<br>Npt | *r* | 1891<br>11mo | J.L.Thompson&Sons<br>Sunderland | **G.Hallett**<br>*WB*=*Cell DB*184′288*t FPT* | 280·0<br>Q78′P&B170′F32′<br>FK | 38·2 | 17·4 | **Cardiff**<br>British | T.3Cy.20½″,34″&56″–39″ (*s*)<br>160lb *80lb* 200H<br>2SB,*6rf*,GS89<br>J.Dickinson,Sunderland | 19 ″<br>s 8 ″ |
| 113<br>97854 | **Red Rose**<br>*R.Williams*90–93<br>*Well deck* | **Steel&IronScSr**<br>1*Dk*(*Irn*)<br>*Stlplating&Irnframing* | 423<br>285<br>147 | ✠100A1<br>4,94<br>✠LMC5,91 | Liv<br>LA&CP | *g* | 1891<br>4mo | J Fullerton &Co.<br>Paisley | ~~**R.Hughes&Co.**~~<br>RedRoseSteamshipCo.(Lim.)<br>(R.Hughes&Co.) | 160·3<br>Q85′B10′F25′<br>BK6″<br>*WB*=*FPT* | 23·1 | 10·0 | **Liverpool**<br>British | C.2Cy.22″&44″–30″ (*a*)<br>100lb *80lb* 80H<br>1SB,*3pf*,GS50<br>Hutson&Corbett,Glasgow | 11 ″ |
| 114<br>89197<br>KGPQ | —<br>*D.Ryan* –92<br>*ss*Cff.No.2–93 | **IronScSr**<br>1*Dk* | 188<br>182<br>2 | ✠100A1<br>~~7,94~~ ~~6,98~~ 9,94<br>BS7,94 ✠LMC6,~~98~~ | Cff<br>LA&CP | *c* | 1885<br>2mo | E.Finch& Co.<br>Chepstow | **Guthrie, Heywood&Co.** | 115·5<br>BK6½″ | 22·0 | 12·0 | **London**<br>British | C.2Cy.23″&44″–30″<br>90lb 99H<br>1SB,*3pf*,GS52<br>Pearson&Co.,Glasgow | |
| 115<br>86188<br>WLVB | **Red Sea**<br>*W.W.Bustin* –91<br>2*Dks*(*Irn*)3*trB* | **IronScSr** | 3216<br>3118<br>2113 | ~~✠100A1~~<br>10,93<br>BS10,93 | Hav<br>LA&CP<br>✠LMC1,90 | *w* | 1882<br>5mo | A.Leslie& Co.<br>Newcastle | ~~**Ellis&Co.**~~<br>Palmers' S.B.and IronCo.(Lim.) | 375·8<br>P36′B74′F44′<br>BK11″<br>*WB*=*DBa*82′180*t* | 40·3 | 27·3 | **Liverpool**<br>British | C.2Cy.40″&76″–51″ (*i*)<br>80lb 400H<br>2DB,*12pf*,GS165<br>N.E.MarineCo.(Lim.),Sld. | 28 ″<br>s 6 ″ |
| 116<br>89727<br>LJGN | **Redcar**<br>*J.Waller*85–89<br>*Well deck* | **SteelScSr**<br>*ss*Hpl.No.1–94<br>1*Dk*(*Irn*)&*Webframes* | 1757<br>1300<br>1128 | ✠100A1<br>3,95 ~~4,94~~<br>✠LMC1,94 | Shl<br>A&CP<br>Bly | *q* | 1889<br>9mo | W.Gray& Co.(Lim.)<br>W Hartlepool | **English&Co.**<br>*WB*=*DBa*82*f*100′378*t* | 260·0<br>P27′Q80′B104′<br>F32′ BK9″ | 36·6 | 18·2 | **Middlsbro'**<br>British | T.3Cy.19″,30½″&51″–36″ (*s*)<br>150lb *75lb* NDB91 150H<br>2SB,*4rf*,GS66,HS2180<br>CentralMrineEWksWHpl. | 19 ″<br>s 1 ″ |
| 117<br>78463<br>WMJP | **Redland**<br>(*LOST BY COLLISION 2,94*)<br>*J.Carey* –94 | **IronScSr**<br>1*Dk* | 125<br>102<br>65 | ✠<br>1,84 | Glr<br>LA&CP | *a* | 1880<br>5mo | Campbeltn S.B.Co.<br>Campbeltwn | **TweedShipping Co.(Lim.)(H. Cawe,*Mgr.*)** | 98·3<br>Q36′ | 18·1 | 8·3 | **Hull**<br>British | C.2Cy.13″&23½″–18″<br>25H<br>3*BHCem*<br>Kincaid,Donald&Co.,Grk.<br>*WB*=*FPT*10*t* | 8 ″ |
| 118<br>95177<br>LDNW | **Redruth**<br>*J.H.Braddon* –93 *ss*Cff.No.1–93<br>*Well deck* 1*Dk*(*Stl*)2*trB* | **SteelScSr** | 2374<br>1887<br>1504 | ✠100A1<br>~~12,94~~ ~~5,04~~<br>✠LMC9,93 | Shl<br>LA&CP<br>Cff | *s* | 1889<br>5mo | Palmers' Co.(Lim.) Newcastle | ~~**J.Cory&Sons**~~<br>RedruthSSCo(Lm)<br>(J.Cory&Sons)<br>*WB*=*DBa*86′*f*114′ | 285·3<br>P29′Q74′B118′<br>F30′ drp93 FK<br>494*t FPT*62*t APT* | 39·0 | 21·6 | **Cardiff**<br>British | T.3Cy.22″,35″&58″–42″ (*r*)<br>150lb *70lb* 200H<br>2SB,*6rf*,GS102<br>Palmers'Co.(Lim.),Nwc. | 23 ″<br>s 2 ″ |
| 119<br>82826<br>VDRM | **Redstart**<br>*E.A.Sibbick* ~~*ssLon.No.2–90*~~<br>*Well deck* *ss*Lon.No.3–9,93 2*Dks* | **IronScSr** | 904<br>803<br>553 | ✠100A1<br>5,95 ~~6,02~~ ~~4,99~~<br>BS10,94 ✠LMC9,93 | Lon<br>A&CP | *n* | 1880<br>11mo | M.Pearse &Co.<br>Stockton | **GeneralSteam NavigationCo.** | 225·5<br>P142′F42′<br>BK8″<br>*WB*=*DBa* | 31·0 | 16·5 | **London**<br>British | C.2Cy.28½″&53″–33″ (*i*)<br>80lb *50lb* NDB95 110H<br>2SB,*4pf*,GS57<br>Blair&Co.(Lim.),Stockton | 17 ″<br>s 1 ″ |
| 120<br>JFGD | **Reducindo Melliza**<br>Donzol | **WoodSc** | 188<br>—<br>88 | | | | 1889 | ..... | **C.Melliza** | 128·3 | 21·7 | 9·0 | **Manila**<br>Spanish | 60H | |
| 121<br>QCSP | **Reform**<br>*H.Freels* –92 | **IronSc**<br>1*Dk* | 101<br>—<br>51 | | | | 1869 | Reiherstieg Schiffswrfte Hamburg | **Bugsiges."Union"** | 92·1 | 19·0 | 10·1 | **Bremen**<br>German | C.2Cy.17½″&28½″–24″<br>ReiherstiegSchiffsw.,Ham | |
| 122<br>81491<br>VLRQ | **Refulgent**<br>*J.G.Forster* –93 3rdSurvey,Shl.4,93<br>*Well deck* | **IronScSr**<br>1*Dk*(*Irn*)2*trB* | 957<br>779<br>619 | ✠A1* 1<br>4,94 | Shl | Lv | 1881<br>3mo | Short Bros. Sunderland | **J.Westoll** | 216·0<br>Q82′B42′H36*t*F26′<br>BK8″<br>*WB*=*Cell DBa* | 30·0 | 15·0 | **Sundrland**<br>British | C.2Cy.27″&51″–33″<br>98H<br>1SB,*3f*<br>J.Dickinson,Sunderland | |
| 123<br>67309<br>KVQD | **Regalia**<br>~~*T.P.Dyer*93–93~~ 6thSurvey,Nwc.1,89<br>1stSurvey,Sld.3,92<br>*T.K.Brotherton*91–94 1*Dk*2*trB* | **IronScSr** | 923<br>755<br>582 | ✠ A1, 1<br>~~7,93~~ ~~4,94~~ | Sld | Lv | 1872<br>12mo | Short Bros. Sunderland | **J.S.Barwick** | 220·3<br>Q89*t*B63*t* BK8″<br>ND89 drp93&94 | 29·8 | 16·4 | **Sundrland**<br>British | C.2Cy.27″&52″–33″<br>NB82 99H<br>5*BHCem*<br>OuseburnE.W.Co.,Nwc. | 17 ″<br>s 2 ″ |
| 124<br>91369<br>LFRK | **Reggio**<br>~~*J.A.Buckland* –94~~ *ss*Npt.No.1–93<br>*Well deck* *James* 1*Dk*(*Irn*)&*Webframes* | **SteelScSr** | 1218<br>866<br>787 | ✠100A1<br>2,95 ~~4,04~~<br>✠LMC1,93 | Npt<br>A&CP | *n* | 1889<br>6mo | R.Irvine& Co.<br>W Hartlepool | **ReggioS.S.Co. (Lim.)(Orders& Handford)** | 231·5<br>P27′Q61′B96′F29′<br>FK<br>*WB*=*Cell* | 32·0 | 14·0 | **Newport**<br>British | T.3Cy.16½″,26″&44″–33″ (*s*)<br>160lb *70lb* 96H<br>1SB,*3rf*,GS45<br>CntrlMarineEWrks,WHpl | 16 ″<br>s 1 ″ |
| 125<br>12<br>RPLV | —<br>*D.Chirico* –88<br>(*ex*Tortoli,*ex*Princess) | **IronSc**<br>1*Dk* | 138<br>120<br>74 | | | | 1859 | Henderson Coulborn&Co<br>Renfrew | **SocietaSicilianadi Navigazione a Vapore** | 114·8 | 18·5 | 9·6 | **Messina**<br>Italian | C.2Cy.10″&16″–21″<br>32H<br>P.Ferro&Co.,Genoa | |

Constructive total loss 1894

| No. in Book. / Official No. / Code Letters | Steamer's Name. Master. Special Surveys. / Material, Rig, &c. Late Name if any. No. of Decks, &c. | Regist'd Tonnage: Gross. / Under deck. / Net. | Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built: When. Ship. Engines | Built: By Whom. Where. | Owners. | Regist'd Dimensions, Deck Erections, &c.: Length. Breadth. Depth. | Port of Registry. Flag. | Engines: No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 126<br>87553 | Regia SteelSc<br>C.Jarman92-92 1Dk | 50<br>44<br>2 | ✠ A-<br>For Tug purposes<br>9,92 ✠LMC9,92 | Liv | | 1892<br>9mo | J.J.Marks<br>Liverpool | RegiaStm.TugCo.<br>(W.S.Wills) | 62·5\|13·5\|6·9<br>BK5½′ | Teignm'th<br>British<br>5BHCem | C.2Cy.13″&24″–16″ (s)<br>100lb 24HP<br>1SB,2pf,GS25,HS502<br>Pollock,Macnab&Highgate,Glasgow | 7 ″ 4 | |
| 127<br>99321 | Regimen SteelScSr<br>D.Jenkins -91<br>1Dk(Irn)&Webframes&ptAwngdk(Irn) | 1942<br>1383<br>1243 | ✠100A1<br>ptAwng dk<br>withfreeboard<br>2,95 ~~3,94~~ ✠LMC10,91 | Ant<br>A&CP | r | 1891<br>9mo | Sunderlnd Shipbuilding Co.(Lim.)<br>Sunderland | RealmS.S.Co. (Lim.)<br>(R.Conaway& Co.,Mgrs.) WB | 265·2\|38·2\|17·2<br>P23′Q84′<br>ptAwng dk158′ FK<br>=Cell DB218′ 390t | Liverpool<br>British<br>6BHCem<br>APT49t | T.3Cy.21″,34″&56″–36″ (s)<br>160lb 80lb 180H<br>2SB,6cf,GS90<br>N.E.Mar.E.Co.(Lim.) Nwc. | 19 ″ 6<br>s 8 ″ 3½ | |
| 128<br>98300 | Regina SteelScSr<br>J.J.Reed80-90 ssSldNo.1-94<br>1Dk(Irn)&Spardk3trB | 2638<br>2399<br>1672 | ✠100A1<br>Spar dk<br>4,95 ~~1,94~~ ✠LMC1,94 | Sld<br>A&CP<br>Shl | s | 1890<br>1mo | ShortBros.<br>Sunderland | Taylor&Sandersn | 293·0\|40·2\|18·5<br>B62′F34′ 26·1<br>BK10′<br>WB=Cell | Sundrland<br>British<br>4BHCem<br>DB182′284t | Q.4Cy.15¾″,20″,31″&54″–42″<br>200lb 80lb (s) 200H<br>3SB,6rf,GS102<br>W.Allan&Co.,Sunderland | 20 ″ 10<br>s 6 ″ 10 | |
| 129<br>99191 | — IronScK<br>ssHul.No.3-10,94<br>1Dk | 125<br>115<br>48 | ✠100A1<br>StmTrawler<br>10,94 ~~10,91~~ ✠LMC ~~10,91~~ 10,94 | Hul<br>LA&CP | | 1891<br>10mo | Earle'sCo. (Lim.)<br>Hull | W.F.Stroud | 92·0\|20·1\|10·6<br>Q18′<br>BK7½′ | Grimsby<br>British<br>3BHCem | C.2Cy.17″&32″–21″ (s)<br>90lb 44H<br>1SB,2pf,GS28,HS765<br>Earle'sCo.(Lim.),Hull | 11 ″ 3 | |
| 130<br>102<br>RPTB | Regina Margherita IronScBn<br>F.Baldovino 3Dks(2Irn-Uws) | 3577<br>3041<br>1933 | ✠<br>10,84<br>✠ | Dmb<br>LA&CP | x | 1884<br>7mo | AM'Millan &Son<br>Dumbarton | Nav.Gen. Italiana | 396·0\|42·0\|28·3<br>B150′ F56′ | Genoa<br>Italian<br>6BHCem | C.3Cy.54″,76⅜″&76⅜″–60″<br>600H<br>D.Rowan,Glasgow | 29 ″ 6 | I |
| 131<br>23<br>RPSW | — IronScSr<br>M.Chiodo 1Dk<br>(exLochaber) | 282<br>195<br>189 | | | | 1880 | Dobson& Charles<br>Grangmouth | A.Manzi&Co. | 133·8\|22·3\|10·2<br>Q32′ B28′ F26′ | Naples<br>Italian | C.2Cy.21″&38″–30″<br>61H<br>ScottBrothers,Glasgow | | |
| 132<br>63377<br>RSQH | Reginald IronSc3MstSr<br>W.S.Wade -94 2Dks&ptAwngdk | 830<br>773<br>487 | | | ... | 1878<br>6mo | Lon.&Gls. Co.<br>Glasgow | WaterfordSteam ShipCo.(Lim.) | 240·2\|32·2\|15·7 | Waterford<br>British<br>WB | C.2Cy.~~32″~~&60″–45″<br>23″ NE&B94 200H<br>~~Lon.&Gls.Co.(Lim),Gls.~~<br>D.Rollo&Sons,Liverpool | | BT till ~~4,95~~ 3,96 |
| 133<br>99303 | Regnant SteelScSr<br>~~J.Jenkins -92~~<br>T.James<br>1Dk(Stl)&Webframes&ptAwngdk(Stl) | 1943<br>1383<br>1245 | ✠100A1<br>ptAwng dk<br>withfreeboard<br>10,94 ~~1,93~~ ✠LMC8,91 | Liv<br>A&CP<br>~~Bry~~ Ant | r | 1891<br>8mo | Sunderlnd S.B.Co.(Lim)<br>Sunderland | RealmS.S.Co. (Lim.)(R.Conaway&Co.,Mgrs.) WB | 265·2\|38·2\|17·2<br>P23′Q84′<br>ptAwngdk158′ FK<br>=Cell DB218′ 390t | Liverpool<br>British<br>6BHCem<br>APT49t | T.3Cy.21″,34″&56″–36″ (s)<br>160lb 80lb 180H<br>2SB,6cf,GS90<br>NEMarineECo.(Lim.)Nwc | 19 ″ 6<br>s 8 ″ 3½ | D |
| 134<br>80531<br>WVRK | Regulus IronScSr<br>A.J.Hocken -93 ssShl.No.3-3,91<br>1Dk2trB | 1367<br>1267<br>859 | ✠100A1<br>2,94<br>BS~~4,93~~ 6,94 LMC3,91 | Shl<br>A&CP | q | 1878<br>10mo | TyneI.S.B. Co.(Lim.)<br>Newcastle | Red"R"S.S.Co. (Lim.)(Stephens &Mawson,Mgrs.) | 258·0\|32·0\|19·2<br>B48′<br>drp93 BK9″<br>WB= | Newcastle<br>British<br>5BHCem<br>DBa82′f42′ | C.2Cy.29″&55″–36″ (i)<br>70lb ~~60lb~~ 50lb 140H<br>2B,GS64<br>J.Dickinson,Sunderland | 22 ″ 4<br>s 3 ″ 6½ | |
| 135<br>SQGD | — SteelScSr<br>C.E.Forssell87-89 ssHav.No.1-93<br>1Dk(Irn)&Spardk | 1103<br>997<br>711 | ✠100A1<br>Spar dk<br>withfreeboard<br>~~8,94~~ ~~12,93~~ 3,95 ✠LMC1,93 | Lon<br>A&CP<br>NYk | m | 1889<br>5mo | Osbourne, Graham&Co.<br>Sunderland | FinskaÅngfartygs Aktiebolaget<br>WB=DBa | 209·5\|30·6\|13·3<br>B57′F15′ 20·6<br>BK7½′<br>46′f60′&uE16′190t | Helsngfors<br>Russian<br>4BHCem<br>APT6t | T.3Cy.17½″,28″&47″–33″ (s)<br>160lb 110H<br>2SB,4rf,GS62<br>N.E.MarineE.Co.(Ld.) Sld. | 14 ″ 0<br>s 5 ″ 3½<br>w5 ″ 6 | |
| 136 | Rehber SteelPad<br>Z.Frango -90 1Dk2trB | 287<br>248<br>184 | | | | 1890<br>9mo | ThamesI. Wrks&SBCo.<br>London | Chirket i Hairie (BosphorusSN.Co) | 173·0\|21·3\|10·1 | Constanpl<br>Turkish | C.2Cy.28″&52″–42″<br>90HP<br>Maudslay,Sns&Field,Lon. | 10 ″ 7 | |
| 137<br>HJWK | Rei de Portugal SteelScSr<br>A.diasCuraz 2Dks(Stl-ws)3trB<br>Elec.light | 3198<br>2625<br>2175 | ✠100A1<br>12,92<br>✠LMC9,89 | Cff<br>LA&CP | w | 1889<br>8mo | Scott&Co.<br>Greenock | MalaRealPortugueza (in liq.) | 363·5\|42·2\|25·3<br>P44′B142′F51′<br>BK11′<br>WB=Cell | Lisbon<br>Portuguese<br>6BHCem<br>DB222′426t | T.3Cy.31″,50″&80″–54″ (s)<br>160lb 90lb 550HP<br>2D&1SB15cfGS315HS1111?<br>Scott&Co.,Greenock | 28 ″ 6 | |
| 138 | Reichskanzler v. Caprivi SteelScSr<br>deWall94-94 (exHeinsa)<br>1Dk&Awngdk | 365<br>359<br>223 | | | | 1890 | MossJernstöberi og Mk Værksted<br>Moss | R.vanHoorn | 124·0\|22·0\|10·0 | Leer<br>German<br>WB | T.3Cy.11½″,18″&29½″–22″<br>45HP<br>MossJernstöberi&Mek. Værksted,Moss | | N |
| 139<br>RHQN | Reichstag SteelScBn<br>E.Elson91-91 (exEduard-Bohlen)<br>Elec.light 2Dks | 2202<br>1771<br>1523 | | | | 1889 | Blohm& Voss<br>Hamburg | DeutscheOst-AfrikaLinie | 309·7\|37·7\|23·3<br>P79′ B84′ F43′ | Hamburg<br>German<br>WB | T.3Cy.24″,38″&63″–42″<br>335HP<br>Blohm&Voss,Hamburg | | DGV |
| 140<br>QCKS | Reiher IronScSr<br>J.Putscher67-75 2Dks<br>(exHeron) | 896<br>759<br>721 | | | ... | 1870<br>6mo | C.&W. Earle<br>Hull | Norddeutscher Lloyd | 225·0\|28·0\|17·0<br>P42′ B41′ F28′ | Bremen<br>German | C.2Cy.33″&62″–36″<br>NB83 155HP<br>Comp83Nordd.Lloyd | | |
| 141<br>RJKS | — SteelScTug<br>H.Behnke93-93 1Dk | 137<br>123<br>46 | | | | 1891 | C.Jürgens &Co.<br>Hamburg | NeueBugsir-DampferCompagnie | 87·0\|19·0\|12·7 | Hamburg<br>German | C.2Cy.16½″&31″–20½″<br>60HP<br>C.Jürgens&Co.,Hamburg | | |
| 142<br>THGL | Reijniersz SteelScSr<br>W.A.Bowbyes91-92 1Dk&Shadedk<br>Elec.light | 644<br>—<br>432 | | | | 1890 | Maatschap "deMaas"<br>Rotterdam | Koninkl.Paketv. Maats. | 196·3\|27·7\|17·4 | Batavia<br>Dutch<br>WB | T.3Cy.16½″,26½″&45″–33″<br>108HP<br>T.Richardson&Sons.,Hpl. | | DV |
| 143<br>JSNC | Rein Iron&SteelScSr<br>O.M.Bull -92 1Dk | 131<br>77<br>84 | | | | 1892 | Trondhjems mek. Verksted<br>Drontheim | Uttröndelagens Dampbaadssamlag(P.Fjermstad) | 102·7\|17·0\|7·7<br>B29t Q14t F5t | Drontheim<br>Norwegian | T.3Cy.10½″,16″&26″–18″<br>38HP<br>Trondhjems mek. Verksted | | N |
| 144 | Reina Cristina IronScSr<br>1Dk | 140<br>—<br>111 | | | | 1883 | Sons of T. Haynes<br>Cadiz | Sons of T.Haynes | 101·7\|16·4\|9·5<br>P28′ | Cadiz<br>Spanish | C.2Cy.12″&24″–16″<br>28HP<br>Sons ofT.Haynes,Cadiz | | |
| 145<br>JFHR | Reina Maria Cristina SteelSc4MstSr<br>J.M.Gorado84-91<br>Elec.light 3Dks | 4381<br>3752<br>2631 | | | | 1888 | W.Denny &Bros.<br>Dumbarton | Compania Trasatlantica | 400·0\|48·0\|32·0<br>P20′ H94′ | Barcelona<br>Spanish<br>WB | T.3Cy.34″,57″&91″–60″<br>614HP<br>Denny&Co.,Dumbarton | | V |
| 146<br>JFHV | Reina Mercedes IronScBg<br>ssLiv.No.1-84<br>2Dks(1Irn)&Spardk | 3057<br>2164<br>1980 | ✠<br>Spar dk<br>4,86 | Liv<br>LA&CP | v | 1878<br>3mo | AM'Millan &Sons<br>Dumbarton | Compania Trasatlantica | 351·0\|38·1\|23·2<br>F31′ 31·1 | Manila<br>Spanish<br>4BHCem | C.2Cy.48″&84″–54″<br>450HP<br>J.&J.Thomson,Glasgow | | |
| 147<br>LCMQ | Reinbeck IronScSr<br>H.Leewe -87 1Dk&Spardk&3trB | 1468<br>912<br>1095 | | | | 1882 | Akt.-Ges. "Vulcan"<br>Stettin | Gläfcke&Hennings | 233·6\|31·6\|16·8<br>B52t F20t 24·1 | Hamburg<br>German<br>WB | C.2Cy.29″&54″–36″<br>140HP<br>Akt.Ges."Vulcan,"Stettin | | V |

| 1 Numero d'Ordre / Numero Officiel / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Special. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 148<br>96613 | **Reindeer** **IronScSr**<br>*H.T.Noall* –93 1*Dk(Irn)2trB*<br>*Well deck* *ss*Hpl.No.1-94 | 1912<br>1505<br>1252 | ✠100A1<br>~~5,94 1,93~~ 1,95 LA&CP<br>✠LMC4,98<br>~~Nyt~~ Bry | Shl | *r* | 1889<br>7mo | Craig, Taylor&Co Stockton<br>*WB=DBa* | JacksonBros.& Cory | 270·0 \| 37·2 \| 18·3<br>Q102′B106′F32′<br>drp90 FK<br>80′ *f*114*t* 365*t FPT* | | | London<br>British<br>160lb *80lb* 160HP<br>4*BHAsp*<br>66*tAPT*21*t* | T.3Cy.20″,33″&54″–36″ (*s*)<br>2SB,*4rf*,GS63,HS2602<br>Wstgrth,Englsh&C.,Mdb. |
| 149<br>8<br>HQMT | **Reka** **SteelScSr**<br>*Gopcevich*75–87 | 1065<br>—<br>624 | | | | 1883 | Lloyd Austro-Ungarico Trieste | LloydAustriaco | 221·9 \| 31·5 \| 21·7 | | | Trieste<br>Austrian | C.2Cy.33″&55″–27″<br>138HP<br>ArsenaleLloyd,Trieste |
| *Now named "Alexandros," See No. 40 in Supplement.* | | | | | | | | | | | | | |
| 150<br>HKBD | **Relampago** **SteelScTugCtr**<br>*Reverseframes&BeamsIron*<br>1*Dk* | 41<br>41<br>9 | ✠<br>*For tug purposes*<br>12,89 LA&CP<br>✠ | Fal | | 1889<br>11mo | Davie& M'Kendrick Glasgow | F.Gavay&Co. | 61·5 \| 14·2 \| 6·9<br>BK4½″ | | | Lisbon<br>Portuguese<br>4*BHCem* | C.2Cy.12″&24″–18″<br>24HP<br>1SB,*2pf*,GS20<br>Davie&M'Kendrick,Gls. |
| 151<br>97115 | **Relay** **SteelTwinScSr**<br>*W.R.Lugar* –90<br>2*Dks*(1*Irn-ptws*)&*Awngdk* | 1198<br>1182<br>742 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>3,90 ✠LMC3,90 | Sld | *n* | 1890<br>3mo | R.Thompson&Sons Sunderland | Central&SAmericanTel.Co. | 240·0 \| 32·2 \| 14·2<br>21·5<br>BK8″<br>*DB=Cell* | | | NewYork<br>Utd.States<br>5*BHCem*<br>*DB*174′280*t* | T.6Cy.16½″,26½″&43½″–30″<br>160lb *80lb* (*s*) 180HP<br>2SB,*6rf*,GS101<br>G.Clark,(Lim.),Sld. |
| 152<br>97115 | **Reliance** **CompSc** | 311<br>—<br>182 | | | | 1892 | Cllngwood DryDockCo. Collingwood | TheCollingwood DryDock WreckingCo. | 124·0 \| 23·0 \| 11·6 | | | Collingwood,Ont.<br>British | 100HP |
| *Now named "Langreo," See No. 2 in Supplement,* | | | | | | | | | | | | | |
| 153<br>—<br>1*Dk(Stl)* | — **SteelScK** | 106<br>93<br>50 | ✠100A1<br>1,92 LA&CP<br>✠LMC1,92 | Liv | *a* | 1892<br>1mo | J.Wilson& Co. Queensferry | Suarez&Co, | 85·0 \| 18·0 \| 7·6<br>BK6″<br>*WB=FPT*6*t* | | | Gijon<br>Spanish<br>3*BHCem* | C.2Cy.12″&24″–18″ (*s*)<br>100lb 24HP<br>1SB,*2pf*,GS25<br>J.Cran&Co.,Leith |
| 154<br>84842 | **Relief** **WoodSc**<br>*J.B.Masson* –93 2*Dks* | 381<br>371<br>193 | | | | 1865 | .....<br>Mystic,U.S. | F.Ross | 116·0 \| 30·0 \| 15·3 | | | Quebec<br>British | 1Cy.26″–26″<br>90HP<br>Neafie&Levy,Philadelphia |
| 155<br>—<br>—<br>112 | — **IronSc**<br>*W.T.Stanworth* –90 | 220<br>—<br>112 | | | | 1890 | Neafie& Levy Philadelphia | VirginiaPilots' Association | 125·0 \| 23·0 \| 11·5 | | | Norfolk, Va.<br>Utd.States | C.2Cy.22″&40″–26″<br>Neafie&Levy,Philadelphia |
| 156<br>110655<br>KCSM | — **IronScSr**<br>*Geo.Scott*92– 1*Dk* | 204<br>—<br>102 | | | | 1884 | W.Cramp &Sons Philadelphia | J.D.Spreckels& Bros.Co. | 112·0 \| 22·5 \| 12·6 | | | S.Frncisco<br>Utd.States | C.2Cy.22″&40″–30″<br>W.Cramp&Sons,Phl. |
| 157<br>90335<br>KHST | **Rembrandt** **SteelScSr**<br>*M.Coulter* –92 ~~*ss*Cff.No.1–90~~<br>*Well deck* 1*Dk(Irn)2trB*<br>*ss*Npt.No.2-94 | 1828<br>~~1,941~~2,94<br>1468<br>1152<br>~~BS11,92~~ ✠LMC12,90<br>~~1,91~~ Cff | ✠100A1<br>A&CP<br>10,94 | Bry | *r* | 1886<br>8mo | J.L.Thompson&Sons Sunderland | F.Bolton | 271·4 \| 35·9 \| 20·5<br>P28′Q68′B68′F32′<br>BK9½″<br>*WB=DBa*76′ *f*62′ 276*t* | | | London<br>British<br>150lb *80lb* 160HP<br>6*BHCem*<br>*APT*24*t* | T3Cy.21″,34½″&55½″–36″(*a*)<br>2SB,*4cf*,GS83<br>T.Richardson&Sons,Hpl. |
| 158<br>—<br>PRFN | — **IronScSr**<br>*W.Ouwchand* 1*Dk* | 345<br>—<br>232 | | | | 1857 | A.Denny Dumbarton | Koninkl.Nederl. Stoomb.Maats. | 162·0 \| 22·0 \| 12·0<br>H55*t* | | | Amstrdam<br>Dutch | C.2Cy.20″&37″–27″<br>70HP<br>J.Cockerill,Seraing |
| Wrecked 1894 | | | | | | | | | | | | | |
| 159<br>98876 | **Remedio** **SteelScSr**<br>*J.M.Evans* –93<br>*Well deck* 1*Dk(Irn)*&*Webframes* | 1268<br>980<br>798 | ✠~~100A1~~<br>12,93 A&CP<br>✠LMC10,91 | Sws | *o* | 1891<br>10mo | Craig, Taylor&Co. Stockton | RemedioS.S.Co. (Lim.) (Orders &Handford)<br>*WB=Cell* | 236·0 \| 34·0 \| 14·6<br>P29′Q59′B52′F30′<br>drp92 BK6″<br>*DB*189′332*t FPT* | | | Newport<br>British<br>160lb *80lb* 110HP<br>4*BHCem*<br>85*tAPT*24*t* | T.3Cy.17″,28½″&46½″–33″(*s*)<br>1SB,*3cf*,GS44,HS1876<br>Blair&Co.(Lim.),Stockton |
| * 160<br>85009<br>WNDC | **Remembrance** **IronScSr**<br>*J.Wilkinson*83–85 2ndSurvey,Lth.5,91<br>*Well deck* 1*Dk(Irn)2trB* | 1699<br>1342<br>1081 | ✠A1*1<br>2,94<br>BS2,94 LMC5,91 | Sld | Lv | 1882<br>4mo | Short Bros. Sunderland | Freear&Dix | 272·0 \| 36·1 \| 20·1<br>P67*t*Q87*t*B137*t*<br>H34*t*F31*t* BK9″<br>*WB=DBa&f* | | | Sundrland<br>British<br>80lb *45lb* 160HP<br>5*BHCem*<br>2SB,*4f* | C.2Cy.33″&63″–39″ (*i*)<br>N.E.MarineCo.(Lim.),Sld. |
| 161<br>—<br>*Now named "Para," See No. 25 in Supplement.* | **Remo** **SteelScSr**<br>*G.Gotuzzo* –93 2*Dks3trB*<br>(*ex*MicheleLazzaroni) | 2964<br>—<br>2204 | | | | 1891 | G.Ansaldo &Co. SestriPnente | B.Mazzino (GondrandBros., *Mgrs.*) | 331·4 \| 40·1 \| 18·5 | | | Genoa<br>Italian | T.3Cy.22⅝″,37½″&61⅝″–43½″<br>350HP<br>G.Ansaldo&Co., Sampierdarena |
| 162<br>RHSJ | **Remus** **SteelScSr**<br>*J.H.Schwaner*93–93<br>*Well deck* 1*Dk(Stl)*&*Webframes*<br>*ss*Ham.No.1-94 | 2635<br>2041<br>1722 | ✠100A1<br>~~11,94 9,96~~<br>✠LMC~~12,99~~ 94<br>Ham | Cff | *t* | 1889<br>12mo | W.Gray& Co.(Lim.) WHartlepool | C.Andersen | 300·4 \| 41·6 \| 19·6<br>P27′Q98′B112′<br>F29′ ~~drp90~~ BK10″<br>*WB=Cell* | | | Hamburg<br>German<br>160lb *75lb* 250HP<br>5*BHCem*<br>*DB*254′624*t* | T.2Cy.23″,36½″&62″–39″ (*s*)<br>2SB,*6rf*,GS112<br>CentrlMarineEWksWHpl |
| 163<br>95351 | — **SteelScK**<br>*T.May* *ss*Liv.No.1–92 1*Dk*<br>*Floors,Beams,Keelsons&StringersIrn* | 219<br>193<br>113 | ✠<br>✠LMC1,93 | | ... | 1888<br>3mo | Oswald, Mordaunt &Co. Southampton | J.Kelsall (Kelsall&Co., *Mgrs.*) | 126·1 \| 20·6 \| 10·7<br>Q59′F19′<br>drp93 BK6½″ | | | Newhaven<br>British<br>158lb 50HP<br>6*BHCem* | T3Cy.12½″,19″&31½″–24″(*s*)<br>1SB,*2cf*,GS48<br>Oswald,Mrdnt.&Co.,Sou. |
| 164<br>JDRP | **Renata** **IronScSr**<br>*H.Zielke*63–83 1*Dk2trB*<br>*Elec.light* | 737<br>549<br>548 | | | | 1879 | Akt.Ges. "Vulcan" Stettin | "Renata" Dampfsch.Ges. (Th.Gribel) | 199·4 \| 27·3 \| 15·3<br>P107′ F26′ | | | Stettin<br>German<br>*WB* | C.2Cy.25″&43″–27½″<br>85HP<br>Akt.Ges."Vulcan,"Stettin |
| 165<br>—<br>—<br>—<br>1*Dk2trB* | **René** **IronSc3MstSr**<br>*A.LeMouel* 94 ~~*ss*Lon.No.2–3,80~~<br>(*ex*Palmyra) ~~*ss*Lon.No.2–80~~<br>*ss*Dnk.No.3–5,94 | 922<br>822<br>583 | ✠90A1<br>~~5,94 4,92~~ 5,94<br>A&CP<br>~~Dnk~~<br>~~BS0,91~~ ~~MS6,89~~ BSMS5,94 | Lon | *n* | 1866<br>1mo | Palmers' Co. Newcastle | N.Dubuisson | 235·5 \| 28·1 \| 17·4<br>Q77*t*F29*t*<br>ND85~~drp92~~<br>len72 *WB=* | | | Dunkirk<br>French<br>4*BH~~trpt~~A*<br>*pt Cem.*<br>*DB*122′ | C.2Cy.~~25½″&43″~~–30″ (*i*)<br>75lb *75lb* NB72 140HP<br>R.&W.Hawthorn,Nwc. |
| 166<br>84051<br>TSLC | **Renfrew** **IronScSr**<br>*J.Smith* –93 *ss*Nwc.No.3–6,93<br>2*Dks*(*Irn-Uws*)3*trB* | 2071<br>1978<br>1350 | ✠100A1<br>2,95 ~~5,94~~<br>✠NB6,93 ✠LMC6,93 | Cff | *s* | 1880<br>10mo | Palmers' Co.(Lim.) Newcastle | J.H.Wilson | 286·0 \| 37·3 \| 23·1<br>P33′B66′F35′<br>drp92&94 BK9″<br>ND93 *WB=Cell* | | | Cardiff<br>British<br>120lb *80lb* NDB93 250HP<br>3*BHCem*<br>*DB*240′360*t* | C.2Cy.27″&64″–45″ (*s*)<br>2SB,*6pf*,GS96,HS3550<br>Palmers'Co.(Lim.),Nwc. |
| 167<br>54597<br>TDBH | **Rennes** **IronScSr**<br>*G.Whitley* –94 *ss*Lon.No.2–75<br>1*Dk2trB* | 312<br>276<br>143 | 6,75 | Lon<br>A&CP | | 1865<br>11mo | Millwall I. Works London | London,Brighton &S.CoastRailwayCo. | 159·9 \| 23·0 \| 10·8<br>Q33′<br>ND75 | | | London<br>British<br>5*BHCem* | C.8Cy.13″&27″–20″<br>NB75 100HP<br>*Cmp.*75J.&W.Dudgeon, London |
| 168<br>84871<br>WNFK | **Rennie** **IronScSr**<br>*R.R.Barker* –93 *ss*Nwc.No2–91<br>*Well deck* 1*Dk(Irn)2trB* | 1267<br>1052<br>816 | ✠100A1<br>3,94 LA&CP<br>PS12,93 ✠LMC4,91 | Shl | | 1882<br>9mo | TyneI.S. B.Co.(Lim.) Newcastle | J.Wait | 250·0 \| 35·0 \| 14·4<br>Q86′B55′F28′<br>FK<br>*WB=Cell* | | | N.Shields<br>British<br>90lb *80lb* 130HP<br>4*BHCem*<br>*DB*208′ 323*t FPT*<br>19*tAPT*10*t* | C.2Cy.30″&58″–36″ (*s*)<br>2SB,*4pf*,GS71,HS2800<br>Wlsnd.Slip.Co.(Lim.) Nwc |

| 1 No. in Book. Official No. Order Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now or pr. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Boi Trade Pass Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 169 | **Renown** | **SteelScSr** | 1709 | †100A1 | Lon | *p* | 1890 | J.Duthie, | ~~DutheBros.&Co.~~ | 252·9 \| 35·4 \| 14·6 | ~~Aberdeen.~~ | T.3Cy.18″,30″&48″–36″ (*s*) | 18 ″ 3 | |
| | ~~*N.Vienna86–90 R.A.Donaldson 95*~~ | 1200 | 3,957~~7,12~~ | LA&CP | 10mo | Sons&Co. | ~~Mitsui&Co.~~ | P188′F31′ | ~~British~~ | 160lb *75lb* 130HP | s 1 ″ 6 | |
| | *Well deck* | 1*Dk*(*Stl*)2*trB* | 1067 | †LMC16,~~06~~11,94 | | | Aberdeen | MitsuiBussanKaisha | BK9′ | 4*BHCem* | 2SB.*4rf*,Gs75 | |
| | | | | Shl | | | | | *WB*=*DBa* | 67′*f*61′324*t* | BlaikieBros.,Aberdeen | |
| 170 | — | **IronPadSp** | 165 | | | | 1863 | C.Lungley | W.Watkins | 118·0 \| 19·2 \| 9·9 | London | L.2Cy.33″–48″ | | |
| | *G.Easdown75–88* | | 163 | | | | | London | | | British | 100HP | | |
| | | | 29 | | | | | | | | | J.Stewart,London | | |
| 171 | **Renwick** | **SteelScSr** | 664 | †100A1 | Cff | *i* | 1890 | TyneI.S.B. | RenwickS.S.(Lim.) | 180·0 \| 28·1 \| 13·7 | Newcastle | T.3Cy.13½″,22½″&36″–27″ (*s*) | 14 ″ 6 | |
| | *J.Adie –93* | | 510 | 7,94~~1,94~~ | A&CP | 12mo | Co.(Lim.) | (Fisher,Renwick | Q94′B20′F20′ | British | 160lb *80lb* 70HP | s 1 ″ 1 | |
| | *Well deck* | 1*Dk*(*Irn*) | 402 | †LMC12,90 | Nwc | | Newcastle | &Co.) | drp91 BK7½′ | 4*BHCem* | 1SB.*3pf*,Gs40 | |
| | | | | | | | | *WB*=*D* | *Ba*42′*f*46′123*t*FP*T* | 27*t*A*P*T6*t* | NEMarineECo.(Lim)Nwc. | |
| 172 | **Réocin** | **IronScSr** | 259 | | | | 1873 | Cunliffe& | Cie.Royale | 134·8 \| 23·0 \| 11·5 | Antwerp | C.2Cy.20″&35″–24″ | | |
| | *J.Fernandez73–73* | 1*Dk* | — | | | | | Dunlop | Asturienne des | Q21′ | Belgian | 55HP | | |
| | | | 201 | | | | | Pt.Glasgow | Mines | | | Cunliffe&Dunlop,Pt.Gls. | | |
| 173 | **Repton** | **SteelScSr** | 2881 | †100A1 | Nwc | *t* | 1894 | C.S.Swan | ReptonS.S.Co. | 312·5 \| 41·0 \| 20·6 | London | T.3Cy.23″,36½″&62″–39″ (*s*) | 23 ″ 1 | |
| | ~~*G.Brooker87–94*~~ 1*Dk*(*pt Stl&pt Irn*) | | 2218 | *pt Awng dk* | LA&CP | 2mo | &Hunter | (Lim.) | P24′Q94′F30′ | British | 160lb *80lb* 250HP | s 9 ″ 1 | |
| | *&Web frames&pt Awng dk*(*Irn*) | | 1852 | *with freeboard* | | | Newcastle | (Galbraith,Pem- | RFD38′ FK6 | *BHCem* | 2SB.*6rf*,Gs83,Hs3760 | |
| | *Tallack* | | | 5,95~~2,94~~ | †LMC2,94 | | | broke&Co.) | *pt Awng dk*126′ | | CenMarEWks(Lim)WHpl | |
| | | | | | | | | | *WB*=*CellDB* | 264′640*t* | | |
| 174 | **Republic** | **SteelSc3MstSr** | 2316 | | | | 1890 | GlobeIron | RepublicIronCo. | 291·8 \| 40·2 \| 21·2 | Mrquette, | T.3Cy.24″,38″&61″–42″ | | |
| | *J.A.Sandfair82–90* | 2*Dks* | 2184 | | | | | WorksCo. | (W.D.Rees.) | H—F34′ | Mich. | | | |
| | | | 1878 | | | | | Cleveland,O. | | *Wb* | Utd.States | GlobeIrnWksCo.,Clevelnd | | |
| 175 | **Republica** | **SteelTwinSc** | 281 | | | | 1893 | W.H. | R.Gillies | 134·3 \| 27·1 \| 8·1 | Para | C.4Cy.12″&24″–18″ | | |
| | *J.Brock93–93* | | 218 | | | | | Potter&Sons | | F14*t* | Brazilian | 45HP | | |
| | | | 161 | | | | | Liverpool | | | | Dunlop,Bell&Co.,Liv. | | |
| 176 | **République** | **IronPad** | 260 | | | | 1872 | J.T.Elt- | Compagnie | 140·0 \| 22·1 \| 11·1 | Havre | 2Cy.36″–72″ | | |
| | *Ferrier* | | — | | | | | ringham | Générale Trans- | | French | 100HP | | |
| | (*ex*Republic,*ex*Alliance) | | 25 | | | | | S.Shields | atlantique | | | J.P.Almond,N.Shields | | |
| 177 | **Rescue** | **IronTwinScTug** | 563 | †100A1 | Cal | *j* | 1887 | W.H.Pot- | RetrieverS.S.Co. | 200·6 \| 27·3 \| 14·0 | Liverpool | C.4Cy.24″&46½″–36″ (*o*) | 14 ″ 9 | |
| | *Arden* | *ss*Cal.No.1–92 | 532 | 12,94~~5,93~~ | LA&CP | 1mo | ter&Sons | (Lim.) (Turner, | F25′ BK12″ | British | 95lb *75lb* 200HP | | |
| | | 1*Dk*(*Irn*)2*trB* | 31 | BS~~9,93~~ | †LMC5,92 | | Liverpool | Morrison&Co., | *WB*=*Dptnkf*18′ | 7*BHCem* | 1DB,*6pf*,Gs99 FD | |
| | | | | 12,94 | | | | *Mgrs.*) | 16*t dptnka*20′40*t*FP*T* | T10*t*A*P*T6*t* | Fawcett,Preston&Co.,Liv. | |
| 178 | — | **WoodSc** | 153 | | | | 1864 | ..... | Merritt'sWrecking | 105·5 \| 20·0 \| 12·0 | NewYork | | | |
| | *C.Nelson* | | — | | | | | Philadelphia. | Organization | | Utd.States | | | |
| | | | 77 | | | | | Pa. | | | | | | |
| 179 | — | **IronPadTugSp** | 144 | † | Shl | | 1873 | J.T.El- | J.Paterson&Co. | 113·4 \| 19·3 \| 9·6 | Melbourne | 2Cy.28″&48″ | | |
| | *Berrie79–* | 1*Dk* | 144 | *For Tug purposes only* | | | 12mo | tringham | | | British | 60HP | | |
| | | | 76 | 3,74 | A&CP | | | S.Shields | | 4*BHCem* | W.&J.Almond,S.Shields | | | |
| 180 | — | **SteelPadLr** | 135 | | | | 1887 | W.Denny | IrrawaddyFlotilla | 120·0 \| 22·1 \| 6·8 | Glasgow | C.D.2Cy.15″&26″–42″ | | |
| | *Elec.light* | | 135 | | | | | &Bros. | Co.(Lim.) | | British | 30HP | | |
| | | | 65 | | | | | Dumbarton | | | | Denny&Co.,Dumbarton | | |
| 181 | — | **IronPadSp** | 126 | | | | 1869 | HeppleBrs. | TeesTug&Lighter | 107·2 \| 18·5 \| 9·8 | Middlsbro' | 2Cy.28½″–54″ | | |
| | | | 126 | | | | | N.Shields | Co.(Lim.) | | British | NB92 60HP | | |
| | | | 26 | | | | | | (T.F.Ward,*Mgr.*) | | | | | |
| 182 | — | **WoodScSr** | 124 | | | | ..... | | Macdonald&Co. | 104·0 \| 21·8 \| 7·5 | Halifax | C.2Cy.16″&29″–18″ | | |
| | *C.Heesched* (*ex*H.M.S.Charger) | | 113 | | | | | | (Lim.) | | British | 30HP | | |
| | | | 84 | | | | | | | | | Maudslay,Sons&Field,Lon. | | |
| 183 | — | **IronPadSp** | 104 | | | | 1878 | J.T.El- | GuernseySteam | 101·4 \| 18·0 \| 9·3 | Guernsey | L.1Cy.35⅜″–54″ | | |
| | *P.Bichard85–85* | | 104 | | | | | tringham | Twng &Trading | | British | 75HP | | |
| | | | 10 | | | | | S.Shields | Co.(Lim.) | | | Hepple&Co.,S.Shields | | |
| 184 | — | **SteelScK** | 91 | †100A1 | Nwc | | 1893 | Anderson, | M.Brownfield | 80·6 \| 16·9 \| 9·1 | London | C.2Cy.14″&28″–22″ (*s*) | 9 ″ 4 | |
| | *J.Curtis91–93* | 1*Dk*(*Irn*) | 79 | *For Towing purposes* | | | 11mo | Laverick& | | B14′ BK6″ | British | 120lb 60HP | | |
| | | | — | 11,93 | A&CP | | | Co.(Lim.) | | *4BHCem* | 1SB.*2pf*,Gs28,Hs840 | | | |
| | | | | | †LMC11,93 | | | Newcastle | | | Hedley&Boyd,N.Shields | | | |
| 185 | **Reserven** | **CompScSr** | 311 | | | | 1874 | J.Bon- | Madsen&Jesper- | 128·5 \| 25·8 \| 12·0 | Stavanger | C.4Cy.12⅝″&25″–18″ | | N |
| | *P.Lund –90* | 1*Dk*2*trB* | 222 | | | | | neson | sen | Q17*t* B69*t* | Norwegian | 50HP | | |
| | | | 179 | | | | | Malmö | | | | Burmeister&Wain.,Cpn. | | |
| 186 | **Resident Halewyn** | **WoodScSr** | 108 | | | | 1889 | J.M.Lyon | R.J.Gunn | 104·8 \| 16·2 \| 7·8 | Singapore | C.2Cy.12″&24″–15″ | | |
| | | 1*Dk* | 95 | | | | | &Co. | | | British | | | |
| | | | 80 | | | | | Singapore | | | | Ross&Duncan,Glasgow | | |
| 187 | **Resie** | **SteelSc** | 157 | | | | 1891 | F.W. | HochseeFischerei | 104·5 \| 20·6 \| 10·3 | Brmrhavn | C.2Cy.17¾″&30¾″–21⅛″ | | G |
| | *H.Beermann –92* | 1*Dk* | 152 | | | | | Wencke | Ges.(Droste,Geh- | | German | 60HP | | |
| | (*Trawler*) | | 71 | | | | | Bremerhaven | rels&Co.,*Mgrs.*) | | | H.Pauksch,Landsbrg a.W. | | |
| 188 | **Resolute** | **IronScSr** | 1980 | †A1*1 | Sld | Lv | 1883 | ShortBros. | Anderson,Horan& | 283·0 \| 37·3 \| 20·2 | Sundrland | C.2Cy.33″&62″–42″ | 21 ″ 8 | |
| | *R.Reavley84–84* 2ndSurvey,Sld.9,92 | | 1587 | ~~7,04~~~~12,02~~ | Shl | | 10mo | Sunderland | Co. | P76*t* Q87*t* B46′ | British | 80lb *60lb* 180HP | s 2 ″ 8 | |
| | *Well deck* | 1*Dk*(*Irn*)2*trB* | 1280 | BS~~12,02~~ | LMC3,92 | | | | | F45*t* BK9″ | 2SB.*6f* | | | |
| | | | | 4,95 | | | | | *WB*=*DBa*82′*f*44′ *Su* | *E&B*32′368*t* | J.Dickinson,Sunderland | |
| 189 | — | **IronTwinScSr** | 460 | | | | ... | 1883 | Day,Sum- | Commissioners for | 175·1 \| 28·1 \| 12·7 | Calcutta | C.4Cy.20″&38″–30″ | | |
| | *H.A.Jones* | 1*Dk* | 377 | | | | | 2mo | mers&Co. | Improvements in | Q48′ F31′ | British | 150HP | | |
| | | | 254 | | | | | | Southampton | Port of Calcutta | | | Day,Summers&Co.,Sou. | |
| 190 | — | **IronSc3MstSr** | 375 | ⒶⒷ1 | Npt | | 1869 | J.Laing | ResoluteMercntile | 165·5 \| 24·2 \| 11·8 | Newpt,Mon. | C.2Cy.20½″&38½″–26″ (*s*) | 12 ″ 6 | |
| | ~~*J.Popham93–93*~~ | *ss*Lon.No.3–2,84 | 315 | ~~5,04~~4,02~~2,91~~ | A&CP | | 9mo | Sunderland | &S.S.Co.(Lim.) | P60*t*F– | British | 80lb *40lb* NE75 60HP | s 1 ″ 8½ | |
| | *R.Smythe* | *ss*Fal.No.2–91 | 206 | †NB12,91~~5,93~~ | LMC12,91 | | | | (I.Crocker, | ND84&drp92 drp94 | 4*BHCem* | 1SB.*2pf*,Gs36 | | |
| | | 1*Dk* | | | Aye | | | | *Mgr.*) | BK6½′ | | T.Clark&Co.,Newcastle | | |
| 191 | — | **WoodScSr** | 211 | | | | 1883 | H.Niccol& | J.McSweeney | 131·0 \| 23·3 \| 9·9 | SydnyNSW | C.2Cy.16″&28″–18″ | | |
| | | 1*Dk* | 211 | | | | | D.Gawk | | | British | 45HP | | |
| | | | 144 | | | | | Auckland | | | | J.Watt&Co., Birmingham | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equivement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | Cre Qui Fra bord mille nav pds. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 192<br>89046<br>LDST | **Resolute**<br>*T.Walton* –94 | **IronScK**<br>*ss*Lth.No.2–92<br>1*Dk* | 195<br>163<br>76 | ✠100A1<br>10,94 ~~7,98~~<br>BS~~7,98~~ ✠LMC5,92<br>10,94 | Lth<br>LA&CP | *c* | 1884<br>5mo | M.Pearse &Co.<br>Stockton | T.Aitken | 120·0\|21·0\|10·0<br>Q52′F22′ FK | Leith<br>British<br>3*BHCem* | C.2Cy.22″&41″–26″ (*b*)<br>80lb ~~80lb~~ 75HP<br>1SB,*2pf*,GS33<br>Blair&Co.(Lim.),Stockton | 10<br>s 1 |
| 193<br>22170 | —<br>..... | **WoodPadSp**<br>1*Dk* | 133<br>121<br>24 | | | | 1858 | .....<br>London | MelbourneHarbourTrustCommissioners | 102·3\|18·7\|10·0 | Melbourne<br>British | 2Cy.<br>60HP | |
| 194<br>99188 | —<br>..... | **IronScK**<br>1*Dk* | 125<br>116<br>49 | ✠100A1<br>*StmTrawler*<br>9,91 ✠LMC9,91 | Hul<br>LA&CP | | 1891<br>9mo | Earle'sCo.(Lim.)<br>Hull | G.F.Sleight | 92·0\|20·1\|10·6<br>Q18′ BK7½″ | Grimsby<br>British<br>3*BHCem* | C.2Cy.17″&32″–21″ (*s*)<br>90lb 44HP<br>1SB,*2pf*,GS28,HS765<br>Earle'sCo.(Lim.),Hull | 11 |
| 195<br>63396<br>SWLR | —<br>*P.Fairweather* –94 | **IronScSr** | 122<br>122<br>72 | | | | 1869 | Schlesinger Davis&Co.<br>Newcastle | J.Mitcheson | 99·2\|20·1\| 8·5 | Newcastle<br>British | L.1Cy.14″–14″<br>15HP<br>T.Clark&Co.,Newcastle | |
| 196<br>99022 | —<br>..... | **SteelScTug**<br>1*Dk*(*Irn*) | 51<br>51<br>9 | ✠<br>*For Towing purposes*<br>✠LMC12,91 | ... | | 1891<br>12mo | A.W. Robertson &Co.<br>London | Ross&Deering | 65·6\|15·0\| 8·1<br>FK | London<br>British<br>4*BHCem* | C.2Cy.14″&24″–20″ (*s*)<br>110lb 30HP<br>1SB,*2pf*,GS23,HS648<br>A.W.Robertson&Co.,Lon. | 8 |
| 197<br>89788<br>KRNF | **Resolution**<br>*W.Gribble* –93<br>*Well deck* | **SteelScSr**<br>*ss*Cff.No.1–92<br>1*Dk*(*Stl*)&*Webframes* | 1913<br>1502<br>1224 | ✠100A1<br>~~2,94~~ ~~5,94~~ 3,95<br>BS5,94 ✠LMC7,92 | Cff<br>A&CP | *r* | 1888<br>5mo | JLThompson&Sons<br>Sunderland | Rowland&Marwood'sS.S.Co.(Lim.) | 284·0\|38·1\|18·1<br>P29′Q74′B126′<br>F26′ FK<br>*WB*=*Cell D B* 212′379*t* | Whitby<br>British<br>6*BHCem*<br>*APT*22*t* | T.3Cy.21″,35″&58″–36″ (*o*)<br>160lb ~~70lb~~ 180HP<br>2SB,*4rf*,GS88<br>T.Richardson&Sons,Hpl. | 20<br>s 1 |
| 198<br>91282<br>KDMW | **Restitution**<br>*C.W.McMullen* –93 ~~*ss*Lon.No.1–90~~<br>1*Dk*(*Irn*)&*Spardk*(*ptIrn*)3*trB*<br>*ss*Ant.No 2–93 | **SteelScSr** | 3290<br>3023<br>2171 | ✠100A1<br>*Spar dk*<br>~~11,92~~ ~~10,92~~ 2,95<br>BS~~10,92~~ ✠LMC2,~~01~~ 11,93 | Liv<br>LA&CP<br>Ant | *v* | 1885<br>9mo | Wigham Richardson &Co.<br>Newcastle<br>*WB*=*DB* | R.Conaway&Co. | 340·0\|43·4\|23·4<br>P34′B80′F40′ BK9½″<br>*a*56′124*t Cell D Bu* | Liverpool<br>British<br>6*BHCem* | T.3Cy.29″,44″&74″–48″ (*s*)<br>150lb ~~65lb~~ ~~60lb~~ 425HP<br>2DB,*12cf*,GS144<br>Wgm.Richardson&C.Nwc.<br>*E*&*B*&*pt Main Hold* 66′227*t FP*<br>*T*60*t APT*33*t* | 19<br>s 6 |
| 199<br>99182 | **Restless**<br>*W.H.Smith* –91 | **IronScK**<br>1*Dk* | 125<br>115<br>49 | ✠100A1<br>*StmTrawler*<br>9,91 ✠LMC9,91 | Hul<br>LA&CP | | 1891<br>9mo | Earle'sCo.(Lim.)<br>Hull | G.F.Sleight | 92·0\|20·1\|10·6<br>Q18′ BK7½″ | Grimsby<br>British<br>3*BHCem* | C.2Cy.17″&32″–21″ (*s*)<br>90lb 44HP<br>1SB,*2pf*,GS28,HS765<br>Earle'sCo.(Lim.),Hull | 11 |
| 200<br>86481<br>HBWG | **Restormel**<br>*S.C.Harding* –93<br>*Well deck* | **IronScSr**<br>*ss*Cff.No3.–3,94<br>2*Dks*(*Irn*)3*trB* | 2020<br>1849<br>1285 | ✠100A1<br>~~3,94~~ 11,94<br>LMC3,94 | Cff<br>LA&CP | *s* | 1882<br>6mo | Palmers' Co.(Lim.)<br>Newcastle | J.~~Cory&Sons~~ RestormelS.S.Co.(Lim) (J.Cory&Sons<br>*WB*=*DBa* 90′*f* 66′228*t* | 286·0\|36·3\|21·9<br>P28′B52′F34′<br>~~Skp~~94 BK9½″<br>*APT*25*t* | Cardiff<br>British<br>4*BHCem* | C.2Cy.32″&64″–42″ (*i*)<br>80lb ~~80lb~~ 200HP<br>2SB,*6pf*,GS108<br>Palmers'Co.(Lim.),Nwc. | 25<br>s 4 |
| 201<br>96648 | **Result**<br>*W.Batt*89–89 | **IronScTug**<br>1*Dk* | 75<br>75<br>27 | ✠<br>*For Towing purposes*<br>10,91<br>✠ | Lon<br>LA&CP | *s* | 1889<br>10mo | Steward& Latham<br>London | C.E.Gaselee | 75·0\|16·1\| 8·8<br>BK5½″ | London<br>British<br>4*BHCem* | C.2Cy.14½″&28″–24″<br>38HP<br>1SB,*2pf*<br>Ross&Duncan,Glasgow | 9 |
| 202<br>86450<br>HJFC | **Retford**<br>*S.Miller*86–87<br>*Well deck* | **IronTwinScSr**<br>*ss*Gms.No.2–91<br>1*Dk*(*Irn*) | 951<br>661<br>611 | ✠100A1<br>5,94<br>BS5,94 | Gms<br>LA&CP | *m* | 1883<br>1mo | Earle'sCo.(Lim.)<br>~~H~~ull | Manchester, Sheffield&LincolnshireRail.Co. | 230·6\|32·0\|12·9<br>P130′F36′ FK<br>*WB*=*DBa* 31′55*t APT*50*t* | Grimsby<br>British<br>5*BHCem* | C.4Cy.23″&43″–27″<br>85lb ~~70lb~~ 140HP<br>2SB,*6pf*,GS83,HS2700<br>Earle'sCo.(Lim.),Hull | 13<br>s 1 |
| 203<br>93760<br>KQSH | **Retriever**<br>*T.Stone*<br>..... | **IronTwinScSkTug**<br>*ss*Cal.No.1–93<br>2*Dks*(*ULrn*–ws) | 712<br>681<br>11 | ✠100A1<br>~~1,95~~ ~~7,00~~<br>BS6,94 ✠LMC12,92 | Cal<br>A&CP | *k* | 1888<br>3mo | W.B. Thompson &Co.(Lim.)<br>Dundee | RetrieverS.S.Co.(Lim.)(Turner Morrison&Co.)<br>*WB*=*Tanka* 11′28*tf* 18′ | 212·0\|30·2\|15·3<br>F25′ BK8′<br>58*t APT*18*t* | Liverpool<br>British<br>7*BHCem* | T.6Cy.19″,33″&54″–33″ (*s*)<br>150lb ~~60lb~~ 350HP<br>2DB,*12rf*,GS228,HS4743<br>W.B.Thmpsn&Co.(L) Dnd | 16 |
| 204<br>77114<br>RPKN | —<br>*W.B.Minhinnich*85–85<br>3rdSurvey,Vpo.10,91 | **IronScSr**<br>2*Dks* | 624<br>591<br>380 | ✠A1*1<br>10,91 | Vpo | Lv | 1878<br>3mo | Cunliffe& Dunlop<br>Pt.Glasgow | WestCoast of AmericaTelegraphCo.(Lim.) | 180·0\|30·3\|15·1 | London<br>British<br>5*BH*1PBH | C.2Cy.24″&46″–30″<br>95HP<br>Cunliffe&Dunlop,Pt.Gls. | |
| 205<br>99631 | —<br>*H.Girdlestone*87–91 | **SteelScSr**<br>1*Dk* | 151<br>144<br>36 | ✠100A1<br>*StmTrawler*<br>~~6,94~~ ~~3,94~~ ✠LMC11,91 | Abn<br>LA&CP | | 1891<br>11mo | Hall, Russell&Co.<br>Aberdeen | W.H.Burn | 103·0\|21·7\|10·9<br>BK6½″ | Aberdeen<br>British<br>3*BHCem* | C.2Cy.18″&36″–24″ (*s*)<br>100lb 60HP<br>1SB,*2pf*,GS35,HS912<br>Hall,Russell&Co.,Abn. | 11 |
| 206<br>99547<br>MTRQ | —<br>..... | **IronScK**<br>1*Dk* | 147<br>137<br>56 | ~~4,95~~ ~~9,94~~<br>✠100A1<br>*StmTrawler*<br>11,94 ~~11,91~~ ✠LMC11,91 | Hul<br>LA&CP | | 1891<br>11mo | Cook, Welton& Gemmell<br>Hull | HumberSteam TrawlingCo.(Lim.) | 100·5\|20·7\|11·0<br>Q21′ BK7½″ | Hull<br>British<br>3*BHCem* | C.2Cy.17″&33″–22″ (*s*)<br>90lb 45HP<br>1SB,*2pf*,GS30<br>Bailey&Leetham,Hull | 11 |
| 207<br>QDWH | **Retter**<br>*H.Groth*91–91 | **IronScSp**<br>2*Dks* | 361<br>353<br>152 | | | | 1885 | J.C.Tecklenborg<br>Geestemünde | Norddeutscher Lloyd | 151·3\|25·0\|15·5 | Bremen<br>German | C.2Cy.31″&57½″–31½″<br>120HP<br>Maschinenfab.Buckau Magdeburg | |
| 208 | **Réunion**<br>*LaBalle* | **TwinSc** | 112<br>—<br>50 | | | | 1881 | Claparède &Co.<br>St.Denis | Comp.duChemin deFeretduPort deLaRéunion | 90·9\|18·0\| 9·1 | St.Denis<br>French | C.4Cy.13″&23″–18″<br>60HP<br>Claparède&Co.,St.Denis | |
| 209<br>JDLR | **Reval**<br>*R.Schwerdtfeger*86–86 | **IronScSr**<br>1*Dk*2*trB* | 670<br>559<br>527 | | | | 1874 | RostockS. B.&Eng.Co.<br>Rostock | NeueDampfer Compagnie, Act. Ges. | 200·1\|27·5\|13·9<br>P103′ F31′ | Stettin<br>German | C.2Cy.23½″&47″–27½″<br>90HP<br>RostockS.B.&E.Co.,Ros. | |
| 210<br>85140 | **Reveil**<br>*Keiley* | **IronSc3MstSr**<br>*ss*Sws.No.1–82<br>1*Dk* | 416<br>328<br>247 | ✠<br>8,85 | Cff<br>A&CP | *q* | 1878<br>3mo | A.Leslie &Co.<br>Newcastle | M.Morris | 159·5\|25·0\|10·0<br>Q91′ F20′ | London<br>British<br>3*BHCem* | C.2Cy.20″&37″–27″<br>NB89 60HP<br>Black,Hawthorn&Co.,Gts.<br>*WB*=*DBf* 89′*FPT* | |
| 211<br>85946<br>WKVM | **Rewa**<br>*A.A.Hansard* –94<br>*Elec.light* | **SteelScBg**<br>3*Dks*(1*Stl*&1*ptStl–U*–ws) | 3922<br>3452<br>2519 | ✠<br>3,86<br>✠ | Lon<br>A&CP | *x* | 1882<br>4mo | A.&J. Inglis<br>Glasgow | BritishIndiaStm. Nav.Co.(Lim.) | 390·0\|43·6\|27·6<br>B152′ F50′ | Glasgow<br>British<br>6*BHCem* | C.2Cy.48″&87″–54″<br>500HP<br>A.&J.Inglis,Glasgow | 29<br>s 6 |

| No. | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross. / Under deck. / Net. | Particulars of Classification: Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Equipment Letter. | Built: When. Ship. Engines | By Whom. Where. | Owners. | Regist'd Dimensions, Deck Erections, &c.: Length. Breadth. Depth | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Other Registers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 212<br>MGTW LKPB | Rex SteelScBn<br>O.Jones -93 ssCff.No.1-93<br>1Dk(Irn)2trB&ptAwngdk | 1750<br>1246<br>1101 | ✠100A1<br>pt Awng dk<br>with freeboard<br>3,94 ✠LMC6,93 | Cff<br>A&CP | q | 1889<br>11mo | Ramage&<br>Ferguson<br>Leith | RealmS.S.Co.<br>(Lim.)(R.Cona-<br>way&Co.,Mgrs.) | 265·1\|36·6\|15·9<br>P27'Q82' BK9<br>pt Awning dk156<br>WB=Cell | Liverpool<br>British<br>4BHCem<br>DB224'365t | T.3Cy.21",34"&56"–36" (s)<br>160lb 75lb 180HP<br>2SB,6pf,GS90<br>Ramage&Ferguson,Leith | 18 " 3<br>s 8 " 4 | |
| 213<br>HPCW | — IronScBn<br>F.W.Gleerup70-82 1Dk2trB | 1009<br>760<br>779 | | | | 1877 | MotalaCo.<br>Norrköping | StockholmsÅngf.<br>Rederib.<br>(G.Brolin) | 206·8\|29·5\|17·0<br>P119' H13t F23' | Stockholm<br>Swedish | T.3Cy.16½",25½"&43¾"–33"<br>130HP<br>Tpd.89MotalaCo.,Norrkpg | | V |
| 214 | — IronScK<br>1Dk | 125<br>115<br>48 | ✠100A1<br>Stm Trawler<br>5,95 2,93<br>✠LMC10,91 | Gms<br>LA&CP | | 1891<br>9mo | Earle'sCo.<br>(Lim.)<br>Hull | ~~C.F.Vicars~~<br>E.Sleight | 92·0\|20·1\|10·6<br>Q18' BK7½ | Grimsby<br>British<br>3BHCem | C.2Cy.17"&32"–21" (s)<br>90lb 44HP<br>1SB,2pf,GS28,HS765<br>Earle'sCo.(Lim.),Hull | 11 " 3 | |
| 215<br>RGLP | Rhaetia SteelSc3MstSr<br>C.B.R.Ludwig72-92 4Dks | 3553<br>3261<br>2476 | | | | 1883 | Rei.Sch.&<br>Msch.<br>Hamburg | Hamburg-Ameri-<br>kanischePacketf.<br>Act.Ges. | 351·1\|43·0\|29·1<br>P55' B115' F54' | Hamburg<br>German<br>WB | C.2Cy.46"&84"–57"<br>425HP<br>Rei.Schff.&Msch.Fab.Ham | | V |
| 216 | Rhanbuoy SteelScK<br>G.Wallace93-93 1Dk(Stl)<br>named "Rosabelle," See No. 7 in Supplement. | 280<br>185<br>99 | ✠100A1<br>6,93<br>✠LMC6,93 | Gls<br>LA&CP | d | 1893<br>6mo | R.Kent&<br>Co.<br>Carrickfrgus | R.Neill&Sons | 129·0\|22·3\|9·0<br>Q44'B9'F23'<br>BK7'<br>WB | Glasgow<br>British<br>3BHCem<br>=FPT29t | T.3Cy.11",16½"&27"–22" (s)<br>160lb 45HP<br>1SB,2pf,GS36<br>Muir&Houston,Glasgow | 9 " 11<br>s0 " 8½ | |
| 217<br>SQVB | Rhea SteelScSr<br>A.Ekbom ~~ss.Ant.No.2-91~~<br>(exIsla) 1Dk(Stl)&Spardk3trB<br>ssNwc.No.3-2,95 | 1130<br>1118<br>723 | ✠100A1<br>Spar dk<br>2,95 12,93<br>~~BS12,93~~ ✠LMC10,91 2,95 | Hav<br>LA&CP<br>Nwc | n | 1883<br>6mo | Gourlay<br>Bros.&Co.<br>Dundee | FinskaÅngfartygs<br>Aktiebolaget | 218·0\|29·7\|22·6<br>BK7½<br>WB=DBa40'f46'&uE13' | Helsingfrs<br>Russian<br>5BHCem<br>161tFPT20t | C.2Cy.26"&48"–33" (s)<br>85lb ~~45lb~~ 80lb NDB95 98HP<br>1SB,3pf,GS56,HS1891<br>GourlayBrs.&Co.,Dundee | 16 " 6<br>s 5 " 6 | |
| 218<br>HKBP | — IronScSr<br>E.L.Paulsson86-84 1Dk&Awngdk<br>(exTransitNo.6) | 603<br>337<br>472 | | | | 1884 | MotalaCo.<br>Norrköping | Ångf.Aktieb.<br>"SödraSverige"<br>(J.G.Setterwall) | 165·9\|24·5\|12·3<br>H27t 19·2 | Stockholm<br>Swedish | C.2Cy.25¼"&46¾"–26½"<br>120HP<br>MotalaCo.,Motala | | |
| 219<br>QFPN | — SteelScSr<br>H.Grote -92 1Dk | 508<br>—<br>370 | | | | 1892 | H.Koch<br>Lübeck | Dampfschifffahrts<br>Ges."Neptun" | 159·0\|24·0\|11·8<br>Q40' B38' F21' | Bremen<br>German<br>WB | C.2Cy.19⅛"&31½"–21⅝"<br>C.Daevel,Kiel | | DV |
| 220 | Rhein IronScBn<br>E.Evans -91 4Dks<br>Broken up 7,94 | 3078<br>3075<br>1952 | | | | 1872 | Caird & Co.<br>Greenock | JaegerBros. | 345·0\|40·5\|33·3 | Liverpool<br>British | C.2Cy.60"&100"–48"<br>450HP<br>Caird&Co.,Greenock | | |
| 221<br>PBJH | — IronScSr<br>F.Otto85-86<br>1Dk&Spardk | 1020<br>—<br>790 | | | | 1882 | G.Howaldt<br>Kiel | NeueDampfer<br>Compagnie,Act.<br>Ges. | 219·4\|28·3\|21·2 | Stettin<br>German<br>WB | C.2Cy.23"&43"–35½"<br>100HP<br>HowaldtBros.,Kiel | | G |
| 222<br>QHBD | Rheinfels SteelScSr<br>~~H.G.Weber87-89~~ ssHam.No.1-93<br>1Dk(Irn)&Spardk&Webframes<br>J.Wilkens92-94 | 2717<br>2624<br>2184 | ✠100A1<br>Spar dk<br>~~10,94~~ ~~6,94~~<br>✠LMC6,93<br>12,94 | Ham<br>A&CP<br>Cal | u | 1889<br>7mo | Sunder-<br>landS.B.Co.<br>(Lim.)<br>Sunderland | DeutscheDampf-<br>schiffahrtsGes.<br>"Hansa" | 323·0\|41·0\|26·0<br>B66'F41'<br>drp94 BK8'<br>WB=Cell | Bremen<br>German<br>6BHCem<br>DB256'449t | T.3Cy.23½",39"&64"–42" (s)<br>160lb 250HP<br>2SB,6cf,GS120,HS4420<br>NE.MarineEngCo(Lim)Sl | 21 " 2<br>s6 " 11<br>w7 " 3 | |
| 223<br>QDVH | Rheingold IronScSr<br>W.Bahls<br>Well deck | 844<br>—<br>648 | | | | 1884 | Bremen<br>Schiffsbau<br>Gesellschft<br>Vegesack | J.D.Bischoff | 190·6\|27·2\|14·9<br>Q56' B52' F28' | Vegesack<br>German | C.2Cy.20"&35"–27"<br>80HP<br>GuteHoffnungshütte<br>Sterkrade | | V |
| 224<br>NGCR | Rheinland IronScSr<br>H.Wilkens85-85 2Dks | 754<br>695<br>567 | | | | 1885 | H.Hespe<br>Brake | Rabien&Stadt-<br>lander | 180·4\|27·0\|18·3<br>Q58' B48' F22' | Brake<br>German<br>WB | C.2Cy.19¾"&34¾"–27"<br>75HP<br>Gutehoffnungshte,Oberhn | | V |
| 225<br>RGDQ | Rhenania IronScSr<br>E.Schultz92-92 2Dks3trB | 1756<br>1738<br>1320 | | | ... | 1881 | Dobie&Co.<br>Glasgow | Hamburg-Ameri-<br>kanischePacketf.<br>Act.Ges. | 286·0\|34·4\|23·6<br>B13' F28' | Hamburg<br>German | C.2Cy.34"&62"–42"<br>180HP<br>J.Howden&Co.,Glasgow | | V |
| 226<br>PBHG | — SteelScSr<br>C.vanKeulen92-92 ssRot.No.2-91<br>Well deck 1Dk(Irn)2trB | 1313<br>1002<br>873 | ✠100A1<br>10,94 1,93<br>BS3,94 ✠LMC12,90 | Rot<br>LA&CP | p | 1882<br>10mo | Dobie&Co.<br>Glasgow | W.H.Müller&Co | 260·0\|34·2\|14·4<br>Q88'B62'F30'<br>drp93 BK9'<br>WB=CellDB212'325t | Rottrdam<br>Dutch<br>4BH(Irn)<br>Cem | C.2Cy.31"&57"–39" (a)<br>80lb 150HP<br>1DB,6pf,GS112<br>Muir&Houston,Glasgow | | D |
| 227 | — SteelScSr<br>1Dk | 700 | | | | 1894 | Flensbrger<br>Schiffsbau<br>Gesell<br>Flensburg | Rhein&See-Schiff-<br>fahrtsGes. | 206·0\|33·6\|14·4<br>B44'F21'<br>WB | Cologne<br>German | T.3Cy.14",23"&37½"–24"<br>FlensburgSchiffsbauGes.,<br>Flensburg | | |
| 228<br>KNTS | Rheubina IronScSr<br>W.Evans -93 ssCff.No.2-90<br>Well deck 1Dk(Irn)&Webframes | 1071<br>823<br>659 | ✠100A1<br>4,94<br>BS2,93 ✠LMC10,90 | Cff<br>LA&CP | n | 1882<br>11mo | Milford<br>HavenS.&<br>E.Co.<br>Pennar | J.Cory&Sons | 227·0\|31·3\|15·7<br>Q85'B52'F28'<br>FK<br>WB=DB | Cardiff<br>British<br>4BHCem<br>a67'f84'240t | C.2Cy.28"&52"–33" (a)<br>80lb 40lb 110HP<br>1SB,3pf,GS55,HS1993<br>Kincaid&Co.,Greenock | 17 " 2<br>s 1 " 10 | |
| 229<br>SHGM | Rhine IronScSr<br>S.H.Oliver74-82 ssLon.No.3-5,87<br>Well deck ssHul.No.1-92<br>1Dk(Irn)2trB | 1063<br>833<br>683 | ✠100A1<br>8,93<br>BS8,93 LMC8,92<br>11,94 | Cff<br>A&CP | m | 1879<br>1mo | R.Thomp-<br>son,jr.<br>Sunderland | W.Rawson&J.<br>Robinson | 216·3\|32·0\|16·5<br>Q84'B42'F25'<br>BK8'<br>WB=DBa61'f23'147tFPT | Hull<br>British<br>4BHCem<br>50tAPT12t | C.2Cy.28"&54"–33" (i)<br>75lb 70lb NDB92 99HP<br>2B,GS64<br>N.E.MarineCo.(Lim.),Sld. | 17 " 9<br>s 1 " 8½ | |
| 230 | — IronScK<br>J.Bannister -93 1Dk | 117<br>109<br>36 | ✠100A1<br>Stm Trawler<br>7,93 ✠LMC7,93 | Hul<br>LA&CP | | 1893<br>7mo | Cochrane&<br>Cooper<br>Beverley | G.F.Sleight | 88·4\|20·1\|10·7<br>Q17' BK7½ | Grimsby<br>British<br>3BHCem | C.2Cy.17"&32"–21" (s)<br>90lb 44HP<br>1SB,2pf,GS27,HS780<br>C.D.Holmes&Co.,Hull | 11 " 4 | |
| 231<br>MGWJ | Rhio SteelScSr<br>D.Davies -92<br>Well deck 1Dk(Stl)&Webframes | 1402<br>1080<br>889 | ~~✠100A1~~<br>10,93<br>✠LMC9,91 | Npt<br>A&CP | o | 1891<br>9mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool | RhioS.S.Co.(Lim.)<br>(Orders&Hand-<br>ford) | 240·0\|36·1\|16·6<br>Q85'B65'F30'<br>drp92 FK<br>WB=DB | Newport<br>British<br>4BHCem<br>a71'f92'303t | T.3Cy.18",28½"&47½"–33"<br>160lb 75lb (s) 120HP<br>2SB,4rf,GS52,HS2160<br>Cen.Mar.E.Wks.,W.Hpl. | 17"10<br>s 1 " 7 | |
| 232<br>WPCL | Rhodora IronScSr<br>F.D.Seaborne90-93 ssCff.No.3-10,88<br>ssCff.No.1-93<br>1Dk&Spardk(Irn)3trB | 2625<br>1894<br>1693 | ✠100A1<br>Spar dk 1,95<br>~~6,94~~ ~~2,94~~<br>BS9,94 LMC7,93 | Cff<br>A&CP<br>Shl | t | 1881<br>8mo | J.Laing<br>Sunderland | ~~Edwards,Robert-~~<br>~~son&Co.~~<br>Burrell&Son | 303·0\|38·8\|29·4<br>BK10'<br>WB=DBa96'f56'257t | ~~Cardiff~~<br>British<br>4BHCem<br>APT25t<br>Glasgow | C.2Cy.37"&71"–45" (i)<br>80lb 60lb 250HP<br>2SB,6pf,GS92<br>G.Clark,Sunderland | 23"11<br>s 6 " 10 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Ferme assigné maintenant exprès. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 233 RTBQ | **Rhodos** SteelScSr<br>*F.C.Horn* 91–92 1*Dk* 2*trB* | 1757<br>1738<br>1320 | | | | 1890 | Flensburger Schiffsbau Gesellschaft Flensburg | Deutsche Levante Linie | 261·5 \| 36·2 \| 19·0<br>P158′ F30′ | | | Hamburg<br>German<br>*WB* | T.3Cy.19½″,29″&52″–33″<br>200H<br>FlensburgerSchiffsbau Gesellschaft,Flensburg |
| 234 56915 HVKB | **Rhone** IronScSr<br>*J.Smith* –93 ~~*ss*Lon.No.3–5,92~~<br>*ss*Ant.2ndNo 3-12,94 ~~*ss*Ant.No.3–99~~<br>1*Dk* & *Spardk* 3*trB* | 1295<br>875<br>812 | ✠ 90 A1<br>*Spar dk*<br>~~3,94~~ 12,94<br>~~BS4,94~~ | Lon<br>A&CP<br>~~LMC9,90~~ | *o*<br>Ant<br>1,95<br>✠NB11,96 | 1868<br>2mo | W.Pile& Co. Sunderland | Westcott& Laurance | 249·6 \| 30·1 \| 17·6<br>len71 ND87 BK8″ | 24·1 | | London<br>British<br>*WB*= | C.2Cy.29″&54″–34″ (*i*)<br>70lb *80lb* NE71 130H<br>2SB,*6pf*,GS80<br>*DBa*54′*f*27′<br>MillwallDock E.W.London |
| 235 99704 | — IronScK<br>*E.Grant* –93 1*Dk* | 117<br>109<br>36 | ✠ 100 A1<br>*Stm Trawler*<br>8,93 | Hul<br>LA&CP<br>✠LMC8,93 | | 1893<br>8mo | Cochrane& Cooper Beverley | G.F.Sleight | 88·4 \| 20·1 \| 10·7<br>Q17′ BK7½″ | | | Grimsby<br>British | C.2Cy.17″&32″–21″ (*s*)<br>90lb 44H<br>1SB,*2pf*,GS27 HS780<br>*3BHCem*<br>C.D.Holmes&Co.,Hull |
| 236 KTMJ | **Rhône** SteelScSr<br>*Brun* 2*Dks* & *Spardk* | 1470<br>—<br>784 | | | | 1889 | Wigham Rchrdsn&Co. Newcastle | Compagnie de Nav. Mixte | 251·5 \| 32·2 \| 17·0<br>B38′ 24·0 | | | Marseilles<br>French<br>*WB* | T.3Cy.25″,38½″&65″–42″<br>300H<br>WighamRchardsn&C.Nwc |
| 237 KTMN | — IronScSr | —<br>—<br>106 | | | | 1879 | Société de Construction Naval e Havre | R.&H.Duchemin | 131·2 \| 18·4 \| 8·2 | | | Rouen<br>French | C2Cy.26¾″&8¾″ |
| * 238 84678 HTRD | **Rhosina** IronSc3MstSr<br>~~*P.J.Pearn* 87–89~~ ~~*ss*Cff.No.2–90~~<br>1*Dk*(*Irn*) & *Spardk*(*Irn*) 3*trB*<br>*C.F.Herriman* 95–95 *ss*Hul.No.3–8,94 | 2623<br>2604<br>1692 | ✠ 100 A1<br>*Spar dk*<br>~~1,94~~ 2,95<br>~~BS10,93~~ | Lon<br>A&CP<br>Hpl<br>~~LMC3,90~~ 3,95 | *t* | 1882<br>3mo | J.Laing Sunderland | ~~Edwards,Robert-son&Co.~~ Burrell&Son | 303·0 \| 38·8 \| 29·2<br>BK10′ | | | Glasgow<br>~~Cardiff~~<br>British | C.2Cy.37″&71″–45″ (*i*)<br>80lb ~~45lb~~ *80lb* 250H<br>2SB,~~6cf~~,GS104 ~~6pf~~ NDB89<br>4*BHCem*<br>30*t APT* 19*t*<br>G.Clark,Sunderland |
| 239 81777 SVHT | **Rhyl** IronScSr<br>*R.Kendall* –92 *ss*Bry.No.3–11,92<br>*Well deck* 1*Dk*(*Irn*) 2*trB* | 1363<br>1138<br>883 | ✠ 100 A1<br>~~6,94~~ ~~5,93~~ 12,94<br>BS6,94 | Lon<br>A&CP<br>LMC11,92 | *o* | 1879<br>8mo | Palmers' Co. Newcastle | J.Cory&Sons | 240·0 \| 33·2 \| 18·1<br>Q86′ B50′ F23′ BK5½″ | | | Cardiff<br>British | C.2Cy.28″&54″–36″<br>75lb *65lb* 130H<br>1B,GS54<br>*4BHCem*<br>*f*61′ *APT*<br>Palmers'Co.(Lim.),Nwc. |
| 240 86486 HCQK | **Rhymney** IronScSr<br>~~*D.S.Roberts* 93~~ *ss*Cff.No.3–11,90<br>*Well deck* 1*Dk*(*Irn*) 2*trB*<br>*Mitchell* –95 *ss*Cff.No.1–95 | 1431<br>1168<br>930 | ✠ 100 A1<br>5,95 ~~4,94~~ | Shl Cff<br>A&CP<br>~~LMC4,94~~ | *o*<br>~~3,95~~ | 1882<br>9mo | Kish, Boolds&Co. Sunderland | Rhymney S.S.Co. (Lim.) (Morel Bros.&Co.) | 240·0 \| 34·1 \| 17·0<br>Q80′ B57′ F30′<br>~~trp92~~ drp95 FK | | | Cardiff<br>British | C.2Cy.28″&56″–36″ (*i*)<br>80lb ~~60lb~~ *80lb* NDB94 99H<br>2SB,*4pf*,GS62<br>*4BHCem*<br>*APT*15*t*<br>W.Doxford&Sons,Sld. |
| * 241 MBNV | **Rhynland** IronScBk<br>*Mills* *ss*Ant.No.3–2,91<br>3*Dks*(2*Irn*) 4*trB* | 3689<br>3453<br>2366 | ✠ 100 A1<br>1,95 ~~2,93~~<br>BS4,94 | Ant<br>A&CP<br>LMC2,91 | *x* | 1879<br>3mo | Barrow S. B.Co. Barrow | Soc.Anon.Belge Américaine | 402·8 \| 40·2 \| 30·6<br>BK10′ | | | Antwerp<br>Belgium | C.2Cy.52″&90″–54″<br>80lb *80lb* 600H<br>3B,GS280<br>*7BHCem*<br>BarrowS.B.C.(Lim.),Brw. |
| 242 79448 SCJW | **Rialto** IronScBg<br>*R.E.Page* –94 | 2229<br>2099<br>1799 | | | … | 1878<br>8mo | Earle's Co. Hull | T.Wilson,Sons& Co.(Lim.) | 301·5 \| 34·7 \| 25·9<br>B129*t* | | | Hull<br>British | C.2Cy.26″&58″–45″<br>180H<br>Earle'sCo.,Hull |
| 243 96621 | **Ribago** SteelPadSr<br>*A.Goerke* –89 | 441<br>394<br>313 | | | | 1889 | David J. Dunlop&Co Pt.Glasgow | Royal Niger Co. (Lim.) | 192·3 \| 29·2 \| 9·1 | | | London<br>British | C.L.4Cy.19″&30″–48″&58″<br>110H<br>D.J.Dunlop&Co.,P.Gl. |
| 244 88716 | **Ribble** SteelPadTug<br>*J.Kinsman* 88–88 1*Dk* | 129<br>129<br>26 | ✠<br>*For River pur*<br>11,87 | Prs<br>*poses*<br>LA&CP | | 1886<br>9mo | W.Allsup &Sons Preston | Corporation of Preston | 119·9 \| 20·2 \| 6·4<br>len87 FK | | | Preston<br>British | D.2Cy.30″–48″<br>70H<br>W.Allsup&Sons,Preston<br>*WB*= *FPT* 15*t APT* 15*t* |
| 245 NPCG | **Riberhuus** IronScSr<br>*J.Warrer* 76–82 2*Dks* & *Awngdk* | 602<br>507<br>372 | ✠<br>*Awng dk*<br>4,77 | Lon<br>A&CP | | 1875<br>5mo | Gourlay Bros. Dundee | Forenede Damp-skibsselskab | 204·2 \| 27·2 \| 13·6<br>H24*t* 20·2 | | | Copnhagn<br>Danish | C.2Cy.27″&50″–36″<br>NE&B83 110H<br>5*BHCem*<br>Lobnitz&Co.,Renfrew |
| 246 102837 | **Ribston** SteelScSr<br>*J.T.Robinson* –94<br>1*Dk*(*Irn*) & *Spar dk*(*Irn*) & *Web frames* | 3372<br>3118<br>2185 | ✠ 100 A1<br>*Spar dk*<br>~~4,94~~ ~~2,94~~ ~~10,96~~<br>4,95 | Hpl<br>A&CP<br>✠LMC2,94<br>Cff | *v* | 1894<br>2mo | W.Gray& Co.(Lim.) W Hartlepool | London&Northern S.S.Co.(Lim.) (Pyman Bros., *Mgrs.*) *WL* | 330·0 \| 43·0 \| 18·7<br>P29′ B68′ F37′ 26·4<br>FK<br>= *Cell DB* 266′ 696*t* | | | London<br>British | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *80lb* 300H<br>2SB,*6rf*,GS96,HS3820<br>*6BHCem*<br>*APT*32*t*<br>Cen.Mar.E.Works,W. Hpl. |
| 247 | **Richard** CompSc<br>*Giacomansi* –87 (*ex* Villa O.Campo, *ex* Kongsbacka) 1*Dk* | 132<br>—<br>94 | | | | 1872 | ..... Gothenburg | A.Green | 96·1 \| 17·9 \| 8·7<br>Q29′ B28′ H4*t* F21′ | | | Bns.Ayres<br>Argentine | 25H |
| 248 110335 JSPL | **Richard Holyoke** IronScSr<br>*J.Jacobsen* 92–92 1*Dk* | 182<br>—<br>91 | | | | 1877 | ..... Seabeck,Wsh | Puget Sound Tug Boat Co. | 115·6 \| 24·3 \| 11·8 | | | P.Twnsnd Wash. Utd.States | 125H |
| 249 89810 KBNP | **Richard Kelsall** IronScSr<br>*W.Bell* –94 *ss*Shl.No.2–94<br>*Well deck* 1*Dk*(*Irn*) 2*trB* | 1639<br>1300<br>1042 | ✠ 100 A1<br>1,94<br>~~BS11,94~~ | Shl<br>LA&CP<br>✠LMC10,93 | *q* | 1885<br>8mo | J.Readhead &Co. S.Shields | W.D.C.Balls&Son | 259·0 \| 37·2 \| 18·0<br>Q106′ B64′ F28′ BK9′<br>*WB*= *D B a* 78′ *f* 82′ 370*t* | | | N.Shields<br>British | C.2Cy.26½″&58″–36″ (*r*)<br>85lb *70lb* 150H<br>2SB,*4pf*,GS68<br>*4BHCem*<br>*APT*17*t*<br>J.Readhead&Co.,S.Shields |
| 250 99203 MGKJ | **Richard King** IronTwinScSr<br>*J.R.Wellington* 72–91<br>*Elec.light* 1*Dk* | 327<br>316<br>17 | ✠ 100 A1<br>8,91 | Dun<br>LA&CP<br>✠LMC8,91 | *g* | 1891<br>8mo | Gourlay Bros.&Co. Dundee | ~~Natal Harbour Board~~ Natal Government *WB*= *L* | 150·0 \| 26·7 \| 12·9<br>B50′ FK | | | Port Natal<br>British | T.6Cy.15″,25″&40″–27″ (*s*)<br>160lb *80lb* 200H<br>2SB,*4rf*,GS91,HS2805<br>*10tAPT*7*t*<br>GourlayBros.&Co.,Dundee |
| 251 67806 MDTR | **Richard Moxon** IronScSr<br>*T.B.Lister* –94 *ss*Goo.No–3–12,92<br>1*Dk* & *pt Awngdk* | 405<br>352<br>237 | ✠ 90 A1<br>~~12,92~~ 6,94<br>✠NB7,83 | Goo<br>A&CP<br>LMC12,92<br>~~BS7,94~~ | *h* | 1873<br>3mo | Humphrys &Pearson Hull | Goole Steam Ship Co.(Lim.) | 171·0 \| 24·5 \| 12·8<br>P37′ F27′<br>pt ND92 BK7″ | | | Goole<br>British | C.2Cy.26″&45″–28″ (*s*)<br>58lb *48lb* 70H<br>1SB,*3f*,GS53<br>*4BHCem*<br>Humphrys&Pearson,Hull |
| 252 110971 KLGF | **Richard Peck** Steel&IronTwinSc | 2906<br>—<br>1819 | | | | 1892 | Harlan& Hollingsworth Wlmngtn Del | New Haven S.B.Co. | 300·0 \| 48·0 \| 17·9 | | | Wilmgton (Del.)<br>Utd.States | T.6Cy.24″,38″&60″–30″<br>Harlan&HollingsworthCo Wilmington,Del. |
| 253 95823 LTPJ | **Richard Simpson** IronScK<br>*Elliott* –90 *ss*Hul.No.1–94<br>1*Dk* | 185<br>164<br>65 | ✠ 100 A1<br>*Well fishing Vessel*<br>~~6,91~~ ~~8,91~~<br>5,95 | Hul<br>LA&CP<br>✠LMC3,94 | | 1890<br>3mo | Cook, Welton& Gemmell Hull | Humber Steam Trawling Co. (Lim.) | 110·6 \| 20·5 \| 11·4<br>Q47′ F21′ BK7½″ | | | Hull<br>British | T.3Cy.14″,22″&36″–22½″ (*s*)<br>150lb 60H<br>3*BHCem*<br>1SB,*2pf*,GS30<br>C.D.Holmes&Co.,Hull |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now Expired. Equipment Letter. | 8 Built. When. Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 254 KTNM | **Richelieu** *P.Landard* (*ex*PortoAlegre) **IronScSr** *ss*Bdx.No.3–7,90 1*Dk*/*Awngdk* | 1176 1129 839 | ✠100A1 *Awngdk* *load line* 13*ft* 6,93 LMC6,93 | Bdx A&CP | | 1875 2mo | W.Hamilton&Co. Pt.Glasgow | Maurel&H.Prom | 239·1 33·1 12·6 19·5 ND90 FK | Bordeaux French | C.2Cy.28″&54″–33″ 82lb *64lb* NB7,90 130HP 2SB.*4pf*,GS86 NDB90 Walker,Hendersn&Co.Gls. | | |
| 255 110088 JMRW | **Richmond** *A.A.Blakeman* **IronScSr** 2*Dks* | 1438 — 1102 | | | | 1872 | Tredecar Iron Works Richmond Va | OldDominionS.S. Co. | 210·0 33·0 13·0 21·6 | New York Utd. States | 1Cy.50″–60″ Harlan&HollingsworthCo. Wilmington,Del | | R |
| 256 Wrecked 12.94 KCHQ | **12.94** *H.Roope* –94 1stSurvey,Shl.6,94 6thSurveyNpt.12,90 *Well deck* **IronScSr** 1*Dk2trB* | 1234 994 769 | ✠ ~~A 1~~ ~~6,93~~ 6,94 | Nwc Shl | Lv | 1871 1mo | Schlesingr, Davis&Co. Newcastle | T.S.Leinster | 229·8 32·2 17·9 P140′F37′ ~~hspd~~drp94 BK7½′ *W* | N.Shields British *4BH* *B*=*DBa*&*f* | C.2Cy.30″&59″–36″ 75lb NB79 130HP T.Clark&Co.,Newcastle | 18 ″ 8 s 2 ″ 2½ | |
| 257 89094 JWNH | — *Hutton*85–87 **SteelScSr** 1*Dk*(*Stl*)&*Shelterdk* | 700 674 475 | ✠ ~~—~~ 7,91 *Shelter dk* ✠ *withfreeboard* | Auk LA&CP | *h* | 1885 5mo | Gourlay Bros.&Co. Dundee | A.B.Donald | 178·0 27·7 17·5 P100′ F46′ *Shelter dk*32′ FK | Auckland British *4BH*Cem | C.2Cy.23″&46″–30″ 88HP Gourlay Bros.&Co.,Dundee *WB*=~~*FPT*~~48*tAPT*29*t* | | |
| 258 101908 | — **CompScSr** (*ex*H.M.S.Griffon) 2*Dks* | 397 395 175 | | | | 1876 | Laird& Sons Birkenhead | C.C.Trevor | 158·0 29·6 14·4 | London British | C.2Cy.31½″&54″–24″ 130H Laird&Sons,Birkenhead | | |
| 259 99237 | **Richmond Crawford** *Aitken*92–92 **StlTwinScSp** 1*Dk* | 258 231 29 | ✠100A1 10,92 ✠LMC10,92 | Lth LA&CP | *d* | 1892 10mo | Hawthorns &Co. Leith | KarachiPortTrust | 125·5 24·0 11·5 BK7′ *WB*= | Leith British *3BH*Cem | C.4Cy.20″&40″–24″ (*s*) 100lb 66HP 1DB,*4cf*,GS81,HS2632 Hawthorns&Co.,Leith | 12 ″ 0 s 1 ″ 4½ | |
| 260 87888 HTNG | **Richmond Hill** *H.H.Perry* **SteelTwnSc4MstBk** *ss*Lon.No.2–91 2*Dks*(*Stl-Uws*)3*trB* | 4126 3929 2703 | ✠100A1 ~~4,94~~ 12,94 BS3,94 ✠LMC3,91 | Lon LA&CP | *x* | 1882 12mo | Murray& Co. Dumbarton | S.S.Richmond HillCo.(Lim.) (W.B.Hill& W.H.Nott) | 420·0 47·0 26·5 F66′ FK *WB*= | Liverpool British *1BH* Cem *MT*38′684*t* | C.4Cy.33½″&76″–48″ (*a*) 100lb *80lb* 600HP 3DB,*18pf*,GS334 J.Howden&Co.,Glasgow | 27 ″ 9 s 5 ″ 7 | BT till ~~3,94~~ 6,95 |
| 261 MBRV | **Riga** *J.Falk* (*ex*Burgemeester de Wael) **IronSc** *ss*Ant.No.3–10,92 1*Dk2trB* *Well deck* | 1173 863 739 | ✠100A1 3,95 ~~3,11~~ BS5,94 5,95 | Ant LA&CP Nwc | *n* | 1882 12mo | J.deDecker Gz. Antwerp | J.deDecker | 229·7 30·1 16·2 P150′F31′ BK8′ *WB*=*DBa*64′ | Antwerp Belgian *1BH*Cem | C.2Cy.25½″&50½″–24″ 65lb *50lb* 98HP 1DB,*4f*,GS60 B *made*78 *fitted*83,E69 *fitted*83C.&W.Earle,Hull | 17 ″ 6 | |
| 262 MDBC | — *P.Korff*87–87 *Well deck* **IronScSr** *ss*Ros.No.3–3,88 *ss*Ros.No.1–92 1*Dk2trB* | 614 498 452 | ✠90A1 3,92 MS3,92 ~~BS4,93~~ 5,94 BS3,95 | Ros A&CP | *j* | 1875 6mo | Hansa Iron Sh.Yd. Rostock | Dampfschifffahrts Act.Ges. (M.Petersen) | 181·4 27·3 14·8 P96′F26′ *WB*=*MTa*24′ | Rostock German *4BH*Cem | C.2Cy.24″&40″–27″ 71lb *57lb* NB83NDB83 80HP 1SB.*2f*,GS45 HansaIronSh.Yd.,Rostock | | |
| 263 JDQR | — *F.Pieper*91–91 **IronScSr** 1*Dk* | 516 366 386 | ✠ 4,78 | Cly A&CP | *g* | 1878 2mo | Murdoch & Murray Pt.Glasgow | Ostsee-Dampf-schifffahrtsGes. (Herm.Hofrichter *Mgr.*) | 181·1 22·2 12·2 Q77′ F26′ len84 | Stettin German *4BH*Cem | C.2Cy.20″&36″–24″ 65HP W.King&Co.,Glasgow *WB*=*FPT* | | V |
| 264 68 MBGT | — *Schmidt*85– (*ex*Aziz,*ex*Eugenie,*ex*PrincessDagmar) **IronSc** *ss*No.1–67 1*Dk* | 380 — 297 | ✠ 3,67 | Lon A&CP | | 1863 6mo | Henderson Coulborn&Co Renfrew | RigaerDampfsch. Ges. | 196·0 24·5 12·0 P92′ | Riga Russian *4BH* | C.2Cy.24″&36″–24″ 80HP Felser&Co.,Riga | | V |
| Wrecked 12.94 KVQS | **Righi** *R.Atkin* –94 (*ex*RioPlata,*ex*Isabella) **IronScSr** | 1397 839 903 | | | | 1869 | Wigham Richardson &Co. Newcastle | Bryson&Jameson &Co. | 235·3 36·2 24·5 H39*t* | Hull British | Q.4Cy.17″,25″,35″&50″–27″ NE&B92 80HP Earle'sS.B.&E.Co.(Lim.), Hull | | |
| 266 86996 WNCK | **Rimpha** *E.Collingwood* –93 *ss*Sld.No.2–91 1*Dk*/*Spardk*3*trB* **IronScSr** | 2294 2268 1490 | ✠100A1 *Spar dk* 3,94 ✠LMC7,93 ✠NE&B7,93 | Nwc A&CP | *s* | 1882 9mo | Sld.SBCo. (Lim.) Sunderland | R.Gordon&Co. | 277·5 38·7 19·0 26·5 drp93 BK9½′ *WB*=*DBa*84′*f*56′319*t* *FPT* 73*tAPT*21*t* | London British *6BH*Cem | T.3Cy.21″,35″&57″–39″ (*s*) 170lb *90lb* NDB93 200HP 2SB.*6pf*,GS91,HS3378 T.Richardson&Sons,Hpl. | 20 ″ 7 s 5 ″ 10 | D |
| 267 89652 JSHC | **Rimutaka** *H.E.Greenstreet* –92 ~~*ss*Lon.No.1–88~~ 2*Dks*(1*Stl*)&*Spardk*(*Stl*-ws) *ss*Lon.No.2–93 | 4515 2948 2860 | ✠100A1 *Spar dk* ~~1,94~~ 2,92 4,95 ~~BS11,93~~ ✠LMC8,92 | Lon LA&CP | *z* | 1884 10mo | J.Elder& Co. Glasgow | NewZealandShip-pingCo.(Lim.) | 430·0 46·0 24·0 P36′B120′F60′ 32·2 BK11′ *WB*=*DBa*44′*f*88′220*t* | London British *7BH*Cem *FPT*42*t* | C.2Cy.46″&88″–57″ (*a*) ~~95lb~~ 110lb *95lb* 600HP 3DB,*18cf*,GS390 J.Elder&Co.,Glasgow | 25 ″ 4 BS 1,94 s 9 ″ 4½ | BT till ~~3,94~~ 11,94 |
| 268 68243 LHSC | **Rinaldo** *W.Newman* *Well deck* **IronScBg** | 1663 1295 1287 | | | … | 1872 7mo | Earle'sCo. Hull | T.Wilson,Sons& Co.(Lim.) | 279·0 32·1 18·7 P173′ F35′ FK | Hull British | C.2Cy.32″&60″–33″ NB82 140HP Earle's Co.,Hull | | BT till 11,94 |
| 269 | **Ring** *L.J.Larsson* –93 **CompScSp** 1*Dk* | 204 169 144 | | | | 1890 | P.Larsson Thorskog | Andersson& Lindberg | 99·5 21·1 9·9 P25′ F11′ H6*t* | Gothenbrg Swedish | P.Larsson,Thorskog | | |
| 270 64810 STBD | **Ringarooma** *J.Stott*87–89 **IronScBg** | 1096 1096 623 | | | | 1875 | T.Wingate &Co. Glasgow | Union S.S.Co.of New Zealand (Lim.) | 245·1 30·0 14·2 | Dunedin British | C.2Cy.40″&80″–40″ 300HP T.Wingate&Co.,Glasgow | | |
| 271 95308 LFMT | **Ringmoor** *H.R.Jaggs*80–89 **IronScSr** *ss*Ips.No.1–94 1*Dk*(*Irn*) | 266 236 121 | ✠100A1 5,94 ✠LMC10,93 | Ips A&CP | *a* | 1889 6mo | Schlesingr Davis&Co. Newcastle | IpswichSteam ShippingCo. | 142·0 21·1 9·9 Q27′B5′F17′ BK7′ *W* | Ipswich British *3BH*Cem *B*=*FPT*26*t* | T.3Cy.13½″,21″&35″–27″ (*s*) 160lb 60HP 1SB,*3pf*,GS43 E.Scott&Co.,Newcastle | 10 ″ 7 s 1 ″ 4 w 1 ″ 5 | |
| 272 99750 | **Ringsend** *R.Lewis* –94 *Well deck* **SteelSc3MstSr** 1*Dk*(*Stl*) | 396 286 157 | ✠100A1 ~~5,94~~ ~~4,94~~ ~~1,94~~ A&CP 5,95 ~~5,96~~ ✠LMC10,93 | Liv | *g* | 1893 10mo | J Fullerton &Co. Paisley | WallaceBros. (Lim.) | 142·2 25·2 11·4 Q75′B9′F24′ drp95 BK6′ *WB*=*FP* | Dublin British *3BH*Cem *T*41*tAPT*9*t* | C.2Cy.21″&42″–30″ (*s*) 110lb *70lb* 73HP 1SB,*3pf*,GS45,HS1272 Ross&Duncan,Glasgow | 12 ″ 7 s ″ 9½ | |
| 273 96672 LMCS | **Ringwood** *G.Wright* *Well deck* **SteelScSr** *ss*Lon.No.~~1,94~~3-6,94 1*Dk*(*Stl*) | 905 699 541 | ✠100A1 ~~6,94~~ ~~1,94~~ 2,95 LA&CP Nwc ✠LMC1,94 | Lon | *l* | 1889 12mo | Palmers' Co.(Lim.) Newcastle | C.F.Cory-Wright (J.Fenwick&Son, *Mgrs.*) *WB*=*Ce* | 210·0 32·1 12·2 Q65′B44′F26′ drp94 FK *lBD*174′262*t* *FPT* | London British *4BH*Cem 38*tAPT*11*t* | T.3Cy.18½″,31″&51″–36″ (*r*) 150lb *75lb* 145HP 2SB,*6pf*,GS94,HS2607 Palmers'Co.(Lim.),Nwc. | 14 ″ 6 s 1 ″ 7½ | |
| 274 RJNL | **Rio** *J.Behrmann*83–92 (*ex*BranksomeTower) **SteelScSr** 1*Dk*(*Stl*)&*Spardk* (*Stl*-ws)3*trB* | 3209 2821 2076 | ✠100A1 *Spar dk* ~~5,92~~ 10,94 ✠LMC5,92 | Nwc A&CP Ham | *u* | 1892 5mo | Edwards' S.B.Co.(Lim) Newcastle | Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. | 331·0 40·2 19·1 P46′B76′F35′ 26·7 *WB*=*Cell* | Hamburg German 5*BH*Cem *DB*268′430*t* | T.3Cy.23″,38″&61″–45″ (*s*) 160lb *85lb* 265HP Wallsnd Slp.C.(Lim.)Nwc. | 21 ″ 9 s ~~6~~ ″ 11 | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord en milieu navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 275 RDHQ | **Rio** *C.H.Davidsen* –92 | IronScBg 1 *Dk & Spar dk 3 tr B* | 1688 1648 1265 | ✠ *Spar dk* 11,70 | Nwc | Lv | 1870 9mo | C.Mitchell & Co. Newcastle | M.Jebsen | 277·5 len80 \| 33·2 \| 25·0 | Apenrade German 5 *BH* | C.2Cy.33″&66″–42″ NB80 160H T.Clark&Co.,Newcastle *WB=DBa&uE&B* | |
| 276 104173 | — *J.Barker* | IronScK 1 *Dk* | 117 110 36 | ✠ 100A1 *Stm Trawler* 6,94 *(Class Contemplated)* | Hul LA&CP | | 1894 6mo | Cochrane & Cooper Beverley | G.F.Sleight | 85·7 F17′ 20·0 Qd′ 11·8 BK7½ 38·5 20·1 10·7 | Grimsby British | C.2Cy.17″&32″–21″ 44H 90lb 45H *ISB,2pf,GS27,HS750 CBHCem* C.D.Holmes&Co.,Hull | (s) 11 ″ |
| 277 | **Rio Branco** *W.Boulton* 87–88 | SteelTwinScSr 1 *Dk & Shade dk* | 556 415 378 | ✠ *For River pur poses only* 12,88 | Cly A&CP | | 1888 12mo | Russell& Co. Port Glasgow | The Amazon Steam Navigation Co.(Lim.) | 200·6 F28′ \| 34·3 \| 9·7 FK *WB=APT5t* | Para Brazilian *7BHAsp* | T.6Cy.13″,20″&32″–24″ *75lb* 150H 1DB,*4cf*,GS75 Rankin&Blackmore,Grk. | 10 ″ |
| 278 HMBG | **Rio de Janeiro** *E.Franco* | IronPad | — — 600 | | | | 1875/84 | W.Walker & Co. London | Lloyd Brazileiro | 250·0 \| 31·0 \| 19·0 | R.Janeiro Brazilian | | |
| 279 | **Rio de la Plata** *Julio* | IronPad | 542 — 356 | | | | 1865 | J.&G. Thomson Glasgow | La Platense Flotilla Co.(Lim.) | 193·4 \| 25·0 \| 9·6 | M.Video Uruguayan | 2Cy.46″–54″ 148H J.&G.Thomson,Glasgow | |
| 280 HVFT | **Rio del Oro** *J.E.Börlin* 91–91 | SteelScSr 1 *Dk* | 193 173 167 | | | | 1890 | G.F Cawallin Sjöberg | G.F.Cawallin | 118·2 H21*t* \| 26·9 \| 7·0 | Timrå Swedish | | |
| 281 | **Rio Formoso** *J.J.Estive* –91 | SteelTwinScSr 1 *Dk (Irn)* | 611 551 415 | ✠ A1 *with freeboard* 2,91 *Coasting Rio Grande* | Nwc LA&CP ✠LMC2,91 | *j* | 1891 2mo | Wigham Richardson & Co. Newcastle | Companhia de Navegaçao de Pernambuco | 210·7 B70′F26′ \| 31·2 \| 11·2 FK *WB=DBa55′63t* | Prnmbuco Brazilian *4BHCem* | T.6Cy.11½″,19″&32″–24″ 150lb *80lb* 120H 1SB,*3cf*,GS60 Wghm Rchrdsn&Co.,Nwc | (s) 11 ″ 2 ″ |
| 282 63263 JNGW | — *G.J.Fox* –93 | IronScSr 1 *Dk* | 163 133 ~~80 100~~ | | | … | 1870 | Bowdler, Chaffer&Co Liverpool | Pockett's Bristol Channel Stm. Pkt.Co.(Lim.) (T.Probert, *Mgr.*) | 120·2 P32*t* \| 20·1 F6*t* \| 8·3 | Bristol British | C.2Cy.16″&32″–18″ NB83 40H J.Taylor&Co.,Birkenhead | 8 ″ |
| 283 110303 JSDV | **Rio Grande** *Barstow* –93 | IronScSr 2 *Dks* | 2556 — 2048 | | | | 1876 | J.Roach& Son Chester,Pa. | C.H.Mallory&Co. | 289·5 \| 39·2 \| 21·6 | New York Utd.States | C.2Cy.34″&60″–54″ 400H J.Roach&Son,Chester,Pa. | |
| 284 HMBQ | — *Alvim* | IronPad | — — 600 | | | | 1875/84 | W.Walker & Co. London | Lloyd Brazileiro | 250·0 \| 31·0 \| 19·0 | R.Janeiro Brazilian | | |
| 285 HMBR | — | | — — 125 | | | | | ..... | Machado&Povoas | ..... ..... ..... | Rio Grande Brazilian | | |
| 286 | **Rio Gualeguay** *M.Cabo de Vila* | IronSc | 209 — 138 | | | | 1873 | ..... Havre | M.Cabo de Vila (Ross&Tobal, *Mgrs.*) | 135·3 \| 21·9 \| 7·1 | Bns.Ayres Argentine | 42H | |
| 287 | **Rio Ituxy** *T.Pope* –94 *Well deck* | SteelScK 1 *Dk (pt Stl)* | 196 147 115 | ✠ 100A1 2,94 *For Service on* | Mdb A&CP ✠LMC7,98 *the River* | *b* | 1893 3mo *Amazon* | J.Mulder Vierverlaten | A.F.Berneaud | 110·8 Q33′B15′F17′ \| 20·1 \| 8·5 BK6½ *WB=FPT16t* | Para Brazilian *3BHCem* | C.2Cy.13″&26″–15″ 110lb 35H 1SB,*2pf*,GS20,HS490 N.E.Mar.E.Co.(Lim.),Sld. | (s) 9 ″ |
| 288 212 | **Rio Janeiro** *V.Avonzo* 91–91 (*ex* Adelaide Lavarello) *Elec.light* | SteelScSr 1 *Dk (Stl–ws) & Awng dk (pt Irn–ws)* 3 tr B Floors Irn | 1916 1713 1244 | | | … | 1889 1mo | Wigham Richardson & Co. Newcastle | La Veloce Nav. Italiana | 300·0 P48′ \| 35·3 F24′ \| 17·4 25·7 | Genoa Italian | T.3Cy.27½″,43½″&71″–48″ 380H Wigham Richardson&Co., Newcastle | 18 ″ |
| 289 KTPC | **Rio Negro** *Bréant* 81–92 | IronScBn 2 *Dks & Spar dk* | 3368 3062 1970 | | | | 1883 | Soc des Atls et Chntiers de la Loire St.Nazaire | Chargeurs Réunis | 347·8 Q60′ B88′ F50′ \| 40·3 \| 21·8 31·0 | Havre French | C.2Cy.41″&71″–47″ 387H S.des A.et C.de la Loire,Nts | |
| 290 98069 | **Rio Paraguay** *P.Calvini* –91 | SteelTwinScSr 1 *Dk (Irn)* | 433 401 259 | ✠ A1 *For River pur poses only* 3,90 ✠LMC3,90 | Cly LA&CP | | 1890 3mo | Murdoch & Murray Pt.Glasgow | ~~Souza, Alves & Co.~~ Cia de Nav.S João de Barra e Campos | 160·2 B26′F17′ \| 33·1 \| 9·6 FK *WB=APT35t* | Rio Janeiro Brazilian *4BHCem* | T.4Cy.(2)9″,18″&32″–22″ 150lb *60lb* 60H 1SB,*2cf*,GS38,HS1030 Rankin&Blackmore,Grk | (s) 9 ″ |
| *Now named "Pinto," See No 5 in Supplement.* | | | | | | | | | | | | | |
| 291 | **Rio Parana** *Vincent* | IronPad | 984 — 560 | | | | 1864 | Laird Bros. Liverpool | La Platense Flotilla Co.(Lim.) | 226·0 \| 27·9 \| 10·0 | Bns.Ayres Argentine | C.2Cy.36″&60″–66″ 175H *Cmp.79* | |
| 292 | **Rio Pardo** *E.de P.Seixas* *Elec.light* | SteelPad 1 *Dk & Awng dk* | 1509 1404 1029 | ✠ *Awng dk with load line* 5,83 *Coasting Rio Janeiro and Monte Video* | Grk A&CP | | 1883 3mo | Caird & Co. Greenock | Lloyd Brazileiro | 270·9 \| 34·0 \| 11·7 19·1 FK *5BHCem* | R.Janeiro Brazilian | C.O.2Cy.45″&80″–60″ 300H Caird&Co.,Greenock | |
| 293 | **Rio Purus** *H.Holgate* 93–93 *Elec.light* | SteelTwinScSp 1 *Dk & Promenade dk* | 429 325 291 | ✠ A1 6,93 *For River pur poses only* ✠LMC6,93 | P.Gl A&CP | | 1893 6mo | Murdoch & Murray Pt.Glasgow | A.F.Berneand | 170·1 F16′ \| 30·0 \| 8·4 FK *WB=FPT33t* | Para Brazilian *6BHCem* | T.6Cy.9″,14″&22″–18″ 160lb *80lb* 80H 1SB,*2rf*,GS43,HS1229 D.Rowan&Son,Glasgow | (s) 9 ″ |
| 294 | **Rio Real** *J.P.Gaspar* | Wood | — — 186 | | | | 1884 | ..... Rio de Janeiro | Associação Sergipense | ..... ..... ..... | Aracati Brazilian | | |
| 295 HMCT | **Rio San Joao** *da Silva* | Wood (*ex* San Lourenço) YM1,88 | — — 144 | | | | 18 68/82 | ..... Monte Video | C.A.de M.Jordao | ..... ..... ..... | R.Janeiro Brazilian | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. Years Assigned now xpired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of B. of T. Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 296 HPCN | **Rio Tejo** **IronSc3MstSr** *A.Simões* *ss*Ant.No.3–3,83 *ss*Lon.No.2–92 (*ex*Basingstoke) 1*Dk2trB* | 740 579 560 | ✠ A1 6,94 4,00 ✠NB4,92 | Hav Ant LMC4,92 | 1865 9mo | Benbridge Newcastle | ~~CompanhiaThétis~~ H.Burnay&Co. | 201·5 Q129′F26′ | 27·1 BK7″ *WB*= | 15·8 *4BH DB76′* | Lisbon Portuguese | C.2Cy.24″&42″–30″ 85lb NE72 80HP 2SB,*4pf*,GS60 J.Stewart,London | | | D |
| 297 90264 KRPG | **Rio Tinto** **SteelScSr** *J.Frostick*70–88 *ss*Shl.No.1–92 1*Dk*(*Irn*)2*trB Inner bottom plating Irn* | 2165 1830 1360 | ✠100A1 *Spar dk* ~~5,94 2,04 7,94~~ BS5,94 4,95 ✠LMC9,92 | Shl A&CP *r* | 1888 5mo | Short Bros. Sunderland | J.Tully | 281·0 P28′B65′F35′ | 39·5 FK *WB*= | 19·8 *4BH Cem 236′432t* | Sundrland British | T.3Cy.21″,35″&58″–42″ (*s*) 150lb *150lb* 180HP 2SB,*6rf*,GS84 J.Dickinson,Sunderland | 22 ″ 3 s 3 ″ 4½ | | D |
| 298 | **Rio Uruguay** **IronPad** *Risso* | 384 — 217 | | | 1868 | Caird & Co. Greenock | LaPlatenseFlotillaCo.(Lim.) | 180·6 | 24·4 | 9·3 | Bns.Ayres Argentine | C.2Cy.31″&55″–54″ 133HP *Cmp.79* | | | |
| 299 HMDB | **Rio Vermelho** **IronPadSr** | 281 — 219 | | | 1868 | ..... Sunderland | Cia.deNav.àVap. deBahia | 150·0 | 22·0 | 8·0 | Bahia Brazilian | | | | |
| 300 | **Rio Victoria** **SteelScSr** *F.Solari* (*ex*Operaio) 1*Dk* | 251 202 149 | | | 1889 | A.Roncallo Sampierdrna | M.Marquez | 119·7 H18*t* | 22·8 F16′ | 10·0 | Bns.Ayres Argentine | C.2Cy.18½″&33½″–20″ 119HP A Roncallo, Sampierdarena | | | |
| 301 41 HBQN | **Rioha Maru** **Wood—Sr** *ShiragataKantaro* | 131 112 81 | | | 1878 | Sudzuki Yoshizo Hiogo | AsazatoYeizo | 92·3 | 13·7 | 11·7 | Otaru Japanese | 2Cy. 20HP | | | |
| 302 HRDQ | **Rioja** **IronSc3MstSr** *C.Goitia*86–89 (*ex*JuanCunningham) 2*Dks* | 795 — 611 | | | 1872 | Bowdler, Chaffer&Co. Liverpool | "LaBetica"Empresa deNaveg. à vapor | 190·0 P60′ | 28·2 B10′ | 16·9 F27′ | Seville Spanish | C.2Cy.23″&46″–24″ NB92 80HP J.Taylor&Co.,Birkenhead | | | |
| 303 98150 LHBF | **Rion** **SteelScSr** *W.J.Swartman* –93 *ss*Nwc.No.1–93 1*Dk*(*Irn*)&*Spar dk*(*Irn*)&*Web frames Elec.light* | 2186 2153 1419 | ✠100A1 *Spar dk* 2,95 2,94 *Carrying Petroleum in bulk* ✠LMC8,93 | Cff LA&CP | 1889 8mo | Palmers' Co.(Lim.) Newcastle | RionS.S.Co.(Lim.) (Stephens & Mawson) | 279·0 F24′ drp94 | 37·7 25·2 FK *WB*=*FPT* | 19·1 10*BHpt Cem 48tAPT53t* | Newcastle British | T.3Cy.22″,35″&58″–39″ (*s*) 150lb 200HP 2SB,*6pf*,GS110 Palmers'Co.(Lim.),Nwc. | 20 ″ 4 s 5 ″ 4 | | |
| 304 J8BT | **Ripa** **IronScSr** *M.A.Bryting*88–89 *ss*Bbo.No.3–10,89 *ss*Bbo.No.1–93 (*ex*Vicenta,*ex*VascoAndaluz) 1*Dk2trB* | 429 293 249 | ✠ A1 5,94 B&MS7,93 | Bbo | 1861 8mo | Tod& M'Gregor Glasgow | E.Lund H.Lund y Clausen | 168·8 P48′B45′F28′ | 25·1 | 11·5 | Bergen Norwegian | C.2Cy.20¾″&39½″–20″ 60lb NB89 NDB86 60HP 1SB | | | |
| 305 88453 JUMK | **Ripon City** **IronScSr** ~~*W.A.Outhwaite* –93~~ *ss*Lon.No.2–92 ~~*J.T.Wilson* –94~~ 2*Dks*(1*Irn*)3*trB* *J.T.Wilson*90–94 | 2141 1978 1384 | ✠100A1 ~~12,94 9,92~~ 9,95 BS~~8,93~~ 10,94 ✠LMC2,92 | Lon A&CP ~~Dff~~ Ham | *s* 1883 11mo | W.Gray& Co. W Hartlepool | Furness,Withy& Co.(Lim.) | 285·5 P26′B62′F31′ | 36·0 BK9½″ *WB*=*DBa*90′ | 24·4 5*BH Cem f*108′359*t* | W.Hartlpl British | C.2Cy.36½″&68″–42″ (*b*) 80lb *65lb* 250HP 2SB,*6pf*,GS92 Blair&Co.(Lim.),Stockton | 25 ″ 3 s 4 ″ 4½ | | |
| 306 | **Risano** **IronScSr** *Girometta* –91 1*Dk* | 188 — 87 | | | 1887 | Georg Howaldt Kiel | Soc.diNav.àVap. Istria-Trieste | 135·8 Q82′ | 18·5 F18′ | 9·7 | Trieste Aust.-Hung. | T.3Cy.14¼″,23½″&36½″–19¾″ 80HP GebrüderHowaldt.,Kiel | | | |
| 307 98163 HWFJ | **Risca** **IronSc3MstSr** *T.Stephenson*93–93 (*ex*WilliamHaymen) | 686 647 424 | ✠ 3,70 | Hpl A&CP | 1866 6mo | M.Pearse& Co. Stockton | Jervelund& Clephan | 200·0 drp67&70 | 28·1 | 15·8 | Middlsbro' British | C.4Cy.16½″&38″–26″ NB83 90HP Fossick,Blair&C.(Lim)Stk *WB*=*DB* | | | |
| 308 73138 QNMG | **Rishanglys** **IronScSr** *E.Smith*90–93 *ss*Npt.No.3–8,89 *Well deck* *ss*Shl.No.1–94 1*Dk*(*Irn*)2*trB* | 1132 903 716 | ✠90A1 ~~1m.Cgt~~ 4,95 BS4,95 | Shl A&CP LMC3,94 Lim | *o* 1877 3mo | J Readhead &Co. S.Shields | R.Harrowing | 242·0 Q90′B50′F30′ | 31·0 BK8½″ *WB*= | 17·4 *4BH Cem DB172′* | Whitby British | C.2Cy.26½″&51″–33″ (*i*) 70lb *80lb* NDB94 110HP 1B,GS49 J.Readhead&Co.,S.Shields | 18 ″ 4 s 1 ″ 9 | | |
| 309 JFPH | **Rita** **IronScSr** *P.Ceniga* *ss*Lon.No.2–90 (*ex*Yeoman) 1*Dk*(*Irn*)&*Spardk3trB* | 2194 2136 1405 | ✠ *Spar dk* ~~Spar.~~ ✠LMC8,90 ✠NE&B4,87 BS10,93 | ... | 1882 3mo | Campbell, Macintosh& Bowstead Newcastle | Linea deVapores Serra | 285·2 Q90′B50′F30′ | 36·7 BK9½″ *WB*=*Cell* | 26·0 5*BH Cem DB234′ 320t* | Bilbao Spanish | T.3Cy.25″,38½″&63″–44″ (*s*) 150lb NDB87 300HP 2SB,*8pf*,GS128 WighamRchrdsn&Co.Nwc | 20 ″ 9 s 6 ″ 11 | | |
| 310 NFMT | — **SteelScSr** *C.E.Troensegaard* –92 *Elec.light* | 554 413 334 | | | 1892 | Helsingörs Jernskibs ogMaskinbyggeri Elsinore | Dampsk.Selsk. "Östersöen" (Hecksher&Sön) | 170·6 Q82′ | 28·3 B18′ | 11·7 F22′ | Copnhagn Danish | C.2Cy.18½″&34″–20″ 50HP HelsingörsJernskibs og Maskinbyggeri,Elsinore | | | V |
| 311 ~~98159~~ | — **SteelTwinScSp** *G.J.Johnson* –92 1*Dk* | 142 — 129 | ✠ A— *For Towing purposes* 9,92 ✠LMC9,92 | Shl *s* | 1892 9mo | J.P.Rennoldson&Son S.Shields | Mason&Barry (Lim.) | 95·0 | 20·7 BK5″ *WB*=*FPT* | 8·9 *4BH Cem 11tAPT11t* | ~~London~~ Villaical Portuguese | C.4Cy.13″&26″–20″ 100lb 60HP 1SB,*2pf*,GS31,HS924 J.P.Rennoldson&Sn.,S.Shl | (*r*) 9 ″ 0 | | |
| 312 | **Rivadavia** **SteelPad** *G.L.Vucassovich* | 1106 — 760 | | | 1884 | D.Rowan Glasgow | Dgo.Giuliani | 238·2 | 30·0 | 11·0 | Bns.Ayres Argentine | 220HP D.Rowan,Glasgow | | | |
| 313 LQPR | **Rival** **SteelScSr** *W.Mathiesen*86–91 1*Dk* | 612 446 430 | | | 1887 | Rostock S.&E.Co. Rostock | Paulsen&Ivers | 172·0 Q&B104′ | 26·2 F18′ | 12·9 | Kiel German *WB* | T.3Cy.11⅛″,17¾″&30¾″–19¾″ 290HP RostockS.&E.Co.,Rostock | | | V |
| 314 JFPM | **Rivas** **SteelScSr** *P.Guesala*80–92 *ss*Bbo.No.3–7,87 *ss*Nwc.No.1–91 1*Dk*(*Stl*)&*Spar dk*(*pt Stl*)3*trB* | 2701 2585 1782 | ✠100A1 *Spar dk* 9,94 ~~7,93~~ BS10,92 ✠LMC10,91 | Shl LA&CP | 1884 9mo | A.Stephen &Sons Glasgow | LaSociedad Anonima delVapRivas (J.Martinez de lasRivas) | 300·3 B72′ drp93 BS7,94 | 42·1 BK10″ *WB*=*CellDB* | 25·3 5*BH Cem 232′555t* | Bilbao Spanish | C.2Cy.38″&68″–48″ (*s*) 85lb *55lb* 270HP 1DB,*12f*,GS130 A.Stephen&Sons,Glasgow | 20 ″ 8 s 6 ″ 8½ | | D |
| 315 KSPF | **Rive de Gier** **IronScSr** *Dumonté*80–90 *ss*LaR.No.1–86 *Well deck* 1*Dk*(*Irn*)2*trB* | 1221 1023 442 | ✠ 12,87 | Npt LA&CP | *o* 1882 8mo | Palmers' Co.(Lim.) Newcastle | A.D'Orbigny& Faustin fils | 238·8 P27′ Q93′ F28′ | 33·0 B16′ FK *WB* | 16·0 *4BH Cem* = *DBa73′f*78′276*tAPT17t* | LaRochlle French | C.2Cy.30″&57″–36″ NB92 140HP Palmers'Co.(Lim.),Nwc. | | | V |
| 316 ~~98161~~ | **River Avon** **IronScSr** ~~*L.McLean*87–93~~ *ss*Lth.No.3–2,94 1*Dk*(*Irn*)2*trB* | 1068 900 668 | ✠100A1 2,95 2,94 BS2,95 ✠LMC1,94 Lty | Lth LA&CP | *o* 1882 12mo | H.M'Intyre&Co. Paisley | ~~S.S.River Avon (Lim.)~~ (J.Little&Co.) | 235·4 Q117′F29′ drp94 | 32·8 drp95 FK *WB*=*DBa* | 16·3 *5BH Cem 59′f46′250t* Norwegian | Glasgow British | C.2Cy.26″&52″–42″ (*a*) 80lb *45lb* 98HP 2SB,*4pf*,GS85 Muir&Houston,Glasgow | 17 ″ 6 | | |

*Now named "Ganger Rolf," See No. 32 in Supplement*

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pr |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 317<br>85930<br>WJVT | **River Derwent**<br>*W.R.Facer* –93<br>(*ex*KatherineClark) | **IronScSr**<br>~~*ssLon.No.2–90*~~<br>1*Dk*(*Irn*)2*trB*<br>*ss*Lon.No.3–4,95 | 784<br>650<br>484 | ✠100A1<br>4,95 ~~11,03~~<br>~~BS12,93~~ ✠LMC~~8,90~~ 3,95 | Lon<br>LA&CP | *l* | 1882<br>4mo | R.Duncan<br>&Co.<br>Pt.Glasgow | Little&Johnston | 207·8\|28·9\|13·9<br>Q114'F27'<br>~~lrp92~~ drp95 BK7"<br>*WB*=*DBa*59'131*tFPT* | | | Glasgow<br>British<br>4*BHCem*<br>12*tAPT*16*t* | C.2Cy.24"&48"–36" (*j*)<br>80lb *50lb* 96HP<br>1SB,*3pf*,GS54<br>Kincaid&Co.,Greenock | 14 × 9 |
| 318<br>87669<br>HRLM | **River Ettrick**<br>~~*W.Davies –94*~~<br>*J.McDonald* | **IronScSr**<br>*ss*Brw.No.3–3,92<br>1*Dk*(*Irn*)2*trB* | 1412<br>1200<br>872 | ✠100A1<br>~~3,94~~ ~~4,94~~ 10,94<br>~~BS1,94~~ ✠LMC3,92<br>~~9,94~~ Cff. | P.Gl<br>LA&CP | *p* | 1883<br>3mo | Workman,<br>Clark&Co.<br>Belfast | J.Little&Co. | 250·0\|35·2\|18·0<br>P34'Q112'F33'<br>lrp94 BK9"<br>*WB*=*DBa*59'130*tFPT* | | | Glasgow<br>British<br>5*BHCem*<br>*DBa*70'160*t* | C.2Cy.24½"&47"–48"<br>~~80lb *60lb*~~ 90lb *45lb* 152HP<br>2SB,*4cf*,GS100<br>J.Rowan&Sons(Lim.),Bel. | |
| 319<br>89993<br>JSCG | **River Indus**<br>*Scott* | **IronTwinScBkn**<br>*ss*Gls.No.1–89<br>2*Dks*(*Irn*)3*trB* | 3452<br>3179<br>2255 | ✠100A1<br>5,92<br>✠LMC10,93 | Bom<br>LA&CP | *w* | 1884<br>10mo | Workman,<br>Clark&Co.<br>Belfast | S.S.RiverIndus<br>(Lim.)<br>(J.Little&Co.) | 331·8\|43·2\|28·0<br>P10'B74'F39'<br>BK11"<br>*WB*=*DBa*94'~~3~~ *wEs*'*B*58'612*t* | | | Glasgow<br>British<br>6*BHCem*<br>*FPT*100*t* | C.4Cy.26"&52"–42" (*a*)<br>80lb *80lb* 360HP<br>2DB,*8cf*,GS152<br>Muir&Houston,Glasgow | 29 × 6 |
| 320<br>85948<br>HDPF | **River Lagan**<br>~~*M.O'Reilly –91*~~<br>~~*C.S.Harris –94*~~<br>*E.Davies* | **IronScSr**<br>~~*ssGls.No.2–90*~~<br>1*Dk*(*Irn*)2*trB*<br>*ss*Lon.No.3–7,94 | 803<br>669<br>505 | ✠100A1<br>~~7,94~~ ~~9,94~~ 2,95<br>~~BS4,98~~ ✠LMC5,~~98~~ 7,94 | Lon<br>LA&CP | *l* | 1882<br>6mo | R.Duncan<br>&Co.<br>Pt.Glasgow | Little&Johnston | 207·8\|28·9\|14·0<br>Q114'F27'<br>~~lrp94~~ drp95 BK7"<br>*WB*=*BDa*59'131*tFPT* | | | Glasgow<br>British<br>4*BHCem*<br>12*tAPT*16*t* | C.2Cy.24"&48"–36" (*j*)<br>80lb *45lb* 96HP<br>1SB,*3pf*,GS50<br>Hutson&Corbett,Glasgow | 14 × 9 |
| 321<br>96026<br>KWDC | **River Mersey**<br>*J.B.Brown* –94<br>1*Dk*(*Stl*)*&Spardk3trB* | **SteelScSr**<br>*ss*Grk.No.1–92 | 1785<br>1766<br>1125 | ✠100A1<br>*Spar dk*<br>~~3,94~~ ~~4,94~~ 5,95<br>✠LMC8,92<br>~~Cff.~~<br>BS1,95 | Gls<br>LA&CP | *r* | 1888<br>11mo | R.Duncan<br>&Co.<br>Port Glasgow | S.S.RiverMersey<br>(Lim.)<br>(J.Little&Co.) | 259·8\|37·2\|15·5<br>22·4<br>BK9'<br>*WB*=*Cell*<br>*DB*214'386*t* | | | Glasgow<br>British<br>4*BHCem*<br>2SB,*6cf*,GS90<br>Muir&Houston,Glasgow | T.3Cy.18",29½"&47"–39" (*s*)<br>160lb *70lb* 120HP | 17 × 9 |
| 322<br>21455<br>HQJS | **River Queen** | **WoodPad** | 578<br>—<br>426 | | | | 1864 | .....<br>Keyport,N.J. | E.T.Pierce | 181·0\|28·5\| 9·0 | | | N.Bedford,<br>Mass.<br>Utd.States | 400HP | |
| 323<br>JFQD | **Rivera**<br>*N.Asqueta*76–85 | **IronSc3MstSr**<br>2*Dks* | 742<br>632<br>449 | | | | 1871 | Bowdler,<br>Chaffer&Co.<br>Liverpool | Compania<br>Maritima | 184·7\|28·3\|16·8 | | | Barcelona<br>Spanish | C.2Cy.23"&46"–24"<br>80HP<br>J.Taylor&Co.,Birkenhead | 17 × 6<br>s 2·9 |
| 324<br>68974<br>RKBL | **Riversdale**<br>*Peck*<br>2*Dks*(1*Irn*)3*trB*<br>*ss*H.Kg.No 1–94 | **IronScSr**<br>*ss*H.Kg.No.3–11,90 | 2009<br>1840<br>1311 | ✠100A1<br>~~5,94~~ ~~7,95~~ 7,94<br>~~BS7,92~~ LMC~~11,90~~ 7,94<br>~~6,94~~ H.Kg | Yka<br>A&CP | *s* | 1878<br>3mo<br>7,94 | J.Laing<br>Sunderland | A.Laing | 281·5\|36·0\|24·4<br>B52'F32'<br>~~lrp91~~ lrp94 BK9½"<br>*WB*=<br>*DBa*78'*f*60' | | | Sundrland<br>British<br>6*BHCem*<br>2B,GS84<br>J.Dickinson,Sunderland | C.2Cy.33"&62"–39" (*i*)<br>75lb ~~*55lb*~~ 180HP<br>s 4·4 | 25 × 8 |
| 325<br>1271<br>HJLD | **Riyo Maru**<br>*BuyoSakichi*<br>(*ex*NaniwaMaru,*ex*Vulcan) | **IronPadSr** | 439<br>419<br>272 | | | | 1863 | .....<br>England | NaniwamuraMori<br>Sensaka | 132·9\|21·9\|16·2 | | | Osaka<br>Japanese | 2Cy.<br>52HP | |
| 326<br>JPLF | **Rjukan**<br>*L.Handeland*81–93 | **WoodScSr**<br>1*Dk2trB* | 253<br>195<br>145 | | | | 1873 | P.Kaaven<br>Bergen | WilliamTroye | 126·6\|21·4\|10·6<br>Q17*t* B31*t* F6*t* | | | Bergen<br>Norwegian | C.2Cy.15"&30"–18"<br>30HP<br>Laxevaags Værkst.,Bergen | |
| 327<br>110515<br>JVTN | **Roanoke**<br>*J.G.Hulphers*79–87 | **IronScSr**<br>3*Dks* | 2354<br>—<br>1655 | | | | 1882 | J.Roach&<br>Son<br>Chester,Pa. | OldDominionS.S.<br>Co. | 265·0\|40·0\|26·9 | | | NewYork<br>Utd.States | C.2Cy.38"&74"–54"<br>J.Roach&Sons,Chester,Pa. | |
| Lost by Fire 8.94<br>328<br>21986 | | **IronSc** | 424<br>—<br>264 | | | | 1871 | .....<br>Wilmgtn,Del | J.H.Pauley | 164·6\|27·0\| 9·3 | | | Milwakee<br>Wis.<br>Utd.States | | |
| 329<br>98441 | **Roath**<br>*G.Spray*93–94<br>*Web frames*&*pt Awng dk*(*Irn*) | **SteelScSr**<br>1*Dk*(*pt Stl pt Irn*)*&* | 2707<br>2041<br>1736 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>5,94<br>~~(Class Contem. plated)~~<br>✠LMC5,94 | Nwc<br>LA&CP | *t* | 1894<br>5mo | Palmers'<br>Co.(Lim.)<br>Newcastle | RoathS.S.Co.<br>(Lim.)<br>(J.Cory&Sons) | 303·0\|43·0\|19·7<br>~~P27~~ Q94'B~~89~~'P26'<br>*Pt Awng.dk*183'FK<br>*WB*=*Cell DBa*96'*f*120'488*tAPT*63*t* | | | Cardiff<br>British<br>6*BHCem*<br>2SB,*6cf*,GS90,HS3570<br>Palmers'Co.(Lim.),Nwc. | T.3Cy.23½",36½"&61"–42" (*q*)<br>160lb *80lb* 240HP | 21 × 0<br>s 8·11 |
| 330<br>60331 | **Rob Roy**<br>*G.W.Leslie* –94 | **IronScSr**<br>2*Dks* | 393<br>386<br>231 | | | | 1867 | T. Wingate<br>&Co.<br>Glasgow | AdelaideS.S.Co.<br>(Lim.) | 168·2\|21·5\|15·1 | | | Adelaide<br>British<br>*WB* | C.2Cy.18"&36"–27"<br>54HP<br>D&W.Henderson,Glasgow | |
| 331<br>95810<br>LJQH | —<br>*J.Rickells* –89 | **IronScK**<br>*ss*Hul.No.1–94<br>1*Dk* | 149<br>149<br>71 | ✠100A1<br>*Stm Trawler*<br>4,94<br>✠LMC4,~~94~~ | Hul<br>LA&CP | | 1889<br>10mo | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | Pickering&Haldane'sSteam<br>TrawlingCo.(Lim) | 105·7\|20·3\|10·9<br>BK7½" | | | Hull<br>British<br>3*BHCem* | C.2Cy.17"&33"–22" (*r*)<br>90lb 45HP<br>1SB,*2f*,GS29<br>C.D.Holmes&Co.,Hull | 11 × 11 |
| 332<br>97937 | **Rob the Ranter**<br>*D.Birrell*92–92<br>GIB | **WoodSc**<br>1*Dk* | 90<br>83<br>19 | ✠ 9A—<br>*For Fishing purposes*<br>5,92<br>✠LMC5,92 | Lth | | 1892<br>4mo | W.Jarvis<br>Anstruther | AnstrutherSteam<br>LineFishingCo.<br>(Lim.) | 89·0\|18·9\| 9·0 | | | Kirkcaldy<br>British | C.2Cy.14"&28"–20" (*s*)<br>100lb 34HP<br>1SB,*2pf*,GS33,HS604<br>J.Cran&Co.,Leith | |
| 333<br>JSNR | **Robert**<br>*Shjelbred* | **CompScSr**<br>1*Dk* | 101<br>74<br>67 | | | | 1877 | .....<br>Drontheim | H.Iversen | 110·5\|17·0\| 7·1<br>B11*t* Q10*t* H6*t*<br>len.1890 | | | Drontheim<br>Norwegian | C.2Cy 12"&21"–15"<br>20H<br>TrondhjemMk.V.,Drnthm | |
| 334<br>79220<br>SQWV | **Robert Brown**<br>*T.Bedlington* –94<br>*Well deck* | **IronScSr**<br>*ss*Shl.No.3–3,92<br>1*Dk*2*trB* | 1295<br>1049<br>818 | ✠100A1<br>~~6,94~~ ~~4,94~~ 3,95<br>~~BS10,93~~ LMC3,92<br>12,94 ~~Cff.~~ | Shl<br>A&CP | *o* | 1879<br>6mo | J Readhead<br>&Co.<br>S.Shields | W.D.C.Balls&Son | 235·7\|33·1\|19·1<br>Q123'B19'F22'<br>BK8½"<br>*WB*= | | | N.Shields<br>British<br>4*BHCem*<br>*DBa*67'*f*65' | C.2Cy.24"&52"–36"<br>70lb *70lb* NDB93 125HP<br>2B,GS62<br>J.Readhead&Co.,S.Shields | 20 × 3<br>s 2·2 |
| 335<br>25063<br>PDKT | **Robert Burns**<br>*W.Wales* –93 | **IronSc3MstSr**<br>*ss*Bel.No.1–76<br>1*Dk* | 125<br>111<br>49 | *For River purposes only*<br>9,81 | Bel | | 1857 | T.B.Seath<br>&Co.<br>Glasgow | F.O'Hagan | 106·0\|18·5\| 8·2<br>ND72 | | | Newry<br>British<br>4*BHCem* | 2Cy.14"–20"<br>NB69 35HP<br>A.&J.Inglis,Glasgow | |
| 336<br>82891<br>VWBQ | **Robert Dickinson**<br>*R.H.Prout* –93<br>*Elec. light* | **IronSc3MstSr**<br>*ss*Mdb.No.3–9,92<br>2*Dks*(*Irn*)3*trB* | 2100<br>1688<br>1331 | ✠100A1<br>11,94 ~~11,93~~<br>*Carrying Petroleum in bulk*<br>BS11,93 ✠LMC9,92 | Lon<br>LA&CI | *r* | 1881<br>4mo | A.Leslie&<br>Co.<br>Newcastle | PetroleumTransport&Storage<br>Co.(Lim.),<br>(A.Suart,*Mgr.*) | 278·7\|35·4\|22·5<br>P176'F36' drp93<br>*WB*=*DBa* BK9½"<br>12'*f*16'65*tFPT* | | | London<br>British<br>5*BHCem*<br>52*tAPT*41*t* | C.2Cy.36"&68"–42" (*e*)<br>75lb *90lb* NDB92 250HP<br>2SB,*6pf*,GS96<br>J.Dickinson,Sunderland | 23 × 6<br>s 2 · 6 |
| 337<br>97523<br>LQBD | **Robert Eggleton**<br>*F.Kieffer* –91<br>1*Dk*(*Irn*)2*trB&Webframes* | **SteelScSr**<br>*ss*Shl.No.1–94 | 2308<br>1925<br>1447 | ✠100A1<br>~~8,93~~ 6,94<br>✠LMC~~3,90~~ 6,94 | Lon<br>A&CP | *s* | 1890<br>3mo | ShortBros.<br>Sunderland | J.Westoll | 290·2\|39·1\|21·7<br>P32'B78'F34'<br>BK10'<br>*WB*=*CellDB*210'398*tAPT*51*t* | | | Sundrland<br>British<br>4*BHCem*<br>1DB,*6cf*,GS90,HS2984<br>T.Richardson&Sons,Hpl. | T.3Cy.21",35"&58"–36" (*s*)<br>150lb *80lb* 200HP | 24 × 3<br>s 3 · 7 |
| 338<br>110536 | **Robert H. Cook** | **IronSc** | 158<br>—<br>79 | | | | 1882 | .....<br>Buffalo,N.Y. | R.H.Cook | 102·0\|21·0\| 9·6 | | | Platsburg,<br>N.Y.<br>Utd.States | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. / Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 339 / 89782 / KLCW | **Robt. Harrowing** *A.S.Hughson* 78–87 *ss* Sld. No. 1–91 2 *Dks* (1 *Stl* & 1 *pt Stl*) 3 *tr B* | Steel Sc Sr | 2155 / 1987 / 1395 | ✠ 100 A1 1,94 A&CP BS7,93 ✠ LMC 10,91 | Nwc | *s* | 1887 / 1mo | J. L. Thompson & Sons Sunderland | R. Harrowing WB = D | 282·0 \| 36·6 \| 24·3 P33′ B70′ F31′ BK 9½″ *Ba* 84′ *f* 60′ 292 *t* *FPT* | Whitby British 145lb *75lb* 240 HP 6 *BH Asp* 50 *t* *APT* 18 *t* | S.Shields British 3 *BH* 1 PBH WB = *DBa* & *f* | C.2Cy. 25½″ & 47½″ – 33″ NB77 95 HP 2DB, *8f*, GS120 T. Richardson & Sons, Hpl. | 25 ″ 9 s 4 ″ 3½ | |
| 340 / 63006 / KHNM | **Robert Ingham** *T.A.White* –94 6th Survey, Shl. 4,92 *Well deck* 1 *Dk* 2 *tr B* | Iron Sc 3 Mst Sr | 1028 / 846 / 660 | ✠ A1, 1 1,95 ~~2,04~~ | Nwc Shl | Lv | 1871 / 4mo | Readhead Softley & Co. S.Shields | Cay, Hall & Co. | 224·5 \| 30·2 \| 17·2 Q83 *t* H75 *t* F24 *t* WB = *DBa* & *f* | S.Shields British 3 *BH* 1 PBH J. Readhead & Co., S.Shields | C.2Cy. 25½″ & 47½″ – 33″ NB77 95 HP | | |
| 341 / 796 / JCBS | **Robert Thorburn** *O.A.Olsson* 1 *Dk* | Iron Sc Sr | 179 / 96 / 128 | | | | 1883 | Bergsund's Mk. Vrks. Stockholm | Ångb. Aktieb. "Bohuslänska Kusten" (C.O.S. Posse) | 108·9 \| 18·9 \| 8·7 Q33′ B45′ H10 *t* F31′ | Uddevalla Swedish | C.2Cy. 17½″ & 31½″ – 19½″ 45 HP Bergsnd's Mek. Vrks., Skm. | | |
| 342 / 97549 | **Robert Thorman** *R.T.Humble* 85–91 *Well deck* 1 *Dk* (*Stl*) & *Web frames* | Steel Sc Sr | 938 / 742 / 579 | ✠ 100 A1 ~~6,04~~ ~~1,94~~ 5,95 A&CP Skm ✠ LMC 11,91 | Shl | *m* | 1891 / 11mo | Sundrland S.B.Co. (Lim.) Sunderland | R. Thorman | 210·0 \| 30·0 \| 14·7 Q73′ B42′ F22′ drp93 drp94 FK WB = *CellDB* 129 | Sundrland British 160lb *90lb* 130 HP 4 *BHCem* 163 *t* *APT* 16 *t* | T.3Cy. 19″, 31″ & 51″ – 33″ (*s*) 160lb *90lb* 130 HP 1SB. *4pf*, GS66 N.E.Mar.E.Co. (Lim.), Sld. | 16 ″ 11 s 1 ″ 9 | |
| 343 / 98185 | **Robin** *J.McNeill* –92 1 *Dk* (*pt Irn*) | Steel Sc 3 Mst Sr | 366 / 273 / 176 | ✠ 100 A1 2,94 ✠ LMC 11,90 | Liv | *e* | 1890 / 11mo | R Thomson London | A.F.Blackater | 143·0 \| 22·9 \| 11·0 Q73′ B7′ F30′ drp91 BK 7″ WB = *FPT* | London British 3 *BH Cem* 45 *t* *APT* 3 *t* | T.3Cy. 12″, 18″ & 30″ – 21″ (*s*) 160lb *80lb* 60 HP 1SB. *2pf*, GS30, HS800 Gourlay Bros. & Co., Dun. | 11 ″ 9 s ″ 9½ | D |
| 344 / 89798 / JPSB | **Robinia** *G.W.Lash* –91 *ss* Cff. No. 2–93 2 *Dks* (1 *Irn*) 3 *tr B* | Iron Sc Sr | 2058 / 1825 / 1314 | ✠ 100 A1 1,95 ~~2,03~~ BS ~~1,94~~ 1,95 ✠ LMC 1,93 | Bry | *s* | 1884 / 8mo | Tyne I.S.B. Co. (Lim.) Newcastle | J. Robinson & Sons WB = *CellDB* 236′ 403 *t* *FP* | 287·0 \| 37·0 \| 22·1 P28′ B54′ F21′ FK 7 *BH Cem* 18 *t* *APT* 6 *t* | N.Shields British 90lb *60lb* 180 HP 2SB. *6pf*, GS90 N.E.Marine E.Co., Nwc. | C.2Cy. 33″ & 63″ – 39″ (*s*) 24 ″ 7 s 4 ″ 3 | |
| 345 / | **Robuste** 1 *Dk* | Steel Sc Tug | 245 / — / 96 | | | | 1890 | Forges & Chant. de la Medit. Havre | Cie. Universelle du Canal de Suez | 131·3 \| 23·0 \| 15·6 | Port Said Egyptian | C.2Cy. 28″ & 52″ – 26″ 250 HP Forges & Chant. de la Medit. Havre | | V |
| 346 / 79382 / RSGH | **Rochefort** *A.F.Napier* –94 *ss* Sws. No. 3–1,91 1 *Dk* (*Irn*) 2 *tr B* | Iron Sc Sr | 831 / 759 / 509 | ✠ 100 A1 12,93 ✠ NB 11,92 ✠ LMC 11,92 | Cff | *m* | 1878 / 6mo | Palmers' Co. (Lim.) Newcastle | "Rocheford" S.S. Co. (Lim.) (T. Jack, jr., *Mgr.*) | 220·0 \| 31·2 \| 15·5 Q23′ B49′ F26′ BK 8″ WB = *DBa* 70′ *f* 52′ | Cardiff British 4 *BH Cem* 120lb *85lb* NDB92 107 HP 1SB, *3pf*, HS1656 Palmers' Co. (Lim.), Nwc. | C.2Cy. 22½″ & 52″ – 33″ (*s*) 120lb *85lb* NDB92 107 HP 1SB, *3pf*, HS1656 Palmers' Co. (Lim.), Nwc. | 16 ″ 4 s 2 ″ 2 | |
| 347 / 95548 / LFDS | **Rock Light** *G.A.K.Collier* –92 *ss* Lon. No. 1–92 *Elec.light* 1 *Dk* (*Irn*) & *Spar dk* 3 *tr B* *Beams Stringers & pt Keelson Irn* | Steel Sc 3 Mst Sr | 3225 / 3187 / 2119 | ✠ 100 A1 *Spar dk* 2,94 ✠ LMC 9,92 *Carrying Petroleum* | Lon | *u* | 1889 / 4mo | Oswald, Mordaunt & Co. Southampton | "Rock Light" S.S. Co (Lim.) (G. Croshaw & Lane & Co.) WB = *Bu E* & *B* | 312·0 \| 40·4 \| 21·1 B28′ 29·0 drp & srp94 FK 56′ 101 *t* *FPT* 12 *BH Cem* 243 *t* *APT* 95 *t* | London British 165lb 12 *BH Cem* 243 *t* *APT* 95 *t* | T.3Cy. 22½″, 37″ & 61″ – 39″ (*s*) 165lb 250 HP 3SB. *6rf*, GS126 Oswld, Mordaunt & Co., Sou | 22 ″ 6 s 7 ″ 4 | V |
| 348 / 49783 | — *J.Cameron* –93 | Iron Pad Sp | 181 / 181 / 60 | 6,65 | Shl | Lv | 1865 / 3mo | W. H. Eltringham S.Shields | Rt. Hon. J. Lowther M.P. | 127·0 \| 20·0 \| 11·4 | Preston British | L.2Cy. 32″ – 49″ NB74 86 HP J.P.Almond, N.Shields | | |
| 349 / 98159 | **Rockabill** *R.Care* –92 1 *Dk* (*pt Stl* & *pt Irn*) & *Web frames* & *pt Awng dk* (*Irn*) *ss* Bry. No. 1–94 | Steel Sc Sr | 2485 / 1832 / 1611 | ✠ 100 A1 *pt Awng dk* *with freeboard* 9,94 ~~1,04~~ ✠ LMC 9,90 | Liv | *s* | 1890 / 9mo | R. Dixon & Co. Middlesbro' | Farrar, Groves & Co. | 297·2 \| 39·9 \| 18·8 P27′ Q78′ *pt Awng dk* 192′ FK drp94 WB = *Cell* 9,94 | London British 5 *BH* ~~*Asp*~~ *Cem* *DB* 244′ 496 *t* | T.3Cy. 22″, 36″ & 59″ – 39″ (*s*) 160lb *80lb* 200 HP 2SB, *6cf*, GS84, HS3300 Blair & Co. (Lim.), Stockton | 18 ″ 8 s 8 ″ 11½ | |
| 350 / 99213 / KLSR | **Rockcliff** ~~*J.L.Baxter* –94~~ *ss* Hpl. No. 1–91 *Well deck* 1 *Dk* (*Stl*) & *Web frames* *J.Whittingham* –94 | Steel Sc Sr | 2288 / 1721 / 1497 | ✠ 100 A1 12,94 ~~1,04~~ BS ~~1,93~~ 12,94 ✠ LMC 7,91 | Sld Cff | *s* | 1887 / 4mo | E. Withy & Co. W Hartlepool | G. Horsley & Son | 289·5 \| 38·1 \| 19·0 P31′ Q88′ B114′ F31′ drp92 & 93 BK 8″ WB = *CellDB* 248′ | W. Hartlpl British 5 *BH Asp* 452 *t* *APT* 33 *t* | T.3Cy. 22″, 36″ & 58″ – 39″ (*o*) 160lb *60lb* 180 HP 2SB, *6cf*, GS92 T. Richardson & Sons, Hpl. | 22 ″ 3 s 2 ″ 0 | D |
| 351 / 100188 | **Rocket** 1 *Dk* | Iron Pad | 428 / 268 / 228 | | | | 1866 / rblt. | W. Smith Sorel 91 W.C. White | O. Gillespie & W.C. White Montreal | 150·8 \| 25·6 \| 9·2 H52 *t* | Montreal British | 1Cy. 35″ – 96″ 41 HP W. Smith, Montreal | | |
| 352 / 110581 | **Rockland** *N.H.Wed* | Wood Sc | 136 / 79 / 79 | | | | 1883 | Smith & Townsend Boston, Mass | Boston & Bangor S.S.Co. | 109·0 \| 26·0 \| ... | Bostn, Mas Utd. States | | | |
| 353 / 84530 / WDBK | **Rocklands** *J.E.Venus* 93–93 *ss* Hpl. No. 3–12,92 *Well deck* 1 *Dk* (*Irn*) 2 *tr B* | Iron Sc Sr | 914 / 702 / 573 | ✠ 100 A1 5,95 ~~11,93~~ ~~3,94~~ ~~4,95~~ ~~14,04~~ BS 11,93 ✠ LMC 12,92 | Npt Shl | *m* Shl | 1881 / 9mo | Irvine & Co W Hartlepool | ~~Hardy, Wilson & Co.~~ R. Hardy & Co. | 224·3 \| 31·5 \| 12·3 Q90′ B50′ F26′ drp93 FK WB = *Cell* *DB* 189′ 285 *t* | W. Hartlpl British 4 *BH Cem* 75lb *75lb* 99 HP 1SB, 3*pf*, GS54 T. Richardson & Sons, Hpl. | C.2Cy. 27″ & 50″ – 33″ (*b*) 75lb *75lb* 99 HP 1SB, 3*pf*, GS54 T. Richardson & Sons, Hpl. | 15 ″ 0 s 1 ″ 5 | |
| 354 / 83722 / QHVB | **Rockton** *J.Rossiter* –94 1 *Dk* (*pt Irn*-ws) 3 *tr B* | Iron Sc Sr | 1971 / 1662 / 1198 | ✠ 10,82 | Gls | *s* | 1882 / 6mo | Napier, Shanks & Bell Glasgow | Australasian Untd Steam Nav. Co. (Lim.) | 270·3 \| 37·2 \| 22·7 P62′ B62′ F62′ | Sydny NSW British 4 *BH Cem* | C.2Cy. 41″ & 78″ – 54″ 400 HP J. & J. Thomson, Glasgow WB = *MT* 16′ 260 *t* | | |
| 355 / JFQM | **Rodas** *S.Dobaran* 86–92 1 *Dk* | Steel Twin Sc Tug | 158 / 157 / 53 | ✠ ... *For Tug purposes* ✠ LMC 7,90 | | | 1890 / 6mo | R. Smith & Co. Lytham | Remolcadores Bilbainos | 111·0 \| 19·0 \| 11·0 BK 6½″ WB = *deep tank a* 25 *t* | Bilbao Spanish 4 *BH Cem* | C.4Cy. 16″ & 32″ – 21″ (*s*) 100lb 85 HP 1SB, 3*pf*, GS50 Clayton, Gdfllw & C., Blkbn | 11 ″ 7 | |
| 356 / 94327 / KNWC | **Roddam** *Mare* *Well deck* 1 *Dk* (*Stl*) & *Web frames* | Steel Sc Sr | 2365 / 1794 / 1466 | ✠ 100 A1 ~~6,04~~ ~~2,94~~ 1,95 LA&CP Bry Bly BS 2,94 ✠ LMC 5,92 | Lon | *s* | 1887 / 8mo | E. Withy & Co. W Hartlepool | Steel, Young & Co. | 289·6 \| 38·1 \| 19·0 P29′ Q88′ B114′ F31′ BK 8″ WB = *CellDB* 248′ | London British 5 *BH Cem* 385 *t* *APT* 39 *t* | T.3Cy. 22″, 36″ & 58″ – 39″ (*o*) 150lb 200 HP 2SB. *6cf*, GS92 T. Richardson & Sons, Hpl. | 22 ″ 3 s 2 ″ 1 | |
| 357 / 96243 | **Rodney** 1 *Dk* *ss* Gms. No. 1–95 | Iron Sc K | 112 / 107 / 38 | ✠ 100 A1 *Stm Trawler* 5,95 ~~2,03~~ ✠ LMC 4,91 | Gms | | 1891 / 4mo | Earle's Co. (Lim.) Hull | W. Grant | 88·0 \| 20·1 \| 10·7 BK 7½″ | Grimsby British 3 *BH Cem* | C.2Cy. 17″ & 32″ – 21″ (*s*) 90lb 44 HP 1SB. *2pf*, GS27 Earle's Co. (Lim.), Hull | 11 ″ 4 5,95 | |
| 358 / 92542 | **Rodolphe** 1 *Dk* | Wood Pad | 116 / 75 / 72 | | | | 1885 | J. T. Matton Sorel, P.Q. | L. Tourville | 100·7 \| 29·4 \| 5·2 | Montreal British | 1Cy. 28″ – 42″ 26 HP E.E.Gilbert, Montreal | | |
| Wrecked 10.94 / 79908 / QHRB | **Rodondo** *H.E.Hill* –94 *ss* Mel. No. 3–1,92 1 *Dk* (*Irn*) & *Awng dk* 3 *tr B* | Iron Sc Sr | 1119 / 1107 / 715 | ✠ 100 A1 *Awng dk* *loadline* 14 *ft* 6 *in* ~~2,94~~ 10,93 8,94 ✠ LMC 12,92 | Syd Mel | *n* | 1878 / 12mo | W. H. Potter & Son Liverpool | W. H. Smith & Sons (Lim.) | 239·8 \| 30·2 \| 14·1 21·3 *Awng dk* s94 BK 8″ | Sydny NSW British 6 *BH Cem* | C.2Cy. 30″ & 57″ – 36″ 75lb 150 HP 2B, GS88 J. Jack & Co., Liverpool | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Ou. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. ps | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 360 99629 NGVW | **Roecliff** *W.Cook* 71–94 | **SteelScSr** 1 *Dk(Stl)* & *Spar dk(Stl)* & *deep framing* | 3263 3026 2076 | ✠100A1 *Spar dk* 7,94 2,94 ✠LMC2,94 Shl | Sld A&CP | *v* | 1894 2mo | Short Bros. Sunderland | J.Westoll | 351·7 45·1 16·2 P37′B76′F39′ 24·1 FK | Sundrland British | T.3Cy.25″,40″&66″–45″ (*s*) 160lb *80lb* 300H 2SB,*8pf*,GS106,HS4200 W.Allan&Co.,Sunderland | 18 ″ 9 s5 ″ 10 | |
| 361 85168 WKRN | **Roehampton** *W.Leisk* –93 | **IronScBn** *ss*Cff.No.2–91 2 *Dks*(1 *Irn*) | 2143 2004 1391 | ✠100A1 10,93 BS10,93 1,95 ✠LMC5,91 | Ham LA&CP | *s* | 1882 5mo | E.Withy& Co. WHartlepool | Steel,Young&Co. | 285·6 36·0 24·2 P28′B52′F32′ BK9″ *WB=DBa* | London British | C.2Cy.36″&67″–36″ (*b*) 75lb 180H 4*BHCem* 80′*f* 102′316*t* | 25 ″ 2 s 4 ″ 8½ | |
| 362 JWNQ | **Rogaland** *J.Wiig* 69–82 | **IronScSr** ~~*ss*Bgn.No.2–90~~ 1 *Dk(Irn)* & *Spar dk* 3 *trB* *ss*Bgn.No.3-7,94 | 1059 1020 784 | ✠100A1 *Spar dk* ~~7,94 4,90~~ 9,94 ~~BS2,98~~ ✠LMC~~3,96~~ 7,94 | Bgn A&CP | *n* | 1882 8mo | Flensburg S.G. Flensburg | Th.S.Falck | 212·2 29·9 15·0 B50′ 21·5 BK7″ *WB=DBa* | Stavanger Norwegian | C.2Cy.26″&46″–30″ 75lb *60lb* 100H 2SB,*4pf* 4*BHCem* 54′*f* 63′280*t* | | N |
| 363 JWGT | — | **IronScSr** 1 *Dk* *S.Eriksen* 83– | 121 90 77 | | | | 1878 | Kockums Mk.Wrks. Malmö | Det.Stavangerske Dampskibsselskab | 97·4 18·7 9·3 Q22′ B24′ F25′ | Stavanger Norwegian | C.2Cy.18½″&32½″–17½″ 45H KockumsMk.Wrk.,Malmö | | |
| 364 81798 TFMS | **Rohilla** *W.J.Nantes* –92 *Elec.light* | **IronSc3MstSr** | 3387 2987 2175 | | | … | 1880 4mo | Caird&Co. Greenock | P.&O.Stm.Nav.Co. | 386·4 40·4 26·9 P260′ F48′ | Greenock British | C.2Cy.54″&94″–60″ 600H Caird&Co.,Greenock | 28 ″ 2 s 5 ″ 3 | |
| 365 | **Roitelet** *Guèret* –91 | **SteelScSr** | 116 — 50 | | | | 1888 | Canada Works Birkenhead | Brètel frères | 90·2 18·0 7·7 P12′ F12′ | St.Vaast French | C.2Cy.12″&26″–16″ 21H TheCanadaWrks&S.B.Co. (Lim.),Birkenhead | | |
| 366 67549 MRDW | **Rokeby** *J.L.Sutherland* –94 *Well deck* | **IronScSr** *ss*Hpl.No.3–4,86 ~~*ss*Hpl.No.1–90~~ *ss*Hpl.No.2–95 1 *Dk2trB* | 1151 907 734 | ✠90A1 4,95 ~~4,99~~ ✠NB92 LMC~~3,99~~ 4,95 Hpl | Sld A&CP | *n* | 1874 1mo | Withy, Alexander &Co. Hartlepool | G.Pyman&Co. | 234·4 31·0 17·0 Q91*t* B94*t* F28*t* ~~dep.92~~ *WB=DBa* 69*f* | W. Hartlpl British 4*BHCem* 80′178*t* *APT* | C.2Cy.27⅜″&53⅜″–33″ (*s*) 75lb *75lb* NDB~~92~~ 110H 1DB,*4pf*,GS48,HS1610 T.Richardson&Sons,Hpl. | 18 ″ 0 s 1 ″ 6½ | |
| 367 372 HCTK | **Rokuko Maru** *SakataMasayoshi* | **WoodScSr** 2 *Dks*. | 358 332 222 | | | | 1880 | Yagi Shinzo Osaka | NagaiKakutaro | 159·8 20·6 15·7 | Osaka Japanese | 2Cy. 45H | | |
| 368 QFTJ | **Roland** *G.Sosey* 93–93 *Well deck* *Elec.light* | **SteelScSr** 2 *Dks*(1 *Stl* & 1 *pt Stl*-ws) & *Web frames* | 3720 2940 2386 | ✠100A1 8,93 ✠LMC8,93 | Nwc LA&CP | *w* | 1893 8mo | SirW.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | Norddeutscher Lloyd | 345·0 43·8 25·8 P213′F50′ FK *WB=CellDB* 284′ 647*t* *APT* 22*t* | Bremen German 7*BHCem* | T.3Cy.27″,43″&69″–48″ (*s*) 160lb *160lb* 370H 2DB,*12cf*,GS180,HS6000 WllsndSlipwayCo.(Lim.) Newcastle | 28 ″ 4 s 4 ″ 11 | G |
| 369 RBCS | — *H.vonSpreckelsen* 89–89 | **IronScSr** (*ex*Propeller) 1 *Dk2trB* | 617 516 458 | | | … | 1855 | T.D.Marshall Shields | H.J.Perlbach&Co. | 187·2 29·0 16·3 P50′ B46′ F52′ | Hamburg German | C.2Cy.26″&48″–30″ NB84 95H Humphrys&Pearson,Hull | | |
| 370 QCPN | — *C.Meyerdierks* | **IronPadSr** 1 *Dk* | 187 173 114 | | | | 1848 | Act.Ges. "Weser" Bremen | Norddeutscher Lloyd | 161·7 20·8 8·3 | Bremen German | C.2Cy.26¾″&48¾″–47¼″ 72H O.Henniges&Co.,Berlin | | |
| 371 QDNK | **Rolandseck** *C.Garrelts* –93 | **IronScSr** 1 *Dk2trB* | 754 686 558 | | | | 1882 | J.W.Klawitter Danzig | DeutscheDampfschifffahrts Ges. "Hansa" | 193·9 30·2 15·2 B48′ F22′ *WB* | Bremen German | C.2Cy.20½″&41″–21½ 75H F.Schichau,Elbing | | DV |
| 372 NFHM | **Rolf** *J.G.M.Hahn* *Well deck* | **IronSc3MstSr** 1 *Dk* | 1105 814 671 | | | … | 1870 6mo | Burmeister &Wain Copenhagen | Damps.Selsk. Danmark(T. Sonne&Co. *Mgrs.*) | 219·1 30·0 16·1 P144′ F34*t* | Copnhagn Danish | C.4Cy.21″&42″–30″ 120H Burmeister & Wain,Cpn. | 17 ″ 0 | V |
| 373 HDWQ | — *C.S.Jacobsen* | **IronScSr** 1 *Dk(Irn)* | 585 417 422 | | | | 1890 | Nylands Mek.Vrkstd Christiania | Actieselskabet "Rolf"(A.J. Jacobsen) | 171·1 27·1 12·1 P139*t* F13*t* H15*t* | Chrstiania Norwegian *WB* | T.3Cy.11⅝″,17½″&30″–24″ 50H NylandsMk.Verk.,Xia. | | DN |
| 374 JNPH | — *T.Bakkevig* | **CompScSr** 1 *Dk* | 210 165 122 | | | | 1887 | Kustens Varf. Gothenburg | J.Gjerdesjöen | 100·3 22·4 10·8 Q13*t* B28*t* | Haugesnd Norwegian | C.2Cy.12½″&24½″–17″ 35H EriksbergsMV,Gothenbrg | | |
| 375 60203 JWVF | **Rollo** *A.Gordon* –93 *Elec.light* *Well deck* | **IronScSr** | 1568 1217 1022 | | | … | 1870 2mo | Earle'sCo. Hull | T.Wilson,Sons &Co (Lim.) | 274·7 32·3 19·0 P172′ F29′ len79 FK | Hull British | C.2Cy.38″&76″–36″ NB79 300H C.&W.Earle,Hull | | BT |
| 376 68049 MHWR | **Roma** *H.M.Ingram* –93 (*ex*CountyofSutherland) | **IronScBk** *ss*Lon.No.2–81 2 *Dks* 3 *trB* | 2727 2474 1743 | ✠ 9,85 | Lon A&CP | *u* | 1873 5mo | C.Connell &Co. Glasgow | BritishIndia Associated Steamers(Lim.) | 333·8 38·3 27·8 | Glasgow British 5*BHCem* | C.2Cy.52″&89″–48″ 500H J.&J.Thomson,Glasgow | 29 ″ 0 s 6 ″ 4½ | BT |
| 377 96545 LHPK | — *W.Storm* –91 | **SteelScSr** 1 *Dk*(*pt Irn pt Stl*) 2 *trB* & *Web frames* & *pt Awng dk*(*Irn*) *ss*Cff.No.1-94 | 2606 2401 1674 | ✠100A1 *pt Awng dk with freeboard* ~~3,94 5,93~~ ✠LMC~~9,89~~ 3,95 | Cff A&CP | *t* | 1889 9mo | JLThompson&Sons Sunderland | Rowland&Marwood'sS.S.Co. (Lim.) | 316·0 40·6 20·8 P29′Q88′ BK10″ *pt Awng dk* 199′ *WB=CellDB* 228′ | Whitby British 6*BHCem* | T.3Cy.23½″,38″&62″–42″ (*s*) 160lb *160lb* 230H 2SB,*6rf*,GS126,HS4100 J.Dickinson,Sunderland | 23 ″ 5 s 8 ″ 7½ | |
| 378 RJQF | — *E.Breckenfelder* 89–92 (*ex*Theodorich) | **SteelScSr** 1 *Dk(Stl)* & *Awng dk* & *Web frames* | 1955 1566 1037 | ✠ *Awng dk with freeboard* 8,89 ✠ | Hpl A&CP | *o* | 1889 6mo | W.Gray& Co.(Lim.) WHartlepool | A.C.deFreitas&Co. | 245·4 35·1 14·9 22·0 | Hamburg German 4*BHCem* | T.3Cy.19″,30½″&51″–36″ 140H CentrlMarEngWks.WHpl *WB=CellDB* 205′309*t* | 17 ″ 2 | V |
| 379 10 RQWN | — *Marano* –93 | **IronScSr** 2ndSurvey,80 2 *Dks* 3 *trB* | 1865 — 1213 | ✠ 3,80 | Nwc | Lv | 1872 6mo | WPile&Co Sunderland | Navigazione Generale Italiana | 287·4 33·1 24·2 H111*t* F55′ *WB=DBa* & *f* | Genoa Italian 5*BH* 1PBH | C.2Cy.34½″&64½″–36″ NB78 331H R.&W.Hawthorn,Nwc. | | I |
| 380 JVBC | — *M.B.Eide* –91 | **WoodScSr** 1 *Dk2trB* | 573 449 354 | | | | 1891 | ..... Bergen | P.Hamre | 163·3 25·7 15·6 Q40*t* B59*t* H7*t* F16*t* | Bergen Norwegian | T.3Cy.12″,20″&32″–26″ 55H AkersMekVærkChrstiania | | N |
| 381 91164 JQLG | **Roman** ~~*B.Lewis* 92~~ 3 *Dks*(2 *Irn* & 1 *pt Irn*) & *Awng dk* *H.Jones* | **IronSc4MstBk** *ss*Liv.No.2–93 | 4559 2333 2827 | ✠100A1 *Awng dk with freeboard* ~~12,94 14,94~~ 4,90 BS~~7,98~~ 8,94 ✠LMC1,92 | Liv Bog | *y* | 1884 9mo | LairdBros. Birkenhead | British& N.Atlantic S.Nav.Co(Ld.) (RichardsMills& Co., *Mgrs.*) | 405·0 43·6 17·7 B106′F46′ 32·8 BK11″ | Liverpool British 6*BHCem* | C.2Cy.48″&85″–60″ 80lb *75lb* 500H 3DB,*18pf*,GS351 LairdBros.,Birkenhead | 29 ″ 2 s11 ″ 4 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment. Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 382 Roman<br>110932 | SteelSc<br>2 *Dks* | 2348<br>—<br>1875 | | | | 1891 | Globe Iron Works Co. Cleveland, O. | Menominee Transit Co. (L.C.Hanna) | 296·2 F36′ H— | 40·4 | 21·1<br>*WB* | Cleveland, Ohio<br>Utd. States | T.3Cy.24″,38″&61″–42″<br>GlobeIrnWksCo.,Clevelnd | | |
| 383 Roman Prince<br>89830 KNGW | SteelScSr<br>~~*H.Jopp* –93~~ *ss*Cff.No.1–92<br>*Well deck Atkinson* 1*Dk*(*Stl*)2*trB* | 1934<br>1539<br>1221 | ✠100A1<br>8,93<br>~~BS8,98~~ ✠LMC3,92 | Nwc<br>A&CP | *r* | 1887<br>8mo | Short Bros.<br>Sunderland | J.Knott | 290·0 P33′ Q68′ B70′ F27′<br>BK10″ *WB*=*Cell DB*206′ | 38·8 | 17·6<br>4*BH Cem*<br>300*t APT*25*t* | Newcastle<br>British | T.3Cy.21″,34″&56″–42″ (*a*)<br>150lb *80lb* 180HP<br>2SB,*6cf*,GS116<br>G.Clark,Sunderland | 20 ″ 0<br>s 2 ″ 2½ | |
| 384 Romanby<br>86942 WPQB | IronScBn<br>*G.Forbes* –91 ~~*ssCff.No.2–91*~~<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*ss*Shl.No.3–3,95 | 1661<br>1289<br>1046 | ✠100A1<br>3,95 ~~5,94~~<br>~~BS6,98~~ ✠LMC2,91 | Shl<br>A&CP | *q* | 1882<br>10mo | W.Gray&C<br>W Hartlepool | R.Ropner&Co. | 259·5 P28′ Q68′ B66′ F35′<br>BK9″ *WB*=*DBa* | 34·5 | 19·5<br>4*BH Cem*<br>80′*f* 94′333*t* | W.Hartlpl<br>British | C.2Cy.32″&60″–39″ (*i*)<br>80lb ~~*80lb*~~ NDB92 150HP<br>2SB,*6f*,GS80 ~~*75lb*~~<br>Black,Hawthorn&Co.,Gts. | 20 ″ 9<br>s 2 ″ 0 | |
| 385 Romanul<br>89821 JQGM | IronScSr<br>*C.Cain* –93 6thSurvey,Liv.86<br>(*ex*PeterJebsen) 2ndSurvey,Ant.1,93<br>2*Dks*&*Awngdk* | 1299<br>1267<br>825 | ✠A1,1<br>6,93<br>BS3,94 ~~LMC10,92~~<br>*Awng dk for Passengers* | Ant<br>LA&CP | Lv | 1872<br>2mo | Backhouse &Dixon Middlesbro' *and C attle only* | Gellatly,Hankey, Sewell&Co.(E. L.Evan-Thomas *Mgr.*) | 232·0 | 30·3 | 16·9<br>BK8″ *WB*=*DBa*&*f* | Rochester<br>British | C.2Cy.29″&56″–30″ (*a*)<br>80lb NDB~~86~~93 NB86 120HP<br>2SB,*6pf*,GS68,HS1866 ~~*75lb*~~<br>Maudslay,Sons&Field,Lon | 18 ″ 1<br>s 1 ″ 7½ | D |
| 386 Rome<br>81820 WGJT | IronSc4MstBk<br>*G.W.F.Browne* –91<br>*Elec light* 3*Dks*(2*Irn-Uws*)4*trB* | 5545<br>4808<br>3022 | ✠<br>8,81<br>✠ | Cly<br>LA&CP | *z* | 1881<br>5mo | Caird&Co.<br>Greenock | P.&O.Stm.Nav.Co. | 449·2 P49′ F68′ | 44·4 | 33·5<br>8*BH Cem* | Greenock<br>British | T.4Cy.(2)29″63½″&100″-60″<br>FD 1200HP<br>*Tpd*91 Caird&Co.Greenock | 35 ″ 1<br>s 9 ″ 2 | BT till 12,95 |
| 387 Romeo<br>82494 VLWS | IronSc3MstSr<br>*Dossor*<br>*Well deck Elec.light* | 1789<br>1396<br>1089 | | | … | 1881<br>2mo | Earle's Co. (Lim.) Hull | T.Wilson Sons& Co. (Lim.) | 275·0 P370*t* F41*t* | 34·6 | 19·9<br>FK | Hull<br>British | C.2Cy.38″&76″–48″<br>350HP<br>Earle's Co.(Lim.),Hull | | BT till ~~4,96~~ 11,95 |
| 388 —<br>99677 | IronScK<br>1*Dk* | 114<br>108<br>33 | ✠100A1<br>*Stm Trawler*<br>3,94 ✠LMC8,92 | Hul<br>LA&CP | | 1892<br>8mo | Cochrane, Cooper& Schofield Beverley | G.F.Sleight | 88·0 | 20·1 | 10·7<br>BK7½ 3*BH Cem* | Grimsby<br>British | C.2Cy.17″&32″–21″ (*s*)<br>90lb 40HP<br>1SB,*2pf*,GS27,HS780<br>C.D.Holmes&Co.,Hull | 11 ″ 4 | |
| 389 Romney<br>102787 | SteelScSr<br>*F.C.Mullan*90–93 1*Dk*(*Stl*)&*Spar dk* (*Irn*)&*Webframes* | 2806<br>2558<br>1763 | ✠100A1<br>*Spar dk*<br>10,94 ~~5,94~~ ✠LMC8,93 | Npt<br>A&CP<br>Bry | *u* | 1893<br>8mo | J.L.Thompson&Sons Sunderland | F.Bolton | 316·0 P28′ B70′ F36′<br>*WB*=*Cell DB*238′ 518*t* | 42·0 | 17·1 24·2<br>FK 6*BH Cem*<br>*APT*35*t* | London<br>British | T.3Cy.23½″,38″&62″–42″ (*s*)<br>160lb *100lb* 250HP<br>2SB,*6cf*,GS116,HS3700<br>J.Dickinson,Sunderland | 19 ″ 8<br>s 5 ″ 5½ | |
| 390 Romny<br>NTDK | IronSc3MstSr<br>*H.P.Sörensen* (*ex*Adler)<br>2*Dks* | 692<br>587<br>510 | | | | 1857 | Palmer Brs. &Co. Newcastle | Forenede Dampskibs Selskab | 206·2 Q45*t* | 26·3 B49*t* | 15·2 | Copenhgn<br>Danish | C.2Cy.26″&52″–36″<br>100HP<br>Palmer Bros.&Co.,Nwc. | | |
| 391 Romola<br>97378 LJSN | SteelScSr<br>*J.Merrifield*83–89 *ss*Bry.No.1–94<br>1*Dk*(*Irn*)&*Webframes*<br>*Well deck* | 2143<br>1646<br>1393 | ✠100A1<br>~~5,94~~ 2,95<br>✠LMC12,93 | Bry<br>A&CP | *r* | 1889<br>11mo | Ropner & Son Stockton | Herskind&Co. | 272·3 P27′ Q86′ B106′<br>F29′ BK9″<br>drp91 *WB*=*Cell* | 38·8 | 18·6<br>4*BH Cem*<br>*DB*218′426*t* | W.Hartlpl<br>British | T3Cy21½″,35½″&58½″–39″<br>160lb ~~*85lb*~~ (*s*) ~~*80lb*~~ 200HP<br>2SB,*4f*,GS56,HS3150<br>Blair&Co.(Lim.),Stockton | 21 ″ 11<br>s 1 ″ 10½ | |
| 392 Romolo<br>155 NMRP | Steel&IronScSr<br>*F.Bertolotto* –92 *ss*Shl.No.1–93<br>(*ex*Città di Roma) 2*Dks*(*Irn*)3*trB*<br>*Irn framing,Bms&Stringers,Stl Plating* | 2048<br>1842<br>1324 | ✠100A1<br>5,94 ~~5,98~~<br>~~LMC1,98~~ | Shl<br>LA&CP | *s* | 1888<br>9mo | C.S.Swan& Hunter Newcastle | B.Mazzini (Gondrand Brs., *Mgrs.*) | 285·0 P28′ B56′ F32′<br>ptND93 BK9½<br>*WB*=*DBa*82′140*t* | 36·0 | 23·0<br>5*BH Cem*<br>*MT*20′360*t* | Genoa<br>Italian | T.3Cy.22″,35″&58″–39″ (*s*)<br>150lb *80lb* 200HP<br>2SB,*6f*,GS100 FD<br>WlsndSpwy&ECo(L)Nwc | 25 ″ 4 | DI |
| 393 Romsdal<br>98285 MGRS | SteelScSr<br>~~*M.T.Moss* –91~~<br>*G.Clift*94–94 1*Dk*(*pt Stl pt Irn*)2*trB*<br>*Well deck* | 2059<br>1512<br>1320 | ✠100A1<br>7,94 ~~11,93~~<br>✠LMC8,91 | Ant<br>A&CP<br>Shl | *r* | 1891<br>8mo | J.Read-head&Sons S.Shields | ~~G.W.Allen&Co.~~ ~~Thompson,Elliott~~ Breconshire SS Co(Lm) (Thompson,Elliott&Co *Mgrs*) | 285·7 P29′ Q78′ B120′ F30′<br>drp92 BK9½<br>*WB*=*Cell* | 39·0 | 16·8<br>5*BH Cem*<br>*DB*240′450*t* | S.Shields<br>British | T.3Cy.20½″,33½″&55″-36″(*r*)<br>160lb *80lb* 180HP<br>2DB,*4rf*,GS69;HS2701<br>J.Readhead&Sns,S.Shields | 19 ″ 5<br>s 1 ″ 7 | |
| 394 —<br>JRWC | IronScBn<br>*O.A.Hirsch* –90 3rdSurveyNwc 3,86<br>(*ex*Maharajah)<br>*Well deck* 1*Dk*(*Irn*–ws)2*trB* | 1533<br>1194<br>1112 | ✠<br>10,89 | Lon | Lv | 1871<br>12mo | C.Mitchell &Co. Newcastle | Actieselskabet "Romsdal" (G.C.Volckmar) | 259·3 P303*t* F41′<br>drp87,88&89 | 34·0 | 18·8<br>*WB*=*DBa*&*uE* | Xiansund<br>Norwegian | C.2Cy.30″&60″-36″<br>NB80 150HP<br>R.&W.Hawthorn,Nwc. | 20 ″ 0 | N |
| 395 —<br>JRFN | SteelScSr<br>1*Dk* | 138<br>88<br>77 | | | | 1889 | Akers Mek. Verks. Christiania | Söndmöre Dampskibsselskab | 117·5 Q10*t* B24*t* F10*t* H6*t* | 17·1 | 7·7 | Aalesund<br>Norwegian | T.3Cy.10″,15″&24″–16″<br>30HP<br>AkrsMekVerks,Chrstiania | | N |
| 396 Romulus<br>RHQM | SteelScSr<br>*W.Berendt*89–89 *ss*Ham.No.1–94<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | 2630<br>2038<br>1722 | ✠100A1<br>5,94<br>✠LMC5,94 | Ham<br>A&CP | *t* | 1889<br>11mo | W.Gray& Co.(Lim.) W Hartlepool | C.Andersen | 300·0 P27′ Q98′ B112′<br>F29′ BK10″<br>drp93 *WB*=*Cell* | 41·6 | 19·6<br>5*BH Cem*<br>*DB*254′624*t* | Hamburg<br>German | T.3Cy.23″,36½″&62″–39″ (*s*)<br>160lb *75lb* 250HP<br>2SB,*6rf*,GS98,HS3650<br>CntralMarineEWksWHpl | 23 ″ 0 | |
| 397 —<br>JFRC | IronScSr<br>~~*G.Mendiguren* –93~~ *ss*Man.No.3–4,92<br>*Well deck E.Tremoya* 1*Dk*2*trB* | 809<br>688<br>487 | 100A1<br>1,95 ~~6,93~~<br>✠NB93 ✠LMC~~6,93~~ 94 | HKg<br>A&CP<br>Man | *l* | 1879<br>6mo | H M'Intyre &Co. Paisley | M'Leod&Co. | 210·0 P133′ F16′<br>srp93 BK8″<br>*WB*= | 29·2 | 15·3<br>3*BH Cem*<br>*MT*18′*APT* | Manila<br>Spanish | C.2Cy.28″&50″–33″ (*a*)<br>85lb *35lb* 120HP<br>2SB,*4cf*<br>Hutson&Corbett,Glasgow | | |
| 398 —<br>95352 | SteelScK<br>*J.Stewart* –93 *ss*Abn.No.1–92<br>1*Dk* *Floors,Beams,Keelson*&*Stringers*(*Irn*) | 349<br>286<br>185 | ✠100A–<br>3,94<br>BS3,94 ✠LMC8,92 | Abn<br>LA&CP | *e* | 1888<br>3mo | Oswald, Mordaunt &Co. Southampton | A.&E.G.Gibb | 164·5 Q100′F19′<br>len93 BK7″ | 22·1 | 11·2<br>7*BH Cem* | Montrose<br>British | T.3Cy.12½″,19″&31½″–24″(*s*)<br>158lb 50HP<br>1SB,*2cf*,GS48<br>OswaldMordaunt&Co.Sou. | 12 ″ 0<br>s 1 ″ 3 | |
| 399 —<br>93068 LGVF | IronScTrawler<br>*T.Crawley* –92 *ss*Hul.No.3–3,94<br>1*Dk* | 153<br>142<br>71 | ✠100A1<br>*Trawler*<br>3,94 ✠LMC3,94 | Hul<br>LA&CP | | 1885<br>12mo | Cochrane &Co. Beverley | Pickering&Haldane'sSteam TrawlingCo.(Lim) | 109·0 Q20′F18′ | 20·2 | 10·6<br>BK7½ 3*BH Cem* | Hull<br>British | C.2Cy.17″&33″–22″ (*a*)<br>90lb 45HP<br>1SB,*2pf*,GS27,HS840<br>C.D.Holmes&Co.,Hull | 11 ″ 7 | |
| 400 Rona<br>87271 JLPW | SteelScSr<br>*R.Parker*66–84 *ss*Lth.No.2–92<br>2*Dks*(*UIrn-ptws*)3*trB* | 1294<br>795<br>834 | ✠100A1<br>*Awng dk*<br>*with freeboard*<br>~~4,94~~ 4,95<br>~~BS4,94~~ ✠LMC6,92 | Lth<br>LA&CP | *p* | 1884<br>4mo | Barclay, Curle & Co. Glasgow | Lth.Hull&Ham. S.P.Co. (J.Currie&Co., *Mgrs*) | 240·5 B54′ | 32·1 22·5<br>BK8″ *WB*= | 15·4<br>6*BH Cem*<br>*MT*40′273*t* | Leith<br>British | C.2Cy.38″&60″–42″ (*a*)<br>60lb *40lb* 196HP<br>2SB,*6cf*,GS84<br>Barclay,Curle&Co.,Gls. | 16 ″ 6<br>s 8 ″ 4½ | BT till ~~4,96~~ 4,96 |
| 401 —<br>62788 | IronScSr<br>*G.McAlister* –94<br>1*Dk* | 115<br>104<br>53 | ✠<br>4,70 | Gls | Lv | 1870 | H.Murray & Co. Pt. Glasgow | Steel&Bennie | 107·5 Q10*t* | 18·2 | 8·8 | Glasgow<br>British | 2Cy.16″–18″<br>20HP<br>Clarkson Bros.,Glasgow | | |
| 402 Rondo<br>96617 LMDS | SteelScSr<br>*T.Pottinger* –91 *ss*Nwc.No.1–93<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1158<br>869<br>739 | ✠100A1<br>~~9,94~~ 12,93 ~~4,95~~<br>✠LMC12,93<br>~~Shl~~ | Nwc<br>LA&CP | *n* | 1889<br>10mo | T.&W. Smith N.Shields | R.B.Fenwick&J. Reay<br>*WB*=*DBa*59′ | 225·2 Q75′ B104′ F28′ | 32·6 | 15·7<br>BK8″ *f*90′272*t APT*40 | Newcastle<br>British | T.3Cy.16½″,27″&44″–33″ (*s*)<br>160lb *80lb* 98HP<br>1SB,*3pf*,GS52<br>J.P.Rennoldsn&Sns,S.Slds | 16 ″ 8<br>s 1 ″ 2 | D |

*Now named "Chwnshan," See No. 13 in Supplement*

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudieres. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 403<br>99707 | **Rondo**<br>*J.Barker* –93 | IronScK<br>1*Dk* | 117<br>109<br>36 | ✠100A1<br>*Stm Trawler*<br>5,95 ~~8,93~~<br>✠LMC8,93 | Hul<br>LA&CP<br>Gmsd | | 1893<br>8mo | Cochrane&<br>Cooper<br>Beverley | G.F.Sleight | 88·4\|20·1\|10·7<br>Q17′<br>BK7½″ | Grimsby<br>British | C.2Cy.17″&32″–21″ (*s*)<br>90lb 44H<br>1SB.*2pf*,GS27,HS780<br>3*BHCem*<br>C.D.Holmes&Co.,Hull | 11 ″ 4 |
| 404<br>NVHQ | **Rönne**<br>~~*N.L.Björnsen85–86*~~ *ss*Ham.No.2–92<br>*C.C.Hintze* | IronScSr<br>1*Dk*(*Irn*) | 354<br>305<br>198 | ✠100A1<br>6,94 ~~10,02~~<br>BS6,94<br>4,96 ✠LMC10,92 | Ham<br>LA&CP<br>Hpt | *f* | 1884<br>3mo | G.Howaldt<br>Kiel | DampskibSelskab "Rönne"(D.Torm) | 142·1\|23·3\|13·3<br>B26′<br>BK7″<br>*WB*=*DBa*17′*fuE*&*B*23′51*t* | Rönne<br>Danish | C.2Cy.15¾″&27⅝″–15¾″<br>86lb 40H<br>2SB.*2cf*,GS21<br>4*BHCem*<br>G.Howaldt,Kiel | |
| 405<br>JBMV | **Ronneby**<br>*P.Svensson* –90 | SteelScSr<br>1*Dk* | 248<br>122<br>184 | | | | 1890 | Bergsunds M.Verk. Stockholm | BlekingeÅngb. Aktieb. (F.A.Harms) | 117·7\|20·8\|8·7<br>Q35′B59′F31′H18*t* | Karlshamn<br>Swedish | C.2Cy.17½″&31¼″–19½″<br>50H<br>BergsundsMk.Vek.,Skm. | |
| 406<br>98153 | **Rook**<br>*R.J.Buck* –93 | SteelSc3MstSr<br>*ss*Lon.No.1–94<br>1*Dk*(*ptIrn*) | 370<br>273<br>186 | ✠100A1<br>~~10,00~~ 7,94<br>✠LMC~~9,00~~ 8,94 | Lon<br>LA&CP | *e* | 1890<br>9mo | RThomson<br>London | R.Thomson | 143·0\|22·7\|11·0<br>Q73′B7′F20′<br>~~drp31,92&93~~ BK7″<br>drp94 *WB*=*FPT* | London<br>British | T.3Cy.12″,18″&30″–21″ (*s*)<br>160lb *80lb* 60H<br>3*BHCem*<br>45*t* ~~*APTSt*~~<br>GourlayBros.&Co.,Dundee | 11 ″ 10<br>s ″ 11 |
| 407<br>89910<br>JHCR | **Roquelle**<br>*H.G.Harrison* –93 2ndSurveyLiv.8,92 | SteelScSr<br>2*Dks*(*UStl–ws*) | 2013<br>1845<br>1305 | ✠ A1*1<br>~~2,95 4,92~~ | Liv | Lv | 1884<br>3mo | Barclay, Curle&Co. Glasgow | British&African SteamNav.Co. (Lim.)(Elder, Dempster&Co., *Mgrs*) | 320·0\|36·1\|21·3<br>P37′B107′H40*t*<br>F52′ BK8″ | Glasgow<br>British | C.2Cy.34″&68″–42″<br>225H<br>9*BH* 1PBH<br>2SB.*6f*<br>Barclay,Curle&Co.,Gls. | 22 ″ 9<br>s 4 ″ 9½<br>~~8,10~~ |
| 408<br>Stranded 9,92 & re-floated | **Rosa**<br>~~6thSurvey~~Nwc.1,91<br>*Well deck* | IronScSr<br>1*Dk2trB* | 935<br>738<br>578 | ✠ ~~A1,1~~<br>11,91 | Bly | Lv | 1870<br>10mo | Denton, Gray&Co. Hartlepool | O.Banck | 220·7\|29·3\|16·1<br>Q70′B38′H11*t* ~~F26′~~<br>BK8″<br>*WB*=*DBa*&*f* | Sölvesborg<br>Swedish | C.2Cy.27″&50″–36″<br>NB79 *fitted* 84 98H<br>4*BHCem*<br>T.Richardson&Sons,Hpl. | 17 ″ 2<br>s 2 ″ 1½ |
| 409<br>67816<br>PJBH | —<br>*C.R.Thorpe* –93 | IronScSr<br>*ss*Goo.No.3–3,87<br>*ss*Hul.No.1–90 | 436<br>396<br>268 | ✠90A1<br>2,94<br>✠NB83<br>BS3,94 | Hul<br>A&CP<br>LMC8,90 | *h* | 1875<br>5mo | GooleE.& S.Co. Goole | ~~HumberStm.Ship Co.(Lim.)~~ Goole StmShppgCo(Lm) | 180·5\|26·0\|11·5<br>P96′F22′<br>drp93 BK7″ | Goole<br>British | C.2Cy.23½″&42″–28″ (*i*)<br>70lb *40lb* 80H<br>1SB.*3pf*<br>5*BHCem*<br>GooleEng.Co.,Goole | 12 ″ 1<br>s 1 ″ 5 |
| 410<br>71686<br>WTCD | —<br>*A.Ramsey* | IronScSr<br>*ss*Sng.No.2–83<br>2*Dks* | 392<br>353<br>267 | ✠<br>10,85<br>✠NB85 | Sng<br>A&CP | *g* | 1874<br>10mo | Macfadyen &Co. Port Glasgow | LimLengCheak | 150·7\|23·2\|15·1<br>B22′ H39*t* | Penang<br>British | C.2Cy.22″&39″–27″<br>70H<br>4*BHCem*<br>Kemp&Hume,Glasgow<br>*WB*=*ptDB* | |
| 411<br>63728 | —<br>*L.Hall*84–84 | IronPad | 166<br>151<br>60 | | | | 1884 | J.T.Eltringham South Shields | J.Johnston&Sons | 116·0\|19·6\|10·3 | Montrose<br>British | L.1Cy.38″–56″<br>48H<br>J.P.Rennoldson,S.Shields | |
| 412<br>247 | Rosa P.<br>*A.Nossardi* ~~–94~~ | IronScSp<br>1*Dk*(*Irn*) | ~~130~~<br>126<br>114<br>17 | ✠ A–<br>*For River purposes only*<br>9,94 ~~5,94~~<br>*ClassContem plately* | Shl<br>Gen | | 1894<br>5mo | J.P.Rennoldson& Sons S.Shields | R.Peirano di E. | ~~92·0\|20·0\|9·0~~<br>92·3\|20·1\|8·9<br>FK | Genoa<br>Italian | T.3Cy.12″,20″&32–22″ (*s*)<br>180lb 60H<br>4*BHCem*<br>1SB.*2pf*,GS30,~~nc952~~HS930<br>*WB*=*APT7t*<br>J.P.Rennldsn&Sns,S.Shlds | 9 ″ 0 |
| 413<br>Lost by mishap 9,94<br>NWLP | **Rosa Mary**<br>*D.Jenkins* –92<br>*Well deck* | IronScSr<br>*ss*Hpl.No.3–11,90<br>1*Dk2trB* | 1129<br>906<br>721 | ✠ ~~90A1~~<br>12,93<br>BS4,93 | Shl<br>A&CP<br>LMC11,90 | *n* | 1875<br>4mo | W.Gray& Co. W Hartlepool | J.Coverdale&Son | 231·0\|30·3\|16·8<br>Q84′B98*t*F31′<br>BK8″<br>*WB*= | Hartlepool<br>British | C.2Cy.27″&50″–33″ (*i*)<br>65lb *60lb* 99H<br>4*BHCem*<br>1B,GS54<br>*DBa*65′*f*76′<br>T.Richardson&Sons,Hpl. | 17 ″ 9<br>s 1 ″ 8½ |
| 414<br>111022<br>KLQF | **Rosalie**<br>*S.F.Graves* –93<br>YM3,93 | WoodScSr<br>1*Dk* | 319<br>237<br>227 | | | | 1893 | Chas.G. White Alameda, Cal. | JamesJ.Ebert | 136·5\|27·0\|10·0 | S.Frncisco<br>Utd.States | C.2Cy.15″&34″–24″<br>60H<br>W.Deacon,SanFrancisco | |
| 415<br>80548<br>SPVN | **Rosalind**<br>*A.Matthews* –92<br>*Well deck* | IronScSr<br>*ss*Shl.No.3–8,91<br>1*Dk2trB* | 916<br>750<br>585 | ✠100A1<br>~~7,91 7,93~~ 8,94<br>BS~~7,93~~<br>7,94 LMC8,91 | Shl<br>A&CP | *m* | 1879<br>6mo | TyneShip B.Co. Newcastle | A.P.Harrison &Co. | 220·0\|30·7\|15·0<br>Q77′B46′F22′<br>FK<br>*WB*=*D* | Newcastle<br>British | C.2Cy.28″&52″–36″<br>80lb *80lb* NDB91 98H<br>4*BHCem*<br>2B,GS65<br>*Ba*53′*f*110′<br>R.&W.Hawthorn,Nwc. | 15 ″ 11<br>s 1 ″ 7½ |
| 416<br>88703<br>JPGK | —<br>~~*J.Ferguson 93–*~~ *ss*Got.No.3–8,93<br>*Well deck Hodge* –94 | IronScSr<br>1*Lk*(*Irn*) | 649<br>492<br>404 | ✠100A1<br>~~12,01 11,94~~ 1,95<br>BS12,94 ✠LMC8,93<br>~~Gls~~Shl | Bwg<br>LA&CP | *i* | 1884<br>6mo | RoyalShip & E.Co.The Scheldt Flushing | SmithSSCo.(Lim.) (J.&W.W.C. Smith, *Mgrs.*) | 176·2\|27·3\|12·0<br>P14*t*Q54*t*B83*t*F19*t*<br>drp93 BK7½″<br>*WB*=*DBa*51′70*t*FPT | Chester<br>British | C.2Cy.22″&41″–30″ (*r*)<br>95lb ~~*85lb*~~ 90H<br>4*BHCem*<br>40*t*APT46*t*<br>RoyalS.&E.C.TheScheldt | 13 ″ 1<br>s 1 ″ 1 |
| 417<br>89594<br>JWNS | **Rosamond**<br>*J.Ryan*88–93<br>*Well deck* | IronScSr<br>1*Dk*(*Irn*) | 721<br>552<br>462 | | | … | 1884<br>5mo | Nederland-scheS.M. Rotterdam | UnionS.S.Co.of N.Z.(Lim.) | 179·4\|27·7\|13·5<br>Q60′ B41′ F23′<br>*WB* | Dunedin<br>British | C.2Cy.23″&43″–30″<br>90H<br>StombootMtschppy.,Rot. | 14 ″ 3 |
| 418<br>95012<br>KPDG | **Rosarian**<br>*W.Dunlop* –91 | SteelScSr | 3077<br>2768<br>2007 | | | … | 1887<br>9mo | D.&.W. Henderson &Co. Glasgow | J.&A.Allan | 330·0\|42·1\|24·7<br>P36′ B70′ F41′ | Glasgow<br>British | T.3Cy.22½″,36″&61″–48″<br>350H<br>D.&WHenderson&Co.,Gls | 28 ″ 3 |
| 419<br>RJSP | **Rosario**<br>*J.Göttsche*86–93<br>*Elec. light* | SteelScSr<br>1*Dk*&*Spar dk3trB*<br>2*Dks*(1*Irn*)&*Awngdk* | 3195<br>2805<br>2075 | | | | 1893 | Blohm& Voss Hamburg | Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. | 315·9\|40·0\|19·1<br>P46′ B76′ 27·0<br>F35′ | Hamburg<br>German | T.3Cy.23″,38″&61″–45″<br>265H<br>*WB*<br>Blohm&Voss,Hamburg | V |
| 420<br>210<br>RSTW | —<br>*M.Rosasco*91–93<br>*Elec. light* | IronScSr<br>2*Dks*(1*Irn*)&*Awngdk* | 1957<br>1674<br>1177 | | | … | 1887<br>9mo | Wigham Richardson &Co. Newcastle | LaVeloceNav. Italiana | 282·0\|35·2\|17·2<br>F57′ | Genoa<br>Italian | T.3Cy.27″,42″&69″–48″<br>380H<br>WighmRichrdsn&Co.Nwc. | 18 ″ 8 |
| 421<br>88148<br>JCBV | —<br>*W.Wood* –93<br>*Well deck* | SteelSc3MstSr | 1862<br>1403<br>1239 | | | … | 1883<br>10mo | Earle'sCo. (Lim.) Hull | T.Wilson,Sons& Co.(Lim.) | 275·3\|34·3\|19·2<br>P176′ F29*t* | Hull<br>British | T.3Cy.20½″,33″&58″–36″<br>140H<br>Earle'sCo.(Lim.),Hull | 21 ″ 1 |
| 422<br>91361<br>KSPC | —<br>*D.James*90–92<br>*Well deck* | SteelScSr<br>*ss*Npt.No.1–92<br>1*Dk*(*Stl*)&*Webframes Floors Iron* | 1195<br>941<br>768 | ✠100A1<br>1,94<br>BS8,94 ✠LMC5,92 | Npt<br>LA&CP | *n* | 1888<br>6mo | Richardsn Duck&Co. Stockton | RosarieS.S.C. (Lim.)(Orders& Handford) | 232·0\|33·3\|15·1<br>P27′Q59′B49′F28′<br>BK8½″<br>*WB*=*Cell D B*~~194′210~~ 196′204′*APT7t* | Newport<br>British | T3Cy.17″,28½″&46½″–33″(*s*)<br>160lb *65lb* 110H<br>4*BHpt Asp pt Cem*<br>1SB.*3cf*,GS57,HS1812<br>NEMarine ECo(Lim.)Nwc | 17 ″ 6<br>s 1 ″ 7½ |
| 423<br>KVBL | —<br>*Conte* | IronSc | 197<br>—<br>118 | | | | 1869 | A.Leslie& Co. Newcastle | H.Chaber | 120·7\|22·1\|11·1 | Oran<br>French | C.2Cy.20″&36″–24″<br>50H<br>Thompson,Boyd&Co.,Nwc | |

| No. in Book. Official No. Code Letters. | Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. Under deck. Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. Years Assigned now expired. Equipment Letter. | Built. When. Ship. Engines | By Whom. Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 424<br>98583<br>LDTN | Rosary SteelScSr<br>F.H.Renaut82-90 ssLon.No.1-93<br>Well deck 1Dk(Irn)&Webframes<br>Frames&Inner bottom plating Irn | 1113<br>790<br>712 | ✠100A1<br>4,94<br>✠LMC1,93 | Cff n<br>A&CP | 1889<br>5mo | Ramage&<br>Ferguson<br>Leith | RosaryS.S.(Lim.)<br>(Harris & Dixon) | 230·0\|32·1\|14·0<br>P25'Q67'B90'F28'<br>drp94 BK8'<br>WB = Cell D B182'257t | London<br>British<br>4BHCem<br>APT50t | T.3Cy.20",33"&54"-36" (s)<br>160lb 80lb 150HP<br>2SB,6rf,GS90,HS2786<br>Ramage&Ferguson,Leith | 16 " 4<br>s 1 " 1 | |
| 425<br>67790 | Rose IronPadSr<br>R.Owen | 1280<br>973<br>480 | | | 1876 | Laird Bros.<br>Birkenhead | R.Smith | 291·8\|32·2\|15·7<br>Q96' B86' F95' | Dublin<br>British | 2Cy.78"-84"<br>NB87 650HP<br>LairdBros.,Birkenhead | | BT till 11,94 |
| 426<br>99014 | — SteelScSr<br>~~J.Hutchinson90-94~~ J.Weir94-95<br>Well deck 1Dk(Irn)&Webframes | 871<br>670<br>533 | ✠100A1<br>5,95~~3,94~~~~2,95~~<br>✠LMC5,94 | Nwc l<br>A&CP Gls<br>~~Gmb~~ | 1894<br>5mo | Wood,<br>Skinner&Co.<br>Newcastle | RoseS.S.Co.(Lim.)<br>(Crawford&Co.) | 200·4\|32·7\|12·7<br>P17'Q82'B9'F25'<br>FK<br>WB=CellDB167'245tFPT35tAPT22t | Grngemth<br>British<br>4BHCem | T.3Cy.16",26"&43"-30" (s)<br>160lb 80lb 93HP<br>1SB,3pf,GS50,HS1570<br>N.E.Mar.&E.Co.(L)Nwc | 15 " 0<br>s 1 " 5 | |
| 427<br>80453 | Rose Ann IronScSr<br>W.Kerton -92<br>1Dk | 131<br>104<br>40 | | ... | 1879<br>3mo | H.M'In-<br>tyre&Co.<br>Paisley | G.R.Nicholson | 100·5\|19·0\| 8·8<br>Q44' F12' | DouglasIM<br>British<br>WB | C.2Cy.17"&31"-24"<br>47HP<br>Hutson&Corbett,Glasgow | 9 " 4 | |
| 428<br>78369 | Rose Casey IronSc<br>W.Somerville76-90 ssAuk.No.1-83<br>1Dk | 125<br>113<br>37 | For River pur poses<br>12,85 | Auk | 1878<br>12mo | Fraser&<br>Tinne<br>Auckland | H.Worsp | 102·5\|17·1\| 9·5<br>FK | Auckland<br>British<br>4BH | C.2Cy.13"&24"-18"<br>NB85 109HP<br>Fraser&Tinne,Auckland | | |
| 429<br>86808 | Rosebery IronScDandy<br>R.Thomson -94 | 103<br>101<br>36 | | ... | 1883<br>5mo | Hawthorns<br>&Co.<br>Leith | GeneralSteam<br>FishingCo.<br>(Lim.) | 92·5\|18·0\| 9·4<br>F12' | Granton<br>British | C.2Cy.15"&27"-21"<br>32HP<br>Hawthorns&Co.,Leith | | |
| 430<br>87483<br>HVFT | Rosebud IronScSr<br>J.C.Melhuish -92 ssCff.No.2-92<br>Well deck 1Dk(Irn)2trB | 1140<br>911<br>732 | ✠100A1<br>~~1,94~~5,95<br>BS1,94 ✠LMC~~1,92~~5,95 | Cff n<br>LA&CP | 1883<br>6mo | C.S.Swan&<br>Hunter<br>Newcastle | P.Rowe&Sons | 230·5\|32·1\|15·5<br>Q82'B48'F27'<br>BK8'<br>WB = D Ba63'f91'280t | Cardiff<br>British<br>4BHCem<br>APT20t | C.2Cy.28"&54"-36" (i)<br>80lb ~~60lb~~ 98HP<br>2SB,4pf,GS66<br>NE.Marine Co.(Lim.),Nwc | 16 " 7<br>s 1 " 9 | |
| 431<br>94065<br>KRTN | Rosedale Steel&IronSc3MstSr<br>J.Ewart78-88<br>1Dk(Irn)&Awngdk&Webframes<br>Beams,Keelsons&CellDBIrn | 1507<br>978<br>977 | ✠<br>Awng dk<br>withfreeboard<br>3,91 ✠ | Sld l<br>A&CP | 1888<br>5mo | Sunderlnd<br>S.B.Co.<br>(Lim.)<br>Sunderland | St. Lawrence&<br>Chicago S.N. Co.<br>(Lim.)(Hagarty<br>&Co.,Mgrs.) | 246·1\|35·0\|14·7<br>21·1<br>len91 FK | Toronto<br>British<br>4BHCem | T.3Cy.17",28"&46"-30" (s)<br>160lb 106HP<br>NE.MarineCo.(Lim.),Sld.<br>WB=CellDB139'198t | 16 " 9 | D |
| 432<br>74672 | — IronTwinScSr<br>L.O.Saulsen<br>1Dk | 274<br>232<br>164 | ✠<br>6,77 | Dun e<br>A&CP | 1877<br>5mo | W.B.<br>Thompson<br>Dundee | NorthCoastS.N.<br>Co.(Lim.) | 140·1\|26·1\| 8·5<br>Q30' B35' F16'<br>FK | SydnyNSW<br>British<br>4BHCem | C.4Cy.15"&27"-16"<br>65HP<br>W.B.Thompson,Dundee | | |
| 433<br>89773<br>JGSB | Rosehill IronScSr<br>W.Richards79-92 ssCff.No.2-92<br>Well deck 1Dk(Irn)2trB | 1649<br>1383<br>1067 | ✠100A1<br>~~9,9~~~~10,93~~ 1,95<br>BS~~8,93~~ ✠LMC7,92<br>9,94 | Lon q<br>A&CP Cff<br>~~Hur~~ | 1884<br>2mo | J.L.<br>Thompson<br>&Sons<br>Sunderland | Earl of Chester<br>S.S.Co.(Lim.)<br>(Martin&Mar-<br>quand,Mgrs.) | 259·8\|36·0\|18·6<br>Q100'B58'F26'<br>WB=D FK<br>Ba76'f58'268tFPT33tAPT26t | Whitby<br>British<br>6BHCem | C.2Cy.32"&59"-33" (b)<br>80lb 60lb 150HP<br>2SB,4pf,GS94<br>T.Richardson&Sons,Hpl. | 19 " 8<br>s 2 " 2½ | |
| 434<br>89179<br>JQBV | Roseland IronScSr<br>R.Bricknell89-89 ssFal.No.2-92<br>Well deck 1Dk(Irn)2trB | 1279<br>1039<br>816 | ✠100A1<br>~~10,9~~~~10,92~~ 1,95<br>BS12,93 ✠LMC10,92<br>10,94 | Fal n<br>A&CP<br>Cff | 1884<br>4mo | W. Dox-<br>ford&Sons<br>Sunderland | P.Rowe&Sons | 229·5\|33·1\|16·0<br>P48'Q83B48'F27'<br>drp94 BK8'<br>WB = DBa120'f36'278t | Cardiff<br>British<br>4BHCem<br>APT10t | C.2Cy.28"&54"-36" (a)<br>80lb 50lb 123HP<br>2SB,4pf,GS72<br>W.Doxford&Sons,Sld | 17 " 1<br>s 1 " 10 | D |
| 435<br>85667<br>VPKR | Rosella IronScSr<br>T.H.Donald -91 ssGls.No.3-12,92<br>1Dk(ptIrn)2trB<br>Well deck | 1374<br>1089<br>865 | ✠100A1<br>~~7,94~~~~2,94~~ 5,95<br>BS4,94 ✠LMC12,92<br>5,95 | Bry p<br>A&CP<br>~~Hull~~ | 1881<br>4mo | J.L.<br>Thompson<br>&Sons<br>Sunderland | M.Thomas&Co. | 242·8\|34·1\|18·3<br>P24'Q62'B46'F27'<br>BK9'<br>WB = DBa62'f100'223t | Whitby<br>British<br>4BHCem<br>APT15t | C.2Cy.31"&57"-36" (i)<br>80lb 60lb 130HP<br>2SB,4pf,GS64<br>J.Dickinson,Sunderland | 19 " 7<br>s 2 " 4½ | |
| 436<br>96251<br>KTND | Rosemorran SteelScSr<br>J.F.Notman -93 ssShl.No.1-92<br>2Dks(1Stl&1Irn)3trB | 2470<br>2376<br>1589 | ✠100A1<br>4,95 ~~5,94~~<br>BS8,94 ✠LMC7,92 | Cff t<br>LA&CP | 1888<br>8mo | Palmers'<br>Co.(Lim.)<br>Newcastle | J.Temperley&Co. | 312·0\|40·1\|24·7<br>P28'B58'F40'<br>FK<br>WB = ptCell D B166'450t F P T63t A P T20t | Newcastle<br>British<br>5BHAsp | T.3Cy.23½",38"&62"-42" (a)<br>150lb 75lb 227HP<br>2SB,8pf,GS128<br>Palmers'Co.(Lim.),Nwc. | 27 " 6<br>s 4 " 11½ | |
| 437<br>NBCR | Rosenborg SteelScSr<br>W.Schultz83-89 ssAnt.No.1-93<br>Well deck 1Dk(Stl)2trB | 1636<br>1173<br>1045 | ✠100A1<br>7,94~~8,93~~<br>✠LMC9,93 | Ant p<br>A&CP<br>~~Nwc~~ | 1889<br>5mo | Burmeister<br>&Wain<br>Copenhagen | Dampskibsselska-<br>bet,Dannebrog<br>(C.K.Hansen,<br>Mgr.) | 250·0\|34·7\|16·2<br>P140'F58' BK9'<br>WB=DBa56'<br>f98'&uE&B48'369t | Copnhagn<br>Danish<br>4BHCem<br>APT44t | T.3Cy.18½",30"&48"-36" (s)<br>150lb 150HP<br>2SB,4cf,GS71<br>Burmeister&Wain,Cpn. | 19 " 0<br>s 1 " 8 | |
| 438<br>98918 | Rosendael SteelScSr<br>J.Tait -92<br>Well deck 1Dk(Irn) | 448<br>316<br>259 | ✠100A1<br>11,94~~12,93~~<br>✠LMC4,91 | Lon g<br>LA&CP | 1891<br>4mo | Southmptn<br>NavWks.(L)<br>Southampton | ~~Weatherly,Mead&Hussey~~<br>Mead,Son&Hussey | 160·0\|24·0\|11·0<br>Q77'B14'F19'<br>BK7'<br>WB = Cell DBa23'21t FPT17t | London<br>British<br>4BHCem<br>APT11t | T.3Cy.13½",22"&34"-24" (s)<br>160lb 80lb 95HP<br>1SB,2rf,GS42,HS1250<br>Sou.Navl.Wrks.(Lim.)Sou | 11 " 9<br>s 0 " 9 | |
| 439<br>94961 | Roses IronPadSk<br>S.Cowell | 153<br>134<br>43 | | | 1876 | T.B.Seath<br>&Co.<br>Glasgow | MorecambeSteam-<br>boatCo.(Lim.) | 140·8\|18·1\| 7·5 | Lancaster<br>British | D.2Cy.31"-42"<br>NB91 70HP<br>D.Rowan,Glasgow | | BT till 10,94 |
| 440<br>81959<br>TLPK | Rosetta IronSc3MstSr<br>G.W.F.Browne -94 | 3411<br>2007<br>2039 | | ... | 1880<br>5mo | Harland<br>&Wolff<br>Belfast | P.&O.SteamNav.<br>Co. | 390·8\|40·2\|26·8<br>P261' F47' | Belfast<br>British | C.2Cy.54"&94"-60"<br>700HP<br>J.Howden&Co.,Glasgow | 28 " 1<br>s 5 " 3½ | |
| 441<br>81489<br>VLQR | Roseville IronScSr<br>T.Webster ssHpl.No.3-2,94<br>Well deck 1Dk(Irn)2trB | 1684<br>1340<br>1060 | ✠100A1<br>11,9~~2,94~~<br>BS9,94 ✠LMC7,93 | Hpl q<br>LA&CP<br>Bly | 1881<br>3mo | W.Gray&<br>Co.<br>WHartlepool | R.Shadforth&Co. | 257·6\|35·8\|17·9<br>Q98'B65'F28'<br>WB=CellDB208'349t | Sundrland<br>British<br>4BHCem | C.2Cy.32"&60"-39" (i)<br>80lb 75lb NDB91 150HP<br>Blair&Co. (Lim.),Stockton | 20 " 3<br>s 1 " 10½ | D |
| 442<br>98874 | Rosina SteelScSp<br>~~F.Thomas93-93~~<br>W.Gapper93-94 1Dk | 46<br>46<br>— | ✠ A1<br>8,94 ~~9,93~~<br>For Towing purposes only<br>✠LMC7,91 | Npt<br>LA&CP | 1891<br>10mo | Pool,<br>Skinner&<br>Williams<br>Falmouth | R.Arthur&Son | 67·3\|14·4\| 8·2<br>BK5' | Newport<br>British<br>4BHCem | C.2Cy.13"&24"-18" (s)<br>94lb 25HP<br>1SB,1pf<br>W.Sisson&Co.,Gloucester | 8 " 6 | |
| 443<br>101900 | Rosina Mendl SteelScSr<br>W.Brown92-92 1Dk(Stl)&Web<br>Elec. light frames&ptAwng dk(Irn) | 2370<br>1806<br>1520 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>1,95~~3,94~~<br>✠LMC7,92 | Cff s<br>A&CP | 1892<br>7mo | J.Priest-<br>man&Co.<br>Sunderland | RosinaMendlS.S.<br>Co.(Lim.)<br>(F.Mendl&Co.) | 296·6\|39·2\|18·2<br>Q119'<br>ptAwng dk117' FK<br>WB = Cell D B224'636t | London<br>British<br>6BHCem<br>APT54t | T.3Cy.23",38"&62"-42" (s)<br>160lb 80lb 250HP<br>2SB,6pf,GS114,HS3950<br>W.Allan&Co.,Sunderland | 21 " 6<br>s 9 " 0 | |
| 444<br>JVBG | Röskva WoodScSr<br>B.D.Olsen91-91<br>1Dk2trB | 529<br>413<br>325 | | | 1891 | ..................<br>Bergen | E.Giertsen | 159·6\|26·0\|14·3<br>Q30tB59tH7tF18t | Bergen<br>Norwegian | T.3Cy.11⅓",18"&29½"-24"<br>60HP<br>LaxevaagsMV,Bergen | | N |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord en milliers de navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 445 87126 HTWV | **Roslin Castle** *R.Duncan* ~~–93~~ *Travers* | **IronScBg** *ss*Lon.No.2–92 3*Dks*(2*Irn*–*Uws*) | ~~4267~~ 4487 4112 ~~2742~~ 2620 | ✠100A1 ~~4,95~~ ~~1,95~~ ~~NB11,88~~ ~~BS1,94~~ | Lon LA&CP | *y* | 1883 4mo | Barclay, Curle&Co. Glasgow | **D.Currie&Co.** | 392·8 B102′F56′ len88 *WB=MT*20′180*td* | 48·3 BK11″ | 31·4 7*BHCem* *ptka*38′170*t* | London British *Tpd.*88 | T.3Cy.36″,60″&96″–60″ (o) 160lb 800H 3D&1SB,*18cf*92*rf*,GS526,HS *T.*Rchrdsn&SnsHp] | 32 × 9 12611 |
| 446 97609 LPFD | **Rosneath** *A.J.MacDougall* –92 *Well deck* | **SteelScSr** *ss*Cff.No.1–95 1*Dk*(*Irn*)&*Web frames* | 1779 1317 1123 | ✠100A1 ~~10,93~~ 1,95 ~~LMC2,90~~ | Gls LA&CP Cff | *q* | 1890 2mo | Murdoch& Murray Pt.Glasgow | **RosneathS.S.Co. (Lim)(P.H.Dixon & Harrison)** *WB = Cell D B* | 260·0 P25′Q66′B112′ F31′ 216′380*t* | 37·1 BK9½″ | 17·2 4*BHCem* *APT*58*t* | Glasgow British 160lb *80lb* 175H | T.3Cy.19″,32″&52″–39″ (s) 2SB,*6cf*,GS90 W.Kemp,Glasgow | 19 × 6 s 1 × 6½ |
| 447 84657 HLSJ | **Ross** *S.Kendrick* –93 *Well deck* | **IronScSr** *ss*Cff.No.3–7,89 *ss*Bry.No.1–94 1*Dk*(*Irn*)2*trB* | 1356 1125 877 | ✠100A1 4,94 | Bry LA&CP ~~LMC4,94~~ | *o* | 1881 6mo | Palmers' Co.(Lim.) Newcastle | **J.Cory&Sons** *WB = D Ba* | 240·0 B49′F26′ FK 74′*f*61′225*t* | 33·2 | 18·2 4*BHCem* *APT*15*t* | Cardiff British 80lb *70lb* NDB92289 | C.2Cy.28″&54″–36″ (i) 1SB,*4pf*,GS66 Palmers'Co.(Lim.),Nwc. | 19 × 5 99H s 2 × 1½ |
| 448 84320 VRFH | **Ross-shire** *F.Stewart* –94 | **IronSc3MstSr** *ss*Cff.No.3–7,93 2*Dks*(1*Irn*)3*dk-rule* | 2080 1965 1362 | ✠100A1 ~~5,94~~ ~~4,94~~ 5,95 ~~BS8,94~~ | Liv LA&CP ~~LMC7,93~~ ~~Cff~~ | *s* | 1881 4mo | E.Withy& Co. Hartlepool | **Turnbull,Martin & Co.** *WB = Cell D B* | 285·0 B52′F33′ 228′354*t* | 36·0 | 22·8 4*BHCem* *APT*60*t* | Glasgow British 80lb *50lb* | C.2Cy.34½″&64″–42″ (i) 200H | 25 × 7 s 4 × 10½ Blair&Co.(Lim.),Stockton |
| 449 73766 | **Rossall** | **IronTwinScSk** | 192 169 91 | | | | 1881 | Barrow S.B.Co. Barrow | **Lancashire&Yorkshire Railway Co.** | 111·8 Q20*t* | 23·2 | 7·3 | Fleetwood British | C.4Cy.10″&20″–18″ 35H BarrowS.B.Co.,Barrow | |
| 450 74475 PKWV | **Rosse** *Dixon*76–80 | **IronScSr** | 1683 1594 1023 | | | | 1875 | A.Leslie& Co. Newcastle | **Liverpool,Brazil & R.Plate Steam Nav.Co.(Lim.) (Lamport&Holt, *Mgrs.*)** | 282·8 | 33·3 | 24·8 | Liverpool British | C.2Cy.26″&58″–42″ 170H R.Stephenson&Co.,Nwc. | |
| 451 81914 JRMK | **Rossgull** ~~*V.Neill* –93~~ Well deck ~~*Mitchell*84–95~~ *McDougall* –95 | **SteelSc** *ss*Gls.No.2–93 1*Dk* | 238 190 90 ~~97~~ | ✠100A1 3,93 ~~12,96~~ ~~1,95~~ ~~NB1,94~~ | Gls LA&CP ~~LMC1,94~~ | *d* | 1884 10mo | M'Arthur &Co. Paisley | **Earl of Leitrim** | 130·1 Q50′B7′F26′ BK7″ *WB = FPT*22*t* | 22·0 | 10·0 | Lndnderry British 80lb *80lb* 1SB,*2pf*,GS35,HS918 | C.2Cy.18″&36″–24″ (s) 54H 4*BHCem* Muir&Houston,Glasgow | 10 × 9 s 1 × 2 |
| 452 PMHT | **Rossija** *Kasy* | **IronScBk** (*ex*Holsatia) | 3156 — 2012 | | | | 1868 | Caird&Co. Greenock | **Russian Volunteer Fleet Association** | 341·2 | 47·0 | 32·7 | Cronstadt Russian | T.3Cy.35″,51″&85″–54″ 573H Caird & Co.,Greenock | |
| 453 79634 RWTQ | **Rossini** *H.McIntyre* –94 | **IronScSr** *ss*Grk.No.3–12,89 1*Dk*(*Irn*)2*trB* *ss*Shl.No.1–95 | 1357 1106 851 | ✠100A1 2,95 ~~7,93~~ ~~BS4,93~~ ~~9,94~~ | Shl A&CP ~~LMC10,89~~ ~~9,94~~ | *p* | 1878 8mo | Bartram, Haswell&Co. Sunderland | **R.Gordon&Co.** *WB = D* | 245·5 Q90′B51′F26′ BK9 *Ba*74′*f*58′239*t FPT* | 33·7 | 18·0 4*BHCem* 15*t APT*13*t* | London British 75lb 2B,GS60 J.Dickinson,Sunderland | C.2Cy.31½″&57″–36″ 140H | 19 × 6 s 1·11½ |
| 454 77218 RQLJ | **Rosslyn** *W.J.Rees*93–93 *Well deck* | **IronScSr** *ss*Cff.No.3–4,91 1*Dk*(*Irn*)2*trB* | 786 733 489 | ✠100A1 ~~11,93~~ 10,94 ~~BS3,93~~ 7,94 | Cff A&CP ~~LMC4,91~~ Sws | *m* | 1878 5mo | Palmers' Co. Newcastle | **J.Cory&Sons** | 220·0 Q23′B48′F26′ BK8 *WB = DBa*80′*f*52′ | 30·2 | 15·5 4*BHCem* 1B,*4f*,GS63 | Cardiff British 65lb *55lb* NDB86 | C.2Cy.28″&52″–33″ (i) 99H | 16 × 8 s 2 × 2 Palmers'Co.(Lim.),Nwc. |
| 455 99239 | — *A.Easter* –94 | **IronScSr** 1*Dk* | 121 113 8 | | | | 1892 | Hepple& Co. N.Shields | **J.M.Clarke** | 100·8 | 20·4 | 10·4 | Leith British | C.2Cy.17″&34″–24″ 48H Hepple&Co.,N.Shields | |
| 456 96336 LFWR | **Rossmore** *S.M.W.Croskery* –94 *ss.*Liv.No.1–93 2*Dks*(1*Irn*&1*pt Stl pt Irn*)3*trB* | **SteelScBn** | 4360 4248 2867 | ✠100A1 ~~3,94~~ ~~11,93~~ 2,95 ~~LMC8,93~~ | Liv LA&CP | *y* | 1889 7mo | T.Royden &Sons Liverpool | **S.S.RossmoreCo. (Lim.)(W.Johnston&Co.Lim.)** *WB = Cell DB*90′298*t* | 400·0 P24′B186′F104′ BK9″ *FPT* 70*t APT* 50*t* | 46·1 | 29·6 7*BHCem* *MT*32′660*t* | Liverpool British 160lb 3DB,*12cf*,GS258 G.Forrester&Co.,Liv. | T.3Cy.31″,48″&82″–54″ (s) 500H | 31 × 8 s 6 × 1½ |
| 457 | **Rostock** | **IronTwinScSr** 1*Dk* | 179 — 127 | | | | 1873 | Act.Ges. "Hansa" Rostock | **SocietaFerrovie Napolitane** | 132·5 | 19·0 | 8·9 | Naples Italian | C.4Cy.16½″&30″–15″ 60H Act.Ges.Hansa,Rostock | |
| 458 255 JQRH | **Rostoff** | **IronScSr** *ss*Lon.No.2–73 1*Dk*2*trB* | 1219 1149 938 | ✠ 7,75 | Lon A&CP | | 1867 8mo | C.Mitchell &Co. Newcastle | **RussianS.Nav.& TradingCo.** | 258·0 P51*t* F— FK | 33·0 | 21·9 4*BHCem* | Odessa Russian NB73 | C.4Cy.21″&46½″–36″ 120H Maudslay,Sons&Field,Lon *WB=DBa*90′*f*90′ | |
| 459 83020 | **Rostrevor** *A.Swift* –91 | **IronScSr** 1*Dk*(*Irn*) *ss*Bel.No.1–94 | 199 158 80 | ✠100A1 5,94 | Bel LA&CP ~~LMC5,94~~ | *c* | 1890 2mo | J Fullerton &Co. Paisley | **Newry&Kilkeel S.S.Co.(Lim.)** | 120·0 P41′Q42′B7′F17′ BK6′ *WB = FPT*30*t* | 20·1 | 9·4 4*BHCem* 1SB,*2pf*,GS28 W.Kemp,Glasgow | Newry British 90lb 45H | C.2Cy.16″&32″–22″ (s) | 10 × 1 s 1 × 1½ |
| 460 LMCJ | **Rota** *H.P.Knudsen*74–85 | **IronScSr** | 101 — 64 | | | | 1885 | Flensburg Schiffs.Ges. Flensburg | **Sonderburger Dampfschifffahrts Act.Ges.** | 94·5 Q30′ B26′ | 18·1 | 8·5 | Sonderbrg German | C.2Cy.15½″&28½″–18″ 35H Flensburg Schiffs.Gesells. | |
| 461 101839 | **Rotha** *J.Hay*89–93 *Well deck* | **SteelScSr** 1*Dk*(*Irn*)&*Web frames* | 1008 769 585 | ✠100A1 ~~8,94~~ ~~1,94~~ 1,95 ~~LMC9,93~~ Shl – | Bly LA&CP | *m* | 1893 9mo | J.Laing Sunderland | **Sharp&Co.** *WB = Cell DB* | 220·0 P92′B44′Q92′F22′ FK 134′208*t FPT* | 31·2 | 15·5 4*BHCem* 33*t APT*40*t* | Newcastle British 160lb *80lb* (s) 1SB,*4pf*,GS70,HS2400 N.E.Mar.E.Co.(Lim.),Sld. | T.3Cy.19″,31½″&51½″–33″ 130H | 16 × 4 s 1 × 5½ |
| 462 65808 KGTN | **Rothbury** *W.L.Hewett* –93 6thSurvey,Shl.10,90 | **IronSc3MstSr** 2*Dks*(1*Irn*) | 916 809 568 | ✠ A,1 8,93 ~~NB10,90~~ | Shl LMC10,90 | Lv | 1871 3mo | A.Leslie& Co. Newcastle | **D.W.Fitzgerald** | 210·0 Q57*t* drp91&92ND90 | 28·5 | 18·9 4*BH*1PBH *WB = DBf APT* | S.Shields British 71lb *80lb* NDB90 1SB,*3pf*,GS56 C.A.Day&Co.,Sou. | C.2Cy.25″&50″–30″ (r) 104H | 20 × 2 s 3 × 2 |
| 463 | **Rothenfels** ~~*C.Lange*83–93~~ *E.Warkmeister*92–94 1*Dk*(*Stl*)&*Spar dk*(*Stl–Teak* s) &*Web frames* | **SteelScSr** | 2951 2705 1892 | ✠100A1 *Spar dk* 12,94 ~~9,94~~ ~~LMC11,93~~ | Ham A&CP | *u* | 1893 12mo | SirR.Dixon &Co. Middlesbro' | **DeutscheDampfschifffahrtsGes. "Hansa"** | 315·0 P31′B70′F43′ BK10″ *WB = Cell DB* | 41·8 26·0 | 18·0 5*BHCem* 242′521*t* | Bremen German 160lb *100lb* 2SB,*6cf*,GS103,HS4220 T.Richardson&Son,W.Hpl | T.3Cy.24″,38″&64″–42″(s) 266H | 20 × 6 s 6 × 2 |
| 464 96659 LKFR | **Rotherfield** *P.Watson*90–91 *Well deck* | **SteelScSr** *ss*Cff.No.1–94 1*Dk*(*Irn*)2*trB*&*Web frames* | 2831 2157 1843 | ✠100A1 ~~3,94~~ 2,95 ~~LMC1,94~~ Cff | Liv A&CP | *u* | 1889 10mo | E.Withy& Co. W Hartlepool | **S.S.RotherfieldCo. (Lim.) (F.Woods)** *WB = Cell DB* | 320·0 P35′Q98′B132′ F31′ 270′ | 40·1 FK | 21·6 5*BH Asp* 578*t APT*29 | London British 160lb *80lb* 2DB,*8rf*,GS120,HS4105 T.Richardson&Sons,Hpl. | T.3Cy.24″,38″&64″–42″ (s) 300H | 24 × 8 s 2 × 7½ |
| 465 98412 | **Rothesay** *W.Knight* –92 *Well deck* | **SteelScSr** *ss*Cff.No.1–95 1*Dk*(*Irn*)&*Webframes* | 2007 1508 1293 | ✠100A1 4,95 ~~5,94~~ ~~LMC5,91~~ | Cff A&CP | *r* | 1891 5mo | W.Gray& Co.(Lim.) W Hartlepool | ~~*J.Cory&Sons*~~ RothesaySSCo(Lm) (J.Cory&Sons) | 280·4 P29′Q84′B112′ F27′ *WB = DBa*88′*f*108′ | 38·1 FK | 18·0 5*BHCem* 437*t APT*20*t* | Cardiff British 160lb *80lb* 2SB,*4rf*,GS70,HS3110 CentralMarineEW.,W.Hpl | T.3Cy.20″,31½″&53″–36″ (s) 160H | 19 × 2 s 1 × 6 |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 466<br>98779<br>JMSL | Rothiemay IronScSr<br>H.H.Greenhalgh -94 ssBly.No.2-93<br>1Dk(Irn)2trB<br>Well deck | 1690<br>1373<br>1094 | ✠100A1<br>2,95 ~~2,94~~<br>BS~~2,94~~ 2,95 | Bly<br>A&CP<br>✠LMC2,93<br>Shl | r | 1884<br>5mo | BlythShip-buildingCo.<br>Blyth | Red "R" S.S.Co. (Lim.) (Stephens&Mawson, Mgrs.) | 269·7\|37·2\|17·0<br>Q102'B66'F26'<br>WB=Cell FK<br>DB222'389tFPT | Newcastle<br>British<br>4BHCem<br>52tAPT17t | C.2Cy.33"&63"–42" (a)<br>90lb 80lb 170HP<br>2SB,6pf,GS100,HS3430<br>N.Mar.Eng.Co.(Lim.)Nwc | 19 ″ 2<br>s 1″11½ | |
| 467<br>94499<br>SLPG | Rotokino SteelScSr<br>J.T.Rolls -93<br>Well deck 1Dk(Stl)&Webframes &ptAwngdk | 2064<br>1521<br>1304 | ✠100A1<br>pt Awng dk withfreeboard<br>4,93 | Lon<br>LA&CP<br>✠LMC5,90 | r | 1890<br>5mo | W.Denny &Bros.<br>Dumbarton | UnionS.S.Co.of NewZealand (Lim.) | 270·0\|37·7\|18·7<br>P33'Q64'<br>ptAwngdk173' FK<br>WB=Cell DB 226' 486t FPT | Dunedin<br>British<br>5BHCem<br>17tAPT69t | Q.4Cy.18",27½",36"&53"–39"<br>180lb 80lb 135HP<br>2SB,6cf,GS94,HS2587<br>Denny&Co.,Dumbarton | 21 ″ 9<br>s 8 ″10 | |
| 468<br>78294<br>WLJV | Rotomahana SteelScSr<br>~~G.Allman82-92~~ ssDdn.No.3-10,91<br>H.Morrisby -94 2Dks(1Stl)3dk-rule | 1727<br>1604<br>864 | ✠100A1<br>10,91<br>BS~~10,93~~ 12,94 | Ddn<br>A&CP<br>LMC10,91 | s | 1879<br>6mo | W.Denny &Bros.<br>Dumbarton | UnionS.S.Co.of NewZealand (Lim.) | 298·2\|35·2\|23·7<br>H71tF52'<br>ptND91 FK<br>WB=DBa48 | Dunedin<br>British<br>4BHCem<br>&uE40' 140t | C.2Cy.47"&82"–48" (i)<br>70lb 450HP<br>6B,GS312<br>Denny&Co.,Dumbarton | | |
| 469<br>73119 | — IronSc3MstSr<br>A.Farquhar -75 | 183<br>116<br>139 | | | | 1876 | Fraser& Tinne<br>Auckland | NorthernS.S.Co. ofNewZealand (Lim.) | 126·7\|17·5\| 7·5<br>P24t H43t | Auckland<br>British | 2Cy.26"–15"<br>45HP<br>Fraser&Tinne,Auckland | | |
| 470<br>78214<br>WLJR | Rotorua IronScSr<br>A.W.Cameron90–92<br>3Dks | 926<br>909<br>576 | | | ... | 1876<br>9mo | W.Denny &Bros.<br>Dumbarton | UnionS.S.Co.of NewZealand (Lim.) | 226·0\|27·2\|20·4 | Dunedin<br>British | C.2Cy.34"&60"–39"<br>172HP<br>Denny&Co.,Dumbarton | | |
| 471<br>PRNB | Rotterdam IronSc4MstBk<br>A.Roggeveen89–91 ssAms.No.3–9,90<br>(exBritishEmpire) 3Dks(2Irn)<br>Elec.light | 3329<br>2994<br>2361 | ✠100A1<br>8,93<br>BS~~12,90~~ 10,94 | Rot<br>A&CP<br>LMC10,90 | w | 1878<br>5mo | Harland& Wolff<br>Belfast | Nederl.Amerik. Stoomv.Maats. | 389·6\|37·9\|28·3<br>F78'<br>BK9' | Rottrdam<br>Dutch<br>7BHCem | C.4Cy.28"&60"–54"<br>80lb 300HP<br>3DB,18f,GS324<br>G.Forrester&Co. Liverpool | | DV |
| 472<br>68112<br>NBTL | — IronScSr<br>R.McGregor -92 ssGmh.No.3–10,87<br>ssGmh.No.1–92<br>1Dk | 485<br>424<br>285 | ✠100A1<br>6,94 ~~2,94~~<br>BS2,94 | Gmh<br>A&CP<br>MS1,92 | i | 1874<br>5mo | M'Kellar, McMillan &Co.<br>Dumbarton | J.Rankine&Son | 180·1\|25·1\|14·0<br>P35'B45'F24'<br>ND90<br>WB= | Glasgow<br>British<br>4BHCem<br>FPT&APT | C.2Cy.27"&47"–30" (j)<br>70lb 60lb NB80 100HP<br>1SB,3pf,GS49<br>W.King&Co.,Glasgow | 14 ″ 6<br>s 1 ″ 6½ | D |
| 473<br>PRNC | — IronSc<br>H.H.Pearse -94 1Dk | 102<br>—<br>54 | | | | 1870 | J.&K.Smit<br>Kinderdijk | L.Smit&Co. (Murk,Lels& Zoon, Mgrs.) | 98·3\|16·3\|10·5 | Alblasrdm<br>Dutch | T.3Cy.11¼",17¾"&28"–20"<br>Diepeveen,Lels&Smit | | |
| 474<br>101942 | Roubaix SteelScSr<br>~~J.M.Guild -93~~ 1Dk(Irn)<br>Welldeck W.H.Perse94-94 | 548<br>404<br>299 | ✠100A1<br>1,95 ~~5,94~~ ~~10,91~~ | Lon<br>LA&CP<br>✠LMC11,92 | h | 1892<br>10mo | Mackie& Thomson<br>Glasgow | RoubaixS.S.Co. (Lim.) (Mead, Son&Hussey) | 170·0\|25·6\|12·0<br>Q82'B14'F21'<br>drp93 BK7'<br>WB=Cell DBa28' 28tFPT18t | London<br>British<br>4BHCem<br>APT19t | T.3Cy.13½",22"&34"–24" (s)<br>160lb 80lb 60HP<br>1SB,2rf,GS42,HS1290<br>Muir&Houston,Glasgow | 12 ″ 7<br>s 1 ″ 0 | |
| 475<br>96353<br>LBHR | Rouen SteelPadSr<br>J.M.Hale -91 1Dk(Stl-ptws)<br>Elec.light | 804<br>710<br>365 | ✠<br>with load line<br>6,88<br>For Channel purposes | Gls<br>LA&CP<br>✠ | | 1888<br>6mo<br>Newhaven and Dieppe | Fairfield Co.(Lim.)<br>Glasgow | London,Brighton andSouthCoast RailwayCo. | 250·6\|29·1\|14·0<br>B49' F80'<br>ptShelterdk48' FK | Newhaven<br>British<br>5BHAsp | C.D.2Cy.46"&83"–72"<br>450HP<br>FairfieldCo.(Lim.),Gls. | 15 ″ 0 | BT till ~~7,95~~ 3,96 |
| 476 | — SteelScTug<br>H.Cameron92–92 1Dk(Irn)<br>Floors,ReverseFrames&Beams(Irn) | 43<br>43<br>5 | ✠ A—<br>For Towing purposes<br>1,93 | Lon<br>✠LMC12,92 | | 1892<br>11mo | J.Fletcher &Co.<br>Glasgow | Soc.Anon.duRe-morquer "Rouen" | 65·0\|14·5\| 7·2<br>BK5' | Rouen<br>French<br>4BHCem | C.2Cy.13"&26"–18" (s)<br>100lb 45HP<br>1SB,2pf,GS24,HS670<br>J.Fletcher&Co.,Glasgow | 8 ″ 2 | |
| 477<br>102705<br>NFBJ | Roumania SteelScSr<br>W.J.Traylor -93<br>Well deck 1Dk(Irn)&Web frames | 2409<br>1863<br>1555 | ✠100A1<br>3,95 ~~3,94~~ ~~6,94~~ | Hpl<br>A&CP<br>✠LMC9,93<br>~~Cff~~ | s | 1893<br>9mo | W.Gray& Co.(Lim.)<br>W Hartlepool | W.Gray&Co. (Lim.) | 290·0\|38·1\|20·0<br>P27'Q84'B119<br>F31' BK10'<br>WB=Cell DB 244' 519t | W Hartlpl.<br>British<br>5BHCem<br>APT35t | T.3Cy.23",36½"&62"–39" (s)<br>160lb 80lb 240HP<br>2SB,6rf,GS79,HS3580<br>CentralMar.E.Wks.WHpl. | 22 ″ 6<br>s 2 ″ 1½ | |
| 478<br>HPRW | — IronPadSp | 181<br>181<br>61 | | | | 1889 | J.Jones& Sons<br>Liverpool | BlackSea&Danube S.N.Co. | 144·1\|20·1\| 7·9 | Odessa<br>Russian | C.D.4Cy.14½"&28"–42"<br>90HP<br>J.Jones&Sons,Liverpool | | |
| 479<br>HLDN | Roumeli IronScSr<br>J.Hiadis | —<br>—<br>195 | | | | 1881 | <br>England | Pantoleon&Co. | | Syra<br>Greek | | | |
| 480<br>76502<br>QPGM | Roumelia IronScBn<br>T.Edwards88–88 | 2207<br>2103<br>1418 | | | | 1877 | T.Royden &Sons<br>Liverpool | B.Papayanni&Co. | 320·7\|35·4\|25·5 | Liverpool<br>British | C.4Cy.28"&56"–42"<br>260HP<br>G.Forrester&Co. Liverpool | | BT till ~~9,94~~ 5,95 |
| 481 | Roumiantzeff SteelPadSr<br>G.Treuert94–94 2Dks(U.Teak)<br>Elec.Light | 718<br>584<br>445 | ✠ A1<br>loadline8f6in<br>3 94<br>Coasting—Odessa & Cherson | Nwc<br>LA&CP<br>✠LMC3,94 | | 1894<br>3mo. | R.&W. Hawthorn, Leslie&Co. (Lim.)<br>Newcastle | RussianStm.Nav. &TradingCo. | 212·0\|28·0\|14·1<br>P57'B61'F36'<br>FK<br>WB= | Odessa<br>Russian<br>4BHCem<br>APT17t | C.2Cy.32"&61"–51" (s)<br>115lb 220HP<br>2SB,6pf,GS111,HS3255<br>R.&W.Hawthorn,Leslie& Co.(Lim.),Nwc. | 14 ″ 6 | |
| 482<br>102845 | Rounton SteelScSr<br>J.Dalziel93–94<br>1Dk(Irn)&Webframes& ptAwngdk(Irn) | 2650<br>1972<br>1701 | ✠100A1<br>pt Awng dk withfreeboard<br>~~11,94~~ ~~2,94~~ 5,95 | Hpl<br>A&CP<br>Cff<br>✠LMC3,94 | t | 1894<br>3mo | W.Gray& Co.(Lim.)<br>WHartlepool | London&Northern S.S.Co.(Lim.) (PymanBros., Mgrs.) | 304·5\|42·0\|18·3<br>P29'Q88<br>ptAwng dk183' FK<br>WB=Cell DB 238' 643t | London<br>British<br>5BHCem<br>APT32t | T.3Cy.23",36½"&62"–39" (s)<br>160lb 80lb 240HP<br>2SB,6rf,GS88,HS3580<br>Cen.Mar.Eng.Wks.,WHpl. | 20″10<br>s 8 ″ 7½ | |
| 483<br>110874 | Rover IronPadSr<br>J.Brown (exMerida,exMarcoAurelio)<br>2Dks | 725<br>644<br>411 | | | | 1881 | Scott&Co.<br>Greenock | NewOrleansBelize R.M.&Central AmericaS.S.Co. | 212·7\|32·5\|14·7<br>P37t | N.Orleans<br>Utd.States | C.2Cy.33"&62"–54"<br>200HP<br>Scott&Co.,Greenock | | R |
| 484<br>48397 | — IronTwinScSr<br>D.Owens -92 (exChepstow)<br>1Dk | 193<br>176<br>127 | | | | 1874 | Henderson Coulborn &Co.<br>Renfrew | W.S.Ogden | 140·6\|25·9\| 8·1<br>B49' Alt91 | Cardiff<br>British | C.4Cy.9"&18"–12"<br>NE&B91 40HP<br>Plenty&Sons,Newbury | | |
| 485 | Rovuma SteelScSr<br>Thomaschewski94–94<br>1Dk | 115<br>98<br>55 | | | | 1894 | Germania-werft<br>Kiel | Auswärtiges-Amt, KolonialAbtheilung | 94·0\|17·8\| 9·2 | Dar-es-Salâm<br>German | C.2Cy.13½"&24¾"–12½"<br>Schiffs.,Msch.Act.Ges. "Germania,"Tegel | | G |
| 486<br>WNFM | Rowan IronScSr<br>~~H.Williams -94~~ ssNwc.No.3–8,93<br>Well deck 1Dk(Irn)2trB<br>J.Toye<br>Deleted 1,95 | 1089<br>855<br>661 | ✠~~100A1~~<br>9,94 ~~1,94~~ | Mdb<br>LA&CP<br>✠LMC8,93<br>Sld | n | 1882<br>8mo | HM'Intyre &Co.<br>Paisley | P.H.Dixon&Harrison | 219·5\|32·6\|15·7<br>Q72'B50'F27'<br>drp93 FK<br>WB=FPT65t APT69t | Glasgow<br>British<br>4BHCem<br>MT21'184t | C.2Cy.26"&52"–42" (a)<br>80lb 60lb NDB92 99HP<br>1SB,3f,GS61<br>Muir&Houston,Glasgow | 16″10<br>s 1 ″ 8 | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Nét. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 487<br>76233<br>RPBT | Rowland IronScSr<br>*C.Johnson* -94 *ss*Bly.No.3-2,91<br>1*Dk*2*trB* | 1367<br>1268<br>855 | ✠100A1<br>2,94<br>BS6,98<br>10,94 | Shl<br>A&CP<br>LMC9,90 | *q* | 1878<br>5mo | TyneI.S.B.<br>Co.<br>Newcastle | Red"R"S.S.Co.<br>(Lim.)<br>(Stephens&<br>Mawson, *Mgrs.*) | 258·0 32·0 21·1<br>B48'<br>drp93 BK9"<br>*WB*=*DBa* | Newcastle<br>British<br>5*BHCem*<br>82'*f&uB*82' | C.2Cy.29"&55"-36" (*i*)<br>75lb 70lb 140IHP<br>2B,GS64<br>J.Dickinson,Sunderland | 22 / 3 |
| 488<br>98983<br>MHKD | Rowtor SteelScSr<br>*J.H.Hosking* -94<br>1*Dk*(*ptIrn&ptStl*)&*Webframes*<br>*Well deck* | 2351<br>1769<br>1511 | ✠100A1<br>7,94 2,93<br>✠LMC9,91 | Bry<br>LA&CP<br>Cff | *s* | 1891<br>9mo | E.Withy<br>&Co.<br>WHartlepool | J.Holman&Sons | 288·0 40·0 18·3<br>P29'Q82'B122'<br>F31' FK<br>*WB*=*Cell DB*244' 474*t* | London<br>British<br>5*BHCem*<br>*APT*35*t* | T.3Cy.21",35"&57"-39" (*s*)<br>160lb *80lb* 200IHP<br>2SB,4*rf*,GS74,HS2990<br>Blair&Co.(Lim.),Stockton | 20 / 1·10 |
| 489<br>60841<br>HDMG | Roxana IronSc3MstSr<br>*G.Hodder*74-89<br>1*Dk*2*trB* | 877<br>778<br>544 | | | ... | 1868<br>6mo | Palmers'<br>Co.(Ld.)<br>Newcastle | J.Fenwick&Son | 219·2 28·3 17·4<br>Q93*t*F— | London<br>British<br>*WB* | C.2Cy.26"&51"-30"<br>NB74 160IHP<br>*Cmp.*74Vict.Dk.E.W.C. | 18 / 3 |
| 490 | — SteelSc3MstSrYt<br>*Matthews* *ss*Grk.No.1-90<br>(*ex*Foras,*ex*Amy) 2*Dks*<br>*Elec.light* | 657<br>628<br>447 | ✠<br>5,90<br>✠ | Grk<br>LA&CP | *l* | 1885<br>4mo | D.&W.<br>Henderson<br>&Co.<br>Glasgow | A.M.Singer | 221·3 28·1 17·8 | Dartmouth<br>British<br>6*BHCem* | C.2Cy.29"&58"-36"<br>140IHP<br>1DB,6*cf*,GS130<br>D.&W.Henderson&Co.,Gls | 19 |
| 491<br>95930 | Roxby SteelScSr<br>*D.L.Shield*93-93<br>1*Dk*(*ptStl ptIrn*)2*rB*&<br>*Webframes&ptAwng dk*(*Irn*) | 3043<br>2278<br>1964 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>12,94 ,96 ✠LMC12,93 | Stk<br>A&CP<br>Nps Bly | *t* | 1893<br>12mo | Ropner&<br>Son<br>Stockton | R.Ropner&Co. | 315·0 40·5 20·3<br>P29'Q102' BK10"<br>*ptAwngdk*184'<br>*WB*=*CellDB* | Stockton<br>British<br>5*BHCem*<br>250'480*t* | T.3Cy.22½",37"&61"-42" (*s*)<br>160lb *160lb* 250IHP<br>2SB,6*rf*,GS104,HS3760<br>Blair&Co.(Lim.),Stockton | 23 / 9 |
| 492<br><br>LCVB | Royal SteelScSr<br>*A.F.Heeckt*88-92 1*Dk* | 1439<br>1351<br>1060 | | | | 1892 | ActienGes.<br>"Neptun"<br>Rostock | Paulsen&Ivers | 240·7 36·2 16·1<br>P&B188' F26' | Kiel<br>German<br>*WB* | T.3Cy.16½",25⅝"&41¾"-31½"<br>ActGes."Neptun"Rostock | |
| 493<br>29933<br>JTNH | Royal Alfred IronPadSp<br>*A.Graham*75-85 | 180<br>180<br>35 | | | | 1865 | J.T.El-<br>tringham<br>S.Shields | ~~UnitedSteamTug-Co.(Lim.)~~<br>A.J.Smith | 127·6 20·0 11·4 | Liverpool<br>British | L.2Cy.36"-54"<br>NB74 98IHP<br>J.P.Rennoldson,S.Shields | |
| 494<br>70235<br>PBJF | Royal Dane IronSc3MstSr<br>*J.Bruce* -93 5thSurvey,Nwc.3,90<br>*Well deck* 2*Dks*<br>*Elec.light* | 1246<br>901<br>777 | ✠<br>BS2,98 | LMC2,91 | ... | 1875<br>5mo | Wigham<br>Richardson<br>&Co.<br>Newcastle | TyneSteamShip-<br>pingCo.(Lim.) | 250·0 31·3 18·7<br>P292*t*F16*t*<br>drp92 BK8½"<br>*WB*=*DB*112'224*t* | Newcastle<br>British<br>4*BH*<br>*APT*50*t* | C.2Cy.35"&75"-42"<br>~~85lb 35lb~~ ~~NB84~~ 220IHP<br>~~2SB,6cf,GS114~~NB&NDB94<br>J.Shaw&Co.,Newcastle | 19 |
| 495<br>68034 | Royal Duke IronPadSp<br>(*ex*FlyingTempest) | 107<br>107<br>6 | | | | 1873 | J.T.El-<br>tringham<br>S.Shields | ~~SharpBros.~~<br>~~J.Heads~~<br>C.Douglas | 107·4 17·6 9·1 | Sundrland<br>British | L.1Cy.36"-54"<br>60IHP<br>J.P.Rennoldson,S.Shields | |
| 496<br>84852 | Royal Norman IronPadSk<br>*H.Denham* -94 | 133<br>133<br>16 | | | | 1881 | J.T.El-<br>tringham<br>S.Shields | SharpBros. | 108·0 18·6 9·8 | Cardiff<br>British | L.1Cy.37"-54"<br>70IHP<br>J.P.Rennoldson,S.Shields | |
| 497<br>91486<br>JTVH | Royal Prince IronScSr<br>*M.Campbell* -94<br>*Well deck* 2ndSurvey,Nwc.10,93<br>1*Dk*(*Irn*)2*trB* | 1776<br>1406<br>1115 | ✠A1*1<br>7,94 10,93<br>BS10,93<br>10,94 | Nwc<br>Lir<br>LMC7,91 | Lv | 1885<br>1mo | Short Bros.<br>Sunderland | PrinceS.S.Co.<br>(Lim.) (J.Knott,<br>*Mgr.*) | 260·0 36·1 20·0<br>P76*t*Q82*t*B132*t*<br>H41*t*F38*t* BK9"<br>*WB*= | Newcastle<br>British<br>6*BHCem*<br>*DBa&f* | T.3Cy.20",33"&54"-39" (*s*)<br>150lb *55lb* 160IHP<br>2SB,6*cf*,GS72<br>J.Dickinson,Sunderland | 21 / 2 |
| 498<br>96498 | — IronScSr<br>*A.Fyall* *ss*Abn.No.1-93<br>1*Dk* | 103<br>103<br>41 | ✠100A–<br>1,94<br>✠LMC10,93 | Shl | | 1889<br>10mo | J.T.El-<br>tringham<br>S.Shields | W.H.Storey | 93·0 18·6 10·1<br>BK6" | N.Shields<br>British<br>3*BHCem* | C.2Cy.16"&32"-22" (*r*)<br>100lb 40IHP<br>1SB,2*pf*,GS29<br>Baird&Barnsley,N.Shields | 10 |
| 499<br>29879 | Royal Saxon IronPadSp | 157<br>157<br>65 | | | | 1865 | ..................<br>Newcastle | W.&T.Jolliffe<br>(J.Holme, *Mgr.*) | 121·5 20·1 10·4 | Liverpool<br>British | L.1Cy.34"-58"<br>92IHP | |
| 500<br>79217 | — WoodPad<br>*R.Ramsey*93-93 | 109<br>109<br>21 | | | | 1879 | J.P.Ren-<br>noldson<br>S.Shields | J.Foreman&Co. | 99·6 19·0 9·9 | Aberdeen<br>British | L.1Cy.35"-51"<br>60IHP<br>J.P.Rennoldson,S.Shields | |
| 501<br>102763 | Royal Sovereign SteelPadSp<br>*G.F.Fishenden* -93 2*Dks* | 891<br>727<br>190 | | | | 1893 | Fairfield<br>Co.(Lim.)<br>Glasgow | ~~London&E.Coast ExpressS.S. Service(Lim.)~~<br>FairfieldsSB&ECo(Lm) | 300·2 33·1 10·6<br>H71*t* 18 1 | London<br>British | C.D.2Cy.45"&53"-66"<br>550IHP<br>FairfieldCo.(Lim.),Gls. | |
| 502<br>65404<br>KNMQ | Royal Standard IronScSr<br>*R.S.Thompson* -93 *ss*Sld.No.3-6,84<br>*Well deck* ~~*ss*Sld.No.1-88~~<br>*ss*Sld.No.2-93 1*Dk*2*trB* | 1264<br>1050<br>790 | 90A1<br>10,94 4,92<br>BS8,94 | Bly<br>A&CP<br>LMC5,93<br>Sld. | *m* | 1871<br>7mo | W.Pile&<br>Co.<br>Sunderland | ThompsonSS.Co.<br>(Lim.) (V.T.<br>Thompson&Co.,<br>*Mgrs.*) | 240·0 30·7 19·7<br>Q&B132'F26'<br>drp90&93<br>srp94 BK8"<br>*WB*= | N.Shields<br>British<br>5*BHCem*<br>*DBa*60'*f*34' | C.2Cy.25⅝"&53¼"-33"<br>70lb ~~30lb~~ NE&B78 120IHP<br>2B,GS46<br>Gilbert&Cooper,Hull | 21 / 3 |
| 503<br>70278<br>NFMB | Royal Welsh IronScSr<br>*T.A.Tait* -94 *ss*Sws.No.3-10,86<br>Founded 3,95 *ss*Hpl.No.1-92<br>2*Dks*3*trB* | 1488<br>1381<br>948 | ✠~~100A1~~<br>2,94<br>✠NB92 | Sws<br>A&CP<br>LMC6,92<br>2,95 | *p* | 1874<br>10mo | R.Dixon&<br>Co.<br>Middlesbro' | Christie&Co. | 251·1 33·0 23·2<br>P27'<br>srp95 BK9"<br>*WB*=*DBa*68'*f&uB*28'140*t* | Cardiff<br>British<br>4*BHCem*<br>*MT*30'270*t* | C.2Cy.28"&57"-33" (*s*)<br>75lb *90lb* NDB92 150IHP<br>1DB,4*pf*,GS63,HS2184<br>T.Richardson&Sns,WHpl. | 24 / 4 |
| 504<br>98417 | Ruabon SteelScSr<br>*Couch*<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 2004<br>1506<br>1285 | ✠100A1<br>3,94<br>✠LMC11,91 | Cff<br>A&CP | *r* | 1891<br>11mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool | ~~J.Cory&Sons~~<br>RuabonSSCo(Lim)<br>J.Cory&Sons) | 280·4 38·1 18·0<br>P29'Q84'B112'<br>F27' FK<br>*WB*=*DBa*88'*f*108'438*t* | Cardiff<br>British<br>5*BHCem*<br>*APT*20*t* | T.3Cy.20",31½"&53"-36" (*s*)<br>160lb *80lb* 160IHP<br>2SB,4*rf*,GS70,HS3110<br>Cen.Mar.E.Works,W.Hpl. | 13 / 1 |
| * 505<br>99257<br>MKWT | Ruahine SteelScBg<br>*J.Bone* -92 2*Dks*(*Stl-ws*)3*trB*<br>*Elec.light* | 6127<br>5222<br>3926 | ✠100A1<br>9,94 4,94 2,95<br>✠LMC12,91 | Lon<br>LA&CP | *a*† | 1891<br>12mo | W.Denny<br>&Bros.<br>Dumbarton | NewZealand<br>ShippingCo.<br>(Lim.) | 430·0 50·1 31·6<br>P54'B160'F58'<br>drp93 BK11"<br>*WB*=*Cell DB*371'945*t* | Plymouth<br>British<br>7*BHCem* | Q.4Cy.32",46½",64½"&92"-60" 180lb *180lb* FD (*s*) 627IHP<br>3DB,18*pf*,GS270<br>Denny&Co.,Dumbarton | 34 |
| 506<br>76069<br>VSMH | Ruapehu SteelScBk<br>*E.A.Findlay* *ss*Lon.No.2-91<br>*Elec.light* 2*Dks*(1*Stl*)&*Spardk*(*ptStl*) | 4202<br>2755<br>2659 | ✠100A1<br>*Spar dk*<br>6,94 9,93 12,94<br>4,94 BS9,93 ✠LMC4,92 | Lon<br>LA&CP<br>BS 12,94 | *r* | 1883<br>11mo | J.Elder&<br>Co.<br>Glasgow | NewZealand<br>ShippingCo.<br>(Lim.) | 389·0 46·0 23·7<br>P36'B124'F57' 31·9<br>BK11" | London<br>British<br>8*BHCem* | C.2Cy.46"&88"-57" (*a*)<br>110lb *100lb* 600IHP<br>3DB,18*cf*,GS390<br>J.Elder&Co.,Glasgow | 25 / 9 |
| 507<br>94315<br>KNGQ | Rubens SteelScSr<br>*H.E.Draper* -92 *ss*Cff.No.1-91<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | 2077<br>1606<br>1291 | ✠100A1<br>11,94 2,94<br>BS11,90 ✠LMC7,91<br>11,94 | Bry<br>A&CP Cff | *r* | 1887<br>7mo | J.L.Thomp-<br>son&Sons<br>Sunderland | Bolton&Kenneth | 275·0 38·2 20·7<br>P29'Q72'B110'<br>F34' BK9½"<br>*WB*= *DBa*80'*f*60'281*t* | London<br>British<br>6*BHCem*<br>*APT*35*t* | T.3Cy.22",36"&58"-39" (*o*)<br>150lb *90lb* 250IHP<br>2SB,6*cf*,GS92<br>T.Richardson&Sns,WHpl. | 22 / 2 |
| 508<br>65990<br>WRPK | — IronScSr<br>*W.H.Fairlem* -94 | 1671<br>1604<br>1033 | | | ... | 1872<br>9mo | Iliff,Moun-<br>sey&Co.<br>Sunderland | Liv.Brazil&River<br>PlateS.N.Co.<br>(Lim.) (Lamport<br>&Holt, *Mgrs.*) | 270·0 32·5 23·8<br>Q19' B56' F- | Liverpool<br>British | C.2Cy.19"&51"-42"<br>NB87 140IHP<br>*Cmp.*87J.Jones&Sons,Liv. | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 509<br>98299<br>LKMD | **Rubinstein** SteelScSr<br>*J.Harder*92-92 ssSld.No.1-94<br>*Dk(Stl)&ptAwng dk(Irn)&Webframes* | 2464<br>1888<br>1579 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>1,93 ~~1,92~~<br>✠LMC11,89 1,94 | Cff<br>A&CP<br>~~Sld~~ Bry | s | 1889<br>11mo | Bartram,<br>Haswell&<br>Co.<br>Sunderland | JennesonTaylor&<br>Co. | 300·0\|39·0\|19·3<br>P31′Q80′<br>~~srp91~~ BK10′<br>*WB = Cell DB*250′391*t* | Sundrland<br>British<br>*6BHCem*<br>*APT31t* | T.3Cy.22″,36½″&60″–42″ (*s*)<br>160lb *160lb* 200H<br>2SB,*6rf*,GS110,HS3650<br>J.Dickinson,Sunderland | 22 ″ 1<br>s 8 ″ 9½ | D |
| 510<br>98374 | **Rubio** SteelScSr<br>*D.Davies* -94<br>*Well deck* 1*Dk(Irn)&Webframes* | 1518<br>1113<br>960 | ✠100A1<br>~~10,93~~7,94<br>✠LMC9,90 | Npt<br>A&CP | p | 1890<br>9mo | Irvine&Co<br>WHartlepool | RubioS.S.Co.<br>(Lim.) (Orders<br>&Handford) | 250·2\|34·1\|15·7<br>P27′Q65′B107′<br>F30′ BK9′<br>*WB = Cell DB*211′380*t* | Newport<br>British<br>*4BHCem* | T.3Cy.19″,30″&50″–36″ (*s*)<br>160lb *80lb* 125H<br>1SB,*3rf*,GS50,HS1867<br>Wstgrth,Englsh&Co,Mdb. | 18 ″ 3<br>s 1 ″ 4 | |
| 511 | **Rubis** SteelScSr<br>*Dejoie* -92 | 104<br>95<br>81 | | | | 1892 | A.Du-<br>bigeon<br>Nantes | L.Girard&Co. | 125·3\|16·5\|8·6 | St.Pierre,<br>Mart.<br>French | T.3Cy.11″,18″&28″–21″<br>75H<br>Ch.Faivreaîné&fils,Nantes | | V |
| 512<br>98378<br>HWTB | **Ruby** SteelScSr<br>*R.Davidson* 86-90 ssDun.No.2-92<br>1*Dk(Stl)&Spardk(Stl-ws)3trB* | 1266<br>1246<br>~~812~~<br>799 | ✠100A1<br>*Spar dk*<br>4,95 ~~1,94~~<br>~~BS5,93~~ ✠LMC4,92 | Liv<br>LA&CP<br>Dun | o<br>BS7,94 | 1883<br>8mo | W.B.<br>Thompson<br>Dundee | DundeeGemLine<br>S.S.Co.(Lim.)<br>(P.M.Duncan&<br>Son,*Mgrs.*) | 235·0\|31·7\|22·4<br>BK8′<br>*WB = DBa*44′*f*48<br>*&uE*16′162*t FPT* | Dundee<br>British<br>*5BHCem*<br>*22tAPT19t* | C.2Cy.25″&50″–42″ (*s*)<br>100lb *50lb* ~~NDB93~~ 99H<br>1SB.*3pf*,GS75,HS2100<br>W.B.Thompson,Dundee | 15″10<br>s 5 ″ 7 | |
| 513<br>96052<br>KRLN | — IronScSr<br>~~D.McVean -94~~ ssBwg.No.1-92<br>*Well deck* 1*Dk(Irn)*<br>*R.Williamson*91-95 | 481<br>352<br>192 | ✠100A1<br>4,95 ~~5,93~~<br>BS10,94 ✠LMC11,92 | Bwg<br>LA&CP<br>Gls | h | 1888<br>5mo | Scott&Co.<br>Bowling | W.Robertson | 175·0\|26·6\|10·5<br>Q86′B10′F29′<br>BK7½′<br>*WB = CellDB*94′152*t* | Glasgow<br>British<br>*3BHCem*<br>*FPT26t* | T.3Cy.15½″,24″&40¼″–33″(*s*)<br>160lb *50lb* 80H<br>1SB,*3pf*,GS54<br>W.King&Co.,Glasgow | 13 ″ 0<br>s 1 ″ 0 | |
| 514<br>68479 | — IronScSr<br>(*ex*JamesTaylor) 1*Dk* | 245<br>199<br>149 | | | | 1873 | J.Softley&<br>Co.<br>SouthShields | LimHo.Puah | 130·2\|20·0\|11·1<br>Q68′ | Singapore<br>British<br>*WB* | C.2Cy.16″&30″–24″<br>40H<br>Wilson&Hall,N.Shields | | |
| 515<br>84364<br>HJLS | — IronScSr<br>*R.Falconer*72-82 ~~ssAbn.No.2-90~~<br>ssAbn.No.3-10,94 1*Dk* | 234<br>171<br>93 | ✠100A1<br>10,94 ~~11,92~~<br>~~BS2,94~~ ✠LMC12,90 10,94 | Abn<br>LA&CP | d | 1882<br>9mo | JFullerton<br>&Co.<br>Paisley | Mitchell&Rae | 124·9\|22·1\|9·2<br>Q61′F17′<br>~~drp92~~ BK6′<br>*WB = DBa*16′*f*30′46*t* | Aberdeen<br>British<br>*4BHCem*<br>*APT12t* | C.2Cy.17″&32″–27″ (*b*)<br>80lb *80lb* 50H<br>1SB,*2pf*,GS32<br>Lees,Anderson&Co.,Gls. | 9″ 8<br>s ″ 11 | |
| 516<br>98742 | — IronScYl<br>*W.Stockton*91-91 1*Dk* | 155<br>142<br>57 | ✠100A1<br>*StmTrawler*<br>10,94 ~~6,91~~<br>✠LMC6,91 | Gls<br>LA&CP<br>Hul | | 1891<br>6mo | Mackie&<br>Thomson<br>Glasgow | KingstonSteam<br>TrawlingCo.<br>(Lim.) | 100·5\|20·5\|10·7<br>Q19′F19′<br>BK7½′ | Hull<br>British<br>*3BHCem* | C.2Cy.16″&32″–22″ (*s*)<br>110lb 45H<br>1SB,*2pf*,GS30<br>Muir&Houston,Glasgow | 11″11 | |
| 517<br>QFHS | **Rüdesheimer** SteelScSr<br>*T.Lintig*90-91 ssHam.No.1-94<br>1*Dk(Irn)&Spar dk&Webframes* | 2848<br>2627<br>1866 | ✠100A1<br>*Spar dk*<br>5,95 ~~4,94~~<br>✠LMC12,92 | Ham<br>A&CP | u | 1889<br>10mo | Sunderlnd<br>S.B.Co.<br>Sunderland | DeutscheDampf-<br>schiffahrtsGes.<br>"Hansa" | 323·0\|41·0\|18·6<br>B66′F41′ 26·6<br>BK8′<br>*WB = Cell DB*256′449*t* | Bremen<br>German<br>*5BHCem* | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb 250H<br>2SB,*6rf*,GS128,HS4410<br>N.E.MarineEng.Co.,Sld. | 21 ″ 2 | |
| 518<br>JFBR | **Rudolf** SteelSc3MstSr<br>*R.Totte*76-89 1*Dk*<br>*Elec.light* | 286<br>224<br>211 | | | | 1889 | Howaldts-<br>werke<br>Kiel | R.C.Gribel | 132·3\|22·6\|10·4<br>P23′ F19′ | Stettin<br>German<br>*WB* | C.2Cy.15¾″&27¾″–15¾″<br>Howaldtswerke,Kiel | | G |
| 519<br>93770<br>KQWR | **Rufford Hall** SteelScSr<br>*S.Fowler*89-92 ssLiv.No.1-92<br>*Elec.light* 2*Dks(StlU-ws)3trB* | 3840<br>3538<br>2486 | ✠100A1<br>2,95 ~~8,94~~<br>~~BS8,94~~ ✠LMC6,92<br>2,95 | Liv<br>LA&CP | x | 1888<br>3mo | Palmers'<br>Co.(Lim.)<br>Newcastle | SunShippingCo.<br>(Lim.)<br>(R.Alexander&<br>Co.,*Mgrs.*) | 380·0\|45·3\|27·4<br>P43′B130 F47′<br>FK<br>*WB = Cell DB*324′958*t* | Liverpool<br>British<br>*6BHCem*<br>*APT37t* | T.3Cy.29″,47″&76″–51″ (*s*)<br>150lb *80lb* 550H<br>2DB,*12cf*,GS228<br>Palmers'Co.(Lim.),Nwc. | 30 ″ 3<br>s 6 ″ 5 | BT till ~~2,95~~ 2,96 |
| 520 | **Rufiyi** SteelScSr<br>*GrafvonPfeil* -94<br>1*Dk* | 115<br>98<br>55 | | | | 1894 | Germania-<br>werft<br>Kiel | Auswärtiges-Amt,<br>KolonialAbthei-<br>lung | 94·0\|17·8\|9·2 | Dar-es-<br>Salâm<br>German | C.2Cy.13½″&24¾″–12½″<br>Schiffs.&Msch.Act.Ges.<br>"Germania,"Tegel | | G |
| 521<br>79653<br>WVSB | **Rugby** IronScSr<br>*H.Brophy* -93 ssHpl.No.3-1,91<br>*Well deck* 1*Dk(Irn)2trB* | 1618<br>1278<br>1019 | ✠100A1<br>12,93<br>~~BS5,93~~ LMC1,92<br>8,94 | Shl<br>A&CP | q | 1878<br>10mo | W.Gray&<br>Co.<br>WHartlepool | Galbraith,Pem-<br>broke&Co. | 258·6\|34·7\|19·3<br>Q100′B61′F35′<br>drp92 BK9′<br>*WB = DBa*84′*f* 97 | London<br>British<br>*4BHCem* | C.2Cy.32½″&60½″–33″ (*i*)<br>75lb *75lb* NDB91 150H<br>2B,GS80<br>T.Richardson&Sons,Hpl. | 20 ″ 9<br>s 2 ″ 0½ | D |
| 522<br>96194 | — IronScK<br>*W.Grant* -89 ssGms.No.1-93<br>1*Dk* | 107<br>107<br>33 | ✠100A1<br>*For fishing purposes*<br>4,93<br>✠LMC4,93 | Gms<br>LA&CP | s | 1889<br>4mo | Earle'sCo.<br>(Lim.)<br>Hull | W.Grant | 88·0\|20·1\|10·7<br>BK7½′ | Grimsby<br>British<br>*3BHCem* | C.2Cy.17″&32″–21″ (*s*)<br>90lb 44H<br>1SB,*2pf*,GS27,HS760<br>Earle'sCo.(Lim.),Hull | 11 ″ 3 | |
| 523<br>JHQT | **Rügen** SteelScSr<br>*H.Peters*87-87 1*Dk* | 189<br>179<br>125 | | | | 1885 | Möller&<br>Holberg<br>Stettin | A.Spruth | 108·2\|22·3\|10·8<br>B26′ | Greifswald<br>German<br>*WB* | C.2Cy.18″&31½″–20½″<br>70H<br>J.Kessler,Greifswald | | |
| 524<br>102863 | **Ruggiero Settimo** SteelScSr<br>*L.Pesce*92-92<br>1*Dk(Irn)&Spardk3trB*<br>*Elec.light* | 2158<br>1961<br>1278 | ✠100A1<br>*Spar dk*<br>4,94 ✠LMC12,91 | Lon<br>A&CP | s | 1892<br>1mo | Palmers'<br>Co.(Lim.)<br>Newcastle | R.Singlehurst&<br>Co. | 302·0\|38·4\|15·3<br>P37′B66 23·1<br>F35′ FK<br>*WB = Cell DB*240′374*t* | London<br>British<br>*6BHAsp* | T.3Cy.27″,44″&71″–48″ (*s*)<br>160lb *90lb* 302H<br>4SB,*12cf*,GS226<br>Palmers'Co.(Lim.),Nwc. | 17 ″ 8<br>s 5 ″ 8 | I |
| | | | *Now named* "Grangense." | | | | *See No. 1* | *in Supplement.* | | | | | |
| 525<br>BGKB | **Rugia** IronSc3MstSr<br>*H.Leithäuser*82-91 3*Dks* | 3467<br>2299<br>2481 | | | | 1882 | Act.Gesel.<br>"Vulcan"<br>Stettin | Hamburg-Ameri-<br>kanischePacketf.<br>Act.Ges. | 357·7\|43·0\|28·7<br>P54′ B136′ F54′ | Hamburg<br>German<br>*WB* | C.2Cy.46″&88½″–48″<br>400H<br>"Vulcan' Act.Ges.,Stettin | | V |
| 526<br>91808 | **Rumleigh** WoodScBarge<br>*Thomson* GIB *Salted* 1*Dk* | 82<br>73<br>30 | ✠<br>5,86<br>✠NB85<br>*Coasting Gunnislake & River Tamar* | Ply<br>LA&CP | 11 | 1886<br>1mo | Watson&<br>Fox<br>Plymouth | W.C.Willliamson | 75·2\|17·1\|8·0<br>9&12yrsMat<br>*Engines made* 81 | Plymouth<br>British | C.2Cy.10½″&21″–15″<br>Harvey&Co.,Hayle<br>*fitted*86 *Boiler made* 85 *fitted* 86 | | |
| 527<br>HTSQ | **Runa** SteelScSr<br>*A.Backman* -91 1*Dk* | 335<br>284<br>242 | | | | 1889 | Göteborgs<br>Mek.Verks.<br>Gothenburg | Ångf.Aktieb.<br>"Godhem"<br>(T.Ahrenberg) | 129·4\|21·2\|13·4<br>B31′ H9*t* | Göteborg<br>Swedish<br>*WB* | C.2Cy.15½″&28¼″–19½″<br>45H<br>GöteborgsMek.Vks.,Göt. | | V |
| 528<br>93837<br>LBPW | **Runic** SteelSc4MstSr<br>*H.J.Haddock* -94 2*Dks(Stl)3trB*<br>*Elec.light* | 4649<br>4570<br>3046 | | | ... | 1889<br>2mo | Harland&<br>Wolff(Lim.)<br>Belfast | OceanicSteam<br>Nav.Co.(Lim.)<br>(Ismay,Imrie&<br>Co.,*Mgrs.*) | 430·7\|45·2\|30·0<br>P41′ B30′ F48′ | Liverpool<br>British | T.3Cy.27″,44½″&74″–60″<br>520H<br>Harland&Wolff(Ld.),Bel.<br>*WB* | 33 ″ 8 | |
| 529<br>65459<br>WSHL | **Runo** IronScSr<br>*H.Somme* -94 ssNpt.No.3-1,92<br>(*ex*BenLedi) 1*Dk2trB*<br>*Well deck* | 1111<br>912<br>708 | ✠90A1<br>5,95 2,~~94~~<br>✠NE&B11,87<br>BS2,94 ✠LMC1,92<br>5,95 | Sws<br>A&CP<br>Cff | n | 1873<br>1mo | J.Laing<br>Sunderland | ThorntonS.S.Co.<br>(Lim.)<br>(T.C.Howe&Co.,<br>*Mgrs.*) | 231·2\|30·3\|17·8<br>Q81′ B97*t*F31′<br>drp94 BK8′<br>*WB = DBa*61′*f*27′173*t* | Cardiff<br>British<br>*4BHCem* | T.3Cy.17½″,28″&47″–33″ (*a*)<br>150lb *80lb* NDB87 110H<br>1SB.*3cf*,GS45<br>G.Clark,Sunderland | 18″10<br>s 2 ″ 4½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Équipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| No. | Navire | Tonnage | Cote | Port | Terme | Quand | Par qui / Où | Armateurs | Longueur | Largeur | Creux | Port d'Armement / Pavillon | Machine |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 116340 | S. C. Reynolds SteelSc | 1896 — 1604 | | | | 1890 | UnionDry DockCo. Buffalo,N.Y. | LakeErieTransp. Co. | 255·0 | 40·1 | 21·5 | Detroit, Mich. Utd.States | T.3Cy.18″,30″&48″–42″ |
| 2 116358 | S. C. Schenck SteelSc | 127 — 63 | | | | 1890 | UnionDry DockCo. Buffalo,N.Y. | T.C.Schenck | 90·6 | 21·0 | 10·9 | Toledo, Ohio Utd.States | |
| 3 98 SBWC | S. Gottardo IronScSr / G.Cipollina ssGen.No.2–92 / 2Dks(Irn)3trB | 2417 2257 1544 948 | ✠100A1 4,94 BS4,94 ✠LMC7,92 | Cff A&CP | u | 1884 5mo | G.Ansaldo &Co. Sampierdrna | Dufour&Bruzzo | 344·5 P40′B22′F46′ BK6″ WB=Cell | 38·1 | 24·5 | Genoa Italian 6BHCem D B232′390t | C.2Cy.38″&68″–45″ 75lb 2DB,8pf,GS128 240HP A.Stephen&Sons,Gls. |
| 4 116644 ~~62~~ ~~RGMT~~ KMCD * | S. Oteri IronScSr / ~~Culotta~~ ssN.Yk.No.2–89 / 1Dk2trB | ~~900~~ 01771 ~~548~~ 580 | ✠100A— 4,92 BS8,93 ✠LMC1,92 | NOs LA&CP | n | 1881 11mo | R.Dixon& Co. Middlesbro' | ~~C.Culotta~~ ~~Vva.Valenzano~~ S.Oteri | 231·4 P44′F21′ BK8″ WL=MT36′63t | 31·2 | 16·4 | ~~Palermo~~ ~~Utd.States~~ Bay St.Louis,Miss. 4BHCem | C.2Cy.35″&68″–45″ (s) 90lb 2SB,6f,GS116 250HP R.&W.Hawthorn,Nwc. |
| 5 5660 JGCS | S. Pizzati WoodScBg / Arnet –88 2Dks / (exCityofMexico) YM1,91 | 1027 — 660 | | | | 1868 | J.Englis Grn.Point,LI | S.J.Oteri | 215·0 | 36·0 | 20·0 | N. Orleans Utd.States | 500HP |
| 6 116325 | S. R. Kirby CompSc | 2339 — 1823 | | | | 1890 | Detroit DryDockCo Wyandotte | NorthWestern Transp.Co. | 294·0 | 42·0 | 21·0 | Detroit, Mich. Utd.States | |
| 7 116558 | S. S. Curry SteelScSr / E.B.McQueen 2Dks | 3260 — 2608 | | | | 1893 | F.W. Wheeler&Co. W.BayCity | Hawgood&Avery TransitCo. | 360·0 F34′ WB | 45·0 | 20·8 | Cleveland, Ohio Utd.States | T.3Cy.23″,37½″&63″–44″ F.W.Wheeler,W.BayCity |
| 8 | S. Salvador SteelScSr / G.Waddington –91 / 2Dks(UptStl–ws)&Shade dk / Should be "San Salvador," See No. 70 in Supplement. | 2020 1582 1240 | ✠ A1 Shade dk with freeboard 9,91 ✠LMC8,91 Coasting, Rio de Janeiro & Para | Gls LA&CP | s | 1891 9mo | J&GThom son(Lim.) Glasgow | LloydBrazileiro | 282·0 F48′ BK7″ WB=CellDB76′124t | 38·1 | 20·7 | R.Janeiro Brazilian 4BHCem APT23t | T.3Cy.27″,40½″&61″–45″ (s) 150lb 70lb 2DB,12cf,GS202 250HP J.&G.Thomson(Lim.),Gls. |
| 9 70264 MWDS * | S. W. Kelly IronScSr / W.K.Bayfield ssSld.No.3–8,86 / ssSld.No.1–91 / 2Dks3dk–rule | 1079 1057 691 | ✠100A1 8,94 ~~2,94~~ BS~~10,93~~ 11,94 ✠LMC8,90 | Cff A&CP Sld | n | 1874 4mo | J L.Thmp- son&Sons Sunderland | Marychurch SSCo. (Lim.)(J.Mary- church&Co., Mgrs.) | 221·6 BK8″ WB=D Ba65′f42t | 30·5 | 20·7 | Cardiff British 4BHCem | C.2Cy.27″&51″–33″ (i) 75lb ~~40lb~~ NB8255lb 98HP J.Dickinson,Sunderland |
| 10 | S.W.R. No. 1 ScHopper / 1Dk | 280 | | | | 1893 | SirR Dixon &Co. Middlesbro' | London&S.W.Ry. Co. | 148·0 | 25·1 | 9·5 | S'thamptn British | C.2Cy.18″&36″–20″ 45HP Westgarth,English&Co., Middlesbro' |
| 11 QFBL | Saale SteelSc4MstSr / R.Ringk70–91 4Dks / Elec.light | 4965 4806 2927 | | | | 1886 4mo | Fairfield Co.(Lim.) Glasgow | Norddeutscher Lloyd | 439·6 P47′ B148′ H132′ F72′ | 48·1 | 34·6 | Bremen German | T.3Cy.44″,70″&108″–72″ 1300HP FairfieldCo.(Lim.),Gls. |
| 12 1199 HJCL | Sabagawa Maru Wood—Sr / ChoheiFukuoka | 310 287 192 | | | | 1890 | J.Ellerton Kobe | OsakaShosen Kaisha | 145·4 | 18·8 | 15·2 | Osaka Japanese | T.3Cy. 39HP |
| 13 98665 MHDB | Sabarmati SteelScSr / G.Ahmed –94 / Elec.light 1Dk&Spardk & deepframing | 1015 941 523 | ✠100A1 Spar dk with freeboard 8,92 ✠LMC9,91 | Bom A&CP | m | 1891 9mo | AilsaSBCo Troon | BombayStm.Nav. Co.(Shepherd& Co., Mgrs.) | 210·0 BK7½″ WB=FPT | 31·0 | 13·0 20·2 | Bombay British 5BHCem 28t APT22t | T.3Cy.18″,29″&48″–30″ (s) 180lb 2SB,6rf,GS104,HS2619 150HP Dunsmuir&Jackson,Gls. |
| 14 52789 HGPN | Sabrina IronSc3MstSr / J.Allen –91 / 1Dk2trB | 825 743 523 | | | … | 1865 6mo | PalmerBrs. &Co. Newcastle | J.Fenwick&Son | 211·2 Q75′ F36′ | 28·1 | 17·4 | London British WB | C.2Cy.25″&48″–30″ NB73 140HP Cmp73VictoriaDksE.Wks |
| 15 98184 | — IronSc3MstSrBarge / Prout89–90 ssB.As.No.1–94 / 1Dk(Irn) | 335 270 193 | ✠ A1 For River purposes only 4,94 ✠LMC4,94 | B.As LA&CP | | 1890 11mo | T.A. Walker Sudbrook | ~~E.Griggs~~ Executors of T.A.Walker | 150·1 Q38′B9′F24′ FK WB | 26·3 | 8·3 | London British 4BHCem =MT4′22t | Q.4Cy.9″,12″,16″&25″–21½″ 160lb (s) 1SB,2pf,GS33 48HP Fleming&Ferguson,Psy. |
| 16 | Säbyholm IronSc / P.E.Olsson84–85 1Dk | 126 78 92 | | | | 1885 | Aktiebol. Atlas Gefle | ÅngfartygsAktie Bolaget "Svart- sjölandet" (A.G.Förselius) | 93·8 Q6′ B33′ H8t F13′ | 15·6 | 8·9 | Stockholm Swedish | C.2Cy.13¾″&27½″–17¾″ 50HP Aktiebol.Atlas,Stockholm |
| 17 | Sacasa WoodTwinScSp / Thompson –92 (exHerbert) / YM5,92 1Dk | 158 — 113 | | | | 1887 | E.C.Belden RockyHill,Ct | Hoadley,Ingalls &Co. | 102·0 | 28·2 | 8·5 | NewYork Utd.States | 2.Cy. M'Neill&M'Lghlan Brklyn |
| 18 102114 NFKJ | Sachem SteelSc4MstSr / S.Walters76–93 3Dks(Stl) / Elec.light | 5204 4864 3337 | ✠100A1 4,94 ~~4,91~~ ✠LMC10,93 | Liv LA&CP | at† | 1893 10mo | Harland& Wolff(Lim.) Belfast | ConstitutionS.S. Co.(Lim.) (G.Warren&Co., Mgrs.) | 445·5 P77′B122′F94′ FK WB=Cell D B 338′802t FPT37t | 46·2 | 31·1 | Liverpool British 6BHCem APT50t MT36′714t DTa34′589t | T.3Cy.31″,49″&79″–60″ (s) 160lb 593HP HS10477 2D&1SB,15cf,GS274, Harland&Wolff(Lim),Bel. |
| 19 QFBV | Sachsen SteelScBg / R.Blanke91–93 3Dks / Elec.light | 5338 4604 3432 | | | | 1886 | Act.Ges. Vulcan Stettin | Norddeutscher Lloyd | 440·2 B146′ F60′ len93 | 45·0 | 32·6 | Bremen German WB | T.3Cy.36″,57″&91″–59″ Act.Ges.,"Vulcan" |

| 1 Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. Years Assigned now applied. | 7 Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in | 15 Other Registers in which classed. Details of R. of T. Trade Pass. Cert. | 16 Mean Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 1890 BLMT | **Sadokuni Maru** *Tasuka Hatsutaro* (ex Ashington, ex Harry S. Edwards) | **IronSc3MstSr** *ss* H.Kg.No.1–88 *ss* Nwc.No.3–3,85 1*Dk*(*Irn*)2*trB* | 1252<br>1167<br>809 | ✠ 90A1<br>3,92 | Shi<br>A&CP<br>LMC3,92 | *o* | 1872<br>3mo | Iliff, Mounsey & Co.<br>Sunderland | **TasukaHatsutaro** | 255·5 \| 33·0 \| 18·8<br>P28′F29′ ND91<br>ND(*Irn*)85 FK<br>WB= | Aikawa<br>Japanese | C.2Cy.31″&57″–45″ (*i*)<br>65lb NDB81 NE&B76 180H<br>2SB.6*pf*,GS104<br>*DBa*84′*f*64′ R.Steele&Co.,Greenock | 20 ″ 4 | | |
| 21 | **Safari** *C.Asthausen*92–92 *Elec.light* | **SteelScSr** 2*Dks* | 1433<br>1161<br>992 | | | | 1892 | Blohm & Voss<br>Hamburg | **DeutscheOstAfrica Linie** | 242·0 \| 32·6 \| 22·5<br>P55′ B77′ F41′ | Hamburg<br>German<br>*WB* | T.3Cy.19″,30″&50″–39⅜″<br>Blohm&Voss,Hamburg | | V | |
| 22 BLTM | **Saga** *N.Nilsson*91–91 | **CompScSr** 1*Dk*2*trB* | 653<br>523<br>516 | | | | 1874 | A.Brodin<br>Gefle | **Ångf.Aktieb "Gefle" (PJ.Hægerstrand)** | 172·9 \| 25·6 \| 16·0<br>Q51′ B40′ F23′ | Gefle<br>Swedish | C.2Cy.20″&40″–23½″<br>80H<br>G.Tillberg,Oscarshamn | | V | |
| 23 ZPFV | — *A.Reutz*92–92 *Well deck* | **IronScSr** *ss* Bgn.No.3–10,93 1*Dk*2*trB* | 442<br>356<br>259 | ✠*A1<br>10,93<br>✠NE&B10,93 ✠LMC10,93 | Bgn<br>A&CP | | 1868<br>6mo | Wigham Richardson & Co.<br>Newcastle | **C.Konow** | 150·0 \| 24·0 \| 14·7<br>Q34′B36′F23′<br>ND83srp93 BK6½<br>WB= | Bergen<br>Norwegian | T.3Cy.11½″,18″&29½″-24″(*s*)<br>160lb *60lb* NDB93 50H<br>1SB.2*cf*,GS30,HS900<br>*DBa*40*tf*45*t* Laxevaags Maskin&Jernskibsbyggeri,Bergen | | N | |
| 24 BQWG | — *A.M.E.Jacobsen* | **IronTwinScSr** 1*Dk* | 220<br>164<br>129 | | | | 1876 | Göteborgs Mek.Vkst.<br>Gothenburg | **DetForenede DampskibsSelskab** | 135·3 \| 20·3 \| 9·7<br>Q50′ B17′ H9*t* F38′ | Frdrkshvn<br>Danish | C.4Cy.12½″&27″–18″<br>80H<br>GöteborgsMekVrkActiebl | | | |
| 25 BHJM | **Sagadahoc** *W.J.Baker*60–89 (*ex* Star of the East) 1*Dk* | **WoodPad** | 1413<br>—<br>1267 | | | | 1866 | .....<br>New York | **KennebecSteamboatCo.** | 244·2 \| 35·2 \| 12·8 | Bath, Me.<br>Utd.States | 700H | | | |
| 26 HFRS | **Sagami Maru** *R.Pender*85–93 | **IronScSr** *ss* Yka.No.2–92 1*Dk*(*Irn*)&*Spardk*3*trB* | 1885<br>1738<br>1169 | ✠100A1<br>*Spar dk*<br>12,92 ✠LMC12,92 | Yka<br>LA&CP | *r* | 1884<br>4mo | Sir W.G. Armstrong, Mitchell & Co.(Lim.)<br>Newcastle | **NipponYusen Kaisha**<br>WB= | 270·0 \| 36·8 \| 15·4<br>B54′F22′ 22·8<br>BK9′<br>*CellDB*224′289*t FP* | Tokio<br>Japanese | C.2Cy.34″&66″–42″ (*s*)<br>90lb 183H<br>2SB.6*pf*,GS116,HS3800<br>*T*25*tAPT*8*t* WallsendS.&E.Co.,Nwc. | 18 ″ 0<br>6 ″ 7 | | |
| 27 1894 | **Sagamore** *A.Fenton* –93 *Elec.light* | **SteelSc4MstSr** 3*Dks*(*Stl*) | 5036<br>4713 ~~5,94 10,93~~ 3,95<br>3280 ✠LMC11,92 | ✠100A1<br>*Spar dk* | Liv<br>LA&CP | *a* | 1892<br>11mo | Harland & Wolff (Lim.)<br>Belfast | **"Sagamore" S.S. Co.(Lim.) (G.Warren&Co.)**<br>WB=*Cell* | 430·4 \| 46·2 \| 31·0<br>P76′B120′F94′<br>FK&BK2½<br>*DB*356′1062*t FPT* | Liverpool<br>British | T.3Cy.31″,49″&79″–60″ (*s*)<br>160lb 593H<br>2D&1SB*15cf*GS274HS10500<br>40*tAPT*49*tMT*a32 553*tf*32′59*st* Harland&Wolff(Lim),Bel | 34 ″ 4<br>s 7 ″ 10½ | | BT till ~~5,95~~ 5,96 |
| 28 HBSG | — *H.Wyllie*93–93 *Whaleback* | **SteelScSr** 1*Dk*2*trB* | 2139<br>2026<br>1379 | | | | 1893 | W.Doxford & Sons(Lim.)<br>Sunderland | **BelgianAmerican MaritimeCo., (SociétéAnonyme) (W.Johnston&Co., Lim.,Liv.,*Mgrs.*)** | 311·0 \| 38·2 \| 25·2 | Antwerp<br>Belgian | T.3Cy.23″,37″&60″–42″<br>350H<br>W.Doxford&Sns(Lm),Sld. | | V | |
| 29 KVLJ | **Saghalien** 3*Dks* | **IronScBk** | 4050<br>—<br>2054 | | | | 1881 | Messageris Maritimes<br>LaCiotat | **MessageriesMaritimes** | 413·9 \| 39·7 \| 32·8 | Marseilles<br>French | C.3Cy.43¼″&(2)60¼″–43¼″<br>600H<br>Messags.Marit.,LaCiotat | | | |
| 30 1894 KHBN | **Saginaw** *Rockwell* (ex Benison) | **IronScSr** 3rdSurveyNYk 2,95 ~~3rdSurvey,NYk 10,90~~ 1*Dk*(*Irn*)&*Spardk*3*trB* | 1736<br>1711<br>1429 | ✠ A1*1<br>*Spar dk*<br>2,95~~,94~~<br>B&MS~~9,93~~ 2,95 | NYk<br>B&MS | Lv | 1883<br>7mo | Caird Purdie&Co.<br>Barrow | **W.P.Clyde&Co.** | 245·0 \| 34·1 \| 24·1<br>FK<br>WB=*DBa*&*f* | New York<br>Utd.States<br>*Cem* | C.2Cy.30″&55″–39″<br>80lb *60lb* 170H<br>4*BHI*PBH<br>2B<br>WstryCopelnd&Co.,Brrow | 25 ″ 5 | R | 16·75<br>17·90<br>19·05<br>20·20 |
| 31 KRBF | **Sagitta** *Graaf* (*Trawler*) | **IronScSr** *ss* Bhn.No.2–93 1*Dk* | 148<br>148<br>85 | ✠100A1<br>2,94<br>BS2,94 ✠LMC4,93 | Bhn<br>LA&CP | *c* | 1884<br>12mo | F.W. Wencke<br>Bremerhaven | **F.Busse** | 108·7 \| 20·9 \| 11·4<br>BK6½ | Gstemnde<br>German | C.2Cy.16½″&27½″–23½″ (*i*)<br>93lb 60H<br>1SB.2*f*,GS28<br>4*BHCem* Geb.Sachsenberg,Rosslau | 12 ″ 0 | | |
| 32 1894 LMVB | **Sagittarius** *J.Bates*84–87 | **IronScK** *ss* Gms.No.1–92 *Trawler* 1*Dk* | 145<br>137<br>91 | ✠100A—<br>*Trawler*<br>2,92<br>~~BS1,94~~ ✠LMC2,92 | Gms | *b* | 1887<br>12mo | Earle's Co.(Lim.)<br>Hull | **Grimsby&North SeaStm.Trawling Co.(Lim.)** | 101·6 \| 20·5 \| 10·6<br>Q17′F22′<br>BK7½ | Grimsby<br>British | T.3Cy.11½″,17″&30″–18″ (*o*)<br>150lb 44H<br>1SB.2*pf*,GS20,HS605<br>4*BHCem* Earle's S.B.Co.(Lim.),Hull | 11 ″ 7 | | |
| 33 DGSS | **Saguenay** 2*Dks* | **WoodPad** | 1104<br>840<br>696 | | | | 1891 | E.Auger<br>Sorel | **Richelieu&Ontario Nav.Co.** | 219·0 \| 28·4 \| 11·0 | Quebec<br>British | 1Cy.45″–120″<br>*Emade*66 150H<br>G.Brush,Montreal | | | |
| 34 DJHQ | **Sagunto** *E.Miguel*84–88 | **IronSc** *ss* Msl.No.3–6,89 *ss* Msl.No.1–94 1*Dk*2*trB* | 962<br>698<br>630 | ✠100A1<br>2,94 | Msl<br>A&CP<br>LMC2,94 | | 1875<br>8mo | J Readhead &Co.<br>S.Shields | **Cia.Valencia de Nav.** | 205·6 \| 29·0 \| 16·9<br>P126′F30′<br>srp94 BK8′ | Valencia<br>Spanish | C.2Cy.28″&50″–33″<br>65lb 99H<br>1B,GS51<br>4*BHCem*<br>*WB*=*APT* J.Readhead&Co.,S Shields | | | |
| 35 | **Sahadet** (*ex* Venezuelan) | **IronScBg** | 1690<br>1682<br>1091 | | | | 1865 | Jones, Quiggin&Co.<br>Liverpool | **Caramanian,Shahinoglou&Co.** | 259·5 \| 32·1 \| 28·9 | Constanpl<br>Turkish | C.4Cy.21″&46″–42″<br>NE&B74 160H<br>J.Jack&Co.,Liverpool | | | |
| 36 | **Sahilbend** *Djemil*68–72 | **IronPadFerry** | —<br>—<br>311 | | | | 1871 | Maudslay, Sons&Field<br>Greenwich | **Chirket-i-Hairie (BosphorusStm. Nav.Co.)** | 150·0 \| 28·0 \| 11·7 | Constanpl<br>Turkish | 1Cy.<br>80H<br>Maudslay,Sons&Field,Lon | | | |
| 37 HDLW | **Saiki Maru** *Rimaro Mari* | **WoodScSr** | 210<br>180<br>130 | | | | 1880 | Kirby & Co.<br>Kobe | **OsakaShosen Kaisha** | 120·4 \| 17·3 \| 13·3 | Osaka<br>Japanese | 2Cy. 15H | | | |
| 38 1892 HGQF | **Saikio Maru** *S.T.Kenderdine* *Elec.light* | **SteelScSr** *ss* Yka.No.1–92 2*Dks*(*Stl-Uws*)&*Spardk* | 2913<br>2507<br>1653 | ✠100A1<br>*Spar dk*<br>*load line* 20*ft*<br>6,94 ~~3,92~~ ✠LMC8,92 6,94 | Yka<br>LA&CP | *u* | 1888<br>6mo | Lon.&Gls. S&ECo(Ld)<br>Glasgow<br>*BHd* | **NipponYusen Kaisha**<br>*WB*=*CellDB*246′447*t*<br>*extends to Main deck only in Fore Hold* | 325·0 \| 41·2 \| 18·9<br>F38′ BK10″ 26·5<br>*FPT*42*tAPT*12*t* | Tokio<br>Japanese<br>6*BHAsp* | T.3Cy.33½″,54″&87″–54″ (*s*)<br>160lb *200lb* 387H<br>2D&2SB.18*rf*,GS329<br>Lon.&Gls S&ECo(Lim)Gls | 21 ″ 6 | | |
| 39 1891 HCWLB | **Sailor King** | **IronPadSp** | 118<br>118<br>43 | | | | 1857 | .....<br>S.Shields | **H.J.Ward&Co.** | 105·2 \| 19·0 \| 10·3 | Liverpool<br>British | 2Cy.<br>NB70 60H | | | |
| 40 ~~84967~~ WMGL | **Sailor Prince** ~~*E.G.Broadhead* –93~~ *Well deck* *H.Gomes*95–94 | **IronScSr** ~~*ss* Bly.No.2–91~~ 1*Dk*(*pt Irn*)&*Web frames* *ss* Liv.No.3–3,95 | 1229<br>967<br>766 | ✠100A1<br>~~7,94 1,91~~ 3,95<br>~~BS1,94~~ ✠LMC7,94 | Ant<br>A&CP<br>Liv | *o* | 1882<br>7mo | Hodgson & Soulsby<br>Blyth | **J.Knott**<br>WB=*DBa* 73′*f*57′& | 242·0 \| 33·1 \| 15·2<br>Q94′B50′F29′<br>FK<br>*uE*&*B*33′286*t FPT* | N.Shields<br>British | C.2Cy.29″&55″–36″ (*i*)<br>80lb *50lb* 125H<br>4*BHCem*<br>29*tAPT*38*t* Black,Hawthorn&Co.,Gts. | 17 ″ 3<br>s 1 ″ 9½ | | |
| 41 NBQP | **Saint Alban** *J.C.Jorgensen* –91 | **SteelScSr** 1*Dk* | 385<br>290<br>228 | | | | 1889 | Motala MV<br>Oscarshamn | **Dampskibsselskabet "Odense" (Chr.Clemmensen)** | 134·6 \| 23·2 \| 12·9<br>Q19*t* B52*t* F15*t* | Odense<br>Danish | T.3Cy.11½″,18¾″&30″–20″<br>50H<br>Motala Wrks.Aktie Motala | | V | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. / Franc-bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42<br>KVML | Saint André<br>Moyen83–89 | Iron&SteelSc3MstSr<br>1Dk2trB | 938<br>823<br>558 | | | | 1883 | Soc.J Cockerill<br>Antwerp | Soc.Navale de l'Ouest | 211·2\|28·1\|16·4<br>Q67' B59' | Havre<br>French<br>WB | C.2Cy.27"&45"–33"<br>90HP<br>Soc.J.Cockerill,Seraing | |
| 43<br>KVMP | —<br>Macheraux92–92 | IronScSr<br>1Dk&AwngDk | 488<br>—<br>313 | | | | 1885 | Craig, Taylor&Co.<br>Stockton | Bossut-Plichon | 170·6\|24·0\|12·0<br>18·5 | Dunkirk<br>French<br>WB | C.2Cy.20"&39"–27"<br>60HP<br>Westgarth,Englsh&C.Mdb | |
| 44<br>68252<br>LKWQ<br>J.Harvey -95 | Saint Andrew<br>~~G.E.Parkin83–83~~<br>Well deck<br>~~W.Seabrook94–94~~ | IronScSr<br>6thSrvy.,Lon.5,90<br>1Dk(ptIrn-ws)2trB<br>2ndSurveyHul 11,94 | 1055<br>825<br>672 | ✠ A1,1<br>~~11,94~~ ~~7,91~~ 5,95<br>B&MS11,94 | Bly<br>~~Hul~~ | Lv | 1872<br>8mo | Davison& Stokoe<br>Southwick | ~~F.B.Grotrian&Co.~~<br>~~BlythSt.Andrews S.S.Co.(Lim.)~~<br>BlythSt.AndrewS.S.Co(Lm)<br>(J.Harney) | 230·0\|30·2\|16·2<br>P147'F28'<br>BK8" WB=DB | ~~Hull~~<br>British<br>3BH N.Shields<br>1PBH Cem | C.2Cy.28"&52"–30" (i)<br>80lb 50lb NB81 98HP<br>1SB,3pf,GS68 HS1750 NDB83<br>C.D.Holmes & Co.,Hull | 17 " 4<br>s 2 " 1 |
| 45<br>99633 | —<br>~~G.C.Nichols –94~~<br>~~Gauld~~ Gauld | SteelScSr<br><br>1Dk | 150<br>137<br>44 | ✠100A1<br>Stm Trawler<br>~~6,94~~ 10,93 9,94<br>✠LMC1,92 | Abn<br>LA&CP | – | 1892<br>1mo | A.Hall& Co.<br>Aberdeen | T.Walker | 102·4\|20·7\|10·7<br>BK6½" | Aberdeen<br>British<br>4BH Cem | C.2Cy.18"&34"–24" (s)<br>100lb 50HP<br>1SB,2pf,GS40,HS1127<br>A.Hall&Co.,Aberdeen | 11 " 3 |
| 46<br>WBJD | Saint Andrews<br>H.Krogh-Hansen89–91<br>Well deck | SteelScSr<br>1Dk(Irn)2trB&Webframes | 3066<br>2378<br>2009 | ✠100A1<br>~~6,94~~ ~~6,93~~ 12,94<br>4,95 ✠LMC10,91 | Hpl<br>A&CP<br>~~Npt~~ ~~Bly~~ | u<br>Shl | 1891<br>10mo | W.Gray& Co.(Lim.)<br>W Hartlepool | DampskActieselskabet "St. Andrews" (W. Wilhelmsen) | 325·2\|41·5\|22·8<br>Q129'B128'F34'<br>FK<br>WB=DBa110'f124' | Tönsberg<br>Norwegian<br>5BH Cem<br>632tAPT23t | T.3Cy.24",38"&64"–42" (s)<br>160lb 75lb 250HP<br>2SB,6rf,GS85,HS3820<br>Cntrl.Mar.E.Wrks,W.Hpl. | 24 " 0<br>s 2 " 6 |
| 47<br>84866<br>WMDT | Saint Andrew's Bay<br>W.Whitburn91–91 | IronScSr<br>ssNwc.No.3–7,91<br>2Dks(1Irn)3trB | 1749<br>1621<br>1135 | ✠100A1<br>12,93<br>BS2,94 ✠LMC7,91 | Nwc<br>LA&CP | r | 1882<br>7mo | A.Leslie& Co.<br>Newcastle | W.J.Affleck&Co. | 265·0\|34·9\|23·4<br>P28'B47'F37'<br>BK9½"<br>WB=DBa64'f56' | N.Shields<br>British<br>5BH Cem<br>229tAPT26t | C.2Cy.32"&61"–39" (i)<br>70lb 40lb 180HP<br>2SB,4pf,GS70<br>N.E.MarineE.C.(Lim.)Sld. | 24 " 7<br>s 4 " 2 |
| 48 | Saint Anns<br>J.P.Porteous –92<br>Well deck<br>Now named "Ballesteros," See No. 9 in Supplement. | IronScSr<br>ssMdb.No.1–93<br>1Dk(Irn) | 668<br>511<br>405 | ✠100A1<br>11,93<br>✠LMC8,93 | Sws<br>LA&CP | i | 1889<br>8mo | R.Craggs &Sons<br>Stockton | Ballesteros y Cia | 175·2\|28·0\|13·7<br>Q100'B16'F24'<br>BK7½"<br>WB=DBa46'f36'138tFPT | <br>Spanish<br>4BH Cem<br>22tAPT15t | T.3Cy.13",21"&35"–24" (s)<br>160lb 80lb NDB93 70HP<br>1SB,2rf,GS33,HS1093<br>Wstgarth,Englsh&C.,Mdb | 14 " 2<br>s 1 " 3 |
| 49<br>87364<br>JRBP | Saint Asaph<br>H.Wood (MISSING SINCE 2,94) | IronScSr<br>ssHpl.No.2–91<br>2Dks(1Irn)3trB | 1869<br>1752<br>1199 | ✠<br>5,93<br>✠ | Sng<br>LA&CP | s | 1883<br>11mo | Campbell, Mackintosh &Bowstead<br>Newcastle | AngierLine(Lim.) | 280·0\|35·3\|22·7<br>P26'B46'F26'<br>BK9½"<br>WB=DBa76'f68'&n | London<br>British<br>5BH Cem<br>E&B32'264t | C.2Cy.32"&62"–42"<br>60lb 162HP<br>2SB,6pf,GS100<br>Hawks,Crwshy&Sons,Gts. | 25 " 7<br>s 4 " 8 |
| * 50<br>72511<br>NWDH | Saint Aubin<br>T.Newton –93<br>Well deck | IronScSr<br>ssCff.No.3–2,87<br>ssCff.No.1–91<br>1Dk(Irn)2trB | 1195<br>980<br>748 | ✠90A1<br>10,94 ~~2,94~~ ~~8,94~~<br>✠NB7,89 LMC ~~11,91~~ 10,94 | Npt<br>A&CP<br>Cff | o | 1875<br>4mo | Schlesingr, Davis&Co.<br>Newcastle | J.T.Hutchins (A.J.Hutchins, Mgr.) | 235·3\|32·3\|18·2<br>Q91'B48'F28'<br>drp93 BK8½" | Cardiff<br>British<br>4BH Cem<br>WB=ptDB | C.2Cy.27"&54"–33"<br>90lb 60lb NDB88 120HP<br>1SB,3pf,GS74<br>Hawks,Crwshy&Sons,Gts. | 19 " 2<br>s 2 " 0 |
| 51<br>KVMT | Saint Augustin<br>DeCasteljan –86 | IronScBn<br>2Dks&Spardk | 1854<br>—<br>794 | | | | 1880 | JohnElder &Co.<br>Glasgow | Cie.Générale Transatlantique | 314·0\|33·8\|16·5<br>H175t F46' 24·5 | Marseilles<br>French | T.3Cy.31",51"&80"–48"<br>Tpd.92<br>Cie.Gén.Trans.,Penhoët | |
| * 52<br>84047<br>TPGW | Saint Bernard<br>G.Harland89–91 | IronScSr<br>ssHav.No.3–7,87<br>ssBry.No.1–92<br>2Dks(Irn)3trB | 2222<br>2082<br>1448 | ✠100A1<br>4,94<br>BS ~~1,94~~ 7,94 ✠LMC11,91 | Bly<br>LA&CP | t | 1880<br>9mo | T.Royden &Sons<br>Liverpool | G.B Harland&Co. | 321·0\|35·8\|24·0<br>P58tF45t<br>BK9"<br>WB=DBuE&B48'140t | W.Hartlpl<br>British<br>6BH Cem<br>MT30'335t | C.2Cy.35"&70"–48" (a)<br>~~85lb~~ 65lb NDB80 300HP<br>2DB,4f,GS144<br>J.Jack&Co.,Liverpool | 25 " 11<br>s 4 " 11 |
| 53<br>99904 | —<br>W.Jarvie92–93 | SteelScK<br>1Dk | 166<br>152<br>24 | ✠100A1<br>Stm Trawler<br>11,94 ~~1,94~~ ✠LMC9,93 | Gmh<br>A&CP<br>Lth | | 1893<br>9mo | Grangmth Dockyard Co.<br>Grangem'th | J.Muirhead | 112·0\|21·0\|10·3<br>F14'<br>BK6½"<br>WB=DBf30'32t | Granton<br>British<br>6BH Cem | C.2Cy.21"&42"–24" (a)<br>110lb 80HP<br>1SB,3pf,GS54,HS1612<br>Hutson&Son,Glasgow | 11 " 3 |
| 54 | St. Brieuc<br>Josselin –93 | SteelScSr<br>2Dks | 395<br>304<br>207 | | | | 1894 | J.Jones& Sons<br>Liverpool | A.LeGualès de Mezaubran | 158·0\|24·4\|11·7<br>P39' B45' F25' | LeLégué<br>French<br>WB | T.3Cy.14",22&36"–24"<br>J.Jones&Co.,Liverpool | |
| 55<br>56613<br>Stranded 1,95 | Saint Clair<br>~~J.Masson –93~~<br>Elec.light<br>W.Reid –94 | IronScSr<br>ssLth.No.3–2,85<br>ssAbn.No.2–93<br>1Dk2trB | 567<br>484<br>300 | ✠ ~~*A1~~<br>~~6,94~~ ~~11,93~~ 9,94<br>✠NB2,85 LMC11,93<br>BS9,94 | Abn<br>A&CP<br>Lth | | 1868<br>2mo | Randolph, Elder&Co.<br>Glasgow | N.of Scotland, Orkney&ShetlandStm.Nav.Co. | 206·5\|26·6\|14·1<br>P50'B57'F17'<br>ND85 BK7" | Aberdeen<br>British<br>4BH Cem | C.2Cy.38¼"&67¾"–33" (i)<br>60lb 45lb NDB85 180HP<br>1DB,6pf,GS87<br>Randolph,Elder&Co.,Gls. | 15 " 0<br>s 1 " 11½ |
| 56<br>96571<br>LCQB | Saint Clears<br>~~R.Hocken –94~~<br>Well deck<br>Jeffers -94 Now named "Talbot," See No. 7 in Supplement. | SteelScSr<br>ssShl.No.1–93<br>1Dk(Stl)&Webframes | 2388<br>1887<br>1554 | ✠100A1<br>1,94<br>✠LMC7,93 | Lon<br>A&CP | s | 1889<br>4mo | R&W Hawthorn,Leslie &Co.(Lim.)<br>Newcastle | ~~St.ClearsS.S.Co. (Lim.) (Carlisle &Co.)~~ TalbotSS Co(Lim)(T.Bowen Rees &Co. Mgrs.) | 300·0\|38·8\|19·5<br>P27'Q90'B116'<br>F35' BK10"<br>WB=CellDB248' | London<br>British<br>5BH Cem<br>425tAPT75t | T.3Cy.22½",36½"&60"–39"(s)<br>160lb 80lb 160HP<br>2SB,8pf,GS125<br>R.&W.Hawthron,Leslie& Co.(Lim.),Newcastle | 21 " 11<br>s 2 " 1 |
| 57<br>88865<br>JTCQ | Saint Clement<br>G.Leslie –94 | IronSc<br>1Dk | 180<br>164<br>48 | | | ... | 1885<br>1mo | Hall,Russell&Co.<br>Aberdeen | T.Walker | 115·2\|21·0\|11·1 | Aberdeen<br>British | C.2Cy.19"&38"–27"<br>62HP<br>Hall,Russell&Co,Abn. | 11 " 10 |
| 58<br>68145<br>WTPC | Saint Decumans<br>J.Beddis73–73 | WoodScSr<br>IB | 137<br>131<br>78 | <br>11,73 | Bdg | 8 | 1873<br>7mo | Gough<br>Bridgwater | J.Ware | 101·4\|22·5\| 9·0 | Cardiff<br>British | 1Cy.22"–18"<br>30HP<br>J.Payne,Bristol | |
| 59<br>KVQN | Saint Domingue<br>Mourand | IronScSr<br>1Dk&Awngdk | 1011<br>637<br>491 | | | ... | 1879<br>9mo | Forges& Chantiers de la Médit.<br>Havre | Cie.Générale Transatlantique | 228·6\|29·8\|12·9<br>20·1 | St.Nazaire<br>French | C.2Cy.27½"&55"–35½"<br>150HP<br>F.&C.de la Médit,Havre | |
| 60<br>84651<br>VMJD | Saint Donats<br>J.Tucker81–81<br>Now named "Jeanne A.," See No. 19 in Supplement | IronScSr<br>ssFal.No.3–5,93<br>1Dk(Irn)2trB | 1502<br>1408<br>962 | ✠100A1<br>10,94 5,93<br>✠NE&B5,91 ✠LMC5,93 | Fal<br>LA&CP<br>Cff | p | 1881<br>3mo | Schlesnger, Davis&Co.<br>Newcastle | St.DonatsS.S.Co. (Lim.) (Harrison Moore&Moore) | 261·0\|35·3\|20·7<br>B50'F26'<br>BK7½"<br>WB=DBa76'f98' | Cardiff<br>British<br>4BH Cem<br>292tAPT43t | T.3Cy.20",32½"&53"–36" (s)<br>160lb 75lb NDB93 150HP<br>2SB,4pf,GS72<br>N.E.M.Eng.Co.(Lim.),Sld. | 22 " 0<br>s 3 " 9½ |
| 61<br>101937 | St. Dunstan<br>J.Scott83–92<br>Well deck | SteelScSr<br>1Dk(ptIrn)&Webframes | 1014<br>762<br>619 | ✠100A1<br>5,95 ~~3,94~~<br>✠LMC10,92 | Lon<br>A&CP | m | 1892<br>10mo | S.P. Austin &Son<br>Sunderland | S.Clarke&Co. | 220·0\|31·0\|14·0<br>Q75'B46'F27'<br>FK<br>WB=CellDB174'279tFPT | London<br>British<br>4BH Cem<br>21tAPT16t | T.3Cy.18½",30"&49"–33" (s)<br>160lb 80lb 120HP<br>1SB,3pf,GS50,HS2040<br>N.E.Mar.E.Co.(Lim.),Sld. | 16 " 6<br>s 1 " 7 |
| 62<br>97844<br>MBVW | Saint Enoch<br>G.Mundle89–93 | SteelScSr<br>1Dk(Irn)&Spardk(Irn)3trB<br>ssLiv.No.1-95 | 4298<br>4032<br>2746 | ✠100A1<br>Spar dk<br>~~7,94~~ ~~12,92~~ ✠LMC ~~2,91~~ 2,95<br>~~2,95~~ ~~9,94~~ 3,95 | Liv<br>LA&CP<br>~~Bry~~<br>Bry | x | 1891<br>2mo | Palmers' Co.(Lim.)<br>Newcastle | British&Foreign S.S.Co.(Lim.) (Rankin,Gilmour &Co Mgs) | 375·0\|46·5\|20·4<br>P34'B86'F31' 28·2<br>BK11"<br>WB=CellDB322'697tFPT | Liverpool<br>British<br>7BH Cem<br>76tAPT35t | T.3Cy.28",45"&73"–48" (s)<br>160lb 70lb 360HP<br>2DB,12cf,GS192,HS6383<br>Palmer'sCo.(Lim.),Nwc. | 23 " 3<br>s 7 " 6 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. | 8 Built. When. Ship. / Engines | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of R.of T.rule Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 63 966 HJKS | **Saint Erik** *I.Isakson92–92* | **CompScSr** 1*Dk* | 436 338 344 | | | | 1872 | S.G.Jensen Stockholm | Ångf.Aktiebolaget "Fama" (P.Deurell) | 149·2 Q39′ | 23·7 B41′ | 13·6 H6*t* F22′ | Oscarsham Swedish | C.2Cy.18¼″&32¼″–21″ 60HP Bergsunds M.V.,Skm. | | G |
| 64 — | *E.J.Efeersson70–80* | **SteelScSr** 1*Dk* | 198 117 153 | | | | 1880 | MotalaCo. Gothenburg | MarstrandsNya ÅngfartygsAktiebolag(ALundberg) | 122·7 Q38′ | 19·5 B41′ | 8·8 F41′ | Marstrand Swedish | C.2Cy.16″&29″–21″ 60HP MotalaCo.,Gothenburg | | |
| 65 79384 RTSF | **Saint Fagans** *J.W.Garner –92* *Well deck* | **IronScSr** *ss*Cff.No.3–11,90 1*Dk*(*Irn*)2*trB* | 1321 1128 821 | ✠100A1 4,94 BS10,93 | Bry A&CP ✠LMC11,90 | *p* | 1878 6mo | Schlsinger, Davis&Co. Newcastle | ~~Harrison,Moore &~~ ~~Moore~~ Donald&Taylor | 248·9 Q132′B8′F34′ drp91 *WB*=*DBa*74′ | 33·2 BK7½″ | 18·8 4*BHCem* *f*96′*APT* | Cardiff British | C.2Cy.29″&56″–36″ (*i*) 70lb 130HP 2B,GS78 T.Clark&Co.,Newcastle | 19″10 s 2 ″ 3 | |
| 66 90935 LJFD | **Saint Fergus** ~~*D.Sinclair80–80*~~ *Well deck* *D.Charleson -94* | **SteelScSr** *ss*Abn.No.1–94 1*Dk*(*Irn*)2*trB* | 401 340 211 | ✠100A1 ~~1,94~~10,94 ✠LMC1,94 Liv | Abn LA&CP | *g* | 1889 9mo | Fleming& Ferguson Paisley | Wick&Pulteney-townSSCo.(Lim.) | 165·0 Q77′B17′F22′ *WB*=*DBa*35′ | 24·1 BK7″ | 12·0 5*BHCem* 34*t*FPT23*t* | Wick British | Q.4Cy.13″,18″,25″&36″–29″ 160lb (*s*) 70HP 1SB,3*rf*,GS32,HS945 Fleming&Ferguson,Psy. | 12″10 s 1 ″ 1 | |
| 67 91297 KFRD | **Saint Fillans** *J.P.Stabb –93* *ss*Bry.No.2-94 | **SteelScSr** ~~*ssLiv.No.1–90*~~ 2*Dks*(*Stl*)3*trB* | 3026 2985 1937 | ✠100A1 ~~7,94~~10,94 4,95 BS3,93 ~~BS4,95~~ ✠LMC5,90 2,94 Cff | Bry LA&CP ✠LMC5,90 2,94 Cff | *w* | 1886 2mo | Harland& Wolff Belfast | British&Foreign S.S.Co.(Lim.) (Rankin,Gilmour &Co.,*Mgrs.*) | 340·5 P33′B76′F47′ *WB*=*CellDB*104′420*t* | 42·1 BK9″ | 25·5 7*BHCem* *tMT*28′420*t* | Liverpool British | T.3Cy.24½″,37″&64″–48″ (*o*) 160lb *60lb* 320HP 2DB,*12cf*,GS170 Harland&Wolff,Belfast | 29 ″ 7 s 6 ″ 4½ | D |
| 68 84460 HRJP | **Saint Finbar** *U.R.Boate –94* | **IronScSr** 2*Dks*(1*pt*I*rn*) | 1024 ~~901~~ 550 | ✠ 11,84 ✠ | Liv LA&CP | *o* | 1883 3mo | Dobie&Co. Glasgow | City of Cork Steam Pkt.Co.(Lim.) | 246·0 P84′ | 34·1 B46′ | 15·4 F37′ | Cork British | C.2Cy.35″&70″–48″ 250HP J.Jack&Co.,Liverpool *WB*=*CellDB*134′158*t* | 18 ″ 2 s 2 ″ 6 | BT till ~~8,94~~ ~~9,94~~ 9,95 |
| 69 94541 | **Saint Fotin** *R.Mennie –94* | **IronScSr** *ss*Abn.No.1–94 1*Dk* | 142 129 37 | ✠100A1 *StmTrawler* 9,94 ~~2,94~~ ✠LMC2,94 | Abn LA&CP | | 1889 11mo | A.Hall&Co Aberdeen | T.Walker | 100·7 drp94 | 20·5 BK6½″ | 10·5 4*BHCem* | Aberdeen British | C.2Cy.18″&38″–30″ (*s*) 90lb E.*made*82,B.89 58HP 1SB,*2pf*,GS43,HS1141 Dunsmuir&Co.,Glasgow | 11 ″ 0 | |
| 70 JDGF | **Saint George** *O.C.Nordfelt –93* | **IronScSr** 5thSurvey,Liv.2,88 1*Dk*(*pt*I*rn*)3*trB* | 1646 1427 1240 | ✠ 12,91 | Sws | Lv | 1871 11mo | Richardson Duck&Co. Stockton | Wilson&Co. (A.O.Wilson) | 256·3 Q133′F33′H15*t*′ drp91 | 32·7 | 21·8 | Gothenbrg Swedish | C.2Cy.32″&60″–33″ NB79 NDB88 145HP C.D.Holmes&Co.,Hull | 21″ 6 | |
| 71 99636 | — ~~*W.Bartlett —92.*~~ | **SteelScSr** ~~*H.Jones95–95*~~ 1*Dk* | 151 137 44 | ✠100A1 *StmTrawler* 5,95 ~~10,94~~ ✠LMC3,92 | Abn LA&CP | | 1892 3mo | A.Hall&Co Aberdeen | T.Walker | 102·4 BK6½″ | 20·7 | 10·7 4*BHCem* | Aberdeen British | C.2Cy.18″&34″–24″ (*s*) 100lb 50HP 1SB,*2pf*,GS40,HS1127 A.Hall&Co.,Aberdeen | 11 ″ 3 | |
| 72 KVWQ | **Saint Germain** *deKersabiec* *Elec.light* | **IronScBg** (*ex*Klopstock) 2*Dks*&*Spar dk* | 3641 — 1873 | | | | ... 1874 6mo | J.&G. Thomson Glasgow | Cie.Générale Transatlantique | 377·4 | 40·3 | 25·9 33·4 | St.Nazaire French | C.2Cy.52″&104″–54″ NB83 700HP J.&G.Thomson,Glasgow | | V |
| 73 102071 | **Saint Giles** *J.Fortay93–93* | **SteelScSr** 1*Dk*(*Irn*)2*trB* &*Web frames*&*pt Awng dk*(*Irn*) | 3372 2623 2202 | ✠100A1 *pt Awng dk* *with freeboard* ~~12,91~~ ~~3,94~~ ✠LMC1,93 | Bry A&CP Liv | *u* | 1893 1mo | W.Gray& Co.(Lim.) WHartlepool | British&Foreign S.S.Co.(Lim.) (Rankin,Gilmour &Co.,*Mgrs.*) | 330·6 Q131′ *pt Awng dk*199′ *WB*=*CellDB*284′ | 43·2 FK | 21·6 5*BHCem* 780*t*APT37*t* | Liverpool British | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 300HP 2SB,6*rf*,GS91,HS4320 CentralMar.E.Wks,W.Hpl | 24 ″ 4 s 9 ″ 5½ | |
| 74 99641 | — *T.Tait92–92* *Well deck* | **SteelScSr** 1*Dk* | 407 269 163 | ✠100A1 ~~13,94~~ ~~1,94~~ 4,95 ✠LMC8,92 ~~Ltd~~ | Abn LA&CP | *g* | 1892 8mo | Hall, Russell&Co. Aberdeen | North of Scotland, Orkney&Shetland Stm.Nav.Co. | 160·9 P99′F32′ *WB*=*DBa*28′*f*12′43*t* *MT*38′ | 25·1 BK7″ | 12·0 4*BHCem* 37*t*APT20*t* | Aberdeen British | T.3Cy.16″,26″&43″–30″ (*s*) 160lb *80lb* 115HP 1SB,3*rf*,GS57,HS1774 Hall,Russell&Co.,Abn. | 12 ″ 6 s ″ 11½ | BT till 4,95 |
| 75 81969 ~~KSH~~ | **Saint Gothard** *Hill* | **IronScSr** *ss*Shl.No.3–3,93 2*Dks*(1*Irn*)3*trB* | 1616 1521 1046 | ✠100A1 8,94 ~~1,94~~ BS8,94 ✠LMC3,93 | Cff A&CP | *r* | 1880 4mo | J Readhead &Co. S.Shields | Cay,Hall&Co. | 255·0 P27′F24′ *WB*=*DBa* | 34·2 BK9″ | 23·0 4*BHCem* 78′*f*66′263*t* | S.Shields British | C.2Cy.31″&59″–36″ 70lb ~~120~~ 150HP 2SB,4*pf*,GS66 J.Readhead&Co.,S.Shields | 24 ″ 2 s 4 ″ 0 | |
| 76 102795 | **St. Helens** *F.Stanwell –94* *Elec.light* | **Steel&IronScSr** *Irn framing Stl plating* 1*Dk*(*Irn*)&*Spar dk*(*Irn*)&*Web frames* | 4007 3697 2588 | ✠100A1 *Spar dk* 2,94 ✠LMC8,93 *Carrying Petroleum in bulk* | Shl A&CP | *w* | 1893 8mo | Craig, Taylor&Co. Stockton | ~~S.S.St.Helens (Lim.)~~ ~~(A.Suart)~~ Petroleum Stg Co of London(Lim)(A.Suart(*Mgr.*) | 345·0 P11′B84′F32′ | 45·2 28·7 FK | 21·7 16*BHCem* | London British | T.3Cy.26″,42″&68″–45″ (*s*) 160lb *100lb* 275HP 2DB,8*rf*,GS150,HS5350 J.Dickinson,Sunderland | 23 ″ 0 s 6 ″ 5½ | |
| 77 86500 HGVR | **Saint Helier** ~~*J.Grant*~~ *J.Dew* | **IronScSr** ~~*ssCff.No.2–91*~~ 1*Dk*(*Irn*)2*trB* *ss*Nwc.No.3–3,95 | 1232 1031 769 | ✠100A1 ~~7,94~~ ~~11,96~~ 3,95 BS11,93 ✠LMC9,91 ~~Ltd~~ 4,95 | Nwc A&CP | *o* | 1882 12mo | Burrell& Son Dumbarton | T.G.Beatley&Son | 240·0 B62′F25′ drp94 | 35·1 FK | 15·5 5*BHCem* *WB*=*Cell* *DB*209′317*t* | Cardiff British | C.2Cy.26″&51″–36″ (*a*) 90lb *60lb* 99HP 1DB,*4pf*,GS67 M.Paul&Co.,Dumbarton | 18 ″ 2 s 2 ″ 6 | |
| 78 58765 LMBG | **Saint Hilda** *A.J.Edwards –92* ~~*ssShl.No.3–6,82*~~ ~~*ssCpn.No.2–90.*~~ | **IronScSr** *ss*Hpl.2ndNo 3-4,95 1*Dk2trB* | 762 600 467 | ✠90A1 3,94 4,95 ~~BS8,93~~ ✠LMC5,90 4,95 | Hpl A&CP | *k* | 1872 7mo | Withy, Alexander Hartlepool | C.Nielsen&Son | 194·8 Q73′ ~~drp91&92~~ *WB*=*DBa*57′*f*62′ | 28·1 BK7½″ | 15·7 4*BHCem* 139*t*APT22*t* | Hartlepool British | C.2Cy.27½″&50″–33″ (*i*) 70lb *60lb* NDB82 NB82 98HP 1SB,3*pf*,GS53 T.Brassey&Co.Birkenhead | 17 ″ 0 s 1 ″ 6½ | |
| | *Now named "Neptun," See No. 38 in Supplement.* | | | | | | | | | | | | | | | |
| 79 97826 | **Saint Hubert** *A.McPherson68–90* | **SteelScSr** 1*Dk*(*Irn*)&*Spar dk*(*Irn*)3*trB* *ss*Bry.No.1-94 | 3046 2902 1962 | ✠100A1 *Spar dk* ~~11,94~~ ~~8,04~~ 2,95 ✠LMC11,90 ~~Bry~~ Dun 11,94 | Cff LA&CP | *v* | 1890 11mo | J.Laing Sunderland | British&Foreign S.S.Co.(Lim.) (Rankin,Gilmour &Co*Mgrs*) | 320·5 P29′B82′F31′ *WB*=*Cell* | 41·1 BK10″ | 19·5 5*BHCem* 32*t*APT45*t* | Liverpool British | T.3Cy.24″,39″&64″–42″ (*s*) 160lb *80lb* 325HP 2DB,8*rf*,GS140 J.Dickinson,Sunderland | 22 ″ 2 s 6 ″ 5 | D |
| 80 102150 NJSD | **Saint Irene** *E.D.Fitzgerald83–94* *Well deck* | **SteelScSr** 1*Dk*(*Irn*) &*Spar dk*(*Irn*)&*Web frames* | 3877 3720 2474 | ✠100A1 *Spar dk* 9,94 ~~5,94~~ ✠LMC5,94 Liv | Cff A&CP | *w* | 1894 5mo | J.Laing Sunderland | British&Foreign S.S.Co.(Lim.) (Rankin,Gilmour &Co.,*Mgrs.*) | 357·0 P35′B78′F35′ *WB*=*CellDB*300′ | 45·5 BK9″ | 19·0 6*BHCem* 662*t*APT50*t* | Liverpool British | T.3Cy.24½″,41″&67″–45″ (*r*) 180lb 400HP 3SB,9*rf*,GS180,HS4988 G.Clark(Lim.),Sunderland | 21″6 s 6″10½ | |
| 81 KWCH | **Saint Jacques** *E.Bugault86–91* ~~*ssAnt.No.3–1,82*~~ *Well deck* (*ex*RioDouro,*ex*Ravenstowne) | **IronScSr** *ss*Hav.No.~~3–90~~3-4,94 1*Dk* | 699 545 415 | ✠90A1 10,94 ~~5,96~~ ~~MS6,90~~ ✠NB12,91 | Hav A&CP BS12,91 B&MS4,94 | *j* | 1871 8mo | Brown& Simpson Dundee | Soc.Nav.del'Ouest | 188·0 P&c.99′F29′ srp94 | 26·8 BK7½″ | 14·8 5*BHCem* *WB*=*ptDB* | Havre French | C.2Cy.23″&40″–30″ (*k*) 72lb *60lb* 80HP 2SB,4*pf*,GS69 J.Stewart,London | | |
| 82 KWDM | **Saint Jean** *Lesteven81–81* | **IronScSr** 1*Dk2trB* | 936 — 561 | | | | 1881 | Forges&C. de laMédit Havre | Soc.Nav.del'Ouest | 218·8 Q110′ | 29·7 | 15·7 *WB* | Havre French | C.2Cy.25″&43″–27½″ 100HP Forges&C.delaMéditHavre | | DV |
| 83 KWDP | — *Bénard90–90* (*ex*Fusilier) | **IronScSr** *ss*Stk.No.3–6,85 1*Dk* *ss*Dnk.No.2–93 | 376 300 244 | A1 ~~2,93~~ 6,94 ✠NE&B6,85 BS8,94 ✠LMC9,93 | Dnk LA&CP | | 1864 10mo | J.Scott Invrkeithing | Bossut-Plichon | 154·0 Q40′B33′ srp93 | 21·4 | 13·1 4*BH* | Dunkirk French | C.2Cy.18″&36″–24″ (*s*) 80lb *70lb* 50HP 1SB,2*pf*,GS28,HS893 WstgarthEnglsh&Co.,Md. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pi/s. pi. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84 KWHJ | **Saint Joseph** *Godinau* | IronScSr 1*Dk2trB* | 1036 — 628 | | | | 1883 | Kish, Boolds&Co. Sunderland | Dussarget& Bonnin | 220·0 Q75′ | 31·6 B48′ | 13·4 F23′ | Bordeaux French *WB* | C.2Cy.25″&49″–36″ 100HP Carr&C.(Lim.)Sunderland | DV |
| 85 KWJQ | — | WoodScSr 1*Dk* | 118 — 66 | | | | 1883 | Curet fils LaSeyne | E.Talon | 91·5 | 18·2 | 10·4 | Marseilles French | C.2Cy.13″&26″–12½″ Labarre,Marseilles | |
| 86 81446 HWKJ | **Saint Kevin** ~~*Candlish*01–01~~ *F. Wadsworth*90–94 | IronScSr ~~ssBel.No.2–91~~ 1*Dk*(*Irn*) *ss*Goo.No.3-12,94 | 456 429 225 | ✠100A1 ~~5,01 4,04~~ 12,94 BS10,93 | Gls LA&CP ✠LMC6,94 ~~Dry~~ Goo | *h* | 1883 6mo | M'Ilwne, Lewis&Co. Belfast | ~~J.M.Inglis&~~ ~~W.Hewat~~G,B. Wadsworth | 178·0 Q28′ ~~drp93~~ | 26·2 B32′ drp94 | 12·8 F26′ BK7 | ~~Dublin~~ British *5BHCem* Goole | C.2Cy.22″&40″–30″ (*a*) 85lb *80lb* NDB94 75HP 1SB,*3pf*,GS49 M'Ilwne,Lewis&C.Lm.Bel. | 13 × 6 s 1 · 7 |
| 87 96087 LHQR | **Saint Kilda** ~~*N. McKinlay* –93~~ *Well deck* *Wilkie* –94 | SteelSc3MstSr *ss*Gls.No.3–4,93 1*Dk*(*Stl*) | 451 349 186 | ✠100A1 ~~02,04 4,04~~ 5,95 | Gls LA&CP ✠LMC4,93 | *h* | 1889 9mo | Scott&Co. Bowling | R.Harper | 175·0 Q86′ | 26·6 B10′ BK7½ *WB=CellDB94* | 10·5 F29′ | Glasgow British *3BHCem* 152*tFPT*26*t* | T.3Cy.15½″,24″&40″–33″ (*s*) 160lb *80lb* 80HP 1SB,*3rf*,GS54 W.King&Co.,Glasgow | 13 × 0 s 1 · 0 |
| 88 NPMQ | **Saint Knud** *M.C.Rasmussen*67– | IronScSr 1*Dk* | 186 158 108 | | | | 1865 | Burmeister &Wain Copenhagen | Forenede Dmpskbsselskab | 131·6 Q10*t* len76 | 18·5 B14*t* | 10·6 | Rudkjöbng Danish | C.4Cy.14″&28″–18″ 40HP Burmeister&Wain,Cpn. | |
| 89 KWMD | **Saint Laurent** *Poirot* *Elec.light* | IronScBk 3*Dks&Awng dk* | 3945 — 1741 | | | | 1866 | Scott&Co. St.Nazaire | Compagnie Générale Transatlantique | 355·1 B17′ | 43·9 | 28·4 35·7 | Havre French | T.3Cy.36″,57″&67″–51½″ Cie.Gén.Trans.,Penhoët | V |
| 90 59652 | **Saint Lawrence** *A.Cameron* –91 | WoodPad (*ex*Raphael) 1*Dk* | 846 383 675 | | | | 1863 | ..... Mystic,U.S. | Charlottetown SteamNav.Co. (Lim.) | 201·5 | 30·2 | 9·9 | Charletwn P.E.I. British | 1Cy. 250HP | |
| 91 KWRD | **Saint Luc** *Depagne*86–89 | IronScSr (*ex*Barga) 1*Dk2trB* | 835 796 474 | | | | 1878 | Soc.J. Cockerill Antwerp | Soct.Navale de l'Ouest | 225·0 Q98′ | 27·6 F19′ | 16·7 | Havre French *WB* | C.2Cy.27″&45″–30″ 90HP Soc.J.Cockerill,Seraing | DV |
| 92 77693 | **Saint Magnus** | WoodScCtr 2*Dks* | 853 559 541 | | | | 1880 | ..... HamiltonOnt | A.E.D.McKay& Sons | 180·0 P280*t* | 28·0 | 14·0 | Hamiltn,O British | 1Cy.26″–29″ 250HP Hyslop&Ronald | |
| 93 19074 | — *R.Nisbet* –92 6thSurvey,2,80 5thSurvey,Abn.4,95 *Elec.light* | IronPadSr (*ex*Waverley) ~~6thSurvey,2,80~~ ~~5thSurvey,Abn.4,95~~ ~~AnnualSurvey,4,94~~ 1*Dk2trB* | 618 495 334 | A,1 *Subject to Annual Survey* 4,95 ~~4,94~~ | Abn Lv | | 1864 3mo | C.Mitchell &Co. Newcastle | N.of Scotland& Orkney&Shetland SteamNavC. | 220·0 Q24*t* ND89 | 26·0 B7*t* BK7 | 13·4 H57*t* | Aberdeen British *3BH*1PBH | C.2Cy.48″&70″–57″ NE&B75 NDB89 260HP J.Howden&Co.,Glasgow | 14 × 10 s 2 · 7 |
| 94 51287 JDST | **Saint Malo** *L.S.Coombs* –94 | IronScSr 1*Dk2trB* | 304 270 141 | ✠ 9,65 | Cly | | 1865 8mo | Aitken& Mansel Glasgow | London&S.W. RailwayCo. | 161·0 Q— | 22·2 | 12·1 | S'thamptn British *4BH* | C.2Cy.25″&50″–30″ NE73 NB85 90HP Day,Summers&CoNorthm | |
| 95 KWRT | — *LeMenager*84–86 | CompPad 1*Dk* | 121 — 36 | | | | 1886 | F.Gautier St.Malo | Fichet&Co. | 90·2 B21′ | 18·0 | 7·0 | St.Malo French | C.2Cy.13¾″&23½″–26¾″ 30HP Brissonneau,Nantes | |
| 96 KWRT | **Saint Marc** *Plisson*81–81 | SteelScSr (*ex*PrinceBaudouin) 1*Dk2trB* | 933 — 554 | | | | 1881 | Soc.J. Cockerill Antwerp | Soc.Nav.de l'Ouest | 228·6 Q67′ | 28·1 B59′ | 16·4 | Havre French *WB* | C.2Cy.27″&45″–33″ 90HP Soc.J.Cockerill,Seraing | DV |
| 97 KWRQ | — *Maigre*74–88 | IronScSr 2*Dks* | 601 — 324 | | | | 1869 | Fraissinet &Co. Marseilles | Cie.Marseillaise de Nav.àVap.(Fraissinet&Co.,*Mgrs.*) | 185·0 P45′ | 25·6 F32′ | 15·7 | Marseilles French | C.2Cy.24½″&42½″–21½″ 80HP Fraissinet&Co.,Marseilles | |
| 98 96050 LCFS | **Saint Margaret** *J.Wilson*92–92 *Well deck* | SteelSc3MstSr *ss*Bwg.No.1–93 1*Dk*(*Stl*) | 449 349 185 | ✠100A1 4,95 ~~3,01 0,04~~ BS4,95 | Trn LA&CP ✠LMC2,93 Gls | *h* | 1889 3mo | Scott&Co. Bowling | R.Harper | 175·0 Q86′ drp94 | 26·6 B10′ BK7½ *WB=CellDB94* | 10·5 F29′ | Glasgow British *3BHCem* 152*tFPT*26*t* | T.3Cy.15½″,24″&40″–33″ (*s*) 160lb *80lb* 80HP 1SB,*3pf*,GS54 W.King&Co.,Glasgow | 13 × 0 s 1 · 0 |
| 99 96365 LJCF | **Saint Marnock** *C.J.Shrine* –94 | SteelScSr *ss*Cff.No.1–93 1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB* | 2969 2869 1951 | ✠100A1 *Spar dk* ~~0,04 2,04~~ 12,94 | Cff A&CP ✠LMC2,93 ~~Dry~~Lv | *v* | 1889 10mo | J.Laing Sunderland | British&Foreign S.S.Co.(Lim.) (Rankin,Gilmour &Co.*Mgrs*) | 320·4 P29′ drp94 *WB=CellDB267′510tFPT 40tAPT45t* | 41·0 B82′ BK10 | 19·5 F31′ 27·0 | Liverpool British *6BHCem* | T.3Cy.24″,39″&64″–42″ (*s*) 160lb 325HP 2DB,*Scf*,GS146,HS4560 J.Dickinson,Sunderland | 22 × 2 s 6 · 10 |
| 100 KWSB | **Saint Mathieu** *Calva*81–89 | Steel&IronScBn 1*Dk2trB* | 933 — 554 | | | | 1882 | SociétéJ. Cockerill Antwerp | Soc.Navale de l'Ouest | 228·6 Q67′ | 28·1 B59′ | 16·4 | Havre French *WB* | C.2Cy.27″&45″–33″ 90HP Soc.J Cockerill,Seraing | V |
| 101 65080 | **Saint Nicholas** *J.Angus* –94 *Elec.light* | IronScSr *ss*Abn.No.3–4,91 2*Dks*(*UIrn*-ws) | 727 597 404 | ✠100A1 2,94 ~~4,04~~ ✠NE&B3,91 | Abn A&CP Ltb ✠LMC3,91 | *k* | 1871 6mo | J.G Lawrie &Co. Glasgow | N.ofScotland& Orkney&Shetland SteamNav. Co. | 227·5 P62′ ptND91 | 27·2 B65′ BK8 | 14·6 F17′ | Aberdeen British *5BHCem* | T.3Cy.21″,33″&54″–36″ (*s*) 160lb *70lb* NDB91 200HP 1SB,*3rf*,GS50 FD Hall,Russell&Co.,Abn. | 15 × 4 s 2 · 0 |
| 102 973 HJCL | **Saint Nicolas** *P.Goropsoff* –82 | IronSc (*ex*Karl) | 320 — 247 | | | | 1882 | Stbilimnto Tecnico Trieste | N.W.Stepanenko | 178·6 | 46·8 | 7·3 | Rostoff Russian | C.2Cy.11″&22″–18″ 160HP StabilimentoTecnico,Tri. | |
| 103 99637 | **Saint Ola** *R.Robertson*72–92 *Well deck* | SteelScSr 1*Dk* | 258 164 10 | ✠100A1 ~~2,94 4,94~~ 1,95 ✠LMC3,92 | Abn LA&CP | *d* | 1892 3mo | Hall,Russell&Co. Aberdeen | North of Scotland, Ork.&Shetland S.N.Co. | 135·5 P82′ drp93 | 22·1 B38′ BK7 *WB=DBa22′f23′32t* | 11·0 F23′ | Aberdeen British *4BHCem* | T.3Cy.16″,26″&43″–27″ (*s*) 160lb *80lb* 105HP 1SB,*3rf*,GS55,HS1712 Hall,Russell&Co.,Abn. | 11 × 6 |
| 104 JQGK | **Saint Olaf** *H.Eriksen*83–83 | IronScSr 2ndSurvey,79 1*Dk*&*Spardk3trB* | 2002 1893 1259 | ✠ 1,79 | Nwc Lv | | 1871 4mo | Wigham Richardson &Co. Newcastle | Harloff&Böe (*Mgrs.*) | 293·9 H33′ | 35·2 F33′ | 25·2 | Bergen Norwegian *4BH* *WB* | C.2Cy.38″&70″–36″ NB79 200HP N.E.MarineE.Co.,Sld. | NV N |
| 105 HDKG | — *Chr.A.Falch* | IronScSr 1*Dk2trB* | 486 420 293 | | | | 1855 | Scott Russell&Co. London | F.Major | 163·3 P26′ | 28·5 B22′ | 14·8 F45′ | Drontheim Norwegian | T.4Cy.(2)10″,23″&38″–30″ 75HP *Tpd*88,TrondhjemsM.V., Drontheim | |

| 1 Sts. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. — No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. — Freeboard amidships ft. | in. | 15 Other Registers in which classed. Details of B. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 106 84360 | **Saint Olaf** *R.P.Williams* *P.LeMaistre* | **IronScSr** ssAbn.No.3–1,90 1*Dk* | 305 249 72 | ✠100A1 7,90 ✠NE&B1,90 | Gls LA&CP | *d* | 1882 6mo | Murdoch & Murray Pt.Glasgow | **A.Fraser** | 151·4 Q37′B35′F32′ len90 | 22·2 BK7″ | 11·6 4*BHCem* | **Quebec** British | T.3Cy.16″,26″&43″–27″ (*s*) 160lb *60lb* 95H 1SB,*3cf*,GS55 A.Hall&Co.,Aberdeen | 12 | 3 | |
| 107 91290 KFQQ | **Saint Oswald** *Attree* –90 | **SteelScSr** ~~ssNwc.No.1–90~~ 1*Dk*(*Stl*)&*Spardk3trB* ssBry.No.2-94 | 2791 2730 1782 | ✠100A1 ~~6,94 12,98~~ 12,94 ~~BS5,93~~ ✠LMC ~~1,90~~ 6,94 ~~Bry~~ | Liv LA&CP | *u* | 1886 1mo | Sir W.G. Armstrong, Mitchell& Co. Newcastle | **British&Foreign S.S.Co.(Lim.)** (**Rankin,Gilmour &Co.**,*Mgrs.*) *WB=Cell* | 310·5 B71′F27′ *DB* 272′ 425*t* | 39·0 FK *FPT* | 26·9 *38tAPT15t* | **Liverpool** British | T.3Cy.24″,39″&64″–42″ (*s*) 150lb *90lb* 325H 2DB,*8cf*,GS150,HS4720 Wallsend Slipway & E.Co. (Lim.),Newcastle | 22 | 0 | |
| 108 97779 LRMD | **Saint Pancras** *O.Young*86–90 | **SteelScSr** ssLiv.No.1–94 2*Dks*(1*Stl*&1*Irn*)3*trB* | 4283 4013 2782 | ✠100A1 ~~7,94 8,94~~ 3,95 ✠LMC 3,94 ~~Bry~~ Liv | Npt LA&CP | *y* | 1890 5mo | Harland& Wolff(Lm.) Belfast | **British&Foreign S.S.Co.(Lim.)** (**Rankin,Gilmour& Co.***Mgrs.*) *WB=Cell* | 400·6 P36′B87′F46′ *DB*316′843*t* | 45·2 BK9½ *FPT* | 28·2 6*BHCem* 55*tAPT50t* | **Liverpool** British | T.3Cy.25½″,42″&70″–51″ (*s*) 180lb *65lb* 375H 2DB,*12rf*,GS202,HS6162 Harland&Wolff(Lim.),Belfast | 31 | 4 | D |
| 109 81467 | **Saint Patrick** *R.Jones* –91 | **IronPadSr** (*ex*Llewellyn) | 826 734 394 | | | | 1848 | ..... London | **W.Watson** | 239·6 P80*t* | 27·2 | 15·7 | **Dublin** British | O.2Cy.68″–72″ NB78 400H Miller&Ravenhill,London | | | |
| 110 PMHV | **Saint Paul** *A.Talva*80–94 (*ex*Whitley) | **IronScSr** ssNwc.No.3–8,88 ssShl.No.1–93 2*Dks3trB* | 978 — 612 | ✠100A1 4,94 ✠NB3,93 | Hav A&CP LMC8,93 | *o* | 1875 5mo | C.S.Swan &Co. Newcastle | **Soc.Navale de l'Ouest** | 230·1 F27′ | 30·2 *WB=DBa* | 21·6 *&uE&B102′* | **Havre** French | C.2Cy.26″&54″–33″ (*r*) 80lb *80lb* NDB93 120H 2SB,*4pf*,GS62 Thompson&Co.,Nwc. | 22 | 9 | V |
| 111 115423 JBLQ | — *M.C.Erskine* –75 | **IronScBkn** 2*Dks&Spardk* | 889 — 607 | | | | 1875 | W.Cramp & Sons Philadelphia | **AlaskaCommercial Co.** | 197·8 | 31·0 | 15·1 22·( | **S.Frncisco** Utd.States | C.2Cy.24″&42″–36″ 250H W.Cramp & Sons,Phil. | | | RV |
| 112 132 PMHV | **Saint Petersburg** *Bauer* (*ex*Thuringia) | **IronScBg** 3*Dks&Hurdk* | 2897 — 1738 | | | | 1870 | Caird&Co. Greenock | **RussianVolunteer Fleet Association** | 350·3 | 40·0 | 26·0 | **S.Petrsbrg** Russian | C.2Cy.50″&92″–53″ 650H *Cmp*.80Caird&Co.,Grk. | | | |
| 113 1031 HNPG | — *B.Allegretti*87–87 | **SteelPadSr** 1*Dk* | 470 — 322 | | | | 1887 | Stablimnto Tecnico Trieste | **Don-Dampfboot-Ges.** | 202·1 Q47*t*B17*t* H10*t* F28*t* | 24·3 | 10·6 | **Rostow Dr** Russian | C.2Cy.26½″&47″–50″ 120H StabilimentoTecnico,Tri. | | | |
| 114 JBVL | — *P.Lange* –89 | **IronSc3MstSr** 1*Dk* | 343 — 254 | | | | 1857 | Denny& Rankin Dumbarton | **NeueDampfer-Compagnie, Act. Ges.** | 159·7 P25′B22′F10′ | 23·8 | 11·7 | **Stettin** German | C.2Cy.23″&39½″–23⅝″ 68H Aron&Gollnow,Stettin | | | |
| 115 45 HQCN | — | | — — 92 | | | | | ..... | **Peterhof Dampf-schifffahrts Ges.** | ..... | ..... | ..... | **S.Petrsbrg** Russian | | | | |
| 116 LBDC | **Saint Pierre** *Pignet*81–83 | **IronScSr** 1*Dk2trB* | 936 787 571 | | | | 1880 | Forges&C. de laMédit. Havre | **Soc.Navale de l'Ouest** | 218·8 Q110′ | 29·7 | 15·7 *WB* | **Havre** French | C.2Cy.25″&43″–27½″ 100H Forges&C.de laMédit.Hav. | | | V |
| 117 88593 SLJV | — *J.P.Angrove* F&s84 | **WoodSc** HTHfx.90 cf *Salted* 2*Dks* | 496 433 275 | ✠11A— 1,95 ~~7,00~~ | Hfx B&MS3,94 | | 1884 8mo | Burrill, Johnson IronCo. Yarmth,N.S. | **F.D.Corbett&Co.** | 153·7 8&10yrsMat | 27·6 | 17·2 | **Halifax,NS** British | C.2Cy.25″&47″–30″ 75lb 95H 2SB,*3f* Burrill,Johnson & Co. | | | |
| 118 83829 | — | **IronScSr** ssNts.No.3–12,90 1*Dk* | 107 107 67 | A— 12,90 *For River&Co* | Nts LMC12,90 *asting purposes* | | 1881 | Edwards &Symes London (*Columbia*) | **J.E.Coryat** | 90·0 | 18·5 FK | 9·5 *4BH* | **Pt.of Spain** British | C.2Cy.12″&24″–16″ 72lb NB89 25H 1SB,*2pf*,HS445 Edwards&Symes,London | | | |
| 119 93700 KHVN | **Saint Regulus** *F.W.Wilson*76–93 | **SteelScSr** ~~ssLiv.No.1–90~~ 2*Dks*(1*Stl*1*Irn*)3*trB* ssBry.No.2-94 | 3086 3042 2000 | ✠100A1 ~~10,98~~ 1,95 ~~BS1,93~~ ✠LMC ~~2,90~~ 3,94 Liv | Bry LA&CP | *w* | 1886 8mo | T.Royden &Sons Liverpool | **British&Foreign S.S.Co.(Lim.)** (**Rankin,Gilmour &Co.**,*Mgrs.*) | 336·4 P31′B73′F42′ *WB=DBa* 54′ *&uE&B* 50′397*t* | 42·2 BK10″ | 27·8 6*BHCem* *MT*28′418*t* | **Liverpool** British | T.3Cy.25″,41″&67″–48″ (*s*) 160lb *60lb* 325H 2DB,*8cf*,GS120 J.Jack&Co.,Liverpool | 29 | 3 | D |
| 120 84373 | ~~*R.Nisbet* –90~~ *Elec.light* *J.Masson*83–95 | *ssAbn.No.3–6,91* 1*Dk*(*Irn*–ws)2*trB* *ssAbn.No.1–95* | 984 735 551 | ✠100A1 5,95 ~~5,94~~ ✠LMC ~~5,94~~ 5,95 | Abn LA&CP | *n* | 1883 6mo | Hall,Russ-sell&Co. Aberdeen | **North of Scotland &Orkney&Shetland S.N.Co.** | 240·8 P78′B62′F60′ | 31·3 BK7″ | 15·4 5*BHCem* | **Aberdeen** British | C.2Cy.36″&70″–48″ (*s*) 90lb *80lb* 250H 2SB,*4pf*,GS144 Hall,Russell&Co.,Abn. | 16 | 5 | BT till 5,95 |
| 121 86154 WGSR | **Saint Ronans** ~~*H.Campbell*80–82~~ *J.Jacobsen* | **IronSc4MstBk** *ssLiv.No.3–1,88* *ssLiv.No.1–92* 2*Dks&Awngdk*(*Irn*)4*trB* | 4457 3365 2916 | ✠100A1 *Awng dk withfreeboard* ~~2,95~~ 5,04 5,95 ~~BC6,93~~ ✠LMC 5,92 | Liv A&CP ~~BecLon~~ ~~BS7,94~~ | *y* | 1881 10mo | Earle'sCo. (Lim.) Hull | **Furness,Withy &Co.(Lim.)** | 402·0 *WB=DBu&B*72′240*t* | 43·4 BK11″ | 24·9 32·5 7*BHCem* *MT*38′520*t* | **Liverpool** British | C.2Cy.42″&84″–60″ (*o*) 90lb *70lb* 500H 3DB,*12pf*,GS240 Earle'sCo.(Lim.),Hull | 28 | 1 | |
| 122 87236 KGRJ | **Saint Seiriol** ~~*H.W.Hughes*~~ *H.Parry* | **IronScSr** ~~ssLiv.No.1–90~~ 1*Dk*(*Irn*) ssBng.No.2-94 | 140 109 68 | ✠100A1 9,94 ~~8,98~~ ~~BS10,99~~ ✠LMC ~~6,00~~ 3,94 ~~Bng~~ | Bng LA&CP | *a* | 1886 5mo | C.S.Swan &Hunter Newcastle | **T.Lewis&Co.** | 95·0 Q34′B7′F13′ | 20·0 BK6″ *WB* | 7·9 3*BHCem* *=FPT12t* | **Beaumaris** British | C.2Cy.14″&26″–20″ (*a*) 80lb 30HP 1SB,*2pf*,GS17 J.P.Rennoldson&Sns.SShl | 8 | 6 | |
| 123 LBJD | **Saint Simon** *Bonneaud* –93 (*ex*Rhenania) | **IronScBg** *ssHav.No.3–5,91* 2*Dks*(1*Irn*)&*Awngdk4trB* | 3127 2175 1644 | 100A1 *Awng dk load line* 20*ft.* 1,95 ~~4,94~~ | Hav B&MS6,93 | *v* | 1874 3mo | Caird& Co. Greenock | **Cie.Générale Transatlantique** | 350·0 srp92 | 39·2 ptND92 | 22·9 31·0 BK10″ 9*BHCem* | **Havre** French | C.2Cy.46″&72–48″ 78lb *60lb* NB92 345HP 4SB,*12pf*,GS199,HS5559 Caird&Co.,Greenock | | | |
| 124 88873 | **Saint Sunniva** *J.Angus* *Elec.light* | **SteelScSr** ~~ssAbn.No.1–91~~ 2*Dks*(1*ptStl*)&*Awngdk* *ssAbn.No.2–95* | 966 946 443 | ✠100A1 *Awng dk withfreeboard* 5,95 ~~5,94~~ ✠LMC ~~5,94~~ 5,95 | Abn LA&CP | *m* | 1887 3mo | Hall,Russ-sell&Co. Aberdeen | **North of Scotland &Orkney&Shetland S.N.Co.** | 235·7 | 29·8 | 14·7 22·0 BK8″ 4*BHCem* | **Aberdeen** British | T.3Cy.24″,36″&63″–36″ (*s*) 160lb *80lb* 250HP 2DB,*8cf*,GS148 Hall,Russell&Co.,Abn. | 15 | 7 | BT till 5,95 |
| 125 97861 | **Saint Tudno** *O.Lewis* –91 | **SteelPadSr** | 794 597 96 | | | | 1891 | FairfieldCo (Lim.) Glasgow | **Liverpool& N.Wales Steam-shipCo.(Lim.)** | 265·4 H58*t* | 32·6 | 11·4 | **Liverpool** British | C.D.2Cy.51½″&93″–66″ 725HP FairfieldCo.(Lim.),Gls. | | | BT till ~~9,94~~ 9,95 |
| 126 80202 | **Saint Vincent** *J.Parker*60–66 | **IronScSp** | 115 115 78 | | | | 1866 | J Batchelor Cardiff | **J.Ware** | 99·3 | 19 0 | 7·5 | **Cardiff** British | 40HP G.K.Stothert&Co.,Bristol | | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 127<br>63272 | **Saint Winifred**<br>*T.Smith*84–84 | IronPad | 134<br>132<br>70 | | | | 1870 | W.C.Miller<br>Liverpool | ManchesterShip CanalCo. | 125·0 | 18·4 | 7·7 | Liverpool<br>British | O.2Cy.30″–36″<br>60H<br>Fawcett,Preston&Co.,Liv. | |
| 128<br>LBKP | **Sainte Adresse**<br>~~*J.D.Hamon*–99~~<br>*Well deck* (*ex*Ino)<br>*Aillet*95–95 | IronScSr<br>~~*ss*Hav.No.2–92~~<br>1*Dk*(*Irn*)2*trB*<br>*ss*Hav.No.3–5,95 | 983<br>855<br>559 | ✠100A1<br>5,95 ~~2,94~~<br>~~BS2,94~~ LMC3,98 Hav | Dnk | *m* | 1884<br>4mo | P.Smit,jun<br>Slikkerveer | ~~P.Taconet~~<br>E.Hulin | 214·5<br>Q81′B42′F27′<br>drp95 | 30·2<br>BK8″ | 15·2 | ~~Havre~~<br>French<br>4*BHCem*<br>Rouen | C.2Cy.27″&47″–30″<br>80lb *60lb* NDB93<br>1SB,3*cf*,GS58<br>P.Smit,Jun.,Slikkerveer<br>*WB*=*DBa80tf40t* | (*i*)<br>100H |
| 129<br>116574 | **Sainte Marie** | IronSc | 1357<br>—<br>697 | | | | 1893 | .....<br>Mich.<br>Wyandotte | MakinawTransp Co. | 288·0<br>*WB* | 53·0 | 19·6 | Detroit, Mich<br>Utd.States | | |
| 130<br>LBSV | **Saintonge**<br>*L'Hermite*84–84 | IronScSr<br>*ss*Bdx.No.3–5,93<br>1*Dk*(*Irn*)2*trB* | 1642<br>1407<br>979 | ✠~~100A1~~<br>7,91 ~~6,93~~<br>✠NB5,93 ✠LMC5,98 Ot | LaR | *r* | 1882<br>9mo | J.Blumer<br>&Co.<br>Sunderland | Delmas frères | 259·4<br>P29′B52′F26′<br>drp92 | 37·9<br>BK9½″ | 17·3<br>*WB*=*Cell* | La Rochlle<br>French<br>6*BHCem*<br>*DB*212′456*t* | C.2Cy.31″&60″–39″<br>80lb 160H<br>2SB,6*pf*,GS88<br>T.Clark&Co.,Newcastle | (*e*)<br>19 × 1(<br>s 3 × 4 |
| 131 | **Sajonia**<br>*H.Baltzer* | SteelScSr<br>(*ex*Rodolfo) | 317<br>271<br>218 | | | | 1890 | C.Jürgens<br>&Co.<br>Hamburg | H.Kropf | 155·8<br>*WB* | 23·9 | 8·5 | Rosario<br>Argentine | 4Cy.12″&23″–15″<br>75H<br>C.Jürgens&Co.,Hamburg | V |
| 132 | **Sakaria**<br>(*ex*FoulaziOsmani,*ex*Corinthian,<br>*ex*GiuseppeGaribaldi,*ex*Damascus,<br>*ex*G.Lanza) | IronScBkn | 1307<br>—<br>1159 | | | | 1856 | Denny&<br>Bros.<br>Dumbarton | IdareiMassousieh (OttomanS.N. Co.) | 280·5<br>len70 | 31·2 | 22·1 | Constanpl<br>Turkish | C.2Cy.33½″&66″–36″<br>165H<br>GreenockFoundryCo.Grk. | |
| 133<br>1051<br>HGMN | **Sakata Maru**<br>*J.W.Renny*<br>(*ex*KiushiuMaru) | IronScSr<br>*ss*Yka.No.1–92<br>2*Dks*(1*Irn*)3*trB* | 1954<br>1715<br>1369 | ✠100A1<br>1,94<br>~~BS5,94~~ ✠LMC1,~~94~~ | Yka<br>LA&CP | *r* | 1887<br>1mo | R.&W.<br>Hawthorn,<br>Leslie&Co.<br>(Lim.)<br>Newcastle | NipponYusen Kaisha | 267·0<br>P28′B50′F38′<br>drp94 | 35·3<br>BK9½″ | 23·9<br>5*BHCem*<br>*WB*<br>=*DBa64′f56′229tAPT26t* | Tokio<br>Japanese | C.2Cy.32″&62″–39″<br>80lb *60lb* 140H<br>2SB,4*pf*,GS83<br>N.E.MarineCo.(Lim.)Nwc. | (*s*)<br>25 × 1 |
| 134<br>97796<br>LSMF | **Saladin**<br>*H.A.Johnsen* –94 | IronScSr | 1999<br>927<br>1498 | | | | 1890 | T.Royden<br>&Sons<br>Liverpool | OceanStmShipCo. | 254·6<br>F20*t* | 38·2 | 24·0 | Liverpool<br>British | C.2Cy.22½″&55″–40″<br>250H<br>Fawcett,Preston&Co.,Liv. | |
| 135<br>98124 | **Salado**<br>*C.W.Thompson*94–94<br>1*Dk*(*pt Stl&pt Irn*)*&Webframes*<br>*Well deck* | SteelScSr<br>*ss*Npt.No.1–94 | 2188<br>1641<br>1405 | ✠100A1<br>~~2,94~~ ~~2,94~~ 2,95<br>5,95 ✠LMC~~7,98~~ 6,94 Ant | Npt | *s* | 1890<br>7mo | R.Dixon<br>&Co.<br>Middlesboro' | BuenosAyres GreatSouthern RailwayCo(Lm) (A.Holland&Co., *Mgrs.*) | 277·0<br>P27′Q66′B126′F34′<br>*WB*= | 39·0<br>FK | 18·2<br>4*BHCem*92<br>*DBa76′f86′* | London<br>British<br>2SB,6*pf*,GS90<br>N.E.MarineE.Co.(Lim)Sld<br>*&uE&B36′483tMT30′391t* | T.3Cy.21″,35″&57″–39″<br>160lb *80lb* 200H<br>(*s*)<br>21 × 3<br>s 1 × 10 | |
| 136<br>PRQB | **Salak**<br>*K.C.deGruiter*83–92 | SteelScSr<br>4*Dks* | 2604<br>—<br>1880 | | | | 1891 | Kon.Maats<br>deSchelde<br>Flushing | Rotterdamsche Lloyd(W.Ruys &Zonen,*Mgrs.*) | 322·3<br>P&B226′F52′ | 38·0 | 25·7 | Rottrdam<br>Dutch | Q.4Cy.24″,36″,48″&75″–42″<br>Kon.Maats.deSchelde, Flushing | DV |
| 137<br>TKBV | **Salama**<br>*A.Sipari* –76 | IronSc | —<br>—<br>109 | | | | 1874 | .....<br>Wiborg | NystadsÅngf. AktieBol. | 94·5 | 25·9 | 10·4 | Nyslott<br>Russian | 39H | |
| 138<br>86080<br>WLRN | **Salamanca**<br>*J.S.Hutchinson*92–92<br>*Well deck* | IronScSr<br>~~*ss*Lon.No.2–90~~<br>1*Dk*(*Irn*)2*trB*<br>*ss*N.Yk.No.3–3,95 | 1385<br>1076<br>883 | ✠100A1<br>~~6,94~~ ~~4,93~~ 3,95<br>~~BS1,98~~ ✠LMC12,~~90~~ 6,94 | N Yk | *p* | 1882<br>6mo<br>7mo | J.L.<br>Thompson<br>&Sons<br>Sunderland | H.Maddock | 250·0<br>P28′Q68′B48′F27′<br>*WB*=*CellDB*202′ | 36·5<br>FK | 14·1<br>*DB*202′<br>418*tAPT*17*t* | Newcastle<br>British<br>5*BHCem*<br>J.Dickinson,Sunderland | C.2Cy.32″&60″–39″<br>80lb *45lb* 150H<br>2SB,4*fp*,GS80 | (*i*)<br>16 × 9<br>s 2 × 1½ |
| 139<br>91087 | **Salamander**<br>*H.Leech* | WoodScK<br>1*Dk*<br>IB | 48<br>48<br>16 | ✠ —<br>*For fishing purposes*<br>3,86 ✠ | Lth | 9 | 1886<br>2mo | A.&G.Gif-<br>ford&Co.<br>Leith | MrsA.E.Fenner | 65·5 | 17·2 | 7·7 | Leith<br>British | C.2Cy.8″&16″–12″<br>10H<br>Hawthorns&Co.,Leith | |
| 140<br>RJDN | **Salatiga**<br>*E.Christiansen*82–93<br>*Elec.light*<br>*Now named "General" See No. 4 in Supplement.* | SteelScSr<br>2*Dks*(1*Stl*)3*trB* | 2454<br>1993<br>1669 | ✠100A1<br>10,90<br>✠LMC11,90 | Nwc | *t* | 1890<br>10mo | SirW.G.<br>Armstrong<br>Mitchell&<br>Co.(Lim.)<br>Newcastle | DeutscheDamp-fsch.Rhederei zu Hamburg | 300·0<br>P46′B82′F41′<br>*WB*=*Cell* | 41·0<br>BK8½″ | 21·7<br>*DB*248′437*t* | Hamburg<br>German<br>6*BHCem*<br>WlsndSlpwyCo.(Lm)Nwc | T.3Cy.26″,42″&69″–45″<br>160lb *160lb* 355H<br>2SB,8*pf*,GS144,HS5200 | (*s*)<br>24 × 1 |
| 141<br>LBTG | **Salazie** | IronScBk<br>3*Dks* | 4255<br>—<br>2089 | | | | 1883 | Messagries<br>Maritimes<br>LaCiotat | Messageries Maritimes | 413·9 | 41·7 | 32·8 | Marseilles<br>French | C.3Cy.43¼″&(2)65″–43½″<br>600H<br>MessageriesMar.,LaCiotat | |
| 142<br>79477<br>SQWB | **Salerno**<br>*J.Akester* –94 | IronScBg | 2062<br>1949<br>1653 | | | ... | 1879<br>3mo | Earle'sCo.<br>(Lim.)<br>Hull | T.WilsonSons&Co. (Lim.) | 290·0<br>B110*t* | 35·5 | 25·0 | Hull<br>British | C.2Cy.26″&58″–45″<br>180H<br>Earle'sCo.(Lim.),Hull | |
| 143<br>RHPW | —<br>*J.Scharnberg* | SteelScSr<br>*ss*N.Yk.No.1–93<br>2*Dks*(*Stl*)3*dkrule* | 2026<br>1733<br>1314 | ✠100A1<br>~~7,94~~ ~~12,93~~ 3,95<br>~~BS3,95~~ ✠LMC12,~~95~~ | N Yk | *s* | 1889<br>9mo | A.Stephen<br>&Sons<br>Glasgow | R.M.Sloman&Co. | 285·0<br>P36′B60′F36′<br>*WB*=*Cell* | 37·0<br>BK9½″ | 21·2<br>5*BHCem*<br>*DB*224′374*t* | Hamburg<br>German<br>A.Stephen&Sons,Glasgow | T.3Cy.21″,33″&54″–42″<br>160lb *80lb* 210H<br>2SB,4*rf*,GS73 | 23 × 8 |
| 144<br>82560<br>WHPN | —<br>*R.Curwen* –94<br>*Well deck* | IronScSr<br>*ss*Lon.No.3–10,86<br>*ss*Lon.No.1–91<br>1*Dk*(*Irn*)2*trB* | 1274<br>979<br>792 | ✠100A1<br>10,93<br>~~BS10,98~~ ✠LMC~~6,98~~ 6,91 Sld | Sws | *o* | 1882<br>2mo | Osbourne,<br>Graham&Co.<br>Sunderland | J.Bacon(Lim.) | 236·0<br>Q78′B69′F35′<br>*WB*=*DB* | 33·3<br>BK8″ | 16·9<br>*a59′f92′ 294t FPT56tAPT30t* | Liverpool<br>British<br>4*BHCem*<br>N.E.MarineCo.(Lim.),Sld. | C.2Cy.29″&56″–36″<br>80lb *80lb* 120H<br>1DB,4*pf*,GS62 | (*i*)<br>18 × 1<br>s 1 × 9 |
| 145<br>360<br>JRCB | **Salghir** | IronScSr<br>1*Dk* | 498<br>—<br>399 | | | | 1872 | J.&W.<br>Dudgeon<br>London | RussianSteam Nav.&Trading Co. | 210·0 | 29·0 | 10·4 | Odessa<br>Russian | C.4Cy.15¾″&27½″–14″<br>60H<br>J.&W.Dudgeon,London | |
| 146<br>QCTL | **Salier**<br>*B.Blanke*<br>*Elec.light* | IronScBg<br>2*Dks&Awngdk&4trB* | 3214<br>—<br>1990 | | | | 1875 | Earle'sCo.<br>(Lim.)<br>Hull | Norddeutscher Lloyd | 354·4 | 39·7 | 24·0<br>32·6 | Bremen<br>German | T4Cy(2)19″42½″&69½″–49½″<br>Act.Ges."Vulcan,"Stettin | G |
| 147<br>79204<br>RVBW | **Salisbury**<br>*C.H.Holdorf*94–94 | IronScSr<br>*ss*Npt.No.1–94<br>*ss*Npt.No.3–10,89<br>2*Dks*(1*Irn*)3*trB* | 1921<br>1817<br>1212 | ✠100A1<br>12,94 ~~2,94~~<br>LMC2,94 Shl | Npt | *s* | 1878<br>7mo | TyneI.S.B. Co.(Lim.) Newcastle | G.Cleugh&Co. | 287·0<br>Q48′B14′<br>drp93 | 34·5<br>BK9″ | 24·6<br>5*BHCem*<br>*WB*<br>=*DB*178′ | N.Shields<br>British<br>2B,GS102<br>N.E.MarineCo.(Lim.),Sld. | C.2Cy.36″&64″–42″<br>75lb *50lb* 200H<br>(*i*)<br>25 × 11<br>s 5 × 0 | D |

Wrecked 3.1.95

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 148 | **Salisbury** | **SteelScSr** | 1807 | ✠100A1 | Shl | *q* | 1891 | J Readhead | **Salisbury Shipping Co. (Lim.) (T. Gentles & Sons)** | 259·5 | 36·0 | 17·9 | **S. Shields** | T3Cy. 20½″, 33½″ & 55″–36″ (*r*) | 20 ″ 6 | |
| 98980 | *R. Borwick* –93 | 1*Dk*(*Stl*)2*trB* | 1339 | 3,94 | LA&CP | | 3mo | & Sons | | P28′Q70′B108′F33′ | | BK 9″ | British | 160lb *80lb* 170H | s 1 ″ 7 | |
| MCKF | *Well deck* | | 1149 | ✠LMC8,91 | | | | S. Shields | | *WB* = *Cell* | *DB* 216′ 375*t* | | 4*BHCem* | 2SB, *4rf*, GS 70, HS 2701 | | |
| | | | | | | | | | | | | | | J. Readhead & Sons, S. Shl. | | |
| 149 | — | **IronScK** | 187 | ✠ | Nwc | | 1876 | Fell, jun. | **G. Williams** | 110·2 | 19·1 | 10·3 | **Penzance** | C.2Cy. 13¼″ & 23″–18″ | | |
| 76204 | *W. H. Philp* –87 | 1*Dk* | 165 | 1,79 | A&CP | | 12mo | Newcastle | | | | | British | 25H | | |
| | | | 94 | | | | | | | | | | 3*BHCem* | Carr, Fowles & Co., Sld. | | |
| | | | | | | | | | | | | | | *WB* = *DB* 20′ | | |
| 150 | **Salo** | **WoodSr** | — | | | | 1873 | G. Holmberg Halikko | **Karl Forsström** | 108·0 | 28·3 | 11·3 | **Salo** Russian | C.2Cy. 28″ & 37″–15″ | | |
| | *Adrianssen* | | — | | | | | | | | | | | 30H | | |
| | | | 148 | | | | | | | | | | | | | |
| 151 | **Salopia** | **SteelScSr** | 2404 | ✠100A1 | Cff | *s* | 1891 | E. Withy | **Steel, Young & Co.** | 290·6 | 38·1 | 20·0 | **London** | T.3Cy. 22″, 35″ & 59′–39″ (*s*) | 22 ″ 5 | D |
| 98951 | *J.T. Sanderson* –93 | | 1832 | 9,94 ~~1,91~~ | A&CP | | 6mo | & Co. | | P29′Q88′B118′F31′ | | BK 8″ | British | 160lb *80lb* 200H | s 2 ″ 1½ | |
| | 1*Dk*(*pt Stl & pt Irn*) & *Webframes* | | 1549 | ✠LMC6,91 | | | | W Hartlepool | | *WB* = *Cell* | *DB* 246′ 375*t* | | 5*BHCem* | 2SB, *6cf*, GS 85 | | |
| | *Well deck* | | | Nwc | | | | | | | *APT* 29*t* | | | T. Richardson & Sons, Hpl. | | |
| 152 | **Salt** | **SteelPadSp** | 114 | | | | 1889 | J. T. Eltringham & Co. South Shields | **North Eastern Railway Co.** | 95·0 | 19·2 | 9·9 | **W. Hartlpl** British | L.2Cy. 28″–50″ | | |
| 97374 | | | 114 | | | | | | | | | | | 75H | | |
| | | | 16 | | | | | | | | | | | J P Rennoldsn & Sns, S. Shl. | | |
| 153 | **Saltburn** | **IronScSr** | 1288 | ✠ A1*1 | Sld | Lv | 1883 | Short Bros. | **J. S. Barwick** | 230·0 | 32·2 | 17·6 | **London** | T.3Cy. 18″, 29½″ & 52″–36″ (*a*) | 19 ″ 1 | |
| 87153 | *J. Selke* –92 | 3rd Survey Sld. 6,88 | 993 | ~~12,94 5,93~~ | | | 6mo | Sunderland | | P29′Q63′H35*t*F26′ | | BK 7½″ | British | 150lb 98H | s 1 ″ 11 | |
| HWKT | *Well deck* | 4th Survey Sld. 5,93 | 837 | ✠NB6,98 | LMC 5,93 | | | | | | | | 5*BHCem* | 2SB, *4rf*, GS 48 FD | | |
| | | 1*Dk*(*Irn*)2*trB* | | ~~ES 11,94~~ | | | | | | *WB* = *DB* | *a* 68′ *f* 88′ 253*t* | | | *Tpd* 88 G. Clark, Sunderland | | |
| 154 | **Saltholm** | **IronScSr** | 201 | | | | 1882 | Motala Co. | **Forende Dampskibs Selskab** | 142·7 | 23·0 | 8·9 | **Copnhagn** | C.2Cy. 23½″ & 42¾″–23½″ | | |
| | *W. J. G. Shrubberg* | 1*Dk* | 157 | | | | | Gothenburg | | Q23′B14*t*F5*t* | | 15·5 | Danish | 100H | | |
| NTFQ | | | 118 | | | | | | | | | | | Motala Co., Gothenburg | | |
| 155 | **Salto** | **SteelPadSr** | 259 | | | | 1889 | Ailsa Shipbuilding Co. Troon | **Mensagerias Fluviales del Plata** | 150·0 | 21·1 | 7·1 | **M. Video** Uruguayan | C.H.2Cy. 20″ & 39″–48″ | | |
| | | 1*Dk* | 164 | | | | | | | P36′F44′ | | | | 85H | | |
| | | | 199 | | | | | | | | | | | D. Rowan & Son, Glasgow | | |
| 156 | **Saltram** | **IronScSr** | 2028 | ✠100A1 | Cff | *s* | 1881 | R. Thompson & Sons Sunderland | **Saltrams S.S. Co. (Lim.) (J. Bellamy & Co.)** | 289·1 | 35·7 | 23·8 | **Plymouth** | C.2Cy. 37″ & 68″–42″ (*i*) | | |
| 89516 | ~~*T.J. Uren* –91~~ | *ss* Ply. No. 3-4,93 | 1879 | 2,95 ~~10,93 7,94~~ | LA&CP | | 12mo | | | P24′B50′F29′ | | | British | 80lb *85lb* 200H | | |
| WGDT | (*ex* Sultana) *Barnes* | 2*Dks*(1*Irn*)3*trB* | 1318 | ✠LMC4,93 | Lon | | | | | pt ND 95 | | BK 9½″ | 5*BHCem* | 2SB, *6pf*, GS 98 | | |
| | | | | | | | | | | *WB* = *DB* | *a* 80′ *f* 108′ 305*t* | | | N.E. Marine Co. (Lim.), Sld. | | |
| 157 | **Saltwick** | **IronScSr** | 1618 | ✠100A1 | Cff | *q* | 1882 | J.L. Thompson & Sons Sunderland | **Osborn & Wallis** | 260·5 | 36·0 | 18·5 | **Whitby** | C.2Cy. 32″ & 60″–39″ (*i*) | 19 ″ 10 | D |
| 86636 | *W. Hawken* –93 | *ss* Cff. No. 2–90 | 1278 | 8,94 ~~3,93~~ | A&CP | | 8mo | | | P28′Q72′B58′F26′ | | FK | British | 80lb ~~55lb~~ *35lb* 150H | s 2 ″ 4 | |
| WNCP | *Well deck* | 1*Dk*(*Irn*)2*trB* | 1027 | ~~BS 8,93~~ ✠LMC8,96 | | | ~~6,94~~ | | | *WB* = *DB* | *a* 76′ *f* 102′ 354*t* | | 6*BHCem* | 2SB, *6pf*, GS 84 | | |
| | | | | | | | | | | | | | *APT* 12*t* | J. Dickinson, Sunderland | | |
| 158 | **Salvador** | **IronScSr** | 1011 | ✠ | Msl | *m* | 1879 | Forges & Chantiers de la Médit. Havre | **Cie. Générale Transatlantique** | 228·6 | 29·5 | 12·9 | **St. Nazaire** | C.2Cy. 27½″ & 55″–35½″ | | |
| | *Crevost* | *ss* Nts. No. 2–87 | — | *Awng dk* | | | 4mo | | | | | 20·1 | French | 150H | | |
| LBTM | | 1*Dk* & *Awngdk* | 491 | *with load line* 11,88 | | | | | | drp 88 | | | 6*BHCem* | F. & C. de la Médit., Havre | | |
| | | | | ✠NB5,87 | | | | | | | | | | | | |
| 159 | — | **IronScSr** | 131 | | | | 1882 | J Fullerton & Co. Paisley | **Cia. Arrendataria de Tabacos** | 124·5 | 16·7 | 7·8 | **Malaga** Spanish | C.2Cy. 14″ & 28″–22″ | | |
| | *J. Cespedes* –92 | (*ex* Gaviota) | — | | | | | | | | | | | NB 94 32H | | |
| HNDW | | | 59 | | | | | | | | | | | T. Reid & Sons, Paisley | | |
| 160 | — | **IronSc** | 110 | | | | 1879 | Soc. Cockerill Antwerp | **A. Millan** | 100·0 | 15·6 | 9·6 | **Cadiz** Spanish | C.2Cy. 14″ & 30″–12″ | | |
| | | (*ex* Matagorda, *ex* Inmaculada | — | | | | | | | | | | | 75H | | |
| HPBK | Concepcion) | | 61 | | | | | | | | | | | Soc. J. Cockerill, Antwerp | | |
| 161 | **Salvadora** | **IronScSr** | 1088 | ✠100A1 | Man | *m* | 1875 | W. Doxford & Sons Sunderland | **F. Reyes & Co.** | 210·4 | 31·0 | 15·3 | **Manila** Spanish | C.2Cy. 27″ & 50″–33″ (*a*) | 16 ″ 4 | |
| | *F. Aguado* | *ss* Gls. No. 3–6,84 | 698 | *Awng dk* | A&CP | | 7mo | | | | | BK 8″ | 4*BHCem* | 75lb *45lb* NDB 83 100H | 1 ″ 10 | |
| SHLV | | *ss* Man. No. 2–92 | 688 | *with freeboard* | | | | | | *WB* = *DB* | *a* 62′ *f* 75′ 220*t* | | | 2SB, *4pf*, GS 74 | | |
| | | 1*Dk* & *Awngdk*3*trB* | | 3,95 ~~4,94~~ | | | | | | | | | | G. Clark, Sunderland | | |
| | | | | ✠NB6,84 | LMC ~~4,94~~ | | | | | | | | | *Freeboard to Awng dk* | 8 ″ 8½ | |
| 162 | **Salvor** | **IronScSp** | 62 | ✠100A1 | Chp | | 1891 | E. Finch & Co. (Lim.) Chepstow | **W. H. Tucker & Co.** | 75·0 | 15·0 | 9·1 | **Cardiff** British | C.2Cy. 15″ & 30″–20″ (*s*) | 9 ″ 6 | |
| 98411 | *J. Rayer* 91–91 | 1*Dk* | 62 | *Towing purposes* | | | 5mo | | | | | BK 6″ | 4*BHCem* | 100lb 50H | | |
| | | | — | 5,91 | LA&CP | | | | | | | | | 1SB, *2pf*, GS 16 | | |
| | | | | ✠LMC5,91 | | | | | | | | | | Newall & Co., Bristol | | |
| 163 | **Sam Handford** | **SteelScSr** | 1832 | ✠100A1 | Cff | *q* | 1890 | R. Craggs & Sons Middlesbro' | **G. Page** | 260·0 | 36·6 | 16·6 | **London** | T.3Cy. 20″, 33″ & 54″–36″ (*s*) | 19 ″ 0 | |
| 98148 | *J.T. Barker* –93 | | 1334 | *pt Awng dk* | A&CP | | 8mo | | | P25′Q82′ | | KK 9″ | British | 160lb *60lb* 150H | s 8 ″ 1½ | |
| | | 1*Dk*(*pt Irn & pt Stl*) | 1166 | *with freeboard* | | | | | | *pt Awng dk* 153′ | | | 4*BHCem* | 2SB, *4rf*, GS 112, HS 2602 | | |
| | | 2*trB* & *pt Awngdk*(*Irn*) | | 11,94 ~~12,94~~ | | | | | | *WB* = *Cell* | *D B* 222′ 409*t* | | | Westgrth English & Co Mdb | | |
| | | | | ✠LMC ~~8,96~~ | | | | | | | | | | | | |
| 164 | **Sam Lancaster** | *ss* Off. No. 1–94 | 541 | ✠100A1 | Cff | *h* | 1890 | T. & W. Smith N. Shields | **Trustees Industrial & Investment Corporation (Lim.) (J.P. Eeles** *Mgr.*) | 168·5 | 25·2 | 13·4 | **Cardiff** | T.3Cy. 13¼″, 22″ & 36″–24″ (*s*) | 14 ″ 2 | |
| 98402 | *W. Ward* 90–90 | *ss* Cff. No. 1-94 | 413 | ~~1,94 1,91~~ 1,95 | A&CP | | 9mo | | | Q90′B19′F21′ | | BK 7″ | British | 160lb *80lb* 70H | s 1 ″ 0 | |
| LVTC | *Well deck* | 1*Dk*(*Irn*) | 290 | ✠LMC ~~5,96~~ 6,94 | | | | | | *WB* = *DB* | *a* 38′ 44*t* *FPT* 24*t* | | 4*BHCem* | 1SB, *3pf*, GS 39, HS 1045 | | |
| | | | | | | | | | | | *APT* 8*t* | | | J. P. Rennoldson & Co. S. Shl. | | |
| 165 | **Sam Weller** | **IronScSr** | 1498 | ✠90A1 | Nwc | *q* | 1874 | C. Mitchell & Co. Newcastle | **C. C. Barton** | 260·8 | 32·4 | 24·0 | **London** | C.2Cy. 29″ & 58″–33″ (*i*) | 25 ″ 3 | |
| 70383 | ~~*T.C. Keys* –91~~ | *ss* Lon. No. 3–3,87 | 1477 | ~~14,02~~ 4,94 | A&CP | | 6mo | | | | | BK 9″ | British | 60lb *60lb* 160H | s 4 ″ 11 | |
| NJSL | *Cunningham* | *ss* Bly. No. 1–91 | 964 | ~~BS 12,92~~ | LMC ~~6,91~~ | | 4,95 | | | *WB* = *DB* | *a* 72′ & *uB* 26′ | | 4*BHCem* | 2SB. *4pf* | | |
| | | 2*Dks*3*trB* | | ~~4,94~~ | Lon | | | | | | | | | Thompson & Co., Newcastle | | |
| 166 | **Sama** | **SteelSc3MstSr** | 727 | | | … | 1890 | Abercorn S.B. Co. Paisley | **J. Christensen** | 185·0 | 28·0 | 12·2 | **Bergen** | T.3Cy. 15½″, 25″ & 40″–33″ | 12 ″ 10 | N |
| | *D. Garmann* 89–93 | | 681 | | | | 6mo | | | H46*t* | | 18·9 | Norwegian | 85H | | |
| JTQH | | 1*Dk* & *Awngdk* | 447 | | | | | | | | | BK 7′ | *WB* | Hanna, Donld. & Wlsn. Psly | | |
| 167 | **Samara** | **SteelScSr** | 1623 | ✠100A1 | Gls | *q* | 1889 | Mackie & Thomson Glasgow | **S.S. Samara Co. (Lim.) (Maclay & M'Intyre)** | 260·0 | 36·7 | 16·6 | **Glasgow** | T.3Cy. 18″, 29″ & 46″–39″ (*s*) | 19 ″ 2 | |
| 97578 | ~~*J.P. Turner* 92–94~~ | ~~*ss* Gls. No. 1–93~~ | 1324 | ~~3,94~~ 3,94 1,95 | LA&CP | | 11mo | | | Q92′B68′F30′ | | | British | 160lb *70lb* 150H | s 1 ″ 10 | |
| LKNT | *Well deck* | 1*Dk*(*Stl*) & *Deep framing* | 1053 | ✠LMC ~~12,93~~ | | | ~~9,94~~ | | | drp ~~94~~ drp 95 | | FK | 4*BHCem* | 1SB, *3rf*, GS 57, HS 2521 | | |
| | *Stephens* | *ss* Gls. No. 3-9,94 | | | | | | | | *WB* = *Cell* | *D B* 208′ 334*t* | | *APT* 30*t* | W. Kemp, Glasgow | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant pour la prochaine Entrée d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres, Course du Piston, Pression des Chaudières, Force nominale, Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 168 / PRQK | **Samarang** IronScBg<br>*A.H.Klein*81–89<br>2*Dks*(1*Irn*)3*trB* | 2291<br>2040<br>1475 | | | ... | 1883<br>7mo | R.Dixon&Co.<br>Middlesbro' | Rotterdamsche Lloyd (W.Ruys&Sons, *Mgrs.*) | 300·0 \| 37·0 \| 25·7<br>P19′B36′F40′<br>BK10″ | Rottrdam<br>Dutch<br>*WB* | C.2Cy.38″&70″–42″<br>250H<br>R.&W.Hawthorn,Nwc. | |
| 169 / 60370 / HGLJ | **Samaria** IronScBg<br>*T.Stephen* –92 | 2574<br>2353<br>1626 | | | | 1868 | J.&G.Thomson<br>Glasgow | CunardSteamShip Co.(Lim.) | 320·6 \| 39·5 \| 27·0 | Glasgow<br>British | C.2Cy.45″&80″–42″<br>NE&B78 288H<br>J.Jack&Co.,Liverpool | 28 ″ 6<br>s 6·2½ |
| 170 / HDCR | **Samland** IronScSr<br>*F.L.Berding*82–86 (*ex*Saladin)<br>*Well deck* 1*Dk*2*trB* | 565<br>510<br>417 | ✠<br>7,72 | Liv | Lv | 1856/82 | Cato,Miller&Co.<br>Liverpool | Storrer&Scott | 185·3 \| 24·5 \| 14·5<br>Q60′B33′F35′ | Königsbrg<br>German<br>5*BH* | C.2Cy.20½″&41″–21½″<br>NE&B65 75H<br>F.Schichau,Elbing | |
| 171 / 102063 | **Samoa** SteelScSr<br>*W.A.Fraser* –94<br>*Elec.light* 1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB* | 6839<br>6396<br>4507 | ✠100A1<br>*Spar dk*<br>5,95 ~~5,94~~ ✠LMC12,92<br>C✠ | Bry<br>LA&CP | *a*† | 1892<br>12mo | W.Doxford&Sons(Lim.)<br>Sunderland | SamoaS.S.Co. (Lim.)(Crow, Rudolf&Co.)<br>*WB*=*CellDB*358′1412 | 445·0 \| 52·1 \| 23·8<br>P33′B91′F42′ 31·7<br>FK<br>*FPT* 105*tAPT*67*t* | Liverpool<br>British<br>6*BHCem*<br>*Ta*37·516*t* | T.3Cy.30″,49″&78″–51″ (*s*)<br>160lb *90lb* 600H<br>3DB,*12cf*,GS288,HS8577<br>W.Doxford&Ss.(Lim.),Sld | 26 ″ 9 |
| 172 / RJCW | **Samos** SteelScSr<br>*P.Fischer*91–92<br>1*Dk*2*trB* | 1756<br>1300<br>1320 | | | | 1890 | Flensburger Schiffsbau Gesellschaft Flensburg | DeutscheLevante Linie | 261·5 \| 36·2 \| 19·0<br>P158′ F30′<br>*WB* | Hamburg<br>German | T.3Cy.19½″,29″&52″–33″<br>200H<br>FlensburgerSchiffsbau Gesellschaft,Flensburg | |
| 173 / HFPQ | — IronSc3MstSr<br>*Saliari*87–88 *ss*Lon.No.2–80<br>(*ex*Athens,*ex*Eliz.Martin) 2*Dks*3*trB* | 1246<br>1226<br>809 | ✠<br>8,82<br>✠NB32 | Liv<br>A&CP | *o* | 1872<br>5mo | R.Napier&Sons<br>Glasgow | PanhellenicSteam ShipNav. (K.I.Psacharopoulos, *Mgr.*) | 250·6 \| 30·2 \| 21·5 | Piræus<br>Greek<br>6*BHCem* | C.2Cy.30″&54″–36″<br>130H<br>R.Napier&Sons,Glasgow<br>*WB*=*MT*18′ | |
| 174 / 44843 / TWRK | **Samphire** SteelPad<br>*C.F.Hancock* –93 | 358<br>322<br>133 | | | | 1861 | M.Wigram&Sons<br>London | LondonChatham&DoverRail.Co. | 191·7 \| 24·8 \| 11·9<br>Q7*t* | London<br>British | D.2Cy.50″–45″<br>NB88 160H<br>Ravenhill&Co. | |
| 175 / LBTV | **Sampiero** IronSc3MstSr<br>*Cazanova*91–91<br>2*Dks* | 635<br>—<br>336 | | | | 1868 | Scott&Co.<br>Greenock | Caillol&St.Pierre | 184·0 \| 26·5 \| 15·9<br>H71*t* | Marseilles<br>French | C.2Cy.29½″&51½″–31½″<br>120H<br>GreenockFoundryCo.Grk. | |
| 176 / HVQP | **Samson** WoodScBk<br>*O.Iversen*<br>2*Dks*3*trB* | 506<br>443<br>254 | | | | 1885 | Larsen<br>Arendal | Smith&Thommesen | 147·9 \| 31·1 \| 17·1<br>Q63*t* | Arendal<br>Norwegian | C.2Cy.22″&42″–26″<br>70H<br>Nylands Verksted,Xia. | M |
| 177 / 72825 | — IronScTug<br>*C.McCaslin* –92 1*Dk* | 232<br>183<br>59 | | | | 1892 | Boyd&Co.(Lim.)<br>Shanghai | ShanghaiTug Boat Co.(Lim.) | 120·0 \| 21·1 \| 10·9<br>H21*t* | Shanghai<br>British | C.2Cy.18″&38″–27″<br>65H<br>Boyd&Co.(Lim.)Shanghai | |
| 178 / 93267 | — SteelPadSk<br>*W.Taylor* –92<br>1*Dk* | 166<br>150<br>33 | | | | 1886 | D&W Henderson&Co<br>Glasgow | Steel&Bennie | 115·6 \| 19·2 \| 10·0 | Glasgow<br>British | 1Cy.38½″–57″<br>50H<br>D.&W.Henderson&Co.,Gls | |
| 179 | — IronSc | —<br>—<br>162 | | | | 1864 | .....<br>England | A.Proveleghios | ..... ..... ..... | Syra<br>Greek | | |
| 180 | — IronScTug<br>*Verschueren* | 141<br>—<br>— | | | | 1881 | L.Tilkin&Co.<br>Liege | Soc.Anon.deRemorquage à hélice | 89·9 \| 18·0 \| 11·5 | Antwerp<br>Belgian | C.2Cy.20″&35″–22″<br>70H<br>L.Tilkin&Co.,Liége | |
| 181 | — IronScTug<br>*E.R.Peek*88–88 *ss*Hul.No.1–92<br>1*Dk* | 97<br>95<br>32 | ✠100A1<br>*Tug*<br>5,94<br>BS5,94 ✠LMC5,93 | Hul<br>LA&CP | | 1888<br>4mo | Earle'sCo.(Lim.)<br>Hull | Earle'sCo.(Lim.) | 94·9 \| 17·7 \| 8·7<br>len89<br>BK7½″ | Hull<br>British<br>3*BHCem* | T.3Cy.12½″,18½″&32″–21″(*s*)<br>150lb 60H<br>1SB,*2rf*,GS24<br>Earle'sCo.(Lim.),Hull | 9 ″ 6 |
| 182 / 95853 | **Samtor** WoodSr<br>*L.Tullock*<br>1*Dk* | 121<br>100<br>69 | | | | 1889 | TsinNg.<br>HongKong | YanChongPeng | 96·4 \| 17·5 \| 8·0 | HongKong<br>British | C.2Cy.13″&26″–16″<br>28H<br>KuangHepLaungcho,HKg | |
| 183 / HNMD | **Samuel Gustaf Hermelin** IronScSr<br>*C.R.Samsiœ*88–88 1*Dk*&*Awngdk* | 725<br>432<br>573 | | | | 1876 | MotalaCo.<br>Norrköping | LuleåÅngb. Aktieb. (H.J.Sundström) | 174·2 \| 24·1 \| 14·4<br>H38*t* | Luleå<br>Swedish | 2Cy.27¼″&49½″–29¼″<br>100H<br>MotalaCo.,Motala | |
| 184 / 934 / HFVG | **Samuel Laing** IronScSr<br>*W.Shoebridge* –94<br>1*Dk*2*trB* | 563<br>511<br>337 | | | ... | 1854 | PalmerBrs.&Co.<br>Newcastle | J.Fenwick&Son | 191·2 \| 26·8 \| 15·6<br>Q43′ | London<br>British<br>*WB* | C.2Cy.21″&42″–30″<br>NE&B75 70H<br>J.Stewart,London | 16 ″ 2<br>s 2·8 |
| 185 / 116484 | **Samuel Mather** SteelSc<br>*Whaleback* 1*Dk*2*trB* | 1713<br>—<br>1318 | | | | 1892 | American StlBargeCo.<br>Superior,Wis | AmericanSteel BargeCo. | 308·0 \| 38·0 \| 24·0 | BuffaloNY<br>Utd.States<br>*WB* | T.3Cy.20″,32″,&54″–42″<br>FrontierIrnWorks,Detroit | |
| 186 / 116495 | **Samuel Mitchell** SteelSc3MstSr<br>2*Dks* | 2278<br>—<br>1871 | | | | 1892 | GlobeIron WorksCo.<br>Cleveland,O. | Wm.Chisholm | 292·8 \| 40·4 \| 20·1<br>F32′ H— | Cleveland, Ohio<br>Utd.States<br>*WB* | T.3Cy.20″,32″&52″–42″<br>GlobeIrnWksCo.,Clevelnd | |
| 187 / 117 / HLCT | **Samuel Owen** IronSc<br>(*ex*Gustaf Vasa) 1*Dk* | 262<br>—<br>130 | | | | 1869 | MotalaCo.<br>Motala | DimitrieffS.N.Co. | 103·5 \| 21·0 \| 13·2 | Odessa<br>Russian<br>*WB* | C.2Cy.15″&29″–19″<br>MotalaWerkstadt,Motala | |
| * 183 / 90338 / KJCV | **Samuel Tyzack** Steel&IronScSr<br>*C.M.Weppener*94–94 *ss*Sld.No.1–91<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*<br>*Stlplating&Irnframing* | 1753<br>1329<br>1133 | ✠100A1<br>3,94<br>~~BS8,93~~ ✠LMC3,91 1,95 | Sld<br>A&CP | *r* | 1886<br>10mo | JLThompson&Sons<br>Sunderland | Tyzack&Branfoot Stm.Shipp.Co. (Lim.) | 275·0 \| 36·5 \| 17·2<br>P25′Q76′B112′F28′<br>FK<br>*WB*= *Cell DB* 226′ 325*tAPT*18*t*<br>*SBpt,Aspt,Cem* | Sundrland<br>British<br>~~3*BH.*~~ 3*p*<br>2SB,*4cf*,GS56<br>N.E.Marine Co.(Lim.),Sld. | T.3Cy.19½″,32″&53″–36″ (*s*)<br>150lb ~~800lb~~ *65lb* 150H<br>J.&J.Thomson,Glasgow | 19 ″ 8<br>s 1·8 |
| 189 / JTMB | **San Agustin** IronScSr<br>*Cardona* *ss*N.Yk.No.2–91<br>(*ex*Venezuela,*ex*Albano)<br>2*Dks*(1*Irn*&1*pt Irn–ws*)3*trB* | 2359<br>2066<br>1541 | ✠100A1<br>6,93<br>~~BS8,93~~ ✠LMC2,91<br>6,94 | Cdz<br>LA&CP | *t* | 1882<br>5mo | Aitken&Mansell<br>Glasgow | Cia.Trasatlantica | 300·5 \| 38·1 \| 25·0<br>B54′F28′<br>BK9″<br>*WB*=*FPT* | Barcelona<br>Spanish<br>5*BHCem*<br>32*tAPT*50*t* | C.2Cy.38″&72″–51″ (*i*)<br>90lb ~~55lb~~ 400H<br>3SB,*9cf*,GS202<br>J.&J.Thomson,Glasgow | |
| * 190 / JGTM | **San Antonio** SteelScSr<br>*A.Beltram*<br>1*Dk*&*Shelterdk* | 522<br>503<br>325 | ✠100A1<br>*Shelter dk with freeboard*<br>5,93 ✠LMC5,93<br>*Coasting Philippine Islands* | HKg<br>A&CP | *g* | 1891<br>4mo | EdwrdsSB Co.(Lim.)<br>Newcastle | S.Giang | 159·0 \| 24·7 \| 9·7<br>16·6<br>FK<br>*WB*=*DBa*30′*f*31′ | Manilla<br>Spanish<br>4*BHCem*<br>65*tAPT*5*t* | T.3Cy.13½″,22″&36″–27″ (*s*)<br>160lb *70lb* 75H<br>1SB,*3pf*,GS39<br>G.Clark,(Lim.),Sld. | 10 ″ 4<br>s 7·6 |

*Now named "San Joaquin," See No. 89 in Supplement*

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. / Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. / Freeboard amidships. ft. in. | 15 Other Registers in which Classed. Details of R. of T. or Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 191 1163 12 KHMT | **San Benito** Iron Sc 3 Mst Sr<br>*Colville* ss Sou. No. 1–87<br>(ex Kimberley) 1 *Dk (Irn) & Spar dk (Irn)* 4 tr *B* | | 3740<br>3651<br>2464 | ✠<br>*Spar dk*<br>9,87 ✠ | Sou<br>LA&CP | *w* | 1884<br>8mo | W. Hamilton & Co.<br>Pt. Glasgow | Pacific Improvement Co. | 350·2<br>B60′ | 41·3 | 33·6 | New York<br>Utd. States | C.2Cy.44″&82″–54″<br>400 HP<br>D. Stewart & Co., Glasgow<br>7 *BHCem*<br>*WB=dptka* 24′273*t*, *dptkf* 24′290*t* | 35 ″ 0 | |
| 192 H5873 JWLB | **San Blas** Iron Sc Bn<br>*W. H. McLean* 83–91 2 *Dks* | | 2075<br>—<br>1496 | | | | 1882 | J. Roach & Son<br>Chester, Pa. | Pacific Mail S.S. Co. | 283·0 | 37·0 | 21·0 | New York<br>Utd. States | C.2Cy.34″&62″–54″<br>360 HP<br>J. Roach & Son, Chester, Pa. | | RV |
| 193 70570 MWVL | **San Domingo** Iron Sc Sr<br>*W. Gorley* ss Sld. No. 3–4, 90<br>*Well deck* 1 *Dk 2 tr B* | | 1087<br>847<br>687 | ✠100A1<br>1,94<br>✠NB8,86 LMC4,90<br>~~BS12,98~~ 3,95 | Bos<br>A&CP | *n* | 1874<br>5mo | M. Pearse & Co.<br>Stockton | Hine Bros. | 230·0<br>Q87′B54′F23′<br>ND90 BK8″ | 31·1 | 16·0 | Maryport<br>British | C.2Cy.28″&56½″–36″ (*s*)<br>75 lb *65 lb* NDB86 120 HP<br>2SB, *6pf*, GS140, HS2246<br>Blair & Co. (Lim.), Stockton<br>4 *BHCem*<br>*DBa* 65′*f* 84′<br>*WB=* | 16 ″ 8<br>s 1 ″ 9 | |
| 194 JHNS | **San Fernando** Iron Sc<br>*F. Gomez*<br>*Well deck* 1 *Dk 2 tr B* | | 977<br>713<br>634 | ✠<br>9,80<br>✠ | Sld<br>A&CP | *m* | 1880<br>8mo | R. Thompson, jun.<br>Sunderland | Comp. Sevillana de Navegacion à Vapor | 210·4<br>P&B112′ | 29·5<br>F40′<br>FK | 16·1 | Seville<br>Spanish | C.2Cy.28″&51″–33″<br>115 HP<br>J. Dickinson, Sunderland<br>5 *BHCem*<br>*DBa* 45′ & *uE & B* 42′162*t*<br>*WB=* | | |
| 195 JSNT | **San Francisco** Iron Sc Sr<br>*J. Marquesa* –94 ss Hav. No. 2–91<br>(ex Turia, ex Landsdown Tower)<br>1 *Dk (Irn) & Spar dk 3 tr B* | | 2635<br>2555<br>1720 | ✠100A1<br>*Spar dk*<br>~~2,947~~ 7,94<br>~~BS3,94~~ ✠LMC11,90 3,95 | Liv<br>LA&CP | *t* | 1882<br>9mo | Wigham Richardson & Co.<br>Newcastle | Cia. Trasatlantica<br>*WB=DBa* 100′ & *uE & B* 68′273*t* *FPT* | 325·0<br>B66′ | 38·2<br>BK9″ | 26·8 | Barcelona<br>Spanish | C.2Cy.40″&74″–48″ (*s*)<br>80 lb *60 lb* 400 HP<br>2DB. *8cf*, GS126<br>Wigham Rchrdsn & Co., Nwc.<br>5 *BHCem*<br>40 *t APT* 22 *t* | 20 ″ 3<br>s 7 ″ 4½ | |
| 196 — | **Iron Twin Sc**<br>*A. Varg* ss Liv. No. 3–4, 91<br>1 *Dk (Irn-ws)* | | 630<br>459<br>373 | ✠90A1<br>4,91<br>✠NB4,91 ✠LMC4,91 | Liv<br>LA&CP | *j* | 1883<br>3mo | Murdoch & Murray<br>Pt. Glasgow | Cia. de Nav. de Pernambuco | 201·7<br>P53′B53′F66′ | 28·4<br>FK | 10·6 | Prnmbuco<br>Brazilian | C.4Cy.20″&38″–27″ (*s*)<br>80 lb *50 lb* 120 HP<br>1DB, *4pf*, GS70<br>D. Rowan, Glasgow<br>4 *BHCem*<br>*WB=FPT* 45 *t APT* 30 *t* | | |
| 197 215 SBLD | **San Giorgio** Iron Sc Sr<br>*G. Janello*<br>(ex Shakespeare) 1 *Dk (Irn) & Web frames*<br>*Well deck* | | 2817<br>2292<br>1861 | | | ... | 1886<br>8mo | Oswald, Mordaunt & Co.<br>Southampton | Nav. Gen. Italiana | 307·4<br>P&B182′F48′ | 41·2 | 21·2 | Genoa<br>Italian | C.2Cy.33″&66″–42″<br>270 HP<br>Oswld, Mordaunt & Co., Sou.<br>*WB* | 22 ″ 10 | DI |
| 198 286 HRBD | **San Giusto** Steel Sc Sr<br>*A. Scopinich* 92–91<br>*Well deck* 1 *Dk (Stl) & Web frames*<br>ss Tri. No. 1–95 | | 2038<br>1381<br>1225 | ✠100A1<br>~~2,04 12,94~~ 4,95<br>✠LMC4,91 4,95<br>Tri | Msl<br>LA&CP | *r* | 1891<br>1mo | Stabilimento Tecnico<br>Trieste | Stabilimento Tecnico | 261·2<br>P206′F36′ | 34·8<br>FK | 18·0 | Trieste<br>Aust.-Hung. | T.3Cy.20½″,33″&54″–36″ (*s*)<br>160 lb *90 lb* 200 HP<br>2SB, *6cf*, GS108<br>Stabilimento Tecnico, Tri.<br>5 *BHCem*<br>*DB* 224′302*t*<br>*WB=Cell* | 20 ″ 8 | |
| 199 JWDW | **San Ignacio de Loyola** Iron Sc Bg<br>*S. Moreno* 88–91 ss Cdz. No. 3–8, 85<br>(ex Vinuelas, ex Minnesota) ss Liv. No. 1–90<br>*Elec. light* 3 *Dks* | | 3008<br>2658<br>1951 | ✠100A1<br>A1*1<br>6,93<br>MS10,90 BS2,93 | Liv | Lv | 1867<br>2mo | Palmers' Co. (Lim.)<br>Newcastle | Compania Trasatlantica | 335·4<br>P185′F47′<br>ND91 | 42·5<br>FK | 27·8 | Barcelona<br>Spanish | C.2Cy.44″&78″–54″<br>65 lb *65 lb* NE&B75 350 HP<br>NDB90<br>J. Jack, Rollo & Co., Liv.<br>6 *BHCem* | 30 ″ 1<br>s 5 ″ 4<br>w 5 ″ 9½ | |
| 200 | **San Jacinto** Iron Pad Sr | | 1145<br>—<br>671 | | | | 1860 | Harlan & Hollingsworth Co.<br>Wlmngtn Del | | 206·7 | 32·1 | 22·0 | | 1Cy.56″–132″<br>225 HP<br>Harlan & Hollingsworth Co., Wilmington, Del | | |
| 201 — | **Iron Sc K Tug**<br>*J. Gallart* 94–94 ss Hul. No. 1–93<br>(ex Torfrida) 1 *Dk* | | 133<br>126<br>5 | ✠100A1<br>*For Towing p*<br>1,94 | Hul<br>*urpose*<br>LA&CP<br>✠LMC4,93 | *s* | 1889<br>2mo | Cook, Welton & Gemmell<br>Hull | J. C. Egea | 106·0<br>BK6½′ | 19·5 | 10·5 | Almeria<br>Spanish | T.3Cy.14″,22″&36″–22½″ (*s*)<br>150 lb 75 HP<br>1SB, *2cf*, GS30, HS822<br>C. D. Holmes & Co., Hull<br>3 *BHCem* | 11 ″ 0<br>s 1 ″ 3½ | |
| 202 115845 JWDV | **San Jose** Iron Sc Bn<br>*W. T. Russell* 80–88 2 *Dks* | | 2081<br>—<br>1538 | | | | 1882 | J. Roach & Son<br>Chester, Pa. | Pacific Mail S.S. Co. | 283·0 | 37·0 | 21·0 | New York<br>Utd. States | C.2Cy.34″&62″–54″<br>360 HP<br>J. Roach & Son, Chester, Pa. | | RV |
| 203 115863 JWHL | **San Juan** Iron Sc Bn<br>*W. G. Pitts* 78–92 2 *Dks* | | 2076<br>—<br>1496 | | | | 1882 | J. Roach & Son<br>Chester, Pa. | Pacific Mail S.S. Co. | 283·0 | 36·4 | 22·3 | New York<br>Utd. States | C.2Cy.34″&62″–54″<br>360 HP<br>J. Roach & Son, Chester, Pa. | | RV |
| 204 — JLDM | **Iron Sc Sr**<br>*Pereda* 1 *Dk & Shade dk* | | 756<br>476<br>435 | ✠<br>*Shade dk with load line*<br>3,79 | Cly<br>A&CP | *l* | 1879<br>1mo | Murdoch & Murray<br>Pt. Glasgow | Sobrinos de Herrera | 201·0<br>P52′ | 27·2<br>F27′ | 12·2 | Havana<br>Spanish | C.2Cy.32″&58″–36″<br>140 HP<br>Kincaid, Donald & Co., Grk.<br>4 *BHCem* | | |
| 205 | **San Marco** Iron Sc Sr<br>*G. Stiglich* –93 (ex Villa San Giovanni, ex Giustinopoli) 1 *Dk* | | 110<br>—<br>42 | | | | 1875 | Stabilimento Tecnico<br>Trieste | N. de Franceschi & P. Manzutto | 115·1 | 15·9 | 7·6 | Trieste<br>Aust.-Hung. | C.2Cy.13½″&24″–16″<br>25 HP | | |
| 206 115813 JVSF | **San Marcos** Iron Sc Sr<br>*A. C. Burrows* 77–83 2 *Dks* | | 2839<br>—<br>2188 | | | | 1881 | J. Roach & Son<br>Chester, Pa. | C. H. Mallory & Co. | 317·8 | 39·5 | 21·4 | New York<br>Utd. States | C.2Cy.38″&70″–54″<br>1500 HP<br>J. Roach & Son, Chester, Pa. | | R |
| 207 LBWD | **San Martin** Iron Sc Bn<br>*Coudel* 84–86 1 *Dk & Spar dk 3 tr B* | | 1311<br>—<br>733 | | | | 1882 | Forges & C. de la Médit.<br>Havre | Soc. Anonyme des Hauts Fourneaux & Forges de Denain & Anzin | 332·0 | 33·1 | 14·9<br>21·6 | Dunkirk<br>French | C.2Cy.31½″&55″–35″<br>190 HP<br>Forges & C. de la Méd., Havre<br>*WB* | | V |
| 208 — | **Steel Pad Sr**<br>*Elec. light* | | 1212<br>—<br>803 | | | | 1884 | Napier, Shanks & Bell<br>Glasgow | La Platense Flotilla Co. (Lim.) | 240·0 | 34·2 | 10·6 | Bns. Ayres<br>Argentine | C.2Cy.36″&70″–66″<br>250 HP<br>D. Rowan, Glasgow | | |
| 209 | **San Mateo** Steel Sc Sr<br>*Fletcher* ss S. Fo. No. 1–93<br>(ex Charters Tower) 2 *Dks* (1 *Stl* & 1 *Irn*)<br>3 tr *B* pt inner bottom *Irn* | | 2927<br>2535<br>1926 | ✠100A1<br>12,93<br>BS11,94 ✠LMC10,93 | S. Fo<br>LA&CP | *u* | 1888<br>4mo | J. Readhead & Co.<br>South Shields | M. E. M. Makalua | 317·5<br>P51′ | 40·2<br>B80′ | 24·1<br>F38′<br>BK10″ | Honolulu<br>Hawaiian | C.3Cy.23″37½″&61½″–39″ (*r*)<br>160 lb 300 HP<br>2SB. *6f*, GS104<br>J. Readhead & Co., S. Shields<br>5 *BHCem*<br>*DB* 270′601*t*<br>*WB=Cell* | 26 ″ 10 | |
| 210 JLRH | **San Miguel** Iron Sc Sr<br>*C. Calzada* –94 (ex Norman) | | 118<br>—<br>69 | | | | 1873 | J. & R Swan<br>Dumbarton | Vinda de Aurrecoechea | 98·4 | 18·2 | 11·7 | S. Sebstian<br>Spanish | 1Cy.15″–16″<br>20 HP<br>W. King & Co., Glasgow | | |
| 211 RHKQ | **San Nicolas** Steel & Iron Sc Bn<br>*A. Siepermann* 90–90 2 *Dks*<br>*Elec. light* | | 2622<br>2127<br>1873 | | | | 1888 | Reiherstieg Schiffswerfte<br>Hamburg | Hamburg-Süd-Amerik. Dampfschifffahrts Ges. | 322·1<br>P94′ | 39·7<br>F52′ | 23·7 | Hamburg<br>German<br>*WB* | T.3Cy.25½″,41″&65″–42″<br>350 HP<br>Reihrstieg Schffswrft, Ham | | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **212** JLSN | **San Nicolas** *D.Urizar* –88 | **Iron** | 117 — 32 | | | | 1873 | ..... LowWalker | Cia.deRemolcadores delCantabrico(Aznar y Cià, *Mgrs.*) | 91·9 | 18·3 | 9·1 | Bilbao Spanish | 45H | |
| **213** JLWM | **San Pedro** | **IronScK** 1*Dk* | 130 119 45 | ✠100A1 *StmTrawler* 10,90 | Hul LA&CP ✠LMC10,90 | | 1890 10mo | Cook, Welton& Gemmell Hull | F.L.Roxas | 93·0 | 20·7 | 11·0 BK7½" | Manila Spanish | T.3Cy.11½",18"&30"–22" (*s*) 160lb 45H 1SB,*2cf*,GS25,HS680 3*BHCem* C.D.Holmes&Co.,Hull | 11 ″ 10 |
| **214** JNWP | **San Rafael** | **Iron** | 117 — — | | | | 1857 | W.White England | SpanishGovernment | 114·1 | 15·5 | 10·0 | Mallorca Spanish | 40H | |
| **215** 290 HRCK | **San Rocco** *G.Scopinich*91–91 *Well deck* | **SteelScSr** 1*Dk*(*Stl*)&*Webframes* | 2015 1426 1207 | ✠100A1 4,93 | Msl A&CP ✠LMC10,91 | *r* | 1891 10mo | Stabilimento Tecnico Trieste | G.Tarabochia | 261·7 P206′F36′ | 34·7 | 18·0 FK | Trieste Aust.-Hung. | T.3Cy.20½",33"&54"–36" 160lb 200H 2SB,*6cf*,GS108 5*BHCem* *WB=Cell* *DB*224′314*t* StabilimentoTecnico,Tri. | 20 ″ 8 |
| **216** JPHG | **San Telmo** | **Iron** | 148 — 69 | | | | 1851 | M.Cabrera Seville | J.Manjou | 138·7 | 17·8 | 8·2 | Seville Spanish | 70H | |
| **217** 99795 | **Sanda** *D.Boyd*76–92 *Well deck* | **IronScSr** 2*Dks*(*UIrn*-ws) | 1154 888 480 | ✠100A1 3,95 ~~3,99~~ | Gls LA&CP ✠LMC3,92 | *o* | 1892 3mo | W.B. Thompson &Co.(Lim.) Dundee | ClydeShippingCo. (Lim.) (J.Cuthbert,*Mgr.*) | 243·0 P&B148′F51′ | 33·7 BK8½" *WB=DB* | 15·9 | Glasgow British | T.3Cy.23",38"&61"–48" (*o*) 150lb *80lb* 260H 2SB,*6cf*,GS90,HS3896 5*BHCem* *a*48′*f*46′183*t* WBThmpsn&Co.(Ld)Dun | 16 ″ 11 |
| **218** 81517 TLNW | **Sandal** *J.Peterson*94–90 *Well deck* | **IronScBn** *ss*Cff.No.3–9,92 1*Dk*(*Irn*)2*trB* | 1706 1391 1099 | ✠100A1 ~~6,94 7,03~~ 10,94 BS~~12,98~~ 11,94 | Bry A&CP ✠LMC9,92 Bly—Hpl | *q* | 1880 8mo | W.Gray& Co. W Hartlepool | ~~J.Merryweather&Co.~~Thompson, Ford&Co | 256·5 P28′Q68′B148*t* F33′ drp94 | 34·6 BK9" *WB=DB* | 19·7 | W. Hartlpl British | C.2Cy.33"&61"–33" (*i*) 80lb ~~55lb~~ 55*lb* 150H 2SB,*4pf*,GS80 4*BHCem* *80′f*91′335*t* T.Richardson&Sons,Hpl. | 20 ″ 11 s 2 ″ 0 |
| **219** 96692 LNQD | **Sandfield** *C.J.Leders* –93 *Well deck* 1*Dk*(*ptIrnptStl*)&*Webframes* | **SteelScSr** *ss*Cff.No.1–93 | 2009 1499 1294 | ✠100A1 ~~2,94 10,98~~ 2,95 | Cff A&CP ✠LMC10,93 Bly | *r* | 1890 1mo | E.Withy& Co. W Hartlepool | S.S.SandfieldCo. (Lim.) (F.Woods) | 275·0 P35′Q74′B112′F30′ drp93 *WB=CellDB*232′385*t* | 36·5 FK | 19·5 | London British | T.3Cy.21",35"&57"–36" (*r*) 160lb *80lb* 180H 1DB,*4cf*,GS63,HS2860 5*BHAsp* *APT*17*t* Blair&Co.(Lim.),Stockton | 21 ″ 9 s 1 ″ 11 |
| **220** 101806 | **Sandhill** *J.Williams* –94 1*Dk*(*Stl*)&*Awng dk*&*Webframes* | **SteelScSr** | 2069 2000 1335 | ✠100A1 *Awng dk withfreeboard* ~~6,94 7,94~~ 5,95 | Liv A&CP Bry ✠LMC10,92 | *r* | 1892 10mo | J.Blumer &Co. Sunderland | CarltonSteamship Co.(Lim.) (Chapman& Millar,*Mgrs.*) | 270·3 *WB=CellDB* 218′470*t* | 38·1 23·5 FK | 16·2 | Newcastle British | T.3Cy.20",33"&54"–36" (*s*) 160lb *80lb* 160H 2SB,*4cf*,GS64,HS2480 4*BHCem* *APT*49*t* Blair&Co.(Lim.),Stockton | 19 ″ 3 s 8 ″ 7 |
| **221** JTKR | **Sandhornet** *J.M.Lind*92–92 | **SteelScSr** 1*Dk* | 112 92 65 | | | | 1890 | Trindhjms Mek.Verk. Drontheim | EtActieselskab (R.M.B.Schiölberg) | 96·4 Q10*t* | 17·3 H9*t* | 9·7 | Bodö Norwegian | T.3Cy.11",18"&29"–20" 50H TrindhjemsM.V.Dronthm. | N |
| **222** JWNG | **Sandnæs** *C.M.Aase*92–92 | **SteelScSr** 1*Dk* | 184 120 96 | | | | 1892 | Stavanger Stöberi&Dok Stavanger | SandnæsDampskibsselskab | 106·6 B33*t* | 20·0 H16*t* | 9·7 F14*t* | Sandnæs Norwegian | C.2Cy.14"&28"–18" 35H StavangerStöberi&Dok, Stavanger | N |
| **223** HMJN | **Sandö** *N.Nilsen* (*ex*LaSenera,*ex*FerdinandCorvilian) | **IronScSr** 1*Dk*(*Irn*)2*trB* | 863 715 638 | | | | ... 1879 8mo | StrandSlipwayCo. Sunderland | EtActieselskab (H.Roëd) | 200·5 Q29′ | 30·2 B18′ | 16·2 F20′ | Tönsberg Norwegian *WB* | C.2Cy.27"&50"–33" 99H N.E.MarineCo.(Lim.),Sld. | 16 ″ 11 N |
| **224** 96205 | — | **IronScK** *ss*Gms.No.1–93 1*Dk* | 170 157 77 | ✠100A1 *Well Fishing* ~~11,94 10,03~~ 4,95 | Gms *Vessel* LA&CP ✠LMC10,93 | | 1889 8mo | Earle'sCo. (Lim.) Hull | WhiteStarSteam FishingCo.(Lim.) | 106·3 Q37′ | 20·5 F20′ | 11·4 BK7½" | Grimsby British | T.3Cy.12¾",20"&32"–22" (*s*) 150lb 53H 3*BHCem* 1SB,*2cf*,GS29 Earle'sCo.(Lim.),Hull | 12 ″ 0 |
| **225** ~~65430~~ LFPB | **Sandringham** J.G.Fernhuck –91 *Well deck* | **IronScSr** 6thSurvey,Lon.10,91 1*Dk*(*ptIrn*)3*trB* | 1159 948 738 | ✠ A1,1 ~~10,94~~ 5,94 BS5,94 | Gls NB81 MS10,91 Brs | Lv | 1872 4mo | Backhouse &Dixon Middlesbro' | ~~Turnbull,Martin&Co.~~ A.&G.B.Copellino | 230·0 Q116′B20′F28′ ptND88drp94 | 30·3 BK8" | 19·0 | ~~Glasgow~~ ~~British~~Genoa Italian | C.2Cy.26¾"&55¼"–33" 70lb *50lb* 120H 1SB,*3f* 4*BH* *WB=DB* *a* T.Richardson&Sons,Hpl. | 20 ″ 5 s 2 ″ 3 |
| **226** 54575 HQNP | **Sandsend** *D.Laugharne* –93 *Well deck* | **IronScSr** *ss*Lon.No.3–2,94 1*Dk*2*trB* | 732 595 447 | ✠ A1 5,94 ~~2,94~~ ~~B&~~MS12,93 BS2,95 | Lon A&CP NB6,87 | | 1869 1mo | Denton, Gray&Co. Hartlepool | ~~D.Radford&Co.~~ EastSteelS.S.Co (Lim.) (J.H.Pearson,*Mgr.*) | 199·0 Q75′B40′F23′ ptND85&87 drp94srp94 | 29·1 BK8" | 16·0 | London British | C.2Cy.24½"&47½"–30" (*a*) 75lb *45lb* 86H 4*BHCem* 1SB,*3pf*,GS44 *WB=ptDB* T.Richardson&Sons,Hpl. | 16 ″ 9 s 1 ″ 9 |
| **227** 97708 | **Sandwich** *W.A.Blackburn* –92 | **IronScTug** 1*Dk* | 26 26 5 | ✠ A1 *For Towing purposes* 4,92 | Lon LA&CP ✠LMC4,92 | | 1892 4mo | Edwards &Symes London | Mayor&Corporation of Sandwich | 56·0 | 13·1 BK4" | 5·7 | Ramsgate British | C.2Cy.10"&20"–16" (*s*) 100lb 30H 3*BHCem* 1SB,*2pf*,GS18,HS380 E.A.&H.Sandford,Lon. | 6 ″ 3 |
| **228** 9585 | **Sanitwongse** *Hassan* | **WoodScSr** 1*Dk* | 134 97 72 | | | | 1889 | CheangWo HongKong | KhawJooGhee | 101·9 H27*t* | 17·2 F10*t* | 7·4 | Penang British | C.2Cy.12"&24"–15" 24H KuangNamTing,HngKng. | |
| **229** 695 HDWR | **Sanko Maru** *Rihei Fujiwara* | **WoodScSr** | 321 290 199 | | | | 1882 | J.B.Hanna Hiogo | OsakaShosen Kaisha | 157·9 | 18·2 | 14·7 | Osaka Japanese | 2Cy. 43H | |
| **230** 800 HFLS | **Sanko Maru No. 2** *YamazakiHatsutaro* | **WoodScSr** | 161 154 100 | | | | 1883 | N.Sanjuro Osaka | Tottori Kisen Kaisha | 114·5 | 16·3 | 12·7 | Osaka Japanese | 13H | |
| **231** MGCR | **Sans Peur** (*ex*Margaret) | **IronScSrYt** *ss*Hav.No.3–10,89 2*Dks* | 283 — 164 | ✠100A1 *StmYacht* 9,93 BS12,92 | Hav A&CP LMC10,89 | | 1877 4mo | Barrow S.B.C.(Lim) Barrow | F.Rainbeaux | 161·2 | 23·2 | 13·1 | Havre French | C.2Cy.23"&40"–24" (*i*) 60lb 90H 5*BHCem* 1SB,*3pf*,GS49 Barrow S.B.Co.(Lim.)Brw. | V |
| **232** JPKN | **Sanson** *A.Lanbarri*82–90 | **IronPad** (*ex*Macgregor) 1*Dk* | 172 — 48 | | | | 1864 | Bainbridge Newcastle | RemolcadoresBilbainos | 104·0 | 19·7 | 12·5 | Bilbao Spanish | 2Cy.30"–48" 74H J.P.Almond, North Shields | |

* ~~Now named~~ "Soria," *See No. 49 in Supplement.*

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'y Tonnage: Gross. — Under deck. — Net. | Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned. now expired. Equipment Letter. | Built. When. — Ship. — Engines | Built. By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 233 Nicholson | **Santa Cruz** 2*Dks* | 511 — 361 | | | | 1868 | Pacific CoastS.S.Co. SanFrancisco | PacificCoastS.S. Co. | 133·0 | 31·2 | 10·4 | S. Frncisco Utd. States | C.2Cy.18″&34″–27″ 59H Risdon Irn Wrks,S.Frncsco | | |
| 234 LBWT | **Santa Fé** *Panchèvre*81–88 2*Dks&Spardk* | 2853 2772 1661 | | | | 1887 | Ateliers& Chantiers de la Loire St.Nazaire | ChargeursRéunis | 320·1 F45′ | 40·0 B92′ | 28·5 | Havre French *WB* | T.3Cy.25″,42″&66″–45″ 350H Ateliers et Chantiers de la Loire,Nantes | | V |
| 235 — | **IronSc3MstSr** "Nuevo Colastine," *See No. 10 in Supplement.* (*ex*Petersburg) 1*Dk2trB* | 1904 1482 1220 | | | ... | 1865 3mo | A.Leslie& Co. Newcastle | Bunge&Born | 293·7 P92′ | 33·7 F44′ | 20·7 | Bns.Ayres Argentine | C.2Cy.30½″&52″–36″ NB81 130H *Cmp.*T.M.Tennant,Leith | 21 ″ 9 s 2 ″10 | V |
| 236 | **Santa Fecina** *Margetich* | 261 — 137 | | | | 1882 | Fader& Peña Buenos Ayres | C.Suarez | 130·0 | 22·0 | 7·0 | Bns.Ayres Argentine | 72H Fader&Peña,Buenos Ayres | | |
| 237 LQQW | **Santa Maria** *W.Plumer* –92 1*Dk* | 345 322 239 | | | | 1884 | C.White SanFrancisco | W.R.Grace | 142·0 | 32·0 | 13·0 | NewYork Utd.States | C.2Cy.16″&30″–20″ Hnckly,Spires&Hayes, SanFrancisco | | |
| 238 | **Santa Marinha** *F.Mason*91–91 1*Dk* | 78 78 28 | ✠ A1 *For Tug purposes* 9,91 | Prs A&CP ✠LMC10,91 | | 1891 9mo | W.Allsup& Sons(Lim.) Preston | Companhia de Materiaes e Melhoramentos da Cidade do RioJaneiro | 84·0 | 15·5 FK | 7·5 *4BHCem* | R.Janeiro Brazilian | T.6Cy.8″,13″&21″–16″ (*s*) 160lb 48H 1SB,*2cf*,GS30,HS878 W.Allsup&Sons(Lim.)Prs. | 7 ″ 9 | |
| 239 LDJB | **Santa Rosa** *Alexander* 2*Dks&Shadedk* | 2417 — 1336 | | | | 1884 | J.Roach& Son Philadelphia | PacificCoastS.S. Co. | 326·5 | 40·9 | 20·7 | NewYork Utd.States | C.2Cy.45″&86″–54″ 377H J.Roach & Son,Chester,Pa. | | RV |
| 240 JPSQ | **Santanderino** *E.deLuzarraga*82–89 *ss*Liv.No.1-94 1*Dk(Stl)&Spardk(Stl)&Deepframing* | 3082 2773 2017 | ✠100A1 *Spar dk* 11 94 ~~1 94~~ | Liv A&CP ✠LMC1~~00~~ 1,94 | *v* | 1890 1mo | D.&W. Henderson &Co. Glasgow | M.M.deArrotegui | 335·0 P17′B91′F43′ *WB=Cell* | 40·1 26·6 FK | 18·8 *6BHCem DB274′514t* | Bilbao Spanish | T.3Cy.28″,44″&71½″–48″ (*s*) 170lb *90lb* 420H 2DB,*12rf*,GS242 D.&W.Henderson&Co.,Gls | 20 ″ 9 | |
| 241 EMKR | **Santarem** 1*Dk&Hurdk* | 426 — 290 | | | | 1880 | Blackwood &Gordon PortGlasgow | AmazonSteam Nav.Co.(Lim.) | 180·0 H76*t* | 28·0 | 9·5 | Para Brazilian | C.4Cy.21″&38″–27″ 120H Blackwood&Gordon,PtGls | | |
| 242 | **Santee** *J.J.Bennett* –90 (*ex*Granger) | 530 — 460 | | | | 1882 | S.J.Preg-nell&Brs. Charlestn,SC. | S.CarolinaS.B.Co. | 153·5 | 31·0 | 6·3 | Phildlphia Utd.States | 2Cy.18″&72″ 150H | | |
| 243 | **Santelmo** ~~*J.D.Anderson*91–91~~ *D.Tomkinson* 1*Dk(Stl)&Awngdk* | 1572 1513 981 | ✠100A1 *Awng dk withfreeboard* 7,94 ~~12,91~~ | P.Gl A&CP M.Vo ✠LMC12,91 | *o* | 1891 12mo | Blackwood &Gordon P.Glasgow | Companhia de Navegaçao Carioca | 239·3 *ptShade dk*38′ *FPT77t* WB= | 38·0 20·5 FK *APT40t* | 13·4 *4BHCem Tanka*26′113*t* | R.Janeiro Brazilian | T.6Cy.14″,22½″&36″–24″ (*s*) 160lb *80lb* 160H 1SB,*3rf*,GS55,HS2300 FD Blackwood&Gordon,P.Gls | 14 ″ 2 s 8 ″ 7½ | |
| 244 WSBJ LFXD | **Santiago** | 2953 2430 1366 | | | | 1889 | NavalCon-struction& Armaments Co.(Lim.) Barrow | PacificSteamNavi-gationCo. | 350·0 P28′ | 45·2 F72′ | 22·5 | Liverpool British | T.3Cy.31″,49″&78″–60″ 610H Naval Construction & Armaments Co.(Lim.),Brw | | |
| 245 — LMGT JTKB | — *Leighton* –93 3*Dks* | 2359 1695 1696 | | | | 1879 | J.Roach& Son Chester,Pa. | NewYork&Cuba MailS.S.Co. | 269·0 | 39·1 | 22·4 | NewYork Utd.States | C.2Cy.38″&68″–54″ J.Roach&Son,Chester,Pa. | | R |
| 246 JLOH | **Santiga** | 297 — 203 | | | | | England | J.Vila yJanes | 138·7 | 21·9 | 11·9 | Barcelona Spanish | 50H | | |
| 247 HMNS | **Santo Antonio** *DosSantos* | — — 175 | | | | 18 7/84 | Southwick | AssociaçãoSergi-pense | | | | Aracaju Brazilian | | | |
| 248 JPWF | **Santo Domingo** *Morena*85–92 *ss*Liv.No.3–11,89 *Elec light*(*ex*DublinCastle) 3*Dks*(*Irn*) *P.Bayona* *ss*Gls No.1-94 | 2911 2823 1856 | ✠100A1 11,94 ~~9,93~~ BS~~5,93~~ ✠NE&B11,94 | Liv A&CP ✠LMC~~11,89~~ 11,94 Gls | *u* | 1877 5mo | R.Napier &Sons Glasgow | Cia.Trasatlantica | 344·9 F24′ *WB=DTa*36′ | 39·4 srp94 BK11′ 192*t* | 28·7 5*BHCem MT16′205t* | Barcelona Spanish | [3Cy.28½″,48″&74″–54″(*s*) ~~C.2Cy.47″&75″–48″~~ (*t*) ~~60lb 40lb~~ 170lb *170lb* 300H 2D&1SB 18*rf*,GS315,HS7900 NDB94 R.Napier & Sons,Glasgow Lohmtz&Co.Renfrew | ~~30 ″ 0~~ s ~~7 ″ 0½~~ ~~w 7 ″ 3½~~ | |
| 249 LMSN | **Santona** ~~*McDonald*92–93~~ *ss*Dun.No.3–4,85 (*ex*Joseph) *ss*Gls.No.2–93 *Well deck F.Togan*95–95 1*Dk2trB* | 828 652 504 | ✠90A1 3,95 ~~12,93~~ ✠NB4,85 | Gls A&CP LMC~~3,93~~ 3,95 Sws | *l* | 1872 5mo | Denton, Gray&Co. W Hartlepool | S.S.JosephCo.(Ld) (Donald&Taylor, *Mgrs.*) | 205·4 Q75′B85*t*F25′ drp95 *WB=D* | 28·9 BK8′ | 16·0 *4BHCem Ba58′f78′* | Glasgow British | C.2Cy.24½″&47½″–30″ (*i*) 80lb *80lb* 90H 1DB,*4pf*,GS48 T.Richardson&Sons,Hpl. | 17 ″ 0 | |
| 250 | **Santorio** *A.Jovanovich* –88 | 133 — 66 | | | | 1888 | Stablimnto Tecnico Trieste | Soc.Cittadina di Nav.aVapore di Capodistria | 126·3 | 17·0 | 9·3 | Capo d'Ista Aust.-Hung. | C.2Cy.18″&32″–21″ 45H StabilimentoTecnico,Tri. | | |
| 251 LPKG | **Santos** *J.Kröger*88–92 2*Dks3trB* | 2273 2165 1610 | | | | 1877 | C.Mitchell &Co. Newcastle | Hamburg-Süd-Amerik.Packetf. Act.Ges. | 314·6 | 36·1 | 27·4 | Hamburg German | C.2Cy.40″&72″–48″ 270H Thompson&Co.,Nwc. | | V |
| 252 — | — *Belham* –91 1*Dk&Awngdk*(*Stl*–ws) *Elec.light* | 1654 1448 966 | ✠ A1 *Awng dk withfreeboard* 8,91 *Coasting RioJaneiro* | Nwc LA&CP ✠LMC8,91 | *o* | 1891 8mo | R&W Haw thorn,Leslie &Co.(Lim.) Newcastle | LloydBrazileiro | 275·0 | 34·7 19·5 FK *WB=* *nosAyres* | 11·9 *4BHCem DBa58′80t* and Bue | R.Janeiro Brazilian | T.6Cy.18″,28″&46″–30″ (*s*) 160lb *70lb* 225H 2DB,*12rf*,GS173,HS4734 R.&W.Hawthorn,Leslie& Co.(Lim.),Nwc. | 12 ″ 6 s 11 ″ 3 | |
| 253 | **Santuit** *W.A.Sturgis* –90 2*Dks* (*ex*Atlas,*ex*Antillas,*ex*Atlas) | 1197 1140 902 | | | | 1873 | McKellar, McMillan&C. Dumbarton | L.G.Burnham&Co. | 250·3 | 29·0 | 17·7 | Bostn,Mas Utd.States | C.2Cy.30″&60″–36″ 150H Rait&Lindsay,Glasgow | | R |
| 254 QFTL | **Santurce** ~~*TolePrrescilla*91–91~~ (*ex*Norberto, *ex*SouthernCalifornia,*ex*Emilius) *Well deck ss*Skm.No.2–91 1*Dk*(*Irn*) *J.Basteguieta*94–94 | 1331 1008 857 | ✠100A1 6,94 ~~2,92~~ BS~~2,92~~ 6,94 | Npt A&CP ✠LMC12,91 Bdo | *o* | 1884 9mo | Kish, Boolds&Co Sunderland | R.de la Sota | 250·0 P25′ Q75′ B51′ F28′ *WB=Cell* | 36·5 FK | 13·3 5*BHCem DB210′460t* | Bilbao Spanish *APT40t* | C.2Cy.32″&60″–39″ (*i*) 80lb *50lb* 154H 2SB,*6pf*,GS96 J.Dickinson,Sunderland | 16 ″ 5 s 1 ″ 6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Grément, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 255<br>224<br>HCJS | **Sanuki Maru** Wood—Sr<br>*MorjimotoKoiro* | 129<br>110<br>80 | | | | 1878 | Kirby&Co<br>Kobe | OsakaShosen Kaisha | 103·2 | 14·7 | 11·7 | Osaka<br>Japanese | 1Cy.<br>9HP |
| 256<br>1042<br>HGLV | **Sanyo Maru** Wood—Sr<br>*J.Risaburo* | 146<br>141<br>91 | | | | 1887 | Sora<br>Ikutaro<br>Kobe | KyoyeiSha | 103·7 | 15·3 | 13·1 | Osaka<br>Japanese | 2Cy.12½"&22½"–18"<br>22HP<br>Kunchin |
| 257<br>HMQB | **Sao Felix** IronPad | 337<br>—<br>194 | | | | 1881 | H.Murray &Co.<br>Pt.Glasgow | Cia.deNav.àVapor deBahia | 180·0 | 23·0 | 8·0 | Bahia<br>Brazilian | C.2Cy.28"&50"–60"<br>120HP<br>Kincaid&Co.,Greenock |
| 258<br>HMQL | **Sao Francisco** | —<br>—<br>117 | | | | | ................. | Cia.deNav.àVapor deBahia | ........ | ........ | ........ | Bahia<br>Brazilian | |
| 259 | **Sao João da Barra** SteelScSr<br>(*ex*Walter,*ex*Carmen,*ex*Paris)<br>1*Dk*(*Irn*) | 379<br>311<br>230 | ✠<br>12,89<br>✠ | Npt<br>A&CP | *f* | 1887<br>3mo | C.S.Swan& Hunter<br>Newcastle | CompanhiaCabotagem deSao João daBarra | 162·0<br>Q77' B6' F14'<br>FK | 25·1 | 9·0 | SaoJoão daBarra<br>Brazilian<br>4*BHCem* | T.3Cy.13½",22"&36"–24"<br>70HP<br>Westgrth,English&C.Mdb<br>*WB=FPT*26*tAPT*26*t* |
| 260<br>HMTL | **Sao Lourenço** | —<br>—<br>90 | | | | | ................. | Cia.Nacional de Nav.aVap. | ........ | ........ | ........ | Desterro<br>Brazilian | |
| 261<br>HMVF | **Sao Miguel** | —<br>—<br>53 | | | | | ................. | M.J.P.Guimaraes | ........ | ........ | ........ | Para<br>Brazilian | |
| 262 | **Sao Pedro** IronPad | 314<br>—<br>197 | | | | 1867 | T.Wingate &Co.<br>Glasgow | J.Proudfoot | 155·0 | 21·0 | 12·3 | RioGrande<br>Brazilian | 86HP |
| 263<br>RJVN | — SteelTwinScTug<br>*Erichsen*93–93 | 125<br>110<br>46 | | | | 1893 | Schiffs& Maschin.Act Ges.<br>Hamburg | Hamburg-Süd-amerik.Dampf-schifffahrtsGes. | 85·0 | 19·0 | 9·7 | Hamburg<br>German | C.4Cy.11"&20"–13"<br>Schiffs&Mas.Act.Ges,Ham |
| 264<br>HMVW | **Sao Salvador** | —<br>—<br>228 | | | | | ................. | Cia.deNav.àVapor deBahia | ........ | ........ | ........ | Bahia<br>Brazilian | |
| 265 | **Sao Sebastião** IronScK<br>*J.F.DaSilva*90–90 (*ex*WestwardHo)<br>1*Dk* | 111<br>104<br>22 | ✠100A–<br>*StmTrawler*<br>8,90 | Shl<br>✠LMC8,90 | | 1890<br>8mo | JTEltring-ham&Co.<br>S.Shields | Cia.Nacionalde Pescarias | 93·0<br>BK6" | 18·6 | 10·1 | R.Janeiro<br>Brazilian<br>3*BHCem* | C.2Cy.16"&32"–22" (*r*)<br>100lb 42HP<br>1SB,2*pf*,GS28,HS719<br>Baird&Barnsley,N.Shields |

Now named "Oriente," See No. 17 in Supplement

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 266<br>HGWD | **Sao Thomé** IronSc<br>~~Jesus~~ ssLiv.No.2–91<br>~~Manizes –94~~ 1*Dk*&*Spardk*(*Irn*)3*trB*<br>*B.Manizes* –94 | 2255<br>2239<br>1456 | ✠100A1<br>*Spar dk*<br>~~5,94 12,93 9,94~~<br>3,95 ~~BS6,98~~ 6,94 | Liv<br>LA&CP<br>~~Cff~~<br>✠LMC6,91 | *t* | 1883<br>6mo | Earle'sCo. (Lim.)<br>Hull | EmprezaNacional deNav.aVapor | 310·2<br>BK10"<br>*WB=DBf*88'190*t* | 37·1 | 26·0 | Lisbon<br>Portuguese<br>6*BHCem*<br>*MT*34'250*t* | C.2Cy.40"&74"–48" (*s*)<br>80lb 40*lb* 250HP<br>2DB,8*pf*,GS146<br>Earle'sCo.(Lim.),Hull |
| 267<br>94392<br>KRSF | **Sapphire** IronScSr<br>~~H.Summers –93~~ *R.Ellis* -94<br>ssSws.No.3–4,93<br>1*Dk*(*Irn*)&*Webframes*&*ptAwng dk* | 2127<br>1642<br>1389 | ✠100A1<br>*ptAwng dk withfreeboard*<br>5,95 ~~9,93~~ | Lon<br>LA&CP<br>~~Cff~~ Ant<br>✠LMC4,93 | *s* | 1888<br>5mo<br>BS7,94 | Richardson Duck&Co.<br>Stockton | Christie&Co.<br>– | 277·0<br>BK7½"<br>*WB=Cell* | 37·4 | 18·6 | London<br>British<br>4*BHCem*<br>*DB*184'431*t* | T.3Cy.21½",36"&58"–36" (*o*)<br>160lb 75*lb*NDB93 200HP<br>~~1B,GS51~~ 2SB,GS51<br>T.Richardson&Sons,Hpl. |
| 268<br>78681<br>RMKV | — IronScSr<br>*L.A.Johnson* –91 ssGot.No.3–2,91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 862<br>659<br>560 | ✠100A1<br>12,93<br>BS~~5,93~~ 10,94 | Dun<br>A&CP<br>LMC2,91 | *l* | 1878<br>5mo | RThompsn jun.<br>Sunderland | DundeeGemLine S.S.Co.(Lim.) (P.M.Duncan& Son,*Mgrs.*) | 201·0<br>Q68'B44'F18'<br>drp92 BK7½"<br>*WB=DBa*46'*f*46' | 28·4 | 15·3 | Dundee<br>British<br>5*BHCem*<br>139*tAPT*10*t* | C.2Cy.27"&47"–30" (*i*)<br>64lb 40*lb* 90HP<br>1B,GS51<br>N.E.MarineCo.(Lim.),Sld. |
| 269<br>85872 | — IronSc3MstSr<br>*D.McCallum* –92 ssBwg.No.3–7,91<br>1*Dk*(*ptIrn*)<br>ssBwg.No.1-95 | 384<br>281<br>165 | ✠100A1<br>1,95 ~~9,92~~<br>~~BS8,94~~ | Gls<br>LA&CP<br>✠LMC9,92<br>Bwg | *g* | 1881<br>11mo<br>1,95 | J.Fullerton &Co.<br>Paisley | W.Robertson | 160·0<br>Q85'B7'F25'<br>~~drp92~~ BK6"<br>*WB=FPT* | 23·2 | 10·9 | Glasgow<br>British<br>3*BHCem*<br>33*t* ~~*APT*16*t*~~ | C.2Cy.20"&36"–24" (*b*)<br>70lb 50*lb* 56HP<br>1SB,2*pf*,GS32<br>W.King&Co.,Glasgow |
| 270<br>98758 | — IronScYl<br>*J.Gant*91–91<br>1*Dk* | 155<br>142<br>57 | ✠100A1<br>*StmTrawler*<br>~~9,91~~ 4,95 | Gls<br>LA&CP<br>✠LMC9,91<br>Hul | | 1891<br>9mo | Mackie& Thomson<br>Glasgow | KingstonSteam TrawlingCo.(Lim) | 100·5<br>Q19'F19'<br>BK7½" | 20·5 | 10·7 | Hull<br>British<br>3*BHCem* | C.2Cy.16"&32"–22" (*s*)<br>110lb 45HP<br>1SB,2*pf*,GS37<br>Muir&Houston,Glasgow |
| 271<br>47935<br>VPQM | **Sappho** IronSc3MstSr<br>*C.Cramp* –93 5thSurvey82<br>1*Dk*(*Irn*)2*trB* | 1113<br>1102<br>722 | ✠<br>6,87 | Lon | Lv | 1864<br>9mo | C&WEarle<br>Hull | T.WilsonSons&Co. (Lim.) | 234·1<br>FK | 30·6 | 19·9 | Hull<br>British<br>5*BH* | C.2Cy.26"&50"–33"<br>NE&B81 98HP<br>Amos&Smith,Hull<br>*WB=CellDB* |
| 272<br>93754<br>KPNQ | — IronScSr<br>*O.Wahl* | 532<br>433<br>328 | | | | 1887<br>10mo | Scott&Co.<br>Greenock | StraitsS.S.Co. (Lim.) | 190·0<br>P31' F26' | 30·6 | 11·6 | Singapore<br>British | C.2Cy.19½"&38"–30"<br>90HP<br>Scott&Co.,Greenock |
| 273<br>116098<br>KDJF | — WoodSc<br>*E.P.Dickson* –90<br>1*Dk* | 276<br>193<br>138 | | | | 1886 | NEngland S.B.Co.<br>Bath,Me. | MaineCentral R.R. Co. | 149·8 | 28·8 | 9·5 | Mt.Desert<br>Utd.States | T.3Cy.15",24"&37½"–30" |
| 274<br>68098<br>MVKC | **Saragossa** IronScBg<br>*T.Roberts* –92 | 2166<br>1319<br>1391 | | | | 1874 | J.&G. Thomson<br>Glasgow | CunardSteamShip Co.(Lim.) | 316·3<br>P172*t* F79*t* | 35·3 | 17·7 | Glasgow<br>British | C.2Cy.40"&71"–45"<br>300HP<br>J.&G.Thomson,Glasgow |
| 275<br>96155<br>LHVK | — SteelScSr<br>~~W.S.Moore –93~~ ssAnt.No.1–94<br>*Well deck* *Dyett* 1*Dk*(*Irn*)&*Webframes* | 1790<br>1336<br>1145 | ✠100A1<br>~~6,91 1,94 8,94~~<br>3,95 | Ant<br>LA&CP<br>✠LMC1,94<br>Cff | *q* | 1889<br>9mo | W.Dobson &Co.<br>Newcastle | H.Scholefield&Son | 265·0<br>P29'Q64'B118'<br>F29' FK<br>drp94 *WB=Cell* | 37·1 | 16·1 | Newcastle<br>British<br>4*BHCem*<br>*DB*218'343*t* | T.3Cy.20",33"&54"–39" (*s*)<br>150lb 170HP<br>2SB,6*pf*,GS102<br>Alley&Maclellan,Glasgow |
| 276<br>82679<br>WKBL | **Sarah** IronScSr<br>*W.H.Trowsdale*86–91 ~~ssShl.No.2–91~~<br>1*Dk*(*Irn*)2*trB*<br>ssShl.No.3–4,95 | 1509<br>1222<br>969 | ✠100A1<br>4,95 ~~10,93~~<br>~~BS10,93~~ | Brs<br>LA&CP<br>✠LMC3,91<br>Shl | *p* | 1882<br>5mo<br>4,95 | J Readhead &Co.<br>SouthShields | R.Harrowing | 248·8<br>BK9"<br>*WB=DBa* | 36·1 | 17·5 | Whitby<br>British<br>4*BHCem*<br>74'*f*100'371*t* | C.2Cy.29"&54"–36" (*i*)<br>80lb 55*lb* 180HP<br>1SB,4*pf*,GS61<br>J.Readhead&Co.,S.Shields |

| 1 Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 277 | **Sarah** | **IronScK** | 125<br>125<br>35 | | | | 1890 | Hepple& Co. N.Shields | **J.Smart** | 96·6 | 19·1 | 10·4 | **N.Shields** British | C.2Cy.16″&32″–22″ 50H Hepple&Co.,N.Shields | | |
| 278 | **Sarah Blanche** *K.Clugston* –91 *Well deck* | **IronScSr** 1*Dk*(*Irn*) | 255<br>185<br>99 | ✠100A1 3,94 | Liv A&CP ✠LMC9,91 | *d* | 1891<br>9mo | J Fullerton &Co. Paisley | **J.Sharp&Co.** | 130·0 Q48′ lrp91 | 21·1 B7′F23′ BK6″ | 9·7 3*BHCem* *WB* = *FPT*14*t* | **Douglas IM** British | C.2Cy.19″&36″–24″ (*s*) 90lb 55H 1SB,*2pf*,GS35 Ross&Duncan,Glasgow | 10 ″ 4<br>s 1 ″ 1 | |
| 279 | **Sarah Jolliffe** *O.Jones* –93 | **IronScK** 1*Dk* | 299<br>277<br>76 | | | | 1890 | J Readhead &Sons S.Shields | **W.&T.Jolliffe** (**J.Holme**, *Mgr.*) | 138·0 B61′ | 25·6 | 13·5 | **Liverpool** British | T.3Cy.17″,28″&48″–30″ 250H J Readhead&Sons S Shields | | BT till 2,95 |
| 280 | **Sarah Radcliffe** ~~*H.Hughes* –94~~ *Well deck* *J.Phillips*93-94 | **SteelScSr** *ss*Cff.No.1–94 1*Dk*(*Irn*)&*Web frames* | 2169<br>1680<br>1406 | ✠100A1 3,95 ~~3,94~~ | Lon A&CP ✠LMC1,94 **Npt** | *r* | 1889<br>6mo | Ropner& Son Stockton | **SarahRadcliffe S.S.Co.(Lim.) (E.Thomas, Radcliffe&Co.)** | 272·2 P27′Q78′B114′ F29′ *WB* = *CellDB*218′ | 38·8 BK9″ | 18·6 4*BHCem* 426*t* *APT*91*t* | **Cardiff** British | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *80lb* 160H 2SB,*4cf*,GS74 Blair&Co.(Lim.),Stockton | 21 ″ 11<br>s 1 ″ 11½ | D |
| 281 | **Sarah Smart** (*ex*Two Friends) | **WoodPadTug** 1*Dk* | 100<br>—<br>14 | | | | 1877 | Maxwell SouthShields | **GreekGovernment** | 96·3 | 18·4 | 9·7 | Greek | 1Cy.34½″–50″ 34H F.R.M.&J.Scott,N.Shields | | |
| 282 | **Saranac** | **SteelSc4MstSr** 2*Dks*3*trB* | 2669<br>—<br>1939 | | | | 1889 | Globe Iron Works Co. Cleveland,O. | **Lehigh Valley Transp.Co.** | 290·0 H— | 40·8 F36′ *WB* | 13·6 | **Buffalo NY** Utd.States | T.3Cy.24″,38″&61″–42″ GlobeIrnWksCo.,Clevelnd | | |
| 283 | **Saratoga** *C.P.Leighton* –89 | **IronScSr** 2*Dks*3*trB* | 2426<br>1692<br>1692 | | | | 1878 | J.Roach& Son Chester,Pa. | **New York&Cuba Mail S.S.Co.** | 298·0 | 38·6 | 13·5 22·5 | **New York** Utd.States | C.2Cy.40″&70″–54″ 325H J.Roach&Son,Chester,Pa. | | R |
| 284 | **Saratov** *O.Radloff* 84–91 *Electlight* | **SteelTwinSc3MstSr** 3*Dks*(2*Stl*–ws)4*trB* | 5309<br>4885<br>2788 | ✠100A1 12,91 | Nwc A&CP ✠LMC12,91 | *a*† | 1891<br>12mo | R&W Haw-thorn,Leslie &Co.(Lim.) Newcastle | **Russian Volunteer Fleet Association** | 439·0 P41′B52′F76′ | 50·0 BK12″ | 32·1 8*BHCem* *WB* = *CellDB*332′670*t* | **Odessa** Russian | T.6Cy.34″,54″&85″–51″ (*s*) 160lb *160lb* 938H 5DB,*30rf*,GS585,HS15395 Hwthrn,Lslie&C(L.),Nwc. | 35 ″ 0 | |
| 285 | **Sard** *D.Johnston* *Well deck* | **Steel&IronSc3MstSr** *ss*Bwg.No.1–93 1*Dk*(*pt Irn*) *Irn framing&Stl plating* | 480<br>334<br>173 | ✠100A1 6,93 | Bwg A&CP ✠LMC6,93 | *h* | 1889<br>12mo | Scott&Co. Bowling | **W.Robertson** | 165·2 Q81′B10′F27′ drp90&93 | 26·1 BK7½″ | 10·9 3*BHCem* *WB* = *FPT*48*t* | **Glasgow** British | T.3Cy.13″,21½″&34″–27″ (*s*) 160lb *50lb* 60H 1SB,*3pf*,GS49 Muir&Houston,Glasgow | 12 ″ 2<br>s ″ 9½ | D |
| 286 | **Sardegna** *D.Chirico* | **IronScSr** 2*Dks* | 436<br>369<br>237 | | | | 1854 | Graham& Co. Chester | **Navigazione Generale Italiana** | 192·2 Q32*t* | 23·3 H34*t* | 13·8 | **Palermo** Italian | C.2Cy.23½″&43″–30″ 150H G.Ansaldo&CoSampierdar | | |
| 287 | **Sardinian** *R.P.Moore* –94 | **IronScBk** | 4405<br>4324<br>2517 | | | | 1875 | R.Steele& Co. Greenock | **J.&A.Allan** | 400·0 | 42·3 | 34·6 | **Glasgow** British | C.2Cy.60″&104″–48″ 600H R.Steele&Co.,Greenock | | BT till ~~10,94~~ 10,95 |
| 288 | — *R.Palmer* –93 | **IronSc3MstSr** | 556<br>520<br>349 | | | … | 1855 | Palmer Brs &Co. Newcastle | **N.Wood&Co.** | 169·5 Q48′ | 26·4 B5′ | 15·9 F16′ | **London** British | C.2Cy.22½″&42″–30″ NE&B74 70H G.Clark,Sunderland | 16 ″ 8<br>s 2 ″ 11½ | |
| 289 | **Sardinian Prince** *J.Chambers*93–93 *ss*Nwc.No.3–5,93 (*ex*Brookfield) | **IronScSr** 2*Dks*(1*Irn*)3*trB* | 2405<br>2320<br>1570 | ✠100A1 3,95 ~~5,93~~ BS5,95 | Nwc A&CP ✠LMC5,93 | *t* | 1882<br>9mo | C.S.Swan &Hunter Newcastle | **J.Knott** | 317·0 P60*t*F24*t* | 38·0 BK10″ | 24·7 5*BHCem* *WB* = *Cell DB*268′372*t* | **Newcastle** British | C.2Cy.38″&71″–48″ (*b*) 85lb *45lb* 275H 2DB,*8pf*,GS119 Blair&Co.(Lim.)Stockton | 27 ″ 2<br>s 5 ″ 2 | |
| 290 | **Sardius** | **IronScK** 1*Dk* | 184<br>166<br>85 | ✠100A1 *Well fishing vessel* 6,92 | Hul LA&CP ✠LMC6,92 | | 1892<br>6mo | Earle's S.B. &E.Co. (Lim.) Hull | **Kingston Steam Trawling Co. (Lim.)** | 110·3 Q44′F20′ | 20·5 BK7½″ | 11·5 3*BHCem* | **Hull** British | T.3Cy.12¾″,20″&32″–22″ (*s*) 160lb 55H 1SB,*2pf*,GS29,HS800. Earle's S.B.&E.C.(L.),Hull | 12 ″ 0 | |
| 291 | **Sargasso** *W.H.Hinds* –93 *ss*Lon.No.2–92 | **IronScSr** 2*Dks*(1*Irn*) | 1441<br>1309<br>927 | ✠100A1 5,94 BS2,94 | Lon LA&CP ✠LMC12,91 | *r* | 1883<br>5mo | J.&G. Thomson Glasgow | **Sargasso S.S.Co. (Lim.) (Scruttons &Co.)** | 275·0 P38′B52′F32′ | 33·1 FK | 19·0 4*BHCem* *WB* = *APT*33*t* | **London** British | C.2Cy.28½″&56″–36″ (*s*) 90lb 120H 1DB,*6pf*,GS95 J.&G.Thomson,Glasgow | 20 ″ 6<br>s 3 ″ 5 | |
| 292 | **Sargo** *G.Terrarossa* –89 | **SteelSc** | 133<br>—<br>84 | | | | 1889 | E.Cravero &Co. Genoa | **C.Gianellis** | 104·9 | 18·4 | 9·7 | **Bns.Ayres** Argentine | C.2Cy.40″&80″–50″ 97H E.Cravero&Co.,Genoa | | |
| 293 | **Sarita** *G.Villa* –93 | **SteelScSr** 1*Dk* | 696<br>—<br>438 | | | | 1893 | G.Ansaldo &Co. Sestri P'nente | **S.Pinasco** | 220·0 B90*t*Q47*t*H11*t*F20*t* | 32·2 | 11·0 | **Genoa** Italian | T.3Cy.15½″,23½″&39½″–19¾″ 120H G.Ansaldo&CoSampierdar | | I |
| 294 | **Sarmatia** *R.Verrill*90–90 | **SteelScSr** *ss*Cff.No.1–93 1*Dk*(*Irn*)*pt Awngdk*(*Irn*) &*Web frames*(*Irn*) | 2065<br>1577<br>1319 | ✠100A1 *pt Awng dk with freeboard* 3,95 ~~12,93~~ | Cff A&CP ✠LMC12,93 | *s* | 1889<br>10mo | W.Doxford &Sons Sunderland | **International Line S.S.Co. (Lim.) (C.Marwood** *Mgr.*) | 280·0 P29′Q70′ *pt Awng dk*181′ FK = *Cell DB*152′438*t* *WB* | 38·3 | 18·3 4*BHCem* *APT*21*t* | **Whitby** British | T.3Cy.19¾″,35″&57″–39″ (*s*) 160lb *80lb* 180H 2SB,*6cf*,GS60,HS2754 W.Doxford&Sons,Sld. | 21 ″ 0<br>s 8 ″ 6 | D |
| 295 | **Sarmatian** *J.M.Johnston* –91 | **IronScBk** | 3920<br>2041<br>2485 | | | | 1871 | R.Steele& Co. Greenock | **J.&A.Allan** | 370·9 | 42·2 | 35·6 | **Glasgow** British | T.3Cy.25″,42″&68½″–48″ (*s*) NE&B90 NDB90 360H J.Howden&Co.,Glasgow | | BT till ~~4,95~~ 4,96 |
| 296 | **Sarmiento** *G.E.P.Cook* –93 | **SteelScSr** 2*Dks*3*trB* | 3603<br>2356<br>2332 | | | | 1893 | Harland& Wolff(Lim.) Belfast | **Pacific Steam Nav. Co.** | 361·0 P40′ | 43·2 B96′ | 19·5 F42′ | **Liverpool** British *WB* | T.3Cy.24″,39½″&66″–48″ 353H Harland&Wolff(Lim.),Bel | | |
| 297 | **Sarnia** *W.P.Couch* –91 *ss*Liv.No.2–91 | **IronScBn** 3*Dks*(*UIrn*–ws)&*Awngdk* | 3694<br>2649<br>2400 | ✠100A1 *Awng dk load line* 24*ft* 3,94 | Liv LA&CP ✠LMC3,94 | *w* | 1882<br>6mo | C.Connell &Co. Glasgow | **Mississippi&Dominion S.S.Co.** ~~(Flinn Main&Montgomery, *Mgrs.*)~~ | 360·7 B134′F46′ | 40·3 BK11″ | 24·9 32·5 6*BHCem* | **Liverpool** British | C.2Cy.48″&87″–54″ (*j*) 80lb *50lb* 500H 3DB,*16pf*,GS285 J.&J.Thomson,Glasgow | | BT till ~~0,94~~ 3,95 |
| 298 | ~~**Sarpedon** *P.B.Heath* 2*Dks*~~ *Now named "Tamahime Maru," No. 33 in Supplement* | **IronScSr** | 2036<br>1864<br>1571 | | | | 1877 | A.Leslie& Co. Newcastle | ~~**Nederl.Stoom. Maats."Oceaan"** Joana S.S.Co.~~ | 310·0 | 34·2 | 25·3 | ~~**Amsterdam** Dutch~~ British ~~Liverpool~~ Japanese | C.2Cy.27″&58″–45″ 250H R.Stephenson&Son,Nwc. | | D BT till 5,95 |
| 299 | **Satellite** *D.M.Ogg*88–90 | **SteelTwinScSr** 2*Dks*(*UptStl*–ws) | 1412<br>1347<br>892 | ✠100A1 9,90 | Cly A&CP ✠LMC9,90 | *p* | 1890<br>9mo | Blackwood &Gordon P.Glasgow | **Companhia Estrada sde Ferro e Navègaçao do Norte do Brazil** | 259·7 B58′ | 34·0 FK | 18·5 4*BHAsp* *Tank*58′76*t* | **R.Janeiro** Brazilian | T.6Cy.15½″,25″&40″–27″ (*s*) 160lb *80lb* 200H 1DB,*6rf*,GS110,HS3230 Blackwood&Gordon,P.Gl. | 19 ″ 8<br>s 3 ″ 6½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Grément, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné pour lequel expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Corps ou Quille. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **300** 91933 | **Satellite** | **SteelTwinScSr** 1*Dk2trB* | 242 239 72 | ✠ 5,86 | Grk LA&CP | | 1886 4mo | David J. Dunlop&Co. Pt.Glasgow | **Hon.Corporationof TrinityHouse** | 141·2 | 22·1 | 11·4 | **London** British | T.6Cy.10½″,16″&26″–22″ 70H 5*BHCem* DavidJ.Dunlop&Co.P.Gl. | 12 × |
| **301** 23924 NTPV | — | **IronPad** | 157 — 82 | | | | 1848 | R.Napier Glasgow | **CunardSteamShip Co.(Lim.)** | 108·5 | 18·8 | 9·7 | **Glasgow** British | L.1Cy.50″–42″ NB76 80H R.Napier,Glasgow | |
| **302** 99865 | **Satrunji** *F.Ahmed* –93 *Elec.light* | **SteelScSr** 1*Dk&Spar dk* (*pt Stl–ws*)&*deep framing* | 1192 1098 547 | ✠100A1 *Spar dk withfreeboard* 12,92 ✠LMC11,92 | Trn LA&CP | *n* | 1892 12mo | AilsaS.B. Co. Troon | **BombayS.N.Co. (Shepherd&Co., *Mgrs.*)** | 227·0 | 32·8 | 13·5 20·8 BK8″ *WB=FPT* | **Glasgow** British | T.3Cy.20″,33″&55″–33″ (*s*) 200lb 234H 6*BHCem* 2DB,*12f*,GS206,HS4414 28*t APT*39*t* | 14 × 5 × |
| **303** 1070 HGNS | **Satsuki Maru** *Matsuda Yoshimotsu* (*ex* Fukuzawa Maru, No.10) | **Wood—Sr** | 140 61 87 | | | | 1888 | Fukuzawa Tatsuzo Tokio | **NotoZenkichi** | 92·4 | 13·6 | 6·9 | **Nügata** Japanese | 1Cy. 14H | |
| **304** 887 HFSN | **Satsuma Maru** *F.L.Sommer* ss Yka.No.2–93 *Elec.light* 2*Dks*(*UStl–ws*)&*Spar dk* | **SteelScSr** | 1866 1195 1157 | ✠100A1 *Spar dk* 2,95 ~~4,94~~ BS~~4,94~~ 2,95 ✠LMC1,93 Yka | Nag LA&CP | *r* | 1884 5mo | Napier, Shanks&Bell Glasgow | **NipponYusen Kaisha** *WB=Cell DB*184′252*t FPT* | 265·5 | 35·7 | 18·4 26·0 BK9½″ 5*BHCem* 32*t APT*47*t* | **Tokio** Japanese | C.2Cy.36″&68″–44″ (*a*) 90lb *50lb* 250H 2DB,*8pf*,GS152 J.Howden&Co.,Glasgow | 21 × 7 × |
| **305** 116361 KHPS | **Saturn** *J.M.Lewis* | **IronScSr** 1*Dk2trB* | 2268 — 1817 | | | | 1890 | Harlan& Hllngwrth Co Wilmgtn,Del | **BostonTowboat Co.** | 275·0 | 40·0 | 26·2 | **Bostn, Mas** Utd.States *WB* | T.3Cy.24″,38″&61″–48″ Harlan&Hollingsworth Co. Wilmington,Del. | |
| **306** QFMG | — *P.Hinrichs*91–91 | **SteelScSr** 1*Dk* | 478 338 346 | | | | 1891 | H.Koch Lübeck | **Dampfschifffahrts Ges.“Neptun”** | 159·2 Q40′ | 23·8 B36′ | 11·0 F21′ | **Bremen** German | C.2Cy.17$\frac{11}{16}$″&32$\frac{11}{16}$″–22$\frac{1}{16}$″ Maschinenfabrik Buckau, *WB* Magdeburg | |
| **307** LKWN | — *V.Petersen*93–93 *Elec.light* | **IronScSr** 1*Dk* | 345 266 268 | | | | 1883 | Möller& Holberg Stettin | **Flensburg-Stettiner Dampfschifffahrts Ges.** | 134·8 Q29*t* | 23·2 B33*t* | 11·6 F17*t* | **Flensburg** German | C.2Cy.17¾″&30¾″–20½″ 50H Möller&Holberg,Stettin *WB* | |
| **308** QFNC | — *P.Heeren* –92 | **IronScTrawler** 1*Dk* | 156 153 70 | | | | 1891 | F.W. Wencke Bremerhaven | **G.Ihlder, junr.** | 104·0 | 21·0 | 11·0 | **Bremrhvn** German | C.2Cy.17¾″&30¾″–21½″ 70H H.Paucksch,Landsberg | |
| **309** QFTH | — | **IronSc** 1*Dk* | 125 111 58 | | | | 1893 | G.Seebeck Geestemünde | **Norddeutscher Lloyd** | 96·3 | 18·3 | 10·9 | **Bremen** German | C.2Cy.17¾″&32¾″–22″ G.Seebeck,Geestemünde | |
| **310** JRBK | **Saturnina** *F.Bengoa* | **IronScBg** ss Liv.No.2–92 2*Dks*(*Irn*)*3trB* | 2808 2532 1826 | ✠100A1 12,94 ~~1,94~~ BS~~10,03~~ 12,94 ✠LMC9,92 | Liv A&CP | *v* | 1884 5mo | Doxford& Sons Sunderland | **Larrinaga&Co.** *WB=DBa* 78′ 130*t MDT*42′450*t* | 340·0 P41′B80′F42′ | 37·0 | 25·9 BK11″ 5*BHCem* | **Bilbao** Spanish | C.2Cy.38″&71″–48″ (*a*) 80lb *50lb* 275H 2DB,*12pf*,GS188,HS5115 W.Doxford&Sons,Sld. | 27 × 2 |
| **311** 17 HRDT | **Saturno** | **IronScSr** 2*Dks* | 1812 — 1113 | | | | 1868 | W.Denny &Bros. Dumbarton | **LloydAustriaco** | 274·5 | 34·0 | 26·0 | **Trieste** Aust.-Hung. | C.4Cy.29½″&54″–36″ 400H Denny&Co.,Dumbarton | |
| **312** | — *Elec.light* | **SteelPad** | 1649 874 921 | | | | 1884 | A&J Inglis Glasgow | **LaPlatenseFlotillaCo.(Lim.)** | 286·1 P73′ | 34·2 F83′ | 12·1 | **Bns.Ayres** Argentine | C.2.Cy.36″&66″–120″ 400H A.&J.Inglis,Glasgow | |
| **313** PRTV | **Saturnus** *DeJongJzn*84–88 *Well deck* | **SteelScSr** 2*Dks* | 957 816 651 | | | ... | 1883 8mo | Maats de Maas(Lim.) Delfshaven | **Koninkl.Nederl. Stoomb.Maats.** | 209·9 Q67′ | 30·6 B47′ | 15·1 F22′ | **Amstrdam** Dutch *WB* | C.2Cy.27″&50″–36″ 107H Maats de Maas, Delfshaven | |
| **314** | — *Elec.light* | **SteelScSr** 1*Dk&Awngdk* | 913 856 566 | ✠100A1 *Awng dk withfreeboard* 3,95 ~~6,03~~ ✠LMC~~6,03~~ 1,94 | Lth LA&CP Man | *k* | 1893 6mo | J.Scott& Co. Kinghorn | **Macleod&Co.** *WB=Cell DB* 152′ 158*t* | 198·0 | 29·2 | 11.8 19·1 BK7 4*BHCem* | **Manila** Spanish | T.3Cy.19″,31″&51″–36″ (*s*) 160lb *90lb* 250H 1SB,*4pf*,GS84,HS2454 FD J.Scott&Co.,Kinghorn *FPT*10*t* | 14 × 8 × |
| **315** JQSK | — *E.Baardsen* | **IronScSr** 1*Dk* | 572 381 425 | | | | 1874 | ..... Malmö | **DetBergenske Dampskibsselskab** | 155·5 Q30*t* | 26·7 B140*t* | 12·9 H5*t* F16*t* | **Bergen** Norwegian | C.2Cy.20″&40″–24″ 60H | |
| **316** 84292 | **Savitri** | **IronScSr** 1*Dk* | 227 188 72 | | | | 1880 | Dobson& Charles Grangemth | **BombayStm.Nav. Co. (Shepherd&Co., *Mgrs.*)** | 149·2 F15*t* | 26·1 | 8·2 | **Bombay** British | T.3Cy.11″,22″&34″ 45H Dunsmuir&Jackson,Gls. | |
| **317** 84925 WBGL | **Savona** *J.W.Currie* –94 ss Lth.No.3–3,93 | **SteelSc3MstSr** 2*Dks*(1*Irn*) | 1157 1083 726 | ✠100A1 4,95 ~~4,94~~ ~~2,95~~ BS~~4,04~~ 4,95 ✠LMC~~3,98~~ | Lth LA&CP | *o* | 1881 6mo | R.Steele& Co. Greenock | **Lth.Hull&Ham. S.P.Co. (J.Currie&Co., *Mgrs.*)** | 248·5 P19′F29′ | 33·2 | 17·0 BK8½″ *WB=MT*34′350*t* | **Leith** British | C.2Cy.30″&52″–36″ (*a*) 60lb *55lb* NDB90 120H 1SB,*3cf*,GS60 R.Steele&Co.,Greenock | 18 × 3 × |
| **318** NPRF | **Saxo** *C.Hoffmeyer*81–82 | **IronScSr** 1*Dk* | 157 123 103 | | | | 1866 | Burmeister &Wain Copenhagen | **ForenedeDampskbsSelskab** | 129·6 Q14*t* | 18·4 B5*t* | 9·4 F11*t* | **Kolding** Danish | C.4Cy.15″&30″–20″ 50H Burmeister&Wain,Cpn. | |
| **319** 116376 | **Saxon** | **SteelSc** 2*Dks* | 2348 — 1875 | | | | 1890 | GlobeIron WorksCo. Cleveland,O. | **MenomineeTransit Co. ((L.C.Hanna)** | 296·2 | 40·4 | 21·0 *WB* | **Cleveland, Ohio** Utd.States | T.3Cy.24″,38″&61″–42″ GlobeIrnWksCo.,Clevelnd | |
| **320** 82672 WFJR | — *W.Storm*89–89 *Well deck* | **IronScSr** ss ~~Npt.No.2–90~~ 1*Dk2trB* ss Cff.No.3-7,94 | 1613 1318 1032 | ✠100A1 2,95 ~~3,94~~ ~~7,94~~ BS8,93 ✠LMC~~3,00~~ 7,94 Cff Sld | Bry A&CP | *q* | 1881 11mo | T Turnbull &Son Whitby | **RobinsonBros.** | 264·0 P26′Q74′ | 34·6 B60′F35′ | 18·0 BK9″ *WB=DBa* | **Whitby** British | C.2Cy.32″&60″–39″ (*i*) 80lb ~~45lb~~ ~~55lb~~ *90lb* 140H 2SB,*6pf*,GS70 NDB95 76′*f* 101′328*t* | 19 × 6 × 2 × 2 |
| **321** 22262 HQTC | — *S.G.Sherman*72–90 | **WoodScSr** 3*Dks* | 1293 — 933 | | | | 1861 | ..... Philadelphia | **Boston&PhiladelphiaS.S.Co.** | 225·0 | 34·0 | 18·0 25·5 | **Boston** Utd.States | 1Cy.60″–44″ 250H Neafie&Sons,Philadelphia | |

| 1 Mo. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xmired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressur —Horse Power. Maker's Name. | 14 Moulded depth. Freeboard (amidships) ft. in. | 15 Other Registers in which classed. Details of Boiler made Pass Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 322 94868 KQBC | **Saxon** *H.C.Reynell* –92 | **IronScSr** *ss*C.Tn.No.1–91 2*Dks* | 462 449 271 | ✠100A1 12,91 BS9,95 | CTn A&CP | *h* ✠LMC10,93 | 1887 12mo | Oswald, Mrdnt&Co. Southampton | UnionS.S.Co. (Lim.) *WB=D* | 145·7\|24·7\|16·6 B14′F24′ BK7″ *BuE&B24′32t FPT* | S'thamptn British | T.3Cy.14″,23″&38″–27″ (*s*) 160lb *70lb* 75H 1SB,*2cf*,GS45 Oswald,Mordnt.&Co.,Sou. | | |
| 323 — 894 EDMP | | **IronScSr** | 395 390 335 | | | … | 1854 | Samuda Bros. London | Bremer,Bennett& Bremer | 167·0\|24·6\|15·6 | London British | C.2Cy.16″&30″–16″ NE&B84 40H J.Stewart&Son,London | | |
| 324 — TBDS | | **WoodScSr** 1*Dk* | 181 181 123 | | | | 1873 | Fraser& George Kingston,Ont | F.Boulter | 119·6\|23·5\| 8·5 | Belvill, Ont. British | 2Cy.14″&16″–16″ 45H D.McKewen,Kingston,Ont | | |
| 325 95482 JLSH | **Saxon Briton** *G.E.Gibbs* –93 *Well deck* | **IronScSr** *ss*Cff.No.2–92 1*Dk*(*Irn*)2*trB* | 1337 1117 832 | ✠100A1 4,93 BS4,98 6,94 | Cff LA&CP | *p* ✠LMC3,92 | 1883 8mo | TyneI.S.B. Co. Newcastle | Gibbs&Lee *WB=DBa70′f104′&u E&B36′418t FPT* | 250·1\|35·0\|17·0 Q&B140′F29′ drp93 FK *5BHCem 22t APT18t* | Cardiff British | C.2Cy.30″&57″–39″ (*i*) 80lb ~~45lb~~ *80lb* NDB93 99H 1SB,*4pf*,GS70 Black,Hawthorn&Co.,Gts. | 18 ″ 0 s 2 ″ 0½ | |
| 326 72647 YLQW | **Saxon Prince** *J.L.Stagg*92–92 *Well deck* | **IronScSr** *ss*Liv.No.3–5,93 1*Dk*(*Irn*) | 832 706 530 | ✠100A1 7,94 ~~3,93~~ DS5,94 | Liv LA&CP Ant | *m* ✠LMC5,93 | 1881 3mo | C.S.Swan& Hunter Newcastle | J.Knott *WB=Cell DB178′253t* | 215·0\|30·7\|13·8 Q&B120′F23′ FK *4BHCem APT19t* | N.Shields British | C.2Cy.27″&50″–36″ (*i*) 80lb ~~40lb~~ *50lb* 99H 1SB,*3pf*,GS60 R.&W.Hawthorn,Nwc. | 16 ″ 6 s 1 ″ 9½ | |
| 327 RFQB | **Saxonia** *J.Fokkes*93–93 | **IronScBg** 2*Dks3trB* | 1746 1600 1264 | | | | 1879 | Caird&Co. Greenock | Hamburg-AmerikanischePacketf. Act.Ges. | 269·3\|33·8\|23·9 P45′ B23*t* F36′ | Hamburg German | C.2Cy.34″&62″–42″ 180H Caird&Co.,Greenock | | V |
| 328 98302 PWDR | — | **IronSc3MstSr** (*ex*Sirius) 1*Dk* | 358 330 243 | | | | 1856 | ..... Hull | Wm.Summerbell | 162·4\|24·3\|13·1 H27*t* | SydnyNSW British | 2Cy. 80H | | |
| 329 LCDS | **Say-yan** *Seif-Eddin*78– | **WoodPad** | — — 109 | | | | 1869 | Money Wigram London | Chirket-i-Hairie (Bosphorus SteamNav.Co.) | 150·0\|19·0\|10·0 | Constanpl Turkish | 2Cy. 70H Maudslay,Sons&Field,Lon. | | |
| 330 LCDS | **Sayn** *C.Mallgraf* | **IronScSr** *ss*Rot.No.3–5,86 *ss*Rot.No.~~1–80~~ 2–94 1*Dk2trB* | 1244 1169 918 | 90A1 8,94 ~~12,92~~ BS8,93 | Rot A&CP | *n* LMC7,~~90~~ 8,94 | 1874 4mo 7mo | Nordtsche ShffbauGesll Kiel | F.Krupp *WB=DBa&f* | 240·1\|32·2\|19·6 F25′ FK *5BH* | Kiel German | C.2Cy.28″&56″–36″ 65lb *65lb* 125H 2SB,*4f* Schweffel&Howaldt,Kiel | | D |
| 331 RHQK | **Scandia** *E.Kopff*88–89 *Elec.light* | **SteelScSr** 2*Dks&Spardk&4trL* | 4375 2778 2926 | | | | 1889 | "Vulcan" Act.Ges. Stettin | Hamburg-AmerikanischePacketf. Act.Ges. | 370·7\|44·3\|26·5 P46′ B120′ F60′ *WB* | Hamburg German | T.3Cy.33″,53″&84½″–55″ 700H VulcanAct.Ges.,Stettin | | V |
| 332 63733 JMFT | **Scandinavian** *H.Gunson* –93 | **IronScBk** | 3068 3040 1967 | | | | 1870 | R.Steele& Co. Greenock | J.&A.Allan | 338·7\|40·8\|18·1 33·0 | Glasgow British | C.2Cy.32″&65″–45″ NDB94 NB79 400H *Cmp*79J.Jack,Rollo&C,Liv | | BT till 10,94 |
| 333 | **Scandinavien** *C.J.Svendsen*93–93 (*ex*Yarm) *Well deck* | **IronScSr** *ss*Hpl.No.3–11,89 *ss*Hpl.No.1–93 1*Dk*(*Irn*)2*trB* | 1370 1121 882 | ✠100A1 11,94 ~~7,93~~ ✠NB5,95 | Hpl A&CP | *o* LMC3,93 ~~DS7,94~~ | 1877 7mo | W.Gray& Co.(Lim.) WHartlepool | C.J.Svendsen | 245·0\|32·1\|18·3 Q84′B122*t*F35′ BK8½ *WB=DBa65′f63′240t* | Chrstiania Norwegian | C.2Cy 26″ &54½″–33″ (*s*) 80lb ~~35lb~~ *75lb* NDB92 120H 1DB,~~gs48~~ *4pf*,GS50,HS1920 T.Richardson&Sons,Hpl. | 19 ″ 3 | D |
| 334 24 HFNW | **Scaramanga** ~~*Embiricos*92–93~~ *Well deck* *Boulgaris* | **IronScSr** *ss*Nwc.No.3–3,94 1*Dk*(*Irn*)2*trB* | 1591 1276 1031 | ✠100A1 1,95 ~~3,94~~ | Nwc LA&CP Cpl | *p* ✠LMC3,94 | 1882 3mo | C.S.Swan& Hunter Newcastle | P.P.Scaramanga (Galbraith,Pembroke&Co. *Mgrs*) *WB=DBa70′f46′220t* | 256·0\|35·0\|18·0 Q96′B52′F31′ BK9″ *5BHCem APT20t* | Andros Greek | C.2Cy.32″&62″–36″ (*s* 90lb *60lb* 150H 2SB,*4pf*,GS69 Wllsnd.SlipC.(Lim.),Nwc. | 19 ″ 3 | |
| 335 44919 Q | **Scarborough** | **IronPadSr** | 142 142 88 | | | | 1866 | Lewis& Stockwell London | Gainsbro'United SteamPacketCo. (Lim.) | 149·8\|18·0\| 7·4 | Grimsby British | O.2Cy.30″–34″ NB88 52H J.Penn&Sons,London | | BT till ~~11,94~~ 1,96 |
| 336 98826 NOVQ | **Scarsdale** *R.C.Appleton*93–93 | **SteelScSr** 1*Dk*(*Stl*) &*Webframes&ptAwngdk*(*Irn*) | 2589 1933 1657 | ✠100A1 *ptAwng dk withfreeboard* ~~8,94~~ ~~4,94~~ 3,95 | Cff LA&CP Shl | *s* ✠LMC7,98 | 1893 8mo | Richardsn Duck&Co. Stockton | ScarsdaleS.S.Co. (Lim.) (Lucas&Co.) | 297·0\|40·1\|19·1 P29′B92′ *ptAwngdk*176′ FK *WB=CellDB248′* | Bristol British | T.3Cy.22″,36″&59″–39″ (*s* 160lb *90lb* 200H 2SB,*6cf*,GS102,HS3300 Blair&Co.(Lim.),Stockton | 21 ″ 9 s 8 ″ 6 | |
| 337 98359 WPQC | **Scaw Fell** *J.Stanhope*86–83 | **IronScSr** *ss*Cff.No.2–91 2*Dks*(*Irn*)3*trB* | 2192 2044 1440 | ✠100A1 11,93 BS8,93 | Cff LA&CP | *s* LMC8,90 | 1882 9mo | Palmers' Co. Newcastle | ScawFellS.S.Co. (Lim.)(Gracie, Beazley&Co.) *WB=DBa90′f16′&u E&B38′270t* | 286·4\|37·5\|24·3 P28′B60′F33′ BK10″ *5BHCem APT10t* | Liverpool British | C.2Cy.36″&68″–45″ (*a*) 80lb *60lb* 260H 2SB,*6pf*,GS112 Palmers'Co.(Lim.),Nwc. | 26 ″ 1 s 4 ″ 6 | |
| 338 99599 | **Scawsby** *J.Higgins* –93 *Well deck* | **SteelScSr** 1*Dk*(*Irn*)&*Webframes* | 2341 1851 1471 | ✠100A1 12,94 ~~9,94~~ | Hul A&CP | *s* ✠LMC6,93 | 1893 6mo | S.P.Austin &Son Sunderland | DenabyMainColliery Co.(Lim.) *WB=Cell DB244′566t FPT* | 290·0\|41·0\|18·8 P17′Q98′B64′F33′ FK *6BHCem 84t APT38t* | Hull British | T.3Cy.22″,36″&59″–39″ (*s* 160lb *90lb* 190H 2SB,*6pf*,GS94,HS3324 G.Clark(Lim.),Sunderland | 21 ″ 7 s 2 ″ 4½ | |
| 339 68449 MDRN | **Sceptre** *R.H.Cory*77–89 | **IronSc3MstSr** *ss*Cff.No.3–4,86 *ss*Cff.No.1–90 2*Dks*(1*Irn*)3*trB* | 1664 1605 1049 | ✠90A1 5,93 ~~BS6,93~~ | Shl A&CP | *r* LMC9,~~90~~ 6,94 | 1873 6mo | Palmers' Co. Newcastle | HallBros. | 275·4\|33·0\|24·2 ptND&srp91 BK9″ *WB=DBaf&u E&B172′* | London British | C.2Cy.30½″&60″–30″ (*i*) 80lb NDB81 NB81 140H 2SB,*4pf*,GS80 *80lb* Palmers'Co.(Lim.),Nwc. | 25 ″ 8 s 4 ″ 11½ | |
| 340 MBSD | **Schaldis** ~~*Cassimon*~~ *Leyne* | **SteelSc3MstSr** 1*Dk*(*Irn*) | 304 247 166 | ✠100A1 1,95 ~~3,94~~ | Ant LA&CP | *e* ✠LMC12,92 | 1891 6mo | JTEltring-ham&Co. S.Shields | SchaldisS.S.Co. (DeClerck&van Hemelryck) | 140·3\|22·2\|10·4 Q46′B7′F16′ drp91 drp95 BK7″ *WB=FPT45t* | Antwerp Belgian | T.3Cy.10½″,17″&28″–21″ (*s*) 160lb *80lb* 35H 1SB,*2pf*,GS21,HS680 NE.MarineE.Co.(Lim)Sld. | 10″11 | |
| 341 QFKH | **Scharlachberger** ~~*F.Warkentin*92–93~~ *A.Meyer*94–94 | **SteelScSr** 1*Dk*(*Irn*)&*Spardk&Webframes* *ss*Ham.No.1–94 | 2902 2621 2143 | ✠100A1 *Spar dk* ~~3,94~~ ~~2,94~~ 12,94 | Ham A&CP | *u* ✠LMC~~8,90~~ 12,94 | 1890 8mo 12,94 | Sunderlnd S.B.Co. (Lim.) Sunderland | DeutscheDampf. schifffahrtsGes. "Hansa" *WB=CellD* | 323·0\|41·0\|18·6 B80′F35′ 26·0 BK8″ *6BHCem B256′442t* | Bremen German | T.3Cy.23½″,39″&64″–42″ (*s*) 160lb *100lb* 250H 2SB,*6f*,GS128 N.E.MarineCo.(Lim.),Sld. | 21 ″ 2 s 6 ″ 11 w 7 ″ 3 | G |
| 342 MBSF | **Schelde** *J.DeVries* –93 *Well deck* | **IronScSr** *ss*Ant.No.3–4,92 (*ex*Strelna) 1*Dk2trB* | 988 665 801 | 90A1 5,95 ~~3,94~~ MS3,92 | Ant | *m* BS6,93 ~~2,94~~ | 1864 8mo | J.Laing Sunderland | Burghardt-Benier | 202·6\|30·6\|14·3 P111′F27′ drp92&93ND92 FK *5BHCem* | Antwerp Belgian | C.4Cy.20″&36″–30″ (*i*) 75lb *50lb* NB85 90H 1SB,*3pf* *Cmp*.86J.deDecker,Ant. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Coque en Quille. Franc-bord en milliers de navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 343 PRVN | **Schiedam** IronScSr<br>*P.Brouwer*91–91 (*ex*SanMarcos)<br>2*Dks*&*Spardk* | 2745<br>2056<br>2085 | | | … | 1874 | AM'Millan &Son Dumbarton | **Nederl.Amerik. Stoomv.Maats.** | 301·0 | 39·3 | 23·2 | Rottrdam Dutch | C.2Cy.43″&76″–42″ 300H<br>J.&J.Thomson,Glasgow | |
| 344 95059 KRWP | **Schiehallion** SteelScSr<br>*A.Smith* –94 *ss*Liv.No.1–92<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1626<br>1236<br>1041 | ✠100A1<br>10,94 ~~3,93~~<br>BS6,94 ✠LMC2,92 Gls | Grk A&CP | *q* | 1888<br>5mo | Russell& Co. Pt.Glasgow | **G.Younger (Caw,Prentice, Clapperton& Co.,***Mgrs.***)** *W* | 255·8<br>Q100′B92′F31′ BK9″<br>*B*=*Cell DB*212′400*t* | 36·0<br>*A PT*42*t* | 16·8 | Glasgow British | T.3Cy.18″,30″&48″–36″ (*s*) 160lb *60lb* 120H<br>2SB,*4rf*,GS76<br>Kincaid&Co.(Lim.),Grk. | 19 × 3<br>s 1 × 7 |
| 345 LRCT | **Schleswig** IronScSr<br>*J.F.Jacobsen*83–93 2*Dks*&*Awngdk* | 1458<br>1366<br>946 | | | | 18 7/94 | Norddeut-cheSchiffb. Act.Ges. Kiel | **H.Diederichsen** | 250·0 | 33·1 | 17·1 | Kiel German | T.3Cy.19¾″,31½″&51½″–42″<br>Howaldtswerke,Kiel<br>*WB* | |
| 346 94131 | **Schnapper** IronScCtr<br>1*Dk* | 260<br>260<br>177 | | | | 1877 | J.Walker& Co. Maryborough | **Government of Queensland** | 135·3 | 23·1 | 10·3 | Brisbane British | C.2Cy.18″&33″–20″ 47H<br>J.Walker&Co.,Maryboro' | |
| 347 93670 KGFJ | **Scholar** SteelScBn<br>*J.Black* *ss*Liv.No.1–90 2–94<br>1*Dk*(*Stl*)&*Spardk*(*Stl*)&*Webframes* | 1587<br>1526<br>1027 | ✠100A1<br>*Spar dk*<br>~~3,91~~ ~~1,94~~ 3,95<br>~~BS3,93~~ ✠LMC7,90 | Liv LA&CP | *q* | 1886<br>5mo | R.Dixon& Co. Middlesbro' | **CharenteS.S.Co. (Lim.) (T.&J.Harrison,** *Mgrs.***)** | 250·2<br>B22′F33′ drp94 | 34·1<br>23·8<br>BK8″ | 15·1 | Liverpool British | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *75lb* 140H<br>2SB,*4cf*,GS66<br>Blair&Co.(Lim.),Stockton | 15 × 9<br>s 5 × 7 |
| 348 QFLC | **Schönburg** SteelScSr<br>*P.Diederichsen*89–91<br>1*Dk*(*Stl*)&*Webframes*&*Spardk* (*pt Stl–ws*) | 1846<br>1652<br>1291 | ✠100A1<br>*Spar dk*<br>11,90 ✠LMC12,90 | Ham LA&CP | *r* | 1890<br>11mo | Flensburgr Schiffsbau Gesell. Flensburg | **DeutcheDampf-schifffahrtsGes. "Hansa"** | 259·7<br>B60′F31′ BK8½″<br>*WB*=*Cell DB*216′312*t* | 37·0<br>21·6 | 17·3 | Bremen German | T.3Cy.22½″,35″&60″–42″ (*o*) 165lb 300H<br>2SB,*4rf*,GS79<br>Flens.Schiff.Ges.Flnsburg | 16 × 6 |
| 349 116526 | **Schuylkill** SteelScSr<br>2*Dks* | 2206<br>—<br>1820 | | | | 1892 | GlobeIron WorksCo. Cleveland,O. | **Erie&Western Transp.Co. (W.T.Evans)** | 274·8<br>F32′ H— | 40·4 | 13·3 | Erie,Pa Utd.States | T.3Cy.20″,32″&52″–42″<br>*WB* GlobeIrnWksCo.,Clevelnd | |
| 350 QDRC | **Schwalbe** IronScSr<br>*H.Schmitten* 1*Dk2trB*<br>*Now named "Lady Mitchell," See No. 20 in Supplement.* | 935<br>786<br>754 | | | | 1882 | J.C.Teck-lenborg Geestemünde | **Norddeutscher Lloyd** | 210·6<br>B46′ F19′ | 31·7 | 15·0 | Bremen German | C.2Cy.26″&47½″–31½″ 100H<br>*WB* F.Schichau,Elbing | |
| 351 QDTM | **Schwan** IronScSr<br>*U.Leuss* –91 2*Dks*&*Spardk* | 1232<br>1221<br>1011 | | | | 1884 | J.C.Teck-lenborg Geestemünde | **Norddeutscher Lloyd** | 225·0 | 29·9 | 23·3 | Bremen German | C.2Cy.26¾″&50½″–31½″ 120H<br>J.C.Tecklenborg,Gstmnde | |
| 352 JDSR | **Schweden** IronScSr<br>*F.Frentz*75–80 1*Dk2trB*<br>*Elec.light* | 529<br>—<br>401 | | | | 1880 | Act.Ges. "Vulcan" Stettin | **Stettin-Stockholmer Dampfsch.Ges (Herm.Hofrichter,** *Mgr.***)** | 170·6<br>P103′ F37′ | 24·3 | 13·7 | Stettin German | C.2Cy.21½″&39″–27½″ 70H<br>Act.Ges."Vulcan,"Stettin<br>*WB* | |
| 353 JVSF | **Schweigaard** IronScSr<br>*E.Jacobsen* 1*Dk*<br>*Well deck* | 586<br>412<br>427 | ✠<br>7,85<br>✠ | Bgn LA&CP | *h* | 1883<br>11mo | Bergens Mek.Vrk. Bergen | **W.Hansen** | 173·5<br>P92′ F31′<br>drp85 | 25·2 | 13·2 | Bergen Norwegian | C.2Cy.20½″&39″–27″ 60H<br>5*BHCem*<br>BergensMek.Vrk.,Bergen<br>*WB*=*DBf*40′60*t FPT*13*t APT*15*t* | |
| 354 60804 HVST | **Science** IronScSr<br>*W..l.Guy* –94 *ss*Ant.No.3–2,94<br>(*ex*Lys,*ex*VidalSala,*ex*RichardCobden)<br>1*Dk*&*Spardk*3*trB* | 1299<br>865<br>810 | ✠90A1<br>*Spar dk*<br>5,94<br>✠NB1,87 LMC2,94 | Ant A&CP | *o* | 1868<br>3mo | W.Pile& Co. Sunderland | **Westcott& Laurance** | 249·0<br>len71ND87 | 30·1<br>24·1<br>*WB*= | 17·3 | London British | C.2Cy.29″&54″–34″ (*s*) 65lb *80lb*NDB87 NE71 128H<br>2SB,*4pf*,GS66<br>MillwallDk.E.W.,London | 18 × 4<br>s 6 × 0 |
| 355 23 SGPC | **Scilla** IronScBn<br>*Fardella* 2*Dks* | 1228<br>1001<br>774 | ✠<br>12,66 | Cly A&CP | | 1866<br>11mo | Macnab& Co. Greenock | **Nav.Gen.Italiana** | 268·3<br>P127*t*<br>len80 | 30·4 | 18·2 | Palermo Italian | 4Cy.21″&52½″–36″ FD 204H<br>4*BH*<br>Macnab&Co.,Greenock | |
| 356 97665 LTFQ | **Scindia** SteelScSr<br>*F.S.Blight*80–90 2*Dks*<br>*Elec.light* | 4358<br>3712<br>2833 | | | | 1890 | D.&W. Henderson &Co. Glasgow | **HendersonBros.** | 375·0<br>P73′B96′H34*t* | 46·1 | 27·1<br>F46′ | Glasgow British | T.3Cy.26½″,44″&71″–60″ 440H<br>D&W.Henderson&Co.,Gls. | |
| 357 80461 SMKT | — IronSc3MstSr<br>*R.Phillips* –93 *ss*Cal.No.1–84<br>2*Dks*(*UIrn–ws*)3*dkrule* | 2680<br>2453<br>2030 | ✠<br>9,84 | Cal A&CP | *u* | 1879<br>4mo | W.Denny &Bros. Dumbarton | **BritishIndiaSteam Nav.Co.(Lim.)** | 310·2<br>P48′ F32′ | 39·1 | 24·9 | Glasgow British | C.2Cy.38″&68″–48″ 270H<br>5*BHCem*<br>Denny&Co.,Dumbarton<br>*WB*=*CellDB*250′439*t* | |
| 358 58796 WRPN | **Scoresby** IronScSr<br>*G.Logie*80–89 *ss*Cff.No.3–4,85<br>*Well deck* *ss*Sws.No.2–93<br>2*Dks* | 998<br>788<br>630 | ✠90A1<br>1,93 ~~3,94~~<br>BS3,94 | Sws A&CP | *n* | 1872<br>11mo | T Turnbull &Son Whitby | **G.Lennard** | 225·6<br>Q84′B48′F29′ drp94 | 30·0<br>BK8″<br>*WB*=*DBa* | 16·7 | Whitby British | C.2Cy.25½″&51½″–33″ (*i*) 65lb *75lb* NDB89 99H<br>1SB,*4f*<br>Blair&Co.(Lim.),Stockton | 17 × 5<br>s 1 × 11 |
| 359 94074 LMTV | **Scorpio** IronScK<br>*J.W.Smith*89–89 *ss*Gms.No.1–92<br>*Trawler* 1*Dk* | 145<br>137<br>91 | ✠100A— *Trawler*<br>2,95 ~~3,98~~<br>~~BS3,94~~ ✠LMC2,92 | Hul Gms | *b* | 1887<br>11mo | Earle'sS.B. Co.(Lim.) Hull | **Grimsby&North SeaStm.Trawl-ingCo.(Lim.)** | 101·6<br>Q17′F22′ | 20·5<br>BK7½″ | 10·6 | Grimsby British | T.3Cy.11½″,17″&30″–18″ (*o*) 150lb 44H<br>1SB,*2pf*,GS20,HS605<br>Earle'sS.B. Co.(Lim.),Hull | 11 × 7 |
| 360 98764 | **Scorpion** IronScYl<br>*J.Fairbrass* -91 1*Dk* | 155<br>142<br>57 | ✠100A1<br>*Stm Trawler*<br>10,94 ~~9,91~~ | Gls LA&CP<br>✠LMC9,91 Hul | | 1891<br>9mo | Mackie& Thomson Glasgow | **BritishSteam TrawlingCo. (Lim.)** | 100·5<br>Q19′F19′ | 20·5<br>BK7½″ | 10·7 | Hull British | C.2Cy.16″&32″–22″ (*s*) 110lb 45H<br>1SB,*2pf*,GS30<br>Muir&Houston,Glasgow | 11 × 11 |
| 361 98845 MFNL | **Scot** SteelTwinScSr<br>*G.Larmer* –93<br>3*Dks*(*UStl–ws*)&*Spardk*(*Stl–ws*)<br>*Elec.light* | 6844<br>5615<br>3168 | ✠100A1<br>*Spar dk*<br>12,94 ~~10,90~~ ✠LMC5,91 | Sou LA&CP | *c*† | 1891<br>5mo | W.Denny &Brothers Dumbarton | **UnionSteamship Co.(Lim.)**<br>*WB*=*CellD* | 477·0<br>P60′F60′ FK 33·9<br>*Promenade dk*256′<br>B355′9*78t deep tank* | 54·7 | 25·9<br>a31′116*t* | S'thamptn British<br>170lb *120lb* (*s*) 1254H<br>6DB,*36cf*,GS804,HS22964<br>Denny&Co.,Dumbarton | 29 × 3 |
| 362 43711 TQDB | **Scotia** IronTwinScBg<br>*W.R.Cato*69–79<br>*Elec.light* | 4667<br>4660<br>2931 | | | | 1862 | R.Napier& Sons Glasgow | **TelegraphCon.& MaintenanceCo. (Lim.)** | 379·0 | 47·8 | 37·7 | London British | C.4Cy.38″&66″–45″ NE&B79 550H<br>LairdBros.,Birkenhead | 32 × 1<br>s 12·4 |
| 363 96065 LFKH | — SteelScSr<br>*J.Hamilton*92–92 | 2763<br>2502<br>1788 | | | | 1889 | D&W Hen-dersen&Co. Glasgow | **HendersonBros.** | 310·0<br>P70′ B71′ | 40·7 | 25·4<br>F46′ FK | Glasgow British | T.3Cy.22″,37″&60″–48″ 250H<br>D&W.Henderson&Co.,Gls. | |

| 1 No. in Book. / Official No. / Code Letters | 2 Steamer's Name. Master. Special Surveys. / Late Name if any. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. Years Assigned now expired. | 7 Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 364<br>HDFP | Scotia<br>J Grau83–83 | IronScSr<br>1Dk2trB | 595<br>467<br>465 | | | | 1882 | F.Schichau<br>Elbing | Edw.&George Hay | 181·4\|25·6\|14·5<br>P98'B12'F20' | Königsbrg<br>German<br>WB | C.2Cy.20"&41"–22"<br>75HP<br>F.Schichau,Elbing | | DV |
| 365<br>88640 | — | WoodSc<br>2Dks | 458<br>310<br>269 | | | | 1871 | L.Shicklna<br>S.CathrnsOnt | ~~SamuelFraser~~<br>T.Mills | 143·7\|26·1\|11·5<br>F93t | Kingston, Ont.<br>British | 1Cy.30"–36"<br>300HP | | |
| 366<br>82306 | —<br>D.Evans –93 | IronPadSk | 303<br>241<br>38 | | | | 1880 | HM'Intyre &Co.<br>Paisley | Edwards,Robertsn &Co. | 211·2\|21·8\| 8·3<br>Q17t | Glasgow<br>British | 2Cy.45"–48"<br>alt85 NB92 135HP<br>W.King&Co.,Glasgow | | BT till ~~6,94~~ 7,95<br>10,95 ~~10,94~~ |
| 367<br>99073 | —<br>J.Todd94–94 | SteelPadSr<br>1Dk | 223<br>147<br>81 | | | | 1894 | Gourlay Bros.&Co.<br>Dundee | DundeePleasure BoatCo.(Lim.) | 164·6\|20·7\| 7·0<br>Q58' B51' | Dundee<br>British | C.D.2Cy.18"&36"–42"<br>95HP<br>GourlayBros.&Co.,Dun. | | BT till ~~3,95~~ 4,96 |
| 368<br>126230 | —<br>P.A.Johnson –88 | WoodScSr<br>1Dk | 182<br>—<br>133 | | | | 1888 | A.Hay<br>SanFrancisco | J.F.Kennedy | 122·0\|30·6\| 9·5 | S.Frncisco<br>Utd.States | C.2Cy.12"&24"–20"<br>100HP<br>Fulton IronWorks,S.Fo. | | |
| 369<br>98243 | —<br>G.Everard –91 | IronScYl<br>1Dk | 149<br>142<br>48 | ✠100A1<br>StmTrawler<br>11,92<br>✠LMC4,91 | Gms<br>LA&CP | | 1891<br>4mo | Mackie& Thomson<br>Glasgow | ~~SirH.Bennett~~<br>AnchorStm.Fishing Co.(Lim.)<br>(W.S.Letten,Mgr.) | 100·5\|20·5\|10·7<br>Q19'F19'<br>drp92 BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11",16½"&27"–22" (s)<br>160lb 45HP<br>1SB,2pf,GS32<br>Muir&Houston,Glasgow | 11 " 11 | |
| 370<br>102982 | —<br>T.W.Fitch –94 | SteelScK<br>1Dk | 136<br>124<br>5 | ✠100A1<br>For Towing purposes<br>1,94<br>✠LMC12,93 | Lon<br>A&CP | | 1893<br>10mo | Anderson, Laverick& Co.(Lim.)<br>Newcastle | W.Watkins | 97·5\|19·5\|11·2<br>B12'<br>BK6½" | London<br>British<br>4BHCem | T.3Cy.13",21"&34"–24" (s)<br>160lb 99HP<br>1SB,2rf,GS44,HS1200<br>J.Stewart&Sns(Lim),Lon. | 12 " 0 | |
| 371<br>62293<br>JTGV | Scotland<br>F.L.Crosby89–89 | IronScBg<br>3Dks | 2645<br>2492<br>1694 | | | ... | 1869<br>9mo | J.Key<br>Kinghorn | L.Levy | 356·5\|38·1\|27·3<br>B61'F49'<br>len74 | London<br>British | C.H.2Cy.46"&80"–38"<br>NB74 400HP<br>J.Key,Kinghorn | 28 : 9 | |
| 372<br>HDLB | —<br>A.Andersen<br>Elec.light | SteelScSr<br>1Dk(Irn)&Awng dk | 889<br>809<br>561 | | | | 1889 | Grngemth DockyardCo.<br>Grangemth | Dampskibsselska-bet "Færder" (JensMeinich&Co.,Mgrs.) | 187·6\|29·1\|20·7<br>H80t | Chrstiania<br>Norwegian | T.3Cy.16",26"&44"–30"<br>125HP<br>Hawthorns&Co.,Leith. | | N |
| 373<br>82016<br>VCNL | Scotsman<br>A.Schlossmann82–82 ssLth.No.3–9,93 | IronScSr<br>2Dks(1Irn) | 1679<br>1598<br>1065 | ✠100A1<br>4,95 ~~9,93~~<br>BS11,94 ✠LMC9,93 | Lth<br>LA&CP<br>Grk | r | 1880<br>11mo | E.Withy& Co.<br>WHartlepool | H.Blaik&Co. | 260·5\|34·1\|21·7<br>B57tF38'<br>ND93 srp93 BK9"<br>WB=CellDB202'336t | Leith<br>British<br>4BHCem<br>APT27t | C.2Cy.33"&61"–33" (i)<br>70lb 70lb ND93 180HP<br>1DB,4pf,GS75<br>T.Richardson&Sons,Hpl. | 23"11<br>s3 " 11 | D |
| 374<br>96196 | Scott Harley<br>~~D.Moloney93–94~~ Sutton –95<br>ssCrk.No 1–95<br>Well deck | SteelScSr<br>1Dk(Irn) | 403<br>280<br>172 | ✠100A1<br>5,95 ~~3,94~~<br>✠LMC6,94 5,95 | Npt<br>LA&CP<br>Crk | g | 1891<br>6mo | J Fullerton &Co.<br>Paisley | J.H.Scott | 157·0\|23·2\|11·2<br>Q81'B12'F25'<br>~~drp92~~ drp95 BK6"<br>WB=DBa33'f19'58tFPT22tAPT6t | Cork<br>British<br>4BHCem | T.3Cy.14",22"&35"–30" (s)<br>160lb 80lb 80HP<br>1SB,3cf,GS47,HS1177<br>W.Kemp,Glasgow | 11"11<br>s " 9 | |
| 375<br>84467<br>JRMN | —<br>W.Wetherall –91 ssSou.No.2–92<br>Well deck | IronScSr<br>1Dk(Irn) | 379<br>266<br>176 | ✠100A1<br>4,94<br>BS5,94 ✠LMC12,92 | Lon<br>LA&CP | f | 1884<br>10mo | Murdoch& Murray<br>Pt.Glasgow | SarniaS.S.Co. (Lim.) | 148·3\|22·6\|11·1<br>Q45'B42'F26'<br>BK7"<br>WB=DBa31'36tFPT22tAPT6t | London<br>British<br>4BHCem | C.2Cy.20"&40"–27" (a)<br>80lb 45lb 75HP<br>1SB,3pf,GS42<br>W.Kemp,Glasgow | 11 " 9<br>s " 10½ | |
| 376<br>98547 | Scottish Belle<br>W.Warman83–90 | SteelScSr<br>1Dk | 145<br>139<br>47 | ✠100A1<br>Trawler<br>10,94 ~~6,94~~<br>✠LMC11,90 | Abn<br>LA&CP | | 1890<br>11mo | J.Scott& Co.<br>Kinghorn | R.Brown&Co. | 101·8\|20·1\|11·5<br>drp91<br>BK6½" | Aberdeen<br>British<br>4BHCem | T.3Cy.11",17"&30"–20" (s)<br>150lb 50HP<br>1SB,2pf,GS35,HS798<br>J.Scott&Co.,Kirkcaldy | 11"10 | |
| 377<br>98234<br>KQFT | Scottish Prince<br>~~Dobson~~ H.Nicol –94 ssCff.No.1–92<br>Well deck | SteelScSr<br>1Dk(Stl-ptws)2trB | 1958<br>1541<br>1268 | ✠100A1<br>~~6,94~~ ~~6,93~~ 3,95<br>BS8,94 ✠LMC6,92 | NYk<br>A&CP<br>~~Cdf~~Lon | r | 1888<br>1mo | ShortBros.<br>Sunderland | J.Knott | 290·0\|38·8\|17·7<br>P33'Q68'B72'F27'<br>BK10"<br>WB=CellDB206'300t | Newcastle<br>British<br>4BHCem | T.3Cy.21½",35"&58"–39" (s)<br>150lb 80lb 180HP<br>2SB,6cf,GS90<br>J.Dickinson,Sunderland | 20 " 0<br>s 2 " 3 | |
| 378<br>94539 | Scottish Queen<br>~~J.G.Carsey –94~~ (Trawler)<br>W.Sharman95–95 ssAbn.No.1–94 | SteelScSr<br>1Dk | 125<br>125<br>40 | ✠100A1<br>~~6,94~~ ~~10,93~~ 5,95<br>✠LMC10,89 6,94 | Abn<br>LA&CP | b | 1889<br>10mo | J.Scott& Co.<br>Kinghorn | R.Brown&Co. | 100·3\|20·1\|10·7<br>BK6½" | Aberdeen<br>British<br>4BHCem | T.3Cy.11",17"&30"–20" (s)<br>150lb 50HP<br>1SB,2pf,GS35<br>J.Scott&Co.,Kirkcaldy | 11 " 1 | |
| 379<br>116235<br>KJFN | Scranton<br>J.Grace90–91 | SteelScSr<br>2Dks | 2016<br>1854<br>1595 | | | | 1888 | Cleveland S.B.Co.<br>Cleveland,O. | Lackawanna Transp.Co. (M.M.Drake) | 260·0\|39·2\|21·6<br>F29'H—<br>WB | BuffaloNY<br>Utd.States | T.3Cy.19",30"&52"–40"<br>140HP<br>ClevelandS.B.Co.Clevelnd. | | |
| 380<br>67<br>SGQF | Scrivia<br>G.Diliberto | IronScSr<br>2Dks(1Irn&1ptIrn)3trB | 2423<br>2213<br>1579 | ✠<br>4,85<br>✠ | Cff<br>LA&CP | t | 1882<br>5mo | R.Dixon& Co.<br>Middlesbro' | Nav.Gen.Italiana | 300·2\|40·3\|25·2<br>P35'B74'F42'<br>WB=DBa82'f58'&uB32'369t | Palermo<br>Italian<br>6BHCem | C.2Cy.40"&73"–41"<br>220HP<br>T.Richardson&Sons,Hpl. | | I |
| 381<br>71693<br>NQRM | Scythia<br>T.Stephens –94 | IronScBk | 4557<br>4500<br>2907 | | | | 1875 | J.&G. Thomson<br>Glasgow | CunardSteam ShipCo.(Lim.) | 420·8\|42·2\|34·6 | Glasgow<br>British | C.2Cy.60"&104"–54"<br>600HP<br>J.&G.Thomson,Glasgow | 28 " 4<br>s12" 10 | BT till ~~7,94~~ 1,95 |
| 382<br>90016<br>JVCR | Scythian<br>J.B.Hamilton –89 ssBal.No.1–89 | SteelScSr<br>DkStringers(Irn)1Dk | 240<br>168<br>88 | ✠<br>7,89<br>✠ | Bal | d | 1885<br>3mo | Murdoch& Murray<br>Pt.Glasgow | ~~J.B.Hamilton~~<br>T.C.Watson | 130·6\|21·1\| 9·7<br>Q37'B42'F18'<br>BK6½"<br>WB=DBa21'10tFPT20t | Glasgow<br>British<br>4BHCem | C.2Cy.20"&38"–24"<br>61HP<br>1SB,3pf,GS47<br>W.King&Co.,Glasgow | 10 " 7 | |
| 383<br>98943 | Sea Belle<br>W.Lumley84–91<br>Well deck | SteelScSr<br>1Dk(ptIrn) | 761<br>519<br>425 | ✠100A1<br>3,94<br>✠LMC6,91 | Lon<br>LA&CP | k | 1891<br>6mo | JScott&Co<br>Kinghorn | C.F.Leach | 200·5\|29·2\|12·9<br>P&B113'F48'<br>BK7½"<br>WB=DBa37'26tFPT18t | London<br>British<br>4BHCem | T.3Cy.19½",31"&51"–36" (s)<br>160lb 90lb 155HP<br>1SB,4pf,GS80,HS2320<br>J.Scott&Co.,Kirkcaldy | 13"10<br>s 1 " 1½ | |
| 384<br>76802 | Sea Breeze<br>A.McLachlan89–89 (exAdela) | IronPadSk | 206<br>206<br>33 | | | | 1877 | Caird&Co.<br>Greenock | Brighton,Worthing&SouthCoast SteamboatCo. (Lim.) | 207·7\|19·2\| 7·4 | Glasgow<br>British | D.1Cy.49"–54"<br>NB87 90HP<br>Blackwood&Gordon,P.Gl. | | |
| 385<br>96287 | Sea Cock<br>W.Mercer –94 (exBismarck) | IronScSp | 101<br>101<br>20 | | | | 1877 | H.Schmidt<br>Hamburg | W.B.Hill | 76·9\|16·8\|10·6 | Liverpool<br>British | C.2Cy.16½"&33"–18"<br>60HP<br>H.Schmidt,Hamburg | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. / Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 386<br>83992<br>JCFS | Sea Fisher IronScSr<br>*W.Bee*91-91 *ss*Brw.No.2-91<br>1*Dk*(*Irn*) | 274<br>255<br>126 | ✠100A1<br>3,94<br>BS3,94 ✠LMC11,91 | Brw<br>LA&CP | *e* | 1883<br>9mo | M'Ilwaine,<br>Lewis&Co.<br>Belfast | S.S.SeaFisherCo. (Lim.) (J.Fisher &Sons) | 155·0\|21·7\|11·1<br>Q21'B30'F27'<br>BK7'<br>*WB=FP* | Barrow<br>British<br>5*BHCem*<br>*T6tAPT8t* | C.2Cy.19"&32"-27" (*a*)<br>75lb 50H<br>1SB,2*pf*,GS33<br>M'Ilwain,Lewis&Co.,Bel. |
| 387<br>98877 | — SteelSc<br>~~G.Berry93-93~~ 1*Dk*<br>*A.Spurrier*94-94 | 48<br>48<br>3 | ✠ A1<br>*For Towing purposes*<br>~~10,9,12,94~~ 5,95<br>✠LMC5,93 | Npt<br>LA&CP | | 1893<br>4mo | J.Shearer<br>&Son<br>Glasgow | Williams&Hedley | 73·0\|14·5\| 7·8<br>BK5' | Newport<br>British<br>4*BHCem* | C.2Cy.14"&28"-18" (*s*)<br>100lb 33H<br>1SB,2*pf*,GS28,HS613<br>Kincaid&Co.(Lim),Grk. |
| 388<br>71746<br>HDWJ | Sea Flower IronScSr<br>*L.Davies* -92 *ss*Lly.No.3-1,87<br>*ss*Lly.No.1-91 | 150<br>116<br>73 | ✠100A1<br>6,91<br>✠NB4,85<br>~~BS8,90~~ 9,94 | Lly<br>A&CP<br>LMC6,91 | *b* | 1875<br>6mo | J.Reid&<br>Co.<br>Pt.Glasgow | CardiganCommercialSteam PacketCo. | 110·4\|19·4\| 8·0<br>Q45'<br>BK6½ | Cardigan<br>British<br>4*BHCem* | C.2Cy.15"&30"-21" (*i*)<br>75lb 35H<br>1SB,2*pf*,GS29<br>Rait&Lindsay,Glasgow |
| 389<br>99569<br>MPRW | Sea Gull SteelScSr<br>*T.Stringer*79-92<br>*Well deck* 1*Dk*(*ptIrn&ptStl-ptws*) | 817<br>631<br>319 | ✠100A1<br>5,92 | P.Gl<br>A&CP<br>✠LMC5,92 | *m* | 1892<br>5mo | Murdoch&<br>Murray<br>Pt.Glasgow | W.&C.L.Ringrose | 225·8\|32·5\|14·0<br>Q79'B53'F28'<br>BK8'<br>*WB=DBa*42 | Hull<br>British<br>4*BHCem*<br>60*tAPT*22*t* | T.3Cy.23",38"&62"-33" (*s*)<br>170lb 80*lb* 254H<br>2SB,6*cf*,GS135,HS4326<br>Kincaid&Co.(Lim.),Grk. |
| 390<br>102780 | — SteelScSr<br>*I.M.Sheriff* -93 1*Dk*(*ptStl*)<br>*Well deck* | 742<br>626<br>386 | ✠100A1<br>7,93 | Dmb<br>LA&CP<br>✠LMC7,93 | *l* | 1893<br>7mo | AM'Millan<br>&Son<br>(Lim.)<br>Dumbarton | C.F.Leach | 210·5\|30·1\|14·0<br>P122'F48'<br>BK7½<br>*WB = CellDB*88 | London<br>British<br>4*BHCem*<br>104*tFPT*25*t* | T.3Cy.17",26"&43"-30" (*s*)<br>160lb 80*lb* 98H<br>1SB,4*pf*,GS66,HS1766<br>D.Rowan&Son,Glasgow |
| 391<br>97688 | — SteelScSr<br>*W.Howlett* -93 1*Dk*(*Stl*)<br>*Well deck* | 144<br>103<br>47 | ✠100A1<br>6,93 | Psy<br>A&CP<br>✠LMC6,93 | *a* | 1893<br>6mo | J Fullerton<br>&Co.<br>Paisley | R.&W.Paul | 100·0\|20·0\| 6·9<br>Q37'B7'F16'<br>BK6'<br>*WB* | Ipswich<br>British<br>3*BHCem*<br>=*FPT*20*t* | C.2Cy 12"&24"-18" (*s*)<br>100lb 24H<br>1SB,2*pf*,GS26<br>Ross&Duncan,Glasgow |
| 392<br>91400 | — IronSc<br>*ss*Hul.No.2-93<br>1*Dk* | 67<br>61<br>— | ✠100A–<br>*Tug*<br>9,93<br>✠NB9,93 | Hul<br>✠LMC9,93 | | 1884<br>11mo | Culzean<br>S.B.Co.<br>(Lim.)<br>Ayr | HullFishingStm. TugCo.(Lim.) | 83·0\|14·9\| 8·0<br>ptND93<br>len93 | Hull<br>British<br>4*BHCem* | C.2Cy.16"&30"-20" (*s*)<br>80lb 40H<br>1SB,2*pf*,GS21<br>R.H.Pearson&Co.,Gls. |
| 393<br>14988<br>LQKD | Sea Horse IronSc3MstSr<br>*G.Cherry* -92 *ss*Hul.No.3-74<br>*ss*Hul.No.1-79<br>1*Dk*2*trB* | 514<br>460<br>323 | ✠<br>5,80 | Hul | | 1856 | C&W Earle<br>Hull | W.&C.L.Ringrose | 195·8\|26·4\|13·5<br>Q76'F27'<br>Dpts65 | Hull<br>British<br>4*BH* | C.2Cy.23½"&51"-33"<br>NE79 NB87 99H<br>Earle'sCo.(Lim.),Hull |
| 394 | — IronTug<br>*Degn* | 300<br>—<br>— | | | | 1882 | Walker<br>Maryboro | Government of Queensland | 130·0\|22·0\| 8·0 | Brisbane<br>British | C.2Cy.22"&44"-54"<br>80H |
| 395<br>50271<br>WHLJ | Sea King IronPadSp<br>*F.Newton* -92 | 207<br>191<br>72 | | | | 1864 | ..............<br>Newcastle | H.J.Ward&Co. | 133·3\|19·9\|11·2 | Liverpool<br>British | L.2Cy.36"-60"<br>NB78 96H<br>W.Scott,NorthShields |
| 396<br>99241 | — SteelScK<br>*Carney* -93<br>1*Dk* | 175<br>159<br>28 | ✠100A1<br>*StmTrawler*<br>~~1,95-5,94~~<br>5,95 | Lth<br>A&CP<br>✠LMC6,93 | | 1893<br>7mo | Cumming<br>&Ellis<br>Inverkeithng | Mackay&Co. | 112·0\|21·1\|10·1<br>BK6½<br>*WB=DTf*19' | Leith<br>British<br>4*BHCem*<br>20*tAPT*10*t* | T.3Cy.14",23"&36"-27" (*s*)<br>160lb 75H<br>1SB,3*pf*,GS56,HS1200<br>Muir&Houston,Glasgow |
| 397<br>66960 | — WoodScSp<br>*R.A.Elliott* -94 (*ex*WilliamStroud)<br>1*Dk* | 129<br>83<br>87 | | | | 1862 | ..............<br>E.Haddam,<br>U.S. | TapleyBros. | 88·0\|20·4\| 8·5<br>H43*t* | St.JohnNB<br>British | 1Cy.26"-24"<br>23H<br>J.Harris,St.John,N.B. |
| 398<br>116013<br>KCRH | Sea Lion IronSc | 186<br>—<br>93 | | | | 1884 | J.H.Dia-<br>logue<br>Camden,N.J. | Shipowners&MerchantsTugBoat Co. | 107·0\|22·0\|13·0 | S.Frncisco<br>Utd.States | C.2Cy.22"&44"-36"<br>J.H.Dialogue,Camden,N.J. |
| 399<br>77332<br>WVPH | Sea Nymph IronSc3MstSr<br>*J.Towler*81-86 *ss*Nwc.No.3-9,91<br>*ss*Nwc.No.1-94<br>1*Dk* | 227<br>170<br>130 | ✠90A1<br>5,94<br>BS2,95 | Nwc<br>A&CP<br>LMC1,94 | *c* | 1878<br>10mo | A.Leslie&<br>Co.<br>Newcastle | EastCoastS.S. Co.(Lim.) | 120·3\|20·7\| 9·7<br>Q56'F13'<br>BK6½ | Lynn<br>British<br>4*BHCem*<br>*WB=FPT* | C.2Cy.18"&32"-24"<br>80lb 60*lb* NB86 NDB88 50H<br>1SB,2*pf*<br>N.E.MarineECo.(Lim.)Sld |
| 400<br>91053 | Sea Prince IronScTug<br>*W.Allen* -94 *ss*Brs.No.2-94<br>1*Dk* | 97<br>97<br>13 | ✠100A1<br>4,94 | Brs<br>LA&CP<br>✠LMC4,94 | *a* | 1885<br>5mo | G.K.<br>Stothert&<br>Co.<br>Bristol | C.J.King&Sons | 90·3\|17·0\|10·0<br>BK6' | Bristol<br>British<br>4*BHCem* | C.2Cy.18"&32"-24" (*s*)<br>90lb 65H<br>1SB,2*cf*,GS33<br>G.K.Stothert&Co.,Bristol |
| 401<br>89508<br>JSMV | Sea Spray IronScSr<br>*J.Fife* *ss*Lon.No.2-92<br>(*ex*Vegesack) 1*Dk*(*Irn*)<br>*Well deck* | 558<br>440<br>352 | ✠100A1<br>5,94<br>~~BS9,93~~<br>5,95 | Lon<br>LA&CP<br>✠LMC5,92 | *h* | 1883<br>10mo | H.F.<br>Ulrichs<br>Vegesack | ~~C.F.Leach~~<br>A.F.Blackater | 171·2\|26·9\|12·9<br>Q82'B7'F20'<br>drp94 BK7'<br>*WB=DBa* | Glasgow<br>British<br>5*BHCem*<br>45'*f*31'100*t* | C.2Cy.21"&40"-30" (*a*)<br>80lb 50*lb* 70H<br>W.G.Lochhead&Co.,Gls. |
| 402<br>95356 | Seaford SteelTwinScSr ~~TwinSc~~<br>*R.Sharp* -94 2*Dks* | 997<br>721<br>258 | | | | 1894 | W.Denny<br>&Bros.<br>Dumbarton | London,Brighton &SouthCoast RailwayCo. | ~~257·0\|34·0\|13·9~~<br>B115'F41'<br>262·8\|34·1\|14·0 | Newhaven<br>British<br>*WB* | T.8Cy.(2)23½",(2)35½",(4)<br>37½"-27"<br>Denny&Co.,Dumbarton |
| 403<br>49348<br>WCNH | Seagull SteelPadSr<br>*J.Moore*84-91<br>1*Dk*(*ptStl*)*ptShadedk* | 710<br>650<br>388 | ✠<br>5,85<br>✠ | Abn<br>LA&CP | *k* | 1885<br>3mo | Hall,Rus-<br>sell&Co.<br>Aberdeen | IndiaGen.Stm. Nav.Co.(Lim.) | 228·7\|30·6\|12·9<br>FK | Calcutta<br>British<br>4*BHCem* | TD4Cy(2)19",40"&60½"-72"<br>280H<br>Hall,Russell&Co.,Abn. |
| 404<br>104113 | — SteelScK<br>1*Dk* | ~~145~~<br>147<br>147<br>62 | ✠100A1<br>*StmTrawler*<br>9,94<br>~~(Class Contemplated)~~ | Mil<br>LA&CP<br>✠LMC9,94 | | 1894<br>9mo | T R Oswald<br>Milford<br>Haven | T.R.Oswald | ~~102·5\|21·0\|11·9~~<br>104·0\|21·1\| 9·9<br>BK6½ | Milford<br>British<br>3*BHCem* | C.2Cy.16½"&34"-22" (*s*)<br>120lb 50H<br>1SB,2*pf*,GS34,HS878<br>Ross&Duncan,Glasgow |

*Should be "Sea Gull," See No. 31 in Supplement.*

| 1 | 2, 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 405<br>81479<br>TVND | Seaham Harbour IronScSr<br>*C.E.Hoult* -92 *ss*Sld.No.3-4,93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1904<br>1470<br>1242 | ✠100A1<br>~~6,92,93~~ 2,95<br>BS5,94 2,95 | Sld<br>LA&CP<br>✠LMC4,98 | *r* | 1880<br>10mo | E.Withy&<br>Co.<br>WHartlepool | Marquess of Londonderry (S. J.Ditchfield, *Mgr.*) | 275·5\|38·1\|17·0<br>P&B164'F31'<br>drp94 BK9½<br>*WB=Cell* | Sundrland<br>British<br>4*BHCem*<br>*DB*228'434*t* | C.2Cy.35"&65"-36" (*i*)<br>70lb ~~75lb~~ 65*lb* 170H<br>2SB,4*pf*,GS88<br>T.Richardson&Sons,Hpl. |
| 406<br>77185<br>WVHR | Seal IronScSr<br>*P.McMullin* -93 (*ex*NorthEastern)<br>*Elec.light* | 691<br>525<br>281 | | | ... | 1877<br>6mo | A&J Inglis<br>Glasgow | G.&J.Burns | 210·7\|28·4\|14·4<br>P58' B59' F46'<br>BK7½ | Glasgow<br>British | C.2Cy.36"&64"-36"<br>NB90 180H<br>A.&J.Inglis,Glasgow |
| 407<br>99485 | — IronScK<br>*R.N.Lowe* -92 1*Dk* | 159<br>145<br>62 | ✠100A1<br>*StmTrawler*<br>6,93 | Hul<br>LA&CP<br>✠LMC9,92 | | 1892<br>9mo | Earle'sCo.<br>(Lim.)<br>Hull | SteamTrawlingCo. ofBoston(Lim.) | 101·4\|20·5\|11·0<br>Q18'<br>BK7½ | Boston<br>British<br>3*BHCem* | T.3Cy.12½",20"&32"-22" (*s*)<br>150lb 55H<br>1SB,2*pf*,GS33,HS820<br>Earle'sCo.(Lim.),Hull |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Rig. Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 408 Seal 83489 C.Winters –92 1Dk | IronScK | 135 135 39 | ✠100A1 Stm Trawler 6,92 | Gms LA&CP ✠LMC11,90 | | 1890 11mo | R.Dixon& Co. Middlesbro' | G.Alderson-Smith | 101·0 20·5 11·0 BK7½″ 3BHCem | Scarboro' British | C.2Cy.17½″&34″-24″ (s) 90lb 45HP 1SB.2pf,GS44 VulcanIrnWksC.(L),Hull | 11 ″ 11 | |
| 409 Seamew 86446 Hamlett G.Wright KTNJ Well deck Elec.light | SteelScSr ssLon.No.1–93 2Dks(1Stl) | 1505 1060 765 | ✠100A1 6,95 ~~4,94~~ BS5,95 | Lon LA&CP ✠LMC5,95 | q | 1888 7mo | Palmers' Co.(Lim.) Newcastle | GeneralSteam Nav.Co. | 260·0 36·7 17·3 P133′F62′ BK9″ WB=Cell | London British | T.3Cy.33″,50″&76″–45″ (o) 150lb 70lb 580HP 2DB.12cf,GS237 FD 4BHAsp DB216′250t Palmers'Co.(Lim.),Nwc. | 19 ″ 8 | BT till ~~1,96~~ 2,95 |
| 410 Search Light 103380 ~~Fleming 94-94~~ J.Wilson | SteelScSkTug 1Dk(Irn) | 43 43 5 | ✠ A— For Towing pu 1,95 ~~6,94~~ | Grk rposes Sws ✠LMC4,94 | | 1893 11mo | J.Fletcher &Co. Glasgow | C.Hammond | 65·0 14·5 7·2 BK5″ | Greenock British | C.2Cy.13½″&27″–18″ (a) 100lb 35HP 1SB.2pf,GS29,HS670 Kincaid&Co.(Lim.),Grk. | 8 ″ 2 | |
| 411 Seaton HMJB Well deck C.Cornelius,sen. | IronScSr ssHpl.No.3–1,84 1Dk(Irn)2trB | 954 738 596 | 4,89 | Npt A&CP | l | 1871 4mo | Denton, Gray&Co. WHartlepool | O.Thoresen | 221·0 29·0 16·4 Q80′ B42′ F26′ | Tönsberg Norwegian | T.3Cy.15½″&5½″–40½″ NB82 100HP 4BHCem T.Richardson&Sons,Hpl. WB=ptDB | | N |
| 412 Secunda LJVH GWThomsen89-94 ssHam.2ndNo.3-2,95 | IronScSr ~~P.Larsen 93 ssRot.No.3 8,93~~ ssCpn.No.2,91 1Dk | 700 598 443 | ✠100A1 ~~9,92~~2,95 BS12,93 | Shl A&CP ✠LMC2,~~91~~ Ham | k | 1870 8mo 2,95 | Denton, Gray&Co. WHartlepool | Flensburger Dampfschifffahrts Ges.v.1869 | 197·5 28·4 15·1 Q54t srp95 BK7½″ WB= | Flensburg German | C.2Cy.27″&48″–30″ 70lb 60lb NE&B81 96HP 1SB.3pf,GS48 NDB84 4BHCem DBa53′f50′ Flensbrg.S.B.C.Flensburg | 15 ″ 6 | D |
| 413 Secundra 87742 H.L.Parsons –91 JDTQ | SteelSc3MstSr 3Dks(UStl–ws) | 2610 2351 1691 | ✠ 6,85 ✠ | Cal LA&CP | u | 1883 11mo | A&J Inglis Glasgow | BritishIndiaStm. Nav.Co.(Lim.) | 310·0 39·2 25·0 P52′ B64′ F30′ | Glasgow British | C.2Cy.33″&66″–54″ 181HP 6BHCem A.&J.Inglis,Glasgow WB=CellDB254′435t | 27 ″ 7 | |
| 414 Sedgemore 87888 ~~W.H.Moore –94~~ Elec.light Bartlett | SteelScSr 2Dks(Irn)3trB | 4332 4137 2810 | ✠100A1 ~~4,94 1,94 3,95~~ 4,95 | Liv LA&CP ✠LMC8,91 | y | 1891 8mo | T.Royden &Sons Liverpool | W.Johnston&Co. (Lim.) WB= | 406·2 46·1 29·5 P52′B&F320′ BK9″ Cell DBa 100′ 306t | Liverpool British | T.3Cy.30″,49″&81″–60″ (s) 180lb 90lb 328HP 7BHCem 3DB,18cf,GS306,HS8820 J.Jones&Sons,Liverpool FPT50tAPT15t M T31′630t | 31 ″ 3 s 6 ″ 1½ | |
| 415 Seeadler BJQT J.L.Nielsen91–93 | SteelScTug 1Dk | 225 202 70 | | | | 1893 | Schiffsw.& Maschinenf. Hamburg | NeueBugsir-Dampfer-Compagnie | 110·0 21·0 13·8 | Hamburg German | C.2Cy.20″&36″–25″ 80HP Schiffsw.&Masch.,Ham. | | |
| Rundeed 1,99 416 Seebold JRBQ (exChesapeake) | IronScSr J.Machin89–91 5thSurveySld.10,91 1Dk(Irn)&Spardk3trB | 1441 1413 910 | ✠ ~~A1*1~~ Spar dk ~~9,94 4,93~~ ✠NE&B10,91 | Bbo ✠LMC10,91 | Lv | 1872 4mo | Gourlay Bros. Dundee | N.Seebold | 240·0 32·7 22·6 BK7½″ WB=DBa&f | Bilbao Spanish | T.3Cy.18½″,30″&49″–33″ (s) 160lb 120HP 6BHCem 1SB,3pf,GS58 J.Dickinson,Sunderland | 18 ″ 8 s 6 ″ 3 | |
| 417 Seestern KRFP H.Tennhof93–93 | IronScK 1Dk | 130 122 54 | ✠100A1 Stm Trawler 4,93 | Bhn LA&CP ✠LMC8,91 | | 1891 8mo | Cochrane, Cooper& Schofield Beverley | H.Eissfeldt | 100·9 20·5 10·5 BK6½″ | Gstemnde German | C.2Cy.16½″&33″–22″ (s) 100lb 45HP 3BHCem 1SB,2pf,GS29,HS826 C.D.Holmes&Co.,Hull | 11 ″ 4 | |
| 418 Segesta 10 SGVH D.Lagana –92 | IronScBn 2Dks3trB | 1782 1745 1157 | ✠ 3,72 | Sld | Lv | 1872 1mo | W.Watson Sunderland | Navigazione Generale Italiana | 261·8 32·5 26·2 B15′ | Palermo Italian | C.2Cy.31½″&58″–33″ 298HP 4BH N.E.MarineEng.Co.(Lim.) WB=DBa&f | | I |
| 419 Segovia JRBV Ezardero (exClothilda) | IronSc ssNwc.No.3–10,72 1Dk2trB | 707 — 533 | ✠ 10,72 | Nwc | | 1863 8mo | C.Mitchell &Co. Newcastle | Comp.Sevillana de Navigàcion à Vapor | 214·1 28·0 16·4 Q&F— | Seville Spanish | C.2Cy.25″&50″–33″ NE&B70 90HP 4BHCem Palmers'Co.,Newcastle | | |
| 420 116344 KHLT Elec.light | Steel&IronScBn 3Dks&Hurdk | 4033 — 2806 | | | | 1890 | Delaware RivrIS&EW Chester,Pa. | NewYork&Cuba Mail.S.S.Co. | 321·3 45·3 27·3 35·5 | NewYork Utd.States WB | T.3Cy.28″,44″&70″–48″ DelawareRivrI.S.&E.Wks. Chester,Pa. | | |
| 421 HDNF Mokichi Yoshi | Wood—Sr | 184 152 114 | | | | 1881 | Sanzen Yeijiro Hiogo | OsakaShosen Kaisha | 114·4 15·6 13·1 | Osaka Japanese | 1Cy. 15HP | | |
| 422 98736 QBRP Elec.light | IronScBk ssLiv.No.3–4,85 ssLon.No.2–93 4Dks | 3553 3538 1978 | 100A1 A1*1 9,94 ~~4,94~~ ✠NE&B4,85 | Lon ✠LMC4,93 | w Lv | 1859 | Thames S.B.Co. London | TelegraphConst. &Maint.Co. (Lim.) WB=DBf | 338·3 44·1 33·9 F54′ ND85 BK12″ 39′&uE&B75′415t | London British | C.4Cy.32″&64″–48″ (i) 80lb 60lb NDB85 341HP 4BHAsp ptCem 3DB,18pf,GS262 LairdBros.,Birkenhead | 35 ″ 5 s 8 ″ 4½ | BT till 6,94 |
| 423 — LOKN Phélipot87–91 | SteelTwinScSr 1Dk&Shadedk | 808 — 106 | | | | 1891 | Forges& Chantiers de la Médit. Havre | LondonBrighton &S.C.R.Co. | 268·9 29·7 15·6 B125′ F69′ | Dieppe French | T.6Cy.24″,36″&55″–25⅝″ Forges&Chantiers de la Médit.,Havre | | |
| 424 — LOKP (exCarronPark) Well deck J.Halna94-94 | IronScSr ~~Lowestoft 93–93 ssBly.No.3–12,93~~ ssBly.No.3–12,93 1Dk | 388 304 248 | ~~✠100A1~~ 9,94 ~~12,96~~ BS9,94 | Bly LA&CP ✠LMC12,93 Hay | g | 1881 2mo | Cmpbltwn S.B.Co. Campbeltwn | E.Hulin | 155·0 23·1 11·9 Q73′B21tF21′ BK7″ WB=DBa37′ | Rouen French | C.2Cy.18″&36″–24″ (b) 65lb 60lb 54HP 4BHCem 34tFPT16t 1SB,2pf,GS32 Kincaid,Donald&Co.,Grk. | 12 ″ 9 s 1 ″ 2 | |
| 425 488 HBGD | CompScSr N.Mumesono (exCoquette) 1Dk&Awngdk | 620 607 453 | | | | 1867 | Henderson Coulborn &Co. Renfrew | NipponYusen Kaisha | 167·5 24·1 13·8 20·9 | Tokio Japanese | C.4Cy.18″&36″–33″ 108HP Hndrson,Colbrn&Co.,Rfw. | | |
| 426 1164 HGVL | Wood—Sr | 183 180 99 | | | | 1889 | Ishikawa Takejiro Tokio | SeiriuKabushiki Kaisha | 108·6 15·4 15·3 | Shimidzu Japanese | 1Cy 37HP | | |
| 427 601 HDPN | WoodScSr (exTsusaiMaru) | 892 874 661 | | | | 1868 | Henderson Coulborn &Co. Renfrew | Sesshiunada Kogio Kabushiki Kwaisha | 199·3 27·0 21·5 | Kobe Japanese | C.2Cy.21″&42″–36″ 147HP | | |
| 428 KRCJ C.Modersitzki –92 | IronScYawl 1Dk | 117 — 60 | | | | 1888 | J.C.Teck-lenborg Geestemünde | B.Bartling | 102·6 20·0 9·6 | Brmrhavn German | C.2Cy.18″&33″–22″ 60HP Maschinenfabrik Buckau, Magdeburg | | G |

‡

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 429 | **Selamet** | **IronScSr** | 1692 | | | | 1853 | L.Hill&Co. | **Essayan** | 257·4 \| 36·2 \| 27·0 | Constanpl | C.2Cy.36″&60″–39″ | |
| | (*ex*Kangaroo) | | 1646 | | | | | Pt.Glasgow | | F86*t* | Turkish | NE70 NB78 160HP | |
| | | | 1099 | | | | | | | | | LairdBros.,Birkenhead | |
| 430 | — | **WoodPad** | — | | | | 1870 | Maudslay, Sons&Field | **Chirket-i-Hairie (BosphorusStm. Nav.Co.)** | 140·0 \| 18·0 \| 9·6 | Constanpl | | |
| | *Nico78–* | | — | | | | | London | | | Turkish | 60HP | |
| | | | 90 | | | | | | | | | Maudslay,Sons&Field,Lon | |
| 431 | **Selanik** | **IronSc3MstSr** | 662 | | | | 1872 | RostockS. B.&E.Co. | **IdareiMassousieh (OttomanSteam Nav.Co.)** | 228·6 \| 26·5 \| 11·4 | Constanpl | C.2Cy.25½″&51″–31½″ | |
| | *Salaha60–84* (*ex*Sevastopol) | 1*Dk* | — | | | | | Rostock | | | Turkish | 165HP | |
| | | | 497 | | | | | | | | | | |
| 432 | **Selbah** | **CompScSp** | 144 | | | | 1876 | ..... | **H.Mathiesen&Co.** | 101·6 \| 21·4 \| 9·6 | Frdrikstad | C.2Cy. | |
| | *M.Hansen* (*ex*Åmål) | 1*Dk* | 123 | | | | | Amål | | Q12*t* F6*t* | Norwegian | 30HP | |
| HCGF | | | 91 | | | | | | | | | | |
| 433 | **Selene** | **IronScSr** | 1347 | | | | 1881 | LloydAus-tro-Ungarico Trieste | **LloydAustriaco** | 255·7 \| 31·5 \| 21·7 | Trieste | C.2Cy.31″&56″–36″ | |
| 124 | | 2*Dks* | — | | | | | | | | Aust.-Hung. | 172HP | |
| HRGK | | | 816 | | | | | | | | | ArsenaleLloyd,Trieste | |
| 434 | **Selinunte** | **IronScSr** | 1300 | ✠ | Dun | Lv | 1872 | Gourlay | **Navigazione Generale Italiana** | 250·0 \| 31·1 \| 21·7 | Venice | C.2Cy.35½″&59″–36″ | |
| 10 | *Lagana* | 2*Dks* | 1234 | 3,72 | | | 1mo | Bros.&Co. | | | Italian | 335HP | |
| SGWN | | | 863 | | | | | Dundee | | | 4*BH* | GourlayBros.&Co.,Dundee | |
| | | | | | | | | | | | | *WB*=*DBa&f* | |
| 435 | **Selix** | **IronTwinScSr** | 383 | | | | 1868 | A&J Inglis | **A.Tarando** | 176·2 \| 27·2 \| 9·0 | Bns.Ayres | 4Cy.15″&32″–22″ | |
| | | | 315 | | | | | Glasgow | | P48*t* | Argentine | 90HP | |
| | | | 261 | | | | | | | | | A.&J.Inglis,Glasgow | |
| 436 | **Selwyn Eddy** | **SteelScSr** | 2846 | | | | 1893 | Detroit DryDockCo. Wyandotte | **EddyBros.** | 343·0 \| 42·2 \| 21·6 | Pt.Hurn Mich. | T.3Cy.22″,35″&56″–44″ | |
| 116555 | | 2*Dks* | — | | | | | | | F36′ H– | Utd.States | | |
| | | | 2164 | | | | | | | *WB* | | DetroitDryDockCo.,Det. | |
| 437 | **Seminole** | **IronScSr** | 2557 | | | | 1886 | W.Cramp &SonsCo. Philadelphia | **W.P.Clyde&Co.** | 281·0 \| 43·0 \| 18·8 | NewYork | T.3Cy.21″,34″&56″–36″ | |
| 16132 | *J.Robinson* | 2*Dks&Shelterdk* | — | | | | | | | 28·5 | Utd.States | 160HP | |
| KDNS | | | 1967 | | | | | | | *WB* | | TheW.Cramp&Ss.S.&E.B. Co.,Phl. | |
| Sunk by ice 1894 | **Semiramis** | **IronScSr** | 432 | ✠ | Sld | *g* | 1885 | Sunderlnd | **C.J.Paterson** | 151·4 \| 23·6 \| 12·4 | Glasgow | C.2Cy.20″&38″–27″ | |
| 90069 | *P.Caraiazane* –92 | 1*Dk*(*ptIrn*) | 314 | 8,85 | A&CP | | 7mo | ShipBuilding Co.(Lim.) Sunderland | | Q47′ B42′ F19′ | British | 60HP | |
| | *Well deck* | | 269 | ✠ | | | | | | | 4*BHCem* | N.E.MarineECo.(Lm.)Sld. | |
| | | | | | | | | | | | | *WB*=*DBa*31′18*tFPT*21*t* | |
| 439 | **Senator** | **SteelScSr** | 4689 | ✠100A1 | Liv | *y* | 1893 | Workman, Clark&Co. (Lim.) Belfast | **CharenteS.S.Co. (Lim.) (T.&J.Harrison, *Mgrs.*)** | 400·3 \| 45·3 \| 29·8 | Liverpool | T.3Cy.25″,41″&68″–54″ (*s*) | 31 × 5 |
| 102078 | *J.Woodcock* –93 | 2*Dks*(*Stl–Uws*)3*trB* | 4322 | ~~6,04~~9,98 3,95 | LA&CP | | 2mo | | | P59′B107′F49′ FK | British | 180lb *90lb* 500HP | |
| MWNK | *Elec.light* | | 3049 | ✠LMC2,93 | | | | | | *WB*=*CellDB*115′278*t* | 6*BHCem* | 2DB,*12cf*,GS220,HS7477 | |
| | | | | | | | | | | *Mgrs.*) | *MT*33′622*t* | Workman,Clrk&C.(L.)Bel | |
| 440 | — | **IronScSr** | 579 | | | ... | 1884 | PearceBros | **Damps.Selsk. "Senator" (S.C.Larsen)** | 172·0 \| 26·2 \| 13·4 | Brevig | C.2Cy.20″&40″–30″ | 14 × 4 |
| | *L.Stoesen* –92 | | 445 | | | | 5mo | Dundee | | Q86′ B12′ F36′ | Norwegian | 66HP | |
| HPMV | *Well deck* | 1*Dk*(*Irn*) | 352 | | | | | | | *WB* | | PearceBros.,Dundee | |
| 441 | **Sendai Maru** | **SteelScSr** | 1665 | ✠100A1 | Yka | *r* | 1889 | Lobnitz& Co. Renfrew | **NipponYusen Kaisha** | 260·8 \| 35·6 \| 20·0 | Tokio | T.3Cy.21″,35″&57″–39″ (*s*) | 22 × 2 |
| 1166 | ~~*R.Tipple*~~ | *ss*Yka.No.1–93 | 1435 | 8,94 ~~6,93~~ | LA&CP | | 9mo | | | P47′B64′F39′ | Japanese | 160lb *85lb* 190HP | s 3 × 2½ |
| HGWD | *W.Crighton* | 2*Dks*(*UStl–ws*) | 1035 | ✠LMC6,93~~8,94~~ | | | | | | drp93 BK9½″ | 4*BHCem* | 2SB,*6rf*,GS117 | w 3 × 5 |
| | | | | | | | | | | *WB*=*Cell DB* 212′ 305*t FPT* 33*t APT* 34*t* | | Lobnitz&Co.,Renfrew | |
| 442 | **Seneca** | **IronScSr** | 2729 | | | | 1884 | J.Roach& Son Chester,Pa. | **J.E.Ward&Co.** | 271·5 \| 40·0 \| 26·0 | NewYork | C.2Cy.42″&82″–54″ | |
| 116029 | *Stevens* | 2*Dks&Spardk* | — | | | | | | | | Utd.States | 337HP | |
| KCVD | | | 1912 | | | | | | | | | J.Roach&Son,Chester,Pa. | |
| 443 | — | **SteelSc4MstSr** | 2669 | | | | 1889 | GlobeIron WorksCo.[ Cleveland,O. | **LehighValley Transp.Co.** | 290·0 \| 40·8 \| 13·6 | BuffaloNY | T.3Cy.24″,38″&61″–42″ | |
| 116277 | | 2*Dks*3*trB* | — | | | | | | | | Utd.States | | |
| | | | 1939 | | | | | | | *WB* | | GlobeIrnWksCo.,Clevelnd | |
| 444 | **Sénégal** | **IronScBk** | 3717 | | | | 1872 | Messageris Marit. LaCiotat | **MessageriesMaritimes** | 392·4 \| 40·0 \| 30·2 | Marseilles | 3Cy.43¼″&(2)60¼″–43½″ | |
| | | 3*Dks* | — | | | | | | | H244*t* F41′ | French | 600HP | |
| LCMH | | | 1951 | | | | | | | | | Messag.Mar.,LaCiotat | |
| 445 | **Senior** | **IronScSr** | 1260 | ✠100A— | Rot | *n* | 1879 | R.Dixon & Co. Middlesbro' | **Rotterdamsche Lloyd(W.Ruys &Sons,*Mgrs.*)** | 265·0 \| 33·0 \| 16·0 | Rottrdam | C.2Cy.30″&55″–36″ (*i*) | 16 × 10 |
| | ~~*B.Pekelaar* –92~~ | *ss*Rot.No.3–8,91 | 1074 | 8,94 ~~2,94~~ | A&CP | | 3mo | | | Q85′F24′ | Dutch | 70lb 120HP | |
| PSBC | *Hoppe*90–92 | 1*Dk*(*Irn*)2*trB* | 956 | BS2,94 | LMC8,91 Npt | | | | | len87 | 4*BHCem* | | |
| | | | | | | | | | | *WB*=*DBa* | | | |
| 446 | — | **SteelScSr** | 994 | | | | 1890 | Howaldts-werke Kiel | **H.Diederichsen** | 199·1 \| 28·7 \| 17·7 | Kiel | 60′*f*124′207*t* Blair&Co.(Lim.),Stockton | |
| | *F.Hoppe* | 1*Dk&Spardk* | 870 | | | | | | | B46′ F26′ | German | T.3Cy.14¾″,22¾″&36¾″–19¾″ | |
| LCTB | | | 748 | | | | | | | *WB* | | 80HP | |
| | | | | | | | | | | | | Howaldtswerke, Kiel | |
| 447 | **Senj** | **WoodScSr** | 125 | | | | 1876 | A.Schia-voni Trieste | **SocietàinAzioni Ungaro-Croata diNav.aVap.** | 118·1 \| 16·0 \| 11·1 | Fiume | 2Cy.16½″&28½″ | |
| 57 | *M.Cergogna* –91 | (*ex*Intrepido) | — | | | | | | | | Aust.-Hung. | 35HP | |
| | | | 50 | | | | | | | | | Barlett&Co.,Trieste | |
| 448 | **Senjen** | **IronScSr** | 111 | | | | 1875 | Trondhjms Mek.V. Drontheim | **TromsöAmts Dampskibsselskab** | 96·0 \| 17·3 \| 7·5 | Tromsö | C.2Cy.11″&22″–18″ | |
| | *O.Högh* –76 | 1*Dk* | 68 | | | | | | | Q34′ B22′ F23′ | Norwegian | 25HP | |
| JTNG | | | 77 | | | | | | | | | AkersM.V.,Christiania | |
| 449 | **Sepetiba** | **SteelTwinSc** | — | | | | 1885 | Act.Ges. Vulcan Stettin | **Comp.daEstrada deFerro&de Navegacao** | 105·0 \| 19·5 \| 9·0 | R.Janeiro | C.4Cy.12″&21″–14″ | |
| | | | — | | | | | | | | Brazilian | 60HP | |
| | | | 100 | | | | | | | | | Act.Ges."Vulcan,"Stettin | |
| 450 | **Sephora** | **IronSc3MstSr** | 522 | | | | 1856 | M.Samuel-son&Co. Hull | **Worms,Josse&Co.** | 174·0 \| 27·2 \| 14·5 | Bordeaux | C.2Cy.22″&36½″–28½″ | |
| | *Montanguon* –88 | 2*Dks* | — | | | | | | | | French | 70HP | |
| LCNF | | | 295 | | | | | | | | | Chntrs del'Océan,Havre | |
| 451 | **Sephora Worms** | **SteelScSr** | 1633 | | | | 1891 | Lobnitz& Co. Renfrew | **Worms,Josse&Co.** | 255·4 \| 35·6 \| 21·2 | Havre | T.3Cy.20″,34″&54″–42″ | |
| | *Dupendant*84–92 | | — | | | | | | | P46′ B68′ F40′ | French | 198HP | |
| LCNK | | 2*Dks* | 873 | | | | | | | *WB* | | Lobnitz&Co.,Renfrew | |
| 452 | **Septima** | **IronScSr** | 1265 | | | | 1876 | Flensburg Schiffsb. Ges. Flensburg | **Flensburger Dampfschiff-fahrtsGes.v. 1869** | 234·2 \| 31·1 \| 17·6 | Flensburg | T.3Cy.16″,26″&43″–33″ | |
| | *M.Johannsen*86–93 | 1*Dk*2*trB* | 949 | | | | | | | P217*t* F27*t* | German | *Tpd*93 | |
| LKQS | *Well deck* | | 925 | | | | | | | *WB* | | FlnsbrgSchiffsGes.,Flnsbg | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Special Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in | 15 Other Registers in which found. Details of B. of T. Trade Pass Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 453 RDTL | **Sequens** *O.Hansen* 91–91 | **IronScSr** 1*Dk* | 105 102 51 | | | 1872 | Reihrstieg Schiffs Wrf Hamburg | **O.Fraude** | 90·9 | 19·5 | 10·7 | **Swinmünd** German | C.2Cy.17″&28″–24″ 50HP Reihrst.Schiffs Werft.Ham | | |
| 454 9703 | **Sequin** *J.B.Symes* | **SteelScSr** | 818 601 556 | | | 1890 | Polson Iron Wrks Co.Lm. Owen Sound, Ontario | **J.B.Miller** | 207·0 | 34·2 | 13·0 | **Owen Sound, Ont** British | T.3Cy.17″,28″&46″–30″ 106HP Polson Iron Wrks Co.(Lim) Owen Sound, Ont. | | |
| 455 JBGK | **Serantes** *C.Aquirre* 1*Dk* | **IronScSr** | 131 99 56 | | … | 1881 2mo | Campbell& Co. Paisley | **Aldecoa&Co.** | 90·2 Q33′ | 20·2 B21′ | 7·7 F13′ | **Manila** Spanish | C.2Cy.12″&22″–20″ 28HP Hutson&Corbett,Glasgow | | |
| 456 BJBW | **Serapis** *G.Behrmann* 92–92 *ss*Ham.No.1-94 *Elec.light* 2*Dks*(*Stl–Uws*)3*trB* | **SteelScSr** | 2707 2238 1945 | ✠100A1 7,94 ~~8,95~~ ✠LMC8,90 ~~9,94~~ | Ham LA&CP | *u* | 1890 8mo | Blohm& Voss Hamburg | **DeutscheDampf-schifffahrtsGes. "Kosmos"** | 321·1 P29′B106′F34′ BK10″ *WB=Cell* | 40·2 8*BHCem* *DB*268′450*t* | 23·4 | **Hamburg** German | T.3Cy.23¾″,38″&63″–42″ (*s*) 165lb *85lb* 300HP 2SB,*6cf*,GS130 Blohm&Voss,Hamburg | 26 ″ 2 | V |
| 457 76907 RBWM | — *A.Marshall* –93 *ss*Nwc.No.3–6,84 *ss*Liv.No.2–93 2*Dks*(1*Irn*)3*trB* | **IronScSr** | 1964 1827 1271 | ✠100A1 6,94 ~~3,02~~ BS11,94 | Liv A&CP LMC3,93 Sws | *s* | 1877 3mo | R.Dixon& Co. Middlesbro' | **McIntyreBros.& Co.** | 286·2 P33′F32′ BK9½″ *WB=DB*172′ | 34·8 5*BHCem* | 23·0 | **Newcastle** British | C.2Cy.34½″&64″–42″ (*i*) 78lb 185HP 2B,GS76 Blair&Co.(Lim.),Stockton | 25 ″ 10 | |
| 458 84110 VRFL | **Serena** 2*Dks*(1*Stl*)&*Shaded* | **SteelSc3MstSr** | 2394 1985 1502 | ✠ 5,81 | Gls | Lv | 1881 4mo | R.Napier& Sons Glasgow | **PacificSteamNav. Co.** | 320·0 F45*t* | 40·2 4*BH*2PBH | 22·5 | **Liverpool** British | C.2Cy.42″&80″–48″ 400HP R.Napier&Sons,Glasgow *WB=DBf* | | |
| 459 LQPR | **Sergent Malamine** *Fathome* | **SteelScSr** | 122 106 51 | | | | 1890 | H.Satre Arles | **ChargeursRéunis** | 95·8 | 17·9 | 8·5 | **Havre** French *WB* | 2Cy.13″&22½″–22½″ 30HP H.Satre,Lyon | | V |
| 460 | **Sergie Witte** *Flanders* -90 *Elec.light* | **SteelTwinScSr** | 250 — 200 | | | | 1890 | Edwards& Symes London | **J.W.Biszinsky** | 180·0 | 27·6 | 7·6 | **Rstofo Don** Russian | C.4Cy.12″&24″–16″ 60HP Wilson&Co.,London | | |
| 461 HNCM | **Sergipe** | **IronPadBk** | 505 — 325 | | | | 1883 | H.Murray &Co. Dumbarton | **Cia.deNav.à Vapor deBahia** | 205·1 | 27·3 | 9·6 | **Bahia** Brazilian | C.2Cy.32″&57″–60″ 160HP D.Rowan,Glasgow | | |
| 462 HJGV | **Serla** *H.Åkersson* –93 (*ex*Siri) 1*Dk* | **IronScSr** | 289 242 215 | | | | 18 7/8 9 | MotalaCo. Motala | **G.R.Thalin** | 119·8 | 22·0 | 11·9 | **Gefle** Swedish | 2Cy.15½″&32″–21¾″ 45HP MotalaCo.,Motala | | |
| 463 JRGL | **Serra** *F.Lazaraga* *ss*Liv.No.3–6,91 2*Dks*(*Irn-Uws*)3*trB* | **IronSc3MstSr** | 2294 2204 1478 | ✠100A1 ~~9,94~~ ~~6,93~~ ~~1,95~~ 5,93 ~~BS6,93~~ 6,94 | Liv A&CP LMC6,91 | *t* | 1879 2mo | London& Glasgow Co. Glasgow | **Linea deVapores Serra** | 330·0 B32′F30′ BK10″ | 35·8 5*BHCem* | 25·6 | **Bilbao** Spanish | C.2Cy.38″&71″–48″ (*j*) 85lb *50lb* NDB88 300HP 2B,GS180 Lon.&Glas.Co.,Glasgow | | |
| 464 | **Servando** 1*Dk* | **IronScSr** | 148 — 115 | | | | 1870 | Caird&Co. Greenock | **Sons of Thomas Haynes** | 105·6 P20′ | 18·0 H– | 9·8 | **Cadiz** Spanish | C.2Cy.9″&18″–20″ 38HP Sons of T.Haynes,Cadiz | | |
| 465 84172 WFBV | **Servia** *J.Ferguson* –93 *Elec.light* | **SteelScBk** | 7392 7212 3971 | | | | 1881 | J.&G. Thomson Glasgow | **Cunard SteamShip Co.(Lim.)** | 515·0 F60*t* | 52·1 | 37·0 | **Liverpool** British | C.3Cy.72″&(2)100″–78″ 1000HP J.&G.Thomson,Glasgow | 40 ″ 6 s12 ″ 7 | BT till ~~9,93~~ ~~9,94~~ 8,95 |
| 466 29946 HMJR | **Sesostris** (*DISMANTLED,94*) *R.A.Lavis* –91 5thSurvey,Liv.9,87 2*Dks* | **IronScBg** | 2018 1943 1296 | ✠ 10,89 | Liv | Lv | 1865 5mo | Harland& Wolff Belfast | **T.W.Ward** | 322·8 | 34·7 | 25·5 | **Liverpool** British *7BH* | C.2Cy.40″&73″–39″ NE&B74 230HP N.E.MarineE.Co.(Lim.)Sld | | |
| 467 1147 HGTV | **Sesshiu Maru** (*ex*Carisbrooke) *ss*HKg.No.3–10,84 *ss*HKg.No.1–88 1*Dk*&*Awng dk* | **IronScSr** | 1631 997 1011 | ✠ 4,92 *Awng dk with freeboard* | HKg A&CP | *o* | 1873 3mo | Davison& Stokoe Sunderland | **Sesshiu nada ShukaKogio Kaisha** | 250·2 ND84 | 32·0 | 17·7 | **Hiogo** Japanese | C.2Cy.29½″&57″–36″ NB81 140HP Ousebrn Eng.W.C.,Nwc. *WB=DBa*52′*f*57′220*t* | 18 ″ 4 | |
| 468 JRGP | **Sestao** ~~*Ida Ybarra*~~ ~~*89–90*~~ *ss*Bbo.No.1-94 *Well deck* 1*Dk*(*Irn*)&*Web frames* *R.deBoman* 91-93 | **SteelScSr** | 1447 1077 924 | ✠100A1 10,94 ~~5,98~~ ✠LMC5,90 ~~10,94~~ | Bbo A&CP | *p* | 1890 6mo | W.Gray& Co.(Lim.) W Hartlepool | **R.de la Sota** | 245·0 Q98′B100′F24′ BK9″ *WB=C* | 35·5 4*BHCem* *ellDB*203′707*t FPT* | 15·2 | **Bilbao** Spanish | T.3Cy.20″,31½″&53″–36″ (*s*) 154lb *75lb* 150HP 2SB,*4rf*,GS71,HS2500 73*t APT*30*t* Central Mar.E.W.,W.Htpl. | 18 ″ 10 s1 ″ 3½ w1 ″ 6 | D |
| 469 65742 LNGM | **Sestos** *Gibson* 90–90 *ss*Sld.No.3–3,86 *ss*Cff.No. ~~1–90~~ 2-94 1*Dk*3*trB* | **IronScSr** | 1230 1173 784 | ✠100A1 ~~6,92~~ 11,94 ✠NB3,86 ~~BS4,93~~ | Cff A&CP LMC ~~4,90~~ ~~4,94~~ Npt | *n* | 1872 8mo | Lon.&Glas Co. Glasgow | **DecidoS.S.Co. (Lim.)** | 240·3 BK8½″ *WB=FPT* | 31·2 5*BHCem* 60*t APT*150*t* | 21·8 | **London** British | C.2Cy.31″&54″–33″ (*l*) 80lb *40lb* 150HP 1DB,*6cf*,GS76 Lon.&Glas.Co.,Glasgow | 23 ″ 0 s 4 ″ 1 | |
| 470 30691 QLVB | — *Hand* 1*Dk* | **IronScSp** | 318 274 138 | | | | ..... | **JamesWalker** | 148·5 H44*t* | 24·0 | 11·0 | **Calcutta** British | 2Cy. 180HP Harrison&Loring,Boston | | |
| 471 477 HKCM | **Sestra** 1*Dk* | **IronSc** | 291 — 190 | | | | 1882 | Mayer Linz | **RussianSteam Nav.&Trading Co.** | 170·0 | 25·0 | 8·0 | **Odessa** Russian | C.2Cy.24″&36″–42″ 70HP Esher,Wyss&Co. | | |
| 472 JRGS | **Setiembre** *E.Aspiazu* 82–89 *ss*Bbo.No.1–93 1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*trB* | **SteelScSr** | 2165 2076 1652 | ✠100A1 *Spar dk* 3,95 ~~10,98~~ ✠LMC10,93 Nwc | Bbo A&CP | *s* | 1889 9mo | W Doxford &Sons Sunderland | **Cia.Bilbaina de Navegacion ~~(E.Aznar, Mgrs.)~~** (Aznar y Cia, *Mgrs.*) *WB=Cell* | 275·0 B27′F28′ FK *DB* 225′ 476*t* | 39·5 23·2 4*BHCem* *FPT* | 16·2 76*t APT*43*t* | **Bilbao** Spanish | T.3Cy.21½″,36″&59″–39″ (*s*) 160lb 193HP 2SB,*6rf*,GS60,HS2400 W.Doxford&Sons,Sld. | 18 ″ 11 s 5 ″ 9½ w 6 ″ 1 | D |
| 473 RGMV | **Setos** *W.Weiskam* 91–94 *ss*Ham.No.2–91 *Elec.light* 2*Dks*(1*Irn*&1*pt Irn*)3*trB* | **IronScSr** | 1746 1568 1234 | ✠ *Spar dk* BS9,93 ✠LMC6,91 | | … | 1883 4mo | Blohm& Voss Hamburg | **DeutscheOst-AfricaLinie** | 276·9 P46′B81′F36′ BK9½″ *WB=Cell* | 35·1 7*BHCem* *DB*240′285*t* | 22·0 | **Hamburg** German | C.2Cy.34″&59″–42″ 80lb 220HP 2SB,*6pf*,GS120 Blohm&Voss,Hamburg | | GV |
| 474 1219 ZLDR | **Setsuyo Maru** *Iki Toshinao* (*ex*Kiel) 2*Dks* | **IronScSr** | 1904 1043 678 | | | | 1885 | G.Howaldt Kiel | **Seishiunada KogiyoKabus-hikiKaisha** | 221·0 | 29·7 | 20·8 | **Hiogo** Japanese *WB* | C.2Cy.26″&43″–30″ Geb.Howaldt,Kiel | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel: Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 475<br>98761<br>MTSD | **Setter** | **IronScK**<br>1*Dk* | 150<br>139<br>58 | ✠100A1<br>*StmTrawler*<br>9,91 | Hul<br>LA&CP<br>✠LMC9,91 | | 1891<br>9mo | Cook,<br>Welton&<br>Gemmell<br>Hull | HumberSteam<br>TrawlingCo.<br>(Lim.) | 100·6 \| 20·9 \| 10·9<br>Q20′ BK7½ | Hull<br>British<br>3*BHCem* | C.2Cy.17″&33″-22″ (*s*)<br>90lb 45H<br>1SB.*2pf*,GS30<br>Bailey&Leetham,Hull | 11 / 11 |
| 476<br>Wrecked 4,94 | **Setthi**<br>(*ex*Zephyr,*ex*Hainan) | **IronScSr**<br>*ss*HKg.No.1–82<br>2*Dks* | 409<br>358<br>278 | ✠<br>9,84 | HKg<br>A&CP | *g* | 1878<br>11mo | PatentS.&<br>D.C.<br>HongKong | KhawLimBee | 165·8 \| 22·7 \| 13·2<br>F22′ FK | Renong<br>Siamese<br>4*BHCem* | C.2Cy.20″&36″-29″<br>65H<br>Barclay,Curle&Co.,Gls. | |
| 477<br>884<br>HFSK | **Settsu Maru**<br>*YasutaroAaki* | **WoodTwinScSr** | 235<br>217<br>145 | | | | 1884 | H.Genjiro<br>Osaka | OsakaShosen<br>Kaisha | 125·6 \| 17·2 \| 14·4 | Osaka<br>Japanese | 2Cy.<br>15H | |
| 478 | **Sevan**<br>*O.Bwerkwist* –87 | **SteelTwinScSr**<br>1*Dk*(*Irn*) | 473<br>390<br>291 | ✠<br>5,86<br>*Carrying Pet*<br>✠ | Sld<br>A&CP<br>*roleum in* | *j* | 1886<br>4mo<br>*Tanks* | Boolds,<br>Sharer&Co.<br>Sunderland | MassisS.N.Co.<br>(J.Pitoeff,*Mgr.*) | 148·0 \| 27·1 \| 12·2<br>P22′ B23′ F26′ FK | Astracan<br>Russian<br>7*BHCem* | T.6Cy.10½″,16½″&27″-18″<br>80H<br>N.E.MarineCo.(Lim.),Sld. | 13 / 0 |
| 479 | **Sever** | **SteelTwinScSr** | 740 | | | | 1894 | R.&W.<br>Hawthorn,<br>Leslie&Co.<br>(Lim.)<br>Newcastle | EasternSteamShip<br>Co. | 210·0 \| 28·0 \| 12·4<br>Q73′B34′F28′ | Astrakan<br>Russian | C.2Cy.18″&34″-20″<br>Ross&Duncan,Glasgow | |
| 480<br>LCQF | **Séverin**<br>*Lebreton* | **IronSc3MstSr**<br>2*Dks* | 546<br>—<br>319 | | | | 1869 | Scott&Co.<br>Greenock | J.B.M.Bascle | 180·4 \| 26·2 \| 16·0<br>Q43′ F32′ | Nantes<br>French | C.2Cy.24″&48″-30″<br>120H<br>Greenock Foundry Co.,Grk. | V |
| 481<br>98698 | **Severn**<br>*J.~~Hislop92–92~~Reid* | **SteelAux-ScBk**<br>2*Dks* | 1364<br>1269<br>1125 | ✠100A1<br>4,93<br>drp95 | Bal<br>LA&CP<br>✠LMC3,92 | *s* | 1892<br>3mo | Russell<br>&Co.<br>Pt.Glasgow | SteamshipSevern<br>Co.(Lim.)<br>(W.B.Willson) | 231·7 \| 36·0 \| 21·8<br>P24′F30′ BK9 | Glasgow<br>British<br>3*BHCem* | C.2Cy.22″&44″-27″ (*o*)<br>100lb *80lb* 81H<br>1SB.*2pf*,GS52<br>Rankin&Blackmore,Grk. | 23 / 2 |
| | *Full-rigged Sailing Bk ... See Sailing Ship Register.* | | | | | | | | | | | | |
| 482<br>71672<br>LPHS | —<br>*D.McDougall* –93 *ss*Gls.No.3–3,94 | **IronScSr**<br>2*Dks* | 731<br>653<br>399 | ✠100A1<br>~~3,95 3,94~~ 4,95<br>✠NB81<br>BS2,95 | Gls<br>A&CP<br>LMC2,94 | *l* | 1874<br>9mo | D.&W.<br>Henderson<br>Glasgow | W.Sloan&Co. | 211·0 \| 28·2 \| 15·5<br>P36′F34′ BK8 | Glasgow<br>British<br>5*BHCem* | C.2Cy.28½″,52&41½″-36″ (*j*)<br>65lb *40lb* 252H<br>2SB.*4pf*,GS74<br>D&W Henderson&Co.,Gls. | 16 / 3 |
| 483 | —<br>*E.Mason* –93 6thSurvey,Hul.10,88 1stSurvey Hul.3,92 | **IronScSr**<br>1*Dk*2*trB* | 589<br>496<br>372 | ✠ A1,1<br>3,92 | Hul<br>— | ...<br>Lv | 1867<br>8mo | Oswald&<br>Co.<br>Sunderland | Stromstenens<br>VartsAct.<br>Dampskibsselsk | 181·3 \| 26·1 \| 15·2<br>P96*t*F— BK6½ | Stavanger<br>Norwegian<br>4*BH* | C.2Cy.24″&45″-30″<br>NE&B84 85H | 16 / 7<br>s 2 / 0½ |
| | *Now named "Cito," See No. 20 in Supplement.* | | | | | | | | | | WB = *DBaMT* | G.Clark,Sunderland | |
| 484<br>87918<br>JCPB | —<br>~~*O.E.Owens83–92*~~ *ssLiv.No.2–92*<br>*Rees* -94 | **IronSc3MstSr**<br>1*Dk*(*Irn*) | 379<br>297<br>200 | ✠100A1<br>~~5,93~~ 11,94<br>~~BS5,93~~<br>6,94 | Liv<br>LA&CP<br>✠LMC6,95 | *f* | 1883<br>11mo | Liverpool<br>ForgeCo.<br>Liverpool | Rogers&Bright | 145·0 \| 22·2 \| 10·7<br>P22′Q28′B9′F18′ BK7 | Liverpool<br>British<br>4*BHCem* | C.2Cy.18″&36″-30″ (*i*)<br>75lb ~~*50lb*~~ *40lb* 60H<br>1SB.*2pf*,GS36 | 12 / 10 |
| | | | | | | | | | | *WB = CellDB91* | 97*tAPT*9*t* | J.Jones&Sons,Liverpool | |
| 485<br>60068 | —<br>1*Dk* | **IronPad** | 125<br>125<br>66 | 6,71 | | Lv | 1868<br>4mo | Bowdler,<br>Chaffer&Co<br>Liverpool | London&N.W.<br>RailwayCo. | 106·0 \| 20·1 \| 8·6<br>B82′ | Dublin<br>British | O.2Cy.34″–42″<br>70H<br>Fawcett,Preston&Co.,Liv. | |
| 486<br>JYDT | **Sevilla**<br>*Bach* –88 | **Iron**<br>(*ex*Vinuesa) | 615<br>427<br>427 | | | | 1867 | A.Leslie&<br>Co.<br>Newcastle | Sociedad deNave-<br>gacioné Indus-<br>tria | 186·6 \| 26·0 \| 14·5 | Barcelona<br>Spanish | 80H | |
| 487<br>LKPG | **Sevillano**<br>*J.Garcia*79–94 | **SteelScSr**<br>1*Dk*(*Stl*)&*Awng dk*3*trB* | 1233<br>1217<br>779 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>2,94 | Lth<br>LA&CP<br>✠LMC2,94 | *m* | 1894<br>2mo | J.Scott<br>&Co.<br>Kinghorn | Cia.Sevillana<br>deNavigacion<br>à vapore | 211·0 \| 32·1 \| 15·9<br>22·9<br>BK8 | Seville<br>Spanish<br>4*BHCem* | T.3Cy.17″,27″&45″-33″ (*s*)<br>160lb *90lb* 100H<br>1SB.*3pf*,GS58,HS2080 | 16 / 10<br>s 8 / 2 |
| | | | | | | | | | | *WB = CellDB119* | 172*tAPT*14*t* | J.Scott&Co.,Kinghorn | |
| 488<br>LKPG | **Sexta**<br>*U.Hoffmann* –86 | **IronScSr**<br>1*Dk* | 242<br>213<br>161 | | | ... | 1874 | WGray&C.<br>WHartlepool | Flensburg-Stet-<br>tinerDampf-<br>schifffahrtsGes. | 111·8 \| 20·1 \| 12·8<br>Q39′ B10′<br>len82 | Flensburg<br>German | C.2Cy.17¾″&31½″-17¾″<br>45H<br>*WB* Möller&Holberg,Stettin | V |
| 489 | **Sfactirea** | **SteelTwinScSr**<br>(*ex*Buzzard) | 831<br>—<br>690 | | | | 1884 | J.&G.<br>Thomson<br>Glasgow | HellenicSteam<br>ShipCo. | 210·5 \| 32·6 \| 15·2<br>P129*t* F14*t* | Syra<br>Greek | C.4Cy.30″&60″–36″<br>260H<br>J.&G.Thomson,Glasgow | |
| 490 | **Sfaktirea**<br>(*ex*Eldorado)<br>*Well deck* | **SteelSc3MstSr**<br>2*Dks* | 935<br>665<br>427 | ✠<br>7,85 | Hul<br>LA&CP | Lv | 1885<br>4mo | Earle'sCo.<br>(Lim.)<br>Hull | GreekGovernment | 235·0 \| 30·0 \| 14·8<br>P220*t* H33*t* F16*t* | Greek<br>4*BH* 1PBH<br>*Cem* | T.3Cy.26″,40″&68″–39″<br>230H<br>Earle'sCo.(Lim.),Hull<br>*WB = DBf* | |
| 491<br>96261 | **Shaftesbury**<br>*P.D.Godfrey* –94<br>*Well deck* | **IronScSr**<br>1*Dk*(*Irn*)2*trB*<br>*ss*Hul.No.1-94 | 1885<br>1424<br>1215 | ✠100A1<br>7,94~~,92~~<br>✠LMC~~3,90~~ 7,94 | Cff<br>A&CP<br>Hul | *r* | 1890<br>4mo | Craig,<br>Taylor&Co.<br>Stockton | N.of IrelandS.S.Co<br>(Lim.) | 270·0 \| 37·3 \| 18·2<br>Q103′B106′F27′ FK<br>*WB = DBa80′f114′365tFPT* | Belfast<br>British<br>4*BHAsp*<br>66*tAPT*21*t* | T.3Cy.20″,33″&54″–36″ (*s*)<br>160lb *80lb* 160H<br>2SB,*4rf*,GS112,HS2602<br>WestgarthEnglish&CMdb | 19 / 8<br>s 1 / 8½ |
| 492<br>89632<br>JQVW | **Shagbrook**<br>*J.W.Ebbett*76–85 *ss*Lon.No.3–3,92<br>*Well deck* | **SteelScSr**<br>1*Dk*(*Stl*) | 1328<br>937<br>868 | ✠100A1<br>7,94~~11,92~~<br>BS4,94 | Cff<br>A&CP<br>✠LMC2,92 | *o* | 1884<br>10mo | W.Gray&C<br>WHartlepool | Harris&Dixon | 246·6 \| 35·2 \| 13·8<br>P25′Q75′B90′F30′<br>drp94 BK8½<br>*WB = Cell* | London<br>British<br>4*BHCem*<br>*DB205′380t* | T.3Cy.22″,30″&60″–36″ (*s*)<br>150lb 200H<br>2SB,*4cf*,GS86,HS3358<br>WallsendSlipwayCo.,Nwc. | 16 / 11<br>s 1 / 3 |
| 493<br>78839<br>SPVG | **Shahjehan**<br>*W.H.Edge* –91 *ss*Cal.No.3–5,91 | **IronSc3MstSr**<br>2*Dks*(1*Irn*) | 1692<br>1537<br>1065 | ✠100A1<br>5,91<br>✠NB6,91 | Cal<br>A&CP<br>LMC7,91 | *r* | 1878<br>12mo | Harland&<br>Wolff<br>Belfast | AsiaticSteamNav.<br>Co.(Lim.) | 305·8 \| 31·7 \| 22·2<br>F48′ BK9<br>*WB = MTf26′a28′* | Liverpool<br>British<br>6*BHCem* | C.2Cy.34″&61″–45″ (*s*)<br>80lb 185H<br>2DB,GS160<br>D.Rowan,Glasgow | 23 / 10 |
| 494<br>78848<br>SJND | **Shahzada**<br>*W.J.Crebbin* –92 | **IronSc3MstSr**<br>*ss*Cal.No.3–1,91<br>2*Dks*(1*Irn*) | 1666<br>1537<br>1046 | ✠100A1<br>1,91<br>✠NB91 | Cal<br>A&CP<br>LMC1,91 | *r* | 1879<br>1mo | Harland&<br>Wolff<br>Belfast | AsiaticSteamNav.<br>Co.(Lim.) | 305·8 \| 31·7 \| 22·2<br>F48′ BK9 | Liverpool<br>British<br>6*BHCem* | C.2Cy.34″&61″–45″ (*i*)<br>70lb NDB91 185H<br>2DB,*8cf*,GS<br>D.Rowan,Glasgow | |
| 495<br>91869<br>KBSJ | **Shakespear**<br>*A.G.Rainey*84–85<br>*Well deck* | **IronScSr**<br>~~*ssCff No.1–90*~~<br>1*Dk*(*Irn*)2*trB*<br>*ss*Bry.No.2-94 | 1851<br>1487<br>1163 | ✠100A1<br>~~3,94 3,90~~ 3,95<br>~~BS4,92~~<br>~~drp91~~ | Hpl<br>A&CP<br>~~✠LMC6,90~~ 3,94<br>Bry | *r* | 1885<br>8mo | J.L.Thomp-<br>son&Sons<br>Sunderland | GloverBros. | 271·3 \| 36·1 \| 20·5<br>P28′Q68′B68′F30′ BK9½<br>*WB = DBa76′f62′277tFPT* | London<br>British<br>6*BHCem*<br>41*tAPT*23*t* | T.3Cy.21″,34½″&55½″–36″<br>145lb *70lb* (*a*) 160H<br>2SB,*4cf*,GS83<br>T.Richardson&Sons,Hpl. | 21 / 9<br>s 2 / 7 |
| 496<br>67791 | **Shamrock**<br>*J.Beaumont* | **IronPadSr** | 1278<br>973<br>468 | | | | 1876 | Laird Bros.<br>Birkenhead | London&N.W.<br>RailwayCo. | 291·8 \| 32·2 \| 15·7<br>Q96′ B86′ F95′ | Dublin<br>British | 2Cy.78″–84″<br>NB86 650H<br>Laird Bros.,Birkenhead | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned (now spirefed). Distinguishing Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Class. Port Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 497 Shamrock 80468 | *R.Aitken* 74–79 | IronScSr | 861 696 274 | | | | 1879 | A.& J.Inglis Glasgow | Glasgow, Dublin & Londonderry SteamPacketCo. (A.A.Laird&Co., *Mgrs.*) | 231·2 P53′ | 31·3 B84′ | 15·5 F40′ | Glasgow British | C.2Cy.31½″&70″–45″ NB91 260HP A.&J.Inglis, Glasgow | 16 ″ 0 s 2 ″ 3½ | BT till ~~5,98~~ 2,96 |
| 498 — 78868 BGSK | *G.Edwards* –94 *ss*Gls.No.3–6,90 1*Dk*2*trB* *ss*Pnz.No.1-94 | IronScSr | 591 568 317 | ✠100A1 ~~5,94~~10,94 ✠NB2,93 | Brs A&CP LMC2,93 Pnz | *j* | 1878 2mo | Ramage& Ferguson Leith | G.Bazeley&Sons | 181·0 B47′F25′ | 27·3 BK7½″ *WB=D* | 15·4 *Ba*48′*FPT* | Penzance British | C.2Cy.25″&44″–30″ (*s*) 90lb ~~50lb~~70lb NDB93 85HP 1SB,*3pf*,GS64,HS1365 Hawthorns&Co.,Leith | 16 ″ 8 s 2 ″ 2 | |
| 499 — 81488 | (*ex*Woodside) | IronPad | 377 373 25 | | | | 1865 | Scott&Co. Northfleet | WallaseyLocal Board | 150·6 | 32·2 | 10·9 | Liverpool British | 2Cy.38″–48″ NB78 120HP C.J.Mare,London | | BT till ~~1,95~~ 2,96 |
| 500 — 80864 | *P.Stranger* ptIB | WoodPadTug HTBel.75 | 108 108 13 | ✠ *For River pur* 2,75 | Bel *poses o* A&CP | 7 *nly* | 1870 7mo | Stewart N.Shields | J.Reed | 97·9 Cl | 18·6 | 9·7 | N.Shields British | L.1Cy.35⅝″–50″ 51HP J.P.Almond,N.Shields | | |
| 501 — 98193 | *T.Bryant*90–90 1*Dk* | SteelScSpTug | 84 84 4 | ✠100A1 *For Towing p* 8,90 ✠LMC8,90 | Chp *urposes* LA&CP | *s* | 1890 8mo | E.Finch& Co. Chepstow | J.Mitchell&Sons | 85·0 | 17·6 BK6″ | 9·5 *4BHCem* | Cardiff British | C.2Cy.18″&34″–24″ 90lb 50HP 1SB,*2f*,GS34 PenarthSlipway&ECo.,Cff | 10 ″ 1 | |
| 502 Shan 86048 | *Elec.light* | SteelPadLr | 674 674 250 | | | | 1888 | W.Denny &Bros. Dumbarton | IrrawaddyFlotilla Co.(Lim.) | 250·0 | 35·1 | 9·8 | Glasgow British | C.2Cy.37½″&65″–72″ 375HP Denny&Co.,Dumbarton | | |
| 503 Shandon 86179 | *L.Campbell*85–85 (*ex*Chancellor) | IronPadSp | 171 149 43 | *Now named "Daniel Adamson." See No. 5 in Supplement.* | | | 1864 | Blackwood &Gordon Pt.Glasgow | G.Buchanan | 163·2 | 18·7 | 7·0 | Glasgow British | D.2Cy.32″–51″ NB85 80HP Blackwood&Gordon,PGls. | | BT till 10,94 |
| 504 Shanes Castle 104484 | *T.McNeeley* –94 *Well deck* | SteelScSr 1*Dk*(*Irn*) | 187 136 58 | ✠100A1 10,94 ~~1,94~~ ✠LMC4,94 | Gls LA&CP | *b* | 1894 4mo | J.Shearer &Son Glasgow | C.M.Legg | 110·0 Q37′B7′F18′ | 20·0 BK6½″ *WB=FPT* | 8·3 *3BHCem* 13*t* | Belfast British | C.2Cy.14″&28″–20″ (*s*) 110lb 33HP 1SB,*2pf*,GS29,HS675 Ross&Duncan,Glasgow | 9 ″ 0 | |
| 505 Shanghai 93221 LFVD | *L.H.Crawford* –94 *Elec.light* 2*Dks*(*Stl*-ws)3*Dk Rule* | SteelScSr | 3171 3012 2044 | ✠ 6,89 ✠ | Grk LA&CP | *w* | 1889 6mo | Caird&Co. (Lim.) Greenock | Peninsular&OrientalSteamNav. Co. | 349·4 P35′B104′F49′ *WB=C* | 42·1 BK9″ *ll DB*298′622*t FPT* | 26·5 7*BHCem* 51*t APT*50*t* | Greenock British | T.3Cy.27″,43″&68″–54″ 450HP 2DB,*12rf*,GS206,HS4667 Caird&Co.(Lim.),Grk. | 29 ″ 9 s 6 ″ 4 | BT till ~~5,95~~ 2,96 |
| 506 Shannon 83934 WFLP | *E.Crewe* –92 *Iron beams* | SteelScBg 3*Dks*(2*Stl*) | 4077 3936 2050 | ✠ 12,81 ✠ | Bel LA&CP | *y* | 1881 10mo | Harland& Wolff Belfast | P.&O.SteamNav. Co. | 400·1 P61′ | 42·6 F48′ | 32·7 7*BHCem* | Belfast British | C.4Cy.38″&76″–66″ 750HP Harland&Wolff,Belfast | 34 ″ 2 s 8 ″ 5 | |
| 507 — 88009 | *R.Cotter* 1*Dk* | IronPadSp | 267 180 158 | | | | 1892 | McIlwaine&McColl(Lim.) Belfast | WaterfordS.S.Co. (Lim.) | 160·0 | 21·1 | 8·0 | Waterford British | C.O.2Cy.21½″&45″–39″ 83HP McIlwaine&McColl(Lim). Belfast | | BT till ~~10,94~~ 10,95 |
| 508 Shantung 93039 | *W.B.Hardinge* –92 1*Dk*(*Stl*)&*Spar dk*(*Stl*-ws) *Elec.light* &*Web frames* | SteelScSr | 2807 2675 1835 | | | ... | 1892 2mo | W.Gray& Co.(Lim.) WHartlepool | TaikooSugar RefiningCo.(Lim.) (J.Swire&Sons, *Mgrs.*) | 304·4 F35′ | 41·1 26·1 | 19·1 *WB* | London British | T.3Cy.23″,36½″&62″–39″ 240HP CentralMar.E.Wks.,WHpl | 21 ″ 7 | |
| 509 Shario Maru 492 HBFG | *Mura Yurizo* (*ex*Shaftesbury) | IronScSr | 1031 868 744 | | | | 1862 | T.Richard-son&Sons Hartlepool | BabaDaijiro | 203·1 | 28·0 | 21·0 | Fushiki Japanese | 2Cy.41½″–24″ 89HP T.Richardson&Sons,Hpl. | | |
| 510 Shark 88240 JVMG | *D.Longstaff* –94 (*ex*Tweed) | IronSc3MstSr 1*Dk* | 163 145 66 | 2,74 | | Lv | 1866 | Walpole Dublin | Boston&HullStm. ShippingCo. (Lim.) | 119·4 Q13*t* | 19·9 | 8·5 | Hull British 3*BH* | 2Cy.21″–24″ 40HP Macnab&Co.,Greenock *WB=CellDB* | | |
| 511 — 98294 | *W.R.Bascombe* –94 1*Dk* | IronScK | 159 148 79 | ✠100A1 *StmTrawler* 10,91 ✠LMC10,91 | Gms LA&CP | | 1891 10mo | GtGrimsby Co-operative Box&Fish Carrying Co. (Lim.) Gt.Grimsby | SteamTrawlingCo. of Boston(Lim.) (W.F.Beaumont, *Mgr.*) | 103·0 Q18′F21′ | 20·7 BK7½″ | 10·7 3*BHCem* | Boston British | T.3Cy.11½″,18½″&30″–22″(*s*) 160lb 45H 1SB,*2pf*,GS32,HS787 Gt.GrimsbyCo-operative Box&FishCarryingCo. (Lim.),Grimsby | 11 ″ 3 | |
| 512 Sharon 82670 WBKV | *H.Storn* –93 *Well deck* *ss*Shl.No.3–1,94 1*Dk*(*pt Irn*)2*trB* | IronScBn | 1382 1077 857 | ✠100A1 1,94 ✠LMC1,94 | Shl A&CP | *o* | 1881 7mo | T Turnbull &Son Whitby | RobinsonBros. | 242·7 P25′Q63′B50′F33 *WB=DBa* | 34·0 FK | 17·9 4*BHCem* 68′*f*98′271*t* | Whitby British | C.2Cy.30″&57″–33″ (*i*) 75lb *45lb* 130HP 2SB,*4pf*,GS66 T.Richardson&Sons,Hpl. | 19 ″ 5 s 2 ″ 2 | |
| 513 Shasi 98984 | *J.R.Cooke* –93 2*Dks* | SteelTwinScSp | 1011 811 776 | | | | 1891 | Scott&Co. Greenock | ChinaNav.Co. (Lim.) | 186·1 B166*t* | 35·2 H34*t* | 16·4 | London British | T.6Cy.10¼″,16″&25″–18″ 90HP Scott&Co.,Greenock | | |
| 514 Shastri 89913 JHVW | | IronScSr | 198 182 84 | | | | 1884 | Dobson& Charles Grangemth | BombayStm.Nav. Co. (Shepherd&Co., *Mgrs.*) | 139·2 | 26·1 | 8·9 | Bombay British | C.2Cy.18″&34″–27″ 48HP Dunsmuir&Jackson,Gls. | | |
| 515 Shat el Arab 99099 Saunders | *Saunders* 1*Dk*(*Stl*-ptws)& *Webframes*&*pt Awng dk*(*Stl*-ws) | SteelScSr | 2605 1664 | ✠100A1 *pt Awng dk withfreeboard* 8,94 ✠LMC6,92 | Cff A&CP Lon | *t* | 1892 6mo | J.Blumer &Co. Sunderland | PersianGulfStm. ShipCo.(Lim.) | 305·0 Q119′ *pt Awng dk*186′ *u E&B*48′384*t FPT* *WB=DBa*90′*s* | 41·1 FK | 18·8 5*BHCem* 85*t APT*72*t* | London British | T.3Cy.23½″,38″&62″–42″ (*s*) 160lb *80lb* 220HP 2DB,*8rf*,GS120,HS3720 N.E.MarineE.Co.(Lm)Sld. | 21 ″ 9 s 9 ″ 1 | |
| 516 Shawmut 116137 KDPJ | *G.H.Fuller* –87 *ss*Bos.No.3–2,87 *ss*Bos.No.1–92 (*ex*Enchantress) 1*Dk*(*Irn*)2*trB* | IronScSr | 1625 1312 1100 | ✠100A1 1,92 ~~BS7,93~~ 12,94 | Bos A&CP LMC2,92 | *q* | 1879 11mo | ShortBros. Sunderland | L.G.Burnham&Co. *WB=D* | 259·0 P32′F27′ *Ba*80′*f*42′211*t FPT* | 36·0 BK9″ | 18·8 4*BHCem* 40*t APT*20*t* | Boston Utd.States | C.2Cy.32″&60″–39″ (*i*) 75lb *75lb* NDB87 150HP 2B,GS65 J.Dickinson,Sunderland | 20 ″ 3 | |
| 517 Shearwater 98245 KTBL | *C.P.Page*82–88 1*Dk*(*Irn*) *Beams Stringers*&*Dbl Btm*(*Irn*) | SteelScSr | 952 715 592 | ✠100A1 ~~1,05 2,94~~ 3,94 4,95 ~~BS8,94~~ ✠LMC6,92 | Bly A&CP ~~Shld~~ | *m* | 1888 7mo | HSEdwrds &Sons Newcastle | Sharp&Co. *WB=Ce* | 214·0 Q77′B51′F28′ lrp93&94 *ll D*B192′290*t FPT* | 31·2 FK | 13·8 4*BHCem* 36*t APT*30*t* | Newcastle British | T.3Cy.20″,33″&53″–33″ (*r*) 160lb *75lb* 150HP 2SB.*6pf* E.Scott&Co.,Newcastle | 16 ″ 3 s 1 ″ 5 | D |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 518 95788 | **Sheerness** — *W.Curtis*89– 1*Dk(Irn)*&*Webframes*&*ptAwngdk(Irn)* | **IronScBn** *ss*Hul.No.1–94 | 2131 1646 1389 | ✠100A1 *pt Awng dk withfreeboard* 9,94 ~~4,94~~ ✠LMC11,93 | Bel | *s* | 1889 12mo | Rchardson Duck&Co. Stockton | **HullStm.Shipping Co.(Lim.)** (G.R.Sanderson &Co., *Mgrs.*) | 277·0\|37·5\|18·4 P26′Q98′ BK9½′ *ptAwng dk*177′ *WB=Cell* | Hull British *4BHA*sp *D*184′431*t* | T.3Cy.21″,35″&58″–36″ (*o*) 160lb *75lb* 200H 2SB,*4rf*,GS84,HS3076 T.Richardson&Sons,Hpl. | 21 ″ 0 s 8 ″ 1 |
| 519 76675 QMDG | **Sheffield** — *G.H.Morris* –94 *Elec.light* | **IronScSr** *ss*Hul.No.3–12,89 1*Dk*2*trB* *ss*Gms.No.1-94 | 647 524 407 | ✠90A1 6,94 ~~6,86~~ ✠NB12,89 | Hul A&CP LMC6,93 Gmg | *k* | 1877 1mo | J.Elder&C. Glasgow | **Mnchestr,Sheffild &LincInshireR.Co.** | 201·0\|27·1\|15·1 P45′F30′ ND89 ~~drp93~~ BK7½′ | Grimsby British *4BHCem* | T3Cy.17¼″,28″&45½″–30″ (*s*) 155lb *70lb* NDB89 95H 1SB,*3cf*,GS57 *Tpd*89Earle's Co.(Lim)Hul | 15 ″ 9 s 2 ″ 1 |
| 520 102056 | **Sheikh** — *S.C.Newey*82–92 *Elec.light* | **SteelScSr** 2*Dks*(*Irn*)3*trB* | 4369 4114 2828 | ✠100A1 1,95 ~~6,94~~ ✠LMC12,92 | Cff A&CP | *x* | 1892 12mo | Palmers' Co.(Lim.) Newcastle | **BedouinStm.Nav. Co.(Lim.)**(W.&R. Thomson, *Mgrs.*) | 388·0\|46·0\|28·5 P38′B83′F39′ FK *WB=CellD* B331′819*t* *FPT*104*t* | Liverpool British *6BHCem* *APT*46*t* | T.3Cy.26″,43″&70″–45″ (*a*) 180lb *90lb* 360H 2DB,*8rf*,GS152,HS9400 Palmers' Co.(Lim.),Nwc. | 31 ″ 9 |
| 521 98302 | **Sheikh Berkhud** — *J.Gibb* –93 *Elec.light* | **SteelScSr** 1*Dk*(*Irn*)&*Shelterdk* | 327 259 158 | ✠100A1 *Shelter dk withfreeboard* 4,94 ✠LMC3,91 | Bom A&CP | *g* | 1891 3mo | Scott&Co. Greenock | **J.Scott** | 150·4\|23·1\|11·5 P18′F25′ BK7″ *WB=DBf*45′41*t* | Greenock British *4BHCem* | T.3Cy.14″,23″&37″–27″ (*s*) 160lb 95H 1SB,*3cf*,GS52,HS1291 Scott&Co.,Greenock | 12 ″ 0 s 8 ″ 1 |
| 522 85038 WBCQ | **Shelley** — *J.Davison*84–86 | **IronScSr** *ss*Cpn.No.3–7,93 2*Dks*(*Irn*)3*trB* | 1998 1799 1267 | ✠100A1 12,93 BS7,94 ✠LMC7,93 | Bry LA&CP | *s* | 1881 5mo | W.Gray&C W Hartlepool | **GloverBros.** | 285·0\|35·4\|24·5 P27′B57′F25′ drp93 BK9½″ *WB=DB*a88*f*64′283*t* | London British *5BHCem* | C.2Cy.34″&64″–40″ (*i*) 75lb ~~80lb~~ NDB93½ 200H 2SB,*6f*,GS90 Black,Hawthorn&Co.,Nwc | 25 ″ 11 s 4 ″ 9 |
| 523 | **Shemiss** — *Yousuf Effendi* –88 | **WoodPadTug** | — — 30 | | | | 18 7 6 8 6 | J.Couley N.Shields | **IdareiMassousieh (OttomanStm. Nav.Co.)** | ..... ..... ..... | Constanpl Turkish | 1Cy. 50H J.Couley,NorthShields | |
| 524 102111 | **Shenandoah** — *G.Buckingham*93–93 *Elec.light* | **SteelScSr** 2*Dks*(*Stl*)3*trB* | 3886 3670 2492 | ✠100A1 ~~6,94~~ ~~11,93~~ ~~10,93~~ 5,95 ✠LMC10,93 | Liv LA&CP | *x* | 1893 10mo | A.Stephen &Sons Glasgow | **Chesapeake&Ohio S.S.Co.(Lim.)** | 370·0\|44·0\|28·6 P48′B128′F56′ *ptShltr dk*80′ BK11″ *WB=Cell* *DB*280′616*t* | Liverpool British *6BHCem* | T.3Cy.28″,46″&75″–54″ (*s*) 160lb *80lb* 600H 2DB,*12cf*,GS270,~~HS4260~~ HS3620 A.Stephen&Sons,Glasgow | 31 ″ 6 s 6 ″ 1 |
| 525 77104 RSCN | **Sherard Osborn** — *C.O.Madge*82–91 | **IronTwinScSr** *ss*Sng.No.3–2,91 2*Dks*(*Ulrn*-ws) *ss*Sng.No.1-94 | 1429 1354 875 | ✠90A1 ~~9,94~~ ~~4,93~~ 1,95 ~~BS5,92~~ ✠LMC4,93 | Sng A&CP | *q* | 1878 4mo 9,94 | Scott&Co. Greenock | **EastExten.Aust. &ChinaTel.Co. (Lim.)** | 274·7\|32·2\|21·0 ND91 FK *WB=DBa*70*f*72′ | London British *4BHCem* *APT FPT* | C.4Cy.21″&44″–30″ (*a*) 80lb *50lb* NB86 200H 3SB,*6cf*,GS112 NDB84 Greenock Foundry Co.,Grk. | 22 ″ 3 s 4 ″ 3 |
| 526 77033 WVFL | **Sherborne** — ~~*G.B.Allen* –93~~ *J.Laver* | **IronScSr** *ss*Grk.No.3–7,90 1*Dk*(*Irn*)&*Spardk*3*trB* *ss*Sld.No.1–95 | 1736 1705 1098 | ✠100A1 *Spar dk* 4,95 ~~4,94~~ BS8,93 | Shl A&CP Sld LMC3,93 | *r* | 1877 8mo 9,94 | E.Withy& Co. Hartlepool | ~~**Galbraith, Pembroke&Co.**~~ J.Priestman&Co | 267·7\|33·3\|18·9 24·0 ~~drp93~~ ptND90 BK9″ ptND95 ~~BK9″~~ *WB=DB*228′ *WB=DBa*88*f*100′2*uLxB*38′8*t* | London British *4BHCem* 2B,GS80 T.Richardson&Sons,Hpl. | C.2Cy.33″&61″–33″ (*i*) 75lb ~~65lb~~ *40lb* 150H | 20 ″ s 6 ″ |
| 527 85921 WJBH | **Sherbro** — ~~*G.N.Hampson* –93~~ *Harper* –95 | **SteelScSr** ~~*J.Robinson*94–94~~ 2nd~~Survey,Liv.11,90~~ 3rdSurvey,Liv.5,94 2*Dks*(*UptStl*-ws) | 1650 1455 1062 | ✠A1*1 ~~10,93~~ 9,94 5,95 | Liv Ham | Lv | 1882 2mo | J.Elder&C. Glasgow | **Brit.&African SteamNav.Co. (Lim.)** (Elder,Dempster &Co., *Mgrs.*) | 299·9\|36·2\|19·7 P58*t*H100*t*F37*t* BK9″ | Glasgow British *8BH* | C.2Cy.33″&63″–36″ 200H 2SB,*6f* J.Elder&Co.,Glasgow | 21 ″ s 4 ″ 6 |
| 528 54877 HNBW | **Sherburn** — *A.Way*74–81 | **IronScSr** *ss*Sld.No.3–6,86 1*Dk*2*trB* | 644 622 438 | 6,86 ✠NB11,88 | Sld A&CP | *k* | 1866 7mo | J.Laing Sunderland | ~~**H.T.Morton&Co.**~~ Earl of Durham (T.Nicholson *Mgr*) | 187·0\|28·9\|16·7 Q22*t* ptND80 | Sundrland British *4BH* | C.4Cy.20″&36″–26″ 80H *Cmp*.72W.Pile&Co.,Sld. *WB=DBa*64′*f*23′ | 17 ″ 1 s 2 ″ 9 |
| 529 | **Shereff** — *Arrospe* (*ex*Rita,*ex*Barenquer) | **IronScBg** 2*Dks* | 1354 — 879 | | | | 1857 | Caird&Co. Greenock | **Caramanian, Shahinoglou&Co.** | 272·3\|30·8\|21·8 len70 | Constanpl Turkish | C.2Cy.22″&44½″–36″ 150H J.Jack,Rollo&Co.,Liv. | |
| 530 | **Shereff Ressair** — *SaadeddinBey* –87 | **IronSc** | — — 1116 | | | | 1864 | Oswald&C. Sunderland | **IdareiMassousieh (OttomanSteam Nav.Co.)** | 227·0\|26·0\|25·0 | Constanpl Turkish | 2Cy. 170H G.Clark,Sunderland | |
| 531 92001 KBRQ | **Shieldrake** — *E.Warsnop* –92 | **SteelSc3MstSr** *ss*Liv.No.2–93 2*Dks*(1*Irn*) | 1080 952 606 | ✠100A1 5,94 BS5,94 ✠LMC8,93 | Liv LA&CP | *o* | 1885 8mo | WBThomp son Dundee | **CorkS.S.Co.(Lim.)** | 249·6\|32·2\|15·4 P96′B27′F45′ BK9″ *WB=CellDB*188′ | Cork British *5BHCem* | C.2Cy.29″&57″–48″ 90lb *60lb* NDB91 160H 1DB,*6pf*,GS115,HS2657 W.B.Thompson,Dundee | 18 ″ s 2 ″ |
| 532 72655 QJGV | **Shildon** — *J.Parkes*76–88 *Well deck* | **IronScSr** *ss*Hpl.No.3–11,88 *ss*Hpl.No.1–93 1*Dk*2*trB* | 1431 1195 917 | ✠100A1 4,93 BS3,95 | Hpl A&CP LMC4,93 | *p* | 1876 9mo | TTurnbull &Son Whitby | **G.Pyman&Co.** | 253·6\|33·6\|19·2 Q88′B58′F35′ ptND89 BK9″ *WB=DBa*72*f*100′&*u* *E&B*36′306*t* | W. Hartlpl British *5BHCem* | C.2Cy.31″&58″–36″ (*i*) 74lb ~~80lb~~ *75lb* 130H 2SB,GS60 Blair&Co.(Lim.),Stockton | 20 ″ s 1 ″ |
| 533 98435 NDQT | **Shillito** — *R.G.Work*93–93 | **SteelScSr** 1*Dk*(*Stl*)&*Web frames*&*ptAwngDk*(*Stl*) | 2324 1753 1485 | ✠100A1 *pt Awng dk withfreeboard* 5,95 ~~12,93~~ ✠LMC9,93 | Bry A&CP | *s* | 1893 9mo | J.Priest-man&Co. Sunderland | **Hoggarth& Woodruff** | 285·0\|39·7\|19·9 P30′Q84′ *ptAwngdk*169′ FK *WB=DBa*88′*f*108′597*t* | Cardiff British *6BHCem* 2SB,*6pf*,GS96,HS3190 G.Clark(Lim.),Sunderland | T.3Cy.22″,36″&59″–39″ (*r*) 160lb *70lb* 190H | 21 ″ s 8 ″ |
| 534 835 HFPC | **Shin Awaji Maru** — *Junji Miyasaki* | **Wood—Sr** | 135 123 84 | | | | 1884 | JWParley Kobe | **OsakaShosen Kaisha** | 105·2\|14·3\|12·7 | Osaka Japanese | 2Cy. 28H | |
| 535 1273 HJLG | **Shin Sokei Maru** — *HamanaTinkichi* | **Wood—Sr** | 170 164 95 | | | | 1891 | Mayeda Unosuke Osaka | **Amagasaki Isaburo** | 118·0\|17·1\|11·9 | Osaki Japanese | 2Cy. 18H | |
| 536 82268 | **Shin Tsaw Boo** — *Backman* | **IronPadSp** | 561 450 427 | | | | 1876 | R.Duncan &Co. Port Glasgow | **IrrawaddyFlotilla Co.(Lim.)** | 251·5\|28·2\| 7·5 | Glasgow British | C.D.2Cy.34″&59″–54″ 160H Rankin&Blackmore,Grk. | |
| 537 1121 HGSD | **Shin Unyu Maru** — *Aratani Kijotaro* | **Wood—Sr** | 160 155 99 | | | | 1881 | Nükuma Masujiro Osaka | **OmasakiIsaburo** | 108·8\|15·0\|14·1 | Osaka Japanese | 2Cy. 22H | |
| 538 555 HDLN | **ShinWakanouraMaru** — *Masamato Keizaburo* | **Wood—Sr** | 141 127 87 | | | | 1881 | E.C.Kirby &Co. Kobe | **OsakaShosen Kaisha** | 104·5\|15·6\|12·3 | Osaka Japanese | 2Cy. 11H | |
| 539 355 HCSJ | **Shin Yawata Maru** — *KichijiroFujita* | **WoodScSr** | 224 205 139 | | | | 1880 | E.C.Kirby &Co. Kobe | **OsakaShosen Kaisha** | 125·2\|17·3\|13·8 | Osaka Japanese | 2Cy. 21H | |

Broken Q

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 540 489 HBFD | **Shinagawa Maru** *G.Shimadsu* (*ex* Charles Albert) | **IronScSr** | 1338 973 1001 | | | | 1872 | J.Blumer& Co. Sunderland | **Nippon Yusen Kaisha** | 231·2 | 29·3 | 17·1 | **Tokio** Japanese | C.2Cy.28″&53″–33″ 120HP *WB* Gilbert&Cooper,Hull | | |
| 541 1253 HJKC | **Shinanogawa Maru** *Masayoshi Sakata* | **Steel—Sr** | 707 609 439 | | | | 1891 | J F Conder Nagasaki | **Osaka Shosen Kaisha** | 176·5 | 26·9 | 17·9 | **Osaka** Japanese | 3Cy. 76HP | | |
| 542 986 HGFD | **Shinonome Maru** 3 | **Wood—Sr** | 132 112 88 | | | | 1873 | Yokosuka S.B.Yard | **Nishimoto Seizaburo** | 132·9 | 17·5 | 6·6 | **Yokohama** Japanese | 1Cy. 25HP | | |
| 543 1095 HGQL | **Shira Kawa Maru** *Tsutaye Ishikawa* (*ex* Foyle) 1*Dk*(*Irn*) | **SteelScSr** | 562 — 348 | | | ... | 1887 7mo | C.J.Bigger Londonderry | **Osaka Shosen Kaisha** | 160·4 P24′ | 23·0 B17′ | 12·0 F22′ | **Osaka** Japanese *WB* | T.3Cy.15″,22″&38″–27″ 90HP Dunsmuir&Jackson,Gls. | 12 ″ 9 | |
| 544 89942 JNMV | **Shiravati** | **IronScSr** | 200 177 81 | | | | 1884 | R.Duncan &Co. Port Glasgow | **Bombay Stm.Nav. Co.(Shepherd& Co.,*Mgrs.*)** | 144·7 | 26·3 | 8·9 | **Bombay** British | C.2Cy.18″&34″–27″ 49HP Dunsmuir&Jackson,Gls. | | |
| 545 1243 HJGK | **Shiribeshi Maru** *Okamoto Zenji* | **Wood—Sr** | 151 142 94 | | | | 1891 | Iwasaki Shinden Nükuma Massajiro | **Iwauchi Kisen Kaisha** | 107·8 | 15·3 | 12·9 | **Hakodate** Japanese | 1Cy. 28HP | | |
| 546 82269 | **Shoay Myo** *Wason* | **IronPadSp** | 561 450 427 | | | | 1876 | R.Duncan &Co. Pt.Glasgow | **Irrawaddy Flotilla Co.(Lim.)** | 251·0 | 28·0 | 7·0 | **Glasgow** British | C.D.2Cy.34″&59″–54″ 160HP Rankin&Blackmore,Grk. | | |
| 547 116182 KDRN | **Shrewsbury** 1*Dk* | **WoodPad** | 326 — 163 | | | | 1887 | ..... Bath,Me. | **G.M.Porter** | 161·5 | 26·5 | 7·3 | **Buffalo,NY** Utd.States | | | |
| 548 99319 MHNW | **Shropshire** *C.H.Chapman* –93 *Elec.light* | **SteelTwinSc4MstSr** 3*Dks*(*Stl–Uws*) | 5721 5086 3674 | ✠100A1 *Spar dk* 3,95 ~~12,93~~ ✠LMC10,91 | Liv A&CP | *a*† | 1891 10mo | Harland& Wolff(Lim.) Belfast | **Bibby S.S.Co(Lim) (Bibby Bros.& Co.,*Mgrs.*)** *WB*=*Cell* | 445·5 P56′B145′F55′ *DB* 330′ 976*t* | 49·1 FK&BK3″ | 29·7 *FPT* | **Liverpool** British | T.6Cy.23,″37″&64″–48″ (*s*) 176lb 630HP 2D&2SB*18rf*,GS336HS10586 60*t* *APT* 50*t* Harland&Wolff(Lim.)Bel. | 33 ″ 6 s **8 ″ 3½** | BT till ~~8,94~~ ~~8,95~~ 10,95 |
| 549 THPG | **Siak** *C.A.Seepers*91–92 | **SteelPad** | 369 — 240 | | | | 1881 | A&J Inglis Glasgow | **Koninkl.Paketv. Maats.** | 152·0 P49*t* | 25·0 H16*t* | 10·0 F41*t* | **Batavia** Dutch | C.2Cy.18″&36″–48″ 60HP A.&J.Inglis,Glasgow | | D |
| 550 JRLD | **Siam** *S.Raicich*91–93 (*ex* Resolve) | **SteelScSr** 1*Dk*(*Stl*)&*Spar dk*3*trB* | 3172 2948 2034 | ✠100A1 *Spar dk* 3,95 ~~12,93~~ ✠LMC2,98 Nwc | Bry A&CP | *u* | 1893 2mo | R.Stephen- son&Co. (Lim.) Newcastle | **Soc.Anon. Ungarese di Arm. Marit.Oriente** *WB*=*Cell* | 324·7 P36′B14′F34′ *DB* 222′ 510*t* | 42·2 26·4 BK10″ *FPT* | 18·4 *7BHCem* *7APT* 55*t* | **Fiume** Aust.-Hung. | T.3Cy.23½″,39″&64″–42″ (*s*) 170lb *100lb* 220HP 2SB,*6cf*,GS136,HS4125 Blair&Co.(Lim.),Stockton | 21 ″ 3 | |
| 551 73696 WTKH | — *H.T.Weighell*–91 *Elec.light* | **IronScBg** (*ex* Minster Roon) | 3068 2991 1589 | | | | 1873 | Caird&Co. Greenock | **P.&O.Stm.Nav.Co.** | 350·0 | 39·4 | 30·8 | **Greenock** British | C.2Cy.50″&85½″–54″ NB81 500HP Caird&Co.,Greenock | | |
| 552 97481 SLGR | — ~~*W.Nicol*92–93~~ *Niesser* | **SteelScSr** 1*Dk*(*Irn–ws*)&*Awng dk* *ss*H.Kg.No.1–94 | 1577 1526 992 | ✠100A1 *Awng dk* *with freeboard* 10,91 ~~9,92~~ ✠LMC ~~9,92~~ 2,94 | Sng A&CP H.Kg | *o* | 1890 5mo | J.Priest- man&Co. Sunderland | **J.D.Monro (T.W.Richardson, *Mgr.*)** | 258·0 | 36·1 21·8 FK *WB*= | 14·8 *4BHCem* *DBa* 71′123*t* | **London** British | T.3Cy.20″,32½″&53″–36″ (*a*) 160lb ~~80lb~~ *50lb* 145HP 2SB,*4rf*,GS72 Hutson&Corbett,Glasgow | 15 ″ 10 s **7 ″ 1½** | |
| 553 HLFK | **Siberia** *A.deChey*89– | **WoodScSr** 1*Dk* | — — 126 | | | | 18 7 5 8 9 | Webster& Turner S.Francisco | **O.W.Lindholm& Co.** | 92·0 | 21·6 | 8·4 | **Valdvostk** Russian | 40HP W.Deacon | | |
| 554 89948 JPBW | **Siberian** *R.Moore* | **SteelSc3MstSr** | 3904 3620 2559 | | | ... | 1884 6mo | Govan S.B. Co. Glasgow | **J.&A.Allan** | 372·0 B134′ | 45·2 F39′ | 28·7 | **Glasgow** British | C.2Cy.48″&87″–54″ *E.made*80 500HP J.&J.Thomson,Glasgow | 30 ″ 3 | BT till ~~8,95~~ 3,96 |
| Sunk by Collision 1,94 | **Sibilla** (*ex* Rondine) 1*Dk* | **IronScBn** | 189 — 119 | | | | 1867 | ..... Glasgow | **Società Napolitana di Nav.a Vap.** | 139·0 | 22·8 | 12·6 | **Naples** Italian | C.2Cy.21″&41″–22″ 108HP | | |
| 556 101980 NBDV | **Sibun** *J.Shakyls* 1*Dk*(*pt Stl pt Irn*) &*Web frames*&*pt Awng dk*(*Irn*) | **SteelScSr** | 1796 1317 1137 ~~7,94~~ ~~4,94~~ 2,95 | ✠100A1 *pt Awng dk* *with freeboard* ✠LMC3,93 | Lon A&CP | *q* | 1893 3mo | J.Blumer &Co. Sunderland | **Sibun Steamship Co.(Lim.) (Scrutton,Sons &Co.)** | 260·0 P31′Q76′ *pt Awng dk* 154′ drp 9¼ | 37·1 FK *WB*=*Cell* | 16·7 *4BHCem* *DB* 194′345*t* | **London** British | T.3Cy.22″,36″&59″–36″ (*r*) 160lb *80lb* 190HP 2SB,*6pf*,GS96,HS3346 G.Clark(Lim.),Sunderland | 19 ″ 0 s **8 ″ 3½** | |
| 557 65914 LBHT | **Sicilia** *J.Silly* –93 (*ex* Mississippi) | **IronScSr** 3*Dks* *ss*Liv.No.3–5,87 *ss*Liv.No.1–91 | 2129 2002 1350 | ✠100A1 ~~5,94~~ ~~4,94~~ 1,95 ✠NB5,87 BS ~~1,94~~ 1,95 ~~Cll~~ | Liv A&CP LMC4,91 | *s* | 1871 11mo | AM Millan &Son Dumbarton | **Sicilia SS.Co.(Lim) (Goodyear&Co.)** | 320·5 P48′F46′ pt ND 9¼ *WB*=*DBa* 52′230*t* | 35·0 BK11″ | 25·0 *4BHCem* *MT* 24′250*t* | **Liverpool** British | C.2Cy.42″&75″–42″ (*a*) 75lb *80lb*,NDB94 240HP 2SB,*8f*,GS140 J.Jack,Rollo&Co.,Liv. | 26 ″ 6 s **4 ″ 9** | |
| 558 14 SHLB | — *R.Queirolo*91–91 *Well deck* | **SteelScSr** *ss*Npt.No.1–94 1*Dk*(*Irn*)2*trB* | 1810 1415 1191 | ✠100A1 3,94 ✠LMC3,94 | Nap A&CP | *r* | 1889 11mo | W.Pickers- gill&Sons Sunderland | **Peirce,Becker& Ilardi** *WB*=*Cell* | 270·0 P29′Q80′B100′F32′ *DB* 222′ 323*t* | 37·2 FK | 17·0 *4BHCem* *APT* 45*t* | **Messina** Italian | T.3Cy.21″,34″&56″–39″ (*a*) 160lb 411HP 2SB,*6rf*,GS91,HS3000 G.Clark(Lim.),Sunderland | 19 ″ 8 | |
| 559 31 SHLG | — (*NOW A HULK*) *L.Bolfo* (*ex* Mangberton) | **IronScSr** | 762 — 442 | | | | 1855 | J.&G. Thomson Glasgow | **Navigazione Generale Italiana** | 198·1 | 24·9 | 23·0 | **Genoa** Italian | 2Cy.46″–32″ 208HP Palmer&Co.,Newcastle | | |
| 560 70785 BCQV | **Sicilian** *J.Young* –92 *Well deck* | **IronScSr** *ss*Lth.No.3–7,90 1*Dk*2*trB* | 1333 1091 862 | ✠100A1 9,93 LMC3,93 | Lth A&CP | *o* | 1877 11mo | E.Withy& Co. Hartlepool | **H.Blaik&Co.** *WB*=*DBa* 73′ *f* 86′&*u* | 243·5 Q84′B66′F31′ drp 9½ | 32·0 BK8½″ | 18·3 *E&S* 38′311*t* | **Leith** British | C.2.Cy.30″&57″–33″ (*i*) 68lb 150HP 1B,GS63 T.Richardson&Sons,Hpl. | 19 ″ 3 s **1 ″ 10½** | |
| 561 76296 QKHB | **Sicily** ~~*J.W.Hetherington*92–93~~ *ss*Liv.No.3–5,89 *R.Taylor* –94 | **IronScBn** *ss*Liv.No.1–93 2*Dks*(1*Irn*)3*trB* | 1689 1564 1062 | ✠100A1 7,94 ~~10,93~~ ✠NB12.89 ✠LMC6,93 | Liv A&CP | *r* | 1876 11mo | Laird Bros. Birkenhead | **Birkenhead Ship Co (Lim.)** | 275·8 P40′F40′ | 33·2 BK9½″ | 23·0 *5BHCem* | **Liverpool** British | Q.4Cy.17½″25½″35″&50″–42″ 180lb *70lb* (*s*) 220HP 1SB,*3cf*,GS58 NDB89 *Qpd.*89 Laird Bros.,Brknhd | 24 ″ 3 s **4 ″ 7** | |
| 562 99064 | — *A.Ruhe* –92 | **IronTwinScSk** | 404 393 203 | | | | 1892 | W.Simons &Co. Renfrew | **G.Furness** | 146·1 F15′ | 32·1 | 11·1 | **London** British | C.4Cy.15″&30″–21″ 90HP W.Simons&Co.,Renfrew | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 563 93686 KHGJ | **Siddons** IronScBn<br>~~J.P.Gregory –94~~ ~~ssLiv.No.1–94~~<br>2*Dks*(1*Irn*&1*ptIrn*)3*trB*<br>*J.L.Howden*91–94 *ss*Bly.No.2–94 | 2846<br>2653<br>1796 | ✠100A1<br>~~3,93~~ 11,94<br>~~B84,93~~<br>~~7,94~~ | Dnk<br>LA&CP<br>✠LMC7,91<br>Bly | *u* | 1886<br>6mo<br>11,94 | Oswald, Mordaunt& Co. Southampton | ~~Liverpool,Brazil, &RiverPlate S.N.Co.(Lim.)~~ (~~Lamport&Holt~~, ~~Ballingall&Garrow~~ ~~Siddons Stn.Shipg.Co(Lim.)~~ ~~Shaftesbury Shipg.Co(Lim.)~~) | 318·0\|39·0\|27·2<br>P36′B68′F41′ BK11″<br>*WB*=*DBa*76′*f*&*u* 75′ | Glasgow<br>~~Liverpool~~<br>British | C.2Cy.35″&72″–48″ (*o*)<br>~~100lb 75lb 60lb~~ *60lb* 300H<br>2DB,*8f*,GS168 ~~90lb~~ 100lb<br>*E*&*B*56′487*t* Oswald,Mordaunt&C.,Sou. |
| 564 95926 MFVQ | **Sidney Thomas** SteelScSr<br>*C.W.Pickthorn* –91<br>1*Dk*(*ptStl*&*ptIrn*)<br>&*Webframes*&*ptAwngdk*(*Irn*) | 2557<br>1888<br>1646 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>10,94 ~~11,93~~<br>✠LMC6,91 | Lon<br>LA&CP | *s* | 1891<br>6mo | Richard-sonDuck&Co. Stockton | Sidney Thomas S.S.Co.(Lim.) (A.Low,Son& Carter) *WB* | 297·0\|40·1\|19·0<br>P29′Q92′ BK10″<br>*ptAwngdk*176′<br>=*CellDB*248′ 549*t* | Stockton<br>British<br>5*BHAsp*<br>*APT*11*t* | T 3Cy.22″,36″&59″–39″ (*s*)<br>160lb *80lb* 200H<br>2SB,*6cf*,GS84,HS3300<br>Blair&Co.(Lim.),Stockton |
| 565 98538 | **Sidra** SteelScSr<br>*W.Humphries*80–93 1*Dk*(*Irn*)2*trB*<br>&*Webframes*&*ptAwngdk*(*Irn*) | 3145<br>2380<br>2033<br>~~7,93~~ ~~1,94~~<br>4,95 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>✠LMC8,93 | Bry<br>A&CP<br>~~Irn~~ | *u* | 1893<br>4mo | Irvine&Co. WHartlepool | T.Appleby&Co. | 322·0\|41·7\|21·2<br>P31′Q106′ BK10″<br>*ptAwngdk*185′<br>*WB*=*Cell DB*274′ drp95 | W. Hartlpl<br>British<br>5*BHCem*<br>612*tAPT*38*t* | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *80lb* 220H<br>2SB,*6rf*,GS99,HS4127<br>Blair&Co.(Lim.),Stockton |
| 566 RJGM | **Siegfried** IronScSr<br>*A.W.Heinrichs* –93<br>(*ex*Memphis)<br>1*Dk*&*Spardk*3*trB* | 1515<br>1020<br>1107 | | | ∴ | 1872<br>11mo | Withy, Alexander &Co. Hartlepool | DampfschRhederei v.1889 | 250·3\|33·0\|17·0<br>23·9 | Hamburg<br>German | C.2Cy.33″&61″–33″<br>NB84 160H<br>T.Richardson&Sons,Hpl.<br>*WB* |
| 567 | — SteelScSr<br>1*Dk* | 200 | | | | 1893 | Stettiner Maschinenb. Act.Ges. "Vulcan" Stettin | Pommerscher IndustrieVerein aufActien | 131·2\|19·6\| | Stettin<br>German | C.2Cy.27½″&55″–30″<br>(Built1880)<br>Möller&Holberg,Stettin |
| 568 RHSV | **Siegmund** SteelScSr<br>*F.Bode*93–93<br>1*Dk*&*Spardk*&3*trB* | 982<br>864<br>740 | | | | 1889 | Howaldts-werke Kiel | DampfschRhederei v.1889 | 198·7\|28·6\|18·0<br>H46′ | Hamburg<br>German<br>*WB* | 3Cy.14⅛″,22⅛″&36½″–19¾″<br>Howaldtswerke,Kiel |
| 569 JVFB | **Sif** IronScSr<br>*H.Gohde*90–93 *ss*Bgn.No.3–5,92<br>(*ex*Serantes)<br>1*Dk*2*trB* | 715<br>563<br>425 | ✠90A1<br>2,94<br>✠NB86<br>BS11,93 | Bly<br>A&CP<br>LMC5,92 | *l* | 1872<br>10mo | A.Simey& Co. Sunderland | J.R.Olsen | 210·5\|28·7\|13·6<br>Q34′B47′F28′<br>ND92 BK7½″<br>*WB*= | Bergen<br>Norwegian<br>4*BHCem*<br>*DBa*60′*f*56′ | C.2Cy.25″&48″–30″ (*s*)<br>80lb NDB86 90H<br>1SB,*3pf*,GS53,HS2075<br>J.Stewart,London |
| 570 116160 KDST | **Signal** WoodSc<br>*Bendegard* 1*Dk* | 476<br>—<br>392 | | | | 1887 | ..... Nth.Bend,Or. | SimpsonBros. | 150·0\|34·4\|13·8 | S. Frncisco<br>Utd.States | |
| 571 87392 KCFG | — SteelPadSr<br>*J.Ewing*84–84 | 345<br>327<br>174 | | | | 1883 | Caird&Co. Greenock | Commissioners of NorthernLight-houses | 160·1\|25·1\|11·6 | Greenock<br>British | O.2Cy.40″–54″<br>106H<br>Caird&Co.,Greenock |
| 572 HJTG | **Signe** WoodScSr<br>*P.Berndtsson*88–88 1*Dk* | 155<br>135<br>116 | | | | 18 7/86 | ..... Liljedahl | J.A.Svensson | 96·7\|20·6\| 9·4<br>Q10′ H15*t* | Gothenbrg<br>Swedish | C.2Cy.7½″&17¼″–12″<br>12H<br>EriksbergsM.V.,Got. |
| 573 | **Signhild** WoodScSp<br>*A.Larsson* –88 1*Dk* | 164<br>138<br>114 | | | | 18 71/88 | ..... Spången | L.J.Hultberg | 97·2\|20·9\|10·3<br>P17′ Q5′ | Hasslerör<br>Swedish | 2Cy.9¾″&14½″–11¾″<br>20H<br>P.Larsson,Thorskog |
| 574 HVRL | **Sigrid** CompScSr<br>*C.Larsson*88–88 1*Dk* | 182<br>153<br>124 | | | | 1889 | J.A.Svens-son SödraGarns | Rederiaktieb. "Concordia" (J.A.Waller) | 99·7\|21·1\| 9·8<br>P20′ Q4′ | Gothenbrg<br>Swedish | C.2Cy.11¾″&23½″–14½″<br>24H<br>EriksbergsM.V.,Got. |
| 575 | **Sigtuna** IronSc<br>*G.Johansson*88–88 (*ex*Albrektsund)<br>1*Dk* | 136<br>70<br>109 | | | | 1869 | Oscrshmns M.V. Oscarshamn | Sigtuna-Örsunds-broNyaÅngf. Aktieb. (V.E.Sucksdorff) | 106·2\|16·7\| 6·9<br>Q35′ B36′ F37′ | Sigtuna<br>Swedish | 1Cy.14″–22″<br>30H<br>OscarshmnsMV,Oscrshmn |
| 576 HVGR | **Sigurd** 3rdSurvey,Cpn.5,95 IronScSr<br>*F.A.Anderson*92–92<br>(*ex*Benevolent) ~~2ndSurvey,Ant.4,91~~<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1290<br>966<br>926 | ✠ A1✻ 1<br>~~5,95~~ 11,95<br>~~BS11,93~~ | Shl<br>Cpn<br>LMC7,91 | Lv | 1883<br>5mo<br>5,95 | Whn.SBC. (Lim.) Whitehaven | Rederiaktieb. Sigurd (O.S.Hedberg) | 221·6\|33·3\|15·8<br>Q92′B55H38*t*F27′ FK<br>*WB*=*MT* | Malmö<br>Swedish<br>3*BH*2PDH<br>*APT FPT* | C.2Cy.23″&46″–42″<br>110lb *60lb* NDB93 130H<br>1B,*4f*<br>J.Jones&Sons,Liverpool |
| 577 JSHC | **Sigurd Jarl** SteelScSr<br>*J.Getz* –94 1*Dk*&*Awng dk* | 884<br>510<br>547 | | | | 1894 | Akers mek. Værksted Christiania | DetNordenfjeldske Dampskibsselskab | 198·4\|29·1\|22·2 | Drontheim<br>Norwegian<br>*WB* | T.3Cy.20″,32″&52″–30″<br>200H<br>Akers mek. Værksted,Xia |
| 578 94566 LCJT | **Sikh** SteelScSr<br>*J.Rowley*78–89 *ss*Gls.No.1–93<br>2*Dks*(1*Stl*&*UptStl*-ws)3*trB*<br>*Elec.light* *Deck Teak* | 2672<br>2559<br>1736 | ✠100A1<br>3,95 ~~12,93~~ ~~1,95~~<br>✠LMC9,98<br>HKg | Gls<br>LA&CP | *u* | 1889<br>3mo | Wigham Richardson & Co. Newcastle | MogulS.S.Co(Lim) (Gellatly,Hankey, Sewell&Co., *Mgrs.*) | 335·0\|40·2\|25·8<br>P38′B83′F47′ BK9½″<br>*WB*=*Cell* | Rochester<br>British<br>6*BHCem*<br>*DB*84′164*t* | T.3Cy.29″,44″&74″–54″ (*s*)<br>160lb *80lb* NDB88 500H<br>2DB,*12rf*,GS235<br>Wigham Richardson & Co., Newcastle |
| 579 | **Silach** SteelScSr<br>*Beklemicheff* –90 1*Dk* | 499<br>444<br>224 | ✠100A1<br>10,90<br>✠LMC10,90 | Got<br>LA&CP | *h* | 1890<br>10mo<br>*W* | Mot'la Mek Werks Motala | RussianGovrnmnt | 161·9\|26·1\|14·8<br>B44′F31′ BK7½″<br>*B*=*DBa*14′*f* 37′ &*uE*&*B*38′111*t* | S.Petrsbrg<br>Russian<br>8*BHCem*<br>*FPT*17*tAPT*18*tT* | T.3Cy.19½″,32″&52″–33″<br>160lb 260H<br>2SB,*3rf*,GS47<br>*anka*31*tf*37*t* MotalaMekWerks,Motala |
| 580 JRCS | **Silden** CompScSr<br>(*ex*Hahnstad) 1*Dk* | 219<br>194<br>161 | | | | 1871 | MotalaCo. Norrköping | J.Ameln | 112·9\|23·5\|10·9<br>B26′ | Bergen<br>Norwegian | 2Cy.<br>30H<br>MotalaCo. |
| 581 JDTW | **Silesia** IronScSr<br>*A.Kalff* 90–90 1*Dk*&*Spardk* | 616<br>603<br>471 | | | | 1882 | Aron& Gollnow Stettin | Dampfsch.Act. Ges."Silesia" (A.Stenzel& Rolke) | 165·0\|23·9\|12·5<br>19·0 | Stettin<br>German | C.2Cy.19¾″&36½″–23½″<br>65H<br>Aron&Gollnow,Stettin<br>*WB* |
| 582 | **Silex**<br>*Masini* | 439<br>—<br>294 | | | | 1870 | A.&J.Inglis Glasgow | LaPlatenseFlotillaCo.(Ld.) | 167·0\|27·0\| 9·0 | Bns.Ayres<br>Argentine | C.2Cy.22″&44″–20″<br>78H |
| 583 | **Silivri**<br>*RejebEffendi* –88 (*ex*Damaskini) | 178<br>—<br>115 | | | | 1874 | ..... Genoa | IdareiMassousieh (OttomanStm. Nav.Co.) | 121·5\|18·0\|10·0 | Constanpl<br>Turkish | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 584 16512 LWMR | **Silloth** *J.Douglas* 84–84 | **IronScSr** | 294 247 167 | | | ... | 1856 | ..... Pt.Glasgow | **N.BritishS.P.Co. (H.Grierson)** | 154·4 P45*t* | 21·3 | 11·9 | Glasgow British | C.2Cy.19″&36″–27″ NE79 70H D.Rollo&Sons,Liverpool | | |
| 585 HVKQ | **Silva** *C.J.W.Wetterberg* –91 | **SteelScSr** 1*Dk* | 1190 913 916 | | | | 1891 | MotalaCo. Gothenburg | **Ångf.Aktiebol. "Vidar" (C.F.Lindberg)** | 221·1 Q83′B48′F22′ H77*t* | 32·2 | 15·3 *WB* | Gothenbrg Swedish | T.3Cy.18″,29″&46½″–32″ 130H MotalaCo.,Motala | | V |
| 586 HGNL | **Silva Americano** *A.C.Brandâs* –91 | **IronPadSr** 1*Dk* | 179 146 146 | | | | 1877 | Edwards& Symes London | **BancoNational Ultramarino** | 139·7 H33*t* | 18·0 | 6·3 | Loanda Portuguese | O.2Cy.24½″–28″ 30H J.Penn&Sons,London | | |
| 587 [illegible] | **Silver Spring** | **WoodAuxScSr** 1*Dk* | 246 — 184 | | | | 1888 | G.Boole SanFrancisco | **C.L.Dingby** | 126·5 | 31·5 | 10·0 | S.Frncisco Utd.States | C.2Cy.12″&24″–20″ 100H Fulton InWks,S.Francisco | | |
| 588 [illegible] NCTJ | **Silverdale** *A.James* 93–93 | **SteelScSr** 1*Dk(Stl)&Spardk (Irn)&Webframes* | 2716 2507 1711 | ✠100A1 *Spar dk* 6,04~~7,93~~ 12,94 ✠LMC7,98 ~~7,93~~ NYk | Sld A&CP | *t* | 1893 7mo | ShortBros. Sunderland | **MilburnBros.** | 300·0 P32′B74′F38′ *WB=CellDB236′* | 40·6 24·1 FK | 16·6 | Newcastle British | T.3Cy.22½″,37″&61″–42″ (*s*) 160lb *80lb* 220H 2SB,*6pf*,GS100,HS3450 W.Allan&Co.,Sunderland | 19 ″ 0 s 5 ″ 7 | |
| 589 98307 | **Silverton** *J.S.Tonkin* –93 (*ex*Lincolnshire) *Well deck* 1*Dk(Stl)&Webframes2trB* | **SteelScSr** | 2682 2095 1723 | ✠100A1 3,95 ~~5,94~~ ✠LMC4,91 Bry | Cff LA&CP | *t* | 1891 4mo | W.Gray& Co.(Lim.) WHartlepool | **D.Cairns** | 300·0 P29′Q88′B120′ F31′ *WB=DBa100* | 40·1 BK10′ | 22·7 | Leith British | T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *160lb* 240H 2SB,*6rf*,GS105,HS3940 CentralMar.E.Wks.W.Hpl | 24 ″ 0 s 2 ″ 5½ | |
| 590 68421 WRVP | **Silvertown** *D.Murton* (*ex*Hooper) *Elec.light* | **IronSc3MstSr** *ss*LonNo3–6,86 *ss*Lon.No.1–90 4*Dks&ptShadedk* | 4935 4913 3724 | ✠100A1 *pt Shade dk withfreeboard* 1,94 ✠NB80 | Lon A&CP LMC6,91 BS1,95 | *x* | 1873 3mo | C.Mitchell &Co. Newcastle | **Ind.Rub.Gut.Per. &Tlgrph.Wks. Co.(Lim.)** | 338·2 BK11′ *WB=* | 55·0 | 34·6 6*BHCem* | London British | C.2Cy.52″&92″–48″ 80lb *80lb* NDB80 400H 4SB,*12pf*,GS252 T.Clark&Co.,Newcastle *DBa54′f56′600tMT54′320t* | 35 ″ 10 s 8 ″ 10½ | |
| 591 17 SHPB | **Silvestro D.** *F.Romeo* –92 (*ex*Cittá di Ventimiglia, *ex*Ville deMarseille,*ex*Stromboli) | **IronScSr** | 555 — 350 | | | | 1854 | MaxClark Greenock | **S.dePasquale fuS.&P.deSalvo** | 198·8 H47*t* | 26·4 | 14·5 | Messina Italian | C.2Cy.26″&49″–30″ 168H Freycinet&Co.,Marseilles | | V |
| 592 91855 KDCM | **Silvia** ~~*J.Nicholson* 93–93~~ *J.Clark* 79–93 | **IronScSr** *ss*Lon.No.2–93 (*ex*Baghdadi) 1*Dk(Irn)&Spar dk3trB* | 1704 1635 1104 | ✠100A1 *Spar dk* ~~5,04~~11,93 5,95 B82,95 ✠LMC11,98 N.Yk | Lon LA&CP | *q* | 1885 6mo | Wigham Richardson &Co. Newcastle | **NewYork,Newfoundland&Halifax S.S.Co.(Lim.) (C.T.Bowring& Co.,*Mgrs.*)** | 255·0 B48′ *WB=* | 35·1 24·5 BK9′ | 17·0 *DBa70′&uE* | Liverpool British | T.3Cy.21½″,33″&55″–39″ (*s*) 150lb *80lb* NDB91 200H 2SB,*6pf*,GS80 WighamRchrdsn&Co.Nwc *&B52′175tFPT28tAPT17t* | 18 ″ 0 s 6 ″ 0 | BT till 10,94 |
| 593 [illegible] MGJK | **"King Arthur,"** ~~*Hendry* –91~~ *Well deck* | **SteelScSr** 1*Dk(pt Irn&pt Stl) &Webframes* | 1229 884 772 | ✠100A1 8,94 ~~1,94~~ ✠LMC7,91 | Liv LA&CP | *n* | 1891 7mo | Irvine&Co W Hartlepool | ~~**Phillips**~~ KingLine(Lim.) ~~(Phillips&Co.,*Mgrs.*)~~ (Philipps&Co.,*Mgrs.*) | 231·5 P27′Q61′B96′ F30′ *WB=CellDB199′* | 32·5 BK8′ | 13·4 | Grimsby British | T.3Cy.16½″,26″&44″–33″ (*s*) 160lb *80lb* 98H 4*BHCem* 1SB,*3rf*,GS36,HS1600 310*tAPT15t* CentralM.E.Wks.,W.Hpl. | 16 ″ 0 s 1 ″ 2 | |
| 594 2 SHPK | — ~~*G.Rubando*~~ (*ex*Elvira,*ex*Chambeze) *Well deck* **G.** *Ansaldi* | **IronScSr** 6thSurvey,Gen.12,91 1*Dk2trB* 1stSurvey,Gen.9,94 | 943 741 544 | ✠ **A1,1** ~~5,95~~ 9,94 ~~MS12,91~~ B&MS9,94 | Tri Gen ~~BS3,94~~ | Lv | 1873 1mo | ShortBros. Sunderland | **P.Viale diG.B.** | 211·4 Q125′F28′ *WB=* | 29·6 BK8′ | 16·2 4*BH DBa&f* | P.Maurzio Italian | C.2Cy.26″&52″–30″ ~~70lb~~ 60lb NB82 *75lb* 99H NDB94 R.&W.Hawthorn,Nwc. | | |
| 595 RGVP | — *C.Hinrichs* 80–91 | **IronScSr** 2*Dks* | 893 686 676 | | | | 1886 | Reihrstieg Schiffs Wrft Hamburg | **A.Kirsten** | 194·2 P117′F24′ | 30·2 | 15·2 *WB* | Hamburg German | C.2Cy.25″&47″–33″ 115HP Reihrstg.Schiffs Wft,Ham. | | |
| 596 LMOV | — *G.Busch* 83–93 *Elec.light* | **SteelScSr** 1*Dk* | 257 227 186 | | | | 1886 | Flensburger Sb.Ges. Flensburg | **Flensburg-Stettiner Dampfschifffahrts Ges.** | 128·0 B23′F15′ | 22·1 | 11·3 *WB* | Flensburg German | C.2Cy.17¾″&33″–21″ 45HP Flensburger Sb.Ges.,Flen. | | V |
| 597 82471 TVLP | **Silvio** *J.W.Rayner* –92 | **IronScSr** | 1193 1054 939 | | | ... | 1880 3mo | Earle'sCo. Hull | **T.Wilson,Sons& Co.(Lim.)** | 239·0 P79*t*H28*t*F32*t* | 32·1 FK | 16·8 | Hull British | C.2Cy.24½″&53″–36″ 98HP Earle'sCo.,Hull | | |
| 598 ~~*A.Girardi*~~ 206811 *Elec.light* | **Silvio Spaventa** *Now named "Wollowra," See No. 18 in Supplement.* | **SteelScSr** 1*Dk(Irn)&Spardk3trB* | 2578 2382 1650 | ✠100A1 *Spar dk* 1,95 ~~4,03~~ ✠LMC9,91 | Lon A&CP | *t* | 1891 9mo | Palmers' Co.(Lim.) Newcastle | ~~**Italo-Britannica RoyalItalianMail Stm.NavCo.(Lim.)**~~ **AdelaideS.S.Co.(Lim.)** ~~broke byCo.,*Mgrs.*~~ ~~A.Serena,*Mgr.*~~ | 323·0 P37′B64′~~25·1~~ F33′ *WB=* | 40·3 25·1 BK10′ | 17·2 5*BHAsp* | ~~Naples~~ ~~Italian~~ London British | T.3Cy.28″,45″&74″–48″ (*s*) 160lb *90lb* 400H 4SB,*12cf*,GS250 Palmers'Co.(Lim.),Nwc. *CellDB264′396tAPT24t* | 19 ″ 7 s 6 ″ 1½ | I |
| 599 14 SHQL | **Simeto** *G.Cafiero* | **IronScBn** 2*Dks3trB* | 1691 1591 1098 | ✠ 3,73 | Dub A&CP | | 1872 12mo | AM'Millan &Sons Dumbarton | **Nav.Gen.Italiana** | 275·9 *WB=Deep tank* | 32·5 | 24·5 4*BHCem* | Venice Italian | C.2Cy.36″&64½″–36″ 362H J.&J.Thomson,Glasgow *a44′168t deep tank f40′92t* | | |
| 600 80415 SDFK | **Simla** *T.J.Grier* –93 | **IronScSr** *ss*Cal.No.2–86 2*Dks*(1*Irn*)3*trB* | 1615 1576 1039 | ✠ 4,86 | Cal A&CP | *r* | 1878 6mo | Caird&Co. Greenock | **Brit.IndiaSteam Nav.Co.(Lim.)** | 280·9 | 32·2 | 23·9 5*BHCem* | Glasgow British | C.2Cy.34″&60″–42″ 180H Caird&Co.,Greenock | 25 ″ 3 | |
| 601 WVBF | **Simon Dumois** *J.Kanitz* 87–91 | **SteelScSr** 1*Dk&SparDk* | 730 — 448 | | | | 1890 | Grngemth Dckyrd.Co Grangemth. | **Bergh&Helland** | 173·9 | 27·8 | 12·2 | Bergen Norwegian | T.3Cy.16″,26″&40″–30″ 85HP Huston&Corbett,Glasgow | | N |
| 602 363 HKLF | **Simson** *F.Bucholz* 67–78 | **IronPad** 1*Dk* | 250 — 116 | | | | 1878 | Lange& Skuje Riga | **RigaerBörsen Comité** | 115·3 | 22·0 | 12·8 | Riga Russian | C.4Cy.20½″&40¾″–44″ 120HP Lange&Skuje,Riga | | |
| 603 1925 RJQC | — *B.Köhler* 76–92 | **SteelScTug** 1*Dk* | 220 203 74 | | | | 1892 | B.Wencke Söhne Hamburg | **VereinigteBugsir Dampfschifffahrts Ges.** | 115·0 H8*t* | 21·5 *WB* | 14·9 | Hamburg German | C.2Cy.20″&38″–26″ 100H B.WenckeSöhne,Ham. | | |
| 604 FSCQ | — *P.vonVliet* –77 | **IronPad** *ss*Ams.No.3–6,90 1*Dk* | 216 215 75 | ✠ 6,90 | Ams A&CP | *d* | 1877 12mo | C.Mitchell &Co. Newcastle | **A.D.Zurmuhlen** | 130·0 | 21·1 | 11·1 4*BHCem* | Amstrdam Dutch | L.2Cy.34″–60″ 110HP Thompson&Co.,Newcastle | | D |
| 605 QCPR | — (NOW A HULK) *F.Hilgerloh* | **IronPadSr** 1*Dk* | 187 — 65 | | | | 1846 | J.Lange Vegesack | **Norddeutscher Lloyd** | 125·0 | 22·2 | 10·5 | Bremen German | 2Cy.17″–19″ | | |

| Numéro d'Ordre / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. — *Capitaine.* *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenance comme Ligne d'Equilvement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 606<br>100725 | **Sincennes** WoodPad<br>1*Dk* | 228<br>179<br>129 | | | | 1893 | J.&R.Weir<br>Montreal | SincennesMc NaughtonLine | 142·2 | 24·4 | 8·4 | Montreal<br>British | 1Cy.32″–96″<br>34H<br>J.&R.Weir,Montreal |
| 607<br>98504<br>MCRW | **Sinclair** SteelScSr<br>*J.Taylor*83–91<br>*Well deck* 1*Dk*(*Irn*) | 655<br>468<br>397 | ✠100A1<br>11,94~~2,98~~<br>A&CP<br>✠LMC4,91 | Hpl<br>Lon | *s* | 1891<br>4mo | ShortBros<br>Sunderland | J.Sinclair<br>*WB*=*L* | 180·0<br>Q67′B40′F23′<br>1rp93 FK<br>*Ba*50′*f*20′117*t*FPT | 29·0 | 12·0 | W.Hartlpl<br>British<br>4*BHCem*<br>33*t*APT12*t* | T.3Cy.15½″,25″&41″–27″ (*s*)<br>160lb *80lb* 80H<br>1SB,*3pf*,GS40<br>W.Allan&Co.,Sunderland |
| 608<br>88739<br>HVML | **Sindbad** IronScSr<br>~~*J.M.Dyer* –93~~ *s*Nwc.No.2–91<br>*Well deck Turner* 1*Dk*(*Irn*)2*trB* | 983<br>723<br>597 | ✠100A1<br>~~3,94~~1,91 3,95<br>BS~~9,93~~ 3,94 ✠LMC3,91 | Bly<br>LA&CP | *m*<br>Shl | 1883<br>6mo | Campbell,<br>Mackintosh<br>&Bowstead<br>Newcastle | Sharp&Co.<br>*WB*=*Cell* | 216·2<br>P24′Q44′B42′F24′<br>FK<br>*DB* 176′ 238*t* FPT | 31·2 | 13·5 | Newcastle<br>British<br>4*BHCem*<br>33*t*APT28*t* | C.2Cy.27″&54″–33″ (*s*)<br>75lb ~~*60lb*~~*80lb* NDB94 99H<br>1SB,*3pf*,GS57,HS2200<br>WlsndSlpwyCo(Lim)Nwc |
| 609<br>LCSQ | **Sindh** IronScBk<br>3*Dks* | 3373<br>—<br>1595 | | | | 1869 | Messag'ries<br>Maritimes<br>LaCiotat | MessageriesMaritimes | 372·0<br>H99*t*F53′ | 39·4 | 30·8 | Marseilles<br>French | 3Cy.60¼″–43¼″<br>500H<br>Messag.Mar.,LaCiotat |
| 610<br>THPD | **Sindoro** IronSc<br>*J.B.Harthoorn*91–92<br>2*Dks*&*Shaded*k | 1134<br>895<br>699 | | | … | 1874<br>11mo | Caird&Co.<br>Greenock | Koninkl.Paketv. Maats. | 250·2<br>P63′F30′ | 31·0 | 17·3 | Batavia<br>Dutch | C.2Cy.34″&60″–39″<br>180H<br>Caird&Co.,Greenock |
| 611<br>503<br>HKDN | **Sineus** Steel&IronScSr<br>*Pavloff*<br>2*Dks* | 1069<br>1059<br>727 | | | | 1884 | H.S.Edwards&Sons<br>Howden | RussianStm.Nav. &TradingCo. | 216·5 | 31·7 | 21·3 | Odessa<br>Russian<br>*WB* | C.2Cy.27″&50″–33″<br>120H<br>N.E.MarineE.Co.,Ld.,Sld. |
| 612<br>198036<br>LNSM | **Singan** SteelScSr<br>*A.Charlton* –90 | 1663<br>1489<br>1054 | | | | 1890 | Scott&Co.<br>Greenock | ChinaNav.Co.(Ld) | 256·0<br>B56′F29′ | 36·2 | 21·5 | London<br>British | T.3Cy.18″,29″&47″–39″<br>200H<br>Scott&Co.,Greenock |
| 613<br>37<br>SHTK | **Singapore** IronScBk<br>*O.Canepa* *ss*Nwc.No.3–10,83<br>(*ex*St.Osyth) 2*Dks*3*trB* | 3685<br>3158<br>2432 | ✠<br>8,85<br>✠NB83 | Nwc<br>A&CP | *w* | 1874<br>3mo | C.Mitchell<br>&Co.<br>Newcastle | Nav.Gen.Italiana | 389·5<br>P96′H101*t*F52′ | 42·1 | 28·9 | Genoa<br>Italian<br>4*BHCem* | C.2Cy.52″&96″–51″<br>594H<br>R.&W.Hawthorn,Nwc. |
| 614<br>88057<br>SLGQ | — SteelScSr<br>*Main*93–93 *ss*Sng.No.1–92<br>*Elec.light* 1*Dk*(*pt Stl-Teak* s)2*trB* | 1167<br>977<br>748 | ✠100A1<br>~~12,93~~<br>12,94 ✠LMC11,92 | Sng<br>A&CP | *o* | 1889<br>3mo | Fleming&<br>Ferguson<br>Paisley | SahKimSeng<br>*WB*= | 263·0<br>B70′F25′P27′<br>FK<br>*DBa* 67′121*t* | 36·1 | 14·8 | Singapore<br>British<br>5*BHCem* | Q4Cy.24″,30″,40″&60″–36″<br>160lb *50lb* (*s*) 200H<br>1DB,*6trf*,GS125<br>Fleming&Fergusn,Paisley |
| 615<br>Singkep | **Singkep** IronScSr<br>*Odink*91–91 (*ex*Sissie) 1*Dk* | 115<br>99<br>67 | | | | 1880 | H.McIntyre&Co.<br>Paisley | SingkepTinMaats. | 96·8<br>F16*t* | 18·1 | 7·5 | Riouw<br>Dutch<br>*WB* | C.2Cy.13″&25″–20″<br>25H<br>Fisher&Co.,Paisley |
| 616<br>86725<br>WVTR | **Sinloo** SteelScSr<br>*W.Davie* –93 *ss*Shl.No.3–12,93<br>(*ex*Colonsay)<br>*Well deck pt Irn Bms* 1*Dk*(*Irn*)2*trB* | 1133<br>904<br>600 | ✠100A1<br>~~12,99~~12,94<br>✠NB12,93 ✠LMC12,93 | Shl<br>LA&CP<br>Nwc | *o* | 1882<br>10mo | W.Hamilton&Co.<br>Pt.Glasgow | R.B.Fenwick& J.Reay | 241·0<br>Q83′B61′F36′<br>srp93 BK8″<br>*WB*=*Cell* | 33·4 | 13·9 | Newcastle<br>British<br>4*BHCem*<br>*DB*193′305*t* | C.2Cy.25″&55″–39″ (*s*)<br>100lb *90lb* NDB93 130H<br>1SB,*4pf*,GS61,HS1900<br>Fleming&Fergusn,Paisley |
| 617<br>Sinok | Pad<br>(*ex*Dniepre) | | | | | | ..... | RussianS.N.& TradingCo. | 160·0 | 19·6 | 8·6 | Odessa<br>Russian | 37″–80″ |
| 618<br>HFPW | **Siphnos & Eubée** IronScSr | 145<br>135<br>87 | | | | 1883 | Scott&Co.<br>Greenock | EuclidisSerpieri | 110·0 | 19·0 | 9·7 | Piræus<br>Greek | C.2Cy.15″&28″–21″<br>45H<br>Scott&Co.,Greenock |
| 619<br>95775<br>MTVD | **Sir Albert Rollit** IronScK<br>*J.Manton*89– *ss*Hul.No.1–93<br>1*Dk* | 135<br>135<br>57 | ✠100A1<br>*Trawler*<br>3,93 ✠LMC3,93 | Hul<br>LA&CP | | 1888<br>12mo | Cook,Wltn<br>&Gemmell<br>Hull | HumberSteam TrawlingCo.(Lim) | 95·3<br>BK7½″ | 20·8 | 11·0 | Hull<br>British<br>3*BHCem* | C.2Cy.17″&33″–22″ (*s*)<br>90lb 45H<br>1SB,*2pf*,GS30<br>Bailey&Leetham,Hull |
| 620<br>62227<br>KMBV | **Sir Bevis** IronScBg<br>*W.Rumsey* *ss*Lon.No.3–3,83<br>*ss*Sou.No.2–92<br>1*Dk*2*trB* | 852<br>747<br>527 | ✠90A1<br>7,94~~,93~~<br>~~BS8,93~~ 12,94<br>✠NB83 LMC5,93 | Cff<br>A&CP | *l* | 1871<br>4mo | M.Pearse<br>&Co.<br>Stockton | G.T.Harper&Co. (Lim.) | 210·0<br>Q47′F32′<br>BK8″<br>*WB*=*DBa* | 30·0 | 17·0 | S'thamptn<br>British<br>4*BHCem*<br>62′*f*83′217*t* | C.2Cy.26″&52″–36″ (*s*)<br>160lb *55lb* 99H<br>2SB,*4pf*,GS64<br>Day&Co.,Southampton |
| 621<br>104252 | **Sir Charles Tennant** SteelScSr<br>~~*G.Cook* 94~~94 *Dk*(*Stl*)&*deck framing*<br>*Well deck Henderson* –94 | 2415<br>1946<br>1555 | ✠100A1<br>3,95 ~~7,94~~<br>~~*Class Contemplated*~~<br>✠LMC3,93 | Nwc<br>LA&CP | *s* | 1894<br>5mo | R.&W.<br>Hawthorn,<br>Leslie&Co.<br>(Lim.)<br>Newcastle | ScottBros. | 294·4<br>P28′B70′Q78′F34′<br>drp94 FK<br>*WB*=*CellDB*246′5 | 41·7 | 19·2 | Newcastle<br>British<br>6*BHAsp*<br>30*t*FPT116*t* | T.3Cy.22½″,38″&62″–42″ (*s*)<br>160lb *100lb* 260H<br>2SB,*6pf*,GS79,HS4111 F<br>R.&W.Hawthorn,Leslie&<br>4PT94*t* Co.(Lim.),Nwc. |
| 622<br>68324<br>WRFH | **Sir Francis Drake** IronPadSp<br>*R.Buckingham* –91 | 173<br>171<br>59 | | | | 1873 | W.Allsup<br>Preston | GreatWestern RailwayCo. | 131·3 | 20·1 | 10·0 | Plymouth<br>British | D.2Cy.30″–48″<br>NB80 80H<br>W.Allsup,Preston |
| 623<br>88203 | **Sir Frederick** CompScCtr<br>*H.Buckingham* –93 1*Dk* | 134<br>134<br>4 | | | | 1893 | Cox&Co.<br>Falmouth | UnionBoatingCo. (Lim.)&Port ElizabethBoatingCo.(Lim.) | 97·7 | 20·2 | 10·7 | P.Elizbeth<br>British | T.3Cy12″,19½″&32″–27″<br>50H<br>Cox&Co.,Falmouth |
| 624<br>65549<br>WSPL | **Sir Galahad** IronScSr<br>*T.E.Lovitt*94–94 *ss*Sws.No.3–9,87<br>*Well deck* ~~*ss*Sws.No.1–91~~<br>*ss*Npt.No.2–94 1*Dk*2*trB* | 981<br>775<br>591 | ✠90A1<br>~~10,93~~94 1,95<br>A&CP<br>~~Cff~~ Bly<br>✠NB10,90 B&MS10,90 | Npt<br>A&CP | *n* | 1874<br>10mo<br>3,94 | T Turnbull<br>&Sons<br>Whitby | Green,Holland& Sons | 224·4<br>Q84′B48′F28′<br>BK8″<br>*WB*= | 30·0 | 16·9 | London<br>British<br>4*BHCem*<br>*DBa*61′*f*88′ | C.2Cy.27″&50½″–33″ (*s*)<br>70lb *65lb* NDB90 99H<br>1SB,*3pf*,GS50,HS1728<br>Blair&Co.(Lim.),Stockto |
| 625<br>86095<br>WPQT | **Sir Garnet Wolseley** IronScSr<br>*T.A.Page* –94 *ss*Cff.No.3–5,94<br>2*Dks*(1*Irn*&1*pt Irn*)3*trB* | 2239<br>2104<br>1477 | ✠100A1<br>5,95 ~~7,94~~<br>LMC10,93 | Cff<br>LA&CP | *t* | 1882<br>10mo | Palmers'<br>Co.(Lim.)<br>Newcastle | G.Page<br>*WB*=*CellDB*248′368 | 292·0<br>P26 B52′F30′<br>BK10′ | 37·7 | 23·5 | Newcastle<br>British<br>5*BHCem*<br>4*APT*15*t* | C.2Cy.36″&68″–45″ (*a*)<br>90lb *45lb* 240H<br>2SB,*6pf*,GS122,HS3404<br>Palmers'Co.(Lim.),Nwc. |
| 626<br>90133<br>TMSB | **Sir Gordon** IronScCtr<br>*W.Clifford* | 517<br>492<br>360 | | | | 1889 | Diepeveen,<br>Lels&Smit<br>Rotterdam | ColonialGovernment | 154·0 | 32·0 | 11·5 | E.London<br>(S.Africa)<br>British | C.2Cy.20″&40″–22″<br>71H<br>Diepeveen,Lels&Smit,Ro |
| 627 | **SirHowardElphinstone** IronScK<br>(*ex*NewZealand) 1*Dk* | 191<br>179<br>102 | | | … | 1886<br>6mo | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | HerMajesty's Government | 117·0<br>Q20′ F20′ | 22·1 | 11·3 | British | T.3Cy.13¼″,19″&32″–24″<br>50H<br>C.D.Holmes&Co.,Hull<br>*WB* |

| 1 Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of Build. Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 628 | Sir James Douglas **WoodScSr** 1*Dk* | | 162 124 109 | | | | 1864 | R.Ewing Victoria,B.C. | Government of Canada | 131·8 P12*t* | 19·5 | 9·6 | Ottawa British | 2Cy.27¼″–16″ 40H P. E.Blythe&Son,London | | |
| 629 | Sir Joseph Pease **IronTwinScSp** *W.Robinson86–89* 1*Dk* | | 120 117 48 | ✠100A— Shl *For Tug purposes* 7·89 | | | 1889 7mo | Hepple& Co. N.Shields. | TeesConservancy Commissioners | 101·5 B17′ | 20·2 BK6½ | 8·6 | Stockton British 3*BHCem* | C.4Cy.13″&25″–22″ (*a*) 100lb 53H 1SB.*3pf*,GS41,BS1012 Hepple&Co.,N.Shields | 9 ″ 0 | |
| *Now named "Sand Pump Dredger No.1," See No. 34 in Supplement of Sailing Ship Register.* | | | | | | | | | | | | | | | | |
| 630 | Sir L. S. Tilley **IronSc** 2*Dks* | | 1178 723 769 | | | | 1883 | J.Shick-luna S.Cthrns,Ont | SylvesterNeelon | 168·0 H373*t* | 35·3 F81*t* | 14·9 | S.Cathrnes Ont. British | C.2Cy.28″&52″–40″ 115H G.N.Oille,S.Cathrines,Ont | | |
| 631 | Sir Richard Grenville **SteelScSr** ~~*Triplett88–92*~~ 1*Dk*(*Stl*) *Gill95-95 & Webframes&pt Awngdk*(*Irn*) | | 2715 2082 1745 | ✠100A1 *pt Awng dk withfreeboard* 4,95 ~~5,94~~ ✠LMC11,92 | Cff A&CP | *t* | 1892 11mo | J.Priest-man&Co. Sunderland | "SirRichardGrenville"S.S.Co. (Lim.)(~~R.B.~~ Triplett&Co.) (Triplett,Pearse&Co.) | 302·2 P33′Q88′drp93 *Awng dk*181′ BK10′ *B= Cell DB*214′708*t* | 40·2 | 21·8 | Plymouth British 6*BHCem* 4*APT*90*t* | T.3Cy.23″,38″&62″–42″ (*s*) 160lb *70lb* 220H 2SB.*6pf*,GS114,HS3850 W.Allan&Co.,Sunderland | 23 ″ 0 s 9 ″ 0 | |
| 632 — **IronTwinScSp** *J.Collings* –91 *Beams & Garboard strakes Stl* 1*Dk* | | | 420 321 103 | ✠ *Harbour Service with freeboard (Plymouth Sound & Local Coasting)* ✠LMC4,91 | | ... | 1891 4mo | LairdBros. Birkenhead | Gt.WesternRy.Co. | 132·0 *Promenade dk*95′ BK6′ *WB*= | 30·1 | 12·6 | Plymouth British 1*BHCem* *Foretank*29*t* | C.4Cy.17½″&38″–24″ (*s*) 110lb 116H 2SB.*4pf*,GS60 LairdBros.,Birkenhead | 14 ″ 0 s 5 ″ 5 | BT till ~~3,94~~ ~~11,94~~ 5,95 |
| 633 | Sir Robert Peel **IronScSr** *J.W.Harlock62–85 ss*Lon.No.2–93 1*Dk*(*Irn*) | | 376 281 229 | ✠100A1 ~~7,93~~7,94 BS7,94 ✠LMC7,93 | Lon A&CP | *f* | 1885 7mo | R.Craggs &Sons Middlesbro' | E.F.Carey | 145·7 P40′B26′F21′ | 23·6 BK7′ | 11·6 | London British 1*BHCem* | C.2Cy.18″&36″–24″ (*r*) 80lb *65lb* 54H 2SB.*2pf*,GS28 Westgarth,English&CMd | 12 ″ 4 ~~s 1 ″ 2½~~ ~~s 1 ″ 3½~~ s1 ″ 3½ | BT till ~~7,94~~ 7,95 |
| 634 | Sir W. T. Lewis **IronScSrTug** *A.Humphries* –94 | | 159 141 13 | | | | 1887 7mo | Elliot& Jeffery Cardiff | Elliot&Jeffery | 105·4 | 19·8 | 10·5 | Cardiff British | C.2Cy.22″&44″–24″ 80H Elliot&Jeffery,Cardiff | | |
| 635 | Sir Walter **IronScSr** *D.Henderson89–89 ss*Lth.No.3–8,91 1*Dk* | | 497 384 298 | ✠100A1 8,94 ~~s,93~~ ✠NB8,91 LMC8,91 | Lth A&CP | *h* | 1878 6mo | J.&G. Thomson Glasgow | London&Edin. ShippingCo. | 175·4 Q29′B38′F30′ ND91 | 25·1 BK7′ *WB*= | 13·0 | Leith British 1*BHCem* *aT*23′*f T*24′ | C.2Cy.20″&38″–28″ (*s*) 80lb NBD91 70H 1SB.*2rf*,GS40 J.&G.Thomson,Glasgow | 13 ″ 9 s 1 ″ 7 | |
| 636 | Sir Walter Raleigh **IronScSr** *E.Knowles93–93 ss*Npt.No.1–93 *Well deck* 1*Dk*(*Irn*)2*trB* | | 1934 1505 1262 | ✠100A1 ~~1,94~~ ~~1,93~~2,95 ✠LMC3,93 ~~Oil~~ Gls | Bry A&CP | *r* | 1889 12mo | Craig, Taylor&Co. Stockton | SirWalter Raleigh S.S.Co.(Lim.) (~~R.B.Triplett&~~ ~~Co.~~) (Triplett,Pearse&Co.) *WB=DB* | 269·8 Q103′B106′F31′ drp93 FK 80′*f*114′365*t* | 37·2 | 18·3 | Plymouth British 1*BHAsp* 66*t APT*21*t* | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *75lb* 160H 2SB.*6rf*,GS72 M.Pratt,Huddersfield | 19 ″ 8 s 1 ″ 8 | D |
| 637 — **IronPad** *W.Henderson84–84* (*ex*Tilbury) | | | 180 180 130 | | | | 1855 | J.Hender-son&Sons Renfrew | London,Tilbury &Southend RailwayCo. | 128·9 | 20·0 | 8·1 | London British | O.2Cy.26½″–33″ NB92 50H Henderson,Colbrn&CoRnf | | BT till ~~3,95~~ 3,96 |
| 638 — **IronPadSp** *Buckingham83–83* | | | 151 147 47 | | | | 1876 | W.Allsup &Sons Preston | GreatWestern RailwayCo. | 110·1 | 19·1 | 10·0 | Plymouth British | D.2Cy.30″–54″ NB83 85H W.Allsup&Sons,Preston | | BT till ~~10,94~~ ~~3,95~~ 10,96 |
| 639 | Sir William Armstrong **IronScSr** ~~*G.T.Johnson –93*~~ *ss*Nwc.No.3–6,93 2*Dks*(1*Irn*&1*ptIrn*)3*trB* *J.W.Wardale94–95* | | 2179 2036 1386 | ✠100A1 1,95 ~~1,94~~ BS2,95 ✠LMC6,93 | Nwc LA&CP | *t* | 1884 1mo | SirW.G. Armstrong, Mitchell&Co. Newcastle | W.Dickinson&Co. | 300·6 P26′B60′F38′ drp93 BK10′ *WB*=*DBa*90′&*u* | 37·1 | 24·3 | Newcastle British 7*BHCem* *E&B*62′305*t* | C.2Cy 32″&68″–42″ (*a*) 90lb *90lb* 200H 2DB.*6pf*,GS105 Blair&Co.(Lim.),Stockton | 25 ″ 9 s 4 ″ 11½ | D |
| 640 | Sirdhana **IronSc3MstSr** *J.Black* –91 *ss*Cal.No.1–83 2*Dks*(*UIrn*-ws)3*dk–rule* | | 2698 2453 2055 | ✠ 4,86 | Cal A&CP | *u* | 1879 3mo | W.Denny &Bros. Dumbarton | BritishIndiaStm. Nav.Co.(Lim.) | 310·2 P48′ | 39·1 F32′ | 24·9 | Glasgow British 6*BHCem* | C.2Cy.38″&68″–43″ 270H Denny&Co.,Dumbarton *WB*=*CellDB*250′439*t* | | |
| 641 | Siren **IronScSr** 2*Dks* | | 421 399 219 | ✠ 9,81 | Lon A&CP | *h* | 1878 1mo | Palmers'Co Newcastle | Corporation of the TrinityHouse | 175·5 | 25·2 | 14·0 | London British 1*BHCem* | C.2Cy.28″&56″–36″ 130H Palmers'Co.(Lim.),Nwc. | | |
| 642 | Siri **CompScSr** *E.Olsson94–94* (*ex*Fridolf,*ex*Delfin) 1*Dk* | | 172 160 125 | | | | 1872 84 | EWHägg-blad Norrköping | C.L.Hellström | 101·6 H11*t* | 20·3 B14′ | 10·6 | Gothenbrg Swedish | C.2Cy.7¼″&15¼″–10¾″ 15H P.Larsson,Thorskog | | |
| 643 | Sirio **IronSc3MstSr** *S.Rosasco* 2*Dks&Spardk* | | 3942 2664 2260 | | | ... | 1883 2mo | R.Napier& Sons Glasgow | Nav.Gen.Italiana | 380·0 H190*t* | 42·1 F34′ | 24·9 | Genoa Italian *WB* | C.3Cy.51″&72″–60″ 850H R.Napier&Sons,Glasgow | | I |
| 644 | Sirius **IronScBg** *C.P.Ford* –92 | | 2173 2125 1372 | | | | 1869 | A.Leslie& Co. Newcastle | Liverpool,Brazil& RiverPlateSteam Nav.Co.(Lim.) (Lamport&Holt, *Mgrs.*) | 316·2 | 34·9 | 29·3 | Liverpool British | C.2Cy.28″&66″–48″ NE&B82 250H Fawcett,Preston&Co.,Liv. | | |
| 645 — **IronScBg** (*ex*Scandinavia, *ex*Columbia,*ex*Sirius) | | | 1138 740 852 | *Now named "Kahului," See No. 26 in Supplement* | | ... | 1865 2mo | C&W Earle Hull | Oliver&Co. | 258·2 len.72 | 26·1 23·5 | 15·9 | Utd. States | C.2Cy.28″&51″–39″ 205H *Cmp.*76D.&W.Henderson, Glasgow | | R |
| 646 — **SteelScSr** *A.Henricson* *ss*Lon.No.2–92 1*Dk*(*Stl*)&*Awngdk3trB* | | | 1085 1070 664 | ✠100A1 *Awng dk withfreeboard* 4,94 ~~BS4,94~~ ✠LMC5,92 | Nwc LA&CP | *n* | 1884 3mo | Bremer Schiffbau Gsllschft Vegesack | FinskaÅngfar-tygsAktiebolaget | 210·0 *WB*=*Cell D* | 30·0 BK8′ | 14·5 | Helsingfrs Russian 4*BHCem* *B*170′*f*235*t* | C.2Cy.25″&46″–33″ (*i*) 75lb ~~76lb~~ ~~NDB88~~ 120H 1SB.*2cf*,GS52 *85lb* NDB95 GuteHoffmungshütte, Strkrde. | 15 ″ 3 s 8 ″ 6 | |
| 647 — **IronPad** *I.A.Bunn* | | | 993 712 | | | | 1881 | J.Roach& Son Chester,Pa. | IronSteamboatCo. | 229·0 | 32·5 | 11·1 | NewYork Utd.States | 1Cy.53″–132″ A.&W.Fletcher,NewYork | | R |
| 648 — **IronScSr** *A.Henricssen88–* 2*Dks&Awng dk* | | | 877 846 536 | ✠ *Awng dk withfreeboard* 4,85 ✠ | Ham LA&CP | *m* | 1885 2mo | Flensburgr Schiffsbau Ges. Flensburg | BergenskeDamp-skibsselskab | 191·2 H31*t* | 28·8 20·3 | 14·8 | Bergen Norwegian 4*BHCem* | C.2Cy.31″&57″–32″ 150H FlensburgerSchiffs.Gesel., Flensburg *WB*=*CellDB*154′150*t* | 15 ″ 4 | |

| 1 Numero d'Ordre / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme auquel maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 649<br>QFLJ | **Sirius** IronScSr<br>*A.Siemens* ssAnt.No.1–94<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 638<br>497<br>398 | ✠100A1<br>5,94<br>✠LMC1,94 | Ant<br>A&CP | *i* | 1889<br>12mo | BlythS.B. Co.(Lim.)<br>Blyth | **Dampfschifffahrts Ges.“Neptun”**<br>*WB*= *DBa*40′56*t FPT* | 174·3<br>Q92′B18′F19′ | 26·0<br>BK7½″ | 14·6 | **Bremen**<br>German | T.3Cy.14″,23″&39″–27″<br>160lb 70<br>1SB,*2pf*,GS40,HS1308<br>31*t APT*18*t* M.Paul&Co.,Dumbarton |
| 650<br>PSDG | —<br>*M.M.deJonge*80–90<br>1*Dk*2*trB* | 601<br>—<br>434 | | | | 1871 | Scott&Co.<br>Greenock | **Kon.Nederland Stoomb.Maats** | 201·5 | 24·0 | 14·1 | **Amstrdam**<br>Dutch | C.2Cy.21″&42″–36″<br>120<br>Scott&Co.,Greenock |
| 651<br>HJBS | —<br>*E.Dowig*91–91<br>**IronScSr**<br>1*Dk* | 336<br>285<br>259 | | | | 1868 | F.Schichau<br>Elbing | **R.Kleyenstüber& Co.** | 163·0<br>Q28′ B24′ | 22·4<br>F23′ | 12·1 | **Königsbrg**<br>German | C.2Cy.18″&30½″–20″<br>50<br>Möller&Holberg,Stettin |
| 652 | —<br>*F.L.Wendel*<br>**SteelSc**<br>1*Dk* | 182<br>107<br>118 | | | | 1884 | MotalaCo.<br>Gothenburg | **Ångbåts-bolaget “NyaDalarö” (C.H.Backert)** | 110·8<br>B46′ H12*t* | 20·9 | 8·6 | **Stockholm**<br>Swedish | C.2Cy.20″&34½″–21″<br>75<br>MotalaCo.,Gothenburg |
| 653<br>102796 | **Sirona** SteelScSr<br>~~*C.H.Elvidge*84–93~~<br>*Frank* 1*Dk*(*pt Stl pt Irn*)2*trB*&*Web frames*&*pt Awng dk*(*Irn*) | 2927<br>2202<br>1884 | ✠100A1<br>*pt Awng dk with freeboard*<br>1,95 ~~4,94~~<br>✠LMC8,98 | Bry<br>LA&CP<br>Cff | *t* | 1893<br>8mo | Richardsn, Duck&Co.<br>Stockton | **CragsideS.S.Co. (Lim.) (Carlisle&Co.,** *Mgrs.*) | 307·2<br>P29′Q94′<br>*Pt Awng dk*184′ FK<br>*WB*= *CellDB*258′ | 41·1<br>BK8″ | 20·7 | **London**<br>British | T.3Cy.23″,37″&61″–42″<br>160lb *90lb* 250<br>2SB,*6rf*,GS94,HS3873<br>521*t APT*30*t* T.Richardson&Sons,Hp |
| 654<br>87726<br>JCGS | **Sirsa** SteelSc3MstSr<br>*W.M.Hardcastle* –93<br>3*Dks*(*UStl*–ws) | 2610<br>2351<br>1691 | ✠<br>3,86<br>✠ | Cal<br>LA&CP | *u* | 1883<br>10mo | A.&J. Inglis<br>Glasgow | **BritishIndiaStm. Nav.Co.(Lim.)** | 310·0<br>P52′ B64′ | 39·2<br>F30′ | 25·0 | **Glasgow**<br>British | C.2Cy.33″&66″–54″<br>180<br>A.&J.Inglis,Glasgow<br>*WB*= *CellDB*254′435*t* |
| 655<br>89085<br>JNPM | **Sishan** SteelScSr<br>~~*E.F.Stovell*~~ ssH.Kg.No.3–8,90<br>(*ex*Thane) 1*Dk*(*Stl*)&*Spar dk*(*Stl*–ws)<br>*Murphy* ssHKg.No.1–94 3*trB* | 1403<br>1352<br>897 | ✠100A1<br>*Spar dk*<br>~~4,93~~1,94<br>~~BS4.98~~ 11,94<br>~~BS4.98~~ ✠LMC~~8,98~~ | HKg<br>A&CP | *p* | 1883<br>11mo | A.Stephen &Sons<br>Dundee | **J.D.Monro(T.W. Richardson,** *Mgr.*)<br>*WB*= *DBa*48′*f* | 245·0<br>104′ *fu E*15′208*t FP* | 33·2<br>BK8″ | 20·6 | **London**<br>British | C.2Cy.27″&54″–42″<br>~~160lb~~ *50lb* 90lb 145<br>2SB,*6cf*,GS90<br>*T*30*t APT*9*t* PearceBros.,Dundee |
| 656<br>JRKQ | **Sitges Hermanos** IronScSr<br>*T.Salinas* ssLiv.No.1–89<br>(*ex*PrincessMaud) 1*Dk*2*trB* | 734<br>616<br>299 | ✠<br>~~9,94~~<br>BS5,92 ✠LMC5,89 | Liv<br>LA&CP | *l* | 1885<br>3mo | DavidJ. Dunlop&Co.<br>Pt.Glasgow | **V.Salinas** | 209·3<br>P43′B84′F32′ | 29·7<br>BK7″ | 14·9 | **Alicante**<br>Spanish | C.2Cy.28″&56″–42″<br>80lb 140<br>2SB,*6cf*,GS86<br>*WB*= *FPT*40*t deep tank* a26′60*t* DavidJ.Dunlop&Co.,P.C. |
| 657<br>HSKL | **Sitona** IronScSr<br>*O.Hellberg*77–85 ssLon.No.2–92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1023<br>686<br>738 | ✠100A1<br>8,~~94~~~~8,93~~<br>BS5,94 ✠LMC2,~~93~~ | Bly<br>Stl | *m* | 1885<br>3mo | Wigham Richardson &Co.<br>Newcastle | **Rederiaktieb “Avena”(R.M. Thornburn,** *Mgr.*)<br>*WB*= *Tank* a47′ | 210·0<br>P&B124 F57′ | 30·1<br>BK8″ | 14·9 | **Uddevalla**<br>Swedish | C.2Cy.30″&58″–36″<br>80lb *60lb* 140<br>2SB,*4pf*,GS70<br>38*t FPT*25*t APT*45*t MT*35′254*t* Wgm.Richardson&Co.,N |
| 658<br>JRKP | **Sixto Camara** IronSc3MstSr<br>*M.Fernandez* –91 5thSurvey,84<br>(*ex*Strathavon,*ex*Palmero) 1*Dk* | 252<br>223<br>141 | ✠<br>10,86 | Gls<br>A&CP | Lv | 1867<br>6mo | SwanBros.<br>Glasgow | **M.Camara** | 137·8<br>Q45′ F16′<br>lrp86 | 19·7 | 11·8 | **S.Sebast'n**<br>Spanish | C.2Cy.17″&31″–24″<br>NE&B80 42<br>3*BHCem*<br>Walker,Hendersn&Co.G |
| 659<br>65008<br>KPGT | **Sixty-Six** IronScSr<br>*W.Truefit*65–71 6thSurvey,Mdb.12,91<br>1stSurvey,Mdb.12,94 1*Dk* | 214<br>193<br>133 | ✠ A1,1<br>~~12,94~~ ~~4,98~~ | Mdb | Lv | 1871<br>7mo | Backhouse &Dixon<br>Middlesbro' | **E.Grove** | 127·0<br>Q21*t*<br>ND88 | 20·0 | 10·8 | **Middlsbro'**<br>British | C.2Cy.17½″&32″–20″<br>NB91 40<br>1SB,*2pf*,GS25,HS533<br>3*BH*<br>*WB*= *DBf* Blair&Co.(Lim.),Stockt |
| 660<br>NJLB | **Sjælland** IronSc3MstSr<br>*P.Hansen* –93 ssCpn.No.3–7,85<br>ssCpn.No.2–93<br>2*Dks*3*trB* | 1425<br>983<br>882 | 90A1<br>7,93<br>~~B&MS7,98~~<br>~~BS11,94~~ | Cpn | *p* | 1872<br>8mo | Ndtch.Sch. Gesells<br>Kiel | **DampskibsSelskabtKjöbenhavn** | 232·9 | 32·3<br>BK8″ | 24·5 | **Copnhagn**<br>Danish | C.2Cy.32″&54″–36″<br>65lb ~~75lb~~ NB79 125<br>2SB,*4pf*,GS69 NDB93<br>*W*<br>*B*= *MT*350*t* Schweffel&Co.,Kiel |
| 661<br>NWHR | —<br>*L.B.Poulsen*88–88<br>**SteelPadFerry**<br>2*Dks* | 985<br>896<br>429 | | | | 1887 | Burmeister &Wain<br>Copenhagen | **De danskeStatsbaner** | 250·4 | 34·3 | 14·8 | **Korsör**<br>Danish | T.4Cy.34″,62″&54″<br>350<br>Burmeister&Wain,Cpn. |
| 662<br>HVJF | —<br>*C.Larsson*91–91<br>**IronScSr**<br>1*Dk* | 584<br>519<br>456 | | | | 1871 | MotalaCo.<br>Gothenburg | **J.C.Hulthén** | 168·8<br>B38′ H7*t* | 25·5 | 15·7 | **Hlsngborg**<br>Swedish | C.2Cy.17″&34″–23½″<br>60<br>MotalaCo.,Gothenburg |
| 663<br>JPTK | **Sjofna** IronScSr<br>*J.Dreyer* –92<br>*Well deck* 1*Dk*2*trB* | 525<br>386<br>306 | ✠<br>4,85 | Sld<br>A&CP | *h* | 1881<br>5mo | Bergens Mek.Verks.<br>Bergen | **J.C.Giertsen** | 169·8<br>Q35*t* B75*t* | 24·2 | 13·0<br>F27*t* | **Bergen**<br>Norwegian | C.2Cy.20½″&39″–24″<br>55<br>5*BHCem*<br>*WB*= *MT*12′64*t APT*24*t* BergensMek.Vrks.,Berg |
| 664<br>HFDW | **Sjöfröken** IronSc<br>*L.F.Englund* 1*Dk* | 101<br>43<br>64 | | | | 1880 | Bergsunds Mek.Verkst.<br>Stockholm | **Ångb.Bol.Drottningholm Fitja (C.H.Backert)** | 88·3<br>B43′ H10*t* | 15·7 | 7·0<br>F14′ | **Stockholm**<br>Swedish | C.2Cy.14½″&25½″–19½″<br>35<br>BergsundsMek.Verks.,S |
| 665<br>JWQM | **Sjögutten** WoodScSr<br>*O.Housken* –91<br>1*Dk* | 607<br>476<br>372 | | | | 1891 | RO.Horem<br>Stavanger | **S.Bergesen** | 164·9<br>Q43*t* B64*t* H5*t* | 26·3 | 16·2<br>F19*t* | **Stavanger**<br>Norwegian | T.3Cy.12″,20″&32″–26″<br>60<br>AkersMek.Verk.,Xia. |
| 666<br>HPVR | **Skandia** IronScSr<br>*O.B.Bengtsson*75–94 2*Dks*&*Awngdk* | 606<br>348<br>490 | | | | 1872 | Bergsunds Mek.Verkst.<br>Stockholm | **Ångf.Aktieb “SödraSverige” (J.G.Setterwall)** | 164·3<br>H21*t* | 24·1 | 12·9 | **Stockholm**<br>Swedish | C.2Cy.24″&48″–27″<br>100<br>BergsundsMek.Verks.,S |
| 667<br>HFDW | —<br>*B.Knudsen*<br>**IronScSr**<br>1*Dk* | 351<br>285<br>259 | | | | 1883 | P.Larsson<br>Gothenburg | **Dampskibsselskabet“Tvedestrand” (JensMeinich&Co.** *Mgrs.*) | 139·6<br>B58*t* H5*t*<br>len90 | 21·6 | 12·9 | **Chrstiania**<br>Norwegian<br>*WB* | C.2Cy.13½″&24½″–17½″<br>30<br>MotalaCo.,Motala |
| 668<br>NMVF | —<br>*B.C.Pelle*86–86<br>**IronScSr**<br>1*Dk* | 170<br>138<br>96 | | | | 1866 | Burmeister &Wain<br>Copenhagen | **Dampskibsselskabet paa Bornholm af1866 (M.Christiansen)** | 124·2<br>Q43′ B30′ F13′ | 18·8 | 10·7<br>H18*t* | **Rönne**<br>Danish | C.4Cy.15″&30″–20″<br>60<br>Burmeister&Wain,Cpn. |
| 669<br>HJNV | **Skandinavien** IronScSr<br>*A.T.Löfås* –89<br>1*Dk* | 482<br>403<br>362 | | | | 1872 | MotalaCo.<br>Gothenburg | **FörnyadeÅngf. Aktieb.“Svenska Lloyd”(W.Frodi)** | 152·8<br>Q46′ B32′ | 24·0 | 14·6<br>H4*t* | **Gothenbrg**<br>Swedish<br>*WB* | C.2Cy.16″&34″–28″<br>60<br>MotalaCo.,Gothenburg |
| 670<br>NCMQ | —<br>*E.H.Petersen*<br>**IronScSr**<br>1*Dk*<br>*Salvage Vessel* | 139<br>132<br>74 | | | | 1858 | MotalaCo.<br>Gothenburg | **Em.Z.Svitzer's Bjergnings Enterprise** | 99·9<br>B7*t* | 21·5 | 11·5 | **Copnhagn**<br>Danish | C.4Cy.15″&30″–20″<br>60<br>Burmeister&Wain,Cpn. |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Repairs Completed. Binnacle Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of R. of T. Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 671 HMFN | **Skåne** *B.M.Jansson92–92* | **IronScSr** 1*Dk*&*Awngdk* | 830 637 664 | | | | 1875 | Oscarshmn Mek.Verkstads Aktiebolag Oscarshamn | **Ångf.Aktieb. "Prosperitas" (K.O.F.Dalman)** | 191·2 H3*t* | 26·7 | 15·9 22·8 | **Gothenbrg** Swedish | C.2Cy.20″&40″–24″ 85H MotalaCo.,Oscarshamn | | V |
| 672 | **Skärgården** *A.Johanson –93* | **IronScSp** 1*Dk* | 145 105 94 | | | | 1884 | MotalaCo. Norrköping | **Ångb.Aktieb. "Skärgården" (C.Grönlund)** | 99·4 Q30′ | 17·0 B27′ | 9·1 H3*t* F10′ | **Nrrköping** Swedish | C.2Cy.12⅜″&24⅜″–17½″ 55H MotalaCo.,Norrköping | | |
| 673 HFKV | **Skarpsno** *L.A.Tollefsen93–93* *Well deck* | **SteelScSr** 1*Dk*(*Irn*)2*trB* *ss*Ham.No.1-93 | 1786 1419 1395 | ✠100A1 ~~11,942~~ ~~7,04~~ 4,95 ✠LMC12,93 ~~Lg.Arm~~ | Ply LA&CP | *r* Bly | 1889 8mo | Wood, Skinner&Co. Newcastle | **Damps.Actieselsk. Skarpsno(Fearnley&Eger)** *WB* = *Cell DB* | 281·2 Q98′ drp94 | 37·1 B70′ BK9″ | 17·7 F32′ 4*BHCem* *APT*37*t* | **Chrstiania** Norwegian | T.3Cy.21″,35″&58″–39″ (*s*) 160lb 180H 2SB,*6rf*,GS90 N.E.MarineE.C(Lim.)Nwc | 20 ″ 0 | DN |
| 674 NBKQ | **Skeffington** *R.R.Bishop73–93* *Well deck* | **SteelScSr** 1*Dk*(*Irn*)2*trB* | 941 761 589 | ✠100A1 ~~7,946,93~~ 3,95 ✠LMC4,93 ~~Lost~~ | Nwc A&CP | *n* | 1893 4mo | Wood, Skinner&Co. Newcastle | **J.O.Scott&Co.** *WB* = *Cell L* | 206·0 Q100′ lrp93 *B* 173′ | 32·3 B21′ FK 254*t* | 14·4 F23′ 4*BHCem* *FPT*41*t* *APT*22*t* | **Newcastle** British | T.3Cy.17½″,28″&47″–33″ (*s*) 160lb *80lb* 110H 1SB,*3pf*,GS56,HS1900 N.E.Mar.E.Co.(Lim.),Nwc | 16 ″ 7 s 1 ″ 6 | |
| 675 MPVT | **Skerryvore** ~~*S.H.Chandler90–92*~~ *Elec.light* &*Spardk*(*Irn*)&*Webframes* *AxonPuttkamer* | **SteelScSr** 1*Dk*(*Stl*) | 3371 3226 2200 | ✠100A1 *Spar dk* 4,95 ~~3,94~~ ✠LMC6,92 Nwc | Bry LA&CP | *r* | 1892 6mo | Richardson,Duck&Co. Stockton | **Farrar,Groves&Co.** *WB* = *Cell D* | 340·5 P35′ drp95 *B* 288′ | 42·1 F35′ BK10″ 566*t* | 19·2 27·1 4*BHAsp* *FPT*85*t* *APT*33*t* | **London** British | T.3Cy.24″,40″&66″–45″ (*s*) 160lb *100lb* 300H 2SB,*6cf*,GS116,HS4626 Blair&Co.(Lim.),Stockton | 21 ″ 7 s 7 ″ 0 | |
| 676 JQBS | — *J.Davidson –93* | **IronScSr** 1*Dk2trB* | 904 789 528 | | | | 1882 10mo | Workman, Clark&Co. Belfast | **ClydeShippingCo. (Lim.) (J.Cuthbert,*Mgr.*)** | 225·6 P72′ | 31·0 B59′ | 15·6 F54′ | **Glasgow** British *WB* | C.2Cy.27″&57″–48″ 180H J.Rowan&Sons(Lim.),Bel. | | BT till ~~12,9~~ 2,96 |
| 677 | **Skidby** *J.Strachan85–92* 1*Dk*(*pt Stl pt Irn*)2*trB* &*Webframes*&*pt Awngdk*(*Irn*) | **SteelScSr** | 3703 2785 2421 | ✠100A1 *pt Awng dk with freeboard* ~~9,946,94~~ ~~7,05~~ ~~3,04~~ 5,95 ✠LMC11,92 | Cff A&CP ~~Bry Bly~~ Sbl | *n* | 1892 11mo | Ropner& Son Stockton | **R.Ropner&Co.** | 343·0 P43′ *pt Awng dk* | 45·1 Q104′ BK11″ 196′ *WB* = *Cell* | 20·1 6*BHCem* *DB*268′ | **W.Hartlpl** British | T.3Cy.24½″,40½″&66½″–42″ 160lb *160lb* (*s*) 270H 2SB,*6cf*,GS122,HS4535 Blair&Co.(Lim.),Stockton | 23 ″ 7 s 9 ″ 4½ | |
| 678 HQMF | **Skien** *P.Johannesen* | **IronScSr** 2*Dks* | 214 196 150 | | | | 1875 | Nylands Mek.Verks Christiania | **EtInteressentskab (Blakstad, Holta&Co.)** | 118·4 H16*t* | 18·7 | 13·6 | **Skien** Norwegian | T.4Cy.9″(2)18½″&32½″–24½″ 45H *Tpd*88AkersMek.Verk., Christiania | | N |
| 679 | **Skinningrove** ~~*C.Bilton 91*~~ *Well deck* | **SteelScSr** 1*Dk*(*Irn*) | 347 259 174 | ✠100A1 2,95 ~~Hull~~ ✠LMC12,91 | Mdb A&CP | *e* | 1891 12mo | Wood, Skinner&Co. Newcastle | ~~**Skinningrove Iron Co.(Lim.)**~~ Biribin frères | 140·7 Q69′ lrp92 | 22·1 B12′ FK | 10·9 F19′ 4*BHCem* *APT*10*t* | ~~**Middlesbro'**~~ ~~British~~ Bordeaux French | T.3Cy.10½″,17″&28″–21″ (*s*) 160lb *80lb* 35H 1SB,*2pf*,GS21 NEMarineE.Co.(Lim.)Sld. | 11 ″ 8 s ″ 10 | |
| 680 LMPD | **Skirbeck** *J.Wordingham –94* ~~*ssBos.No.1-96*~~ *ss*Bos.No.3-8,94 1*Dk* | **IronScTrawler** | 105 100 52 | ✠90A1 ~~8,946,90~~ 11,94 ~~BS6,98~~ ✠LMC6,~~98~~ 8,94 Hul | Bos LA&CP | | 1886 2mo | Earle'sCo. Hull | **BostonDeepSea Fishing&Ice Co.(Lim.)** | 85·0 F17′ ND94 | 20·0 BK7½″ 3*BHCem* | 9·9 | **Boston** British | C.2Cy.12″&22″–20″ (*s*) 90lb 25H 1SB,*1cf*,GS14,HS510 Earle'sCo.(Lim.),Hull | 10 ″ 10 | |
| 681 | **Skirmisher** *J.Houghton* | **SteelTwinScSr** | 607 490 224 | | | | 1884 | J.&G. Thomson Glasgow | **CunardS.S.Co. (Lim.)** | 165·0 B98′ | 32·2 | 15·0 | **Liverpool** British | C.4Cy.21″&42″–32½″ 147H J.&G.Thomson,Glasgow | | BT till ~~7,04~~ ~~1,05~~ 7,95 |
| 682 NSBK | **Skirner** *O.J.M.Kofæd-Hansen91–91* 1*Dk* | **IronPadSr** | 559 347 314 | | | | 1879 | Burmeister &Wain Copenhagen | **DedanskeStatsbaner** | 200·6 P175*t* | 23·5 H31*t* | 11·5 | **Korsör** Danish | C.4Cy.26″&58″–48″ 200H Burmeister&Wain,Cpn. | | |
| 683 NVJF | **Skjalm Hvide** *J.Hagedorn84–84* | **IronScSr** 1*Dk* | 606 435 363 | | | | 1884 | Burmeister &Wain Copenhagen | **Act.Selskabt "SkjalmHvide" (J.A.S.Gaarn)** | 169·7 | 26·2 | 13·5 | **Copnhagn** Danish *WB* | C.2Cy.25″&44″–27″ 80H Burmeister&Wain,Cpn. | | V |
| 684 NTQP | **Skjold** *J.C.Jensen* | **IronSc3MstSr** 1*Dk* | 1557 1148 971 | | | | 1881 | Lobnitz& Co. Renfrew | **Dampskibsselskabet"Skjold" (L.H.Carl,*Mgr.*)** | 244·1 P16′ | 34·5 F29′ | 17·1 | **Copnhagn** Danish *WB* | C.2Cy.32″&60″–36″ 160H Lobnitz&Co.,Renfrew | | DV |
| 685 JWPT | — *Th.Wetteland90–90* (*ex*Commerce) | **IronScSr** 1*Dk2trB* | 497 435 302 | | | | 1882 | Eriksbergs M.V. Gothenburg | **Actieselskabet "Skjold" (SigvalBergesen)** | 145·4 B54*t* | 24·5 | 15·5 | **Stavanger** Norwegian *WB* | 2Cy.15½″&31½″–18½″ 34H EriksbergsM.V.,Got. | | N |
| 686 HKBP | **Skoryj** | **IronPad** 1*Dk* | 408 — 300 | | | | 1880 | Mayer Linz | **RussianStm.Nav. TradingCo.** | 190·0 | 25·0 | 9·0 | Russian | C.2Cy.31″&51″–48″ 120H Escher,Wyss&Co.,Zurich | | |
| 687 NCGL | **Skotland** *V.L.Albrechtsen* *Well deck* | **SteelScSr** 1*Dk*(*Irn*) | 594 449 346 | ✠100A1 4,94 ✠LMC4,~~90~~ 4,94 | Cpn LA&CP | *i* | 1890 4mo | T.&W. Smith N.Shields | **DampskibSelskabet"Nordsöen" (A.Christensen, *Mgr.*) WB = *D*** | 175·2 Q92′ drp91 *Ba*40′ | 28·2 B18′ BK7″ *f*44′ | 13·5 F22′ 4*BHCem* 122*t* *FPT* | **Copnhagn** Danish | T.3Cy.13½″,22½″&36″–27″ 160lb *80lb* (*s*) 65H 1SB,*3pf*,GS40,HS1208 E.Scott&Co.,Newcastle | 14 ″ 3 | |
| 688 JSCQ | **Skreien** *J.Juul* (*ex*Leonor,*ex*Fiona) | **IronScSr** 1*Dk2trB* | 415 307 293 | | | | 1869 | H Murray &Co. Pt.Glasgow | **B.Heide** | 161·8 Q45*t* | 23·7 B37*t* | 12·0 F20*t* H5*t* | **Xiansund** Norwegian | C.2Cy.18″&33″–24″ 50HP Blackwood&Gordon,PGls | | N |
| 689 JWQK | **Skude** *S.Torgersen* (*ex*Skjöld,*ex*Transit,No.2) | **IronScSr** 1*Dk* | 279 251 158 | | | | 18$\frac{55}{82}$ | MotalaCo. Gothenburg | **T.Waage** | 121·7 B18*t* | 22·5 H5*t* | 13·5 F5*t* | **Stavanger** Norwegian | C.2Cy. 70HP Christinehms M.V.Chstmn. | | |
| 690 HMJT | **Skuld** *L.A.Rafen92–92* | **SteelScSr** 1*Dk*(*Irn*)2*trB* | 1439 1035 1132 | | | | 1892 | Wood, Skinner&Co. Newcastle | **O.Thoresen** | 250·0 Q91*t* F32*t* | 35·0 B227*t* | 15·3 H55*t* | **Tönsberg** Norwegian | T.3Cy.18½″,30″&49″–33″ 120HP N.E.Mar.E.Co.(Lim.)Nwc. | | N |
| 691 WPLT | **Skulda** *G.Gray –94* *Well deck* | **IronScSr** ~~*ssLth.No.2–90*~~ 1*Dk*(*Irn*)&*Webframes* *ss*Lth.No.3-4,95 | 1133 880 719 | ✠100A1 ~~3,04~~ 4,95 BS8,94 ✠LMC4,~~90~~ 4,95 | Lth LA&CP | *n* | 1882 9mo | S.&H. Morton&Co. Leith | **J.T.Salvesen&Co.** *WB* = *Cell* | 227·0 P27′ *DB*190′ | 33·0 Q42′ B65′ 250*t* *FPT*9*t* | 14·8 F35′ 5*BHCem* *APT*28*t* | **Grngemth** British | C.2Cy.28″&53″–36″ 80lb *65lb* 99H 1DB,*4pf*,GS82 S.&H.Morton&Co.,Leith | 17 ″ 4 s 1 ″ 8 | |
| 692 JVHG | — *T.Brown –91* | **WoodScSr** 1*Dk2trB* | 505 401 308 | | | | 1891 | ..... Söndhordlnd | **J.E.v.d.Ohe** | 156·0 Q27*t* H6*t* | 24·8 B54*t* | 14·8 F16*t* | **Bergen** Norwegian | T.3Cy.11½″,18″&29½″–24″ 50HP LaxevaagsMaskin& Jernskibsbyg,Bergen | | N |

Renamed "Pierre et Paul," *See No.47 in Supplement.*

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **693** 90801 | **Skuzzy** WoodPadSp 1*Dk* | 472 172 297 | | | | 1885 | A. Inderdonk Savona's Ferry, B.C. | J. A. Mara | 133·3 | 28·0 | 6·5 | N. Wstmstr British | 2Cy. 14″–54″ 60HP Joseph Spratt, Victoria B.C. |
| **694** RHBN | **Slavonia** IronSc *H.G.N. Schmidt* 91–91 2*Dks3trb* (*ex* Macassar) | 2274 2085 1676 | | | … | 1883 5mo | R. Dixon & Co. Middlesbro' | Hamburg-Amerikanische Packetf. Act. Ges. | 300·0 P50′ | 37·0 B40′ | 25·7 F42′ | Hamburg German *WB* | C.2Cy. 38″&70″–42″ 250HP R. & W. Hawthorn, Nwc. |
| **695** 98723 MCBR | **Sledmere** SteelScSr *R.W. Podgett* 89–91 1*Dk*(*Irn*) &*ptAwngdk*(*Irn*)&*Webframes* | 1970 1411 1235 | ✠100A1 *ptAwng dk withfreeboard* 12,94~~10,08~~ ✠LMC2,91 | Liv LA&CP Bry | *r* | 1891 2mo | Richardsn Duck&Co. Stockton | EastRidingStm. Nav.Co.(Lim.) (G.R.Sanderson &Co. *Mgrs.*) | 270·0 Q101′ *ptAwng dk*169′ | 36·7 23·5 FK | 16·5 | Hull British 4*BHAsp* | T.3Cy. 20½″,33½″&55″–36″ 160lb *80lb* (*s*) 150HP 2SB,*dcf*,GS58,HS2560 Blair&Co.(Lim.),Stockton |
| **696** — 99570 | — IronScK *J.Chant* –92 1*Dk* | 148 140 57 | ✠100A1 *StmTrawler* 10,94~~5,92~~ ✠LMC5,92 | Hul LA&CP | | 1892 5mo | Cook, Welton& Gemmell Hull | C. Hellyer&Co. (Lim.) | 102·5 | 20·5 BK7½′ | 11·0 | Hull British 3*BHCem* | C.2Cy. 16″&33″–22″ (*s*) 100lb 45HP 1SB,*2pf*,GS29,HS926 C.D.Holmes&Co.,Hull |
| **697** HLCS | **Sleipner** IronScSr *C.J.Jansson* 94–94 *ss*Got.No.2–93 *ss*Got.No.3–8,86 1*Dk*&*ptAwngdk2trb* | 979 882 729 | ✠90A1 *pt Awng dk load line* 16*ft* 5,94~~3,04~~ ~~BS9,93~~ LMC4,93 | Got A&CP | *m* | 1873 8mo | W. Watson Sunderland | ÅngfartygsAktieb "Svithiod" (A.Carlson, *Mgr.*) | 214·4 Q80′ drp94 | 28·8 BK8″ | 16·2 | Gothenbrg Swedish 4*BHCem* | C.2Cy. 27″&47″–30″ (*i*) 60lb ~~50lb~~ NB865*5lb* 110HP 1SB,*3pf*,GS51 NDB84 N.E.Marine E.C.(Lim.),Sld |
| **698** 98709 MTRS | **Sleuth Hound** IronScK *J.Brocklesby* –90 *ss*Hul No.1-95 1*Dk* | 153 139 49 | ✠100A1 *StmTrawler* 3,95~~11,90~~ ✠LMC11,~~90~~ | Hul LA&CP | | 1890 11mo 3,95 | Cook, Welton& Gemmell Hull | HumberSteam TrawlingCo. (Lim.) | 101·0 Q22′ F18′ | 20·8 BK7½″ | 10·9 | Hull British 3*BHCem* | C.2Cy. 17″&33″–22″ (*s*) 90lb 45HP 1SB,*2pf*,GS30 Bailey&Leetham,Hull |
| **699** 104452 | **Slieve Bearnagh** SteelPadSk *D.Torrance* –94 1*Dk* | 383 309 99 | | | | 1894 | J&G Thomson(Lim.) Glasgow | Belfast&County DownRailway Co. | 225·6 *Promenade dk*212′ | 26·1 | 8·6 | Belfast British | C.D.2Cy. 25½″&54″–54″ 156HP J.&G.Thomson (Lim.),Gls. |
| **700** 99963 | **Slieve Donard** SteelPadSk *D.Torrance* –93 1*Dk*&*Promenade dk* | 341 269 114 | | | | 1893 | J.&G. Thomson (Lim.) Glasgow | Belfast&County DownRailway Co. | 200·0 *Promenade dk*150′ | 25·0 | 8·3 | Belfast British | C.D.2Cy. 26″&55″–54″ 240HP J.&G.Thomson(Lim.),Gls. |
| **701** 86713 WPQG | **Sligo** IronScSr *A.E.Patterson* –93 (*ex*Limpet) | 475 416 253 | | | | 1882 | Barclay, Curle&Co. Glasgow | SligoSteamNav. Co.(Lim.) | 199·5 Q29*t* | 25·2 F26′ | 13·0 | Sligo British | C.2Cy. 25″&48″–36″ 100HP Barclay,Curle&Co.,Gls. |
| **702** 98528 | **Slingsby** SteelScSr *A.Robinson* 89–92 1*Dk*(*ptStlptIrn*) 2*trBWebframes*&*ptAwngdk*(*Irn*) | 3231 2425 2094 | ✠100A1 *pt Awng dk withfreeboard* ~~6,0 12,90~~ 10,94 ✠LMC7,92 | Bry A&CP ~~Rpt~~ Bly | *u* | 1892 7mo | Ropner& Son Stockton | R. Ropner&Co. | 322·0 P43′Q46′ *ptAwng dk*183′ | 41·5 BK10′ *WB*=*Cell* | 20·6 | W. Hartlpl British 5*BHCem* *DB* 254′581*t* | T.3Cy. 23½″,39″&64″–42″ (*s*) 160lb *160lb* 270HP 2SB,*6rf*,GS118,HS4127 Blair&Co.(Lim.),Stk. |
| **703** HSDV | **Slottsbron** WoodScSp *P.J.Gullbrand* –93 (*ex*ArvikaII.) 1*Dk* | 181 147 128 | | | | 1883 | P. Larsson Thorskog | C. W. Esping | 98·4 H31*t* | 21·2 F10′ | 9·7 | Slottsbron Swedish | C.2Cy. 11¾″&21½″–19½″ 30HP P. Larsson,Thorskog |
| **704** | **Småland** CompScSp *S.Bolling* 84–92 1*Dk* | 184 163 121 | | | | 1888 | S. Groth Sjötorp | ÅngfartygsAktiebolaget "Ran" (A.E.Almén) | 99·3 P9′ H11*t* | 20·9 | 10·8 | Jönköping Swedish | 2Cy. 10¾″&18½″–15⅝″ 25HP MotalaCo.,Gothenburg |
| **705** 86510 | **Smeaton** IronTwinScSp *J.Jenkins* –91 | 369 310 200 | | | | 1883 | W. Allsup &Sons Preston | Great Western Railway Co. | 125·2 | 35·1 | 11·1 | Plymouth British | C.4Cy. 13″&17″–24″ 98HP W.Allsup&Sons,Preston |
| **706** HMLK | **Smirne** IronScSr *ss*Nwc.No.3–1,82 (*ex*Grazia,*ex*Santander) *ss*Tri.No.2–90 1*Dk* | 703 551 443 | ✠ 2,90 ✠NB~~61~~ | Tri A&CP | *k* | 1873 10mo | Mansey& Foster Sunderland | P. Pantaleon | 201·0 Q37′ | 28·2 B47′ | 13·6 F26′ | Piræus Greek 4*BHCem* *WB*=*DBa*69′*f*48′116*tAPT*9*t* | C.2Cy. 23″&46″–33″ 70HP OusebrnEng.Wks.Co. Nwc |
| **707** PSHV | **Smit** IronScBn *E.J.Karst* –93 *ss*Rot.No.2–93 1*Dk*2*trB* | 1259 1039 822 | ✠100A1 5,94 BS4,94 ✠LMC8,92 | Rot LA&CP | *o* | 1884 10mo | J.Smit, Czn. Alblassrdam | J.Smit,Czn. | 235·3 B41′F25′ | 31·4 BK8½″ | 18·0 | Alblasserdam Dutch 4*BHCem* | C.2Cy. 30½″&56″–39″ (*i*) 80lb 150HP 1DB,*6pf*,GS99 Ndrlndsche Stmbt Maatschapij,Rotterdam |
| **708** *Now named* "Martha," *See No.* 68 *in Supplement.* | **Smith** SteelTwinScSr *Merlees* –93 2*Dks*(1*ptStl*) *Elec.light* *ss*Shi.No.1-94 | 1394 1015 703 | ✠100A1 *pt Shade dk withfreeboard* 5,94~~4,04~~ ✠ LMC5,94 | HKg LA&CP Shi | *p* | 1888 6mo | R.&W. Hawthorn, Leslie& Co.(Lim.) Newcastle | Formosa Trading Corporation (Hopkins,Dunn& Co.,*Mgrs.*) | 250·5 F46′ ~~drp91~~ | 34·2 FK | 18·0 | Formosa Chinese 5*BHCem* | T.6Cy. 19″,30″&50″–33″ 145lb *75lb* (*s*) 300HP R.&W.Hawthorn,Leslie& Co.(Lim.),Newcastle 2DB,12*pf*,GS198 |
| **709** | **Smyrne** IronScSr *Z.Campanis* *ss*Cpl.No.3–12,90 (*ex*Navidad) 1*Dk*(*Irn*)2*trB* *ss*Cpl.No.1-95 | 660 578 415 | 100A1 4,94~~2,00~~ ✠NB10,90 ~~BS12,92~~ ✠LMC10,90 | Cpl A&CP | | 1879 1mo 8,95 | H.M'Intyre&Co. Paisley | Nav.àVap.Egèe (P.M.Courtgi& Co.,*Mgrs.*) | 190·1 P22′F19′ | 28·7 BK7½″ *WB*=*D Ba*40′ | 14·6 | Cnstantpl Turkish 4*BHCem* | C.2Cy. 23″&45″–33″ (*s*) 80lb *40lb* 90HP 1SB,*3pf*,GS53,HS1617 W.King&Co.,Glasgow |
| **710** 67289 QWSP | **Snaefell** IronPadSr *W.Mylchreest* 83–89 | 892 687 438 | | | | 1876 | Caird&Co. Greenock | Isle of Man S.P. Co. | 251·3 F15*t* | 29·3 | 14·1 | Douglas IM British | O.2Cy. 63″–78″ NB85 330HP Caird&Co.,Greenock |
| **711** 95665 KVLQ | **Sneaton** SteelScSr *G.Mennell* –92 *ss*Cff.No.1–92 *Well deck* 1*Dk*(*Irn*)&*Webframes* *InnerbottomIrn* | 1457 1058 945 | ✠100A1 12,94~~2,03~~ BS12,94 ✠LMC12,92 Sld | Gls A&CP | *p* | 1888 10mo | J. Blumer &Co. Sunderland | RobinsonBros. | 250·0 P19′Q84′B96′F29′ | 35·5 BK9′ *WB*=*Cell* | 15·6 | Whitby British 4*BHAsp* *DB* 202′324*t* | T.3Cy. 19″,31″&51″–33″ (*s*) 160lb *80lb* 130HP 1SB,*3rf*,GS54 NEMarineECo.(Lim) Nwc |
| **712** 62240 PTQM | **Sneyd** IronScK *E.Porter* –94 (*ex*Itchen) *ss*Sou.No.2–81 | 201 191 112 | ✠ 6,81 | Sou A&CP | *b* | 1872 11mo | Day,Summers&Co. Northam | Osborn&Wallis | 106·1 | 22·3 | 10·8 | S'thamptn British 3*BHCem* | C.2Cy. 10″&20″–18″ NB93 20HP Day,Summers&Co.,Sou. *WB*=*FPT*20*t* |
| * **713** 95280 LBCG | **Snilesworth** SteelScSr *G.Matthews* 88–89 *ss*Shl.No.1–94 1*Dk*(*Irn*)2*trB* | 2157 1862 1393 | ✠100A1 4,95~~2,94~~ ~~11,94~~ ✠LMC2,94 | Shl A&CP | *r* | 1889 1mo | Short Bros. Sunderland | J. Tully | 281·0 P32′B66′F32′ | 40·0 FK | 19·8 | Sundrland British 4*BHCem* *APT*77*t* | T.3Cy. 21″,35″&58″–42″ (*s*) 150lb *150lb.* 180HP 2SB,*6rf*,GS84 J.Dickinson,Sunderland |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Special Surveys. | 3 Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned or last Repaired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of Build or Trade Pass Cert. | 16 Mean Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 714 HRJC DLPC | **Snipe** *D.Thomas* –91 | **IronScSr** 1*Dk*(*Irn*) | 306 252 122 | ✠ 1,87 ✠ | Cly LA&CP | *e* | 1884 4mo | Campbeltown S.B.Co Campbeltwn | **R.Burton&Son** | 142·0 Q45′ lrp84&85 | 23·2 F20′ *WB*=*FPT* | 11·0 | Glasgow British | C.2Cy.19″&36″–27″ NB94 55H 3*BHCem* 28*tAPT*11*t* Dunsmuir&Jackson,Gls. | 11 ″ 9 | | |
| 715 TPHB | — *B.Ally*87–89 | **IronSc3MstSr** 1*Dk* | 305 — 158 | | | | 1876 | J.Elder& Co. Glasgow | **Bombay Port Trust** | 145·2 | 25·1 | 11·4 | Bombay British | C.2Cy.20″&36″–21″ 60H J.Elder&Co.,Glasgow | | | |
| 716 HMKC | **Snowdon** 2*Dks* | **SteelPad** | 338 294 97 | | | | 1892 | Laird Bros. Birkenhead | **Snowdon Passenger Steamship Co.(Lim.)** | 167·9 H5*t* | 24·6 | 10·7 | Liverpool British | C.D.2Cy.30″&54″–51″ 200H Laird Bros.,Birkenhead | | BT till ~~5,95~~ 11,95 | |
| 717 WSKL | — *Jones*62–85 | **IronPadSk** | 106 106 11 | | | | 1885 | Lawson& Eltringham S.Shields | **Portmadoc Steam Tug Co.(Lim.)** | 96·0 | 18·7 | 9·5 | Carnarvon British | L.2Cy.27″–48″ 50H Baird&Barnsley,N.Shields | | | |
| 718 WLSC | **Snowdrop** *J.Potter*56–85 | **SteelTwinSc** | 300 300 36 | | | ... | 1884 10mo | W.Allsup &Sons Preston | **Wallasey Local Board** | 130·9 | 35·2 | 10·6 | Liverpool British | C.4Cy.18″&37″–24″ 113H W.Allsup&Sons,Preston | 11 ″ 0 | BT till 4,95 | |
| 719 HRVJ | — *T.Bond* | **IronScTrawler** ~~ssAbn.No.2–91~~ ssAbn.No.3–8,94 1*Dk* | 86 86 33 | ✠ A1 ~~8,94 9,95~~ 12,94 *For fishing purposes* ✠NB9,90 ✠LMC~~12,94~~ 8,94 | Abn LA&CP | *a* | 1885 4mo | W.B. Thompson Dundee | **W.H.Burn** | 90·0 BK6 | 20·1 | 9·1 | Dundee British | C.2Cy.15″&27″–16″ (*s*) 120lb 40H 1SB,*2pf*,GS22,HS620 *3BHCem* W.B.Thompson,Dundee | | | |
| 720 TJGJ | **Snowflake** *G.Rhynas*90–93 *Electlight* 1*Dk*(*Stl*)&*Spar dk*(*Irn*)& *Web frames* | **SteelSc3MstSr** | 2710 2392 1726 | ✠100A1 *Spar dk* 6,94 ~~12,98~~ *Carrying Petroleum in bulk* | Nwc LA&CP ✠LMC12,93 Shl | *t* | 1893 12mo | Sir W.G. Armstrong Mitchell& Co.(Lim.) Newcastle | **Bearcreek Oil& Shipping Co. (Lim.) (C.T. Bowring&Co., *Mgrs.*)** | 294·0 P79′B22′F33′ *WB*=*Cell* | 39·6 26·7 FK | 19·8 *DB*30′ 92*t* F | Liverpool British 7*BHCem* | T.3Cy.23″,37″&60″–42″ (*s* 160lb *100lb* 250H 2SB,*6rf*,GS104,HS3920 WallsendSlipway Co.,Nwc *PT*64*tAPT*25*tDTf*22′201*t* | 20 ″ 10 s 5 ″ 5 | | |
| 721 WLSL | **Sobralense** *J.Kempthorne* –93 | **IronScSr** ~~IronScBg~~ 2ndSurveyLiv.10,92 2*Dks*(1*pt Irn*) | 1982 1687 1269 | ✠ A1* 1 ~~8,94~~ 11,93 ~~8,94~~ 5,95 | Liv | Lv | 1884 8mo | Barrow S. B.Co. Barrow | **R.Singlehurst& Co.** | 275·1 P156*t* BK9½′ *WB*=*DBaq* | 34·2 H94*t* F45*t* | 23·5 5*BH* *uE&B FPT* | Liverpool British | T.4Cy.(2)17″,38″&60″–42″ 188H 2DB,*8f* BarrowS.B.Co.(Lim.)Brw | 24 ″ 9 s 4 ″ 3 | BT till ~~12,94~~ 6,95 | 19·64 20·86 ~~22·07~~ 23·27 |
| 722 MGLT LDDN | **Sobraon** *R.Gosden* –92 1*Dk*(*Irn*)&*Spardk*(*Irn*)&*Web frames* ~~ssOff.No.1–94~~ | **SteelScSr** | 2385 2343 1541 | ✠100A1 *Spar dk* 1,95 ~~6,93~~ | Nwc A&CP ✠LMC~~8,89~~ 6,94 Shl | *s* | 1889 10mo | W.Pickersgill&Sons Sunderland | **R.Gordon&Co.** | 286·3 F22′ *WL*=*Cell* | 41·0 26·4 BK9½′ *DB*184′ 311*t* | 19·3 *APT*26*t* | London British 6*BHCem* | T.3Cy.23½″,39″&64″–42″ (*s* 160lb *80lb* 230H 2SB,*8pf*,GS125 Black,Hawthorn&Co.,Gts | 20 ″ 7 s 5 ″ 6½ | D | |
| 723 SCFL | **Società-Malfidano** *S.Vigo* –91 | **SteelScSr** 1*Dk* | 135 — 85 | | | | 1891 | E.Cravero &Co. Genoa | **Società Anonima Delle Miniere di Malfidano (R.Jacomy, *Mgr.*)** | 93·2 | 18·4 | 10·9 | Cagliari Italian | T.3Cy.10⅞″,17½″&28″–15¾″ 70H E.Cravero&Co.,Genoa | | IV | |
| 724 JRLN | **Socorro** *R.Mendieta*88–90 (exRelief) | **IronPad** | 10 — 44 | | | | 1863 | ..... Bristol | **Remolcadores Bilbainos** | 88·9 | 17·5 | 9·2 | Bilbao Spanish | 2Cy.27½″–45″ 60H Stothert,Bristol | | | |
| 725 HBST | **Söderhamn** *G.A.Back* –90 | **IronScSr** 1*Dk*&*Awng dk* | 511 260 408 | | | | 1872 | Bergsunds Mek.Verkst. Stockholm | **Ångf.Bolaget "Trafik" (C.Engvall)** | 163·0 H21*t* | 24·8 | 11·6 18·7 | Gefle Swedish | C.2Cy.24″&48″–27″ 100H BergsundsMk.Vks.,Skm. | | | |
| 726 HRJT | **Södermanland** *J.Bolin* –86 | **IronScSr** 1*Dk* | 176 106 136 | | | | 1885 | MotalaCo. Oscarshamn | **Ångf.Akt.Bol. "Södermanland" (J.G.Johansson)** | 105·6 Q32′ B33′ H9*t* F28′ | 18·4 | 8·5 | Nyköping Swedish | 2Cy.15″&29″–19½″ 50H MotalaCo.,Oscarshamn | | | |
| 727 HRJQ | **Södern** *N.E.Hansén*88–88 | **SteelScSr** 1*Dk* | 295 153 224 | | | | 1882 | MotalaCo. Norrköping | **Ångbåts Bolaget "Södern" (J.F. Schubert)** | 118·7 P69′ | 22·0 H15*t* | 9·3 F36′ | Nrrköping Swedish | C.2Cy.19½″&33⅜″–20½″ 60H MotalaCo.,Norrköping | | | |
| 728 — | *J.E.Grönblom* –88 | | — — 128 | | | | | ..... | **W.Rosenlew&Co.** | ..... | | | Björnebrg Russian | | | | |
| 729 WLSD | **Södertelje** *F.Lundqvist* –85 | **IronSc** 1*Dk* | 105 58 75 | | | | 1864 | MotalaCo. Motala | **"Södertelge" Ångf. Bol.(G.Ekdahl)** | 95·1 Q28′ B35′ H6*t* F11′ | 15·7 | 7·4 | Södertelge Swedish | 30H | | | |
| 730 WSKC KMTF | **Sodium** *J.Cartwright*87–87 | **SteelScYl** ~~ssNwc.No.1–91~~ 1*Dk*(*Stl*) ssShl.No.2–95 | 141 118 83 | ✠100A1 ~~2,95 1,91~~ BS~~6,94~~ | Nwc LA&CP ✠LMC~~8,91~~ Shl | *b* | 1887 4mo | Wood, Skinner&Co. Newcastle | **United Alkali Co. (Lim.)** | 100·0 Q31′B7′F17′ | 20·1 | 8·1 FK | Newcastle British 3*BHCem* *WB*=*FPT*20*t* | C.2Cy.14″&25″–18″ (*s* 80lb 45H 1SB,*2pf*,GS25,HS604 WllsndSlpwy&Eng.CNwc | 8 ″ 8 s 1 ″ 0 | | |
| 731 HJNE | **Södra Sverige** *E.A.Mathson* –93 | **IronScSr** 2*Dks*&*Awng dk* | 596 336 485 | | | | 1871 | Bergsunds Mek.Verkst Stockholm | **Ångf.Aktieb. "SödraSverige" (J.G.Setterwall)** | 165·0 H17*t* | 24·3 | 13·0 | Stockholm Swedish | C.2Cy.24″&48″–27″ 100H BergsundsMek.Vks.,Stk. | | | |
| 732 NGPW | **Soembing** *N.Guthrie*86–93 (exBatavia) | **IronScBk** 3*Dks*(1*Irn*) | 2549 2181 1992 | | | ... | 1883 4mo | My.de Schelde Flushing | **Rotterdamsche Lloyd (W.Ruys&Son, *Mgrs.*)** | 319·6 P92′B102′ *Shade dk*30′ len93 | 36·7 | 25·3 *WB* | Rottrdam Dutch | Q.4Cy.21″,30″,43″&63″–36″ NB93 250H *Qpd*.93KonMaatsdeSchlde Flushing | | D | |
| 733 PSKB | **Soenda** *J.E.Dik*93–93 (exCelebes,exColumbian) | **IronScBg** ssAms.No.3–3,83 ssAms.No.2–91 2*Dks* | 2236 1833 1477 | ✠*A1 ~~9,94 8,94~~ 1,95 BS~~7,93~~ 6,94 | Ams LMC4,91 | | 1866 8mo | PileSpence &Co. W Hartlepool | **Stoomv.Maats. "Nederland"** | 298·7 P121′F64′ ND83 | 36·2 | 25·6 | Amstrdam Dutch | C.2Cy.35″&70″–45″ 75lb *60lb* NE73 NDB92NB83 2SB,*6cf*,GS120 300H Maudslay,Sns.&Field,Lon. | 25 ″ 11 | DV | |
| 734 WTPS | **Soengei Rawa** *M.N.Malim* –91 | **IronScCtr** | 180 163 140 | | | | 1891 | Cochrane& Co. Birkenhead | **T.C.Bogaardt** | 105·6 | 22·0 | 9·2 | Singapore British | C.2Cy.10″&20″–15″ 40H Cochrane&Co.,Birkenhead | | | |
| 735 PSKG | **Soerabaja** *J.S.Brouwer*89–92 | **IronScSr** 3*Dks*(1*Irn*) | 2227 1979 1630 | | | ... | 1883 11mo | Kon.My.de Schelde Flushing | **Rotterdamsche Lloyd (W.Ruys&Sons, *Mgrs.*)** | 292·9 F46′ | 36·9 BK10″ | 26·3 | Rottrdam Dutch *WB* | C.2Cy.38″&70″–36″ 240H Kon.My.deScheldeFlshing | 27 ″ 0 | D | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 736 | **Sofia** | **IronScBg** | 1122 | ✠100A1 | Liv | *n* | 1872 | AM'Millan | ~~Compania Nav. La Flecha~~ "LaFlecha" | 234·0 \| 32·1 \| 19·6 | Bilbao | C.2Cy.32″&57″–33″ (*a*) | 20 ″ 2 |
| | ~~*Anzorandia* 86–88~~ | *ss*Liv.No.3–8,84 | 1113 | ~~7,94 7,98~~12,94 | A&CP | | 12mo | &Son | | B40′ | Spanish | 75lb *65lb* NDB90 150H | s 3 ″ 5 |
| RGJN | *Larranzi* | *ss*Liv.No.2–92 | 763 | ✠NB5,84 | LMC11,92 | | | Dumbarton | | BK8″ | | 4*BHCem* | |
| | (*ex*Pedro, *ex*SanAntonio) | 2*Dks*(1*pt Irn*) | | ~~BS11,98~~11,94 | | | | | | | | 2SB,*6pf*,GS108 | |
| | | | | | | | | | | | | J.&J.Thomson,Glasgow | |
| 737 | — | **IronScSr** | 215 | | | | | MotalaCo. | ÅlandKommunikationsAktieb | 129·8 \| 21·6 \| 11·9 | Marieham | 2Cy.17½″&17½″–29¼″ | |
| | | 2*Dks* | 188 | | | | | Motala | | H28*t* | Russian | 60H | |
| | | | 147 | | | | | | | | | BergsundsM.V.,Skm. | |
| 738 | — | **IronTwinScSr** | 113 | | | | 1867 | Jackson | EgbertWelby | 124·6 \| 20·0 \| 6·8 | Civita- | C.2Cy.9″&18″–12″ | |
| 1 | *A.Bifferzari* | 1*Dk* | 101 | | | | | London | | Q11′ H9*t* | vecchia | 30H | |
| SJCD | | | 71 | | | | | | | | Italian | *Cmp*.76 | |
| 739 | **SofiaPostovojtowa** | **SteelTwnScSr** | 395 | | | | 1891 | Stabil.Tec- | G.Graviloff Postovojtoff | | Rostoff | C.4Cy.13″&24″–20″ | |
| 1097 | *M.E.Michaliziano* –91 | | — | | | | | nicoTriestino | | | Russian | 60H | |
| HQNS | | | 249 | | | | | Trieste | | | | | |
| 740 | **Sogn** | **IronScSr** | 379 | | | | 1875 | C.S.Swan | NordreBergenhus | 158·2 \| 22·0 \| 11·4 | Bergen | C.2Cy.21½″&40″–24″ | |
| | *L.Walle* 75–91 | 1*Dk*2*trB* | 230 | | | | | &Co. | Amtskommune | P59*t* B24*t* H16*t* | Norwegian | 65H | |
| JPBT | | | 275 | | | | | Newcastle | | F40*t* | *WB* | Thompson&Co.,Nwc. | |
| 741 | **Sokaku Maru** | **Wood—Sr** | 279 | | | | 1892 | Oaki | OakiKikusaburo | 128·3 \| 18·8 \| 15·7 | Tokio | 1Cy. | |
| 1316 | (*ex*KannonMaruNo.11) | | 268 | | | | | Kikusaburo | | | Japanese | 49H | |
| HJPD | | | 154 | | | | | Tokio | | | | | |
| 742 | **Sokei Maru No. 2** | **IronScSr** | 512 | | | | | ..... | Amagasaki | 170·5 \| 23·7 \| 16·4 | Osaka | 4Cy. | |
| 1325 | (*ex*GeorgeMary) | | 493 | | | | | | Isaburo | | Japanese | 78H | |
| HJPS | | | 318 | | | | | | | | | | |
| 743 | **Sola** | **SteelScSr** | 2188 | ✠100A1 | Npt | *s* | 1890 | R.Dixon | BuenosAyres | 277·0 \| 39·0 \| 18·2 | London | T.3Cy.21″,35″&57″–39″ (*s*) | 21 ″ 2 |
| 98157 | *T.Byrne* 81–93 | *ss*Npt.No.1–94 | 1641 | ~~11,94~~11,94 | A&CP | | 9mo | &Co. | Gt.Southern RailwyCo.(Lim) | P27′Q66′B126′F34 | British | 160lb *80lb* 200H | s 1 ″ 10 |
| | *Well deck* | 1*Dk*(*pt Stl&pt Irn*) | 1406 | BS11,94 | ✠LMC9,96 | 11,93 | | Middlesbro' | (A.Holland&Co., | *WB*=*DBa*76′ FK | | 2SB,*6pf*,GS90,HS3060 | |
| | | &*Webframes* | | | | | | | *Mgrs.*) | *f*86′*&uE&B*36′483*t* | | 4*BHCem* | |
| | | | | | | | | | | | | *MT*30′391*t* | NEMarineE.Co.(Lim.)Sld. |
| 744 | **Soldier Prince** | **IronScSr** | 1331 | ✠100A1 | Cff | *o* | 1883 | C.S.Swan& | J.Knott | 245·2 \| 34·1 \| 17·3 | N.Shields | C.2Cy.29″&56″–36″ (*a*) | 18 ″ 6 |
| 84892 | *H.Jupp* –94 | *ss*Liv.No.2–92 | 1110 | 8,94~~9,99~~ | LA&CP | | 8mo | Hunter | | Q84′B63′F27′ | British | 80lb *60lb* 133H | s 1 ″ 11 |
| JCQB | *Well deck* | 1*Dk*(*Irn*)2*trB* | 858 | | Ant | | | Newcastle | | BK8½ | | 4*BHCem* | |
| | | | | BS5,94 | ✠LMC1,92 | | | | | *W B*=*DBa*69*f*49′*&u* | | 1SB,*4pf*,GS74 | |
| | | | | | | | | | | *E&B*34′270*t* | | N.E.MarineE.Co(Ld)Nwc | |
| 745 | **Soledad** | **IronScSr** | 241 | | | | 1877 | Black& | ColombiaNav.& | 140·1 \| 22·0 \| 8·5 | Carthagna | C.2Cy.26″&34″–24″ | |
| | (*ex*Heridia, *ex*Nicaragua) | | — | | | | | Noble | Con.Co. | | Colombian | 58H | |
| | | | 138 | | | | | Montrose | | | | Kincaid,Donald&Co.,Grk. | |
| 746 | **Solent** | **IronScSr** | 1908 | ✠ | Sou | *t* | 1878 | Oswald, | RoyalMailSteam | 321·4 \| 35·0 \| 16·6 | Glasgow | C.2Cy.37″&70″–48″ | |
| 79657 | *A.Ogden* –92 | 2*Dks*(1*Irn*)&*Spardk* | 1214 | *Spar dk* | LA&CP | | 9mo | Mordaunt& | PacketCo. | B54′ 23·9 | British | NB92 250H | |
| WVSN | *Elec.light* | | 1206 | 6,83 ✠ | | | | Co. | | | *7BHCem* | Oswald,Mordaunt&CoSou | |
| | | | | | | | | Southampton | | | | | |
| 747 | — | **IronScSr** | 723 | 90A1 | Sou | *k* | 1870 | J.Laing | J.L.Hill | 198·4 \| 29·3 \| 16·6 | S'thamptn | C.2Cy.25″&50″–30″ (*i*) | 17 ″ 0 |
| 62221 | *H.Coombs* 78–81 | *ss*Lon.No.3–8,83 | 670 | ~~4,94~~9,94 | A&CP | | 5mo | Sunderland | | Q32′F23′ | British | 60lb *40lb* 104H | s 2 ″ 6 |
| JQFC | | *ss*Sou.No.2–92 | 448 | ✠NB78 | LMC5,93 | | | | | BK7′ | | 4*BHCem* | |
| | | 1*Dk*2*trB* | | BS4,94 | | | | | | *WB*=*DBa*′*f*31′ | | 1B,GS54 | |
| | | | | | | | | | | | | *Cmp*78Day,Smrs.&Co.Sou | |
| 748 | **Solent Queen** | **IronPadSk** | 324 | | | | 1889 | Barclay, | Sthmptn.I.ofW.& | 215·6 \| 21·1 \| 8·2 | S'thamptn | C.D.2Cy.29″&58″–60″ | |
| 97201 | *J.Cottrell* –91 | | 285 | | | | | Curle&Co. | S.of Engld.Ryl. | | British | 233H | |
| | | | 112 | | | | | (Lim.) | Mail Stm.Pkt. | | | Barclay,Curle&Co.(Lim.), | |
| | | | | | | | | Glasgow | Co.(Lim.) | | | Glasgow | |
| 749 | **Solferino** | **IronSc3MstSr** | 2261 | | | ... | 1881 | Wigham | NavigazioneGen- | 290·0 \| 37·1 \| 27·5 | Genoa | C.2Cy.35″&69″–48″ | |
| 217 | *Orengo* –92 | (*ex*CarltonTower) | 2201 | | | | 8mo | Richardson | eraleItaliana | | Italian | 300H | |
| SJFN | | 1*Dk*(*Irn*)&*Spardk*3*trB* | 1463 | | | | | &Co. | | | *WB* | Wigham Richardson&Co., | |
| | | | | | | | | Newcastle | | | | Newcastle | |
| 750 | **Solfond** | **IronScSr** | 1864 | | | | 1883 | HFUlrichs | Actieselskabet | 264·1 \| 35·0 \| 21·9 | Stavanger | C.2Cy.33″&60″–36″ | |
| | *M.M.Wiig* –91 | (*ex*Hassia) | 1609 | | | | | Vegesack | "Solfond" | Q63*t* B145*t* H8*t* | Norwegian | 200H | |
| JWQP | *Well deck* | 2*Dks* | 1177 | | | | | | (S.Bergesen) | F43*t* | *WB* | Ham.M-bauActGesels | |
| 751 | **Solid** | **WoodScSr** | 173 | | | | 1870 | ..... | R.Olsen | 98·5 \| 22·5 \| 10·4 | Bergen | C.2Cy.10¾″&22″–14½″ | |
| | *H.Olsen* | 1*Dk* | 141 | | | | | Gothenburg | | Q22′ B14′ F8′ | Norwegian | 25H | |
| | (*ex*Halfring) | | 126 | | | | | | | | | Lindholmens Verksted., | |
| | | | | | | | | | | | | Gothenburg | |
| 752 | **Solide** | **IronScSr** | 348 | | | | 1870 | Motala | Rederibol. | 144·1 \| 19·4 \| 13·3 | Stockholm | C.2Cy.17″&31″–21″ | |
| | *Söderquist* 93–93 | 1*Dk* | 295 | | | | | Mek.Verks. | "Solide" | B48′ H11*t* | Swedish | 40H | |
| HFNM | | | 260 | | | | | Aktiebolag | (F.Slöör) | len75 | | W.LindbergMekV.,Skm. | |
| | | | | | | | | Norrköping | | | | | |
| 753 | — | **SteelSc** | 110 | | | | 1892 | G.Seebeck | Bugsirges. | 90·7 \| 18·0 \| 10·5 | Bremen | C.2Cy.17″&31½″–22″ | |
| | *F.Bartels* 86–92 | 1*Dk* | 100 | | | | | Geestemünde | "Union" | | German | | |
| QFPL | | | 49 | | | | | | | | | G.Seebeck,Geestemünde | |
| 754 | **Solingen** | **SteelScSr** | 2874 | ✠100A1 | Ham | *u* | 1889 | Reihers- | Deutsch-Australi- | 323·3 \| 37·6 \| 23·3 | Hamburg | T.3Cy.23½″,37½″&60″–42″ | 26 ″ 0 |
| | *N.Trulsen* –89 | *ss*Ham.No.1–93 | 2284 | 8,94~~1,94~~ | LA&CP | | 10mo | tiegSchiffs. | scheDampfscb. | P188′F49′ | German | 165lb (*s*) 300H | |
| RHQB | *Well deck* | 2*Dks*(*Stl*)3*trB* | 2183 | | ✠LMC7,93 | | | &Masch.fabr. | Ges. | BK10′ | | 7*BHCem* | |
| | *Elec.light* | | | | | | | Hamburg | | *WB*=*Cell* | | *DB*268′450*t* | ReiherstiegS&MFab.,Ham |
| 755 | **Solis** | **IronSc3MstSr** | 835 | ✠100A1 | Liv | *m* | 1877 | A.Stephen | Cia.Maritima | 208·7 \| 28·2 \| 17·2 | Barcelona | C.2Cy.26″&52″–30″ (*i*) | 18 ″ 0 |
| | *R.Mereadal* 78–87 | *ss*Liv.No.3–6,89 | 703 | ~~8,99~~8,94 | A&CP | | 8mo | &Sons | | P63′F30′ | Spanish | 80lb *60lb* 98H | s 2 ″ 6 |
| TRBD | | *ss*Liv.No.1–93 | 518 | BS8,94 | LMC8,93 | | | Glasgow | | BK8′ | | 4*BHCem* | |
| | | 2*Dks* | | | | | | | | *WB*= | | 1DB,GS66 | |
| | | | | | | | | | | | | *APT*30*t* | A.Stephen&Sons,Glasgow |
| 756 | **Solon** | **IronScBn** | 1357 | ✠100A1 | Cff | *o* | 1880 | T Turnbull | RobinsonBros. | 240·0 \| 34·0 \| 17·9 | Whitby | C.2Cy.30″&55″–36″ (*i*) | 19 ″ 0 |
| 82665 | ~~*G.Brown* –93~~ | *ss*Npt.No.3–4,93 | 1145 | ~~6,94 10,98~~1,95 | A&CP | | 9mo | &Son | | Q88′B50′F33′ | British | 80lb *80lb* 120H | s 2 ″ 6 |
| TNWQ | *Well deck* *G.Brown* 94–94 | 1*Dk*2*trB* | 859 | | | | | Whitby | | ptND93 FK | | 2SB,*4pf*,GS52 | |
| | | | | BS6,94 | ✠LMC4,98 | | | | | *WB*=*DBa* | | 4*BHCem* | |
| | | | | | ~~Sws~~ Shl | | | | | 56′*f*95′271*t* | | Blair&Co.(Lim.),Stockton | |
| 757 | **Solovetsky** | **IronScSr** | 374 | | | | 1881 | WCrichton | Couvent de | 148·3 \| 22·0 \| 12·0 | Solovets | C.2Cy.26″&45″–27″ | |
| 637 | *Halleen* | | — | | | | | &Co. | Solovets | P48*t* F52*t* | Russian | 100H | |
| HCGR | | | 224 | | | | | Åbo | | | | Crichton&Co.,Åbo | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No. in Book / Official No. / Code Letters. | Steamer's Name. *Late Name if any.* Special Surveys. | Material, Rig, &c. No. of Decks, &c. | Regist'd Tonnage: Gross. — Under deck. — Net. | Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built. When — Ship. — Engines | Built. By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships *ft. in.* | Other Registers in which classed. Details of B. of Trade Pass. Cert. | Mean Drafts. (*See Key.*) |
| 758 | **Solunto** *Compagno* | **IronScBn** 2*Dks3trB* | 1908 1767 1242 | ✠ 11,72 | Sld | Lv | 1872 8mo | W. Watson Sunderland | **Navigazione Generale Italiana** | 280·1 B49*t* | 34·4 H24*t* | 25·2 | **Palermo** Italian 3*BH* 1PBH *WB*= | C.2Cy.41″&73″–39″ 427HP N.E.Marine E.Co.(Ld.)Sld. *DBa&f* | | | I |
| 759 | **Sölve** *F.W.Balkenhausen* 84–84 | **IronScSr** 1*Dk* | 479 413 360 | | | | 1884 | Göteborgs Mek.Værkst. Gothenburg | **Ångf.Aktiebolaget "Sölve" (T.Ahrenberg)** | 149·9 B37′ | 23·4 H9*t* | 15·3 | **Gothenbrg** Swedish | C.2Cy.19″&32″–20″ 60HP GöteborgsMek.Vrks.,Got. | | | |
| 760 | **Solway** *W.Jamieson* –93 *Well deck* | **IronScSr** 2*Dks* | 771 681 407 | | | … | 1881 9mo | Barclay, Curle&Co. Glasgow | **W.Sloan&Co.** | 220·2 P&B129′F29′ | 30·1 | 15·2 | **Glasgow** British *WB* | C.2Cy.28″&53″–48″ 160HP BarclayCurle&Co.Glasgow | 16 ″ 6 | BT till 5,95 | |
| 761 | — *R.Irving* 62–86 | **IronPadSpTug** 1*Dk* | 103 102 24 | | | | 1886 4mo | Ramage& Ferguson Leith | **N.BritishSteam PacketCo. (H.Grierson)** | 90·3 | 17·1 | 9·0 | **Glasgow** British | C.D.1Cy.34″–54″ 70HP Ramage&Ferguson,Leith | | | |
| 762 | **Solway King** *E.Brown* –92 *Well deck* | **IronSc3MstSr** *ss*Brw.No.3–12,91 1*Dk*(*Irn*) | 312 229 126 | ✠100A1 ~~12,02~~ 11,94 ✠NB12,91 | Npt LA&CP ✠LMC12,91 Mpt | *e* | 1883 10mo | R.Smith Preston | **SolwayS.S.Co. (Lim.)** ~~(Burnyeat,Dalzell &Co.,*Mgrs.*)~~ (W.Burnyeat,*Mgr*) | 145·0 Q81′B10′F22′ | 23·1 BK7″ *WB*=*DB* | 10·2 | **Whitehvn** British 3*BHCem* 39′*f*39′80*t* | C.2Cy.17″&34″–24″ (*s*) 100lb 60HP 1SB,*2pf*,GS37,HS1173 R.Smith,Preston | 10 ″ 8 s ″ 8 | | |
| 763 | **Solway Prince** *J.Moore* 83–90 *ss*Sws.No.1–94 *Well deck* | **IronSc3MstSr** 1*Dk*(*Irn*) | 349 252 99 | ✠100A1 1,94 | Sws LA&CP ✠LMC1,94 | *e* | 1890 8mo | Penarth S.B.Co. Penarth | **SolwayS.S.Co. (Lim.)** ~~(Burnyeat,Dalzell &Co.,*Mgrs.*)~~ (W.Burnyeat,*Mgr*) | 145·3 Q79′B10′F18′ drp94 | 23·2 BK7″ *WB*=*FPT* | 9·0 | **Whitehvn** British 3*BHCem* 25*t* | C.2Cy.18″&36″–24″ 100lb 55HP 1SB,*2f*,GS29 PenarthS.B.Co.,Penarth | 11 ″ 0 s ″ 9 | | |
| 764 | **Solway Queen** *J.Fee* *ss*Cff.No.3–7,91 *Well deck* | **IronSc3MstSr** 1*Dk*(*Irn*) | 307 224 113 | ✠100A1 2,94 ✠NB7,87 BS ~~10,98~~ 1,95 | Wrk LA&CP ✠LMC7,91 | *e* | 1883 3mo | R.Smith Preston | **SolwayS.S.Co. (Lim.)** ~~(Burnyeat,Dalzell &Co.,*Mgrs.*)~~ (W.Burnyeat,*Mgr*) | 145·0 Q81′B11′F22′ drp94 | 23·1 BK7″ *WB*=*DBa* | 10·2 | **Whitehvn** British 3*BHCem* 39′*f*39′80*t* | C.2Cy.17″&34″–24″ (*s*) 100lb 70HP 1SB,*2pf*,GS32,HS1015 R.Smith,Preston | 10 ″ 7 s ″ 8 | | |
| 765 | **Somerhill** *T.L.Riddock* –92 *Well deck* | **SteelScSr** *ss*Hpl.No.1–91 1*Dk*(*Stl*)&*Webframes* | 2274 1746 1498 | ✠100A1 ~~6,94~~ ~~12,08~~ 10,94 BS2,94 | Cff LA&CP ✠LMC3,91 Shl | *s* | 1888 1mo | Richard-son,Duck & Co. Stockton | **S.S.SomerhillCo. (Lim.)(F.Woods)** *WB*=*CellD* | 282·0 P30′Q82′B114′ F30′ srp94 *B*236′466*t APT*14*t* | 37·0 BK10″ | 19·3 | **London** British 5*BHpt Asp pt Cem* | T.3Cy.21½″,35½″&58½″–39″ 160lb *65lb* (*s*) 190HP 2SB,*6cf*,GS85 Blair&Co.(Lim.),Stockton | 22 ″ 1 s 1″11½ | | |
| 766 | **Somerton** *S.Cripsey* –93 *Well deck* | **SteelScSr** 1*Dk*(*Irn*)&*Webframes* | 2198 1755 1435 | ✠100A1 6,92 | Npt A&CP ✠LMC9,89 | *s* | 1889 9mo | Osbourne, Graham&Co. Sunderland | **DeddingtonS.S.Co. (Lim.) (H.Samman&Co.,** *Mgrs.*) | 290·0 P27′Q94′B112′ F33′ | 38·0 FK *WB*=*Cell* | 19·9 | **Hull** British 6*BHCem DB*240′460*t* | Q.4Cy.15″19″29½″&51½″–39″ 200lb *80lb* (*s*) 180HP 3SB,*6pf*,GS90,HS2700 W.Allan&Co.,Sunderland | 22 ″ 5 s 2 ″ 1½ | | |
| 767 | **Somerville** *Windeatte* –91 | **IronScYl** 1*Dk* | 149 142 48 | ✠100A1 *StmTrawler* ~~2,84~~ 2,95 | Gls LA&CP ✠LMC3,91 Gms | | 1891 3mo | Mackie& Thomson Glasgow | ~~W.&G.Somerville~~ Letten Bros. | 100·5 Q19′F19′ | 20·5 BK7½″ | 10·7 | **Grimsby** British 3*BHCem* | T.3Cy.11″,16½″&27″–22″ (*s*) 160lb 45HP 1SB,*2pf*,GS32 Muir&Houston,Glasgow | 11 ″ 11 | | |
| 768 | **Sommerfeld** *J.Sass* 89–94 ~~*S.Petersen* 91–91~~ *ss*Ham.No.1–93 2*Dks*(*Stl–Uws*)&*Deepfrmg*3*DkRule Well deck Elec.light* | **SteelScSr** | 2609 2121 1702 | ✠100A1 ~~6,94~~ ~~12,08~~ 5,95 ✠LMC7,93 | Ham A&CP | *u* | 1889 12mo | C.Connell &Co. Glasgow | **Deutsch-Austra-lischeDampfsch. Ges.** | 320·0 P186′P&B186′ F41 *WB*=*CellDB* | 39·1 BK10″ | 22·5 | **Hamburg** German 6*BHCem* 254′467*t* | T.3Cy.23″,37″&60″–42″ (*s*) 160lb 300HP 2SB,*8cf*,GS146 D.Rowan&Son,Glasgow | 25 ″ 2 | DV | |
| 769 | **Somorrostro** *A.deArcocha* 91–91 (*ex*Arrow) *Well deck* | **IronScSr** 2ndSurveyCff.1,91 1*Dk*(*Irn*)2*trB* | 1837 1504 1201 | ✠ A1*1 ~~1,95~~ BS ~~11,03~~ 3,95 | Bbo LMC8,92 Mdb | Lv | 1884 1mo | E.Finch& Co.(Lim.) Chepstow | **R.de la Sota** | 250·4 Q89′B72′F54′ drp92 *WB*=*DBf&uE&B* | 36·2 BK9″ | 20·4 | **Bilbao** Spanish 4*BH APT FPT* | C.2Cy.30″&60″–36″ (*i*) 80lb *70lb* 150HP 1DB,*4p&2rf*,GS76 Westray,Copelnd&Co Brw | 21 ″ 10 s 2 ″ 4½ | | 17·01 18·18 19·35 20·51 |
| 770 | **Sönderjylland** *N.C.Nildersöe* | **SteelScSr** 2*Dks* | 457 266 257 | | | | 1887 | Burmeister &Wain Copenhagen | **ForenedeDamp-skibs-Selskab** | 172·2 P121′ | 24·0 F36′ | 11·1 | **Kolding** Danish | T.3Cy.14½″,23″&36″–24″ 120HP Burmeister&Wain,Cpn. | | | |
| 771 | **Söndhordland** *H.Larsen* –79 | **IronScSr** 1*Dk* | 155 101 108 | | | | 1872 | P.Johane-sen Bergen | **Hardanger-Söndhordlandske Dampskibsselsk** | 116·0 Q42′ | 17·4 B22′ | 8·0 F36′ | **Bergen** Norwegian | C.2Cy.15″&30″–18″ 35HP | | | |
| 772 | **Söndmör** *L.Westvig* | **SteelScSr** 1*Dk* | 104 62 50 | | | | 1889 | Christnsnd Mek.Værk. Christians'nd | **SndmöreDamp-skibsselskab** | 89·0 Q8*t* | 16·0 B22*t* | 7·7 F8*t* | **Aalesund** Norwegian | C.2Cy.12½″&21½″–18″ 25HP ChristiansandMek.Værks. | | N | |
| 773 | **Soneck** *L.Albers* –93 | **IronScSr** 1*Dk*2*trB* | 834 778 607 | | | | 1883 | Actien GeselWesr. Bremen | **DeutscheDampf-schifffahrtsGes. "Hansa"** | 207·0 B50′ | 28·2 F25′ | 18·9 | **Bremen** German *WB* | C.2Cy.25″&43½″–29½″ 120HP ActienGesllWeser,Bremen | | V | |
| 774 | **Sonntag** *J.Mewes* 91–91 | **IronScYl** (*ex*Rover) 1*Dk* | 154 144 75 | ✠100A1 *StmTrawler* 4,94 | Ham LA&CP ✠LMC4,91 | | 1891 4mo | Mackie& Thomson Glasgow | **HamburgAltonaer HochseeFische-reiGes.** | 100·5 Q19′F19′ | 20·5 BK7½″ | 10·7 | **Hamburg** German 3*BHCem* | C.2Cy.16″&32″–22″ (*s*) 110lb 45HP 1SB,*2pf*,GS30 Muir&Houston,Glasgow | 11 ″ 11 | | |
| 775 | **Soochow** *J.R.Cooke* –93 | **SteelScSr** | 1572 1491 999 | | | | 1885 10mo | Scott&Co. Greenock | **ChinaNavigation Co.(Lim.)** | 259·7 Q31′ | 33·1 B52′ | 23·2 | **London** British | C.2Cy.29″&58″–42″ 180HP Scott&Co.,Greenock | | | |
| 776 | **Soogoodlee** *HakkiBey* –86 (*ex*Gloucester,*ex*CityofSantiago) 2*Dks3trB* | **IronSc3MstSr** *ss*Cpl.No.3–9,88 | 2004 1787 1304 | ✠ 9,88 | Cpl A&CP | *s* | 1875 11mo | R.Steele& Co. Greenock | **IdareiMassousieh** | 279·7 P71′ | 38·1 F38′ | 24·0 | **Constanpl** Turkish 5*BHCem* *WB*=*DBa*68′*f*54′*&uE&B*60′ | C.2Cy.40″&66″–42″ 200HP R.Steele&Co.,Greenock | 25 ″ 5 | | |
| 777 | **Sophia** *Michalitzians* 82– | **SteelTwinScSr** 1*Dk* (*ex*Omsk) | 321 — 240 | | | | 1880 | C.Mitchell &Co. Newcastle | **A.Storoshenko** | 185·0 | 28·1 | 7·0 | **Taganrog** Russian | C.4Cy.12½″&22″–18″ 50HP R.&W.Hawthorn,Nwc. | | | |
| 778 | **Sophia Ann** *H.Wyatt* –94 (*ex*Samoa,*ex*SophiaAnn) | **WoodScSr** 1*Dk* | 165 125 112 | | | | 1883 | W.Peat Tomakin N.S.W. | **D.Sheehy** | 121·3 Q15*t* | 21·6 H25*t* | 8·0 | **SydnyNSW** British | C.2Cy.14″&28″–18″ 35HP R.&J.Morrison&Bearby, Onebygamba,N.S.W. | | | |
| 779 | **Sophia Couppa** *A.Conduris* 82–91 *Well deck* | **SteelScSr** *ss*Msl.No.1–95 1*Dk*(*Irn*)&*Webframes* | 2044 1571 1350 | ✠100A1 2,95 ~~3,02~~ ✠LMC2,~~01~~ Msl | Mdb LA&CP | *r* | 1891 2mo | Craig, Taylor&Co. Stockton | **N.Couppa** *WB*=*DBa*83′*f*114′*&uE&B*36′469*t FPT*30*t APT*102*t* | 282·8 Q106′B114′F30′ ~~2,95~~ | 37·1 FK | 17·5 | **Argostoli** Greek 5*BHcem* | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *80lb* 160HP 2SB,*4cf*,GS74,HS2990 Blair&Co.(Lim.),Stockton | 20 ″ 3 s 1″10½ | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 780<br>185<br>HQPR | Sophia Couppa<br>*G.Diacroussi* | SteelScSr | 385<br>—<br>243 | | | | 1890 | StabTecnicoTriestino Trieste | D.N.Curcumelli | 186·0 | 28·1 | 8·0 | Berdiansk<br>Russian | C.2Cy.13″&24″–60H<br>Stab.TecnicoTriestino,Tri. |
| 781<br>KRCN | Sophie<br>*G.VonHugo* –88 2*Dks*<br>*Elec.light* *Carrying Petroleum in bulk* | SteelScSr | 1671<br>1349<br>1114 | | | | 1888 | SirW.G. Armstrong Mitchell& Co. Newcastle | Ges.“Atlantic” (C.Wedekind &Co.,*Mgrs.*) | 235·0<br>B18′ | 33·2 | 23·0 | Gstemnde<br>German | T.3Cy.17½″,28″&46″–30″<br>150H<br>WallsendSlipwayCo.,Nwc. |
| 782<br>HFTC | —<br>*M.Garbe*85–85 | IronScSr<br>1*Dk*2*trB* | 616<br>496<br>444 | | | | 1883 | J.W. Klawitter Danzig | F.G.Reinhold | 183·0<br>Q50′ | 26·2<br>B42′ | 14·2<br>F22′ | Danzig<br>German<br>*WB* | C.2Cy.20½″&41″–21¾″<br>60H<br>F.Schichau,Elbing |
| 783<br>HJQK | —<br>*A.F.Magnusson* –93 | IronScSr<br>1*Dk* | 302<br>221<br>221 | | | | 1872 | MotalaCo. Motala | Ångf.Aktieb “Hero” (E.P.Hansson) | 122·9<br>P55′ F15′<br>len77 | 21·7 | 11·1 | Gothenbrg<br>Swedish | C.2Cy.15″&30″–21″<br>45H<br>MotalaCo.,Motala |
| 784<br>KRDH | —<br>*F.Reuter*87–92 | IronScSr<br>1*Dk* | 187<br>184<br>92 | | | | 1889 | F.W. Wencke Bremerhaven | F.Busse | 116·4<br>H7′ | 21·4 | 11·2 | Gstemnde<br>German | C.2Cy.18″&32″–22″<br>65H<br>H.Paucksch,Landsberg |
| 785<br>QFHR | Sophie Rickmers<br>*H.Bruhn* –93<br>1*Dk*(*Stl*)&*Spardk*&*Webframes* | SteelScSr | 3123<br>2901<br>2003 | | | … | 1889<br>10mo | Russell& Co. Greenock | RickmersReismühlenRhederei& SchiffbauAct. Ges. | 329·6<br>P11′ B84′ F40′ | 42·4 | 18·3<br>26·2 | Brmrhavn<br>German | T.3Cy.24″,39″&64′–45″<br>250H<br>Dunsmuir&Jackson,Gls.<br>*WB* |
| 786<br>NQLT | Sophus Danneskjold<br>Samsö *F.L.H.Hammer*92–92 | IronPadSr | 537<br>350<br>301 | | | | 1876 | Burmeister &Wain Copenhagen | DeDanskeStatsbauer | 201·4<br>P153*t* | 23·1<br>H30*t* | 11·6 | Korsör<br>Danish | C.O.4Cy.26″&58″–48″<br>200H<br>Burmeister&Wain,Cpn. |
| 787<br>1168<br>HGWJ | Sorachi Maru<br>*J.W.Renny* *ss*Yka.No.2–91<br>(*ex*Wyvern) 1*Dk*(*Irn*)&*Spardk*3*trB* | IronScBn | 1771<br>1715<br>1264 | ✠100A1<br>*Spar dk*<br>1,93 ✠LMC12,92 | Yka<br>LA&CP | *q* | 1883<br>6mo | Richardsn Duck&Co. Stockton | TanakaHeihachi | 250·2<br>*WB*=*DBa*78′&*u* | 37·2<br>BK8½′<br>*E*&*B*38′242*t* | 23·0 | Tokio<br>Japanese | C.2Cy.32″&60″–39″ (*b*)<br>80lb 160H<br>2SB,4*pf*,GS66″<br>6*BHCem*<br>Blair&Co.(Lim.),Stockton |
| 788<br>65991<br>WRQS | Sorata<br>*W.Styer*81–94 2ndSurvey81<br>3*Dks*(1*Irn*)&*Awngdk* | IronScBk | 4034<br>3982<br>2581 | ✠<br>*FS*&*Awng dk*<br>7,81 | Lon | Lv | 1872<br>10mo | J.Elder& Co. Glasgow | PacificStm.Nav.Co | 401·3 | 42·8 | 34·1 | Liverpool<br>British<br>7*BH* | C.2Cy.61″&112″–48″<br>600H<br>J.Elder&Co.,Glasgow |
| 789<br>RGFL | Sorrento<br>*H.Jurgensen* –88 *ss*Ham.No.3–4,94<br>2*Dks*(*Irn*)3*trB* | IronScSr | 2364<br>2071<br>1753 | ✠100A1<br>9,94 ~~9,94~~<br>BS2,94 ✠LMC8,93<br>N.Yk | Ham<br>LA&CP | *t* | 1881<br>12mo | A.Stephen &Sons Glasgow | R.M.Sloman&Co. | 320·0<br>P40′B36′F42′ | 36·2<br>BK10″ | 24·6 | Hamburg<br>German<br>6*BHCem* | C.2Cy.38″&68″–42″ (*i*)<br>80lb *50lb* 250H<br>2SB,6*pf*,GS94<br>A.Stephen&Sons,Glasgow |
| 790<br>79047<br>RMPD | —<br>*G.H.Jones* –94 | IronScBg | 2208<br>2100<br>1775 | | | … | 1878<br>4mo | Earle'sCo. Hull | ~~T.Wilson,Sons&Co.~~ (~~Lim.~~) Furness, Withy&Co.(Lim.) | 301·0<br>B108*t* | 34·7 | 26·0 | Hull<br>British | C.2Cy.26″&58″–45″<br>160H<br>Earle'sCo.(Lim.),Hull |
| 791<br>6<br>SJKW | — | WoodSc | 108<br>—<br>69 | | | | 1879 | G.Starita Alimuri | G.Cafiero fu G. | 96·1 | 18·1 | 9·5 | Cstllmare<br>Italian | C.2Cy.<br>34H<br>C.T.Pattizon,Naples |
| 792 | Sotileza<br>*L.Ferdandez*81–87 | SteelScYawl<br>1*Dk* | 111<br>96<br>76 | ✠<br>5,87<br>✠ | Gls<br>LA&CP | | 1887<br>4mo | D.Macgill &Co. Irvine | E.L.Doriga | 92·0<br>Q13′ | 18·0<br>B16′ | 7·8<br>F16′ | Santander<br>Spanish | C.2Cy.13″&24″–18″<br>25H<br>3*BHCem*<br>Ross&Duncan,Glasgow<br>*WB*=*FPT*16*t* |
| 793<br>JRQC | Soto<br>*Verdagner*<br>*ss*Cff.No.3–6,92<br>1*Dk*&*Awngdk*(*ptws*) | IronSc3MstSr | 1049<br>1028<br>648 | 90A1<br>*Awng dk*<br>*withfreeboard*<br>8,94 ~~9,93~~<br>~~BS5,94~~ ✠LMC2,92 | Ham<br>LA&CP<br>Lon<br>BS6,95 | *m* | 1880<br>3mo | Napier, Shanks& Bell Glasgow | Cia.Maritima | 212·8<br>B7′ | 28·8<br>20·9<br>BK7½″ | 13·9 | Barcelona<br>Spanish | C.2Cy.23″&46″–30″ (*i*)<br>80lb *65lb* 85H<br>1B,4*pf*,GS54<br>4*BHCem*<br>Dunsmuir&Jackson,Gls. |
| 794<br>LDGV | Soudan<br>2*Dks* | IronSc | 932<br>—<br>501 | | | | 1876 | F.&C.de la Médit. LaSeyne | Cia.deNav.Mixte | 221·4<br>P42′ | 28·9<br>B24′ | 17·5<br>F29′ | Marseilles<br>French | C.2Cy.27½″&52¾″–27½″<br>150H<br>Forges&C.de laMédit,Msl. |
| 795 | Souhoulet<br>*Mehemet*64–80 | IronPadFerry | 555<br>—<br>275 | | | | 1870 | Maudslay, Sons&Co. London | Chirket-i-Hairie (Bosphorus SteamNav.Co.) | 150·0 | 28·0 | 10·0 | Constanpl<br>Turkish | 2Cy.43″–48″<br>60H<br>Maudslay,Sons&Co.,Lon. |
| 796<br>88314 | South<br>*E.Barras*76–85 | WoodPad<br>1*Dk* | 349<br>250<br>220 | | | | 1885 | A.Russell Levis,Quebec | Quebec&Levis FerryCo.,Ld. | 130·3<br>H99*t* | 25·2 | 9·5 | Quebec<br>British | 1Cy.26″–96″<br>30H<br>E.E.Gilbert,Montreal |
| 797<br>74778<br>QPHS | South Australian<br>*J.Ussher* –93 | IronScSr<br>1*Dk*(*ptIrn*) | 716<br>508<br>412 | ✠<br>9,76 | Cly<br>A&CP | | 1876<br>8mo | D.&W. Henderson Glasgow | AdelaideSS.Co.Ld. | 226·1<br>P71′ | 26·4<br>B66′ | 13·5<br>F37′ | Sydney<br>British | C.2Cy.36½″&57″–36″<br>NE88 195H<br>5*BHCem*<br>D.&W.Henderson&Co.Gls. |
| 798<br>89190<br>JNWV | South Cambria<br>*D.Lloyd* –94 | IronScSr<br>*ss*Cff.No.2–92<br>2*Dks*(1*Irn*)3*trB* | 1958<br>1888<br>1268 | ✠100A1<br>~~8,94~~ 9,94<br>BS12,93 ✠LMC9,92 | Cff<br>A&CP | *r* | 1884<br>5mo | BlythS.B. Co.(Lim.) Blyth | SouthCambriaS. S.Co.(Lim.) (E.Jones&Co.) | 270·0<br>P28′B54′F31′<br>*WB*=*DBa*80′*f*54′&*u* | 37·0<br>BK9½″<br>*E*&*B*38′378*t* | 23·2<br>*FPT* | Cardiff<br>British | C.2Cy.32″&62″–42″ (*s*)<br>80lb *50lb* NDB88 200H<br>2SB,6*pf*,GS99,HS3000<br>5*BHCem*<br>49*tAPT*21*t*<br>R.&W.Hawthorn,Nwc. |
| 799<br>23827 | South Carolina<br>(*ex*Winnipec) 2*Dks* | IronScSr | 2099<br>—<br>1413 | | | | 1865 | H.Loring Boston | G.Johnson | 257·1 | 35·0 | 19·1 | NewYork<br>Utd.States | 1Cy.42″–42″<br>W.Cramp&Sons,Phl. |
| 800<br>116173 | South Coast<br>*J.F.Higgins* | WoodPadSr<br>1*Dk* | 286<br>—<br>209 | | | | 1887 | C.G.White S.Francisco | J.S.Higgins | 131·5 | 32·2 | 10·5 | S.Frncisco<br>Utd.States | C.2Cy.14″&28″–20″<br>150H<br>Hinckley,Spiers&Hayes, SanFrancisco |
| 801<br>80690 | South Eastern<br>*P.Sylvain*90–90 | WoodSc<br>1*Dk* | 395<br>360<br>269 | | | | 1881 | A.Cantin Montreal | CanadianPacific Car&Passenger TransferCo.(Lim.) | 182·0<br>H35*t* | 30·0 | 10·0 | Montreal<br>British | 2Cy.22″–20″<br>150H<br>E.Gilbert&Sons,Montreal |
| 802<br>77056<br>RQTP | South Moor<br>*F.Koster* –92 | IronScSr<br>*ss*Lon.No.3–1,89<br>*ss*Shl.No.1–92<br>1*Dk*2*trB* | 972<br>811<br>628 | ✠100A1<br>~~8,94~~ 8,94<br>~~BS6,93~~ LMC9,92<br>8,94 | Shl<br>A&CP | *m* | 1877<br>11mo | Palmers' Co.(Lim.) Newcastle | TradingS.S.Co. (Lim.) | 209·0<br>Q23′B36′F27′ | 30·2<br>BK8″<br>*WB*=*DBa*58′*f*49′ | 16·5 | London<br>British | C.2Cy.27″&51″–33″<br>70lb *80lb* NDB91 98H<br>4*BHCem*<br>1B,GS66<br>Palmers'Co.(Lim.),Nwc. |

| No. | Steamer's Name. Late Name if any. Master. Special Surveys. No. of Decks, &c. | Material, Rig, &c. | Regist'd Tonnage: Gross. Under deck. Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Equipment Letter. | Built. When. Ship. Engines | By Whom. Where. | Owners. | Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Other Registers in which classed. Details of B. of Trade Pass. Cert. | Mean Drafts. (See Key.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 803 | South Portland<br>~~Lowe~~ ~~91–91~~ ssN.Yk.No.3–3,92<br>Rouse94-94 (exCarolineMiller, exDawn)<br>Well deck 1Dk(Irn) | IronScSr | 661<br>522<br>416 | ✠100A—<br>~~8,94~~ ~~8,92~~ 3,95<br>BS~~6,93~~<br>8,94 | NYk<br>LA&CP<br>LMC2,92 | j | 1883<br>10mo | Dobson&<br>Charles<br>Grangemuth | McCaldinBros. | 185·4<br>Q92'B20'F19'<br>FK<br>WB=D Ba 38'94t FPT | 29·1 | 12·9 | NewYork<br>Utd.States<br>4BHCem<br>22tAPT19t | 25 5/16"&48"–30" 30"<br>C.2Cy.~~25"&48"–30"~~<br>~~70lb~~ 70lb 50lb 90HP<br>1SB,3f,GS61<br>Ross&Duncan,Govan | 14 ″ 0 | | |
| 804 | South Tyne<br>Broadhead -90 ssTri.No.3–2,83<br>ssNwc.No.1–88<br>2Dks3trB | IronScSr | 1503<br>1425<br>972 | ✠100A1<br>7,90 | Nwc<br>A&CP<br>LMC10,91 | o | 1871<br>10mo | C.Mitchell<br>&Co.<br>Newcastle | W. Dickinson&Co. | 253·9<br>P30'B45'<br>ptND88 BK9"<br>WB=DBa80'&u | 33·3 | 23·8 | Newcastle<br>British<br>4BHCem<br>E&B45'300t | C.2Cy.30½"&61"–39" (i)<br>65lb 50lb NDB88 140HP<br>2SB,6f<br>Blair&Co.(Lim.),Stockton | 24″10<br>s 5 ″ 1½ | | |
| 805 | South Wales<br>~~D.Davies94–94~~ ssCff.No.2–91<br>Parry 1Dk(Irn)2trB | IronScSr | 1362<br>1299<br>867 | ✠100A1<br>~~11,948,93~~ 2,95<br>BS~~2,93~~<br>3,94 | Cff<br>A&CP<br>✠LMC7,91 | p | 1883<br>2mo | Schlesingr<br>Davis&Co.<br>Newcastle | S.WalesSS.Co(Ld)<br>(E.Jones&Co.)<br>WB=DBa68'f50'& | 250·8<br>Q32'B50'F26'<br>drp93 BK9"<br>uE& B36'275tFPT | 34·2 | 19·7 | Cardiff<br>British<br>4BHCem<br>30tAPT15t | C.2Cy.29"&56"–36" (s)<br>80lb ~~60lb~~ 80lb NDB94 140HP<br>2SB,4pf,GS74,HS2400<br>R.&W.Hawthorn,Nwc. | 20 ″ 8<br>s 3 ″ 3½ | | |
| 806 | South Western<br>J.Winter -94 | IronScSr | 705<br>540<br>284 | | | | 1874<br>9mo | J.&W.<br>Dudgeon<br>London | London&SWRy.Co | 222·3<br>Q82t F23t | 27·1 | 13·5 | S'thamptn<br>British | T.3Cy.22",35½"&60"–39" (s)<br>NE&B90 180HP<br>Earle'sCo.(Lim.),Hull | | BT till ~~3,95~~ 3,96 | |
| 807 | Southampton<br>F.Edom -93 | IronPadSr | 585<br>498<br>340 | | | | 1860 | Palmer<br>Bros&Co.<br>Newcastle | London&SWRy.Co | 236·1<br>Q62t F28t<br>len80 | 25·4 | 12·9 | S'thamptn<br>British | C.O.2Cy.40"&68"–60"<br>NE80 NB89 200HP<br>Day,Summers&Co.,Sou. | | BT till 3,95 | |
| 808 | — | IronPadSr | 203<br>172<br>100 | | | | 1872 | Barclay,<br>Curle&Co.<br>Glasgow | Sou.,I.ofW.,&S.of Eng.RoyalMail Stm.Pkt.Co.(Lim) | 150·1 | 20·1 | 8·7 | S'thamptn<br>British | C.D.2Cy.24"&44"–54"<br>NB82 84HP<br>Barclay,Curle&Co.,Gls. | | BT till 4,95 | |
| 809 | Southella<br>Pindar ssSkm.No.3–7,88<br>ssHul.No.1–92 1Dk(Irn)2trB | IronSc | 1281<br>1139<br>834 | ✠90A1<br>1,95 ~~1,94~~<br>BS6,94 | Hul<br>A&CP<br>LMC5,93 | o | 1875<br>11mo | JBlumer&<br>Co.<br>Sunderland | JacksonBeau-mont&Co. | 241·8<br>Q19'B61tF18t<br>drp95 BK8½" | 30·0 | 19·9 | Hull<br>British<br>6BHCem | C.2Cy.27"&53"–33" (i)<br>68lb 47lb 120HP<br>2SB,GS58<br>C.D.Holmes&Co.,Hull | 21 ″ 3<br>s 3 ″ 6 | | |
| 810 | Southern Cross<br>A.Child92–92 2Dks(Stl)3trB<br>Elec.light | SteelScBn | 5050<br>4732<br>3311 | ✠100A1<br>~~6,93~~11,94 | Bry<br>LA&CP<br>✠LMC9,92<br>Syd | y | 1892<br>9mo | Workman,<br>Clark&Co.<br>(Lim.)<br>Belfast | SouthernCrossS.S. Co.(Lim.) (Win-cott,Cooper&Co.)<br>WB=CellDB319' | 400·4<br>P49'B109'F88'<br>FK<br>904tFPT88tAPT | 48·1 | 29·6 | London<br>British<br>6BHCem<br>116t | T.3Cy.29",46"&75"–54" (s)<br>170lb 600HP<br>3DB,12rf,GS288,HS8936<br>Workmn,Clark&C.(L.)Bel | 32 ″ 7<br>s 7 ″ 3 | | |
| 811 | —<br>J.Adams88–92<br>1Dk | IronSc3MstSr | 282<br>199<br>158 | | | ... | 1873<br>11mo | JTEltring-<br>ham<br>S.Shields | UnionS.S.Co.of N.Zealand(Lim.) | 135·2<br>Q36'B22' | 23·7 | 9·0 | Dunedin<br>British<br>WB | C.2Cy.18½"&36"–24"<br>50HP<br>Pattison&Atkinson,Nwc. | | | |
| 812 | Southery<br>[Stranded]12,93, now Sailing<br>J.G.Saville77–89 ssSld.No.1–93<br>Well deck 1Dk(Stl)&Webframes<br>Now named "John W. Weber," See No. 22 in Supplement | SteelScSr | 2068<br>1579<br>1347 | ✠<br>10,93 | Sld<br>A&CP | r | 1889<br>6mo | RThompsn<br>&Sons<br>Sunderland | ~~Sulliford&Clark~~<br>Luckenbach<br>WB | 288·3<br>P29'Q76'B120'<br>F32'<br>=Cell D B 228'423t | 38·8 | 18·3 | Sundrland<br>British<br>5BHCem<br>APT34t | T.3Cy.21",35"&57½"–39"<br>75lb 180HP<br>G.Clark,Sunderland | 20″10<br>s 1″10½ | | |
| 813 | Southesk<br>J.M'Kay85–85<br>1Dk | SteelTugScSr | 184<br>173<br>59 | | | ... | 1885<br>1mo | JTEltring-<br>ham<br>S.Shields | J.Johnston&Sons | 120·0 | 21·2 | 11·5 | Montrose<br>British | C.2Cy.20"&40"–26"<br>65HP<br>J.P.Rennoldsn&Sns,S.Shl. | 11″10 | | |
| 814 | Southgarth<br>~~J.A.Hartley -94~~ 1Dk(Irn)2trB<br>Well deck J.Kelly -94 | SteelScSr | 2434<br>1804<br>1555 | ✠100A1<br>~~6,91~~ ~~3,94~~1,95 | Shl<br>A&CP<br>✠LMC6,91<br>Cff | s | 1891<br>6mo | JReadhead<br>&Sons<br>S.Shields | W.D.C.Balls&Son | 299·5<br>P29'Q78'B130'<br>F35' BK10"<br>WB=Cell DB254' | 41·1 | 18·0 | N.Shields<br>British<br>6BHCem<br>549tAPT40t | T.3Cy.23",37½"&61½"–39"<br>160lb 80lb (r) 250HP<br>2SB,6rf,GS104,HS3491<br>J.Readhead&Sns,S.Shields | 20 ″ 5<br>s 1 ″ 10 | | |
| 815 | Southgate<br>J.Mills -93 ssCff.No.2–91<br>Well deck 1Dk(ptIrn)2trB | IronScBn | 1727<br>1448<br>1108 | ✠100A1<br>~~9,94~~ ~~11,93~~ 3,95<br>BS~~5,93~~<br>9,94 | Cff<br>A&CP<br>✠LMC10,91 | q | 1883<br>4mo | T.Turnbull<br>&Son<br>Whitby | Turnbull,Scott &Co. | 260·3<br>Q96'B68'F29'<br>FK<br>WB=DBa | 37·1 | 18·5 | Whitby<br>British<br>4BHCem<br>80'f96'321t | C.2Cy.32"&60"–39" (b)<br>80lb 50lb 150HP<br>2SB,4pf,GS66<br>Blair&Co.(Lim.),Stockton | 19″11<br>s 2 ″ 2 | | |
| 816 | Southwark<br>F.M.Passow -93<br>3Dks(Stl–2ws)4trB&Webframes<br>Elec.light | SteelTwinSc4MstSr | 8607<br>7908<br>5642 | ✠100A1<br>1,95 ~~3,94~~ | Liv<br>LA&CP<br>✠LMC11,93 | d† | 1893<br>12mo | W.Denny<br>&Bros.<br>Dumbarton | International Nav. Co.(Lim.) | 480·0<br>P36'B137'F67'<br>FK<br>WB=CellDB | 57·2 | 37·1 | Liverpool<br>British<br>8BHAsp<br>428'1255t | Q.8Cy.25½",37½",52½"&74"–54"] 200lb 80lb (s) 730HP<br>2D&1SB,20rf,GS382,<br>HS18549 FD<br>Denny&Co.,Dumbarton | 40 ″ 0 | BT till ~~11,94~~ 10,95 | |
| 817 | —<br>S.J.Harrison91–91 ssSld.No.3–5,94<br>Well deck 1Dk(ptStl) | SteelSc3MstSr | 558<br>460<br>337 | ✠100A1<br>1,95 ~~5,94~~ | Sld<br>A&CP<br>✠LMC5,94 | i | 1889<br>2mo | Schlesingr,<br>Davis&Co.<br>Newcastle | M.A.Ray&Sons | 167·8<br>Q48'B13'F22'<br>drp94 FK<br>WB=CellDB106' | 30·2 | 11·7 | London<br>British<br>3BHCem<br>153tFPT17t | T.3Cy.14",23"&39"–27"<br>160lb50lb 75HP<br>1SB,3pf,GS45,HS1146<br>E.Scott&Co.,Newcastle | 14 ″ 0<br>s 1 ″ 9½ | | |
| 818 | Southwick<br>R.Newman -93 ssNo.3–73<br>ssSld.No.2–81<br>1Dk2trB | IronScSr | 614<br>570<br>391 | 7,83 | Sld | j | 1861<br>5mo | J.Laing<br>Sunderland | J.G.Hill<br>(R.Weatherley, Mgr.) | 176·9 | 28·7 | 16·6 | Sundrland<br>British<br>4BHCem | 2Cy.34½"–24"<br>NB73 70HP<br>G.Clark,Sunderland | 17 ″ 8<br>s 2 ″ 8 | | |
| 819 | Southwold<br>F.Coode -94<br>2ndSurvey,Hpl.3,92<br>Well deck 1Dk(Irn)2trB | IronScSr | 1847<br>1466<br>1204 | ✠ A1✻1<br>10,93<br>BS7,93 | Npt<br>LMC3,92 | Lv | 1884<br>2mo | ShortBros.<br>Sunderland | S.S.SouthwoldCo. (Lim.)(F.Woods) | 260·0<br>P29' Q70' B66' F30'<br>BK9"<br>W | 36·2 | 20·0 | London<br>British<br>6BHCem<br>B=DBa&F | C.2Cy 33"&62"–36"<br>85lb 80lb 164HP<br>1DB,4f<br>T.Richardson&Sons,Hpl. | 22 ″ 0<br>s 2 ″ 6½ | D | 17·88<br>18·89<br>20·97<br>21·14 |
| 820 | Southwood<br>R.Baker -93 ssGrk.No.3–1,93<br>Well deck 1Dk(Irn)2trB | IronScBn | 1249<br>1033<br>808 | ✠100A1<br>~~9,93~~10,94<br>BS~~9,93~~<br>10,94 | Sws<br>LA&CP<br>✠LMC8,92<br>Lon | o | 1880<br>7mo | Richardsn<br>Duck&Co.<br>Stockton | Clark&Service | 240·0<br>Q79'B63'F28'<br>drp94 BK8½"<br>WB=DB | 35·0 | 16·0 | Hull<br>British<br>5BHCem<br>a55'f55'270t | C.2Cy.30"&55"-36" (i)<br>80lb 99HP<br>2SB,4pf,GS52<br>Blair&Co.(Lim.),Stockton | 16″11 | | |
| 821 | Sovereign<br>1Dk | SteelPad | 636<br>312<br>323 | | | | 1890 | WC.White<br>Montreal | OttawaRiver NavigationCo. | 162·4<br>F35t H289t | 25·5 | 7·4 | Montreal<br>British | 1Cy.34"–96"<br>400HP<br>G.Brush,Montreal | | | |
| 822 | —<br>C.W.Cockett -92 | IronScSp | 110<br>110<br>50 | | | ... | 1870 | Day,Sum-<br>mers&Co.<br>Southampton | S'thamptn,Isle of Wight&S.ofEng. R.M.S.Pkt.Co. | 106·0 | 18·9 | 9·2 | S'thamptn<br>British | C.2Cy.16"&32"–24"<br>NB79 40HP<br>C.A.Day&Co.,Sou. | | | |
| 823 | Sowerby<br>T.S.Iley93–93 ssStk.No.3–4,91<br>Well deck 1Dk(Irn)2trB | IronScBn | 1229<br>987<br>788 | ✠100A1<br>2,95 ~~6,93~~<br>BS~~2,93~~<br>~~7,94~~ | Bly<br>A&CP<br>LMC~~4,91~~2,95<br>Shl | o | 1878<br>12mo | W.Gray&<br>Co.<br>WHartlepool | R.Ropner&Co. | 240·0<br>Q80'B61'F34<br>BK8"<br>WB= | 31·7 | 17·2 | W.Hartlpl<br>British<br>4BHCem<br>D Ba66'f88' | C.2Cy.26½"&53"–33" (i)<br>75lb 80lb NDB91 110HP<br>1DB,GS51<br>T.Richardson&Sons,Hpl. | 18 ″ 9<br>s 1 ″ 8 | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| * 824 PSRB | **Spaarndam** SteelSc4MstSr<br>*F.H.Bonjer* 79–90 2ndSurvey,Rot.90<br>(*ex*Arabic) 3*Dks*(2*Stl*)<br>*Elec.light* | 4539<br>3123<br>3244 | ✠A1*1<br>12,93<br>~~MS8,90~~ ~~BS1,94~~<br>B&MS8,95 | Rot | Lv | 1881<br>4mo | Harland& Wolff<br>Belfast | **Nederl.-Amerik. Stoomv.Maats.** | 427·8\|41·9\|32·0<br>BK9½ | **Rottrdam**<br>Dutch | C.4Cy.32″&71″–60″<br>90lb *80lb* NDB95 600H<br>3DB,*12cf*,GS285<br>J.Jack&Co.,Liverpool |
| 825<br>65864<br>LWMG | **Spain** IronSc4MstBk<br>*Griffiths*80–85 | 4512<br>4493<br>2794 | | | | 1871 | Laird Bros.<br>Birkenhead | **National Steam ShipCo.(Lim.)** | 425·4\|43·2\|36·2 | **Liverpool**<br>British | C.2Cy.60″&106″–54″<br>600H<br>Laird Bros.,Birkenhead |
| * 826<br>86172<br>WJFP | **Spanish Prince** IronScSr<br>*J.Thomas*92–92 ~~ssCff.No.2–90~~<br>(*ex*Castlehill) 2*Dks*(1*Irn*&1*pt Irn*)3*trB*<br>*ss*Nwc.No.3-6,94 | 1783<br>1692<br>1152 | ✠100A1<br>6,94 ~~3,92~~<br>~~BS10,92~~ ✠LMC~~6,91~~ 6,94<br>Nwc | Liv<br>A&CP | *r* | 1882<br>3mo | Hodgson& Soulsby<br>Blyth | **Prince Steam Ship-ping Co.(Lim.) (J.Knott,** *Mgr.*) | 265·0\|36·1\|23·0<br>P34′B68′F29′<br>BK9½<br>*WB=DBa*78′*fuE&B*56′323*t* | **Newcastle**<br>British | C.2Cy.32″&62″–42″ (*s*)<br>80lb ~~35lb~~ *50lb* 200H<br>2SB.*6f*,GS97<br>Black,Hawthorn&Co.,Gts. |
| * 827<br>82490<br>TVNG | **Spark** IronScSr<br>*J.W.Wilkinson* –92 *ss*Hul.No.3–6,92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1342<br>1017<br>~~855~~ | ✠100A1<br>~~8,91~~ 8,94<br>~~BS8,93~~ ✠LMC3,92<br>8,94 | Hul<br>A&CP | *o* | 1880<br>10mo | R.Thomp-son,jun.<br>Sunderland | **W.H.Cockerline &Co.** | 240·0\|32·0\|17·0<br>P150′F26′<br>drp93 BK8½<br>*WB=* | **Hull**<br>British | C.2Cy.28″&53″–36″ (*i*)<br>80lb *50lb* 120H<br>2SB,*4pf*,GS66<br>G.Clark,Sunderland |
| 828<br>RHGT | **Sparta** IronScSr<br>*H.Holst*92–92 (*ex*Luxor)<br>1*Dk*&*Awngdk3trB* | 1296<br>856<br>835 | | | … | 1873<br>3mo | Denton, Gray&Co.<br>W Hartlepool | **A.C.deFreitas& Co.** | 233·8\|32·0\|16·0<br>23·1 | **Hamburg**<br>German | C.2Cy.29½″&59″–36″<br>130H<br>Blair&Co.(Lim.),Stockton |
| 829<br>98737 | — IronScK<br>*H.Elliott* –91 1*Dk* | 146<br>138<br>56 | ✠100A1<br>*Stm Trawler*<br>8,94 ~~9,91~~ ✠LMC5,91 | Hul<br>LA&CP | | 1891<br>5mo | Cook, Welton& Gemmell<br>Hull | **C.Hellyer&Co. (Lim.)** | 101·3\|20·3\|10·9<br>F18′<br>BK7½ | **Hull**<br>British | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45H<br>1SB,*2cf*,GS26,HS711<br>C.D.Holmes&Co.,Hull |
| 830<br>PSRD | **Spartan** SteelScSr<br>*T.Roberts*85–93 (*ex*Citta di Venezia)<br>3*Dks*(2*Stl*–ws) | 3794<br>3367<br>2737 | ✠100A1<br>4,94<br>✠LMC11,90 | Liv<br>A&CP | *w* | 1890<br>11mo | C.S.Swan& Hunter<br>Newcastle | **Cia.Sud Americana deVapores** | 377·1\|44·3\|25·0<br>P62′B114′F64′<br>BK9½<br>*WB=CellDB*320 | **Valparaiso**<br>Chilian | T.3Cy.30″,50″&79″–54″ (*s*)<br>160lb *160lb* 600H<br>1SB,*16pf*,GS284<br>WllsndSlpwy&EC(L)Nwc |
| * 831<br>82421<br>WDCQ | — IronScSr<br>*W.Martin* –93 ~~ssSou.No.2–90~~<br>*Elec.light* 3*Dks*(1*Irn*&1*pt Irn*)<br>*ss*Sou.No.3-12,93 | 3403<br>3253<br>2029 | ✠100A1<br>12,94 ~~1,92~~<br>✠NB10,86 ✠LMC12,93<br>~~BS12,94~~ | Sou<br>LA&CP | *x* | 1881<br>7mo | J&G Thom son<br>Glasgow | **Union Stm.Ship Co.** | 363·0\|43·2\|28·9<br>B108′F46′<br>BK9<br>*WB=Cell* | **S'thamptn**<br>British | T.3Cy.34″,54″&89″–60″ (*o*)<br>160lb *100lb* 600H<br>3DB,*18cf*,GS331<br>*DB*276′557*t* *Tpd*86 T.Richrdsn.&Ss.Hpl. |
| 832<br>115951<br>KBRJ | — IronScSr<br>*L.B.Crowell* –90 3*Dks* | 1596<br>—<br>1194 | | | | 1883 | Harlan& Hollingswth<br>Wilmington,<br>Del. | **Boston&Philadel-phia S.S.Co.** | 222·5\|37·9\|16·5 | **Boston**<br>Utd. States | C.2Cy.30″&56″–54″<br>Harlan&Hollingsworth,<br>Wilmington |
| 833<br>99703 | — IronScK<br>*A.Bannister* –93 1*Dk* | 120<br>110<br>40 | ✠100A1<br>*Stm Trawler*<br>12,94 ~~8,93~~ ✠LMC8,93<br>Gms | Hul<br>LA&CP | | 1893<br>8mo | Cook, Welton& Gemmell<br>Hull | **T.Robinson** | 88·5\|20·1\|10·7<br>Q18′<br>BK7½ | **Grimsby**<br>British | C.2Cy.16″&32″–22″ (*s*)<br>105lb 45H<br>1SB.*2pf*,GS25,HS731<br>C.D.Holmes&Co.,Hull |
| 834<br>HMNB | **Sparte** SteelScSr<br>*Calamidas*<br>*Elec.light* 3*Dks*(1*Stl*) | 2404<br>2108<br>1554 | ✠100A1<br>3,94<br>~~ss~~LMC1,92 | Msl<br>A&CP | *t* | 1892<br>1mo | Gourlay Bros.&Co.<br>Dundee | ~~Panhellenic S.S. Nav.~~ Messag-eries Maritimes | 317·6\|39·2\|23·6<br>P62′B78′F58′<br>BK9′<br>*WB=CellDB*250′ | **Piræus**<br>Greek | T.3Cy.25″,40″&65″–45″ (*s*)<br>160lb *80lb* 300H<br>2DB,*8rf*,GS159,HS4947<br>277*t APT*19*t* Gourlay Bros.&Co.,Dundee |
| *Now named "Sidon," See No. 85 in Supplement* | | | | | | | | | | | |
| * 835<br>96682<br>LNCH | **Specialist** SteelScSr<br>*J.Prentice* –92 1*Dk*(*Irn*)<br>&*Spardk*(*pt Irn*–ws)&*Webframes* | 2802<br>2643<br>1845 | ✠100A1<br>*Spar dk*<br>12,93 ✠LMC12,93 | Ant<br>A&CP | *t* | 1890<br>1mo | Strand Slip-way Co.<br>(Lim.)<br>Sunderland | **Angier Stm.Ship-ping Co.(Lim.)** | 302·3\|40·7\|18·5<br>B64′F33′ 26·0<br>drp91&92 BK10′<br>*WB=Cell DB*252′589*t FPT* | **London**<br>British | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb 230H<br>2SB,*6rf*,GS128<br>60*t APT*24*t* NE Marine Eng C(Lim) Sld. |
| 836<br>83851<br>TKVG | **Speedwell** IronScSr<br>*R.Leddra* –92 *ss*Cff.No.3–9,93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 974<br>791<br>579 | ✠100A1<br>4,95~~4,91~~<br>✠LMC12,93<br>✠NE&B12,93 Cff | Lon<br>A&CP | *n* | 1880<br>6mo | Hodgson &Soulsby<br>Blyth | **E.Handcock&Co.** | 220·0\|30·1\|17·0<br>Q82′B44′F28′<br>srp93 FK<br>*WB=D Ba*63′*f*48′147*t FT* | **Falmouth**<br>British | T.3Cy.17″,25½″&45″–30″ (*s*)<br>160lb *80lb* NDB93 99H<br>1SB,*3pf*,GS56,HS1767<br>T29*t APT*8*t* N.E.Mar.E.Co.(Lim.),Sld. |
| * 837<br>97679 | — SteelScSr<br>*L.Wilding* –94 1*Dk*(*Stl*)<br>*Well deck* | 135<br>95<br>41 | ✠100A1<br>6,91<br>✠LMC7,91 | Psy<br>LA&CP | *a* | 1891<br>6mo | J Fullerton &Co.<br>Paisley | **R.&W.Paul** | 95·0\|20·0\| 7·0<br>Q36′B7′F16′<br>BK6<br>*WB=FPT*20*t* | **Ipswich**<br>British | C.2Cy.12″&24″–18″ (*s*)<br>100lb 30H<br>1SB,*2pf*,GS18<br>Bow,McLachlan&Co.,Psy. |
| 838<br>THRV | **Speelman** SteelScSr<br>*A.J.van Dorssen*90–90 2*Dks*&*Shadedk*<br>*Elec.light* | 1007<br>672<br>669 | | | | 1890 | Koninklijke Fabrick<br>Amsterdam | **Koninkl.Paketv. Maats.** | 219·8\|31·3\|15·6 | **Batavia**<br>Dutch | T.3Cy.17″,26″&43″–39″<br>138H<br>Koninklyke Fabrick,Ams. |
| 839<br>91267<br>KCVG | **Spenser** IronScBn<br>*J.Russell* –94 *ss*Liv.No.2–94<br>2*Dks*(1*Irn*&1*pt Irn*)3*trB* | 2577<br>2412<br>1618 | ✠100A1<br>5,94<br>~~BS9,94~~ ✠LMC9,93 | Liv<br>LA&CP | *u* | 1885<br>9mo | Oswald, Mordaunt &Co.<br>Southampton | **Liv.,Brazil&R. Plate S.N.Co. (Lamport&Holt,** *Mgrs.*) | 312·0\|38·7\|26·8<br>P36′B66′F44′<br>BK10″<br>*WB=DBa*76′*fu E&B*54′475*t* | **Liverpool**<br>British | C.2Cy.34″&70″–48″ (*a*)<br>100lb *60lb* 300H<br>2DB,*8f*,GS154<br>Oswald,Mordaunt&C.,Sou. |
| *Now named "Manitou," See No. 66 in Supplement* | | | | | | | | | | | |
| 840<br>67573<br>LFSB | **Speranza** IronSc3MstSrYt<br>*Needham* *ss*Sou.No.3–1,87<br>(*ex*Helen) *ss*Cws.No.1–92 | 257<br>237<br>152 | 100A1<br>*Yacht*<br>11,93<br>MS2,92 BS11,93 | Liv<br>LA&CP | | 1872 | T.B.Seath &Co.<br>Glasgow | **Sir R.H.W. Bulkeley,Bart.** | 162·0\|23·6\|11·5<br>H20*t*<br>BK6″ | **Cowes**<br>British | C.2Cy.20″&40″–24″<br>70lb NB82 80H<br>1SB,*2pf*,GS42<br>A.Campbell&Sons,Gls. |
| 841<br>QCKT | **Sperber** IronScSr<br>*G.Tapken*73–78 (*ex*Stork)<br>2*Dks* | 895<br>760<br>722 | | | … | 1870<br>8mo | C.&W. Earle<br>Hull | **Norddeutscher Lloyd** | 225·4\|28·0\|17·1<br>P42′ B41′ F28′ | **Bremen**<br>German | C.2Cy.33″&55″–36″<br>155H<br>*Cmp.*85 Norddeutscher Lloyd,Bremen |
| 842<br>JVPK | **Spero** SteelScSr<br>*G.Röer* 1*Dk*(*Irn*) | 965<br>726<br>591 | | | | 1891 | Nylands Mek Vrkstd<br>Christiania | **Arendals Damp-skibsselskab** | 216·2\|32·6\|13·8<br>Q71*t* B117*t* H16*t*<br>F34*t* | **Arendal**<br>Norwegian | T.3Cy.15½″,25″&40½″–30″<br>100H<br>Nylands Verk.,Christiania |
| 843<br>76232<br>RNWG | — IronScSr<br>*J.Just* –91 *ss*Shl.No.3–10,90<br>*ss*Nwc.No.1-95 1*Dk*2*trB* | 827<br>716<br>504 | ✠90A1<br>~~8,91 12,94~~ 2,95<br>✠NB10,85 LMC~~10,00~~ 2,95<br>~~BS12,93~~ | Nwc<br>A&CP | *m* | 1878<br>5mo | C.Mitchell &Co.<br>Newcastle | **R.B.Fenwick&J. Reay** | 212·0\|29·2\|16·4<br>P24′B40′<br>BK7½<br>*WB=DBa*61′*f*84′*fuE&B*40′ | **Newcastle**<br>British | C.2Cy.27″&51″–33″ (*i*)<br>75lb ~~Refit~~ NDB85 98H<br>2SB,*4pf*,GS55 *65lb*<br>361*t APT*10*t* N.E.Marine E.C.(Lim.),Sld. |
| 844<br>66<br>HFGM | **Spetzia** WoodPad<br>*Kyriakos*84–84 | —<br>—<br>110 | | | | 1867 | .....<br>Italy | **D.P.Goudis** | 131·2\|20·0\| … | **Piræus**<br>Greek | |

| 1 No. in Book. Official No. Code Letters. | 2 | 3 Steamer's Name. Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. How Expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Named "Manzanares," See No. 2 in Supplement | | | | | | | | | | | | |
| 845 95734 TJVS | Spey<br>*J.Durie* 83–83 *Well deck* | IronScSr<br>*ss*Cpn.No.3–3,91<br>1*Dk*(*Irn*)2*trB* | 1004<br>752<br>648 | ✠100A1 7,93 BS1,93 ✠LMC8,91 | Lon A&CP | *m* | 1880 6mo | Gourlay Bros.&Co. Dundee | E.Grell | 218·1 29·8 15·6<br>P120′F28′<br>drp92&93 BK7½<br>*WB*=*DBf*50′*&uE*13′ | London British 5*BHCem* 112*tFPT*21*t* | C.2Cy.28″&48″–30″ (*i*)<br>70lb *100lb* 99HP<br>1SB,*3f*,GS58<br>GourlayBros.&Co.,Dundee | 16 ″ 6<br>s 1 ″ 8½ | |
| 846 101976 | —<br>*W.Fish* –93 *Well deck* | SteelScSr<br>1*Dk*(*pt Irn*) | 470<br>336<br>224 | ✠100A1 2,93 ✠LMC2,93 | Ayr LA&CP | *h* | 1892 11mo | S.Mc. Knight&Co. Ayr | RoyalMailSteam PacketCo. | 167·0 26·0 11·7<br>Q84′B14′F27′<br>BK7′<br>*WB*=*DBa* 33′ 33*t FP* | London British 4*BHCem* *T*27*tAPT*7*t* | T.3Cy.14″,23″&36″–27″ (*s*)<br>160lb *70lb* 75HP<br>1SB,*3pf*,GS58,HS1377<br>Muir&Houston,Glasgow | 12 ″ 3<br>s ″ 9½ | |
| 847 99026 | Spheroid<br>*G.Norris* –91 | SteelScSr<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*Web frames* | 1941<br>1787<br>1238 | ✠100A1 *Spar dk* 9,94 ~~11,94~~ ✠LMC12,91 | Lon A&CP | *r* | 1891 12mo | W.Gray& Co.(Lim.) W Hartlepool | Scrutton,Sons &Co. | 276·3 36·0 14·1<br>P5′B64′F27′ 22·6<br>FK<br>*WB*=*CellDB*226′ | London British 4*BHCem* 372*tAPT*39*t* | T.3Cy.22″,36″&60″–39″ (*s*)<br>160lb *80lb* 220HP<br>1SB,*3rf*,GS28,HS2390 FD<br>Cen.Mar.Eng Wrks.W Hpl. | 16 ″ 5<br>s 5 6½ | |
| 848 91226 JWNT | Sphynx<br>*O.G.H.Neligan* –93 *Well deck* | IronScSr<br>*ss*Liv.No.2–91 (*ex*Swansea)<br>1*Dk*(*Irn*)2*trB* | 1601<br>1236<br>1011 | ✠100A1 4,95 ~~4,95~~ BS1,94 ~~1,95~~ ✠LMC12,91 | Liv \&CP | *q* | 1883 9mo | BlythS.B. Co. Blyth | MossS.S.Co. | 261·2 36·4 18·2<br>Q92′B56′F33′<br>FK<br>*WB*=*DBa*76′*f*106′*&*<br>*uE&B*16′369*tFPT*<br>38*tAPT*48*t* | Liverpool British 4*BHCem* | C.2Cy.32″&62″–42″ (*s*)<br>80lb ~~45lb~~ 160HP<br>2SB,*6pf*,GS99,HS3000<br>R.&W.Hawthorn,Nwc. | | |
| 849 LMBS | Spica<br>*C.Miersen* –93 *Well deck* | IronScSr<br>1*Dk*2*trB* | 652<br>485<br>459 | | | | 1884 | Flensburg S.B.Co. Flensburg | Holm&Molzen | 179·4 27·9 12·4<br>Q59′ B50′ F24′ | Flensburg German *WB* | C.2Cy.22½″&42″–27″<br>70HP<br>FlensburgSBCo.Flensburg | | V |
| 850 96777 | Spider<br>*W.L.Robins* –88 *Well deck* | IronScSr<br>*ss*Hul.No.1–93<br>1*Dk* | 130<br>120<br>30 | ✠100A1 *Trawler* 10,94 ~~8,93~~ ✠LMC8,93 | Hul LA&CP | | 1888 12mo | Scott&Co. Bowling | BritishStm.TrawlingCo.(Lim.) | 97·0 20·6 9·5<br>BK6½ | Hull British 3*BHCem* | C.2Cy.16″&32″–24″ (*s*)<br>100lb 45HP<br>1SB,*2pf*,GS34<br>Muir&Houston,Glasgow | 11 ″ 0 | |
| 851 90657 LKFS | Spindrift<br>*H.Giles* –91 *Well deck* | SteelScSr<br>*ss*Lon.No.1–93<br>1*Dk*(*pt Irn*–*ws*) | 708<br>480<br>393 | ✠100A1 10,94 ~~12,93~~ ✠LMC8,93 | Lon LA&CP | *j* | 1889 9mo | AM'Millan &Son Dumbarton | C.F.Leach | 190·0 29·2 13·1<br>P&B112′F45′<br>drp93 BK7½<br>*WB*=*CellDB*29′ | London British 4*BHCem* 17*tFPT*20*t* | T.3Cy.19″,30″&49″–36″ (*s*)<br>160lb *80lb* 140HP<br>1SB,*4cf*,GS76,HS1972<br>Kincaid&Co.,Greenock | 13 ″ 9<br>s 1 ″ 2 | |
| 852 99895 NBQR | Spinel<br>*H.Innes* 83–93 *Well deck* | Steel&IronSc3MstSr<br>1*Dk*(*Irn*)<br>*Irn framing&Stl plating* | 509<br>373<br>196 | ✠100A1 4,93 ✠LMC4,93 | Bwg A&CP | *h* | 1893 4mo | Scott& Sons Bowling | W.Robertson | 175·0 26·6 10·7<br>Q86′B10′F25′<br>BK7½<br>*WB*=*CellDB*96′ | Glasgow British 3*BHCem* 120*tFPT*15*t* | C.3Cy.14″,23″&36″–27″ (*s*)<br>160lb *70lb* 68HP<br>1SB,*3pf*,GS52,HS1282<br>Muir&Houston,Glasgow | 13 ″ 0<br>s 1 ″ 0 | |
| 853 JPFL | Spitzbergen<br>*R.Halvorsen* –70 | IronScSr<br>1*Dk* | 145<br>111<br>100 | | | | 1870 | Wigham Richardson &Co. Newcastle | C.Ege&Co. | 105·3 16·9 8·5<br>Q33′ B23′ F17′<br>len75 | Bergen Norwegian | C.2Cy.13″&23″–14″<br>20HP<br>WighamRchrdsn&CoNwc | | N |
| 854 NDCQ | Spodsbjerg<br>*P.G.Clausen* 80–89 | IronScSr<br>1*Dk* | 115<br>96<br>55 | | | | 1869 | Burmeister &Wain Copenhagen | ForenedeDampsk. Selsk.paaLangeland ogLolland | 121·6 15·9 8·9<br>Q42′ B16′ F16′ | Rudkjbng Danish | C.4Cy.14″&28″–18″<br>50HP<br>Burmeister&Wain,Cpn. | | |
| 855 136104 | Spokane | SteelSc | 1742<br>—<br>1465 | | | | 1886 | GlobeIron WorksCo. Cleveland,O. | WilsonTransitCo. (T.H.Wilson) | 249·5 39·0 20·0 | Cleveland, Ohio. Utd.States | | | |
| 856 101991 | Spondilus<br>*N.Hocken* –93 *Elec.light* | SteelSc3MstSr<br>2*Dks*(*Stl*)&*Web frames*&*Shade dk* | 4129<br>3549<br>2658 | ✠100A1 *Shade dk* *with freeboard* 12,94 ~~1,93~~ ✠LMC4,93 *Carrying Petroleum in bulk* | Lon LA&CP Ham | *w* | 1893 4mo | J.Laing Sunderland | M.Samuel&Co. | 347·5 45·7 27·3<br>FK<br>*WB*=*Cell DB*66′160*tFPT*160*t APT*35*t* | London British 11*BHCem* | T.3Cy.26″,42½″&69″–45″ (*r*)<br>160lb *100lb* 400HP<br>3SB,*9cf*,GS150,HS5453<br>G.Clark(Lim.),Sunderland | 28 ″ 6<br>s 5 ″ 0 | |
| 857 79560 VPKN | Sportsman<br>~~*W.Emerson* –91~~ *H.Edwards* | IronScSr<br>~~*ss*Shl.No.2–90~~<br>2*Dks*(*Irn*)3*trB*<br>*ss*Shl.No.3–6,94 | 1897<br>1798<br>1211 | ✠100A1 6,94 ~~12,92~~ 11,94 BS12,92 ✠LMC2,90 6,94 Shl Ams | Nwc LA&CP | *s* | 1881 4mo | Palmers' Co.(Lim.) Newcastle | J.Morrison&Son | 281·0 36·2 23·0<br>P26′B14′F29′<br>BK9′<br>*WB*=*DBa*88′*f*64′ | N.Shields British 4*BHCem* 279*tAPT*12*t* | C.2Cy.33″&64″–42″ (*i*)<br>80lb *40lb* 200HP<br>2SB,*6pf*,GS86<br>Palmers'Co.(Lim.),Nwc. | 24 ″ 7<br>s 4 ″ 5½ | D |
| 858 83452 | Spratt's Ark | WoodTwinScSp<br>1*Dk* | 308<br>276<br>143 | | | | 1883 | A.Allen Victoria,B.C. | G.Byrnes | 145·0 32·1 7·2 | Vict'riaBC British | 2.Cy.12″–18″<br>19HP<br>J.Spratt,Victoria,B.C. | | |
| 859 87328 LFNB | Spray<br>*H.Allan* –93 | IronScSr<br>*ss*Sws.No.3–9,84<br>*ss*Abn.No.2–92<br>1*Dk* | 606<br>525<br>393 | ✠90A1 8,94 ~~1,94~~ ~~10,94~~ 1,95 ~~11,93~~ ✠NB7,90 | Abn A&CP Shl LMC4,92 ~~Stl~~ ~~Abn~~ | *j* | 1872 6mo | Hall,Russell&Co. Aberdeen | Ellis&M'Hardy | 181·1 28·0 14·5<br>Q65′<br>drp93 drp95 BK7½<br>*WB*=*DBa*<br>37′*f* 29′126*t* | Aberdeen British 4*BHCem* | C.2Cy.28″&45¾″–30″ (*s*)<br>80lb *80lb* NDB90 90HP<br>1SB,*3pf*,GS60<br>Hall,Russell&Co.,Abn. | 15 ″ 4<br>s 1 ″ 8½ | |
| 860 99229 MPGD | —<br>*W.Sinton* –94 *Well deck* | SteelScK<br>1*Dk*(*Irn*) | 151<br>110<br>55 | ✠100A1 4,95 ~~7,94~~ ✠LMC4,92 | Lth LA&CP | *e* | 1892 4mo | Cumming &Ellis Inverkeithng | Ward&Tupman | 92·0 19·2 8·0<br>Q32′B7′F17′<br>drp92 BK6½<br>*WB*=*FPT*16*t* | Leith British 3*BHCem* | C.2Cy.14″&28″–20″ (*s*)<br>100lb 34HP<br>1SB,*2pf*,GS33,HS604<br>J.Cran&Co.,Leith | 9 ″ 3<br>s ″ 8½ | |
| 861 100727 | | WoodSc<br>1*Dk* | 107<br>93<br>60 | | | | 1893 | J.&R.Weir Montreal | SincennesMc NaughtonLine | 100·1 17·0 10·4 | Montreal British | C.2Cy.15″&26″–22″<br>30HP<br>D.McKewon&Son,Kingstn Ont. | | |
| 862 QFKM | Spree<br>*W.Willegerod* 71–90 *Elec.light* | SteelSc3MstSr<br>3*Dks*4*trB* | 6963<br>5577<br>3631 | | | | 1890 | Actien Gesellschaft Vulcan Stettin | Norddeutcher Lloyd | 463·0 51·8 34·1<br>P83′ B&F338′ | Bremen German *WB* | T.5Cy.(2)37⅜″(1)74$\frac{13}{16}$″&(2) 98$\frac{7}{16}$″–70½″<br>Act.Ges.Vulcan,Stettin | | G |
| 863 104336 NKOM | Sprightly<br>*W.Bowen* 89–94 *Well dk* | SteelScSr<br>1*Dk*(*Irn*)&*Web frames* | 823<br>644<br>479 | ✠100A1 11,94 ~~6,94~~ ~~10,94~~ *(Class Contem plated)* ~~Cs~~ ✠LMC6,94 | Sld A&CP | *l* | 1894 6mo | Sunderlnd S.BCo.(Lim.) Sunderland | J.G.Hill (R.Weatherley& J.G.Hill,jun.,*Mgrs.*) | 197·3 30·1 14·1<br>Q68′B40′F22′<br>FK<br>*WB*=*CellDB*157′149*tFPT*<br>48*tAPT*42*t* | Sundrland British 4*BHCem* | T.3Cy.17″,28″&46″–30″ (*s*)<br>160lb *80lb* 110HP<br>1SB,*3pf*,GS47HS1758<br>N.E.Mar.E.Co.(Lim.),Sld. | 16 ″ 3<br>s 1 ″ 6 | |
| 864 86544 JCQL | Springbok<br>*A.Souter* 90–90 (*ex*Maria A.Hinde) | *ss*Lly.No.2–94 IronScSr<br>*ss*Lly.No.3–4,86<br>~~*ss*Swe.No.1–90~~<br>1*Dk*(*Irn*) | 801<br>617<br>488 | ✠100A1 ~~10,91~~ 10,94 BS2,98 ✠LMC7,90 | Shl LA&CP Lly | *l* | 1883 9mo | Workman, Clark&Co. Belfast | SamuelBros. | 208·0 29·4 14·1<br>Q114′F27′<br>BK7′<br>*WB*=*DBa*53′120*tFPT*<br>63*tAPT*20*t* | Llanelly British 4*BHCem* | C.2Cy.24″&48″–36″ (*o*)<br>80lb *73lb* NDB94 96HP<br>1SB,*2cf*,GS51<br>V.Coates&Co.(Lim.),Bel. | 14 ″ 11<br>s 1 ″ 7 | |
| 865 94321 KNLH | Springfield<br>*J.J.Robson* 87–88 *Well deck* | SteelScSr<br>*ss*Hpl.No.1–91<br>1*Dk*(*Stl*)&*Web frames* | 2243<br>1729<br>1457 | ✠100A1 2,95 ~~6,94~~ BS7,93 ~~9,94~~ ✠LMC8,91 | Hpl A&CP | *s* | 1887 8mo | W.Gray& Co. W Hartlepool | PymanBros. | 288·3 37·7 19·5<br>P29′Q80′B118′F32′<br>srp93 BK10′<br>*WB*=*CellDB*240′ | London British 5*BHCem* 490*tAPT*19*t* | T.3Cy.23″,36½″&62″–39″ (*s*)<br>155lb *70lb* 220HP<br>2SB,*6cf*,GS108<br>CentralMarineE.Co.W Hpl | 22 ″ 2<br>s 1 ″ 11½ | D |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné aux Lettre d'Équipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des C Course du Piste Pression des Chaud Force nominal Nom du Construct |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 866<br>102928 | **Springfield**<br>*H.Elliott* –93 | **IronScK**<br>1*Dk* | 150<br>142<br>58 | ✠100A1<br>*Stm Trawler*<br>11,93<br>✠LMC11.93 | Hul<br>LA&CP | | 1893<br>11mo | Cook,<br>Welton&<br>Gemmell<br>Hull | C.Hellyer&Co.<br>(Lim.) | 103·0 \| 20·5 \| 11·0<br>BK7½″ | | | Hull<br>British | T.3Cy.11½″,18″&30<br>160lb<br>1SB,2*cf*,GS23,HS64<br>C.D.Holmes&Co.,H |
| 867<br>101842 | **Springhill**<br>*G.Hodgson*84–93<br>(*ex*Mancunium)<br>*Well deck* | **SteelScSr**<br>1*Dk*(*Irn*) | 671<br>517<br>404 | ✠100A1<br>9,94 ~~4·94~~<br>✠LMC10.93 | Cff<br>LA&CP<br>N'wc | *i* | 1893<br>10mo | TyneI.S.B.<br>Co.(Lim.)<br>Newcastle | S.S."Springhill"<br>(Lim.)(Fisher,<br>Renwick&Co.)<br>*WB*= | 180·0 \| 28·2 \| 13·7<br>Q94′B20′F22′<br>BK7½″<br>*DBa*42′*f*46′123*t*FP | | | Newcastle<br>British | T.3Cy.13½″,22½″&3<br>160lb *80lb* (*s*)<br>1SB,*3pf*,GS43,HS13<br>WallsendSlipway |
| 868<br>103011 | —<br>*Cook* –93 | **WoodScSr**<br>1*Dk* | 189<br>135<br>96 | | | | 1893 | E.McGuig-<br>gin,jr.<br>St.John,N.B. | Cumberland Rlwy.<br>&CoalCo. | 101·7 \| 23·7 \| 10·1<br>H55*t* | | | Parrsbro<br>British | C.2Cy.20″&38″–30′<br>J.Fleming,St.John |
| 869<br>97548<br>MJHG | **Springwell**<br>~~*R.S.Bradfoot*91–91~~<br>1*Dk*(*Stl*)&*Webframes&pt Awngdk*(*Irn*)<br>*F.Brown* | **SteelScSr** | 3030<br>2296<br>1943 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>12,91 ~~9,96~~<br>✠LMC11.9… | Sld<br>A&CP | *v* | 1891<br>11mo | J.L.<br>Thompson<br>&Sons<br>Sunderland | Tyzack&Branfoot<br>Stm.Shipping<br>Co.(Lim.) | 322·0 \| 41·5 \| 21·5<br>P29′Q100′drp92&93<br>*pt Awngdk*192′ FK<br>*WB*=*CellDB*272′ | | | Sundrland<br>British | T.3Cy.23½″,38″&62<br>160lb *160lb*<br>2SB,*6pf*,GS103,HS<br>John Dickinson,Sl |
| 870<br>60198<br>KBDW | **Sprite**<br>*C.Swann* –94 | **IronScSr** | 860<br>738<br>559 | | | | 1870<br>1mo | C.&W.<br>Earle<br>Hull | B.&J.Shaw | 225·2 \| 28·7 \| 15·9<br>Q79′ | | | Hull<br>British | C.2Cy.34″&64″–30″<br>NB88<br>*Alt*83Earle'sCo.,H |
| 871<br>82890 | **Sproston Wood**<br>*E.Haynes*75–81 *ss*Dem.No.3–11,88<br>*ss*Dem.No.1–92<br>1*Dk* | **IronPad** | 109<br>87<br>68 | ✠ A1<br>6,94 ~~9,92~~<br>*For River pur*<br>✠NB6.94 ✠LMC10,93 ~~9.94~~<br>4,95 | Dem<br>LA&CP<br>*poses only* | | 1881<br>6mo | R.&H.<br>Green<br>London | SprostonDock&<br>FoundryCo. | 115·0 \| 16·0 \| 7·0<br>H22*t*<br>grp94 | | | GrgetwnD<br>British | O.2Cy.24½″–28″<br>~~30lb~~ 35lb<br>1SB,*2pf*,GS– HS6<br>J.Penn&Son,Gree |
| 872<br>97482 | **Spunkie**<br>*Serang* –93 | **SteelScLaunch**<br>1*Dk* | | ✠ A–<br>*For River pur*<br>4,93<br>✠LMC8.93 | Cal<br>*poses only* | | 1893<br>4mo | AilsaS.B.&<br>E.Co.(Lim.)<br>Troon | BritishIndiaS.N.<br>Co.(Lim.) | 65·0 \| 12·2 \| 7·0<br>BK5″ | | | Calcutta<br>British | C.2Cy.12″&24″–16″<br>100lb<br>1SB,*1pf*,GS17,HS43<br>Dunsmuir&Jacks |
| 873<br>101633<br>SLGV | **Sri Hong Ann**<br>1*Dk* | **WoodScSr** | 164<br>163<br>108 | | | | 1892 | NewHar-<br>bourDock<br>Co.(Lim.)<br>Singapore | LimHoPuah | 119·4 \| 19·0 \| 9·0 | | | Singapore<br>British | C.<br>Bow,McLachlan& |
| 874<br>THSD | **Sri Sintang**<br>(*ex*SriSarawak)<br>1*Dk* | **IronScSr** | 196<br>—<br>98 | | | | 1870 | Henderson<br>Coulborn&C.<br>Renfrew | E.Vis&KochBoon<br>Heng | 125·0 \| 20·1 \| 7·8<br>Q50*t* | | | Pontianak<br>Dutch | C.2Cy.16″&36″–18″<br>Hndrson,Coulborn |
| 875<br>97482 | **Sri Tringanu**<br>1*Dk* | **WoodScSr** | 159<br>139<br>81 | | | | 1890 | Singapore<br>Slpwy&Eng.<br>Co.(Lim.)<br>Singapore | O.P.Guat | 117·0 \| 19·0 \| 8·0 | | | Singapore<br>British | C.2Cy.17″&34″–20″<br>Ross&Duncan,Gla |
| 876<br>THSJ | **Srie Bandjar**<br>*J.Bursby*<br>(*ex*Natal) | **IronScSr**<br>2*Dks* | 734<br>589<br>458 | | | | 1865 | C.A.Day&<br>Co.<br>Southampton | AngIngTjo&Co. | 205·9 \| 27·8 \| 15·5 | | | Bnjarmssn<br>Dutch | C.2Cy.26″&52″–36″<br>NE74<br>Day,Summers&Co |
| 877<br>THVJ | **Srie Pegatan**<br>*L.v.d.Harst*93–93 *ss*Sng.No.2–92<br>(*ex*Pheasant) 1*Dk*<br>*Well deck* | **IronScSr** | 399<br>311<br>277 | ✠100A1<br>~~5,941,93~~ 2,95<br>~~BS5.94~~ 2,95<br>✠LMC6.93 | Sng<br>LA&CP | *g* | 1884<br>5mo | E.Finch&<br>Co.(Lim.)<br>Chepstow | TanTjinGoan&Co. | 152·0 \| 23·1 \| 12·0<br>Q70′B19′F20′<br>*pt Shade dk*65′ BK7<br>*WB*=*FPT* | | | Batavia<br>Dutch | C.2Cy.20″&38″–24″<br>80lb *80lb*<br>1SB,*2pf*,GS36<br>E.Finch&Co.(Lim |
| 878<br>MBSL | **Stad Nieuport**<br>*Desmedt* *ss*Rot.No.3–3,92<br>1*Dk*(*Irn*) | **IronSc** | 548<br>422<br>402 | 100A1<br>1,95 ~~3,94~~<br>BS3.94 1,95 LMC3.92 | Ant<br>LA&CP | *g* | 1884<br>10mo | Kon.Maats<br>deSchelde<br>Flushing | Handelsvereenig-<br>ing,Nieuport<br>W | 183·3 \| 25·7 \| 11·7<br>B14′F18′<br>len92drp94 BK7″<br>*B*=*FPT* 30*t* *APT*<br>16*t* *MTa*40*t* | | | Nieuport<br>Belgian | C.2Cy.22″&41″–27″<br>93lb *60lb*<br>1SB,*2pf*,GS40<br>Kon.MaatsdeSche |
| 879<br>KMPD | **Stade**<br>*J.Ohreus*72–<br>1*Dk* | **IronPadCtr** | 144<br>144<br>81 | | | | 1873 | Reiherstg.<br>Schiffs Wrfte<br>Hamburg | Stade-Altländer<br>Dampfschifffahrts<br>&RhedereiGes. | 145·0 \| 19·5 \| 7·5 | | | Stade<br>German | C.3Cy.(1)23½″&(2)<br>Rhstg.Sch.Wrf.,H |
| 880<br>KGLV | **Stadt Leer**<br>*C.Strahl*89–<br>*Elec.light* | **IronScSr**<br>1*Dk* | 476<br>460<br>359 | | | | 1879 | Möller&<br>Holberg<br>Stettin | StettinStolper<br>Dampfs.Ges.(A.<br>Stenzel&Rolke,<br>*Mgrs.*) | 162·7 \| 23·5 \| 13·3 | | | Stolpmnde<br>German | C.2Cy.17¾″&35½″–<br>*WB* Moller&Holberg,S |
| 881<br>PBJQ | **Stadt Lübeck**<br>*E.Krause* –91 | **IronScSr**<br>1*Dk* | 250<br>220<br>165 | | | | 1884 | H.Koch<br>Lübeck | Lübeck-Bremer<br>Dampfschiff-<br>fahrtsGes. | 97·8 \| 23·5 \| 12·9<br>B25′ F15′ | | | Lübeck<br>German | C.2Cy.16″&29″–18″<br>F.Schichau,Elbing |
| 882<br>JFGT | **Stadt Memel** | **Sc** | —<br>—<br>204 | | | | 1893 | Nüske&Co<br>Stettin | | ..... ..... ..... | | | | C.2Cy.15″&27″–16″<br>Aron&Gollnow,St |
| 883<br>JFBC | **Stadt Rostock**<br>*R.Conradt*92– | **SteelScSr**<br>1*Dk* | 364<br>298<br>269 | | | | 1888 | Stettiner<br>Masch.und<br>Schiffs.Ges.<br>Stettin | W.Lüdke&Co. | 131·7 \| 22·1 \| 11·1 | | | Stettin<br>German | C.2Cy.15″&27″–18″<br>Möller&Holberg,S |
| 884<br>LRFK | **Stadt Schleswig 1.**<br>*J.F.Jacobsen*83–93 | **IronScSr**<br>1*Dk*2*trB* | 536<br>419<br>386 | | | | 1883 | HFUlrichs<br>Vegesack | H.C.Horn | 169·9 \| 25·5 \| 13·3<br>Q52′ B44′ P19′ | | | Schleswig<br>German<br>*WB* | C.2Cy.18″&30″–25″<br>Janss'n&Schmilin |
| 885<br>JDVC | **Stadt Stolp**<br>*C.Tiede*90–90<br>*Elec.light* | **IronScSr**<br>1*Dk* | 264<br>217<br>211 | | | | 1882 | Aron&<br>Gollnow<br>Stettin | Stettin-Stolper<br>Dampfschifffahrts<br>Ges.(A.Stenzel&<br>Rolke,*Mgrs.*) | 128·2 \| 20·6 \| 11·4<br>P50′ F21′ | | | Stolp<br>German | C.2Cy.15¾″&27½″–<br>Aron&Gollnow,St |
| 886<br>JDWG | **Stadt Stralsund**<br>*F.Gütschow* –85 | **IronScSr**<br>1*Dk* | 214<br>184<br>157 | | | | 1885 | G.Howaldt<br>Kiel | W.Lüdke&Co. | 125·9 \| 19·8 \| 10·4<br>B24′ F14′ | | | Stettin<br>German<br>*WB* | C.2Cy.15″&26″–13″<br>Gebr.Howaldt,Kie |
| 887<br>KGVQ | **Stadt Witten**<br>*F.Buse*84–<br>1*Dk* | **IronScSr** | 271<br>198<br>204 | | | | 1884 | Möller&<br>Holberg<br>Stettin | Friedr.Halbach | 138·0 \| 19·2 \| 10·4<br>Q56′ B16′ F18′<br>len85 | | | Leer<br>German<br>*WB* | C.2Cy.15″&27″–18″<br>Möller&Holberg,S |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✝ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which Classed. Details of Ro of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 888 NTVF | **Stærkodder** **Iron&SteelTwinScSr** *C.H.Azelsen87–92* 1*Dk* | 553 360 252 | | | | 1883 | Burmeister &Wain Copenhagen | DeDanskeStatsbaner | 155·8 \| 27·8 \| 12·2 | Korsör Danish *WB* | C.4Cy.25″&44″–27″ 180HP Burmeister&Wain,Cpn. | | |
| 889 JSPM | — **WoodScSr** *C.Weidemann87–89* 1*Dk* | 116 83 63 | | | | 1882 | Throndhjems Mk.V. Drontheim | Nordenfjeldske Dykkerselskab | 88·6 \| 17·4 \| 8·6 Q19′ B22′ F22′ | Drontheim Norwegian | C.2Cy.14½″&26″–16″ 30HP A.L.Thune,Christiania | | N |
| 890 9370 LHTW | **Staffa** **SteelScSr** ~~*L.Ostelgood –93*~~ *ss*Bry.No.1–94 *Well deck* 1*Dk*(*Stl*)& *Webframes* *L.J.Ostergaard* -93 | 2080 1639 1334 | ✝100A1 1,95 ~~3,94~~ BS1,95 | Bry A&CP ✝LMC10,93 | *r* | 1889 10mo | E.Withy& Co. W Hartlepool | Herskind&Co. | 281·6 \| 37·1 \| 19·5 P29′Q84′B114′ F31′ FK *WB*=*CellDB*242 | W.Hartlpl British *6BHAsp* 442*tAPT*27*t* | T.3Cy.22″,35″&59″–39″ (*s*) 160lb *80lb* 220HP 2SB,*4rf*,GS52,HS3240 FD T.Richardson&Sons,Hpl. | 22 ″ 1 s 2 ″ 0 | D |
| 891 86153 | — **IronScSr** *D.Cowan* –93 (*ex*Adela) | 197 165 114 | | Cff | | 1861 | W.Simons &Co. Renfrew | D.MacBrayne | 134·5 \| 19·1 \| 10·0 P19*t* F11*t* – | Glasgow British | C.2Cy.16½″&32⅝″–24″ NE70NB84 60HP PortillaWhite&Co.,Seville | | BT till ~~12,94~~ 12,95 |
| 892 10135 | **Staffordshire** **SteelTwinSc4MstSr** *G.H.Harris89–94* 3*Dks*(*Stl–Uws*) *Elec.light* | 6005 5089 3851 | ✝100A1 11,94 ~~4,94~~ | Bel LA&CP ~~Liv~~ ✝LMC4,94 | *q*† | 1894 4mo | Harland& Wolff(Lim.) Belfast | BibbySS.Co.(Lim) (BibbyBros.& Co.,*Mgrs.*) *WB*=*Cell* | 445·5 \| 49·1 \| 29·9 P55′B145′F56′ FK *DB*359′990*t FPT* | Liverpool British *7BHCem* 55*tAPT*57*t* | T.6Cy.23″,38″&64″–48″ (*s*) 180lb 688HP 2D&2SB*24rf*GS378HS12175 Harland&Wolff(Lim.)Bel. | 33 ″ 7 s 8 ″ 3½ | BT till ~~12,94~~ 4,95 |
| 893 84899 JKPR | **Stag** **IronScSr** *T.W.Horsefield* –93 *ss*Shl.No.2–92 2*Dks*(1*Irn*)3*trB* | 2052 1815 1302 | ✝100A1 1,95 ~~4,94~~ BS~~12,93~~ 12,94 | Bry LA&CP ✝LMC6,92 Ham | *s* | 1884 3mo | TyneI.S.B. Co.(Lim.) Newcastle | J.Robinson&Sons *WB*=*Cell* | 287·0 \| 37·0 \| 22·0 P28′B54′F21′ FK *DB*236′403*t FP* | N.Shields British *7BHCem* 7*tAPT*6*t* | C.2Cy.33″&63″–39″ (*a*) 90lb ~~*70lb*~~ 180HP 2SB,*6pf*,GS90 N.E.MarineE.Co.,Nwc. | 24 ″ 7 s 4 ″ 3½ | |
| 894 6748 WSGC | — **IronScSr** *T.H.Lumsden91–91* *ss*Hpl.No.3–7,89 *Well deck* 1*Dk*(*Irn*)2*trB* *ss*Hpl.No.1–93 | 1048 840 670 | ✝90A1 ~~6,94~~ 7,93 ~~8,94~~ 8,95 ✝NB7,89 BS6,94 | Hpl A&CP ~~Lpl~~ LMC7,~~89~~ 7,93 | *m* | 1873 10mo | A.Simey& Co. Sunderland | JacksonBros.& Cory | 221·3 \| 29·9 \| 17·0 Q77′B53′F27′ ~~drp91&93~~ BK8″ *WB*=*DBa*63′*f*79′ | W.Hartlpl British *4BHCem* 4*tAPT*6*t* | C.2Cy.27″&54″–33″ (*r*) 83lb ~~*80lb*~~ NDB89 110HP 1SB,*3pf*,GS55 *67lb* Blair&Co.(Lim.),Stockton | 17 ″ 10 s 1 ″ 9½ | |
| 895 89815 | — **WoodPadSk** | 123 117 9 | | | | 1885 | J.R.Maxwell South Shields | J.Anderson | 100·0 \| 19·5 \| 10·5 | N.Shields British | L.1Cy.36¾″–52″ 45HP Baird&Barnsley,S.Shields | | |
| 896 99969 | **Staghound** **SteelSc3MstSr** ~~*L.Robinson –94*~~ *J.Gifford* –95 *Well deck* 1*Dk*(*Irn*) | 496 360 152 | ✝100A1 1,95 ~~3,94~~ | Trn LA&CP Bel ✝LMC4,94 | *h* | 1894 4mo | AilsaS.B. Co. Troon | ~~*J.Neill*~~ J.Hay&Sons *WB*=*DBf*10′18*t FPT* | 170·0 \| 25·6 \| 11·6 Q93′B10′F27′ BK7″ | Belfast British *3BHCem* 18*tAPT*10*t* | C.2.Cy.21″&42″–30″ (*s*) 110lb *70lb* 69HP 1SB,*3pf*,GS63,HS1360 Muir&Houston,Glasgow | 12 ″ 7 s ″ 10 | |
| 897 ~~12,94~~ 8318 MTSF | — **IronScK** *W.Elliot90–90* 1*Dk* *ss*Hul.No.1–94 | 152 139 53 | ~~✝100A1~~ *Stm Trawler* ~~4,94 5,95~~ 10,94 | Hul LA&CP ✝LMC~~1905~~,94 | | 1890 1mo | Cook, Welton& Gemmell Hull | HumberSteam TrawlingCo. (Lim.) | 101·1 \| 20·9 \| 10·9 Q22′F18′ BK7½″ | Hull British *3BHCem* | C.2Cy.17″&33″–22″ (*s*) 90lb 45HP 1SB,*2pf*,GS30 Bailey&Leetham,Hull | 11 ″ 11 | |
| 898 QDBG | **Stahleck** **IronScSr** *C.Beyersdorf89–89* 1*Dk2trB* | 834 778 607 | | | | 1883 | Actien Gesell.Weser Bremen | DeutscheDampfschifffahrtGes. "Hansa" | 205·0 \| 28·2 \| 18·9 B50′ F25′ | Bremen German | C.2Cy.25″&43½″–29½″ 120HP ActienGesllWeser Bremen | | DV |
| 899 79863 QVJK | **Staincliffe** **IronScSr** ~~*T.H.Allen86–94*~~ *ss*Hpl.No.1–94 *Well deck* *ss*Hpl.No.3–2,90 *E.J.Minter*94–95 1*Dk*(*Irn*)2*trB* | 1267 985 783 | ✝100A1 ~~3,95~~ 4,94 BS3,95 | Hpl A&CP LMC4,94 | *o* | 1877 6mo | M.Pearse &Co. Stockton | T.Appleby&Co. | 244·0 \| 32·0 \| 18·2 Q94′B60′F35′ BK8½″ *WB*=*DBa* | W.Hartlpl British *4BHCem* 73′*f* 92′303*t* | C.2Cy.29″&55″–33″ 75lb *65lb* 120HP 2SB,GS62 T.Richardson&Sons,Hpl. | 19 ″ 6 s 1 ″ 8½ | D |
| 900 86104 | **Staithes** **IronTwinScSr** *J.Ennis71–83* *ss*Nwc.No.2–91 2ndSurvey,9,91 1*Dk*(*Irn*) | 336 314 215 | ✝90A–A1*1 1,95 ~~3,94~~ ✝NB11,84 | Nwc A&CP ✝LMC9,91 BS~~14,94~~ 4,95 | *f* Lv | 1883 1mo | D.Baxter &Co. Sunderland | Palmers'Co.(Lim.) *WB*=*DBa*38′*f*30′105*t FPT* | 145·0 \| 26·2 \| 10·0 Q17′ len84 FK | Newcastle British *3BHCem* 25*tAPT*10*t* | C.4Cy.14″&26″–21″ (*a*) 80lb 50HP 1SB,*1f*,GS28 Palmers'Co.(Lim.),Nwc. | 11 ″ 0 | |
| 901 81218 SWTJ | **Stakesby** **IronScSr** ~~*T.Ozland –92*~~ *T.Ozland* -92 *Well deck* 1*Dk*(*Irn*)2*trB* | 1370 1088 873 | ✝100A1 2,94 ~~4,96~~ BS3,94 | Cff A&CP Gl ✝LMC~~11,96~~ 3,94 | *p* | 1880 1mo | JLThompson&Sons Sunderland | Osborn&Wallis | 243·0 \| 34·2 \| 18·2 P24′Q62′B46′ F27′ BK9″ *WB*=*DBa*62 | Whitby British *4BHCem* *f*100′*APT* | C.2Cy.31″&57″–36″ (*i*) 75lb *75lb* NDB93 130HP 2SB,*4pf*,GS59 J.Dickinson,Sunderland | 19 ″ 6 s 2 ″ 1½ | |
| 902 JVCN | **Stalheim** **SteelScSr** *Schwings93–93* 1*Dk*(*Irn*)2*trB* *Well deck* *Floors pt Irn* | 2166 1641 1358 | ✝100A1 3,94 | Bgn A&CP ✝LMC1,91 | *s* | 1890 12mo | J.Priestman&Co. Sunderland | A.Olsen | 299·9 \| 39·2 \| 19·6 P25′Q88′B116′ F31′ BK10″ *WB*=*DBa* | Bergen Norwegian *6BHCem* 90′*f* 114′540*t* | T.3Cy.22″,36″&59″–39″ (*o*) 160lb *70lb* 200HP 2SB,*6rf*,GS104 Hutson&Corbett,Glasgow | 21 ″ 4 s 2 ″ 3½ | DN |
| 903 LDNJ | **Stamboul** **IronScBn** *Candalle66–87* *ss*Msl.No.2–90 3*Dks*(1*Irn*) | 2202 1996 1407 | ✝100A1 10,93 BS1,93 | Msl LA&CP ✝LMC9,90 | *t* | 1881 10mo | AM'Millan &Sons Dumbarton | Cie.Marseillaise de Nav.àVap.(Fraissinet &Co.,*Mgrs.*) | 300·2 \| 26·4 \| 25·4 P50′B34′F30′ drp93 BK10″ | Marseilles French *4BHCem* | C.2Cy.38″&68″–45″ (*j*) 70lb 260HP 2SB,*8pf*,GS159 Denny&Co.,Dumbarton | | |
| 904 JWNT | **Stamford** **IronScSr** *J.Gjemre80–84* *ss*Shl.No.3–10,91 *Well deck* 1*Dk* | 515 402 380 | 100A1 12,94 ~~13,94~~ 10,94 BS~~12,92~~ 3,94 | Lth LA&CP ✝LMC10,91 Shl | *h* | 1883 | Stavanger Stöberi&Dok Stavanger | Et.Actieselskab (J.E.Gjemre) | 172·2 \| 24·8 \| 13·6 Q84′B26′F25′ drp94 BK7″ *WB*=*DBa* | Stavanger Norwegian *4BHCem* 40′*f*75′99*t* | C.2Cy.20″&40″–24″ (*i*) 80lb *50lb* 65HP 1SB,*2pf*,GS33,HS1216 N.E.Marine Co.,Gateshead | | N |
| 905 KRDV | **Standard** **SteelSc3MstSr** *Schleemilch* 1*Dk*&*Spardk* *Elec.light* *Carrying Petroleum in bulk* | 2765 2696 2110 | | | | 1890 | SirWArmstrong,Mitchell&Co. LowWalker | DeutschAmerikanischePetroleumGes. | 310·0 \| 40·2 \| 28·3 B20′ H— F28′ | Gstemnde German *WB* | T.3Cy.23″,37″&60″–39″ 250HP Wallsnd Slpy&E.Co.(Lim) Nwc. | | V |
| 906 JWQH | — **IronScSr** *H.S.Andersen91–91* (*ex*Etta) 1*Dk*(*Irn*)2*tr* *Well deck* | 1089 845 818 | | | … | 1882 8mo | W.Gray& Co.(Lim.) W Hartlepool | T.S.Falck | 234·2 \| 31·7 \| 14·8 Q92′ B50′ F60′ | Stavanger Norwegian | C.2Cy.27″&50½″–33″ 99HP Blair&Co.(Lim.),Stockton *WB* | 16 ″ 1 | N |
| 907 96332 | — **WoodScFlat** | 103 95 86 | | | | 1865 | R.G.Cross Winsford | SaltUnion(Lim.) | 82·7 \| 19·2 \| 8·1 | Liverpool British | 2Cy.9″–12″ NB84 18HP W.Galton,Manchester 27″ | | |
| 908 86941 WFJH | **Stanhope** **IronScBn** ~~*M.M.Halverson –94*~~ *ss*Cpn.No.3–3,91 *Well deck* 1*Dk*(*Irn*)2*trB* *M.M.Halverson* -94 *ss*Hpl.No 1–95 | 1323 1073 844 | ✝100A1 4,95 ~~8,92 7,96~~ BS~~12,93~~ 2,95 | Hpl LA&CP ✝LMC3,~~94~~ | *o* | 1882 10mo | Irvine& Co. W Hartlepool | English&Co. | 244·0 \| 33·1 \| 15·8 Q92′B61′F31′ ~~erp95~~ BK8½″ *WB*=*Cell* | W.Hartlpl British *4BHCem* *DB*201′315*t* | C.2Cy.~~30~~″&57″–33″ (*b*) 75lb *60lb* 130HP 2SB,*4pf*,GS66 T.Richardson&Sons,Hpl. | 18 ″ 10 s 1 ″ 8½ | D |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2–3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 909<br>Wrecked 12,94<br>JVWM | **Stanley** IronScSr<br>~~Abrahamsen90–90~~ ssNwc.No.3–9,82<br>ssBgn.No.2–92<br>(exBelgica,exJohnDavid) 2Dks3trB | 1721<br>1630<br>1271 | ✠~~90A1~~<br>12,93<br>✠NB82<br>BS9,93 | Brs<br>A&CP<br>LMC2,92 | r | 1874<br>1mo | Palmers' Co.(Lim.)<br>Newcastle | Bergh&Helland | 279·5 \| 33·3 \| 22·7<br>F27'<br>BK9½"<br>WB=DBaf | Bergen<br>Norwegian<br>5BHCem<br>&uE&B176' | C.2Cy.30"&60"–33" (i)<br>72lb 140H<br>2SB,4pf,GS72<br>Palmers'Co.(Lim.),Nwc. |
| 910<br>65509<br>KJRF | — IronScSr<br>C.G.Clark –93 1Dk2trB<br>ssHpl.No.3–3,84<br>ssHpl.No.2–93 | 1023<br>804<br>641 | ✠90A1<br>4,95 ~~4,93~~<br>BS4,95 | Hpl<br>A&CP<br>LMC4,93 | m | 1871<br>6mo | Denton, Gray&Co.<br>WHartlepool | G.Pyman&Co. | 230·0 \| 30·1 \| 16·7<br>Q91'F27' BK8½"<br>ptND88<br>WB= | W.Hartlpl<br>British<br>4BHCem<br>DBa71'f82' | C.2Cy.26⅝"&49½"–33"<br>75lb 65lb NB79 NDB88 99H<br>1DB,GS48<br>T.Richardson&Sons,Hpl. |
| 911<br>94630 | — SteelScSr<br>M'Elhinney83–88 2Dks(lowerStl-ws) | 914<br>764<br>395 | | | ... | 1888<br>11mo | FairfieldS.&E.C.(Lm)<br>Glasgow | CanadianGovernment | 207·8 \| 32·0 \| 17·9<br>FK | Ottawa<br>British<br>WB | T.3Cy.24",40"&63"–42"<br>300H<br>FairfieldS.&E.Co.(Lim.), Glasgow |
| 912 | — Iron&SteelScSr | 368<br>340<br>250 | | | | 1880 | Napier& Sons<br>Glasgow | TheAdmiralty | 160·8 \| 24·0 \| 12·6<br>Q19t | British | C.2Cy.22"&40"–27"<br>50H<br>Napier&Sons,Glasgow |
| 913<br>98287 | — IronScK<br>J.Owers –93<br>1Dk | 160<br>145<br>64 | ✠100A1<br>StmTrawler<br>5,92 | Bos<br>LA&CP<br>✠LMC9,90 | | 1890<br>9mo | Cochrane Cooper& Schofield<br>Beverley | S.Waddington | 101·4 \| 20·6 \| 11·0<br>Q20'F20'<br>drp92 BK7½" | Boston<br>British<br>3BHCem | T.3Cy.11½",18"&30"–22" (s)<br>160lb 45H<br>1SB,2cf,GS25,HS680<br>C.D.Holmes&Co.,Hull |
| 914<br>96229 | **Stanley Africanus** IronScK<br>1Dk<br>ssGms.No.1-95 | 175<br>160<br>76 | ✠100A1<br>StmTrawler<br>Wellfishingvessel<br>2,95 ~~10,90~~ | Gms<br>LA&CP<br>✠LMC~~10,90~~ 2,95 | | 1890<br>10mo | T.Charlton<br>Grimsby | J.H.Charlton | 108·6 \| 20·8 \| 11·5<br>Q50'F22'<br>BK8" | Grimsby<br>British<br>3BHCem | C.2Cy.17"&32"–20" (r)<br>90lb 45H<br>1SB,2pf,GS28,HS898<br>T.Charlton,Grimsby |
| 915<br>94032<br>LQCH | **StanleyForce** Steel&IronSc3MstSr<br>W.Fisher –91 1Dk(Irn)<br>Well deck Stlplating&Irnframing<br>ssLiv.No.1-94 | 373<br>285<br>136 | ✠100A1<br>~~2,94~~7,94 | Liv<br>LA&CP<br>✠LMC~~3,90~~ 2,94 | f | 1890<br>3mo | R.Williamson&Son<br>Workington | StanleyForce Stmshp.Co.(Lim.) (W.S.Kennaugh &Co.) | 152·0 \| 23·7 \| 9·7<br>Q84'B10'F20' BK7"<br>~~drp92,93&94~~drp94<br>WB=FPT25t | Whitehvn<br>British<br>3BH(Irn) Cem | T.3Cy.13½",20"&33"–24" (s)<br>160lb 80lb 60H<br>1SB,2rf,GS33,HS1044<br>Dunsmuir&Jackson,Gls. |
| 916<br>102139 | **Stanley Hall** SteelScSr<br>~~A.Buck85–94~~<br>A.Buck84-94 2Dks(Stl-Uws)3trB | 4104<br>3924<br>2660 | ✠100A1<br>4,95 ~~3,94~~<br>~~(Class Contemplated)~~ | Nwc<br>LA&CP<br>Liv ✠LMC3,94 | x | 1894<br>3mo | Palmers' Co.(Lim.)<br>Newcastle | SunShippingCo. (Lim.) (R.Alexander &Co.,Mgrs.) | 378·0 \| 45·3 \| ~~27·9~~<br>P34'B76'~~F37~~' 27·7<br>F36' FK<br>WB=CellDB324'372tFPT102tAPT46t | Liverpool<br>British<br>6BHCem | T.3Cy.26",43"&70"–45" (s)<br>180lb 90lb 400H<br>2DB,8cf,GS260,HS5751<br>Palmers'Co.(Lim.),Nwc. |
| 917<br>63009<br>WRFS | **Stanmore** IronScSr<br>W.Wiseman –92 ssBrs.No.3–9,85<br>ssHam.No.2-94 ~~ssLiv.No.1–90~~<br>(exJamesC.Stevenson) 2Dks3trB<br>Now named "Marco," See No 9 in Supplement | 1952<br>1858<br>1269 | ✠100A1<br>~~7,92~~8,94<br>BS7,92 | Rot<br>A&CP Ham<br>LMC~~4,90~~ 7,94 | r | 1871<br>10mo | Palmers' Co.(Lim.)<br>Newcastle | East&WestS.S. Co.(Lim.) (W.Lamplough& Co.,Mgrs.) | 302·4 \| 36·2 \| 25·0<br>B57'<br>BK10" | London<br>British<br>4BHCem | C.2Cy.36"&72"–42" (a)<br>75lb 60lb NB80 225H<br>3DB,8f,GS140 NDB80<br>Palmers'Co.(Lim.),Nwc. |
| 918<br>HVQB | **Stanton** IronScSr<br>A.G.Berg91-91 5thSurveySld.4,89<br>1Dk2trB | 853<br>752<br>600 | ✠<br>4,89 | Sld | Lv | 1870<br>7mo | W.Doxford &Sons<br>Sunderland | Ångf.Aktieb. "Tirfing" (A.Broström) | 219·0 \| 26·5 \| 16·9<br>Q40' B36' H10t<br>ptND89 | Gothenbrg<br>Swedish<br>3BH1PBH | C.2Cy.26"&47"–33"<br>NB78 90H<br>G.Clark,Sunderland<br>WB=DBa&f |
| 919<br>96145<br>LFRW | **Stanwick** IronScSr<br>J.Fowler –93 ssShl.No.3–3,92<br>Well deck 1Dk(Irn)2trB | 1105<br>839<br>691 | ✠100A1<br>10,94 ~~8,93~~ | Shl<br>LA&CP<br>✠LMC8,92 | n | 1889<br>7mo | T.&W. Smith<br>North Shields | StanwickS.S.Co. (Lim.) (Eeles&Dryden)<br>WB=DBa | 225·0 \| 32·6 \| 15·7<br>Q75'B62'F30'<br>BK8"<br>59'f90'272tAPT8t | Newcastle<br>British<br>4BH ptAsp ptCem | T.3Cy.16½",27"&44"–33" (s)<br>160lb 80lb 98H<br>1SB,3pf,GS52<br>T.P.Rennoldson&S.,S.Shl. |
| 920<br>55065<br>JCSP | **Staperayder** IronScSr<br>J.McQueen –93 ssLon.No.3–8,87<br>1Dk2trB | 256<br>217<br>155 | ✠<br>8,87 | Lon<br>A&CP | | 1866<br>3mo | Henderson Coulborn&C.<br>Renfrew | W.Hutchinson | 131·3 \| 22·2 \| 12·2<br>Q&F—<br>len74ND87 | London<br>British<br>4BHCem | 2Cy.22"–22"<br>NB78 40H<br>HendrsnCoulbrn&Co.,Rnf. |
| 921<br>3175<br>HSFP | **Star** IronPadSr<br>1Dk | 192<br>181<br>109 | | | | 1849 | Tod& McGregor<br>Glasgow | HermanDecker | 149·9 \| 18·5 \| 8·5 | Nassau,NP<br>British | 1Cy.<br>100H |
| 922<br>101971 | **Star in the East** SteelScK<br>J.Nurse92-92 1Dk(Irn) | 55<br>55<br>4 | ✠ A1<br>ForTowing purposes<br>12,92 | Glr<br>LA&CP<br>✠LMC12,92 | | 1892<br>12mo | Summers& Scott<br>Gloucester | J.Constant | 67·6 \| 16·2 \| 7·9 | London<br>British<br>4BHCem | C.2Cy.14"&28"–22" (s)<br>100lb 50H<br>Summers&Scott,Glo'ster. |
| 923<br>93180<br>LCFN | **Star of England** SteelScBn<br>H.Wilson64-94 ssLon.No.1–93<br>2Dks(Stl-Uws)3Dkrule | 3696<br>3431<br>2424 | ✠100A1<br>~~10,93~~ 3,95 | Lyt<br>LA&CP<br>✠LMC8,93<br>Lon | w | 1889<br>3mo | Workman, Clark&Co. (Lim.)<br>Belfast | Star of England S.S.Co.(Lim.) (J.P.Corry&Co.)<br>WB | 371·8 \| 44·2 \| 27·2<br>B94'F109'<br>BK10"<br>=CellDB276' 700t | Belfast<br>British<br>6BHCem<br>DTa20'120t | T.3Cy.26½",44"&72"–48" (s)<br>160lb 90lb 400H<br>2DB,12rf,GS190<br>J.&J.Thomson,Glasgow |
| 924<br>93164<br>KLMF | **Star of Victoria** SteelScBn<br>~~W.J.Shaw64–93~~ ssLon.No.1–91<br>Stevenson 2Dks(Irn-Uws)3Dkrule | 3451<br>3085<br>2230 | ✠100A1<br>~~4,94~~10,94<br>~~BS4,94~~ | Lon<br>LA&CP<br>✠LMC7,~~91~~-5,95 | w | 1887<br>1mo | Workman, Clark&Co.<br>Belfast | Star of Victoria S.S.Co.(Lim.) (J.P.Corry&Co.)<br>WB | 361·7 \| 42·7 \| 26·4<br>B92'F104'<br>BK9"<br>=CellDB268' 637t | Belfast<br>British<br>7BHCem<br>DTa20'116t | T.3Cy.25½",43"&67½"–48"(s)<br>160lb 80lb 350H<br>2DB,12cf,GS188<br>J.&J.Thomson,Glasgow |
| 925<br>KDCS | **Starbuck** IronScSr<br>J.M.Dow91–92<br>(exOliveto) 1Dk(Irn)&Awngdk3trB | 2157<br>—<br>1548 | | | ... | 1881<br>5mo | J.Laing<br>Sunderland | PacificMailS.S.Co. | 289·0 \| 36·0 \| 20·0<br>27·5 | NewYork<br>Utd.States<br>WB | C.2Cy.33"&62"–42"<br>200H<br>G.Clark,Sunderland |
| 926<br>HDGJ | **Starkodder** WoodScBk<br>B.S.Iversen –84 1Dk2trB | 580<br>506<br>268 | | | | 1883 | EBurchard &Co.<br>Rostock | Act.Selsk."Starkodder"(Ths.Joh. Heftye&Sön) | 152·7 \| 30·7 \| 18·9<br>P73t | Chrstiania<br>Norwegian<br>WB | C.2Cy.26¾"&50½"–26¾"<br>100H<br>NylandsVerkst,Xia. |
| 927<br>82012<br>TNWP | **Starleyhall** IronScSr<br>T.Parrott89–89 ssLth.No.3–11,92<br>Well deck 1Dk | 610<br>494<br>375 | ✠90A1<br>3,95 ~~9,93~~ ~~9,94~~<br>~~BS9,93~~<br>9,94 | Lth<br>LA&CP<br>✠LMC11,92<br>Lis | i | 1880<br>8mo | Ramage& Ferguson<br>Leith | London&Edin. ShippingCo. | 179·7 \| 27·1 \| 14·1<br>Q64'B47'F26'<br>BK7½"<br>WB=DBa37' | Leith<br>British<br>5BHCem<br>53tFPT10t | C.2Cy.22"&44"–33½" (e)<br>70lb 70lb NDB92 85H<br>1SB,3pf,GS50<br>Fleming&Ferguson,Psy. |
| 928<br>98527 | **Starlight** SteelScSr<br>F.A.Miller –93<br>1Dk(Irn)2trB&Webframes<br>Well deck | 2956<br>2254<br>1916 | ✠100A1<br>1,95 ~~2,93~~ | Shl<br>LA&CP<br>✠LMC4,92<br>Npt | t | 1892<br>4mo | Irvine&Co.<br>W Hartlepool | J.Wood&Co.<br>WB | 314·2 \| 40·6 \| 21·0<br>Q133'B126'F33'<br>BK10"<br>=CellDB264'530t | W.Hartlpl<br>British<br>5BHCem<br>APT20t | T.3Cy.23",37½"&61½"–39"(s)<br>160lb 80lb 180H<br>2SB,6cf,GS95,HS3925<br>T.Richardson&Sons,Hpl. |
| 929<br>87942<br>JFTD | — IronScSr<br>J.A.Hindle86–86 ssLiv.No.2–92<br>(exMaxMorris) 1Dk(Irn)2trB | 1481<br>1296<br>927 | ✠100A1<br>2,95 ~~9,93~~ ~~10,94~~<br>~~BS8,93~~<br>5,94 | Liv<br>LA&CP<br>✠LMC2,92 | q | 1884<br>1mo | Whitehavn S.B.C.(Lim.)<br>Whitehaven | StarlightS.S.Co. (Lim.) ~~(W.H.Stott&Co.)~~ (Stott,Coker&Co.)<br>WB | 255·5 \| 34·3 \| 20·8<br>P48'B46'F32'<br>BK9½"<br>=DBa70'f64'238t | Liverpool<br>British<br>5BHCem<br>APT24t | C.2Cy.30"&60"–39" (a)<br>80lb ~~65lb~~ 60lb 150H<br>~~2DB~~,6pf,GS85,2SB,HS3000<br>G.Forrester&Co.Liverpool |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned / now expired. | Equipment Letter. | Built. When. — Ship. — Engines. | Built. By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 930 WKDW | **Starling** — **SteelScSr**<br>*J.B.Salmon* –94 *ss*Lon.No.1–93<br>*Well deck* 1*Dk*2*tr*B | 804<br>671<br>454 | ✠100A1<br>6,94~~10,93~~ | Lon<br>LA&CP | | *m* | 1887<br>6mo | Palmers' Co.(Lim.) Newcastle | **GeneralSteam NavigationCo.** | 210·0 P160′F28′ | 30·1 BK8″ WB=DB | 12·9 5*BHCem* | **London** British | T.3Cy.18″,29″&47″–33″ (*a*)<br>150lb *50lb* 120HP<br>1SB,*4cf*,GS65,HS2020<br>Palmers'Co.(Lim.),Nwc. | 15 ″ 10<br>s 1 ″ 6 | D |
| 931 LBFW | **Start** — **SteelScSr**<br>*W.S.Thompson* –92 *ss*Bry.No.1–92<br>1*Dk*(*Stl*)&*Webframes*&*ptAwng dk*(*Irn*)*FloorsIrn* | 2419<br>2177<br>1554 | ✠100A1<br>*pt Awng dk with freeboard*<br>12,94~~1,94~~ ✠LMC12,92 | Cff<br>LA&CP<br>Bly | | *s* | 1889<br>1mo<br>~~BS2,93~~ | Richardson Duck&Co. Stockton | **Farrar,Groves& Co.** | 296·8 P28′Q92′ | 40·0 BK10″ WB=Cell | 19·0 5*BHAsp* *D B*248′552*t* | **London** British | T.3Cy.22½″,37″&61″–42″ (*s*)<br>160lb *80lb* 200HP<br>2SB,*6cf*,GS94<br>Blair&Co.(Lim.),Stockton | 21 ″ 8<br>s 8 ″ 6½ | |
| 932 BJLD | **Stassfurt** — **SteelScSr**<br>*J.A.Orgel*90–91 *ss*Ham.No.1–95<br>2*Dks*(*StlU*–ws)&*Webframes*<br>*Elec.light* | 3342<br>2607<br>2505 | ✠100A1<br>~~10,93~~ 3,95<br>~~BS10,94~~ ✠LMC1~~4,94~~ 3,95 | Ham<br>LA&CP | | *v* | 1891<br>11mo | Blohm& Voss Hamburg | **Deutsch-Austra-lischeDampfsch. Ges.** | 341·1 P204′F50′ | 41·9 BK11″ WB=Cell | 24·1 6*BHCem* *DB*304′525*t* | **Hamburg** German | T.3Cy 24¼″,40″&66″–42½″(*s*)<br>161lb *90lb* 350HP<br>2SB,*8cf*,GS176<br>Blohm&Voss,Hamburg | 26 ″ 10 | |
| 933 | **State of Alabama** — **IronScSr**<br>*J.Fairweather*93–91 *ss*Gls.No.3–4,86<br>(*ex*Alabama) *ss*Gls.No.1–90<br>3*Dks*(1*Irn*) | 2233<br>2116<br>1437 | ✠100A1<br>10,92<br>✠NB81 | Nwc<br>A&CP<br>LMC5,92 | | *t* | 1873<br>3mo | T.Wingate &Co. Glasgow | **C.Houston (Aitkin &Walker,** *Mgrs.*) | 321·3 P61′B72′F40′ srp91 | 36·2 BK10″ WB=*M* | 25·1 5*BHCem* *Ta*34′304*t* & *in Main* | **Glasgow** British | C.2Cy.40″&75″–39″ (*b*)<br>80lb *43lb* 250H<br>2DB,*12cf*,GS180<br>T.Wingate & Co.,Glasgow | 26 ″ 5<br>s 5 ″ 3 | |
| 934 | **State of California** — **SteelSc3MstSr**<br>*A.G.Braes*73–91 3*Dks*(2*Stl*-ws)<br>*Elec.light* | 4244<br>3823<br>2670 | ✠100A1<br>12,94~~10,93~~<br>✠LMC~~8,91~~ 2,94 | Gls<br>LA&CP | | *y* | 1891<br>8mo | A.Stephen &Sons Glasgow | **S.S.State of CaliforniaCo.(Lim.)** | 386·0 P42′F55′ | 46·1 BK11″ WB=Cell | 29·6 8*BHCem* *DB*271′626*t* | **Glasgow** British | T.3Cy.34″,55″&88″–54″ (*s*)<br>160lb *80lb* 700HP<br>3DB,*18rf*,GS399<br>A.Stephen&Sons, Glasgow | 32 ″ 8<br>s 7 ″ 7½ | BT till ~~10,94~~ ~~11,94~~ 12,95 |
| 935 JTGP | — — **IronScBn**<br>*A.Ackley* *ss*S.Fo.No.3–1,93<br>3*Dks*(1*Irn*) | 2266<br>1907<br>1260 | ✠100A1<br>~~0,~~3,95<br>~~BS9,~~ ~~LMC~~5,92<br>~~,94~~ BS3,95 | SFo<br>A&CP | | *t* | 1878<br>12mo | Cramp& Co. Philadelphia | **PacificCoast SteamShipCo.** | 306·6 F73*t* | 38·6 FK | 24·4 8*BHCem* | **S.Frncisco** Utd.States | C.2Cy.42″&73″–51″ (*i*)<br>95lb ~~80lb~~ NB85 285H<br>2DB,*12pf*,GS544*85lb* NDB95<br>W.Cramp&Sons S&EC.Phl | | |
| 936 KGKN | **State of Georgia** — **IronSc3MstSr**<br>~~*W.M.Lewis*94–91~~ *ss*Gls.No.3–6,85<br>(*ex*Georgia) *ss*Abn.No.2–93<br>*N.S.Murray*95–95 2*Dks*(*ptIrn*)&*Spardk* | 2520<br>1724<br>1619 | ✠100A1<br>*Spar dk*<br>2,95~~1,94~~<br>✠NB~~6,85~~ | N Yk<br>A&CP<br>LMC4,93<br>Abn | | *t* | 1873<br>6mo<br>~~BS4,93~~ | Lon.&Gls. Co.(Lim.) Glasgow | **J.Rust&Son** | 330·3 ND77 | 36·3 BK10″ | 21·1 28·6 6*BHCem* | **Aberdeen** British | C.2Cy.39″&82″–45″ (*r*)<br>75lb *75lb* NDB85 400H<br>2DB,*6cf*,GS230<br>Lon.&Gls.Co.(Lim.),Gls. | 22 ″ 1<br>s 7 ″ 7 | |
| 937 TWGK | **State of Maine** — **WoodPad**<br>*W.A.Colby* 1*Dk* | 1410<br>—<br>1146 | | | | | 1881 | Goss,Sawyr &Packard Bath,Me. | **InternationalS.S. Co.** | 241·0 | 37·1 | 14·6 | **EastprtMe** Utd.States | | | |
| 938 TPVH | **State of Nebraska** — **IronSc3MstSr**<br>*J.Brown* –91<br>3*Dks*(2*IrnU*-ws) | 3986<br>3846<br>2577 | | | | … | 1880<br>9mo | Lon.&Gls. Co.(Lim.) Glasgow | **J.&A.Allan** | 385·2<br>B130′ | 43·3 | 32·2 | **Glasgow** British | C.2Cy.51″&91″–60″ 650HP<br>Lon.&Gls.Co.(Lim.),Gls. | 34 ″ 0 | BT till ~~2,97~~ 2,96 |
| 939 KCBQ | **State of New York** — **IronPad**<br>(*ex*City of Mackinoc) 1*Dk* | 808<br>—<br>565 | | | | | 1883 | Detroit DryDockCo Wyandotte | **Cleveland& BuffaloTransitCo. (T.F.Newman)** | 203·0 | 32·4 | 13·3 | **Detroit, Mich.** Utd.States | | | |
| | **State of Nevada** — **IronSc3MstSr**<br>*Now named "Mecca," See No. 4 in Supplement.*<br>3*Dks*(1*ptIrn*) | 2488<br>~~2431~~<br>1572 | | | | … | 1874<br>6mo | Lon.&Gls. Co.(Lim.) Glasgow | **HamidiehS.S.Co. (SalihEffendi)** | 332·1<br>F38′ | 36·3 | 28·6 | **Jeddah** Turkish | T.4Cy.(2)21″,46½″&73″–46″ NB86 400HP<br>*Tpd*86D&W Henderson &C | 29 ″ 7<br>s 6 ″ 4½ | |
| 941 JTQC | **State of Ohio** — **IronPad**<br>(*ex*City of Alpena, *ex*Cleveland) 1*Dk* | 1222<br>—<br>917 | | | | | 1880 | Detroit DryDockCo Wyandotte | **Cleveland& BuffaloTransitCo. (T.F.Newman)** | 225·2 | 32·4 | 13·3 | **Detroit, Mich.** Utd.States | | | |
| 942 | **State of Penn-sylvania** — **IronSc3MstSr**<br>*F.Hassenstein*94–94<br>(*ex*Pennsylvania) *ss*Gls.No.3–5,86<br>*Elec.light* *ss*Gls.No.1–90<br>2*Dks*(1*Irn*&1*ptIrn*)&*Spardk* | 2483<br>1719<br>1568 | ✠100A1<br>*Spar dk*<br>2,94<br>✠NB~~5,86~~ | Grk<br>A&CP<br>LMC2,94 | | *t* | 1873<br>2mo | Lon.&Gls. Co.(Lim.) Glasgow | **HamidiehS.S.Co. (SalihEffendi)** | 331·5 | 36·3 | 21·1 28·5 6*BHCem* | **Jeddah** Turkish | C.2Cy.46″&82″–45″ 90lb *70lb* NDB86 400HP<br>2DB,*12cf*,GS126<br>Lon.&Gls.Co.(Lim.),Gls. | 22 ″ 1 | |
| | *Now named "Medina," See No. 5 in Supplement.* | | | | | | | | | | | | | | | |
| 943 JNWS | **State of Texas** — **IronScSr**<br>*G.Williams*83–85 2*Dks* | 1736<br>—<br>1328 | | | | | 1873 | J.Roach& Son Chester,Pa. | **C.H.Mallory&Co.** | 243·5 | 36·0 | 20·7 | **NewYork** Utd.States | C.2Cy.30″&56″–54″ 300HP<br>J.Roach&Son,Chester,Pa. | | |
| 944 JSGC | **Statsraad Riddervold** — **IronScSr**<br>*H.B.Christie* 1*Dk* | 203<br>719<br>143 | | | | | 1877 | Bergens Mek.Verks Bergen | **EtInteressentskab (P.W.Petersen)** | 130·4<br>Q32*t*H14*t*B37*t* | 18·1 | 9·0 | **Xiansund** Norwegian | C.2Cy.19½″&37″–24″ 50HP<br>BergensMek.Verkst.,Brgn | | |
| 945 JWRB | **Stavanger** — **IronScSr**<br>*K.Nathanielsen*68–92 (*ex*Brittany)<br>6thSurveyNpt.4,91 1*Dk*2*trB* | 806<br>672<br>577 | ✠ A1, 1<br>2,93<br>*Re-named "Brittany," See No. 12 in Supplement.* | Bgn<br>Davis&Co. Newcastle | | Lv | 1871<br>4mo | Schlesingr, | **Actieselsk. Stavanger (T.S.Falck)** | 203·7<br>Q92*t*F27*t*H10*t* | 29·0<br>BK8″ | 16·1<br>4*BH* WB=DBa&f | **Stavanger** Norwegian | C.2Cy.26″&52″–30″ NB81 95HP<br>*Cmp*81R.&W.Hwthrn.Nwc | 18 ″ 5 | |
| 946 | **Staveley** — **IronScSr**<br>*H.Birkwood* –93 2*Dks*(*UIrn*-ws)<br>*Elec.light* *ss*Hul.No.1–95 | 1034<br>823<br>494 | ✠100A1<br>3,95~~3,94~~<br>✠LMC~~8,91~~ 3,95 | Gms<br>LA&CP<br>Hul | | *n* | 1891<br>7mo | C.S.Swan& Hunter Newcastle | **Man.,Sheffield,& Lincolns.Rly.Co.** | 240·2<br>P55′B67′F32′ | 32·0<br>BK8″<br>WB=Cell D B185′213*t* | 15·2 5*BHCem* *APT*25*t* | **Grimsby** British | T.3Cy.22″,35″&57″–42″ (*o*)<br>170lb *90lb* 250HP<br>2SB,*6cf*,GS120<br>Wstgrth.Englsh&Co.Mdb. | 17 ″ 8 | BT till ~~9,95~~ 3,96 |
| 947 | **Steel** — **SteelPadSk** | 118<br>118<br>15 | | | | | 1890 | J.T.Elt-ringham&Co S.Shields | **North-Eastern RailwayCo.** | 95·3<br>Cl | 19·1 | 9·8 | **W.Hartlpl** British | L.2Cy.28″–50″ 75HP<br>J.P.Rennoldson&Sons, S.Shields | | |
| 948 | **Stefania** — **SteelScSr**<br>*A.Sichich*92–94<br>2*Dks*(*Stl*–*Uws*)&*Deepframing*3*dk*-*Rule* | 2355<br>2035<br>1489 | ✠100A1<br>1,94<br>✠LMC1,94 | Nwc<br>LA&CP | | *s* | 1894<br>1mo | Wigham Richardson &Co. Newcastle | **RoyalHungarian SeaNav.Co. Adria(Lim.)** | 293·0<br>P34′B80′F33′<br>*WB=CellDB*244 | 39·9<br>FK | 20·6 5*BHCem* 559*t*A*PT*38*t* | **Fiume** Aust.-Hung. | T.3Cy.22½″,36″&60″–39″ (*s*)<br>165lb *80lb* 240H<br>2SB,*6rf*,GS100,HS3808<br>WighamRchrdsn&Co.Nwc | 24 ″ 4<br>s4 ″ 2½ | |
| 949 79216 | **Stefano** — **WoodPadTug**<br>*G.Esparanza* ptIB 1*Dk* | 111<br>111<br>29 | ✠<br>*For Tug purposes*<br>3,79 | Shl<br>A&CP | | 8 | 1879<br>1mo | Wouldhave N.Shields | **T.C.Jolly** | 103·3<br>Cl | 18·4 | 9·9 | **N.Shields** British | L.1Cy.35½″–54″ 35lb 60HP<br>W.Hepple&Co.,S.Shields | | |
| 950 | **Stefano Dandria** — **SteelScSr**<br>*G.S.Stuch* –92 *ss*Lon.No.2–92<br>(*ex*Coot) 2*Dks*(1*Stl*1*ptIrn*)<br>*Well deck* | 1877<br>1402<br>1203 | ✠100A1<br>3,95~~,1892,94~~<br>~~BS10,93~~ ✠LMC6,92<br>10,94 | Cpl<br>A&CP<br>Gen | | *r* | 1885<br>11mo | W.Gray& Co. W Hartlepool | **Mme.C.Domenica (FratelliDandria,** *Mgrs.*) | 270·8<br>P29′Q80′B109′F31′<br>*WB=DBa*84′*f*104′ | 37·0<br>BK9½″ | 18·5 1*BHCem* 106*t*A*PT*9*t* | **Constnple** Turkish | T.3Cy.19½″,32½″&53″–36″(*s*)<br>150lb *50lb* 160HP<br>2SB,*4cf*,GS68<br>CentralMarineEng.Co.Hpl | 19 ″ 11<br>s 1 ″ 7½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné à l'entretien après l'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres, Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 951 | **Steinhöft** | **SteelScSr** | 2479 | | | ... | 1889 | Reihersteg Schiffswerfte | **Hamburg-Amerikanische Packetf. Act. Ges.** | 301·4 | 37·8 | 23·7 | **Hamburg** | T.3Cy.23½″37½″&60″–42″ |
| | *G.Busch*83–93 | | 2252 | | | | 4mo | Hamburg | | P12′ | B58′ | F36′ | German | 300 |
| RHMV | | 2*Dks*(*Stl*–ws)3*trB* | 1809 | | | | | | | | | BK10″ | | |
| | *Now named "Calliatia," See No. 41 in Supplement* | | | | | | | | | | | | | *WB* Rhrstg.Schiffswrfte.,Ham |
| 952 | **Stella** | **SteelScSr** | 2360 | ✠100A1 | Bry | *s* | 1885 | E.Withy& Co. | **Herskind&Co.** | 302·1 | 38·1 | 20·2 | **W.Hartlpl** | T.3.Cy.22″37½″&60″–39″ |
| 92903 | *R.Partridge*83–85 *ss*Shl.No.2–94 | | 1966 | 5,94~~10~~,94 | A&CP | | 10mo | W Hartlepool | | P27′Q97′ | B67′ | F31′ | British | 143lb *65lb* 200 |
| KCVS | *Well deck* 1*Dk*(*Stl pt*–ws)&*Webframes* | | 1528 | ✠LMC2,94 | | | | | | | | FK | 5*BHCem* | 2SB,*6cf*,GS66 |
| | | | | | | | | | | | | *WB*=*Cell* | *DB*256′ 408*t* | T.Richardson&Sons,Hpl |
| 953 | — | **IronSc3MstSr** | 1494 | | | | 1871 | Kon.Fab.v. Stoom Amsterdam | **Koninkl.Nederl. Stoomb.Maats.** | 253·2 | 33·1 | 19·5 | **Amstrdam** | C.2Cy.37″&63″–36″ |
| | *J.DeVries*80–87 | 1*Dk*&*Spardk* | 1054 | | | | | | | | | 24·4 | Dutch | 200 |
| PTBQ | | | 1030 | | | | | | | | | | | Kon.Fab.v.Stoom,Ams. |
| 954 | — | **IronScSr** | 1323 | ✠100A1 | Bgn | *o* | 1883 | Martens, Olsen&Co. Bergen | **J.R.Olsen** | 236·0 | 34·8 | 15·0 | **Bergen** | C.2Cy.30″&57″–33″ |
| | *H.S.Meidell*83–83 *ss*Bgn.No.2–92 | | 1038 | 9,94 ~~3,94~~ | LA&CP | | 11mo | | | Q74′B71′F28′ | | | Norwegian | 80lb 130 |
| JVSH | *Well deck* | 1*Dk2trB* | 818 | BS3,94 ✠LMC2,92 | | | | | | | | BK8½″ | 5*BHCem* | 2SB,*4pf*,GS35 |
| | | | | | Cff | | | | | | | *WB*=*Cell D B*176′284*t* | *APT*16*t* | Martens,Olsen&Co.,Bgn |
| 955 | — | **SteelTwinScSr** | 1059 | | | ... | 1890 | J.&G. Thomsn(Lm) Glasgow | **London&S.W. RailwayCo.** | 253·0 | 35·1 | 14·8 | **S'thamptn** | T.6Cy.24″,37″&56″–33″ |
| 97219 | *T.Lainson* | 2*Dks*(*UStl*–ws) | 733 | | | | 10mo | | | Q162′F78′ | | | British | 493 |
| | *Elec.light* | | 193 | | | | | | | | | | *WB* | J.&G.Thomson(Lim.),G |
| 956 | — | **SteelScSr** | 476 | | | | 1889 | Flensbrger Schff.Gesell Flensburg | **Flensburg-Stettiner Dampfschifffahrts Ges.** | 153·8 | 25·3 | 12·0 | **Flensburg** | C.2Cy.21½″&39½″–24″ |
| | *P.Petersen*83–89 | 1*Dk* | 333 | | | | 8mo | | | Q44′ | B42′ | F18′ | German | 80 |
| LMFC | *Elec.light* | | 328 | | | | | | | | | | | FlnsbrgrSchff.Gsll,Flns |
| 957 | — | **SteelScSr** | 373 | | | | 1888 | MotalaCo. Oscarshamn | **ÅngfartygsAktiebolaget "Stella" (T.Ahrenberg)** | 132·5 | 23·0 | 12·8 | **Gothenbrg** | T3Cy.11¼″,18½″&29½″–19 |
| | *O.M.Lindberg*94–94 | 1*Dk2trB* | 293 | | | | | | | Q47′B35′H11*t* | | | Swedish | 50 |
| HTLN | *Elec.light* | | 271 | | | | | | | | | | *WB* | MotalaCo.,Motala |
| 958 | — | **IronPadSr** | 361 | | | | 1881 | Laird Bros. Birkenhead | **Government of Mauritius** | 130·8 | 26·1 | 15·2 | **PortLouis** | C.4Cy.28½″&47″–60″ |
| 72115 | | (*ex*Paul) 1*Dk* | 361 | | | | | | | | | | British | 200 |
| | | | 62 | | | | | | | | | | | Laird Bros.,Birkenhead |
| 959 | — | **IronScSr** | 269 | | | | 1876 | Scott&Co. Greenock | **Government of New Zealand** | 158·3 | 21·1 | 12·2 | **Wllington** | C.2Cy.22″&40″–30″ |
| 69002 | *Freebody* | 2*Dks* | 241 | | | | | | | B25′ | H27*t* | | British | 90 |
| SBPG | | | 157 | | | | | | | | | | *WB* | GreenockFoundryCo.,G |
| 960 | — | **IronScSr** | 176 | | | | 1875 | T.B.Seath &Co. Glasgow | **Corporation of the Trinity House** | 125·8 | 20·1 | 10·6 | **London** | C.2Cy.20″&34″–20″ |
| 70710 | *W.S.Pascoe* | | 176 | | | | | | | | | | British | 50 |
| RMKG | | | 109 | | | | | | | | | | | A.Campbell&Sons,Gls. |
| 961 | — | **CompScSp** | 161 | | | | 1893 | P.Larsson Thorskog | **P.Larsson** | 98·6 | 20·8 | 9·0 | **Thorskog** | |
| | *P.Stomberg*93–93 | 1*Dk* | 135 | | | | | | | F9′ | H23*t* | | Swedish | |
| | | | 119 | | | | | | | | | | | |
| 962 | — | **IronTwinScSp** | 106 | | | | 1880 | Liv.Forge Co. Liverpool | **Liverpool,Brazil& RiverPlateStm. Nav.Co.(Lim.) (Lamport&Holt *Mgrs.*)** | 90·0 | 16·0 | 6·8 | **Liverpool** | 2Cy.16″–16″ |
| 81389 | | | 77 | | | | | | | Q7*t* | F5*t* | | British | 3 |
| | | | 68 | | | | | | | | | | | J.Jones&Sons,Liverpoo |
| 963 | **Stelling** | **IronScSr** | 799 | ✠90A1 | Lon | *m* | 1876 | Palmers' Co. Newcastle | **J.Fenwick&Son** | 215·5 | 30·2 | 13·7 | **London** | C.2Cy.26″&51″–33″ |
| 73700 | *A.Tracey* –94 *ss*Lon.No.3–7,91 | | 690 | 7,93~~,96~~,94 | A&CP | | 7mo | | | Q22′F27′ | | | British | 75lb ~~80lb~~ *40lb* 10 |
| QBDH | | 1*Dk2trB* | 492 | BS~~7,93~~ 7,94 | LMC7,91 | | | | | | | BK8″ | 4*BHCem* | 2SB,GS65 |
| | | | | | | | | | | | | *WB*=*DBa*33′*f*83′ | *ŷuE*&*B*48′ | Palmers'Co.,Newcastle |
| 964 | **Stelvio** | **IronScSr** | 1814 | ✠100A1 | Npt | *r* | 1875 | C.S.Swan &Co. Newcastle | **Cay,Hall&Co.** | 275·1 | 34·2 | 24·7 | **S.Shields** | C.2Cy.32″&62″–36″ |
| 69864 | ~~*J.Reid* – 91~~ | *ss*Shl.No.3–3,88 | 1753 | 5,95~~,94~~ 2,94 | A&CP Cff | | 8mo | | | B46′ | | | British | 75lb *80lb* NDB88 16 |
| PGBJ | *Georgeson* –94 | *ss*Shl.No.1–93 | 1174 | ✠NB4,88 | LMC3,93 | | | | | ND93 | | BK9½″ | 5*BHCem* | 2SB,*6pf*,GS90 |
| | | 2*Dks*(1*Irn*)3*trB* | | | BS6,94 | | | | | | | *WB*=*DBa* | 86′*f*34′230*t* | Black,Hawthorn&Co.,G |
| 965 | **Sten Sture** | **IronPadSr** | 308 | | | | 1857 | MotalaCo. Norrköping | **Ångf.Aktieb. "StenSture" (A.F.Hörstedt)** | 198·4 | 19·3 | 10·8 | **Malmö** | 2Cy.46″–42″ |
| | *A.M.v.Essen*81–82 | 1*Dk* | 259 | | | | | | | H49*t* | | | Swedish | 12 |
| HQLV | | | 236 | | | | | | | | | | | MotalaCo.,Motala |
| 966 | — | **CompScSp** | 123 | | | | 1865 | P.Larsson Åmål | **G.Silvén** | 93·5 | 19·5 | 9·5 | **Seffle** | 1Cy.10¾″–10¾″ |
| | *G.Anderson* –92 | 1*Dk* | 114 | | | | | | | Q20′ | | | Swedish | 1 |
| HPRS | | | 92 | | | | | | | | | | | MotalaCo.,Gothenburg |
| 967 | **Stenkjær** | **IronScSr** | 132 | | | | 1878 | ..... Christiania | **StenkjærDampskibsselskab.** | 103·4 | 17·5 | 7·7 | **Stenkjær** | |
| | *A.Möller*79– | 1*Dk* | 84 | | | | | | | Q15*t* | B25*t* | H7*t* | Norwegian | 3 |
| JSWB | | | 69 | | | | | | | | | | | |
| 968 | **Stentor** | **IronScSr** | 2025 | | | | 1875 | Scott&Co. Greenock | **Nederl.Stoomv. Maats."Oceaan"** | 314·1 | 35·2 | 26·0 | **Amstrdam** | C.2Cy.26½″&56″–52″ |
| | *Th.Peters* | | 1840 | | | | | | | | | | Dutch | 25 |
| PTCG | | | 1278 | | | | | | | | | | | Greenock FoundryCo.,G |
| 969 | **Stephan** | **IronTwinScSr** | 167 | | | | 1881 | G.Howaldt Kiel | **Sartori&Berger** | 130·9 | 19·1 | 9·1 | **Kiel** | C.2Cy.15¾″&27¾″–15¾″ |
| | | 1*Dk* | — | | | | | | | | | | German | 6 |
| LCJM | | | 121 | | | | | | | | | | | Gebrüder Howaldt,Kiel |
| 970 | **Stephanie** | **Steel** | 101 | | | | 1893 | Howaldts-werke Kiel | **Soc.niAzioni Ungaro-Croata diNavMar aVap.** | 95·0 | 19·0 | 6·9 | **Fiume** | T.3Cy.9¼″,14¾″&24½″–12 |
| | | 1*Dk* | 70 | | | | | | | | | | Aust.-Hung. | |
| | | | 65 | | | | | | | | | | | Howaldtswerke,Kiel |
| 971 | **Stephanotis** | **IronScBn** | 1045 | ✠90A1 | Sws | *l* | 1871 | Iliff Mounsey&Co. Sunderland | **J.Robinson&Sons** | 220·5 | 30·6 | 19·2 | **N.Shields** | C.2Cy.27″&47″–30″ |
| 65382 | *T.Rogers* –93 | *ss*Rot.No.3–12,86 | 921 | 3,95~~2,94~~ | A&CP | | 2mo | | | Q45′B48*t* | | | British | 65lb *40lb* NB77 9 |
| KBLT | | ~~*ss*Shl.No.1–91~~ | 660 | ~~BS2,94~~ | LMC3,91 3,95 | | | | | ~~lsp92~~ | | BK8½″ | 4*BHCem* | 1SB,*3pf*,GS62 |
| | | *ss*Shl.No.2–95 1*Dk2trB* | | | Shl | | | | | | | *WB*=*DBa* | 62′*f*74′220*t* | *Cmp*77R.&W.Hwthrn,N |
| 972 | **Stephen Gray** | **IronPadSk** | 107 | | | | 1882 | E.Wales Hull | **T.Gray&Co. (Lim.) (W.H.Tulley *Mgr.*)** | 88·5 | 18·1 | 9·8 | **Hull** | L.2Cy.26″–50″ |
| 82536 | *W.Richardson* –93 | | 107 | | | | | | | | | | British | 5 |
| | | | 17 | | | | | | | | | | | E.Wales,Hull |
| 973 | **Stephenson** | **IronPadSp** | 123 | | | | 1886 | Hepple& Co. N.Shields | **J.Chisholm** | 97·9 | 18·4 | 9·2 | **N.Shields** | 1Cy.34½″–52″ |
| 89820 | *J.Nicholson* –91 | 1*Dk* | 112 | | | | | | | | | | British | 3 |
| | | | 38 | | | | | | | | | | | Hepple & Co.,N.Shields |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Reg. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 974 91913 KHSM | **Stepney** *W.Lowery* 89– | **IronScSr** *ss* Shl. No. ~~1~~ 992–94 1 *Dk(Irn)* & *Webframes* | 688 596 442 | ✠100A1 6,94 ~~11,93~~ BS7,93 | Lon A&CP | *j* | 1886 4mo | W.Gray &Co. W Hartlepool | **East London S.S. Co.(Lim.)** (H.C.Pelly, *Mgr.*) | 160·0 \| 35·0 \| 14·6 ~~drp92&93~~ BK 7½ *WB* = *DB* *a* 48′ *f* 49′ 179*t* ~~*FP* 4 *APT* 28*t*~~ | London British 4 *BHAsp* | C.2Cy.27″&50″–33″ (*s*) 75lb *50lb* 107H 1SB,*2pf*,GS43 Central Mar.Eng.Co. W Hpl | 15 ″ 5 s 2 ″ 0 | |
| 975 EPGT | **Sterling** *W.Holby* | **SteelScSr** 1 *Dk* & *Awngdk* | 1047 953 648 | | | | 1890 | S.& H. Morton&Co. Leith | **Östlands Ke Lloyd** | 210·0 \| 30·1 \| 20·2 H 93*t* | Chrstiania Norwegian *WB* | T.3Cy.18″,29″&47″–33″ 130H S.&H.Morton&Co.,Leith | | N |
| 976 LKVN | **Stern** *L.Schnoor* –92 | **IronScSr** 1 *Dk2trB* | 788 640 610 | | | | 1882 | Flensburg S.B.Co. Flensburg | **Holm&Molzen** | 200·1 \| 28·8 \| 15·0 Q72′ B48′ F27′ | Flensburg German *WL* | C.2Cy.25″&44″–30″ 80H Flensburg S.B.Co.,Flnsbrg | | DV |
| 977 QFBD | **Stettin** *B.Petermann* *Elec.light* | **SteelScBg** 2 *Dks3trB* | 1815 1535 1078 | | | | 1886 | Act.Ges. "Vulcan" Stettin | **Norddeutscher Lloyd** | 260·0 \| 35·5 \| 24·5 P56′ B95′ F39′ | Bremen German *WB* | T.3Cy.24″,39″&63″–49″ Act.Ges."Vulcan"Stettin | | G |
| 978 KDSB HFJL | — *L.Robertson* 87–88 | **IronSc3MstSr** *ss* Lth. No.3–12,89 *ss* Lth. No1–94 2 *Dks* | 889 657 538 | ✠ B 1 2,95 ~~2,94~~ ✠NB12,89 | Lth LMC2,94 | | 1864 11mo | Barclay, Curle&Co. Glasgow | **Leith,Hull&Hamburg Stm.Packet Co.(J.Currie& Co.,** *Mgrs.*) | 222·0 \| 29·1 \| 15·0 P92′ F103′ drp94 BK 8′ *WB* = | Leith British 4 *BHCem* *MT* 37′ 230*t* | T.3Cy.16½″,27″&43″–33″ (*s*) 150lb *50lb* NDB89 NE76 98H 1SB,*3cf*,GS45 *Tpd.*89,Hawthrns&Co.Lth. | 15 ″ 10 s 2″ 5½ | BT till ~~1,95~~ 2,96 |
| 979 JDSF | — *O.Albrecht* 74–81 | **IronScSr** 1 *Dk2trB* | 748 616 582 | | | | 1880 | Rostock S.B.&E.Co. Rostock | **Neue Dampfer-Compagnie, Act.Ges.** | 201·4 \| 27·6 \| 14·6 P104′ F31′ | Stettin German *WB* | C.2Cy.23¾″&47″–30″ 95H Rostock S.B.&E.Co.,Ros. | | V |
| 980 JTQD | — *O.Christensen* –94 (*ex* Hydra) | **IronScSr** *ss* Goo. No.3–3,85 *ss* Goo. No.2,93 1 *Dk* | 400 336 234 | ✠90A1 4,95 ~~3,93~~ DS7,94 | Goo A&CP LMC4,93 Got | *g* | 1873 8mo | E.Lindsay Newcastle | **Vestlands Ke Lloyd** | 154·0 \| 23·8 \| 13·8 B33*t* BK 6′ *WB* = *D* | Bergen Norwegian 4 *BHCem* *Ba* 28′ *FPT* | C.2Cy.18½″&36″–24″ (*i*) 65lb *60lb* NDB86 NB80 50H 1SB,*2pf*,GS30 Pattison&Atkinson,Nwc. | 14 ″ 8 s 2 ″ 0½ | |
| 981 LHNM | **Stillwater** *Galt* (*ex* Stroma) | **SteelScSr** *ss* N.Os. No.2–91 1 *Dk* & *Awngdk3trB* | 1020 — 510 | ✠100A1 *Awng dk with freeboard* 2,91 ~~BS12,93~~ ✠LMC2,91 | NOs LA&CP B 11,94 | *m* | 1883 7mo | Napier, Shanks& Bell Glasgow | **New Orleans, Belize R.Mail&C.A.SS. Co.(Lim.)** | 200·5 \| 30·1 \| 22·0 BK 7½ *WB* = *FPT* | N.Orleans Utd. States ~~Govt~~ 5 *BHCem* 60*t* *APT* 42*t* | C.2Cy.27″&52″–39″ (*s*) ~~90lb~~ 85lb *80lb* 160H 2SB,*6pf*,GS96 Turnbull,Grant&Jack,Gls. *Freeboard to Awngdk* | 15 ″ 10 1 ″ 3 8 ″ 3 | |
| 982 87269 | **Stirling Castle** *Elec.light* | **IronPadSp** | 160 160 41 | | | | 1884 | S.& H. Morton&Co. Leith | **Galloway Saloon Steam Packet Co.** | 160·3 \| 20·1 \| 6·9 | Leith British | D.1Cy.43″–54″ 80H S.&H.Morton&Co.,Leith | | BT till 6,95 |
| 983 JVTM | **Stjernen** *H.A.Haagensen* | **WoodScSr** 1 *Dk2trB* | 536 475 329 | | | | 1885 | Brnchorst &Dekke Bergen | **Dampskibsselskabet,"Stjernen" (Jens Meinich&C.)** | 166·4 \| 27·5 \| 15·8 B55*t* H5*t* | Chrstiania Norwegian | C.2Cy.20½″&37¼″–21½″ 55H Akers.Mek Verks,Xia. | | N |
| 984 BDMP | **Stockholm** *S.Ternström* 87–87 | **IronScSr** 1 *Dk2trB* | 825 617 626 | | | | 1871 | Bergsunds Mek.Verkst Stockholm | **Stockholms Ångfartygs Rederi-Bolag. (G.Brolin)** | 191·2 \| 28·2 \| 16·2 P106′ H12*t* F24′ | Stockholm Swedish | C.2Cy.25⅝″&49¾″–26″ 120H LindbergsMek.Ver.,Skm. | | V |
| 985 JDQH | — *O.Diekow* –92 | **IronScSr** 1 *Dk2trB* | 725 605 574 | | | | 1878 | Rostock S.B.&E.Co. Rostock | **Neue Dampfer-Compagnie Act.Ges.** | 201·1 \| 27·4 \| 14·6 P104′ F31′ | Stettin German *WB* | C.2Cy.23¾″&47″–30″ 90H RostockSB.&ECo.Rostock | | V |
| 986 BGTF | — *A.Hartung* 92–93 *Well deck* | **IronScSr** 1 *Dk*(*Irn*) | 607 489 461 | | | … | 1885 1mo | Reiherstg Schffs. Hamburg | **H.M.Gehrckens** | 181·1 \| 19·7 \| 8·2 Q56′ B50′ F25′ | Hamburg German *WB* | C.2Cy.25″&47″–33″ 115H ReihersteigSch.&M.,Ham. | | V |
| 987 | — *Now named "Jarl," See No. 10 in Supplement.* | **IronScSr** 1 *Dk* | 128 109 69 | | | | 1850 | Motala Mek.Vrkstds Aktiebolag Motala | | 97·6 \| 21·6 \| 9·9 Q16*t* B5*t* H12*t* F5*t* | | C.2Cy.18″&36″–17½″ 45H Kockms.Mek Verks,Malmö | | |
| 988 89466 JKPG | **Stockholm City** *E.J.Richards* –93 *Well deck* | **IronScSr** *ss* Lon. No.2–92 2 *Dks*(*Irn*)3*trB* | 2686 2123 1759 | ✠100A1 8,93 *Stm Trawler* ~~8,98~~ 8,94 ~~BS8,98~~ ✠LMC4,92 | Lon LA&CP | *t* | 1884 3mo | Palmers' Co.(Lim.) Newcastle | **Furness, Withy& Co.(Lim.)** | 300·0 \| 40·2 \| 22·4 P184′ F82′ BK 10′ | W.Hartlpl British 5 *BHCem* | C.2Cy.38″&71″–45″ (*a*) 80lb *60lb* 216H 2SB,*8pf*,GS130,HS4402 Palmers'Co.(Lim.),Nwc. | 23 ″ 7 s 2 ″10 | |
| 989 16223 LWNK | **Stockton** *N.Jaco* –94 | **IronSc3MstSr** *ss* Pnz. No.3–6,83 *ss* Fal. No.2–91 1 *Dk2trB* | 396 392 226 | ✠*A 1 11,91 ✠LMC11,91 ✠NB11,91 | Fal | | 1856 | M.Pearse &Co. Stockton | **G.Bazeley&Sons** | 158·3 \| 25·8 \| 13·4 BK 6½ | Penzance British 4 *BHCem* | C.2Cy.23½″&46″–30″ 83lb *45lb* NE73 80H 1SB,*3pf*,GS48 Blair&Co.(Lim.),Stockton | 14 ″ 5 s 2 ″ 0 | |
| 990 QFKC | **Stoer** ~~*B.Löschen* 92~~ (*ex* Sir Charles Whetham) *Schön* 94–94 | **IronScSrTug** *ss* Bhn. No.3–12,91 1 *Dk* | 139 139 38 | ✠100A1 *Stm Trawler* 9,94 ~~6,98~~ ✠NE12,91 ✠NB6,89 ✠LMC6,93 | Bhn | | 1882 8mo | CastleStl& IrnWks.Co. Milford | **Hochseefischerei Ges.(Droste, Gehrels&Co.** *Mgrs.*) | 105·4 \| 20·0 \| 11·5 BK 7 | Brmrhavn German 4 *BHCem* | C.2Cy.17 7/10″&31½″–19 7/10″ 90lb 50H 1SB.2*pf*,GS36 R.Küchen,Bielefeld | | |
| 991 87246 HQKT | **Stokesley** *J.W.Blance* 92–93 *Well deck* | **IronScBn** ~~*ss* Shl. No.2–91~~ 1 *Dk*(*Irn*)2*trB* *ss* Bly. No.3-11,94 | 1039 819 664 | ✠100A1 ~~11,94~~ ~~5,94~~ 6,95 ~~BS8,94~~ ✠LMC ~~9,91~~ ~~Bly~~ | Shl A&CP | *n* | 1883 2mo 1,94 | R.Craggs& Sons Middlesbro' | ~~H.Smurthwaite (H.Baxter&Co.,~~ ~~*Mgrs.*~~) H.Baxter&Co. *WB* | 226·6 \| 32·0 \| 13·5 Q88′ B60′ F28′ ~~drp93~~ BK 8′ = *Cell DB* 196′ 293*t* | Leith British 4 *BHCem* *APT* 13*t* | C.2Cy.26″&48″–36″ (*b*) 80lb *65lb* 98H 1SB,*3pf*,GS48 Wstgrth Englsh&Co,Mdb. | 16 ″ 0 s 1 ″ 6½ | |
| 992 JCMT | **Stolp** *C.Marx* 71–71 | **IronScSr** 1 *Dk* | 278 180 222 | | | | 1856 | Blackwood &Gordon Paisley | **R.C.Gribel** | 145·0 \| 18·7 \| 9·0 P81*t* F13*t* len84 | Stettin German *WB* | C.2Cy.15″&26″–12¾″ 35H Möller&Holberg,Stettin | | V |
| 993 QFTG | **Stolzenfels** *G.Hanssen* 83–93 1 *Dk*(*Stl*)& *Spar dk*(*Stl–ws*)& *Webframes* | **SteelScSr** | 3092 2826 1990 | ✠100A1 *Spar dk* 6,94 ~~7,93~~ ✠LMC7,93 | Mdb LA&CP Ham | *u* | 1893 7mo | SirR. Dixon&Co. Middlesbro' | **Deutsche Dampfschifffahrts Ges."Hansa"** | 314·9 \| 41·1 \| 18·5 P31′ B70′ F42′ 26·4 FK *WB* = *Cell DB* 244′ 495*t* | Bremen German 5 *BHCem* | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *100lb* 266H 2SB,*6cf*,GS103,HS4220 T.Richardson&Sons,Hpl. | 21 ″ 0 s 6 ″ 2 | |
| 994 PTOS | **Stoomvaart** *P.Verhagen* 70–78 | **IronScSr** 1 *Dk2trB* | 574 — 443 | | | | 1849 | Kon.Fab.v. Stoom Amsterdam | **P.A.VanEs&Co.** | 202·4 \| 26·0 \| 14·0 H71*t* | Rotterdam Dutch | C.2Cy.23″&42″–30″ 120H Lees, Anderson&Co.,Gls. | | DV |
| 995 JBRK | **Stor Erik** *G.Sandström* 93–93 | **SteelScSp** 1 *Dk* | 108 97 54 | | | | 1893 | F.G.Sand-wall Jönköping | **Johannesviks Aktieb. (O.Sillerström)** | 85·8 \| 19·0 \| 10·1 H11*t* F8′ | Johan-nesvik Swedish | C.2Cy.17″&29¾″–17½″ 60H F.G.Sandwall,Jönköping | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Eglassement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 996<br>NSLJ | **Store Nordiske**<br>*E.Suenson*76–80 | **IronScSr**<br>2*Dks*&*Awngdk* | 832<br>489<br>621 | | | | 1880 | Burmeister &Wain Copenhagen | **StoreNordiske TelegraphSelskab** | 200·0 | 29·4 | 13·5<br>19·8 | Copnhagn<br>Danish<br>*WB* | C.4Cy.21″&42″–30″<br>120H<br>Burmeister&Wain,Cpn. |
| 997<br>NSGP | **Storebelt**<br>*A.Güllich*83–87 | **IronScSr**<br>2*Dks*&*Awngdk* | 589<br>499<br>328 | | | | 1880 | Lobnitz, Coulborn&Co Renfrew | **ForenedeDamp-skibsSelskab** | 194·6<br>P42*t* | 27·2<br>F33*t* | 14·1<br>20·9 | Nakskov<br>Danish<br>*WB* | C.2Cy.32″&60″–36″<br>160H<br>Lobnitz,Coulborn&Co., Renfrew |
| 998<br>HQVD | **Storegut**<br>*H.P.Hansen* | **IronScSp**<br>1*Dk* | 136<br>130<br>45 | | | | 1877 | RostockS. B.&E.Co. Rostock | **Actieselskabet (J.C.&G.Knudsen)** | 83·9<br>H5*t* | 20·2 | 13·3 | Langesund<br>Norwegian | 60H |
| 999<br>QTVM | **Storfursten**<br>*N.Ahnger*90–93 *ss*Got.No.3–8,83<br>*Well deck* *ss*Ros.No.2–92 | **IronScSr** | 555<br>365<br>356 | ✠90A1<br>5,93<br>MS4,92 | Lbc<br>A&CP<br>BS5,94 3,95 | *h* | 1875<br>3mo | R.Dixon& Co. Middlesbro' | **Helsingfors Ångf. Akt.** | 170·6<br>P104′F25*t* | 24·9<br>BK7′ | 13·0 | Helsingfrs<br>Russian<br>5*BHCem* | C.2Cy.25″&48″–30″<br>78lb NB85 90H<br>2SB,*4cf*,GS66<br>Black,Hawthorn&Co.,Gts |
| 1000<br>50093<br>WGQL | **Stork**<br>*J.Dinneen* –94 *ss*Lon.No.3–10,78<br>*ss*Lon.No.2–87 2*Dks* | **IronSc3MstSr** | 865<br>685<br>503 | ✠<br>2,89 | Lon | | 1864<br>7mo | Gourlay Bros. Dundee | **GeneralSteam Nav.Co.** | 229·7<br>P62′ F48′ | 29·0 | 16·4 | London<br>British<br>4*BH* | C.2Cy.36½″&60″–30″<br>NE&B78 185H<br>GourlayBros.&Co.,Dundee |
| 1001<br>99598 | —<br>1*Dk* | **IronScK** | 151<br>141<br>60 | ✠100A1<br>*StmTrawler*<br>10,94 6,93 | Hul<br>LA&CP<br>✠LMC6,93 | | 1893<br>6mo | Cook,Wel-ton&Gem-mell Hull | **W.H.Putt&Co. (Lim.)** | 102·6<br>Q22′ | 20·8<br>BK7½″ | 11·0 | Hull<br>British<br>3*BHCem* | C.2Cy.17″&34″–22″ (*s*)<br>100lb 48H<br>1SB,*2pf*,GS30<br>Bailey&Leetham,Hull |
| 1002<br>99598 | —<br>*J.Cable* | **SteelScYl**<br>1*Dk* | 141<br>135<br>54 | ✠100A1<br>*StmTrawler*<br>7,93 | Gls<br>LA&CP<br>✠LMC7,93 | | 1893<br>7mo | Mackie& Thomson Glasgow | **Gt.GrimsbyIceCo. (Lim.)** | 98·0<br>*WB*= | 20·5<br>BK7½″ | 10·7<br>*DTf*14′27*t* | Grimsby<br>British<br>3*BHCem* | T.3Cy.10″,16″&25½″–20″ (*s*)<br>160lb 35H<br>Muir&Houston,Glasgow<br>1SB,*2pf*,GS27,HS540 |
| 1003<br>31760<br>QSHG | **Storm Bird**<br>*A.Chambers* –84 | **IronScSr**<br>1*Dk* | 217<br>157<br>137 | | | | 1854 | .....<br>Glasgow | **CharlesSeagar** | 130·3<br>Q7*t* B52*t* | 19·6 | 8·8 | Wellingtn<br>British | C.2Cy.16″&32″–18″<br>40H<br>Robertson &Co.,Wellingtn |
| 1004<br>99586 | **Storm Cock**<br>*G.Reckells* –92 | **IronScK**<br>1*Dk* | 151<br>140<br>63 | ✠100A1<br>*StmTrawler*<br>11,94 11,92 | Hul<br>LA&CP<br>✠LMC11,92 | | 1892<br>11mo | Cook, Welton& Gemmell Hull | **Pickering& Haldane'sSteam TrawlingCo. (Lim.)** | 104·0<br>Q24′ | 20·6<br>BK7½″ | 11·0 | Hull<br>British<br>3*BHCem* | T.3Cy.12½″,19½″&31½″–22½″<br>160lb (*s*) 50H<br>1SB,*2cf*,GS27,HS790<br>C.D.Holmes&Co.,Hull |
| 1005<br>88985<br>RLDH | —<br>*J.Donnelly* | **WoodScSp**<br>1*Dk* | 148<br>148<br>101 | | | | 1885 | Callen Bros Stockton, N.S.W. | **J.&A.Brown** | 130·6 | 20·8 | 10·2 | Newcastle N.S.W.<br>British | C.2Cy.23″&46″–33″<br>90H<br>Hall,Russell&Co.,Abrdeen |
| * 1006<br>98094 | **Storm King**<br>*F.L.Crosby*90–90 | **SteelScSr**<br>2*Dks*(*Stl–Uws*)3*trB* | 3279<br>3040<br>2123 | ✠100A1<br>3,94 | Ham<br>A&CP<br>✠LMC4,99 9,94 | *v* | 1890<br>5mo | R.Dixon &Co. Middlesbro' | **F.Ross** | 340·0<br>P41′B78′F45′<br>*WB*= *DBa*96′*f*130′*uE* | 42·7 | 26·2<br>BK11′<br>*&B*54′612*t* | London<br>British<br>6*BHCem* | T.3Cy.28″,44″&72″–48″ (*s*)<br>160lb *80lb* 450H<br>2DB,*12cf*,GS216,HS7190<br>T.Richardson & Sons,Hpl. |
| 1007<br>44416<br>TVCB | *Elec.light*<br>—<br>*G.R.Thompson*84–88<br>(*ex*UnitedStates) | **IronPad** | 137<br>126<br>23 | | | | 1864 | J.T.El-tringham S.Shields | **G.Smith** | 106·0 | 18·9 | 10·0 | N.Shields<br>British | L.1Cy.40″–48″<br>70H<br>J.P.Rennoldson,S.Shields |
| 1008<br>88683 | —<br>*J.E.Farris* –89 cf *Salted* 1*Dk* | **WoodScTug** | 108<br>85<br>73 | 4,85 | St. J 10 | | 1885<br>2mo | A.L.Rud-dock Portland,N.B | **Troop& McLauchlan** | 83·4<br>H22*t* | 20·2 | 9·2 | Chthm N.B<br>British | C.2Cy.18″&30″–24″<br>41H<br>AllanBros.,St.John |
| 1009<br>LCHV | **Stormarn**<br>*A.Leisener*93–92 | **IronScSr**<br>1*Dk*2*trB* | 595<br>519<br>416 | | | | 1880 | G.Howaldt Kiel | **Nord-Ostsee-Rhederei** | 176·0<br>B39*t* F29′ | 25·3 | 14·0 | Hamburg<br>German<br>*WB* | C.2Cy.23″&37½″–27″<br>70H<br>HowaldtBros.,Kiel |
| 1010<br>91260<br>KCRB | **Stormcock**<br>*F.Mooney* –91 | **IronTwinScSr** | 419<br>343<br>59 | | | | 1885 | Laird Bros. Birkenhead | **W.B.Hill** | 160·0<br>F25*t* | 25·1 | 13·0 | Liverpool<br>British | C.4Cy.26″&45″–30″<br>300H<br>LairdBros.,Birkenhead |
| 1011<br>99254 | —<br>*J.Cock* –91<br>*Salted*† 1B | **WoodScTug**<br>1*Dk* | 64<br>64<br>2 | ✠ 11A1<br>10,93<br>✠NB12,91 | Ply<br>LA&CP<br>LMC12,91 | | 1891<br>6mo | D.Banks &Co. Plymouth | **J.Westcott** | 83·5<br>9&12yrsMat | 16·8 | 8·2 | Plymouth<br>British | C.2Cy.17″&34″–20″<br>100lb 48H<br>1SB,*2pf*<br>W.Allsupp&Sons,Preston |
| 1012<br>93205 | **Stormlight**<br>1*Dk* | **SteelScSr** | 118<br>98<br>49 | | | | 1888 | Scott&Co. Greenock | **A.Ross** | 86·3<br>len91 | 18·4 | 8·2 | Greenock<br>British | 2Cy.10″&19″–15″<br>16H<br>Kincaird&Co.,Greenock |
| 1013<br>84545<br>WKTM | **Storra Lee**<br>*J.Dower* –94 *ss*Off.No.2–90<br>*Well deck* 1*Dk*(*Irn*)2*trB* | **IronScBn** | 1734<br>1385<br>1119 | ✠100A1<br>6,93<br>BS6,93 | Shl<br>A&CP<br>✠LMC12,90 | *q* | 1882<br>6mo | W.Gray& Co. W Hartlepool | **J.H.Murrell&Co.** | 257·5<br>Q98′ B66′F28′<br>drp92 | 35·8<br>BK9″<br>*WB*= *DBa* | 18·9<br>82′*f*92′316*t* | W.Hartlpl<br>British<br>4*BHCem* | C.2Cy.32″&60″–39″ (*i*)<br>80lb *60lb* 150H<br>2SB,*6pf*,GS79<br>Blair&Co.(Lim.),Stockton |

*Now named "Edith," See No. 21 in Supplement.*

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1014<br>78975 | **Stour**<br>*D.Mills*50–89 | **IronPadSp** | 112<br>109<br>71 | | | | 1878 | Thames Irn Works London | **Great Eastern Railway Co.** | 125·0 | 17·6 | 6·8 | Harwich<br>British | O.2Cy.23½″–27″<br>30H<br>T.A.Young&Son,London |
| 1015<br>84100<br>VMQL | **Strabo**<br>*T.P.Fisher* –92 | **IronScSr** | 1959<br>1839<br>1273 | | | | 1881 | Barrow S.B.Co. Barrow | **Liverpool,Brazil & RiverPlateS.N. Co.(Lim.) (Lamport&Holt, *Mgrs.*)** | 290·0 | 35·3 | 24·0 | Liverpool<br>British | C.2Cy.26″&60″–45″<br>150H<br>Barrow S.B.Co.(Lim.),Brw |
| 1016<br>93419 | **Strait Fisher**<br>*F.Woods* –92<br>1*Dk*(*Irn*) *Stl plating&Irn framing* | **Steel&IronScSr**<br>*ss*Lon.No.1–94 | 465<br>376<br>185 | ✠100A1<br>12,94 11,89 | Brw<br>LA&CP<br>✠LMC11,93<br>Lon | *h* | 1890<br>5mo | M'Ilwaine &M'Coll(Lm) Belfast | **J.Fisher&Sons**<br>*WB*= *DBf*17′*&u* | 174·5<br>Q20′B48′F27′<br>*E&B*36′89*t FPT*12*t* | 26·1<br>BK7″ | 12·4<br>5*BHCem*<br>*APT*32*t* | Barrow<br>British<br>1SB,*3cf*,GS54,HS1482 | T.3Cy.17″,27″&44″–30″ (*s*)<br>160lb *60lb* 98H<br>M'Ilwaine&M'Coll,Lm.Bel |
| * 1017<br>~~93043~~<br>~~93018~~ | **Straits of Belle Isle**<br>~~*E.Halliday* –91~~<br>(*ex*Lord of the Isles)<br>~~Dover 94~~ | **IronScBk**<br>*ss*Lon.No.3–6,82<br>*ss*Brs.No.2–91<br>2*Dks*3*trB* | 2484<br>2440<br>1586 | ✠100A1<br>8,91<br>BS8,94 | Brs<br>A&CP<br>LMC5,91 | *s* | 1870<br>6mo | R.Napier &Sons Glasgow | ~~W.McLean&Co.~~ | 320·4<br>BK10″ | 37·8 | 29·3<br>6*BHCem*<br>Japanese | ~~Glasgow British~~<br>2DB,GS171 | C.2Cy.44″&76″–48″ (*i*)<br>65lb *50lb* NE&B78 350H<br>C.D.Holmes&Co.,Hull |

*Renamed "Hokoku Maru," See No. 50 in Supplement*

| No. | Steamer's Name. Material, Rig, &c. / Master / Late Name if any / Special Surveys / No. of Decks, &c. | Regist'd Tonnage. Gross / Under deck / Net | Character (✠ for Special Survey, Date of last Survey) | Port of Survey | Equipment Letter | Built When / Ship / Engines | By Whom / Where | Owners | Regist'd Dimensions (Length, Breadth, Depth), Deck Erections, &c. | Port of Registry / Flag | Engines (No. & Dia. of Cylinders—Stroke. Boiler Pressure—Horse Power. Maker's Name.) | Moulded depth / Freeboard amidships ft. in. | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1018 | **Straits of Dover** SteelScSr<br>E.Halliday 88-92<br>1Dk(pt Irnpt Stl)2tr B & Webframes<br>Well deck<br>MSBK | 2931<br>2253<br>1904 | ✠100A1<br>10,94 ~~9,92~~<br>✠LMC9,92 | Hpl<br>A&CP<br>H.Kg | t | 1892<br>9mo | Irvine&Co.<br>W Hartlepool | Straits of Dover S.S.Co.(Lim.)<br>(N.McLean&Co.)<br>~~N.McLean&Co.~~ | 314·0\|40·7\|21·0<br>Q133'B126'F33' FK<br>WB = Cell DB270'530t | Glasgow<br>British<br>5BHCem<br>APT20t | T.3Cy.23",37½"&61½"-39"(s)<br>160lb 80lb 180H<br>2SB,6cf,GS96,HS3788<br>T.Richardson&Sons,Hpl. | 23"10 | |
| 1019 | **Straits of Magellan** IronSc3MstSr<br>J.Clark 87-90 ssGls.No.3-2,87<br>(exCity of Carthage) ssBom.No.1-91<br>2Dks(1Irn)3trB<br>MLNV | 2590<br>2514<br>1657 | ✠100A1<br>9,94 ~~10,93~~<br>✠NB82<br>BS4,94 | Gls<br>A&CP<br>LMC4,91<br>Liv | u | 1873<br>10mo | C.Connell &Co.<br>Glasgow | Straits of Magellan S.S.Co.(Lim.)<br>(N.McLean&Co.) | 360·3\|36·8\|26·4<br>BK11" | Glasgow<br>British<br>5BHCem | C.2Cy,46"&84"-45" (a)<br>70lb 50lb NDB82 350H<br>2DB,12cf,GS190 FD<br>J.&J.Thomson,Glasgow | | |
| 1020 | **Stralsund I.** IronScSr<br>A.Meyer 82-84<br>1Dk | 134<br>—<br>94 | | | | 1884 | Act.Ges. "Vulcan"<br>Stettin | W.Lüdke&Co. | 100·7\|18·1\| 8·0 | Stettin<br>German | C.2Cy.15"&25¾"-12½"<br>35H<br>StettinerMaschb.Anst.& Schiffsb.Act.Ges.Grabow | | |
| 1021 | **Stranton** IronScBn<br>G.F.S.Wright -94<br>Well deck ssHpl.No.3-7,92<br>1Dk(Irn)2trB | 1678<br>1309<br>1057 | ✠100A1<br>6,94 ~~6,93~~<br>✠NB7,92 ✠LMC7,92 | Nwc<br>A&CF<br>Npt | q | 1880<br>3mo | W.Gray& Co.<br>W Hartlepool | W.Hartlepool SteamNav.Co. | 256·5\|34·6\|19·7<br>P28'Q68'B66'F33'<br>drp93 BK9"<br>WB= DBa80'f94' | W.Hartlpl<br>British<br>4BHCem | T.3Cy.20",31"&56"-33" (s)<br>170lb 90lb NDB92 150H<br>2SB,4cf,GS59,HS2844<br>Tpd92T.Rchrdsn&SnsHpl. | 20"10<br>s2"0½ | |
| 1022 | **Strassburg** IronScBg<br>M.v.d.Decken -93<br>2Dks&Awngdk&4trB | 3025<br>—<br>2230 | | | | 1872 | Caird&Co.<br>Greenock | Norddeutscher Lloyd | 354·4\|39·4\|31·0 | Bremen<br>German | C.2Cy.46"&72"-48"<br>300H<br>Caird&Co.,Greenock | | |
| 1023 | — IronSc3MstSr<br>C.Hintze -89<br>1Dk | 445<br>—<br>342 | | | | 1872 | Act.Ges. "Hansa"<br>Rostock | Act.Ges. "Freihandel" | 161·4\|23·4\|12·5 | Lübeck<br>German<br>WB | C.2Cy.20½"&38"-25"<br>60H<br>Act.Ges."Hansa"Rostock | | G |
| 1024 | **Strathairly** SteelScSr<br>E.S.Rawlings 94-94<br>2Dks(Irn)&deepframing3Dk rule | 4142<br>3909<br>2704 | ✠100A1<br>~~3,95~~<br>~~(Class Contemplated)~~<br>✠LMC5,94 | Gls<br>LA&CP | x | 1894<br>6mo | Russell& Co.<br>Greenock | Burrell&Son | ~~368·7~~\|47·5\|26·9<br>P52'~~B84'F40'~~<br>B82'F38' FK 6BH<br>WB = CellDBa110'uE24'f154'70tDTa62'460tFPT | Glasgow<br>British<br>pt Asp pt Cem<br>95tAPT32t | T.3Cy.26",42"&69"-48" (s)<br>170lb 100lb 353H<br>3SB 9rf GS128,HS5500 FD<br>Blackwood&Gordon,P.Gls | 29"8 | |
| 1025 | **Strathallan** SteelScSr<br>~~W.Osborne -94~~ ssLiv.No.1-94<br>1Dk(Stl)&ptAwngdk(Stl)Deepframing<br>Macaubrey | 2336<br>1774<br>1489 | ✠100A1<br>pt Awng dk withfreeboard<br>~~11,94~~ 3,95<br>✠LMC1,94 | Liv<br>LA&CP<br>PGl | s | 1890<br>7mo | Russell& Co.<br>Greenock | Burrell&Son | 293·8\|40·2\|18·3<br>P24'Q86'B118'<br>F31' drp94 FK<br>WB = CellDB242' | Glasgow<br>British<br>5BHCem<br>505tAPT54t | T.3Cy.22½",35½"&58½"-39"<br>160lb 80lb (s) 220H<br>2SB,6pf,GS90,HS5472 FD<br>J.Howden&Co.,Glasgow | 20"9<br>s8"8½ | D |
| 1026 | **Strathavon** SteelScSr<br>J.M.Sim -94 ssLiv.No.1-94<br>1Dk(ptIrn&ptStl)& Webframes&ptAwngdk(Irn) | 2672<br>2052<br>1740 | ✠100A1<br>pt Awng dk withfreeboard<br>11,94 ~~2,94~~<br>✠LMC2,94 | Liv<br>LA&CP<br>Bry | t | 1890<br>7mo | Russell &Co.<br>Greenock | Burrell&Son | 298·9\|41·2\|19·0<br>P30'Q84'<br>pt Awng dk149' FK<br>WB = Cell DB252' 488t | Glasgow<br>British<br>6BHCem<br>APT73t | T.3Cy.23",37"&62"-42" (s)<br>160lb 80lb 240H<br>2SB,6rf,GS115,HS3636<br>Blackwood&Gordon,P.Gls | 22"3<br>s8"11 | D |
| 1027 | **Strathbeg** IronScSr<br>Melville 79-87 ssLth.No.3-5,90<br>ssDun.No.1-94 1Dk | 210<br>185<br>114 | ✠100A1<br>12,94 ~~12,93~~<br>✠NB5,85<br>~~BS4,93~~ | Sld<br>A&CP<br>LMC5,90 2,94<br>Dun | d | 1877<br>6mo | J.Key& Sons<br>Kinghorn | J.&T.Park | 128·9\|20·6\|10·1<br>Q41'<br>len80 BK6½"<br>WB = DB54' | Fraserbrg<br>British<br>3BHCem | C.2Cy.13"&25"-20" (i)<br>90lb 80lb NDB90 35H<br>1SB,2pf,GS30<br>J.Key&Sons,Kirkcaldy | | |
| 1028 | **Strathcarron** SteelScSr<br>W.F.Splatt 94-94<br>1Dk(Stl)&Spardk(Irn)&deepframing | 3203<br>3064<br>2050 | ✠100A1<br>Spar dk<br>6,94<br>~~(Class Contemplated)~~<br>✠LMC6,94 | P.Gl<br>A&CP | v | 1894<br>6mo | A.Rodger &Co.<br>PortGlasgow | Burrell&Son | ~~322·7\|43·2\|26·2~~<br>P27'B84'F29' FK<br>325·6\|43·2\|18·6 26·4<br>WB = CellDB... | Glasgow<br>British<br>5BHCem<br>571tAPT66t | T.3Cy.24",39"&64½"-45" (s)<br>170lb 100lb 302H<br>2SB,6rf,GS94,HS4942<br>Dunsmuir&Jackson,Gls. | 21"1<br>s6"5½ | |
| 1029 | **Strathclyde** SteelScSr<br>G.Dulling 94-94 ssLiv.No.1-93<br>2Dks(1Stl&UptStl-ws)3Dk rule | 3265<br>2941<br>2151 | ✠100A1<br>1,95 ~~2,94~~<br>✠LMC6,93 | Lon<br>LA&CP<br>Bly | v | 1889<br>3mo | A.Stephen &Sons<br>Glasgow | Burrell&Son | 340·0\|45·4\|23·9<br>P58'B76'F36'<br>BK11"<br>WB = CellDB220' | Glasgow<br>British<br>6BHCem<br>514tAPT30t | T.3Cy.25",41"&67"-48" (s)<br>160lb 80lb 360H<br>2DB,8rf,GS147<br>A.Stephen&Sons,Glasgow | 26"9 | D |
| 1030 | **Strathdee** SteelScSr<br>R.Forsyth -93 1Dk(ptStlptIrn)<br>&Webframes&ptAwngdk(Irn) | 2625<br>2028<br>1709 | ✠100A1<br>pt Awng dk withfreeboard<br>12,93<br>✠LMC12,89 | Liv<br>LA&CP | t | 1889<br>12mo | Tyne I.S.B. Co.(Lim.)<br>Newcastle | Burrell&Son | 300·0\|41·0\|19·6<br>P29'Q84'B124'<br>F27' drp91 FK<br>WB = CellDB252' | Glasgow<br>British<br>6BHCem<br>468tAPT15t | T.3Cy.23",37"&62"-42" (o)<br>160lb 230H<br>2SB,8pf,GS120<br>WghmRchrdsn&Co.,Nwc. | 22"2<br>s8"10½ | |
| 1031 | — SteelScSr<br>W.N.Sharman -94<br>1Dk | 132<br>126<br>45 | ✠100A1<br>StmTrawler<br>5,94<br>✠LMC10,90 | Abn<br>LA&CP | | 1890<br>10mo | J Scott&Co<br>Kinghorn | AberdeenSteam Trawling& FishingCo.(Lim.) | 100·0\|20·1\|10·6<br>BK6½" | Aberdeen<br>British<br>4BHCem | T.3Cy.11",17"&30"-20" (s)<br>150lb 50H<br>1SB,2pf,GS35,HS798<br>J.Scott&Co.,Kirkcaldy | 11"1 | |
| 1032 | **Strathdon** SteelScSr<br>J.Pattie -94 ssTri.No.1-94<br>1Dk(ptStlptIrn)<br>&Webframes&ptAwngdk(Irn) | 2643<br>2036<br>1721 | ✠100A1<br>pt Awng dk withfreeboard<br>4,94<br>✠LMC4,94 | Tri<br>LA&CP | t | 1890<br>2mo | Tyne I.S.B. Co.(Lim.)<br>Newcastle | Burrell&Son | 300·0\|41·0\|19·6<br>P29'Q84'B124'<br>F27' drp94 FK<br>WB = CellDB252' | Glasgow<br>British<br>6BHCem<br>468tAPT15t | T.3Cy.23",37"&62"-42" (o)<br>160lb 80lb 230H<br>2SB,8pf,GS120<br>WighmRchrdsn&Co.,Nwc. | 22"2<br>s8"9½ | D |
| 1033 | — SteelScSr<br>~~G.H.Peacock -92~~<br>Spence<br>1Dk | 155<br>140<br>42 | ✠100A1<br>StmTrawler<br>~~11,93~~ 11,94<br>✠LMC11,91 | Abn<br>LA&CP | | 1891<br>11mo | Hall,Russell&Co.<br>Aberdeen | AberdeenSteam Trawling&FishingCo.(Lim.) | 102·8\|20·2\|10·6<br>Q21'F17'<br>BK7½" | Aberdeen<br>British<br>3BHCem | T.3Cy.13",19"&30"-20" (s)<br>125lb 60H<br>1SB,2pf,GS28,HS818<br>Hall,Russell&C.,Aberdeen | 11"2 | |
| 1034 | **Strathesk** SteelScSr<br>J.F.Foulds -93<br>1Dk(Stl)&Webframes&ptAwngdk(Stl) | 2271<br>1731<br>1454 | ✠100A1<br>pt Awng dk withfreeboard<br>11,93<br>✠LMC4,90 | Shi<br>LA&CP | s | 1890<br>4mo | Russell& Co.<br>Greenock | Burrell&Son | 290·9\|38·1\|19·4<br>P30'Q86'B118'<br>F30' FK<br>WB = CellDB240' | Glasgow<br>British<br>5BHCem<br>371tAPT30t | T.3Cy.22½",35½"&58½"-39"<br>160lb 80lb (s) 220H<br>2SB,6pf,GS107<br>J.Howden&Co.,Glasgow | 22"1<br>s8"9 | |
| 1035 | **Strathfillan** SteelScSr<br>W.Osborne 94-94<br>2Dks(Irn)&deepframing3DkRule | ~~4079~~<br>4040<br>3801<br>2612 | ✠100A1<br>3,95<br>~~(Class Contemplated)~~<br>✠LMC11,94 | Hpl<br>A&CP<br>Cff | w | 1894<br>11mo | W.Gray& Co.(Lim.)<br>W Hartlepool | Burrell&Son | 365·0\|47·0\|27·1<br>P31'B87'F36'<br>FK<br>WB = CellDBa12'uE&B46'f18'945tAPT56tDTa28'414t | Glasgow<br>British<br>6BHCem | T.3Cy.27",43"&72"-45" (s)<br>170lb 100lb 450H<br>2SB,6rf,GS94,HS5415 FD<br>Cen.Mar.EngWrks,W.Hpl | 29"9<br>s6"4 | |
| 1036 | **Strathgarry** SteelScSr<br>L.White 80-94 2Dks(Irn)&Deep framing<br>3DkRule | 4992<br>4672<br>3264 | ✠100A1<br>9,94<br>~~(Class Contemplated)~~<br>✠LMC9,94 | Grk<br>A&CP | y | 1894<br>9mo | Russell& Co.<br>Greenock | Burrell&Son | 396·0\|~~48·6\|27·9~~<br>P58'B83'~~F39'~~F40'<br>48·7\|28·1 FK<br>WB = CellDBa1'uE25'f167'9 | Glasgow<br>British<br>6BHptCem,<br>ptAsp | T.3Cy.27",43"&72"-48" (s)<br>170lb 100lb 500HP<br>3SB,9rf,GS127,HS6000<br>Kincaid&Co.(Lim.),Grk.<br>3tFPT244tAPT52tDTa67'633t | 31"1 | |
| 1037 | **Strathgyle** SteelScSr<br>H.Jones 94-94<br>2Dks(Irn)&deepframing,3Dkrule | 5023<br>4672<br>3284 | ✠100A1<br>12,94<br>~~(Class Contemplated)~~<br>✠LMC12,94 | Grk<br>A&CP | y | 1894<br>12mo | Russell& Co.<br>Greenock | Burrell&Son | ~~396·0\|48·6\|27·9~~<br>P58'B83'~~F39'~~F40'<br>396·3\|48·7\|28·1 FK<br>WB = CellDBa121'uE25'f167'9 13tFPT244tAPT52tDeepTanka67'633t | Glasgow<br>British<br>6BHptCem<br>ptAsp | T.3Cy.27",43"&72"-48" (s)<br>170lb 100lb 500HP<br>3SB,9rf,GS127,HS6000 FD<br>Kincaid&Co.(Lim.),Grk. | 31"1 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant par l'Expérience. | 8 Construit. Quand. Navire. Mach. | 8 Par qui. Où. | 9 Armateurs. | 10 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 11 Port d'Armement. / Pavillon. | 12 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1038 73811 PJNW | **Strathleven** IronSc3MstSr<br>~~R.Cormick90–90~~ ssGls.No.3–10,89<br>R.Cormack90–90 3Dks(1Irn) ssYka.No1-94 | 2436<br>2257<br>1588 | ✠100A1<br>3,95~~9,99~~<br>✠NB10,89 BS9,94 | Shi<br>A&CP<br>LMC~~10,89~~ 9,93<br>P.Gl | *u* | 1875<br>11mo | Blackwood &Gordon PortGlasgow | Burrell&Son | 320·9<br>P52′F41′<br>drp95 | 36·0<br>BK10″ | 26·1<br>6BHCem | Glasgow<br>British | T.3Cy.23″,37″&62″–42″ (*s*)<br>160lb *54lb* NDB84 220H<br>2SB,*6rf*<br>*Tpd.*89A.&J.Inglis,Gls. |
| 1039 96095 LJVT | **Strathlyon** SteelScSr<br>*Philip* 1Dk(Stl)<br>&ptAwngdk(Stl)&Deepframing ssHam No.1-94 | 2340<br>1770<br>1511 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>12,94~~10,94~~ ✠LMC5,94 | Liv<br>LA&CP<br>Ham | *s* | 1889<br>10mo | Russell& Co. Greenock | Burrell&Son | 294·5<br>P24′Q86′B118′<br>F32′<br>WB=CellDB256′ | 40·2<br>srp94 FK | 18·4<br>~~5BHCem~~<br>505tAPT54t | Glasgow<br>British | T.3Cy.22½″,35½″&58½″–39″<br>160lb *80lb* (*s*) 220H<br>2SB,*6pf*,GS106<br>J.Howden&Co.,Glasgow |
| 1040 104524 | **Strathmore** SteelScSr<br>*A.Cunningham*94-94 1Dk(Stl)& Spar dk(Irn)& deepframing | ~~3550~~<br>~~3400~~ 3578<br>3416<br>~~2300~~ 2292 | ✠100A1<br>*Spar dk*<br>~~6,94~~10,94<br>~~(Class Contemplated)~~ | Shi<br>LA&CP<br>LMC~~1,94~~ | *w* | 1894<br>6mo | TyneI.S.B. Co.(Lim.) Newcastle | Burrell&Son | 350·0<br>~~P30′~~B78′~~F32′~~ P31′ F33′<br>WB=CellDBa114′ | 43·1<br>27·2 | 19·3<br>5BHptAsp ptCem<br>6BHptAsp ptCem<br>142′98′tAPT40t | Glasgow<br>British | T.3Cy.24″,40″&66″–45″ (*s*)<br>170lb *100lb* 300H<br>2SB,*6rf*,GS92,HS4550<br>N.E.Mar.E.Co.(Lim.)Nwc. |
| * 1041 78619 RNQW | — IronScSr<br>*G.F.Mauldon* –91 ssSld.No.3–10,91 2Dks(1Irn)3trB | 2138<br>1972<br>1383 | ✠100A1<br>8,93 | Sld<br>A&CP<br>LMC11,91 | *t* | 1878<br>3mo | R.Dixon& Co. Middlesbro' | J.Laing | 300·2<br>P20′F19′<br>ptND91 | 35·8<br>BK10″<br>WB=DB107′ | 24·2<br>4BHCem | Sundrland<br>British | C.2Cy.38″&70″–36″ (*i*)<br>80lb 250H<br>2DB,GS100<br>T.Richardson&Sons,Hpl. |
| 1042 102690 | **Strathnairn** SteelScSr<br>*F.G.Cuming*94–94 2Dks(Irn)&deepframing 3Dk rule | 4038<br>3800<br>2599 | ✠100A1<br>3,95~~5,94~~<br>✠LMC5,94 | Hpl<br>A&CP<br>Gls | *w* | 1894<br>5mo | W.Gray &Co.(Lim.) WHartlepool | Burrell&Son | 365·0<br>P31′B87′F36′<br>WB=CellDB314′ | 47·0<br>FK<br>943t APT56t | 27·1<br>6BHCem<br>DTa28′414t | Glasgow<br>British | T.3Cy.27″,43″&72″–45″ (*s*)<br>170lb *100lb* 450H<br>2SB,*6rf*,GS94,HS5415 FD<br>Cen.Mar.E.Wks.,W.Hpl. |
| 1043 102672 | **Strathness** SteelScSr<br>*W.Durdin*90–94 2Dks(Irn)&deepframing 3Dk rule | 4038<br>3800<br>2595 | ✠100A1<br>~~8,94~~4,94 4,95<br>✠LMC4,94 | Hpl<br>A&CP<br>Nwc Bry | *w* | 1894<br>5mo | W.Gray& Co.(Lim.) WHartlepool | Burrell&Son | 365·0<br>P31′B87′F36′<br>WB=CellDB314′ | 47·0<br>FK<br>943t APT56t | 27·1<br>6BHCem<br>DTa28′414t | Glasgow<br>British | T.3Cy.27″,43″&72″–45″ (*s*)<br>170lb *100lb* 450H<br>2SB,*6rf*,GS94,HS5415<br>Cen.Mar.E.Wks.,W.Hpl. |
| 1044 104553 | **Strathord** SteelScSr<br>*H.West*94-94 2Dks(Iron)&deepframing3DkRule | ~~4070~~<br>4040<br>3801<br>2599 | ✠100A1<br>8,94<br>(*Class Contemplated*)<br>✠LMC8,94 | Hpl<br>A&CP | *w* | 1894<br>8mo | W.Gray& Co.(Lim.) W Hartlepool | Burrell&Son | 365·0<br>P31′B87′F36′<br>WB=CellDB120′uE&B46′f148′943tAPT56t | 47·0<br>FK | 27·1<br>6BHCem<br>DTa28′414t | Glasgow<br>British | T.3Cy.27″,43″&72″–45″ (*s*)<br>170lb *100lb* 450H<br>2SB,*6rf*,GS94,HS5415 FD<br>CentralMar.E.Wks.W.Hpl. |
| Wrecked 13·9·94 | **Strathspey** IronScSr<br>~~Dunn~~88–88 ssGls.No.2–92<br>(exDeak) 1Dk(Irn)&Awngdk3trB | 1549<br>1543<br>992 | ~~✠100A1~~<br>*Awng dk*<br>*withfreeboard*<br>6,94~~6,98~~<br>BS10,93 ✠LMC5,92 | Lon<br>LA&CP | *p* | 1883<br>4mo | Burrell& Son Dumbarton | Burrell&Son | 240·0<br>srp92<br>WB=Cell | 34·1<br>FK | 22·6<br>5BHCem<br>DB209′317t | Glasgow<br>British | G.2Cy.26″&51″–36″ (*a*)<br>90lb *90lb* 110H<br>1DB,*4pf*,GS67<br>M.Paul&Co.,Dumbarton |
| 1046 102693 NKCD | **Strathtay** SteelScSr<br>*R.McKenzie*89–94 2Dks(Irn)&deepframing 3Dk rule | 4142<br>3909<br>2678 | ✠100A1<br>3,95~~5,94~~<br>✠LMC5,94 | Grk<br>LA&CP<br>Gls | *x* | 1894<br>5mo | Russell &Co. Greenock | Burrell&Son | 368·7<br>P52′B82′F38′<br>WB=CellDB310′ | 47·5<br>FK<br>760tFPT195tAPT | 26·9<br>6BH<br>32tDTa62′460t | Glasgow<br>British<br>ptAsppt Cem | T.3Cy.26″,42″&69″–48″ (*s*)<br>170lb *100lb* 353H<br>3SB,*9rf*,GS129,HS5500 FD<br>Blackwood&Gordon,P.Gl. |
| 1047 98568 | — SteelScSr<br>~~*J.Nutten* –93~~ 1Dk<br>*J.Burelstart* | 155<br>140<br>42 | ✠100A1<br>*Stm Trawler*<br>~~6,94~~1,98<br>5,95~~11·94~~<br>✠LMC11,91 | Abn<br>LA&CP | | 1891<br>11mo | Hall,Russell&Co. Aberdeen | AberdeenSteam Trawling &FishingCo.(Lim.) | 102·8<br>Q21′F17′ | 20·2<br>BK6½″ | 10·6<br>3BHCem | Aberdeen<br>British | T.3Cy.13″,19″&30″–20″ (*s*)<br>125lb 60H<br>1SB,*4pf*,GS28,HS818<br>Hall,Russell&C.,Aberdeen |
| 1048 93422 | **Stream Fisher** Iron&SteelScSr<br>*A.Bannister* –92 1Dk(Irn)<br>Stl plating&Irnframing ssBrw.No.1–95 | 479<br>393<br>188 | ✠100A1<br>4,95 ~~5,94~~<br>✠LMC~~5,01~~ 4,95 | Npt<br>LA&CP<br>Brw | *h* | 1891<br>5mo | McIlwaine &McColl (Lim.) Belfast | J.Fisher&Sons<br>WB=CellDB | 173·0<br>Q19′B38′F19′<br>u E&B28′61t FPT | 26·0<br>BK7″ | 12·3<br>4BHCem<br>19tAPT30t | Barrow<br>British | T.3Cy.15″,23″&39″–30″ (*s*)<br>160lb *60lb* 80H<br>1SB,*2pf*,GS40<br>McIlwine&McColl(L),Bel |
| 1049 HRJP | **Strelock** IronScSr<br>*Sitsheff* (exSinnChang, exRavensdowne) 1Dk | 371<br>268<br>190 | | | | 1876 | Aitken& Mansel Glasgow | H.G.Sheveleff | 142·3<br>Q78′ F22′ | 22·0 | 12·1 | Vladvostk<br>Russian | C.2Cy.17″&30″–24″<br>45H<br>WB Kincaid,Donald&Co.,Gls. |
| 1050 | **Strengnäs** IronSc<br>*C.Palm* –91 1Dk | 136<br>74<br>109 | | | | 1868 | Oscarhmns M.V. Oscarshamn | StrengnäsNya Rederiaktieb (J.A.Kjellgren) | 106·9<br>Q23′ B41′ H7t F11′ | 16·8 | 7·2 | Strengnäs<br>Swedish | 1Cy.14″–22″<br>30H<br>G.Tillberg,Oscarshamn |
| * 1051 78863 RCQS | **Streonshalh** IronScSr<br>~~*H.F.Hitcham* –98~~ ssCffNo.3–3,90<br>*Well deck G.E.Grey*94-94 1Dk(Irn)2trB ssCff.No.1-94 | 1533<br>1261<br>962 | ✠100A1<br>~~7,95~~3,93–11,94<br>BS10,92 | Cff<br>A&CP<br>LMC~~3,99~~ ,94<br>Shl | *q* | 1877<br>12mo | T.Turn-bull&Son Whitby | ~~T.Turnbull&Son~~<br>G.Reid&Co. | 254·8<br>Q88′B58′F37′<br>drp94<br>WB= | 34·1<br>BK9″ | 20·5<br>5BHCem<br>DBa72′f96′ | Newcastle<br>British | C.2Cy.32″&60″–39″ (*i*)<br>76lb ~~*80lb*~~ 140H<br>2B,GS57<br>Blair&Co.(Lim.),Stockton |
| 1052 JBNG | **Strömkarlen** IronTwinSc<br>*E.A.Norén*83–92 1Dk | 187<br>97<br>130 | | | | 1879 | W.Lind-bergsMekV Stockholm | HernösandSollefteåAngb.Aktieb. (C.I.Isakson) | 110·2<br>P38′ H40t | 21·0 | 6·0 | Hernösand<br>Swedish | C.4Cy.10½″&22½″–18″&16″ NE&B93 50H<br>W.LindbergsMek.V.,Stk. |
| 1053 | **Strömma Kanal** IronSc<br>*Tillman* 1Dk | 123<br>74<br>92 | | | | 1884 | W.Lind-bergsMekV Stockholm | Ångb.Bol."StrömmaKanal"(C.H. Backert) | 96·1<br>Q37′ B34′ H5t | 16·8 | 6·6 | Stockholm<br>Swedish | C.2Cy.11¼″&19″–15½″<br>20H<br>W.LindbergsMek.V.,Stk. |
| 1054 99679 | **Stromo** SteelScK<br>*W.J.T.Hill*92–92 1Dk | 142<br>136<br>44 | ✠100A1<br>*Stm Trawler*<br>8,92 | P.Gl<br>A&CP<br>✠LMC8,92 | | 1892<br>8mo | W.Hamil-ton&Co. Pt.Glasgow | WhiteStarSteam FishingCo.(Lim.) | 100·2<br>Q19′F18′ | 20·5<br>BK7½″ | 10·6<br>3BHCem | Grimsby<br>British | T.3Cy.11″,17″&27″–22″ (*s*)<br>160lb 45H<br>1SB,*2pf*,GS31,HS916<br>D.Rowan&Son,Glasgow |
| 1055 102147 NJMQ | **Stuart** SteelScSr<br>~~*J.Webber* –94~~ 1Dk(ptIrnptStl)&Webframes<br>*Well deck A.Wilkinson* | 1212<br>880<br>760 | ✠100A1<br>12,94~~5,94~~<br>✠LMC5,94 Sws | Hpl<br>A&CP | *n* | 1894<br>5mo | Irvine& Co. WHartlepool | J.Bacon(Lim.)<br>WB=Cell | 230·0<br>P139′F34′<br>DB186′ 224t FPT | 33·0<br>FK | 14·8<br>4BHCem<br>40tAPT14t | Liverpool<br>British | T.3Cy.19″,30½″&51″–36″ (*s*)<br>160lb *80lb* 140H<br>1SB,*3rf*,GS45,HS2035<br>Cen.Mar.E.Wks.,W.Hpl. |
| 1056 88753 JBTQ | **Stuart Prince** IronScSr<br>*J.Black* –93 2ndSurvey,Liv.6,93<br>*Well deck* (exFalloden) 1Dk(Irn)2trB | 1685<br>1381<br>1085 | ✠ A1*1<br>11,93 | Liv | Lv | 1883<br>10mo | T.&W. Smith N.Shields | J.Knott | 260·0<br>P28′Q72′B53′H34t<br>F30′ | 36·2<br>BK9″<br>WB=DBa&uE& | 18·4<br>4BH<br>BAPTFPT | Newcastle<br>British | C.2Cy.32″&62″–40″<br>200H<br>2SB,*6f*<br>R.&W.Hawthorn,Nwc. |
| 1057 RJCS | **Stubbenhuk** SteelScSr<br>*G.Theile*89–92 2Dks(Stl–ws)3trB | 2943<br>2709<br>1921 | *Now named "Silicia," See No. 47 in Supplement.* | | | 1890<br>9mo | C.Connell &Co. Glasgow | Hamburg-AmerikanischePacketf. Act.Ges. | 329·0<br>P12′ B76′ F42′ | 41·5 | 25·8 | Hamburg<br>German | T.3Cy.24″,39″&64″–42″<br>288H<br>WB D.Rowan&Son,Glasgow |
| 1058 68 SKHF | **Stura** IronScBn<br>*E.Denegri* 2Dks(Irn-Uws)3trB | 1880<br>—<br>1228 | | | … | 1883<br>9mo | Blackwood &Gordon Pt.Glasgow | Nav.Gen.Italiana | 299·2<br>P30′ B54′ F49′ | 37·2 | 23·6 | Palermo<br>Italian | C.2Cy.35″&67″–42″<br>412H<br>WB Blackwood&Gordon,PGls. |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Late Name if any. Special Surveys. | 3 Material, Rig, &c. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1059<br>98291 | Sturgeon<br>J.Wright -94 | IronScK<br>1Dk | 139<br>133<br>45 | ✠100A—<br>Stm Trawler<br>6,91 | Shl<br>✠LMC7,91 | | 1891<br>6mo | J.P.Rennoldson&Sns<br>S.Shields | SteamTrawlingCo.ofBoston(Lim.)(W.F.Beaumont,Mgr.) | 95·0 | 20·3 | 10·5<br>BK7′ | Boston<br>British<br>3BHCem | C.2Cy.16½″&32½″-21″ (r)<br>90lb 40HP<br>1SB,2pf,GS26,HS790<br>J.P.Rennoldsn&Sns.,S.Shl. | 10 ″ 9 | |
| 1060<br>QFJL | Stuttgart<br>H.Bödecker86-92<br>Elec.light | SteelScSr<br>3Dks | 5349<br>3139<br>3452 | | | | 1889 | Fairfield Co.(Lim.)<br>Glasgow | Norddeutscher Lloyd | 415·0<br>P62′ B180′ F76′ | 48·0 | 31·3 | Bremen<br>German | T.3Cy.31″,52″&83″-54″<br>FairfieldCo.(Lim.),Gls. | | DG |
| 1061<br>276 | — | SteelScTug<br>1Dk | 110<br>—<br>— | | | | 1893 | Howaldtswerke<br>Kiel | KaiserlicheNord-OstseeKanal Kommission | 88·5 | 18·0 | 10·2 | Kiel<br>German | T.3Cy.11½″,18½″&29½″-15¾″]<br>Howaldtswerke,Kiel | | |
| 1062<br>84100<br>WLQJ | Sual<br>Scott83- (exCebu,exSual) | IronScSr<br>2Dks | 1037<br>462<br>782 | | | | 1873 | J.Riach<br>HongKong | G.McBain | 211·0<br>H172t len— 18·8 | 27·5 | 10·8 | Shanghai<br>British | C.2Cy.28″&48″-24″<br>60HP<br>GourlayBros.,Dundee | | |
| 1063<br>98169 | Success | SteelScTug<br>1Dk(Iron) | 42<br>42<br>7 | | | ... | 1890<br>8mo | Willo'ghby &Co.<br>Plymouth | A.H.Meyer | 62·4 | 14·1 | 7·6<br>BK5′ | London<br>British | D.2Cy.12″&24″-18″<br>30HP<br>Willoughby&Co.,Ply. | | |
| 1064<br>98183 | — | SteelScTug<br>1Dk(Irn) | 42<br>42<br>7 | ✠<br>For tug purposes | ✠LMC9,90 | ... | 1890<br>9mo | Willo'ghby Bros(Lim.)<br>Plymouth | Co-Operative LighterageAssociation(Lim.) | 62·4 | 14·1 | 7·6<br>BK5′ | London<br>British<br>4BHCem | C.2Cy.12″&24″-18″<br>100lb 24HP<br>1SB.2pf,GS23<br>WllughbyBrs.(Lim.),Ply. | | |
| 1065<br>183<br>SKHV | Sud America<br>U.Buccelli90-90 (exMentana,<br>exProvincia diSanPaolo,exAtlantica,<br>exWestphalia) | IronScSr | 3185<br>3151<br>2060 | | | | 1868 | Caird&Co.<br>Greenock | LaVeloceNavigazioneItaliana | 339·3<br>H36t | 40·5 | 33·3 | Genoa<br>Italian | T.3Cy.30″,51″&80″-54″<br>550HP<br>Tpd.87WallsendSlipway Co.,Nwc. | | V |
| 1066<br>98262<br>LGVD | Sudero<br>A.Christian -89 ssGms.No.1-93 | IronScK<br>1Dk | 170<br>157<br>77 | ✠100A1<br>Well fishing vessel<br>11,93 | Gms<br>LA&CP<br>✠LMC11,93 | | 1889<br>8mo | Earle'sCo. (Lim.)<br>Hull | WhiteStarSteam FishingCo.(Lim.) | 106·3<br>Q37′ F20′ | 20·5 | 11·4<br>BK7½′ | Grimsby<br>British<br>3BHCem | T.3Cy.12¾″,20″&32″-22″ (s)<br>150lb 53HP<br>1SB,2cf,GS29,HS800<br>Earle'sCo.(Lim.),Hull | 12 ″ 0 | |
| 1067<br>RDWJ | Suevia<br>F.M.G.Reuter89-94 | IronScSr<br>3Dks&AwngDk | 3609<br>1786<br>2440 | | | | 1874 | Caird&Co.<br>Greenock | Hamburg-AmerikanischePacketf.Act.Ges. | 364·2 | 41·3 | 33·8 | Hamburg<br>German | C.2Cy.48″&80″-60″<br>500HP<br>Caird&Co.,Greenock | | V |
| 1068<br>89473<br>KBWT | Suez<br>G.Higginbotham -93 ssHpl.No.2-94<br>Well deck | SteelScSr<br>1Dk(Stl)2trB | 2104<br>1680<br>1366 | ✠100A1<br>3,95 ~~1,91 3,94~~<br>BS1,95 | Hpl<br>A&CP<br>✠LMC1,94<br>~~Shl~~ Bly | r | 1885<br>8mo | W.Gray& Co.<br>WHartlepool | T.Appleby&Co. | 276·6<br>P28′Q76′B108′<br>F26′ srp94 BK9½′<br>WB=DBa88′f102′477t | 37·2 | 19·9 | W.Hartlpl<br>British<br>4BHCem | T.3Cy.21″,35″&57″-39″ (s)<br>160lb ~~65lb~~ 60lb 200HP<br>2SB,4cf,GS74<br>Blair&Co.(Lim.),Stockton | 21″ 8<br>s1 ″11½ | |
| 1069<br>JWQF | Suldal<br>B.Berg83-91 | SteelScSr<br>1Dk | 446<br>330<br>323 | | | | 1890 | Stavanger Stöberi&Dok<br>Stavanger | Actieselskabet "Suldal" Madsen &Jespersen | 146·1<br>Q34t B61t F17t | 25·4 | 12·8 | Stavanger<br>Norwegian | T.3Cy.11″,18″&29″-24″<br>50HP<br>Plenty&Son,Newbury | | N |
| 1070<br>HMJS | Sulitjelma<br>H.Henriksen (exColeridge)<br>ssSkm No.3-11,90<br>Well deck | IronScSr<br>1Dk(Irn)2trB | 1065<br>815<br>652 | ✠<br>✠NE&B3,92 | ✠LMC3,92 | ... | 1879<br>4mo | M.Pearse &Co.<br>Stockton | O.Thoresen | 215·0<br>Q71′B57′F31′<br>drp91 FK<br>WB=DBa54′f75′211t | 32·0 | 16·3 | Tönsberg<br>Norwegian<br>4BHCem | T.3Cy.15″,24½″&39″-30″ (s)<br>160lb 80lb NDB92 98HP<br>1SB.3rf,GS47,HS1528<br>S.&H.Morton&Co.,Leith | 17 ″ 4 | DN |
| 1071<br>79968<br>SGLP | Sully (Lost Nov.5,95)<br>W.J.Hinton -93 ssCff.No.3-10,91<br>(exWilliamBurkitt) 3rdSurvey10,91 | IronSc3MstSr<br>2Dks(1Irn)3trB | 1871<br>1771<br>1230 | ✠~~100A1~~<br>~~A1*1~~<br>4,93<br>BS1,94 | Cff<br>A&CP<br>LMC10,91 | s<br>Lv | 1878<br>11mo | A.Leslie& Co.<br>Newcastle | P.Morel | 285·8<br>P40′F40′<br>drp92 BK9½′<br>WB=DBa52′f40′123tAPT20t | 34·8 | 24·3 | Cardiff<br>British<br>5BHCem | C.2Cy.33″&66″-42″<br>75lb 75lb 250HP<br>2SB,6f,GS109<br>R.&W.Hawthorn,Nwc. | 25 ″ 8<br>s4 ″ 3 | |
| 1072<br>99061 | —<br>Delieus | IronSc3MstSr<br>2Dks3trB | 1325<br>1233<br>837 | | | | 1874 | Forges& Chantiers de laMédit.<br>Havre | E.H.Forwood | 247·0<br>P44′ B35′ F32′ | 30·7 | 21·5 | London<br>British<br>WB | C.2Cy.27½″&55″-38″<br>162HP<br>F.&C.de laMedit,Havre | | V |
| 1073<br>83332<br>QLPR | Sultan<br>W.F.Collin88-92 ~~ssBom.No.3-6,88~~<br>(exPrinsHendrik)<br>ssNwc.No.3-6,94 | IronSc3MstSr<br>3Dks(1ptIrn) | 2735<br>2446<br>2034 | ✠100A1<br>~~6,88~~ ~~6,92~~ 4,95<br>BS7,91<br>✠NE6,94 | Bom<br>A&CP<br>LMC6,90 6,94<br>~~Nwc~~ Bom | v | 1874 | J.Elder& Co.<br>Glasgow | Visram,Ebrahim &Co. | 367·2<br>P72′ F54′<br>ptNDB88 ~~drp91~~ srp94<br>drp95 | 37·1 | 25·4 | Bombay<br>British<br>6BHCem | C.2Cy.35″&75″-42″ (s)<br>120lb 70lb NDB88 400HP<br>2DB,8pf,GS150,HS4620<br>J.Elder&Co.,Glasgow | 27 ″ 3<br>s 6 ″ 1 | BT till 6,95 |
| 1074 | —<br>L.B.Rafen -93 | SteelScSr<br>1Dk(Irn)2trB | 2100<br>1572<br>1626 | | | | 1893 | Wood, Skinner&Co.<br>Newcastle | O.Thoresen | 274·8<br>Q134t B285t H67t<br>F41t | 37·4 | 18·2 | Tönsberg<br>Norwegian | T.3Cy.20½″,34″&56″-39″<br>180HP<br>N.E.Mar.E.Co(Lim.)Nwc. | | N |
| 1075<br>102140 | —<br>F.Pitts -94<br>Elec.light | SteelScSr<br>1Dk(Stl)&Spar dk(Teak)3trB | 2063<br>1650<br>1270 | ✠100A1<br>Spar dk<br>4,94 | Bel<br>LA&CP<br>✠LMC4,94 | r | 1894<br>4mo | Workman, Clark&Co. (Lim.)<br>Belfast | OceanSteamShip Co.&West AustralianSteam Nav.Co.(Lim) | 258·5<br>P57′B52′ 21·8<br>WB=CellDB205′360tAPT20t | 38·0 | 13·9 | Liverpool<br>British<br>4BHCem | T.3Cy.19″,32″&52″-40″ (s)<br>160lb 160lb 210HP<br>1DB,6cf,GS107,HS3612<br>Wrkmn,Clrk&Co(Lm)Bel. | 16 ″ 3<br>s 6 ″ 3 | BT till 3,95 |
| 1076<br>56208<br>HTGK | —<br>J.C.Collier92-93 ssHul.No.3-6,93<br>Well deck | IronScSr<br>1Dk2trB | 1003<br>761<br>647 | ✠90A1<br>6,93<br>✠NB10,90 | Hul<br>A&CP<br>LMC5,93 | m | 1867<br>4mo | C.&W. Earle<br>Hull | W.S.Bailey | 239·2<br>P127′ F25t<br>len69 BK7′<br>ptND90 | 31·4 | 14·7 | Hull<br>British<br>4BHCem | T.3Cy17½″,29½″&48″-30″(s)<br>150lb 60lb NDB90 116HP<br>1SB,3rf,GS54<br>Tpd90 Baily&Leethm,Hull | | |
| 1077<br>86<br>HRTP | —<br>Sirovich73-87 | IronScSr<br>1Dk | 752<br>—<br>444 | | | | 1864 | Act.Ges. Vulcan<br>Stettin | LloydAustriaco | 197·6 | 27·7 | 19·2 | Trieste<br>Aust.-Hung. | C.4Cy.27¾″&51½″-27″<br>120HP<br>Act.Ges.Vulcan,Stettin | | |
| 1078 | —<br>Vermeulen | IronScTug | 124<br>—<br>62 | | | | 1870 | Cockerill<br>Antwerp | J.Loth | 89·9 | 19·0 | 10·9 | Antwerp<br>Belgian | C.2Cy.19″&37″-20″<br>70HP<br>DeVille-Châtel,Brussels | | V |
| 1079<br>93144<br>KTDC | Sultana<br>T.W.Leighton79-88 ssLon.No.1-92 | IronScSr<br>2Dks(Irn)3trB | 1929<br>1694<br>1253 | ✠100A1<br>3,95 ~~12,93~~<br>BS10,94 | Lon<br>LA&CP<br>✠LMC7,92 | r | 1888<br>5mo | BlythS.B. Co.(Lim.)<br>Blyth | W.S.Bailey | 265·0<br>P30′B76′F30′<br>BK9½′<br>WB=DBa78′&uE&B 60′333tFPT19tAPT19t | 36·1 | 23·0 | Hull<br>British<br>6BHCem | T.3Cy.23″,36″&60″-36″ (s)<br>150lb 60lb 180HP<br>2SB,4cf,GS82<br>Bailey&Leetham,Hull | 24 ″ 3<br>s 3 ″ 7 | |
| 1080<br>60346 | —<br>A.Henderson91-91 | IronPadSp | 198<br>157<br>77 | | | | 1868 | Robertson<br>Greenock | Glasgow&S.WesternRailwayCo. | 188·1 | 18·3 | 7·3 | Glasgow<br>British | D.1Cy.49″-54″<br>NB86 80HP<br>W.King&Co.,Glasgow | | BT till 5,95 |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Environnement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres, Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1081 | **Sumatra** | **IronSc3MstSr** | 2618 | ✠100A1 | Ams | *u* | 1882 | J.Elder& | Stoomv.Maats. | 325·5 | 37·1 | 25·5 | Amstrdam | C.2Cy.38″&70″–48″ | (*j*) |
| | ~~*Ch.J.Kotting*93–93~~ ~~*ssAms.No.2–90*~~ | | 2208 | 6,94~~4,94~~ 4,95 | LA&CP | | 8mo | Co. | "Nederland" | P103′B46′F46′ | | BK10′ | Dutch | 80lb ~~*80lb*~~ NDB90 | 350HP |
| PSFM | *Elec.light* | 3*Dks*(*U1rn*–ws) | 1992 | ~~BS4,90~~ ✠LMC~~11,90~~ | | | 11,94 | Glasgow | | | | | 6*BHCem* | 2DB,*8f*,GS181 | |
| *C.L.J.Kotting*93–93 | ~~*G.Kotting*–94~~ | *ss*Ams.No.3-11,94 | | ~~6,94~~ BS4,95 | | | | | | | | | | J.Elder&Co.,Glasgow | |
| 1082 | — | **IronScSr** | 2209 | | Lon | Lv | 1858 | Tod& | Actieselskabet | 363·0 | 38·5 | 23·7 | Stavanger | T.3Cy.22½″,37″&67″–39″ | |
| | *M.K.Worsöe* | AnnualSurvey | 2069 | 9,80 | | | | M'Gregor | "Sumatra" | P87′F58′ | | | Norwegian | NE&B73 | 220HP |
| JWPM | (*ex*Solsette) | 2*Dks*(1*Irn*)3*trB* | 1519 | | | | | Glasgow | (B.Bergesen) | len72 | | | 3*BH2*PBH | Ravenhill&Co.,London | |
| 1083 | — | **IronScBg** | 1880 | ✠ | Gen | | 1871 | TROswald | Navigazione | 282·1 | 36·1 | 26·1 | Palermo | 2Cy.35″&66″–36″ | |
| 74 | *G.Brofferio* –89 | 2ndSurvey,80 | — | 7,80 | | | 4mo | &Co. | GeneraleItaliana | H50*t* | | | Italian | NB80 | 299HP |
| SKJP | (*ex*Humboldt) | 3*Dks* | 1228 | | | | | Sunderland | | | | | | *Cmp.*80Odero&Ferro,Sesti | |
| 1084 | — | **SteelScSr** | 584 | | | | 1889 | G.Howaldt | Norddeutscher | 170·6 | 28·0 | 12·9 | Bremen | T.3Cy.14″,22″&37″–20″ | |
| | *C.Dewers* | 1*Dk* | 413 | | | | | Kiel | Lloyd | P16′F30′ | | | German | | |
| QFGM | | | 407 | | | | | | | | | | | GebrüderHowaldt,Kiel | |
| 1085 | **Sumidagawa Maru** | **IronScSr** | 742 | | Lon | *h* | 1887 | ShortBros. | OsakaShosen | 186·0 | 25·1 | 19·3 | Osaka | T.3Cy.15″,25″&40″–27″ | |
| 1170 | *HiroshiIshikawa* | 1*Dk*(*Irn*)*&Awn.dk* | — | 3,90 | A&CP | | 4mo | Sunderland | Kaisha | | | BK7″ | Japanese | | 80HP |
| HGWL | (*ex*Herongate) | | 460 | ✠ | | | | | | | | | 4*BHCem* | 1SB,*3cf*,GS50 | |
| | | | | | | | | | | | | | | J.Dickinson,Sunderland | |
| 1086 | **Suminoye Maru** | **IronScSr** | 1398 | ✠ | Liv | | 1871 | Aitken& | NipponYusen | 264·4 | 30·4 | 23·5 | Tokio | C.2Cy.28″&50″–30″ | |
| 498 | *H.Kori* | *ss*Liv.No.1–76 | 1321 | 12,76 | A&CP | | 3mo | Mansel | Kaisha | | | | Japanese | | 123HP |
| HDGL | (*ex*Duna) | 2*Dks*3*trB* | 867 | ✠ | | | | Glasgow | | | | | 5*BHCem* | Tennant&Co.(Lim.),Leith | |
| 1087 | **Sumus** | **IronScSr** | 223 | | | ... | 1871 | Backhouse | Hogg&Henderson | 133·4 | 20·2 | 11·3 | Middlsbro' | C.2Cy.18½″&34″–20″ | |
| 65003 | *R.Hodgson* –92 | | 204 | | | | 2mo | &Dixon | | Q19*t* | | | British | | 45HP |
| KBVS | | | 141 | | | | | Middlesbro' | | | | | | Blair&Co.(Lim.),Stockton | |
| 1088 | **Sunbeam** | **IronScBn** | 1784 | ✠100A1 | Hul | *r* | 1878 | Richrdson, | Colvils,Lowden | 270·4 | 35·2 | 24·3 | Hull | C.2Cy.33″&62″–39″ | (*i*) |
| 79455 | *W.Niven*92–92 | *ss*Hul.No.3–6,91 | 1764 | 5,95~~5,94~~ | A&CP | | 9mo | Duck&Co. | &Co. | B12′F25′ | | | British | 70lb *80lb* NDB~~95~~95 | 170HP |
| SDVW | | 2*Dks*(1*Irn*)3*trB* | 1154 | ~~[2]13,03~~ | LMC~~6,91~~ | | 12,94 | Stockton | | ~~drp90~~ drp95 | | BK9½′ | 5*BHCem* | 2B,GS87 | |
| | | *ss*Bly.No.1-95 | | ~~12,94~~ | Bly | | | | | | | | | C.D.Holmes&Co.,Hull | |
| 1089 | — | **SteelScSr** | 166 | ✠100A1 | Abn | | 1892 | J.Duthie, | Johnstone& | 102·0 | 20·7 | 11·3 | Aberdeen | C.2Cy.17″&34″–24″ | (*s*) |
| 99638 | *F.Shepherd* –94 | 1*Dk* | 155 | *StmTrawler* | LA&CP | | 5mo | Sons&Co. | Sherrit | | | BK6½″ | British | 100lb | 50HP |
| | | | 48 | 9,94~~4,94~~ | ✠LMC5,92 | | | Aberdeen | | | | | 4*BHCem* | 1SB,*2pf*,GS29,HS917 | |
| | | | | | | | | | | | | | | Hall,Russell&Co.,Abn. | |
| 1090 | — | **IronScK** | 133 | ✠100A1 | Sws | | 1891 | Hawthorns | ~~W.Maas~~ | 100·0 | 20·1 | 10·1 | London | C.2Cy.17″&34″–22″ | (*s*) |
| 97554 | *J.Gray*91–91 | | 125 | *StmTrawler* | LA&CP | | 8mo | &Co. | ~~(H.Newbon,Mgr.)~~ | F12′ | | BK7″ | British | 100lb | 48HP |
| | | 1*Dk* | 43 | 4,93 | ✠LMC8,91 | | | Leith | D.J.McKinnon | | | *WB*= | 4*BHCem* | 1SB,*2pf*,GS35 | |
| | | | | | | | | | | | | | *DBf*17′15*t* | Hawthorns&Co.,Leith | |
| 1091 | **Sunda** | **IronScCtr** | 149 | | | | 1865 | W.Simons | TanjongPagar | 126·0 | 19·0 | 8·8 | Singapore | C.2Cy.19″&36″–18″ | |
| 77291 | | 1*Dk* | 149 | | | | | &Co. | DockCo.(Lim.) | | | | British | | 60HP |
| | | | 86 | | | | | Renfrew | | | | | | D.Rowan,Glasgow | |
| 1092 | **Sundsvall** | **SteelScSr** | 686 | | | | 1889 | Helsingor | H.M.Gehrckens | 157·1 | 27·3 | 13·6 | Hamburg | C.2Cy.25″&47″–30″ | |
| | *Fangohr* –93 | 1*Dk* | 482 | | | | | Jrnskbs& | | Q71′B53 F23′ | | | German | | 120HP |
| RHMT | | | 455 | | | | | Mskmbyg. | | | | | *WB* | HelsingMaskinbyggeri, | |
| | | | | | | | | Elsinore | | | | | | Elsinore | |
| 1093 | — | **IronScSr** | 239 | | | | 1854 | MotalaCo. | Sundsvalls | 150·9 | 20·8 | 11·9 | Sundsvall | C.2Cy.18½″&37¼″–21″ | |
| | *P.A.Åström* –83 | 1*Dk* | 204 | | | | | Norrköping | Ångfartygs | H29*t*F17′ | | | Swedish | | 60HP |
| HGVP | | | 170 | | | | | | Aktiebolag | | | | | W.Lindberg'sMk V.,Skm. | |
| | | | | | | | | | (F.L.O.Boström) | | | | | | |
| 1094 | **Sunflower** | **IronPad** | 242 | | | | 1879 | T.B.Seath | WallaseyLocal | 140·2 | 26·2 | 9·6 | Liverpool | D.O.2Cy.30″–60″ | |
| 81311 | *J.Pye*86–87 | | 239 | | | | | &Co. | Board | | | | British | NB90 | 60HP |
| | | | 47 | | | | | Glasgow | | | | | | D.Rowan,Glasgow | |
| 1095 | **Sung Kiang** | **SteelTwinScSr** | 1658 | | | | 1888 | Scott&Co. | ChinaNavigation | 256·3 | 36·3 | 21·6 | London | T.6Cy.14″,23″&37″–30″ | |
| 95425 | *A.Hunt* –88 | | 1507 | | | | | Greenock | Co.(Lim.) | B68′F29′ | | | British | | 250HP |
| KSFL | | | 994 | | | | | | | | | | | Scott&Co.,Greenock | |
| 1096 | **Sunlight** | **IronScSr** | 1153 | ✠100A1 | Sws | *n* | 1884 | R.Craggs | J.Wood&Co. | 230·2 | 32·0 | 15·4 | W.Hartlpl | C.2Cy.26″&48″–36″ | |
| 89459 | *A.O.Welch*88–93 | *ss*Shl.No.2–92 | 881 | ~~9,94~~3,94 3,95 | A&CP | Lv | 2mo | &Sons | | Q91′B63′ F28′ | | BK8″ | British | 80lb *64lb* | 98HP |
| JGMN | *Well deck* | 1*Dk*(*Irn*)2*trB* | 705 | BS3,94 ✠LMC2,92 | | | | Middlesbro' | | | | | 4*BHCem* | 1SB,*3pf*,GS49,HS1798 | |
| | | | | ~~Nip~~ Cff | | | | | | | | *WB*=*DBa*75*f*84′274*t* | *APT*23*t* | Wstgrth,English&C.Mdb. | |
| 1097 | — | **IronScSr** | 388 | A1,1 | Sws | Lv | 1868 | L.Hill&Co | J.Bacon(Lim.) | 184·0 | 22·7 | 12·7 | Liverpool | C.2Cy.19″&38″–27″ | |
| 62402 | *T.J.Pennington* –94 | | 345 | 5,94 | | | | Pt.Glasgow | | P27′F5*t* | | BK6½″ | British | *45lb* NE&B83 | 70HP |
| JQBS | 2ndSurvey,Liv.4,93 | | 245 | | | | | | | | | | 4*BH* | | |
| | 6thSurvey86 2*Dks* | | | | | | | | | | | | | D.Rollo&Sons,Liverpool | |
| 1098 | — | **SteelTwinScFlat** | 100 | ✠ A– | Liv | | 1889 | R.Smith& | W.H.Lever | 93·0 | 19·6 | 6·6 | Liverpool | C.4Cy.10″&20″–14″ | (*a*) |
| 96352 | *P.Illidge* –89 | *ss*Liv.No.1–92 | 93 | *For River purposes only* | | | 8mo | Co. | | | | | British | 110lb | 45HP |
| | | 1*Dk* | 57 | 11,92 ✠LMC11,92 | | | | Lytham | | | | FK | 3*BHCem* | 1SB,*2pf*,GS22 | |
| | | | | | | | | | | | | *WB*=*FPT*7*t* | | R.Smith&Co.,Lytham | |
| 1099 | **Sunniside** | **IronScSr** | 990 | ✠ | Sld | Lv | 1871 | W.Watson | ~~Lumsden,Byers&~~ | 220·6 | 30·1 | 16·8 | Sundrland | 2Cy.41″–33″ | |
| 62627 | *T.Edgecombe* –92 | 5thSurveyShl.1,89 | 778 | 2,90 | | | 6mo | Sunderland | ~~Co.~~ J.Y.Short | P134*t*B60*t* F17*t* | | | British | NB78 | 110HP |
| KLCP | | 1*Dk*2*trB* | 637 | | | | | | | *WB*=*DBa&f* | | | 4*BH* | G.Clark,Sunderland | |
| 1100 | **Sunniva** | **SteelScSr** | 606 | ✠100A1 | Bgn | *h* | 1892 | Stavanger | Holdt&Isachsen | 173·0 | 26·5 | 13·2 | Stavanger | T.3Cy.13″,21″&32½″–27″ | (*s*) |
| | *S.Sivertsen*90–92 | | 462 | 4,92 | LA&CP | | 4mo | Stöberi&Dok. | | Q42′B42′F25′ | | BK7″ | Norwegian | 160lb *67lb* | 62HP |
| | *Well deck* | 1*Dk*(*Stl*) | 447 | ✠LMC4,92 | | | | Stavanger | | | | | 4*BHCem* | 1SB,*2pf*,GS35,HS1050 | |
| | | | | | | | | | | | | *WB*= | *Cell DB*30′48*t* | *FPT* | 24*t* *APT*24*t* |
| | | | | | | | | | | | | | | Akers.Mek.Verks.,Xia | |
| 1101 | **Sunol** | **WoodScSr** | 259 | | | | 1890 | L.E.White | J.Townsend | 132·0 | 33·0 | 10·3 | S.Frncisco | C.2Cy.12″&24″–20″ | |
| 116379 | *J.G.Walvig*87–90 | 1*Dk* | — | | | | | Alameda,Cal. | | | | | Utd.States | | |
| KHWF | | | 195 | | | | | | | | | | | GoldenState&Miners' | |
| | | | | | | | | | | | | | | Foundry,SanFrancisco | |
| 1102 | **Sunpulp** | **IronScSr** | 580 | | | | 1890 | Nylands | Actieselskabet | 173·0 | 26·7 | 12·6 | Chrstiania | T.3Cy.13″,21¾″&34¾″–24″ | |
| | *O.W.Sinding* –93 | 1*Dk*(*Irn*) | 423 | | | | | Mek.Vrkstd | "Sunpulp" | Q44*t* B28*t* H8*t* F27*t* | | | Norwegian | 75HP | |
| HFCB | | | 391 | | | | | Christiania | (Fearnley&Eger) | | | | | NylandsMk.Vrk.,Xia. | |

| No. in Book. Official No. Code Letters | Steamer's Name. Master. Special Surveys. | Material, Rig, &c. Late Name if any. No. of Decks, &c. | Regist'd Tonnage. Gross. Under deck. Net. | Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. Years Assigned now expired. Equipment Letter. | Built. When. Ship. Engines | By Whom. Where. | Owners. | Regist'd Dimensions, Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name | Moulded depth. Freeboard amidships. ft. in. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1103<br>99632 | Sunray<br>W.Scorgie -94 | SteelScSr<br>1Dk | 165<br>155<br>44 | ✠100A1<br>Stm Trawler<br>9,94 ~~6,94~~<br>BS10,92 ✠LMC12,91 | Abn<br>LA&CP | 1892<br>1mo | J.Duthie,<br>Sons&Co<br>Aberdeen | Johnstone&<br>Sherrit | 102·1\|20·7\|11·3<br>BK6½' | Aberdeen<br>British<br>4BHCem | C.2Cy.15"&34"-24" (s)<br>100lb 50HP<br>1SB,2pf,GS27,HS847<br>Hall,Russell&Co.,Abn. | 11 ″ 7 |
| 1104<br>84696<br>HRDV | Sunrise<br>A.Judd88-88<br>Well deck | IronScSr<br>ssSws.No.2-92<br>1Dk(Irn)2trB | 1169<br>896<br>723 | ✠100A1<br>4,95 ~~1,94~~<br>✠LMC4,94 4,95 | Sws n<br>A&CP<br>Lon | 1883<br>5mo | R.Craggs<br>&Sons<br>Middlesbro' | J.Wood&Co. | 230·0\|32·0\|15·4<br>Q84'B62'F28'<br>drp92&94 BK8'<br>WB=DBa | W.Hartlpl<br>British<br>4BHCem<br>71'f80'275t | C.2Cy.26"&48"-36" (b)<br>80lb 75lb 98HP<br>1SB,3pf,GS48<br>Wstgrth,English&C.Mdb. | 16 ″ 6<br>s 1 ″ 4½ |
| 1105<br>98562 | —<br>~~S.R.Jones -94~~<br>Telford | Steel ~~Iron~~ ScSr<br>1Dk | 167<br>156<br>43 | ✠100A1<br>Stm Trawler<br>9,94 ~~1,94~~<br>✠LMC7,91 | Abn<br>LA&CP | 1891<br>7mo | J.Duthie,<br>Sons&Co<br>Aberdeen | Johnstone&<br>Sherrit | 102·6\|20·7\|11·3<br>BK6½' | Aberdeen<br>British<br>3BHCem | C.2Cy.17"&34"-24" (s)<br>100lb 50HP<br>1SB,2pf,GS27,HS847<br>Hall,Russell&Co.,Abn. | 11 ″ 7 |
| 1106<br>97400 | Sunshine<br>J.Merric -94<br>Well deck | SteelScSr<br>ssNpt.No.1-94<br>1Dk(Irn)&Webframes | 1589<br>1225<br>1003 | ✠100A1<br>12,94 ~~2,94~~<br>✠LMC8,90 12,94 | Cff s<br>A&CP<br>Npt | 1890<br>8mo | Irvine&Co<br>WHartlepool | ScottishOceanic<br>S.S.Co.(Lim.)<br>(Russell,Miller&<br>Huskie, Mgrs.) | 250·0\|35·0\|16·4<br>P28'Q67'B65'F31'<br>~~drp91&93~~ BK9'<br>WB=Cell | W.Hartlpl<br>British<br>4BHCem<br>DB213'416t | T.3Cy.18½",29"&49"-36" (s)<br>160lb 80lb 120HP<br>1SB,3rf,GS50,HS1866<br>Wstgrth,English&Co.Mdb | 19 ″ 0<br>s 1 ″ 10 |
| 1107<br>68895<br>MJQT | Supernal<br>R.Scott -93 | IronScSr<br>6thSurveySld.10,93<br>1Dk(Irn)3trB&Webframes | 1160<br>1149<br>713 | ✠ A1✱ 1<br>withfreeboard<br>8,94 ~~10,93~~ | Sld Lv<br>A&CP<br>Shl | 1873<br>9mo | Bartram,<br>Haswell&Co<br>Sunderland | J.Westoll | 231·3\|30·0\|22·9<br>NDIrn93<br>srp93 BK8½'<br>WB=DBa&f | Sundrland<br>British<br>4BH1PBH<br>Cem | C.2Cy.27"&51"-33"<br>NB83 98HP<br>J.Dickinson,Sunderland | 17 ″ 5<br>s 5 ″ 10 |
| 1108<br>79644<br>ADWK | Suppicich<br>A.C.Balls -94 | IronScSr<br>ssLiv.No.3-12,89<br>1Dk(Irn)2trB | 1369<br>1237<br>839 | ✠100A1<br>11,93<br>BS6,93 6,94 | Shl q<br>A&CP<br>LMC12,89 | 1878<br>10mo | Schlesingr,<br>Davis&Co.<br>Newcastle | W.Runciman&Co. | 250·6\|32·7\|19·0<br>P26'F30'<br>BK9'<br>WB=DBa60' | S.Shields<br>British<br>4BHCem<br>&uE&B36' | C.2Cy.30"&56"-39" (i)<br>75lb NDB91 135HP<br>2B,GS76<br>Black,Hawthorn&Co.,Gts. | 22 ″ 4<br>s 3 ″ 6 |
| | Renamed "Innesmoor," See No. 14 in Supplement. | | | | | | | | | | | |
| 1109<br>81590 | Supply<br>H.Shaw -91 | IronScK | 276<br>276<br>165 | | | 1879 | M.Pearse<br>&Co.<br>Stockton | Hewett&Co.<br>(Lim.) | 160·2\|22·1\|10·6<br>len90 | London<br>British | 2Cy.28¼"-24"<br>50HP<br>Blair&Co.,Stockton | |
| 1110<br>562<br>HLFD | Surachany<br>C.M.Lekhnitzky -90 | IronScSr<br>2Dks | 751<br>—<br>487 | | | 1882 | Crichton&<br>Co.<br>Åbo | M.S.Rabinovich | 201·6\|28·3\|15·1 | Batoum<br>Russian<br>WB | Wm.Crichton&Co.,Åbo | |
| 1111<br>101828 | Suram<br>~~Hacken -93~~<br>Elec.light<br>C.Hocken -93 | SteelScSr<br>1Dk(Irn)&<br>Spar dk(Irn)&Webframes | 3629<br>3303<br>2338 | ✠100A1<br>Spar dk<br>11,94 ~~12,94~~ ✠LMC5,93<br>CarryingPetroleum in bulk<br>5,95 | Sld v<br>A&CP<br>Shl ~~Sld Npt~~ | 1893<br>5mo | J.Laing<br>Sunderland | SuramS.S.Co.<br>(Lim.)(Stephens<br>&Mawson) | 325·0\|42·6\|21·2<br>P75'B24'F32' 28·7<br>drp94 FK<br>WB=Cell DB54'117tFPT | Newcastle<br>British<br>5BHCem<br>93tAPT40t | T.3Cy.24",40"&64"-42" (r)<br>160lb 90lb 300HP<br>2SB,8pf,GS130,HS4118<br>G.Clark(Lim.),Sunderland | 22 ″ 3<br>s 6 ″ 5½ |
| 1112 | Surat<br>~~J.F.Jephson -94~~ | IronScBk | 3142<br>2114<br>1627 | | | 1866 | C.A.Day<br>&Co.<br>Northam | ~~P.&O.SteamNav.Co.~~ | 356·6\|41·6\|30·3<br>len74 | ~~Greenock~~<br>~~British~~<br>Japanese | C.2Cy.52"&96"-54"<br>NE74NB81 550HP<br>Day,Summers&Co.,Sou. | |
| | Renamed "Shinyu Maru," See No. 83 in Supplement. | | | | | | | | | | | |
| 1113 | —<br>Osman79 | WoodPad | —<br>—<br>109 | | | 1869 | Money<br>Wigram<br>London | Chirket-i-Hairie<br>(BosphorusStm.<br>NavigationCo.) | 150·0\|19·0\|10·0 | Constanpl<br>Turkish | 70HP<br>Maudslay,Son&Co.,Lon. | |
| 1114<br>50026<br>WGLB | Surbiton<br>J.Cook -92<br>(exCharlesCapper) | IronSc3MstSr<br>ssNwc.No.3-11,90<br>ssShl.No.1-94<br>1Dk(ptIrn)2trB | 789<br>706<br>494 | ✠85A1<br>~~3,94~~ 11,94<br>✠NB6,88<br>BS11,94 | Shl m<br>Lon<br>LMC2,94 | 1864<br>6mo | PalmerBrs<br>&Co.<br>Newcastle | ~~Locket&Judkins~~<br>S.S.Surbiton(Lim)<br>(Locket&Judkins) | 200·0\|27·9\|17·6<br>Q55'<br>srp94 BK7'<br>WB=DBa | London<br>British<br>4BH<br>59'f54'193t | 2Cy.23"&44"-36" (o)<br>80lb 55lb NDB88 90HP<br>1SB,3pf,HS1295<br>Cran&Co.,Leith | 18 ″ 6<br>s 3 ″ 1½ |
| 1115 | Surcouf<br>Ménage | IronPadSr<br>(exScotia) | 236<br>232<br>40 | | | 1874 | Westwood<br>&Baillie<br>London | SociétéHavraise<br>deRemorquage | 139·2\|21·1\|12·4 | Havre<br>French | L.2Cy.34"-60"<br>130HP<br>J.Stewart,London | |
| 1116 | Sureeyah | IronPad | 500<br>—<br>237 | | | | Samuda<br>London | IdareiMassousieh<br>(OttomanSteam<br>NavigationCo.) | 184·0\|23·6\|13·7 | Constanpl<br>Turkish | 2Cy.<br>160HP<br>Penn&Sons,London | |
| 1117<br>50169<br>MJKB | Surprise<br>J.Chapple -94 | IronScSr<br>(exSeaKing) | 197<br>157<br>79 | | | 1864 | J.Ash&<br>Co.<br>London | J.N.Carr&Co. | 121·3\|19·5\|10·3<br>Q16t | Barrow<br>British | C.2Cy.13½"&21½"-15"<br>NE73NB89 35HP<br>D.Joy&Co.,Middlesbro' | |
| 1118 | — | SteelSc<br>1Dk(Irn) | 62<br>55<br>— | ✠ A1<br>3,94<br>For Towing purposes<br>✠LMC3,94 | Mtr<br>LA&CP | 1894<br>3mo | Montrose<br>S.B.&E.Co.<br>(Lim.)<br>Montrose | J.Constant | 68·8\|16·4\|8·2<br>BK5' | London<br>British<br>4BHCem | C.2Cy.14"&28"-22" (s)<br>120lb 55HP<br>1SB,2pf,GS30,HS699<br>GourlayBros.&Co.,Dun. | 8 ″ 6 |
| 1119<br>98886 | Surrey<br>J.Morgan90-91<br>Well deck | SteelSc3MstSr<br>1Dk(Irn)<br>Shell plating ptIrn | 793<br>632<br>489 | ✠100A1<br>4,94<br>✠LMC1,91 | Shl k<br>A&CP | 1891<br>1mo | J.Blumer<br>&Co.<br>Sunderland | M.A.Ray&Sons | 190·0\|30·2\|13·0<br>Q93'B13'F24'<br>drp91&92 FK<br>WB=CellDB121'152't | London<br>British<br>4BHCem<br>FPT43t | T.3Cy.16½",26½"&43½"-30"<br>160lb 80lb (s) 95HP<br>1SB,3rf,GS42<br>J.Dickinson,Sunderland | 14 ″ 10<br>s 1 ″ 4½ |
| 1120<br>94909 | — | WoodPad | 263<br>132<br>182 | | | 1890 | M.G.Ter-<br>hune<br>NWestminstr<br>B.C. | Corporation of the<br>CityofNewWest-<br>minster | 100·0\|22·0\|6·0 | NewWest-<br>minstr,B.C<br>British | C.2Cy.(2)16"-48"<br>172HP<br>Reid&Currie,NWestmr BC | |
| 1121<br>856<br>HFQL | Suruga Maru<br>K.Iwanaga | IronScSr<br>ssKob.No.2-92<br>1Dk&Awngdk | 721<br>664<br>447 | ✠100A1<br>Awng dk<br>withfreeboard<br>8,92 ✠LMC8,92 2,94 | Kob j<br>LA&CP | 1884<br>4mo | HM'Intyre<br>&Co.<br>Paisley | NipponYusen<br>Kaisha | 172·5\|26·2\|20·0<br>BK7'<br>WB=FPT45tAPT35t | Tokio<br>Japanese<br>4BHCem<br>MT10f53t | C.2Cy.22"&41"-30" (a)<br>~~80lb~~ 75lb 45lb 75HP<br>2SB,4pf,GS60,HS1917<br>Fleming&Ferguson,Psy.<br>Freeboard to Awng dk | 13 ″ 8<br>1 ″ 4<br>8 ″ 4 |
| 1122<br>82078<br>WJDK | Susan<br>B.Turgoose86-91<br>Well deck | IronScSr<br>~~ssNpt.No.2-91~~<br>1Dk(Irn)2trB<br>ssShl.No.3-4,95 | 1506<br>1219<br>967 | ✠100A1<br>4,95 ~~10,90~~<br>BS8,93 ✠LMC1,91 4,95 | Cff p<br>LA&CP<br>Shl | 1882<br>4mo | J.Read-<br>head&Co.<br>S.Shields | R.Harrowing | 249·0\|36·1\|17·5<br>Q96'B52'F31'<br>BK9'<br>WB=DBa | Whitby<br>British<br>4BHCem<br>74'f100'371t | C.2Cy.29"&54"-36" (i)<br>80lb 45lb 130HP<br>1SB,4pf,GS61<br>J.Readhead & Co.S.Shields | 18 ″ 7<br>~~s 1 ″ 10½~~<br>s 1 ″ 9 |
| 1123<br>116110 | Susan E. Peck | CompSc | 1399<br>—<br>1180 | | | 1886 | Detroit<br>DryDockCo.<br>Wyandotte | JohnGreen | 230·8\|38·0\|18·6 | Buffalo,NY<br>Utd.States | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. / Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1124<br>96267 | **Susannah Kelly**<br>*H.Bryant* –91<br>*Floors,Beams,Keelsons&StringersIron*<br>*Well deck* | **SteelSc3MstSr**<br>*ss*Trn.No.1–94<br>1*Dk*(*Stl*) | 283<br>218<br>91 | ✠100A1<br>4,95~~3,94~~ | Trn<br>LA&CP<br>✠LMC4,94<br>Bel | *e* | 1890<br>10mo | M'Ilwaine &M'Coll(L.)<br>Belfast | **J.Kelly** | 140·7\|21·6\|11·2<br>Q80′F23′<br>drp93&94 BK7″<br>*WB*=*DB* | | | **Belfast**<br>British | T.3Cy.12″,19″&31″–27″<br>160lb *60lb* 48H<br>1SB,2*pf*,GS30,HS990<br>21′38*tFT*30*t*<br>M'Ilwne&M'Coll(Lm.)Bel | 12 ″ 2<br>s ″ 10 |
| 1125<br>JDHR | **Susanne**<br>*A.Bugs*<br>(*ex*Broomhill) | **IronScSr**<br>1*Dk* | 337<br>278<br>263 | | | | 1872 | H.Murray &Co.<br>Pt.Glasgow | **F.Ivers** | 150·5\|23·3\|11·5<br>P15′ Q44′ F28′ | | | **Stettin**<br>German<br>*WB* | C.2Cy.19″&33″–24″<br>50HP<br>D.Rowan,Glasgow | V |
| 1126<br>JRQF | **Susie** | **IronScTug** | 129<br>—<br>26 | | | | | .....<br>Philadelphia | **J.G.Santamaria** | 82·8\|19·5\| 9·5 | | | **Havana**<br>Spanish | | |
| 1127<br>116128 | **Susquehanna** | **SteelSc** | 2500<br>—<br>2066 | | | | 1886 | UnionDry DockCo.<br>Buffalo,N.Y. | **Erie&Western Trans.Co.** | 302·5\|40·0\|16·0 | | | **Erie,Pa.**<br>Utd.States | C.3Cy.36″&(2)51″–48″<br>H.G.Trout,Buffalo | |
| 1128<br>87692<br>HVPR | **Sussex**<br>*T.Harris* –93 | **IronScSr**<br>*ss*H.Kg.No.2–92<br>2*Dks*(1*Irn*)3*trB* | 2484<br>2373<br>1620 | ✠100A1<br>4,93<br>~~BS4,98~~ 11,94<br>✠LMC2,92 | Lth<br>LA&CP | *u* | 1883<br>6mo | London& GlasgowCo.<br>Glasgow | **London&Edinburgh Shipping Co.** | 320·4\|39·1\|25·8<br>B58′F30′<br>BK11″ | | | **Leith**<br>British | C.2Cy.38″&68″–48″ (*a*)<br>65lb *40lb* 300H<br>4*BHCem*<br>Lon.&Gls.Co.(Lim.),Gls. | 27 ″ 3<br>s 5 ″ 7½ |
| 1129<br>45651<br>VFGK | —<br>*G.F.Grigg* –94 | **IronScSr**<br>*ss*Npt.No.3–11,88<br>*ss*Yar.No.1–93<br>1*Dk* | 180<br>161<br>80 | ✠ ⩓1<br>4,93<br>✠NB87, re-fitted91<br>BS1,94 | Sws<br>LMC10,92 | | 1862<br>9mo | Wigham Richardson &Co.<br>Newcastle | **R.H.Gunning** | 125·1\|17·8\| 9·9<br>Q40′B13′F18′<br>len77drp93 BK6″<br>*WB*=*DB* | | | **London**<br>British | C.2Cy.12½″&22″–18″ (*s*)<br>100lb NE82 64H<br>4*BHCem*<br>*a*18′*f*49′29*t*<br>C.Burrell&Son,Thetford | 10 ″ 5<br>s 1 ″ 4 |
| | *Now named* "**Alix.**" *See* | | *No.* 2 *in Supplement.* | | | | | | | | | | | | |
| 1130<br>102097 | **Susu**<br>*A.H.Wyndham*93–93 | **Steel&IronScSr**<br>1*Dk*<br>*Steelframing&Ironplating* | 235<br>155<br>95 | ✠100A1<br>8,93<br>✠LMC8,93 | Ayr<br>A&CP | *c* | 1893<br>4mo | W.Hamilton&Co.<br>Pt.Glasgow | **Fisher,Randall& Co.(Lim.)** | 135·6\|22·1\| 8·3<br>F22′<br>*pt Shaded dk*89′ FK<br>len93 *WB*=*FPT*20*t* | | | **Liverpool**<br>British | C.2Cy.19″&38″–24″ (*s*)<br>100lb 60H<br>3*BHCem*<br>1SB,3*pf*,GS48,HS1304<br>D.Rowan&Son,Glasgow | 9 ″ 3<br>s 1 ″ 2 |
| 1131<br>97993 | **Sutherland**<br>*J.J.Proud*92–92 | **SteelScSr**<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*)3*trB* | 2279<br>2174<br>1463 | ✠100A1<br>*Spar dk*<br>3,95~~–3,94~~<br>✠LMC4,92 | Shl<br>A&CP | *r* | 1892<br>4mo | W.Dobson &Co.<br>Newcastle | **B.J.Sutherland &Co.** | 280·6\|38·1\|16·2<br>23·7<br>FK<br>*WB*=*CellDB*230′ | | | **Newcastle**<br>British | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *80lb* 180H<br>4*BHCem*<br>2SB,6*pf*,GS107,HS3040<br>380*tAPT*28*t*<br>N.E.Mar.E.Co.(Lim.)Nwc. | 18 ″ 6<br>s 3 ″ 4 |
| 1132<br>55016<br>KPBW | —<br>~~*P.Dawson* –93~~<br>*Ross* | **IronSc3MstSr**<br>*ss*Liv.No.3–9,90<br>2*Dks*<br>*ss*Liv.No.1–94 | 926<br>874<br>589 | ✠100A1<br>~~8,94 7,93~~ 4,95<br>~~BS7,93~~ | Liv<br>A&CP<br>~~LMC9,90~~ 6,94 | *n* | 1866<br>8mo | Barclay, Curle&Co.<br>Glasgow | **D.Currie&Co.** | 252·1\|30·1\|16·5<br>P40′F30′<br>len71ptND90 | | | **Liverpool**<br>British | C.2Cy.31″&54″–36″ (*i*)<br>65lb *50lb* NDB90 NE&B78<br>2SB,GS80 140H<br>6*BHCem*<br>Barclay,Curle&Co.,Gls. | 17 ″ 5<br>s 2 ″ 11 |
| 1133<br>83979<br>WHSQ | **Sutlej**<br>*W.D.Worcester*70–87<br>*Elec.light* | **SteelSc3MstSr**<br>4*Dks*(2*Stl*) | 4164<br>3954<br>2103 | ✠<br>4,82<br>✠ | Brw<br>LA&CP | *y* | 1881<br>12mo | BarrowSB Co.(Lim.)<br>Barrow | **P.&O.Stm.Nav.Co.** | 390·0\|42·2\|32·8<br>B136′ | | | **Barrow**<br>British | C.2Cy.58″&100″–63″<br>800H<br>7*BHCem*<br>BarrowS.B.Co.(Lim),Brw. | 34 ″ 4<br>s 8 ″ 9 |
| 1134<br>99489 | **Sutterton**<br>*J.R.Whiteway* –93 | **IronScK**<br>1*Dk* | 160<br>145<br>66 | ✠100A1<br>*Stm Trawler*<br>9,93<br>✠LMC9,93 | Hul<br>LA&CP | | 1893<br>9mo | Earle'sS.B. &E.Co. (Lim.)<br>Hull | **BostonDeepSea Fishing&IceCo.. (Lim.)** | 101·0\|20·6\|11·0<br>Q18′F22′<br>BK7½″ | | | **Boston**<br>British | T.3Cy.11½″,17″&30″–21″ (*s*)<br>150lb 45H<br>3*BHCem*<br>1SB,2*pf*,GS27,HS703<br>Earle'sCo.(Lim.),Hull | 11 ″ 9 |
| 1135 | **Suworoff**<br>*Duné* –92<br>*Elec.light* | **SteelPadSr**<br>2*Dks* | 798<br>621<br>531 | | | | 1892 | MotalaCo.<br>Lindholmen | **RussianStm.Nav. &TradingCo.** | 219·4\|26·9\|13·5<br>Q72′ F39′ | | | **Odessa**<br>Russian<br>*WB* | C.2Cy.34″&63″–52″<br>250H<br>MotalaActieb.,Motala | V |
| 1136<br>385<br>HCTW | **Suyehiro Maru**<br>*MorimotoKojiro* | **WoodSr** | 113<br>107<br>70 | | | | 1880 | Haruki Tojiro<br>Awa | **TottsutoriS.S.Co.** | 76·3\|13·5\|11·4 | | | **Osaka**<br>Japanese | 2Cy.<br>24H | |
| 1137<br>LDTV | **Suzanne et Marie**<br>*Laval*80–91 | **SteelScSr**<br>2*Dks* | 1633<br>—<br>873 | | | | 1891 | Lobnitz &Co.<br>Renfrew | **Worms,Josse&Co.** | 255·4\|35·6\|21·2<br>P46′ B68′ F40′ | | | **Havre**<br>French | T.3Cy.20″,34″&54″–42″<br>198H<br>Lobnitz&Co.,Renfrew | V |
| 1138<br>HGNJ | **Svanen**<br>*G.E.Bergh*91–91<br>(*ex*Amiral von Platen) | **IronScSr**<br>1*Dk*&*Awngdk* | 252<br>135<br>190 | | | | 1858 | MotalaCo.<br>Motala | **HallandsÅngb. Aktiebolag (L.Kollberg)** | 124·6\|21·3\|10·0 | | | **Halmstad**<br>Swedish | C.2Cy.16″&30″–21″<br>60H<br>MotalaCo.,Motala | |
| 1139<br>HRPC | **Svea**<br>*C.G.J.Camitz*85–92 | **Iron&SteelScSr**<br>2*Dks* | 1142<br>1086<br>875 | | | | 1883 | MotalaCo.<br>Norrkoping | **Rederiaktieb. "Svea" (K.Ahlberg)** | 223·4\|28·1\|14·8<br>H56*t* 22·0 | | | **Stockholm**<br>Swedish<br>*WB* | C.2Cy.29¼″&53¾″–32½″<br>170H<br>MotalaCo.,Motala | V |
| 1140<br>HQND | —<br>*H.Bodman*84–84<br>(*ex*NorraHelsingland) | **IronScSr**<br>2*Dks*&*Awngdk* | 604<br>348<br>491 | | | | 1873 | Bergsunds Mek.Vrks.<br>Stockholm | **Ångf.Aktiebolag "SödraSverige" (J.G.Setterwall)** | 165·0\|23·9\|13·1<br>H19*t* | | | **Stockholm**<br>Swedish | C.2Cy.24″&48″–27″<br>100H<br>BergsundsMek.V.,Skm. | |
| 1141<br>143<br>JRDL | —<br>*C.S.Due* –89<br>*Well deck* | **IronScSr**<br>*ss*Bgn.No.1–85<br>1*Dk*2*trB* | 566<br>394<br>327 | ✠<br>2,88<br>✠ | Hul<br>LA&CP | *h* | 1882<br>3mo | Bergens Mek.Vrks.<br>Bergen | **D.W.Ellerhusen** | 170·3\|24·7\|13·0<br>P140*t* F28*t* | | | **Bergen**<br>Norwegian | C.2Cy.20½″&39″–27″<br>60H<br>5*BHCem*<br>*WB*=*FPT*11*tAPT*13*tMT*16′68*t* | DN |
| 1142<br>HVFM | —<br>*A.Johansson* –90 | **SteelScSp**<br>1*Dk* | 220<br>185<br>150 | | | | 1890 | Eriksbergs M.W.<br>Gothenburg | **Ångb.Acktieb. "Export" (A.Elieson)** | 102·1\|21·5\|11·5<br>P31′ H5*t* | | | **Agnhmmr**<br>Swedish | C.2Cy.13″&26″–17½″<br>35H<br>EriksbergsM.W.,Got. | G |
| 1143<br>HDQJ | **Sven Renström**<br>*T.W.Balkenhausen* –91 | **IronScSr**<br>1*Dk* | 412<br>368<br>329 | | | | 1869 | Göteborgs Mek.Werk. Aktiebolag<br>Gothenburg | **A.W.Balkenhausen** | 143·0\|22·3\|15·1<br>B27′ | | | **Sölvesborg**<br>Swedish | C.2Cy.12¾″&28″–19½″<br>45H<br>J.Keiller,Gothenburg | V |
| 1144<br>HRQK | **Svenborg**<br>*J.Carlsson* –90 | **CompScSr**<br>1*Dk* | 161<br>136<br>115 | | | | 1883 | P.Larsson<br>Thorskog | **A.Wetterling** | 100·4\|21·3\| 8·2<br>P17′ Q5′ | | | **Gothenbrg**<br>Swedish | 2Cy.10¼″&22″–14½″<br>25H<br>P.Larsson,Thorskog | |
| 1145<br>NKJG | **Svend**<br>*W.Schmidt*<br>*Well deck* | **IronSc3MstSr**<br>*ss*Gls.No.3–8,83<br>*ss*Cpn.No.2–92<br>1*Dk*2*trB* | 1341<br>1005<br>821 | ✠90A1<br>2,94<br>✠NB8,88<br>~~BS7,93~~<br>1,95 | Bly<br>A&CP<br>LMC4,92 | *n* | 1872<br>10mo | Henderson, Coulborn&C.<br>Renfrew | **Dampskibsselskabet"Skjold" (L.H.Carl,*Mgr.*)** | 236·0\|32·3\|16·9<br>P157′F34′<br>drp94 BK8″<br>*WB*=<br>*MT*38′364*t* | | | **Copnhagn**<br>Danish | C.2Cy.27½″&60″–36″ (*i*)<br>65lb ~~ND1,93~~ 150H<br>5*BHCem*<br>2SB,4*pf*,GS78<br>Hendrsn,Colbrn.&Co.,Rnf. | |

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross. Under deck. Net. | Character (for Special Survey, Date of last Survey) | Port of Survey | Years Assigned now expired, Equipment Letter | Built: When (Ship, Engines) | By Whom. Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. (Length, Breadth, Depth) | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidship. ft. in. | Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1146<br>JVWC | Sverre IronSc3MstSr<br>C.Laading -92 ssBgn.No.3-6,87<br>ssBgn.No.1-92<br>(exCenturion) 2Dks(1Irn)3trB | 1748<br>1671<br>1111 | ✠100A1<br>12,93 2,95<br>BS8,94 | Shl<br>A&CP<br>LMC3,92 | r | 1875<br>10mo | Palmers' Co.(Lim.)<br>Newcastle | C.Michelsen&Co. | 282·0\|33·3\|22·9<br>B40'F34'<br>BK9½" | Bergen<br>Norwegian<br>5BHCem<br>WB=DB184' | C.2Cy.30½"&61"-36" (i)<br>70lb NB79fitted88 150HP<br>Palmers'Co.(Lim.),Nwc. | | DN |
| 1147<br>JSPL | Sverre Sigurdsson SteelScSr<br>Arnel76-90 1Dk&Awngdk<br>AwngdkSides&BeamsIrn | 839<br>811<br>508 | ✠<br>Awng dk with load line<br>6,82 ✠ | Nwc<br>LA&CP | l | 1882<br>4mo | C.Mitchell &Co.<br>Newcastle | Nordenfjeldske Dampskibs-selskab. | 185·5\|28·0\|14·8<br>H17t 20·3<br>WB=DBa46'f64'&a | Drontheim<br>Norwegian<br>5BHCem<br>E&B37'105t | C.2Cy.30"&53"-30"<br>120HP<br>WallsendSlipwayCo.,Nwc. | | |
| 1148<br>337<br>HNMT | Sviatoslav IronScSr<br>Pavloff -87 1Dk(Irn)2trB<br>Well deck | 1314<br>982<br>831 | ✠<br>2,87<br>✠ | Stk<br>A&CP | n | 1886<br>11mo | Craig, TaylorCo.<br>Stockton | RussianSteam Navigation& TradingCo. | 236·0\|34·0\|16·0<br>P134' F32' | Odessa<br>Russian<br>4BHCem | T.3Cy.18",29"&48"-33"<br>130HP<br>Wstgarth,English&C.Mdl.<br>WB=DBa62'f40'166t | 16 " 0 | |
| 1149<br>321<br>HMRB | Sviet SteelScSr<br>1Dk<br>Carrying Petroleum in bulk | 1827<br>1660<br>1474 | | | | 1885 | MotalaCo.<br>Gothenburg | RussianSteam Navigation& TradingCo. | 273·9\|35·1\|21·5<br>Q75' B11' F28' | Odessa<br>Russian<br>WB | C.2Cy.36"&66"-40"<br>260HP<br>MotalaCo.,Gothenburg | | |
| 1150<br>JDVP | Svionia SteelScSr<br>H.Giese83-84<br>1Dk&Spardk | 894<br>863<br>658 | | | | 1884 | Act.Ges. "Vulcan"<br>Stettin | Pommersche Dampfsch.Ges. (F.Ivers,Mgr.) | 203·7\|27·5\|13·1<br>B9' 20·7 | Stettin<br>German<br>WB | C.2Cy.25"&43"-29"<br>95HP<br>Act.Ges."Vulcan,"Stettin | | DV |
| 1151<br>HLFS | Svithiod IronScSr<br>H.Blomberg91-94<br>1Dk&Shelterdk | 734<br>397<br>566 | | | | 1873 | J.&W. Dudgeon<br>London | RederiAkt.Bolag. "Svea" (K.Ahlborg) | 190·0\|23·7\|11·7<br>H56t 19·0 | Stockholm<br>Swedish | 3Cy.18",29¾"&48¾"-29¼"<br>160HP<br>W.LindbergsM.V.,Skm. | | |
| 1152<br>JWND | Svithun IronScSr<br>M.Gunvaldsen -89<br>Well deck 1Dk2trB | 665<br>505<br>416 | ✠<br>12,82<br>✠ | Cff<br>LA&CP | j | 1881<br>8mo | Flensburg B.Co.<br>Flensburg | Akt.Selsk. "Svithun" (Holdt&Isachen) | 179·3\|27·1\|14·0<br>Q52' B49' F25' | Stavanger<br>Norwegian<br>4BHCem | C.2Cy.22½"&42"-27"<br>70HP<br>FlensburgS.B.Co.,Flnsbrg<br>WB=MT34'160t | | N |
| 1153<br>TJBD | Swaerdecroon SteelScSr<br>C.Preussner92-92<br>1Dk&Awngdk | 648<br>—<br>432 | | | | 1891 | Maats.de Maas<br>Rotterdam | Koninkl.Paketv. Maats. | 169·2\|27·6\|17·3 | Batavia<br>Dutch<br>WB | T.3Cy.15½",24½"&40"-36"<br>150HP<br>Maats.deMaas,Rotterdam | | DV |
| 1154<br>92930<br>KTJH | Swainby SteelScSr<br>C.Dennis ssBry.No.1-93<br>Well deck 1Dk(Stl)&Webframes | 2680<br>2123<br>1763 | ✠100A1<br>6,94 1,94 1,95<br>BS8,94 | Npt<br>A&CP<br>✠LMC12,92<br>Cff | t | 1888<br>8mo | W.Gray& Co.<br>W Hartlepool | R.Ropner&Co. | 300·0\|40·6\|21·0<br>P33'Q92'B112'<br>F35' BK10"<br>WB=DBa100'f112'506t | W.Hartlpl<br>British<br>5BHAsp | T.3Cy.23",37½"&61½"-39" (s)<br>160lb 80lb 250HP<br>2SB,6cf,GS99<br>Blair&Co.(Lim.),Stockton | 23 " 0<br>s 2 " 2½ | D |
| 1155<br>73491<br>LMWN | Swallow IronPadSr<br>C.Sargent -94 2Dks | 625<br>554<br>360 | | | ... | 1875<br>8mo | M.Pearse& Co.<br>Stockton | GeneralSteam Nav.Co. | 200·5\|27·2\|14·5<br>Q61' F43' | London<br>British | C.O.2Cy.45"&75"-57"<br>NB86 160HP<br>J.Penn&Sons,London | | BT till 3,95 4,95 |
| 1156<br>97683 | — SteelScSr<br>W.J.Wilding -93 1Dk(Stl)<br>Well deck | 144<br>102<br>47 | ✠100A1<br>5,95 4,92<br>✠LMC4,92 | Psy<br>LA&CP<br>Ips | a | 1892<br>4mo | J Fullerton &Co.<br>Paisley | R.&W.Paul | 100·0\|20·0\| 6·9<br>Q37'B7 F16'<br>BK6" | Ipswich<br>British<br>3BHCem<br>WB=FPT20t | C.2Cy.12"&24"-18" (s)<br>100lb 24HP<br>1SB, pf,GS28,HS500<br>T.Reid&Sons,Paisley | 7 " 7<br>s " 10 | |
| 1157<br>99689 | — Steel&IronScK<br>W.Dawson -93 1Dk<br>Irn framing Stl plating | 134<br>129<br>47 | ✠100A1<br>Stm Trawler<br>5,93 | Hul<br>LA&CP<br>✠LMC6,93 | | 1893<br>5mo | Earle'sCo. (Lim.)<br>Hull | PioneerSteam FishingCo.(Lim.) (C.A.Marshall, Mgr.) | 94·0\|20·1\|11·0<br>BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11",17"&30"-21" (s)<br>160lb 45HP<br>1SB,2pf,GS28,HS800<br>Earle'sSB.&E.Co.(Lm)Hul | 11 " 9 | |
| 1158<br>82344<br>TNWR | Swan SteelScSr<br>Randall E.W.Howlett -94 ssLon.No.3-5,90<br>(exDeak) 1Dk(Stl)2trB<br>Well deck ssLon.No.1-94 | 1231<br>957<br>778 | ✠100A1<br>10,94 10,93 2,95<br>BS7,93 ✠LMC5,90<br>✠NB10,94 | Lon<br>LA&CP | o<br>Liv<br>10,94 | 1880<br>9mo | Blackwood &Gordon<br>PortGlasgow | GeneralSteam Nav.Co. | 243·4\|32·5\|15·7<br>Q86'B60' F31'<br>srp94 BK8"<br>WB=CellDB197'200t<br>WB=CellDBa65'f88'210t | London<br>British<br>5BHCem | C.2Cy 23"&52"-36" (s)<br>60lb 120lb 80lb NDB94 110HP<br>1DB,4pf,GS60 1SB,4pf,GS81<br>Blackwood&Gordon,PGls. | 17 " 10<br>s 1 " 11<br>HS2052 | |
| 1159<br>56061<br>HQRD | — IronSc3MstSr<br>E.Short -93 ssLiv.No.3-9,87<br>ssLiv.No.1-91 | 708<br>644<br>427 | ✠ Ⓑ1<br>4,94<br>BS4,94 | Liv<br>A&CP<br>LMC7,91 | | 1867<br>3mo | C.Mitchell &Co.<br>Newcastle | F.H.Powell&Co. | 204·7\|28·2\|16·2<br>P30'F20'<br>drp94 BK7" | Liverpool<br>British<br>4BHCem | 2Cy.25"&50"-30" (i)<br>70lb 40lb NE&B75 110HP<br>1B,GS72<br>G.Forrester&Co.,Liv. | | |
| 1160<br>17705<br>MHSG | Swanland IronScSr<br>J.Steeksma63-77 | 527<br>486<br>329 | | | ... | 1850 | Napier& Crichton<br>Glasgow | W.&C.L.Ringrose | 206·5\|25·8\|13·3<br>Q30t<br>len60 | Hull<br>British | C.2Cy.22"&40"-24"<br>NE&B81 60HP<br>C.D.Holmes&Co.,Hull | 13 " 11<br>s 1 " 9½ | |
| 1161<br>98206 | Swansea SteelScSr<br>F.Dinan -94<br>Well deck 1Dk(Irn)&Webframes | 934<br>740<br>579 | ✠100A1<br>3,95 2,94 3,94<br>✠LMC2,94 | Mdb<br>A&CP<br>Sws | m | 1894<br>2mo | W.Harkess &Son<br>Middlesbro' | PansyS.S.Co. (Lim.) (F.LeBoulanger, Mgr.) WB=CellDB155'230tFPT | 211·4\|32·1\|13·7<br>Q98'B27'F25'<br>FK | Swansea<br>British<br>4BHCem<br>48tAPT12t | T.3Cy.17",28"&46"-30" (s)<br>160lb 100lb 106HP<br>1SB,3pf,GS47,HS1870<br>NE.MrneEngCo.(Lm.)Sld | 15 " 10<br>s 1 " 8½ | |
| 1162<br>NTLS | Swarland IronSc3MstSr<br>S.N.Pii91-91 ssCpn.No.3-10,89<br>(exDanmark) ssCpn.No.1-94<br>Well deck 1Dk | 829<br>620<br>513 | ✠ Ⓑ1<br>9,94 1,94<br>B&MS1,94<br>BS9,94 | Cpn<br>A&CP | | 1867<br>8mo | Henderson Coulborn &Co.<br>Renfrew | Anglo-DaneS.S. Co.(Lim.) (A.Christensen, Mgr.) | 203·9\|28·4\|14·8<br>Q55'B72'F31'<br>BK7"<br>WB= | Copnhagn<br>Danish<br>5BHCem<br>MT24'150t | C.4Cy.21"&42"-36" (i)<br>60lb 100HP<br>HendersonColbrn&Co.Ren | 15 " 9 | |
| 1163<br>RHMD | Swatow SteelScSr<br>C.Binge91-91<br>1Dk&Sprdk | 1013<br>923<br>724 | | | | 1889 | Blohm& Voss<br>Hamburg | Dampfsch.Ges. "Swatow" | 216·2\|30·8\|12·1<br>B75' 19·0 | Hamburg<br>German<br>WB | T.3Cy.15",24"&39"-33"<br>115HP<br>Blohm&Voss,Hamburg | | V |
| 1164<br>~~63081~~<br>~~LQSV~~ | Sweden IronScSr<br>~~(WRECKED 10,93)~~<br>~~J.J.Snowdon71-80~~ 1Dk2trB<br>Now named "Otto," See No. 8 in Supplement | 569<br>538<br>356 | | | ... | 1869<br>2mo | J.Laing<br>Sunderland | ~~W.HartlepoolS.N.Co.~~ Bergnings-och Dykeribolaget "Neptun" (E.Liljewalch,Mgr.) | 190·4\|27·7\|15·2<br>Q29'B37'F19' | ~~W.Hartlpl~~<br>~~British~~<br>Stockholm<br>Swedish<br>WB | 2Cy.15"&41"-28"<br>NB93 80HP<br>G.Clark,Sunderland | 16 " 4<br>s 2 " 5 | |
| 1165<br>89586<br>JPFH | Swedish Prince IronScSr<br>E.Crossman -93 ssCff.No.2-92<br>(exThropton) 1Dk(Irn)2trB<br>Well deck | 1636<br>1317<br>1063 | ✠100A1<br>6,94 12,93<br>BS12,93 ✠LMC9,92<br>12,94 | Nwc<br>LA&CP<br>Liv | q | 1883<br>12mo | C.S.Swan& Hunter<br>Newcastle | J.Knott | 260·0\|35·2\|18·1<br>Q94'B106'F28'<br>BK9"<br>WB=DBa70'f46' | London<br>British<br>4BHCem<br>228tAPT25t | C.2Cy.32"&60"-39" (a)<br>80lb 60lb 154HP<br>2SB,4pf,GS72<br>G.Clark,Sunderland | 19 " 5<br>s 1 " 8 | |
| 1166<br>93006<br>NBVC | Sweet Home Steel&IronScSr<br>J.Robertson,jun.93-93 1Dk(Stl)<br>Well deck Ironframing,Steelplating | 180<br>133<br>69 | ✠100A1<br>6,94 5,93<br>✠LMC5,93 | Bwg<br>A&CP<br>Abn | b | 1893<br>5mo | Scott& Sons<br>Bowling | PeterheadSteam Shippg.Co.(Lim.) (A.McEachran, Mgr.) | 108·8\|20·1\| 8·6<br>Q37'B10' F17'<br>BK7" | Peterhead<br>British<br>3BHCem<br>WB=FPT15t | C.2Cy.14"&28"-20" (s)<br>120lb 33HP<br>1SB,2pf,GS30,HS690<br>Ross&Duncan,Glasgow | 9 " 6 | |
| 1167<br>91847 | Sweetheart IronScK<br>J.Gibbs -93 | 131<br>131<br>72 | | | | 1885 | Hewett& Co.<br>London | Hewett&Co. (Lim.) | 99·4\|20·2\| 9·6 | London<br>British | C.2Cy.12"&24"-18"<br>24HP<br>J.Stewart&Son,London | | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux. Grécment, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1168<br>88186<br>JMRD | Swift<br>*A.Brett* –91<br>*Well deck* | IronScSr<br>3rdSurvey.Hul.3,94<br>1*Dk*(*Irn*) | 671<br>463<br>354 | ✠ A1, 1<br>~~3,94~~ 4,95<br>B&MS3,94<br>✠NB3,94 | Hul | Lv | 1884<br>4mo | Sunderlnd<br>ShipBuilding Co.(Lim.) Sunderland | Hull&NetherlandsS.S.Co.(Lim.) | 210·0 \| 28·4 \| 12·9<br>P39′Q78ᵃB59′F26′<br>BK6′ | | | Hull<br>British | T.3Cy.21½″,32″&56″–30″ (*s*)<br>170lb 155H<br>2SB.4*cf*,GS70,HS2670<br>4*BHI*PBH<br>*WB*= *APT FPT*<br>E.Wales,Hull | |
| 1169<br>73553<br>LMQT | —<br>*W.E.Butcher* –94<br>2*Dks* | IronPadSr | 627<br>556<br>363 | | | … | 1875<br>6mo | M.Pearse&Co.<br>Stockton | GeneralSteamNav.Co. | 200·5 \| 27·2 \| 14·5<br>Q61′ F43′ | | | London<br>British | C.O.2Cy.45″&75″–57″<br>NB87 160H<br>J.Penn&Sons,London | |
| 1170<br>83585 | —<br>*Poulston* –94<br>1*Dk*(*Irn*) | SteelScSr | 189<br>150<br>64 | | | … | 1882<br>2mo | C.Mitchell&Co.<br>Newcastle | Carr&Co.(Lim.) | 110·0 \| 20·1 \| 10·2<br>Q40′<br>FK | | *WB* | Maryport<br>British | C.2Cy.14″&25″–18″<br>NB92 30H<br>WallsendSlipwayCo.,Nwc. | 10″10 |
| 1171<br>99556 | —<br>*G.Rickell* –92<br>1*Dk* | IronScK | 149<br>139<br>62 | ✠100A1<br>*Stm Trawler*<br>1,92 ✠LMC1,92 | Hul<br>LA&CP | | 1892<br>1mo | Cook,Welton&GemmellHull | Pickering&Haldane'sStm.TrawlingCo.(Lim.) | 102·4 \| 20·6 \| 11·0<br>Q20′<br>BK7½′ | | | Hull<br>British | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45H<br>1SB,2*cf*,GS27<br>3*BHCem*<br>C.D.Holmes&Co.,Hull | 11″10 |
| 1172<br>86629 | —<br>*W.Hawkes* –93 *ss*Ips.No.~~1–90~~2-94<br>1*Dk*(*Stl*) | IronScSr | 141<br>125<br>61 | ✠100A1<br>10,94~~12,92~~<br>~~BS2,94~~ ✠LMC1~~4,95~~ 8,94<br>~~BS5,95~~ | Ips | *b* | 1886<br>9mo | Schlesingr,Davis&Co.<br>Newcastle | R.&W.Paul | 110·0 \| 19·1 \| 8·6<br>Q19′F16′<br>FK | | *WB*= *FPT*17*t* | Ipswich<br>British | C.2Cy.17″&32″–24″ (*a*)<br>~~100lb 40lb~~ 80lb 45H<br>1SB,2*pf*,GS51<br>N.E.MarineCo.(Lim.)Nwc. | 8″11<br>s 11½ |
| 1173<br>42607<br>Broken up | Swiftsure<br>*R.Lowe*74–74 | IronPadSp | 115<br>115<br>58 | | | | 1861 | .....<br>Chester | ~~Darwen&Mostyn IronCo.(Lim.)~~<br>E.Wheeler,junr. | 125·0 \| 19·2 \| 7·7 | | | Liverpool<br>British | O.2Cy.30″–36″<br>NB77 60H<br>H.M.Lawrence,Liverpool | |
| 1174<br>JFDR | Swinemünde<br>*C.Kroll*91–91<br>1*Dk* | SteelScSr | 243<br>180<br>154 | | | | 1891 | Möller&Holberg<br>Stettin | Swinemünder Dampfschifffahrts Act.Ges. | 144·1 \| 21·1 \| 11·1 | | *WB* | Swnemnde<br>German | C.2Cy.17⅜″&31½″–21⅛″<br>vormMöller&Holberg,Stettin | G |
| 1175<br>MBPL | Switzerland<br>*Doxrud* *ss*Ant.No.3–4,87<br>*ss*Ant.No.1–91<br>3*Dks* | IronSc | 2816<br>2806<br>2104 | ✠100A1<br>2,94<br>✠NB82<br>~~BS2,94~~ 5,95 | Ant<br>A&CP<br>LMC1,91 | *u* | 1874<br>1mo | Palmers' Co.(Lim.)Newcastle | Soc.Anon.Belge Américaine | 329·4 \| 38·6 \| 30·5<br>ND87<br>BK10″ | | | Antwerp<br>Belgian | C.2Cy.40″&80″–42″<br>80lb *60lb* 290H<br>2DB,8*cf*,GS192<br>7*BHCem*<br>*WB*=*ptD B*<br>Palmers' Co.(Lim.),Nwc. | 31″10 V |
| 1176<br>81562<br>TCDG | Sybil<br>*G.Barber* –93 *ss*Hpl.No.3–6,93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | IronScSr | 1974<br>1585<br>1293 | ✠100A1<br>~~11,93 10,98~~ 5,95<br>✠NE&B6,93 | Hpl<br>A&CP<br>~~Shl~~ Bry<br>LMC6,93 | *r* | 1879<br>7mo | J.L.Thompson&Sons<br>Sunderland | R.Gordon&Co. | 265·5 \| 38·3 \| 19·0<br>Q100′B48′F24′<br>srp93<br>BK9½′<br>*WB*=*DBa*84′ | | | London<br>British | T.3Cy.20″,31½″&53″–36″ (*s*)<br>170lb *80lb* NDB93 200H<br>2SB,4*cf*,GS67,HS2902<br>6*BHCem*<br>*f*104′308*t*<br>T.Richardson&Sons,Hpl. | 20 ″ 9<br>s 2 ″ 5 |
| 1177<br>86390<br>JCFM | —<br>*H.J.Dove* *ss*Mil.No.2–91<br>1*Dk* | IronScK | 127<br>127<br>59 | ✠100A1<br>*Trawler*<br>12,92<br>✠NB12,92 ✠LMC12,92 | Lth<br>LA&CP | | 1883<br>6mo | Norfolk&Co.<br>Hull | ~~LondonTrawlers (Lim.)~~ Queenstown &PassageDryDocksCo | 98·7 \| 21·8 \| 10·2<br>BK8′<br>*Now named "Bonito, See No. 35 in Supplement* | | | London<br>British | C.2.Cy.17½″&34″–24″ (*s*)<br>100lb 45H<br>1SB,2*pf*,GS32,HS900<br>3*BHCem*<br>WoodBrs&Co.SwerbyBdg. | 10 ″ 3 |
| 1178<br>98963 | Sydenham<br>*A.W.Love* –91 | SteelScSr | 2377<br>1848<br>1544 | | | | 1891 | E.Withy&Co.<br>W Hartlepool | R.B.Stoker | 290·0 \| 38·0 \| 19·9 | | | London<br>British | T.3Cy.22″,35″&59″–39″<br>225H<br>T.Richardson&Sons,Hpl. | DV |
| 1179<br>HMJP | Sydkusten<br>*H.P.L.Dellgren* –88 1*Dk* | IronScSr | 284<br>207<br>195 | | | | 1871 | Akers.Mek Verkst.<br>Christiania | SödraKustens Angb.Aktieb. (C.Schmidt) | 122·7 \| 21·4 \| 11·9<br>Q30′ B40′ F17′ | | | Carlshamn<br>Swedish | C.2Cy.19⅜″&38⅜″–22½″<br>NE&B92 60H<br>Akers.M.V.,Christiania | |
| 1180<br>99133<br>NDWH | Sydmonton<br>*R.McNeil*88–91<br>*Webframes*&*ptAwngdk*(*Irn*) | SteelScSr<br>1*Dk*(*Stl*)& | 2526<br>1909<br>1619 | ✠100A1<br>*ptAwngdk withfreeboard*<br>3,95~~3,94~~<br>✠LMC5,91 | Shl<br>A&CP<br>Bry | *s* | 1891<br>5mo | J.Blumer&Co.<br>Sunderland | RobinsonBros. | 290·1 \| 39·2 \| 19·5<br>P27′Q96′<br>*ptAwng dk*167′ FK<br>*WB*= *Cell D B*234′561*t* | | | Whitby<br>British | T.3Cy.22½″,36½″&60″–39″<br>160lb *80lb* (*s*) 200H<br>2SB,6*cf*,GS89<br>6*HBCem*<br>*APT*57*t*<br>Blair&Co.(Lim.),Stockton | 22 ″ 0<br>s 8 ″ 9 |
| 1181<br>LDVC | Sydney<br>3*Dks* | IronScBk | 4232<br>—<br>2081 | | | | 1883 | Messageries Marit.<br>LaCiotat | MessageriesMaritimes | 413·9 \| 41·6 \| 32·8 | | | Marseilles<br>French | C.3Cy.65″(2)&43¼″–43¼″<br>600H<br>MessageriesMaritLaCiotat | |
| 1182<br>49275<br>WCHV | ~~—~~<br>*R.J.Skinner* –93<br>(*ex*CityofBrisbane) 1*Dk* | IronPadSr | 634<br>586<br>504 | | | | 1864 | A&J Inglis<br>Glasgow | Newcastle&HunterRiver S.S.Co.(Lim.) | 230·8 \| 27·3 \| 12·9<br>Q45*t* | | | SydnyNSW<br>British | 48″–60″<br>220H<br>A.&J.Inglis,Glasgow | |
| 1183<br>99576 | —<br>1*Dk* | IronScK | 132<br>126<br>57 | ✠100A1<br>*Stm Trawler*<br>10,94~~7,92~~<br>✠LMC7,92 | Hul<br>LA&CP | | 1892<br>7mo | Cook,Welton&GemmellHull | HullStm.Fishing &IceCo.(Lim.) | 95·6 \| 20·5 \| 10·8<br>BK7½′ | | | Hull<br>British | T.3Cy.10″,16″&25½″–20″ (*s*)<br>160lb 35H<br>1SB,2*pf*,GS22,HS590<br>3*BHCem*<br>*WB*= *FPT*17*t*<br>Amos&Smith,Hull | 11 ″ 7 |
| ~~Stranded 12.94~~<br>87908<br>JTML | ~~Sylfaen~~<br>~~*Hamilton* –93~~ *ss*Bwg.No.3–12,91<br>*G.Kerwan* -95 *ss*Trn.No.1-95 1*Dk*(*ptIrn*) | IronSc3MstSr | 398<br>284<br>159 | ✠100A1<br>~~11,94~~ 3,95<br>~~BS11,94~~ ✠LMC5~~,93~~ 7,95 | Liv<br>LA&CP<br>Trn | *g* | 1883<br>10mo | J Fullerton&Co.<br>Paisley | SylfaenS.S.Co. (Lim.)(Kneeshaw,Lupton& Co.) | 160·0 \| 23·1 \| 10·9<br>Q85′B7′F25′<br>~~trp92&93~~ BK6″<br>drp95 *WB*= *FPT*<br>33*t APT*18*t* | | | Liverpool<br>British | C.2Cy.20″&38″–24″ (*s*)<br>80lb 60H<br>1SB,3*pf*,GS46<br>3*BHCem*<br>W.King&Co.,Glasgow | 11 ″ 7<br>s ″ 10½ |
| 1184<br>JRBS | Sylt<br>*H.Steffen*88–88 *ss*Ham.No.1–93<br>1*Dk*(*Stl*)&*Webframes* | SteelScSr | 742<br>649<br>572 | ✠100A1<br>4,93<br>BS6,94 ✠LMC4,93 | Ham<br>LA&CP | *k* | 1888<br>9mo | G.Howaldt<br>Kiel | LangeGebrüder | 195·0 \| 30·0 \| 13·8<br>B44′F29′<br>BK7½′<br>*WB*= *Cell D B*152′224*t* | | | Hamburg<br>German | T.3Cy.14½″,23⅝″&36½″–23¾″<br>156lb (*k*) 100H<br>2SB,2*cf*,GS42<br>4*BHCem*<br>Gebr.Howaldt,Kiel | 16 ″ 4 D |
| 1186<br>8VMC | Sylvan<br>*W.McKinnon*81–87 | IronScSr<br>1*Dk* | 196<br>163<br>113 | | | | 1882 | Murdoch&Murray<br>Pt.Glasgow | Wilson,Hart&Co. (Lim.) | 119·4 \| 20·2 \| 8·9<br>Q40′ F18′ | | *WB* | Maryboro'<br>British | C.2Cy.15″&28″–24″<br>36H<br>D.Stewart&Co.,Glasgow | |
| 1187<br>86388<br>HSKW | Sylvia<br>*G.R.Mawer* –94 *ss*Shl.No.2–91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | IronScBn | 1868<br>1478<br>1166 | ✠100A1<br>12,93<br>~~BS12,92~~ ✠LMC12,91<br>2,94 | Lon<br>A&CP | *r* | 1883<br>5mo | W.Gray&Co.<br>W Hartlepool | J.Lilly&Co. | 264·8 \| 35·7 \| 20·0<br>P28′Q68′B70′F31′<br>BK9½′<br>*WB*=*DBa*80*f*102′357*t* | | | Hartlepool<br>British | C.2Cy.32″&62″–40″ (*i*)<br>80lb ~~63lb~~ *55lb* 160H<br>2SB,6*f*,GS95<br>4*BHCem*<br>Black,Hawthorn&Co.,Gts. | 21 ″ 4<br>s 2 ″ 1 |
| 1188<br>356<br>JRBS | Syncock<br>(*ex*Dnepr)<br>1*Dk* | IronPad | 214<br>—<br>101 | | | | 1872 | Ruston<br>Florisdorf | RussianStm.Nav. &TradingCo. | 160·0 \| 19·5 \| 8·5 | | | Odessa<br>Russian | 1Cy.38½″–76″<br>50H<br>Ruston,Florisdorf | |
| 1189<br>72130<br>PBMG | Syra<br>~~*C.Bland*95–98~~ *ss*Cff.No.3–12,87<br>*W Svendson*95–95 *ss*Sws.No.1–92<br>*Well deck* 1*Dk*2*trB* | IronScSr | 967<br>764<br>600 | ✠90A1<br>~~8,94~~ 9,95<br>BS2,93<br>~~8,95~~ | Sws<br>A&CP<br>LMC2,92 | *n* | 1875<br>6mo | TTurnbull&Son<br>Whitby | G.Lennard | 225·0 \| 30·0 \| 17·1<br>Q84′B48′F28′<br>BK8″<br>*WB*= | | | Whitby<br>British | C.2Cy.27″&50½″–33″ (*i*)<br>70lb ~~75lb~~ *80lb* NDB94 99H<br>1B,GS49<br>4*BHCem*<br>*DBa*61*f*84′<br>Blair&Co.(Lim.),Stockton | 17″11<br>s 1″8½ |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Years now xpired. Equipment Letter | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders. Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1190 116025 | **Syracuse** | **SteelSc** | 1918 — 1678 | | | | 1884 | Detroit DryDockCo. Wyandotte | **WesternTransitCo** | 267·0 | 38·5 | 15·8 | **Buffalo,NY** Utd States | C.2Cy.28″&48″–48½″ DetroitDryDock,Detroit | | |
| 1191 96806 LHST | **Syria** *J.Morley*69–89 *Well deck* | **IronScSr** *ss*Cff.No.1–93 1*Dk(Irn)*&*Webframes* | 2168 1678 1413 | ✠100A1 2,95 ~~10,92~~ ✠LMC11,98 | Cff A&CP | *r* | 1889 9mo | R.Dixon& Co. Middlesbro' | **W.S.Bailey** | 277·0 P25′Q72′B122′ F34′ *WB=Cell* | 38·2 BK9′ | 19·2 *6BHCem DB* 224′379*t* | **Hull** British | T.3Cy.21″,34″&56″–39″ (*s*) 160lb *55lb* 185HP 2SB.*6rf*,GS86 G.Clark,Sunderland | 21 ″ 9 s **2** ″ 0 | |
| 1192 LDWR | — **Guionneaud**84–84 | **IronSc** (*ex*Clive) 2*Dks3trB* | 1264 — 681 | ✠ 11,77 | Liv | Lv | 1874 4mo | Wigham Richardsn&C Newcastle | **Cie.Française de Nav.àVap. (C.Fabre&Co., *Mgrs.*)** | 255·3 B54*t* | 31·5 F20*t* | 22·3 *4BH* | **Marseilles** French | C.2Cy.32&60″–36″ 175HP OuseburnEng.Co.,Nwc. *WB=DBa* | | |
| 1193 93898 | — | **IronScFlat** | 174 162 118 | | | | 1888 | J.Verdin& Sons Winsford | **SaltUnion(Lim.)** | 88·8 | 21·2 | 10·4 | **Liverpool** British | 2Cy.9½″–12″ 18HP W.E.Bates,Northwich | | |
| 1194 96004 | **Syriam** *E.Ritson* –88 *Elec.light* | **SteelTwinScSr** | 300 300 204 | | | | 1888 | W.Denny &Bros. Dumbarton | **IrrawaddyFlotilla Co.(Lim.)** | 165·0 | 27·1 | 9·2 | **Glasgow** British | C.4Cy.21½″&38″–24″ 43HP Denny&Co.,Dumbarton | | |
| 1195 1870 JSDN | **Szápáry** ~~*S.Peterdi*~~ ~~*P.Sabbich*~~ (*ex*Fitzjames) ~~*Peterdi*~~ | **IronScSr** *ss*Hpl.No.3–7,88 *ss*Gls.No.1–92 2*Dks*(1*ptIrn*)3*trB* | 1022 1020 695 | ✠100A1 12,94 ~~11,93~~ ✠NB7,88 ~~BS10,94~~ | Tri A&CP Fiu LMC9,92 | *o* | 1877 1mo | Blackwood &Gordon Pt.Glasgow | **RoyalHungarian SeaNav.Co. Adria(Lim.)** | 230·2 Q59′F30′ ptND91 | 30·0 BK8½′ *WB=DBf* 27 | 20·8 | **Fiume** Aust.-Hung. | T.3Cy.19″,30½″&52″–36″ (*s*) 160lb ~~*60lb*~~ NDB88 160HP 2SB,*4cf*,GS81 *60lb* *Tpd*88 Blair&Co.(Lim.)Stk | 21″11 | A |
| 1196 JSDP | **Széchényi** *G.Merlato*86–92 *Well deck* (*ex*Burgos) | **IronScBn** *ss*Tri.No.2–92 1*Dk(Irn)*2*trB* | 1773 1535 1149 | 100A1 ~~0,92~~ 10,94 BS~~5,94~~ 3,95 | Bry A&CP Gls LMC5,92 | | 1884 2mo | Richardsn, Duck&Co. Stockton | **RoyalHungarian SeaNav.Co. Adria(Lim.)** | 260·0 P51′Q80*t*B118*t* F37*t* | 36·0 BK9½′ *WB=DBaf* | 20·0 | **Fiume** Aust.-Hung. | T.3Cy.20″,33″&54″–36″ (*o*) 160lb *60lb* 160HP 2SB,*4cf* Blair&Co.(Lim.),Stockton | | A |
| 1197 JSFM | **Szent Istvan** *L.Pascoletto*82–92 | **SteelScSr** 2*Dks*(*StlU*-ws)&*Webframes* | 2258 2022 1429 | ✠100A1 11,92 ✠LMC9,92 | Tri A&CP | *s* | 1892 9mo | Wigham Richardson &Co. Newcastle | **RoyalHungarian SeaNav.Co. Adria(Lim.)** | 285·0 P30′B60′F33′ *WB=CellDB* 220′ 372*t* | 38·2 FK | 23·2 *5BHCem APT*49*t* | **Fiume** Aust.-Hung. | T.3Cy.22″,36″&59″–39″ (*s*) 165lb *80lb* 230HP 2SB.*6rf*,GS99,HS3808 Wighm.Rchrdsn&Co.Nwc | 25 ″ 7 s **4** ″ 7½ | A |
| 1198 JSFN | **Szent László** *D.Volani* 1*Dk(Stl)*&*Spar dk(Irn)*&*Webframes* | **SteelScSr** | 1556 1387 967 | ✠100A1 *Spar dk withfreeboard* 8,93 ✠LMC9,92 | Tri LA&CP | *p* | 1892 10mo | Wigham Richardson &Co. Newcastle | **RoyalHungarian SeaNav.Co. "Adria"(Lim.)** | 240·0 P28′B55′F31′ *WB=Cell DB*199′ 304*t* | 34·0 FK | 14·0 21·2 *4BHCem APT*21*t* | **Fiume** Aust.-Hung. | T.3Cy.20″,32″&53″–36″ (*s*) 165lb *80lb* 160HP 2SB.*4rf*,GS80,HS2868 Wghm.Richrdsn.&Co.Nwc | 16 ″ 3 s **5** ″ 0 | A |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné ou date expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crew sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1<br>51386<br>HJGS | **T. E. Forster** IronSc3MstSr<br>*J.Keys*85–85 *ss*Lon.No.3–4,91<br>1*Dk2trB* | 796<br>749<br>498 | ✠100A1<br>~~6,94 6,98~~ 1,95<br>BS~~7,98~~ 10,94 | Shl<br>A&CP<br>LMC4,91<br>Nwc | *m* | 1866<br>1mo<br>~~10,94~~ | T.&W. Smith<br>N.Shields | J.O.Scott | 218·4\|28·3\|16·0<br>Q56′ BK7″<br>len&ptND73drp93<br>*WB=D* | Newcastle<br>British<br>3*BHCem*<br>*Bf*141′170*t* | C.2Cy.25″&49″–30″ (*s*)<br>75lb *40lb* NE73NB80 90H<br>1SB,*3pf*,GS49<br>R.&W.Hawthorn,Nwc. | 18 × 0<br>s 3 × 3½ |
| 2<br>97539<br>MBHT | **T. G. Hutton** SteelScSr<br>~~*T.Shaw*90–91~~ 1*Dk*(*Irn*)<br>*Davis Floors,Beams&StringersIrn*<br>*Well deck* *ss*Sld.No.1–95 | 703<br>524<br>423 | ✠100A1<br>~~7,94 4,98~~ 5,95<br>✠LMC1~~9,00~~ 5,95 | Sld<br>A&CP | *j* | 1891<br>1mo | ShortBros.<br>Sunderland | T.G.Hutton<br>*WB=D* | 180·0\|28·0\|13·9<br>Q66′B40′F23′ FK<br>*Ba*49′*f*20′103*tFPT* | Sundrland<br>British<br>4*BHCem*<br>32*tAPT*15*t* | T.3Cy.15½″,25″&41″–27′<br>160lb *80lb* 80H<br>1SB,*3pf*,GS41<br>W.Allan&Co.,Sunderland | 14 × 8<br>s 1 × 3½ |
| 3<br>JRQG | **Taal** SteelScSr<br>*E.Amechazurra* –87 *ss*Man.No.1–92<br>1*Dk* | 252<br>203<br>138 | ✠100A1<br>6,92<br>BS8,94 | Man<br>LA&CP<br>✠LMC6,92 | *e* | 1887<br>5mo | W.H.Pot-ter&Sons<br>Liverpool | F.L.Roxas | 144·1\|22·1\| 8·7<br>F19′ FK | Manila<br>Spanish<br>4*BHCem* | T.3Cy.14½″,22″&38″–27″ (*s*)<br>150lb *50lb* 72H<br>1SB,*3rf*,GS50<br>D.Rollo&Sons,Liverpool | 9 × 6<br>s 1 × 2<br>w 1 × 3 |
| 4<br>LFBH | **Tabasqueño** SteelScSr<br>*Garay* *ss*N.Os.No.1–92<br>1*Dk&ptShadedk* | 419<br>324<br>202 | ✠100A1<br>8,94 ~~2,92~~<br>✠LMC~~2,92~~ 8,94 | N.Os<br>LA&CP | *g* | 1887<br>9mo | Grngemth<br>DockyardCo.<br>Grangemth | M.Berreteaga&Co | 155·5\|26·0\|10·4<br>F27′ BK6″<br>*ptShadedk*109′<br>*WB=FPT* | Tabasco<br>Mexico,<br>4*BHCem*<br>40*tAPT*10*t* | C.2Cy.24″&48″–30″ (*s*)<br>90lb *80lb* 98H<br>1SB,*3pf*,GS60<br>Hutson&Corbett,Glasgow | 11 × 6 |
| 5<br>LNFD | **Tabatinga** SteelTwinScSk<br>*R.Wilkinson*90–90<br>1*Dk&Shadedk* | 325<br>240<br>229 | ✠ A1<br>*For River pur poses only*<br>10,90<br>✠LMC10,90 | Grk<br>A&CP | | 1890<br>10mo | Scott&Co.<br>Greenock | AmazonSteam NavigationCo. (Lim.) | 160·1\|26·3\| 7·3<br>F23′ FK | Para<br>Brazilian<br>6*BHAsp* | T.6Cy.9″,14″&22″–18″ (*s*)<br>160lb 60H<br>1SB,*2cf*,GS37,HS1106<br>Scott&Co.,Greenock | 7 × 9 |
| 6<br>97596<br>LNFD | **Tabor** SteelScSr<br>*J.H.Willox*84–93 *ss*Liv.No.1–94<br>*Elec.light* 2*Dks*(*Irn–Uwss*)<br>*Floors&KeelsonIrn* | 2406<br>2097<br>1523 | ✠100A1<br>12,~~94~~8,~~98~~<br>✠LMC1~~2,89~~ 5,94 | Liv<br>A&CP | *t* | 1890<br>1mo | Aitken&<br>Mansel<br>Glasgow | MossS.S.Co. (Lim.)<br>*W* | 320·0\|39·0\|20·0<br>P26′B114′F38′ FK<br>*B=CellDB*53′147*t* | Liverpool<br>British<br>5*BHCem*<br>*MT*30′263*t* | T.3Cy.24″,39″&64″–45″ (*s*)<br>160lb 80lb 290H<br>2DB,*8cf*,GS145<br>D.Rowan&Son,Glasgow | 23 × 3 |
| 7<br>LFBH | — SteelScSr<br>*Laurent* *ss*Msl.No.1–91<br>(*ex*Clara) 1*Dk*(*Irn*)*&Spardk3trB* | 1803<br>1742<br>1165 | ✠100A1<br>*Spar dk*<br>3,92<br>BS~~5,93~~ 1,95<br>✠LMC12,91 | Msl<br>LA&CP | *r* | 1886<br>12mo | Wigham<br>Richardson<br>&Co.<br>Newcastle | Cie.Marseillaise de Nav.àVap.(Frais-sinet&Co.,*Mgrs.*)<br>*WB=DBa*76′*&uE&B*52′179*tFPT* | 270·0\|35·0\|17·0<br>B40′F15′ 24·7<br>FK<br>23*tAPT*15*t* | Marseilles<br>French<br>4*BHCem*<br>WighamRichrdsn&C.Nwc | T.3Cy.22″,34″&57″–39″ (*s*)<br>150lb *75lb* 250H<br>2SB,*6cf*,GS91 | 18 × 0 |
| 8<br>63756<br>JSRP | **Tacoma** IronScBg<br>(*ex*Batavia) | 2549<br>2214<br>1662 | | | | 1870 | W.Denny&<br>Bros.<br>Dumbarton | GuionSS.Co.(Lim) | 327·4\|39·3\|26·5<br>P201*t* F45*t* | Glasgow<br>British | C.4Cy.23″(2)26″&58″–42″<br>250H<br>J.Elder&Co.,Glasgow | |
| 9<br>JRQH | **Taculing** Wood | 141<br>—<br>96 | | | | 1883 | G.Fenwick<br>&Co.<br>HongKong | I. de la Rama | 104·9\|16·9\| 6·8 | Manila<br>Spanish | C.2Cy.14″&28″–16″<br>43H<br>G.Fenwick&Co.,HngKong | |
| 10<br>95197 | **Taff** SteelScSr<br>*Canrobert* *ss*Cff.No.1–94<br>*Well deck* 1*Dk*(*Stl*)*&Webframes* | 871<br>642<br>542 | ✠100A1<br>~~3,94 3,93~~ 3,95<br>✠LMC~~7,90~~ 8,94 | Cff<br>A&CP | *l* | 1890<br>7mo | Osbourne,<br>Graham&Co.<br>Sunderland | CardiffS.S.Co. (Lim.)~~(Hooper, Campbell&Co., *Mgrs.*)~~<br>(W.R.Corfield,*Mgr*) | 200·0\|29·3\|15·2<br>P118′F53′<br>BK7½″<br>*WB=DBa*51 | Cardiff<br>British<br>4*BHCem*<br>67*tFPT*21*t* | T.3Cy.16½″,26½″&43½″–30″<br>160lb *80lb* (*s*) 96H<br>1SB,*3pf*,GS45 NDB91<br>NEMarineEngCo(Lim)Sld | 16 × 1<br>s 1 × 3½ |
| 11<br>102368 | **Taffy** SteelScSk<br>*J.Bettley* -94 1*Dk* (*Irn*) | ~~150~~<br>~~150~~ 165<br>~~100~~ 157<br>90 | ✠100A1<br>7,94<br>(*Class Contem plated*)<br>✠LMC~~7,94~~ | P.Gl<br>LA&CP | *b* | 1894<br>7mo | D.J Dunlop<br>&Co.<br>PortGlasgow | ~~Brundrit&Co.~~<br>TaffySSCo.(Lm)<br>(Brundrit&Co.) | ~~100·0\|21·0\| 9·6~~<br>F13′ 21·1\| 9·3<br>100·5\| FK<br>*WB=FPT*20*t* | ~~Liverpool~~<br>British<br>Runcorn<br>3*BHCem* | C.2Cy.15″&30″–18″ (*s*)<br>120lb 37H<br>1SB,*2pf*,GS27,HS824<br>D.J.Dunlop&Co.,P.Gls. | 10 × 0<br>s 1 × 0 |
| 12<br>94341<br>KPVH | **Tafna** SteelScSr<br>*W.Harris* –92 *ss*Nwc.No.1–91<br>*Well deck* 1*Dk*(*Irn*)*2trB*<br>*Floors&ptInnerBottomIrn* | 2231<br>1720<br>1454 | ✠100A1<br>~~3,94~~11,94<br>BS~~3,94~~ 4,95<br>✠LMC~~3,91~~<br>Hul | Liv<br>LA&CP | *s* | 1887<br>12mo | J.Read-<br>head&Co.<br>S.Shields | English&AmericanShippingCo. (Lim.) | 290·0\|39·0\|18·8<br>P29′Q82′B118′F33′<br>BK10″<br>*WB=Cell DB*250′500*t* | London<br>British<br>6*BHCem*<br>J.Readhead&Co.,S.Shields | T.3Cy.22″,36″&60″–39″ (*r*)<br>160lb *80lb* 250H<br>2SB,6*cf*,GS96 | 21 × 3<br>s 2 × 0 |
| 13<br>LFBP | — IronScSr<br>*Gaston*91–93 *ss*Hav.No.3–9,93<br>1*Dk*(*Irn*)*&Spardk3trB* | 1580<br>1546<br>1074 | ✠100A1<br>*Spar dk*<br>4,95 ~~9,93~~<br>✠LMC1~~,93~~<br>BS5,94 | Hav<br>A&CP | *q* | 1880<br>3mo | Schelsingr,<br>Davis&Co.<br>Newcastle | E.Grosos<br>*WB=* | 253·0\|33·2\|16·9<br>F23′ 23·4<br>BK8½″<br>*DBa*79′*f*94′*&uE*15′ | Havre<br>French<br>4*BHCem*<br>*FPT&APT* | C.2Cy.32″&62″–42″ (*i*)<br>75lb *60lb* 200H<br>2SB,*6pf*,GS88<br>R.&W.Hawthorn,Nwc. | |
| 14<br>LFBQ | — SteelScSr<br>*Lachold* –90 2*Dks&Spardk* | 1470<br>—<br>784 | | | | 1890 | Wigham<br>Richardsn&C<br>Newcastle | Compagnie deNav. Mixte | 251·5\|32·0\|25·0<br>B38′ | Marseilles<br>French<br>*WB* | T.3Cy.25″,38½″&65″–42″<br>300H<br>WighamRchrdsn&CoNwc | |
| 15<br>85156<br>WKQJ | **Tagliaferro** IronScSr<br>~~*M.W.Casey* –93~~ ~~*ss*Mel.No.2–89~~<br>*ss*Mel.No.3–9,94 1*Dk*(*Irn*)*2trB*<br>*Deed* | 1598<br>1464<br>1036 | ✠100A1<br>1,95 ~~12,93~~<br>BS~~10,93~~ 5,94<br>✠LMC11,~~89~~ | Mel<br>A&CP | *q* | 1882<br>4mo<br>~~9,94~~ | Schlesingr,<br>Davis&Co.<br>Newcastle | McIlwraith, McEacharn&Co. (Lim.)<br>*WB* | 260·0\|35·2\|20·5<br>P24′B50′F26′<br>BK9½″<br>*=DBa*76′*f*98′291*t* | Melbourne<br>British<br>5*BHCem*<br>*APT*43*t* | C.2Cy.29″&56″–42″ (*i*)<br>80lb ~~*85lb*~~ *50lb* 150H<br>2SB,*4f*,GS71<br>Black,Hawthorn&Co.,Gts. | |
| 16<br>506<br>HBFN | **Tagonoura Maru** CompScSr<br>*K.Nakashima* (*ex*C.D.Taylor) | 746<br>713<br>541 | | | | 1869 | J.Laing<br>Sunderland | NipponYusen Kaisha | 195·2\|24·3\|20·7 | Tokio<br>Japanese | C.2Cy.25″&44″–33″<br>85H | |
| 17<br>65582<br>KMDJ | **Tagus** IronScBn<br>*J.Pope* –93<br>*Elec.light* | 3281<br>3242<br>1945 | | | | 1871<br>4mo | J.Elder&<br>Co.<br>Glasgow | RoyalMailSteam PacketCo. | 358·0\|41·1\|33·4 | Glasgow<br>British | C.2Cy.60½″&112″–48″<br>NB83 600H<br>J.Elder&Co.,Glasgow | |
| 18<br>60145<br>HQJT | — IronScSr<br>*W.Walsh* –91 ~~5thSurvey,Lon.4,92~~<br>6thSurvey,Gls.10,94 2*Dks*(1*Irn*)*3trB* | 1912<br>1896<br>1242 | ✠ A1*1<br>~~10,94 12,92~~ | Bry<br>Gls | Lv | 1868<br>10mo | London&<br>GlasgowCo.<br>Glasgow | MercantileSteam ShipCo.(Lim.) | 267·7\|33·4\|25·6<br>srp94 BK10″ | London<br>British<br>5*BH*1PBH | C.2Cy.33″&62″–42″<br>NE&B82 200H<br>W.Doxford&Sons,Sld. | 20 × 3<br>s 5 × 9 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Tens Assigned now Spired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 WLKV | **Tagus** *J.Henderson* –94 | **IronScSr** *ss*Shl.No.3–9,90 *ss*Shl.No.1–94 1*Dk*&*Spar dk*3*tr B* | 1253 1250 805 | ✠100A1 *Spar dk* 4,94 ✠NB88 | Shl A&CP | *n* | 1872 9mo | Cole Bros. Newcastle | **Bucknall Nephews** | 229·0 ptND90 | 30·4 | 16·6 23·4 BK8″ *WB*= | British 4*BHCem* *D Ba*&*f*151′ | C.2Cy.26″&50″–24″ (*s*) 70lb *75lb* 95H 1SB,*3pf*,GS54,HS1485 J.&W.Dudgeon,London | 17 ″ 3 s 6 ″ 6 | |
| 20 BHMS | **Tai-cheong** *P.Duhme*93–93 | **SteelScSr** 1*Dk*&*Spar dk* | 1301 1137 939 | | | | 1889 4mo | Flensburgr Schiffs.Ges. Flensburg | **Asiatische Küstenfahrt Ges.** | 224·2 B76′ | 32·1 F28′ | 19·9 *WB* | **Hamburg** German | T.3Cy.19½″,28″&51″–33″ 140H FlensburgerSchiffs Gesells Flensburg | | V |
| 21 BHMF | **Tai-lee** *J.Calender*91–91 | **SteelScSr** 1*Dk*&*Spar dk* | 1301 1137 939 | | | | 1889 2mo | Flensburgr Schiffs.Ges. Flensburg | **Asiastische Küstenfahrt Ges.** | 224·2 B76′ | 32·1 F28′ | 19·9 *WB* | **Hamburg** German | T.3Cy.19½″,28″&51″–33″ 140H FlensburgerSchiffs Gesells Flensburg | | V |
| 22 16858 | **Tai On** *C.Gablawski* –91 | **SteelTwinSc** | 1021 1016 770 | | | | 1891 | Kwang HepLaung HongKong | **TaiOnShipCo. (Lim.)** | 172·3 H6*t* | 35·1 | 10·1 | **HongKong** British | C.4Cy.15″&30″–19″ 80H KwangHepLaung,H.Kong | | |
| 23 16863 | **Tai Ping** *J.Cameron* –93 | **WoodTwinSc** 1*Dk* | 123 107 77 | | | | 1893 | AhLoong Mongkok | **ThunHungSteamboatCo.(Lim.)** | 85·0 H16*t* | 20·3 | 7·1 | **HongKong** British | C.2Cy.7″&11″–10″ 25H Inglis,HongKong | | |
| 24 57189 JBNC | **Tai Sang** *Jackson*84– | **IronScSr** | 2326 2112 1505 | | | … | 1883 9mo | London& Glasgow Co.(Lim.) Glasgow | **Indo-ChinaSteam Nav.Co.(Lim.)** | 290·0 B58′ | 40·0 F32′ FK | 23·9 | **London** British | C.2Cy.36″&72″–54″ 310H Lon.&Gls.Co.(Lim.),Gls. | 25 ″ 0 s 5 ″ 3 | |
| 25 79763 Sld 1,95 | **Tai Wo** *P.L.Knudsen* –94 | **IronScSr** | 1324 1057 912 | | | | 1881 | Boyd&Co. Shanghai | **Indo-ChinaSteam Nav.Co.(Lim.)** | 239·6 | 27·0 | 11·3 | **London** British | C.2Cy.22″&48″–33″ 93H Boyd&Co.,Shanghai | | |
| 26 BHWN | **Tai-yick** *N.H.Emke*90–90 | **SteelScSr** 1*Dk*&*Spar dk* | 1428 1258 1046 | | | | 1890 | Flnsburger SchffsGesell. Flensburg | **Asiastische Küstenfahrt Ges.** | 240·0 B36′ | 33·1 F26′ | 19·8 *WB* | **Hamburg** German | T.3Cy.19½″,28″&51″–33″ 185H Flensburger,Schffs Gesell. Flensburg | | V |
| 27 87648 HMCJ | **Taichiow** *J.A.Morris*89–89 | **SteelScSr** | 1359 1280 862 | | | | 1883 | J.Elder& Co. Glasgow | **ScottishOriental S.S.Co.(Lim.)** (Ferguson,Davidson&Co.,*Mgrs.*) | 240·2 | 34·1 | 22·8 | **Glasgow** British | C.2Cy.28″&56″–36″ 175H J.Elder&Co.,Glasgow | | V |
| 28 88210 LBTS | **Taieri** *C.Spinks*85–92 *Well deck* | **SteelScSr** (*ex*Cairntoul) 1*Dk*(*Stl*)2*tr B* | 1668 1286 1071 | ✠ [illegible] ✠LMC4,94 | | … | 1889 3mo | Palmers' Co.(Lim.) Newcastle | **UnionS.S.Co.of NewZealand(Lim)** *WB*=*Cell DB*216′*425t FPT* | 261·0 P31′Q64′B110′ F28′ srp94 | 37·2 FK | 16·8 4*BHAsp* 62*t APT*7*t* | **Dunedin** British | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *80lb* 155H 2SB,*6pf*,GS97 Palmers'Co.(Lim.),Nwc. | 19 ″ 2 | |
| 29 99999 JSDV | **Taif** *J.Hannah* –93 *Elec.light* *Lemere* | **SteelScSr** *ss*Bom.No.2–93 2*Dks*(1*Stl*)3*tr B* | 1408 1266 878 | ✠100A1 11,93 11,94 LA&CP ✠LMC10,92 BS2,94 2,95 | Bom | *p* | 1884 11mo | Whitehavn S.B.Co(Lim) Whitehaven | **HajeeCassum Joosub** | 234·6 P48′B16′F32′ *WB*=*DBa* | 32·2 BK8½″ 4*BHCem* 57*f*94′204*t* | 22·0 | **Bombay** British | C.2Cy.29″&57″–36″ (*a*) 90lb *60lb* 140H 2SB,*4pf*,GS86 Dunsmuir&Jackson,Gls. | 23 ″ 1 | |
| 30 754 EFGR | **Taiki Maru** *Okamoto Magotaro* | **Wood—Sr** | 269 262 145 | | | | 1882 | Whitfield Yokohama | **HayeiSha** | 123·4 | 25·1 | 18·8 | **Handa** Japanese | 1Cy. 42H | | |
| 31 1246 EJGN | **Taiko Maru No. 1** *Okamoto Takuji* | **Iron—Sr** | 506 482 314 | | | | 1891 | Sayama Yoshitaro Naniwajima | **TaikoKisenKaisha** | 174·7 | 22·8 | 17·5 | **Osaka** Japanese | 2Cy. 54H | | |
| 32 1276 EJLN | **Taiko Maru No. 2** *NaRajawa Katouhiko* | **Iron—Sr** | 499 468 309 | | | | 1891 | Sayama Yoshitaro Naniwajima | **TaikoKisenKaisha** | 173·9 | 22·2 | 17·3 | **Osaka** Japanese | 2Cy. 54H | | |
| 33 90001 JSHG | **Tainui** *E.J.Evans* *Elec.light* | **SteelSc4MstSr** *ss*Lon.No.2–93 3*Dks*(2*Stl*–*Uws*) | 5031 4131 3231 | ✠100A1 ~~9,94 4,94~~ 1,95 BS~~11,93~~ 1,95 ✠LMC9,92 | Lon LA&CP | *z* | 1884 9mo | W.Denny &Bros. Dumbarton | **Shaw,Savill& AlbionCo.(Lim.)** | 439·6 P64′B188′F48′ *WB*=*Cell* | 46·4 BK10″ 8*BHCem* *DB*366′829*t* | 28·9 | **Glasgow** British | T.4Cy.37″,61″&(2)71″–60″ 160lb *80lb* (*s*) 800H 4DB,*24cf*,GS420 Denny&Co.,Dumbarton | 32 ″ 2 s 7 ″ 0 | BT till ~~11,94~~ 1,96 |
| 34 87006 WPML | **Taiwan** *O.Anderson* –91 | **SteelScSr** | 1734 1624 1109 | | | | 1882 | Scott&Co. Greenock | **ChinaNav.Co. (Lim.)** | 271·3 | 34·4 | 23·6 | **London** British | C.2Cy.30″&60″–42″ 185H Scott&Co.,Greenock | | |
| 35 567 HDLQ | **Taiyo Maru** *Wakayi Yenkichi* | **Wood—Sr** | 145 124 90 | | | | 1881 | E.C.Kirby &Co. Kobe | **OsakaShosen Kaisha** | 106·2 | 15·6 | 11·4 | **Osaka** Japanese | 2Cy. 15H | | |
| 36 91868 KHWT | **Taiyuan** *R.Nelson* –94 | **SteelScSr** | 2269 1964 1459 | | | | 1886 9mo | Scott&Co. Greenock | **ChinaNav.Co. (Lim.)** | 315·2 P46′ | 38·2 B102′ | 23·8 F42′ | **London** British | T.3Cy.25″,40″&62″–48″ 400H Scott&Co.,Greenock | | |
| 37 JRQK | **Tajo** (*FOUNDERED 5,94*) *de Mugarza* | **IronSc3MstSr** 2*Dks* | 833 — 521 | | | | 1854 | J.Jones, jun. Liverpool | **P.M.Tintoré&Co.** | 213·2 Q80′ | 27·6 F36′ | 17·2 | **Barcelona** Spanish | C.4Cy.17½″&39½″–32½″ NE72 150H Alexander Bros.,Barcelona | | V |
| 38 99041 | **Tak Sang** *D.Smith* –93 | **SteelScSr** 1*Dk*(*Stl*)&*Spar dk*3*tr B* | 1562 1462 977 | ✠100A1 *Spar dk* 3,92 ✠LMC2,92 | Gls LA&CP | *q* | 1892 2mo | Lon.&Gls. L.S.B.&E. Co.(Lim.) Glasgow | **Indo-ChinaS.N.Co. (Lim.)** *WB* = *Cell DBa*52′ 48*t* | 250·0 B64′F35′ *pt Shade dk*43′ *FPT*83*t APT*30*t* | 36·1 22·5 FK *M* | 15·3 4*BHCem* *T*10′130*t* | **London** British | T.3Cy.18½″,30″&48″–36″ (*s*) 160lb *80lb* 150H 1SB,*3rf*,GS55,HS2327 FD Lon.&Gls.Co.(Lim.),Gls. | 16 ″ 2 s 6 ▪ 2 | |
| 39 84485 WLSM | **Takapuna** *J.Grant*86–88 *Elec.light* | **SteelScSr** 2*Dks*(1*pt Stl*) | 930 811 370 | | | … | 1883 6mo | Barrow S.B.C.(Lim.) Barrow | **UnionS.S.Co.of NewZealand (Lim.)** | 220·0 B101′ | 32·1 F35′ FK | 17·5 *WB* | **Dunedin** British | C.2Cy.39″&68″–39″ 165H BarrowSBC(Lim.),Barrow | | |
| 40 44 HBDS | **Takasago Maru** *J.Nirei* Annual Survey | **IronSc3MstSr** (*ex*Delta) 3*Dks*&*Awng dk* | 2075 1500 1287 | 11,78 ✠ | | Lv | 1859 7mo | Thames Irn Works London | **NipponYusen Kaisha** | 324·0 | 35·6 | 30·5 | **Tokio** Japanese | C.2Cy.40″&74″–48″ NE&B78 250H Lobnitz,Coulborn&C.,Rnf. | | |
| 41 1284 HJKB | **Takashima Maru** *Iida Rinzo* | **Wood—Sr** | 296 310 168 | | | | 1891 | Kawasaki Shozo Kobe | **HiroumiNisaburo** | 137·2 | 19·5 | 16·2 | **Osaka** Japanese | 2Cy. 60H | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terne assigné suivant cette Lettre d'Enfoncement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Pression en livres par pouce carré. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42<br>63779<br>WKDH | **Taku**<br>*H.J.Roope* –93 | **IronSc3MstSr**<br>(*ex*PeiHo) | 1086<br>1078<br>608 | | | | 1870 | W.Denny &Bros. Dumbarton | **Indo-ChinaSteam Nav.Co.(Lim.)** | 234·9 | 32·5 | 20·5 | **London**<br>British | C.2Cy.32″&60″–36″<br>218HP<br>W.B.Thompson,Dundee | |
| 43<br>HMJL | **Talabot**<br>*Edvardsen*<br>*Well deck* | **IronScSr**<br>1*Dk*(*Irn*)2*trB* | 1317<br>1027<br>1045 | | | | 1881 | Schlesingr, Davis&Co. Newcastle | **W.Wilhelmsen** | 245·6<br>Q&B139′ | 33·3<br>F32′<br>FK | 16·5 | **Tönsberg**<br>Norwegian | C.2Cy.30″&58″–36″<br>150HP<br>R.&W.Hawthorn,Nwc. | |
| 44<br>96142 | **Talavera**<br>~~*Walton*~~ *ss*Bry.No.1–93<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*<br>*Anderson* | **SteelScSr** | 1772<br>1335<br>1131 | ✠100A1<br>4,95 ~~12,98 7,94~~<br>✠LMC8,98 | Shl<br>LA&CP | *q* | 1889<br>6mo | W.Dobson &Co. Newcastle | **H.Scholefield& Son** | 266·0<br>P29′Q54′B122′<br>F29′ | 37·1<br>FK<br>*WB*=*Cell* | 15·8 | **Newcastle**<br>British<br>4*BHCem* | T.3Cy.20″,33″&54″–39″ (*o*)<br>150lb *80lb* 165HP<br>2SB,*6pf*,GS84<br>*DB*218′344*t* NEMarEngCo.(Lim.)Nwc. | 18 × 6<br>s 1·5 |
| 45<br>97795<br>LSKR | **Talbot**<br>*W.Cox* –92 | **SteelSc3Mst**<br>–94 *ss*Liv.No.1–94<br>1*Dk*(*Irn*) | 547<br>477<br>300 | ✠100A1<br>~~12,94 4,94~~ 4,95<br>✠LMC4,94 | Cff<br>Liv<br>A&CP | *i* | 1890<br>6mo | SM'Knight &Co. Ayr | **J.Bacon(Lim.)** | 179·5<br>Q59′B9′F18′ | 27·5<br>BK7½″<br>*WB*=*FPT* | 13·5 | **Liverpool**<br>British<br>3*BHCem*<br>46*tAPT*14*t* | T.3Cy.16″,26″&42″–30″ (*s*)<br>160lb *80lb* 90HP<br>1SB,*3rf*,GS55<br>Muir&Houston,Glasgow | 14 × 6<br>s 1·9 |
| 46<br>82884 | **Taldora**<br>1*Dk*(*Irn*) | **IronScSr** | 232<br>181<br>126 | ✠<br>2,88<br>✠ | Swe<br>Cly<br>LA&CP | *d* | 1881<br>5mo | Campbel-townS.B.C. Campbeltwn | **AustralasianUntd. SteamNav.Co. (Lim.)** | 130·6<br>Q45′F19′ | 23·2<br>BK6″ | 8·8 | **Brisbane**<br>British<br>4*BHCem* | C.2Cy.18″&34″–24″<br>50HP<br>Kincaid,Donald&Co.,Grk.<br>*WB*=*FPT*20*t* | |
| 47<br>88701 | **Taliesin**<br>*C.Coppack*83–83 *ss*Chs.No.2–92<br>1*Dk* | **IronTwinScSpTug** | 79<br>78<br>8 | ✠<br>BS10,93 | ✠LMC6,92 | | 1883<br>5mo | Tyneside E.W.C. Cardiff | **Coppack,Carter& Co.** | 85·6 | 18·2 | 8·0<br>BK6″ | **Chester**<br>British<br>4*BHCem* | C.4Cy.12″&24″–14″ (*i*)<br>85lb 50HP<br>2SB,*2pf*<br>TynesideE.W.Co.,Cardiff | |
| 48<br>82270 | **Talifoo**<br>*Wards* | **IronPadSp** | 516<br>425<br>396 | | | | 1874 | R.Duncan &Co. Pt.Glasgow | **Irrawaddy FlotillaCo. (Lim.)** | 247·2 | 28·0 | 7·5 | **Glasgow**<br>British | C.D.2Cy.34″&59″–54″<br>180HP<br>Rankin&Blackmore,Grk. | |
| 49<br>HVPB | **Talis**<br>*C.A.Nilsson*90–90 *ss*Shl.No.3–71<br>(*ex*Dudley) *ss*Shl.No.2–81<br>1*Dk2trB* | **IronScSr** | 961<br>818<br>608 | ✠<br>1,83 | Shl<br>A&CP | *l* | 1865<br>10mo | T.&W. Smith N.Shields | **G.R.Thalin** | 220·8<br>Q58′B48′H14*t*<br>len71 | 27·3<br>F20′<br>*WB*<br>=*DBa*44′*f*1 | 16·3 | **Gefle**<br>Swedish<br>3*BH*<br>09′207*tFPT*40*tAPT*31*t* | C.2Cy.25″&48″–30″<br>NB78 95HP<br>*Cmp.*70R&WHwthrn,Nwc | |
| 50<br>PTJB | **Talisman**<br>*W.Telford*<br>*ss*Stk.No.3–12,83<br>*ss*Lth.No.2–92 2*Dks* | **IronScSr** | 731<br>620<br>462 | ✠90A1<br>3,94<br>BS3,94 | Mdb<br>A&CP<br>✠LMC5,92 | *l* | 1872<br>1mo | Blackwood &Gordon Pt.Glasgow | **W.S.&J.M.Burger** | 224·6<br>P53′B65′F41′<br>drp94 | 28·1<br>BK8″ | 15·0 | **Rottrdam**<br>Dutch<br>6*BHCem* | C.2Cy.29″&51″–30″ (*e*)<br>75lb *40lb* NB80 115HP<br>1DB,*6pf*,GS85<br>Blackwood&Gordon,P.Gl. | 15 × 8 |
| 51<br>86687 | —<br>*M.Carmichael*82–82 *ss*Bwg.No.3–4,94<br>1*Dk* | **IronScSr** | 146<br>116<br>39 | ✠100A1<br>4,94<br>✠NB4,94 | Bwg<br>LA&CP<br>✠LMC4,94 | *b* | 1882<br>8mo | W.Watson Greenock | **W.M'Lachlan&Co.** | 112·0<br>Q43′F17′ | 19·1<br>BK6″<br>*WB*<br>=*FPT*15*t* | 8·4 | **Glasgow**<br>British<br>3*BHCem*<br>1SB,*2pf*,GS30 | C.2Cy.18″&34″–24″ (*s*)<br>75lb 50HP<br>Muir&Houston,Glasgow | 9 × 2 |
| 52<br>145320<br>JWNG | **Tallahassee**<br>*Askins*<br>2*Dks*&*Spardk* | **IronScSr** | 2677<br>—<br>1890 | | | | 1882 | J.Roach& Son Chester,Pa. | **OceanS.S.Co.** | 280·0<br>H787*t* | 40·7<br>24·1 | 15·8 | **SavannhG**<br>Utd.States | C.2Cy.38″&74″–54″<br>500HP<br>J.Roach&Son,Chester,Pa. | |
| 53<br>84659<br>WCFT | **Talley Abbey**<br>*H.J.Rogers* –92 *ss*Cff.No.3–2,94<br>*Well deck* 1*Dk*(*Irn*) | **IronScSr** | 958<br>718<br>608 | ✠100A1<br>2,95 ~~2,94~~<br>BS3,95 | Cff<br>LA&CP<br>✠LMC2,94 | *n* | 1881<br>7mo | Irvine& Co. WHartlepool | **Pyman,Watson& Co.** | 214·4<br>Q82′B47′F25′<br>drp95 | 31·2<br>FK<br>*WB*=*Cell* | 13·2 | **Cardiff**<br>British<br>4*BHCem*<br>*DB*179′263*t* | C.2Cy.27″&50″–33″ (*b*)<br>80lb *90lb* NDB89 99HP<br>1SB,*3pf*,GS55<br>T.Richardson&Sons,Hpl. | 16 × 2<br>s 1·6 |
| 54<br>57626<br>QTVW | **Talune**<br>*A.Kennedy*78–91 *ss*Ddn.No.1–95<br>1*Dk*&*Spardk*(*Stl*-ws)&*Webframes*<br>*Elec.light* | **SteelScSr** | 2020<br>1695<br>1303 | ✠100A1<br>*Spar dk*<br>3,95 ~~8,93~~ | Ddn<br>A&CP<br>✠LMC~~8,90~~ 3,95 | *s* | 1890<br>6mo | Ramage& Ferguson Leith | **UnionS.S.Co.of N.Z.(Lim.)** | 280·0<br>P76′B68′F43′<br>*WB*=*Cell* | 38·2<br>21·0<br>BK9½″<br>*DB*180′394*t* | 13·5<br>*FPT*<br>53*tAPT*30*t* | **Dunedin**<br>British<br>5*BHCem*<br>2DB,*8cf*,GS144,HS4038 | T.3Cy.23″,37″&61″–45″ (*s*)<br>160lb ~~160lb 80lb~~ 255HP<br>Ramage&Ferguson,Leith | 16 × 3 |
| 55<br>1208<br>HJCW | **Tamagawa Maru**<br>*IdzumiSadao* | **Iron—Sr** | 565<br>548<br>350 | | | | 1890 | Kawasaki Shozo Kobe | **OsakaShosen-Kaisha** | 164·2 | 22·0 | 19·1 | **Osaka**<br>Japanese | 1Cy.<br>66HP | |
| Now a Barge | **56 Taman** | | | | | | | | **RussianS.N.& TradingCo.** | 110·0 | 18·0 | 7·0 | **Odessa**<br>Russian | 2Cy.24⅛″–30″ | |
| 57<br>68519<br>MQSL | **Tamar**<br>*J.Pope* –94<br>*Elec.light* | **IronScBkn**<br>(*ex*Vancouver) | 2913<br>2103<br>1706 | | | | 1873<br>11mo | Hendersn, Coulborn& Co. Renfrew | **RoyalMailSteam PacketCo.** | 349·6 | 37·0 | 24·5<br>31·9 | **London**<br>British | C.2Cy.54″&102″–54″<br>NB87 550HP<br>Henderson,Coulborn&Co., Renfrew | |
| 58<br>57507<br>LTPK | —<br>*D.Brown* | **IronScBg**<br>1*Dk* | 453<br>336<br>308 | | | | 1869 | Blackwood &Gordon Pt.Glasgow | **C.A.Campbell** | 185·5<br>P86*t* F16*t* | 25·1 | 12·0 | **SydnyNSW**<br>British<br>*WB* | 2Cy.36″–30″<br>90HP<br>Blackwood&Gordon,PGls. | |
| 59<br>32221 | —<br>1*Dk* | **IronPadCtr** | 123<br>123<br>45 | | | | 1854 | Miller,Ra-venshill& Co Newcastle | **MerseyMarine Board** | 99·3 | 18·9 | 11·0 | **Hobart**<br>British | 2Cy.<br>70HP | |
| 60<br>90024 | —<br>*J.Jones* –94 | **IronScLighter**<br>1*Dk* | 65<br>62<br>38 | | | | 1885 | Blackwood &Gordon Pt.Glasgow | **MerseyDocks& HarbourBoard** | 66·1 | 18·4 | 6·9 | **Liverpool**<br>British | C.2Cy.11″–16″<br>22HP<br>D.Gordon,Pt.Glasgow | |
| 61<br>HFPG | **Tamarind**<br>*L.Castberg* –90 | **SteelScSr**<br>1*Dk*(*Irn*)2*trB* | 1177<br>904<br>885 | | | | 1890 | Wood, Skinner&Co. Newcastle | **Act.Selsk"Tama-rind" (T.Dannevig)** | 230·2<br>Q72′B65′H46*t* | 33·1<br>F25′ | 15·5 | **Chrstiania**<br>Norwegian | T.3Cy.17½″,28″&47″–33″<br>110HP<br>NEMarineECo.(Lm.)Nwc. | |
| 62<br>99771 | **Tambo**<br>*J.Wavish*<br>1*Dk*&*Webframes* | **SteelScSr** | 732<br>584<br>450 | ✠100A1<br>11,93 | Syd<br>A&CP<br>✠LMC4,92 | *k* | 1892<br>4mo | Ardrossan Shipbuilding Co.(Lim.) Ardrossan | **Huddart,Parker& Co.(Lim.)** | 190·0<br>P41′B20′F32′<br>*WB*=*FPT*49*tAPT*32*t* | 30·1<br>FK | 14·6 | **Melbourne**<br>British<br>4*BHpt Cem*<br>*pt Asp* | T.3Cy.15½″,25″&40″–27″ (*s*)<br>160lb *80lb* 82HP<br>1SB,*3rf*,GS60,HS1920<br>Rankin&Blackmore,Grk. | 15 × 6<br>s 2 · 2 |
| 63<br>*Elec.light* | **Tamboff**<br>*A.Ivanovski*92–93<br>3*Dks*(*Stl*–2ws) | **SteelTwinScSr** | 4361<br>3880<br>2786 | ✠100A1<br>10,93 | Grk<br>A&CP<br>✠LMC6,93 | *x* | 1893<br>6mo | W.Denny &Bros. Dumbarton | **RussianVolunteer FleetAssoc.** | 398·0<br>P55′B91′F55′ | 45·0<br>FK<br>*WB*=*Cell* | 28·2 | **S.Petrsbrg**<br>Russian<br>6*BHCem*<br>*DB*337′654*t* | T.6Cy.20″,33″&50″–42″ (*s*)<br>160lb *160lb* 259HP<br>4SB,*12pf*,GS244,HS7352<br>Denny&Co.,Dumbarton | 31 × 6 |

| No. in Book / Official No. / Date admeas. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. how expired. Equipment Letter | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Refit Table Part. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 64 TJCN | **Tambora** **IronScSr** *J.Reinders92–92* *ss*Sng.No.1–84 2*Dks*&*Shade dk* | 1336 959 851 | ✠ *Shade dk with load line* 1,84 | Sng A&CP | *p* | 1877 2mo | Caird&Co. Greenock | **Koninkl.Paketv. Maats.** | 256·1 P69′ | 32·2 F76′ | 17·4 | **Batavia** Dutch 7*BHCem* | C.2Cy.34″&60″–39″ 180H Caird&Co.,Greenock | | D |
| 65 LFDM | **Tamesi** **IronSc** *Bigouroux* | 758 714 518 | | | | 1871 | Forges&C. de l'Océan Bordeaux | **Maurel&H.Prom** | 217·2 len87 | 25·3 | 17·0 | **Bordeaux** French | C.2Cy.21½″&39½″–19½″ 160H Forges&C.de la Médit.,Msl | | V |
| 66 LFTS | **Tamise** **SteelScBn** *Caylus77–87* 3*Dks* | 2287 — 1286 | | | | 1886 | Forges&C. de la Médit. Havre | **Messageries Maritimes** | 299·2 H&c.40*t* | 37·4 | 28·5 | **Marseilles** French *WB* | T.3Cy.25¼″,37″&55″–43½″ 350H Frges&C de la Médit.,Havre | | |
| 67 LFDT | **—** **TwinSc** | — — 150 | | | | 1893 | Fórges et Chantiers de la Médit. Havre | **London,Brighton &S.C.Railway Co.** | 269·0 | 29·5 | | **Dieppe** French | T.3Cy.23½″,35½″&51½″–25½″ | | |
| 68 TZDW | **Tamon Maru** **IronScSr** *OmatsuTomitaro* 1*Dk* (*ex*Melita) | 701 674 434 | | | | 1883 | Flensburgr Schiffsbau Gesell Flensburg | **HachibaKanesuke** | 175·0 Q48′ | 24·8 B47′ | 13·4 F20′ | **Hiogo** Japanese *WB* | C.2Cy.22″&38″–27″ 63H Flensburger Sch.Ges.,Flbg | | |
| 69 TDOG | **Tamsui** **IronScSr** *T.H.Clegg–94* | 1424 1352 919 | | | | 1880 | Scott&Co. Greenock | **ChinaNav.Co. (Lim.)** | 250·2 | 31·3 | 23·1 | **London** British | C.2Cy.28″&56″–42″ 160H Scott&Co.,Greenock | | |
| 70 WQFB | **Tana** **IronScSr** ~~*WKerr89–89*~~ ~~*ss*Lth.No.2–90~~ *Well deck* 1*Dk*(*Irn*)&*Webframes* *T.Wright94–94* *ss*Lth.No.3–3,94 | 1169 876 786 | ✠100A1 4,95 ~~3,91~~ 10,94 ✠LMC8,94 Got | Lth A&CP | *n* | 1882 4mo | S. P.Austin &Son Sunderland | **C.Salvesen&Co.** *WB*=*DB* | 225·0 P27′Q48′B59′F28′ drp94 drp95 FK *a*59′*f*90′&*uE*&*B*44′ | 32·2 | 15·1 5*BHCem* 257*tFPT*15*t* | **Leith** British | C.2Cy.28½″&53″–33″ (*i*) 80lb *50lb* 99H 1DB,*4pf*,GS48 Blair&Co.(Lim.),Stockton | 17 ″ 9 s 1 ″ 9 | |
| 71 LPGD | **Tanaïs** **IronScBk** 2*Dks* | 1734 — 1149 | | | | 1867 | Messageris Marit. LaCiotat | **MessageriesMaritimes** | 319·8 P94′ | 32·1 F30′ | 24·0 | **Marseilles** French | 4Cy.25½″&51¼″–31½″ 280H MessageriesMarit.L Ciotat | | |
| 72 LKSM | **Tancarville** **IronSc3MstSr** *F.W.Parker92–93* *ss*Shl.No.1–92 1*Dk*(*Irn*)&*Spardk* *Elec.light* (*Irn*)&*Webframes* | 2336 2326 1541 | ✠100A1 *Spar dk* 9,94 ~~9ft~~ ✠LMC12,92 *Carrying petroleum in bulk* | Sld LA&CP | *s* | 1889 7mo Stockton | Craig, Taylor&Co | **S.S.Tancarville (Lim.) (A.Suart)** *WB*=*DB* | 292·5 *a*14′&*uE*&*B*40′ | 37·2 25·6 FK | 18·4 12*BHpt Cem* 88*tAPT*16*t* | **London** British | T.3Cy.22″,35″&60″–42″ (*s*) 160lb *80lb* 200H 2SB,*6rf*,GS115 BlackHawthorn&Co.,Nwc | 19 ″ 8 s 6 ″ 1 | |
| 73 LPGH | **—** **IronScBn** *G.Courcot –90* *ss*Hav.No.3–5,88 *ss*Bdx.No.1–92 1*Dk*(*Irn*)&*Spardk3trB* | 2255 2182 1463 | ✠100A1 *Spar dk* ~~11,94~~ 11,94 BS8,94 ✠LMC10,92 | Hav LA&CP Nts | *s* | 1881 10mo | Campbell, Macintosh &Bowstead Newcastle | **E.Corblet** *WB*=*DB* | 285·7 B67′ drp93 | 36·7 ptND94 srp94 | 19·5 27·0 BK9½ 5*BHCem* *MT*26′300*t* | **Havre** French | C.2Cy.35″&68″–45″ (*s*) 80lb 200H 2SB,*6pf*,GS109 T.Clark&Co.,Newcastle | | |
| 74 WSRN | **Tancred** **IronScSr** *C.O.Davidsen* 1*Dk*(*Irn*)2*trB* (*ex*Benalla,*ex*Açoriano,*ex*Benalla) *Well deck* | 1229 954 786 | ✠ 4,80 | Liv | Lv | 1880 3mo | W.H. Potter&Son Liverpool | **W.Wilhelmsen** | 222·5 Q115*t* | 33·2 B103*t* | 15·8 F43*t* FK | **Tönsberg** Norwegian | C.2Cy.23″&46″–33″ 95H J.Jones&Sons,Liverpool *WB*=*MTAPTFPT* | | N |
| 75 BGLL | **Tandil** **SteelScSr** ~~*W.B.Morrison*~~ *ss*Npt.No.1–94 1*Dk*(*ptStl*&*ptIrn*)&*Webframes* *Well deck* *C.Edwards94–94* | 2188 1641 1407 | ✠100A1 ~~11,93~~ 12,94 ✠LMC5,~~90~~ 12,94 | Npt A&CP | *s* | 1890 6mo Middlesbro' | R.Dixon& Co. | **BuenosAyres GreatSouthern Railway Co.Lim. (A.Holland& Co.,*Mgrs.*)** | 277·0 P27′Q66′B126′ F34′ *WB*=*DBa*76′ *f*86′&*uE*&*B*36′483*t* | 39·0 FK | 18·2 4*BHespCem* *MT*30′391*t* | **London** British | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *80lb* 200H 2SB,*6pf*,GS90 N.E.MarineE.Co(Lim.)Sld | 21 ″ 3 s 1 ″ 10 | |
| 76 BGBR | **Tanfield** **IronSc3MstSr** *T.Woodall* 1*Dk2trB* | 734 660 441 | — | | ... | 1864 12mo | Palmer Bros.&Co. Newcastle | **C.F.Cory-Wright (J.Fenwick& Son,*Mgrs.*)** | 202·5 | 28·0 | 17·4 | **London** British *WB* | C.2Cy.25″&48″–30″ NB77 90H *Cmp*77R&WHawthrnNwc | 18 ″ 6 s 2 ″ 11 | |
| 77 RBVD | **Tangermuende** **SteelScSr** *R.Gibson89–91* (*ex*Cragg) 1*Dk*(*Irn*) *Well deck* *ss*Gms.No.1–95 | 666 511 404 | ✠100A1 ~~8~~(~~11,94~~)2,95 ✠LMC~~2,91~~ 2,95 Dlm Gms | Ham A&CP | *i* | 1891 2mo Newcastle | TyneI.S.B. Co.(Lim.) | **Lynn&Hamburg S.S.Co.(Lim.)** *WB*=*DBa*42′*f*46′123*tFPT* | 180·0 Q94′B20′F20′ ~~drp93~~ BK7½ | 28·1 | 13·7 4*BHCem* *T*27*t APT*6*t* | **Kngs Lynn** British | T.3Cy.13½″,22½″&36″-27″(*s*) 160lb *80lb* 70H 1SB,*3pf*,GS40 HS1375 NEMarineECo(Lim),Nwc. | 14 ″ 6 s 1 ″ 1 | |
| 78 LPGV | **Tangier** **SteelScSr** *H.A.Motyer –92* *ss*Ham.No.1–93 1*Dk*(*Irn*)2*trB* *Well deck* *Elec.light* | 1880 1410 1222 | ✠100A1 1,94 ✠LMC8,93 | Liv A&CP | *r* | 1888 9mo | W.Doxford &Sons Sunderland | **AngierLine (1887)(Lim.)** *WB* | 265·0 P28′ Q66′B120′19·0 F28′ = *CellDB*(*Irn*)186′ | 37·0 FK | 17·4 4*BHCem* 291*tAPT*49*t* | **London** British | T.3Cy.21″,33″&54″–36″ (*s*) 160lb 160H 2SB,*4cf*,GS82 W.Doxford&Sons,Sld. | 19 ″ 8 s 1 ″ 7½ | |
| 79 BJLH | **Tanis** **SteelScSr** *H.Saggan88–91* 2*Dks*(*UStl–ws*)3*trB* *Elec.light* | 3033 2557 2094 | ✠100A1 ~~3,91~~ 9,94 ✠LMC12,91 | Ham LA&CP | *u* | 1891 12mo | Reiherstieg Schiffswerfte Hamburg | **DeutscheDampf-schifffahrts Ges. "Kosmos"** | 331·4 P32′B96′F42′ BK10½ *WB*=*Cell* | 41·9 | 23·5 7*BHCem* *DB*282′500*t* | **Hamburg** German | T.3Cy.25½″,41″&65¼″-42″(*s*) 172lb *85lb* 350H 2DB,*8cf*GS153 ReiherstiegSchiffs.,Ham. | 26 ″ 2 | V |
| 80 TJOV | **Tanjong Penang** **IronScSr** (*ex*FairPenang) 1*Dk* | 101 — 58 | | | | 1872 | J.&W. Dudgeon London | **ChewMakKhan** | 90·0 P7*t* | 16·0 H11*t* | 8·2 F4*t* | **Riouw** Dutch | C.2Cy.15″&27″-14″ 35H J.&W.Dudgeon,London | | |
| 81 HVDP | **Tanjore** **IronScBg** *R.Garrett –93* | 2263 1965 1403 | | | | 1865 | ThamesI. Works London | **HajeeCassum Joosub** | 321·2 P93′ | 38·1 F51′ | 26·4 | **Bombay** British | C.2Cy.52″&90″–48″ NE&B76 450H J.Howden&Co.,Glasgow | | |
| 82 WBOS | **Tannadice** **IronScSr** *G.LeMiere –94* *ss*Sng.No.3–3,93 2*Dks*(1*Irn*)3*trB* | 2183 1990 1408 | ✠100A1 8,93 ✠LMC8,93 | Bom A&CP | *t* | 1881 6mo | W.Doxford &Sons Sunderland | **HajeeCassum Joosub** | 302·0 P32′B86′F35′ | 36·5 BK10″ | 23·6 7*BHCem* *E*&*B*94′350*t* | **Bombay** British | C.2Cy.40″&70″–48″ (*i*) 70lb 250H 2DB,*8pf*,GS143 W.Doxford&Sons,Sld. | | |
| *Now named "Ajmir," See No. 57 in Supplement.* | | | | | | | | | | | | | | | |
| 83 STJM | **Tantallon** **IronScSr** ~~*C.Ravenburn –93*~~ *ss*Bly.No.3–2,92 2*Dks*(1*Irn*&1*ptIrn-Uws*)3*trB* *C.Ravenburn92–93* | 1999 1892 1311 | ✠100A1 ~~12,93~~ ~~7,92~~ 5,94 BS~~8,98~~ 5,95 5,94 | Bly A&CP Shl ✠LMC2,92 Shl Nwc | *s* | 1879 10mo | A.Leslie& Co. Newcastle | **W.Milburn&Co.** | 285·0 B12′F37′ drp92 | 35·3 BK9½ | 24·3 5*BHCem* *E*&*f*144′225*t* | **London** British | C.2Cy.32″&62″–42″ 80lb *70lb* 200H 2B,GS86 R.&W.Hawthorn,Nwc. | 25 ″ 6 s 4 ″ 5 | D |
| 84 DBDS | **Tantallon Castle** **SteelSc3MstSr** *J.C.Robinson74–94* 2*Dks*(*UStl-ws*)& *Elec.light* *Spardk*(*Stl-Teak s*) | 5636 4993 3048 | ✠100A1 *Spar dk* ~~7,94~~ ~~4,94~~ ~~4,95~~ 9,94 4,95 ✠LMC4,94 | Lon LA&CP | *a*† | 1894 4mo | Fairfield S.B.&E.Co. (Lim.) Glasgow | **D.Currie&Co.** J.B.Smith (D. Currie&Co.,*Mgrs.*) | 440·3 P21′B160′F58′ 31·9 | 50·5 FK | 23·9 9*BHCem* *DB*325′833*t* | **London** British | Q.4Cy.33½″,49″,67″&98″–66″ 200lb (*s*) 1250H 3D&2SB 26*r*/GS559 HS20450 FairfieldSB& ECo.(L.)Gls. | 26 ″ 11 | BT till 4,95 |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crew and Qualifications. Franchissement en milliers de navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85<br>91094 | **Tantallon Castle** SteelPadSp<br>*W.Dawson* –87<br>*Elec.light* | 240<br>223<br>76 | | | | 1887<br>4mo | S.&H.Morton&Co.<br>Leith | GallowaySaloon Stm.Pkt.Co. | 190·0 / 21·1 / 7·7<br>Q9*t* | Leith<br>British | D.Cy.45″–66″<br>100HP<br>S.H.Morton&Co.,Leith | |
| 86<br>102061<br>MVSC | **Tantalus** SteelScSr<br>*H.Jones* –92 2*Dks* | 3572<br>3221<br>2299 | | | | 1892 | Scott&Co.<br>Greenock | OceanSteamShip Co. | 354·9 / 42·8 / 26·7<br>P32′ B68′ F52′ | Liverpool<br>British | T.3Cy.23″,38″&62″–54″<br>500HP<br>Scott&Co.,Greenock | |
| 87<br>RGPT | **Taormina** IronScSr<br>~~*C.Kook*74–87~~ *ss*Ham.No.2–92<br>1*Dk*(*Irn*)&*Spardk*(*ptIrn*)3*trB*<br>*H.J.Jürgensen* –95 | 2422<br>2324<br>1565 | ✠100A1<br>*Spar dk*<br>3,95 ~~5,94~~ | Ham<br>LA&CP | *t* | 1884<br>3mo | A.Stephen &Sons<br>Glasgow | R.M.Sloman&Co. | 320·0 / 38·7 / 25·6<br>B13′<br>BK10″<br>*WB*=*DBu* | Hamburg<br>German | C.2Cy.38″&68″–42″ (*b*)<br>80lb *80lb* 220HP<br>2SB,*6pf*,GS96<br>*E&B*72′201*t* A.Stephen&Sons,Glasgow | 18 |
| 88<br>BS10,94 | **Taranaca** SteelTwinScSr | 301<br>219<br>205 | BS11,93 ✠LMC8,92 | | | 1890 | Murdoch& Murray<br>P.Glasgow | J.R.D.Oliveira | 129·7 / 30·0 / 9·0<br>B19′F30′ | Para<br>Brazilian<br>*WB* | T.6Cy.8″,12½″&20″–18″<br>W.Kemp,Glasgow | |
| 89<br>99542 | **Tarantula** IronScYl<br>1*Dk* | 155<br>142<br>57 | ✠100A1<br>*Stm Trawler*<br>2,95 ~~4,11~~<br>✠LMC11,91 | Gls<br>LA&CP<br>Hul | | 1891<br>11mo | Mackie& Thomson<br>Glasgow | BritishSteam TrawlingCo. (Lim.) | 100·5 / 20·5 / 10·7<br>Q19′F19′<br>BK7½ | Hull<br>British | C.2Cy.16″&32″–22″ (*s*)<br>110lb 45HP<br>1SB,*2pf*,GS30<br>Muir&Houston,Glasgow | 11 |
| 90<br>Wrecked 7,94 | **Tarapaca** IronScBn<br>*W.Pitt* (*ex*Landana,*ex*Venetian) | 1568<br>1391<br>985 | | | … | 1859 | Harland& Wolff<br>Belfast | E.Gerard& B.Squella | 270·5 / 33·7 / 22·8<br>P82*t*F54*t* | Valparaiso<br>Chilian | C.2Cy.36″&70″–36″<br>NE&B80 200HP<br>G.Forrester&Co.,Liverpool | 24 |
| 91<br>84480<br>WLSJ | **Tarawera** SteelScSr<br>*W.C.Sinclair*78–82 ~~*ss*Ddn.No.2–91~~<br>3*Dks*(*UStl*–teak s)<br>*ss*Ddn.No.3–1,95 | 2003<br>1729<br>1269 | ✠100A1<br>1,95 ~~1,91~~<br>BS6,93 ✠LMC1,91 1,95 | Ddn<br>LA&CP | *s* | 1882<br>9mo | W.Denny &Bros.<br>Dumbarton | UnionS.S.Co.of NewZealand (Lim.) | 285·0 / 36·2 / 22·6<br>P60′B72′F44′<br>BK10″<br>*WB*=*Cell* | Dunedin<br>British | C.2Cy.38″&68″–45″ (*c*)<br>74lb ~~74lb~~ 250HP<br>2DB,*8pf*,GS168<br>*DB*232′334*t* Denny&Co.,Dumbarton | |
| 92<br>50378<br>HBMP | **Tarifa** IronScBg<br>*W.Pritchard* –94 | 2089<br>1932<br>1350 | | | | 1865 | J.&G. Thomson<br>Glasgow | CunardSteamShip Co.(Lim.) | 292·5 / 38·2 / 26·2<br>F72*t* | Glasgow<br>British | C.2Cy.38″&68″–48″<br>NE&B79 212HP<br>J.Jack&Co.,Liverpool | 27<br>5 |
| 93<br>72665<br>QWJV | **Tarpeia** IronScSr<br>*J.Tait* –93 *ss*Brw.No.3–7,90<br>1*Dk*(*Irn*)&*Spardk*3*trB*<br>*ss*Shl.No.1–94 | 1741<br>1727<br>1109 | ✠100A1<br>*Spar dk*<br>8,94 ~~5,93~~ | Nwc<br>A&CP<br>Shl | *r* | 1877<br>6mo | E.Withy& Co.<br>WHartlepool | R.Ropner&Co. | 268·9 / 33·3 / 18·9<br>P108′F34′ 25·8<br>BK9″<br>*WB*=*D* | W.Hartlpl<br>British | C.2Cy. ~~32″~~&60″–39″ (*i*)<br>82lb 29″ *70lb* 140HP<br>2B,GS57<br>*B227′APT* Blair&Co.(Lim.),Stockton | 20<br>6 |
| 94<br>130381 | **Tarpon** IronTwinSc<br>(*ex*Naugatuck)<br>1*Dk* | 450<br>—<br>282 | BS5,93 LMC1,00 9,94 | | | 1887 | Pusey& JonesCo.<br>Wilmington, Del. | PlantInvestment Co. | 159·9 / 36·0 / 8·0<br>len91 | Nw.Haven Con.<br>Utd.States | C.4Cy.12″&21″–18″<br>Pusey&JonesCo.,Wmn.,<br>*WB* Del. | |
| 95<br>97981 | **Tarragona** SteelScSr<br>~~*F.Godfrey* –94~~ *W.S.Moore*92–94<br>1*Dk*(*Stl*)&*Webframes*&*ptAwngdk*(*Irn*) | 2039<br>1489<br>1295 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>~~3,04 15,98~~ 3,05<br>LMC9,91 | Cff<br>A&CP<br>Bly-Npt | *r* | 1891<br>9mo | JLThompson&Sons<br>Sunderland | TarragonaS.S.Co. (Lim.) (H.Scholefield &Son) | 275·0 / 38·0 / 17·7<br>P29′Q72′<br>*ptAwngdk*174′ FK<br>*WB*=*Cell* | Newcastle<br>British | T.3Cy.20″,33″&54″–36″ (*s*)<br>160lb *80lb* 140HP<br>2SB,*4rf*,GS60,HS2800<br>*DB*216′397*t* Blair&Co.(Lim.),Stockton | 20<br>8 |
| 96<br>PWQC | —<br>*Muniz* –81<br>(*ex*JoseRamon,*ex*RomeroOrtiz) | 498<br>—<br>323 | | | | 1855 | .....<br>England | Pi yCanto | 174·5 / 25·6 / 15·0 | Barcelona<br>Spanish | C.4Cy.15″&30″–27″<br>75HP | |
| 97<br>93040 | **Tarshaw** WoodScCtr<br>1*Dk* | 106<br>101<br>72 | | | | 1886 | W.Pettigrew&Son<br>Brisbane | W.Pettigrew | 109·9 / 20·0 / 7·2 | Brisbane<br>British | C.2Cy.9¼″&16″–15″<br>40HP<br>J.&A.Taylor,Ayr | |
| 98 | **Tarsus** IronScSr<br>*Arvanitis* –92 6thSurvey,Cpl.3,91<br>(*ex*Warrior) 2*Dks*3*trB* | 1231<br>1208<br>797 | ✠ A1* 1<br>~~5,92~~ 11,94<br>BS~~5,93~~ 11,94<br>MS3,91 | Cpl | Lv | 1874<br>1mo | Davison& Stokoe<br>Sunderland | Essayan,Oondjian &Co. | 241·7 / 30·2 / 22·4<br>B15*t* | Constanpl<br>Turkish | C.2Cy.29½″&56″–36″<br>58lb *60lb* NDB92 130HP<br>2SB,*6pf*<br>OuseburnE.W.Co.,Nwc. | |
| 99<br>86336<br>HNLP | **Tartar** IronSc3MstSr<br>*E.T.Jones* –93 *ss*Sou.No.2–92<br>*Elec.light* 3*Dks*(1*Irn*&1*ptIrn–Uws*) | 4246<br>3928<br>2691 | ✠100A1<br>7,92<br>NB6,88 ✠LMC3,92 | Sou<br>LA&CP | *y* | 1883<br>1mo | Aitken& Mansel<br>Glasgow | UnionSteamship Co.(Lim.) | 376·5 / 47·2 / 30·3<br>B92′F44′<br>BK10″<br>*WB*=*Cell*<br>BS12,94 | S'thamptn<br>British | T.3Cy.36″,58″&94″–60″ (*o*)<br>160lb *100lb* NDB88 762HP<br>3DB,*18cf*,GS385<br>*Tpd*88T.Rchrdsn&SnsHpl<br>*DB*240′487*t* | 33 |
| 100<br>91000<br>KNJR | —<br>*D.S.Bailey*86–87 *ss*Lon.No.1–91<br>2*Dks*(*Stl*)3*trB* | 2389<br>2263<br>1568 | ✠100A1<br>4,94<br>BS5,93 ✠LMC12,91 | Gls<br>A&CP | *u* | 1887<br>7mo | R.Dixon &Co.<br>Middlesbro' | ~~MogulS.S.Co.(Lm.)~~<br>~~(Gellatly,Hankey,Sewell&Co., *Mgrs.*)~~ | 320·0 / 38·0 / 25·7<br>P40′B72′F42′<br>srp92 BK10″<br>*WB*=*DBa*88′*&u* | Rochester<br>British | T.3Cy.26″,42″&69″–42″ (*a*)<br>150lb *80lb* 400HP<br>2DB,*8cf*,GS161<br>*E&B*46′241*t* T.Richardson&Sons,Hpl. | 27<br>5 |
| *Now named "Kokura Maru," See No. 9 in Supplement.* | | | | | | | | | | | | |
| 101<br>90030<br>Wrecked 3,95 | —<br>*J.Millar* –91 *ss*Bwg.No.2–94<br>1*Dk* | 173<br>137<br>67 | ✠ ~~100A1~~<br>3,94<br>LMC8,94 | Bwg<br>A&CP | *c* | 1885<br>4mo | Scott&Co.<br>Bowling | R.Walker&Co. | 120·4 / 19·6 / 9·3<br>Q57′F19′<br>BK7″<br>*WB*=*FPT*15*t* | Glasgow<br>British | C.2Cy.20″&40″–27″<br>80lb 70HP<br>1SB,*2pf*,GS34<br>Muir&Houston,Glasgow | 10 |
| 102<br>104271<br>NQSK | **Tartar Prince** SteelScSr<br>*J.Hesketh* –95<br>1*Dk*(*Stl*)&*Sprdk*(*Stl-ws*)&*deepframing*<br>*Elec.light* | 3272<br>~~2900~~<br>2979<br>2117 | ✠100A1<br>*Spar dk*<br>1,95<br>(*Class Continues-plated*) | Sld<br>A&CP | *v* | ~~1894~~<br>1895<br>1mo | Short Bros.<br>Sunderland | ~~PrinceSteamShipping Co. (Lim.)~~<br>J.Elliott<br>LMC1,95 | 343·7 / 43·0 / 26·7<br>342·7 / 43·2 / 18·8<br>F38′B98′F34′ 26·8<br>*WB*=*Cell DBa*88′*u Ec*<br>*B46′f*134′554*t FPT* | Newcastle<br>British<br>FK 5*BHCem*<br>51*t APT*45*t* | T.3Cy. 28″,46″&75″–48″ (*s*)<br>160lb *100lb* 400HP<br>2SB,*6cf*,GS120,HS5420<br>Blair&Co.(Lim.),Stockton | 21<br>6 |
| * 103<br>57634 | **Tasmania** SteelScSr<br>*T.McGee* –93<br>2*Dks*(*UStl–ptws*)&*Webframes*<br>*Well deck* *Elec.light* | 2252<br>1679<br>1265 | ✠100A1<br>11,93<br>LMC6,92 | Mel<br>A&CP | *s* | 1892<br>6mo | C.S.Swan &Hunter<br>Newcastle | Huddart,Parker &Co.(Lim.)<br>*WB*=*Cell* | 286·0 / 38·5 / 20·9<br>P&B170′F58′<br>FK<br>*DB* 230′ 376*t FP T* | Hobart<br>British<br>6*BHCem*<br>17*t APT*22*t* | T.3Cy.25″,41″&67″–42″ (*s*)<br>160lb *160lb* 227HP<br>2DB,*12pf*,GS170,HS6500<br>WallsendSlipwayCo.,Nwc. | 23<br>2 |
| 104<br>31923<br>QTBF | —<br>1*Dk* | 390<br>313<br>256 | | | | 1853 | Smith& Rodger<br>Glasgow | Wm.Summerbell | 171·4 / 24·6 / 12·6<br>P77*t* | SydnyNSW<br>British | 2Cy.30″–20″<br>80HP<br>Mort'sDk.&Eng.Co.Syd. | |
| 105<br>99716 | —<br>1*Dk* | 150<br>139<br>66 | ✠100A1<br>*Stm Trawler*<br>11,93<br>LMC11,93 | Hul<br>LA&CP | | 1893<br>11mo | Cochrane& Cooper<br>Beverley | InternationalStm. TrawlingCo. (Lim.) | 101·0 / 20·5 / 11·0<br>Q17′F18′<br>BK7½ | Grimsby<br>British | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45HP<br>1SB,*2cf*,GS23,HS687<br>C.D.Holmes&Co.,Hull | 11 |
| * 106<br>98716 | —<br>*D.Grimwood* –91<br>1*Dk* | 146<br>136<br>50 | ✠100A1<br>*Stm Trawler*<br>6,94 ~~1,91~~<br>LMC1,91 | Hul<br>LA&CP | | 1891<br>1mo | Cook, Welton& Gemmell<br>Hull | HullSteamFishing &IceCo.(Lim.) | 100·5 / 20·5 / 11·0<br>Q24′<br>BK7½ | Hull<br>British | C.2Cy.17″&33″–22″ (*s*)<br>90lb 45HP<br>1SB,*2pf*,GS29<br>C.D.Holmes&Co.,Hull | 11 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross. — Under deck. — Net. | Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned or Period. | Built. When. — Ship. — Engines. | Built. By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of Build, Trade, Past Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 107 / 16001 / KNFT | **Tasso** — **SteelScSr** / *Dilley* 77–87 *ss* Grk. No. 1–92 / 1 *Dk* (*Stl*) & *Spar dk* (*Stl*) 3 *tr B* | 2955 / 1898 / 2280 | ✠100A1 / *Spar dk* 11,92 / BS3,94 ✠LMC 4,92 | Liv A&CP | *u* | 1887 / 6mo | Russell& Co. Greenock | R.M'Andrew&Co. | 320·3 \| 40·2 \| 19·7 / B69′ 27·3 / BK 10 / *WB* = *DB* a 88 *f* 24 | | | Glasgow / British | T.3Cy.23″,39″&64″–42″ (*s*) / 160lb *70lb* 250H / 2SB,*6cf*,GS 90 FD / J.Howden&Co.,Glasgow | 20 ″ 11 / s 7 ″ 3 | |
| 108 / 86829 / LRPB | — — **SteelScSr** / *W.H.Charters* –92 | 1328 / 899 / 865 | | | | 1890 | Earle'sCo. (Lim.) Hull | T.Wilson,Sons&Co (Lim.) | 250·0 \| 32·0 \| 16·5 / P158′F37′ | | | Hull / British | T.3Cy.22½″,37″&61″–42″ 225H / Amos&Smith,Hull | | BT till 5,95 |
| 109 / 1099 / HQQR | **Tateyama Maru** — **Wood—Sr** / *T.Inagaki* | 119 / 113 / 65 | | | | 1888 | Ishikawa Takejiro Tokio | TokiowanKisen KabushikiKaisha | 103·6 \| 13·8 \| 12·4 | | | Tokio / Japanese | 1Cy. 31H | | |
| 110 / 190 / HQGD | **Tatsu Maru** — **Wood—Sr** / *Kameda Chiokichi* | 135 / 125 / 84 | | | | 1879 | Kosakubn Kiyoku Hiogo | Sakamoto Kenichiro | 96·6 \| 14·8 \| 12·4 | | | Fushiki / Japanese | 1Cy. 24H | | |
| 111 / RJGC | **Tatti** — **SteelScSr** / *G.Thamen* 93–93 / 1 *Dk* | 493 / 277 / 329 | | | | 1891 | Act.Ges. "Neptun" Rostock | L.F.Mathies&Co. | 161·7 \| 24·3 \| 12·5 / Q102′B21′F21′ | | | Hamburg / German / *WB* | C.2Cy.22½″&36½″–23½″ / Act.Ges."Neptun,"Ros. | | V |
| 112 / 98017 | **Tatung** — **SteelTwinScSp** / *R.Dowrie* –91 | 2548 / 1897 / 1882 | | | | 1891 | Scott&Co. Greenock | ChinaNavigation Co.(Lim.) | 286·7 \| 43·0 \| 10·5 / H651*t* 27·9 | | | London / British | T.6Cy.14″,23″&37″–30″ 250H / Scott&Co.,Greenock | | |
| 113 / 84488 / WLSQ | **Taupo** — **SteelScSr** / 1 *Dk* (*Stl*) | 737 / 666 / 408 | | | … | 1884 / 11mo | Denny& Bros. Dumbarton | UnionSteamShip Co.ofNew Zealand(Lim.) | 200·0 \| 32·2 \| 15·4 / B42′F27′ FK | | | Dunedin / British / *WB* | C.2Cy.26½″&48″–33″ 92H / Denny&Co.,Dumbarton | 16 ″ 4 | |
| 114 / 97562 / MDSC | **Tauric** — **SteelTwinSc4MstSr** / *T.J.Jones* –93 | 5728 / 5471 / 3665 | | | | 1891 | Harland& Wolff(Lm) Belfast | OceanicStm.Nav. Co.(Lim.) (Ismay, Imrie&Co.,*Mgrs.*) | 461·0 \| 49·1 \| 23·2 / F&c.257*t* 30·9 | | | Liverpool / British | T.6Cy.22½″,36½″&60″–48″ 600H / Harland&Wolff(Lim.)Bel | | BT till 8,94 9,95 |
| 115 / HMJV | **Taurus** — **SteelScSr** / *H.Wold* 80–91 / 1 *Dk* (*Stl*) & *Web frames* / *Well deck* *ss* Ham. No. 1-95 | 2123 / 1603 / 1367 | ✠100A1 / 3,95 ~~7,93~~ ~~7,94~~ / ✠LMC ~~7,94~~ 3,95 / ~~Lon~~Ham | Hpl LA&CP | *r* | 1891 / 2mo | W.Gray& Co.(Lim.) WHartlepool | EtActieselskab (W.Wilhelmsen) | 278·8 \| 37·3 \| 18·7 / Q113′B103′F31′ FK / *WB* = *Cell DB* 232′ 474*t* | | | Tönsberg / Norwegian | T.3Cy.21½″,34″&57″–39″ (*s* / 160lb *75lb* 170H / 2SB,*6rf*,GS 82,HS 3180 / Cen.Mar.E.Works, W.Hpl | 21 ″ 2 / s 1 ″ 10½ | N |
| 116 / LFHK | — — **IronScBn** / *M.Litardi* 64–82 *ss* Msl. No. 2–92 / 1 *Dk* (*Irn*) & *Spar dk* 3 *tr B* | 1776 / 1594 / 1031 | ✠100A1 / *Spar dk* 1,93 / BS ~~1,93~~ 1,95 ✠LMC 1,92 | Msl LA&CP | *r* | 1882 / 10mo | A.M'Millan&Son Dumbarton | Cie.Marseillaise de Nav.àVap.(Fraissinet&Co.,*Mgrs.*) | 260·0 \| 37·1 \| 15·3 / P24′B28′F29′ 23·0 / BK 8 | | | Marseilles / French | C.2Cy.36½″&63″–48″ (*c* / 70lb *42lb* 250H / 2DB,8*pf*,GS 168 / Denny&Co.,Dumbarton | | |
| 117 / 149253 / JVHQ | — — **IronPad** / *J.Wise* 87–92 | 917 / — / 624 | | | | 1881 | W.Cramp &Sons Philadelphia | IronSteamBoatCo. | 226·3 \| 32·0 \| 11·2 | | | New York / Utd.States | 1Cy.53″–144″ 1300H / W.Cramp&Sons,Phl. | | R |
| 118 / 84743 / KMTS | — — **IronPadSr** / *J.Walford* –93 / 2 *Dks* | 838 / 798 / 528 | ✠ / 10,66 | Lon A&CP | | 1866 / 4mo | Preston I.S.B.Co. Preston | Mayor&Commonalty&Citizens of theCity of London (G.Philcox,*Mgr.*) | 247·0 \| 32·1 \| 15·1 / P39*t* F— FK | | | London / British | L.2Cy.60″–66″ 250H / Denny&Co.,Dumbarton | | |
| 119 / JBQS | — — **IronScSr** / *J.deGartiez* *ss* Man. No. 2–90 (*ex* Sarthe) / *Well deck* 1 *Dk* (*Irn*-teak s 2″ *thick*) | 754 / 591 / 485 | ✠100A1 / 7,92 / BS ~~7,92~~ ✠LMC ~~6,00~~ 3,95 | Man A&CP | *j* | 1882 / 8mo | W.Doxford&Sons Sunderland | Macleod&Co. | 182·5 \| 30·1 \| 13·0 / Q64′B40′F21′ BK 7½ / *WB* = *DB* a 44 *f* 47 | | | Manila / Spanish | C.2Cy.22″&42″–30″ (*i* / 76lb *45lb* 80H / 1SB,2*pf*,GS 30 / W.Doxford&Sons,Sld. | | |
| 120 / 76877 / SQQG | — — **IronScSr** / *E.J.Kidby* –91 *ss* Sou. No. 3–3,89 *ss* Lth. No. 1–94 / *Elec.light* 1 *Dk* | 201 / 190 / 137 | ✠100A1 / *Yacht* 4,94 / ✠NB 4,94 LMC 4,94 | Lth A&CP | | 1876 / 3mo | Barrow S.B.Co. Barrow | H.Andrews | 143·0 \| 22·0 \| 10·3 | | | London / British | C.2Cy.15½″&31½″–24″ (*s* / 90lb 60H / 1SB,2*pf*,GS 33 / BarrowS.B.Co.,Barrow | | |
| 121 / 87751 / LMTC | — — **IronScK** / *R.Melhuish* 88–88 *ss* Gms. No. 2–91 / 1 *Dk* | 128 / 124 / 74 | ✠100A1 / *For fishing purposes* 4,91 / BS ~~10,92~~ 10,94 ✠LMC 4,91 | Gms LA&CP | *b* | 1883 / 1mo | Earle'sCo. (Lim.) Hull | Grimsby&North SeaStm.TrawlingCo.(Lim.) | 95·5 \| 20·1 \| 10·5 / Q16′ BK 8′ | | | Grimsby / British | C.2Cy.17″&32″–18″ (*o* / 70lb 35H / 1SB,2*pf*,GS 19,HS 653 / Earle'sCo.(Lim.),Hull | | |
| 122 / 84500 / SLPJ | **Tavinui** — **SteelScSr** / *R.Smith* 84–92 | 1465 / 1026 / 910 | | | | 1890 | W.Denny &Bros. Dumbarton | UnionS.S.Co.of NewZealand (Lim.) | 250·0 \| 34·2 \| 17·9 | | | Dunedin / British | Q.4Cy.18″,27½″,36″&53″–39″ 135H / Denny&Co.,Dumbarton | | |
| 123 / 32775 / KHCW | **Tavoy** — **IronPadSr** / *Fischer* / 1 *Dk* | 309 / 242 / 164 | | | | 1874 | R.Duncan &Co. PortGlasgow | BurmahSteam TugCo.(Lim.) | 145·5 \| 21·8 \| 10·8 / H53*t*F13*t* | | | Moulmein / British / *WB* | C.2Cy.24″&48″–54″ 90H / Rankin&Blackmore,Grk. | | |
| 124 / Now a barge / JQBP | **Tayrida** — **IronPadSr** / 1 *Dk* | 412 / — / 263 | | | | 1858 | Samuda London | RussianSteam Nav.&Trading Co. | 190·0 \| 24·0 \| 13·3 | | | Odessa / Russian | 2Cy.50″–48″ 160H / J.Penn&Sons,London | | |
| 125 / 39099 / MQFS | **Taw** — **SteelScSp** / *B.W.Ford* –93 / 1 *Dk* | 180 / 159 / 72 | ✠100A1 / *Coasting with freeboard* 4,92 / ✠LMC 4,92 | Psy LA&CP | *b* | 1892 / 4mo | J.Mc Arthur&Co. Paisley | RoyalMailSteam PacketCo. | 120·0 \| 21·1 \| 8·7 / FK | | | London / British | C.2Cy.16″&32″–21″ (*s* / 120lb 42H / 1SB,3*pf*,GS 49,HS 1212 / Bow,McLachlan&Co.,Psy. | 9 ″ 3 / 2 ″ 0 | |
| 126 / 89144 | **Taw Tong** — **WoodScSr** / *P.Vaz* | 170 / 151 / 105 | | | | 1889 | ..... HongKong | LeePheeYeow | 125·0 \| 19·5 \| 9·0 / Q18′ | | | Penang / British | C.2Cy.14″&28″–16″ 30H / KwongNamSing | | |
| 127 / 68183 / WHPG | **Tay** — **IronScSr** / *J.Charles* 74–87 *ss* Lth. No. 3–9,87 *ss* Gmh. No. 1–91 2 *Dks* | 597 / 570 / 295 | ✠100A1 / 10,93 / BS ~~4,93~~ 6,94 | Gmh A&CP | *k* | 1875 / 9mo | Barclay, Curle&Co. Glasgow | CarronCo. | 194·3 \| 28·1 \| 16·1 / P27′B48′F25′ BK 7½ | | | Grngemth / British | C.2Cy.31″&54″–36″ (*i* / 60lb *30lb* 130H / 1DB,*6f* / Barclay,Curle&Co.,Gls. | 17 ″ 1 / s 2 ″ 5½ | |
| 128 / 97803 | — — **IronSc** | 254 / 254 / 233 | | | | 1875 | Richardsn, Duck&Co. Stockton | MerseyDocks& HarbourBoard | 125·0 \| 23·1 \| 10·8 | | | Liverpool / British | 2Cy.7″–11″ 15H / AlexanderChaplin&Co., Glasgow | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 129 89092 JWBP | **Tay** SteelScSr<br>*R.Wilson*89–87 *ss*Abn.No.3–5,91<br>1*Dk*(*Stl*) | 181<br>140<br>105 | ✠90A1<br>1,94 ~~11,98~~<br>✠NB11,92 ✠LMC5,91<br>BS11,92 | Dun<br>LA&CP | *b* | 1885<br>4mo | PearceBros<br>Dundee | Brown&Tawse | 116·7 \| 19·2 \| 8·0<br>Q35′F12′<br>len91 FK<br>srp92 *WB* | Dundee<br>British | C.2Cy.14″&26″–21″ (*s*)<br>100lb 40HP<br>1SB,*2pf*,GS21,HS523<br>PearceBros.,Dundee | 8 ″ 7<br>s 1 ″ 1 |
| 130 Tayarr<br>*Aliagha*80–85 | WoodPad | —<br>—<br>102 | | | | 1869 | Money Wigram<br>London | Chirket-i-Hairie (Bosphorus SteamNav.Co.) | 140·0 \| 18·0 \| 9·6 | Constanpl<br>Turkish | 60HP<br>MaudslaySon&Field,Lon. | |
| 131 LMHP | **Taygeta** SteelScSr<br>*J.Hansen*93–93 | 1284<br>940<br>896 | | | | 1893 | Flensburger Schiffsb.-Ges.Flnsburg | Holm&Molzen | 233·0 \| 34·2 \| 15·5<br>B57′Q71′F27′ *WB* | Flensburg<br>German | T.3Cy.16″,26″&43″–33″<br>FlensburgerSchiffsb.-Ges.<br>Flensburg | DT |
| 132 LFHT | **Taygète** IronScBn<br>*Litardi* *ss*Msl.No2–91<br>1*Dk*(*Irn*)&*Spardk3trB* | 1798<br>1695<br>1032 | ✠100A1<br>*Spar dk*<br>10,91<br>BS2,93 ✠LMC10,91 | Msl<br>LA&CP | *r* | 1882<br>7mo | Barrow S.B.Co.<br>Barrow | Cie.Marseillaise de Nav.àVap.(Fraissinet&Co.,*Mgrs.*) | 260·0 \| 36·9 \| 15·5<br>P42′B28′F30′ 23·0<br>BK8″ | Marseilles<br>French | C.2Cy.36″&63″–48″ (*b*)<br>75lb 250HP<br>2SB,*8pf*,GS165<br>BarrowS.B.Co.,Barrow | |
| 133 76947 QNMK | **Taymouth Castle** IronScSr<br>*M.L.Forbes*92–92 *ss*Lon.No.3–8,90<br>2*Dks*(1*ptIrn*)3*trB*<br>*ss*Hfx.No.1-95 | 1827<br>1790<br>1172 | ✠100A1<br>1,95 ~~12,93 7,94~~<br>LMC ~~12,93~~ | Hfx<br>A&CP | *s* | 1877<br>3mo<br>1,95 | Barclay, Curle&Co.<br>Glasgow | Pickford&Black | 300·1 \| 33·8 \| 25·0<br>B24′F23′<br>BK10″ | London<br>British | C.2Cy.36″&63″–39″ (*i*)<br>60lb *50lb* NDB92 190HP<br>1DB,GS95<br>Barclay,Curle&Co.,Gls. | 26 ″ 5<br>s 5 ″ 5 |
| 134 | **Tchihachoff** SteelScSr<br>*F.Classing*84–92 3*Dks*(1*Stl*–ws&<br>*Elec.light* 1*ptStl*–ws) | 4065<br>3289<br>2559 | ✠100A1<br>9,92<br>✠LMC9,92 | Dmb<br>A&CP | *w* | 1892<br>9mo | W.Denny& Bros.<br>Dumbarton | RussianS.N.& TradingCo. | 371·2 \| 45·1 \| 27·5<br>P36′B152′F40′<br>FK<br>*WB*=*Cell* | Odessa<br>Russian | T.3Cy.28½″,47½″&76″–54″<br>170lb *170lb* (*s*) 385HP<br>4SB,*12cf*,GS300,HS8496<br>Denny&Co.,Dumbarton | 30 ″ 1<br>*DB308′563t* |
| 135 75225 WLSB | **Te Anau** SteelScSr<br>~~*C.Todd*86–90~~ *ss*Ddn.No.3–10,91<br>*D.Spence* 2*Dks*(*UTeak*)–3*deckedrule* | 1652<br>1527<br>1028 | ✠100A1<br>10,91<br>BS4,93<br>10,94 | Ddn<br>A&CP<br>LMC10,91 | *s* | 1879<br>11mo | W.Denny &Bros.<br>Dumbarton | UnionS.S.Co.of N.Zealand (Lim.) | 270·0 \| 34·2 \| 22·5<br>H69*t*F54′<br>FK<br>*WB*=*Cell* | Dunedin<br>British | C.2Cy.36½″&63″–42″ (*i*)<br>70lb *70lb* NDB92 250HP<br>2B,GS84<br>Denny&Co.,Dumbarton | *DB208′267t* |
| 136 73660 QKJV | **Teal** IronScSr<br>*T.W.Woodward* –93 2*Dks* | 764<br>655<br>413 | | | … | 1876<br>4mo | M.Pearse& Co.<br>Stockton | GeneralStm.Nav. Co. | 220·1 \| 28·5 \| 14·8<br>P77′ F45′ *WB* | London<br>British | C.2Cy.31½″&59″–36″<br>135HP<br>Blair&Co.(Lim.),Stockton | 15 ″ 8<br>s 2 ″ 0 |
| 137 99699 | — SteelScYl<br>*W.Barnes* 1*Dk* | 141<br>135<br>54 | ✠100A1<br>*StmTrawler*<br>7,93 ✠LMC7,93 | Gls<br>A&CP | | 1893<br>7mo | Mackie& Thomson<br>Glasgow | Gt.GrimsbyIceCo. (Lim.) | 98·0 \| 20·5 \| 10·7<br>BK7½<br>*WB*=*DTf14′27t* | Grimsby<br>British | T.3Cy.10″,16″&25½″–20″ (*s*)<br>160lb 35HP<br>1SB,*2pf*,GS27,HS540<br>Muir&Houston,Glasgow | 11 ″ 7 |
| 138 95764 LMVT | — SteelScK<br>*J.Davies* –95 | 131<br>109<br>77 | | | | 1889 | J.Payne<br>Bristol | R.Burton&Son | 97·6 \| 19·3 \| 8·5<br>Q11*t* F7*t* | Bristol<br>British | 1Cy.20″–18″<br>40HP<br>J.Payne,Bristol | |
| 139 99749 | **Tearaght** SteelTwinScSr<br>*T.G.McCombie*88–93 2*Dks* | 621<br>487<br>212 | ✠<br>✠LMC2,93 | | | 1893<br>2mo | W.Allsup& Sons(Lim.)<br>Preston | Commissioners of IrishLights | 189·9 \| 28·1 \| 14·5<br>B44′F22′<br>BK8″<br>*WB*=*DBa33′f42′93t* | Dublin<br>British | C.4Cy.21″&40″–21″ (*s*)<br>110lb *110lb* 136HP<br>2SB,*6rf*,GS108,HS3004<br>W.Allsup&Sons(Lim.)Prs. | 15 ″ 4 |
| 140 29 HSDF | **Tebe** IronScSr<br>2*Dks* | 1769<br>—<br>1071 | | | | 1873 | LloydAustro-Ungarico Trieste | LloydAustriaco | 272·0 \| 32·6 \| 29·9 | Trieste<br>Aust.-Hung. | C.2Cy.33¾″&63″–36″<br>224HP<br>StabilimentoTecnico,Tri. | V |
| 141 RJLK | **Teck** IronScSr<br>*Delfs* 1*Dk* | 587<br>472<br>402 | | | | 1891 | Flensbrger Schiffs.Ges. Flensburg | G.L.Gaiser | 185·0 \| 29·0 \| 13·1<br>P40′ B44′ F30′ *WB* | Hamburg<br>German | T.3Cy.14″,21″&40½″–24″<br>FlnsbgrSchiffsGes.Flnsbrg | |
| 142 86537 HKRJ | **Teelin Head** SteelScSr<br>*S.J.Arthurs*80–89 ~~*ss*Bel.No.2–91~~<br>*Well deck* *Iron Beams* 1*Dk*(*Stl*)2*trB*<br>*ss*Liv.No.3-1,95 | 1668<br>1371<br>1071 | ✠100A1<br>~~1,95~~ 3,94 3,95<br>BS3,94 ✠LMC5,92 ~~95~~<br>4,95 | Bel<br>LA&CP<br>Liv | *r* | 1883<br>2mo | Workman, Clark&Co.<br>Belfast | UlsterSteamShip Co.(Lim.) (G.Heyn&Sons, *Mgrs.*) | 275·4 \| 35·3 \| 18·1<br>Q96′B84′F34′<br>drp95 BK9½<br>*WB*=*CellDB206′460tAPT85t* | Belfast<br>British | C.2Cy.31″&60″–42″ (*a*)<br>85lb *80lb* 200HP<br>2SB,*6f*,GS108<br>J.Howden&Co.,Glasgow | 21 ″ 3<br>s 1 ″ 11½ |
| 143 95929 | **Tees** SteelScSr<br>*J.Battrum*75–93 1*Dk*(*ptIrn*)<br>*Well deck* *Keel plate Irn*<br>*Elec.light* | 569<br>351<br>331 | ✠100A1<br>~~11,94 4,94~~ 4,95<br>✠LMC4,93 | Mdb<br>LA&CP | *h* | 1893<br>5mo | Richardsn, Duck&Co.<br>Stockton | TeesUnionShipping Co.(Lim.) | 165·0 \| 26·0 \| 10·8<br>P98′F30′<br>FK<br>*WB*=*CellDB129′111tFPT* | Stockton<br>British | T.3Cy.16½″,27″&44″–30″<br>160lb *80lb* (*s*) 95HP<br>1SB,*3cf*,GS49,HS1580<br>Blair&Co.(Lim.),Stockton | 13 ″ 0<br>s 1 ″ 2½ |
| 144 99093 | — SteelScSp<br>*W.J.Smith* –94 1*Dk* | 180<br>159<br>71 | ✠100A1<br>*Coasting withfreeboard*<br>5,92 ✠LMC5,92 | Psy<br>LA&CP | *b* | 1892<br>5mo | J.McArthur&Co.<br>Paisley | RoyalMailSteam PacketCo. | 120·0 \| 21·1 \| 8·7<br>FK | London<br>British | C.2Cy.16″&32″–21″ (*s*)<br>120lb 42HP<br>1SB,*3pf*,GS49,HS1212<br>Bow,McLachlan&Co.,Psy. | 9 ″ 8<br>2 ″ 0 |
| 145 76116 QCLS | **Teesdale** IronSc3MstSr<br>~~*S.Crosby* –92~~ *ss*Stk.No.3–8,88<br>*Steele* *ss*Mdb.No.1–93<br>1*Dk* | 300<br>239<br>187 | ✠100A1<br>~~11,94 5,94 12,94~~<br>4,95<br>LMC5,93<br>~~Std Hul~~ | Mdb<br>A&CP | *e* | 1876<br>7mo | R.Craggs &Sons Middlesbro' | J.M.Lennard& Sons | 141·4 \| 21·2 \| 10·9<br>Q71′F24′<br>drp93 *WB*= | Middlsbro'<br>British | C.2Cy.18½″&34″–24″ (*s*)<br>80lb ~~40lb~~ *80lb* NDB94 54HP<br>1SB,*2pf*,GS27,HS768<br>Blair&Co.(Lim.),Stockton | 11 ″ 9<br>s ″11½ |
| 146 72816 | **Teh Hsing** SteelTwinScSr<br>*W.J.Thatcher* –92 (*ex*Pao-Ching) | 1642<br>710<br>1271 | | | | 18 9/10 | S.C.Farnham&Co.<br>Shanghai | R.W.Astill | 238·0 \| 30·1 \| 12·0<br>H72*t* F43*t* 27·2<br>*Saloon dk*438*t*<br>*Promenade dk* 372*t* | Shanghai<br>British | C.4Cy.16″&32″–18″<br>85HP<br>S.C.Farnham&Co.,Shanghi | |
| 147 ~~48530~~ MTVG | **Teheran** IronScBk<br>~~*F.Cole* –93~~ | 2622<br>1711<br>1664 | *Now named "Toyei Maru," See No 5 Supplement.* | | … | 1874<br>3mo | Gourlay Bros.&Co.<br>Dundee | ~~D.&O.SteamNav. Co.~~ | 360·0 \| 36·2 \| 26·9<br>F49′ | ~~Dundee~~<br>~~British~~<br>Japanese | C.2Cy.45″&84″–48″ (*i*)<br>NB82 400HP<br>GourlayBros.&Co. Dundee | V |
| 148 | **Teixeirinha** SteelTwinScSr | 332<br>199<br>158 | | | | 1890 | Russell& Co.<br>P.Glasgow | Cia.Camara | 160·3 \| 31·0 \| 9·2 | Para<br>Brazilian | C.4Cy.16″&32″–21″<br>Kincaid&Co.(Lim.),Grk. | |
| 149 NCSL | **Tejo** SteelScSr<br>*H.F.Fenger* –91 1*Dk*&*Spardk*<br>*Elec.light* | 827<br>490<br>511 | | | | 1891 | Burmeister &Wain Copenhagen | ForenedeDampskibsselskab | 186·8 \| 28·2 \| 12·5<br>19·9 | Copnhagn<br>Danish *WB* | T.3Cy.14¼″,22½″&36″–24″<br>120HP<br>Burmeister&Wain,Cpn. | V |
| 150 | — SteelTwinScSr<br>*J.Gordon*93–93 1*Dk*&*Promenade dk*<br>*Elec.light* | 312<br>226<br>212 | ✠ A1<br>9,93<br>*For River purposes only*<br>✠LMC9,93 | P.Gl<br>A&CP | | 1893<br>9mo | Murdoch& Murray<br>Pt.Glasgow | A.P.Gomes | 140·2 \| 30·1 \| 8·0<br>F16′ FK<br>*WB*=*FPT 22t* | Pará<br>Brazilian | T.6Cy.9¾″,15¾″&25″–18″ (*s*)<br>160lb 65HP<br>1SB,*2cf*,GS45,HS1332<br>Lees,Anderson&Co.,Gls. | 8 ″ 5 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. Year Altered. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 151 91896 WDTK | **Tekapo** IronScSr<br>*E.Phillips*90–93 *ss*Ddn.No.2–90<br>(*ex*CapeClear)<br>1*Dk*(*Irn*)&*Spardk*(*ptIrn–ws*)3*trB* | 2439<br>2334<br>1544 | ✠100A1<br>*Spar dk*<br>8,90 | Ddn<br>LA&CP | *s*<br>✠LMC4,94 | 1881<br>9mo | R.Steele&Co.<br>Greenock | **UnionS.S.Co.of NewZealand (Lim.)** | 291·5\|38·1\|26·2<br>BK10′<br>*WB=CellDB252′*<br>350*tFPT*50*t* | **Dunedin**<br>British | C.2Cy.35″&70″–48″ (*j*)<br>80lb *50lb* 270H<br>2B,*Spf*,GS150<br>R.Steele&Co.,Greenock | 21 ″ 1<br>7 ″ 2 | |
| 152 | **Tekir Daghi** IronPad<br>*Ahmed*88–88<br>(*ex*MatteoFoscolo,*ex*Smyrna) | 170<br>—<br>92 | | | | 1868 | Palmers' Co.<br>Newcastle | **IdareiMassousieh** | 120·0\|10·5\|11·4 | **Constanpl**<br>Turkish | 2Cy.<br>80H | | |
| 153 HRSB | **Tekla** IronScSr<br>*H.F.Jansson* –90<br>(*ex*Moise,*ex*Wenvoe) 1*Dk2trB* | 923<br>754<br>690 | | | | 1872 | Schlesingr, Davis&Co.<br>Newcastle | **Ångf.Aktieb. "Viking"(K.O.F. Dalman,*Mgr.*)** | 208·0\|26·5\|17·2<br>Q98′ B26′ F30′ | **Gothenbrg**<br>Swedish | C.2Cy.30″&50″–30″<br>100H<br>R.&W.Hawthorn.,Nwc. | | V |
| 154 W473 | **Tekoa** SteelScSr<br>*D.Stuart*90–90 *ss*Lon.No.1–95<br>2*Dks*(*Irn*)&*Webframes* | 4050<br>3852 ~~7,94 12,98~~ 3,95<br>2646 ~~LMC11,98~~ 8,94 | ✠100A1<br>LA&CP | Lon | *w*<br>~~LMC11,98~~ | 1890<br>11mo | W.Gray& Co.(Lim.)<br>WHartlepool | **NewZealand ShippingCo. (Lim.)** | 365·1\|47·1\|26·5<br>P31′B88′F38′<br>BK11′<br>*WB=Cell* | **Plymouth**<br>British | T.3Cy.27″,43″&72″–45″ (*s*)<br>160lb 450H<br>3DB,*12rf*,GS225,HS7140<br>Centrl MarineEWks WHpl | 29 ″ 4<br>s 6 ″ 4 | |
| 155 91198 JVFQ | **Telamon** IronScSr<br>*M.H.F.Jackson*72–75 | 2397<br>2184<br>1555 | | | | 1885 | Scott&Co.<br>Greenock | **OceanSteamship Co.** | 320·0\|36·3\|25·8<br>B50′ F31′ | **Liverpool**<br>British | C.I.2Cy.27″&58″–60″<br>400H<br>Scott&Co.,Greenock | | D<br>BT till ~~11,94~~ 4 96 |
| 156 VHBC | **Telegraf** IronScSr<br>(*ex*Söderhamn)<br>1*Dk* | 230<br>160<br>168 | | | | 1855 | W.Lind-bergsMek. Verks.<br>Stockholm | **O.Holm** | 121·3\|19·3\|11·8<br>Q32′ B34′ H6*t* F36′ | **Nikolaistd**<br>Russian | 2Cy.<br>50H<br>W.LindbergsMek.V.,Skm. | | |
| 157 22936 NPMB | **Telegraphic** IronSc3MstSr<br>*G.Metcalfe*93–93(*ex*Semaphore) | 648<br>560<br>356 | | | | 1855 | A.Stephen &Sons<br>Glasgow | ~~**W.Tapscott&Co.**~~<br>ManchesterTraders (Lm)(W.Tapscott &Co.*Mgrs*) | 231·0\|24·3\|15·5<br>P75*t*<br>len80 | **Belfast**<br>British | C.2Cy.27″&36″–30″<br>NB80 136H<br>*Cmp*80J.Rowan&Sons Bel. | | V<br>BT till 10,94 |
| 158 89166 | **Tel-el-Kebir** IronScSp | 148<br>137<br>93 | | | | 1883 | G.K.Stothert&Co.<br>Bristol | **A.J.Smith** | 118·2\|19·6\| 7·4 | **Bristol**<br>British | 1Cy.22″–18″<br>85H<br>G.K.Stothert&Co.,Brs. | | |
| 159 ~~21166~~ ~~21FQ~~ | **Telemachus** IronScSr<br>*J.Barwise* – | 2188<br>2004<br>1397 | | | | 1880 | A.Leslie& Co.<br>Newcastle | ~~**OceanSteamShip Co.**~~<br>Stoomv.Maats "Oceaan" | 320·9\|34·6\|26·0 | ~~**Liverpool**~~<br>~~British~~<br>Amsterdam<br>Dutch | C.2Cy.27″&56″–52″<br>250H<br>R.Stephenson&Co.,Nwc. | | BT till 9,94 |
| 160 LFKO | **Télémaque** IronScSr<br>*Arimonde* 1*Dk* | 480<br>—<br>287 | | | | 1872 | Forges&C. de laMédit. LaSeyne | **Soc.Nouvelle des Forges&Chantiers de laMéditerranée** | 164·0\|24·6\|15·9<br>B7′ F22′ | **LaSeyne**<br>French | C.2Cy.19¼″&40¼″–23½″<br>75H<br>Forges&C.de laMédit,Msl. | | V |
| 161 HDGJ | — IronPadTug<br>*N.Moschos* (*ex*LordCollingwood) | 115<br>—<br>29 | | | | 1877 | J.Read-head&Co.<br>SouthShields | **StathatosBros.** | 100·5\|18·9\| 9·6 | **Ithaca**<br>Greek | 1Cy.35″–<br>50H | | |
| 162 77450 WVNJ | **Telephone** IronScSr<br>*H.H.Smar* –93 *ss*Abn.No.3–12,89<br>*Well deck* *ss*Shl.No.1–94<br>1*Dk2trB* | 1198<br>897<br>757 | ✠100A1<br>5,94<br>✠NB12,89 | Shl<br>A&CP | *o*<br>LMC2,94 | 1878<br>9mo | J.Duthie, Sons&Co.<br>Aberdeen | **DuthieBros.&Co.** | 242·2\|31·0\|17·3<br>P126′F29′<br>BK8½<br>*WB=DL* | **Aberdeen**<br>British | C.2Cy.28½″&54″–36″ (*s*)<br>80lb *70lb* NDB89 124H<br>2SB,*4pf*,GS56<br>BlaikieBros.,Aberdeen | 18 ″ 6<br>s 2 ″ 4 | |
| 163 68289 | — IronScSr<br>*T.Holmes*90–90 *ss*Gls.No.2–86<br>1*Dk* | 162<br>131<br>75 | 7.86<br>✠NB7,86 | Gls<br>A&CP | *b* | 1878<br>2mo | H.M'In-tyre&Co.<br>Paisley | **Aberdovey&BarmouthS.S.Co. (Lim.)(J.D. Penny,*Mgr.*)** | 110·6\|18·2\| 8·8<br>Q37′ B11′ F12′ | **Liverpool**<br>British | C.2Cy.15″&26″–21″<br>30H<br>Muir & Houston,Glasgow<br>*WB=FPT* | | |
| 164 76943 QMPN | **Telesilla** IronScSr<br>*A.Harvey* –94 *ss*Shl.No.3–9,89<br>*Well deck* *ss*Bly.No.1–95 1*Dk2trB* | 1203<br>971<br>775 | ✠90A1<br>4,95 ~~7,98~~<br>~~BS7,98~~<br>~~6,94~~ | Shl<br>A&CP<br>LMC9,~~89~~<br>Bly | *n*<br>4,95 | 1877<br>1mo | E.Withy& Co.<br>Hartlepool | **R.Gordon&Co.** | 230·0\|31·6\|17·3<br>Q84′B130*t*F31′<br>~~drp92~~ Srp95 BK8″<br>*WB=DBa*73′*f*75′ | **London**<br>British | C.2Cy.29″&55″–33″ (*i*)<br>65lb ~~60lb~~ *50lb* NDB85 120H<br>1DB,GS59<br>T.Richardson & Sons,Hpl. | 18 ″ 1<br>s1 ″7½ | |
| 165 HVDP | **Telesto** IronScSr<br>*C.H.Gädda*88–88 6thSurvey,Got.5,92<br>collision 1,95 (*ex*Azorian)<br>*Well deck* 1*Dk2trB* | 1112<br>829<br>709 | ✠ ~~A1,1~~<br>6,94 ~~9,93~~<br>MS3,89<br>BS4,94 | Shl<br>Sld | Lv | 1873<br>9mo | R.Thomp-son,jun.<br>Sunderland | **ÅngfartygsAktiebol."Viking" (K.O.F.Dalman,*Mgr.*)** | 220·0\|30·3\|16·5<br>P129′H24*t*F28′<br>BK8″<br>3*BH*1PBH | **Gothenbrg**<br>Swedish | C.2Cy.28½″&53″–33″<br>75lb *80lb* NE&B79 110H<br>Blair&Co.(Lim.),Stockton<br>*WB=DBa&f* | | |
| 166 LFKH | **Tell** IronSc<br>2*Dks&SparDk* | 1325<br>—<br>746 | | | | 1879 | Forges&C. de la Médit. LaSeyne | **Cie.deNav.Mixte** | 229·6\|31·7\|23·6 | **Marseilles**<br>French | C.2Cy.32¼″&60¼″–29½″<br>225H<br>Forges&C.delaMédit.,Msl. | | |
| 167 QOSK | — IronScSp<br>*H.Graff* –92 1*Dk* | 173<br>—<br>64 | | | | 1871 | Reiher-stiegS.B.Co<br>Hamburg | **Bugsirges. "Union"** | 110·2\|21·1\|12·5 | **Bremen**<br>German | C.2Cy.28″&48″–30″<br>Reiherstieg S.B.Co.,Ham. | | |
| 168 HMJP | **Tellus** SteelScSr<br>*J.Amundsen*89–90<br>*Well deck* 1*Dk*(*Stl*)&*Webframes*<br>*ss*Liv.No.1–94 | 2529<br>1957<br>1948 | ✠100A1<br>5,94 ~~2,93~~<br>✠LMC6,~~90~~ 5,94 | Sld<br>A&CP<br>Liv | *t* | 1890<br>1mo | Osbourne, Graham&Co<br>Sunderland | **Dmp.Slsk."Tellus" (W.Wilhelmsen)** | 302·0\|40·1\|20·6<br>P29′Q96′B120′<br>F32′ BK10′<br>*WB=CellDB2o2* | **Tönsberg**<br>Norwegian | T.3Cy.22½″,37″&61″–42″ (*r*)<br>160lb *80lb* 210H<br>2SB,*6pf*,GS108<br>G.Clark(Lim.)Sunderland | 23 ″ 1 | N |
| 169 HRDV | — SteelScSr<br>*F.Svedberg*83–92 1*Dk2trB* | 1032<br>777<br>799 | | | | 1882 | MotalaCo. Norrköping | **StockholmsÅngf Rederib. (G.Brolin)** | 208·1\|29·1\|17·1<br>P120′ H13*t* F24′ | **Stockholm**<br>Swedish<br>*WB* | C.2Cy.28″&40″–28″<br>150H<br>Motala Co.,Norrköping | | V |
| 170 JBMQ | — SteelScSr<br>*O.R.Ekman*92–92 1*Dk* | 239<br>195<br>162 | | | | 1892 | Eriksbergs M.V. Gothenburg | **Ångf.Aktieb. "Tellus"(E.J. Odenius)** | 102·3\|22·2\|11·8<br>B28′ F13′ H5*t* | **Gothenbrg**<br>Swedish | C.2Cy.12″&24″–15″<br>30H<br>EriksbergsM.V.Gothenbrg | | G |
| 171 756 HRQO | **Temis** IronScSr<br>*F.F.Söderberg*83–92 1*Dk* | 356<br>301<br>259 | | | | 1883 | Göteborgs Mek.Verkst. Gothenburg | **Ångf.Aktieb "Nornan" (T.Ahrenberg)** | 134·8\|22·2\|13·4<br>B37′ H4*t* | **Gothenbrg**<br>Swedish | C.2Cy.16½″&28″–19½″<br>50H<br>GöteborgsM.V.Gothenbrg | | G |
| 172 67347 LTSD | **Temon** IronSc3MstSr<br>*J.Henderson*81–84 *ss*Shl.No.3–8,83<br>*Well deck* *ss*Nwc.No.2–91<br>1*Dk2trB* | 762<br>654<br>478 | ✠90A1<br>~~8,98~~ 11,94<br>~~BS2,93~~<br>4,94 | Shl<br>LMC11,91 | *m* | 1873<br>3mo | T.&W. Smith<br>N.Shields | **W.Mason&Co.** | 208·9\|28·1\|15·3<br>Q80′B63*t*F19′<br>drp92&93 BK8″<br>*WB=DBa*55′*f*88′133*tFPT* | **Newcastle**<br>British | C.2Cy.25″&49″–30″ (*s*)<br>80lb *50lb* NB83 NDB83 90H<br>1SB,*3pf*,GS58<br>R.&W.Hawthorn,Nwc. | 16 ″ 7<br>s 1 ″10½ | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **173** 102128 | **Templemore** *J.Treneery* ~~82–93~~ *Moore* 2*Dks*(*Stl*)&*Spardk*(*Irn*)4*trB* *Elec.light* *Additional Bulkheads as per Section* 22 *not* | **SteelSc4MstSr** | 6276 6122 4103 | ✠100A1 *Spar dk* *with freeboard* 2,95 ~~6,04~~ ✠LMC2,94 *fitted between Main &Spar Dks* | Liv LA&CP | *a*† | 1894 2mo | Harland& Wolff(Lim.) Belfast | S.S."Templemore" (Lim.)(W.Johnston&Co.(Lim.) *WB=Cell* | 451·0 FK&BK3″ *DB*392′ 950*t* | 48·3 | 26·8 31·6 *FPT* 111*t* | Liverpool British *APT*43*t* | T.3Cy.30½″,50″&82″–60″ (*s*) 180lb 610H 2D&2SB,*18rf*GS318HS10510 Harland&Wolff(Lim.)Bel. | 30 ″ 3 s 12 ″ 3 |
| **174** 83910 WBKT | **Tempo** *N.N.Digman* –91 | **IronScSr** ~~ssNwc.No.2–90~~ 1*Dk2trB* *ss*Shl No.3–4,94 | 1062 912 688 | ✠90A1 ~~2,94 2,98~~ 3,05 ~~BS11,92~~ ✠LMC1,94 ~~✠NB4,94~~ ~~Stl~~ Sld | Nwc | *o* | 1881 7mo | T.&W. Smith N.Shields | R.B.Fenwick &J.Reay | 231·0 P23′B46′ | 35·1 BK8″ *WB=Cell* | 13·9 F17′ *DB*188′423*t* | Newcastle British 1*BHCem* | C.2Cy.25″&58″–36″ (*s*) ~~(d)~~ 100lb *90lb* NDB94 140H 1SB,*4pf*,GS60,HS1900 Hawks,Crawshay&Ss.,Gts | 17 ″ 3 s 2 ″ 7½ D |
| **175** 71701 NRSQ | **Tenasserim** *E.Robertson* –94 *Elec.light* | **IronSc3MstSr** *ss*Gls.No.3–3,88 *ss*Gls.No.1–92 3*Dks*(*UIrn*-ws) | 2802 2646 1804 | ✠100A1 ~~2,94 3,03~~ ✠NB10,87 ~~BS8,94~~ | Gls A&CP LMC3,93 Lon | *u* | 1875 2mo | W.Denny &Bros. Dumbarton | Burrell&Son | 361·1 BK11″ | 37·3 | 27·4 *DB* | Glasgow British 1*BHCem* | Q4Cy.24½″,37″,49″&72″–42″ 180lb *80lb* NDB89 (*s*) 270H 2DB,*12cf*,GS175 *Qpd*87 Denny&Co.,Dumb. | |
| **176** 72452 | **Tender** *W.Crossman* –92 IB | **WoodScSr** | 102 92 70 | *For River purposes only* 3,75 | Bdg A&CP | 9 | 1874 4mo | Gough Bridgwater | Sully&Co.(Lim.) | 85·0 | 18·5 | 9·6 | Bridgwatr British | 2Cy.22″&18″ 35H J.Payne,Bristol | |
| **177** 68505 MLGK | **Tenedos** *R.Tilmouth*84–84 *ss*Ant No.2–95 | **IronScSr** *ss*Shl.No.3–9,86 ~~*ss*Ant.No.1–90~~ 2*Dks*3*trB* | 1286 1261 808 | ✠100A1 ~~3,95~~ 3,93 ~~BS4,93~~ ~~4,94~~ | Lon A&CP Ant LMC4,96 | *o* | 1873 11mo 2,95 | Lon.&Glas. Co. Glasgow | Westcott& Laurance | 241·7 BK9″ *WB=FPT* | 32·3 | 22·7 5*BHCem* 82*t APT*124*t* | London British 2DB,*4pf* | C.2Cy.31″&54″–33″ (*i*) 60lb *40lb* 150H Lon.&Glas.Co.,Glasgow | 24 ″ 0 s 4 ″ 8½ |
| **178** | **Tenerife** *J.Glover*91–91 | **IronScSrTug** 1*Dk*(*Irn*–ws) | 52 52 11 | ✠100A1 9,91 ✠LMC9,91 | Lon LA&CP | *a* | 1891 9mo | R.&H. Green London | J.J.Hamilton& S.E.Walthew | 70·0 BK6″ | 16·0 | 6·7 4*BHCem* | London British 1SB,*2pf*,GS25 | C.2Cy.12½″&25″–18″ (*s*) 100lb 30H J.Stewart& Son(Lim.)Lon. | 7 ″ 6 s 1 ″ 9 |
| **179** 90019 JTWK | **Teneriffe** ~~*C.Penchard* –91~~ *Smith* ~~–95~~ | **SteelScSr** 2ndSurvey,Liv.6,93 2*Dks*(*UptStl*-ws) | 1800 1617 1165 | ✠ A1*1 ~~4,94~~10,94 5,95 | Liv | Lv | 1885 2mo | Harland &Wolff Belfast | British&African SteamNav.Co. (Lim.)(Elder, Dempster&Co., *Mgrs.*) | 301·0 P43*t*H139*t* | 36·0 BK8″ | 19·8 7*BH*1PRH | Glasgow British 2B,*6f* | C.2Cy.32″&64″–42″ 200H Harland&Wolff,Belfast | 21 ″ 4 s 4 ″ 5½ |
| **180** | **Tenö** *A.L.Wahlberg* –90 | **IronSc** 1*Dk* | 126 69 91 | | | | 1875 | W.Lindbergs Mek. Verks. Stockholm | VaxholmsÅngf. Aktieb. (C.H.Backert) | 94·8 Q31′ | 17·1 B37′ | 7·3 H5*t* | Stockholm Swedish | C.2Cy.11″&24″–21″ 30HP W.LindbergsMek.V.,Skm. | |
| **181** 702 JBVT | **Tento** *C.G.E.Svensson*93–93 (*ex*Eugene,*ex*Altofts) | **IronSc3MstSr** 3rdSurvey,81 1*Dk2trB* | 775 657 540 | ✠ 1,81 | Hul | Lv | 1873 1mo | Schlesnger Davis&Co. Newcastle | Ångf.Aktieb. "Tirfing" (A.Broström) | 192·8 Q117′H20*t* | 26·9 FK *WB* | 16·6 3*BH* 1PBH *=DBa&f* | Gothenbrg Swedish | C.2Cy.26″&48″–30″ NB84 99H Hawks,Crawshay&Co., Gts. | V |
| **182** HDGR | **—** *Well deck* | **SteelScSr** 1*Dk* *Floors,BeamsStringers&Klsn,Irn* | 414 321 300 | ✠ 5,88 | Bly LA&CP | *g* | 1884 9mo | P.Larsson Thorskog | J.W.Prebensen | 141·3 Q42′B31′F28′ | 25·3 | 12·6 | Risör Norwegian 4*BHCem* | C.2Cy.17½″&32″–21″ 50H J.&C.G.Bolinder,Stckhlm. *WB=MT*16′75*t* | 13 ″ 6 |
| **183** HSFT | **Teodor Mannheimer** *C.A.Johansson*84–84 | **SteelScSr** 1*Dk* | 222 184 158 | | | | 1884 | MotalaCo. Motala | Nora-Karlskoga Rederiaktieb. (C.Collett) | 101·3 B23′ | 20·4 H5*t* | 11·6 | Nora Swedish | C.2Cy.13¾″&25″–18″ 35H MotalaCo.,Motala | |
| **184** JRTG | **Ter** *Nieto*60–80 | **IronSc3MstSr** (*ex*Egyptian) 1*Dk2trB* | 1033 — 598 | | | | 1855 | Smith& Rodger Glasgow | P.M.Tintoré&Co. | 229·6 | 30·0 | 20·5 | Barcelona Spanish | C.2Cy.19″&40″–30″ 200HP Fawcett,Preston&Co.,Liv. | V |
| **185** | **Teraky** *Vangeli*76–86 | **WoodPad** | — — 109 | | | | 1869 | Money Wigram London | Chirket-i-Hairie (BosphorusStm Nav.Co.) | 150·0 | 19·0 | 10·0 | Constanpl Turkish | 70HP Maudslay,Son& Field,Ldn. | |
| **186** 89336 | **Terara** *A.Buchanan* | **IronPad** 1*Dk* | 152 — 96 | | | | 1885 | Atlas EngineCo. (Lim.) Sydney | IllawarraSteam Nav.Co. | 125·3 | 20·0 | 6·7 | SydnyNSW British | C.2Cy.14½″&25″–48″ 30HP AtlasEng.Co.,Ld.,Sydney | |
| **187** 73641 | **Teredo** *T.Knight*77–88 | **IronSc3MstSr** 1*Dk* | 353 353 224 | | | | 1876 | J.&G. Rennie London | BombayPortTrust | 161·0 | 29·2 | 10·1 | Bombay British | C.2Cy.24″&42″–30″ 70HP J.&G.Rennie,London | |
| **188** | **Terek** | **IronScSr** 1*Dk* | 508 — 396 | | | | 1872 | Thames Iron Works London | RussianSteam Nav.&TradingCo | 215·0 | 29·0 | 11·0 | Odessa Russian | 2Cy.34″–24″ 60HP Maudslay&Co.,London | |
| **189** JRVM | **Teresa** *Arana* (*ex*Mayaguez,*ex*Argentina&Emma) | **IronScBn** 1*Dk2trB* | 1303 — 1024 | | | | 1870 | R&J Evans &Co. Liverpool | Linea de Vapores Serra | 244·4 | 30·6 | 16·9 | Bilbao Spanish | C.2Cy.26″&52″–33″ 120HP J.Taylor&Co.,Birkenhead | V |
| **190** 91940 SLGM | **—** *I.Slaker*82–88 *Well deck* | **SteelScSr** *ss*Sng.No.~~1–90~~2–94 1*Dk*(*Irn-ptws*)2*trB* | 1177 920 753 | ✠100A1 ~~3,94~~ ~~2,98~~ 12,94 ✠LMC7,93~~8~~94 | Sng A&CP | *o* | 1886 5mo | Grangemth DockyardCo Grangmouth | LimHoPuah | 240·6 Q81′B67′F27′ *pt Shaded*43′ ~~dep 0 Iscp 02~~ BK7½″ *WB=Cell DB*197′ | 33·1 | 14·3 340*t APT*15*t* | Singapore British 4*BHCem* | T.3Cy.18″,30″&48″–36″ 160lb *40lb* 130H 2SB,*4cf*,GS120 Hutson&Corbett,Glasgow | 16 ″ 10 |
| **191** 96687 | **—** *S.Davis*89–90 | **IronSc3MstSr** *ss*B.As.No.1–93 1*Dk*(*Irn*) | 307 275 173 | ✠ A1 *For River purposes only* 7,93 | B.As LA&CP | | 1890 1mo | TAWalker Sudbrook | Executors of the lateT.A.Walker | 151·0 FK | 26·3 | 8·0 4*BHCem* | London British 1SB,*2pf*,GS33 | Q.4Cy.9″,12″,16″&25″–21½″ 160lb (*s*) 50HP Fleming & Ferguson,Psy. | 8 ″ 6 |
| **192** 73563 WTLQ | **Tern** *T.W.Jones* –92 | **IronSc3MstSr** 2*Dks* | 906 769 554 | ✠LMC7,93 | | … | 1875 8mo | Gourlay Bros. Dundee | GeneralSteam NavigationCo. | 229·5 Q55′ | 29·2 B29′ | 17·6 F33′ | London British | C.2Cy.30″&50″–30″ 110HP GourlayBros.&Co.,Dundee *WB=DBa*92′*f*56′200*t* | 18 ″ 9 s 2 ″ 10½ D |
| **193** | **Terneuzen** (*ex*Halling,*ex*Emma *ss*Nwc.No.2–91 *Well deck* Trechmann) | **IronScSr** *ss*Hpl.No.3–5,83 1*Dk2trB* | 766 619 479 | ✠90A1 2,94 BS10,92 LMC9,91 | Lon A&CP | *k* | 1871 2mo | Withy, Alexander &Co. Hartlepool | Little&Johnston | 194·9 Q80′B44′F25′ BK8″ *WB=DBa* | 28·6 | 15·9 4*BHCem* 57*f*40′121*t* | London British | C.2Cy.25″&48″–36″ (*i*) 65lb *75lb* NB81 NDB91 96HP 1SB,*3cf*,GS40 T.Richardson&Sons,Hpl. | 17 ″ 0 s 1 ″ 5½ |

*Now named* "Halling." *See No.* 1 *in Supplement.*

| No. in Book / Official No. / Code Letters | Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks, &c. | Register'd Tonnage: Gross. Under deck. Net. | Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. Years Assigned now; spring. Equipment Letter. | Built. When. Ship. Engines | Built. By Whom. Where. | Owners. | Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 194 Terra<br>86882 KWHF Well deck | SteelScSr<br>*V.Petersen83–88 ssHpl.No.1–93*<br>*1Dk(Irn)2trB&Webframes FloorsIrn* | 2726<br>2154<br>1778 | ✠100A1<br>11,94 ~~1899~~<br>✠LMC5,93 | Bry t<br>A&CP | 1888<br>12mo | Ropner&Son<br>Stockton | Herskind&Co. | 314·0 40·5 20·1<br>229′Q104′B118′<br>F31′ BK10″<br>*WB=Cell* | W.Hartlpl<br>British<br>*1BHCem*<br>*DB252′558t* | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *55lb* 220H<br>2SB,~~*3rd/ef*~~,GS63 *4rf,2cf* FD<br>Blair&Co.(Lim.),Stockton | 23 ″ 7<br>s 2 ″5½ | |
| 195 —<br>TRDV | IronPadSr<br>*J.F.Callies*<br>*1Dk* | 103<br>—<br>72 | | | 1856 | .....<br>Glasgow | C.J.F.Bräunlich | 133·2 15·3 7·2 | Stettin<br>German | | | |
| 196 Terra Nova<br>86090 KDGW | WoodScBk<br>*H.Mackay94–94* | 744<br>652<br>450 | | | 1884 | A.Stephen&Sons<br>Dundee | D.Bruce&Co. | 187·0 31·0 19·0<br>Q59t F32t | Dundee<br>British | C.2Cy.27″&54″–33″<br>120HP<br>GourlayBros.&Co.,Dundee | | |
| 197 Terranora<br>73606 TKLH | SteelPadSr<br>*1Dk* | 350<br>336<br>199 | | | 1878 | D&WHenderson&Co.<br>Glasgow | Government of NewZealand | 141·5 27·1 10·4 | Wellingt'n N.Z.<br>British *WB* | 2Cy.30″–54″<br>94HP<br>D.&W.Henderson&C.,Gls. | | |
| 198 Terrier<br>HTSJ | SteelScSr<br>*H.A.Berg77–94*<br>*1Dk(ptStlptIrn)2trB& ptAwng dk(Irn)* | 1605<br>1149<br>1008 | ✠100A1<br>*ptAwng dk withfreeboard* 348<br>~~1,91 1904~~ 1,94<br>✠LMC1,94 | Sld p<br>A&CP<br>NYk | 1894<br>1mo | J.Blumer&Co.<br>Sunderland | W.Wilhelmsen | 255·0 35·5 15·6<br>Q102′<br>*ptAwng dk*153′ FK<br>*WB=Cell DB220′354t* | Tönsberg<br>Norwegian<br>*4BHCem*<br>*APT45t* | T.3Cy.19″,31″&51″–33″ (*r*)<br>160lb *80lb* 130HP<br>1SB,*4pf*,GS68,HS2350<br>G.Clark(Lim.) Sunderland | 18 ″ 1<br>s 8 ″ 2½ | |
| 199 —<br>86768 MTSJ | IronScK<br>*1Dk* | 149<br>138<br>57 | ✠100A1<br>*StmTrawler*<br>11,94 ~~1904~~<br>✠LMC10,91 | Hul<br>LA&CP | 1891<br>10mo | Cook, Welton&Gemmell<br>Hull | HumberSteam TrawlingCo.(Lim.) | 100·5 20·7 11·0<br>Q21′ BK7½′ | Hull<br>British<br>*3BHCem* | C.2Cy.17″&33″–22″ (*s*)<br>90lb 45HP<br>1SB,*2pf*,GS30<br>Bailey&Leetham,Hull | 11″11 | |
| 200 Terschelling<br>BHTN | IronScCtr<br>*F.Finger91–91* | 140<br>—<br>33 | | | 1891 | Janssen&Schmilinsky<br>Hamburg | W.W.Schrader&Wrede | 95·0 19·0 12·6 | Hamburg<br>German | C.2Cy.20″&32″–36″<br>110HP<br>Janssen&Schmilinsky,Ham. | | |
| 201 Tertia<br>HJDV | WoodScK<br>*E.Vanleke –89* | 118<br>118<br>56 | | | 1885 | D.Allan&C<br>Granton | J.Baels-Mauricx | 98·9 21·2 10·5 | Ostend<br>Belgian | C.2Cy.14″&28″–21″<br>35HP<br>Hutson&Corbett,Glasgow | | V |
| 202 Tescha<br>408 HKCD | IronPad<br>*1Dk* | 227<br>—<br>140 | | | 1881 | RussianS.S.&Nav.Co<br>Sebastopol | RussianSteam Nav.&Trading Co. | 144·0 21·0 7·9 | Odessa<br>Russian | C.2Cy.24″&36″–42″<br>70HP<br>Russ.SS.&Nav.Co.,Sebstpl | | |
| 203 Teseo | SteelPadSr | 188<br>168<br>28 | | | 1886<br>10mo | W.Denny&Bros<br>Dumbarton | LaPlatense FlotillaCo.(Lim.) | 140·0 22·1 6·7 | Bns.Ayres<br>Argentine | C.D.2Cy.21″&37″–42″<br>60HP<br>Denny&Co.,Dumbarton | | |
| 204 Teshio Maru<br>1222 HJDV | Wood—Sr<br>*HayashiJiojiro* | 158<br>147<br>81 | | | 1890 | Morita Rihei<br>Tokio | TeshioKitami Soun-Kaisha | 107·7 14·2 13·3 | Otaru<br>Japanese | 1Cy.<br>35HP | | |
| 205 Tetartos<br>LKWS | IronScSr<br>*P.Lassen93–94 ssH.Kg.No.2–92*<br>*1Dk(Irn)&Spardk3trB* | 2409<br>2291<br>1578 | ✠100A1<br>*Spar dk*<br>3,94<br>✠LMC12,91<br>✠NE&B90 | Ham t<br>A&CP | 1883<br>5mo | Flnsburge Schffs.Ges.<br>Flensburg | Flensburger Dampfschifffahrts Ges.v.1869 | 294·9 37·1 19·4<br>B70′ 26·7<br>BK9′<br>*WB=CellDB266*<br>*478tAPT12t* | Flensburg<br>German | T.3Cy.23″,36½″&62″–39″ (*s*)<br>150lb *90lb* NDB90<br>*5BHCem*<br>CentralMarineE.W.WHpl. | | V |
| 206 Teucer<br>97797 | SteelScSr<br>*W.T.Hannah –94* | 2846<br>2574<br>1803 | | | 1890 | Scott&Co.<br>Greenock | OceanSteamShip Co. | 336·1 38·5 26·8<br>P16′ B50′ F46′ | Liverpool<br>British | C.2Cy.26½″&62″–60″<br>FD 450H<br>Scott&Co.,Greenock | | D<br>BT till 12,94 |
| 207 Teutonia<br>PTMQ | SteelScSr<br>*J.deJong82–92*<br>*1Dk(Stl)&Spardk(Irn)3trB* | 3158<br>2981<br>2087 | ✠100A1<br>*Spar dk*<br>3,95 ~~1904~~<br>✠LMC3,92<br>Rot | Cff u<br>LA&CP | 1892<br>3mo | Ropner&Son<br>Stockton | W.H.Muller&Co. | 320·0 41·2 19·6<br>B62′F31′ 27·1<br>BK10′<br>*WB=Cell*<br>*DB262 570t* | Rotrdam<br>Dutch<br>*5BHCem*<br>2SB,*6cf*,GS121,HS4012<br>T.Richardson&Sons,Hpl. | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *90lb* 220H<br>2SB,*6cf*,GS121,HS4012<br>T.Richardson&Sons,Hpl. | 22 ″ 0<br>s 6 ″ 8 | D |
| 208 —<br>83921 WFKR | IronScSr<br>*H.C.Kramer –94 ssLiv.No.2–90*<br>*2Dks(Irn)3trB* | 2376<br>2139<br>1550 | ✠100A1<br>10,93<br>✠LMC10,93 | Liv s<br>LA&CP | 1881<br>11mo | Schlesinger,Davis&Co.<br>Newcastle | TeutoniaS.S.Co.(Lim.)<br>(T.R.Willings) | 290·4 37·2 24·5<br>P30′B60′F34′ BK9′<br>*WB=DB6*<br>*94′f68′339t* | Liverpool<br>British<br>*6BHCem*<br>2SB,*6f*,GS97<br>T.Clark&Co.,Newcastle | C.2Cy.35″&65″–42″ (*s*)<br>80lb *40lb* 200H<br>2SB,*6f*,GS97<br>T.Clark&Co.,Newcastle | 26 ″ 0<br>s 4 ″ 8 | |
| 209 —<br>RFQK | IronScBn<br>*Gronemeyer93–93* *2Dks&3trB* | 1762<br>1615<br>1280 | | | 1879 | Caird&Co.<br>Greenock | Hamburg-AmerikanischePacketf. Act.Ges. | 269·6 33·8 23·9<br>P46′ F32′ | Hamburg<br>German | C.2Cy.34″&62″–42″<br>180H<br>Caird&Co.,Greenock | | V |
| 210 —<br>JDPH | IronScSr<br>*J.J.F.Michelsen –90 1Dk*<br>(*ex*OlgaMaria,*ex*Doornkaat) | 349<br>260<br>260 | | | 1872 | J.T.Eltringham<br>S.Shields | Gaedertz,sen.,& Co. | 152·2 21·1 10·6<br>Q29′ F27′<br>len75 | Lübeck<br>German | C.2Cy.18¼″&34″–24″<br>45H<br>J.T.Eltringham,S.Shields | | V |
| 211 Teutonic<br>96334 LFWN | SteelTwinSc3MstSr<br>*J.Cameron –92*<br>*Elec.light* | 9984<br>8829<br>4269 | | | 1889 | Harland&Wolff(Lim.)<br>Belfast | OceanicStm.Nav. Co.(Lim.)<br>(Ismay,Imrie&Co.,*Mgrs.*) | 565·8 57·8 39·2 | Liverpool<br>British | T.6Cy.43″,68″&110″–60″<br>FD 2400H<br>Harland&Wolff(Lim.)Bel. | 42 ″ 2<br>s 13 ″ 6 | BT till ~~1906~~ 5,95<br>~~1903~~ |
| 212 —<br>96712 | IronScK<br>*1Dk* | 152<br>145<br>56 | ✠<br>*StmTrawler*<br>✠LMC12,90 | | 1890<br>12mo | Cochrane, Cooper&Schofield<br>Beverley | J.Kelsall (Kelsall&Co., *Mgrs.*) | 105·4 20·0 11·0<br>BK7½″ | Hull<br>British<br>*3BHCem* | T3Cy.12½″,19½″&31½″–22½″<br>150lb (*s*) 50H<br>1SB,*2cf*,GS29,HS780<br>C.D.Holmes&Co.,Hull | 11″10 | |
| 213 Teviotdale<br>102692 | SteelScSr<br>~~*J.R.Gordon –94*~~ *J.R.Gordon94–94*<br>*1Dk(Stl)&Spardk(ptIrnptStl)&deckpfrms* | 3847<br>3451<br>2538 | ✠100A1<br>*Spar dk*<br>~~11,93 1904~~ 4,05<br>✠LMC5,94<br>*(ClassContemplated)* | Bry u<br>LA&CP Cff | 1894<br>5mo | W.Hamilton&Co.<br>Pt.Glasgow | R.Mackill&Co. | 350·1 43·2 19·1<br>P33′B82′F37′ 27·0<br>BK11′<br>*WB=CellDB294′8*<br>*19tAPT80t* | Glasgow<br>British<br>*6BHCem*<br>2SB,*8rf*,GS156,HS4719<br>D.Rowan&Son,Glasgow | T.3Cy.24″,40″&64″–45″ (*s*)<br>*100lb* 160lb 294H<br>2SB,*8rf*,GS156,HS4719<br>D.Rowan&Son,Glasgow | 21 ″ 9<br>s 6″10½ | |
| 214 Tewfik Rabbani<br>73606 TKLH | SteelScSr<br>*J.Sinclair –93*<br>*2Dks(UStl–ws)&Spardk(Stl–ws)*<br>*Elec.light* | 2027<br>1761<br>953 | ✠100A1<br>*Spar dk*<br>1,92<br>✠LMC1,92 | Gls s<br>LA&CP | 1892<br>1mo | R.Napier&Sons<br>Glasgow | KhedivialS.S. Administration | 300·0 37·5 15·8<br>F35′BK9½″ 23·5<br>*Promenade dk122′*<br>*WB=Cell*<br>*DB226′319t* | Alexndria<br>Egyptian<br>*5BHCem*<br>1SB,*12rf*,GS282HS8716<br>R.Napier&Sons,Glasgow | T.3Cy.31″,47″&79″–54″ (*s*)<br>150lb *150lb* 520H<br>1SB,*12rf*,GS282HS8716<br>R.Napier&Sons,Glasgow | 18 ″ 6<br>s 6 ″ 2 | |
| 215 Texa<br>89961 JQPW | IronScSr<br>*J.Sinclair90–93 ssTrn.No.3–2,91*<br>(*ex*JamesMutter) *ssGls.No.1–95*<br>*Well deck* *1Dk* | 185<br>135<br>71 | ✠100A1<br>5,95 2,93<br>~~BS5,94~~ ✠LMC~~2,93~~ 4,95 | Gls b<br>LA&CP | 1884<br>9mo | Scott&Co.<br>Bowling | D.MacBrayne | 118·4 19·1 8·8<br>Q42′B7′F15′<br>len91 BK7′<br>*WB=FPT27t* | Glasgow<br>British<br>*4BHCem*<br>1SB,*2pf*,GS27<br>W.King&Co.,Glasgow | C.2Cy.16″&28″–22″ (*s*)<br>80lb *50lb* 35H<br>1SB,*2pf*,GS27<br>W.King&Co.,Glasgow | 9 ″ 5 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Enfoncement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Coque en Quille. Franc-bord au milieu du navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **216** 87941 JFRT | **Texan** *J.L.Bertie* –91 | **IronScSr** 3*Dks*(2*Irn*) | 3183 2999 2085 | ✠ 4,86 | Liv | Lv | 1883 12mo | Harland &Wolff Belfast | **WestIndia& PacificSteam ShipCo.(Lim.)** | 360·7 P56′ F48′ | 41·3 B118′ | 19·3 26·9 | **Liverpool** British 7*BHCem* | C.2Cy.40″&80″–51″ 266H Harland&Wolff,Belfast | |
| **217** 69988 LRMH | **Texas** *T.Hunter* *Elec.light* | **IronScSr** ssBel.No.3–5,91 3*Dks*(1*Irn*)*ptShadedk* | 2853 1443 1834 | ✠ ~~100A1~~ 5,94 ✠NB5,91 | Cff A&CP LMC5,91 | *t* | 1872 8mo — | AM'Millan &Son Dumbarton | **Mississippi& DominionS.S.Co (Lim.) (Flinn,Main& Montgomery, *Mgrs.*)** | 325·5 P60′F45′ | 36·3 BK10′ | 25·4 | **Liverpool** British 4*BHCem* | T.3Cy.26″,41″&66″–42″ (*s*) 160lb *60lb* NDB82 320H 2DB,8*rf*,GS159 *Tpd*91Hrlnd&Wlff(L),Bel | 26 × 4 × 8 |
| **218** 70018 | **Thai Peng** *D.Playel* | **IronPadSr** 1*Dk* | 287 233 150 | | | | 1882 | ..... HongKong | **LimAhThye** | 152·5 H54*t* | 22·3 | ... | **Penang** British | C.D.2Cy.23″&45″–60″ 120H H.K.&WhampoaDockCo., HongKong | |
| **219** 52608 HCTF | **Thales** ~~*Hodgins*~~ *Bathurst* | **IronScBg** ssH.Kg.No.3–4,91 ssHKg.No.1-94 2*Dks*&*Spardk* | 1199 735 820 | 80A1 *Spar dk* ~~7,93~~–5,94 B&MS4,93~~5~~,94 | HKg | ~~*b*~~ | 1864 | A.Denny &Bros Dumbarton | **DouglasS.S.Co. (Lim.)** | 231·0 F54′ ND91 | 31·4 BK8′ | 23·0 | **HongKong** British 4*BHCem* | C.2Cy 30″&51″–42″ 75lb ~~75lb~~ NB80 200H 2B,GS80 *Cmp*.80 HngKngDkC.H.K. | 16 × 6 × 6 |
| **220** HSGM | **Thalia** *Crillanovich*57–87 *Elec.light* | **SteelSc** 3*Dks*(*UStl*–ws) | 2371 2110 1320 | ✠ 9,86 ✠ | Dmb LA&CP | *t* | 1886 7mo | W.Denny &Bros Dumbarton | **LloydAustriaco** | 315·3 B21′ | 38·2 F37′ | 24·1 | **Trieste** Aust.-Hung. 5*BHCem* | T.3Cy.25″,41″&68″–48″ 374H Denny&Co.,Dumbarton *WB*=*CellDB*266′385*t* | 27 × 6 |
| **221** 82251 | **Thambyadine** *Gale* | **SteelPad** | 235 235 148 | | | | 1879 | W.Denny &Bros. Dumbarton | **IrrawaddyFlotilla Co.(Lim.)** | 160·2 | 24·0 | 7·7 | **Glasgow** British | C.D.2Cy.25″&43″–42″ 90H Denny&Co.,Dumbarton | |
| **222** 98056 LQHN | **Thames** *B.G.Armstrong* –94 *Elec.light* | **SteelSc3MstSr** 3*Dks*(*UStl*–ws)&*Spardk*(*Stl*–ws) | 5645 4758 3369 | ✠ *Spar dk* 11,91 ✠ | Sou LA&CP | *z* | 1890 2mo | R.Napier& Sons Glasgow | **RoyalMailSteam PacketCo.** | 436·3 P48′F68′ BK10′ *Promenade dk* 192′ | 50·2 33·4 | 25·4 | **London** British 9*BHCem* | T.3Cy.43″,66″&92″–66″ 1100H 8SB,24*cf*,GS532 R.Napier&Sons,Glasgow | 26 × 11 |
| **223** 85898 WGHL | — *W.A.Seaton*58–84 *Elec.light* | **SteelSc3MstSr** 2*Dks*(*Stl*)&*Spardk* | 4078 2842 2101 | ✠ *Spar dk* 4,86 ✠ | HKg LA&CP | *y* | 1881 9mo | J.&G. Thomson Glasgow | **P.&O.SteamNav. Co.** | 390·3 B136′ drp86 | 42·2 32·3 | 24·7 | **Glasgow** British 7*BHCem* | C.2Cy.58″&101″–63″ 800H J.&G.Thomson,Glasgow | 26 × 9 × 2 |
| **224** 65591 KMQG | — *J.Couillard*89–91 | **IronScSr** ssLiv.No.3–7,86 ssLiv.No.1–90 3*Dks* | 1684 1651 1064 | ✠100A1 6,93 ✠NE&B7,86 ✠LMC6,93 | Qbc A&CP | *q* | 1871 3mo | AM'Millan &Son Dumbarton | **F.Ross** | 282·2 ND90 | 34·1 BK9½ | 24·3 | **Quebec** British 1*BHCem* | T.3Cy.21½″,33″&54″–36″ (*s*) 150lb 160H 1DB,6*cf*,GS90 D.Rollo & Sons,Liverpool | |
| **225** 90903 KNLQ | — *H.Ison*94–94 *Elec.light* | **SteelScSr** ~~ssDun.No.1–91~~ 2*Dks*(*UptStl*–ws) ssGmh.No.2-95 | 930 683 353 | ✠100A1 ~~1,95~~–3,94 5,95 ~~BS2,94~~ ✠LMC~~5,94~~5,95 Gmh | Lth A&CP | *n* | 1887 1mo | A&J Inglis Glasgow | **CarronCo.** | 230·0 P50′B106′F51′ | 31·2 BK8′ *WB*=*Cell* | 14·3 | **Grngemth** British 5*BHCem* *DB*132′116*t* | T.3Cy.26″,42″&65″–42″ (*s*) 160lb *60lb* 250H 2DB,*12cf*,GS382 A.&J.Inglis,Glasgow | 16 × 6 × 2 |
| **226** 93668 KJGW | — *A.Taylor* | **SteelSc3MstSr** ssLiv.No.1–90 1*Dk* | 408 304 185 | ✠100A1 11,93 ~~BS10,93~~ ✠LMC~~5,90~~ 10,94 | Liv LA&CP LMC | *g* | 1886 5mo | J.Jones& Sons Liverpool | **Rogers&Bright** | 151·0 P56′F22′ BK7′ *WB*=*DB*86′59*t* | 23·1 | 12·8 | **Liverpool** British 4*BHCem* 1SB,3*f*,GS47 J.Jones&Sons,Liverpool | C.2Cy.23″&46″–33″ 90lb *60lb* 70H | * |
| **227** 60067 | — | **IronPadSk** 1*Dk* | 125 125 66 | 5,68 | Liv | Lv | 1868 4mo | Bowdler, Chaffer&Co. Liverpool | **London,Tilbury& SouthendRail-wayCo.** | 106·0 | 20·1 | 8·6 | **London** British | O.2Cy.34″–42″ 70H Fawcett,Preston&Co.,Liv. | |
| **228** 54651 | — *S.F.Roberts*71–88 | **IronPadSp** | 103 103 48 | | | | 1866 | J.&W. Dudgeon London | **GreatWestern RailwayCo.** | 96·0 | 17·6 | 8·8 | **Milford** British | L.2Cy.25⅜″–32¼″ NB81 50H T.A.Young,London | |
| **229** HBTQ | **Thane** *T.Petersen* –87 | **IronScSr** 1*Dk*2*trB* | 1095 832 833 | ✠ 5,71 | Dun | Lv | 1871 4mo | Gourlay Bros.&Co. Dundee | **LeverMurphy&Co.** | 232·3 | 29·2 | 17·3 | **Valparaiso** Chilian 5*BH* | C.2Cy.28″&45″–42″ 98H GourlayBros.&Co.Dundee *WB*=*MT* | |
| **230** 99871 | **The Baron** *Gifford* –92 *Well deck* | **IronSc3MstSr** 1*Dk*(*Irn*) | 367 258 127 | ✠100A1 3,95~~–4,94~~ ✠LMC12,92 | Bwg A&CP | *f* | 1892 12mo | J Fullerton &Co Paisley | **J.Hay** | 142·2 Q77′B9′F24′ BK6′ *WB*=*FPT* | 23·6 | 11·0 | **Glasgow** British 3*BHCem* 40t*APT*8t | C.2Cy.20″&40″–27″ (*s*) 110lb *70lb* 65H 1SB,3*pf*,GS52,HS1150 Muir&Houston,Glasgow | 12 × 4 × 6 |
| **231** 97659 | **The Duke** ~~*DrPeebles*–94~~ *Well deck* *Gifford* | **IronSc3MstSr** ssLiv.No.1-94 1*Dk*(*Irn*) | 388 281 155 | ✠100A1 ~~6,94~~12,93 12,94 ✠LMC~~7,93~~5,94 | Gls LA&CP | *g* | 1890 7mo | J Fullerton &Co. Paisley | **J.Hay** | 160·2 B9′Q77′F28′ ~~drp94&93~~ drp94 | 23·2 BK6½ *WB*= | 10·8 | **Glasgow** British 3*BHCem* 1SB,3*pf*,GS45 *FPT*43*t* Muir&Houston,Glasgow | T.3Cy.13″,21½″&34″–27″ (*s*) 160lb 70*lb* 60H | 12 × 1 × 10½ |
| **232** 98685 MKTG | **The Earl** *T.Gifford* –92 *Well deck* | **IronSc3MstSr** 1*Dk*(*Irn*) | 413 295 173 | ✠100A1 ~~1,94~~11,94 ✠LMC12,91 | Gls LA&CP | *g* | 1891 12mo | J Fullerton &Co. Paisley | **J.Hay** | 160·0 B9′Q90′F25′ drp92 | 23·1 BK6½ *WB*= | 11·5 | **Glasgow** British 3*BHCem* 1SB,3*pf*,GS45 *FPT*50*t* Muir&Houston,Glasgow | T.3Cy.13″,21½″&34″–27″ (*s*) 160lb 70*lb* 60H | 12 × 7 × 9½ |
| **233** 65715 | — *T.Crawford* (*ex*Welshman,*ex*Sussex) | **IronPadSr** | 144 143 31 | | | | 1872 | Readhead, Softley&Co. S.Shields | **ArdrossanHar-bourCo.** | 114·9 | 19·6 | 10·0 | **Ardrossan** British | L.2Cy.28″–54″ NB91 60H *Alt*91 J.P.Rennldson&Sns, S.Shl | |
| **234** 82216 | — | **IronTwinSc** | 101 101 — | | | | 1887 | E.Finch& Co.(Lim.) Chepstow | **ButeDocksCo.** | 90·2 | 18·9 | 9·9 | **Cardiff** British | C.4Cy.15″&30″–18″ 70H E.Finch&Co.(Lim.),Chp. | |
| **235** | **The Hauler** | **SteelScTug** 1*Dk* | 72 72 13 | ✠100A1 *For Towing purposes* 3,90 ✠LMC1,90 | Lon LA&CP | | 1889 10mo | J.F.Gibb& Co. London | **J.F.Gibb&Co.** | 76·0 | 16·5 | 9·6 BK6′ | **London** British 4*BHCem* | T.3Cy.9″,15″&24″–21″ (*s*) 150lb 35H 1SB,2*cf*,GS21 A.Hall&Co.,Aberdeen | 10 × 6 |
| **236** 65581 VGSQ | **The Lady Carmichael** *Batchellor*84–84 | **IronPadSr** 1*Dk* | 369 365 194 | | | ... | 1871 3mo | AM'Millan &Son Dumbarton | **H.M.Postmaster General** | 162·8 B33′ | 25·3 | 12·1 | **London** British | D.O.4Cy.34″–48″ NB79 165H J.&J.Thomson,Glasgow | |

| No. in Book / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. *Master.* *Late Name if any.* Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. — Under deck. — Net. | Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built. When. — Ship. — Engines | Built. By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which Classed. Details of Ty. of Trad. Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 237 | **The Marchioness** SteelPadSp<br>*J.Domisan* ~~ssCff.No.1-99~~<br>ssCff.No.3-3,95 1*Dk* | 251<br>223<br>80 | ✠ A1<br>3,95 11.92<br>~~✠NB8,95~~ ✠LMC3,92<br>*For Channel Service* | Cff<br>LA&CP | | 1888<br>12mo<br>*Cardiff & Bristol* | E.Finch& Co.(Lim.)<br>Chepstow | SirW.T.Lewis | 160·1<br>grp95 | 22·2<br>BK7½″ | 9·1<br>4*BHCem* | Cardiff<br>British | C.O.2Cy.24″&48″–48″<br>110lb 120HP<br>2SB,~~4pf~~,GS76 *4rf*,GS82,HS1299<br>E.Finch&Co.(Lim.),Chp. | 9 ″ 8<br>s2 ″ 5 | BT till ~~1,99~~ 6,94<br>6,96 |
| 238 | **The Marquis** IronSc3MstSr<br>*J.Macdonald*91–91<br>*Well deck* ssGls,No.1-94 1*Dk*(*Irn*) | 373<br>275<br>146 | ✠100A1<br>~~7,94~~ 6,97 11,94<br>✠LMC~~12,90~~ 7,94 | Gls | *f* | 1890<br>12mo | J Fullerton &Co.<br>Paisley | J.Hay | 142·0<br>Q72′B9′F24′<br>~~grp94~~ drp94<br>*WB*= | 25·2<br>BK6″ | 10·8<br>3*BHCem*<br>*FPT45t* | Glasgow<br>British | T.3Cy.13″,21½″&34″–27″ (*s*)<br>160lb *70lb* 60HP<br>1SB,*3pf*,GS45<br>Muir&Houston,Glasgow | 12 ″ 1<br>s ″ 9½ | |
| 239 | **The Mermaid** SteelPad<br>*W.Kirby* –91 | 194<br>192<br>119 | | | | 1891 | Samuda Bros.(Lim)<br>London | VictoriaStmboat. Association(Lm) | 160·0<br>drp94 | 20·1 | 7·9 | London<br>British | O.2Cy.30″&30″–33″<br>52HP<br>J.Penn&Sons(Lim.),Lon. | | BT till ~~1,99~~ 10,95 |
| 240 | **The Prince** IronSc3MstSr<br>*Waddes*92–92<br>*Well deck* ssAyrNo.1–93 1*Dk*(*Irn*) | 390<br>275<br>142 | ~~✠100A1~~<br>10,94~~12,98~~<br>✠LMC12,93 | Ayr<br>A&CP<br>Gls | *f* | 1890<br>4mo | J Fullerton &Co.<br>Paisley | J.Hay | 142·0<br>Q68′B9′F27′<br>drp93 | 25·1<br>BK6″ | 10·8<br>3*BHCem*<br>*FPT63t* | Glasgow<br>British | T.3Cy.13″,21½″&34″–27″ (*s*)<br>160lb *70lb* 60HP<br>1SB,*3pf*,GS45<br>Muir&Houston,Glasgow | 12 ″ 1<br>s ″ 10 | |
| 241 | **The Queen** IronScSr<br>*T.Foot* –94 | 4457<br>4436<br>2732 | | | … | 1865<br>4mo | Laird Bros.<br>Birkenhead | NationalStm.Ship Co.(Lim.) | 381·1<br>B88′<br>ND92 | 42·4<br>BK10″ | 37·3<br>5*BHCem*<br>*WB*=*MT26′200t* | Liverpool<br>British | C.2Cy.55″&90″–48″<br>NE&B74 420HP<br>G.Forrester&Co.,Liverpool | 31 ″ 2<br>s13 ″ 5 | |
| 242 | — SteelPadSk<br>*W.McFarlane*90–90 | 233<br>125<br>96 | | | | 1883 | Caird&Co.<br>Greenock | NorthBritishStm. PacketCo. (H.Grierson) | 165·1<br>Q40′ | 20·3<br>B39′ | 6·5<br>F21′ | Glasgow<br>British | D.2Cy.36″–48″<br>86HP<br>Caird&Co.,Greenock | | BT till ~~1,94~~ 11,95 |
| 243 | **The Viscount** IronScSr<br>*A.Clark*90–92<br>*Well deck* 1*Dk*(*Irn*) | 394<br>286<br>162 | ✠100A1<br>4,93<br>✠LMC9,92 | Ayr<br>LA&CP | *g* | 1892<br>9mo | J Fullerton &Co.<br>Paisley | J.Hay | 142·2<br>Q77′B9′F24′<br>drp93 | 25·2<br>BK6″ | 11·5<br>3*BHCem*<br>*FPT41t* | Glasgow<br>British | C.2Cy.20″&40″–27″ (*s*)<br>100lb *70lb* 51HP<br>1SB,*3pf*,GS52,HS1150<br>Muir&Houston,Glasgow | 12 ″ 7<br>s ″ 9½ | |
| 244 | **Thea** SteelScSr<br>*P.Schroeder*93–93 1*Dk* | 361<br>307<br>266 | | | | 1888 | G.Howaldt<br>Kiel | H.Diederichsen | 188·1<br>B88′<br>ND92 | 23·0<br>BK10″ | 13·1<br>5*BHCem*<br>*WB*=*MT26′200t* | Kiel<br>German | C.2Cy.15″&27″–15″<br>30HP<br>Geb.Howaldt,Kiel | | G |
| 245 | **Theano** SteelScSr<br>*F.Oostveen* ssRot No.1–95<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1646<br>1294<br>1175 | ✠100A1<br>2,95 ~~3,94~~<br>✠LMC~~11,90~~ 2,95 | Rot<br>A&CP | *p* | 1890<br>11mo | P.Smit,Jr.<br>Slikkerveer | Hudig&Veder | 241·8<br>*WB*=*CellDB158* | 36·0<br>FK | 17·1<br>4*BHCem*<br>245*tAPT40t* | Rottrdam<br>Dutch | T.3Cy.18″,29″&48″–33″ (*s*)<br>160lb *80lb* 130HP<br>2SB,*4cf*,GS76,HS2386<br>P.Smit,Jr.,Slikkerveer | 19 ″ 5 | D |
| 246 | **Theben** IronScSr<br>*H.von Riegen*90–90 ssHam.No.3–7,91<br>*Elec.light* 2*Dks*(1*Irn*)3*trB* | 1686<br>1534<br>1216 | ✠100A1<br>10,94 ~~3,94~~<br>~~BS2,93~~ 10,94<br>LMC7,91 | Ham<br>A&CP | *r* | 1879<br>3mo | Reihersteg Schffs.& Masch.fabr. Hamburg | DeutscheDampf-schifffahrtsGes. "Kosmos" | 269·3<br>P42′F32′<br>*WB*=*DBa68′f54′* | 33·8<br>drp93<br>BK9½″ | 23·4<br>4*BHCem* | Hamburg<br>German | C.2Cy.33″&61″–36″<br>70lb *70lb* NDB88 160HP<br>2B,GS90<br>Reih.Sch.&M.fab.Ham. | | V |
| 247 | **Thebes** IronScSr<br>~~*Dry* –92~~ 6thSurvey,Liv.9,92<br>*Browne* 2*Dks* | 2200<br>2051<br>1398 | ✠ A1* 1<br>5,95 ~~9,92 7,94~~ | Liv | Lv | 1865<br>~~1896~~ | C.&W. Earle Hull | MossSteamShip Co.(Lim.) | 321·5<br>B88′<br>ND92 | 34·8<br>BK10″ | 25·5<br>5*BHCem*<br>*WB*=*MT26′200t* | Liverpool<br>British | C.2Cy.24″&62″–42″<br>*80lb* NE74NB92 180HP<br>2SB,*6cf*,HS3575 NDB92<br>J.Jack,Rollo&Co.,Liv. | 27 ″ 1 | BT till ~~1894~~ 5,95 |
| 248 | **Thelemarken** IronScSp<br>*A.Olsen* 1*Dk* | 101<br>59<br>57 | | | | 1876 | Akers Mek. Værksted Christiania | O.L.Omdal | 102·2<br>P53*t* | 17·0<br>H5*t* | 5·6<br>F8*t* | Skien<br>Norwegian | C.2Cy.13″&25″–14½″<br>30HP<br>AkersMek.Værksted,Xia. | | |
| 249 | **Themis** SteelScSr<br>*O.Knaut*91–91<br>1*Dk* | 475<br>337<br>345 | | | | 1891 | G.Evers<br>Lübeck | Dampfschiffahrts Ges."Neptun" | 159·0<br>Q40′ | 24·0<br>B39′ | 11·0<br>F21′ | Bremen<br>German<br>*WB* | C.2Cy.17¾″&32¾″–22″<br>MaschinenfabrikBuckau ActienGes.,Magdeburg | | V |
| 250 | **Theodor** SteelScSr<br>*C.H.Wilke*90–90<br>1*Dk*&*Web frames* | 939<br>691<br>686 | | | | 1890 | Howaldts-werke Kiel | "Renata"Dampf-sch.Ges. (Th.Gribel,*Mgr.*) | 205·2<br>Q62′ | 30·5<br>B52′ | 13·8<br>F26′ | Stettin<br>German<br>*WB* | T.3Cy.14¼″,22¼″&36¾″–23¾″<br>Howaldtswerke,Kiel | | G |
| 251 | **Theodor Burchard** IronScSr<br>*H.Dedow*86–86 1*Dk*&*Spardk*&3*trB* | 790<br>486<br>569 | | | | 1883 | RostockSB &E.Co. Rostock | Friedr.Petersen | 186·3<br>B16′ | 27·0 | 12·7<br>19·6 | Rostock<br>German<br>*WB* | C.2Cy.23½″&41¾″–27½″<br>75HP<br>RostockSB&ECo.,Rostock | | V |
| 252 | **Theodora** SteelScSr<br>~~*J.H.Hisschemöller*92–92~~<br>*Well deck* 1*Dk*(*Stl*)&*Web frames*<br>*R.Dobbinga*94–94 | 852<br>695<br>613 | ✠100A1<br>3,95 ~~3,94~~<br>✠LMC8,92 | Rot<br>LA&CP | *l* | 1892<br>8mo | Maats.de Maas. Rotterdam | J.dePoorter | 205·5<br>Q72′B46′F25′<br>*WB*=*CellDB167* | 30·2<br>FK | 13·3<br>4*BHCem*<br>201*tAPT35t* | Rottrdam<br>Dutch | T.3Cy.15½″,26″&41½″–22½″<br>150lb *90lb* (*s*) 97HP<br>1SB,*3cf*,GS58,HS1693<br>Maats.de Maas.,Rotterdam | 15 ″ 8<br>s 1 ″ 7 | D |
| 253 | — —<br>*Collins*<br>*Elec.light* | 478<br>389<br>242 | ✠<br>8,90<br>✠ | Fal<br>LA&CP | *h* | 1887<br>5mo | Gourlay Bros.&Co. Dundee | J.T.Morton | 165·0<br>B45′ | 27·3 | 14·0 | Dundee<br>British<br>5*BHCem* | T.3Cy.15″,24½″&40″–30″<br>90HP<br>GourlayBros.&Co.,Dundee<br>*WB*=*MT22′85t* | 15 ″ 5 | |
| 254 | **Théodore Conseil** IronScSr<br>*Berteau* –93 ssBdx.No.3–4,94<br>(*ex*Warkworth) 1*Dk* | 543<br>442<br>340 | ✠90A1<br>4,94<br>LMC4,94 | Bdx<br>A&CP | *h* | 1874<br>5mo | C.S.Swan& Hunter Newcastle | LesfilsdeT.Conseil | 160·8<br>Q88′F25′<br>ND87 | 27·1<br>BK6½″ | 12·9<br>4*BHCem*<br>*WB*=*DB118′* | Bordeaux<br>French | C.2Cy.20½″&41″–28″ (*i*)<br>80lb *60lb* NB87 65HP<br>1SB,*3pf*<br>Christie,Gutch&Co.,N.Shl. | | |
| 255 | **Theory** SteelScSr<br>*S.Bell* –94<br>*Well deck* 1*Dk*(*Irn*) | 541<br>414<br>192 | ✠100A1<br>4,95 ~~4,94~~<br>✠LMC4,94 | Bel<br>LA&CP | *i* | 1894<br>4mo | McIlwaine &MacColl (Lim.)<br>*Completed by* Workman, Clark&Co.(Lim.),Belfast | W.A.Grainger | 180·6<br>Q99′B40′F30′<br>*CellDB46′63t FPT38t APT36t* | 27·6<br>BK7½<br>*WB*= | 12·7<br>Belfast<br>British<br>4*BHCem* | | T.3Cy.13″,23″&38″–33″ (*s*)<br>200lb *75lb* 88HP<br>1SB,*2cf*,GS41,HS1382<br>McIlwaine&McColl(Lim).<br>*Completed by* Workman, Clark&Co.(Lim.),Belfast | 13 ″ 11<br>s 1 ″ 2 | |
| 256 | **Therese** SteelScTug<br>1*Dk* | 118<br>41 | | | | 1894 | Howaldts-werke Kiel | Wender&Krimont | 95·4 | 20·0 | 9·2 | Braila<br>Roumanian | T.3Cy.11⅝″,18¾″&29⅝″–15¾″<br>Howaldtswerke,Kiel | | |
| 257 | **Therese Heymann** SteelScSr<br>*T.H.Holman* –93 ssCff.No.1–94<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 2393<br>1817<br>1550 | ✠100A1<br>4,94<br>LMC4,94 | Cff<br>LA&CP | *s* | 1890<br>5mo | Ropner& Son Stockton | ThereseHeymann S.S.(Lim.) (McNabb,Rougier &Co.) | 290·0<br>P29′Q90′B114′F31′<br>*WB*=*CellDB234′450t* | 39·0<br>BK10″ | 19·3<br>5*BHCem* | London<br>British | T3Cy21½″,35½″&58½″-39″(*r*)<br>160lb *80lb* 200HP<br>2SB,*6cf*,GS82,HS3150<br>Blair&Co.(Lim.),Stockton | 22 ″ 6<br>s 2 ″ 1 | |
| 258 | **Therese-Horn** SteelScSr<br>*J.F.Jacobsen*85–92 1*Dk* | 604<br>429<br>434 | | | | 1888 | Rostock S.B.&E.Co. Rostock | H.C.Horn | 181·6<br>P61′ | 28·1<br>F22′ | 11·2 | Schleswig<br>German<br>*WB* | T.3Cy.11½″,17¾″&30¾″–19¾″<br>75HP<br>RostockS.B.&E.Co.,Rstck. | | DV |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord ou millésime du navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 259 LFTC | **Thérèse & Marie** SteelScSr<br>*Vallin* –93 2*Dks* | 1620<br>1423<br>1052 | | | | 1893 | AM'Millan &Son(Lim.) Dumbarton | Worms,Josse&Co. | 255·0 B62′ | 35·5 F40′ | 22·0 | Havre French *WB* | T.3Cy.20″,34″&54″–42″ 198H<br>D.Rowan&Son,Glasgow | |
| 260 76384 WVBF | **Theresina** IronScSr ~~IronScDg~~<br>~~*Speeding*~~ 4thSurvey,Liv.9,92<br>*Bennett* -94 1*Dk2trB* | 1150<br>1002<br>737 | ✠ **A1*** 1<br>~~5,95 10,98 11,94~~ | Liv | Lv | 1876<br>9mo | R.Dixon& Co. Middlesboro | R.Singlehurst&Co | 239·8 H107*t* drp94 FK | 30·8 *WB=DBa&f* | 18·0 | Liverpool British | T.3Cy.19″,30″&48″–30″ NE&B88 118H<br>*5BH* 1PBH *Cem*<br>D.Rollo&Sons,Liverpool | 19 3 0 |
| 261 98566 | **Thermopylæ** SteelScBkn<br>*A.Simpson*81–91 2*Dks*(1*Stl*–ws&1*Irn*) &*Spar dk*(pt*Stl*–ws)&*Webframes* | 3711<br>3498<br>2396 | ✠100A1<br>*Spar dk*<br>~~7,01[illegible]~~ ✠LMC11,91<br>5,95 ~~10,04~~ | Lon<br>LA&CP | *w* | 1891<br>11mo | Hall,Russell&Co. Aberdeen | G.Thompson&Co. | 362·1 B97′F46′31·6 BK10″ | 44·4 *WB=DBaE&B72* | 23·6 | Aberdeen British | T.3Cy.28″,42″&70″–54″ (*s*) 160lb *160lb* 400H<br>2DB,*12rf*,GS231,HS7059<br>262*tAPT*65*t* Hall,Russell&Co.,Abn. | 25 8 |
| 262 HLDS | **Theseus** Iron&SteelSc<br>*Pappas* –79 | 1004<br>—<br>773 | | | | 1883 | Forges& Chantiers LaSeine | HellenicSteam ShipCo. | 231·3 | 29·5 | 16·9 | Syra Greek | C.2Cy.27″&50″–30″ 180H<br>Forges&Chantiers,Msl. | |
| 263 HFJQ | **Thessalia** IronScSr<br>*Sgourdeo*83–88 *ss*Gen.No.3–80<br>(*ex*PrincipeCarignano,*ex*Indostan) | 802<br>694<br>477 | 3,80 | Gen | *n* | 1864 | PalmerBrs &Co. Newcastle | PanhellenicS.S. Nav. | 252·0 Q19*t* | 28·1 | 17·3 | Piræus Greek | C.2Cy.33″&66″–33″ NB74 180H<br>4*BH Cem*<br>*Cmp* 74 Palmers'Co.,Nwc. | |
| 264 95085 KTQL | **Thetis** SteelScSr<br>*T.Walker* *ss*P.Gl.No.1–92<br>1*Dk*(*Stl*)&*Spar dk*&*Webframes* | 1806<br>1780<br>1157 | ✠100A1<br>*Spar dk*<br>3,94 ✠LMC5,92 | P.Gl<br>LA&CP | *r* | 1888<br>7mo | J.Reid&Co Pt.Glasgow | S.S.ThetisCo. (Lim.) (Aitken &Walker) | 259·6 BK9′ | 37·1 *WB=Cell* | 15·5 22·3 | Glasgow British | T.3Cy.18″,29½″&47″–39″ (*s*) 160lb *60lb* 120H<br>4*BH Cem*<br>2SB,*6cf*,GS90<br>*DB*216′385*t* Muir&Houston,Glasgow | 17 6 0 |
| 265 161 HSKC | — IronScSr<br>*Cossovich*72–87 2*Dks* | 1133<br>—<br>610 | | | | 1870 | LloydAus-tro-Ungarico Trieste | LloydAustriaco | 221·8 | 31·5 | 21·7 | Trieste Aust.-Hung. | C.2Cy.33½″&58″–33″ 205H<br>StabilimentoTecnico,Tri. | |
| 266 HSFP | — Steel&IronScSr<br>*O.F.Sköldebrand*91–91 1*Dk* | 1021<br>786<br>792 | | | | 1884 | O.A.Bro-din Gefle | Ångf.Aktieb. "Gefle"(J.P. Hægerstrand) | 214·2 Q69′ F24′ | 30·0 B52′ | 15·1 H29*t* | Gefle Swedish | C.2Cy.26″&48″–27″ 120H<br>MotalaCo.,Motala | |
| 267 70628 NLMT | **Thibet** IronScBk<br>*R.A.Peters* –94 | 2662<br>2482<br>1665 | | | ... | 1874<br>8mo | Gourlay Bros.&Co. Dundee | P.&O.SteamNav. Co. | 360·0 F49′ | 36·2 | 26·9 | Dundee British | C.2Cy.48″&84″–48″ NB84 400H<br>GourlayBros.&Co.,Dundee | |
| 268 NPBV | **Thingvalla** IronSc3MstSr<br>*N.P.A.Bærentzen* *ss*Cpn.No.1–79<br>2*Dks*&*Spardk* | 2524<br>1744<br>1630 | *Spar dk*<br>12,83 | NYk A&CP | *t* | 1874<br>10mo | Burmeister &Wain Copenhagen | Dampskibs.Sel-skabet"Thing-valla" | 310·4 B56′ F30′ drp80&81 | 37·4 H86′ | 21·6 30·6 | Copnhagn Danish 6*BH Cem* | C.4Cy.30″&60″–36″ 225H<br>Burmeister&Wain,Cpn.<br>*WB=APT FPTptDB*600*t* | |
| 269 HFQV | **Thiresia** IronScSr<br>*M.Mathiodis* –92 *ss*Nwc.No.3–7,82<br>(*ex*Maud, *ss*Cpl.No.2–91<br>*ex*CharlesTennant) 1*Dk2trB* | 910<br>799<br>580 | ✠ A1<br>4,94<br>BS4,94 | Cpl<br>A&CP<br>LMC6,91 | | 1869<br>4mo | C.Mitchell &Co. Newcastle | Foscolo,Mango& Co. | 224·8 P28′B43′F29′ srp92 *WB=CellDB*148′272*t* | 29·1 BK7½″ *FPT* 55*t* | 17·3 45*t* *APT* | Piræus Greek | C.2Cy.26″&52″–30″ (*i*) 60lb *35lb* NE&B75 100H<br>1SB,*3cf*,GS59<br>*Cem* *MT*39′85*t* WllsndSlpwyCo.(L.),New | |
| 270 236 HSKF | **Thisbe** IronScSr<br>*Sirovich*68–87 1*Dk*(*Irn*)&*Spardk3trB* | 2866<br>—<br>1789 | | | ... | 1883<br>4mo | JLThomp-son&Sons Sunderland | LloydAustriaco | 300·0 B68′ | 42·2 F22′ | 27·3 | Trieste Aust.-Hung. 7*BH Cem* *WB* | C.2Cy.40″&76″–48″ 279H<br>J.Dickinson,Sunderland | |
| 271 89935 | **Thistle** SteelScSr<br>*P.Kerr* –93 *ss*Gls.No.2–93<br>*Elec.light* 2*Dks* | 827<br>668<br>327 | ✠100A1<br>5,94<br>~~BS5,94~~ ✠LMC5,93<br>5,95 | Gls<br>A&CP | *m* | 1884<br>5mo | D.&W. Henderson& Co. Glasgow | Gls.Dublin&Lon-donderrySteam PacketCo.(Lim) (A.A.Laird&Co. *Mgrs.*) | 216·6 P47′B87′F48′ | 32·1 BK8″ | 15·5 | Glasgow British 5*BH Cem* | C.2Cy.34″&66″–42″ (*a*) 90lb *50lb* 214H<br>2SB,*6pf*,GS130,HS3220<br>D.&W.Henderson&Co. | 16 5 2 |
| 272 JWLT | — IronScSr<br>*P.Tonning* *ss*Hav.No.1–84<br>*Well deck* 1*Dk* | 530<br>394<br>309 | ✠<br>3,86 | Hav<br>A&CP | *h* | 1879<br>1mo | J.T.El-tringham S.Shields | Akt.Slsk."Thistle" (A.Sömme) | 166·0 Q30*t* B75*t* F23*t* H6*t* drp86 | 24·2 | 12·9 | Stavanger Norwegian 4*BH Cem* | C.2Cy.20″&38″–27″ 60H<br>G.Pattison&Co.,Newcastle<br>*WB=DBa*38′65*t* | |
| 273 52604 | — IronScSr<br>*A.Irving* –94 | 496<br>405<br>160 | | | | 1865 | A&J.Inglis Glasgow | R.Tedcastle&Co. | 198·5 Q38′ | 25·2 B61′ | 13·1 F65′ | Dublin British | C.2Cy.27″&49″–33″ NE&B77 105H<br>Hutson&Corbett,Glasgow | |
| 274 85067 WDPV | — IronSc3MstSrYt<br>*Kerr* *ss*Cws.No.2–91<br>2*Dks* | 369<br>360<br>210 | ✠100A1<br>4,92<br>✠LMC11,93 | Cws<br>LA&CP | | 1881<br>6mo | Blackwood &Gordon Pt.Glasgow | TheDuke of Hamilton | 186·9 | 25·1 | 14·1 | London British 7*BH Cem* | C.2Cy.26″&52″–33″ (*j*) 70lb 112H<br>1B,*4pf*,GS66<br>Blackwood&Gordon,P.Gl. | |
| 275 97858 | — SteelPad<br>*J.Potter* –91 1*Dk* | 301<br>299<br>77 | | | | 1891 | J.Scott& Co. Kinghorn | TheWallasey LocalBoard | 150·0 *Saloon dk*120′ | 26·2 | 10·5 | Liverpool British | C.D.2Cy.30″&57″–57″ 138H<br>J.Scott&Co.,Kirkcaldy | |
| 276 94819 | — WoodScSr<br>*E.C.LeBlanc* –90 2*Dks* | 222<br>161<br>147 | | | | 1890 | McAlpin &Allen Vancouvr BC | M.Manson | 116·0 | 26·0 | 9·5 | Vict'riaBC British | C.2Cy.12″&24″–18″ 24H<br>AlbionIronWks,Vict.,B.C. | |
| 277 98416 | — IronScSp<br>*Starkey* 1*Dk* | 76<br>76<br>6 | ✠100A1<br>*For Towing purposes*<br>8,93 | Lon<br>LA&CP | *s* | 1891<br>10mo | Executors of T.A. Walker Sudbrook | J.Mitchell&Sons | 80·0 BK6″ | 17·1 | 9·4 | London British 4*BH Cem* | C.2Cy.16″&30″–22″ 60H<br>80lb NB82*re-fitted*91NE91<br>1SB,*2pf*,GS30,HS820<br>D.B.McCallum&Sons,Cff. | 10 0 |
| 278 HSRV | **Thjelvar** IronScSr<br>*P.W.Rundblom*76–86 1*Dk*&*Awngdk* | 382<br>243<br>304 | | | | 1876 | Bergsund Mek.Vrks. Bergsund | Ångf.Bol."Got-land"(A.Ekman) | 149·9 H18*t* | 23·5 | 11·5 | Visby Swedish | C.2Cy.19½″&39″–23½″ 90H<br>BergsundMek.Verks,Skm. | |
| 279 87008 HDFN | **Thomas Allen** IronScSr<br>~~*Allen*~~ *Stevens* *ss*Sld.No.3–5,94<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1648<br>1311<br>1044 | ✠100A1<br>3,95 ~~6,94~~<br>Sld<br>✠LMC5,94 | Sld<br>A&CP | *q* | 1882<br>9mo | Bartram, Haswell &Co. Sunderland | J.Allen&Co. *WB=DBa*66′*f*44′210*tFPT* | 258·0 P28′Q66′ B60′F33′ BK9″ | 36·0 | 18·6 | London British 5*BH Cem* 37*tAPT*22*t* | C.2Cy.33″&62″–42″ (*i*) 80lb *60lb* 170H<br>2SB,*6pf*,GS96<br>J.Dickinson,Sunderland | 20 2 0 |

| No. in Book. Official No. Under Letters | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Rig. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 280 | **Thomas Anderson** SteelScSr<br>*G.Shaw*68–89 *ss*Sld.No.1–93<br>1*Dk*(*Irn*)&*Spardk*3*trB* | 2533<br>2394<br>1635 | ✠100A1<br>*Spar dk*<br>12,97~~7,03~~ ✠LMC6,93 | Sld<br>A&CP | *s* | 1889<br>8mo | Short Bros.<br>Sunderland | **Anderson, Horan & Co.** | 292·0 \| 40·2 \| 18·5<br>B62′ F34′ 26·1<br>BK 10″<br>*WB*=*Cell* | | | **Sundrland**<br>British<br>6*BHCem* | T.3Cy.22″,36″&59″–42″ (*s*)<br>150lb *80lb* 200HP<br>2SB,*6rf*,GS100,HS3650<br>J.Dickinson,Sunderland | 20 ″ 10<br>s 6 ″ 9½ | |
| 281 | **Thomas Coats** IronScSr<br>*D.Morgan*83–83 *ss*Npt.No.3–5,93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1049<br>881<br>673 | ✠100A1<br>1,95~~3,01~~<br>BS5,94 ✠LMC4,93 | Npt<br>A&CP | *n* | 1881<br>5mo | Strand Slipway Co.<br>Sunderland | **T. Beynon & Co. (Lim.)** | 226·3 \| 32·0 \| 16·1<br>Q84′ B48′ F25′<br>BK 8″<br>*WB*=*D* | *Ba*63′*f*44′201*t* *FPT* | | **Newport**<br>British<br>4*BHCem* 32*t* *APT* 17*t* | C.2Cy.27″&50″–36″ (*i*)<br>75lb *65lb* NDB90 99HP<br>1SB,*3pf*,GS55<br>N.E.Marine ECo.(Lim) Sld. | 17 ″ 1<br>s 1 ″ 7 | |
| 282 | **Thomas Haynes** IronScSr<br>~~*C.W.Radford* 89~~ *Abright*76–94<br>(*ex*Benayo) 4thSurvey,Gls.9,93<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1227<br>954<br>776 | ✠A1*1<br>~~6,94~~1,94<br>✠NB8,93 LMC8,93 | Npt<br>Cff | Lv | 1880<br>2mo | W. H. Potter & Son<br>Liverpool | ~~Sons of Thomas Haynes~~<br>A. & A. Y. Mackay | 222·5 \| 33·2 \| 15·8<br>Q115*t* B103*t* H15*t*<br>F42*t* srp93 FK<br>*WB*=*MT* | | | **Gibraltar**<br>British<br>3*BH* 3PBH<br>*APT FPT* | C.2Cy.23″&46″–33″ (*s*)<br>100lb *70lb* NDB93 95HP<br>1SB,*3pf*,GS58,HS1619<br>J.Jones&Sons,Liverpool | 17 ″ 2<br>s 1 ″ 8 | |
| 283 | **Thomas Maytham** SteelSc3MstSr<br>*A.B.Drake*72–92 1*Dk*2*trB* | 2330<br>2153<br>1973 | | | | 1892 | Chicago S.B.Co.<br>Chicago, Ill. | **Republic S.S.Co. (M.M.Drake)** | 286·0 \| 41·3 \| 21·3<br>*WB* | | | **Buffalo, NY**<br>Utd. States | T.3Cy.19″,32&52″–45″<br>H.G.Trout,Buffalo | | |
| 284 | **Thomas Melville** IronScSr<br>*J.Marwick*86–86 *ss*Nwc.No.2–90<br>2*Dks*(1*Irn*)3*trB* | 1706<br>1573<br>1066 | ✠100A1<br>10,93<br>BS5,93 ✠LMC~~7,90~~10,94 | Shl<br>LA&CP | *r* | 1882<br>3mo | A. Leslie & Co.<br>Newcastle | **J. Coull** | 270·5 \| 35·0 \| 22·9<br>P32′ B56′ F38′<br>BK 9½″<br>*WB*=*DB* | *a*64′*f*58′230*t* | | **N. Shields**<br>British<br>5*BHCem* | C.2Cy.32″&62″–42″ (*i*)<br>75lb *45lb* 200HP<br>2SB,*6f*,GS83<br>Black, Hawthorn&C., Nwc. | 24 ″ 0<br>s 3 ″ 10 | |
| 285 | **Thomas Parker** IronScSr<br>*J.Martin* –94<br>*Well deck* 5thSurvey,Shl.5,88<br>1*Dk*2*trB* | 1104<br>900<br>697 | ✠ ——<br>10,91 | Shl | Lv | 1871<br>8mo | Short Bros.<br>Sunderland | **J. Westoll** | 235·9 \| 30·7 \| 17·3<br>P121′ F30′ | | | **Sundrland**<br>British<br>5*BH* | C.2Cy.28″&53″–33″<br>98HP<br>T.Richardson&Sons,Hpl.<br>*WB*=*DBa*&*f* | 19 ″ 0 | D |
| 286 | **Thomas Turnbull** IronScBn<br>*W.S.Sample*80–89 *ss*Cff.No.3–4,92<br>2*Dks*(1*Irn*)3*trB* | 1997<br>1893<br>1292 | ✠100A1<br>8,95~~12,93~~<br>~~BS6,93~~ ✠LMC4,92<br>11,94 | Cff<br>A&CP | *s* | 1880<br>2mo | T. Turnbull & Son<br>Whitby | **T. Turnbull & Son** | 276·2 \| 36·4 \| 24·3<br>P26′ B62′ F35′<br>BK 9½″<br>*WB*=*DBa* | 5*BHCem*<br>84′*f*104′354*t* | | **Whitby**<br>British<br>5*BHCem* | C.2Cy.34½″&64″–42″ (*i*)<br>80lb *80lb* NDB93 190HP<br>~~1SB,3pf,GS~~2SB,*6pf*,GS78<br>Blair&Co.(Lim.),Stockton | 26 ″ 0<br>s 4 ″ 6 | D |
| 287 | **Thomas W. Palmer** CompSc<br>1895 13 | 2134<br>——<br>1622 | | | | 1889 | Detroit Dry Dock Co.<br>Wyandotte | **Percheron S.Nav. Co.** | 281·0 \| 41·0 \| 20·0 | | | **Detroit, Mich.**<br>Utd. States | | | |
| 288 | **Thomas Wayman** SteelScSr<br>*A.M.Christensen*92–93<br>*Well deck* 1*Dk*(*pt Irn pt Stl*)&*Web frames* | 2210<br>1696<br>1414 | ✠100A1<br>~~6,94~~ ~~2,91~~ 4,95<br>✠LMC7,93 Shl | Bry<br>LA&CP | *s* | 1893<br>7mo | J. Readhead & Sons<br>S.Shields | **Charlton S.S.Co. (Lim.) (Charlton, McAllum & Co. *Mgrs.*)** *WB*= | 280·0 \| 38·0 \| 20·7<br>P24′ Q82′ B114′<br>F31′ FK<br>*DBa*84′*f*110′500*t* | | | **Newcastle**<br>British<br>4*BHCem* *APT* 24*t* | T.3Cy.21″,35″&57″–39″ (*r*)<br>160lb *160lb* 200HP<br>2SB,*6pf*,GS97,HS3152<br>J.Readhead&Sons,S.Shl. | 22 ″ 0<br>s 2 ″ 0 | |
| 289 | **Thomas Wilson** SteelSc<br>*Whaleback* 1*Dk*2*trB* | 1713<br>——<br>1318 | | | | 1892 | American Stl.Barge Co<br>Superior, Wis | **American Steel Barge Co.** | 308·0 \| 38·0 \| 24·0<br>*WB* | | | **Buffalo, NY**<br>Utd. States | T.3Cy.20″,32″&54″–42″<br>S.F.Hodge&Co.,Detroit | | |
| 290 | —— IronScSr<br>*Tod* | 1495<br>1172<br>973 | | | … | 1870<br>3mo | C. & W. Earle<br>Hull | **T. Wilson, Sons & Co (Lim.)** | 253·4 \| 34·8 \| 17·5<br>P140′ F43*t*<br>FK | | | **Hull**<br>British | C.2Cy.32″&60″–33″<br>NB80 154HP<br>C&W.Earle,Hull | | BT till 11,94 |
| 291 | **Thor** IronScSr<br>~~*E.Sirensen*~~ *Svanoe* *ss*Shl.No.3–6,90<br>(*ex*PrinzFriedrichCarl) ~~3rdSurvey6,90~~<br>Bgn.No.1-94 4thSurvey8,94 2*Dks*(*Irn*) | 1854<br>1464<br>1170 | ✠100A1<br>A1* 1<br>~~3,94~~ ~~1,93~~ 3,95 LMC~~6,90~~8,94<br>✠NB6,90 | Bly<br>A&CP | *r*<br>Lv | 1877<br>8mo | Short Bros.<br>Sunderland | **S.M.Kuhnle & Sön**<br>*WB*=*DBa*82′*f*<br>*nE*&*f*B32′205*t* *FPT* | 260·0 \| 36·2 \| 20·8<br>P28′ B52′ F25′<br>BK 9½″ | 5*BHCem* | | **Bergen**<br>Norwegian | T.3Cy.20″,33″&56″–39″ (*s*)<br>160lb *80lb* NDB90 170HP<br>2SB,*6pf*<br>*Tpd*90 J.Dickinson,Sld. | 22 ″ 0 | DN |
| 292 | —— IronScBn<br>*J.Splatt* –93 *ss*Shl.No.2–91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1597<br>1244<br>997 | ✠100A1<br>4,92<br>~~BS6,93~~ ✠LMC~~2,91~~7,94 | Bbo<br>A&CP | *p* | 1882<br>4mo | M. Pearse & Co.<br>Stockton | **P. Rowe & Sons** | 255·0 \| 35·0 \| 18·0<br>Q84′ B100*t* F33′<br>drp92 BK 9″<br>*WB*=*DBa* | 4*BHCem*<br>72′*f*52′269*t* | | **Cardiff**<br>British | C.2Cy.32″&60″–39″ (*b*)<br>80lb *58lb* 140HP<br>1DB,*4pf*,GS63<br>Blair&Co.(Lim.),Stockton | 19 ″ 4<br>s 1 ″ 11 | |
| 293 | —— SteelScSr<br>*B.L.A.Stuhlman*92–92 | 498<br>413<br>134 | | | | 1890 | Lindholmens Mek.Werk.<br>Gothenburg | **De Danske Statsbaner** | 143·5 \| 32·6 \| 14·7 | | | **Elsinore**<br>Danish | C.2Cy.30″&58″–32″<br>190HP<br>Lindholmens M.V.Got. | | V |
| 294 | —— IronScSr<br>2*Dks* | 371<br>367<br>278 | | | | 1867 | Bergen Mek.Verk.<br>Bergen | **Det Bergenske Dampskibsselskab.** | 141·1 \| 21·9 \| 17·5 | | | **Bergen**<br>Norwegian | C.4Cy.15″&28″–18″<br>50HP<br>Bergens Mek.Verks Bergen | | |
| 295 | —— SteelScSr<br>*G.Braxen*92–92 (*ex*Friesland) | 326<br>243<br>232 | | | | 1890 | Stettiner Masch.& Schiffsb.AG<br>Stettin | **A.Hedman** | 130·5 \| 22·3 \| 11·1<br>Q53′ B23′ F14′ | | | **Wasa**<br>Russian<br>*WB* | 2Cy.17″&31″–22″<br>60HP<br>Stettiner Masch., Schiffsb. A.G., Stettin | | V |
| 296 | —— IronPad<br>*W.Blackburn* 1*Dk* | 323<br>232<br>203 | | | | 1881 | Carrier, Laine&Co.<br>Levis, Quebec | **Evan J. Price** | 136·7 \| 24·5 \| 10·0<br>H34*t* | | | **Quebec**<br>British | 1Cy.36″–120″<br>60HP<br>Carrier, Laine&C. Levis Qbc | | |
| 297 | —— CompScSr<br>*J.C.Johansson* –90<br>F&YM4,90 1*Dk* | 315<br>242<br>228 | | | | 1890 | P. Larsson<br>Thorskog | **Th. Schéle** | 124·4 \| 22·4 \| 11·1<br>Q32′ B29′ H8*t* | | | **Halmstad**<br>Swedish | C.2Cy.15½″&24½″–17½″<br>P. Larsson, Thorskog | | G |
| 298 | —— IronScSr<br>*M.O.Olsson*86–91 1*Dk*<br>(*ex*Ellida) | 305<br>270<br>236 | | | | 18 6 2 / 8 9 | Motala Co.<br>Norrköping | **Ångf. Aktieb. "Tirfing" (A. Broström)** | 185·2 \| 18·3 \| 13·0<br>B29′ | | | **Gothenbrg**<br>Swedish | T.3Cy.9¾″16¾″&27½″–18″<br>NE89 100HP<br>C.&J.B.Bolinders, Mek. Werk. Stockholm | | G |
| 299 | —— IronScSr<br>*R.Enerstvedt* *ss*Bel.No.3–10,79<br>*ss*Bel.No.2–88<br>(*ex*Tolka, *ex*Boulogne) 1*Dk* | 290<br>213<br>149 | 1,89 | Bel<br>A&CP | *e* | 1867<br>7mo | Walpole, Webb& Bewley<br>Dublin | **H.O.Sundför** | 144·0 \| 21·0 \| 10·6<br>B51*t* Q19*t*<br>drp89 | | | **Haugesnd**<br>Norwegian<br>4*BHCem* | C.2Cy.19″&32″–27″<br>NE&B79 44HP<br>M'Ilwaine&Lewis, Belfast | 11 ″ 5 | N |
| 300 | —— Iron&SteelSc<br>*I.P.Thorsen*66–86<br>1*Dk*&*pt Awngdk*3*trB* | 254<br>158<br>147 | | | | 1886 | Burmeister & Wain<br>Copenhagen | **Dampsk. Selskabet paa Bornholm af 1866 (M.Christiansen)** | 133·9 \| 21·6 \| 10·0<br>17·3 | | | **Rönne**<br>Danish | C.2Cy.25″&44″–27″<br>100HP<br>Burmeister&Wain, Cpn. | | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | Franc-bord au milieu du navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 301<br>LMGK | Thor ~~Thorp~~ SteelScSr<br>*H.A.Gydesen*<br>1*Dk* | 213<br>149<br>131 | | | | 1891 | Flensburgr Schiffsbau Gesellschaft<br>Flensburg | Sonderburger Dampfschiff-fahrtsAct.Ges. | 130·0<br>P21′ | 22·5<br>B35′ | 9·5<br>F31′ | Sonderbrg<br>German<br>*WB* | T.3Cy.11″,16″&31″–18″<br>FlensburgerSchiffsbau Gesellschaft,Flensburg | |
| 302<br>NQFW | — IronScSr<br>*C.F.Madsen*72–76 1*Dk* | 202<br>152<br>119 | | | | 18$\frac{76}{88}$ | G.Howaldt<br>Kiel | SydfynskeDampsk Selskab (L.Bönnelycke) | 136·1<br>Q33′<br>len88 | 20·2<br>B34′ | 9·7<br>F26′ | Svendborg<br>Danish | C.2Cy.18″&36″–21″<br>60HP<br>Schweffel&Howaldt,Kiel | |
| 303<br>HJLF | — SteelScSp<br>*K.Clausen* 1*Dk*<br>(Icebreaker) | 185<br>173<br>61 | | | | 1889 | Nylands Værksted<br>Christiania | Drammens Havnevæsen | 87·5 | 22·5 | 14·0 | Drammen<br>Norwegian | C.2Cy.20½″&39¾″–26″<br>75HP<br>NylandsVærksted,Xia. | |
| 304<br>95666<br>KWLP | Thordisa SteelScSr<br>~~*W.Hill* –94~~ ssCff.No.1–93<br>*Well deck* 1*Dk*(*Stl*)2*trB*<br>*C.Sheath* | 2358<br>1916<br>1539 | ✠100A1<br>~~12,94~~ ~~1,94~~ 5,95<br>✠LMC4,93 | Cff<br>A&CP<br>Bry | s | 1888<br>12mo | T.Turn-bull&Son<br>Whitby | T.Turnbull&Son | 289·2<br>P28′Q76′B124′<br>F32′ FK<br>*WB*=*DBa* | 38·3 | 20·8 | Whitby<br>British<br>6*BHCem*<br>88′*f*114′430*t* | T.3Cy.22″,36″&59–39″ (s)<br>160lb *65lb* 175HP<br>2SB,*6cf*,GS84<br>Blair&Co.(Lim.),Stockton | 22<br>s 2 |
| 305<br>95897<br>LDGJ | Thornaby SteelScSr<br>~~*O.Jones*87–89~~ ssGls.No.1–93<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*<br>*A.H.Goldsworthy*94-94 | 1730<br>1316<br>1129 | ✠100A1<br>12,94 ~~3,94~~<br>✠LMC10,93 | Cff<br>A&CP | q | 1889<br>5mo | Ropner& Son<br>Stockton | R.Ropner&Co. | 258·0<br>P31′Q76′B104′<br>F25′ BK9″<br>*WB*=*Cell* | 36·0 | 17·0 | W.Hartlpl<br>British<br>4*BHCem*<br>*DB*170′266*t* | T.3Cy.19″,35½″&51″–36″ (s)<br>160lb *80lb* 150HP<br>2SB,*4cf*,GS54<br>Blair&Co.(Lim.),Stockton | 20<br>s 1 |
| 306<br>87344<br>HQJV | Thorndale IronScSr<br>*W.Dickman* –93 ssLiv.No.2–91<br>1*Dk*(*Irn*)&*Spardk*(*Irn*)3*trB* | 2980<br>2852<br>1971 | ✠100A1<br>*Spar dk*<br>3,94<br>BS4,94 ✠LMC2,91 | —Lon<br>A&CP | t | 1883<br>4mo | J.Laing<br>Sunderland | A.Laing | 313·5<br>B30′F38′<br>drp92 BK10″<br>*WB*=*DB* | 42·4 | 28·5 | Sundrland<br>British<br>4*BHCem*<br>*a*88′*f*60′297*t* | C.2Cy.37″&71″–45″ (i)<br>80lb 280HP<br>2SB,*6pf*,GS124<br>J.Dickinson,Sunderland | 22<br>s 6 |
| 307<br>93486<br>KVRB | Thorntondale SteelScSr<br>*B.Hick* ssLiv.No.1–93<br>1*Dk*(*Irn*)2*trB*<br>*Well deck* *Floors&ptInnerbottomIrn* | 2153<br>1720<br>~~1398~~ 1390 | ✠100A1<br>12,94 ~~2,94~~<br>BS12,94 ✠LMC1,93 | Cff<br>A&CP | s | 1888<br>10mo | J.Read-head&Co.<br>S.Shields | P.Hick,jun.&Co. | 290·0<br>P29′Q82′B118′<br>F33′ drp94 BK10″<br>*WB*=*Cell* | 39·0 | 18·8 | Scarboro'<br>British<br>6*BHCem*<br>*DB*250′500*t* | T.3Cy.23″37½″&61½″–39″(r)<br>160lb ~~*80lb*~~ ~~NDB80~~ 250HP<br>2SB,*6cf* NDB93<br>J.Readhead&Co.,S.Shields | 21<br>s 1·11 |
| 308<br>84549<br>WMGK | Thornycroft IronScBn<br>~~*H.H.Wood*94–94~~ ~~ssHpl.No.2–91~~<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>*J.Bevan* ssHpl.No.3-2,95 | 1668<br>1320<br>1052 | ✠100A1<br>2,95 ~~2,94~~<br>~~BS2,94~~ ✠LMC3,~~91~~ 3,95 | Hpl<br>A&CP | q | 1882<br>8mo | W.Gray& Co.<br>WHartlepool | Murrell&Yeoman | 257·1<br>Q98′B66′F30′<br>BK9″<br>*WB*=*DB* | 35·7 | 18·9 | W.Hartlpl<br>British<br>4*BHCem*<br>*a*82′*f*92′316*t* | C.2Cy.32″&60″–39″ (b)<br>80lb ~~*80lb*~~ *65lb* 150HP<br>2SB,*4cf*,GS68<br>Blair&Co.(Lim.),Stockton | 20<br>s 1·11 |
| 309<br>JTDG | Thorolff Kveldulfson SteelScSr<br>*P.M.Hansteen* –92 1*Dk*&*Awngdk* | 182<br>177<br>131 | — | | | 1892 | AkersMek Værksted<br>Christiania | Helgelandske Dampskibssel-skab | 109·1<br>H5*t* | 18·9 | 13·6 | Bodö<br>Norwegian | T.3Cy.11″,18″&29″–18″<br>45HP<br>AkersMek.Værks.,Xiania | |
| 310<br>87274<br>JNGK | Thorsa SteelScSr<br>*L.M.Urquhart*72–84 ssLth.No.2–92<br>2*Dks*(*Irn*)&*Awngdk* | 1293<br>795<br>834 | ✠100A1<br>*Awng dk withfreeboard*<br>4,95 ~~4,94~~<br>~~BS4,94~~ BS4,95 ✠LMC2,92 | Lth<br>LA&CP | p | 1884<br>6mo | Barclay, Curle&Co.<br>Glasgow | Leith,Hull&Ham. S.P.Co. (J.Currie&Co., *Mgrs.*) | 240·0<br>B54′<br>drp92 BK8″<br>*WB*=*FPT*49 | 32·1 | 15·4<br>22·3 | Leith<br>British<br>6*BHCem*<br>*tMT*40′273*t* | C.2Cy.38″&60″–42″ (a)<br>60lb *40lb* 196HP<br>2SB,*6cf*,GS84<br>Barclay,Curle&Co.,Gls. | 16<br>s 8 |
| 311<br>HRTD | Thorsten SteelScSr<br>*C.M.Ericsson* –92 ssGot.No.2–91<br>*Iron beams* 2*Dks*(1*ptIrn*)3*trB* | 1633<br>1508<br>1233 | ✠100A1<br>7,93<br>✠NB7,93 ✠LMC7,93 | Got<br>LA&CP | q | 1883<br>8mo | MotalaCo.<br>Gothenburg | ÅngfartygsAktieb "Thule" (A.Melin, *Mgr.*) | 262·2<br>H125*t*<br>drp93 BK8″<br>*WB*=*APT*40 | 32·5 | 23·7<br>16·2 | Gothenbrg<br>Swedish<br>6*BHCem*<br>*tMT*40′365*t* | C.2Cy.41″&75″–41″ (s)<br>120lb 330HP<br>4SB,*8pf*,GS169<br>MotalaCo.,Gothenburg | |
| 312<br>NHCV | Thorvaldsen IronSc3MstSr<br>*H.S.A.Olsen* 1*Dk*&*Spardk* | 1225<br>816<br>743 | | | | 1871 | Burmeister &Wain<br>Copenhagen | Dampskibssel-skabet "Danmark" (T.Sonne&Co., *Mgrs.*) | 228·6<br>– | 30·3 | 23·3<br>16·2 | Copnhagn<br>Danish | C.4Cy.21″&44″–30″<br>120HP<br>Burmeister&Wain,Cpn.<br>*WB* | |
| 313<br>HFPR | Thrace IronSc<br>*Ferendinos* ssSld.No.3–8,93<br>(*ex*Cedric) 1*Dk*(*ptIrn*)2*trB*<br>*Well deck* | 1508<br>1186<br>953 | ✠100A1<br>2,94 ~~8,93~~<br>✠NB9,93 ✠LMC9,93 | Sld<br>LA&CP<br>Msl | p | 1882<br>7mo | Murdoch &Murray<br>Pt.Glasgow | TheophilatosBros. | 250·5<br>Q81′B69′F36′<br>srp93 BK9″<br>*WB*=*Cell* | 35·0 | 16·5 | Ithaca<br>Greek<br>4*BHCem*<br>*DB*170′290*t* | C.2Cy.30″&60″–39″ (r)<br>80lb *70lb* 150HP<br>2SB,*6pf*,GS115<br>Muir&Houston,Glasgow | 19 |
| 314<br>HMJF | — SteelScSr<br>*E.Suria* ssTri.No.1–92<br>2*Dks*(*UStl*–ws) | 1481<br>1261<br>881 | ✠100A1<br>3,92<br>BS~~7,93~~ 10,94 ✠LMC3,92 | Tri<br>LA&CP | q | 1887<br>4mo | A.M'Mil-lan&Son<br>Dumbarton | PanhellenicS.S. Nav. | 264·0<br>P26′B74′F59′<br>BK9″<br>*WB*=*FPT* | 34·0 | 19·8 | Piræus<br>Greek<br>5*BHCem*<br>38*tAPT*16*t* | T.3Cy.25″,38″&62″–42″<br>150lb *50lb* 230HP<br>2DB,*8cf*,GS140<br>D.Rowan&Son,Glasgow | 21 |
| 315<br>99849 | Thracian SteelScSr<br>*T.Donaldson* –93<br>*Well deck* 1*Dk*(*ptIrn*)<br>Now named "Troogenik," See No. 39 in Supplement, | 467<br>336<br>222 | ✠100A1<br>10,93<br>✠LMC10,92 | Gls<br>LA&CP | h | 1892<br>10mo | SM'Knight &Co.<br>Ayr | J.Macfarlane&Co. | 167·0<br>Q84′B14′F27′<br>BK7″<br>*WB*=*DBa*33′ 33*t FPT* | 26·0 | 11·7 | Glasgow<br>British<br>4*BHCem*<br>27′*APT*7*t* | T.3Cy.14″,23″&36″–27″ (s)<br>160lb *70lb* 70HP<br>1SB,*3pf*,GS58,HS1377<br>Muir&Houston,Glasgow | 12<br>s ·9 |
| 316<br>145343<br>KBPJ | Thrasher WoodAuxScBk<br>*E.G.Macomber*91–93 2*Dks* | 512<br>—<br>343 | | | | 1883 | Goss& Sawyer<br>Bath,Me. | PacificSteam WhalingCo. | 144·0 | 31·5 | 16·4 | S.Frncisco<br>Utd.States | 1Cy.22″–36″<br>Delamater IronWorks,Phl | |
| 317<br>99690 | Thrush Steel&IronScK<br>*W.M.Allenby* –93 1*Dk*<br>*Ironframing&Steel plating* | 134<br>129<br>47 | ✠100A1<br>*Stm Trawler*<br>~~11,94~~ ~~5,93~~ 5,95<br>✠LMC6,93 | Hul<br>LA&CP<br>Gms | | 1893<br>5mo | Earle'sCo. (Lim.)<br>Hull | PioneerSteam FishingCo.(Lim.) (Moodys&Kelley, *Mgrs.*) | 94·0<br>BK7½″ | 20·1 | 11·0 | Grimsby<br>British<br>3*BHCem* | T.3Cy.11″,17″&30″–21″ (s)<br>160lb 45HP<br>1SB,*2pf*,GS25,HS800<br>Earle'sS.B.&E.Co (Ld)Hul | 11 |
| 318<br>JBGR | Thule SteelScSr<br>*C.A.Pettersson*60–92<br>1*Dk*&*Spardk*(*Stl*–ws)3*trB*<br>*Elec.light* | 1969<br>1682<br>1161 | ✠100A1<br>*Spar dk*<br>4,94<br>✠LMC5,92 | Lon<br>A&CP | s | 1892<br>5mo | Wigham Richardson &Co.<br>Newcastle | ÅngfartygsAktie-bolaget "Thule" (O.Melin, *Mgr.*)<br>*WB*=*Cell DB*149′193*t* | 282·3<br>P14′B50′F26′<br>FK<br>*FPT*14*tAPT*10*tM* | 37·7 | 15·8<br>23·3 | Gothenbrg<br>Swedish<br>5*BHCem*<br>*T*36′310*t* | T.3Cy.26″,42″&69″–48″ (s)<br>160lb 360HP<br>2DB,*12rf*,GS215,HS6030<br>WighmRchrdsn&Co.,Nwc. | 18 |
| 319<br>JBSC | — IronTwinScSr<br>*C.E.Åström*84–86 1*Dk* | 491<br>281<br>398 | | | | 18$\frac{49}{74}$ | MotalaCo.<br>Norrköping | UmeåNyaÅng-fartygsAktiebo-lag(C.J.Moritz) | 157·2<br>P101′ | 23·2<br>H24*t* | 11·7<br>F37′ | Umeå<br>Swedish | C.4Cy.11″&24″–21″<br>120HP<br>W.Lindberg'sMekV.,Skm. | |
| 320<br>RFWJ | Thuringia IronScSr<br>2*Dks*&3*trB* | 1964<br>1841<br>1479 | | | ... | 1880 | Reih.Schff. &Mach.<br>Hamburg | Hamburg-Ameri-kanischePacketf. Act.Ges. | 287·4<br>F30′ | 34·8 | 24·4 | Hamburg<br>German<br>*WB* | C.2Cy.34″&62″–42″<br>180HP<br>Reih.Schff.&Msch.,Ham. | |
| 321<br>73751<br>PNTC | Thursby IronScSr<br>*J.Gale* –93 4thSurvey,Liv.11,92<br>1*Dk*(*Irn*) | 496<br>441<br>267 | ✠A1✱1<br>6,94 ~~8,94~~<br>✠NB11,88 | Liv | Lv | 1876<br>2mo | Harland& Wolff<br>Belfast | J.S.Sellers | 187·2<br>Q4*t*<br>BK6½″ | 23·7 | 13·4 | Liverpool<br>British<br>3*BH*1PBH | C.2Cy.23″&41″–28″ (a)<br>70lb NDB88 71HP<br>1SB,*3pf*,GS49<br>J.Rowan&Sons(Lim.),Bel. | 14 |

| No. | Steamer's Name. Material, Rig, &c. / Late Name if any. / Master. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. Under deck. Net. | Character. / for Special Survey. Date of last Survey. | Port of Survey. | Equipment letter | Built. When. Ship. Engines | By Whom. Where. | Owners. | Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers / B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 323 | Thurso IronScSr<br>(MISSING SINCE 2,94)<br>G.Hollingshead93-94<br>Well deck (exEastella) | 944<br>759<br>604 | | | ... | 1871<br>4mo | J.Blumer &Co.<br>Sunderland | Thompson,Elliott &Co. | 211·0<br>P110' | 29·3<br>F27' | 16·5 | Hull<br>British | C.2Cy.27¾"&50"–30"<br>NB79 98HP<br>R.&W.Hawthorn,Nwc. | | |
| 323 | Thurston SteelScSr<br>J.Diggins -94 ssNpt.No.1–93<br>Well deck 1Dk(Irn)&Webframes | 1921<br>1498<br>1247 | ✠100A1<br>2,94<br>✠LMC5,93 | Cff<br>A&CP | r | 1889<br>4mo | W.Gray& Co.(Lim.)<br>WHartlepool | Murrell&Yeoman | 270·0<br>P29'Q80'B108'F27'<br>WB=DBa84'f106' | 37·0<br>BK9½" | 18·6 | W.Hartlpl<br>British<br>4BHCem<br>410tAPT19t | T.3Cy.20",31½"&53"–36" (s)<br>160lb 80lb 160HP<br>2SB,4rf,GS76<br>CentralMarineE.Co.WHpl | 20 " 0<br>s 1 " 7½ | D |
| 324 | Thy IronScSr<br>T.Jensen71–76 1Dk | 309<br>204<br>185 | | | | 1869 | Burmeister &Wain<br>Copenhagen | Forenede DampskibSel-skab | 144·6<br>P26t | 20·6<br>B66t | 10·0<br>F10t | Nykjöbing Jylland<br>Danish | C.4Cy.15"&30"–20"<br>60HP<br>Burmeister&Wain,Cpn. | | |
| 325 | Thyborön SteelTwinScSr<br>C.A.Rodskjer85–92 | 677<br>513<br>214 | | | | 1892 | Lobnitz& Co.<br>Renfrew | StatensVand-bygningsvæsen | 169·6<br>Q56' | 33·9<br>F60' | 11·0 | Lemvig<br>Danish | C.4Cy.16"&30"–24"<br>110HP<br>Lobnitz&Co.,Renfrew | | V |
| 326 | Thyra SteelScSr<br>M.R.Dunning84–92<br>1Dk(Irn)2trB&Webframes&ptAwngdk(Irn) | 3406<br>2619<br>2244 | ✠100A1<br>ptAwngdk withfreeboard<br>~~10,9412,93~~<br>4,95<br>✠LMC8,92 | Bry<br>A&CP<br>~~Nwc~~ Shl | u | 1892<br>3mo | W.Gray& Co.(Lim.)<br>W Hartlepool | Gladstone&Corn-forth | 330·0<br>Q131'<br>ptAwngdk199'<br>WB=CellDB266' 726t | 43·1<br>BK11" | 21·6 | W.Hartlpl<br>British<br>5BHCem<br>APT37t | T.3Cy.24",38"&64"–42" (s)<br>160lb 80lb 240HP<br>2SB,6rf,GS84,HS3700<br>Cen.MarineE.Wks.,W.Hpl. | 24 " 4<br>s 9 " 8 | |
| 327 | — IronScBn<br>A.W.Ternström91–91 ssSkm.No.3–4,92<br>Well deck 1Dk2trB<br>(exParklands) | 1689<br>1303<br>1023 | ✠100A1<br>11,92<br>~~BS6,98~~ 7,94<br>✠LMC4,92<br>BS6,95 | Skm<br>A&CP | q | 1880<br>6mo | W.Gray& Co.<br>W Hartlepool | Ångf.Aktiebol. "Thyra" (A.Fredholm) | 256·6<br>P35'Q68'B65'H35t<br>F29' WB=DBa80'f94'335t | 34·6<br>BK9" | 19·8 | Stockholm<br>Swedish<br>4BHCem | C.2Cy.33"&61"–33" (i)<br>80lb 80lb NDB90 150HP<br>2SB,4pf,GS80<br>T.Richardson&Sons,Hpl. | 21 " 0<br>s 2 " 0 | |
| 328 | — SteelScSr<br>E.A.Jacobsen91–91 1Dk&Spardk | 1020<br>742<br>723 | | | | 1891 | Flensburgr Schiffsbau Gesellschaft<br>Flensburg | F.M.Bruhn | 220·0<br>Q73' | 32·0<br>B52' | 14·3<br>F27' | Flensburg<br>German<br>WB | T.3Cy.15",22½"&43"–30"<br>FlensburgerSchiffsbau Gesellschaft,Flensburg | | V |
| 329 | — IronScSr<br>A.Garde ssCpn.No.3–76<br>1Dk2trB | 830<br>603<br>506 | ✠<br>9,77 | Cpn<br>A&CP | | 1866<br>11mo | A.Leslie& Co.<br>Newcastle | ForenedeDamp-skibSelskab | 209·3<br>P54'<br>drp77 | 28·3<br>F35' | 14·8 | Copnhagn<br>Danish<br>6BH | C.4Cy.19"&38"–30"<br>90HP<br>Cmp.Burmeister&Wain, Copenhagen | | |
| 330 | — SteelPadFerry<br>B.L.A.Stuhlmann -93 1Dk | 409<br>325<br>187 | | | | 1893 | Burmeister &Wain<br>Copenhagen | DeDanske Statsbaner | 176·5<br>B47' | 26·2 | 11·7 | Elsinore<br>Danish | C.2Cy.32"&60"–45"<br>150HP<br>Burmeister&Wain, Copenhagen | | V |
| 331 | —(LOST BY COLLISION 5,94) IronSc<br>1Dk(Irn) | 238<br>173<br>186 | 11,85<br>For River purposes only<br>✠ | Got<br>LA&CP | | 1885<br>10mo | G.F.Cawal-lin<br>Sjöberg | G.Hawadin&Hijos | 117·1<br>Q52' | 18·8<br>F22' | 10·4 | Rosario de SantaFé<br>Argentine<br>3BHCem | C.2Cy.10"&19"–17"<br>25HP<br>1SB,1pf,GS15<br>G.F.Cawallin,Sjöberg | | |
| 332 | Tiber IronScBg<br>J.Delisle<br>1Dk(Irn)&Spardk3trB | 1736<br>1725<br>1134 | | | ... | 1870<br>10mo | Lon.&Glas Co.<br>Glasgow | J.Delisle | 253·6 | 33·0 | 17·4<br>24·4 | ~~Leith~~<br>British<br>6BHCem<br>Montreal | C.2Cy.31½"&54"–33"<br>NB93 150HP<br>Lon.&Glas.Co.,Glasgow<br>WB | 18 " 3<br>s 6 " 8 | V |
| 333 | Tibet Iron&SteelScBn<br>Lehardi 2Dks&Spardk | 2755<br>—<br>1507 | | | | 1883 | Forges&C. de la Médit<br>LaSeyne | Cie.Marseillaise de Nav.àVap. (Fraissinet&Co. Mgrs.) | 332·0<br>B91' | 40·0<br>F44' | 19·1<br>28·5 | Marseilles<br>French | C.2Cy.40"&73½"–42½"<br>450HP<br>Forges&C.de laMédit.,Msl. | | V |
| 334 | Tibisco IronScSr<br>Orlando72–87 1Dk | 825<br>707<br>473 | | | | 1867 | Vulcan Works<br>Stettin | LloydAustriaco | 207·0 | 29·8 | 16·8 | Trieste<br>Aust.-Hung. | C.4Cy.28½"&52"–26¾"<br>135HP<br>VulcanWorks,Stettin | | |
| 335 | Tibor IronScSr<br>~~P.Bassich92–92~~ ssGls.No.3–8,93<br>Well deck A.Rukavina 1Dk(Irn)2trB | 1157<br>—<br>787 | ✠100A1<br>12,93<br>BS10,94<br>✠LMC8,93 | Tri<br>LA&CP | o | 1882<br>4mo | Burrell& Son<br>Dumbarton | RoyalHungarian SeaNav.Co. Adria(Lim.) | 245·4<br>Q77'B62'F30'<br>srp93<br>WB=DBa57'f96' &u | 35·1<br>BK8" | 16·9 | Fiume<br>Aust.-Hung.<br>4BHCem<br>E&B46'310t | C.2Cy.30"&55"–36" (o)<br>80lb 45lb 130HP<br>2SB,4pf,GS74<br>Paul&Co.,Dumbarton | | A |
| 336 | Tibre IronSc<br>2Dks | 1838<br>—<br>963 | | | | 1866 | Messag. Marit.<br>LaCiotat | Messageries Maritimes | 320·5<br>P74' | 32·0<br>H29t | 24·1<br>F29' | Marseilles<br>French | 4Cy.25½"&51¼"–31½"<br>280HP<br>Messag.Mar.,LaCiotat | | |
| 337 | Tidjaretti Bahri WoodPad<br>Ahmed60–88 | —<br>—<br>262 | | | | 18₈₄ | (Rebuilt)<br>Constanti-nople | IdareiMassousieh (OttomanSteam Nav.Co.) | ........ | | | Constanpl<br>Turkish | 2Cy.<br>120HP<br>HumphrysTennant,Lon. | | |
| 338 | Tiest IronPad<br>1Dk | 156<br>—<br>67 | | | | 1883 | RussianS. N.&Trading Co.<br>Sebastopol | RussianSteam Nav.&TradingCo. | 110·0 | 21·0 | 9·9 | Odessa<br>Russian | C.2Cy.24"&36"–41¼"<br>70HP<br>RussianSN&TdgCo.Sbstpl | | |
| 339 | Tiger IronPadSp | 170<br>170<br>59 | | | | 1864 | ........<br>Newcastle | W.&T.Jolliffe (J.Holme,Mgr.) | 122·0 | 20·4 | 10·8 | Liverpool<br>British | L.2Cy.35"–56"<br>NB77 75HP<br>T.D.Marshall,Newcastle | | BT till ~~11,94~~ 11,95 |
| 340 | — IronScSrTug<br>R.Steele ssC.Tn.No.3–11,92<br>1Dk | 120<br>117<br>82 | ✠90A1<br>11,92<br>For Towing purposes | CTn<br>LA&CP | | 1881<br>12mo | J.Stewart &Son<br>London | Anderson& Murison | 86·0 | 20·0<br>BK6½" | 11·2 | Cape Town<br>British<br>5BHCem | C.2Cy.19"&34"–18" (s)<br>90lb 50HP<br>1SB,3pf,GS37,HS1050<br>Stewart&Son,London | | |
| 341 | Tigre IronScBk<br>3Dks | 3234<br>—<br>1711 | ✠NB11,92 ✠LMC11,92 | | | 1862 | Forges& Chantiers<br>LaSeyne | Messageries Maritimes | 389·5<br>H79t | 38·4<br>F48' | 30·6 | Marseilles<br>French | 2Cy.76½"–52½"<br>500HP<br>Messag.Mar.,LaCiotat | | |
| 342 | — IronTwinScSr | 325<br>—<br>221 | | | | 1867 | R.Duncan &Co.<br>Pt.Glasgow | Risso&Co. | 185·3 | 25·6 | 9·4 | M.Video<br>Uruguayan | 2Cy.23"–24"<br>80HP<br>Rankin&Blackmore,Grk. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Coque en Quille. Francbord en milliers de navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 343 98167 | **Tigris** *M.W.Miller* –93 | **SteelScSr** 1*Dk(Irn)&Spar dk(Irn–ws)& Web frames* | 2412 2232 1536 | ✠100A1 *Spar dk* 2,94 | Lon | *s* | 1890 9mo | J.Blumer &Co. Sunderland | **PersianGulf SteamShipCo. (Lim.)** *W B=DBa84′ &uE&* | 290·0 B66′F35′ drp94 *B48′ 311t FPT128t* | 40·1 | 16·8 22·5 FK *6BHCem APT62t* | **London** British 160lb *80lb* 2DB,*8rf*,GS120 NEMarineECo.(Lim.),Sld. | T.3Cy.23½″,38″&62″–42″ (*s*) 220HP | 17 ″ 11 6 ″ 3 |
| 344 RHCJ | **Tijuca** *H.Langerhansz*88–90 | **SteelScSr** 2*Dks* | 2179 1911 1591 | | | | 1886 | Sir W.G. Armstrong, Mitchell& Co. Newcastle | **Hamburg-Süd-Amerik.Dampf.-schifffahrtsGes.** | 309·0 P150*t* | 36·5 H70*t* | 23·7 F46′ | **Hamburg** German | T.3Cy.24″,39″&64″–42″ 350HP WallsndSlpwy&E.Co. (Lim.),Wallsend *WB* | |
| 345 87163 | **Tilbury** *G.Tracey*76–83 | **SteelPad** | 269 181 200 | | | | 1883 | J.&K.Smit Kinderdyk | **London,Tilbury& SouthendRail-wayCo.** | 140·0 | 22·1 | 8·2 | **London** British | O.2Cy.34″–36″ 70HP J.Penn&Sons,London | |
| 346 145448 KDRH | **Tillamook** *H.S.Hamm* | **WoodScSr** 1*Dk* | 265 — 209 | | | | 1887 | G.Boole S.Francisco | **Pollard&Dodge** | 126·8 | 32·8 | 9·9 | **S.Frncisco** Utd.States | 2Cy.14″&28″–20″ 150HP Hinckley,Spiers&Hayes, SanFrancisco | |
| 347 | **Tilly** *P.Stokhuyzen* | **IronScSr** 1*Dk* | 127 115 67 | ✠ 6,87 ✠ | Bat LA&CP | *b* | 1884 4mo | Abercorn S.B.Co. Paisley | **DutchGovern-ment** | 100·0 B5*t* | 18·1 | 8·7 | **Batavia** Dutch *4BHCem* | C.2Cy.16″&30″–21″ 40HP Hanna,Donald&Wilson, Paisley | 9 ″ 5 |
| 348 91488 JWSM | **Tilsco** *T.Newton*86–86 *ss*Wtb.No.2–93 | **IronSc** 1*Dk(Irn)* | 214 177 127 | ✠100A1 7,93 BS2,94 | Wtb LA&CP ✠LMC7,93 | *c* | 1885 4mo | Wood, Skinner&Co. Newcastle | **C.Smales (W.Rayment,** *Mgr.*) | 120·0 Q36′B15′ drp93 | 21·1 BK5 | 9·8 *3BHCem W B=FPT21t* | **Whitby** British 80lb 1SB,*2pf*,GS17 N.E.MarineCo.(Lim.),Nwc | C.2Cy.16″&30″–20″ 45HP | 10 ″ 6 |
| 349 JBDH | **Tilsit** *W.Vorsatz*86–86 | **IronScSr** 1*Dk* | 248 — 162 | | | | 1856 | W.Simons &Co. Renfrew | **Herm.Hofrichter** | 139·4 | 21·5 | 12·1 | **Stettin** German | C.4Cy.10¾″&22¾″–20″ 45HP W.Simsons&Co.,P.Gl. | |
| 350 76070 VSMJ | **Timaru** *J.Niellson* –89 *Well deck* | **IronSc3MstSr** 1*Dk(Irn)* | 459 364 279 | | | ... | 1883 9mo | R.Thomp-son&Sons Sunderland | **C.A.Campbell &W. R.Gainford** | 150·2 Q51′ B13′ | 27·0 | 10·6 F16′ *WB* | **SydnyNSW** British | C.2Cy.22″&42″–30″ 70HP W.Doxford&Sons,Sld. | 11 ″ 6 |
| 351 2 HSKR | **Timavo** *Rassevich*71–87 | **IronSc3MstSr** (*ex*Iris) 1*Dk(Irn)*2*trB* | 1427 — 851 | ✠ 11,74 | Lim | Lv | 1871 7mo | Richard-sonDuck &Co. Stockton | **LloydAustriaco** | 272·8 P306*t* | 29·8 F33*t* | 20·1 | **Trieste** Aust.-Hung. *5BH* | C.2Cy.28″&56″–33″ 120HP C.D.Holmes&Co.,Hull *WB=DBa&f&E&B* | |
| 352 89765 SLTB | **Timbo** *W.H.Newberry* –93 | **IronScSr** | 292 254 165 | | | | 1883 | G.H.Smith &Co. Newcastle | **J.S.Sellers** | 145·5 F22*t* | 20·3 | 11·0 | **Liverpool** British | C.2Cy.19″&36″–22″ 60HP Clark,Chapman&Co., Gateshead | T |
| 353 95968 | **Time** *R.Brown* –92 *Well deck* | **SteelScSr** 1*Dk(Irn)&Web frames* | 2575 2036 1670 | ✠100A1 3,94 ✠LMC4,90 | Mel LA&CP | *t* | 1890 4mo | TyneI.S.B. Co.(Lim.) Newcastle | **W.H.Smith&Sons (Lim.)** | 300·0 P29′Q84′B123′F31 drp93 *WB=CellDB252′* | 41·0 FK | 19·6 *6BHCem 468tAPT15t* | **Melbourne** British | T.3Cy.23″,37″&62″–42″ (*o*) 160lb *80lb* 2SB,*8pf*,GS120 WghmRchrdsn&Co.,Nwc. | 22 ″ 2 250HP s 2 ″ 0 w 2 ″ 4 |
| 354 1335 HJNW | **Times** *M.N.James* –93 *ss*Bel.No.3–79 | **IronScSr** 2*Dks* | 299 278 176 | 6,82 | Cly | | 1851 | ..... Glasgow | **Sollas&Sons** | 160·4 B28′ DF&ss81 | 21·0 | 13·5 *4BHCem* | **London** British | C.2Cy.18¼″&32″–24″ NE68 NB81 70HP Blackwood&Gordon,P.Gls | 14 ″ 8 s 1 ″ 9 |
| 355 68351 WRJM | **Timor** *A.Inch* –93 | **IronSc3MstSr** *ss*Liv.No.3–4,82 *ss*Nwc.No.2–91 2*Dks*3*trB* | 2157 2037 1363 | ✠100A1 3,94 ✠NB2,84 BS3,94 | Bry A&CP LMC4,91 | *s* | 1872 8mo | C.Mitchell &Co. Newcastle | **Nelson,Donkin &Co.** | 316·5 BK9 *WB=DBa*90′ 118*t* | 35·2 | 25·7 *4BHCem* | **London** British 75lb *40lb* 2DB,*8pf*,GS133 Maudslay,Sons& Field,Lon | C.2Cy.36″&68″–45″ (*r*) 200HP | 26 ″ 10 s 5 ″ 10 |
| 356 JBCT | **Timrå** *N.G.E.Fogelqvist*82–88 (*ex*Alnö) | **IronSc** 1*Dk* | 100 63 67 | | | | 1874 | W.Lind-brgs.Mek.V. Stockholm | **Alnösundets Ångb. Aktieb. (G.Östeman)** | 86·3 Q32′ | 15·3 B26′ | 8·1 F17′ | **Sundsvall** Swedish | 2Cy.10½″&22½″–15½″ 25HP WLindbergsMk Vrks,Skm | |
| 357 ~~68500~~ ~~RNTQ~~ | **Timsah** ~~*P.R.Miller*89–90~~ 4thSurvey,Nwc.5,88 | **IronScBg** 2*Dks*(1*Irn*)*3trB* | 1433 1414 914 | ✠ [illegible] | | ... | 1870 3mo | C.Mitchell &Co. Newcastle | ~~**Nelson,Donkin &Co.**~~ J.R.Thalin | 249·3 | 32·4 | 23·8 BK9 *5BH WB=DB* | ~~**London**~~ ~~**British**~~ Gefle Swedish | C.2Cy.31″,58″–33″ 65lb NB80 140HP NEMarineE.C.(Lm.),Sld. | 17 ″ 11 s 5 ″ 0 |
| 358 68416 LVRT | — | **IronScSr** | 191 191 30 | | | | 1873 | Day, Summers&Co Northam | **P.&O.Steam NavigationCo.** | 110·1 | 23·1 | 12·7 | **London** British | C.2Cy.26″&52″–36″ 80lb 120HP Day,Summers&Co.,Sou. | |
| 359 86905 | **Tina** *H.Ferguson* –93 | **Iron&SteelScSr** 1*Dk* *Iron framing&Stl plating* | 215 156 63 | ✠100A1 3,94 ✠LMC7,91 | Gls LA&CP | *c* | 1891 7mo | Mackie& Thomson Glasgow | ~~**Argyll&Bute Fisherman's Association (Lim.)**~~ J.Logan | 125·0 P52′F21′ drp92 | 23·7 BK7 | 8·7 *4BHCem* | **Campb'ltn** British 160lb *40lb* 1SB,*3pf*,GS58 Muir&Houston,Glasgow | T.3Cy.13″,21½″&34″–27″ (*s*) 60HP | 9 ″ 6 |
| 360 28897 | **Tintern** | **IronPadSr** | 147 137 80 | | | | 1861 | ..... Waterford | **WaterfordS.S.Co. (Lim.)** | 126·7 | 19·2 | 8·8 | **Waterford** British | 1Cy.45″–48″ NB8[illegible] 70HP J.Horn,Waterford | |
| 361 77194 QNMW | **Tintern Abbey** ~~*J.H.Bleasdale* 92~~ *Well deck* | **IronScSr** *ss*Hpl.No.3–12,88 *ss*Cff.No.1–94 1*Dk*2*trB* *H.J.Rogers*91–94 | 1223 969 787 | ✠90A1 12,04 ~~1,94~~ | Cff A&CP LMC4,94 | *n* | 1877 2mo | E.Withy& Co. Hartlepool | **Pyman,Watson &Co.** | 230·0 Q84′B123*t*F31′ | 31·6 BK8 *WB=DBa*73′*f*79′ | 17·3 *4BHCem* | **Cardiff** British 65lb *70lb* 1B,GS60 T.Richardson&Sons,Hpl. | C.2Cy.26¼″&53″–33″ (*i*) 110HP | 18 ″ 8 s 1 ″ 8 |
| 362 65860 KLCD | **Tinto** *J.Burnett* –93 | **IronScBk** 5thSurvey,Liv.8,90 1*Dk*2*trB* | 872 733 541 | ✠A1*1 11,93 | Liv | Lv | 1871 5mo | Bowdler, Chaffer& Co. Liverpool | **Strong,Reid& Page** | 230·2 P112*t*F21*t* | 28·7 | 16·8 *4BH*1PBH *WB=DB* | **Liverpool** British NB82 | C.2Cy.28″&52″–30″ 98HP Fawcett,Preston&Co.,Liv. | |
| *Now named "Liberta," See No. 28 in Supplement.* | | | | | | | | | | | | | | | |
| 363 JSDF | **Tintoré** *Mugarza* (*ex*Roquelle) | **IronScBg** 1*Dk&Spardk* | 1283 1261 796 | | | | 1869 | Randolph Elder&Co. Glasgow | **P.M.Tintoré&Co.** | 261·0 | 30·2 | 23·0 | **Barcelona** Spanish | C.2Cy.38″&68″–33″ 200HP Randolph,Elder&Co.,Gls. | |
| 364 145405 | **Tioga** | **IronSc** | 2085 — 1744 | | | | 1885 | UnionDry Dock Co. Buffalo,N.Y. | **UnionSteamboat Co.** | 285·0 | 38·9 | 14·0 | **Buffalo,NY** Utd.States | C.2Cy.22″&44″–48″ H.G.Trout,Buffalo | |

| 2 Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. | 3 | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of R. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tip<br>*A.Linder* 81–92 (*ex* Eveline)<br>Well deck | Steel Sc Sr<br>*ss* Skm. No. 2–94<br>1 *Dk*(*Stl*)2*tr B* | 1353<br>1387<br>1095<br>~~874~~<br>827 | ✠100A1<br>4,95 ~~1,92~~<br>A&CP<br>BS4,94 ✠LMC5,93<br>4,95 | Skm | *o* | 1885<br>5mo | Swan & Hunter<br>Newcastle | Rederiaktieb "Union" (G.O. Wallenberg, *Mgr.*) | 245·0 \| 34·0 \| 16·0<br>Q88′B52′H57*t*F25′<br>srp94 BK8½″<br>*WB* = *CellDB*200′294*tFPT* | | | Stockholm<br>Swedish | T.3Cy.18½″,31″&50″–36″ (*s*)<br>160lb ~~65lb~~ 130HP<br>2SB.*6pf*,GS144<br>Wllsnd Slp. Co. (Lim.) Nwc. | 18 ″ 6<br>s 2 ″ 1½ | |
| Tirfing<br>*J.M.Andersson* 90–90 | Comp Sc Sr<br>1 *Dk* | 379<br>297<br>286 | | | | 1873 | Th. Staahl<br>Torskog | Ångf. Aktieb. "Tirfing" (A. Broström) | 137·4 \| 23·8 \| 12·6<br>Q51′ B29′ H5*t* | | | Gothenbrg<br>Swedish | C.2Cy.13″&30″–21½″<br>45HP<br>Motala Co., Gothenburg | | G |
| Tirreno<br>*Gavazzi* –93 | Iron Sc Sr<br>2 *Dks* | 854<br>665<br>544 | | | | 1863 | Henderson Coulborn & Co.<br>Renfrew | Navigazione Generale Italiana | 242·7 \| 27·1 \| 15·6<br>Q83*t* F73*t*<br>len70 | | | Palermo<br>Italian | C.O.2Cy 25½″&45⅓″–47½″<br>204HP<br>Hndrsn, Colbrn & Co., Rnf. | | I |
| Tirso<br>*T.Locasto* –91 (*ex* Horseguards) | Iron Sc Sr<br>*ss* Lth. No. 3–7,85<br>2 *Dks*3*tr B* | 1399<br>1366<br>893 | ✠<br>2,88<br>A&CP<br>✠NB9,82 | Cff | *o* | 1872<br>2mo | Aitken & Mansel<br>Glasgow | Nav. Gen. Italiana | 266·0 \| 30·8 \| 23·1 | | | Palermo<br>Italian | C.2Cy.31½″&60″–39″<br>160HP<br>Tod & McGregor, Glasgow<br>*WB* = *MT*38′260*t* | 25 ″ 0 | I |
| Tischoff<br>*Popoff* | Iron Sc Sr<br>1 *Dk* | 504<br>—<br>298 | | | | 1882 | W Crichton<br>Åbo | Murman Co. | 160·1 \| 22·0 \| 10·3 | | | Archangel<br>Russian | C.2Cy.22″&37″–24″<br>80HP<br>W. Crichton & Co., Åbo | | |
| Tisza<br>*R.Lazzer*<br>Well deck | Iron Sc Sr<br>*ss* Gls. No. 3–1,92<br>1 *Dk*(*Irn*)2*tr B* | 1041<br>1008<br>708 | ✠100A1<br>9,93<br>LA&CP<br>✠NB9,93 ✠LMC9,93 | Nwc | *o* | 1879<br>12mo | Blackwood & Gordon<br>Pt. Glasgow | Royal Hungarian Sea Nav. Co. Adria (Lim.) | 242·4 \| 32·5 \| 16·8<br>Q86′B60′F32′<br>BK8″<br>*WB* = *DB*210′*Tpd*93 | | | Fiume<br>Aust.-Hung. | T.3Cy.17½″,30½″&52½″–36″<br>165lb *90lb* NDB93 (*s*) 120HP<br>1SB.*3rf*,GS56,HS2480<br>Wigham Richrdsn & Co, Nwc | | A |
| Titan<br>*R.J.Brown* 75–85 | Iron Sc Sr<br>2184<br>1525 | 2397 | | | | 1885 | Scott & Co.<br>Greenock | Ocean Steam Ship Co. | 320·2 \| 36·3 \| 25·9<br>B50′ F31′ | | | Liverpool<br>British | C.2Cy.27″&58″–60″<br>400HP<br>Scott & Co., Greenock | | BT till 7,95 |
| —<br>*S.Hazewinkel Jz.* 88–92 | Steel Sc Sr<br>2 *Dks* | 921<br>—<br>625 | | | | 1891 | J. Laing<br>Sunderland | Koninkl. Nederl. Stoomb. Maats. | 212·0 \| 30·9 \| 14·2<br>Q69′ B46′ F27′ | | | Amstrdam<br>Dutch | T.3Cy.16″,24″&42″–27″<br>110HP<br>*WB* G. Clark (Lim.), Sunderland | | DV |
| —<br>*Ferrier* 88–93 | Steel Twin Sc Sp<br>(*ex* Cambria) | 357<br>309<br>24 | | | | 1889 | Laird Bros.<br>Birkenhead | Cie. Générale Transatlantique | 145·7 \| 25·6 \| 13·0 | | | Havre<br>French | T.6Cy.15″,22″&38″–30″<br>200HP<br>Laird Bros., Birkenhead | | |
| — | Iron Sc | 281<br>281<br>226 | | | | 1880 | Samuda Bros.<br>London | London & India Docks Joint Committee | 100·5 \| 44·0 \| 7·8 | | | London<br>British | C.6Cy.(3)4¾″&(3)10″–12″<br>40HP<br>Hunter & English, London | | |
| —<br>*W.Hellwege* 80–92 | Iron Sc Sr<br>1 *Dk* | 178<br>147<br>80 | | | | 1884 | Janssen & Schmilinsky<br>Hamburg | Vereinigte Bugsir Dampfschifffahrts Ges. | 105·0 \| 20·0 \| 13·9<br>H7*t* | | | Hamburg<br>German | C.2Cy.20″&32″–26″<br>80HP<br>*WB* Janssen & Schmilnsky Ham | | |
| Titania<br>*O.Grimm* 91–91<br>(*ex* C.Fellinger, *ex* Mercedes)<br>*ss* Ham. No. 1-95 | Iron Sc Sr<br>*ss* Ham. No. 3–9,91<br>2 *Dks*(1*Irn*)3*tr B* | 2072<br>1880<br>1344 | ✠100A1<br>~~2,94~~ ~~4,97~~ 4,95<br>✠NB5,92 LMC5,92 | Ham | *s* | 1879<br>4mo | Mounsey & Foster<br>Sunderland | Hamburg-Pacific Dampsch. Linie (A. Kirsten *Mgr.*)<br>*WB* = *DBa*88′ | 282·6 \| 35·0 \| 24·2<br>P29′B68′F39′<br>DF&S92 BK9½″<br>*f*54′*&uE*20′36*tFP*<br>*T*43*tAPT*5*t* | | | Hamburg<br>German | C.2Cy.36″&66″–42″ (*s*)<br>85lb *60lb* 250HP<br>2B,GS94<br>Blair & Co. (Lim.), Stockton | 25 ″ 2 | |
| —<br>*Perleberg* –93 | Iron Sc Sr<br>1 *Dk* | 446<br>322<br>301 | | | | 1871 | Burmeister & Wain<br>Copenhagen | Stettin-Kopenhagener Dampfschifffahrts Ges. (Th. Gribel, *Mgr.*) | 186·0 \| 22·7 \| 13·8<br>P59′ | | | Stettin<br>German | C.4Cy.22″&44″–30″<br>120HP<br>Burmeister & Wain, Ham. | | V |
| Titanic *Hanslip*<br>~~*B.C.Hins* 93–93~~<br>Well deck<br>Elec light | Steel Sc Sr<br>*ss* Brs. No. 1–92<br>1 *Dk*(*Stl*)2*tr B Floors Irn* | 1608<br>1252<br>1016 | ✠100A1<br>12,94 ~~12,93~~ 7,94<br>A&CP<br>✠LMC8,92<br>~~Glk~~ Grk | Liv | *r* | 1888<br>5mo | M'Ilwaine, Lewis & Co. (Lim.)<br>Belfast | Ulidian Stm. Nav. Co. (Lim.) (Caw, Prentice, Clapperton & Co., *Mgrs.*)<br>*WB* = *CellDB*210′414*tFPT* | 280·0 \| 35·1 \| 16·3<br>Q92′B86′F35′<br>BK9½″<br>drp94<br>13*tAPT*48*t* | | | Belfast<br>British | T.3Cy.21½″,35″&57½″-36″(*s*)<br>160lb *60lb* 260HP<br>2SB.*6cf*,GS90,HS2412<br>M'Ilwne Lewis & C. (Lm) Bel | 19 ″ 4<br>s 1 ″ 11 | |
| Titian<br>*H.R.Swift* –92 (*ex* Colbert)<br>1st Survey, Msl. 2,95 | Iron Sc Sr<br>6th Survey Dun. 7,91<br>2 *Dks*3*tr B* | 1249<br>1248<br>810 | ✠A1, 1<br>2,94 ~~11,92~~<br>*Carrying Petroleum in bulk*<br>✠NE&B7,91 ~~BS12,98~~ | Msl | Lv | 1870<br>2mo | Iliff,<br>Mounsey & Co.<br>Sunderland | Petroleum Transport & Storage Co. (Lim) (A. Suart, *Mgr.*) | 231·0 \| 31·1 \| 23·6<br>~~drp92&93~~<br>BK8″ | | | London<br>British | T.3Cy.17″,27″&45″–30″ (*s*)<br>160lb *70lb* 110HP<br>1SB.*3rf*,GS53,HS1569<br>Gourlay Bros. & Co., Dundee | 17 ″ 2<br>s 7 ″ 0 | |
| Titus<br>*G.Andrews* –94<br>Well deck | Iron Sc Sr<br>*ss* Mel. No. 3–7,89<br>*ss* Mel. No. 1–93<br>1 *Dk*2*tr B* | 760<br>569<br>517 | ✠90A1<br>1,94<br>A&CP<br>✠NB89 LMC1,94 | Bsb | *k* | 1878<br>2mo | A. Stephen & Sons<br>Glasgow | Mrs. I.M. Walker | 185·8 \| 27·1 \| 14·6<br>P101′F24′<br>BK7½″<br>*WB* = *deep* | | | Melbourne<br>British | C.2Cy.24½″&43″–27″<br>70lb 80HP<br>1SB.*2f*,GS48<br>A. Stephen & Sons, Glasgow | | |
| Tiverton<br>*W.Gray* 94–94<br>1 *Dk*(*Irn*)*& Spardk*(*pt Irn*)3*tr B* | Iron Sc Bn<br>*ss* Bly. No. 2–92 | 2674<br>2590<br>1743 | ✠100A1<br>*Spar dk*<br>11,94 ~~13,94~~<br>~~BS5,98~~ LMC5,92 ~~BS3,94~~ | Bly | *t* | 1883<br>8mo | Campbell, Macintosh & Bowstead<br>Newcastle | W. Milburn & Co.<br>*WB* = *DBa*94′*f*76′ *& uE & B*36′356*tFPT* | 320·1 \| 37·6 \| 27·4<br>drp93 BK10′<br>5*BHCem*<br>50*tAPT*29*t* | | | London<br>British | C.2Cy.38″&72″–48″ (*a*)<br>100lb ~~65lb~~ *60lb* 350HP<br>2SB.*6pf*,GS107,HS2200<br>T. Clark & Co., Newcastle | 20 ″ 8<br>s 6 ″ 5 | D |
| Tivyside<br>*D.Davies* –94<br>*ss* Brs. 2nd No. 3-11,94 | Iron Sc Sr<br>~~*ss* Brs. No. 3–7,93~~<br>~~*ss* Brs. No. 2–90~~<br>1 *Dk* | 104<br>100<br>59 | ✠ ⓐ1<br>~~12,90~~ 11,94<br>A&CP<br>✠NB3,85 LMC12,~~90~~ 11,94<br>BS2,94 | Brs | | 1869<br>8mo | Lon. & Gls. Co.<br>Glasgow | T. Jenkins | 100·3 \| 18·1 \| 8·2<br>Q4*t*<br>ND85 lrp94 BK4½″<br>3*BHCem* | | | Llanelly<br>British | 2Cy.16″–18″<br>40lb 25HP<br>1SB.*2cf*,GS27<br>London & Glasgow Co., Gls. | | |
| Tjalve<br>*J.Mortensen* 92–92 | Wood Sc Sr<br>1 *Dk*2*tr B* | 434<br>412<br>330 | | | | 1892 | K. Flage<br>Bergen | E. Giertsen | 161·5 \| 25·7 \| 14·4<br>Q32*t* B57*t* F20*t* | | | Bergen<br>Norwegian | T.3Cy.11½″,18″&29½″–24″<br>55HP<br>Laxevaags Maskin & Jernskibsbyggeri, Bergen | | N |
| —<br>*N.Pedersen* –92 | Steel Sc Sp<br>1 *Dk*(*Irn*) | 115<br>107<br>44 | | | | 1892 | Nylands Mek Værkstd<br>Christiania | Drammens Havnevæsen | 71·0 \| 19·0 \| 11·9<br>H8*t* | | | Drammen<br>Norwegian | C.2Cy.13½″&29″–21″<br>40HP<br>Nylands Værksted, Xia. | | N |
| Tjitarum<br>1 *Dk* | Iron Pad | 174<br>—<br>106 | | | | | ..... | Tjia King Tjoen | 143·3 \| 19·3 \| 5·3 | | | Batavia<br>Dutch | 2Cy.<br>40HP | | |
| Tjömö<br>*N.S.Björnes* –92 | Steel Sc Sr<br>1 *Dk*(*Irn*)2*tr B* | 1444<br>1038<br>1137 | | | | 1892 | Wood,<br>Skinner & Co.<br>Newcastle | Actieselskabet "Tjömö" (Hjalmar Röed) | 250·0 \| 35·0 \| 15·4<br>Q91*t* B228*t* H54*t*<br>F32*t* | | | Tönsberg<br>Norwegian<br>*WB* | T.3Cy.18½″,30″&49″–33″<br>130HP<br>N.E.Mar.E.Co.(Lim.), Nwc | | DN |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au pavillon du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 387 | **Tjust** | **IronScSr** | 192 | | | | 1871 | ..... | TjustNyaÅngf. Aktieb. (C.F.Tenger) | 101·3 | 18·8 | 9·4 | Westerv'k | | |
| | *P.W.Bergenström73–73* | *1Dk* | 112 | | | | | Gothenburg | | P60′ | F15′ | H13*t* | Swedish | 40H | |
| | (*ex*Baltic) | | 144 | | | | | | | | | | | | |
| 388 | **Tlacotalpan** | **IronPadSr** | 625 | | | | 1874 | TheHarlan & Hollings-worthCo. Wilmington | Marquardt&Co. | 170·0 | 30·0 | 9·6 | VeraCruz Mexican | 1Cy.38″–108″ | |
| | *E.Comerma* –91 (*ex*Hampton) | | — | | | | | | | | | | | TheHarlan&Hollings-worthCo.,Wilm.,Del. | |
| | | | — | | | | | | | | | | | | |
| 389 | **Tocantins** | | — | | | | | ..... | Cia.deMarajo E.Tocantins | ..... | ..... | ..... | Para Brazilian | | |
| | | | — | | | | | | | | | | | | |
| | | | 250 | | | | | | | | | | | | |
| 390 | **Tockwith** | **SteelScSr** | 2051 | ✠100A1 | Npt | *r* | 1887 | J.Read-head&Co. S.Shields | Maclean,Doughty &Co. | 280·0 | 38·7 | 17·5 | W. Hartlpl | T.3Cy.21½″,36″&59″–39″ (*r*) | 20 « 8 D |
| 92911 | *J.Nurton84–87* | *ssShl.No.1–91* | 1551 | 8,94~~97~~ | LA&CP | | 2mo | | | P28′Q78′B114′ | | | British | 160lb *75lb* 200H | s 1·10½ |
| KLJH | *Well deck* | *1Dk(Sd)2trB* | 1306 | BS3,94 ✠LMC12,91 | Bly | | | | | F33′ | | BK9½″ | 6*BHCem* | 2SB,*6rf*,GS96 | |
| | | | | | | | | | | | | | *WB=DBa84′f 114′ ʃu* | *E&B40′641t* | J.Readhead&Co.,S.Shields |
| 391 | **Tocuyo** | **IronTwinScSr** | 154 | | | | 1882 | Soc.des Constr.Nav. Havre | QuebradaRailway, Land&Copper Co.(Lim.) | 123·4 | 21·4 | 7·0 | Puerto Cavello | C.4Cy.14¼″&25¼″–16″ | 7 « 2 |
| | | (*ex*Ville deHonfleur) | 119 | | | | | | | | | | Venezuelan | 60H | s 1·7½ |
| | | *1Dk* | 33 | | | | | | | | | | | Soc.desCnstr. Nav.,Havre | |
| 392 | **Toftwood** | **IronScSr** | 1060 | ✠ A1, 1 | Shl | Lv | 1872 | R.Thomp-son,jun. Sunderland | Aktieselskabet "Santorin" (C.Klaveness) | 220·5 | 30·1 | 16·6 | Chrstiania Norwegian | C.2Cy.27″&50″–30″ | 17 « 9 D |
| | –91 6thSurvey,Shl.8,92 | | 832 | 4,92 | | | 7mo | | | P204*t*F22*t* | | | | NB80 98H | s 2 « 2 |
| WBHN | (*ex*Santorin) | *1Dk2trB* | 687 | | | | | | | drp94 | | BK8″ | 5*BHCem* | | |
| | *Well deck* | | | | | | | | | | | *WB=* | *DBa&f* | G.Clark,Sunderland | |
| 393 | **Toiler** | **IronPadSkTug** | 241 | | | | 1874 | Liv.Steam TugCo. Liverpool | LiverpoolSteam TugCo.(Lim.) | 136·0 | 22·2 | 11·3 | Liverpool British | L.2Cy.40″–48″ | |
| 70877 | *R.J.Walter* –93 | | 224 | | | | | | | | | | | 100H | |
| POST | | | 63 | | | | | | | | | | | Liv.SteamTugCo.,Liv. | |
| 394 | **Tokai Maru** | **IronScSr** | 1117 | ✠ | Cly | | 1868 | JG Lawrie | NipponYusen Kaisha | 236·0 | 28·2 | 16·8 | Tokio | C.2Cy.30″&56″–33″ | |
| 452 | *Y.Arai* | | 1081 | *Awng dk* | A&CP | | 2mo | Glasgow | | | | 23·3 | Japanese | 135H | |
| HBFC | (*ex*Acantha) | *2Dks&Awngdk* | 692 | 8,70 | | | | | | | | | 4*BHCem* | Blackwood&Gordon,P.Gls | |
| 395 | **Tokai Unyn Maru** | **Wood—Sr** | 117 | | | | 1887 | Nükuma Masajiro Kobe | KioritsuKisen NipponKabushiki Kaisha | 91·4 | 13·6 | 12·1 | Atsuta Japanese | 2Cy. | |
| 1067 | *YamamotoGennosuke* | | 110 | | | | | | | | | | | 9H | |
| HGNP | | | 73 | | | | | | | | | | | | |
| 396 | **Tokio Maru** | **IronSc3MstSr** | 2194 | ✠100A1 | Nag | *s* | 1884 | Napier, Shanks&Bell Glasgow | NipponYusen Kaisha | 285·0 | 35·0 | 19·0 | Tokio | C.2Cy.38″&70″–45″ (*a*) | 21 « 9 |
| 952 | *T.S.Kenderdine* | *ssNag.No.2–94* | 1476 | *Awng dk* | LA&CP | | 12mo | | | | | 26·4 | Japanese | 211H | 2 « 4 |
| HGBV | *Elec.light* | *2Dks(UIrn-ws)&Awngdk* | 1360 | *withfreeboard* | | | | | | ND91 | | BK9″ | 5*BHCem* | 2DB,*12pf*,GS195 | |
| | | | | 3,94 ✠LMC3,94 | | | | | *WB=CellDB224′298tFPT* | | | | 62*tAPT*26*t* | J.Howden&Co.,Glasgow | |
| | | | | | | | | | | | | | | *Freeboard to Awng deck* | 9 « 7 |
| 397 | **Tokiwa Maru** | **Iron—Sr** | 463 | | | | 1892 | Ono Shosaku Osaka | MatsudaGengoro | 164·4 | 21·0 | 18·1 | Nagasaki Japanese | 2Cy. | |
| 1296 | | | 442 | | | | | | | | | | | 46H | |
| HJMT | | | 287 | | | | | | | | | | | | |
| 398 | **Toku Maru** | **Wood—Sr** | 142 | | | | 1887 | Haruki Ganjiro Fukushima | KyodoKisen-Kaisha | 107·3 | 14·6 | 12·9 | Funukawa Japanese | 2Cy | |
| 1061 | *Hayashi Kokichi* | | 136 | | | | | | | | | | | 28H | |
| HGND | | | 80 | | | | | | | | | | | | |
| 399 | **Tokuyama Maru No 1** | **WoodScSr** | 169 | | | | 1884 | J.Elton Osaka | Kyoyeisha | 114·0 | 14·4 | 12·2 | Osaka Japanese | 1Cy. | |
| 918 | *Uchiyama Saichi* | | 140 | | | | | | | | | | | 27H | |
| HFVP | | | 105 | | | | | | | | | | | | |
| 400 | **Tokuyama Maru No.2** | **Wood—Sr** | 129 | | | | 1885 | Sayama Yoshitaro Hiogo | Kyoyeisha | 98·3 | 14·7 | 12·3 | Osaka Japanese | 1Cy. | |
| 890 | *Yamanoi Kumakichi* | | 120 | | | | | | | | | | | 22H | |
| HFSR | | | 80 | | | | | | | | | | | | |
| 401 | **Tolchester** | **IronPad** | 672 | | | | 18$\frac{66}{77}$ | ReaneySon &Archibald Chester,Pa. | Myers' Navigation &Transportation Co. | 211·7 | 29·0 | 9·6 | NewYork Utd.States | 1Cy.48″–120″ | |
| 23000 | | (*ex*SamuelM.Felton) | — | | | | | | | | | | | 225H | |
| HRMQ | | | 543 | | | | | | | | | | | Reaney,Son&Archibald, Chester,Pa. | |
| 402 | **Toledo** | **IronScSr** | 2843 | ✠100A1 | Shl | *l* | 1882 | JLThomp-son&Sons Sunderland | J.Tully | 301·0 | 42·1 | 28·9 | Sundrland | C.2Cy.37″&70″–48″ (*a*) | 23 « 1 D |
| 85016 | *J.Wishart71–83* | ~~*ssShl.No.2–91*~~ | 2818 | *Spar dk* | A&CP | | 7mo | | | ~~drp98~~ | | | British | 80lb *60lb* NDB90 250H | s 7 « 0 |
| WMJF | | *1Dk(Irn)&Spardk(Irn)3trB* | 1818 | 6,94~~,95~~ 1,95 | | | | | | | | FK | 4*BHCem* | 2DB,*8pf*,GS135 | |
| | | *ssShl.No.3-1-95* | | BS3,98 ✠LMC3,91 1,95 | | | | | *WB=DBa92′f 102′ʃ* | ~~BK8,250~~ | | 550*t* | *FPT* 50*tAPT*20*t* | J.Dickinson,Sunderland | |
| 403 | — | **SteelScSr** | 1470 | | | | 1881 | Earle'sCo. | T.Wilson,Sons&Co (Lim.) | 260·0 | 34·0 | 17·9 | Hull | C.2Cy.24½″&53″–36″ | |
| 82506 | *C.Johnson* –94 | | 1291 | | | | 6mo | Hull | | Q95*t* | F37*t* | | British | 98H | |
| WFDR | | | 1149 | | | | | | | | | FK | | Earle'sCo.(Lim.),Hull | |
| 404 | — | **SteelSc3MstSr** | 1125 | ✠100A1 | Lth | *o* | 1880 | Barclay, Curle&Co. Glasgow | Lth.,Hull&Ham. S.P.Co. (J.Currie&Co., *Mgrs.*) | 247·7 | 33·1 | 17·0 | Leith | C.2Cy.30″&52″–36″ (*i*) | 18 « 4 |
| 82000 | *J.Hawick92–92* | *ssLth.No.3–3,92* | 1059 | ~~5,95~~ | LA&CP | | 2mo | | | P19′B47′F31′ | | | British | 60lb *55lb* 130H | s 3 « 3 |
| TNMV | | *2Dks* | 707 | BS~~3,94~~ | LMC3,92 | | | | | | | BK8½″ | 6*BHCem* | 1SB,*3cf*,GS55 | |
| | | | | 5,95 | | | | | *WB=MT34′* | | | | 308*tFPT*79*t* | Barclay,Curle&Co.,Gls. | |
| 405 | **Tom John Taylor** | **IronSc3MstSr** | 771 | ✠ A1 | Shl | | 1861 | T.&W. Smith North Shields | J.Fenwick&Son | 197·7 | 28·0 | 16·2 | London British | C.2Cy.25″&48″–33″ (*i*) | 19 « 1 |
| 43934 | *T.Frazer* –91 | *ssNwc.No.3–5,87* | 707 | ~~10,94~~ 9,93 | 1,95 | LonHam | 7mo | | | Q57′ | | | 75lb NE&B78 | 90H | s 3 « 3 |
| TRBV | | *ssShl.No.2–93* | 480 | BS~~10,94~~ | LMC~~9,93~~ | | | | | grp94 | | BK7″ | 4*BHAsp* | 1B,GS49 | |
| | | *1Dk2trB* | | | | | | | | | | | *WB=ptDB* | R.&W.Hawthorn,Nwc. | |
| 406 | **Tomalo** | **IronPad** | 104 | | | | 1857 | LairdBrs. Birkenhead | | 110·0 | 18·0 | 7·0 | | 2Cy.24″–30″ | |
| | | *1Dk* | — | | | | | | | | | | | 35H | |
| | | | 66 | | | | | | | | | | | John Key&Sons,Kirkcaldy | |
| 407 | **Tomas Brooks** | **IronSc** | 433 | | | | 1875 | Palmers' Co.(Lim.) Newcastle | Gallego,Messa& Cia | 161·3 | 23·5 | 9·7 | Santiago de Cuba | C.2Cy.20″&40″–24″ | |
| | *D.Babbin* –92 | *1Dk&Shededk* | — | | | | | | | | | | Spanish | 65H | |
| JSDR | | | 217 | | | | | | | | | | | Palmers'Co.(Lim.),Nwc. | |
| 408 | **Tomki** | **SteelScSr** | 590 | | | | 1882 | R.&H. Green London | NorthCoastSteam Nav.Co.(Lim.) | 180·0 | 27·2 | 14·4 | SydnyNSW British | C.4Cy.17″&31″–21″ | |
| 83729 | *H.Jackson* | *1Dk* | 550 | | | | | | | H39*t* | | | | 90H | |
| | | | 376 | | | | | | | | | | *WB* | T.A.Young&Son,London | |
| 409 | **Tomsk** | **IronScSr** | 1590 | | | | 1885 | Burmeister &Wain Copenhagen | Forenede Dampskibs-Selskab | 256·9 | 33·9 | 16·5 | Copnhagn Danish | C.2Cy.33″&60″–36″ | |
| | *P.H.Petersen67–85* | | 1047 | | | | | | | B39*t* | H22*t* | 23·5 | | 180H | |
| NVPF | | *2Dks&Spardk* | 1019 | | | | | | | | | | *WB* | Burmeister&Wain,Cpn. | |

| No. | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage: Gross / Under deck / Net | Particulars of Classification: Character (✠ for Special Survey. Date of last Survey.) | Port of Survey | Years Assigned now expired / Equipment Letter | Built: When (Ship / Engines) | By Whom / Where | Owners | Length | Breadth | Depth | Port of Registry / Flag | Engines: No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth / Freeboard amidships ft. in. | Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 410 | Tongariro SteelScBk<br>F.Mayoss -92 ssLon.No.2-92<br>2Dks(1Stl)&Spardk(ptStl)<br>Elec. light | 4163<br>3854<br>2657 | ✠100A1<br>Spar dk<br>~~8,94 8,93~~ 1,95<br>BS~~2,93~~ ✠LMC2,92<br>8,94 | Lon<br>LA&CP | x | 1883<br>8mo | J.Elder&<br>Co.<br>Glasgow | NewZealand<br>ShippingCo.<br>(Lim.) | 389·0<br>P36'B124'<br>F57' | 46·0 | 23·7<br>31·9<br>BK11" | London<br>British<br>8BHCem | C.2Cy.46"&88"-57" (a)<br>110lb 100lb 600HP<br>3DB,18cf,GS390<br>J.Elder&Co.,Glasgow | 25 ″ 2<br>s 9 ″ 0 | BT till 2,95 |
| 411 | Toni IronScTrawler<br>T.Eims -93<br>1Dk | 135<br>123<br>54 | | | | 1892 | J.C.Teck-<br>lenborg<br>Geestemünde | C.Kämpf | 103·4 | 20·8 | 11·2 | Gstemnde<br>German | C.2Cy.17¾"&32¾"-22"<br>75HP<br>J.C.Tecklenbrg,Gstemnde | | V |
| 412 | Tönsberg ~~ex P.Tschudi~~ Collision 11,94 SteelScSr<br>ssHpl.No.1-93<br>Well deck Gram 1Dk(Irn)2trB | 1395<br>1086<br>1096 | ✠~~100A1~~<br>11,94 ~~12,93~~<br>✠LMC8,93 | Shl<br>LA&CP<br>Cff | p | 1889<br>10mo | Wood,<br>Skinner&Co.<br>Newcastle | W.Wilhelmsen | 262·1<br>Q92'B64'F31'<br>WB=CellDB212 | 35·0 | 15·3<br>BK9' | Tönsberg<br>Norwegian<br>4BHCem<br>361tAPT26t | T.3Cy.18½",30"&49"-33" (s)<br>150lb 80lb 115H<br>2SB,4rf,GS70,HS2310<br>NEMrne.EngC.(Lim)Nwc | 18 ″ 0 | N |
| 413 | — IronScSr<br>O.Agerup81-92 1Dk | 141<br>67<br>100 | | | | 1874 | ..................<br>Oscarshamn | Tönsberg&Hor-<br>tens Dampskibs-<br>selskab | 89·4<br>F9t P63t | 17·7 | 7·0 | Tönsberg<br>Norwegian | C.2Cy.11"&22"-15½"<br>25H<br>Oscarshamn | | |
| 414 | Too Nam IronScSr<br>J.P.Lowe<br>(exRory,exHeman)<br>2Dks(1Irn)&Awngdk(Irn) | 1931<br>1916<br>1262 | ✠<br>Awng dk<br>10,81 | Nwc | Lv | 1881<br>8mo | Palmers'<br>Co.(Lim.)<br>Newcastle | ChinaMerchants'<br>SteamNav.Co. | 253·2 | 36·1 | 27·3<br>FK | Shanghai<br>Chinese<br>3BH1PBH | 2Cy.32"&64"-42"<br>180H<br>Palmers'Co.(Lim.),Nwc.<br>WB=CellDB APT FPT | | |
| 415 | Topaz Steel&IronSc3MstSr<br>P.Walsh85-92 1Dk(ptIrn)<br>Well deck IrnframingStlplating | 506<br>374<br>199 | ✠100A1<br>6,92<br>✠LMC6,92 | Bwg<br>A&CP | h | 1892<br>6mo | Scott&Co.<br>Bowling | W.Robertson | 175·2<br>Q86'B10'F25'<br>WB=CellDB96 | 26·7 | 10·7<br>BK7½' | Glasgow<br>British<br>3BHCem<br>120tFPT15t | T.3Cy.14",23"&36"-27" (s)<br>160lb 70lb 75H<br>1SB,3pf,GS51,HS1234<br>Muir&Houston,Glasgow | 13 ″ 0<br>s 1 ″ 0 | |
| 416 | Topaze IronScSr<br>F.W.Gray81-93 ssSws.No.3-7,88<br>ssHpl.No.1-92<br>2Dks(1Irn)3trB | 1895<br>1807<br>1235 | ✠100A1<br>4,95 ~~5,94~~<br>✠NB8,92 LMC8,92 | Cff<br>A&CP | s | 1878<br>12mo | C.S.Swan<br>&Co.<br>Newcastle | Christie&Co. | 277·0<br>P26'F36'<br>WB=DBa&uL | 34·7 | 24·5<br>BK9½' | London<br>British<br>5BHCem<br>MT30'307t | T.3Cy.20",32⅞"&56"-33" (s)<br>170lb 70lb NDB92 180H<br>2SB,4cf,GS59,HS2844<br>Tpd92TRchrdsn&Sns,Hpl | 25 ″ 9<br>s 4 ″ 7½ | |
| 417 | — SteelScSr<br>Dejoie -92 | 104<br>95<br>31 | | | | 1892 | A.Dubi-<br>geon<br>Nantes | L.Girard&Co. | 125·3 | 16·5 | 8·6 | S.Pierre,<br>Martnique<br>French | T.3Cy.11½",17¾"&27½"-21⅓"<br>75H<br>Ch.Faivreaîné&fils,Nantes | | V |
| 418 | Topic IronScSr<br>J.Ferguson76-89 ssBel.No.1-92<br>1Dk(Irn) | 418<br>345<br>113 | ✠100A1<br>8,94 ~~[illegible]~~<br>BS3,94 ✠LMC11,92 | Bel<br>LA&CP | h | 1889<br>1mo | M'Ilwaine<br>&M'Coll<br>(Lim.)<br>Belfast | W.A.Grainger<br>WB= Cell L | 173·0<br>P29'Q23'B51'<br>BuE&B37'57tFPT | 26·2 | 11·8<br>BK7' | Belfast<br>British<br>4BHCem<br>15tAPT23t | T.3Cy.15",23"&38"-30" (s)<br>160lb 60lb 73H<br>1SB,2rf,GS38<br>M'Ilwine&McColl(L.)Bel | 13 ″ 0<br>s 1 ″ 1½ | |
| 419 | Tor CompScSp<br>O.Mattsson -93 (exJönköping)<br>1Dk | 156<br>135<br>118 | | | | 18$\frac{72}{87}$ | Olsson<br>Sjötorp | P.Larsson | 99·7<br>P22' F13'<br>Erections17t | 20·4 | 9·2 | Thorskog<br>Swedish | C.2Cy.10"&22"-15"<br>20H<br>P.Larsson,Thorskog | | |
| 420 | Torbay IronScSr<br>~~W.Thompson94-94~~ ssBly.No.2-91<br>Well deck F.E.Trotman 1Dk(Irn)2trB | 1332<br>1083<br>830 | ✠100A1<br>~~2,94~~10,94<br>BS~~2,94~~ ✠LMC7,91<br>4,95 | Shl<br>A&CP | o | 1883<br>2mo | J.Blumer<br>&Co.<br>Sunderland | GlasgowShip-<br>ownersCo.(Lim)<br>(Glen&Co.,Mgrs.) | 243·6<br>P21'Q92'B50'<br>F23'<br>WB=DBa69'f63 | 33·8 | 17·2<br>BK8½' | Glasgow<br>British<br>4BHCem<br>272tFPT26t | C.2Cy.31"&58"-36" (i<br>80lb 56lb 140H<br>2SB,4pf,GS76<br>J.Dickinson,Sunderland | 18 ″ 4<br>s 2 ″ 0 | |
| 421 | Torbryan SteelScSr<br>E.Adams94-94 1Dk(Irn)<br>Well deck | ~~645~~ 649<br>488<br>363 | ✠100A1<br>9,94<br>~~(Class Contemplated)~~<br>✠LMC9,94 | Mdb<br>A&CP | i | 1894<br>9mo | R.Craggs<br>&Sons<br>Middlesbro' | Whiteway&Ball<br>WB=D | 178·0<br>Q90'B16'F23'<br>Ba40'f37'132tFPT | 28·0 | 13·6<br>BK7½' | Teignm'th<br>British<br>4BHCem<br>21tAPT10t | T.3Cy.14",22½"&37"-27" (s)<br>160lb 80lb 78HP<br>1SB,2rf,GS36,HS1301<br>Westg'rthEnglish&C.Mdl | 14 ″ 2<br>s1 ″ 2½ | |
| 422 | Torch IronTwinScSk<br>A.Macdougall87-87 | 145<br>109<br>48 | | | | 1882 | R.Duncan<br>&Co.<br>Pt.Glasgow | Trustees of the<br>ClydeLighthouses | 100·7<br>Q14t | 21·1 | 7·3 | P.Glasgow<br>British | C.4Cy.16"&32"-20"<br>46H<br>Rankin&Blackmore,Grk. | | |
| 423 | Tordenskjold SteelScSr<br>H.Egenes<br>HMJK Well deck 1Dk(Irn)&Webframes | 1186<br>858<br>904 | | | ... | 1889<br>12mo | T.&W.<br>Smith<br>North Shields | W.Wilhelmsen | 225·5<br>Q75' B104' F29' | 32·6 | 15·7<br>FK | Tönsberg<br>Norwegian<br>WB | T.3Cy.16½",27"&44"-33"<br>110H<br>NE.MarECo.(Lim.),Nwc. | 16 ″ 8 | DN |
| 424 | — IronScSr<br>Gärtner65-89 1Dk&Spardk3trB<br>JSKP | 598<br>579<br>414 | | | | 1868 | Wigham<br>Richardson<br>&Co.<br>Newcastle | Nordenfjeldske<br>Dampskibssel-<br>skab | 170·2<br>H19t | 25·1 | 13·5<br>20·5 | Drontheim<br>Norwegian<br>WB | C.2Cy.24"&48"-26"<br>70H<br>Thompson,Boyd & Co.Nwc | | |
| 425 | — IronSc<br>J.Jensen ssBgn.No.1-94<br>JVFQ Well deck 1Dk | 589<br>433<br>349 | ✠100A1<br>2,94<br>✠LMC2,94 | Bgn<br>LA&CP | h | 1889<br>7mo | Bergens-<br>mekaniske<br>Værksted<br>Bergen | R.F.Olsen | 169·4<br>Q41'B51'F24'<br>WB=DBa35'f38 | 26·3 | 12·8<br>BK7' | Bergen<br>Norwegian<br>4BHCem<br>96tAPT8t | T.3Cy.14",22½"&37"-24"<br>150lb 70H<br>1SB,2cf,GS36,HS1370<br>Bergens Mek.Værk.,Bgn. | 13 ″ 8 | N |
| 426 | Torgorm SteelScSr<br>W.Mackintosh -92 ssShl.No.1-94<br>LKJG Well deck 1Dk(Stl)&Webframes | 1631<br>1242<br>1059 | ✠100A1<br>~~6,94~~ ~~5,92~~ 4,95<br>✠LMC~~11,89~~ 6,94 | Grk<br>LA&CP<br>~~Shl~~Gls | q | 1889<br>11mo | Cambeltwn<br>ShipbldngCo.<br>Campbeltown | G.Younger<br>(Caw,Prentice,<br>Clapperton&Co.,<br>Mgrs.) | 260·0<br>Q97'B110'F31'<br>WB= Cell | 37·2 | 16·6<br>BK8' | Glasgow<br>British<br>4BH~~Asp~~Cem<br>DB210'305t | T.3Cy.19",31"&50"-39" (s)<br>160lb 80lb 140H<br>2SB,4cf,GS76<br>R.Harvey & Co.,Glasgow | 19 ″ 4<br>s 1 ″ 6 | |
| 427 | Tormore SteelScSr<br>J.Ernest -93 ssGls.No.1-92<br>LGMN Well deck 1Dk(Irn)2trB | 1599<br>1248<br>1021 | ✠100A1<br>11,94 ~~12,93~~<br>✠LMC8,93 | Cff<br>LA&CP<br>Grk | q | 1889<br>7mo | Edwards<br>S.B.Co.(Lim)<br>Newcastle | G.Younger<br>(Caw,Prentice,<br>Clapperton&Co.,<br>Mgrs.) | 255·0<br>P28'Q66'B104'<br>F30'<br>WB= Cell | 36·3 | 16·9<br>FK | Glasgow<br>British<br>4BHCem<br>DB214'355t | T.3Cy.20",33"&53"-39" (s)<br>160lb 80lb 160H<br>2SB,6pf,GS90<br>Kincaid&Co.(Lim.),Grk. | 19 ″ 3<br>s 1 ″ 6½ | |
| 428 | Torneå IronScSr<br>J.Tornberg70-76<br>RMQC | 490<br>—<br>397 | | | | 1876 | ..................<br>Stockholm | FinskaÅngfartygs<br>Aktiebolag<br>(L.Krogius) | .................. | | | Helsingfrs<br>Russian | 126H | | |
| 429 | Toro IronScSr<br>Mihanovich (exBosnia) | 339<br>—<br>257 | | | | 1878 | RostockSB<br>&Eng.Co.<br>Rostock | N.Mihanovich&Co. | 155·0 | 21·5 | 10·8 | Bns.Ayres<br>Argentine | C.2Cy.24"&44"-26"<br>92H<br>RostockS.B&Eng.Co.Ros. | | V |
| 430 | Toronto IronScSr<br>J.M.Davies -91 ssLiv.No.3-4,93<br>TBPD 3Dks(1Irn&1ptIrn-Uws)&Shelterdk | 3316<br>2386<br>2166 | ✠100A1<br>Shelter dk<br>loadline 23ft 6 in<br>4,94<br>BS4,94 ✠LMC4,92 | Liv<br>LA&CP | u | 1880<br>1mo | C.Connell<br>&Co.<br>Glasgow | Mississippi&Do-<br>minionSS.Co.Ld<br>~~(Flinn,Main&<br>Montgomery,<br>Mgrs.)~~ | 329·5 | 39·3 | 25·2<br>32·8<br>BK11" | Liverpool<br>British<br>4BHCem | C.2Cy.45"&80"-48" (j)<br>75lb 50lb 375H<br>2DB,12pf,GS204<br>J.&J.Thomson,Glasgow | | BT till 10,94 |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 431<br>91438<br>KCFV | **Torpedo** SteelScSr<br>*T.J.Robson* -93<br>*Elec.light* | 466<br>368<br>279 | | | ... | 1885<br>9mo | Earle'sCo. (Lim.)<br>Hull | T.Wilson,Sons&Co (Lim.) | 150·3 \| 25·1 \| 13·0<br>P14'B42'F22'<br>FK | Hull<br>British | C.3Cy.14½",22"&36"-24"<br>66HP<br>Earle'sCo.(Lim.),Hull |
| 432<br>87552 | **Torquay** IronScSr<br>~~*E.Adams*88-90~~ ssMdb.No.1-94<br>*Well deck* *W.Evans*94-94 1*Dk*(*Irn*) | 700<br>524<br>426 | ✠100A1<br>~~6,94 9,93~~ 2,95<br>✠LMC~~5,90~~ 0,94 | Shl<br>LA&CP<br>~~Mdb~~ Sld | *j* | 1890<br>5mo | R.Thompson&Sons<br>Sunderland | Whiteway&Ball<br>*WB=DBa* | 180·0 \| 29·0 \| 13·7<br>Q59'B49'F20'<br>drp95 BK7½"<br>38'*f*42'130*t**FPT*27*t* | Teignmth<br>British<br>4*BHCem*<br>*APT*12*t* | T.3Cy.15½",25"&41"-27" (*s*)<br>160lb *80lb* 80HP<br>1SB,3*rf*,GS45<br>G.Clark(Lim.)Sunderland |
| ❋ 433<br>99070<br>NJBK | **Torr Head** SteelTwinSc4MstSr<br>*T.McCalmont*76-94 2*Dks*(*Stl*)3*trB*<br>*Elec.light* | 5911<br>5653<br>3868 | ✠100A1<br>~~7,94 4,94~~ 11,94<br>✠LMC4,94 | Bel<br>LA&CP<br>~~Off~~ Bry | *b*† | 1894<br>4mo | Harland&Wolff(Lim.)<br>Belfast | UlsterS.S.Co. (Lim.)(G.Heyn &Sons, *Mgrs.*)<br>*WB=CellD* | 452·8 \| 50·3 \| 31·2<br>P55'B105'F53'<br>FK<br>*B*342'1111*t**FPT*92*t* | Belfast<br>British<br>8*BHCem*<br>*APT*166*t* | T.6Cy.19",31"&52"-42" (*s*)<br>180lb 452HP<br>2D&2SB,12*rf*,GS233,HS8306<br>Harland&Wolff(Lim.)Bel. |
| 434<br>JSFH | **Torre del Oro** SteelScSr<br>*Heredier*70-88<br>*Well deck* *Elec.light* 2*Dks* | 1306<br>1013<br>979 | | | | 1888 | Craig,Taylor&Co<br>Stockton | Cia.Sevillana de Nav.àVapor | 240·0 \| 32·2 \| 17·0<br>P209*t* F69*t* | Seville<br>Spanish | T.3Cy.18½",29"&48"-36"<br>130HP<br>WestgarthEnglish&Co., Middlesbro' |
| 435<br>76800 | **Torrens** IronScSr<br>*Rodick* 1*Dk* | 135<br>134<br>47 | | | | 1877 | W.Simons&Co.<br>Renfrew | TheMelbourne HarbourTrust Commis.Incrptd | 100·4 \| 21·2 \| 8·8 | Melbourne<br>British | C.2Cy.13"&22"-18"<br>30HP<br>W.Simons&Co.,Renfrew |
| 436<br>96088<br>LHTR | **Torridon** SteelScSr<br>~~*J.Byron* -92~~ ssH.Kg.No.1-93<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*<br>*J.T.Norrie* -94 | 1717<br>1295<br>1109 | ✠100A1<br>~~7,94 9,93~~ 4,95<br>✠LMC9,93 | HKg<br>A&CP<br>~~Npt~~ NYk | *q* | 1889<br>9mo | Osbourne,Graham&Co.<br>Sunderland | J.Gardiner&Co.<br>*WB* | 258·0 \| 37·1 \| 16·8<br>P33'Q62'B110'F33'<br>drp93 BK9"<br>= *Cell DB*214'408*t* | Glasgow<br>British<br>4*BHCem*<br>*APT*56*t* | T.3Cy.19",31"&51"-36" (*r*)<br>160lb 140HP<br>2SB,4*rf*,GS70,HS2361<br>G.Clark,Sunderland |
| 437<br>87256<br>HVLR | **Tortona** SteelSc3MstSr<br>*W.H.Davis* ssGmh.No.2-91<br>2*Dks*(1*Irn*) | 1173<br>1088<br>741 | ✠100A1<br>9,94 ~~0,93~~<br>BS~~9,93~~ 9,94 ✠LMC3,91 | Lth<br>LA&CP | *o* | 1883<br>6mo | R.Steele&Co.<br>Greenock | Leith,Hull&Ham. Stm.P.Co. (J.Currie&Co., *Mgrs.*) | 248·2 \| 33·2 \| 17·3<br>P24'B40'F33'<br>BK8½"<br>*WB=FPT*60*t* | Leith<br>British<br>5*BHCem*<br>*MT*38'350*t* | C.2Cy.31"&52"-36" (*a*)<br>60lb *40lb* 120HP<br>1SB,3*cf*,GS60<br>R.Steele&Co.,Greenock |
| 438<br>87554<br>NJKC | **Torwood** SteelScSr<br>*H.P.Porteous* -94 1*Dk*(*Irn*)<br>*Well deck* | 646<br>487<br>365 | ✠100A1<br>~~11,94 4,94~~<br>5,95 ✠LMC4,94 | Mdb<br>A&CP<br>~~Lth~~ | *i* | 1894<br>4mo | R.Craggs&Sons<br>Middlesbro | Whiteway&Ball<br>*WB=* | 178·0 \| 28·0 \| 13·6<br>Q90'B17'F23'<br>BK7½"<br>*DBa*40'*f*37'132*t**FP* | Teignmth<br>British<br>4*BHCem*<br>21*t**APT*10*t* | T.3Cy.14",22½"&37"-27" (*s*)<br>160lb *80lb* 78HP<br>1SB,3*rf*,GS36,HS1301<br>Wstgrth English&Co,Mdb |
| 439<br>90<br>SNBD | **Toscana** IronSc<br>*A.Trapani* (*ex*Princess) | 375<br>338<br>172 | | | | 1863 | C.Mitchell&Co.<br>Newcastle | Nav.Gen.Italiana | 170·2 \| 23·0 \| 15·1<br>H36*t* | Palermo<br>Italian | C.2Cy.23½"&44"-30"<br>104HP<br>P.Ferro&Co.,Genoa |
| 440<br>1056<br>HGMT | **Toshiu Maru** IronScSr<br>ssH.Kg.No.1-85<br>(*ex*KoshoMaru,*ex*Greyhound)<br>*Well deck* 1*Dk* | 370<br>335<br>230 | ✠<br>10,87<br>✠ | HKg<br>LA&CP | *g* | 1880<br>5mo | R.Duncan&Co.<br>Pt.Glasgow | TosaUnyuKaisha | 158·9 \| 22·5 \| 12·0<br>Q74' B7' F24'<br>drp86 | Ushioye<br>Japanese<br>4*BHCem* | C.2Cy.19"&34"-24"<br>50HP<br>SmithBros.,Glasgow<br>*WB=DBa*35'30*t**FPT*45*t* |
| 441<br>RGQH | **Totmes** IronScSr<br>*A.Schultz*94-94 2*Dks*&3*trB*<br>*Elec.light* | 1808<br>1580<br>1300 | | | | 1884 | Reihrstieg Schiffswrfte<br>Hamburg | DeutscheDampfschifffahrtsGes. "Kosmos" | 271·4 \| 35·4 \| 22·5<br>P44' B80' F32' | Hamburg<br>German | C.2Cy.34"&62"-42"<br>225HP<br>Reih.Sch.&Masch.,Ham. |
| 442<br>818<br>HFMW | **Totomi Maru** IronScSr<br>*M.Tsugi* ssYka.No.2-93<br>1*Dk*(*Irn*)&*Spardk*3*trB* | 1840<br>1760<br>1197 | ✠100A1<br>*Spar dk*<br>9,93 ✠LMC9,93 | Yka<br>A&CP | *r* | 1883<br>5mo | R.Thompson&Sons<br>Sunderland | NipponYusen Kaisha<br>*WB=* | 260·3 \| 36·5 \| 23·3<br>BK9"<br>*DBa* 70'*f*104'&*uE*& | Tokio<br>Japanese<br>6*BHCem*<br>*B*38'278*t* | C.2Cy.34"&64"-42" (*i*)<br>80lb 180HP<br>2SB,6*pf*,GS90<br>G.Clark,Sunderland |
| 443 | **Touareg** IronScSr<br>*Tréal* ssLon.No.3-11,85<br>(*ex*Normandy) 1*Dk*&*Awngdk* | 596<br>331<br>447 | *Awng dk withfreeboard*<br>7,88<br>✠NB11,85 | C.Tn | *j* | 1867 | Randolph,Elder&Co.<br>Glasgow | H.Ferrat | 181·2 \| 26·0 \| 11·1<br>drp87&88 17·7 | Tamatave<br>French<br>4*BHCem* | C.2Cy.20"&36"-21"<br>60HP<br>Randolph,Elder&Co.,Gls. |
| 444<br>LGBC | **Touraine** IronSc4Mst<br>*Bertrand*80-88<br>2*Dks* | 936<br>—<br>553 | | | | 1866 | Forges&Chantiers<br>LaSeyne | Soc.Générale de Transp.Mar.à Vapeur | 238·5 \| 28·9 \| 21·3 | Marseilles<br>French | 2Cy.33"-24½"<br>100HP<br>Forges&Chantrs,LaSeyne |
| 445<br>101947 | **Tourcoing** SteelScSr<br>*W.Hawthorn* -93 1*Dk*(*Irn*)<br>*Well deck* | 548<br>404<br>299 | ✠100A1<br>8,94 ~~11,93~~ 1,95<br>✠LMC11,92 | Lon<br>LA&CP<br>~~Gls~~ | *h* | 1892<br>11mo | Mackie&Thomson<br>Glasgow | ~~Weatherley,Mead &Hussey~~<br>Mead,Son&Hussey<br>*WB=* | 170·0 \| 25·6 \| 12·0<br>Q82'B14'F21'<br>BK7"<br>*CellDB*28'28*t**FPT* | London<br>British<br>4*BHCem*<br>18*t**APT*19*t* | T.3Cy.13½",22"&34"-24" (*s*)<br>160lb *80lb* 60HP<br>1SB,2*rf*,GS42,HS1290<br>Muir&Houston,Glasgow |
| 446<br>LGBH | **Tourville** IronPadSr<br>*Passavant*83-89<br>(*ex*Hibernia) 1*Dk* | 252<br>—<br>113 | | | | 1875 | J.Stewart<br>London | SociétéHavraise deRemorquage | 137·1 \| 21·2 \| 12·1<br>H26*t* | Havre<br>French | 2Cy.29½"-51"<br>125HP<br>J.Stewart&Sons,London |
| 447<br>87691<br>HVMR | **Toward** IronScSr<br>*J.Williams* -93<br>2*Dks*(1*ptIrn*) | 909<br>804<br>436 | | | ... | 1883<br>5mo | Dobie&Co.<br>Glasgow | ClydeShippingCo. (Lim.) (J.Cuthbert, *Mgr.*) | 230·0 \| 31·9 \| 15·6<br>P46' F39' | Glasgow<br>British<br>*WB* | C.2Cy.28"&57"-51"<br>190HP<br>Lees,Anderson&Co.,Gls. |
| 448<br>82049 | — IronScSk | 390<br>390<br>180 | | | | 1882 | W.Simons&Co.<br>Renfrew | Trustees of the ClydeLighthouses | 154·4 \| 26·1 \| 12·2 | Pt.Glasgw<br>British | C.2Cy.19"&36"-24" (*j*)<br>55HP<br>W.Simons&Co.,Renfrew |
| ❋ 449<br>84144<br>WCGF | **Tower Hill** SteelTwinSc4MstBkn<br>*T.Parsons* -92 ssLon.No.2-89<br>2*Dks*(*Stl-Uws*)3*trB* | 3920<br>3702<br>2547 | ✠100A1<br>4,92<br>✠NB10,84 ✠LMC8,89<br>drp92 BS4,92 | Lon<br>LA&CP | *x* | 1881<br>6mo | Dobie&Co.<br>Glasgow | S.S.TowerHillCo. (Lim.)(W.B.Hill &W.H.Nott)<br>*W* | 420·4 \| 45·1 \| 26·5<br>FK<br>*B=MT*36'567*tdpT* | Liverpool<br>British<br>9*BHCem*<br>*ank*38'402*t* | C.4Cy.32½"&76"-48" (*a*)<br>100lb 600HP<br>2DB,18*pf*.GS300<br>J.Howden&Co.,Glasgow |
| 450 | **Toyo Maru** IronSc3MstSr<br>~~*Parsons*~~ ssYka.No.3-2,93<br>(*ex*Zambesi) *Kobayashi* 3*Dks* | 2497<br>2366<br>1548 | ✠100A1<br>*Awng dk withfreeboard*<br>10,94 ~~2,93~~<br>LMC2,93 | Yka<br>A&CP | *t* | 1873<br>1mo | Barclay,Curle&Co.<br>Glasgow | Hamanaka Hachisaburo | 330·6 \| 36·7 \| 27·5<br>drp94 | Osaka<br>Japanese<br>5*BHCem* | C.2Cy.36"&72"-48"<br>85lb NB91 310HP<br>Barclay,Curle&Co.,Gls. |
| 451<br>244<br>HBCN | **Toyokawa Maru** WoodPadSr<br>*TanimotoKihachira*<br>(*ex*KomeiMaru) | 319<br>307<br>228 | | | | 1868 | ZosnKioku<br>Yokosuka | KondoKiroku | 160·0 \| 18·9 \| 13·7 | Osaka<br>Japanese | 2Cy.<br>40HP |
| 452<br>344<br>HBDT | **Toyoshima Maru** IronScSr<br>*T.Sakai*<br>(*ex*YenTai) 1*Dk*(*ptIrn*)2*trB* | 1088<br>729<br>688 | ✠<br>12,73 | Sld<br>A&CP | | 1873<br>10mo | W Doxford&Sons<br>Sunderland | NipponYusen Kaisha | 215·2 \| 29·0 \| 17·2<br>P88' F28' | Tokio<br>Japanese<br>4*BHCem* | C.2Cy.32"&62"-36"<br>162HP<br>G.Clark,Sunderland<br>*WB=DBa*58'*f*49'237*t* |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xpired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in | 15 Other Registers in which Classed Details of R. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 453 | **Traag** *H.Rasmussen* | **IronScSr** 1*Dk* | 549 407 342 | | | | 1884 | RostockS. B.&Eng.Co. Rostock | **TraagIscmpgnie (A.H.Backa)** | 160·6 Q51′ | 26·3 B46′ | 12·1 F16′ | **Porsgrund** Norwegian *WB* | C.2Cy.20″&35½″–27½″ 65H RostockS.B.&Eng.Co.Ros | | N |
| 454 WDPG LJNT | **Trafalgar** *W.J.Davies* –94 *Well deck* | **SteelScSr** *ss*Cff.No.1–94 1*Dk*(*Irn*)&*Webframes* | 1589 1171 1029 | ✠100A1 ~~3,95~~ 5,95 ✠LMC2·94 | Cff A&GP Bby Hul | *p* | 1889 8mo | J.Blumer &Co. Sunderland | **S.S.TrafalgarCo. (Lim.) (E.Nye)** | 250·0 Q89′B106′F29′ | 36·0 FK *WB*=*Cell* | 17·0 4*BHCem DB*162′252*t* | **London** British | T.3Cy.18″,30″&48″–36″ (*s*) 160lb *80lb* 180H 2SB,4*rf*,GS77 Alley&Maclellan,Glasgow | 19 ″ 5 s 1 ″ 5 | |
| 455 TMDS | — | **IronPad** 1*Dk* | 228 117 158 | | | | 1877 | J McDonld Echuca, Vict. | **WilliamJ.Davies** | 105·7 H111*t* | 18·9 | 7·9 | **SydnyNSW** British | 2Cy.14″–42″ 60H Robinson Bros.&Co.,Mel. | | |
| 456 | **Traffic** | **WoodSc** | 155 155 83 | | | | 1873 | Speakman Runcorn | **OceanicSteam Nav.Co.(Lim.) (Ismay,Imrie&Co., *Mgrs.*)** | 101·8 | 23·6 | 9·6 | **Liverpool** British | 2Cy.20″–20″ 40H W.P.Galton,Manchester | | |
| 457 JVFH | **Trafik** *A.V.Lindvall* –85 | **SteelScSr** 1*Dk* | 228 107 166 | | | | 1885 | MotalaCo. Norrköping | **LinköpingsTrafik Ångf.Aktieb. (A.Lundblad)** | 97·4 P65′ H11*t* F36′ | 21·6 | 9·5 | **Linköping** Swedish | C.2Cy.16½″&30″–20″ 50H MotalaCo.,Motala | | |
| 458 ZMRP | *C.Odland*91–91 (*ex*Norrland,*ex*Daniel) | **IronScSr** 1*Dk* | 227 189 129 | | | | 1869 | ..... Aberdeen | **CarlFoss** | 131·4 Q15*t* | 18·2 B18*t* | 13·2 | **Haugesund** Norwegian | C.2Cy.15¼″&33″–21″ 50H W.LindbergsMk.V.,Skm. | | |
| 459 | — *G.Vallentin* –93 | **CompScSr** 1*Dk* | 208 194 162 | | | | 1873 | ..... Kristinehmn | **Ångf.Aktieb. "Hermes" (G.Larsson)** | 102·6 H14*t* | 19·4 | 12·8 | **Krstnhmn** Swedish | C.2Cy.10¼″&25″–17½″ 28H KristinehamnsM.V.Kristh | | |
| 460 | — *K.A.Lindeblad*90–90 (*ex*Mariestad) | **IronScSr** 1*Dk* | 176 92 136 | | | | 1856 | MotalaCo. Motala | **C.W.Åkerson** | 99·7 Q25′ B48′ H5*t* F27′ | 19·2 | 8·0 | **Gefle** Swedish | 1Cy.15⅝″–21½″ 30H MotalaCo.,Motala | | |
| 461 | — *J.Lindh*88–88 (*ex*Hållsviken II.) | **IronSc** 1*Dk* | 150 84 118 | | | | 1870 | Göteborgs. Mek.Vrk. Gothenburg | **NyaÅngf.Aktieb. "Mälaren" (W.vonHallwyl)** | 106·2 Q32′ B43′ | 17·0 H6*t* | 18·1 | **Stockholm** Swedish | 2Cy.10¼″&22⅜″–16½″ 30H Göteborgs M.V.,Gothnbrg | | |
| 462 JBML | — *C.A.Forsberg* –92 | **SteelScSr** 1*Dk* | 138 86 100 | | | | 1892 | Bergsunds M.V. Stockholm | **Ångf.Aktieb. "Hjo-Hästholmen" (H.Sjöstedt)** | 97·3 Q29′ F30′ | 19·8 H28*t* | 8·4 | **Hjo** Swedish | C.2Cy.14⅝″&25⅜″–19½″ 50H BergsundsM.V.,Stockhlm. | | |
| 463 HJFK | **Trafik I.** *H.M.Olsen* –92 | **SteelScSp** 1*Dk*(*Irn*) | 120 90 70 | | | | 1892 | Fredriks-stads Verkst Fredriksstad | **Actieselskabet "Trafik" (Th.A.Wilberg)** | 82·6 P27*t* | 18·2 | 8·1 | **Fredrikstd** Norwegian | C.2Cy.10⅜″&18″–12″ 25H Frstads.M.V.Fredriksstad | | N |
| 464 HJDT | **Trafik II.** *C.Danielsen* –93 | **SteelScSp** 1*Dk* | 121 91 71 | | | | 1893 | Fredrkstad mek Verksted Fredriksstad | **Actieselskabet "Trafik" (Th.A.Wilberg)** | 83·7 P29*t* | 18·1 | 7·9 | **Frdrikstad** Norwegian | C.2Cy.10⅜″&18″–12″ 20H Frdrkstdt.Mek Verk.Frstd | | N |
| 465 | **Tramandahy** | **SteelScSr** | 900 — 600 | | | | 1891 | Scott&Co. Greenock | **Companhia de PaquetesBrazil OrientaleDiques Fluctuantes** | 231·0 | 33·0 | 13·4 | **R.Janeiro** Brazilian | T.3Cy.16″,26″&43″–30″ 106H Scott&Co.,Greenock | | |
| 466 | **Tranmere** | **IronTwinSc** | 435 435 82 | | | ... | 1884 1mo | WAStevns Birkenhead | **MunicipalCorp.of Birkenhead** | 130·0 | 45·2 | 12·4 | **Liverpool** British | C.4Cy.18″&36″–24″ 108H W.A.Stevens,Birkenhead | 13 ″ 6 | BT till ~~7,94~~ 8,95 |
| 467 | **Transfer** | **SteelPad&Sc** 1*Dk* | 1511 1271 1060 | | | | 1888 | Cleveland S.B.Co. Cleveland,O. | **MichiganCentral R.R.Co. (H.B.Ledgard)** | 265·0 H— | 45·6 | 12·2 | **Detroit, Mich.** Utd. States | H.6Cy.(2)36″&(4)48″–28″ 413H ClevelandS.B.Co.Clevelnd | | |
| 468 | — | **WoodSternWheelSp** 1*Dk* | 264 108 98 | | | | 1893 | A.Watson New West-minster,B.C. | **CanadianPacific Nav.Co.(Lim.)** | 122·0 H156*t* | 24·5 | 5·6 | **Vict'riaBC** British | 2Cy.12″–60″ 18H IowaIronWorks,Dubuque. U.S.A. | | |
| 469 | **Transient Mill** | **WoodPad** 1*Dk* | 103 36 65 | | | | 1888 | J.L.Leeson Vancouver, B.C. | **J.L.Leeson** | 72·0 | 20·0 | 3·0 | **N.Wstmtr, B.C.** British | 1Cy.10″–24″ 3H RobsonIrnwrksCoToronto | | |
| 470 HMJC | **Transit** *H.A.Berg* *Well deck* | **SteelScSr** 1*Dk*(*Irn*)&*Webframes* | 1334 1030 1027 | | | ... | 1889 5mo | Wood, Skinner&Co. Newcastle | **W.Wilhelmsen** | 250·0 Q92′ | 35·0 B58′ | 15·6 F31′ | **Tönsberg** Norwegian *WB* | T.3Cy.18½″,30″&49″–33″ 120H N.E.MarineCo.(Lim.)Nwc. | 18 ″ 0 | DN |
| 471 | — *W.Sly*87–87 | **IronPadSk** (*ex*FrankBuckland) | 169 154 55 | | | | 1884 | J.T.El-tringham S.Shields | **J.A.Platt** | 116·0 | 19·6 | 10·4 | **Sundrland** British | L.1Cy.38″–56″ 75H J.P.Rennoldsn&Sns,S.Shl. | | |
| 472 | — | **WoodSc** 1*Dk* | 141 91 93 | | | | 1874 | R.Davis Clayton,U.S. | **IsaacdeL.Purkis** | 108·0 H50′ | 21·0 | 6·3 | **Prescott, Ont.** British | 1Cy.13″–14″ 60H King&Co.,Oswego,U.S. | | |
| 473 HGFB | **Transit No 1.** *G.Hjärne*92–92 | **IronScSr** 1*Dk* | 284 172 210 | | | | 1854 5/9 | MotalaCo. Motala | **Ångf.Aktieb. "SödraSverige" (J.G.Setterwall)** | 121·7 P67′ H5*t* F24′ | 21·8 | 10·2 | **Stockholm** Swedish | 2Cy.18″&37½″–19½″ 70H MotalaCo.,Motala | | |
| 474 HDCK | **Transit No. 3** *E.T.Lengquist*88–88 | **IronScSr** 1*Dk*&*Shelterdk* | 326 174 252 | | | | 1856 | ..... Motala | **Ångf.Bolaget "SödraSverige" (J.G.Setterwall)** | 121·7 | 21·6 | 10·4 17·4 | **Stockholm** Swedish | C.2Cy.17½″&34″–19½″ 60H BergsundsM.V.,Stockholm | | |
| 475 | **Transport** | **IronPad** | 1595 — 797 | | | | 1880 | Detroit DryDockCo. Wyandotte | **MichiganCentral R.R.Co.** | 254·1 | 45·9 | 14·0 | **Detroit Mich.** Utd. States | | | |
| 476 HDSL | **Transport III.** *J.Henrichsen* –93 | **SteelScSr** 1*Dk* | 262 205 193 | | | | 1892 | Fredriks-stads mek. Værksted Fredriksstad | **BrödreneJacobsen** | 122·8 P44*t* H6*t* F6*t* | 21·5 | 10·5 | **Haugesnd** Norwegian | C.2Cy.14½″&30″–18″ 46H VulkanMek.Værksted, Christiania | | N |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Visites Périodiques. | 3 Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Longueur. Largeur. Creux. Superstructures, &c. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 477<br>101895 | Transvaal SteelScSr<br>*J.Clunie*92-92 | 1*Dk*(*Stl*)&*Spardk*(*Irn*)&*Web frames* | 2746<br>2566<br>1781 | ✠100A1<br>*Spar dk*<br>~~6,94~~ ~~6,93~~ 4,95 ~~11,94~~ | Ams<br>LA&CP<br>✠LMC7,92 | *u* | 1892<br>7mo | SirR. Dixon&Co. Middlesbro' | British&Colonial Stm.Nav.Co. (Lim.)(Bucknall Brs., *Mgrs.*) | 309·6\|40·5\|17·5<br>P31'B34' 25·5<br>F36' BK9'<br>*WB* = *Cell D B*260'588*t* | London<br>British<br>5*BHAsp*<br>*APT*57*t* | T.3Cy.24",38"&64"-42" (s)<br>160lb 90*lb* 500HP<br>2SB.6*cf*,GS138,HS4495<br>T.Richardson&Sons,Hpl. | 20 s 5-11 |
| 478 | Trapani IronScSr<br>*H.Hansen*92-94<br>(*ex*Deronda) | *ss*Sld.No.3-2,90<br>2*Dks*(1*Irn*)3*trB*<br>*ss*Ham.No.1-94 | 1707<br>1589<br>1140 | ✠100A1<br>12,94 ~~12,93~~ ~~2,94~~<br>BS2,95 | ~~Sld~~ Ham<br>A&CP<br>LMC1,94 | *q* | 1877<br>7mo | J.L.Thompson&Sons Sunderland | R.M.Sloman &Co. | 260·5\|34·0\|23·8<br>B50'F22'<br>BK9½'<br>*WB* = | Hamburg<br>German<br>4*BHCem*<br>*DBa*72'*f*56' | C.2Cy.33"&62"-39" (i)<br>70lb 80*lb* NDB89 180HP<br>2B,GS90<br>G.Clark,Sunderland | 25 s 4·3 |
| 479<br>76216<br>RFBG | Travancore IronScSr<br>*F.J.Meredyth* -93<br>*ss*Shl.No.1-94 | *ss*Shl.No.3-11,89<br>2*Dks*(1*Irn*)3*trB* | 1705<br>1575<br>1073 | ✠100A1<br>5,95 ~~5,93~~ ~~5,94~~<br>~~BS9,92~~ | Shl<br>A&CP<br>✠LMC12,89 6,94<br>Nwc | *r* | 1877<br>11mo | A.Leslie& Co. Newcastle | J.Wait | 270·0\|34·3\|23·6<br>F39' *Shade dk*52'<br>BK9½'<br>*WB* = | Newcastle<br>British<br>5*BHCem*<br>*DBa*68'*f*70' | C.2Cy.32"&62"-39" (i)<br>75lb 80*lb* NDB93 180HP<br>2SB,6*f*,GS90<br>Thompson&Co.,Newcastle | 25 s 4·3 |
| 480<br><br>QFBC | Trave SteelSc4MstSr<br>*R.Sander*73-92<br>*Elec.light* | | 4966<br>4806<br>2923 | | | | 1886<br>4mo | Fairfield S.B.&Eng. Co.(Lim.) Glasgow | Norddeutscher Lloyd | 438·0\|48·1\|34·6<br>P30' B140' F72 | Bremen<br>German | T.3Cy.44",70"&108"-72"<br>1300HP<br>FairfieldS.B.&EngCo. (Lim.),Glasgow | |
| 481<br><br>PBGW | — IronScSr<br>*T.Brockmüller*73-73<br>*Well deck* | 1*Dk*<br>*ss*Ham.No.3-2,83 | 592<br>464<br>439 | 2,83 | Ham | *i* | 1872<br>10mo | Reihrstieg Schffswrft. Hamburg | Hanseatische Dampfschiff-fahrtsGes. | 192·5\|25·0\|19·7<br>P110' F14'<br>FK | Lübeck<br>German<br>5*BH* | C.2Cy.21"&38"-26"<br>80HP<br>Reihrstg.Schffwft.,Ham. | |
| 482<br>93805 | Traveller SteelScSr<br>*W.Jackson* -94 | *ss*Liv.No.1-92<br>1*Dk*(*Irn*)&*Spardk*(*Stl*-ws)3*trB* | 2966<br>2883<br>1933 | ✠100A1<br>*Spar dk*<br>1,95 ~~1,94~~ | Liv<br>A&CP<br>✠LMC11,92<br>BS1,95 | *u* | 1888<br>8mo | C.Connell &Co. Glasgow | CharenteSS.Co. (Lim.) (T.&J.Harrison, *Mgrs.*) | 330·0\|40·0\|28·0<br>B80'F40'<br>BK10'<br>*WB* = | Liverpool<br>British<br>6*BHCem*<br>*MT*32'420*t* | T.3Cy.24",40"&66"-48" (s)<br>160lb 75*lb* 400HP<br>2DB,8*cf*,GS145<br>J.&J.Thomson,Glasgow | 21 s 7·1 |
| 483<br>87932 | — IronTwinSc<br>(*ex*StormCock) | | 364<br>344<br>135 | | | ... | 1883<br>12mo | H.M'Intyre &Co. Paisley | TheAdmiralty | 161·0\|24·6\|12·6<br>B67' | London<br>British | C.4Cy.25"&46"-30"<br>250HP<br>J.Howden&Co.,Glasgow | 13 s 5 |
| 484<br>145390 | Tred Avon CompSc<br>*J.Geoghegan* | 2*Dks* | 677<br>—<br>599 | | | | 1884 | Woodall& Co. BaltimoreMd | ChoptankS.Boat Co. | 151·2\|33·3\|16·0 | Baltimore<br>Utd.States | C.2Cy.20"&34"-26" | |
| 485<br>54779 | Tredagh IronPadSr<br>*E.Kirwan* -94<br>*Elec.light* | 5thSurveyBel.6,92<br>2*Dks* | 901<br>798<br>375 | ✠ A1✱1<br>6,92 | Bel | Lv | 1876<br>2mo | A.&J. Inglis Glasgow | DroghedaStm.Pkt. Co.(Lim.) | 241·2\|29·3\|15·8<br>Q32*t*F35*t*<br>BK8' | Drogheda<br>British<br>5*BH* | C.D.2Cy.48"&84"-72"<br>NB87 330HP<br>A.&J.Inglis,Glasgow | |
| 486<br>84667<br>WGJR | Tredegar IronScSr<br>*E.H.Davies* -93<br>*Well deck* | *ss*Cff.No.3-12,93<br>1*Dk*(*Irn*)2*trB* | 1327<br>1093<br>863 | ✠100A1<br>3,94<br>BS3,95 | Npt<br>A&CP<br>LMC12,93 | *o* | 1881<br>10mo | Palmers' Co.(Lim.) Newcastle | TredegarS.S.Co. (Lim.) (Morel Bros.&Co.) | 240·4\|33·3\|16·5<br>Q86'B50'F29'<br>drp93 FK<br>*WB* = *Cell D B* 178'265*t* | Cardiff<br>British<br>4*BHCem*<br>*APT*15*t* | C.2Cy.30"&57"-36" (i)<br>80lb 80*lb* 99HP<br>1SB,4*pf*,GS74<br>Palmers'Co.(Lim.),Nwc. | 19 s 1·10 |
| 487<br>98828 | — IronScSp<br>*G.Cockle* -94 | | 115<br>108<br>59 | | | | 1892 | G.K.Stothert&Co. Bristol | W.Galbraith | 97·3\|17·6\| 8·2 | Bristol<br>British | 1Cy.20"-18"<br>35HP<br>G.K.Stothert&Co.,Bristol | |
| 488<br>98249<br>NBMJ | Trefusis SteelScSr<br>*W.Beckerleg*81-93 | 1*Dk*(*pt Stl pt Irn*)<br>2*trB*&*pt Awngdk*(*Irn*) | 2642<br>2023<br>1708 | ✠100A1<br>*pt Awng dk with freeboard*<br>2,94 | Cff<br>A&CP<br>✠LMC4,93 | *t* | 1893<br>4mo | J.Readhead &Sons S.Shields | E.Hain&Son | 299·0\|40·1\|20·6<br>P29'Q86'<br>*pt Awng dk*183' FK<br>*WB* = *Cell D B*254'530*t* | St.Ives<br>British<br>5*BHCem*<br>*APT*32*t* | T.3Cy.23",37½"&61½"-39"<br>160lb 80*lb* (r) 250HP<br>2SB,6*rf*,GS104,HS3422<br>J.Readhead&Sons,S.Shl. | 23 s 8·11 |
| 489<br>86125<br>HSTG | — IronScSr<br>*J.Mitchell*83-83 | *ss*Fal.No.2-91<br>1*Dk*(*Irn*) | 310<br>250<br>187 | ✠100A1<br>8,94 ~~7,94~~<br>~~BS8,93~~ 8,94 | Fal<br>A&CP<br>✠LMC7,91 | *e* | 1883<br>4mo | W.Harkess &Son Middlesbro' | R.T.Michell&Co. | 140·0\|22·1\|10·5<br>Q44'B11'F17'<br>FK<br>*WB* | Falmouth<br>British<br>3*BHCem*<br>= *APT*15*t* | C.2Cy.20"&35"-24"<br>65lb 55*lb* 60HP<br>1SB,2*pf*,GS29<br>W.Allsup&Sons,Preston | 11 s 1·4 |
| 490<br>98248 | Tregenna SteelScSr<br>*J.Blackie* -94 | 1*Dk*(*pt Stl pt Irn*)<br>2*trB*&*pt Awngdk*(*Irn*) | 2623<br>1986<br>1691 | ✠100A1<br>*pt Awng dk with freeboard*<br>~~6,94~~ ~~2,94~~ ~~6,94~~ 3,95 | Bry<br>A&CP<br>~~Cff~~<br>✠LMC4,92 | *t* | 1892<br>4mo | J.Readhead&Sons S.Shields | E.Hain&Son | 298·4\|40·1\|20·1<br>Q86'P28' BK10'<br>*pt Awng dk*182'<br>*WB* = *Cell D B* 260'530*t* | St.Ives<br>British<br>5*BHCem*<br>*APT*48*t* | T.3Cy.23",37½"&61½"-39"<br>160lb 80*lb* 250HP<br>2SB,6*rf*,GS104,HS3420<br>J.Readhead&Sons,S.Shl. | 23 s 8·9 |
| 491<br>67900<br>TBKD | — IronScSr<br>~~D.Leith -93~~<br>*Well deck* *J.Smith* -93 | *ss*Lth.No.3-7,92<br>1*Dk*(*Irn*)2*trB* | 1261<br>1021<br>805 | ✠100A1<br>~~6,94~~ ~~1,93~~ 3,95<br>~~BS10,89~~ 11,94 | Shl<br>A&CP<br>LMC7,92<br>Bry | *o* | 1880<br>1mo | J.Readhead &Co. S.Shields | SteamshipTregennaCo.(Lim.) (Russell,Miller &Huskie) | 245·0\|32·7\|18·0<br>Q6'B35'F26'<br>BK8½'<br>*WB* = | Leith<br>British<br>4*BHCem*<br>*DBa*71'*f*98' | C.2Cy.28"&53"-36" (i)<br>70lb 70*lb* 120HP<br>2SB,4*pf*,GS64<br>J.Readhead&Co.,S.Shields | 19 s 1·9 |
| 492<br>91349<br>LHWJ | Treglisson SteelScSr<br>~~T.Williams -93~~<br>*Well deck* *J.Blackie* | *ss*Cff.No.1-94<br>1*Dk*(*Irn*)2*trB* | 2221<br>1720<br>1451 | ✠100A1<br>12,94 ~~12,93~~ | Cff<br>A&CP<br>✠LMC10,89 2,94 | *s* | 1889<br>10mo | J.Readhead &Sons S.Shields | E.Hain&Son | 290·2\|39·1\|18·8<br>P29'Q82'B118'<br>F33' BK10'<br>*WB* = *Cell D B*250'500*t* | St.Ives<br>British<br>6*BHCem*<br>*APT*40*t* | T.3Cy.23",37½"&61½"-39"(r)<br>160lb 75*lb* 250HP<br>2SB,6*rf*,GS104<br>J.Readhead&Sons,S.Shl. | 21 s 1·11 |
| ✱ 493<br>98244 | Tregurno SteelScSr<br>*T.Daniel* -92<br>*Well deck* | 1*Dk*(*pt Stl*&*pt Irn*)2*trB* | 2432<br>1861<br>1564 | ✠100A1<br>~~11,94~~ ~~10,93~~ 2,95 | Cff<br>A&CP<br>✠LMC9,91 | *s* | 1891<br>9mo | J.Readhead &Sons S.Shields | E.Hain&Son | 290·0\|40·0\|19·9<br>P29'Q82'B118 drp94<br>F33' drp93 BK10'<br>*WB* = *Cell D B* 248'544*t* | St.Ives<br>British<br>5*BHCem*<br>*APT*41*t* | T.3Cy.23",37½"&61½"-39"<br>160lb 80*lb* (r) 250HP<br>2SB,6*rf*,GS104<br>J.Readhead&Sons,S.Shl. | 22 s 2·0 |
| 494<br>87466<br>JBWK | Treherbert IronScSr<br>*J.H.Ferry* -93<br>*Well deck* (*ex*Penarth) | ~~*ss*Cff.No.2-91~~<br>1*Dk*(*Irn*)2*trB*<br>*ss*Cff.No 3-2,95 | 1648<br>1322<br>1067 | ✠100A1<br>~~7,94~~ ~~1,93~~ 2,95<br>~~BS1,90~~ 1,94 | Cff<br>A&CP<br>✠LMC8,91 2,95 | *q* | 1883<br>4mo | Palmers' Co. Newcastle | TreherbertS.S.Co. (Lim.) (Morel Bros.&Co., *Mgrs.*) | 258·3\|36·2\|17·3<br>Q94'F30'B60'<br>drp95 FK<br>*WB* = *Cell D Ba*81'*f*102'302*t* | Cardiff<br>British<br>4*BHCem*<br>*APT*21*t* | C.2Cy.31"&60"-39" (a)<br>80lb 60*lb* 99HP<br>2SB,4*rf*,GS77<br>Palmers'Co.(Lim.),Nwc. | 19 s 2·0 |
| ✱ 495<br>81676<br>HNVJ | Trekieve IronScSr<br>*S.Gregory*89-89<br>*Well deck* | *ss*Cff.No.2-91<br>1*Dk*(*Irn*)2*trB* | 1489<br>1210<br>939 | ✠100A1<br>12,94 ~~6,94~~<br>~~BS9,92~~ 3,94 | Cff<br>A&CP<br>✠LMC6,91 | *q* | 1883<br>4mo | J.Readhead &Co. S.Shields | E.Hain&Son | 259·0\|36·1\|17·6<br>Q136'B28'F28'<br>BK9'<br>*WB* = *DBa* | St.Ives<br>British<br>4*BHCem*<br>78'*f*72'340*t* | C.2Cy.30"&58"-36" (i)<br>80lb 60*lb* 145HP<br>2SB,4*pf*,GS65<br>J.Readhead&Co.,S.Shields | 18 s 1·10 |
| 496<br>91345<br>KQPG | Trelawny SteelScSr<br>*E.Hain* -93<br>*Well deck* | *ss*Cff.No.1-92<br>1*Dk*(*Irn*)2*trB*<br>*Floors*&*pt Innerbottom Irn* | 1617<br>1327<br>1049 | ✠100A1<br>2,95 ~~5,94~~<br>BS5,94 | Bry<br>A&CP<br>✠LMC5,92<br>Cff | *q* | 1888<br>3mo | J.Readhead &Co. S.Shields | E.Hain&Son | 259·0\|36·0\|17·9<br>Q98'B66'F33'<br>drp93 BK9½'<br>*WB* = *Cell* | St.Ives<br>British<br>6*BHCem*<br>*DB*220'411*t* | T.3Cy.20½"33½"&55"-36"(r)<br>160lb 80*lb* 170HP<br>2SB,4*cf*,GS70<br>J.Readhead&Co.,S.Shields | 20 s 2·0 |
| 497<br>96564 | Treleigh IronScDandy<br>~~C.Greenslade -94~~<br>*C.Greenslade*94-94 | 1*Dk*(*Iron*) | 347<br>268<br>211 | ✠100A1<br>1,94<br>~~(Class Contemplated)~~ | Shl<br>✠LMC1,94 | *e* | 1894<br>1mo | J.P.Rennoldson& Sons S.Shields | D.W.Bain&Co. | 140·0\|23·6\| 9·7<br>~~Q52'B10'F21'~~<br>Q50'B9'F19' BK6'<br>*WB* = | Penzance<br>British<br>3*BHCem*<br>*FPT*35*t* | C.2Cy.17"&34"-22" (s)<br>100lb 45HP<br>1SB,2*pf*,GS30,HS864<br>J.P.Rennoldson&Sns,S.Shl | 10 s 1·4 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Build. Trade Pass. Cert. of Build. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 498 HTPC | **Trelleborg** *N.P.Vesterberg* 90–90 | **IronScSr** 1 *Dk* | 447 389 339 | | | | 1872 | Motala Co. Gothenburg | **Trelleborgs Ångf. Nya Aktieb. (F. Malmros)** | 148·6 B36′ | 23·1 H4*t* | 15·0 | Trelleborg Swedish | C.2Cy.13½″&28″–25″ 45H *WB* Motala Co., Motala | | V |
| 499 JVTK | **Treloske** *J.Hain* 89–89 *Well deck* | **IronScSr** *ss* Cff. No.2–92 1 *Dk*(*Irn*)2*trB* | 1548 1220 980 | ✠100A1 9,94~~1,91~~ BS8,93 9,94 | Cff LA&CP LMC7,92 | *q* | 1884 2mo | J Readhead &Co. S.Shields | **Treloske SS Co (Ld) (E.Hain&Son)** | 259·0 Q99′B64′F28′ *WB* = *DBa*78′*f*72′340*t* | 36·1 BK9″ | 17·6 4 *BH Cem APT*16*t* | St.Ives British | C.2Cy.30″&58″–36″ (*i*) 80lb *55lb* 145H 2SB4.*pf*, GS65 J.Readhead&Co., S.Shields | 18 ″ 11 s 2 ″ 0 | D |
| 500 KWGS | **Trelyon** *G.Gyles* 89–89 *Well deck* | **IronScSr** *ss* Cff. No.2–90 1 *Dk*(*Irn*)2*trB* | 1428 1136 897 | ✠100A1 1,94 drp91 ~~BS8,98~~ | Cff A&CP LMC12,~~00~~ | *p* | 1882 7mo 8,94 | J Readhead &Co. S.Shields | **E.Hain&Son** | 249·0 Q96′B52′F31′ *WB* = *DBa*74′*f*100′ | 36·1 BK9″ | 17·5 4 *BH Cem* 371*t* | St.Ives British | C.2Cy.29″&54″–36″ (*i*) 80lb *55lb* 130H 1SB, *4pf*, GS61 J.Readhead&Co., S.Shields | 18 ″ 7 s 1 ″ 11 | |
| 501 KQSC | **Tremayne** *R.T.Stevens* –91 *Well deck* | **IronScSr** ~~*ss* Cff. No.1–90~~ 1 *Dk*(*Irn*)2*trB* *ss* Cff. No.2–95 | 1578 1253 997 | ✠100A1 3,95~~1,91~~ drp91 ~~BS2,98~~ | Cff LA&CP LMC1~~0~~,~~00~~ 3,95 | *q* | 1886 6mo | J Readhead &Co. S.Shields | **E.Hain&Son** | 259·0 Q100′B64′F33′ drp91 *WB* = *DBa*78 | 36·0 BK9″ | 17·9 6 *BH Cem f*72′340*t* | St.Ives British | C.2Cy.30″&58″–36″ (*s*) 80lb *70lb* 145H 2SB, *4pf*, GS70 J.Readhead&Co., S.Shields | 19 ″ 1 s 1 ″ 11½ | |
| 502 KBLT | **Tremont** *J.W.Craig* 90–90 | **WoodPad** 2 *Dks* | 1428 — 1024 | | | | 1883 | J. Englis & Son Green Pt. NY. | **Portland Stm. Pkt. Co.** | 270·0 | 37·0 | 12·3 | Prtlnd. Me. Utd. States | | | |
| 503 JVDR | **Treneglos** *W.S.Roach* 86–87 *Well deck* | **IronScSr** *ss* Cff. No.2–93 1 *Dk*(*Irn*)2*trB* | 1559 1231 992 | ✠100A1 ~~1,91~~5,95 BS10,94 | Cff LA&CP LMC6,93 | *q* | 1885 3mo | J Readhead &Co. S.Shields | **E.Hain&Son** | 259·0 Q99′B64′F28′ *WB* = *DBa*78*f*72′340*t* | 36·2 BK9″ | 17·7 4 *BH Cem APT*16*t* | St.Ives British | C.2Cy.30″&58″–36″ (*r*) 80lb *60lb* 145H 2SB, *4pf*, GS68 J.Readhead&Co., S.Shields | 18″11 s 2 ″ 0 | |
| 504 MKLB | **Trent** *W.A.G.Copp* –94 (*ex* Vasco de Gama) *Elec.light* | **IronScSr** 2097 1699 | 2903 | | | … | 1873 5mo | Henderson Coulborn & Co. Renfrew | **Royal Mail Steam Packet Co.** | 349·4 | 37·0 | 24·4 31·8 | Glasgow British | C.2Cy.54″&102″–54″ NB86 550H Henderson, Clbrn&Co., Rnf | 25 ″ 2 | BT till ~~4,94~~ 11,95 |
| 505 91506 | — | **SteelScSk** | 101 91 57 | | | | 1884 | W. Head & Riley Hull | **Gainsborough United Steam Packet Co. (Lim.)** | 99·3 Q9*t* | 17·6 | 7·3 | Grimsby British | C.2Cy.13″&22″–18″ 22H Smith Bros.&Co., Glasgow | | |
| 506 LKBS | **Tresco** ~~*W.G.Brown* –92~~ *Well deck* *T.J.Thorkildsen* | **SteelScSr** *ss* Ant. No.1–94 1 *Dk*(*pt Irn pt Stl*) & *Web frames* | 2532 2030 1653 | ✠100A1 ~~1,91~~ 11,94 LMC1,94 Nnk Liv | Ant LA&CP | *t* | 1889 10mo | Tyne I.S.B. Co.(Lim.) Newcastle | **Steamship Tresco Co.(Lim.) (E.C.Thin)** | 300·0 P29′Q84′B124′ F27′ *WB* = *Cell DB*252′ | 41·0 FK | 19·6 6 *BH Cem* 577*t FPT*15*t* | Liverpool British | T.3Cy.23″,38″&61″–42″ (*s*) 160lb 225H 2SB, *6rf*, GS110 Wallsnd Slip.C.(Lim.) Nwc | 22 ″ 2 s 2 ″ 2 | D |
| 507 98542 | **Tresillian** *R.Morton* –93 | **SteelScSr** 1 *Dk*(*pt Irn pt Stl*)2*trB* | 2429 1859 1570 | ✠100A1 2,94 | Msl LA&CP LMC4,~~90~~ | *s* | 1890 4mo | J Readhead &Sons S.Shields | **E.Hain&Son** | 290·5 P28′Q82′B118′ F33′drp94 *WB* = *Cell DB* 250′ | 40·0 BK10″ | 19·8 6 *BH Cem* 545*t* | St.Ives British | T.3Cy.23″,37½″&61½″–39″ 160lb *80lb* (*r*) 250H 2SB, *6rf*, GS104 J.Readhead&Sons, S.Shl. | 22 ″ 6 s 2 ″ 1½ | D |
| 508 LQCJ | **Trevalgan** *J.Hendy* –92 *Well deck* | **SteelScSr** 1 *Dk*(*Irn*)2*trB* *ss* Cff. No.1–94 | 2420 1857 1567 | ✠100A1 ~~12,98~~9,94 drp91 | Bry A&CP Cff LMC3,~~90~~ 94 | *s* | 1890 3mo | J Readhead &Sons S.Shields | **E.Hain&Son** | 290·5 P28′Q82′B118′ F33′drp91 *WB* = *Cell* | 40·0 BK10″ | 19·8 6 *BH Cem DB*250′545*t* | St.Ives British | T.3Cy.23″,37½″&61½″–39″ 160lb *80lb* (*r*) 250H 2SB, *6rf*, GS104 J.Readhead&Sons, S.Shl. | 22 ″ 6 s 2 ″ 1½ | |
| 509 MJWN | **Trevanion** *J.D.Luke* –94 *Well deck* | **SteelScSr** 1 *Dk*(*pt Stl pt Irn*)2*trB* | 2437 1862 1566 | ✠100A1 4,94 | Bry A&CP LMC11,91 | *s* | 1891 11mo | J Readhead &Sons S.Shields | **E.Hain&Son** | 290·0 P29′Q82′B118′ F33′ *WB* = *Cell DB* 248′ | 40·1 BK10″ | 19·9 5 *BH Cem APT*41*t* | St.Ives British | T.3Cy.23″,37½″&61½″–39″ 160lb *80lb* (*r*) 250H 2SB, *6rf*, GS104, HS3491 J.Readhead&Sons, S.Shl. | 22 ″ 6 s 2 ″ 0½ | D |
| 510 67019 | **Trevarno** *E.Davis* 86–88 | **IronScSr** *ss* Ply. No.3–6,93 1 *Dk* | 44 44 13 | ✠100A1 6,93 ✠NE&B12,86 BS11,94 | Ply LA&CP LMC6,93 | | 1881 5mo | Harvey &Co. Hayle | **T.Emerson** | 68·2 | 14·0 BK6½″ | 8·0 | Plymouth British | C.2Cy.13½″&24″–15″ (*s*) 100lb 25H 1SB, *1cf*, GS15 Cox&Co., Falmouth | | |
| 511 98243 | **Trevaylor** *Quiller* 89–90 *Well deck* | **SteelScSr** *ss* Cff. No.1–95 1 *Dk*(*Irn*)2*trB* | 2426 1857 1572 | ✠100A1 ~~6,94~~1,91 2,95 LMC7,~~90~~ | Cff LA&CP 2,95 | *s* | 1890 7mo | J. Read-head&Sons S.Shields | **E.Hain&Son** | 290·4 P28′Q82′B118′ F33′drp91 *WB* = *Cell DB* 250′ | 40·0 BK10″ | 19·8 6 *BH Cem APT*41*t* | St.Ives British | T.3Cy.23″,37½″&61½″–39″ 160lb *80lb* (*r*) 250H 2SB, *6rf*, GS104 J.Readhead&Sons, S.Shl. | 22 ″ 6 s 2 ″ 1½ | |
| 512 JVRP | **Trevean** *E.F.Roach* –94 *Well deck* | **IronScSr** *ss* Ply. No.2–93 1 *Dk*(*Irn*)2*trB* | 1567 1233 999 | ✠100A1 6,94~~1,93~~ BS8,~~92~~ 1,95 Cff | Ply LA&CP LMC11,93 | *q* | 1885 4mo | J. Read-head&Co. S.Shields | **E.Hain&Son** | 259·0 Q99′B64′F28′ *WB* = *DBa*78′*f*72′340*t* | 36·1 BK9″ | 17·8 4 *BH Cem APT*16*t* | St.Ives British | C.2Cy.30″&58″–36″ 80lb ~~*80lb*~~65lb 145H 2SB, *4pf*, GS68 J.Readhead&Co., S.Shields | 18″11 s 2 ″ 0 | |
| 513 51679 | **Trevelloe** *T.Gregory* –92 *Well deck* | **IronScSr** *ss* Cff. No.2–93 1 *Dk*(*Irn*)2*trB* | 1554 1222 983 | ✠~~100A1~~ 11,93 BS12,93 | Cff LA&CP LMC10,92 | *q* | 1884 3mo | J. Read-head&Co. S.Shields | **~~Trevelloe S.S.Co.~~ (Lim.)(E.Hain& Son)** Theophilatos, Brs | 259·5 Q99′B64′F28′ *WB* = *DBa*78′*f*72′340*t* | 36·2 BK9″ | 17·6 4 *BH Cem APT*16*t* | St.Ives British | C.2Cy.30″&58″–36″ (*i*) 80lb *60lb* 145H 2SB, *4pf*, GS65 J.Readhead&Co., S.Shields | 18″11 s 2 ″ 0 | D |
| 514 98250 | **Trevelyan** *C.Blake* 87–94 *deep framing* | **SteelScSr** 1 *Dk*(*pt Stl pt Irn*)2*trB* & *pt Awng dk*(*Irn*) | 3066 2397 1986 | ✠100A1 *pt Awng dk with freeboard* ~~1,91~~3,95 | Shl A&CP Cff LMC4,94 | *u* | 1894 4mo | J Readhead &Sons S.Shields | **E.Hain&Son** | 321·5 P29′Q98′ *pt Awng dk* 194′ *WB* = *Cell DB* 276′ | 41·5 FK | 21·8 5 *BH Cem* 692*t APT*36*t* | St.Ives British | T.3Cy.24″,40″&64″–42″ (*r*) 160lb *80lb* 300HP 2SB, *6rf*, GS116, HS4445 J.Readhead&Sons, S.Shl. | 24 ″ 4 s 9 ″ 4½ | |
| 515 91394 HTDB | **Trevethick** *R.B.Gillespie* –93 | **IronSc3MstSr** *ss* Lon. No.3–2,85 *ss* Lon. No.2–91 1 *Dk*2*trB* | 755 688 459 | ✠ MS8,91 | BS2,94 | … | 1866 2mo | Palmers' Co. Newcastle | **J.Fenwick&Son** | 201·5 Q56′ ND90srp92 drp93 | 28·5 BK7″ *W* | 17·4 3 *BH Cem B* = *DB*116′ | Newcastle British | C.2Cy.26″&51″–30″ (*i*) 75lb NE&B73 99HP 2SB, *4pf* Vic.D.E.W.Co.(Lim.), Lon. | 18 ″ 6 s 3 ″ 3 | |
| 516 JBTG | **Trevider** ~~*P.J.Emerson* –93~~ *Well deck* *Robbins* | **IronScSr** *ss* Cff. No.2–91 1 *Dk*(*Irn*)2*trB* | 1538 1206 974 | ✠100A1 2,95~~1,94~~ BS5,~~98~~ 1,94 | Cff LA&CP LMC12,91 | *q* | 1883 10mo | J Readhead &Co. S.Shields | **Trevider S.S.Co. (Lim.) (E.Hain &Son)** | 259·5 Q99′B64′F28′ *WB* = *DBa* | 36·1 BK9″ | 17·5 4 *BH Cem* 78′*f*72′340*t* | St.Ives British | C.2Cy.30″&58″–36″ (*i*) 80lb ~~*80lb*~~60lb 145H 2SB, *4pf*, GS65 J.Readhead&Co., S.Shields | 18 ″ 6 s 1 ″ 10½ | |
| 517 51672 VMRF | **Trevilley** *J.Sincock* 87–87 *Well deck* | **IronScSr** *ss* Cff. No.3–2,94 1 *Dk*(*Irn*)2*trB* | 1275 1032 810 | ✠100A1 9,94 ~~2,94~~ | Cff LA&CP LMC1,94 | *o* | 1881 4mo | J Readhead &Co. S.Shields | **E.Hain&Son** | 245·8 Q92′B49′F27′ srp94 *WB* = *DBa* | 32·7 BK8½″ | 18·0 4 *BH Cem* 70′*f*97′280*t* | St.Ives British | C.2Cy.28″&53″–36″ (*i*) 70lb *65lb* 120HP 2SB, *4pf*, GS64 J.Readhead&Co., S.Shields | 19 ″ 2 s 1 ″ 11 | |
| 518 91348 LOSD | **Trevorian** *J.Hodge* 90–91 *Well deck* | **SteelScSr** *ss* Cff. No.1–93 1 *Dk*(*Irn*)2*trB* | 2218 1713 1448 | ✠100A1 10,93 | Cff LA&CP LMC10,~~93~~ | *s* | 1889 4mo | J Readhead &Co. S.Shields | **E.Hain&Son** | 290·0 P28′Q82′B118′ F33′ *WB* = *Cell DB* 250′ | 39·0 BK10″ | 18·8 6 *BH Cem APT*41*t* | St.Ives British | T.3Cy.23″,37½″&61½″–39″ 160lb *80lb* (*r*) 250HP 2SB, *6rf*, GS107 J.Readhead&Co., S.Shields | 21 ″ 5 s 1 ″ 11½ | |

Sunderland now re-floated as "Odysseus," See No. 3 in Supplement.

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Coque en Quille. Francbord en hiver. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 519<br>81675<br>WPNC | **Trevose**<br>*G.Shephard* 90–91<br>*Well deck* | **IronScSr**<br>*ss* Cff. No.2–91<br>1 *Dk*(*Irn*) 2 *trB* | 1493<br>1205<br>941 | ✠100A1<br>9,94 5,01<br>BS10,93 ✠LMC12,90 | Cff<br>LA&CP | *q* | 1882<br>10mo | J.Readhead &Co.<br>S.Shields | **E.Hain&Son** | 259·5 \| 36·0 \| 17·5<br>Q136′ B26′ F32′<br>BK9″<br>*WB*=*DBa* 78′ *f* 72′ 340*t* | **St.Ives**<br>British | C.2Cy.30″&58″–36″ (*i*)<br>160lb *65lb* 145H<br>2SB,4*pf*,GS71<br>J.Readhead&Co.,S.Shields | 18 × 6<br>s 1 · 12 |
| 520<br>91347<br>LCFP | **Trewellard**<br>*W.Gyles* –92<br>*Well deck* | **SteelScSr**<br>*ss* Cff. No.1–92<br>1 *Dk*(*Irn*) 2 *trB* | 2219<br>1714<br>1451 | ✠100A1<br>3,95 ~~11,38~~ 7,94<br>BS8,95 ✠LMC5,92 | Cff<br>LA&CP<br>~~Nwc~~ Bry | *s* | 1889<br>3mo | J.Readhead &Co.<br>S.Shields | **E.Hain&Son** | 290·0 \| 39·0 \| 18·8<br>P29′ Q82′ B18′ F33′<br>BK10″<br>*WB*=*Cell* | **St.Ives**<br>British | T.3Cy.23″,37½″&61½″–39″ (*s*)<br>160lb *80lb* 250H<br>2SB,6*rf*,GS107<br>J.Readhead&Co.,S.Shields | 21 × 3<br>s 1 · 12 |
| 521<br>98246<br>MLGF | **Trewidden**<br>*J.Stevens* –92 | **SteelScSr**<br>1 *Dk*(*pt Stl pt Irn*) 2 *trB*<br>& *pt Awng dk*(*Irn*) | 2613<br>1989<br>1683 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>7,94 ~~11,96~~ ✠LMC2,92 | Cff<br>A&CP<br>Npt | *t* | 1892<br>1mo | J.Readhead &Sons<br>S.Shields | **E.Hain&Son**<br>*WB*=*Cell DB* 260′ 530*t* | 298·5 \| 40·1 \| 20·1<br>P28′ Q86′ BK10″<br>*pt Awng dk* 182′<br>*DB* 260′ 530*t* | **St.Ives**<br>British | T.3Cy.23″,37½″&61½″–39″<br>160lb *80lb* NDB91 (*r*) 250H<br>2SB,6*rf*,GS104,HS3491<br>J.Readhead&Sons,S.Shl. | 23 × 3<br>s 8 · 8 |
| 522<br>JSLT | **Triana**<br>*G.Zalbidea*<br>(*ex* Mora)<br>*Well deck* | **IronSc3MstSr**<br>1 *Dk* 2 *trB* | 779<br>606<br>491 | ✠<br>9,80 | Npt<br>A&CP | | 1877<br>3mo | Schlesingr, Davis&Co.<br>Newcastle | **Ybarra&Co.** | 199·7 \| 28·3 \| 15·0<br>Q79′ B42′ F23′<br>drp78 | **Bilbao**<br>Spanish | C.2Cy.25″&45″–33″<br>90H<br>R.&W.Hawthorn,Nwc.<br>*WB*=*DBa* 58′ *f* 66′ | |
| 523<br>JSLV | **Triano**<br>*N.de Mendialdua* 85–85 ~~*ss* Bbo. No.2–94~~<br>1 *Dk*(*Irn*) & *Spar dk* 3 *trB*<br>*ss* Bbo. No.3–12,94 | **IronScSr** | 2218<br>2148<br>1463 | ✠100A1<br>*Spar dk*<br>12,94 ~~6,38~~<br>BS4,94 ✠LMC10,91 | Bbo<br>A&CP | *s* | 1883<br>5mo | J.Priest-man&Co.<br>Sunderland | **M.deTaramona** | 285·2 \| 40·1 \| 23·5<br>B36′<br>FK<br>*WB*=*DBa* 86′ *f* 74′ 390*t* | **Bilbao**<br>Spanish | C.2Cy.36″&68″–42″ (*i*)<br>80lb *55lb* 200H<br>2SB,6*pf*,GS120,HS3600<br>J.W.&F.Wilson&Co.,Sld. | 12 |
| 524<br>HNFP | **Tricoupis**<br>*Monopolis* | **SteelScSr**<br>1 *Dk*(*pt Stl pt Irn*) 2 *trB* & *pt Awng dk*(*Irn*) | 2370<br>1795<br>1534 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>1,95 ~~2,91~~ ✠LMC6,92 | Cff<br>A&CP<br>Msl | *s* | 1892<br>6mo | R.Dixon& Co.<br>Middlesbro' | **P.G.Cicellis**<br>*WB*=*Cell D* | 295·0 \| 40·0 \| 18·0<br>FK<br>*B* 146′ 328*t* *APT* 47*t* | **Cephlonia**<br>Greek | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *80lb* 175H<br>2SB,6*cf*,GS94,HS3300<br>Blair&Co.(Lim.),Stockton | 20 × 2<br>s 8 · 8 |
| 525<br>HPTM | **Trieste**<br>*T.F.Best* 87–93<br>(*ex* Daisy Morris) | **IronScSr**<br>*ss* Npt. No.2–91<br>1 *Dk*(*Irn*) 2 *trB* | 719<br>370<br>510<br>1512<br>1365<br>974 | ✠100A1<br>2,94<br>BS4,94 ✠LMC6,91 | Liv<br>LA&CP | *q* | 1880<br>1883<br>2mo | W.Denny &Bros.<br>Dumbarton<br>Whitehvn S.B.Co.<br>Whitehaven | **La Platense Flotilla Co.(Lim.)**<br>**S.S.Trieste Co. (Lim.)**<br>~~(W.H.Stott&Co.)~~<br>(Stott,Coker&Co.) *WB*=*DBa* 70′ *f* 64′ 237*t* | 184·8 \| 27·1 \| 10·7<br>P96*t* F49*t*<br>255·7 \| 34·3 \| 20·7<br>P48′ B57′ F33′<br>BK9½″ | **Liverpool**<br>British | C.D.2Cy.31½″&55″–48″<br>200H<br>Denny&Co.,Dumbarton<br>C.2Cy.30″&60″–39″ (*s*)<br>80lb *100lb* NDB94 150H<br>2SB,6*pf*,GS190<br>Dunsmuir&Jackson,Gls. | 22 × 0<br>s 3 · 2 |
| 527<br>HTSP | —<br>*G.Giurovich* –93 | **SteelScSr**<br>1 *Dk* & *Shade dk* 2 *trB* | 859<br>712<br>448 | | | | 1893 | Austrian Lloyd Arsenal Trieste | **Lloyd Austriaco** | 207·6 \| 29·6 \| 16·3 | **Trieste**<br>Aust.-Hung. | T.3Cy.17½″,28″&46″–30″<br>150H<br>*WB* Stabilimento Tecnico,Tri. | |
| 528<br>89657 | **Trinidad**<br>*W.J.Fraser* 76–85<br>*Elec.light* | **IronScSr**<br>*ss* Sld. No.3–12,93<br>2 *Dks*(1 *Irn*–ws) & *Shade dk* | 2592<br>1571<br>1354 | ✠100A1<br>*Shade dk*<br>*with freeboard*<br>2,95 ~~3,02~~ ✠LMC12,93<br>✠NE&B12,93 | Sld<br>A&CP<br>N.Yk | *s* | 1884<br>10mo | J.Laing<br>Sunderland | **Quebec Steamship Co.**<br>*WB*=*DBa* 80′ *f* 36′ 248*t* | 310·0 \| 37·1 \| 19·8<br>28·3<br>len93 BK9½″<br>srp93&ptND93 | **London**<br>British | T.3Cy.30″,48″&78″–48″ (*r*)<br>165lb 600H<br>2D &2SB *18cf* GS387 HS11050<br>G.Clark(Lim.),Sunderland | 21 × 3<br>s 2 · 6 |
| 529<br>67981<br>LFDN | —<br>*W.Williams* –93 | **IronScBg** | 1899<br>1843<br>1228 | | | | 1872 | J.&G. Thomson<br>Glasgow | **Cunard Stm.Ship Co.(Lim.)** | 307·5 \| 34·1 \| 24·5 | **Glasgow**<br>British | C.2Cy.39″&69¾″–45″<br>300H<br>J.&G.Thomson,Glasgow | 26 × 0<br>s 5 · 8 |
| 530<br>98103 | —<br>*J.James* 88–90<br>*Well deck* | **SteelScSr**<br>*ss* Nwc. No.1–94<br>1 *Dk*(*Irn*) & *Webframes* | 1281<br>1013<br>809 | ✠100A1<br>~~12,08~~ 12,06<br>2,95<br>✠LMC5,90 | Shl<br>A&CP<br>~~Nwc~~ Cff | *o* | 1890<br>5mo | J.Blumer& Co.<br>Sunderland | **Trinidad Stm.Ship Co.(Lim.)**<br>*WB*=*DBa* 71′ *f* 90′ 284*t* | 240·0 \| 34·0 \| 16·9<br>Q87′ B61′ F28′<br>8,94 | **London**<br>British | T.3Cy.18″,30″&48″–36″ (*s*)<br>160lb *80lb* 140H<br>Alley&Maclellan,Glasgow | 18 × 0<br>s 1 · 7 |
| 531<br>70258<br>QPGC | **Trio**<br>~~*C.Nelson* –94~~<br>*W.Boxhall* –94<br>*Well deck* | **IronScSr**<br>*ss* Nwc. No.3–4,83<br>*ss* Nwc. No.2–91<br>1 *Dk* | 501<br>407<br>310 | ✠90A1<br>1,95 ~~2,91~~<br>✠NB1,93 | Sws<br>A&CP<br>LMC3,91<br>Liv | *g* | 1876<br>6mo | Coulson& Co.<br>Newcastle | **Fisher,Renwick &Co.** | 158·0 \| 25·7 \| 12·9<br>Q80′ B14′<br>drp94 BK6½″<br>*WB*= | **Newcastle**<br>British | C.2Cy.21½″&40″–27″ (*r*)<br>70lb *80lb* NDB93 65H<br>1SB,2*pf*,GS33,HS1158<br>R.&W.Hawthorn,Nwc. | 13 × 6 |
| 532<br>HTSP | —<br>*E.G.Åsberg* –91 | **SteelScSr**<br>1 *Dk* | 400<br>317<br>302 | | | | 1889 | P.Larsson Thorskog | **Ångf.Aktieb. "Trio"(C.L. Larsson)** | 137·1 \| 23·6 \| 12·2<br>Q39′ B29′ H5*t* | **Gothenbrg**<br>Swedish | 60H | |
| 533<br>97805<br>LTNG | **Tripoli**<br>~~*T.Sullivan* 86–96~~<br>*W.G.Browne* –94<br>*Web frames* & *pt Awng dk*(*Irn*) | **SteelScSr**<br>*ss* Npt. No.1–94<br>1 *Dk*(*pt Irn* & *pt Stl*) & | 2627<br>2037<br>1687 | ✠100A1<br>*pt Awng dk*<br>*with freeboard*<br>~~8,94~~ 6,04 12,94 ✠LMC~~8,90~~ 8,94 | Bry<br>A&CP<br>Npt Liv | *t* | 1890<br>8mo | Tyne I.S.B. Co.(Lim.) Newcastle | **S.S.Tripoli Co. (Lim.) (E.C.Thin)**<br>*WB*=*Cell DB* 250′ 575*t* | 300·0 \| 41·0 \| 19·6<br>P29′ Q84′ ~~drp92~~<br>*pt Awng dk* 187′ FK | **Liverpool**<br>British | T.3Cy.23″,38″&61″–42″ (*s*)<br>160lb *80lb* 225H<br>2SB,6*pf*,GS110,HS4100<br>Wilsnd Slpwy Co(Lm) Nwc | 22 × 2<br>s 8 · 6 |
| 534<br>LDKB | **Triton** | **Steel Pad**<br>4 *Dks* | 1900 | | | | 1894 | Scotswood Shipbuilding Co.(Lim.) Newcastle | **T.Elsee** | 292·0 \| 36·0 \| 30·0 | | T.3Cy.30″,49″&75″–84″<br>450H<br>A.&J.Inglis,Glasgow | |
| 535<br>QFKD | —<br>*H.Bauer* –90 | **SteelScSr**<br>1 *Dk* 2 *trB* | 688<br>488<br>510 | | | | 1890 | Möller& Holberg<br>Stettin | **Dampfschifffahrts Ges."Neptun"** | 178·8 \| 26·2 \| 13·9<br>P104′ F23′ | **Bremen**<br>German | T.3Cy.13″,22″&35″–25″<br>75H<br>Möller&Holberg,Stettin | |
| 536<br>648<br>HKLG | —<br>*C.A.Carlsson* –89 | **CompScSr**<br>1 *Dk* | 586<br>519<br>474 | | | | 1873 | J.Bang Thorskog | **Otto Lindberg** | 167·3 \| 26·2 \| 16·7<br>B37′ | **Gothenbrg**<br>Swedish | C.2Cy.17½″&34″–24″<br>60H<br>Motala Co.,Motala | |
| 537<br>HNRG | —<br>*Real* | **WoodScSr**<br>(*ex* Habanero) | 498<br>—<br>350 | | | | 1879 | Birely, Hillman& Streaker<br>Philadelphia | | 160·7 \| 24·4 \| 15·8 | **Havana**<br>Spanish | 1Cy.24″–24″<br>150H<br>Neafie&Levy,Philadelphia | |
| 538<br>77089 | —<br>*D.Delamarini* –93<br>(*ex* Fanny)<br>*Well deck* | **IronScSr**<br>*ss* Lon. No.3–1,90<br>*ss* Nwc. No.1–93<br>1 *Dk* | 317<br>258<br>186 | ✠100A1<br>5,93<br>✠NB~~5~~,93 | Nwc<br>A&CP<br>LMC3,93 | | 1878<br>3mo | A&J Inglis Glasgow | ~~*J.Cuppa* ~~<br>~~(*C.Lambros, Mgr.*)~~ Cuppa Lambros SS Co(Lim)<br>(C.G.Lambros *Mgr.*) | 151·0 \| 21·6 \| 11·8<br>Q48′ B35′ F32′<br>BK6″<br>*WB*=*FPT* | **London**<br>British | C.2Cy.18¼″&34″–24″ (*r*)<br>95lb 60H<br>1SB,2*pf*,GS38<br>A.&J.Inglis,Glasgow | |
| 539<br>145568<br>KJBL | —<br>*F.Luckenbach* | **WoodScSr**<br>1 *Dk* | 259<br>239<br>130 | | | | 1890 | Atlantic Works<br>Boston, Mass. | **F.Luckenbach** | 114·5 \| 26·5 \| 14·5 | **New York**<br>Utd. States | T.3Cy.16″,24″&40″–30″<br>Atlantic Works,Boston,Ms. | |

| 1 No. in Book. Official No. Code Letters. | 2 3 Steamer's Name. Material, Rig, &c. Late Name if any. Master. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 6 7 Particulars of Classification Character. ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. | Equipment Letter | 8 9 Built. When. — Ship. — Engines | By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Registry. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 540 96280 | **Triton** **SteelScK** *H.J.Dove* –92 1*Dk* | 170 153 56 | ✠100A1 *StmTrawler* 1,956~~,92~~ | Grk LA&CP ✠LMC4,92 Sws | | | 1892 4mo | J.Scott& Co. Kinghorn (B | TritonSSCo(Lim) ~~MilfordHaven-FishingCo.(Lim.)~~ | 103·0 F18′ | 21·1 BK6½′ | 12·0 | Milford British *s*) | T.3Cy.13″,19″&30″–20″ (*s*) 120lb 50HP 1SB,*2pf*,GS35,HS827 J.Scott&Co.,Kirkcaldy | 13 ″ 0 | |
| 541 QTTD | — **IronPadSp** *J.Vöge*86–90 1*Dk* | 133 — 63 | | | | | 1874 | F.L.Meyer Papenburg | **Norddeutscher Lloyd** | 114·8 | 18·1 | 9·4 | **Bremen** German | 2Cy.30″–44″ 70HP F.L.Meyer,Papenburg | | |
| 542 LRDB | — **IronScSr** *J.C.R.Brammer*76–76 | 119 — 54 | | | | | 1876 | ..... | **GermanGovernment** | 90·9 | 20·2 | 11·3 | **Tönning** German | | | |
| 543 8014 KBFW | — **WoodScSr** | 105 105 57 | | | | | 1864 | Hoad Rye | **Corporation of TrinityHouse** | 97·0 | 18·6 | 9·5 | **London** British | C.2Cy.14½″&21″–16″ NE70 30HP J.Stewart,London | | |
| 544 75 HSRJ | **Tritone** **IronScSr** *Leva*72–87 1*Dk* | 762 703 458 | | | | | 1875 | Lloyd Austro-Ungarico Trieste | **LloydAustriaco** | 205·5 | 27·0 | 18·7 | **Trieste** Aust.-Hung. | C.2Cy.20″&36″–33″ 66HP ArsenaleLloyd,Trieste | | |
| 545 99890 | **Tritonia** **SteelScSr** *W.Rollo*69–93 *Elec.light* 3*Dks*(*Irn*)&*ptShelterdk* | 4272 3931 2720 | ✠100A1 4,95~~3,97~~ *ptShelter dk* | Gls LA&CP ✠LMC4,93 | *y* | | 1893 4mo | D.&W. Henderson &Co. Glasgow | **DonaldsonBros.** | 377·0 B98′P30′F47′ | 46·1 FK *WB*=*Cell* | 28·0 6*BHCem* *DB*304′734*t* | **Glasgow** British | T.3Cy.26″,43″&70″–54″ (*a*) 165lb ~~90lb~~ FD 363H 2SB,*6rf*,GS124,HS5494 D.&W.Henderson&Co.,Gls | 31 ″ 0 ~~8 ″ 5~~ s 5 ″ 10 | |
| 546 LKVM | **Tritos** **IronScSr** *J.Desler*91–91 1*Dk*&*Spardk*&*3trB* | 1679 1614 1340 | | | | | 1882 | Flensburg S.B.Co. Flensburg | **Flensburger Dampfschifffahrts Ges.v.1869** | 258·5 B17′ | 33·8 *WB* | 24·8 | **Flensburg** German | C.2Cy.32½″&60″–36″ 160HP FlensburgS.B.C.Flensburg | | V |
| 547 LKTW | **Triumph** **IronScSr** *J.Bruhn* 1*Dk*&*Spardk* | 868 841 674 | | | | | 1881 | Howaldt Bros. Kiel | **M.Jebsen** | 203·7 F45′ | 26·2 *WB* | 20·3 | **Apenrade** German | C.2Cy.27½″&40″–27″ 80HP HowaldtBros.,Kiel | | GV |
| 548 10033 | — **IronPadSk** 1*Dk* | 155 139 27 | | | | | 1893 | JT Eltringham&Co. S.Shields | **Baird&Barnsley** | 107·0 | 19·6 | 10·0 | **N.Shields** British | 2Cy.28½″–50″ 60HP Baird&Barnsley,N.Shields | | |
| *Now named "Presto," See No. 14 in Supplement* | | | | | | | | | | | | | | | | |
| 549 49728 | — **IronPadSk** *S.T.King* –94 (*ex*Wonder) | 103 103 14 | | | | | 1867 | T.Hepple& Co. Newcastle | **F.Goodwill** | 95·4 | 18·4 | 9·8 | **Scarboro'** British | L.1Cy.36″–51″ NB94 50HP T.Hepple&Co.,Newcastle | | |
| 550 HDQG | **Trocadero** **Iron** *J.Bustamante* –89 (*ex*Almagrera) | 103 — 68 | | | | | 1874 | ..... England | **Gonzalez y Vilches** | 76·8 | 18·2 | 8·8 | **Cadiz** Spanish | 1Cy.35″–51″ 40HP T.R.Scott&Co.,N.Shields | | |
| 551 101972 | **Trocas** **SteelSc3MstSr** ~~*J.Edwards*93–93~~ *Elec.light* Evans 2*Dks*(*Stl*)& *Webframes*&*Shaded* | 4129 3549 2657 | ✠100A1 *Shade dk withfreeboard* 4,95 *CarryingPetroleum* | Dun LA&CP ✠LMC8,93 | *w* | *in bulk* | 1893 3mo | J.Laing Sunderland | **M.Samuel&Co.** | 347·5 drp94 *WB*=*Cell* | 45·7 FK *DB*66′160*t* | 27·3 11*BHCem* *FPT* 160*tAPT*35*t* | **London** British | T.3Cy.26″,42½″&69″–45″ (*r*) 160lb *100lb* 400HP 3SB,*9cf*,GS150,HS5453 G.Clark(Lim),Sunderland | 28 ″ 6 s 5 ″ 0 | |
| 552 JKQH | **Trofast** **WoodScSr** *J.B.Berner*77–81 1*Dk*2*trB* | 434 413 340 | | | | | 1872 | ..... Stavanger | **BrödreneBerner** | 157·4 B39′ | 25·6 | 16·1 | **Stavanger** Norwegian | C.2Cy.14″&29½″–20″ 50HP GöteborgsMek.V.,Got. | | N |
| 553 | **Trois Villes** **IronPadSp** *Chevalier*84–84 (*ex*Admiral) | 102 — 12 | | | | | 1876 | J.T.Eltringham South Shields | **Fichet&Co.** | 96·5 | 18·1 | 9·4 | **St.Malo** French | 1Cy.35″–51″ 40HP T.R.Scott&Co.,N.Shields | | |
| 554 RJPV | **Troja** **SteelScSr** *H.F Rörden*89–93 (*ex*Ermanarich) 1*Dk*(*Stl*)&*Awng dk*&*Webframes* | 1595 1563 1040 | ✠ ~~——~~ 1,92 *Awng dk withfreeboard* ✠ | Hpl LA&CP | *o* | | 1889 8mo | W.Gray& &Co.(Lim.) W Hartlepool | **A.C.deFreitas&Co.** | 245·5 | 35·1 21·9 *WB*=*Cell* | 14·9 *DB*205′303*t* | **Hamburg** German | T.3Cy.19″,30½″&51″–36″ 140HP 4*BHCem* Cent.Mar.E.Works,W.Hpl. | 17 ″ 2 | V |
| 555 82404 TDPM | **Trojan** **IronScSr** *E.A.Sylvester* –94 *ss*Sou.No.3–8,92 *Elec.light* 2*Dks*(1*Irn*)&*Spardk*(*ptIrn*) | 3471 3326 2088 | ✠100A1 *Spar dk* 7,94~~,102~~ ✠NB5,87 | Sou LA&CP ✠LMC8,92 ~~BS7,94~~ | *w* | | 1880 2mo | J.&G. Thomson Glasgow | **UnionSteamShip Co.(Lim.)** | 364·5 B109′F46′ | 42·6 BK9′ *WB*=*Cell* | 28·6 5*BHCem* *DB*260′475*t* | **S'thamptn** British | T.3Cy.34″,54″&89″–60″ (*r*) 160lb ~~85lb~~ NDB87 600HP 3DB,*18cf*,GS331 *100lb* *Tpd*87T Richrdsn&Ss,Hpl. | 24 ″ 4 | BT till ~~2,95~~ 2,96 |
| 556 87861 JCTN | — **IronScSr** ~~**IronScBa.**~~ *W.Clark* –94 3rdSurvey,Liv.5,95 *Well deck* ~~2ndSurvey,Liv.4,92~~ 1*Dk*(*Irn*)2*trB* | 1643 1371 1071 | ✠ **A1*1** 5,95~~12,93~~ ~~3,94~~ | Liv ~~Nwc~~ | Lv | | 1883 6mo | Schlesingr, Davis&Co. Newcastle | **TrojanS.S.Co(Lm) (E.C.Thin)** | 248·0 Q101*t*B113*t*H23*t* F34*t* | 34·8 BK8′ *WB*=*DB* | 20·9 4*BH*1PBH *a*69′*f*64′228*t* | **Liverpool** British | C.2Cy.29″&56″–42″ 150HP 2SB,*4f* T.Clark&Co.,Newcastle | 22 ″ 0 s 2 ″ 8½ | |
| 557 JTNH | **Tromsö** **IronScSr** *O.Bottolfsen* 1*Dk* | 104 73 75 | | | | | 1867 | Mitchell& Co. Newcastle | **TromsöAmts Dampskibsselskab** | 98·2 P31′ | 16·6 B19′ | 7·8 F27 | **Tromsö** Norwegian | C.2Cy.11⅓″&22½″–18″ 25HP TrondhjemsMekVDrnthm | | N |
| 558 JSQB | **Tronda** **IronScSr** *O.Nielsen*87–87 *ss*Nwc.No.3–5,83 (*ex*Monaco) *ss*Lth.No.2–91 *Well deck* 1*Dk*2*trB* | 630 526 461 | ✠100A1 8,94~~9,00~~ ✠NB83 BS8,94 | Lth A&CP LMC9,93 | *j* | | 1875 10mo | J.Readhead&Co. S.Shields | **DmpsSelsk. "Tronda" (T.F.Andorsen)** | 189·9 Q93′B20*t*F27′ *WB*=*DBa*44′*f*51′ | 27·2 BK7½′ | 14·0 4*BHCem* | **Drontheim** Norwegian | C.2Cy.23½″&45″–30″ (*i*) 70lb ~~65lb~~80lb NDB87 938 5H 1SB,*3pf*,GS50 R.J.Marshall,S.Shields | | |
| 559 JSHN | **Trondhjem** **IronScSr** *Werner*78–90 1*Dk*&*Awngdk* | 522 513 308 | | | | | 1865 | Wigham Richardson &Co. Newcastle | **Nordenfjeldske Dampskibsselskab** | 165·0 | 24·5 | 19·1 | **Drontheim** Norwegian | C.2Cy.24″&46″–26″ 75HP Thompson,Boyd&Co.,Nwc *WB* | | |
| 560 96353 LEJC | **Tronto** **SteelScSr** *W.H.Bartlett* –93 *ss*Bry.No.1–94 *Well deck* 1*Dk*(*Irn*)&*Webframes* | 2106 1695 1383 | ✠100A1 12,94~~2,04~~ ✠LMC2,94 Liv | Bry LA&CP | *r* | | 1889 9mo | T.Royden &Sons Liverpool | **E.C.Thin** | 277·2 Q96′B124′F27′ *WB*=*DBuE*&*B*38′135*t* | 37·5 FK | 19·8 4*BHCem* *MT*26′380*t* | **Liverpool** British | T3Cy.19½″,30¾″&56″–39″(*s*) 170lb *60lb* 143HP 2SB,*6rf*,GS100 Forrester&Co.,Liverpool | 21 ″ 6 s 1 ″ 11½ | D |
| 561 99433 MRNH | **Tropea** **SteelScSr** *J.R.Barber* –92 2*Dks*(1*Stl*)& *Spardk*(*Irn*)&*Webframes* | 4013 3797 2603 | ✠100A1 *Spar dk* 6,94~~7,02~~ | Lon A&CP ✠LMC8,92 Nwc | *w* | | 1892 8mo | R&W Hawthorn,Leslie &Co.(Lim.) Newcastle | **E.C.Thin** | 360·0 B70′F35′ *WB*=*Cell* | 46·2 27·3 FK *DB*276′760*t* | 19·8 6*BHCem* *APT*90*t* *MT*28′350*t* | **Liverpool** British | T.3Cy.25″,40″&68″–45″ (*s*) 180lb 250HP 2D&2SB,*12rf*,GS182,HS4612 HwthrnLslie&C.(Lm)Nwc | 22 ″ 7 s 7 ″ 2½ | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant comme date d'Entièvement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 562 LGPS | **Tropique** *Jan* –91 | **IronSc** *ss*Hpl.No.2–90 2*Dks*(*Irn*)3*trB* | 2931 2625 1935 | ✠100A1 5,94 ~~2,95~~ ✠LMC12,90 | Liv A&CP | *u* | 1882 6mo 12,94 | M.Pearse& Co. Stockton | Cia.Maritime du Pacifique | 325·0 P22′B52′F38′ | 38·0 BK11″ *WB*=*DBa* | 26·5 4*BHCem* 102′*f*56′437*t* | Havre French | C.2Cy.40″&75″–48″ 80lb ~~*25lb*~~ *70lb* 2DB,*8pf*,GS107 Blair&Co.(Lim.),Stockton | 300HP (*b*) |
| 563 636 HQVK | **Trouvor** *Pavloff* –91 | **SteelScSr** 1*Dk*(*ptStl&ptIrn*)&*Webframes&pt Awngdk*(*Irn*–ws) *Irnframing* | 1811 1331 1163 | ✠100A1 *ptAwngdk withfreeboard* 7,91 ✠LMC7,91 | Mdb | *q* | 1891 7mo | R.Craggs& Sons Middlesbro' | RussianStm.Nav. &TradingCo. | 259·0 P24Q41′ *ptAwngdk*193′ | 36·6 BK9″ *WB*=*Cell* | 16·6 4*BHCem* *DB*222′409*t* | Odessa Russian | T.3Cy.20″,33″&54″–36″ (*s*) 160lb *160lb* 2SB,*4rf*,GS56,HS2602 Wstgrth,English&Co.Mdb | 150HP 19 s 1 8 s 6 |
| 564 145539 KHCT | **Truckee** *H.C.Thomas*92–93 | **WoodSc** 1*Dk* | 370 — 296 | | | | 1890 | Fulton Iron Works S.Francisco | TruckeeLumberCo | 148·0 | 33·4 | 10·4 | S.Frncisco Utd.States | 2Cy.14″&18″–24″ FultonIronWorks,San Francisco | 185HP |
| 565 1099 HQNV | **Trud** *A.Trifonoff* –91 | **SteelTwinScSr** 1*Dk* | 589 — 371 | | | | 1891 | Stabilmnto Tecnico Triestino Trieste | IvanKoschkine | 208·0 | 31·0 | 12·0 | Rostoff Russian | C.4Cy.14½″&28″–20″ StablimntoTecncoTrstno, Trieste | 80HP |
| 566 83825 VMBJ | **True Briton** *S.G.Morgan* –93 | **IronScSr** *ss*Cff.No.3–4,90 *ss*Cff.No.1–93 1*Dk*(*Irn*)2*trB* | 987 843 610 | ✠100A1 12,93 ✠LMC12,93 | Cff LA&CP | *n* | 1881 3mo | Palmers' Co.(Lim.) Newcastle | Gibbs&Lee | 225·0 Q61′B21′F28′ lrp93 | 31·2 FK *WB*=*DBa* | 16·0 4*BHCem* 60′*f*67′230*t* | Cardiff British | C.2Cy.28″&52″–33″ 70lb *66lb* 1SB,*4pf*,GS80 Palmers'Co.(Lim.),Nwc. | (*i*) 99HP 17 s 0 2 s 0½ |
| 567 JVRB | **Tryg** *O.S.Hervig* | **IronScSr** 1*Dk*2*trB* | 336 254 198 | | | | 1882 | Stavanger Stöberi& Dok Stavanger | S.Hervig | 136·9 Q66′ B19′ | 23·0 F16′ | 11·5 | Haugesnd Norwegian | C.2Cy.17″&29″–24½″ NylandsVerks,Christiania *WB* | 40HP |
| 568 91974 KJHF | **Tsinan** *A.Hunt*82–87 | **SteelScSr** 2*Dks* | 2269 1964 1460 | | | | 1886 10mo | Scott&Co. Greenock | ChinaNav.Co. (Lim.) | 315·2 P52′ | 38·2 B102′ | 23·8 F45′ | London British Tokio | T.3Cy.25″,40″&60″–48″ Scott&Co.,Greenock | 400HP |
| 569 1140 HGTL | **Tsukushi Maru** *Will* –89 (*ex*Crusader) *Well deck* | **IronScSr** *ss*HKg.No.3–3,83 *ss*Shi..No.2–91 2*Dks* | 1023 805 647 | ✠100A1 12,92 ~~B&MS10,93~~ 2,95 | Shi A&CP | *m* | 1871 9mo | Scott&Co. Greenock | ~~Tonosuke&Mitsui~~ MitsuiBusanKaisha | 221·4 P118′F30′ ND83 *WB*=*DBa*57′75*t* | 30·4 BK8″ 5*BHCem* *MT*15′140*t* | 17·6 | ~~Nagasaki~~ Japanese | C.2Cy.25″&50½″–30″ 70lb ~~*50lb*~~ NB83 2SB,GS76 *2000* GreenockFoundryCo.,Grk. | NDB83 120HP |
| 570 1030 HGLC | **Tsuru Maru** *TomiokaShunjiro* | **IronScSr** (*ex*Partridge) 1*Dk* | 409 314 253 | | | | 1884 3mo | E.Finch &Co.(Lim.) Chepstow | AsanoSoichiro | 152·0 Q72′ | 23·1 B19′ | 12·0 F21′ | Tokio Japanese | C.2Cy.20″&38″–24″ E.Finch&Co.(Lim.),Chp. | 70HP 12 s 9 |
| 571 508 HBFJ | **Tsuruga Maru** *M.Fukui* | **IronScSr** (*ex*Luzon) | 1006 627 743 | | | | 1864 | Blackwood &Gordon Pt.Glasgow | NipponYusen Kaisha | 219·9 | 28·2 | 14·8 | Tokio Japanese | C.2Cy.28″&50″–26″ | 100HP |
| 572 1228 HJFK | **Tsushima Maru** *ImazatoKosuke* | **WoodScSr** | 277 259 157 | | | | 1890 | Ikeda Tsusaburo Fuchimura | MatsudaGengoro | 124·3 | 15·5 | 15·8 | Nagasaki Japanese | 2Cy. | 40HP |
| 573 1069 HGNR | **Tsuto Maru** | **IronSr** | 142 106 76 | | | | 1882 | D.Goed- koep, jr. Holland | TsujiMatsunojo | 93·1 | 17·7 | 8·8 | Hakodate Japanese | C.2Cy.12½″&19¾″–19¾″ Storks&Co.,Hengels | 19HP |
| 574 HVJS | **Tua** *A.B.Eriksson* –91 | **CompScSr** 1*Dk* | 345 279 253 | | | | 1890 | J.A.Svens- son SödraGarn | Ångf.Aktieb "Trio" (C.L.Larsson) | 129·0 Q30′ | 22·3 B29′ | 12·3 H9*t* | Gothenbrg Swedish | | 50HP |
| 575 16873 MDHT | **Tubal Cain** | **WoodScSr** 1*Dk* | 287 273 195 | | | | 1853 | Blackwood &Gordon Paisley | AmosBigland | 154·6 H14*t* | 26·3 | 12·4 | Nassau,NP British | 2Cy.30″–24″ Blackwood&Gordon | 50HP |
| 576 63139 | — *H.Bruce* | **IronScDandy** | 108 108 50 | | | | 1870 | G.Cooper Hull | F.Rushworth | 77·7 | 20·2 | 10·9 | Grimsby British | C.2Cy.13″&24″–18″ NB86 *Cmp.*86Ross&Duncan,Gls. | 25HP |
| 577 99582 | **Tubular** | **IronTwinScSp** 1*Dk*(*Irn*) | 120 105 75 | ✠ A— *For River purposes* 10,92 ✠LMC10,92 | Hul Liv | *p* | 1892 10mo | Cochrane& Cooper Beverley | TubularTwin ScrewAmidships PropulsionCo. (Lim.) | 94·0 Q10′ | 18·5 BK6″ *WB*=*DBu* | 6·4 4*BHCem* *E&B*23′10*t* | Hull British | C.4Cy.9″&18″–13″ 100lb 1SB,*2pf*,GS17,HS440 C.D.Holmes&Co.,Hull | (*s*) 12HP 8 s 5 |
| 578 99414 | **Tudor** *G.R.Barrett* –94 *Well deck* | **SteelScSr** 1*Dk*(*ptStl,ptIrn*)& *Webframes* | 1113 819 700 | ✠100A1 ~~7,94~~ 5,95 ✠LMC6,92 | Sws A&CP Liv | *n* | 1892 6mo | Irvine&Co WHartlepool | J.Bacon(Lim.) | 220·2 P135′F34′ *WB*=*Cell* | 31·5 FK *DB*176′ 194*t* | 15·8 4*BHCem* *FPT* 45*t* *APT*10*t* | Liverpool British | T.3Cy.19″,30½″&51″–36″ (*s*) 160lb *80lb* 1SB,*3rf*,GS45,HS2035 CentralMarE.Wks.,W.Hpl | 140HP 18 s 0 s 1 7 |
| 579 91047 JQSB | **Tudor Prince** ~~*J.C.Young* –93~~ *Well deck* *Filwell* | **IronScSr** *ss*Nwc.No.2–93 1*Dk*(*Irn*)&*Webframes* | 1460 1124 912 | ✠100A1 ~~2,94 6,93~~ 3,95 ~~BS9,94~~ ✠LMC6,93 NYk | Nwc A&CP | *o* | 1884 10mo | J.L.Thomp- son&Sons Sunderland | PrinceS.S.Co. (Lim.)(J.Knott, *Mgr.*) | 245·2 P23′Q69′B59′F27′ *WB*=*DBa*69′*f*54′238*t* | 35·0 FK | 17·6 5*BHAsp* 61*t* *APT*21*t* | Newcastle British | C.2Cy.31″&57″–36″ (*a*) 85lb *80lb* 1DB,*4pf*,GS80 J.Dickinson,Sunderland | 140HP 18 s 8 s 1 10½ |
| 580 NTCB | **Tula** *A.S.C.Norden* | **IronSc3MstSr** (*ex*Schwalbe) 2*Dks*&*ptShadedk* | 700 597 515 | | | | 1858 | Palmer Bros.&Co. Newcastle | ForenedeDamp- skibsSelskab | 206·0 Q44*t* | 26·2 B48*t* | 15·2 H12*t* | Copnhagn Danish | C.2Cy.25″&52″–36″ PalmerBros.&Co.,Nwc. | 90HP |
| 581 53527 QLPM | **Tuna** *W.Peters* –91 | **Steel&IronSc** 1*Dk* 2ndSurvey,Adn.9,93 | 163 143 85 | ✠ A1, 1 2,94 *For River and purposes only* MS12,92 | Adn *Sound* BS2,94 | Lv | 1885 6mo | HSEdwrds &Sons Newcastle | CowasjeeDinshaw &Bros. | 111·0 | 19·2 FK | 9·0 4*BH* | Bombay British | C.2Cy.17″&32″–22″ 80lb 1SB,*2f* N.E.MarineE.C.(L.),Nwc. | 40HP |
| 582 91926 KGHB | **Tungchow** *J.Whittle* –93 | **SteelTwinScSr** | 1502 1079 952 | | | | 1886 5mo | Scott&Co. Greenock | ChinaNavigation Co.(Lim.) | 256·3 B60′ | 34·2 F31′ | 20·4 | London British | C.4Cy.25″&52″–30″ Scott&Co.,Greenock | 300HP |
| 583 HJWL | **Tungue** *Pinheiro* *Elec.light* | **SteelScSr** 2*Dks*(*Stl*–ws) | 1096 845 745 | ✠100A1 12,92 ✠LMC6,91 | Bom LA&CP | *n* | 1889 6mo | Scott&Co. Greenock | MalaReal Portugueza (*in liq.*) | 233·2 P26′B92′F45′ | 32·1 BK8″ *WB*= | 18·0 4*BHCem* *MT*25′200*t* | Lisbon Portuguese | T.3Cy.20½″,33″&54″–36″ (*s*) 160lb *90lb* 2SB,*6cf*,GS123 Scott&Co.,Greenock | 180HP 19 s 0 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Refit Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 584 Tunis 68407 MDPG | F.Brenton –92 ssCff.No.2-94 | IronScSr ssLiv.No.3–9,86 ssNwc.No.1–90 1Dk&Spardk3trB | 1374 1371 887 | ✠90A1 Spar dk 9,94 11,95 2,95 NB9,89 | Ard Npt A&CP LMC 91 BS1,94 | o Cff 94 | 1873 1mo | C.Mitchell &Co. Newcastle | Nelson,Donkin& Co. | 241·3 30·1 17·0 23·8 ND89 WB= | London British 2BH FK DBa62′f91′ | Q.4Cy14¾″18½″27¼″50½″–33″ 200lb 40lb (s) 110HP 2SB,4rf,GS60,HS1800 (2pd.89 W.Allan&Cox,Sld | 18 ″ 0 s 5″11½ | |
| 585 Tunisie LGQD | Babin –93 (exRobina) Well deck | IronScSr ssCff.No.2–91 1Dk(Irn)2trB | 1656 1391 1074 | ✠100A1 7,93 LMC7,93 | Bdx A&CP | q | 1883 10mo | J.L.Thompson&Sons Sunderland | Verdeau&Cie. WB=DBa | 259·8 36·0 18·6 Q100′B58′F26′ FK 76′f58′268t FPT | Bordeaux French 6BHCem 33tAPT26t | C.2Cy.32″&59″–33″ (b) 80lb 140H 2SB,4pf,GS94 T.Richardson&Sons,Hpl. | 19 ″ 7 s 2 ″ 0 | D |
| 586 Turbo 101861 | W.Paunsenuk92–92 Eleclight &Webframes&Shade dk J.A Moses93-95 | SteelSc3MstSr 2Dks(Stl) | 4134 3549 2659 | ✠100A1 Shade dk withfreeboard 8,95 LMC12,92 Carrying Petroleum in bulk | Sng Lon Ham | w | 1892 12mo | J.Laing Sunderland | M.Samuel&Co. WB=Cell | 347·5 45·7 27·3 DB66′160tFPT160t FK | London British 11BHCem APT35t | T.3Cy.26″,42½″&69″–45″ (r) 160lb 100lb 400HP 3SB,9cf,GS150,HS5453 G.Clark(Lim.),Sunderland | 28 ″ 6 s 5 ″ 0 | |
| 587 Turc | MustaphaBey –88 (exSevern) | IronScSr 2Dks(1Irn)3trB | 1736 1687 1119 | ✠ 8,73 | Sld | Lv | 1873 4mo | Oswald& Co. Sunderland | IdareiMassousieh | 281·5 33·8 24·0 B35t | Constanpl Turkish 6BH | C.2Cy.42″&70″–36″ 220HP T.R.Oswald,Sunderland WB=DB | | |
| 588 Turenne LGQC | Butés75–88 | IronSc ssBdx.No.3–9,91 1Dk(Irn)&Awng dk | 1607 1513 960 | ✠100A1 Awng dk loadline14ft3in 11,94 LMC9,91 NB made90, fitted9,91 | Bdx A&CP Msl | p | 1879 5mo | W.Hamilton&Co. Pt.Glasgow | Maurel&H.Prom | 246·2 36·4 13·9 22·9 ND91 WB= | Bordeaux French 4BHCem DBa40′ | C.2Cy.32″&62″–36″ (s) 80lb 170HP 1SB,3pf,GS44 J.Howden&Co.,Glasgow | | |
| 589 Turgot 87069 HSJC | J.Lennox92–92 (exKronPrinz) Well deck | IronScSr 6thSurveyTrn.11,92 1Dk2trB | 1076 799 697 | ✠ A, 1 1,95 NB5,87 LMC11,92 BS1,94 1,95 | Trn | Lv | 1873 4mo | ShortBros. Sunderland | J.&A.Wyllie | 221·8 31·1 16·7 P205tF22t BK8′ WB=DBa | London British 4BH &fFPT | C.2Cy.27½″&50¼″–33″ (u) 65lb 40lb 98HP 1SB,3pf,GS49 T.Richardson&Sons,Hpl. | 20 ″ 2 s 2 ″ 7 | |
| 590 Turia JSNR | Talladas (exKisanga) | SteelScSr ssLiv.No.1–91 2Dks(Stl–Uws) | 1443 1276 928 | ✠100A1 8,93 9,94 BS10,93 LMC11,91 9,94 | Liv A&CP | q | 1887 12mo | J.Reid&Co Pt.Glasgow | P.M.Tintoré&Co. | 265·8 34·0 18·4 P40′B70′F38′ FK WB= | Barcelona Spanish 6BHCem FPT17t | T.3Cy.25″,39″&62″–36″ (s) 160lb 80lb 200HP 2SB,8rf,GS300 D.Rollo&Sons,Liverpool | 19 ″ 7 s 3 ″ 7½ | |
| 591 Turisten JBLQ | G.A.Strandberg –93 | IronScSp (exSigrid, exGaribaldi) | 119 83 93 | | | | 1860 | W.Lindbergs,M.V. Stockholm | Ångb.Aktieb. "Turisten" (L.F.Hansson) | 98·5 14·8 8·3 P30′ H9t | Trollhättan Swedish | 30HP | | |
| 592 — | A.Nordberg88–88 | IronTwinSc 1Dk | 132 70 95 | | | | 1888 | Bergunds M.V. Stockholm | ÅngbåtsAktiebolaget "Sundswall Indalselfven" (A.W.Osterberg) | 94·8 19·1 5·5 B34′ H21t F35′ | Sundsvall Swedish | C.4Cy.9¾″&18¼–13″ 32HP BergsundsM.V,Stockholm | | |
| 593 Turkish Prince 81279 LDVK | W.J.Flett –93 (exBriggella,exInchmornish) | IronScSr ssNwc.No.3–1,93 2Dks(1Irn&1ptIrn)3trB | 1986 1854 1294 | ✠100A1 1,93 BS4,94 | Nwc A&CP LMC5,91 | s | 1879 5mo | C.Mitchell &Co. Newcastle | "Prince"Steam ShippingCo. (Lim.) (J.Knott,Mgr.) | 286·0 35·1 24·2 P26′F36′ Shade dk66′ ND93 WB=DBa | Newcastle British 5BHCem 88′f68′234t | C.2Cy.34″&64″–42″ 80lb 40lb 225HP WllsndSlpwyCo(Lm)Nwc | 25 ″ 6 s 4 ″ 3½ | |
| 594 Turquoise 85117 WHTF | J.Thomas –94 | IronScBn ssSws.No.2–90 2Dks(Irn)3trB | 2077 1941 1356 | ✠100A1 9,93 BS3,93 | Lon LA&CP LMC7,90 | s | 1882 2mo | Richardson,Duck&Co Stockton | Christie&Co. WB=DBa | 277·0 36·5 24·4 P26′F38′ BK9½″ 74′&uB26′216tMT | London British 5BHCem 30′320t | C.2Cy.34″&63″–36″ (i) 85lb 70lb 200HP 2SB,8pf,GS91 T.Richardson&Sons,Hpl. | 25 ″ 10 s 4 ″ 9½ | |
| 595 — 99886 NBHP | A.Leitch92–93 Well deck | Steel&IronSc3MstSr 1Dk(Irn) Ironframing&steel plating | 486 358 169 | ✠100A1 3,93 | Gls A&CP LMC3,93 | h | 1893 3mo | J.Shearer &Son Glasgow | W.Robertson | 165·2 26·1 11·1 Q82′B10′F28′ BK7½″ WB= | Glasgow British 3BHCem FPT20t | T.3Cy.13″,21½″&34″–27″ (s) 160lb 70lb 60HP 1SB,3pf,GS43,HS1037 Walker,Hendrsn&Co.,Gls. | 12 ″ 2 s ″ 9 | |
| 596 Turret 101818 | R.W.Taylor –93 Turret deck | SteelSc 1Dk2trB | 1970 1895 1266 | | | | 1892 | W.Doxford &Sons(Lim.) Sunderland | TurretStm.Shppg. Co.(Lim.)(Petersen,Tate&Co.) | 280·2 38·0 20·3 Q40t | Newcastle British WB | T.3Cy.21″,35″&57″–39″ 180HP W.Doxford&Sns(Lm),Sld. | | V |
| 597 Turret Age 101841 | F.Cornwall –93 Turret deck | SteelScSr 1Dk2trB | 2232 2134 1383 | | | | 1893 | W.Doxford&Sons (Lim.) Sunderland | TurretSteam ShippingCo.(Lim) (Petersen,Tate& Co.) | 311·0 38·2 21·6 Q54t | Newcastle British WB | T.3Cy.23″,37″&60″–42″ 303HP W.Doxford&Sns(Lim)Sld. | | V |
| 598 Turret Bay 104245 NJGB | C.J.Klitgaard –94 Turret deck | SteelSc3MstSr 1Dk2trB | 2211 1977 1376 | | | | 1894 | W.Doxford &Sons(Lim.) Sunderland | GuildfordSteamshipCo.(Lim.) (Petersen,Tate &Co.,Mgrs.) | 297·0 40·0 21·7 | Newcastle British WB | T.3Cy.23″,37″&60″–42″ 303HP W.Doxford&Sns.(Lm.)Sld | | |
| 599 Turtle 102648 | R.Smyth –93 | Steel&IronScK 1Dk | 146 105 50 | | | | 1893 | J.Mc Arthur&Co. Paisley | Paton&Hendry | 83·0 19·1 8·5 Q30′ F11′ | Glasgow British WB | C.2Cy.12″&24″–18″ 24HP Bow,McLachlan& Co.,Psy. | | |
| 600 Tuscan Prince 84526 WBFC | J.B.Saunders –93 (exMiranda) Stewart | IronScBn ssNpt.No.3–3,93 2Dks(1Irn)3trB | 1653 1550 1042 | ✠100A1 9,94 9,93 BS12,94 LMC3,93 N.Yk | Nwc A&CP | r | 1881 6mo | M.Pearse& Co. Stockton | J.Knott | 260·2 33·7 21·5 P28′F32′ BK9′ WB=DBa | Newcastle British 4BHCem 78′f24′170t | C.2Cy.32″&60″–39″ (i) 80lb 60lb,NDB89 150HP 1SB,4pf,GS66 Blair& Co.(Lim.),Stockton | 24 ″ 0 s 4 ″ 0½ | |
| 601 Tuscany 74492 PKPG | D.Davies –93 | IronScBn ssLiv.No.3–7,88 ssLiv.No.1–93 2Dks(1Irn)3trB | 1646 1642 1061 | ✠100A1 8,94 9,93 | Liv A&CP LMC9,93 | r | 1876 1mo | J.&G. Thomson Glasgow | Birkenhead ShippingCo. (Lim.) | 275·5 32·3 24·0 BK9½″ | Liverpool British 5BHCem | C.2Cy.34″&60″–42″ (i) 60lb 40lb 59¾″ 200HP 2B,GS116 J.&G.Thomson,Glasgow | 25 ″ 6 s 5 ″ 5 | |
| 602 Tuscarora 145443 | | SteelSc4MstSr 2Dks3trB | 2386 — 1680 | | | | 1890 | GlobeIron WorksCo. Cleveland,O. | LehighValley Transp.Co. | 291·4 40·4 22·0 WB | Buffalo,NY Utd.States | T.3Cy.24″,38″&61″–42″ GlobeIrnWksCo.Clevelnd. | | |
| 603 Tuskar 101940 | ~~T.L.Deacon88–92~~ 1Dk(ptStl ptIrn)&Webframes& Henderson | SteelScSr ptAwng dk(Irn) | 3042 2343 1969 | ✠100A1 pt Awng dk withfreeboard 9,95 11,93 LMC11,92 8,95 12,94 Blt | Nwc A&CP Bry | u | 1892 11mo | SirR. Dixon&Co. Middlesbro' | Farrar,Groves& Co. | 315·0 41·2 21·5 P35′Q88′ FK WB=Cell DB260′6 | London British 5BHCem 12tAPT39t 5LHptAspptCm | T.3Cy.23″,38″&62″–42″ (s) 140lb 100lb 250HP 2SB,8cf,GS120,HS4104 N.E.Mar.E.Co.(Lim.),Sld | 24 ″ 0 s 9 ″ 7 | D |

*Now named "Madeirense," See No. 39 in Supplement.*

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 604<br>98598<br>MBGC | **Tuskar**<br>*R.Johnston* –91<br>*Well deck*<br>*Elec.light* | **IronScSr**<br>2*Dks*(*UIrn*–ws) | 1185<br>923<br>549 | ✠<br>✠LMC12,90 | | | 1890<br>12mo | W.B. Thompson &Co.(Lim) Dundee | ClydeShippingCo. (Lim.) (J.Cuthbert,*Mgr.*) | 243·0\|33·7\|15·9<br>P146′F51′<br>BK8½″<br>*WB*=*DBa*46′ | | | Glasgow<br>British<br>Christiana<br>Norwegian | T.3Cy.23″,38″&61″–48″ (o)<br>150lb *60lb* 260H<br>5*BHCem*<br>87*tFPT*72*t*<br>2SB,*6cf*,GS92,HS3896<br>W.B.Thmpsn&C(Lm)Dun | 16 ″ 11 |
| 605<br>HFGB | **Tvedestrand**<br>*U.Ackenhausen*<br>1*Dk* | **IronScSr** | 117<br>90<br>62 | | | | 1881 | Christine-hamnMek.V Christinehm. | Dampskibsselskab "Tvedestrand" (JensMeinich& Co.,*Mgrs.*) | 90·1\|16·7\| 8·7<br>B26*t* | | | Christiana<br>Norwegian<br>*WB* | C.2Cy.10¾″&18½″–15½″<br>36H<br>ChristinehamnsMek.Vrks. | |
| 606<br>63579<br>JMGC | **Tweed**<br>*J.Thomson* –91 6thSurvey<br>2*Dks*3*trB* | **IronScBg**<br>Nwc.11,89 | 1233<br>762<br>782 | ✠ A1,1<br>9,91<br>✠NB89 B&MS11,89 | Shl | Lv | 1870<br>2mo | J.Laing<br>Sunderland | J.Morrison&Son | 246·0\|30·3\|23·2<br>B84*t*<br>ptND89drp90&91<br>BK9″ | | | N.Shields<br>British<br>*WB*=*DBa* | 2Cy.41″–33″ (o)<br>80lb 110H<br>1SB,*3pf*,GS63<br>NEMarineECo.(Lim.),Sld. | 24 ″ 3<br>s 5·0½ |
| 607<br>99845<br>MSBN | —<br>*A.Kennedy*81–92<br>*Well deck*<br>*Elec.light* | **SteelScSr**<br>2*Dks*(*UStl*–ws) | 999<br>791<br>515 | ✠100A1<br>6,94~~4,98~~<br>✠LMC9,92 | Gls<br>LA&CP | *n* | 1892<br>9mo | D.J.Dun-lop&Co. Pt.Glasgow | W.Sloan&Co. | 230·0\|32·1\|15·5<br>P136′F36′<br>BK8″<br>*WB*=*Cell* | | | Glasgow<br>British<br>*DB*169′155*t* | T.3Cy.21½″,34″&57″–42″ (s)<br>165lb *60lb* 223H<br>5*BHCem*<br>2SB,*6rf*,GS111,HS3526<br>D.J.Dunlop&Co.,Pt.Gls. | 16 ″ 6 |
| 608<br>94356 | **Twickenham**<br>*C.Robertson* –91 *ss*Liv.No.1–92<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | **SteelScSr** | 2463<br>1963<br>1603 | ✠100A1<br>8,94~~4,94~~<br>BS4,94 | Npt<br>A&CP<br>✠LMC3,92<br>Liv | *s* | 1888<br>2mo | W.Gray& Co. WHartlepool | BritainS.S.Co. (Lim.) (~~Watts,Ward&Co.~~ ~~*Mgrs.*~~ (Watts, Watts&Co.,*Mgrs.*) | 300·0\|38·6\|20·4<br>P27′Q98′B112′<br>F32′ BK11″<br>*WB*=*Cell* | | | London<br>British | T.3Cy23″,37½″&61½″–39″(s)<br>160lb *60lb* 250H<br>5*BHCem*<br>2SB,*6cf*,GS91<br>Blair&Co.(Lim.),Stockton | 23 ″ 2<br>s 2·4½ |
| 609<br>102711<br>NGMK | **Twilight**<br>*H.Jones*86–94<br>1*Dk*(*Stl*)&*Webframes*&<br>*ptAwng dk*(*ptStl ptIrn*) | **SteelScSr** | 1919<br>1398<br>1224 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>6,94~~4,94~~ | Hpl<br>A&CP<br>Shl<br>✠LMC1,94 | *r* | 1894<br>1mo | Furness, Withy&Co. (Lim.) WHartlepool | J.Wood&Co. | 270·0\|38·0\|17·0<br>Q111′<br>*ptAwngdk*159′ FK<br>*WB*=*Cell DB*218′391*t* | | | W.Hartlpl<br>British | T.3Cy.20″,31½″&53″–36″ (s)<br>160lb *80lb* 170H<br>4*BHCem*<br>2SB,*4rf*,GS53,HS2540<br>Cen.Mar.Eng.Wrks,WHpl | 19 ″ 3<br>s 8·3½ |
| 610<br>84494 | —<br>*J.Stewart* –89 | **IronSc** | 907<br>907<br>502 | | | | 1881 | W.Simons &Co. Renfrew | OtagoHarbour Board | 209·0\|40·1\|14·4 | | | Dunedin<br>N.Z.<br>British | C.4Cy.22″&39″–27″<br>140H<br>W.Simons&Co.,Renfrew | |
| 611<br>NCGW | **Tydskland**<br>*C.C.Förgensen*<br>*Well deck* | **SteelScSr**<br>1*Dk*(*Stl*) | 670<br>501<br>414 | ✠100A1<br>10,93<br>✠LMC6,90 | Cpn<br>LA&CP | *i* | 1890<br>6mo | Burmeister &Wain Copenhagen | Dampskibsselska-bet"Nordsöen"(A Christensen,*Mgr.*) | 177·5\|27·5\|12·6<br>Q51′B49′F28′<br>BK7½″<br>*WB*=*DBuE*11′ | | | Copnhagn<br>Danish | C.2Cy.25″&44″–27″ (s)<br>75lb *75lb* 80H<br>5*BHCem*<br>1SB,*2pf*,GS38<br>Burmeister&Wain,Cpn. | 13 ″ 3 |
| 612<br>83890<br>TVSQ | **Tyne**<br>*R.Bewen*85–89 *ss*Shl.No.3–12,92<br>*Well deck* 1*Dk*(*Irn*) | **IronScSr** | 656<br>519<br>422<br>~~5,95~~ 4,95 | ✠100A1<br>~~12,94 11,94 2,95~~<br>✠NB12,92 Sws<br>✠LMC12,92 | Nwc<br>LA&CP | *i* | 1880<br>10mo | Campbel-townS.B.Co. Campbeltwn. | S.S.TyneCo.(Lim.) (Fisher,Renwick &Co.) | 179·8\|30·1\|12·9<br>Q88′B18′F21′<br>BK7½″<br>*WB*=*DBa*42′ | | | Newcastle<br>British | C.2Cy.23″&45″–33″ (r)<br>100lb *80lb* NDB88 90H<br>4*BHCem*<br>1SB,*3pf*,GS50HS1472<br>Hutson&Corbett,Gls. | 13 ″ 11<br>s 1 · 3 |
| 613<br>98900 | —<br>*J.B.Saunders* –91 | **SteelScSr**<br>1*Dk*2*trB* | 615<br>485<br>274 | ✠100A1<br>2,91<br>✠LMC2,91 | Lth<br>LA&CP | *j* | 1891<br>2mo | Ramage& Ferguson Leith | RoyalMailS.P.Co. | 177·0\|28·1\|14·6<br>F25′ BK7½″<br>*ptShade dk*102′<br>*WB*=*FP* | | | London<br>British | T.3Cy.16″,25″&42″–36″ (s)<br>160lb *160lb* 120H<br>4*BHCem*<br>2SB,*4rf*,GS86,HS2028<br>Ramage&Ferguson,Leith | 15 ″ 5 |
| 614<br>60509 | —<br>*Matthews*65–69 | **IronPad** | 154<br>154<br>38 | | | | 1869 | .....<br>Newcastle | Tyne Improvement Commissioners | 99·2\|26·3\| 8·3 | | | N.Shields<br>British | L.2Cy.26½″–45″<br>NE&B93 80H<br>TyneImprovementCoNwc | |
| 615<br>82963 | —<br>*W.Nicholson* –93 | **IronPadTug**<br>1*Dk* | 162<br>142<br>33 | ✠<br>*For Tug purposes*<br>8,83 ✠LA&CP | Nwc | *b* | 1882<br>12mo | G.K.Smith &Co. N.Shields | ForthTowingCo. (Lim.) | 114·5\|20·0\| 9·3<br>– | | | Grngemth<br>British | L.1Cy.38″–54″<br>50H<br>3*BHCem*<br>J.S.Davidson,Whn. | |
| 616<br>102042 | **Tyne Belle**<br>*H.Pitchars*93–93 | **IronScK**<br>1*Dk* | 140<br>135<br>59 | ✠100A1<br>*StmTrawler*<br>11,93 ✠LMC11,93 | Shl<br>A&CP | | 1893<br>11mo | Edwards, Bros. N.Shields | TyneStm.Fishing Co.(Lim.) | 101·0\|20·5\|10·7<br>Q18′F19′<br>BK7½″ | | | N.Shields<br>British | T.3Cy.11″,17″&30″–21″ (s)<br>160lb 45H<br>3*BHCem*<br>1SB,*2pf*,GS24,HS830<br>N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 8 |
| 617<br>102041 | **Tyne Castle**<br>*T.W.Tysk*93–93 | **IronScK**<br>1*Dk* | 141<br>130<br>49 | ✠100A1<br>*Stm Trawler*<br>11,93 ✠LMC11,93 | Shl<br>A&CP | | 1893<br>11mo | Edwards, Bros. N.Shields | TyneStm.Fishing Co.(Lim.) | 101·3\|20·6\|10·9<br>Q18′F19′<br>BK7½″ | | | N.Shields<br>British | T.3Cy.11″,17″&30″–21″ (s)<br>160lb 45H<br>3*BHCem*<br>1SB,*2pf*,GS24,HS830<br>N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 8 |
| 618<br>98276 | **Tyne Dock No. 1**<br>1*Dk* | **SteelPadSk** | 106<br>105<br>8 | | | | 1889 | J.T.El-tringham&Co S.Shields | North-Eastern RailwayCo. | 82·0\|19·1\| 9·8 | | | S.Shields<br>British | L.2Cy.27″–45″<br>50H<br>J.P.Rennoldson&Sns,SShl | |
| 619<br>96530 | **Tyne Fisher**<br>1*Dk* | **IronScSr** | 110<br>110<br>16 | ✠100A—<br>*StmTrawler*<br>9,91 ✠LMC9,91 | Nwc | | 1891<br>9mo | Anderson &Laverick Newcastle | TyneStm.Fishing Co.(Lim.) | 97·0\|19·6\|10·4<br>BK6½″ | | | N.Shields<br>British | C.2Cy.17″&34″–24″ (r)<br>100lb 48H<br>4*BHCem*<br>1SB,*2pf*,GS30,HS964<br>Hedley&Boyd,N.Shields | 11 ″ 0 |
| 620<br>96539 | **Tyne Meadows**<br>*W.Pardon* –92<br>1*Dk* | **IronScK** | 140<br>134<br>58 | ✠100A1<br>*Stm Trawler*<br>8,92 ✠LMC8,92 | Mdb<br>LA&CP | | 1892<br>8mo | SirR Dixon &Co. Middlesbro' | TyneSteamFish-ingCo.(Lim.) | 100·6\|20·4\|10·7<br>Q20′F19′<br>BK7½″ | | | N.Shields<br>British | T.3Cy.11½″,18″&29″–21″ (s)<br>160lb 50H<br>3*BHCem*<br>1SB,*2pf*,GS30,HS907<br>Wrth,McKnzie&C.Lm.Stk | 11 ″ 8 |
| 621<br>96538 | **Tyne Monarch**<br>*R.G.Payne* –92<br>1*Dk* | **IronScK** | 140<br>134<br>58 | ✠100A1<br>*Stm Trawler*<br>5,93 ✠LMC8,92 | Shl<br>LA&CP | | 1892<br>8mo | SirR Dixon &Co. Middlesbro' | TyneSteamFish-ingCo.(Lim.) | 100·6\|20·4\|10·7<br>Q20′F19′<br>BK7½″ | | | N.Shields<br>British | T.3Cy.11½″,18″&29″–21″ (s)<br>160lb 50H<br>3*BHCem*<br>1SB,*2pf*,GS30,HS907<br>Wrth,McKnzie&C.Lm.Stk | 11 ″ 8 |
| 622<br>96534 | **Tyne Mouth**<br>1*Dk* | **IronScK** | 134<br>127<br>49 | ✠100A1<br>*StmTrawler*<br>11,91 ✠LMC12,91 | Mdb<br>LA&CP | | 1891<br>11mo | R.Dixon &Co. Middlesbro' | TyneStm.Fishing Co.(Lim.) | 96·5\|20·3\|10·7<br>Q20′F19′<br>BK7½″ | | | N.Shields<br>British | T.3Cy.11″,17″&28″–21″ (s)<br>160lb 45H<br>3*BHCem*<br>1SB,*2pf*,GS24,HS830<br>N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 8 |
| 623<br>96535 | **Tyne Stream**<br>1*Dk* | **IronScK** | 133<br>127<br>54 | ✠100A1<br>*StmTrawler*<br>11,91 ✠LMC12,91 | Mdb<br>LA&CP | | 1891<br>11mo | R.Dixon &Co. Middlesbro' | TyneStm.Fishing Co.(Lim.) | 96·5\|20·3\|10·7<br>Q20′F19′<br>BK7½″ | | | N.Shields<br>British | T.3Cy.11″,17″&28″–21″ (s)<br>160lb 45H<br>3*BHCem*<br>1SB,*2pf*,GS24,HS830<br>N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 8 |
| 624<br>96533 | **Tyne Wave**<br>1*Dk* | **IronScSr** | 121<br>110<br>10 | ✠100A—<br>*StmTrawler*<br>11,91 ✠LMC11,91 | Nwc | | 1891<br>11mo | Anderson &Laverick Newcastle | TyneStm.Fishing Co.(Lim.) | 97·0\|19·6\|10·4<br>BK6½″ | | | N.Shields<br>British | C.2Cy.17″&34″–24″ (o)<br>100lb 48H<br>4*BHCem*<br>1SB,*2pf*,GS33,HS1019<br>Hedley&Boyd,N.Shields | 11 ″ 0 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of T. Tyne Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 625 | **Tynedale** **SteelScSr**<br>~~W.Moore 84–91~~ *ss*Cff.No.1–93<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*<br>*Spedding* 94–94 | 2148<br>1656<br>1391 | ✠100A1<br>11,94 ~~3,94~~<br>✠LMC11,93<br>Gls | Shl<br>A&CP | *r* | 1889<br>9mo | Ropner&<br>Son<br>Stockton | **Furness, Withy &Co.(Lim.)** | 272·3 \| 38·9 \| 18·6<br>P27′Q86′B106′<br>F29′ BK9″<br>*WB*=*Cell* | **Newcastle**<br>British | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *75lb* 160HP<br>2SB,*4cf*,GS74,HS2990<br>Blair&Co.(Lim.),Stockton | 21 ″ 11<br>s 1 ″ 11½ | |
| 626 | **Tynehead** **SteelScSr**<br>*D.Morgans* –94 *ss*Shl No.1–94<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 2258<br>1716<br>1462 | ✠100A1<br>~~12,94~~ ~~1,94~~ 4,95<br>✠LMC8,~~94~~12,94<br>Shl | Bhn<br>A&CP | *r* | 1890<br>9mo | Ropner<br>&Son<br>Stockton | **Furness, Withy &Co.(Lim.)** | 272·3 \| 38·9 \| 18·6<br>P27′Q84′B108′<br>F29′ BK10″<br>*WB*=*Cell* | **London**<br>British | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *80lb* 200HP<br>2SB,*4cf*,GS65,HS2990<br>Blair &Co.(Lim.),Stockton | 21 ″ 1<br>s 1 ″ 10½ | D |
| 627 | **Tynemouth** **SteelScSr**<br>~~*J.Thompson* 91~~ 1*Dk*(*Irn*)2*trB*<br>*Well deck* *W.Colvin* 94–95 *ss*Shl.No.1–95 | 839<br>684<br>530 | ✠100A1<br>~~3,94~~ ~~3,94~~ 2,95<br>✠LMC6,~~94~~2,95<br>Shl | Bly<br>LA&CP | *l* | 1891<br>6mo | Wood,<br>Skinner&Co.<br>Newcastle | **Burnett&Co.** | 206·0 \| 30·2 \| 13·7<br>Q98′B18′F23′<br>~~drp94&02~~ drp95 FK<br>*WB*=*Cell* *DB*174′246*t* *FPT*<br>31*t* *APT*22*t* | **Newcastle**<br>British | T.3Cy 17″,28″&46″–30″ (*s*)<br>150lb *80lb* 106HP<br>1SB,*3pf*,GS54,HS1701<br>NE.MarineE.Co(Lim)Nwc | 16 ″ 0<br>s 1 ″ 6½ | |
| 628 | — **IronPad**<br>*Hanwell* 76–83 | 197<br>164<br>65 | | | | 1883 | Hepple&<br>Co.<br>N.Shields | **TyneImprovement Commissioners** | 105·0 \| 26·1 \| 8·2 | **N.Shields**<br>British | L.2Cy.30″–48″<br>60HP<br>Hepple&Co.,N.Shields | | BT till ~~6,94~~ 6,95 |
| 629 | **Tynemouth Castle** **IronScSr**<br>*W.A.Firth* –93 6thSurvey,Shl.2,89<br>*Well deck* 1stSurvey,Shl.5,92<br>1*Dk*(*Irn*)2*trB* | 1336<br>1058<br>829 | ✠ A1,1<br>~~12,94~~ ~~1,94~~<br>Shl | Lv | 1870<br>4mo | C.Mitchell<br>&Co.<br>Newcastle | **G.Cleugh&Co.** | 260·7 \| 32·5 \| 17·5<br>P227*t*F18*t*<br>len71 BK7″<br>*WB*=*D* | **N.Shields**<br>British | C.2Cy.31″&55″–30″<br>NB77 120HP | 18 ″ 3<br>s 2 ″ 5 | |
| 630 | **Tynesider** **SteelSc3MstSr**<br>*T.H.Little* *ss*Nwc.No.1–92<br>*Well deck* 2*Dks*(*UStl*–ws)<br>*Elec.light* | 1290<br>904<br>692 | ✠100A1<br>4,95 ~~4,94~~ ~~5,94~~<br>BS~~4,94~~ 4,95 ✠LMC5,92 | Nwc<br>A&CP | *p* | 1888<br>5mo | Schlesingr,<br>Davis&Co.<br>Newcastle | **TyneSteam ShippingCo. (Lim.)** | 260·5 \| 33·7 \| 15·2<br>P166′F63′<br>BK9″<br>*WB*=*Cell* | **Newcastle**<br>British | T.3Cy.28½″,46″&75″–42″ (*s*)<br>160lb *85lb* 350HP<br>3SB,*12cf*,GS216,HS6618<br>NEMarineECo.(Lim),Nwc | 18 ″ 0 | BT till ~~3,95~~ 3,96 |
| 631 | **Tynnelsö** **SteelSc**<br>*A.Carlsson* –92 1*Dk* | 181<br>95<br>144 | | | | 1877 | MotalaCo.<br>Motala | **StrengnäsNya Rederiaktieb. (J.A.Kjellgren)** | 105·9 \| 18·0 \| 9·0<br>P70′ H11*t* | **Strengnäs**<br>Swedish | C.2Cy.17½″&31½″–19½″<br>NE&B92 50HP<br>BergsundsM.V.,Stocklm. | | |
| 632 | **Tynwald** **SteelTwinScSr**<br>*J.Pritchard* 84–91 2*Dks*&*Shelterdk*<br>*Elec.light* | 937<br>749<br>147 | ✠ A1<br>*Shelter dk*<br>*withfreeboard*<br>9,93<br>*Irish Channel* ✠LMC~~3,98~~ 3,95<br>*Service* | Liv<br>LA&CP | *n* | 1891<br>6mo | Fairfield<br>Co.(Lim.)<br>Glasgow | **Isle of ManSteam PacketCo.(Lim.)** | 265·0 \| 34·0 \| 14·1<br>21·3<br>drp93 BK6″<br>*WB*= | **DouglasIM**<br>British | T.6Cy.22″,36″&57″–36″ (*s*)<br>160lb *160lb* 600HP<br>2DB,*16rf*,GS364<br>FairfieldCo.(Lim.),Gls. | 14 ″ 7<br>s 11 ″ 8½ | BT till ~~3,95~~ 3,96 |
| 633 | **Tyr** **SteelScSr**<br>*Hanson* –94 1*Dk*(*ptIrn*&*ptStl*)&<br>*Webframes*&*ptAwngdk*(*Irn*) | 2253<br>1720<br>1646 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>1,94<br>✠LMC2,91 | Sld<br>A&CP | *s* | 1891<br>2mo | JLThomp-<br>son&Sons<br>Sunderland | **J.R.Olsen** | 290·0 \| 38·7 \| 19·9<br>P25′Q80′ BK10″<br>*ptAwng dk*185′<br>*WB*=*Cell* *DB*218′446*t* | **Bergen**<br>Norwegian | T.3Cy.21½″,35″&58″–39″ (*s*)<br>160lb *80lb* 180HP<br>2SB,*6rf*,GS100,HS3180<br>J.Dickinson,Sunderland | 22 ″ 3<br>s 8 ″ 2½ | D |
| 634 | — **IronScSr**<br>*S.Stephensen* 85–89<br>(*ex*Wilster) 1*Dk* | 649<br>488<br>389 | | | … | 1871<br>5mo | Withy,<br>Alexander<br>&Co.<br>Hartlepool | **Actieselskabet "Tyr"(J.Berner, jun.,*Mgr.*)** | 181·6 \| 27·9 \| 14·8<br>Q71′ F24′<br>ptND85 | **Stavanger**<br>Norwegian | C.2Cy.24″&45″–30″<br>NB85 85HP<br>Black,Hawthorn&Co.,Gts.<br>*WB* | 16 ″ 6 | |
| 635 | — **IronScSr**<br>*G.M.Prytz* 92–92 1*Dk* | 612<br>498<br>479 | | | | 1872 | Göteborgs<br>M.W.<br>Gothenburg | **Ångf.Aktieb. "Skandinavien" (K.O.F.Dalman)** | 171·5 \| 25·7 \| 15·9<br>P26′ Q47′ B34′<br>H7*t* | **Gothenbrg**<br>Swedish | C.2Cy.19½″&43½″–25″<br>100HP<br>J.Keiller,Gothenburg | | V |
| 636 | — **SteelScSr**<br>*C.F.V.Rasmussen* –90 1*Dk*&*Awngdk* | 526<br>452<br>315 | | | | 1890 | Lindhol-<br>mensM.W.<br>Gothenburg | **RandersDamp-skibselskab af 1866** | 172·8 \| 26·9 \| 12·4 | **Randers**<br>Danish<br>*WB* | T.3Cy.15″,24″&40″–26″<br>120HP<br>MotalaM.W.Aktieb.,Got. | | V |
| 637 | — **SteelScSr**<br>*Mogensen*<br>*Elec.light* 1*Dk* | 518<br>423<br>132 | | | | 1893 | Helsingörs<br>Jernskibs&<br>Maskinbyg-<br>geri<br>Elsinore | **DeDanskeStats-baner** | 138·7 \| 35·3 \| 14·8<br>Q40′ B60′ F20′ | **Korsör**<br>Danish | C.2Cy.30½″&57″–33″<br>220HP<br>HelsingörsJernskibs&<br>Maskinbyggeri, Elsinore | | V |
| 638 | **Tyrconnel** **SteelScSr**<br>~~*H.Rodgers* 93~~<br>*Well deck* 1*Dk*(*Stl*)<br>*Elec.light* | 274<br>188<br>74 | ✠~~100A1~~<br>3,92<br>✠LMC3,92 | Psy<br>A&CP | *d* | 1892<br>3mo | J.Fullerton<br>&Co.<br>Paisley | **W.Hammond& J.Herdman** | 130·2 \| 22·1 \| 9·6<br>Q72′B9′F21′<br>BK6″<br>*WB*=*FPT* | **Glasgow**<br>British | C.2Cy.19″&36″–24″ (*s*)<br>90lb *75lb* 55HP<br>1SB,*2pf*,GS35,HS910<br>Ross&Duncan,Glasgow | 10 ″ 2<br>s ″ 7 | |
| 639 | **Tyrian** **SteelScSr**<br>~~*J.Morton* 81–90~~ *ss*Sou.No.1–95<br>1*Dk*(*ptIrn*–ws)&*Awngdk*3*trB*<br>*Elec.light* *J.Kelly* –95 | 1455<br>1396<br>886 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>2,95 ~~5,94~~<br>✠LMC5,~~96~~2,95 | Sou<br>LA&CP | *p* | 1890<br>5mo | Day,Sum-<br>mers&Co.,<br>Southampton | P.Selby&R.W.Jeans<br>~~Union S.S.Co. (Lim.)~~<br>W.H.Smith&<br>Sons(Lim.) *Mgrs.* | 260·3 \| 33·1 \| 15·9<br>F37′ 23·3<br>BK8½″<br>*WB*=*DB*a36′*f*48′ | ~~S'thamptn~~<br>British<br>Melbourne | T.3Cy.21″,34″&57″–36″ (*s*)<br>160lb *100lb* 200HP<br>2SB,*6cf*,GS115<br>Day,Summers&Co.,Sou.<br>C.4Cy.20″&35″–36″<br>NB79 96HP<br>*Cmp.*79D.&W.Henderson&<br>Co.,Glasgow | 16 ″ 9<br>s 8 ″ 5½<br>w 8 ″ 8 | |
| 640 | — **IronScSr**<br>*A.Haig* 87–87 2*Dks* | 1039<br>894<br>667 | | | … | 1869<br>9mo | R.Duncan<br>&Co.<br>Pt.Glasgow | **A.C.Colvil** | 237·5 \| 30·2 \| 19·9<br>Q120′ F36′ | **Glasgow**<br>British | | | |
| 641 | — **WoodSc3MstSr**<br>*T.Taraldsen* (*ex*H.M.S.Tyrian)<br>1*Dk* | 193<br>178<br>121 | | | | | ..... | **S.Soutar** | 121·3 \| 21·6 \| 8·9<br>H16*t* | **Kingstn Ja**<br>British | H.1Cy.18″–18″<br>60HP | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

N.B.—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numero l'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Construit. Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|

While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1<br>32<br>HBQD | **Uakanoura Maru** WoodSr<br>*YaraTatsushige* | 110<br>91<br>68 | | | | 1879 | J.Taylor<br>Kobè | NishimuraZenzo | 87·2\|13·5\|11·1 | Shimoda<br>Japanese | 1Cy.<br>22HP | |
| 2<br><br>JBQD | **Uddeholm** SteelScSr<br>*H.Boström* -93 1*Dk* | 235<br>185<br>163 | | | | 1893 | Eriks bergs M.V.<br>Gothenburg | NyaÅngf.Aktieb. "Elfdalen" (A.W.Wallerstedt) | 101·9\|22·1\|11·4<br>B33′ H6*t* F12′ | Carlstad<br>Swedish | C.2Cy.11¾″&23⅜″-14⅝″<br>30HP<br>EriksbergsM.V., Gothenburg | |
| 3 | — CompScSp<br>*C.Johansson* -90 1*Dk*<br>(*ex*Mårten) | 189<br>159<br>139 | | | | 1887 | P.Larsson<br>Thorskog | C.Pettersson | 100·2\|21·0\| 9·8<br>P22′ F11′ | Gothenbrg<br>Swedish | 2Cy.11¾″&17½″-15½″<br>25HP<br>P.Larsson,Thorskog | |
| 4<br>673<br>HPKQ | **Uddevalla** IronScSr<br>*J.Olsson* 1*Dk* | 252<br>119<br>184 | | | | 1878 | MotalaCo.<br>Gothenburg | Ångb.Aktieb. "Bohuslänska Kusten" (C.O.S.Posse) | 127·6\|21·9\| 8·6<br>P77′ H15*t* F33′ | Uddevalla<br>Swedish | C.2Cy.19⅝″&34″-21″<br>60HP<br>MotalaCo.,Gothenburg | |
| 5<br>60770<br>NTHR | **Udea** (*WRECKED 4,94*) IronScK<br>*G.Johnstone* -94<br>1*Dk* | 157<br>147<br>82 | | | ... | 1873<br>9mo | Schlesnger, Davis&Co.<br>Newcastle | D.MacBrayne | 110·5\|18·1\|10·1<br>Q42′ | Glasgow<br>British | 2Cy.14″&27″-20″<br>NB92 30HP<br>*WB* Christie,Gutch&Co.,N.Shl | 10·11<br>s 1·6 |
| 6<br>99806 | **Uganda** SteelScSr<br>*J.McDonald*85-92<br>1*Dk*(*Stl*)&*Spardk*(*Irn*) &*deepframing* | 2444<br>2316<br>1586 | ✠100A1<br>*Spar dk withfreeboard*<br>5,95 ~~8,92~~<br>✠LMC5,92 | Gls<br>LA&CP | *s* | 1892<br>5mo | A.Stephen &Sons<br>Glasgow | S.S.UgandaCo. (Lim.) (Maclay& McIntyre) | 310·0\|41·0\|13·6<br>drp93 21·9<br>FK<br>*WB*= *CellDB*248′ | Glasgow<br>British<br>5*BHCem*<br>534*tAPT*~~25*t*~~ 115*t* | T.3Cy.21″,33″&54″-42″ (*s*)<br>160lb *70lb* 220HP<br>2SB,*4rf*,GS154,HS3300<br>A.Stephen&Sons,Glasgow | 16·0<br>~~s 6·0~~<br>s 5·7 |
| 7<br>104167 | — IronScK<br>*A.Lambert* -94 1*Dk* | 131<br>122<br>46 | ✠100A1<br>*StmTrawler*<br>~~5,94~~ 5,95<br>~~(Class Cont m plated)~~ | Hul<br>LA&CP<br>Gms<br>✠LMC5,94 | | 1894<br>5mo | Cook, Welton& Gemmell<br>Hull | GrimsbyUnion SteamFishing Co.(Lim.) | 93·5\|20·3\|11·0<br>Q18′<br>BK7½″ | Grimsby<br>British<br>3*BHCem* | T.3Cy.11″,17″&30″-21″ (*s*)<br>160lb 44HP<br>1SB,*2pf*,GS28,HS800<br>Earle'sCo.(Lim.),Hul. | 11·10 |
| 8<br>93261 | **Ugie** IronScSr<br>*W.Burgess* -94 *ss*Pet.No.2-94<br>(*ex*Reine des Belges,*ex*Piscator)<br>*Well deck* 1*Dk* | 236<br>166<br>99 | ✠100A1<br>12,94 ~~1,94~~<br>BS12,94 | Abn<br>A&CP<br>✠LMC1,94 | *d* | 1886<br>3mo | S M'Knght &Co.<br>Ayr | Peterhead,Leith &AberdeenS.N. Co.(Lim.) | 130·0\|21·1\|10·0<br>Q39′B40′F30′<br>BK6½″<br>*WB*=*DBa*20′ | Peterhead<br>British<br>4*BHCem*<br>68*tAPT*11*t* | C.2Cy.18″&34″-24″ (*a*)<br>85lb *60lb* 55HP<br>1SB,*2pf*,GS34<br>Muir&Houston,Glasgow | 10·6 |
| 9<br><br>RBMG | **Uhlenhorst** IronSc3MstSr<br>*H.M.Krützfeldt* -90<br>1*Dk*2*trB* | 742<br>673<br>608 | | | ... | 1866<br>6mo | Schlesnger, Davis&Co.<br>Newcastle | H.Diederichsen | 199·2\|28·7\|16·0<br>B22*t* | Kiel<br>German | T.3Cy.14½″,23½″&36½″-23½″<br>NE88<br>*WB* Geb.Howaldt,Kiel | 16·11 |
| 10<br>1079<br>HGPK | **Ujigawa Maru** WoodScSr<br>*KamimuraShiro* | 268<br>251<br>166 | | | | 1888 | Uada Chohei<br>Osaka | OsakaShosen Kaisha | 131·9\|18·7\|15·7<br>– | Osaka<br>Japanese | 2Cy.<br>35HP | |
| 11<br><br>HPVJ | **Ulabrand** IronScSp<br>1*Dk*2*trB* | 107<br>100<br>42 | | | | 1882 | RostockS. B.&Eng.Co.<br>Rostock | Langesundsfjor- densBuxerdamp- skibsselskab | 80·5\|18·3\| 9·9 | Porsgrund<br>Norwegian | C.2Cy.17¾″&31½″-19″<br>49HP<br>*WB* RostockS.B.&E.Co.,Ros. | |
| 12<br><br>RMDH | **Uleåborg**<br>*Granberg* | —<br>—<br>347 | | | | 1876 | ..................<br>Stockholm | FinskaÅngfartygs Aktiebolaget (L.Krogius) | .................. | Helsingfrs<br>Russian | T.3Cy.16½″,25¾″&41½″-25¼″<br>130HP<br>W.Lindbergs,M.V.och. Varf.Akt.,Stockholm | |
| 13<br><br>HFBN | **Ulf** IronScSr<br>*T.Natvig* 1*Dk*2*trB*<br>(*ex*Lena) | 947<br>707<br>590 | | | ... | 1865<br>4mo | J.Laing<br>Sunderland | Aetieselskabet "Ulf." (C.Thorbjörnsen) | 206·7\|30·4\|14·6<br>P200*t* H11*t* F29*t*<br>FK | Chrstiania<br>Norwegian | 2Cy.38½″&38½″-30″<br>NB82 90HP<br>G.Clark,Sunderland | |
| 14<br><br>HSKP | **Ulfåsa** CompScSr<br>*J.T.Magnuson* -92 1*Dk* | 206<br>178<br>150 | | | | 1885 | S.Groth<br>Sjötorp | MotalaRederi- aktieb. (G.F.Petterson) | 101·4\|20·8\|11·1<br>H7*t* B18′ | Motala<br>Swedish | 2Cy.13″&24″-17″<br>30HP<br>MotalaCo.,Motala | |
| 15<br><br>JBDC | **Ullånger** IronScSr<br>*P.Hägglund* (*ex*Norrvik, *ex*Wenersborg,*ex*Nordingrå,*ex*Tjust)<br>1*Dk* | 118<br>63<br>80 | | | | 1864 | MotalaCo.<br>Motala | M.Nordlöt | 92·5\|17·7\| 7·2<br>Q24′ B28′ H8*t* F8′ | Ullånger<br>Swedish | 1Cy.12¾″-17½″<br>20HP<br>MotalaCo.,Motala | |
| 16<br><br>JWMS | **Uller** WoodScSr<br>*H.Jondahl*88-88 1*Dk*2*trB* | 307<br>222<br>174 | | | | 1872 | Kockums Værkst.<br>Malmö | Madsen& Jespersen | 128·0\|25·5\|11·2<br>Q16*t* B66*t* | Stavanger<br>Norwegian | C.4Cy.12″&25″-17⅝″<br>50HP<br>Burmeister&Wain,Cpn. | |
| 17<br>65748<br>LMBD | **Ulleswater** IronScSr<br>*W.Steer* -94 *ss*Shl.No.3-10,84<br>*Well deck* *ss*Shl.No.2-93<br>1*Dk*3*trB* | 841<br>735<br>511 | ✠90A1<br>~~6,9~~ 2,95 ~~11,9~~<br>✠NB85<br>B36,94 | Nwc<br>A&CP<br>LMC2,93<br>~~Dly~~ Bw | *m* | 1872<br>8mo | W.Dox- ford&Sons<br>Sunderland | H.Strachan&Co. | 224·2\|28·9\|16·1<br>Q85′B66*t*F35′<br>len73 srp95 BK8″<br>*WB*=*DB*<br>drp94 | London<br>British<br>4*BHCem*<br>a47′*f*49′237*t* | C.2Cy.26″&47″-33″ (*i*)<br>80lb *80lb* NDB89 90HP<br>1SB,*3pf*,GS54<br>G.Clark,Sunderland | 16·10<br>s 2·7 |
| 18<br><br>JSTC | **Ulloa** IronSc3MstSr<br>*Estarelles* *ss*Lon.No.3-2,92<br>1*Dk*&*Awngdk* | 1049<br>1028<br>651 | 90A1<br>*Awng dk withfreeboard*<br>~~5,94~~ 5,95<br>B85,94 | Lon<br>LA&CP<br>✠LMC2,92 | *m* | 1880<br>4mo | Napier, Shanks& Bell<br>Glasgow | Cia.Maritima | 212·7\|28·9\|13·9<br>21·2<br>ptND92 BK7½″ | Barcelona<br>Spanish<br>4*BHCem* | C.2Cy.23″&46″-30″ (*i*)<br>80lb *55lb* NDB88 85HP<br>1DB,*4pf*,GS54<br>Dunsmuir&Jackson,Gls. | 14·8<br>s8·8<br>w8·10 |
| * 19<br><br>JVCD | **Ulriken** SteelScSr<br>*C.Bergh* -91 1*Dk*(*Stl*)&*Webframes*<br>*Well deck* | 2361<br>1847<br>1836 | ✠100A1<br>1,95 ~~7,92~~ | Npt<br>A&CP<br>✠LMC3,91<br>Shl | *s* | 1891<br>3mo | R.Thomp- son&Sons<br>Sunderland | S.Troye | 290·0\|38·6\|19·7<br>P29′Q80′B126′F31′<br>FK<br>*WB*=*CellDB*238′ | Bergen<br>Norwegian<br>6*BHCem*<br>463*tAPT*55*t* | T.3Cy.21½″,35″&58″-39″ (*s*)<br>160lb *90lb* 180HP<br>2SB,*6rf*,GS103<br>J.Dickinson,Sunderland | 22·8 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned inc. present Abbrev. Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. *ft. in.* | 15 Other Regist. in which class'd. Details of Bot. Trip & Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 | **Ulster** **IronPadSr** | 1713 1357 627 | | | | 1860 | Laird Bros. Birkenhead | City of Dublin Steam Packet Co. | 336·7 | 35·2 | 18·8 | Dublin British | O.2Cy.96″–84″ NB85 750H J.Watt&Co.,Birmingham | | BT till ~~7,94~~ 8,95 |
| 21 | **Ulunda** **IronScSr** *I.Fleming* 91–93 *ss* Hfx.No.2–91 1*Dk*(*Irn*)&*Spardk*(*pt Irn*)3*trB* | 1717 1597 1096 | ✠100A1 *Spar dk* 2,958~~,02~~ ~~B82,94~~ | Liv LA&CP Lon ~~B83,94~~ ✠LMC11,91 | *s* | 1885 4mo | A.Stephen &Sons Glasgow | Canada&Newfoundland S.S.Co. (Lim.)(J.Hall, *Mgr.*) *WB* | 275·0 B84′ | 35·0 BK9″ | 15·4 23·0 | Halifax N.S. British | C.2Cy.33″&62″–42″ 90lb *40lb* 200H 2SB,*6pf*,GS99 A.Stephen&Sons,Glasgow | 16 ″ 4 s 5 ″ 7½ | |
| | | | | | | | | | = *DBu E*&*B*60′ 118 *t MT* 20′293*t* | | | | | | |
| 22 | **Ulundi** **IronScK** *R.Brown* –94 1*Dk* | 131 122 ~~46~~ | ✠100A1 *Stm Trawler* ~~6,94~~ 12,94 *(Class Contem. plated)* | Hul LA&CP Gms ~~LMC6,94~~ | | 1894 6mo | Cook, Welton& Gemmell Hull | Grimsby Union Steam Fishing Co.(Lim.) | 93·5 Q18′ | 20·3 BK7½″ | 11·0 | Grimsby British | T.3Cy.11″,17″&30″–21″ (*s*) 160lb 44H ~~45H~~ 1SB,*2pf*,GS28,HS800 Earle's Co.(Lim.),Hull | 11 ″ 10 | |
| 23 | **Ulva** **IronScSr** *H.J.White* 79–93 *ss* Lth.No.3–2,94 1*Dk* | 485 415 282 | ✠100A1 10,94~~3,94~~ ✠NB2,94 | Lth A&CP LMC2,94 | *h* | 1878 3mo | R.Steele& Co. Greenock | Leith, Hull& Hamburg Steam Packet Co. (J.Currie&Co., *Mgrs.*) | 173·8 P33′F24′ | 24·6 BK7″ | 13·2 | Leith British | C.2Cy.22″&40″–27″ (*s*) 75lb *60lb* NDB94 70H 1SB,*3cf*,GS43,HS1091 R.Steele&Co.,Greenock | 13 ″ 9 s 1 ″ 8 | BT till ~~2,94~~ 10,95 |
| 24 | **Ulysses** **SteelScSr** *W.P.Lapage* –92 2*Dks*(*Stl U*–ws)3*trB* | 3572 3221 2299 | ✠100A1 2,952~~,94~~ ✠LMC9,92 | Lon LA&CP | *w* | 1892 9mo | Scott&Co. Greenock | Ocean S.S.Co. | 354·9 P32′B92′F50′ *WB* = *Cell DB*260′ | 42·8 BK10′ | 26·7 646*t APT*64*t* | Liverpool British | T.3Cy.23″,38″&62″–54″ (*s*) 160lb *160lb* 500H 1DB,*6cf*,GS144,HS5702 FD Scott&Co.,Greenock | 30 ″ 0 s 6 ″ 4 | BT till ~~8,94~~ 7,95 |
| 25 | — **IronScK** *E.Greenleaves* –89 *ss* Gms.No.1–93 1*Dk* | 165 156 70 | ✠100A1 *Well fishing* 6,93 | Gms *vessel* LA&CP ✠LMC7,93 | | 1889 3mo | Cochrane, Cooper& Schofield Beverley | Grimsby Union Steam Fishing Co.(Lim.) | 106·5 Q18′F22′ | 20·5 BK7½″ | 11·5 | Grimsby British | T.3Cy.12½″,19½″&31½″–22½″ 150lb (*s*) 50H 1SB,*2cf*,GS27,HS797 C.D.Holmes&Co.,Hull | 12 ″ 0 | |
| 26 | — **IronPadSr** *T.Whale* 80–85 | 118 115 99 | | | | 1874 | J.Read-head&Co. South Shields | ~~J.Lawson~~ Stm Tug Boat Co(Lim) (J.Lawson *Mgr.*) | 100·6 | 18·0 | 9·4 | ~~London~~ British ~~S~~Shields | L.2Cy.26½″–48″ 70H J.Readhead&Co.,S.Shields | | |
| 27 | **Uman** **IronScSr** *O.F.Klintberg* 1*Dk* | 630 397 503 | | | | 1873 | W.Lind-bergs Warfs &Wærkstads Aktiebolag Stockholm | Umeå Nya Angf.Aktieb. (C.G.Moritz) | 170·2 P108′ | 25·1 H29*t* | 13·5 F31′ | Umeå Swedish | C.2Cy.24″&48″–27″ NB93 100H W.Lindberg's Mek.V.,Skm. | | |
| 28 | **Umatilla** **IronSc** *Holmes* 81– 2*Dks* | 3070 — 2168 | | | | 1881 | J.Roach& Son Chester,Pa. | Oregon Improvement Co. | 310·0 B72*t* | 40·6 F36′ | 22·3 | Portlnd,O. Utd.States | C.2Cy.40″&74″–54″ J.Roach&Son,Chester,Pa. | | V |
| 29 | **Umballa** **IronScBn** *A.E.Stebbing* –93 *ss* Cff.No.1–84 (*ex* Tangier) 2*Dks*(1*Irn*)3*trB* | 1911 1785 1242 | ✠ 6,86 ✠ | Cal A&CP | *s* | 1880 5mo | R.Dixon& Co. Middlesbro' | British India Stm. Nav.Co.(Lim.) | 269·7 P26′ F38′ drp86 *WB* = | 35·2 *D Ba* 76′ | 24·4 | Glasgow British | C.2Cy.35″&63″–36″ NDB93 210H T.Richardson&Sons,Hpl. *E*&*B*46′250′ *MT*30′335*t* | 25 ″ 10 | |
| 30 | **Umberto I.** **IronScSr** *A.Serrati* 85–89 2*Dks*&*Spardk* | 2821 1854 1528 | | | … | 1878 8mo | A M'Millan &Sons Dumbarton | Nav.Gen.Italiana | 359·7 | 37·9 31′6 | 23·0 | Genoa Italian | C.2Cy.54″&96″–54″ 801H J.&J.Thomson,Glasgow | | I |
| 31 | **Umbilo** **SteelScSr** *R.Lewis* –94 1*Dk*(*Irn*)& *Elec.light* *Spar dk*(*Irn–pt* ws)3*trB* *ss* Cff.No.1–94 | 1923 1805 1232 | ✠100A1 *Spar dk* ~~7,94~~ ~~8,94~~ 11,94 | Cff LA&CP ✠LMC8,94 Shl | *r* | 1890 3mo | W.Gray& Co.(Lim.) W Hartlepool | Bullard,King&Co. | 270·4 P&c.51′B26′ F21′ *WB* = | 37·5 23·0 drp90 0FK *FPT* 77*t APT* &*c*97*t* | 16·2 4 *BH Cem* *MT* 26′295*t* | London British | T.3Cy.22½″,35″&59″–39″ (*s*) 150lb *60lb* 210H 2SB,*6rf*,GS103,HS3860 Cent.Mar.E.Wks.,W.Hpl. | 17 ″ 2 s 5 ″ 7½ | D |
| 32 | **Umbria** **SteelScBk** *T.C.Dutton* –93 *Elec.light* | 8128 7129 3699 | | | | 1884 6mo | J.Elder& Co. Glasgow | Cunard Steamship Co.(Lim.) | 501·6 F112*t* | 57·2 | 38·2 | Liverpool British | C.3Cy.71″&(2)105″–72″ 2500H J.Elder&Co.,Glasgow | 40 ″ 0 s 11 ″ 6½ | BT till ~~10,94~~ 6,95 |
| 33 | — **IronScYl** *J.Breerton* –91 1*Dk* | 155 142 57 | ✠100A1 *Stm Trawler* 8,94~~1,94~~ ✠LMC11,91 Gms | Gls LA&CP | | 1891 11mo | Mackie& Thomson Glasgow | Grimsby Union Stm.Fishing Co. (Lim.) | 100·5 Q19′F19′ | 20·5 BK7½ | 10·7 | Grimsby British | T.3Cy.11″,16½″&27″–22″ (*s*) 160lb 45H 1SB,*2pf*,GS32 Muir&Houston,Glasgow | 11 ″ 11 | |
| 34 | **Umfuli** **SteelScSr** *R.J.Cringle* –93 1*Dk*(*Stl*)& *Elec.light* *Spar dk*(*Stl–ptws*) & *Web frames* | 2370 2108 1513 | ✠100A1 *Spar dk* ~~6,94~~ ~~2,94~~ ~~2,96~~ ~~4,96~~ 5,95 ~~6,94~~ | Lon A&CP ✠LMC11,93 Sld | *s* | 1893 11mo | J.Laing Sunderland | Bullard,King& Co. | 300·3 P60′B66′F24′ *WB* = *Cell DB*238′361*t FPT* | 40·2 21·8 FK | 14·8 5 *BH Cem* 80*t APT* 48*t* | London British | T.3Cy.23″,38″&62″–42″ (*r*) 160lb *60lb* 300H 2SB,*6rf*,GS110,HS3690 G.Clark(Lim.),Sunderland | 17 ″ 2 s 5 ″ 3 | BT till ~~11,94~~ 2,96 |
| 35 | **Umhloti** **SteelScSr** *H.H.Clark* –93 1*Dk*(*Irn*)& *Spardk*(*Irn*)& *Webframes* *Elec.light* | 2173 2035 1398 | ✠100A1 *Spar dk* 8,94~~1,94~~ ✠LMC10,90 Shl | Cff A&CP | *s* | 1890 10mo | W.Gray& Co.(Lim) W Hartlepool | Bullard,King&Co. | 300·0 P7′B26′F21′ *WB* = | 40·0 21·6 FK *Cell DB* 246′480*t FPT* | 14·8 5 *BH Cem* 77*t APT* 18*t* | London British | T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *60lb* 250H 2SB,*6rf*,GS107,HS3580 Cent.Mar.E.W.,W.Hpl. | 17 ″ 2 s 5 ″ 8½ | |
| 36 | **Umkuzi** **SteelScSr** *F.W.Randall* –93 *ss* Sld.No.1–95 *Elec.light* *Stl plating*&*Irn framing* 1*Dk*(*Irn*)& *Spardk*(*Irn–pt* ws)3*trB* | 2050 1935 1300 | ✠100A1 *Spar dk* ~~1,95~~ ~~4,94~~ 5,95 | Sld LA&CP ✠LMC5,~~00~~ 2,94 | *r* | 1890 5mo | J.Laing Sunderland | Bullard,King&Co. | 281·5 B25′ ~~drp91~~ *WB* = | 38·9 23·2 FK *FPT* 75*t APT* 125*t* | 16·4 4 *BH Cem* *MT* 28′300*t* | London British | T.3Cy.21″,34″&56″–42″ (*s*) 150lb *80lb* 250H 2SB,*6rf*,GS106 G.Clark(Lim.)Sunderland | 17 ″ 3 s 5 ″ 10½ | D |
| 37 | **Umlazi** **Steel&IronScSr** ~~*A.L.Marshall* 91–94~~ *ss* Lon.No.1–93 *Teer Irn framing Stl plating* 1*Dk*(*Irn*)& *Elec.light* *Spardk*(*Irn–ws*)3*trB* | 1759 1688 1140 | ✠100A1 *Spar dk* 5,~~91~~3,91 4,95 | Lon A&CP ✠LMC1,93 ~~C1,93~~ | *q* | 1888 11mo | J.Laing Sunderland | Bullard,King&Co. | 260·0 B25′ *WB* = | 36·6 23·2 FK *MT f* 26′261*t a*36′ | 16·1 4 *BH Cem* 100*t FPT* 70*t* | London British | T.3Cy.21″,34″&56″–42″ (*r*) 150lb *60lb* 200H 2SB,*6rf*,GS106 G.Clark,Sunderland | 17 ″ 1 s 5 ″ 7½ | |
| 38 | **Umona** **Steel&IronScSr** *B.Lincoln* –94 *Stl plating Irn framing* 1*Dk*(*Irn*)& *Spar Dk*(*Irn–pt* ws)3*trB* *Elec.light* | 2031 1891 1288 | ✠100A1 *Spar dk* 10,94~~5,94~~ ✠LMC12,90 | Cff A&CP | *r* | 1890 12mo | J.Laing Sunderland | Bullard,King&Co. | 281·5 B25′F20′ *WB* = | 38·9 23·2 FK *FPT* 73*t APT* 115*t* | 16·3 4 *BH Cem* *MT* 27′288*t* | London British | T.3Cy.21″,34″&56″–42″ (*s*) 150lb *60lb* 250H 2SB,*6f*,GS106 G.Clark(Lim),Sunderland | 17 ″ 3 s 5 ″ 8 | D |
| 39 | **Umzinto** **Iron&SteelScSr** *H.Bruckshaw* –93 *ss* Nwc.No.1–91 1*Dk*(*Irn-ws*)& *Spar dk*(*Irn*-ws)3*trB* *Elec.light* *Irn framing Stl plating* | 1802 1691 1160 | ✠100A1 *Spar dk* 8,94~~4,92~~ BS5,94 ✠LMC5,93 | Sld A&CP Cal | *q* | 1886 11mo | J.Laing Sunderland | Bullard,King&Co. | 261·0 B19′F20′ *WB* = | 36·2 23·0 FK *MT* 26′258*t*&*a*38′ | 16·2 4 *BH Asp* 125*t FPT* 5*t* | London British | T.3Cy.21″,34″&56″–42″ (*a*) 150lb *60lb* 200H 2SB,*6cf*,GS100 G.Clark,Sunderland | 17 ″ 1 s 5 ″ 10½ | |
| 40 | **Una** **IronSc3MstSr** *J.W.Usher* 85–85 | 1307 1120 839 | | | | 1859 | Palmer Bros.&Co. Newcastle | W.S.Bailey | 250·7 P123*t* | 30·2 | 20·8 | Hull British | C.2Cy.30″&60″–33″ NE75 NB86 200H Bailey&Leetham,Hull | 21 ″ 9 s 3 ″ 10 | |

| 1<br>Numero d'Ordre<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14<br>Creux sur Quille. Franc-bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | **Una** SteelScSr<br>*A.Vaz*<br>1*Dk&ptShadedk* | 441<br>322<br>269 | ✠<br>*pt Shade dk withfreeboard*<br>1,89<br>✠ | Fal<br>LA&CP | *g* | 1888<br>12mo | A.Hall&<br>Co.<br>Aberdeen | Companhia deNav. dePernambuco | 160·1<br>P41'B37'F24'<br>*ptShade dk* | 26·1 | 10·5<br>BK7'' | Prnmbuco<br>Brazilian<br>4*BHCem* | T.3Cy.12",19"&32"-24"<br>60HP<br>1SB,2*rf*,GS53<br>J.Scott&Co.,Kirkcaldy | 11 |
| 42<br>96214 | — IronScK<br>1*Dk*<br>*ss*Gms No.1-94 | 154<br>147<br>80 | ✠100A1<br>*StmTrawler*<br>~~8,94~~~~3,90~~<br>3,95 | Hul<br>LA&CP<br>✠LMC3,~~90~~<br>8,94<br>Gms | | 1890<br>3mo | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | GrimsbyUnion SteamFishing Co.(Lim.) | 101·0<br>Q16'F19' | 20·7 | 11·0<br>BK7½'' | Grimsby<br>British<br>3*BHCem* | T.3Cy.12½",19½"&31½"-22½"<br>150lb (*s*) 50HP<br>1SB,2*cf*,GS27,HS780<br>C.D.Holmes&Co.,Hull | 11 |
| 43<br>22037<br>NJTC | **Uncle Sam** WoodPad<br>*J.Newman*75-75 | 159<br>159<br>77 | | | | 1849 | ..................<br>London | W.Watkins | 107·0 | 20·3 | 10·9 | London<br>British | 2Cy.<br>80HP | |
| 44<br>104248 | **Undaunted** SteelScSr<br>~~*S.Elevate*~~ -94*S.Elcoat*75-94<br>1*Dk*(*pt Irn pt Stl*)&*Spar dk*3*trB* | 3159<br>2971<br>2026 | ✠100A1<br>*Spar dk*<br>1,95~~6,94~~<br>(~~GlassContem plated~~) | Sws<br>A&CP<br>✠LMC5,94 | *u*<br>Liy | 1894<br>5mo<br>— | R.Stephen-<br>son&Co.<br>(Lim.)<br>Newcastle | McIntyreBros.& Co. | 324·0<br>P28'F40'<br>*WB=CellDB*224'501*tFPT* | 43·1 | ~~25·9~~<br>17·9<br>FK25·9 | Newcastle<br>British<br>5*BHCem*<br>17*tAPT*45*t* | T.3Cy.23½",39"&64"-42"(*s*)<br>170lb *100lb* 220HP<br>2SB,6*cf*,GS118,HS4200<br>Blair&Co.(Lim.),Stockton | 20 9 |
| 45<br>89542<br>JHFQ | — IronScTugK<br>*J.Moakes*88-88<br>1*Dk* | 76<br>76<br>4 | | | ... | 1884<br>1mo | Harvey&<br>Co.<br>Hayle | GamecockSteam TowingCo. | 85·1 | 17·2 | 9·3 | London<br>British | C.2Cy.16¾"&32"-21"<br>88HP<br>Harvey&Co.(Lim.),Hayle | |
| 46<br>4250<br>HDFM | **Underwriter** IronScSr<br>*E.Clifford* -93 (*ex*CharlesPearson) | 327<br>—<br>164 | | | | 1863 | Neafie&<br>Levy<br>Philadelphia | BostonTowboatCo. | 120·8 | 26·1 | 14·8 | Boston, Mas.<br>Utd.States | C.2Cy.22"&40"-36"<br>AtlanticWorks,E.Boston | |
| 47<br>25239 | — IronSc<br>*B.Mitchell* | 171<br>—<br>85 | | | | 1881 | J.H.Dia-<br>logue<br>Camden,N.J. | BayPilots'Association of New Orleans | 112·7 | 22·0 | 11·3 | N.Orleans<br>Utd.States | 2Cy.20"&36"-23"<br>J.H.Dialogue,Camden,NJ. | |
| 48 | **Undine** IronScSr<br>(*ex*Viken) | 357<br>—<br>220 | | | | 1872 | E.Lindsay<br>Newcastle | Babacheffo | 142·0 | 23·6 | 14·2 | | C.2Cy.18"&34"-24"<br>45HP<br>BowdenBros.,Newcastle | |
| 49<br>96195<br>LGKQ | — IronScK<br>*J.Tofton* -89 1*Dk*<br>*ss*Gms.No.1-93 | 163<br>155<br>69 | ✠100A1<br>*Well fishing*<br>10,94~~10,93~~<br>✠LMC10,93 | Gms<br>*vessel*<br>LA&CP | | 1889<br>5mo | Cook,<br>Welton,&<br>Gemmell<br>Hull | GrimsbyUnion SteamFishing Co.(Lim.) | 106·3<br>Q18'F22' | 20·5 | 11·5<br>BK7½'' | Grimsby<br>British<br>3*BHCem* | T.3Cy.12½",19½"&31½"-22½"<br>150lb (*s*) 50HP<br>1SB,2*cf*,GS27,HS797<br>C.D.Holmes&Co.,Hull | 12 0 |
| 50 | **União** SteelScSr<br>*W.Atkins*90-91 (*ex*Jatoba)<br>*Well deck* 1*Dk*(*Irn*) | 634<br>481<br>431 | ✠100A1<br>6,91<br>✠LMC6,91 | Sou<br>LA&CP | *i* | 1891<br>6mo | Southmptn<br>NavalWorks<br>(Lim.)<br>Southampton | CiaEsperança Maritima<br>*WB=CellDBa*35' | 182·0<br>Q92'B22'F23'<br>*&uE&B*29'99*t FPT* | 27·3 | 12·4<br>BK6'' | R.Janeiro<br>Brazilian<br>4*BHCem*<br>25*tAPT*19*t* | T.3Cy.13½",22"&34"-24" (*s*)<br>160lb 69HP<br>1SB,2*rf*,GS30<br>Sou.Nav.Wks.(Lim.),Sou. | 13 5<br>1 0½ |
| 51<br>HMKJ | **Union** IronScSr<br>*H.H.Egenæss* *ss*Nwc.No.2-88<br>(*ex*HelenNewton) 1*Dk*2*trB*<br>*Well deck* | 1311<br>995<br>830 | ✠<br>5,91<br>✠ | Hpl<br>A&CP | *o* | 1880<br>3mo | R.Thomp-<br>son,jun.<br>Sunderland | Actieselskabet "Union" (H.Röed) | 241·4<br>P278*t* H6*t*<br>ptND89 | 32·2 | 17·0<br>F32*t* | Tönsberg<br>Norwegian<br>4*BHCem* | C.2Cy.28"&54"-33"<br>135HP<br>Blair&Co.(Lim.),Stockton<br>*WB=DBa*67'130*t* | 17 10 |
| 52<br>HCFV | — SteelScSr<br>*D.E.Leegaard* -93 1*Dk*2*trB* | 595<br>478<br>362 | | | | 1893 | Nylands<br>M.V.<br>Christiania | S.Wiese&Co. | 162·1<br>Q29*t* B63*t*<br>F10*t* | 26·9 | 15·1<br>H12*t* | Frdrikstad<br>Norwegian | T.3Cy.11½",17½",&30"-27"<br>63HP<br>NylandsM.V.Christiania | |
| 53<br>NPFB | — IronScSr<br>*C.N.Bloch* 2*Dks&Awngdk* | 543<br>459<br>286 | | | | 1875 | Lobnitz,<br>Coulbrn&Co.<br>Renfrew | ForenedeDamp-skibsSelskab | 189·0<br>P42*t* F29*t* | 26·6 | 13·8<br>20·3 | Horsens<br>Danish<br>*WB* | C.4Cy.20"&40"-36"<br>150HP<br>Lobnitz,Coulborn&C.,Rfw | |
| 54<br>JSVN | — Iron<br>*J.Bosch* -71 (*ex*Tarsis) | 519<br>—<br>401 | | | | 1852 | F.&C.de la<br>Médit.<br>LaSeyne | SociedadIslena Maritima | 177·5 | 23·2 | 16·2 | Mallorca<br>Spanish | C.2Cy.27½"&50½"-29½"<br>140HP<br>Forges&C.de laMedit,Msl. | |
| 55<br>92654 | — WoodSc<br>*O'Neil* -88 (*ex*Watertown) | 267<br>267<br>163 | | | | 1866 | Foster,<br>Jenkins&Co.<br>Kingston Ont | TheFortErie RailwayCo. | 132·0 | 23·6 | 6·8 | S Cathrnes<br>Ont.<br>British | 1Cy.32"-72"<br>100HP<br>Davison&Koran, Kingston | |
| 56 | — IronPad<br>*W.Wulff*80-86 1*Dk* | 197<br>—<br>122 | | | | 1885 | J.C.Teck-<br>lenborg<br>Geestemünde | Bugsirges. "Union" | 150·0 | 21·0 | 8·2 | Bremen<br>German | C.2Cy.23"&39"-47"<br>H.Pauksch,Landsberg | |
| 57<br>HRNG | — CompScSr<br>*H.O.Anderson*86-88 1*Dk* | 171<br>144<br>124 | | | | 1883 | S.Groth<br>Sjötorp | Rederiaktieb. "Union" (G.A.Braathen) | 99·1<br>P21' H6*t* | 20·7 | 9·4 | Carlstad<br>Swedish | C.2Cy.11¾"&23½"-14½"<br>25HP<br>EriksbergsM.V.,Got. | |
| 58<br>JSVM | — IronScSk<br>*P.Ureta*72-72<br>(*ex*MaryAnn) 1*Dk* | 131<br>103<br>37 | | | ... | 1877<br>5mo | HM'Intyre<br>&Co.<br>Paisley | CompaniaNaviera "Union" | 100·2<br>Q43' F12' | 18·9 | 8·7 | Bilbao<br>Spanish | C.2Cy.17"&31"-22"<br>NB84 45HP<br>Lees,Anderson&Co.,Gls. | 9 2 |
| 59<br>76845 | — IronScTug<br>*J.W.Smith* -93 1*Dk*<br>Wrecked 9,94 | 113<br>112<br>49 | | | ... | 1878<br>10mo | Aitken&<br>Mansel<br>Glasgow | UnionSteamShip Co.(Lim.) | 90·5 | 20·0 | 8·6 | S'thamptn<br>British | C.2Cy.18½"&33"-21"<br>50HP<br>J.Howden&Co.,Glasgow | |
| 60<br>JSVG | **Union Hullera** IronScSr<br>*Hullern* *ss*Hul.No.3-11,89<br>(*ex*Victory) *ss*Bbo.No.1-94<br>1*Dk*(*Irn*) | 446<br>349<br>277 | ✠100A1<br>4,94<br>✠NB11,89 | Bbo<br>A&CP<br>LMC4,94 | *g* | 1878<br>8mo | Murdoch&<br>Murray<br>Pt.Glasgow | L.Adaro | 160·5<br>Q79'F21'<br>*WB=DBa*40'*FPT* | 24·7 | 11·8<br>BK7'' | Gijon<br>Spanish<br>4*BHCem* | C.2Cy.21"&37"-24" (*r*)<br>80lb *65lb* NDB89 65HP<br>1SB,3*pf*,GS42<br>Kincaid,Donald&Co.,Grk. | 13 0 |
| 61<br>132<br>SPDL | **Unione** IronScSr<br>*Corsanego* -89 *ss*Goo.No.3-78<br>*Well deck* (*ex*Vigilant) 1*Dk* | 407<br>266<br>229 | 7,82 | Goo | | 1855 | Marshall<br>Bros.<br>Shields | T.Corsanego | 179·0<br>P99' F30'<br>len78 | 22·1 | 11·0 | Genoa<br>Italian<br>3*BHCem* | C.4Cy.12"&24"-26"<br>NE&B77 58HP<br>BalticEng.Works,Hull | |
| 62<br>11 | **Unione Operaia** WoodScSr<br>1*Dk* | 120<br>—<br>12 | | | | 1891 | G.Sacco-<br>manno<br>Lerici | SocietaUnione Operaia delGolfo | 95·8 | 19·6 | 10·2 | Spezia<br>Italian | C.2Cy.20"&34½"-23½"<br>120HP<br>Soc.Anon.Coop.diProduzione,Sampierdarena | |
| 63<br>95470<br>KVJB | **Unionist** SteelScSr<br>*J.Evans* -93 *ss*Hul.No.1-93<br>*Elec.light* 1*Dk*(*Irn*)2*trB&Webframes* | 2158<br>1951<br>1403 | ✠100A1<br>*withfreeboard*<br>1,95~~1,94~~<br>BS1,95 | Liv<br>A&CP<br>✠LMC4,93<br>Brs | *s* | 1888<br>10mo | Strand<br>SlipwayCo.<br>Sunderland | AngierSteam ShippingCo.(Lim)<br>*WB=CellDB* | 285·3<br>P28'B56'F34'<br>(*Irn*)236'521*tFPT* | 37·2 | 22·1<br>BK9½'' | London<br>British<br>5*BHAsp*<br>103*tAPT*27*t* | T.3Cy.21½",35"&58"-39" (*s*)<br>160lb *75lb* 180HP<br>2SB,4*rf*&2*pf*,GS90<br>N.E.MarineE.Co.(Lim),Sld | 24 11<br>~~5 3~~<br>4 10½ |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 64 88776 | **United Empire** WoodScSp 1*Dk* | 1961 936 1296 | | | | 1882 | Parry& Dyble Sarnia,Ont. | **N.WesternTransportationCo.(Lim)** | 258·8 H457*t* | 36·0 | 15·0 | **Sarnia** British | C.2Cy.34″&69″–42″ 1000HP G N.Oille,S.Catherines,On. | | |
| 65 Launched 1857 NDRM | **United Kingdom** IronPadSp *W.Flattery76–85* | 314 314 129 | | | | 1857 | Newcastle | ~~United Steam Tug Co.(Lim.)~~ J.Hurley | 154·6 len78 | 24·1 | 12·2 | **Liverpool** British | 2Cy.43″–72″ NB87 150HP Almond&Co.,N.Shields | | BT till 9,94 |
| 66 88707 | **United Lumberman** WoodScSr 1*Dk* | 399 319 259 | | | | 1884 | A.Stewart Dresden,Ont. | **GeorgeH.Morden** | 139·2 H40*t* | 31·6 | 11·7 | **WlcbrgOn.** British | C.2Cy.19″&32″–30″ 170HP KerrBrs.,Walkerville,Ont. | | |
| 67 88836 WQHR | **United Service** IronScSr *W.J.Warren* –93 *Well deck* 6thSurvey,Shl.86 2ndSurvey,Shl.7,92 1*Dk*2*trB* | 1414 1175 910 | ✠ A1, 1 11,94 ~~7,99~~ | Shl | Lv | 1865 9mo | Haswell Sunderland | **J.Westoll** | 262·5 Q50′B88′F33′ len73 BK8″ | 30·2 5*BH* *WB=DBa* | 20·2 | **London** British | C.2Cy.29″&55″–33″ 120HP 1B,4*f* N.E.MarineE.Co.(L.),Sld. | | |
| 68 — 6845 QSRN | **—** WoodPadTug *Offord86–86* ptIB | 107 107 14 | ✠ *For Tug purposes* 3,72 | Shl A&CP | 7 | 1871 9mo | Dodgin N.Shields | **Gt.YarmouthStm. TugCo.(Lim.)** | 98·6 Cl | 19·1 | 9·8 | **Yarmouth** British | 1Cy.35″–51″ NB89 44HP T.R.Scott&Co.,N.Shields | | BT till 10,94 |
| 69 10881 KNWH | **United States** IronPadSp *J.Burke78–78* *Now named "Brocklebank,"* | 235 235 64 | *See No. 25 in Supplement* | | | 1855 | ..... Newcastle | ~~United Steam Tug Co.(Lim.)~~ Alexandra Towing Co.(Lim.) | 137·1 | 23·1 | 11·4 | **Liverpool** British | L.2Cy.35″–72″ NB90 81HP A.Almond&Co.,N.Shields | | BT till 9,94 |
| 70 67812 HMSL | **Unity** IronScSr *P.Pound* –93 *ss*Goo.No.3–1,87 *ss*Liv.No.1–91 (*ex*MarianneBriggs,*ex*Marceau) | 598 480 334 | ✠ 90A1 3,94 ✠NB1,87 LMC8,91 BS3,94 | Liv A&CP | *i* | 1874 1mo | J Readhead &Co. S.Shields | **Co-operative Wholesale Soc.(Lim.)** | 191·0 Q85*t*B22*t*F31*t* ptND87 BK8″ *WB=DBa*$\frac{5}{8}$*f*92 | 27·8 4*BHCem* | 12·1 | **Liverpool** British | C.2Cy.23½″&44″–30″ (*s*) 90lb *45lb* NDB84 80HP 1SB,3*pf*,GS54,HS1495 J.Readhead&Co.,S.Shields | 12 ″ 7 s 1 ″ 3 | |
| 71 88968 RFWQ | **Universal** IronScSr *LT.F.Wilson* –94 ~~*ss*Sld No.1–91~~ *Well deck* *ss*SldNo2-95 *ss*No.3–3,86 *J.R.Scarborough* –95 1*Dk*(*Irn*)2*trB* | 1294 1116 843 | ✠ 100A1 3,95 ~~12,92~~ ~~BS11,98~~ ✠LMC5,~~94~~ 95 | Sld A&CP | *o* | 1878 2mo | ShortBrs. Sunderland | **Taylor&Sanderson** | 240·2 Q94′B42′F27′ BK9″ *WB=DB* | 33·0 5*BHCem* *a*74*f*46′180*t* | 17·9 | **Sundrland** British | C.2Cy.29½″&55″–36″ (*i*) 70lb 130HP 2B,GS78 G.Clark,Sunderland | 18 ″ 10 s 1 ″ 11 | |
| 72 73573 WTMJ | **Universe** IronPadSk *S.Barker89–89* | 143 143 35 | | | | 1875 | J.T.Eltringham SouthShields | **TeesConservancy Commissioners** | 115·8 | 19·5 | 9·9 | **Stockton** British | L.2Cy.30⅜″–54″ 85HP Hepple&Co.,SouthShields | | |
| 73 1299 HJNB | **Unyu Maru** WoodScSr | 271 255 168 | | | | 1892 | Hayashi Kanjiro Osaka | **MatsumayeUnyu Kabushiki Kaisha** | 131·4 | 18·4 | 14·6 | **Fukuyama** Japanese | 2Cy. 34HP | | |
| 74 856 HFQM | **Unyu Maru, No. 1** WoodSr *HirataShinkichi* | 107 88 66 | | | | 1884 | Hosoya Ushimatsu Osaka | **AmashakiIsaburo** | 91·0 | 13·2 | 11·3 | **Osaburo** Japanese | 2Cy. 9HP | | |
| 75 825 HFNL | **Unyu Maru, No. 2** WoodSr *AkiyamaSuyeharu* | 111 94 73 | | | | 1883 | Hosoya Ushimatsu Osaka | **AmashakiIsaburo** | 93·2 | 13·9 | 10·8 | **Osaka** Japanese | 1Cy. 9HP | | |
| 76 | **Upland** IronScSp *F.Janzon* 1*Dk* | 158 74 131 | | | | 1871 | Bergsund Mk.Verks Stockholm | **Uplands ångfartygsbolag (C.H.Backert)** | 105·3 B52′ | 17·6 F11′ | 7·5 H22*t* | **Stockholm** Swedish | C.2Cy.13¼″&23½″–15½″&19½″ 30HP BergsundMkVks.,Skm. | | |
| 77 98497 | **Uplands** SteelScSr *W.Turner84–90* *Well deck* 1*Dk*(*Irn*)& *Webframes* | 2275 1714 1467 | ✠ 100A1 2,94 ✠LMC11,90 | Bry A&CP | *r* | 1890 11mo | Ropner &Son Stockton | ~~Hardy,Wilson&Co.~~ R.Hardy&Co. | 272·2 P27′Q84′B108′F29′ BK10″ *WB=Cell* | 38·7 4*BHCem* *DB*224′409*t* | 18·8 | **W.Hartlpl** British | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *80lb* 180HP 2SB,4*cf*,GS66,HS2990 Blair&Co.(Lim.),Stockton | 21 ″ 11 s 1 ″ 10½ | D |
| 78 101472 SLPM | **Upolu** SteelScSr *G.Crawshaw85–92* 2*Dks*(*UptStl*–ws)& *Awngdk* | 1141 1117 700 | ✠ 100A1 *Awng dk with freeboard* 12,91 ✠LMC12,91 | Psy LA&CP | *m* | 1891 12mo | Fleming& Ferguson Paisley | **UnionSteamship Co.of N.Z.(Lim.)** *WB=DBa53′* | 220·0 *f*82′224*t* | 30·1 *APT*38*t* | 15·5 23·3 FK 4*BHCem* | **Dunedin, N.Z.** British | Q.4Cy.15″,23″,30″&45″–33″ 200lb *80lb* (*s*) 120HP 1SB,3*rf*,GS63 FD Fleming&Ferguson,Psy. | 16 ″ 4 s 8 ″ 9½ | |
| 79 | **Upperud** CompScSp *C.Sävström* –92 1*Dk* | 177 152 132 | | | | 1886 | G.Persson Nylandsö | **J.F.Bodén** | 100·1 Q4′ B20′ H4*t* F10′ | 21·0 | 9·7 | **LillaEdet** Swedish | | | |
| 80 | **Upsala** IronScSr *A.Johansson91–91* (*ex*Engsö,*ex*Kungsör,*ex*NyaEngsö) 1*Dk* | 157 75 122 | | | | 1875 | Bergsunds M.V. Stockholm | **Rederiaktieb. "Upsala" (C.E.Carlsson)** | 107·6 P72′ | 17·3 H6*t* | 7·4 F10′ | **Upsala** Swedish | C.2Cy.13¼″&23½″-15½″&19½″ 30HP BergsundsM.V.,Stockhlm. | | |
| 81 88588 KFDV | **Upupa** IronSc3MstSr *T.E.Perry* –93 | 902 839 568 | | | | 1871 | Palmers' Co. Newcastle | **City of CorkSteam PacketCo.(Lim.)** | 230·8 P&c.61*t* | 28·3 F34*t* | 17·2 | **Cork** British | C.2Cy.30″&60″–33″ NB78 140HP Palmers'Co.(Lim.),Nwc. | 19 ″ 0 s 2 ″ 9½ | BT till ~~8,94~~ 4,95 ~~9,94~~ 2,95 |
| 82 504 HBFR | **Urado Maru** Iron—Sr (*ex*Orissa) | 517 505 320 | | | | 1865 | ..... Dumbarton | **ToyeiKogyo Kabushiki Kaisha** | 158·3 | 22·2 | 19·0 | **Osaka** Japanese | 2Cy.38″ 72HP | | |
| 83 HJVP | **Uræd** WoodScSr *H.C.Askelund* 1*Dk* | 196 183 74 | | | | 1890 | ..... Bergen | **Actieselskabet "Det norske Bjergnings og Dykkercompani" (C.Bing)** | 115·7 H12*t* | 22·9 | 12·3 | **Chrstiania** Norwegian | C.2Cy.18½″&32⅓″–24¾″ Akersmek.Verksted, Christiania | | |
| 84 99922 KQMC | **Urania** SteelScSr *J.Smith* –88 *ss*Liv.No.1–92 *Well deck* 1*Dk*(*Irn*)& *Webframes* | 2591 2084 1704 | ✠ 100A1 3,95 ~~3,94~~ BS5,94 ✠LMC12,92 Liv | Cff A&CP | *s* | 1888 3mo | W.Gray& Co. W Hartlepool | **Gladstone&Cornforth** *WB=DBa*100*f*112′505*t* | 300·0 P27′Q98′B112′ F31′ BK10″ | 38·6 5*BHCem* *Asp* | 22·0 | **W.Hartlpl** British | T.3Cy.23″,36½″&62″–39″ (*s*) 160lb ~~*70lb*~~ 220HP 2SB,6*rf*,GS98 P70*lb* SNDB95 *80lb* CentralMarineECo.W.Hpl | 23 ″ 2 s 2 ″ 4½ | D |
| 85 NGLV | **—** SteelScSr *N.L.W.Callesen94–94* 1*Dk* | 1355 931 861 | | | | 1894 | Flensburgr Schiffsbau Gesellsch Flensburg | **Dampskibselskab. "Urania" (A.Christensen)** | 231·3 Q71′ | 34·3 B107′ | 13·7 F24′ *WB* | **Copnhagn** Danish | T.3Cy.16″,26″&43″–33″ 120HP FlensburgerSchiffsbau Gesellsch.,Flensburg | | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86<br>83<br>SQGR | **Urania**<br>*J.A.Rosqvist* –91<br>*Elec.light* | **SteelScSr**<br>1*Dk*(*Irn*)&*Spardk3trB* | 1110<br>943<br>706 | ✠100A1<br>*Spar dk*<br>*withfreeboard*<br>~~1,95~~ 5,95 ✠LMC8,91 | Hul<br>LA&CP | *n* | 1891<br>8mo | Wigham Richardson &Co. Newcastle | **FinskaÅngfartygs Aktiebolaget** | 220·0 \| 32·0 \| 12·7<br>P15′B40′F21′ 19·9<br>drp92 drp95 BK8″<br>*WB*=*Cell* | | | **Helsingfrs**<br>Russian | T.3Cy.23″,37″&60″–39″ (*s*)<br>160lb *80lb* 220H<br>2DB,*12pf*,GS166<br>*DB*156′110*t*<br>Wghm.Rchrdsn&Co.,Nwc. | 14 ″ 9<br>s 5 • 4½ |
| 87<br>JVBR | —<br>*G.L.Pettersen* –92 | **WoodScSr**<br>1*Dk*2*trB* | 501<br>392<br>308 | | | | 1892 | Laxevaags Maskin& Jernskibsbyg Bergen | **A.Halvorsen** | 162·7 \| 25·8 \| 14·6<br>Q31*t* B52*t* F19*t* | | | **Bergen**<br>Norwegian | T.3Cy.11½″,18″&29½″–24″<br>45H<br>LaxevaagsMaskin&Jernskibsbyg,Bergen | |
| 88<br>PVTN | —<br>*A.A.Harken*91–92 | **IronScSr**<br>1*Dk* | 315<br>—<br>193 | | | | 1857 | C.&W. Earle Hull | **Koninkl.Nederl. Stoomb.Maats.** | 157·8 \| 21·1 \| 11·7<br>P24′ Q15′ H24*t* | | | **Amstrdam**<br>Dutch | C.2Cy.18″&32″–27″<br>60H<br>Christie,Nolet&DeKuyper, Delfshaven | |
| 89<br>96216 | —<br>1*Dk*<br>*ss*Gms.No.1-94 | **IronScK** | 183<br>163<br>79 | ✠100A1<br>*Well fishing vessel*Gms<br>5,95 ~~1,9111,94~~ ✠LMC~~2,00~~ 11,94 | Hul<br>LA&CP | | 1890<br>3mo | Earle's Co.(Lim) Hull | **GrimsbyUnion SteamFishing Co.(Lim.)** | 107·4 \| 20·5 \| 11·4<br>Q42′F20′<br>BK7½″ | | | **Grimsby**<br>British | T.3Cy.12¾″,20″&32″–22″ (*s*)<br>150lb 55H<br>1SB,*2cf*,GS29,HS800<br>Earle'sCo.(Lim.),Hull | 12 ″ 6 |
| 90<br>19 | —<br>(*ex*QueenMary) | **IronSc** | 179<br>93<br>— | | | | 1879 | A.Hall& Co. Aberdeen | **C.Ginori** | 122·7 \| 21·2 \| 11·0 | | | **Leghorn**<br>Italian | 91H<br>SmithBros.,Glasgow | |
| 91<br>86<br>HTBR | **Urano**<br>*Ballovich*59–87 | **IronScBn**<br>2*Dks* | 1852<br>—<br>1134 | | | | 1869 | W.Denny &Bros. Dumbarton | **LloydAustriaco** | 274·5 \| 34·0 \| 26·0 | | | **Trieste**<br>Aust.-Hung. | C.4Cy.29¾″&57″–39″<br>341H<br>Denny&Co.,Dumbarton | |
| 92 | —<br>*D.Richardson* –92 | **SteelSc3MstSr** | 1119<br>887<br>685 | | | | 1892 | SirW.G. Armstrong Mitchell& Co.(Lim.) Newcastle | **CompanhiaFrigurifica e PastorilBrazileira** | 240·0 \| 31·6 \| 14·8<br>P39′ B38′ F41′ | | | **R.Janeiro**<br>Brazilian | T.3Cy.18″,30″&48″–33″<br>185H<br>N.E.Mar.E.Co.(Lim) Nwc.<br>*WB* | V |
| 93 | — | **SteelTwinScSr**<br>(*ex*ElisaCerana)<br>1*Dk*(*ptStl–ws*)*Beams*(*Irn*) | 460<br>322<br>285 | ✠ ~~5,96~~<br>*For River purposes only* | Mdb<br>A&CP | | 1890<br>6mo | W.Harkess &Son Middlesbro' | ~~Adano&Gallo M.Adano~~<br>E.Balparda y Pineyrua FK | 190·5 \| 28·6 \| 8·2 | | | **Bns.Ayres**<br>Argentine | T.6Cy.13½″,21″&35″–22″ (*s*)<br>160lb *80lb* 120H<br>2SB,*4rf*,GS69<br>A.Shanks&Son,Arbroath | 8 ″ 6 |
| 94<br>JSWK | **Uranus**<br>*F.Goicoechea*<br>*Elec.light* | **SteelScSr**<br>1*Dk*&*AwngdK3trB* | 1202<br>1158<br>716 | ✠100A1<br>*Awng dk*<br>*withfreeboard*<br>7,91 ✠LMC~~9,89~~ 10,94 | Man<br>LA&CP | *n* | 1889<br>9mo | Workman, Clark&Co. (Lim.) Belfast | **Macleod&Co.** | 222·7 \| 32·7 \| 21·9<br>BK6″<br>*WB*=*Cell* | | | **Manila**<br>Spanish | T.3Cy.23″,37″&60″–39″ (*s*)<br>160lb *160lb* 180H<br>2SB,*6rf*,GS126<br>*DB*163′195*t*<br>Muir&Houston,Glasgow | 17 ″ 0<br>s 8 • 0½<br>w8 • 8 |
| 95<br>RFBC | —<br>*P.Schade*79–88 (*ex*Bamborough)<br>*ss*Ham.No.3–4,84<br>*ss*Ham.No.2–92<br>1*Dk*2*trB* | **IronSc3MstSr** | 926<br>836<br>696 | ✠ 95A1<br>6,92<br>✠NB9,90 LMC6,92 | Ham<br>A&CP | *m* | 1870<br>9mo | T.&W. Smith N.Shields | **H.J.Perlbach&Co.** | 216·0 \| 30·3 \| 17·2<br>P31′B48′F33′<br>BK7½″<br>*WB*=*DBa*34′*f*82′*FPT*24′ | | | **Hamburg**<br>German | C.2Cy.26½″&47½″–30″ (*i*)<br>92lb 100H<br>2SB,*4pf*,GS54<br>*4BHCem*<br>*Cmp*90Schiffwft&MhvTssn &SchmilinskyAG,Ham. | |
| 96<br>JRCL | —<br>*Jentoft* (*ex*Unita)<br>*Well deck* | **IronScSr**<br>1*Dk*2*trB* | 498<br>364<br>299 | ✠<br>2,83 | Lon<br>LA&CP | *g* | 1880<br>11mo | BrgnsMek. Verk. Bergen | **DetBergenske Dampskibsselskab** | 161·7 \| 24·4 \| 13·0<br>P82′ F24′ | | | **Bergen**<br>Norwegian | C.2Cy.19½″&37″–24″ (*i*)<br>65lb 50H<br>Brgns.Mek.Vrks.,Bergen<br>*WB*=*MT*12′60*t*APT30*t* | N |
| 97<br>QFNT | —<br>*E.Sassen* –92 | **IronScTrawler**<br>1*Dk* | 145<br>141<br>67 | | | | 1891 | G.Seebeck Geestemünde | **G.Ihlder,jun.** | 104·0 \| 22·0 \| 11·0<br>B7′ | | | **Brmrhavn**<br>German | C.2Cy.17″&32″–20″<br>65H<br>G.Seebeck,Geestemünde | V |
| 98<br>1338<br>HJQP | **Urashima Maru** | **WoodScSr** | 263<br>245<br>163 | | | | 1893 | Mihara Mansuke Osaka | **HiraideKisaburo** | 129·3 \| 18·8 \| 14·5 | | | **Hakodate**<br>Japanese | 42H | |
| 99<br>401<br>HCWB | **Urayasu Maru**<br>*NozatoIsekichi* | **WoodScSr** | 179<br>165<br>111 | | | | 1880 | S.Eijiro Hiogo | **MayedaKan** | 115·3 \| 16·2 \| 13·3 | | | **Mikuni**<br>Japanese | 1Cy.38½″–30″<br>19H | |
| 100<br>85102 | **Urbino**<br>*C.Pinkham* –93 (*ex*Avondale,*ex*Huntingtower)<br>*ss*Sld.No.3–11,92<br>1*Dk*(*Irn*)&*Spardk* 3*trB* | **IronScSr** | 2412<br>2330<br>1572 | ✠100A1<br>*Spar dk*<br>3,94 ~~14,92~~<br>✠NB11,92 LMC11,92 | Sld<br>LA&CP<br>Shl | *s* | 1881<br>12mo | Wigham Richardson &Co. Newcastle | **NeptuneS.N.Co. (Lim.) (W.&T.W.Pinkney** *Mgrs.*) | 300·0 \| 37·3 \| 16·1<br>B88′ 27·1<br>BK9″<br>*WB*=*DBa*42′&*uE*&*B*58′240*t* | | | **Sundrland**<br>British | C.2Cy.35″&70″–48″ (*r*)<br>100lb *80lb* NDB92 300H<br>2SB,*6pf*,GS120,HS3845<br>WighamRchrdsn&C.,Nwc. | 20 ″ 0<br>s 6 • 5½ |
| 101<br>95787<br>LCRQ | —<br>*F.Kerr* –89<br>1*Dk*(*Stl*)&*ptAwngdk*(*Irn*)2*trB* | **SteelScSr** | 2351<br>1770<br>1543 | ✠<br>*pt Awng dk*<br>*withfreeboard*<br>10,89 ✠ | Ham<br>A&CP | *s* | 1889<br>5mo | R.Thompson&Sons Sunderland | **T.Wilson,Sons &Co.(Lim.)** | 294·0 \| 39·1 \| 19·3<br>Q118′<br>*ptAwng dk*176′ FK<br>*WB*=*CellD*B242′446*t* *FPT*68*t* | | | **Hull**<br>British | T.3Cy.22″,35″&59″–39″<br>200H<br>2SB,*6cf*,GS97<br>*5BHCem*<br>*APT*33*t*<br>T.Richardson&Sons,Hpl. | 21 ″ 11 |
| 102<br>HPVG | **Urd**<br>*O.S.Bergström* –93 | **IronScSr**<br>1*Dk* | 253<br>215<br>192 | | | | 1880 | Göteborgs Mek.Verk. Gothenburg | **Ångf.Aktieb. "Arctic" (T.Ahrenberg)** | 108·2 \| 21·6 \| 12·6<br>B26′ H4*t* | | | **Gothenbrg**<br>Swedish | C.2Cy.13″&26¾″–18″<br>40H<br>KelliersM.V.,Gothenburg | |
| 103<br>TVGD | **Urda**<br>*J.Ellerhusen* –90<br>*Well deck* | **SteelScSr**<br>1*Dk* | 698<br>513<br>495 | ✠100A1<br>12,93 ✠LMC3,90 | Gls<br>A&CP | *j* | 1890<br>3mo | Bergens Mek.Vrks. Bergen | **D.W.Ellerhusen** | 193·0 \| 28·0 \| 13·0<br>Q51′B55′F30′<br>BK7½″<br>*WB*=*Cell* | | | **Bergen**<br>Norwegian | T.3Cy.15½″,25″&40″–27″ (*s*)<br>150lb *80lb* 92H<br>1SB,*2cf*,GS41HS1528<br>*4BHAsp*<br>*DB*90′135*t*APT11*t*<br>*FPT*30*t*<br>BergensMek.Verks.,Bgn. | 13 ″ 9 |
| 104<br>JSWR | **Uriarte**<br>*F.deAldecoa*88–88<br>*Well deck* | **IronSc**<br>*ss*Bbo.No.2–91<br>1*Dk*(*Irn*)2*trB* | 1367<br>1120<br>883 | ✠100A1<br>2,94 ~~3,00~~<br>BS~~9,99~~ 9,94 ✠LMC8,91 | Bbo<br>A&CP | *o* | 1883<br>7mo | Osbourne, Graham&Co. Sunderland | **J.R.deUriarte** | 240·0 \| 35·1 \| 16·8<br>Q82′B63′F34′<br>BK8½″<br>*WB*=*DBa*65′*f*94′364*t* *FPT*30*t* | | | **Bilbao**<br>Spanish | C.2Cy.30″&56″–36″ (*i*)<br>80lb *55lb* 120H<br>2SB,*4pf*,GS72<br>*4BHCem*<br>*APT*10*t*<br>J.W.&F.Wilson&Co.,Sld. | |
| 105<br>95523<br>LBGF | **Urpeth**<br>*F.Kerslake* –91<br>*Well deck* | **SteelScSr**<br>*ss*Shl.No.3–7,91<br>1*Dk*(*ptStl ptIrn*)&*Webframes* | 1105<br>809<br>672 | ✠100A1<br>8,94 ~~8,94~~<br>BS~~5,96~~ ✠LMC7,91 | Lon<br>A&CP<br>Shl | *n* | 1889<br>1mo | S.P.Austin &Sons Sunderland | **J.Fenwick&Son** | 225·0 \| 33·2 \| 14·2<br>P25′Q52′B44′F23′<br>drp92 FK<br>*WB*=*CellD*B184′332*t* *FPT*38*t* | | | **London**<br>British | T.3Cy.18½″,30″&49″–33″ (*s*)<br>160lb *80lb* 120H<br>1SB,*3cf*,GS48<br>*4BHCem*<br>*APT*22*t*<br>N.E.Mar.E.Co.(Lim.)Sld. | 16 ″ 9<br>s 1 • 8½ |
| 106<br>95880<br>KWGT | **Ursa**<br>*W.Phippen*74–88<br>*Well deck* | **SteelScSr**<br>*ss*Cff.No.1–93<br>1*Dk*(*Irn*)2*trB*&*Webframes* | 2735<br>2136<br>1797 | ✠100A1<br>4,95 ~~5,11 10,91~~<br>BS4,95 ✠LMC6,93 | Shl<br>A&CP<br>Cff Hpl | *u* | 1888<br>12mo | E.Withy& Co. W Hartlepool | **Herskind&Co.** | 319·5 \| 40·1 \| 21·5<br>P35′Q98′B134′<br>F31′drp95 BK8″<br>*WB*=*CellD*B270′573*t* *APT*22*t* | | | **W. Hartlpl**<br>British | T.3Cy.23½″,38″&64″–42″ (*s*)<br>160lb *65lb* FD 260H<br>2SB,~~5a 1a~~*f*,GS127 *4f*/*2cf*<br>*5BHpt Asp*<br>*ptCem*<br>T.Richardson&Sons,Hpl. | 24 ″ 8<br>s 2 • 7½ |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 107 JKWL | **Ursula** *T.Pearson* –93 | **IronScSr** *ss*Npt.No.2–93 1*Dk*(*Irn*–ws)2*trB* | 1807<br>1401<br>1166 | ✠100A1<br>3,94<br>BS4,93 ✠LMC3,92 | Hul | *q* | 1883<br>12mo | J.L.Thompson&Sons Sunderland | T.E.Hick<br>*WB*=*DBa* | 260·0 36·1 18·7<br>P28′Q64′B107′F26′ BK9′<br>76′*f*62′269*t*FPT41*t* | | | Scarboro'<br>British<br>6*BHCem*<br>*APT*26′ | C.2Cy.33″&62″–42″ (*b*)<br>80lb *60lb* 150H<br>2SB.6*pf*,GS90<br>G.Clark,Sunderland | 19 ″ 11<br>s 1 ″ 8 | |
| 108 — | **SteelScSr** *G.Dahms*65–92 | 1*Dk* | 944<br>688<br>598 | | | | 1892 | Act.Ges. "Neptun" Rostock | "Renata" Dampfsch. Ges. (Th.Gribel) | 206·9 30·6 13·9<br>Q63′ B52′ F22′ | | | Stettin<br>German<br>*WB* | T.3Cy.13¾″,22½″&36⅝″–27½″<br>Act.Ges."Neptun,"Ros. | | G |
| 109 LHRN | **Uruguay** *Laperdrix* | **IronScBn** 2*Dks*&*Spardk* | 3376<br>3096<br>2002 | | | | 1883 | Soc.des Atlrs.etChrs de laLoire St.Nazaire | ChargeursRéunis | 347·8 40·3 22·4<br>Q60′ B90′ 31·0<br>F51′ | | | Havre<br>French | C.2Cy.41″&71″–47″<br>387H<br>Soc.des Atel.& Chantiers de laLoire,St.Nazaire | | V |
| 110 BGPM | — *F.Rohlf*87–92 | **IronScSr** 2*Dks*3*trB* | 2039<br>1784<br>1460 | | | | 1884 | Sir W.G. Armstrong, Mitchell& Co. Newcastle | Hamburg-Süd-Amerik.Dampfschifffahrts Ges. | 285·4 36·7 24·2<br>Q141*t* F45*t* | | | Hamburg<br>German | C.2Cy.34″&66″–42″<br>220H<br>WallsendSlipwayCo.Nwc. | | V |
| 111 | **Ushuaia** (*ex*Tyr) | **SteelScSr** 1*Dk*2*trB* | 402<br>—<br>274 | | | | 1886 | O.A. Brodin Gefle | Argentine Government | 143·6 23·7 13·2<br>B34′ F20′ H10*t* | | | Bns.Ayres<br>Argentine<br>*WB* | C.2Cy.18″&32″–21″<br>50H<br>Atlas,Stockholm | | |
| 112 1881Q Well deck | **Usk** ~~*H.King*92–94~~ *T.Gorvin* | **SteelScSr** 1*Dk*(*Stl*)&*Webframes* | 869<br>639 ~~3,94 3,94~~ 10,94<br>545 | ✠100A1<br>3,95 ✠LMC5,91 | Cff | *l* | 1891<br>5mo | Osbourne, Graham& Co. Sunderland | Cardiff Steam Ship Co.(Lim.)<br>~~(Hooper,Campbell &Co.,*Mgrs.*)~~<br>(W.R.Corfield,*Mgr.*) | 200·0 29·3 15·2<br>P118′F53′ BK7½″<br>*WB*=*DBa*51′ | | | Cardiff<br>British<br>4*BHCem*<br>67*t*FPT21*t* | T.3Cy.16½″,26½″&43½″–30″<br>160lb *80lb* (*s*) 90H<br>1SB.3*pf*,GS45<br>G.Clark(Lim.),Sunderland | 16 ″ 1<br>s 1 ″ 3½ | |
| 113 202 | **Utan** ~~*S.Valle*92–92~~ *G.B.Rolla* F&YM~~7,91~~ 1,95 ptIB 1*Dk* | **WoodScBkn** | 605<br>548<br>391 | ✠ 9A— ~~5,94 4,93~~ 1,95<br>✠NB8,91 B&MS1,93 | Sng | | 1891<br>7mo | L.Durante Varazze | G.Gaggino fu G. | 180·0 34·0 15·8<br>drp95 | | | Genoa<br>Italian | C.2Cy.18″&34¼″–21″<br>75lb NE81 *re-fitted*91 50H<br>1SB.2*pf*,GS32<br>J.Watt&Co.,Birmingham | | I |
| 114 229 SPKW | **Utile** *V.Toracca* –87 (*ex*Faa di Bruno) | **IronTwinSc** 1*Dk* | 329<br>243<br>208 | | | ... | 1869 | Orlando Bros. Leghorn | Soc.Itl.diSalvataggiMaritimi (G.Mingotti,*Mgr.*) | 141·1 30·0 7·2 | | | Genoa<br>Italian | C.H.2Cy.18″–12¾″<br>NB8C 70H<br>WestermanBros.,Sestri Ponente | 9 ″ 0 | I |
| 115 68102 MTQF | **Utopia** *R.Morrison*85–86 | **IronScSr** | 2720<br>2715<br>1743 | | | ... | 1874<br>2mo | R.Duncan &Co. Pt.Glasgow | HendersonBros. | 350·2 35·2 29·5<br>H16*t* | | | Glasgow<br>British | T.3Cy.22″,37″&60″–48″<br>NE&B90 250H<br>D.&W.Henderson,Gls. | | |
| 116 90197 | — *J.Westoby* –91 | **IronScYl** 1*Dk* | 155<br>142<br>57 | ✠100A1<br>*Stm Trawler*<br>6,93 ✠LMC11,91 | Gms<br>LA&CP | | 1891<br>11mo | Mackie& Thomson Glasgow | GrimsbyUnion Stm.FishingCo. (Lim.) | 100·5 20·5 10·7<br>Q19′F19′ BK7½″ | | | Grimsby<br>British<br>3*BHCem* | T.3Cy.11″,16½″&27″–22″ (*s*)<br>160lb 45H<br>1SB.2*pf*,GS32<br>Muir&Houston,Glasgow | 11 ″ 11 | |
| 117 PTWG | **Utrecht** *P.deGorde*86–90 *ss*Rot.No.3–10,92 3*Dks*(1*Irn*) | **IronScSr** | 2227<br>1999<br>1654 | ✠100A1<br>~~7,94 3,94~~ 11,94<br>BS3,94 ✠LMC2,92 | Rot | *l* | 1880<br>2mo | R.Dixon& Co. Middlesbro' | Rotterdamsche Lloyd (W.Ruys&Sons, *Mgrs.*) | 300·0 36·2 25·5<br>F40′ BK10′ | | | Rottrdam<br>Dutch<br>4*BHCem* | C.2Cy.38″&70″–36″ (*i*)<br>75lb 200H<br>2DB,8*pf*,GS100 | 26 ″ 11 | D |
| 118 JWPS | **Utstein** *J.Thorsen* –90 *Well deck* | **SteelScSr** 1*Dk*(*Irn*) | 781<br>556<br>536 | ✠ ... ✠LMC4,90 | | | 1890<br>4mo | Nylands Værksted Christiania | Actieselskabet "Utstein" (Holdt&Isachsen) | 185·0 28·7 13·9<br>P&B104′F29′<br>*WB*=*DBa uE*&*B*35′72*t*FPT36*t* | | | Stavanger<br>Norwegian<br>4*BHCem*<br>*APT*22*t* | T.3Cy.14½″,24″&39″–27″<br>160lb 100H<br>2SB,4*cf*,GS46,HS1500<br>NylandsVærksted,Xia. | 14 ″ 8 | N |
| 119 1218 HJDQ | **Utsumiya Maru** | **WoodScSr** | 147<br>142<br>81 | | | | 1890 | Nagata Sanjuro Osaka | NipponKioritsu Kisen Kabushiki Kaisha | 110·7 14·5 12·6 | | | Atsuta<br>Japanese | 1Cy.<br>31H | | |
| 120 930 HFWL | **Uwajima Maru** *Nonoshita Zensaku* | **Wood—Sr** | 144<br>120<br>89 | | | | 1885 | Kono Kamejiro Hiogo | UwajimaUnyu Kaisha | 103·5 14·4 11·3 | | | Uwajima<br>Japanese | 1Cy.<br>8H | | |
| 121 1007 HGJP | **Uwajima Maru No. 2** *Hirahara Kikumatsu* | **Wood—Sr** | 194<br>177<br>120 | | | | 1887 | Kawasaki Masazo Kobe | UwajimaUnyu Kaisha | 117·4 16·7 12·5 | | | Uwajima<br>Japanese | 1Cy.<br>42H | | |
| 122 1086 HGPT | **Uwajima Maru No. 3** *Nonoshita Matsugoro* | **Wood—Sr** | 282<br>263<br>175 | | | | 1888 | Kawasaki Shozo Kobe | UwajimaUnyu Kaisha | 135·4 17·9 15·5 | | | Uwajima<br>Japanese | 2Cy.<br>49H | | |
| 123 1178 HGWV | **Uwajima Maru No. 4** *Harayama Kichizo* | **Wood—Sr** | 207<br>196<br>128 | | | | 1890 | Sora Kitaro Kobe | UwajimaUnyu Kaisha | 118·6 17·2 14·5 | | | Uwajima<br>Japanese | 2Cy.<br>28H | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enrôlement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Charge en Quille. Franc-bord d'hiver. pds. pr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 JLKW | **Vaagen** IronScSr<br>*R.Endresen* –91 1*Dk* | 201<br>150<br>109 | | | | 1872 | AkersMek. Verkst. Christiania | G.C.Gabrielsen | 107·7 \| 21·5 \| 9·9<br>Q26*t* B14*t* F10*t* | Stavanger Norwegian | C.2Cy.12¼″&26½″–15½″ 25H<br>AkersMek.Vks.Christiania | |
| 2 98575 LVKP | **Vadala** SteelScSr<br>*J.R.P.Alexander* –93 3*Dks*(*UStl*-ws&1*ptStl*-ws) | 3334<br>3112<br>2164 | ✠100A1<br>9,90 | Dmb *v*<br>LA&CP<br>✠LMC9,90 | | 1890<br>9mo | W.Denny &Bros. Dumbarton | BritishIndia SteamNav.Co. (Lim.) | 340·0 \| 43·1 \| 26·0<br>P52′B16′F46′ FK<br>*WB*=*Cell* | Glasgow British 6*BHCem* | Q.4Cy.24″,36″,48″&70″–48″ 180lb *180lb* (*s*) 290H<br>2DB,*8cf*,GS134<br>*DB*294′826*t* Denny&Co.,Dumbarton | 29 × 0 |
| 3 | **Väddö Kanal** IronScSr<br>*A.E.Wancke*86–86 1*Dk* | 224<br>120<br>169 | | | | 1881 | W.Lind-bergsMek. Vrks. Stockholm | Ångfartygs-bolaget "Väddö Kanal" (V.T.Engwall) | 111·2 \| 19·3 \| 9·6<br>Q34′ B45′ H10*t*<br>F33′ | Gefle Swedish | C.2Cy.16″&31″–21″ 50H<br>W.LindbergsMk.Vks., Stockholm | |
| 4 HJVW | **Vadsö** SteelScSr<br>*H.Paulsen* –93 1*Dk* | 565<br>388<br>341 | | | | 1893 | Nylands Mek.Verk-sted Christiania | Dampskibselska-bet "Hæghol-men" (Jens Meinich&Co.) | 160·8 \| 27·1 \| 12·8<br>P90′ B47′ F25′ | Chrstiania Norwegian | T.3Cy.11¼″,17½″&30″–27″ 60H<br>NylandsMek.Verksted, Christiania | |
| 5 | **Vagliano Bros.** IronSc | *See* "Adelphi Vagliano," *No.* 116 *in* *Letter* A. | | | | | | | | | | | | | |
| 6 93890 MBTC | **Vala** SteelScSr<br>*T.Ball*83–91 1*Dk*(*ptStl*&*ptIrn*)&*Webframes*&*pt Awngdk*(*Irn*) | 2536<br>1876<br>1623 | ✠100A1<br>*pt Awng dk with freeboard* 12,94 | Cff *s*<br>LA&CP<br>~~Ant~~Bry<br>✠LMC1,91 | | 1891<br>2mo | Richardsn, Duck&Co. Stockton | ValaS.S.Co.(Lim.) (Carlisle&Co.) *pt Awng* | 297′0 \| 40′1 \| 18′8<br>P29′Q92′ 25·9<br>*dk* 176′ BK10″<br>*WB*=*Cell* | London British 160lb *80lb* 2SB,*6cf*,GS85 | T.3Cy.22″,35″&59″–39″ (*s*) 200H<br>*DB*248′539*t* T.Richardson&Sons,Hpl. | 21 × 8 s 8·5 |
| 7 90911 NGPS | — SteelScSr<br>*J.Pole*79–94 1*Dk*(*Irn*)&*Webframes*<br>*Well deck* | 1016<br>755<br>609 | ✠100A1<br>12,94 | Lth *m*<br>A&CP<br>✠LMC1,94 | | 1894<br>1mo | Ramage& Ferguson (Lim.) Leith | J.T.Salvesen&Co.<br>*WB*= *Cell* | 215·8 \| 32·0 \| 14·0<br>P27′Q40′B56′F30′<br>drp9½ FK<br>*DB* 174′215*t* *FPT* | Grngemth British 120lb *75lb* 1SB,*3rf*,GS61,HS1682<br>19*tAPT*37*t* | C.2Cy.21″&45″–33″ (*s*) 98H<br>Ramag&Fergusn(Lm) Lth | 16 × 8 s 1 × 4 |
| 8 NMWB | **Valdemar** IronScSr<br>*F.P.A.Sörensen* *ss*Nwc.No.2–75<br>*Well deck* 1*Dk*2*trB* | 821<br>601<br>514 | ✠<br>5,76 | Lon<br>A&CP | | 1866<br>11mo | A.Leslie &Co. Newcastle | ForenedeDamp-skibsselskab | 209·2 \| 28·4 \| 14·8<br>P42*t* Q39*t* B105*t*<br>F30*t* | Copnhagn Danish 6*BHCem* | C.2Cy.25″&48″–30″ NB75 70H<br>Thompson,Boyd&Co.Nwc. | |
| 9 NVTC | — SteelTwinScFerry<br>*N.P.Larsen*91–92 1*Dk*2*trB* | 361<br>331<br>129 | | | | 1886 | Burmeister &Wain Copenhagen | Dedanske Statsbaner | 138·6 \| 41·3 \| 12·0 | Fredericia Danish *WB* | C.4Cy.21½″&37″–18″ 140H<br>Burmeister&Wain,Cpn. | |
| 10 LCTN | **Valdivia** SteelScSr<br>*D.B.Marsh*91–92 1*Dk*(*Stl–pt*ws) | 801<br>553<br>557 | ✠100A1<br>8,91<br>*Coasting, Puerto Mont* | Ham *l*<br>A&CP<br>✠LMC8,91 | | 1891<br>8mo | Howaldts-werke Kiel | Associacion de Armadores Valdivia (L.Bischoff, *Mgr.*) *WB*= | 210·5 \| 29·7 \| 11·6<br>P47′B48′F33′ BK7<br>*Cell D Ba* 59′*f*73′&*u* | Valdivia Chilian 4*BHCem* | T.3Cy.18¼″,28¾″&47¼″–27½″ 156lb (*s*) 100H<br>2SB,*4cf*,GS75 | 13 × 10 |
| 11 JWPG | **Vale** WoodScSr<br>*C.Pedersen* 1*Dk*2*trB* | 745<br>570<br>560 | | | | 1874 | O.A.Brodin Gefle | J.Berner,jun. | 187·0 \| 31·3 \| 16·3<br>Q79*t* B71*t* H5*t*<br>F20*t* | Stavanger Norwegian | C.2Cy.20″&40″–24″ 80H<br>Bergsnds.MekVrks,Skm. | |
| 12 JVBF | — SteelScSr<br>*M.Dösen*91–91 1*Dk* | 735<br>553<br>447 | | | | 1891 | Bergens Mek.Værks. Bergen | J.C.Giertsen | 201·1 \| 28·1 \| 11·2<br>Q52*t* B92*t* H9*t*<br>F32*t* | Bergen Norwegian | T.3Cy.15½″,25″&40″–27″ 100H<br>BergensMek.Værk,Bergen | |
| 13 86198 | **Vale Royal** WoodScFlat<br>(*ex*Sailing) | 121<br>114<br>82 | | | | 1873 | A.Deakin Winsford | SaltUnion(Lim.) | 84·9 \| 20·3 \| 9·0 | Liverpool British | V.2Cy.10½″–12″ NE&B83 22H<br>W.Allen,Manchester | |
| 14 25998 JVTS | **Valencia** IronScSr<br>*F.C.Millor*89–89 ~~*ssNYk.No.2–91*~~<br>2*Dks*(1*ptIrn*)<br>*ss*N.Yk.No.3–12,94 | 1598<br>1261<br>1198 | ✠100A1<br>*Shade dk load line* 18*ft* 3.95 ~~6.91~~<br>~~BS11,93~~ | N Yk *q*<br>LA&CP<br>✠LMC~~8,91~~ 12,94 | | 1882<br>3mo | W.Cramp &Sons Philadelphia | Atlantic&Carib-beanStm.Nav. Co. | 252·7 \| 34·0 \| 19·7<br>P65′F39′ BK9″ | Wilmgton Del. Utd.States 6*BHCem* | C.2Cy.32″&59″–36″ (*f*) 80lb *75lb* 180H<br>2SB,*6cf*,GS120<br>W.Cramp&Ss.S.B.Co.,Phl. | |
| 15 102157 NKQC | — SteelScSr<br>*G.G.Gillard*83–94<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | 981<br>~~770~~<br>606 | ✠100A1<br>~~3.94 new~~ 10,94<br>~~(Class Contem. plated)~~<br>4,95 | Dmb *m*<br>LA&CP<br>~~Cff~~<br>Liv<br>✠LMC6,94 | | 1894<br>6mo | A.Mc Millan&Son (Lim.) Dumbarton | ~~ValenciaS.S.Co.~~<br>Goodyear&Co.<br>~~(Goodyear&Co., *Mgrs.*)~~ | 222·0 \| ~~31·5 \| 14·1~~<br>Q120′B15′F24′ FK<br>31′*s* \| 14·4<br>*WB*=*Cell DB*168′25*tAPT*21*t* | Liverpool British 180lb *90lb* 1*BHCem* | T.3Cy.16″,26½″&43″–36″(*s*) 125H<br>1SB,*3cf*,GS66,HS2100<br>D.Rowan&Son,Glasgow | 16 × 9 s 1·6 |
| 16 98599 | **Valentia** SteelScSr<br>*D.Henderson* –90 *ss*Crk.No.1–94 1*Dk*<br>*Well deck* *Elec.light* | 447<br>320<br>182 | ✠100A1<br>6,94 ~~12,90~~ | Dun *g*<br>LA&CP<br>✠LMC~~12,90~~ 6,97<br>Crk | | 1890<br>12mo | W.B. Thompson &Co.(Lim) Dundee | ClydeShippingCo. (Lim)(J.Cuthbert, *Mgr.*) | 156·0 \| 24·6 \| 11·2<br>Q86′B9′F35′<br>*WB*=*DBa*31′ | Glasgow British 4*BHCem* | T.3Cy.14″,22″&37″–30″ (*o*) 165lb ~~*80lb*~~ *60lb* 70H<br>1SB,*3cf*,GS45<br>WBThmpsn&Co(Lm)Dun | 11 × 10 |
| 17 RHJC | **Valeria** SteelScSr<br>*O.Wommelsdorf*93–93 1*Dk*&*Spardk*<br>3*trB* | 2022<br>1846<br>1322 | | | | 1888 | Flensburgr Schiffsbau Ges. Flensburg | Hamburg-Pacific Dampfsch.Linie (A.Kirsten, *Mgr.*) | 285·0 \| 36·0 \| 25·6<br>B98′ F38′ | Hamburg German | T.3Cy.22½″,35″&64″–42″ 300H<br>FlensburgerSchiffs.Ges., Flensburg | |
| 18 JTHB | — IronScSp<br>*G.Recio* *ss*Bbo.No.3–1,94 1*Dk*(*Irn*) | 247<br>215<br>152 | ✠100A1<br>1,94<br>*Carrying Petroleum in bulk*<br>✠NB10,89 | Bbo *d*<br>LA&CP<br>LMC1,94 | | 1881<br>11mo | C.Hill& Sons Bristol | J.R. de laParra | 120·4 \| 23·2 \| 9·7<br>Q37′F15′<br>BK6½″<br>*WB*=*FPT*22*t* | Santander Spanish 4*BHCem* | T.3Cy.10″,15″&24″–18″ (*s*) 160lb NE90 35H<br>1SB,2*pf*,GS14<br>Shanks & Co.,Dundee | 10 × 5 s 1 × 3 w1 × 4 |
| 19 | **Valeria de Sinimbu** IronPadSr | 489<br>—<br>374 | | | | 1858 | Richardsn, Duck&Co. Stockton | Cia.deNav.à Vap.deBahia | 200·0 \| 26·0 \| 11·6 | Bahia Brazilian | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now Classed. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horre Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Transf. Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 RHVP | **Valesia** *W.Kühlewein* 90–92 (*ex* Etna) | **IronScSr** *ss* Ham No.1–86 2 *Dks* (*Irn*) 3 *dk rud* | 2333 2068 1778 | ✠ 10,88 ✠ | Cff LA&CP | *t* | 1882 1mo | N'dtsche Schiffsb.Act. Ges. Kiel | Hamburg-Amerikanische Packetf. Act.Ges. | 301·5 P40′ | 37·4 B68′ | 23·8 F32′ | Hamburg German 6 *BHCem* | C.2Cy.38″&66″–43″ 240H Mark.Schl.M.Co.,Berlin *WB*=*DB*248′*f*385*t* | | V |
| 21 KCBG ZDKG | **Valetta** *R.F.Briscoe* 59–89 *Elec.light* | **SteelScBk** 2 *Dks* (1 *Stl*) & *Spar dk* (*Stl*–ws) 4 *tr B* (*pt Irn Flrs*) | 4904 3547 2781 | ✠ *Spar dk* 11,85 ✠ | Lon LA&CP | *z* | 1883 11mo | Caird&Co. Greenock | P.&O.Stm.Nav.Co. | 420·4 | 45·1 | 26·3 | Greenock British 7 *BHCem* | C.2Cy.56″&105″–72″ 1000H s 10″6½ Caird & Co.,Greenock | 28 ″ 2 | BT till ~~6,94~~ 7,98 |
| 22 TPGT NYBT | —(*WRECKED BY ICE 4,94*) *J.Davis* *Well deck* | **IronScSr** *ss* Hpl.No.3–9,87 *ss* Hpl.No.1–90 1 *Dk 2tr B* | 1290 1030 811 | ✠ 3,94 ✠NB7,90 | Hpl A&CP | *o* | 1875 3mo | W.Gray& Co. W Hartlepool | W.Gray | 247·6 Q85′ | 32·5 B50′ | 18·5 F35′ BK8½″ *WB*=*DBa* | W.Hartlpl British 4 *BHCem* 69′*f* 63′303*t* | C.2Cy.29″&54½″–33″ NDB87 120H 2SB,*4pf*,GS66,HS2330 T.Richardson&Sons,Hpl. | 19 ″ 4 s 1 ″9½ | |
| 23 HBSD | —*F.Craycraft* 92–92 | **IronScSr** 1 *Dk* | 144 137 30 | ✠100A1 *Stm Trawler* 6,92 | Whn LA&CP ✠LMC11,91 | | 1891 10mo | Hepple &Co. N.Shields | J.Kelsall (Kelsall&Co., *Mgrs.*) | 105·4 | 20·6 | 11·0 BK7″ | Hull British 3 *BHCem* | T.3Cy.12″,20″&32″–22″ (*s*) 160lb 60H 1SB,*2cf*,GS26,HS1014 Hepple&Co.,N.Shields | 11″10 | |
| 24 JTGS | **Valhal** *H.Stoltz* 87–90 | **WoodScSr** YM1,91 1 *Dk 2tr B* | 475 370 355 | | | | 1890 | Brunchrst &Dekke Bergen | JohanC.Giertsen | 153·4 Q25*t* | 26·0 B59′ | 14·4 F18*t* | Bergen Norwegian | T.3Cy.11″,18″&29″–24″ 45H Akers.Mek.Vrk.Chrstiania | | N |
| 25 WBLK | **Valhalla** *S.Natvig* –92 *Well deck* | **IronScSr** *ss* Shl No.3–8,90 1 *Dk* (*Irn*) 2 *tr B* | 1363 1044 841 | ✠ BS12,93 | LMC8,90 | | 1877 10mo | W.Gray& Co. W Hartlepool | Damps.Selsk. "Hekla" (W.Holby, *Mgr.*) | 244·6 Q82′ | 33·2 B63′ | 18·1 F35′ BK8½″ *WB*=*DBa* | Chrstiania Norwegian 4 *BHCem* 67′*f* 61′309*t* | C.2Cy.29″&54½″–33″ (*i*) 70lb *60lb* NDB89 120H 1DB,GS58 T.Richardson & Sons,Hpl. | 19 ″ 5 s 1 ″10 | D |
| 26 KWHG | — *Elec.light* | **SteelAuxScYt** ~~*J.F.Henderson,R.N.*,92–92~~ *Barnard* 2 *Dks* | 1197 1077 587 | ✠100A1 4,95~~3,93~~ ✠LMC12,92 | Sou LA&CP | *p* | 1892 12mo | Ramage& Ferguson (Lim.) Leith | J.F.Laycock | 239·6 P27′ | 37·2 F36′ | 20·7 | Portsmth British 5 *BHCem* | T.3Cy.18½″,27¾″&47″–33″ 160lb (*s*) 145H 2SB,*4cf*,GS96,HS2468 Ramage&Ferguson(Lim.) Leith | 22 ″ 0 | |
| | *Full rigged Sailing Ship*— | | *See Sailing Ship Register.* | | | | | | | | | | | | | |
| 27 LHGQ | **Valin** *Tramblé* 78–90 | **SteelScSr** 1 *Dk* (*Irn*) & *Web frames* & *pt Awngdk* (*Irn*) | 1549 1091 983 | ✠ —— 7,92 *pt Awng dk* ✠ *with freeboard* | Cff A&CP | *p* | 1890 7mo | W Doxford &Sons Sunderland | A.d'Orbigny& Faustin fils | 249·5 P29′ drp92 *pt Awning dk* | 35·0 Q59′ FK 160′ | 16·2 | LaRchelle French 4 *BH* *WB*=*CellL* | T.3Cy.21″,33″&54″–36″ 160H W.Doxford&Sons,Sld. *B*209′376′ *FPT*68*t APT*82*t* | 18 ″ 6 | V |
| 28 102926 | **Valkyrie** 1 *Dk* | **IronScK** | 150 142 58 | ✠100A1 *Stm Trawler* 10,93 ✠LMC11,98 | Hul LA&CP | | 1893 10mo | Cook, Welton& Gemmell Hull | C.Hellyer&Co. (Lim.) | 103·0 | 20·5 | 11·0 BK7½″ | Hull British 3 *BHCem* | T.3Cy.11½″,18″&30″–22″ (*s*) 160lb 45H 1SB,*2cf*,GS23,HS680 C.D.Holmes&Co.,Hull | 11″10 | |
| 29 161893 | **Valley City** | **SteelSternWheel** | 264 —— 221 | | | | 1892 | ..... Toledo,O. | ValleyCityTransp. Co. | 143·6 | 29·6 | 5·2 | Grnd Havn Mich. Utd. States | | | |
| 30 102943 | **Valparaiso** *ss* Ham.No.1–77 2 *Dks* 3 *tr B* | **IronScSr** | 2213 2118 1505 | ✠ 9,77 | Ham A&CP | | 1873 5mo | ReihSchff-swfte Hamburg | ~~Edwards'S.B.Co. (Lim.)~~ W.J.Pitt (*A.S.Swan Mgr.*) | 302·0 H59*t* | 36·3 F36*t* | 26·7 | N.Shields British 4 *BHCem* | C.2Cy.40″&70″–48″ 250H ReihrstgSchffwft,Ham. | | V |
| 31 JFRP | **Valund** *A.Hansen* –88 *Well deck* | **IronScSr** *ss* Lth.No.3–3,91 1 *Dk* (*Irn*) 2 *tr B* | 709 541 515 | ✠90A1 4,94 BS4,94 | Lth A&CP LMC3,91 | *j* | 1878 6mo | E.Withy& Co. Hartlepool | Dampskibsselskabet(M.Pedersen) | 190·0 Q66′ | 27·2 B44′ | 13·8 F27′ BK7½″ *WB*= | Mandal Norwegian 5 *BHCem* *DBa*43′*f* 51 | C.2Cy.25″&48″–30″ (*i*) 68lb *60lb* NDB88 90H 1B,GS47 T.Richardson&Sons,Hpl. | | |
| 32 | **Van** *V.Helshem* –86 | **SteelTwinScSr** | 633 541 337 | | | | 1891 | Sir W.G. Armstrong, Mtchll&C(L) Newcastle | MassisS.N.Co. (J.Pitoeff, *Mgr.*) | 200·0 B40′ | 27·7 F29′ | 10·6 | Astrakhan Russian | C.4Cy.19″&35″–20″ 120H WallsendSlipway&Eng. Co.(Lim.),Newcastle | | V |
| 33 TJHC | **Van Diemen** *K.Th.Reudler* 90–90 *Elec.light* | **SteelScSr** 2 *Dks* & *Awngdk* | 1211 —— 758 | | | | 1890 | Nederl. StoombMaatschap Rotterdam | Koninkl.Paketv. Maats. | 234·5 | 32·8 | 16·6 | Batavia Dutch | T.3Cy.21″,34″&55″–45″ 240H Nederl.Stomb.Maats.,Rot. *WB* | | DV |
| 34 TJGW | **Van Goens** *T.G.Th.Broekmeyer* 91–92 *Elec.light* | **IronScSr** 2 *Dks* & *Awngdk* | 1007 705 670 | | | | 1890 | Koninkljk Fabriek Amsterdam | Koninkl.Paketv. Maats. | 220·1 | 31·4 | 15·7 | Batavia Dutch | T.3Cy.17″,26″&43″–39″ 138H Kon.Fabriek,Amsterdam | | DV |
| 35 TJHB | **Van Riebeeck** *H.F.Eilbracht* 92–92 *Elec.light* | **SteelScSr** 1 *Dk* & *Awngdk* | 656 —— 434 | | | | 1890 | J.&K.Smit Kinderdijk | Koninkl.Paketv. Maats. | 166·8 | 27·0 | 10·5 | Batavia Dutch | T.3Cy.15½″,24½″&40″–36″ 110H Nederl.Stomb.Maats.,Rot. | | DV |
| 36 HQST | **Vanadis** *J.F.O.Wickman* –90 | **IronScSr** 1 *Dk* | 952 788 754 | | | | 1881 | Bergsunds Mek.Vrkst. Stockholm | Ångf.Aktieb. "Sverige" (A.O.Andersson) | 207·6 Q67′ | 28·7 B41′ | 17·4 H8*t* F24′ | Gothenbrg Swedish | C.2Cy.26″&46″–30″ 120H Brgsnds.Mk.Vrkst.,Skm. | | V |
| 37 JVGL | — *L.Bondelie* | **WoodScSr** 1 *Dk 2tr B* | 477 370 292 | | | | 1890 | Brunchrst &Dekke Bergen | P.G.Pettersen | 155·1 Q25*t* | 25·4 B56*t* | 14·5 H7*t* F19*t* | Bergen Norwegian | T.3Cy.11″,18″&29″–24″ 45H Akers.Mek.Vrk.Chrstiania | | N |
| 38 87963 JLPT | **Vancouver** *Williams* | **IronSc4MstSr** *ss* Liv.No.2–93 4 *Dks* (2 *Irn*–*Uws*) | 5231 4928 3401 | ✠100A1 1,95~~4,94~~ | Liv LA&CP LMC3,93 | *a*† | 1884 3mo | C.Connell &Co. Glasgow | Mississippi&DominionS.S.Co.,Ld. (~~Flinn,Main&Montgomery, *Mgrs.*~~) | 430·6 B188′ | 45·0 | 33·6 *WB*=*DBu* | Liverpool British 7 *BHCem* B60′224*t* | T.3Cy.33″,54″&89″–66″ (*s*) 175lb NB5,92 800H 2D&2SB,*18rf*,GS354 *Tpd*.92Harland&Wolff (Lim.),Belfast | 35 ″ 2 | BT till ~~11,94~~ 6,95 |
| 39 49740 | **Vandeleur** | **IronPadSr** | 197 174 89 | | | | 1866 | Malcolmson Bros. Waterford | WaterfordS.S.Co. (Lim.) | 146·6 | 19·3 | 8·4 | Waterford British | O.2Cy.32″–39″ NE86NB~~75~~92 75H J.Jack&Co.,Liverpool | | BT till ~~5,96~~ 4,96 |
| 40 94424 | **Vandora** *T.Davies* –94 | **SteelSc3MstSr** | 142 117 73 | | | | 1891 | T.B.Seath &Co. Rutherglen | T.Steele | 110·0 Q39′ | 18·1 B6′ | 8·7 F15′ | Ayr British | C.2Cy.12″&24″–16″ 24H Fisher&Co.,Paisley | | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14<br>Franc-bord au milieu du navire.<br>pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41<br>56837<br>JSRK | **Vandyck** (NOW A HULK) **IronScBg**<br>*Holt*84-86<br>(*ex*Warrior,*ex*City of Limerick) | 1686<br>1668<br>1045 | | | | 1867 | Randolph<br>Elder&Co.<br>Glasgow | Liverpool,Brazil & RiverPlate SteamNav.Co. (Lim.)(Lamport &Holt,*Mgrs.*) | 264·7 | 32·2 | 27·9 | Liverpool<br>British | C.2Cy.22″&50″-36″<br>NE&B74 200HP<br>J.Jones&Sons,Liverpool | |
| 42<br>90313<br>JVGN | **Vane Tempest** **IronScSr**<br>*Thirkell* *ss*Sld.No.2-93<br>*Well deck* 1*Dk*(*Irn*) | 689<br>589<br>445 | ✠90A1<br>6,93<br>BS8,94 ✠LMC6,93 | Sld<br>A&CP | *j* | 1884<br>10mo | E.Withy<br>&Co.<br>WHartlepool | Marquess of Londonderry(S.J. Ditchfield,*Mgr.*)<br>*WB=DB* | 185·0<br>Q93′B7′F12′<br>FK<br>a40′f77′ 157*t FPT* | 30·0 | 13·5 | Sundrland<br>British<br>4*BHAsp*<br>21*tAPT*16*t* | C.2Cy.25″&48″-30″ (*b*)<br>70lb *50lb* 90HP<br>1SB,*2pf*,GS46<br>T.Richardson,Hartlepool | 14 ′ 3<br>s 1 · 7 |
| 43<br>65670<br>KWQR | **Vanessa** **IronSc3MstSr**<br>*G.Springet*77-85 *ss*Nwc.No.3-11,82<br>*ss*Lon.No.2-90<br>1*Dk*2*trB* | 1139<br>995<br>717 | ✠100A1<br>2,94<br>✠NB3,85 LMC6,90 1,95<br>~~BS10,93~~ | Shl<br>A&CP | *o* | 1872<br>2mo | Palmers'<br>Co.<br>Newcastle | J.Fenwick&Son | 256·8<br>Q80′B31′F39′<br>ND90 BK9″<br>*WB* | 30·0 | 17·2 | London<br>British<br>4*BHAsp*<br>=*DB*154′ | C.2Cy.30″&55″-33″<br>80lb *65lb* 190HP<br>1SB,*4pf*,GS71<br>Palmers' Co.,Newcastle | 18 ′ 6<br>s 3 · 0 |
| 44<br>64329<br>RSBK | **Vanguard** **WoodScBkn**<br>*R.Gosse* -90 2*Dks* | 559<br>493<br>323 | | | | 1872 | ..................<br>Aberdeen | JohnMunn&Co. | 166·0<br>Q33*t* F31*t* | 28·1 | 17·7 | St.John's<br>British | 85HP | |
| 45<br>60455 | — **IronPadSp**<br>*D.Macdougall* | 144<br>139<br>24 | | | | 1868 | Robertson<br>&Co.<br>Greenock | Steel&Bennie | 114·6 | 18·7 | 9·7 | Glasgow<br>British | L.1Cy.38½″-57″<br>NB84 50HP<br>FinniestonCo.,Glasgow | |
| 46<br>JBNL | **Vanland** **SteelScSr**<br>~~*C.vonBelow*78-93~~ 1*Dk*(*Stl*)&*Web frames*&*ptAwngdk*(*Stl*)<br>*J.J.Beckeman* -95 | 1241<br>898<br>772 | ✠100A1<br>*ptAwngdk withfreeboard*<br>4,95 ~~5,91~~ ✠LMC4,93 | Liv<br>LA&CP | *n* | 1893<br>4mo | Cmpbltwn<br>S.B.Co.<br>Campbeltwn | Ångf.Aktieb. "Svithiod" (A.Carlson, *Mgr.*) | 227·0<br>Q79′ FK<br>*ptAwngdk*148′<br>*WB=CellDB*148′ | 32·7 | 16·3 | Gothenbrg<br>Swedish<br>4*BHCem*<br>223*tAPT*80*t* | T.3Cy.17½″,27½″&44½″-33″<br>160lb *80lb* (*s*) 115HP<br>1SB,*3rf*,GS68,HS1665<br>Kincaid&Co.(Lim.),Grk. | 17 ′ 3<br>s 7 · 11 |
| 47<br>JVDB | **Varanger** **IronScSr**<br>*E.A.Ulve* -78 1*Dk* | 113<br>67<br>79 | | | | 1876 | Trondhjms<br>Mek.V.<br>Drontheim | L.Brodtkorb | 98·4<br>P34′ B19′ F26′ | 17·0 | 7·6 | Vadsö<br>Norwegian | C.2Cy.14″&24″-18″<br>25HP<br>TrondhjemsM.V.,Drnthm. | |
| 48 | **Vardan Zoravar** **SteelScSr**<br>*Carrying Petroleum in bulk*<br>*Burning liquid fuel* 1*Dk*2*trB*<br>*Elec.light* | 540<br>436<br>369 | | | | 1894 | W.Dobson<br>&Co.<br>Newcastle | Dildaroff&Co. | 150·0<br>Q22′ B42′ F25′ | 28·0 | 13·8 | Baku<br>Russian | C.2Cy.22″&42″-24″<br>75HP<br>WllsndSlpwyCo(Ld),Nwc<br>*WB* | |
| 49<br>HFKB | **Vardö** **SteelScSr**<br>*Th.Börseth* -92 1*Dk*(*Irn*) | 545<br>374<br>379 | | | | 1891 | Nylands<br>Værks.<br>Christiania | Dampskibsselskabet'Hægholmen' (JensMeinich &Co.*Mgrs.*) | 161·7<br>P143*t* H10*t* F24*t* | 25·8 | 12·8 | Chrstiania<br>Norwegian<br>*WB* | T.3Cy.11¼″,17½″&30″-24″<br>56HP<br>NylandsVærks,Xia. | |
| 50<br>81550<br>SNTL | **Varna** **IronScSr**<br>*G.Isaachsen* -93 ~~4thSurvey,Lon.7,91~~<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>5thSurvey,Lon.1,95 | 1296<br>1070<br>835 | ✠ A1, 1<br>1,95 ~~5,92~~ | Lon | Lv | 1879<br>4mo | J.Laing<br>Sunderland | C.M.Norwood &Co. | 235·5<br>Q92*t*B93*t*F32*t*<br>BK8″ | 33·5 | 17·7 | London<br>British<br>3*BH*1PBH<br>*WB=DB* | C.2Cy.28″&50″-30″<br>70lb 130HP<br>1SB,*3pf*<br>Earle'sCo.,Hull | 19 ′ 2<br>s 2 · 6 |
| 51<br>72967 | **Varuna** **WoodSc**<br>2*Dks* | 134<br>44<br>85 | | | | 1880 | R.Davis<br>WolfeIsle,<br>Ont. | W.B.Cooper | 94·4<br>H12*t* | 17·0 | 5·1 | PictonOnt<br>British | 1Cy.14″-14″<br>40HP<br>Dvdsn.Dorn&C.Kgstn.Ont | |
| 52<br>95011<br>KNTM | **Vascongada** **SteelScSr**<br>*G.Shearer* -92 *ss*Ard.No.1-91<br>*Well deck* 1*Dk*(*Stl*)2*trB* | 1483<br>1180<br>922 | ✠100A1<br>~~1,91~~2,95<br>~~BS8,93~~ ✠LMC9,91<br>10,94 | Gls<br>LA&CP | *p* | 1887<br>9mo | A.Stephen<br>&Sons<br>Glasgow | Ferguson&Reid | 250·0<br>Q90′B62′F57′<br>drp92 – BK9″<br>*WB=CellDB*200′ | 35·1 | 15·9 | Glasgow<br>British<br>4*BHCem*<br>401*tAPT*21*t* | T.3Cy.18″,29″&46″-39″ (*s*)<br>160lb ~~70lb~~ *60lb* 170HP<br>1SB,~~3cf~~,GS50 2*cf*&1*rf*<br>A.Stephen&Sons,Glasgow | 19 ′ 4<br>s 1 · 10 |
| 53<br>LHJT | **Vasconia** **IronScBk**<br>*Lavergne* 2*Dks* | 910<br>733<br>656 | | | | 1871 | Chantiers<br>&A.de<br>l'Océan<br>Bordeaux | Apestéguy frères | 206·7 | 28·9 | 17·7 | Bordeaux<br>French | C.2Cy.25¼″&39½″-27½″<br>80HP<br>B.Normand,Havre | |
| 54<br>97633 | **Vasna** **SteelScSr**<br>*R.J.Rickford* -94<br>*Elec.light* 1*Dk*&*Awngdk* | 904<br>873<br>482 | ✠100A1<br>*Awngdk withfreeboard*<br>6,90 ✠LMC6,90 | Cly<br>LA&CP | *j* | 1890<br>6mo | AilsaShipbuildingCo<br>Troon | BritishIndiaSteam Nav.Co.(Lim.) | 200·0<br>12·0<br>BK7½″ | 29·0 | 19·3 | Glasgow<br>British<br>4*BHCem* | T.3Cy.17″,27″&44″-30″ (*o*)<br>160lb *80lb* 110HP<br>1DB,*4cf*,GS78<br>Dunsmuir&Jackson,Gls. | 12 ′ 9<br>s 8 · 1<br>w 8 · 3 |
| 55<br>LHKD | **Vauban** **SteelScSr**<br>*E.Pay*84-90 1*Dk*(*Stl*)&*AwngDk*<br>*ss*Bdx.No.1-93 | 1553<br>1470<br>1167 | ✠100A1<br>*Awngdk withfreeboard*<br>2,95 ~~9,93~~ ✠LMC~~9,93~~ 2,95✠NB2,95 | Bdx<br>LA&CP | *o* | 1890<br>4mo | WHamiltn<br>&Co.<br>Pt.Glasgow | Maurel&H.Prom | 252·2<br>B31′ 21·6<br>FK<br>*WB=FPT* | 34·1 | 13·9 | Bordeaux<br>French<br>4*BHAsp*<br>53′*APT*23*t* | T.3Cy.19″,30″&49″-36″<br>~~160lb~~ *80lb* 170lb (*e*) 150HP<br>~~1SB,3rf,GS67,HS2256~~<br>Blackwood&Gordon,P.Gls<br>2SB,6*pf*,GS96,HS2648 | 14 ′ 9<br>s 8 · 7<br>w 8 · 9 |
| 56<br>77098<br>RMBH | **Vauxhall** **IronScSr**<br>*A.W.Wood*78-78 *ss*Shl.No.3-9,90<br>1*Dk*(*Irn*)<br>*ss*Nwc.No.1-94 | 817<br>762<br>528 | ✠90A1<br>12,94 ~~3,93~~<br>~~BS2,94~~ LMC~~5,90~~ 12,94 | Lon<br>A&CP<br>Nwc | *l* | 1878<br>4mo | Palmers'Co<br>Newcastle | TheRiverSteam Coll.Co.(Lim.)<br>*WB=DB* | 220·0<br>~~drp92~~ FK<br>a47′f55′ 203*t FPT* | 32·2 | 13·8 | London<br>British<br>4*BHCem*<br>13*tAPT*20*t* | C.2Cy.27″&51″-33″ (*i*)<br>75lb *80lb* NDB86 99HP<br>1B,GS57<br>Palmers'Co.(Lim.),Nwc. | 14 ′ 8<br>s 2 · 6 |
| 57 | **Vaxholm** **IronSc**<br>*C.J.M.Hallander* 1*Dk* | 147<br>78<br>100 | | | | 1881 | Bergsunds<br>Mek.V.<br>Stockholm | VaxholmsÅngf. Aktieb (C.H.Backert) | 106·9<br>B41′ H12*t* | 19·9 | 8·7 | Stockholm<br>Swedish | C.2Cy.19½″&34″-23½″<br>65HP<br>BergsundsM.V.,Skm. | |
| 58<br>92210<br>MWFT | **Vaynol** **SteelScSr**<br>*J.H.Jones* -94 1*Dk*(*Stl*)<br>*Well deck* | 233<br>165<br>79 | ✠100A1<br>2,95 ~~5,93~~<br>✠LMC11,92 | Lon<br>LA&CP<br>Ayr | *d* | 1892<br>12mo | S.Mc<br>Knight&Co<br>Ayr | G.W.D.Assheton-Smith (Hon.W.W.Vivian *Mgr.*) | 129·0<br>Q44′B10′F21′<br>BK7″<br>*WB=DBf*61′ | 22·0 | 7·7 | Carnarvon<br>British<br>3*BHCem*<br>48*tFPT*13*t* | C.2Cy.16″&32″-22″ (*s*)<br>120lb 45HP<br>1SB,*2pf*,GS34,HS820<br>Muir&Houston,Glasgow | 9 ′ 9<br>s · 10½ |
| 59<br>86100<br>HDNJ | **Vectis** **IronScSr**<br>*A.Simpson* -92 2ndSurvey,Cff.12,90<br>(*ex*EastAnglia) 2*Dks*(*Irn*)3*trB* | 2230<br>2137<br>1450 | ✠ A1*1<br>3,94 | Cff | Lv | 1882<br>12mo | Schlesinger Davis<br>&Co.<br>Newcastle | Rowland& Marwood | 290·9<br>P53*t*B32*t*H21*t*F23*t*<br>BK9″<br>*WB* | 37·3 | 24·7 | Whitby<br>British<br>6*BH*<br>=*DBa*&*f* | C.2Cy.~~35″~~&65″-42″<br>31″ 250HP<br>2SB,*6f*<br>T.Clark&Co.,Newcastle | 26 ′ 0<br>s 4 · 7 |
| 60<br>76835<br>RCDW | — **IronScSr**<br>*T.Taylor*68-77 *ss*Cff.No.3-11,89<br>*ss*Cff.No.1-94<br>1*Dk*(*Irn*)2*trB* | 950<br>758<br>615 | ✠90A1<br>12,94 ~~4,91~~<br>✠LMC4,94 | Cff<br>A&CP | *m* | 1877<br>7mo | J.Laing<br>Sunderland | J.G.Hill (Harrison, Moore&Moore, *Mgrs.*) | 212·5<br>Q77′B39′F20′<br>srp94 BK8″<br>*WB=* | 30·5 | 15·9 | Cardiff<br>British<br>4*BHCem*<br>*DBa*55′*f*46′ | C.2Cy.26″&47″-36″ (*i*)<br>70lb *50lb* 90HP<br>1B,GS54<br>G.Clark,Sunderland | 17 ′ 1<br>s 1 · 9½ |
| 61<br>56125 | — **WoodPadCtr** | 122<br>122<br>49 | | | | 1866 | J White<br>Cowes | Sou.I.of W.&S.of Eng.Ryl.Mail Stm.Pkt.Co(Ld) | 140·7<br>Q12*t* | 18·2 | 8·2 | S'thamptn<br>British | C.2Cy.24″&40″-36″<br>NE&B77 60HP<br>Day,Summers&Co..Sou. | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned (now expired). Repairs Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of Build. Tonnage Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62 105212 | **Vedra** *Prout* **SteelScSr** *E.J.Ward* 93–93 *Elec.light* | 1*Dk(Stl)&Spar dk(Stl)& Web frames* | 4057 3848 2622 | ✠100A1 *Spar dk* 3,95 3,94 3,94 *Carrying Petroleum* | Sld A&CP Lon LMC10,93 *in bulk* | *w* | 1893 10mo | J.Laing Sunderland | **S.S."Vedra." (Lim.) (A.Suart)** PetroleumShippgCo. (Lim.)(A.Suart *Mgr.*) | 345·0 B76′ F38′ FK | 44·7 | 22·0 29·0 | London British 14*BHCem* | T.3Cy.26″,42½″&69″–48″ (*r*) 160lb *100lb* 400H 2DB,*12pf*,GS160,HS5910 G.Clark(Lim.),Sunderland | 23 ″ 3 s 6 ″ 11 | |
| 63 PWDK | **Veendam** *H.C'vdZee*85–91 (*ex*Baltic) *Elec.light* | **IronSc4MstBk** 6thSurveyRot.6,90 3rdSurvey,Rot.3,94 3*Dks*(2*Irn*) | 3986 3706 2578 | ✠ A1* 1 3,95 3,94 ✠NB7,90 MS7,91 LMC3,94 BS1,95 | Rot LMC7,96 BS8,94 | Lv | 1871 3mo | Harland& Wolff Belfast | **Nederl.-Amerik. Stoomv.Maats** | 420·0 BK9½″ | 40·9 | 31·0 | Rottrdam Dutch 6*BHCem* | T4Cy35″,59″&(2)78″–60″ (*s*) 150lb *75lb* NDB90 600H 2D&2SB,*18f*,GS324 *Tpd*.90NederlStoomMaats Est.Fyeneoord.,Rot | 33 ″ 0 | DV |
| 64 | **Vega** *Chrystal* *Elec.light* | **IronScSr** 2*Dks&Spardk* | 2893 2721 1943 | | | | 1879 | A.Leslie& Co. Newcastle | **EmpresaInsulana deNav.** | 361·5 P229*t* | 38·3 F36*t* | 18·5 *WB* | Lisbon Portuguese | C.2Cy.33″&76″–51″ 350H R.Stephenson&Co.,Nwc. | | V |
| 65 161706 | — *F.H.Brown* | **SteelScSr** 2*Dks* | 2144 — 1735 | | | | 1893 | GlobeIron WorksCo. Cleveland,O. | **VegaS.S.Co. (DavidWallace)** | 301·2 H— | 38·5 F36′ | 21·1 *WB* | Cleveland, Ohio Utd. States | C.2Cy.27″&50″–42″ GlobeIrnWksCo.Clevelnd. | | |
| 66 QTNS | — *Liljeqvist* | **Sr** | — — 397 | | | | 1868 | ..... Motala | **V.Schauman** | ..... | ..... | ..... | Nikolaistd Russian | 100H | | |
| 67 HJQS | — *C.Christophersen* –88 | **WoodScBk** 1*Dk* | 355 332 253 | | | | 1872 | Wencke Bremerhaven | **Aktieb."Ishafvet" (C.B.Pedersen)** | 136·2 Q23*t* | 24·4 | 15·5 | Gothenbrg Swedish | C.2Cy.19½″&33⅜″–20½″ 60H F.W.Bücas,Magdeburg | | |
| 68 88299 | — *J.Plante*85–93 | **WoodScSr** 1*Dk* | 132 89 83 | | | | 1884 | A.T.Beau-lieu Levis,Quebec | **LevisMaritime &IndustrialCo.** | 109·2 | 18·0 | 8·6 | Quebec British | C.2Cy.11″&22″–18″ 18H A.T.Beaulieu,Levis,Qbc. | | |
| 69 KJHW | **Vejle** *L.Andreasen* | **IronScSr** 1*Dk* | 138 120 66 | | | | 1865 | Burmeister &Wain Copenhagen | **ForenedeDamp-skibsSelskab** | 105·8 Q25′ | 18·3 | 10·1 | Veile Danish | C.4Cy.12″&24″–18″ 35H Burmeister&Wain,Cpn. | | |
| 70 JTKB | **Velarde** *J.Fortagada*77–84 | **IronSc3MstSr** (*ex*Petrarch) 2*Dks* | 945 931 567 | | | | 1873 | Bowdler, Chaffer&Co. Liverpool | **Compania Maritima** | 210·2 | 28·2 | 20·8 | Barcelona Spanish | C.2Cy.23″&46″–24″ 85H J.Taylor&Co.,Birkenhead | | |
| 71 295 | **Velebit** *A.Stanger* | **SteelSc** | 183 163 95 | | | | 1889 | Stbilimnto Tecnico Trieste | **Societa inAzioni Ungaro-Croata diNav.aVap.** | 137·4 | 17·7 | 10·9 | Segna Aust.-Hung. | C.2Cy.18″&32″–21″ 45H | | A |
| 72 96001 | **Velez Sarsfield** *J.Robertson* –88 | **IronTwinSc** *Dredger* | 326 324 130 | | | | 1888 | Fleming& Ferguson Paisley | **TheExecutors of the lateT.A. Walker** | 140·0 | 30·1 | 10·1 | Glasgow British | Q.8Cy.10″,14″,20″&28″–20″ 90H Fleming&Ferguson,Psy. | | |
| 73 688 HMVC | **Veliki Knias Vladimir** *Popoff* (*ex*Victoria) | **IronScSr** 1*Dk* | 321 277 220 | | | … | 1871 7mo | Scott&Co. Greenock | **MurmanNav.Co.** | 155·8 Q34′B16′F25′ | 23·2 | 12·8 | Archangel Russian | C.2Cy.20″&38″–24″ NB84 80H GreenockFoundryCo.,Grk | 13 ″ 8 | |
| 74 98149 PVGM | **Velindra** *W.Davies* –94 | **IronPad** *ss*Sws.No.3–6,88 *ss*Sws.No.1–92 1*Dk* | 199 175 76 | A1 *load line 7ft 11in* 5,94 *For Bristol Channel purposes* ✠NE&B6,88 | Sws LMC4,92 BS3,94 | | 1860 | C.J.Mare London | **Pockett'sBristol ChannelStm.Pkt Co.(Lim.) (T. Probert,*Mgr.*)** | 158·4 Q18*t* ptND88&92 | 19·1 | 9·1 FK | Swansea British 4*BHCem* | O.2Cy.40″–36″ (*o*) 40lb 100H 2SB.*6pf*,GS83 G.Beckwith,Swansea | | BT till 10,94 |
| 75 98929 | **Velleda** *J.H.Benington*91–91 *R.Hocken* –95 | **SteelScSr** 1*Dk(ptStl&ptIrn) &Webframes&ptAwngdk(Irn)* | 2545 1883 1648 | ✠100A1 *ptAwng dk withfreeboard* 3,95 12,98 | Cff LA&CP Npt LMC5,91 | *s* | 1891 5mo | Richardsn Duck&Co. Stockton | **VelledaSSCo(Lim) (Carlisle&Co.)** | 297·0 P29′Q92′ *ptAwgdk*176′ *WB=CellDB* | 40·1 drp91 BK10″ | 18·8 5*BHCem* 248′538*t* | London British | T.3Cy.22″,35″&59″–39″ (*s*) 160lb *85lb* 200H 2SB.*6cf*,GS85,HS3372 T.Richardson&Sons,Hpl. | 21 ″ 9 s 8 ″ 6 | |
| 76 78675 TDHC | **Velocity** *J.Gower*85–86 | **IronScK** *ss*Lon.No.1–83 1*Dk* | 193 193 102 | ✠ 1,84 | Lon A&CP | *c* | 1879 5mo | R.Dixon& Co. Middlesbro' | **Hewett&Co. (Lim.)** | 129·5 | 21·0 | 10·5 | London British 4*BHCem* | C.2Cy.19″&36″–24″ 50H Blair&Co.(Lim.),Stockton | | |
| 77 LKWM | **Velox** *H.R.Gontard*88–92 | **IronScSr** *ss*HKg.No.2–92 1*Dk(Irn)&Spardk3trB* | 995 986 636 | ✠100A1 *Spar dk* 3,94 BS3,94 ✠LMC2,92 | Shi LA&CP | *m* | 1883 4mo | G.Howaldt Kiel | **H.A.Petersen** | 212·9 *WB=DBuE&B33′40t* | 28·1 BK8″ | 21·1 6*BHCem* *MT*36′196*t* | Flensburg German | C.2Cy.23″&43¾″–30″ 90lb 90H 2SB.*2cf*,GS48 G.Howaldt,Kiel | | |
| 78 JMPB | — *J.Bakkevig* –93 | **IronScSr** 1*Dk* | 312 229 176 | | | | 1884 | Actiebol "Atlas" Gefle | **J.Gjerdesjöen** | 128·5 Q23*t*B41*t*F13*t* | 23·0 | 12·1 | Haugesnd Norwegian *WB* | C.2Cy.17¾″&31½″–20½″ 50H Actiebol."Atlas,"Skm. | | V |
| 79 HPSD | **Veloz** *J.Lopes* –92 | **WoodPadTug** (*ex*Scotia) | 119 — 98 | | | | 1864 | ..... London | **Cia.MarPortuense deReboques e Salvadego** | 72·2 | 19·0 | 11·2 | Oporto Portuguese | 2Cy.36 –38″ 100H Ravenhill,London | | |
| 80 97542 | **Venango** *S.W.Wilson* –92 | **SteelScSr** 1*Dk(Irn)&Spar dk(Stl–ws)3trB* | 2938 2742 1910 | ✠100A1 *Spar dk* 9,94 2,95 | Sld A&CP LMC5,91 | *u* | 1891 5mo | J.Laing Sunderland | **NeptuneStm.Nav. Co.(Lim.) (W.&T.W.Pinkney *Mgrs.*)** | 308·7 B78′H40′F36′ drp94 *WB=Cell* | 41·5 26·0 BK10″ | 18·0 5*BHCem* *DB*253′447*t* | Sundrland British | T.3Cy.23″,38″&62″–42″ (*s*) 160lb *80lb* 300H 2SB.*6rf*,GS120 G.Clark(Lim.),Sunderland | 20 ″ 9 s 6 ″ 2 | D |
| 81 NTSM | **Vendsyssel** *E.S.Braband* (*ex*Mintha) | **IronScSr** *ss*Lon.No.1–81 1*Dk&ptAwngdk* | 793 500 497 | ✠ *ptAwng dk withfreeboard* 7,83 | Lon A&CP | *k* | 1876 12mo | C.Mitchell &Co. Newcastle | **ForenedeDamps. Selskab** | 194·1 | 27·7 20·9 | 14·0 Copnhagn Danish 4*BHCem* | C.2Cy.25½″&48″–33″ 90H Blair&Co.(Lim),Stockton *WB=DBa*49′*f*70′ | 15 ″ 0 | |
| 82 | **Venern** *Johanson* –85 | **WoodScSr** (*ex*Edsvalla) 1*Dk* | 130 121 97 | | | | 1873 | P.Ander-son | **G.A.Andersson's Sterbhus** | 91·9 H9*t* | 20·6 | 8·8 | Carlstad Swedish | 1Cy.8″–18″ 10H Trollhättan'sM.V. | | |
| 83 BJKV | **Venetia** *vonBassewitz*91–93 | **SteelScSr** 2*Dks3trB* | 2891 2258 2046 | | | | 1891 | Reihrstieg Schiffswerfte &Masch.fab. Hamburg | **Hamburg-Ameri-kanischePacketf. Act.Ges.** | 320·0 P&B190′F50′ | 40·0 | 27·0 | Hamburg German *WB* | T.3Cy.25½″,41″&65¼″–42″ ReiherstiegSchiffwerfte Maschinenfabrik,Ham. | | V |
| 84 96218 WMHD | **Venetian** *R.C.Farrington* –93 | **IronSc4MstBk** 3*Dks*(*Irn*) | 4055 3936 2672 | ✠ 12,87 | Liv | Lv | 1882 5mo | Palmers'Co (Lim.) Newcastle | **F.Leyland&Co. (Lim.)** | 423·6 P33*t*F74′ | 41·0 | 29·0 | Liverpool British 6*BH*1PBH | C.4Cy.29¾″&62″–60″ 450H Palmers'Co.(Lim.),Nwc. | 32 ″ 0 s 8 ″ 3 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14<br>Franc-bord au milieu du navire. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85<br><br>RHST | **Venezia** IronScSr<br>*E.Mundt*92-92 (*ex*Wandrahm)<br>1*Dk*&*Spardk* | 1666<br>1612<br>1251 | | | | 1881 | Flensburg S.B.Co.<br>Flensburg | A.C.deFreitas &Co. | 257·8<br>B12′ | 33·8 | 24·7 | Hamburg<br>German<br>*WB* | C.2Cy.32″&60″–36″<br>160HP<br>FlensburgS.B.C.Flensburg | |
| 86<br>51<br>SQNB | — IronScSr<br>*L.Gheraldo* 2*Dks* | 846<br>802<br>545 | | | | 1879 | Flli.Orlando<br>Leghorn | Navigazione GeneraleItaliana | 212·6<br>H44*t* | 26·9 | 18·9 | Palermo<br>Italian | C.2Cy.27½″&55″–30″<br>195HP<br>FonderaOretea,Palermo | |
| 87<br><br>JVCG | — WoodScSr<br>*G.Nielsen*93-93 1*Dk*2*trB* | 572<br>456<br>425 | | | | 1893 | Brunchorst &Dekke<br>Bergen | P.Hamre | 161·5<br>Q38*t* B55*t* F19*t* | 26·0 | 16·0 | Bergen<br>Norwegian<br>*WB* | T.3Cy.12¼″,20″&32″–26″<br>64HP<br>Laxevaags,Maskin&Jernskibsbyggeri,Bergen | |
| * 88<br>45 | — IronScSr<br>~~*A.Florio* –87~~ ~~*ss*Tri.No.2-91~~<br>*Pollich* (*ex*Ardgowan) 1*Dk*(*ptIrn*)<br>*Well deck* *ss*Fiu.No.3-11,94 | 260<br>213<br>102 | ✠100A1<br>11,94 ~~4,91~~<br>✠NB4,91 | Tri<br>LA&CP<br>✠LMC~~4,91~~ 11,94<br>Fiu | *e* | 1883<br>1mo | Abercorn S.B.Co.<br>Paisley | L.Schwarz | 137·5<br>Q54′B18′F20′<br>drp94 BK7′<br>*WB* | 21·5 | 10·6 | Fiume<br>Aust.-Hung.<br>4*BHCem*<br>=*FPT*20*t* | C.2Cy.18″&34″–28″ (i)<br>85lb *42lb* 50HP<br>1SB,*2pf*,GS40<br>W.Lochhead&Co.,Gls. | |
| 89<br>161616<br>KGSM | **Venezuela** IronSc<br>*Hopkins* –89 *ss*N.Yk.No.1–94<br>2*Dks*(1*Irn*)&*Shadedk* | 2843<br>2652<br>2037 | ✠100A1<br>*Shade dk withfreeboard*<br>~~6,94 1,94~~<br>3,95 ~~10,94~~ | NYk<br>✠LMC1,94 | *t* | 1889<br>12mo | W.Cramp &SsS&EB Co.<br>Philadelphia | Atlantic&CaribbeanS.N.Co. | 303·6<br><br>BK10′ | 40·2 | 20·5<br>27·9 | Wilmgton (Del.)<br>Utd.States<br>5*BHCem* | T.3Cy.25″,41″&67″–42″<br>160lb 385HP<br>4SB,*12f*,GS240<br>W.Cramp&SsS&EBCo.Phl | 22 · 1<br>s 11 · 4<br>w11 · 8 |
| 90<br><br>LHNB | — IronScSr<br>*Crespin* 2*Dks* | 966<br>—<br>499 | | | | 1876 | F.&C.de la Médit<br>Havre | CompagnieGénérale Transatlantique | 210·3 | 29·4 | 21·9 | FdeFrance<br>French | C.2Cy.27½″&55″–35½″<br>150HP<br>Forges&CdelaMéditHavre | |
| 91<br>~~70595~~<br>Sunk by Collision 5,94 now re-floated | **Venice** IronSc3MstSr<br>~~*P.R.Miller* –93~~ *ss*Shl.No.3–5,85<br>*ss*Liv.No.1,89<br>2*Dks*3*trB* | 1911<br>1829<br>1209 | ✠~~100A1~~<br>5,93<br>✠NB5,85<br>BS1,93 | Nwc<br>A&CP<br>LMC11,89 | *s* | 1874<br>5mo | C.Mitchell &Co.<br>Newcastle | ~~Nelson,Donkin&Co.~~<br>IdareiMassousieh | 310·5<br>*WB*=*DBa*92 | 34·2 | 22·6 | ~~London~~<br>~~British~~<br>4*BHCem*<br>*fuE*&*B*44′<br>Turkish | C.2Cy.33″&64″–45″ (i)<br>80lb *45lb* NDB85 180HP<br>2DB,*8pf*,GS120<br>T.Clark&Co.,Newcastle | 26 · 2<br>s 5 · 4 |
| | *Now named "Assyr," See No. 58 in Supplement* | | | | | | | | | | | | | |
| 92<br>77096<br>RLSM | — IronScSr<br>~~*J.Rose* –94~~ *ss*C.Tn.No.3–9,90<br>*R.Walls* 1*Dk*<br>*ss*CTn.No.1-94 | 511<br>413<br>311 | ✠100A1<br>2,95 ~~9,94~~ | C.Tn<br>A&CP<br>LMC~~7,98~~ 12,94 | *h* | 1878<br>4mo | R.Steele& Co.<br>Greenock | D.Currie&Co. | 173·7<br>P33′F24′<br>BK7′<br>*W* | 24·6 | 13·2 | London<br>British<br>5*BHCem*<br>*B*=*MT*14′ | C.2Cy.22″&40″–27″ (i)<br>58lb *40lb* 70HP<br>1B,GS40<br>R.Steele&Co.,Greenock | |
| * 93<br>98512<br>MFNW | **Venus** SteelScSr<br>~~*A.M.White*90–91~~<br>*Well deck* 1*Dk*(*Irn*)&*Webframes*2*trB*<br>*J.Beaven*94-94 | 2940<br>2283<br>1908 | ✠100A1<br>~~7,94 1,94~~ 10,94 | Bry<br>A&CP<br>✠LMC~~6,91~~ 10,94<br>~~Npt~~ Hpl | *t* | 1891<br>6mo | Ropner& Son<br>Stockton | T.Robinson,Sons& Co. | 314·0<br>P29′Q104′B118′<br>F31′ BK10′<br>drp94 *WB*=*Cell* | 40·5 | 20·2 | W.Hartlpl<br>British<br>5*BHCem*<br>*DB*258′550*t* | T.3Cy.22½″,37″&61″–42″ (s)<br>160lb *80lb* 200HP<br>2SB,*6cf*,GS94,HS3740<br>Blair&Co.(Lim.),Stockton | 23 · 7<br>s 2 · 4 |
| 94<br>73<br>HTFM | — IronScBn<br>*Perpich*67–87 2*Dks* | 1811<br>1634<br>1122 | | | | 1868 | W.Denny &Bros.<br>Dumbarton | LloydAustriaco | 274·5 | 34·0 | 26·0 | Trieste<br>Aust.-Hung. | C.4Cy.29¾″&57″–39″<br>288HP<br>Denny&Co.,Dumbarton | |
| 95 | — SteelPadSr<br>*Elec.light* 1*Dk*(*ptStl*)&*Awngdk* | 1749<br>932<br>969 | *Awng dk*<br>8,86<br>*For River purposes only* | Gls<br>A&CP | | 1886<br>5mo | W.Denny &Bros.<br>Dumbarton | LaPlatenseFlotillaCo.(Lim.) | 299·0<br>FK | 35·1 | 12·8 | Bns.Ayres<br>Argentine<br>4*BHCem* | C.D.2Cy.44″&87″–72″<br>300HP<br>Denny&Co.,Dumbarton | 13 · 6 |
| 96<br><br>LMHC | — SteelScSr<br>~~*T.Closter*92–92~~ 1*Dk*(*Stl*)&<br>*Well deck* *Web frames*<br>*E.Wolff*94-95 | 1223<br>921<br>773 | ✠100A1<br>~~6,94 7,93 ?,94~~<br>4,95 | Hpl<br>LA&CP<br>✠LMC6,92<br>~~Ams~~ | *n* | 1892<br>5mo | W.Gray& Co.(Lim.)<br>WHartlepool | H.C.T.Schmidt | 230·5<br>P23′Q54′B55′F26′<br>drp94 FK<br>*WB*=*CellDB*192 | 34·1 | 14·7 | Flensburg<br>German<br>4*BHCem*<br>311*tAPT*17*t* | T.3Cy.16½″,26″&44″–33″ (s)<br>160lb *100lb* 100HP<br>1SB,*3rf*,GS36,HS1734<br>CentralMarE.Wks.,W.Hpl | 16 · 9 |
| 97 | — SteelSc3MstSr | 1117<br>895<br>677 | | | | 1891 | SirW.G. Armstrong, Mitchell&Co<br>Newcastle | Companhia Frigorifica e Pastoril Brazileira | 245·0<br>P39′ B38′ F41′ | 33·1 | 14·9 | R.Janeiro<br>Brazilian<br>*WB* | T.3Cy.19″,31″&50″–33″<br>200HP<br>NEMarineEng Co(Lm)Sld | |
| 98<br><br>JCVH | — SteelScSr<br>*C.Gran* –93<br>1*Dk*(*ptStl*)&*Webframes*&*Spardk*<br>*Elec.light* | 1067<br>1004<br>627 | ✠100A1<br>*Spar dk withfreeboard*<br>3,93 | Nwc<br>A&CP<br>✠LMC3,93 | *o* | 1890<br>8mo | C.S.Swan& Hunter<br>Newcastle | BergenskeDampskibsselskab | 230·7<br>H63*t*<br>BK7½′<br>*WB*=*Cell* | 31·2 | 11·9<br>19·6 | Bergen<br>Norwegian<br>4*BHCem*<br>*DB*183′200*t* | T.3Cy.20″,35″&57″–36″ (s)<br>160lb *80lb* 350HP<br>1DB,*6f*,GS94,HS3560 FD<br>WllsndSlpwyCo(Lm)Nwc | 14 · 1<br>s 8 · 3 |
| 99<br><br>JTNK | — IronScSr<br>*J.B.Amparan* 3rdSurvey,Man.5,92<br>(*ex*LochMaree) 1*Dk*(*Irn*)2*trB*<br>*Well deck* | 951<br>692<br>609 | ✠ A1*1<br>2,94 ~~5,92~~<br>BS9,94 | Man<br>✠LMC2,92 | Lv | 1880<br>2mo | Gourlay Bros.&Co.<br>Dundee | Macleod&Co. | 210·0<br>P116′F31′<br>FK<br>*WB*= | 29·8 | 15·7 | Manila<br>Spanish<br>5*BH*<br>*DBa*&*fFPT* | C.2Cy.23″&44″–42″<br>~~90lb~~ 85lb *60lb* NDB89 98HP<br>1SB,*3f*<br>GourlayBros&Co.,Dundee | 16 · 11 |
| 100 | — Iron&SteelScSr<br>*O.F.Larsson*76–93 1*Dk*&*Shelterdk* | 262<br>119<br>195 | | | | 1873 | MotalaCo.<br>Motala | ÅngfartygsAktiebolaget "Göta Kanal" (E.B.Thorssell) | 97·0<br>H31*t* | 21·3 | 9·1<br>15·7 | Stockholm<br>Swedish | C.2Cy.17″&35″-22″<br>60HP<br>MotalaCo.,Motala | |
| 101<br>96558<br>MBPL | **Vera** SteelScSr<br>*R.Forth*73–91 1*Dk*(*Irn*)&*ptAwngdk*<br>(*Irn*)&*Web frames*<br>*ss*Cff.No.1–94 | 2391<br>1821<br>1536 | ✠100A1<br>*pt Awng dk withfreeboard*<br>~~11,94~~ 2,95 | Cff<br>A&CP<br>~~Liv~~<br>✠LMC~~1,91~~ 11,94 | *s* | 1891<br>1mo | T Turnbull &Son<br>Whitby | T.Marwood&Sons | 289·5<br>P29′Q78′<br>*ptAwngdk*183′ FK<br>*WB*=*Cell* | 38·2 | 19·7 | Whitby<br>British<br>6*BHCem*<br>*DB*244′504*t* | T.3Cy.22″,36″&59″–39″ (s)<br>160lb *80lb* 218HP<br>2SB,*6cf*,GS84,HS3300<br>Blair&Co.(Lim.),Stockton | 22 · 2<br>s 8 · 8 |
| 102 | — SteelScSr<br>*L.Kontermovitz* –93 1*Dk*(*Stl*)2*trB*<br>*Well deck* (*ex*Ljubow) | 1440<br>1066<br>910 | ✠100A1<br>5,93 | Lon<br>LA&CP<br>✠LMC6,92 | *o* | 1891<br>5mo | Helsingörs Jernskibs og Msknbyggeri<br>Elsinore | Helmsing&Grimm | 247·5<br>Q68′B121′F27′<br>drp92 BK8½″<br>*WB*=*APT*29*t* | 35·6 | 15·7 | Riga<br>Russian<br>4*BHCem*<br>*MT*42′400*t* | T.3Cy.18″,27½″&47″–33″ (s)<br>160lb *90lb* 130HP<br>2SB,*4rf*,GS64<br>HelsingörsJernskibs og Maskinbyggeri,Elsinore | 16 · 9<br>s 1 · 2 |
| 103<br><br>HTKJ | — CompScSr<br>*C.A.Clase*94–94 1*Dk* | 196<br>155<br>144 | | | | 1888 | P.Larsson<br>Thorskog | Ångf.Aktieb. "Vera" (E.J.Odenius) | 98·8<br>B28′ H7*t* | 20·8 | 10·0 | Gothenbrg<br>Swedish | 2Cy.11¾″&17½″–15½″<br>30HP<br>P.Larsson,Thorskog | |
| 104 | **Vera Cruz** SteelScSr<br>*I.Urrechua* –89 *ss*N.Os.No.1–92<br>(*ex*Merida,*ex*Dartmeet) 1*Dk*(*Stl*)<br>*Well deck* | 655<br>491<br>327 | ✠100A1<br>4,92 | N.Os<br>LA&CP<br>✠LMC4.92 | *j* | 1888<br>10mo | Harvey& Co.(Lim.)<br>Hayle | I.Urrechua<br>*WB*=*CellD* | 183·7<br>Q66′B37′F27′<br>BK7½″<br>*B*147′165*t FPT*20*t* | 28·2 | 11·7 | Tabasco<br>Mexican<br>5*BHAsp*<br>*APT*22*t* | T.3Cy.18″,29″&48″–30″<br>150lb 115HP<br>2SB,*2rf*,GS35<br>Harvey&Co.(Lim.),Hayle | 13 · 8<br>s 1 · 1<br>w 1 · 3 |
| 105 | **Vera Lowndes** SteelTwinScSr<br>*J.Hislop* | 355<br>227<br>284 | | | | 1891 | Day,Summers&Co.<br>Southampton | Guild,Miller&Co. | 155·2<br>P48′ B13′ F22′ | 30·1 | 6·0 | R.Janeiro<br>Brazilian | T.6Cy.9½″,15″&25″–18″<br>Day,Summers&Co.,Sou. | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. — No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 106 Verax<br>97392<br>LMWB<br>Well deck | SteelScSr<br>*R.G.McDowall*89–93 *ss*Bry.No.1–94<br>1*Dk*(*pt Irn pt Stl*) &*Webframes* | 2531<br>1809<br>1640 | ✠100A1<br>~~2,94~~ 2,95<br>✠LMC2,94 | Bry<br>LA&CP<br>Liv | *s* | 1890<br>1mo | E.Withy& Co.<br>W Hartlepool | G.Horsley&Son | 290·0 \| 40·1 \| 19·3<br>Q117′ B119′ F33′ FK<br>*WB=Cell DB250′* | | | W.Hartlpl<br>British | T.3Cy.22″,35″&59″–39″<br>160lb *80lb* 180HP<br>2SB,*6rf*,GS90,HS3330<br>T.Richardson&Sons,Hpl. | 21 ″ 10<br>*s* 2 ″ 0½ | D |
| 107 Vercingetorix<br>LHNR | IronSc3MstSr<br>*F.Provitola* *ss*Gls.No.3–9,85<br>(*ex*Glenlyon) *ss*Msl.No.2–94<br>2*Dks*(1*Irn*&1*pt Irn*)3*trB* | 2160<br>2083<br>1410 | ✠100A1<br>5,94<br>✠NB9,85<br>~~BS2,95~~ | Msl<br>A&CP<br>LMC9,93 | *s* | 1872<br>10mo | Lon.&Gls. Co.<br>Glasgow | Caillol et Saint-pierre | 329·0 \| 34·3 \| 24·8<br>*WB=Cell DB250′* | | | Marseilles<br>French | C.2Cy.40″&70″–45″ (*r*)<br>75lb *50lb* 275HP<br>2DB,*12pf*,GS198<br>Lon.&Glas.Co.,Glasgow | 26 ″ 2<br>*s* 5 ″ 8½ | D |
| 108 Verdandi<br>688<br>JBVH | SteelScSr<br>*C.G.Svensson* –93<br>1*Dk*(*Irn*) &*Awng dk* | 966<br>836<br>739 | | | | 1893 | Nylands Verksted<br>Christiania | Ångf.Aktieb. "Sverige"<br>(A.O.Andersson) | 203·4 \| 29·5 \| 16·8<br>P140′ H43*t* | | | Gothenbrg<br>Swedish | T.3Cy.14½″,24″&39″–27″<br>100HP<br>Nylands Verksted,Xia. | | N |
| 109 Veritas<br>HSTK | WoodScSr<br>*P.Andersen*<br>1*Dk* | 485<br>350<br>294 | | | | 1891 | .....<br>Sandefjord | Dampskibsselskabet "Veritas"<br>(BrödThorvildsen) | 150·8 \| 27·7 \| 12·9<br>P121*t* F19*t* | | | Tvdestrnd<br>Norwegian | T.3Cy.12″,20″&32″–26″<br>60HP<br>Akers.Mek.Vrk.,Xia. | | N |
| 110 Vermdö | IronSc<br>*C.G.Holmborg*77–83 1*Dk* | 114<br>66<br>81 | | | | 1883 | Bergsunds M.V.<br>Stockholm | Ångf.Bol.Stockholm-Torsbyfjärd(E.Egnell) | 95·1 \| 17·1 \| 7·9<br>Q32′ B29′ H6*t*<br>F18′ | | | Velamsnd<br>Swedish | C.2Cy.14½″&25½–19½″<br>35HP<br>BergsundsM.V.,Stockholm | | |
| 111 Vermland<br>HTSJ | SteelScSr<br>*C.E.Pettersson*94–94<br>1*Dk* | 216<br>181<br>156 | | | | 1889 | Eriksbergs M.V.<br>Gothenburg | Ångf.Aktieb. "Trio"<br>(C.L.Larsson) | 102·0 \| 21·4 \| 11·7<br>P28′ H5*t* | | | Gothenbrg<br>Swedish | C.2Cy.12″&24″–15″<br>30HP<br>EriksbergsM.V.,Gothenbg | | G |
| 112 —<br>*O.Abramson* –79 (*ex*OlofVenngren)<br>1*Dk* | CompScSr | 202<br>185<br>134 | | | | 1878 | P.Larsson<br>Thorskog | G.A.Anderssons Sterbhus | 100·7 \| 20·7 \| 11·8<br>P16′ H5*t* | | | Carlstad<br>Swedish | 2Cy.11¾″&21½″–19½″<br>30HP<br>P.Larsson,Thorskog | | |
| 113 Vernon<br>76229<br>RNDW | IronScSr<br>*J.Charlton*89–89 *ss*Sld.No.3–10,90<br>1*Dk*(*Irn*)2*trB* | 982<br>806<br>615 | ✠100A1<br>12,93<br>BS4,94 | Shl<br>A&CP<br>LMC10,90 | *n* | 1878<br>5mo | J.Blumer& Co.<br>Sunderland | Lambert Bros. | 220·5 \| 31·0 \| 16·5<br>P17′ F24′<br>drp93 BK8″<br>*WB=D Ba65′ f84′ 238t FPT* | | | Newcastle<br>British | C.2Cy.28″&53″–36″ (*i*)<br>70lb *60lb* 110HP<br>2SB,GS64<br>T.Clark&Co.,Newcastle | 17 ″ 9<br>*s* 2 ″ 10 | |
| 114 Verona<br>81791<br>SQGT | IronScBkn<br>*F.Speck*66–88<br>*Elec.light* | 3130<br>2639<br>1876 | | | ... | 1879<br>7mo | Caird&Co.<br>Greenock | P.&O.Stm.Nav. Co. | 380·9 \| 38·3 \| 25·8<br>P257′ F48′ | | | Greenock<br>British | C.2Cy.54″&94″–60″<br>600HP<br>Caird&Co.,Greenock | 27 ″ 3<br>*s* 5 ″ 0 | |
| 115 Veronica<br>86486 | IronSc3MstDandy<br>*W.J.Cock* –93 *ss*Hay.No.2–91<br>1*Dk*(*Irn*) | 255<br>221<br>120 | ✠100A1<br>6,93<br>✠NB4,91 | Fal<br>LA&CP<br>✠LMC4,91 | *d* | 1882<br>12mo | C.Hill& Sons<br>Bristol | D.W.Bain&Co. | 120·6 \| 23·5 \| 9·8<br>Q34′ F15′ BK6½″ | | | Cardiff<br>British | C.2Cy.16½″&30″–18″ (*i*)<br>90lb 40HP<br>1SB,*2pf*,GS32,HS810<br>Plenty&Son,Newbury | 10 ″ 3<br>*s* 1 ″ 1½ | |
| 116 Versailles<br>LHQV | SteelSc3MstSr<br>*Bonnaud* (*ex*Hammonia)<br>*Elec.light* | 4336<br>3679<br>1883 | | | | 1882 | J.&G. Thomson<br>Glasgow | CieGénéraleTransatlantique | 373·7 \| 45·3 \| 27·0<br>P61′ B— F62′ | | | Havre<br>French | C.3Cy.54″&(2)71″–63″<br>900HP<br>*WB* J.&G.Thomson,Glasgow | | |
| 117 Vesper<br>78682<br>SMBV | IronScSr<br>*S.Wheatley*92–92<br>~~3rdSurvey Dun.11,91~~ 4thSurvey,Dun.1,95 1*Dk*(*Irn*)2*trB* | 708<br>559<br>459 | ✠ A1*1<br>~~2,94 1,97~~ 2,95<br>✠NB11,91 | Sld<br>~~Shl~~ Dun<br>~~LMC11,91~~ 1,95 | Lv | 1878<br>5mo | W.B. Thompson<br>Dundee | R.A.Mudie&Sons | 192·4 \| 27·1 \| 14·5<br>Q55*t* B79*t* H8*t*<br>drp95 BK6½″<br>*WB=DB f &u* | | | Dundee<br>British | C.2Cy.24″&44″–30″<br>80lb *50lb* 85HP<br>1SB,*3pf*,GS46<br>W.B.Thompson,Dundee | 15 ″ 7<br>*s* 1 ″ 8½ | |
| 118 Vesta<br>84117<br>WCVP | IronScSr<br>*W.Jones* –92 | 3055<br>2898<br>1962 | | | | 1881 | Scott&Co.<br>Greenock | Charente S.S.Co. (Lim.) (T.&J. Harrison,*Mgrs.*) | 367·8 \| 39·3 \| 27·4<br>F46*t* | | | Liverpool<br>British | C.2Cy.33″&76″–54″<br>400HP<br>Scott&Co.,Greenock | | BT till ~~1/96~~ 6,95 |
| 119 —<br>79<br>HTJC | IronScSr<br>*Deperis*62–87 2*Dks* | 1810<br>—<br>1102 | | | | 1869 | W.Denny &Bros.<br>Dumbarton | Lloyd Austriaco | 274·5 \| 34·0 \| 26·0 | | | Trieste<br>Aust.-Hung. | C.4Cy.29¾″&57″–39″<br>236HP<br>Denny&Co.,Dumbarton | | |
| 120 —<br>9<br>SQBK | SteelScSr<br>*A.Grönholm* *ss*Hav.No.1–93<br>*Well deck* 1*Dk*(*Irn*) &*Webframes* | 1052<br>796<br>677 | ✠100A1<br>1,94<br>✠LMC10,93 | Hav<br>A&CP | *m* | 1889<br>5mo | Tyne I.S.B. Co.(Lim.)<br>Newcastle | Finska Ångf. Aktiebolaget | 210·5 \| 31·2 \| 15·3<br>Q78′ B61′ F23′ FK<br>*WB=DB a64′* | | | Helsingfrs<br>Russian | T.3Cy.17″,28″&46″–30″ (*s*)<br>150lb 100HP<br>1SB,*3f*,GS58<br>NE Marine E.C.(Lim.)Nwc | 16 ″ 1<br>*s* 1 ″ 2½<br>*w* 1 ″ 4½ | |
| 121 —<br>HSCQ | IronScSr<br>*O.L.Hillstedt*90–94 1*Dk* | 989<br>770<br>758 | | | | 1884 | O.A.Brodin<br>Gefle | Ångf.Aktieb. "Gefle"<br>(P.J Hægerstrand) | 211·9 \| 28·8 \| 15·6<br>Q65′ B44′ H29*t*<br>F24′ | | | Gefle<br>Swedish | C.2Cy.26″&48″–27″<br>130HP<br>Motala Co.,Motala | | V |
| 122 —<br>RGJT | IronScSr<br>*P.Witt*<br>2*Dks* | 882<br>669<br>659 | | | | 1882 | Blohm& Voss<br>Hamburg | A.Kirsten | 198·1 \| 30·3 \| 15·5<br>Q190*t* F22*t* | | | Hamburg<br>German | C.2Cy.26½″&46″–33″<br>100HP<br>*WB* Blohm&Voss,Hamburg | | |
| 123 —<br>HRCN<br>*Well deck* | IronScSr<br>*H.L.Corfitzon*92–92<br>2*Dks*&*Shelterdk* | 874<br>741<br>770 | | | ... | 1879<br>4mo | Palmers' Co.(Lim.)<br>Newcastle | Skånska Ångfartygs Aktiebolag | 224·0 \| 29·7 \| 17·0<br>P134′ H13*t* F33′ BK8″ | | | Malmö<br>Swedish | C.2Cy.32″&62″–36″<br>160HP<br>*WB* Palmers'Co.(Lim.),Nwc. | 17 ″ 11 | |
| 124 —<br>HSFQ | IronScSr<br>*J.B.Morin*76–84<br>1*Dk* | 526<br>377<br>401 | | | | 1884 | H.Koch<br>Lubeck | Ångf.Akt.Bolag. "Vesta"<br>(P.Deurell) | 159·1 \| 24·3 \| 12·6<br>Q44′ B48′ H15*t*<br>F20′ | | | Oscarshmn<br>Swedish | C.2Cy.18″&31″–22″<br>50HP<br>O.Henniges&Co.,Berlin | | V |
| 125 —<br>QFGT | IronScSr<br>*G.Janssen* (*ex*Danmark)<br>1*Dk*2*trB* | 472<br>412<br>355 | | | | 1883 | Eriksbergs Mek Verkst<br>Gothenburg | Dampfschifffahrts Ges."Neptun" | 149·6 \| 23·8 \| 15·5<br>B35′ H4*t* | | | Bremen<br>German | C.2Cy.16″&31″–19″<br>50HP<br>EriksbergsMek.Verkst,<br>Gothenburg | | V |
| 126 —<br>PWHB | IronScSr<br>*M.Geest*82–91 (*ex*Pauline)<br>1*Dk* | 393<br>—<br>307 | | | | 1857 | J.Pile<br>W Hartlepool | Koninkl.Nederl. Stoomb.Maats. | 204·0 \| 22·0 \| 11·0<br>len68 | | | Amstrdam<br>Dutch | 2Cy.34″–24″<br>80HP<br>T.Richardson&Sons,Hpl. | | DV |
| 127 Vestal<br>96651<br>PMBR | IronPad | 343<br>343<br>207 | | | ... | 1855 | .....<br>London | Corporation of Trinity House | 182·0 \| 23·5 \| 13·3 | | | London<br>British | O.2Cy.48″–48″<br>180HP<br>J.Penn&Sons,London | | |
| 128 Vesteraalen<br>JTGS | IronScSr<br>*R.With*84–91<br>1*Dk*&*Awng*&2*trL* | 613<br>597<br>377 | | | | 1890 | Akers Mek. Værks.<br>Christiania | Vesteraalens Dampskibsselskab (J.D.Hals) | 165·8 \| 27·1 \| 13·1<br>H16*t* 20·2 | | | Bodö<br>Norwegian | T.3Cy.15″,25″&40″–24″<br>90HP<br>AkersMek.Vrk.Christiania | | N |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2, 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale. Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Equipement. | 8<br>Construit.<br>Quand. — Navire. — Mach. | 9<br>Par qui. — Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | 12<br>Port d'Armement<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 129 | **Vesterås** IronSc<br>*C.A.Söderström* -88 1*Dk* | 182<br>106<br>138 | | | | 1888 | Bergsund M.V.<br>Stockholm | "Vesterås-Torshälla" Ångf. Aktieb.<br>(R.Rubenius) | 109·2<br>B45′ H22*t* | 17·9 | 8·9 | Vesterås<br>Swedish | T.3Cy.12¼″,19½″&31¼″-23½″<br>90HP<br>BergsundsM.V.Stockholm | |
| 130<br>618<br>HQFB | **Vesterbotten** IronScSr<br>*M.J.Klintberg* 1*Dk* | 451<br>282<br>347 | | | | 1866 | Nyköping Mek.Verks.<br>Nyköping | UmeåNyaÅngf. Aktieb.<br>(C.G.Moritz) | 159·8<br>Q50′B50′H25*t*F40′ | 23·7 | 13·0 | Umeå<br>Swedish | C.2Cy.19½″&43⅝″-23⅝″<br>100HP<br>NyköpingsM.V,Nyköping | |
| 131 | **Vestern** CompScSp<br>*H.Danielsson* 1*Dk*<br>(*ex*GötaKanalV,*ex*Vestern) | 136<br>108<br>93 | | | | 1870 | E.W.Heggblad,<br>Norrköping | P.Larsson | 89·5<br>Q5′ B22′ | 18·7 | 9·1 | Torskog<br>Swedish | C.2Cy.9¾″&19½″-14½″<br>20HP<br>EriksbergsM.V.Gothnbrg. | |
| 132<br>HBNC | **Vesternorrland** IronScSr<br>*G.Lindberg*74-74 1*Dk* | 436<br>273<br>337 | | | | 1867 | W.LindbrgsMek.Vks<br>Stockholm | Vesternorrlands ÅngbåtsAktiebolag<br>(W.Lundqvist) | 148·6<br>P94′ H15*t* F24′ | 23·3 | 12·0 | Sundsvall<br>Swedish | C.2Cy.20″&41″-24″<br>80HP<br>W.LindbergsMek.V.,Skm. | |
| 133<br>HFQC | **Vestfold** IronScSr<br>*E.Hansteen*~~85-86~~ ~~1*Dk*~~<br>*Now named "Bodö," See No. 26 in Supplement* | 108<br>~~61~~<br>75 | | | | 1861 | ..............<br>England | Helgelandske Dampskibsselskab | 100·1<br>Q14*t* B21*t* F9*t* | 15·1 | 7·0 | Bodö<br>Norwegian | 25HP | |
| 134 | **Vestkusten** IronScSr<br>*O.Olsson*91-91 1*Dk* | 174<br>96<br>131 | | | | 1876 | MotalaCo.<br>Gothenburg | MarstrandsNya Ångf.Aktiebolag<br>(A.Lundberg) | 123·0<br>Q40′ B43′ H3*t* F38 | 17·6 | 8·2 | Marstrand<br>Swedish | C.2Cy.14″&29″-21″<br>45HP<br>MotalaCo.,Gothenburg | |
| 135<br>23<br>HJPW | **Vestnik** IronPad<br>1*Dk* | 310<br>—<br>211 | | | | 1882 | RussianSN &TradingCo<br>Sebastopol | RussianStm.Nav. &TradingCo. | 150·3 | 28·0 | 7·5 | Sebastopol<br>Russian | C.2Cy.24″&56″-41″<br>70HP | |
| 136<br>NTRS | **Vesuv** IronScSr<br>*E.Gade*87-89 (*ex*Corsican)<br>*Well deck* 1*Dk*2*tr B* | 949<br>692<br>595 | ✠<br>7,83<br>✠ | Hul<br>LA&CP | *m* | 1881<br>5mo | Murdoch& Murray<br>Pt.Glasgow | ForenedeDampskibsSelskab | 219·2<br>P130′ B12′ F32<br>1rp83 | 30·5 | 14·6 | Copnhagn<br>Danish<br>4*BHCem*<br>*WB* | C.2Cy.28″&50″-36″<br>99HP<br>W.King&Co.,Glasgow<br>=*DBa*42′*f*33′150*tFPT*35*t* | |
| 137<br>30<br>SRFK | **Vesuvio** IronScSr<br>*B.Berlingeri* (*ex*Persevero)<br>1*Dk* | 492<br>429<br>313 | | | ... | 1881<br>12mo | H.MIntyre &Co.<br>Paisley | NavigazioneGénéraleItaliana | 172·0<br>B18′ H55*t* F23<br>BK7′ | 25·7 | 13·3 | Genoa<br>Italian<br>4*BHCem* | C.2Cy.20″&38″-28½″ (*j*)<br>190HP<br>1SB,*2pf*,GS33<br>Hutson&Corbett,Glasgow | |
| 138<br>41<br>SRFL | — IronScBn<br>(*ex*Vincitore)<br>1*Dk* | 138<br>113<br>87 | | | | 1874 | ..............<br>South Shields | SocietàAnonima Procida-Ischia | 116·5 | 17·9 | 8·1 | Naples<br>Italian | C.2Cy.14″&25″-18″<br>25HP | |
| 139 | **Vettern I.** WoodScSr<br>*A.Lilja* (*ex*Vettern) 1*Dk* | 167<br>144<br>113 | | | | 1870 | MotalaCo.<br>Motala | AskersundsÅngfartygsBolag<br>(O.Setterberg) | 96·8<br>P20′ | 20·2 | 10·6 | Askersund<br>Swedish | 2Cy.12″&25⅜″-19½″<br>30HP<br>MotalaCo.,Motala | |
| 140<br>HJLV | **Vettern II.** CompScSp<br>*J.H.Jansson* -94 (*ex*Jönköping)<br>1*Dk* | 162<br>129<br>107 | | | | 1885 | P.Larssen<br>GmlaLödöse | AskersundsÅngf. Bolag<br>(O.Setterberg) | 99·6<br>Q5′ B22′ F12′ | 21·0 | 8·6 | Askersund<br>Swedish | C.2Cy.1[illegible]″&27½″-20″<br>24HP<br>MotalaCo.Gothenburg | |
| 141<br>56811<br>HVDL | **Viatka** IronScSr<br>*S.Jenkins* -93 1*Dk*<br>*Well deck* | 884<br>682<br>549 | | | ... | 1867<br>6mo | C.&W. Earle<br>Hull | C.M.Norwood&Co. | 200·8<br>P182*t*F17*t*<br>FK | 29·2 | 14·9 | London<br>British | C.2Cy.26″&47″-33″<br>NE&B76 99HP<br>G.Clark,Sunderland | 16 · 5 |
| 142<br>JNVF | **Vibran** WoodScSr<br>*F.Pedersen* -91<br>1*Dk*2*tr B* | 419<br>326<br>250 | | | | 1891 | ..............<br>Hardanger | BrödreneKnudsen | 153·1<br>Q24*t* B58*t* F7*t* | 25·7 | 12·6 | Haugesnd<br>Norwegian | T.3Cy.11⅓″,18″&29½″-24″<br>50HP<br>LaxevaagsMaskin&Jernskibsbyg,Bergen | |
| 143<br>JTQN | **Vicente Sanz** IronSc3MstSr<br>*P.Badia* *ss*Gmh.No.3-3,88<br>*ss*Bcl.No.1-92<br>(*ex*Greata) 2*Dks* | 584<br>562<br>288 | ✠ Ⓐ1<br>5,93<br>B&MS11,92<br>BS12,94 | Bcl<br>A&CP | | 1867<br>9mo | Barclay, Curle&Co.<br>Glasgow | ~~Marcus&LaRoda~~<br>Maycas&LaRoda | 192·3<br>Q22′B40′F26′<br>BK8′ | 28·0 | 15·1 | Valencia<br>Spanish<br>5*BHCem* | C.2Cy.31″&53″-36″ (*i*)<br>50lb ~~85lb~~ NE&B71 120HP<br>~~60lb~~ NDB93 *50lb*<br>Barclay,Curle&Co.,Gls. | 16 · 2<br>s 2 · 3<br>w2 · 4½ |
| 144 | **Vicenzino** WoodSc<br>*S.D'Amico* YM6,88<br>(*ex*Sardegna,*ex*Antonietta) | 111<br>—<br>72 | | | | 1882 | ..............<br>Capo d'Istria | G.&V.Bonisca &Co | 114·1 | 17·0 | 8·9 | Messina<br>Italian | C.2Cy.15¾″&27½″-15″ | |
| 145<br>90348<br>KPQM | **Viceroy** SteelScSr<br>*J.D.Frazier* -94 *ss*Lth.No.1-92<br>*Well deck* 1*Dk*(*Stl*)2*tr B* | 2138<br>1701<br>1386 | ✠100A1<br>5,95 ~~2,94~~<br>BS2,94 ✠LMC1,92<br>5,95 | Liv<br>A&CP<br>Bry | *r* | 1887<br>11mo | W.Doxford &Sons<br>Sunderland | A.C.Gow&Co. | 275·0<br>P24′Q72′B124′F29′<br>FK<br>*WB=Cell* | 39·4 | 18·6 | Glasgow<br>British<br>4*BHCem*<br>*DB*214′389*t* | T.3Cy.21″,35″&57″-39″ (*s*)<br>160lb *60lb* 180HP<br>2SB,*4cf*,GS66<br>W.Doxford&Sons,Sld. | 21 · 0<br>s 1 · 10½ |
| 146<br>97521<br>LQMP | — SteelScSr<br>*Cooper* *ss*Lon.No.3-10,93<br>*Well deck* 1*Dk*(*Irn*) | 605<br>497<br>387 | ✠90A1<br>10,93<br>✠LMC10,93 | Lon<br>A&CP | *j* | 1890<br>2mo | Wood, Skinner&Co<br>Newcastle | Marquess of Londonderry (S.J. Ditchfield, *Mgr.*) | 185·5<br>P19′Q70′B7′F19′<br>FK<br>*WB=Cell D B*138′195*tFPT* | 30·0 | 12·4 | Sundrland<br>British<br>5*BHCem*<br>40*tAPT*22*t* | T.3Cy.16″,26″&43″-30″ (*s*)<br>150lb *50lb* 90HP<br>1SB,*3pf*,GS50<br>NEMarineECo.(Lm.)Nwc. | 14 · 3<br>s 1 · 7 |
| 147<br>71727 | — IronPadSk<br>*A.Turner*91-91 | 236<br>201<br>73 | | | | 1875 | D&WHenderson&Co.<br>Glasgow | Glasgow&South WesternRly.Co. | 208·9<br>Q37*t* | 20·1 | 7·1 | Glasgow<br>British | D.2Cy.52″-60″<br>NE88NB86 150HP<br>Hudson&Corbett,Glasgow | |
| 148<br>LHSR | **Victoire** IronScSr<br>*Vince* *ss*Dem.No.3-7,89<br>(*ex*Bertha) 1*Dk*&*Shadedk*(*open*) | 398<br>327<br>251 | ✠ ——<br>1,93<br>✠NB8,84 | Dem<br>CP | | 1864<br>10mo | Wingate& Co.<br>Glasgow | H.Ledoux&Co. | 170·6<br>drp91 | 25·2 | 12·4 | St. Nazaire<br>French<br>4*BHCem* | C.2Cy.22″&40″-27″<br>NE74 70HP<br>Kincaid,Donald&Co.,Grk. | 13 · 3 |
| 149<br>JTQR | **Victor** SteelScSr<br>~~*L.Olaguibel*89-89~~ *ss*Bbo.No.1-93<br>*Well deck* *G.deArmona*94-94 1*Dk*(*Irn*) | 295<br>249<br>176 | ✠100A1<br>1,95 ~~9,93~~<br>✠LMC4,93 | Bbo<br>A&CP | *e* | 1889<br>12mo | Schlesingr, Davis&Co.<br>Newcastle | J.deLarrucea | 137·8<br>Q44′B7′F20′<br>BK6′<br>*WB=FPT* | 22·2 | 10·9 | Bilbao<br>Spanish<br>3*BHCem*<br>49*tAPT*18*t* | T.3Cy.10½″,16½″&27″-21″(*s*)<br>160lb 50HP<br>1SB,*2pf*,GS33,HS750<br>Hanna,Donald&Wilson, Paisley | 11 · 5 |
| 150<br>JMLH | — CompScSr<br>*D.Gjestsen* -93 1*Dk*<br>(*ex*Viktor) | 238<br>184<br>133 | | | | 1890 | P.Larsson<br>Thorskog | L.Riisdahl | 108·9<br>Q16*t* B30*t* H7*t* | 20·7 | 10·6 | Skud'snæs<br>Norwegian | C.2Cy.12″&18″-16″<br>Thorskog mekVerks.,Got. | |
| 151<br>20546<br>NBPR | — IronPadSp<br>*J.McCarthy*73-77 | 219<br>219<br>59 | | | | 1857 | ..............<br>London | W.Watkins | 136·3 | 20·2 | 11·8 | London<br>British | L.2Cy.34½″-54″<br>100HP<br>J.Stewart,London | |

Broken up

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. How Equipped. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which Vessel. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 152 88882 NTPC | Victor *G.Robinson* 90–90 | WoodPad ptIB | 100 — 23 | ✠ *For River purposes only* 3,69 | Shl A&CP | 7 | 1869 2mo | J.P.Rennoldson S.Shields | C.C.Duncan | 99·5 Cl | 18·2 | 9·7 | Grimsby British | L.1Cy.35″–50″ 50HP J.P.Rennoldson,S.Shields | | |
| 153 98192 KMQF | Victoria *L.Wibmer* –91 2*Dks*(1*Stl*)&*Spardk*(*Stl*-ws)4*trB* *Elec.light* | SteelSc4MstBkn | 6091 5575 2990 | ✠ *Spar dk* 7,87 ✠ | Grk LA&CP | *c*† | 1887 5mo | Caird&Co. Greenock | P.&O.Stm.Nav.Co. | 465·8 P44′ F91′ | 52·0 | 26·3 34·1 | Greenock British | T.3Cy.40″,63″&100″–72″ 1000HP 8*BHCem* Caird&Co.,Greenock *WB*=*DBa*70′*f*45′257*t* | 28 ″ 4 s 10″11 | BT till 2,86 7,96 3,96 |
| 154 69213 LSHR | — *G.C.Boothby* 82–93 | IronSc3MstSr | 3358 3225 2208 | | | … | 1872 5mo | R.Duncan &Co. Pt.Glasgow | HendersonBros. | 360·0 B111*t* | 40·1 H22*t* | 24·0 31·9 | Glasgow British | C.2Cy.33″&66″–60″ NE&B82 480HP D.&W.HendersonGlasgow | | |
| 155 99627 NFSM | — *J.Cook* 77–93 1*Dk*(*Stl*)&*Spar dk*(*Stl*)&*deep framing* | SteelScSr | 3284 3026 2094 | ✠100A1 *Spar dk* 4,94 ✠LMC11,93 | Sld A&CP | *r* | 1893 11mo | Short Bros. Sunderland | Taylor&Sanderson | 351·7 P37′B76′F39′ *WB*=*CellDB*256′ | 45·1 | 16·2 24·1 FK 6*BHCem* 676*t APT*42*t* | Sundrland British | T.3Cy.25″,40″&66″–42″ (*s*) 1601b 300HP 3SB,6*pf*,GS120,HS4500 W.Allan&Co.,Sunderland | 18 ″ 9 s 5 ″ 10 | |
| 156 63797 WQMN | — *J.Panton* (*ex*Parthia) 4*Dks* | IronScSr | 3167 1736 1992 | | | | 1870 | W.Denny &Bros. Dumbarton | GuionS.S.Co. (Lim.) | 360·5 | 40·4 | 34·3 | Glasgow British | T.3Cy.31″,50″&76″–54″ NE&B85 500HP J.Elder&Co.,Glasgow | | |
| 157 87093 HNVL | — *J.E.Blakey* 92–92 *ss*Sld.No.2–92 1*Dk*(*Irn*)&*Spardk*3*trB* | IronScSr | 2354 2278 1531 | ✠100A1 *Spar dk* 11,94 3,94 BS10,98 ✠LMC4,91 | Sws LA&CP Shl | *s* | 1883 4mo | Palmers' Co.(Lim.) Newcastle | J.Ness | 286·0 B54′ *WB*=*CellDB*240′ | 38·4 | 25·7 BK9′ 4*BHCem* 420′*APT*10*t* | Sundrland British | C.2Cy.36″&68″–45″ (*a*) 80lb *80lb* NDB92 300HP 2SB,6*pf*,GS123 Palmers'Co.(Lim.),Nwc. | 21 ″ 3 s 6 ″ 6 | |
| 158 94289 KNVW | — *R.D.Lunham* 87–87 *ss*Lon.No2.–93 (*ex*Esteban deAntunano) 1*Dk*&*Spardk*(*Irn*)3*trB* | IronScSr | 1804 1630 1121 | ✠100A1 *Spar dk* 1,95 2,94 BS2,97 ✠LMC2,93 | Lon A&CP | *r* | 1884 6mo | J.Laing Sunderland | SteamYacht Victoria(Lim.) (R.D.Lunham) | 276·5 B98′F38′ *WB*=*DBa*70′*f*38′146′ | 36·4 | 17·2 24·9 BK9′ 4*BHCem* BS1,95 | London British | C.2Cy.31″&74″–45″ (*a*) 85lb *60lb* 250HP 2DB,8*pf*,GS164 G.Clark,Sunderland | 18 ″ 3 | BT till 1,96 |
| 159 HRSN | — *U.T.Clase* –91 | IronScBn 2*Dks* | 1655 1596 1218 | | | | 1884 | Helsingörs I.S.B.Co. Elsinore | TörnyadeÅngf. Aktieb."Svenska Lloyd"(W.Frodi) | 264·1 H56*t* | 31·5 | 24·4 | Gothenbrg Swedish | C.2Cy.31″&59″–39″ 165HP HelsingörsI.S.B.Co.Elsnr. | | DV |
| 160 98014 KPGQ | — *J.Gray* 90–94 *ss*Gls.No.1–92 *Well deck* 1*Dk*(*Stl*)2*Dkrule* | SteelScSr | 1620 1282 1047 | ✠100A1 1,95 2,94 BS1,94 ✠LMC4,92 1,95 Gls | Sws LA&CP | *q* | 1887 10mo | A.Stephen &Sons Glasgow | S.S.VictoriaCo. (Lim.) (Maclay &M'Intyre) | 260·0 Q92′B68′F31′ *WB*=*CellDB*208′ | 36·8 | 16·6 FK 4*BHCem* 365*t APT*29*t* | Glasgow British | T.3Cy.18″,29″&46″–39″ (*s*) 160lb 75*lb* 170HP 1DB,4*cf*,GS62 A.Stephen&Sons,Glasgow | 19 ″ 2 s 1″10½ | |
| 161 68355 WNBT | — *W.Sinclair* –91 (*ex*Siracusa) 2*Dks*3*trB* | IronScSr | 1250 1237 934 | ✠ 4,72 | Nwc | Lv | 1871 10mo | Wigham Richrdsn&Co Newcastle | Australasian UnitedStm.Nav. Co.(Lim.) | 239·6 | 30·2 | 23·0 | SydnyNSW British | C.2Cy.27″&53″–30″ 120HP Hawks,Crawshay&Ss.,Gts | | |
| 162 91936 KJHP | — *E.T.Belchamber* –94 | SteelPadSr | 1030 847 330 | | | | 1886 5mo | Fairfield S.B.&Eng. Co.(Lim.) Glasgow | LondonChatham &DoverRailwayCo. | 309·4 P22*t* | 34·1 | 12·8 | London British | C.D.2Cy.58″&104″–72″ 900HP FairfieldS.B.&EC(Lm)Gls | | BT till 10,94 6,95 |
| 163 HRFJ | — *J.Svendsen* *Well deck* 1*Dk* | IronScSr | 757 595 582 | | | … | 1883 10mo | Oscars-hamnsM.V. Oscarshamn | A.Larsen-Naur | 185·4 Q50′B77′H5*t*F29′ | 30·3 | 13·9 | Kragerö Norwegian | C.2Cy.23″&41″–28″ 80HP OscarshmnMek.,Verkst. | 14 ″ 7 | N |
| 164 98574 | — *G.M.Borrill* –94 1*Dk*(*Stl*)2*trB* | SteelScSr | 688 556 258 | ✠100A1 5,94 ✠LMC6,92 | Hul LA&CP | *l* | 1892 6mo | Earle'sCo. (Lim.) Hull | | 230·6 P34′B51′F35′ *WB*=*FPT*30*t* | 26·5 | 14·8 BK7″ 4*BHCem* *APT*35*t* | Hull British | T.3Cy.23½″,35″&57″–33″ (*s*) 150lb 70*lb* 170HP 2SB,6*rf*,GS132,HS3800 Earle'sS.B.&E.C.(Lm.)Hul | 15 ″ 6 s 2 ″ 1½ | BT till 5,95 |
| 165 | — *J.J.Jarvis* 1*Dk* | IronScSr | 634 458 431 | ✠ 10,82 ✠ | Nwc LA&CP | *i* | 1882 9mo | C.Mitchell &Co. Newcastle | LloydBrazileiro | 193·0 P68′B44′F39′ | 26·6 | 11·6 FK 4*BHCem* | R.Janeiro Brazilian | C.2Cy.23″&45″–27″ 100HP WallsndSlpway(Lim)Nwc *WB*=*APT*20*t* | | |
| 166 JRDB | — *S.Steen* *Well deck* *ss*Bgn.No.2–89 1*Dk*2*trB* | IronScSr | 550 383 323 | ✠ 2,93 ✠ | Cff LA&CP | *h* | 1881 11mo | Bergens Mek.Vrks. Bergen | DetNordenfjeldske Dampskibs-selskab | 170·2 P92 F31′ | 24·2 | 13·1 | Drontheim Norwegian 4*BHCem* | C.2Cy.20½″&39″–27″ 60HP Brgns.Mek.Vrks.,Bgn. *WB*=*APT*13*tMT*12′60*t* | | N |
| 167 43930 TRBN | — *P.T.Kilbee* –93 | IronPad | 423 359 182 | | | | 1861 | Samuda Bros. London | SouthEastern RailwayCo. | 208·5 | 24·0 | 11·5 | London British | O.2Cy.58″–54″ NB80 220HP J.Penn&Sons,London | | |
| 168 1090 HQNK | — *J.J.Dede* –90 1*Dk* | SteelTwinScSr | 419 — 261 | | | | 1890 | Stablimnto Tecnico Trieste | L.Dreyfus&Co. | 196·0 P27*t*Q22*t* | 28·0 | 8·8 | Rostoff o/Don Russian | C.2Cy.13″&24″–20″ 30HP StablimentoTecnico,Tri. | | A |
| 169 88955 | — | WoodScSr 1*Dk* | 394 394 200 | | | | 1859 | Curline& Young London | ~~J.Deane~~ W.Marr | 167·0 | 27·4 | 16·3 | Melbourne British | 2Cy.41″–22″ 98HP G.Rennie&Son,London | | |
| 170 84238 | — *W.Perrin* | SteelPadSr 1*Dk* | 366 266 153 | ✠ *with load line* 10,81 ✠ *For Passenger between Ports* | Cly LA&CP | | 1881 9mo | Aitken& Mansel Glasgow | L.&S.W.&L.B.&S. CoastRailwayCo. | 191·9 Q136′F12′ | 25·1 | 8·6 | Portsmth British 6*BHCem* | C.O.2Cy.32″&57″–54″ 160HP D.Rowan,Glasgow | | BT till 8,95 |
| | | | | *Service Ports of Wight & I.* | | | | | | | | | | | | |
| 171 85312 RLMJ | — | WoodPad 1*Dk* | 365 282 87 | | | | 1868 | ..... Quesnelle | RobertMcLeese | 115·0 | 23·0 | 14·5 | N.Wstmtr, B.C. British | 2Cy.14″–54″ 60HP Cotter&Risdon SFrancisco | | |
| 172 92282 | — *J.Gillies* –92 *Elec.light* | SteelPadSp 1*Dk* | 341 282 90 | | | | 1886 5mo | Blackwood &Gordon Pt.Glasgow | London&East CoastExpress S.S.Service (Lim.) | 222·4 | 23·1 | 8·0 | Glasgow British | D.2Cy.40″–66″ NB92 106HP Blackwood&Gordon,P.Gls | | BT till 10 94 |
| 173 1454 RHMN | — *W.Woortmann* 87–91 | SteelPadSr 1*Dk* | 284 — 171 | | | | 1891 | Stettiner Mas.Actien Ges "Vulcan" Stettin | LeererDampfschiff-fahrtsGes. | 157·4 | 20·5 | 8·6 | Leer German | C.2Cy.24⅜″&48¾″–39⅜″ StettinerMasActien-Ges. "Vulcan,"Stettin | | G |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. / ✠ Surveillance Speciale. / Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 174<br>82355<br>JMBN | **Victoria** SteelPadSr<br>*J.Cox* -92 | 229<br>204<br>90 | | | | 1884 | J.&K.Smit<br>Kindrdyk | Cosens&Co.(Lim.) | 175·0\|19·3\| 8·7<br>len88 | Wymouth<br>British | O.2Cy.35″-36″<br>75IP<br>J.Penn&Sons,London | |
| 175<br>99161 | — IronScK<br>*W.Hill* -91 1*Dk* | 160<br>145<br>68 | ✠100A1<br>*StmTrawler*<br>2,95 ~~2,92~~ | Gms<br>LA&CP<br>✠LMC5,91 | | 1891<br>5mo | Cochrane,<br>Cooper&<br>Schofield<br>Beverley | W.Hill | 101·4\|20·6\|11·0<br>Q20′F20′<br>drp92 BK7½″ | Grimsby<br>British<br>3*BHCem* | T.3Cy.12½″,19½″&31½″-22½″<br>160lb (*s*) 50IP<br>1SB,2*cf*,GS27,HS780<br>C.D.Holmes&Co.,Hull | 11·10 |
| 176<br>95831 | — IronScK<br>*G.Rickells* -90 1*Dk*<br>*ss*Hul.No.1-94 | 155<br>144<br>55 | ✠100A1<br>*StmTrawler*<br>7,94 ~~6,90~~ | Hul<br>LA&CP<br>✠LMC5,90 7,94 | | 1890<br>5mo | Cook,Wel-<br>ton&Gemm'll<br>Hull | Pickering&Hal-<br>dane'sStm.Traw-<br>lingCo.(Lim.) | 104·5\|20·3\|11·0<br>Q24′<br>BK7½″ | Hull<br>British<br>3*BHCem* | T.3Cy.12½″,19½″&31½″-22½″<br>150lb (*s*) 50IP<br>1SB,2*cf*,GS27<br>C.D.Holmes&Co.,Hull | 11·10 |
| 177<br>12754<br>LDFH | — WoodPadSp<br>*S.R.Reader*74-76 | 152<br>152<br>35 | | | | 1853 | ................<br>Northam | W.Watkins | 117·2\|19·3\|10·8 | London<br>British | L.2Cy.34″-48″<br>90IP<br>J.Stewart,London | |
| 178<br>82698 | — WoodPad<br>*A.Simmons* 1*Dk* | 147<br>94<br>93 | | | | 1881 | C.Bailey<br>Freeman'sBy | DevonportSteam<br>FerryCo.(Lim.) | 110·5\|18·0\| ...<br>H53′ | Auckland<br>British | 2Cy.16″-42″<br>50IP<br>Fraser&Tinne,Auckland | |
| 179 | — WoodPadTug<br>CF 1*Dk* | 141<br>138<br>34 | ✠<br>*ForTugpurposesonly*<br>8,86<br>✠ | Shl<br>LA&CP | 9 | 1886<br>6mo | J.P.Ren-<br>noldson&<br>Sons<br>S.Shields | Ch.Hamilton | 115·6\|19·4\|10·8 | Kertch<br>Russian | L.1Cy.38½″-56″<br>65IP<br>J.P.Rennoldson&Ss.,S.Shl. | |
| 180<br>97408 | — WoodScSr<br>*W.Perry* -92 1*Dk*<br>(*ex*VictoriaJ.Peed) | 133<br>133<br>71 | | | | 1881 | ................<br>Norfolk,Va. | Government of the<br>LeewardIslands | 110·0\|17·0\|12·0 | S.Chrstphr<br>British | C.2Cy.14″&32″-26″<br>40IP | |
| 181<br>83777 | — WoodPad<br>1*Dk* | 119<br>89<br>75 | | | | 1883 | W.McF.<br>Ford<br>Berry'sBay,<br>N.S.W. | NorthShoreSteam<br>FerryCo.(Lim.) | 111·9\|18·4\| 7·0<br>H27*t* | SydnyNSW<br>British | 1Cy.20″-48″<br>30IP<br>Chapman&Co.,Sydney | |
| 182<br>HQNK | — IronScSr<br>*Aslaksen* 1*Dk* | 115<br>69<br>80 | | | | 1882 | Akers.Mek<br>Verkst<br>Christiania | NordsjöDamp-<br>skibs-selskab | 96·5\|18·0\| 7·1<br>P20′B32′F20′ | Skien<br>Norwegian | C.2Cy.13½″&23½″-18½″<br>25IP<br>AkersMek.Verks.,Xia. | |
| 183<br>161655<br>KJNT | **Victorian** WoodSc<br>*P.A.Anderson* | 1504<br>—<br>809 | | | | 1891 | J H.Steffen<br>Portland,Or. | UnionPacific<br>RailroadCo. | 242·3\|36·0\|15·5 | Portlnd,O.<br>Utd.States | T.3Cy.26″,41″&68″-34″ | |
| 184<br>74779<br>QPHV | — IronScSr<br>*T.M.Allen* -94 1*Dk*(*ptIrn*) | 718<br>508<br>415 | ✠<br>10,76 | Cly<br>LA&CP | | 1876<br>9mo | D&WHen-<br>derson&Co.<br>Glasgow | AdelaideSteam<br>ShipCo.(Lim.) | 225·8\|26·4\|13·5<br>P71′B66′F37′ | SydnyNSW<br>British<br>5*BHCem* | C.2Cy.36½″&67″-36″<br>436IP<br>D.&W.Henderson&Co.,Gls | |
| 185 | **Victorina R.** SteelScSr<br>*S.Revello* 1*Dk* | 104<br>—<br>20 | ✠<br>✠LMC10,90 | | | 1890<br>10mo | Cox&Co.<br>Falmouth | ~~Cia.LaVeloz~~<br>Gardella y Cia | 90·0\|18·3\| 9·3<br>BK6″ | Bns.Ayres<br>Argentine<br>4*BHCem* | T.3Cy.12″,18″&30″-21″<br>150lb<br>1SB,2*f*,GS31<br>Cox&Co.,Falmouth | 9·6 |
| 186<br>86087<br>WMLF | **Victory** IronScBn<br>*J.Brotherton* -93 *ss*Shl.No.2-90<br>2*Dks*(*Irn*)3*trB* | 2786<br>2435<br>1774 | ✠100A1<br>9,93<br>~~BS10,92~~ | Shl<br>LA&CP<br>✠LMC7,90 | *u* | 1882<br>8mo<br>10,94 | Richardsn,<br>Duck&Co.<br>Stockton | M'IntyreBros.&<br>Co. | 324·0\|38·2\|25·5<br>P31′B88′F46′<br>drp92 BK10″<br>*WB*=*DBa*90′166*t* | Newcastle<br>British<br>5*BHCem*<br>*MT*84′220*t* | C.2Cy.35″&73″-48″ (*b*)<br>80lb 57*lb* 300IP<br>2SB,6*f*,GS118<br>Blair & Co.(Lim),Stockton | 26·11<br>s 4·11 |
| 187<br>7063<br>JRKT | — (BROKEN UP) WoodPadSp<br>*J.Williamson* -93 | 176<br>160<br>16 | | | | 1852 | J.Jackson<br>Middlesbro' | StrongSteamTug<br>Co.(Lim.)<br>(H.Strong,*Mgr.*) | 120·7\|20·5\|10·9 | Liverpool<br>British | L.2Cy.34″-49″<br>NB67 45IP<br>J.Conolly,N.Shields | |
| 188<br>76995 | — IronPadSp<br>*H.Milton* | 140<br>140<br>23 | | | | 1877 | JReadhead<br>&Co.<br>S.Shields | G.Petrie | 110·7\|19·4\| 9·8 | London<br>British | L.2Cy.29½″-51″<br>96IP<br>J.Readhead&Co.,S.Shields | |
| 189 | — SteelScTug<br>1*Dk*(*Irn*) | 47<br>47<br>7 | ✠ A—<br>*For towing purposes*<br>5,93 | Ply<br>✠LMC5,93 | | 1893<br>5mo | Willough-<br>byBros.<br>(Lim.)<br>Plymouth | G.Etheredge | 68·2\|14·1\| 8·2<br>BK6″ | London<br>British<br>4*BHCem* | C.2Cy.13″&26″-18″<br>105lb 24IP<br>1SB,2*pf*,GS24,HS598<br>WilloughbyBrs.(Lm.),Ply | 8·7 |
| 190<br>TJHL | **Vidar** IronScSr<br>*J.Craig*86-86 2*Dks* | 304<br>301<br>200 | | | | 1871 | Wigham<br>Richardson<br>&Co.<br>Newcastle | J.Craig | 132·5\|20·3\|15·8 | Banjrmssn<br>Dutch | C.2Cy.16″&32″-24″<br>50IP<br>Clark,Watsn&Grny.,Nwc. | |
| 191 | **Vieille Montagne No. 1** IronScSp<br>*A.T.Andersson*76-76 1*Dk* | 166<br>145<br>125 | | | | 1865 | MotalaCo.<br>Motala | Grufvebol."Vieille<br>Montagne"<br>(C.Bekk) | 100·4\|21·1\| 9·6<br>Q12′H11*t*F18′ | Åmmeberg<br>Swedish | 2Cy.13″-26″<br>30IP<br>MotalaCo.,Motala | |
| 192 | **Vieille Montagne No. 2** IronScSp<br>*P.A.Lindqvist*65-77 1*Dk* | 165<br>144<br>121 | | | | 1877 | MotalaCo.<br>Motala | Grufvebol."Vieille<br>Montagne"<br>(C.Bekk) | 98·7\|21·0\| 9·5<br>Q12′H11*t*F20′ | Åmmeberg<br>Swedish | 2Cy.13″-26″<br>30IP<br>MotalaCo.,Motala | |
| 193<br>HNWT | **Vieira** | —<br>—<br>101 | | | | | ................ | A.Irmao&Co. | ................ | Para<br>Brazilian | | |
| 194<br>HPBD | **Vieira da Cunha** | —<br>—<br>172 | | | | | ................ | A.Irmao&Co. | ................ | Para<br>Brazilian | | |
| 195<br>99457<br>NMRV | **Vienna** Steel TwinScSr<br>*R.A.Henderson* -94 2*Dks*<br>&*ptAwng.Dk* | 1753<br>1137<br>550 | | | | 1894 | Earle's<br>Co.(Lim)<br>Hull | GreatEastern<br>RailwayCo. *pt* | 302·4\|36·0\|16·2<br>P38′P40′<br>*Awng dk*248′ | Harwich<br>British<br>*WB* | T.6Cy.26″,39½″&61″-36″<br>T.6Cy.26½ 650IP<br>Earle'sCo.(Lim.),Hull | |
| 196<br>JVBL | **Viera y Clavijo** SteelScSr<br>*R.Diaz* *ss*Cdz.No.1,93<br>*Elec.light* 1*Dk*&*ptShadedk* | 529<br>403<br>236 | ✠100A1<br>3,95 ~~9,93~~<br>~~BS3,95~~ | Cdz<br>LA&CP<br>✠LMC9,93 | *j* | 1888<br>8mo | DavidJ.<br>Dunlop&Co<br>Pt.Glasgow | Cia.deVapores<br>CorreosInterin-<br>sularesCanarios | 190·2\|27·1\|12·7<br>P37′B76′F35′<br>*ptShadedk*14′<br>BK7½″ *WB*=*DB* | LasPalmas<br>Spanish<br>4*BHCem*<br>*i*33′*f*77′75*t* | T.3Cy.17″,27″&45″-36″<br>160lb ~~70lb~~ 60*lb* 120IP<br>2SB,4*cf*,GS66 FD<br>D.J.Dunlop&Co.,P.Gl. | 13·8 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | 3 Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 197 161643 KHSN | **Vigilancia** *Crossman* –92 *Elec.light* | **Iron&SteelScBn** 3*Dks&Hurricane dk* | 4115 — 2934 | | | | 1890 | Del.RiverI SB&EWorks Chester,Pa. | **NewYork&CubaMailS.S.Co.** | 321·8 | 45·2 | 18·5 28·1 | **NewYork** Utd.States | T.3Cy.28″,44″&70″–48″ Del.RiverI.S.&E.Works., Chester,Pa. | | |
| 198 87981 JMGB | **Vigilant** *J.R.Wade* –94 *Well deck* | **IronScSr** ~~ss Liv.No.2-92~~ 1*Dk*(*Irn*) ss Liv.No.3-4,95 | 438 333 276 | ✠100A1 4,95~~4~~ BS3,94 ✠LMC1~~4~~,92 | Liv A&CP | *g* | 1884 2mo | T.&W. Toward&Co. Newcastle | **J.Bacon(Lim.)** | 152·4 Q49′B38′F20′ drp95 | 23·5 BK7″ *WB=FPT* | 12·2 *4BHCem 30tAPT27t* | **Liverpool** British | C.2Cy.21″&38″–24″ (*b*) 75lb *50lb* NDB87 65H 1SB,*2pf*,GS33 Wapping E.Wks.Co.,S.Shl | 12 ″ 8 s 1 ″ 0½ | |
| 199 76377 SMTC | — *G.Rourke*76–87 | **IronPadSr** | 269 266 158 | | | | 1876 | Bowdler, Chaffer&Co. Liverpool | **MerseyDocks& HarbourBoard** | 144·2 | 22·3 | 11·9 | **Liverpool** British | D.O.2Cy.36″–48″ NB86 80H J.Jones & Sons,Liverpool | | BT till ~~9,94~~ 4,96 |
| 200 82473 | — *J.Booth* | **IronScSr** *ss*Hul.No.3–4,93 1*Dk* | 177 177 96 | ✠90A1 4,93 ✠NB4,87 BS11,94 | Hul LA&CP | *c* | 1880 4mo | Murdoch& Murray Pt.Glasgow | **Gt.NorthernSteam ShipFishingCo. (Lim.)** | 130·2 ND93 | 21·0 BK6½″ | 10·8 *5BHCem* | **Hull** British | C.2Cy.20″&40″–27″ (*s*) 95lb 65H 1SB,*2f*,GS38 Muir & Houston,Glasgow | | |
| 201 85762 | — *E.McCoy* –89 (*ex*Geo.W.Pride,jun.) | **IronScSr** 1*Dk* | 177 — 89 | | | | 1883 | W.Cramp &Sons Philadelphia | **J.D.Spreckels& Bros.Co.** | 107·0 | 21·0 | 12·6 | **S.Frncisco** Utd.States | C.2Cy.18″&33″–28″ W.Cramp&Sons,Phl. | | |
| 202 QFTM | — *B.Gerdes* –93 | **SteelScSr** 1*Dk* | 132 — 54 | | | | 1893 | J.C.Tecklenborg Geestemünde | **B.Bartling** | 103·0 | 20·6 | 11·3 | **Brmrhavn** German *WB* | C.2Cy.17¾″&32¾″–22″ 75H J C.Tecklenborg,Gtemnde. | | G |
| 203 70238 PDKR | — *T.G.Gallagher*88–88 | **WoodScK** HTNwc.79 ptIB | 115 114 62 | ✠ 7,80 | Nwc A&CP | 8 5mo | 1875 | J.&D. Morris Newcastle | **J.&D.Morris** | 90·7 Cl | 21·5 | 9·7 | **Newcastle** British | C.2Cy.12½″&22″–18″ 20H Pattison&Atkinson,Nwc. | | |
| 204 70588 | — *J.Ingo* –94 | **IronPadSp** | 115 115 17 | | | | 1874 | J Readhead &Co. S.Shields | **G.Brown** | 100·3 | 18·1 | 9·4 | **S.Shields** British | L.2Cy.26½″–48″ 70H J.Readhead&Co.,S.Shl. | | |
| 205 | — *A.Heinen*93–87 | **IronScTrawler** 1*Dk* | 110 — 62 | | | | 1887 | J.C.Tecklenborg Geestemünde | **Zeevisschery "Schiedam"** | 100·0 | 20·2 | 10·5 | **Schiedam** Dutch | C.2Cy.17½″&33½″–22½″ 50H J C Tecklenborg, Gstemnde | | G |
| 206 JQPH | **Vigsnæs** *P.Pettersen*91–91 | **IronScSr** 1*Dk2trB* | 688 487 411 | | | | 1877 | Raylton Dixon&Co. Middlesbro' | **Bergh&Helland** | 180·6 P163*t* | 26·5 F31*t* | 13·0 H6*t* | **Bergen** Norwegian *WB* | T.4Cy(2)11″,24¾″&40½″–30″ NE92 94H Bergens Mek Verksted,Bgn | | DN |
| 207 HPTR | **Viken** *C.Buvig* (*ex*Pauliette,*ex*Genova) | **IronScSr** 1*Dk2trB* | 394 328 223 | | | | 1863 | C.Connell &Co. Glasgow | **Dampskibssel-skabet "Viken" (D.S.Meier)** | 173·5 Q62*t* | 22·0 H6*t* | 12·9 | **Chrstiania** Norwegian | C.2Cy.20½″&41½″–26″ NE73 65H Blair&Co.(Lim.), Stockton | | NV |
| 208 161612 | **Viking** | **SteelSc** | 1117 — 944 | | | | 1889 | Union Dry Dock Co. Buffalo,N.Y. | **T.W.Gilchrist** | 217·4 | 37·1 | 15·0 | **Pt.Huron, Mich.** Utd.States | C.2Cy.26″&48″–42″ S.F.Hodge&Co.,Detroit | | |
| 209 NDMH | — *B.E.Jörgensen* –91 | **IronScBn** (*ex*Achille) 1*Dk2trB* | 761 593 460 | | | | 1883 | Lobnitz& Co. Renfrew | **ForenedeDamp-skibsselskab** | 197·9 Q69*t* | 27·6 B25*t* | 17·2 F25*t* | **Copnhagn** Danish | C.2Cy.27″&50″–36″ 120H W.B.Lobnitz&Co.Renfrew | | V |
| 210 HJKR | — *H.V.Sooth*86–86 | **IronScSr** (*ex*AugustBlanche) 1*Dk&AwngdkSTrB* | 734 475 615 | | | | 18$\frac{2}{85}$ | MotalaCo. Norrköping | **Ångf.Aktieb. "Svithiod" (A.Carlson)** | 184·7 H5*t* len85 | 21·2 | 14·3 *WB* | **Gothenbrg** Swedish | C.2Cy.17½″&35½″–24″ 60H Motala Co.,Motala | | N |
| 211 JVKN | — *J.Samuelsen* | **WoodScBk** 2*Dks3trB* | 586 510 275 | | | | 1881 | ..... Arendal | **Smith&Thom-mesen** | 154·3 P76*t* | 31·8 | 17·7 | **Arendal** Norwegian | C.2Cy.25″&45″–26″ 90H NylandsM.V.,Christiania | | N |
| 212 JVRF | — *F.Haslund* –88 *Well deck* | **SteelScSr** 1*Dk2trB* | 484 400 362 | | | ... | 1882 12mo | MotalaCo. Gothenburg | **J.C.Giertsen** | 159·4 Q52′ | 24·0 B40′ | 14·0 F18′ | **Bergen** Norwegian *WB* | C.2Cy.19½″&35½″–23⅜″ 70H MotalaCo.,Gothenburg | | N |
| 213 87077 HKTS | — *H.H.Adamson*82–89 | **IronScSr** *ss*Lth.No.2–92 1*Dk&ptAwngdk* | 436 292 215 | ✠100A1 *ptAwng dk withfreeboard* 10,92 ✠LMC10,92 ✠NB10,92 | Lth A&CP | *g* | 1883 1mo | PearceBros Dundee | **Western&BraziliaTelegraphCo(Lim)** | 145·0 Q70′ | 23·1 BK7″ *WB=FPT3t* | 12·0 *4BHCem APT25t* | **London** British | C.2Cy.20″&35″–24″ (*s*) 100lb *80lb* NBD92 60H 1SB,*2pf*,GS36,HS1179 PearceBros.,Dundee | 13 ″ 0 s 7 ″ 8 | |
| 214 63881 TDGB | — *R.Hinton* –94 | **IronScSr** 1*Dk* | 198 161 91 | ✠ 10,74 | Nhv A&CP | | 1871 8mo | J.&R.Swan Dumbarton | **LondonBrighton& S.CoastRail.Co.** | 120·5 drp74 | 19·8 | 9·8 | **London** British *3BHCem* | C.2Cy.16″&26″–22″ 35H W.King&Co.,Glasgow | | |
| 215 HVRN | — *F.Rosenström*76–92 | **IronScSr** 1*Dk* | 197 97 143 | | | | 1891 | MotalaCo. Oscarshamn | **Oskarshamns Angf.Aktieb. (P.Deurell)** | 98·2 Q24′ F25′ | 21·6 B52′ | 7·6 H7*t* | **Oscrshmn** Swedish | C.2Cy.16″&29¼″–19½″ 60H MotalaCo.,Oscarshamn | | |
| 216 JTMG | — *Schjelderup*92–92 | **SteelScSr** 1*Dk* | 102 90 61 | | | | 1890 | Christian-sandsMkVrk. Christnsands | **Dampskibssel-skabet"Viking" (R.Kaarbö)** | 95·9 H12*t* | 16·5 | 9·6 | **Tromsö** Norwegian | C.2Cy.13¼″&24″–18½″ 30H ChristiansandsM.V.,Xia. | | N |
| 217 | **Vikingen** *C.Andersson* –93 | **CompScSr** 1*Dk* | 158 129 112 | | | | 1867 | J.Olsson Sjötorp | **C.Klingspor** | 98·7 P20′ | 20·3 Q6′ | 9·9 F12′ | **Råbäck** Swedish | 1Cy.12⅝″–11¾″ 15H MotalaCo.,Gothenburg | | |
| 218 JPGM | — *A.Rasmussen* –92 | **IronScSr** 1*Dk* | 109 73 80 | | | | 1865 | Nylands Mek.Verks. Christiania | **HardangerSönd-hordlandske Dampskibsselskab** | 120·3 Q44′ | 16·5 B28′ | 6·1 F35′ | **Bergen** Norwegian | C.4Cy.11″&22″–15″ 35H NylandsMekV.Christiania | | |
| 219 | **Viktor** *C.A.Lindahl* (*ex*Neptun,*ex*GötaKanal) | **CompScSp** 1*Dk* | 176 166 130 | | | | 1872 | Häggblad Norrköping | **C.A.Lindahl** | 101·3 P12′ | 20·5 H7*t* | 11·8 | **Gothenbrg** Swedish | C.2Cy.11¾″&24½″–19½″ 25H MotalaCo.,Motala | | |
| 220 | **Viktoria** *D.Ekebohm* | **IronSc** 1*Dk* | 162 86 123 | | | | 1882 | Bergsunds Mek.Verks. Stockholm | **VaxholmsÅngf. Aktieb.(C.H. Backert)** | 106·3 H76′ | 19·9 | 8·4 | **Stockholm** Swedish | C.2Cy.20″&35″–24″ 65H Brgsnds.Mek.Vks.,Skm. | | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Appointement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 221 HTKJ | **Vila** *D.Novak* –91 | **SteelScSr** 1*Dk* | 354 — 199 | | | | 1890 | Howaldts-werke Kiel | S.Topich&Co. (M.Pizzetti,*Mgr.*) | 152·0 P37′ | 22·4 B35′ | 11·7 F20′ | Trieste Aust.-Hung. | T.3Cy.15″,23½″&38¼″–19¾″ 105HP Howaldtswerke,Kiel | |
| 222 65642 WRFQ | **Vildosala** *G.Williams* –92 *Well deck* | **IronScSr** *ss*Hpl.No.3–4,84 *ss*Hpl.No.2–93 1*Dk*2*trB* | 987 823 630 | 100A1 9,94~~-9,93~~ ✠NB81 BS3,94 | Nwc A&CP Hpl | *l* LMC1,93 | 1871 11mo | Palmers' Co.(Lim.) Newcastle | **Pyman,Bell&Co.** | 216·0 Q77′ | 31·2 B46′ | 16·6 F28′ BK6′ *WB*= | London British | C.2Cy.25″&50″–33″ 70lb *80lb* 99HP 2SB,*4pf*,GS56 *DB*158′ Palmers'Co.(Lim.),Nwc. | (*i*) 17 × 9 5 × 0 |
| 223 HJSK | **Vilhelm Röhss** *N.O.Berlin* –86 | **IronScSr** 1*Dk*&*Shelterdk* | 265 133 211 | | | | 1872 | Göteborg Mek.Vrks. Gothenburg | **Ångb.Aktieb. "Bothnia" (S.J.Hamberg)** | 100·4 H14*t* | 21·4 | 9·6 16·4 | Hernösand Swedish | C.2Cy.11⅝″&26½″–18″ 40HP GöteborgsMek.VerkstGot. | |
| 224 | **Villa del Salto** *Magnasco* | **IronPad** | 517 — 393 | | | | 1866 | J.&G. Thomson Glasgow | **LaPlatenseFlotillaCo.(Lim.)** | 190·0 | 24·6 | 9·0 | M.Video Uruguayan | 2Cy.44″–52″ 140HP | |
| 225 | **Villa Rica** | **IronScSr** 1*Dk* | 293 — 188 | | | | 1878 | H.M'Intyre&Co. Paisley | **Asociacion de Armadores de Valdivia** | 134·5 Q46′ | 22·3 F29′ | 10·0 | Valdivia Chilian *WB* | C.2Cy.18″&30″–24″ 50HP Muir & Houston,Glasgow | |
| 226 | **Villám** *J.Benedetti*93–93 *Elec.light Well deck* | **SteelScSr** 1*Dk* | 645 448 288 | ✠100A1 9,93 ✠LMC9,93 | Dun A&CP | *k* | 1893 9mo | Gourlay Bros.&Co. Dundee | **L.Schwarz** | 202·0 P&B128′ | 28·9 F32′ BK7′ *WB*=*DBa*31′22*t* | 13·3 | Fiume Aust.-Hung. | T.3Cy.19″,31″&51″–36″ 160lb *80lb* 150HP 1DB,*2pf*,GS74,HS2164 *FPT*7*t* Gourlay Bros.&Co.,Dundee | (*s*) 14 × 1 |
| 227 JVCG | **Villareal** *Barbera* | **IronSc** *ss*Msl.No.3–7,89 1*Dk*2*trB* | 439 — 358 | ✠ B 1 2,92 MS7,89 | Msl A&CP | BS12,92 | 1868 9mo | H.Murray &Co. Pt.Glasgow | **J.V.Catala** | 170·0 Q26*t*F— | 24·5 | 13·0 BK6½″ | Valencia Spanish | C.2Cy.23¼″&40¼″–28″ 60lb NB84 65HP 1SB,*3pf*,GS50 *WB*=*APT* *Cmp.*76J.Howden&Co,Gls. | |
| 228 LJPR | **Ville d'Alger** *Perdrigeon* –90 | **SteelScSr** 2*Dks*&*Spardk* | 2111 — 680 | | | | 1890 | Cie Général Transatlntq St.Nazaire | **Compagnie Générale Transatlantique** | 342·7 B46′ | 36·1 H– | 23·0 F46′ | Marseilles French | T.3Cy.33″,51″&83″–48″ 900HP *Cmp.*Gén.Transt.,St.Naz. | T |
| 229 LJPS | — *Ceccaldi* –93 | **IronSc3MstSr** *ss*Hav.No.1–83 2*Dks*(1*Irn*)3*trB* | 1699 1499 1109 | ✠ 3,87 ✠ | Hav A&CP | *r* | 1879 10mo | J.Laing Sunderland | **Cie.HavraisePén. deNav.àVap.** | 251·5 P33′ | 34·0 B44′ | 23·0 F28′ | Havre French 5*BHCem* | C.2Cy.33″&62″–42″ 160HP G.Clark,Sunderland *WB*=*DBa*72′*f*44′ | T |
| 230 GQBG | **Ville d'Anvers** | **SteelScBg** | 900 — 684 | | | | 1885 | Société Cockerill Antwerp | **BelgianGovernment** | 214·0 P12′ | 30·0 B26′ | 16·5 F40′ | Ostend Belgian | C.2Cy.31½″&45″–35½″ 200HP SociétéCockerill,Seraing | |
| 231 LJPV | — *Villeaumoras*89–92 (*ex*Cathcart) | **IronScSr** *ss*Sld.No.3–2,86 ~~*ss*Hav.No.1–90~~ *ss*Hav.No.2–94 | 451 389 260 | ✠90A1 ~~9,96~~ 1,95 ✠NB2,86 ~~BS6,98~~ | Hav A&CP | *h* LMC5,98 4,04 | 1874 3mo | C.W.Dodgin&Co. N.Shields | **Cie.HavraisePén. deNav.àVap.** | 171·0 Q85′ | 25·1 | 14·6 BK7′ *WB*= | Havre French | C.2Cy.22″&41″–28″ 72lb *70lb* 70HP 1SB.*2pf*,GS36 *DBf*18′ W.&J.Almond,N.Shields | (*a*) |
| 232 LJQR | **Ville D'Aras** *Schirks* –94 *Elec.light* | **SteelScSr** 2*Dks*&*Spar dk* | 1568 955 983 | | | | 1894 | J Readhead &Sons S.Shields | **Cie.Générale des Bateaux àVapeur helice duNord** | 260·0 B40′ | 34·2 | 24·2 | Dunkirk French *WB* | T.3Cy.21½″,35″&59″–39″ J.Readhead&Sons,S.Shl. | T |
| 233 LJQB | **Ville d'Arcachon** | **SteelScSr** 1*Dk* | 123 — 80 | | | | 1888 7mo | Dyle& Bacalan Bordeaux | **Larroque** | 108·2 | 16·4 | 9·8 | Arcachon French *WB* | C.2Cy.14″&28″–14″ 200HP Dyle&Bacalan,Bordeaux | |
| 234 LKJR | **Ville d'Isigny** *Leclerc* | **SteelScSr** | 135 113 65 | | | | 1891 | Bertin fréres Bezons | **Roussel&Dupont** | 91·9 B8′ | 18·0 F18′ | 10·6 | Isigny French *WB* | C.2Cy.12″&21″–13″ 40HP Boulet&Co.,Paris | T |
| 235 LJQR | **Ville d'Oran** *Thuillier* *Elec.light* | **IronScSr** 2*Dks*&*Awngdk* | 1936 — 808 | | | | 1880 | Wigham Richrdsn&Co Newcastle | **Comp.Générale Transatlantique** | 309·7 F46′ | 33·4 | 16·7 24·3 | Marseilles French | T.3Cy.30¾″,42″&80″–48″ *Tpd*89 550HP Wigham Richrdsn&C.Nwc | T |
| 236 LJQS | **Ville de Bahia** | **IronSc3MstSr** 2*Dks*3*trB* | 1540 1374 1008 | | | | 1872 | F.&C.de la Médit. LaSeyne | **Cie.Nationale d'Armement** | 292·0 P46′ | 32·0 B26′ | 23·5 F37′ | Havre French | C.2Cy.29½″&63″–33″ 175HP F.&C.de laMédit.,Msl. | T |
| 237 LJQV | **Ville de Barcelone** *Bouchet* *Elec.light* | **IronScBn** 2*Dks*&*Spardk* | 1861 — 810 | | | | 1880 | Caird&Co. Greenock | **Comp.Générale Transatlantique** | 309·0 F45′ | 33·5 H179*t* | 16·7 24·3 | Marseilles French | C.2Cy.42″&80″–48″ 300HP Caird&Co.,Greenock | T |
| 238 LJQW | **Ville de Bastia** | **IronScSr** | 847 — 378 | | | | 1885 | Claparède &Co. Rouen | **Cie.Marseillaise de Nav.àVap.(Fraissinet&Co.,***Mgrs.***)** | 217·0 | 29·0 | 17·5 | Marseilles French | C.2Cy.34″&60″–36″ 150HP Claparède&Co.,Rouen | |
| 239 LJRB | **Ville de Bayonne** *Thomas*85–88 (*ex*Marne,*ex*PerthshireLassie) | **IronSc3MstSr** *ss*Brs.No.3–8,87 1*Dk* | 238 210 125 | ✠ — 9,91 | Brs | | 1864 8mo | UnionSBC Glasgow | **P.&A.Legal fils** | 124·0 ND77 | 21·0 | 12·7 | Nantes French 3*BH* | C.2Cy.18″&31½″–21¾″ NB79 50HP L.Gilhet,Nantes | |
| 240 LJRD | **Ville de Belfort** *Grimaux*83–88 1*Dk*(*Irn*)&*Spardk*(*Stl–ws*)3*trB* | **SteelSc3MstSr** *ss*Liv.No.1–92 | 2727 2561 2095 | ✠100A1 *Spar dk* 12,94~~-12,94~~ ✠LMC8,92 BS7,94 | Hav LA&CP | *t* | 1888 7mo | J.Laing Sunderland | **Cie.Havraise Pén.deNav.àVap.** | 309·8 B66′F39′ | 41·1 | 18·4 26·3 BK10″ *WB*=*Cell* | Havre French 5*BHCem* *DB*240′394*t* | T.3Cy.24½″,40″&66″–45″ 160lb *75lb* 250HP 3SB,*9cf*,GS150 G.Clark,Sunderland | (*r*) 21 × 1 6 × 10 w7 × 2 |
| 241 LJRH | **Ville de Bône** *Darlan* *Elec.light* | **IronScSr** 2*Dks*&*Spardk* | 1937 — 814 | | | | 1880 | Wigham Richrdsn&Co Newcastle | **Comp.Générale Transatlantique** | 310·0 H178*t* | 33·4 F46′ | 16·7 24·2 | Marseilles French | T.3Cy.30¾″,42″&80″–48″ *Tpd*91 550HP Wigham Richrdsn&C.Nwc | T |
| 242 LJRS | **Ville de Bordeaux** *Cambernon* | **IronTwinScBk** 3*Dks* | 2678 — 1089 | | | | 1870 | Chantiers de l'Océan Bordeaux | **Comp.Générale Transatlantique** | 289·7 P20′ | 41·3 F67′ | 26·9 | St. Nazaire French | C.4Cy.39½″&71″–35½″ 650HP Chntrs.de l'Océan,Havre | |
| 243 LJRQ | — *Labour*83–91 | **IronScSr** 1stSurveyWrk.4,86 (*ex*Calder) 1*Dk*(*Irn*) | 172 — 99 | ✠ 9,88 ✠NB9,88 | Liv | Lv | 1882 10mo | Edwards& Symes London | **P.&A.Legal fils** | 110·0 Q21*t* | 18·0 | 9·8 FK *WB*=*FPT* | Nantes French | C.2Cy.12½″&22″–18″ 30HP 1SB,*2f*,GS24 C.Burrell&Son,Thetford | 10 × 4 |

| 1 No. in Book. Official No. Code Letters | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 244 LQQT | **Ville de Boulogne** *Schabanel* 90–90 | **IronScSr** (*ex* Vannina) 2 *Dks & Awng dk* | 858 — 473 | | | | 1866 | ..... Greenock | **Cie Générales Bateaux à vapeur à hélice du Nord** | 121·3 | 26·2 | 17·1 | **Dunkirk** French | C.2Cy.23″&51″–30″ 120 HP Scott&Co.,Greenock | | V |
| 245 — | *Fourny* –94 | **SteelScK** 1 *Dk* | 183 170 | | | | 1894 | Earle's S.B. & E.Co(Lim.) Hull | **L.Bouclet** | 121·0 | 20·6 | 11·0 | **Boulogne** French *WB* | T.3Cy.12¾″,20″&32″–22″ 55 HP Earle's SB&ECo(Lim)Hull | | V |
| 246 LJSG | **Ville de Brest** *Dechaille* | **IronTwinScBk** 3 *Dks* | 2698 — 1105 | | | | 1870 | Chantrs de l'Océan St. Nazaire | **Comp. Générale Transatlantique** | 284·1 P20′ F67′ | 42·0 B66′ | 27·0 H– | **St. Nazaire** French | C.4Cy.39½″&71″–35⅜″ 650 HP Chntrs.de l'Océan,Havre | | V |
| 247 LJSH | **Ville de Buénos Ayres** *Louis* | **IronScBn** 2 *Dks 3 tr B* | 2108 1970 1234 | | | | 1881 | F.&C.de la Médit. La Seyne | **Chargeurs Réunis** | 305·4 B79′ | 36·1 F41′ | 25·9 | **Havre** French | C.2Cy.32½″&63″–39½″ 250 HP Forges&C.de la Médit., Marseilles | | V |
| 248 LJTK | **Ville de Ceara** *Lapert* 91–91 | **IronScBn** *ss* Hav.No.2–90 1 *Dk(Irn) & Spar dk 3 tr B* | 2243 2139 1699 | ✠100A1 *Spar dk* 7,93 B&12,92 | Hav A&CP ✠LMC8,90 | *t* | 1882 8mo | Schlesingr, Davis&Co. Newcastle | **Chargeurs Réunis** | 285·0 B68′ F30′ drp93 *WB = DBa* 80 | 37·3 FK | 26·5 4 *BHCem* 121 *t FPT* 50 *t* | **Havre** French | C.2Cy.37″&70″–45″ (*s*) 90 lb 300 HP 2DB,*8pf*,GS148 R.&W.Hawthorn,Nwc. | | V |
| 249 LJVB | **Ville de Douai** *Th.Dupendant* –90 *Elec.light* *Carrying Petroleum in bulk* | **SteelScSr** 1 *Dk & Spar dk* | 1723 — 1119 | | | | 1890 | Sir W.G. Armstrong, Mitchell&Co Newcastle | **P.Paix&Co.** | 265·0 P35′ | 37·0 B8′ | 23·4 F34′ | **Calais** French *WB* | T.3Cy.20″,33″&53″–36″ FD 160 HP Wallsend Slpwy Co.(Lim.) Newcastle | | V |
| 250 GQHB | **Ville de Douvres** | **SteelPadSr** 2 *Dks* | 855 — 495 | | | | 1886 | Société Cockerill Antwerp | **Belgian Government** | 271·8 len89 | 29·0 | 15·6 | **Ostend** Belgian | C.2Cy.50″&97″–72″ 600 HP Société Cockerill,Seraing | | |
| 251 LJVD | **Ville de Dunkerque** *Giron* 92–92 (*ex* Emma Henriette) | **IronSc** *ss* Dnk.No.1–93 1 *Dk(Irn) & Spar dk 3 tr B* | 1381 1381 783 | ✠100A1 *Spar dk* 6,94 ~~5,93~~ | Dnk LA&CP ✠LMC5,93 | *p* | 1889 3mo | J.de Decker Gz. Antwerp | ~~**Cie. Générale des Bateaux à Vap. à Hélice du Nord**~~ Cie des Bateaux à Vap.du Nord | 247·5 BK8″ *WB = DBa* 31′ | 32·0 | 22·5 4 *BHCem* *E&B* 33′ 186 *t* | **Dunkirk** French | T.3Cy.18½″,30″&48″–33″ (*s*) 150 lb 150 HP 1SB,*3cf*,GS57 Wllsd.SlipwayCo(L.),Nwc | | V |
| 252 LJWB | **Ville de la Ciotat** *Fiaschi* –92 | **SteelSc** 3 *Dks & Spar dk* | 6461 — 2809 | | | | 1892 | Cie. des Messageries Maritimes La Ciotat | **Messageries Maritimes** | 485·8 | 49·9 | 36·8 | **Marseilles** French *WB* | T.3Cy.44″,67″&106″–53″ 1000 HP Cie.des Messageries Maritimes,Marseilles | | |
| 253 LJWT | **Ville de Lille** *Paunet* 92–92 | **IronScSr** 1 *Dk & Spar dk 3 tr B* | 1022 — 590 | | | | 1877 | Société J. Cockerill Antwerp | **Cie Générales Bateaux à Vap. à hél. du Nord** | 223·1 B43′ | 28·9 | 14·8 21·7 | **Dunkirk** French *WB* | C.2Cy.25½″&49″–33″ 90 HP Société J.Cockerill,Seraing | | V |
| 254 LKBT | **Ville de Maceio** *Tanquérey* 88–90 | **Steel&IronScBn** 1 *Dk & Spar dk 3 tr B* | 2548 2304 1402 | | | | 1883 | Soc.des Ateliers& Chantiers de la Loire Nantes | **Chargeurs Réunis** | 319·5 B79′ | 37·4 F47′ | 17·7 26·9 | **Havre** French | C.2Cy.38″&65″–44″ 300 HP Schneider&Co.,Creuzot | | V |
| 255 LKCB | **Ville de Madrid** *Marini* | **IronScBn** 2 *Dks & Spar dk* | 1874 — 806 | | | | 1880 | A&J.Inglis Glasgow | **Compagnie Générale Transatlantique** | 308·7 F46′ | 33·5 H195′ | 16·7 24·3 | **Marseilles** French | C.2Cy.42″&80″–48″ 300 HP A.&J.Inglis,Glasgow | | V |
| 256 LKCS | **Ville de Malaga** *Rouzel* –92 | **IronSc3MstSr** 1 *Dk(Irn) & Spar dk 3 tr B* | 1464 1437 882 | | | … | 1882 7mo | J.Blumer& Co. Sunderland | **Cie.Havraise Pén de Nav.à Vap.** | 240·0 B19′ | 34·1 | 15·1 22·3 | **Havre** French *WB* | C.2Cy.30″&58″–39″ 140 HP T.Clark&Co.,Newcastle | | V |
| 257 LKCW | **Ville de Maranhao** *Laperdrix* 82–89 | **Steel&IrnScBn** 1 *Dk & Spar dk 3 tr B* | 2548 — 1402 | | | | 1882 | Soc.des Ateliers& Chantiers de la Loire Nantes | **Chargeurs Réunis** | 319·5 B79′ | 37·4 F47′ | 17·7 26·9 | **Havre** French | C.2Cy.38″&65″–44″ 300 HP Schneider&Co.,Creuzot | | V |
| 258 LKDF | **Ville de Marseille** *Gosselin* (*ex* Stad Amsterdam) | **IronScBk** 3 *Dks (UIrn–ws)* | 2836 — 1397 | | | … | 1874 12mo | A&J.Inglis Glasgow | **Comp.Générale Transatlantique** | 349·7 F50′ | 38·4 | 28·0 | **Havre** French | C.2Cy.50″&88″–48″ NB87 400 HP A.&J.Inglis,Glasgow | | V |
| 259 LKDG | — *Vérove* 90–91 | **IronScSr** (*ex* Congo) | 1285 — 756 | | | | 1869 | John Elder Glasgow | **Cie.Gén.des Bateaux à Vap. à hél. du Nord** | 261·2 | 30·2 | 23·0 | **Dunkirk** French | C.2Cy.38″&68″–33″ 200 HP John Elder,Glasgow | | V |
| 260 LKDR | **Ville de Messine** *L.David* (*ex* Ariadne) | **IronScSr** *ss* Hav.No.3–10,87 *ss* Hav.No.1–91 2 *Dks 3 tr B* | 1277 — 797 | ✠90A1 ~~1,94~~ 10,94 ✠NE&B7,89 | Hav A&CP LMC11,91 | *o* | 1870 8mo | W.Pile& Co. Sunderland | **Cie.Havraise Pén. de Nav.à Vap.** | 230·7 B17′ (lrp94 *WB =* | 30·9 BK8½′ | 23·6 5 *BHCem* *DBa* 62′ 182 *t* | **Havre** French | T.3Cy.17″,28″&46″–30″ (*s*) 160 lb NDB89 120 HP 2SB,*4pf*,GS52 N.E.Marine E.Co.(Lm.)Sld | | V |
| 261 LKDT | **Ville de Metz** *David* –92 | **SteelScSr** 1 *Dk(Irn) & Spar dk(Stl) ptlowerdk & Webframes* | 3265 3022 2484 | | | … | 1887 6mo | J.Laing Sunderland | **Cie.Havraise Pén. de Nav.à Vap.** | 351·0 P42′ B70′ | 42·2 F28′ | 18·8 26·6 | **Havre** French | T.3Cy.28½″,46½″&76″–45″ 360 HP G.Clark,Sunderland *WB* | 21 ″ 6 | V |
| 262 LKDV | **Ville de Montévidéo** | **IronScBn** 2 *Dks 3 tr B* | 2111 1970 1240 | | | | 1881 | F.&C.de la Médit. La Seyne | **Chargeurs Réunis** | 305·4 B81′ | 36·1 F41′ | 25·9 | **Havre** French | C.2Cy.32½″&63″–39½″ 250 HP Forges&C.de la Médit.,Msl. | | V |
| 263 LKFJ | **Ville de Nantes** *Servet* 92–92 | **IronScSr** 1 *Dk 2 tr B* | 865 833 556 | | | | 1883 | T.Dubigeon&fils Nantes | **Worms,Josse&Co.** | 215·8 Q64′ | 28·2 B47′ | 14·9 F20′ | **Havre** French *WB* | C.2Cy.25″&50″–33″ 125 HP J.Voruz aîné,Nantes | | V |
| 264 LKFP | **Ville de Naples** *Lefranc* *Elec.light* | **IronScBn** 2 *Dks & Spar dk* | 1879 — 836 | | | | 1881 | A&J Inglis Glasgow | **Compagnie Générale Transatlantique** | 311·6 H186 *t* | 34·1 F47′ | 16·7 24·2 | **Marseilles** French | C.2Cy.42″&80″–48″ 300 HP A.&J.Inglis,Glasgow | | V |
| 265 LKFW | **Ville de Paris** *Perrou* | **SteelSc3MstSr** 1 *Dk(Irn) & Spar dk(Stl-ws) 3 tr B* | 3534 3124 2285 | ✠ ✠LMC11,90 | | … | 1890 12mo | J.Laing Sunderland | **Cie.Havraise Pén. de Nav.à Vap.** | 365·0 P42′ B82′ F37′ *WB = Cell* | 42·2 BK10″ | 19·0 26·7 6 *BHCem* *DB* 286′ 406 *t* | **Havre** French | T.3Cy.28½″,46½″&76″–45″ 160 lb *80 lb* (*s*) 360 HP 2DB,*12cf*,GS330 G.Clark (Lim.)Sunderland | 21 ″ 7 s 7 ″ 5 | V |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné ou atteint. Lettre d'Équipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crosse aux Quilles. Franc-bord en milliers de navire. | pds. | p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 266 LKGH | **Ville de Pernambuco** *Argellies* 89–92 | **IronScBn** 2*Dks* 3*trB* | 2153 1970 1261 | | | | 1882 | F.&C.de la Médit. LaSeyne | **ChargeursRéunis** | 305·4 B83′ | 36·1 F41′ | 25·9 | **Havre** French | C.2Cy.32½″&63″–39½″ 250H Forges&C.delaMédit.,Msl. | | | |
| 267 LKGR | **Ville de Riposto** *Rouillier* 85–90 | **IronSc3MstSr** 1*Dk*(*Irn*)&*Spardk*3*trB* | 1447 1360 855 | ✠ *Spar dk* 8,86 ✠ | Hav LA&CP | *o* | 1884 3mo | R.Thompson&Sons Sunderland | **Cie.HavraisePén. deNav.àVap.** | 225·6 B23′ | 33·4 F25′ | 15·3 22·4 | **Havre** French 4*BHCem* *WB*=*DBa* | C.2Cy.31″&57″–36″ 130H G.Clark,Sunderland 64′*f*38′166*t FPT*38*t APT*10*t* | 16 | | |
| 268 LKGN | **Ville de Rome** *Dufay* *Elec.light* | **IronScBn** 2*Dks*&*Spardk* | 1870 — 844 | | | | 1881 | A&J Inglis Glasgow | **CompagnieGénéraleTransatlantique** | 311·0 H186*t* | 34·1 F47′ | 16·7 24·2 | **Marseilles** French | C.2Cy.42″&80″–48″ 300H A.&J.Inglis,Glasgow | | | |
| 269 LKGJ | **Ville de Rosario** *Daniel* | **IronScBn** 2*Dks*3*trB* | 2111 1970 1239 | | | | 1881 | F.&C.de la Médit. LaSeyne | **ChargeursRéunis** | 305·4 B74′ | 36·1 F41′ | 25·9 | **Havre** French | C.2Cy.32½″&63″–39½″ 250H Forges&C.de la Médit.,Msl. | | | |
| 270 LKGW | **Ville de St. Brieuc** (*FOUNDERED 4,94*) *Josselin* –90 | **SteelScSr** | 213 — 93 | | | | 1890 | J.Jones& Sons Liverpool | **A.LeGualès de Mezaubran** | 119·7 P15′ | 20·0 B18′ | 10·0 F16′ | **St.Brieuc** French | T.3Cy.11″,18″&29″–21″ 60H J.Jones&Sons,Liverpool | | | |
| 271 LKHJ | **Ville de Saint Nazaire** *Aillet* | **IronTwinScBk** 2*Dks*&*Spardk* | 2627 — 1083 | | | | 1870 | Chantiers de l'Océan Bordeaux | **CompagnieGénéraleTransatlantique** | 285·4 | 41·6 | 19·9 27·1 | **St.Nazaire** French | C.4Cy.39½″&71″–35⅝″ 650H Chantiers de l'Océan, Hav. | | | |
| 272 LKHG | — *Themoin* ss Nts.No.2–92 (*ex* Nantes Hambourg) | **IronScSr** 1*Dk*(*Irn*)2*trB* | 1448 1269 1186 | ✠100A1 2,95 ~~2,94~~ BS5,93 | Nts A&CP LMC1,92 | *p* | 1883 10mo | Kish, Boolds&Co. Sunderland | **Cie.Nantaise de Nav.àVapeur** *WB*=*DBa*72′*f*38′176*t FPT* | 245·0 B58′F33′ | 34·1 | 19·0 FK | **Nantes** French 6*BHCem* 50*t APT*28*t* | C.2Cy.33″&62″–42″ (*i*) 80lb NB5,93 225H 2SB,6*pf*,GS113,HS3121 G.Clark,Sunderland | 20 | | |
| 273 LKHM | **Ville de San Nicolas** *Saint-Jores* | **IronScBn** 2*Dks*3*trB* | 2111 1970 1240 | | | | 1881 | F.&C.de la Médit. LaSeyne | **ChargeursRéunis** | 305·4 B81′ | 36·1 F41′ | 25·9 | **Havre** French | C.2Cy.32½″&63″–39½″ 250H Forges&C.delaMédit.,Msl. | | | |
| 274 LKHW | **Ville de Strasbourg** *Gallenne* 86–92 | **IronSc3MstSr** 1*Dk*&*Spardk*3*trB* | 2312 2264 1505 | | | ... | 1882 12mo | J.Laing Sunderland | **Cie.HavraisePén. deNav.àVap.** | 295·0 P17′ | 37·8 B20′ | 20·0 27·5 | **Havre** French | C.2Cy.35″&66″–42″ 200H G.Clark,Sunderland | | | |
| 275 LKJC | **Ville de Tanger** *Delanöe* ss Nts.No.3–3,91 | **IronScSr** 1*Dk*&*Awngdk* | 1066 — 564 | ✠100A1 *Awng dk with freeboard* 8,91 ✠LMC3,91 | Nts | *m* | 1880 8mo | F.&C.de la Médit. Havre | **CompagnieGénéraleTransatlantique** | 235·7 H52*t* | 29·5 | 13·6 20·9 BK8″ | **St.Nazaire** French 6*BHCem* | C.2Cy.27½″&55″–35½″ 78lb NB91 ~~NDB90~~ 150H 2SB,4*pf*,GS78 60*lb* NDB91 F.&C.de la Médit.,Havre | 14 | 8 | 10 |
| 276 LKJD | **Ville de Tarragone** *Doucet* –83 | **IronSc3MstSr** 1*Dk*(*Irn*)&*Spardk*3*trB* | 1570 1549 1068 | ✠ *Spar dk* 3,85 ✠ | Cff A&CP | *p* | 1882 12mo | R.Thompson&Sons Sunderland | **Cie.HavraisePén. deNav.àVap.** | 240·5 H51*t* | 33·8 | 24·7 | **Havre** French 4*BHCem* *WB* | C.2Cy.32″&60″–39″ 150H G.Clark,Sunderland =*DBa*65′*f*42′159*t FPT*44*t* | | | |
| 277 LKJN | **Ville de Tunis** *Constant* *Elec. light* | **IronScBn** 2*Dks*&*Spardk* | 1966 — 925 | | | | 1884 | Cie.Gén. Transatlantique St.Nazaire | **CompagnieGénéraleTransatlantique** | 317·3 H178*t* | 34·6 F46′ | 16·8 24·2 | **Marseilles** French | C.2Cy.42″&80″–48″ 300H Cie.Gén.Trnsatl., St.Nzare. | | | |
| 278 LKJF | **Ville de Valence** *Meheux* 90–92 | **IronSc3MstSr** 1*Dk*(*Irn*)&*Spardk*3*trB* | 1625 1592 1105 | ✠ *Spar dk* 10,87 ✠ | Hav LA&CP | *q* | 1882 3mo | R.Thompson&Sons Sunderland | **Cie.HavraisePén. deNav.àVap.** | 249·5 | 34·2 | 17·1 24·7 | **Havre** French 5*BHCem* *WB*=*DBa*6 | C.2Cy.33″&62″–42″ 150H J.Dickinson,Sunderland 9′*f*42′161*t FPT*38*t APT*13*t* | | | |
| 279 LKJQ | **Ville du Havre** *Bréhaut* –92 | **SteelSc3MstSr** 1*Dk*(*Irn*)&*Spardk*(*Stl*–ws)3*trB* | 3171 2843 2043 | | | ... | 1889 1mo | J.Laing Sunderland | **Cie.HavraisePén. deNav.àVap.** | 340·0 B78′ | 41·0 F34′ | 18·6 26·4 | **Havre** French *WB* | T.3Cy.24½″,40″&66″–45″ 250H G.Clark(Lim.),Sunderland | 21 | | |
| 280 HDPB | **Villena** *Balaguerre* (*ex* Bautista Ramos, *Well deck* *ex* Rowena,*ex* Eldon) | **IronScSr** ss Nwc.No.3–3,82 ss Nwc.No.1–87 1*Dk*2*trB* | 1002 738 644 | ✠ 5,91 ✠NB82 | Shl A&CP | | 1868 6mo | C.Mitchell &Co. Newcastle | **Guixot&Icardo** | 224·5 P128′ | 29·2 F28′ | 17·6 *WB*=*DBa* | **Carthagna** Spanish 4*BHCem* 70′*f* 80′233*t* | C.2Cy.27″&52″–30″ NDB82 98H 1SB,3*pf*,GS55 Thompson,Boyd&Co.Nwc. | | | |
| 281 6 SRJM | **Vilna** *G.Ansaldo* 82–91 | **IronScSr** (*ex* Castilian) | 663 568 423 | | | | 1862 | Harland& Wolff Belfast | **P.Viale diG.B.** | 240·0 Q23*t* | 24·0 F18*t* | 15·5 | **P.Maurizio** Italian | C.2Cy.24″&46″–36″ NE&B83 89H J.Jones&Sons,Liverpool | | | |
| 282 90912 NHJV | **Vina** *J.D.Anderson* 81–94 *Well deck* | **SteelScSr** 1*Dk*(*Irn*)&*Webframes* | 1021 755 610 | ✠100A1 5,95 ~~5,94~~ 1,94 ✠LMC3,94 | Lth A&CP | *m* | 1894 3mo | Ramage& Ferguson (Lim.) Leith | **J.T.Salvesen&Co.** *WB*=*Cell* | 215·8 P27′Q38′B58′ F30′ | 32·0 | 14·0 FK | **Grngemth** British 5*BHCem* 19*t APT*37*t* | T.3Cy.15″,24″&39″–30″ (*s*) 160lb *75lb* 99H 1SB,3*pf*,GS55,HS1715 Ramage&Ferguson(L)Lth | 16 | 3 | |
| 283 HQBW | **Viña del Mar** *B.E.Bartholomeus* (*ex* Hutton Chaytor) | **IronSc3MstSr** ss Lon.No.3–77 ss Lon.No.1–82 | 562 — 437 | ✠ 9,82 | Lon | | 1855 | Palmer Brs. &Co. Newcastle | **E.Gerard** | 185·7 len70ND77 | 26·7 | 15·6 | **Valparaiso** Chilian 2*BHCem* | C.2Cy.26″&50″–30″ NE70 80H NB80fitted82Jack&Co.Liv | | | |
| 284 HKVJ | **Vinaroz** *Virgil* –81 (*ex* Duro,*ex* Hijos de Tombo) | **IronScSr** | 476 — 311 | *Now named "Marius," See No. 31 in Supplement.* | | | 1874 | ..... Glasgow | **DaCarmenCapdelacreu&Co.** | 179·4 | 26·9 | 15·0 | **Barcelona** Spanish | C.2Cy.19″&41″–28″ 72H | | | |
| 285 37 SRMP | **Vincenzo Florio** *P.Montano* 67–85 | **IronSc3MstSr** 3*Dks*(2*Irn*–*Uws*) | 2840 2572 1852 | ✠ 8,84 ✠ | N Yk LA&CP | *v* | 1880 3mo | A.Stephen &Sons Glasgow | **Nav.Gen.Italiana** | 352·1 P64′ drp81 | 38·1 F35′ | 27·3 | **Palermo** Italian 5*BHCem* | C.2Cy.48″&90″–48″ 665H A.Stephen&Sons, Glasgow *WB*=*CellDB*288′ | | | |
| 286 HTLD | **Vindebona** *Lemesich* –93 | **SteelSc** 2*Dks*3*trB* | 4351 — 2689 | | | | 1892 | Stettiner Mas.Act. Ges.'Vulcan' Stettin | **LloydAustriaco** | 390·6 P50′ | 43·3 B126′ | 28·4 F51′ | **Trieste** Aust.-Hung. *WB* | T.3Cy.27½″,43⅝″&70½″–53 StettinerMas.Act.Ges. "Vulcan,"Stettin | | | |
| 287 81612 SWPV | **Vindobala** *W.Masters* –94 *Elec. light* | **IronSc3MstSr** ss Stk.No.3–3,92 1*Dk*(*Irn*)2*trB* | 1865 1487 1167 | ✠100A1 3,92 *Carrying Petroleum in bulk* BS10,92 ✠LMC3,92 | Hpl A&CP | *r* | 1879 12mo | A.Leslie &Co. Newcastle | **PetroleumTransport&Storage Co.(Lim.)** (**A.Suart**, *Mgr.*) *WB*=*DBa*12′*f*30′ | 261·0 P164′F32′ | 34·3 | 21·8 BK9½″ | **London** British 5*BHCem* | C.2Cy.33″&62″–42″ 70lb *50lb* 200H 2B,GS84 J.Dickinson,Sunderland | 23 | 2 | 4 |

| 1 No. in Book / Official No. / Code Letters | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage (Gross. / Under deck. / Net.) | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions, Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 288<br>79981<br>QSJT | Vindolana<br>*T.Armstrong* -93 | IronScSr<br>ssCff.No.3-5,91<br>2*Dks*(1*Irn*)3*trB* | 1946<br>1766<br>1241 | ~~7,94~~<br>BS2,98 | Sws<br>A&CP<br>LMC1,91 | *s* | 1877<br>4mo | R.Dixon&<br>Co.<br>Middlesbro' | W.Runciman&Co. | 286·4<br>P36'F32'<br>BK9½"<br>W | 34·8 | 23·8 | London<br>British<br>5*BHCem*<br>*B=DB*184' | C.2Cy.28"&64"-42" (*i*)<br>75lb *40lb* 200HP<br>2B,GS100<br>N.E.MarineECo.(Lim.)Sld | 25 " 9<br>s 4 " 10½ | |
| | *Now named* "Jerseymoor," *See No. 24 in Supplement* | | | | | | | | | | | | | | | |
| 289<br>68452<br>MDTW | Vindomora<br>*T.Bryant* -92<br>*Well deck* | IronScSr<br>ssShl.No.3-1,87<br>ssShl.No.1-91<br>1*Dk*2*trB* | 1080<br>839<br>692 | ✠90A1<br>10,94 ~~1,94~~<br>✠NB,83<br>BS2,94 | Npt<br>A&CP<br>LMC12,91<br>Cff | *m* | 1873<br>7mo | JLThomp-<br>son&Sons<br>Sunderland | E.R.Care | 219·8<br>P125'F29'<br>BK8"<br>*WB=* | 30·4 | 16·8 | London<br>British<br>4*BHCem*<br>*DBa*68'*f*36' | C.2Cy.27"&51"-33" (*a*)<br>80lb *70lb* 99HP<br>1SB,3*pf*,GS57<br>J.Dickinson,Sunderland | 17 " 9<br>s 2 " 1 | |
| 290<br>JBRV | Vineta<br>*A.Riemer*78-85<br>(*ex*CityofExeter) | IronSc3MstSr<br>1*Dk* | 272<br>—<br>196 | | | | 1859 | Palmer&<br>Co.<br>Newcastle | NeueDampfer-<br>Compagnie,<br>Act.Ges. | 148·3<br>Q60' B30' F10' | 21·6 | 11·6 | Stettin<br>German | C.2Cy.17¾"&35"-19¾"<br>60HP<br>Möller&Holberg,Stettin | | |
| 291 | Vinga<br>*J.A.Winquist*90-91 | SteelScSr<br>1*Dk* | 150<br>87<br>108 | | | | 1891 | Bergsunds<br>M.V.<br>Stockholm | NorraSkär-<br>gärdensÅngb.<br>Aktieb.<br>(A.G.Friländer) | 96·5<br>Q29' B33' H13*t*<br>F12' | 19·1 | 7·8 | Öckerö<br>Swedish | C.2Cy.13¼"&23½"-17½"<br>35HP<br>BergsundsM.V.,Skm. | | |
| 292<br>79226<br>SVHC | Viola<br>*R.Mouat* -93 | IronScSr<br>ssCff.No.3-12,91<br>2*Dks*(1*Irn*)3*trB* | 1900<br>1769<br>1205 | ✠100A1<br>~~12,91 7,93~~ 4,95<br>~~BS3,94~~<br>4,95 | Shl<br>A&CP<br>LMC12,91<br>Bry | *s* | 1879<br>10mo | TyneI.S.B.<br>Co.<br>Newcastle | J.Robinson&Sons | 280·0<br>Q40'B26'<br>BK9½"<br>W | 35·0 | 24·7 | N.Shields<br>British<br>6*BHCem*<br>*B=DB*154' | C.2Cy.31½"&63"-39"<br>75lb *80lb* NDB93 180HP<br>2B,GS72<br>N.E.MarineE.Co.(Lm.)Sld | 25 " 7<br>s 4 " 7 | |
| 293<br>RFSH | —<br>*T.Dittmer* | IronScSr<br>2*Dks* | 769<br>603<br>585 | | | | 1879 | Flensburg<br>S.B.Co.<br>Flensburg | A.Kirsten | 192·9<br>P116' F27' | 28·2 | 15·8 | Hamburg<br>German | C.2Cy.27"&47"-30"<br>90HP<br>FlensburgS.B.Co.Flensbrg | | |
| 294<br>86496<br>HCDS | Violante<br>~~*G.Gibb* -93~~<br>*Well deck*<br>*Boaden* | IronScSr<br>ssCff.No.3-5,92<br>1*Dk*(*Irn*)2*trB* | 863<br>683<br>555 | ✠100A1<br>9,94 ~~3,94~~ | Cff<br>LA&CP<br>✠LMC6,93<br>BS3,94 | *l* | 1882<br>9mo | E.Finch&<br>Co.(Lim.)<br>Chepstow | ~~BlindellBros.&Co.~~<br>J.&A.Davidson | 199·3<br>Q74'B40'F24'<br>BK8"<br>*WB=DBa*55'*&uE&B*31' | 30·0 | 15·2 | Cardiff<br>British<br>4*BHCem*<br>114*tFPT*39*t* | C.2Cy.23"&44"-30" (*i*)<br>80lb *50lb* 80HP<br>1SB,3*pf*,GS54<br>R.H.Pearson&Co.,Gls. | 16 " 2<br>s 1 " 5½ | |
| 295<br>82839 | Violet<br>*G.Wilson* -94 | IronScSr<br>ssLon.No.3-5,92<br>1*Dk*(*Irn*)2*trB* | 1458<br>1214<br>914 | ✠100A1<br>5,95 ~~5,93~~<br>~~BS3,94~~<br>3,95 | Nwc<br>A&CP<br>✠LMC5,92 | *p* | 1880<br>12mo | JLThomp-<br>son&Sons<br>Sunderland | R.Gordon&Co. | 248·0<br>P29'B46'F26'<br>BK9"<br>*WB=DBa*80'*f*44'305*tFPT* | 35·3 | 17·6 | London<br>British<br>4*BHCem*<br>47*tAPT*45*t* | C.2Cy.28"&62"-42" (*i*)<br>70lb ~~*60lb*~~ *50lb* 160HP<br>2SB,6*f*,GS86<br>Black,Hawthorn&Co.,Gts. | 18 " 9<br>s 2 " 7½ | D |
| 296<br>81431 | — | SteelPadSr | 1175<br>840<br>306 | | | | 1880 | LairdBros.<br>Birkenhead | London&N.W.<br>RailwayCo. | 300·0<br>Q99' B90' F96 | 33·1 | 14·4 | Dublin<br>British | T.3Cy.44",70"&108"-78"<br>NE&B90 616HP<br>LairdBros.,Birkenhead | | BT till ~~12,94~~ 11,95 |
| 297<br>67947 | —<br>*J.Lewis*67-85 | IronPad | 273<br>273<br>48 | | | ... | 1883<br>11mo | W.Allsup<br>&Sons<br>Preston | WallaseyLocal<br>Board | 150·0<br>FK | 26·1 | 10·2 | Liverpool<br>British | D.O.2Cy.38"-60"<br>99HP<br>W.Allsup&Sons,Preston | | BT till ~~1,95~~ 12,95 |
| 298<br>98272 | —<br>*T.Smith* -92 | SteelTwinScSr<br>1*Dk* | 141<br>116<br>13 | | | | 1892 | Ardrossan<br>Shipblding<br>Co.(Lim.)<br>Ardrossan | CarlingfordLough<br>HarbourCom-<br>missioners | 100·0 | 18·0 | 9·7 | Newry<br>British | C.4Cy.(2)12½"&(2)24"-18"<br>48HP<br>Hutson&Corbett,Glasgow | | |
| 299<br>98587 | Virawa<br>*A.McKinlay* -93 | SteelScSr<br>3*Dks*(*UStl*-ws&1*ptStl*-ws) | 3333<br>3112<br>2158 | ✠100A1<br>12,91 | Bom<br>LA&CP<br>✠LMC10,90 | *v* | 1890<br>10mo | W.Denny<br>&Bros.<br>Dumbarton | BritishIndiaStm.<br>Nav.Co.(Lim.) | 340·0<br>P52'B16'F46'<br>FK<br>*WB=Cell* | 43·1 | 26·0 | Glasgow<br>British<br>6*BHCem*<br>*DB*294'826*t* | Q.4Cy.24",36",4"&70"-48"<br>180lb *180lb* (*s*) 290HP<br>2SB,4*pf*,GS77,HS3414 FD<br>Denny&Co.,Dumbarton | 29 " 0 | |
| 300<br>RJKG | Virginia<br>*A.Scheel*90-92 | SteelScSr<br>2*Dks*3*trB* | 2884<br>2280<br>2037 | | | | 1891 | Blohm&<br>Voss<br>Hamburg | Hamburg-Ameri-<br>kanischePacketf.<br>Act.Ges. | 320·0<br>P&B202' F51' | 40·0 | 27·0 | Hamburg<br>German<br>*WB* | T.3Cy.25¼",40"&66"-42"<br>350HP<br>Blohm&Voss,Hamburg | | V |
| 301<br>94384<br>KBLV | —<br>*J.Mably* -94<br>*Well deck* | SteelScSr<br>ssLiv.No.1-91<br>1*Dk*(*Stl*)&*Webframes* | 2314<br>1770<br>1515 | ✠100A1<br>12,94 ~~11,93~~<br>BS4,94 | Cff<br>A&CP<br>✠LMC11,92<br>Liv | *s* | 1888<br>4mo | Russell&<br>Co.<br>Pt.Glasgow | S.S.VirginiaCo.<br>(Lim.)<br>(F.Woods) | 289·8<br>P30'Q86'B118'F30'<br>BK10"<br>*WB = Cell D B*250'596*t* | 38·1 | 19·4 | London<br>British<br>5*BHCem*<br>*APT*21*t* | T.3Cy.22½",35½"&58½"-39"<br>160lb *75lb* (*s*) 220HP<br>2SB,6*f*,GS74 FD<br>J.Howden&Co.,Glasgow | 22 " 0<br>s 2 " 0 | D |
| 302<br>161654 | —<br>*H.E.Stines*73-92 | SteelTwinScSr<br>2*Dks* | 1607<br>—<br>980 | | | | 1891 | GlobeIron<br>WorksCo.<br>Cleveland,O. | GoodrichTransp.<br>Co.<br>(A.W.Goodrich) | 269·2<br>H—<br>*WB* | 38·3 | 12·8 | Mlwaukee<br>Wis.<br>Utd. States | T.6Cy.20",32"&52"-36"<br>GlobeIrnWksCo.Clevelnd. | | |
| 303<br>89049<br>LDTP | Virginia Lake<br>*W.Taylor* -93<br>(*ex*Conscript) | CompScSr<br>CF SS NFL.92<br>1*Dk*&*Spardk*3*trB* | 760<br>738<br>440 | ✠ 15A1<br>*Spar dk*<br>*withfreeboard*<br>~~6,91~~ 1,94 ~~1,94~~<br>7,94<br>BS12,94 | NFL<br>LA&CP<br>✠LMC7,93 | | 1888<br>3mo | AM'Millan<br>&Son<br>Dumbarton | A.J.Harvey | 180·3<br>*Iron frame planked*<br>ptNK191drp93&94 | 30·0 | 21·3 | ~~Glasgow~~<br>British<br>SJohnsNFL | T.3Cy.17",27"&44"-36"<br>160lb *60lb* 98HP<br>1DB,4*cf*<br>D.Rowan&Son,Glasgow | 15 " 6<br>s 5 " 2½<br>w5 " 5 | |
| 304<br>98958 | Virginia Peirano<br>*W.Pick* -94 | SteelScSr<br>1*Dk*(*Irn*)&*Webframes*&*ptAwngdk*(*Irn*) | 2098<br>1527<br>1340 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>6,94 ~~3,94~~ | Cff<br>A&CP<br>✠LMC7,91 | *r* | 1891<br>7mo | J.Blumer<br>&Co.<br>Sunderland | BrailaStm.Ship<br>Co.(Lim.) | 275·0<br>P27'Q86'<br>*ptAwngdk*162' FK<br>*WB = Cell DB* 224'426*t* | 38·1 | 18·0 | London<br>British<br>5*BHCem*<br>*APT*35*t* | T.3Cy.21",33"&54"-42" (*s*)<br>160lb *80lb* 170HP<br>2SB,6*rf*,GS106,HS3000<br>Alley&MacLellanGlasgow | 20 " 3<br>s8 " 5½ | |
| 305<br>84184<br>WFMN | Virginian<br>*A.Christian* -94 | IronSc4MstBk<br>3*Dks*(*Irn*) | 4001<br>3911<br>2636 | ✠<br>1,82 | Nwc | Lv | 1881<br>10mo | Palmers'<br>Co.(Lim.)<br>Newcastle | F.Leyland&Co.<br>(Lim.) | 422·2<br>F73*t* | 40·9 | 28·9 | Liverpool<br>British<br>6*BH* 1PBH | C.4Cy.29¾"&62"-60"<br>450HP<br>Palmers'Co.(Lim.),Nwc. | 32 " 0<br>s 8 " 3 | |
| 306<br>63694<br>NJRT | Virgo<br>~~*G.Helyer* -94~~<br>*A.F.Abbott* -94 | IronScSr<br>ssDun.No.3-11,83<br>2*Dks* ssLon.No.2-92 | 955<br>818<br>584 | ✠100A1<br>4,94<br>✠NE&B8,83<br>~~BS6,93~~ | Ham<br>A&CP<br>BS8,94<br>✠LMC2,92 | *m* | 1870<br>11mo | Gourlay<br>Bros.&Co.<br>Dundee | GeneralSteam<br>Nav.Co. | 250·0<br>P74' B69'F61'<br>drp94 BK7½" | 30·2 | 16·6 | London<br>British<br>5*BHCem* | C.2Cy.30"&54"-36" (*a*)<br>75lb *50lb* NDB83 140HP<br>2SB,4*pf*,GS68<br>GourlayBros.&Co.,Dundee | 17 " 10<br>s 2 " 4½ | |
| 307<br>750<br>JCDN | —<br>*H.L.Zachhau*91-93<br>*Elec.light* | SteelScSr<br>1*Dk* | 456<br>339<br>308 | | | | 1893 | Helsingörs<br>Jernskibs og<br>Msknbyggri<br>Elsinore | Ångfartygs<br>Aktiebolaget<br>"Stella"<br>(T.Ahrenberg) | 144·5<br>Q71'B20'H13*t*F21' | 23·8 | 12·6 | Gothenbrg<br>Swedish<br>*WB* | T.3Cy.13½",21½"&36"-24"<br>80HP<br>HelsingörsJernskibs og<br>Maskinbyggeri,Elsinore | | V |
| 308<br>94080<br>LMVF | —<br>*T.Williams*88-89 | IronScK<br>ssGms.No.1-92<br>1*Dk* | 145<br>137<br>91 | ✠100A—<br>*For fishing purposes*<br>10,94 ~~6,92~~<br>BS3,94 | Gms<br>✠LMC6,92 | | 1888<br>4mo | Earle'sCo.<br>(Lim.)<br>Hull | Grimsby&North<br>SeaStm.Trawl-<br>ingCo.(Lim.) | 101·6<br>Q17'<br>BK7½" | 20·5 | 10·6 | Grimsby<br>British<br>3*BHCem* | T.3Cy.11½",17"&30"-18" (*o*)<br>150lb 44HP<br>1SB,2*pf*GS20,HS605<br>Earle'sCo.(Lim.),Hull | 11 " 6 | |

| 1<br>Numero d'Ordre.<br>Numero Officiel.<br>Signaux | 2 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expire. Lettre d'Equipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 309<br>98957 | **Viribus Unitis** SteelScSr<br>*M.L.Keyes* -92<br>1*Dk*(*Stl*)&*Webframes* &*ptAwngdk*(*Irn*) | 2137<br>1585<br>1393 | ✠100A1<br>*ptAwngdk withfreeboard*<br>~~9,91-1,94~~<br>11,94 | Cpn<br>A&CP<br>Cff<br>✠LMC7,91 | r | 1891<br>7mo | ShortBros.<br>Sunderland | ViribusUnitisS.S. Co.(Lim.)<br>(Mendl&Co.) | 280·0\|38·0\|17·5<br>Q109′B122′F28′<br>RFD47′ FK<br>Irp93&94<br>*WB*=*CellDB*214′ | London<br>British<br>6*BHCem*<br>464*tAPT*57*t* | T.3Cy.21″,35″&58″-39″<br>160lb 200H<br>1DB,6*pf*,GS90<br>G.Clark(Lim.),Sld. |
| 310<br>HTNK | **Vis** IronTwinScSr<br>*A.Tarabochia* -92 (*ex*Trieste) | 440<br>359<br>224 | | | | 1870 | Lloyd Austro-Ungarico<br>Trieste | S.Topich&Co.(M. Pizzetti, *Mgr.*) | 203·7\|24·4\|10·8 | Lissa<br>Aust.-Hung. | 2Cy.46″-36″<br>110H<br>Miller,Ravenhill&Co.,Lon. |
| 311<br>150<br>JQKW | **Visantia** IronScSr<br>1*Dk* | 422<br>—<br>321 | | | | 1861 | MotalaCo.<br>Norrköping | RussianStm.Nav. &TradingCo. | 219·0\|27·0\|10·1 | Odessa<br>Russian | C.2Cy.26″&41″-24″<br>60H<br>RussianS.Nav&TradingCo |
| 312<br>616<br>JBSF | **Visborg** SteelScSr<br>*C.A.F.Lönnqvist*93-93 1*Dk* | 236<br>191<br>173 | | | | 1893 | P.Larsson<br>Thorskog | P.Larsson | 100·0\|22·1\|11·6<br>Q27′B15′H7*t*F9′ | Thorskog<br>Swedish | C.2Cy.11½″&21½″-15½″<br>40H<br>P.Larsson,Thorskog |
| 313 | **Visby** IronScSr<br>*B.Sandström*94-94 1*Dk* | 29/<br>208<br>225 | | | | 1866 | MotalaCo.<br>Norrköping | Ångf.Bol., "Gotland."<br>(A.Ekman) | 122·3\|24·7\|10·8<br>Q39′ B34′ H9*t* | Visby<br>Swedish | C.2Cy.18½″&36″-23½″<br>80H<br>W.LindbergsMek.V.,Skm. |
| 314<br>68980<br>RTFN | **Viscount Castlereagh** IronScSr<br>*T.A.Ramsey* -94 *ss*Sld.No.3-7,90<br>1*Dk*(*Irn*)2*trB*<br>*Well deck* *ss*Sld.No.1-94 | 665<br>531<br>416 | ✠90A1<br>10,94 ~~2,93~~<br>~~BS4,94~~ | Sld<br>A&CP<br>LMC1,93 9,94 | j | 1878<br>6mo | ShortBros.<br>Sunderland | Marquess of Londonderry<br>(S.J.Ditchfield, *Mgr.*) *WB*= | 180·0\|28·6\|13·8<br>Q66′B38′F25′<br>~~Irp98~~ FK<br>*DBa*51′*f*42′125*tFP* | Sundrland<br>British<br>4*BHCem*<br>*T*12*tAPT*8*t* | C.2Cy.25″&47″-33″ (*i*)<br>75lb *60lb* 90H<br>1B,GS54<br>J.Dickinson,Sunderland |
| 315 | **Visingsö** SteelScSp<br>*J.Bergstrand*78-92 1*Dk* | 214<br>105<br>156 | | | | 1883 | MotalaCo.<br>Motala | JönköpingsFörenade Ångf. Aktieb.<br>(C.F.Friedländer) | 97·8\|21·5\|8·6<br>Q25′ B44′ H14*t*<br>F31′ | Jönköping<br>Swedish | C.2Cy.16″&29″-18″<br>50H<br>MotalaCo.,Motala |
| 316<br>28752<br>QBSR | **Vistula** IronScSr<br>*G.G.Gordon* -91 | 703<br>678<br>449 | | | | 1860 | Barclay, Curle&Co.<br>Glasgow | Leith,Hull&Ham. SteamPkt.Co.<br>(J.Currie&Co., *Mgrs.*) | 233·2\|27·5\|14·9<br>P31*t* | Leith<br>British | C.2Cy.24″&42″-30″<br>NE74 70H<br>J.Penn&Sons,London |
| 317<br>97648 | **Vita** SteelScSr<br>*J.W.Robertson* -93<br>*Elec.light* 1*Dk*&*Awng dk* | 915<br>873<br>501 | ✠100A1<br>*Awng dk withfreeboard*<br>6,90 | Cly<br>LA&CP<br>✠LMC7,90 | j | 1890<br>6mo | AilsaS.B. Co.<br>Troon | BritishIndiaStm. Nav.Co.(Lim.) | 200·0\|29·0\|12·1<br>19·3<br>BK7½′ | Glasgow<br>British<br>4*BHCem* | T.3Cy.17″,27″&44″-30″ (*o*)<br>160lb *80lb* 110H<br>1DB,4*cf*,GS78<br>Dunsmuir&Jackson,Gls. |
| 318 | **Vitez** IronScSr<br>*M.O.Martinolich* -93<br>(*ex*Marquado,*ex*Surrey) 1*Dk* | 173<br>—<br>69 | | | | 1868 | ..................<br>London | Seraf.Topich&Co.<br>(M.Pizzetti, *Mgr.*) | 121·3\|19·7\|10·5 | Lissa<br>Aust.-Hung. | 2Cy.18″&30″-21″<br>50H<br>StabilmentoTecnico,Tri. |
| * 319<br>86234<br>WPNK | **Vito** IronScSr<br>*J.B.Varwell* -92 *ss*Liv.No.2-90<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1308<br>987<br>851 | ✠100A1<br>5,94<br>BS1,94 | Liv<br>LA&CP<br>✠LMC10,90 | o | 1882<br>8mo | Caird& Purdie<br>Barrow | Atlantic&Eastern S.S.Co.(Lim.)<br>(J.Glynn&Son, *Mgrs.*) *WB*=*DB* | 240·2\|30·3\|17·4<br>P146′F33′<br>BK8′<br>*a*61′&*uE*& *B*32′172*t* | Liverpool<br>British<br>6*BHCem*<br>*MT*13′130*t* | C.2Cy.28″&56″-36″ (*a*)<br>95lb *80lb* NDB90 130H<br>2SB,4*cf*,GS76<br>J.Jack&Co.,Liverpool |
| 320<br>200<br>STBL | **Vittoria** SteelSc<br>*Poggi* (*ex*Tamaulipas)<br>2*Dks*(*UStl*-ws)&*Spardk* | 4290<br>3749<br>2823 | | | ... | 1883<br>9mo | R.Napier &Sons<br>Glasgow | LaVeloceNav. Italiana | 400·0\|44·0\|23·1<br>F46′ 31·6 | Genoa<br>Italian<br>*WB* | T.3Cy.40″,64″&92″-60″<br>1000H<br>R.Napier&Sons,Glasgow |
| 321<br>102667 | — SteelScSr<br>*D.Pearson*93-94 1*Dk*(*ptStlptIrn*) &*Webframes*&*pt Awngdk*(*Irn*) | 2700<br>2043<br>1751 | ✠100A1<br>*pt Awng dk withfreeboard*<br>2,95 ~~3,94~~ | Gls<br>A&CP<br>NYk<br>✠LMC3,94 | t | 1894<br>3mo | Lon.&Gls. S.&E.Co(Lm)<br>Glasgow | A.C.Gow&Co. | 300·0\|42·1\|19·5<br>Q104′<br>*ptAwngdk*194′ FK<br>*WB*=*CellDB*252′ | Glasgow<br>British<br>6*BHCem*<br>621*tAPT*60*t* | T.3Cy.23″,37″&61″-42″ (*i*)<br>160lb *80lb* 250H<br>2SB,6*cf*,GS116,HS3664<br>Lon&GlsS.&E.Co(Lm)Gls |
| 322<br>8 | **Vittoria V.** IronSc3MstSr<br>*F.Aprasso*85-93 (*ex*Discoverer) | 2162<br>2106<br>1595 | | | ... | 1877<br>2mo | Aitken& Mansel<br>Glasgow | P.VialeG.B. | 311·3\|34·0\|25·6<br>F24′ | P.Maurizio<br>Italian | C.2Cy.35″&70″-48″<br>280H<br>J.&J.Thomson,Glasgow |
| 323<br>48920<br>VWRG | **Vivid** IronPadSk<br>*G.Buchanan* -93 | 164<br>164<br>67 | | | | 1864 | Barclay, Curle&Co.<br>Glasgow | ~~G.Buchanan~~<br>W.Buchanan | 197·3\|18·2\|7·8<br>len77 | Glasgow<br>British | 1Cy.48″-48″<br>NB87 80H<br>*Alt*87W.King&Co.,Gls. |
| 324<br>83811<br>WDVN | **Vivienne** IronScSr<br>~~F.E.Trotman92-92~~ *ss*Cff.No.3-3,87<br>*D.Cameron* -94 *ss*Bly.No.1-91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1230<br>988<br>787 | ✠100A1<br>~~4,94~~ 6,94<br>~~BS4,94~~<br>3,95 | Bly<br>LA&CP<br>✠LMC3,91 | o | 1880<br>9mo | Richards'n, Duck&Co.<br>Stockton | Ballingall& Garroway | 239·2\|34·0\|16·4<br>Q75′B62′F28′<br>FK<br>*WB*=*DB* | Cardiff<br>British<br>4*BHCem*<br>*a*57′*f*52′263*t* | C.2Cy.30″&55″-36″ (*i*)<br>80lb *80lb* NDB90 99H<br>1DB,4*pf*,GS58<br>Blair&Co.(Lim.),Stockton |
| 325<br>JDRP | **Vizcaya** IronScSr<br>*M.Zaldua* *ss*Cly.No.1-76<br>(*ex*PuertoRico) 1*Dk*2*trB*<br>*Well deck* | 758<br>644<br>516 | ✠<br>5,79 | Cly<br>A&CP | | 1872<br>4mo | H.Murray &Co.<br>Pt.Glasgow | Ybarra&Co. | 201·0\|29·0\|15·8<br>Q70′ F25′ B35*t* | Seville<br>Spanish<br>5*BHCem* | C.2Cy.25″&43″-36″<br>90H<br>D.Rowan,Glasgow<br>*WB*=*DB*97′ |
| 326<br>HPCL | **Vizeu** IronScSr<br>1*Dk*&*ptShade dk* | 357<br>—<br>243 | | | | 1881 | Cunliffe& Dunlop<br>Pt.Glasgow | Cia.deMarajo& Tocantins | 161·3\|25·3\|11·0<br>H63*t* F10*t* | Para<br>Brazilian | C.2Cy.23″&40″-28″<br>70H<br>Cunliffe&Dunlop,P.Gl. |
| 327<br>HPKW | **Vladimer** IronScSr<br>*Bollman* (*ex*SinNanzing) | 1166<br>1135<br>715 | | | ... | 1875<br>11mo | J.Elder &Co.<br>Glasgow | M.G.Sheveleff | 220·9\|30·2\|14·8<br>22·3 | Vladivostk<br>Russian | C.2Cy.34″&62″-36″<br>175H<br>J.Elder&Co.,Glasgow |
| 328 | **Vladimir** IronSc3MstSr<br>Lost by Collision 7,94 | 1600<br>—<br>1026 | | | | 1858 | R.Napier& Sons<br>Glasgow | RussianSteam Nav.&Trading Co. | 243·0\|31·0\|21·0 | Odessa<br>Russian | |
| 329<br>91496<br>KVQN | **Vlissingen** IronTwinScSr<br>*C.T.Lawrence*<br>(*ex*Rouen,*ex*Vlissingen) 1*Dk*(*Irn*) | 221<br>201<br>150 | | | ... | 1872 | J.&K.Smit<br>Kyndrdyk | ~~TyserLine(Lim.)~~ | 147·0\|21·0\|7·7 | London<br>British | T.3Cy.10″,16″&26″-18″<br>40H<br>KoninklykeMttschppy deSchelde,Flushing |
| 330<br>341<br>JRBF | **Vnutshek** IronPad<br>(*ex*UlisOdisef) 1*Dk* | 110<br>—<br>79 | | | | 1860 | Mayer<br>Linz | RussianSteam Nav.&Trading Co. | 110·0\|17·0\|5·0 | Odessa<br>Russian | 35H<br>Jackson,Zurich |

| No. | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Official No. / Special Surveys. No. of Decks, &c. / Code Letters | Regist'd Tonnage: Gross / Under deck / Net | Character (✠ for Special Survey; Date of last Survey) | Port of Survey | Years Assign'd now expired; Equipment Letter | When Built (Ship / Engines) | By Whom / Where | Owners | Length | Breadth | Depth | Deck Erections, &c. | Port of Registry / Flag | Engines: No. & Dia. of Cylinders—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth / Freeboard amidships (ft. in.) | Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 331 | Volador WoodPadTug<br>a Barge<br>JWCV | 125<br>—<br>39 | | | | 1876 | ...............<br>N.Shields | Cia.deRemolcadores delCantabrico(Aznar y Cià, *Mgrs.*) | 99·7 | 19·2 | 9·1 | | Bilbao<br>Spanish | 41H | | |
| 332 | Volana IronScK<br>*M.Cowper* -94 ~~ssLiv.No.2-80~~<br>ssLiv.No.3-12,94 1*Dk*(*Irn*)<br>KJFQ | 248<br>216<br>135 | ✠100A1<br>12,94 ~~3,94~~<br>~~BS12,93~~ | Liv<br>LA&CP<br>~~LMC7,89~~ | *d*<br>12,94 | 1882<br>6mo | C.Hill& Sons<br>Bristol | VolanaShpg.Co. (Lim.) (Rogers &Bright) | 120·7 | 23·2 | 9·7 | Q37'F15'<br>~~drp00~~ BK6½' | Liverpool<br>British<br>4*BHCem* | C.2Cy.16½"&30"–18" (*i*)<br>80lb 40H<br>1SB,*2pf*,GS27<br>Plenty&Son,Newbury | | |
| 333 | Volante IronScSr<br>*R.Chitham* -93 1stSurvey,Hul.5,93<br>6thSurvey,Gms.5,90<br>*Well deck* 1*Dk*(*Irn*)2*trB*<br>JKWF | 1286<br>1011<br>830 | ✠ A1,1<br>5,94 | Lon | Lv | 1869<br>12mo | Richards'n, Duck&Co.<br>Stockton | R.J.Chitham | 239·5 | 32·7 | 17·5 | P217*t* F33*t*<br>drp&srp94 FK | Hull<br>British<br>5*BHCem* | C.2Cy.28"&52"–30"<br>NB79 98H<br>Thompson,Boyd&Co.Nwc | 18 ″ 5<br>s 2 ″ 2½ | |
| 334 | — IronScSr<br>*Edwards* ssLiv.No.2–92<br>(*ex*Theme) 1*Dk*(*Irn*)<br>JHVS | 315<br>284<br>132 | ✠100A1<br>~~9,94~~ ~~4,93~~ 5,95<br>BS5,93 | Liv<br>LA&CP<br>✠LMC4,92 | *g* | 1884<br>3mo | M'Ilwaine, Lewis&Co.<br>Belfast | VolanaShpg.Co. (Lim.) (Rogers &Bright, *Mgrs.*) | 159·2 | 23·1 | 11·3 | Q25'B42'F30'<br>BK7'<br>*WB=FPT* | Liverpool<br>British<br>4*BHCem*<br>20*tAPT*22*t* | C.2Cy.19"&36"–30" (*a*)<br>85lb *50lb* 60H<br>1SB,*2pf*,GS36<br>M'Ilwaine,Lewis&Co.,Bel | 12 ″ 1 | |
| 335 | Volga IronScBk<br>now a Hulk<br>3*Dks*<br>LKBG | 1600<br>—<br>728 | | | | 1864 | Messagries Marit.<br>LaCiotat | MessageriesMaritimes | 310·3 | 32·2 | 24·0 | H79*t* F30' | Marseilles<br>French | 2Cy.62¼"–46½"<br>280H<br>Messag.Mar.,LaCiotat | | |
| 336 | — IronScSr<br>1*Dk*<br>HKCG | 524<br>—<br>413 | | | | 1882 | RussianS. Nav.& TradingCo.<br>Sebastopol | RussianStm.Nav. &TradingCo. | 220·0 | 30·0 | 10·4 | | Odessa<br>Russian | 2Cy.23"&41"–24"<br>60H<br>RussianS.N.&TradingCo. | | |
| 337 | — IronScSr<br>*T.Edmonds* -93 ssLiv.No.3–7,93<br>(*ex*Topic) 1*Dk*<br>83929 VKWG | 268<br>241<br>98 | ✠100A1<br>10,94 ~~7,93~~<br>~~BS10,94~~ | Liv<br>LA&CP<br>✠LMC7,93 | *e* | 1881<br>2mo | M'Ilwaine &Lewis<br>Belfast | VolanaShpg.Co. (Lim.) (Rogers &Bright, *Mgrs.*) | 155·3 | 21·7 | 10·5 | Q17'B36'F28'<br>ND(*Irn*)91 BK7' | Liverpool<br>British<br>4*BHCem* | C.2Cy.19"&36"–27"<br>75lb *75lb* 50H<br>1SB,*2pf*,GS33<br>M'Ilwaine&Lewis,Belfast | | |
| 338 | Volmer IronSc3MstSr<br>*J.P.Jörgensen* ssCpn.No.3–4,90<br>1*Dk&Spardk*3*trB*<br>ssCpn.No.1-95<br>NPQS | 1532<br>1060<br>965 | 90A1<br>*Spar dk*<br>1,95 ~~2,92~~<br>✠NB89 | Hpl<br>A&CP<br>B&MS4,90 1,95<br>Cpn | *p* | 1875<br>8mo | Burmeister &Wain<br>Copenhagen | Dampskibs-selskabetCarl (L.H.Carl, *Mgr.*) | 257·6 | 32·0 | 17·4<br>24·2 | *WB=MT*400*t* | Copnhagn<br>Danish<br>6*BHCem*<br>*APT*60*t* | C.4Cy.24"&48"–32"<br>70lb *70lb* NDB88 150H<br>2SB,*4pf*,GS90<br>Burmeister&Wain,Cpn. | 18 ″ 9 | |
| 339 | Volney SteelSc3MstSr<br>*W.Elton*90–93 1*Dk*(*Irn*)<br>*Well deck*<br>99443 | 361<br>260<br>99 | ✠100A1<br>1,95 ~~2,94~~ | Cff<br>LA&CP<br>✠LMC8,92 | *e* | 1892<br>8mo | Harvey& Co.(Lim.)<br>Hayle | "Volana"Shipping Co.(Lim.) (Rogers& Bright, *Mgrs.*) | 140·0 | 22·1 | 10·4 | Q84'B7'F20'<br>BK7"<br>*WB* | Liverpool<br>British<br>3*BHCem*<br>=*FPT*30*t* | T.3Cy.15",23"&38"–30" (*s*)<br>160lb *75lb* 73H<br>1SB,*3pf*,GS56,HS1703<br>Harvey&Co.(Lim.),Hayle | 11 ″ 3<br>s ″ 8½ | |
| 340 | Volo SteelScSr<br>*G.C.Leach* -93<br>95844 LTSR | 1289<br>931<br>841 | | | | 1890 | Earle'sCo. (Lim.)<br>Hull | T.Wilson,Sons& Co.(Lim.) | 260·2 | 32·0 | 16·4 | P144' F37' | Hull<br>British | T.3Cy.22½",37"&61"–42"<br>225H<br>Amos&Smith,Hull | | BT till ~~2,95~~ ~~3,95~~ 4,96 |
| 341 | Volta SteelScSr<br>*E.Porter* -93<br>2*Dks*(*UStl*-ws)&*Webframes*<br>*Elec.light* 3*dkrule*<br>98668 | 2702<br>2373<br>1713 | ✠100A1<br>~~8,94~~ ~~5,94~~ 2,95 | Liv<br>LA&CP<br>✠LMC9,91 | *v* | 1891<br>9mo | Naval Construction& Armaments Co.(Lim.)<br>Barrow | British&African Stm.Nav.Co. (Lim.)(Elder, Dempster&Co., *Mgrs.*) | 327·6 | 39·4 | 22·0 | P40'B108 F42'<br>FK<br>*WB=CellDB*244'525*t FPT* | Glasgow<br>British<br>5*BHCem*<br>82*tAPT*42*t* | T.3Cy.23",38"&61"–42" (*s*)<br>160lb *60lb* 240H<br>2SB,*6rf*,GS133,HS3973<br>NavalCnstruction&ArmamentsCo.(Lim.),Barrow | 24 ″ 9<br>s 4 ″ 11 | BT till ~~11,94~~ 5,95 |
| 342 | Broken up 12,94<br>*W.T.Tomlinson* -92<br>3rdSurvey,81 2*Dks*<br>JSTR | 1474<br>1444<br>941 | ✠<br>8,86 | Liv | Lv | 1870<br>9mo | J.Elder& Co.<br>Glasgow | A.F.Blackater | 279·5 | 31·1 | 23·4 | | Glasgow<br>British<br>3*BH*2PBH | C.2Cy.38"&68"–33"<br>250H<br>J.Elder&Co.,Glasgow | 15″11<br>s 6 ″ 4½ | |
| 343 | — IronScK<br>*A.Jones* -90<br>ssHul.No.1-95 1*Dk*<br>98706 | 157<br>145<br>57 | ✠100A1<br>*Stm Trawler*<br>5,95 ~~10,90~~ | Hul<br>LA&CP<br>✠LMC10,90 2,95 | | 1890<br>10mo | Cochrane, Cooper& Schofield<br>Beverley | F.&.T.Ross | 101·2 | 20·6 | 11·0 | Q19'F19'<br>BK7½" | Hull<br>British<br>3*BHCem* | T.3Cy.11½",18"&30"–22" (*s*)<br>160lb 45H<br>1SB,*2cf*,GS25,HS711<br>C.D.Holmes&Co.,Hull | 11″10 | |
| 344 | Voltaic IronScSr<br>*Morgan*86–86<br>60308 WFMR | 612<br>478<br>271 | | | | 1867 | Macnab& Co.<br>Greenock | BelfastSteamShip Co.(Lim.) | 209·4 | 26·7 | 14·3 | P78*t* F26*t* | Belfast<br>British | C.2Cy.30"&57"–36"<br>NE&B82 170H<br>J.Coates&Co.,Belfast | | BT till ~~7,94~~ 7,95 |
| 345 | Voltaire SteelSc3MstSr<br>*T.Cartwright* -91 ssLiv.No.1-94<br>*Well deck* 1*Dk*(*Irn*)<br>97807 | 418<br>286<br>207 | ✠100A1<br>5,95 ~~3,94~~ ~~10,94~~ | Liv<br>LA&CP<br>✠LMC8,94 | *f* | 1890<br>8mo | Grangem'h DockyardCo.<br>Alloa | VolanaShippingCo (Lim.)(Rogers& Bright, *Mgrs.*) | 150·0 | 24·0 | 10·6 | Q84'B9'F22'<br>~~drp91&94~~drp94 FK<br>*WB=FPT*46'*AP* | Liverpool<br>British<br>3*BHCem*<br>*T*16' | T.3Cy.13",21"&34"–27" (*s*)<br>160lb *80lb* 60H<br>1SB,*2rf*,GS36<br>Ross&Duncan,Glasgow | 11 ″ 3<br>s ″ 8½ | |
| 346 | Volturno SteelScSr<br>*G.T.Johnson* -93<br>*Well deck* 1*Dk*(*Stl*)&*Webframes*<br>93148 KTWQ | 2336<br>1809<br>1537 | | | ... | 1888<br>9mo | Richardsn, Duck&Co.<br>Stockton | T.Wilson,Sons&Co. (Lim.) | 297·0 | 40·1 | 19·0 | P28' Q92' B116'<br>F30' | Hull<br>British<br>*WB* | T.3Cy.22½",37"&61"–42"<br>200H<br>Blair&Co.(Lim.),Stockton | 21 ″ 8<br>s 2 ″ 0½ | |
| 347 | Volumnia SteelScSr<br>*H.Schweers*89–92<br>2*Dks*3*trB*<br>RJPS | 3134<br>2527<br>2169 | | | | 1892 | Flensburgr Schiffsbau Gesellsch.<br>Flensburg | Hamburg-Pacific Dampfsch.Linie (A.Kirsten, *Mgr.*) | 324·0 | 40·0 | 27·8 | P203' F36'<br>*WB* | Hamburg<br>German | T.3Cy.25",41"&68"–45"<br>FlensburgerSchiffsbau Gesellschaft,Flensburg | | |
| 348 | Volunteer IronScSr<br>*T.Gibb* -91<br>98283 | 112<br>106<br>18 | | | | 1891 | Hepple& Co.<br>N.Shields | J.Murray | 96·6 | 19·4 | 10·4 | | S.Shields<br>British | C.2Cy.16¼"&32¼"–22"<br>43H<br>Hepple&Co.,NorthShields | | |
| 349 | Volute SteelScSr<br>*E.Stott* -93<br>2*Dks*(*Stl*)&*Webframes*&*Shadedk*<br>*Elec.light*<br>102789 | 4006<br>3434<br>2599 | ✠100A1<br>*Shade dk with freeboard*<br>1,95 ~~1,93~~<br>*carrying Petroleum in bulk* | Nag<br>A&CP<br>~~Lon~~Ham<br>✠LMC8,93 | *w* | 1893<br>8mo | W.Gray& Co.(Lim.)<br>W Hartlepool | M.Samuel&Co. | 347·0 | 45·6 | 26·7 | FK<br>*WB=CellDB*66'150*t FPT* 118*tA* | London<br>British<br>11*BHCem*<br>*PT*31*t* | T.3Cy.26",42"&70"–45" (*s*)<br>160lb *100lb* 400H<br>3SB,*9rf*,GS114,HS5780<br>Cen.Mar.EngWrks,WHpl. | 28 ″ 6<br>s 4 ″ 11 | |
| 350 | Von Döbeln IronScSr<br>*E.Hedman*82–82 1*Dk*<br>RHLP | 606<br>—<br>359 | | | | 1876 | W Lndbrgs Warfs&Wrk. Aktiebol.<br>Stockholm | FinskaÅngfartygs Aktiebolaget (L.Krogius) | 177·2 | 26·0 | 12·3 | | Helsingfrs<br>Russian | 120H | | |
| 351 | Voorwaarts IronSc3MstSr<br>~~C.Koning80-88~~ ssAms.No.3–5,87<br>ssAms.No.1-91 3*Dks*(1*ptIrn*)<br>~~S.Feninga~~ *S.Feninga*94–95<br>PWSD | 2801<br>2439<br>2066 | ✠100A1<br>~~6,94~~ ~~1,94~~ 1,95<br>BS9,93<br>8,94 | Ams<br>A&CP<br>LMC5,91 | *v* | 1874<br>7mo | J.Elder& Co.<br>Glasgow | Stoomv.Maats- "Nederland" | 368·0 | 37·2 | 25·5 | P72'F54'<br>BK10" | Amstrdam<br>Dutch<br>5*BHCem* | C.2Cy.50"&86"–42" (*i*)<br>60lb *60lb* NDB87 400H<br>2DB<br>J.Elder&Co.,Glasgow | 27 ″ 3 | DV |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / *Capitaine.* *Ex-nom, s'il y a lieu.* / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 352 JVHL | Vöringen *H.Aga* 69–91 | Iron&SteelScSr 1*Dk* | 402 252 245 | | | | 1891 | Laxevaags Maskin& Jernskibsbgr Bergen | Hardanger-Söndhordlandske Dampskibsselskab | 166·4 P80*t* | 23·6 H31*t* | 12·0 F38*t* | Bergen Norwegian | T.3Cy.15½″,25″&41″–27″ 70H Clark,Sunderland | |
| 353 HPCN | — *K.A.Wetlesen* 85–88 | IronScSr 1*Dk* | 178 127 96 | | | | 1861 | ..... Hull | Et Interessentskab (A.Johnsen) | 120·8 Q14*t* | 16·2 B21*t* | 10·8 H8*t* F7*t* | Skien Norwegian | 35H | |
| 354 | Voron (*NOW A BARGE*) (*ex* Czar David) | IronScSr 1*Dk* | 416 — 321 | | | | 1868 | S.Rokka Trieste | RussianStm.Nav. &TradingCo. | 188·0 | 28·5 | 10·1 | Odessa Russian | C.2Cy.13½″&22″–15″ 40H StabilimentoTecnico,Tri. | |
| 355 | Vorotan *Harmson* –94 (*Carrying Petroleum in bulk*) *Elec.light* *Burning liquid fuel* | SteelScSr 1*Dk* 2*trB* | 543 435 369 | | | | 1894 | W.Dobson &Co. Newcastle | A.Pogosoff&Co. | 150·5 Q22′ | 28·0 B42′ | 13·7 F25′ | Baku Russian *WB* | C.2Cy.22″&42″–24″ 75H WallsndS&ECo(Lim)Nwc | |
| 356 99804 | Vortigern *J.Houston* –94 *Well deck* | SteelScSr 1*Dk*(*Stl pt-ws*) 2*trB&Webframes* | 3026 2430 1982 | ✠100A1 ~~5,94~~ 11,94 | Shl LA&CP Hul ✠LMC5,92 | *u* | 1892 5mo | AM'Millan &Son(Lim.) Dumbarton | R.McMillan (E.P.Babtie, *Mgr.*) | 310·0 P192′F41′ drp93 BK10″ *WB=CellDB*236′ | 42·0 | 22·5 5*BHCem* 540*t* | Glasgow British | T.3Cy.23½″,39″&62″–48″ (*s*) 170lb *80lb* 228H 2SB,*6pf*,GS126,HS3471 Denny&Co.,Dumbarton | 25 ″ 1 s 3 ″ 4 |
| 357 158 HTPJ | Vorwärts *Costanzo* 69–87 | IronScSr 2*Dks* | 2476 — 1381 | | | | 1878 | LloydAus-troUngarico Trieste | LloydAustriaco | 318·0 | 37·5 | 27·2 | Trieste Aust.-Hung. | 2Cy.42½″&72½″–48″ 238H ArsenaleLloyd,Trieste | |
| 358 LKTD | — *H.L.Möller* | IronScSr 1*Dk&Awngdk* | 781 764 612 | | | | 1879 | Howaldt Bros. Kiel | M.Jebsen | 190·9 | 26·2 | 20·4 | Apenrade German *WB* | C.2Cy.25″&40″–27″ 80H HowaldtBros.,Kiel | GV |
| 359 QDFP | — *G.Brinkmann* 90–90 | IronPadCtr 1*Dk* | 148 — 58 | | | | 1879 | Act.Ges. Weser Bremen | Norddeutscher Lloyd | 108·2 | 18·1 | 8·5 | Bremen German | 4Cy.19¾″–36″ Act.Ges.Weser,Bremen | |
| 360 | Vostock | SteelTwinScSr 1*Dk* | 740 | | | | 1894 | R&W Haw-thorn,Leslie, &Co.(Lim.) Newcastle | EasternS.S.Co. | 210·0 Q73′B34′F28′ | 28·0 | 12·4 | Astrachan Russian | C.2Cy.18″&34″–20″ Ross&Duncan,Glasgow | |
| 361 QFPS | Vredeborch *D.Rose* | SteelPad 1*Dk* | 212 178 121 | | | | 1892 | J.C.Teck-lenborg Geestemünde | Bugsirges. "Union" | 131·1 H— | 33·6 | 9·5 | Bremen German | C.4Cy.19½″&33¾″–23½″ Act.Ges."Weser,"Bremen | G |
| 362 87991 | Vril *Blair* *Well deck* | IronScSr *ss*Bel.No.2–92 1*Dk*(*pt Irn*) | 387 303 160 | ✠100A1 ~~6,04 9,98~~ 11,94 BS12,94 | Cff LA&CP Ayr ✠LMC9,92 | *g* | 1884 6mo | M'Knight, M'Credie&C. Ayr | D.Macdonald | 159·5 Q54′B36′F18′ srp94 BK7″ *WB=FPT* | 23·1 | 11·6 4*BHCem* 23*tAPT* 20*t* | Liverpool British | C.2Cy.20″&40″–28″ (*s*) 30lb ~~45lb~~ *80lb* NDB94 68H 1SB,*2cf*,GS35 J.&T.Young,Ayr | 12 ″ 1 s ″ 11½ |
| 363 92910 KLGW | Vulcan *A.W.Yule* –93 *Well deck* | SteelScSr ~~*ssHpl.Nr.1–89*~~ 1*Dk*(*Stl*)*&Webframes* *ss*Hpl.No.2–94 | 2205 1714 1441 | ✠100A1 ~~1,04~~ 10,94 ~~5,04~~ BS~~4,93~~ 6,94 | Cff A&CP Hpl ✠LMC~~6,99~~ 6,94 | *r* | 1887 2mo | E.Withy& Co. WHartlepool | T.Robinson,Sons &Co. | 283·1 P29′Q82′B112′F31*t* ~~trp90~~ BK9″ *WB=Cell* | 37·0 | 19·2 5*BHCem* *DB*242′375*t* | W.Hartlpl British | T.23″,36″&58″–39″ (*o*) 150lb ~~90lb~~ (*p*)55*lb* 190H 1DB.*6cf*,GS99 (*s*)40*lb* T.Richardson&Sons,Hpl. | 22 ″ 2 s 2 ″ 0½ D |
| 364 161610 | — | SteelSc3MstSr 2*Dks* | 1759 — 1367 | | | | 1889 | GlobeIron WorksCo. Cleveland,O. | LorainS.S.Co. (DavidWallace) | 260·0 H— | 38·0 F34′ | 19·5 *WB* | Cleveland, Ohio Utd.States | C.2Cy.27″&50″–36″ GlobeIrnWksCo.Clevelnd. | |
| 365 JWQL | — *B.Erichsen* 70–90 | IronSc3MstSr 2*Dks*(*Irn*)3*trB* (*ex* Ville de Santos) | 1503 1399 953 | | | | 1873 | F.&C.de la Médit. LaSeyne | T.S.Falck | 286·2 P68*t* | 32·0 B23*t* | 22·2 F10*t* | Stavanger Norwegian | C.2Cy.29½″&63″–33″ 175H F.&C.delaMédit,Marseilles | NV |
| 366 JFGC | — *J.Dräger* 92–92 | SteelScSr 1*Dk* | 507 377 343 | | | | 1892 | Stettiner Mschnenbau A.G."Vulcn" Stettin | StettinerMaschin-enbauAct.Ges. "Vulcan" | 149·7 B33′ | 27·8 Q28′ | 11·6 F24′ | Stettin German *WB* | Q4Cy.12¼″,17⅜″,24½″&34¾″–20″ 280H StettinerMaschinenbau A.G."Vulcan,"Stettin | GV |
| 367 99218 MVWD | — ~~*A.S.Edward* 92–92~~ *W.Robertson* 94–95 *Well deck* | SteelSc3MstSr 1*Dk*(*Irn*) | 386 317 225 | ✠100A1 1,95 ~~4,94~~ ~~4,94~~ | Lon LA&CP NWQ ✠LMC12,92 | *f* | 1892 12mo | Montrose S.B.&E.Co. (Lim.) Montrose | S.S."Vulcan"Co. (Lim.) (B.L.Nairn) | 145·5 Q75′B7′F20′ BK7″ *WB=DBuE*14′ | 23·2 | 12·2 3*BHCem* 14*tFPT* 64*t* | Dundee British | T.3Cy.12″,18″&30″–21″ (*s*) 160lb 80*lb* 60H 1SB,*2pf* GS30,HS800 GourlayBros.&Co.,Dundee | 13 ″ 0 s 1 ″ 1 |
| 368 98861 | — *H.Cockitt* –93 | SteelTwinScTugSk 1*Dk* | 288 239 5 | ✠100A1 3,93 | Gls LA&CP ✠LMC3,93 | *d* | 1893 3mo | Barclay, Curle&Co. (Lim.) Glasgow | Sou.,I.of W.&S.of Eng.Ryl.Mail Stm.Pkt.Co. (Lim.) | 120·0 *ptShade dk*56′ BK7″ | 25·1 | 11·8 4*BHCem* | S'thamptn British | T.6Cy.15″,24″&39″–28″ (*o*) 160lb 155H 2SB,*6rf*,GS94,HS2747 Barclay,Curle&Co.(L)Gls. | 12 ″ 5 s 1 ″ 5 BT |
| 369 RJMG | — *P.Timm* 76–91 | IronScTug 1*Dk* | 197 178 56 | | | | 1891 | J.P. Rennoldson &Sons S.Shields | VereinigteBugsir Dampfschifffahrts Ges. | 115·0 | 21·5 | 14·9 | Hamburg German *WB* | C.2Cy.20″&38″–26″ 100HP J.P.Rennoldson&Sons, SouthShields | |
| 370 HVSD | — *A.Johansson* 88–93 | CompScSp 1*Dk* | 203 173 153 | | | | 1886 | S.Groth Sjötorp | Ångf.Aktieb. "Hermes" (G.Larsson) | 101·1 B24′ | 20·9 H6*t* | 10·3 | Krstnhmn Swedish | C.2Cy.10¼″&25″–17½″ 28H Kristinehamns M.V.Krstm | |
| 371 22168 | — *A.Page* 75–75 | IronPad | 149 149 81 | | | ... | 1858 | C.J.Mare London | G.Petrie | 108·0 | 19·1 | 9·6 FK | London British | L.2Cy.31″–44″ 60HP J.Stewart,Blackwall | |
| 372 | Vulcano | SteelSc | 351 291 197 | | | | 1886 10mo | W.Denny &Bros. Dumbarton | LaPlatenseFlo-tillaCo.(Lim.) | 150·0 Q54′ | 28·1 F21′ | 9·1 | Bns.Ayres Argentine | C.2Cy.13½″&24″–24″ 30HP Denny&Co.,Dumbarton | |
| 373 | Vyner *W.Moore* 89–89 (*ex* Moorcock) *Well deck* | IronScSr *ss*Sng.No.2–92 1*Dk*(*Irn*) | 666 488 406 | ✠100A1 ~~9,94~~ 9,94 BS9,94 | Sng LA&CP ✠LMC10,93 | *i* | 1884 8mo | TheRoyal S.&E.Co. TheSchelde Flushing | Rajah of Sarawak *WB* | 177·4 Q53*t*B87*t*F21*t* *Shade dk* 32′ BK7½″ =*DBa* 37′56*t* *FPT* | 27·3 | 12·3 4*BHCem* 40*tAPT* 17*t* | Sarawak Sarawak | C.2Cy.22″&41″–30″ (*r*) 85lb 40*lb* 90H 1SB,*3pf*,GS55 TheRoyalS.&E.Co.Schelde | 13 ″ 1 |

***Additional Ships are inserted in the Supplement at the end of the Register.

| 2 / 5 | 4 | 5 / 6 / 7 | 8 / 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|
| ner's Name. Material, Rig, &c. *Late Name if any.* cial Surveys. No. of Decks, &c. | Regist'd Tonnage — Gross. — Under deck. — Net | Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. Port of Survey. Years Assigned / now expired. Equipment Letter. | Built. When. — Ship. — Engines. By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | Port of Registry. — Flag. | Engines. — No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name | Moulded depth. — Freeboard amidships. *ft. in.* | Other Registers in which classed. Details of Boff Trade Pass. Cert. | Mean Drafts. (*See Key.*) |

**While the Committee take all means possible to obtain correct information concerning the Vessels entered he Society's Register Book, it will be understood that in the case of Vessels not classed by the Society cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, age, dimensions, decks, classification, &c.**

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| . Ferguson<br>nderson –94 2ndSurvey,Shl.3,92<br>eck 1*Dk(Irn)2trB* | IronScSr | 1612<br>1238<br>1007 | ✠ A1*1<br>3,95 ~~3,92~~ | Shl | Lv | 1883<br>12mo | Short Bros.<br>Sunderland | J.Westoll | 240·0 \| 38·1 \| 18·2<br>P77*t*Q83*t*B139*t*<br>F38*t* BK8½<br>*W B=DBa&f* | Sundrland<br>British<br>*5BH* | C.2Cy.31″&57″–39″<br>140HP<br>2SB<br>Carr&Co.(Lim.),Sld. | | | 16·3<br>17·3<br>18·3<br>19·3 |
| . Hall | WoodScSr<br>1*Dk* | 608<br>—<br>437 | | | | 1885 | G.Shick-luna<br>S.CathrnsOnt | WilliamHall | 157·6 \| 27·9 \| 12·4<br>H49*t* | SCathrnes Ont.<br>British | 1Cy.28″–30″<br>70HP<br>D.Bell,Buffalo,U.S. | | | |
| ores de Vries<br>*ith76–* | IronScSr<br>2*Dks* | 962<br>463<br>672 | | | | 1865<br>Rotterdam | ..... | GeorgeMcBain | 206·8 \| 25·0 \| 18·6 | HongKong<br>British | C.2Cy.16″&36″–36″<br>52HP | | | |
| . S.<br>*thead* | SteelScCtr<br>1*Dk* | 103<br>93<br>— | ✠100A1<br>*For Towing purposes*<br>8,95 ~~12,92~~ ✠LMC12,92 | Nwc<br>LA&CP | s | 1892<br>12mo | Schlesingr,<br>Davis&Co.<br>Newcastle | TyneSteamShip-pingCo.(Lim.) | 85·2 \| 19·1 \| 9·5<br>BK6 | Newcastle<br>British<br>*3BHCem* | C.2Cy.17″&32″–24″ (*s*)<br>100lb 40HP<br>1SB.*2pf*,GS29,HS880<br>N.E.Mar.E.Co.(Lim.),Nwc | 10 // 0 | BT till ~~1,95~~ 8,96 | |
| . Gladstone<br>*I.Hunter88–89 ss*Hul.No.1–93 | SteelScSr<br>1*Dk* | 141<br>131<br>46 | ✠100A1<br>*Stm Trawler*<br>11,94 ~~10,93~~ ✠LMC10,93 | Hul<br>A&CP | | 1889<br>6mo | D.Macgill<br>&Co.<br>Irvine | BritishSteam TrawlingCo.(Lim.) | 100·8 \| 20·6 \| 10·0<br>F8′ BK6″ | Hull<br>British<br>*3BHCem* | C.2Cy.16″&32″–24″ (*s*)<br>100lb 45HP<br>1SB,*2pf*,GS34<br>Muir&Houston,Glasgow | 11 // 0 | | |
| . Hall<br>*C.Simerson* | WoodSr | 505<br>—<br>329 | | | | 1884 | HallBros.<br>Pt.Blakeley<br>W.I. | Inter.IslandSteam NavigationCo. | 158·1 \| 30·5 \| 12·7 | Honolulu<br>Hawaiian | C.2Cy.20″&40″–30″<br>85HP<br>Hinkley,Spiers&Co.,S.Fo. | | | |
| Gilbert | SteelSc3MstSr<br>2*Dks* | 2820<br>—<br>2200 | | | | 1892 | F.W.<br>Wheeler&Co.<br>W.BayCity | EmpireTransp.Co. | 328·0 \| 42·5 \| 20·5<br>F46′ *WB* | Detroit,<br>Mich.<br>Utd.States | T.3Cy.23″,37″&62″–44″<br>FrontierIrnWrks.,Detroit | | | |
| Harkess<br>*C.Giles –93 ss*Stk.No.3–6,86<br>eck 1*Dk2trB* | IronScSr | 1185<br>871<br>736 | ✠<br>9,00 | Mdb<br>A&CP | *n* | 1874<br>11mo | W.Harkess<br>Middlesboro' | MissH.Harkess<br>(E.Harris&Co., *Mgrs.*) | 231·4 \| 30·0 \| 17·4<br>P144′ F30′<br>*WB=DBa78′f55′* | Middlsbro'<br>British<br>*4BHCem* | C.2Cy.27″&50″–33″<br>99HP<br>1SB,*2pf*,GS49<br>T.Richardson&Sons,Hpl. | 18 // 4<br>s 1 // 11 | | |
| . Radcliffe<br>*Jenkins ss*Cff.No.1–90<br>eck *W.G.Richards* 1*Dk(Stl)2trB* | SteelScSr | 2077<br>1620<br>1342 | ✠100A1<br>3,94<br>~~BS7,92~~ ✠LMC10,90<br>3,94 | Cff<br>LA&CP | *r* | 1886<br>6mo | Palmers'<br>Co.(Lim.)<br>Newcastle | W.I.RadcliffeS.S. Co.(Lim.) (EThomas,Rad-cliffe&Co.) *WB=DBa84′f104′&uE&B63′ 465t 4PT12t 25 380 4PT11t* | 270·5 \| 36·8 \| 20·1<br>Q72′B108′F29′<br>BK9′ | Cardiff<br>British<br>*4BHCem* | T.3Cy.21″,34″&57″–39″ (*a*)<br>150lb *80lb* 195HP<br>2SB,*6pf*,GS86,HS2396<br>Palmers'Co.(Lim.),Nwc. | 21 // 9<br>s 1 // 11 | | |
| M. Holby<br>*ss*Cff.No.2–90<br>(*ex*PrinceLlewellyn)<br>eck 1*Dk(Irn)2trB* | IronScSr | 1704<br>1445<br>1100 | ✠100A1<br>2,94<br>B89,93 | Hpl<br>LA&CP | *q* | 1882<br>11mo | Palmers'<br>Co.<br>Newcastle | Actieselskabet "Hilda" (W.M.Holby, *Mgr*)<br>*WB=DBa76′f28′&uE&B34′ 321t FPT 65tAPT17t* | 250·0 \| 36·2 \| 20·0<br>Q98′B146′F33′<br>BK9½ | Chrstiania<br>Norwegian<br>*5BHCem* | C.2Cy.30″&55″–42″ (*a*)<br>80lb *48lb* 160HP<br>2SB.*6pf*,GS90<br>Palmers'Co.(Lim.),Nwc. | 21 // 6<br>s 2 // 5 | D | |
| . Caine<br>*Jones –94 ss*~~Liv.No.2–91~~<br>*ss*Liv.No.3–3,95 1*Dk* | IronScDandy | 183<br>145<br>84 | ✠100A1<br>3,95 ~~3,94~~<br>~~BS5,94~~ ✠LMC10,~~91~~ 3,95 | Liv<br>LA&CP | *b* | 1883<br>4mo | W.Thomas<br>Amlwch | ~~S.S.W.S.CaineCo. (Lim.)~~ J.Parry (~~W.Thomas&Co.~~) | 122·4 \| 21·1 \| 7·9<br>B31′ drp95 ND95 BK6½ | Liverpool<br>British<br>*3BHCem* | C.2Cy.14″&27″–21″<br>85lb 35HP<br>1SB,*2pf*,GS31<br>DeWinton&Co.,Carnarvon | 8 // 6<br>s // 11 | | |
| . Ireland<br>*Walker* | WoodSc<br>1*Dk* | 105<br>76<br>71 | | | | 1872 | J.W.Stein-hoff<br>WallcbrgOnt | JohnCooper | 86·5 \| 24·2 \| 6·7 | Wallace-burg,Ont<br>British | 1Cy.16″–16″<br>8½HP<br>Hyslop&Roland,Chatham, Ontario | | | |
| sland<br>*nce*<br>*exRussia) ss.*Ant.No.3–2,94<br>*ght* 3*Dks(2Irn)&AwngDk* | IronSc4Mst | 4752<br>3513<br>3054 | 100A1<br>*Awng dk*<br>*load line 25ft*<br>3,95 ~~2,94~~ ✠LMC2,94<br>✠NB12,89 ✠NE80 | Ant<br>LA&CP | *y* | 1867 | J.&G.<br>Thomson<br>Glasgow | Soc.Anon.Belge Américaine | 435·1 \| 41·9 \| 29·9<br>len80 34·9<br>BK13 | Antwerp<br>Belgian<br>*7BHCem* | T.3Cy.32″,48″&86″–54″ (*s*)<br>160lb NDB89 500HP<br>2DB.*12cf*,GS240,HS9297<br>*Tpd.*92 J.&J.Thomson,Gls | | V | |
| rien<br>*Detlefsen93–90* | IronScSr<br>1*Dk2trB* | 597<br>519<br>417 | | | | 1880 | G.Howaldt<br>Kiel | Nord–Ostsee–Rhederei | 176·1 \| 25·3 \| 15·7<br>B40′ F26′ | Hamburg<br>German<br>*WB* | C.2Cy.23″&37½″–27″<br>70HP<br>G.Howaldt,Kiel | | DV | |
| aleale<br>*Smyth* | WoodScSr<br>1*Dk* | —<br>—<br>176 | | | | 1886 | HallBros.<br>PortBlakely<br>W.I. | Inter.IslandSteam Nav.Co. | 129·8 \| 26·3 \| 10·0 | Honolulu<br>Hawaiian | C.2Cy.12″&22″–18″<br>75HP<br>Hinkney,Spiers&Hayes, SanFranscisco | | | |
| hora<br>*Anderson81–89 ss*Ddn.No.2–91<br>3*Dks(UStl–*teak s) | SteelScSr | 2003<br>1729<br>1269 | ✠100A1<br>3,91<br>~~BS3,93~~ ✠LMC2,91<br>3,94 | Ddn<br>LA&CP | *s* | 1882<br>11mo | W.Denny<br>&Bros.<br>Dumbarton | UnionS.S.Co.of NewZealand (Lim.) | 285·0 \| 36·2 \| 22·6<br>P60′B72′F46′<br>BK10′<br>*WB=Cell* | Dunedin<br>British<br>*4BHCem*<br>*DB232′334t* | C.2Cy.38″&68″–45″ (*c*)<br>74lb *70lb* 250HP<br>2DB,*8pf*,GS168<br>Denny&Co.,Dumbarton | | | |
| kato<br>*W.Banks –92* | SteelScSr<br>1*Dk(Irn)&*<br>*Spar dk(Stl)3trB* | 4767<br>4534<br>3071 | ✠100A1<br>*Spar dk*<br>12,94 ~~5,94~~ ✠LMC10,92 | Lon<br>A&CP | *y* | 1892<br>10mo | W.Doxford<br>&Sons(Lim.)<br>Sunderland | J.B.Westray&Co. | 400·0 \| 48·0 \| 21·7<br>P29′B90′ 29·3<br>F40′ FK6<br>*WB=CellDB326′1176t* | Plymouth<br>British<br>*6BHCem* | T.3Cy.27″,44″&72″–48″ (*s*)<br>160lb *160lb* 250HP HS8004<br>2D&1SB,*12c&3pf*,GS267,<br>W.Doxford&Sons(Lm)Sld | 24 // 5<br>s 7 – 8½ | | |
| kema<br>*lling* | SteelTwinSc | 243<br>208<br>175 | | | | 1879 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlotilla Co.(Lim.) | 142·8 \| 25·5 \| 8·2 | Glasgow<br>British | C.4Cy.15″&26″–15″<br>60HP<br>Denny&Co.,Dumbarton | | | |

†

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Nct. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant comme Limite d'Enfoncement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord en millièmes de la hauteur. pds. | pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19<br>SMBC | Waikna<br>Silfversberg | SteelScBn<br>1*Dk* | —<br>—<br>108 | ✠<br>9,85 | Sld | *c* | 1885<br>9mo | R.Thompson&Sons<br>Sunderland | HondurasGovernment | 104·0 \| 23·0 \| 8·5<br>Q27′ F18′ | | | Honduras<br>4*BHCem* | C.2Cy.9″&18″–14″<br>20H<br>A.Shanks&Sons,Arbroath<br>Boiler Experimental | 9 | |
| 20<br>SMBC | Wäinämoinën<br>*Silfversberg* | | —<br>—<br>108 | | | | 18 66 83 | .....<br>Warkaus | P.Parviainen | ..... ..... ..... | | | Joensuu<br>Russian | 35H | | |
| 21<br>91782<br>QHWG | Wainui<br>*G.Lambert*85–92 | SteelScSr<br>1*Dk*2*trB* | 640<br>562<br>391 | | | … | 1886<br>9mo | Murray<br>Bros.<br>Dumbarton | UnionS.S.Co.of NewZealand (Lim.) | 196·0 \| 28·2 \| 14·7<br>Q39′ F21′ | | | Dunedin<br>British<br>*WB* | C.2Cy.25″&50″–36″<br>95H<br>Muir&Houston,Glasgow | 15 | |
| 22<br>94250 | Waiotahi<br>*Wilson* –91 | SteelTwinScSr<br>1*Dk* | 278<br>216<br>168 | ✠100A1<br>7,91<br>✠LMC7,91 | Psy<br>A&CP | *d* | 1891<br>7mo | Abercorn<br>S.B.Co.<br>Paisley | NorthernS.S.Co. (Lim.) | 125·5 \| 25·1 \| 8·6<br>Q38′B39′ FK<br>*WB*=*FP* | | | Auklnd NZ<br>British<br>4*BHAsp*<br>*T*13*t APT*9*t* | C.4Cy.13″&26″–18″ (*s*)<br>90lb 56H<br>1SB,*2pf*,GS42<br>Hanna,Donald&Wilsn,Psy | 9 | |
| Wrecked 10,94 | Wairarapa<br>*McIntosh*81–90<br>*ss*Ddn.No.3-5,94 | SteelScSr<br>3*Dks*(*UStl*-ws) | 1786<br>1565<br>1023 | ✠~~100A1~~<br>~~5,94~~ 8,94<br>~~BS4,93~~ ✠LMC~~3,95~~ 5,94 | Ddn<br>LA&CP | *s* | 1882<br>5mo | W.Denny<br>&Bros.<br>Dumbarton | UnionS.S.Co.of NewZealand (Lim.) | 285·2 \| 36·3 \| 23·7<br>P56′B44′F44′ FK<br>*WB*=*Cell* | | | Dunedin<br>British<br>5*BHCem* | C.2Cy.41″&70″–48″ (*c*)<br>73lb *70lb* 292H<br>2DB,*12pf*,GS222<br>Denny&Co.,Dumbarton | | |
| | Wakanoura Maru<br>*R.Tipple*<br>(*ex*Ching-Wo)<br>*T.Miyage* | IronScBn<br>*ss*Yka.No.2–93<br>2*Dks*(*Irn-Uws*)3*trB* | 2510<br>2292<br>1556 | ✠100A1<br>12,94~~1,94~~<br>~~BS12,94~~ ✠LMC5,93 | Nag<br>LA&CP<br>Yka | *u* | 1885<br>3mo | R.Dixon&<br>Co.<br>Middlesbro' | NipponYusen Kaisha | 320·0 \| 38·0 \| 25·7<br>P24′B60′F41′ BK10′<br>*WB*=*DBa*88′*&u* | | | Tokio<br>Japanese<br>6*BHCem*<br>*E&B*46′236*t* | T.3Cy.26″,42″&66″–42″<br>142lb *60lb* 400H<br>2DB,*8f*,GS160<br>T.Richardson&Sons,Hpl. | 27 | 5 |
| 25<br>32<br>HBQD | — | WoodSr | 110<br>91<br>68 | | | | 1879 | J.Taylor<br>Kobe | AkagiTsunetaro | 87·2 \| 13·6 \| 11·1 | | | Osaka<br>Japanese | 1Cy<br>23H | | |
| 26<br>73830<br>PQGW | Wakatipu<br>*A.Eivan*87–93<br>1*Dk*(*pt Irn*)*&Spardk*3*trB* | IronScSr<br>*ss*Ddn.No.3–9,89<br>*ss*Ddn.No.1–94 | 1945<br>1819<br>1258 | ✠100A1<br>*Spar dk*<br>1,94 | Ddn<br>A&CP<br>LMC11,93 | *r* | 1876<br>5mo | W.Denny<br>&Bros.<br>Dumbarton | UnionS.S.Co.of NewZealand (Lim.) | 290·0 \| 33·1 \| 16·4<br>B70′H37*t* 24·0<br>ptND91 FK<br>*WB*= | | | Dunedin<br>British<br>4*BHCem*<br>*MT* 34′320*t* | Q4Cy19½″,29″,39″&56½″–42″<br>180lb *80lb* (*s*) NDB91 256H<br>2SB,*6pf*,GS214,HS3158<br>*Qpd*91.Denny&Co.,Dmb. | | |
| 27<br>1355<br>HJRS | Wakatsu Maru No. 6 | WoodScSr | 140<br>131<br>79 | | | | 1893 | Kojima<br>Jiroshichi<br>Nügata | YessaKisenKaisha | 100·3 \| 14·5 \| 13·0 | | | Nügata<br>Japanese | 26H | | |
| 28<br>64818 | Wakatu<br>*J.Wills*83–83 | IronScSr<br>1*Dk* | 157<br>121<br>95 | | | | 1879 | Moutroy&<br>Crosbie<br>Nelson,N.Z. | J.H.Williams | 119·5 \| 18·0 \| 8·4<br>Q5*t* B27*t* F4*t* | | | Wellingtn<br>British | C.2Cy.13″&23″–15″<br>30H<br>Mansefield&Co.,Auckland | | |
| 29<br>95479<br>KVLB | Wakefield<br>*H.A.Wale* –93<br>1*Dk*(*Irn*)*&Spardk*(*Irn*-ws)3*trB*<br>*Floors&InnerbottomIrn* | SteelScSr<br>*ss*Cff.No.1–92 | 2389<br>2282<br>1571 | ✠100A1<br>*Spar dk*<br>6,93 | Bry<br>A&CP<br>LMC9,92 | *s* | 1888<br>10mo | J.Laing<br>Sunderland | WakefieldS.S. (Lim.)<br>(Harris&Dixon) | 293·0 \| 38·2 \| 18·3<br>B71′F33′ 25·9<br>BK9½′<br>*WB*=*Cell* | | | London<br>British<br>4*BHCem*<br>*DB*224′ 355*t* | T.3Cy.22″,36½″&60″–39″ (*r*)<br>150lb 300H<br>2SB,*6rf*,GS100<br>G.Clark,Sunderland | 21 | 6 |
| 30<br>76764 | —<br>*W.Tait* –88 | IronScSr | 104<br>79<br>53 | | | | 1877 | J Fullerton<br>&Co.<br>Paisley | UnitedS.S.Co. (Lim.) | 95·2 \| 16·5 \| 7·4<br>Q24′ | | | Launceston<br>British | C.2Cy.14½″&25½″–18″<br>25H<br>D.Rowan,Glasgow | | |
| 31<br>QPBC | Walamo<br>*F.O.Bask*84– | | —<br>—<br>179 | | | | 1859 | .....<br>England | SordavalaÅngf. Akt.Bol. | ..... ..... ..... | | | Sordavala<br>Russian | 90H | | |
| 32<br>727<br>JCBT | Walborg<br>*C.O.Olson* | IronScSr<br>1*Dk* | 145<br>82<br>116 | | | | 1874 | Göteborgs<br>M.V.<br>Gothenburg | Ångb.Aktieb. "Bohuslänska Kusten" (C.O.S.Posse) | 97·7 \| 18·0 \| 8·9<br>Q34′ B34′ F30′ | | | Uddevalla<br>Swedish | C.2Cy.12⅝″&28¼″–19½″<br>45H<br>GöteborgsM.V.,Gothnbrg | | |
| 33<br>83638 | Waldemar<br>*F.Thomas* | WoodPad<br>1*Dk* | 110<br>95<br>69 | | | | 1881 | H Perdrian<br>jun.<br>Balmain,<br>N.S.W. | BalmainSteam FerryCo.(Lim.) | 108·4 \| 16·2 \| 7·2<br>H15*t* | | | SydnyNSW<br>British | 1Cy.19″–45″<br>40H<br>AtlasEngCo.,Sydney | | |
| 34<br>33546<br>RFSJ | Waldensian<br>*J.Brodie* –91<br>(*ex*St.Andrew) | IronScBk | 2306<br>2251<br>1463 | | | | 1861 | Barclay,<br>Curle&Co.<br>Glasgow | J.&A.Allan | 322·5 \| 33·9 \| 29·0<br>len73 | | | Glasgow<br>British | T.3Cy.20″,33″&54″–39″<br>200H<br>*Tpd*88D.&W.Hendrsn&Co.<br>Glasgow | | |
| Wrecked 1,95 | Waldridge<br>*R.Dunn* –93 | IronScSr<br>1*Dk*2*trB* | 662<br>637<br>433 | | | … | 1868<br>2mo | J.Laing<br>Sunderland | Freear&Dix | 189·9 \| 28·8 \| 16·7<br>Q25*t* F— | | | Sundrland<br>British<br>*WB* | C.4Cy.18″&36″–30″<br>NB83*fitted*87 80H<br>G.Clark,Sunderland | 17 | 10<br>2 4½ |
| 36<br>83375 | Wales | WoodScSp<br>2*Dks* | 350<br>200<br>238 | | | | 1881 | Parry&<br>Dyble<br>Sarnia,Ont. | WestcottWreckingCo.(Lim.) | 126·0 \| 24·0 \| 11·0<br>H29*t* | | | WndsrOnt<br>British | 2Cy.23⅜″–20″<br>36H<br>Gilbert,Montreal | | |
| 37<br>98055<br>LQFK | Walker<br>*J.Udall*90–90<br>*Well deck* | SteelScSr<br>1*Dk*(*Irn*)<br>*ss*Sld.No.1-95 | 606<br>495<br>383 | ✠90A1<br>~~4,95~~ 2,94<br>✠LMC~~3,90~~ 4,95 | Sld<br>A&CP | *j* | 1890<br>3mo | Wood,<br>Skinner&Co.<br>Newcastle | LambertBros. | 185·0 \| 30·0 \| 11·9<br>P19′Q70′B7′F19′<br>~~drp93~~ drp94 FK<br>*WB*=*Cell* *DB*138′ 195*t FPT* | | | London<br>British<br>5*BHAsp*<br>40*t APT*22*t* | T.3Cy.16″,26″&43″–30″ (*s*)<br>150lb *60lb* 90H<br>1SB,*3pf*,GS50<br>NEMarineCo.(Lim.),Nwc. | 14 | 8<br>1 7 |
| 38<br>80839<br>JVLP | Walla Walla<br>*Wallace* | IronScBn<br>2*Dks* | 3070<br>2005<br>2168 | | | | 1881 | J.Roach&<br>Son<br>Chester,Pa. | OregonImprovementCo. | 310·0 \| 40·2 \| 22·0<br>B72*t* F36′ | | | PrtlndOrg.<br>Utd.States | C.2Cy.40″&74″–54″<br>J.Roach&Son,Chester,Pa. | | |
| 39<br>75011 | Wallaby | WoodSc<br>1*Dk* | 164<br>72<br>111 | | | | 1878 | W.A.Dunn<br>N.Shore,<br>N.S.W. | TheNorthShore SteamFerryCo. (Lim.) | 108·6 \| 18·4 \| 7·6<br>H92*t* | | | SydnyNSW<br>British | C.2Cy.13″&26″–15″<br>35H<br>Mort'sDk.&E.Co.,Balmain,<br>N.S.W. | | |
| 40<br>89022 | Wallace<br>*M.Thomson* –94 | IronScDandy | 100<br>100<br>39 | | | … | 1883<br>11mo | Hawthorns<br>&Co.<br>Leith | GeneralSteam FishingCo. (Lim.) | 92·6 \| 18·0 \| 9·4<br>F12′ | | | Granton<br>British | C.2Cy.15″&27″–21″<br>32H<br>Hawthorns&Co.,Leith | | |

| 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidship. ft. in | 15 Other Registers in which classed. Details of Ref. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Wallace B. Flint** | | | | | | | Jackson& SharpCo. Wlmngtn,Dl. | Haggard& Brainard | | | | | | | |
| **Wallachia** *W.C.Mottern–93 Well deck R.Walton* | **IronScSr** *ssLiv.No.2–91* 1*Dk(Irn)2trB* | 1724 1375 1077 | ✠100A1 10,93 BS10,93 | Liv LA&CP ✠LMC8,91 | *q* | 1883 3mo | Oswald, Mordaunt &Co. Southampton | Burrell&Son *WB=DBuE* | 259·2 Q88′B74′F32′ ℌB34′ 105*t* | 36·1 *APT25t* FK | 18·0 *MT32′348t* | Glasgow British | C.2Cy.30″&60″–42″ 90lb *65lb* 2SB,*4cf*,GS76 Oswald,Mordaunt&C.,Sou. | *(a)* 170H | 19 ″ 4 s 1 ″ 9½ | |
| **Wallasey** *R.Potter85–89* | **IronTwinSc** | 459 459 251 | | | … | 1881 9mo | W.Allsup& Sons Preston | Wallasey Local Board | 140·0 | 45·0 | 11·0 | Liverpool British | C.4Cy.20″&35″–24″ 99H W.Allsup&Sons,Preston | | | BT till 4,95 |
| **Wallowa** *R.E.Howes* | **WoodScSp** 1*Dk* | 184 — 92 | | | | 1889 | ..... Portland,Or. | Oregon Railway& Nav.Co. | 111·6 | 23·9 | 11·6 | PrtlndOrg Utd.States | 2Cy.18″&36″–20″ Union Iron Wrks,SanFo. | | | |
| **Wallsend** *Edwin93–93 T.Rochester94–95 Well deck* | **SteelScSr** 1*Dk(Irn)*ℌ*Webframes* | 899 689 538 | ✠100A1 10,94 3,95 ✠LMC8,93 Iron | Shl A&CP | *m* | 1893 9mo | Wood, Skinner& Co. Newcastle | Burnett&Co. *WB=C* | 210·0 Q103′B9′F24′ drp94 *CellDB178′253t* | 30·1 FK *FPT* | 13·6 4*BHCem* 34*tAPT43t* | Newcastle British | T.3Cy.17″,28″&46″–30″ 160lb *60lb* 1SB,*3pf*,GS52,HS1714 N.E.Mar.E.Co.(Lim),Nwc. | *(s)* 99H | 16 ″ 0 s 1 ″ 6½ | |
| **Wally** *J.W.Wade –94 ssNwc.No.2–93 Well deck J.Berling* | **IronScSr** 1*Dk(Irn)2trB* | 2076 1672 1337 | ✠100A1 5,95 6,98 BS8,98 1,95 | Shl A&CP ✠LMC8,92 Nwc | *r* | 1883 9mo | N.of Eng. S.B.Co. Sunderland | R.Gordon&Co. *WB=D* | 270·0 P28′Q68′B70′F30′ *Ba76′f60′339t* BK9½ | 39·3 *FPT* | 19·0 6*BHCem* 87*tAPT34t* | London British | C.2Cy.34″&65″–42″ 80lb *60lb* 2SB,*6pf*,GS99 N.E.MarineE.Co.(Lim) Sld | *(i)* 200H | 20 ″ 4 s 2 ″ 0½ | |
| — | **SteelSc3MstSr** *A.E.L.Lind –92* 1*Dk2trB* | 459 408 360 | | | | 1892 | Göteborgs M.V. Gothenburg | Ångf.Aktieb. "Vidar" (C.F.Lindberg) | 150·2 B29′ | 23·9 H10*t* | 15·1 | Gothenbrg Swedish | C.2Cy.19½″&32″–19¾″ 60HP GöteborgsM.V.,Got. | | | V |
| **Walney** *J.Hunter84–88 ssCff.No.3–11,89 ssDub.No.1–94 1Dk(Irn)* | **IronScSr** | 238 175 85 | ✠100A1 5,94 LMC5,94 | Dub LA&CP | *d* | 1881 2mo | Whitehavn S.B.Co(Lim) Whitehaven | G.Nelson (Burnyeat,Dalzell &Co.,*Mgrs.*) | 130·2 Q47′F18′ drp93&94 *WB=* | 21·2 BK6½′ *DBf65′60t* | 9·0 3*BHCem* | Whitehvn British | C.2Cy.18″&32″–24″ 80lb 1SB,*2pf*,GS33 J.&T.Young,Ayr | *(i)* 45H | 9 ″ 9 s 1 ″ 3 | |
| — *Tomlison71–* | **IronPadSr** | 200 199 83 | | | | 1868 | Macnab& Co. Greenock | Sir James Ramsden | 146·5 | 20·5 | 10·1 | Barrow British | 2Cy.40″–48″ NB77 Macnab&Co.,Greenock | 100H | | |
| **Walrus** *G.Barbour93–93* | **WoodSc3MstSr** 1*Dk* (*ex*H.M.GunboatLandrail) | 406 368 276 | | | | 1860 | Royal Dock yard Deptford | ~~"Walrus" S.S.Co. (JobBros.&Co., *Mgrs.*)~~ Thorburn&Tessier | 148·5 P24*t* | 25·8 F13*t* | 15·4 | St.John's British | C.2Cy.17½″&38″–24″ GreenockFoundryCo., Greenock | 60HP | | |
| — *W.Pearce –93* | **SteelScK** 1*Dk* | 159 145 62 | ✠100A1 *StmTrawler* 9,92 ✠LMC9,92 | Hul LA&CP | *i* | 1892 9mo | Earle'sCo. (Lim.) Hull | Steam Trawling Co. of Boston (Lim.) | 101·4 Q18′ | 20·5 BK7½″ | 11·0 | Boston British 3*BHCem* | T.3Cy.12¾″,20″&32″–22″ 150lb 1SB,*2pf*,GS33,HS820 Earle'sCo.(Lim.),Hull | *(s)* 55H | 11 ″ 9 | |
| **Walter Adams** | | 272 — 176 | | | | 1890 | ..... Noank,Cn. | Hawkins Bros. | 133·0 | 24·3 | 12·8 | Greenport, N.Y. Utd.States | | | | |
| **Walter Scott** *J.Hutchinson87–87 ssBly.No.2–93* 1*Dk(Irn)* | **IronScSr** | 622 520 389 | ✠100A1 12,94 12,97 4,95 BS12,94 ✠LMC11,93 Hpl | Bly A&CP | *i* | 1885 8mo | BlythS.B. Co.(Lim.) Blyth | W.Scott *WB=CellDB147′* | 180·5 Q18′B11′F21′ | 29·0 FK | 12·3 4*BHCem* 189*tAPT13t* | Newcastle British | C.2Cy.24″&46″–36″ 80lb *50lb* 1SB,*3pf*,GS50,HS1706 T.Clark&Co.,Newcastle | *(a)* 90H | 14 ″ 4 s 1 ″ 8 | |
| **Walter Thomas** *T.J.Owen –92 ssCff.No.2–92* 2*Dks(Irn)3trB* | **IronScSr** | 2213 2050 1412 | ✠100A1 6,94 1,98 10,94 BS1,94 ✠LMC1,92 | Cff LA&CP | *s* | 1884 4mo | Palmers' Co.(Lim.) Newcastle | "WalterThomas" S.S.Co.(Lim.)(E. Thomas,Radcliffe &Co.) *WB=DBa* | 287·0 P30′B60′F33′ *90′f16′*ℌ*uE*ℌ*B38′* | 37·4 BK10 | 24·6 5*BHCem* 270*tAPT10t* | Cardiff British | C.2Cy.30″&68″–45″ 80lb *80lb* NDB94 5*BHCem* 2SB,*6pf*,GS112,HS3404 Palmers'Co.(Lim.),Nwc. | *(a)* 197H | 25 ″ 11 s 4 ″ 2½ | D |
| **Walton** *G.Cunningham89–89 ssLon.No.3–8,87 ssNwc.No.1–91 Well deck* | **IronScSr** 1*Dk(Irn)2trB* | 1069 878 688 | ✠100A1 7,94 4,93 BS8,98 7,94 ✠LMC4,91 Lon | Sws A&CP | *n* | 1877 1mo | ShortBros. Sunderland *WB=DB* | C.C.Barton | 218·5 Q84′B40′F25′ *a63′f63′ 174t* | 31·0 BK8′ *FPT* | 17·4 4*BHCem* 20*tAPT15t* | London British | C.2Cy.27″&50″–36″ 70lb *70lb* NDB91 2B,GS67 G.Clark,Sunderland | *(i)* 99H | 18 ″ 4 s 1 ″ 10 | |
| **Vanderer** *E.A.Brown –94 2Dks(Stl–Uws)3trB Elec.light* | **SteelScSr** | 4086 3849 2666 | ✠100A1 12,94 1,94 ✠LMC8,91 | Liv LA&CP | *x* | 1891 8mo | Workman, Clark&Co(L) Belfast | Charente S.S.Co. (Lim.) (T.&J.Harrison, *Mgrs.*) *WB=Cell DB108′ 216t* | 380·0 B77′F34′ | 43·8 BK10″ | 29·4 6*BHCem* *MT32′562t* | Liverpool British | T.3Cy.24″,40″&66″–51″ 180lb *90lb* 2DB,*12rf*,GS195,HS6004 J.&J.Thomson,Glasgow | *(s)* 450HP | 30 ″ 11 | BT till ~~8,94~~ 9,95 |
| — *J.M.Raymond* YM11,92 | **WoodTwinScSr** 2*Dks* | 531 — 266 | | | | 1879 | Birely, Hillman& Streaker Philadelphia | Macheca Bros. | 157·2 B68*t* | 28·2 | 16·2 | N.Orleans Utd.States | 2Cy.20″–24″ Neafie&Levy,Philadelphia | 80HP | | R |
| — *J.F.Knight88–90* | **IronPadSp** | 101 101 35 | | | | 1865 | ..... Newcastle | J.G.Bridges | 98·0 | 18·0 | 9·2 | Leith British | 2Cy. | 65HP | | |
| **Vandrahm** *A.Kühn88–93* | **SteelScSr** 2*Dks(Stl–ws)*ℌ*Webframes* | 2730 2379 1973 | | | … | 1891 1mo | J.C.Tecklenborg Geestemunde | Hamburg-Amerikanische Packetf. Act.Ges. *WB* | 314·9 P24′ B72′ F36′ | 39·0 | 23·5 | Hamburg German | T.3Cy.23½″,35½″&64¼″–42″ 300HP Maschinenfabrik Buckau, Magdeburg | | 26 ″ 6 | V |
| *Now named "Hispania," See No. 19 in Supplement.* | | | | | | | | | | | | | | | | |
| **Vandsworth** *R.B.Gwatkin91–91 ssCff.No.1–93 Well deck* | **SteelScSr** 1*Dk(Stl)*ℌ*Webframes* | 1754 1320 1120 | ✠100A1 3,95 2,91 BS3,95 ✠LMC3,93 Bry | Cff LA&CP | *q* | 1888 12mo | W.Gray& Co. W Hartlepool | Britain S.S.Co. (Lim.) (~~Watts,Ward&Co.,*Mgrs.*~~ Watts&Co.,*Mgrs.*) | 261·0 P29′Q76′B106′ F25′ | 36·6 BK9′ *WB=Cell* | 17·2 4*BHCem* *DB218′369t* | London British | T.3Cy.19″,31½″&51″–36″ 160lb ~~55lb~~ *65lb* 2SB,*4cf*,GS54 Blair&Co.(Lim.),Stockton | *(s)* 160HP | 19 ″ 5 s 1 ″ 6 | |
| **Vanhem** *B.O.Nordström –92* (*ex*Vanhem) 1*Dk* | **CompScSr** | — — 239 | | | | 1880 | G.Persson Rättaregården | C.J.Carlsson | 136·8 B29′ | 23·0 | 12·8 | Krlshamn Swedish | 2Cy.15¼″&30″–21½″ MotalaCo.,Gothenburg | 45HP | | G |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crews sur Quille. Franc-bord au milieu du navire. pds. po. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 62<br>86197<br>WPMG | **Wans Fell** IronSc3MstSr<br>*F.Atkins* –94 ~~ssLiv.No.2–94~~<br>1*Dk*(*Irn*)<br>*ss*Cff.No.3-8,94 | 308<br>241<br>99 | ✠100A1<br>2,95 ~~12,092,94~~<br>~~BS12,92~~ ✠LMC11,98 | Liv<br>LA&CP<br>~~Cff.~~ Lon | *e* | 1882<br>5mo | H.M'Intyre&Co.<br>Paisley | Spillers&Bakers (Lim.) | 145·0\|22·0\|10·1<br>Q49′F22′<br>drp92 BK7½″<br>drp95 *WB*=*FPT* | Cardiff<br>British | C.2Cy.20″&38″–27″ (*j*)<br>80lb *50lb* 65H<br>1SB,*3pf*,GS46<br>13t*APT*~~50t~~ Kincaid&Co.,Greenock | 11 × 6<br>s 1 × 3 |
| 63<br>96164<br>LKGT | **Wansbeck** SteelScSr<br>*Jones*<br>*Well deck* 1*Dk*(*Stl*)2*trB* | 1669<br>1293<br>1066 | ✠100A1<br>2,94<br>✠LMC2,94 | Shl<br>LA&CP | *q* | 1889<br>11mo | Palmers' Co.(Lim.) Newcastle | J.E.Bowser&Son<br>*WB*=*CellDB*218′ | 260·2\|37·3\|16·5<br>P30′Q64′B110′<br>F28′ FK<br>425t*FPT*62t*APTT* | Newcastle<br>British<br>4*BHpt Cem*<br>*pt Asp* | T.3Cy.20″,33″&54″–36″ (*a*)<br>160lb *70lb* 160H<br>2SB,*6pf*,GS96,HS2991<br>Palmers' Co.(Lim.),Nwc. | 19 × 2<br>s 1 × 5 |
| 64<br>86820 | **War Hawk** IronPadSr<br>1*Dk* | 120<br>120<br>59 | | | | 1865 | Humber Iron Works Hull | MelbourneHarbr. TrustCommissioners | 110·5\|17·6\| 8·6 | Melbourne<br>British | 2Cy.<br>80H | |
| 65<br>91833<br>KBGS | **Warden** IronTwinScSr<br>1*Dk* | 246<br>243<br>140 | ✠<br>7,84<br>✠ | Gls<br>LA&CP | *d* | 1884<br>6mo | T.B.Seath &Co. Glasgow | Corporation of the TrinityHouse | 134·2\|22·3\|11·1 | London<br>British | C.4Cy.16″&30″–22″<br>77H<br>5*BHCem*<br>W.King&Co.,Glasgow | 11 × 10 |
| 66<br>93394<br>KMVJ | **Wardha** SteelScSr<br>*P.L.Wadge* –93<br>*Elec.light* 2*Dks*(1*Stl*)&*Spardk*(*Stl*-ws) | 3917<br>3609<br>2552 | ✠<br>*Spar dk*<br>7,87<br>✠ | Gls<br>LA&CP | *w* | 1887<br>7mo | A.Stephen &Sons Glasgow | BritishIndiaStm. Nav.Co.(Lim.) | 350·0\|47·2\|20·3<br>B98′F42′ 28·2 | Glasgow<br>British<br>6*BHCem*<br>*WB*=*D* | T.3Cy.25″,41″&67″–48″<br>360H<br>A.Stephen&Sons,Glasgow<br>*BuE&B*68′240t*MT*24′618t | 21 × 5 |
| 67<br>73769 | **Wardleys** IronTwinScSp | 112<br>112<br>29 | | | | 1882 | Murdoch& Murray Pt.Glasgow | Lancashire&YorkshireRailway Co. | 90·5\|19·1\| 9·1 | Fleetwood<br>British | C.2Cy.18″&34″–24″<br>50H<br>Rankin&Blackmore,Grk. | |
| 68<br>84486<br>SLPN | **Wareatea** IronScSr<br>*D.Dowine*90–90<br>1*Dk*2*trB* | 460<br>363<br>288 | | | … | 1883<br>7mo | H.M'Intyre&Co. Paisley | UnionS.S.Co.of N. Zealand(Lim.) | 170·2\|26·1\|11·4<br>Q84′ F20′ FK | Dunedin<br>British<br>*WB* | C.2Cy.20″&40″–30″<br>70H<br>Fleming&Ferguson,Psy. | |
| 69<br>79238<br>VRDG | **Warkworth** IronScSr<br>*R.Webster* –94<br>(*ex*WarkworthHarbour) 1*Dk*(*Irn*)<br>*Well deck* | 658<br>497<br>403 | | | … | 1880<br>6mo | H.M'Intyre&Co. Paisley | TyneSteamShippingCo.(Lim.) | 180·4\|30·0\|10·7<br>P22′Q63′B11′F21′ | Newcastle<br>British | C.2Cy.23″&45″–33″<br>85H<br>Dunsmuir&Jackson,Gls. | 13 × 10<br>s 1 × 3 |
| 70<br>89410 | **Warooka** IronScSr<br>*E.L.Bartlett*79–83 1*Dk* | 216<br>207<br>120 | ✠<br>8,83<br>✠ | Gls<br>LA&CP | *d* | 1883<br>7mo | H.M'Intyre&Co. Paisley | YorkesPeninsula S.S.Co.(Lim.) | 150·9\|19·1\|10·7<br>B9′ | Adelaide<br>British<br>4*BHCem* | C.2Cy.21″&42″–30″<br>80H<br>Fleming&Ferguson,Psy. | |
| 71<br>86749<br>HGQW | **Waroonga** SteelScSr<br>*J.B.S.Medley* –93<br>*Elec.light* 3*Dks*(*UStl*–ws) | 2513<br>2210<br>1609 | ✠<br>1,86<br>✠ | Lon<br>LA&CP | *t* | 1882<br>12mo | A.&J. Inglis Glasgow | Australasian UnitedS.N.Co. (Lim.) | 315·8\|38·2\|25·1<br>P64′B76′F37′ | Brisbane<br>British<br>5*BHCem* | C.2Cy.40″&73″–51″<br>300H<br>A.&J.Inglis,Glasgow | |
| 72<br>95004<br>KNLG | **Warora** SteelScSr<br>*J.Anderson* –94<br>2*Dks*(1*Stl*)&*Spardk*(*Stl*–ws)3*trB*<br>*Elec.light* | 3920<br>3609<br>2554 | | | … | 1887<br>8mo | A.Stephen &Sons Glasgow | BritishIndiaS.N. Co.(Lim.) | 350·0\|47·2\|20·3<br>B98′ F42′ 28·2 | Glasgow<br>British<br>*WB* | T.3Cy.25″,41″&67″–48″<br>360H<br>A.Stephen&Sons,Glasgow | 21 × 5 |
| 73<br>87149<br>HVWC | **Warrego** SteelScSr<br>*R.Armstrong* –94<br>1*Dk*&*Spardk*(*Stl*)3*trB* | 1552<br>1469<br>867 | ✠<br>*Spar dk*<br>11,83<br>✠ | Bsb<br>A&CP | *r* | 1883<br>5mo | W.Doxford &Sons Sunderland | Australasian UnitedS.N.Co. (Lim.) | 250·0\|36·2\|22·8<br>F33′ FK | Brisbane<br>British<br>6*BHCem* | C.2Cy.35″&70″–48″<br>250H<br>W.Doxford&Sons,Sld. | |
| 74 | **Warren Hastings** SteelTwinScSr<br>*J.McPherson* –93 4*Dks* | 3901<br>1933<br>2019 | | | | 1893 | Naval Con. &Armnts. Co.(Lim.) Barrow | IndianGovernment | 337·0\|49·2\|26·5<br>34·2 | <br>*WB* | T.6Cy.24½″,39″&62″–48″<br>NavalCnstruction&ArmamentsCo.(Lim.),Barrow | |
| 75<br>93186<br>KHJR | **—** IronTwinScSrTug<br>*H.G.A.Heath* –91 *ss*Cal.No.1–92<br>1*Dk*2*trB* | 616<br>583<br>82 | ✠100A1<br>1,93<br>BS1,94 ✠LMC6,92 | Cal<br>A&CP | *j* | 1886<br>7mo | R.Duncan &Co. Pt.Glasgow | CliveSteamTugCo. (Gladstone,Wyllie &Co.,*Mgrs.*) | 202·1\|30·1\|15·6<br>BK7½″<br>*WB*=*APT*19t | Greenock<br>British<br>5*BHCem*<br>2DB,*8pf*,GS168<br>Rankin&Blackmore,Grk. | C.4Cy.27″&52″–33″<br>85lb 230H | 16 × 6 |
| 76<br>98273 | **Warrenpoint** SteelScSr<br>*A.Swift* –94<br>1*Dk*(*Stl*) | 228<br>167<br>72 | ✠100A1<br>12,93<br>✠LMC8,92 | Sws<br>A&CP | *c* | 1892<br>7mo | J Fullerton &Co. Paisley | Carlingford Lough S.S.Co.(Lim.) | 125·2\|20·1\| 9·5<br>Q43′B7′F18′<br>drp92&93 BK6″<br>*WB*=*FPT*23t | Newry<br>British<br>3*BHCem*<br>1SB,*2pf*,GS35,HS910<br>Ross&Duncan,Glasgow | C.2Cy.17½″&35″–24″ (*s*)<br>100lb 51H | 10 × 1 |
| 77<br>102791 | **Warrigal** SteelSc3MstSr<br>*J.E.Ilbery*68–93<br>2*Dks*(*Stl*-*Uws*)3*trB* | 4387<br>4036<br>2778 | ✠100A1<br>~~6,042,94~~ 4,95<br>Dry<br>✠LMC8,93 | Lon<br>A&CP | *y* | 1893<br>8mo | Sunderland S.B. Co.(Lim.) Sunderland | W.Lund<br>*WB*=*Cell DB*338′610t *FPT* | 400·0\|47·6\|26·6<br>P44′B100′F46′<br>BK9″<br>6t*APT*20t | London<br>British<br>6*BHCem*<br>3DB,*18cf*,GS270,HS9012<br>WghmRchrdsn&Co.,Nwc. | Q4Cy25½″,36½″,52″&78″–54″<br>200lb *80lb* (*s*) 650H<br>1SB,*12rf*,GS214,HS10850 FD<br>WllsdSlpwy&EC(L),Nwc. | 30 × 6<br>s 6 × 8 |
| 78<br>101901 | **Warrimoo** SteelSc3MstSr<br>~~*H.Penny*~~ *C.E.Bird* 2*Dks*(*Stl*–*Uws*)&<br>*Well deck* *Deep framing*3*Dk rule*<br>*Elec.light* | 3326<br>2604<br>1897 | ✠100A1<br>11,94 ~~8,93~~<br>✠LMC~~7,97~~ 11,94 | Nwc<br>LA&CP<br>Syd | *w* | 1892<br>7mo | C.S.Swan& Hunter Newcastle | Canadian-AustralianS.S.Co. (J.Huddart)<br>*WB*=*Cell DB*268′502t *FPT* | 345·0\|42·2\|25·1<br>P&B220′~~P40′~~F65′<br>FK<br>41t*APT*28t | London<br>British<br>7*BHCem*<br>WllsdSlpwy&EC(L),Nwc. | T.3Cy.33″,53″&85″–54″ (*s*)<br>~~165lb~~ *165lb* NDB94 490H<br>1SB,*12rf*,GS214,HS10850 FD | 28 × 6<br>s 4 × 10 |
| 79<br>93893<br>KGWJ | **Warrington** IronScSr<br>*J.Bacon* –94 ~~ssGms.No.1–90~~<br>*Elec.light* *ss*Hull No.2-94 1*Dk*(*Irn*)2*trB* | 840<br>700<br>406 | ✠100A1<br>~~6,93~~6,94<br>~~BS6,93~~ ✠LMC~~4,96~~6,94 | Gms<br>A&CP<br>Hul | *n* | 1886<br>6mo | C.S.Swan &Hunter Newcastle | Manchester,Sheffield&LincolnshireR'wayCo. | 230·0\|30·1\|14·6<br>P43′B76′F36′<br>BK8″<br>*WB*=*Cell DB*176′160t | Grimsby<br>British<br>5*BHCem*<br>2SB,*4cf*,GS96,HS2990<br>Wstgrth,Eglsh&Co.Mdb. | T.3Cy.22″,35″&57″–42″ (*s*)<br>150lb *70lb* 170H<br>1SB,*12rf*,GS214,HS10850 FD | 16 × 11<br>s 2 × 2 |
| 80<br>2368 | **Warrior** IronPadSp<br>(*ex*Liver) | 142<br>142<br>24 | | | | 1846 | Liverpool TugCo. Woodhill | E.Griffiths | 107·6\|19·7\|10·1 | Liverpool<br>British | L.2Cy.36″–42″<br>NE64NB84 80H<br>Boulton&Watt | |
| 81<br>65636 | **—** IronPadSp<br>*S.Kingston* | 112<br>112<br>23 | | | | 1871 | Readhead, Softley&Co. S.Shields | ~~G.D.Braine~~ J.Crosthwaite | 100·8\|18·1\| 9·1 | N.Shields<br>British | L.2Cy.26½″–48″<br>70H<br>Readhead,Softley&C,S.Shl | |
| 82<br>101917 | **Warrnambool** SteelSc3MstSr<br>*F.H.Ekins* –93<br>2*Dks*(1*Stl*&*UpStl*–ws)3*trB* | 3513<br>3213<br>2213 | ✠100A1<br>~~6,93~~8,94<br>✠LMC8,92 | Lon<br>A&CP | *w* | 1892<br>8mo | Sunderland S.B. Co.(Lim.) Sunderland | W.Lund<br>*WB*=*Cell DB*282′496t *FPT* | 360·0\|43·5\|26·1<br>P40′B96′F39′<br>BK9″<br>7t*APT*13t | London<br>British<br>6*BHCem*<br>2DB,*16pf*,GS220,HS7604<br>WghmRchrdsn&Co.,Nwc. | T.3Cy.28″,45″&73″–54″ (*s*)<br>155lb *80lb* 500H<br>1SB,*12rf*,GS214,HS10850 FD | 29 × 6<br>s 5 × 11 |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Regist'd Tonnage: Gross. — Under deck. — Net. | Particulars of Classification. Character. — ✠ for Special Survey, Date of last Survey. | Port of Survey. | From Assigned. | Now Assigned. | Equipment Letter. | Built. When. — Ship. — Engines. | By Whom. — Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. — Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships. ft. in. | Registry in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83 47349 YMST | **Warsaw** S.Donald -93 | Iron Sc Sr ~~ssLth.No.3-12,82~~ ssLth.No.3-8,89 ssLth.No.3-8,94 | 550 — 502 — 316 | * A1 ~~8,94~~ 2,95 ✠NB8,89 | Lth A&CP | | | | 1864 | McNab& Co. Greenock | Leith, Hull& Hamburg Steam Packet Co. (J.Currie&Co., *Mgrs.*) | 209·8 \| 25·3 \| 14·4 ~~P86 F90~~ len7( ~~drp92~~ ptND82 B18 F51′ BK6½″ WB= | Leith British 4 *BHCem* *MT32′160t* | C.2Cy.27″&46½″–33″ (*s*) 65lb NDB89 NE76 90HP 1SB,*3cf*,GS50 ~~40lb~~ R.Napier&Sons,Glasgow | 15 ″ 1 s 2 ″ 2 | BT till ~~6,94~~ 8,95 |
| 84 QFDR | **Wartburg** P.Pfeiffer93–93 1*Dk*(*Stl*)& *Spardk*& *Webframes* | Steel Sc Sr ssBhn.No.1–92 | 1744 1628 1278 | ✠100A1 *Spar dk* 1,93 BS10,94 | Bhn LA&CP | | | *r* | 1888 7mo | Flensburg S.B.Co. Flensburg | Deutsche Dampfschifffahrts Ges. "Hansa" | 260·0 \| 37·1 \| 14·3 B62′F25′ 21·4 FK WB= *Cell* | Bremen German 5 *BHCem* *DB214′312t* | T.3Cy.22½″,35″&60″–42″ (*o*) 160lb *100lb* 300HP 2SB,*4cf*,GS78 ✠LMC9,92 FlensburgS.B.Co.Flensbrg | 16 ″ 6 | G |
| 85 88305 WKTR | **Warwick** W.McNeill -93 *Irn beams* | Steel Sc 3 Mst Sr ssBrs.No.3–4,85 ssGls.No.2–93 3*Dks*(1*Stl*) | 2527 2339 1648 | ✠100A1 ~~10,94~~ 6,95 12,94 BS9,94 5,95 | Gls LA&CP Sws | *t* | | ✠LMC2,93 | 1882 5mo | Wigham Richardson & Co. Newcastle | Donaldson Bros. | 316·0 \| 41·2 \| 24·4 P33′B68′F31′ FK WB= | Glasgow British 5 *BHCem* *CellDB385t* | C.2Cy.40″&74″–48″ (*s*) 80lb *60lb* 350HP 2BD,*8cf*,GS134 WighamRichrdsn &C.Nwc | 27 ″ 2 s 5 ″ 0 | |
| 86 77027 WVDN | **Warwick Castle** *J.Creagh* ssLon.No.1–95 | Iron Sc Sr ssLon.No.3–4,90 3*Dks*(*Irn–Uws*) | 3056 2869 1880 | ✠100A1 ~~4,94 12,94~~ 5,95 ✠NB12,91 | Lon A&CP | *v* | | ✠LMC ~~12,94~~ 4,94 | 1877 8mo | R.Napier &Sons Glasgow | D.Currie&Co. | 348·9 \| 39·4 \| 28·8 F24′ ~~drp92~~ BK11′ WB=*BD52′* | London British 5 *BHCem* *Tpd91* | C.2Cy.30″,49½″&78″–48″ 160lb *85lb* NDB91 400HP 2SB,*6rf*,GS120 FD FairfieldS.B.&E.Co. (Lim.),Glasgow | | BT till ~~4,95~~ 7,95 |
| 87 RHKV | **Wasa** *Roos83–83* | Iron Sc Sr 1*Dk* | 277 — — | | | | | | 1871 | W.Lindbergs Wrfs Werkstads Aktiebol. Stockholm | Finska Ångfartygs Aktiebolaget (L.Krogius) | 170·5 \| 24·4 \| 11·2 | Helsingfrs Russian | C.2Cy.20½″&41″–24″ 80HP W.Lindberg,Stockholm | | |
| 88 81373 | **Washburne** P.McFarlane –92 Whaleback | Steel Sc 2*Dks* | 2234 — 1572 | | | | | | 1892 | American Stl.Barge Co. Superior, Wis | Minneapolis,St. Paul&Buff'lo SS Co (F.D.Underwood) | 320·0 \| 42·0 \| 25·0 WB | Mrquette, Mich. Utd. States | T.3Cy.23″,37″&62″–42″ S.F.Hodge&Co.,Detroit | | |
| 89 65574 | **Washi** *H.Ross* | Iron Sc Sr 1*Dk* | 381 366 265 | | | | | | 1871 | Bewley, Webb&Co. Dublin | Lim Leng Cheak& H.Ross | 152·0 \| 21·2 \| 16·5 H15*t* | Penang British | C.2Cy.23″&36″–24″ 60HP J.Watt&Co.,London | | |
| 90 LKTN | **Washington** | Iron Twin Sc Bg | 3401 — 1559 | | | | | | 1863 | Scott&Co. Greenock | Compagnie Générale Transatlantique | 345·8 \| 43·9 \| 27·9 | St.Nazaire French | C.4Cy.47″&84½″–36″ 850HP Schneider&Co.,Creuzot | | |
| 91 29 | — *D.Zanelli* | Iron Sc 3 Mst Sr 3*Dks*(2*Irn–Uws*) | 2833 2572 1845 | ✠ 9,82 ✠ | NYk LA&CP | *v* | | | 1880 5mo | A.Stephen &Sons Glasgow | Nav.Gen.Italiana | 352·1 \| 38·1 \| 27·3 P64′ F35′ | Palermo Italian 5 *BHCem* | C.2Cy.48″&90″–48″ 665HP A.Stephen &Sons,Glasgow *WB= CellDB288′464t* | | I |
| 92 81310 KJVB | — *S.B.Davis91–93* | Iron Sc | 1249 — 697 | | | | | | 1890 | Harlan& Hollingswrth Wilmngtn,Dl | Norfolk&Washington Steamboat Co. | 246·0 \| 37·0 \| 16·6 | Georget'n Utd. States | T.3Cy.22″,36″&55″–28″ Harlan&Hollingsworth Co. Wilmington,Del. | | |
| 93 JVGT | — *H.S.Salvesen87–90* *Well deck* | Steel Sc Sr ssNYk.No.1–95 1*Dk* | 602 444 362 | ✠100A1 2,95 ~~10,94~~ ✠LMC2,94 NYk | Bgn LA&CP | *i* | | | 1890 10mo | Bergens Mek Værkstd Bergen | R.F.Olsen | 175·9 \| 26·2 \| 10·7 Q43′B51′F24′ BK7½″ *WB=DBa37f38* | Bergen Norwegian 4 *BHCem* *99tAPT13t* | T.3Cy.14″,22½″&37″–24″ (*s*) 150lb *80lb* 70HP 1SB,*2cf*,GS36 Bergns Mek.Værk.,Bergen | 13 ″ 8 | N |
| 94 | — *L.Fromont* –92 | Iron Sc Tug | 187 187 94 | | | | | | 1881 | de Dekker Antwerp | L'Union des Remorqueurs Belges. | 100·0 \| 21·0 \| 9·0 | Antwerp Belgian | C.2Cy.24½″&41″–24″ 70HP J.Deneffe&Co.,Liège | | V |
| 95 63655 LKTN | — | Iron Pad | 124 122 16 | | | | | | 1870 | Readhead, Softley&Co. S.Shields | J.Dry | 104·9 \| 18·4 \| 10·1 | N.Shields British | 2Cy.27″–46″ 50HP Readhead,Softley&Co.Shl. | | |
| 96 89937 | **Washisti** | Iron Sc Sr | 205 — 47 | | | | | | 1884 | Dobson& Charles Grangemouth | Bombay S.Nav.Co. (Shepherd&Co., *Mgrs.*) | 139·3 \| 26·1 \| 8·9 | Glasgow British | C.2Cy.18″&34″–27″ 48HP Dunsmuir&Jackson,Gls. | | |
| 97 98707 | **Wasp** *J.Fairbrass89–90* | Iron Sc Yawl ssHul.No.1–94 1*Dk* | 149 142 48 | ✠100A1 *Stm Trawler* 11,94 ~~4,94~~ | Hul LA&CP | | | | 1890 11mo | Mackie& Thomson Glasgow | British Steam Trawling Co. (Lim.) | 100·5 \| 20·5 \| 10·7 Q19′F19′ BK7½″ | Hull British 3 *BHCem* | C.2Cy.16″&32″–22″ (*s*) 110lb 45HP 1SB,*2pf*,GS30 Muir&Houston,Glasgow | 11 ″ 11 | |
| 98 21488 NGML | — *J.Dagnall90–90* | Iron Pad Sr | 130 130 82 | ✠NB4,91 | ✠LMC4,94 | | | | 1858 | ..... Paisley | T.W.Thompson | 131·9 \| 19·1 \| 8·5 | Liverpool British | 2Cy.33″–45″ NB91 70HP Blackwood&Gordon,P.Gls | | BT till 10,94 |
| 99 96891 LCJM | **Wastwater** *W.Stephen93–93* *Well deck* | Steel Sc Sr ssShl.No.1–93 1*Dk*(*pt Stl pt Irn*) 2*tr B*& *Webframes pt Irn* | 2810 2186 1843 | ✠100A1 ~~12,94~~ 2,95 ✠LMC7,93 | Bry A&CP Shl | *u* | | | 1889 4mo | E.Withy& Co. W Hartlepool | "Wastwater" S.S. Co.(Lim.) (Sandy,Simpson &Co.) | 320·0 \| 40·1 \| 21·6 P35′Q98′B132′F31 FK *WB= CellDB270′* | Newcastle British 5 *BHAsp* *578tAPT29t* | T.3Cy.23½″,38″&64″–42″ (*s*) 160lb *80lb* 250HP 2DB,*8rf*,GS120 T.Richardson&Sns,W Hpl. | 24 ″ 3 s 2 ″ 7 | D |
| 100 871 HFRM | **Watatsu Maru, No. 3** *Iwamoto Tatsunosuke* | Wood—Sr | 101 55 54 | | | | | | 1885 | Tukuzawa Tatsugo Tokio | Yetsusa Kisen Kaisha | 87·3 \| 13·7 \| 7·2 | Nügata Japanese | 2Cy. 14HP | | |
| 101 1263 HJKR | **Watatsu Maru, No. 4** *Kishimoto Tatsunosuke* –92 | Wood—Sr | 160 149 92 | | | | | | 1891 | Morita Rihei Tokio | Yessa Kisen Kaisha | 115·1 \| 14·2 \| 13·1 | Nügata Japanese | 1Cy. 34HP | | |
| 102 15261 JBMF | **Waterbury** (*ex* Laura) | Iron Pad 1*Dk* | 1098 — 946 | | | | | | 1867 | ..... Wilmington, Del | Bridgeport Steam Boat Co. | 232·4 \| 35·4 \| 11·4 | Brdgpt,Cn. Utd. States | | | |
| 103 64025 HSPT | **Waterford** *J.Driver* –93 | Iron Pad Sr | 963 736 360 | | | | | | 1874 | W.Simons &Co. Renfrew | G.Western Rail.Co. | 251·4 \| 29·2 \| 15·2 P70′ B91′ | Milford British | C.D.2Cy.52″&90″–72″ NB84 400HP W.Simons&Co.,Renfrew | | BT till ~~4,95~~ 3,96 |
| 104 QFTR | **Waterkant** *A.Heinen89–93* | Steel Sc (*Trawler*) | 139 129 56 | | | | | | 1893 | J.C.Tecklenborg Geestemünde | B.Bartling | 105·6 \| 20·6 \| 11·7 WB | Bremen German | C.2Cy.17¾″&32½″–22″ 75HP J.C.Tecklenborg,Geestmde | | G |

| Numero d'Ordre. / Numero Officiel. / Signaux | Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | Tonnage Officiel. Total. / Sous le Pont. / Net. | Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Équipement. | Construit. Quand. Navire. Mach. | Construit. Par qui. Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | Port d'Armement. Pavillon. | Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 105<br>84868<br>WPMQ | Waterloo IronScSr<br>~~J.S.Kelly -92~~ ~~ssShl.No.2-91~~<br>J.Johnson ssShl.No.3-3,95 1Dk2trB<br>Well deck | 1450<br>1175<br>903 | ✠100A1<br>3,95 ~~1,93~~<br>~~BS12,93~~ ✠LMC~~2,94~~ 3,95 | Cff<br>A&CP<br>Shl | p | 1882<br>8mo | J.Readhead<br>&Co.<br>S.Shields | W.D.C.Balls&Son | 255·0\|36·0\|17·5<br>Q136'B26'F32'<br>~~drp92~~ BK9"<br>WB=DB | N.Shields<br>British<br>4BHCem<br>a76'f70'320t | C.2Cy.30"&57"-36" (i)<br>80lb 80lb NDB94 140HP<br>2SB,4pf,GS71<br>J.Readhead&Co.,S.Shields | 18·7<br>2·0 |
| 106<br>80466<br>SNLH | — IronScSr<br>J.P.Turner89-89 ssLon.No.2-87<br>Well deck 1Dk(Irn)2trB | 1399<br>1145<br>901 | ✠100A1<br>6,90<br>BS6,90 LMC1,89 | Gls<br>A&CP | p | 1879<br>5mo | London&<br>Glas.Co.<br>Glasgow | ~~A.C.Gow&Co.~~<br>Macbeth&Gray | 254·4\|33·1\|18·7<br>Q80'F32'B68'<br>BK8"<br>WB= | Glasgow<br>British<br>4BHCem<br>DBa62'f88' | C.2Cy.31"&54"-36" (j)<br>72lb 45lb 130HP<br>1DB,GS90<br>Lon.&Glas.Co.(Lim.),Gls. | 19·9<br>2·0 |
| 107<br>89257 | Waterview WoodPad<br>1Dk&Spardk | 140<br>111<br>88 | | | | 1884 | S.Brigs<br>Balmain,<br>N.S.W. | BalmainSteam<br>FerryCo.(Lim.) | 127·4\|19·8\|7·3 | SydnyNSW<br>British | C.2Cy.15½"&28"-48"<br>55HP<br>Mort'sDockCo.,Balmain | |
| 108<br>96522 | Waterville SteelScSr<br>W.Balls -92<br>Well deck 1Dk(ptIrn&ptStl)2trB | 1968<br>1455<br>1242 | ✠100A1<br>4,94<br>✠LMC4,91 | Cff<br>LA&CP | r | 1891<br>4mo | J.Readhead<br>&Sons<br>S.Shields | Balls&Stansfield | 271·2\|38·0\|17·5<br>P28'Q74'B108'F34'<br>BK9½"<br>WB=CellDB226' | N.Shields<br>British<br>4BHCem<br>462tAPT35t | T.3Cy20½",33½"&55"-36" (r)<br>160lb 80lb 180HP<br>2SB,4rf,GS69,HS2701<br>J.Readhead&Sons,Shl. | 20·0<br>1·7 |
| 109<br>86940<br>WNCB | Watlington IronScBn<br>G.Lawrie88-91 ~~ssCff.No.2-91~~<br>Well deck 1Dk(Irn)2trB<br>ssBry.No.3-3,95 | 1746<br>1353<br>1108 | ✠100A1<br>3,95 ~~1,94~~<br>BS1,94 ✠LMC2,91 3,95 | Cff<br>A&CP<br>Bry | q | 1882<br>9mo | W.Gray<br>&Co.<br>WHartlepool | R.Ropner&Co. | 260·2\|35·4\|19·7<br>P28'Q68'B69'F31'<br>BK9½"<br>WB=DB | W.Hartlpl<br>British<br>4BHCem<br>a80'f98'345t | C.2Cy.31½"&63"-36" (b)<br>80lb 80lb 200HP<br>2SB,4pf,GS80<br>T.Richardson&Sons,Hpl. | 21·2<br>2·0 |
| 110<br>92912<br>KLQG | Wave SteelScSr<br>J.McCarthy88-88 ssHpl.No.1-92<br>Well deck 1Dk(Stl)&Webframes | 2264<br>1757<br>1450 | ✠100A1<br>2,95 ~~3,94~~<br>~~BS6,93~~ ✠LMC11,91<br>8,94 | Cff<br>LA&CP<br>Shl | s | 1887<br>3mo | W.Gray<br>&Co.<br>WHartlepool | R.Ropner&Co. | 289·2\|38·2\|20·3<br>P27 Q96'B108'F30'<br>BK10"<br>WB=DBa | W.Hartlpl<br>British<br>5BHCem<br>96'f108'452t | T.3Cy.22",36"&58"-39" (o)<br>160lb 80lb 200HP<br>2SB,6cf,GS68<br>T.Richardson&Sons,Hpl. | 22·2<br>2·0 |
| 111<br>48520<br>VTDN | — SteelPadSr<br>C.F.Hancock -93 | 393<br>368<br>161 | | | | 1863 | M.Wigram<br>&Sons<br>London | LondonChatham<br>&Dover Rail.Co. | 203·4\|24·9\|11·6<br>len83 | London<br>British | D.O.2Cy.50"-45"<br>NB91 160HP<br>Ravenhill&Co.,London | |
| 112<br>62849 | Wave of Life IronPadSr<br>Jones82-85 | 102<br>102<br>6 | | | | 1872 | T.Hepple&<br>Co.<br>Newcastle | PortmadocSteam<br>TugCo.(Lim.) | 91·3\|17·9\|9·2 | Carnarvon<br>British | L.2Cy.26½"-45"<br>50HP<br>T.Hepple&Co.,Newcastle | |
| 113<br>84134<br>WBLK | Waverley IronScSr<br>R.Calvert ssDunNo.3-9,87<br>ssCal.No.1-92<br>2Dks(Irn-Uws)3trB | 3096<br>2767<br>2022 | ✠100A1<br>11,94 ~~2,94~~<br>✠NB9,87 ✠LMC5,92<br>BS~~3,93~~11,94 | Liv<br>LA&CP<br>NYk | w | 1881<br>7mo | Gourlay<br>Bros.<br>Dundee | Williamson,<br>Milligan&Co. | 340·0\|40·2\|26·8<br>P39'B82'F50'<br>ptND92 BK10"<br>WB=CellDB278' | Liverpool<br>British<br>5BHCem<br>480tFPT44t | T.4Cy.(2)19",41"&68"-48"<br>160lb 60lb NDB87 (s) 320HP<br>2DB,12cf,GS155<br>Tpd87GourlayBros.,Dun. | 29·6<br>5·11 |
| 114<br>90053 | — SteelPadSp<br>J.West -94 | 258<br>235<br>52 | | | | 1885 | H.M'In-<br>tyre&Co.<br>Paisley | P.&A.Campbell<br>(Lim.) | 205·0\|21·1\|7·5 | Bristol<br>British | D.2Cy52"-60"<br>99HP<br>Hutson&Corbett,Glasgow | |
| 115<br>69012 | — IronScSr<br>W.J.Gibbons86-83 1Dk | 125<br>96<br>77 | | | | 1883 | Bailey&<br>Seager<br>Auckland | J.H.Cock | 93·7\|18·2\|8·4<br>H25t | Nelson, NZ<br>British<br>WB | C.2Cy.9"&17"-10"<br>25HP<br>E.W.Mills&Co.,Wellingtn. | |
| 116<br>81324 | Wawatam SteelSc3MstSr<br>2Dks | 1856<br>—<br>1526 | | | | 1891 | Cleveland<br>S.B.Co.<br>Cleveland,O. | LakeSuperior<br>IronCo. | 266·0\|38·2\|19·6<br>WB | Mrquette,<br>Mich.<br>Utd. States | T.3Cy.17",29"&47"-36"<br>140HP<br>ClevelandS.B.Co.,Clevelnd | |
| 117<br>102115 | Wazzan SteelScSr<br>T.Hay -93<br>Well deck 2Dks(U-Irn)<br>Elec.light | 1484<br>1034<br>947 | ✠100A1<br>~~6,94~~ ~~1,93~~ 10,94<br>✠LMC11,93 | Bel<br>LA&CP<br>Lon | l | 1893<br>11mo | McIlwaine<br>&McColl<br>(Lim.)<br>Belfast | MerseyS.S.Co.<br>(Lim.) (Leech,<br>Harrison&<br>Forwood,Mgrs.) | 242·5\|34·2\|18·4<br>P&B154 F30'<br>BK9"<br>WB=Cell | Liverpool<br>British<br>4BHCem<br>DB126'227t | T.3Cy.19½",32½"&54"-39"<br>180lb 80lb (s) 200HP<br>1SB,3cf,GS60,HS2615<br>McIlwne&McColl(Lm)Bel | 19·6<br>1·10 |
| 118<br>53083<br>JGCV | Wear IronScSr<br>G.Lambert -93<br>1Dk2trB | 750<br>645<br>471 | | | ... | 1865<br>5mo | Oswald&<br>Co.<br>Sunderland | J.Westoll | 195·1\|28·8\|16·7<br>P20' Q28t B18' | Sundrland<br>British<br>WB | C.2Cy.25"&48"-30"<br>NB82NE73 90HP<br>T.Richardson&Sons,Hpl. | 17·9 |
| 119<br>99094 | — SteelScSp<br>J.Wallace -92 1Dk | 180<br>159<br>71 | ✠100A1<br>Coasting<br>withfreeboard<br>6,92<br>✠LMC6,92 | Psy<br>LA&CP | b | 1892<br>6mo | J.McAr-<br>thur&Co.<br>Paisley | RoyalMailSteam<br>PacketCo. | 120·0\|21·1\|8·7<br>FK | London<br>British<br>6BHCem | C.2Cy.16"&32"-21" (s)<br>120lb 42HP<br>1SB,3pf,GS49,HS1212<br>Bow,McLachlan&Co.,Psy. | 9·3<br>2·0 |
| 120<br>90334<br>KHTM | Weardale IronScSr<br>~~R.Robinson -93~~ ssShl.No.2-92<br>Well deck 1Dk(Irn)2trB<br>F.J.Lane -94 | 1683<br>1311<br>1061 | ✠100A1<br>8,94 ~~3,93~~<br>~~BS8,93~~ ✠LMC5,92<br>10,94 | Cff<br>A&CP | q | 1884<br>1mo | Strand<br>SlipwayCo.<br>Sunderland | RobinsonBros. | 260·5\|36·9\|18·0<br>P24'Q76'B56'F34'<br>drp94 FK<br>WB=DBa76'f52' | Whitby<br>British<br>4BHCem<br>335tFPT90t | C.2Cy.32"&60"-39" (a)<br>80lb 75lb 150HP<br>2SB,6pf,GS78,HS2800<br>J.W.&F.Wilson,Sld. | 19·3<br>2·1 |
| 121<br>98539<br>NBMT | Webster SteelScSr<br>~~J.Williams89-93~~ 1Dk(Stl)2trB&<br>Webframes&ptAwngdk(Irn)<br>C.E.Underwood -95 | 3101<br>2387<br>2019 | ✠100A1<br>pt Awngdk<br>withfreeboard<br>1,95 ~~12,93~~<br>✠LMC4,93 | Bry<br>LA&CP<br>Cff | u | 1893<br>4mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool | WestHartlepool<br>Stm.Nav.Co. | 325·0\|41·6\|21·4<br>Q27' BK10"<br>pt Awngdk198'<br>WB=CellDB278' | W.Hartlpl<br>British<br>5BHCem<br>657tAPT46t | T.3Cy.24",38"&64"-42" (s)<br>160lb 80lb 270HP<br>2SB,6cf,GS85,HS3700<br>Cen.Mar.E.Wrks.,W.Hpl. | 24·0<br>9·5 |
| 122<br>98974 | Weehawken SteelSc3MstSr<br>H.W.Manning -93<br>Carrying petroleum in bulk<br>Elec.light | 2784<br>2674<br>2101 | | | | 1891 | SirW.G.<br>Armstrong,<br>Mitchell&<br>Co.(Lim.)<br>Newcastle | WeehawkenSteam<br>ShipCo.(Lim.)<br>(F.E.Bliss) | 310·0\|40·2\|28·2<br>B33t H43t | London<br>British | T.3Cy.22",35"&58"-42"<br>250HP<br>WallsendSlipwayCo.<br>(Lim.),Newcastle | |
| 123<br>96239 | Weelsby IronScK<br>1Dk<br>ssGms.No.1-95 | 112<br>107<br>38 | ✠100A1<br>StmTrawler<br>5,95 ~~2,91~~<br>✠LMC~~2,91~~ 5,95 | Hul<br>LA&CP<br>Gms | | 1891<br>2mo | Earle'sS.B.<br>Co.(Lim.)<br>Hull | J.Grant | 88·0\|20·1\|10·7<br>BK7½" | Grimsby<br>British<br>3BHCem | C.2Cy.17"&32"-21" (s)<br>90lb 44HP<br>1SB,2pf,GS27,HS760<br>Earle'sSB&ECo(Lim)Hull | 11·3 |
| 124<br>81439<br>KLRC | Weeott WoodScSr<br>J.E.Dodge -93 | 249<br>—<br>177 | | | | 1893 | White<br>Alameda,Cal. | CharlesP.Doe | 120·5\|29·0\|9·5 | S.Frncisco<br>Utd.States | T.3Cy.10",17"&27½"-20"<br>JardineE.Wks.S.Francisco | |
| 125<br>RDMB | Wega IronScSr<br>H.Brorsen82- ssHam.No.2-81<br>Well deck 1Dk2trB | 967<br>718<br>588 | ✠<br>8,81 | Ham<br>A&CP | m | 1872<br>10mo | C.Mitchell<br>&Co.<br>Newcastle | A.Kirsten | 224·4\|29·6\|17·2<br>P131' F36' | Hamburg<br>German<br>4BHCem | C.2Cy.32"&60"-33"<br>160HP<br>Thompson,Boyd&Co.Nwc. | |
| 126<br>LMCR | — IronScSr<br>R.Tamm92-93 ssSkm.No.2-93<br>Well deck 1Dk(Irn) | 823<br>645<br>603 | ✠100A1<br>2,94<br>~~BS2,94~~ ✠LMC11,93<br>2,95 | Ham<br>A&CP | l | 1885<br>9mo | Flensburg<br>Schiffsbau<br>Ges.<br>Flensburg | Holm&Molzen | 198·0\|30·0\|[illegible]<br>Q70'B49'F27'<br>BK7½"<br>WB=Cell | Flensburg<br>German<br>4BHCem<br>DB170'201t | C.2Cy.25"&46"-30"<br>100lb 85HP<br>2SB,4pf,GS48<br>Flnsbg.Schffs.Ges.Flnsbg. | 15·10 |

| 1 No. in book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now Expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 127 QFKD | **Weimar** **SteelScSr** *A.Meier*83–90 4*Dks* *Elec.light* | 5318 4335 3405 | | | | 1891 | Fairfield Shpbldng Co. Glasgow | **Norddeutscher Lloyd** | 415·0 P62′ | 48·0 B180′ | 31·3 F76′ | **Bremen** German *WB* | T.3Cy.31″,52″&83″–54″ 150lb Fairfield S.&E.Co.,Gls. | | G |
| 128 — 98820 | **—** **SteelScSr** *G.Thomas*68–90 *ss*Lth.No.1–94 2*Dks*(*UIrn-ptws*)*&Spardk* | 1580 1507 998 | ✠100A1 2,95 3·91 ✠LMC3,94 | Lth A&CP | *q* | 1890 2mo | Ramage& Ferguson Leith | **Leith,Hull&Ham. S.P.Co. (J.Currie&Co., *Mgrs.*)** | 254·0 B54′ *WB=FPT*48*t* | 34·1 23·8 BK9″ 6*BHCem* *MT*44′386*t* | 16·5 | **Leith** British | T.3Cy.23″,37″&60″–42″ (*s*) 150lb *55lb* 247HP 2SB,6*rf*,GS108,HS3905 Ramage&Ferguson,Leith | 17 ″ 9 s 6 ″ 0 | BT till ~~6,90~~ 2,96 |
| 129 64543 WJVP | **Welbury** **IronScBn** *W.Dennis*85–89 ~~*ss*Cff.No.2–90~~ *Well deck* 1*Dk*(*Irn*)2*trB* *ss*Hpl.No.3–9,94 | 1847 1461 1194 | ✠100A1 ~~2,94 5,94~~ 10,94 BS~~12,93~~ ✠LMC~~10,93~~ 3,94 | Bly A&CP ~~Hpl~~ Cpn | *r* | 1882 5mo | W.Gray& Co. W Hartlepool | **J.Merryweather &Co.** | 262·1 P28′Q68′B71′F31′ ~~drp92~~ drp94 | 35·6 BK9½ 3*BHCem* *WB=DBa* | 20·0 80′*f*100′351*t* | **W.Hartlpl** British | C.2Cy.34″&63″–36″ (*i*) 80lb *55lb* 160HP 2SB,4*pf*,GS80 T.Richardson&Sons,Hpl. | 21 ″ 5 s 2 ″ 1 | |
| 130 JTSP | **Welhaven** **IronScSr** *O.E.Olsen* 1*Dk*(*Irn*)2*trB* *Well deck* | 678 509 484 | ✠ 6,90 ✠ | Bgn LA&CP | *j* | 1884 1mo | Martens, Olsen&Co. Bergen | **S.M.Kuhnle&Sön** | 179·6 Q66′ | 28·0 B50′ | 12·4 F21′ | **Bergen** Norwegian 4*BHCem* *WB* | C.2Cy.23″&41″–28″ 75HP Martens,Olsen&Co.Bergen = *CellDB*100′103*tAPT*6*t* | | N |
| 131 102581 NFQV | **Well Park** **SteelScSr** *J.Putt*81–93 1*Dk*(*Irn*) *Well deck* | 860 675 526 | ✠100A1 5,95 2·91 ✠LMC11,93 | Grk LA&CP | *l* | 1893 11mo | Scott&Co. Greenock | **WellParkS.S.Co. (Lim.) (J.&J.Denholm)** | 212·7 Q109′B16′F21′ *WB=DBa*48′*f*46′148*t* | 31·2 BK7½″ | 14·0 *APT*14*t* | **Greenock** British 4*BHCem* | T.3Cy.16″,26″&44″–33″ (*s*) 160lb *80lb* 99HP 1SB,3*cf*,GS58 Scott&Co.,Greenock | 14″10 s 1 ″ 6 | |
| 132 82737 | **Wellesley** **IronScSr** (*FOUNDERED 2,94*) *E.White* –92 | 186 186 133 | | | | 1865 | M.Pearse &Co. Stockton | **Hewett&Co. (Lim.)** | 120·4 | 21·0 | 10·6 | **London** British | 2Cy.28¼″–24″ 50HP Fossick&Hckworth,Stk. | | |
| 133 86939 WMPQ | **Wellfield** **IronScBn** ~~*C.Lewis* –92~~ ~~*ss*Shl.No.2–91~~ *Well deck* 1*Dk*(*Irn*)2*trB* *Urquhart* *ss*Shl.No.3–7,94 | 1845 ~~1453~~ 1172 | ✠100A1 ~~7·93~~ 5,93 3,95 BS~~3,92~~ ✠LMC~~2,94~~ 3,94 | Cff LA&CP ~~Shl~~ Npt | *r* | 1882 8mo | E.Withy& Co. W Hartlepool | **R.Ropner&Co.** | 275·0 P30′Q82′B66′F31′ *WB=DBa* | 35·6 BK9½ 4*BHCem* 84′*f*96′287*t* | 19·5 | **W.Hartlpl** British | C.2Cy.35″&65″–36″ (*b*) 80lb *80lb* NDB89 200HP 2SB,4*pf*,GS88 T.Richardson&Sons,Hpl. | 21 ″ 2 s 2 ″ 0½ | D |
| 134 86105 HJTN | **Wellington** **IronSc3MstSr** *C.Salmond*90–93 *ss*S.Fo.No.2–91 1*Dk*(*Irn*)2*trB* | 1964 1756 1267 | ✠100A1 *Coal trade* ~~7,93~~ 5,94 BS~~5,93~~ 6,94 ✠LMC6,91 | S. Fo LA&CP Ycr | *s* | 1883 1mo | Sir W.G. Armstrong Mitchell&C. Newcastle | **Mrs.J.O.Dunsmuir** *WB=CellDB*208′ | 270·0 P95*t*F42*t* 501*t*FPT165*t* | 37·3 BK10″ 4*BHCem* *APT* | 22·0 17*t* | **Newcastle** British | C.2Cy.35″&68″–42″ (*s*) ~~80lb~~ 75lb *75lb* 200HP 2SB,6*pf*,GS109,HS3700 WllsndSlipwyC(Lim)Nwc | | |
| 135 — 40824 SVBG | **—** **IronScSr** *E.Stephenson*76–84 1*Dk* | 429 331 262 | | | | 1863 | Blackwood &Gordon PortGlasgow | **NorthernS.S.Co. (Lim.)** | 185·5 Q35*t* | 24·6 F21*t* | 13·2 | **Auckland** British | C.2Cy.24″&46″–36″ 90HP Blackwood&Gordon,P.Gls | | |
| 136 — 62770 | **—** **IronPadSr** | 136 136 53 | | | | 1871 | W.Allsup Preston | **S.BlackpoolJetty Co.(Lim.)** | 135·7 | 18·6 | 8·2 | **Preston** British | D.2Cy.26″–48″ NB89 60HP W.Allsup,Preston | | BT till ~~11,94~~ 5,95 |
| 137 96709 | **Wells City** **SteelScSr** *Savage*92–92 *ss*Brs.No.1–94 2*Dks*(*Irn*)3*trB* | 1814 1662 1136 | ✠100A1 ~~10,94 11,95~~ 5,95 ✠LMC~~10,96~~ 2,94 | Brs LA&CP | *r* | 1890 10mo | C.Hill& Sons Bristol | **C.Hill&Sons** *WB=DBa* | 261·2 P29′B58′F28′ 74′*&uB*26′243*t MT* | 36·0 BK9½ 4*BHCem* 28′260*t* | 20·9 | **Bristol** British | T.3Cy.21″,35″&57″–39″ (*s*) 160lb *90lb* 200HP 2SB,4*cf*,GS65,HS2990 Blair&Co.(Lim.),Stockton | 24 ″ 8 s 4 ″ 0½ | |
| 138 65304 | **Welsh Prince** **IronScSp** | 141 118 96 | | | | 1871 | Stothert& Co. Bristol | ~~**T.Mitchell**~~ Sully&Co(Lim.) | 100·2 H23*t* | 18·8 | 8·1 | **Newport** British | 1Cy.22″–18″ 32HP Stothert&Co.,Bristol | | |
| 139 67975 | **Wemyss Castle** **IronPadSk** (*ex*Gareloch) | 209 152 76 | | | | 1872 | H.Murray &Co. Pt.Glasgow | **GallowaySaloon Stm.PacketCo.** | 180·0 Q26*t* | 18·2 | 6·8 | **Leith** British | O.2Cy.35″–54″ NB90 85HP D.Rowan,Glasgow | | BT till ~~9,94~~ 9,95 |
| 140 77065 RDHM | **Wenchow** **IronScSr** *T.W.Groves* –93 | 898 882 560 | | | | 1878 | Scott&Co. Greenock | **ChinaNav.Co. (Lim.)** | 220·1 | 28·5 | 18·8 | **London** British | C.2Cy.23″&46″–36″ 99HP Greenock Foundry Co.Grk. | | |
| 141 84943 WKTP | **Wendouree** **SteelScSr** *Roberts*83–87 1*Dk*(*Stl*) | 1640 1484 1066 | ✠ 6,82 ✠ | Lth LA&CP | *r* | 1882 4mo | S.&H. Morton&Co. Leith | **Huddart,Parker& Co.(Lim.)** *WB=CellDB* | 273·8 F35′ 228′324*t APT*40*t M* | 36·3 | 19·3 *T*18′203*t* | **Melbourne** British 6*BHCem* | C.2Cy.35″&66″–48″ (*t*) 189HP S.&H.Morton&Co.,Leith | | |
| 142 96356 LHPD | **Wennington Hall** **SteelScSr** ~~*C.H.Homewood*83–93~~ *ss*Bry.No.1–93 *D.Cantall* –94 1*Dk*(*Irn*)*pt Awng dk*(*Irn*) 3*trB&Web frames* | 2887 2646 1885 | ✠100A1 *pt Awng dk withfreeboard* ~~6,94 6,96~~ 5,95 ~~1,95~~ ✠LMC6,93 | Bry LA&CP ~~Lis~~ | *u* | 1889 9mo | Palmers' Co.(Lim.) Newcastle | **C.G.Dunn** | 314·0 P31′Q90′28·7 *ptAwngdk*193′ *WB=CellDB*250′ | 41·0 BK11″ drp95 5*BHCem* 550*t APT*22*t* | 21·6 | **Liverpool** British | T.3Cy.24″,40″&64″–42″ (*s*) 160lb *70lb* 209HP 2SB,8*rf*,GS132 Palmers'Co.(Lim.),Nwc. | 23″10 s 9 ″ 6½ | D |
| 143 72433 | **Wenonah** **WoodPad&Sc** *Templeman* –86 2*Dks* | 161 68 90 | | | | 1886 | JhnPotter BurksFalls | **Muskoka& Nipissing Nav.Co.** | 94·6 | 18·0 | 6·8 | **Toronto** British | Pad.2Cy.16½″–48″ Sc.2Cy.12″–16″ 14HP J.Daly & Co.,Toronto | | |
| 144 65424 KVCJ | **Wensleydale** **IronScSr** *W.C.Barrett* –93 *Well deck* 6thSurvey,Liv.4,91 1*Dk*2*trB* | 1160 933 749 | ✠ A1, 1 1,94 | Lon | Lv | 1872 1mo | RThompsn jnr. Southwick | **J.Knott** | 231·3 P124′F25′ ptND92 | 31·4 BK9″ 4*BHCem* *WB=DBa&f* | 17·2 | **N.Shields** British | C.2Cy.27″&52″–33″ 99HP 2SB,4*f* Humphrys & Pearson, Hull | 18 ″ 2 s 2 ″ 6 | |
| 145 98442 | **Wenvoe** **SteelScSr** *W.Wood*81–94 1*Dk*(*Stl*)2*trB* *&webframes* | 2979 2835 1918 | ✠100A1 *withfreeboard* ~~5,94~~ 11,94 ✠LMC5,94 | Hpl A&CP Bry | *u* | 1894 5mo | W.Gray& Co.(Lim.) W Hartlepool | **Morel(Lim.)** *WB=* | 325·0 P27′B70′F33′ drp94 *DBa*108′*f*126′771*t* | 47·0 FK 5*BHCem* *APT*62*t* | 23·6 | **Cardiff** British | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 300HP 2SB,6*rf*,GS85,HS3750 Cent.Mar.Eng.Wks.W Hpl | 24″10 s 5 ″ 7 | |
| 146 89167 JFKR | **Werfa** **IronScSr** *W.C.Silby* –92 *ss*Cff.No.2–91 1*Dk*(*Irn*)2*trB* | 948 813 602 | ✠100A1 ~~11,94 11,96~~ 3,95 BS~~10,93~~ ✠LMC12,91 11,94 | Cff LA&CP | *m* | 1883 11mo | Palmers' Co.(Lim.) Newcastle | **W.J.Tillett&Co.** | 216·0 P22′B38′F28′ drp91 *WB=DBa*68′*f*52′ | 30·2 FK 4*BHCem* 215*t APT*4*t* | 15·5 | **Cardiff** British | C.2Cy.27″&51″–33″ (*a*) 80lb *40lb* 98HP 1SB,4*pf*,GS57,HS1592 Palmers'Co.(Lim.),Nwc. | 16 ″ 3 s 2 ″ 2 | |
| 147 QCBH | **Werkendam** **SteelSc4MstBk** *W.Bakker*88–90 *ss*Rot.No.3–3,94 (*ex*British King) 3*Dks*(2*Stl*)*Irn beams* *Elec.light* | 3657 2834 2654 | ✠100A1 ~~2,94 3,94~~ 5,95 ✠NB12,84 BS1,95 ✠LMC8,94 | Rot LA&CP | *x* | 1881 1mo | Harland & Wolff Belfast | **Nederl.Amerik. Stoomv.Maats.** | 410·3 P50′F86′ | 39·0 | 28·9 | **Rottrdam** Dutch 6*BHCem* | C.4Cy.28″&60″–54″ (*a*) 90lb *50lb* 400HP 3DB,12*cf*,GS282 J.Jack&Co.,Liverpool | 30″10 | DV |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ✻ 148<br>86179<br>WKBD | Werneth Hall SteelSc4MstSr<br>W.J.McQuarrie -94 ssLiv.No.2-90<br>3Dks(2Stl-Uws) | 4004<br>3886<br>2620 | ✠100A1<br>2,94<br>BS2,94 ✠LMC6,90 | Liv<br>LA&CP | x | 1882<br>4mo | C.Connell<br>&Co.<br>Glasgow | SunShippingC.Ld.<br>(R.Alexander&<br>Co.,Mgrs.) | 401·0 42·0 29·6<br>B74'F42'<br>BK11' | Liverpool<br>British<br>5BHCem | C.2Cy.45"&84"-60" (a)<br>80lb 500HP<br>3DB,14pf,GS269<br>J.&J.Thomson,Glasgow |
| 149<br><br>QDNL | Werra IronSc4MstSr<br>C.Pohle73-90 3Dks4trB<br>Elec.light | 4815<br>4596<br>2936 | | | | 1882 | J.Elder&<br>Co.<br>Glasgow | Norddeutscher<br>Lloyd | 433·1 45·9 35·8<br>B50' F72' | Bremen<br>German | C.3Cy.62"&(2)86"-60"<br>1000HP<br>J.Elder&Co.,Glasgow |
| 150<br><br>QCGK | Weser IronScBg<br>H.Burosse91-91<br>2Dks&Awngdk&4trB | 2823<br>—<br>1995 | | | | 1867 | Caird&Co.<br>Greenock | Norddeutscher<br>Lloyd | 351·1 40·0 33·8 | Bremen<br>German | C.2Cy.39½"&72¾"-48"<br>750HP<br>Caird&Co.,Greenock |
| 151<br><br>Wrecked 8,94<br>Stranded 8,94 & Condemned | Wessel IronSc3MstSr<br>C.Lund -88(exCymba,ex Albatross)<br>1Dk | 862<br>655<br>536 | | | | 1850 | Smith&<br>Rodger<br>Glasgow | A.Halvorsen | 224·2 31·8 15·6<br>P42t B144t H11t<br>F11t len71 | Bergen<br>Norwegian | C.2Cy.25"&43"-36"<br>NE70NB81 90HP<br>T.Richardson&Sons,Hpl. |
| 152<br>99302 | West Indian SteelScSr<br>D.Edwards -93<br>2Dks(Stl)&Webframes3DkRule<br>Elec.light | 2704<br>2568<br>1748 | ✠100A1<br>~~11,918,94~~<br>✠LMC8,91 | Liv<br>LA&CP | u | 1891<br>8mo | NavalCon-<br>structionCo.<br>(Lim.)<br>Barrow | WestIndia&<br>PacificS.S.Co.<br>(Lim.)<br>WB=C | 318·0 40·4 25·8<br>P33'B84'F42'<br>BK7'<br>ellDB248'415tFPT | Liverpool<br>British<br>5BHCem<br>96tAPT60t | T.3Cy.24½",39"&62"-45" (s)<br>160lb 75lb 198HP<br>2SB,6cf,GS146,HS4632<br>NavalConstCo.(Lim.)Brw. |
| 153<br>65276<br>KVJP<br>Now named | West Riding IronScSr<br>G.R.Byers -93 6thSurvey,Hul.2,89<br>1stSurvey,Hul.2,92 1Dk2trB<br>"Jorgen Bugge," See No. 16 in Supplement | 894<br>787<br>577 | ✠ A1,1<br>~~7,98~~ 9,94 | Hul | Lv | 1871<br>7mo | W.Doxford<br>&Sons<br>Sunderland | Good,Flodman&<br>Co. | 218·2 29·2 16·7<br>Q30tB77t<br>drp93 BK8' | Hull<br>British<br>3BH 1PBH<br>WB=DBa | C.2Cy.26"&48"-30"<br>NB83 90HP<br>Hawks,Crawshay&Ss.,Gts |
| 154<br>65704<br>KQVG | West Stanley IronScSr<br>W.Goual84-87 1stSurveySld.8,91<br>6thSurvey,Sld.87<br>(exSvea,exWestStanley)<br>Well deck 1Dk(ptIrn)2trB | 1580<br>1223<br>1013 | ✠ A1✻ 1<br>~~4,95 3,99~~ 2,95<br>~~BS11,96~~<br>11,94 | Cff<br>~~Sld.~~<br>LMC8,92 | Lv<br>Mdl | 1872<br>3mo | C.Mitchell<br>&Co.<br>Newcastle | J.F.Marshall | 260·0 34·0 18·8<br>P145'F37'<br>BK9'<br>WB=DBa74'&uE | Sundrland<br>British<br>1BHCem<br>&B42'238t | C.2Cy.32"&63"-36" (i)<br>80lb 50lb NB80 170HP<br>2SB,6pf,GS100<br>T.Clark&Co.,Newcastle |
| 155<br>96547<br>LKFG | ~~Westbrook~~ SteelScSr<br>~~J.Ebblewhite81-89~~ ssBry.No.1-94<br>Well deck 1Dk(Irn)&Webframes<br>~~Wenlet~~ J.Ebblewhite81-89 | 1681<br>1317<br>1070 | ✠100A1<br>~~8,94,1,94~~ 5,95<br>✠LMC1,93 | Cff | q | 1889<br>11mo | W.Gray&<br>Co.(Lim.)<br>WHartlepool | J.Foster&Co. | 260·2 36·6 18·2<br>P27'Q80 B104'<br>F25' FK<br>WB=DBa82'f | Whitby<br>British<br>1BHCem<br>100'378t | T.3Cy.19",30½"&51"-36 (s)<br>150lb 70lb 150HP<br>2SB,4rf,GS60,HS2180<br>CentralMarineEng.Works,<br>W.Hartlepool |
| 156<br>99626 | Westburn SteelScSr<br>R.Eggleton64-93<br>1Dk(Stl)&Spar dk(Stl)<br>&deep framing | 3320<br>3026<br>2112 | ✠100A1<br>Spar dk<br>4,95~~3,94~~ ✠LMC10,93 | Nwc<br>A&CP | v | 1893<br>10mo | ShortBros.<br>Sunderland | J.Westoll<br>WB | 351·7 45·1 16·2<br>P37'B76'F39' 24·1<br>FK<br>=CellDB 256' 676t | Sundrland<br>British<br>6BHCem<br>APT42t | T.3Cy.25",40"&66"-45" (s)<br>160lb 80lb 300HP<br>3SB,9pf,GS142,HS4700<br>W.Allan&Co.,Sunderland |
| ✻ 157<br>85811<br>JGKQ | Westbury IronSc3MstSr<br>J.Callaway94-94 ssNpt.No.2-92<br>Well deck 1Dk(Irn) | 394<br>297<br>222 | ✠100A1<br>12,94 ~~5,93~~<br>BS4,94 ✠LMC5,92 | Brs<br>LA&CP | f | 1884<br>1mo | C.Hill&<br>Sons<br>Bristol | E.Stock&Sons<br>WB | 151·5 22·4 11·6<br>Q80'B14'F20'<br>BK7'<br>=FPT33tAPT21t | Bristol<br>British<br>4BHCem<br>MT15'44t | C.2Cy.21"&37"-26" (i)<br>80lb 70lb 60HP<br>1SB,2pf,GS30<br>Plenty&Son,Newbury |
| 158<br>68242<br>WRKT | Westella IronScSr<br>F.Norman85-85 6thSurvey,Hul.4,90<br>Well deck 1stSurvey,Hul.4,94<br>1Dk2trB | 1037<br>823<br>658 | ✠ A1, 1<br>4,94 | Hul | Lv | 1872<br>4mo | Davison&<br>Co.<br>Sunderland | Jackson,Beau-<br>mont&Co. | 230·5 30·1 16·4<br>P189tF26t<br>BK8' | Hull<br>British<br>3BH 1PBH | C.2Cy.27"&53-33"<br>NB80 98HP<br>Gilbert&Cooper,Hull |
| 159<br>85063<br>WDCV | Westergate IronScBg<br>J.Shineer -91 ssLiv.No.1-85<br>Well deck 1Dk(Irn)2trB | 1794<br>1427<br>1179 | ✠<br>7,89<br>✠ | Cff<br>A&CP | r | 1881<br>9mo | ShortBrs.<br>Sunderland | Morel,Bros.&Co. | 260·0 36·1 20·0<br>Q72' B66' F30'<br>WB=DBa76'f60'277t FPT30t APT | Cardiff<br>British<br>5BHCem<br>20t | C.2Cy.34"&63"-36"<br>160HP<br>T.Richardson&Sons,Hpl. |
| 160 | Westergötland WoodScSp<br>B.C.Johansson92-92 1Dk | 166<br>153<br>115 | | | | 1880 | S.Groth<br>Sjötorp | Ångf.Aktieb.<br>"Ran."<br>(A.E.Almén) | 100·0 20·7 9·9<br>H13t | Jönköping<br>Swedish | C.2Cy.11⅞"&23¼"-14½"<br>25HP<br>EriksbergsM.V.,Got. |
| 161<br>48414 | Western IronScSr<br>McGuire -89 1Dk | 404<br>311<br>246 | | | | 1861 | C.Mitchell<br>&Co.<br>Newcastle | C.A.Campbell&<br>W.R.Gainford | 183·4 23·0 12·6 | SydnyNSW<br>British | C.2Cy.12½"&24½"-27"<br>80HP<br>R.Stephenson&Co.,Nwc. |
| 162<br>64594 | Western Extension WoodPad<br>J.McCaffery 1Dk | 425<br>249<br>169 | | | | 1871 | St.John,N.B. | The Corporation of<br>St.John,N.B. | 112·0 30·0 10·8<br>H176t | S.John,NB<br>British | 1Cy.36"-96"<br>90HP |
| ✻ 163<br><br>MBVS | Westernland SteelSc<br>Weyer ssAnt.No.2-92<br>Elec.light 4Dks(2Stl&1ptStl) | 5736<br>3275<br>3691 | ✠100A1<br>5,93<br>BS12,94 ✠LMC5,93 | Ant<br>LA&CP | a† | 1883<br>8mo | LairdBros.<br>Birkenhead | Soc.Anon.Belge<br>Américaine | 440·0 47·2 35·3<br>F48'<br>BK11' | Antwerp<br>Belgian<br>3BHCem | C.2Cy.52"&93"-66"<br>90lb 700HP<br>4DB,24cf,GS417<br>LairdBrothers,Birkenhead |
| 164 | Westfalen SteelScSr<br>H.Friese93-94<br>Well deck 1Dk(Stl)&Webframes | 1229<br>923<br>767 | ✠100A1<br>9,94~~4,94~~<br>✠LMC4,94 | Gmh<br>A&CP<br>Bly | n | 1894<br>4mo | Grngemth<br>DockyardCo.<br>Grang'mouth | Rabien&<br>Stadtlander<br>W | 225·0 33·7 14·2<br>Q73'B58'F27'<br>BK8'<br>B=CellDB153'265t | Gstemnde<br>German<br>4BHCem<br>APT35t | T.3Cy.17",27"&45"-33" (s)<br>160lb 80lb 110HP<br>1SB, pf,GS60,HS1830<br>Hutson&Son,Glasgow |
| 165<br>101984 | Westgate SteelScSr<br>D.S.Ramsdale88-93 1Dk(Irn)&<br>Webframes&ptAwngdk(Irn) | 2773<br>2137<br>1787 | ✠100A1<br>pt Awng dk<br>withfreeboard<br>1,95 ~~5,94~~ ✠LMC3,93 | Bry<br>A&CP<br>Cff | t | 1893<br>3mo | T.Turn-<br>bull&Son<br>Whitby | Turnbull,Scott&<br>Co. | 312·5 40·7 21·8<br>P29'Q90' FK<br>ptAwngdk194'<br>WB=DBa102' | London<br>British<br>6BHCem<br>f122'574t | T.3Cy.23",37½"&61½"-39"<br>160lb 75lb (s) 236HP<br>2SB,6cf,GS99,HS3520<br>Blair&Co.(Lim.),Stockton |
| 166<br>96131<br>LJRC | Westhall SteelScSr<br>D.Morgan -94 Stringers Irn<br>ssNwc.No.1-94 2Dks(Irn)3trB | 2800<br>2507<br>1821 | ✠100A1<br>4,95~~7,93~~<br>✠LMC3,94 | Shl<br>LA&CP | t | 1889<br>10mo | R.Stephen-<br>son&Co.<br>(Lim.)<br>Newcastle | Hunting&Son | 312·5 40·1 24·9<br>P35'B80'F35'<br>BK10'<br>WB=CellDB262' | London<br>British<br>7BHCem<br>387tAPT47t | T.3Cy.22",38"&62"-42" (a)<br>150lb 75lb 250HP<br>2SB,8pf,GS125<br>Palmers'Co.(Lim.),Nwc. |
| 167<br>69017 | Westland IronPadK<br>1Dk | 134<br>—<br>35 | | | | 1884 | E.Seager<br>Wellington | GreymouthHar-<br>bourBoard | 100·3 17·8 9·2 | Wellingtn<br>British | 2Cy.31"-46"<br>64HP<br>Marshall&Co.,S.Shields |
| 168<br>99624<br>NCSL | Westmeath SteelScSr<br>J.Johnson -94<br>1Dk(Stl)&Spar dk(Stl)3trB | 6120<br>5771<br>3987 | ✠100A1<br>Spar dk<br>2,94<br>✠LMC7,93 | Gls<br>A&CP | a† | 1893<br>7mo | C.S.Swan<br>&Hunter<br>Newcastle | R.M.Hudson<br>WB | 425·0 53·2 23·6<br>B79'F43' 31·1<br>FK<br>=Cell DB354'1148t | Sundrland<br>British<br>6BHCem<br>APT142t | T.3Cy.31",50"&80"-54" (s)<br>160lb 80lb 600HP<br>3DB,18pf,GS280,HS8592<br>WallsendSlpwyC.(L.),Nc. |

Now named "Tokomaru," See No. 18 in Supplement

| 1 No. in Book. Official No. Code letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 169 63229 KHPB | **Westmoreland** IronSc3MstSr<br>*J.Jenkins* 79–83<br>*ss* Liv. No. 3–6,83<br>*ss* Liv. No. 2–91<br>1 *Dk & Spar dk 3 tr B* | 1384<br>927<br>888 | ✠100A1<br>5,95 ~~4,91~~<br>*Spar dk for passenger*<br>✠NE&B12,85<br>~~BS8,98~~ ✠LMC9,91 | Liv<br>A&CP | *n* | 1870<br>11mo<br>*only*<br>BS10,94 | J.&G. Thomson<br>Glasgow | D.Currie&Co. | 240·5 \| 31·9 \| 16·7<br>ND85 23·8<br>BK9′ | Liverpool<br>British | T.3Cy.20″,33″&54″–36″ (*i*)<br>150lb *40lb* NDB85 150HP<br>2SB,*6cf*,GS76<br>D.Rollo&Sons,Liverpool | 18 ″ 0<br>s 8 ″ 7½ | |
| 170 63018 LJNR | **Westoe** IronSc3~~MstSr~~<br>*W.Phillips* –93 6thSurvey,Shl.5,93<br>*Well deck* 1 *Dk 2 tr B* | 1145<br>925<br>727 | ✠ A1, 1<br>~~2,97 4,94 11,94~~ ~~Bty~~ Hul<br>1,95 ~~2,94~~ ~~Gun Shd~~ | Nwc | Lv | 1872<br>8mo | Readhead, Softley&Co.<br>S.Shields | Cay,Hall&Co. | 230·2 \| 30·7 \| 17·4<br>Q138′ B91*t* H94*t*<br>F33′ srp93<br>*WB = DBa&f* | S.Shields<br>British<br>4 *BHCem* | C.2Cy.26½″&50″–33″ (*i*)<br>98HP<br>ReadheadSoftley&Co.,Shl. | 18 ″ 7<br>s 2 ″ 1½ | |
| 171 69401 | **Weston** IronScK<br>*T.Crebbin* –91 *ss* Gls. No. 3–4,86<br>1 *Dk* | 166<br>143<br>94 | 2,89 | Brw | | 1875<br>9mo | J.T.Eltringham<br>S.Shields | J.Sharp&Co. | 107·6 \| 20·3 \| 8·3<br>Q12′ B13′ F12′<br>FK | DouglasIM<br>British<br>4 *BHCem* | C.2Cy.18″&29″–18″<br>25HP<br>Pattison&Atkinson,Nwc.<br>*WB = FPT* 18*t* | 9 ″ 0<br>s 1 ″ 1½ | |
| 172 69390 | **Westover** IronSc | 456<br>—<br>306 | | | | 1873 | Harlan& HllngswthCo Wilmgtn,Del | J.H.Pauley | 165·0 \| 28·0 \| 12·0 | Mlwaukee Wis. Utd.States | | | |
| 173 69491 | **Westow** SteelScSr<br>*J.W.Prodham* 86–91<br>1 *Dk (Stl) & Webframes*<br>*Well deck* | 2283<br>1754<br>1464 | ✠100A1<br>~~8,94 7,93~~ 3,95<br>✠LMC10,91 | Bry<br>A&CP<br>Hpl | *s* | 1891<br>10mo | W.Gray& Co.(Lim.) WHartlepool | J.Coverdale&Son | 290·5 \| 38·1 \| 20·9<br>P27′ Q94′ B112′ F29′<br>BK10′<br>*WB = DBa* 96′*f* | W.Hartlpl<br>British<br>5 *BHCem*<br>108′508*t* | T.3Cy.21½″,35″&58″–39″ (*s*)<br>160lb *75lb* 200HP<br>2SB,*6rf*,GS72,HS3090<br>CentlMarineE.Wks,W Hpl | 22 ″ 2<br>s 2 ″ 0 | |
| 174 61188 | **Westport** WoodScSr<br>*J.D.Jacobs* –88 1 *Dk* | 212<br>—<br>155 | | | | 1888 | G.Boole S.Francisco | Pollard&Dodge | 124·0 \| 31·2 \| 9·5<br>P— H— | S. Frncisco<br>Utd.States | C.2Cy.12″&24″–20″<br>75HP<br>Flton Irn Wks,S.Francisco | | |
| 175 71178 | — WoodSc<br>1 *Dk 2 tr B* | 196<br>196<br>165 | | | | 1862 | G.Chaffey &Bros. Bdfrd MlsOnt | MichaelScanlan | 102·9 \| 20·6 \| 7·7<br>*WB* | Kingston, Ont.<br>British | 1Cy.10″&15″<br>15HP<br>Beauchemin&Bs,Sorel,Qbc | | |
| 176 80080 | **Westward Ho** SteelScK<br>*J.Chamberlain* 91–92 1 *Dk*<br>*Now named "Carew Castle," See No. 67 in Supplement* | 138<br>138<br>58 | ✠100A1<br>*Stm Trawler*<br>6,92 | Mil<br>LA&CP<br>✠LMC6,92 | | 1892<br>6mo | T.R.Oswald&Co. (Lim.) MilfordHavn | ~~Newbon&Brocklebank~~ G.H.D.Bird | 100·5 \| 21·1 \| 9·9<br>BK6½′ | London<br>British<br>3 *BHCem* | C.2Cy.16″&32½″–20″ (*r*)<br>100lb 44HP<br>1SB,*2pf*,GS31,HS940<br>A.Shanks&Son,Arbroath | 11 ″ 6 | |
| 177 ~~102485~~ | **Westward Ho** ~~SteelPadSk~~<br>~~*P.Campbell* –94~~<br>*A.Campbell* –94 1 *Dk* | ~~438~~<br>354<br>71 | | | | 1894 | S.McKnight&Co. Ayr | P.&A.Campbell (Lim.) | 225·0 \| 26·1 \| 9·5<br>Q13′<br>*Promenade dk* 212′ | Bristol<br>British | C.2Cy.36″&64″–66″<br>330HP<br>Hutson&Son,Glasgow | | BT till 10,94 2,95 |
| 178 WBMF | **Westwood** IronScSr<br>~~*C.Klaveness* *ssCtl.No.2–90*~~<br>(*ex* Britannia) 1 *Dk (Irn) 2 tr B*<br>*Well deck* ~~*A.Matheson* –94~~<br>*A.Mathiesen* –94 *ss* Mdb. No. 3-2,95 | 1641<br>1349<br>1064 | ✠100A1<br>2,95 ~~4,95~~<br>~~BS3,94~~ ✠LMC~~12,90~~ 2,95<br>Mdb | Hpl<br>A&CP | *r* | 1882<br>10mo | Short Bros. Sunderland | Actieselskab. "Westwood" (C.Klaveness) | 278·5 \| 36·1 \| 18·5<br>P28′ Q78′ B58′ F30′<br>BK9½′<br>*WB = DBa* 82′*f* 46′ | Chrstiania<br>Norwegian<br>4 *BHCem*<br>209*t* | C.2Cy.28¼″&62″–42″<br>80lb *80lb* NBB93 150HP<br>2SB,*6pf*,GS86<br>J.Dickinson,Sunderland | 19 ″ 8<br>s 2 ″ 0½ | |
| 179 62908 WFNG | — IronSc3MstSr<br>*H.Ohlenroth* –93 ~~*ssHul.No.3–1,91*~~<br>*Well deck* 1 *Dk (Irn) 2 tr B*<br>*ss* Hul. No. 3-4,94 | 1583<br>1218<br>1000 | ✠100A1<br>4,94<br>✠NB4,94 ✠LMC4,94 | Hul<br>LA&CP | *q* | 1881<br>9mo | R.Thompson&Son Sunderland | Bryson,Jameson& Co. | 271·3 \| 34·1 \| 16·9<br>Q79′ B87′ F28′<br>len87 BK8½′<br>*WB = DBa* 55′*f* 30′260*t* | Hull<br>British<br>4 *BHCem*<br>*FPT* 40*t* | Q4Cy17¼″,26″,30½″&55″–36″<br>180lb ~~*45lb*~~ (*s*) 120HP<br>1SB,*3pf*,GS58<br>*Qpd* 94,CDHolmes&C,Hull | 18 ″ 2<br>s 1 ″ 11 | |
| 180 HMGR | **Westye Egeberg** WoodScBk<br>*Tufte* 2 *Dks*<br>(*ex* MichelleSelchau,*ex* Sailing Vessel) | 441<br>384<br>232 | | | | 1875 | J.H.Love &Sons Elsinore | Alf Monsen | 142·8 \| 30·3 \| 15·7<br>Q57*t* | Tönsberg<br>Norwegian | C.2Cy.18½″&33″–24¾″<br>50HP<br>Nylnds.Vrksted.,Xia. | | V |
| 181 87342 HPMV | **Wexford** SteelScSr<br>*Moglestine* *ss* Liv. No. 2–92<br>1 *Dk (Stl) & Spar dk & Web frames* | 2077<br>2043<br>1354 | ✠100A1<br>*Spar dk*<br>1,95 ~~4,94~~<br>~~BS8,93~~ ✠LMC4,91 | Liv<br>A&CP | *r* | 1883<br>3mo | W.Doxford & Sons Sunderland | R.M.Hudson | 250·0 \| 40·1 \| 16·7<br>23·7<br>FK<br>*WB = Cell DB* 192′406*t* | Sundrland<br>British<br>5 *BHCem*<br>*APT* 19*t* | C.2Cy33″&62″–42″ (*a*)<br>90lb *90lb* 200HP<br>2SB,*6pf*,GS112<br>W.Doxford&Sons,Sld. | 19 ″ 3<br>s 5 ″ 8½ | |
| 182 70154 | — IronPadTugSk<br>*L.Busher* 1 *Dk* | 141<br>141<br>41 | | | … | 1888<br>3mo | J.T.Eltringham S.Shields | Wexford Harbour Commissioners | 108·0 \| 18·9 \| 9·9<br>BK5″ | Wexford<br>British | L.2Cy.28″–50″<br>80HP<br>J.P.Rennoldson& Sons,Shl. | 10 ″ 0 | |
| 183 86156 | **Weybridge** SteelScSr<br>~~*J.Evans* –90~~ 1 *Dk (pt Stl & pt Irn) & Webframes & pt Awngdk (Irn)*<br>*J.L.V.Millett* –94 *ss* Lon. No. 1–95 | 2483<br>1832<br>1604 | ✠100A1<br>*pt Awng dk with freeboard*<br>4,95 ~~4,94~~<br>✠LMC~~8,90~~ 4,95 | Cff<br>A&CP<br>Lon | *s* | 1890<br>9mo | Raylton, Dixon&Co. Middlesbro | Temperley Steam Shipping Co.(Ld) (J.Temperley& Co.,*Mgrs.*) | 297·2 \| 39·9 \| 18·8<br>P27′ Q78 ~~srp95 drp98~~<br>*pt Awngdk* 192′ FK<br>*WB = Cell DB* 244′496*t* | London<br>British<br>5 *BHCem*<br>*APT* 18*t* | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb *80lb* 225HP<br>2SB,*6rf*,GS90<br>J.Dickinson,Sunderland | 21 ″ 4<br>s 8 ″ 11½ | |
| 184 84824 | **Weymouth** WoodScSr<br>*J.Curry* –93 1 *Dk* | 154<br>89<br>106 | | | | 1890 | C.Burrill Weymth,NS | Weymouth S.S.Co. | 102·7 \| 19·0 \| 7·6<br>H65*t* | Wymouth<br>British | 2Cy.14″&26″–18″<br>26HP<br>BurrillJohnsonIronCo., Yarmouth,N.S. | | R |
| 185 ~~Wha On~~ Wreck 9,94 | **Wha On** ~~WoodSc2MstSr~~<br>~~*A.Wha* –94~~ 1 *Dk & pt Shade dk*<br>(*ex* Fei Yung,*ex* Kinling,*ex* Wha On) | 590<br>401<br>424 | | | | 1879 | Eng Chong Shanghai | ~~F.W.Tisdall~~ | 147·6 \| 28·9 \| 12·8<br>H190*t* | ~~Shanghai~~ ~~British~~ Chinese | C.2Cy.14″&28″–15″<br>30HP<br>Boyd& Co.,Shanghai | | |
| 186 ~~98492~~ | **Whale** IronScK<br>*M.Roiall* –94<br>1 *Dk* | 156<br>146<br>77 | ✠100A1<br>*Stm Trawler*<br>2,92<br>BS2,95 ✠LMC2,92 | Gms<br>LA&CP | | 1892<br>2mo | Gt Grimsby Co-operative Box&Fish Carrying Co. (Lim.) Grimsby | Steam Trawling Co. of Boston (Lim.) (W.F.Beaumont, *Mgr.*) | 105·5 \| 20·6 \| 10·6<br>Q18′ F21′<br>BK7½″ | Boston<br>British<br>3 *BHCem* | T.3Cy.11½″,18½″&30″–22″ (*s*)<br>160lb 45HP<br>1SB,*2pf*,GS32,HS787<br>Gt.Grimsby Co-operative<br>B.&F.C.Co.(Lim.)Grimsby | 11 ″ 3 | |
| 187 86981 WMPL | **Whampoa** SteelScSr<br>*L.Dawson* –93 | 1734<br>1624<br>1109 | | | | 1882 | Scott&Co. Greenock | China Nav.Co. (Lim.) | 271·3 \| 34·4 \| 23·6 | London<br>British | C.2Cy.30″&60″–42″<br>185HP<br>Scott&Co.,Greenock | | |
| 188 91323 LSHJ | **Wharfe** SteelScSr<br>*W.Gravell* –90 *ss* Goo. No. 1-94<br>1 *Dk (Stl) & deep framing* | 914<br>751<br>363 | ✠100A1<br>~~9,90~~ 10,94<br>✠LMC~~6,90~~ 10,94 | Goo<br>LA&CP | *n* | 1890<br>6mo | W.Dobson &Co. Newcastle | Goole Steam Shipping Co.(Lim.) | 245·0 \| 32·7 \| 15·7<br>P29′ B58′ F32′<br>BK8″<br>*WB = Cell DB* | Goole<br>British<br>5 *BHCem*<br>161′290*t* | T.3Cy.24″,38″&61″–36″ (*s*)<br>160lb *160lb* 220HP<br>2SB,*6rf*,GS128,HS4492<br>Wallsend Slipway & Eng. Co.(Lim.),Nwc. | 16 ″ 10<br>s 2 ″ 4½ | |
| 189 ~~77576~~ | **Wharfinger** ~~SteelScK~~<br>~~*G.Goodwin* –92~~ 1 *Dk (Stl)*<br>*Now named "Charles," See No. 55 in Supplement.* | 119<br>102<br>68 | ✠90A –<br>6,93<br>✠LMC5,92 | Nwc | | 1892<br>5mo | Anderson &Laverick Newcastle | ~~F.T.Fisher~~ | 80·2 \| 19·7 \| 8·5<br>Q28′ B6′ F12′<br>FK<br>*WB =* | ~~Sundrland~~ ~~British~~ 3 *BHCem*<br>*FPT* 12*t*<br>French | C.2Cy.13″&24½″–16″ (*s*)<br>100lb 25HP<br>1SB,*2pf*,GS19,HS484<br>Hedley&Boyd,N.Shields | 9 ″ 1<br>s ″ 10 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equilibrement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. / Largeur. / Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. / Franc-bord au milieu du navire. / pds. pr. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 190 73717 QJDF | **Whickham** *W. Heaney* ~~-93~~ *Hogg* | **IronScSr** *ss*Shl.No.3–11,86 *ss*Shl.No.1–90 2*Dks*3*trB* | 1705 1614 1071 | ✠100A1 ~~7.11~~11,94 ~~BS6,93~~ 11,94 | Nwc A&CP ~~LMC1,00~~ 11,94 Shl | *r* | 1876 8mo | Cole Bros. Newcastle | Dixon, Robson&Co. | 270·0 Q32′F38′ | 34·0 BK9½ *WB=DBa* | 24·4 | London British 2B,GS80 82′*f*;*uB*24′ | C.2Cy.32″&62″–36″ 70lb *70lb* 4*BHCem* R.&W.Hawthorn,Nwc. | (*i*) 180H′s | 25′0″ 4′8″ |
| 191 80202 SVHN | **Whimbrel** *J.G.Frazier* –93 *Well deck* | **SteelScSr** *ss*Liv.No.3–6,91 1*Dk*(*Stl*) | 649 502 411 | ✠100A1 ~~12,96~~ BS~~1,98~~ 1,95 | Liv A&CP LMC3,91 Mch | *j* | 1879 4mo | W H Potter &Son Liverpool | Cork Steam Ship Co.(Lim.) | 180·0 Q96′B14′F42′ drp92&93 *WB* | 28·1 BK9½ *WB=DBa* | 13·9 FK | Cork British 1B,GS56 82′*f*;*uB*24′ | C.2Cy.24″&48″–33″ 85lb *65lb* 4*BHCem* J.Jack&Co.,Liverpool | (*a*) 98H′s | 14′9″ 1′3″ |
| 192 86115 HQBC | **Whinfield** *A.Tate*83–83 *Well deck* | **IronScSr** ~~*ss*Shl.No.2–91~~ 1*Dk*(*Irn*)2*trB* *ss*Bly.No.3–2,95 | 1417 1163 907 | ✠100A1 ~~4,94~~ ~~(4,00~~ 2,95 BS~~2,93~~ ~~4,94~~ | Bly A&CP ✠LMC~~8,94~~ 3,95 | *p* | 1883 4mo | Tyne SB Co. Newcastle | S.S.Whinfield Co. (Lim.)(Sutton, Brewis&Co.) | 250·0 P28′Q98′B48′F34′ ~~drp98~~ *WB* | 35·2 FK *=Cell DB* | 16·5 208′258*t* | Newcastle British 4*BHCem* *APT*20*t* | C.2Cy.30″&58″–36″ 80lb *65lb* 2SB,*6pf*,GS87 W.Richardson&Co.,Nwc. | (*s*) 98H′s | 18′11″ 1′11″ |
| 193 99628 | **Whitburn** *R.N.Hutton*82–93 1*Dk*(*Stl*)&*Web frames*& *pt Awng dk*(*Irn*) | **SteelScSr** | 2594 1931 1655 | ✠100A1 *pt Awng dk with freeboard* 1,95 ~~1,94~~ | Shl A&CP ✠LMC1,94 | *s* | 1894 1mo | Short Bros. Sunderland | Whitburn S.S.Co. (Lim.) (G.Butchart& Co.) | 300·4 Q120′ B120′ RFD58′ F on RFD30′ *WB=Cell DB*230′ | 40·1 FK | 18·9 629*t* *APT*71*t* | Sunderl'nd British 6*BHCem* 2SB,*6pf*,GS112,HS3650 J.Dickinson,Sunderland | T.3Cy.22½″,37⅛″&61″–42″(*s*) 160lb *80lb* 200H′s 6*BHCem* 2SB,*6pf*,GS112,HS3650 J.Dickinson,Sunderland | 21′3″ 8′8″ |
| 194 95670 LCMH | **Whitby** *T.Ormston* –91 1*Dk*(*Stl*)&*pt Awng dk*(*Irn*)&*Web frames* | **SteelScSr** *ss*Cff.No.1–93 | 2081 1914 1352 | ✠100A1 *pt Awng dk with freeboard* ~~11,94~~12,93 ~~6,93~~ ✠LMC6,93 | Cff A&CP | *s* | 1889 5mo | J L Thompson&Sons Sunderland | J.Gray&Co. *WB=DBa* | 283·9 P29′Q74′ *pt Awng dk*180′ drp95 | 38·1 BK9½ 82′*f*64′299*t* | 19·5 | Whitby British 6*BHCem* *APT*22*t* | T.3Cy.21″,35″&57½″–39″(*s*) 160lb *80lb* 180H′s 6*BHCem* 2SB,*6rf*,GS98 G.Clark,Sunderland | 20′9″ 8′0″ |
| * 195 87484 HVPS | **Whitby Abbey** *R.Prideaux* –93 *Well deck* | **IronScSr** *ss*Nwc.No.2–92 1*Dk*(*Irn*)2*trB* | 1546 1240 990 | ✠100A1 3,95 ~~10,92~~ BS~~2,93~~ 8,94 | Lon LA&CP ✠LMC4,91 Ard | *o* | 1883 6mo | Osbourne, Graham& Co. Sunderland | Pyman, Watson& Co. *WB=DBa* | 243·0 Q88′B59′F32′ | 34·2 FK | 17·9 71′*f*90′375*t* *FPT*35*t* | Cardiff British 4*BHCem* *APT*10*t* NE Marine E.Co.(Lim.)Sld | C.2Cy.29″&56″–36″ 80lb *90lb* NBB90 130H′s 4*BHCem* 2SB,*4pf*,GS60 | (*i*) | 19′4″ 1′10½″ |
| 196 64124 | **White Cloud** *A.Cruickshank*89–91 | **WoodPad** 1*Dk* | 798 343 528 | | | | 1875 | Westpoint Slipway& Dock Co. Hong Kong | Hong Kong, Canton &Macao Steam-boat Co.(Lim.) | 194·0 P253*t* | 30·9 F203*t* | 10·6 | Hong Kong British | 1Cy.44″–120″ 150H′ Morgan Iron Works,N.Y. | | |
| 197 99137 MKSL | **White Cross** *C.Taylor* –93 1*Dk*(*pt Stl pt Irn*)2*trB*& *Web frames*&*pt Awng dk*(*Irn*) | **SteelScSr** | 3020 2296 1944 | ✠100A1 *pt Awng dk with freeboard* ~~1,95~~ ~~2,04~~ 1,96 ✠LMC12,91 | Cff A&CP Sld | *u* | 1891 12mo | J L Thompson&Sons Sunderland | Rowland&Marwood's S.S.Co. (Lim.) *WB=Cell DB*230′500*t* | 322·0 P29′Q100′ *pt Awng dk*192′ | 41·5 BK10′ | 21·5 | Whitby British 6*BHCem* *APT*30*t* | T.3Cy.24″,39″&64″–42″ 160lb *80lb* 250H′s 6*BHCem* 2SB,*6pf*,GS116 John Dickinson Sunderland | (*s*) | 24′0″ 9′0″ |
| 198 81957 TJCM | **White Head** *J.Brennan*82–90 *Well deck* | **IronScSr** *ss*Got.No.3–2,88 *ss*Bel.No.1–92 1*Dk*(*Irn*)2*trB* | 1145 918 723 | ✠100A1 ~~4,95~~ ~~4,04~~ BS~~2,94~~ 4,95 | Bel LA&CP ✠LMC1,92 | *o* | 1880 5mo | Harland& Wolff Belfast | Ulster Steam Ship Co.(Lim.) (G.Heyn&Sons, *Mgrs.*) | 249·7 Q90′B71′F33′ *WB=Cell* | 31·2 BK8½ *DB*184′ | 15·5 | Belfast British 4*BHCem* J.Howden&Co.,Glasgow | C.2Cy.28″&53″–38″ 75lb *60lb* 2SB,*4f*,GS72 | (*i*) 140H′s | 18′9″ 1′7½″ |
| 199 95176 LDRN | **White Jacket** *J.A.Paull* –93 1*Dk*(*Stl*)&*Web frames* | **SteelScSr** *ss*Cff.No.1–93 | 2172 1987 1405 | ✠100A1 *pt Awng dk with freeboard* 1,94 ✠LMC2,93 | Cff A&CP | *s* | 1889 5mo | J L Thompson&Sons Sunderland | White Jacket S.S. Co.(Lim.) (G.Hallett) *WB=Cell DB*222′425*t* | 290·0 P29′Q80′ *pt Awng dk*180′ | 38·6 BK10′ | 19·7 | Cardiff British 6*BHCem* *APT*16*t* | T.3Cy.22″,37″&60″–39″ 160lb *80lb* 200H′s 6*BHCem* 2SB,*6rf*,GS110 J.Dickinson,Sunderland | (*s*) | 22′3″ 8′2½″ |
| * 200 89711 JMDB | **White Rose** *G.James* –94 (*ex*Matlock,*ex*Voorwaarts,*ex*Matlock) *Well deck* | **IronScSr** *ss*Liv.No.3–12,92 1*Dk*(*Irn*) | 340 267 165 | ✠100A1 1,94 BS2,94 ✠LMC12,92 | Liv A&CP | *f* | 1884 6mo | W.Harkess &Son Middlesbro' | R.Hughes&Co. *WB* | 150·8 Q48′B15′F21′ – | 22·1 FK *=APT*15*t* | 10·3 | Liverpool British 3*BHCem* J.S.Hume&Co.,Glasgow | C.2Cy.20″&38″–26″ 80lb 65H′s 3*BHCem* 1SB,*2pf*,GS34 | (*i*) | 11′3″ 1′5″ |
| 201 89200 KGFM | — ~~*D.Basketfield* -94~~ *T.Bryant* -94 | **IronScTug** *ss*Cff.No.2–93 1*Dk* | 125 120 9 | ✠100A1 ~~10,93~~10,94 BS10,94 ✠LMC10,93 | Cff LA&CP | *a* | 1885 6mo | E.Finch& Co.(Lim.) Chepstow | D.B.M'Callum& Son | 95·5 BK6½ | 19·6 | 11·3 | Cardiff British 4*BHCem* 1SB,*2pf*,GS40 D.B.M'Callum&Son,Cff. | C.2Cy.20″&34″–24″ 90lb 75H′s 4*BHCem* | (*a*) | 11′10″ 1′7″ |
| 202 82743 WGDV | **White Sea** *H.Rackow* *Well deck* | **IronScSr** *ss*Dun.No.3–4,93 1*Dk*(*Irn*)2*trB* | 1077 830 697 | ✠100A1 ~~7,94~~ ~~12,~~ ~~5,~~95 BS6,94 ✠LMC4,93 | Shl A&CP | *n* | 1881 5mo | A.Stephen &Sons Dundee | Dundee, Perth,& London Shipping Co. *WB=DBa*46′ | 230·3 P125′F40′ | 30·7 BK8′ *f*55′ 194*t* *FPT*21*t* | 15·9 | Dundee British 4*BHCem* *APT*10*t* | C.2Cy.27″&54″–36″ 80lb *60lb* NDB90 120H′s 1SB,*3pf*,GS64 Pearce Bros.,Dundee | (*i*) | 17′1″ 1′8½″ |
| * 203 98500 MBKH | **Whitefield** *P.Dalziel*82–91 *Well deck* | **SteelScSr** 1*Dk*(*pt Irn*&*pt Stl*)2*trB* | 2422 1872 1560 | ✠100A1 ~~6,94~~ ~~10,93~~ 12,94 ✠LMC12,90 | Cff LA&CP Bly Bry | *s* | 1891 1mo | J Readhead &Sons S.Shields | Maclean, Doughty &Co. | 290·0 P28′Q82′B118′F33′ *WB=Cell DB* | 40·0 BK10′ 204′436*t* | 19·8 | W.Hartlpl British 6*BHCem* 2SB,*6rf*,GS110,HS3750 J.Readhead&Sons S Shields | T.3Cy.23″37½″&61½″–39″(*r*) 160lb *85lb* 250H′s 6*BHCem* 2SB,*6rf*,GS110,HS3750 J.Readhead&Sons S Shields | | 22′0″ 2′1″ |
| 204 99139 MLNS | **Whitehall** *I.Mills*73–92 1*Dk*(*Irn*)&*Web frames*& *pt Awng dk*(*Irn*) | **SteelScSr** | 2776 2131 1793 | ✠100A1 *pt Awng dk with freeboard* 3,95 ~~3,94~~ ✠LMC2,92 | Cff A&CP | *t* | 1892 2mo | T Turnbull &Son Whitby | T.Turnbull&Son *WB=DBa*102′ | 312·4 P29′Q90′ *pt Awng dk*194′ | 40·7 FK | 21·9 *f*122′574*t* | Whitby British 6*BHCem* 2SB,*6cf*,GS99,HS3520 Blair&Co.(Lim.),Stockton | T.3Cy.23″,37½″&61½″–39″(*s*) 160lb *80lb* 236H′s 6*BHCem* 2SB,*6cf*,GS99,HS3520 Blair&Co.(Lim.),Stockton | | 23′2″ 9′0½″ |
| 205 — *Manshaus* –93 *Now named "Feugt," See No. 7 in Supplement.* | | **IronScSr** *ss*Lon.No.3–11,91 1*Dk*2*trB* | 753 693 488 | ✠90A1 1,93 | Cff A&CP LMC11,91 | *l* | 1871 6mo | T.Turnbull&Son Whitby | O.Thoresen | 200·6 Q74′B33′ ND91 *WB=DBa*49′ | 28·5 | 17·0 *f*31′127*t* | Tönsberg Norwegian 4*BHCem* 1SB,*3pf*,GS50 *Tpd*91 J.Stwrt&C.(L.)Lon | T.3Cy.15″,25″&42″–33″ (*s*) 150lb *50lb* NB87 *re-fitted*91 4*BHCem* 1SB,*3pf*,GS50 *Tpd*91 J.Stwrt&C.(L.)Lon | 18′0″ 2′1″ | |
| 206 33125 RDBJ | — | **WoodPad** 1*Dk* | 118 — 63 | | | | 1854 | ..... Sorel,Quebec | William McNaughton | 104·5 H5*t* | 22·0 | 7·4 | Quebec British | 1Cy. 60H′ | | |
| 207 81122 | **Whitesboro** *G.Johnson* –91 | **WoodSr** | 195 — 144 | | | | 1886 | C.G.White S.Francisco | L.E.White *WB* | 114·0 | 31·0 | 9·0 | S.Frncisco Utd.States | C.2Cy.11″&22″–18″ 75H′ Hinkley,Spiers&Hyes SFrs | | |
| 208 80173 JKNC | **Whitney** *Hopie* | **IronPad** 2*Dks* | 1338 — 768 | | | | 1871 | The Harlan&Hollingsworth Co. W'lmngtn Del | Morgan's L.&T. R.R.&S.S.Co. (Southern Pacific Co.) | 235·5 | 35·4 | 17·1 | N.Orleans Utd.States | 1.Cy.60″–132″ 720H′ The Harlan&Hollingsworth Co.,Wilm.,Del. | | |
| 209 70645 NPDF | **Whydah** *J.Anderson* –92 | **IronScSr** 1*Dk*(*Irn*) | 505 360 298 | ✠ 12,77 | Liv | Lv | 1874 9mo | Lon.&Glas Co. Glasgow | African Steam Ship Co. (Elder, Dempster &Co., *Mgrs.*) | 202·0 P49*t*F31*t* | 25·6 len83 | 11·3 | London British 4*BH* | C.2Cy.28″&49″–30″ NB83 98H′ London&Glasgow Co.,Gls. | | |

Stranded 8,94 & Condemned

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. / Under deck. / Net. | Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now + pstpnd. | Equipment Letter. | Built. When. / Ship. / Engines. | Built. By Whom. / Where. | Owners. | Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of Tn. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 210 Wiborg<br>P.H.Karstedt80–91<br>PBKQ Elec.light | **IronScSr**<br>1*Dk* | 464<br>316<br>332 | | | | | 1891 | H.Koch<br>Lübeck | Lübeck-Wyburger Dampfschifffahrts Ges. | 154·5 \| 24·6 \| 11·9<br>Q40′ B46′ F16′ | | | Lübeck<br>German | C.2Cy.19½″&31½″–21⅝″<br>C.Daevel,Kiel | | V |
| 211 Widdrington<br>~~I.Riggs 94–98~~<br>79227 SWDB L.Anderson | **IronScSr**<br>*ss*Brs.No.3–4,92<br>2*Dks*(1*Irn*)3*trB* | 1530<br>1490<br>989 | ✠100A1<br>~~3,95~~5,95<br>BS5,94 5,95 ✠LMC4,92 | Nwc<br>LA&CP | *r* | | 1879<br>11mo | A.Leslie<br>&Co.<br>Newcastle | Turner,Brightman &Co. | 260·0 \| 33·2 \| 23·0<br>F33′ BK9″<br>*WB* = *DBa*64′*f*56′229*t* | | | N.Shields<br>British<br>5*BHCem*<br>*APT*26*t* | C.2Cy.32″&62″–36″<br>70lb ~~*40lb*~~ 150HP<br>2B,GS80<br>Black,Hawthorn&Co.,Gts. | 24 ″ 0<br>s 4 ″ 3½ | |
| 212 Widgeon<br>*Hurst*<br>73657 WDCP | **IronScSr**<br>*ss*Lon.No.3–10,92<br>2*Dks* | 725<br>601<br>384 | ✠100A1<br>10,92<br>✠NB10,92 LMC10,92 | Lon<br>A&CP | | | 1876<br>3mo | C.Mitchell<br>&Co.<br>Newcastle | Gen.SteamNav. Co. | 219·5 \| 28·6 \| 14·1<br>P37′B110′<br>ptND92 FK<br>*WB* = *DBuE*14′23*t* | | | London<br>British<br>4*BHCem*<br>*APT*20*t* | C.2Cy.32″&60″–36″ (*s*)<br>70lb *70lb* NDB92 160HP<br>2SB,*4pf*,GS71,HS2497<br>Thompson&Co.,Newcastle | 15 ″ 1<br>s 1 ″ 8½ | D |
| 213 —<br>*J.Collett* –93<br>79636 | **IronScDandy**<br>1*Dk* | 101<br>101<br>52 | | | | | 1878 | T.V.Trew<br>Barking | Hewett&Co.(Lim) | 97·0 \| 20·0 \| 8·5 | | | London<br>British | C.2Cy.10″&20″–18″<br>25HP<br>Hewitt&Co.(Lm.)Barking | | |
| 214 Wieland<br>*G.Reesing*87–93<br>RFCK | **IronScSr**<br>2*Dks&Spar dk* | 3504<br>2569<br>2358 | | | … | | 1874 | A.Stephen<br>&Sons<br>Glasgow | Hamburg-Amerikanische Packetf. Act.Ges. | 384·0 \| 40·0 \| 32·6 | | | Hamburg<br>German | C.2Cy.60″&106″–54″<br>600HP<br>A.Stephen&Sons,Glasgow | | V |
| 215 Wigtoft<br>*W.Pearce* –92<br>98293 | **IronScK**<br>1*Dk* | 155<br>144<br>63 | ✠100A1<br>*Stm Trawler*<br>8,91 ✠LMC8,91 | Hul<br>LA&CP | | | 1891<br>8mo | Earle'sCo.<br>(Lim.)<br>Hull | BostonDeepSea Fishing&IceCo. (Lim.) | 100·6 \| 20·5 \| 11·0<br>Q18′ BK7½″ | | | Boston<br>British<br>3*BHCem* | T.3Cy.11½″,17″&30″–21″ (*s*)<br>150lb 45HP<br>1SB,*2pf*,GS26<br>Earle'sCo.(Lim.),Hull | 11 ″ 10 | |
| 216 Wiken<br>*E.Jonsson*<br>711 JCBL | **IronScSp**<br>1*Dk* | 102<br>49<br>76 | | | | | 1883 | MotalaCo.<br>Motala | Ångb.Aktieb. "Bohusländska Kusten" (C.O.S.Posse) | 79·5 \| 17·1 \| 6·9<br>B37′H7*t*F19′ | | | Uddevalla<br>Swedish | C.2Cy.10¾″&18½″–15½″<br>25HP<br>MotalaCo.,Motala | | |
| 217 Wilberforce<br>*G.S.Harrison*86–93<br>86631 WKTL *Well deck* | **IronScSr**<br>~~*ssShl.No.2–90*~~<br>1*Dk*(*Irn*)2*trB*<br>*ss*Shl.No.3–4,95 | 1508<br>1221<br>967 | ✠100A1<br>4,95 ~~4,95~~<br>BS6,93 ✠LMC7,90 4,95<br>Shl | Cff<br>LA&CP | *p* | | 1882<br>6mo | J.Read-<br>head&Co.<br>S.Shields | R.Harrowing | 249·2 \| 36·1 \| 17·4<br>Q96′B52′F31′ BK9″<br>*WB* = *DBa*74′*f*100′371*t* | | | Whitby<br>British<br>4*BHCem*<br>*f*100′371*t* | C.2Cy.29″&54″–36″ (*i*)<br>80lb *55lb* 130HP<br>1SB,*4pf*,GS61<br>J.Readhead&Co.,S.Shields | 18 ″ 7<br>~~s 1 ″ 10~~<br>s1 ″ 8½ | D |
| 218 Wilcannia<br>*W.Pentin* –91<br>86440 KTBS | **SteelScSr**<br>*ss*Lon.No.1–92<br>2*Dks*(1*Stl*)3*trB*<br>*Inner bottom Irn* | 2718<br>2572<br>1750 | ✠100A1<br>1,95 ~~3,01~~<br>BS11,94 ✠LMC7,92 | Lon<br>LA&CP | *u* | | 1888<br>7mo | Wigham<br>Richardson<br>&Co.<br>Newcastle | W.Lund | 325·8 \| 40·2 \| 25·5<br>P36′B90′F44′ BK11″<br>*WB* = *CellDB*<br>270′402*t* | | | London<br>British<br>6*BHCem*<br>*APT*16*t* | T.3Cy.27½″,43½″&71″–48″<br>150lb *80lb* (*s*) 450HP<br>3DB,*12pf*,GS174<br>Wighm Richardsn&C.Nwc | 28 ″ 8<br>s 5 ″ 10½ | BT till ~~11,94~~ 1,96 |
| 219 —<br>*Tinks*<br>71763 | **WoodPad**<br>1*Dk* | 143<br>114<br>100 | | | | | 1875 | .....<br>Milang,S.A. | JamesTinks | 107·3 \| 18·2 \| 7·5 | | | Adelaide<br>British | 2Cy.<br>25HP | | |
| 220 Wild Flower<br>~~*W.H.Luckham 94*~~<br>98286 LBVF *Elec.light* | **SteelSc3MstSr**<br>*ss*Sld.No.1–93<br>1*Dk*(*Stl*)&*Spar dk*(*Stl*) *Webframes*<br>*W.Kerr*94–94 | 2657<br>2650<br>1745 | ✠100A1<br>*Spar dk*<br>12,94 ~~1,94~~ ✠LMC5,93<br>*Carrying Petroleum in bulk* | Sld<br>A&CP | *t* | | 1889<br>3mo | R.Thomp-<br>son&Sons<br>Sunderland | SteamshipWild Flower(Lim.) (A.Suart)<br>*WB* = *DBa*12′&*u* | 300·0 \| 40·2 \| 18·8<br>drp94 26·0<br>*E*&*B*42′84*t*AP 22*t* | | | London<br>British<br>13*BHCem*<br>*DTf*22′209*t* | T.3Cy.24″,39″&64″–42″ (*r*)<br>150lb *55lb* 250HP<br>2SB,*6tf*,GS124<br>G.Clark,Sunderland | 20 ″ 1<br>s 5 ″ 11½ | |
| 221 Wild Rose<br>*R.Williams* –94<br>93781 KSDL | **IronScSr**<br>*ss*Liv.No.1–93<br>1*Dk*(*Irn*) | 262<br>186<br>76 | ✠100A1<br>4,94 ~~4,93~~<br>BS4,94 ✠LMC1,93 | Liv<br>LA&CP | *d* | | 1888<br>6mo | J.Fuller-<br>ton&Co.<br>Paisley | WildRoseS.S.Co. (Lim.)(R.Hughes &Co.) | 135·0 \| 20·1 \| 9·8<br>Q64′B9′F20′ BK6″<br>*WB* = *FPT*28*t* | | | Liverpool<br>British<br>3*BHCem*<br>*APT*16*t* | C.2Cy.17″&34″–24″ (*a*)<br>90lb *50lb* 48HP<br>1SB,*2pf*,GS30<br>Hutson&Corbett,Glasgow | 10 ″ 6<br>s ″ 9 | |
| 222 —<br>*A.T.Carter* –88<br>88158 | **IronScCtr**<br>*ss*Chs.No.2–92<br>1*Dk* | 131<br>113<br>79 | ✠100A1<br>*Coasting*<br>12,93<br>✠NB12,93 ✠LMC5,92 | Liv | | | 1883<br>11mo | VulcanI.<br>W.Co.<br>Beverley | J.C.Edwards, (Coppack,Carter &Co.,*Mgrs.*) | 100·9 \| 18·0 \| 8·6<br>Q21′<br>len88 BK5″ | | | Chester<br>British<br>4*BHCem* | C.2Cy.11½″&22″–18″ (*s*)<br>90lb 21HP<br>1SB,*2pf*,GS21<br>VulcanI.W.Co.(Lim.)Hull | 9 ″ 0 | |
| 223 Wildcroft<br>*J.G.Wright*93–93<br>98905 *Well deck* | **SteelScSr**<br>1*Dk*(*pt Stl*&*pt Irn*)&*Webframes* | 2958<br>2281<br>1916 | ✠100A1<br>2,94<br>✠LMC3,91 | Bry<br>A&CP | *t* | | 1891<br>3mo | E.Withy<br>&Co.<br>WHartlepool | WildcroftS.S.Co. (Lim.)<br>(F.Woods) | 314·3 \| 40·6 \| 21·1<br>P29′Q100′B128′<br>F33′ drp94 FK<br>*WB* = *CellDB*268′ | | | London<br>British<br>6*BHAsp*<br>498*t*APT37*t* | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *80lb* 300HP<br>2DB,*8cf*,GS126,HS4105<br>T.Richardson&Sons,Hpl. | 23 ″ 8<br>s 2 ″ 5½ | |
| 224 Wileysike<br>~~*J.Peacock –93*~~<br>99248 KSLN *T.Edwards* *Well deck* | **SteelScSr**<br>*ss*Bly No.1–92<br>1*Dk*(*Stl*)&*Webframes*<br>*Inner bottom plating Irn* | 2501<br>1975<br>1607 | ✠100A1<br>~~5,95~~ 5,94<br>BS5,95 ✠LMC11,92<br>Bly | Nwc<br>A&CP | *s* | | 1888<br>6mo | TyneI.S.B.<br>Co.(Lim.)<br>Newcastle | W.Milburn&Co. | 300·0 \| 38·5 \| 20·6<br>P29′Q84′B118′F29′<br>drp93 BK10″<br>*WB* = *CellDB*242′ | | | Newcastle<br>British<br>6*BHCem*<br>452*t* | T.3Cy.23″,38″&63″–42″ (*s*)<br>150lb *75lb* 220HP<br>2SB,*8pf*,GS110,HS3748<br>N.E.MarineE.Co.(Lim)Nw | 23 ″ 3<br>s 2 ″ 4 | |
| 225 Wilfrid<br>*T.Thomas* –91<br>78868 WVPT *Well deck* | **IronScSr**<br>1*Dk*(*Irn*)2*trB*<br>*ss*Mdb.No.1–94 | 1238<br>994<br>764 | ✠100A1<br>~~1,94~~ 10,94<br>BS4,94 ~~LMC8,90~~ 10,94<br>Mdb | Cff<br>A&CP | *o* | | 1878<br>10mo | T.Turn-<br>bull&Son<br>Whitby | T.Turnbull&Son | 238·1 \| 32·0 \| 18·0<br>Q81′B58′F34′<br>~~drp92~~ drp94 BK8½″<br>*WB* = *DBa*56′*f*92′ | | | Whitby<br>British<br>4*BHCem* | C.2Cy.30″&55″–33″<br>77lb *80lb* NDB90 120HP<br>2B,GS64<br>Blair&Co.(Lim.),Stockton | 19 ″ 3<br>s 2 ″ 0½ | |
| 226 Wilhelm<br>*H.Homann*83–83<br>QDMW | **IronScSr**<br>1*Dk*2*trB* | 628<br>519<br>488 | | | | | 1882 | H.F.Ul-<br>richs<br>Vegesack | J.D.Bischoff | 180·4 \| 27·0 \| 14·3<br>Q89*t*F19*t* | | | Bremen<br>German<br>*WB* | C.2Cy.21″&37½″–25½″<br>70HP<br>O.Henniges&Co.,Berlin | | V |
| 227 —<br>*H.Waack*76–93<br>LCKT | **IronScSr**<br>1*Dk* | 280<br>—<br>220 | | | | | 1882 | G.Howaldt<br>Kiel | Sartori&Berger | 125·4 \| 21·0 \| 12·1<br>len90 | | | Kiel<br>German | C.2Cy.13″&21″–14″<br>25HP<br>Gebr.Howaldt,Kiel | | G |
| 228 —<br>*Högström*85–90<br>HSFL | **IronScSr**<br>1*Dk* | 186<br>134<br>147 | | | | | 1884 | A.Isakson<br>Sjöberg | G.F.Cawallin | 98·8 \| 20·6 \| 10·2<br>P32′F22′ | | | Timrå<br>Swedish<br>3*BH* | 2Cy.11″&19″–18″<br>30HP<br>G.F.Cawallin,Sjöberg | | |
| 229 Wilhelm Lüdke<br>*C.Boese*71–92<br>JPGR *Elec.light* | **SteelScSr**<br>1*Dk* | 412<br>329<br>292 | | | | | 1892 | Nüscke<br>&Co.<br>Stettin | W.Lüdke&Co. | 155·7 \| 23·3 \| 12·2<br>Q59′ B25′ F14′ | | | Stettin<br>German | C.2Cy.17¾″&30¾″–19¾″<br>DeutscheElbschifff.Ges. "Kette,"Ueigau | | G |
| 230 Wilhelm Oelssner<br>*G.Küchenthal*92–92<br>RHVJ | **IronScSr**<br>(*ex*Tripoli,*ex*G.W.Ward)<br>1*Dk*(*Irn*)2*trB* | 1426<br>1244<br>917 | | | … | | 1879<br>4mo | Schlesing'r<br>Davies&Co.<br>Newcastle | Gerhard&Hey | 248·0 \| 32·7 \| 20·3<br>Q126*t*F32*t* | | | Hamburg<br>German | C.2Cy.29″&56″–36″<br>130HP<br>T.Clark&Co.,Newcastle<br>*WB* | | V |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Enfoncement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 231<br>83<br>HKGC | **Wilhelm Tell**<br>*Kunstmann* –88 | IronScSr<br>1*Dk* | 225<br>—<br>197 | | | | 1862 | J.Scott& Sons Inverkeithng | W.G.Reincke | 134·7 \| 19·1 \| 9·8 | | | Windau Russian | C.2Cy.15¾″&31½″–16½″ | |
| 232<br>HVTG | **Wilhelmsberg**<br>*E.G.Ericson* –91 | CompScSp<br>1*Dk* | 166<br>140<br>117 | | | | 1891 | L.Anders-son Sjötorp | Ångf.Aktieb "Wilhelmsberg" (J.F.Osterman) | 100·7 \| 21·4 \| 9·6<br>H24*t* | | | Wilhelms-berg Swedish | C.2Cy.7¾″&15½″–12¾″<br>30H<br>KristinehamnsM.V., Kristinehamn | |
| 233<br>88137<br>SLGC | **Will o' the Wisp**<br>*W.S.Davison* | IronScSr<br>1*Dk*(*Irn*) | 286<br>208<br>166 | ✠ 8,83 ✠ | Hul<br>LA&CP | *d* | 1883<br>6mo | Norfolk& others Hull | StraitsS.S.Co. (Lim.) | 120·4 \| 22·2 \| 10·0<br>Q29′B30′F18′ | | | Singapore British<br>4*BHCem* | C.2Cy.17½″&34″–24″<br>45H<br>WoodBros SowerbyBridge | |
| 234<br>80808<br>JVDT | **Willamette**<br>*Holmes* | IronScSr<br>2*Dks* | 2562<br>—<br>1695 | | | | 1881 | J.Roach& Son Chester,Pa. | OregonImprove-mentCo. | 335·9 \| 39·1 \| 24·0<br>P150′F40′ | | | PortInd,O. Utd.States | C.2Cy.40″&74″–54″<br>JohnRoach&Son,Chstr,Pa | |
| 235<br>14416<br>KBHT | **Willamette Valley**<br>*Kelly* –87 ·(*ex*KateCarroll) | IronScSr<br>1*Dk*2*trB* | 967<br>—<br>743 | | | | 1883 | Harlan& Hollingswrth Wilmington, Del. | Oregon&Pacific RailroadCo. | 205·0 \| 34·0 \| 16·5<br>B35*t* | | | YaquinaO. Utd.States<br>*WB* | C.2Cy.26″&44″–36″<br>245H<br>Harlan&Hollingsworth, Wilmington,Del. | |
| 236<br>81313<br>KJDN | **Willapa**<br>*L.A.Bailey* –91 (*ex*GeneralMiles) | WoodScSr | 334<br>—<br>250 | | | | 18$\frac{82}{91}$ | .....<br>Astoria,Or. | Portland&Coast S.S.Co. | 136·0 \| 20·0 \| 10·0<br>17·0 | | | PortInd,O. Utd.States | Cy 16″&32″–28″ | |
| 237<br>QFVL | **Willehad**<br>*R.Nierich*89–94 2 *Dks*(1*Stl*-ws&*UStl*<br>*Elec.light* –teak s)&*Webframes*<br>*Well deck* | SteelTwinScSr | 4998<br>3809<br>3192 | ✠100A1<br>5,94<br>✠LMC5,94 | Ham | *x* | 1894<br>5mo | Blohm& Voss Hamburg | Norddeutscher Lloyd<br>*WB*=*Cell DB*320′ | 383·4 \| 46·0 \| 27·2<br>P&B248′F72′<br>BK11″FK<br>637*t F P T*59*t A P T*45*t DT*a85*t* | | | Bremen German<br>8*BHCem*<br>2S&2DB*12cf*,GS254,HS8206<br>Blohm&Voss,Hamburg | T.6Cy.22$\frac{7}{16}$″,35″&60″–42⅛″<br>170lb (*s*) 500H<br>2S&2DB*12cf*,GS254,HS8206<br>Blohm&Voss,Hamburg | 30 ″ 0 |
| 238<br>96677 | **Willem Albert**<br>*G.J.Martin* (*ex*JohannaHendrika) | IronTwinScSr | 344<br>313<br>244 | | | | 1872 | P.Boele Slikkerveer reb.89 T.A. Walker, Sudbrook | TheExecutors of thelateT.A. Walker | 210·9 \| 25·4 \| 7·4<br>Q6*t* | | | London British | D.4Cy.13″–15″<br>48H<br>Diepeveen,Lels&Smit, Kinderdijk | |
| * 239<br>QCPG | **Willem Prins van Oranje**<br>*J.H.Bromelow*<br>*ss*Rot.No.3–8,91 | IronPadSr<br>3*Dks* | 1573<br>1016<br>865 | ✠ A1<br>*withfreeboard*<br>5,94<br>*for Channel purposes, Flushing&Queenbro'*<br>BS6,93 12,94 ✠LMC9,91 | Rot<br>LA&CP | | 1883<br>4mo | J.Elder& Co. Glasgow | Stoomv.Maats. "Zeeland" | 278·9 \| 35·1 \| 23·9<br>FK | | | Flushing Dutch<br>4*BHCem* | C.O.2Cy.60″&104″–84″ (*k*)<br>75lb 75*lb* 600H<br>4SB,*12cf*,GS364<br>J.Elder&Co.,Glasgow<br>*Freeboard to upper deck* | 17 ″ 0<br>5 ″ 3<br>12 ″ 6 |
| 240<br>HRVS | **William**<br>*O.Åberg* –91 | IronScSr<br>1*Dk*2*trB* | 333<br>283<br>233 | | | | 1884 | W.Lind-bergsWarf &Værkstads Aktiebolag Stockholm | Ångf.Aktieb. "Hero" (E.P.Hansson) | 127·9 \| 21·8 \| 13·0<br>B29′ H8*t* | | | Gothenbrg Swedish | C.2Cy.16″&31″–21″<br>40H<br>R.Thelander,Stockholm<br>*WB* | |
| 241<br>90302<br>JLVF | **William Adamson**<br>*W.Forrest* –93 2ndSurvey,Shl.7,92 | IronScSr<br>1*Dk*(*Irn*)2*trB* | 1955<br>1721<br>1258 | ✠A1*1<br>7,94 ~~8,93~~ | Cff<br>Bry | Lv | 1884<br>5mo | Short Bros. Sunderland | J.Westoll | 268·0 \| 39·2 \| 21·4<br>P29′B27′<br>BK9½<br>*WB*=*DBa*&*f*&*uE*&*B* | | | Sundrland British<br>6*BH*<br>1DB.*6f*<br>T.Richardson&Sons,Hpl. | C.2Cy.36″&67″–36″<br>192H | |
| * 242<br>98414 | **William Anning**<br>~~*J.Evans*82–91~~<br>*Gavin* | SteelScSr<br>1*Dk*(*Irn*)&*Web*<br>*frames&ptAwngdk*(*Irn*) | 2232<br>1639<br>1450 | ✠100A1<br>*pt Awng dk*<br>*withfreeboard*<br>~~8,94~~ 1,95 ✠LMC7,91 | Cff<br>A&CP<br>~~Ips~~ Phl | *s* | 1891<br>7mo | Richardsn Duck&Co. Stockton | AnningBros. | 277·0 \| 37·5 \| 18·4<br>P27′Q74′ BK10′<br>*ptAwngdk*176′<br>*WB*=*CellDB*184′431*t* | | | Cardiff British<br>4*BHptAsp*<br>&*ptCem* | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb 75*lb* 200H<br>2SB,*4cf*,GS74,HS2990<br>Blair&Co.(Lim.),Stockton | 21 ″ 8<br>s 8 ″ 2 |
| 243<br>88153<br>JFHW | **William Bailey**<br>~~*T.F.Taunton*80–86~~<br>*Well deck*<br>*Nugent* | SteelScSr<br>1*Dk*(*Stl*)2*trB*<br>2ndSurvey,Hul.8,92 | 1791<br>1395<br>1170 | ✠A1*1<br>~~9,94~~ ~~8,93~~ 11,94 | Hul<br>Lon | Lv | 1883<br>10mo | Earle'sCo. (Lim.) Hull | W.S.Bailey | 275·3 \| 34·3 \| 18·9<br>P356*t*H34*t*F49*t*<br>drp94 FK<br>*WB*=*CellDB* | | | Hull British<br>4*BHCem*<br>1PBH | C.2Cy.32″&60″–42″<br>160H<br>Earle'sCo.(Lim.),Hull | 21 ″ 1<br>s 2 ″ 6 |
| 244<br>102044 | **William Balls**<br>~~*W.H.Welch* –94~~<br>*W.H.Welch*87–94 | SteelScSr<br>1*Dk*(*ptStl ptIrn*)&<br>*ptAwng.dk*(*Irn*)2*trB* | 2503<br>1856<br>1595 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>~~5,94~~ ~~5,95~~ 5,95 Bry<br>*(Class Coal em. plated)* | Shl<br>A&CP<br>✠LMC6,94 | *s* | 1894<br>5mo | J.Readhead &Sons S.Shields | W.D.C.Balls&Son | 300·3 \| 41·5 \| 18·1<br>Q78′P28′<br>*pt Awng dk*193′ FK | | | N.Shields British<br>5*BHCem* | T.3Cy.23″,37½″&61½″–42″(r)<br>160lb 80*lb* 260H<br>2SB,*6rf*,GS80,HS3603<br>J.Readhead&Sons,S.Shl.<br>*WB*=*CellDB*256′604*tAPT*36*t* | 20 ″ 5<br>s 8 ″ 6 |
| Wrecked 3.95<br>60333<br>HVLC | **William Banks**<br>~~*Charles*85–85~~<br>*Beer* | IronScSr<br>*ss*Hav.No.3–7,87<br>*ss*Hav.No.1–91<br>1*Dk*2*trB* | 712<br>648<br>431 | ✠ ~~A1~~<br>2,95 ~~9,93~~<br>BS9,93 ~~5,95~~ ✠LMC9,91 | Cff<br>A&CP | | 1869<br>3mo | C.Mitchell &Co. Newcastle | ~~H.J.Langlois~~ W.J.Tillett&Co. | 204·3 \| 28·1 \| 16·6<br>Q33′F10′<br>BK7′<br>*WB*=*DBa* | | | London British<br>4*BHCem*<br>55*f*47′200*t* | C.4Cy.24″&38″–30″<br>45lb 45*lb* NB76 98H<br>1SB,*3f*,GS61<br>T.Richardson&Sons,Hpl. | 17 ″ 10<br>s 2 ″ 8 |
| 245<br>96474 | **William Bell**<br>*A.Humphreys* –91 | SteelSc<br>1*Dk*(*Irn*–*ptws*) | 225<br>254<br>99 | ✠<br>*Stm Hopper Barge*<br>✠LMC11,90 | ... | | 1890<br>10mo | W.Simons &Co. Renfrew | ~~NatalHarbour Board~~ NatalGovernment | 132·7 \| 24·1 \| 9·5<br>FK | | | PortNatal British<br>4*BHCem* | T.3Cy.13″,21″&33″–24″ (*s*)<br>150lb 80*lb* 80H<br>1SB,*2rf*,GS36<br>W.Simons&Co.,Renfrew | 10 ″ 0 |
| 246<br>60333<br>HVLC | **William Branfoot**<br>*W.Knott* –94 *ss*Sld.No.1–93<br>*Well deck* 1*Dk*(*Stl*)&*Webframes* | SteelScSr | 2022<br>1510<br>1323 | ✠100A1<br>10,94 ~~10,93~~<br>✠LMC1,93 Ant | Sld<br>A&CP | *r* | 1888<br>11mo | J.L.Thomp-son&Sons Sunderland | Tyzack&Branfoot Stm.ShippingCo. (Lim.) | 284·0 \| 38·1 \| 18·1<br>P29′Q74′B126′<br>F27′ FK<br>*WB*=*CellDB*212′<br>378*tAPT*22*t* | | | Sundrland British<br>6*BHCem*91<br>2SB,*6pf*,GS92<br>NEMarineE.Co.(Lim.),Sld | T.3Cy.21½″,35″&58″–39″ (*s*)<br>160lb 76*lb* 200H<br>2SB,*6pf*,GS92<br>NEMarineE.Co.(Lim.),Sld | 20 ″ 9<br>s 1 ″ 9½ |
| 248<br>95285<br>LCBT | **Wm. C. Mitchell**<br>*J.Newman* –92 *ss*Liv.No.1–92<br>*Well deck* 1*Dk*(*Irn*)2*trB* | SteelScSr | 1851<br>1407<br>1201 | ✠100A1<br>10,94 ~~8,93~~<br>✠LMC9,92 | Cff<br>LA&CP | *r* | 1889<br>2mo | W.Dox-ford&Sons Sunderland | SteamNav.Co.of Ireland(Lim.) (J.Burke&Co., *Mgrs.*) *WB* | 265·0 \| 37·0 \| 17·3<br>P28′Q66′B120′<br>F28′ FK<br>=*CellDB*(*Irn*)186′<br>291*tAPT*49*t* | | | Belfast British<br>4*BHCem*<br>2SB,*4cf*,GS70<br>W.Doxford&Sons,Sld. | T.3Cy.21″,33″&54″–36″ (*s*)<br>160lb 75*lb* 160H<br>2SB,*4cf*,GS70<br>W.Doxford&Sons,Sld. | 19 ″ 8<br>s 1 ″ 7 |
| 249<br>81080 | **William Chisholm** | IronSc | 1581<br>—<br>1246 | | | | 1884 | GlobeIron WorksCo. Cleveland,O. | WilliamChisholm | 246·6 \| 36·9 \| 19·4 | | | Cleveland, Ohio Utd.States | C.2Cy.27″&50″–36″<br>GlobeIrnWksCo.,Clevelnd | |
| 250<br>93807<br>KTWC | **William Cliff**<br>*G.Fost* | SteelScSr<br>3*Dks*(2*Stl*–*Uws*) | 3287<br>3111<br>2165 | | | ... | 1888<br>9mo | Barclay, Curle&Co. Glasgow | WestIndia& PacificSteam-shipCo.(Lim.) | 370·0 \| 41·2 \| 27·0<br>P42′B126′F47′ | | | Liverpool British<br>*WB* | T.3Cy.28″,44″&74″–51″<br>387H<br>Brclay,Curle&Co(Lm)Gls. | 28 ″ 8 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned or Last Special Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Reg. Certificate. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 251 | **William Coley** WoodTwinScSr<br>1*Dk&Spardk* | —<br>—<br>130 | | | | 1892 | Brown&Sons TottenvilleSi | Merritt'sWrecking Organization | 124·0 | 26·0 | 7·5 | NewYork Utd.States | 4Cy.8″&16″–12″<br>WellBalnceEng.Co,NYrk | | |
| 252 | **William Connal** IronSc3MstSr<br>*J.Masson* –94 *ss*Gls.No.3–4,89<br>*Well deck* *ss*Gls.No.1-93 1*Dk* | 467<br>387<br>242 | ✠ A1<br>9,94~~7~~92<br>✠NE&B83<br>BS2,95 ✠LMC11,93 | Gls | | 1862<br>6mo | W.Simons &Co.<br>Renfrew | J.&P.Hutchison | 182·0<br>P46′B63′F28′<br>len70 BK6½″<br>srp94 | 25·0 | 11·9 | Glasgow British<br>4*BHCem* | C.2Cy.20″&38″–30″ (*a*)<br>80lb *35lb* NDB76 62H<br>1SB,*2pf*,GS33<br>Hutson&Corbett,Glasgow | 12 ″ 7<br>s 1 ″ 6 | |
| 253 | **William Cory** IronSc3MstSr<br>*J.Bartlett*89–89 *ss*Hpl.No.3–8,88<br>*ss*Hpl.No.1–93<br>1*Dk&Spardk3trB* | 1496<br>1478<br>1156 | ✠ B1<br>*Spar dk*<br>3,94<br>BS8,94 LMC4,93 | Hpl | | 1857 | C.Mitchell &Co.<br>Newcastle | R.Jobson&Co. | 244·4<br>ptND94 | 35·2 | 21·7 BK11″ | London British<br>5*BHCem*<br>*WB=ptDB* | C.2Cy.30″&55″–33″ (*i*)<br>70lb *50lb* NB77 190HP<br>2SB,*4pf*,GS82<br>*Cmp77* Vic D.E.W.,London | 18 ″ 9<br>s 6 ″10 | |
| 254 | **William Crane** IronScSr<br>*J.W.Kirwan*92–92 3*Dks* | 1417<br>—<br>989 | | | | 1871 | Harlan& Holingswrth Wilmington, Del. | Merchants& Miners'TransportationCo. | 231·8<br>F45*t* | 37·2 | 24·5 | Baltimore Utd.States | 1Cy.60″–44″<br>150HP<br>Harlan&HollingsworthCo. Wilmington,Del. | | |
| 255 | **William Dawson** IronSc3MstSr<br>*R.Boldison* –92 *ss*Stk.No.3–7,85<br>*ss*Mdb.No.2–93<br>1*Dk* | 276<br>239<br>168 | ✠90A1<br>12,~~84~~4,95<br>✠NB84 LMC12,93<br>BS1,95 | Mdb<br>A&CP | *e* | 1872<br>8mo | A.Simey& Co.<br>Sunderland | J.M.Lennard& Son | 140·8<br>Q41′ | 20·0 BK6½″ | 11·6<br>*WB=D* | Middlsbro' British<br>3*BHCem*<br>*Bf38′FPT* | C.2Cy.20″&30″–20″<br>65lb *80lb* NDB93 50HP<br>1SB,*2pf*,GS27<br>SmithBros.&Co.,Glasgow | 12 ″ 7<br>s 1 ″8½ | |
| 256 | **William Fallows** IronPadSp<br>*F.J.C.Hood*89–89 | 122<br>122<br>20 | | | | 1888 | Hepple& Co.<br>N.Shields | TeesConservancy Commissioners | 101·0 | 19·0 | 9·6 | Stockton British | L.2Cy.25″–48″<br>45HP<br>Hepple&Co.,N.Shields | | |
| 257 | **William Flower** SteelScTug<br>1*Dk* | 45<br>45<br>— | ✠ A—<br>8,90<br>*Tug, for River purposes only*<br>✠LMC8,90 | Cly | | 1890<br>8mo | DavidJ. Dunlop&Co<br>P.Glasgow | Flower&Everett | 65·3 | 14·0 | 7·8 BK3½′ | London British<br>3*BHCem* | C.2Cy.15½″&28″–18″ (*s*)<br>70lb 30HP<br>1SB,*2pf*,GS22<br>D.J.Dunlop&Co.,P.Gl. | 8 ″ 6 | |
| 258 | **William G. Hewes** IronPad<br>*Brown* 2*Dks* | 1118<br>—<br>675 | | | | 1865 | .....<br>Wlmngtn NC | Morgan'sL.&T., R.R.&S.S.Co. (SouthernPacificCo) | 233·3 | 33·1 | 18·2 | N.Orleans Utd.States | 500HP | | |
| 259 | **William Gray** SteelPadSp<br>*M.Tons* –87 | 119<br>119<br>18 | | | | 1887 | J.T.Eltring ham<br>S.Shields | NorthEastern RailwayCo. | 95·0 | 19·2 | 9·8 | W.Hartlpl British | L.2Cy.28″–50″<br>75HP<br>J.P.Rennoldson&Sons,Shl. | | |
| 260 | **William H.** SteelSc3MstSr<br>Gratwick 2*Dks*<br>*W.P.Parsons*88–93 | 2818<br>2603<br>2203 | | | | 1893 | F.W. Wheeler&Co.<br>W.BayCity | MitchellS.S.Co. (J.Mitchell) | 328·0 | 42·5 | 20·5<br>*WB* | Cleveland, Ohio Utd.States | T.3Cy.20″,32½″&55″–42″<br>F.W.Wheeler&Co.,West BayCity | | R |
| 261 | **William Haynes** IronScSr<br>(*ex*Guadiana)<br>2*Dks* | 562<br>—<br>407 | | | | 1868 | Henderson Coulbrn&C<br>Renfrew | A.C.Guerra | 184·7<br>P40′ H– F37′ | 24·6 BK7½″ | 13·4 | Cadiz Spanish | C.2Cy.25″&43½″–25″<br>70HP<br>Portilla&White,Sevilla | | |
| 262 | **William Jolliffe** IronScSr<br>*J.Clare* –87 | 332<br>321<br>58 | | | | 1885 | J Readhead &Co.<br>S.Shields | W.&T.Jolliffe (J.Holme,*Mgr.*) | 149·0 | 26·2 | 14·0 | Liverpool British | C.2Cy.30″&60″–30″<br>250HP<br>J.Readhead&Co.S.Shields | | BT till ~~6,94~~ 11,95 |
| 263 | **William Lawrence** IronScSr<br>*G.W.Billups*87–90 2*Dks&Prom.dk* | 1049<br>—<br>576 | | | | 1869 | Atlantic Works Boston | Merchants& Miners' TransportationCo. | 207·8 | 35·1 | 20·0<br>28·6 | Baltimore Utd.States | 1Cy.52″–44″<br>150HP<br>Atlantic Works,Boston | | |
| 264 | **William Lindberg** IronSc<br>*J.A.Godberg* 1*Dk* | 156<br>83<br>111 | | | | 1877 | W.Lind-bergsMk.Vks. Stockholm | VaxholmsÅngf. Aktieb. (C.H.Backert) | 102·9<br>Q32′ B37′ | 18·8 H16*t* | 7·5 | Stockholm Swedish | C.2Cy.16″&31″–21″<br>40HP<br>W.LindbergsMk.Vks.Skm | | |
| 265 | **William Middleton** SteelScSr<br>*H.Gibbs* –94<br>1*Dk(Stl)&Webframes&ptAwngdk(Irn)* | 2539<br>1927<br>1630 | ✠100A1<br>*pt Awng dk with freeboard*<br>2,95 ~~4,94~~<br>✠LMC8,93 | Shl<br>A&CP<br>Bry | *s* | 1893<br>3mo | Short Bros. Sunderland | J.Westoll | 300·2<br>P33′Q88′B120′<br>RFD49′ | 40·1<br>FK | 18·8<br>*WB=CellDB236* | Sundrland British<br>6*BHCem*<br>*337tAPT63t* | T.3Cy.22½″,37″&61″–42″ (*s*)<br>160lb *80lb* 220HP<br>2SB,*6pf*,GS108,HS3600<br>W.Allan&Co.,Sunderland | 21 ″ 3<br>s 8 ″8½ | |
| 266 | **William Muir** SteelPadSp<br>*W.Morrison*49–79<br>*Elec.light* | 364<br>325<br>155 | | | | 1879 | J.Key& Sons<br>Kinghorn | NorthBritish RailwayCo. | 174·1 | 24·1 | 10·7 | Granton British | O.2Cy.46″–48″<br>NB92 200HP<br>J.Key&Sons,Kinghorn | | BT till ~~3,95~~ 3,96 |
| 267 | **William Osten** IronScSr<br>*F.Chase* –94 | 112<br>112<br>27 | | | | 1889 | Hepple& Co.<br>N.Shields | W.Osten,Jr. | 101·5 | 18·1 | 10·1 | N.Shields British | C.2Cy.16″&30″–22″<br>40HP<br>Sheryn&Laurie,Newport | | |
| 268 | **William Storrs** Iron&SteelScSr<br>*J.D.Daniels*90–93<br>1*Dk(Irn)&Awngdk(Irn)3trB*<br>*Irn framing, Stl plating* | 3623<br>3547<br>2324 | ✠100A1<br>*Awng dk with freeboard*<br>~~6,~~16,92<br>4,95<br>✠LMC3,93 | Nwc<br>LA&CP<br>Shl | *v* | 1893<br>3mo | TyneI.S.B. Co.(Lim.) Newcastle | RedR.SteamShip Co.(Lim.) (Stephens& Mawson,*Mgrs.*) | 335·0<br>*WB=CellDB284′* | 43·0 BK11″ | 22·6 29·6<br>6*BHCem*<br>628*tAPT12t* | Newcastle British<br>Blair&Co.(Lim.),Stockton | T.3Cy.24″,40″&65″–42″ (*s*)<br>160lb *80lb* 230HP<br>2SB,6*cf*,GS123,HS4290 | 25 ″ 3<br>s 9 ″ 0½ | |
| 269 | **William Symington** IronSc<br>*J.Hunter* *ss*Sld.No.3–5,91<br>2*Dks(Irn)3trB* | 1977<br>1824<br>1292 | ✠100A1<br>~~6,~~16,93 1,95<br>✠NB4,91 LMC4,91<br>Cff | Bry<br>A&CP | *s* | 1877<br>11mo | J.L.Thomp-son&Sons Sunderland | MarychurchS.S. Co.(Lim.) (J.Marychurch &Co.,*Mgrs.*) | 277·1<br>P32′B101*t*F29′<br>ptND91 | 36·8 BK9½″ | 23·8<br>*WB=DB84′* | Cardiff British<br>4*BHCem*<br>*Tpd.91* | T.3Cy.20″,33″&54″–39″ (*s*)<br>160lb *60lb* 200HP<br>2SB,6*rf*,GS81 HS2850<br>J.Dickinson,Sld. | 25 ″ 3<br>s 4 ″ 4 | |
| 270 | **William Tennant** WoodScK<br>*J.Smith*91–93 GIB 1*Dk* | 93<br>87<br>21 | ✠ 9 A—<br>*For fishing purposes*<br>2,93<br>✠LMC2,93 | Lth | | 1893<br>1mo | W.Jarvis Anstruther | AnstrutherStm. LineFishingCo. (Lim.) | 89·1 | 18·6 | 9·1 | Kirkcaldy British | C.2Cy.14″&28″–20″ (*s*)<br>100lb 34HP<br>1SB,*2pf*,GS33,HS604<br>J.Cran&Co.,Leith | | |
| 271 | **Williams** IronPadSr<br>*Richardson* 2*Dks* | 327<br>327<br>327 | | | | 1854 | Scott&Co. Greenock | MelbourneCoal, Shipping&Eng. Co.(Lim.) | 155·0 | 20·8 | 11·0 | Melbourne British | 2Cy.42″–48″<br>120HP<br>McNab&Clark,Greenock | | |
| 272 | **Williamsport** IronScSr<br>*A.B.Miller* –84 1*Dk2trB*<br>(*Collier*) | 1283<br>—<br>910 | | | | 1874 | W.Cramp &Sons Philadelphia | Philadelphia& ReadingR.R.Co. | 248·4<br>H— | 37·1 | 18·3<br>*WB* | Phildlphia Utd.States | 1Cy.42″–42″<br>166HP<br>W.Cramp&Sons,Phl. | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2, 3 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Équipement. | 8 Construit. Quand. Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 273<br>KRCG | **Willkommen** SteelScSr<br>*J.Shaefer*88-88<br>*Elec.light* | 3136<br>2283<br>2430 | ✠<br>9,88<br>*Carrying Petroleum in bulk*<br>✠ | Nwc<br>LA&CP | t | 1887<br>5mo | SirW.G. Armstrong, Mitchell&Co<br>Newcastle | DeutscheAmerikanischePetroleumGes. | 315·0<br>P169' F43' | 41·2 | 23·8<br>FK | Gstemnde<br>German<br>11*BHCem*<br>W | T.3Cy.30",37"&72"-48" 240H<br>WallsendSlipwayCo.,Nwc.<br>*B=CellDB*68'205*tFPT*65*t* | 24·6 |
| 274<br>QDVG | — IronPadSr<br>*H.Budelmann*81-90<br>1*Dk* | 409<br>318<br>275 | | | | 1884 | J.C. Tecklnbrg<br>Geestmnde | Norddeutscher Lloyd | 177·1 | 25·5 | 11·1 | Bremen<br>German | C.D.2Cy.23½"&49"-43" 125H<br>Hambrg.Magdebrga.MaschinenFabrik | |
| 275<br>99608<br>MPVR | **Willow Branch** SteelScSr<br>~~*J.Ritson* -93~~ *C.Anderson*<br>1*Dk*(*Stl*)&<br>*Spardk*(*Stl*)3*trB* | 3314<br>3121<br>2148 | ✠100A1<br>*Spar dk*<br>~~7,94 6,93~~<br>2,95 | Nwc<br>A&CP<br>✠LMC6,92<br>~~Cff~~ Bry | v | 1892<br>6mo | Bartram, Haswell&Co.<br>Sunderland | NautilusS.S.Co. (Lim.) (F.&W.Ritson) | 328·0<br>B60'F36'<br>*WB=CellDB*262' | 42·8 | 19·5<br>27·0<br>BK10½" | Sundrland<br>British<br>6*BHCem*<br>500*tAPT*53*t* | T.3Cy.24",39½"&65"-42" (s)<br>160lb *160lb* NDB94 300H<br>2SB,*4cf*,GS85,HS3280 FI<br>J.Dickinson,Sunderland | 22·6<br>6·4 |
| 276<br>95960 | **Wills** IronSc<br>1*Dk* | 345<br>345<br>183 | | | | | S.Australia Government<br>S.Australia | MelbourneHarbourTrust Commissioners | 128·0 | 30·0 | 9·5 | Melbourne<br>British | C.2Cy.14"&28"-18" 30H<br>Fleming&Fergusn,Paisley | |
| 277<br>80884 | **Wilmington** IronSc | 162<br>—<br>110 | | | | 1882 | W.Cramp &Sons<br>Philadelphia | Southport SteamboatCo. | 122·7 | 22·6 | 6·7 | Wilmgton, N.C.<br>Utd.States | C.2Cy.14"&26"-17"<br>WCramp&Sons,Phl. | |
| * 278<br>78412<br>RMDH | **Wilton** IronScSr<br>*T.Storm* -94 *ss*Hpl.No.3-4,91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1609<br>1265<br>1016 | ✠100A1<br>4,95 ~~3,94~~<br>BS8,94<br>4,95 | Hpl<br>A&CP<br>LMC4,91 | q | 1878<br>4mo | W.Gray& Co.<br>WHartlepool | G.Pyman&Co. | 260·8<br>Q100'B62'F34'<br>drp93 | 34·2 | 19·6<br>BK9"<br>*WB*= | W.Hartlpl<br>British<br>4*BHCem*<br>*DBa*84'*f*94' | C.2Cy.33"&61"-33"<br>70lb *75lb* NDB91 150H<br>2B,GS80<br>T.Richardson&Sons,Hpl. | 21·0<br>2·0 |
| * 279<br>76937<br>QMGR | **Wiltshire** IronScSr<br>*D.G.Ball* -93 *ss*Nwc.No.3-1,91<br>*Well deck* 1*Dk*(*ptIrn*) | 522<br>408<br>316 | ✠90A1<br>3,94<br>BS4,93<br>✠NB4,93 | Cff<br>A&CP<br>LMC1,91 | h | 1876<br>9mo | E.Withy& Co.<br>Hartlepool | Fisher,Renwick& Co. | 161·0<br>Q53'B49'F22'<br>srp93 | 25·0 | 13·7<br>BK7"<br>*WB*= | Newcastle<br>British<br>4*BHCem*<br>*DBa*42'*f*51' | C.2Cy.23"&43"-24" (r)<br>76lb *70lb* NDB85 70H<br>1SB,*2pf*,GS32,HS1158<br>T.Richardson&Sons,Hpl. | 14·6<br>1·3 |
| 280<br>87047<br>HDST | **Winchester** IronScSr<br>*W.J.Milburn* -93 *ss*Cff.No.3-7,88<br>*ss*Npt.No.1-93<br>2*Dks*(*Irn*)3*trB*<br>*Now named "Jupiter," See No. 25 Supplement* | 2198<br>2047<br>1431 | ✠100A1<br>9,94 ~~5,93~~ | Npt<br>LA&CP<br>LMC~~9,93~~ 9,94<br>Rot | s | 1882<br>12mo | Palmers'Co (Lim.)<br>Newcastle | S.S.WinchesterCo. (Lim.) (Blindell, Bros.&Co.)<br>*WB=D Ba* | 286·5<br>P28'B60'F33'<br>drp94<br>90'*f*16' *&uE & B*38' | 37·2 | 24·3<br>BK10" | London<br>British<br>5*BHCem*<br>270*tAPT*10*t* | C.2Cy.36"&68"-45" (a)<br>80lb *80lb* NDB93 220H<br>2SB,*6pf*,GS225<br>Palmers'Co.(Lim),Nwc. | 25·9<br>4·6 |
| 281<br>73<br>LRDV | **Windau** IronScSr<br>*U.Botter*87-92 (*ex*Meerschaum)<br>1*Dk* | 423<br>—<br>266 | | | | 1873 | E.Lindsay<br>Newcastle | Gebr.Gutschmidt | 151·1 | 23·0 | 14·3 | Windau<br>Russian<br>*WB* | C.2Cy.18½"&36"-24" 50H<br>BowdenBros.,Newcastle | |
| * 282<br>98060<br>LQJD | **Windsor** SteelScSr<br>*T.J.Vernon*90-93<br>*Well deck* 1*Dk*(*Irn*)2*trB&Webframes* | 2793<br>2184<br>1798 | ✠100A1<br>7,93 | Tri<br>LA&CP<br>✠LMC~~3,90~~ 9,94 | t | 1890<br>3mo | W.Gray& Co.(Lim.)<br>WHartlepool | BritainS.S.Co. (Lim.) (~~Watts,Ward&Co. Mgrs.~~) (Watts, Watts&Co.,*Mgrs.*) | 314·6<br>P29'Q102'B118'<br>F31' drp94<br>drp91 | 40·6 | 20·5<br>BK10<br>*WB=Cell* | London<br>British<br>5*BHCem*<br>*DB*268' 653*t* | T.3Cy.23",37½"&61½"-39"<br>160lb *65lb* (r) 250H<br>2SB,*6cf*,GS99,HS3520<br>Blair&Co.(Lim.),Stockton | 23·8<br>2·5 |
| 283<br>55119<br>HNDS | — IronScSr<br>~~*W.Seater* -92~~ *ss*Lth.No.3-6,91<br>*W.Scoular* 2*Dks* | 567<br>497<br>312 | ✠*Ⓐ1<br>4,95 ~~4,94~~<br>✠NB7,86<br>BS4,94 1,95 | Lth<br>A&CP<br>LMC6,91 | | 1866<br>7mo | Blackwood &Gordon<br>PortGlasgow | G.Gibson&Co. | 210·5<br>P117'F55' | 28·4 | 13·5<br>BK7" | Leith<br>British<br>5*BHCem* | T.3Cy.18",30"&56"-30" (s)<br>140lb *55lb* NDB86 120H<br>1SB,*3cf*,GS60<br>*Tpd*86Hawthorns&Co.Lth. | 14·7<br>2·0 |
| 284<br>95656 | **Windsor Castle** SteelPadSr<br>*J.Elward*86-92<br>1*Dk*(*ptStl-ws*)<br>*ss*Sou.No1-95 | 796<br>456<br>397 | ✠ A —<br>*For Channel purposes with freeboard*<br>5,95 ~~3,93~~ | Sou<br>LA&CP<br>✠LMC8,93 5,95 | j | 1891<br>12mo | Southampton Naval Works(Ld)<br>Southampton | Bournemouth, Swanage&Poole Stm.PacketCo. (Lim.) | 244·6<br>Q24'B142'F44' | 28·3 | 10·3<br>FK | Poole<br>British<br>10*BHCem* | T.D.3Cy.26",42"&65"-60"<br>160lb (s) 337H<br>1DB,*8rf*,GS156,HS5300<br>SouthamptonNavalWks, (Lim.),Sou. | 11·0<br>3·9 |
| 285<br>71719 | — IronPadSk<br>*D.McPhedran*88-88 | 223<br>195<br>53 | | | | 1875 | T.B.Seath &Co.<br>Glasgow | M.T.Clark | 195·8 | 19·0 | 7·2 | Glasgow<br>British | D.1Cy.50"-54"<br>NB85 85H<br>W.King&Co.,Glasgow | |
| 286<br>75969<br>QNKR | **Windsor Lake** CompScSr<br>*J.D.Taylor*91-91 2*Dks*<br>(*ex*Curlew) | 473<br>471<br>293 | | | | 1877<br>2mo | W.H. Potter&Sn<br>Liverpool | ~~A.J.Harvey~~<br>Newfoundland CostalSSCo(Lim | 156·8<br>Ironframe planked | 23·9 | 19·2 | St.John's<br>British | C.2Cy.21"&40"-30" 80H<br>J.Taylor&Co.,Birkenhead | |
| 287<br>27527 | **Windward** WoodScBk<br>*J.Wiggins* -94 | 321<br>312<br>246 | | | | 1860 | ........<br>Peterhead | ~~W.Baxter~~<br>A.C.Harmsworth | 118·5<br>Q9*t* | 28·9 | 16·5 | Peterhead<br>British | 2Cy. 30H | |
| 288<br>65240<br>KLPR | **Winestead** IronScSr<br>*A.F.Nanscawen*84-89<br>5thSurvey,Hul.2,92<br>2*Dks*(1*Irn*)3*trB* | 1673<br>1593<br>1363 | ✠A1*1<br>4,95 ~~2,92~~ | Hul<br>Lon | Lv | 1871<br>5mo | Humphrys &Pearson<br>Hull | W.S.Bailey | 269·9<br>Q37'H17*t*F26*t* | 33·9 | 24·4 | Hull<br>British<br>5*BHCem* | C.4Cy.24"&42"-33"<br>NB79 194H<br>Humphrys&Pearson,Hull | 18·10<br>6·5 |
| 289<br>87151<br>HWLT | **Wing Sang** IronScBn<br>*deSt.Croix*83-84 | 2339<br>2136<br>1517 | | ... | | 1883<br>7mo | Hall, Russell&Co.<br>Aberdeen | Indo-ChinaSteam Nav.Co.(Lim.) | 290·5<br>B54' F39' | 40·2 | 24·0<br>FK | London<br>British | C.2Cy.36"&72"-54" 310H<br>Hall,Russell&Co.,Abn. | 25·6<br>5·3 |
| 290<br>104052 | **Winifred** IronScK<br>*R.Ling*94-94<br>1*Dk*(*Irn*) | 289<br>235<br>149 | ✠100A1<br>3,94 | Shl<br>A&CP<br>✠LMC8,94 | d | 1894<br>3mo | J.P.Renoldson& Sons<br>S.Shields | IpswichSteam ShippingCo. | 140·0<br>Q46'F16' | 21·1 | 10·0<br>BK7"<br>W | Ipswich<br>British<br>3*BHCem*<br>*B=FPT*22*t* | C.2Cy.17"&34"-22" (s)<br>100lb *80lb* 45H<br>1SB,*2pf*,GS30,HS864<br>J P.Rennoldson&SonsSShl | 10·6<br>1·5 |
| 291<br>82887<br>WCJN | **Winnebah** SteelScSr<br>*S.Turnbull* -94<br>3rdSurveyMdb.6,93 2*Dks*(1*ptStl*) | 1391<br>1239<br>882 | ✠A1*1<br>8,94 ~~5,94~~ | Ham | Lv | 1881<br>4mo | Harland& Wolff<br>Belfast | AfricanS.ShipCo. (Elder,Dempster &Co.,*Mgrs.*) | 295·5<br>F46*t*<br>ptND91srp93 | 30·3 | 18·9<br>BK8½" | London<br>British<br>5*BH* 1PBH | C.2Cy.27"&52"-36" 120H<br>1SB,*3f*<br>Harland&Wolff,Belfast | 19·11<br>4·2 |
| 292<br>88907<br>LFPM | **Winnie** SteelScSr<br>*S.Norby* -93 *ss*BryNo.1-93<br>*Well deck* 1*Dk*(*Irn*)&*Webframes* | 1832<br>1417<br>1177 | ✠100A1<br>3,95 ~~1,94~~<br>✠LMC11,93 | Hpl<br>A&CP<br>Npt | r | 1889<br>6mo | Grange- mouthDock- yardCo.<br>Grngemouth | C.Nielsen&Son<br>*WB=Cell* | 270·3<br>P25'Q78'B114'F33'<br>drp93&94<br>*DB* 228' 387*t FPT* | 36·9 | 17·1<br>BK9½" | W.Hartlpl<br>British<br>4*BHCem*<br>74*t APT*45*t* | T.3Cy.19",31"&51"-36" (a)<br>160lb *80lb* 160H<br>2SB,*4rf*,GS72<br>Hutson&Corbett,Glasgow | 19·5<br>1·10 |
| 293<br>63277<br>JPHW | **Winsloe** IronScBk<br>*E.G.Fenn* -91 5thSurvey,Lon.2,91<br>1*Dk*2*trB* | 887<br>748<br>575 | ✠A1*1<br>8,93<br>B&MS2,91 ✠NB2,91 | Rot | Lv | 1870<br>5mo | Bowdler, Chaffer&Co.<br>Liverpool | London&Rotterdam S.S.Co. (Lim.) | 224·8<br>P36*t*<br>ND91 | 28·6 | 16·4<br>BK6½"<br>*WB* | London<br>British<br>4*BH*<br>= *DBa & f* | C.2Cy.28"&52"-30"<br>80lb 98H<br>2SB,*4pf*,GS72<br>Fawcett,Preston&Co.,Liv. | 17·0<br>2·8 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. + for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Ice Strengthening. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 294 WKWBG | **Winstanley** *Well deck* | **SteelScSr** *J.Kearns* ~~-94~~ *T.Snelling* ~~*W.Dempsey* -94~~ | 368<br>294<br>149 | +100A1<br>1,95~~1,94~~<br>BS~~12,93~~ | Trn<br>A&CP<br>+LMC11,92<br>12,94 | *f* | 1888<br>11mo | AilsaShipbuilding Co.<br>Troon | **J.Weatherill&Co.** | 142·0 \| 25·1 \| 12·4<br>Q63′B19′F19′<br>drp95 BK7″<br>*WB* = *DBa*26′ 21*t FPT* | | | **Dublin**<br>British | T.3Cy.18½″,22″&36″–27″ (*s*)<br>160lb *80lb* 70H<br>1SB,*2rf*,GS32<br>W.Kemp,Glasgow | 12 ″ 11<br>s ″ 11 | |
| 295 QHKN | **Winston** *W.Shadforth* -91 *Well deck* | **IronScSr** ~~*ssDun.No.3-1,85*~~ ~~*ssHpl.No.2-02*~~ *ss*Ham.2ndNo 3-5,95 1*Dk*2*trB* | 1190<br>911<br>743 | +100A1<br>5,95 ~~7,93~~<br>BS3,94 | Hpl<br>A&CP<br>+LMC~~2,92~~<br>Ham 4,95 | *o* | 1876<br>9mo | W.Gray&Co.<br>WHartlepool | **R.Jobson&Co.** | 246·6 \| 32·3 \| 18·3<br>Q78′B67′F37′<br>drp95 BK8½″<br>*WB* = *DBa*63′ *f* 61′ *& u* | | | **W.Hartlpl**<br>British | C.2Cy.30″&56½″–33″ (*i*)<br>65lb *55lb* 130H<br>1DB,GS62<br>T.Richardson&Sons,Hpl. | 19 ″ 3<br>s 1 ″ 8½ | |
| 296 QFMP | **Winthorpe** *E.J.Minter* ~~94~~-94 *Well deck* | **IronScSr** *ss*Hpl.No.3–1,89 *ss*Hpl.No 1–93 1*Dk*2*trB* | 1360<br>1111<br>743 | +90A1<br>4,95 ~~2,94~~,(1~~4~~<br>BS~~6,94~~ 3,95 | Shl<br>A&CP<br>+LMC4,93<br>Hpl | *o* | 1876<br>7mo | W.Gray&Co.<br>WHartlepool | **T.Appleby&Co.** | 247·6 \| 32·2 \| 18·4<br>Q88′B60′F37′<br>BK8½′<br>*WB* = *DB* 199′ | | | **W.Hartlpl**<br>British | C.2Cy.~~30″&55″~~ 28″&54″–36″ (*i*)<br>78lb ~~*60lb*~~ *65lb* 120H<br>2SB,GS58<br>Blair&Co.(Lim.),Stockton | 19 ″ 5<br>s 1 ″ 9½ | D |
| 297 JTBN | **Wipper** *G.Granzow*88–88 | **IronScSr** 1*Dk*2*trB* | 525<br>369<br>375 | | | | 1880 | Act.Ges. "Vulcan" Stettin<br>Rostock | **R.C.Gribel** | 164·0 \| 24·5 \| 13·2<br>Q94*t* | | | **Stettin**<br>German | C.2Cy.21½″&39½″–27½″<br>70H<br>Act.Ges."Vulcan,"Stettin | | DV |
| 298 JCRS | **Wirral** | **SteelTwinSc** 1*Dk* | 391<br>308<br>20 | | | | 1890 | J.Jones &Sons<br>Liverpool | **Corporation of Birkenhead** | 145·1 \| 32·0 \| 10·4<br>H83*t* | | | **Liverpool**<br>British | T.6Cy.15½″,22″&36″–18″<br>134H<br>J.Jones&Sons,Liverpool | | BT till ~~1,95~~ 1,96 |
| 299 WSCI | **Wisconsin** | **IronSc** | 1182<br>—<br>1020 | | | | 1881 | Detroit DryDockCo.<br>Wyandotte | **Detroit,Grand Haven&MichiganT.Co.** | 203·9 \| 35·1 \| 11·7 | | | **Grnd Havn Mich.**<br>Utd.States | | | |
| 300 MSHC | **Wismar** *A.Witt* -93 | **IronScSr** 1*Dk*&*Spar dk*&3*trB* | 803<br>785<br>579 | | | | 1883 | Rostock<br>S.B.&E.Co.<br>Rostock | **H.Podeus** | 186·3 \| 27·0 \| 12·7 | | | **Wismar**<br>German<br>*WB* | C.2Cy.23½″&41¾″–27½″<br>75lt<br>RostockS.B.&E.Co.,Ros. | | DV |
| 301 BJDH | **Wissmann** *F.Jacobs*91–93 *Elec.light* | **Steel&IronScSr** (*ex*MinnieHinde) *Irn framing & Stl plating* 1*Dk*(*pt Irn*–ws) *ss*PNl.No.1–94 | 640<br>420<br>218 | +100A1<br>10,94~~1,92~~ | Bom<br>LA&CP<br>+LMC~~8,90~~<br>P.Nl 10,94 | *i* | 1890<br>3mo | M'Ilwaine &M'Coll(L.)<br>Belfast | **DeutscheOst-AfrikaLinie** | 180·0 \| 27·2 \| 13·1<br>P27′B15′F28′<br>FK<br>*WB*=*BDuE*&*B*40′81*t FPT* | | | **Hamburg**<br>German | T.3Cy.17½″,27″&45″–30″ (*s*)<br>160lb *60lb* 120H<br>1SB,*3f*,GS55,HS1642<br>M'Ilwaine&M'Coll(Lim.) | 14 ″ 3<br>s 1 ″ 7<br>w 1 ″ 8½ | GV |
| 302 WTCR | **Wistow Hall** *G.H.Barclay* -92 | **SteelScSr** 2*Dks*(*StlU*–ws)3*trB* *ss*Liv.No.1–95 | 3314<br>3021<br>2139 | +100A1<br>2,95 ~~5,92~~ | Bry<br>LA&CP<br>+LMC~~2,90~~<br>Liv 3,94 | *w* | 1890<br>1mo | Caird&Co.<br>(Lim.)<br>Greenock | **SunShppg.Co.(Ld)(R.Alexander& Co.,** *Mgrs.*) *WB*=*CellDB* | 349·5 \| 42·1 \| 26·7<br>P37′B76′F47′<br>FK<br>290′623*t FPT*51*t* | | | **Liverpool**<br>British | T.3Cy.24″,40″&63″–54″ (*s*)<br>160lb *60lb* 400H<br>2DB,*8cf*,GS159,HS1830<br>Caird&Co.(Lim.)Greenock | 29 ″ 9<br>s 6 ″ 2 | |
| 303 RJNG | **Witham** *R.W.Ainsworth* -93 ~~*Trawler*~~ | **IronSc** ~~*ssBos.No.1-90*~~ 1*Dk* *ss*Hul.No.3-10,94 | 144<br>134<br>83 | +100A1<br>*StmTrwlr* 10,94<br>BS~~10,93~~ | Bos<br>LA&CP<br>+LMC~~3,90~~<br>NB~~3rc~~/~~ted~~94 10,94 | | 1885<br>11mo | Earle'sCo.<br>(Lim.)<br>Hull | **BostonDeepSea Fishing & Ice Co.(Lim.)** | 100·0 \| 20·2 \| 10·3<br>Q16′F21′<br>BK7½′ | | | **Boston**<br>British | T.3Cy.11½″,17″&30″–21″ (*s*)<br>150lb *2pf*, 45H<br>1SB,~~*8cf*~~,GS21,HS655<br>Earle'sCo.,(Lim.),Hull | 11 ″ 6 | |
| 304 KPGH | **Witt and Bartels** *H.Ulrich*91–91 | **SteelScSr** 1*Dk* | 154<br>137<br>71 | | | | 1891 | Ch Jürgens &Co.<br>Hamburg | **CranzerFischdmpferGesellschaft (Aug.Bröhan,** *Mgr.*) | 105·7 \| 20·4 \| 12·0<br>F11′ | | | **Cranz a/d Elbe**<br>German<br>*WB* | C.2Cy.16½″&30¾″–20½″<br>Ch.Jürgens&Co.,Hamburg | | V |
| 305 | **Wittekind** *O.Cüpper*94–94 *Well deck* *Elec.light* | **SteelTwinScSr** 2*Dks*(1*Stl*-ws&*UStl*-*Teak* s)&*Webframes* | 4996<br>3809<br>3189 | +100A1<br>4,94 | Ham<br>+LMC4,94 | *x* | 1894<br>4mo | Blohm& Voss<br>Hamburg | **Norddeutscher Lloyd** *WB*=*CellDB*320′ | 383·4 \| 46·0 \| 27·2<br>P&B248′F72′<br>FK<br>637*t FPT*59*t APT* | | | **Bremen**<br>German | T.6Cy.22 7/16″,35″&60″–42½″<br>170lb (*s*) 500H<br>2D &2SB *16cf*,GS254,HS8206<br>Blohm & Voss,Hamburg | 30 ″ 0 | |
| 306 JGHN | **Wivenhoe** *R.D.Clark* *Well deck* | **IronScSr** *ss*Nwc.No.2–92 1*Dk*(*Irn*)2*trB* | 1893<br>1497<br>1225 | +100A1<br>3,95 ~~4,93~~6,94<br>BS9,93 | Hpl<br>A&CP<br>+LMC4,92<br>~~Shl~~ Npt | *r* | 1884<br>2mo | W.Gray&Co.<br>WHartlepool | **J.H.Murrell&Co.** | 265·5 \| 35·6 \| 20·0<br>P29′Q68′B70′F34′<br>~~drp88,89&90~~ BK9½<br>*WB*=*DBa* | | | **W.Hartlpl**<br>British | C.2Cy.34″&63″–36″ (*b*)<br>80lb *65lb* 170H<br>2SB,*4pf*,GS80<br>T.Richardson&Sons,Hpl. | 21 ″ 6<br>s 2 ″ 2½ | |
| 307 | **Wo Sang** *W.E.Sawer*84–91 | **SteelScSr** 2*Dks* | 1783<br>1619<br>1127 | | | | 1891 | Lon &Glas. Co.(Lim.)<br>Glasgow | **IndoChinaSteam Nav.Co.(Lim.)** | 260·0 \| 36·0 \| 22·0<br>B64′ | | | **London**<br>British | T.3Cy.20″,32″&52″–45″<br>175H<br>Lon.&Glas.Co.(Lim.),Gls. | | |
| 308 QOSG | **Wodan** *A.Weltevreden*73–90 | **IronPadTug** 1*Dk* | 276<br>258<br>176 | | | … | 1883<br>7mo | L.Smit& Son<br>Kinderdyk | **L.Smit&Co. (Murk.Lels& Zoon,** *Mgrs.*) | 131·0 \| 23·9 \| 11·2<br>FK | | | **Alblasrdm**<br>Dutch | C.D.4Cy.18″&28½″–42″<br>100H<br>DiepeveenLels&SmitKndk | | |
| 309 | **Wodonga** *J.E.Maeburn* -93 *Elec.light* | **SteelScSr** 1*Dk*&*Spardk*(*Stl*-ws)&*Webframes* | 2341<br>1952<br>1473 | +<br>*Spar dk*<br>7,90 | Gls<br>LA&CP | *t* | 1890<br>7mo | A&J.Inglis<br>Glasgow | **Australasian UnitedS.N.Co. (Lim.)** | 310·2 \| 39·1 \| 14·8<br>P193′F44′ 22·4<br>FK<br>*WB*=*Cell DB*228′281*t* | | | **Melbourne**<br>British | T.3Cy.30″,48″&74″–48″<br>400H<br>2DB,*12cf*,GS220<br>A.&J.Inglis,Glasgow | 17 ″ 3<br>s 6 ″ 6½<br>w 6 ″ 6 | |
| 310 | **Wolf** *J.L.T.Cator*89–94 1*Dk*(*Stl*)&*Webframes*&*pt Awng dk*(*Irn*) | **SteelScSr** | 2443<br>1790<br>1548 | +100A1<br>*pt Awng dk withfreeboard* ~~6,94~~ 7,94 ~~2,04~~<br>4,95 | Stk<br>LA&CP<br>Bry<br>+LMC2,94 | *s* | 1894<br>2mo | Richardsn, Duck&Co.<br>Stockton | **Farrar,Groves &Co.** | 290·0 \| 42·0 \| 17·4<br>P29′Q92′ drp94<br>*pt Awng dk*169′ FK<br>*WB*—*Cell DB*244 | | | **London**<br>British | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *90lb* 200H<br>2SB,*6cf*,GS102,HS3300<br>Blair&Co.(Lim.),Stockton | 20 ″ 1<br>s 8 ″ 3 | |
| 311 TWPR | — *R.C.Mabb* -92 | **IronPad** | 814<br>611<br>387 | | | | 1863 | R.Napier& Son<br>Glasgow | **London&S.W. Railway Co.** | 242·7 \| 27·2 \| 13·8<br>Q50*t* | | | **S'thamptn**<br>British | C.2Cy.33″&60″–72″<br>NB91 310H<br>*Cmp.*73Rait&Lindsay,Gls. | | BT till 12,94 |
| 312 RBFS | — *A.Kean*89–93 | **WoodScBk** 2*Dks* | 520<br>493<br>353 | | | | 1871 | A.Stephen &Sons<br>Dundee | **Newfdlnd.S.Sealng &WhalngCo.(Ld.)** | 165·9 \| 28·8 \| 18·0 | | | **SJhnsNFL**<br>British | 2Cy.<br>80H | | |
| 313 MTVF | **Wolfhound** | **IronScK** 1*Dk* | 151<br>139<br>59 | +100A1<br>*StmTrawler*<br>5,91 | Hul<br>LA&CP<br>+LMC~~5,91~~ | | 1891<br>5mo | Cook, Welton& Gemmell<br>Hull | **HumberSteam TrawlingCo.(Lim.)** | 100·9 \| 20·9 \| 11·0<br>Q22 F18′<br>BK7½′ | | | **Hull**<br>British | C.2Cy.17″&33″–22″ (*s*)<br>90lb 45H<br>1SB,*2pf*,GS30<br>Bailey&Leetham,Hull | 11 ″ 10 | |
| 314 PBJK | **Wolga** *C.Spruth*86–86 | **IronScSr** 1*Dk*&*Spardk*&3*trB* | 1087<br>716<br>851 | | | | 1882 | Rostock SB &E.Co.<br>Rostock | **NeueDampferCo. Act.Ges.** | 219·8 \| 29·3 \| 14·4<br>21·9 | | | **Stettin**<br>German<br>*WB* | C.2Cy.27½″&51¼″–31½″<br>110H<br>RostockS.B&E.CoRostock | | GV |
| 315 | — *Skogström* | **Comp** | 136<br>—<br>90 | | | | 1863 | .....<br>Norrköping | **Russisch-Baltischer Bergungs-Verein** | 101·0 \| 20·0 \| 12·0 | | | **Reval**<br>Russian | <br>60H | | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 316<br>83914 | **Woodbine**<br>*G.Haxon* 2ndSurvey,Nwc.7,87<br>1*Dk* | **IronScK** | 85<br>80<br>61 | ✠ —<br>9,91<br>*For River and Sound purposes* | Nwc | Lv | 1881<br>7mo | Edwd. Lindsay Newcastle *only* | **G.Haxon** | 77·0 | 19·0 | 8·4 | **Newcastle**<br>British<br>2*BH* | 2.Cy.10″–16″<br>14H<br>G.Paulin&Sons,Nwc. | |
| 317<br>52873 | **Woodburn**<br>*Fitzpatrick* (*ex*Sailing Vessel) | **IronScDandy** | 143<br>111<br>97 | | | | 1865 | Leslie&Co. Newcastle | **Anderson, Andersn &Co.** | 93·7 | 20·1 | 8·5 | **Leith**<br>British | C.2Cy.10″&18″–15″<br>NE&B82 18H<br>PearceBros.,Dundee | |
| 318<br>HRGS | **Woodcock**<br>(*ex*WilliamJolliffe) | **IronScSr** | 330<br>322<br>48 | | | | 1885 | J.Readhead &Co. S.Shields | **TheAdmiralty** | 148·4 | 26·2 | 13·9 | **London**<br>British | C.2Cy.30″&60″–30″<br>250H<br>J.Readhead&Co.,S.Shields | |
| * 319<br>93296<br>KHFN | —<br>*E.R.Craig*90–93 *ss*Bom.No.1–90<br>1*Dk*&*Shadedk* | **IronScSr** | 251<br>217<br>59 | ✠100A1 *withfreeboard* 2,94<br>BS2,94 | Adn<br>LA&CP | *f* | 1886<br>6mo | Cmpbltwn. Shipbldng. Co. Campbeltwn | **CowasjeeDinshaw &Bros.** | 150·0<br>P22*t* | 23·1<br>BK7½<br>*WB*=*FPT* | 10·1 | **Glasgow**<br>British | C.2Cy.22″&42″–30″ (*a*)<br>90lb 80H<br>1SB.*3pf*,GS60<br>*3BHCem*<br>28*tAPT*10*t*<br>Muir&Houston,Glasgow | 11 ″ (<br>s ×10<br>w1 × 6 |
| 320<br>89572<br>JNQV | —<br>*C.Watkins* –93<br>Sunk by collision 11,94 | **IronScSp** | 143<br>139<br>15 | | | | 1884 | R.&H. Green London | **W.H.Giles** | 90·3 | 20·2 | 10·5 | **London**<br>British | C.2Cy.20″&36″–24″<br>*80lb* 75H<br>A.Wilson&Co.,London | |
| 321<br>104244 | **Woodhorn**<br>*J.Watson*93–94<br>*Well deck* | **SteelScSr**<br>1*Dk*(*pt Stl pt Irn*)<br>&*Webframes* | 1283<br>977<br>801 | ✠100A1 ~~5,94~~ 4,94 5,95<br>LMC4,94<br>Bly | Sld<br>A&CP | *o* | 1894<br>4mo | J.L.Thomp-son&Sons Sunderland | **AshingtonCoalCo. (W.Milburn& Co.,***Mgrs.*) | 235·0<br>P22′Q59′B52′F22′<br>*WB*=*Cell* | 34·1<br>FK<br>*DB*176′305*t* | 14·7<br>*FPT* | **Newcastle**<br>British<br>4*BHCem*<br>29*tAPT*65*t* | T.3Cy.18″,30″&48″–36″ (*s*)<br>160lb *160lb* 118H<br>1SB,*4pf*,GS63,HS2300<br>J.Dickinson,Sunderland | 17 ″ 7<br>s 1·9 |
| 322<br>78446<br>HRGS | **Woodlands**<br>*W.H.Bowden* –92 ~~*ss*Cff.No.2–90~~<br>1*Dk*(*Irn*)2*trB*<br>*ss*Cff.No.3-5,98 | **IronScSr** | 1056<br>992<br>677 | ✠100A1 ~~5,94~~ 4,94<br>BS5,94 | Npt<br>LA&CP<br>LMC5,93 | *n* | 1883<br>4mo | D.Baxter &Co. Sunderland | **J.T.Hutchins (A.J.Hutchins,** *Mgr.*) | 230·4<br>B50′F27′<br>~~drp98~~<br>*WB*= | 33·4<br>FK<br>*DBa*65′110*t* | 16·1 | **Swansea**<br>British<br>4*BHCem* | C.2Cy.28″&54″–36″ (*s*)<br>80lb *85lb* 99H<br>1SB.*3pf*,GS60,HS2003<br>R.&W.Hawthorn,Nwc. | 17 ″ 1<br>s 2·8 |
| 323<br>99148 | **Woodleigh**<br>*J Milburn*91–94<br>1*Dk*(*pt Stl pt Irn*)&*Webframes*<br>&*pt Awng dk*(*Irn*) | **SteelScSr** | 2664<br>1972<br>1697 | ✠100A1 *pt Awng dk with freeboard* ~~12,94~~ 12,94<br>LMC1,94 | Cff<br>A&CP | *f* | 1894<br>1mo | J.L. Thompson &Sons Sunderland | **J.H.Barry&Co.** | 300·0<br>P28′Q92′<br>*pt Awng dk*178′<br>*WB*=*Cell DB*206′ | 41·3<br>FK | 19·3 | **Whitby**<br>British<br>6*BHCem*<br>452*tAPT*33*t* | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *90lb* 190H<br>2SB,*6pf*,GS106,HS3400<br>J.Dickinson,Sunderland | 21 ″ 10<br>s 8·6 |
| * 324<br>102028 | **Woodville**<br>*A.J.Balls*93–93<br>1*Dk*(*pt Stl pt Irn*)<br>2*trB*&*pt Awng dk*(*Irn*) | **SteelScSr** | 2513<br>1871<br>1593 | ✠100A1 *pt Awng dk with freeboard* 5,94<br>LMC11,92 | Shl<br>LA&CP | *s* | 1892<br>11mo | J.Readhead &Sons S.Shields | **"Woodville"S.S. Co.(Lim.) (Balls&Stans-field)** | 299·0<br>P29′Q86′B122′<br>F34′ RFD28′<br>*WB*=*Cell DB*256′ | 40·8<br>FK | 18·6 | **N.Shields**<br>British<br>5*BHCem*<br>547*tAPT*46*t* | T.3Cy.23″,37½″&61½″–39″<br>160lb *80lb* (*r*) 250H<br>2SB,*6rf*,GS107,HS3421<br>J.Readhead&Sons,S.Shl. | 21 ″ 2<br>s 8·5 |
| 325<br>98969 | **Wooler**<br>*T.Leisk* –91<br>1*Dk*(*pt Stl pt Irn*)&*Webframes*<br>*Well deck* | **SteelScSr** | 2403<br>1830<br>1548 | ✠100A1 ~~2,94~~ ~~3,94~~ 1,95<br>LMC8,91<br>~~S.Nwc~~ Bry | Lon<br>A&CP | *s* | 1891<br>8mo | E.Withy &Co. W Hartlepool | **Steel,Young&Co.** | 290·0<br>P29′Q88′B118′<br>F31′<br>*WB*=*Cell DB*246′ | 38·1<br>BK8″ | 20·0 | **London**<br>British<br>5*BHCem*<br>368*tAPT*29*t* | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb *80lb* 200H<br>2SB.*6cf*,GS85,HS3373<br>T.Richardson&Sons,Hpl. | 22 ″ 5<br>s 2·1 |
| 326<br>98954 | **Woolloomooloo**<br>*H.Goodrham* –93<br>2*Dks*(1*Stl*&*Upt Stl*-ws)3*trB* | **SteelSc3MstSr** | 3521<br>3239<br>2221 | ✠100A1 6,94 ~~10,93~~<br>LMC7,91 | Lon<br>LA&CP | *w* | 1891<br>7mo<br>drp95 | Wigham Richardson &Co. Newcastle | **W.Lund**<br>*WB*=*Cell* | 360·0<br>P36′B98′F38′<br>*DB* 280′ 560*t* | 44·4<br>BK10″<br>*FPT* | 26·0 | **London**<br>British<br>6*BHCem*<br>65*tAPT*20*t* | T.3Cy.28″,45″&73″–54″ (*s*)<br>155lb *80lb* 500H<br>2DB,*16pf*,GS221<br>Wighm,Richrdsn&Co,Nwc | 29 ″ (<br>s 6·3 |
| 327<br>102820 | **Woolwich**<br>*J.Raeburn* –94<br>1*Dk*(*Stl*)&*Spar dk*(*Irn*)3*trB* | **SteelScSr** | 3258<br>3055<br>2107 | ✠100A1 *Spar dk* 8,94 ~~1,94~~<br>LMC11,93<br>Liv | NYk<br>LA&CP | *v* | 1893<br>11mo | Ropner& Son Stockton | **BritainSteamship Co.(Lim.)** ~~**(Watts,Ward-&Co.,***Mgrs.*~~ (Watts,Watts&Co.,*Mgrs.*) | 330·0<br>P25′B64′<br>F39′<br>*WB*=*Cell DB*264′ | 43·0<br>26·3<br>BK10″ | 18·5 | **London**<br>British<br>5*BHCem*<br>554*tAPT*46*t* | T.3Cy.23½″,39″&64″–42″ (*s*)<br>160lb *90lb* 300H<br>2SB,*6cf*,GS118,HS4200<br>Blair&Co.(Lim.),Stockton | 21 ″ (<br>s 6·5 |
| 328<br>98188 | —<br>*W.Swaisland* –90 | **SteelPad** | 148<br>107<br>105 | | | | 1890 | Thames Irn Works&Ship-bldgCo.(Lm), London | **GreatEastern RailwayCo.** | 100·0<br>H40*t* | 26·0 | 8·0 | **London**<br>British | O.2Cy.25″-30″<br>40H<br>T.A.Young&Son,London | |
| 329<br>98936<br>MDSL | **Woolwich Belle**<br>*H.E.Pressley* –94 | **SteelPadSk**<br>1*Dk* | 298<br>250<br>109 | | | | 1891 | W.Denny &Bros. Dumbarton | **London,Woolwich &Clacton-on-Sea StmboatCo.(Lim.)** | 200·0<br>*Promenade dk*96′ | 24·1 | 7·6 | **London**<br>British | C.D.2Cy.24″&42″–54″<br>117H<br>Denny&Co.,Dumbarton | |
| 330<br>73327<br>WNKH | **Woonona**<br>(*WRECKED 10,93*)<br>*H.J.Johnson*88–92 | **IronScSr**<br>1*Dk* | 643<br>626<br>404 | | | | 1875 | H.Murray &Co. Pt.Glasgow | **BulliCoalMining Co.**(*In liq.*) | 195·4<br>P18*t* | 28·2 | 14·9 | **SydnyNSW**<br>British | C.2Cy.28″&54″–33″<br>123H<br>Kincaid,Donald&Co.,Grk. | |
| 331<br>86994<br>WNCM | **Woosung**<br>*D.A.G.King* –93 | **SteelScSr** | 1734<br>1624<br>1109 | | | | 1882 | Scott&Co. Greenock | **ChinaNav.Co. (Lim.)** | 271·3 | 34·4 | 23·6 | **London**<br>British | C.2Cy.30″&60″–43″<br>185H<br>Scott&Co.,Greenock | |
| 332<br>91059<br>KLJV | **Worcester**<br>*L.Morice*82–88 *ss*Cff.No.1–91<br>2*Dks*(*Stl*)3*trB* | **SteelScSr** | 2908<br>2638<br>1894 | ✠100A1 8,94 ~~1,94~~<br>~~BS5,93~~ 8,94<br>LMC2,91<br>Lon | Liv<br>LA&CP | *u* | 1887<br>2mo | W.Gray& Co. W Hartlepool | ~~**GreatWestern S.S.Co.(Lim.) (M.Whitwill& Son,***Mgrs.*~~ | 315·3<br>B78′F30′ | 42·6<br>BK11″ | 25·0 | **Bristol**<br>British<br>6*BHCem*<br>572*tFPT*47*t* | T.3Cy.24¾″,41″&66″–45″ (*s*)<br>150lb *75lb* 260H<br>2DB,*12cf*,GS162<br>Cntral.Mrine Eng.C.W Hpl | 27 ″ 7<br>s 5·8 |
| 333<br>26066<br>HSGR | —<br>*G.Allen* –92 | **WoodScBn**<br>2*Dks* | 1333<br>—<br>796 | | | | 1862 | ..... New York | **NorthAtlantic SteamshipCo.** | 208·5<br>B396*t* | 35·5 | 19·6 | **Bostn, Mas**<br>Utd.States | 2Cy.44″–36″<br>497H<br>AtlanticDockWks,Brklyn. | Broke up 9,94 |
| 334<br>MBVW | **Wordsworth**<br>*Hairby* | **IronScSr**<br>(*ex*Capella) | 3260<br>2895<br>2571 | | | | 1882 | A.Leslie& Co. Newcastle | **Soc.Anon.deNav. RoyaleBelge Sud-Américaine** | 367·0<br>P&c.345*t* | 39·1 | 19·4 | **Antwerp**<br>Belgian | C.4Cy.28″&60″–54″<br>450H<br>R.Stephenson&Co.,Nwc. | |
| 335<br>87010<br>WPND | —<br>*R.R.Hubbard* –93 *ss*Sld.No.3–11,93 | **IronScSr** | 1990<br>1866<br>1245 | ✠100A1 ~~5,94~~ 8,95<br>LMC11,93<br>Sld | Npt<br>A&CP | *s* | 1882<br>10mo<br>BS8,94 | W.Gray& Co. W Hartlepool | **GloverBros.** | 285·7<br>P26′B56′F30′<br>drp93ptND93BK9½<br>*WB*=*DBa* | 36·0 | 24·2 | **London**<br>British<br>5*BHCem*<br>90′*f*60′295*t* | C.2Cy.36½″&67″–36″ (*b*)<br>75lb *60lb* 240H<br>2SB,*6pf*,GS94<br>T Richardson&Sons,W Hpl | 25 ″ 6<br>s 4·6 |
| 336<br>93694<br>KHQR | **Worsley Hall**<br>*J.Black*89–89 ~~*ss*Liv.No.1–90~~<br>2*Dks*(1*Stl*&1*pt Stl pt Irn*)3*trB*<br>*ss*Nwc.No.2–94 | **SteelScSr** | 3341<br>3195<br>2173 | ✠100A1 ~~9,93~~ 6,94<br>~~BS10,93~~<br>BS5,95 | Nwc<br>A&CP | *v* | 1886<br>8mo<br>12,93 | Palmers' Co. (Lim.) Newcastle | **SunShippingCo. (Lim.) (R.Alexander& Co.,***Mgrs.*) | 330·0<br>P92′F47′<br>*WB*=2*MTs*22′623 | 43·5<br>BK11″ | 29·0 | **Liverpool**<br>British<br>5*BHCem*<br>&22′331*t* | T.3Cy.27″,44″&71″–48″ (*s*)<br>150lb ~~*50lb*~~ *50lb*NDB95<br>2DB,*12cf*,GS187,HS5460<br>Palmers'Co.(Lim.),Nwc. | 30 ″ 7<br>s 6·5 |

| 1 Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 337 | **Wraggoe** SteelScSr<br>*W.Rowe* 92–94 1*Dk*(*Stl*)2*trBs*<br>*Webframes&ptAwing dk*(*ptIrnptStl*) | 2845<br>2185<br>1838 | ✠100A1<br>*ptAwng dk*<br>*withfreeboard*<br>1,95 ~~6,01~~ | Hpl<br>LA&CP<br>Bry<br>✠LMC5,94 | *t* | 1894<br>5mo | Furness Withy&Co. (Lim.)<br>W Hartlepool | **Bennetts&Co.** | 314·0<br>Q131′<br>*ptAwning dk*183′<br>*WB*=*CellDB*268′ | 40·5<br>FK | 21·3<br>6*BHCem*<br>493*tAPT*30*t* | **Grimsby**<br>British | T.3Cy.23″,37″&61″–42″ (*s*)<br>160lb ~~80lb~~ 245HP<br>2SB,6*pf*,GS108,HS3650<br>W.Allan&Co.(Lim.),Sld. | 23″10<br>s 9 ″ 2½ | |
| 338 | **Wrestler** IronPad<br>*J.Stanford* –93 | 338<br>335<br>108 | | | | 1876 | W.H.Potter&Co. Liverpool | **LiverpoolSteam TugCo.(Lim.)** | 154·4<br>drp94 | 24·1<br>FK | 12·9<br>4*BHCem*<br>*DBa*51′*f*42′125*tFP*<br>*T*12*tAPT*8*t* | **Liverpool**<br>British | D.2Cy.38″–60″<br>NB89 93HP<br>Fawcett,Preston&Co.,Liv. | | BT till 8,94 |
| 339 | **Wuchang** SteelTwinScSr<br>*D.Lilburn* –94 | 1258<br>1138<br>801 | | | | 1882 | Scott&Co. Greenock | **ChinaNav.Co. (Lim.)** | 244·3<br>drp94 | 32·4<br>FK | 20·1<br>4*BHCem*<br>*DBa*51′*f*42′125*tFP*<br>*T*12*tAPT*8*t* | **London**<br>British | C.4Cy.25″&50″–30″<br>240HP<br>Scott&Co.,Greenock | | |
| 340 | **Wuotan** IronScSr<br>*A.Olt* –91 1*Dk&Spardk&3trB* | 1612<br>1601<br>1201 | | | | 1881 | ActienGesellschft Weser Bremen | **Köper,Docke&Co.** | 263·4<br>drp94 | 34·4<br>FK | 24·9<br>4*BHCem*<br>*DBa*51′*f*42′125*tFP*<br>*T*12*tAPT*8*t* | **Bremen**<br>German<br>*WB* | C.2Cy.34″&59″–42″<br>160HP<br>ActienGesellschftWeser, Bremen | | V |
| 341 | **Wyandotte** SteelSc | 320<br>160 | | | | 1892 | Detroit DryDockCo. Wyandotte | **TheClarkEstate** | 155·6<br>drp94 | 35·0<br>FK | 9·0<br>4*BHCem*<br>*DBa*51′*f*42′125*tFP*<br>*T*12*tAPT*8*t* | **Detroit Mich.**<br>Utd.States | T.3Cy.16″,24″&38″–24″<br>DetroitDryDck.Co.Detroit | | |
| 342 | **Wyanoke** IronPadBn<br>*R.B.Boaz* 79–87 2*Dks* | 2068<br>1660 | | | | 1870 | TheHarlan&Hollingsworth Co. WilmngtnDl. | **OldDominionS.S. Co.** | 238·0<br>drp94 | 40·0<br>FK | 23·6<br>4*BHCem*<br>*DBa*51′*f*42′125*tFP*<br>*T*12*tAPT*8*t* | **NewYork**<br>Utd.States | 1Cy.70″–132″<br>1000HP<br>TheHarlan&HollingsworthCo.,Wilmington,Del. | | R |
| 343 | **Wyberton** IronScK<br>*W.Leighton* *ss*Bos.No.1–90 1*Dk* | 122<br>118<br>55 | ✠100A1<br>*StmTrawler*<br>4,94<br>BS10,93 ✠LMC8,90 | Bos<br>A&CP | | 1886<br>9mo | Cochrane, Cooper& Schofield Beverley | **TheBostonDeep SeaFishing& IceCo.(Lim.)** | 92·2<br>F17′<br>BK7½′<br>*WB*=*DBa*84′*f*106′ | 21·0<br>drp91 | 10·9<br>3*BHCem*<br>290*tAPT*15*t* | **Boston**<br>British | C.2Cy.15″&29″–21″ (*r*)<br>90lb 35HP<br>1SB,2*pf*,GS30,HS671<br>C.D.Holmes&Co.,Hull | 11″10 | |
| 344 | **Wybia** SteelScTug<br>*J.J.Bradley* 1*Dk* | 129<br>128<br>6 | ✠<br>9,87<br>✠ | Gls<br>LA&CP | *b* | 1887<br>8mo | Scott&Co. Glasgow | **LauncestonMarine Board** | 106·0<br>*WB*=*DBa*24′*f*24′25*t* | 20·1 | 9·8<br>4*BHCem* | **Launcestn**<br>British | C.2Cy.20″&40″–26″<br>66HP<br>Ross&Duncan,Glasgow | 10 ″ 5 | |
| 345 | **Wydale** IronScSr<br>~~*Gibson*83–89~~ ~~*ss*Cff.No.2–90~~<br>2*Dks*(1*Irn&*1*ptIrn*)3*trB*<br>*G.H.Gibson*89–89 *ss*Cff.No.3–8,94 | 1870<br>1633<br>1186 | ✠100A1<br>~~8,94~~ ~~2,92~~ 3,95<br>BS3,92 ✠LMC1,90 1,93<br>~~drp91~~ BS3,95 | Cff<br>A&CP | *s* | 1881<br>9mo | J Readhead &Co.<br>S.Shields | **P.Hick,jun.,&Co.** | 275·0<br>P30′B54′F28′<br>BK9½′<br>*WB*=*DBa*84′*f*106′ | 36·0<br>drp93 | 22·9<br>4*BHCem*<br>290*tAPT*15*t* | **Scarboro'**<br>British | C.2Cy.35″&66″–39″ (*i*)<br>80lb 190HP<br>2SB,6*pf*,GS88<br>J.Readhead&Co.,S.Shields | 24 ″ 4<br>s 4 ″ 1 | |
| 346 | **Wylam** SteelScSr<br>*J.D.Bruce* –92 *ss*Shl.No.1–92<br>*Beams&CellDBIrn*<br>1*Dk*(*Irn*) | 814<br>688<br>514 | ✠100A1<br>9,94 ~~12,03~~<br>BS8,94 ✠LMC5,92<br>Bly | Shl<br>A&CP | *l* | 1888<br>6mo | Sld.S.B. Co.(Lim.) Sunderland | **AtkinsonBros.** | 209·8<br>Q103′B15′F22′<br>drp93<br>*WB*=*CellDB*163′207*t* | 30·1<br>BK8′ | 13·5<br>4*BHCem* | **Newcastle**<br>British | T.3Cy.16″,26″&43″–30″ (*s*)<br>150lb ~~*70lb*~~ *90lb* 90HP<br>1SB,3*rf*,GS45<br>N.E.MarineCo.(Lim.),Sld. | 15 ″ 9<br>s 1 ″ 7½ | D |
| 347 | **Wylo** IronScSr<br>*J.G.Christie* –94 *ss*Bal.No.2–91<br>*Well deck* 1*Dk*(*Irn*)2*trB* | 1520<br>1231<br>978 | ✠100A1<br>~~6,94~~ ~~12,01~~<br>BS3,94 ✠LMC8,92<br>12,94 | Liv<br>LA&CP | *p* | 1883<br>8mo | J Readhead &Co. S.Shields | **S.S.WyloCo. (Lim.) (Gracie Beazley&Co.)** | 250·0<br>Q95′B52′F26′<br>BK9′<br>*WB*=*DB*75′*f*100′371*t* | 36·2<br>drp94 | 17·6<br>4*BHCem*<br>1SB,4*pf*,GS60 | **Liverpool**<br>British | C.2Cy.29″&54″–36″ (*i*)<br>80lb ~~80lb~~ NDB92 130HP<br>J.Readhead&Co.,S.Shields | 18 ″ 8<br>s 1 ″ 9 | |
| 348 | **Wynnstay** IronScSr<br>~~*J.Phillips* –94~~ *ss*Cff.No.2–92<br>*T.Wood* –94 1*Dk*(*Irn*)2*trB* | 1450<br>1291<br>909 | ✠100A1<br>~~4,94~~ 1,95<br>~~BS4,94~~ ✠LMC12,91<br>2,95 | Cff<br>LA&CP | *q* | 1884<br>3mo | Palmers' Co.(Lim.) Newcastle | **WynnstayS.S.Co. (Lim.) (E.ThomasRadcliffe&Co.)** | 260·0<br>P22′B46′F26′<br>BK9′<br>*WB*=*DBa*80*f*54′ | 36·4<br>drp94 | 16·3<br>4*BHCem*<br>300*tAPT*7*t* | **Cardiff**<br>British | C.2Cy.31″&60″–39″ (*a*)<br>80lb ~~80lb~~ NDB94 154HP<br>2SB,4*pf*,GS77,HS2637<br>Palmers'Co.(Lim.),Nwc. | 19 ″ 1<br>s 2 ″ 10 | D |
| 349 | **Wynyard Park** IronScSr<br>*P.Cooper* –92 *ss*Sld.No.3–6,90<br>*Well deck* *ss*Sld.No.1–94 1*Dk*(*Irn*) | 693<br>531<br>435 | ✠90A1<br>7,94 ~~6,00~~<br>~~BS4,93~~ LMC6,~~00~~ 7,94 | Sld<br>A&CP | *j* | 1878<br>7mo | ShortBros. Sunderland | **Marquess of Londonderry (S.J.Ditchfield, *Mgr.*)** *WB*= | 180·5<br>Q66′B38′F25′<br>drp94<br>*DBa*51′*f*42′125*tFP* | 28·6<br>FK | 13·8<br>4*BHCem*<br>*T*12*tAPT*8*t* | **Sundrland**<br>British | C.2Cy.25″&47″–33″ (*i*)<br>75lb ~~60lb~~ 55lb 90HP<br>1B,GS45<br>J.Dickinson,Sunderland | 14 ″ 9<br>s 1 ″ 4½ | |
| 350 | **Wyoming** WoodScK<br>*W.Evans* –91 1*Dk* | 258<br>227<br>175 | | | | 1890 | R.Davis Brisbane Water,NSW | **W.T.Yeager** | 132·0<br>F9*t* H8*t* | 23·0 | 10·3 | **SydnyNSW**<br>British | C.2Cy.12″&24″–18″<br>30HP<br>Kincaid&Co.,Greenock | | |
| 351 | **Wyrallah** IronScSr<br>*W.B.Nelson* –93 1*Dk* | 302<br>292<br>205 | | | | 1885 | Mrt's Dk.& EngCo.Lim. Blmain,NSW | **NorthCoastS.N. Co.(Lim.)** | 140·0<br>H10*t* | 22·3 | 13·2 | **SydnyNSW**<br>British | C.2Cy.16″&32″–18″<br>45HP<br>Morts'Dk.&Eng.Co.(Lim.) Balmain | | |
| 352 | **Wyre** IronPad<br>*J.Ferrier* 92–92 | 165<br>165<br>93 | | | | 1862 | W.C.Miller Liverpool | **J.McPherson** | 117·7<br>drp94 | 20·2<br>FK | 8·9<br>4*BHCem*<br>*DBa*51′*f*42′125*tFP*<br>*T*12*tAPT*8*t* | **Fleetwood**<br>British | L.2Cy.34″–48″<br>NB81 70HP<br>J.Jack,Liverpool | | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. / Sous le Pont. / Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. / Navire. / Mach. | 9 Par qui. / Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. / Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au maillet du navire. pds. pc. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**While the Committee take all means possible to obtain correct information concerning the Vessels entered in the Society's Register Book, it will be understood that in the case of Vessels not classed by the Society they cannot vouch for the complete accuracy of all the particulars given in respect of dates of metalling, tonnage, dimensions, decks, classification, &c.**

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 HFLV | **Xania** *M.Johannesen* –93 *Well deck* | SteelScSr 1*Dk*(*Irn*) | 539 403 364 | ✠100A1 5,92 ✠LMC12,91 | Mdb A&CP | *h* | 1891 12mo | R.Craggs &Sons Stockton | Aktieselsk.Dampskibet"Xania" (D.S.Meier) *W* | 165·2 Q87′ drp92 *B*= | 26·0 B17′ BK7″ *DBa*37′ | 12·1 H16*t* 1*BHCem* 40*t APT* | Chrstiania Norwegian 160lb *80lb* 70HP 1SB,*2rf*,GS34,HS1093 *T*21*t APT*9*t* | T.3Cy.13″,21″&34″–24″ (*s*) Wstgrth,Englsh&Co.Mdb. | 12 × 11 |
| 2 68305 LSPN | **Xema** *A.Wheeler* –93 (*ex*GustavAdolph) | IronSc3MstSr | 1181 959 562 | | | … | 1872 11mo | Palmers' Co.(Lim.) Newcastle | City of CorkStm. Pkt.Co.(Lim.) | 267·0 P86′ | 34·5 F60′ | 17·0 | Cork British | T.3Cy.25,″40″&65″–42″ NE&B94 NDB94 337HP NavalCon&ArmCo(Lim)Brw | 19 × 0 s 3·0 |
| 3 HPDL | **Xingu** (ex Guama) | IronPadSr | — — 120 | | | | 1861 | Pusey& JonesCo. Wilmgt'nDel | Cia deMarajo& Tocantins | 120·0 | 22·0 | 5·6 | Para Brazilian | 2Cy.16″–60″ ThePusey&JonesCo., Wilmington,Del. | |
| 4 73438 | **Y-ling** *A.Holmes*83–87 (*ex*Fatchoy) 1*Dk* | WoodTwinScSr | 225 149 131 | | | | 1877 | ..... HongKong | ArchibaldJ.Little | 135·2 H76*t* | 18·3 | 8·3 | Shanghai British | 4.Cy.9″–9″ 40HP S.CFarnham&Co Shanghai | |
| 5 981 HGDT | **Yachiyo Maru** *Furukawa Kanjiro* | WoodScSr | 169 147 105 | | | | 1886 | Mayekawa Tomikichi Osaka | NagoshiAisuke | 107·4 | 18·2 | 11·0 | Osaka Japanese | 2Cy. 35HP | |
| 6 89559 | **Yakoba** | SteelTwinScSr | 249 219 107 | | | | 1884 3mo | DavidJ. Dunlop&Co. PortGlasgow | RoyalNigerCo., (Lim.) | 145·6 B42′ | 23·6 F21′ | 8·3 | London British | C.4Cy.13″&24″–18″ 50HP Alley&Maclellan,Glasgow | |
| 7 875 HFRP | **Yamashiro Maru** *C.Young*85–89 *ss*Yka.No2–91 *Elec.light* 1*Dk*(*Irn*)&*Spardk*3*trB* | IronScBn | 2528 1674 1567 | ✠100A1 *Spar dk* 2,94 BS10,93 ✠LMC11,92 | Nag LA&CP | | 1884 1mo | SirW.G. Armstrong. Mitchell& Co. Newcastle | NipponYusen Kaisha *WB*= *Cell* | 301·4 27·1 BK10½″ *DB*238′ | 37·6 5*BHCem* 350*t FPT* | 19·2 32*t APT*20*t* | Tokio Japanese 85lb 4SB,*12pf*,GS227 | C.2Cy.42″&78″–54″ (*s*) 261HP Wllsnd.Slp.C.(Lim.),Nwc. | 22 × 3 |
| 8 1089 HGQB | **Yamatogawa Maru** *Gentaro Iwata* | WoodScSr | 265 246 165 | | | | 1888 | Wada Chohei Kobé | OsakaShosen Kaisha | 131·8 | 18·3 | 15·7 | Osaka Japanese | 35HP | |
| 9 47911 | **Yambo** (ex Vanguard) (*Fitted as a Condensing Vessel*) | IronScSr | — — 681 | | | | 1863 | Earle&Co. Hull | KhedivialS.S. Administration | 216·0 | 27·0 | 15·6 | Suez Turkish *WB* | 2Cy.36″–86″ 90HP Earle&Co.,Hull | |
| * 10 | **Yanez** *A.O.Carlson* –92 *ss*Shl.No.1–91 (*ex*GooleNo.7) 1*Dk* | IronScSpTug | 138 126 22 | ✠ BS2,93 ✠LMC8,91 | | | 1888 8mo | J.T. Eltringham S.Shields | ~~Huelva-Pidenco Colliery&Railway Co.(Lim.)~~ ChilianGovrnmnt | 100·0 BK7″ | 19·7 4*BHCem* | 11·6 | Coronel Chilian 150lb 1SB,*3pf* | T.3Cy.14″,22″&36″–24″ (*s*) 75HP J.P.Rennoldson&Ss. S.Shl | 11 × 9 |
| 11 LKVD | **Yang Tsé** | IronScBk 3*Dks* | 3792 — 1882 | | | | 1877 | Messageris Maritimes LaCiotat | Messageries Maritimes | 394·6 | 39·7 | 32·8 | Marseilles French | C.3Cy.60¼″(2)43¼″–43¼″ 600HP MessageriesMar.,LaCiotat | |
| 12 27618 | **Yaquina** *W.E.Plummer* | WoodScSr 2*Dks* | 356 — 253 | | | | 1881 | Sorenson Portland,Or. | PacificCoastS.S. Co. | 120·0 | 27·9 | 10·9 | S.Frncisco Utd.States | C.2Cy.12″&22″–20″ 25HP RisdonIronWorks,S.Fo. | |
| 13 73353 | **Yaralla** *J.Hutchison* | IronScSr 1*Dk* | 482 409 303 | | | | 1875 | Lobnitz, Coulborn& Co. Renfrew | AustralasianUntd. SteamNav.Co. (Lim.) | 201·8 Q51*t* | 25·1 H22*t* | 12·2 | SydnyNSW British | C.4Cy.15½″&29″–21″ 60HP Lobnitz,Coulbrn&Co.,Rnf. | |
| 14 89036 JDMH | **Yare** *Hutton* | WoodPad | 104 104 16 | | | | 1883 | ..... Yarmouth | Gt.YarmouthStm. TugCo.(Lim.) | 97·1 | 18·9 | 9·6 | Yarmouth British | L.1Cy.34½″–51″ 40HP Baird & Barnsley,N.Shl. | |
| 15 93373 KLPV | **Yarmouth** ~~*A.McGway*~~ *Elec.light* 2*Dks*(*Upt Stl–ws*)&*Shade dk* *C.C.Smith* | SteelScSr *ss*Bos.No.2–93 | 1452 1109 725 | ✠ A1 *Shade dk with freeboard* 11,93 ✠LMC7,93 *For Coasting purposes* | Bos A&CP | *n* | 1887 2mo | A.M'Millan&Son Dumbarton | YarmouthS.S.Co. (Lim.) DS2,95 | 220·3 21·0 BK7″ *WB*=*DBa* | 35·2 4*BHCem* 42′*f* 46′100*t* | 12·7 | Glasgow British 160lb *65lb* 2DB,*12cf*,GS198 | T.3Cy.26″,41″&65″–42″ (*s*) 260HP D.Rowan&Son,Glasgow | 13 × 8 9 × 6 |
| 16 144 HMTG | **Yaroslavi** *Valetsky* | IronScBk 3*Dks* | 2005 — 1203 | | | | 1880 | F.&C.de la Médit. LaSeyne | RussianVolunteer FleetAssociation | 295·2 B41′ | 40·7 F30′ | 23·3 | Cronstadt Russian *WB* | C.3Cy.56¼″&(2)65¼″–31½″ 600HP Forges&C.delaM.,Msl. | |
| 17 | **Yaroslavl** *R.Gutan*84–92 *Elec.light* | SteelTwinScSr 3*Dks*(*Stl–2ws*) | 4321 3880 2781 | ✠100A1 1,93 ✠LMC1,93 | Grk LA&CP | *x* | 1892 12mo | W.Denny &Bros. Dumbarton | RussianVolunteer FleetAssociation | 398·0 P40′ FK *WB*=*Cell* | 45·0 B126′ 6*BHCem* *DB*337′ | 28·2 F56′ 654*t* | S.Petrsbrg Russian 160lb 4SB.*12pf*,GS244,HS7352 | T.6Cy.20″,33″&50″–42″ (*s*) 259HP Denny&Co.,Dumbarton | 31 × 0 |
| 18 LKVG | **Yarra** | IronScBk 3*Dks* | 4255 — 2084 | | | | 1883 | Messgeries Maritimes LaCiotat | MessageriesMaritimes | 416·7 H226*t* | 41·6 F47′ | 30·7 | Marseilles French | C.3Cy.43¼″,65″(2)–43¼″ 600HP MessageriesMar.,LaCiotat | |
| 19 99007 MJGB | **Yarrawonga** *H.G.Thomas* –91 | SteelScSr 2*Dks*(*Stl–Uws*)3*trB* | 4011 3295 2555 | ✠100A1 11,94 ~~5,03~~ 4,93 ✠LMC10,91 Lon | Syd A&CP | *w* | 1891 10mo | J.L.Thompson&Sons Sunderland | W.Lund *WB*=*CellDB* | 360·0 P233′ F43′ | 44·5 *E*&*B*66′250*t FPT* BK11″ | 24·3 6*BHCem* 55*t APT*37*t Tunnel* | London British 155lb *80lb* 2DB,*16pf*,GS221 *tank*104′116*t* | T.3Cy.28″,45″&73″–54″ (*s*) 500HP Wighm Rchrdsn&Co.Nwc. | 28 × 0 4·4·7 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20<br>102591<br>NCJW | Yarrow<br>A.McCallum91–93<br>Elec.light | SteelScSr<br>2Dks(UStl-ws) | 972<br>749<br>430 | ✠100A1<br>4,95 ~~4,94~~ ~~10,94~~<br>✠LMC6,93 | Gls<br>LA&CP<br>~~Dub~~ | m | 1893<br>6mo | R.Napier&<br>Sons<br>Glasgow | W.Sloan&Co. | 230·0\|32·1\|15·0<br>P55′B70′F42′<br>BK8″<br>WB=FPT14t | Glasgow<br>British<br>4BHCem | T.3Cy.21½″,34″&57″–42″ (s)<br>165lb 60lb 223HP<br>2SB,6rf,GS108,HS3500<br>R.Napier&Sons,Glasgow | 15″10 | BT till ~~4,95~~ 4,96 |
| 21<br>99857<br>MVBN | Yarrowdale<br>~~G.Hadden —93~~<br>W.M.Johnston | SteelScSr<br>1Dk(Irn–ptws)<br>&Webframes&pt Awng dk (Irn)<br>10,94 | 2979<br>2291<br>1906 | ✠~~100A1~~<br>pt Awng dk<br>withfreeboard<br>7,94 ~~11,93~~ ✠LMC11,92 | Syd<br>A&CP<br>Cal | u | 1892<br>11mo | W.Pickers-<br>gill&Sons<br>Sunderland | R.Mackill&Co. | 320·1\|41·4\|21·2<br>P29′Q102′ BK10½″<br>pt Awng dk187′<br>WB=CellDB262′ | Glasgow<br>British<br>6BHCem<br>491tAPT68t | T.3Cy.23″,38″&62″–42″ (r)<br>160lb 100lb 220HP<br>2SB,8pf,GS113,HS4204<br>G.Clark(Lim.),Sunderland | 23″8<br>s 9″6 | |
| 22<br>74798 | Yatala<br>W.A.Wills | IronPadCtr<br>1Dk | 287<br>276<br>107 | | | | 1877 | Blackwood<br>&Gordon<br>PortGlasgow | AdelaideSteam<br>TugCo.(Lim.) | 144·9\|23·2\|12·4<br>H11t | Adelaide<br>British<br>WB | 2Cy.42″–60″<br>99HP<br>Blackwood&Gordon,P.Gl. | | |
| 23<br>MWCT | Ybarra No. 4<br>Eloniaga89–88 | IronScSr<br>~~ssBbo.No.2-91~~<br>1Dk(Irn)&Awng dk3trB<br>ssBbo.No.3-6,94 | 2245<br>2228<br>1442 | ✠100A1<br>Awng dk<br>load line19ft7in<br>6,94 ~~11,92~~<br>~~BS9,93~~ ✠LMC~~6,91~~6,94 | Nwc<br>LA&CP<br>Bbo | s | 1882<br>12mo | R.Dixon&<br>Co.<br>Middlesbro' | L.deZubiria é<br>Ybarra | 270·4\|39·3\|25·9<br>BK9½″<br>WB=CellDB226′465tFPT | Bilbao<br>Spanish<br>4BHCem<br>71tAPT68t | C.2Cy.38″&71″–45″ (b)<br>~~80lb~~ 50lb 75lb 200HP<br>2DB,8pf,GS96<br>Blair&Co.(Lim.),Stockton | 21″1 | D |
| 24<br>NSKG | Ydun<br>J.L.Holm | IronScSr<br>1Dk | 151<br>123<br>99 | | | | 1859 | Gourlay<br>Bros.&Co.<br>Dundee | DetForenedeDmp-<br>skibsSelskab | 121·0\|18·8\| 9·2<br>B29′ | Hobra<br>Danish | C.4Cy.15″&30″–20″<br>40HP<br>Burmeister&Wain,Cpn. | | |
| 25<br>1240<br>HJGC | Yebisu Maru<br>TakatsujiKotaro | Wood—Sr | 252<br>237<br>156 | | | | 1890 | Nishijima<br>Keikichi<br>Ominato | MatsumayeeSho-<br>senKabushiki<br>Kaisha | 217·0\|16·8\|15·9 | Fukuyama<br>Japanese | 1Cy.<br>34HP | | |
| 26<br>792<br>HFLG | Yechigo Maru<br>S.Yoshisawa<br>Well deck | IronScBk<br>ssYka.No.3–7,93<br>(exPatricio) 1Dk(ptIrn)2trB | 1148<br>909<br>712 | ✠100A1<br>7,93<br>✠LMC7,93 | Yka<br>LA&CP | n | 1882<br>12mo | London&<br>GlasgowCo.<br>Glasgow | NipponYusen<br>Kaisha | 235·0\|31·3\|17·1<br>Q82′B55′F31′<br>BK8″<br>WB=DBa69′108t | Tokio<br>Japanese<br>4BHCem<br>MT23′193t | C.2Cy.27″&51″–36″ (a)<br>80lb 111HP<br>1DB,4pf,GS70<br>London&GlasgowCo.,Gls. | | |
| 27<br>63248<br>KPTD | Yeddo<br>T.S.Dennison73–94 | IronScSr | 1850<br>1505<br>1213 | | | ... | 1871<br>7mo | C.&W.<br>Earle<br>Hull | T.Wilson,Sons&<br>Co.(Lim.) | 283·2\|34·8\|19·8<br>Q259t F35t<br>FK | Hull<br>British | T.3Cy.25″,33½″&67″–36″<br>NE&B82 240HP<br>Earle'sCo.,Hull | | |
| 28<br>82965<br>JGMD | Yedmandale<br>R.W.Webber89–89 | IronScSr<br>ssShl.No.2–92<br>2Dks(1Irn&1ptIrn)3trB | 2121<br>1846<br>1363 | ✠100A1<br>~~4,94~~ 4,95<br>BS~~9,93~~ 10,94 ✠LMC9,92 | Cff<br>LA&CP | s | 1884<br>1mo | JReadhead<br>&Co.<br>SouthShields | P.Hick,jun.,&Co. | 280·0\|37·4\|23·5<br>P29′B61′F27′<br>BK9½″<br>WB=DBa86′f108′ | Scarboro'<br>British<br>4BHCem<br>406tAPT16t | C.2Cy.37″&68″–42″ (i)<br>80lb ~~65lb~~ 55lb 200HP<br>2SB,6pf,GS99<br>J.Readhead &Co.,S.Shields | 24″9<br>s 4″3 | |
| 29<br>1329<br>HJQB | Yeijio Maru | WoodScSr | 174<br>161<br>94 | | | | 1893 | Ikeda<br>Tsurusaburo<br>Wakatsu | YugenSekinin<br>Fukagawa<br>UnyuKwaisha | 114·5\|16·9\|13·0 | Nagasaki<br>Japanese | 35HP | | |
| 30<br>115644<br>JTGK | Yemassee<br>J.McKee | WoodScBn<br>YM10,91<br>(exSantoDomingo) 3Dks | 1880<br>—<br>1379 | | | | 1878 | Birely,<br>Hillman&<br>Streaker<br>Phila.,Pa. | W.P.Clyde&Co. | 228·4\|38·0\|20·4 | Phildlphia<br>Utd.States | C.2Cy.36″&72″–42″ | | R |
| 31 | Yeni Capon<br>Ahmet88–88 | IronPad | —<br>—<br>30 | | | | 1867 | ..................<br>Trieste | IdareiMassousieh<br>(OttomanSteam<br>Nav.Co.) | .................. | Constanpl<br>Turkish | 2Cy.16″–16″ | | |
| 32<br>946<br>HGBN | Yesashi Maru<br>MoritaUyemon | Wood—Sr | 140<br>135<br>87 | | | | 1885 | Morita<br>Rihei<br>Tokio | Matsumaye<br>UnyuKaisha | 102·8\| ... \| ... | Fukuyama<br>Japanese | 1Cy.<br>20HP | | |
| 33<br>81482<br>VBTH | Yesso<br>(SUNK BY COLLISION 3,94)<br>C.A.Murray92–92 | IronSc<br>ssLgn.No.3–5,86<br>ssSld.No.1-91<br>1Dk(Irn)&Spardk3trB | 2104<br>2090<br>1381 | ✠<br>Spar dk<br>5,92 ✠<br>✠NE&B12,91 | Bly<br>A&CP | s | 1880<br>10mo | J.Laing<br>Sunderland | ColumbiaS.N.Co.<br>(Lim.)(W.&<br>T.W.Pinkney,<br>Mgrs.) | 288·8\|35·0\|20·0<br>27·7<br>BK8″<br>WB=DBa84′f52′236t | Sundrland<br>British<br>4BHCem | T.3Cy.20½″,33″&55″–36″<br>NDB91 200HP<br>2SB,4pf,GS66<br>W.Allan&Co.,Sunderland | 21″10<br>s 6″10 | |
| 34<br>91934<br>KTGP | Yik Sang<br>G.H.Bowker –94 | SteelScSr<br>(exPaumben)<br>Structure ptIrn | 1378<br>1373<br>887 | | | ... | 1886<br>5mo | A.M'Mil-<br>lan&Son<br>Dumbarton | Indo-ChinaSteam<br>NavigationCo.<br>(Lim.) | 230·0\|33·0\|15·9<br>23·1 | London<br>British | T.3Cy.18″,30″&48″–36″<br>120HP<br>Hutson & Corbett,Glasgow | 16″10<br>s 8″5<br>w8″7½ | |
| 35<br>942<br>HGBJ<br>Wrecked 9,94 | Yodogawa Maru<br>AdzumaShotaro | WoodScSr | 392<br>376<br>243 | | | | 1886 | Sayama<br>Yoshitaro<br>Kobe | OsakaShosen<br>Kaisha | 157·0\|21·0\|17·6 | Osaka<br>Japanese | 50HP | | |
| 36<br>849<br>HFQB | Yokohama Maru<br>~~R.Swain~~<br>E.W.Haswell | SteelScSr<br>ssYka.No.2–93<br>2Dks(1Stl)&Awngdk | 2305<br>1529<br>1429 | ✠100A1<br>Awng dk<br>withfreeboard<br>4,93 ✠LMC~~4,93~~ 5,94<br>3,95 | Yka<br>LA&CP | s | 1884<br>3mo | London&<br>GlasgowCo.<br>Glasgow | NipponYusen<br>Kaisha | 300·0\|36·1\|20·1<br>27·7<br>BK10″<br>WB=DBa72′113tMT16′213t | Tokio<br>Japanese<br>5BHCem<br>FPT&APT | C.2Cy.43″&78″–54″ (l)<br>80lb 70lb NDB91 265HP<br>2DB,12pf,GS231<br>Lon.&Gls.Co.(Lim),Gls.<br>Freeboard to Awng deck | 21″4<br>2″9<br>10″4½ | |
| 37<br>7304 | Yole | IronScSr<br>1Dk | 246<br>203<br>155 | | | | 1877 | Austro-<br>Ungarico<br>Lloyd<br>Trieste | Regie deoTabacs | 148·0\|18·7\|11·5 | Constanpl<br>Turkish | C.2Cy.20″&37½″–24″<br>50HP<br>Arsenale Lloyd,Trieste | | |
| 38<br>90035 | Yomah<br>Paterson<br>Elec.light | SteelPad | 897<br>897<br>565 | | | | 1885 | W.Denny<br>&Bros.<br>Dumbarton | IrrawaddyFlo-<br>tillaCo.(Lim.) | 310·0\|40·1\| 9·7 | Glasgow<br>British | C.2Cy.37½″&65″–72″<br>375HP<br>Denny&Co.,Dumbarton | | |
| 39<br>272<br>HCML | Yoritomo Maru<br>Hallström | IronScSr<br>ssShi.No.3–4,92<br>1Dk(Irn)2trB | 1037<br>813<br>643 | ✠100A1<br>3,94<br>✠LMC3,94 | Shi<br>A&CP | m | 1880<br>2mo | R.Thomp-<br>son,jun.<br>Sunderland | YonosukeMitsui | 210·0\|32·0\|15·6<br>Q34′B55′F22′<br>BK8″<br>WB=DBa62′f75′ | Tokio<br>Japanese<br>4BHCem<br>FPT&APT | C.2Cy.27″&50″–36″ (i)<br>70lb 108HP<br>1SB,2pf,GS30<br>G.Clark,Sunderland | | |
| 40<br>86646<br>JQGT | York<br>J.W.Smith –92 | IronSc3MstSr<br>ssMdb.No.3–5,92<br>(exCity of Manchester)<br>2Dks(1Irn&1ptIrn)3trB | 3290<br>2986<br>2112 | ✠100A1<br>10,93<br>✠NE&B5,92<br>✠LMC5,92 | Phl<br>LA&CP | v | 1883<br>4mo | Sld.S.B.Co<br>(Lim.)<br>Sunderland | H.Baxter&Co. | 337·0\|41·4\|26·4<br>P40′B82′F47′<br>BK11″<br>WB=CellDB274′562tFPT | Whitby<br>British<br>5BHCem<br>51tAPT33t | T.3Cy.23½″,39″&64″–42″ (s)<br>160lb 160lb NDB92 220HP<br>2SB,6cf,GS118,HS4127<br>Blair&Co.(Lim.),Stockton | 29″1<br>s 5″9½ | D |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. / Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné aux cotes expirés. Lettre d'Equilibrement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milliers de navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 54882 HMTQ | **York** *W.Sowden* 82–85 | **IronScSr** *ss*Hul.No.3–11,88 *ss*Hul.No.1–93 1*Dk*2*trB* | 699 676 449 | ✠ A1 3,93 ✠NB8,91 | Hul A&CP LMC3,93 | | 1865 7mo | Marshall Bros. Newcastle | **W.Rawson& J.Robinson** | 200·8 Q29′ | 29·3 | 16·6 BK7″ *W* | Hull British *4BHCem* *B*=*DBa*61′ | C.2Cy.28″&50″–24″ (*s*) 70lb *50lb* ~~NB78~~ 98H *1SB,3pf,*GS54 NDB87 *Cmp*76CDHolmes&C.,Hull | 17 × 7 s 2 × 7½ |
| 42 | — *H.Lentz* 94–94 | **SteelScSr** 1*Dk* | 419 326 221 | | | | 1894 | Flensbrger Schiffsbau Gesell Flensburg | **G.L.Gaiser** | 158·0 P21′B40′F24′ | 24·6 | 12·3 *WB* | **Hamburg** German | T.3Cy.14″,21½″&37″–24″ FlensburgSchiffsbauGes., Flensburg | |
| 43 96366 LJCB | **Yorkshire** *G.B.Barrett* –93 *Elec.light* 2*Dks*(*UStl*–ws&1*Irn*)3*trB* *ss*Liv.No.1-94 | **SteelSc4MstSr** | 4261 3807 2749 | ✠100A1 3,95 ~~3,93~~ ~~5,94~~ ✠LMC9,93 | Lon Liv– A&CP | *y* | 1889 10mo | Harland& Wolff (Lim) Belfast | **BibbyS.S.Co. (Lim.)** (BibbyBros.&Co., *Mgrs.*) *WB*=*C* | 400·7 P51′B112′F46′ A B20′ BK9½ *ellDB*304′774*t*FPT | 45·2 | 28·2 | **Liverpool** British | T.3Cy.28″,47″&78″–60″ (*s*) 180lb *80lb* 500H *7BHCem* *56tAPT*44*t* | 31 × 14 s 7 × 2 |
| 44 102116 | — ~~*A.Higgins* –94~~ *Well deck* *J.T.Evans* | **Iron&SteelSc3MstSr** 1*Dk*(*Irn*) *Stl framing,Irn&Stl plating* | 394 285 156 | ✠100A1 1,95 ~~2,94~~ ✠LMC10,93 | Liv A&CP | *g* | 1893 10mo | J Fullerton &Co. Paisley (Lim | ~~**J.J.Mack&Sons**~~ S.S.YorkshireCo. (J.J.Mack&Sns) | 142·2 Q77′B9′F24′ BK6′ *WB*=*FPT*48*t* | 25·2 | 11·5 | **Liverpool** British | C.2Cy.20″&40″–27″ (*s*) 100lb *70lb* 67H 1SB,*2pf,*GS40,HS1282 Ross&Duncan,Glasgow | 12 × 7 s ~ 9 |
| 45 51372 JQKM | **Yorkshireman** *J.Small* –92 | **IronScSr** *ss*Hul.No.3–8,90 (*ex*Fuadie) 1*Dk*2*trB* *ss*Hul.No.1-95 | 678 634 428 | ✠ A1 1,95 ~~1,93~~ ✠NB11,85 LMC11,89 ~~BS4,98~~ ~~5,94~~ | Hul A&CP | | 1865 7mo 1,95 | TyneShip B.Co. Newcastle | **W.Rawson& J.Robinson** | 192·7 P24′B25′F22′ BK7″ | 27·7 | 16·8 *4BH* | Hull British | C.2Cy.28″&50″–26″ 80lb *45lb* NDB92 98H 1SB,*3pf,*GS54 *Cmp*C.D.Holmes&Co.,Hull | 17 × 9 s 2 × 4½ |
| 46 98679 MJWV | **Yoronha** *G.M.P.Coxhead* –94 | **SteelTwinScSr** 1*Dk&Awngdk* | 176 173 68 | ✠100A1 *Awng dk* *withfreeboard* 1,94 ✠LMC11,91 | Grk LA&CP | *a* | 1891 11mo | S.Mc Knight&Co. Ayr (Lim | ~~**E.G.Vickers**~~ NaplesYachtingCo. (E.G.VickersMgr) | 82·5 14·2 BK6″ *WB*=*C* | 21·1 | 7·9 | **Glasgow** British | C.4Cy.12″&24″–18″ (*s*) 100lb 50H *4BHCem* *ellDB*58′30*t* 1SB,*2rf,*GS43 Muir&Houston,Glasgow | 8 × 4 s 8 × 1 |
| 47 84061 VDLJ | **Yoruba** *H.L.Barclay* –93 *ss*Liv.No.3–8,93 (*ex*Sirocco) 2*Dks*(1*Stl&*1*pt Stl*)3*trB* | **SteelScSr** | 2086 1942 1345 | ✠100A1 ~~3,94~~ ~~4,94~~ 11,94 BS8,94 ✠LMC8,93 | Ham A&CP | *s* | 1880 11mo | C.Mitchell &Co. Newcastle | **AfricanS.S.Co.** (Elder,Dempster& Co.,*Mgrs.*) *WB*=*DBa*88′*f*18′&*u* | 285·8 P30′B64′F35′ FK | 36·0 | 24·4 | **London** British | C.2Cy.34″&66″–42″ (*s*) 90lb *50lb* 235H 5*BHCem* 2SB,*6pf,*GS120 WllsndSlpwyC(Lm.),Nwc | 25 × 9 s 4 × 8 |
| 48 83455 | **Yosemite** | **WoodPad** | 1525 714 1055 | | | | 1862 | J.W.North SanFrancisco | **CanadianPacific NavigationCo. (Lim.)** | 282·3 | 34·9 | 13·2 | **Vict'riaBC** British | 1Cy.57″–11″ AllaireWorks,NewYork 153H | |
| 49 1183 HJBK | **Yoshidagawa Maru** *Mukushita Tokijiro* (*ex*InagawaMaru) | **Wood—Sr** | 310 286 192 | | | | 1890 | J.Ellerton Osaka | **OsakaShosen Kaisha** | 145·3 | 19·0 | 15·1 | **Osaka** Japanese | 3Cy. 39H | |
| 50 503 HBGK | **Yoshino Maru** *OkaKinjiro* (*ex*CityofHankow) | **IronScSr** | 383 334 238 | | | | 1861 | Rbt.Steele &Co. Greenock | **FujinoShirobei** | 168·2 | 23·4 | 12·1 | **Hakodate** Japanese | C.2Cy.11¾″&32″–20″ 78H | |
| 51 971 HGDF | **Yoshinogawa Maru** *RikichiIkawa* | **IronScSr** | 380 — 235 | | | | 1886 | Kirmo Toshikuni Hiogo | **OsakaShosen Kaisha** | 146·8 | 19·9 | 16·5 | **Osaka** Japanese | 2Cy. 65H | |
| 52 82831 VCWG | **Yoxford** *J.Taylor* 94–94 | **IronScSr** *ss*Nwc.No.3–2,90 *ss*Shl No.1–94 2*Dks*(*Irn*)3*trB* | 1878 1785 1210 | ✠100A1 4,90 ~~11,92~~ BS11,92 ~~6,94~~ ✠LMC2,90 11,94 | Nwc A&CP Npt | *r* | 1880 11mo | TyneShip. B.Co. Newcastle | **Hunting&Son** | 270·0 P34′B30′F36′ BK9½″ *WB*=*DBa*80′&*u* | 35·2 | 24·5 | **London** British | C.2Cy.33″&63″–39″ (*s*) 80lb *70lb* 200H 2SB,*4pf,*GS75 N.E.MarineE.C.(Lim.)Sld | 25 × 9 s 4 × 6½ |
| 53 NBQJ | **Yrsa** *B.D.Larsen* –92 *Elec.light* | **SteelScSr** 1*Dk* | 390 281 240 | | | | 1889 | Helsingörs Jernskibs & Maskinbyg. Elsinore | **Dampskibsselska-bet "Østersøen" (Hecksher&Sön)** | 145·5 Q57′ B22*t* F13*t* | 23·9 | 10·9 | **Copnhagn** Danish | C.2Cy.19″&35″–21″ HelsingörsJernskibs& Maskinbyggeri,Elsinore 50H | |
| 54 RHCF | **Ysabel** *E.Dallmann* 91–91 | **SteelScSr** 1*Dk*2*trB* | 524 427 367 | | | | 1886 | Blohm& Voss Hamburg | **NeuGuinea Compagnie** | 166·5 P29′ B22′ H— F30′ | 21·0 | 12·6 *WB* | **Hamburg** German | C.2Cy.18″&35″–24″ Blohm&Voss,Hamburg 60H | |
| 55 HRGP | **Ystad** *H.H.Donnér* 84–84 | **IronScSr** 1*Dk* | 349 294 265 | | | | 1882 | Oscarshmn Mek.Verkst Oscarshamn | **Ångf.Aktieb."Nu" (Fr.Petersson)** | 140·5 B36′ H7*t* len90 | 21·0 | 12·6 | **Ystad** Swedish | C.2Cy.13″&27″–21″ OscarshamnMek.Verksted Oscarshamn 40H | |
| 56 QCVD | **Ystroom** *J.Parlevliet* 90–90 (*ex*Fijenoord) | **IronScSr** 2*Dks* | 754 — 541 | | | | 1879 | Nederl Stoomb. Maats. Rotterdam | **Hollandsche Stoomb.Maats.** | 218·8 H104*t* F25′ | 28·9 | 14·5 | **Amstrdam** Dutch | C.2Cy.25″&45″–36″ Nederl.Stoomb.Maats., Rotterdam 125H | |
| 57 27639 KHNF | **Yucatan** *J.Allen* | **SteelScSr** 2*Dks&Hurdk* | 3525 — 2317 | | | | 1890 | DelawareR I.S.&E.Wks. Chester,Pa. | **J.E.Ward&Co.** | 336·2 | 43·2 | 22·3 | **NewYork** Utd.States | T.3Cy.28″,44″&70″–48″ DelawareRiverI.S.&E. Works,Chester,Pa. | |
| 58 86207 WMDK | — *D.Edwards* –93 | **IronScBn** | 2753 2535 1799 | | | | 1882 | Harland& Wolff Belfast | **WestIndia& PacificSteam Nav.Co.(Lim.)** | 336·5 | 38·2 | 26·3 | **Liverpool** British | C.4Cy.29″&56″–42″ Harland&Wolff,Belfast 320H | |
| 59 96604 LGHQ | **Yuen Sang** *J.Slessar* –92 | **SteelScSr** 1*Dk*(*Stl*)&*Spardk*3*trB* | 1723 1632 1106 | ✠100A1 *Spar dk* 7,89 ✠LMC7,89 | Abn LA&CP | *r* | 1889 7mo | Hall, Russell&Co. Aberdeen | **Indo-ChinaSteam Nav.Co.(Lim.)** *WB*=*DBa*42′ | 250·2 B60′F34′ 90*t MT*10′159*t FPT* | 36·2 | 16·1 23·6 FK | **London** British | T.3Cy.21″,33″&54″–39″ (*s*) 160lb 200H 6*BHCem* 2SB,*6rf,*GS90,HS2770 | 16 × 11 6 × 9 w6 × 8 |
| 60 72790 | **Yuen Wo** *A.E.Flagg* –92 | **SteelTwinScSr** | 2522 1163 1538 | | | | 1883 | S.C.Farn-ham&Co. Shanghai | **Indo-ChinaSteam Nav.Co.(Lim.)** | 273·5 | 40·5 | 13·1 | **London** British | C.4Cy.25″&50″–36″ 208H Barclay,Curle&Co.,Gls. | |
| 61 1028 HGKW | **Yugawo** *T.Ozaki* 84–87 | **IronScSr** | 206 190 111 | | | | 1887 | Couldor Nagasaki | **IwasakiHisaya** | 115·3 | 21·0 | 12·1 | **Nagasaki** Japanese | 1Cy. 50H | |
| 62 27647 KJSL | **Yulu** *W.R.Brown* –91 | **SteelTwinScSr** 1*Dk* | 341 268 208 | | | | 1891 | F.W. Wheeler&Co. WestBay City,Mich. | **G.D.Emery** | 132·0 | 27·0 | 8·2 | **Bostn, Mas** Utd.States | C.2Cy.14″&24″–14″ F.W.Wheeler&Co., WestBayCity,Mich. | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Boff Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 63 27888 | **Yuma** *Master.* | **SteelSc** 1*Dk* | 2195 — 1829 | | | | 1893 | Cleveland S.B.Co. Cleveland,O. | **WilsonTransitCo.** | 322·8 F30′H— | 42·2 | 18·9 *WB* | **Cleveland Ohio** Utd. States | T.3Cy.20″,33″&54″–40″ 173HP Cleveland S.B.Co.,Clevelnd | | |
| 64 27837 KSTR | **Yumuri** *A.Hansen* | **SteelScSr** 2*Dks&Hurdk* | 3497 — 2332 | | | | 1890 | Delaware River Iron Ship&Engine Building Co. Chester,Pa. | **NewYork&CubaMailS.S.Co.** | 336·2 | 43·2 | 22·3 | **New York** Utd. States | T.3Cy.28″,44″&70′–48″ Delaware River I.S.&E. Works,Chester,Pa. | | R |
| 65 JTQK | — *C.Mathiesen* | **SteelScSr** 1*Dk&Spardk&Webframes* | 847 780 473 | | | ... | 1890 5mo | R.Dixon &Co. Middlesbro' | **P.G.Pettersen** | 197·0 H67*t* | 27·9 | 13·6 21·0 *WB* | **Bergen** Norwegian | T.3Cy.17½″,29″&47″–33″ 110HP Westgarth,English & Co., Middlesbro' | 14 ″ 4 | N |
| 66 28971 | **Yunan** *Henderson* | **IronPadSp** 1*Dk(Irn)2trB* | 516 425 396 | | | | 1874 | R.Duncan &Co. Pt.Glasgow | **IrrawaddyFlotillaCo.(Lim.)** | 247·2 | 28·0 | 7·5 | **Glasgow** British | C.D.2Cy.34″&59″–54″ 160HP Rankin&Blackmore,Grk. | | |
| 67 JTQR | **Yung Ching** *R.Harris* –92 (*ex*Daybreak) 2*Dks* | **IronScSr** | 1196 — 761 | ✠ 5,72 | Hul | Lv | 1872 3mo | Humphrys &Pearson Hull | **ChinaMerchants' SteamNav.Co.** | 230·7 FK | 30·0 | 16·1 5*BH* *WB=MT* | **Shanghai** Chinese | C.2Cy.30½″&56″–33″ 125HP Humphrys&Pearson,Hull | | |
| *Now named "Ping-Yi," See No. 42 in Supplement* | | | | | | | | | | | | | | | | |
| 68 | **Yung Ping** *Percival* | **SteelScSr** 1*Dk(Stl-ws)2trB* | 890 780 567 | ✠100A1 5,91 *Coasting Shanghai & Tientsin* ✠LMC1,91 | Shi LA&CP | *l* | 1891 1mo | Craig, Taylor&Co. Stockton | **ChineseEngineering&MiningCo.** *WB=DBuE&B* | 215·0 P22′B48′F31′ FK 35′60*t* | 32·1 *FPT*43*t* | 13·2 *APT* 10*t* | **Tientsin** Chinese | T.3Cy.15″,25″&41″–24″ (*s*) 160lb *80lb* 84HP 1SB,2*pf*,GS38 W.Allan&Co.,Sunderland | 13 ″ 11 s 2 ″ 1 | |
| *Now named "Tê-li," See No. 31 in Supplement* | | | | | | | | | | | | | | | | |
| 69 LKWB | **Yves Conseil** *Berteau* –93 (*ex*Golconda) *Well deck* | **IronScSr** *ss*Bdx.No.2–92 2*Dk(1Irn)* | 1447 1159 1000 | ✠100A1 8,94 ~~7,92~~ ✠LMC7~~98~~ 8,94 | Bdx A&CP | *p* | 1884 12mo | W.Pickersgill&Sons Sunderland | **Les fils deT. Conseil** | 260·0 Q102′B48′F32′ FK *WB=BDa76′f101* | 35·1 | 17·2 *338tAPT11t* | **Bordeaux** French | C.2Cy.32″&60″–39″ (*i*) 80lb *60lb* 154HP 2SB,4*pf*,GS72 G.Clark,Sunderland | 18 ″ 7 | |
| 70 48 EFDN | **Z.M.Chrissoveloni** *T.Magnissiotti* (*ex*Circassian) 5thSurvey,Npt.8,90 *Well deck* | **IronScSr** 1*Dk(Irn)2trB* | 1284 1054 958 | ✠ —— 9,92 drp91 | Bla | Lv | 1872 2mo | R.Thompson,jun. Sunderland | **ChrissoveloniBrs.** | 234·8 P203*t* F18*t* *WB=DBa&f* | 32·3 | 17·4 4*BHCem* | **Piræus** Greek | C.2Cy.29″&55″–33″ NB88 120HP N.E.MarineCo.(Lim.),Sld. | | |
| 71 QCVN | **Zaandam** *W Duit*90–91 | **IronScBg** 2*Dks&Spardk* | 3063 — 2282 | | | | 1882 | Ned.Stomb Maats. Rotterdam | **Nederl.Amerik. Stoomv.Maats.** | 328·1 Q36′ | 39·4 | 29·5 | **Rotterdam** Dutch | C.2Cy.43″&76″–48″ 500HP Ned.Stoomb.Maats.,Rot. | | DV |
| 72 JLCN | **Zadne** *T.Farrell* –92 6thSurvey,Shl.12,90 1stSurvey Shl.5,94 | **IronScSr** 1*Dk2trB* | 703 620 433 | ✠ ~~A1 1~~ ~~6,88~~ 7,94 | Shl | Lv | 1869 12mo | T.Royden &Sons Liverpool | **EuropaShipping Co.(Lim.)** | 220·4 P48*t*H12*t*F18*t* ptND90&92 | 26·2 BK7″ | 17·1 5*BH* | **London** British | C.2Cy.26″&52″–30″ NB81 90HP Fawcett,Preston&Co.,Liv. | 18 ″ 2 s 2 ″ 7 | |
| 73 88829 SKJC | ~~*A.W.R.Cobban* 91~~ ~~*J.E.Gerard*~~ *J.C.Gerard* | **SteelScBn** 1*Dk&Awngdk3trB* *ss*HKg.No.3–1,95 | 1062 712 675 | ✠100A1 *Awng dk with freeboard* 1,95~~3,94~~ ~~BS8,94~~ ✠LMC2~~,92~~ 1,95 | HKg LA&CP | *n* | 1884 1mo | Hall,Russell &Co. Aberdeen | **China&Manila S.S.Co.(Lim.) (Shewan&Co., *Mgrs.*)** | 213·7 drp&srp95 | 31·8 BK6½″ | 21·3 4*BHCem* | **HongKong** British | C.2Cy.34″&66″–42″ (*s*) 90lb *60lb* 200HP 2SB,8*pf*,GS132 Hall,Russell&Co.,Abn. *Freeboard to Awning deck* | 15 ″ 2 1 ″ 6 8 • 3 | |
| 74 | **Zagazig** (*ex*Penn) | **IronSc3MstSr** | — — 678 | | | | 1863 | Smith& Rodger Glasgow | **KhedivialS.S. Administration** | 250·0 | 30·0 | 17·0 | **Alexndria** Egyptian | C.2Cy.26″&52″–36″ 120HP Day,Summers&Co.,Sou. | | |
| 75 | **Zagreb** *C.D.Andrianich*91–92 *Elec.light* | **SteelScSr** 1*Dk(Stl)* | 537 367 284 | ✠100A1 *Coasting with freeboard* 11,92 ✠LMC11,92 | Gmh LA&CP | *h* | 1892 11mo | Grangmth Dockyard Co Alloa | **Soc.in Azioni UngaroCroata diNav.Mar.a Vap.** *WB=* | 175·0 P41′B22′F38′ *Cell DB*49′34*t* | 26·1 BK7½″ *FPT* | 11·7 24*t APT*17*t* | **Fiume** Aust.-Hung. | T.3Cy.17″,27″&44″–33″ (*a*) 160lb *80lb* 99HP 1SB,3*rf*,GS60,HS1671 Hutson&Corbett,Glasgow | 12 ″ 6 s 1 ″ 5 | |
| 76 9478 PWFS | **Zaimis** *T.Wilkinson*75–75 | **IronSc3MstSr** 1*Dk* | 321 260 197 | | | ... | 1860 3mo | Richrdson, Duck&Co. Stockton | **W.Rawson& J.Robinson** | 155·7 P53′ FK | 22·6 | 9·8 | **Hull** British | C.2Cy.17″&34″–26″ NE&B77 60HP BalticEngineWorks,Hull | 10 ″ 1 s 1 ″ 8½ | |
| 77 | **Zaire** *B.DosSantos*88–93 *Elec.light* | **SteelScSr** 1*Dk(ptStl–ws)* &*Spardk(Stl-ws)3trB* | 3156 2848 2008 | ✠100A1 *Spar dk* ~~7,94~~ ~~1,94~~ 2,95 ✠LMC10,93 | Liv A&CP | *v* | 1893 10mo | SirR. Dixon&Co Middlesbro' | **EmprezaNacional deNavagacao à Vapor** *WB=Cell DB*218′ 457*t* | 340·0 P17′B82′F35′ BK10″ | 42·3 26·2 | 18·3 6*BHCem* *DTa*46′383*t* | **Lisbon** Portuguese | T.3Cy.28″,44″&72″–48″ (*s*) 160lb *80lb* 500HP 2DB,12*cf*,GS197,HS7005 T.Richardson&Sons,Hpl. | 20 ″ 9 s 6 ″ 6 | BT till 10,94 |
| 78 58 HBJQ | **Zakynthos** *C.Pappalas* *N.Filini* | **IronScSr** *ss*Gen.No.3–10,93 1*Dk&Spardk3trB* | 1502 1493 973 | ✠100A1 *Spar dk* 3,94 BS1,95 ✠LMC10,93 | Msl A&CP | *p* | 1882 1mo | R.Thompson&Sons Sunderland | **A.A.Vagliano fils** | 243·6 *WB=DBa65′f31′* | 35·3 BK8½″ | 22·7 155*t* | **Argostoli** Greek | C.2Cy.32½″&58″–36″ (*i*) 70lb 150HP 2SB,6*f*,GS90 S.&H.Morton&Co.,Leith. | | |
| 79 HDWG | — *Conduri* | **CompScSr** (*ex*Zante,*ex*Capodistria) | 102 102 55 | | | | 1882 | L.Poli Capo d'Istria | **C.Theofilatos** | 114·5 | 15·4 | 8·7 | **Patras** Greek | C.2Cy.16″&27″–15″ 30HP M.Bartlett,Trieste | | |
| 80 3618 LNFC | **Zamora** *A.F.McVicar* –91 | **SteelSc3MstSr** *ss*Lth.No.1–93 2*Dks(1Irn)* | 1245 1073 773 | ✠100A1 12,94 ~~12,93~~ ✠LMC12,93 | Lth A&CP | *o* | 1889 12mo | Ramage& Ferguson Leith | **Leith,Hull&HamburgS.P.Co. (J.Currie&Co., *Mgrs.*)** | 248·9 P23′B40′F28′ BK9″ *WB=MT*38′ | 33·2 | 17·0 6*BHCem* 340*t FPT*30*t* | **Leith** British | T.3Cy.18″,30″&48″–36″ (*s*) 150lb *50lb* 136HP 1SB,3*rf*,GS62,HS2032 Ramage & Ferguson,Leith | 18 ″ 4 s 2 ″10 | |
| 81 27804 | **Zampa** *R.O.Chisholm* –90 *Well deck* | **SteelScSr** *ss*Bry.No.1–94 1*Dk(Irn)&Webframes* | 2364 1826 1526 | ✠100A1 ~~8,94~~ ~~1,93~~ ~~1,95~~ 5,95 ✠LMC6~~,90~~ 8,94 Bry ~~Shl~~ Bry | Mdb LA&CP | *t* | 1890 6mo | E.Withy& Co. W Hartlepool | **Herskind&Co.** | 300·0 P29′Q94′B122′F31′ drp93 FK *WB=CellDB*256′ | 38·5 | 20·6 5*BH* *ptAsptCem* 476*t APT*25*t* | **W.Hartlpl** British | T.3Cy.22½″,37″&61″–39″ (*s*) 160lb *80lb* 200HP 2SB,6*rf*,GS99,HS3469 T.Richardson & Ss.,Hpl. | 23 ″ 2 s 2 ″ 3 | |
| 82 WMSR | — *H.D.Lyngbye*67–78 | **IronPadSr** 1*Dk* | 362 236 231 | | | | 1875 | Gourlay Bros.&Co. Dundee | **ForenedeDampskibsselskab** | 189·0 P51*t* F13*t* | 21·5 B34*t* | 8·6 H28*t* | **Stege** Danish | C.2Cy.30″&50″–42″ 110HP Gourlay Bros.&Co.,Dundee | | |
| 83 79643 EDYG | **Zanetta** ~~*J.T.Milne*83–90~~ *Gibson* | **IronScSr** *ss*Shl.No.3–9,90 1*Dk(Irn)2trB* *ss*Shl.No.1–95 | 1334 1238 832 | ✠100A1 ~~1,95~~ ~~1,93~~ 3,95 ~~BS11,93~~ ~~Lloyd~~ A&CP ~~LMC9,90~~ | Shl | *p* | 1878 9mo | Palmers'Co (Lim.) Newcastle | **J.Fenwick&Son** | 242·8 P27′B14′ ~~drp91~~ *WB=DBa76′f60′* | 33·2 BK8″ | 20·0 4*BHCem* ~~*Lloyd B84*~~ | **London** British | C.2Cy.31″&57″–36″ 80lb *80lb* NDB89 220HP 2B,GS72 Palmers'Co.(L),Newcastle | 21 ″ 5 s 3 ″ 9 | |

| 1 Numero d'Ordre. / Numero Officiel. / Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. / Capitaine. Ex-nom, s'il y a lieu. / Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Crews and Qualifn. Franc-bord en milliem de navire. pds. p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 84 | **Zang** — SteelTwinScSr<br>*S.Kavovitch* –89 — 1*Dk* | 465<br>—<br>316 | | | | 1888 | Sir W.G. Armstrong, Mitchell&Co. Newcastle | Massis Steam Nav. Co. (J.Pitoeff, *Mgr.*) | 170·0 \| 25·6 \| 11·1<br>P485′ F25′ | | | Astrakhan<br>Russian | C.4Cy.16″&30″–18″<br>70 NH<br>Wallsend Slipway & Eng. Co.(Lim.),Newcastle | |
| 85<br>98192 | **Zanzibar** — SteelScSr<br>~~*P.H.O Neal* 88–93~~ *Robinson*<br>*Well deck* — *ss*Cff.No.1-94<br>1*Dk*(*Irn&Stl*)&*Webframes2trB* | 2964<br>2281 ~~12,94 2,94~~ 3,95<br>1919 | ✠100A1<br>A&CP<br>✠LMC12,90 | Cff<br>Bry | *t* | 1890<br>12mo<br>~~12,94~~ | E.Withy &Co.<br>W Hartlepool | Zanzibar S.S.Co. (Lim.) (F.Woods)<br>*WB*=*CellD* | 313·8 \| 40·5 \| 21·1<br>P29′Q102′B126′<br>F33′ ~~drp94 6·98~~ FK<br>*B*268′498*tAPT*37*t* | | | London<br>British<br>5*BHptAsp ptCem* | T.3Cy.24″,38″&64″–42″ (*s*)<br>160 lb *80 lb* 300 NH<br>2SB,*6rf*,GS94,HS3750<br>CentrlMrineE.Wks.W.Hpl | 23 × 8 D<br>s 2 × 5½ |
| 86<br>RGNJ | **—** — IronScSr<br>*P.P.Bendixen* 88–88<br>1*Dk&Spar dk* | 995<br>855<br>698 | | | | 1883 | Act.Ges. "Vulcan" Stettin | Wm.O'Swald&Co. | 198·4 \| 29·8 \| 18·2<br>B28′ | | | Hamburg<br>German | C.2Cy.25½″&47″–29½″<br>100 NH<br>Act.Ges."Vulcan,"Stettin | T |
| 87<br>*Now named "Creta," See No. 43 in Supplement.* | **Zara** — SteelScSr<br>*P.Kerstegl* –93 | 156<br>—<br>73 | | | | 1890 | M Martinolich Lussinpicc'lo | Seraf.Topich&Co. | 109·5 \| 17·1 \| 9·9<br>Q48′ B15′ F10′ | | | Lissa<br>Aust.-Hung. | C.2Cy.16″&27″–18″<br>40 NH<br>Bartlett&Greenhm,Trieste | T |
| 88 | **Zaragoza** — WoodTwinSc<br>(*ex*Coquille) — 2*Dks* | 271<br>—<br>183 | | | | ..... | | Linea Acelerada del Golfo de Cortès | 114·8 \| 18·4 \| 14·6 | | | Mazatlan<br>Mexican | | |
| 89<br>89783<br>KLWV | **Zarate** — IronScSr<br>*T.Bruce* –94 — ~~*ss*Liv.No.1–91~~<br>*Elec.light* — 2*Dks*(1*Irn*1*ptIrn*)3*trB*<br>*ss*Cff.No.2-95 | 2408<br>2198 ~~6,94 8,93~~ 3,95<br>1552 | ✠100A1<br>A&CP<br>~~BS4,93~~ ✠LMC8,91 ~~6,94~~ | Cff<br>~~Liv~~ | *s* | 1887<br>4mo<br>2,95 | T.Turnbull &Son Whitby | Turner, Brightman &Co. | 301·2 \| 38·0 \| 24·0<br>P36′B72′F35′<br>drp95 BK10″<br>*WB*=*DBa* | | | London<br>British<br>5*BHCem* | T.3Cy.22″,36″&59″–39″ (*s*)<br>160 lb 175 NH<br>3SB,*9cf*,GS94<br>96′*f*118′370*t* Blair&Co.(Lim.),Stockton | 25 × 8<br>s 4 × 7½ |
| 90<br>HQCM | **Zarewitch** — SteelPad<br>*Malmberg* 85– — 1*Dk* | —<br>—<br>92 | | | | | Motala Co. Gothenburg | Peterhof Dampfschifffahrts Gesellschaft | ..... | | | S.Petrsbrg<br>Russian | C.2Cy.31″&53″–42″<br>120 NH<br>MotalaCo.,Gothenburg | |
| 91<br>HQCL | **Zarewna** — SteelPadSr<br>*Amger* 86– — 1*Dk* | —<br>—<br>92 | | | | | Motala Co. Gothenburg | Peterhof Dampfschifffahrts Gesellschaft | ..... | | | S.Petrsbrg<br>Russian | 2Cy.31″&53″–42″<br>120 NH<br>MotalaCo.,Gothenburg | |
| 92<br>70125<br>QSLH | **Zealandia** — IronSc4MstSr<br>*K.Van Oterendorp* 86–86<br>*ss*S.Fo.No.3–10,88<br>2*Dks*(*Irn–Uws*)&*Spardk* | 2489<br>1734<br>1713 | ✠100A1<br>*Spar dk*<br>1,89<br>BS6,91 ✠LMC10,88 | S. Fo<br>A&CP | *u* | 1875<br>10mo | J.Elder& Co. Glasgow | Oceanic S.S.Co. | 377·0 \| 37·1 \| 18·6<br>26·2<br>BK10″ | | | Honolulu<br>Hawaiian | C.3Cy.45″&(2)62″–51″ (*i*)<br>75 lb 500 NH<br>2DB,*12pf*<br>J.Elder&Co.,Glasgow | |
| 93<br>85094<br>WFTM | **—** — IronScSr<br>*G.Ross* 82–84 | 128<br>127<br>18 | | | | 1882 | L.Smit& Zoon Kinderdyk | W.Watkins | 90·4 \| 20·6 \| 11·3 | | | London<br>British | 2Cy.22″–22″<br>70 NH<br>Appleby Bros.,London | |
| 94<br>70125<br>QSLH | **Zealous** — IronScSr<br>*Thomas* — *ss*Hpl.No.3–8,89<br>*Well deck* — 1*Dk*(*Irn*)2*trB*<br>*ss*Shl.No.1-94 | 1355<br>1086 4,94 ~~7,98~~<br>847 ~~BS8,98~~ | ✠100A1<br>A&CP<br>LMC ~~8,98~~ 4,94 | Hpl<br>Shl | *p* | 1877<br>5mo | R.Dixon& Co. Middlesbro' | G.Horsley&Son<br>*W* | 250·0 \| 32·8 \| 16·8<br>Q99′B59′F26′<br>drp92 BK9″<br>*B*=*DBa*80′*f*78′&*u* | | | Hartlepool<br>British<br>4*BHCem* | C.2Cy.30″&55″–36″<br>75 lb *55 lb* 120 NH<br>1DB,GS48<br>*E&B*40′322*t* Blair&Co.(Lim.),Stockton | 19 × 6 D<br>s 1 × 9½ |
| 95<br>27023<br>PNMK | **Zebra** — IronScSr<br>*T.Allen* –92 — *ss*No.3–69 — 1*Dk*2*trB*<br>*ss*Hul.No.2–77 | 551<br>492 3,80<br>351 | | Hul | | 1858 | Brownlow &Pearson Hull | T.Wilson,Sons&Co.(Lim.) Furness,Withy&Co.(Lim.) | 196·0 \| 26·0 \| 14·9<br>Q47*t*<br>DND77 | | | Hull<br>British | C.2Cy.24″&45″–30″<br>NE&B77 80 NH<br>4*BHCem* C.D.Holmes&Co.,Hull | |
| * 96<br>65906<br>KRHG | **Zena** — IronScSr<br>*L.Dale* –93 — 6thSurveyLiv.3,91<br>*Well deck* — 1*Dk*2*trB* | 1030<br>827<br>666 | ✠A1, 1<br>5,93 | Liv | Lv | 1871<br>11mo | T.Royden &Sons Liverpool | Atlantic&Eastern S.S.Co.(Lim.) (J.Glynn&Son, *Mgrs.*) | 242·8 \| 27·9 \| 17·4<br>P64′B60′F38′<br>BK7″ | | | Liverpool<br>British | C.2Cy.28″&52″–30″<br>NB84 99 NH<br>3*BH*1PBH *Cem*<br>Fawcett,Preston&Co.,Liv. | 18 × 10<br>s 2 × 7 |
| 97<br>101975 | **Zeno** — SteelScSr<br>*J.G.Saville* 94–94 — 1*Dk*(*ptStlptIrn*)<br>&*Webframes*&*ptAwngdk*(*Irn*)<br>*Elec.light* | 2896<br>2215<br>1859 ~~11,94 2,94~~ | ✠100A1<br>*pt Awng dk*<br>*withfreeboard* ~~N.S.~~<br>✠LMC3,93 | Bry<br>LA&CP | *t* | 1893<br>3mo | C.S.Swan &Hunter Newcastle | Turner, Brightman &Co. | 312·0 \| 41·0 \| 20·6<br>P24′Q94′B126′F30′<br>FK<br>*WB*=*Cell* | | | London<br>British<br>6*BHCem* | T.3Cy.23″,38″&61″–42″ (*s*)<br>160 lb 300 NH<br>2SB,*6pf*,GS120,HS4048<br>*DB*264′620*t* GourlayBros.&Co.,Dun. | 23 × 1<br>s 9 × 1 |
| * 98<br>85071<br>WDQK | **Zenobia** — IronScSr<br>*A.Bowding* 94–94 — *ss*Lon.No.3–3,92<br>2*Dks*(1*Irn*)3*trB* | 2069<br>1914 5,95 ~~4,94~~ ~~1,94~~<br>1349 | ✠100A1<br>A&CP<br>BS ~~4,94~~ ✠LMC8,92<br>5,95 | Npt<br>Cff | *s* | 1881<br>9mo | T.Turnbull&Son Whitby | Turner, Brightman &Co. | 286·0 \| 36·0 \| 24·1<br>P26′B62′F35′<br>drp94 BK9½″<br>*WB*=*DBa* | | | London<br>British<br>5*BHCem* | C.2Cy.34½″&64″–42″ (*i*)<br>80 lb 160 NH<br>~~2SB,*6pf*,GS~~ 3SB,*9pf*,GS130<br>88′*f*113′360*t* Blair&Co.(Lim.),Stockton | 25 × 5<br>s 4 × 5 |
| 99<br>99712 | **—** — IronScK<br>*R.B.Baskcomb* –93 — 1*Dk* | 161<br>145<br>65 | ✠100A1<br>*Stm Trawler*<br>9,93 ✠LMC9,93 | Hul<br>LA&CP | | 1893<br>9mo | Earle'sCo. (Lim.) Hull | Mrs.M.Guzzwell (W.J.S.Hood, *Mgr.*) | 101·5 \| 20·6 \| 11·0<br>Q18′F19′<br>BK7½″ | | | Grimsby<br>British | T.3Cy.11″,17″&30″–21″ (*s*)<br>160 lb 45 NH<br>1SB,*2pf*,GS28,HS800<br>Earle'sCo.(Lim.),Hull | 11 × 9 |
| 100<br>98705 | **—** — IronScK<br>*J.Chant* –90 — 1*Dk* | 145<br>136<br>48 | ✠100A1<br>*Stm Trawler*<br>10,90 ✠LMC10,90 | Hul<br>LA&CP | | 1890<br>10mo | Cook, Welton&Gemmell Hull | C.Hellyer&Co. (Lim) | 100·3 \| 20·2 \| 10·8<br>BK7½″ | | | Hull<br>British | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160 lb 45 NH<br>1SB,*2cf*,GS25,HS711<br>C.D.Holmes&Co.,Hull | 11 × 10 |
| 101<br>97794 | **Zephyr** — CompScSr | 201<br>201<br>43 | | | | 1873 | Admiralty Chatham | G.Rodrigues | 123·3 \| 23·0 \| 12·0 | | | Liverpool<br>British | C.2Cy.28″&48″–18″<br>76 NH<br>Humphrys,Tennant&Co., London | |
| * 102<br>87147<br>HVSN | **Zephyrus** — IronScSr<br>~~*P.P.Pearson* 91~~ *ss*Liv.No.2–91<br>*Douglas* — 2*Dks*(1*Irn*)3*trB* | 2072<br>1916 1,95 ~~4,94~~<br>1351 | ✠100A1<br>A&CP<br>BS1,94 ✠LMC12,91 | Cff | *s* | 1883<br>7mo | T.Turnbull&Son Whitby | Turner, Brightman &Co. | 286·0 \| 36·0 \| 24·1<br>P26′B62′F35′<br>BK9½″<br>*WB*=*DBa* | | | London<br>British<br>5*BHCem* | C.2Cy.34½″&64″–42″ (*b*)<br>80 lb 160 NH<br>~~2SB,*6pf*,GS90~~ 3SB,*9pf*,GS130<br>88′*f*112′360*t* Blair&Co.(Lim.),Stockton | 25 × 5<br>s 4 × 5 |
| 103<br>95416<br>KRTJ | **Zeta** — SteelScSr<br>*W.C.Wilson* –93 — *ss*Bry.No.1–92<br>*Well deck* — 1*Dk*(*Stl*)&*Webframes* | 2334<br>1833 ~~2,94~~ 7,94<br>1499 BS7,94 | ✠100A1<br>A&CP<br>✠LMC12,92 | Liv<br>Cff | *s* | 1888<br>5mo | J.L. Thompson &Sons Sunderland | Turner, Brightman &Co. | 300·0 \| 39·1 \| 20·1<br>P33′Q80′B126′F33′<br>BK10″<br>*WB*=*DBa*88′*f*66′ | | | London<br>British<br>6*BHCem* | T.3Cy.22″,36″&59″–39″ (*s*)<br>160 lb *80 lb* 200 NH<br>2SB,*6cf*,GS85<br>333*tAPT*22*t* Blair&Co.(Lim.),Stockton | 21 × 5<br>s 2 × 6 |
| 104<br>HSRB | **Zeus** — IronScSr<br>*A.Bengtsson* –88 — *ss*Got.No.3–3,86<br>(*ex*York) — *ss*Got.No.1–91 2-94<br>*Well deck* — 1*Dk*2*trB* | 1038<br>810 10,94 ~~8,93~~<br>790 BS4,94 | ✠90A1<br>A&CP<br>LMC ~~8,91~~ 10,94 | Lon<br>Got | | 1871<br>11mo | Cole Bros. Newcastle | Ångfartygs Aktiebolaget "Viking" (K.O.F.Dalman, *Mgr.*) | 215·8 \| 27·6 \| 16·7<br>P112′H7*t*F25′<br>drp94 *WB*= | | | Gothenbrg<br>Swedish | C.2Cy.27″&47″–30″<br>70 lb *60 lb* NB81 100 NH<br>1SB,*3pf*,GS46<br>*DBa*&*f*142′ N.E.MarineECo.(Lim.)Sld | 17 × 9 |
| 105<br>68370<br>WRPV | **—** — IronScSr<br>*G.Miles* –93 — *ss*Shl.No.3–9,86<br>*Well deck* — *ss*Shl.No.1–91<br>2*Dks* | 994<br>772 1,93<br>611 ✠NB6,88 BS3,94 | ✠90A1<br>A&CP<br>LMC5,91 | Ant | *m* | 1872<br>9mo | Bartram, Haswell& Sunderland | Turner, Brightman &Co. | 220·8 \| 30·1 \| 16·8<br>P123′F29′<br>*WB*=<br>*DBa*58′*f*53′ | | | London<br>British | C.2Cy.27″&51″–33″ (*f*)<br>80 lb *80 lb* 98 NH<br>4*BHCem* ~~1SB~~ 1DB,3*pf*,GS55<br>J.Dickinson,Sunderland | 17 × 10<br>s 2 × 1 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now ✠ xpired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Trade Pass. Cert. of B. of T. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 106 KBDT | **Zeus** *B.Siebert* 91–91 | **IronScSr** (*ex* Santiagueña) 1 *Dk* & *Spar dk* | 854 — 647 | ✠ | Nwc | | 1883 | J.C.Tecklenborg Geestemünde | **RhedereiAtlaslinie (DeutscheExportbank,** *Mgrs.*) | 192·0 \| 27·0 \| 12·8 20·0 | **Hamburg** German *WB* | C.2Cy.22″&39″–26″ 80HP O.Henniges&Co.,Berlin | | V |
| 107 GBSJ JWMD | **Zichy** *G.Tianich* 91–92 (*ex* Chandos) *Well deck* | **IronScSr** *ss* Mdb.No.2–91 1 *Dk*(*Irn*) 2 *trB* | 1877 1515 1217 | 100A1 10.93 ✠NB10,91 | Tri LA&CP ✠LMC10,91 | | 1884 1mo | Earle'sCo. (Lim.) Hull | **RoyalHungarian SeaNav.Co. "Adria"(Lim.)** | 275·3 \| 35·3 \| 20·0 P141′F30′ BK9½″ *WB*=*DBa* | **Fiume** Aust.-Hung. *4BHCem* & *uE&BMT* | T.3Cy.20½″,33½″&55″–39″ 165lb 75*lb* (*s*) 154HP 2SB,*4rf*,GS72,HS3016 *Tpd*.91 Blair&Co.(Lim)Stk | | A |
| 108 WMJG | **Zillah** *W.A.Savage* –91 | **WoodScFlat** | 139 136 69 | | | | 1891 | J.Harland &Co. Tranmere | **W.A.Savage** | 92·0 \| 22·2 \| 9·9 | **Liverpool** British | C.2Cy.13″&26″–18″ 30HP Cochrane&Co.,Birkenhead | | |
| 109 RJSH | **Zingari** *J.Sapp* –94 | **IronScSr** *ss* Goo.No.3–70 | 393 324 241 | ✠ 8,75 | Nwc | | 1854 | T.&W. Smith N.Shields | **WSwanston&Sons** | 157·8 \| 25·1 \| 12·3 | **Newcastle** British | C.2Cy.22″&40″–27″ NE83 65HP M.Paul&Co.,Dumbarton | 13 ″ 9 s 1 ″ 11 | D |
| 110 JGMH | **Zodiac** *G.Sutton* 78–93 1 *Dk*(*Stl*) & *Web frames* *Elec.light* | **SteelScSr** | 2918 2198 1872 | ✠100A1 *pt Awng dk with freeboard* 12,93 ✠LMC5,93 | Nwc A&CP | *t* | 1893 5mo | J.L.Thompson&Sons Sunderland | **Turner,Brightman &Co.** | 312·0 \| 41·0 \| 20·8 P28′Q94′ *pt Awng dk* 189′ FK *WB*=*CellDB*218′ | **London** British *6BHCem* 460*t APT* 52*t* | T.3Cy.24″,39″&64″–42″ (*s*) 160lb *160lb* 300HP 2SB,*6pf*,GS116,HS4000 J.Dickinson,Sunderland | 23 ″ 1 s 8 ▪ 7½ | |
| 111 WMJG | — *G.Merchant* 90–90 | **IronScYl** *ss* Gms.No.1–95 1 *Dk* | 149 142 48 | ✠100A1 *Stm Trawler* 3,95 ~~12,90~~ ✠LMC12,96 Gms | Gls LA&CP | 8,95 | 1890 12mo | Mackie& Thomson Glasgow | **Grimsby&North SeaStmTrawling Co.(Lim)** | 100·5 \| 20·5 \| 10·7 Q19′F19′ BK7½″ | **Grimsby** British *3BHCem* | T.3Cy.11″,16½″&27″–22″ (*s*) 160lb 45HP 1SB.*2pf*,GS32 Muir&Houston,Glasgow | 11 ″ 11 | |
| 112 WMJG | **Zoe** ~~*W.Pearman* 93–93~~ *Well deck* *G.Miles* –94 | **SteelScSr** *ss* Hav.No.1–93 1 *Dk*(*Stl*) 2 *trB* | 2255 1750 1437 | ✠100A1 ~~8,94 11,93 8,94~~ 4,95 ✠LMC11,93 ~~Shi~~ Npt | Hav A&CP | *s* | 1889 12mo | T.Turnbull &Son Whitby | **Turner,Brightman &Co.** | 289·5 \| 38·3 \| 19·6 P28′Q76′B124′F32′ FK *WB*=*CellDB*244′ | **London** British *6BHCem* 504*t* | T.3Cy.22″,36″&59″–39″ (*r*) 160lb *70lb* 200HP 2SB,*6rf*,GS84 Blair&Co.(Lim.),Stockton | 22 ″ 2 s 2 ″ 1 | |
| 113 — *J.R.Cox* 87–92 *Well deck* | — | **IronScSr** 1 *Dk*(*Irn*) & *Web frames* | 1899 1398 1204 | ✠100A1 10,94 ~~1,94~~ ✠LMC6,92 Bry | Cff LA&CP | *r* | 1892 6mo | Richardson,Duck& Co. Stockton | **Burdick&Cook** | 270·4 \| 36·6 \| 16·6 P27′Q76′B110′F31′ drp92 FK *WB*=*CellDB*226′ | **London** British *4BHCem* 392*t APT* 10*t* | T.3Cy.21½″,35″&57″–36″ (*s*) 160lb *70lb* 190HP 1DB,*4cf*,GS63,HS2860 Blair&Co.(Lim.),Stockton | 19 ″ 3 s 1 ″ 5 | |
| 114 HSVQ | **Zoppot** *F.Scharping* –91 | **SteelScSr** 1 *Dk* | 403 291 284 | | | | 1891 | G.Evers Lübeck | **F.Prowe** | 138·4 \| 22·9 \| 11·1 Q36′ B35′ F16′ *WB* | **Danzig** German | C.2Cy.16½″&30″–21¼″ Maschinenfabrik Buckau ActienGes.,Magdeburg | | V |
| 115 JWQK | **Zrinyi** *A.Poschich* 91–92 | **SteelScSr** 1 *Dk*(*Stl*) & *Spar dk*(*Irn*) & *Web frames* | 1561 1390 963 | ✠100A1 *Spar dk with freeboard* 11,92 ✠LMC11,92 | Nwc A&CP | *p* | 1892 11mo | Wigham Richardson &Co. Newcastle | **RoyalHungarian SeaNav.Co. "Adria" (Lim.)** | 240·0 \| 34·0 \| 14·0 P28′B55′F31′ 21·2 FK *WB*=*CellDB*195′ | **Fiume** Aust.-Hung. *4BHCem* 306*t APT* 18*t* | T.3Cy.20″,32″&53″–36″ (*s*) 165lb *80lb* 160HP 2SB,*4rf*,GS80,HS2868 Wighm,Richrdsn&Co,Nwc | 16 ″ 3 s 5 ″ 0 | A |
| 116 KHMD | **Zuari** *Mirzam Ebrahim* *Elec.light* | **IronScSr** 1 *Dk* | 218 192 95 | | | | 1886 8mo | Grangmth Dockyd.Co. Grangmouth | **BombaySteam NavigationCo. (Shepherd&Co.,** *Mgrs.*) | 150·7 \| 26·1 \| 8·7 H26*t* | **Bombay** British | C.2Cy.18″&34″–27″ 49HP Dunsmuir&Jackson,Gls. | | |
| 117 JWLN | **Zulu** ~~*Brown* 91~~ ~~*E.H.Dunn* 92~~ 1 *Dk*(*Stl*) & *Spar dk*(*Irn*) & *Web frames* *E.Goldswain* | **SteelScSr** | 2746 2563 1787 | ✠100A1 *Spar dk* ~~8,91 8,94~~ 3,95 ✠LMC4,92 ~~Shi~~ | Ams LA&CP | *u* | 1892 4mo | R.Dixon& Co. Middlesbro' | **British&Colonial Stm.Nav.Co. (Lim.)(Bucknall Bros.,** *Mgrs.*) | 309·7 \| 40·6 \| 17·5 P31′B34′ 25·4 F36′ drp92 BK9″ *WB*=*CellDB*260′ | **London** British *5BHAsp* 588*t APT* 58*t* | T.3Cy.24″,38″&64″–42″ (*s*) 160lb *90lb* 500HP 2SB,*6cf*,GS135,HS4495 T.Richardson&Sons,Hpl. | 20 ″ 0 s 5 ▪ 11½ | D |
| 118 JWLN | **Zurbaran** *G.Goiri* 85–89 | **IronScSr** | 856 — 649 | | | | 1866 | Randolph, Elder&Co. Glasgow | **"LaBetica"Empresa deNavegacion à vapor** | 191·9 \| 28·3 \| 16·9 | **Seville** Spanish | C.2Cy.25″&48″–30″ 100HP N.E.MarineEng.Co.,Sld. | | |
| 119 JWLT | **Zuria** *F.Lezama* 89–89 *Well deck* | **SteelScSr** *ss* Bbo.No.1–93 2 *Dks*(1 *Stl* & 1 *Irn*) | 2160 1754 1386 | ✠100A1 ~~8,94 2,93~~ 4,95 BS4,95 ✠LMC2,93 ~~Sld~~ Gls | Bbo A&CP | *s* | 1889 1mo | AM'Millan &Son Dumbarton | **CompaniaNaviera Zuria (A.deUrraza)** *WB*=*C* | 280·0 \| 39·0 \| 19·4 Q106′B64′F35′ BK8″ *CellDB*232′ 480*t FPT* | **Bilbao** Spanish *5BHCem* 75*t APT* 67*t* | T.3Cy.22″,35½″&58″–39″ (*s*) 160lb 70*lb* 200HP 2SB,*6rf*,GS105 Kincaid&Co.(Lim.),Grk. | 23 ″ 1 | D |
| 120 JCWF | **Zurich** *C.P.Carlson* 91–92 *Well deck* | **IronScSr** *ss* Lth.No.2–92 1 *Dk*(*Irn*) 2 *trB* | 1392 1119 892 | ✠100A1 ~~6,94 9,93~~ 10,94 ~~8,95~~ BS6,98 7,94 ✠LMC5,92 ~~Sld~~ Bly | Lon A&CP | *o* | 1883 12mo | T Turnbull &Son Whitby | **Turner,Brightman &Co.** | 245·0 \| 34·0 \| 17·0 Q88′B53′F33′ FK *WB*=*DBa* | **London** British *4BHCem* 65′*f* 100′251*t* | C.2Cy.31″&58″–36″ (*b*) 80lb *70lb* 130HP 2SB,*4pf*,GS66 Blair&Co.(Lim.),Stockton | 18 ″ 4 s 1 ▪ 8½ | |
| 121 LNDG | **Zweena** *J.G.Parsons* 93–93 *Well deck* *Elec.light* | **IronScSr** *ss* Lon.No.1–93 1 *Dk*(*Irn*) 2 *trB* | 1470 1054 941 | ✠100A1 ~~8,94 11,93~~ 12,94 ✠LMC9,93 | Lon A&CP | *p* | 1889 12mo | J.Blumer &Co. Sunderland | **MerseySteamShip Co.(Lim)(Leech, Harrison&Forwood,** *Mgrs.*) | 242·5 \| 34·0 \| 18·3 P153′F29′ BK9″ *WB*=*DBa* | **Liverpool** British *4BHCem* 65′*f* 56′177*t* | T.3Cy.20½″,33″&54″–39″ (*r*) 160lb 200HP 1DB,*6f*,GS87 G.Clark(Lim.),Sunderland | 19 ▪ 6 s 1▪10½ | BT till ~~1894~~ 11,95 |
| 122 JGSB | **Zylpha** ~~*J.Young* 88–94~~ 1 *Dk*(*Stl*) & *Web frames* & *pt Awng dk*(*Iron*) *G.Sutton* 78–94 | **SteelScSr** | ~~2926~~ ~~2210~~ ~~1875~~ 2918 2193 1867 | ✠100A1 *pt Awng dk with freeboard* ~~6,94~~ 10,94 ~~(Class Contemplated)~~ | Sld A&CP Cff | *t* | 1894 6mo | J.L. Thompson &Sons Sunderland | **Turner Brightman &Co.** | 312·0 \| 41·0 \| 20·6 Q86′~~P28′~~P29′ FK *pt Awng dk* ~~194′~~ 197′ | **London** British *6BHCem* *WB*=*CellDB*218′ 469*t APT* 51*t* | T.3Cy.23″,37½″&61½″–39(*s*) 160lb, *160lb* 300HP 2SB,*6cf*,GS100HS3826 Blair&Co.(Lim.),Stockton | 23 ″ 1 s 8 ▪ 9½ | |

*** Additional Ships are inserted in the Supplement at the end of the Register.

**N.B.**—All vessels assigned a character in the Register Book are required, under the Rules of the Society, to be submitted to Surveys by the Society's Surveyors periodically (annually, if practicable), in order to its being seen that their efficiency is duly maintained. It is also a condition that all repairs of ships or machinery required at ports where there is a Surveyor to this Society, in order to their retaining the characters assigned to them in the Register Book, must be carried out under the inspection and to the satisfaction of the Society's Surveyors. Ships or Machinery repaired at ports where there is no Surveyor to this Society must be surveyed by one of the Society's Surveyors at the earliest opportunity.

The *Date of Survey* of a Ship only certifies to its efficiency at that time.

In reference to the Rules of the Society, and in order to prevent the disappointment arising from ships losing their characters from want of Survey, it is hereby intimated that the duty of giving *Notice of Periodical Surveys* required by the Rules, or when repairs are necessary in consequence of damage, or from other causes, rests with the Owners, Masters, or Agents.

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / *Master.* / Special Surveys. | 3 Material, Rig, &c / *Late Name if any.* / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. — No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | SteelPadSr<br>1*Dk* | 239<br>215<br>145 | ✠<br>12,89<br>*For passenger service*<br>*Constantinople and Princess Island* | | | 1889<br>12mo | Samuda Bros.(Lim.)<br>London | Ottoman Government | 183·5 | 24·1 | 8·1 | Constanpl<br>Turkish | O.2Cy.35″–36″ 75H<br>4*BHCem*<br>J.Penn&Sons,London | 8 ″ 6 |
| 2 | No. 15 | SteelScTug<br>1*Dk*(*Irn*) | 42<br>42<br>7 | ✠ A— ✠<br>*For Tug purposes*<br>3,91 ✠LMC11,90 | Lon | | 1890<br>11mo | Willough-<br>byBrs(Lim)<br>Plymouth | | 62·3<br>drp91 | 14·2 | 7·6<br>BK5″ | 4*BHCem* | C.2Cy.12″&24″–18″ (s)<br>100lb 24H<br>1SB,*2pf*,GS23<br>WilloughbyBrs.(Lim)Ply. | |

# SUPPLEMENT TO THE REGISTER OF STEAMERS.

1894-95.

# SUPPLÉMENT AU REGISTRE DES NAVIRES A VAPEUR.

| 1 | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Rof Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Ann Webster (exLondres,exAnnWebster) Harris | IronScSr ssNwc.No.3–9,91 1Dk2trB | 788 655 489 | 90A1 4,95 12,94 MS9,91 BS 11,94 | Lon A&CP | k | 1870 11mo | Withy, Alexander &Co. Hartlepool | Little&Johnston | 200·6 28·5 15·9 Q47t WB=DB a53f46'146t | London British 4BHCem | C.2Cy.25"&48"–36" (i) 75lb NB80 NDB91 96HP 1SB.3pf.GS47 80lb T.Richardson&Sons,Hpl. | 16 11 s 1 9 | |
| 2 | Alix F.Gianno (exSussex) | IronScSr ssNpt.No.3–11,88 ssYar.No.1–93 1Dk | 180 161 80 | ✠A1 4,93 NB87 refitted91 BS 9,94 LMC10,92 | Sws | | 1862 9mo | Wigham, Richardson &Co. Newcastle | P.Mouries | 125·1 17·8 9·9 Q40'B13'F18' len77 WB=DB a18f49'29t | Marseilles French 4BHCem | C.2Cy.12½"&22"–18" (s) 100lb NE82 64HP C.Burrell&Son,Thetford | 10 5 s 1 4 | |
| 3 | Alexandros J.DiAerusis | IronPadSp 1Dk | 75 75 26 | ✠A– For Towing purposes only 5,94 LMC5,94 | Shl | | 1894 5mo | JTEltringham&Co. S.Shields | VaglianoBros. | 78·4 16·1 8·8 BK5" | Marianople Russian 3BHCem | L.1Cy.28"–46" (r) 75lb 30HP 1SB.2pf.GS25.HS710 Baird&Barnsley,N.Shl. | 9 0 | |
| 4 | Ayr F.Johnson94-94 | SteelScSr 1Dk(ptStl.ptTrn) 2trB&Webframes&ptAwng dk(Trn) | 3050 232 5 1955 | ✠100A1 ptAwngdkwithfreeboard 9,94 (Class Contem plated) LMC9,94 | Sld | u | 1894 9mo | J.L. Thompson &Son(Lm) Sunderland | MercantileS.S.Co. (Lim.) | 322·0 41·6 21·5 Q34'P28' 21·5 ptAwngdk198' FK WB=CellDBa102f128'481tAPT31t | London British 6BHCem | T.3Cy.24",39"&64"–42" (s) 160lb 100lb 300HP 2SB,6cf,GS116,HS3950 J.Dickinson,Sunderland | 24 0 s 9 0½ | |
| 5 | ~~Armandor~~ ArmandoR. V.Mascazzini92–94 | SteelScSr 1Dk(Stl)&Spardk(Stl)&deepframing | 3109 3078 2040 | ✠100A1 Spar dk 7,94 (Class Contem plated) LMC7,94 | Nwc LA&CP | u | 1894 7mo | R.&W. Hawthorn Leslie&Co(L) Newcastle | DittaC.Raggio &Co. | 324·5 42·1 19·6 26·8 FK WB=CellDBa96'uE&B42'f136'675tAPT75t | Genoa Italian 5BHCem | T.3Cy.23½",39"&64"–42" (s) 160lb 100lb 270HP 2SB,6rf,GS120 HS4138 Hawthrn,Leslie&Co.,Nwc. | 22 4 s 6 5½ | |
| 6 | Aberdeen M.P.McElhinney –94 Electlight | SteelScSr 2Dks(UStl-ws) | 674 639 266 | ✠100A1 8,94 (Class Contem plated) LMC8,94 | Psy A&CP | k | 1894 8mo | Fleming& Ferguson Paisley | CanadianGovernment | 186·0 31·2 19·4 180·0 31·1 16·9 B46' BK7½" Water tube boilers WB=CellDBa29'uE&B38'f69'152tFPT39t | Ottawa British 4BHCem | Q.4Cy.18",28",35"&54"–36" 220lb 100lb (s) 200HP 2SB,GS100,HS2825 Fleming&Ferguson,Psy. | 19 3 | |
| 7 | Ardgowan G.Nicholl –94 Well deck Floors Iron | SteelScSr 1Dk(Trn) | 161 119 50 | ✠100A1 8,94 (Class Contem plated) LMC8,94 | Psy LA&CP | b | 1894 8mo | JM'Arthur &Co. Paisley | Paton&Hendry | 105·0 20·0 8·2 Q35'F20' 8·0 BK6½" WB=FPT19t | Glasgow British 3BHCem | C.2Cy.13½"&26"–18" (s) 120lb 30HP 1SB,2pf,GS27,HS669 Bow&McLachlan,Paisley Bow,McLachlan&Co.,Psy. | 9 3 | |
| 8 | Amelia J.Bammant93–94 Electlight | SteelScSr 1Dk | 357 231 103 | ✠100A1 8,94 (Class Contem plated) LMC8,94 | Ayr LA&CP | f | 1894 8mo | S.Mc Knight&Co Ayr | H.Newhouse&Co | 145·0 22·8 9·9 Q49'B26'F24' BK7" WB=DBf72 58tFPT16t | Gt.Yarmth British 3BHCem | C.2Cy.19"&42"–30" (s) 130lb 130lb 69HP 1SB,3pf,GS51,HS1220 Muir&Houston,Glasgow | 12 0 s 1 2 | |
| 9 | Alexandria wildbe "George," *See No. 8 in Supplement.* | SteelScSr | 558 | 100A1 (Class Contem plated) | | | 1894 | Ramage& Ferguson (Lim.) Leith | HadjiDaout Farkouh | 210·0 29·1 13·9 P50'B52'F46' | Smyrna Turkish | T.3Cy.15",24"&39"–30" 99HP Ramage&Fergusn(L),Lth. | | |
| 10 | Aberdeen T.S.Duncan –94 | WoodPad 1Dk | 244 103 137 | | | | 1894 | G.F.Baird St.John,N.B. | StarLineSteamshipCo. | 140·2 22·0 4·0 | S.John,NB British | 2Cy.16"–60" 17HP J.Harris&Co.,St.John.NB. | | |
| 11 | Andrew Jolliffe (Tug) | SteelScSr 1Dk | ~~194~~ 180 168 11 | | | | 1894 | J.Readhead&Sons S.Shields | W.&T.Jolliffe J.Woodburn (W.&T.Jolliffe,Mgrs) | ~~100·0~~ 22·0 ~~12·5~~ B32' 12·1 102·0 | Liverpool British WB | T.3Cy.14½",24½"&33½"–27" 150HP J.Readhead&Sons,S.Shl. | | BT till 8,95 |
| 12 | Axim C.Harvey82–94 Electlight | SteelScSr 2Dks(UStl-ws) &Webframes | ~~2803~~ 2793 ~~2416~~ 2399 ~~1766~~ 1788 | ✠100A1 ~~11,~~12,95 (Class Contem plated) LMC10,94 | Brw LA&CP | u Liv | 1894 10mo | Nav.Con.& Armaments Co.(Lim.) Barrow | British&African S.N.Co.(Lim.) | 336·0 39·3 22·3 B39'B116'F43' FK WB=CellDBa72'uE&B34'f144'570tFPT77tAPT41t | Glasgow British 6BHCem | T.3Cy.23",38"&63"–42" (s) 180lb 100lb 198HP 2SB,6rf,GS126,HS3913 NavCon&ArmCo(Lm)Brw | 25 0 s 5 0 | BT till 9,95 |
| 13 | Alacrita E.Noberasco –94 (exCounsellor) | IronScSr ssNwc.No.3–8,94 2Dks(Irn-Uws)3trB | 2161 2103 1411 | ✠100A1 8,94 LMC8,94 | Nwc A&CP | | 1877 4mo | Aitken& Mansel Glasgow | GuiseppeZino | 311·0 34·1 25·6 F24' Irp94ptND94 WB= | Savona Italian 6BHCem | C.2Cy.35"&70"–48" (i) 60lb 70lb NDB89 280HP 2DB.3pf.GS154 J.&J.Thomson,Glasgow | | |
| 14 | Ashwold W.Cozens -94 | IronScK 1Dk | 129 119 45 | ✠100A1 StmTrawler 10,94 11,94 (Class Contem plated) LMC10,94 | Hul LA&CP Gms | | 1894 10mo | Cochrane &Cooper Beverley | NorthwoldSteam FishingCo. (Lim.) | ~~21·8~~ ~~20·4~~ ~~12·3~~ Q17' BK7½" 93·5 20·5 11·0 | Grimsby British 3BHCem | T.3Cy.10",16"&25½"–20" (s) 170lb 35HP 1SB,2pf,GS25,HS706 Amos&Smith,Hull | 11 10 | |
| 15 | Aguila A.Allan –94 | SteelPadSp 2Dks | 134 104 112 | | | | 1894 | HM'Intyre &Co. Alloa | T.Greaves | 97·2 21·2 6·2 | Iquitos Brazilian | C.2Cy.12"&24"–30" 40HP Kincaid&Co.,Greenock | | |
| 16 | ~~Adjutant~~ Adjudant Moderitzki88–94 | SteelScTrawler 1Dk | 137 127 56 | | | | 1894 | J.C.Tecklenburg Geestemünde | B.Bartling | 106·4 20·6 9·7 | Brmrhavn German | C.2Cy.17¾"&32⅝"–22" 75HP J.C.Tecklenburg,Ges. | | V |

| 1 | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | Agnes IronScK<br>1Dk | 167<br>80 | 100A1<br>Stm Trawler<br>(Class Contemplated) | | | 1894 | T.Charlton<br>Grimsby | T.Charlton | 102·0\|21·0\|11·6 | Grimsby<br>British | T.3Cy.12½",20"&32"–22"<br>155lb 55HP<br>T.Charlton,Grimsby | | |
| 18 | Arundel Castle SteelSc4MstSr<br>J.C.Robinson -94 3Dks(UStl-Teaks &1Stl-ws)<br>Elec.light | ~~4570~~<br>4588<br>3984<br>2879 | ✠100A1<br>5,95 ~~12,94 1,95~~<br>~~(Class Contemplated)~~<br>✠LMC12,94 | Gls<br>LA&CP | x<br>Lon | 1894<br>12mo | Fairfield S.B.&E.Co. (Lim.)<br>Glasgow | D.Currie&Co. | ~~413·1\|45·0\|31·9~~<br>P60'B132'F49'<br>415·0\|45·7\|27·9 FK | London<br>British<br>8BHCem | T.3Cy.30",49½"&80"–54" (s)<br>165lb 550HP<br>3SB,12rf,GS282,HS9870<br>FairfieldSB&ECo(Lm)Gls<br>WB=CellDBa98'uE&B68'f175'723t | 31 " 0 | BT till 1,96 |
| 19 | Atala SteelScSr<br>~~Morrison -94~~ G.H.Elvidge88-94<br>1Dk(Stl)&Spardk(Irn)&Webframes | ~~3350~~<br>3250<br>3111<br>2091 | ✠100A1<br>Spar dk<br>~~1,95 11,94~~ 5,95<br>~~(Class Contemplated)~~<br>✠LMC11,94 | Stk<br>LA&CP<br>~~Bry.~~ Cff | v | 1894<br>11mo | Richardsn, Duck&Co.<br>Stockton | ~~Carlisle&Co.~~<br>NewBlueStarLine ofSteamers(Lim)<br>(Carlisle&Co.Mgrs) | 330·0\|43·0\|18·4<br>P29'B42'F33' 26·3 FK | London<br>British<br>5BHCem | T.3Cy.23¾",38"&64"–42" (s)<br>160lb 90lb 300HP<br>2SB,6cf,GS98,HS4016<br>T.Richardson&Sons,Hpl. (Lm)<br>WB=CellDBa110'uE&B40'f132'598tAPT58t | 21 " 1<br>s6"5½ | |
| 20 | Agnete SteelScSr<br>Ch.Schmiegelow89–94<br>2Dks3trB | 1149<br>1011<br>882 | | | | 1894 | Howaldtswerke<br>Kiel | DampskibsSelsk. "Torm" (D.Torm,Mgr.) | 213·9\|30·8\|21·5<br>B48'F25' | Copnhagn<br>Danish<br>WB | T.3Cy.14¾",23"&37¾"–21⅝"<br>100HP<br>Howaldtswerke,Kiel | | |
| 21 | Augusto SteelScTug | 160 | | | | 1894 | Neafie&Levy S.&E.B.Co<br>Philadelphia | G.Lutonsky | 125·0\|22·5\|11·8 | Maracaibo<br>Venezuelan | C.2Cy.20"&40"–28"<br>Neafie&LevyS.&E.B.Co., Philadelphia | | |
| 22 | Alma SteelTwinScSr<br>W.Reeks -94<br>2Dks | ~~1100~~<br>1145<br>784<br>411 | | | | 1894 | J.&G. Thomson (Lim.)<br>Glasgow | London&South WesternRailway Co. | ~~270·0~~\|34·0\|14·6<br>P46'B148'F56'<br>270·7 | S'thamptn<br>British | T.8Cy.(2)19",(2)29"&(4) 31½"–30"]<br>212HP<br>J.&G.Thomson(Lim.),Gls. | | BT till 10,95 |
| 23 | Ajax SteelTwinSc~~Tug~~ Sk<br>(Tug) 1Dk | 273<br>231<br>4 | ✠100A1<br>11,94<br>~~(Class Contemplated)~~<br>✠LMC11,94 | Gls<br>LA&CP | d | 1894<br>11mo | Barclay, Curle&Co.<br>Glasgow | Southampton,I.of W.,&S.ofEng. RoyalMailSteam PacketCo.(Lim.) | 120·0\|25·0\|11·5<br>BK7" | S'thamptn<br>British<br>4BHCem<br>WB=APT19t | C.4Cy.18"&36"–27" (s)<br>110lb 108HP<br>2SB,6pf,GS120,HS3233<br>Barclay,Curle&C.(Ld.)Gls | 12 " 5<br>s 1 " 5 | |
| 24 | August SteelSc<br>1Dk<br>(Trawler) | 160<br>147<br>69 | | | | 1894 | G.Seebeck<br>Geestemünde | P.F.Wurthmann | 110·6\|22·0\|11·0 | Gstemnde<br>German | T.3Cy.11½",17¾"&30"–22"<br>80HP<br>G.Seebeck,Geestemünde | | |
| 25 | Artillerist SteelSc<br>Tilburn -94<br>1Dk(Teak) | 99<br>90<br>25 | ✠100A–<br>Tug<br>8,94<br>✠LMC8,94 | Shi | | 1894<br>8mo | Boyd&Co. (Lim.)<br>Shanghai | ~~J.Prentice~~<br>JapaneseGovernment | 107·7\|17·8\|9·0<br>BK6" | ~~Shanghai~~<br>~~British~~<br>5BHCem<br>Japanese | C.2Cy.16"&32"–18" (s)<br>90lb<br>1SB,2pf,GS35,HS994<br>Boyd&Co(Lim.),Shanghai | | |
| 26 | Ariel SteelScSr<br>J.Rafen -94<br>1Dk2trB | 1572<br>1112<br>994 | | | | 1894 | Wood, Skinner &Co.<br>Newcastle | L.A.Rafen | 250·0\|35·0\|15·7<br>Q88'B107'F32' | Holmstrnd<br>Norwegian<br>WB | T.3Cy.18½",30"&49"–33"<br>120HP<br>NE Mar.Eng.Co (Lm) Nwc | | |
| 27 | Alster SteelSc<br>Tiemann -94<br>Trawler | 171<br>155<br>70 | | | | 1894 | Act.Ges. "Neptun"<br>Rostock | J.Nibbe | 108·3\|20·9\|10·6<br>B35' | Altona<br>German<br>WB | C.2Cy.17¾"&33½"–19½"<br>Act.Ges."Neptun,"Ros. | | V |
| 28 | Alleghany SteelScSr<br>8Dks | ~~2400~~<br>2494<br>~~1860~~<br>1989 ~~1550~~<br>1606 | | | | ~~1894~~<br>1895 | R.Napier &Sons<br>Glasgow | AtlasSteamship Co.(Lim.) (Leech,Harrison &Forwood,Mgrs) | 310·0\|~~38·2~~\|23·0<br>P42'B116'F32'<br>38·1 | Liverpool<br>British<br>WB | T.3Cy.24",40"&68"–48"<br>350HP<br>R.Napier&Sons,Glasgow | | BT till 11,95 |
| 29 | Ailsawald SteelScSr<br>E.Jones95-95 1Dk(ptIrnptStl)2trB &Web frms&ptAwning dk(ptStl ptIrn) | ~~2000~~<br>2921<br>2224<br>1881 | ✠100A1<br>ptAwngdkwithfreeboard<br>2,95<br>~~(Class Contemplated)~~<br>✠LMC2,95 | Hpl.<br>A&CP | t | ~~1894~~<br>1895<br>2mo | Furness, Withy& Co.(Lim.)<br>W Hartlepool | Lunn&Maccoy | 314·0\|40·5\|21·4<br>Q123'<br>ptAwng dk191' FK | Newcastle<br>British<br>6BHCem | T.3Cy.~~22½~~",37½"&61½"–39"<br>160lb 23" 80lb (s) 240HP<br>2SB,6cf,GS90,HS3664<br>T.Rchrdsn&Sns (Lm) Hpl.<br>WB=Cell DBa104'uE&B46'f110'496tAPT30t | 23 10<br>s 9 " 5 | |
| 30 | Aotea SteelScSr<br>W.Scotland87-95<br>2Dks(Stl-Uptws)3trB | 5653<br>5186<br>3702 | ✠100A1<br>1,95<br>~~(Class Contemplated)~~<br>✠LMC1,95 | Nwc<br>LA&CP | a† | ~~1894~~<br>1895<br>1mo | C.S.Swan &Hunter<br>Newcastle | Shaw,Savill& AlbionCo.(Lim.) | 430·6\|49·0\|29·6<br>P39'B250'F42'<br>BK10" | S'thamptn<br>British<br>6BHCem | T.3Cy.~~30",47½"~~ 29",47"&80"–48" (s)<br>180lb 700HP<br>3SB,9cf,GS186,HS8760 FD<br>Cen.Mar.Eng.Wks.,W.Hpl<br>WB=CellDBa94'uE&B61'f216'1100t | 32 " 10<br>s 7 " 1½ | |
| 31 | Ailsa SteelSc3MstSr<br>J.McCarte94-94<br>Well deck 1Dk(Stl) | ~~319~~<br>325<br>220<br>74 | ✠100A1<br>4,95 ~~12,94~~<br>~~(Class Contemplated)~~<br>✠LMC12,94 | Trn<br>LA&CP<br>Gls | e | 1894<br>12mo | AilsaS.B. Co.<br>Troon | ~~W.B.Niven~~<br>J.Hamilton | 141·5\|22·5\|9·8<br>~~Q22'B81'F9'~~<br>Q81'B9'F22 BK7" | Troon<br>British<br>3BHCem | C.2Cy. ~~C.Cy.~~16"&34"–24" (s)<br>125lb 47HP<br>1SB,2pf,GS35,HS950<br>Muir&Houston,Glasgow<br>WB=FPT22tAPT5 | 10 " 9<br>s " 6½ | |

| 1 No. in Book. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 3 | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xpired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32 | **Amasis** | Steel Sc Sr | ~~2450~~ 2336 | ✠ 100A1 2,95 | Nwc | *t* | 1895 2mo | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | ~~J.M.ss&Co.~~ MossS.S.Co(Lim) (J.Moss&Co, *Mgrs*) | 312·6 P24′B92′F35′ | 40·0 BK9′ | 21·9 | Liverpool British | T.3Cy.22½″,38″&~~42~~ 42″ *(s)* 180lb *80lb* 6½″ 270HP | 23 ″ 1 s 3 ″ 8½ | |
| | *W.Easterbrook* 88–95 | | 2128 | *(Class Contemplated)* | | | | | | | | | | 2SB.*6cf*, GS130, HS1276 | | |
| | 2 *Dks*(1 *Stl* & 1 *Irn*) | | 1495 | | ✠LMC 2,95 | | | | | *WB*=*DBa* 5½′ *uE* 22′ 210*t* | | | *MT* 32′ 555*t* | *FPT* 78*t* | *APT* 37*t* | |
| 33 | **Atland** | Iron Sc Sr | 1599 | ✠A1* 1 | Sws | Lv | 1883 | Sld S.B.Co. (Lim.) Sunderland | A.Broström | 260·0 P74*t* | 36·2 Q77*t* | 18·6 B119*t* | Gothenbrg Swedish | C.2Cy.32″&62″–40″ | 19 ″ 8 | |
| | *A.G.Berg* –94 2nd Survey Ant 12,91 | | 1317 | 12,94 ~~4,93~~ | Shl | | 12mo | | | H28*t* | F40*t* | BK8½″ | 4 *BHCem* | 80lb 162HP | s 2 ″ 4½ | |
| | (*ex* Marquis Scicluna) 1 *Dk*(*Irn*) 2 *trB* | | 1024 | *Carrying Petroleum in bulk* | | | | | | drp 92 | | | | 2SB,*6f* | | |
| | *Well deck* | | | BS ~~4,98~~ 12,94 | ✠LMC 9,91 | | | | WB=*DBa* | 76′ *f* 108′ 260*t* | | | *FPT* 40*t* | *APT* 28*t* | R.&W.Hawthorn,Nwc. | |
| | *Elec.light* | | | | | | | | | | | | | | | |
| 34 | **Amarapoora** | Iron Sc K | 148 | ✠100A1 2,95 | Shl | | 1895 2mo | Edwards Bros. N.Shields | G.Beeching&Co. | 100·7 Q17′F19′ | 20·5 ~~11·6~~ 10·7 BK7½ | | Fleetwood British | T.3Cy.11″,17″&30″–21″ *(s)* 160lb 48HP | 11 ″ 8 | |
| | 1 *Dk* | | 136 | *(Class Contemplated)* | | | | | | | | | *3BHCem* | 1SB,2*pf*, GS13, HS862 | | |
| | | | 44 | | ✠LMC 2,95 | | | | | | | | | Baird&Barnsley,N.Shl. | | |
| 35 | **Augustin Normand** | Steel Twin Sc | 183 | | | | 1894 | A.Nor-mand&Cie. Havre | Cie.Anonyme des Paquebots entre le Havre, Caen, Honfleur et les Ports de la Normandie | 163·4 | 20·5 | 8·4 | Havre French | T.6Cy.13½″,18½″&26¾″–14¾″ | | |
| | *Blondel* –94 | | | | | | | | | | | | | A.Normand&Cie.,Havre | | |
| | 1 *Dk* | | 37 | | | | | | | | | | | | | |
| 36 | **Argentina** | Steel Sc Sr | 3775 | | | | 1894 | Reihersteg Schiffswerfte Hamburg | Hamburg-Süd-Amerik.Dampfs-chifffahrts Ges. | 342·0 P&B212′F41′ | 42·0 | 26·3 | Hamburg German | T.3Cy.23″,37½″&63″–42″ | | |
| | 2 *Dks* & *Web frames* | | | | | | | | | | | | *WB* | Rhrstg.Schiffswrfte.,Ham. | | |
| 37 | **Assunta** | Iron Sc Sr | 2063 | ✠100A1 9,94 | Lon | *s* | 1882 9mo | Ramage& Ferguson Leith | G.B.Reforzo | 275·0 P41′B60′F40′ | 37·2 BK9½′ | 22·4 | Genoa Italian | C.2Cy.32″&64″–42″ *(b)* 80lb *60lb* 200HP | 23 ″ 6 s 3 ″ 8½ | |
| | *A.Marcenaro* 92–94 *ss* Ply. No.2–90 | | 1784 | BS8,94 | ✠LMC 10,90 | LA&CP | | | | *WB*=*FPT* 50*t* | | | 5 *BHCem* *MT* 28′ 450*t* | 2SB,*6rf*, GS120 | | |
| | (*ex* Craigton) 2 *Dks*(*Irn*) 3 *trB* | | 1325 | | | | | | | | | | | Blaikie Bros.,Aberdeen | | |
| 38 | **Astrid** | Iron Sc Sr | 1591 | ✠100A1 *Spar dk* 12,93 | Sld | *q* | 1882 9mo | Osbourne, Graham&Co. Sunderland | Kristiania Actieselskab (W.M.Holby, *Mgr.*) | 251·0 | 34·2 BK9″ | 24·0 | Chrstiania Norwegian | C.2Cy.31″&57″–36″ *(i)* 80lb *40lb* 150HP | 18 ″ 3 s 5 ″ 8 | |
| | *Elliger* –95 *ss* Sws. No.3–2,93 | | 1541 | BS ~~12,93~~ 1,95 | ✠LMC 8,92 | A&CP | | | | *WB*=*DBa* 74′ *f* 44′ 235*t* | | | 5 *BHCem* *APT* 15*t* | 2SB,*4pf*, GS64 | | |
| | (*ex* Cornucopia) 1 *Dk*(*Irn*) & *Spar dk* 3 *trB* | | 994 | | | | | | | | | | | G.Clark,Sunderland | | |
| 39 | **Aguia** | Iron Pad Sp | 169 | | | | 1862 | ..... Newcastle | J.H.Andresen | 121·2 | 19·8 | 10·8 | Oporto Portuguese | L.2Cy.33″–48″ | | |
| | (*ex* Knight of the Cross, *ex* Royal Arch) | | 169 | | | | | | | | | | | 70HP | | |
| | | | 76 | | | | | | | | | | | Marshall Bros.,S.Shields | | |
| 40 | **Alexandros** | Steel Sc Sr | 1065 | | | | 1883 | Lloyd Austro-Ungarico Trieste | Hadji Daud Forkuh | 221·9 | 31·5 | 21·7 | Smyrna Turkish | C.2Cy.33″&55″–27″ | | A |
| | (*ex* Reka) | | | | | | | | | | | | | 138HP | | |
| | | | 624 | | | | | | | | | | | Arsenale Lloyd,Trieste | | |
| 41 | **Aphroditi** | Iron Sc Sr | 1211 | | | | 1869 | W.Denny &Bros. Dumbarton | Hadji Daud Forkuh | 248·0 | 31·0 | 21·5 | Smyrna Turkish | C.2Cy.31″&56″–36″ | | A |
| | (*ex* Apis) 2 *Dk* | | 1082 | | | | | | | | | | | 134HP | | |
| | | | 717 | | | | | | | | | | | Denny&Co.,Dumbarton | | |
| 42 | **Alagonia** | Steel Sc Sr | 2699 | | | | 1895 | W Hamiltn &Co. Pt.Glasgow | E.F.&W.Roberts | 309·7 Q78′ *pt Awng dk* 232 | 42·6 | 20·5 | Liverpool British | T.3Cy.22½″,37″&61″–42″ | | |
| 159 CB | 1 *Dk* & *pt Awng dk* | | 2058 1728 | | | | | | | | | | *WB* | 187HP Rankin&Blackmore,Grk. | | |
| 43 | **Azov** | Steel Sc Sr | ~~1530~~ 1574 | ✠100A1 3,95 | Gls | *p* | 1895 3mo | C.Connell &Co. Glasgow | Sigismundo Copartich Copaitich | 255·0 Q82′B72′F26′ | 35·7 FK | 16·5 | Fiume Aust.-Hung | T.3Cy.19″,31½″&51½″–36″ 160lb *80lb* (*s*) 162HP | 18 ″ 9 s 1 ″ 9 | |
| | *T.Thianich* –95 | | 1271 | *(Class Contem-plated)* | | A&CP | | | | | | | 4 *BHCem* | 1SB,*3rf* GS69, HS2469 | | |
| | *Well deck* 1 *Dk*(*Stl*) & *Web frames* | | 1002 | | ✠LMC 8,95 | | | | | | | | | Dunsmuir&Jackson,Gla. | | |
| | | | | | | | | | | *WB*=*Cell D Ba* 70′ *uE* & *B* 40′ *f* 104′ 386*t* | | | | | | |
| 44 | **Aztec** | Steel Sc Sr | 3508 | ✠100A1 2,95 | Shl | *w* | 1894 9mo | Edwards' S.B.Co. (Lim.) Newcastle | A.N.Smith | 350·0 P39′B80′F39′ | 43·0 FK | 26·6 | London British | T.3Cy.24″,40″&66″–45″ *(s)* 160lb *160lb* 250HP | 29 ″ 3 s 5 ″ 9½ | |
| | *Whitlock* –95 | | 3337 | | A&CP | | | | | | | | 6 *BHCem* | 2SB,*6rf*, GS122, HS4577 | | |
| | 2 *Dks*(1 *Irn* & 1 *Stl*) & *Web frames* | | 2303 | | ✠LMC 9,94 | | | | *WB*=*Cell D Ba* | 100′ *uE* 30′ *f* 146′ 559*t* | | | *APT* 40*t* | Blair&Co.(Lim.),Stockton | | |
| 45 | **Ayrgai** | Iron Sc Sr | 1501 | ✠ A1, 1 2,95 | Gms | Lv | 1870 | Richardsn, Duck&Co. Stockton | Acktieselskabet "Ayrgai" | 258·5 P223*t* | 34·1 F30*t* | 19·7 | Sndefjord Norwegian | C.2Cy.31″&58″–33″ | 20 ″ 11 s 2 ″ 8 | |
| | *Danielsen* –95 6th Survey, Hul.9,89 | | 1258 | | | | | | | ND89 | BK10′ | | 4 *BH* 1 *PBH* | NE&B78 140HP | | |
| | (*ex* Delos) 1st Survey, Hul.9,92 | | 981 | | | | | | | | | | | C.D.Holmes&Co.,Hull | | |
| | *Well deck* 1 *Dk*(*Irn*) 2 *trB* | | | | | | | | | | | | | | | |
| 46 | ~~Aldernay~~ Alderney | Iron Sc K | 138 | ✠100A1 *Stm Trawler* 3,95 | Hul | | 1895 3mo | Cook, Welton& Gemmell Hull | Hull Steam Fishing &Ice Co.(Lim.) | ~~98·4~~ 98·7 | 20·5 BK7½″ | 11·0 | Hull British | T.3Cy.10″,16″&25½″–20″ *(s)* 170lb 35HP | 11 ″ 10 | |
| 3029 | *J.Kelly* –95 | | 132 | *(Class Contem-plated)* | | | | | | | | | 3 *BHCem* | 1SB,*2pf* GS22, HS573 | | |
| | 1 *Dk* | | 57 | *for Fishing purposes* | ✠LMC 3,95 | | | | | | | | | Amos&Smith.Hull | | |
| | | | | | | | | | | | | | *WB*=*DTf* 15′ 27*t* | | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Epitlement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement — Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. — Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 47 JWGH | Albatross<br>F.E.Dean -95 | IronScK<br>1Dk | 151<br>140<br>65 64 | ✠100A1<br>StmTrawler<br>5,95<br>~~(Class Contem plated)~~ | Hul<br>LA&CP | | 1895<br>5mo | Cook, Welton& Gemmell Hull | Pickering&Haldane'sSteam TrawlingCo. (Lim.) | ~~101·8\|20·9~~\|11·0<br>~~P24'~~ Q24'<br>101·7\|20·7 BK7½' | Hull<br>British | T.3Cy.11½",18"&30"–22" (s)<br>160lb 45HP<br>3BHCem<br>1SB.2cf,GS23,HS708<br>C.D.Holmes&Co.,Hull | 11 " 10 | |
| 48 | Alma | IronSc<br>1Dk | —<br>—<br>100 | | | | 1890 | Bertin frères Argenteuil | Cie.Française de TransportsFluviaux etMaritimes | ..... ..... ..... | Rouen<br>French | T.3Cy.11",17⅓"&30"–15¾"<br>WBM.Boulet,Paris | | |
| 49 HCKR | Andelle<br>Crevon | IronScCtr<br>1Dk | —<br>—<br>73 | | | | 1867 | Nillus Havre | Cie.Française de TransportsFluviaux etMaritimes | 111·2\|18·4\| 6·6 | Rouen<br>French | 2Cy.19"–13½"<br>LeCreusot | | |
| 50 | Arcole | IronSc<br>1Dk | —<br>—<br>100 | | | | 1890 | Bertin frères Argenteuil | Cie.Française de TransportsFluviaux etMaritimes | ..... ..... ..... | Rouen<br>French | T.3Cy.11",17⅓"&30"–15¾"<br>WBM.Boulet,Paris | | |
| 51 | Arkadia | SteelScSr<br>2Dks | 2327<br>2096<br>1480 | | | | 1895 | Craig, Taylor&Co. Stockton | A.C.deFreitas&Co. | 280·0\|41·1\|22·1 | Hamburg<br>German | T.3Cy.21",35"&57"–39"<br>WBlair&Co.(Lim.),Stockton | | |
| 52 | Ali Ousejnoff<br>(CarryingPetroleum in bulk) | SteelScSr<br>1Dk2trB | 599<br>466<br>445 | | | | 1894 | Bergsunds M.V.Aktieb. Stockholm | Iskenderoff | 151·8\|26·9\|13·3<br>Q20'B51'F24' | Baku<br>Russian | C.2Cy.24⅜"&43"–25⅝"<br>100HP<br>Brgsund M.V.Aktieb,Skm. | | |
| 53 | Alesgerje<br>(CarryingPetroleum in bulk) | SteelScSr<br>1Dk2trB | 606<br>470<br>445 | | | | 1894 | Bergsunds M.V.Aktieb. Stockholm | G.A.R.M.B.Ousejnoff | 151·9\|26·9\|13·5<br>Q20'B52'F25' | Baku<br>Russian | C.2Cy.24⅜"&43"–25⅝"<br>100HP<br>Brgsund M.V.Aktieb,Skm. | | |
| 54 19671 NTSV | Arion<br>J.Disney92–95 1Dk(ptIrn&ptStl)2trB<br>&Webframes(ptAwngdk(ptIrn&ptStl) | SteelScSr | ~~2900~~<br>2838<br>2189<br>1823 | ✠100A1<br>ptAwngdkwithfreeboard<br>5,95<br>~~(Class Contem plated)~~ | Hpl<br>A&CP<br>✠LMC5,95 | t | 1895<br>5mo<br>— | Furness, Withy&Co. (Lim.) WHartlepool | Rickinson,Son&Co | 314·2\|40·5\|21·3<br>Q123'<br>Pt.Awngdk191' FK<br>WB=CellDBa104't | W. Hartlpl<br>British | T.3Cy.23",36½"&62"–39" (s)<br>160lb 80lb 220HP<br>2SB,6cf,GS79,HS3580<br>Cen.Mar.E.Wrks.,W.Hpl. | 23 " 10<br>s 9 " 2 | |
| 55 | Afrida | SteelScSr | 3720 | 100A1<br>(ClassContem plated) | | | 1895 | SirRaylton Dixon&Co. Middlesbro' | MogulSteamship Co.(Lim.) | 359·9\|45·6\|25·6 | London<br>British | T.3Cy.27",44"&72"–48"<br>WllsndSlp&E.Co.(L.)Nwc | | |
| 56 | Albano<br>G.Koch74–95<br>(exIran) 2Dks(Stl&Irn–Uws)3trB | SteelScSr | 3798<br>3530<br>2468 | ✠100A1<br>8,94 | Liv<br>LA&CP<br>✠LMC8,94 | w | 1886<br>1mo | Harland& Wolff Belfast | R.M.Sloman&Co. | 380·3\|43·0\|27·4<br>P41'B76'F47'<br>BK9'<br>WB=Cell DB 304' 734t | Hamburg<br>German | T.3Cy.28",43"&71"–51"<br>160lb 5'lb 400HP<br>3DB.12cf,GS646<br>Harland&Wolff,Belfast | 30 " 4<br>s 6 " 11 | |
| 57 BDCS | Ajmir<br>G.LeMier° -94<br>(exTannadice) | IronScSr<br>2Dks(1Irn)3trB | 2183<br>1990<br>1403 | ✠100A1<br>4,95 ~~8,93~~ | Bom<br>A&CP<br>✠LMC ~~8,93~~ 4,95<br>✠NB4,95 | t | 1881<br>6mo | W.Doxford &Sons Sunderland | HajeeCassum Joosub | 302·0\|36·5\|23·6<br>P32'B86'F35'<br>BK10'<br>WB=DBa32'&u | Bombay<br>British | C.2Cy.40"&70"–48" (s) (t)<br>~~70lb~~ 100lb 60lb 250HP<br>2DB,8pf,~~as143~~GS145,HS1930<br>W.Doxford&Sons,Sld. | | |
| 58 | Assyr<br>(exVenice)<br>(SUNK BY COLLISION 5,94 NOW RE-FLOATED) | IronSc3MstSr<br>ssShl.No.3–5,85<br>ssLiv.No.1–89<br>2Dks3trB | 1911<br>1823<br>1209 | ✠<br>5,93<br>✠NB5,85 | Nwc<br>A&CP | s | 1874<br>5mo | C.Mitchell &Co. Newcastle | IdareiMassousieh | 310·5\|34·2\|22·6<br>WB=DBa92' | Constanpl<br>Turkish | C.2Cy.33"&64"–45" (i)<br>80lb 45lb NDB85 180HP<br>4BHCem<br>2DB,8pf,GS120<br>T.Clark&Co.,Newcastle | 26 " 2<br>s 5 " 4½ | |
| 59 | Anvers<br>Michaelsen -95<br>(exCommonwealth)<br>Well deck | IronScSr<br>ssShl.No.2–92<br>1Dk(Irn)2trB | 901<br>715<br>550 | ✠100A1<br>11,94<br>BS2,94 | Shl<br>LA&CP<br>✠LMC7,92 | m | 1883<br>10mo | PearceBrs. Dundee | ÖstlandskeLloyd | 215·0\|31·7\|14·3<br>Q107'B23'F31'<br>BK8'<br>WB=DBa51'f53'221tFPT | Chrstiania<br>Norwegian | C.2Cy.26"&50"–33" (j)<br>80lb 50lb 99HP<br>4BHCem<br>1SB,3pf,GS58<br>3itAPTl5t<br>PearceBros.,Dundee | 15 " 3 | |
| 60 | Anine<br>~~Edmonds 95~~<br>(exEdmondsley)<br>Well deck | IronScSr<br>ssSld.No.2–92<br>1Dk(Irn)&Webframes<br>Knudsen | 1526<br>1188<br>980 | ✠100A1<br>12,94<br>~~BS1,94~~<br>5,95 | Grk<br>A&CP<br>✠LMC12,92 | o | 1884<br>5mo | JLThompson&Son Sunderland | Dampskibsselskabet "Heimdal" | 245·2\|35·0\|17·5<br>Q92'B59'F27'<br>FK<br>WB=DBa63'f54' | Copnhagn<br>Danish | C.2Cy.31"&57"–36"<br>85lb 80lb NDB94 140HP<br>4BHCem<br>1DB,4pf,GS80<br>238tAPT21t<br>J.Dickinson,Sunderland | 18 " 8<br>s1 " 11½ | |
| 61 | Anta<br>T.J.Cavey -95 | SteelTwinScBarge | | A<br>For River purposes only<br>(Class Contem plated) | | | 1895 | Pool, Skinner& Williams Falmouth | E.C.Farley | 120·0\|20·0\| 6·0 | R.Janeiro<br>Brazilian | T.6Cy.6",10"&16"–12"<br>50HP ~~50NHP~~<br>W.Sission&Co.,Gloucester | | |
| 62 | Aachen | SteelScSr | | 100A1<br>(Class Contem plated) | | | 1895 | Act.Ges. "Vulcan" Stettin | Norddeutscher Lloyd | | Bremen<br>German | T.3Cy.22⅝",38⅝"&60⅝"–49¼"<br>350HP<br>A.G."Vulcan,"Stettin | | |
| 63 BKFG | Arthur<br>M.Jenssen<br>Elec.light | SteelTwinScSr<br>ssShi.No.1–93<br>(exCass) 2Dks(1ptStl) | 1394<br>1016<br>705 | ✠100A1<br>ptShade dk withfreeboard<br>2,94 | Shi<br>LA&CP<br>✠LMC2,94 | p | 1888<br>6mo | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | Government of Formosa | 250·5\|34·2\|18·0<br>F46'<br>FK | Formosa<br>Chinese | T.6Cy.19",30"&50"–33" (s)<br>160lb 75lb 300HP<br>2DB.12pf,GS198<br>R.&W.Hawthorn,Leslie& Co.(Lim.),Newcastle | 19 " 0<br>6 " 10 | |
| 64 | Ariisoura Maru<br>Williams<br>(exLauderdale) | SteelScSr<br>ssShl.No.2–91<br>2Lks(USt'l) | 1738<br>1602<br>1134 | ✠100A1<br>7,94<br>BS12,94 | Cff<br>LA&CP<br>✠LMC2,94 | r | 1882<br>11mo | W.B. Thompson Glasgow | Minamijima | 265·5\|36·2\|21·2<br>P32'B52'F32'<br>BK9½'<br>WB=Cell | Tokio<br>Japanese | C.2Cy.33"&66"–42" (a)<br>85lb 70lb 180HP<br>6B.6pf.GS132<br>Rankin&Blackmore,Grk. | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 65 | Aldgate | Iron Sc K 1 Dk | 138 | 100A1 *Stm Trawler* (*Class Contem plated*) | | | 1895 | Edwards Bros. N.Shields | J.Schofield | 95·0 | 20·5 | 11·0 | Grimsby British | T.3Cy.11″,17″&30″-21″ 40IP N.E.Mar.Eng.Co (Lm.)Sld | | |

| 1 Numéro d'Ordre. | 2 Nom du Navire. Matériaux, Gréement, etc. — *Capitaine.* — *Ex-nom, s'il y a lieu.* — Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. *pds. pc* | 15 Autres Registres où le navire est coté. Durée au Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 99388 | Baron Glamis SteelScSr E.Wisnom88-94 1Dk(Stl) 2432 &Spar dk(Stl)&deep framing 2291 1556 | 2413 2293 1537 | ✠100A1 Spar dk 7,94 4,95 (Class Contem plated) ✠LMC7,94 | PGl. LA&CP Bry | t | 1894 7mo | A.Rodger &Co. Port Glasgow | H.Hogarth | 302·0\|40·5\|24·3 P29'B40'F29' 16·7 301·2 40·6 24·1 FK | Ardrossan British 5BHCem WB=CellDBf120'294ta92'189tAPT46t | T.3Cy.22",35"&57"-42" (s) 160lb 80lb 250HP 2SB6cfGS105,HS3012 Kincaid&Co.(Lim.),Grk. | 18 " 0 s5 " 3½ | |
| 2 | B. G. Baker SteelScSr A.J.Hocken -94 1Dk(Irn)&pt Awng dk(Irn)&Webframes | 2133 1634 2154 1620 1381 | ✠100A1 pt Awngdkwithfreeboard 4,95 7,94 (Class Contemplated) ✠LMC7,94 | Sld LA&CP Shl | r | 1894 7mo | J.Laing Sunderland | Red "R" S.S.Co. (Lim.) (Stephens& Mawson, Mgrs.) | 273·5\|37·2\|21·5 FK 275·0\|37·5\|19·8 P26'Q80' PtAwng dk 167' | Newcastle British 5BHCem WB=CellDBa92'f108 310tAPT18t | T.3Cy.20",33"&54"-36" (r) 160lb 80lb 160HP 2SB,6pf,GS80,HS3174 G.Clark(Lim.),Sld. | 20 " 9 s8 " 6½ | |
| 3 | Bosphorus No. 43 SteelPadSr J.W.Peacock94-94 1Dk | 244 154 | | | | 1894 | R.&H. Green London | Chirket i Hairie | 165·0\| 9·5 B31' | Constanpl Turkish | O.2Cy.37"-36" J.Penn&Sons(Lim)Greenwch | | |
| 4 | Bosphorus No. 44 SteelPadSr D.R.Comyn94-94 1Dk | 244 154 | | | | 1894 | R.&H. Green London | Chirket i Hairie | 165·0\| 9·5 B31' | Constanpl Turkish | O.2Cy.37"-36" J.Penn&Sons(Lim)Greenwch | | |
| 5 104455 | Beechley SteelScSr 1Dk(ptStl,ptIrn)& 2878 Webframes&ptAwngdk(Irn) | 2880 2878 2213 1852 | ✠100A1 ptAwngdkwithfreeboard 8,94 (Class Contem plated) ✠LMC8,94 | Nwc LA&CP | t | 1894 8mo | C.S.Swan& Hunter Newcastle | W.R.Rea North of IrelandSSCo(Lm) (W.R.Rea, Mngr.) | 312·0\|41·0\|20·6 P24'B102'Q88'F30' 312·5\| FK PtAwng.dk162' | Belfast British 6BHCem WB=CellDBa94'uE&B40'f130'640t | T.3Cy.23",37"&61"-39" (s) 160lb 80lb 250HP 2SB,6pf,GS85,HS4000 WestgarthEnglish&CMdb | 23 " 1 s9 " 0 | |
| 6 | Bengal IronScSr O.Nielsen -94 6thSurvey,Liv.7,91 (exJohnDixon) 1stSurvey,Gms.7,94 Well deck 1Dk(Irn)2trB | 1483 1173 918 | ✠ A1, 1 7,94 | Gms | Lv | 1872 8mo | Schlesingr, Davis&Co. Newcastle | Actieselskabet "Bengal" (H.Fredriksen) | 250·1\|33·2\|19·4 P237tF36t BK8" drp94 | Sandefjrd Norwegian WB=DBa&f | C.2Cy.30"&58"-36" NB79 130HP C.D.Holmes&Co.,Hull | 20 " 8 s2 " 4½ | |
| 7 104550 | Barshaw SteelScSr J.McPhedron -94 1Dk(Irn) Well deck Floors(Irn) | 130 161 119 50 | ✠100A1 8,94 (Class Contem plated) ✠LMC8,94 | Psy LA&CP | b | 1894 8mo | JM'Arthur &Co. Paisley | Paton&Hendry | 105·0\|20·0\| 8·2 8·0 Q35'F20' BK6½" | Glasgow British 3BHCem WB=FPT19t | C.2Cy.13¼"&26"-18" (s) 120lb 30HP 1SB,2pf,GS27,HS669 Bow&McLachlan,Paisley Bow,McLachlan&Co.,Psly. | 9 " 3 | |
| 8 101798 | Bangor SteelScSr J.Jones92-94 1Dk(Stl) Well deck | 359 254 92 | ✠100A1 1,95 2,95 (Class Contem plated) ✠LMC8,94 | Bng A&CP Nwc | f | 1894 8mo | Scott& Sons Bowling | AngleseyShipping Co. (O.T.JonesMgr.) | 145·0\|24·0\| 9·1 Q52B10'F24' 9·0 Q54' drp95 BK7" WB=CellDBf68'72tFPT30t | Beaumaris British 3BHCem | C.2Cy.20"&40"-27" (s) 100lb 75lb 67HP 1SB,2pf,GS38,HS1267 Ross&Duncan,Glasgow | 11 " 2 s " 10 | |
| 9 | Ballesteros IronScSr G.O'... -93 ssMdb.No.1-93 Well deck (exSaintAnns) 1Dk(Irn) Jordan | 663 511 405 | ✠100A1 3,95 11,00 ✠LMC8,93 Cff | Sws LA&CP | i | 1889 8mo | R.Craggs &Sons Stockton | Ballesteros y Cia. | 175·2\|28·0\|13·7 Q100'B16'F24' BK7½" WB=DBa46'f36'138tFPT22tAPT15t | Gijon Spanish 4BHCem | T.3Cy.13",21"&35"-24" (s) 160lb 80lb NDB93 70HP 1SB.2rf,GS33,HS1093 Wstgarth,English&C.,Mdb | 14 " 2 s1 " 8 | |
| 10 104181 | Blackbird Iron&SteelScK W.Dawson -94 1Dk 136 | 140 136 126 50 45 | ✠100A1 Stm Trawler 8,94 (ClassContem plated) ✠LMC8,94 | Hul LA&CP | | 1894 8mo | Earle'sS.B. &E.Co.(Lim.) Hull | PioneerS.F.Co Stm. Fishing Co.(Lim.) | 93·6\|20·6\|10·6 Q18' 94·0\|20·7 BK7½" | Grimsby British 3BHCem | T.3Cy.11",17"&30"-21" (s) 160lb 45HP 47HP 1SB,2pf,GS28,HS800 Earle'sS.B&E.Co(Lm)Hul | 11 " 3 | |
| 11 | Boreas SteelSc 1Dk (Trawler) | 141 128 57 | | | | 1894 | J.C.Tecklenborg Geestemünde | W.Bade | 105·6\|21·7\|11·3 | Gstemnde German | C.2Cy.17¾"&32 11/16"-22" 75HP J.C.Tecklenborg, Gstmnde | | |
| 12 65122 | Brittany IronScSr W.Miller -94 1stSurveyMdb.10,94 6thSurveyNpt.4,91 1Dk2trB (exStavanger,exBrittany) | 810 675 499 | ✠ A1, 1 3,95 2,93 10,94 | Egn Mdb Cff | Lv | 1871 4mo | Schlesingr, Davis&Co. Newcastle | G.H.Pile S.S. BenalderCo.(Lim.) (Whittles,Pallister &Co.Mgrs.) | 205·0\|28·6\|17·2 Q92tH10tF27t drp94ptND94 BK8" | S.Shields London British 4BH W B=DBa&f | C.2Cy.26"&52"-30" NB31 112HP Cmp81R&W.Hwthrn.Nwc | 18 " 5 s2 " 6 | |
| 13 104563 NMFV | Bakana SteelScSr J.T.Walsh83-94 2Dks(UStl-ws) 2793 Elec.light &Webframes 2399 1789 | 2803 2416 1786 | ✠100A1 1,95 3,94 3,95 (ClassContem plated) ✠LMC9,94 | Liv LA&CP | u | 1894 9mo | Naval Construction& Armaments Co.(Lim) Barrow | British&African SteamNav.Co. (Lim.) (Elder Dempster&CoMgrs) | 336·0\|20·4\|22·3 P39'B116'F43' \|39·3\| FK WB=CellDBa72'uE&B34'f144'570tFPT77tAPT41t | Glasgow British 6BHCem | T.3Cy.23",38"&63"-42" (s) 180lb 100lb 198HP 2SB,6rf,GS126,HS3913 NavalCon.&Armaments Co.(Lim.),Barrow | 25 " 0 s5 " 0 | BT till 8,95 |
| 14 104561 NMDS | Bhamo SteelScSr G.Currin84-94 1Dk(Stl) 3127 &Spar dk(Stl-ws)&Webframes 2758 2028 | 3080 3127 2758 2028 | ✠100A1 Spar dk 8,94 12,94 (Class Contem plated) ✠LMC9,94 | Dmb LA&CP Gls | u | 1894 9mo | W.Denny &Bros. Dumbarton | BurmahS.S.Co. (Lim.) (P.Henderson&CoMgrs.) | 317·0\|40·2\|19·3 P51'B86'F45' 26·8 316·8\| P39' FK WB=CellDBa94'uE&B42'f131'611t | Glasgow British 5BHCem | T.3Cy.23",36"&60"-48" (s) 160lb 37" 80lb 183HP 2SB,8pf,GS126,HS4588 Denny&Co.,Dumbarton | 21 " 10 | BT till 8,95 |
| 15 102167 | Blairmore SteelScSr T.Shaw 1Dk(Irn)2trB&deep framing 3DkRule | 2290 2286 2098 1456 | ✠100A1 withfreeboard (Class Contem plated) 3,95 10,94 ✠LMC10,94 | Gls LA&CP Bry | t | 1894 10mo | Harland& Wolff(Lim.) Belfast | W.Johnston&Co. SSBlairmore(Lm) (W.Johnston&Co(Lim) | 313·0\|38·2\|22·4 B82'F37' FK WB=CellDBa92'uE&B42'f122'459tFPT38tAPT36t | Liverpool British 5BHCem | T.3Cy.23",38"&62"-42" (s) 160lb 85lb 225HP 2SB,6rf,GS124,HS3600 Muir&Houston,Glasgow | 24 " 11 s5 " 2 | |
| 16 19980 | Belle Haven IronPad Mannaduke | 352 309 | | | | 1857 | ............. Wilmington, Del. | | 164·4\|22·6\| 7·7 | Georget'n Utd.States | | | |
| 17 86356 HMVL | Barry IronScSr Holt -94 H.Bellall85-85 ssCff.No.3-91 (exBrynGlas) 1Dk(Irn)&Spar dk (Irn-ptws)3trB ssCff.No.3-9,94 | 2221 2199 1411 | ✠100A1 Spar dk 9,94 1,93 BS5,92,LMC1,91 9,94 Cff | Sws | s | 1883 3mo | J.Laing Sunderland | P.Morel Morel(Lim) | 296·0\|37·9\|20·1 F17' 27·6 drp92 BK9½" WB>0Ba84'f60'254t | Cardiff British 4BHCem | C.2Cy.37"&68"-42" (i) 80lb 32" 60lb 280HP 2SB,6rf,GS100 N.E.MarineE.C.(Lim.),Sld | 21 " 5 s6 " 4½ | |
| 18 | Besrataël SteelScSr Arfsten94-94 1Dk(Stl)& 3554 Elec.light Spar dk(Irn)3trB 3307 2293 | 3556 3554 3307 2293 | ✠100A1 Spar dk 9,94 (Class Contem plated) ✠LMC9,94 | Nwc LA&CP | v | 1894 9mo | W.Dobson &Co. Newcastle | S.Danon&Z.Danon Danon Freres | 343·1\|43·7\|21·7 P25'B70'F40' 345·3\|44·0\|18·3 B71'F35' FK 26·1 WB=CellDBa120'f148'607tAPT51t | Antwerp Belgian 6BHCem | T.3Cy.24",40"&64"-45" (s) 160lb 160lb 400HP 2SB,8pf,GS112,HS4610 N.E.MarEngCo(Lim)Nwc | 20 " 11 | |

| 2 Numéro d'ordre. Numéro Officiel. Signaux | 3 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | **Brazil** Steel Twin Sc<br>1 Dk | 281<br>218<br>161 | | | | 1894 | W H Potter & Sons Liverpool | T. Greaves | 134·0 \| 27·0 \| 8·0<br>F14′ | | | Para<br>Brazilian | C.4Cy.12″&26″–18″<br>Cochran&Co.,Birkenhead | | |
| 20<br>104871<br>MKFH | **Breconshire** Steel Sc Sr<br>*R.Peebles82-94*<br>*2 Dks(Stl)&Webframes 3 Dk Rule* | ~~3590~~<br>~~3330~~<br>3567<br>3305<br>2323 | ✠100A1<br>9,94<br>~~(Class Contem. plated)~~ | Gls<br>LA&CP | *v*<br>✠LMC9,94 | 1894<br>9mo | D.&W. Henderson &Co.<br>Glasgow | J.&A.Roxburgh<br>Helmsdale S.S.Co. (Lim.)<br>(J.&A.Roxburgh, *Mgrs.*) | 330·0 \| ~~43·8~~ \| ~~30·0~~<br>P30′B68′F39′ FK<br>44·1 \| 26·6 5 *BHCem*<br>*WB=CellDBa106′uE&B68′559tFPT70tAPT70t* | | | Glasgow<br>British | T.3Cy.24″,40″&64″–42″ (*s*)<br>160lb *60lb* 360IP<br>D.&W.Henderson&Co.,Gls<br>2SB,6*pf*,GS144,HS4206 | 30 ″ 0 | |
| 21 | **Blitz** Steel Sc Sr<br>(*Tug*) 1 Dk | 167<br>154<br>44 | | | | 1894 | Schiffswrft &Maschinenf Hamburg | Leitcher-Gesellsch.zuHamburg | 90·0 \| 19·5 \| 14·5<br>*WB* | | | Hamburg<br>German | C.2Cy.16½″&30½″–22″<br>50IP<br>Schiffsw.&Maschinenf., Hamburg | | |
| 22<br>104824<br>NRPM | **Benrath** Steel Sc Sr<br>*C.W.Beneke78–95*<br>*1 Dk(Stl)&Spar Dk(Stl)&Web frames* | ~~3500~~<br>3448<br>3181<br>2234 | ✠100A1<br>*Spar dk*<br>3,95<br>~~(Class Contem. plated)~~ | Mdb<br>A&CP<br>✠LMC3,95 | *v* | ~~1894~~<br>1895<br>3mo | Craig, Taylor&Co. Stockton | ~~J.Hoult~~<br>SS Benrath Co(Lm)<br>(J Hoult) | 330·5 \| 43·1 \| 19·3<br>P25′B72′F35′ 27·1 FK<br>*WB=CellDBa104′uE&B10′f130′643tMT34′402tFPT149tAPT38t* | | | Liverpool<br>British | T.3Cy.22½″,38″&62″–42″ (*s*)<br>200lb *100lb* 248IP<br>2SB,6*cf*,GS90,HS3727<br>T.Richardson&Sons,Hpl. (Lim) | 22 ″ 0<br>s 6 ″ 8 | |
| 23<br>104846<br>NQGJ | **Britannia** Steel Sc Sr<br>*M.Brown87-94* 1 *Dk(Stl)&Spar dk(Stl) &deep framing* | 3260<br>3026<br>2077 | ✠100A1<br>*Spar dk*<br>12,94<br>~~(Class Contem. plated)~~ | Sld<br>A&CP<br>✠LMC12,94 | *v* | 1894<br>12mo | Short Bros. Sunderland | Taylor&Sanderson | 351·7 \| 45·1 \| ~~24·1~~<br>P37′B76′F39′16·2 FK \| 24·1<br>*WB=CellDBa108′uE20′f128′676tAPT42t* | | | Sundrland<br>British | T.3Cy.25″,40″&67″–45″ (*s*)<br>160lb *80lb* 300IP<br>2SB,8*pf*,GS116,HS4770<br>W.Allan&Co.(Lim.),Sld. | 18 ″ 9<br>s 5 ″ 10 | |
| 24<br>103722 | **Bainbridge** Steel Sc Sr<br>*T.Barnard91-94* 1 *Dk(Irn)&Well deck* *Web frames* | 1900<br>1418<br>1198 | ✠100A1<br>5,95 ~~11,94~~<br>~~(Class Contem. plated)~~<br>✠LMC11,94 | Hpl<br>A&CP | *r*<br>Cff | 1894<br>11mo | W.Gray& Co.(Lim.) W Hartlepool | Crosby,Magee&Co | 270·0 \| 37·0 \| 18·3<br>P27′Q74′B116′F27 FK<br>*WB=DBa84′f106′463tAPT25t* | | | W.Hartlpl<br>British | T.3Cy.19″,30½″&51″–36″ (*s*)<br>160lb *75lb* 140IP<br>2SB,4*rf*,GS48,HS2330<br>Cen.Mar.E.Wrks.,W.Hpl. | 19 ″ 6<br>s 1 ″ 6 | |
| 25<br>20111<br>KWHJ | **Brocklebank** Iron Pad Sp<br>*D.Flattery* –94 (*ex* United States) | 235<br>235<br>64 | | | | 1855 | .....<br>Newcastle | Alexandra Towing Co.(Lim.) | 137·1 \| 23·1 \| 11·4 | | | Liverpool<br>British | L.2Cy.35″–72″<br>NB90 81IP<br>A.Almond&Co.,N.Shields | | BT<br>~~Bill~~<br>~~3,94~~<br>3,95 |
| 26<br>MQC | **Bodö** Iron Sc Sr<br>*P.Jacobsen* –94<br>(*ex* Vestfold) 1 *Dk* | 107<br>61<br>59 | | | | 1861 | .....<br>England | Bodö Dampbaadlag | 100·1 \| 15·1 \| 7·0<br>Q14*t*B21*t*F8*t* | | | Bodö<br>Norwegian | O.2Cy.<br>25IP | | |
| 27 | **Baron Huntly** Steel Sc Sr<br>*J.M.Crocker* –94<br>1 *Dk(Stl)&Spr dk&deep framing* | 1398<br>1336<br>873 | ✠100A1<br>*Spar dk with freebrd*<br>3,95 ~~12,94~~<br>~~(Class Contem. plated)~~<br>✠LMC12,94 | PGl.<br>A&CP Gls | *p* | 1894<br>12mo | A.Rodger &Co.<br>Pt.Glasgow | H.Hogarth | 235·9 \| 33·4 \| ~~22·0~~<br>~~B35~~F26′ 15·0<br>B33′ 22·0 FK<br>*WB=CellDBa75′f88′250tAPT25t* | | | Ardrossan<br>British | T.3Cy.18″,30″&48″–36″ (*s*)<br>160lb *80lb* 150IP<br>2SB,4*cf*,GS79,HS2260<br>Kincaid&Co.(Lim.),Grk. | 15 ″ 10<br>s 5 ″ 0 | |
| 28<br>B786 | **Bull** Iron Sc Sr<br>*C.Bilton* –94 (*ex* Mittelweg)<br>*Well deck* 1 *Dk(Irn)&Web frames*<br>*Elec.light*<br>*ss* Mdb.No.1-94 | 1214<br>873<br>680 | ✠100A1<br>~~11,94~~ 12,94<br>~~(Class Contem. plated)~~<br>✠LMC~~6,99~~ 11,94<br>Mdb | Ham<br>LA&CP | *n* | 1889<br>8mo | Short Bros. Sunderland | J.Watson&Co. | 240·0 \| 33·2 \| 14·5<br>P23′Q67′B54′F22′<br>~~depth~~ BK 8″<br>*WB=DBa67′f86′uE&B42′303tFPT* | | | Middlsbro'<br>British | T.3Cy.20″,33″&54″–39″ (*s*)<br>160lb *160lb* 160IP<br>1DB,6*rf*,GS100,HS3100<br>J.Dickinson,Sunderland | 16 ″ 11<br>s 1 ″ 6 | |
| 29<br>104345<br>NQCJ | **Brantwood** Steel Sc Sr<br>*T.Sawyer94-94* 1 *Dk(pt Stl&pt Irn)* *&Web frames&pt Awng dk(Irn)*<br>*pt Awng dk with freeboard* | ~~2621~~<br>~~2015~~ 2663<br>~~1703~~ 2024<br>1693 | ✠100A1<br>4,95 ~~12,94~~<br>~~(Class Contem. plated)~~<br>Npt | Sld<br>A&CP<br>✠LMC12,94 | *t* | 1894<br>12mo | J.L. Thompson &Sons(Lim) Sunderland | ~~J.H.Charlton~~<br>Brantwood SS Co(Lm)<br>(J.H.Charlton) | 300·0 \| 41·8 \| 19·6<br>P29′Q84′<br>*pt Awng dk* 187′ FK<br>*WB=CellDBa92′uE&B36′f114′548tAPT39t* | | | Sunderlnd<br>British | T.3Cy.22½″,37″&60″–42″ (*s*)<br>160lb *160lb* 210IP<br>2SB,6*rf*,GS100,HS3850<br>J.Dickinson,Sunderland | 22 ″ 1<br>s 8 ″ 3½ | |
| 30<br>BNQJ | **Bolivia** Steel Sc Sr<br>*L.Petersen90–94* *ss* Ham.No.1–93<br>(*ex* Barmen) 2 *Dks(Stl-Uws)&Webframes*<br>*Well deck* *Elec.light* | 2614<br>2104<br>1693 | ✠100A1<br>5,93<br>✠NB5,92 | Ham<br>LA&CP | *t* | 1889<br>11mo | Sir W.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | Hamburg Amerikanische Packetf. Act.Ges. | 310·0 \| 39·0 \| 23·6<br>P186′F34′ BK 10″<br>*WB=CellDB276′500tFPT* | | | Hamburg<br>German | T.3Cy.23″,38″&61″–39″ (*s*)<br>165lb 300IP<br>2SB,2*rf*,GS100,HS4100 FD<br>WallsendS.&E.Co.(Lim.), Nwc. | 26 ″ 0 | V |
| ~~Wcdg~~<br>LDTJ<br>~~Bel.2nd~~ | **Belfast** ~~Iron Sc 3 Mst Sr~~<br>~~*J.Brown88–84*~~ ~~*ss Nwc.No.3–2,93*~~<br>(*ex* Cartago Nova) ~~*ss Cff.No.2–01*~~<br>No.3-1,95 2 *Dks&Webframes* ~~2 *Dks 2 in B*~~ | 1638<br>1618<br>1293 | ~~✠100A1~~<br>1,95 ~~6,93~~<br>~~B. 12,96~~<br>✠NB1,95 | ~~Cff~~<br>A&CP<br>~~LMC1,01~~ 1,95<br>Bel | *p* | 1870<br>11mo | Palmers' Co. Newcastle | T.Dixon&Sons | 265·6 \| 33·2 \| 24·3<br>pt ND 83<br>pt ND 94 srp 95 BK 9½″<br>*WB=DB173′*<br>*4 BHCem* | | | Belfast<br>British | C.2Cy.30″&54″–33″<br>~~70lb 70lb~~ ~~NB 76~~ NDB 87 120IP<br>2SB,4*pf*,GS72,HS2276<br>Palmers' Co.,Newcastle | 25 ″ 5<br>s 5 ″ 2½ | D |
| 32<br>97870<br>NQKT | **Baron Cawdor** Steel Sc Sr<br>*E.Wisnom83-94* 1 *Dk(Stl)*<br>*&Spar dk(Stl)&deep framing* | ~~3203~~<br>~~3064~~ 3192<br>~~2959~~ 3062<br>2053 | ✠100A1<br>*Spar dk*<br>1,95<br>~~(Class Contem. plated)~~<br>✠LMC12,94 | P.Gl<br>LA&CP | *v* | ~~1894~~<br>1895<br>1mo | A.Rodger &Co.<br>Pt.Glasgow | H.Hogarth | 325·5 \| 43·1 \| ~~27·6~~<br>P27′B84′F29′19·8 FK 27·6<br>*WB=CellDBa94′f138′565tAPT66t* | | | Ardrossan<br>British | T.3Cy 24″,39″&64″–45″ (*s*)<br>170lb *100lb* 320IP<br>2SB,6*rf*,GS94,HS4942<br>Dunsmuir&Jackson,Gls. | 21 ″ 1<br>s 6 ″ 5½ | |
| 33 | **Bay State** Wood Pad Sr<br>*W.Snowman*<br>2 *Dks 3 tr B* | 2300<br>1700 | | | | 1894 | New England Co. Bath,Me. | J.B.Coyle | 291·0 \| 42·0 \| 16·0 | | | Portland<br>Utd.States | Beam 1Cy.62″–144″<br>PortlandCo.Portland | | |
| 34<br>JBLK | **Bilbao** Iron Sc Barge<br>*Lachiondo* –93<br>1 *Dk* | 112<br>—<br>76 | | | | 1876 | Smith&Co. Liverpool | Aldecoa&Co. | 92·0 \| 18·5 \| 8·2 | | | Manila<br>Spanish | 2Cy.12″–14″<br>24IP<br>*WB* J.Wilson&Co.,Liverpool | | |
| 35<br>Missing since 12.94 | **Bonito** Iron Sc K<br>*Roche* –94<br>(*ex* Sybil) *ss* Qns.No.3–11.94<br>1 *Dk* | 127<br>127<br>59 | ~~✠100A1~~<br>*Trawler*<br>11.94<br>✠NB12,92 | Qns<br>LA&CP<br>✠LMC11,94 | | 1883<br>6mo | Norfolk& Co. Hull | F.A.Schilling,jun. | 98·7 \| 21·8 \| 10·2<br>drp 94 ND 94<br>BK 8″ | | | Gstemnde<br>German | C.2Cy.17½″&34″–24″ (*s*)<br>160lb 45IP<br>1SB,2*pf*,GS32,HS900<br>Wood Brs&Co.,Swerby Bdg | 10 ″ 3 | |

| 1 No. in book. / Official No. / Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years assigned. How expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36 104906 NBDZ | **Braemar** *E.Porter84-95* *1Dk(Stl)&Spar dk(Irn)&deep framing* | SteelScSr | 3601 ~~3520~~ 3170 ~~2367~~ 2316 | ✠100A1 *Spar dk* 2,95 *(Class Contem plated)* ✠LMC2,96 | Sld A&CP | *v* 1895 2mo | J.L. Thompson& Sons(Lim.) Sunderland | J.Warrack&Co. | 343·0\|44·0\|~~26·1~~ P28′B30′F36′ 18·1 FK 26·1 | | | Leith British 6*BHCem* | T.3Cy.25″,41″&67″–45″ (*s*) 160lb *90lb* 400HP 2SB,*8cf*,GS152,HS4350 J.Dickinson,Sunderland | 20 ″ 9 s 6 ″ 2½ | BT till 12,95 |
| | | *WB=CellDBa116′,uE&B36′f144′658t APT38t* | | | | | | | | | | | | | | |
| 37 | **Burgermeister Smidt** *(Trawler)* | SteelSc 1*Dk* | 150 138 59 | | | | 1894 | G.Seebeck Geestemünde | Bremerhavener Fischerei Gesellschaft | 106·9\|21·0\|10·1 | | | Brmrhavn German | C.2Cy.18″&33″–22″ 60HP G.Seebeck,Geestemünde | | |
| 38 JWBR (ex Braemar) | **Brunla** *G.Larsen* –94 *Well deck* | IronScSr *ss*Abn.No 3–9,88 *ss*Shl.No.1–91 1*Dk2trB* | 692 560 424 | ✠100A1 1,94 ✠NB9,88 | Bly A&CP | *k* 1875 5mo | Hall,Russell&Co. Aberdeen | R.M.Peterson | 200·4\|27·1\|15·5 Q59′B40′F23′ BK7½″ *WB=DBf51′106t* | | | Moss Norwegian 5*BHCem* | T.3Cy.15″,24½″&45″–30″ 160lb NDB88 99HP 1SB.*3rf*,GS41 *Tpd*88Hall,Russell&CAbn | 16 ″ 4 s 1 ″ 9½ | |
| | | | | LMC10,91 | Nwc | | | | | | | | | | | |
| 39 LMNC (ex Connemara, ex Chateau Leoville) | **Belgian King** ~~*S.Tremouille*–92~~ *T.L.Weiss*95–95 | IronSc3MstSr ~~*ss*Liv.No.2–89~~ *ss*Nwc.No.3–1,95 | 3379 3177 2170 | ✠100A1 *Spar dk* 1,95 ~~B&S,91~~ ✠LMC~~1,99~~ 1,95 ✠NE&BI,95 | NYk A&CP Nwc | *v* 1881 6mo | Sundrland S.B.Co.(Lim.) Sunderland | G.B.Hunter (T.Ronaldson &Co.,*Mgrs.*) | 350·5\|41·0\|19·5 B25′F48′ 27·2 ND89 BK11′ *WB=DBuE58′253t MT14′230t* | | | Newcastle British 7*BHCem* | T.3Cy.24″,40″&64″–45″ (*s*) 165lb *75lb* NDB91 560HP 2SB.*6rf*,GS140,HS4900 WallsndSlp.C.(Lim.)Nwc | 23 ″ 3 ~~s 7 ″ 5½~~ s 7 ″ 2 | |
| 40 104878 NSBQ | **Bamburgh** *J.H.Wetherall92–95* *Well deck* | SteelScSr 1*Dk*(*Irn*) | 647 468 335 | ✠100A1 3,95 *(Class Contem plated)* ✠LMC3,95 | Nwc A&CP | *i* 1895 3mo | Wood, Skinner& Co. Newcastle | L.S.Carr&Co. | 180·4\|29·1\|11·4 Q90′~~B17′~~F27′B16′ FK 4*BHCem* | | | Newcastle British | T.3Cy.15″,25″&40″–27″ (*s*) 160lb *80lb* 90HP 1SB,*3pf*,GS49,HS1570 NEMarEngCo(Lim.),Nwc | 13 ″ 6 s 1 ″ 0 | |
| | | *WB=CellDBa35′&uE&B31′72′11tFPT31tAPT18t* | | | | | | | | | | | | | | |
| 41 104860 NBGJ | **Banshee** *G.Nicholl* –95 *Well deck* | SteelScSr 1*Dk* | 159 87 58 | ✠100A1 3,95 ~~1,95~~ ✠LMC1,95 | Gls A&CP Bwg | *a* 1895 1mo | Mackie& Thomson Glasgow | ~~BansheeS.S.Co. (Lim.)~~ (Gilmour,Taylor &Co.) Mackie&Thomson | 90·0\|20·0\| 7·0 P60′F16′ FK 4*BHCem* *WB=FPT12t* | | | Glasgow British | C.2Cy.13″&28″–18″ (*s*) 110lb 32HP 1SB,*2pf*,GS24,HS535 Muir&Houston,Glasgow | 7 ″ 6 | |
| 42 HPGT | **Bogstad** *O.Thorbjornsen* –94 *Web frames&pt Awng dk(Stl)* | SteelScSr 1*Dk*(*Stl*)*2trB&* | 3058 2364 ~~19·2~~ 1932 | ✠100A1 *pt Awng dk with freeboard* 12·94 *(Class Contem plated)* ✠LMC12,94 | Xia | *u* 1894 12mo | Nylands Verks. Christiania | ~~Fearnley&Eger~~ Dampskibsselsk -abet "Bogstad" (Fearnley&Eger) | ~~322·2\|41·5\|24·8~~ P28′Q100′ BK10″ *pt Awng dk*194′ 325·0\|41·8\|21·2 *WB=CellDBa116′uE&B46′f130′678tAPT50t* | | | Chrstiania Norwegian 6*BHCem* | T.3Cy.23″,37½″&61½″–42″ 160lb *80lb* (*s*) 240IP ~~265HP~~ 2SB,*6rf*GS121 NylandsVerks,Xia. | 24 ″ 0 s 2 ″ 2 | |
| 43 99471 | **Bentley** *W.Brombey95-95* | SteelSc Sr 1*Dk* | 152 138 ~~43·50~~ | ✠100A1 *Stm Trawler* 2,95 *(Class Contem plated)* ✠LMC2,95 | Abn LA&CP | 1895 2mo | Hall, Russell&Co. Aberdeen | J.T.Wilson J.Wilson (J.T.T. Wilson *Mgr.*) | 100·6\|20·7\|10·7 Q23′ BK6½″ | | | S.Shields British 3*BHCem* | C.2Cy.17″&36″–24″ (*s*) 120lb 53IP~~45HP~~ 1SB,*2pf*,GS31,HS868 Hall,Russell&Co.,Abn. | 11 ″ 3 | |
| 44 102197 NRTQ | **Benshaw** *J.M.Jones91-95* | SteelScSr 1*Dk*(*Stl*)*2trB* | 1724 1595 1077 | ✠100A1 3,95 *(Class Contem plated)* ✠LMC3,95 | Lth LA&CP | *q* 1895 3mo | J.Scott& Co. Kinghorn | ~~J.Hoult~~ S.S.Benshaw Co(Lim.) (~~P.C.Hay~~)(J.Hoult) | 250·0\|38·1\|19·5 B72′F26′ FK 4*BHCem* *WB=CellDBa66′uE&B40′f102′417tFPT60tAPT50t* | | | Liverpool British | T.3Cy.18″,30″&50″–36″ (*s*) 200lb *80lb* 130HP 2SB,*6pf*,GS99,HS3132 J.Scott&Co.,Kinghorn | 21 ″ 10 s 3 ″ 4 | |
| 45 106285 | **Benridge** *F.A.Appleton81-95* *1Dk(Stl,q Spar dk(Stl)& Web frames* | SteelScSr | 3500 3478 3181 2234 | ✠100A1 *Spar dk* 4,95 *(Class Contem plated)* ✠LMC4,95 | Stk. A&CP | *v* 1895 4mo | Craig, Taylor&Co. Stockton | ~~J.Hoult~~ S.S.Benridge Co.(Lim.) (J Hoult) | 330·5\|43·1\|19·3 P25′B72′F35′ \|27·1 FK 5*BHCem* *WB=CellDBa104′uE&B40′f130′643tMT*~~54·40~~*tFPT142tAPT38t* | | | Liverpool British | T.3Cy.22½″,38″&62″–42″ (*s*) 200lb *100lb* 248HP 2SB,*6cf*,GS90,HS3727 T.Richrdsn&Sns(Lm),Hpl | 22 ″ 0 s 6 ″ 8 | |
| 46 104888 | **Burns** *C.Viveash85-95* *Elec.light 1Dk(Stl)& Web frames* | SteelTwinScSp ~~1000~~ ~~880~~ 1019 990 ~~600~~ 605 | ✠100A– 4,95 *(Class Contem plated)* ✠LMC1,95 | Brw | 1895 4mo | NavalCon. &Armam'ts Co.(Lim.) Barrow | LondonCounty Council | ~~234·1~~\|38·2\|13·8 ~~P38′~~ 234·0 FK 6*BHCem* *WB=FPT157tAPT6t* | | | London British | T.6Cy.15″,23″&35″–24″ (*s*) 150lb 160HP 2SB,*6cf*,GS103HS2804 Nav.C.&A.Co.(Lim.),Brw. | 14 ″ 6 | BT till 3,96 |
| 47 | **Buluwayo** *J.Clunie92-95* *Elec.light* | SteelScSr 2*Dks*(1*Stl*\1*Irn*) &deep framing3dk Rule | ~~4440~~ ~~3323~~ ~~2819~~ 4412 3826 2798 | ✠100A1 5,95 *(Class Contem plated)* ✠LMC5,95 | Nwc LA&CP | *x* 1895 5mo | SirW.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | British&Colonial Stm.Nav.Co. (Lim.) (Bucknall Bros., *Mgrs.*) | 360·0\|47·0\|~~27·9~~ P38′B98′F39′27·8 FK 7*BHAsp* *WB=CellDBa96′uE&B58′f142′1000tAPT60tTunnel Tank130t* | | | London British | T.3Cy.30″,50″&80″–54″ (*s*) 180lb *90lb* 500HP 3SB,*9cf*,GS189,HS7875 FD Hwthrn,Leslie&C(L),Nwc | 30 ″ 7 s 6 ″ 5½ | |
| 48 104908 NSQM | **Benalder** *R.W.Thomson83–95* | SteelScSr 2*Dks*(1*Stl&UIrn*–ws)3*trB* | ~~3000~~ 3044 2724 1959 | ✠100A1 4,95 *(Class Contem plated)* ✠LMC4,95 | Gls LA&CP | *u* 1895 4mo | A.Stephen &Sons Glasgow | W.Thomson&Co. | ~~240·0~~\|41·8\|~~24·1~~ P42′B80′F39′24·3 341·0 BK10″ *WB=CellDBa102′uE&B40′f120′668tAPT25t* | | | Leith British 6*BHCem* | T.3Cy.25″,41″&67″–42″ (*s*) 160lb *80lb* 285HP 2SB,6*cf*,GS130,HS1464 A.Stephen&Sons,Glasgow | 27 ″ 0 s 4 ″ 9½ | BT till 3,96 |
| 49 98750 HGVT | **Brunswick** *G.Browne* –95 (ex Monica) | SteelScSr *ss*Gls.No.2–91 1*Dk*(*Stl–ptws*)& *Web frames*(*Irn*) | 1594 1406 977 | ✠100A1 6,94 ~~BS3,94~~ ✠LMC~~3,95~~ 3,95 | Liv LA&CP | *r* 1883 1mo | J.&G. Thomson Glasgow | Liverpool& MaranhamS.S. Co.(Lim.) | 275·0\|33·2\|19·9 P50′B62′F30′ BK7″ *WB=CellDB214′256t* | | | Liverpool British 4*BHCem* | C.2Cy.32″&63″–45″ (*s*) 90lb *60lb* NDB94 200HP 1DB,*6cf*,GS126 J.&G.Thomson,Glasgow | 22 ″ 8 | BT till ~~3,95~~ 2,96 |
| 50 | **Bangarth** | SteelScSr | 1535 1175 941 | 100A1 *(Class Contem plated)* | | 1895 | Palmers' Co.(Lim.) Newcastle | ReaSteamshipCo. | 250·0\|36·0\|19·5 Q97′B48′F30′ | | | Liverpool British | T.3Cy.20″,33″&54″–36″ 188HP Palmers'Co.(Lim.),Nwc. | 19 ″ 7 s 2 ″ 0 | |
| 51 | **Bore** *H.Wahlgren* | SteelScSr 1*Dk2trB* | 391 361 177 | | | 1894 | Kockums Mek.Verk. AktieBolag Malmö | Malmö Harbour Commissioners | 132·0\|29·0\|18·7 B6′ | | | Malmö Swedish | C.2Cy.21¼″&38″–27.3/16″ Motala Verkstads nye Aktiebolag,Motalor | | |
| 52 | **Britannia** *Edwards* –95 | SteelSc 1*Dk Floors*(*Irn*) | 63 63 16 | ✠ A1 *For Tug purposes only* 3,95 ✠LMC3,95 | Fal LA&CP | 1893 3mo | W.H.Lean Falmouth | Whiteside&Co. | 80·8\|15·5\| 8·7 BK6″ | | | Swansea British 4*BHCem* | C.2Cy.14″&27″–18″ (*s*) 100lb 36HP 1SB,*2pf*,GS25,GS555 Sara&Burgess,Penryn | 8 ″ 11 | |
| 53 104910 NVLP | **Bengloe** *A.W.S.Thomson83–95* | SteelScSr 2*Dks*(1*Stl&UIrn*-ws)3*trB* | ~~3044~~ 3006 2724 1933 | ✠100A1 3,95 *(Class Contem plated)* ✠LMC3,95 | Gls LA&CP | *u* 1895 5mo | Barclay, Curle&Co. (Lim.) Glasgow | W.Thomson&Co. | 341·0\|41·8\|24·3 P42′B80′F41′ BK10″ 6 *WB=CellDBa108′uE&B58′f132′717tAPT72t* | | | Leith British 6*BHCem* | T.3Cy.25″,41″&67″–42″ (*s*) 160lb *75lb* 285HP 2SB,*6cf*,GS134,HS1436 BarclayCurle&Co(Lm)Gls | 27 ″ 0 s 4 ″ 7½ | |

| 1 Numéro d'ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equilibrement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres ou le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 54 | Bagdad (exAthenai) *Elec.light* | SteelScSr 3Dks(1Stl) | 2404 2108 1554 | ✠100A1 11,91 ✠LMC11,91 | Dun A&CP | t | 1891 11mo | Gourlay Bros.&Co. Dundee | Messageries Maritimes | 317·6\|39·2\|23·6 P62′B78′F58′ BK10″5*BH Cem* *WB=CellDB250′277t APT19t* | Marseilles French | T.3Cy.25″,40″&65″–45″ (*s*) 160lb *80lb* 300HP 2DB,*Srf*,GS159,HS4947 Gourlay Bros.&Co.,Dundee | 26 ″ 5 s 4 ″ 6 | |
| 55 10000 | ~~Bishop Rock~~ *J.Green'90–95* *Well deck* | ~~SteelScSr~~ SteelSc3MstSr 1*Dk*(*Irn*) | 495 352 146 | ✠100A1 5,95 ~~(Class Contem plated)~~ ✠LMC5,95 | Trn LA&CP | h | 1895 5mo | AilsaS.B. Co. Troon | A.Rowland&Co. | 170·0\|25·9\|11·7 Q93′B10′~~F27~~F28′ BK7″ | Liverpool British 3*BH Cem* | C.2Cy.21″&42″–30″ (*s*) 115lb *70lb* 69HP 1SB,*3pf*,GS63,HS1360 Muir&Houston,Glasgow *WB=Dbf* 11′3¼t*FPT44t APT8t* | 12 ″ 10 | |
| 56 | Balgay | SteelScSr | 150 | 100A1 (*Class Contem plated*) | | | 1895 | Dundee Shipbuilders Co.(Lim.) Dundee | W.Kinnear&Co. | 125·0\|21·1\| 9·6 Q39′B11′F14′ | Dundee British | C.2Cy.16″&32″–22″ 45HP J.&H.Whyte&Cooper,Dun | | |
| 57 | Baron de Neve de Roden | IronScK 1*Dk* | 150 | 100A1 *Stm Trawler* (*Class Contem plated*) | | | 1895 | Cochrane & Cooper Beverley | SociétéAnonyme desPecheries Ostendaises | 100·6\|20·4\|12·3 Q18′F18′ | Ostend Belgian | T.3Cy.12½″,19½″&32″–22½″ 50HP C.D.Holmes&Co.,Hull | | |
| 58 | Beechwold | IronScK 1*Dk* | 150 | 100A1 *Stm Trawler* (*Class Contem plated*) | | | 1895 | Cochrane & Cooper Beverley | NorthwoldSteam FishingCo.(Lim.) | 91·8\|20·4\|12·3 Q17′ | Grimsby British | T.3Cy.10″,16″&25½″–20″ 35HP Amos&Smith,Hull | | |
| 59 | Bellona | SteelScSr 2*Dks3trR* | 4200 2800 | | | | 1895 | Blohm& Voss Hamburg | Deutsche Dampfs. Rhederei zu Hamburg | 370·0\|44·0\|27·3 P225′F45′ 29·1 *WB* | Hamburg German | T.3Cy.25 3/16″,40″&66″–42½″ 350HP Blohm&Voss,Hamburg | | |
| 60 | Bonn *Elec.light* | SteelScSr | 4000 | 100A1 (*Class Contem plated*) | | | 1895 | Germania-Werft Kiel | Norddeutscher Lloyd | 355·2\|43·6\|17·7 P&B218′F45′ 25·6 | Bremen German | T.3Cy.26″,42⅛″&66⅞″–45¼″ 350HP A.G."Germania,"Berlin | | |
| 61 | Blaamanden | SteelScSr | 3250 | 100A1 *Spar dk* (*Class Contem plated*) | | | 1895 | Ropner& Son Stockton | S.Troye | | Bergen Norwegian | T.3Cy.23½″,39″&64″–42″ Blair&Co.(Lim.),Stockton | | |
| 62 | Betty Inglis *A.Morrice* | ScK 1*Dk* | 109 104 41 | 100A– *For fishing purposes* (*Class Contem plated*) | | | 1895 | HallRussll &Co. Aberdeen | | 90·0\|19·6\|10·0 | Aberdeen British | C.2Cy.13½″&30″–21″ Hall,Russell&Co.,Abn. | | |
| 63 | Borneo | SteelScSr | 4690 4094 3012 | 100A1 (*Class Contem plated*) | | | 1895 | Palmers' Co.(Lim.) Newcastle | P.&O.Stm.Nav.Co. | 400·0\|46·6\|27·9 P48′B140′F86′ | | T.3Cy.28″,46″&77″–54″ Palmers'S.B.Co.(Lm) Nwc | | |

| 1 No. in Book. Official No. Code Letters. | 2, 3 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed, Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Cirages Français SteelScSr<br>~~E.Pierre -94~~ P.Kermorvant -94<br>(exPatrator) 1Dk(Irn)<br>Well deck | 591<br>464<br>367 | ✠100A1<br>8,94 ~~6,93~~ | Mdb<br>A&CP<br>✠LMC7,91<br>Npt | i | 1891<br>12mo | R.Craggs&<br>Sons<br>Middlesbro' | Soc.Gen.deCirages<br>français | 180·1\|27·1\|13·3<br>Q99'B18'F21'<br>BK7½'<br>WB=DBa44' 80t FPT | L'Orient<br>French<br>4BHCem<br>25tAPT30t | T.3Cy.14",22½"&36"–27" (s)<br>160lb 80lb 70HP<br>1SB,3pf,GS45<br>GourlayBros.&Co.,Dundee | 14 ″ 0<br>~~s1 ″ 6~~ | |
| 2<br>NCLS | Cametense SteelScSr<br>Harvey -94 (exCarloPoerio)<br>1Dk(Irn)Spar dk 3trB<br>Elec.light | 2155<br>1958<br>~~1248~~<br>1248 | ✠100A1<br>Spar dk<br>6,94 ~~7,93~~<br>~~10,94~~ 4,95 | Lon<br>A&CP<br>✠LMC11,91<br>~~Cff~~—Liv | s | 1891<br>11mo | Palmers'<br>Co.(Lim.)<br>Newcastle | R.Singlehurst&Co | 302·0\|38·4\|15·3<br>P37'B66'F35' 23·1<br>FK<br>WB=CellDB240' | Liverpool<br>British<br>6BHAsp<br>374tAPT16t | T.3Cy.27",44"&71"–48" (s)<br>160lb 90lb 370HP<br>4SB,12cf,GS226<br>Palmers Co.(Lim.),Nwc. | 17 ″ 9<br>s 5 ″ 8 | I<br>BT<br>till<br>5,95 |
| 3<br>104339 | Clan Ross SteelScSr<br>W.Rule80-94<br>2Dks(1Stl&UIrn-ws)&Webframes | ~~2690~~<br>2602<br>2398<br>1664 | ✠100A1<br>12,94 ~~7,94~~ 5,95<br>~~(Class Contem plated)~~<br>✠LMC7,94 | Brw<br>LA&CP | t<br>Gls | 1894<br>7mo | Nav.Con.&<br>Armaments<br>Co.(Lim.)<br>Barrow | Cayzer,Irvine<br>&Co. | 312·0\|40·2\|24·7<br>P29'B62'F39'<br>BK10" 74'<br>WB=CellDBa92' | Glasgow<br>British<br>~~5BHCem~~<br>6BHCem<br>&uE18'166tMT34'675tFPT97tAPT38t | T.3Cy.23",38"&63"–42" (s)<br>200lb 100lb 300HP<br>2SB,6rf,GS126,HS4140 FD<br>Nav.C.&A.Co.(Lim.),Brw. | 26 ″ 2<br>s 4 ″ 11 | |
| 4 | Cierbana SteelScSr<br>~~L.deYbarra82-94~~ 1Dk(ptIrn ptStl)&<br>Well deck Webframes<br>R.Goicoechea | ~~1276~~<br>1229<br>974<br>770 | ✠100A1<br>3,95 ~~9,94~~<br>~~(Class Contem plated)~~<br>✠LMC9,94 | Mdb<br>A&CP | n<br>Bbo | 1894<br>9mo | SirR.<br>Dixon&Co.<br>Middlesbro' | R. de la Sota | 226·1\|34·0\|15·2<br>Q87'B59'F24'<br>FK<br>WB=CellDBa67' | Bilbao<br>Spanish<br>4BHCem<br>uE&B29'f86'301tAPT16t | T.3Cy.16",26"&43"–30" (s)<br>160lb 80lb<br>1SB,3pf,GS45,HS1624<br>N.E.Mar.EngCo(Lm),Sld. | 17 ″ 6<br>s1 ″ 10½ | |
| 5 | Cecil Rhodes SteelTwinScTug<br>McIntyre -94 1Dk | 160<br>160<br>5 | ✠100A1<br>6,94<br>✠LMC5,94 | Lon<br>LA&CP | b | 1894<br>6mo | R.&H.<br>Green<br>London | UnitedBoatingCo.<br>(Lim.) (W.Dunn<br>&Co., Mgrs.) | 104·0\|21·1\|11·2<br>*BK7'<br>WB=Cell DB 12'3t FPT | E.London<br>British<br>3BHCem<br>6tDTa12'7t | C.4Cy.15¼"&30½"–21" (s)<br>160lb 80HP<br>1SB,3pf,GS61,HS1911<br>A.Wilson&Co.,London | 12 ″ 0<br>s 2 ″ 9 | |
| 6 | Canterbury SteelScSr<br>2Dks(1Irn&1Stl)&Webframes<br>Should be "Aztec," See No. 44 in Supplement. | ~~3692~~<br>3508<br>~~3333~~<br>3537<br>~~2317~~<br>2308 | ✠100A1<br>~~9,94~~ 10,94<br>~~(Class Contem plated)~~<br>✠LMC9,94 | Nwc<br>A&CP | w | 1894<br>9mo | Edwards'<br>S.B.Co.<br>(Lim.)<br>Newcastle | ~~BlundellBros.&Co.~~ | 350·0\|43·0\|26·6<br>~~P30'B75'F35'~~<br>P39'B80'F39' FK<br>WB=CellDBa100'uE30'f146'559tAPT40t | London<br>British<br>6BHCem | T.3Cy.24",40"&66"–45" (s)<br>160lb 160lb 250HP<br>2SB,6rf,GS122,HS4577<br>Blair&Co.(Lim.),Stockton | 29 ″ 3<br>s 5 ″ 9½ | |
| 7<br>~~NMGC~~<br>104799<br>NMGC | Ching Wo SteelSc Sr<br>~~W.N.Shaw91-94~~ 2Dks(1Irn&<br>Elec.light UStl-Teak s)&deepframing<br>W.N.Shaw91-94 3DkRule | ~~3850~~<br>3883<br>3618<br>2517 | ✠100A1<br>~~9,94~~ 3,95<br>~~(Class Contem plated)~~<br>✠LMC9,94 | Bel<br>LA&CP | w<br>Gls | 1894<br>9mo | Workman,<br>Clark&Co.<br>(Lim.)<br>Belfast | ~~ChinaMutualStm~~<br>~~Nav.Co.(Lim.)~~<br>~~NipponYusenKaisha~~<br>ChinaMutualStmN.Co.(Lim) | 370·0\|45·3\|27·0<br>P26'B73'F42'<br>BK9"<br>WB=CellDBa116'uE&B44'f149'767tAPT53t<br>30'f154' | ~~London~~<br>~~British~~<br>6BHCem<br>London British | T.3Cy.26",42"&71"–48" (s)<br>180lb 180lb 500HP ~~345HP~~<br>2SB,6cf,GS124,HS5112 FD<br>Workmn,Clark&Co(L)Bel | 29 ″ 9<br>s 6 ″ 4 | BT<br>till<br>9,95 |
| 8<br>102961 | City of Exeter IronScK<br>1Dk | 148<br>138<br>60 ~~53~~ | ✠100A1<br>StmTrawler<br>11,94 ~~7,94~~<br>~~(Class Contem plated)~~<br>✠LMC7,94 | Hul<br>LA&CP | | 1894<br>7mo | Cook,<br>Welton&<br>Gemmell<br>Hull | ~~W.Bowman~~<br>G.W.Bowman | 100·4\|20·8\|11·0<br>Q22'<br>BK7½" | Hull<br>British<br>3BHCem | T.3Cy.11½",18"&30"–22" (s)<br>160lb 45HP<br>1SB,2cf,GS24,HS710<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 9<br>104344 | Cordova SteelScSr<br>G.Matthews89-94<br>1Dk(Irn)2trB&deepframing | 2284<br>1915 ~~1876~~<br>1430 | ✠100A1<br>11,94<br>~~(Class Contem plated)~~<br>✠LMC11,94 | Sld<br>A&CP | r | 1894<br>11mo | Short Bros.<br>Sunderland | J.Tully ~~&Son~~ | 281·0\|40·1\|19·9<br>P32'B66'F33'<br>FK<br>WB=CellDBa84'uE22'f106'454tFPT78tAPT114t | Sundrland<br>British<br>4BHCem | T.3Cy.21",35"&58"–39" (s)<br>160lb 160lb 190HP<br>2SB,6pf,GS98,HS3400<br>J.Dickinson,Sunderland | 22 ″ 4<br>s3 ″ 3½ | |
| 10 | Caldwell's No. 1 Steel&IronSc<br>1Dk(Irn)<br>IronframingSteelPlating | 54 ~~50~~<br>48<br>34 | ✠ A1<br>StmLighter<br>8,94<br>~~(Class Contem plated)~~<br>LMC8,94 | Lth<br>LA&CP | | 1894<br>8mo | Hawthorns<br>&Co.<br>Leith | Caldwell&Co. | 65·1\|16·7\| 5·6<br>FK | Invrkthng<br>British<br>3BHCem<br>WB=FPT6t | C.2Cy.8"&16"–10" (s)<br>100lb 10HP<br>1SB,1pf,GS9,HS229<br>Escreet&Richmond,Hull | 6 ″ 0 | |
| 11<br>102161 | Carew SteelSc<br>J.Webber93-94 1Dk(Irn) | 133<br>110<br>72 | ✠ A1<br>7,94<br>~~(Class Contem plated)~~<br>ForHarbour&River purposes only<br>✠LMC7,94 | Sld.<br>A&CP | a | 1894<br>7mo | M'Andrew,<br>Cowan&<br>Potts<br>Sunderland | J.Bacon(Lim.) | 95·0\|20·0\| 7·2<br>F12'<br>FK | Liverpool<br>British<br>3BHCem<br>WB=FPT13t | T.3Cy.8",13"&21"–15" (s)<br>160lb 25HP<br>1SB2pfGS16,HS470<br>N.E.Mar.E.Co.(Lim).,Nwc | 8 ″ 0 | |
| 12<br>102963 | Cornelia IronScK<br>W.Just -94 1Dk | 149<br>141<br>60 ~~58~~ | ✠100A1<br>StmTrawler<br>8,94<br>~~(Class Contem plated)~~<br>✠LMC8,94 | Hul<br>LA&CP | | 1894<br>8mo | Cook,<br>Welton&<br>Gemmell<br>Hull | C.Hellyer&Co.<br>(Lim.) | ~~102·4~~\|20·5\|11·0<br>102·5<br>BK7½" | Hull<br>British<br>3BHCem | T.3Cy.11½",18"&30"–22" (s)<br>160lb 45HP<br>1SB,2cf,GS24,HS708<br>C.D.Holmes&Co.,Hull | 11 ″ 9 | |
| 13<br>102893 | Chwnshan Steel&IronScSr<br>E.F.Stovell -94 ssShl.No.1–93<br>(exRomolo,exCittàdi Roma)<br>2Dks(Irn)3trB<br>Irnframing,Bms&Stringers,StlPlating | 1999<br>1842<br>1282 | ✠100A1<br>~~7,94~~ 12,94<br>BS1,95 | Gen<br>LA&CP<br>✠LMC1,93<br>H.Kg | s | 1888<br>9mo | C.S.Swan&<br>Hunter<br>Newcastle | ~~T.W.Richardson~~<br>NanshanS.S.Co.<br>(Lim)(Gillespie,<br>Bros.&Co., Mgrs.) | 285·0\|36·0\|24·0<br>P28'B56'F32'<br>ptND93 BK9½"<br>WB=DBa82'140t | London<br>British<br>5BHCem<br>MT20'360t | T.3Cy.22",35"&58"–39" (s)<br>150lb 80lb 180HP<br>2SB,6f,GS100 FD<br>WlsndSlpwyCo(Lim)Nwc | 25 ″ 4 | DI<br>BT<br>till<br>5,95 |
| 14<br>100793 | Charmer SteelScSr<br>Ferguson -87 (exPremier)<br>2Dks | 1044<br>609<br>497 | | | | 1887 | Union Iron<br>Works<br>S.Francisco | CanadianPacific<br>Nav.Co.(Lim.) | 200·0\|42·0\|12·9 | Vict'riaBC<br>British | T.3Cy.23",34"&56"–36"<br>150HP<br>UnionIronWorks,S.Fo. | | |
| 15<br>102967 | Claudia IronScK<br>J.Thompson -94 1Dk | 149<br>141<br>60 | ✠100A1<br>StmTrawler<br>2,95 ~~9,94~~ 11,94<br>~~(Class Contem plated)~~<br>✠LMC9,94 | Hul<br>LA&CP | | 1894<br>9mo | Cook,<br>Welton&<br>Gemmell<br>Hull | C.Hellyer&Co.<br>(Lim.) | 102·5\|20·5\|11·0<br>drp95 BK7½" | Hull<br>British<br>3BHCem | T.3Cy.11½",18"&30"–22" (s)<br>160lb 45HP<br>1SB,2cf,GS24,HS708<br>C.D.Holmes&Co.,Hull | 11 ″ 9 | |
| 16<br>103099 | Chateauguay SteelPad<br>1Dk | 222<br>142<br>119 | | | | 1894 | J.&R.Weir<br>Montreal | A.Gaulet | 133·8\|20·2\| 7·1 | Montreal<br>British | 1Cy.24½"–84"<br>20HP<br>J.&R.Weir,Montreal | | |
| 17<br>HNRM | Corconera No. 7 IronPadSp<br>A.Torrejo (exHercules) | 119<br>—<br>40 | | | | 1871 | J.Batchelor<br>Cardiff | "LaCorconera"<br>Empresa de<br>Remolques | 91·9\|18·2\| 9·5 | Santander<br>Spanish | 1Cy.31½"–54"<br>50HP<br>WBR.Marshall,S.Shields | | |

| 1 Numéro d'ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18 104576 NMRH | **Clan Campbell** *Cannes* -94 | SteelScSr 2*Dks*(1*Stl*&*UIrn*–WS) &*Webframes* | 2600 ~~2602~~ 2398 1662 ~~2166~~ | ✠100A1 ~~12.02~~,95 LA&CP (*Class Contem. plated*) ✠LMC10,94 | Brw | *t* Gls | 1894 10mo | Nav.Con.& Armaments Co.(Lim.) Barrow | Cayzer,Irvine&Co | 312·0\|40·2\|24·7 P29′B62′F39′ BK10″ *WB*=*CellDBa74′uE18′166t MT34′675t FPT97t APT38t* | Glasgow British 6*BHCem* | T.3Cy.23″,38″&63″–42″ (*s*) 200lb *100lb* 300HP 2SB,*Grf*,GS95,HS4140 FD NavCon&ArmCo(Lm)Brw | 26 ″ 2 s 4 ″ 11 | |
| 19 KVBQ | **Ciudad de Mahón** *R.Segue*93–93 (ex*Camara*) | IronScSr 1*Dk*2*trB* | 826 653 562 | ✠ 2,76 | Lon A&CP | | 1875 9mo | A.Simey &Co. Sunderland | Sociedad "La Menorquina" | 210·7\|30·0\|15·9 P41′F50′ drp76 | Mahon Spanish 4*BHCem* | C.2Cy.27″&52″–33″ 110HP J.Dickinson,Sunderland *WB*=*DBa60′&uE&B33′* | | |
| 20 wrecked 9,94 | **Cito** *Nathaniel*sen94–94 (ex*Severn*) | IronScSr 1*Dk*2*trB* 6thSurveyHul.10,88 2ndSurveyBgn.7,94 | 672 ~~A1~~ 490 391 | ✠ ~~A1~~ 7,94 B&MS7,94 | Bgn | …Lv | 1867 8mo | Oswald& Co. Sunderland | Actiedampskibs-selskStromstenen | 181·3\|26·1\|15·2 P96*t*F— BK6½″ *WB*=*DBaMT* | Stavanger Norwegian 4*BH* | C.2Cy.24″&45″–30″ (*s*) 80lb *70lb* 85HP 1SB,*3pf*,GS48,HS1430 G.Clark,Sunderland | 16 ″ 7 s 2 ″ 0½ | |
| 21 104043 NPGD | **Columbia** *G.Allix* -94 | SteelTwinSc Sr 2*Dks* | ~~1100~~ 1178 784 469 | | | | 1894 | J.&G. Thomson (Lim.) Glasgow | London&South WesternRailway Co. | ~~270·0~~\|34·0\|~~15·8~~ P46′B148′F56′14·6 270·7 | S'thamptn British | T.8Cy.(2)19″,(2)29″&(4) 31½″–30″ 212HP ~~193HP~~ J.&G.Thomson(Lim.),Gls. | | BT till 10,95 |
| 22 | **Colombo** *P.Mazzino*85–94 (ex*AgnesOtto*) *Well deck* | IronScSr ssShl.No.3–8,93 1*Dk*(*Irn*)2*trB* | 1246 1000 782 | ✠100A1 1,954,94 BSI,95 | Cff LA&CP LMC8,93 Gen | *o* | 1881 3mo | J.Read-head&Co. S.Shields | FratelliSanguineti fu G. | 249·9\|32·6\|17·5 Q95′B50′F26′ BK8½″ *WB*=*DBa74′f99′305t* | Spezia Italian 4*BHCem* | C.2Cy.28″&53″–33″ (*i*) 70lb *40lb* 115HP 1SB *3pf*,GS48 J.Readhead&Co.,S.Shields | 18 ″ 6 s 1 ″ 10½ | |
| 23 98357 | **Calvados** *G.Barifield* -94 | SteelTwinScSr 2*Dks* | ~~500~~ 567 456 212 | | | | 1894 | W.Denny &Bros. Dumbarton | London,Brighton &S.CoastRly.Co. | 195·0\|~~28·0~~\|~~15·0~~ B61′F39′28·1\|14·3 | Newhavn British | T.6Cy.13½″,20½″&31″–21″ 104HP Denny&Co.,Dumbarton | | BT till 10,95 |
| 24 102368 | **Colin Houston** *P.Felsen* –94 | Steel&IronScSr ~~Y~~1 1*Dk* | ~~160~~ 161 149 51 | ✠100A1 *Stm.Trawler* ~~(Class Contem. plated)~~ 9,94 ✠LMC9,94 | Gls LA&CP | | 1894 9mo | Mackie &Thomson Glasgow | J.Leyman | ~~102·0\|20·4\|10·7~~ ~~Q18′F17′~~ BK7½″ 103·8\|20·5\|10·8 Q17′RFD16′ | Hull British 4*BHCem* | C.2Cy.14″&~~32~~″–20″ (*s*) 135lb 33″ 45HP 1SB,*2pf*,GS31,HS700 Muir&Houston,Glasgow | 11 ″ 7 | |
| 25 | **Christian** *G.Dahms* –94 | SteelScSr 1*Dk* | 962 719 686 | | | | 1894 | Act.Ges. "Neptun" Rostock | R.Ch.Gribel | 206·3\|30·2\|13·9 Q63′B52′F26′ | Stettin German *WB* | T.3Cy.13¾″,22½″&36½″–27½″ ActGes"Neptun"Rostock | | G |
| 26 | **Cleveland** | SteelScSr 1*Dk* (*Stl*) | ~~108~~100 95 1 | ✠100A1 *For Tug purposes* 11,94 A&CP (*Class Contem. plated*) ✠LMC10,94 | Mtr | *a* | 1894 11mo | Montrose S.B.&E.Co. (Lim.) Montrose | J.Constant | 85·9\|17·9\|9·8 B15′ BK6″ | London British 4*BHCem* | C.2Cy.15″&32″–24″ (*s*) 130lb 95HP 1SB,*2pf*,GS33,HS950 Hall,BrownButtry&CoGls | 10 ″ 5 | |
| 27 104185 | **Calabria** *R.Sleight* -94 | IronScK 1*Dk* ~~115~~ 121 ~~110~~ 110 ~~40~~ 42 | ✠100A1 *StmTrawler* 10,94 5,95 (*Class Contem. plated*) ✠LMC9,94 | Shl LA&CP Gms | | | 1894 10mo | Edwards Bros. North Shields | GrimsbyAlliance SteamFishingCo. (Lim.) | 90·0\|20·0\|~~11·0~~ Q18′~~F18~~′F19′ 10·7 BK7½″ | Grimsby British 3*BHCem* | T.3Cy.10″,16″&25½″–19½″(*s*) 170lb 40HP 1SB,*2pf*,GS26,HS565 N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 6 | |
| 28 | **Catania** *C.Napoli* –94 (ex*Bernina*) | IronScBn 2ndSurveyMsl.3,92 2*Dks*(1*Irn*) | 1431 1301 916 | ✠A1* 1 9,94 | Liv | Lv | 1883 4mo | R.&J. Evans&Co. Liverpool | Soc.Anon.Agru-mariaEtnea di Catania | 256·2\|33·1\|20·6 P50*t*B91*t*F31*t* BK9″ *WB*=*CellDB* | Catania Italian 3*BHIPBH* | C.2Cy.28″&50″–30″ 120HP DeWinton&Co.,Carnarvon | 23 ″ 3 s 3 ″ 6½ | |
| 29 | **City of Lowell** | SteelTwinSc | | | | | 1893 | BathIron Works Bath,Me. | Norwich&New YorkTrans.Co. | 319·9\|49·5\|20·3 | N.LndnCt Utd.States | T.6Cy.26″,40″&64″–36″ BathIronWorks,Bath,Me. | | |
| 30 | **Corrientes** | SteelScSr 2*Dks*&*Webframes* | 3500 | | | | 1894 | Blohm& Voss Hamburg | Hamburg-Süd-Amerik.Dampf-schifffahrtsGes. | 342·0\|42·0\|25·8 P&B210′F41′ | Hamburg German *WB* | T.3Cy.23″,37½″&63″–42″ Blohm&Voss,Hamburg | | |
| 31 | **Cidade do Para** *Jackson* -94 *Erection* | SteelTwinScSr 1*Dk*(*Teak*)& *Promenadedk*(*Teak*) | 414 ~~333~~ ~~276~~ 281 | ✠ A1 *For river purposes only* 10,94 A&CP (*Class Contem. plated*) ✠LMC10,94 | PGl | | 1894 10mo | Murdoch& Murray PortGlasgow | A.F.Berneaud | ~~150·4~~\|33·0\| 9·8 F16′ 152·2\| FK | Para Brazilian 5*BHCem* | T.6Cy.10″,16″&26″–21″ (*s*) 175lb *80lb* 80HP 1SB,*3rf*,GS60,HS1369 D.Rowan&Son,Glasgow | 10 ″ 0 | |
| 32 | **Cesarewitch** | SteelPad 1*Dk* | 200 | | | | 1894 | W.Dobson &Co. Newcastle | RussianGovern-ment | 145·0\|23·0\| 5·0 | Russian | D.2Cy.18″&36″–42″ WlsndSlpwyCo(Lim)Nwc | | |
| 33 104188 | **Caledonia** *W.Mercer* –94 | IronScK 1*Dk* | 121 110 41 | ✠100A1 *Stm Trawler* 10,94 ~~(Class Contem. plated)~~ ✠LMC10,94 | Shl LA&CP | | 1894 10mo | Edwards Bros. North Shields | ~~AllianceSteam-FishingCo.(Lim.)~~ GrimsbyAlliance Stm.FishingCo(Lim.) | 90·0\|20·1\|10·7 Q18′F19′ BK7½″ | Grimsby British 3*BHCem* | T.3Cy.10″,16″&25½″–19½″(*s*) 170lb 40HP 1SB,*2pf*,GS26,HS565 N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 6 | |
| 34 104343 NPHD | **Cromwell** *R.Branfoot*91–94 | SteelScSr 1*Dk*(*Stl*)*2trB*& *Webframes*&*ptAwngdk*(*Irn*) | 3086 2321 1977 | ✠100A1 *ptAwngdkwithfreeboard* 2,95 ~~11,94~~ (*Class Contem. plated*) ✠LMC11,94 | Sld A&CP | *u* Bly | 1894 11mo | J.L. Thompson& Sons(Lim.) Sunderland | ~~Tyzack&Branfoot~~ Tyzack&Branfoot Stm.ShippingCo. (Lim.) (Tyzack& Branfoot,*Mgrs.*) | 312·0\|43·0\|21·1 ~~P22′~~Q88′~~P23′~~ FK *ptAwngdk*~~200′~~201′ *WB*=*CellDBa90′f130′528t APT29t* | Sundrland British 6*BHCem* | T.3Cy.23½″,38″&62″–42″ (*s*) 160lb *160lb* 220HP 2SB *6pf*,GS104,HS4150 J.Dickinson,Sunderland | 23 ″ 8 s 8 ″ 7½ | |
| 35 103731 NPCM | **Cundall** *J.Harrison*94–94 | SteelScSr 1*Dk*(*ptIrn ptStl*) &*Webframes*&*ptAwngdk*(*ptIrn.ptStl*) | 2390 1804 1534 | ✠ 100A1 *ptAwngdkwithfreeboard* 10,94 (*Class Contem. plated*) ✠LMC10,94 | Hpl LA&CP | *s* | 1894 10mo | Furness, Withy&Co. (Lim.) W Hartlepool | S.W.Furness | 290·0\|40·5\|18·8 Q109′ *ptAwngdk*181′ FK *WB*=*CellDBa90′uE&B42′f106′445t APT33t* | W.Hartlpl British 6*BHCem* | T.3Cy.22″,35″&59″–39″ (*s*) 160lb *80lb* 220HP 2SB ~~6pf~~,GS89,HS3357 *6cf* T.Richrdsn&Sns(Lm),Hpl. | 21 ″ 0 s 8 ″ 3½ | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now. xpired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 86 104851 | **Cabral** Steel Sc Sr<br>*H.E.Kelley* 94-94 1 *Dk (pt Stl pt Irn) & Webframes & pt Awng dk (Irn)* | 2718<br>2088<br>1734 | ✠100A1<br>*pt Awng dk with freeboard*<br>11,94 A&CP<br>~~(Class Contem. plated)~~<br>✠LMC11,94 | Sld | *t* | 1894<br>10mo | R. Thompson & Sons Sunderland | Megaw & Norton | 306·4 \| 40·0 \| 20·6<br>P29′ Q84′<br>*pt Awng dk* 183′ FK<br>*WB = Cell D Ba* 94′ *u E & B* 34′ *f* 116′ 531*t APT* 57*t* | | | London<br>British | T.3Cy.23″,38″&62″–42″ (*s*)<br>160lb *90lb* 220HP<br>2SB,8*pf*,GS120,HS3514<br>N.E.Mar.E.Co.(Lim.),Sld. | 23 ″ 1<br>s 8 ″ 11½ | |
| 87 | **Clan Mackay** Steel Sc Sr<br>*J.Roberts* 83-94<br>2 *Dks* (1 *Stl & U Irn-ws*) & *Web frmes* | 2600<br>2388<br>1665 | ✠100A1<br>~~12,94~~ 5,95 LA&CP Gls<br>~~(Class Contem. plated)~~<br>✠LMC12,94 | Brw | *t* | 1894<br>12mo | NavalCon. & Arm.Co. (Lim.) Barrow | Cayzer, Irvine & Co | 312·0 \| 40·2 \| 24·7<br>P29′ B62′ F39′<br>BK 10″<br>*WB = Cell D Ba* 74′ *u E* 18′ 166*t MT* 34′ 675*t FPT* 97*t APT* 38*t* | | | Glasgow<br>British<br>6 *BH Cem* | T.3Cy.23″,38″&63″–42″ (*s*)<br>200lb *100lb* 300HP<br>2SB,6*rf*,GS95,HS4140 FD<br>Nav.C.&A.Co.(Lim.),Brw. | 26 ″ 2<br>s 4 ″ 11 | |
| 88 | ~~Ceberus~~ Cerberus ~~Steel Sc~~<br>*J.Lyons* –94 Steel Sc Sr<br>2 *Dks* | ~~1900~~<br>1754<br>1654<br>1123 | | | | 1894 | Workman, Clark & Co (L) Belfast | ~~A.Holt~~ E.Indian Ocean SS Co (Lim.) | 257·3 \| 41·1 \| 20·9<br>B26′ F~~28~~′ F24′<br>*WB* | | | Liverpool<br>British | T.3Cy.19″,32″&52″–30″<br>175HP<br>Wrkman,Clark&Co(L)Bel | | BT till 11,95 |
| 89 | **Citta di Messina** Steel Sc Sr<br>*R.Queirolo* 90-94 1 *Dk (Stl) & Spar dk (Irn-pt ws) & trB* | 2478<br>2334<br>1583 | ✠100A1<br>*Spar dk*<br>12,94<br>~~(Class Contem. plated)~~ | Sld | *s* | 1894<br>12mo | R. Thompson & Sons Sunderland | Pierce, Becker & Ilardi | 300·1 \| 40·5 \| 15·9<br>B22′ F~~35~~′ 22·9<br>FK<br>*WB = Cell D Ba* 94′ *u E & B* 40′ *f* 114′ 517*t APT* 59*t* | | | Messina<br>Italian<br>6 *BH Cem* | T.3Cy.23″,38″&62″–42″ (*r*)<br>180lb *100lb* 220HP<br>2SB,4*cf*,GS76,HS3815 FD<br>G.Clark (Lim.),Sunderland | 18 ″ 5<br>s 5 ″ 3 | |
| 40 104203 NQHS | **Carlton** Steel Sc Sr<br>*T.D Adams* 94-94 1 *Dk (Stl) & Awng dk (Irn) trB* | ~~3000~~<br>3085<br>3044<br>2006 | ✠100A1<br>*Awng dk wh frbrd*<br>12,94 A&CP<br>~~(Class Contem. plated)~~<br>✠LMC12,94 | Stk | *t* | 1894<br>12mo | Ropner & Son Stockton | ~~Chapman & Miller~~ Carlton S.S.Co. (Lim.) (Chapman & Miller) | 301·1 \| 42·5 \| 21·7<br>29 0<br>BK 10″ 5 | | | Newcastle<br>British<br>5 *BH Cem* | T.3Cy.23″,37½″&61½″–39″<br>160lb *80lb* (*s*) 190HP<br>2SB,6*cf*,GS99,HS3528<br>Blair&Co.(Lim.),Stockton<br>*WB = Cell D Ba* 58′ *u E & B* 40′ *f* 144′ 530*t* | 25 ″ 3<br>s 9 ″ 8½ | |
| 41 BHMV | **Canadia** Steel Sc Sr<br>*G.Busch* 83–93<br>(ex Steinhöft) 2 *Dks (Stl–ws) trB* | 2479<br>2252<br>1809 | | | ... | 1889<br>4mo | Reihersteg Schiffswerfte Hamburg | Hamburg-Amerikanische Packetf. Act.Ges. | 301·4 \| 37·8 \| 23·7<br>P12′ B58′ F36′ | | | Hamburg<br>German | T.3Cy.23½″,37½″&60″–42″<br>300HP<br>*WB* Rhrstg.Schffswrfte.,Ham. | 26 ″ 6 | V |
| 42 | **City of Everett** Steel Sc 5 Mst Sr<br>*Whaleback Elec.light* 1 *Dk 2 trB* | 1515<br>—<br>950 | | | | 1894 | Pacific Stl. Barge Co. Everett, Wsh. | | 361·0 \| 42·0 \| 26·5 | | | Utd. States | T.3Cy.24″,38″&64″–42″<br>*WB* Frontier Ironworks,Detroit | | |
| 43 | **Creta** Steel Sc Sr<br>*Martinolich* (ex Zara) | 156<br>—<br>73 | | | | 1890 | M Martinolich Lussinpicc'lo | Sfaehianachi & Alepudsli | 109·5 \| 17·1 \| 9·9<br>Q48′ B15′ F10′ | | | Candia<br>Turkish | C.2Cy.16″&27″–18″<br>40HP<br>Bartlett&Greenhm,Trieste | | V |
| 44 102261 | **Carolina** Iron Pad<br>*J.E.Bernier* 1 *Dk* | 969<br>443<br>610 | | | | 1877 | J.Roach & Sons Wilmington, Del. | G.Shea | 251·0 \| 34·7 \| 7·9 | | | S Jhns NFL<br>British | Beam 1Cy.60″–132″<br>14HP | | |
| 45 104933 | **Chihli** Steel Sc Sr<br>*J.E.Williams* –95<br>2 *Dks* | 1885<br>1693<br>1158 | | | | 1895 | Scott&Co. Greenock | China Navigation Co.(Lim.) | 260·0 \| ~~38·0~~ \| ~~21·6~~<br>B66′ F29~~38~~·1 \| 21·3 | | | London<br>British | T.3Cy.20″,32″&52″–39″<br>250HP<br>*WB* Scott&Co.,Greenock | | BT till 1,96 |
| 46 102194 | **Canova** Steel Sc Sr<br>*H.Hammond* –95 2 *Dks (1 Stl & 1 Iron) & deep framing 3dk Rule* | ~~4500~~<br>4640<br>4400<br>3009 | ✠100A1<br>2,95<br>~~(Class Contem. plated)~~<br>✠LMC2,95 | Gls | *y* | 1895<br>2mo | D.&W. Henderson & Co. (Lim) Glasgow | ~~Lamport&Holt~~ Liverpool, Brazil & River Plate S.N.Co. (Lamport&Holt *Mgrs*)<br>*WB = Cell D Ba* 122′ *u E & B* 58′ *f* 168′ 104*t* | ~~408·0 \| 47·8 \| 30·1~~<br>~~P44′ B110 T15 F47′~~<br>410·0 \| 48·1 \| 26·2<br>BK 9″ | | | Liverpool<br>British<br>6 *BH Cem* | T.3Cy.27″,46″&76″–60″ (*s*)<br>180lb *100lb* 550HP<br>3DB,*18cf*,GS357,HS9760<br>D.&W.Henderson&Co.,Gls | 29 ″ 2 | |
| 47 105010 | **Cicero** Steel Sc Sr<br>*C.Johnson* –95<br>1 *Dk (Irn) & Webframes* | ~~1750~~<br>~~1650~~<br>~~1100~~<br>1834<br>1691<br>1185 | ✠100A1<br>2,95<br>~~(Class Contem. plated)~~<br>✠LMC2,95 | Hul | *r* | 1895<br>2mo | Earle's S.B. & E.Co.(Lim) Hull | T.Wilson, Sons & Co (Lim.) | 270·0 \| ~~28·0~~ \| ~~21·6~~<br>~~P30~~ B78′ F31′ FK<br>P11′ 38·1 \| 19·1 | | | Hull<br>British<br>5 *BH Cem* | T.3Cy.18″,30″&48″–33″ (*s*)<br>180lb *80lb* 118HP ~~142HP~~<br>2SB,4*cf*,GS63,HS2264<br>Amos&Smith,Hull<br>*WB = Cell D Ba* 64′ *u E & B* 36′ *f* 124′ 445*t* | 21 ″ 6<br>s 3 ″ 5½ | |
| 48 JMCQ | **Carolina** Iron Sc 4 Mst Sr<br>*Gandillon* –94<br>(ex Havre) 2 *Dks & Spar dk* | 3500<br>—<br>2459 | | | | 1882 | Forges&C. de la Médit. Havre | Chargeurs Réunis | 378·2 \| 40·0 \| 21·7<br>F37′ 29·6 | | | Havre<br>French | C.4Cy.41″&71″–43½″<br>400HP<br>Forges&C.de la Médit.Hav. | | V |
| 49 99908 | **Chancellor** Iron & ~~Steel & Iron~~ Sc K<br>*W.Thomson* 92-95 1 *Dk*<br>*Stl framing & Irn plating* | 109<br>99<br>17 | ✠100A1<br>*For fishing purposes*<br>2,95 A&CP<br>~~(Class Contemplated)~~<br>✠LMC2,95 | Lth | | 1895<br>2mo | Hawthorns & Co. Leith | T.Devlin, junr. | 90·0 \| 19·0 \| 9·7<br>BK 6′ | | | Granton<br>British<br>4 *BH Cem* | C.2Cy.14″&29″–21″ (*s*)<br>120lb 34HP<br>1SB 2*pf*,GS29,HS745<br>Hawthorns&Co.,Leith | 10 ″ 6 | |
| 50 104860 | **Colonel J. T. North** Steel Sc Sr<br>*J.Petersen* 95–95 1 *Dk (Stl) & Spar dk (Stl) & Deep framing* | 2835<br>~~2616~~<br>2617<br>1793 | ✠100A1<br>*Spar dk*<br>4,95<br>~~(Class Contem. plated)~~<br>✠LMC4,95 | Sld | *t* | 1895<br>4mo | Short Bros. Sunderland | ~~Lawther&Latta~~ Nitrate Producer S.S.Co.(Lim) (Lawther&Latta *Mgrs.*) | ~~302·0~~ \| 44·8 \| 16·4<br>~~P31′ B68′ F34′~~ 23·3<br>302·1 \| P30′ B74′<br>FK<br>*WB = Cell D Ba* 96′ *u E* 20′ *f* 114′ 625*t APT* 52*t* | | | London<br>British<br>5 *BH Cem* | T.3Cy.23″,38″&62″–42″ (*s*)<br>160lb *100lb* 250HP<br>2SB,6*pf*,GS96,HS3950<br>W.Allan&Co.(Lim.),Sld. | 19 ″ 0<br>s 5 ″ 2 | |
| 51 HWRT | **California** Iron Sc 4 Mst Sr<br>(ex Dupuy de Lôme)<br>2 *Dks & Spar dk* | 3500<br>—<br>2459 | | | | 1882 | F.&C. de la Médit. Havre | Chargeurs Réunis | 379·2 \| 40·0 \| 21·7<br>B39′ F37′ 29·6 | | | Havre<br>French | C.2Cy.39½″&70½″–43″<br>375HP<br>Forges&C.de la Médit,Hav. | | V |
| 52 BJDM | **Christiania** Steel Sc Sr<br>*W.Schlaefke* 93–94 (ex Baumwall)<br>2 *Dks (Stl–ws) trB* | 2889<br>2637<br>2143 | | | ... | 1890<br>12mo | Blohm & Voss Hamburg | Hamburg-Amerikanische Packetf. Act.Ges. | 330·2 \| 41·0 \| 25·6<br>P15′ B70′ F36′<br>BK 11″ | | | Hamburg<br>German | T.3Cy.23⅛″,38″&63″–42″<br>300lb<br>2SB,6*cf*,GS133<br>Blohm&Voss,Hamburg | 28 ″ 6 | V |
| 53 | **Chili** Steel Sc<br>3 *Dks & Spar dk* | 6050<br>5150<br>2550 | | | | 1894 | Messag. Maritimes La Ciotat | Messageries Maritimes | 462·6 \| 47·6 \| 36·7 | | | Marseilles<br>French | T.3Cy.41½″,61⅜″&100¼″–51½″<br>*WB* Messag.Mar.,La Ciotat | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc | 15 Autres Registres où le navire est classé. Date au Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 54 98784 NBGS | **Carperby** SteelScSr<br>*O.Jones87–95* 1*Dk(ptStl.ptIrn)&Web frames&ptAwng.dk(Irn)* | 2199 2104 1487 1344 | ✠100A1 Stk *r*<br>*ptAwngdkwithfreeboard* 5,95 ~~A&CP~~ Cff<br>~~*(ClassContemplated)*~~ ✠LMC2,95 | | | 1895 2mo | Ropner& Son Stockton | R.Ropner&Co. | 275·1 P27 Q82′<br>*PtAwng.dk*166′FK | 39·5 | 15·9 | Stockton British<br>4*BHCem* | T.3Cy.21″,34″&56″–36″ (*s*)<br>160lb *160lb* 180HP<br>2SB.4*rf*,GS60,HS2780<br>*WB=CellDBa*92′*u*E20′*f*106′393*tFPT*61*t* | 19 ″ 0<br>s 8 ″ 3½ | |
| 55 | **Charles** SteelScK<br>*Guezennee –93*<br>(*ex*Wharfinger) 1*Dk(Stl)* | 119 102 68 | ✠90A— Nwc<br>6,93 ✠LMC5,93 | | | 1892 5mo | Anderson &Laverick Newcastle | C.Auger | 80·2 Q28′B6′F12′ | 19·7 FK | 8·5 | Caen French<br>3*BHCem* | C.2Cy.13″&24½″–16″ (*s*)<br>100lb 25HP<br>1SB,2*pf*,GS19,HS484<br>*WB=FPT*12*t* Hedley&Boyd,N.Shields | 9 ″ 1<br>s ″ 10 | |
| 56 | **Chindor** IronScSr<br>*Z.deArana95–95* *ssLiv.No.2–91*<br>(*ex*IvyHolme) 1*Dk(Irn)*<br>*Well deck* | 257 122 96 | ✠ ..... 1883<br>~~BS2,94~~ ✠LMC7,91 | | | 4mo | JLThomp-son&Sons Sunderland | A.Areizaga y Cia. | 120·0 Q41′B11′F14′<br>drp92&93 | 22·1 BK6″ | 9·5 | Bilbao Spanish<br>3*BHCem* | C.2Cy.16″&30″–24″ (*i*)<br>70lb 60HP<br>1SB,2*pf*,GS52<br>*WB=FPT*15*t* J.W.&F.Wilson&Co.,Sld. | 10 ″ 2<br>s ″ 9 | |
| 57 30 | **Capri** IronSc<br>(*ex*IlFavorito) 1*Dk* | 191 — 122 | ..... 1873<br>Fiume | | | | | | 144·3 | 19·2 | 14·8 | Naples Italian | C.<br>55HP | | |
| 58 HSBN | **Coligny** IronPadSr<br>*Boireau –94* | 109 — 63 | 1876 | | | | P.B.Jollet &L.Babin Nantes | Delmas frères | 117·3 | 16·7 | 8·2 | Nantes French | C.2Cy.19¾″&31½″–37″<br>40HP<br>PBJollet&LBabin,Nantes | | |
| 59 104193 | **Catania** IronScK<br>*E.S.Thrower –95* 1*Dk* | ~~121~~ 121 110 32 | ✠100A1 Shl<br>*StmTrawler* 4,95 LA&CP<br>✠LMC1,95 | | | 1895 4mo | Edwards Bros. N.Shields | ~~J.&C.L.Alward~~ Grimsby Alliance StmFishingCo(Lim | ~~90·0~~ Q18′F18′<br>90·5 | ~~20·0~~ BK7½″<br>20·2 | ~~11·5~~<br>10·6 | Grimbsy British<br>3*BHCem* | T.3Cy.10″,16″&25½″–19½″(*s*)<br>170lb 40HP<br>1SB,2*pf*,GS26,HS565<br>NE MarEngCo.(Lim.),Sld. | 11 ″ 6 | |
| 60 | **Copley** WoodScK<br>*D.Wood –95* 1*Dk*<br>ptGLB | 96 88 15 | ✠ 9 A– Lth<br>*ForFishingpurposes* 4,95<br>~~*(ClassContemplated)*~~ ✠LMC4,95 | | | 1895 2mo | W.Jarvis Anstruther | ForthSteam FishingCo. (Lim.) | 90·0 | 18·7 | 9·5 | Kirkcaldy British | C.2Cy.14″&28″–20″ (*s*)<br>100lb 34HP<br>1SB,2*pf*,GS33,HS604<br>J.Cran&Co.,Leith | | |
| 61 | **Clutha** WoodSc<br>*Antonis –95*<br>ptLB 1*Dk* | 40 40 3 | ✠ A— Cpl<br>*ForTowingpurposes* 1,95 LMC1,95 | | | 1894 12mo | A.Infante Constntinple | GilchristWalker& Co. | 63·0 | 12·6 | 6·9 | Constanpl Turkish | C.2Cy.12½″&25″–18″ (*r*)<br>90lb 25HP<br>1SB,2*pf*,GS24,HS566<br>ConstanpleE.Co (Lm.),Cpl | | |
| 62 | **Capibaribe** IronScBg<br>(*ex*Laplace) | 1410 963 867 | 1866 | | | | A.Leslie& Co. Newcastle | CompanhiaPer-nambucana de Nav. | 257·4 P188*t* | 31·2 | 27·0<br>28·2 | Prnmbuco Brazilian | C.2Cy.22″&50″–42″<br>NE&B74 94HP<br>Fawcett,Preston&Co.,Liv. | | |
| 63 | **Camocim** IronScBg<br>(*ex*Humboldt) | 1638 1148 1024 | 1866 | | | | A.Leslie& Co. Newcastle | CompanhiaPer-nambucana de Nav. | 268·2 P156*t* | 32·1 | 21·3<br>28·2 | Prnmbuco Brazilian | C.2Cy.25″&56″–40″<br>NE&B80 120HP<br>Fawcett,Preston&Co.,Liv. | | |
| 64 98338 | **Corea** SteelScSr<br>*J.Ingleby –95* 1*Dk(Stl)*<br>*Well deck* | 776 567 300 | ✠100A1 Hul *l*<br>4,95 LA&CP<br>~~*(ClassContemplated)*~~ ✠LMC4,95 | | | 1895 4mo | Earle'sS.B. &E.Co. (Lim.) Hull | BennettSteamship Co.(Lim.) | 210·0 Q99′B20′F29′ | 31·0 BK8″ | 13·6 | Goole British<br>5*BHCem* | T.3Cy.19″,32″&52″–36″ (*s*)<br>160lb *80lb* 136HP<br>2SB,4*rf*,GS84,HS2670<br>Earle'sCo.(Lim.),Hull<br>*WB=DBa*38′*f*49′100*t* | 14 ″ 3<br>s 1 ″ 3 | |
| 65 106031 | **Curlew** IronScK<br>*G.Jackson –95* 1*Dk* | ~~135~~ 134 ~~126~~ 124 ~~46~~ 56 | ✠100A1 Hul<br>*StmTrawler* 4,95 LA&CP<br>~~*(ClassContemplated)*~~ ✠LMC3,95 | | | 1895 4mo | Cook, Welton& Gemmell Hull | Pickering&Hal-dane'sSteam TrawlingCo. (Lim.) | ~~94·8~~ P18Q18′<br>95·2 | ~~20·3~~ BK7½″<br>20·3 | ~~11·0~~<br>11·0 | Hull British<br>3*BHCem* | T.3Cy.10″,16″&25½″–20″ (*s*)<br>170lb ~~35HP~~ 34HP<br>1SB,2*cf*,GS21,HS524<br>C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 66 | **Cleopatra** SteelScSr<br>*C.Bechtinger64–95*<br>2*Dks(U Stl-ws)&Spardk(Stl-Teaks)*<br>*Elec.light* | ~~4170~~ 3993 3351 2518 | ✠100A1 Grk *x*<br>*Spar dk* 5,95 LA&CP<br>~~*(ClassContemplated)*~~ ✠LMC5,95 | | | 1895 5mo | Caird&Co. (Lim.) Greenock | AustrianLloyd's S.N.Co. | ~~376·8~~ P78′<br>376·6<br>P79′B95′F87′ | ~~44·7~~ 28·0<br>44·9 FK | 20·2 | Trieste Aust.-Hung.<br>6*BHCem* | T.3Cy.35½″,57″&92″–54″ (*s*)<br>165lb *165lb* 765HP<br>5SB,2*crf*,GS432,HS13700<br>Caird&Co.(Lim.),Grk.<br>*WB=CellDBa*80′*u*E&B93′*f*121′510*t* | 22 ″ 7<br>s 7 ″ 2½ | |
| 67 99080 | **Carew Castle** SteelScK<br>*J.Chamberlain91–92*<br>(*ex*WestwardHo) 1*Dk* | 138 138 50 | ✠100A1 Mil<br>*StmTrawler* 6,92 LA&CP<br>✠LMC6,92 | | | 1892 6mo | T.R.Os-wald&Co. (Lim.) Milford Havn | G.H.D.Birt | 100·5 | 21·1 BK6½″ | 9·9 | London British<br>3*BHCem* | C.2Cy.16″&32½″–20″ (*r*)<br>100lb 44HP<br>1SB.2*pf*,GS31,HS940<br>A.Shanks&Son,Arbroath | 11 ″ 6 | |
| 68 104864 | **Coya** SteelScSr<br>*T.Thomas93–95* 1*Dk(Stl)&Spar dk(Irn)3trB* | ~~3052~~ 3040 ~~2812~~ 2809 ~~1951~~ 1945 | ✠100A1 Sld *u*<br>*Spar dk* 5,95 ✠LMC5,95<br>~~*(ClassContemplated)*~~ | | | 1895 5mo | JLThomp-son&Sons (Lim.) Sunderland | NewYork&Pacific SteamshipCo. (Lim.) | 322·0 P30′B80′F34′<br>*WB=CellDBa*96′*u* | 42·7 BK10″ | ~~26·0~~<br>26·0 | London British<br>7*BHCem* | T.3Cy.24½″,40″&66″–45″ (*s*)<br>160lb *90lb* 250HP<br>2SB,6*rf*,GS138,HS4600<br>J.Dickinson,Sunderland<br>E&B56′*f*124′558*tAPT*66*t* | 21 ″ 1<br>s 5 ″ 10 | |
| 69 65886 KFQC | **Cleopatra** IronScBk<br>*J.W.Wale –95* 5thSurvey,Lon.2,92<br>(*ex*Chimborazo) 3*Dks&Awngdk* | 3847 3816 2443 | ✠ A1*1 Lon *L*<br>*FS&Awngdk* 3,93 | | | 1871 6mo | J.Elder& Co. Glasgow | Ocean Cruising & Highland YachtingCo.(Lim) (A.J.Turner,*Mgr.*) | 384·0 H31*t* | 41·3 BK12″ | 35·3 | Liverpool British<br>6*BH* | C.2Cy.60″&104″–48″<br>550HP<br>3DB,18*f*<br>J.Elder&Co.,Glasgow | 29 ″ 1<br>s 12 ″ 5½ | BT till 12,95 |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Recist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70 Caspian 104295 | *J.Little* –95 | IronScK 1*Dk* | 150 137 36 | ✠100A1 *StmTrawler* 4,95 (*Class Contem plated*) ✠LMC4,95 | Shl LA&CP | | 1895 4mo | Edwards Bros. N.Shields | Great Grimsby Co-Operative Box Fish Carrying Co (Lim.) | 101·0 Q17′F19′ | 25·5 \|20·5\| | 10·8 BK7½″ | Grimsby British | T.3Cy.11½″,18½″&30″–22″(*s*) 160lb 451P 1SB,*2pf*,GS31,HS881 GrimsbyCo-op.B&FC.Co(Lm)Grms | 11 ″ 8 | |
| 71 Cervantes | | SteelScSr | 4640 4400 3000 | 100A1 (*Class Contem plated*) | | | 1895 | D.&W. Henderson &Co. Glasgow | Liverpl.Brazil&R. Pl.teS.N.Co. (Lim.)(Lamport &Holt,*Mgrs.*) | 410·0 P44′B110′F47′ | 48·1 | 26·2 | Liverpool British | T.3Cy.27″,46″&76″–60″ 550HP D.&W.Henderson&Co.,Gls | | |
| 72 Cambria 102459 | *A.Campbell* –95 | SteelPad Sp 1*Dk* | 420 333 60 | | | | 1895 | H.Mc Intyre&Co. Alloa | P.&A.Campbell (Lim.) | 225·0 Q10*t*H20*t* | 26·1 | 9·4 | Bristol British | C.2Cy.37″&67″–66″ 558HP Hutson&Son,Glasgow | | |
| 73 Cairnloch | | SteelScSr | 1533 1400 959 | 100A (*Class Contem plated*) | | | 1895 | Short Bros. Sunderland | Cairn Line S.S.Co. (Lim.) | 255·0 P20′B62′F27′ | 36·8 | 18·1 | Newcastle British | T.3Cy.19″,31″&51″–36″ Black,Hawthrn&Co.Gtshd | 20 ″ 4 s2″10½ | |
| 74 Caroni | | SteelScSrTug ~~SteelScTug~~ 1*Dk* | 101 88 8 | | | | 1895 | Fleming& Ferguson Paisley | Crown Agents for the Colonies for Trinidad | 86·0 ~~18·0~~ 18·1 | ~~8·0~~ \| 7·6 | | Trinidad British | T.3Cy.11½″,18½″&30″–24″ Fleming&Ferguson,Psy. | | |
| 75 Crefeld | *W.Bodenstedt*90-95 2*Dks*(*Stl–UTeaks*) *Elec.light lower dk forehold*(*Stl*) *Well deck Web frames after hold* | SteelScSr | 3970 3062 2088 | ✠100A1 4,95 (*Class Contem plated*) ✠LMC5,95 | Stn LA&CP | *w* | 1895 4mo | Act.Ges. "Vulcan" Stettin | Norddeutscher Lloyd | 355·5 P219 F16′ | 43·7 BK11″ | 25·5 *WB*=*CellDBa*108′*uE*♁*B*52′*f*133′726*tFPT*55*t* | Bremen German | T.3Cy.22⅝″,38⅝″&60⅝″–49¼″ 178lb (*s*) 350HP 1D&2SB*12rf*GS213HS6117 A.G."Vulcan,"Stettin | 28 ″ 3 | |
| 76 Carangola | (ex Apa) | SteelTwinScSr ss B.As.Nc.1–94 1*Dk*(*Irn*) | 433 399 253 | ✠ A1 *For River purposes only* 3,94 ✠LMC3,94 | B.As LA&CP | | 1890 5mo | R.Duncan &Co. Pt.Glasgow | Cia.de Nav.S.Joao da Barra e Campos | 159·9 B26′ | 33·1 FK | 9·0 *WB*=*APT*10*t* | R.Janeiro Brazilian | T.4Cy.(2)9″,18″&32″–22″(*s*) 150lb *C0lb* 60HP 1SB.*2cf*,GS38,HS1030 Rankin&Blackmore,Grk. | 9 ″ 7 | |
| 77 Charterhouse | | SteelScSr | 3189 2877 | 100A1 *Spar dk with freeboard* (*Class Contem plated*) | | | 1895 | J.Priest-man&Co. Sunderland | Galbraith, Pembroke&Co. | 323·0 P33′B68′F32′ | 45·0 | 26·9 | London British | T.3Cy.24″,32″&64″–42″ 220HP W.Allan&Co.(Lim.),Sld. | | |
| 78 Costeira | *Jackson* –95 | SteelTwinScSr 3*Dks* | 300 230 | | | | 1895 | J.Jones& Sons Liverpool | Mello&Co. | 165·0 | 33·2 | | Para Brazilian | T.3Cy.11″,16″&28″–24″ *WB*J.Jones&Sons,Liverpool | | |
| 79 Clan Macrae 99099 | *J.B.Green*95–95 (ex Shatt el Arab) 1*Dk*(*Stl–ptws*)♁ *Web frames*♁*pt Awng dk*(*Stl–ws*) | SteelScSr | 2605 1959 1664 | ✠100A1 *pt Awng dk with freeboard* 8,94 ✠LMC6,92 | Lon A&CP | *t* | 1892 6mo | J.Blumer &Co. Sunderland | Clan Line Steamers (Lim.) (Cayzer, Irvine&Co., *Mgrs.*) | 305·0 Q119′ *pt Awng dk*186′ FK *WB*=*DBa*90′♁*uE*♁*B*48′334*t FPT* 85*t APT*72*t* | 41·1 | 18·8 5*BHCem* | Glasgow British | T.3Cy.23½″,38″&62″–42″ (*s*) 160lb *80lb* 220HP 2DB,*Srf*,GS120,HS3720 N.E.MarineE.Co.(Lm)Sld. | 21 ″ 9 s9 ″ 1 | |

| 1 Numéro d'ordre. | 2 Nom du Navire. Matériaux, Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 Numéro officiel. Signaux. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✝ Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expire. Lettre d'Equivement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. *pds.* pc. | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. *Master.* | 3 Material, Rig, &c. *Late Name if any.* Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships *ft. in.* | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 Dromedary | Steel Pad Tug 1 Dk | | | | | 1894 | Barclay, Curle & Co. (Lim.) Glasgow | Her Majesty's Government | 144·0 \| 27·5 \| | | C.O.4Cy.31″&55″–60″ ~~T.6Cy.29″,47″&70″–51″~~ ~~Dunsmuir & Jackson, Gls.~~ Barclay, Curle & Co (Lm) Gls | | |
| 2 Drayton 1·H.Irvin 91-94 Well deck | Steel ScSr 1 Dk (pt Stl, pt Irn) & Web frames | 2001 1470 ~~1246~~ 1259 | ✠ 100A1 3,95 ~~3,94~~ 1,95 (Class Contem plated) LMC 9,94 | Sld A&CP | g Npt | 1894 8mo | J.L. Thompson & Sons (Lim.) Sunderland | W. & E.S. Lamplough | 279·0 \| 37·2 \| 19·5 ~~P28′ Q78′ B118′ F34′~~ P24′ Q76′ B120′ F36′ FK | London British 6 BH Cem | T.3Cy.21½″,35″&58″–39″ (s) 160 lb 80 lb 180 IP 2SB.6 cf, Gs 90, Hs 3000 J. Dickinson, Sunderland WB = DBa 80′ f 62 286 t APT 13 t | 20 ″ 9 s 1 ″ 8½ | |
| 3 Dunstaffnage Glasgow 94 D. McKenzie 94-94 Well deck | Steel ScSr 1 Dk (Irn) & deep framing | ~~1286~~ 1393 1067 874 | ✠ 100A1 3,95 ~~3,94~~ (Class Contem plated) LMC 9,94 | Gls LA&CP | o Cff | 1894 9mo | Mackie & Thomson Glasgow | Smith Steamship Co. (Lim.) (J. & W.W.C. Smith, Mgrs.) | 237·0 \| ~~24·0~~ \| 17·2 ~~Q80′ B61′ F25 Q88′~~ \|34·1\|17·0 FK | Glasgow British 4 BH Cem | T.3Cy.17½″,27½″&45″–36″ 160 lb 80 lb (s) 99 IP 2SB.4 pf, Gs 53, Hs 1200 Muir & Houston, Glasgow WB = Cell DBa 67 f 90 231 t APT 27 t | 18 ″ 3 s 1 ″ 10 | |
| 4 Delos H. Loges –94 (ex Asia) | Iron ScSr 2 Dks 3 tr B | 1680 — 1212 | | | | 1882 | Act. Ges. "Weser" Bremen | Deutsche Levante Linie | 263·4 \| 34·4 \| 24·9 B70′ | Hamburg German | C.2Cy.34¾″&59″–42″ 198 IP WB Act. Ges. "Weser," Bremen | | G |
| 5 Daniel Adamson 0179 L. Campbell 83–85 (ex Shandon, ex Chancellor) | Iron PadSp | 171 149 43 | | | | 1864 | Blackwood & Gordon Pt. Glasgow | G. Buchanan | 163·2 \| 18·7 \| 7·0 | Manchestr British | D.2Cy.32″–51″ NB 85 80 IP Blackwood & Gordon, P Gls. | | BT till 10,94 |
| 6 Dovedale 9078 PHT H. Morris 94-94 | Steel ScSr 1 Dk (pt Stl, pt Irn) & Web frames & pt Awng dk (Irn) | ~~2850~~ 2821 2132 1796 | ✠ 100A1 pt Awng dk with freeboard 4,95 ~~4,94~~ (Class Contemplated) LMC 11,94 | Stk A&CP Bry | t | 1894 11mo | Ropner & Son Stockton | ~~Lucas & Co.~~ Dovedale S.S.Co. (Lm) (Lucas & Co) | 315·0 \| 42 8 \| 18·4 P27′ Q79′ pt Awng dk 236′ FK WB = Cell DBa 100′ f 124′ 453 t APT 30 t | Stockton British 6 BH Cem | T.3Cy.22½″,36½″&61″–42″ (s) 160 lb 100 lb 200 IP 2SB,6 cf, Gs 102, Hs 3862 T. Richardson & Sons, ~~Hpl.~~ (Lm) Hpl | 20 ″ 11 s 8 ″ 3½ | |
| 7 Dauntless | Steel Sc | 153 — 76 | | | | 1893 | J.H. Dialogue & Son Camden, N.J. | J.E. Bignon & Co. | 102·0 \| 20·7 \| 10·6 | Brnswick, Ga. Utd. States | C.2Cy.17″&32″–24″ JH Dialogue & Son, Cmd, NJ | | |
| 8 Delta | Steel Stern Wheel | | | | | 1893 | J.H. Dialogue & Son Camden, N.J. | E. Lee | 160·0 \| 34·0 \| 8·4 | Trinidad, W.I. British | C.2Cy.20″&32″–72″ JH Dialogue & Son, Cmd, NJ | | |
| 9 Doris 3373 Davis PLN | Wood Sc 2 Dks | 1360 — 947 | | | | 1864 | ..... New York | Neptune S.S.Co. | 219·0 \| 35·0 \| 15·0 | N.Lndn, Cn Utd. States | | | |
| 10 Devonshire 2185 T. Hughes 92-94 Well deck | Steel Sc 3 Mst Sr 1 Dk (Stl) | ~~550~~ 500 355 176 | ✠ 100A1 4,95 ~~4,94~~ (Class Contem plated) LMC 12,94 | Psy A&CP Liv | h | 1894 12mo | J Fullerton & Co. Paisley (Lim) | ~~J.J. Mack & Sons~~ S.S Devonshire Co. (J.J. Mack & Sns) | 175·0 \| 26·6 \| ~~10·5~~ B10′ Q94′ F32′ 10·3 BK 7″ WB = Cell DBf 91′ 135 t FPT 45 t | Liverpool British 3 BH Cem | C.2Cy.22″&44″–30″ (s) 110 lb 70 lb 81 IP ISB,3 pf, Gs 54, Hs 1624 Ross & Duncan, Glasgow | 12 ″ 10 s ″ 9½ | |
| 11 Dionée O. Serrain -94 | Steel Sc Sr 1 Dk (Stl) & Spar dk (Irn) & deep framing | 2471 2288 1604 | ✠ 100A1 Spar dk 11,94 (Class Contem plated) LMC 12,94 | Gls LA&CP | t | 1894 11mo | A. Stephen & Sons Glasgow | A.C. LeQuellec | 300·0 \| 40·1 \| 16·0 P28′ B52′ F32′ 23·7 FK WB = Cell DBa 82 u E & B38′ f 101′ 514 t APT 28 t | Bordeaux French 5 BH Cem | T.3Cy.22″,36″&59″–42″ (s) 160 lb 80 lb 230 IP 2SB.4 cf, Gs 94 Hs 3600 A. Stephen & Sons, Glasgow | 18 ″ 9 | |
| 12 Dardanus 184 T.M. Gregory HK -94 | Steel ScSr 2 Dks | 4348 3962 ~~2848~~ 2846 | | | | 1894 | Scott & Co. Greenock | Ocean Steamship Co. | 392· 0 \| 47·1 \| 26·0 P44′ B106′ F48′ WB | Liverpool British | T.3Cy.25½″,43″&69″–54″ 550 IP Scott & Co., Greenock | | BT till 11,95 |
| 13 Daishi Hijikawa Maru | Wood Sc | 326 — 202 | | | | 1894 | Kawasaki S.B. & E. Yard Hiogo | Hijikawa Kaisha | 141·0 \| 20·0 \| 16·6 | Nagahoma Japanese | | | |
| 14 Dalmatia DF W. Schlaefke 93–93 (ex Cremon, ex Bahia) | Iron Sc Bn 2 Dks 3 tr B | 2067 1921 1358 | | | ... | 1871 8mo | J. Laing Sunderland | Hamburg-Amerikanische Packetf. Act. Ges. | 302·1 \| 35·4 \| 25·1 B74′ F36′ ND 87 | Hamburg German WB | T.3Cy.20″,31½″&50″–42″ NDB 87 NE & B 87 200 IP Blohm & Voss, Hamburg | | V |
| 15 Dowgate 3834 G. Willis 95–95 | Steel ScSr 1 Dk (pt Stl & pt Irn) 2 tr B & deep framing 3 Dk Rule | ~~3030~~ 2899 2717 1869 | ✠ 100A1 with freeboard 1,95 (Class Contem plated) LMC 1,95 | Nwc LA&CP | u | ~~1894~~ 1895 1mo | C.S. Swan & Hunter Newcastle | ~~H.W. Dillon~~ Dowgate SS Co (Lim) (H.W. Dillon) | ~~326·0~~ \| 41·0 \| ~~24·6~~ P24′ B60′ F34′ 24·5 326 7 FK WB = Cell DBa 100′ u E & B38′ f 140′ 624 t | London British 5 BH Cem | T.3Cy.23″,38″&61″–39″ (s) 160 lb 80 lb 300 IP 2SB,6 pf, Gs 97, Hs 4080 N.E. Mar. Eng. Co. (L.), Nwc | 27 ″ 1 s 5 ″ 7½ | |
| 16 Desterro | Steel ScSr 1 Dk & Spar dk & Web frames | 2550 | | | | 1894 | Blohm & Voss Hamburg | Hamburg-Süd-Amerik. Dampfschifffahrts Ges. | 300·0 \| 38·0 \| 26·9 P36′ B84′ F44′ WB | Hamburg German | T.3Cy.21″,33½″&56″–42″ Blohm & Voss, Hamburg | | |
| 17 Dourlass 1291 R. Nutter | Steel ScSr 1 Dk | 212 195 144 | | | | 1892 | Maryland Steel Co. Maryland US | ~~A.W. Harvey~~ Dominion Coal Co. (Lim.) | 116·5 \| 21·0 \| 13·0 | S Johns NFL British | T.3Cy.12½″,20½″&34″–24″ 58 IP Maryland Steel Co., Mrylnd | | |
| 18 Daring | Steel Sc Tug | 100 | 100A1 For Tug purposes (Class Contemplated) | | | 1895 | Montrose S.B. & E. Co. (Lim.) Montrose | J. Constant | B15′ | London British | C.2Cy.15″&32″–24″ Hall, Brwn, Buttry & Co. Gls | | |
| *Should be "Margarita," See No. 43 in Supplement.* | | | | | | | | | | | | | |
| Doyo 19 ~~Boya~~ Maru Sakamota Heihachi 88 (ex Benalder) | Iron Sc Sr 1 Dk (1 Irn) 3 tr B | 2054 1904 1291 | ✠ 100A1 12,93 BS 12,93 | Lth LA&CP | t LMC 10,92 | 1880 9mo | A. Stephen & Sons Glasgow | Doyoshosen Soshi Kaisha (Keiji Yokogawa, Mgr.) | 309·5 \| 35·0 \| 23·6 P32′ B36′ F36′ BK 10″ WB = Cell DB 236′ 419 t | Kochi Japanese 5 BH Cem | C.2Cy.38″&69″–45″ (b) 80 lb 50 lb NDB 87 240 IP 2DB,8 pf, Gs 128 A. Stephen & Sons, Glasgow | 26 ″ 8 s 5 ″ 2 | |

| 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 20 **Durward** SteelSc Sr<br>*A.L.Lundgreen* 81-95 2*Dks*(1*Stl*)<br>*Elec.light* | ~~1974~~ 1304<br>~~1632~~<br>1064<br>~~642~~<br>683 | ✠ 100A1<br>2,95<br>~~(Class Contem plated)~~<br>✠LMC2,95 | Gls | LA&CP *p* | 1895<br>2mo | A.Stephen &Sons<br>Glasgow | G.Gibson&Co. | 260·0 P50′ ~~B65~~ F49′<br>~~B64~~ | 32·5 16·3 BK9″ | ~~16·2~~ | Leith<br>British<br>6*BHCem* | T.3Cy.23″,37″&59″–42″ (*s*)<br>170lb *50lb* 260HP<br>2SB,*6cf*,GS147,HS3972<br>A.Stephen&Sons,Glasgow<br>*WB=MT23′20t* | 17 ″ 3<br>s 2 ″ 4 | BT till 1,96 |
| 21 **Dalecarlia**<br>*E.Burmeister* 92-90<br>(ex Grasbrook) | IronScSr<br>2*Dks* | 2005<br>1829<br>1429 | | | 1882 | Reihrstieg Schiffswerfte Hamburg | Hamburg-Amerikanische Packetf. Act.Ges. | 290·0 B12′F42′ | 36·0 | 25·8 | Hamburg<br>German | C.2Cy.34″&62″–42″<br>190HP<br>ReiherstiegSchiffswerfte, Hamburg | | |
| 22 **Damaskini**<br>*T.Sinodinos* –95<br>(ex Itumba) | IronScSr<br>1*Dk*(*Irn*) | 279<br>216<br>93 | ✠<br>3,85 | Brw | Lv 1885<br>2mo | Barrow SB. Co.(Lim.) Barrow | T.Sinodinos | 130·0 P33*t*F23*t* | 25·2 | 9·2 | Cephlonia<br>Greek | C.2Cy.20″&40″–24″<br>67HP<br>BarrowS.B.Co.(Lim.),Brw | 10 ″ 0<br>s 1 ″ 6½ | S.34 S.35 S.32 S.31 |
| 23 **Durango** SteelScSr<br>*T.Evans* –95<br>1*Dk*(*Irn*) & *Spar dk*(*Irn*–ws)3*trB* | 3008<br>2839<br>1927 | ✠100A1<br>*Spar dk*<br>3,95<br>~~(Class Contem plated)~~ | Sld<br>LA&CP | *u* 1895<br>3mo<br>✠LMC3,95 | Bartram& Sons Sunderland | Neptune Steam Nav.Co.(Lim.) (W&T W Pinkney *Mgrs*) | 332·0 P8′B82′~~F37~~ F36′ | 41·7 25·9 BK10″ | 18·0 | Sunderlnd<br>British<br>5*BHCem* | T.3Cy.24½″,40″&66″–45″(*s*)<br>160lb *80lb* 360HP ~~250HP~~<br>2SB,*8pf*,GS143,HS4600<br>J.Dickinson,Sunderland<br>*WB=CellDBa96′a E3;B36f126′535tAPT65t* | 20 ″ 9<br>s 6 ″ 2½ | |
| 24 **Dolphin** SteelScSr<br>1*Dk*(*Stl*) | ~~347~~<br>349<br>~~319~~<br>3 14<br>186 | ✠100A1<br>5,95<br>~~(Class Contem plated)~~<br>✠LMC4,95 | Mtr<br>A&CP | *e* 1895<br>5mo | Montrose S.B.&E.Co. (Lim.) Montrose | J.Constant | ~~120·0~~ F15′<br>130·2 | 25·2<br>BK7″ | 11·5 | London<br>British<br>3*BHCem* | C.2Cy.15″&32″–24″ (*s*)<br>150lb 53HP<br>1SB,*2pf*,GS33,HS930<br>Hall Brwn,Buttery&C.,Gls<br>*WB=DBf72′88tAPT7t* | 13 ″ 11<br>s 1 ″ 8½ | |
| 25 **Duke of Gordon** SteelSc<br>(ex General Gordon) ss Bel.No.2–93<br>2*Dks*(*UptStl*–ws) | 864<br>694<br>291 | ✠100A1<br>6,94 | Trn<br>A&CP | *m* 1885<br>4mo<br>✠LMC6,94 | A.&J. Inglis Glasgow | Dublin&Glasgow Steam Packet Co. | 230·0 P51′B82′F41′ | 31·2<br>BK8″ | 15·3 | Dublin<br>British<br>5*BHCem* | T.3Cy.26″,41″&60″–42″<br>135lb *50lb* 250HP<br>2DB,*8cf*,GS140<br>A.&J.Inglis,Glasgow | 16 ″ 0 | BT till 6,95 |
| 26 Dorrie SteelScSr<br>le "Parklands," *See No.* 46 *in Supplement.* | 2450 | 100A1<br>*with freeboard*<br>(*Class Contem plated*) | | | 1895 | W.Gray& Co.(Lim.) W Hartlepool | Stainthorpe, Kitching&Co. | | | | Stockton<br>British | T.3Cy.23″,36½″&62″–39″<br>Cen.Mar.Eng.Wks.,W.Hpl | | |
| 27 **Diomed** SteelScSr<br>2*Dks* | 4348<br>3961<br>2846 | | | | 1895 | Scott&Co. Greenock | Ocean Steamship Co. | 392·3 P44′B106′F48′ | 47·1 | 26·0 | Liverpool<br>British | T.3Cy.25½″,43″&69″–54″<br>*WB* Scott&Co.,Greenock | | |
| 28 **Duchess of York** SteelPad<br>857 | 950 | A1<br>(*Class Contem plated*)<br>*For Channel service between Folkestone & Boulogne* | | | 1895 | R.&H. Green(Lim.) London | South Eastern Railway Co. | 270·0<br>F76′<br>*Promenade dk*177′ | | | London<br>British | C.D.3Cy.48″&(2)68″–72″<br>J.Penn&Sons(Lim.), Greenwich | | |
| 29 **Duchess of Rothesay** SteelPadSr<br>1622 *D.McPhedran* –95 1*Dk* | ~~Sl~~ ~~380~~<br>385<br>~~310~~<br>309<br>~~100~~<br>95 | | | | 1895 | J.&G. Thomson (Lim.) Glasgow | Caledonian Steam Packet Co.(Lim.) | ~~225·0~~ 225·6 | ~~26·0~~ 26·1 | ~~9·0~~ 8·6 | Glasgow<br>British | C.D.2Cy.27½″&58″–54″<br>137HP<br>J.&G.Thomson(Lim.),Gls. | | |
| 30 **Duke of Lancaster** SteelTwinScSr<br>2*Dks* | 1630<br>1146<br>600 | | | | 1895 | Nav.C.&A. Co.(Lim.) Barrow | Lanc.&York.,& L.&N.W.Rly.Cos. | 310·0 P51′B127′F70′ | 37·0 | 17·6 | Fleetwood<br>British | T.6Cy.24″,36″&55″–33″<br>*WB* Nav.C.&A.Co.(Lim.),Brw. | | |
| 31 **Don** IronScSr<br>*H.Hummel* ss Hpl.No.1–95<br>(ex Forslind,ex Orwell) ss Lon.No.3–3,91<br>1*Dk*2*trB* | 611<br>571<br>377 | ✠ ⩓1<br>5,95 | Hpl | 1864<br>7mo<br>LMC5,95 | Palmer Bros.&Co. Newcastle | F.Olsen | 180·7<br>Q22′H30*t*F27′<br>*WB=Tank* | 26·0<br>BK7′<br>a39′50*t*f71′150*t* | 17·0 | Frdrksvrn<br>Norwegian<br>4*BHptAsp ptCem* | C.2Cy.25″&48½″–30″ (*i*)<br>65lb NB76 80HP<br>*Cmp*76 Vic Dk E.W.Co.Lon. | 18 ″ 1 | |

| 2 Steamer's Name. *Late Name if any.* | 3 Material, Rig, &c. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. How Built. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. *ft. in.* | 15 Other Registers in which classed. Details of B.of T. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 **Eneo** *(ex Lynton)* | Iron Pad Sp 1 *Dk* | 261 217 79 | | | | 1892 | Tyneside É.Co.(Lim.) Cardiff | L.Ossoinack | 154·8 \| 21·1 \| 8·6 | Fiume Aust.-Hung. | C.D.O.4Cy.15½″&28″–36″ 90 HP Tyneside E.Wks Co(Lm) Cff | | |
| 2 **Ettrick** 4577 | Steel Sc Sr 2 *Dks* 96 5 ~~100~~ 77 7 ~~150~~ 46 5 | ~~950~~ | | | | 1894 | R.Napier & Sons Glasgow | W.Sloan&Co. | 230·0 \| ~~32·0~~ \| 16·4 P140′F40′ \|32·1\|15·6 | Glasgow British *WB* | T.3Cy.21½″,34″&57″–42″ 223 HP R.Napier&Sons,Glasgow | | BT till 8,95 |
| 3 **Elbing I.** *O.Rabiger –94* *Elec.light* | Steel Sc Sr 1 *Dk* | 461 — 333 | | | | 1893 | F.Schichau Elbing | F.Schichau | 164·4 \| 27·4 \| 11·7 B38′ | Elbing German *WB* | T.3Cy.12½″,20½″&31½″–19¾″ F.Schichau,Elbing | | G |
| 4 **Excelsior** *Müller –93* *Elec.light* *(Carrying Petroleum in bulk)* | Steel Sc 3 Mst Sr 3 *Dks* | 3796 2536 2540 | | | | 1894 | Act.Ges. "Vulcan" Stettin | Deutsch-Amerikanische Petroleum Ges. | 338·0 \| 43·7 \| 31·8 P42′B26′F34′ | Hamburg German *WB* | T.3Cy.24″,40″&64″–49″ 460 HP Act.Ges "Vulcan," Stettin | | V |
| 5 **Ella Ross** *(ex Gipsy)* | Iron Pad | 325 — 190 | | | | 1873 | Webster Montreal | Rathbun&Co. | 99·2 \| 27·8 \| 6·4 | Deseronto, Ont. British | | | |
| 6 **Ettrickdale** *J.Stewart 87-94* | Steel Sc Sr 1 *Dk(Stl)* ✠ *Spar dk(Stl-ws)* ✠ *deep framing* | 3775 3373 2468 | ✠100A1 *Spar dk* 5,95 ~~11,94~~ *(Class Contem. plated)* | Gls LA&CP Cff | *w* | 1894 11mo | C.Connell &Co. Glasgow | R.Mackill&Co. | 350·0 \| 43·0 \| 19·0 P40′B82′F36′ 27·0 BK 11″ | Glasgow British 6 *BH Cem* | T.3Cy.24″,40″&64″–45″ *(s)* 160 lb *100 lb* 360 HP 2SB,*6rf*,GS100,HS4092,FD D.Rowan&Son,Glasgow | 21 ″ 9 s 6 ″ 10 | |
| | | | | | | ✠LMC 11,94 | | | *WB = Cell D B a 120′ u E ✠ B40′ f 132′ 757t A P T 80t* | | | | |
| 7 **Ethel Radcliffe** 4447 *D.Jenkins 88-94* | Steel Sc Sr 1 *Dk(pt Stl pt Irn)* ✠ *Web frames* ✠ *pt Awng dk(Irn)* | ~~2700~~ ~~2874~~ 2051 1815 | ✠100A1 *pt Awng dk with freeboard* 1,95 ~~11,94~~ *(Class Contem. plated)* | Hpl A&CP | *l* | 1894 11mo ✠LMC 11,94 | Irvine& Co. W Hartlepool | ~~E.Thomas~~ ~~Radcliffe&Co.~~ Ethel Radcliffe S.S Co (Lim) (E.Thomas, Radcliffe&Co.) | 304·0 \| 42·5 \| 18·3 P27′Q127′ *pt Awng dk* 177′ FK *WB = Cell D B a 108′ u E 20′ f 112′ 547t A P T 26t Deck T a 17ft* | Cardiff British 6 *BH Cem* | T.3Cy.23″,37½″&61½″–39″ *(r)* 160 lb *80 lb* 190 HP 2SB,*6rf*,GS99,HS3528 Blair&Co.(Lim.), Stockton | 20 ″ 9 s 8 ″ 8½ | |
| 8 **Erato** 3788 *J.Ostermann 94-94* | Steel Sc Sr 2 *Dks 3tr B* | ~~3860~~ 3788 3142 ~~2422~~ | | Off | | 1894 | Flensburg Schiffsbau Ges. Flensburg | Deutsche Dampfschiffs. Rhederei zu Hamburg | 356·0 \| 42·0 \| 29·7 P216′F44′ | Hamburg German *WB* | T.3Cy.25½″,41″&66″–42″ 330 HP Flensburger Schiffsbau Ges.,Flensburg | | |
| 9 **Essex** 0468 *C.Howe 80–94* | Steel Sc Sr 1 *Dk(Irn)* K | 115 95 47 | ✠100A1 11,94 *(Class Contem. plated)* | Sld LA&CP ✠LMC 11,94 | *a* | 1894 11mo | R.Thompson&Sons Sunderland | J.H.Beckwith | 85·0 \| 18·5 \| 6·8 Q28′F14′ FK | Colchester British 3 *BH Cem* | C.2Cy.11″&22″–16″ *(s)* 120 lb 20 HP 1SB,2*pf*,GS20,HS460 Hedley&Boyd,N.Shields *WB = FPT 11t* | 7 ″ 5 | |
| 10 **Easton** | Steel Sc | 642 — 407 | | | | 1893 | Harlan& Hollingsworth Wilmington, Del. | Central R.R. of N.J. | 145·0 \| 32·0 \| 14·4 | New York Utd. States | C.3Cy.22″&(2)30″–26″ Harlan&Hollingsworth, Wilmington,Del. | | |
| 11 **Entella** *(ex Northumbria)* | Iron Sc Sr 6th Survey Cff.6.90 1st Survey Hul.9.94 2 *Dks 3tr B* | 1576 1611 1193 | ✠ A1, 1 9,94 | Hul | Lv | 1871 6mo | Wigham Richardson &Co. Newcastle | P.Lagomaggiore | 263·8 \| 33·0 \| 23·8 pt ND 94 *WB = DB a MT* | Genoa Italian 5 *LBH Cem* | C.2Cy.29″&58″–36″ NB80 150 HP R.&W.Hawthorn,Nwc. | 17 ″ 9 s 6 ″ 7 | |
| 12 **Export** *J.Neuenberg –93* | Steel Sc Tug | 112 104 35 | | | | 1892 | Schiffsw.& Maschinen. v. Chr Jürgns Co Hamburg | Hamburg Amerikanische Packetf. Act.Ges. | 77·0 \| 17·8 \| 12·3 | Hamburg German | C.2Cy.16⅛″&28 5/16″–22 7/16″ Schiffsw.&Maschinenf.(v. Chr.Jürgens&Co.),Ham. | | |
| 13 **Eptalofos** *Xenos –94(ex Eustathios Vlassopulo)* *Elec.light* | Steel Sc Sr 1 *Dk(Irn)* 2*tr B* ✠ *pt Awng dk(Irn)* ✠ *s* Cff. No.1-94 | 2591 1951 1680 | ✠100A1 *pt Awng dk with freeboard* 12,94 5,94 | Sld LA&CP ✠LMC 11,90 Cff | *t* | 1890 11mo | Palmers' Co.(Lim.) Newcastle | Foscolo,Mango& Co. | 299 0 \| 40·2 \| 19·5 P40′Q68 ~~drp94~~ ~~drp91~~ *pt Awng dk* 191′ FK *WB = Cell D B* 262′ 605t | Piræus Greek 5 *BH Asp* *A P T 10t* | T.3Cy.22″,35″&58″–42″ *(a)* 160 lb *90 lb* 200 HP 2SB,*6rf*,GS102,HS3902 Palmers' Co.(Lim.),Nwc. | 22 ″ 1 s 8 ″ 11½ | |
| 14 **Evandale** 4598 *W.Buyers 94-94* | Steel Sc Sr 1 *Dk(Stl)* ✠ *Spar dk* *(Stl-ws)* ✠ *deep framing* | 3775 3373 2488 | ✠100A1 *Spar dk* 1,95 *(Class Contem. plated)* ✠LMC 1,95 | Gls LA&CP | *w* | ~~1894~~ 1895 1mo | C.Connell &Co. Glasgow | R.Mackill&Co. | 350·0 \| 43·0 \| ~~19·0~~ P40′B82′F36′ 27·0 BK 11″ *WB = Cell D B a 120′ u E ✠ B40′ f 132′ 757t A P T 80t* | 5 *BH pt Cem pt Asp* Glasgow British 6 *BH Cem* | T.3Cy.24″,40″&64″–45″ *(s)* 160 lb *100 lb* 360 HP 2SB,*8rf*,GS156,HS4719 D.Rowan&Son.Glasgow | 21 ″ 9 s 6 ″ 10 | |
| 15 **Enterprise** *Coppack* | Iron Twin Sc Sp 1 *Dk* | ~~200~~ 185 182 9 | ✠100A1 *For Tug purposes* 3,95 ~~12,94~~ *(Class Contem. plated)* ✠LMC 12,94 | Shl A&CP | *c* | 1894 12mo | J.P.Renoldson& Sons North Shields S.Shields | Mayor&Corporation of Preston | ~~120·0~~ ~~22·5~~ ~~10·5~~ 120·8 \| 22·6 \| 9·9 BK 7″ | Preston British 4 *BH Cem* | C.4Cy.17″&34″–24″ *(r)* 100 lb 98 HP 1SB *3pf*,GS50,HS1750. JP.Renholdson&Sns,S.Shl *WB = FPT 16t A P T 16t* | 10 ″ 6 | |
| 16 **Eilanreach** 4598 *R.McPhail 95-95* RCQ *Well deck* | Steel Sc Sr 1 *Dk(pt Stl)* | ~~199~~ 205 141 64 | ✠100A1 1,95 *(Class Contem. plated)* ✠LMC 2,95 | Ayr LA&CP | *c* | 1895 1mo | M'Knight &Co. Ayr | ~~The Master of Blantyre.~~ The Hon. Walter Stuart The Master of Blantyre | ~~120·0~~ \| 20·1 \| ~~9·9~~ Q61′ ~~B11~~ F26′ 9·8 120·1\|B10′ BK 7″ *WB = FPT 7t* | Glasgow British 4 *BH Cem* | C.2Cy.16″&34″–24″ *(s)* 130 lb 47 HP 1SB,*2pf*,GS35,HS900 Muir&Houston,Glasgow | 10 ″ 6 | |
| 17 **Emperor** 4197 *W.Hutson -95* | Iron Sc K 1 *Dk* | ~~140~~ 130 120 47 | ✠100A1 *Stm Trawler* 3,95 *(Class Contem. plated)* ✠LMC 3,95 | Hul LA&CP | | 1895 3mo | Cochrane& Cooper Beverley | Anchor Steam Fishing Co. (Lim.) | 91·8 \| 20·4 \| 12·3 Q17′ BK 7½ 93·16\| 20·5 \| 11·0 | Grimsby British 3 *BH Cem* | T.3Cy.11″,17″&28″–21″ *(s)* 160 lb 40 HP 1SB,2*cf*,GS22,HS663 C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 18 **Eclaireur de la Gironde** *Biharet –94* | Steel Sc Sr 1 *Dk* | 188 159 | | | | 1894 | Cie Général Transt Intque Penhoët | Administration des Ponts et Chaussées | 120·7 \| 20·7 \| 7·8 H— | Bordeaux French *WB* | C.2Cy.13¾″&26½″–17¾″ 50 HP Cie.Gen.Trans.,Penhoët | | V |

| 2 3 Nom du Navire. Matériaux, Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. — Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. — Franc-bord au milieu du navire. *pds. pc.* | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc | 15 Autres Registres où le navire est classé. Lloyd's Reg. Corr. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | **Empress** | Steel&Iron~~&SteelScYl~~ 1*Dk* *Plating pt Iron* | 160 159 147 54 | ✠100A1 *Stm Trawler* 4,95 ~~(Class Contem plated)~~ | Gls LA&CP | | 1895 4mo ✠LMC4,95 | Mackie& Thomson Glasgow | GreatNorthern S.S.~~Co.(Lim.)~~ FishingCo.(Lim.) | 103·8\|20·5\|~~10·8~~ Q17′F16′ \|10·7 BK7½″ *WB=DTf14′27t* | Hull British *4BHCem* | T.3Cy.11″,17″&~~27~~″–20″ *(s)* 160lb 27½″ 45HP 1SB.*2pf*,GS30,HS690 Muir&Houston,Glasgow | 11 ″ 7 | |
| 20 | **Effort** | Steel&~~Iron&SteelScYl~~ 1*Dk* *Plating pt Iron* | ~~160~~ 159 147 54 | ✠100A1 *Stm Trawler* 4,95 ~~(Class Contem plated)~~ | Gls LA&CP | | 1895 4mo ✠LMC4,95 | Mackie& Thomson Glasgow | GreatNorthern S.S.~~Co.(Lim.)~~ FishingCo.(Lim.) | 103·8\|20·5\|~~10·8~~ Q17′F16′ \|10·7 BK7½″ *WB=DTf14′27t* | Hull British *4BHCem* | T.3Cy.11″,17″&~~27~~″–20″ *(s)* 160lb 27½″ 45HP 1SB.*2pf*,GS30,HS690 Muir&Houston,Glasgow | 11 ″ 7 | |
| 21 | **Edith** *N.P.Swensson* –95 (*ex*Storra Lee) *Well deck* | IronScBn *ss*Hpl.No.3–4,95 1*Dk*(*Irn*)2*trB* | 1677 1329 1060 | ✠100A1 4,95 | Hpl A&CP ✠LMC4,95 | *q* | 1882 6mo | W.Gray& Co. W Hartlepool | C.Henckel | 257·5\|35·8\|18·9 Q98′B66′F28′ BRP95 BK9″ *WB=DBa* | Hlsngborg Swedish *4BHCem* 82′*f*92′316*t* | C.2Cy.29¾″&60″–39″ *(i)* 80lb *60lb* 150HP 2SB,*6pf*,GS79 Blair&Co.(Lim.),Stockton | 20 ″ 3 | |
| 22 | **Elfie** *H.P.Nielsen* 82-95 *Well deck* | SteelScSr 1*Dk*(*Stl*)&*Webframes* | ~~1880~~ 1927 ~~1225~~ 1223 | ✠100A1 5,95 ~~(Class Contem plated)~~ | Hpl A&CP ✠LMC5,95 | *r* | 1895 5mo | W.Gray& Co.(Lim.) W Hartlepool | C.Nielsen&Son | 270·0\|37·0\|17·2 P27′Q74′B116′F29′ FK | Hartlpool British *4BHCem* *WB=DBa&nE102′f110′413tAPT22t* | T.3Cy.19″,30½″&51″–36″ *(s)* 160lb *80lb* 150HP 2SB,*4pf*,GS48,HS2330 Cen.Mar.Eng.Wks.,W Hpl. | 19 ″ 6 s 1 ″ 6 | |
| 23 | **Egypte** *Dütruch* –95 (*ex*Aconcagua) | IronScBk 3rdSurvey,84 3*Dks&Awng dk* | 4104 4076 2625 | ✠ *FS&Awng dk* 9,85 | Liv | Lv | 1872 6mo | J.Elder& Co. Glasgow | Verdeau&Cie. | 404·8\|41·4\|35·3 | Bordeaux French *6BH* | C.2Cy.61″&112″–48″ 600HP J.Elder&Co.,Glasgow | | V |
| 24 | **Empire** *W.Shears* –95 | Steel&IronScYl 1*Dk* *Plating pt Iron* | 159 147 54 | ✠100A1 *Stm Trawler* 4,95 | Gls A&CP ✠LMC5,95 | | 1895 4mo | Mackie& Thomson Glasgow | GreatNorthern S.S.Fishing Co. (Lim.) | 103·8\|20·5\|10·7 Q17′F16′ BK7½″ *WB=DTf14′27t* | Hull British *4BHCem* | T.3Cy.11″,17″&27½″–20″ *(s)* 160lb 45HP 1SB.*2pf*,GS30,HS690 Muir&Houston,Glasgow | 11 ″ 7 | |
| 25 | **Elfsborg** *O.Lindblom* –95 (*ex*Glenfinlas) | IronSc3MatSr *ss*Lon.No.3–8,86 *ss*Shl.No.1–91 2*Dks*(1*Irn*&1*ptIrn*)3*trB* | 2154 2073 1409 | ✠100A1 5,94 BS5,94 | Shl A&CP LMC4,91 | *s* | 1874 4mo | Lon.&Gls. Co.(Lim.) Glasgow | K.O.F.Dalman | 330·4\|35·3\|24·8 F42′ BK10″ | Gothenbrg Swedish *6BHCem* | C.2Cy.44″&79″–45″ *(i)* 67lb *40lb* 320HP 4B Lon.&Gls.Co.(Lim.)Gls. | 25 ″ 7 s 5 ″ 7 | D |
| 26 | **Elstree Grange** *R.Taylor* –95 (*ex*Constance) | SteelScSr 1*Dk*(*Stl*)&*Spardk* (*Stl*–ws)&*Webframes* | 3930 3640 2487 | ✠100A1 *Spar dk* 4,95 | Ant A&CP ✠LMC11,92 | *w* | 1892 11mo | Short Bros. Sunderland | ElstreeGrangeS.S. Co.(Lim.) (HoulderBros.& Co.) *WB=CellD* | 365·0\|45·0\|19·5 P36′B72′F44′ 27·4 FK *B288′940tFPT105t* | London British *6BHCem* *APT55t* | T.3Cy.26″,42″&68″–45 *(r)* 160lb *80lb* 300HP 2DB.*12pf*,GS147,HS4959 G.Clark(Lim.)Sunderland | 22 ″ 0 s 7 ″ 1½ | |
| 27 | **Eddystone** | SteelScSr | 2400 | 100A1 *pt Awng dk with freeboard* ~~(Class Contem plated)~~ | | | 1895 | Richards'n Duck&Co. Stockton | Farrar,Groves& Co. | | London British | T.3Cy.22″,36″&59″–39″ Blair&Co.(Lim.),Stockton | | |
| 28 | **Euphrates** (*ex*H.M.S.Euphrates) | IronScBkn 3*Dks* | 4170 3793 3940 | | | | 1866 | Laird Bros. Birkenhead | I.Cohen&Co. | 368·0\|49·0\|22·2 P362*t*H81*t*F234*t* | London British | C.2Cy.68″&116″–54″ 706HP LairdBros.,Birkenhead | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Steamer's Name. *Master.* Special Surveys. | Material, Rig, &c. *Late Name if any.* No. of Decks, &c. | | Regist'd Tonnage. Gross. — Under deck. — Net. | Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned now expired. Equipment Letter. | Built. When. — Ship. — Engines. | By Whom. — Where. | Owners. | Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships *ft. in.* | Other Registers in which classed. Details of B. of Trade Pass. Cert. |

| 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | du Navire. Matériaux. Grément, etc<br>*aine.* *Ex-nom, s'il y a lieu.*<br>s Périodiques. Nombres des Ponts. | Tonnage Officiel<br>Total.<br>—<br>Sous le Pont.<br>—<br>Net. | Détails de la Classification.<br>Cote.<br>✝ Surveillance Speciale.<br>Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | Construit.<br>Quand.<br>—<br>Navire.<br>—<br>Mach. | Par qui.<br>—<br>Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. | Largeur. | Creux. | Port d'Armement.<br>Pavillon. | Machine.<br>Nombre & Diam. des Cylindres.<br>Course du Piston.<br>Pression des Chaudières.<br>Force nominale.<br>Nom du Constructeur. | Creux sur Quille.<br>Franc-bord au milieu du navire.<br>*pds.* *pc.* | Autres Registres où le navire est classé. Dates du Cert. B. of Trade. |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 61099 | Feadon W.J.Cock -94 | IronScSr (exGrinkle) | 269 266 163 | | | | 1867 | Palmers' Co. Newcastle | D.W.Bain&Co. | 140·5 25·1 10·6 len73 | Penzance British WB | 2Cy.27"-24" NB77 45HP Palmers'Co.,Newcastle | | |
| 2 104296 NKWH | Fernmoor R.Sampher89-94 2trB&deepframing&ptAwngdk(Iron) | SteelScSr 1Dk(ptStl ptIrn) | 3098 2403 1992 | ✠100A1 pt Awngdkwithfreeboard 1,95 7,94 (Class Contem plated) ✠LMC7,94 | Nwc A&CP | u Bry | 1894 7mo | J.Readhead&Sons S.Shields | W.Runciman &Co. | 321·0 41·5 21·9 P28'Q98'B130' F31'RFD30' FK | Newcastle British 5BHCem WB=CellDBa104'uE&B44'f128'692t | T.3Cy.24",40"&64"-42"(r) 160lb 80lb 300HP 2SB,6rfGS89,HS4445 J.Readhead&Sons,S.Shl. | 24 " 4 s9 " 4½ | |
| 3 91047 | Frobisher | IronScK | 145 145 89 | | | | 1885 | Raylton Dixon&Co. Middlesbro' | Hewett&Co.(Lim) | 110·9 21·3 9·8 len94 | Yarmouth British | C.2Cy.12"&24"-18" NE&B93 Hewett&Co.,London | | |
| 4 | Forsteck | SteelScSr | 400 | | | | 1894 | Howaldtswerke Kiel | ~~U.Diederichsen~~ H.Diederichsen | 150·0 24·2 B34'F20' | Kiel German WB | T.3Cy.11¹³⁄₁₆",17⅝"&29⅞"-15¾" 250HP Howaldtswerke,Kiel | | |
| 5 | Fusan ~~Fusan~~ Maru Cornelson (exPemptos) | IronScSr ssHpl.No.2-91 1Dk(Irn)&Spar dk3trB | 2362 2249 1541 | ✠100A1 Spar dk 8,92 BS2,94 ✠LMC12,91 | Shl LA&CP | t | 1883 10mo | Flensburg Schiffsb. Gesell. Flensburg | NipponYusen Kaisha | 294·6 37·1 19·4 B70' 26·7 BK9" | Tokio Japanese 5BHCem WB=Cell DB260' 278t | C.2Cy.38"&70"-45" 85lb 85lb 300HP 2SB,6pf,GS114 FlensburgS.B.Co.Flensbrg | 22 " 6 | DV |
| 6 104180 | Franconia | IronScK 1Dk | 154 140 65 | ✠100A1 StmTrawler 8,94 (Class Contem plated) ✠LMC8,94 | Hul LA&CP | | 1894 8mo | Cook, Welton& Gemmell Hull | GreatGrimsby& EastCoastSteam FishingCo.(Lim.) | 102·2 20·7 11·0 Q24'F19' BK7½" | Grimsby British 3BHCem | T.3Cy.12½",19½"&32"-22½" 160lb (s) 50HP 1SB,2cf,GS27,HS822 C.D.Holmes&Co.,Hull | 11 " 10 | |
| 7 | ~~Fougt~~ Flugt A.Tollefsen (exWhitehall) | IronScSr ssLon.No.3-11,91 1Dk2trB | 753 693 488 | ✠90A1 ~~1,93~~ 7,94 BS8,94 | Cff A&CP LMC11,91 Lon | l | 1871 6mo | T.Turnbull&Son Whitby | A.Monsen | 200·6 28·5 17·0 Q74'B33' ND91 WB=DBa49' | Tönsberg Norwegian 4BHCem f31'127t | T.3Cy.15",25"&42"-33" (s) 15' lb 50lb NB87 re-fitted91 1SB,3pf,GS50 90HP Tpd91 J.Stwrt&C.(L.)Lon | 18 " 0 s 2 " 1 | |
| 8 104566 | Foreland J.A.S.Chalmers -94 | SteelScSr 2Dks | 4421 4201 2832 | | | | 1894 | Lon&Glas. S.B.Co(Lim) Glasgow | ClydeShippingCo. (Lim.) (J.Cuthbert, Mgr.) | 391·8 46·6 27·9 P38'B112'F40' | Glasgow British WB | T.3Cy.27",42"&69"-54" 360HP Lon.&Gls.Co.(Lim.),Gls. | | |
| 9 102969 | Florence H.Elliott -94 | IronScK 1Dk | 149 141 60 | ✠100A1 StmTrawler 9,94 (Class Contem plated) ✠LMC9,94 | Hul LA&CP | | 1894 9mo | Cook, Welton& Gemmell Hull | S.T.White&Co. | ~~102·5~~ 102·6 20·5 11·0 BK7½" | Hull British 3BHCem | T.3Cy.11½",18"&30"-22" (s) 160lb 45HP 1SB,2cf,GS24,HS708 C.D.Holmes&Co.,Hull | 11 " 10 | |
| 10 102171 NMRK | Fenmore R.S.W.Parry85-94 Webframes | SteelScSr 1Dk(Irn)2trB& | ~~3320~~ 2300 2149 1461 | ✠100A1 withfreeboard 10,94 (Class Contem plated) ✠LMC10,94 | Stk LA&CP | t | 1894 10mo | Richardson, Duck&Co. Stockton | ~~W.Johnston&Co.~~ SSFenmore(Lim) (W.Johnston&Co(Lim) WB=CellDBa94'uE&B40'f120'484tFP | 312·0 38·2 22·4 B88'F37' FK | Liverpool British 5BHCem T35tAPT33t | T.3Cy.22½",37"&61"-42" (s) 160lb 90lb 250HP 2SB,6rf,GS110,HS8898 G.Blair&Co.(Lim.),Stk. | 25 " 0 s 5 " 0½ | |
| 11 66181 | Flashlight ~~J.M.Johnstone -94~~ Jones -95 (exBonnieKate) 6thSurvey,Sld.7,91 Well deck 1stSurveyGls.10,94 | IronScSr 1Dk(Irn)2trB | 813 622 494 | ✠ A1,1 ~~3,93~~ 2,95 | Grk | Lv | 1870 7mo | TROswald Sunderland | ~~W.H.Stott&Co.~~ Stott,Coker&Co | 208·1 28·2 15·9 P108'F20' ~~drp92&94~~ NIrndk91 ~~srp93~~ drp94 BK6½" WB=MTf20' | Liverpool British 4BH 60tAPT20t | C.4Cy.19"&34"-30" NB79 80HP Cmp.73CDHolmes&CoHul | 16 " 9 | |
| 12 JTSH | Forsete O.Nieuwijaar -94 | WoodScSr 1Dk2trB | 526 408 318 | | | | 1894 | Knud Flage Bergen | J.C.Giertsen | 162·7 26·1 14·5 Q33tB60tH6tF18t | Bergen Norwegian | T.3Cy.11½",18"&29½"-24" 55HP LaxevaagsMaskin&Jernskibsbyggeri,Bergen | | N |
| 13 | Flora J.R.Visser | SteelScSr 2Dks | ~~700~~ 705 574 490 | | | | 1894 | Maats.de Maas Rotterdam | Koninkl.Nederl. Stoomb.Maats. | ~~200·5 28·0~~ Q60'B47'F25' 200·0 28·3 13·4 | Amstrdam Dutch WB | T.3Cy.15",25"&40"-36" Maats.deMaas.,Rotterdam | | |
| 14 | Fernando Noronha ~~J.Robinson -94~~ | SteelScSr 1Dk(Teak) | 124 111 56 | ✠100A1 Coasting 11,94 ✠LMC11,94 | Liv LA&CP | a | 1894 11mo | Lytham S.B.&E.Co. Lytham | ~~Kerr,Stuart&Co.~~ ~~(C.H.Fox, Mgr)~~ | ~~94·0~~ 94·8 18·1 8·0 BK6" | ~~Preston~~ ~~British~~ 3BHCem ~~Liverpool~~ Brazilian | C.2Cy.14"&28"-18" (a) 110lb 25HP 1SB,2pf,GS30,HS710 LythamS.B.&E.Co.,Lyt. | 8 " 10 | |
| 15 104347 | F. Stobart T.Shaw90-95 Well deck | SteelScSr 1Dk(Irn) | 801 588 497 | ✠100A1 5,95 1,95 (Class Contem plated) ✠LMC1,95 | Sld A&CP | j | ~~1894~~ 1895 1mo | ShortBros. Sunderland | T.G.Hutton | 190·0 29·0 ~~13·0~~ 12·6 Q67'B44'F22' BK7" | Sundrland British 4BHCem WB=CellDBa48'uE17' | T.3Cy.16½",26½"&43½"-30" 160lb 80lb (s) 90HP 1SB,3pf,GS44,HS1740 W.Allan&Co.(Lim.),Sld. f70'204tFPT24tAPT31t | 14 " 8 s1 " 3½ | |
| 16 JRTP | Forsög S.Sager -94 (exFia) | CompScSr 1Dk | 225 174 150 | | | | 1889 | P.Larsson Thorskog | H.Christie | 110·1 22·7 9·6 Q15tB30tH5t | Ålesund Norwegian | C.2Cy.11¾"&17½"-17½" 35HP P.Larsson,Thorskog | | G |
| 17 104806 | Fluminense ~~Cox -94~~ Eleclight W.E.Murray -95 | SteelScSr (exIlPrincipeDiNapoli) 1Dk(Irn)&Spardk3trB | 2154 1960 1275 | ✠100A1 Spar dk 2,95 ~~12,94~~ ✠LMC10,91 | Lon A&CP Liv | s | 1891 10mo | Palmers' Co.(Lim.) Newcastle | R.Singlehurst &Co. | 302·0 38·4 15·3 P37'B66'F35' 23·1 drp92 FK WB=CellDB240' | Liverpool British 5BHAsp 374tAPT16t | T.3Cy.27",44"&71"-48" (s) 160lb 302HP 4SB,12cf,GS228 Palmers'Co.(Lim.),Nwc. | 17 " 8 s 5 " 8 | I BT till 1,96 |
| 18 104801 | Fort Salisbury T.L.Salmon92-95 Eleclight | SteelScSr 2Dks(1StlIrn)& deepframing3DkRule | 4404 3816 2787 | ✠100A1 3,95 (Class Contem plated) ✠LMC3,95 | Nwc LA&CP | x | 1895 3mo | SirW.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | British&Colonial SteamNavCo(Lim) (BucknallBros., Mgrs.) | 360·0 47·0 27·8 P38'B98'F39' FK | London British 7BHAsp | T.3Cy.30",50"&80"-54" (s) 180lb 90lb 500HP 3SB,9cf,GS189,HS7875 FD R.&W.Hwthrn,Leslie&Co.,(Lim), Nwc. | 30 " 7 s6 " 5½ | BT till 3,96 |

WB=CellDBa96'uE&B58'f142'1005tTunnelTank130tAPT60t

| 1 Numéro d'ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 104[illegible] | **Forest Abbey** *C.Bliqult* –95 *Turret deck* | SteelScSr 1*Dk* | ~~1860~~ 1770 ~~1620~~ ~~1140~~ 1559 1113 | | | | 1895 | W.Doxford &Sons (Lim.) Sunderland | ForestOakSteam ShippingCo. (Lim.) (H. Sherwood, *Mgr.*) | 280·0 38·0 ~~21·0~~ 19·2 *WB* | Newcastle British | T.3Cy.21″,35″&57″–39″ 180HP W.Doxford&Sns(Lm.),Sld | | |
| 20 104006 NSQJ | **Flying Buzzard** | IronScSr 1*Dk* | 380 331 26 | | | | 1895 | W.Hamilton&Co. Pt.Glasgow | ClydeShipping Co.(Lim.) (J.Cuthbert, *Mgr.*) | 150·0 24·5 13·0 *WB* | Glasgow British | T.3Cy.18″,29″&47″–33″ 112HP Rankin&Blackmore,Grk. | | |
| 21 | **Fukuoka Maru** (*ex*Denbighshire) *Electlight* | IronScSr *ss*Ant.No.2–93 2*Dks*(1*Irn*&1*pt Irn*) 3*trB* | 2538 2352 1633 | ✠100A1 6,94 B&S5,94 ✠LMC1,93 | Lon A&CP | *t* Lv | 1885 1mo | C.S.Swan &Hunter Newcastle | NipponYusen Kaisha *WB=CellDB* | 317·0 38·0 24·5 P38′B76′F41′ BK10″ 234′ 440*t* *FPT* 220*t* | Tokio Japanese *WB* | C.2Cy.38″&72″–48″ (*s*) 100lb *70lb* 300HP 2SB.*6pf*,GS135 R.&W.Hawthorn,Nwc. | 27 ″ 0 s 4 ″ 11½ | |
| 22 | **Fides** *M.M.Rodinis* –95 (*ex*Ashfield) | IronScSr 4thSurvey,Cff.5.93 2*Dks*(*Irn*) | 1573 1476 1007 | ✠A1*1 3,94 | Cff | Lv | 1878 7mo | Richardsn, Duck&Co. Stockton | Rodinis&Co. | 250·0 33·0 23·5 B38′F28′ drp93 BK9″ *WB=DB* | Leghorn Italian *aAPT FPT* | C.2Cy.31½″&59″–36″ NDB39 150HP 5*BH*1PBH 2B Blair&Co.(Lim.),Stockton | 24 ″ 9 s 4 ″ 3 | D |
| 23 | **Fuh-Yi** (*ex*Hae-shin,*ex*Chih-li) | IronScSr 2*Dks&Spar dk* | 1145 — 763 | | | | 1871 | A.&J. Inglis Glasgow | Ph.Lieder | 212·6 33·5 18·8 | Hamburg German | C.2Cy.31″&60″–36″ 150HP A.&J.Inglis,Glasgow | | |
| 24 104019 | **Frigate Bird** *A.Ritchie*95-95 | SteelSc Sr 1*Dk* | 99 93 24 ~~(Class Contem plated)~~ *For Fishing purposes* | ✠100A 4,95 ✠LMC1,95 | — | Abn | 1895 [illegible] | Hall, Russell&Co. Aberdeen | A.Ritchie&Main | 87·0 19·1 9·6 BK6″ | Aberdeen British *3BHCem* | C.2Cy.12″&28″–20″ (*s*) 125lb 40HP 1SB.*2pf*,GS95,HS678 Hall,Russell&Co.,Abn. | 10 ″ 1 | |
| 25 | **Flensburg** | SteelScSr | 4400 | 100A1 (*Class Contem plated*) | | | 1895 | Flensburgr Schiffsb.Ges. Flensburg | Deutsch-Austrlische Dampfsch. Ges. | 360·0 45·8 18·4 P&B196′F36′ 27·3 | Hamburg German | T.3Cy.26½″,44″&72″–48″ FlensburgerSchiffsb.Ges. | | |
| 26 | **Finland** *Svendson* –95 | SteelScSr 1*Dk*2*trB* | 1500 | | | | 1895 | Flensburgr Schiffsb.Ges. Flensburg | Dampskibsselskabet "Nordsöen" (A.Christensen, *Mgr.*) | 240·0 34·2 17·5 *WB* | Copnhagn Danish | T.3Cy.16″,26″&43″–33″ FlensburgerSchiffsb.Ges. | | |
| 27 | **Flying Coot** (*Tug*) | IronTwinScK 1*Dk* | 200 183 | | | | 1895 | J.P.Rennoldsn&Sons S.Shields | ClydeShippingCo. | 120·0 21·0 | | T.6Cy.10½″,17½″&28″–21″ 98HP J.P.Rennoldsn&Sns.,S.Shl | | |
| 28 | **Fastnet** | SteelScSr 2*Dks* | 1200 | | | | 1895 | W.B. Thompson &Co.(Lim.) Dundee | ClydeShippingCo. (Lim.) | 244·5 35·0 15·7 P150′B25′F36′ | Glasgow British *WB* | T.3Cy.23″,38″&61″–48″ W.B.Thompsn&C(L),Dun | | |
| 29 | **Fernfield** | SteelScSr | 3300 | 100A1 *Spar dk* (*Class Contem plated*) | | | 1895 | Furness, Withy& Co.(Lim.) WHartlepool | F.Woods | 331·0 42·0 26·3 P32′B66′F30′ | London British | T.3Cy.24″,40″&66″–45″ Blair&Co.(Lim.),Stockton | | |
| 30 104037 | **Fu Yun** *J.McLean* –95 | IronSc 1*Dk* | 104 85 16 | | | | 1895 | Boyd&Co. (Lim.) Shanghai | ShanghaiCargo BoatCo.(Lim.) | 81·3 17·5 10·2 H8*t* | Shanghai British | C.2Cy.14″&32″–18″ 40HP Boyd& Co.(Lim.)Shanghai | | |
| 31 | **Fordic** | SteelTwinSc1MstSr 3*Dks* | 10150 | | | | 1895 | Harland& Wolff(Lim.) Belfast | OceanicSteam NavigationCo. (Lim.) (Ismay, Imrie&Co., *Mgrs.*) | 558·7 60·2 36·0 P68′B229′F104′ | Liverpool British *WB* | T.6Cy.24″,39½″&65½″–51″ Harland&Wolff(Lim.)Bel. | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. | 3 No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now required. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Boiler Trials Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 102863 | **Grangense** *(ex Ruggiero Sett.mo)* *Elec.light* | Steel Sc Sr 1 *Dk(Irn)&Spar dk.trB* *Spedding J.Spedding* | 2115 1961 1214 5,95 | †100A1 *Spar dk* | Lon A&CP Liv | *s* | 1892 1mo | Palmers' Co.(Lim.) Newcastle | R.Singlehurst&Co | 302·0\|38·4\|15·3 P37'B66'F35' 23 FK *WB=Cell DB240'574t* | Liverpool British 6 *BH Asp* | T.3Cy.27″,44″&71″–48″ *(s)* 160lb *90lb* 502 IP 4SB *12cf*, GS226 Palmers' Co.(Lim.), Nwc. | 17 ″ 8 s 5 ″ 8 | I BT till 5,95 |
| 2 | **Greyfriars** *G.Stephen 85–94* *Well deck* | Steel Sc Sr 1 *Dk(Stl)&Web frames* | 1285 895 794 | †100A1 8,94 *(Class Contem. plated)* | Abn LA&CP †LMC 8,94 | *n* | 1894 8mo | Hall, Russell&Co. Aberdeen | Leslie S.S.Co. (Lim.) (W.Leslie&Co., *Mgrs.*) | 240·0\|34·2\|14·6 Q84'B103'F29' B104′ FK *WB=Cell DB243'437t* | Aberdeen British 4 *BH Cem* | T.3Cy.17″,27″&45″–36″ *(s)* 160lb *80lb* 135 IP 2SB, *4rf*, GS78, HS2014 Hall, Russell&Co., Abn. | 15 ″ 5 s 1 ″ 2 | |
| 3 | **Gensan Maru** *E.Wilkinson –94* | Iron Sc Sr (*ex* Diomed) | 2193 1475 1432 | | | | 1868 | A.Leslie& Co. Newcastle | Nippon Yusen Kaisha | 326·8\|34·8\|28·1 len 82 | Tokio Japanese | C.2Cy.28″&58″–45″ NB76 170 IP R.Stephenson&Co., Nwc | | BT till 10,94 |
| 4 BJDN | **General** *C.Asthausen 92–94* (*ex* Salatiga) *Elec.light* | Steel Sc Sr 2 *Dks(1 Stl)3trB* | 2454 1993 1669 | † | | ... | 1890 10mo †LMC 11,90 | Sir W.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | Deutsche Ost. Africa Linie | 300·0\|41·0\|21·7 P46'B82'F41' BK 8½′ *WB=Cell* | Hamburg German 6 *BH Cem* *DB243'437t* | T.3Cy.26″,42″&69″–45″ *(s)* 160lb *160lb* 355 IP 2SB, *8pf*, GS144, HS5200 Wlsnd Slpwy Co (Lim) Nwc | 24 ″ 1 | D |
| 5 102897 | **Geneva Cross** | Steel Pad 1 *Dk* | 260 181 126 | | | | 1894 | J.Stewart &Son(Lim.) London | Metropolitan Asylums Board | 137·0\|22·1\| 8·0 | London British | C.D.2Cy.23″&46″–42″ 150 IP J.Stewart&Son(Lim.), Lon | | BT till 6,95 |
| 6 9468 | **Gwendoline** *E.Knox –94* | Wood Pad Sk 1 *Dk* | 103 103 4 | | | | [redacted] | Tyne Tug Co.(Lim.) S.Shields | Tyne Tug Co.(Lim.) | 91·0\|19·4\| 9·7 | S.Shields British | L.1Cy.34⅜″–50″ 40 IP Hepple&Co., South Shields | | |
| 7 114 | **Gina R.** *F.Valle –94* (*ex* Eureka) | Iron Sc 1 *Dk* | 110 — 49 | | | | 1886 | Flli.Cadenacco Sestri Ponente | N.Ravaschio | 98·4\|15·9\| 9·6 | Genoa Italian | C.2Cy.14½″&25½″–16½″ Soc.Coop.Oper.Meccanici, Genoa | | I |
| 8 | ~~George~~ **Georgios** *A.McLean 94–94* *Elec.light* | Steel Sc Sr 1 *Dk2trB* | 698 557 ~~556~~ 430 | †100A1 10,94 ~~9,94~~ *(Class Contem. plated)* †LMC 9,94 | Lth LA&CP | *l* | 1894 9mo | Ramage& Ferguson (Lim.) Leith | ~~Hadj Daout Farkouh~~ Archipelago SS Daoud Farkouh | 210·0\|29·1\|13·9 P50'B52'F46' BK 7½″ *WB=Cell DB* | Smyrna Turkish 4 *BH Cem* *348'f64'94t* | T.3Cy.15″,24″&39″–30″ *(s)* 160lb *80lb* 99 IP 1SB, *3rf*, GS55, HS1715 Ramage&Fergusn(L), Lth. | 16 ″ 0 s 1 ″ 9½ | |
| 9 128 PQFR | **Giuseppe** *L.Faggioni –94* (*ex* Giulio Mazzino) | Iron Sc Sr *ss* Gen.No.2–93 1 *Dk(Irn)&pt Awng dk3trB* | 1973 1867 1498 | †100A1 *pt Awng dk with freeboard* 5,95 ~~9,94~~ BS9,94 | Gen LA&CP †LMC 5,93 | *r* | 1884 11mo | J Readhead &Co. South Shields | G.Dall'Orso di A.& G.Dall'Orso di M. | 257·4\|36·1\|18·8 P30'Q96' BK 9″ *WB=DBa74'f68'&uE&B36'367t* | Spezia Italian 4 *BH Cem* | C.2Cy.33″&61″–36″ *(s)* 80lb *52lb* 160 IP 2SB, *6pf*, GS84 J.Readhead&Co., S.Shields | 19 ″ 10 s 1 ″ 2½ w 1 ″ 6 | I |
| 10 104187 | **Grimbarian** *B.Beeson –94* | Iron Sc K 1 *Dk* | 146 134 50 | †100A1 *Stm Trawler* 4,95 ~~10,94~~ | Mdb A&CP †LMC 10,94 Gms | | 1894 4mo | R.Craggs & Sons Middlesbro' | Gt.Grimsby Albion Steam Fishing Co.(Lim.) | 100·0\|20·2\|10·8 Q19'F19' BK 7½″ | Grimsby British 3 *BH Cem* | T.3Cy.11½″,17″&28″–20″ *(s)* 160lb 40 IP 1SB, *2pf*, GS27, HS753 Wstgrth, Engish&Co, Mdb. | 11 ″ 8 | |
| 11 | **Gilberto** | Steel Twin Sc Sr 2 *Dks&Shade dk* | 149 119 ~~94~~ | | | | 1894 | Ritchie, Graham& Milne Glasgow | | 120·0\|22·0\| 7·0 F19′ | Brazilian | C.4Cy.11″&20″–15″ 325 IP Hall-Brown, Buttery&Co., Glasgow | | |
| 12 104815 | **Glanton** *Sanderson -94* 2 *trB&Web frms&pt Awn dk(Irn)* | Steel Sc Sr 1 *Dk(pt Stl&pt Iron)* | 3021 2375 1941 | †100A1 *pt Awng dk with freeboard* ~~11,94~~ 12,95 *(Class Contem. plated)* | Stk A&CP Cff †LMC 9,94 | *u* | 1894 11mo | Ropner& Son Stockton | Steel, Young&Co. | 322·2\|41·5\|20·7 Q110′ P29′ *pt Awng dk* 183′ FK *WB=Cell DBa110'uE&B36'f120'529t* | London British 5 *BH Cem* | T.3Cy.23½″,39″&64″–42″ *(s)* 160lb *80lb* 220 IP 2SB, *6cf*, GS98, HS4200 Blair&Co.(Lim.) Stockton | 24 ″ 0 s 9 ″ 1 | |
| 13 | **Graphic** *J.Godley -95* | Steel Sc Sr 1 *Dk(Stl)2trB& Web frames* | ~~2450~~ 2490 2312 1593 | †100A1 *with freeboard* 1,95 *(Class Contem. plated)* | Hpl A&CP †LMC 1,95 | *t* | ~~1894~~ 1895 1mo | W.Gray& Co.(Lim.) W Hartlepool | W.H.Cockerline &Co. | 304·2\|44·1\|20·7 P27'B68'F31' FK *WB=Cell DBa102'uE22'f120'654t APT 59t* | Hull British 5 *BH Cem* | T.3Cy.23″,36½″&62″–39″ *(s)* 160lb *80lb* 240 IP 2SB, 6*rf*, GS79, HS3580 Cen.Mar.Eng.Wks., W.Hpl | 23 ″ 2 s 4 ″ 8½ | |
| 14 | **Gorsedd** *J.R.Mead 81–95* | Steel Sc Sr 1 *Dk(Stl)&Spar dk(Stl)&Web frames* | ~~3200~~ 3781 3529 2451 | †100A1 *Spar dk* 1,95 *(Class Contem. plated)* | Dmb LA&CP †LMC 1,95 | *w* | ~~1894~~ 1895 1mc | A.McMillan&Son Dumbarton | ~~Hurley, Matthews &Co.~~ Gorsedd S.S.Co. (Lim.)(Hurley, Matthews&Co.) | 350·0\|~~44·7~~\|21·8 B64'F36' 45·0\|18·4 BK 9′26′ 4 *BH Cem* *WB=Cell DBa112'uE&B40'f132'740t FPT 50t* | Cardiff British 6 *BH Cem* | T.3Cy.25″,40″&66″–45″ *(s)* 170lb *80lb* 307 IP 2SB, 6*cf*, GS142, HS4840 Dunsmuir&Jackson, Gls. | 20 ″ 11 s 6 ″ 7½ | |
| 15 | **Gebr. Wrede** *F.Finger 91–94* | Steel Sc Tug 1 *Dk* | 144 131 36 | | | | 1894 | Schiffswrft &Maschinenf Hamburg | H.W.Schrader& Wrede | 95·0\|19·5\|12·8 | Hamburg German | C.2Cy.16¾″&30¼″–22″ Schiffswrft&Maschinenf, Ham. | | |
| 16 JKWD | **Glaneuse** *Lefloch* | Steel Sc Sr 1 *Dk* | 147 — 68 | | | | 1888 | A.Hall& Co. Aberdeen | Chevillotte frères | 95·0\|20·1\| 7·9 Q38'B102'F20' | Brest French | C.2Cy.15″&30″–20″ 40 IP A.Hall&Co., Aberdeen | | V |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. — Largeur. — Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | Golden Gleam | IronScK 1Dk | ~~160~~ 162 151 63 | ✠100A1 *StmTrawler* 1,95 (*Class Contem plated*) | Hul LA&CP | ✠LMC1,95 | 1895 1mo | Cochrane & Cooper Beverley | Hall, Leyman & Co. (Lim) | ~~105·8\|21·0\|12·4~~ Q20′ 107·1\|21·0\|11·0 BK7½″ | Hull British 3BHCem | T.3Cy.13″,21″&34″–24″ (s) 170lb 60HP 1SB,2cf,GS28,HS898 C.D.Holmes&Co.,Hull | 11 ″ 8 | |
| 18 | Gustav Sampaio (exAurora) | SteelTwinScSr 1Dk | 315 266 151 | | | | 1893 | SirW.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | BrazilianGovernment | 197·0\|20·2\|12·4 F47t | Brazilian | T.6Cy.18″,26½″&38¼″–17″ 300HP E.Scott&Mountain (Lim.), Nwc. | | |
| 19 HDJB | Georgios P. Bouboulis *P.Remandas90–90 ssBla.No.1–94* (exAmalia Vlassopulo) *Elec.light* | SteelScSr 1Dk(Irn)2trB ✠pt Awng dk(Irn) | 2504 1871 1613 | ✠100A1 *pt Awng dk with freeboard* 3,95 ~~4,94~~ | Sld A&CP CM | *t* ✠LMC6,94 | 1890 3mo | Palmers' Co.(Lim.) Newcastle | Foscolo,Mango& Co. | 300·0\|40·2\|19·4 Q68′B&F190′ FK *WB=CellDB254′* | Piræus Greek 6BHAsp 605tAPT10t | T.3Cy.22″,35″&58″–42″ (a) 160lb *90lb* 200HP 2SB,6rf,GS102,HS3908 Palmers'Co.(Lim.),Nwc. | 22 ″ 0 s 8 ″ 10½ w 9 ″ 2½ | |
| 20 10502 | Guernsey *W.H Rowbottom –95* | IronScK 1Dk | 138 132 57 | ✠100A1 ~~*StmTrawler*~~ *for fishing purposes* (*Class Contem plated*) 3.95 | Hul LA&CP | ✠LMC3,95 | 1895 3mo | Cook, Welton& Gemmell Hull | HullSteamFishing &IceCo.(Lim.) | ~~98·4\|20·6\|~~11·0 98·7\|20·5 BK7½ *WB=DTf15′27t* | Hull British 3BHCem | T.3Cy.10″,16″&25½″–20″ (s) 170lb 35H~~64HP~~ 1SB,2pf,GS22,HS573 Amos&Smith,Hull | 11 ″ 10 | |
| 21 10496 | Granuaile *J.Quirk95–95 J.Quirk94-95* *Well deck* | SteelScSr 1Dk(Stl–pt ws) | 383 225 106 | ✠100A1 3,95 (*Class Contem plated*) | Trn LA&CP | *f* ✠LMC3,95 | 1895 3mo | AilsaShip-buildingCo. Troon | Congested DistrictsBoard ofIreland | ~~148·7\|24·0\|10·7~~ ~~P92′F17′~~ P93′F38′ 149·9\|24·1\| 7·7 BK7″ | Dublin British 5BHCem | T.3Cy.15″,23″&39″–24″ (s) 160lb *80lb* 75HP ~~47HP~~ 1SB,3rf,GS54,HS1440 Muir&Houston,Glasgow *WB=DBf61′80tFPT14tAPT10t* | 10 ″ 3 s ″ 9 | BT till 3,98 |
| 22 10460S | Goodwin | SteelScSr 2Dks | 4421 4201 2832 | | | | 1895 | Lon.&Gls. Co. (Lim) Glasgow | ClydeShippingCo. (Lim) (J.Cuthbert,*Mgr*) | 391·8\|46·6\|27·9 P38′B112′F40′ | Glasgow British | T.3Cy.27″,42″&69″–54″ 365HP *WB* Lon.&Gls.Co.,Glasgow | | |
| 23 BJFD | Georgia *H.Meyerdierks90–94* (exPickhuben) | SteelScSr 1Dk(Stl–ws)✠Spar dk(Stl–ws)3trB | 3144 2880 2042 | | | ... | 1891 1mo | Barclay, Curle&Co. (Lim.) Glasgow | Hamburg-Amerikanische Packetf. Act.Ges. | 331·0\|41·1\|19·2 P36′B76′F43′ 27·2 BK10″ | Hamburg German *WB* | T.3Cy.24″,39″&64″–42″ 288HP Brclay,Curle&C.(Lm.),Gls | 21 ″ 9 | V |
| 24 1376 BJTS | Goyo Maru (exHever) | IronScSr 1Dk2trB | 576 447 357 | | | | 1884 | Flensburg S.B.Co. Flensburg | Sugawara Jirokichi | 172·0\|24·8\|13·5 | Hakodate Japanese | C.2Cy.22½″&38″–27″ 65HP FlensburgSB.Co.,Flensbrg | | V |
| 25 | Gutrune | SteelScSr 1Dk | 1380 925 1001 | | | | 1895 | Flensburger Schiffsb.Ges. Flensburg | DampfschRhederei v.1889 | 233·0\|34·2\|16·7 Q71′B107′F25′ | Hamburg German *WB* | T.3Cy.16″,26″&43″–33″ 125HP FlensburgerSb.Ges.,Flen. | | |
| 26 BKFL | Germania *C.H.Davidsen –95* | SteelScSr 2Dks | ~~2200~~ 2273 2058 1775 | | | | 1895 | Howaldts-werke Kiel | M.Jebsen | 284·0\|40·0\|21·8 B40′F32′ | Hamburg German *WB* | T.3Cy.19$\frac{11}{16}$″,31½″&51$\frac{1}{2}$″–35½″] 250HP Howaldtswerke,Kiel | | |
| 27 | Georg *P.Back –94* | SteelScSr 1Dk | 124 124 49 | | | | 1894 | AkersMek Værksted Christiania | CountH.Keysirling | 90·7\|18·4\|11·5 | Vladvostk Russian | T.3Cy.11″,18″&29″–20″ Akers.Mek.Værk.,Xia. | | |
| 28 10462 | Glenmore | SteelPadSp 1Dk✠Shade dk | 210 195 52 | | | | 1895 | Russell& Co. Pt.Glasgow | J.Williamson | ~~190·0\|21·0\|7·8~~ 190·8\|21·7\| 7·2 H15t | Glasgow British | C.2Cy.22″&~~42″~~–51″ 44″ 81HP Rankin&Blackmore,Grk. | | |
| 29 94023 | Girnigoe *G Sinclair75–95* *Wel deck* | ~~SteelSc3MstSr~~ ~~SteelScSr~~ 1Dk(Irn) | ~~330~~ 310 210 77 | ✠100A1 5,95 (*Class Contem plated*) | Ayr LA&CP | *e* ✠LMC5,95 | 1895 5mo | S.M'Knght ~~&~~Co. Ayr | ~~Duncan&Jamieson~~ John O'Groat S. Shipg.Co. Lim) (Duncan&Jamieson *Mgrs*) | ~~130·0\|22·0\|11·0~~ ~~Q81′B11′~~F20′ Q50′B10′ BK7′ 110·0\|22·1\| 9·9 *WB=LLf30′25tFPT19t* | Wick British 5BHCem | C.2Cy.20″&40″–27″ (s) 110lb *80lb* 65HP 1SB,8pf,GS35,HS1334 Muir&Houston,Glasgow | 10 ″ 7 | |
| 30 90727 NTRJ | Granby *J.Smith95–95* *Web frames✠pt Awng dk(Irn)* | SteelScSr 1Dk(pt Stl.pt Irn)✠ | ~~1000~~ 1891 1285 1206 | ✠100A1 *pt Awng dk with freeboard* 5,95 (*Class Contem plated*) | Stk A&CP | *r* ✠LMC5,95 | 1895 5mo | Ropner& Son Stockton | R.Ropner&Co. | 270·0\|39·5\|14·1 P27′Q82′ *Pt Awng dk161′* FK *WB=CellDBa94′uE20′f100′384tAPT50t* | Stockton British 4BHCem | T.3Cy.19″,31½″&51″–36″ (s) 160lb *160lb* 150HP 2SB,4rf,GS59,HS2218 Blair&Co.(Lim.),Stockton | 17 ″ 2 s 8 ″ 2 | |
| 31 | Grenadier | SteelScSr | 900 671 | 100A1 (*Class Contem plated*) | | | 1895 | Wigham Richardson &Co. Newcastle | TyneSteamShippingCo.(Lim.) | 240·0\|30·2\|14·7 P140′F49′ | Newcastle British | T.3Cy.20″,32″&53″–36″ Wigham Richrdsn& C.Nwc. | 17 ″ 2 s 1 ″ 9½ | |
| 32 | Ganger Rolf (exRiver Avon) | IronScSr ssLth.No.3–2,94 1Dk(Irn)2trB | 1068 900 668 | ✠100A1 2,95 BS2,95 | Liv LA&CP | *o* ✠LMC1,94 | 1882 12mo | H.M'Intyre&Co. Paisley | JensMeinich &Co. | 235·4\|32·8\|16·3 Q117′F29′ drp94&95 FK *WB=DBa59′f46′250t* | Christiania Norwegian 5BHCem | C.2Cy.26″&52″–42″ (a) 80lb *45lb* 98HP 2SB,4pf,GS85 Muir&Houston,Glasgow | 17 ″ 6 | |
| 33 | Greyhound *Seed –95* | PadSr | 550 380 250 | | | | 1895 | J.&G. Thomson (Lim.) Glasgow | NorthPierSteamshipCo. | 230·0\|27·0\|10·0 *Promenade dk218′* | Fleetwood British | C.D.4Cy.21″&45″–48″ J.&G.Thomson(Lim.),Gls. | | |
| 34 | General Havelock | SteelSc3MstSr 2Dks | ~~487~~ | | | | 1895 | J.Laing Sunderland | R.N.Hudson | 200·0\|28·0\|15·7 P133′F30′ | Sundrland British | T.3Cy.24½″,40″&66″–45″ *WB* G.Clark(Lim.),Sunderland | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / for Special Survey. / Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B. of Trade Test Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35 Girasol<br>A.McLean –95<br>Well deck<br>Elec.light | | SteelSc3MstSr<br>1Dk(Irn) | 602<br>434<br>197 | ✠100A1<br>5,95 | Bwg<br>A&CP<br>✠LMC5,96 | *i* | 1895<br>5mo | Scott&<br>Sons<br>Bowling | W.Robertson | 180·0 \| 29·1 \| 10·6<br>Q30′B11′F37′<br>BK7½′<br>*WB=CellDB95′* | Glasgow<br>British | T.3Cy.16″,26″&42″–33″ (*s*)<br>160lb *70lb* 90HP<br>1SB,*3pf*,Gs55,Hs1550<br>*140tFPT22t*Muir&Houston,Glasgow | 13 ″ 0 | |
| 36 General Alava<br>*G.deAvila*95–95 | | SteelScSr<br>2Dks(*U–Teak*) | 794<br>740<br>476 | ✠100A1<br>5,95 | Dmb<br>LA&CP<br>✠LMC5,96 | *m* | 1895<br>5mo | AM'Millan<br>&Son(Lim.)<br>Dumbarton | SpanishGovernment | 212·0 \| 30·0 \| 17·8<br>F36′<br>BK8′<br>*WB=DB* | Spanish | T.3Cy.17″,27″&45″–30″ (*s*)<br>160lb *80lb* 116HP<br>1SB.*4pf*,Gs68,Hs1872<br>*a38′f17′57t*D.Rowan&Son,Glasgow | 18 ″ 9 | |
| 37 Glentow | | SteelScSr | 135 | 100A<br>(*Class Contemplated*) | | | 1895 | J.Mc<br>Arthur&Co.<br>Paisley | H.M.McGildowney | 98·0 \| 19·0 \| 8·3<br>Q31′B8′ | Belfast<br>British | C.3Cy.11″,(2)22″–18″<br>J.Butler,Belfast | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant après Lettre d'Equipement. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. *pds.* *pc* | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which Details of Ves. Pass Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 88738 | **Halling** Iron ScSr<br>*Baker* ssHpl.No.3–5.83<br>(exTerneuzen, ssNwc.No.2–91 exHalling, exEmmaTrechmann)<br>*Well deck* 1*Dk2trB* | 777<br>~~766~~<br>619<br>~~779~~<br>475 | ✠100A1<br>~~1,95~~ 2,94<br>~~BS10.92~~<br>2,94 | Lon<br>A&CP | *k*<br>LMC9,91 | 1871<br>2mo | Withy, Alexander &Co. Hartlepool | Little&Johnston | 194·9 \| 28·6 \| 15·9<br>Q50′B44′F25′<br>drp95 BK8″<br>*WB=DB a57.f40′121t* | | | London British | C.2Cy.25″&48″–36″ (*i*)<br>65lb *80lb* NB81NDB91 ~~99~~ 99HP<br>18B.3*cf*.GS80<br>T.Richardson&Sons,Hpl. | 17 ″ 0<br>s 1 ″ 5½ | — |
| 2 | **Heraldo** Steel ScSr 120<br>*Should be "Ready," See No. 2 in Supplement.* | | 100A1<br>(*Class Contem plated*) | | | 1894 | T.B.Seath &Co. Rutherglen | | 85·0 \| 17·6 \| 8·3 | | | | C.2Cy.13½″&27″–18″<br>Kincaid&Co.(Lim.),Grk. | | |
| 3 RECD | **Hellas** Steel ScSr 2483<br>*J.P.Breckwoldt94–94*<br>1*Dk(Stl)*§*Webframes*§*ptAwngdk(Irn)* | 1783<br>1605 | ✠100A1<br>*ptAwng dkwithfreeboard*<br>9,94<br>(*Class Contem plated*) | Stk<br>LA&CP | *s*<br>LMC8,94 | 1894<br>9mo | Richard-son,Duck& Co. Stockton | A.C.deFreitas& Co. | 290·0 \| 42·0 \| 17·4<br>P29′Q92′ 24·4<br>*PtAwngdk169′* FK<br>*WB=CellDBa96′uE*§*B40′f108′557tAPT80t* | | | Hamburg German<br>5*BHAsp* | T.3Cy.22″,36″&59″–39″ (*s*)<br>160lb *90lb* 220HP<br>2SB,6*cf*,GS102,HS3300<br>Blair&Co.(Lim.),Stockton | 20 ″ 1<br>s 8 ″ 2½ | — |
| 4 104393 NLTK | **Hathor** Steel ScSr 2823<br>*H.B.Walker –94*<br>*Peters Webframes*§*ptAwng.dk(Stl)*<br>*Electlight* | 2062<br>1815 | ✠100A1<br>*ptAwngdkwithfreeboard*<br>~~8,94~~ 4,95<br>(*Class Contem plated*) | Nwc<br>A&CP | *t*<br>~~LMC8,94~~<br>LMC8,94 | 1894<br>8mo | Palmers' Co.(Lim.) Newcastle | ~~H.Gourlay~~<br>Hathor S.S.Co.(Lim) (H.B.Gourlay) | 315·0 \| 43·0 \| 19·7<br>P26′Q52′<br>*ptAwng dk 236′* FK<br>*WB=CellDBa100′f126′537tFPT80tAPT40t* | | | Newcastle British<br>6*BHCem* | T.3Cy.22½″,35½″&61–42″ (*s*)<br>160lb *80lb* 240HP<br>2SB,6*pf*,GS75,HS3660<br>Palmers'Co.(Lim.),Nwc. | 20 ″ 11<br>s 8 ″ 10 | — |
| 5 104775 | **Harden** Steel ScSr ~~1970~~ 1958<br>*H.Wight'91–94* 1*Dk(Stl)*§<br>*Webframes*§*ptAwng dk(Stl)* | 1487<br>~~1486~~ ~~1270~~<br>1262 | ✠100A1<br>*ptAwngdkwithfreeboard*<br>~~8,94~~ 10,94<br>(*Class Contem plated*) | Nwc<br>A&CP<br>~~LMC8,94~~<br>Shl<br>LMC8,94 | *r* | 1894<br>8mo | Edwards' S.B.Co. (Lim.) Newcastle | J.&C.Harrison | 279·0 \| 36·8 \| 16·7<br>Q100′<br>*ptAwng dk179′* FK<br>*WB=CellDBa84′uE*§*B36′f110′420tAPT18t* | | | London British<br>4*BHCem* | T.3Cy.21″,35″&57″–39″ (*s*)<br>160lb *80lb* 180HP<br>2SB,6*pf*,GS90,HS2940<br>N.E.Mar.E.Co.(Lim),Nwc | 19 ″ 0<br>s 8 ″ 2 | — |
| 6 101640 | **Hong Wan** Wood ScSr 167<br>(exNorHasjim) 2*Dks* | 146<br>116 | | | | 1892 | Tanjong PagarDock Co. Singapore | LimHoPuah | 114·8 \| 18·4 \| 9·3<br>H21*t* | | | Singapore British | C.2Cy.15″&30″–16″<br>35HP<br>TanjongPagarDockCo., Singapore | | — |
| 7 100884 | **Hampstead** Wood TwinSc 235<br>*J.G.Mabee*<br>1*Dk*§*Hurricane dk* | 235<br>159 | | | | 1893 | A.C.Mabee Hampton, King's Co.NB | A.C.Mabee | 94·0 \| 17·7 \| 7·0 | | | S.John,NB British | C.4Cy.9″&15″–13″<br>20HP | | — |
| 8 | **Hollmann** Steel ScSr 250<br>*Wilstermann –94*<br>1*Dk* | 170<br>158 | | | | 1894 | Schiffsw. v.H.Koch Lübeck | NeueDampfer CompagnieAct. Ges. | 122·1 \| 25·4 \| 8·2 | | | Kiel German | C.2Cy.17¾″&29½″–21¾″<br>*WB*Schiffsw.v.H.Koch,Lübeck | | G |
| 9 | **Hekla** Wood ScSr 524<br>*C.Paaske –94*<br>1*Dk2trB* | 408<br>323 | | | | 1894 | Brunchorst &Dekke Bergen | W.Hansen | | | | Bergen Norwegian | T.3Cy.11½″,18″&29½″–24″<br>57HP<br>LaxevaagsMaskin-ogJern-skibsbyggeri,Bergen | | N |
| 10 BKBN | **Hernösand** Steel ScSr 1216<br>*P.Blohm –94* 1*Dk2trB* | 792<br>781 | | | | 1894 | Helsingors Jernsk.& Maskinbyg. Elsinore | H.M.Gehrckens | 223·4 \| 32·8 \| 15·8<br>Q68′B105′F24′ | | | Hamburg German | T.3Cy.18″,27½″&47″–33″<br>135HP<br>*WB*HelsingörsJernskibs og Maskinbyggeri,Elsinore | | V |
| 11 104266 | **Hazelmoor** Steel ScSr 3096<br>*W.Harroway94–94* 1*Dk(ptStl.ptIrn)*<br>2*trB*§*deepframing*§*ptAwng dk(Irn)* | 2395<br>1979 | ✠100A1<br>*ptAwngdkwithfreeboard*<br>11,94<br>(*Class Contem plated*) | Shl<br>LA&CP<br>LMC11,94 | *u* | 1894<br>11mo | J.Readhead& Sons &Shields | S.ShieldsStmShpg Co.(Lim.) (W.Runciman& Co.,*Mgrs.*) | 321·0 \| ~~44·5~~ \| 21·9<br>P29′Q90′B138′F34′<br>RFD30′ 41·5 FK<br>*WB=CellDBa104′uE*§*B44′f128′672t* | | | Newcastle British<br>5*BHCem* | T.3Cy.24″,40″&64″–42″ (*r*)<br>160lb *80lb* 300HP<br>2SB,*Grf*,GS89,HS1445<br>J.Readhead&Sons,S.Shl. | 24 ″ 4<br>s 9 ″ 4½ | — |
| 12 | **Heimeji Maru** Steel Sc3MstSr 3008<br>ssMdb.No.1–93<br>(exIsmailia) 2*Dks(Stl–Uws)3trB*<br>*Inner bottom plating Irn* | 2839<br>1940 | ✠100A1<br>4,94 | Ant<br>A&CP<br>LMC8,93 | *v* | 1888<br>12mo | Palmers' Co.(Lim.) Newcastle | NipponYusen Kaisha | 337·0 \| 41·2 \| 26·5<br>P45′B63′F46′ BK11″<br>*WB=Cell DB 288′ 659t FPT 34tAPT36t* | | | Tokio Japanese | T.3Cy.25″,41″&66″–45″ (*s*)<br>160lb *160lb* 350HP<br>2SB.8*cf*.GS158<br>Palmers'S&ICo.(Lim)Nwc | 29 ″ 1<br>s 5 ″ 9½ | D |
| 13 | **Havrais** Steel TwinScTug 138<br>*Morrisseau –94*<br>117 | | | | | 1894 | A.Dubi-geon Nantes | Administration des Ponts et Chaussées | 98·4 \| 19·7 \| 9·5 | | | Havre French | C.4Cy.15″&24″–18″<br>90HP<br>Brissonneau fils&A.Lotz, Nantes | | V |
| 14 Missing since 12.94 | **Hermann** Steel Sc 139<br>*Zander 94–94* (*Trawler*)<br>1*Dk* | 128<br>57 | | | | 1894 | J.C.Teck-lenborg Geestemünde | C.C.H.Busch | 105·6 \| 20·7 \| 11·3 | | | Brmrhavn German | C.2Cy.17¾″&32⅜″–22″<br>75HP<br>J.C.Tecklnbrg,Geestmnde | | — |
| 15 98800 | **Honey Brook** Steel ScTug 373<br>*J.Nevin –93*<br>*Electlight* 2*Dks* | 186 | | | | 1893 | Neafie& Levy S.&E.B.Co. Philadelphia | Central R.R.of New Jersey | 135·0 \| 26·0 \| 16·0 | | | New York Utd. States | T.3Cy.16″,24″&41″–30″<br>Neafie&LevyS.&E.B.Co., Philadelphia | | — |
| 16 104821 | **Hughli** Steel TwinScTug 513<br>~~J.Mullen89–94~~<br>1*Dk(Stl-Teaks)* Sk<br>*J.Hand –95* | 485<br>124 | ✠100A1<br>~~4,95~~ 12,94<br>(*Class Contem plated*)<br>LMC12,94 | P.Gl<br>LA&CP<br>~~LMC8,94~~ | *j* | 1894<br>12mo | R.Duncan &Co.(Lim.) Pt.Glasgow | J.Nourse | ~~200·0 \| 27·6~~ \| 14·0<br>~~F28~~ F31′<br>200·3 \| 27·7 \| BK7½″<br>*WB=CellDBa24′24tFPT13t* | | | London British<br>5*BHCem* | C.4Cy.24″&46″–36″ (*s*)<br>95lb 180HP<br>2SB,6*cf*,GS134,HS4026<br>Rankin&Blackmore,Grk. | 14 ″ 9<br>s 2 ″ 2½ | BT till 10,95 |

| 1 Numéro d'ordre. Numéro Officiel. Signaux. | 2 Nom du Navire. Matériaux. Grément, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant après Lettre d'Équipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 | **Huelva** | SteelScSr | 2642 | ✠100A1 | Shl | *t* | 1894 | J.Read-head&Sons | Eng.&Amer.Ship-pingCo.(Lim.) | 303·0 | 41·6 | 19·1 | London | T.3Cy.23″,36″&61″-42″ *(r)* | 21 ″ 7 | |
| | *W.Towell*83-94 | | 1989 | *pt Awng dk with* | *freeboard* | | 12mo | SouthShields | (C.T.Bowring& | P29′Q82′ | E&B192′ | | British | 160lb *100lb* 270IP | s 8 ″ 8½ | |
| | 1*Dk(pt Stl&pt Irn)* 2*tr B&pt Awng.dk(Irn)* | | 1691 | ~~12,94~~ | A&CP | | | | Co.,*Mgrs.*) | | BK10″ | | 5*BHCem* | 2SB,6*rf*,GS82HS3953 | | |
| | | | | ~~Class Contem plated~~ | | | | | | *pt Awng dk*192′ | | | | J.Readhead&Sons,S.Shl. | | |
| | | | | ✠LMC12,94 | | | | | | *WB=CellDBa*96′*uE&B*44′*f*120′580*tAPT*30*t* | | | | | | |
| 18 | **Harald** | SteelScSr | 2100 | ✠100A1 | Stk | *t* | 1894 | Ropner& | L.H.Carl Actie- | 275·1 | 39·5 | 16·0 | Copnhagn | T.3Cy.21″,34″&56″-36″ *(s)* | 19 ″ 0 | |
| | *(Jorgensen*75-94 1*Dk(pt Stl&pt Irn)&* | | 2098 | *pt Awng dk with* | *freeboard* | | 11mo | Son | slkbt.Dampskibs | P27′Q90′ | | | Danish | 160lb *80lb* 150HP | s 8 ″ 3 | |
| | *Webframes&pt Awng dk(Irn)* | | 1490 | ~~11,94~~,95 | A&CP | Lon | | Stockton | Selsk Carl | *pt Awng dk*158′ | FK | | 4*BHCem* | 2SB,4*rf*,GS60,HS2780 | | |
| | | | 1331 | ~~(Class Contem plated)~~ | | | | | (L.H.Carl,*Mgr.*) | | | | | Blair&Co.(Lim.),Stockton | | |
| | | | | ✠LMC11,94 | | | | | | *WB=CellDBa*92′*uE*20′*f*~~80~~393*tAPT*61*t* | | | | 7106 | | |
| 19 | **Hispania** | SteelScSr | 2730 | | | ... | 1891 | J.C.Teck- | Hamburg-Ameri- | 314·9 | 39·0 | 23·5 | Hamburg | T.3Cy.23½″,35½″&64½″-42″ | 26 ″ 6 | V |
| LJFQ | *A.Kühn*88-93 | | 2379 | | | | 1mo | lenborg | kanischePacket f. | P24′B72′F36′ | | | German | 300HP | | |
| | (*ex* Wandrahm) | 2*Dks(Stl-ws)&* | 1973 | | | | | Geestemunde | Act.Ges. | | | | *WB* | Maschinenfabrik Buckau, | | |
| | | *Webframes* | | | | | | | | | | | | Magdeburg | | |
| 20 | **Hadsel** | Iron&SteelScSr | 265 | | | | 1892 | ..... | Vesteraalens | 125·1 | 20·7 | 8·9 | Bodö | T.3Cy. | | |
| | *Hegge* | | 143 | | | | | Drontheim | Dampskibsselskab | P86*t*H9*t*F26*t* | | | Norwegian | | | |
| JTDL | | 1*Dk* | 159 | | | | | | (J.D.Hals) | | | | | 55HP | | |
| 21 | **Harald** | SteelScSr | 851 | | | | 1894 | Brgensmek | H.Irgens | 211·7 | 29·0 | 12·0 | Bergen | T.3Cy. | | |
| | *F.Hansen* -94 | | 612 | | | | | Verksted | | Q62*t*B103*t*H52*t* | | | Norwegian | | | |
| FTSK | | 1*Dk* | 527 | | | | | Bergen | | F20*t* | | | *WB* | 142HP | | |
| 22 | **Habarofsk** | SteelTwinScSr | ~~1600~~ | ✠100A1 | Nwc | *q* | ~~1894~~ | R.&W. | RussianVolunteer | 259·0 | 36·0 | 11·7 | Odessa | T.6Cy.18″,28″&46″-30″*(s)* | 14 ″ 0 | BT |
| | *P.Troyan*95-95 | 1*Dk(Stl-ws)&* | 1523 | *Spar dk with freeboard* | | | 1895 | Hawthorn, | FleetAssociation | P38′B80′F34′ | 18·7 | | Russian | 160lb *90lb* 225HP | s 5 ″ 4 | till |
| | *Elec.light* | *Spar dk(Stl Teak s)* | 1319 | 2,95 | A&CP | | 2mo | Leslie&Co. | | | FK | | 3*BHCem* | 3SB,9*cf*,GS161,HS4893 | | 1,96 |
| | | | 905 | ~~(Class Contem plated)~~ | | | | (Lim.) | | | | | | R.&W.Hawthorn,Leslie | | |
| | | | | ✠LMC2,95 | | | | Newcastle | | | | | | &Co.(Lim.)Nwc. | | |
| | | | | | | | | | | *WB=DBa*75′*uE&B*54′*f*86′360*t* | | | | | | |
| 23 | **Hortense** | SteelTwinSc | 129 | | | | 1893 | J.H.Dia- | GalvestonCon- | 99·0 | 21·0 | 8·6 | Galveston, | C.4Cy.13″&25″-18″ | | |
| | | | — | | | | | logue&Son | structionCo. | | | | Tex. | | | |
| | | | 65 | | | | | Camden,N.J. | | | | | Utd.States | J.H Dialogue&Sn,Cmdn NJ | | |
| 24 | **Hudson** | IronSc | 130 | | | | 1893 | J.H.Dia- | UnitedStates | 96·0 | 20·0 | 11·0 | | T.3Cy.13″,21″&32¼″-24″ | | |
| | | | — | | | | | logue&Son | Treasury | | | | Utd.States | | | |
| | | | — | | | | | Camden,N.J. | | | | | | J.H Dialogue&Sn,Cmdn NJ | | |
| 25 | **Homer** | SteelScSr | ~~2700~~ | ✠100A1 | Mdb | *t* | ~~1894~~ | SirRaylton | Liverpool,Brazil& | 310·2 | 42·0 | 16·1 | Liverpool | T.3Cy.24″,40″&64″-42″ *(s)* | 18 ′ 5 | |
| 102180 | *T.T.Farrell*82-95 | | 2585 | *Spar dk* | A&CP | | 1895 | Dixon&Co. | RiverPlateStm. | P31′B52′F35′ | 23·0 | | British | 180lb *100lb* 350HP | s 5 ″ 5 | |
| | 1*Dk(Stl)&Spardk(Irn)&Webframes* | | 2431 | 1,95 | | | 1mo | Middlesbro' | Nav.Co.(Lim.) | | FK | | 5*BHCem* | 2DB,8*cf*,GS168,HS3836 | | |
| | | | 1641 | ~~(Class Contem plated)~~ | | | | | (Lamport&Holt, | | | | | NE Mar.E.Co.(Lim.),Nwc. | | |
| | | | | ✠LMC1,95 | | | | | *Mgrs.*) | | | | | | | |
| | | | | | | | | | | *WB=CellDB*a90′*uE*26′*f*120′502*t* | | | | | | |
| 26 | **Hector** | SteelScSr | ~~4350~~ | | | | ~~1894~~ | Workman, | A.Holt | 391·5 | 47·2 | 26·1 | Liverpool | T.3Cy.25″,42″&68½″-54″ | | BT |
| 102191 | *J.W.P.Hutchinson* -95 | 2*Dks* | 4338 | | | | 1895 | Clark&Co. | OceanS.S.Co. | P34′B103′F47′ | | | British | | | till |
| | | | 3961 | | | | | (Lim.) | | | | | *WB* | Workman,Clark&Co. 550HP | | 11,95 |
| | | | ~~2826~~ | | | | | Belfast | | | | | | (Lim.),Belfast | | |
| 27 | **Hazeldene** | IronScSr | 2204 | ✠100A1 | Crk | *t* | 1881 | Palmers' | J.T.Lunn&Co. | 292·0 | 37·2 | 23·6 | Newcastle | C.2Cy.36″&68″-45″ *(d)* | 26 ″ 1 | |
| 83909 | *C.Thompson* -94 | *ss*Shl.No.2-89 | 2061 | 5,93 | LA&CP | | 6mo | Co.(Lim.) | | P26′B52′F34′ | | | British | 85lb *40lb* 270HP | s 4 ″ 7 | |
| WBLQ | (*ex* Bracadaile) | 3*Dks(2Irn)* | 1388 | BS10,92 | ✠LMC5,89 | | | Newcastle | | | BK10′ | | 7*BHCem* | 2SB,6*pf*,GS110 | | |
| | | | | | | | | | *WB=CellD* | *B*202′283*tAPT*12*t* | | | *MT*24′375*t* | Palmers' Co.(Lim.),Nwc. | | |
| 28 | **Hercynia** | SteelScSr | 2617 | ✠100A1 | Ham | *t* | 1889 | SirW.G. | Hamburg-Ameri- | 310·0 | 39·0 | 23·5 | Hamburg | T.3Cy.23″,38″&61″-39″ *(s)* | 26 ″ 0 | DV |
| RHNQ | *L.Sonderhoff*90-94 | *ss*Ham.No.1-94 | 2095 | 2,94 | LA&CP | | 6mo | Armstrong, | kanischePacket f. | P186′F34′ | | | German | 165lb 300HP | s 3 ″ 11½ | |
| | (*ex* Elberfeld) | 2*Dks(Stl-Uws)&Webframes* | 1712 | ✠NB7,92 | ✠LMC2,94 | | | Mitchell& | Act.Ges. | | BK10′ | | 6*BHCem* | 2SB,6*cf*,GS121,HS5010 FD | | |
| | *Well deck* | | | | | | | Co.(Lim.) | | *WB=CellDB*264′500*tFPT* | | | 30*tAPT*20*t* | Wlsnd.Slpwy.&E.Co.,Nwc | | |
| | *Elec.light* | | | | | | | Newcastle | | | | | | | | |
| 29 | **Hopedale** | SteelScSr | ~~1750~~ | 1746 | | | 1895 | W Doxford | P.H.Laing | 280·0 | 38·0 | ~~21·0~~ | Sundrland | T.3Cy.20″,33″&54″-36″ | | |
| 104380 | | 1*Dk* | ~~1840~~ | 1502 | | | | &Sons(Lim.) | | | 18·4 | | British | 180HP | | |
| | *Turret deck* | | ~~1070~~ | 1084 | | | | Sunderland | | | | | *WB* | W Doxford&Sons(Lm),Sld | | |
| 30 | **Hunan** | SteelScSr | 1885 | | | | 1895 | Scott&Co. | ChinaNavigation | 260·0 | 38·1 | 21·3 | London | T.3Cy.20″,32″&52″-39″ | | BT |
| 104835 | *T.Shaw* -95 | 2*Dks* | ~~1693~~ | | | | | Greenock | Co.(Lim.) | P9′B56′F29′ | | | British | 250HP | | till |
| | | | 1158 | | | | | | | | | | *WB* | Scott&Co.,Greenock | | 2,96 |
| 31 | **Hillsborough** | WoodPad | 229 | | | | 1894 | A.Mc | TheGovernment of | 105·0 | 25·0 | 8·0 | Chrlttetn | C.2Cy.14½″&26½″-48″ | | |
| WTJV | *J.McPherson* -94 | 1*Dk* | 155 | | | | | Donald | PrinceEdward | | | | British | 30HP | | |
| | | | 66 | | | | | Mnt.Stewart, | Island | | | | | McKinnon&McLean, | | |
| | | | | | | | | P.E.I. | | | | | | Charlottetown.P.E.I. | | |
| 32 | **Hollmann** | SteelScSr | 250 | | | | 1894 | Schiffswrft | NeueDampfer | 122·1 | 25·4 | 8·2 | Kiel | C.2Cy.17¾″&29½″-21¾″ | | |
| | *Wüstermann*93-94 | | 170 | | | | | vonHenry | Compagnie | | | | German | | | |
| | | 1*Dk* | 158 | | | | | Koch | | | | | *WB* | C.Daevel,Kiel | | |
| | | | | | | | | Lübeck | | | | | | | | |
| 33 | **Hong Leong** | SteelScSr | 1867 | ✠100A1 | Sng | *r* | 1891 | BlythS.B. | LimHoPuah | 265·8 | 39·0 | 14·4 | Singapore | T.3Cy.22″,36″&53″-39″ *(s)* | 15 ″ 3 | |
| 99011 | *J.J.Brotherton* | | 1744 | *Spar dk* | | | 11mo | Co.(Lim.) | | B56′F28′ | 21·7 | | British | 160lb *80lb* 250HP | s 6 ″ 0 | |
| MJPF | (*ex* Mandarin) | | 1171 | 9,94 | | | | Blyth | | drp94 | FK | | 4*BHCem* | 2SB,6*pf*,GS98 | | |
| | | 1*Dk(Irn)&Spardk&Webframes* | | BS8,94 | ✠LMC11,91 | | | | *WB=DBa*86′203*t* | *MT*23′342*tFPT*79*t* | | | *APT*28*t* | Black,Hawthorn&Co.,Gts. | | |
| 34 | **Hokuyetsu Maru** | Wood—Sr | 114 | | | | 1888 | Sawada | HokuyetsuKisen | 95·3 | 14·1 | 12·5 | Atsuta | 2Cy. | | |
| 1125 | *Takemura Gensuke* | | 108 | | | | | Tatsuzo | KabushikiKaisha | | | | Japanese | | | |
| HGSL | (*ex* Kioritsu Maru,No.2) | | 70 | | | | | Kobé | | | | | | 10HP | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years Assigned. How explained. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships | 15 Other Registers in which classed. Details of Roof Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35 | **Hafursfjord** *T.T.Middelthon* 95–95 (ex Beechville) *Well deck* | Iron Sc Sr ss Hpl. No. 3–2, 95 1 *Dk (Irn)* 2 *tr B* | 1659 1309 1042 | ✠100A1 2,95 | Hpl A&CP | *q* | 1882 4mo | W. Gray & Co. W Hartlepool | **S. Bergesen** | 257·1 \| 35·7 \| 18·8 Q98′ B67′ F33′ BK 9′ *WB = DBa* | Stavanger Norwegian | C.2Cy. 32½″ & 60″–39″ (*i*) 80lb *75lb* NDB 90 150 HP 2SB, *6pf*, GS 70 Blair & Co. (Lim.), Stockton | 20 ″ 1 s 1 ″ 10½ | |
| 36 | **Hercule** *A. Juhel* 94–94 (ex Hercules) | Steel Sc Tug ss Lon. No. 1–94 1 *Dk* | 64 55 — | ✠100A1 *For Tug purposes* 2,95 | Hav LA&CP | | 1890 3mo | Vosper & Co. Portsmouth | Administration des Ponts et Chaussées | 75·1 \| 17·0 \| 7·7 BK 4½″ | Rouen French | C.2Cy. 15″ & 30″–18″ 100lb 50 HP 1SB, *2pf*, GS 29. HS 670 Vosper & Co., Portsmouth | | |
| 37 90736 NSBL | **Hawnby** *P.W. Sherwood* 82–95 *J. Diggins* –95 *Well deck* | Steel Sc Sr 1 *Dk (pt Stl & pt Irn)* & *Web frames* & *pt Awng. dk (Irn)* | ~~2125~~ 2136 1502 1361 | ✠100A1 *pt Awng dk with freeboard* 3,95 *(Class Contem plated)* | Stk A&CP | *r* | 1895 3mo | Ropner & Son Stockton | R. Ropner & Co. | 280·0 \| 40·0 \| 15·6 P27′ Q84′ *Pt Awng dk* 169′ FK | Stockton British 4 *BH Cem* *WB = Cell DBa* | T.3Cy. 21″, 34″ & 56″–36″ (*s*) 160lb *160lb* 180 HP 2SB, *4rf*, GS 60, HS 2780 Blair & Co. (Lim.), Stockton 94′ *u E* 20′ *f* 108′ 397 *t APT* 57 *t* | 18 ″ 6 s 8 ″ 4 | |
| 38 100736 NSHT | **Haslingden** *J. Diggins* –95 *Well deck* | Steel Sc Sr 1 *Dk, Irn)* & *Web frames* | ~~1940~~ 1934 1437 1220 | ✠100A1 3,95 *(Class Contem plated)* | Hpl A&CP | *r* | 1895 3mo | W. Gray & Co. (Lim.) W Hartlepool | Murrell & Yeoman | ~~270·4~~ \| 37·1 \| 18·8 P29′ Q72′ B116′ F27′ FK | W. Hartlpl British 4 *BH Cem* *WB = DBa* | T.3Cy 20″, 31½″ & 53″–36″ (*s*) 160lb *80lb* 160 HP 2SB, *4rf*, GS 53, HS 2540 Cen. Mar. Eng. Wks., W. Hpl 84′ *f* 106′ 459 *t APT* 27 *t* | 20 ″ 0 s 1 ″ 6½ | |
| 39 | **Hathor** *A. Voss* 84–95 *Elec. light* | Steel Sc Sr 2 *Dks (Stl–Uws)* & *Web frames* | 3691 3026 2368 | ✠100A1 3,95 *(Class Contem plated)* | Nwc LA&CP | *w* | 1895 3mo | Wigham Richardson & Co. Newcastle | Kosmos Deutsche, Dampfschifffarts Gessellschaft | ~~240·5~~ \| 44·3 \| 25·0 P197′ F47′ 340′ 5 FK | Hamburg German 6 *BH Cem* *WB = Cell DBa* | Q.4Cy. 20½″, 29½″, 43½″ & 63″–42″ 200lb *90lb* (*s*) 350 HP 3SB, *9rf*, GS 131, HS 4218 Wigham Richrdsn & C. Nwc. 84′ *u E* & *B* 68′ *f* 126′ 644 *t* | 27 ″ 11 64 ″ 11½ | |
| 40 | **Heijo Maru** (ex Altonower) | Iron Sc 3 Mst Sr ss Ant. No. 3–4, 92 2 *Dks (1 Irn)* & *Spar dk* | 2476 1785 1611 | ✠100A1 *Spar dk* 11,94 | Sng A&CP | *t* | 1880 7mo | A. Leslie & Co. Newcastle | Nippon Yusen Kaisha | 300·0 \| 37·0 \| 21·8 pt ND 94 28·9 drp 94 BK 10″ *WB = D Ba* | Tokio Japanese 6 *BH Cem* 84′ *f* 90′ 280 *t FPT* 22 *t APT* 15 *t* | C.2Cy. 37″ & 68″–42″ (*i*) 70lb *75lb* NDB 88 220 HP 2DB, *8pf*, GS 100 N.E. Marine E. Co. (Lim) Sld | 23 ″ 3 s 7 ″ 4½ | |
| 41 1383 HJTP | **Hogo Maru** | Wood Sc Sr 2 *Dks* | 144 134 90 | | | | 1894 | Mihara Mannosuke Nishigawa | Niwo Sakichiro | 106·0 \| 15·5 \| 11·7 | Osaka Japanese | 2Cy. 24 HP | | |
| 42 | **Hero** | Steel Sc Sr | 560 300 | 100A1 *(Class Contem plated)* | | | 1895 | Earle's Co. (Lim.) Hull | T. Wilson, Sons & Co. (Lim.) | 217·0 \| 30·0 \| 13·6 Q61′ B55′ F29′ | Hull British | T.3Cy. 18½″, 31″ & 53″–33″ 228 HP Earle's Co. (Lim.), Hull | | |
| 43 | **Helga** *G. Natvig* 93–95 (ex Hereford) *Well deck* | Steel Sc Sr ss Liv. No. 1–94 1 *Dk (Irn)* & *Web frames* | 2647 2068 1709 | ✠100A1 3,95 | Bhn LA&CP | *t* | 1890 9mo | W. Dobson & Co. Newcastle | H. Isachsen | 300·0 \| 40·2 \| 20·0 Q109′ B134′ F30′ FK *WB = Cell DB* 250′ | Grimstad Norwegian 6 *BH Cem* 462 *t APT* 40 *t* | T.3Cy. 22″, 36″ & 59″–42″ (*s*) 160lb *160lb* 220 HP 2SB *6rf*, GS 36, HS 3904 Wllsnd Slpy Co. (Lim.) Nwc | 22 ″ 9 s 2 ″ 3 | |
| 44 | **Haparanda** *C. Wedholm* –94 | Steel Pad Sp 1 *Dk* | 246 135 178 | | | | 1894 | Bergsunds M.V. Aktieb. Stockholm | Ångfartygs forenings Aktiebolag | 122·0 \| 19·0 \| 7·6 Q11′ B12′ F19′ | Haparnda Swedish | C.2Cy. 19″ & 38″–29¼″ 100 HP Brgsund M.V. Aktieb. Skm. | | |
| 45 104864 | **Harlington** *J.R. Hardy* 95–95 *Well deck* | Steel Sc Sr 1 *Dk (Irn)* & *Web frames* 627 | 1032 753 ~~633~~ | ✠100A1 5,95 *(Class Contem plated)* | Sld A&CP | *m* | 1895 5mo | S.P. Austin & Son Sunderland | J. & C. Harrison | 220·0 \| 31·5 \| 13·6 P27 Q48′ B46′ F27′ FK *WB = Cell DB* a 52′ *u E* & *B* 38′ *f* 90′ 297 *t FPT* 22 *t APT* 35 *t* | London British 4 *BH Cem* | T.3Cy. 17½″, 29″ & 47″–33″ (*s*) 160lb *90lb* 110 HP 1SB, *4pf*, GS 55, HS 2230 W. Allan & Co. (Lim.), Sld. | 16 ″ 2 s 1 ″ 5½ | |
| 46 | **Helge** *D.G. Matthiessen* –95 | Steel Sc Sr 1 *Dk* & *Web frames* | 2001 1416 | | | | 1895 | Helsingor's Jerns. Mask. Elsinore | Steamship Co. "Danmark" | 270·0 \| 37·9 \| 19·7 P17′ Q80′ B116′ F32′ | Copnhagn Danish *WB* | T.3Cy. 18½″, 30″ & 49″–36″ Helsingor's Jern. Mas., Els. | | |
| 47 | **Habsburg** | Steel | 4100 | 100A1 *Spar dk* *(Class Contem plated)* | | | 1895 | Austrian Lloyds' Arsenal Trieste | Lloyd Austriaco | 375·0 \| 44·7 \| 23·5 | Trieste Aust.-Hung. | T.3Cy. 35½″, 57″ & 92″– Austrn Lloyd's Arsenal, Tri | | |
| 48 | **Hikosan Maru** *P. Hallstrom* 1 *Dk (Stl)* & *Spar dk (Stl)* 3 *tr B* (ex Carradale) | Steel Sc Sr ss Lon. No. 3–6, 82 ss Brs. No. 2–91 2 *Dks* 3 *tr B* | 3531 3370 2270 | ✠100A1 *Spar dk* 3,95 ~~2,95~~ | HKg LA&CP Yka | *v* | 1892 4mo | J. Laing Sunderland | Mitsui Bussan Kaisha | 340·3 \| 44·7 \| 18·3 P20′ B78′ F36′ 26·1 BK 10½″ *WB = Cell DB* 288′ | Tokio Japanese 6 *BH Cem* 648′ *APT* 48 *t* | T.3Cy. 24½″, 40″ & 66″–45″ (*r*) 160lb ~~80lb~~ *70lb* 400 HP 2DB, *8rf*, GS 140, HS 1298 G. Clark (Lim.) Sunderland | 20 ″ 10 s 6 ″ 6 | |
| 49 | **Hindustan** | Iron Sc K | 140 | 100A1 *Stm Trawler* *(Class Contem plated)* | | | 1894 | R. Craggs & Sons Middlesbro' | Gt. Grimsby Albion Steam Fishing Co. (Lim.) | 100·0 \| 20·3 \| 11·0 | Grimsby British | T.3Cy. 11½″, 17″ & 28″–20″ 40 HP Wstgrth, Englsh & Co., Mdb | | |
| 50 1442 HKOP | **Hokoku Maru** (ex Straits of Belle Isle, ex Lord of the Isles) | Iron Sc Bk ss Lon. No. 3–6, 82 ss Brs. No. 2–91 2 *Dks* 3 *tr B* | 2698 2590 1673 | ✠100A1 8,91 B88,94 | Brs A&CP | *s* | 1870 6mo | R. Napier & Sons Glasgow | Kita Ihei | 320·4 \| 37·8 \| 29·3 BK 10″ | Hiogo Japanese 6 *BH Cem* | C.2Cy. 44″ & 76″–48″ (*i*) 65lb *50lb* NE & B 78 350 HP 2DB, GS 171 C.D. Holmes & Co., Hull | 31 ″ 1 | |
| 51 | **Harcalo** | Steel Sc Sr | 2340 1760 | 100A1 *pt Awng dk with freeboard* *(Class Contem plated)* | | | 1895 | W. Pickers-gill & Sons Sunderland | Furness, Withy & Co. (Lim.) | 293·3 \| 42·0 \| 20·3 P27′ Q48′ *pt Awng dk* 220′ | | T.3Cy. 22″, 36″ & 59″–39″ G. Clark (Lim.), Sunderland | | |
| 52 | **Harpalus** | Steel Sc Sr | 1462 1134 920 | 100A1 *(Class Contem plated)* | | | 1895 | J.L. Thompson & Sons (Lim.) Sunderland | | 247·0 \| 35·2 \| 16·0 P27′ Q53′ B46′ F25′ | London British | T.3Cy. 19″, 31″ & 51″–33″ G. Clark (Lim.), Sunderland | | |

53 Helmswood — IronScBn 1782 ✠100A1 — Shl *r* 1883 W.Gray& — Aktieselskabet — 265·1|36·0|19·7 Chrstiania C.2Cy.33″&62″–39″ (*b*) 21 ½
*C.Klaveness95–95* *ss*Shl.No.3–5,95 1458 5,35 — A&CP 3mo Co. — "Helmswood" — P28′Q68′B68′F63′ Norwegian 80lb *75lb* NDB94 180lbs 1 ½
*Well deck* (*ex*Helmsley) 1102 — W Hartlepool (C.Klaveness) — BK9½″ *4BHCem* 28B.*6pf*.6878
1*Dk*(*Irn*)2*trB* — ✠LMC8,94 — *WB=DBa* 80′*f*98′349*t* Blair&Co.(Lim.),Stockton

54 Hamilton — IronPad 1052 — $18\frac{47}{95}$ J.Currie — Richelieu&Ontario — 175·2|25·2|10·8 Montreal — 1Cy.43½″–120″
103337 — 1*Dk* 586 — *re-blt* Rich.& Ont.Nav.Co. — Nav.Co. — British — 63HP
608 — Sorel — NiagaraDckC.Niagara,Ont

| 1 Numéro d'ordre. Numéro officiel. Signaux | 2 3 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Termo assigné maintenant expiré. Lettre d'Enrôlement. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Ino** IronSc3MstSr<br>*Westergaard* -94 *ss*Hul.No.3–3,90<br>(*ex*Artemis) *ss*Bgn.No.1–94<br>*Well deck* 1*Dk*2*trB* | 659<br>487<br>408 | ✠100A1<br>6,94<br>✠NB82 | Bgn<br>A&CP | *j*<br>✠LMC6,94 | 1865<br>6mo | Marshall Bros.<br>Newcastle | Actiedampskibs-selskabetStröm-stenen (G. Gabrielsen, *Mgr.*) | 179·7\|27·8\|14·6<br>P113′F29′<br>ptND88 BK7″<br>bpts78 *WB*= | | | Stavanger<br>Norwegian | C.2Cy.25″&48″–27″ (*a*)<br>70lb *60lb* NDB89 NE72 90HP<br>1SB.*3pf*.GS49<br>*FPT&APT Cmp.*82Cooper&Co.,Hull | 15 ″ 9 | |
| 2 | **Ithaca** ~~(WRECKED 6.03)~~ IronScSr<br>*C.Theophilatos* -94<br>(*ex*Castanos) 1*Dk*(*Irn*)2*trB*<br>*Well deck* *ss*Pir.No.3-11-94 | 1663<br>13 6<br>1081 | ✠100A1<br>~~17.04~~ 1,93 3,95<br>~~PirAnt~~<br>✠LMC11,94 | Cff<br>LA&CP | *q* | 1882<br>12mo | Oswald, Mordaunt &Co.<br>Southampton | Theophilatos Bros. | 258·9\|36·0\|18·0<br>Q87′B54′F26′<br>drp94 FK | | | Ithaca<br>Greek | C.2Cy.30″&60″–42″<br>70lb *70lb* NDB92 170HP<br>Oswald,Mordaunt&Co Sou<br>*DBa*56′*f*114′*t*467*tAPT*20*t*<br>2SB,4*cf*,GS76 | 19 ″ 8<br>s 2 ″ 1 | |
| 3 | **Itararé** SteelScSr<br>*W.Gilchrist* (*ex*Arminda,*ex*Bosnian)<br>*Well deck* 1*Dk* | 382<br>264<br>200 | ✠100A1<br>6,91<br>✠LMC7,90 | Ayr<br>LA&CP | *f* | 1890<br>7mo | Mackie &Thomson<br>Glasgow | Cia.Santosta de ServicoMaritima | 148·0\|23·6\|10·5<br>Q79′B19′F21′<br>BK7″<br>*WB*=*DBa*35′29*tFPT*38*t* | | | Santos<br>Brazilian | T.3Cy.13″,21½″&34″–27″ (*s*)<br>160lb *70lb* 60HP<br>1SB.*3pf*.GS45<br>Muir&Houston,Glasgow | 11 ″ 6<br>s 1 ″ 2 | V |
| 4 | **Independencia** SteelScSr<br>*D.Williams* -94<br>*Elec.light* 1*Dk*(*Teak*) | ~~400~~<br>322<br>317<br>~~136~~ | ✠100A1<br>10,94<br>~~(Class Contem. plated)~~<br>✠LMC10,94 | Gls<br>LA&CP | *g* | 1894<br>10mo | Napier, Shanks &Bell<br>Glasgow | Government of SanDomingo | 170·0\|~~25·1\|11·6~~<br>F15′ 25 · 0\|11 · 9<br>BK7″<br>*WB*=*FPT*10*t* | | | S.Domingo<br>Haytian | T.3Cy.17″,26″&43″–30″ (*s*)<br>160lb 108HP<br>2SB.4*pf*.GS60 HS4840<br>Dunsmuir&Jackson,Gls. | 12 ″ 6 | |
| 5 | **Ida** CompScSr<br>Lost by Fire 10.94 -94<br>(*ex*Bohus) 1*Dk* | 188<br>157<br>139 | | | | 1883 | E.Jansson Gädvik | H.J.Hansen | 96·5\|20·6\|10·5<br>B23′H4*t* | | | Frdrikstad<br>Norwegian | C.2Cy.12″&25¼″–19½″<br>30HP<br>MotalaCo.,Gothenburg | | G |
| 6 | **Indian Prince** SteelScK<br>106201<br>1*Dk* | ~~110~~<br>122<br>113<br>19 | ✠100A1<br>*StmTrawler*<br>1,95<br>~~(Class Contem. plated)~~<br>✠LMC1,95 | Shl<br>A&CP | | ~~1894~~<br>1895<br>1mo | J.T. Eltringham &Co<br>S.Shields | ~~W.Story~~<br>W.H.Storey | 93·0\|19·2\|10·7<br>BK7″ | | | N.Shields<br>British | C.2Cy.16″&~~32~~″–22″ (*s*)<br>120lb 33″ 45HP ~~50HP~~<br>1SB,*2pf*,GS15,HS899<br>G.T.Grey,SouthShields | 10″11 | |
| 7 | **Isle of Caldy** SteelScSr<br>102151 *D.J.Lloyd*90-95 1*Dk*(*ptStl&ptIrn*)2*trB*<br>*Well deck* | 1381<br>1034<br>867 | ✠100A1<br>5,95 ~~1,95~~<br>~~(Class Contem. plated)~~<br>✠LMC1,95 | Shl<br>A&CP | *o*<br>Npt | ~~1894~~<br>1895<br>1mo | J.Readhead &Sons<br>S.Shields | Isle of CaldyS.S. Co.(Lim.)<br>(J.T. Williams) | 230·0\|33·6\|17·0<br>P23′B96′Q61′F26′<br>FK | | | Liverpool<br>British | T.3Cy.18″,29″&48″–30″ (*r*)<br>160lb *100lb* 115HP<br>1SB,3*rf*,GS40,HS1844<br>J.Readhead&Sons,S.Shl.<br>*CellDBa*63′*uE&B*36′*f*92′322*t* | 19 ″ 2<br>s 1 ″ 4½ | |
| 8 | **Isaac W. Nicholas** SteelSc<br>*W.Gerlach* -94<br>2*Dks* | 2624<br>—<br>1857 | | | | 1894 | Cleveland S.B.Co.<br>Cleveland,O. | TheMinchTransit Co. | 324·0\|42·0\|26·3<br>*WB* | | | Cleveland, Ohio<br>Utd.States | T.3Cy.20″,33″&34″–40″<br>192HP<br>Cleveland S.B.Co.Clvlnd,O | | |
| 9 | **Inchanga** SteelScBn<br>102151 *C.Stuart*81–94 1*Dk*(*Stl*)*&Spar dk*<br>NQMH *Elec.light* (*ptStl-ws*)*&Web frames* | 2197<br>2073<br>1403 | ✠100A1<br>*Spar dk*<br>1,95<br>~~(Class Contem. plated)~~ | Abn<br>LA&CP | *s*<br>✠LMC1,95 | 1895<br>1mo | Hall, Russell&Co.<br>Aberdeen | J.T.Rennie&Son | 288·2\|39·2\|~~24·7~~<br>B72′ 17 · 5<br>FK 24 · 7 | | | Aberdeen<br>British | T.3Cy.24″,39½″&64½″–42″ (*s*)<br>180lb ~~180lb~~ 310HP<br>2SB,8*rf*,GS136,HS4214<br>Hall,Russell&Co.,Abn.<br>*WB*=*DBa*50′*f*12′242*tMT*12′154*t* | 18 ″ 6<br>s 5 ″ 6 | BT till 12,95 |
| 10 | **Iris** WoodSc<br>2*Dks* | —<br>—<br>241 | | | | 1871 | .....<br>Camden,N.J. | J.E.Cassidy | ..... ..... ..... | | | Boston<br>Utd.States | | | |
| 11 | **Isle of Kent** SteelScSr<br>104373 *D.Sutherland*92-95 1*Dk*(*ptStl&ptIrn*)<br>2*trB&Web frames&ptAwng dk*(*Irn*) | ~~3000~~<br>3038<br>2282<br>1961 | ✠100A1<br>*ptAwngdkwithfreeboard*<br>2,95<br>~~(Class Contem. plated)~~<br>✠LMC2,95 | Stk<br>A&CP | *t* | 1895<br>2mo | Ropner& Son<br>Stockton | Dixon,Robson&Co. | 315·0\|40·5\|20·2<br>P29′Q94′ BK10″<br>*PtAwng dk*192′ | | | Newcastle<br>British | T.3Cy.~~22½~~″,37″&61″–42″ (*s*)<br>160lb 23″ *80lb* ~~200~~HP<br>2SB,6*rf*,GS104,HS3760<br>Blair&Co.(Lim.)Stockton<br>*WB*=*CellDBa*106′*uE*22′*f*122′480*tAPT*66*t* | 23 ″ 7<br>s 9 ″ 1 | |
| 12 | **Ibex** SteelScSr<br>104647 *F.Lamb*95-95<br>*Well deck*1*Dk*(*ptIrn&ptStl*)*&Web frames* | ~~2400~~<br>2397<br>1807<br>1519 | ✠100A1<br>3,95<br>~~(Class Contem. plated)~~<br>✠LMC3,95 | Hpl<br>A&CP | *s* | 1895<br>3mo | Irvine&Co. W Hartlepool | ~~Jackson,Bros.&~~ ~~Cory~~Ibex SSLim (Jackson Bros &Cory) | 296·0\|39·1\|19·2<br>P31′Q82′B120′<br>F33′ BK9″<br>*WB*=*CellDBa*&*uE*120′*f*108′421*tAPT*27*t* | | | London<br>British | T.3Cy.22″,35″&59″–39″ (*s*)<br>160lb *80lb* 217HP<br>2SB,6*cf*,GS89,HS3264<br>T.Richrdsn&Sns(Lm),Hpl. | 21 ″ 8<br>s 1 ″ 11 | |
| 13 | **Iburi Maru** IronScBn<br>*A.Keith* *ss*Lon.No.2–91<br>(*ex*Cardiganshire)<br>2*Dks*(1*Irn*&1*ptIrn*)3*trB* | 2486<br>2319<br>1623 | ✠100A1<br>10,93<br>BS~~6,93~~2,95 ✠LMC4,91 | Shi<br>A&CP | *t* | 1883<br>5mo | Swan& Hunter<br>Newcastle | HokkaidoTanko TetsudoKaisha | 317·3\|38·1\|24·5<br>P28′B54′F33′<br>BK10″<br>*WB*=*Cell DB*268′400*t* | | | Tokio<br>Japanese | C.2Cy.38″&70″–45″ (*s*)<br>~~90lb~~ 85lb *50lb* 275HP<br>2SB.6*f*.GS150<br>R.&W.Hawthorn,Nwc. | 27 ″ 0<br>s 5 ″ 5 | |
| 14 | **Innesmoor** IronScSr<br>79644 *T.Armstrong* *ss*Liv.No.3–12,89<br>EDWK (*ex*Suppicich) 1*Dk*(*Irn*)2*trB*<br>*ss*Shl.No.1-95 | 1369<br>1237<br>839 | ✠100A1<br>4,95~~11,93~~<br>~~BS10,94~~<br>✠NB3,95 | Shl<br>A&CP | *q* | 1878<br>10mo | Schlesingr, Davis&Co.<br>Newcastle | W.Runciman&Co. | 250·6\|32·7\|19·0<br>P26′F30′<br>srp95 BK9″<br>*WB*=*D* | | | S.Shields<br>British | C.2Cy.30″&56″–39″ (*r*)(*i*)<br>~~7cly~~ 80lbNDB91 ~~80lb~~135HP<br>2B~~,cs76~~ 1SB.*3pf*.GS95,HS2385<br>Black,Hawthorn&Co.,Gts. | 22 ″ 4<br>s 3 ″ 6 | |
| 15 | **Ishjörn** SteelScSr<br>BKJC *O.Eriksen* 1*Dk* | 436<br>346<br>174 | | | | 1894 | Akers Mek Værksted<br>Christiania | Christiania Havnestyre | 117·8\|32·8\|16·7 | | | Chrstiania<br>Norwegian | C.2Cy.26″&52″–30″<br>Akers.Mek Værk.,Xia. | | |
| 16 | **Idun** IronScSr<br>*ss*Nwc.No.3–4,85<br>(*ex*Penedo) *ss*Hpl.No.2–94<br>*Well deck* 1*Dk*2*trB* | 1021<br>787<br>639 | ✠90A1<br>7,94<br>✠NB4,88<br>BS1,94 | Bly<br>A&CP | *n* | 1872<br>9mo | Withy, Alexander &Co.<br>Hartlepool | D.S.Meier | 225·5\|29·8\|16·8<br>Q89′B50′F27*t*<br>BK8″<br>*WB*=*DB* | | | Chrstiania<br>Norwegian | C.2Cy.26″&52″–30″ (*r*)<br>80lb *60lb* 110HP<br>1SB.*3pf*.GS19<br>R.&W.Hawthorn,Nwc. | 17″11<br>s 1 ″ 8½ | D |
| 17 | **Isle of Bute** IronPadSk<br>76766 *P.Dewar*82–88<br>(*ex*Guy Mannering,*ex*Sheila) | 248<br>225<br>68 | | | | 1877 | Caird&Co. Greenock | W.Buchanan | 205·5\|20·0\| 7·7<br>Q30*t* | | | Glasgow<br>British | D.1Cy.50″–72″<br>NB91 120HP<br>Caird&Co.,Greenock | | BT till ~~1,98~~ 4,98 |
| 18 | **Ikai Maru** IronSc3MstSr<br>(*ex*Tenasserim) *ss*Gls.No.3–3,88<br>*Elec.light* *ss*Gls.No.1–92<br>3*Dks*(*UIrn*-ws) | 2802<br>2646<br>1804 | ✠100A1<br>7,94<br>✠NB10,87<br>BS8,94 | Lon<br>A&CP | *u* | 1875<br>2mo | W.Denny &Bros.<br>Dumbarton | Nippon Yusen Kabushiki Kwaisha | 361·1\|37·3\|27·4<br>BK11″ | | | Tokio<br>Japanese | Q.4Cy.24½″,37″,49″&72″–42″<br>180lb *80lb* NDB89 (*s*) 270HP<br>2DB,*12cf*,GS175<br>*Qpd.*87Denny&Co.,Dmb. | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now existing. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of R. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | Ivy | CompTwinScSrYt | | 20A *Yacht* (*Class Contem plated*) | | | 1895 | Earle's S.B.&E.Co. (Lim.) Hull | H.B.M. Niger Coast Protectorate | | | | London British | T.6Cy.13¾″,22¾″&35″-27″ Earle'sS B&ECo.(Lm),Hul | | |
| 20 | Indian | SteelSc4MstSr | 8729 | 100A1 (*Class Contem plated*) | | | 1895 | Harland& Wolff(Lim.) Belfast | F.Leyland&Co. (Lim.) | 512·5 P60′B208′F107′ | 59·2 | 35·0 | Liverpool British | T.3Cy.31″,52″&86″-66″ Harland&Wolff(Lim.)Bel. | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Grécment, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné aux Lists pour l'état d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres ou le Navire est Inscrit. Dans le Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 102046 | J. H. Mould | Iron Pad Sk 1 Dk | ~~112~~ 126 119 ~~24~~ | | | | 1894 | J.T. Eltringham & Co. N.Shields | G.Stephenson | 100·6 | 19·0 | 9·5 | N.Shields British | L.1Cy.35"–~~52~~"–50" 40IP ~~50IP~~ Hepple&Co.,S.Shields | | |
| 2 8836 MBFQ | Jelunga (exLeonXIII, exJelunga) Elec.light | Steel Sc 3 Mst Sr 3 Dks(2 Stl–ws) | 5186 4329 3371 | ✠100A1 12,90 | Dmb LA&CP ✠LMC 12,90 | z | 1890 12mo | W.Denny & Bros. Dumbarton | British India Associated Steamers (Lim.) | 410·5 P45' | 48·2 B165' | 30·5 F49' BK 11" | Glasgow British 7 BH Cem | Q4Cy 32", 46½", 64½" & 92"–60" 180lb 180lb (s) 627HP 3DB, 18cf, GS352 Denny&Co.,Dumbarton | 32 " 3 | BT till ~~10,94~~ 7,95 |
| 3 | Jinsen Maru (exMoray) W.S.Thomson –93 | Iron Sc Sr ss Gls. No.3–3,91 2 Dks(1 Irn) 3 tr B | 2190 2105 1411 | ✠100A1 6,93 ✠NB 3,88 | Gls A&CP LMC 3,91 | s | 1877 10mo | Aitken& Mansel Glasgow | Nippon Yusen Kaisha | 312·0 F27' | 34·1 ptND 91 drp 93 | 25·6 BK 9" | Tokio Japanese 6 BH Cem | T.3Cy.24", 38" & 62"–42" (s) 150lb 60lb NDB 86 300HP 2SB, 6cf, GS109, HS3485 Tpd. 88 J.&J.Thomson, Gls | 27 " 1 s 5 • 7 | |
| 4 | Jeanne d'Arc (exPioneer) | Iron Sc K 1 Dk | 112 112 65 | | | ... | 1881 | J.Shuttle-worth Hull | L.Arnoult fils | 94·2 | 20·2 | 9·3 | St.Valery en Caux French | C.2Cy.15"&29"–18" NB 3,87 35HP Cmp 87 CD Holmes&Co.Hul | | |
| 5 104829 | Johannesburg F.H.Wyse 92-95 Elec.light | Steel Sc Sr 2 Dks(1 Stl. 1 Irn) & deep framing 3 Dk Rule | 4444 3823 2819 | ✠100A1 1,95 ~~(Class Contem. plated)~~ | Nwc LA&CP ✠LMC 1,95 | x | ~~1894~~ 1895 1mo | Sir W.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | British&Colonial Stm.Nav.Co.(Lim) (Bucknall Brothers, Mgrs.) | 360·0 P38' B98' F39' FK 7 BH Asp WB = Cell DBa 96' | 47·0 | 27·7 | London British 8 BH Asp | T.3Cy.30", 50" & 80"–54" (s) 180lb 90lb 500HP 3SB, 9cf, GS189, HS7875 FD Hwthrn, Leslie&C (L), Nwc E & B 58 f 142' 1005t APT 60t | 30 " 7 s 6 • 5½ | BT till 12,95 |
| 6 77127 KLVJ | Jamestown J.G.Hulphers –94 | Steel Sc Sr | 2898 — 2126 | | | | 1894 | Del. River I.S.B.&E. Works Chester, Pa. | Old Dominion S.S. Co. | 299·5 | 40·0 | 34·0 | New York Utd. States | T.3Cy.28", 41½" & 73"–54" | | R |
| 7 | Jules-Henri ~~Ex Vanleke 94–94~~ E.Vanleke 85-94 | Steel Sc K 1 Dk | 153 138 47 | ✠100A1 Stm Trawler 8,94 ~~(Class Contem. plated)~~ ✠LMC 8,94 | Lth A&CP | | 1894 8mo | Hawthorns &Co. Leith | J.Baels-Mauricx | 105·6 F22' | 20·5 BK 6½' WB = DB f 17 1st | 10·4 | Ostend Belgian 3 BH Cem | T.3Cy.11", 17½" & 30"–21" (s) 160lb 57HP 1SB, 2rf, GS33, HS1090 Hawthorns&Co.,Leith | 11 " 3 | |
| 8 104573 NMQK | Julia Park A.Cameron –94 | Steel Sc Sr 2 Dks(1 Irn & 1 Stl) & deep framing 3 Dk Rule | 3085 2760 2018 | ✠100A1 10,94 ~~(Class Contem. plated)~~ ✠LMC 10,94 | Gls LA&CP | u | 1894 10mo | A.Stephen &Sons Glasgow | Julia Park S.S.Co. (Lim.) (J.S.Park) | 330·0 P36' B88' F36' FK 6 BH Cem WB = Cell DBa 132' | 43·3 | 23·5 | Glasgow British 6 BH Cem uE & B 40' f 92' 623t APT 30t | T.3Cy.24", 39" & 64"–42" (s) 160lb 80lb 280HP 2SB, 6cf, GS96, HS4250 FD A.Stephen&Sons, Glasgow | 25 " 11 ~~s 4 • 8½~~ s 4 • 7½ | |
| 9 87117 | J. D. O. B.B.Creagh | Iron Sc 1 Dk | 129 124 88 | | | | 1893 | J.G.Niven &Co. Napier, N.Z. | Napier Harbour Board | 124·1 | 23·0 | 8·9 | Napier, NZ British | C.2Cy.13"&26"–18" 26HP Naval C.&A.Co.(Lim) Brw. | | |
| 10 | Jarl (exStockholm) | Iron Sc Sr 1 Dk | 128 100 69 | | | | 1850 | Motala Mek. Vrkstds Aktiebolag Motala | Ångf. Aktieb. "Jarl" | 97·6 Q16t | 21·6 B5t | 9·9 H12t F5t | Gothenburg Swedish | C.2Cy.18"&36"–17½" 45HP Kockms Mek Verks, Malmö | | |
| 11 PHMN | Java (exKoninginEmma) J.Van der Lee 91-93 | Iron Sc Bn ss Ams. No.3–9,91 3 Dks(1 Irn) | 2299 2145 1562 | ✠100A1 3,95 ~~5,94~~ 10,94 BS ~~8,93~~ 10,94 | Ams A&CP LMC 9,91 | t | 1879 4mo | Richard-son, Duck &Co. Stockton | Stoomv. Maats "Nederland" | 316·5 P44' F27' ptND 88 | 36·8 | 25·5 BK 10" | Amsterdm Dutch 5 BH Cem | C.2Cy.~~44~~"&81"–45" (i) 75lb ~~80lb~~ NDB 88 350HP 2B GS140 Blair& Co.(Lim.), Stockton | 26 " 9 | DV |
| 12 | Joseph Scicluna M.Demaria 75–94 Well deck | Steel Sc Sr 1 Dk(Stl) & Web frames | 1714 ~~1547~~ 1072 | ✠100A1 5,95 ~~(Class Contem. plated)~~ ✠LMC 5,95 | Gmb LA&CP | q | 1895 5mo | Grngemth Dockyard Co. Grngemouth | J.Scicluna&Sons | 263·8 Q88' B70' F30' FK 4 BH Cem WB = Cell DBa 64' | 37·1 uE & B 12' f 104' 454t APT 45t | 16·9 | Malta British | T.3Cy.23", 37&58"–~~88~~"–39" ~~T.3Cy.22", 39" & 58"–39"~~ (a) 160lb 80lb 171HP 2SB, 6pf, GS124, HS1055 Hutson&Son, Glasgow | 19 " 3 | |
| 13 103472 | J. R. McDonald | Wood Sc Sr 1 Dk | 280 280 215 | | | | 1890 | ..... Ballard, Wash, U.S. | E.C.Baker | 127·0 | 28·8 | 6·7 | Vict'ria BC British | C.2Cy.9"&18"–18" 13HP | | |
| 14 | Juno T.Closter 92–95 | Steel Sc Sr 1 Dk | 1380 | | | | 1894 | Flensburg Schiffsb.Ges. Flensburg | Hansen&Schmidt | 233·0 Q71' B107' F25' | 34·2 | 17·2 | Flensburg German WB | T.3Cy.16", 26"&43"–33" 550HP Flensburger Schiffsb.Ges., Flensburg | | |
| 15 84730 HNPJ | Jet (exCamilla) H.H.Renaut 95–95 Nicholson | Iron Sc 3 Mst Sr ss Sld. 2nd No.3–1,95 1 Dk(pt Stl & Irn) 2 tr B | 986 837 604 | ✠100A1 4,95 ~~1,95~~ ✠NB 8,90 | Sld A&CP Lon fitted 93 | n | 1866 6mo | Palmers' Co. Newcastle | Ridley, Son&Tully WB = DB a | 239·7 Q65' B35' F35' len 73 lrp 95 31' f 52' MT 62' 260t | 28·1 | 16·0 BK 7" 4 BHpt Asp pt Cem | Sundrland British 4 BH pt Asp | C.2Cy.26"&51"–30" 80lb 160HP Cmp 74 Vic. Dock E.C., Lon. | 18 " 9 s 2 • 8 | |
| 16 | Jorgen Bugge (exWest Riding) C.Emanuelsen 95–95 6th Survey, Hul 2,89 1st Survey, Hul. 2,92 | Iron Sc Sr 1 Dk 2 tr B | 894 787 577 | ✠ A1, 1 9,94 | Hul | Lv | 1871 7mo | W.Doxford & Sons Sunderland | Bugge&Co. | 218·2 Q30t | 29·2 B77t drp 93 | 16·7 BK 8" 3 BH 1 PBH WB = DB a | Mandal Norwegian | C.2Cy.26"&48"–30" NB 83 90HP Hawks, Crawshay&Ss., Gts | 17 " 7 s 2 • 8 | D |
| 17 100022 | Jersey W.Watson –95 | Iron Sc K 1 Dk | ~~140~~ 139 133 56 | ✠100A1 Stm Trawler 5,95 ~~3,05~~ ~~(Class Contem. plated)~~ ✠LMC 2,95 | Hul LA&C? | | 1895 2mo | Cochrane &Cooper Beverley | Hull Steam Fishing&Ice Co. (Lim.) | ~~96·8~~ 92·0 | ~~20·4~~ 20·5 | ~~12·3~~ 11·0 BK 7½' | Hull British 3 BH Cem | T.3Cy.10', 16"&25½"–20" (s) 170lb 35HP 1SB, 2pf, GS16, HS524 C.D.Holmes&Co., Hull | 11 " 10 | |
| 18 | Josip Brailli (exBussorah) N.S.Luchetta –95 ~~ex Lom. No.2–89~~ ss Cff. No.3–3,95 | Iron Sc Sr 1 Dk(Irn) & Awng dk 3 tr B | 1986 1967 1292 | ✠100A1 Awng dk with freeboard 3,95 ~~10,93~~ ~~BS 10,93~~ 8,95 | Cff A&CP ✠LMC ~~10,89~~ 10,93 | r | 1881 11mo | Sld.S.B.Co. (Lim.) Sunderland | G.Brailli | 268·2 ~~drp 91~~ | 35·2 28·1 BK 9½' WB = DB a | 20·5 | Orebic Aust.-Hung. 5 BH Cem 70' f 54' 168t | C.2Cy.32"&61"–39" (i) 80lb ~~40lb~~ 60lb 200HP 2SB, 4pf, GS71 N.E.Mar.E.Co.(Lim.), Sld. | 22 " 9 s 9 • 0 | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now xpired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Date of B. of Trade Tons Certs. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | **Jeanne A.** *F.Hamon95–95* (*ex*SaintDonats) | **IronScSr** *ss*Fal.No.3–5,93 1*Dk*(*Irn*)2*trB* | 1502 1408 962 | ✠100A1 3,95 ✠NE&B5,91 | Sws LA&CP | *p* ✠LMC5,93 | 1881 3mo | Schlesnger, Davis&Co. Newcastle | **F.Anquetil&fils** | 261·0\|35·3\|20·7 B50′F26′ BK7½″ *WB*=*DBa*76′*f*98′ | Rouen French | T.3Cy.20″,32½″&53″–36″ (*s*) 160lb 75*lb* NDB93 150HP 2SB.4*pf*.GS72 N.E.M.Eng.Co. (Lim.),Sid. | 22 ″ 0 s 3 ″ 9½ | |
| 20 | **Jena** | **IronSc** 1*Dk* | — — 100 | | | | 1890 | Bertin frères Argenteuil | Cie.Française de TransportsFluviaux etMaritimes | ..... | Rouen French | T.3Cy.11″,17⅛″&30″–15¾″ *WB*M.Boulet,Paris | | |
| 21 | **John Cockerill** | **SteelScSr** 2*Dks&Web frames* | 2634 2456 1759 | | | | 1894 | Soc.J. Cockerill Hoboken | **Soc.J.Cockerill** | 320·0\|40·0\|27·4 B63′F34′ | Antwerp Belgian | T.3Cy.27″,44″&70″–44″ *WB*Soc.J.Cockerill,Seraing | | |
| 22 | **John W. Weber** *L.Luckenbach* (*ex*Southery) *Well deck* (*STRANDED 12,93 NOW SAILING*) | **SteelScSr** *ss*Sld.No.1–93 1*Dk*(*Stl*)&*Web frames* | 2068 1579 1347 | ✠ 10,93 ✠ | Sld A&CP | *r* | 1889 6mo | RThompsn&Sons Sunderland | **L.Luckenbach** | 288·3\|38·8\|18·3 P29′Q76′B120′F32′ *WB* = *Cell DB*228′ 423*t* | NewYork Utd.States | T.3Cy.21″,35″&57½″–39″ 180HP G.Clark,Sunderland | 20″10 s 1 ″ 10½ | R |
| 23 | **Jupiter** | **SteelScSr** | 3211 | 100A1 *Spar dk with freeboard* (*Class Contemplated*) | | | 1895 | Osbourne, Graham&Co. Sunderland | **J.Lockie** | 334·6\|43·2\|26·6 P29′B68′F37′ | Newcastle British | T.3Cy.24½″,40″&66″–45″ 250HP G.Clark(Lim.),Sunderland | 21 ″ 4 s 6 ″ 4½ | |
| 24 ~~96981~~ QSJT | **Jerseymoor** ~~*T.Armstrong* 94–95~~ (*ex*Vindolana) *W.Evans*94–95 | **IronScSr** *ss*Cff.No.3–5,91 2*Dks*(1*Irn*)3*trB* *ss*Shl.No.1–95 | 1946 1766 1241 | ✠100A1 5,95 ~~B32,93~~ ✠N 55,95 | Sws A&CP LMC~~94~~ 5,95 Shl | *s* | 1877 4mo | R.Dixon &Co. Middlesbro' | **W.Runciman&Co.** | 286·4\|34·8\|23·8 P36′F32′ BK9½″ srp95 | London British | C.2Cy.28″&~~64″–42″~~ 643″–42″ (*i*) ~~50lb~~ 90lb 80*lb* NDB95 200IP ~~2B,GS100~~ 1SB,4*pf*.GS70,hs2607 N.E.MarineECo.(Lim.)Sld | 25 ″ 9 s 4 ″ 10½ | |
| 25 | **Jupiter** (*ex*Winchester) | **IronScSr** *ss*Cff.No.3–7,88 *ss*Npt.No.1–93 2*Dks*(*Irn*)3*trB* | 2198 2047 1431 | ✠100A1 5,95 | Rot LA&CP LMC9,94 | *s* | 1882 12mo | Palmers'Co (Lim.) Newcastle | Société Maritime Neptune | *WB*=*DBa*76′*f*70′244*t* 286·5\|37·2\|24·3 P28′B60′F33′ drp94 BK10″ *WB*=*DBa*90′*f*16′,*uE*&*B*38′ | Rouen French | C.2Cy.36″&68″–45″ (*a*) 80lb 80*lb* NDB93 220HP 2SB.6*pf*,GS225 Palmers'Co.(Lim.),Nwc. | 25 ″ 9 s 4 ″ 6½ | D |
| 26 | **Juno** | **SteelScSr** | 750 | 100A1 *Awng dk* (*Class Contemplated*) | | | 1895 | Gourlay Bros.&Co. Dundee | StraitsS.S.Co. (Lim.) | 180·0\|28·0\|10·7 | Singapore British | T.3Cy.14″,22½″&36″–27″ Gourlay,Bros.&Co.,Dun. | | |

| 1 Numéro d'ordre. Numéro Officiel. Signaux. | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nôm, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré, Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 104547 NJLW | **Kung Ping** *L.H.Richards* –94 | Steel Twin Sc Sr 2 Dks | ~~2500~~ 2705 2472 1742 | | | | 1894 | Napier, Shanks & Bell Glasgow | ~~China Merchant Steam Navigation Co.~~ G.&J.Weir | 320·0 \| 46·0 \| 21·1 ~~P28 B74 F30~~ P79 H93 t F60 t | Glasgow Shanghai British | T.6Cy.16½″,26½″&43″–36″ 250 IP *WB* D.Rowan&Son,Glasgow | | |
| 2 | **Kelvinhaugh** *Should be* "Banshee," *See No.* 41 *in Supplement.* | Steel Sc Sr | 160 | 100A1 (*Class Contem plated*) | | | 1894 | Mackie& Thomson Glasgow | Kelvin S.S.Co. | 90·0 \| 20·0 \| 7·0 P&B60′F16′ | Glasgow British | C.2Cy.13″&28″–18″ Muir&Houston,Glasgow | | |
| ~~Wrecked 4.95~~ 104555 | **Kate Thompson** *J.Henderson* 93–94 *Well deck* 1 *Dk*(*Irn*)&*Web frames* | Steel Sc K | 259 203 154 | ✠ ~~100A1~~ (*Class Contem plated*) | Shl. A&CP ✠LMC 7,94 | *d* | 1894 8mo | Edwards Bros. North Shields | T.Thompson&Son | 126·0 \| 21·6 \| 9·5 Q37′B10 ~~F17~~ F16′ FK 3 *BH Cem* *WB*=*FPT* 25 *t* | Newcastle British | C.2Cy.16″&32–22″ (*s*) 100 lb 50 HP ~~45 HP~~ 1SB,2*pf*,GS30,HS800 N.E.Mar.E.Co.(Lim.),Sld. | 10 ″ 2 s 1 ″ 2½ | |
| 104340 | **Kathleen** ~~*W.Ward* 93–94~~ *Well deck* 1 *Dk*(*Stl*)&*Web frames* *M.S.Lindsay* 94–94 | Steel Sc Sr | 1057 828 650 | ✠ 100A1 4,95 ~~8,94~~ (*Class Contem plated*) | Stk A&CP ✠LMC 8,94 | *m* Sld | 1894 8mo | Craig, Taylor&Co. Stockton | J.S.Barwick | 218·0 \| ~~33·0~~ 33·1 \| 13·6 ~~Q75′B46′F27′~~ FK Q73′ 33·1 \| 13·8 4 *BH Cem* *WB*=*Cell DBa* 52′ *u* ~~*E D* 26′~~ *E 6 B* *f* 90′255 *t* | Sundrland British | T.3Cy.17½″,29″&47″–33″ (*s*) 160 lb *80 lb* 110 HP 2SB,4*pf*,GS62,HS2000 J.Dickinson,Sunderland | 16 ″ 0 s 1 ″ 7 | |
| 104340 | **Kelvingrove** *E.H.O'Neal* 94–94 1 *Dk*(*pt Stl pt Irn*)&*Web frames* &*pt Awng dk*(*Irn*) | Steel Sc Sr | 2697 2068 1714 | ✠ 100A1 *pt Awng dk with freeboard* 12,94 ~~8,94~~ | Sld A&CP ✠LMC 8,94 Liv | *t* | 1894 8mo | Osbourne, Graham& Co. Sunderland | J.Black&Co. *WB*= | 300·0 \| 42·1 \| 19·5 P28′Q92′ *pt Awng dk* 178′ FK *Cell DBa* 100′ *u E* 22′ | Glasgow British | T.3Cy.23″,37″&61″–42″ (*s*) 160 lb *80 lb* 250 HP 2SB,6*pf*,GS94,HS3650 W.Allan&Co.(Lim.),Sld. | 22 ″ 1 s 8 ″ 7½ | |
| | **Kearsarge** *W.W.Brown* –94 2 *Dks* | Steel Sc Sr | 3093 2866 2721 | | | | 1894 | Chicago S.B.Co. S.Chicago | Interlake S.S.Co. | 328·0 \| 44·2 \| 23·0 *WB* | Ashtabula, O. Utd. States | T.3Cy.23″,37″&62″–40″ Cleveland S.B.Co.,Clevelnd | | |
| 99172 MGJK | **King Arthur** *J.Hendry* –91 *Well deck* | Steel Sc Sr (*ex* Silvia) 1 *Dk*(*pt Irn*&*pt Stl*) &*Web frames* | 1229 854 772 | ✠ 100A1 3,95 ~~6,94~~ | Liv LA&CP ✠LMC 7,91 | *n* | 1891 7mo | Irvine&Co W Hartlepool | King Line(Lim.) (Phillipps&Co., *Mgrs.*) | 231·5 \| 32·5 \| 13·4 P27′Q61′B96′F30′ BK 8″ *WB*=*Cell DB* 199′ | Glasgow British | T.3Cy.16½″,26″&44″–33″ (*s*) 160 lb *80 lb* 98 HP 1SB,3*rf*,GS36,HS1600 Cen.Mar.Eng.Wks.W.Hpl. | 16 ″ 0 s 1 ″ 2 | |
| 98446 | **Kirkwall** *T.Hesketh* 88–94 1 *Dk*(*Irn*)&*Web frames*&*pt Awng dk*(*Irn*) | ~~Iron~~&Steel Sc Sr | 2081 1547 1336 | ✠ 100A1 *pt Awng dk with freeboard* 4,95 ~~5,94~~ (*Class Contem plated*) | Bly A&CP ✠LMC 10,94 | *r* Qk | 1894 10mo | Blyth S.B. Co.(Lim.) Blyth | ~~Stephens,Mawson &Goss~~ Kirkwall S.S.Co. (Lim.) (Stephens, Mawson&Goss) | 275·0 \| 37·7 \| 18·4 P27′Q80′ *pt Awng dk* 168′ FK *WB*=*Cell DBa* 90′ *u E* 18′ *f* 108′394 *t APT* 22 *t* | Cardiff British 5 *BH Cem* | T.3Cy.20″,33″&54″–36″ (*s*) 160 lb *80 lb* 160 HP 2SB,6*pf*,GS81,HS2740 N.E.MarE.Co.(Lim.),Nwc. | 20 ″ 9 s 8 ″ 5½ | |
| | **Kokura Maru** (*ex* Tartar) | Steel Sc Sr *ss* Lon.No.1–91 2 *Dks*(*Stl*)3 *tr B* | 2389 2263 1568 | ✠ 100A1 4,94 BS 5,93 | Gls A&CP ✠LMC 12,91 | *u* | 1887 7mo | R.Dixon &Co. Middlesbro' | Nippon Yusen Kaisha | 320·0 \| 38·0 \| 25·7 P40′B72′F42′ srp 92 BK 10′ *WB*=*DBa* 88′ *f u* | Tokio Japanese 6 *BH Cem* *E&B* 46′241 *t* | T.3Cy.26″,42″&69″–42″ (*a*) 150 lb *80 lb* 400 HP 2DB,8*cf*,GS161 T.Richardson&Sons,Hpl. | 27 ″ 0 s 5 ″ 4½ | |
| 99049 | **King Cadwallon** *E.Baker* –93 (*ex* Aurigi) *Well deck* 1 *Dk*(*Irn*)&*Web frames* | Steel Sc Sr | 2380 1789 1530 | ✠ 100A1 3,95 ~~6,94~~ | Liv A&CP ✠LMC 3,92 | *s* | 1892 3mo | Blyth S.B. Co.(Lim.) Blyth | King Line(Lim.) ~~(Phillipps&Co, *Mgrs.*)~~ (Phillipps&Co *Mgrs*) *WB*=*Cell DBa* & *u E* 108′ *f* 88′ | 289·6 \| 39·1 \| 19·1 P25′Q84′B124′ F51′ FK 6 *BH Cem* 45′ *t APT* 30 *t* | London British | T.3Cy.21″,35″&57″–39″ (*s*) 160 lb *80 lb* 180 HP 2SB 4*cf* GS73,HS2030 Blair&Co.(Lim.),Stockton | 21 ″ 6 s 1 ″ 11½ | |
| ~~Wrecked 12.94~~ | **Kurt Woermann** *A.Bücker* 90–94 | Iron Sc Sr (*ex* Pernambuco) 2 *Dks* 3 *tr B* | 2108 1860 1502 | | | | 1883 | Reihrstieg Schiffswrfte Hamburg | Afrikanische Dampfsch.Act. Ges. | 286·0 \| 36·4 \| 24·1 B&Q 139 *t* F28 *t* | Hamburg German *WB* | C.2Cy.34″&62″–42″ 190 HP Reih.Sch.&Msch.,Ham. | | V |
| | **Klyra** ~~*N.Allen* 94–94~~ *Well deck* *J.Selke* –95 | Steel Sc Sr 1 *Dk*(*Stl*)&*Web frames* | 1053 810 618 | ✠ ~~100A1~~ ~~6,94 12,94~~ 5,95 (*Class Contem plated*) | Sld Ltim A&CP ~~Bly~~ ✠LMC 12,94 | *m* | 1894 12mo | J.Priest-man&Co. Sunderland | North Eastern Stm. Nav.Co.(Lim.) (J.H.Buck, *Mgr.*) | 219·3 \| 33·3 \| 15·4 Q77′B61′F22′ FK *WB*=*DBa* 52′ *f* 88′ | London British 4 *BH Cem* 300 *t APT* 32 *t* | T.3Cy.17½″,29″&47″–33″ (*s*) 160 lb *80 lb* 110 HP 2SB,4*pf*,GS57,HS2116 Wstgrth,English&Co.Mdb | 16 ″ 3 s 1 ″ 7½ | |
| 102001 | **Kincora** *W.S Wade* 83–95 1 *Dk*(*Stl–ws*)2 *tr B*& *Shelter dk* | Steel Sc Sr | ~~1259~~ 944 817 453 | ✠ 100A1 *Shelter dk with freeboard* 3,95 (*Class Contem plated*) | Nwc A&CP ✠LMC 3,95 | *n* | 1895 3mo | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | Waterford S.S.Co. (Lim.) | 230·0 \| 32·0 \| 14·6 FK *WB*=*Cell DBa* 54′ *u E* 19′ *f* 94′210 *t FPT* 30 *t APT* 30 *t* | Waterford British 6 *HH Cem* | T.3Cy.19″,30″&50″–33″ (*s*) 160 lb *80 lb* 125 HP 2SB,6*pf*,GS94,HS3084 R.&W.Hawthorn,Leslie& Co.(Lim.),Newcastle | 17 ″ 0 s 2 ″ 2 | |
| | **Kalmar** 1 *Dk*&*Web frames* | Steel Sc Sr | 1110 | | | | 1895 | Germania-Werft Kiel | H.M.Gehrckens | 225·0 \| 33·0 \| 13·7 Q67′B105′F25′ | Hamburg German *WB* | T.3Cy.17¾″,18¾″&45¼″–30¾″ 150 HP Germania-Werft,Tegel | | |
| | **Kung Yi** *R.M.Andrew* 74–89 (*ex* Hae-an,*ex* Shingking) | Iron Sc 2 *Dks* | 1378 — 869 | | | | 1873 | A.&J. Inglis Glasgow | Ph.Lieder | 244·0 \| 33·0 \| 18·2 | Hamburg German | C.3Cy.20″,32″&52″–39″ 150 HP Lees,Anderson&Co.,Gls. | | |
| 104278 NTLP | **Kenmare** *T.T.Simmelkiar* 64–95 *Elec light* | Steel Sc Sr 2 *Dks*(*U Stl–ws*) | 1346 994 449 | ✠ 100A1 4,95 (*Class Contem plated*) | Nwc LA&CP ✠LMC 5,95 | *p* | 1895 4mo | Wigham Richardson &Co. Newcastle | City of Cork Steam Packet Co. (Lim.) | 264·5 \| 35·6 \| 16·9 P34′B136′F73′ BK 9″ *WB*=*Cell DBa* 46′ *u E* 23′ *f* 92′161 *t* | ~~Cork~~ British Newcastle 6 *BH Cem* | T.3Cy.28″,44″&72″–48″(*s*) ~~160 lb~~ *60 lb* 160 lb 450 HP 2DB,12*cf*,GS252,HS7200 Wigham Richrdsn&Co.,Nwc | 18 ″ 0 s 2 ″ 2½ | |
| ~~Wrecked~~ 1120 RJFD | **Kaisei Maru** *Kanaya Jisukl* | Wood—Sr (*ex* Miyoshi Maru No.4, *ex* Shigo Miyoshi Maru) | 255 242 158 | | | | 1890 | Nagamatsu Gataro Niigata | Shimizu Yoshizo | 117·7 \| 16·6 \| 9·8 | Niigata Japanese | 2Cy. 31 HP | | |
| 104848 | **Kalgan** *A.W.Outerbridge* –95 | Steel Sc Sr 2 *Dks* | 1885 1693 1158 | | | | 1895 | Scott&Co. Greenock | China Navigation Co.(Lim.) | ~~260·0~~ 260·8 \| 38·1 \| 21·3 P9′B56′F29′ *WB* | London British | T.3Cy.20″,32″&52″–39″ 138 HP Scott&Co.,Greenock | | BT till 2,96 |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | Kaisow<br>*G.W.Long* 91-95<br>*Elec light* | Steel Sc Sr<br>2 *Dks* (*Stl-U Teaks*)<br>& *deep framing* 3 *dk rule* | ~~3070~~<br>3921<br>3725<br>2526 | ✠ 100A1<br>3,95<br>*(Class Contemplated)* | Gls<br>LA&CP<br>✠LMC 8,95 | *w* | 1895<br>3mo | D.&W. Henderson &Co.<br>Glasgow | China Mutual Steam Nav. Co. | 370·0 \| 46·0 \| ~~26·6~~ 26·2<br>P25′ B76′ F45′ B77′ F44′ BK 9″<br>*WB = Cell D Ba* 16′ *u E & B* 44′ *f* 152′ 85 *t Deep Tank* | London<br>British | T.3Cy. 26″, 42″ & 71″–48″ (*s*)<br>180 *lb* *180 lb* 500 HP<br>2 SB, *6 pf*, GS 120, HS 4713 FD<br>D.&W. Henderson & Co., Gls<br>a 24′ 2 12 *t* P *T* 115 *t* A P *T* 55 *t* | 29 ″ 3<br>s 6 ″ 3 | |
| 20<br>204687 | Kansu<br>*A. Sommerville* –95<br>2 *Dks* | Steel Sc Sr<br>1885<br>1693<br>1158 | | | | | 1895 | Scott & Co.<br>Greenock | China Navigation Co. (Lim.) | ~~260·0~~ \| 38·1 \| 21·3<br>P9′ B56′ F29′<br>259·5 \| | London<br>British<br>*WB* | T.3Cy. 20″, 32″ & 52″–39″<br>138 HP<br>Scott & Co., Greenock | | BT<br>till<br>3,96 |
| 21 | Kagoshima Maru<br>(*ex* Port Albert)<br>2 *Dks* (1 *Stlpt*–ws & *Upt Stl*–ws) 3 *tr B*<br>*Well deck* | Steel Sc Sr<br>4140<br>3448<br>2652 | ✠ 100A1<br>10,94 | Syd<br>A&CP<br>✠LMC 8,91 | *w* | | 1891<br>8mo | W. Dobson & Co.<br>Newcastle | Nippon Yusen Kaisha | 371·4 \| 46·2 \| 26·1<br>P & B 219′ F 45′<br>BK 11″<br>*WB = Cell D B* 160′ 324 *t* | Tokio<br>Japanese | T.3Cy. 30″, 48″ & 78″–54″ (*s*)<br>160 *lb* *160 lb* 600 HP<br>3 DB, *18 pf*, GS 210<br>Wilsnd Slpy & ECo. (L) Nwc | 29 ″ 0<br>s 5 ″ 5 | |
| 22<br>1451<br>HKBT | ~~Kawamura~~ ~~Maru~~<br>Konoura Maru<br>(*ex* Lennox) | Iron Sc Sr<br>*ss* Liv. No. 3–4, 88<br>*ss* Gls. No. 1–92<br>2 *Dks* (1 *Irn*) 3 *tr B* | 2051<br>1904<br>1327 | ✠ 100A1<br>10,94 | HKg<br>LA&CP<br>✠LMC 10,94 | *t* | 1880<br>6mo | A. Stephen &Sons<br>Glasgow | Ukon Gonzayemon | 309·5 \| 35·0 \| 23·6<br>P32′ B20′ F36′<br>BK 10″<br>*WB = Ceil D Ba* 76′ *f* 92 *g u E & B* 60′ 419 *t* | ~~Osaka~~ Kobe<br>Japanese | C.2Cy. 38″ & 68″–45″ (*b*)<br>85 lb *75 lb* NDB 90 240 HP<br>2 DB, *8 pf*, GS 128<br>A. Stephen & Sons, Glasgow | 26 ″ 8<br>s 5 ″ 3½ | |
| 23<br>1367<br>HJSN | Kakogawa Maru<br>2 *Dks* | Wood Twin Sc Sr<br>203<br>189<br>120 | | | | | 1893 | Nishijima Keikichi<br>Osaka | Osaka Shosen Kabushiki Kwaisha | 124·3 \| 17·0 \| 12·7 | Osaka<br>Japanese | 4 Cy.<br>40 HP | | |
| 24 | Kinshiu Maru<br>(*ex* Kintuck)<br>2 *Dks* (*Stl–Uws*) 3 *tr B* | Steel Sc Sr<br>3596<br>3340<br>2312 | ✠ 100A1<br>10,93 | Lon<br>A&CP<br>✠LMC 5,91 | *w* | | 1891<br>5mo | R. Dixon &Co.<br>Middlesbro' | Nippon Yusen Kaisha | 360·0 \| 45·2 \| 27·5<br>P21′ B96′ F49′<br>BK 11″<br>*WB = Cell D B* 276′ 632 *t* | Tokio<br>Japanese | T.3Cy. 32″, 49″ & 77″–48″ (*s*)<br>160 lb *90 lb* 750 HP<br>2 DB, *12 cf*, GS 248, HS 8320<br>T. Richardson & Sons, Hpl. | 30 ″ 3<br>s 6 ″ 7 | |
| 25 | Kurdistan | Steel Sc Sr<br>3049<br>2822<br>1933 | 100A1<br>*Spar dk*<br>*(Class Contemplated)* | | | | 1895 | Short Brs.<br>Sunderland | J.W. Squance & Co. | 325·2 \| 43·1 \| 24·7 | Sundrland<br>British | T.3Cy. 23½″, 39″ & 64″–42″<br>J. Dickinson, Sunderland | 19 ″ 4<br>s 5 ″ 7½ | |
| 26 | Kahului<br>(*ex* Sirius. *ex* Scandinavia, *ex* Columbia, *ex* Sirius) | Iron Sc Bg<br>1138<br>740<br>852 | | | | ... | 1865<br>2mo | C. & W. Earle<br>Hull | C. Nelson | 258·2 \| 26·1 \| 15·9<br>len. 72 23·5 | Hawaian | C.2Cy. 28″ & 51″–39″<br>205 HP<br>*Cmp.* 76 D.&W. Hndrsn, Gls. | | R |
| 27 | Keauhow | <br>221<br>—<br>175 | | | | | 1894 | Hall Bros.<br>Port Blakely | Inter-Island S.Nav.Co. | 130·0 \| 28·0 \| 9·5 | Honolulu<br>Hawaian | C.2Cy. 12″ & 24″–20″<br>50 HP | | |
| 28 | Kentauros | Steel Sc Tug<br>118<br>*1 Dk*<br>41 | | | | | 1895 | Howaldts-werke<br>Kiel | J. Theophilatos & Sons | 95·4 \| 20·0 \| 8·4 | Braila<br>Roumanian | T.3Cy. 11 13/16″, 18 11/16″ & 29½″ –15¾″<br>*WB* Howaldtswerke, Kiel | | |
| 29<br>104612<br>NTFG | Keong Wai<br>*R. Musworth* -95 | Steel Sc Sr<br>1777<br>*2 Dks*<br>1638<br>1115 **1140** | | | | | 1895 | Fairfield S.B.&E.Co. (Lim.)<br>Glasgow | Scottish Oriental S.S.Co. (Lim.)<br>(Ferguson Davidson & Co *Mgrs*) | 289·0 \| 37·8 \| ~~20·2~~<br>P10′ B22′ F42′ 21·5 | Glasgow<br>British | T.3Cy. 22″, 36″ & 57″–42″<br>250 HP<br>Fairfield SB.&E.Co. (Lim.),<br>Glasgow | | |
| 30<br>104869 | Kashing<br>*W. Benson* -95 | Steel Sc Sr<br>1885<br>*2 Dks*<br>1693<br>1158 | | | | | 1895 | Scott & Co.<br>Greenock | China Nav.Co. (Lim.) | ~~260·0~~ ~~38·0~~ \| 21·3<br>B66′ F30′<br>259·5 \| 38·1 | London<br>British<br>*WB* | T.3Cy. 20″, 32″ & 52″–39″<br>138 HP<br>Scott & Co., Greenock | | |
| 31<br>102275 | Kiripaka<br>*W.J. Southgate* | Wood Sc Sr<br>105<br>92<br>*1 Dk*<br>72 | | | | | 1894 | W.H. Brown<br>Auckland | J. Dunning | 94·8 \| 19·7 \| 7·0 | Auckland<br>British | C.2Cy. 9″ & 16″–12″<br>20 HP<br>Tipping & Co., Portsmouth | | |
| 32 | Kaijio Maru<br>(*ex* Assam, *ex* Feldmarschall Molke)<br>*Elec light* | Iron Sc Bg<br>3060<br>1303<br>1611 | | | | | 1873 | Caird & Co.<br>Greenock | Nippon Yusen Kaisha | 350·0 \| 39·4 \| 30·8 | Tokio<br>Japanese | C.2Cy. 50″ & 86″–54″<br>NB 81 500 HP<br>Caird & Co., Greenock | | |
| 33 | Koningin Wilhelmina | Steel Pad Sr<br>1990 | A1<br>*Awng dk*<br>*(Class Contemplated)*<br>*For Channel purposes* | | | | 1895 | Fairfield S.B.&E.Co. (Lim.)<br>Glasgow<br>*g & Queenboro* | Stoomv. Maats. "Zeeland" | 320·0 \| 35·9 \| 16·0<br>23·5 | Amstrdam<br>Dutch | T.3Cy. 51″, 75″ & 112″–78″<br>Fairfield S B&E Co. (L.), Gls | | |
| | *Flushin* | | | | | | | | | | | | | |

| 2 / 3 Nom du Navire. Matériaux, Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 / 6 / 7 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Examinement. | 8 / 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Lettres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 **Ladas** SteelScSr 1*Dk(Irn)* *Well deck* | ~~670~~ 690 518 393 | ✠100A1 8.94 *(Class Contem plated)* | Mdb | *y* | 1894 8mo | R.Craggs &Sons Middlesbro' | ~~Pile&Cor~~ Pile&Co. | 188·1 Q98′ | 28·1 B16′ | 13·5 F23′ BK7½″ | — | T.3Cy.14″,22½″&37″–27″ *(s)* 160lb *80lb* 65HP 1SB,*2pf*,GS37,HS1381 Wstarth,English&Co.,Mdb ✠LMC8,94 *WB=DBa48′f37′147t FPT2t APT10t* | 14 ″ 2 s 1 ″ 3 | |
| 2 **Langreo** SteelScK *J.Sanchez*94–94 (ex Reliance) 1*Dk(Stl)* | 106 93 50 | ✠100A1 1,92 | Liv LA&CP | *a* | 1892 1mo | J.Wilson &Co. Queensferry | S.Suarez y Cia. | 85·0 Q′ | 18·0 BK6″ | 7·6 3*BH Cem* *WB= FPT6t* | Gijon Spanish | C.2Cy.12″&24″–18″ *(s)* 100lb 24HP 1SB,*2pf*,GS25 J.Cran&Co.,Leith ✠LMC1,92 | 8 ″ 2 s ″ 10 | |
| 3 **Lillian** IronScK 1*Dk* 104177 *J.N.Frankish* –94 | 120 112 40 ~~38~~ | ✠100A1 *Stm Trawler* 8.94 *(Class Contem plated)* | Hul LA&CP | | 1894 8mo | Cochrane& Cooper Beverley | W.Mudd&Sons | 89·8 Q17′ | 20·0 BK7½″ | 10·8 3*BH Cem* | Grimsby British | T.3Cy.10″,16″&25½″–20″ *(s)* 170lb 35HP 1SB,*2pf*,GS25,HS706 Amos&Smith,Hull ✠LMC8,94 | 11 ″ 4 | |
| 4 **Leon XIII.** SteelScSr *Galiano*82–94 *ss*Dmb.No.3–6,94 (ex Isla de Cuba, *ex* Taroba) 3*Dks*(2*Stl*) *Elec light* | 4687 3975 2957 | ✠100A1 11,94 ~~6,94~~ | Dmb LA&CP Liv | *y* | 1888 5mo | A.&J. Inglis Glasgow | Cia.Trasatlantica | 410·4 P50′ | 46·1 B162′ | 29·5 F51′ *WB=DBa88′f166′&uE&B102′770t* | Barcelona Spanish 6*BH Cem* | T.3Cy.33″,52″&86″–60″ *(s)* 170lb *80lb* 700HP 3DB,*18cf*,GS327 A.&J.Inglis,Glasgow ✠LMC5,94 | 31 ″ 2 s ~~6 ″ 11~~ | BT till 7,94 |
| 5 **Lady Gray** SteelScSr 99494 *D.Pitt*94–94 NLVC 1*Dk(Irn)*&*Web frames*&*pt Awng dk(Irn)* | ~~2500~~ 2545 1894 1631 | ✠100A1 *pt Awng dk with freeboard* ~~6,94~~ 12,94 *(Class Contemplated)* | Hpl A&CP | *s* | 1894 9mo | W.Gray& Co.(Lim.) W Hartlepool | J.Coverdale&Son | 300·0 P27′Q90′ *Pt.Awng dk*183′ | 40·0 FK | 18·5 5*BH Cem* *WB=CellDBa100′uE20′f118′610tAPT31t* | W.Hartlpl British | T.3Cy.22″,35″&59″–39″ *(s)* 160lb *80lb* 220HP 2SB,*6rf*,GS73,HS3468 CentralMar.E.Wks.W.Hpl ✠LMC9,94 | 20 ″ 10 s 8 ″ 7½ | |
| 6 **Lagom** IronScSr *C.Johansen*94–94 (ex Opah) *Well deck* | 1127 825 695 | ✠90A1 ~~6,94~~ 3,95 | Trn A&CP LMC7,~~94~~ Brs | *o* | 1872 12mo | J.Duthie& Co. Aberdeen | Hessler&Co. | 239·4 P137′F36′ drp94 | 30·6 | 14·8 BK8″ 5*BH Cem* *WB= DBa59′f55′* | Frdrksvrn Norwegian | C.2Cy.27″&50″–33″ *(i)* 80lb *50lb* NB81 98HP 1SB,*3f*,GS56 *Cmp*81,Earle'sC.(Ld),Hull | 17 ″ 9 s 2 ″ 0 | D |
| 7 **Laura** SteelScSr 1*Dk* | 110 — 98 | | | | 1894 | D.W.Kremer'sSohn Elmshorn | C.C.Wraae | 100·0 | 21·4 | 7·6 | Apenrade German | C.2Cy.7½″&14½″–8″ 20HP Chr.Steen,Elmshorn | | |
| 8 **Lapwing** IronScK 1*Dk* 102968 | 152 141 62 | ✠100A1 *Stm Trawler* 11,94 ~~9,94~~ *(Class Contem plated)* | Hul LA&CP | | 1894 9mo | Cochrane& Cooper Beverley | Pickering& Haldane's ~~S.T. Co.(Lim.)~~ Steam Trawling Co(Lim) | 102·8 Q20′ | 20·7 | 11·0 BK7½″ 3*BH Cem* | Hull British | T.3Cy.11½″,18″&30″–22″ *(s)* 160lb 45HP 1SB,*2cf*,GS24,HS708 C.D.Holmes&Co.,Hull ✠LMC9,94 | 11 ″ 10 | |
| 9 **Lambert's Point** SteelScSr *D.Jenkins*94–94 1*Dk(Stl)*&*Spar dk(Irn)* 102173 | 3388 3128 ~~2184~~ 2162 | ✠100A1 *Spar dk* 10,94 3,95 *(Class Contem plated)* | Sld A&CP Liv | *w* | 1894 10mo | J.L.Thompson&Sons (Lim.) Sunderland | Norfolk&North American Stm. Shipping Co. (Lim.) (Simpson, Spence&Young, *Mgrs.*) | 336·0 P84′B96′F40′ | 43·1 | ~~26·6~~ 19·1 26·6 FK 6*BH Cem* *WB=CellDBa104′uE&B56′f132′601tAPT77t* | ~~Newcastle~~ Liverpool | T.3Cy.24″,40″&66″–45″ *(s)* 160lb *160lb* 400HP 2SB,*6rf*,GS135,HS4800 Blair&Co.(Lim.),Stockton ✠LMC10,94 | 21 ″ 7 s 6 ″ 4 | |
| 10 **La Liane** IronScK 1*Dk* | 132 120 42 | ✠100A1 *Stm Trawler* 1,95 ~~9,94~~ *(Class Contem plated)* | Hul LA&CP | | 1894 9mo | Cochrane &Cooper Beverley | Vidor frères et Cie. | ~~92·6~~ Q15′F23′ 94·0 | ~~20·4~~ Q18′ | ~~12·3~~ 11·0 20·5 BK7½″ 3*BH Cem* | Boulogne French | C.2Cy.16″&32″–22″ *(s)* 110lb 43HP 1SB,*2pf*,GS24,HS751 C.D.Holmes&Co.,Hull ✠LMC9,94 | 11 ″ 10 | |
| 11 **Leopoldville** SteelScSr *J.Morgan* –95 *Well deck* 2*Dks*(*UStl*–*ws*)&*Web frames* *Elec light* *Frames&reverse frames pt Iron* | ~~3460~~ 3379 2561 2166 | ✠100A1 1,95 *(Class Contem plated)* | Mdb A&CP | *v* | ~~1894~~ 1895 1mo | Sir Raylton Dixon&Co. Middlesbro' | ~~African S.S.Co.~~ (Elder, Dempster ~~&Co.,Mgrs.~~) Compagnie Belge Maritime du Congo | 332·0 P217′F47′ *WB=CellDBa74′uE22′f150′512t* | 43·2 | 23·0 FK 5*BH Cem* | Antwerp Belgian | T.3Cy.24½″,39″&67″–45″ *(s)* 180lb *90lb* 400HP 2SB,*6cf*,GS126,HS4495 T.Richardsn&Sns(L.),Hpl ✠LMC1,95 | 25 ″ 6 s 4 ″ 0½ | |
| 12 **Linhope** SteelScSr 104267 *W.Ford*88–94 1*Dk(Irn)* *Well deck* &*Web frames* | ~~1242~~ 1339 ~~1000~~ 995 827 | ✠100A1 5,95 ~~4,94~~ *(Class Contem plated)* | Sld A&CP Shl | *o* | 1894 10mo | S.P.Austin &Son Sunderland | J.Thompson (J.Fenwick&Son, *Mgrs.*) | 240·0 P28′Q59′B44′F27′ *WB=DBa62′uE&B82′f154′410tFPT29tAPT29t* | 36·1 | 14·8 FK 4*BH Cem* | Newcastle British | T.3Cy.19″,31″&51″–~~36″~~–33″ 160lb *90lb* *(s)* 130HP 1SB,*4pf*,GS60,HS2420 W.Allan&Co.(Lim.),Sld. ✠LMC10,94 | 17 ″ 7 s 1 ″ 11 | |
| 13 **Lebanon** SteelSc | 1500 | | | | 1894 | W.Cramp S.&E.B.Co. Philadelphia | Philadelphia& Reading R.R. Co. | 250·0 | 37·0 | 20·5 | Philadlphia Utd. States | T.3Cy.19″,30″&50″–30″ W.Cramp S.&E.B.Co.,Phl. | | |
| 14 **Long Island** SteelSc 141370 | 409 — 225 | | | | 1893 | Neafie& Levy S.&E.B.Co. Philadelphia | Shelter Island Steam Boat Co. | 140·0 | 28·0 | 10·5 | New York Utd. States | C.2Cy.20″&40″–28″ Neafie&Levy S.&E.B.Co., Philadelphia | | |
| 15 **Leonardo** SteelScSr *J.Serres* –94 (ex H.C.Christensen) *Well deck* | 322 248 185 | ✠100A1 10,94 | Hul A&CP | *e* | 1889 12mo | Schlesnger, Davis&Co. Newcastle | ~~V.de Chavarri~~ L.Chavarri&Co. | 138·0 Q74′B7′F21′ *WB=FPT* | 22·3 BK6″ | 10·8 3*BH Cem* 49*t APT*18*t* | Bilbao Spanish | T.3Cy.10½″,16½″&27″–21″ 160lb *80lb* *(s)* 50HP 1SB,*2pf*,GS33,HS750 Hanna,Dnld.&Wilsn.,Psy. ✠LMC6,93 | 11 ″ 5 | V |
| 16 **Loa** ~~Steel Sc 3 Mst Sr Steel Sc~~ ~~*T.Jenkins*~~ *T.Gerken*72–94 *Elec light* 2*Dks*(1*Stl*)& *Shade dk*(*Teak*) | 2442 2000 1488 | ✠100A1 12,94 *Shade dk* *Valparaiso &* *Panama* *(Class Contem plated)* | Gls LA&CP | *u* | 1894 12mo | J.Reid&Co Glasgow | Compania Sud Americana de Vapores | 350·0 F27′ *WB=CellDBa30′uE&B80′f154′434t* | 42·1 BK10½″ | 19·5 5*BH Cem* | Valparaiso Chilian | T.3Cy.28″,45″&74″–54″ *(s)* 160lb *160lb* 580HP 2DB,*12cf*,GS273,HS9006 FD Scott&Co.,Greenock ✠LMC12,94 | 23 ″ 0 | |
| 17 **Le Colon** WoodPad 1*Dk* 100147 | 173 99 109 | | | | 1894 | H.J. Beemer Roberval | E.F.Wurtele | 78·8 | 23·8 | 4·4 | Quebec British | 1Cy.13″–12″ Carrièr,Lainé&Co.,Levis | | |
| 18 **Lombardy** SteelScSr 102194 *J.W.Hetherington*82–95 1*Dk pt Stl*& NQVM *pt Irn)*&*Web frames pt Awng dk(Irn)* | ~~2445~~ 2423 1800 1548 | ✠100A1 *pt Awng dk with freeboard* 2,95 *(Class Contem plated)* | Mdb A&CP | *s* | ~~1894~~ 1895 2mo | Sir R Dixon &Co. Middlesbro' | ~~D.McIver,Sons& Co.(Lim.)~~ SS Lombardy Co (Lim (D.M'IverSs&Co.(Lim) | 294·9 P27′Q82′ *pt Awng dk*186′ | 41·3 FK | 17·9 5*BH Cem* | Liverpool British | T.3Cy.23″,37″&61″–42″ *(s)* 160lb *80lb* 250HP 2SB,*6cf*,GS104,HS3760 Blair&Co.(Lim.),Stockton ✠LMC2,95 *WB=CellDBa90′uE16′f118′483t* | 20 ″ 3 s 8 ″ 9 | |

| No. in book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. Late Name if any. / Special Surveys. No. of Decks, &c. | Regist'd Tonnage. Gross. — Under deck. — Net. | Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years Assigned / now expired. | Equipment Letter. | Built. When. — Ship. — Engines. | Built. By Whom. — Where. | Owners. | Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. Freeboard amidships ft. in. | Other Registers in which classed. Details of Ins. & Trade Pass Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 104021 | **Lucania** Iron ScK<br>*W.Germany* –94 1 *Dk* | 137<br>48 | ✠ 100A1<br>*Stm Trawler*<br>11,94<br>~~(Class Contem plated)~~ | Shl<br>LA&CP<br>✠LMC11,94 | | | 1894<br>11mo | Edwards Bros.<br>North Shields | Grimsby Alliance Steam Fishing Co.(Lim.) | 101·0 / 20·5 / 10·8<br>Q17′F19′<br>BK7½″ | | | Grimsby<br>British | T.3Cy.11″,17″&30″–21″ (*s*) 160lb 48HP<br>1SB,*2pf*,GS24,HS850<br>NEMar.Eng.Co.(Lim.),Sld | 11 ″ 8 | |
| 20 104389 ELGW | **Lady Mitchell** Iron ScSr<br>(*ex* Schwalbe) 1 *Dk 2trB* | 935<br>785<br>754 | | | | | 1882 | J.C.Tecklenborg Geestemünde | Straits S.S.Co. (Lim.) | 210·0 / 32·0 / 15·0<br>B46′F19′ | | | Singapore<br>British | C.2Cy.26¾″&47⅞″–31½″ 100HP<br>*WB* F.Schichau,Elbing | | V |
| 21 | **Levant** Iron ScSr<br>*O.L.Hillstedt* 94–94 *ss* Cff.No.3–9,84<br>(*ex* Aludra) *ss* Cff.No.2–92<br>*Well deck* 1 *Dk(Irn) 2trB* | 1429<br>1117<br>896 | ✠ 100A1<br>12,94 ~~6,93~~<br>BS~~1,94~~ 12,94 | Cff *p*<br>A&CP<br>LMC12,92 | | | 1879<br>9mo | Mounsey & Foster Sunderland | ~~P.J.Hogerstrand~~<br>E.J.Sandström | 249·5 / 33·5 / 18·4<br>P28′Q64′B71′F34′<br>BK9″ | | | Gefle<br>Swedish | C.2Cy.31″&57″–36″<br>75lb *90lb* NDB91 140HP<br>2B,GS70 | 19 ″ 8<br>s 1 ″ 10½ | |
| 22 106171 BQVD | **Lesreaulx** Steel ScSr ~~3009~~<br>*A.Oatway* 92–95<br>1 *Dk(Stl) 2trB & Web frames* | 3009<br>2864<br>1937 | ✠ 100A1<br>*with freeboard*<br>1,95<br>~~(Class Contem plated)~~ | Hpl *u*<br>A&CP<br>Bry<br>LMC1,95 | | | 1895<br>1mo | W.Gray & Co.(Lim) W Hartlepool | ~~Morel Bros.~~<br>Lesreaulx S.S.Co (Lim) (Morel Bros) | 325·0 / 47·0 / 23·6<br>P27′B70′F33′<br>FK | | | Cardiff<br>British | *WB* = *DB a* 76′*f* 64′257*t*<br>T.3Cy.24″,38″&64″–42″ (*s*) 160lb *80lb* 300HP<br>2SB,6*rf*,GS85,HS3750<br>Cen.Mar.Eng.Wks.,W.Hpl | 24 ″ 10<br>s 5 ″ 7 | |
| 23 104361 | **Lizzie Westoll** Steel ScSr 2858<br>*F.Kieffer* 75–95 ~~1 *Dk(Stl)*~~ *Spar dk(Stl)*<br>2 *trB & deep framing* | 2617<br>1807 | ✠ 100A1<br>*Spar dk with freeboard*<br>~~(Class Contem plated)~~<br>3,95 | Sld *t*<br>A&CP | | | 1895<br>3mo | Short Bros. Sunderland | J.Westoll | 302·1 / 44·8 / ~~28·8~~<br>P31′B74′F34′ / 16·4<br>BK10″ 23·3 | | | Sunderland<br>British | *WB* = *Cell DB a* 96′*u E* 20′*f* 114′625*t APT* 52*t*<br>T.3Cy.21½″,34½″&60″–42″ 200lb *80lb* (*s*) 240HP<br>2SB *6pf*,GS92,HS3500<br>W.Allan&Co.(Lim.),Sld. | 19 ″ 0<br>s 5 ″ 5½ | |
| 24 | **Luxor** Steel ScSr 3699<br>*H.Behrmann* 88–95<br>*Elec light* 2 *Dks(Stl U-ws) & Web frames* | 3033<br>2366 | ✠ 100A1<br>2,95<br>~~(Class Contem plated)~~ | Nwc *w*<br>LA&CP<br>✠LMC2,93 | | | 1895<br>2mo | Wigham Richardson & Co. Newcastle | "Kosmos" Deutsche Dampfschifffahrts Gesellschaft | 340·3 / 44·3 / 25·2<br>~~P196′F46~~ P197′F47′<br>FK | | | Hamburg<br>German | *WB* = *Cell DB a* 84′*u E & B* 68′*f* 126′644*t*<br>Q4Cy20½″29½″43½″&63″–42″ 200lb *90lb* (*s*) 350HP<br>3SB,9*rf*,GS131 HS4218<br>W.gham Richardsn&C.Nwc | 27 ″ 11<br>s 4 ″ 11½ | |
| 25 | **Ludmilla** Iron ScSr<br>*ss* Stk.No.3–9,86<br>(*ex* Greta) *ss* Pts.No.1–91<br>1 *Dk* | 635<br>506<br>398 | ✠ 90A1<br>4,93<br>BS4,93 | Bel *j*<br>A&CP<br>LMC4,91 | | | 1873<br>8mo | J.Softley & Co.<br>S.Shields | P.Gourjy | 180·4 / 28·1 / 14·3<br>Q56′B44′<br>drp92 pt ND91 BK7½″ | | | Odessa<br>Russian | *WB* = *pt DB*<br>C.2Cy.23½″&46″–30″ (*i*) 65lb *60lb* 80HP<br>1SB,*4f*<br>Blair&Co.(Lim.),Stockton | 15 ″ 0<br>s 1 ″ 6 | |
| 26 | **La Constitucion** Steel ScSr 2607<br>*ss* Lon.No.1–91<br>(*ex* Coya,*ex* Bayley) 2 *Dks(Stl) 3trB* | 2392<br>1696 | ✠ 100A1<br>6,94<br>BS6,94 ✠LMC1,91 | N Yk *u*<br>LA&CP | | | 1880<br>11mo | C.S.Swan & Hunter Newcastle | Peruvian Government | 329·5 / 40·0 / 24·5<br>P38′B80′F40′<br>BK10″ | | | Callao<br>Peruvian | *WB* = *Cell DB* 256′325*t FPT* 44*t APT* 14*t*<br>T.3Cy.26″,42″&69″–48″ (*s*) 150lb *60lb* 400HP<br>3DB,12*pf*,GS186<br>Wallsnd Slpy&E.Co.(Lim.) Nwc. | 27 ″ 0<br>s 4 ″ 1½ | |
| 27 104601 | **Lagoon** Steel ScSr 704<br>*R.Johnstone* –95 1 *Dk(pt Stl–ws)* | 625<br>403 | ✠ ·90A1<br>2,95<br>~~(Class Contem plated)~~ | Gls *k*<br>A&CP<br>✠LMC2,95 | | | 1895<br>2mo | Barclay, Curle&Co. Glasgow | British&African S.N.Co.(Lim.) (Elder,Dempster &Co.,*Mgrs.*) | 210·0 / 28·2 / 13·7<br>P29′~~F26′~~F22′<br>FK | | | Glasgow<br>British | *WB* = *FPT* 19*t*<br>T.3Cy.15″,25″&41″–33″ (*s*) 180lb *80lb* 85HP<br>1SB,3*rf*,GS54.HS1671<br>Barclay,Curle&Co.,Gls. | 14 ″ 6<br>s 2 ″ 6½ | |
| 28 | **Liberta** Iron ScBk 872<br>*Roynaldsen* 5th Survey,Liv.8.90<br>(*ex* Tinto) 1 *Dk 2trB* | 733<br>541 | ✠ A1* 1<br>11,93 | Liv Lv | | | 1871<br>5mo | Bowdler, Chaffer& Co. Liverpool | D.W.Ellerhausen | 230·2 / 28·7 / 16·8<br>P112*t* F21*t* | | | Bergen<br>Norwegian | C.2Cy.28″&52″–30″<br>NB82 98HP<br>4 *BH* 1 PBH<br>*WB* = *DB* Fawcett,Preston& Co.,Liv. | | |
| 29 | **Laurium** Steel ScSr 283<br>*S.Vlassopoulos* –95 1 *Dk*<br>*Well deck* | 208<br>~~299~~<br>182 | ✠ 100A–<br>5,95<br>~~(Class Contem plated)~~ | Lth<br>✠LMC4,96 | | | 1895<br>5mo | Cumming & Ellis Inverkeithing | S.Vlassopoulos | 136·0 / 23·0 / 10·0<br>Q46′B34′~~F25′~~F29′<br>BK7″ | | | Piræus<br>Greek | C.2Cy.18″&36″–27″ (*s*) 110lb 50HP<br>1SB,2*pf*,GS40.HS1196<br>Hawthorns&Co.,Leith | 10 ″ 4 | |
| 30 104868 | **Lombard** Steel ScSr 2580<br>*C.W.Raison* 92–95<br>1 *Dk(Irn) & Spr dk(Irn) & Web frames* | 2455<br>1658 | ✠ 100A1<br>*Spar dk*<br>5,95<br>~~(Class Contem plated)~~ | Bly *t*<br>A&CP<br>✠LMC5,95 | | | 1895<br>5mo | Blyth S.B. Co.(Lim.) Blyth | Lombard S.S.Co. Lim) (J.White) | 314·0 / 40·1 / ~~25·4~~<br>B58′F33′ 17 9<br>25·4<br>FK | | | London<br>British | *WB* = *Cell.DB a* 94′*u E & B* 38′*f* 120′488*t APT* 37*t*<br>T.3Cy.22½″,37″~~a71″~~–42″ (*s*) 160lb *80lb* 61″ 220HP<br>2SB,6*cf*,GS104,HS~~3~~60<br>Blair&Co.(Lim.),Stockton | 20 ″ 3<br>s 5 ″ 8½ | |
| 31 | **Lydia** Steel ScSr 2746<br>*G.Cantieny* 79–95<br>1 *Dk(Stl) & Awng dk(Irn) & Web frames* | 2724<br>2590<br>2092 | ✠ 100A1<br>*Awng dk with freebrd*<br>4,95<br>~~(Class Contem plated)~~ | Stk *s*<br>LA&CP<br>✠LMC4,95 | | | 1895<br>4mo | Richardsn, Duck&Co. Stockton | A.C.deFreitas&Co. | 290·0 / 42·0 / 17·3<br>25·0<br>FK | | | Hamburg<br>German | *WB* = *Cell DB a* 94′*u E & B* 38′*f* 114′557*t APT* 82*t*<br>T.3Cy.22″,36″&59″–39″ (*s*) 160lb *100lb* 220HP<br>2SB,6*cf*,GS96,HS3282<br>Blair&Co.(Lim.),Stockton | 20 ″ 0<br>s 8 ″ 4 | |
| 32 141364 KMDP | **Laurada** Iron ScSr 1205<br>*S.Hughes* –94 *ss* Dun.No.3–9,82<br>(*ex* Empress,*ex* Koine) *ss* Shl.No.2–91<br>1 *Dk & Awng dk 3trB* | 796<br>775 | ✠ 90A1<br>*Awng dk*<br>*with freeboard*<br>3,94<br>✠NE&B92 | Phl *o*<br>LA&CP<br>BS3,94<br>✠LMC1,91 | | | 1864<br>8mo | Candlish, Fox&Co. Middlesbro' | W.W.Ker | 230·1 / 30·2 / 17·8<br>25·4<br>drp92 BK7″ | | | Phildlphia<br>Utd.States | *WB* = *DB u E & B* 34′90*t*<br>C.2Cy.28″&55″–36″ (*i*) 75lb *80lb* 130HP<br>1SB,3*pf*,GS45,HS1997<br>W.B.Thompson,Dundee | 18 ″ 7<br>s 9 ″ 3 | |
| 33 | **Lady Windsor** Steel ScTug<br>1 *Dk* | 116 | 100A1<br>*For Towing purposes*<br>(*Class Contem plated*) | | | | 1895 | Croom& Arthur Leith | W.H.Tucker&Co. | 96·2 / 18·5 / 10·0 | | | Cardiff<br>British | C.2Cy.19″&36″–24″<br>90lb<br>Ross&Duncan,Glasgow | | |
| 34 68396 | **Lee Yuen** Iron Sc3Mst Sr 1045<br>*A.A.Crawford*<br>2 *Dks* | 983<br>619 | | | | | 1872 | J.Scott & Co. Inverkeithng | T.Weir | 231·8 / 29·3 / 13·0 | | | Shanghai<br>British | C.2Cy.26″&48″–36″<br>NE92 NB86 95HP<br>J.Scott&Co.,Inverkeithing | | |

| 2 3 Nom du Navire. Matériaux. Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equivement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. — Franc-bord au milieu du navire. *pds.* *pc.* | 15 Autres Registres où le navire est coté. Inscrit au Corr. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Bd of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Mazagon** *L.M.Wilmer* -94 | SteelScSr 1*Dk(Irn)*§ *Spar dk(Irn)*§*deep framing* | 4997 4610 3280 | ✠100A1 7,94 *Spar dk* (*Class Contem plated*) | Gls LA&CP ✠LMC7,94 | *y* | 1894 7mo | A.Stephen &Sons Glasgow | P.&O.Steam NavigationCo. | 400·0\|48·0\|21·8 P28′B84′F42′ 28·8 BK11′ | Glasgow British 6*BHCem* | T.3Cy.27″,~~40″~~&72″–48″ (*s*) 160lb *80lb* 45″ 430HP 2DB.*12rf*,GS200,HS7142 A.Stephen&Sons,Glasgow | 22 ″ 6 s 7 ″ 11 | |
| 2 | **Manzanares** *R.McLeod* -94 (*ex*Spey) *Well deck* | IronScSr ~~SS~~ *ss*Cpn.No.3–3,91 1*Dk*(*Irn–ptwss*)2*trB* | 1004 752 648 | ✠100A1 ~~7,06~~6,94 BS1,~~98~~ 1,94 | Lon A&CP ✠LMC8,91 | *m* | 1880 6mo | Gourlay, Bros.&Co. Dundee | E.Grell | 218·1\|29·8\|15·6 P120′F28′ drp92&93 BK7½″ *WB*= *DBf*50′§*uE*13′112*t* | London British 5*BHCem* *FPT*21*t* | C.2Cy.28″&48″–30″ (*i*) 70lb *100lb* 99HP 1SB,*3f*,GS58 GourlayBros.&Co.,Dundee | 16 ″ 6 s 1 ″ 8½ | |
| 3 | **Mitir Argyri** *C.J.Cacaroukas* (*ex*Avelina,*ex*Gondola) *Well deck* | IronScSr *ss*Lon.No.3–3,89 1*Dk*(*pt Irn*)2*trB* *ss*Msl.No.1-94 | 1464 1193 830 | ✠100A1 8,94~~,98~~ BS7,~~98~~ | Msl A&CP ✠LMC~~8,97~~7,94 | *p* | 1882 11mo | W.Pickers-gill&Sons Sunderland | J.A.Michalinudis | 255·1\|35·0\|17·1 Q98′B51′F27′ ~~drp91~~ FK *WB*=*DBa*72′*f*100′276*t* | Piræus Greek 4*BHCem* *APT*10*t* | C.2Cy.32″&60″–39″ (*i*) 80lb 145HP 2SB.*4pf*,GS70 G.Clark,Sunderland | 18 ″ 4 s 1 ″ 11½ | D |
| 4 | **Mecca** (*ex*State of Nevada) | IronSc3MstSr 3*Dks*(1*pt Irn*) | 2488 2431 1572 | | | … | 1874 6mo | Lon.&Gls. Co.(Lim.) Glasgow | HamidiehS.S.Co. (SahibEffendi) | 332·1\|36·3\|28·6 F38′ | Jeddah Turkish | T.4Cy.(2)21″,46½″&73″–46″ NB86 400HP *Tpd*86D&W.Henderson&C | 29 ″ 7 s 6 ″ 4½ | |
| 5 | **Medina** *F.Hassenstein*94–94 (*ex*State of Pennsylvania, *ex*Pennsylvania) *Electlight* | IronSc3MstSr *ss*Gls.No.1–0.86 *ss*Gls.No.1–90 2*Dks*(1*Irn*§1*pt Irn*)§*Spar dk* | 2483 1719 1568 | ✠100A1 *Spar dk* 2,94 NB5,86 | Grk A&CP LMC2,94 | *t* | 1873 2mo | Lon.&Gls. Co.(Lim.) Glasgow | HamidiehS.S.Co. (SahibEffendi) | 331·5\|36·3\|21·1 28·5 BK10′ | Jeddah Turkish 6*BHCem* | C.2Cy.46″&82″–45″ 90lb *70lb* NDB86 400HP 2DB.*12cf*,GS126 Lon.&Gls.Co.(Lim.),Gls. | 22 ″ 1 | |
| 6 | **Moji Maru** *T.Bartlett* -94 | IronScSr (*ex*Hector) 2*Dks* | 2040 1863 1590 | | | | 1877 | A.Leslie& Co. Newcastle | NipponYusen Kaisha | 310·0\|34·2\|25·3 | Tokio Japanese | C.2Cy.27″&58″–45″ 250HP R.Stephenson&Co.,Nwc. | | D BT till 9.94 |
| 7 | **Milos** *P.B.Groot*91–94 (*ex*Ceara) missing since 12,94 | IronScBn 1*Dk*§*Spar dk* | 2052 1801 1307 | | | | 1882 | C.Mitchell &Co. Newcastle | DeutscheLevante Linie | 284·7\|36·4\|24·2 Q&B189*t* | Hamburg German | C.2Cy.34″&66″–42″ 200HP WlsndSlpwyCo(Lim)Nwc | | DV |
| 8 | **Mieres** ~~*J.Fleming* -94~~ *Well deck* | SteelScK 1*Dk*(*Stl*) | 153 123 81 | ✠100A1 8,94 | Nwc A&CP ✠LMC7,94 | *a* | 1894 8mo | Anderson, Laverick& Co.(Lim.) Newcastle | ~~Pile&Co.~~ S.Suarez&Co. | 97·2\|19·6\| 8·2 Q30′B6′F15′ FK *WB*= | ~~Newcastle~~ Spanish 3*BHCem* *FPT*20*t* Gijon | T.3Cy.8″,13″&21″–15″ (*s*) 160lb *80lb* 35HP 1SB.*2pf*,GS16,HS470 N.E.Mar.E.Co.(Lim.),Nwc | 8 ″ 9 s 1 ″ 0 | |
| 9 | **Marco** *G.Pittaluga*94–94 (*ex*Stanmore, *ex*JamesC.Stevenson) | IronScSr *ss*Brs.No.3–9,85 *ss*Ham.No.2–94 2*Dks*3*trB* | 1954 1861 1270 | ✠100A1 8,94 BS1,95 | Ham A&CP LMC7,94 | *r* | 1871 10mo | Palmers' Co.(Lim.) Newcastle | L.Rappaport | 302·4\|36·2\|25·0 B57′ BK10″ | Genoa Italian 4*BHCem* | C.2Cy.36″&72″–42″ (*a*) 75lb *60lb* NBS0NDBS0 225HP 3DB.*8f*,GS140 Palmers'Co.(Lim.),Nwc. | 26 ″ 11 s 5 ″ 10½ | D |
| 10 | **Miranda** *Should be* "St.Gothard," *See No.* 36 *in Supplement* | SteelScK | 156 142 | 100A1 *Stm Trawler* (*Class Contem plated*) | | | 1894 | H.Mc Intyre&Co. Alloa | | 112·2\|21·1\|10·3 F14′ | Glasgow British | T.3Cy.12″,20″&32″–14″ Hutson&Son,Glasgow | | |
| 11 | **Majestic** *R.W.Windlatt* -94 | IronScK 1*Dk* | ~~150~~ 159 142 69 | ✠100A1 *Stm Trawler* 5,95 ~~8,94 11,94~~ (*Class Contem plated*) | Hul LA&CP Gms ✠LMC9,94 | | 1894 9mo | Cochrane& Cooper Beverley | LettenBros. | ~~100·6\|20·4\|12·3~~ ~~Q17′~~F19′ 20·6\|11·0 102·5\| Q18′ BK7½″ | Grimsby British 3*BHCem* | T.3Cy.11″,17″&30″–22″ (*s*) 160lb 50HP ~~45HP~~ 1SB,*2pf*,GS29,HS830 Earle'sSB&ECo(Lim)Hull | 11 ″ 10 | |
| 12 | **Mohammadi** *Anderson*94–94 (*ex*Prydain) | IronScSr ~~SS~~ *ss*Cff.No.2–92 2*Dks*(1*Irn*)3*trB* | 1947 1785 1252 | ✠100A1 ~~9,04 6,98~~10,94 BS~~10,03~~ 8,94 | Stn LA&CP ✠LMC5,92 ~~Off~~ Bom | *s* | 1884 4mo | Palmers' Co.(Lim.) Newcastle | Bombay&Persia S.N.Co.(Lim) | 270·0\|36·1\|23·0 P30′B54′F36′ BK9½″ *WB*= *DBa*32′*f*56′§*uB*20′ | ~~London~~ Bombay British 6*BHCem* 314*tAPT*7*t* | C.2Cy.32″&62″–42″ (*a*) 90lb *60lb* 162HP 2SB,*6cf* GS85.HS3421 Palmers'Co.(Lim.),Nwc. | 24 ″ 3 s 4 ″ 2 | D |
| 13 | **Marie Jebsen** *Matthiessen*94–94 | SteelScSr 2*Dks*§*Web frames* | 2264 1807 | | | | 1894 | Howaldts-werke Kiel | M.Jebsen | 284·0\|40·0\|24·8 B40′F32′ *WB* | Hamburg German | T.3Cy.19¾″,31½″&51⅛″–35½″ 200HP Howaldtswerke,Kiel | | |
| 14 | **Mizpah** *Nightingale*94–94 | SteelScK 1*Dk* | 165 152 48 | ✠100A1 *Stm Trawler* 9,94 (*Class Contem plated*) | Abn LA&CP ✠LMC9,94 | | 1894 9mo | A.Hall &Co. Aberdeen | W.H.Dodds | 105·7\|20·7\|11·4 Q21′ BK7½″ *WB*=*DBf* 18′9*t* | N.Shields British 4*BHCem* | C.2Cy.17″&36″–24″ (*s*) 120lb 50HP 1SB,*2pf*,GS39,HS1280 A.Hall&Co.,Aberdeen | 11 ″ 9 | |
| 15 | **Morion** Steel&Iron ~~Iron&SteelScSr~~ *F.McCallum*94–94 *Well deck* | 1*Dk*(*Irn*) *Irn framing,Stl plating* | 299 222 76 | ✠100A1 9,94 (*Class Contem plated*) | Gls LA&CP ✠LMC9,94 | *e* | 1894 9mo | J.Shearer& Son Glasgow | W.Robertson | 135·0\|23·1\| ~~9·7~~ Q16′B7′F23′ 9·9 BK8″ *WB*=*FPT*20*t* | Glasgow British 3*BHCem* | C.2Cy.~~17~~″&35″–24″ (*s*) 110lb 17½″ 51HP 1SB,*2pf*,GS36,HS1180 Ross&Duncan,Glasgow | 11 ″ 0 | |
| 16 | **Mendoza** | SteelScSr 2*Dks*§*Web frames* | 3500 | | | | 1894 | Reiherstieg Schiffsw.& Maschinenf. Hamburg | Hamburg-Süd-Amerik.Dampf-schifffahrts Ges. | 338·0\|42·0\|26·1 P&B218′F39′ *WB* | Hamburg German | T.3Cy.24″,39″&62″–42″ ReiherstiegSchiffsw.& Maschinenf.,Ham. | | |
| 17 | **Marbella** *R.Smith* -94 | SteelScSr 1*Dk*(*Stl–ptwss*)2*trB* | 933 741 38 4~~00~~ | ✠100A1 11,94 (*Class Contem plated*) | P.Gl LA&CP ✠LMC11,94 | *n* | 1894 11mo | W.Hamil-ton&Co. Port Glasgow | W.S.Bailey | ~~234·0~~\|31·0\|16·2 P23′~~B106′F26~~F27′ 233·0\| B105′ FK | Hull British 5*BHCem* *WB*= *DBa*29′*f*30′59*t* | T.3Cy.20″,33″&54″–36″ (*s*) 180lb *65lb* 209HP 2SB,*6rf*,GS123.HS3645 Rankin&Blackmore,Grk. | 17 ″ 4 s 1 ″ 11 | BT till 10,95 |
| 18 | **Malachite** ~~*J.McKeag*92–94~~ *Electlight Well deck* *Walker*91–94 | SteelSc3MstSr 1*Dk*(*Iron*) | ~~599~~ 605 ~~487~~ 433 ~~819~~ 196 | ✠100A1 ~~Stm~~ 12,94 (*Class Contem plated*) | Bwg A&CP ✠LMC10,94 | *z* | 1894 10mo | Scott&Sons Bowling | W.Robertson | 180·0\|29·1\|~~10·6~~ Q90′B11′F37′ 10·7 drp94 BK7½″ *WB*=*CellDBf*35′ 140*t* | Glasgow British 3*BHCem* *FPT*22*t* | T.3Cy.15″,25″&40″–27″ (*s*) 160lb *70lb* 120HP 1SB,*3pf*,GS56,HS1200 Muir&Houston,Glasgow | 13 ″ 0 s 1 ″ 0 | |

| 1 Numéro d'ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné aux Lattes et époque du Renouvellement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19<br>109179 | **Maritime**<br>*T.Davis* 78-94 | Steel Sc Sr<br>1 *Dk (Stl)* & *deep framing* & *pt Awng. dk (Stl)* | 2236<br>~~2402~~<br>~~1897~~<br>2335<br>208<br>182 | ✠ 100 A1<br>*pt Awng dk with freeboard*<br>11,94<br>(*Class Contem plated*) | Nwc | *t* | 1894<br>11mo | Palmers' Co. (Lim.), Newcastle | ~~W. Thomas & Co.~~<br>Maritime SS Co (Lm)<br>(W. Thomas & Co.) | 315·0 \| ~~42·0~~ \| 20·2<br>P29′ Q50′ \| 43·2 \| 20·3<br>*pt Awng dk* 235′ FK 6 *BH Cem*<br>*WB = Cell D Ba* 100′ *f* 126′ 579*t APT* 43*t* | Liverpool<br>British | T. 3 Cy. 22½″, 36½″ & 61″–42″ (*s*)<br>160 lb *80 lb* 245 HP<br>2 SB, *6 pf*, GS 71, HS 3724<br>Palmers' Co. (Lim.), Nwc. | 21 ″ 5<br>s 8 ″ 9½ | |
| 20<br>~~4744~~ | **Moning**<br>*N. Pratt* | Iron Pad<br>1 *Dk* & *2 Hurricane dks* | 2561<br>2012<br>1737 | | | | 1870 | A. & J. Inglis Glasgow | China Nav. Co. (Lim.) | 270·3 \| 42·6 \| 13·9 | Shanghai British | C. D. 2 Cy. 29″ & 57¾″–144″<br>250 HP<br>A. & J. Inglis, Glasgow | | |
| 21<br>104388<br>NPGR | **Matiana**<br>~~*H.G. Croft* 83–94~~ *H.G. Croft* 83-94<br>*Elec light* | Steel Sc Sr<br>3 *Dks* (2 *Stl U-Teaks*) & *deep framing* | 5264<br>4758<br>3413 | ✠ 100 A1<br>11,94<br>(~~*Class Contem plated*~~)<br>✠ LMC 11,94 | Gls<br>A&CP | *z* | 1894<br>11mo | A. & J. Inglis Glasgow | British India Steam Nav. Co. (Lim.) | 420·4 \| 49·1 \| 29·5<br>P43′ B112′ F56′<br>BK 10′ 6 *BH Cem*<br>*WB = Cell D Ba* 98′ *uE & B* 90′ *f* 148′ 897*t* | Glasgow British | T. 3 Cy. 28″, 46″ & 74″–60″ (*s*)<br>160 lb, *160 lb* 500 HP<br>2 DB, *12 cf*, GS 242, HS 7272<br>A. & J. Inglis, Glasgow | 32 ″ 3<br>s 7 ″ 10½ | BT till 9,95 |
| 22<br>104882 | **Marthara**<br>*C.F. Reid* 90-94 | Steel Sc Sr<br>1 *Dk (Irn)* & *deep framing* | 2397<br>2124<br>~~1885~~ 11,94<br>1557 | ✠ 100 A1<br>11,94<br>(~~*Class Contem plated*~~)<br>✠ LMC 11,94 | Gls<br>A&CP | *t* | 1894<br>11mo<br>Npt | A. Stephen & Sons Glasgow | S.S. Martha Co. (Lim.) (Macfay & MacIntyre) | 300·0 \| 42·0 \| 20·4<br>P24′ B116′ F36′<br>FK 5 *BH Cem*<br>*WB = Cell D Ba* 86′ *uE & B* 38′ *f* 76′ 523*t FPT* 90*t APT* 85*t* | Glasgow British | T. 3 Cy. 21″, 34″ & 56″–42″ (*s*)<br>175 lb *80 lb* 240 HP<br>2 SB, *6 rf*, GS 102, HS 3460<br>A. Stephen & Sons, Glasgow | 23 ″ 0<br>s 3 ″ 5½ | |
| 23 | **Mamelena II.**<br>*J.M. Bedeicoa* 94–94 *ss* Sws. No. 3–3,93<br>(*ex* Dolphin) | Iron Sc Sr<br>1 *Dk* | 115<br>115<br>44 | ✠ 100 A1<br>*Stm Traveler*<br>3,94<br>BS 4,94 ✠ LMC 3,93 | Liv<br>LA&CP | | 1885<br>1mo | WB Thmpson<br>Dundee | Mercader & Sons | 100·0 \| 20·1 \| 10·0<br>BK 6½′ 3 *BH Cem* | S. Sebast'n Spanish | C. 2 Cy. 17″ & 34″–24″ (*s*)<br>95 lb 45 HP<br>1 SB *2 pf*, GS 32<br>W. B. Thompson, Dundee | 11 ″ 0 | |
| 24 | **Marie**<br>*P. Lystad* | Wood Sc Sr<br>1 *Dk* | 110<br>103<br>66 | | | | 18~~90~~<br>94<br>Namsos | | Marie Lund | 96·9 \| 18·0 \| 11·1<br>H7*t* | Namsos Norwegian | C. 2 Cy. 9″ & 18″–12″<br>15 HP<br>Plenty & Son, Newbury | | N |
| 25 | **Meiji Maru** | Wood Sc | 376<br>—<br>233 | | | | 1894 | Kawasaki S.B. & E. Yard Hiogo | Oya Hichihei | 147·0 \| 21·0 \| 17·0 | Japanese | | | |
| 26<br>104458 | **Marino**<br>*H. Magill* -95 | Steel Sc Sr<br>2 *Dks* (*Stl*) 3 *tr B* | 3730<br>3819<br>3586<br>3002 | ✠ 100 A1<br>2,95<br>(~~*Class Contem plated*~~)<br>✠ LMC 3,95 | Gls<br>LA&CP | *w* | ~~1894~~<br>1895<br>2mo | Harland & Wolff (Lim.) Belfast | T. Dixon & Sons | 371·0 \| 43·2 \| 27·5<br>P35′ B82′ F40′<br>BK 9½′ 6 *BH Cem*<br>*WB = Cell D Ba* 114′ *uE & B* 42′ *f* 158′ 713*t APT* 65*t* | Belfast British | T. 3 Cy. 24″, 40″ & 66″–42″ (*s*)<br>160 lb *85 lb* 270 HP<br>2 SB, *6 cf*, GS 124, HS 5800<br>Muir & Houston, Glasgow | 30 ″ 7<br>s 6 ″ 11 | |
| 27 | **Maria** | Steel | 380<br>300<br>200 | | | | 1894 | M. U. Martinolich Lussnpiccolo | M. U. Martinolich & Co. | 150·0 \| 25·0 \| 12·0<br>P62′ B18′ F19′ | Lusinpiclo Aust.-Hung. *WB* | C. 2 Cy. 17″ & 31″–21″<br>70 HP<br>A. Metlicovich, Trieste | | |
| 28<br>99495<br>NQPT | **Martin**<br>*G. Williamson* 92-95<br>*Well deck* | Steel Sc Sr<br>1 *Dk (Iron)* & *Web frames* | ~~1900~~<br>1904<br>1418<br>1207 | ✠ 100 A1<br>1,95<br>(~~*Class Contem plated*~~)<br>✠ LMC 1,95 | Hpl<br>A&CP | *r* | ~~1894~~<br>1895<br>1mo | W. Gray & Co. (Lim.) W Hartlepool | Leask, Clark & Co. | 270·0 \| 37·0 \| 18·4<br>P27′ Q74′ B116′ F27′<br>FK 4 *BH Cem*<br>*WB = D Ba* 84′ *f* 106′ 463*t APT* 25*t* | Hartlepool British | T. 3 Cy. 19″, 30½″ & 51″–36″ (*s*)<br>160 lb *80 lb* 150 HP<br>2 SB, *4 rf*, GS 48 HS 2330<br>Cen. Mar. Eng. Wks., W. Hpl | 19 ″ 6<br>s 1 ″ 6 | |
| 29 | **Merionethshire**<br>*Davies* -95<br>*Elec light* | Steel Sc Sr<br>1 *Dk (Stl)* & *Spar dk*<br>(*Stl*-ws) & *Web frms* | 3012<br>2754<br>~~1070~~<br>1550 | ✠ 100 A1<br>*Spar dk*<br>1,95<br>(~~*Class Contem plated*~~)<br>✠ LMC 1,95 | Sld<br>A&CP | *v* | ~~1894~~<br>1895<br>1mo | Sunderlnd S.B. Co. (Lim.) Sunderland | Jenkins & Co. | 343·0 \| 41·1 \| ~~25·9~~<br>P38′ B78′ F42′ 26·0<br>BK 8′ *WB = Cell D Ba* 92′ *uE & B* 38′ *f* 142′ 466*t* | London British | T. 3 Cy. 25″, 41½″ & 69″–45″ (*s*)<br>160 lb *100 lb* 500 HP<br>2 SB, *8 pf*, GS 120, HS 5000<br>N.E. Mar. E. Co. (Lim.), Sld. | 21 ″ 2<br>s 6 ″ 4 | |
| 30<br>191 | **Maranhao**<br>*Ferrea* -94<br>(*ex* Giulio Cesare) | Steel Sc Sr<br>2 *Dks* 3 *tr B* | 2974<br>—<br>2228 | | | | 1891 | G. Ansaldo & Co. Sestri Pnente | Soc Ligure Romana di Nav. | 331·4 \| 40·1 \| 18·5 | Genoa Italian | T. 3 Cy. 22⅖″, 37½″ & 61⅝″–43½″<br>350 HP<br>G. Ansaldo & Co., Sampdrna | | IV |
| 31<br>KFVT | **Marius**<br>*Vacca* -94<br>(*ex* Vinaroz, *ex* Duro, *ex* Hijos de Tombo) | Iron Sc Sr | 481<br>—<br>254 | | | | 1874 | .....<br>Glasgow | Ant. Artaud | 179·4 \| 26·9 \| 15·0 | Marseilles French | C. 2 Cy. 19″ & 41″–28″<br>72 HP | | |
| 32<br>LCTD | **Minna**<br>*H. Eggers* 92–92<br>*Well deck*<br>(*ex* Heinrich Cruse, *ex* Elf) | Iron Sc Sr<br>6th Survey Hul. 5,88<br>1st Survey Lon. 7,91<br>1 *Dk 2 tr B* | 1283<br>971<br>808 | ✠ A1, 1<br>3,94<br>MS 7,91 BS 12,94 | Bry | Lv | 1871<br>8mo | W Doxford & Sons Sunderland | Zerssen & Co. | 252·7 \| 32·4 \| 16·2<br>P250*t* F8*t*<br>len 88 srp 92 BK 9′<br>*WB = MT* 21′ 188*t* | Tönning German | C. 2 Cy. 30″ & 56″–36″<br>80 lb *50 lb* NB 81 120 HP<br>1 B<br>Gilbert & Cooper, Hull | | |
| 33<br>104272 | **Marsden**<br>*C.D. Laws* 95-95<br>*Well deck* | Steel Sc Sr<br>1 *Dk (Irn)* & *Web frames* | ~~900~~<br>919<br>~~4,95~~ 1,95<br>799<br>554 | ✠ 100 A1<br>(~~*Class Contemplated*~~) | Nwc<br>A&CP | *m* | 1895<br>1mo | Wood, Skinner & Co. Newcastle | Burnett & Co. | 210·0 \| 30·2 \| 13·4<br>Q103′ B9′ F24′<br>FK 4 *BH Cem*<br>*WB = Cell D Ba* 50′ *uE & B* 37′ *f* 92′ 253*t FPT* ~~44~~ 44*t APT* 43*t* | Newcastle British | T. 3 Cy. 17″, 28″ & 46″–30″ (*s*)<br>160 lb *60 lb* 106 HP<br>1 SB, *3 pf*, GS 52, HS 1714<br>NE Mar. Eng. C. (Lim.), Nwc | 16 ″ 0<br>s 1 ″ 6 | |
| 34 | **Ming Yi**<br>*I. Warrick*<br>(*ex* Hsin Fung) | Steel Sc Sr<br>2 *Dks* | 1708<br>1550<br>1063 | | | | 1891 | Napier, Shanks & Bell Glasgow | Ph. Lieder | 260·0 \| 37·0 \| 21·3<br>*Shade dk* 92′ | Hamburg German | T. 3 Cy. 19″, 31″ & 50–36″<br>*WB* Dunsmuir & Jackson, Gls. | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. / ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned now to Hull, Equipment Letter. | 8 Built. When. / Ship. / Engines. | 9 By Whom. / Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. / Breadth. / Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of R. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35 | **Murcia** | Steel Sc Sr<br>1 Dk (pt Std & pt I n) 2 tr B & pt Awng dk (Irn) | 2642<br>2644<br>1992<br>~~1694~~ | ✠100A1<br>pt Awng dk with freeboard<br>3,95<br>(~~Class Contem plated~~) | Shl | t | 1895<br>3mo<br>A&CP | J Readhead & Sons<br>S. Shields<br>LMC 2,95 | English & American Shipping Co. (Lim.) (C.T. Bowring & Co., *Mgrs.*) | 303·0 \| 41·5 \| 19·1<br>P 29′ Q 82′ BK 10′<br>pt Awng dk 192′<br>WB = Cell D Ba 36′ u E & B 44 f 120 580 t APT 80 t | London<br>British<br>5 BH Cem | T.3Cy. 23″, 36″ & 61″–42″ (r)<br>160 lb 100 lb 270 HP<br>2SB, 6 rf, GS 81, HS 3953<br>J. Readhead & Sons, S. Shl. | 21 / 7<br>s 8 / 8½ | |
| 36 | **Maling**<br>136734 NRGF | Steel Sc Sr<br>*G.W. Robinson* 95–95<br>1 Dk (Stl) 2 tr B & Web frames | ~~3000~~<br>3075<br>2894<br>1983 | ✠100A1<br>*with freeboard*<br>2,95<br>(*Class Contem plated*) | Hpl | u | 1895<br>2mo<br>A&CP<br>LMC 2,95 | W. Gray & Co. (Lim.)<br>W Hartlepool | West Hartlepool Stm. Nav. Co. | 325·0 \| 47·1 \| 22·4<br>B 72′ F 32′ FK 5<br>WB = Cell D Ba & u E 132′ f 130′ 72 t APT 62 t | W. Hartlpl<br>British<br>5 BH Cem | T.3Cy. 24″, 38″ & 64″–42″ (s)<br>160 lb 80 lb 270 HP<br>2SB, 6 cf, GS 85, HS 3750<br>Central Mar. E. Wks, W. Hpl | 24 / 10<br>s 5 / 7 | |
| 37 | **Myosotis** | Steel Sc Sr | 2560<br>1873 | 100A1<br>pt Awng dk with freeboard<br>(*Class Contem plated*) | | | 1895 | J. Laing<br>Sunderland | J. Wilson & Co. | 298·3 \| 40·7 \| 21·3<br>P 23′ Q 96′ B 50′ F 30′ | | T.3Cy. 22½″, 37″ & 61″–39″<br>T. Richardson & Son, Hpl. | | |
| 38 | **Mayenne**<br>(*ex* Ettrick) | Iron Sc Sr | 234<br>106 | | | | 1875 | J. Read-head & Co.<br>South Shields | P. Durand | 134·0 \| 21·6 \| 12·6<br>Q 45 t B 8 t F 9 t | Algiers<br>French | C.2Cy. 14″ & 28″–20″<br>50 HP<br>J. Readhead & Co., S. Shields | | |
| 39 | **Madeirense**<br>*Motta* –95<br>(*ex* Tuscany) | Iron Sc Bn<br>*ss* Liv. No. 3–7,88<br>*ss* Liv. No. 1–93<br>2 Dks (1 Irn) 3 tr B | 1646<br>1642<br>1061 | ✠100A1<br>1,95<br>BS 1,95 | Liv | r | 1876<br>1mo<br>A&CP<br>LMC 2,95 | J. & G. Thomson<br>Glasgow | Empreza Madeirense de Nav. a Vap. | 275·5 \| 32·3 \| 24·0<br>BK 9½″ | Funchal<br>Spanish<br>5 BH Cem | C.2Cy. 34″ & 59¾″–42″ (i)<br>60 lb 40 lb 200 HP<br>2B, GS 116<br>J. & G. Thomson, Glasgow | 25 / 6<br>s 5 / 5 | |
| 40 | **Marius Chambon** | Steel Sc | 105<br>99 | | | | 1894 | P. Oriolle<br>Nantes | Chambon frères | 97·3 \| 17·3 \| 9·2 | Marseilles<br>French | T.3Cy. 13 15/32″, 20 3/32″ & 32 23/32″–15¾″ 100 HP<br>P. Oriolle, Nantes | | |
| 41<br>104812 | **Marloo**<br>~~*J. Cafiero* 91–91~~<br>(*ex* Francesco Crispi)<br>*Electlight*<br>*J.S. Wood* 95–95 | Steel Sc Sr<br>*ss* Dun. No. 1–95<br>1 Dk (Iron–ws)<br>1 ~~Dk (Irn)~~ & Spar dk 3 tr B | ~~2628~~<br>2382<br>~~1052~~<br>1676 | ✠100A1<br>*Spar dk*<br>4,95 ~~4,95~~<br>Dun<br>LMC ~~8,03~~ 4,95 | Lon | t | 1891<br>8mo<br>A&CP | Palmers' Co. (Lim.)<br>Newcastle | Adelaide S.S. Co. (Lim.) | 323·0 \| 40·3 \| 17·2<br>P 37′ ~~B 64′~~ F 33′ 25·1<br>B 35′ BK 10′<br>WB = Cell DB 264′ 393 t APT 24 t | London<br>British<br>5 BH. 1 sp | T.3Cy. 28″, 45″ & 74″–48″ (s)<br>160 lb 90 lb 400 HP<br>4SB, 12 cf, GS 238, HS 7525<br>Palmers' Co. (Lim.), Nwc. | 19 / 7<br>s 6 / 1½ | I<br>BT till 4,96 |
| 42<br>104608 | **Mount Sirion**<br>*E. Ellicott* –95 | Steel Sc Sr<br>1 Dk (Stl) & Spar dk (Irn) & deep framing | ~~3259~~<br>3280<br>3063<br>2116 | ✠100A1<br>*Spar dk*<br>3,95<br>(~~Class Contem plated~~)<br>LMC 3,95 | Bel | v | 1895<br>3mo<br>LA&CP | Workman, Clark & Co. (Lim.)<br>Belfast | Smith & Service | 335·0 \| ~~43·5~~ \| ~~28·7~~<br>~~P 32′ B 66′ F 34′~~ P 36′<br>B 67′ F 39′ 43·7 \| 18·2<br>FK 26·1<br>WB = Cell DBa 108′ u E & B 40′ f 127′ 714 t APT 68 t | Glasgow<br>British<br>6 BH Cem | T.3Cy. 23″, 37″ & 63″–42″ (s)<br>180 lb 180 lb 350 HP ~~254 HP~~<br>2SB. 4 cf, GS 87, HS 3756 FD<br>Workman, Clark & C (L) Bel | 20 / 9 | |
| 43<br>104830 | **Margarita** | Steel Sc Sr<br>1 Dk (Stl) | 108<br>95<br>1 | ✠100A1<br>*For Tug purposes*<br>2,95 | Mtr | a | 1895<br>2mo<br>A&CP<br>LMC 2,95 | Montrose S.B. & E. Co. (Lim.)<br>Montrose | ~~J. Constant~~<br>Buenos Ayres Gt. Southern Rly. Co (Lm) | 85·9 \| 17·9 \| 9·8<br>B 15′ BK 6″ | London<br>British<br>4 BH Cem | C.2Cy. 15″ & 32″–24″ (s)<br>130 lb 53 HP<br>1SB, 2 pf, GS 33, HS 930<br>Hall-Brwn, Buttery & C, Gls | 10 / 5<br>s 1 / 1 | |
| 44 | **Maximino Motta**<br>*A.C. Flanders* –95 | Steel Sc<br>1 Dk | 124<br>106<br>84 | ✠ A1<br>2,95<br>*For River purposes only*<br>LMC 1,95 | Lon | | 1895<br>2mo<br>LA&CP | Edwards & Symes<br>London | Bolling & Lowe (L. Reincke, *Mgr.*) | 96·2 \| 20·1 \| 7·7<br>BK 4½″ | Manaos<br>Brazilian<br>4 BH Cem | C.2Cy. 11″ & 22″–14″ (s)<br>100 lb 25 HP<br>1SB, 1 pf, GS 13<br>Tindall & Co., Hull | 8 / 11 | |
| 45<br>104196 | **Monarch**<br>*B. Beeson* –95 | Iron Sc K<br>1 Dk | ~~140~~<br>130<br>120<br>47 | ✠100A1<br>*Stm Trawler*<br>5,95 ~~3,95~~<br>(~~Class Contem plated~~)<br>LMC 3,95 | Hul | | 1895<br>3mo<br>LA&CP<br>Gms | Cochrane & Cooper<br>Beverley | Anchor Steam Fishing Co. (Lim.) | ~~91·0 \| 20·4 \| 12·8~~<br>Q 17′ BK 7½″<br>93·6 \| 20·5 \| 11·0 | Grimsby<br>British<br>3 BH Cem | T.3Cy. 11″, 17″ & 28″–21″ (s)<br>160 lb 40 HP<br>1SB. 2 cf. GS 22. HS 663<br>C.D. Holmes & Co., Hull | 11 / 10 | |
| 46<br>104218<br>NTCL | **Mogul**<br>*A. Scotland* 75–95 | Steel Sc Sr<br>2 Dks (Stl–U Teak s) & Web frames | ~~3720~~<br>3654<br>3311<br>2354 | ✠100A1<br>5,95<br>(~~Class Contem plated~~)<br>LMC 4,95 | Mdb | w | 1895<br>5mo<br>A&CP | Sir Raylton Dixon & Co.<br>Middlesbro' | Mogul Steamship Co (Lm) (Gellatly, Hankey, Sewell & Co.) | 359·8 \| 45·5 \| 25·6<br>P 41′ ~~Q 51′~~ B 78′ F 51′<br>FK 6<br>WB = Cell D Ba 112′ u E 20′ f 148′ 641 t | Rochester<br>British<br>6 BH Cem | T.3Cy. 27″, 44″ & 72″–48″ (s)<br>170 lb. 100 lb 550 HP<br>2SB, 6 cf, GS 115 ~~HS 4922~~ FD<br>Wllsnd. Slp. & E. Co (L) Nwc | 28 / 4<br>s 6 / 0 | |
| 47 | **Musatoyo Maru**<br>(*ex* Diamond)<br>*Well deck* | Iron Sc 3 Mst Sr<br>*ss* Bwg. No. 2–94<br>1 Dk (Irn)<br>*Should be "Diamond," See No. 210 in body of Register* | 444<br>331<br>186 | ✠100A1<br>12,94 | Bwg | h | 1886<br>5mo<br>LA&CP<br>LMC 10,94 | Scott & Co.<br>Bowling | WB = Cell DE 98′ 144 t FP T 15 t APT 7 t | 175·0 \| 25·1 \| 10·3<br>Q 86′ B 10′ F 25′<br>BK 8″ | Japanese<br>3 BH Cem | C.2Cy. 22″ & 42″–30″ (s)<br>90 lb 45 t 80 HP<br>1SB, 3 pf, GS 54, HS 1390<br>Ross & Duncan, Glasgow | 12 / 9<br>s / 11 | |
| 48<br>87919<br>JNKS | **Mendota**<br>*J.W.E. Dickens* 95–95<br>(*ex* Caxton, *ex* Test) | Iron Sc Sr<br>*ss* Liv. No. 2–91<br>2 Dks (1 Irn & 1 pt Irn) 3 tr B | 2687<br>2589<br>1714 | ✠100A1<br>1,95<br>BS 2,94 | N Yk | u | 1883<br>7mo<br>LA&CP<br>LMC 2,92 | Oswald, Mordaunt & Co.<br>Southampton | Mendota S.S. Co. (Lim.)<br>(T. Hogan & Sons, New York) | 310·6 \| 38·8 \| 26·7<br>P 28′ B 65′ F 36′<br>BK 10″<br>WB = DBa 74′ & u E & B 70′ 507 t | Liverpool<br>British<br>6 BH Cem | C.2Cy. 37″ & 74″–48″<br>90 lb 60 lb 300 HP<br>2SB. 6 cf. GS 128<br>Oswald, Mordaunt & C, Sou. | 28 / 6<br>s 5 / 11½ | |
| 49<br>1384<br>HJTQ | **Miyakawa Maru** | Steel Sc Sr<br>2 Dks | 414<br>389<br>257 | | | | 1894 | Hayashi Kwanjiro<br>Osaka | Osaka Shosen Kabushiki Kwaisha | 165·6 \| 20·8 \| 15·4 | Osaka<br>Japanese | 3 Cy<br>65 HP | | |
| 50<br>1385<br>HJTR | **Midorikawa Maru** | Steel Sc Sr<br>2 Dks | 408<br>382<br>253 | | | | 1894 | Kawasaki Shozo<br>Kobe | Osaka Shosen Kabushiki Kwaisha | 165·0 \| 20·2 \| 15·5 | Osaka<br>Japanese | 3 Cy.<br>65 HP | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux. | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 51 | **Masayoshi Maru** (exNestor,exQueen of India.exSullamut) | SteelSc3MstSr 2Dks(Stl)3trB | 3691 3541 2414 | *Should be "Nestor," See No. 140 in body of Register* | | ... | 1889 11mo | Schlesingr, Davis&Co. Newcastle | | 370·5 P56′B98′F41′ | 42·2 | 27·2 | Japanese | T.3Cy.28″,46″&75″–54″ 430IP *WB* WallsendSlipwayCo.(Lm) Nwc. | 30 ″ 3 | D BT till 2,95 |
| 52 | **Matsuyama Maru** (exKaisow) | SteelScSr ssLon.No.1–90 2Dks(Stl–Uws)3trB | 2959 2795 1934 | ✠100A1 11,93 BS5,93 | Lon A&CP | *v* ✠LMC3,90 | 1885 12mo | JLThomp-son&Sons Sunderland | NipponYusen Kaisha | 350·0 B63′F42′ | 40·9 BK11″ *WB=Cell* | 25·8 7*BHAsp* *DB*262 385*t* | Tokio Japanese | T.3Cy.30″,47″&75″–48″ (*a*) 1441b *90lb* 600IP 2DB,*12cf*,GS228 T.Richardson&Sons,Hpl. | 28 ″ 7 s 6 ″ 3 | |
| 53 | **Mishima Maru** 1379 HJTK | WoodScSr 2Dks | 161 153 87 | | | | 1894 | Nishijima Keikichi Rokkenya | Nogami Sataro | 112·7 | 16·0 | 12·6 | Kagoshma Japanese | 2Cy. 29IP | | |
| 54 | **Margarete** *W.B.Rigder* –94 (exKwangChi) | SteelScSr 1Dk&*Shade dk* | 505 — 313 | | | | 1887 | S.C.Farn-ham&Co. Shanghai | G.Kremsir | 185·0 P20*t*H136′ | 27·0 | 11·0 | Trieste Aust.-Hung. | T.6Cy.9″,15″&25″–21″ 62IP S.C.Farnham&Co.,Shi. | | |
| 55 | **Marie** *W.Rinck*94–94 LBHP | SteelScSr 1Dk | 102 96 | | | | 1894 | Schömer, Jensen&Co. Tönning | Dr.Hamkens | 79·3 | 20·2 | 8·9 | Tönning German | 12IP | | |
| 56 | **Menes** *J.H.Willox*77–95 *Elec.light* | SteelScSr 2Dks(*Irn–Uws*) &*deep framing* 3dkRule *Floors Iron* | ~~2500~~ 2495 2115 1574 | ✠100A1 5,95 ~~(Class Contem plated)~~ ✠LMC3,95 | Gls LA&CP | *t* | 1895 5mo | R.Napier &Sons(Lim) Glasgow | MossS.S.Co.(Lim.) (J.Moss&Co., *Mgrs.*) | 320·5 P34′B118′F37′ *WB=CellDBuE&B*40′113*tMT*42′403*tFPT*60*tAPT*20*t* | 38·2 BK10″ | 23·1 | Liverpool British 6*BHCem* | T.3Cy.22½″,38″&64″–48″ (*s*) 200lb *90lb* 320IP 2SB,*8cf*,GS150,HS4500 ~~R.Napier&Sons,Glasgow~~ R.Napier&Sons(Lim.)Gls | 24 ″ 7 s 1 ″ 2 | |
| 57 | **Moro** | SteelSc | 111 — 106 | | | | 1894 | C.White Alameda | I.S.Kimball | 95·5 | 22·1 | 8·3 | S.Frncisco Utd.States | 2Cy.14″–19″ UnionGasEngineCo.,S.Fo. | | |
| 58 | **Martin** *Carrying Petroleum in bulk* | SteelScSr 1Dk | 583 454 437 | | | | 1894 | Bergsunds M.V.Aktieb. Stockholm | S.M.Lionosoff | 152·0 Q25′B42′F25′ | 26·9 | 13·1 | Astrakan Russian | C.2Cy.24⅜″&43″–25⅜″ 100IP Brgsund M.V.Aktieb,Skm. | | |
| 59 | **Moskva** (*Carrying Petroleum in bulk*) | SteelScSr 1Dk2trB | 577 451 421 | | | | 1894 | Bergsunds M.V.Aktieb. Stockholm | Solim&Masloff | 152·1 B42′Q28′F25′ | 26·9 | 13·1 | Astrakan Russian | C.2Cy.24⅜″&43″–25⅜″ 100IP Brgsund M.V.Aktieb,Skm. | | |
| 60 | **Moshtari** 87.56 EWOT *J.Rowell* –95 (exGorji) | IronScSr ssMdb.No.3–4,95 1Dk(*Irn*)&*Spar dk*3trB | 1768 1641 1110 | ✠100A1 *Spar dk* 4,95 ✠LMC4,95 | Mdb LA&CP | *q* | 1883 7mo | Wigham Rchrdsn&Co. Newcastle | *WB=DBa*76′&*u* | 255·5 B46′ srp95 *E&B*50′ | 35·1 BK9″ 173*t* *FPT* | 24·5 4*BHCem* 28*tAPT*17*t* | London British | C.2Cy.31″&62″–42″ (*a*) 90lb *80lb* NDB95 180IP 2SB,*6pf*,GS90 Wgm.Richardson&C.Nwc. | 18 ″ 6 s 6 ″ 1½ | BT till 3,96 |
| 61 | **Mathilda** | SteelScSr | 3350 | 100A1 *with freeboard* (*Class Contem plated*) | | | 1895 | W.Gray& Co.(Lim.) W.Hartlepool | J.Christensen | 325·0 B76′F32′ | 47·0 | 24·7 | Bergen Norwegian | T.3Cy.24″,38″&64″–42″ Cen.Mar.Eng.Wks.,W.Hpl. | | |
| 62 | **Menemsha** 91248 KQWR *S.Townley* –95 (exDryden) | IronScSr ssLiv.No.2–94 2Dks(1*Irn*&1*pt Irn*-ws)3trB | 2743 2558 1724 | 100A1 7,94 LMC7,94 | Liv LA&CP | *u* | 1885 7mo | A.Leslie& Co. Newcastle | MendotaS.S.Co. (Lim.) (T.Hogan&Sons, N.Yk., *Mgrs.*) | 310·6 P36′B68′F42′ *WB=DB*80′170*t u* | 38·8 BK10″ | 27·0 6*BHCem* *E&B*54′180*t* | Liverpool British 2DB *8pf*,GS154,HS5114 | C.2Cy.35″&70″–48″ (*s*) 90lb *70lb* 360IP R.&W.Hawthorn,Nwc. | 28 ″ 4 s 5 ″ 6 | |
| 63 | **Memphis** (exByzantion) *Elec.light* | SteelScSr 3Dks(1Stl) | 2404 2108 1554 | ✠100A1 8,94 ✠LMC2,92 | Msl A&CP | *t* | 1892 2mo | Gourlay Bros.&Co. Dundee | Messageries Maritimes | 317·6 P62′B78′F58′ *WB=CellDB*250′277*tAPT*19*t* | 39·2 BK9″ | 23·6 5*BHCem* | Marseilles French | T.3Cy.25″,40″&65″–45″ (*s*) 160lb *80lb* 300IP 2DB,*8rf*,GS159,HS4947 GourlayBros.&Co.,Dundee | 26 ″ 5 s 4 ″ 6 | |
| 64 | **Masatoyo Maru** (exDiamond,exJeddah) | IronScBg ssCff.No.2–81 2Dks&*Spar dk* | 1578 973 1030 | ✠ *Spar dk* 3,84 | Sng A&CP | *q* | 1872 7mo | W.Denny &Bros. Dumbarton | IshidaShoshichi | 280·0 | 33·2 | 16·0 23·4 | Japanese 5*BHCem* | C.2Cy.35″&60″–42″ NB81 200IP Hall,Russell&Co.,Abn. | | |
| 65 | **Middleton** | SteelScSr | 2490 | 100A1 *with freeboard* (*Class Contem plated*) | | | 1895 | W.Gray& Co.(Lim.) W.Hartlepool | MiddletonS.S.Co. (Lim.) (H.Samman& Co.) | 304·0 P27′B68′F31′ | 44·0 | 20·7 | Hull British | T.3Cy.23″,36½″&62″–39″ Cen.Mar Eng.Wks.,W.Hpl. | | |
| 66 | **Manitou** 91267 KQVG *Janes* –95 (exSpenser) | IronScBn ssLiv.No.2–94 2Dks(1*Irn*&1*pt Irn*)3trB | 2577 2412 1618 | ✠100A1 5,95 BS9,94 ✠LMC9,98 | Liv LA&CP | *u* | 1885 9mo | Oswald, Mordaunt &Co. Southampton | MendotaS.S.Co. (Lim.) (T.Hogan&Sons, N.Yk., *Mgrs.*) | 312·0 P36′B66′F44′ *WB=DBa*76′&*u* | 38·7 BK10″ | 26·8 6*BHCem* *E&B*54′475*t* | Liverpool British 2DB *8f*,GS154 | C.2Cy.34″&70″–48″ (*a*) 100lb *60lb* 300IP Oswald,Mordaunt&C.,Sou. | 28 ″ 5 s 5 ″ 9½ | |
| 67 | **Malta** *C.F.Preston*,R.N.R.87–95 | SteelScSr | 6040 | 100A1 (*Class Contem plated*) | | | 1895 | Caird&Co. (Lim.) Greenock | P.&O.S.N.Co. | 430·0 P86′B167′F84′ | 50·0 | 33·0 | Greenock British | T.3Cy.31″,50″&82″–60″ Caird&Co(Lim.),Greenock | | |

| No. in Book. / Official No. / Code Letters. | Steamer's Name. Material, Rig, &c. / Master. / Special Surveys. | Late Name if any. / No. of Decks, &c. | Regist'd Tonnage: Gross. / Under deck. / Net. | Particulars of Classification. Character. / for Special Survey. / Date of last Survey. | Port of Survey. | Years Assigned / now expired. | Equipment Letter. | Built. When. / Ship. / Engines. | Built. By Whom. / Where. | Owners. | Regist'd Dimensions Deck Erections, &c. Length. | Breadth. | Depth. | Port of Registry. / Flag. | Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Moulded depth. / Freeboard amidships | Other Registers in which classed. Details of R. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 68 Martha | SteelTwinScSr | | 1394 | ✠100A1 | Shi | | *p* | 1888 | R.&W. | A.A.L.B. | 250·5 | 34·2 | 18·0 | Formosa | T.6Cy.19″,30″&50″–33″ (*s*) | 19 ″ 0 | |
| *P.Merlees* –93 | *ss*Shi.No.1–94 | | 1015 | *pt Shade dk* | LA&CP | | | 6mo | Hawthorn, | Clonebough | F46′ | | | Chinese | 145lb *75lb* 300IP | s 6 ″ 10 | |
| BKFH *Electlight* | (*ex*Smith) | 2*Dks*(1*pt Stl*) | 703 | *with freeboard* | | | | | Leslie&Co. | | | | FK | 5*BH Cem* | 2DB.*12pf*,GS198 | | |
| | | | | 5,94 | ✠LM C6,96 | | | | (Lim.) | | | | | | R.&W.Hawthorn,Leslie& | | |
| | | | | | | | | | Newcastle | | | | | | Co.(Lim.),Newcastle | | |
| 69 Margaretha | IronScSr | | 1326 | ✠ —— | Shl | | | 1870 | M.Pearse | B.M.Banck | 248·6 | 30·4 | 23·2 | Hlsngborg | C.2Cy.26″&50″–30″ | 24 ″ 7 | |
| | *ss*Nwc.No.3–8,88 | | 1314 | | | | | 2mo | &Co. | | len72 | | BK8″ | Swedish | NDB81 98HP | | |
| (*ex*AnnieAinslie) | *ss*Clf.No.2–94 | | 847 | 5,95 | ✠NB81 | | | | Stockton | | | | *WB*= | *DBa47f10′* | N.E.MarineE.C.(Lim.)Sld. | | |
| | 2*Dks3trB* | | | | | | | | | | | | | | | | |
| 70 Moulmein | IronScK | | 148 | 100A1 | | | | 1895 | Edwards | G.Beeching&Co. | 105·0 | 20·5 | 10·9 | | T 3Cy.12″,18″&30″–21″ | | |
| | 1*Dk* | | | *Stm Trawler* | | | | | Bros. | | | | | | 45HP | | |
| | | | | (*Class Contem plated*) | | | | | N.Shields | | | | | | N.E.Mar.Eng.Co.(Lm.)Sld | | |
| 71 Menelaus | SteelScSr | | 4348 | | | | | 1895 | Scott&Co. | OceanSteamship | 392·3 | 47·1 | 26·0 | Liverpool | T.3Cy.25½″,43″&69″–54″ | | |
| | | | 3961 | | | | | | Greenock | Co. | P44′B106′F48′ | | | British | | | |
| | 2*Dks* | | 2846 | | | | | | | | | | | | Scott&Co.,Greenock | | |

| 1 Numéro d'ordre. Numéro Officiel. Signaux. | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 104179 | **Northwold** *A.Croft* –94 | IronScK 1*Dk* | 127 118 45 ~~46~~ | ✠ 100A1 *Stm Trawler* 8,94 (*Class Contem. plated*) ✠LMC8,94 | Hul LA&CP | | 1894 8mo | Cochrane& Cooper Beverley | "Northwold" Stm. Fishing Co (Lim) (T.Sowerby, *Mgr*) | 92·5 Q17′ | 20·5 | 11·0 | Grimsby British 3*BHCem* | T.3Cy.10″,16″&25½″–20″ (*s*) 170lb 85HP 1SB,*2pf*,GS25·HS706 Amos&Smith,Hull | 11 ″ 10 | |
| 2 | **Nea Omonoia** *J.Mitchell*94-94 | SteelSc 1*Dk*(*Irn*) | ~~110~~ 128 127 26 | ✠ A 1 *For Towing purposes* 8,94 (*Class Contemplated*) ✠LMC8,94 | Lth LA&CP | | 1894 8mo | J.Cran&Co Leith | Aravandino& Caravia | 100·0 BK6½″ | 19·8 | 9·6 | Ithaca Greek 4*BHCem* *WB*=*FPT2tAPT5t* | T.3Cy.13″,21″&34″–24″ (*s*) 165lb 84HP ~~60HP~~ 1SB,*2rf*,GS44 HS1082 J.Cran&Co.,Leith | 10 ″ 0 | |
| 3 104042 NMBJ | **Norman** *W.Barnbridge* -94 *Elec.light* | SteelTwinScSr 3*Dks* | ~~5000~~ 7392 6247 4179 | | | | 1894 | Harland& Wolff(Lim.) Belfast | Union Steamship Co. (Lim.) | 490·8 P59′F60′ | 53·2 | 33·5 | S'thamptn British *WB* | T.6Cy.31½″,52″&85″–57″ 1393HP Harland&Wolff(Lim.),Bel | | BT till 10,95 |
| 4 | **Number 160** | SteelPad 1*Dk* | 286 220 121 | | | | 1894 | Gourlay, Bros.&Co. Dundee | Turkish Government | 180·0 | 23·1 | 8·0 | Turkish | C.2Cy.22″&42″–48″ 99HP Gourlay,Bros.&Co.,Dun. | | |
| 5 | **Number 161** | SteelPad 1*Dk* | 285 220 121 | | | | 1894 | Gourlay, Bros.&Co. Dundee | Turkish Government | 180·0 | 23·1 | 8·0 | Turkish | C.2Cy.22″&42″–48″ 99HP Gourlay,Bros.&Co.,Dun. | | |
| 6 104506 | **Nineveh** *N.Allan*78–94 *Elec.light* | SteelScBkn 2*Dks*(*Stl*–1ws) & *Spar dk*(*Stl*–*Teak* s) | ~~3700~~ 3808 3448 2410 | ✠ 100A1 *Spar dk* ~~10,94~~ 3,95 (*Class Contem. plated*) ✠LMC10,94 | Gls LA&CP Lon | *w* | 1894 10mo | R.Napier &Sons Glasgow | G.Thompson&Co. | ~~377·0~~ B30′~~F164~~ 365·0 BK9″ *WB*=*CellDBuE*&*B72′f40′42t* | ~~45·2~~ F42′ 28·5 | 20·4 7*BHCem* | Aberdeen British *APT100t* | T.3Cy.27½″,42″&70″–54″ (*s*) 160lb *160lb* 400HP 2DB,*12rf*,GS241,HS7146 R.Napier&Sons,Glasgow | 24 ″ 4 s 7 ″ 4 | BT till 8,95 |
| 7 ~~16376~~ | **No. 9** ~~*A.Rake* –94~~ | SteelTwinScSk (*Hopper Dredger*) 1*Dk* | 657 652 297 | | | | 1894 | W.Simons &Co. Renfrew | ~~A.Brown~~ Russian Government | 175·0 | 35·6 | 14·6 | ~~Glasgow~~ British Cronstadt Russian | C.4Cy.20″&39″–24″ 120HP W.Simons&Co.,Renfrew | | |
| 8 ~~16800~~ | **No. 10** | SteelTwinScSk (*Hopper Dredger*) 1*Dk* | 724 706 370 | | | | 1894 | W.Simons &Co. Renfrew | ~~A.Brown~~ Russian Government | 184·5 | 35·6 | 14·6 | ~~Glasgow~~ ~~British~~ Cronstadt Russian | C.4Cy.20″&39″–24″ 120HP W.Simons&Co.,Renfrew | | |
| 9 | **Nanyetsu Maru** (*ex*Pollux,*ex*Bremena) | IronScSr 1*Dk*&*Spardk3trB* | 1255 1240 898 | | | | 1884 | J.C.Teck-lenborg Geestemünde | Ukon | 224·7 23·4 | 29·8 | 16·1 | Osaka Japanese *WB* | C.2Cy.27″&50″–31″ 125HP Maschinenfabrik Buckau, Magdeburg | | V |
| 10 | **Nuevo Colastiné** (*ex*Santa Fe,*ex*Petersburg) | IronSc3MstSr 1*Dk*2*trB* | 1904 1452 1220 | | | ... | 1865 3mo | A.Leslie& Co. Newcastle | E.A.Bunge& J.Born | 293·7 P92′F44′ | 33·7 | 20·7 | Bns.Ayres Argentine | C.2Cy.30½″&52″–36″ NB81 130HP *Cmp.*T.M.Tennant,Leith | 21 ″ 9 s 2 ″ 10 | V |
| 11 104265 NMTK | **Newstead** *R.Dyer*89-94 *deep framing*&*pt Awng dk*(*Stl*) | SteelScSr 1*Dk*(*Stl*)& | ~~2830~~ ~~2676~~ 2836 2092 1827 | ✠ 100A1 *pt Awng dk with freeboard* 12,94 ~~10,94~~ (*Class Contemplated*) ✠LMC10,94 | Nwc A&CP Bly | *t* | 1894 10mo | Palmers' Co.(Lim.) Newcastle | ~~J.J.&C.M.Forster~~ Newcastle S.S.Co. (Lim.) (JJ&CM Forster,*Mgrs*.) | 315·0 ~~P32′~~Q50′P29′ *pt Awng dk* ~~337~~ 235′ FK | 43·0 20·2 | 20·5 6*BHCem* | Newcastle British | T.3Cy.22½″,36½″&61″–42″ (*s*) 160lb *80lb* 280HP 2SB,*6pf*,Gs81,Hs3724 Palmers' Co (Lim.),Nwc. *WB*=*CellDBa100f126′53t APT24t* | 21 ″ 6 s 8 ″ 8 | |
| 12 | **Najade** *C.Wurtmann* –94 | SteelPad 1*Dk* | 724 530 470 | | | | 1894 | F.Schichau Elbing | ~~Norddeutscher Lloyd~~ Norddeutscher Lloyd | 233·6 F52′H121′ | 29·6 | 11·9 | Bremen German | T.3Cy.32¾″,50½″&72¾″–59″ F.Schichau,Elbing | | G |
| 13 | **Normandie** *J.Tiemann*91–91 (*ex*Jeronymo Rebello,*ex*Harmonie, *ex*Industrie II.) | SteelTwinScSr *ss*Ham No.1–91 1*Dk*(*Irn*) | 335 263 200 | ✠ 2,91 ✠ | Ham LA&CP | *g* | 1886 3mo | Kon.My. de Schelde Flushing | Cia.de Estrado de Ferro Bahia e Minas | 149·6 FK | 24·9 | 10·6 5*BHCem* | R.Janeiro Brazilian | T.3Cy.10″,16″&26″–16″ 70HP 2SB.2*cf*.GS30 Koninklyke Maatschappy de Schelde,Flushing | | |
| 14 104814 | **Nellie** *T.Shotton*85-94 1*Dk*(*Irn*)& *Web frames* *Well deck* | IronScSr | ~~1830~~ 1900 1397 1217 | ✠ 100A1 ~~LMC~~ 3,95 (*Class Contemplated*) ✠LMC11,94 | Hpl A&CP C✠ | *r* | 1894 11mo | Furness, Withy&Co. (Lim.) W Hartlepool | Burdick&Cook *WB*=*CellDBa82′uE*&*B44′f94′* | 270·0 P27′Q72′B118′F31′ FK | 36·6 | 17·0 4*BHCem* | London British 392*tAPT15t* | T.3Cy.21½″,35″&57″–36″ (*s*) 160lb *70lb* 190HP 1SB,*4cf*,GS63,HS2850 Blair&Co.(Lim.),Stockton | 19 ″ 3 s 1 ″ 5½ | |
| 15 106011 | **Niagara** *J.H.Lynn* –94 | IronScK 1*Dk* | 162 150 ~~63~~ | ✠ 100A1 *Stm Trawler* 10,94 (*Class Contemplated*) ✠LMC10,94 | Hul LA&CP | | 1894 10mo | Cochrane& Cooper Beverley | T.Hamling&Co. (Lim.) | ~~105·8~~ ~~F20′~~ Q20′ 107·1 | ~~20·9~~ BK7½″ 21·0 | ~~12·3~~ 11·0 3*BHCem* | Hull British | T.3Cy.13″,21″&34″–24″ (*s*) 170lb 60HP 1SB2*cf*,GS28,HS898 C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 16 | **Normandy** *H.A.Gough*77-95 *Web frames*&*pt Awng dk*(*Irn*) | SteelScSr 1*Dk*(*pt Stl*&*pt Irn*)& | ~~2445~~ 2419 1796 1545 | ✠ 100A1 *pt Awng dk with freeboard* 1,95 (*Class Contemplated*) ✠LMC1,95 | Mdb A&CP | *s* | ~~1894~~ 1895 1mo | Sir Raylton Dixon &Co. Middlesbro' | ~~D.MacIver,Sons& Co.(Lim.)~~ S.S.Normandy Co. (Lim.) (.DMac IverSons&Co. (Lim) | 294·9 P27′Q82′ *pt Awng dk* 186′ FK | 41·3 | 17·9 5*BHCem* *WB*=*CellDBa90′uE16′f118′483t* | Liverpool British | T.3Cy.23″,37″&61″–42″ (*s*) 160lb *80lb* 250HP 2SB,*6cf*,GS104,HS3760 Blair&Co.(Lim.),Stockton | 20 ″ 3 s 8 ″ 9 | |

| No. in Book / Official No. / Code Letters | Steamer's Name / Master / Late Name if any / Special Surveys | Material, Rig, &c. / No. of Decks, &c. | Regist'd Tonnage: Gross / Under deck / Net | Character (for Special Survey, Date of last Survey) | Port of Survey | Years Assigned / Equipment Letter | Built: When (Ship / Engines) | By Whom / Where | Owners | Length | Breadth | Depth | Port of Registry / Flag | Engines (No. & Dia. of Cylinders—Stroke, Boiler Pressure—Horse Power, Maker's Name) | Moulded depth / Freeboard amidships (ft. in.) | Other Registers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17 / 104268 | Newlyn / H.Voss93-94 1Dk(ptStl&ptIrn) &Webframes&ptAwngdk(Irn) | SteelScSr | ~~2878~~ 2883 / ~~2213~~ 2219 / ~~1869~~ 1848 | ✠100A1 ptAwngdkwithfreeboard 11,94 2,95 (Class Contemplated) ✠LMC11,94 | Nwc LA&CP | t Bry | 1894 11mo | C.S.Swan& Hunter Newcastle | ~~J.J.&C.M.Forster~~ NewcstleSSCo(Lim) (JJ&CMForster,Mgrs) | 312·4 ~~312·5~~ | 41·0 | 20·6 | Newcastle British FK 6BHCem WB=CellDBa94'uE&B40'f130'640tAPT65t | T.3Cy.23",38"&61"–39" (s) 160lb 80lb 250HP 2SB,6pf GS106,HS3900 WlsndSlpwyCo(Lm) Nwc | 23 " 1 / s 9 " 0 | |
| 18 / 104596 | Northumbria / E.Fawckner89-94 | SteelScSr 1Dk(Irn) | 90 100 / 85 | ✠100A1 For Towing purposes 12,94 (Class Contemplated) ✠LMC11,94 | Mtr A&CP | | 1894 12mo | Montrose S.B.&E.Co. (Lim.) Montrose | ~~J.Constant~~ SirJ.Jackson | 85·0 | 18·2 | 8·2 | ~~London~~ British Dover 4BHCem BK6" WB=FPT6tAPT6t | C.2Cy.15"&32"–24" (s) 130lb 53HP 1SB,2pf,GS33,HS953 Hall-Brwn,Buttery&C,Gls | 8 " 6 | |
| 19 | Niord / Edström –94 | SteelSc 1Dk | 522 / 353 / 330 | | | | 1894 | Helsingörs Jernskibs og Maskinbyg. Elsinore | AngfartygsActie Bolaget"Nornan" | 160·0 | 24·5 | 12·8 | Gothenbrg Swedish WB | T.3Cy.14½",23"&38½"–27" 350HP HelsingörsJernskibs og Maskinbyggeri,Elsinore | | |
| 20 | North Land | SteelTwinSc 3Dks | | | | | 1894 | GlobeIron WorksCo. Cleveland,O. | NorthernSteam-shipCo. | 360·0 | 44·0 | 26·0 | Buffalo NY Utd.States | Q.4Cy.25",36",51½"&74"–42" GlbeIrnWksCo,Clvelnd,O | | |
| 21 | Nottingham / H.Lewis –94 | SteelScTug | 409 / — / 204 | | | | 1894 | J. Dialogue Camden,N.J. | CentralR.R.ofN.J. | 128·5 | 27·3 | 17·1 | NewYork Utd.States | T.3Cy.16",24"&41"–30" | | |
| 22 | Neptun / Külper94–94 (Trawler) | SteelSc 1Dk | 139 / 128 / 57 | | | | 1894 | J.C.Teck-lenborg Geestemünde | T.Wieting | 106·6 | 20·7 | 9·7 | Brmrhavn German | T.3Cy.11",17⁵⁄₁₆"&28⁵⁄₁₆"–21½" 75HP J.C.Tecklenborg,Gstmnde | | |
| 23 | Noel / ~~R.P.Agnicray –94~~ (exCicero) A.LeMouel / ssLiv.No.3–2,91 ssDnk.No.1–95 | IronScSr 1Dk(Irn)2trB | 1588 / 1491 / 1030 | ✠100A1 A1* 1 4,95 ~~2,91~~ BS6,92 LMC2,91–4,95 | Liv A&CP Dnk | s Lv | 1878 7mo | Barrow S.B.Co. (Lim.) Barrow | N.Dubuisson | 301·5 | 32·4 | 21·8 | Dunkirk French 6BHCem BK10" WB=DBuB26' P14'H24tF40' | C.2Cy.29"&59"–48" 70lb 75lb NDB87 180HP 2DB,8f,GS126 BarrowS.B.Co.(Lim.),Brw | | |
| 24 / 102904 / NQWP | Nubia / V.W.Hall91-95 Elec light | ~~SteelScMstSr~~ 2Dks(1Stl-ws) & UStl-Teaks) 3trB | ~~5884~~ 5914 / ~~3739~~ 5084 / ~~3805~~ 3824 | ✠100A1 2,95 (Class Contemplated) ✠LMC2,95 | Grk LA&CP | †† | 1895 2mo | Caird&Co. (Lim.) Greenock | P.&O.Stm.Nav.Co. | 430·0 | ~~49·0~~ 49 | ~~33·0~~ 8/29·9 | Greenock British BHCem ~~P35'B162'F84'~~ P86'B167'F85' BK9" WB=CellDBa113'uE&B76'f160'908t | T.3Cy.31",50"&82"–60" (s) 170lb 170lb FD 700HP 4SB,12cf,GS205,HS9424 Caird&Co.(Lim.),Grk. | 33 " 0 / s 7 " 4 | BT till 2,96 |
| 25 | Normandy / See No. 16 for full particulars. | SteelScSr | 2419 / 1796 / 1545 | 100A1 ptAwngdkwithfreeboard (Class Contemplated) | | | 1895 | SirRaylton Dixon&Co. Middlesbro' | D.MacIver,Sons& &Co.(Lim.) | 294·9 | 41·3 | 17·9 | Liverpool British P27'Q82' ptAwngdk186' | T.3Cy.23",37"&61"–42" 250HP Blair&Co.(Lim.),Stockton | | |
| 26 | Neptune / ~~Vallé –95~~ (exJamesWatt) H.Depagne95-95 / ~~ssSng.No.2–88~~ ssBbo.No 3-4,95 | IronSc 2Dks(Irn) | 1603 / 1470 / 999 | ✠100A1 ~~2,92~~ 4,95 BS6,92 ✠LMC10,92 2,95 ✠NB2,95 | Cff A&CP Bbo | r | 1881 2mo | R.Duncan &Co. Pt.Glasgow | NeptuneSociété Maritime (J.Portalis) | 260·5 | 36·1 | 20·9 | Rouen French 5BHCem BK9" ~~WB=CellDB220'326t~~ WB=CellDBa76'f90'231t P24'B–F34' | C.2Cy.31"&62"–39" (s) 76lb 80lb NDB95 160HP 2SB,6pf,GS92,HS2592 Rankin&Blackmore,Grk. | 24 " 0 / s 3 " 10½ | |
| 27 / HKGP | Nanking / N.Sörensen –94 | SteelScSr 1Dk&Awngdk | 1339 / 1209 / 844 | | | | 1894 | Fevigs Jernskibs-byggeri Grimstad | Actieselskabet "Nanking" (Winge&Co.) | 224·1 | 33·2 | 20·2 | Christiania Norwegian WB B65tH37tF26t | T.3Cy.17",27"&45"–30" 124HP Akers mek.Verksted. Christiania | | N |
| 28 / JTSM | Napoli / H.Johannesen –94 | WoodScSr 1Dk2trB | 577 / 457 / 358 | | | | 1894 | Brunchorst &Dekke Bergen | P.Hamre | 163·9 | 27·2 | 15·9 | Bergen Norwegian Q37tB58tH5tF20t | T.3Cy.12½",20"&32"–26" 65HP LaxevaagsMaskin&Jern-skibsbyggeri,Bergen | | N |
| 29 / 1408 / EJVW | Nanshu Maru | WoodScSr | 179 / 166 / 111 | | | | 1894 | Oga Chiyataro Zaimskuokba | NakamuraUkichi | 109·8 | 16·0 | 12·7 | Osaka Japanese | 2Cy. 28HP | | |
| 30 / 104509 | Norwood / C.Michie92-95 Elec.light | SteelScSr 2Dks(UptStl-ws) | 798 / 620 / 348 | ✠100A1 4,95 (Class Contemplated) ✠LMC4,95 | Abn LA&CP | m | 1895 4mo | Hall, Russell&Co. Aberdeen | Aberdeen.New-castle&HullStm. ~~Nav.~~Co.(Lim.) | 220·8 | 30·2 | 15·1 | Aberdeen British 4BHCem ~~P44'B65'F30'~~ P48'B71'F38' BK8" | T.3Cy.21",34½"&56"–36" (s) 170lb 90lb 202HP 1SB,3cf,GS54,HS3252 Hall,Russell&Co.,Abn. | 15 " 10 / s 1 " 10½ | BT till 3,96 |
| 31 | Nara Maru / (exMetapedia) / ssLiv.No.3–10,93 | IronScSr 2Dks(Irn)3trB | 2241 / 2085 / 1454 | ✠100A1 5,94 ✠NB6,91 ✠LMC10,93 | Cff LA&CP | t | 1881 2mo | A.Leslie& Co. Newcastle | NisaburoHiroumi | 321·5 | 36·2 | 24·1 | Osaka Japanese BHCem P36'B52'F39' BK10" WB=DBuE&B48'140tMT32'325t | T.3Cy.23½",35"&62"–48" (s) 160lb 80lb NDB91 300HP 3SB,6rf,GS132,HS4066 Fpd91 WstryCplnd&CBrw | 25 " 7 / s 4 " 11 | D |
| 32 / 1373 / EJSY | Nakagawa Maru | WoodTwinScSr 2Dks | 203 / 189 / 118 | | | | 1893 | Nishijima Keikichi Osaka | OsakaShosen Kabushiki Kwaisha | 124·3 | 17·0 | 12·7 | Osaka Japanese | 4Cy. 40HP | | |
| 33 | Nicolai / H.Keysirling | SteelScSr 1Dk | 124 / 124 / 49 | | | | 1894 | AkersMek Værksted Christiania | CountH.Keysir-ling | 90·7 | 18·4 | 11·5 | Vladvostk Russian | T.3Cy.11",18"&29"–20" Akers.Mek.Værk.,Xia. | | |
| 34 | Nachtigal / Böhmermann –95 | SteelTwinScSr 1Dk | 249 / 218 / 136 | | | | 1895 | Germania-Werft Kiel | AuswärtigesAmt. KolonialAbtheil. | 134·6 | 24·7 | 10·9 | Kamerun German WB F24' | C.4Cy.11½"&21⅝"–11¾" A.G."Germania,"Berlin | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 3 Nom du Navire. Matériaux. Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 6 7 Détails de la Classification. Cote. — ✠ Surveillance Speciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | 8 9 Construit. Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. *pds.* *pc.* | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35 Nellie<br>[illegible] *R.Barnes* –95 | **WoodScSp** | 109<br>99<br>48 | | | | 1895 | Robinson& Hill Belfast | **J.Robinson,sen.** | 84·0 | 21·4 | 7·8 | **Belfast British** | C.2Cy.12″&26″–16″ 30HP<br>W.Kemp,Glasgow | | |
| 36 Novembre | **SteelScSr** | 3550<br>3300<br>2230 | 100A1<br>*Spar dk*<br>(*Class Contem plated*) | | | 1895 | TyneIron ShipBuildg Co.(Lim.) Newcastle | **Aznar y Cia.** | 345·0<br>P28′B78′F33′ | 44·0 | 26·0 | | T.3Cy.24″,40″&64″–45″<br>J.Dickinson,Sunderland | | |
| 37 Nicolai II. | **SteelScSr**<br>2*Dks* | 2500 | | | | 1895 | Lobnitz& Co. Renfrew | **ForenedeDamps-kibsSelskab.** | 296·0<br>P29′Q86′B120′F31′ | 40·2 | 19·2 | **Copnhagn**<br>Danish | T.3Cy.19½″,32″&51″–39″<br>*WB*Lobnitz&Co.,Renfrew | | |
| 38 Neptun<br>*H.Jessen*95–95 *ss*E pl.2nd No.3–4,95<br>(ex Saint Hilda) 1*Dk2trB* | **IronScSr** | 762<br>600<br>467 | ✠100A1<br>4,95<br>✠LMC4,95 | Hpl<br>A&CP | *k* | 1872<br>7mo | Withy, Alexander Hartlepool | **Dampskibsselskabet Vesterhavet** | 194·8<br>Q73′ | 28·1<br>BK7½″ | 15·7<br>4*BHCem* | **Esbjerg**<br>Danish | C.2Cy.27½″&50″–33″ (*i*)<br>70lb *60lb* NB&NDB82 98HP<br>1SB,*3pf*,GS53<br>*WB=DBa*57′*f*62′ 139*tAPT*22*t* T.Brassey&Co.Birkenhead | 17 *v* 0<br>s 1 *v* 6½ | |
| 39 Nordhvalen<br>*J.Brunnich*87–95<br>1*Dk(Stl)&Spar dk(Irn)&Webframes* | **SteelScSr** | 3291<br>3112<br>2118 | ✠100A1<br>*Spar dc*<br>5,95<br>✠LMC5,95 | Stk<br>LA&CP | *v* | 1895<br>5mo | Richardsn, Duck&Co. Stockton | **Damps.Selsk. "Norden"** | 330·0<br>P29′B42′F33′ | 43·0<br>FK | 18·4<br>26·3<br>5*BHCem* | **Copnhagn**<br>Danish | T.3Cy.24″,38″&64″–42″ (*s*)<br>160lb *90lb* 220HP<br>2SB.*6cf*,GS95,HS4016<br>*WB=CellDBa*110′*u E&B*40′*f* 132′598*tMT*22′287*t* *APT*118*t* TRichrdsn&Sns(Lm.)Hpl | 21 *v* 1 | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Material, Rig, &c. Master. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Oneida** Iron ScSr<br>~~S.S.Garrin 94-94~~ ~~ssN.Yk.No.1-00~~<br>(exEl Callao) 1Dk(Irn)&Awng dk<br>A.Ingram 86-94 ssNYk.No.3-3,94 | 1019<br>944<br>642 | ✠ 90A1<br>Awng dk<br>with freeboard<br>6,94 ~~4,92~~<br>~~BS3,94~~ | NYk<br>LA&CP<br>✠LMC ~~5,93~~ 3,94 | m | 1885<br>4mo | Ramage& Ferguson<br>Leith | Clyde S.S.Co.<br>(W.P.Clyde&Co., Mgrs)<br>WB | 210·2 \| 31·2 \| 12·0<br>B38′ 18·4<br>FK<br>= FPT 17t APT 8t | New York<br>Utd. States | C.2Cy.26″&50″–36″<br>80lb 45lb 100HP<br>1SB.3pf,GS54,HS1533<br>Ramage&Ferguson Leith<br>freeboard to Awng dk | 12 ″ 8<br>1 ″ 1<br>7 ″10 | |
| 2 | **Otaru Maru** Iron ScSr<br>T.Purdy 80–86 (exDardanus) | 2374<br>2154<br>1507 | | | | 1883<br>5mo | R.&W. Hawthorn Leslie&Co.<br>Newcastle | Nippon Yusen Kaisha | 321·0 \| 36·5 \| 26·0 | Tokio<br>Japanese | C.2Cy.27″&58″–60″<br>400HP<br>R.Stephenson&Co.,Nwc. | | BT till 3,95 |
| 3 | **Odysseus** Iron ScSr<br>(ex Trevelloe) ssCff.No.2-93<br>Well deck G.Zanatos 1Dk(Irn)2trB<br>~~(Stranded, now re-floated)~~ | 1554<br>1222<br>983 | ✠ 100A1<br>4,95 ~~3,94~~ | Cff<br>LA&CP<br>✠LMC 8,94<br>Gen | q | 1884<br>3mo | J.Read-head&Co.<br>S.Shields | Theophilatos Bros. | 259·5 \| 36·2 \| 17·6<br>Q99′B64′F28′<br>drp95 BK 9″<br>WB = DBa 78′ f 72′ 340t | Ithaca<br>Greek | C.2Cy.30″&58″–36″ (i)<br>80lb 60lb 145HP<br>2SB.4pf,GS65<br>J.Readhead&Co.,S.Shields | 18 ″11<br>s 2 ″ 0 | D |
| 4 10484 | **Oopack** Steel ScSr<br>~~G.L.M.de la Perrelle 91-94~~<br>2Dks(1Irn&UStl-Teaks)&deep framing<br>Elec.light 3DkRule<br>C.L.M.de la Perrelle 91-94 | ~~2959~~<br>3883<br>3618<br>2517 | ✠ 100A1<br>10,94<br>~~(Class Custom Stated)~~ | Bel<br>LA&CP<br>✠LMC 10,94 | w | 1894<br>10mo | Workman, Clark&Co. (Lim.)<br>Belfast | China Mutual Stm. ~~Nav.Co.(Lim.)~~<br>~~Nippon Yusen Kaisha~~ China Mutal Stm Nav Co (Lim) | 370·0 \| 45·3 \| 27·0<br>P26′B73′F42′<br>BK 9′<br>WB = Cell DBa 116′ uE&B 30′ f 154′ 767t APT 53t | ~~London British~~<br>~~Tokio Japanese~~ | T.3Cy.26″,42″&71″–48″ (s)<br>180lb 180lb 500HP ~~345HP~~<br>2SB.6cf,GS124,HS5112 FD<br>Wrkman,Clark&Co(L)Bel | 29 ″ 9<br>s 6 ″ 4½ | BT till 10,95 |
| 5 10174 | **Orestes** Steel ScSr<br>J.Pulford -94 2Dks | 4348<br>3962<br>2846 | | | | 1894 | Scott&Co.<br>Greenock | Ocean Steamship Co. | 390·0 \| 47·0 \| 29·4<br>P32′B106′F49′<br>392·3 \| 47·1 \| 26·0 | Liverpool<br>British<br>WB | T.3Cy.25½″,43″&69″–54″<br>550HP<br>Scott&Co.,Greenock | | BT till 8,95 |
| 6 | **Ophelia** Iron ScSr<br>H.H.Krohn –94 ssShl.No.3–7,94<br>(exPalm Branch) 1Dk(Irn)2trB<br>Well deck | 1637<br>1302<br>1033 | ✠ 100A1<br>10,94 | Shl<br>A&CP<br>✠LMC 7,94 | q | 1881<br>7mo | Bartram, Haswell& Co.<br>Sunderland | Helsingorske Dampskibs Selsk. (H.C.Nyholm, Mgr.) | 260·0 \| 36·0 \| 18·6<br>P29′Q66′B58′F33′<br>BK 9½″<br>WB = DBa 66′ f 64′ 259t | Elsinore<br>Danish | C.2Cy.33″&62″–42″ (i)<br>80lb 60lb 160HP<br>2SB,6pf,GS90<br>J.Dickinson,Sunderland | 20 ″ 2<br>s 2 ″ 4½ | |
| 7 | **Occidente** Steel ScSr<br>C.J.Storry 59–94 ssLiv.No.1-94<br>(exHippolyte Dumois) 1Dk&Awng dk | 681<br>633<br>422 | ✠ 100A1<br>Awng dk<br>with freeboard<br>12,94 ~~5,93~~ | Bal<br>LA&CP<br>✠LMC ~~5,00~~ 12,94<br>Liv | h | 1890<br>5mo | T.B.Seath &Co.<br>Glasgow | Cia.de Nav.à Vap. do Maranhao | 175·0 \| 28·0 \| 11·1<br>18·3<br>BK 7″<br>WB = DBf 64′ 64t FPT 54t APT 11t | Maranham<br>Brazilian | T.3Cy.15½″,24″&40″–33″ (a)<br>160lb ~~80lb~~ 70lb 80HP<br>1SB,3rf,GS52<br>Hutson&Corbett,Glasgow | 11 ″ 9<br>s 7 ″ 11½<br>w 8 ″ 1 | |
| 8 | **Otto** Iron ScSr<br>ssGot.No.3–11–94<br>(exSweden) 1Dk2trB | 569<br>538<br>356 | ⩓1<br>11,94 | Got<br>A&CP<br>LMC 11,94 | | 1869<br>2mo | J.Laing<br>Sunderland | Bergningsoch Dykeribolaget "Neptun" (E. Liljewalch, Mgr.) | 190·4 \| 27·7 \| 15·2<br>Q29′B37′F19′<br>drp94 ND90 | Stockholm<br>Swedish | 2Cy.15″&41″–28″<br>130lb 45lb NB93 80HP<br>NDB80<br>G.Clark,Sunderland<br>WB = DBa 61′ 75t MT 12′ 30t | 16 ″ 4<br>s 2 ″ 5 | |
| 9 | **Orazio** (BROKEN UP 9,94) Iron ScBk<br>(exAmerica) 3Dks&Spar dk | 2752<br>1794 | | | | 1863 | Caird&Co.<br>Greenock | | 328·8 \| 40·0 \| 33·1 | Genoa<br>Italian | 2Cy.56″&96″–48″<br>NE72 700HP<br>Day,Summers&Co.,Sou. | | |
| 10 JSNF | **Orkla** Iron ScSr<br>P.Andresen<br>1Dk | 106<br>66<br>62 | | | | 1869 | ..... Trolla | Actieselskabet "Orkla" | 90·0 \| 16·8 \| 7·8<br>Q12t B22t H5t | Drntheim<br>Norwegian | C.2Cy.<br>27HP | | |
| 11 102192 NBCG | **Oropesa** Steel Twin ScSr<br>3Dks | ~~5870~~<br>5317<br>5054<br>3318 | | | | ~~1894~~<br>1895 | Harland& Wolff(Lim.)<br>Belfast | Pacific Stm. Nav. Co. | 421·0 \| 48·8 \| 33·0<br>F64′ | Liverpool<br>British<br>WB | T.6Cy.~~55~~″,38½″&64″–48″<br>23½″ 693HP<br>Harland&Wolff(Lim.)Bel. | | BT till 2,96 |
| 12 102200 | **Orissa** Steel Twin ScSr ~~5870~~<br>A.Hamilton -95<br>3Dks | 5317<br>5058<br>3320 | | | | 1895 | Harland& Wolff(Lim.)<br>Belfast | Pacific Steam Navigation Co. | 421·0 \| 48·8 \| 33·0<br>F64′ | | T.6Cy.~~60~~″,38½″&64″–48″<br>23½″ 693HP<br>WB Harland&Wolff(Lim.),Bel | | BT till 3,96 |
| 13 PRQK | **Oengaran** Iron ScBg<br>A.H.Klein 81–89<br>(exSamarang) 3Dks&pt Shade dk | 2585<br>2200<br>2008 | | | ... | 1883<br>7mo | R.Dixon& Co.<br>Middlesbro' | Rotterdamsche Lloyd (W.Ruys&Zonen, Mgrs.) | 324·0 \| 37·0 \| 25·7<br>P166t H182t F38t<br>len94 BK 10′ | Rottrdam<br>Dutch | Q.4Cy.21″,30″,43″&63″–36″<br>NE94 250HP<br>WB Koninkl.Maats.'DeSchilde'<br>Flushing | | D |
| 14 | **Oyo Maru** Iron ScSr<br>Ashida Kiyoji ssLth.No.3–2,91<br>(exBengloe) 2Dks(1Irn)3trB | 1854<br>1789<br>1133 | ✠ 100A1<br>8,94<br>BS12,93 | Shi<br>A&CP<br>LMC 2,91 | s | 1878<br>9mo | Barclay, Curle&Co.<br>Glasgow | Keiko Kaisha (Tatsu Ainsoké Mgr) | 301·5 \| 33·2 \| 25·1<br>B16′F41′<br>BK 10″ | Hiogo<br>Japanese | C.2Cy.36″&63″–45″ (i)<br>70lb 60lb NDB89 230HP<br>2B,GS110<br>Barclay,Curle&Co.,Gls. | 26 ″ 2<br>s 5 ″ 3 | D |
| 15 | **Oberbürgermeister Haken** Steel ScSr<br>J.Meyer 80–95 1Dk2trB | 1260 | | | | 1895 | Flensburger Schiffsbau Ges.<br>Flensburg | Neue Dampfer-Compagnie Act. Ges. | 200·3 \| 32·2 \| 17·8<br>P134′ F28′ | Stettin<br>German<br>WB | T.3Cy.20″,32″&52″–33″<br>Flensburger Schiffsbau Ges.,Flensburg | | |
| 16 | **Oceaan** Wood Sc<br>J.L.Homan 91–94<br>1Dk | 93 | | | | 1894 | L.Smit& Son<br>Kinderdijk | L.Smit&Co. (Murk Lels en Zoon, Mgrs.) | 148·0 \| 28·0 \| 12·6<br>B46′F16′ | Alblasrdm<br>Dutch | T.3Cy.18″,28″&46″–30″<br>WB Kon.Maats.deSchelde,<br>Flushing | | |
| 17 | **Oriente** Iron ScK<br>J.F.da Silva –90<br>(exSao Sebastião,exWestward Ho)<br>1Dk | 111<br>104<br>22 | ✠ 100A–<br>Stm Trawler<br>8,90 | Shl<br>✠LMC 8,90 | | 1890<br>8mo | JT Eltring-ham&Co.<br>S.Shields | Camnyrano y Cia. | 93·0 \| 18·6 \| 10·1<br>BK 6′ | R.Janeiro<br>Brazilian | C.2Cy.16″&32″–22″ (r)<br>100lb 42HP<br>1SB,2pf.GS28,HS719<br>Baird&Barnsley,N.Shields | 10 ″ 3 | |
| 18 | **Olof** Iron ScSr<br>G.H.Lewis –92 3rd Survey,Got.1,95<br>(exClapeyron,exCotherstone)<br>2Dks(Irn–Uws)3trB | 1776<br>1644<br>1337 | ✠ A1*1<br>1,95<br>✠NB1,95 LMC1,95 | Got | Lv | 1877<br>6mo | Short Bros.<br>Sunderland | T.Liljewalch | 273·6 \| 31·7 \| 23·8<br>B50′H56t<br>srp95<br>WB = DBa&u E&B<br>APT FPT | Stockholm<br>Swedish | C.2Cy.29½″&62″–39″ (s)<br>85lb 60lb 180HP<br>2SB,6pf,GS76,HS3228<br>J.Dickinson,Sunderland | | |
| 19 | **Oudalej** Steel Sc<br>1Dk2trB | 254<br>226<br>107 | | | | 1894 | Kockums Mek.Verks.<br>Malmö | Russian Government | 117·5 \| 25·0 \| 14·2<br>B13′ | Libau<br>Russian | C.2Cy.22″&44″–27½″<br>Motala Mek.Verks.,Motala | | |

| 2 / 3 | 4 | 5 / 6 / 7 | 8 / 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|
| m du Navire. Matériaux, Greement, etc.<br>*itaine.* *Ex-nom, s'il y a lieu.*<br>ites Périodiques. Nombres des Ponts. | Tonnage Officiel.<br>Total. — Sous le Pont. — Net. | Détails de la Classification.<br>Cote. — Surveillance Spéciale. Date de la dernière Visite. / Port de Visite. / Terme assigné maintenant expiré, Lettre d'Equipement. | Construit.<br>Quand. — Navire. — Mach. / Par qui. — Où. | Armateurs. | Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. / Largeur. / Creux. | Port d'Armement<br>Pavillon. | Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | Creux sur Quille.<br>Franc-bord au milieu du navire.<br>*pds. pc.* | Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
| **ontes** IronScK<br>1*Dk* | 180<br>160<br>81 | 100A1<br>*Well fishing vessel*<br>(*Class Contem plated*) | 1895 Cochrane &Cooper Beverley | T.Hamling&Co. (Lim.) | 108·7 \| 20·9 \| 12·8<br>Q20′ | Hull<br>British | T.3Cy.13″,21″&34″–24″<br>60HP<br>C.D.Holmes&Co.,Hull | | |
| **tario** SteelSc4MstBk<br>*W.S.Morgan* –93<br>LydianMonarch) | 4036<br>2855<br>2634 | | ...1881 AM'Millan &Son 5mo Dumbarton | T.WilsonSons&Co. (Lim.) | 360·0 \| 43·0 \| 24·8<br>32·3 | Hull<br>British | T.3Cy.26″,42″&70″–48″<br>NE&B93 245HP<br>Amos&Smith,Hull | | BT till 5,95 |
| **iio** IronSc4MstBk<br>*J.Kendrick* –94<br>EgyptianMonarch) | 3967<br>3877<br>2557 | | ...1880 AM'Millan &Son 12mo Dumbarton | T.WilsonSons&Co. (Lim.) | 360·0 \| 43·1 \| 24·8<br>32·3 | Hull<br>British | Q.4Cy.22½″,32″,45″&64″–42″<br>NE&B95 255HP<br>Earle'sCo.(Lim.),Hull | | |
| **ra** SteelScSr | 5240<br>3809 | 100A1<br>(*Class Contem plated*) | 1895 J.Laing Sunderland | BritishIndiaStm. Nav.Co. | 408·8 \| 50·5 \| 33·3<br>B80′F42′ | Glasgow<br>British | T.3Cy.26″,43″&70″–54″<br>G.Clark(Lim.),Sunderland | | |
| **kenfels** SteelScSr | 3600 | 100A1<br>*Spar dk*<br>(*Class Contem plated*) | 1895 Sir Raylton Dixon&Co. Middlesbro' | DeutscheDampf-schifffartsGessel-schaft"Hansa" | | | T.3Cy.24½″,39″&67″–45′<br>T.Richardsn&Sns(L.),Hpl | | |
| **tter** SteelSc<br>1*Dk* | 110 | A<br>*For Tug purp oses only*<br>(*Class Contem plated*) | 1895 Cox&Co. Falmouth | R.Nivill | 95·0 \| 18·0 \| 9·8<br>Q32′B27′ | | C.2Cy.15½″&30″–21″<br>38HP<br>Cox&Co.,Falmouth | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Ex. or Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| * 1 | **Pawel Andrejeff** (ex Elvaston) *Well deck* | Steel Sc Sr ss Lth. No. 1–92 1 Dk (Irn) § Web frames | 2084 1618 1367 | ✠100A1 2,94 BS1,94 | Npt LA&CP ✠LMC8,92 | r | 1887 10mo | J. Laing Sunderland | M. Carl | 278·0 Q121 BK 9½″ WB = Cell | 37·2 B36′F31′ 4BH Asp DB228 369t | 19·2 | Copnhagn Danish | T. 3Cy. 22″, 36½″ &60″–42″ (a) 150lb 150lb 300HP 2SB, 6cf, GS112 G. Clark, Sunderland | 21 ″ 11 s 2 ″ 0½ | D |
| 2 104789 | **Prince Rupert** J. Richards –94 | Steel Pad Sr 3 Dks | 1158 1048 620 ~~800~~ | | | | 1894 | W. Denny & Bros. Dumbarton | Canadian Pacific Railway Co. | 260·0 32·2 \| 11·5 19·5 | ~~32·0~~ ~~12·0~~ | | London British WB | T. 3Cy. 31½″, 47″ &68″ ~~70″~~ 72″ 260HP W. Denny & Co., Dumbarton | | BT till 8,95 |
| 3 81278 SPQR | **Pentland** T. O. Davies –94 (ex Bedouin) | Iron Sc Sr ss Hul. No. 3–12,91 2 Dks (1 Irn § 1 pt Irn) 3 tr B | 1911 1844 1234 | ✠100A1 5,94 BS5,94 | Nwc A&CP LMC3,91 | s | 1879 5mo | C. Mitchell & Co. Newcastle | ~~C.R. Scott & Co.~~ Pentland S.S. Co (Lim) (C.R. Scott & Co.) | 286·0 P27′F37′ srp92 WB = ~~DB af § u E § B140′~~ a § f102′ | 35·0 | 24·2 | Liverpool British 5BH Cem | C. 2Cy. 34″ &64″–42″ 80lb ~~80lb~~ NDB 94 225HP 2B, 6pf, GS98 Wlsnd. S.C. (Lim.), Wlsnd. | 25 ″ 7 s 4 ″ 8 | |
| 4 98443 NLJH | **Phillis Angel** A. Tyson 94–94 | Steel Sc Sr 1 Dk (Stl) pt Awng dk (Stl) § deep framing | 2461 1785 1574 | ✠100A1 pt Awng dk with freeboard 10,94 ~~7,91~~ Off | Gmh A&CP ✠LMC7,94 | s | 1894 7mo | Grange-mouth Dock-yard Co. Grang'mouth | M. Angel WB | 286·0 Q99′ pt Awng dk 187′ FK = Cell DB 236′ 588t | 40·7 | 18·2 | Cardiff British 6BH Cem AP T61t | T. 3Cy. 21″, 33½″ &57½″–39″ 160lb ~~80lb~~ (s) 202HP 2SB, 6pf, GS103, HS2934 Hutson & Son, Glasgow | 21 ″ 1 s 8 ″ 6½ | |
| 5 | **Pinto** P. Calvini –91 (ex Rio Paraguay) | Steel Twin Sc Sr 1 Dk (Irn) | 433 401 259 | ✠ A1 For River pur 3,90 | Cly poses only LA&CP ✠LMC3,90 | | 1890 3mo | Murdoch & Murray Pt. Glasgow | Cia. de Nav. S. João da Barra e Campos | 160·2 B26′F17′ FK WB = | 33·1 \| 9·0 4BH Cem AP T35t | | R. Janeiro Brazilian 150lb 60lb 60HP 1SB, 2cf, GS38, HS1030 Rankin & Blackmore, Grk. | T. 4Cy. (2) 9″, 18″ &32″–22″ (s) | 9 ″ 7 | |
| 6 | **Pervoi** G. C. Ascough –94 | Steel Pad Tug 1 Dk | 264 232 117 | | | | 1894 | Sir W. G. Armstrong, Mitchell & Co. (Lim.) Newcastle | Russian Government | 185·0 | 25·0 \| 7·2 | | Yeniseisk Russian | C. 4Cy. 16″ &30″–42″ 165HP Bow, McLachlan & Co., Psy. | | |
| 7 | **Prins Willem IV** H Shuter 89–94 | Steel Sc Sr | 1724 1399 1976 | 100A1 (Class Contemplated) | | | 1894 | Richardsn, Duck & Co. Stockton | Koninklijke West-Indische Maildienst | 270·0 | 36·2 \| 21·0 | | Amstrdam Dutch | T. 3Cy. 22″, 35″ &59″–39″ 250HP T. Richardson & Sons, Hpl. | | |
| *For Full particulars See No 631 in body of Register* | | | | | | | | | | | | | | | | |
| 8 HMKB | **Peloponessos** (ex Electric) | Iron Sc Sr | 608 505 272 | | | | 1863 | Tod & McGregor Glasgow | D. P. Goudis | 210·1 P61t | 27·1 \| 14·4 | | Piræus Greek | T. 3Cy. 19½″, 31″ &49″–33″ 150HP A. & J. Inglis, Glasgow | | |
| 9 103040 | **Petrel** | Steel Sc Sr 1 Dk | 192 156 98 | | | | 1892 | Polson Iron Wks Co (Lim) Owen Sound | Canadian Government | 116·0 | 22·0 \| 10·3 | | Ottawa British | C. 2Cy. 18″ &36″–24″ 50HP Polson I.W. Co. (Lim.), Tto. | | |
| 10 | **Pampa** (ex L'Italia) | Steel Sc 1 Dk | 346 314 218 | | | | 1890 | E. Cravero & Co. Genoa | Amard'lRibeiro | 157·6 | 27·2 \| 10·9 | | Pto. Alegre Brazilian | C. 2Cy. 15¾″ &31½″–19¾″ 80HP E. Cravero & Co., Genoa | | I |
| 11 102172 NMRT | **Planet Venus** ~~Kelly 94–94~~ J. W. Kelly 94–94 | Steel Sc Sr 1 Dk (Stl) § Spar dk (pt Irn pt Stl) § deep f rming | ~~3745~~ ~~3450~~ 3689 3459 2378 | ✠100A1 Spar dk 10,94 ~~(Class Contemplated)~~ ✠LMC10,94 | PGl LA&CP | w | 1894 10mo | W. Hamilton & Co (Lm) Pt. Glasgow | R. W. Leyland & Co. | ~~350·0~~ ~~43·0~~ ~~27·0~~ B86′F37′43·1 350·7 | 19·0 27·0 BK 11″ WB = Cell DB a 116 | 360 | Liverpool British 6BH Cem | T. 3Cy. 24″, 40″ &64″–45″ (s) 160lb ~~100lb~~ 360HP 2SB, 3rf, GS156, HS4719 D. Rowan & Son, Glasgow | 21 ″ 9 s 6 ″ 10½ | |
| 12 | **Paul** de Boer 94–94 | Steel Sc (Trawler) 1 Dk | 161 147 67 | | | | 1894 | G. Seebeck Geestemünde | P. F. Wurthmann | 110·0 | 22·0 \| 11·7 | | Gstemnde German | u E § B44′ f 134′ 8 19 t A P T 80 t T. 3Cy. 11½″, 17¾″ &30″–22″ 80HP G. Seebeck, Geestemünde | | |
| 13 | **Peeress** A. Emmerson –94 | Steel Sc K 1 Dk | 161 153 38 | ✠100A1 Stm Trawler 1,95 ~~10,94~~ ~~(Class Contemplated)~~ ✠LMC10,94 | Abn A&CP | | 1894 10mo | J T Eltringham & Co. S. Shields | R. Laing | 104·0 | 21·0 \| 11·7 BK 7″ | | Aberdeen British 3BH Cem | C. 2Cy. 17″ &36″–24″ (r) 110lb 61HP 1SB 2pf, GS38, HS1107. Clyne, Mitchell & Co., Abn | 12 ″ 0 | |
| 14 102033 | **Presto** (ex Triumph) | Iron Pad Sk 1 Dk | 155 139 ~~127~~ | | | | 1893 | J. T. Eltringham & Co. South Shields | T. Wilson, Sons & Co. (Lim.) | 107·0 | 19·6 \| 10·0 | | N. Shields British | 2Cy. 28½″–50″ 60HP Baird & Barnsley, N. Shl. | | BT till 8,95 |
| 15 RKCV | **Patria** E. Kopf 88–94 | Steel Twin Sc 4 Mst Sr 3 Dks, Shelter dk § Web frames | ~~7000~~ 7118 4516 4521 | | | | 1894 | Stettiner Maschinen-bau Act. Ges. "Vulcan" Stettin | Hamburg-Amerikanische Packetf. Act. Ges. | 460·0 Shelter dk 130′ | 52·0 \| 31·6 | | Hamburg German WB | ~~T. 6Cy. 25″, 40½″ &64 3/16″–49¼″~~ ~~T. 6Cy. 25″, 39¾″ &67″–48″~~ Stettin r Maschinenbau Act. Ges. "Vulcan", Stettin | | |
| 16 | **Phoenicia** | Steel Twin Sc 4 Mst Sr 3 Dks, Shelter dk § Web frames | 7000 | | | | 1894 | Blohm & Voss Hamburg | Hamburg-Amerikanische Packetf. Act. Ges. | 460·0 Shelter dk 130′ | 52·0 \| 31·6 | | Hamburg German WB | T. 6Cy. 25″, 39¾″ &67″–48″ Blohm & Voss, Hamburg | | |
| 17 80498 WVRP | **Poh Hin Guan** B. R. W. Williams –92 (ex Bheema) | Iron Sc Sr | 445 428 197 | | | | 1878 | T. Wingate & Co. Glasgow | Lim Ho Puah | 180·6 Q20t F8t | 22·1 \| 13·8 | | Singapore British | T. 3Cy. 15″, 24″ &40″–30″ 75HP Tpd. 88 Dunsmuir & Jackson Gla. | | |
| 18 104342 NMVQ | **Palestrina** J. Robertson –94 | Steel Sc Sr 1 Dk (Stl) § Spar dk (Irn) § deep framing | 3469 ~~3100~~ 3191 2187 | ✠100A1 Spar dk 10,94 ~~(Class Contemplated)~~ ✠LMC10,94 | Sld A&CP | v | 1894 10mo | Bartram, Haswell & Co. Sunderland | Jenneson Taylor & Co. WB = Cell DB a 103′ u E § B36′ f 142′ | 350·0 P32′B68′F36′ 103t | 45·0 \| ~~24·4~~ 16·3 BK 8″ 24·3 | | Sundrland British 6BH Cem AP T68t | T. 3Cy. 24″, 39″ &64″–42″ (s) 160lb ~~160lb~~ 300HP 2SB, 6rf, GS108, HS4420 J. Dickinson, Sunderland | 18 ″ 9 s 6 ″ 0 | |

| 1 Numéro d'Ordre. Numéro Officiel. Numéro | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné comme limite après Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc | 15 Navires Registres où le navire est coté. Durée in Cert. R. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | **Pallas** | SteelScSr | ~~3248~~ | ✠100A1 | Shi | *v* | 1888 | R.Dixon& | J.Prentice | 339·8\|42·2\|27·2 | Shanghai | T.3Cy.28″,44″&72″–48″ (*a*) | 28 ″ 9 | |
| 98779 | *E.T.Jackson* | *ss*Liv.No.1–92 3261 | 2999 | 9,94 | LA&CP | | 5mo | Co. | | P18′B78′F50′ | British | 160lb *80lb* 470IP 350HP | s 6 ″ 2 | |
| | (*ex*KachidateMaru,*ex*Pallas) | 2997 | 2093 | BS5,94 ✠LMC6,92 | | | | Middlesbro' | | drp94 BK11″ | 6*BHAsp* | 2DB,*12rf*,GS220 | | |
| | *Elec.light* | 2*Dks*(*Irn–Uws*)3*trB* | 2102 | | | | | | | *WB*=*DBa*96′228*t* | *MT*26′398*t* | G.Clark,Sunderland | | |
| 20 | **Plymouth** | SteelScTug | 373 | | | | 1892 | Neafie& | CentralR.R.of New | 135·0\|26·0\|16·0 | NewYork | T.3Cy.16″,24″&41″–30″ | | |
| 100694 | *W.T.Barnard* | 2*Dks* | — | | | | | Levy | Jersey | | Utd.States | | | |
| | *Elec.light* | | 187. | | | | | S.&E.B.Co. | | | | Neafie&LevyS.&E.B.Co., | | |
| | | | | | | | | Philadelphia | | | | Philadelphia | | |
| 21 | **Potomac** | SteelSc | 1100 | | | | 1894 | Neafie& | Maryland& | 180·0\|41·0\|12·0 | Baltimore | C.2Cy.20″&40″–24″ | | |
| | | | | | | | | Levy | VirginiaSteam- | | Utd.States | | | |
| | | | | | | | | S.&E.B.Co. | boatCo. | | | Neafie&LevyS.&E.B.Co., | | |
| | | | | | | | | Philadelphia | | | | Philadelphia | | |
| 22 | **Purissima** | SteelTwinSc | 1300 | | | | 1894 | Neafie& | Menendez&Co. | 234·0\|35·0\|20·4 | Havana | T.6Cy.14″,21″&36″–26″ | | |
| | Concepcion | | | | | | | Levy | | | Spanish | | | |
| | | | | | | | | S.&E.B.Co. | | | | Neafie&LevyS.&E.B.Co., | | |
| | | | | | | | | Philadelphia | | | | Philadelphia | | |
| 23 | **Prinz Regent** | SteelTwinScSr | 6592 | | | | 1894 | F.Schichau | Norddeutscher | 455·3\|50·2\|29·9 | Bremen | T.6Cy.28½″,46″&71″–47½″ | | G |
| | **Luitpold** | *H.M.Gathemann* –94 | 3731 | | | | | Danzig | Lloyd | P128′B179′F99′ | German | | | |
| | *Elec.light* | 3*Dks*&*Web frames* | 4576 | | | | | | | | *WB* | F.Schichau,Elbing | | |
| 24 | **Progressist** | SteelSc3MstSr | 3188 | | | | 1894 | W.Doxford | ~~Angier Brothers~~ | 340·0\|45·5\|23·5 | London | T.3Cy.26″,42″&68″–42″ | | |
| 104828 | (*Turret deck*) | 2*Dks* | 2844 | | | | | &Sons(Lim.) | AngierLine | | British | 350HP | | |
| | *J.Pinkham* –94 | | 2025 | | | | | Sunderland | (1887)(Lim) | | *WB* | W.Doxford&Sons(Lm)Sld | | |
| 25 | **Parà** | SteelScSr | 2964 | | | | 1891 | G.Ansaldo | B.Mazzino | 331·4\|40·1\|18·5 | Genoa | T.3Cy.22⅝″,37⅝″&61⅝″–43½″ | | IV |
| 201 | *G.Gotuzzo* –93 | 2*Dk3trB* | — | | | | | &Co. | (GondrandBros., | | Italian | 350HP | | |
| | (*ex*Remo,*ex*MicheleLazzaroni) | | 2204 | | | | | SestriPnente | *Mgrs.*) | | | G.Ansaldo&Co.Smprdrena | | |
| 26 | **Protector** | IronScTug | 158 | | | | 1875 | Harlan& | J.Reid | 117·6\|23·0\| 9·7 | BayCity, | 1Cy.28″–28″ | | |
| 100050 | *J.T.Reid* | 1*Dk* | — | | | | | Hollingswrth | | | Mich. | | | |
| | | | 79 | | | | | Wlmngtn Del | | | Utd.States | Harln&Hollngswrth,Wmn | | |
| 27 | **Praviano** | WoodScSr | 171 | | | | 1883 | Neafie& | A.Pulido | 93·2\|22·8\| 8·6 | Havana | 1Cy.18″–18″ | | |
| | (*ex*Guadiana,*ex*Isla dePinos, | | — | | | | | Levy | | | Spanish | | | |
| HPVG | *ex*JoséR.Rodriguez) | | 105 | | | | | Philadelphia | | | | 44HP | | |
| | | | | | | | | | | | | Neafie&Levy,Philadelphia | | |
| 28 | **Priscilla** | SteelPad | | | | | 1893 | Delaware | OldColonySteam- | 423·5\|52·1\|19·0 | FallRiver, | C.D.4Cy.51″&95″–132″ | | |
| | | | | | | | | RiverI.S.B. | boatCo. | | Mass. | | | |
| | | | | | | | | &E.Works | | | Utd.States | W.A.Fletcher&Co., | | |
| | | | | | | | | Chester,Pa. | | | | Hoboken,N.J. | | |
| 29 | **Phœbe** | SteelScSr | ~~2750~~ | ✠100A1 | Wtb | *t* | 1894 | T Turnbull | TurnbullBrothers | 312·4\|40·6\|21·8 | Cardiff | T.3Cy.23″,37½″&61½″–39″ (*s*) | 23 ″ 2 | |
| 98449 | *W.Story*88-94 | 1*Dk*(*Irn*)&*Web frames*& | 2754 | *pt Awng dk with freeboard* | | | 12mo | &Son | | P29′Q90′ | British | 160lb *80lb* 242IP | s 9 ″ 1 | |
| | | *pt Awng dk*(*Irn*) | 2127 | 12,94 | A&CP | Bly | | Whitby | | *Pt Awng.dk*193′ FK | 6*BHCem* | 2SB,*6cf*,GS90,HS3664 | | |
| | | | 1755 | (~~*Class Contem plated*~~) | | | | | | | | T.Rchrdsn&Sns(Lm),Hpl. | | |
| | | | | ✠LMC12,94 | | | | | | | *WB*=*DBa*104*f*120′574*t* | | | |
| 30 | **Perez** | IronScSr | 965 | ✠ A1 | Lth | | 1862 | Pile Spence | Perez y Hermano | 234·6\|29·8\|17·0 | Valencia | C.2Cy.37″&68½″–36″ (*s*) | 17 ″ 7 | BT |
| | *T.Ors*94–94 | *ss*Lth.No.3–7,86 | 747 | 7,94 | | | 3mo | &Co. | | P65′B48′F67′ | Spanish | 80lb *45lb* NE74NDB86 200IP | s 2 ″ 3½ | till |
| | (*ex*Morna) | *ss*Lth.No.2–94 | 495 | ✠NB7,86 LMC8,94 | | | | W Hartlepool | | ND74 BK9″ | 5*BHCem* | 2SB,*6cf*,GS140 | | 8,95 |
| | | 2*Dks* | | | | | | | | | | J.&T.Dale,Kirkcaldy | | |
| 31 | **Premier** | IronScK | 181 | ✠100A1 | Hul | | 1895 | Cochrane, | AnchorSteam | 105·8\|20·9\|12·5 | Grimsby | T.3Cy.12½″,19½″&32″–22½″ | 12 ″ 0 | |
| 104194 | *J.Raynor* –95 | | 164 | *Well fishing vessel* | | | 3mo | &Cooper | FishingCo.(Lim.) | Q44′F19′\|21·0\|11·5 | British | 120lb 160lb (*s*) 50IP | | |
| | | 1*Dk* | 81 | 2,95~~5,95~~ | LA&CP | | | Peverley | | 107·3\| BK7½″ | 3*BHCem* | 1SB,*2cf*,GS28 HS836 | | |
| | | | | (~~*Class Contem plated*~~) | Gms | | | | | | | C.D.Holmes&Co.,Hull | | |
| | | | | ✠LMC8,95 | | | | | | | | | | |
| 32 | **Polonia** | IronScSr | 2893 | | | | 1871 | Caird&Co. | Hamburg-Ameri- | 330·7\|39·0\|23·0 | Hamburg | C.2Cy.36″&60″–48″ | | V |
| | *Dröscher*85–93 | 2*Dks*&*Spar dk* | 2021 | | | | | Greenock | kanischePacketf. | 30·9 | German | | | |
| DGMP | (*ex*Kehrwieder,*ex*Vandalia) | | 2166 | | | | | | Act.Ges. | | | 300HP | | |
| | | | | | | | | | | | | Blohm&Voss,Hamburg | | |
| 33 | **Palatia** | SteelTwinSc4MstSr | 7100 | | | | 1894 | Stettiner | Hamburg-Ameri- | 460·0\|52·0\|31·6 | Hamburg | T.6Cy.25″,40½″&64⅞″–49¼″ | | |
| | | | | | | | | Mschinenbau | kanischePacketf. | | German | | | |
| | | | | | | | | Act.Ges. | Act.Ges. | *Shelter dk*130′ | *WB* | StettinerMaschinenbau. | | |
| | | | | | | | | "Vulcan" | | | | Act.Ges."Vulcan,"Stettin | | |
| | | | | | | | | Stettin | | | | | | |
| | | 3*Dks*&*Shelter dk*&*Web frames* | | | | | | | | | | | | |
| 34 | **Poseidon** | SteelScSr | ~~2570~~ | ✠100A1 | Shl | *s* | 1895 | J Readhead | StathatosBros. | 300·5\|41·1\| | Ithaca | T.3Cy.23″,37½″&61½″–42 | 20 ″ 10 | |
| | *E.Caravias* ~~92~~95 | 1*Dk*(*pt St lpt Irn*) | 2592 | *pt Awng dk with freeboard* | | | 3mo | &Sons | | 200·0\|41·0\|19·6 | Greek | 160lb *80lb* (*r*) 300IP | s 8 ″ 7 | |
| | &*deep framing*&*pt Awng dk*(*Irn*) | | 1870 | 3,95 | A&CP | | | SouthShields | | Q111′B128′F33′ | 6*BHCem* | 2SB,*6rf*,GS93,HS4445 | | |
| | | | 1666 | (~~*Class Contem plated*~~) | | | | | | RFD61′ FK | | J.Readhead&Sons,S.Shl. | | |
| | | | | ✠LMC3,95 | | | | | | *pt Awng.dk*128′ | | | | |
| | | | | | | | | | | *WB*=*CellDBa*96′*f* | 116′523*t* *MT*42′420*t* *APT*33*t* | | | |
| 35 | **Pomaron** | IronSc3MstSr | 1442 | ✠90A1 | Cff | *p* | 1872 | Wigham | ~~Morel Bros.&Co.~~ | 253·0\|33·2\|16·1 | S.Shields | C.2Cy.30″&57″–36″ (*i*) | 17 ″ 3 | |
| 63014 | *Pawley* | *ss*Cff.No.3–1,94 | 1421 | *Spar dk* | A&CP | | 3mo | Richardson | P.Morel | drp95 22·7 | British | 80lb *6·7lb* NDB94NB82 140IP | s 5 ″ 9 | |
| LDVQ | (*ex*CharlesW.Anderson) | 1*Dk*(*Irn*) | 892 | 2,95~~1,95~~ | LMC4,94 | | | &Co. | | BK8½″ | 5*BHCem* | 1SB,*4pf*,GS74 | | |
| | | &*Spar dk*3*trB* | | ✠NE80 *refitted*4,94 | | | | Newcastle | | *WB*= | *DBa*&*f*162′ | J.Dickinson,Sunderland | | |
| | | | | BS1,95 | | | | | | | Cardiff | | | |
| 36 | **Propontis** | WoodPadTug | 118 | | | | 1877 | ..... | P.Stefanovich diG. | ..... | Leghorn | | | |
| 12 | | | — | | | | | NorthShields | | | Italian | 50HP | | |
| RMFK | | | 71 | | | | | | | | | | | |
| 37 | **Pauline Haubuss** | SteelScSr | 429 | | | | 1894 | Nüske&Co. | Pauline-Haubuss | 146·0\|24·6\|12·8 | Stettin | C.2Cy.17¾″&30¾″–19½″ | | V |
| | *Sprenger* –94 | | 341 | | | | | Grabow | Act.Ges. | Q53′B24′F14′ | German | 50IP | | |
| | *Elec.light* | 1*Dk* | 300 | | | | | | | | *WB* | KetteSchiffs.,Uebigu bDrs | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 38 | **Penelope** *C.Bennett 86–95* | Steel Sc Sr 1 *Dk (Irn) & Web frames & pt Awng. dk (Irn)* | 2750 2746 2115 1761 | ✠ 100A1 *pt Awng dk with freeboard* 4,95 | Hpl A&CP | *t* (*Class Contem plated*) | 1895 4mo | T Turnbull & Son Whitby ✠LMC 4,95 | **H.Baxter & Co.** | 312·6 \| 40·7 \| 20·4 P28′ Q92′ *pt Awng. dk* 192′ FK *WB = Cell DB a* 104′ *u* E22′ *f* 120′ 602½ | Whitby British 6 *BH Cem* | T.3Cy. 23″, 37½″ & 61½″–39″ (*s*) 160lb *80lb*, 236 HP 2SB, *6cf*, GS 99, HS 3528 Blair & Co. (Lim.), Stockton | 23 ″ 2 s 9 ″ 1 | |
| 39 | **Prinz Heinrich** *H.Engelbart –94* *Elec light* | Steel Twin Sc 3 *Dks & Web frames* | 6613 3738 4606 | | | | 1894 | F.Schichau Danzig | **Norddeutscher Lloyd** | 455·3 \| 50·2 \| 29·9 P128′ B179′ F99′ | Bremen German *WB* | T.6Cy. 28½″, 46″ & 71″–47½″ F.Schichau, Elbing | | G |
| 40 | **Paknam** | Steel Sc Sr 1 *Dk 2 tr B* | 700 | | | | 1895 | R.Napier & Sons Glasgow | Messageries Fluviales de Cochinchine | 210·0 \| 28·0 \| 13·7 P22′ B74′ F39′ | Saigon French | T.3Cy. 18″, 29½″ & 47″–30″ R.Napier & Sons, Glasgow | | |
| 41 | **Portia** *M.O'Brien –95* | Iron Sc K 1 *Dk* | ~~150~~ 178 163 76 | ✠ 100A1 *Well fishing vessel* 5,95 LA&CP (*Class Contem plated*) | Hul | | 1895 5mo ✠LMC 4,95 | Cook, Welton & Gemmell Hull | ~~C.Hellyer & Co. (Lim.)~~ C.Hodder (C Hellyer & Co (Lim) *Mgrs*) | ~~108·4~~ \| 20·6 \| ~~11·6~~ Q45′ \| 11·3 108·8 \| BK 7½″ *WB = APT 4 t* | Hull British 3 *BH Cem* | T.3Cy. 12½″, 19½″ & 32″–23″ 170lb (*s*) 55 HP 50 HP 1SB, *2cf*, GS 25, HS 897 C.D.Holmes & Co (Lim) Hul | 12 ″ 0 | |
| 42 | **Ping-Yi** *R.Harris –92* (*ex* Yung Ching, *ex* Daybreak) | Iron Sc Sr 2 *Dks* | 1196 — 761 | ✠ 5,72 | Hul | Lv | 1872 3mo | Humphrys & Pearson Hull | **H.Mandl** | 230·7 \| 30·0 \| 16·1 FK | Trieste Aust.-Hung. 5 *BH* *WB = MT* | C.2Cy. 30½″ & 56″–33″ 125 HP Humphrys & Pearson, Hull | | |
| 43 | **Piuma** *T.Jarvis* HOGD (*ex* Itamby, *ex* Barao de S.Diogo) | Iron Sc Sr 1 *Dk* | 471 351 261 | ✠ 9,79 | Lon A&CP | *h* | 1879 7mo | C.Mitchell & Co. Newcastle | **J.S.Maciel** | 180·6 \| 23·2 \| 12·7 P55′ F34′ *WB = DB a* 44′ | R.Janeiro Brazilian 4 *BH Cem* | C.2Cy. 28″ & 50″–33″ 100 HP Easton & Anderson, London | | |
| 44 | **Portland** *H.K.Struve* F&YM 11,90 (*ex* Haytian Republic) | Wood Sc Bn 2 *Dks* | 1089 — 780 | | | | 1885 | New England S.B.Co. Bath, Me. | **J.Rosenfeld's Sons** | 191·0 \| 36·0 \| 20·0 | Portlnd, Or Utd. States | C.2Cy. 22″ & 44″–36″ Goss Mar Irn Wks, Bath, Me | | |
| 45 | **Panderma** *A.Mazarachi* (*ex* Kymi, *ex* Trocadero) | Iron Sc Sr Sc Cpl. No. 3–7,92 1 *Dk* | 279 278 192 | 100A1 7,92 B S 8,94 | Cpl A&CP | | 1878 7mo LMC 7,92 | H.Mc Intyre Paisley | **Idarei Massousieh** | 157·4 \| 27·9 \| 21·2 Q71′ B14′ F16′ BK 7″ *WB = FPT & APT* | Constanpl Turkish 4 *BH Cem* | C.2Cy. 20″ & 35″–24″ 65lb 60 HP 1B, GS 32 Hutson & Corbett, Glasgow | | H |
| 46 | **Parklands** *J.Carter 95-95* | Steel Sc Sr 1 *Dk (Irn) 2 tr B & Web frames* | ~~2450~~ 2520 2334 1627 | ✠ 100A1 *with freeboard* 5,95 (*Class Contem plated*) | Hpl A&CP | *t* ✠LMC 5,95 | 1895 5mo | W.Gray & Co. (Lim.) W Hartlepool | **R.Hardy & Co.** | 304·0 \| 44·0 \| 20·7 P27′ B68′ F31′ FK *WB = Cell DB a* 102′ *u* E22′ *f* 120′ 654 *t* *APT* 59 *t* | W.Hartlpl British 5 *BH Cem* | T.3Cy. 23″, 36½″ & 62″–39″ (*s*) 160lb *80lb* 240 HP 2SB, *6cf*, GS 79, HS 3580 Cen.Mar.Eng.Wks., W.Hpl | 23 ″ 2 s 4 ″ 7½ | |
| 47 | **Pierre et Paul** *A.Bireben –95* *Well deck* | Steel Sc Sr (*ex* Skinningrove) 1 *Dk (Irn)* | 347 259 174 | ✠ 100A1 4,95 | Bdx A&CP | *e* ✠LMC 12,91 | 1891 12mo | Wood, Skinner & Co. Newcastle | **P.Biraben & fils** | 140·7 \| 22·1 \| 10·9 Q69′ B12′ F19′ drp 92 FK *WB = FPT 41 t* | Bordeaux French 4 *BH Cem* *APT 10 t* | T.3Cy. 10½″, 17″ & 28″–21″ (*s*) 160lb *80lb* 35 HP 1SB *2pf*, GS 21 N E Marine E.Co. (Lim.) Sld. | 11 ″ 8 s ″ 10 | |
| 48 | **Penguin** | Iron Sc K 1 *Dk* | 151 140 65 | 100A1 *Stm Trawler* (*Class Contem plated*) | | | 1895 | Cook, Welton & Gemmell Hull | Pickering & Haldane's Steam Trawling Co. (Lim.) | 101·7 \| 20·7 \| 11·0 P24′ | Hull British | T.3Cy. 11½″, 18″ & 30″–22″ 160lb C.D.Holmes & Co., Hull | | |
| 49 | **Pacific** | Steel Sc Sr | 2926 2210 1875 | 100A1 *pt Awng dk with freeboard* (*Class Contem plated*) | | | 1895 | J.L. Thompson & Sons (Lm) Sunderland | Pacific Steam Ship Co. (Lim.) | 312·0 \| 41·0 \| 20·6 P24′ Q90′ *pt Awng dk* 197′ | Sundrland British | T.3Cy. 22½″, 36½″ & 60″–42″ J.Dickinson, Sunderland | | |
| 50 | **Prosper** *C.T.Gogstad –95* | Steel Sc Sr | 1252 907 791 | 100A1 *pt Awng dk with freeboard* (*Class Contem plated*) | | | 1895 | Campbeltown Shipbuilding Co. Campbeltwn | **Larssen & Kiær** | 230·0 \| 32·7 \| 16·4 Q79′ *pt Awng dk* 150′ | | T.3Cy. 17½″, 27½″ & 45″–33″ Kincaid & Co. (Lim.). Grk. | | |
| 51 | **Pelican** | Iron Sc K 1 *Dk* | 150 | 100A1 *Stm Trawler* (*Class Contem plated*) | | | 1895 | Cook, Welton & Gemmell Hull | St. Andrew's Stm. Fishing Co. (Lim.) | 105·0 \| 20·7 \| 11·0 P20′ | Hull British | T.3Cy. 13″, 21″ & 34″–24″ 170lb 60 HP C.D.Holmes & Co., Hull | | |

| 1 Numéro d'ordre. | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est coté. Durée du Cert. B. of T. Italie. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Queensland** | SteelScSr | 461 | ✠100A1 | Lth | *g* | 1894 | J.Scott& | R.Hart | 160·0 | 25·6 | 11·2 | Leith | T.3Cy.14″,22″&36″–27″ (*s*) | 11 ″ 9 | |
| | *F.Togen94-94* | 332 | | 7,94 | LA&Cr. | | 7mo | Co. | | Q74′B14′F20′ | | | British | 170lb *70lb* 70HP~~60HP~~ | s ″ 11 | |
| | *Well deck* | 1*Dk*(*Irn*) | 232 | *(Class Contem. plated)* | ✠LMC7,94 | | | Kinghorn | | | | FK | 4*BHCem* | 18B,3*pf*,GS55,HS1500 | | |
| | | | | | | | | | | *WB*= | *DBa*30′*fs*′40*tFPT*27*tAPT*16′ | | | J.Scott&Co.,Kinghorn | | |
| 2 | **Quentin** | SteelScSr | 1274 | ✠100A1 | Gls | *p* | 1892 | A.Stephen | G.Gibson&Co. | 260·0 | 32·5 | 16·2 | Leith | T.3Cy.23″,37″&59″–42″ (*s*) | 17 ″ 5 | BT |
| Pilot | *W.Seutter92–95* | | 1032 | 4,95 | LA&CP | | 7mo | &Sons | | P50′B65′F50′ | | | British | 170lb *50lb* 260HP | s 2 ″ 4 | 3,95 |
| WYB | (exDurward) | 2*Dks*(1*Stl*) | 648 | | ✠LMC7,92 | | | Glasgow | | | | BK9′ | 6*BHCem* | 2SB,*6cf*,GS147,HS4352 | | |
| | *Elec.light* | | | | | | | | | | | *WB*= | *MT*23′202*t* | A.Stephen&Sons,Glasgow | | |

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. | 3 Material, Rig, &c. Late Name if any. Special Surveys. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 102895 | **Rossetti** *Griffiths87-94* *Smith* | Steel Sc Sr 1Dk(*pt Stl, pt Irn*) & *Web frames & pt Awng dk(Irn)* 2Masts Sch Rig | ~~2132~~ ~~2520~~ ~~1840~~ 1807 | ✠100A1 *pt Awng dk with freeboard* ~~11,94~~ 4,95 *(Class Contem plated)* | ~~Sld~~ A&CP | *r* Shl ✠LMC8,94 | 1894 8mo | J.L. Thompson & Sons(Lm) Sunderland | F.Bolton | 280·0 \| 39·0 \| 17·3 ~~225~~ Q80 P24′ FK *pt Awng dk* ~~175~~ 174′ | London British *6 BHCem* | T.3Cy.21½″,35″&58′–39″ (*s*) 160lb *80lb* 200IP 2SB,6*cf*,GS108,HS3443 J.Dickinson,Sunderland *WB=CellDBa84′f108′327tATP20t* | 19 ″ 8 s 8 ″ 1 | |
| 2 102899 | **Ready** *C.Sturt* | Steel Sc Sr 1Dk | 103 87 41 | ✠100A1 2,95 8,94 ✠LMC8,94 | Gls A&CP Grk | *a* | 1894 8mo | T.B.Seath &Co. Glasgow | ~~T.B.Briggs~~ ~~(C.H.Pile, Mgr.)~~ C.H.Pile | 85·0 \| 17·6 \| 8·4 BK6″ *WB=FPT4t* | London British *3 BHCem* | C.2Cy.13½″&27″–18″ (*r*) 100lb 35HP Kincaird&Co.(Lim.),Grk. 1SB,2*pf*,GS28,HS598 | 9 ″ 0 | |
| 3 102170 NMPJ | **Ramazan** *J.Dunlop91-94* | Steel Sc Sr 1Dk(*pt Stl, pt Irn*) & *Web frames & pt Awng dk(Irn)* | 2857 2145 1807 | ✠100A1 *pt Awng dk with freeboard* 10,94 *(Class Contem plated)* ✠LMC10,94 | Sld LA&CP | *t* | 1894 10mo | R.Thompson&Sons Sunderland | ~~Liverpool Shipping Co. (Lim.)~~ ~~(H.Fernie&Sons, Mgrs.)~~ H.Fernie&Sons | 310·4 \| 42·5 \| 19·0 ~~230~~ Q48′ P28′ *Pt Awng dk* ~~232~~ 232′ FK *Pt Awng dk* 232′ *WB=CellDBa100′uE22′f124′582tAPT50t* | Liverpool British *6 BHCem* | T.3Cy.22½″,37″&61″–42″(*r*) 160lb *80lb* 210HP 2SB,6*pf*,GS108,HS3857 G.Clark(Lim.),Sunderland | 21 ″ 8 s 8 ″ 7½ | |
| 4 | **Rio Aquiry** *A.Arundrup -94* *Elec.light* | Steel Twin Sc Sr 1Dk(*Teak*) & *Promenade dk(Teak)* | 410 333 278 | ✠ A1 *For River purposes only* 10,94 *(Class Contem plated)* ✠LMC10,94 | P.Gl A&CP | | 1894 10mo | Murdoch & Murray Port Glasgow | A.F.Berneaud | 150·4 \| 33·0 \| 9·8 F16′ FK | Pará Brazilian *5 BHCem* | T.6Cy.10″,16″&26″–21″ (*s*) 175lb *80lb* 80HP 1SB,3*rf*GS60,HS1369 D.Rowan&Son,Glasgow | 10 ″ 0 | |
| 5 104139 | **Rameses** *R.Clark -94* | Iron Sc K 1Dk | 155 140 ~~65~~60 | ✠100A1 *Stm Trawler* ~~10,95~~ 2,95 *(Class Contem plated)* ✠LMC10,94 | Hul LA&CP Gms | | 1894 10mo | Cook, Welton& Gemmell Hull | R.W.Roberts&Co. | 102·2 \| 20·7 \| 11·0 ~~T21~~ F19′ Q20′ BK7½″ | Grimsby British *3 BHCem* | T.3Cy.11½″,18″&30″–22″(*s*) 160lb 48HP 1SB,2*cf*,GS24,HS715 C.D.Holmes&Co.,Hull | 11 ″ 10 | |
| 6 | **Rio Machados** *A.Pope -94* *Elec.light* | Steel Twin Sc Sr 1Dk Teak) & *Promenade dk(Teak)* | 414 333 281 | ✠ A1 *For River purposes only* 11,94 *(Class Contem plated)* ✠LMC11,94 | P.Gl A&CP | | 1894 11mo | Murdoch &Murray Pt.Glasgow | A.F.Berneaud | 149·6 \| 33·0 \| 9·8 F16′ FK | Pará Brazilian *5 BHCem* | T.6Cy.10″,16″&26″–21″ (*s*) 175lb *80lb* 80HP 1SB,3*rf*,GS60HS1369 D.Rowan&Son,Glasgow | 10 ″ 0 | |
| 7 103597 | **Rosabelle** *G.Wallace93-93* (ex Rhanbuoy) | Steel Sc K 1Dk(*Stl*) | 280 185 99 | ✠100A1 10,94 ✠LMC6,93 | Bel LA&CP | *d* | 1893 6mo | R.Kent& Co. Carrickfrgus | R.Neill&Sons | 129·0 \| 22·3 \| 9·0 Q44′B9′F28′ BK7″ *WB=FPT29t* | Glasgow British *3 BHCem* | T.3Cy.11″,16½″&27″–22″ (*s*) 160lb 45HP 1SB,2*pf*.GS36 Muir&Houston,Glasgow | 9 ″ 11 s ″ 8½ | |
| 8 98882 | **Refugio** *D.Davies91-94* | Steel Sc Sr 1Dk(*Stl*) & *Web frames & pt Awng dk(Stl)* | 1272 922 791 | ✠100A1 *pt Awng dk with freeboard* 12,94 *(Class Contem plated)* ✠LMC12,94 | Grk LA&CP | *n* | 1894 12mo | Campbeltown S.B. Co. Campbeltwn | ~~Orders & Handford~~ Remedio S.S.Co. (Lim) (Orders & Handford, *Mgrs.*) | 230·0 \| 32·6 \| 16·4 Q79′ *pt Awng dk* 151′ FK *WB=CellDBa54′f94′* 204t*APT30t* | Newport British *4 BHCem* | T.3Cy.17½″,27½″&45″–33″ 160lb *80lb* (*s*) 118HP 1SB,3*rf*,GS63,HS1709 Kincaid&Co.(Lim.),Grk. | 17 ″ 4 s 7 ″ 11 | |
| 9 102188 | **Rose Castle** *W.A.Jackman90-~~94~~95* *deep framing & pt Awng dk(Stl)* | Steel Sc Sr 1Dk(*Stl*) & 2Masts Sch Rig | 2816 2116 1776 | ✠100A1 *pt Awng dk with freeboard* ~~5,95~~ 1,95 *(Class Contem plated)* ✠LMC1,95 | Sld A&CP | *t* Npt | 1895 1mo | W.Pickersgill&Sons Sunderland | J.Chambers&Co. | 310·0 \| 42·9 \| 19·2 Q77′ *pt Awng dk* 233′ FK *WB=CellDBa96′uE&B44′f120′647tAPT66t* | Liverpool British *6 BHCem* | T.3Cy.22½″,37″&61″–42″(*r*) 160lb *80lb* 248HP 2SB,6*pf*,GS108,HS3857 G.Clark(Lim.),Sld. | 21 ″ 9 s 9 ″ 0 | |
| 10 104844 | **Royalist** *W.K.Pritchard -95* *Turret deck* | Steel Sc 3 Mst Sr ~~Steel Sc Sr~~ 2Dks | 3188 2844 ~~2025~~ 2024 | | | | | W.Doxford &Sons(Lim.) Sunderland | The Angier Line (1887),Lim. | 340·0 \| ~~45·6~~ \| ~~26·0~~ 45·5 \| 23·5 *WB* | London British | T.3Cy.26″,42″&68″–42″ 350HP W.Doxford&Sons(Lm)Sld | | |
| 11 196 KLOV | **Raggio** *J.Cremonini90–90 ss* Gen.No.1–90 (ex Carlo R.) | Iron Sc 2Dks(1*Irn & Upt Irn*–ws)3*trB* | 2674 2505 1759 | ✠100A1 6,93 ✠LMC12,94 | Gen LA&CP | *t* | 1886 11mo | Sir W.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | Ditta C.Raggio | 310·5 \| 39·1 \| 25·1 P28′B62′F32′ BK10″ *WB=CellDB272′* | Genoa Italian *6 BHCem* 390t*APT30t* | T.3Cy.24″,39″&64″–42″ (*s*) 150lb *45lb* 346HP 2DB,8*cf*,GS135,HS4720 Wallsend Slipway Co. Nwc. | 28 ″ 0 | I |
| 12 | **Rio Tapajos** *A.Arundrup -95* *Elec.light* | Steel Twin Sc Sr 1Dk(*Teak*) & *Promenade Dk(Teak)* | 414 333 281 | ✠ A1 *For River purposes only* 1,95 *(Class Contem plated)* ✠LMC1,95 | PGl A&CP | | 1895 1mo | Murdoch &Murray Pt.Glasgow | B.A.Antunes&Co. | 150·0 \| 33·0 \| 9·8 F16′ FK | Para Brazilian *5 BHCem* | T6Cy.10″,16″&26″–21″ (*s*) 175lb *80lb* 80HP 1SB,3*rf*GS60,HS1369 D.Rowan&Son,Glasgow | 10 ″ 0 | |
| 13 | **Rotterdam** *A.Voege88–95* | Steel Sc | 4405 3687 | 100A1 *Carrying Petroleum in bulk (Class Contem plated)* | | | 1895 | Palmers' Co.(Lim.) Newcastle | American Petroleum Co. of Rotterdam | 360·0 \| 46·5 \| 27·8 P215′F45′ | Rottrdam Dutch | T.3Cy.28½″,46″&75″–48″ Palmers' Co.(Lim.),Nwc. | 29 ″ 3 s 5 ″ 2 | |
| 14 104602 | **Riverdale** *R.B.Lawrence –95* | Steel Sc Sr 2Dks | ~~3000~~ 2985 2971 1945 | | | | 1895 | C.Connell &Co. Glasgow | Riverdale Stm Ship Co. (J.Little& Co., *Mgrs.*) | 320·0 \| 42·0 \| 27·0 | Liverpool British Glasgow *WB* | T.3Cy.23″,38″&62″–42″ 160lb 267HP Dunsmuir&Jackson,Gls. | | |
| 15 104848 | **Rossall** *E.Newcomb72-95* | Steel Sc Sr 1Dk(*Irn*)2*trB & Web frames* | ~~2700~~ 2739 2588 1751 | ✠100A1 *with freeboard* 3,95 *(Class Contem plated)* ✠LMC3,95 | Hpl A&CP | *t* | 1895 3mo | W.Gray& Co.(Lim.) W Hartlepool | Galbraith,Pembroke&Co. | 312·2 \| 42·1 \| 24·8 P27′B68′F31′ FK | London British *5 BHCem* | T.3Cy.23″,36½″&62″–39″ (*s*) 160lb *80lb* 250HP 2SB,*Grf*,GS83,HS3760 Cen.Mar.Eng Wrks.W.Hpl *WB=DBa100′f124′675tAPT64t* | 26 ″ 0 s 5 ″ 6½ | |
| 16 104350 | **Ras Rowa** *J.Deason95–95* | Steel Sc Sr 1Dk(*pt Irn pt Stl*)2*trB & Web frms & pt Awng dk(pt Stl pt Irn)* | ~~2900~~ 2840 2189 1830 | ✠100A1 *pt Awng dk with freeboard* 3,95 *(Class Contemplated)* ✠LMC3,95 | Hpl A&CP | *t* | 1895 3mo | Furness, Withy&Co. (Lim.) W Hartlepool | ~~Ras Steamship Co. Lim.)~~ Ras Stm. Shippg. Co.(Lim.) | 314·2 \| 40·5 \| 21·3 Q123′ *pt Awng dk* 191′ FK *WB=CellDBa104′uE&B46′f110′496tAPT30t* | London British *6 BHCem* | T.3Cy.23″,37½″&61½″–39″. 160lb *80lb*(*s*) 235HP 2SB,6*cf*,GS104,HS3528 Blair&Co.(Lim.),Stockton | 23 ″ 10 s 9 ″ 2½ | |
| 17 | **Romeo** *Lemonnier93–94* | Steel Sc Sr 1Dk(*Stl*) | 540 480 262 | ~~✠100A1~~ 1,95 *(Class Contem plated)* ✠LMC1,95 | Rou | *h* | 1894 9mo | Claparede Bros. Argenteuil | E.Hulin | 168·0 \| 25·6 \| 14·3 P22′F20 BK6″ *WB=DBa49′uE&B33′f59′151tAPT10t* | Rouen French *4 BHCem* | T.3Cy.13⅜″,21½″&35½″–25½″ 160lb(*s*) 100IP ~~104IP~~ 2SB,2*pf*,GS41,HS1188 Claparede Bros, Argenteuil | 14 ″ 11 | |

| 2 Nom du Navire. Matériaux. Gréement, etc. *Capitaine.* *Ex-nom, s'il y a lieu.* Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. ✠ Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné ou maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. *pds.* *pc.* | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18 **Rosstrevor** *R.Thomas* –95 | SteelTwinScSr 2*Dks* | ~~1230~~ 1094 767 272 | | | | 1895 | W.Denny &Bros. Dumbarton | London&North WesternRailway Co. | ~~272·0~~\|~~35·0~~\|~~15·0~~ P58′B119′F51 | | 14·2 272·1\|38·1 *WB* | Dublin British | T.6Cy.19″,29″&44″–30″ 208*HP* Denny&Co.,Dumbarton | | |
| 19 **Rocio** *J.Davies* –95 *Well deck* | SteelScSr 1*Dk*(*Irn*)&*Web frames* | ~~1230~~ 1282 989 803 | ✠100A1 4,95 (~~*Class Contem plated*~~) | Sws A&CP ✠LMC4,95 | *0* | 1895 4mo | W.Gray& Co.(Lim.) WHartlepool | ~~Orders&Handford~~ RocioSSCo.(Lim) (Orders&Handford) | 232·1\|34·6\|16·3 Q35′B61′F28′ | | FK | Newport British *4BHCem* | T.3Cy.18″,28½″&47½″–33″ 160lb*80lb* (*s*) 130*HP* 1SB,*3rf*,GS42,HS1875 Cen.Mar.E.Wrks.,W.Hpl. *WB*=*DBa*69′*f*88′310*t*APT28*t* | 17 ″ 3 s1 ″ 6½ | |
| 20 **Rio Jun Maru** (ex PortHunter) | SteelScSr 2*Dks*(*Irn–Uws*) &*Web frames*&*Awng dk*(*Irn–ws*) | 4670 4630 3011 | ✠100A1 *Awng dk with freeboard* 8,94 | Lon LA&CP ✠LMC1,93 | *x* | 1892 12mo | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | NipponYusen Kaisha | 360·4\|48·0\|26·2 34·1 BK9″ *WB*=*Cell DB* 300′750*t* | | 7*BHCem* *APT*60*t* | Yokohama Japanese | T.3Cy.30″,48″&78″–54″ (*a*) 160lb 650*HP* 2D&1SB*19pf*GS255HS9152 Hwthrn,Leslie&C(L),Nwc | 29 ″ 0 s11 ″ 4½ | BT till 8,95 |
| 21 **Romsdalen** *W.R.Willis*89–95 | SteelScSr 1*Dk*(*Irn*)&*Web frames*&*pt Awng dk*(*Irn*) | ~~2550~~ 2548 1894 1632 | ✠100A1 *pt Awng dk with freeboard* 4,95 (~~*Class Contem plated*~~) | Hpl A&CP ✠LMC4,95 | *s* | 1895 4mo | W.Gray &Co.(Lim) WHartlepool | G.B.Harland&Co. | 300·0\|40·0\|18·5 P27′Q90′ *Pt Awng dk*183′ FK | | *5BHCem* *WB*=*Cell DBa*100′*uE*20′*f*118′610*t*APT31*t* | W.Hartlpl British | T.3Cy.22″,35″&59″–39″ (*s*) 160lb *75lb* 220*HP* 2SB,*6rf*,GS73,HS3463 CentralMar.E.Wks.W.Hpl | 20 ″ 10 s 8 ″ 7½ | |
| 22 **Rupanco** *P.Thormählen* –95 | SteelTwinScSr 2*Dks* | 872 837 638 | | | | 1895 | Howaldts- werke Kiel | Prochelle&Co. | 182·0\|32·0\| | | | Hamburg German | C.2Cy.16″&32″–22″ *WB* Ross&Duncan,Glasgow | | |
| 23 **Redgauntlet** | SteelPadSk 1*Dk* | ~~276~~ 277 255 107 | | | | 1895 | Barclay, Curle&Co. (Lim.) Glasgow | NorthBritishStm. PacketCo. | 215·0\|~~22·0\|~~ ~~7·5~~ H22*t* \|22·1\| 7·4 | | | Glasgow British | D.1Cy.53″–72″ 187*HP* Barclay,Curle&C(Lim)Gls | | |
| 24 **Rebecca** | SteelScSr | 400 | 100A1 (*Class Contem plated*) | | | 1895 | J Fullerton &Co. Paisley | Carnarvonshire& Merionethshire S.S.Co.(Lim.) | 140·0\|23·1\|10·0 Q72′B14′F21′ | | | Portmadoc British | C.2Cy.18″&36″–24″ Ross&Duncan,Glasgow | | |
| 25 **Rakaia** | SteelScSr | 5550 | 100A1 (*Class Contem plated*) | | | 1895 | R.&W. Hawthorn, Leslie&Co. (Lim.) Newcastle | NewZealandShip- pingCo. | 420·0\|54·0\|28·7 P41′B262′F49′ | | | London British | T.3Cy.30″,48″&78″–54″ R.&W.Hawthorn,Leslie& Co.(Lim.),Newcastle | | |
| 26 **Revenge** *Frisk* –95 | SteelScK 1*Dk* (*Irn*) | 117 ~~104~~ 105 2 | ✠100A1 ~~*Iron Tug pumpuses*~~ 5,95 (~~*Class Contem plated*~~) | Lth LA&CP | | 1895 5mo | Hawthorns &Co. Leith | J.Constant | 86·0\|18·0\|10·0 BK6″ | | | London British | C.2Cy.15″&32″–24″ (*s*) 130lb 95*HP* Hawthorns&Co.,Leith 1SB,*2pf*,GS36,HS922 | 10 ″ 8 | |
| 27 **Riviere du Loup** | IronPad 1*Dk* | 199 105 130 | | | | 18 7/95 | J.Matte *re-blt* Rich.& Ont.Nav.Co. Sorel | Richelieu&Ontario Nav.Co. | 104·8\|22·7\| 4·6 | | | Montreal British | 1Cy.24″–18″ 19*HP* Richelieu&OntarioNav. Co.,Montreal | | |
| 28 **Rory** *J.P.Lowe* | IronScSr 2*Dks* | 1537 1404 942 | | | | 1881 | Palmers' Co.(Lim.) Newcastle | ChinaMerchants' S.N.Co. | 253·2\|36·1\|19·7 P42*t*H63*t* | | | Shanghai British *WB* | C.2Cy.32″&64″–42″ 180*HP* Palmers'Co.(Lim.),Nwc. | | |

| 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Steamer's Name. | Material, Rig, &c. | Regist'd Tonnage. | Particulars of Classification. | | | Built. | | Owners. | Regist'd Dimensions. Deck Erections, &c. | | | Port of Registry. | Engines. | Moulded depth. | Other Registers in which classed. Details of Boiler Tests. Past Cert. |
| *Master.* | *Late Name if any.* | Gross. — Under deck. — Net. | Character. — ✠ for Special Survey. Date of last Survey. | Port of Survey. | Years assigned. now expired. Equipment letter. | When. — Ship. — Engines | By Whom. — Where. | | Length. | Breadth. | Depth. | Flag. | No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | Freeboard amidships *ft. in.* | |
| Special Surveys. | No. of Decks, &c. | | | | | | | | | | | | | | |

| 1<br>Numéro d'ordre.<br>Numéro officiel.<br>Signaux | 2 · 3<br>Nom du Navire. Matériaux, Gréement, etc.<br>Capitaine. Ex-nom, s'il y a lieu.<br>Visites Périodiques. Nombres des Ponts. | 4<br>Tonnage Officiel.<br>Total.<br>Sous le Pont.<br>Net. | 5<br>Détails de la Classification.<br>Cote.<br>✠ Surveillance Spéciale.<br>Date de la dernière Visite. | 6<br>Port de Visite. | 7<br>Terme assigné maintenant expiré. Lettre d'Équipement. | 8<br>Construit.<br>Quand.<br>Navire.<br>Mach. | 9<br>Par qui.<br>Où. | 10<br>Armateurs. | 11<br>Dimensions d'après la Douane. Superstructures, &c.<br>Longueur. Largeur. Creux. | 12<br>Port d'Armement.<br>Pavillon. | 13<br>Machine.<br>Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14<br>Creux sur Quille.<br>Franc-bord au milieu du navire.<br>pds. pc. | 15<br>Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1<br>1303<br>WM | Swiftsure SteelScSr<br>A.Scott93-94 1Dk(Irn)&Webframes | 823<br>~~644~~<br>487 | ✠100A1<br>2,95 ~~7,94~~<br>~~(ClassContem plated)~~<br>✠LMC7,94 | Sld<br>A&CP | l | 1894<br>7mo | Sunderlnd Shipbuilding Co(Lim.)<br>Sunderland | J.G.Hill<br>(R.Weatherley&J.G.Hill,jun.,Mgrs) | ~~104·3~~\|30·1\|14·1<br>Q68'B40'F22'<br>197·5 FK | Sundrland<br>British<br>4BHCem | T.3Cy.~~14~~",28"&46"–30" (s)<br>160lb 17" 80lb 110HP<br>1SB,3pf,GS17,HS1758<br>N.E.Mar.E.Co.(Lim.),Sld.<br>WB=CellDBf158'149tFPT48tAPT42t | 16 " 3<br>s 1 " 6 | |
| 2<br>102166<br>MGF | Saint Jerome SteelScSr<br>W.Pugh94–94 1Dk(Stl)2trB&Webframes&ptAwng dk(ptStl,ptIrn) | ~~2909~~<br>2864<br>2185<br>1845 | ✠100A1<br>pt Awngdkwithfreeboard<br>~~12,94~~ ~~8,94~~ 5,95<br>~~(ClassContem plated)~~<br>✠LMC9,94 | Hpl<br>LA&CP | t<br>Bry | 1894<br>9mo | Furness, Withy&Co. (Lim.)<br>W Hartlepool | British&Foreign S.S.Co.(Lim.)<br>(Rankin,Gilmour &Co., Mgrs.) | 314·0\|40·5\|21·3<br>Q131'<br>PtAwng.dk183' FK | Liverpool<br>British<br>6BHCem | T.3Cy.23½",37½"&61½"–39"<br>160lb 80lb (s) 240HP<br>2SB 6cf,GS90,HS3664<br>T.Richardson&Sons,Hpl.<br>WB=CellDBa106'uE&B50'f112'493tAPT30t | 23"10<br>s 9 " 2½ | |
| 3<br>99445 | South Gwalia SteelScSr<br>J.W Jones94-94 1Dk(Irn)&Webframes&ptAwng dk(Irn) | ~~2090~~<br>2110<br>1576<br>1342 | ✠100A1<br>pt Awngdkwithfreeboard<br>~~1,95~~ ~~9,94~~<br>~~(ClassContem plated)~~<br>✠LMC9,94 | Hpl<br>A&CP | r<br>Cff | 1894<br>9mo | W.Gray& Co.(Lim.)<br>WHartlepool | ~~EvanJones&Co.~~<br>SouthGwaliaS.S. Co.(Lim.)<br>(E.Jones&Co.) | 271·8\|38·1\|18·5<br>P27'Q76'<br>ptAwng dk169' FK | Cardiff<br>British<br>4BHCem | T.3Cy.20",31½"&53"–~~36~~" (s)<br>160lb 80lb 200HP<br>2SB,4rf,GS56,HS3110<br>Cen.Mar.E.Wrks.,W.Hpl.<br>WB=CellDBa86'uE18'f108'433tAPT29t | 20 " 8<br>s 8 " 7 | |
| 4<br>104545 | Saint Ninian SteelScSr<br>W.C.Haynes94-94 2Dks(Stl)&deep framing3DkRule | 3026<br>2732<br>1938 | ✠100A1<br>~~12,94~~ ~~7,94~~ 4,95<br>~~(ClassContem plated)~~<br>✠LMC8,94 | Gls<br>LA&CP | u<br>Bry | 1894<br>7mo | D.&W. Henderson &Co. Lim<br>Glasgow | ~~A.Mackay&Co.~~<br>SaintNinianSSCo.<br>(A.Mackay&Co.) | ~~318·1\|41·8\|27·8~~<br>P45'~~B66'F32'~~<br>320·0\|42·0\|23·6<br>B64'F32' FK | Glasgow<br>British<br>5BHCem | T.3Cy.23½",38"&62"–42" (s)<br>160lb 85lb 258HP<br>2SB,6pf,GS121,HS4010<br>D.&W.Henderson&Co.,Gls<br>WB=CellDBa96'f26'uE&B40'529tFPT70tAPT65t | 27 " 0 | |
| 5 | Scotsman SteelScSr<br>J.McVicar92-94 1Dk(Irn)<br>Well deck | 181<br>141<br>70 | ✠100A1<br>4,95 ~~7,94~~<br>~~(ClassContem plated)~~<br>✠LMC7,94 | Irv<br>LA&CP | b<br>Gls | 1894<br>7mo | J.H. Gilmour<br>Irvine | J.Kennedy&Sons | 110·0\|20·1\|8·2<br>Q37'B7'F17'<br>BK6"<br>WB=FPT25t | Glasgow<br>British<br>3BHCem | C.2Cy.14"&28"–20" (s)<br>120lb 35HP<br>1SB,2pf,GS29,HS620<br>Muir&Houston,Glasgow | 9 " 0 | |
| 6<br>104548 | Saint Mirren ~~SteelScSr~~<br>N.M.McKinlay93-94 SteelSc3MstSr<br>Well deck 1Dk(Stl) | 557<br>398<br>199 | ✠100A1<br>~~3,95~~ 8,94<br>~~(ClassContem plated)~~<br>✠LMC8,94 | Psy<br>A&CP | i<br>Gls | 1894<br>8mo | J.Fuller- ton&Co.<br>Paisley | R.Harper | 178·0\|~~27·0\|11·0~~<br>Q96'B10'F33' 10·7<br>27·1\| BK7" | Glasgow<br>British<br>3BHCem | T.3Cy.17",27"&43"–33" (s)<br>160lb 75lb 110HP<br>1SB,3rf,GS55,HS1708<br>Ross&Duncan,Glasgow<br>WB=CellDBf91'139tFPT50t | 13 " 1<br>s " 10½ | |
| 7<br>102180 | Saxony SteelScSr<br>J.B Gordon77-94 1Dk(ptStl&ptIrn)&Webframes&ptAwngdk(Irn) | ~~2445~~<br>2430<br>1799<br>1553 | ✠100A1<br>pt Awng dk withfreeboard<br>4,95 ~~12,94~~<br>~~(Class Contem plated)~~<br>✠LMC12,94 | Mdb<br>A&CP | s<br>Liv | 1894<br>12mo | SirR.Dixon &Co.<br>Middlesbro' | ~~D.McIver,Sons&Co.~~<br>S.S.Saxony Co.(Lim.)<br>(D.McIver&Co.) | 294·9\|41·3\|17·9<br>P27'Q82' FK<br>ptAwngdk186' | Liverpool<br>British<br>5BHCem | T.3Cy.23",37"&61"–42" (s)<br>160lb 80lb 250HP<br>2SB,6cf,GS104,HS3760<br>Blair&Co.(Lim.),Stockton<br>WB=CellDBa90'uE16'f118'483t | 20 " 3<br>s 8 " 9 | |
| 8 | Shibata Maru SteelScSr<br>G.Matthias -94 ssLon.No.1-91<br>(exMoyune) 2Dks(Stl-Uws)3trB<br>Elec.light | 2660<br>2403<br>1714 | ✠100A1<br>7,94 ~~4,94~~<br>~~BS1,94~~<br>✠LMC1,94 ~~7,94~~ | Shi<br>A&CP<br>Lon | v | 1886<br>12mo | J.L.Thomp- son&Sons<br>~~Newcastle~~<br>Sunderland | NipponYusen Kaisha | 340·0\|40·1\|25·5<br>P53'B78'F47'<br>BK11"<br>WB=CellDB162'243t | Tokio<br>Japanese<br>7BHCem<br>FPT22t | T.3Cy.31",49"&78"–51" (o)<br>150lb 80lb 750HP<br>2DB,12cf,GS209<br>T.Richardson&Son,Hpl. | 28 " 3<br>s 5 " 5 | |
| 9<br>99490 | Salmon IronScK<br>1Dk | 137<br>128 ~~130~~<br>48 | ✠100A1<br>Stm Trawler<br>8,94<br>~~(ClassContem plated)~~<br>✠LMC9,94 | Shl<br>A&CP | | 1894<br>8mo | J.P.Ren- noldson& Sons<br>S.Shields | SteamTrawlingCo. of Boston(Lim.) | ~~95·0\|20·2\|10·7~~<br>95·6\|20·5\|10·2<br>BK7" | Boston<br>British<br>3BHCem | C.2Cy.16"&32"–21" (r)<br>90lb 40HP<br>1SB,2pf,GS26,HS845<br>J.P.Rennoldson&Sns,SShl | 10 " 9 | |
| 10<br>10[illegible]<br>NLQJ | Strathnevis SteelScSr<br>[illegible] 1Dk(Stl)& 3574<br>Spar dk(Irn)&deepframing | ~~3578~~<br>~~3319~~ 3414<br>~~2300~~ 2303 | ✠100A1<br>Spar dk<br>~~2,95~~ 8,94<br>~~(Class Contem plated)~~<br>✠LMC8,94 | Nwc<br>LA&CP<br>Mel | w | 1894<br>8mo | TyneIron S.B.Co.<br>Newcastle | Burrell&Son | 350·0\|~~43·0\|29·2~~<br>~~P30'~~B78'~~F32'~~ P31'<br>F33' \|43·1\|19·3<br>FK 27·2 | Glasgow<br>British<br>6BHpt Cem<br>pt Asp | T.3Cy.24",40"&66"–45" (s)<br>170lb 100lb 300HP<br>2SB,6rf,GS92,HS4550<br>N.E.Mar.E.Co.(Lim.),Nwc<br>WB=CellDBa114'f142'587tAPT40t | 22 " 0<br>s6"10½ | |
| 11<br>99840 | Sound Fisher ~~SteelScSr~~<br>J.Bannister -94 SteelSc3MstSr<br>Well dk 1Dk(Irn) | ~~460~~<br>463<br>324<br>131 | ✠100A1<br>9,94<br>~~(ClassContem plated)~~<br>✠LMC9,94 | Trn<br>LA&CP | h | 1894<br>9mo | AilsaShip- buildingCo<br>Troon | J.Fisher&Sons | 168·0\|25·1\|9·5<br>~~Q89'F25'~~<br>Q93'B12'F25'BK7" | Barrow<br>British<br>3BHCem | C.2Cy.21"&42"–30" (s)<br>115lb 80lb 73HP<br>1SB,3pf,GS56,HS1534<br>Dunsmuir&Jackson,Gls.<br>WB=DBf88'122tFPT25tAPT8t | 12 " 5<br>s " 9½ | |
| 12 | Soya Maru IronScSr<br>F.Brideaux94–94 (exHesperia) | 3037<br>2939<br>1982 | | | ... | 1882<br>2mo | BarrowS.B. Co.(Lim.)<br>Barrow | NipponYusen Kaisha | 340·5\|37·7\|29·5<br>F21t | Tokio<br>Japanese | C.2Cy.33"&66"–60"<br>182HP<br>BarrowS.B.Co.(Lim.),Brw | | |
| | *Should be "Hesperia," See No. 369 in body of Register.* | | | | | | | | | | | | |
| 13 | Santander WoodSc<br>D.J.Arguelles (exGunong)<br>F&YM10,91 ptIB 2Dks | 619<br>570<br>400 | ✠ 9 A1<br>3,93<br>✠LMC2,92 | Sng<br>LA&CP | | 1891<br>10mo | L.Durante<br>Varazze | GutierrezHer- manos | 171·1\|34·1\|15·1 | Manila<br>Spanish | C.2Cy.19"&34"–20"<br>88lb<br>1SB,2pf,GS36<br>A.Roncallo,Smpierdarena | | I |
| 14<br>104183 | Swift ~~Iron&~~SteelScK<br>W.M.Allenby -94 1Dk | ~~140~~ 136<br>~~130~~ 126<br>~~50~~ 45 | ✠100A1<br>Stm Trawler<br>3,95 ~~9,94~~<br>~~(Class Contem plated)~~<br>✠LMC9,94 | Hul<br>LA&CP<br>Gms | | 1894<br>9mo | Earle'sS.B. &E.Co.(Lim.)<br>Hull | Pioneer~~S.F.Co.~~ ~~(Lim.)~~ Steam FishingCo.(Lim.) | ~~93·6\|20·0\|~~10·6<br>Q18' 20·7<br>94·0\| BK7½" | Grimsby<br>British<br>3BHCem | T.3Cy.11",17"&30"–21" (s)<br>160lb 45HP ~~47HP~~<br>1SB,2pf,GS28,HS800<br>Earle'sS.B&E.Co(Lm)Hul | 11 " 3 | |
| 15<br>04560<br>MCR | Strathisla SteelScSr<br>E.Wilkinson -94<br>1Dk(Stl)&Spar dk(Irn)&deepframing | ~~3230~~<br>3206<br>3076<br>2064 | ✠100A1<br>Spar dk<br>3,95 ~~9,94~~<br>~~(Class Contem plated)~~<br>✠LMC9,94 | Nwc<br>LA&CP<br>Cff | v | 1894<br>9mo | C.S.Swan& Hunter<br>Newcastle | Burrell&Son | 330·0\|43·1\|19·3<br>P28'B80'F28' 26·3<br>FK | Glasgow<br>British<br>5BHCem | T.3Cy.24",40"&64"–45" (s)<br>170lb 100lb 360HP<br>2SB,6rf,GS92,HS4660<br>WlandSlpwyCo(Lim)Nwc<br>WB=CellDBa98'uE22'f144'651tAPT39t | 21"11<br>s 6 " 3½ | |
| 16<br>104556 | Straits of Menai SteelScSr<br>A.Coull89–94 1Dk(Stl)2trB&Webframes&ptAwng dk(ptIrnptStl) | 2870<br>2185<br>1849 | ✠100A1<br>pt Awng dk withfreeboard<br>9,94<br>~~(Class Contem plated)~~<br>✠LMC9,94 | Hpl<br>A&CP | t | 1894<br>9mo | Furness, Withy& Co.(Lim.)<br>WHartlepool | ~~Niel McLean&Co.~~<br>N.McLean&Co. | 314·0\|40·5\|21·3<br>Q131'<br>PtAwng dk133' FK | Glasgow<br>British<br>6BHCem | T.3Cy.23",38"&62"–42" (s)<br>160lb 80lb 250HP<br>2SB,6pf,GS94,HS3650<br>W.Allan&Co.(Lim.),Sld.<br>WB=CellDBa106'uE&B50'f112'496tAPT30t | 23"10<br>s 9 " 3 | |
| 17 | Sirius SteelScSr<br>1Dk&Spar dk3trB | 1860 | | | | 1894 | FlensburgrSchiffsbau Ges.<br>Flensburg | Dampskibsselskab "Urania"<br>(A.Christensen, Mgr.) | 260·0\|38·2\|23·4<br>P24'B65'F29'<br>WB | Copnhagn<br>Danish | T.3Cy.21",35"&56"–39"<br>180HP<br>FlensburgerSchiffsbauGes<br>Flensburg | | |
| 18<br>813<br>HPMQ | Seitoku Maru WoodScSr<br>(exKanoMaru)<br>1Dk | 324<br>218<br>201 | | | | 1883 | Nagasaki S.B.Co.<br>Tekama | Wakomatsu Chujiro | 135·0\|20·1\|12·3 | Hakodate<br>Japanese | 76HP | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. | 6 Port of Survey. | 7 Years assigned now classified. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 Built. By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Ref Trade Pass Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | **Strathisla** *J.Nutten* 92–94 | SteelScK 1*Dk* | 163 154 46 | ✠100A1 *Stm Trawler* 9,94 2,95 (*Class Contem plated*) | Abn LA&CP ✠LMC 9,94 | | 1894 9mo | Hall, Russell&Co. Aberdeen | Aberdeen Steam Trawling&Fishing Co.(Lim.) | 102·5 21·6 10·9 BK 6½″ | Aberdeen British 3*BHCem* | T.3Cy.13″,19″&30″–21″ (*s*) 125lb 13″ 52HP 1SB.*2pf*,GS31,HS868 Hall,Russell&Co.,Abn. | 11 ″ 7 | |
| 20 | **Strathspey** *G.H.Peacock* 92–94 *G.Peacock* 92–94 1*Dk* | SteelScK *G.H.Peacock* 92–94 | 163 154 46 | ✠100A1 *Stm Trawler* 9,94 2,95 (*Class Contem plated*) | Abn LA&CP ✠LMC 9,94 | | 1894 9mo | Hall, Russell&Co. Aberdeen | Aberdeen Steam Trawling&Fishing Co.(Lim.) | 102·5 21·6 10·9 BK 6½″ | Aberdeen British 3*BHCem* | T.3Cy.13″,19″&30″–21″ (*s*) 125lb 52HP 1SB,*2pf*,GS31,HS868 Hall,Russell&Co.,Abn. | 11 ″ 7 | |
| 21 | **Sviatoi Nicolai** *Niconoff* | SteelScSr 2*Dks & Awng dk* | 1941 — 1231 | | | | 1893 | Russian Stm.Nav.& Trading Co. Sebastopol | Russian Stm.Nav. &Trading Co. | 298·9 36·5 17·0 25·4 | Odessa Russian | T.3Cy.30″,46″&73″–48″ E&B *made* 90 Hwthrn,Leslie&Co(L)Nwc. | | |
| 22 | **Sofia** *G.Caracatzanis* 94–94 *Elec.light* | SteelScSr 1*Dk 2trB* | 696 557 560 429 | ✠100A1 10,94 (*Class Contem. plated*) | Lth LA&CP ✠LMC 10,94 | *l* | 1894 10mo | Ramage& Ferguson (Lim.) Leith | ~~Hadji Daoud Farkouh~~ Archipelago SS Daoud Farkouh | 210·0 29·1 13·9 P50′B52′F46′ BK 7½″ *WB*=*Cell D Ba* 48 *f* 64′94*t* | Smyrna Turkish 4*BHCem* | T.3Cy.15″,24″&39″–30″ (*s*) 160lb *80lb* 99HP 1SB,*3rf*,GS55,HS1715 Ramage&Fergusn (L.),Lth | 16 ″ 0 s 1 ″ 9½ | |
| 23 102149 | **Social** | SteelSc 1*Dk* | 108 99 64 | | | | 1894 | Lytham S.B.&E.Co. Lytham | J.S.Ferguson | 76·5 19·8 8·1 | Liverpool British | 2Cy.10″–14″ 20HP Lytham S.B.&E.Co.,Lythm | | |
| 24 146 NQST | **San Paulo** *F.Oneto* (*ex* Andrea Doria, *ex* Secolo, *ex* Prinz Georg) | IronScSr ss Bhn.No.1–86 1*Dk*(*Irn*) & *Spar dk 3trB* | 2869 2851 1907 | ✠ *Spar dk* 2,87 ✠ | N Yk LA&CP | *u* | 1882 5mo | Nord Schiffswrft Kiel | S.Repetto | 318·9 40·3 28·3 | Genoa Italian 7*BHCem* | C.2Cy.38$\frac{3}{16}$″&66½″–43$\frac{5}{16}$″ 300HP Mrksch.Schles.Masch.& Hutten.Bau Ges.,Berlin | 23 ″ 1 | IV |
| 25 104377 | **Sultan** | WoodScSr | 157 143 102 | | | | 1894 | R.Hargreaves&Co. Singapore | J.Millar | 111·3 17·9 8·2 | Singapore British | C.2Cy.14″&28″–18″ Bow,MacLachlan&Co.Psy. | | |
| 26 106012 | **Scotsman** *A.W.Dines* 94–94 | IronScSp 1*Dk* | ~~213~~ 204 183 26 | ✠100A1 ~~Ice Tug purp oses~~ 5,95 ~~1,94~~ (*Class Contem plated*) | Shl LA&CP A&CP Hul ✠LMC 10,94 | *c* | 1894 11mo | J.P.Rennoldson& Sons South Shields | T.Gray&Co.(Lim.) | ~~119·0 22·0 12·2~~ ~~B26′~~ B28′ BK 7′ 120·4 22·1 11·2 | Hull British 4*BHCem* | T.3Cy.15″,25″&40″–24″ (*s*) 160lb 98HP 1SB,*3pf*,GS43,HS1368 J.P.Rennldsn&Sons,S.Shl. *WB*=*Deep tank f* 16′30*t APT* 12*t* | 11 ″ 9 s 1 ″ 2½ | |
| 27 | **Saint Michaels** *M.M.Larrimore* –94 | WoodSc | — — 234 | | | | 1894 | W.E. Woodall&Co. Baltimore | Eastern Bay& Miles River S.B.Co. | 123·0 23·6 8·0 | Baltimore Utd. States | C.2Cy.12″&24″–20″ | | |
| 28 | **Sonneberg** *S.Petersen* 90–94 | SteelScSr 1*Dk*(*Irn*) & *Spr dk*(*Irn*) & *Web frames* | 4548 3683 2977 | ✠100A1 *Spar dk* 12,94 (*Class Contem plated*) | Sld A&CP ✠LMC 12,94 | *w* | 1894 12mo | J.Laing Sunderland | Deutsch-Australische Dampfschiff.Gesellschaft | 357·0 45·5 ~~26·7~~ P&B206′~~F37′~~ F38′ 19·0 26·7 BK 9″ *WB*=*Cell D Ba* 110 | Hamburg German 6*BHCem* | T.3Cy.27″,44″&72″–48″ (*r*) 160lb 450HP 3SB9*cf*GS300,HS6433 G.Clark(Lim.),Sunderland *uE&B* 48 *f* 142′662*t APT* 50*t* | 21 ″ 6 s 6 ″ 7½ | |
| 29 RKCW | **Severus** ~~*W.Berndt* 94–94~~ *W.Berndt* 89–94 | SteelScSr 1*Dk*(*Irn*) & *pt Dk*(*Stl*) & *Web frames* | ~~3150~~ ~~3733~~ 3409 2976 ~~2017~~ 2030 2215 | ✠100A1 *with freeboard* 4,95 ~~11,94~~ (*Class Contem plated*) | Hpl A&CP ✠LMC 11,94 | *u* | 1894 11mo | W.Gray &Co.(Lim.) W Hartlepool | C.Andersen | 330·0 44·0 24·5 P27′B70′F33′ FK 5*BHCem* *WB*=*Cell D Ba* 110′*uE&B* 38 *f* 134′ 752*t APT* 65*t* | Hamburg German | T.3Cy.24″,38″&64″–42″ (*s*) 160lb 280HP 3SB,*3rf*,GS111,HS4870 Cen.Mar.Eng.Wks.,W Hpl. | 27 ″ 2 s 5 ″ 10 | |
| 30 | **Sakura Maru** *Eckstrand* (*ex* Mogul) | SteelScSr ss Lon.No.1–92 2*Dks*(1*Stl* & *Upt Stl*–ws) 3*trB* | 2313 2617 1827 | ✠100A1 ~~4,95 11,92~~ ~~B84,94~~ ✠LMC ~~1,96~~ 4,95 Yka | Lon A&CP | *u* | 1887 10mo | Aitken& Mansel Glasgow | Nippon Yusen Kaisha | 335·0 40·0 26·0 P41′B84′F46′ BK 9½″ *WB*=*DB a* 42′ & 42′ 202*t* | Tokio Japanese *BHCem* *FPT* 110*t* | T.3Cy.27″,43″&70″–54″ (*s*) 150lb *80lb* 400HP 2DB.*12cf*,GS212 J.&J.Thomson,Glasgow | 27 ″ 2 s 5 ″ 5½ | |
| 31 104113 | **Sea Gull** | SteelScK 1*Dk* | 147 147 52 | ✠100A1 *Stm Trawler* 9,94 | Mil LA&CP ✠LMC 9,94 | | 1894 9mo | TR Oswald Milford Haven | T.R.Oswald | 104·0 21·1 9·9 BK 6½″ | Milford British 3*BHCem* | C.2Cy.16¼″&34″–22″ (*s*) 120lb 50HP 1SB,*2pf*,GS34,HS878 Ross&Duncan,Glasgow | 11 ″ 6 | |
| 32 | **Soya Maru** (*ex* Hesperia) | IronScSr 2*Dks 3trB* | 1672 1486 1123 | | | | 1876 | Nord-deutsche Schiffb.Ges. Kiel | Nippon Yushen Kaisha | 262·1 32·1 23·8 P41*t* H50*t* F50*t* | Tokio Japanese | C.2Cy.35″&56″–36″ 160HP Schweffel&Howaldt,Kiel | | V |
| 33 | **Saturn** *Svendsen* –94 | SteelScSr 1*Dk 2trB* | 1380 | | | | 1894 | Flensburger Schiffsbau Ges. Flensburg | Dampskibselskab "Urania" (A.Christensen, *Mgr.*) | 233·0 34·2 17·3 Q71′B107′F25′ | Copnhagn Danish *WB* | T.3Cy.16″,26″&43″–33″ 140HP Flensburger Schiffsbau Ges.,Flensburg | | |
| 34 | **Solveig** *Rodseth* 94–94 | SteelScSr 1*Dk*(*Stl*) & *Spar dk*(*Irn*) & *deep framing* | ~~3460~~ 3380 3219 2193 | ✠100A1 *Spar dk* 11,94 (*Class Contem plated*) | Nwc LA&CP ✠LMC 11,94 | *v* | 1894 11mo | C.S.Swan &Hunter Newcastle | C.Michelsen&Co. | 330·0 44·0 18·8 B24′F38′ 27·3 FK 5*BHCem* *WB*=*Cell D Ba* 106′*uE&B* 38 *f* 140′685*t* | Bergen Norwegian | T.3Cy.24″,40″&64″–42″ (*s*) 160lb *80lb* 280HP 2SB,*3pf*,GS126,HS4700 NE Mar Eng Co.(Lim.) Nwc | 21 ″ 4 s 6 ″ 9½ | |
| 35 | **Scotia** *G.Robertson* –94 | WoodScK *Salted*† GIB 1*Dk* | ~~99~~ 92 86 11 ~~14,94~~ 5,95 (*Class Contem plated*) | ✠10A1 *For fishing purposes* ✠LMC 11,94 | Lth LA&CP | | 1894 9mo | J.Weatherhead Eyemouth | ~~R.Irwing~~ R.Irvin | 86·8 19·2 9·7 | N.Shields British | C.2Cy.14″&29″–20″ (*s*) 120lb 34HP ~~40HP~~ 1SB,*2pf*,GS30,HS660 J.Cran&Co.,Leith | | |
| 36 99307 | **St. Gothard** *W.Jarvie* –94 | SteelScK 1*Dk* | 156 142 33 | ✠100A1 *Stm Trawler* 9,94 | All A&CP ✠LMC 9,94 | | 1894 9mo | H.Mc Intyre&Co. Alloa | J.Muirhead | 112·2 21·1 10·3 F14′ BK 7′ *WB*=*DB f* 30′32*t* | Granton British 5*BHCem* | T.3Cy.12″,20″&32″–14″ (*a*) 160lb 50HP 1SB.*2pf*,GS31,HS980 Hutson&Son,Glasgow | 11 ″ 3 | |

| 1 Numéro d'Ordre. / Numéro Officiel. / Signaux. | 2 / 3 Nom du Navire. Matériaux. Gréement, etc. — Capitaine. Ex-nom, s'il y a lieu. — Visites Périodiques. Nombres des Ponts. | 4 Tonnage Officiel. — Total. — Sous le Pont. — Net. | 5 / 6 / 7 Détails de la Classification. — Cote. — Surveillance Spéciale. Date de la dernière Visite. | Port de Visite. | Terme assigné maintenant expiré. Lettre d'Equipement. | 8 / 9 Construit. — Quand. — Navire. — Mach. | Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. — Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. — Franc-bord au milieu du navire. — pds. pc | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 37 102185 | **Sarpedon** Steel Sc Sr 2 Dks | ~~3800~~ 4337 3961 2828 | | | | 1894 | Workman, Clark & Co. (Lim.) Belfast | ~~A. Holt~~ Ocean S.S. Co. | 391·5 | 47·2 | 26·1 P34′B103′F47′ | Liverpool British | T.3Cy.25″,42″&68½″–54″ 550 HP WB Workmn, Clark & Co. (Lim.) Bel. | | BT till 10,95 |
| 38 104270 NQSG | **Salamanca** Steel Sc Sr *A. Cook –95* 1 Dk (pt Stl & pt Irn) 131 3 ~~1360~~ *Well deck* 2 tr B 115 8 1165 | 1840 | ✠ 100 A1 1,95 (~~Class Contem plated~~) | Nwc A&CP | q | ~~1894~~ 1895 Imo | Palmers' Co. (Lim.) Newcastle | ~~H. Scholefield & Son~~ Salamanca S.S. Co (Lim.) (H Scholefield & Son) | 266·0 | ~~37·1~~ 16·2 ~~129~~ 129′Q68′B110 | 16·1 ~~129~~ 129′28′ 37·2 FK 4 BH Cem F32′ | Newcastle British | T.3Cy.19″,31″&~~51½~~″–36″ (s) 160 lb 80 lb 51′ 160 HP 2SB, 4pf, GS64, HS2440 Palmers Co. (Lim.), Nwc. WB = Cell D Ba 82′ u E 14′ f 70′358 t APT 22t | 18 ″ 6 s 1 ″ 5 | |
| 39 102393 NQCT | **Simla** Steel Sc Sr *C.L.D. Feild 92–94* 2 Dks *Elec. light* (Stl-ws & U Stl-Teaks) 3 tr B | ~~5920~~ 5884 ~~3830~~ 5084 3805 | ✠ 100 A1 12,94 (~~Class Contem plated~~) | Grk LA&CP | a† | 1894 12mo | Caird & Co. (Lim.) Greenock | P. & O. Steam Nav. Co. | 430·0 | 49·3 | 29·9 P86′B167′F85′ BK 9″ WB = Cell D Ba 113′ u E & B 76′ f 160′995 t FPT 69t APT 70t | Greenock British 7 BH Cem | T.3Cy.31″,50″&82″–60″ (s) 170 lb 170 lb 700 HP 4SB, 42cf, GS205, HS9424 FD Caird & Co. (Lim.), Grk. | 33 ″ 0 s 7 ″ 4 | BT till 10,95 |
| 40 104190 | **Saxon** Iron Sc K *A. Bannister –94* 1 Dk | 119 ~~119~~ 109 37 ~~38~~ | ✠ 100 A1 *Stm Trawler* 5,95 ~~11,94~~ (~~Class Contem plated~~) | Hul LA&CP Gms | | 1894 11mo | Cook, Welton & Gemmell Hull | T. Robinson | 88·5 | 20·1 | 10·7 Q18′ BK 7½″ | Grimsby British 3 BH Cem | C.2Cy.16″&32″–22″ (s) 110 lb 43 HP ~~45 HP~~ 1SB, 2pf, GS27, HS735 C.D. Holmes & Co., Hull | 11 ″ 4 | |
| 41 | **Sabine Rickmers** Steel Sc Sr 2 Dks *Carrying Petroleum in bulk* | 1026 949 690 | | | | 1894 | Rickmers Reismühlen Rhederei & Schiff. Act Ges Geestemünde | Rickmers Reismühlen Rhederei & Schiffbau A.G. | 201·1 | 27·9 | 20·0 | Bremen German | T.3Cy.17⅜″,28″&44½″–27⅝″ 150 HP Act. Ges. Pauksch, Landsberg ~~G. Dackel, Kiel~~ | | |
| 42 98448 | **Starcross** Steel Sc Sr *J. Evans 82–94* 1 Dk (pt Stl & pt Irn) 2 tr B & *Web frames & pt Awng dk (Irn)* | ~~2200~~ 2823 2142 1822 | ✠ 100 A1 *pt Awng dk with freeboard* 11 94 (~~Class Contem plated~~) | Stk LA&CP | t | 1894 11mo | Richardsn, Duck & Co. Stockton | ~~Anning Bros.~~ Starcross S.S. Co. (Lim.) (Anning Bros.) | 307·0 | 41·0 | 20·4 P27′Q115′ *Pt Awng dk* 192′ FK WB = Cell D Ba 98′ u E & B 40′ f 124′ 525 t APT 44t | Cardiff British 5 BH Cem | T.3Cy.22½″,37″&61″–42″ (s) 160 lb 90 lb 245 HP 2SB. 6cf, GS104, HS3760 Blair & Co. (Lim.), Stockton | 23 ″ 7 s 8 ″ 6½ | |
| 43 104810 NPGW | **Sparrow** Steel Sc 3 Mst Sr ~~Steel Sc~~ *J.F. Bjorklund -94* *Well deck* 1 Dk (Stl–ws) | 395 284 ~~186~~ 188 | ✠ 100 A1 11,94 | Lon LA&CP | f | 1892 2mo | J.F. Meursing Amsterdam | General Steam Navigation Co. | 145·3 | 23·1 | 11·2 Q72′B7′F20′ BK 7″ WB = FPT 60t | London British 3 BH Cem | T.3Cy.13″,19″&32″–20″ (s) 160 lb 80 lb 75 HP 1SB, 2pf, GS33, HS920 J. Stewart & Sons (Lim) Lon | 12 ″ 0 | |
| 44 | **Sleipner** Iron Sc Sr *Hendrecksen* (ex Arthur) *Well deck* | 1102 955 758 | ✠ 100 A1 11,94 ~~BS5,94~~ | Mdb A&CP LMC 8,91 | o | 1879 3mo | J. Readhead & Co. S. Shields | J.v.d. Ohe | 240·0 | 32·6 | 17·5 Q90′B49′F26′ BK 8½″ WB = DBa 69′ f 32′ | Bergen Norwegian 4 BH Cem | C.2Cy.27½″&52″–33″ 65 lb 80 lb NDB90 110 HP 1B, GS53 J. Readhead & Co., S. Shields | 18 ″ 7 s 1 ″ 10½ | |
| 45 | **Saint Louis** Steel Sc Sr *Albony –94* (ex Baron Fife) ss Gls. No. 1–93 1 Dk (Stl) & *Spar dk & Web frames* | 1310 1258 816 | ✠ 100 A1 *Spar dk* 11,94 | Gls LA&CP ✠LMC 11,94 | o | 1890 2mo | R. Duncan & Co. Pt. Glasgow | L. Ballande Fils aîné | 230·0 | 33·1 | 13·7 B19′ 20·5 FK WB = Cell D B193′ 303 t APT 22t | Bordeaux French 4 BH pt Cem pt Asp | T.3Cy.17½″,27½″&46″–36″ (s) 160 lb 70 lb 130 HP 2SB, 4rf, GS71, HS2110 D. Stewart & Co., Glasgow | 15 ″ 10 s 5 ″ 2½ | |
| 46 RJBH | **Scotia** Steel Sc Sr *H. Magin 86–93* (ex Grimm) 2 Dks (Stl–ws) 3 tr B | 2599 2369 1684 | | | ... | 1890 7mo | C. Connell & Co. Glasgow | Hamburg-Amerikanische Packetf. Act. Ges. | 320·0 | 40·1 | 23·8 P12′B76′F38′ | Hamburg German | T.3Cy.23½″,37½″&60″–42″ 220 HP WB J. & J. Thomson, Glasgow | 26 ″ 6 | V |
| 47 RJCS | **Sicilia** Steel Sc Sr *G. Theile 89–92* (ex Stubbenhuk) 2 Dks (Stl–ws) 3 tr B | 2943 2709 1921 | | | ... | 1890 9mo | C. Connell & Co. Glasgow | Hamburg-Amerikanische Packetf. Act. Ges. | 329·0 | 41·5 | 25·8 P12′B76′F42′ | Hamburg German | T.3Cy.24″,39″&64″–42″ 288 HP WB D. Rowan & Son, Glasgow | 28 ″ 6 | V |
| 48 | **Sines** Steel Sc Sr *Claassen –94* 1 Dk & *Spar dk* | 1312 1143 1069 | | | | 1894 | H. Kock Lübeck | Oldenburg Portugiesische Dmpfsch. Rhederei | 226·0 | 32·0 | 21·6 F24′B57′ | Oldenburg German | T.3Cy.15¾″,25½″&40″–27½″ WB H. Pauksch, Landsberg a/w. | | V |
| 49 | **Soria** Iron Sc Sr *Copellino* (ex Sandringham) *Well deck* | 1159 948 738 | ✠ A1, 1 ~~5,95 10,94~~ ~~BS5,94~~ B & MS 5,95 | Brs ✠NB 8 LMC 10,94 ~~MS 10,91~~ | Lv Gen | 1872 4mo | Backhouse & Dixon Middlesbro' | A. & G.B. Copellino di G. | 230·0 | 30·3 | 19·0 Q116′B20′F28′ pt ND 88 ~~drp 94~~ BK 8″ | Genoa Italian 4 BH WB = DBa | C.2Cy.26¾″&55½″–33″ 70 lb 50 lb 120 HP 1SB, 3f T. Richardson & Sons, Hpl. | 20 ″ 5 s 2 ″ 3 | |
| 50 | **Sprott** Iron Sc Sr ss Fiu, 2nd No. 3–11,94 (ex Glenbervie) *G. Albrecht 88–94* 2 Dks (1 Irn) 3 tr B | 1509 1396 951 | ✠ 100 A1 3,95 ~~11,94~~ | Fiu A&CP LMC 10,94 Ham | q | 1878 10mo | Palmers' Co. (Lim.) Newcastle | H. Diederichsen | 250·0 | 33·7 | 23·0 P21′B56′F28′ BK 9″ WB = DBa 68′ f 16′ & u E & B 36′ | Kiel German 4 BH Cem 2B, | C.2Cy.30″&55″–36″ 75 lb 60 lb NDB90 140 HP GS82 Palmers' Co. (Lim.), Nwc. | 24 ″ 1 s 4 ″ 1 | |
| 51 104506 | **Sunlight** Steel Sc Sr *G. Leslie 94–94* 1 Dk K | 168 156 54 | ✠ 100 A1 *Stm Trawler* 1,95 ~~12,94~~ (~~Class Contem plated~~) | Abn LA&CP | | 1894 12mo | J. Duthie, Sons & Co. Aberdeen | D. Sherrit Johnstone & Sherrit | 103·2 | 21·1 | 11·3 BK 7″ | Aberdeen British 3 BH Cem | T.3Cy.~~14~~″,19″&30″–21″ (s) 140 lb 13″ 45 HP 1SB, 2pf, GS33, HS985 Blaikie Bros. (Lim.), Abn. | 11 ″ 9 | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage Gross. — Under deck. — Net. | 5 Particulars of Classification. Character. — † for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of B. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 52 | **St. John City** *J.W.Harrison87-94* *Elec.light* | SteelScSr 1*Dk*(*Stl*)&*Spar dk* (*pt Stl-ws*)&*deep framing* | ~~1880~~ 1890 1879 | † 100A1 *Spar dk* 1,95 (*Class Contem. plated*) | Gls A&CP | *t* | 1895 1mo | A.Stephen &Sons Glasgow | Furness,Withy& Co.(Lim.) | ~~311·5~~ P28′B98′F36′ 311·0 | 37·0 15·8 23·2 BK9½″ | ~~23·3~~ 6 | W.Hartlpl British | T.3Cy.25″,40″&66″–45″ (*s*) 160lb *80lb* 310HP 2SB,6*rf*,GS150,HS5014 A.Stephen&Sons,Glasgow | 18 ″ 3 s 5 ″ 4½ | BT till 12,95 |
| | | | | | LMC1,95 | | | | | | | | | *WB=CellDBa64′uE&B64′f76′338t* | | |
| 53 | **Sandrail** | SteelSc 1*Dk* | 450 | † A1 *Hopper* 12,94 (*Class Contem. plated*) | Rot *Dredger* A&CP | | 1894 12mo | J.&K.Smit Kinderdijk | RiverWear Commissioners | 161·0 Gut′ | ~~30·0~~ 30·1 | ~~12·1~~ 10·6 FK | Sunderlnd British 4*BHCem* | T.3Cy.11½″,17″&24″–18″ (*s*) 160lb 60HP ~~50HP~~ 18B,2*cf*,GS35,HS1423 Diepeveen,Lels&Smit,Kdk | 11 ″ 6 | |
| | | | | | LMC12,94 | | | | | | | | | | | |
| 54 105283 NSVW | **Scotsman** *E.Maddox80-95* *Elec.light* | ~~SteelTwinScSr~~ SteelTwinSc4MstSr 3*Dks* | ~~6050~~ 6041 5730 3867 | | | | 1895 | Harland& Wolff(Lim) Belfast | British & North AtlanticSNCo(Lm) (Richards,Mills &Co.,*Mgrs.*) | 470·7 P66′B212′F104′ | 49·2 | 31·9 | Liverpool British *WB* | T.6Cy.~~27″~~ 22½″,36½″&60″–48″ 590HP Harland&Wolff(Lim.),Bel | | BT till 12,95 |
| 55 | **Steinberger** *CHL Allerholt90-95* | SteelScSr 1*Dk*(*Stl*)& *Spar dk*(*Stl-Teaks*)&*Web frames* | ~~3595~~ 3599 3310 2313 | † 100A1 *Spar dk* 2,95 (*Class Contem. plated*) | Mdb A&CP | *w* | 1895 2mo | SirRaylton Dixon&Co. Middlesbro' | DeutscheDampf-schiffahrts Gesellschaft "Hansa" | 340·0 P39′B70′F43′ | 44·2 26·9 BK9½″ | 19·0 6 | Bremen German *WB* | T.3Cy.24½″,39″&67″–45″ (*s*) 180lb *100lb* 300HP 2SB,6*cf*,GS114,HS4716 T.Richardsn &Sns(L.),Hpl *WB=CellDBa108′uE22′f138′651t* | 21 ″ 7 s 7 ″ 0½ | |
| | | | | | LMC3,95 | | | | | | | | | | | |
| 56 | **Sheng Yi** *M.F.Patterson* (*ex*HsinChi) | SteelScSr 2*Dks* | 1708 1550 1063 | | | | 1892 | Napier, Shanks&Bell Glasgow | Ph.Lieder | 260·0 *Shade dk*92′ | 37·0 | 21·3 | Hamburg German | T.3Cy.19″,31″&50″–36″ Dunsmuir&Jackson,Gls. | | |
| 57 | **Semiramis** *A.Fellner85-95* *Elec.light* | SteelScSr 2*Dks*(*UStl-ws*)& *Spar dk*(*Stl-Teaks*) | ~~4160~~ 4046 3385 2556 | † 100A1 *Spar dk* 3,95 (*Class Contem. plated*) | Dmb LA&CP | *x* | 1895 3mo | W.Denny &Bros. Dumbarton | LloydAustriaco Società deNavi-gazione a vapore | ~~275·0~~ P78′B95′F85 377·0 | ~~44·7~~ 20·3 44·9 FK | ~~23·6~~ 28·2 6 | Trieste Aust.-Hung. *BHCem* | T.3Cy.35½″,57″&92″–54″ (*s*) 165lb *165lb* 439HP 5SB,*20rf*,GS430 HS13900 Denny&Co.,Dumbarton *WB=CellDBa56′uE&B106′f144′552t* | 22 ″ 7 | BT till 3,96 |
| | | | | | LMC3,95 | | | | | | | | | | | |
| 58 106020 | **Scipio** *G.B Sturdy90-95* | SteelScSr 1*Dk* | ~~1740~~ 1735 1633 1117 | | | | 1895 | Furness, Withy&Co. (Lim.) WHartlepool | T.Wilson,Sons&Co (Lim.) | 270·2 P10′B78′F30′ | 38·1 *WB* | 19·0 | Hull British | T.3Cy.18″,30″&48″–33″ 118HP Amos&Smith,Hull | | |
| 59 | **Shinshiu Maru** (*ex*Gwalior) | IronScSr | 2785 2619 1648 | | | | 1873 | W.Denny &Bros. Dumbarton | KishimotoGohie | 351·6 F48′ | 38·3 | 27·7 | Hiogo Japanese | C.2Cy.49″&86″–54″ NBS3 500HP Denny&Co.,Dumbarton | | |
| 60 | **Sliedrecht** ~~*G.G.Heidemann*~~ *C.G.Heidemann91-95* *Well deck* | SteelScSr 1*Dk*(*Irn*)&*Web frames* | ~~2090~~ 2019 1601 1283 | † 100A1 2,95 (*Class Contem. plated*) | Nwc A&CP | *r* | 1895 2mo | Wood, Skinner&Co. Newcastle | ~~Phs.vanOmmeren~~ Maatschappy Stoom-schip "Sliedrecht" (Phs.van.Ommeren) | 276·0 Q101′B64′F37′ | 39·0 17·6 FK | ~~17·7~~ 4 | Rottrdam Dutch *BHCem* | T.3Cy.21″,35″&58″–39″ (*s*) 160lb *80lb* 200HP 2SB,6*pf*,GS95,HS3160 N.E.Mar.E.Co.(Lim.)Nwc. *WB=CellDBa76′uE&B44′f112′430t APT41t* | 20 ″ 0 | |
| | | | | | LMC2,95 | | | | | | | | | | | |
| 61 | **Savoy** 1*Dk*(*Stl*) | SteelScSr | ~~300~~ 348 313 184 | † 100A1 3,95 (*Class Contem. plated*) | Mtr A&CP | *e* | 1895 3mo | Montrose S.B.&E.Co. (Lim.) Montrose | J.Constant | 129·9 F15′ | 25·2 BK7″ | 11·5 | London British 3*BHCem* | C.2Cy.15″&32″–24″ (*s*) 130lb 53HP 1SB 2*pf*,GS33 HS930 Hall-Brwn,Buttery&C.Gls *WB=DBf72′88t APT7t* | 13 ″ 11 sl ″ 8½ | |
| | | | | | LMC2,95 | | | | | | | | | | | |
| 62 | **Salinier** *A.Olivier88-82* | IronScTug 1*Dk* | 106 — 50 | | | | 1874 | F.&C.de la Médit. LaSeyne | Cie.desSalins du Midi | 99·1 B—F— | | 9·5 | Marseilles French | C.2Cy.18½″&35½″–17⅜″ Forges&C.de laMédit,Msl. | | |
| 63 | **Seine** 1*Dk*&*Spar dk* | Iron—Sr | 162 — 95 | | | | 1880 | Ross& Duncan Glasgow | P.Durand | 114·0 | 19·6 | 12·0 | Algiers French | C. 35HP | | |
| 64 104508 | **St. Ninian** *R.Nisbet81-95* *Well deck* *Elec.light* | SteelScSr 2*Dks*(*UStl-ws*) | 837 548 382 | † 100A1 3,95 (*Class Contem. plated*) | Lth LA&CP | *l* | 1895 3mo | Ramage& Ferguson (Lim.) Leith | North of Scotland &Orkney&Shet-landS.N.Co. | 205·0 P&B136′ ~~F54′~~ F53′ | 28·6 BK6½″ | 14·9 4 | Aberdeen British *BHCem* | T.3Cy.19″,30″&50″–36″ (*s*) 180lb *90lb* 174HP ~~172HP~~ 2SB,6*cf*,GS99,HS2959 Rmage&Frgusn(Lim),Lth *WB=FPT14t APT26t* | 15 ″ 10 s 1 ″ 7½ | BT till 2,96 |
| | | | | | LMC3,95 | | | | | | | | | | | |
| 65 104459 | **Star of New Zealand** *J.Simpson63-95* 2*Dks*(*Stl-Uws*)&*deep framing*3*dk Rule* | ~~SteelScSr~~ SteelScBn | 4390 4712 4128 3037 | † 100A1 3,95 (*Class Contem. plated*) | Bel LA&CP | *y* | 1895 3mo | Workman, Clark&Co. (Lim.) Belfast | ~~J.P.Corry&Co.~~ Star of NewZea-landS.S.Co.(Lim) (J.P.Corry&Co.) | 393·5 P42′B106′F116′ | 46·8 FK&BK3″ | 28·0 6 | Belfast British *BHCem* | T.3Cy.26½″,44″&73″–48″ (*s*) 180lb 500HP ~~294HP~~ 3SB,9*cf*,G152,HS6270 FD Wrkmn,Clrk&Co(Lm),Bel *WB=CellDBa110′uE&B46′f164′874t* | 31 ″ 1 s 6 ″ 7 | |
| | | | | | LMC3,95 | | | | | | | | | | | |
| 66 105282 NSTV | **Sylvania** *T.Stephens* –95 *Elec.light* | ~~SteelTwinScSr~~ SteelTwinSc4MstSr 3*Dks*(*Stl*) | 5591 5377 3623 | † 100A1 4,95 (*Class Contem. plated*) | Gls LA&CP | *b*† | 1895 4mo | London& Glasgow S.B.Co. Glasgow | CunardSteamship Co. (Lim) | 445·0 P98′*Shelter dk a33′* B163′*Shelter dk f25′* F84′ | 49·0 9 FK | 31·9 BHCem2 | Liverpool British | T.6Cy.22½″,36½″&60″–48″ 180lb (*s*) 570IP 2D&1SB14*cf*GS261,HS11932FD Lon.&Glas.S.B.Co.,Gls. *WB=CellDBa123′uE&B98′f158′833t MTa44′858t MTf27′627t FPT120t APT132t* | 35 ″ 0 s 8 ″ 4 | BT till 1,96 |
| | | | | | LMC4,98 | | | | | | | | | | | |
| 67 104597 | **Straits of Sunda** *J.Dewar94-95* 1*Dk*(*Stl*)&*Spar dk*(*Irn*) &*deep framing* | SteelScSr | 2992 2887 1937 | † 100A1 *Spar dk* 1,95 (*Class Contem. plated*) | Gls A&CP | *u* | 1895 1mo | Barclay, Curle&Co. (Lim.) Glasgow | N.McLean&Co. | 322·0 | 42·3 25·6 FK | 16·8 5 | Glasgow British *BHCem* | T.3Cy.23½″,39″&64″–42″ (*o*) 160lb *80lb* 330HP 2SB,6*cf*,GS126,HS4328 Barclay,Curle&C(Lm),Gls *WB=CellDBa&uE130′f133′599t* | 19 ″ 3 s 6 ″ 3 | |
| | | | | | LMC2,96 | | | | | | | | | | | |
| 68 1412 HJWN | **Sanyu Maru** (*ex*Cito) | IronScSr 1*Dk2trB* | 538 478 305 | | | | 1884 | Flnsburger Schiffsb.Ges. Flensburg | OguriTonujiro | 172·0 Q48′B47′F20′ | 25·7 | 14·2 | Kobé Japanese *WB* | C.2Cy.21″&38″–27″ 65HP FlensburgerSchiffsb.Ges. | | V |
| 69 1398 HJVP | **ShinDenshinMaru** | IronTwinScSr | 165 158 94 | | | | 1894 | Mayeda Unosuki Osaka | Amasaki Isuburo | 103·4 | 16·8 | 12·6 | Osaka Japanese | 2Cy. 18HP | | |

| 1 Numéro d'ordre. Numéro officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux, Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70 | **San Salvador** | SteelScSr | 2020 | ✠ A1 | Gls | *s* | 1891 | J.&G. | LloydBrazileiro | 282·0\|38·1\|20·7 | R.Janeiro | T.3Cy.27″,40½″&61″–45″ (*s*) | 22 ″ 0 | |
| | *G.Waddington* –91 | | 1582 | *Shade dk* | LA&CP | | 9mo | Thomson | | F48′ | Brazilian | 150lb *70lb* 250HP | 8 ″ 0½ | |
| | | 2*Dks*(*UptStl*–ws)*§Shade dk* | 1240 | *withfreeboard* | ✠LMC8,91 | | | (Lim.) | | BK7′ | 4*BHCem* | 2DB,*12cf*,GS202 | | |
| | *Elec.light* | | | 9,91 | | | | Glasgow | | *B=CellDB*76′124*t* | *APT*23*t* | J.&G.Thomson(Lim.),Gls. | | |
| | | | | *Ccasting,Rio* | | | | *ara* | *W* | | | | | |
| 71 | **Seitoku Maru** | IronScSr | 1281 | ✠100A1 | Kob | *p* | 1883 | C.Connell | O.Tsunetaru | 260·3\|36·1\|16·5 | Kobe | C.2Cy.34″&60″–36″ (*a*) | 17 ″ 9 | |
| | *Kinugawa* –94 | *ss*HKg.No.2–92 | 1148 | 12,94 | LA&CP | | 9mo | &Co. | | B30′F38′ | Japanese | 80lb *6·0lb* 180HP | s 3 ″ 3 | |
| | (*ex*Nanshan) | 2*Dks*(*UIrn*–ws) | 805 | | ✠LMC12,94 | | | Glasgow | | FK | 4*BHCem* | 1DB,*12pf*,GS170 | | |
| | | | | | | | | | *WB=Cell* | *DB*214′358*t*FPT | 32*t*APT10*t* | J.Howden&Co.,Glasgow | | |
| 72 | **Spaniel** | SteelScSr | ~~1140~~ | | | | 1895 | A.&J. | G.&J.Burns | 250·0\|33·6\|~~17·2~~ | Glasgow | T.3Cy.24″,33″&64″–42″ | | BT till 1,96 |
| 10411 | *J.McGilleray* –95 | 2*Dks* | 1116 | | | | | Inglis | | P66′B78′F46′ 15·9 | British | 260HP | | |
| | | | 873 | | | | | Glasgow | | | *WB*A.&J.Inglis,Glasgow | | | |
| | | | 433 | | | | | | | | | | | |
| 73 | **Salford** | SteelTwinSc | ~~600~~ | ✠100A— | Gls | *h* | 1895 | W.Simons | Salford | 164·0\|32·1\|13·1 | Glasgow | T.6Cy.12″,18½″&30″–24″ (*o*) | 13 ″ 9 | |
| | *Brown* –95 | | 554 | 2,95 | | | 2mo | &Co. | Corporation | F28′ | British | 160lb | | |
| | | 2*Dks*(*Stl*) | 519 | (*ClassContem plated*) | ✠LMC3,95 | | | Renfrew | | FK | 5*BHCem* | 2SB,*4rf*,GS71,HS1962 | | |
| | | | | | | | | | | | | W.Simons&Co.,Renfrew | | |
| | | | | | | | | | | | | *WB=MT*39′230*t DTf* 20′80*t* | | |
| 74 | **Shengking** | SteelScSr | 1650 | | | | 1895 | Napier, | ChinaNav.Co. | 260·0\|38·2\|~~18·0~~ | London | T.3Cy.21″,33″&55″–36″ | | BT till 3,96 |
| | | 2*Dks§Shade dk* | 1315 | | | | | Shanks& | (Lim.) | P30′B54′F28′ 17·5 | British | 152HP | | |
| | | | **1034** | | | | | Bell | | | | D.Rowan&Son,Glasgow | | |
| | | | | | | | | Glasgow | | | | | | |
| 75 | **Shantung** | IronScSr | 1506 | | | | 1870 | A&J Inglis | ChinaMerchants' | 216·2\|39·2\|16·4 | Shanghai | C.2Cy.24″&46¼″–36″ | | |
| 13549 | *J.W.Y.Stewart* –94 | | 962 | | | | | Glasgow | SteamNav.Co. | | British | 180HP | | |
| | | 2*Dks§Shade dk* | 874 | | | | | | | | | A.&J.Inglis,Glasgow | | |
| 76 | **Sark** | Iron&Steel&~~Iron~~ScYl | ~~150~~ | ✠100A— | Gls | | 1895 | Mackie& | HullSteamFishing | 98·0\|20·5\|~~11·0~~ | Hull | C.2Cy.14″&33″–20″ (*s*) | 11″10 | |
| | *B.Jewsbury*92-95 | | 152 | *Stm Trawler* | LA&CP | | 3mo | Thomson | &IceCo.(Lim.) | 11·2 | British | 135lb 45HP | | |
| | | 1*Dk* | 145 | 3,95 | | | | Glasgow | | BK7½″ | 3*BHCem* | 1SB,*2pf*,GS27,HS585 | | |
| | | *Steelframing Ironplating* | 52 | (*ClassContemplated*) | ✠LMC3,95 | | | | | | | Muir&Houston,Glasgow | | |
| | | | | | | | | | | | | *WB=DTf* 15′27*t* | | |
| 77 | **Selby** | SteelScSr | ~~2125~~ | ✠100A1 | Stk | *r* | 1895 | Ropner& | R.Ropner&Co. | 280·0\|40·0\|15·6 | Stockton | T.3Cy.21″,34″&56″–36″ (*r*) | 18 ″ 6 | |
| 99726 | *F.McCulloch*'92–95 | 1*Dk*(*ptStlptIrn*) | 2137 | *ptAwngdkwithfreeboard* | | | 4mo | Son | | P27′Q84′ | British | 160lb *160lb* 180HP | s8 ″ 3½ | |
| NSLT | | *§Webframes§ptAwngdk*(*Irn*) | 1501 | 4,95 | A&CP | | | Stockton | | *ptAwngdk*169′ FK | 4*BHCem* | 2SB,*4rf*,GS60,HS2780 | | |
| | | | 1364 | (*ClassContem plated*) | ✠LMC4,95 | | | | | *WB=CellDBa*94′*uE*20′*f*108′39*t* | | Blair&Co.(Lim.),Stockton | | |
| | | | | | | | | | | | | | | |
| 78 | **Shinso Maru No. 1** | WoodScSr | 112 | | | | 1894 | Kase | ShinsoKisen | 97·0\|13·8\|10·3 | Osaka | 2Cy. | | |
| 1390 | | | 89 | | | | | Mosaku | Kabushiki | | Japanese | 20HP | | |
| HJVC | | 1*Dk* | 62 | | | | | Zaimokukiba | Kaisha | | | | | |
| 79 | **Sully** | IronSc | — | | | | 1890 | Bertin | Cie.Française de | ..... | Rouen | T.3Cy.11″,17⅜″&30″–15¾″ | | |
| | *G.Zéphier* –91 | | — | | | | | frères | TransportsFlu- | | French | | | |
| | | 1*Dk* | 100 | | | | | Argenteuil | viaux etMaritimes | | | *WB*M.Boulet,Paris | | |
| 80 | **Ste. Isabelle** | IronScCtr | — | | | | 1867 | Nillus | Cie.Française de | 111·2\|18·4\| 6·6 | Rouen | 2Cy.19″–13¾″ | | |
| LBQD | *Delaunay* | 1*Dk* | — | | | | | Havre | TransportsFluir- | | French | | | |
| | | | **72** | | | | | | aux&Maritimes | | | LeCreusot | | |
| 81 | **Seguin** | SteelSc | 818 | | | | 1890 | ..... | J.B.Miller | 207·0\|34·2\|13·0 | OwnS'und, | | | |
| 94763 | | | — | | | | | OwenSound | | | Ont. | 106HP | | |
| | | | **556** | | | | | | | | British | | | |
| 82 | **Saint Antoine** | IronScSr | 1480 | ✠100A1 | Liv | *p* | 1880 | Sunderlnd | J.H.Tandonnet | 251·2\|33·5\|18·4 | Bordeaux | C.2Cy.32″&60″–36″ | 20 ″ 0 | |
| | *J.Gillard* –95 | *ss*Liv.No.3–4,93 | 1190 | 3,95 | A&CP | | 11mo | S.B.Co. | fréres | P25′Q68′B68′F34′ | French | 80lb *40lb* 140HP | s2 ″ 0½ | |
| | (*ex*Maranhense,*ex*Blodwen) | | 960 | BS5,94 | ✠LMC4,93 | | | Sunderland | | BK9′ | 5*BHCem* | 2SB,*4pf*,GS68 | | |
| | *Well deck* | 1*Dk*(*Irn*)2*trB* | | | | | | | | *WB=DB* | 84′*f*64 330*t* | J.Dickinson,Sunderland | | |
| 83 | **Shinyu Maru** | IronScBk | 3142 | | | | 1866 | C.A.Day | FusadaKuhei | 356·6\|41·6\|30·3 | Kobe | C.2Cy.52″&96″–54″ | | |
| | | | 2114 | | | | | &Co. | | len74 | Japanese | NE74NB81 550HP | | |
| | (*ex*Surat) | | **1677** | | | | | Northam | | | | Day,Summers&Co.,Sou. | | |
| 84 | **Startforth** | IronTwinScSr | 167 | | | | 1868 | Wigham | T.Maughan,jun. | 125·5\|18·0\| 9·8 | Sundrland | C.4Cy.10″&18″–12″ | | |
| 86130 | *H.Roope* –95 | 1*Dk* | 149 | | | | | Richardson | | | British | NE&B91 30HP | | |
| | (*ex*DhuHeartach) | | **76** | | | | | &Co. | | | | Dunlop&Bell,Liverpool | | |
| | | | | | | | | Newcastle | | | | | | |
| 85 | **Sidon** | SteelScSr | 2404 | ✠100A1 | Msl | *t* | 1892 | Gourlay | Messageries | 317·6\|39·2\|23·6 | Marseilles | T.3Cy.25″,40″&65″–45″ (*s*) | 26 ″ 5 | |
| | | (*ex*Sparte) | 2108 | 3,94 | A&CP | | 1mo | Bros.&Co. | Maritimes | P62′B78′F58′ | French | 160lb *80lb* 300HP | s 4 ″ 6 | |
| | *Elec.light* | 3*Dks*(1*Stl*) | 1554 | | LMC1,92 | | | Dundee | | BK9′ | 5*BHCem* | 2DB,*8rf*,GS159,HS4947 | | |
| | | | | | | | | | | *WB=CellDB*250′277*tAPT*19*t* | | GourlayBros.&Co.,Dundee | | |
| 86 | **San Jose** | IronSc3MstSr | 852 | | | ... | 1867 | Aitken | Dna.A.Herreros | 238·3\|28·6\|16·7 | Vigo | 2Cy.38″–30″ | 17 ″ 7 | |
| | | (*ex*Garrison) | 795 | | | | 7mo | &Mansel | | P68′F20′ | Spanish | 95HP | s 3 ″ 6 | |
| | | | 668 | | | | | Glasgow | | len71 | | J.Aitken&Co.,Glasgow | | |

**87 Shoriki Maru** — SteelScSr 1674 ✠100A1 Shi *q* 1886 W.Dobson — 249·8|34·0|16·9 — T.3Cy.21″,33″&55″–36″ — 17·10
*ss*H.Kg.No.3–12·89 1546 *Spar dk* LA&CP 8mo &Co. F36*t* 25·8 Japanese 150lb *60lb* 160HP
(*ex*Ardgay) 1*Dk*(*Iron*)*Spar d*&*Str B* 1951 6,93 Newcastle BK8½″ 5*BH Cem* 2SB,*Acf*,Gs68
*Floors*&*Beams Iron* BS2,95 ✠LMC12,89 *WB*=*DBa* 61*f*65′206*t* Black,Hawthorn&Co.,Gts.

**88 Statesman** — SteelSc4MstSr 6300 100A1 — 1895 Workman, Clark&Co. (Lim.) Belfast T.&J.Harrison — Liverpool British — T.3Cy.28½″,44″&77″–60″
(*Class Contem plated*) — Wrkmn,Clrk&Co(Lm),Bel

**89 San Joaquin** — SteelScSr 522 503 ✠100A1 HKg *g* 1891 Edwards S.B.Co. (Lim.) Newcastle S.Giang — 150·0|24|7| 9·7 Manila 16·6 Spanish FK 4*BH Cem* — T.3Cy.13½″,22″&36″–27″ (*s*) 10 • 4
*A.Beltram* *Shelter dk* A&CP 4mo 160lb *70lb* 75HP s 7 • 9
JGTM (*ex*SanAntonio) 1*Dk*&*Shelterdk* 335 *withfreeboard* ✠LMC5,93 1SB,*3pf*,Gs39
5,93 *WB*=*DBa*30′*f*51′ 65*t*A*P*T5*t* G.Clark(Lim.),Sld.
*Coasting Philippine Islands*

**90 Spiekeroog** — SteelSc 131 — 1895 Rickmers Reismühlen Rhederei& Schiff.Act Ges Geestemünde Rickmers Reism. Rhederei& Schiffbau A.G. — 100·6|19·9|10·0 Brmrhavn German — T.3Cy.10⅜″,16⅞″&26 15/16″–20¾″
*Blumenau*95–95 118 60HP
(*Trawler*) 1*Dk* 54 G.Seebeck,Geestemünde

**91 Serapis** — IronScBkn 4492 — 1866 Thames E. &I.S.B.Co: (Lim.), London I.Cohen&Co. — 368·0|49·0|22·3 London P356*t*H102*t*F235*t* British — C.3Cy.66″,(2)90″–54″
104876 3*Dks* 3799 700HP
(*ex*H.M.S.Serapis) 3055 Humphreys,Tennant&Co. Deptford

**92 Szechuen** — SteelScSr 1885 — 1895 Scott&Co. Greenock China Navigation Co.(Lim.) — 260·0|38·0|21·3 London B66′F29′ British *WB* — T.3Cy.20″,32″&52″–39″
1693
2*Dks* 1158 Scott&Co.,Greenock

| 1 No. in Book. Official No. Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Year Assigned. How supplied. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships | 15 Other Registers in which Class is Held. Date of Last Prom. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Thekla Bohlen | SteelScSr | ~~2200~~ 2289 2046 1461 | | | | 1894 | Blohm& Voss Hamburg | Afrik.Dampfsch. ActienGesellsch. (WoermannLinie) | 290·0 \| 38·0 \| 26·9 B80′F35′ | Hamburg German | T.3Cy.19″,30″&50″–39⅝″ WB Blohm&Voss,Hamburg | | |
| 2 | Teixeirinha (exAsuncion) | SteelTwinScSr 1Dk(Irn) | 433 399 257 | ✠ A1 For River pur 2,90 | Cly poses only LA&CP ✠LMC2,90 | | 1890 2mo | R. Duncan &Co. Pt.Glasgow | Cia.deNav.S.João deBarra e Campos | 159·7 \| 32·1 \| 9·0 B26′F17′ FK WB=APT40t | R.Janeiro Brazilian | T.4Cy.(2)9″,18″&32″–22″ 150lb 60lb (s) 60HP 1SB.2cf.GS38,HS1030 Rankin&Blackmore,Grk. | 9 ″ 7 | |
| 3 9890 | Turkistan ~~G.Clanfield–94~~ Electlight Watt –94 | SteelScSr 2Dks(1Stl&1Irn) &deepframing&3DkRule | 4060 3647 2612 | ✠100A1 Gls w ~~11,94~~ 8·94 5,95 (~~ClassContem~~ plated) | LA&CP ~~Lon~~ Cff ✠LMC8,94 | | 1894 8mo | A.Stephen &Sons Glasgow | AngloArabian& PersianSSCo(Lim) (F.G.Strick& Co.,Mgrs.) | 345 0 \| 47·0 \| 26·7 P46′B74′F40′ FK WB=CellDBa114 | Swansea British 6BHCem | T.3Cy.25″,41″&67″–45″ (s) 160lb FD 600HP 3SB6cf&GS107HS5264 A.Stephen&Sons,Glasgow uEs&B38f138′874tAPT47t | 29 ″ 6 s 5 ″ 11 | |
| 4 104263 | Turret Bell Turret deck | ~~SteelScSr~~ SteelSc3MstSr 1Dk2trB | ~~2200~~ ~~1827~~ 2211 1977 1376 | | | | 1894 | W.Doxford &Sons (Lm) Sunderland | TurretStm.Shippg Co.(Lim.) (Petersen,Tate &Co.,Mgrs.) | 297·0 \| 40·0 \| ~~24·1~~ 21·7 | Newcastle British WB | T.3Cy.~~22″,37″~~&60″–42″ 22½″,36½″ 303HP G.Clark(Lim.),Sunderland | | |
| 5 | Toyei Maru (exTeheran) | IronScBk ~~IronScBk~~ Curnow –94 ssNag.No.3–6.94 3Dks | 2622 1711 1684 | ✠100A– 6,94 | Nag LMC6,94 | | 1874 3mo | Gourlay Bros.&Co. Dundee | ChuyetsuKisen Kaisha | 360·0 \| 36·2 \| 26·9 F49′ srp94 | Kobe Japanese | C.2Cy.45″&84″–48″ (i) 75lb 60lb NB82 NDB82 4SB,12pf 400HP Gourlay Bros.&Co.,Dundee | | |
| 6 | Triton H.B Spillmann94–94 (Trawler) | SteelSc 1Dk | 170 154 73 | | | | 1894 | B.Wencke Söhne Hamburg | B.WenckeSöhne | 108·3 \| 20·5 \| 12·0 | Hamburg German | C.2Cy.16″&30″–21½″ 55HP B.WenckeSöhne,Hamburg | | |
| 7 96571 LCQB | Talbot Jeffers –94 (exSaintClears) Well deck | SteelScSr ssShl.No.1–93 1Dk(Stl)&Webframes | 2388 1887 1554 | ✠100A1 2,95 ~~Upld~~ | Cff A&CP ✠LMC7,93 Lon | s | 1889 4mo | R&W Haw-thorn,Leslie &Co.(Lim.) Newcastle | TalbotS.S.Co. (Lim.) (T.Bowen,Rees& Co.,Mgrs.) | 300·0 \| 38·8 \| 19·5 P27′Q30′B116′F35′ BK10″ WB=CellDB248′ | London British 5BHCem 425tAPT75t | T.3Cy.22½″,36½″&60″–39″(s) 160lb 80lb 160HP 2SB.8pf,GS125 Hwthrn,Leslie&Co(L) Nwc | 21 ″ 11 s 2 ″ 1 | |
| 8 HKLS | Thetis (exKarteria) | IronSc | 504 — 317 | | | | 1859 | ..... England | McDowall& Barbour | 184·3 \| 24·9 \| 15·0 | Piræus Greek | C.4Cy.24″&45″–30″ 120HP | | |
| 9 | Tirreno G.Battaglini | IronSc 1Dk | 216 — 142 | | | | 1888 | G.Ansaldo &Co. SestriPnente | C.Querirolo | 124·6 \| 21·6 \| 9·1 | Genoa Italian | C.2Cy.14″&27″–18″ 61HP G.Ansaldo&Co.,Genoa | | |
| 10 EDMQ | Tinos P.Fischer91–94 (exArgentina) | IronScBn ssHam.No.2–82 2Dks3trP | 2114 2034 1552 | ✠ 3,82 | Ham A&CP | s | 1872 12mo | C.Mitchell &Co. Newcastle | DeutscheLevante Linie | 299·5 \| 36·1 \| 27·1 Q29′B226′F38′ | Hamburg German 5BHCem | C.2Cy.40″&72″–42″ 250HP Thompson,Boyd&Co,Nwc. | | V |
| 11 Wrecked 19.94 | Tormes ~~Tormes~~ –94 (exBessarabia) | IronScSr ssLiv.No.3–2.90 ssLiv.No.1–94 4thSurvey3.94 2Dks(Irn)3trB | 1644 ~~1644~~ 1498 1025 | ✠~~100A1~~ ~~A1*~~ 9,94 | Liv A&CP ✠LMC3,94 | r Lv | 1877 10mo | W.Gray& Co. WHartlepool | P.M.Tintore&Co. | 261·0 \| 33·6 \| 23·4 P24′F36′ BK9″ WB=DBa64′f78′&uB | Barcelona Spanish 4BHCem | C.2Cy.32″&60″–39″ (i) 76lb 75lb NDB92 170HP 2SB.6f &B38′APT Blair&Co.(Lim.),Stockton | 24 ″ 9 s 4 ″ 5½ | |
| 12 | Titan J.Bakker –94 | SteelScSr | | 100A1 (Class Contem plated) | | | 1894 | Rijkee& Co. Rotterdam | Reedery tot het slepen van schepen van en naar zee te Ymuiden & NieuweDiep | 147·0 \| 24·0 \| 14·0 B50′F20′ | Amstrdam Dutch | T.3Cy.18″,28″&46″–30″ KonMaats.deSchlde,Flshg | | R |
| 13 93227 | Test M.Ferguson –92 (exNumberTwelve) Well deck | SteelSc3MstSr ssGrk.No.1–94 1Dk(Irn) | 490 388 198 | ✠100A1 ~~5,94~~ 4,95 ✠NB6,94 | Grk A&CP ✠LMC5,94 Bel | h | 1890 3mo | Murray Bros. Dumbarton | W.A.Grainger | 175·0 \| 26·5 \| 10·1 Q~9′B11′F32′ BK7½″ WB=DBa43′f51′127t | Belfast British 3BHCem FPT36t | T.3Cy.15½″,24″&40″–33″ (s) 180lb 60lb 80HP 1SB.2cf.GS45.HS1607 M.Paul&Co.,Dumbarton | 12 ″ 10 s 1 ″ 3 | |
| 14 | Tampico N.E.Kendrick | IronScTug (exAugusto) | — — 193 | | | | 1888 | J.H. Dialogue Camden,N.J. | MexicanCentral R.R.Co. | 112·0 \| 21·0 \| 11·0 | Tampico Mexican | C.2Cy.19″&40″–24″ | | |
| 15 87013 | Twilight S.Jennings –94 (exEmmanuelScicluna) Well deck | IronScSr ssMlt.No.2–92 1Dk(Irn)2trB | 971 767 622 | ✠100A1 ~~4,95~~ ~~4,99~~ 5,95 | Liv LA&CP ✠LMC8,94 Meir | l | 1884 3mo | Caird, Purdie&Co. Barrow | ~~W.H.Stott&Co.~~ Stott,Coker&Co | 200·6 \| 31·0 \| 15·3 Q63′B50′F25′ BK8″ WB=DBa | Liverpool British 4BHCem 38′f49′152t | C.2Cy.27″&52″–36″ (a) 80lb 60lb 114HP 1SB,3pf,GS63 Westray,Copeland&C.Brw | 16 ″ 2 | |
| 16 104809 | Tennyson A.C.Cooke82–94 | SteelScSr 1Dk(ptStl&ptIrn) &Webframes&ptAwng.dk(Irn) | 2084 1501 ~~1807~~ 1315 | ✠100A1 ptAwng.dk with 11,94 (ClassContem plated) ✠LMC1,94 | Sld A&CP | r | 1894 11mo | J.L. Thompson& Sons(Lim.) Sunderland | GloverBros. | 280·0 \| 39·0 \| 17·3 P24′Q80′ ptAwng.dk174′ FK WB=CellDBa84′f108′327tAPT20t | London British 6BHCcm | T.3Cy.21½″,35″&58″–39″ (s) 160lb 80lb 200HP 2SB,6cf,GS92,HS3350 J.Dickinson,Sunderland | 19 ″ 8 s 8 ″ 1 | |
| 17 96358 | Trouville R.Hinton -94 | SteelTwinScSr 2Dks | 500 ~~567~~ 456 212 | | | | 1894 | W.Denny &Bros. Dumbarton | London,Brighton &SouthCoast RailwayCo. | 195·0 \| ~~28·0~~ \| ~~15·0~~ B61′F39′ 28·1 \| 14·3 | Newhaven British | T.6Cy.13½″,20½″&31″–21″ 104HP Denny&Co.,Dumbarton | | BT till 11,95 |
| 18 99624 WCSL | Tokomaru J.Maxwell84–94 (exWestmeath) | SteelScSr 1Dk(Stl)&Spar dk(Stl) 3trB | 6238 5771 ~~3387~~ 4072 | ✠100A1 Spar dk 4,95 ~~2,94~~ ~~11,94~~ | Gls A&CP ~~Awg~~ ✠LMC7,93 Lon | a† | 1893 7mo | C.S.Swan &Hunter Newcastle | Shaw,Savill& AlbionCo.(Lim.) | 425·0 \| 53·2 \| 23·6 ~~B79~~′F43′ 31·1 B231′ FK WB=CellDB354′1148tAPT142t | Sundrland British 6BHCem | T.3Cy.31″,50″&80″–54″ (s) 160lb 80lb 600HP 3DB,18pf,GS280,HS8592 WlsndSlpwyCo(Lim)Nwc | 26 ″ 6 s 8 ″ 9 | BT till 11,95 |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Speciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | Toyahashi Maru<br>(exFlintshire)<br>Elec.light | SteelSc3MstSr<br>ssH.Kg.No.1–92<br>2Dks(Stl–Uws)3trB | 2879<br>2644<br>1871 | ✠100A1<br>9,93 | Ant<br>LA&CP<br>✠LMC4,98 | v | 1898<br>12mo | London&<br>Glasgow<br>Co.(Lim.)<br>Glasgow | NipponYusen<br>Kaisha | 344·2\|40·1\|26·5<br>P50′B72′F47′<br>BK11″<br>WB=DTf40′284t | Tokio<br>Japanese | T.3Cy.30″,48″&75″–51″ (s)<br>155lb 650HP<br>2DB,12cf,GS229<br>Lon.&Gls.Co.(Lim.),Gls. | 27 ″ 10<br>s 5 ″ 7 | BT till 9,94 |
| 20 | Tosa Maru<br>(exIslam)<br>Elec.light | SteelTwinSc4MstSr<br>ssGls.No.3–3,94<br>2Dks(Stl–Uws)3trB | 5502<br>5286<br>3568 | ✠100A1<br>9,94 | Gls<br>LA&CP<br>✠LMC3,94 | a† | 1892<br>12mo | Harland&<br>Wolff(Lim.)<br>Belfast | NipponYusen<br>Kaisha<br>WB=Cell | 445·0\|49·2\|30·1<br>P31′B92′F50′<br>drp94 F&BK3″<br>DB340′1126t FPT | Tokio<br>Japanese | T.6Cy.20″,33½″&56″–48″ (s)<br>200lb 505HP<br>2D&2SB,12rf,GS243 HS8648<br>Harland&Wolff(Lim.),Bel | 33 ″ 6<br>s 8 ″ 11½ | |
| 21<br>JTML | Trondenæs<br>Högh –94 | SteelScSr<br>2Dks | 255<br>244<br>151 | | | | 1894 | Drontheim | TromsöAmts.<br>Dampskibssel-<br>skab | 118·4\|20·8\|15·4<br>H11t | Tromsö<br>Norwegian | T.3Cy.<br>45HP | | |
| 22<br>104457 | Theme<br>J.Ferguson 94–95<br>Well deck | SteelScSr<br>1Dk(Stl) | ~~550~~<br>504<br>385<br>130 | ✠100A1<br>1,95<br>~~(Class Contem plated)~~ | Trn<br>A&CP<br>✠LMC2,95 | t | 1895<br>1mo | AilsaS.B.<br>Co.<br>Troon | ~~W.A.Granger~~<br>W A.Grainger | 176·0\|~~26·5\|12·0~~<br>Q35′~~B49~~′F30′\|11·4<br>\|26·6\|BK7½″<br>BD onRQD49′<br>WB=CellDBa35′uE&B40′83tFPT27tAPT29t | Belfast<br>British | T.3Cy.14″,23″&39″–33″ (s)<br>180lb 80lb 97HP<br>1SB,2cf GS38,HS1600<br>V.Coates&Co.(Lim.),Bel. | 13 ″ 7<br>s 1 ″ 0 | |
| 23 | Tweed<br>G.Thompson –95 | SteelScSr<br>1Dk(Stl) | ~~100~~<br>117<br>89<br>43 | ✠100A1<br>1,95<br>~~(Class Contem plated)~~ | Psy<br>A&CP<br>✠LMC1,95 | a | 1895<br>1mo | J Fullerton<br>&Co.<br>Paisley | TweedShippingCo.<br>(Lim.) | 90·0\|18·6\| 7·8<br>Q12′F14′<br>BK6″<br>WB=FPT16t | Berwick<br>British | C.2Cy.12″&24″–18″ (s)<br>100lb 24HP<br>1SB,2pf,GS30,HS562<br>Fisher&Co.,Paisley | 8 ″ 6 | |
| 24 | Tito (BROKEN UP 9,94)<br>(exHannover) | IronScBg<br>2Dks&Awng dkAtrB | 2571<br>2319<br>1933 | | | | 1869 | Caird&Co.<br>Greenock | | 311·0\|39·4\|31·5 | Genoa<br>Italian | 2Cy.39¼″&77½″–48″<br>360HP<br>Caird&Co.,Greenock | | V |
| 25<br>102198 | Torino<br>J.B.Varwell79–95 | SteelScSr<br>1Dk(Stl)&Spardk(Irn)&Webframes | ~~1600~~<br>1587<br>1443<br>995 | ✠100A1<br>Spar dkwith freebrd<br>3,95<br>~~(Class Contem plated)~~ | Nwc<br>A&CP<br>✠LMC3,95 | q | 1895<br>3mo | R.Stephen-<br>son&Co.<br>(Lim.)<br>Newcastle | ~~J.Glynn&Son~~<br>Atlantic&Eastern<br>S.S.Co.(Lim.)<br>(J.Glynn&Son) | ~~260·0\|35·1\|20·0~~<br>P31′B57′F29′ FK<br>261·0\|35·2\|12·5<br>20·0<br>WB=CellDBa75′uE&B40′f100′362tAPT21t | Liverpool<br>British | T.3Cy.21″,33″&54″–39″ (s)<br>180lb 80lb 150HP<br>1SB,3rf,GS58,HS2330 FD<br>R.Stephnsn&C.(Lm),Nwc. | 14 ″ 9<br>s 4 ″ 8 | |
| 26<br>106019 | Tokio<br>G.H.Jones93–95 | SteelScSr<br>2Dks(Irn)&<br>Webframes&pt3rdtrB | ~~3800~~<br>3827<br>3723<br>2481 | ✠100A1<br>2,95<br>~~(Class Contem plated)~~ | Stk<br>LA&CP<br>✠LMC2,95 | w | 1895<br>2mo | Richards'n<br>Duck&Co.<br>Stockton | T.Wilson,Sons&<br>Co.(Lim.) | 363·0\|45·5\|27·2<br>P14′B92′F40′<br>FK<br>WB=CellDBa102′uE&B42f160′753tFPT153tAPT64t | Hull<br>British | T.3Cy.24½″,40½″&66½″–42″<br>180lb (s) 310HP<br>3SB,9cf,GS157,HS4825<br>Blair&Co.(Lim.),Stockton | 30 ″ 0<br>s 6 ″ 9 | |
| 27<br>104348<br>NHCM | Tampico<br>S.W.Wilson –95 | SteelScSr<br>1Dk(Irn)&Spardk(Stl-ws)3trB | ~~3025~~<br>~~2820~~<br>2968<br>2808<br>1916 | ✠100A1<br>Spar dk<br>5,95~~,05~~<br>~~(Class Contem plated)~~ | Sld<br>A&CP<br>✠LMC2,95 | u | 1895<br>2mo | J.Laing<br>Sunderland | NeptuneStm.Nav.<br>Co. (Lim.)<br>W&TWPinkney,Mgrs.) | ~~316·6\|41·5\|~~18·0<br>P8′B82′F38′ 26·0<br>331·6\|41·7\| BK10″<br>WB=CellDBa98′uE&B36f126′446tAPT65t | Sundrland<br>British | T.3Cy.24½″,40″&66″–45″ (s)<br>160lb 80lb 360HP<br>2SB,8pf,GS128,HS4890<br>G.Clark(Lim.),Sunderland | 20 ″ 9<br>s 6 ″ 2½ | |
| 28 | Tordera<br>J.Mugarsa –94<br>(exLealaba) | IronScSr<br>3rdSurvey.Liv.10,91<br>2Dks(1ptIrn) | 1850<br>1657<br>1170 | ✠A1*1<br>1,95 | Liv | Lv | 1878<br>5mo | Cunliffe&<br>Dunlop<br>Pt.Glasgow | P.M.Tintore&Co. | 299·8\|34·5\|23·7<br>P101tH36tF56t<br>BK9″ | Barcelona<br>Spanish | C.2Cy.40″&71″–36″<br>280HP<br>2B,Sf<br>Cunliffe&Dunlop,P.Gl. | 25 ″ 1<br>s 5 ″ 0½ | BT till 1,95 |
| 29<br>104236 | Thayetmyo<br>T.Glenton -95 | IronScK<br>1Dk | ~~148~~<br>145<br>~~126~~<br>133<br>~~47~~<br>45 | ✠100A1<br>Stm Trawler<br>2,95<br>~~(Class Contem plated)~~ | Shl<br>LA&CP<br>✠LMC2,95 | | 1895<br>2mo | Edwards<br>Bros.<br>NorthShields | G.Beeching&Co. | ~~101·0\|~~20·5\|~~12·5~~<br>~~Q17~~F19′Q18′10·7<br>100·6 BK7½″ | Fleetwood<br>British | T.3Cy.11″,17″&30″–21″ (s)<br>160lb 48HP<br>1SB,2pf,GS13,HS862<br>Baird&Barnsley,N.Shields | 11 ″ 8 | |
| 30<br>1394<br>RJVK | Taikei Maru | WoodScSr<br>2Dks | 372<br>351<br>231 | | | | 1894 | Nagamatsu<br>Sotaro<br>Niigata | NichiroKisen<br>GoshiKwaisha | 143·7\|20·2\|17·1 | Niigata<br>Japanese | 1Cy.<br>46HP | | |
| 31 | Tê-li<br>(exYungPing) | SteelScSr<br>1Dk(Stl-ws)2trB | 890<br>780<br>567 | ✠100A1<br>5,91<br>CoastingShanghai&Tientsin | Shi<br>LA&CP<br>✠LMC1,91 | l | 1891<br>1mo | Craig,<br>Taylor&Co.<br>Stockton | DeutschAsiatische<br>Bank(Shanghai)<br>WB=DBuE&B | 215·0\|32·1\|13·2<br>P32′B48′F31′<br>FK<br>35′60tFPT43tAPT | Hamburg<br>German | T.3Cy.15″,25″&41″–24″ (s)<br>160lb 80lb 84HP<br>1SB,2pf,GS38<br>W.Allan&Co.,Sunderland | 13 ″ 11<br>s 2 ″ 1 | |
| 32 | Tateyama Maru<br>(exAntenor) | IronScSr<br>2Dks | 2147<br>1949<br>1378 | | | | 1872 | A.Leslie&<br>&Co.<br>Newcastle | | 322·0\|33·7\|25·6 | Japanese | C.2Cy.28½″&61″–45″<br>NB84 250HP<br>R.Stephenson&Co.,Nwc. | | D |
| 33 | Tamahime Maru<br>(exSarpedon) | IronScS.<br>2Dks | 2036<br>1864<br>1571 | | | | 1877 | A.Leslie<br>&Co.<br>Newcastle | TasakaHatsutaro | 310·0\|34·2\|25·3 | Tokio<br>Japanese | C.2Cy.27″&58″–45″<br>250HP<br>R.Stephenson&Son,Nwc. | | D BT till 5,95 |
| 34<br>RKDM | Tê-Yi<br>W.Blake | SteelScSr<br>(exChingPing) | 886<br>719<br>525 | | | | 1890 | BlythS.B.<br>Co.(Lim.)<br>Blyth | Deutsch-Asiatsche<br>BankAct.Ges. | 215·0\|32·1\|13·2<br>P33′B48′F29′ | Hamburg<br>German | T.3Cy.15″,25″&41″–24″<br>80HP<br>M.Pratt,Huddersfield | | |
| 35<br>RKDL | Tê-jên<br>J.Watts | SteelScSr<br>(exFuPing) | 886<br>719<br>523 | | | | 1891 | BlythS.B.<br>Co.(Lim.)<br>Blyth | Deutsch-Asiatsche<br>BankAct.Ges. | 215·0\|32·1\|13·2<br>P33′B48′F30′ | Hamburg<br>German | T.3Cy.15″,25″&41″–24″<br>80HP<br>M.Pratt,Huddersfield | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. Master. Special Surveys. | 3 Material, Rig, &c. Late Name if any. No. of Decks, &c. | 4 Regist'd Tonnage. Gross. Under deck. Net. | 5 Particulars of Classification. Character. ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years assigned now expired. Equipment Letter. | 8 Built. When. Ship. Engines. | 9 By Whom. Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. Breadth. Depth. | 12 Port of Registry. Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Reg. Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **36** 104279 NTSL | **Turret Crown** *R.W.Taylor* –95 *Turret deck* | SteelScSr 1*Dk* 1731 1650 1142 1130 | 1827 | | | | 1895 | W.Doxford &Sons(Lim.) Sunderland | TurretStmShippgCo (Lim.)(Petersen, Tate&Co.,*Mgrs.*) | 253·0\|44·0\|~~21·9~~ 19·4 Q52*t*F21*t* | Newcastle British | T.3Cy.21½″,36″&59″–39″ 250IP ~~260IP~~ *WB* W.Doxford&Sns (Lm.),Sld | | |
| **37** 985 WGFS | **Tsuun Maru No. 30** | WoodScSr 2*Dks* | 114 108 70 | | | | 1879 | ItoYone-kichi Tokio | TokiowanKisen Kabushiki Kwaisha | 96·5\|13·4\|11·0 | Tokio Japanese | C.1Cy. 21IP | | |
| **38** 1386 HJTS | **Tosa Maru** | WoodScSr 2*Dks* | 176 165 109 | | | | 1893 | Kanosuye Mansuke Tanesaki | NakimaruKisen Kabushiki Kwaisha | 108·3\|16·1\|13·6 | Shimoda Japanese | 1Cy. 81IP | | |
| **39** | **Troogenik** *J.M.Erikson* –95 (*ex*Thracian) *Well deck* | SteelScSr 1*Dk*(*pt Irn*) | 467 336 222 | ✠100A1 3,95 ✠LMC3,95 | Gls LA&CP | *h* | 1892 10mo | S.M'Knght &Co. Ayr | ColonelLeopold *WB* = *DBa* 33′ 33*t FPT* | 167·0\|26·0\|11·7 Q84′B14′F27′ BK7″ 4*BHCem* 27*tAPT*7*t* | Vladvostk Russian | T.3Cy.14″,23″&36″–27″ (*s*) 160lb *70lb* 70IP 1SB,3*pf*,GS58,HS1377 Muir&Houston,Glasgow | 12 ″ 3 s ″ 9½ | |
| **40** | **Throstlegarth** | SteelScSr | 1535 1175 941 | 100A1 (*Class Contem plated*) | | | 1895 | Palmers' Co.(Lim.) Newcastle | ReaSteamshipCo. | 250·0\|36·0\|19·5 Q97′B48′F30′ | Liverpool British | T.3Cy.20″,33″&54″–36″ 188IPs | 19 ″ 7 s 2 ″ 0 | |
| | | | | | | | | | | | | Palmers'Co.(Lim.),Nwc. | | |
| **41** 104671 | **Trevethoe** *J.Sincock*87–95 | SteelScSr 1*Dk*(*pt Stl &pt Irn*)2*trB* &*pt Awng dk*(*Irn*) | ~~2000~~ 2097 1526 1344 | ✠100A1 *pt Awng dk with freeboard* 5,95 (*Class Contem plated*) ✠LMC5,95 | Shl A&CP | *r* | 1895 5mo | J Readhead &Sons S.Shields | E.Hain&Son | ~~284·0~~\|39·0\|16·8 P28′Q76′ *pt Awng dk* 180′ 284·3 FK 5*BHCem* *WB* = *CellDBa*90′*uE&B*12′*f*11 | St.Ives British | T.3Cy.20½″,33½″&55″–36″(*r*) 160lb *80lb* 180IP 2SB,6*rf*,GS70,HS2824 J.Readhead&Sons,S.Shl. | 19 ″ 0 s 8 ″ 2½ | |
| **42** | **Tiger** *J.O.Edwardsen*93–95 | SteelScSr ~~3230~~ 3270 3070 2114 1*Dk*(*Stl*)*&Spar dk*(*Irn*)3*trB* | ✠100A1 *Spar dk* 5,95 (*Class Contem plated*) ✠LMC5,95 | Stk A&CP | *v* | 1895 5mo | Ropner &Son Stockton | W.Wilhelmsen | *WB* = *CellDBa*102′*uE&B*36′*f*130′59*7t* | 323·9\|46·5\|16·8 P27′B64′F31′ 24·6 FK 5*BHCem* | Tönsberg Norwegian | T.3Cy.23½″,39″&64″–42″(*s*) 160lb *80lb* 220IP 2SB,6*rf*,GS118,HS4200 Blair&Co.(Lim.),Stockton | 19 ″ 3 s 5 ″ 11½ | |
| **43** 104613 | **Thetis** ~~*Miller*91–95~~ *J.Millar*91–95 *Well deck F.doors Keelsons &Stringers*(*Irn*) | SteelScSr ~~300~~ 339 242 79 1*Dk* *Water tube boilers* | ✠100A1 5,95 (*Class Contem plated*) ✠LMC5,95 | Bwg A&CP | *e* | 1895 5mo | Scott& Sons Bowling | R.Walker&Co. | | ~~138·8~~\|24·0\|~~11·7~~ Q73′B8′F20′\|10·6 140·0\| BK7″ 4*BHCem* *WB* = *DBa*19′*8t FPT*22*t* | Glasgow British | T.3Cy.15″,25½″&41″–27″(*s*) 160lb 100IP 2SB,2*f*,GS48,HS1737 Ross&Duncan,Glasgow | 11 ″ 1 | |
| **44** | **Turret Cape** *Turret deck* | Steel 1*Dk* | 1900 1600 1180 | | | | 1895 | W.Doxford &Sons(Lim.) Sunderland | TurretStm.Ship-pingCo.(Lim.) (Petersen,Tate &Co.,*Mgrs.*) | 253·0\|44·0\|21·9 | Newcastle British | T.3Cy.21½″,36″&59″–39″ 280IP *WB* W.Doxford &Sons(Lm)Sld | | |
| **45** | **Turrethill** *Turret deck* | SteelSc 1*Dk* | 690 580 420 | | | | 1895 | W.Doxford &Sons(Lim.) Sunderland | BroomHillCoalCo. | 195·0\|31·0\|15·0 | Newcastle British | C.2Cy.23″&46″–30″ *WB* W.Doxford&Sons(Ld),Sld | | |
| **46** | **Teir el Mina** | SteelTwinScTug | 200 | 100A (*Class Contem plated*) | | | 1895 | Fleming& Ferguson Paisley | Board of Administ. EgyptianRlwys. &Telegrapns | 115·0\|22·1\|11·0 | Alexndria Egyptian | T.6Cy.10″,16½″&27″–27″ Fleming&Ferguson,Psy. | | |
| **47** 103386 | **Terrebonne** | IronPad 1*Dk* | 716 216 440 | | | | 18$\frac{71}{95}$ | W C.White *re-blt* Rich.& Ont.Nav.Co Sorel | Richelieu&Ontario Nav.Co. | 156·2\|24·1\| 7·2 | Montreal British | 1Cy.28″–96″ 28IP A.Cautin,Montreal | | |
| **48** | **Tor** (*STRANDED 7,94 & RE-FLOATED*) (*ex*Lombard) | IronScSr *ss*Sld.No.3–3,90 2*Dks*(1*Irn*)3*trB* | 1750 1645 1132 | ✠ 4,92 | Npt A&CP | *r* | 1877 3mo | TyneI.S.B. Co.(Lim.) Newcastle | W.Lindbergs Verkstads och VarfsAktieb. | 270·0\|34·0\|24·4 Q40′F38′ BK9½″ 4*BHCem* *WB* = *DBa*81′*&u B*21′30*t* | Stockholm Swedish | C.2Cy.32″&62″–36″ (*i*) 60lb *70lb* 160IP 2B,GS90 R.&W.Hawthorn,Nwc. | 25 ″ 8 s 4 ″ 6½ | |

| 1 Numero d'Ordre. Numero Officiel. Signaux | 2 Nom du Navire. Matériaux, Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné maintenant expiré. Lettre d'Equipement. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc. | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1<br>10413<br>NPGJ | **Urmston Grange**<br>*C.S.Crichton* -94<br>*Elec.light Spar dk(Stl)&deep frame* | **SteelSc Sr**<br>1*Dk(Stl)&* | ~~3450~~<br>3444<br>3116<br>2201 | ✠100A1<br>*Spar dk*<br>11,94<br>*(Class Contemplated)*<br>✠LMC11,94 | Npt<br>LA&CP | *w* | 1894<br>11mo | Workman, Clark&Co. (Lim.) Belfast | ~~Houlder Bros.&Co.~~<br>UrmstonGrange S.S.Co.(Lim.) (HoulderBrs&Co.) | 340·0\|46·5\|·176<br>~~338·2\|45·0\|21·2~~<br>~~P31'B38'F74'~~ 25·4<br>P35'B90'F75' FK 6*BHCem*<br>*WB=CellDBa86'uE&B44'f* | London<br>~~Liverpool~~<br>British<br>*142'535tFPT100tAPT96t* | T.3Cy.24″,40″&66″–45″ (*s*)<br>160lb 500HP<br>2SB,*6cf*,GS102,HS141 FD<br>Wrkmn,Clark&Co.(L.),Bel | 20 ″ 2 | BT till 10,95 |
| 2<br>10218 | **Ulstermore**<br>*J.Trenery*82-94<br>*Elec.light2Dks(Stl)&Spardk(Irn)4trB*<br>*Additional Bulkheads as per Section22 not fitted between Main&Spardks* | **SteelSc4MstSr** | 6300<br>6526<br>6194<br>4123 | ✠100A1<br>*Spar dk with freeboard*<br>5,95~~12,94~~<br>*(Class Contem plated)*<br>✠LMC12,94 | Bel<br>LA&CP | *b*†<br>Liv | 1894<br>12mo | Harland& Wolff(Lim.) Belfast | ~~W.Johnston&Co.~~<br>~~(Lim.)~~<br>SSUlstermore(Lm)<br>(W.Johnston&CoLim) | 451·0\|48·3\|27·3<br>34·6<br>FK&BK3'<br>*WB=CellDBa110'uE&B90'f* | Liverpool<br>British<br>7*BHCem*<br>*192'960tFPT113tAPT44t* | T.3Cy.30½″,50″&82″–60″(*s*)<br>180lb 610HP<br>2D&2SB 18*rf*GS318HS1051Q<br>Harland&Wolff(Lim.),Bel | 30 ″ 11<br>~~s12 ″ 3~~<br>s12 ″ 1 | BT till 12,95 |
| 3<br>HBV | **Uranienborg**<br>*V.S.A.van Deurs*84–94<br>*Well deck* | **SteelScSr**<br>1*Dk(pt Stl pt Irn)&Web frames* | 1989<br>1398<br>1453 | ✠100A1<br>11,94<br>✠LMC11,94 | Cpn<br>A&CP | *r* | 1894<br>11mo | Helsingors Jerns og Maskinbyg Elsinore | DampskibsSelskabet'Dannebrog' (C.K.Hansen, *Mgr.*)<br>*WB=CellDBa82'uE&* | 269·3\|37·1\|17·0<br>P17'Q80'B116'F32'<br>FK 4*BHCem*<br>*B38'f110'427tFPT 62tAPT54t* | Copnhagn<br>Danish | T.3Cy.18½″,30″&49″–36″ (*s*)<br>160lb *90lb* 150HP<br>2SB,*Arf*,GS68,HS2293<br>HelsingorsJerns ogMaskinbyg,Elsinore | 19 ″ 6 | |
| 4<br>10419 | **Unicorn**<br>*E.Brown* –95 | **IronScK**<br>1*Dk* | ~~139~~<br>134<br>111<br>28 | ✠100A1<br>*Stm.Trawler*<br>*(Class Contem plated)*<br>3,95<br>✠LMC2,95 | Shl<br>LA&CP | | 1895<br>3mo | Edwards Bros. NorthShields | J.R.Mackrill& Sons | ~~90·0\|20·0\|11·5~~<br>Q18'~~F18'~~F19'<br>90·7\|20·1\|10·6<br>BK7½″ | Grimsby<br>British<br>3*BHCem* | T.3Cy.10″,16″&25½″–19½″<br>170lb (*s*) 40HP<br>1SB,*2pf*.GS18,HS590<br>N.E.Mar.E.Co.(Lim.),Sld. | 11 ″ 6 | |
| 5<br>JMPS | **Urædd**<br>*S.Foss*94–94<br>(*ex*Diana) | **IronScSr**<br>1*Dk2trB* | 401<br>345<br>241 | | | | 1883 | Oscrshmn's Mek.Verks. Oscarshamn | K.Næsheim | 137·6\|24·4\|13·6<br>B52*t* | Haugesnd<br>Norwegian | C.2Cy.17″&34″–23″<br>50HP<br>Oscarshamn's Mek.Verkst. | | V |
| 6 | **Ujina Maru**<br>(*ex*Prometheus) | **IronScSr**<br>2*Dks* | 2376<br>2151<br>1496 | | | | 1886 | A.Leslie& Co. Newcastle | NipponYusen Kaisha | 321·0\|36·5\|26·0 | Tokio<br>Japanese | C.2Cy.27″&58″–60″<br>400HP<br>R.Stephenson&Co.,Nwc. | | D |
| 7<br>1863<br>HJSG | **Unyu Maru No. 3** | **WoodScSr**<br>2*Dks* | 145<br>138<br>90 | | | | 1893 | Mayeda Unosuke Osaka | AmasakiIsaburo | 99·5\|16·5\|11·8 | Osaka<br>Japanese | C.2Cy.<br>28HP | | |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage. Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned. now expired. Equipment Letter. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. — Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. — Freeboard amidships. ft. in. | 15 Other Registers in which classed. Details of B.of Trade Pass.Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Vivina**<br>*Y.Aldamiz* -94<br>(*ex*Amana) | IronScBn<br>*ss*Off.No.2-94 Sr<br>2 *Dks*(*Irn*)3trB | 3122<br>2904<br>2049 | ✠100A1<br>3,95~~6,94~~<br>BS8,95 | Shl<br>LA&CP<br>✠LMC1,94<br>Liv | *v* | 1885<br>10mo | M.Pearse &Co.<br>Stockton | Linea de Vapores Serra | 325·5\|40·0\|27·5<br>P24′B82′F29′ BK11″<br>*WB=DBa*102*f*62′ | | | Bilbao<br>Spanish<br>5 *BH Cem*<br>477*t* | T.3Cy.24″,40″&65″–48″<br>160lb *60lb* 400HP<br>2DB.*8cf*,GS132<br>Blair&Co.(Lim.),Stockton | 28 ″ 9<br>s 5 ″10 | |
| 2<br>104175 | **Viola**<br>*F.Klotz* -94 | IronScK<br>1 *Dk* | 150<br>139<br>63~~62~~ | ✠100A1<br>*Stm Trawler*<br>8,94<br>(~~*Class Contem. plated*~~) | Hul<br>LA&CP<br>~~✠LMC7,94~~ | | 1894<br>8mo | Cochrane& Cooper<br>Beverley | E.Bacon | 101·4\|20·5\|11·0<br>Q17′F18′ BK7½″ | | | Grimsby<br>British | T.3Cy.11½″,18″&30″–22″ (*s*)<br>160lb 45HP<br>1SB.*2pf*,GS27,HS870<br>Amos&Smith,Hull | 11 ″ 10 | |
| 3 | **Vtoroi**<br>*Cameron* -94 | SteelPadTug<br>1 *Dk* | 263<br>251<br>116 | | | | 1894 | Sir W.G. Armstrong, Mitchell& Co.(Lim.) Newcastle | Russian Government | 185·0\|25·0\| 7·2 | | | Yeniseisk<br>Russian | C.4Cy.16″&30″–42″<br>165HP<br>Bow,McLachlan&Co.,Psy. | | |
| 4<br>161745<br>KMBS | **Volusia**<br>*Marshall*<br>(*ex*Oceano) | IronScSr<br>*ss*Lon.No.3–1 88<br>*ss*Phl.No.1–92<br>1 *Dk2trB* | 1004<br>720<br>650 | ✠100A1<br>*pt Awng dk with freeboard*<br>8,94 | Phl<br>A&CP<br>LMC9,94 | *l* | 1871<br>8mo | Backhouse &Dixon<br>Middlesbro' | Baltimore&Philadelphia Steamboat Co. | 210·0\|29·0\|16·7<br>Q68′ BK8″<br>*pt Awng dk*142′<br>srp94 *WB=DBa*53*f*81′ | | | Phildlphia<br>Utd.States<br>4 *BH Cem*<br>T.Richardson&Sons,Hpl. | C.2Cy.27⅞″&49¾″–33″ (*i*)<br>70lb *40lb* NB78NDB78 99HP<br>1DB<br>*Freeboard to pt Awng dk* | 18 ″ 0<br>1 ″ 5<br>8 ″ 7 | |
| 5<br>102641 | **Velinheli**<br>*J.H.Jones* -94<br>(*ex*Dunlossit,*ex*Velinheli) | SteelScSr<br>1 *Dk*(*Stl–pt*ws) | 126<br>94<br>50 | ✠100A1<br>3,95 ~~11,93~~ | Ayr<br>LA&CP<br>✠LMC2,92<br>Bng | *a* | 1892<br>3mo | S.Mc Knight&Co.<br>Ayr | ~~Hon.W.W.Vivian~~<br>G.W.D.A.Smith<br>(Hon.W.W.Vivian,*Mgr*) | 95·0\|18·5\| 7·5<br>Q33′B8′F12′ BK6½″<br>*WB=FPT*12*t* | | | Carnarvon<br>British | C.2Cy.13″&28″–18″ (*s*)<br>120lb 40HP<br>3 *BH Cem*<br>1SB.*2pf*,GS25,HS687<br>W.Kemp,Glasgow | 8 ″ 6<br>s ″ 9½ | |
| 6<br>JRFO | **Vestfjord**<br>*J.Olsen* -94 | IronScSr<br>(*ex*Concordia)<br>1 *Dk2trB* | 597<br>484<br>400 | | | | 1863 | Oswald& Co.<br>Sunderland | Vesteraalens Dampskibsselskab (J.D.Hals) | 182·2\|24·9\|15·2<br>Q65′B44′F20′ | | | Bodö<br>Norwegian | C.2Cy.19″&48″–30″<br>90HP<br>*WB* Thompson,Boyd&Co.Nwc. | | N |
| 7<br>99823 | **Vasco**<br>*J.Zerchundi*89–94<br>*Well deck* | SteelSc3MstSr<br>(*ex*Cromer)<br>1 *Dk*(*Stl*) | 329<br>230<br>162 | ✠100A1<br>12,94 | Sld<br>A&CP<br>✠LMC2,93 | *e* | 1893<br>2mo | Anderson &Laverick<br>Newcastle | Sobrinos de Ezquiaga | 131·1\|22·2\|11·3<br>Q73′B15′F20′ FK<br>*WB=DBf*36′ | | | Purto Rico<br>Spanish | C.2Cy.17″&34″–24″ (*a*)<br>100lb *100lb* 45HP<br>3 *BH Cem*<br>1SB.*2pf*,GS30,HS964<br>29*t FPT* 20*t* Hedley&Boyd,N.Shields | 11 ″10<br>s ″ 8 | |
| 8 | **Ville di Dellys** | IronScSr | 115<br>—<br>67 | | | | 1878 | .....<br>Glasgow | Franceschi, Schiaffino&Co. | 82·6\|18·0\| 7·8 | | | Algiers<br>French | C.2Cy.<br>25HP | | |
| 9 | **Vegesack**<br>*E.Bischoff*94–94<br>(*Trawler*) | SteelSc<br>1 *Dk* | 136<br>121<br>57 | | | | 1894 | Bremer Vulkan Vegesack | F.Lampe | 103·5\|20·5\| 9·6 | | | Brmrhavn<br>German | C.2Cy.15¾″&26¾″–17$\frac{11}{16}$″<br>50HP<br>Bremer Vulkan,Vegesack | | |
| 10<br>104863 | **Volage**<br>*D.Stewart*88–95 1 *Dk*(*pt Stl pt Irn*)&*Web frames&pt Awng dk*(*Irn*) | SteelScSr<br>~~2790~~<br>~~2754~~<br>2724<br>1991<br>1748 | ✠100A1<br>*pt Awng dk with freeboard*<br>4,95<br>(~~*Class Contem. plated*~~)<br>~~✠LMC4,95~~ | Stk<br>LA&CP | *t* | 1895<br>4mo | Richardsn, Duck&Co.<br>Stockton | Christie&Co. | 315·0\|42·8\|17·8<br>P25′Q54′<br>*pt Awng dk*236′ FK<br>*WB=CellDBa&uE*120′/122′526*tAPT*100*t* | | | London<br>British<br>6 *BH Cem* | T.3Cy.23″,37″&61″–42″ (*s*)<br>160lb *80lb* 245HP<br>2SB.*6cf*,GS104,HS3760<br>Blair&Co.(Lim.),Stockton | 20 ″11<br>s 8 ″ 3½ | |
| 11<br>BTML | **Vittoria Z.**<br>*N.Petricevich* -94 | IronSc | 122<br>—<br>61 | | | | 1880 | .....<br>Trieste | G.B.Finetti | 93·2\|20·6\| 7·8 | | | Trieste<br>Aust.-Hung. | 80HP | | |
| 12<br>JWDN | **Vulcano** | SteelScTug | 181<br>—<br>80 | | | | 1887 | .....<br>Prieto&Cia. | Prieto&Cia. | ..... ..... ..... | | | Saguá<br>Spanish | 25HP | | |
| 13<br>102738 | **Verbena**<br>*T.Owen*87–95 1 *Dk*(*pt Irn&pt Stl*)&*Web frames pt Awng dk*: *pt Irn pt Stl*) | SteelScSr<br>~~2268~~<br>2364<br>1772<br>1505 | ✠100A1<br>*pt Awng dk with freeboard*<br>4,95<br>(~~*Class Contem. plated*~~)<br>~~✠LMC4,95~~ | Hpl<br>A&CP | *s* | 1895<br>4mo | Furness, Withy& Co.(Lim.) W Hartlepool | ~~J.Lilly&Co.~~<br>VerbenaSSCo(Lm.)<br>(J.Lilly&Co.) | 293·0\|41·0\|17·6<br>Q111′<br>*pt Awng dk*182′ FK<br>*WB=CellDBa&uE*114′*f*116′458*tAPT*12*t* | | | W.Hartlpl<br>British<br>6 *BH Cem* | T.3Cy.22″,~~35~~″&59″–39″ (*s*)<br>160lb *80lb*35″ 224HP<br>2SB,*6cf*,GS85,HS3474<br>T.Richrdsn&Sns(Lm),Hpl | 20 ″ 0<br>s 8 ″ 3 | |
| 14 | **Vega**<br>*J.A.R.Eckhoff*80–95<br>*Elec.light* 1 *Dk*(*pt Stl*)&*Spar dk 3trB* | SteelScSr<br>~~1295~~<br>1172<br>~~1101~~<br>~~768~~<br>121<br>756 | ✠100A1<br>*Spar dk with freeboard*<br>5,95<br>(~~*Class Contem. plated*~~)<br>~~✠LMC5,95~~ | Sld<br>A&CP | *o* | 1895<br>5mo | J.L. Thompson& Sons(Lim.) Sunderland | BergenskeDampskibsselskab | 233·2\|32·1\|~~20·1~~<br>19·4<br>20·1<br>BK8″<br>*WB=CellDBa44′uE&B*55′*f*84′154*tAPT*7*t* | | | Bergen<br>Norwegian<br>4 *BH Cem* | T.3Cy.21″,35″&57″–36″ (*s*)<br>175lb *80lb* 350HP<br>1DB.*6rf*,GS100,HS3600<br>J.Dickinson,Sunderland | 14 ″ 7<br>s 8 ″ 1½ | |
| 15 | **Vladimir**<br>*V.vonKruger*92–95 | SteelTwinScSr | 5400 | 100A1<br>(*Class Contem plated*) | | | 1895 | W.Denny &Bros.<br>Dumbarton | The Russian Volunteer Fleet Association | 417·1\|49·5\|33·0<br>P64′B120′F35′ | | | Odessa<br>Russian | T.6Cy.21″,34″&52″–45″<br>160lb<br>Denny&Co.,Dumbarton | | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Capitaine. Visites Périodiques. | 3 Matériaux. Gréement, etc. Ex-nom, s'il y a lieu. Nombres des Ponts. | 4 Tonnage Officiel. Total. Sous le Pont. Net. | 5 Détails de la Classification. Cote. Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné ou actuel, expiré. Lettre d'Equivalence. | 8 Construit. Quand. Navire. Mach. | 9 Par qui. Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. Largeur. Creux. | 12 Port d'Armement. Pavillon. | 13 Machine. Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. Franc-bord au milieu du navire. pds. pc | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 90170 | **Waverley** *T.Thompson* -94 | WoodScK 1*Dk* | ~~120~~ 126 116 39 | | | | 1894 | Anderson, Laverick& Co.(Lim.) Newcastle | SouthShields Steam FishingCo.(Lim.) | ~~95·0~~ 96·2 ~~19·0~~ 19·1 ~~9·8~~ 9·3 | S.Shields British | C.2Cy.15″&30″–22″ 38HP~~40HP~~ G.T.Grey,S.Shields | | |
| 2 | **Welshman** 1*Dk(Irn)* | IronScTug | ~~72 60~~ 64 ~~60~~ 1 ~~3~~ | ✠ A1 *For Towing purposes* 6,94 LA&CP (~~*Class Contem plated*~~). ✠LMC~~6,94~~ 7,94 | Hul | | 1894 6mo | Cook, Welton& Gemmell Hull | T.Gray&Co.(Lim.) ~~(W.H.Tulley, *Mgr.*)~~ | ~~76·0~~ 76·5 17·0 ~~8·0~~ 7·4 BK~~5½″~~ | Hull British | C.2Cy.14½″&31″–20″ (*s*) ~~120lb~~ 125lb 39HP~~40HP~~ 1SB,*2pf*,GS27,HS780 *WB=APT3t* Tindall&Co.,Hull | 8 ″ 0 | |
| 3 | **Windsor Park** *Should be "Cundall," See No. 35 in Supplement* | SteelScSr | 2390 | 100A1 *pt Awng dk with freeboard* (*Class Contem plated*) | | | 1894 | Furness, Withy&Co. (Lim.) W Hartlepool | Parks S.S.Co. (Lim.) | | London British | T.3Cy.22″,35″&59″–39″ T.Richardson&Sons,Hpl. | | |
| 4 88794 LGBP | **Woodfield** *S R Bartlett* 94–94 (*ex* Gladys) | IronScSr *ss* Sld.No.3–4,83 *ss* Cff.No.2–91 2*Dks*(1*Irn*)3*trB* | 1551 1430 990 | ✠100A1 ~~S.91 1,94~~ 1,95 ✠NB82 ~~BS7,93~~ | Cff A&CP Liv | *r* | 1872 5mo | Denton, Gray&Co. W Hartlepool | Hoggarth&Woodruff | 258·2 P26′F30′ drp92 ND94 \| 33·0 \| 24·1 BK9″ | Cardiff British | C.2Cy.32″&60″–33″ (*b*) 75lb *47lb* 140HP *WB=DBa&f* N.E.Marine E.C.(Lim.)Sld. | 24 ″ 8 s 5 ″ 1½ | |
| 5 | **Washington** *Hinsch* –94 *Elec.light* (*Carrying Petroleum in bulk*) | SteelSc3MstSr 2*Dks*3*trB* | 4408 3942 2903 | | | | 1894 | Act.Ges. "Vulcan" Stettin | Deutsch-Amerikanische Petroleum Ges. | 353·0 P94′B23′F35′ \| 45·0 \| 31·5 | Hamburg German | T.3Cy.24″,40″&64″–49″ 450HP *WB* Act.Ges. "Vulcan," Stettin | | V |
| 6 M1098 | **Wollumbin** 1*Dk* | WoodScSr | 231 208 147 | | | | 1893 | H.Hardmann Jervis Bay, N.S.W. | G.W.Nicoll | 112·9 \| 24·7 \| 10·3 | Sydny NSW British | C.2Cy.5½″&29″–18″ 45HP Begg&Greig,Sydney,NSW | | |
| 7 126880 JTVL | **William C. Egerton** (*ex* City of Richmond) 1*Dk* | WoodPad | 615 — 328 | | | | 18~~89~~ 93 | Birely, Hillman& Strecker Philadelphia | J.H.Starin | 238·9 \| 35·8 \| 12·2 | New York Utd. States | | | |
| 8 102175 NMVR | **Wilderspool** *H.S.Smith* 94-94 1*Dk(Stl)*& *deep framing&pt Awng dk(Stl)* | SteelScSr | 2804 2116 1804 | ✠100A1 *pt Awng dk with freeboard* ~~16,94~~ 1,95 (~~*Class Contem plated*~~). ✠LMC10,94 | Sld A&CP Liv | *t* | 1894 10mo | W.Pickersgill&Sons Sunderland | ~~Japp&Kirby.~~ Wilderspool S.S. Co.(Lim.) (Japp&Kirby) | 310·0 Q77′ *pt Awng dk* 233′ \| 42·9 \| 19·2 FK | Liverpool British 6*BHCem* | T.3Cy.22½″,37″&61″–42″ (*r*) 160lb *80lb* 248HP 2SB,*6pf*,GS108,HS3857 G.Clark(Lim.),Sunderland *WB=CellDBa*96′*uB*20′*f*120′576*tAPT*66*t* | 21 ″ 9 s 9 ″ 0 | |
| 9 105202 | **Welsh Prince** 1*Dk* | SteelScK 1 13 ~~110~~ | 122 19 | ✠100A1 *Stm Trawler* 1,95 (~~*Class Contem plated*~~). ✠LMC1,95 | Shl A&CP | | ~~1894~~ 1895 1mo | J.T. Eltringham &Co. S.Shields | ~~W.Story.~~ W.H.Storey | 93·0 \| 19·2 \| 10·7 BK7″ | N.Shields British | C.2Cy.16″&~~82~~″–22″ (*s*) 120lb 33″ 45HP~~50HP~~ 1SB,*2pf*,GS15,HS899 G.T.Grey,S.Shields | 10 ″ 11 | |
| 10 104817 | **Wearmouth** *W.Crosby* 30-94 *Well deck* | SteelScSr 1*Dk(Irn)*& *Web frames* 7 33 ~~738~~ | 982 603 | ✠100A1 4,95 ~~12,94~~ (~~*Class Contem plated*~~). ✠LMC12,94 | Sld A&CP | *m* | 1894 12mo | The Strand Slipway Co. Sunderland | ~~Fenwick,Stobart& Co.(Lim.)~~ Wearmouth SS Co(Lim) Fenwick,Stobart &Co.(Lim.) | 211·6 P22′Q46′B42′F28′ \| 32·0 \| 13·5 BK7″ *WB=CellDBa*46′*uE&B*31′*f*94′280*tAPT*23*t* | London British 4*BHCem* | T.3Cy.17″,28″&46″–30″ (*s*) 160lb *80lb* 106HP 1SB,*3pf*,GS47,HS1870 NEMar.Eng.Co.(Lim.),Sld. | 15 ″ 7 s 1 ″ 7½ | |
| 11 81456 KLTG | **Walter A. Luckenbach** | SteelSc | 284 — 142 | | | | 1893 | J.H. Dialogue Camden,N.J. | L.Luckenbach | ..... | New York Utd. States | T.3Cy.16″,31″&40″–28″ J.H.Dialogue,Camden,N.J. | | |
| 12 81128 KDMJ | **William Baylies** (*ex Sailing Vessel*) | WoodScBk | 380 — 291 | | | | 1886 | New Eng. S.B.Co. Bath,Me. | W.Lewis | 118·3 \| 28·0 \| 16·5 | N.Bedford, Mass. Utd. States | C.2Cy.12″&24″–20″ 35HP Deacon,San Francisco | | |
| 13 102271 | **Wairoa** *W.Waters* ~~–94~~ | WoodScSr | 100 87 63 | | | | 1894 | J.Barbour Aratapu Kaipara | J.Harrison | 92·4 Q13*t* \| 16·8 \| 8·0 | Auckland British | C.2Cy.12″&24″–15″ 40HP A.G.Price,Thames,N.Z. | | |
| 14 104838 | **Whitgift** *J.S.Crane* 95-95 1*Dk(Stl)*& *Web frames*& *pt Awng dk(Irn)* | SteelScSr 1*Dk*(*Stl*)& *Web* | 2918 2925 ~~2199~~ 2205 ~~1867~~ 1880 | ✠100A1 *pt Awng dk with freeboard* 3,95 (~~*Class Contem plated*~~). ✠LMC3,95 | Sld A&CP | *t* | ~~1894~~ 1895 3mo | JL Thompson&Sons (Lim.) Sunderland | ~~Houlder,Middleton&Co.~~ Whitgift SS Co(Lm) (Houlder,Middleton&Co.) | 312·0 P29′Q86′ *pt Awng dk* 197′ FK \| 41·0 \| 20·6 *WB=CellDBa*94′*f*124′464*tAPT*51*t* | London British 6*BHCem* | T.3Cy.23″,37½″&61½″–39″ (*s*) 160lb *160lb* 300HP 2SB,*6cf*,GS100,HS3826 Blair&Co.(Lim.),Stockton | 23 ″ 1 s 8 ″ 9 | |
| 15 77004 KLDH | **Winyah** (*ex* John G. Christopher) | WoodScSr 3*Dks* | 1039 — 797 | | | | 1892 | Jackson, Sharp&Co. Wilmington, Del. | Clyde S.S.Co. | 218·0 \| 38·0 \| 18·0 | New York Utd. States | T.3Cy.16″,24″&41″–30″ Neafie&Levy,Philadelphia | | R |
| 16 105024 | **W. A. Massey** *W.Collis* -95 1*Dk* | IronScK Sr | ~~160~~ 146 138 57 | ✠100A1 3,95 (~~*Class Contem plated*~~). ✠LMC3,95 | Hul LA&CP | *b* | 1895 3mo | Cochrane &Cooper Beverley | Humber Pilots' Steam Cutter Co. (Lim.) | ~~107·2~~ 108·8 ~~20·9~~ 21·0 ~~12·0~~ 10·8 BK7½″ | Hull British 3*BHCem* | C.2Cy.15″&30″–21″ (*s*) ~~100lb~~ 15lb 35HP 1SB,*2pf* GS24,HS780 Cooper&Co.,Hull *WB=MT*27′25*tPPT*4*t* | 11 ″ 7 | |
| 17 104845 | **Warrior** *W.M.Jamieson* 95-95 1*Dk(Irn)* | IronScSp | ~~160~~ 190 159 ~~(*Class Contem plated*~~ 34 | ✠100A1 *for Tug purposes* 3,95 ✠LMC3,95 | Shl A&CP | | 1895 3mo | J.P.Rennoldson& Sons S.Shields | Dick&Page | ~~105·0~~ ~~P11′F29′~~ 106·0 ~~21·0~~ B10′F21′ 21·1 \| ~~12·0~~ 11·4 BK7″ | London British 4*BHCem* | T.3Cy.13½″,22″&36″–24″(*s*) 160lb 98HP~~45HP~~ 1SB,*3pf*,GS43,HS1368 J.P.Rennldsn&Sons,S.Shl. *WB=APT*12*t* | 12 ″ 0 | |
| 18 104811 | **Wollowra** ~~*A.Girardi*~~ *W.Reynard* 95–95 (*ex* Silvio Spaventa) ~~1*Dk(Irn)*& *Spar dk*~~ *Elec.light* 1*Dk*(*Irn–ws*)& *Spar dk*3*trB* *ss* Dun.No.1–95 | SteelScSr | 2631 2382 ~~1850~~ 1678 | ✠100A1 *Spar dk* 5,95 ~~1,95~~ ✠LMC~~9,94~~ 5,95 | Lon A&CP Dun | *t* | 1891 9mo | Palmers' Co.(Lim.) Newcastle | Adelaide S.S.Co. (Lim.) | 323·0 P37′B64′F33′ B85 \| 40·3 \| 17·2 BK10″ *WB = Cell DB*264′396*t* | London British 5*BHAsp* *APT*24*t* | T.3Cy.28″,45″&74″–48″ (*s*) 160lb *90lb* 400HP 4SB,*12cf*,GS250 Palmers'Co.(Lim.),Nwc. | 19 ″ 7 s 6 ″ 1½ | I |

| 1 No. in Book. / Official No. / Code Letters. | 2 Steamer's Name. / Master. / Special Surveys. | 3 Material, Rig, &c. / Late Name if any. / No. of Decks, &c. | 4 Regist'd Tonnage: Gross. / Under deck. / Net. | 5 Particulars of Classification. Character. — ✠ for Special Survey. Date of last Survey. | 6 Port of Survey. | 7 Years Assigned / now expired. Equipment Letters. | 8 Built. When. — Ship. — Engines. | 9 By Whom. — Where. | 10 Owners. | 11 Regist'd Dimensions. Deck Erections, &c. Length. | Breadth. | Depth. | 12 Port of Registry. / Flag. | 13 Engines. No. & Dia. of Cylinders.—Stroke. Boiler Pressure—Horse Power. Maker's Name. | 14 Moulded depth. Freeboard amidships ft. in. | 15 Other Registers in which classed. Details of Ro. of Trade Pass. Cert. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 Wicklow<br>104963 *J.Penston* –95 | | Steel Sc Sr<br>2 *Dks* | ~~1250~~<br>1248<br>~~1002~~<br>1001<br>~~511~~<br>509 | | | | 1895 | Blackwood &Gordon Pt.Glasgow | City of Dublin S.P.Co. | ~~260·0~~ P72′B89′F78 260·2 | 34·1 | ~~15·7~~ 15·8 *WB* | Dublin British | T.3Cy.27″,42″&69″–48″ 258 HP Blackwood&Gordon,P Gls. | | |
| 20 Wycliffe<br>*R.F.Soden* | | Iron Sc Sr<br>2 *Dks* | 1047<br>700<br>724 | | | | 1881 | Ramage& Ferguson Leith | China Merchants' Steam Nav.Co. | 210·0 Q62*t*H76*t* | 30·3 | 14·9 | Shanghai British | C.2Cy.25″&48″–30″ 95 HP *WB* Lees,Anderson&Co.,Gls. | | |
| 21 Wangeroog<br>*Blumenau*95–95 (*Trawler*) | | Steel Sc<br>1 *Dk* | 131<br>118<br>54 | | | | 1895 | Rickmers Reism. Rhed. Schb. Act Ges Geestemünde | Rickmers Reism. Rhederei&Schiffb Act.Ges. | 104·1 | 19·8 | 9·9 | Brmrhavn German | T.3Cy.10⅝″,16⅞″&26 13/16″–20⅞″ 60 HP G.Seebeck,Geestemünde | | |
| 22 Washtenaw<br>*C.W.Holmes* –95 (*ex* Oxford) | | Steel Sc Sr<br>*ss* N.Yk.No.3–6,94<br>2 *Dks* (*Stl*) *3tr B* | 2901<br>2640<br>1892 | ✠100A1<br>2,95 | Liv<br>LA&CP<br>✠LMC6,94 | *u* | 1887<br>4mo | W.Gray &Co. W Hartlepool | Saginaw Steel S.S. Co. | 315·3 P13′B78′F30′ drp94 *WB* = *Cell DB* 268′ | 42·6<br>BK 11′ | 25·0 | New York Utd. States<br>6 *BH Cem* | T.3Cy.24¾″,41″&66″–45″ (*s*) 150 lb *56 lb* 260 HP 2DB,*12cf*,GS162 572*t FPT* 47*t* Cen.Mar.Eng.Wks.W.Hpl. | 27 ″ 7<br>s 5 ″ 3 | D |
| 23 Wing Tang<br>*C.Koch* | | Wood Sc<br>1 *Dk* | 142<br>124<br>96 | | | | 1894 | Kwang Tak Hing HongKong | Chan Che | 115·5 | 18·5 | 7·2 | Hong Kong British | C.2Cy.14″&28″–18″ 33 HP HehTaiLoong,HongKong | | |
| 24 W.A.Mackie | | Steel&Iron Sc Yl<br>1 *Dk* | 161<br>147<br>51 | ✠100A1<br>*Stm Trawler*<br>5,95 | Gls<br>A&CP<br>✠LMC5,95 | | 1895<br>5mo | Mackie& Thomson Glasgow | J.Leyman&Co. (Lim.) | 103·8 Q17′F16′ | 20·5<br>BK 7½′ | 10·7 | Hull British | T.3Cy.11″,16½″&27″–22″ (*s*) 160 lb 45 HP 1SB,*2pf*,GS26,HS800 Muir&Houston,Glasgow | 11 ″ 7 | |

| 1 Numéro d'Ordre. Numéro Officiel. Signaux | 2 Nom du Navire. Matériaux. Gréement, etc. Capitaine. Ex-nom, s'il y a lieu. Visites Périodiques. Nombres des Ponts. | 3 | 4 Tonnage Officiel. Total. — Sous le Pont. — Net. | 5 Détails de la Classification. Cote. — Surveillance Spéciale. Date de la dernière Visite. | 6 Port de Visite. | 7 Terme assigné habituellement entre Lett. d'Enjambement. | 8 Construit. Quand. — Navire. — Mach. | 9 Par qui. — Où. | 10 Armateurs. | 11 Dimensions d'après la Douane. Superstructures, &c. Longueur. | Largeur. | Creux. | 12 Port d'Armement. — Pavillon. | 13 Machine. — Nombre & Diam. des Cylindres. Course du Piston. Pression des Chaudières. Force nominale. Nom du Constructeur. | 14 Creux sur Quille. — Franc-bord au milieu du navire. pds. pcs | 15 Autres Registres où le navire est coté. Durée du Cert. B. of Trade. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | **Zarina** | Iron&SteelScK ~~IronScK~~ 1Dk | 161 145 65 ~~84~~ | ✠100A1 Stm Trawler 2,95 ~~3,95~~ (~~Class Contem plated~~) | Hul LA&CP Gms | | 1894 7mo | Earle's S.B. &E.Co. (Lim.) Hull | Mrs.M.Guzzwell | 101·3 Q18′ | 20·6 F18′ | 11·0 BK 7½″ | Grimsby British | T.3Cy.11″,17″&30″–21″ (s) 160lb 45HP 1SB.2pf,GS28,HS800 Earle's Co.(Lim.),Hull | 11 ″ 9 | |
| | *Iron plating & Steel framing* | | | | ✠LMC 7,94 | | | | | | | | WB=APT 5t | | | |
| 2 | **Yanariva** | SteelSc Sr | 3391 | ✠100A1 Spar dk 9,94 (~~Class Contem plated~~) | Gls LA&CP | *v* | 1894 9mo | Barclay, Curle&Co. Glasgow | YanarivaS.S.Co. (Lim.) (Caw,Prentice Clapperton&Co.) | 330·0 | 43·1 | 18·4 27·1 FK | Glasgow British | T.3Cy.23½″,39″&64″–42″ (s) 160lb 80lb 268HP 2SB,6cf,GS112,HS4086 Barclay,Curle&Co.,Gls. | 20 ″ 9 s 6 ″ 7½ | |
| 104367 | 1Dk(Std) & Spardk(Irn) & deep framing | | 3249 2155 | | ✠LMC 9,94 | | | | | | | | WB=Cell DBa113′uE30′f128′708t | | | |
| 3 | **Yorktown** | SteelScSr | 2898 — 2126 | | | | 1894 | Del.River I.S.B.&E. Works Chester,Pa. | OldDominionS.S. Co. | 299·5 | 40·0 | 34·0 | New York Utd.States | T.3Cy.28″,44½″&73″–54″ | | R |
| 27660 KLVM | *J.E.Doe* –94 | 3Dks | | | | | | | | | | | | | | |
| 4 | **Zircon** | SteelSc3MstSr | ~~599~~ ~~437~~ 605 433 196 | ✠ ~~100A1~~ 1,95 (~~Class Contem plated~~) | Bwg LA&CP | *s* | ~~1894~~ 1895 1mo | Scott& Sons Bowling | W.Robertson | 180·0 Q90′B11′F37′ | 29·1 | ~~10·6~~ 10·7 BK 7½″ | Glasgow British | T.3Cy.15″,25″&40″–27″ (s) 160lb 70lb 120HP 1SB.3pf,GS56,HS1200 Muir&Houston,Glasgow | 13 ″ 0 s 1 ″ 0 | |
| 204596 | *J.M.Keegan* 82-94 *Elec.light Well deck 1Dk(Iron)* | | ~~210~~ | | ✠LMC 1,95 | | | | | | | | WB=Cell DB95′140t FPT 22t | | | |
| Lost by Collision 5,95 | | | | | | | | | | | | | | | | |
| 5 | **Zaanstroom** | SteelScSr | ~~990~~ 990 842 705 | ✠100A1 4,95 (~~Class Contem plated~~) | Ams A&CP | *m* | 1895 4mo | Huygens & vanGelder Amsterdam | Hollandsche Stoomboot Maatschappij | ~~212·0~~ P27′ ~~B60′~~ B59′ | ~~31·0~~ F25′ | ~~18·6~~ BK 8″ 213·7 | Amstrdam Dutch | T.3Cy.15″,25″&40″–36″ (s) 160lb 80lb 108HP 1SB.3pf,GS54,HS1804 Neder.Fab.v Werk.&Sprwg | 17 ″ 10 s 2 ″ 7 | |
| | *Parlevliet J.Parlevliet* -95 *1Dk(Irn) lower dk fore hold(Irn) 2trB* | | | | ✠LMC 4,95 | | | | | 32·2 | 16·6 | | 4BHCem WB=DBa52′uE15′f84′217t | | | |
| 6 | **Yedo Maru** | IronScSr | 1629 1552 1056 | ✠100A1 Spar dk 3,94 BS 7,93 | HKg LA&CP | *q* | 1884 6mo | W.Dobson &Co. Newcastle | ~~HiromeJisaburo~~ HiroumiNisaburo | 249·0 P26′F20′ | 34·0 | 16·9 23·9 BK 8½″ | ~~Osaka~~ Japanese | C.2Cy.31″&58″–36″ (a) 90lb 200HP 2SB.6pf,GS72 N.E.Mar.E.Co.(Lim.),Sld. | 18 ″ 1 s 6 ″ 0 | |
| | *K.Sobasima* 95–95 (*ex* Avochie) *ssH.Kg.No.2–92 1Dk(Irn) & Spar dk 3trB* | | | | ✠LMC 4,93 | | | | | | | | 5BHCem WB=DBa65′ 99tFPT 27t Hiogo | | | |
| 7 | **York** | SteelScSr | 419 326 270 | | | | 1894 | Flensburger Schiffsb.Ges. Flensburg | G.L.Gaiser | 157·0 P26′F20′ | 24·5 | 12·3 | Hamburg German | T.3Cy.14″,21½″&34″–24″ WB Flensburger Schiffsb.Ges., Flensburg | | |
| | *Lentz* –94 | 1Dk | | | | | | | | | | | | | | |
| 8 | **Zara** | SteelSc | 128 — 38 | | | | 1894 | Stab.Tecnico Trieste | I.R.Direzione di Finanza | ..... | ..... | ..... | Zara Aust.-Hung. | | | A |
| | *E.Cippico* –94 | | | | | | | | | | | | | | | |
| 9 | **Yamato Maru** | IronSc3MstSr | 2957 2898 1694 | | | | 1873 | Caird&Co. Greenock | | 361·5 | 39·0 | 29·0 | Japanese | C.2Cy.50″&86″–54″ NB79 500HP Caird&Co.,Greenock | | |
| | (*ex* Malwa) *Elec.light* | | | | | | | | | | | | | | | |
| 10 | **Yeikaku Maru** | WoodTwinScSr | 425 396 264 | | | | 1893 | Nagata Saujuro Sumiya | KishimotoGohei | 150·8 | 21·9 | 17·8 | Osaka Japanese | 2Cy. 78HP | | |
| 1378 EJTG | | 2Dks | | | | | | | | | | | | | | |
| 11 | **Yoshiigawa Maru** | WoodTwinScSr | 203 190 126 | | | | 1894 | Nishijima Keikichi Osaka | OsakaShosen Kabushiki Kwaisha | 124·5 | 17·1 | 12·7 | Osaka Japanese | 4Cy. 41HP | | |
| 1376 EJTD | | 2Dks | | | | | | | | | | | | | | |
| 12 | **Yamaguchi Maru** | SteelScSr | 3034 2727 1911 | ✠100A1 1,94 | Lon A&CP | *v* | 1890 5mo | JLThompson&Sons Sunderland | NipponYusen Kaisha | 362·0 P25′B100′F48′ | 41·4 | 25·3 BK 11″ | Tokio Japanese | T.3Cy.32″,49″&77″–48″ (s) 160lb 160lb 750HP 2DB,12rf,GS204 J.Dickinson,Sunderland | 27 ″ 6 s 5 ″ 8½ | |
| | (*ex* Pak Ling) *2Dks(Stl–Uws) 3trB* | | | | ✠LMC 7,94 | | | | | | | | 6BHCem WB=Cell DB292′475t | | | |

# LIST

OF

# SHIP OWNERS AND MANAGERS.

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# LISTE

DES

# ARMATEURS ET DES DIRECTEURS-GÉRANTS.

NOTE.---This List consists chiefly of the Names of Managing Owners. It therefore does not include the names of some large Owners of Shipping Property, or form a true indication of the extent to which others are interested in Shipping.

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NOTA.—La liste est composée principalement des noms des Directeurs-Gérants des Navires. Elle ne comprend donc pas les noms de certains Armateurs importants et n'indique pas non plus exactement quelle part d'intérêt certains autres possèdent dans la navigation.

# A

**Aalborg Byes Havn,**
*Aalborg, Denmark.*
Net Tons
s. Frem ..... 28
s. Hals ..... 119

**Aalborg, J.,**
*Kragerö, Norway.*
Albion ..... 431
Christine ..... 289
Gier ..... 649
Gyller ..... 489
Nadia ..... 590
Respit ..... 439

**Aalholm, Hans,**
*Arendal, Norway.*
Emigrant ..... 579
Erbrin ..... 598
Haave ..... 445
Meta ..... 497

**Aaltonen, G.,**
*Nystad, Finland.*
Rora ..... 228

**Aarstad, Th.,**
*Egersund, Norway.*
Aspirant ..... 122
Hebron ..... 120
Viking ..... 265

**Aasaker, M.,**
*Röken, Drammen, Norway.*
Christine ..... 304
Norge ..... 337
Urda ..... 382

**Aass, P. Ltz.,**
*Drammen, Norway.*
Flora ..... 167
Leif ..... 249
Theodora ..... 165

**Abajee Doreekhee,**
Rustchuklee, & Co.,
*Rustchuk, Roumania.*
Tunnah ..... 115

**Abbatangelo, D.,**
*Buenos Ayres, Argentine Republic.*
Miguel Abbatangelo ..... 161

**Abbo, Filippo,**
*Marseilles, France.*
Anna e Maddalena ..... 110

**Abbot, Abiel,**
*53, South Street, New York, U.S.*
Abiel Abbot ..... 560
James E. Woodhouse ..... 311
William E. Clowes ..... 554

**Abdi Effendi,**
*Adalia, Turkey.*
Isat ..... 148

**Abdol Rahman Bin Hajee**
Mohdleazem Bastakee,
*Bushire, Persia.*
Faiz Rabhan ..... 608

**Abdool Kader Adamjee,**
*Calcutta, India.*
Net Tons
Constance ..... 129

**Abdool Latiff, Shaik,**
*Bombay, India.*
Hamody ..... 438

**Abdul Ghani Effendi,**
*Filios, Asiatic Turkey.*
Filios ..... 175

**Abdul Kadir, Bender Ereklelee, & Bros.**
*Heraclea, Asiatic Turkey.*
Bender Ereklee ..... 262

**Abdul Magin Effendi**
Khatab,
*Alexandria, Egypt.*
Tantah ..... 200

**Abdul Rahmin, Heracleelee**
Balikji Ahmed Zadeh,
*Heraclea, Asiatic Turkey.*
Hiftzi Rahmin ..... 212

**Abdul Rahman Captan,**
Irvad-Adalee,
*Irvad Adani, Turkey.*
Selim ..... 231

**Abdulla, Hajee H. bin H.,**
*Bombay, India.*
John Davie ..... 1013

**Abdulla Melouk,**
*Alexandria, Egypt.*
Mabrouk ..... 219

**Abdullah bin Muza, Hadji,**
*Kaili, Palos, Celebez.*
Patch Hoe Salamah ..... 146

**Abdullah, Erzeroumlee**
Jussfoglou,
*Erzeroum, Turkey.*
Barten ..... 137

**Abdullah Captan, Tarabolouslee,**
*Tripoli, Syria.*
George Mikhael ..... 174

**Abdullah oglou, Heracleelee**
Chakkir & Co.,
*Heraclea, Asiatic Turkey.*
Heraclee ..... 250

**Abe Hikolaro,**
*Osaka, Japan.*
Heian Maru ..... 350

**Abe Ichirobei,**
*Osaka, Japan.*
Taiyo Maru No. 2 ..... 350

**Aberdeen Commercial Co., Ld.,**
(Manager—Alexander Copland),
*Provost Blaikie's Quay, Aberdeen.*
Charles Chalmers ..... 177

**Aberdeen and Glasgow**
Steam Ship Co., Ld.,
*67, Marischal St., Aberdeen.*
*See* W. LESLIE & CO.

**Aberdeen Glen Line Steam**
Ship Co., Ld.,
*62, Marischal Street, Aberdeen.*
*See* J. COOK & SON.

**Aberdeen, Leith & Moray**
Firth Steam Shipping Co., Ld.,
(Manager—J. Crombie),
*3, Trinity Buildings, Aberdeen.*
Net Tons
s. Cargan ..... 96
s. Earnholm ..... 191
s. James Hall ..... 194

**Aberdeen Lime Co.**
(Manager—A. Baxter),
*Aberdeen.*
Alexander Nicol ..... 234
s. Duchess of Fife ..... 420

**Aberdeen Line.**
*See* GEO. THOMPSON & CO.

**Aberdeen, Newcastle &**
Hull Steam Co., Ld.,
(Manager—Wm. Skirving),
*79, Regent Quay, Aberdeen.*
s. Alexander Pirie ..... 250
s. Earl of Aberdeen ..... 326

**Aberdeen Steam Trawling**
& Fishing Co., Ld.,
*Albert Quay, Aberdeen.*
s. Strathdee ..... 45
s. Strathdon ..... 42
s. Strathtay ..... 42

**Aberdeen Steam Navigation Co., Ld., The**
(Manager—W. A. Malcolm),
*87, Waterloo Quay, Aberdeen.*
s. Ban Righ ..... 490
s. City of Aberdeen ..... 481
s. City of London ..... 490
s. Hogarth ..... 645
s. Ich Dien ..... 24

**Aberdovey & Barmouth,**
S.S. Co., Ld.,
*27, Water Street, Liverpool.*
*See* J. D. PENNY.

**Åberg, C. M.,**
*Sundsvall, Sweden.*
Harmonie ..... 494
Vigilant ..... 237

**Aberystwith & Aberdovey**
Steam Packet Co., Ld.,
*Aberystwith.*
s. Countess of Lisburne ..... 63

**Åbo Läns Kustangbåts**
Aktiebolag,
(Manager—J. G. Wikeström),
*Åbo, Finland.*
s. Abo ..... 283
s. Hebe ..... 128
s. Onni ..... 135

**Aboo Buckar,**
*Bombay.*
Peri ..... 205

**Abraham Kristophor,**
Keresteh tujari Kaiserelee,
*Kara Agatch, Turkey.*
Net Tons
Psarino ..... 250

**Abrahamsen B.**
*Christianssand, Norway.*
Rostad ..... 134
Trysfjord ..... 203

**Abrahamsen, L.,**
*Laurvig, Norway.*
James E. Pendleton ..... 871
Mariane ..... 128

**Abrahamsen, O. J.,**
*Brevig, Norway.*
Elisa ..... 158

**Abrahamsen, O. K.,**
*Porsgrund, Norway.*
Palander ..... 394

**Abrahamsen, S.,**
*Farsund, Norway.*
Hiram ..... 680
Theis Lundegaard ..... 466

**Abrahamsen, S.,**
*Nordby, Fanö, Denmark.*
Emilie ..... 377
Paul ..... 362

**Abrahamson, B. A.,**
*Bufvenäs, Myckleby, Sweden.*
Ingeborg ..... 202
Jens ..... 395

**Abrahamsson, A. M.,**
*Wenersborg, Sweden.*
Cornubia ..... 115
Magnus ..... 114

**Abrahamsson, Albert,**
*Gustafs Åbo, Finland.*
Onni ..... 402
Saari ..... 404
Weljekset ..... 500

**Abrahamsson, J.,**
*Grundsund, Oroust, Sweden.*
Primus ..... 217

**Abrahamsson, J. G.,**
*Gustafssocken, Finland.*
Sivia ..... 269

**Abranches, C. A.,**
*Lisbon, Portugal.*
Sophia ..... 414

**Åbrandt, J. M.,**
*Kalmar, Sweden.*
Blanche ..... 310
Eunomia ..... 150
Wrights ..... 235

**Accame, Em., & figli,**
*Via Caffaro 14, Genoa, Italy.*
Adele Accame ..... 1180
Antioco Accame ..... 1086
Battinin Accame ..... 1087
Caterina Accame ..... 1711
Emanuele Accame ..... 2093
Enrichetta Accame ..... 995
Luigi Accame ..... 939
Maria Accame ..... 1149
Nicolò Accame ..... 1371
Salvatore Accame ..... 809
Teresa Accame ..... 993

**Accame, Luigi,**
*Loano, Italy.*
Net Tons
Caterina Accame ..... 738
Giuseppe Accame ..... 472
Giuseppina Accame ..... 702

**Accame, Nicolo, fu G.,**
*Loano, Italy.*
Angela Accame ..... 678

**Accame, P. di G.,**
*Loano, Genoa, Italy.*
Pietro Accame ..... 848

**Accatino, Bartolomeo,**
*Procida, Naples, Italy.*
Celestina ..... 481

**Accetta, Raffaele, fù A.**
*Torre del Greco, Italy.*
Nuova Annina ..... 154

**Acha, Pedro,**
*28, Calle de la Estacion, Bilbao.*
s. Castro ..... 81
s. Laredo ..... 91

**Achaque, M. & A.,**
*Algiers.*
s. Breton ..... 90
s. France Chérie ..... 64

**Achardi, J.,**
*Valparaiso, Chili.*
Maria Isabel ..... 591

**"Achilles," Actieselskabet,**
*Roland, Kragerö, Norway.*
*See* JENS OLSEN.

**Achmet, Trebizondlee Feizi**
Hajee, & Co.,
*Trebizonde, Asiatic Turkey.*
Sooroori Bahri ..... 106

**Achmet Effendi, Hairie**
tijari Hajee,
*Shillee, Turkey.*
Shillee ..... 130
Shillee ..... 100

**Achmet & Co.,**
*Trebizonde, Asiatic Turkey.*
Trebizonde ..... 125

**"Activ," Dampskibs-**
selskabet,
*Randers, Denmark.*
*See* CARL HASSAGER.

**Adair, James,**
*Christchurch, N.Z.*
Lurline ..... 761

**Adam Ali Sultan Ali,**
*Bombay.*
Joad el Manaan ..... 369

**Adam Bros. & Co.,**
*K. Exchange Buildings, Newcastle-on-Tyne.*
s. Athole ..... 1479
s. Hugh Taylor ..... 615

### Adam & Co.,
42, *Regent Quay, Aberdeen.*

| | Net Tons |
|---|---|
| s. Aberdeen | 640 |
| s. Aberdour | 900 |
| s. Altyre | 628 |
| s. Ardlethen | 975 |
| s. Ardmellie | 919 |
| s. Ardoe | 858 |
| s. Aswanley | |
| (Adam Steamship Co., Ld.), | |
| s. Abergeldie | 1869 |
| s. Alford | 1227 |
| s. Altmore | 1297 |
| s. Altonower | 1611 |
| s. Alvah | 1473 |
| s. Asloun | 1827 |
| (Grampian Steamship Co., Ld.), | |
| s. Balgownie | 706 |
| s. Ben Macdui | 356 |
| s. Benmore | 941 |
| s. Birkhall | 913 |
| s. Blairmount | 924 |
| s. Braemar | 437 |

### Adam, Hamilton & Co.,
1, *Cathcart Street, Greenock.*

| | |
|---|---|
| s. Lady Armstrong | 2042 |
| (Grianaig Shipping Co., Ld.), | |
| Ardgowan | 1283 |
| Cathcart | 1387 |
| Eildenhope | 1498 |
| Lady Ruthven | 1591 |
| Peterborough | 1680 |

### Adam Steamship Co., Ld.,
42, *Regent Quay, Aberdeen.*
*See* ADAM & CO.

### Adametz, G.,
*Lussinpiccolo, Austro-Hungary.*

| | |
|---|---|
| Rea | 134 |

### Adams, Arthur W.,
*St. John, N.B.*

| | |
|---|---|
| Ella Maud | 160 |
| Gladys | 148 |
| Parlee | 124 |
| S. A. Fownes | 123 |

### Adams, D. F.,
*Marblehead, Mass., U.S.*

| | |
|---|---|
| Rodney Parker | 418 |

### Adams, E. A., & Co.,
115, *State Street, Boston, Mass., U.S.*

| | |
|---|---|
| Sarah | 530 |

### Adams & Hitchcock,
*Bath, Maine, U.S.*

| | |
|---|---|
| B. R. Woodside | 535 |
| Carrie A. Norton | 531 |
| Celina | 628 |
| George M. Adams | 609 |
| Henry P. Mason | 684 |
| Normandy | 516 |
| S. P. Hitchcock | 574 |
| Thomas W. Hyde | 489 |

### Adams, J.,
*Boston, Mass., U.S.*

| | |
|---|---|
| Carrie E. Phillips | 110 |

### Adams, J.,
*Provincetown, Mass., U.S.*

| | |
|---|---|
| Marshall L. Adams | 125 |
| Nellie G. Adams | 107 |
| Sea Fox | 106 |

### Adams, J. & B. C.,
*Camden, Maine, U.S.*

| | Net Tons |
|---|---|
| Austin D. Knight | 372 |
| Florence Leland | 327 |

### Adams, John B.,
215, *Vine St., Camden, N. Jersey, U.S.*

| | |
|---|---|
| Ada Bailey | 496 |

### Adams, L. F.,
*Providence, Rhode Island, U.S.*

| | |
|---|---|
| William F. Burden | 123 |

### Adams, M.,
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Argo | 109 |

### Adams, Thos. E.,
*Charlestown, Cornwall.*

| | |
|---|---|
| Sarah Lightfoot | 138 |

### Adams, W. & Son,
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Valkyria | 132 |

### Adams, W. J.,
10, *Market Street, San Francisco, Cal., U.S*

| | |
|---|---|
| Pearl | 500 |

### Adamsen, N. F.,
*Svelvig, Norway.*

| | |
|---|---|
| John | 193 |

### Adamson, Henry E. P.,
7, *Mercantile Chambers, Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Edwin | 1204 |
| s. Ethelred | 685 |
| s. Howick | 1010 |

### Adamson, John,
12, *John Street, Sunderland.*

| | |
|---|---|
| Mary Ann | 236 |
| Stanfield | 570 |

### Adamson, Martin,
*Ruthern, Lemsal, Russia.*

| | |
|---|---|
| Wilhelm Ruthern | 112 |

### Adano & Gallo,
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Pomona | 648 |
| s. Urano | 285 |

### Adaro, Luis,
*Gijon, Spain.*

| | |
|---|---|
| s. Union Hullera | 277 |

### Adavo, M.,
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Edith | 97 |

### Adderton, Abraham,
*Maryborough, Queensland.*

| | |
|---|---|
| Mary Peverley | 100 |

### Addison, A. & W.,
14, *Mulcaster Street, St. Heliers, Jersey.*

| | |
|---|---|
| Amelia & Jane | 51 |

### Adelaide Steam Ship Co., Ld.,
*Currie Street, Adelaide, S.A.*

| | Net Tons |
|---|---|
| s. Adelaide | 917 |
| s. Albany | 460 |
| s. Barrier | 1290 |
| s. Brinawarr | 77 |
| s. Bullarra | 1087 |
| s. Colac | 958 |
| s. Emu | 362 |
| s. Ferret | 246 |
| s. Flinders | 278 |
| s. Franklin | 395 |
| s. Innamincka | 1355 |
| s. Investigator | 345 |
| s. Lubra | 223 |
| s. Ouraka | 1709 |
| Presto | 384 |
| s. Rob Roy | 231 |
| s. South Australian | 412 |
| s. Victorian | 415 |

### Adelaide Steam Tug Co., Ld.,
*Elder's Office, Grenfell Street, Adelaide, S.A.*

| | |
|---|---|
| s. Adelaide | 139 |
| s. Eleanor | 99 |
| s. Nelcebee | 98 |
| s. Yatala | 107 |

### Adem, Selaniklee Yorghi Hadji, & Co.,
*Selanik, Turkey.*

| | |
|---|---|
| Ayah Nicola | 250 |

### Aden, C. H.,
*Grossefehn, Germany.*

| | |
|---|---|
| Otto | 233 |

### Aden, Ehme Claassen,
*Grossefehn, Germany.*

| | |
|---|---|
| Industrie | 100 |

### Aden, G. & H.,
*Jemgum, Germany.*

| | |
|---|---|
| Allina | 124 |
| Egbert Jan | 195 |
| Gesine | 111 |
| Lucas | 159 |

### Aden, H.,
*Mitte-Grossefehn, Hanover, Germany.*

| | |
|---|---|
| Alma | 140 |
| Cornelia | 106 |
| Jeannette | 169 |

### Aderkas, Wilhem von,
*Kurbis, Livonia, Russia.*

| | |
|---|---|
| Anna | 110 |
| Erhard | 119 |

### Adirinon, Bayirehlee,
*Bayireh, Turkey.*

| | |
|---|---|
| Sakyz | 450 |

### Adirondack & St. Lawrence Rapids Tourists Line (Ld.),
162, *St. James Street, Montreal.*

| | |
|---|---|
| s. Paul Smith | 79 |

### Admiralty, The,
*Whitehall, London, S.W.*

| | |
|---|---|
| s. Confiance (*Gross*) | 141 |
| s. Flying Eagle | 34 |
| s. Indra | 97 |
| s. Magnet (*Gross*) | 245 |
| s. Stanley | 250 |
| s. Traveller | 135 |
| s. Woodcock | 48 |

### Adragna, F. B.,
*Trapani, Sicily.*

| | |
|---|---|
| Checchina | 537 |

### "Adria," Royal Hungarian Sea Navigation Co., Ld.,
*Fiume, Austro-Hungary.*

| | Net Tons |
|---|---|
| s. Adria | 707 |
| s. Andrassy | 954 |
| s. Arpád | 731 |
| s. B. Kemeny | 767 |
| s. Baross | 1331 |
| s. Bathori | 1421 |
| s. Buda | 737 |
| s. Carola | 550 |
| s. Deák | 1422 |
| s. Jokai | 780 |
| s. Kálmán Király | 1421 |
| s. Matlekovits | 1249 |
| s. Mátyás Király | 964 |
| s. Nagy Lajos | 1442 |
| s. Petofi | 1425 |
| s. Rákóczy | 969 |
| s. Stefania | 1489 |
| s. Szápáry | 695 |
| s. Széchényi | 1149 |
| s. Szent Istvan | 1429 |
| s. Szent László | 967 |
| s. Tibor | 787 |
| s. Tisza | 708 |
| s. Zichy | 1217 |
| s. Zrinyi | 963 |

### Adriatic Steam Ship Co., Ld.,
57, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| s. Hungaria | 1008 |

### Affleck, J.,
*New York, U.S.*

| | |
|---|---|
| s. Idaho | 355 |

### Affleck, W. J., & Co.,
*North Shields.*

| | |
|---|---|
| s. Largo Bay | 1267 |
| s. St. Andrew's Bay | 1135 |

### Afindachi, A.,
*Piræus, Greece.*

| | |
|---|---|
| Apollon | 228 |

### African Association, Ld.,
(Manager—Thomas F. Rogerson),
43, *Victoria Street, Liverpool.*

| | |
|---|---|
| Charlotte Young | 302 |
| Eboe | 305 |
| s. Linthorpe | 70 |
| Luke Bruce | 310 |
| Montezuma | 326 |

### African Boating Co., Ld.,
3, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| s. Lion | 78 |

### African Steam Ship Co.,
14, *Castle Street, Liverpool.*
*See* ELDER, DEMPSTER & Co.

### Afrikanische Dampfschiffs-Actien-Gesellschaft
(WOERMANN-LINIE),
*Gross Reichenstrasse 27, Hamburg, Germany.*

| | |
|---|---|
| s. Aline Woermann | 1719 |
| s. Anna Woermann | 813 |
| s. Carl Woermann | 1459 |
| s. Eduard Bohlen | 1706 |
| s. Ella Woermann | 1231 |
| s. Erna Woermann | 808 |
| s. Gertrud Woermann | 1346 |
| s. Gretchen Bohlen | 800 |
| s. Hedwig Woermann | 800 |
| s. Jeanete Woermann | 1709 |
| s. Lulu Bohlen | 1312 |
| s. Marie Woermann | 1316 |
| s. Professor Woermann | 1130 |

### Aga Abdool Rassoul & Co.,
*Port Louis, Mauritius.*

| | |
|---|---|
| Columbus | 221 |
| Venus | 134 |

### Aga, Isa. S.,
*Durazzo, Montenegro.*

| | Net Tons |
|---|---|
| Veloce | 365 |

### Aga Halil Selim,
*Scutari, Turkey.*

| | |
|---|---|
| Masalà Muridiè | 229 |

### Aga Mahomed bin Abdool Russool,
*Bombay.*

| | |
|---|---|
| Ellen Masters | 498 |

### Aga Syed Abdool Hoossain,
*Moulmein.*

| | |
|---|---|
| Munsoory | 1123 |

### Agalou, E. K.,
*Scopelos, Greece.*

| | |
|---|---|
| Eleuthero tria | 226 |

### Agapetos, P.,
*Santorin, Greece.*

| | |
|---|---|
| Aristides | 227 |

### Agen, Giuseppe,
*Porto Maurizio, Italy.*

| | |
|---|---|
| Colomba | 134 |

### Agerskow, W.,
66, *Jackson Street, Hull.*

| | |
|---|---|
| Thomas Henry | 91 |

### Agha, Oon Cappanlee Tijar Veli, & Co.,
*Oon Cappan, Turkey.*

| | |
|---|---|
| Stambool | 196 |

### Aghassin den Suleiman Agha, Russumatlee,
*Russumat, Turkey.*

| | |
|---|---|
| Kooroojeh Shilleh | 155 |

### Agioton, N. P.,
*Skiathos, Greece.*

| | |
|---|---|
| Adelphotis | 122 |

### Ägir, Lastångareaktieb,
*Trelleborg, Sweden.*
*See* F. MALMROS.

### Agnew, P.,
*Alexandria, Virginia, U.S.*

| | |
|---|---|
| s. Jane Moseley | 364 |

### Agrojanni, G.,
*Spezie, Greece.*

| | |
|---|---|
| Taxiarchis | 196 |

### Ahdi Popalaki, Kiritlee,
*Kirit, Turkey.*

| | |
|---|---|
| Kara Sulieman | 146 |

### Aheinfrank, A.,
*St. Paola, Brazil.*

| | |
|---|---|
| Nuova Teresa | 213 |



s. désigne les Vapeurs.

**Ahl, D.,**
*Riga, Russia.*
Net Tons
Roja ..... 292

**Ahlborg, K.,**
*Stockholm, Sweden.*
(REDERIAKTIEB. "SVEA").
s. Amsterdam ..... 750
s. Bore ..... 435
s. Freja ..... 852
s. Gauthiod ..... 562
s. Lennart Torstensson ..... 386
s. Svea ..... 875
s. Svithiod ..... 566

**Ahlers, J. D.,**
*Elsfleth, Germany.*
Katinka ..... 805
Loreley ..... 1040

**Ahlmark, K. A.,**
*Karlstad, Sweden.*
s. Forshaga ..... 153

**Ahlqvist, C. H.,**
*Fredrikshamn, Russia.*
Hansa ..... 499

**Ahlroos-Pietilä, J.,**
*Luokalaks, Finland.*
Seeja ..... 363

**Ahlstén, J.,**
*Lökö, Nystad, Finland.*
Neito ..... 276

**Ahlström, E.,**
*Åbo, Finland.*
Esmeralda ..... 378

**Ahlström, G. L.,**
*Stockholm, Sweden.*
s. Columba ..... 452

**Ahlström, A.,**
*Sastmola, Björneborg, Finland.*
Saarikoski ..... 623

**Ahlström, O. M.,**
*Marieholm, Oskarshamn, Sweden.*
Emanuel ..... 106

**Ahmed, Altinablee, & Co.,**
*Altinab, Turkey.*
Maiee Kisbeyeh ..... 120

**Ahmed, Bartenlee Dervisch**
Zadeh & Co.,
*Barten, Asiatic Turkey.*
Barten ..... 162
Barten ..... 105

**Ahmed, Bender Erekleelee**
Soubashi Zadeh & Co.,
*Heraclea, Asiatic Turkey.*
Karajah ..... 137

**Ahmed, Focchialee Chakir**
Hassan oglou, & Co.,
*Focchia, Turkey.*
Sultanieh ..... 128

**Ahmed, Hairieh Tijarie**
Mollah, & Co.,
*Barten, Asiatic Turkey.*
Net Tons
Barten ..... 216

**Ahmed, HeracleeleeBalukjee**
Ahmed oglou,
*Heraclea, Asiatic Turkey.*
Heraclee ..... 275

**Ahmed Heracleelee Kara**
Mahmood oglou Hajee,
*Heraclea, Asiatic Turkey.*
Ferreh Numa ..... 195

**Ahmed, Keresteh tijari**
Seid Hajee, & Sons,
*Gideross, Turkey.*
Gideross ..... 200

**Ahmed, Oonialee Hajee,**
*Oonia, Asiatic Turkey.*
Zedekiyeh Rahmet ..... 232

**Ahmed, Pendrecklee Kara**
Mahmoodoglou Hajee, & Sons,
*Pendreck, Turkey.*
Pendreck ..... 145

**Ahmed Bey, Jazidjee Zadeh**
Bros., & Co.,
*Alaplee, Turkey.*
Alaplee ..... 262

**Ahmed Captan, Alaplilee,**
*Alaplee, Turkey.*
Djellan-i-Bahri ..... 231

**Ahmed Captan, Aniahlee**
Hadji,
*Oonia, Turkey.*
Huda-Verdi ..... 151

**Ahmed Captan, Ereklee,**
*Heraclea, Asiatic Turkey.*
Huda-Verdi ..... 322

**Ahmed Captan, Ereklilee,**
*Heraclea, Asiatic Turkey.*
Sivani ..... 413

**Ahmed Captan, Ereklilee**
Vassalji-oghlou,
*Heraclea, Asiatic Turkey.*
Loufti-Huda ..... 646

**Ahmed Captan, Kabahji-**
oglou.
*Constantinople, Turkey.*
Dervisch-i-Bahri ..... 146

**Ahmed Captan, Rizehlee,**
*Rizeh, Turkey.*
Rommeli ..... 112

**Ahmed Effendi Hairieh tijari**
Seid Hadji, & Sons,
*Aktarpolee, Turkey.*
Ayah Nicola ..... 250

**Ahmed Effendi, Harien**
tijari Hajee,
*Jeddah, Asiatic Turkey.*
Net Tons
Jeddah ..... 136

**Ahmed Effendi, Keresteh**
Tijar Seid Hajee,
*Constantinople, Turkey.*
Lutfiyeh ..... 169

**Ahmed Effendi, Keresti**
Tijar, bin Mehemed Emin,
*Gallipoli, Turkey.*
Shaboon Bahri ..... 210

**Ahmed Effendi Pekmezjilee**
Kiryani Zadeh,
*Pekmezji, Turkey.*
Bereketti Hhair ..... 225

**Ahmed Effendi, Tijar, &**
Sisters,
*Constantinople, Turkey.*
Utch Azizler ..... 135

**Ahmed Kyamil Effendi,**
Tashji Zadeh,
*Gallipoli, Turkey.*
Ayah Nicola ..... 120

**Ahmed Lashal,**
*Alexandria, Egypt.*
Mabrook ..... 207

**Ahmed Mah. Saïd Eff.,**
*Damietta, Egypt.*
Soliman Bahri ..... 265

**Ahmed Rostom Chérif Ali**
Zadeh & Co.,
*Alexandria, Egypt.*
Khair el Deen ..... 209

**Ahmed Tefyk, Oonialee, &**
Co.,
*Oonia, Asiatic Turkey.*
Oonia ..... 143

**Ahmet Haggi Pirachi,**
*Canea, Asiatic Turkey.*
Pertero Pialel ..... 113

**Ahmer Osman Mahmud,**
*Constantinople, Turkey.*
Huda Verdi ..... 255

**Ahmet M.,**
*Constantinople, Turkey.*
Anastassios ..... 294

**Ahnnus, D., & Co.,**
*Kjelkond, Russia.*
David ..... 268

**Ahrbom, P.,**
*Hudiksvall, Sweden.*
Edvard ..... 1224

**Ahrenberg, T.,**
*Gothenburg, Sweden.*
Net Tons
s. Ajna ..... 243
s. Aurora ..... 193
s. Gylfe ..... 210
s. Nornan ..... 282
s. Sölve ..... 360

(Ångfartygs Aktieb. "Arctic.")
s. Balder ..... 259
s. Mimer ..... 350
s. Urd ..... 192

(Ångfartygs Aktiebolaget "Godhem.")
s. Frode ..... 242
s. Runa ..... 242

(Marine Ångfartygs Aktieb.)
s. Fanny ..... 350

(Ångf. Aktieb. "Nornan.")
s. Iris ..... 268
s. Irma ..... 242
s. Temis ..... 259

(Angf. Aktieb. "Stella).")
s. Stella ..... 271
s. Virgo ..... 308

**Ahrens, C. H.,**
*Stralsund, Germany.*
Cito ..... 102

**Aiken, W. R.,**
36, *Regent Quay, Aberdeen.*
s. Barbaras ..... 57

**Ainaros Monastery,**
*Constantinople, Turkey.*
Panayashki ..... 162

**Aire & Calder Navigation Co.,**
*Goole, Yorkshire.*
s. Ouse Hopper, No. 1 ..... 208
s. Ouse Hopper, No. 2 ..... 208
s. Ouse Hopper, No. 3 ..... 246
s. Ouse Hopper, No. 4 ..... 246

**Aisuke, Nagoshi,**
*Osaka, Japan.*
s. Kotofuri Maru ..... 233
s. Yachiyo Maru ..... 105

**Aitken, Lilburn & Co.,**
(LOCH LINE.)
80, *Buchanan Street, Glasgow.*
Brabloch ..... 2000
(General Shipping Company.)
Loch Broom ..... 2075
Loch Carron ..... 2075
Loch Etive ..... 1235
Loch Long ..... 1203
Loch Ryan ..... 1207
Loch Torridon ..... 2000

(Glasgow Shipping Company.)
Loch Garry ..... 1493
Loch Katrine ..... 1200
Loch Lomond ..... 1200
Loch Ness ..... 1203
Loch Rannoch ..... 1185
Loch Sloy ..... 1225
Loch Tay ..... 1191
Lcch Vennachar ..... 1485

**Aitken, Thomas,**
8 & 9, *Commercial Street, Leith.*
s. Resolute ..... 76

**Aitken & Walker,**
21, *Hope Street, Glasgow.*
s. Doris ..... 1128
s. Isis ..... 1588
s. Louisiana ..... 1263
s. Persis ..... 1204
s. State of Alabama ..... 1437
s. Thetis ..... 1157

**Aizamis, E.,**
*Syra, Greece.*
Net Tons
Konstantinos ..... 247

**Ajello, Raffaele,**
*Naples, Italy.*
Clementina ..... 745

**Ajum Goolam Ossen,**
*St. Louis, Mauritius.*
Leander ..... 848

**Akagi Tsunetaro,**
*Osaka, Japan.*
s. Wakanoura Maru ..... 68

**Akama Kiujo,**
*Saigo, Japan.*
s. Oki Maru ..... 82

**Aker, N.,**
*Tönsberg, Norway.*
Lydia ..... 352

**Akerblom, W. A.,**
*Nystad, Finland.*
Ilmatar ..... 224
Ingrid ..... 275

**Åkerman, A.,**
*Landscrona, Sweden.*
Augusta ..... 286

**Akers, James M.,**
*Sunnyside, Maindee, Newport, Mon.*
Elwood ..... 99
Evenus ..... 197

**Åkerson, C. W.,**
*Gefle, Sweden.*
s. Fredrik ..... 232
s. Germania ..... 317
s. Gevalia ..... 393
Laura ..... 333
s. Lily ..... 271
Stella ..... 361
s. Trafik ..... 136
Viktoria ..... 187
Witch ..... 287

**Åkerstedt, P. W.,**
*Hernösand, Sweden.*
s. Askur ..... 242
Carlotta ..... 575
Norden ..... 355

(Hernösands Skeppsrederiaktieb.)
Elisabeth ..... 321

**Åkerström, J.,**
*Gäddebräcka, Torp socken, Bohuslän, Sweden.*
Thorgny ..... 334

**Al. Foster S. B. Co.,**
521, *West 41 Street, New York, U.S.*
s. Al. Foster ..... 498

**Alafuso, A.,**
*Syra, Greece.*
Oratios Coupas ..... 306

**Alafuso, H. E.,**
*Taganrog, Russia.*
Anastassis ..... 239

**Alafuso, J.,**
*Santorin, Greece.*
Net Tons
Panagia Akathistou ..... 336

**Åland Kommunikations Aktieb.**
*Mariehamn, Finland.*
s. Sofia ..... 147

**Alaska Commercial Co.,**
310, *Sansome Street, San Francisco, U.S.*
s. Dora ..... 136
Kodiak ..... *(Gross)* 103
s. Saint Paul ..... 607

**Alatjee Constanti,**
*Constantinople, Turkey.*
Ayah Sigon ..... 150

**Alatjee Costanti Lefter,**
*Lemnos, Asiatic Turkey.*
Lemnos ..... 100

**Alatjee Dimitri Costanti & Co.,**
*Vassilikos, Turkey.*
Issim Sis ..... 158
Issim Sis ..... 142

**Alatjee Sulieman Agha,**
*Barten, Asiatic Turkey.*
Barten ..... 190

**Albanese, C., fu M.,**
*Torre del Greco, Italy.*
Michele Padre ..... 118

**Albanese fratelli,**
*Torre del Greco, Italy.*
Rosa Madre ..... 110

**Albanese, G.,**
*Torre del Greco, Italy.*
Bettina ..... 104
Giovannina ..... 172

**Albanese, G., & Co.,**
*Naples, Italy.*
Avigia ..... 427
Maria P. ..... 147

**Albanese, T.,**
*Naples, Italy.*
Sollecito ..... 367

**Albanese, V., fu M.,**
*Naples, Italy.*
Margherita ..... 124

**Albany Shipping Co., Ld.**
79, *Commercial Street, Dundee.*
(*See* DAVID SCOTT & SON.)

**Albers, J.,**
*Eelderstraat, Groningen, Holland.*
Harmonie ..... 152
Minerva ..... 704

**Alberts, J.,**
*Moss Point, Miss., U.S.*
Robert T. Clark ..... 180

**Albertsen, Jens,**
*Æröskjöbing, Denmark.*
Net Tons
Maja ..... 100

**Albertsen, R.,**
*Marstal, Denmark.*
Wemyss Castle ..... 100

**Albino, L., & L. Benvenuto, in Costa,**
*Via Provinciale, Quinto al Mare, Italy.*
Dario A. ..... 1018

**Albion Steamship Co., Ld.,**
*Baltic Chambers, Newcastle-on-Tyne.*
*See* PIRRIE, HOPE & CO.

**"Albis," Dampfschifffahrts Actien-Gesellschaft,**
*Dovenhof, Hamburg, Germany.*
s. Albis ..... 481
s. Apollo ..... 308
s. Helgoland ..... 324
s. Marshal Keith ..... 300

**Alcàntara, E.,**
*Manila, Philippine Islands.*
Carmen ..... 111

**Alcott, C. W., & Co.,**
311, *Avenue B, New York, U.S.*
Adelaide J. Alcott ..... 363
C. C. Wehrum ..... 376
Charles W. Alcott ..... 282
Henry H. Pitts ..... 218
Samuel H. Sharp ..... 236

**Aldas & Co.,**
*Havana, Cuba.*
Juan Foraya ..... 198

**Aldecoa & Co.,**
*Calle Anloagne, Manila, Philippine Islands.*
s. Carmen ..... 98
s. Herminia ..... 119
s. Numero 2 Bilbao ..... 76
s. Serantes ..... 56

**Alderson-Smith, George,**
*Wheatcroft Cliff, Scarborough.*
s. Otter ..... 40
s. Seal ..... 39

**Aldrich, E. S.,**
*Providence, Rhode Island, U.S.*
George H. Mills ..... 281
Warwick ..... 580

**Alemany, G.,**
*Havana, Cuba.*
Nueva Fermina ..... 237
Pirineo ..... 111

**Alemany, M. M.,**
*Palma, Majorca.*
San Salvador ..... 191

**Alesaff, G.,**
*Cherson, Russia.*
Sviatoj Nicolaj ..... 170

**Alexander, F.,**
*Antwerp, Belgium.*
s. L'Avenir ..... 428
s. L'Esperance ..... 390

**Alexander, George,**
*Castlehill, Castletown, Caithness.*
Net Tons
Flower of Olrig ..... 81

**Alexander, John,**
*Truro, N.S.*
J. Congdon ..... 126

**Alexander, J. E.,**
*New York, U.S.*
Glenwood ..... 298

**Alexander, Robert, & Co.,**
(HALL LINE.)
19, *Tower Buildings North, Liverpool.*
s. Eden Hall ..... 2273
s. Kirby Hall ..... 1689
s. Netherby Hall ..... 2139

(Sun Shipping Co., Ld.)
s. Aston Hall ..... 2254
s. Branksome Hall ..... 2495
s. Locksley Hall ..... 2496
s. Methley Hall ..... 2182
s. Rufford Hall ..... 2486
s. Rydal Hall ..... 2139
s. Stanley Hall ..... 2741
s. Werneth Hall ..... 2620
s. Wistow Hall ..... 2139
s. Worsley Hall ..... 2173

**Alexandra Towing Co., Ld.,**
(Manager—Captain T. Durrant),
13, *St. Catherine's Road, Bootle, Liverpool.*
s. Alexandra ..... 1
s. Canada ..... 2
s. Conqueror ..... 1
s. Flying Kestrel ..... *(Gross)* 135
s. Hornby ..... 21
s. Langton ..... 3
s. Nelson ..... 50

**Alexandre Captan,**
*Salonica, Turkey.*
Eoliah ..... 152

**Alexandre Captan,** Ilinyehlee,
*Ilinyeh, Turkey.*
Colihah ..... 149

**Alexandro, G. A.,**
*Syra, Greece.*
Agios Georgios ..... 187

**Alexandros Captan,**
*Salonica, Turkey.*
Ayah Yorghi ..... 160

**Alexandros Captan,** Couyundji-oghlou,
*Constantinople, Turkey.*
Iskileh ..... 186

**Alexis Captan, Bigadoslee,**
*Bigados, Turkey.*
Ayah Yorghi ..... 160

**Alford, George,**
*South Street, Bridport, Dorset.*
Hannah Ransom ..... 96

**Alfouzos, A. M.,**
*Santorin, Greece.*
Agios Georgios ..... 102

**Algeciras (Gibraltar) Railway Co., Ld.,**
3a, *Coleman Street, London,*
Net Tons
s. Elvira ..... 26

**Ali, Akjee Shehirlee Hajee, & Co.,**
*Akjee Shehir, Turkey.*
Akjee Shehir ..... 105

**Ali, Arrhowahlee Batoom oglou,**
*Arrhowah, Turkey.*
Arrhowah ..... 260

**Ali Bahtzet Bey,**
*Constantinople, Turkey.*
Bachtiar ..... 159

**Ali, Bartenlee Choujour oglou,**
*Barten, Asiatic Turkey.*
Dervisch-i-Bahri ..... 100

**Ali, Gherzehlee, & Co.,**
*Gherzeh, Asiatic Turkey.*
Humaëyee Bahri ..... 100

**Ali, Hadji, Captan,**
*Antalia, Turkey.*
Asslan Bachri ..... 132

**Ali, Heracleelee Balikji oglou Hadji, & Co.,**
*Heraclea, Asiatic Turkey.*
Heraclee ..... 175

**Ali, Mettolee oglou, & Co.,**
*Metto, Turkey.*
Akhtar Bahri ..... 135

**Ali, Todrakhanlee Cantarjee Zadeh,**
*Todrakhan, Turkey.*
Todrakhan ..... 175

**Ali, Tosson oglou Hajee, & Co.,**
*Barten, Asiatic Turkey.*
Barten ..... 100

**Ali Agha, Ahmassrahlee Aivaji oglou Hajee,**
*Geutch Giin, Turkey.*
Geutch Giin ..... 197

**Ali Agha, Daoud Pashadar Beghirjiler Kiayassi,**
*Kooroojeh Shillee, Turkey.*
Ayah Nicola ..... 125

**Ali Bey, Stephanlee Shukri Zadeh,**
*Stephan Skellessi, Turkey.*
Essed i Bahri ..... 100

**Ali Captan, Ereklelee Aksakal-oghlou,**
*Heraclea, Asiatic Turkey.*
Yaffa ..... 160

**Ali Captan, Ooniahlee Hadji,**
*Oonia, Asiatic Turkey.*
Marsis ..... 331

**Ali Effendi, Aleeheeyehlee Tijar Selim Agha Zadeh, & Bros.,**
*Aleeheeyeh, Turkey.*
Net Tons
Murad Ali ..... 221

**Ali Effendi, Isstambolda Tijar Hajee, & Co.,**
*Evranyieh, Turkey.*
Evranyieh ..... 220

**Ali Effendi, Keresteh tijari Hajee, & Co.,**
*Ahyandon, Turkey.*
Lutfi Huda ..... 226

**Ali Effendi, Nakib Zadeh,**
*Terebolie, Asiatic Turkey.*
Kushadi Bahri ..... 100

**Ali Effendi, Slambotlee Kerestiji Hajee,**
*Slambot, Turkey.*
Sinope ..... 221

**Ali Effendi, Tijar Hajee,**
*Constantinople, Turkey.*
Apiros ..... 140

**Ali Effendi, Trebizondlee Hajee Hafiz,**
*Trebizonde, Asiatic Turkey.*
Trebizonde ..... 135

**Ali Halil Captan, Alepli-Pehlivan-oghlou,**
*Alaplee, Turkey.*
Kulshen-i-Bahri ..... 275

**Ali Halil Captan, Amassrahlee,**
*Amasrah, Turkey.*
Kadem-Haïr ..... 150

**Ali Kiaya, Daoud Pashalee, & Co.,**
*Pasha, Turkey.*
Ayah Nicola ..... 120

**Ali Oustah,**
*Ahyandon, Turkey.*
Ahyandon ..... 100

**Ali Reiss, Ahmassrahlee Ichi oglou,**
*Ahmassrah, Asiatic Turkey.*
Ahmassrah ..... 107

**Ali Riza Bey & Co.,**
*Constantinople, Turkey.*
Jaylan i Bahri ..... 300

**Ali Younnes Captan, Rizehlee,**
*Rizeh, Turkey.*
Sooroor Bahri ..... 120

**Ali bin Samatah, Hajee,**
*Dongala, Celebes.*
Srie Kallie Sennanghati ..... 100

**Ali il Missirie, Iskenderieh-lee Tijar Essayid,**
*Iskenderieh, Turkey.*
Suleiman Bahri ..... 400



s. désigne les Vapeurs.

**Alimiñan, N.R.B.,**
*Manila, Philippine Islands.*

| | Net Tons |
|---|---|
| Agosto | 199 |

**Alishan Bey,**
*Gallipoli, Turkey.*

| | |
|---|---|
| Feizi Rahman | 125 |

**Alkaim & Co.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Boa Viagem | 117 |

**Alkaine, M.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Creoula | 180 |

**Allaert, Teresa Castellano,**
*Naples, Italy.*

| | |
|---|---|
| Angelo Castellano | 489 |

**Allain,**
*Treguier, France.*

| | |
|---|---|
| Louis Marie | 123 |

**Allain (Madame),**
*Trinité-sur-Mer, France.*

| | |
|---|---|
| Piter Alcide | 140 |

**Allainguillaume, P., & Co.,**
*Quai De la Londe, Caen, France.*

| | |
|---|---|
| s. Chanzy | 237 |

**Allan, Francis M.,**
2, *Oswald Street, Glasgow.*

| | |
|---|---|
| s. Dunlossit | 50 |

**Allan, H. & A.,**
*Montreal, Canada.*

| | |
|---|---|
| s. Acadian | 596 |

**Allan, H. W.,**
*Port Rowan, co. Norfolk, Ontario.*

| | |
|---|---|
| New Dominion | 164 |

**Allan, John,**
*Port Dover, Ontario.*

| | |
|---|---|
| Eliza Allan | 110 |

**Allan, J. & A.,**
(Allan and State Lines.)
25, *Bothwell Street, Glasgow.*

| | |
|---|---|
| Arana | 210 |
| s. Assyrian | 2501 |
| s. Austrian | 1681 |
| Avispa | 210 |
| s. Brazilian | 2085 |
| s. Buenos Ayrean | 2560 |
| s. Canadian | 1872 |
| Carpincho | 112 |
| s. Carthaginian | 2755 |
| s. Caspian | 1599 |
| Chicharra | 239 |
| s. Circassian | 2308 |
| s. Corean | 2259 |
| s. Grecian | 2375 |
| s. Hibernian | 1873 |
| Hormiga | 210 |
| s. Langosta | 239 |
| s. Laurentian | 2838 |
| Llama | 112 |
| s. Lucerne | 1252 |
| s. Manitoban | 1865 |
| s. Mariposa | 238 |
| s. Mersey | 151 |
| s. Mongolian | 3136 |
| s. Monte Video | 2008 |
| s. Nestorian | 1680 |
| s. Norwegian | 2303 |
| s. Numidian | 3156 |
| s. Parisian | 3263 |
| s. Peruvian | 2031 |
| s. Phœnician | 1552 |
| s. Pomeranian | 2789 |
| s. Prussian | 1940 |
| s. Rosarian | 2007 |
| s. Sardinian | 2517 |
| s. Sarmatian | 2485 |
| s. Scandinavian | 1967 |
| s. Siberian | 2559 |
| s. State of Nebraska | 2577 |
| Tortuga | 239 |
| s. Waldensian | 1463 |

**Allan, N. S.,**
*Dennysville, Maine, U.S.*

| | Net Tons |
|---|---|
| Ada S. Allen | 142 |
| T. W. Allan | 108 |

**Allan, R. & C.,**
163, *West George Street, Glasgow.*

| | |
|---|---|
| s. Garry | 606 |
| Glenmorag | 1576 |
| s. Ormidale | 2305 |
| s. Ormiston | 2300 |

**Allan, William,**
*Port Dover, Ontario.*

| | |
|---|---|
| Dauntless | 144 |

**Allen, B. F.,**
(*care of* McCaulley & Goucher),
206, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| John Rose | 595 |

**Allen, Charles,**
*Padley's Yard, Swansea.*

| | |
|---|---|
| s. Normand | 60 |

**Allen & Co.,**
*Port Dover, co. Norfolk, Ontario.*

| | |
|---|---|
| Erie Stewart | 230 |

**Allen, D., jun.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Hiram Lowell | 121 |

**Allen, F. A.,**
*Fall River, Mass., U.S.*

| | |
|---|---|
| Eliza S. Potter | 321 |

**Allen, G.,**
*Deer Isle, Maine, U.S.*

| | |
|---|---|
| Eunice P. Newcomb | 103 |

**Allen, G. H.,**
*Salem, Mass., U.S.*

| | |
|---|---|
| Mindoro | 971 |

**Allen, G. W.,**
*Nantucket, Mass., U.S.*

| | |
|---|---|
| Mary E. Crosby | 179 |

**Allen, G. W., & Co.,**
*Edinburgh Buildings, South Shields.*

| | |
|---|---|
| s. Marquis Scicluna | 1024 |
| s. Romsdal | 1320 |

**Allen, H. C.,**
*Eastport, Maine, U.S.*

| | |
|---|---|
| Maria S. | 100 |

**Allen, Isaac,**
7, *Portland Terrace, Watchet, co. Somerset.*

| | |
|---|---|
| Annie Christian | 69 |
| Cimbri | 94 |
| Coronella | 79 |

**Allen, John, & Co.,**
150, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Elizabeth Allen | 997 |
| s. Thomas Allen | 1044 |

**Allen, John F.,**
67, *Walnut Street, Fall River, Mass., U.S.*

| | |
|---|---|
| R. & T. Hargraves | 744 |

**Allen, John H.,**

| | Net Tons |
|---|---|
| Medora | 232 |

**Allen, Robert S.,**
*Three Indian Kings Court, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Malta | 17 |

**Allen & Robinson,**
*Honolulu, Hawai.*

| | |
|---|---|
| Amelia | 378 |

**Allen, S.,**
*Port Townsend, U.S.*

| | |
|---|---|
| Matilda | 819 |

**Allen, W.,**
*Walkerville, Ontario.*

| | |
|---|---|
| s. Juno | 130 |

**Allen, W. J.,**
115, *Hainton Street, Great Grimsby.*

| | |
|---|---|
| s. Cynthia | 45 |

**Allen, William Robert,**
*Dashwoods, Watchet, co. Somerset.*

| | |
|---|---|
| Fairy King | 90 |
| Thomas Aylan | 97 |

**Alleyn, Richard,**
*New Orleans, U.S.*

| | |
|---|---|
| Carrie Sanford | 121 |

**Alleyne, Sir J. G. N., Bart.,**
*Butterly, co. Derby.*

| | |
|---|---|
| Wave Queen | 26 |

**Alliance Steam Fishing Co.,**
*Grimsby Docks.*

| | |
|---|---|
| s. Campania | 58 |

**Allison, D. W.,**
*Adolphustown, Lennox &c., Ont., Canada*

| | |
|---|---|
| Fabiola | 131 |

**Allison, Hugh,**
*New Orleans, U.S.*

| | |
|---|---|
| H. G. Berry | 290 |

**Allison, J. S., & Co.,**
*West Hartlepool.*

| | |
|---|---|
| s. Atalanta | 743 |
| s. Lillian | 779 |
| s. Lizzie Cory | 768 |
| s. Phyllis | 1574 |

**Allison, James, & Sons,**
47 & 48, *Dock Street, Dundee.*

| | |
|---|---|
| Countess of Derby | 750 |
| Countess of Rothes | 738 |

**Allix, Richard,**
12, *Commercial Buildings, St. Heliers, Jersey.*

| | |
|---|---|
| Argo | 191 |
| Gladiateur | 428 |
| St. Devenick | 210 |

**Allport, Charles,**
*Padstow, Cornwall.*

| | |
|---|---|
| Rare Plant | 98 |

**Allport, Henry,**
*Morwellham, near Tavistock.*

| | |
|---|---|
| Agnes Ellen | 128 |
| J. K. Allport | 95 |

**Allport, Wm. S., & Co.,**
*Padstow, Cornwall.*

| | Net Tons |
|---|---|
| Ariel | 132 |
| Bessie | 93 |
| Caroline | 128 |
| Galatea | 99 |
| Teazer | 50 |
| Telephone | 44 |

**Allsup, W., & Sons, Ld.,**
*Preston.*

| | |
|---|---|
| s. Queen of the Bay | 56 |

**Almeida, J. B. Cassius,**
*Rio Grande, Brazil.*

| | |
|---|---|
| Social II. | 161 |

**Almeida, Nazareth & Co.,**
*Rio Janeiro, Brazil.*

| | |
|---|---|
| s. Adolpho de Barros | 93 |

**Almeida, Pedro E.,**
*Valparaiso, Chili.*

| | |
|---|---|
| Aguila | 402 |
| Fortuna | 374 |

**Almén, A. E.,**
*Jönköping, Sweden.*
(Ångfartygs Aktieb. "Ran.")

| | |
|---|---|
| s. Bylgia | 127 |
| s. Merkurius | 162 |
| s. Ran | 124 |
| s. Småland | 121 |
| s. Westergötland | 115 |

**Almgren, C.,**
*Hudiksvall, Sweden.*

| | |
|---|---|
| s. Hudiksvall | 381 |
| Norrskenet | 1168 |

**Almqvist, K.,**
*Engsö, Engsösund, Sweden.*

| | |
|---|---|
| s. Engsö | 108 |

**Alnösundets Ångbåts Aktiebolag,**
*Sundsvall, Sweden.*
*See* G. Östeman.

**Alp, John,**
*St. Andrew's Terrace, New Clee, Grimsby.*

| | |
|---|---|
| Chinese Gordon | 90 |

**Alsen'sche Portland Cement Fabriken,**
*Catharinenstrasse, 37, Hamburg, Germany.*

| | |
|---|---|
| Laurita | 235 |
| Marie Becker | 517 |

**Alsina, J.,**
*Barcelona, Spain.*

| | |
|---|---|
| Nuevitas | 169 |

**Alsina, L.,**
*Barcelona, Spain.*

| | |
|---|---|
| Nicolás | 214 |

**Alt, William J.,**
14, *Queen Victoria Street, London, E.C.*

| | |
|---|---|
| s. Haidar Pacha | 257 |

**Alta, J. Lzn.,**
*Harlingen, Holland.*

| | |
|---|---|
| Oerndneming | 280 |

**Altgelt, Herman,**
449, *Reconquista, Buenos Ayres, Argentine Republic.*

| | Net Tons |
|---|---|
| s. Neembucu | 41 |

**Althainz, F. G.,**
*Stockholm, Sweden.*

| | |
|---|---|
| s. Gottfried | 339 |

**Altieri, C.,**
*Torre del Greco, Italy.*

| | |
|---|---|
| I Due Fratelli Altieri | 146 |
| Nuova Isabella | 104 |

**Altieri, Guido,**
*Calle Balcarce* 1064, *Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Albina Emilia | 202 |

**Alvarez, R. Gomez,**
*Havana, Cuba.*

| | |
|---|---|
| Trinita | 289 |

**Alves, G. P.,**
*Porto Alegre, Brazil.*

| | |
|---|---|
| s. L'Italia | 218 |

**Alward, J. G.,**
*Grimsby.*

| | |
|---|---|
| s. Arizona | 59 |

**Alward, S. W.,**
59, *Orwell Street, Grimsby.*

| | |
|---|---|
| R. Ingersoll | 78 |

**Åman, S.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Hugo | 133 |

**Amagazaki Isaburo,**
*Osaka, Japan.*

| | |
|---|---|
| s. Denshiu Maru | 156 |
| s. Denshiu Maru No. 2 | 205 |
| s. Denshiu Maru No. 3 | 94 |
| s. Shin Sokei Maru | 95 |
| s. Sokei Maru No. 2 | 318 |

**Amazon River Trading Co.,**
328, *Chestnut Street, Philadelphia, U.S.*

| | |
|---|---|
| Arcadia | 283 |

**Amazon Steam Navigation Co., Ld.,**
34, *Great St. Helens, London, E.C.*

| | |
|---|---|
| s. Acre | 200 |
| s. Ajudante | 145 |
| s. Andira | 240 |
| s. Araguahy | 371 |
| s. Belem | 284 |
| s. Cameta | 340 |
| s. Conde d'Eu | 303 |
| s. Dom Pedro II. | 250 |
| s. Don Isabel | |
| Dona Maria | 100 |
| s. Esperança | 340 |
| s. Flamengo | 117 |
| s. Guarany | 229 |
| s. Icamyaba | 200 |
| s. Inca (*Gross*) | 414 |
| s. Jaco | 354 |
| s. Javary | 258 |
| s. João Alfredo | 378 |
| s. João Augusto | 250 |
| s. Jurua | 240 |
| s. Juruty | 90 |
| s. Labréa | 284 |
| s. Madeira | |
| s. Manaus | 684 |
| s. Marajo | 516 |
| s. Maua | 340 |
| s. Mojú | 75 |
| No. 1 | 100 |
| s. Obidos | 200 |
| s. Para | 302 |
| s. Perseverança | 338 |
| s. Princeza Isabel | 332 |
| s. Rio Branco | 378 |
| s. Santarem | 290 |
| s. Tabatinga | 229 |

**Ambanopoulos, G.,**
*Myconos, Greece.*

| | Net Tons |
|---|---|
| Aspassia Ambanopoulou .... | 397 |
| Philadelphos ..... | 294 |

**Ambaud frères,**
36, *Rue du Chilon, Havre, France.*

| | |
|---|---|
| Duguay Trouin.. ..... | 388 |
| Emile ..... | 235 |
| Marguerite Ambaud ..... .. | 370 |

**Ambo Edo, Hadji,**
*Raili, Palos, Celebes.*

| | |
|---|---|
| Pataniaal Kietaba ..... | 197 |

**Ambodaleh,**
*Passir, Dutch East Indies.*

| | |
|---|---|
| Bintang Slamat ..... | 147 |

**Ambrosius & H. Dinoir,**
*Dunkirk, France.*

| | |
|---|---|
| Charmeuse ..... | 107 |
| Persévérance ..... | 110 |

**Ameer Jan Saib,**
*Rangoon.*

| | |
|---|---|
| Comet ..... | 337 |

**Ameglio, G. B., & figli,**
*Porto Maurizio, Italy.*

| | |
|---|---|
| Elvira A... ..... | 179 |

**Ameln, Johan,**
*Bergen, Norway.*

| | |
|---|---|
| s. Fridtjof ..... | 725 |
| s. Silden..... | 161 |

**Amelopoulos, P.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Konte Millefloris ..... | 278 |

**Amengual, J.,**
*Palma, Majorca.*

| | |
|---|---|
| San Francisco ..... | 123 |

**American Board of Commissioners for Foreign Missions,**
1, *Somerset Street, Boston, Mass, U.S.*

| | |
|---|---|
| s. Morning Star ..... | 290 |

**American Line**
Managing Agents — Richardson, Spence & Co., 22, *Water Street, Liverpool.*

| | |
|---|---|
| s. Lord Clive..... | 2206 |
| s. Lord Gough ..... | 2328 |

INMAN & INTERNATIONAL STEAM SHIP CO., LD.,
22, *Water Street, Liverpool.*

| | |
|---|---|
| s. Ajax ..... | 133 |
| s. Berlin..... | 3302 |
| s. Chester ..... .... | 2925 |

INTERNATIONAL NAVIGATION CO., LD.,
*Philadelphia.*
(For other vessels belonging to this Company, *see* under the Company's name.)

| | |
|---|---|
| s. New York ..... | 6317 |
| s. Paris ..... | 6288 |

**American Petroleum Co.,**
17, *Willemskade, Rotterdam, Holland.*

| | |
|---|---|
| s. American ..... | 2927 |
| s. Bremerhaven ..... | 2179 |
| s. Charlois ..... | 2116 |
| s. Chester ..... | 1872 |
| Hainaut ..... | 1659 |
| s. La Campine ..... | 2007 |
| s. La Flandre ..... | 1510 |
| s. La Hesbaye ..... | 1987 |
| s. Ocean ..... | 1872 |

**American Steel Barge Co.**
(Manager—Alexander McDougall),
36, *Wall Street, New York; & West Superior, Wisconsin.*

| | Net Tons |
|---|---|
| s. A. D. Thomson..... | 1075 |
| s. E. B. Bartlett..... | 1075 |
| s. Colgate Hoyt..... | 1008 |
| s. James B. Colgate ..... | 1318 |
| s. Joseph L. Colby ..... | 915 |
| s. Samuel Mather ..... | 1318 |
| s. Thomas Wilson ..... | 1318 |

**Ames, John K.,**
*Machias, Maine, U.S.*

| | |
|---|---|
| Para..... | 109 |

**"Amicitia," Ångfartygs Aktiebolaget,**
*Gothenburg, Sweden.*
(*See* ADOLPH BRATT.)

**Amlie, P.,**
*Haugesund, Norway.*

| | |
|---|---|
| Ophir..... | 107 |

**Amodeo, G.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Amodeo..... | 343 |

**Amodeo, Salvatore,**
*Trapani, Sicily.*

| | |
|---|---|
| Peppino Amodeo ..... | 111 |

**Amoretti, Giovanni,**
*Porto Maurizio, Italy.*

| | |
|---|---|
| Maria Libera ..... | 105 |

**Amorim & Irmao,**
*Pernambuco, Brazil.*

| | |
|---|---|
| Rival ..... | 241 |

**Amoroso, Michele,**
(*care of* Japp & Kirby, 26, *Chapel Street, Liverpool; and at Palermo.*)

| | |
|---|---|
| Lorenzino ..... | 922 |
| Macdiarmid ..... | 1562 |
| Royal Sovereign ..... | 1388 |

**Ampanan, Rajah of,**
*Ampanan, Lombok, India Islands.*

| | |
|---|---|
| s. Ban Yong Seng ..... | 367 |

**Amsinck, M. G.,**
*Cremon* 38, *Hamburg, Germany.*

| | |
|---|---|
| Antigone..... | 1423 |
| Ariadne..... | 1702 |
| Artemis ..... | 1407 |
| Atalanta ..... | 1057 |
| Iris ..... | 507 |
| Pallas..... | 1388 |

**Amsinga, J. P.,**
*Farmsum, Holland.*

| | |
|---|---|
| Tjapko ..... | 303 |

**Amsterdam, Scheepvaart Maatschappij,**
*Amsterdam, Holland.*

| | |
|---|---|
| Zwyger..... | |

**Amundsen, A.,**
*Sarpsborg, Norway.*

| | |
|---|---|
| Fri..... | 463 |
| Henry..... | 1029 |
| Valborg..... | 999 |

**Amundsen, G. S.,**
*Christiania, Norway.*

| | |
|---|---|
| Speculationen..... | 156 |

**Amundsen, J.,**
*Fredriksstad, Norway.*

| | Net Tons |
|---|---|
| Thomas..... | 295 |

**Amundsen, T.,**
*Stavanger, Norway.*

| | |
|---|---|
| Activ ..... | 118 |

**Ana Coos Mohomado,**
*Colombo, Ceylon.*

| | |
|---|---|
| Mohidin Cader Hydroos..... | 182 |
| Neelayathatchy..... | 105 |
| Philip & Family ..... | 108 |
| Regina ..... | 100 |

**Anagnosti, A.,**
*On board.*

| | |
|---|---|
| Eugenia ..... | 149 |

**Anagnosti, S.,**
*Cimarra, Turkey.*

| | |
|---|---|
| Georgios ..... | 149 |

**Anaplioti, G.,**
*On board.*

| | |
|---|---|
| Agios Ioannis..... | 174 |

**Anapliotis, F.,**
*Syra, Greece.*

| | |
|---|---|
| Prodromos ..... | 332 |

**Anapliotis, N.,**
*Syra, Greece.*

| | |
|---|---|
| Agios Nicolaos .. ..... | 230 |

**Anastadis Captan,**
*Mysia, Turkey.*

| | |
|---|---|
| Evangelistria ..... | 171 |

**Anastas Andriaki,**
*Terebolie, Turkey.*

| | |
|---|---|
| Terebolie..... | 284 |

**Anastas, Enoslee Kristophol oglou, & Co.,**
*Enos, Turkey.*

| | |
|---|---|
| Ayah Nicola ..... | 100 |

**Anastas, Inebollelee Karaghemiz oglou Hadji, Sons & Co.,**
*Ineboli, Asiatic Turkey.*

| | |
|---|---|
| Bereketti Hhair..... | 260 |

**Anastas, Petro,**
*Constantinople, Turkey.*

| | |
|---|---|
| Issim Sis ..... | 115 |

**Anastasiadi, Tijar,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayah Costantino ..... | 200 |

**Anastasiadis, A.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Taxiarchis ..... | 293 |

**Anastasini, H.,**
*Ineboli, Turkey.*

| | |
|---|---|
| Meira Manna ..... | 200 |

**Anastassaki Nicholaidis, Tujar,**
*Constantinople, Turkey.*

| | |
|---|---|
| Mareeyah ..... | 275 |

**Anasti Tebobaji, Sinopelee Kalionjee Zadeh, & Co.,**
*Sinope, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Hadari Bahri ..... | 192 |

**Anastos Vassil,**
*Constantinople, Turkey.*

| | |
|---|---|
| Europa ..... | 200 |

**Anastos Yannaki, Vassilikoslee,**
*Vassilikos, Turkey.*

| | |
|---|---|
| Seivahnie ..... | 112 |

**Anatsitos & Son,**
*Zante, Greece.*

| | |
|---|---|
| Alexandros III. ..... | 180 |

**Anchor Line.**
(*See* HENDERSON BROS.)

**Anchor Line,**
*Buffalo, N.Y., U.S.*
(*See* E. T. EVANS.)

**Anderberg, J.,**
*Brantevik, Cimbrishamn, Sweden.*

| | |
|---|---|
| Ceres ..... | 114 |
| Niord ..... | 142 |

**Andersen, A.,**
*Drammen, Norway.*

| | |
|---|---|
| Vesta ..... | 408 |

**Andersen, A.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Georg ..... | 212 |

**Andersen, A.,**
*Moss, Norway.*

| | |
|---|---|
| Sambo..... | 268 |

**Andersen, Anton,**
*Kamfjord, pr Sandefjord, Norway.*

| | |
|---|---|
| D. H. Morris ..... | 1195 |
| Dolly ..... | 385 |
| Eira ..... | 1006 |
| Guldregn ..... | 652 |
| Heldine..... | 152 |

**Andersen, A. B.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Emma..... | 291 |
| Hilda ..... | 101 |

**Andersen, A. M., & John Jacobsen,**
(*care of* Andr. Wiig.)
*Tönsberg, Norway.*

| | |
|---|---|
| Argo..... | 141 |

**Andersen, A. P.,**
*Moss, Norway.*

| | |
|---|---|
| Frank Carvill ..... | 1489 |
| Golden Horn..... | 1089 |
| India ..... | 796 |
| Queen of the East ..... | 1186 |
| Urania ..... | 1266 |

**Andersen, C.,**
36, *Alterwall, Hamburg, Germany.*

| | |
|---|---|
| s. Cassius..... | 1606 |
| s. Remus ..... | 1722 |
| s. Romulus ..... | 1722 |

**Andersen Gebrüder,**
*Kiel, Germany.*

| | Net Tons |
|---|---|
| s. Brutus ..... | 60 |

**Andersen, H.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Louise..... | 38 |

**Andersen, H. J.,**
*Falsted, Denmark.*

| | |
|---|---|
| Sine ..... | 180 |

**Andersen, H. N.,**
*Copenhagen, Denmark.*

| | |
|---|---|
| Orient ..... | 407 |

**Andersen, J. A.,**
*Vejle, Denmark.*

| | |
|---|---|
| Taikun ..... | 317 |

**Andersen, J. H.,**
*Oporto, Portugal.*

| | |
|---|---|
| s. Roouma ..... ..... | 62 |

**Andersen, J. R.,**
*Svendborg, Denmark.*

| | |
|---|---|
| Jørgen Ring ..... | 127 |
| Maren Kirstine ..... | 116 |
| Marie ..... | 139 |
| Marie ..... | 161 |
| Otto ..... | 143 |

**Andersen, Jens T.,**
*Sarpsborg, Norway.*

| | |
|---|---|
| Audhild..... | 473 |

**Andersen, J.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Bien..... | 186 |
| Treport..... | 294 |
| Vera ..... | 168 |

**Andersen, K.,**
*Grebstad, Grimstad, Norway.*

| | |
|---|---|
| Freyr ..... | 181 |
| Fremad..... | 400 |
| Speranza..... | 420 |

**Andersen, L.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Fredrik William ..... | 237 |

**Andersen, Niels S.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Asta ..... | 311 |
| Canute ..... | 1387 |
| Constantia..... | 333 |
| Diana ..... | 321 |
| Flora ..... | 440 |
| Kedron ..... | 1140 |
| Tabitha..... | 967 |

**Andersen, O. J.,**
*Soon, Norway.*

| | |
|---|---|
| Augusta ..... | 534 |
| Nor ..... | 406 |

**Andersen, O. J.,**
*Soner pr Hölen, Norway.*

| | |
|---|---|
| Thiorva..... | 1300 |

**Andersen, Ole,**
*Sandefjord, Norway.*

| | |
|---|---|
| Carmel ..... | 721 |



s. désigne les Vapeurs.

...n, S.,
...Drammen, Norway.
Net Tons
... 325
... 568
... 337
...in ... 139
... 328

...touv, J.,
...vendborg, Denmark.
... 133
... 130
...ia ... 194
... 152

...ohn, J.,
*Riga, Russia.*
...mar ... 211

...on, A.,
*Bath, Me., U.S.*
...bia ... 1399

...on, A.,
*New York, U.S.*
... 1536

...on, A.,
*San Francisco, U.S.*
... 183

...on, A. F.,
*...enersborg, Sweden.*
... 146

...on, A. J.,
*Whitstable, Kent.*
...rton Tower ... 110

...on, Anderson & Co.,
*...urch Avenue, London, E.C.*
... 912
...n ... 1029
...burn ... 97

...on, Andrew,
*...Francisco, Cal., U.S.*
...Gee ... 147

...on, Dickson,
*Montreal, Canada.*
... 204
...an ... 372
...K. Campbell ... 578
... 879

...on, G. K.,
*Upnor, Kent.*
...Stewart ... 113

...on, G. R.,
*...ue Terrace, North Shields.*
...ing Arrow ... 8

...on, Horan & Co.,
*...st Sunniside, Sunderland.*
...ive ... 1264
...ute ... 1280
...as Anderson ... 1635

...on, J.,
*...Adiamünde, Russia.*
...an ... 296

**Anderson, J. F.,**
*New York. U.S.*
Net Tons
Mary Riley ... 227

**Anderson, J. V.,**
*Korpo, Russia.*
Imatra ... 394

**Anderson, John,**
4, *Bellevue Terrace, North Shields.*
s. Stag ... 9

**Anderson, John H.**
*Musquodoboit Harbour, Halifax Co., N.S.*
s. Newfoundland ... 568

**Anderson, Lewis,**
*Lunenburg, N.S.*
Clifford ... 132
Donzella ... 99
Ethel ... 162
May ... 148

**Anderson & Murison,**
*Cape Town.*
s. Tiger ... 82

**Anderson, P.,**
*Ruthern, Lemsal, Livland, Russia.*
Nimrod ... 390
Reinhold ... 321

**Anderson, T. T.,**
*Port Richmond, Staten Island, U.S.*
Addie M. Anderson ... 887
Blanche H. King ... 1098
Erastus Wyman ... 568
Eva B. Douglass ... 1040

**Anderson, W. B.,**
*Tuckerton, New Jersey, U.S.*
Marion E. Rockhill ... 271

**Anderson, Webster & Co.,**
133, *St. Vincent Street, Glasgow.*
Mandalay ... 904

**Anderson, William A.,**
*Port Richmond, Staten Island, U.S.*
Cassie F. Bronson ... 1068
Gracie D. Buchanan ... 1084
Laura C. Anderson ... 913

**Anderson, A.,**
*Nagu, Finland.*
Naima ... 404
Olga ... 232

**Andersson, A.,**
*Håknäs, Vätö, Roslagen, Sweden.*
(Ångb. Aktieb. "Sodra Vettern.")
Amie ... 199
Julius ... 176
Tapperheten ... 163

**Andersson, A.,**
*Jönköping, Sweden.*
(Ångb. Aktieb. "Sodra Vettern.")
s. Guldkroken ... 98

**Andersson, A.,**
*Venersborg, Sweden.*
Net Tons
Constantin ... 117
Elisabet ... 131
Hedvig ... 127

**Andersson, A.,**
*Utsund, Häfverö, Roslagen, Sweden.*
Arthur ... 134
Ferdinand ... 263

**Andersson, A. F.,**
*Kulla, Arholma, Sweden.*
Augusta ... 189
Familjen ... 155
Svan ... 160
Victor ... 235

**Andersson, A. F.,**
*Svartsjölandet, Sweden.*
(Hillersjö Ångbåts Aktie Bolag.)
s. Nya Hillersjö ... 76

**Andersson, A. F.,**
*Toreby, Harestad, Sweden.*
Ufven ... 105

**Andersson, A. G.,**
*Åmål, Sweden.*
s. Hildur ... 117

**Andersson, A. O.,**
*Gothenburg, Sweden.*
(Göteborgs Ångfartygs Aktiebolag.)
s. Lindholmen ... 656
(Ångf. Aktieb. "Sverige.")
s. Vanadis ... 754
s. Verdandi ... 739

**Andersson, A. R.,**
*Calmar, Sweden.*
Albert ... 221
Ebba ... 127
Hugo ... 251
Lovisa ... 240
Marin ... 200
Martin Luther ... 307
Nisse ... 467
Primrose ... 176
Saga ... 300
Sally ... 123

**Andersson, Axel.,**
*Mölle, Brunnby, Sweden.*
Ecliptic ... 329

**Andersson, B.,**
*Brantevik, Cimbrishamn, Sweden.*
Hebe ... 133

**Andersson, B. M.,**
*Helsingborg, Sweden.*
Förening ... 213
Hiram ... 234
Jonstorp ... 427
Skeldervik ... 261

**Andersson, C.,**
*Helleviksstrand, Sweden.*
Magnus ... 179

**Andersson, Chr.,**
*Strömstad, Sweden.*
Försöket ... 257
Wik ... 172

**Andersson, C. G.,**
*Drag, Kalmar län, Sweden.*
Julius ... 110

**Andersson, C. J.,**
*Gefle, Sweden.*
Net Tons
Örskär ... 439

**Andersson, C. J., Estate of,**
*Venersborg, Sweden.*
Venersborg ... 125
Viktoria ... 134

**Andersson, E.,**
*Edeby Väddö, Sweden.*
Belize ... 207
Emelie ... 290
Heinrich Jäde ... 392
Henrik ... 273
Jersö ... 232
Jupiter ... 295
Signe ... 347

**Andersson, E.,**
*Askum, Sweden.*
Kristina ... 174

**Andersson, E.,**
*Tranvik, Singö, Sweden.*
Anna ... 253

**Andersson, E.,**
*Öfverlöpe, Vätö, Roslagen, Sweden.*
Margretha ... 275

**Andersson, G.,**
*Fjellbacka, Sweden.*
Svalan ... 210

**Andersson, G. A.**
(Sterbhus),
*Carlstad, Sweden.*
s. Venern ... 97
s. Vermland ... 134

**Andersson, H.,**
*Nyhamn, Höganäs, Sweden.*
Amaranth ... 279
Amor ... 158
Experiment ... 214
Trafalgar ... 287

**Andersson, H.,**
*Gåsö, Sweden.*
Diamanten ... 188

**Andersson, H.,**
*Strömstad, Sweden.*
Selma ... 177

**Andersson, H. P.,**
*Höganäs, Sweden.*
Erik ... 410

**Andersson, J.,**
*Riga, Russia.*
Maria Mathilda ... 219

**Andersson, J.,**
*Trossnäs Nor, Sweden.*
(Norselfvens Trafik Aktieb.)
s. Liljedahl ... 132

**Andersson, J.,**
*Lerberget, Höganäs, Sweden.*
Net Tons
Familjen ... 104

**Andersson, J. A.,**
*Glasholm, Söderåkra, Sweden.*
Thyra ... 116

**Andersson, J. E.,**
*Eckero, Finland.*
Lanko ... 232

**Andersson, J. E.,**
*Kulla, Vätö, Roslagen, Sweden.*
Föreningen ... 119
Wellamo ... 131

**Andersson, J. O.,**
*Mariehamn, Finland.*
Sara ... 278

**Andersson, J. P.,**
*Fridhem, Väsby, Höganäs, Sweden.*
Concordia ... 415

**Andersson, J. P.,**
*Vettershaga, Bergshamra, Sweden.*
Lotten ... 134

**Andersson, K. G.,**
*Kimito, Westanfjord, Finland.*
Amanda ... 222
Josefina ... 301

**Andersson & Lindberg,**
*Gothenburg, Sweden.*
s. Björgvin ... 126
s. Ring ... 144

**Andersson, M.,**
*Bergvik, Vätö, Roslagen, Sweden.*
Sydpolen ... 260

**Andersson, M.,**
*Mariehamn, Finland.*
Leontine ... 113

**Andersson, M. A.,**
*Salnö, Väddö, Sweden.*
Nordstjernan ... 141
Norrbotten ... 207

**Andersson, N. P.,**
*Väsby, Höganäs, Sweden.*
Prudent ... 600

**Andersson, O.,**
*Qville, Torsås, Sweden.*
Maria ... 250

**Andersson, P.,**
*Björhöfda, Vätö, Roslagen, Sweden.*
Elma ... 171
Maria ... 225

**Andersson, P. H.,**
*Hernösand, Sweden.*
(Ångb. Aktieb. "Norra Ångermanland.")
s. Köpmanholmen ... 134

**Andersson, S.,**
*Lerberget, Högands, Sweden.*
Net Tons
Sleipner ..... 108

**Andersson, S. P.,**
*Högands, Sweden.*
Charles ..... 220

**Anderton, E. D.,**
*Oakroyd, Falmouth.*
Cyril ..... 73
Lady of Avenel ..... 139
Shirley ..... 87

**Anderton, George H.,**
*Howden Dyke, Howden, Yorks.*
Maud Mary ..... 85

**Andon, Tijar Saghir oglou,**
*Heraclea, Asiatic Turkey.*
Feizi Rahmen ..... 211

**Andon Ballash, Mureftahlee**
*Mureftah, Turkey.*
Mureftah ..... 112

**Andon Captan, Aktepolilee,**
*Aktepoli, Turkey.*
Amalia ..... 461

**Andon Nicola, Misslee,**
*Miss, Turkey.*
Ayah Nicola ..... 175

**Andon Salidi,**
*Constantinople, Turkey.*
Issim Sis ..... 162

**Andon Yorghi,**
*Cashot, Turkey.*
Ayah Nicola ..... 112

**Andoni Captan, Aktepolilee,**
*Aktepoli, Turkey.*
Ayah Caterina .....(gross) 267

**Andorsen, Jacob A.,**
*Mandal, Norway.*
Oscar ..... 132
Resource ..... 515
Victory ..... 1364

**Andorsen, T. F.,**
*Mandal, Norway.*
Medusa ..... 833
s. Tronda ..... 461
Sea King ..... 1169

**Andrea, Captan,**
*Mysia, Turkey.*
Ayah Nicola ..... 178

**Andreadis, F.,**
*Syra, Greece.*
Tris Fili ..... 278

**Andreadis, G.,**
*Syra, Greece.*
Despina ..... 403

**Andreadis, G. C.,**
*Zante, Greece.*
Georgios ..... 616

**Andreasen, C. B.,**
*Mosvold, Farsund, Norway.*
Net Tons
Salcha ..... 274

**Andreasen, Carl H.,**
*Drammen, Norway.*
Fortuna ..... 164

**Andreasen, D.,**
*Fredriksstad, Norway.*
Pollux ..... 310

**Andreasen, J. J.,**
*Thorshavn, Faro Islands.*
Dauntless ..... 117

**Andreasen, L.,**
*Nordhasel, Farsund, Norway.*
Eliezer ..... 864

**Andreasen, M.,**
*Nordhasel, Farsund, Norway.*
Premier ..... 458

**Andreasen, P. H.,**
*Thuro, Denmark.*
Heimdal ..... 121

**Andreassen, T.,**
*Lillesand, Norway.*
Runeberg ..... 389

**Andreatos, J.,**
*Cephalonia, Greece.*
Marika ..... 168

**Andrejeff, M.,**
*Impilaks, Russia.*
Katrina ..... 143

**Andrejen, G.,**
*Salmis, Russia.*
Maria ..... 128

**Andresen, Christopher,**
*Skippergaden, 36, Christiania, Norway.*
s. Aarvak ..... 571

**Andresen, Georg A.,**
*Christiania, Norway.*
Argo ..... 737

**Andresen, J. H.,**
*Rua do Infante D. Henriques, Oporto, Portugal.*
Agnes ..... 635
s. Donna Maria ..... 1645
Fortuna ..... 518
Julius ..... 568
s. Knight of the Cross ..... 76
s. Mandos ..... 62
s. Oevenum ..... 1507
s. Olinda ..... 964

**Andrews, Hugh,**
*Swarland Hall, Felton, Northumberland.*
s. Taurus ..... 137

**Andrews, Hugh,**
*Warkworth Harbour. Office :—Amble, Northumberland.*
Net Tons
s. Broomhill ..... 339
Gloriana ..... 169
(Warkworth Shipping Co., Ld.)
s. Cornhill ..... 534
s. Danehill ..... 688

**Andriadis, D., & Co.,**
*Syra, Greece.*
Nicolaos ..... 349

**Andrianich, Cesare Andrea, fu A.,**
*Fiume, Austro-Hungary.*
Dussan ..... 438
Uros ..... 515

**Andriopoulos, P. & G.,**
*Galaxidi, Greece.*
Parnassos ..... 191

**Andriopulos, E.,**
*Galaxidi, Greece.*
Violetta ..... 287

**Anfindsen, O.,**
*Stavanger, Norway.*
Rosita ..... 363

**Ang Liem Thäij en The Tjiniang,**
*Banjermassin, Borneo.*
Borneo ..... 435

**Angé, Michel,**
*St. Jean D'Eschaillons, co. Lotbinière, Canada.*
St. Michel ..... 103

**Angel, Manasseh,**
17, *Mount Stuart Square, Cardiff.*
s. Clieveden ..... 1038

**Angeli Anastas, Marmarahlee,**
*Marmarah, Turkey.*
Gelliboplo ..... 106

**Angeli Angeli Skiti, Limnilee,**
*Lemnos, Asiatic Turkey.*
Panalon ..... 202

**Angeli, Katirlelee, & Co.,**
*Katirle, Turkey.*
Akjee Shehir ..... 100

**Angelicussi, A.,**
*Scio, Greece.*
Taxiarchis ..... 292

**Angelis, P.,**
*Galaxidi, Greece.*
Agios Spyridion ..... 266
Agios Spyridion D. ..... 389

**Angelopulo, N.,**
*Piræus, Greece.*
Omonia ..... 227

**Angers, Nazaire Edson,**
*St. Anne de la Pérade, Champlain Co., Canada.*
Net Tons
Albatros ..... 130

**Angier Bros.,**
118, *Bishopsgate Street Within, London, E.C.*
(Angier Line 1887, Ld.)
s. Angers ..... 2077
s. Anjer Head ..... 1235
s. Colonist ..... 1467
s. Gellivara ..... 1618
s. Tangier ..... 1222
(Angier Steam Shipping Co., Ld.).
s. Ethiope ..... 1905
s. Federation ..... 1578
s. Specialist ..... 1845
s. Unionist ..... 1403

**Anglesey Shipping Co.,**
*Beaumaris.*
*See* O. T. JONES.

**Anglo-Algerian Steam Ship Co., Ld.,**
*Bishopsgate House, Bishopsgate Street Within, London, E.C.*
s. Alphonse Parran ..... 1203

**Anglo-American Oil Co., Ld.,**
*Dock House, Billiter Street, London, E.C.*
Queen of the Avon ..... 162

**Anglo-American Tel. Co., Ld.,**
(Managing-Director—Henry Weaver),
26, *Old Broad Street, London, E.C.*
s. Minia ..... 1350

**Anglo-Arabian & Persian Steam Ship Co., Ld.,**
*Bishopsgate House, Bishopsgate Street Within, London, E.C.*
*See* F. C. STRICK & Co.

**Anglo-Australasian Steam Navigation Co., Ld.,**
2, 3, & 4, *Billiter Avenue, London, E.C.*
*See* W. MILBURN & Co.

**Anglo-Dane S.S. Co., Ld.,**
*Copenhagen, Denmark.*
*See* A. CHRISTENSEN.

**Anglo-Norwegian Steam Fishing Co., Ld.,**
21, *Billingsgate, Hull.*
s. Achilles ..... 53
s. Ceres ..... 46
s. Hermes ..... 40

**Angugliaro, M.,**
*Trapani, Sicily.*
Rosina ..... 463

**Angulo & Salazar,**
*San Salvador, Brazil.*
David Auterson ..... 256

**Angura, P.,**
*Galaxidi, Greece.*
Michael ..... 183

**Anita S.S. Co., Ld.,**
88, *Leadenhall Street, London, E.C.*
s. Benan ..... 717

**Anker, Christian,**
*Fredrikshald, Norway.*
Net Tons
Gunhilde ..... 1161
Macduff ..... 1122

**Anker, P.,**
*Fredrikshald, Norway.*
Borghild ..... 797
Triton ..... 971

**Ankersen, L.,**
*Nordby, Fanö, Denmark.*
Mette Katrine ..... 127

**Anning Bros.,**
*Bute Docks, Cardiff.*
s. Mary Anning ..... 1340
s. William Anning ..... 1460

**Annis, C.,**
*On Board.*
Evangelistria ..... 161

**Anquetil, F., & fils,**
*Rouen, France.*
s. Ferdinand A. ..... 914
s. Raoul Godard ..... 632

**Anquetil, G.,**
*Fécamp, France.*
Mésange ..... 230
St. Ideuc ..... 150

**Ansaldo, G., & Co.,**
*Sestri Ponente, Italy.*
Rio Grande ..... 380

**Ansaldo, G. P., di G.,**
*Quinto al Mare, Genoa, Italy.*
Giovanni Ansaldo ..... 547
Monte Moro ..... 860

**Anselmo, Stefano,**
*Corner of Calles Brazil & Defensa, Buenos Ayres, Argentine Republic.*
(*Agent in Italy*, P. Laura di F., *Genoa, Italy.*)
Emma A. ..... 850
Giulia, A. ..... 1187
Giuseppina G. ..... 470
Manin ..... 850
Papa Giovanni Batta ..... 700
Saint-Bon ..... 835
Santa Lucia ..... 1397
Vittoria ..... 650

**Anstruther Steam Line Fishing Co., Ld.,**
*Anstruther, Fife.*
s. Anster Fair ..... 12
s. Rob the Ranter ..... 10
s. William Tennant ..... 11

**Anthony, C. W.,**
*Fall River, U.S.*
Julia Francis ..... 174

**Antipa, G. A.,**
*Cephalonia, Greece.*
Kefalonia ..... 137

**Antmann, A.,**
*Libau, Russia.*
Dischgirb ..... 101
Natalie ..... 101



s. désigne les Vapeurs.

**Antola, Cav. Pasquale, fu A.,**
*Genoa, Italy.*

| | Net Tons |
|---|---|
| Cristoforo Colombo | 832 |

**Antonellos, G.,**
*Syra, Greece.*

| | |
|---|---|
| Ariadni | 118 |

**Antones, Nicanor,**
*Quicavi, Chili.*

| | |
|---|---|
| Nelly | 421 |

**Antoniu, A. S.,**
*Piræus, Greece.*

| | |
|---|---|
| Elias | 307 |

**Antrim Iron Ore Co., Ld.,**
*Victoria Chambers, 4, Victoria Street, Belfast.*

| | |
|---|---|
| s. Antrim | 174 |
| s. Glenariff | 329 |
| s. Glenarm | 257 |
| s. Parkmore | 126 |
| s. Rathkenny | 188 |

**Anttora, F. H., Son,**
*Björneborg, Finland.*

| | |
|---|---|
| Anni | 135 |
| Anni | 154 |

**Antutjef, A.,**
*Archangel, Russia.*

| | |
|---|---|
| Hedvig | 122 |

**Antzee, H. W.,**
*Svelvig, Norway.*

| | |
|---|---|
| Argo | 301 |

**Apap, P., & figli,**
*17, Fuori la Mina, Valetta, Malta.*

| | |
|---|---|
| Scicluna | 331 |

**Apcar & Co.,**
*19, Radha Bazar, Calcutta.*

| | |
|---|---|
| s. Arratoon Apcar | 1392 |
| s. Catherine Apcar | 1734 |
| s. Lightning | 2124 |

**Apenes, C., & Sön,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Alert | 229 |
| Christiane | 279 |
| Ferm | 143 |
| Flink | 133 |
| Jeanette | 158 |

**Apenes, H. A.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Dux | 368 |

**Apestéguy frères,**
*Rue Vital Carles 44, Bordeaux, France.*

| | |
|---|---|
| s. Vasconia | 656 |

**Apik Effendi, Oonji Zadeh,**
*Constantinople, Turkey.*

| | |
|---|---|
| Artis | 300 |
| Ayah Adelphi | 312 |
| Esseri Hhair | 261 |
| Hahlin | 150 |
| Kara Agatch | 150 |
| San Giovanni | 270 |
| Takouhi | 303 |

**Apostol, Enoslee Chaphan oglou Hajee, & Co.,**
*Enos, Turkey.*

| | |
|---|---|
| Ayah Nicola | 100 |

**Apostolos Grimanis, Mideleelee,**
*Midelee, Turkey.*

| | Net Tons |
|---|---|
| Dimitrios | 142 |

**Apostolou, A.,**
*Spezzia, Greece.*

| | |
|---|---|
| Nea Tychi | 105 |

**Apostolou, G. H.,**
*Spezzia, Greece.*

| | |
|---|---|
| Evelpis | 275 |

**Appleby, Thos., & Co.,**
*West Hartlepool.*

| | |
|---|---|
| s. Eclipse | 975 |
| s. Elwick | 1577 |
| s. Evelyn | 1529 |
| s. Greatham | 1531 |
| s. Karoon | 1423 |
| s. Maude | 1044 |
| s. Sidra | 2033 |
| s. Staincliffe | 783 |
| s. Suez | 1366 |
| s. Winthorpe | 743 |

**Appleton, French and Scrafton, Ld.,**
*South Stockton.*

| | |
|---|---|
| Paragon | 199 |

**Appleton, R. H.,**
*South Stockton.*
(Cleveland Steam Shipping Co., Ld.).

| | |
|---|---|
| s. Ethel | 100 |
| s. Florence | 99 |

**Aragon, I.,**
*Havana, Cuba.*

| | |
|---|---|
| Amistad | 105 |

**Arana, Enrique,**
*889, Calle Cangallo, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Las Mercedes | 358 |

**Aranjo, A. R.,**
*Gijon, Spain.*

| | |
|---|---|
| s. Jovellanos | 272 |

**Aranlico, A.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Ligero | 120 |

**Arbib, E., & Co.,**
*51, Gracechurch Street, London, E.C.*

| | |
|---|---|
| s. Cousins Arbib | 1395 |

**Arbib, E., & Co.,**
*Venice, Italy.*

| | |
|---|---|
| Margherita | 417 |

**Arbib, E. J., & Co.,**
*51, Gracechurch Street, London, E.C.*

| | |
|---|---|
| s. Arbib Brothers | 1739 |
| s. Joseph Arbib | 1642 |

**Arbona, A. Castana,**
*Majorca, Balearic Islands.*

| | |
|---|---|
| Soller | 111 |

**Arbutus S.S. Co., Ld.,**
*39, Lime Street, London, E.C.*
*See* T. STEPHENS & SONS.

**Archangel-Mourman Steam Navigation Co.,**
*Archangel, Russia.*

| | Net Tons |
|---|---|
| s. Lomonosoff | 634 |

**Archangel Steam Navigation Co.,**
*Archangel, Russia.*

| | |
|---|---|
| s. Kemb | 239 |

**Archbold, R.,**
*55, Monkton Road, Jarrow-on-Tyne.*

| | |
|---|---|
| Driving Mist | 145 |
| Pearl | 100 |

**Archer, Alleyne Smith,**
*St. John's, Antigua.*

| | |
|---|---|
| Lützburg | 232 |

**Archibald, Charles,**
*Cow Bay, Cape Breton, Canada.*

| | |
|---|---|
| Arthur | 122 |
| Carita | 121 |
| Ellie | 117 |

**"Arctic," Ångfartygs Aktieb.**
*Gothenburg, Sweden.*
*See* T. AHRENBERG.

**Arctic Packing Co.,**
*San Francisco, U.S.*

| | |
|---|---|
| Memnon | 807 |
| Merom | 1158 |
| Nicholas Thayer | 555 |
| Will. W. Case | 555 |

**Ardan Steam Ship Co., Ld.,**
*21, Bothwell Street, Glasgow.*
*See* CLARK & SERVICE.

**Ardisson, P., & P. Scarpa,**
*Venice, Italy.*

| | |
|---|---|
| Chioggia | 483 |

**Ardizzon, Pietro,**
*Venice, Italy.*

| | |
|---|---|
| Primo A. | 100 |

**Ardrossan Harbour Co.,**
(Manager—J. Craig),
*Ardrossan.*

| | |
|---|---|
| s. Lord Elgin | 27 |
| s. The Earl | 31 |

**Areizaga, A., & Co.,**
*Bilbao, Spain.*

| | |
|---|---|
| s. Angeles | 266 |
| s. Bilbaino | 66 |
| s. Chimbo | 79 |

**Arena, A.,**
*Messina, Sicily.*

| | |
|---|---|
| Enrico Andrea | 115 |

**Arena, F. S., & Co.,**
*Castellamare, Italy.*

| | |
|---|---|
| Maria Teresa | |

**Arena, Francisco,**
*La Plata, Argentine Republic.*

| | |
|---|---|
| s. Maria Paulina | 136 |

**Arendals Dampskibsselskab,**
*Arendal, Norway.*

| | Net Tons |
|---|---|
| s. Arendal | 303 |
| s. Lindholmen | 289 |
| s. Motala | 190 |
| s. Spero | 591 |

**Arens, Joh. Fr.,**
*Domshof 9, Bremen, Germany.*

| | |
|---|---|
| Else | 1375 |
| Sirene | 1437 |
| Union | 1152 |

**Arents, J. J.,**
*Oude Pekela, Holland.*

| | |
|---|---|
| Regnera | 151 |

**Arey, E. C.,**
*Winterport, Maine, U.S.*

| | |
|---|---|
| Mary Jane | 117 |

**Arfvidson, A.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Lisboa | 146 |

**Argentine Government,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Eastern Star | 1031 |
| Enterprise | 594 |
| s. Golondrina | 50 |
| Harvest Home | 544 |
| s. Puerto de Buenos Ayres | |
| s. Ushuaia | 274 |

**Argentine Steam Lighter Co., Ld.,**
*39, Drury Buildings, Water Street, Liverpool.*

| | |
|---|---|
| s. Freda | 310 |
| s. Gerda | 310 |
| s. Hilda | 323 |
| s. Ida | 335 |

**Argianaki, E.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayah Nicola | 190 |

**Argonaut S.S. Co., Ld.,**
*23a, Great St. Helen's, London, E.C.*
*See* J. WHITE.

**Argosy Steam Ship Co., Ld.,**
*Phœnix Buildings, Sunderland.*
*See* TURNBULL POTTS & CO.

**Argyll & Bute Fishermen's Association, Ld.,**
*Campbeltown.*

| | |
|---|---|
| s. Tina | 63 |

**Argyros, E. G.,**
*Santorin, Greece.*

| | |
|---|---|
| Heleni | 280 |

**Ariadne Steam Ship Co., Ld.,**
*29, Finsbury Circus, London, E.C.*

| | |
|---|---|
| s. Ariadne | 1279 |
| s. Ariadne Alexandra | 1252 |

**Arias, A.,**
*Barcelona, Spain.*

| | |
|---|---|
| Luz | 307 |

**Aristidi Captan,**
*Constantinople, Turkey.*

| | |
|---|---|
| Shereff-i-Bahri | 106 |

**Aristidi Captan, Marmoralee,**
*Marmora, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Taxiarchis | 260 |

**Armada, Joaquin,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Rogaciano | 122 |

**Armenian Steam Shipping Co., Ld.,**
*Baku, Russia.*

| | |
|---|---|
| s. Amasie | 369 |

**Armitrano, C.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Raffaele | 433 |

**Armstrong, George,**
*Summerlee, Hants Co., N.S.*

| | |
|---|---|
| J. D. Everett | 1957 |
| Sultan | 1323 |
| Trojan | 1595 |

**Armstrong, John,**
*New York, U.S.*

| | |
|---|---|
| Speed | 228 |

**Armstrong, L. W. & P.,**
110, *Wall Street, New York, U.S.*

| | |
|---|---|
| Albert Schultz | 473 |
| America | 338 |
| Daylight | 227 |
| Morning Light | 257 |
| Scud | 329 |
| Starlight | 243 |
| Sunlight | 355 |

**Armstrong, Lorenzo,**
*New Haven, Conn., U.S.*

| | |
|---|---|
| Daylight | 628 |
| Dreadnaught | 339 |
| Elm City | 639 |
| Spartan | 592 |
| Twilight | 357 |
| Yale | 681 |

**Armstrong, W. F.,**
110, *Wall Street, New York, U.S.*

| | |
|---|---|
| Hattie V. Kelsey | 392 |

**Arnagioglu, J.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Niemet Huda | 225 |

**Arnati & Harrison,**
11 & 12, *Great Tower Street, London, E.C.*

| | |
|---|---|
| s. Acacia | 270 |
| s. Clapton | 449 |
| s. Galatea | 348 |

**Arnesen, A.,**
*Christiansund, Norway.*

| | |
|---|---|
| Agnes | 124 |

**Arnesen, Alb.,**
*Horten, Norway.*

| | |
|---|---|
| Christiane | 218 |

**Arnesen O.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Anna | 214 |

**Arnold, A. H.,**
*Brake, Germany.*

| | Net Tons |
|---|---|
| Activ | 266 |
| Apoll | 306 |
| Callao | 978 |
| Genius | 245 |
| Montana | 481 |
| Nautilus | 725 |
| Panama | 411 |
| Saturnus | 869 |

**Arnold, Burton,**
*Ocean Cottage, Knottingley, Yorks.*

| | |
|---|---|
| Village Belle | 102 |

**Arnold, Cheney & Co.,**
158, *Water Street, New York, U.S.*

| | |
|---|---|
| Alice | 819 |
| Elinor Vernon | 545 |
| Essex | 630 |
| Mary Hasbrouck | 733 |

**Arnold, Elizabeth (Mrs.),**
*Ocean Cottage, Knottingley, Yorks.*

| | |
|---|---|
| Pursuit | 77 |

**Arnold, Hillrich,**
*Brake, Germany.*

| | |
|---|---|
| Ernst & Georg | 113 |
| Franziska | 126 |
| Germania | 158 |

**Arnulphy, Leon,**
*Port Louis, Mauritius.*

| | |
|---|---|
| Actæa | 300 |

**Arpe, L.,**
*Genoa, Italy.*

| | |
|---|---|
| Maria Madre | 140 |

**Arribillaga, J. M.,**
*Barcelona, Spain.*

| | |
|---|---|
| Nicasia | 190 |

**Arrigo, Filippo,**
*Palermo, Sicily.*

| | |
|---|---|
| Nuova Maria della Catena | 123 |

**Arrow Shipping Co., Ld.,**
*Custom House Chambers, Newcastle-on-Tyne.*
*See* DENT & CO.

**Arseno & Denegri,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Dos Amigos | 271 |

**Arsuegind, F.,**
*Havana, Cuba.*

| | |
|---|---|
| Amalia | 347 |

**Artadi, Gavino,**
*Callao, Peru.*

| | |
|---|---|
| José Romero | 213 |
| Laura | 192 |

**Artaud & Seytres,**
*Marseilles, France.*

| | |
|---|---|
| s. Président Troplong | 301 |

**Artemisia Hortoriadi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ephormia | 126 |

**Artese, Nicolo,**
*Termini, Sicily.*

| | Net Tons |
|---|---|
| Margherita M. | 144 |

**Arthur, J.,**
*Plewlands, South Queensferry, Linlithgow.*

| | |
|---|---|
| s. John Beaumont | 53 |

**Arthur, R., & Son,**
*Caswell Villa, Newport, Mon.*

| | |
|---|---|
| s. Rosina (gross) | 46 |

**Artin, Kapamadji oglou,**
*Constantinople, Turkey.*

| | |
|---|---|
| Artin | 111 |

**Artin Caramanian Effendi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Iskender | 512 |

**Arvaniti, E. C.,**
*Syra, Greece.*

| | |
|---|---|
| Evangelis | 356 |

**Arvaniti, G.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Massalia | 250 |

**Arvanitis, C.,**
*Zante, Greece.*

| | |
|---|---|
| Agios Ioannis | 169 |

**Arvanitis, J.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Olga | 212 |

**Arves, Fr.,**
*Åbo, Russia.*

| | |
|---|---|
| Gallus | 263 |

**Arvesen, A.,**
*Sarpsborg, Norway.*

| | |
|---|---|
| Alf | 366 |

**Arvidson, A.,**
*Helleviksstrand, Sweden.*

| | |
|---|---|
| Amalia | 216 |

**"Arvika-Göteborg," Ångf. Aktieb.,**
*Arvika, Sweden.*
*See* A. R. EDGREN.

**Asan Aga & Co.,**
*Dulcigno, Montenegro.*

| | |
|---|---|
| Buona Sorte S. | 144 |

**Asazato Yeizo,**
*Otaru, Japan.*

| | |
|---|---|
| s. Rioha Maru | 81 |

**Åsberg, L. O.,**
*Strömstad, Sweden.*

| | |
|---|---|
| Richelieu | 296 |

**Asbjörnsen, A.,**
*Sarpsborg, Norway.*

| | |
|---|---|
| Camilla | 333 |

**Ascenso, J. Rodrigues, Filhos & Co.,**
*San Martinho, Portugal.*

| | Net Tons |
|---|---|
| Deus Comtigo | 110 |

**Aschehoug, Ths. S.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Emanuel | 283 |
| Helena | 276 |
| Muriel | 567 |
| Nora | 481 |
| Pioneer | 965 |
| Vesta | 210 |

**Aschjem, Anton,**
*Tönsberg, Norway.*

| | |
|---|---|
| Flid | 108 |

**Ascione, F.,**
*Naples, Italy.*

| | |
|---|---|
| Agnesina A. | 115 |

**Ascione, Salvatore,**
*Torre de Greco, Italy.*

| | |
|---|---|
| Nuovo San Giuseppe | 282 |

**Asenjo, J.,**
*Gijon, Spain.*

| | |
|---|---|
| s. Luarca | 66 |

**Asgeirsson, A.,**
20, *Nyhavn, Copenhagen, Denmark.*

| | |
|---|---|
| s. Asgeirsson | 511 |
| En Avant | 102 |
| S. Louisa | 113 |

**Ash, H. & J.,**
*Town Quay, Portsmouth.*

| | |
|---|---|
| Thorney Island | 185 |
| Waterwitch | 194 |

**Ashburner, T., & Co.,**
56, *Strand, Barrow-in-Furness.*

| | |
|---|---|
| James Postlethwaite | 98 |
| James & Agnes | 95 |
| M. E. Johnson | 100 |
| Mary Ashburner | 79 |
| Result | 88 |
| William Ashburner | 187 |

**Ashcroft, Margery, Mrs.,**
*Hesketh Bank, near Preston, Lancashire.*

| | |
|---|---|
| Welcome | 93 |

**Ashington Coal Co.,**
*King Street, Newcastle-on-Tyne.*
*See* W. MILBURN & CO.

**Ashley & Dustin,**
*Detroit, Mich., U.S.*

| | |
|---|---|
| s. Frank E. Kirby | 375 |

**Ashton, T., & Sons,**
66, *Marine View, Hedon Road, Hull.*

| | |
|---|---|
| Caleb | 69 |
| T. W. Ashton | 85 |

**Asiatic Steam Navigation Co., Ld.,**
(Managers—Turner & Co.),
6, *Dale Street, Liverpool.*

| | |
|---|---|
| s. Kohinur | 1935 |
| s. Maharaja | 1046 |
| s. Maharani | 1047 |
| s. Nadir | 2041 |
| s. Nairung | 2862 |
| s. Nawab | 2041 |
| s. Nizam | 2041 |
| s. Nurani | 2870 |
| s. Shahjehan | 1065 |
| s. Shahzada | 1046 |

**Asiatische Küstenfahrt Gesellschaft,**
(Manager—H. C. Eduard Meyer),
*Dovenhof, Hamburg, Germany.*

| | Net Tons |
|---|---|
| s. Tai-cheong | 939 |
| s. Tai-lee | 939 |
| s. Tai-yick | 1046 |

**Aske, A.,**
*Kongstensgaden, Stavanger, Norway.*

| | |
|---|---|
| Lhadnoi | 199 |

**Asker, J. I.,**
*Christiania, Norway.*

| | |
|---|---|
| Edith | 237 |

**Askersunds Ångfartygs Bolag,**
*Askersund, Sweden.*
*See* O. SETTERBERG.

**Aslam, H. J.,**
*Scutari, Albania.*

| | |
|---|---|
| Masciallak Zeitunie | 120 |

**Aslan, Dand,**
*Scutari, Turkey.*

| | |
|---|---|
| Boren Gheldi | 420 |

**Aslan, Jusuf,**
*Scutari, Albania.*

| | |
|---|---|
| Celere | 308 |

**Aslan Captan, Ulkunlee,**
*Ulkun, Turkey.*

| | |
|---|---|
| Bukuldi | 325 |

**Åslin, J. E.,**
*Stockholm, Sweden.*

| | |
|---|---|
| Augusta | 152 |

**Asmut Ally,**
*Dalhousie Street, Rangoon.*

| | |
|---|---|
| Mehrâp | 219 |

**Aspegrén, Johan,**
*Brahestad, Russia.*

| | |
|---|---|
| Amphitrite | 679 |

**Aspelund, O. F.,**
*Åbo, Russia.*

| | |
|---|---|
| Suomalainen | 397 |

**Asplund, H. A.,**
*Stockholm, Sweden.*

| | |
|---|---|
| s. Östanå I. | 91 |
| s. Östanå II. | 90 |

**Asplund, R.,**
*Luleå, Sweden.*

| | |
|---|---|
| Fosterlandet | 333 |

**Asseburg, G.,**
*Itajahy, Brazil.*

| | |
|---|---|
| Busso | 146 |

**Asseburg & Willerding,**
*Itajahy, Brazil.*

| | |
|---|---|
| Blumenau | 232 |

**Assié Hanoum,**
*Constantinople, Turkey.*

| | |
|---|---|
| Anastassios | 240 |

**Associação Sergipense,**
*Aracaju, Brazil.*

| | Net Tons |
|---|---|
| s. Rio Real | 186 |
| s. Santo Antonio | 171 |

**Associacion de Armadores de Valdivia,**
(Manager—L. Bischoff.)
*Valdivia, Chili.*

| | |
|---|---|
| s. Valdivia | 597 |
| s. Villa Rica | 189 |

**Associated Boating Co.,**
*Port Elizabeth, S. Africa.*

| | |
|---|---|
| s. Sir Frederick | |

**Association Internationale du Congo,**
*Antwerp, Belgium.*

| | |
|---|---|
| s. Heron | 30 |
| La Ville d'Ostende | 889 |

**Astanoglu, N.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Marigo | 220 |

**Astengo, Cristoforo,**
*Via Untoria, Savona, Italy.*

| | |
|---|---|
| Giustizia | 120 |

**Astill, R. W.,**
*Shanghai.*

| | |
|---|---|
| s. Teh Hsing | 1971 |

**Åström, E. R.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Miranda | 131 |
| Venus | 138 |

**Åström, F. A.,**
*Helsingfors, Finland.*

| | |
|---|---|
| s. Odin | 138 |

**Atchia, Ibrahim S.**
*Plaines Wilhelms, Mauritius.*

| | |
|---|---|
| Alphonsine | 194 |

**Athanas, Bigadoslee, & Co.,**
*Bigados, Turkey.*

| | |
|---|---|
| Lokkha | 330 |

**Athmacoory Anthenarraina Chetty,**
*Berhampore, Ganjam, India.*

| | |
|---|---|
| Bleng | 333 |

**Atkins, E., & Co.,**
35, *Broad Street, Boston, Mass., U.S.*

| | |
|---|---|
| Neptune | 499 |

**Atkins, P.,**
*Provincetown, Mass., U.S.*

| | |
|---|---|
| Fred Walton | 440 |

**Atkinson, A. W., & Co.,**
*Advocate, N.S.*

| | |
|---|---|
| Nellie I. White | 134 |
| R. L. Dewis | 350 |
| Robert Ewing | 420 |

**Atkinson Bros.,**
*Royal Insurance Buildings, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Ivy | 787 |
| s. Wylam | 858 |



s. désigne les Vapeurs.

**Atkinson, James S.,**
*Albert, N.B.*

| | Net Tons |
|---|---|
| E. Walsh | 143 |

**Atkinson & Snape,**
*16, Bradford Street, Bolton, Lancashire.*

| | |
|---|---|
| Annie Maud | 1993 |

**"Atlantic," Actien Gesellschaft,**
*Palermo, Sicily.*
*See* C. WEDEKIND & CO.

**"Atlantic," Actieselsk.**
*Sandefjord, Norway.*
*See* J. M. BRYDE.

**Atlantic & Caribbean Steam Navigation Co.,**
*71, Wall Street, New York, U.S.*

| | |
|---|---|
| s. Caracas | 1775 |
| s. Maracaibo | 904 |
| s. Merida | 358 |
| s. Philadelphia | 1900 |
| s. Valencia | 1198 |
| s. Venezuela | 2037 |

**Atlantic & Eastern Steam Ship Co., Ld.,**
*20, Water Street, Liverpool.*
*See* J. GLYNN & SON.

**Atlantic Steam Shipping Co., Ld.,**
*40, West Sunniside, Sunderland.*
*See* T. G. GREENWELL.

**Atlantic Transport Co., Ld.,**
*108, Fenchurch Street, London, E.C.*
*See* WILLIAMS, TORREY & FEILD, LD.

**Atlas Steam Ship Co., Ld.,**
*6, Rumford Street, Liverpool; and 15, State Street, New York, U.S.*

| | |
|---|---|
| s. Adirondack | 1415 |
| s. Adula | 372 |
| s. Ailsa | 1331 |
| s. Alene | 1482 |
| s. Alps | 1117 |
| s. Alvena | 1142 |
| s. Andes | 1197 |
| s. Athos | 1262 |
| s. Claribel | 883 |

**Atlaslinie, Rhederei,**
*Magdeburgerstrasse, 36, Berlin, Germany.*
*See* DEUTSCHE EXPORT BANK.

**Atwood, E. H.,**
*98, Commercial Street, Boston, Mass., U.S.*

| | |
|---|---|
| Charles E. Morrison | 527 |
| Fawn | 298 |
| Henry C. Winship | 472 |
| Herbert E. | 373 |
| Marion F. Sprague | 748 |
| Mary Standish | 258 |
| Mattie A. Franklin | 496 |
| Sullivan Sawin | 643 |

**Aubert, J.,**
*Nantes, France.*

| | |
|---|---|
| Egalité | 138 |

**Aubian, J.,**
*5, Allées de Chartres, Bordeaux, France.*

| | |
|---|---|
| s. Adele | 349 |
| s. Pomento | 99 |

**Auger, A.,**
*Havre, France.*

| | Net Tons |
|---|---|
| Cécile Auger | 482 |

**Auger, D.,**
*12, Rue de l'Orangerie, Havre, France.*

| | |
|---|---|
| Alphonse Elisa | 285 |
| Auguste | 572 |
| Bonne Mère | 514 |
| Campêche | 396 |
| Christophe Colomb | 318 |
| Don Diego | 396 |
| Général Berhaut | 600 |
| Georgina Auger | 278 |
| Hélène Georgina | 278 |
| Intrépide Corse | 243 |
| St. Pierre | 414 |

**Auger, H., aîné,**
*Place de la Sous Préfecture, Havre, France.*

| | |
|---|---|
| Asie | 674 |
| Caroline | 373 |
| General Chanzy | 368 |
| Normandie | 685 |
| Persistant | 550 |
| Siam | 466 |

**Augestead, J.,**
*Laurvig, Norway.*

| | |
|---|---|
| Sarah | 554 |

**Aula, Dom., & Co.,**
*Trapani, Sicily.*

| | |
|---|---|
| Maria Stella | 457 |

**Aurilia, Raffaele,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Bartolomeo | 103 |

**Aurrecoechea, Viuda de,**
*San Sebastian, Spain.*

| | |
|---|---|
| s. San Miguel | 69 |

**Austen, Henry,**
*8, London Road, Northfleet, Kent.*

| | |
|---|---|
| Alexandra | 162 |

**Austin, Alex. F.,**
*4, Priorton Terrace, Swansea.*

| | |
|---|---|
| Ordovic | 796 |

**Austin, W. B.,**
*Stonington, Conn., U.S.*

| | |
|---|---|
| Altana M. Jagger | 126 |

**"Austra," Schifffahrts Ges.,**
*Riga, Russia.*

| | |
|---|---|
| Aurora | 341 |
| Austra | 342 |
| Columbus | 595 |
| Der Kurländer | 374 |
| Golgatha | 369 |
| Jupiter | 610 |
| Latava | 528 |
| Linda Morgenröden | 436 |

**Australasian Shipping Co., Ld.,**
*25, Water Street, Liverpool.*
*See* GRACIE, BEAZLEY & CO.

**Australasian United Steam Nav. Co., Ld.,**
*13, Austin Friars, London, E.C.*

| | |
|---|---|
| s. Aramac | 1192 |
| s. Arawatta | 1192 |
| s. Archer | 440 |
| s. Barcoo | 745 |
| s. Birksgate | 916 |
| s. Bulimba | 1607 |

(*Continued.*)

**Australasian United Steam Nav. Co., Ld.**
(*Continued.*)

| | Net Tons |
|---|---|
| s. Cintra | 1175 |
| s. City of Melbourne | 580 |
| s. Croydon | 198 |
| s. Elamang | 490 |
| s. Eurimbla | 598 |
| s. Fitzroy | 504 |
| s. Francis Cadell | 105 |
| s. Glanworth | 558 |
| s. Gunga | 798 |
| s. Hesketh | 393 |
| s. Katoomba | 489 |
| s. Maranoa | 805 |
| s. Palmer | 133 |
| s. Porpoise | 81 |
| s. Quiraing | 653 |
| s. Ranelagh | 533 |
| s. Rockton | 1198 |
| s. Taldora | 126 |
| s. Victoria | 934 |
| s. Waroonga | 1609 |
| s. Warrego | 867 |
| s. Wodonga | 1473 |
| s. Yaralla | 303 |

**Auswärtiges-Amt, Kolonial Abtheilung,**
*Dar-es-Salâm, E. Africa.*

| | |
|---|---|
| s. Rovuma | 55 |
| s. Rufiyi | 55 |

**Autin, J.,**
*Ile Dars, France.*

| | |
|---|---|
| Aglaé & Charles | 124 |

**Autmas, B. A., & Co.,**
*Para, Brazil.*

| | |
|---|---|
| s. Acara | 334 |

**Avallone, P.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Il Francesco | 112 |
| Maria Saveria Madre | 105 |

**Avalon Steamship Co., Ld.,**
*Mersey Chambers, Water Street, Liverpool.*
*See* JOB BROTHERS.

**"Avance," Dampskibs Selskabet,**
*Christiansand, Norway.*
*See* T. B. OLSEN.

**Avegno, Prospero,**
*Camogli, Italy.*

| | |
|---|---|
| Concetta A | 341 |

**Avena, Rederi Aktie Bolaget**
*Uddevalla, Sweden.*
*See* R. M. THORNBURN.

**Avenir, Ångfartygs Aktie Bolaget,**
*Gothenburg, Sweden.*
*See* C. BUSCK.

**Avery, E. (Mrs.),**
*Adelaide Terrace, Perth, W.A.*

| | |
|---|---|
| Costa Rica Packet | 531 |

**Avery, Edgar,**
*King Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Leo | 1251 |

**Avery, R. B.,**
*Bank Chambers, Sandhill, Newcastle-on-Tyne.*
(Chadwick Steamship Co., Ld.)

| | |
|---|---|
| s. Cardinal | 1474 |

**Avram Christophor,**
Keresteh tijari,
*Heraclea, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Costanti | 300 |

**Avranidi Prodomo,**
*Constantinople, Turkey.*

| | |
|---|---|
| Achilefs | 278 |

**Avril, F.,**
*7, Rue Duguesclin, Havre, France.*

| | |
|---|---|
| Emile Menier | 368 |

**Awa Kisen Kaisha,**
*Sakai, Japan.*

| | |
|---|---|
| s. Mikuni Maru | 60 |

**Ayer, F. W.,**
*36, Exchange Street, Bangor, Maine, U.S.*

| | |
|---|---|
| A. F. Kindberg | 215 |
| Abraham Richardson | 147 |
| Agnes I. Grace | 358 |
| Andrew Nebinger | 279 |
| Annie P. Chase | 244 |
| Dick Williams | 176 |
| Eagle | 177 |
| Gertrude A. Bartlett | 356 |
| Hattie McG. Buck | 212 |
| Helena | 232 |
| Henry T. Wood | 128 |
| Izetta | 190 |
| Julian Nelson | 200 |
| M. W. Griffing | 124 |

**Ayer, J. S.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Blue Jacket | 110 |

**Ayles, R. A.,**
*Weymouth, Dorset.*

| | |
|---|---|
| Lizzie | 121 |

**Aylward, Thomas,**
*Windsor, N.S.*

| | |
|---|---|
| Avoca | 1430 |
| St. Croix | 653 |
| St. Paul | 440 |
| St. Peter | 551 |

**Ayr Harbour, The Trustees of,**
(General Superintendent—John Tidde),
*Ayr Harbour.*

| | |
|---|---|
| s. Ben Ledi | 10 |

**Ayr Steam Shipping Co.,**
*Dock Buildings, Ayr.*

| | |
|---|---|
| s. Afton | 135 |
| s. Amphion | 118 |
| s. Carrick | 231 |
| s. Doon | 114 |
| s. Mona | 230 |

**Ayres, Thomas,**
*2732, East Ann Street, Philadelphia, U.S*

| | |
|---|---|
| Emma C. Cotton | 334 |

**Aznar y Cia.,**
*Arenal 16, Bilbao, Spain.*
(Compania Bilbaina de Navegacion).

| | |
|---|---|
| s. Abril | 846 |
| s. Agosto | 1136 |
| s. Julio | 1161 |
| s. Junio | 1394 |
| s. Octobre | 1510 |
| s. Seitembre | 1652 |

(Compania de Remolcadores del Cantabrico.)

| | |
|---|---|
| s. Algorta | 42 |
| s. Bilbao | 26 |
| s. Cantabria | 53 |
| s. El Siglo | 48 |
| s. San Nicolas | 32 |
| s. Volador | 39 |

# B

**Baacke, Wwe Chr., & Sohn,**
*Memel, Germany.*

| | Net Tons |
|---|---|
| Atlantic | 512 |

**Baas, J.,**
*Waterstraat, Delfzijl, Holland.*

| | |
|---|---|
| Victoria | 272 |

**Baastad, Ole,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Onward | 558 |

**Baba Mishihiza,**
*Prov. Etchin, Toyamaken.*

| | |
|---|---|
| s. Haginoura Maru | 98 |
| s. Nippon Maru | 622 |
| Tenkio Maru | 1148 |

**Babacheffo,**
*Carlshamn, Sweden.*

| | |
|---|---|
| s. Undine | 220 |

**Babbit, Charles,**
*St. John, N.B.*

| | |
|---|---|
| s. May Queen | 340 |

**Babcock, F.,**
*Somers Point, New Jersey, U.S.*

| | |
|---|---|
| Lizzie Babcock | 560 |

**Babcock, F. H.,**
*Absecom, New Jersey, U.S.*

| | |
|---|---|
| Abel E. Babcock | 772 |

**Babcock, Lewis H.,**
*Haddorfield, New Jersey.*

| | |
|---|---|
| Everett Webster | 452 |
| Isaac H. Tillyer | 568 |

**Babe & Co.,**
*Vigo, Spain.*

| | |
|---|---|
| La Viguesa | 607 |

**Babich, C., fu G.,**
*Costrena, S. B., Austria.*

| | |
|---|---|
| Caterina B. | 383 |

**Babo, J. C.,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Luzitano | 206 |

**Babson, D. C. & H.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Helen F. Wilten | 127 |
| John L. Nicholson | 118 |

**Bacca, S.,**
*Syra, Greece.*

| | |
|---|---|
| Argiro | 129 |

**Baccarcich, Francesco,**
*Buccari, Austro-Hungary.*

| | Net Tons |
|---|---|
| Armonia | 358 |

**Baccogiorgi, A.,**
*Galaxadi, Greece.*

| | |
|---|---|
| Nicolaos | 121 |

**Bachas, A. A.,**
*Syra, Greece.*

| | |
|---|---|
| Heleni | 187 |

**Bachas, Ant,**
*Syra, Greece.*

| | |
|---|---|
| Aristides | 170 |

**Bachas, Z. N.,**
*Syra, Greece.*

| | |
|---|---|
| Konstantinos | 516 |

**Bache, A. L.,**
*Drammen, Norway.*

| | |
|---|---|
| Gambetta | 279 |
| Norden | 211 |

**Bache, C. M.,**
*Svelvig, Norway.*

| | |
|---|---|
| Umkomanzi | 318 |

**Bache, H. T.,**
*Tonsberg, Norway.*

| | |
|---|---|
| Urd | 199 |

**Bache, K. C.,**
*Svelvig, Norway.*

| | |
|---|---|
| Eugen | 700 |

**Bache, Knud,**
*Sandefjord, Norway.*

| | |
|---|---|
| Sondre | 585 |

**Bache, L. H.,**
*Tjömö, Tönsberg, Norway.*

| | |
|---|---|
| Bertrand | 560 |

**Bache, O. A.,**
*Christiania, Norway.*

| | |
|---|---|
| Echo | 354 |

**Bache, T. J.,**
*Tjömo, Tönsberg, Norway.*

| | |
|---|---|
| Tabor | 358 |

**Bache, T. & L.,**
*Tjömo, Tönsberg, Norway.*

| | |
|---|---|
| Gefion | 300 |

**Bachke, F. M.,**
*Drontheim, Norway.*

| | |
|---|---|
| s. Contest | 377 |

**Bacich, L. R.,**
*Fiume, Austro-Hungary.*

| | |
|---|---|
| Beatrice | 496 |

**Backa, A. H.,**
*Porsgrund, Norway.*

| | |
|---|---|
| s. Traag | 342 |

**Backe, J. P.,**
*Råå, Raus, Sweden.*

| | Net Tons |
|---|---|
| Viktoria | 273 |

**Backer, A.,**
*Drammen, Norway.*

| | |
|---|---|
| Andreas | 374 |
| De fire Söskende | 199 |
| Elise | 509 |
| Ethel | 140 |

**Backer, A. & H.,**
*Drammen, Norway.*

| | |
|---|---|
| Phönix | 138 |

**Backert, C. H.,**
*Stockholm, Sweden.*

| | |
|---|---|
| s. Norrtelje | 137 |
| s. Strömma Kanal | 92 |
| s. Upland | 131 |
| (Ångbåtsbol. "Drottningholm-Fittja"), | |
| s. Ekholmen | 103 |
| s. Sjöfröken | 64 |
| (Ångbåtsbol. Aktiebolaget "Nya Dalarö"), | |
| s. Dalaröström | 72 |
| s. Sirius | 118 |
| ("Vaxholms" Ångfartygs Aktieb.), | |
| s. Åkers Kanal | 71 |
| s. Ljusterö | 78 |
| s. Tenö | 91 |
| s. Vaxholm | 100 |
| s. Viktoria | 123 |
| s. William Lindberg | 111 |

**Backlund, A.,**
*Hernösand, Sweden.*
(Hernösands Lastångares Aktiebolag).

| | |
|---|---|
| Balder | 420 |

**Backman, Carl,**
*Lysekil, Sweden.*

| | |
|---|---|
| Elma | 159 |
| Major M. Kock | 149 |

**Bacogeorgios, A.,**
*Zante, Greece.*

| | |
|---|---|
| Spyridon | 244 |

**Bacon, C. B.,**
*Lima, Peru.*

| | |
|---|---|
| Prinds Oscar | 479 |

**Bacon, D., & M. F. Pickering & Co.,**
*New York, U.S.*

| | |
|---|---|
| Fred P. Litchfield | 1042 |

**Bacon, Edwin,**
*Abbey Drive West, Grimsby.*

| | |
|---|---|
| Beatrice Mabel | 87 |
| Matchless | 80 |
| Minnie Bacon | 82 |
| Welfare | 88 |

**Bacon, J., Ld.,**
14, *Water Street, Liverpool.*

| | |
|---|---|
| s. Eden Vale | 256 |
| s. Edith | 79 |
| s. Heptarchy | 502 |
| s. Jane Bacon | 438 |
| s. Muncaster | 559 |
| s. Plantagenet | 387 |
| s. Salerno | 792 |
| s. Stuart | 760 |
| s. Sunlight | 245 |
| s. Talbot | 300 |
| s. Tudor | 700 |
| s. Vigilant | 276 |

**Badalà, F.,**
*Buenos Ayres, Argentine Republic.*

| | Net Tons |
|---|---|
| Domingo Lastra | 240 |

**Bade, Wilh.,**
*Deich, 17, Geestemünde, Germany.*

| | |
|---|---|
| s. Amalie | 55 |
| s. Poseidon | 67 |

**Badell, Miguel,**
*Callao, Peru.*

| | |
|---|---|
| Catalina B. | 102 |
| Guadalquiver | 178 |

**Bader, Aksel,**
*Kragero, Norway.*

| | |
|---|---|
| Amor | 395 |
| Grane | 387 |

**Badetty, M. & B., neveux,**
*Marseilles, France.*

| | |
|---|---|
| Pharo | 615 |

**Badino, Angelo fu Gius.,**
*Corso Carbonara 8/10, Genoa, Italy.*

| | |
|---|---|
| Umberto I. | 766 |

**Baels-Mauricx, J.,**
*Ostend, Belgium.*

| | |
|---|---|
| s. Hilda | 82 |
| s. Le Lillois | 62 |
| s. Quarta | 64 |
| s. Tertia | 56 |

**Baena, B. R.,**
*Monte Video, Uruguay.*

| | |
|---|---|
| Francisca Nadal | 401 |

**Bafico, Antonio,**
*Valparaiso, Chili.*

| | |
|---|---|
| General Baquedano | 949 |
| Martino | 750 |
| Teresa B. | 802 |

**Bagao, L. F., & J. J. da Roza,**
*Ilhavo, Portugal.*

| | |
|---|---|
| Augusto | 150 |

**Bager, C. H.,**
*Marstal, Denmark.*

| | |
|---|---|
| Henry | 103 |

**Bager, H.,**
*Malmö, Sweden.*
(Malmö Nya Ångbåts Aktieb.)

| | |
|---|---|
| s. Orion | 309 |

**Bager, H. J.,**
*Marstal, Denmark.*

| | |
|---|---|
| Anne | 119 |
| Genius | 169 |
| Martha | 131 |
| Vega | 176 |

**Bager, L. J.,**
*Marstal, Denmark.*

| | |
|---|---|
| Gjertrud | 152 |
| Immanuel | 128 |
| Salus | 138 |
| Skirner | 232 |
| Svanen | 127 |

**Bagnall, Charles,**
*Havana, Cuba.*

| | |
|---|---|
| Ada | 123 |

**Bagnell, Philip,**
*Sydney, C.B., N.S.*

| | Net Tons |
|---|---|
| Elizabeth Ryan | 123 |

**Bagur, B.,**
*Ciudadela, Minorca.*

| | |
|---|---|
| Paquita | 143 |

**Bahamas Steam Ship Co., Ld.**
*Nassau, N.P.*

| | |
|---|---|
| s. Antilla | 588 |

**Bahas, A.,**
*Chios, Turkey.*

| | |
|---|---|
| Aspasia | 226 |

**Bahms, H. G.,**
*Iheringsfehn, Germany.*

| | |
|---|---|
| Johanne | 121 |

**Bailey, A.,**
*Gardiner, Maine, U.S.*

| | |
|---|---|
| Annie T. Bailey | 426 |
| Julia S. Bailey | 306 |

**Bailey, E. D.,**
*Tuckahoe, New Jersey, U.S.*

| | |
|---|---|
| Three Brothers | 134 |

**Bailey, Forman O.,**
*Manasquaw, New Jersey, U.S.*

| | |
|---|---|
| Henry S. Little | 1046 |

**Bailey, G.,**
*Sank Street, New York, U.S.*

| | |
|---|---|
| William H. Bailey | 465 |

**Bailey, G. W.,**
*Wenona, Gloucester Co., New Jersey, U.S.*

| | |
|---|---|
| Elizabeth A. Baizley | 354 |

**Bailey, George,**
*Manasquan, U.S.*

| | |
|---|---|
| Calvin B. Orcutt | 905 |

**Bailey, J. H.,**
*Machais, Maine, U.S.*

| | |
|---|---|
| Regina | 108 |

**Bailey, Joseph,**
*Patchogue, Long Island, U.S.*

| | |
|---|---|
| s. Edwin Bailey | 119 |

**Bailey, W. S.,**
*Commercial Road, Hull.*

| | |
|---|---|
| s. Argyle | 767 |
| s. Austria | 1396 |
| s. Bona | 933 |
| s. China | 1121 |
| s. Denia | 1267 |
| s. Durham | 1444 |
| s. Elizabeth | 679 |
| s. Elma | 992 |
| s. Envoy | 881 |
| s. Esperanza | 375 |
| s. Essex | 884 |
| s. Fairy | 407 |
| s. Hope | 1219 |
| s. Indiana | 1413 |
| s. Kotka | 1099 |
| s. Lorne | 733 |
| s. Narva | 1234 |
| s. Norseman | 557 |
| s. Oria | 1381 |
| s. Oxford | 1017 |
| s. Parana | 1027 |
| s. Pera | 1473 |
| s. Sultan | 647 |
| s. Sultana | 1253 |
| s. Syria | 1413 |
| s. Una | 839 |
| s. William Bailey | 1170 |
| s. Winestead | 1363 |

**Bailly fils,**
*Binic, France.*

| | Net Tons |
|---|---|
| Jeanne | [illegible] |

**Bailly, V.,**
*Binic, France.*

| | |
|---|---|
| Marie Victor | [illegible] |

**Bain, D. W., & Co.,**
*Portreath, Redruth, Cornwall.*

| | |
|---|---|
| Eliza Bain | [illegible] |
| Glenfeadon | [illegible] |
| s. Lynx | [illegible] |
| Millie Bain | [illegible] |
| s. Olivia | [illegible] |
| Tregea | [illegible] |
| s. Treleigh | [illegible] |
| s. Veronica | [illegible] |

**Bain, James,**
136, *Commercial Street, Portland, Maine, U.S.*

| | |
|---|---|
| Charles G. Rice | [illegible] |
| Charles Loring | [illegible] |
| Hattie M. Bain | [illegible] |
| S. R. Bearce | [illegible] |

**Bain, J., & Co.,**
*Moresby Hall, Whitehaven.*

| | |
|---|---|
| s. Crofthead | [illegible] |

**Bain, John,**
*Howdon Road, North Shields.*

| | |
|---|---|
| s. Andrew Bain | [illegible] |

**Baine & Johnston,**
*Clyde Buildings, 19, W. Blackhall Street, Greenock.*

| | |
|---|---|
| Eurydice | [illegible] |
| Helen Isabel | [illegible] |
| s. Hope | [illegible] |
| Lavinia | [illegible] |
| Niobe | [illegible] |
| Orpheus | [illegible] |

**Baird & Barnsley,**
*North Shields.*

| | |
|---|---|
| s. Triumph | [illegible] |

**Baird, David,**
*Camden, U.S.*

| | |
|---|---|
| James A. Wright | [illegible] |

**Baird, George F.,**
*St. John, N.B.*

| | |
|---|---|
| Adelene | [illegible] |
| Carlotta | [illegible] |
| Gazelle | [illegible] |

**Baird, James,**
*St. John's, N.F.L.*

| | |
|---|---|
| Grace Carter | [illegible] |

**Baird, James,**
*Penyllan Cottage, Connah's Quay, Flint.*

| | |
|---|---|
| Agnes Craig | [illegible] |
| Faithful | [illegible] |

**Baizley, R.,**
*Philadelphia, U.S.*

| | |
|---|---|
| William H. Deitz | [illegible] |

**Bakal Christo,**
*Heraclea, Asiatic Turkey.*

| | |
|---|---|
| Ayah Nicola | [illegible] |

**Baker, C.,**
*Boston, Mass. U.S.*

| | |
|---|---|
| S. C. Tryon | [illegible] |



s. désigne les Vapeurs.

**Baker, C. & J. F.,**
*107, Commercial Street, Boston, Mass., U.S.*

| | Net Tons |
|---|---|
| Charles L. Mitchel | 567 |
| Georgie L. Dickson | 553 |
| John Proctor | 474 |
| Rose Easterbrook | 619 |
| Saint Thomas | 705 |
| W. S. Jordan | 355 |

**Baker, G.,**
*Merkland House, Whitstable.*

| | |
|---|---|
| Ida | 123 |

**Baker, James,**
*[illegible] Commercial Street, Boston, Mass., U.S.*

| | |
|---|---|
| Colin C. Baker | 390 |
| Humarock | 432 |

**Baker, John,**
*Lydd, Kent.*

| | |
|---|---|
| Billy Butts | 113 |

**Baker, Joshua, & Co.,**
*79, Commercial Street, Boston, Mass., U.S.*

| | |
|---|---|
| Annie M. Allen | 428 |
| Belle Halliday | 337 |
| Charles L. Jeffrey | 331 |
| F. H. Odiorne | 307 |
| Hattie M. Howes | 188 |
| Isaac T. Campbell | 557 |
| J. Manchester Haynes | 756 |
| Mary B. Wellington | 405 |
| Ralph M. Hayward | 574 |
| Wakefield | 842 |
| Woodward Abrahams | 709 |

**Baker, R., junr., The Estate of**
(Agent—E. Lawrence),
*87, Milk Street, Boston, Mass., U.S.*

| | |
|---|---|
| Sea Witch | 1224 |

**Baker, Richard H.,**
*New Westminster, B.C.*

| | |
|---|---|
| s. Edgar | 114 |

**Baker, Simeon,**
*Margaretsville, Annapolis Co., N.S.*

| | |
|---|---|
| Elma | 299 |
| Josephine | 117 |

**Baker, T. B.,**
*Harwich Port, Mass., U.S.*

| | |
|---|---|
| Elvira J. French | 903 |

**Baker Whitely Coal Co.,**
*409, Water Street, Baltimore, Md., U.S.*

| | |
|---|---|
| s. Britannia | 68 |

**Bakkal Stephan Yanni,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Subiminneh | 136 |

**Bakkervig, G. J. J., and others**
*Farsund, Norway.*

| | |
|---|---|
| Spind | 428 |

**Balaguer y Canovas, M.,**
*Palma, Majorca.*

| | |
|---|---|
| Anibal | 332 |

**Balcells y Sobrino,**
*Barcelona, Spain.*

| | Net Tons |
|---|---|
| Clotilde | 279 |
| Habana | 660 |
| India | 570 |
| Josefa | 360 |
| Maria | 622 |
| Montornes | 791 |
| San Francisco de Paula | 761 |
| Tafalla | 995 |

**Balchen, B.,**
*Christiansand, Norway.*

| | |
|---|---|
| Harald | 208 |
| Listo | 213 |
| Pronto | 347 |

**Balcom, J. A.,**
*Margaretville, N.S.*

| | |
|---|---|
| Shenandoah | 198 |

**Baldwin, Filmer C.,**
*Stroud Street, Dover.*

| | |
|---|---|
| Bernhard & Auguste | 283 |
| Satellite | 274 |

**Balfour, William,**
*East May Street, Arbroath.*

| | |
|---|---|
| Miranda | 149 |
| Vanguard | 312 |

**Balfour, Williamson & Co.,**
19, *James Street, Liverpool.*

| | |
|---|---|
| Eaton Hall | 1779 |
| La Escocesa | 946 |

**Balguerie, Com., & Zoon,**
*Wynstraat 52, Rotterdam, Holland.*

| | |
|---|---|
| s. Ary Scheffer | 364 |

**Balkenhausen, A. W.,**
*Sölvesborg, Sweden.*

| | |
|---|---|
| Sophia | 219 |
| s. Sven Renström | 329 |

**Balkenhausen, J.,**
*Sölvesborg, Sweden.*

| | |
|---|---|
| Olga | 139 |

**Balkwill, Charles H.,**
*Kingsbridge, Devon.*

| | |
|---|---|
| Endymion | 251 |

**Ball, J., junr.,**
*Willesden Cottage, Runcorn.*

| | |
|---|---|
| Sunbeam | 121 |

**Ball, James,**
10, *River Road, Littlehampton.*

| | |
|---|---|
| Isabella Walker | 166 |

**Ball, John,**
*High Street, Runcorn.*

| | |
|---|---|
| Despatch | 138 |

**Ball, Thomas P., & Co.,**
50, *South Street, New York, U.S.*

| | |
|---|---|
| Georgetta Lawrence | 299 |
| Thomas P. Ball | 408 |

**Ballande, L. fils aîné,**
*Bordeaux, France.*

| | |
|---|---|
| Calcutta | 413 |

**Ballantyne, Andrew,**
*Penguin, Tasmania.*

| | Net Tons |
|---|---|
| Swordfish | 111 |

**Ballantyne, R. B., & Co.,**
212, *St. Vincent Street, Glasgow.*

| | |
|---|---|
| s. Effie Gray | 148 |
| s. Maggie Barr | 139 |
| s. Otto McCombie | 210 |
| s. Progress | 231 |

**Ballard, L. C.,**
*Gardiner, Maine, U.S.*

| | |
|---|---|
| Loring C. Ballard | 628 |

**Ballarin, A., & Co.,**
*Venice, Italy.*

| | |
|---|---|
| Angiolino B. | 243 |
| Ida B. | 100 |

**Ballarin, fratelli,**
*Venice, Italy.*

| | |
|---|---|
| Gerolama | 134 |
| Roma | 136 |

**Ballarin, S.,**
*Chioggia, Italy.*

| | |
|---|---|
| Fortunata B. | 100 |

**Ballarin, V.,**
*Venice, Italy.*

| | |
|---|---|
| Dante B. | 184 |

**Ballarino, L.,**
*Venice, Italy.*

| | |
|---|---|
| Azzardo | 108 |

**Balleer, G.,**
*Bremen, Germany.*

| | |
|---|---|
| F. E. Hagemeyer | 1276 |

**Ballester, & F. Fontrodona,**
*Plaza Palacio, Barcelona, Spain.*

| | |
|---|---|
| Raimunda | 214 |

**Ballesteros y Cia,**
*Gijon, Spain.*

| | |
|---|---|
| s. Saint Anns | 405 |

**Ballestrino, fratelli,**
*Nervi, Italy.*

| | |
|---|---|
| Giuseppe | 537 |

**Ballestrino, Stefano, fu E.,**
*Nervi, Italy.*

| | |
|---|---|
| Ballestrino | 484 |
| Murcarolo | 526 |

**Ballin, Albert,**
*St. Pauli, Landungsbrücke, Hamburg, Germany.*

| | |
|---|---|
| s. Ariadne | 246 |
| s. Cobra | 671 |
| s. Flamingo | 267 |

**Ballingall & Garroway,**
69, *St. George's Place, Glasgow.*

| | |
|---|---|
| s. Franklin | 1160 |
| s. Vivienne | 787 |

**Balls & Stansfield,**
101, *Howard Street, North Shields.*

| | |
|---|---|
| s. Waterville | 1242 |
| s. Woodville | 1593 |

**Balls, William D. C., & Son,**
60, *Tyne Street, North Shields.*

| | Net Tons |
|---|---|
| s. Jane Kelsall | 1180 |
| s. Malta | 932 |
| s. Richard Kelsall | 1042 |
| s. Robert Brown | 818 |
| s. Southgarth | 1555 |
| s. Waterloo | 903 |
| s. William Balls | |

**Balmain Steam Ferry Co., Ld.,**
*Erskine Street, Sydney, N.S.W.*

| | |
|---|---|
| s. Balmain | 112 |
| s. Birkenhead | 78 |
| s. Lincoln | 65 |
| s. Me Mel | 110 |
| s. Waldemar | 69 |
| s. Waterview | 88 |

**Balmoomji Hafiz Hamid Shakir Effendi & Co.,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Hassir Bahri | 295 |

**Balparda, Enrique, y Pineyma,**
*Colm 148, Montevideo, Uruguay.*

| | |
|---|---|
| s. Centauro | 268 |

**Balsamo, Pasquale,**
*Naples, Italy.*

| | |
|---|---|
| Serafina Balsamo | 270 |

**Balson, A. P.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| General Cogswell | 130 |

**"Baltic," Ångf. Aktieb.,**
*Gothenburg, Sweden.*
*See* E. J. ODENIUS.

**Baltimore, Chesapeake & Richmond Steam Boat Co.,**
90, *Light Street, Baltimore, U.S.*

| | |
|---|---|
| s. Baltimore | 1013 |
| s. Charlotte | 1198 |
| s. Danville | 909 |
| s. Defiance | 421 |

**Baltimore & Ohio R.R. Co.,**
*Baltimore, U.S.*

| | |
|---|---|
| s. Columbia | 1098 |

**Baltimore & Philadelphia Steamboat Co.,**
28, *South Delaware Avenue, Philadelphia, U.S.*

| | |
|---|---|
| s. Anthony Groves, Jr. | 482 |
| s. Bluefields | 366 |

**Baltimore Steam Packet Co.,**
*Baltimore, U.S.*

| | |
|---|---|
| s. Alabama | 1371 |
| s. Gaston | 464 |
| s. Georgia | 1189 |

**Baltzer, J.,**
*Adiamünde, Lemsal, Livland, Russia.*

| | |
|---|---|
| Emma Maria | 287 |

**Baltzersen, A. K.,**
*Dröbak, Norway.*

| | |
|---|---|
| Axel | 248 |
| Johannes | 931 |
| Proven | 503 |

**Balzano, F.,**
*Naples, Italy.*

| | |
|---|---|
| Onofrio | 100 |

**Balzer,**

| | Net Tons |
|---|---|
| Balzer | 325 |

**Bambas, T. E.,**
*Syra, Greece.*

| | |
|---|---|
| Vidianos | 323 |

**Bamberg, M. A.,**
*Mariehamn, Russia.*

| | |
|---|---|
| Toivo | 218 |

**Bambra, Thomas,**
*Druro Terrace, Waterloo, Blyth.*

| | |
|---|---|
| Pactolus | 382 |

**Banck, C. A.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Barranca | 648 |
| Blenheim | 574 |
| British Envoy | 1265 |
| Caitloch | 1264 |
| Condor | 300 |
| Robert Mackenzie | 846 |
| Valentine | 703 |

**Banck, Otto,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Accrington | 1831 |
| Otago | 970 |
| s. Rosa | 578 |
| (Sölvesborg's Skeppsvarf.) | |
| Elisabeth | 115 |

**Banco Luzitano,**
*Lisbon, Portugal.*

| | |
|---|---|
| Viajante | 357 |

**Banco Nacional Ultramarino,**
*Lisbon, Portugal.*
(Antonio da Silva Pereira—Manager.)
*Loanda, W. C. of Africa.*

| | |
|---|---|
| s. Cunga | 140 |
| s. Silva Americano | 146 |

**Bandell, J. M., & Sons,**
*Baltimore, U.S.*

| | |
|---|---|
| Campanero | 258 |

**Bane, H. L.,**
*St. Domingo, Dominican Republic.*

| | |
|---|---|
| General Hereaux | 252 |

**Banfield, F., & Sons,**
6, *North Parade, Penzance.*

| | |
|---|---|
| s. Boskenna Bay | 1433 |

**Bang, Hans,**
11, *Huitfeldts Gade, Norway.*

| | |
|---|---|
| Medea | 259 |

**Bang, J.,**
*Grimstad, Norway.*

| | |
|---|---|
| Betzy Gude | 450 |
| Christian Scriver | 607 |
| Decima | 770 |
| Frida | 381 |
| Lotos | 538 |
| Memento | 629 |

**Bang, Karl,**
*Christiansund, Norway.*

| | |
|---|---|
| s. Möringen | 344 |

**Bank Line (Sailing Vessels)**
*See* ANDREW WEIR & CO.

**Bank, N. M.,**
*Arildsläge, Sweden.*

| | Net Tons |
|---|---|
| William | 350 |

**Bank Shipping Co., Ld.,**
17, *Water Street, Liverpool.*
*See* W. JUST & CO.

**Banks, S.,**
*Fairfield, Connecticut, U.S.*

| | |
|---|---|
| Minquas | 110 |

**Bantry Bay Steam Ship Co., Ld.,**
*Castletown Bere, co. Cork.*

| | |
|---|---|
| s. Countess of Bantry | 44 |

**Banville, Daniel,**
*Matane, co. Rimouski, Canada.*

| | |
|---|---|
| Queen Victoria | 105 |

**Barabino, Emanuele, fu G.,**
*Via San Giorgio 2, Intre. 12, Genoa.*

| | |
|---|---|
| Alba | 417 |

**Barabino, Giacomo, di E.,**
*Via San Giorgio 2, Intre, 12, Genoa.*

| | |
|---|---|
| Giovanni Battista Barabino | 845 |

**Baraschio, N., fu R.,**
*Genoa, Italy.*

| | |
|---|---|
| s. Eureka | 47 |

**Baratoux, G.,**
10, *Avenue Launay, Nantes, France.*

| | |
|---|---|
| Sèvre | 435 |

**Barazarte, Rafael,**
*Valparaiso, Chili.*

| | |
|---|---|
| Juan José de Latorre | 404 |

**Barbany, Doña Rosa,**
*Masnou, Spain.*

| | |
|---|---|
| Isabelita | 180 |

**Barbaro, Marcello, & Figli,**
*Genoa, Italy.*

| | |
|---|---|
| Piemonte | 456 |

**Barbaro, Pietrino,**
*Palermo, Sicily.*

| | |
|---|---|
| Pietrino Barbaro | 252 |

**Barbatis, Nicolas,**
*Voyenni Spusk, House Goldsmith, Odessa, Russia.*

| | |
|---|---|
| Kefalonia | 290 |
| Tris Adelphi | 223 |

**Barbenson, Nicholas,**
*Alderney.*

| | |
|---|---|
| s. Courier | 37 |

**Barbenson, T. N., & Co.,**
*Alderney, Channel Islands.*

| | |
|---|---|
| s. Courier | 36 |

**Barbera, M.,**
*Barcelona, Spain.*

| | |
|---|---|
| General Urquiza | 211 |

**Barberis, C.**
*Syra, Greece.*

| | Net Tons |
|---|---|
| Metamorphosis | 205 |

**Barbosa, A. P.,**
*Vianna do Castello, Portugal.*

| | |
|---|---|
| Pires I. | 132 |

**Barbour, Samuel H.,**
*Bangor, Maine, U.S.*

| | |
|---|---|
| Ætna | 333 |
| John Douglass | 180 |

**Barcelo, P.**
*Palmas, Africa.*

| | |
|---|---|
| India | 184 |

**Barclay, J., & Co.,**
19, *Correction Wynd, Aberdeen.*

| | |
|---|---|
| s. Balmoral Castle | 47 |

**Bardi, G.,**
*Genoa, Italy.*

| | |
|---|---|
| Giovanna B. | 531 |

**Barends, S.,**
*Delfzyl, Holland.*

| | |
|---|---|
| Nijenstein | 548 |

**Barfoed, H.V.,**
*Rudkjobing, Denmark.*

| | |
|---|---|
| Hevelius | 364 |

**Barfoed, I.,**
22, *Skeppsbron, Stockholm, Sweden.*
(Rederibolaget Ellida).

| | |
|---|---|
| E. V. Almqvist | 529 |
| Catharina | 605 |
| Mathilda | 380 |
| Rosa | 516 |
| Svea | 599 |
| Thrine | 454 |

**Barkaway, Charles,**
99, *St. Peter's Street, Lowestoft.*

| | |
|---|---|
| Boatswain | 216 |

**Barkley, James M.,**
23, *Queen's Square, Belfast.*

| | |
|---|---|
| Coquette | 124 |
| Happy-go-Lucky | 152 |
| s. Pembury | 146 |

**Barkstedt, C. P.,**
*Vestervik, Sweden.*

| | |
|---|---|
| Alcides | 116 |

**Barnao, G.,**
*Naples, Italy.*

| | |
|---|---|
| San Bartolomeo | 107 |

**Barnes, G.,**
48, *South Street, New York, U.S.*

| | |
|---|---|
| William Smith | 445 |

**Barnett Bros.,**
72, *Bishopsgate Street, London, E.C.*

| | |
|---|---|
| s. John Bowes | 270 |

**Baron y Tiffou, V.,**
*Coquimbo, Chili.*

| | |
|---|---|
| s. Miramar | 209 |
| Vivandiere | 198 |

**Barous, R.,**
*On board.*

| | Net Tons |
|---|---|
| Heleni A | 246 |

**Barr, Robert,**
21, *Nithsdale Drive, Pollokshields, Glasgow.*

| | |
|---|---|
| Ardmore | 1092 |
| Balmore | 1338 |
| Sussex | 1212 |

**Barraclough, John,**
6, *Butts Road, Barton-on-Humber, Lincolnshire.*

| | |
|---|---|
| Coronilla | 65 |

**Barraclough, T.,**
*West Hartlepool.*

| | |
|---|---|
| s. Barraclough | 1117 |

**Barras, B., y Pujol,**
*Palma, Majorca.*

| | |
|---|---|
| Suerah | 168 |

**Barratt, W. J.,**
*Hodbarrow, Millom, Cumberland.*

| | |
|---|---|
| s. Borwick Rails | 48 |
| s. Duddon | 27 |

**Barrera, B.,**
*Rome, Italy.*

| | |
|---|---|
| Baltasar | 189 |

**Barreras, Marcelino,**
*Vigo, Spain.*

| | |
|---|---|
| Vilasar | 184 |

**Barreras y Casellas, F.,**
*Villagarcia, Spain.*

| | |
|---|---|
| Amazona | 449 |

**Barreras y Casellas, Viuda de J.,**
*Vigo, Spain.*

| | |
|---|---|
| Federico | 210 |

**Barreto, R. E.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Minerva | 306 |
| Perla del Océano | 215 |

**Barrett, D. C.,**
*Cold Spring, New Jersey, U.S.*

| | |
|---|---|
| Mabel Rose | 369 |

**Barrett, F. D.,**
7, *Kingston Terrace, Castlerood, Hull.*

| | |
|---|---|
| Wild Flower | 89 |

**Barrett, Robt. G.,**
*Toronto, Canada.*

| | |
|---|---|
| s. J. W. Steinhoff | 209 |

**Barrie, Charles,**
33, *Albert Square, Dundee.*

| | |
|---|---|
| Calcutta | 984 |
| Chittagong | 1042 |
| Dacca | 995 |
| Dundee | 1998 |
| Errol | 1387 |
| s. Invertay | 827 |
| Juteopolis | 2652 |
| Lawhill | 2749 |

**Barrow, J.,**
50, *East Mount, Barrow.*

| | Net Tons |
|---|---|
| J. H. Barrow | 100 |
| Mary Barrow | 135 |

**Barrow, J.,**
*Ulverston, Lancashire.*

| | |
|---|---|
| Carrie Bell | 121 |

**Barrow Steam Ship Co., Ld.,**
18, *Leadenhall Street, London, E.C.; and 47, Union Street, Glasgow.*
*See* HENDERSON BROS.

**Barry, Carlos,**
*New London, Connecticut, U.S.*

| | |
|---|---|
| Annie B. Mitchell | 440 |
| Cornelia Soule | 291 |
| Hattie A. Marsh | 414 |
| J. V. Wellington | 244 |
| John Booth | 394 |
| Joseph Luther | 402 |

**Barry, H.,**
*Wilmington, Delaware, U.S.*

| | |
|---|---|
| R. & S. Corson | 249 |

**Barry, John E., jun.,**
*Crescent Quay, Wexford.*

| | |
|---|---|
| Mary Agnes | 88 |

**Barry, John H., & Co.,**
4, *Esk Terrace, Whitby.*

| | |
|---|---|
| s. Dunsley | 1321 |
| s. Epworth | 1530 |
| s. Woodleigh | 1697 |

**Barry Railway Co.,**
*Barry Dock, near Cardiff.*

| | |
|---|---|
| s. Clive (*Gross*) | 114 |

**Barsanti, Giuseppe,**
*Viareggio, Italy.*

| | |
|---|---|
| Amalia | 104 |

**Barsch, M.,**

| | |
|---|---|
| Jahnits | 180 |

**Barss, John W.,**
*Wolfville, King's Co., N.S.*

| | |
|---|---|
| Romance | 593 |

**Bartels, D., jun.,**
*Gr. Mühlenstrasse 23, Altona, Germany.*

| | |
|---|---|
| s. Cuxhaven | 67 |

**Bartholomew, W. H.,**
*Leeds, Yorkshire.*

| | |
|---|---|
| s. Ouse Hopper No. 5 | 109 |
| s. Ouse Hopper No. 6 | 109 |

**Bartlett, C. R.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Nellie M. Slade | 535 |

**Bartlett, H. S.,**
*New London, Connecticut, U.S.*

| | |
|---|---|
| Alice Bell | 264 |

**Bartlett, J.,**
*Brigus, N.F.L.*

| | |
|---|---|
| Eva Maud | 267 |

**Bartlett, N. S.,**
37, *Border Street, East Boston, Mass., U.S.*

| | Net Tons |
|---|---|
| Crescent | 903 |

**Bartlett, Samuel F.,**
10, *South Boulevard, Hull.*

| | |
|---|---|
| Daisy | 91 |
| Pansy | 91 |

**Bartlett & Shepherd,**
304, *North Front Street, Philadelphia.*

| | |
|---|---|
| E. C. Knight, jun. | 233 |
| Frank Leaming | 343 |
| Georgie Clark | 347 |
| Jennie Middleton | 386 |
| Lottie | 353 |
| s. Mars | 139 |
| Rebecca Shepherd | 393 |
| Rillie S. Derby | 389 |

**Bartling, Bertus,**
*Bremerhaven, Germany.*

| | |
|---|---|
| s. Kommandant | 54 |
| s. Sekundent | 60 |
| s. Vigilant | 54 |
| s. Waterkant | 56 |

**Bartling, W. W.,**
*Liverpool, N.S.*

| | |
|---|---|
| Topaz | 104 |

**Bartolommeo, G.,**
*Casteloriso, Greece.*

| | |
|---|---|
| Evangelistria | 146 |

**Barton, Charles C.,**
(*care of* H. Clarkson & Co.,
20, *Billiter Street, London, E.C.*).

| | |
|---|---|
| s. Pickwick | 731 |
| s. Sam Weller | 984 |
| s. Walton | 688 |

**Bartram Bros.,**
62, *Pearl Street, New York, U.S.*

| | |
|---|---|
| Cameo | 221 |
| T. Towner | 197 |

**Baruno, G.,**
*Syra, Greece.*

| | |
|---|---|
| Giannula | 118 |

**Barus, R.,**
*Syra, Greece.*

| | |
|---|---|
| Heleni Proti | 146 |

**Barwick, John S.,**
*Ryhope Office, Fawcett Street, Sunderland.*

| | |
|---|---|
| s. Asburne | 1013 |
| s. Bede | 1101 |
| s. Horton | 1197 |
| s. Regalia | 583 |
| s. Saltburn | 837 |

**Basberg, A.,**
*Christiania, Norway.*

| | |
|---|---|
| Lyn | 127 |

**Basberg, H. J.,**
*Ullevoldsveien 55, Christiania, Norway.*

| | |
|---|---|
| Carl Gustaf | 652 |

**Bascle, J. B. M.,**
26, *Rue de la Republique, Marseilles, France.*

| | |
|---|---|
| s. Severin | 919 |



s. désigne les Vapeurs.

**Basile, Aldric,**
*Fécamp, France.*

| | Net Tons |
|---|---|
| Joséphine Anna | 176 |

**Basilin, N.,**
*Cassos, Rhodes Island.*

| | |
|---|---|
| Sofia | 379 |

**Baskcomb, Thomas,**
*Fish Dock, Grimsby, Lincolnshire.*

| | |
|---|---|
| s. Africa | 75 |
| s. Alice Isabel | 59 |
| Conquest | 85 |
| s. Eagle | 70 |
| Euphony | 83 |
| Favourite | 84 |
| Irex | 83 |
| s. Ostrich | 69 |
| Pursuit | 83 |

(International Steam Trawling Co., Ld.).

| | |
|---|---|
| s. America | 75 |
| s. Asia | 66 |
| s. Australia | 66 |
| s. Canada | 66 |
| s. China | 77 |
| s. Europe | 66 |
| s. Germania | 66 |
| s. India | 77 |
| s. Lynbrook | 61 |
| s. Lyndale | 61 |
| s. Lynmouth | 61 |
| s. Lynton | 56 |
| s. Tasmania | 66 |

**Bassiliou, S.,**
*Castelrosso, Asiatic Turkey.*

| | |
|---|---|
| Prodromos | 355 |

**Basso, F., fu G. B.,**
*Camogli, Italy.*

| | |
|---|---|
| Adelaide | 597 |

**Bassöe, T.,**
*Christiania, Norway.*

| | |
|---|---|
| Erato | 642 |

**Baster, Peyra & Co.,**
*Barcelona, Spain.*

| | |
|---|---|
| Juanito | 247 |
| Nuevo Arauco | 228 |
| Pablo Sensat | 576 |
| Rafael | 399 |

**Bastiansen, J. E.,**
*Drammen, Norway.*

| | |
|---|---|
| Annie | 303 |

**Bastiansen, M.,**
*Drammen, Norway.*

| | |
|---|---|
| John Wesley | 359 |

**Basto, J. T. Costa,**
*Rua do Infante Don Henrique, Oporto, Portugal.*

| | |
|---|---|
| Bella Formigosa | 566 |
| Mariposa | 886 |
| Sereia | 397 |

**Batard, F.,**
*14, Rue du Haut Moreau, Nantes, France.*

| | |
|---|---|
| Cambronne | 266 |
| La Fraternité | 483 |
| La Liberté | 103 |
| Léontine Amélie | 162 |

**Bataviaasche Stoomvaart Onderneming.**
*Batavia.*

| | |
|---|---|
| s. Carolina Johanna | 157 |

**Bate, G. H.,**
*Fowey, Cornwall.*

| | Net Tons |
|---|---|
| Little Dorrit | 149 |

**Bateman, C.,**
*Mauricetown, New Jersey, U.S.*

| | |
|---|---|
| Tillie Vanderherchen | 439 |

**Bateman, John,**
*Fremantle, W.A.*

| | |
|---|---|
| Iris | 206 |
| Laughing Wave | 161 |
| Spinaway | 325 |

**Bates, Daniel,**
40, *Ellis Street, Kingston, Ontario.*

| | |
|---|---|
| B. W. Folger | 117 |

**Bates, E. A.,**
*Philadelphia, U.S.*

| | |
|---|---|
| Wallace J. Boyd | 602 |

**Bates, Ed., & Sons,**
3, *New Quay, Liverpool.*

| | |
|---|---|
| Cabul | 1397 |
| Callirrhoe | 1249 |
| Herat | 1400 |
| s. Idar | 2595 |
| s. Ikbal | 3503 |
| s. Imaum | 2706 |
| s. Iran | 2317 |
| Kelat | 1822 |
| Kistna | 2149 |
| Ladakh | 1908 |
| Manydown | 2381 |
| Yarkand | 1311 |

**Batey, John, & Son,**
87, *Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. John Batey | 4 |

**Batlis, V.,**
*Skiathos, Greece.*

| | |
|---|---|
| Eutychia | 114 |

**Batt, William H.,**
*Charlottetown, P.E.I.*

| | |
|---|---|
| s. Albert | 319 |

**Battagliarini, Maria,** vedova,
*Buccari, Hungary.*

| | |
|---|---|
| Celestina | 468 |

**Battle, H., & Co.,**
*Valparaiso, Chili.*

| | |
|---|---|
| Sulitelma | 960 |

**Batty, George,**
140, *Raglan Street, Lowestoft.*

| | |
|---|---|
| Maude Green | 51 |

**Baudoin,**
*St. Malo, France.*

| | |
|---|---|
| Faucon | 153 |

**Bauer, Heinr.,**
*Rostock, Germany.*

| | |
|---|---|
| Adele Lübker | 534 |
| Anna Schwalbe | 797 |
| s. Carl Behnk | 429 |
| Carla Bauer | 954 |
| Emma Bauer | 536 |
| Hulda | 591 |
| J. F. Pust | 411 |
| Libertas | 419 |
| Martha Bockhahn | 726 |
| Mirella | 706 |

**Bauer, L.,**
*Malmö, Sweden.*

| | Net Tons |
|---|---|
| Emil | 406 |

**Bautista, N. R.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Julio | 132 |

**Bauza, Damian,**
*Palma, Majorca.*

| | |
|---|---|
| Mercedes | 157 |

**Bava, M.,**
*Naples, Italy.*

| | |
|---|---|
| Carità | 275 |

**Baxter, David,**
*Montrose.*

| | |
|---|---|
| Standard | 197 |

**Baxter, H., & Co.,**
70, *Baxtergate, Whitby.*

| | |
|---|---|
| s. Arthur | 758 |
| s. Excelsior | 1132 |
| s. Falshaw | 1484 |
| s. George Clarkson | 1117 |
| s. Glen Dochart | 749 |
| s. James Whishaw | 903 |
| s. Kendal | 1530 |
| s. Stokesley | 664 |
| s. York | 2112 |

**Baxter, Henry,**
376, *Cleethorpe Road, Grimsby.*

| | |
|---|---|
| Alice Gertrude | 80 |

**Baxter, J.,**
1121, *Frankford Avenue, Philadelphia.*

| | |
|---|---|
| Charles E. Smith | 198 |

**Baxter, J. F.,**
308, *West Street, New York, U.S.*

| | |
|---|---|
| Fly | 108 |

**Baxter, William,**
20, *Harbour Street, Peterhead.*

| | |
|---|---|
| s. Windward | 246 |

**Baxter, William H.,**
*Canning, N.S.*

| | |
|---|---|
| Exception | 380 |
| Preference | 243 |

**Bay Excursion Co., Ld.,**
*Melbourne, Victoria.*

| | |
|---|---|
| s. Ozone | 113 |

**Bay of Fundy Steam Ship Co., Lim.,**
*St. John, N.B.*
*See* TROOP & SON.

**Bay Line.**
*See* HATFIELD, CAMERON & CO.

**Bayles, C. A.,**
*Port Jefferson, Long Island, U.S.*

| | |
|---|---|
| Comet | 236 |
| Elsie A. Bayles | 281 |
| James E. Bayles | 392 |

**Bayles, S. S.,**
*Port Jefferson, Long Island, U.S.*

| | |
|---|---|
| Laguna | 365 |

**Bayley, Alfred,**
17, *Friar's Road, Ipswich.*

| | Net Tons |
|---|---|
| Alert | 88 |

**Bayley, Eliza,**
*Philadelphia, U.S.*

| | |
|---|---|
| Ella Reed | 240 |

**Bayly, Robert,**
*Plymouth.*

| | |
|---|---|
| Erme | 109 |

**Bayonne Chamber of Commerce,**
*Bayonne, France.*

| | |
|---|---|
| s. Adour No. 2 | 135 |

**Bazeley, Geo., & Sons,**
*Penzance, Cornwall.*

| | |
|---|---|
| s. Cloch | 388 |
| Eugene Auguste | 95 |
| s. Gervase | 417 |
| s. Mercutio | 527 |
| s. Shamrock | 317 |
| s. Stockton | 226 |

**Baziotis, A.,**
*Zante, Greece.*

| | |
|---|---|
| Aristipos | 280 |

**Beal, E. W.,**
*St. George, Maine, U.S.*

| | |
|---|---|
| Georgie D. Loud | 167 |

**Beale, E. J., jun.,**
*Itchenor, Chichester, Sussex.*

| | |
|---|---|
| Dependence | 114 |

**Bean, H. M.,**
*Camden, Maine, U.S.*

| | |
|---|---|
| Flora Rogers | 257 |

**Bear Creek Oil & Shipping Co., Ld.,**
*Walmer Buildings, 6, Water Street, Liverpool.*
*See* C. T. BOWRING & CO.

**Bearse, Horace M.,**
*Hyannis, Mass., U.S.*

| | |
|---|---|
| Katie J. Hoyt | 209 |

**Beatley, T. G., & Son,**
53, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Britannia | 612 |
| s. Mabel | 494 |
| s. Saint Helier | 769 |

**Beattie, H.,**
*Waterview Street, Balmain, near Sydney, N.S.W.*

| | |
|---|---|
| Lord of the Isles | 200 |
| Sydney Belle | 176 |

**Beattie, John,**
*Guildford, Conn., U.S.*

| | |
|---|---|
| John S. Gilmore | 111 |
| Tom Beattie | 133 |

**Beatton, David John,**
*Saxmundham.*

| | |
|---|---|
| Rudolph | 118 |

**Beatty, Henry,**
*Toronto, Ontario.*

| | Net Tons |
|---|---|
| s. Manitoba | 1699 |

**Beatty, J. H.,**
*Big Glace Bay, C.B.*

| | |
|---|---|
| Amazon | 198 |

**Beauchemin, N.,**
*Sorel, Quebec.*

| | |
|---|---|
| Tourterelle | 102 |

**Beaudet frères,**
*St. Brieuc, France.*

| | |
|---|---|
| Delphine Anna | 116 |

**Beaudouin, Louis,**
*Champlain, Canada.*

| | |
|---|---|
| Enterprise | 124 |

**Beaulieu, Augustin T.,**
*Levis, Canada.*

| | |
|---|---|
| Zelee | 100 |

**Beaumont, W. F.,**
*Boston, Lincoln.*

| | |
|---|---|
| s. Burton | 333 |
| s. Hunstanton | 606 |
| s. King's Lynn | 380 |
| s. Peterborough | 391 |

(Steam Trawling Company of Boston, Ld.)

| | |
|---|---|
| s. Conger | 45 |
| s. Dolphin | 41 |
| s. Grampus | 62 |
| s. Porpoise | 62 |
| s. Seal | 62 |
| s. Shark | 79 |
| s. Sturgeon | 45 |
| s. Walrus | 62 |
| s. Whale | 77 |

**Beaver Line,**
*See* CANADA SHIPPING CO., LD.

**Becchi & Calcagno,**
*Savona, Italy.*

| | |
|---|---|
| s. Armonia | 392 |

**Bech, Carl,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Autocrat | 733 |
| Elida | 757 |
| Fido | 519 |
| Figaro | 1007 |
| Freden | 415 |
| Imacos | 577 |
| Odd | 1054 |
| Winifred | 790 |

**Bech, W. Ch.,**
*Horsens, Denmark.*

| | |
|---|---|
| Kierstine Elise | 146 |

**Beck, Charles,**
*Penetanguishene, Ontario.*

| | |
|---|---|
| s. C. W. Chamberlain | 243 |

**Beck, G.,**
*Dunkirk, France.*

| | |
|---|---|
| s. Emilie | 470 |
| Isabelle | 122 |
| Julie | 111 |
| Léontine | 118 |
| Margot | 111 |
| Reine Victoire | 153 |
| S. H. | 197 |
| Schotter Hof | 100 |

**Beck, J. M.,**
*Lönstrup, Denmark.*

| | Net Tons |
|---|---|
| Marie | 173 |

**Beckmann, Abr.,**
*Papenburg, Germany.*

| | |
|---|---|
| Ludwig | 300 |
| Otto Graf zu Stolberg | 182 |
| Paula | 284 |

**Beckmann & Co.,**
*Rostock, Germany.*

| | |
|---|---|
| Carl W. Boman | 480 |
| Paul Jones | 303 |

**Beckmann, G. M.,**
*Riga, Russia.*

| | |
|---|---|
| Georg & Luci | 105 |

**Beckwith & Co.,**
*Hythe Quay, Colchester, Essex.*

| | |
|---|---|
| s. Colchester | 49 |

**Bedell, George,**
*P.O. Box 555, St. John, N.B.*

| | |
|---|---|
| Unanima | 747 |

**Bedford & Carey,**
*New York, U.S.*

| | |
|---|---|
| s. Advance | 1902 |
| s. Alliança | 2205 |

**Bedford, John S.,**
113, *Cleethorpe Road, Grimsby, Lincolnshire.*

| | |
|---|---|
| Maria Cheesman | 87 |
| Pavonia | 86 |
| Revival | 82 |

**Bedos Velideh Besskick,**
Kaiseri Tujari,
*Chamjol, Turkey.*

| | |
|---|---|
| Sharkieh | 200 |

**Bedouin Steam Navigation Co., Ld.,**
*Mersey Chambers, Liverpool.*
*See* W. & R. THOMSON.

**Bedwell, T.,**
77, *West Street, Faversham.*

| | |
|---|---|
| Ada | 172 |

**Beebe, L. V.,**
*Greenport, New York, U.S.*

| | |
|---|---|
| Leander V. Beebe | 712 |

**Beeching, G., & Co.,**
*Billingsgate, Hull.*

| | |
|---|---|
| s. Burmah | 30 |
| s. Chindwin | 59 |
| s. Mandalay | 48 |
| s. Martaban | 49 |
| s. Rangoon | 54 |

**Beeching, James A.,**
21, *Pencester Road, Dover.*

| | |
|---|---|
| Craig Alvah | 210 |
| Gustafva | 196 |
| James Simpson | 157 |

**Beer, William R.,**
*Kingsbridge, Devon.*

| | |
|---|---|
| Restless | 167 |

**Beermann, C. G.,**
*Elsfleth, Germany*

| | Net Tons |
|---|---|
| Elise | 877 |
| Ernestine | 827 |
| Pallas | 597 |

**Beeson, A. J.,**
15, *Yarborough Street, Grimsby.*

| | |
|---|---|
| Sovereign | 86 |

**Begante, A. G. B., & G. Bonifacio,**
*Genoa, Italy.*

| | |
|---|---|
| Sant' Antonio | 147 |

**Begg, M. J.,**
21, *Mount Stuart Square, Cardiff.*

| | |
|---|---|
| Norma | 1999 |

**Bego, H. M.,**
*Dulcigno, Montenegro.*

| | |
|---|---|
| Bella Scutarina | 209 |

**Behmer, J. E.,**
*Norrtelje, Sweden.*

| | |
|---|---|
| Olof | 216 |

**Behnke & Sieg,**
*Langenmarkt* 28, *Danzig, Germany.*

| | |
|---|---|
| s. A. W. Kafemann | 621 |
| s. Emily Rickert | 376 |

**Behrsing, J.,**
*Kaleten, Russia.*

| | |
|---|---|
| Marcus | 272 |

**Bekk, C.,**
*Åmmeberg, Askersund, Sweden.*

| | |
|---|---|
| s. Vieille Montagne No. 1 | 125 |
| s. Vieille Montagne No. 2 | 121 |

**Belanger, A.,**
*Cap St. Ignace, Montmagny, Canada.*

| | |
|---|---|
| C. Bernier | 117 |
| Pretoria | 179 |

**Belbin, F. W., & Co.,**
*New Wharf, Hobart, Tasmania,*

| | |
|---|---|
| Acacia | 233 |
| Natal Queen | 230 |

**Belchior, M., & Co.,**
*Rio Grande, Brazil.*

| | |
|---|---|
| Santelmo | 309 |

**Belfast & County Down Railway Co.,**
*Belfast.*

| | |
|---|---|
| s. Slieve Bearnagh | |
| s. Slieve Donard | 114 |

**Belfast Harbour Commissioners,**
*Belfast.*

| | |
|---|---|
| s. Lion | 59 |

**Belfast & Koroit Steam Navigation Co., Ld.,**
*Port Fairy, Belfast, Victoria.*

| | |
|---|---|
| s. Casino | 274 |

**Belfast & Mersey Steam Ship Co., Ld.,**
*Corporation Square, Belfast.*
*See* SAMUEL LAWTHER & SONS.

**Belfast Steam Ship Co., Ld.**
(Manager—Jas. McDowell),
42, *Donegall Quay, Belfast.*

| | Net Tons |
|---|---|
| s. Caloric | 368 |
| s. Dynamic | 366 |
| s. Magic | 449 |
| s. Mystic | 175 |
| s. Optic | 368 |
| s. Voltaic | 271 |

**Belgian Government,**
*Brussels, Belgium.*

| | |
|---|---|
| s. Belgique | 269 |
| s. Emeraude | 192 |
| s. La Flandre | 495 |
| s. Leopold II. | 798 |
| s. Marie Henriette | 831 |
| s. Parlement Belge | 252 |
| s. Prince Albert | 495 |
| s. Prince Baudouin | 252 |
| s. Princesse Henriette | 630 |
| s. Princesse Josephine | 630 |
| s. Ville d'Anvers | 684 |
| Ville d'Ostende | 244 |
| s. Ville de Douvres | 495 |

**Belisario, C. C.,**
*Syra, Greece.*

| | |
|---|---|
| Omonia | 150 |

**Belize Estate & Produce Co., Ld.,**
27, *Austin Friars, London.*

| | |
|---|---|
| Eliza | 110 |

**Bell Bros., Ld.,**
*Middlesbro'.*

| | |
|---|---|
| Browney | 166 |
| Carlin How | 165 |
| Europa | 167 |
| Leda | 158 |

**Bell Bros. & M'Lelland,**
101, *St. Vincent Street, Glasgow.*

| | |
|---|---|
| s. Bellagio | 2531 |
| s. Bellanoch | 1635 |
| s. Bellarden | 1770 |
| s. Bellarena | 1008 |
| s. Bellaura | 1769 |
| s. Bellena | 1770 |
| s. Bellenden | 1770 |
| s. Bellova | 1635 |
| s. Bellucia | 1770 |

**Bell, E. W.,**
*Crisfield, Maryland, U.S.*

| | |
|---|---|
| Grace Watson | 106 |

**Bell, Edward,**
*New Orleans, U.S.A.*

| | |
|---|---|
| Alice | 295 |

**Bell, George P.,**
*Havana, Cuba.*

| | |
|---|---|
| William D. S. Hyer | 100 |

**Bell, H. W.,**
*Seaford, Del., U.S.*

| | |
|---|---|
| John Q. Ferguson | 123 |

**Bell, James,**
*Liverpool.*

| | |
|---|---|
| s. Australia | 201 |

**Bell, James B.,**
*Baltimore, U.S.*

| | |
|---|---|
| Salvador | 162 |

**Bell, John, & Son,**
17, *Tower Buildings North, Water Street, Liverpool.*

| | |
|---|---|
| Corolla | 1264 |
| Verbena | 1719 |

**Bell, Robert, & Co.,**
35, *Quayside, Newcastle-on-Tyne; and at Blyth.*

| | Net Tons |
|---|---|
| s. Bothal | 1203 |
| (Tyne and Blyth Steam Ship Owning Co., Ld.) | |
| s. City of Newcastle | 1245 |
| s. City of Truro | 1261 |
| s. City of Wakefield | 1937 |

**Bell & Sime, Ld.,**
*Marine Parade, Dundee.*

| | |
|---|---|
| s. Hungarian | 984 |

**Bellais, A.,**
*Dunkirk, France.*

| | |
|---|---|
| Audacieuse | 122 |
| Jeanne d'Arc | 122 |
| Marie Juliette | 131 |
| Vigoureuse | 115 |

**Bellambi Coal Co., Ld.,**
(Manager—F. Woolcott-Waley),
63, *Pitt Street, Sydney, N.S.W.*

| | |
|---|---|
| s. Currajong | 410 |
| s. Egmont | 419 |

**Bellamy & Co.,**
28, *Southside Street, Plymouth.*

| | |
|---|---|
| s. Cotehele | 1715 |
| E. C. T. | 100 |
| s. Endsleigh | 1530 |
| Hephzibah | 98 |
| s. Maristow | |
| s. Powderham | 1950 |
| s. Saltram | 1318 |

**Bellamy, J. H.,**
120, *Burgess Street, Grimsby.*

| | |
|---|---|
| England's Rose | 78 |
| Nolan's Charge | 68 |

**Bellamy, J. H. & Co.,**
*Manchester and Rio de Janeiro.*
(Cia. de Nav. Carioco.)

| | |
|---|---|
| s. Cometa | 718 |
| s. Santelmo | 981 |

**Bellando & Rondone,**
*Gaeta, Italy.*

| | |
|---|---|
| Giovanni Battista | 148 |

**Bellew, F. H. T.,**
*New York, U.S.*

| | |
|---|---|
| Planet | 136 |

**Bellingham, Edward James,**
*Caledonia Place, Jersey.*

| | |
|---|---|
| Oreala | 165 |

**Bellotti, G.,**
*Leghorn, Italy.*

| | |
|---|---|
| Argo | 129 |

**Belmarço & Co.,**
*Santos, Brazil.*

| | |
|---|---|
| Maria Belmarço | 303 |

**Belmarco, M.,**
*Santos, Brazil.*

| | |
|---|---|
| Stella Belmarco | 538 |

**Belmont Shipping Co., Ld.,**
*Yarmouth, N.S.*

| | |
|---|---|
| Belmont | 1415 |

**"Belos," Actieselskabet,**
*Mandal, Norway.*

| | Net Tons |
|---|---|
| Belos | 1070 |

**Beltzo, B.,**
*Syra, Greece.*

| | |
|---|---|
| Meri | 222 |

**Beltzos, Geo., & Son,**
*Syra, Greece.*

| | |
|---|---|
| Georgios Beltzos | 600 |
| Heleni G. Beltzos | 327 |

**Belz, P.,**
*La Trinité-sur-Mer, France.*

| | |
|---|---|
| Kerchalon | 250 |

**Ben Line**
*See* W. THOMSON & Co.

**Benanno, Fratelli,**
*Messina, Sicily.*

| | |
|---|---|
| s. Columbia | 1100 |

**Benchimol & Sobrinhos,**
50, *Princess Street, Manchester, and Rua de Padaria* 8, *Lisbon.*

| | |
|---|---|
| s. Africano | 84 |
| s. Alice | 1200 |
| s. Cidade do Porto | 1200 |
| s. Elisa | 950 |

**Bendt, W.,**
*San Francisco, U.S.*

| | |
|---|---|
| Bowhead | 300 |

**Benedict, F. W.,**
82, *Church Street, Room* 2, *New Haven, Connecticut, U.S.*

| | |
|---|---|
| Agnes E. Manson | 88 |
| Annie J. Pardee | 66 |
| Bessie C. Beach | 70 |
| C. C. Lane | 96 |
| Edward F. Mansfield | 67 |
| F. G. French | 70 |
| George E. Dudley | 96 |
| Helen H. Benedict | 72 |
| J. W. Vannaman | 80 |
| James Boyce | 64 |
| James Davidson | 68 |
| Jennie E. Righter | 63 |
| John B. Carrington | 96 |
| John H. Platt | 120 |

**Benerettini & Co.,**
*Bastia, Corsica.*

| | |
|---|---|
| Christophe | 150 |

**Benetiu, A.,**
*Syra, Greece.*

| | |
|---|---|
| Alexandra | 200 |

**Benfante fratelli,**
*Palermo, Sicily.*

| | |
|---|---|
| Fratelli Benfante | 90 |

**Bengal, Government of,**
*Calcutta.*

| | |
|---|---|
| Fame | 90 |

**Bengoechea, Viuda e Hijo de J. M. M.,**
*Rivadeo, Spain.*

| | |
|---|---|
| J. M. B. | 90 |
| Nuevo Juliana | 90 |



s. désigne les Vapeurs.

**Bengtson, Joh.,**
*Gothenburg, Sweden.*

| | Net Tons |
|---|---|
| Arab Steed | 664 |
| Gustafva | 525 |

**Bengtsson, B.,**
*Hellevikstrand, Oroust, Sweden.*

| | |
|---|---|
| Lovisa | 168 |

**Bengtsson, C. J.,**
*Fiskebäckskil, Sweden.*

| | |
|---|---|
| Celeritas | 299 |

**Bengtsson, Edw.,**
*Fiskebäckskil, Sweden.*

| | |
|---|---|
| Clinton | 299 |
| Nordstjernan | 210 |

**Bengtsson, Jonas,**
*Fiskebäckskil, Sweden.*

| | |
|---|---|
| Diana | 285 |

**Beniot, A.,**
*Arichat, C.B.*

| | |
|---|---|
| Ernest de Costa | 107 |

**Benjamin, N.,**
*Syra, Greece.*

| | |
|---|---|
| Miltiadis | 474 |

**Benjamin, P. K.,**
*New York, U.S.*

| | |
|---|---|
| J. S. Terry | 118 |

**Benn, J.,**
*Melbourne, Victoria.*

| | |
|---|---|
| Delmira | 338 |

**Bennasar, M.,**
*Majorca.*

| | |
|---|---|
| San Rafael | 237 |

**Bennati, G. B., fu G.,**
*Genoa, Italy.*

| | |
|---|---|
| Raffaele Bennati | 168 |

**Bennati, Raff. (Eredi di),**
*Salita Montebello No. 6, Genoa, Italy.*

| | |
|---|---|
| Giovanni Padre | 114 |

**Benner, G. C.,**
*New York, U.S.*

| | |
|---|---|
| James A. Simpson | 238 |

**Bennett, C.,**
*Connah's Quay, Flint.*

| | |
|---|---|
| Viola | 122 |

**Bennett, C. T.,**
55, *Queen Square, Bristol.*

| | |
|---|---|
| A. L. S. | 68 |
| Violet | 136 |

**Bennett, Henry (Sir),**
*Grimsby.*

| | |
|---|---|
| s. Anglia | 50 |
| s. Scotia | 48 |

**Bennett, Richard,**
19, *Brunswick Street, Liverpool.*

| | |
|---|---|
| s. Fez | 519 |

**Bennett Steam Ship Co., Ld.,**
*Railway Dock, Goole, Yorkshire.*

| | Net Tons |
|---|---|
| s. Burma | 264 |
| s. China | 215 |
| s. India | 186 |
| s. Malta | 353 |

**Bennett, T. B.,**
*New Inn, Connah's Quay, Liverpool.*

| | |
|---|---|
| Welsh Girl | 150 |

**Bennett, W.,**
*Grimsby.*

| | |
|---|---|
| s. Hibernia | 48 |

**Bennetts & Co.,**
*Grimsby.*

| | |
|---|---|
| s. Beltisloe | 1851 |
| s. Elloe | 1119 |
| s. Graffoe | 1923 |
| s. Haverstoe | 1333 |
| s. Langoe | 1493 |
| s. Manley | 78 |
| s. Wraggoe | |

**Bennetts, J. H.,**
2, *Trewarthen Terrace, Penzance, Cornwall.*

| | |
|---|---|
| s. Cornubia | 133 |
| s. Ormerod | 277 |
| s. Progress | 121 |

**Bensaude & Co.,**
*Lisbon, Portugal; and St. Michael's, Azores.*

| | |
|---|---|
| Argus | 268 |
| s. Colombo | 51 |
| Gamo | 283 |
| Gazella | 161 |
| Labrador | 233 |
| Navegador | 183 |
| Neptuno | 270 |
| s. Peninsular | 1774 |
| Social | 148 |
| (Empresa Insulana de Navegaçao). | |
| s. Acor | 774 |
| s. Funchal | 1134 |
| s. Vega | 1943 |

**Benson, B.,**
*Port Jefferson, New York, U.S.*

| | |
|---|---|
| Manuel R. Cuza | 283 |

**Benson, John H.,**
*Bear River, Digby co. N.S.*

| | |
|---|---|
| Champion | 146 |

**Benson, William, & Son,**
11, *Newgate Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Allerwash | 229 |

**Bentley, George E.,**
*Port Greville, N.S.*

| | |
|---|---|
| G. E. Bentley | 250 |

**Benton, H. O.,**
*Taunton, Mass., U.S.*

| | |
|---|---|
| Alice B. Phillips | 591 |

**Bentsen, Chr.,**
*Mandal, Norway.*

| | |
|---|---|
| Folkvang | 1563 |
| Herman | 444 |

**Bentsen, T.,**
*Stölen, Sögne, Christiansand, Norway.*

| | |
|---|---|
| Eig | 206 |
| Hans | 183 |
| Nina | 184 |

**Bentzen, C. P.,**
*Rönne, Denmark.*

| | Net Tons |
|---|---|
| Ivan | 205 |

**Benvenuto, Antonio,**
*Quinto al Mare, Italy.*

| | |
|---|---|
| Lazzaro | 1246 |

**Benvenuto, D.,**
*Pieve di Sori, Italy.*

| | |
|---|---|
| Michelangelo di Pieve | 444 |

**Benvenuto, G.,**
*Pieve di Sori, Italy.*

| | |
|---|---|
| Emanuele | 281 |

**Beraldo, G.,**
*Recco, Italy.*

| | |
|---|---|
| Giovanni Battista Beraldo | 141 |

**Berentsen, A.,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Inger | 419 |

**Berentsen, E.,**
*Stavanger, Norway.*

| | |
|---|---|
| s. Ansgarius | 309 |
| Birma | 1002 |
| Drot | 1164 |
| s. Kronprindsesse Victoria | 259 |
| Lagos | 124 |
| Oregon | 873 |
| Orion | 267 |
| Rackel | 539 |
| Særimner | 1224 |

**Berentsen, M.,**
*Stavanger, Norway.*

| | |
|---|---|
| Emanuel | 217 |

**Berentzen, S. (Enke),**
*Fredriksstad, Norway.*

| | |
|---|---|
| Alliance | 425 |

**Berg, C. A.,**
*Holmestrand, Norway.*

| | |
|---|---|
| Immanuel | 208 |

**Berg, Chr.,**
*Riga, Russia.*

| | |
|---|---|
| Gustav Friedrich | 113 |

**Berg, G. & A.**
*Stavanger, Norway.*

| | |
|---|---|
| Carmel | 604 |
| Ideal | 299 |

**Berg, J. J. van den,**
*Stille Veerkade, The Hague, Holland.*

| | |
|---|---|
| Geertruida | 171 |
| Jacobus Johannes | 213 |

**Berg, L. W.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Olava | 364 |

**Berg, O. A.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Durango | 328 |

**Berg, P.,**
*Nexö, Bornholm, Denmark.*

| | |
|---|---|
| Allianz | 222 |
| Dan | 267 |
| Ella | 147 |
| Margrethe | 182 |

**Berg, P. S. (Enke),**
*Horten, Norway.*

| | Net Tons |
|---|---|
| Alma | 433 |

**Berg, Sons, & Co.,**
4, *Panmure Street, Dundee.*

| | |
|---|---|
| s. Dean | 938 |
| (North Sea Steam Shipping Co., Ld.), | |
| s. Ardle | 794 |

**Berg, T.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Agda | 427 |

**Bergbom, J. G.,**
*Uleåborg, Finland.*

| | |
|---|---|
| Birger | 737 |

**Berge, A.,**
*Farsund, Norway.*

| | |
|---|---|
| Ingomar | 1175 |
| Monica | 636 |

**Bergendahl, J. A.,**
*Köping, Sweden.*
(Köpings Ångf. Rederiaktieb.)

| | |
|---|---|
| s. Maria I. | 82 |

**Bergenske Dampskibssels-kab, Det.**
*Bergen, Norway.*

| | |
|---|---|
| s. Capella | 539 |
| s. Castor | 306 |
| s. Finmarken | 341 |
| s. Jonas Lie | 379 |
| s. Juno | 401 |
| s. Jupiter | 398 |
| s. Kong Carl | 498 |
| s. Lofoten | 422 |
| s. Mars | 431 |
| s. Mercur | 614 |
| s. Mira | 579 |
| s. Neptun | 597 |
| s. Nordstjernen | 516 |
| s. Orion | 412 |
| s. Pallas | 308 |
| s. Pollux | 688 |
| s. Saturnus | 425 |
| s. Sirius | 536 |
| s Thor | 278 |
| s. Uranus | 299 |
| s. Venus | 627 |

**Bergeron, J.,**
*Les Eboulements, Canada.*

| | |
|---|---|
| Marie Anna | 116 |

**Bergesen, Berge**
(c/o Bergesen & Co.),
*Stavanger, Norway.*

| | |
|---|---|
| s. Sumatra | 1519 |

**Bergesen, Sigval,**
*Stavanger, Norway.*

| | |
|---|---|
| s. Bernadotte | 242 |
| s. Breifond | 325 |
| Charles Racine | 1524 |
| Chimea | 435 |
| Czar | 1297 |
| s. Irene | 141 |
| s. Jarl | 327 |
| Regnbuen | 281 |
| s. Sjögutten | 372 |
| s. Skjold | 302 |
| s. Solfond | 1177 |
| Victoria | 275 |

**Bergforss, C. G.,**
*Gefle, Sweden.*

| | |
|---|---|
| Express | 281 |
| Monitor | 220 |
| Solid | 513 |
| Superior | 492 |

**Berggren, J. B.,**
*Halmstad, Sweden.*

| | Net Tons |
|---|---|
| Ellen | 100 |

**Bergh & Helland,**
*Bergen, Norway.*

| | |
|---|---|
| s. Albert | 545 |
| s. Alert | 559 |
| s. Bergenseren | 492 |
| s. Björgvin | 1786 |
| s. Brage | 297 |
| s. Ceres | 1142 |
| s. Concordia | 400 |
| s. Eugenie | 1513 |
| s. Fædrelandet | 983 |
| s. Livingstone | 1272 |
| s. Peter Jebsen | 1992 |
| s. Simon Dumois | 448 |
| s. Stanley | 1271 |
| s. Vigsnæs | 411 |

**Bergh, Th. W.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Mars | 570 |

**Berging Maatschappij,**
*Maasluis, Holland.*
*See* G. DIRKZWAGER, MZN.

**Bergman, A.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Cuba | 202 |

**Bergman, Hummel & Co.,**
*Luleå, Sweden.*

| | |
|---|---|
| s. Aros | 71 |

**Bergroth, A. J.,**
*Åbo, Finland.*

| | |
|---|---|
| Wiriä | 300 |

**Bergström, K. O.,**
*Raumo, Finland.*

| | |
|---|---|
| Ida | 143 |

**Bergström, M. B.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Atlanta | 434 |

**Berguin, H., & Co.,**
6, *Rue du Champ de Mars, Bordeaux, France.*

| | |
|---|---|
| Assomption | 553 |

**Berlet, J. J. F.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Carolina | 363 |

**Berlin Mills Co.,**
404, *Commercial Street, Portland, Maine, U.S.*

| | |
|---|---|
| Henry May | 165 |
| Matthew Vassar, jun. | 116 |

**Berlin, O.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Örnen | 296 |

**Bernard,**
*Havre, France.*

| | |
|---|---|
| Marguerite | 453 |

**Berne, M. M., & Co.,**
*Baku, Russia.*

| | |
|---|---|
| s. Pouschkin | 852 |

### Berneaud, A. F.,
*Para, Brazil.*

| | Net Tons |
|---|---|
| s. Botelho | 283 |
| s. Elias | 397 |
| s. Rio Ituxy | 115 |
| s. Rio Purus | 291 |

### Berner Brödrene,
*Stavanger, Norway.*

| | |
|---|---|
| Orvar Odd | 512 |
| Telefon | 754 |
| s. Trofast | 340 |
| Viator | 418 |

### Berner, Jorgen, jr.,
*Stavanger, Norway.*

| | |
|---|---|
| s. Anna | 150 |
| s. Dronning Sophie | 279 |
| s. Meta | 306 |
| s. Tyr | 389 |
| s. Vale | 560 |

### Berners, S., Sönner,
*Stavanger, Norway.*

| | |
|---|---|
| Ferda | 610 |
| Professor Nordenskjöld | 453 |
| Samhold | 1303 |

### Bernet John,
*Rockland, Main, U.S.*

| | |
|---|---|
| James L. Maloy | 166 |

### Berntsson, B.,
*Gothenburg, Sweden.*

| | |
|---|---|
| Olaus | 187 |

### Berntsson, Joh.,
*Kaflanda, Bohuslän, Sweden.*

| | |
|---|---|
| Agnes | 197 |
| Ida Sofia | 170 |
| Selma | 249 |
| Uddevalla | 260 |

### Berntsson, S.,
*Tofta, Warekil, Sweden.*

| | |
|---|---|
| Vikingen | 199 |

### Berreteaga, M., & Co.,
*Tabasco, Mexico.*

| | |
|---|---|
| s. Tabasqueño | 202 |

### Berrington, J. J.,
11, *South Castle Street, Liverpool.*

| | |
|---|---|
| s. Canada | 76 |

### Berrum, O.,
*Christiania, Norway.*

| | |
|---|---|
| Ino | 160 |

### Berry, Edward,
*Quebec, Canada.*

| | |
|---|---|
| Utility | 217 |

### Berry, H. C.,
*West Harwich, Mass., U.S.*

| | |
|---|---|
| Jonathan Bourne | 673 |

### Bertamino, A.,
*Genoa, Italy.*

| | |
|---|---|
| I Due Amici | 119 |

### Bertelsen, H.,
*Fredriksstad, Norway.*

| | |
|---|---|
| Margith | 177 |

### Bertelsen, K. S.,
*Stavanger, Norway.*

| | Net Tons |
|---|---|
| Constant | 262 |
| Fingal | 323 |
| Fryd | 199 |
| Glimt | 411 |
| Ökonom | 294 |
| Perlen | 283 |
| Solgran | 336 |
| Vanadis | 757 |
| Velkommen | 429 |

### Berti, F.,
*Via du Porticcioso, Leghorn, Italy.*

| | |
|---|---|
| Evarista | 221 |

### Bertling,
*Riga, Russia.*

| | |
|---|---|
| Fortuna | 206 |

### Bertling, J. & D., & J. Stahl,
*Roja, Talsen, Kurland, Russia.*

| | |
|---|---|
| Noas | 278 |

### Berling, J. & R., & D. Stahl,
*Roja, Talsen, Kurland, Russia.*

| | |
|---|---|
| Alexander | 287 |

### Bertling, K.,
*Kaleten, Kurland, Russia.*

| | |
|---|---|
| Magdalene | 165 |

### Bertollo, G., & F. Vaccaro,
*Genoa, Italy.*

| | |
|---|---|
| Giuseppe | 1170 |

### Bertollo, Giuseppe, fu G. B.,
*Via Roma No.* 10, *Genoa, Italy.*

| | |
|---|---|
| Concordia | 1199 |

### Bertolotto, B. Brigneti (Vva),
*Camogli, Italy.*

| | |
|---|---|
| Michele B. | 655 |

### Bertolotto, F., & A. Valle,
*Camogli, Italy.*

| | |
|---|---|
| Lilly G. | 547 |

### Bertolotto, Filippo, fu P.,
*Camogli, Italy.*

| | |
|---|---|
| Ariete | 273 |
| Filippo | 749 |

### Bertolotto, Gregorio, fu Luigi,
*Bogliasco, Italy.*

| | |
|---|---|
| San Giovanni E. | 831 |

### Bertoluce, M.,
*Manila, Philippine Islands.*

| | |
|---|---|
| Colon | 212 |

### Bertorello, Angelo,
*Sampierdarena, Italy.*

| | |
|---|---|
| Fedele | 517 |
| Giovanni | 124 |

### Bertram, H., & C. Messervy,
*Rondon, Trinity, Jersey.*

| | |
|---|---|
| Fiona | 40 |

### Bertran, J.,
*Masnou, Barcelona, Spain.*

| | |
|---|---|
| Amalia | 164 |

### Bervley, R.,

| | Net Tons |
|---|---|
| Fortuna | 130 |

### Bescir, Jussuf,
*Scutari, Albania.*

| | |
|---|---|
| Hairlie | 334 |

### Besse, Alden,
*Wareham, Mass., U.S.*

| | |
|---|---|
| Jesse Murdock | 342 |
| John A. Beckerman | 461 |

### Besse, W. H.,
*New Bedford, Mass., U.S.*

| | |
|---|---|
| George S. Homer | 1267 |
| Gerard C. Tobey | 1390 |
| Guy C. Goss | 1524 |
| Henry Failing | 1899 |
| Hustler | 639 |
| Mary S. Ames (*Gross*) | 700 |
| Olympic | 1402 |
| Western Belle | 1084 |
| William J. Rotch | 1664 |
| William W. Crapo | 1573 |

### Bessey & Palmer,
*Great Yarmouth.*

| | |
|---|---|
| Bertha | 99 |
| Charles | 166 |
| Eagle | 112 |
| Enterprise | 168 |
| Hannah | 97 |
| Hare Bell | 203 |
| Helen Marshall | 117 |
| Mary | 126 |
| Messenger | 228 |
| Olinda | 200 |
| Parthenia | 172 |
| Symbol | 197 |
| Willemina | 169 |
| William | 138 |
| William Crow | 99 |

### Best, John,
21*a*, *Duke Street, Edinburgh.*

| | |
|---|---|
| s. Mountjoy | 166 |

### Best, John P., & Co.,
*Place Verte* 36 *&* 37, *Antwerp, Belgium.*

| | |
|---|---|
| s. John P. Best | 1126 |

### Best, Thomas Gardiner,
*Old Castle Buildings, Liverpool.*

| | |
|---|---|
| s. Herbert | 110 |

### Beswick, J. J.,
*Milford, Del., U.S.*

| | |
|---|---|
| Sally Purnell Beswick | 110 |

### Beswick, R. J.,
*Wilmington, Del., U.S.*

| | |
|---|---|
| Mary & Anna Beswick | 142 |

### Bet Giulli,
*Scutari, Albania.*

| | |
|---|---|
| Mera | 270 |

### Bethell, Albert E.,
*Nassau, N.P.*

| | |
|---|---|
| Mallorca | 129 |

### Bethell, C., & Co.,
22, *Billiter Street, London, E.C.*

| | |
|---|---|
| Sepia | 696 |
| West Australian | 572 |
| (West Australian Steam Navigation Co., Ld.) | |
| s. Australind | 554 |

### Bettum, Chr.,
*Holmestrand, Norway.*

| | Net Tons |
|---|---|
| Rio | 150 |
| Spes & Fides | 301 |

### Beug, C. A.,
*Stralsund, Germany.*

| | |
|---|---|
| Adolph Friedrich | 197 |
| Carl | 174 |
| Cassandra | 288 |
| Charles Kahl | 343 |
| Diana | 247 |
| Emma Beug | 311 |
| Fritz von der Lancken | 323 |
| Waldemar | 274 |

### Beug, J. C.,
*Barth, Germany.*

| | |
|---|---|
| Einigkeit | 195 |
| Hedwig | 144 |
| Hoffnung | 340 |
| Treue | 258 |

### Beust, père & fils,
29, *Rue le Campion, Granville, France.*

| | |
|---|---|
| Deux Empereurs | 195 |
| François Joseph | 111 |
| Granvillaise | 116 |
| Madeleine | 287 |
| Speranza | 118 |
| Terre Neuve | 379 |

### Bevan, D.,
*Exchange Buildings, Swansea.*

| | |
|---|---|
| Oneata | 1047 |

### Bevan, John Dunn,
1, *Prospect Place, Swansea.*

| | |
|---|---|
| s. King Ja Ja | 97 |

### Beyermann, A., & Co.,
*Windau, Russia.*

| | |
|---|---|
| Perwie | 167 |

### Beynon, Thomas, & Co., Ld.,
*Cardiff.*

| | |
|---|---|
| Aretē | 1252 |
| Caroline Morris | 897 |
| Lady Wolseley | 1205 |
| Lillian Morris | 745 |
| Sita | 916 |

### Beynon, Thomas, & Co., Ld.,
*Newport, Mon.*

| | |
|---|---|
| s. Celynen | 931 |
| s. Thomas Coats | 673 |

### Biagioli, Giovanni, (Ditta),
*Massa Marittima, Italy.*

| | |
|---|---|
| San Giovanni | 296 |

### Biagioli, F. & G., fratelli, fu G.,
*Massa Marittima, Italy.*

| | |
|---|---|
| Assunta B. | 165 |

### Biaia, T. da Costa,
*Aveiro, Portugal.*

| | |
|---|---|
| Fernão de Magalhães | 171 |

### Bianchi, G., & Heirs of J. Demarchi,
*Valparaiso.*

| | |
|---|---|
| Teresa Bianchi | 581 |

### Bianchi, Gabrielle,
*Lavagna, Italy.*

| | |
|---|---|
| Caterina Bianchi | 812 |

### Bianchi, Salv., fu L.,
*Chiavari, Italy.*

| | Net Tons |
|---|---|
| Geronima Bianchi | 646 |
| Lazzaro Bianchi | 567 |

### Bibby Bros. & Co.,
26, *Chapel Street, Liverpool.*
(Bibby Steam Ship Co., Ld.)

| | |
|---|---|
| s. Cheshire | 3862 |
| s. Lancashire | 3744 |
| s. Shropshire | 3471 |
| s. Staffordshire | 3831 |
| s. Yorkshire | 3740 |

### Bibby, Frank,
*Hardwicke Grange, Shrewsbury.*

| | |
|---|---|
| s. Jason | 136 |

### Bibby, J., & Sons,
*Exchange Chambers, Liverpool.*

| | |
|---|---|
| James Bibby | 100 |

### Bibeau, Charles,
*Sorel, Quebec.*

| | |
|---|---|
| C. Bibeau | 132 |

### Bichard, A.,
*Cobija, Bolivia.*

| | |
|---|---|
| Don Carlos | 694 |

### Bichard, N.,
20, *Howard Street, San Francisco.*

| | |
|---|---|
| California (*Gross*) | 702 |
| Don Adolfo | 697 |

### Bickers, John,
*Port Adelaide, S.A.*

| | |
|---|---|
| Annie Brown | 180 |
| Elizabeth | 202 |
| Hannah Nicholson | 222 |
| Jean Pierre | 624 |
| Phillis | 340 |
| Southern Belle | 366 |

### Bickerstaffe, John,
*Blackpool, Lancashire.*

| | |
|---|---|
| s. Bickerstaffe | 97 |

### Bickford, Lewis H.,
*Dresden Mills, Maine, U.S.*

| | |
|---|---|
| D. L. Sturgis | 139 |

### Biddle, A. J.,
*Philadelphia, U.S.*

| | |
|---|---|
| Anita Berwind | 632 |

### Bideford & Bristol S. S. Co., Ld.,
*Bideford.*

| | |
|---|---|
| s. Devonia | 90 |

### Bielich, Giuseppe & Nipoti,
*Kuciste, Dalmazia.*

| | |
|---|---|
| Stipan | 971 |

### Bielich, M. S., & Co.,
*Kuciste, Dalmazia.*

| | |
|---|---|
| Josip | 990 |

### Bielovucich, Stefano, fu N.,
*Jagnina, Austria.*

| | |
|---|---|
| Mati Ane | 971 |
| Otac Niko | 953 |

### Bigan, H. H. A.,
*Constantinople, Turkey.*

| | |
|---|---|
| Glemil | 180 |



s. désigne les Vapeurs.

**Bigelow, John, & Son,**
*Dunedin Street, Ponsonby, Auckland, N.Z.*

| | Net Tons |
|---|---|
| Devonport | 291 |
| Welcome | 112 |

**Biggart & Fulton,**
*Bank of Scotland Buildings, 24, George Square, Glasgow.*

| | |
|---|---|
| s. Craigearn | 1948 |
| s. Craiglee | 1233 |

**Bigland, Amos,**
*New York, U.S.*

| | |
|---|---|
| s. Tubal Cain | 195 |

**Bigland, E., & Co.,**
*7, East India Avenue, London, E.C.*
(Cuban Steamship Co., Ld.)

| | |
|---|---|
| s. Cayo Mono | 1756 |
| s. Cayo Romano | 1735 |

**Bilali, A.,**
*Scutari, Albania.*

| | |
|---|---|
| Nusretti Hairlie | 343 |

**Bilali, Jusuf,**
*Scutari, Albania.*

| | |
|---|---|
| Buon Pastore | 266 |

**Bilali, Selim,**
*Scutari, Albania.*

| | |
|---|---|
| Archimide | 399 |

**Bilbrough, A., & Co.,**
*23, Rood Lane, London, E.C.*

| | |
|---|---|
| North Star | 2627 |
| Old Kensington | 1777 |

**Bill, Amelia (Mrs.),**
*Liverpool, N.S.*

| | |
|---|---|
| Irma | 219 |
| Mersey Belle | 299 |
| Varuna | 201 |

**Billali, H.,**
*Scutari, Albania.*

| | |
|---|---|
| Buona Sorte | 363 |
| Huda Verdi | 362 |
| Hudaverdir | 365 |

**Billaud, Vve,**
*Villa Olympe, Kerionon, Brest, France.*

| | |
|---|---|
| Marie Thérèse | 199 |

**Bille, William,**
*Elsinore, Denmark.*

| | |
|---|---|
| Ceres II. | 325 |
| Lynæs | 282 |

**Billiton Maatschappij,**
(A. van Kappen),
*The Hague, Holland.*

| | |
|---|---|
| s. Baron Van Tuijll | 173 |
| s. Billiton | 173 |

**Billy,**
*St. Suliac, France.*

| | |
|---|---|
| Boïeldieu | 106 |

**Bilstad, Johan,**
*Egersund, Norway.*

| | |
|---|---|
| Löining | 768 |
| Otöen | 271 |
| Speed | 206 |
| Sylvia | 1149 |

**Bilton, Williams & Co.,**
*42, Sandhill, Newcastle-on-Tyne.*

| | Net Tons |
|---|---|
| s. Etherley | 1140 |
| s. Godolphin | 967 |

**Bima, Sultan of,**
*Bima, Sumbawa.*

| | |
|---|---|
| Bintang Timor | 143 |

**Bindeman, E.,**
*St. Petersburg, Russia.*

| | |
|---|---|
| s. Rurik | 548 |

**Bindeman, Kanewsky & Co.,**
*St. Petersburg, Russia.*
(St. Petersburg Steam Ship Co.)

| | |
|---|---|
| s. Catherine II. | 811 |
| s. Imperatrice Marie | 916 |

**Bing, C.,**
*Christiania, Norway.*
(Actieselskabet "Det Norske Bjergnings og Dykkercompani.")

| | |
|---|---|
| s. Uræd | 74 |

**Bingay, Jacob,**
*Port Gilbert, N.S.*

| | |
|---|---|
| Ismir | 1260 |
| Stalwart | 1561 |

**Binicos, D., & Co.,**
*Syra, Greece.*

| | |
|---|---|
| Panagia Lalomeitisa | 236 |

**Binnington, Francis, & Co.,**
*27, High Street, Stockton-on-Tees.*

| | |
|---|---|
| s. Ashfield | 1007 |
| s. Castlefield | 1483 |
| s. Driffield | 1166 |
| s. Elmfield | 1167 |
| s. Fairfield | 1157 |
| s. Glenfield | 1403 |

**Biörn, Henrich, jun.,**
*Kragerö, Norway.*

| | |
|---|---|
| Æolus | 584 |
| Ceres | 190 |
| Duen | 237 |
| Expedit | 307 |
| Gazelle | 302 |
| Hero | 130 |
| Hiawatha | 1498 |
| Höiden | 751 |
| Kalstad | 462 |
| Kong Oscar II. | 810 |
| Kragerö | 538 |
| Najaden | 223 |
| Passe partout | 556 |
| Poseidon | 544 |
| Ursus Minor | 605 |
| Venus | 198 |

**Bird, A. J.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Ada Ames | 190 |
| Sardinian | 119 |

**Bird, S. M.,**
*Rockland Maine, U.S.*

| | |
|---|---|
| Walker Armington | 771 |

**Birdsall, A.,**
*Philadelphia, U.S.*

| | |
|---|---|
| Agnes Manning | 940 |

**Birdsall, Amos,**
*Toms River, New Jersey, U.S.*

| | |
|---|---|
| Centennial | 527 |

**Birdsall, Jacob H.,**
*Waretown, New Jersey, U.S.*

| | Net Tons |
|---|---|
| Emelie E. Birdsall | 467 |

**Birdsall, Samuel E.,**
203, *West Street, New York, U.S.*

| | |
|---|---|
| E. J. Hamilton | 179 |
| H. & J. Blendermann | 473 |
| Mattie Newman | 337 |
| Sarah & Lucy | 240 |
| T. Harris Kirk | 250 |
| T. Morris Perot | 295 |
| Varuna | 463 |

**Birkeland, A.,**
*Egersund, Norway.*

| | |
|---|---|
| Egersund | 347 |
| Fremgang | 393 |
| Pröven | 148 |

**Birkeland, A.,**
*Haugesund, Norway.*

| | |
|---|---|
| Actie | 528 |
| Arcona | 202 |
| Haugar | 187 |

**Birkeland, B.,**
*Lillesand, Norway.*

| | |
|---|---|
| Glimt | 714 |
| Skjald | 463 |

**Birkenhead, Municipa Corporation of,**
*Woodside Ferry, Birkenhead.*

| | |
|---|---|
| s. Bebington | 140 |
| s. Cheshire | 73 |
| s. Mersey | 20 |
| s. Oxton | 84 |
| s. Tranmere | 82 |
| s. Wirral | 20 |

**Birkenhead Shipping Co., Ld.,**
16, *Brunswick Street, Liverpool.*
*See* DAVID MACIVER & CO.

**Birrell, John,**
*West Forth Street, Cellardyke, Fife.*

| | |
|---|---|
| s. Edith | 20 |

**Birt, G. H. D.,**
*Milford Haven.*

| | |
|---|---|
| s. Dale Castle | 57 |
| s. Picton Castle | 57 |

**Bisa e Cia,**
*Leghorn, Italy.*

| | |
|---|---|
| Noemi | 362 |

**Bisbichi, L.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Patris | 406 |

**Bischoff, H., & Co.,**
*Sögestrasse* 14, *Bremen, Germany.*

| | |
|---|---|
| Aeolus | 1245 |
| s. Donau | 1771 |
| H. Bischoff | 2708 |
| Iron Duke | 1435 |
| Kiandra | 990 |

**Bischoff, J. D.,**
*Vegesack, Germany.*

| | Net Tons |
|---|---|
| s. Alwine Seyd | 558 |
| s. August | 581 |
| Christine | 1900 |
| s. Delbrück | 288 |
| Elvira | 1481 |
| s. F. Bischoff | 818 |
| Ferdinand Fischer | 1726 |
| Freiburg | 1895 |
| s. Georg | 558 |
| s. Hermann | 1443 |
| J. D. Bischoff | 1808 |
| s. Rheingold | 648 |
| Theodor | 2338 |
| s. Wilhelm | 488 |

**Bischoffshausen, G. von,**
*Valparaiso, Chili.*

| | |
|---|---|
| Victoria | 404 |

**Biseau & Mitchell,**
*Para, Brazil.*

| | |
|---|---|
| s. Mundurucus | 93 |

**Bishop, Jane (Mrs.),**
*Perth Amboy, N.J., U.S.*

| | |
|---|---|
| Ella Powell | 134 |

**Bishop, Robert K.,**
*St. Johns, N. F. L.*

| | |
|---|---|
| Phyllis | 120 |

**Bisset, James,**
*Macduff, Banffshire.*

| | |
|---|---|
| Alice | 99 |

**Bissmark Linie.**
*See* C. E. GOLTERMANN, SUCCESSORS.

**Bisson, Daniel, jun.,**
*Les Fougères, St. John's, Jersey.*

| | |
|---|---|
| Snowdrop | 149 |

**Bisson, John,**
*Penryn, Cornwall.*

| | |
|---|---|
| Hebe | 220 |
| Red Rose | 145 |

**Biszinsky, J. W.,**
*Rostoff-on-Don, Russia.*

| | |
|---|---|
| s. Sergie-Wittie | 200 |

**Bittancourt & Irmaõ,**
*Oporto, Portugal.*

| | |
|---|---|
| Adelaide | 127 |

**Bittencourt, L. de M.,**
*Para, Brazil.*

| | |
|---|---|
| s. Portel | 87 |

**Bjærkö, Olaf Olsen,**
*Nötterö, Norway.*

| | |
|---|---|
| Venus | 263 |

**Bjærtness, O.,**
*Holmestrand, Norway.*

| | |
|---|---|
| Elida | 225 |
| Espérance | 253 |
| Felicié | 238 |
| Felix | 172 |
| Neptun | 589 |

**Bjelke, L. Chr.,**
*Christiania, Norway.*

| | |
|---|---|
| Mirliton | 208 |

**Bjerk, O. W.,**
*Stavanger, Norway.*

| | Net Tons |
|---|---|
| Agat | 165 |

**Bjerke, C. C.,**

| | |
|---|---|
| Frigga | 138 |

**Bjerkelund, C. J.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Tangen | 122 |

**Bjerknæs, B.,**
*Drammen, Norway.*

| | |
|---|---|
| Syttende Mai | 213 |

**Bjerreherred Actieselskabet**
(Manager—S. J. Kragh),
*Horsens, Denmark.*

| | |
|---|---|
| Greve Frijs | 174 |

**Bjertnæs, Erik,**
*Solhaug, Christiania, Norway.*

| | |
|---|---|
| Lagertha | 321 |

**Björness, Ole S., & E. Evensen,**
*Tönsberg, Norway.*

| | |
|---|---|
| Frithjof | 155 |

**Björness, S. S.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Deo Gloria | 140 |

**Björge, Johan,**
*Fredrikstad, Norway.*

| | |
|---|---|
| Sophie | 536 |

**Björkander, C. J.,**
*Visby, Sweden.*

| | |
|---|---|
| Georg & Ludvig | 274 |

**Björkegren, J. D.,**
*Cimbrishamn, Sweden.*

| | |
|---|---|
| Anna | 268 |
| Augusta | 434 |
| Gerda | 371 |
| Gunhild | 236 |
| Hebe | 318 |
| Hildur | 305 |
| Ingeborg | 356 |
| Juno | 694 |
| Laura Maria | 500 |
| Saga | 233 |
| Sigrid | 258 |
| Vega | 679 |
| Veritas | 260 |
| Vesta | 226 |
| Victoria | 268 |

**Björkman, J. F.,**
*Fångö, Gryt, Sweden.*

| | |
|---|---|
| Amelie | 117 |

**Björkroos, K. F.,**
*Nystad, Finland.*

| | |
|---|---|
| Emmy | 205 |

**Björksten, A.,**
*Lovisa, Finland.*

| | |
|---|---|
| Helios | 324 |
| Mainio | 339 |

**Björnstad, Brodrene,**
*Sarpsborg, Norway.*

| | Net Tons |
|---|---|
| Österdalen | 212 |
| Ratata | 597 |

**Björnstad, Th.,**
*Christiania, Norway.*

| | |
|---|---|
| Björn | 416 |

**Black, Alexander,**
*Dorchester, N.B.*

| | |
|---|---|
| Alexander Black | 575 |

**Black, Cowen & Co.,**
9, *Queen Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Novocastria | 1258 |

(Blacowen Steam Ship Co., Ltd.)

| | |
|---|---|
| s. Columba | 609 |
| s. Palma | 709 |

**Black Diamond Steamship Co. of Montreal, Limited,**
*Montreal, Canada.*
*See* KINGMAN, BROWN & CO.

**Black, John, & Co.,**
26, *Bothwell St., Glasgow; & 5, East India Avenue, London, E.C.*

| | |
|---|---|
| Brodick Castle | 1745 |
| Queen Elizabeth | 1700 |
| Queen Margaret | 1999 |
| Queen Victoria | 1587 |

**Black Sea and Danube Steam Navigation Co.,**
*Odessa, Russia.*

| | |
|---|---|
| s. Bulgaria | 389 |
| s. Count Ignatieff | 61 |
| s. Ismail | 246 |
| s. Olga | 141 |
| s. Roumania | 61 |
| s. Russ | 388 |

**Black, W. A.,**
*Halifax, N.S.*

| | |
|---|---|
| s. Beta | 677 |
| s. Fastnet | 155 |
| s. Harlaw | 267 |

**Blackater, Alex. F.,**
17, *Oswald Street, Glasgow.*

| | |
|---|---|
| s. Dungonnell | 129 |
| s. Kenilworth | 97 |
| s. Nigel | 105 |
| s. Robin | 176 |
| s. Volta | 941 |

**Blackburn, Alfred L.,**
*Cape Town.*

| | |
|---|---|
| Harry Mundahl | 122 |

**Blackburn, D. O.,**
132, *Market Street, San Francisco, U.S.A.*

| | |
|---|---|
| s. Montserrat | 849 |

**Blackhurst, W. H.,**
4, *Hubbard Terrace, Roxburg, Mass, U.S.*

| | |
|---|---|
| Myrtle M. | 121 |

**Blacowen Steam Ship Co., Ld.,**
9, *Queen Street, Newcastle-on-Tyne,*
*See* BLACK, COWEN & CO.

**Blackpool Pier Co.,**
*Talbot Square, Blackpool.*

| | |
|---|---|
| s. Clifton | 34 |

**Blaes, J. O.,**
*Dragör, Denmark.*

| | Net Tons |
|---|---|
| Johanne Emilie | 206 |

**Blaik, Hugh, & Co.,**
1, *Bank Street, Leith.*

| | |
|---|---|
| s. Nicosian | 863 |
| s. Prior | 1053 |
| s. Scotsman | 1065 |
| s. Sicilian | 862 |

**Blaikie, T. D.,**
*Great Village, Colchester Co., N.S.*

| | |
|---|---|
| Adelaide | 115 |

**Blair & Co.,**
*Maritime Buildings, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Kilmorack | 1341 |
| s. Kilsyth | 1355 |

**Blair, Samuel,**
13, *Market St., San Francisco, U.S.*

| | |
|---|---|
| Oriental | 1625 |
| Two Brothers | 1343 |
| Yosemite | 1104 |

**Blair, W., & Co.,**
70, *Wellington Street, Glasgow.*

| | |
|---|---|
| Carrizal | 550 |
| Marjory Glen | 1013 |
| Montgomery Castle | 871 |

**Blais, Narcisse,**
*Berthier, co. Montmagny, Canada.*

| | |
|---|---|
| Stadacona | 132 |

**Blaisdell, Isaiah,**
*Ellsworth, Maine, U.S.*

| | |
|---|---|
| David Faust | 206 |
| Victory | 107 |

**Blake, E. P.,**
*Hadlock, Washington, U.S.*

| | |
|---|---|
| Arcturus | 1007 |
| Guardian | 1073 |
| J. M. Griffith | 575 |
| Retriever | 520 |

**Blake, Evangeline (Mrs.),**
16, *Orwell Street, Grimsby.*

| | |
|---|---|
| Sea Belle | 78 |

**Blake, Mark W.,**
*Sea View Avenue, Bridgeport, Ct., U.S.*

| | |
|---|---|
| P. T. Barnum | 634 |

**Blakstad, Holta & Co.,**
*Skien, Norway.*

| | |
|---|---|
| Achilles | 466 |
| Augustinus | 498 |
| Emil Stang | 878 |
| Louisa | 159 |
| s. Skien | 150 |

**Blakstad, Ragnvald, & Co.,**
*Arendal, Norway.*

| | |
|---|---|
| Vesta | 246 |

**Blampied, G.,**
7, *Elizabeth Place, St. Heliers, Jersey.*

| | |
|---|---|
| Emma Louise | 70 |

**Blanchard & Co.,**
24, *Rue du Coq, Marseilles, France.*

| | |
|---|---|
| Jeanne & Berthe | 118 |
| Marie Rose | 108 |

**Blanchard, W. H.,**
*Searsport, Maine, U.S.*

| | Net Tons |
|---|---|
| Evanell | 487 |

**Bland, Elliott,**
*Brisbane, Queensland.*

| | |
|---|---|
| s. Alexandra | 496 |
| s. Leichardt | 459 |

**Bland, M. H., & Co.,**
*Irish Town, Gibraltar.*

| | |
|---|---|
| s. Gibel-Tarik | 123 |
| s. Hercules | 53 |

**Blaney, Ann J. (Mrs.),**
5, *Donegal Terrace, Belfast.*

| | |
|---|---|
| Edward Percy | 862 |

**Blauvelt, Aaron W.,**
*Tusket, N.S.,*

| | |
|---|---|
| Annie G. | 100 |

**Blauvelt, J.,**
*New York, U.S.*

| | |
|---|---|
| s. Chrystenah | 418 |

**Blaxland, William T.,**
*Deal, Kent.*

| | |
|---|---|
| Mary Ann | 144 |

**Blaydon & London Steam Ship Co., Lim.,**
*Blaydon-on-Tyne.*

| | |
|---|---|
| s. Eider | 135 |

**Blekinge Ångbåts Atkiebolag,**
*Karlshamn, Sweden.*
*See* F. A. HARMS.

**Blenkinsop, J.,**
*Whitehaven.*

| | |
|---|---|
| Enterprise | 117 |

**Blezzo, D.,**
*Syra, Greece.*

| | |
|---|---|
| Panagia Maltesa | 167 |

**Blidberg, D. P. R.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Solon | 219 |

**Blindell Brothers & Co.,**
*Guildhall Chambers, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Carlisle | 1397 |
| s. Violante | 555 |
| s. Winchester | 1431 |

**Bliss, F. E.,**
*Dock House, Billiter Street, London, E.C.*

| | |
|---|---|
| s. Bayonne | 2154 |
| s. Delaware | 2469 |
| s. Lackawanna | 2468 |
| s. Manhattan | 2153 |
| s. Potomac | 2472 |
| s. Weehawken | 2101 |

**Bliss, James, & Co.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Annie L. Henderson | 407 |

**Bliss, James F.,**
328, *Atlantic Avenue, Boston, Mass, U.S.*

| | |
|---|---|
| Olive Pecker | 832 |
| R. Bowers | 414 |

**Bliziotis, L.,**
*Galaxidi, Greece.*

| | Net Tons |
|---|---|
| Omonia | 175 |

**Block, J. C. M.,**
*Baumwall 9, Hamburg, Germany.*

| | |
|---|---|
| Okeia | 688 |

**Blom, C.,**
*Nystad, Finland.*

| | |
|---|---|
| Capella | 282 |

**Blom, F.,**
*Norrköping, Sweden.*

| | |
|---|---|
| s. Arkösund | 139 |

**Blom, H. (Enkefru),**
*Moss, Norway.*

| | |
|---|---|
| Italia | 829 |

**Blom, Olaf,**
*Nystad, Finland.*

| | |
|---|---|
| Usko | 471 |

**Blomberg, J. A.,**
*Gustaff, Russia.*

| | |
|---|---|
| Föreningen | 133 |

**Blomberg, K. E.,**
*Åbo, Finland.*

| | |
|---|---|
| Ahti | 338 |
| Hanna | 313 |

**Blomberg, K. J.,**
*Sögló, Kimito, Dragsfjerds Kapell, Abo, Finland.*

| | |
|---|---|
| Bertha | 317 |
| Venus | 235 |

**Blomqvist, A. W.,**
*Kimito, Finland.*

| | |
|---|---|
| Primus | 228 |

**Blomqvist, L. F.,**
*Stockholm, Sweden.*

| | |
|---|---|
| Erik Uhr | 131 |

**Bloor, H.,**
*African Chambers, Old Hall Street, Liverpool.*

| | |
|---|---|
| s. Champion | 69 |

**Blues, Thomas S., & Co.,**
56E, *Winchester Street East, South Shields.*

| | |
|---|---|
| Ella | 672 |
| s. Esk | 447 |
| s. Normand | 740 |
| s. Rosa | 578 |

**Bluff Harbour Board,**
*Campbelltown, Bluff Harbour, N.Z.*

| | |
|---|---|
| s. Awarua | 100 |

**Blum, Leon,**
201-203, *California Street, San Francisco, U.S.*

| | |
|---|---|
| s. Karluk | 221 |
| Mount Washington | 1162 |

**Blumer, John, & Co.,**
*North Dock Shipbuilding Yard, Sunderland.*

| | |
|---|---|
| s. Centurion | 1233 |
| s. Primula | 744 |

**Blundstone, Wm. H.,**
17, *Low Pavement, Nottingham.*

| | Net Tons |
|---|---|
| Douro | 86 |
| Elbe | 86 |

**Blyth Harbour Commissioners,**
*Blyth.*

| | |
|---|---|
| s. Blyth | |

**Blyth, John, & Co.,**
8, *Great Winchester Street, London, E.C. and at Melbourne, Victoria.*

| | |
|---|---|
| Albertine | 1388 |

**Blyth Steam Tug Co.,**
*Plessey Road, Blyth, Northumberland.*

| | |
|---|---|
| s. Bothal | 14 |

**Board of Lights,**
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Fladen | |

**Board of Trade,**
*Whitehall Gardens, London.*

| | |
|---|---|
| s. Aid | 70 |
| Richmond | 180 |

**Boardman & Blaisdel,**
*New York, U.S.*

| | |
|---|---|
| Mary C. Stuart | 180 |

**Boardman Bros.,**
*Calais, Maine, U.S.*

| | |
|---|---|
| Alice T. Boardman | 124 |
| Louisa A. Boardman | 107 |
| Maggie Todd | 120 |
| Maud Malloch | 112 |
| Sarah A. Reed | 151 |
| Seth M. Todd | 166 |
| Zeila | 119 |

**Bodden, Wm. C.,**
*Grand Cayman, Jamaica.*

| | |
|---|---|
| Mary E. Nason | 155 |

**Bödege, O. E.,**
*Papenburg, Germany.*

| | |
|---|---|
| Elisabeth | 130 |

**Bodén, C. M.,**
*Nordmaling, Sweden.*

| | |
|---|---|
| Carl v. Döbeln | 402 |

(Nordmalings Skeppsrederie Aktiebl.)

| | |
|---|---|
| Aurora | 366 |
| Axel Wästfelt | 363 |
| J. Bergman Olson | 316 |
| Robert | 321 |

**Bodén, J.,**
*Nyland, Sweden.*

| | |
|---|---|
| s. Hernö | 98 |

**Bodén, J. F.,**
*Lilla Edet, Elfsborgs län, Sweden.*

| | |
|---|---|
| s. Felix | 127 |
| s. Upperud | 238 |

**Bodewes, Gebr. G. & H.,**
*Martenshæk, Holland.*

| | |
|---|---|
| Hiskeline | 196 |

**Bodicos, G.**
*Santorin, Greece.*

| | |
|---|---|
| Kalliopi | 146 |



s. désigne les Vapeurs.

**Bodosaki, Tijari Djewairdji oglou, & Co.,**
*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| Filios | 535 |

**Body, J. E.,**
*New York, U.S.*

| | |
|---|---|
| Eugene A. Reed | 177 |

**Böe, A.,**
*Egersund, Norway.*

| | |
|---|---|
| Eikundasund | 797 |
| Stamboul | 1248 |
| Vision | 680 |

**Boe, Chr. Th.,**
*Arendal, Norway.*

| | |
|---|---|
| Alert | 543 |
| Cito | 494 |
| Disponent | 508 |
| Gimle | 340 |
| Insula Capri | 394 |
| Kreon | 447 |
| Liburna | 467 |
| Lochlyn | 231 |
| Marie | 430 |
| Norge | 540 |
| Pomona | 417 |
| Royal | 670 |
| Vingolf | 392 |

**Boe-Amundsen, A.,**
*Grimstad, Norway.*

| | |
|---|---|
| Rathlin Island | 932 |

**Boera, Laura Bagnasco, Vedova,**
*Nervi, Italy.*

| | |
|---|---|
| Laura B. | 647 |

**Boero, Gpa., in Frixione,**
*Genoa, Italy.*

| | |
|---|---|
| Due Sorelle | 872 |

**Boery, P., & L. Roger,**
*Marseilles, France.*

| | |
|---|---|
| Verveine | 469 |

**Boese, C.,**
*Wolgast, Germany.*

| | |
|---|---|
| Maria | 234 |

**Bogaardt, T. C.,**
*Singapore.*

| | |
|---|---|
| s. Soengei Rawa | 140 |

**Bogart, S. J.,**
*Granville, N.S.*

| | |
|---|---|
| James Stafford | 1117 |

**Bögel, J. H.,**
*4, Alte Gröningerstrasse, Hamburg, Germany.*

| | |
|---|---|
| Gotha | 785 |

**Boggs, Edwin P.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| A. Heaton | 448 |
| Francis Goodnow | 342 |
| Thomas H. Lawrence | 356 |

**Boghoz Serkiz & Co.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Maiz | 262 |

**Bögvald, J. & E.,**
*Flekkefjord, Norway.*

| | |
|---|---|
| Deodata | 162 |

**Bögvald, P.,**
*Fedde, Flekkefjord, Norway.*

| | Net Tons |
|---|---|
| Rosenius | 532 |
| Vinéta | 629 |

**Bohannan, James,**
*17 & 19, Hopkins Place, Baltimore, U.S.*

| | |
|---|---|
| James B. Anderson | 155 |

**Bohuslänska Kusten Angbåts Aktie Bolaget,**
*Uddevalla, Sweden.*
*See* C. O. S. POSSE.

**Boissière, F.,**
*Ile Gloriette 16, Nantes, France.*

| | |
|---|---|
| Saint Lucien | 276 |
| Saraca | 836 |

**Bojazoglu, H.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Evangelistria | 274 |

**Bok, E. J., & Zonen,**
*Kaltenburgerstraat 176, Amsterdam, Holland.*

| | |
|---|---|
| Anna Margaretha | 687 |
| Friesland | 631 |
| George Washington | 1185 |
| Holland | 705 |
| Lina & Johanna | 636 |
| Neerlands Vlag | 771 |
| Ymuiden | 666 |

**Bokogiorgis, H.,**
*Syra, Greece.*

| | |
|---|---|
| Evangelistria | 285 |

**Bolio, E.,**
*Progreso, Mexico.*

| | |
|---|---|
| Imperiosa | 354 |

**Bolitho, T., & Sons,**
*Chyandowe, Penzance.*

| | |
|---|---|
| Lanisley | 131 |

**Bölken, Carl,**
*Langenstrasse 32, Bremen, Germany.*

| | |
|---|---|
| Comet | 1083 |

**Bollo, Rosa, fu Gio. Batta.,**
*Camogli, Italy.*

| | |
|---|---|
| Ida | 323 |

**Bolméer, Th.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Fortuna | 297 |

**Bolte, Gerd.,**
*Elsfleth, Germany.*

| | |
|---|---|
| Magnat | 968 |
| Oberon | 737 |
| Sterna | 1353 |
| Triton | 739 |

**Bolton, Frederic,**
*88, Bishopsgate Street, London, E.C.*

| | |
|---|---|
| s. Raphael | 1177 |
| s. Rembrandt | 1152 |
| s. Romney | 1763 |

**Bolton & Kenneth,**
*88, Bishopsgate Street, London, E.C.*

| | |
|---|---|
| s. Rubens | 1291 |
| s. Ruysdael | 1307 |

**Bolufer, José A., e hijo,**
*Jovea, Alicante, Spain.*

| | Net Tons |
|---|---|
| Pepe Tono | 241 |

**Bom, Chr.,**
*Thurö, near Svendborg, Denmark.*

| | |
|---|---|
| Brockenhuns Scack | 142 |
| Dannebrog | 131 |
| Fylla | 182 |
| J. Gronsund | 150 |
| Kruse | 129 |

**Bom, Peter,**
*Thurö, near Svendborg, Denmark.*

| | |
|---|---|
| Adonis | 151 |
| Astræa | 129 |
| Athene | 129 |
| Casper | 130 |
| Estrup | 128 |
| Magnet | 123 |
| Newsky | 129 |

**Bombas, D.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Odysseus Androutsos | 134 |

**Bombay & Persia Steam Navigation Co., Ld.,**
*1, Ash Lane, Bombay.*

| | |
|---|---|
| s. Calder | 400 |
| s. Henry Bolckow | 639 |
| s. Hoseinee | 994 |
| s. King Arthur | 1047 |
| s. Mobile | 930 |
| s. Naderi | 1169 |
| s. Naseri | 851 |

**Bombay Port Trust,**
*Ballard Road Offices, Bombay.*

| | |
|---|---|
| s. Mudlark | 159 |
| s. Pholas | 202 |
| s. Princess | 29 |
| s. Snipe | 158 |
| s. Teredo | 224 |

**Bombay Steam Navigation Co.,**
*120, Frere Road, Bombay; and 13, Austin Friars, London, E.C.*
*See* SHEPHERD & CO.

**Bon Accord Slate Merchant Co., Ld.,**
*Provost Blaikie's Quay, Aberdeen.*
*See* J. F. WYNESS.

**Bonaventure, Louis E.,**
*Lanoraie, Quebec, Canada.*

| | |
|---|---|
| Notre Dame de Bon Secours | 152 |

**Boncan, Ignacio,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Libertad | 136 |
| Pasig | 216 |
| Villa de Ribadavia | 274 |

**Bonchard, V. & T.,**
*Isle aux Coudre, Quebec.*

| | |
|---|---|
| I. Savard | 139 |

**Bond, C. B.,**
*Sydney, N.S.W.*

| | |
|---|---|
| Adelaide | 217 |
| Marshall S. | 179 |

**Bonde, G. E.,**
*Alfheim, Tönsberg, Norway.*

| | |
|---|---|
| Mizpa | 737 |

**Bonet, A. Oliver,**
*Palma, Majorca.*

| | Net Tons |
|---|---|
| Paco | 143 |

**Bonetich, Ignazio,**
*Fiume, Austro-Hungary.*

| | |
|---|---|
| Emilie | 538 |
| Fiume E. | 641 |

**Bonisca, G. & V., & Co.,**
*Messina, Italy.*

| | |
|---|---|
| s. Vicenzino | 72 |

**Bonivento, G. L.,**
*Chioggia, Italy.*

| | |
|---|---|
| Carmelo | 100 |

**Bonke & Visser,**
*Boompjes 17, Rotterdam, Holland.*

| | |
|---|---|
| s. Erasmus | 891 |

**Bonmati, José Alejo,**
*Santapola, Alicante, Spain.*

| | |
|---|---|
| Alejo | 117 |
| Tres Hermanos | 136 |

**Bonnell, C. P.,**
*Perth Amboy, New Jersey, U.S.*

| | |
|---|---|
| Lydia Middleton | 187 |

**Bönnelycke, L.,**
*Svendborg, Denmark.*

| | |
|---|---|
| Dannebrog | 188 |
| Svend | 121 |
| (Sydfynske Dampsk Selskab.) | |
| s. Thor | 119 |

**Bonnin, J. C.,**
*5 bis Rue Esprit des Lois, Bordeaux, France.*

| | |
|---|---|
| s. Avelina | 830 |
| s. Emile | 804 |

**Bonsall, J. L.,**
*Lebanon, Delaware, U.S.*

| | |
|---|---|
| Minnie Anna Bonsall | 436 |

**Boole, W. A.,**
*219, Stewart Street, San Francisco, U.S.*

| | |
|---|---|
| Commodore | 1909 |
| Kennebec | 2025 |
| Southern Chief | 1219 |
| Valley Forge | 1226 |

**Boon, G. G., Gzn,**
*Veendam, Holland.*

| | |
|---|---|
| Jan Smit | 143 |

**Booran Saib,**
*Rangoon.*

| | |
|---|---|
| Curreen Bux | 240 |

**Booth, A., & Co.,**
*14, Castle Street, Liverpool.*
(Booth Steam Ship Co., Ld.)

| | |
|---|---|
| s. Anselm | 998 |
| s. Basil | 748 |
| s. Clement | 785 |
| s. Cyril | 751 |
| s. Gregory | 927 |
| s. Hilary | 1251 |
| s. Hildebrand | 1234 |
| s. Hubert | 1211 |
| s. Justin | 1124 |
| s. Lanfranc | 1070 |
| s. Origen | 999 |

**Booth Bros.,**
*Boston, Mass., U.S.*

| | Net Tons |
|---|---|
| s. Panuco | 96 |

**Booth, John R.,**
*Ottawa, Canada.*

| | |
|---|---|
| s. Booth | 194 |

**Booth, W.,**
*New London, Connecticut, U.S.*

| | |
|---|---|
| Cornelius | 147 |
| Hannah Blackman | 135 |

**Booye, Charles W.,**
*Steelman Ville, New Jersey, U.S.*

| | |
|---|---|
| Harry C. Shepherd | 203 |

**Booye, I. T.,**
*Greenport, N.Y.*

| | |
|---|---|
| David Baird | 613 |

**Booye, J. T.,**
*Somers Point, New Jersey, U.S.*

| | |
|---|---|
| Ida C. Schoolcraft | 304 |

**Borbones, E., & J. Borstan,**
*Calle Princesa 21, Barcelona.*

| | |
|---|---|
| Asuncion | 516 |

**Borden, Frederick M.,**
*Cornwallis, N.S.*

| | |
|---|---|
| Harold Borden | 142 |

**Bordes, Ant. Dom., & fils,**
*Quai des Chartrons 10, Bordeaux, and 11, Boulevard Malesherbes, Paris, France.*

| | |
|---|---|
| A. D. Bordes | 2230 |
| Aconcagua | 1272 |
| Adolphe | 1169 |
| Alexandre | 602 |
| Almendral | 573 |
| Antonin | 1660 |
| Apolline Emilie | 710 |
| Blancha | 1527 |
| Blanche & Louise | 572 |
| Cap Horn | 2608 |
| Carioca | 775 |
| s. Cavanca | 7 |
| Chanaral | 1388 |
| Chili | 1278 |
| Coquimbo | 911 |
| France | 3624 |
| Gers | 723 |
| s. Iquique | |
| Marthe | 2658 |
| Mentana | 1023 |
| National | 753 |
| Nord | 3070 |
| Pacifique | 1472 |
| Quillota | 1264 |
| Seine | 627 |
| Strasbourg | 1730 |
| Tarapaca | 2497 |
| Tijuca | 684 |
| Union | 2018 |
| Valentine | 1167 |
| Valparaiso | 1076 |
| Victorine | 1034 |

**Bordes, H., & Co.,**
*Bordeaux, France.*
(Nouvelle Cie. Bordelaise de Nav.)

| | |
|---|---|
| s. Chateau Lafite | 2110 |
| s. Chateau Yquem | 2270 |

**Borelli, A.,**
*Naples, Italy.*

| | |
|---|---|
| Le Sirene | 118 |

**Boreyschi & Maximovitch,**
*Libau, Russia.*

| | |
|---|---|
| s. Anna | 55 |
| s. Engineer | 21 |

**Borg, C. J.,**
*Dragör, Denmark.*
Net Tons
Orion ..... 306
Sir John Franklin ..... 314

**Borges, J. I.,**
*Lisbon, Portugal.*
Henriqueta ..... 894

**Borneo Co., Ld.,**
28, *Fenchurch Street, London, E.C.*
s. Alboin ..... 650
s. Ascanius ..... 74
s. Cape Clear ..... 99

**Borras, B.,**
*Palma, Majorca.*
Mazagán ..... 130
Safi ..... 201

**Börresen, A.,**
*Drammen, Norway.*
Rubens ..... 366

**Börresen, J.,**
*Grimstad, Norway.*
Birgitte ..... 760
Meran ..... 636
Nebo ..... 516
Orion ..... 1234
Polykarp ..... 498
Söridderen ..... 384
Spero ..... 657
Sylphiden ..... 417
Victoria ..... 855

**Borromeo, Doña S.,**
*Manila, Philippine Islands.*
Septiembre Ma Salud ..... 132

**Borruso, G.,**
*Palermo, Sicily.*
Francesca & Natalina ..... 111

**Borst, C., Dz.,**
*Delfzijl, Holland.*
Alida ..... 323

**Borzone, A.,**
*Montevideo, Uruguay.*
Diamant ..... 172

**Bos, E. T.,**
*Delfzijl, Holland.*
Europa ..... 335

**Bos, P. L.,**
*Farmsum, Holland.*
Albertine ..... 127

**Bösch, C. C. H.,**
*Poststrasse* 35, *Bremerhaven, Germany.*
Anna ..... 177
Arion ..... 214
s. Emmy ..... 54

**Bosch y Alsina, Romulo,**
*Calle del Pino* 13 *Prat., Barcelona, Spain.*
Dolores ..... 248

**Bosch y Estapé, J.,**
*Barcelona, Spain.*
María Josefa ..... 115

**Bosch y Sastre, T.,**
*Las Palmas, Canary Islands.*
Net Tons
Margarita Sintes ..... 243
San Antonio ..... 150
Sensat ..... 168

**Bosio, G. B.,**
*Porto Maurizio, Italy.*
Costanzo Tito San Remo ..

**Bosphorus Steam Navigation Co.**
*Constantinople, Turkey.*
*See* CHIRKET I HAIRIE.

**Bosquet, J.,**
*St. Malo, France.*
Francis ..... 330

**Bossa, J. L.,**
*Montevideo, Uruguay.*
Montevideo ..... 149

**Bossard, Ange, & Fils,**
*Rennes, Ille & Vilaine, France.*
Bretagne ..... 374
Caplan ..... 101
Fanny ..... 130
Jeanne d'Arc ..... 495
Marie Berthe ..... 209

**Bossio & Camuyrano,**
*Calle Chabuco* 240, *Buenos Ayres, Argentine Republic.*
s. Deseado ..... 173

**Bossut-Plichon,**
*Roubaix and Dunkirk, France.*
s. Jeanne d'Arc ..... 361
s. Saint André ..... 313
s. Saint Jean ..... 244

**Bostanjoglou, H.,**
*Constantinople, Turkey.*
Murad-i-Bahri ..... 132
Shahin-i-Bahri ..... 124

**Bostanjoglu, H. H.,**
*Constantinople, Turkey.*
Ivan ..... 609
Sahin-i-Bahri ..... 125
Tahir-i-Bahri ..... 307

**Boston & Bangor Steam Ship Co.,**
*P.O. Box* 1884, *Boston, Mass., U.S.*
s. Katahdin ..... 987
s. Lewiston ..... 1052
s. Mount Desert ..... 284
s. Penobscot ..... 1245
s. Rockland ..... 79

**Boston Deep Sea Fishing & Ice Co., Ld.,**
*Fish Quay, Boston Dock, Boston, Lincolnshire.*
s. Benington ..... 39
s. Brothertoft ..... 63
s. Fishtoft ..... 52
s. Frampton ..... 52
s. Freiston ..... 52
s. Holland ..... 72
s. Kesteven ..... 72
s. Kirton ..... 57
s. Leverton ..... 40
s. Lindsey ..... 83
s. Skirbeck ..... 52
s. Sutterton ..... 66
s. Wigtoft ..... 63
s. Witham ..... 83
s. Wyberton ..... 55

**Boston Fruit Co.**
(Manager—A. W. Preston),
*Boston, Mass., U.S.*
Net Tons
s. Bernard ..... 577
s. Bowden ..... 401

**Boston & Gloucester Steamboat Co.,**
*Central Wharf, Boston, Mass., U.S.*
s. City of Gloucester ..... 396

**Boston & Hull Steam Ship Co., Ld.,**
180, *High Street, Hull.*
s. Fox ..... 94
s. Shark ..... 66

**Boston & London Steam Ship Co., Ld.,**
3, *South Street, Boston.*
s. Lizzie & Annie ..... 63

**Boston & Philadelphia Steam Ship Co.**
(General Manager—T. E. B. Sampson),
89, *State Street, Boston, Mass., and* 338, *South Delaware Avenue, Philadelphia, U.S.*
s. Aries ..... 559
s. Indian ..... 1133
s. Norman ..... 847
s. Parthian ..... 1090
s. Saxon ..... 933
s. Spartan ..... 1194

**Boston & Portsmouth Steam Ship Co.,**
*Boston, Mass., U.S.*
s. John Brooks ..... 917

**Boston, Steam Trawling Co. of, Ld.,**
*Boston, Lincolnshire.*
*See* W. F. BEAUMONT.

**Boston Tow Boat Co.,**
*Boston, Mass., U.S.*
s. Joseph Bartram ..... 58
s. Orion ..... 1170
s. Saturn ..... 1817
s. Underwriter ..... 164

**Boström, F. L. O.,**
*Sundsvall, Sweden.*
s. Sundsvall ..... 170

**"Bothnia," Ångb. Aktieb.,**
*Hernösand, Sweden.*
*See* S. J. HAMBERG.

**Böttcher, Franz, Nfl.,**
*Stralsund, Germany.*
Clara Diekelmann ..... 150
Die Gartenlaube ..... 440

**Bottniska, Ångfaktieb.,**
*Haparanda, Sweden.*
*See* A. ZACHRISSOHN.

**Boucher, A.,**
*St. Nazaire, France.*
Albert et Jeanne ..... 573

**Boucher, C. A.,**
*Quebec, Ont., Canada.*
Fabiola ..... 147

**Bouchlas, N. S.,**
*Cephalonia, Greece.*
Net Tons
Polyxeni Omirou ..... 229

**Bouclet, L.,**
*Boulogne, France.*
s. Ville de Boulogne .....

**Boudroit, W.,**
*D'Escouse, N.S.*
D. Grant ..... 117

**Boudrot, Armand,**
1, *Boulevard Amiral Courbet, Nantes, France.*
Faust ..... 200

**Boudrot, Israel,**
*Arichat, N.S.*
North America ..... 138

**Boudrot, Thomas,**
*Poulamong, co. Richmond, N.S.*
Annie G. O'Leary ..... 143

**Boughton, David,**
*Cardiff.*
s. Dodo ..... 712

**Boulais, Joseph F. F.,**
*Sorel, Quebec.*
s. Ranger ..... 152

**Boulter, F.,**
*Belville, Ontario.*
s. Saxon ..... 123

**Boulton, H. L.,**
*Laguayra, Venezuela.*
s. El Progresso ..... 225

**Boulton, William,**
1, *Barge Dock Side, Goole.*
Young Fox ..... 80

**Boumboulis, G., & Co.,**
*Syra, Greece.*
Chios ..... 174

**Bourakis, M.,**
*Syra, Greece.*
Elpis ..... 149

**Bouras, G. N. & D.,**
*Skiathos, Greece.*
Nicolaos ..... 142

**Bourcier, Vve.,**
*Haute-Ile, near Nantes, France.*
Actif ..... 324

**Bourgeois, C.,**
*St. Angele, Quebec.*
s. Glacial ..... 74

**Bourke & Huntrods,**
*Commercial Buildings, Station Road, Workington.*
Net Tons
Conishead .....

**Bournemouth, Swanage & Poole Steam Packet Co., Ld.,**
*Richmond Chambers, Bournemouth.*
s. Brodick Castle .....
s. Lord Elgin .....
s. Windsor Castle .....

**Bowden, H.,**
*Hobart, Tasmania.*
Free Trader .....

**Bowen, J. A.,**
*Fall River, Mass., U.S.*
Fanny C. Bowen .....
Lizzie H. Brayton .....

**Bowen, John,**
*Rye, Sussex.*
Forester .....

**Bowen, William,**
*New Dock, Llanelly.*
Elliot .....
s. George Peabody .....

**Bower, David,**
*Adelaide, S.A.*
Mary Blair .....

**Bowker, F. S.,**
*Bath, Maine, U.S.*
Henry H. Chamberlain .....
William H. Devonport .....

**Bowlby, Calvin A.,**
*Port Medway, N.S.*
Alert .....

**Bowles, Fred. J.,**
*Falmouth Docks, Falmouth.*
s. Briton .....

**Bowman, George,**
29, *Lister Street, and St. Andrew's Dock, Hull.*
s. City of Glasgow .....
City of Lincoln .....
City of Manchester .....
s. City of Wakefield .....
s. City of Westminster .....
s. City of Winchester .....
City of York .....

**Bowman, Geo. Walter,**
*St. Andrew's Dock, Hull.*
s. City of Birmingham .....

**Bowne, W. B.,**
*Boston, Mass., U.S.*
Alice Holbrook .....
Fortuna .....
Katherine D. Perry .....
Marjorie .....



s. désigne les Vapeurs.

**Bowring, C. T., & Co.,**
*Walmer Buildings, 6, Water Street, Liverpool.*

| | Net Tons |
|---|---|
| s. Aurora | 386 |
| s. Capulet | 1461 |
| Cordelia | 564 |
| Desdemona | 1490 |
| Dunure | 176 |
| s. Falcon | 311 |
| Imogene | 176 |
| s. Kite | 190 |
| May Cory | 163 |
| Othello | 1450 |
| Vidonia | 196 |
| Viola | 595 |

(Bear Creek Oil & Shipping Co., Ld.)

| | |
|---|---|
| s. Snowflake | 1726 |

(New York, Newfoundland and Halifax S.S. Co., Ld.)

| | |
|---|---|
| s. Miranda | 734 |
| s. Portia | 732 |
| s. Silvia | 1104 |

(Red Cross Shipping Co., Ld.)

| | |
|---|---|
| Glenfinlas | 2148 |
| Glenorchy | 2149 |

**Bowring, C. T., & Co.,**
*30 and 51, Lime Street, London, E.C.*
(*See* English and American Shipping Co., Ld.)

**Bowser, J. E., & Son,**
*Watergate, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Beeswing | 1248 |
| s. Bernicia | 1652 |
| s. Cresswell | 1287 |
| s. Flamboro | 1259 |
| s. Wansbeck | 1066 |

**Boyadjioglou, G. V.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Anaxarthitos | 158 |
| Yorghios-Keh-Janni | 222 |

**Boyd Bros. & Co., Ld.,**
(In liquidation.)
*26, Waring Street, Belfast.*

| | |
|---|---|
| Goodrich | 2153 |

**Boyd, James,**
*30, Queen Street, Helensburgh.*

| | |
|---|---|
| East Lothian | 1389 |
| Madagascar | 2077 |
| Mozambique | 2305 |
| West Lothian | 1814 |

**Boyd, James D.,**
*77, Broad Street, New York, U.S.*

| | |
|---|---|
| Avonport | 909 |

**Boyd, M., (Mrs.),**
*Silverae, Ardrossan.*

| | |
|---|---|
| Clio | 179 |

**Boyd, T. A.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| William Bement | 177 |

**Böye, H. C.,**
*Marstal, Denmark.*

| | |
|---|---|
| Cito | 139 |

**Boye, R. J.,**
*Marstal, Denmark.*

| | |
|---|---|
| Olga | 160 |

**Boye, R. O.,**
*Marstal, Denmark.*

| | |
|---|---|
| Ellnor | 163 |

**Boyes, John,**
*Grange Road, West Hartlepool.*

| | Net Tons |
|---|---|
| Charity | 199 |
| William & Annie | 189 |

**Boyes & Ruyter,**
*Börsennehengebande 28, Bremen, Germany.*

| | |
|---|---|
| Alcyone | 2148 |
| Aldebaran | 1836 |
| Altair | 2346 |
| Katharine | 1604 |

**Boysen, Joh.,**
*Christiansand, Norway.*

| | |
|---|---|
| Axel | 885 |
| Gudny | 834 |
| Hugo | 830 |

**Bozzano fratelli,**
*Via San Luca 4, Genoa, Italy.*

| | |
|---|---|
| Annetta | 185 |
| Daino | 200 |

**Bozzo, Emanuele,**
*Camogli, Italy.*

| | |
|---|---|
| Nostra Signora del Sacro cuore di Gesù | 543 |

**Bozzo, Fortunato, di Andrea,**
*Via Vittorio Emmanuele, No. 2, Camogli, Italy.*

| | |
|---|---|
| Olivari | 483 |

**Bozzo, Francesco,**
*Camogli, Italy.*

| | |
|---|---|
| Noli | 208 |

**Bozzo, Fratelli, di Andrea,**
*Ponte Salumi, Genoa, Italy.*

| | |
|---|---|
| Geronima Bozzo | 193 |

**Bozzo, Metilde,**
*Via Vittorio Emmanuele, Camogli, Italy.*

| | |
|---|---|
| Monte A. | 788 |

**Braathen, E.,**
*Christiana, Norway.*

| | |
|---|---|
| Robert | 148 |

**Braathen, G. A.,**
*Carlstad, Sweden.*

| | |
|---|---|
| s. Union | 124 |

**Brackmann, J. C.,**
*Reval, Russia.*

| | |
|---|---|
| Livonia | 311 |

**Bradburn, Isaac,**
*95, Old Hall Street, Liverpool.*

| | |
|---|---|
| Bertie | 107 |
| s. Gertie | 55 |

**Bradley, M. A.,**
*Western Reserve Building, Cleveland, Ohio.*

| | |
|---|---|
| s. Alva | 2001 |

**Bradstreet, F. T.,**
*Gardiner, Maine, U.S.*

| | |
|---|---|
| George Nevinger | 228 |

**Brady, J. G.,**
*Sitka, Alaska, U.S.*

| | |
|---|---|
| Leo | 172 |

**Braga, J. F.,**
*Para, Brazil.*

| | Net Tons |
|---|---|
| s. Para & Amazonas | 335 |

**Bragâo, L. F.,**
*Aveiro, Portugal.*

| | |
|---|---|
| Augusto | 142 |

**Bragdon, J. H.,**
*New York, U.S.*

| | |
|---|---|
| J. F. Coolidge | 425 |

**Bragg, Edwin A.,**
*Tuckerton, N.J., U.S.*

| | |
|---|---|
| William M. Wilson | 240 |

**Brahms, J. H.,**
*Boekzeteler Fehn, Germany.*

| | |
|---|---|
| Henriette | 102 |

**Braila Steam Ship Co., Ld.,**
*2, Great St. Helens, London, E.C.*

| | |
|---|---|
| s. Virginia Peirano | 1340 |

**Brailli, G., & Co.,**
*Bute Docks, Cardiff.*

| | |
|---|---|
| Ida B. | 707 |
| Marietta Brailli | 920 |
| Sofia B. | 791 |

**Brailli, P.,**
*Bute Docks, Cardiff.*

| | |
|---|---|
| Canute | 1215 |

**Brainard, F.,**
*Middletown, Conn., U.S.*

| | |
|---|---|
| F. Grenville Russell | 164 |

**Brainard, G. M.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| George E. Prescott | 133 |

**Brainard Quarry Co.,**
*Portland, Conn., U.S.*

| | |
|---|---|
| G. A. Hayden | 103 |
| Helen Augusta | 134 |
| Helen P. | 138 |
| James Duffield | 178 |

**Braine, Geo. D.,**
*14, Overcliff, Gravesend, Kent.*

| | |
|---|---|
| s. Contest | 10 |
| s. Warrior | 23 |

**Bramslöw, F. C.,**
*Marienstrasse, 85, St. Pauli, Hamburg, Germany.*

| | |
|---|---|
| Este | 1358 |

**Bramwell & Gardiner,**
*16, London Street, London, E.C.*

| | |
|---|---|
| Edinburgh | 1406 |
| Glenbervie | 800 |

**Brancaccio, A., & R. Tengo,**
*Naples, Italy.*

| | |
|---|---|
| Imperatrice | 103 |

**Brand, W. H.,**
*Port Hope, Ontario.*

| | |
|---|---|
| Annie Minnes | 155 |

**Brandt, H. T.,**
*Copenhagen, Denmark.*

| | Net Tons |
|---|---|
| Felix Brandt | 363 |

**Brandt, N. H.,**
*Æröskjöbing, Denmark.*

| | |
|---|---|
| Familiens Haab | 114 |

**Branford, John,**
*Mariners Place, Knottingley, Yorks.*

| | |
|---|---|
| s. Message | 67 |

**Brankelow Steam Ship Co., Ld.,**
*28, Chapel Street, Liverpool.*
*See* W. WHEATLEY & Co.

**Brantjes, N.,**
*Purmerend, Holland.*

| | |
|---|---|
| Antelope | 1030 |
| Koophandel | 613 |
| Maria | 265 |
| Willem Eggerts | 1276 |

**Bras d'Or Steam Navigation Co., Lim.,**
*Halifax, N.S.*

| | |
|---|---|
| s. Blue Hill | 98 |
| s. May Queen | 90 |
| s. Neptune | 66 |

**Bratt, Adolph,**
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Bohus | 139 |
| (Ångfartygs Aktieb. "Amicitia.") | |
| s. Adolf | 655 |

**Braund, Joseph,**
*Port Hope, Ontario.*

| | |
|---|---|
| Vienna | 135 |

**Bräunlich, C. J. F.,**
*Stettin, Germany.*

| | |
|---|---|
| s. Clara | 201 |
| s. Der Kaiser | 122 |
| s. Die Dievenow | 68 |
| s. Freia | 421 |
| s. Glückauf | 269 |
| s. Kronprinz Friedrich Wilhelm | 121 |
| s. Meitzen | 269 |
| s. Misdroy | 77 |
| s. Princess Royal Victoria | 100 |
| s. Terra | 72 |

**Bray, William C.,**
*Lynn, Norfolk.*

| | |
|---|---|
| Sceptre | 208 |

**Brazilian Coal Co., Ld.,**
*Cory Chambers, Cardiff.*

| | |
|---|---|
| s. Cardiff | 18 |

**Brazilian Government,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Elena | 182 |
| s. Farrapo | 89 |
| s. Itaipu | 692 |

**Breckwoldt, H. P., jr.,**
*Blankenese, Germany.*

| | |
|---|---|
| Kosmos | 1286 |
| Montrosa | 984 |
| Pionier | 1194 |
| Planet | 814 |

**Breckwoldt, J. J.,**
*Hauptstrasse 149c, Blankenese, Germany.*

| | |
|---|---|
| Senta | 1037 |
| Woosung | 745 |

**Breda, Ferd.,**
*Christiania, Norway.*

| | Net Tons |
|---|---|
| Bella | 522 |
| Betty | 662 |
| Capella | 663 |
| Concurrent | 547 |
| Ferdinand | 1236 |
| Hanna | 897 |
| Helena | 647 |

**Bredal, J.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Hvide Stjerne | 164 |
| Kvik | 153 |

**Bredt, August,**
*Gotha, Germany.*

| | |
|---|---|
| s. Cæsar | 1509 |

**Bredt, J. A.,**
*St. Petersburg, Russia.*

| | |
|---|---|
| s. Deutscher Kaiser | 944 |

**Breede, Mikkel,**
*Peters Capelle, Lemsal, Livland, Russia.*

| | |
|---|---|
| Julianna | 161 |
| Tantivy | 316 |

**Breining, A. N.,**
*Kolding, Denmark.*

| | |
|---|---|
| Anna | 306 |

**Breinkopf, Diedrich,**
*Dondangen, Kurland, Russia.*

| | |
|---|---|
| Mars | 162 |
| Reptor | 264 |

**Breissan, J. B.,**
*15, Rue Beranger, Paris, France.*

| | |
|---|---|
| s. Cotentin | 67 |

**Bremer, Bennett & Bremer,**
*61, Mark Lane, London, E.C.*

| | |
|---|---|
| s. Saxon | 335 |

**Bremer Schiffsbau Gesellschaft,**
*Vegesack, Germany.*

| | |
|---|---|
| Chile | 2094 |
| Vegesack | 92 |

**Bretel frères,**
*St. Vaast, France.*

| | |
|---|---|
| s. B.F. | 85 |
| s. Roitelet | 50 |

**Brett, James E.,**
*84, Broad Street, New York, U.S.*

| | |
|---|---|
| C. C. Sweeny | 596 |
| Eleanor M. Williams | 682 |
| Glenelda | 745 |
| Nellie Brett | 689 |
| Olive Thurlow | 627 |
| Tillie Baker | 683 |

**Brett, P.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Lady Ellen | 193 |

**Brewer, C., & Co.,**
*27, Kilby Street, Boston, Mass., U.S.*

| | |
|---|---|
| Amy Turner | 961 |
| Edward May | 890 |
| Foohng Suey | 1036 |
| Helen Brewer | 1517 |
| John D. Brewer | 926 |
| Martha Davis | 833 |

### Brewster, M. V. B.,
*New York, U.S.*

| | Net Tons |
|---|---|
| George R. Congdon | 435 |

### Briand,
*Cherbourg, France.*

| | |
|---|---|
| Aimee Victoire | 109 |

### Briaudeau fils & Cie.,
*Rue Gresset* 15, *Nantes, France.*

| | |
|---|---|
| Edouard | 550 |
| Joinville | 497 |
| Mazatlan | 459 |

### Bridge, N. W.,
182, *State Street, Boston, Mass., U.S.*

| | |
|---|---|
| H. C. Sibley | 481 |
| Stockton | 394 |

### Bridgeport & Port Jefferson Steamboat Co.
(Agent—Chas. E. Miller),
*Bridgeport, Connecticut, U.S.*

| | |
|---|---|
| s. Nonowantuc | 136 |

### Bridgeport Steam Boat Co.,
*Bridgeport, Connecticut, U.S.*

| | |
|---|---|
| s. City of Bridgeport | 340 |
| s. Nutmeg State | 734 |
| s. Waterbury | 946 |

### Bridges, James G.,
*Leith.*

| | |
|---|---|
| s. Clyde | 68 |
| s. Empress of India | 24 |
| s. Flying Cloud | 22 |
| s. Wanderer | 35 |

### Briggs, C. J.,
*John Street, Sunderland.*

| | |
|---|---|
| s. Cromer | 162 |

### Briggs, H., Sons & Co.,
*Hull.*

| | |
|---|---|
| s. Chrysolite | 1047 |
| s. Delos | 981 |
| s. Flos | 998 |
| s. Helios | 1249 |
| s. Imbros | 1276 |
| s. Jeranos | 1288 |
| s. Northumbria | 1215 |
| s. Precurseur | 836 |

### Briggs, Harvie & Co.,
81, *St. George's Place, Glasgow.*

| | |
|---|---|
| Chelmsford | 2197 |
| Chiltonford | 2198 |
| Gifford | 2113 |
| Gunford | 2108 |

### Briggs, Henry,
16, *King Street, South Shields.*

| | |
|---|---|
| s. Blythwoode | 715 |

### Briggs, James C.,
*New Bedford, Mass., U.S.*

| | |
|---|---|
| J. J. Little | 142 |

### Brightman, L. & F. R., & Co.,
*New Bedford, Mass., U.S.*

| | |
|---|---|
| Frances A. Barstow | 121 |
| Mermaid | 260 |

### Brighton, Worthing & South Coast Steam Boat Co., Ld.,
84, *North Street, Brighton.*

| | |
|---|---|
| s. Brighton | 34 |
| s. Princess May | 99 |
| s. Sea Breeze | 33 |

### Brillas, Salvio,
*Porto Rico, West Indies.*

| | Net Tons |
|---|---|
| Pepita | 271 |

### Brilli, L. G., & Co.,
*Scios, Asiatic Turkey.*

| | |
|---|---|
| Alexandros | 422 |

### Brimsow, Joseph,
*Port Arthur, Ontario.*

| | |
|---|---|
| s. Kakabeka | 75 |

### Brinch, P.,
*Esbjerg, Denmark.*

| | |
|---|---|
| Ribe | 448 |
| Zara | 244 |

### Brinck, N. H.,
*Sönderho, Fanö, Denmark.*

| | |
|---|---|
| C. M. Sauerland | 247 |
| Cathrine | 163 |
| Hans | 240 |
| Henny | 498 |

### Brinham, William,
20, *West Dock Avenue, Hull.*

| | |
|---|---|
| Florence & Ann | 83 |
| Silvery Wave | 87 |

### Brinkmann, A.,
*Börn a/Darss, Germany.*

| | |
|---|---|
| Sophie | 127 |

### Brissolere, S.,
*Monte Video, Uruguay.*

| | |
|---|---|
| Isla Mala | 231 |

### Bristol City Line.
*See* CHAS. HILL & SONS.

### Bristol, Corporation of the City of,
*Bristol.*

| | |
|---|---|
| s. B. D. No. 1 | 415 |
| s. Bull Dog | 62 |

### Bristol Steam Navigation Co., Ld.,
50, *Prince Street, Bristol.*

| | |
|---|---|
| s. Aline | 1112 |
| s. Argo | 516 |
| s Bivouac | 706 |
| s. Clio | 470 |
| s Echo | 570 |
| s. Hero | 478 |
| s. Juno | 488 |
| s. Nigel | 825 |

### Britain S. S. Co., Ld.,
2, *Whittington Avenue, London, E.C.*
*See* WATTS, WARD & CO.

### Britannic Steam Shipping Co., Ld.,
40, *West Sunniside, Sunderland.*
*See* GREENWELL & PARSONS.

### British & African Steam Navigation Co., Ld.,
14, *Castle Street, Liverpool.*
*See* ELDER, DEMPSTER & CO.

### British & Burmese Steam Navigation Co., Ld.,
15, *St. Vincent Place, Glasgow.*

| | |
|---|---|
| s. Arracan | 1856 |
| s. Pegu | 2391 |

### British & Colonial S.N.Co., Ld.,
*East India Chambers,* 23, *Leadenhall Street, London, E.C.*
*See* BUCKNALL BROS.

### British Columbia Mills, Timber & Trading Co.,
*Vancouver, B.C.*

| | Net Tons |
|---|---|
| s. Active | 119 |

### British & Eastern Shipping Co., Ld.,
*H, Bank Chambers,* 3, *Cook Street, Liverpool.*
*See* J. MACDONALD.

### British & Foreign S.S. Co., Ld.
(SAINT LINE.)
67, *South John Street, Liverpool.*
*See* RANKIN, GILMOUR & CO.

### British India Associated Steamers, Ld.,
9, *Throgmorton Avenue, London, E.C.;* 203, *West George Street, Glasgow; and Calcutta.*

| | |
|---|---|
| s. Avoca | 3410 |
| s. Chyebassa | 1688 |
| s. Dilwara | 3517 |
| s. Dorunda | 2010 |
| s. India | 2592 |
| s. Jumna | 3288 |
| s. Merkara | 1949 |
| s. Navarino | 2189 |
| s. Roma | 1743 |

### British India Steam Navigation Co., Ld.,
9, *Throgmorton Avenue, London, E.C.;* 203, *West George Street, Glasgow; and Calcutta.*

| | |
|---|---|
| s. Africa | 1299 |
| s. Amra | 161 |
| s. Aska | 130 |
| s. Assyria | 970 |
| s. Baghdad | 809 |
| s. Bancoora | 2170 |
| s. Bezwada | 3270 |
| s. Bhundara | 2190 |
| s. Booldana | 2134 |
| s. Byculla | 1072 |
| s. Camorta | 1355 |
| s. Canara | 1216 |
| s. Chanda | 1305 |
| s. Chilka | 1450 |
| s. Chindwara | 1487 |
| s. Chupra | 1432 |
| s. Coconada | 547 |
| s. Colaba | 1071 |
| s. Commilla | 550 |
| s. Culna | 1469 |
| s. Dumra | 785 |
| s. Dunera | 3457 |
| s. Dwarka | 785 |
| s. Eclipse | 14 |
| s. Ellora | 1471 |
| s. Escort | 55 |
| s. Ethiopia | 1302 |
| s. Fazilka | 2698 |
| s. Fultala | 2692 |
| s. Goa | 1217 |
| s. Goalpara | 1355 |
| s. Golconda | 3845 |
| s. Goorkha | 2617 |
| s. Hasty | 64 |
| s. Henzada | 1341 |
| s. Huzara | 1336 |
| s. Japan | 1865 |
| s. Java | 920 |
| s. Kangra | 1469 |
| s. Kapurthala | 672 |
| s. Karagola | 598 |
| s. Kasara | 505 |
| s. Katoria | 674 |
| s. Kerbela | 1458 |
| s. Khandalla | 1318 |
| s. Kilwa | 993 |
| s. Kistna | 524 |
| s. Kola | 498 |
| s. Lalpoora | 2140 |
| s. Landaura | 2148 |
| s. Lawada | 2140 |
| s. Lindula | 2199 |
| s. Loodiana | 2140 |
| s. M. Meanatchy | 1368 |
| s. Madura | 1373 |
| s. Malda | 1250 |

(*Continued.*)

### British India Steam Navigation Co., Ld.
(*continued.*)

| | Net Tons |
|---|---|
| s. Manora | 2995 |
| s. Mecca | 919 |
| s. Megna | 754 |
| s. Mergui | 126 |
| s. Mombassa | 3039 |
| s. Muttra | 2985 |
| s. Nerbudda | 1948 |
| s. Nevasa | 1932 |
| s. Nowshera | 1938 |
| s. Nuddea | 1932 |
| s. Pachumba | 544 |
| s. Palamcotta | 2208 |
| s. Palitana | 1956 |
| s. Patna | 1149 |
| s. Pemba | 987 |
| s. Pentakota | 2209 |
| s. Pundua | 2156 |
| s. Purnea | 2156 |
| s. Purulia | 993 |
| s. Putiala | 1956 |
| s. Rajpootana | 1312 |
| s. Ramapoora | 365 |
| s. Rangoon | 215 |
| s. Rasmara | 307 |
| s. Rewa | 2519 |
| s. Scindia | 2030 |
| s. Secundra | 1691 |
| s. Simla | 1039 |
| s. Sirdhana | 2055 |
| s. Sirsa | 1691 |
| s. Spunkie | |
| s. Umballa | 1242 |
| s. Vadala | 2164 |
| s. Vasna | 482 |
| s. Virawa | 2158 |
| s. Vita | 501 |
| s. Wardha | 2552 |
| s. Warora | 2554 |

### British & Irish Steam Packet Co., Lim.,
3, *North Wall, Dublin.*

| | |
|---|---|
| s. Lady Hudson Kinahan | 649 |
| s. Lady Martin | 659 |
| s. Lady Olive | 570 |
| s. Lady Wodehouse | 470 |
| s. Lady Wolseley | 750 |

### British & Mexican Shipping Co., Ld.,
29, *Hanover Street, Liverpool.*
*See* W. C. JARVIS & SONS.

### British & North Atlantic Steam Navigation Co., Ld.,
18, *James Street, Liverpool.*
*See* RICHARDS, MILLS & CO.

### British Ship Owners' Co., Ld.,
16, *Mersey Chambers, Liverpool.*

| | |
|---|---|
| s. British Crown | 2065 |
| s. British Empire | 1971 |
| British General | 1754 |
| British Isles | 2394 |
| s. British King | 3042 |
| British Merchant | 1696 |
| s. British Prince | 2490 |
| s. British Princess | 2485 |
| s. British Queen | 2807 |
| British Yeoman | 1898 |

### British Steam Trawling Co., Lim.,
*Hull.*

| | |
|---|---|
| s. Ant | 69 |
| s. Bee | 47 |
| s. Cricket | 57 |
| s. Fly | 59 |
| s. Gnat | 48 |
| s. Grasshopper | 57 |
| s. Hornet | 48 |
| s. Irrawaddy | 48 |
| s. Locust | 57 |
| s. Mantis | 57 |
| s. Midge | 48 |
| s. Mosquito | 48 |
| s. Moth | 48 |
| s. Scorpion | 57 |
| s. Spider | 30 |
| s. Tarantula | 57 |
| s. W. E. Gladstone | 46 |
| s. Wasp | 48 |

### Brito, E. J. C.,
*Para, Brazil.*

| | |
|---|---|
| s. Gião | 118 |

### Brito, J. M. da Rocha,
*Rio de Janeiro, Brazil.*

| | Net Tons |
|---|---|
| Brito Junior | 146 |

### Britteon, A. J.,
*Bevan Street, Lowestoft.*

| | |
|---|---|
| Maud of Scotland | 64 |

### Brockelbank, R. S.,
58, *Thurlestone Road, West Norwood, Surrey.*

| | |
|---|---|
| s. Ayacanora | 86 |
| s. Commodore | 87 |
| s. Hypatia | 98 |

### Brocklebank, T. & J.,
20, *Bixteth Street, Tithebarn Street, Liverpool.*

| | |
|---|---|
| s. Ameer | 2032 |
| Bactria | 2082 |
| Belfast | 1853 |
| s. Gaekwar | 2745 |
| Holkar | 2986 |
| Khyber | 1937 |
| s. Mahratta | 3039 |
| Majestic | 1884 |
| s. Pindari | 3033 |
| Sindia | 2032 |
| Zemindar | 2033 |

### Brockway, D. S.,
*Baltimore, U.S.*

| | |
|---|---|
| s. Greensborough | 175 |

### Brockway, E. P.,
*New London, Conn., U.S.*

| | |
|---|---|
| Oliver Schofield | 371 |

### Brodersen, A.,
*Mandal, Norway.*

| | |
|---|---|
| Alexandra | 417 |
| Arizona | 439 |

### Brodersen, Vaughan & Co.,
10, *South Castle Street, Liverpool.*

| | |
|---|---|
| Iquique | 1550 |

### Brodin, O. A.,
*Gefle, Sweden.*

| | |
|---|---|
| s. Bylgia | 61 |
| Fenja | 345 |
| Frej | 438 |
| John | 340 |
| Vulcan | 370 |
| (Rederibolag "Concordia") | |
| s. Kolga | 384 |

### Brodtkorb, Lauritz,
*Vadsö, Norway.*

| | |
|---|---|
| s. Varanger | 70 |

### Bröhan, August,
*Cranz, Germany.*
(Cranzer Fischdampfer Gesellschaft.)

| | |
|---|---|
| s. August Bröhan | 77 |
| s. Fock & Hubert | 77 |
| s. Witt & Bartels | 77 |

### Brolin, G.,
*Skeppsbron* 30, *Stockholm, Sweden.*
(Stockholms Ångfartygs Rederib.)

| | |
|---|---|
| s. Allegro | 665 |
| s. Atalanta | 665 |
| s. Bergsund | 665 |
| s. Dux | 665 |
| s. Motala | 665 |
| s. Nautilus | 665 |
| s. Presto | 665 |
| s. Rex | 665 |
| s. Stockholm | 665 |
| s. Tellus | 665 |



s. désigne les Vapeurs.

**Bromberg, M.,**
*Porto Alegre, Brazil.*

| | Net Tons |
|---|---|
| s. Arroio de Pelotas | 115 |

**Bromley, William,**
*Fair View, Gravesend.*

| | |
|---|---|
| Gravesend | 118 |

**Brondi, Angelo,**
*Lerici, Italy.*

| | |
|---|---|
| Paradiso | 682 |

**Brönlund, E.,**
*Arendal, Norway.*

| | |
|---|---|
| Diamanten | 291 |

**Brooke, Rajah,**
*Sarawak, Borneo.*

| | |
|---|---|
| s. Lorna Doone | 55 |

**Brooke & Worthington,**
10, *Tower Chambers, Liverpool.*
*See* J. HALL WORTHINGTON & Co.

**Brookfield, William Herbert,**
*Halifax, N.S.*

| | |
|---|---|
| Alice | 116 |

**Brooks, Charles,**
*East Marion, Suffolk, New York, U.S.*

| | |
|---|---|
| Emma M. Fox | 186 |

**Brooks, John F.,**
92, *State Street, Boston, Mass., U.S.*

| | |
|---|---|
| Lucy W. Snow | 299 |
| Nineveh | 470 |

**Brooks, John G.,**
*Belfast, Maine, U.S.*

| | |
|---|---|
| Flora Condon | 219 |

**Brooks, William,**
*Queen's Hill House, Newport, Mon.*

| | |
|---|---|
| Mary Elizabeth | 177 |
| Nelson Hewertson | 240 |
| s. Planet | 250 |
| William Geake | 277 |

**Broström, Axel,**
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Axel | 189 |
| (Angbåts Aktieb. "Ferm"), | |
| s. Atlas | 378 |
| s. Fenix | 177 |
| s. Ferm | 213 |
| s. Ferro | 971 |
| s. Freja | 169 |
| s. Frigg | 157 |
| s. Kullen | 323 |
| (Ångf. Aktieb. "Tirfing"), | |
| s. Karin | 255 |
| s. Liban | 244 |
| s. Stanton | 600 |
| s. Tento | 540 |
| s. Thor | 236 |
| s. Tirfing | 286 |

**Broughton, V. D.,**
51, *Elms Road, Clapham Common, London, S.W.*

| | |
|---|---|
| General Havelock | 121 |

**Brouskos, K. D.,**
*Hydra, Greece.*

| | |
|---|---|
| Kalliopi | 249 |

**Brouwer, E. P.,**
*Farmsum, Holland.*

| | Net Tons |
|---|---|
| Hillechiena Helena | 457 |

**Brövig, G. C.,**
*Lökken, pr. Farsund, Norway.*

| | |
|---|---|
| Emilie Marie | 600 |
| Gyda | 657 |
| Henrik Ibsen | 819 |
| Jabez | 920 |
| Memory | 398 |

**Brown, Alfred,**
93, *West Regent Street, Glasgow.*

| | |
|---|---|
| Nile | 2079 |

**Brown, A.,**
*Machias, Maine, U.S.*

| | |
|---|---|
| T. W. Cooper | 150 |

**Brown, A. M.,**
*Perth, Amboy, N.J., U.S.*

| | |
|---|---|
| Welcome R. Beebe | 386 |

**Brown Bros.,**
*Victoria, B.C.*

| | |
|---|---|
| Agnes McDonald | 107 |

**Brown, C. B.,**
24, *Pine Street, New York, U.S.*

| | |
|---|---|
| Dora Mathews | 373 |

**Brown & Co.,**
*Port Hope, Ontario.*

| | |
|---|---|
| Mary Ann Lydon | 245 |

**Brown, E.,**
*St. Petersburg, Russia.*

| | |
|---|---|
| s. Alice | 742 |
| s. Caroline | 957 |

**Brown, E.,**
*Wismar, Germany.*

| | |
|---|---|
| s. Commerzienrath Boeckel | 814 |

**Brown, F.,**
*Machias, Maine, U.S.*

| | |
|---|---|
| s. Caroline | 106 |

**Brown, George,**
26, *Thomas Street, South Shields.*

| | |
|---|---|
| s. President | 26 |
| s. Vigilant | 17 |

**Brown, George W.,**
*Port Arthur, Ontario.*

| | |
|---|---|
| Cambria | 590 |

**Brown, Henry,**
*Quebec, Canada.*

| | |
|---|---|
| s. Florence | 90 |

**Brown, H. G., & Co., Ld.**
(Managers—Gibb, Livingstone & Co.),
6, *Icehouse Street, Victoria, Hong Kong.*

| | |
|---|---|
| William Le Lacheur | 573 |

**Brown, James,**
*Oakland, Cal., U.S.*

| | |
|---|---|
| Alexander McNeil | 1088 |

**Brown, J. B.,**
*New York, U.S.*

| | Net Tons |
|---|---|
| Charmer | 163 |

**Brown, James,**
6, *Thorndale Avenue, Belfast.*

| | |
|---|---|
| Indian Queen | 102 |

**Brown, James & Alexander,**
*Newcastle, N.S.W.*

| | |
|---|---|
| s. Alice | 218 |
| s. Bungaree | 85 |
| s. Duckenfield | 552 |
| s. Goolwa | 116 |
| s. Phœbe | 391 |
| s. Prince Alfred | 83 |
| s. Storm Cock | 101 |

**Brown, Jenkinson & Co.,**
147, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| Boadicea | 1824 |
| Vortigern | 2406 |

**Brown, John,**
*Albert Quay, Aberdeen.*

| | |
|---|---|
| s. John Brown | 42 |

**Brown, John H.,**
*Echuca, Victoria.*

| | |
|---|---|
| s. Florence Annie | 137 |

**Brown, Joseph, & Son,**
*Old Castle Building, 26, Preeson's Row, Liverpool.*

| | |
|---|---|
| s. Birchfield | 1480 |
| s. Breckfield | 1988 |
| s. Freshfield | 1750 |
| s. Parkfield | 1678 |

**Brown, P.,**
*Honolulu.*

| | |
|---|---|
| Americana | 839 |

**Brown, Peter,**
*North Shields.*

| | |
|---|---|
| s. Benabourd | 401 |
| s. Ethelbert | 294 |
| s. Guyers | 326 |
| s. James Barrass | 984 |

**Brown, Peter,**
43, *Amaliegade, Copenhagen, Denmark.*
(Dampskibs Selskab "Norden.")

| | |
|---|---|
| s. M. C. Holm | 1575 |
| s. Norden | 769 |
| s. Nordkap | 898 |
| s. Nordpol | 890 |
| s. Nordstjernen | 763 |
| s. Nordvest | 1014 |

**Brown, Robert,**
*Dundalk, co. Louth.*

| | |
|---|---|
| Madeline Ann | 108 |

**Brown, R. & Co.,**
70 & 71, *Bishopsgate Street, London, E.C.*

| | |
|---|---|
| Moss Rose | 114 |

**Brown, Robert, & Co.,**
184, *Union Grove, Aberdeen.*

| | |
|---|---|
| s. Scottish Belle | 47 |
| s. Scottish Queen | 40 |

**Brown, Robson,**
47, *John Street, Sunderland*

| | |
|---|---|
| s. Cossack | 525 |
| s. Galatz | 521 |

**Brown, S.,**
*Newcastle, N.S.W.*

| | Net Tons |
|---|---|
| Riversdale | 1453 |

**Brown, Sons & Co.,**
131, *West Regent Street, Glasgow.*
(Milford Haven Fishing Co., Ld.).

| | |
|---|---|
| s. Admiral | 42 |
| s. Mermaid | 36 |
| s. Triton | 56 |

**Brown Steam Ship Co.,**
(H. H. Brown.)
*Cleveland, Ohio, U.S.*

| | |
|---|---|
| s. Castalia | 1841 |

**Brown & Tawse,**
14, *Exchange Street, Dundee.*

| | |
|---|---|
| s. Tay | 105 |

**Brown, T. S. P.,**
*Perth Amboy, U.S.*

| | |
|---|---|
| O. H. Brown | 999 |

**Brown, Thomas S.,**
*Montreal, Canada.*

| | |
|---|---|
| T. C. Lee | 218 |

**Brown, W.,**
*San Francisco, U.S.*

| | |
|---|---|
| Charles Hanson | 183 |

**Brown & Watson,**
*Glasgow*

| | |
|---|---|
| Kilmeny | |

**Brown, William,**
*Totara, N.Z.*

| | |
|---|---|
| Whangaroa | 131 |

**Brown, William,**
38, *Sterling Street, New Clee, Grimsby, Lincolnshire.*

| | |
|---|---|
| Duke of Newcastle | 87 |

**Brown, Wm., Atkinson & Co.,**
15, *Parliament Street, Hull.*

| | |
|---|---|
| s. Bride | 773 |
| s. Joseph Somes | 654 |
| s. Milan | 910 |

**Brown, William Palgrave,**
82, *Southtown, Great Yarmouth.*

| | |
|---|---|
| Ceres | 111 |

**Brown, William V.,**
*Townsville, Queensland.*

| | |
|---|---|
| s. Burdekin | 80 |
| Woodville | 362 |

**Brown & Yeoman,**
70 & 71, *Bishopsgate Street, London, E.C.*

| | |
|---|---|
| s. Ladoga | 1466 |

**Browne, Edward,**
*Hamilton, Ontario.*

| | |
|---|---|
| E. H. Rutherford | 286 |

**Browne, John L.,**
47, *John Street, Sunderland.*

| | Net Tons |
|---|---|
| s. Harbinger | 1135 |
| (Sunderland S. S. Co., Ld.) | |
| s. Brookside | 1702 |
| s. Fernside | 1227 |
| (Wear S. S. Co., Ld.) | |
| s. Foscolino | 642 |

**Browne & Watson,**
16, *Bothwell Street, Glasgow.*

| | |
|---|---|
| Clyde Vale | 474 |
| Isabel Browne | 1240 |
| Janet McNiel | 871 |
| Martha Reid | 631 |
| Minnie Browne | 983 |
| Ryevale | 844 |

**Brownell, Lewis & Co.,**
*Valparaiso, Chili.*

| | |
|---|---|
| Huasco | 439 |
| Kent | 381 |

**Brownells & Co.,**
13 & 14, *Chapel Chambers, Liverpool.*

| | |
|---|---|
| Annie Speer | 1429 |
| Dartmouth | 915 |
| Hope | 537 |
| Newfield | 1408 |

**Brownfield, M.,**
171, *East India Road, London, E.*

| | |
|---|---|
| s. Athlete | 2 |
| s. Expert | 20 |
| s. Rescue (*Gross*) | 91 |

**Bruand, Vve,**
*Redon, France.*

| | |
|---|---|
| Emilie | 181 |

**Bruce, Babtie & Co.,**
111, *Union Street, Glasgow.*

| | |
|---|---|
| s. Jane Clark | 495 |

**Bruce, C.,**
*Fiskebäckskil, Sweden.*

| | |
|---|---|
| Bohuslän | 345 |
| Ingrid | 219 |
| Svartvik | 180 |

**Bruce, David, & Co.,**
3, *Royal Exchange Place, Dundee.*

| | |
|---|---|
| Airlie | 1429 |
| Arthurstone | 1094 |
| Ballochmyle | 1438 |
| Duntrune | 1457 |
| s. Esquimaux | 466 |
| Glamis | 1099 |
| Lochee | 1655 |
| Maulesden | 1455 |
| Snaigow | 2264 |
| Southesk | 1080 |
| Stracathro | 1159 |
| s. Terra Nova | 450 |
| 3, *Fenchurch Avenue, London, E.C.* | |
| s. Ganges | 1430 |

**Bruce, R. H.,**
*Amoy, China.*

| | |
|---|---|
| Sebastian Bach | 823 |

**Brückner & Albers,**
*Bergstrasse, 9, Hamburg, Germany.*

| | |
|---|---|
| Palmerston | 1136 |
| Shakespeare | 878 |

**Bruggen, H. van,**
*Groningen, Holland.*

| | |
|---|---|
| Palme | 231 |

**Bruhn, F. M.,**
*Flensburg, Germany.*

| | Net Tons |
|---|---|
| s. Diana | 287 |
| s. Ellida | 429 |
| s. Fortuna | 397 |
| s. Thyra | 723 |

**Brulin, C. G.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Fairy | 308 |

**Brundrit & Co.,**
54, *High Street, Runcorn.*

| | |
|---|---|
| s. Cecil | 75 |
| s. Taffy | 100 |

**Brunellière frères, C. & F.,**
*Quai de la Fosse* 84, *Nantes, France.*

| | |
|---|---|
| Fédération | 1041 |
| Henriette | 690 |
| Les Adelphes | 1320 |

**Brunet, F.,**
*St. Anne de la Parade, Champlain, Canada.*

| | |
|---|---|
| Virginie | 104 |

**Brunet, P., fu A.,**
*Toulon, France.*

| | |
|---|---|
| s. Ereta | 97 |

**Bruno, G., fu Sav.,**
*Naples, Italy.*

| | |
|---|---|
| Teresina Bruno | 747 |

**Bruns-Leep, M.,**
*Wandsen, Russia.*

| | |
|---|---|
| Martin | 242 |

**Brunsleep, M. & H. Martinkaln,**
*Wandsen, Russia.*

| | |
|---|---|
| Walgelzeem | 264 |

**Brusco, C.,**
*Syra, Greece.*

| | |
|---|---|
| Zacharula | 286 |

**Bruun, Anton,**
*Arendal, Norway.*

| | |
|---|---|
| Immanuel | 438 |

**Bruun, C. G.,**
*Christiania, Norway.*

| | |
|---|---|
| Olga | 215 |

**Bruun, Carsten,**
*Tönsberg, Norway.*

| | |
|---|---|
| Fædres Minde | 197 |

**Bruun, P.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Hjalmar | 343 |

**Bruusgaard, Kjösterud & Co.**
*Drammen, Norway.*

| | |
|---|---|
| Beaconsfield | 1421 |
| Breidablik | 2309 |
| Drammen | 1274 |
| Einar | 1570 |
| Fritzoe | 1078 |
| Garibaldi | 1414 |
| King Cenric | 1490 |
| Madura | 950 |
| Magdalena | 1050 |
| Natant | 1064 |
| Nordlyset | 1518 |
| Norma | 1116 |
| Parthena | 1381 |
| Vega | 559 |
| Vildanden | 1495 |

**Bryant, F.,**
*Nicholas Lane, London, E.C.*

| | Net Tons |
|---|---|
| Thomas Arbuthnot | 621 |

**Bryant, George T.,**
11, *Commercial Buildings, Jersey.*

| | |
|---|---|
| Ocean Queen | 133 |

**Bryant, James G.,**
*Jonesport, Maine, U.S.*

| | |
|---|---|
| Gamma | 154 |

**Bryde, C. M. & J. M.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Joanchas | 124 |

**Bryde, Johan,**
*Sandefjord, Norway.*

| | |
|---|---|
| Alf | 330 |
| Fortuna | 1332 |
| Helga | 1165 |
| Kommandör Svend Föyn | 2422 |
| Lancing | 2600 |
| Lydia | 1242 |
| Mathilde | 834 |

**Bryde, J. M.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Anna | 892 |
| Dagmar | 1013 |
| Heimdal | 139 |
| Jenny | 572 |
| (Actieselsk. "Atlantic") | |
| Caroline | 1128 |

**Brydon, John McKenzie,**
*Eagle Street, Brisbane, Queensland.*

| | |
|---|---|
| s. Beagle | 156 |

**Bryne, Thorstein,**
*Stavanger, Norway.*

| | |
|---|---|
| Concord | 332 |
| Laugen | 265 |

**Bryson, Jameson & Co.,**
*Queen's Dock, Hull.*

| | |
|---|---|
| s. Eastwood | 934 |
| s. Righi | 903 |
| s. Westwood | 1000 |

**Bucavalla, L.,**
*Spezzia, Greece.*

| | |
|---|---|
| Megali Mirtidiotissa | 153 |

**Buccellato, A.,**
*Porto Empedocle, Italy.*

| | |
|---|---|
| Diva | 164 |

**Buccelli y Loero,**
*Calle del Ecuador, No.* 5, *Callao, Peru.*

| | |
|---|---|
| Japan | 394 |
| Lothair | 794 |

**Buch, H. M.,**
*Dröbak, Norway.*

| | |
|---|---|
| Gjede | 204 |

**Buchanan, George,**
*Glasgow.*

| | |
|---|---|
| s. Eagle | 47 |
| s. Elaine | 44 |
| s. Shandon | 43 |
| s. Vivid | 67 |

**Buchanan, W. & J. C. & J. D.,**
10, *Bridge Wharf, Glasgow.*

| | |
|---|---|
| s. Isle of Arran | 69 |

**Buck, Richard P., & Co.,**
29, *South Street, New York, U.S.*

| | Net Tons |
|---|---|
| Allanwilde | 607 |
| Belle of Bath | 1347 |
| Daniel Barnes | 1436 |
| Edward Kidder | 965 |
| Herald | 475 |
| Iceberg | 1136 |
| Lizzie Lane | 220 |
| Sallie I'on | 523 |

**Buckaloo, J.,**
*Bridgetown, N.J., U.S.*

| | |
|---|---|
| Fannie Reiche | 325 |

**Buckden, Moses,**
92, *Church Street, Grimsby.*

| | |
|---|---|
| Queen Victoria | 75 |

**Buckle, Francis,**
*Pyrmont, Sydney, N.S.W.*

| | |
|---|---|
| Emperor | 108 |

**Buckley, Catherine (Mrs.),**
12, *Monerea Terrace, Cork.*

| | |
|---|---|
| Waft | 131 |

**Buckman, H. W.,**
*Machias, Maine, U.S.*

| | |
|---|---|
| Modoc | 180 |

**Bucknall Bros.,**
*East India Chambers,* 23, *Leadenhall Street, London, E.C.*
(British & Colonial Steam Navigation Co., Ld.)

| | |
|---|---|
| s. Afrikander | 1793 |
| s. Basuto | 1764 |
| s. Bloemfontein | 1764 |
| s. Kaffir | 1774 |
| s. Manica | 1779 |
| s. Mashona | 1781 |
| s. Pondo | 1764 |
| s. Transvaal | 1781 |
| s. Zulu | 1787 |

**Bucknall Nephews,**
22, *Crutched Friars, London, E.C.*

| | |
|---|---|
| s. Delcomyn | 1176 |
| s. Etona | 1613 |
| s. Manitoba | 1386 |
| s. Merida | 1487 |
| s. Tagus | 805 |

**Buddig, H.,**
401, *Julia Street, New Orleans, La.*

| | |
|---|---|
| Anna M. Stammer | 399 |
| Robert Ruff | 208 |

**Buenos Ayres Great Southern Rail Co., Ld.,**
7, *Finsbury Circus, London, E.C.*
2, *East India Avenue, London, E.C.*
*See* ARTHUR HOLLAND & CO.

**Bufford, G. J.,**
*Portsmouth, N.H., U.S.*

| | |
|---|---|
| Lizzie J. Call | 186 |

**Buffurn, B.,**
*Providence, Rhode Island, U.S.*

| | |
|---|---|
| s. City of Newport | 469 |

**Bugge, C. A.,**
*Aasgaardstrand, Norway.*

| | |
|---|---|
| Gladiator | 369 |

**Bugge, Fritz,**
*Laurvig, Norway.*

| | Net Tons |
|---|---|
| Dido | 115 |
| Fredheim | 440 |

**Bugge, Jens,**
*Mandal, Norway.*

| | |
|---|---|
| Arnfinn | 819 |
| Arnguda | 978 |
| Bellevue | 1399 |
| Volador | 196 |

**Bugge, N.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Frithjof | 274 |
| s. Harald Haarfager | 216 |
| s. Heimdal | 230 |
| s. Hekla | 213 |
| Talisman | 435 |
| Vega | 196 |

**Bugge, N. M.,**
*Laurvig, Norway.*

| | |
|---|---|
| Algoma | 1134 |
| Emma | 698 |
| Gyda | 521 |
| Malone | 1134 |
| Nidaros | 335 |
| Reciprocity | 1374 |

**Bugge, R.,**
*Mandal, Norway.*

| | |
|---|---|
| Mizapore | 1186 |
| Zenith | 216 |

**Bugge, S. B.,**
*Laurvig, Norway.*

| | |
|---|---|
| Esperance | 318 |

**Buhan, J. E., père, fils, & A. Teisseire,**
*Rue Boudet* 23, *Bordeaux, France.*

| | |
|---|---|
| s. Camargue | |
| s. Faidherbe | 987 |
| s. Général Dodds | 1233 |
| Niger | 207 |

**Buhei, Kinoshita,**
*Hiogo, Japan.*

| | |
|---|---|
| Hiyoshi Maru | 168 |

**Buhne, H. H., jun.,**
*Eureka, U.S.*

| | |
|---|---|
| Esther Buhne | 273 |

**Buhot, Y.,**
*Paimpol, France.*

| | |
|---|---|
| Mignonne | 117 |
| Violette | 103 |

**Buhot-Launay, A.,**
*Paimpol, France.*

| | |
|---|---|
| Maria | 109 |

**Buhts, John, & Co.,**
*Gorey, Jersey.*

| | |
|---|---|
| Empress | 84 |

**Buisson & Hermel,**
*Fécamp, France.*

| | |
|---|---|
| Jeanne | 166 |
| Marie Clémentine | 155 |
| Pierre Emile | 181 |

**Bulcke, J. H.,**
*Memel, Germany.*

| | |
|---|---|
| Thusnelde | 304 |

**Bulhedjedie Yami Cotman,**
*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| Ayah Spiro | 181 |

**Bulkeley, Sir R. H. W., Bart.,**
*Baron Hill, Beaumaris.*

| | |
|---|---|
| s. Speranza | 131 |

**Bull, A. B.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Sverre | 420 |

**Bull, J.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Olaf Trygvason | 830 |

**Bull, John & N. C.,**
2, *Hillside, Newhaven, Sussex.*

| | |
|---|---|
| Agricola | 247 |
| Atrato | 270 |
| s. Bordeaux | 307 |
| C. H. S. | 196 |
| Commerce | 342 |
| Emily Smeed | 371 |
| John Bull | 91 |
| May Queen | 333 |
| Merchant | 268 |
| N. C. Bull | 211 |
| Pennine | 266 |

**Bullard, King & Co.,**
14, *St. Mary Axe, London, E.C.*

| | |
|---|---|
| s. Congella | 1000 |
| s. Pongola | 894 |
| s. Umbilo | 1000 |
| s. Umfuli | 1010 |
| s. Umhloti | 1000 |
| s. Umkuzi | 1000 |
| s. Umlazi | 1140 |
| s. Umona | 1000 |
| s. Umzinto | 1100 |

**Bulli Coal Mining Co.,**
(In liquidation.)
17, *Bridge Street, Sydney, N.S.W.*

| | |
|---|---|
| s. Merksworth | 140 |
| s. Woonona | 400 |

**Bulloch, James,**
*Billiter Square Buildings, London, E.C.*
*See* GALBRAITH & MOORHEAD.

**Bulman & Dixon,**
45, *West Sunniside, Sunderland.*

| | |
|---|---|
| s. Ashdene | 750 |

**Bulnes, Hermanos,**
*San Juan Bautista de Tabasco, Mexico.*

| | |
|---|---|
| s. Asturias | 90 |
| s. Frontera | 90 |

**Bulot,**
*Boulogne, France.*

| | |
|---|---|
| s. Brighton | 365 |

**Bunge & Born,**
539, *Calle Victoria, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Sante Fé | 1200 |

**Bünsow, W.,**
*Skönvik, Sweden.*

| | |
|---|---|
| s. Carl von Linné | 70 |
| (Skönviks Aktiebolag). | |
| s. Indalen | 130 |

**Bunt, John,**
*New Quay, Cornwall.*

| | |
|---|---|
| Mary Wighton | 100 |



s. désigne les Vapeurs.

### Buntielich, B.,
*Cuciste, Austria.*

| | Net Tons |
|---|---|
| Pelesac | 444 |

### Burch, N. G.,
*4, Tokenhouse Buildings, London, E.C.*
(Quebrada Railway, Land and Copper Co., Ld.)

| | |
|---|---|
| s. Barquisimeto | 75 |
| s. Tocuyo | 33 |

### Burchard, August,
*Rostock, Germany.*

| | |
|---|---|
| August Burchard | 474 |
| Balance | 301 |
| Bertha | 593 |
| Bobsien-Kaegsdorf | 347 |
| Elena | 791 |
| Elisabeth Ahrens | 396 |
| Emma & Robert | 447 |
| Hampton Court | 956 |
| Marie B. Korsch | 546 |
| Präsident Trotsche | 504 |
| Van den Bergh | 436 |

### Burchard, Eduard,
*Rostock, Germany.*

| | |
|---|---|
| Fritz Reuter | 298 |
| H. A. Walter | 394 |
| M. B. Cohn | 232 |
| Meteor | 595 |
| Oberslieutenant von Sülstorff | 241 |
| Ocean | 285 |
| Parana | 408 |
| Toni | 468 |
| Wieland | 603 |

### Burchard, Ernst, & Co.,
*Kossfelder Strasse 10, Rostock, Germany.*

| | |
|---|---|
| Ben Voirlich | 1474 |
| Helen Scott | 1118 |
| Henny Clement | 1656 |
| Trust | 490 |

### Burchell, George L.,
*Sydney, Cape Breton.*

| | |
|---|---|
| s. Magnolia | 151 |

### Burden, H., Jun., & Co.,
*Quay, Poole.*

| | |
|---|---|
| s. Dee | 270 |

### Burdick & Cook,
*East Ferry Road, Millwall, London, E.*

| | |
|---|---|
| s. Amie | 1161 |
| s. Emilie | 1099 |
| s. Eugenie | 1157 |
| s. Gwendoline | 932 |
| s. Lydie | 1137 |
| s. Marie | 1209 |
| s. Meggie | 1140 |
| s. Zoe | 1204 |

### Bureau, L., et Fils,
*12, Boulevard Delorme, Nantes, France.*

| | |
|---|---|
| Duchesse Anne | 1114 |

### Bureau, P.,
*Nantes, France.*

| | |
|---|---|
| Salvator | 196 |

### Burge, Edward,
*Port Burwell, Ontario.*

| | |
|---|---|
| W. Y. Emery | 154 |

### Burge, J. A.,
*Newhaven, Connecticut, U.S.*

| | |
|---|---|
| John H. Tingue | 525 |

### Burger, D., & Zoon,
12, *Maasstraat, Rotterdam, Holland.*

| | Net Tons |
|---|---|
| s. Ingerid | 505 |
| s. Olaf Kyrre | 616 |

### Burger, W. S. & J. M.,
*Leuvehaven* 111, *Rotterdam, Holland.*

| | |
|---|---|
| s. Amulet | 627 |
| s. Mascotte | 606 |
| s. Talisman | 462 |

### Burgess, C. R.,
*Wolfville, King's Co., N.S.*

| | |
|---|---|
| Canada | 2237 |
| Conductor | 1063 |
| Earl Burgess | 1669 |
| Golden Rod | 594 |
| Harvest Queen | 1944 |
| Kambira | 1885 |
| Karoo | 1938 |
| King's County | 2061 |
| Skoda | 658 |

### Burgess & Co.,
*Exchange Buildings, Swansea.*

| | |
|---|---|
| Ambassador | 692 |
| Camana | 593 |
| Highmoor | 1060 |

### Burgess, Frank,
*Harlow and Gilbert Wharves, Limehouse, London.*

| | |
|---|---|
| Sussex Belle | 90 |

### Burgess, O'Brien & Co.,
*Thomaston, Maine, U.S.*

| | |
|---|---|
| Ella F. Crowell | 157 |
| James A. Brown | 188 |

### Burghardt-Benier,
*Rue Venus* 14, *Antwerp, Belgium.*

| | |
|---|---|
| s. Schelde | 801 |

### Burgio, A., fu C.,
*Girgenti, Sicily.*

| | |
|---|---|
| Alfonsina Burgio | 365 |

### Burgio, Alfonso & Vincenzo,
*Girgenti, Sicily.*

| | |
|---|---|
| Laboremus | 392 |
| Papa Michele | 270 |
| Vincenzino | 213 |

### Burgio, S., & Co.,
*Catania, Sicily.*

| | |
|---|---|
| Lucietta | 151 |

### Burke, F. M.,
*Algiers.*

| | |
|---|---|
| s. Nador | 1302 |

### Burke, John & Co.,
75, *Corporation Street, Belfast.*
(Steam Navigation Co. of Ireland, Ld.)

| | |
|---|---|
| s. H. M. Pollock | 1623 |
| s. Wm. C. Mitchell | 1201 |

### Burloto, A., & Co.,
*Syra, Greece.*

| | |
|---|---|
| Aspasia | 262 |
| Mersina | 220 |

### Burmah Steamship Co., Ld.,
15, *St. Vincent Place, Glasgow.*
*See* P. HENDERSON & Co.

### Burmah Steam Tug Co., Ld.,
*Moulmein, Burmah.*

| | Net Tons |
|---|---|
| s. Defiance | 114 |
| s. Tavoy | 164 |

### Burmester, Hermann,
*Rua Ferreira Borges No.* 32, 18, *Oporto, Portugal.*

| | |
|---|---|
| J. W. Burmester | 1228 |
| Nanny | 959 |
| Olga | 590 |

### Burn Shipping Co., Ld.,
12, *John Street, Sunderland.*
*See* J. HUDSON & Co.

### Burn, W. H.,
91, *North Street, St. Andrews.*

| | |
|---|---|
| s. Dewdrop | 36 |
| s. Retriever | 36 |
| s. Snowdrop | 33 |

### Burnard, William,
*Bideford, Devon.*

| | |
|---|---|
| William Henry | 314 |

### Burnay, F. G.,
*Lisbon, Portugal.*

| | |
|---|---|
| s. Caçador | 114 |

### Burnett, C.,
*New York, U.S.*

| | |
|---|---|
| Edwin R. Kirk | 252 |
| Ellen Tobin | 414 |

### Burnett & Co.,
*Tynemouth, Northumberland.*

| | |
|---|---|
| s. Tynemouth | 530 |
| s. Wallsend | 538 |

### Burnett, Edward,
*Barancas, Maturin, Venezuela.*

| | |
|---|---|
| Ana Luisa | 112 |

### Burnett, J., & Sons,
14, *Mincing Lane, London, E.C.*

| | |
|---|---|
| s. Emily | 96 |
| s. Mabel | 237 |
| s. Olive | 293 |

### Burnett, J.,
*Tynemouth, Northumberland.*

| | |
|---|---|
| s. Angelus | 460 |

### Burnham, H. C.,
*Hadlyme, Conn., U.S.*

| | |
|---|---|
| Frank O. Dame | 54 |

### Burnham, L. G., & Co.,
*Boston, Mass., U.S.*

| | |
|---|---|
| s. Santuit | 902 |
| s. Shawmut | 1100 |

### Burniston, William,
*Norfolk Street, Whitstable.*

| | |
|---|---|
| Acadian | 110 |

### Burnitt, E. L.,
*Etheline Cottage, Mudford Bridge, Suffolk.*

| | |
|---|---|
| Spartan | 65 |

### Burnitt, Wm.,
*Knottingley, Yorkshire.*

| | |
|---|---|
| Lizzie Lee | 129 |

### Burns, Alexander,
*Erskine Street, Sydney, N.S.W.*

| | Net Tons |
|---|---|
| Chasca | 601 |
| George Thompson | 1128 |
| Kosciusco | 1192 |

### Burns, Bros.,
34, *Garmoyle Street, Belfast.*

| | |
|---|---|
| City Camp | 944 |

### Burns, Charles M.,
*New Orleans, U.S.*

| | |
|---|---|
| s. Irene | 315 |

### Burns, G. & J.,
30, *Jamaica Street, Glasgow.*

| | |
|---|---|
| s. Adder | 146 |
| s. Alligator | 449 |
| s. Bear | 317 |
| s. Dromedary | 440 |
| s. Gorilla | 461 |
| s. Grampus | 288 |
| s. Grouse | 178 |
| s. Hare | 334 |
| s. Hound | 332 |
| s. Lamprey | 131 |
| s. Mastiff | 353 |
| s. Owl | 405 |
| s. Seal | 281 |

### Burns, J. E.,
*Tacoma, Washington, U.S.*

| | |
|---|---|
| Vine | 222 |

### Burns, Philp & Co., Ld.,
10, *Bridge Street, Sydney, N.S.W.*

| | |
|---|---|
| s. Barratta | 68 |
| Myrtle | 167 |
| William Fairbairn | 1250 |

### Burns, Thomas,
*Bangor, Co. Down.*

| | |
|---|---|
| Kitty Clyde | 101 |

### Burnyeat & Dalzell,
50, *South Castle Street, Liverpool.*

| | |
|---|---|
| s. Armathwaite | 989 |

### Burnyeat, Dalzell & Co.,
36, *Lowther Street, Whitehaven.*

| | |
|---|---|
| s. Duddon | 147 |
| s. Walney | 85 |
| (Solway S.S. Co., Ld.). | |
| s. Solway King | 126 |
| s. Solway Prince | 99 |
| s. Solway Queen | 113 |

### Burr, J., & Manuel Guzman Velasquez,
*Valparaiso, Chili.*

| | |
|---|---|
| Navarro-y-Burr | 485 |

### Burrell & Son,
54, *George Square, Glasgow.*

| | |
|---|---|
| s. Barden Tower | 1470 |
| s. Oakfield | 1124 |
| s. Strathairly | 2678 |
| s. Strathallan | 1489 |
| s. Strathavon | 1740 |
| s. Strathcarron | |
| s. Strathclyde | 2151 |
| s. Strathdee | 1709 |
| s. Strathdon | 1721 |
| s. Strathesk | 1454 |
| s. Strathfillan | |
| s. Strathgarry | |
| s. Strathgyle | |
| s. Strathleven | 1583 |
| s. Strathlyon | 1511 |
| s. Strathmore | 2300 |
| s. Strathnairn | |
| s. Strathness | 2595 |
| s. Strathord | |
| s. Strathspey | 992 |
| s. Strathtay | |
| s. Tenasserim | 1804 |
| s. Wallachia | 1077 |

### Burrill, W., & Co.,
*Yarmouth, N.S.*

| | Net Tons |
|---|---|
| Celeste Burrill | 1764 |
| Jane Burrill | 1835 |
| Kate Burrill | 688 |
| Lennie Burrill | 1328 |
| Lizzie Burrill | 1185 |
| Mary L. Burrill | 1456 |

### Burroughs, T. L.,
*Perth Amboy, N.J., U.S.*

| | |
|---|---|
| Thomas L. James | 377 |

### Burrowes, R.,
*New York, U.S.*

| | |
|---|---|
| Mischief | 128 |

### Burrows, T.,
*Keyport, U.S.*

| | |
|---|---|
| F. & T. Lupton | 876 |

### Burry Steam Tug Co., Ld.,
*Llanelly.*
*See* W. H. TREGONING.

### Burt, Boulton & Haywood,
64, *Cannon Street, London, E.C.*

| | |
|---|---|
| Coaltar | 195 |
| s. Commercial | 64 |

### Burton, E. P.,
921, *North Delaware Avenue, Philadelphia, U.S.*

| | |
|---|---|
| Watchful | 132 |

### Burton, James L.,
*Barrie, Canada.*
(Georgian Bay Wood Supply Co., Ld.)

| | |
|---|---|
| s. Metamora | 152 |

### Burton, R., & Son,
*Newport, Mon.*

| | |
|---|---|
| s. Ethel | 55 |
| s. Lincolnshire | 65 |
| s. Moderator No. 4 | 57 |
| s. Plover | 115 |
| s. Snipe | 122 |
| s. Teal | 77 |

### Busck, C.,
*Gothenburg, Sweden.*
(Ångf. Aktieb. Avenir.)

| | |
|---|---|
| s. Cette | 784 |

### Buse, D.,
*Ost Rhauderfehn, Germany.*

| | |
|---|---|
| Gustava | 212 |

### Bush, I. T.,
*New York, U.S.*

| | |
|---|---|
| John Crockford | 113 |

### Bushby, John,
29, *Tower Buildings, Liverpool.*

| | |
|---|---|
| Isle of Erin | 889 |

### Buskirk, J. van.,
*New York, U.S.*

| | |
|---|---|
| William H. Kenzel | 409 |

### Busquets, V.,
*Soller, Majorca.*

| | |
|---|---|
| Roberto | 120 |

**Buss, E.,**
*Emden, Germany.*
Net Tons
Harmonie ..... 129

**Buss, F.,**
*Tuckerton, N.J., U.S.*
Joseph J. Pharo ..... 248

**Buss, Frederic,**
*Bundaberg, Queensland.*
Helena ..... 126

**Buss, Harm K.,**
*Iheringsfehn, Germany.*
Gesine ..... 107
Tönna ..... 159

**Bussanich, G.,**
*Lussinpiccolo, Austria.*
Frazer R. ..... 191

**Busse, F.,**
*Geestemünde, Germany.*
s. Friedrich ..... 74
s. Praesident Herwig ..... 113
s. Sagitta ..... 85
s. Sophie ..... 92

**Bussey, James W.,**
12, *Biggin Street, Dover.*
Louisa ..... 126
Premier ..... 176
Sensation ..... 176

**Busson, G.,**
*St. Servan, France.*
Montpeyroux ..... 237

**Butchart, G., & Co.,**
39, *West Sunniside, Sunderland.*
s. Whitburn ..... 1655

**Bute Docks Co.,**
22*a*, *Queen Anne's Gate, Westminster, London, S.W.*
s. No. 6 ..... 248
s. The Earl ..... *(Gross)* 101

**Bute Steam Packet Co., Ld.,**
107, *St. Vincent Street, Glasgow.*
s. Athole ..... 41

**Butera, A., & Co.,**
*Palermo, Sicily.*
Giuseppa Naccari ..... 195

**Butler, C. H., & Co.,**
*San Francisco, U.S.*
s. Homer ..... 333

**Butler, E. A.,**
*Box* 115, *Rockland, Maine, U.S.*
M. A. Achorn ..... 293
William Rice ..... 126

**Butler, Enoch,**
95, *Orwell Street, Grimsby.*
Nightingale ..... 93
Wild Rose ..... 77

**Butler, William & Co.,**
*Bristol.*
s. Clifton Grove ..... 100

**Butt Brothers,**
*Grimsby, Lincolnshire.*
Net Tons
Wainfleet ..... 90

**Butt, Willie A.,**
154, *Victor Street, New Clee, Grimsby.*
William Butt ..... 88

**Buttkus, Emil,**
*Memel, Germany.*
Nummer Fünf ..... 367

**Buvig, I. H.,**
*Sarpsborg, Norway.*
Terra Nova ..... 156

**Bygdo Dampskibsselskab,**
*Christiania, Norway.*
*See* T. MORTENSEN.

**Bygdo Nye Dampskibsselskab,**
*Christiania, Norway.*
*See* MADSEN & CO.

**Bykoff, N.,**
*Petropavlovsk, Kamtschatka, Siberia.*
s. Kotic ..... 272

**Bryne, C. V., & Co.,**
*Post Office Chambers, Cardiff.*
s. Grimsby ..... 456

**Byrne, John,**
*River-side, Arklow.*
Petrel ..... 99

**Byrnes, Bernard,**
*Arbitration Street, Sydney, N.S.W.*
Fern ..... 177
Isabelle ..... 129
Jessie Kelly ..... 145
Lalla Rookh ..... 147
Malcolm ..... 182
Nellie ..... 281

**Byrnes, George,**
*Victoria, B.C.*
s. Spratt's Ark ..... 143

**Byxbee, R. G.,**
42, *Market Street, San Francisco, U.S.*
General Banning ..... 169
Howard ..... 119
s. Navarro ..... 171
s. Newsboy ..... 150

# C

**Caballero, J. R.,**
*Manila, Philippine Islands.*
Net Tons
Pepita ..... 603

**Cabañas, Julián,**
*Samar, Philippine Islands.*
Esperanza ..... 117

**Cabella & Lagozara,**
*Genoa, Italy.*
Marietta D. ..... 807

**Cabral, M. M.,**
*Laguna, Brazil.*
Cabral I. ..... 133

**Cabrera, Guillermo, & Co.,**
*Santa Cruz de la Palma.*
Triunfo ..... 232

**Cabuso, G.,**
*Catania, Sicily.*
Giovannina T. ..... 228

**Cacace, A.,**
*Castellamare di Stabbia, Italy.*
Carlo ..... 751

**Cacace, A., Eredi di,**
*Castellamare di Stabbia, Italy.*
Caterina Cacace ..... 664

**Cacace, F.,**
*Castellamare di Stabbia, Italy.*
Mercedes ..... 224

**Cacace, F.,**
*Meta, Italy.*
Carmela C. ..... 597
Mabel ..... 747

**Cacace, G. & G. fratelli, fu D.,**
*Castellamare di Stabbia, Italy.*
Maria Adelaide ..... 460

**Cacace, Mariano,**
*Castellamare di Stabbia, Italy.*
Vega ..... 386

**Cacace, M. & S.,**
*Meta, Italy.*
Francesco Cilento ..... 385
Michele ..... 513

**Cacace, S.,**
*Castellamare di Stabbia, Italy.*
Washington ..... 636

**Cacaroucas, N.,**
*Chios, Turkey.*
Georgios ..... 175

**Cacarounias, M.,**
*Syra, Greece.*
Net Tons
Georgios ..... 156

**Cacaruca, E.,**
*Syra, Greece.*
Periplanomenos ..... 483

**Cacarus, D.,**
*Syra, Greece.*
Evangelistria ..... 252

**Cacciuttolo fratelli,**
*Procida, Italy.*
Francesco Paolo ..... 244

**Cacciuttolo, M.,**
*Procida, Italy.*
Il Vincenzo ..... 165

**Cadenaccio, Giuseppe,**
*Sestri Ponente, Italy.*
Battista, C. ..... 265

**Cady, John H.,**
22, *S. Water Street, Providence, Rhode Island, U.S.*
Asa T. Stowell ..... 399
Mary T. Kimball ..... 453
William D. Hilton ..... 309

**Caffos, E. B.,**
*Spezzia, Greece.*
Evangelistria ..... 185

**Cafiero, C.,**
*Castellamare di Stabbia, Italy.*
Sant' Anna ..... 646
Tommasino ..... 568

**Cafiero fratelli,**
*Piano di Sorrento, Italy.*
Ferreri ..... 448
Orsola ..... 539

**Cafiero, Fran., fu V.,**
*Naples, Italy.*
Nellie ..... 360

**Cafiero, G.,**
*Meta, Italy.*
Madre & Figli ..... 396

**Cafiero, G., fu G.,**
*Castellamare di Stabbia, Italy.*
s. Sorrento ..... 69

**Cafiero, Pietro,**
*Castellamare di Stabbia, Italy.*
Maria C. ..... 342

**Cafiero, S. & A.,**
*Meta, Italy.*
Armonia ..... 449

**Cafiero, Salvatore,**
*Meta, Italy.*
Adele ..... 446
Unione ..... 418

**Cagniard, T. A.,**
*Courseulles-sur-Mer, France.*
Jeanne d'Arc ..... 181

**Cailas, P.,**
*Syra, Greece.*
Net Tons
Evangelistria ..... 235

**Caillol & Saint-Pierre,**
24, *Rue Beauvau, Marseilles, France.*
s. Charles Martel ..... 1810
s. Jeanne d'Arc ..... 742
s. Orient ..... 974
s. Paul Emile ..... 620
s. Sampierro ..... 326
s. Vercingetorix ..... 1413

**Cain, J.,**
*Philadelphia, U.S.*
Governor Hall ..... 580
Maggie Cain ..... 413

**Cain, Maurice,**
826, *Swanson Street, Philadelphia, U.S.*
William Marshall ..... 291

**Cain, R. A.,**
45, *North Quay, Douglas, Isle of Man.*
s. Louise ..... 97

**Caird, Colin S.,**
4, *Argyle Street, Greenock.*
Amphitrite ..... 1693
Elmhurst ..... 1713
Euphrosyne ..... 1793
Galatea ..... 1694
Narcissus ..... 1297
Poseidon ..... 1788
Rossdhu ..... 1382

**Cairn Line of Steamships, Ld.,**
*Mercantile Chambers, Quayside, Newcastle-on-Tyne.*
*See* CAIRNS, YOUNG & NOBLE.

**Cairns, David,**
7, *Commercial Street, Leith.*
s. Aldworth ..... 2130
s. Cavendish ..... 1384
s. Silverton ..... 1729

**Cairns, R., & Co.,**
8, *Commercial Street, Leith.*
s. Cairnryan ..... 1967
s. Nigretia ..... 1933

**Cairns, Young & Noble,**
*Mercantile Chambers, Quayside, Newcastle-on-Tyne.*
s. Cairnavon ..... 997
s. Cairndhu ..... 832
s. Cairnglen ..... 997
s. Cairngowan ..... 730
s. Cairnmore ..... 1339
s. Keroula ..... 1387
(Cairn Line of Steamships, Ld.)
s. Cairnross ..... 997

**Caisley, William,**
*Howden Dyke, Howden, Yorks.*
Parthenope ..... 97

**Caja, J.,**
*Scutari, Asiatic Turkey.*
Huda Verdi ..... 297

**Caja, M.,**
*Scutari, Asiatic Turkey.*
Mary ..... 277

**Cajander, K. A.,**
*Åbo, Finland.*
Lennätär ..... 99



s. désigne les Vapeurs

**Calabretta, D.,**
*Riposto, Sicily.*

| | Net Tons |
|---|---|
| Vincenzino C. | 228 |

**Calafati, Ma. C.,**
*Syra, Greece.*

| | |
|---|---|
| Gladstone | 281 |

**Calamaris, N.,**
*Athens, Greece.*

| | |
|---|---|
| Evangelistria | 193 |
| s. Hermes | 706 |
| Olympos | 328 |

**Calamatianos, N.P.,**
*Scopelos, Greece.*

| | |
|---|---|
| Evangelistria | 112 |

**Calcagno, Fratelli,**
*Savona, Italy.*

| | |
|---|---|
| Marinetta | 113 |

**Calci, Fratelli & Co.,**
*Scutari, Asiatic Turkey.*

| | |
|---|---|
| Fratelli Calci | 350 |

**Calcias, G.,**
*Samos, Greece.*

| | |
|---|---|
| Tris Adelphi | 141 |

**Calcutta, Commissioners for** Improvements in the Port of,
*Calcutta.*

| | |
|---|---|
| s. Resolute | 254 |

**Caldas, F. da S., & J. L. da** Costa,
*Figueira, Portugal.*

| | |
|---|---|
| Veturia | 197 |

**Caldas, J. S.,**
*Espirito Santo, Brazil.*

| | |
|---|---|
| Leocadia Francisca | 100 |

**"Calebar" Actieselskab,**
*Svendborg, Denmark.*
*See* JENS KNUDSEN.

**CaledoniaSteamshipCo.,Ld.,**
*7, India Buildings, Fenwick Street, Liverpool.*

| | |
|---|---|
| s. Ratho | 2758 |

**Caledonian Railway Co.,**
302, *Buchanan Street, Glasgow.*

| | |
|---|---|
| s. Caledonian | 122 |
| s. Forth | 363 |

**Caledonian Steam Packet Co., Ld.,**
(Manager—James Williamson),
*Gourock.*

| | |
|---|---|
| s. Caledonia | 58 |
| s. Duchess of Hamilton | 201 |
| s. Galatea | 48 |
| s. Madge Wildfire | 45 |
| s. Marchioness of Breadalbane | 56 |
| s. Marchioness of Bute | 56 |
| s. Marchioness of Lorne | 83 |
| s. Meg Merrilies | 98 |

**Calédonien, Syndicat,**
*Noumea.*

| | |
|---|---|
| s. Mangana | 428 |
| s. Otway | 352 |

**Calf, William,**
*Penzance, Cornwall.*

| | Net Tons |
|---|---|
| Golden Light | 103 |

**Calhoun, John R.,**
*St. John, N.B.*

| | |
|---|---|
| Aggie Davison | 108 |

**Calhoun, R.,**
*Port Townsend, Washington, U.S.*

| | |
|---|---|
| Ceylon | 647 |

**Calich, M., fu C.,**
*Fiume, Austro-Hungary.*

| | |
|---|---|
| Ararat | 410 |

**Califano, G.,**
*Piano di Sorrento, Italy.*

| | |
|---|---|
| Francesco R. | 506 |
| Leonardo | 521 |

**Calimasias, M. Ch.,**
*Syra, Greece.*

| | |
|---|---|
| Anthipi | 393 |

**Calimasias, P.,**
*Syra, Greece.*

| | |
|---|---|
| Nicolaos | 223 |

**Calimeri, G., & Sons,**
*Syra, Greece.*

| | |
|---|---|
| Oceanos | 438 |

**Callagussef, A.,**
*Alexandria, Egypt.*

| | |
|---|---|
| Kassed Kerim | 195 |

**Callahan, J. J.,**
*Newport News, Va., U.S.*

| | |
|---|---|
| s. Louise | 223 |

**Callerström, N. L.,**
*Påskallavik, Sweden.*

| | |
|---|---|
| George | 280 |
| Presto | 284 |

**Calliadi, Bricklee,**
*Constantinople, Turkey.*

| | |
|---|---|
| Sultanieh | 300 |

**Callitgas,**
*Hydra, Greece.*

| | |
|---|---|
| Kondylo | 134 |

**Calor, Paris A.,**
*Jonesport, Maine, U.S.*

| | |
|---|---|
| Henry | 145 |

**Calouta, P.,**
*Cassos, Greece.*

| | |
|---|---|
| Due Cognati | 488 |

**Caloutas, P. J.,**
*Marseilles, France.*

| | |
|---|---|
| Ioannis | 623 |

**Caloyanni, M. (Mdme.),**
*Constantinople, Turkey.*

| | |
|---|---|
| Issidoros | 320 |

**Calvin Co., Ld.,**
*Garden Island, co. Frontenac, Ontario.*

| | Net Tons |
|---|---|
| Augustus | 802 |
| Ceylon | 908 |
| s. Chieftain | 197 |
| s. D. D. Calvin | 483 |
| Denmark | 305 |
| Hiawatha | 518 |
| Lapwing | 516 |
| Norway | 332 |
| Prussia | 376 |
| Valencia | 543 |

**Calvocoressi, G., & Co.,**
*Syra, Greece.*

| | |
|---|---|
| Julia Calvocoressi | 451 |

**Calvocoressi, N.,**
*Smyrna, Turkey-in-Asia.*

| | |
|---|---|
| Marigo Calvocoressi | 181 |

**Calzo, Cristo,**
*Malta.*

| | |
|---|---|
| Calzo | 251 |

**Camara, M.,**
*Passages, Spain.*

| | |
|---|---|
| s. Joshepa Antoni | 100 |
| s. Sixto Camara | 141 |

**Camarao, M., dos Santos,**
*Ilhavo, Portugal.*

| | |
|---|---|
| A. Patria | 112 |

**Cambitzi, A.,**
*Syra, Greece.*

| | |
|---|---|
| Cate | 256 |

**Cambrian Line.**
*See* T. WILLIAMS & CO.

**Camburi, P.,**
*Syra, Greece.*

| | |
|---|---|
| Loula Calvocoressi | 402 |

**Camburis, N., & Co.,**
*Piræus, Greece.*

| | |
|---|---|
| Matteo Calvocaressi | 414 |

**Camenos, A.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Katina | 186 |

**Cameron, Sir R. W.,**
23, *South William Street, New York, U.S.*

| | |
|---|---|
| Clan Macleod | 646 |
| Puritan | 2283 |
| Star of the East | 734 |

**Camiles, Gerasimos F.,**
*Cephalonia, Greece.*

| | |
|---|---|
| Ekaterini | 235 |

**Cammell, Haigh & Co.,**
*Kingston Chambers, Prince's Dock Side, Hull.*

| | |
|---|---|
| s. Coralie | 1881 |
| s. Eastbourne | 1463 |

**Cammenos, C. D.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Pandora | 266 |

**Camossi, J. B.,**
*Buenos Ayres, Argentine Republic.*

| | Net Tons |
|---|---|
| Emilia Adenecar | 111 |
| Tapeinos | 151 |

**Camp, Walter G.,**
60, *Queen Square, Bristol.*

| | |
|---|---|
| St. Catherine | 96 |

**Campani, P. L.,**
*Andros, Greece.*

| | |
|---|---|
| Leonidas | 315 |

**Campbell, Archibald,**
*Springfield Quay, Glasgow.*

| | |
|---|---|
| Ben Lawers | 679 |
| Janet Ferguson | 542 |

**Campbell, C. A., & W. R. Gainford,**
*Balmain, N.S.W.*

| | |
|---|---|
| Fanny Fisher | 219 |
| Marie | 214 |
| s. Timaru | 279 |
| s. Western | 246 |

**Campbell, C. A.,**
*Balmain, N.S.W.*

| | |
|---|---|
| s. Tamar | 308 |

**Campbell & Co.,**
*Kingston, Ontario.*

| | |
|---|---|
| Craftsman | 266 |

**Campbell, D. W.,**
*Cherryfield, Maine, U.S.*

| | |
|---|---|
| Florence A. | 143 |

**Campbell, F., & Co.,**
16, *South Castle Street, Liverpool.*

| | |
|---|---|
| s. Foyle | 199 |

**Campbell, G. R., & Co.,**
*Cherryfield, Maine, U.S.*

| | |
|---|---|
| Margaret | 111 |

**Campbell, James,**
*Brisbane, Queensland.*

| | |
|---|---|
| Silvery Wave | 98 |

**Campbell, John,**
*Gloucester, Mass., U.S*

| | |
|---|---|
| Georgie Campbell | 106 |

**Campbell, John D.,**
*Brisbane, Queensland.*

| | |
|---|---|
| s. Natone | 118 |

**Campbell, John M., & Son,**
154, *St. Vincent Street, Glasgow.*

| | |
|---|---|
| Dalcairnie | 1700 |
| Dalhanna | 972 |
| Dalrymple | 1479 |
| Margaret Mitchell | 599 |

**Campbell, P. & A., Ld.,**
4, *St. Stephens Chambers, Baldwin Street, Bristol.*

| | |
|---|---|
| s. Ravenswood | 79 |
| s. Waverley | 52 |
| s. Westward Ho | |

**Campbell, Patrick,**
*Prince Town House, Bangor, co. Down.*

| | Net Tons |
|---|---|
| Anna Lindsley | 193 |
| George F. | 159 |

**Campbell, S. N.,**
*Cherryfield, Maine, U.S.*

| | |
|---|---|
| William F. Campbell | 201 |

**Campbell, Thomas,**
*Abbey Villa, Grimsby.*

| | |
|---|---|
| Alexandra | 102 |
| Ben Stark | 103 |
| Maritana | 89 |

**Campbeltown & Glasgow Steam Packet Joint Stock Co.,**
*Old Quay Head, Campbeltown, Argyleshire.*

| | |
|---|---|
| s. Davaar | 166 |
| s. Kinloch | 119 |
| s. Kintyre | 94 |

**Campisi, Sebastiano, fu S.,**
*Syracuse, Sicily.*

| | |
|---|---|
| Carmelina | 115 |
| Giulia | 106 |
| Il Giovanni | 133 |
| Vincenzo Padre | 128 |

**Canachi, J.,**
*Castelrosso, Turkey.*

| | |
|---|---|
| Aya Marina | 110 |

**Canada Atlantic & Plant S. S. Co., Ld.,**
*Halifax, N.S.*

| | |
|---|---|
| s. Halifax | 958 |

**Canada Atlantic Railway Co.,**
*Ottawa, Canada.*

| | |
|---|---|
| s. Canada Atlantic Transfer | 395 |

**Canada, Government of**
*Ottawa, Canada.*

| | |
|---|---|
| s. Acadia | 354 |
| s. Quadra | 265 |
| (Minister of Marine & Fisheries). | |
| s. Bayfield | 94 |
| s. Druid | 166 |
| King Fisher | 107 |
| s. La Canadienne | 227 |
| s. Lansdowne | 463 |
| s. Newfield | 509 |
| s. Northern Light | 267 |
| (Minister of Railways & Canals). | |
| s. Mulgrave | 330 |
| s. Sir James Douglas | 109 |
| s. Stanley | 395 |

**Canada & Newfoundland Steam Ship Co., Ld.,**
*Halifax, N.S.*
*See* J. HALL.

**Canada Shipping Co., Ld.,**
(BEAVER LINE),
*Drury Buildings, Water Street, Liverpool, and Montreal, Canada.*

| | |
|---|---|
| s. Lake | 89 |
| s. Lake Huron | 2576 |
| s. Lake Nepigon | 1409 |
| s. Lake Ontario | 2741 |
| s. Lake Superior | 2880 |
| s. Lake Winnipeg | 2107 |

**Canadian-Australian Steam Ship Co.**
22, *Billiter Street, London, E.C.*
*See* J. HUDDART.

**Canadian Pacific Car & Passenger Transfer Co., Ld.,**
*Prescott, Ontario.*

| | Net Tons |
|---|---|
| s. Cariban | 97 |
| s. City of Belleville | 69 |
| s. South Eastern | 269 |

**Canadian Pacific Navigation Co., Ld.,**
*Wharf Street, Victoria, B.C.*

| | |
|---|---|
| s. Amelia | 222 |
| s. Danube | 561 |
| s. Islander | 478 |
| s. Maude | 94 |
| s. Premier | 497 |
| s. Princess Louise | 544 |
| s. Rainbow | 140 |
| s. Yosemite | 1055 |

**Canadian Pacific Railway Co.,**
*Montreal, Canada.*

| | |
|---|---|
| s. Aberdeen | 349 |
| s. Alberta | 1552 |
| s. Athabaska | 1545 |
| s. Empress of China | 3003 |
| s. Empress of India | 3003 |
| s. Empress of Japan | 3003 |
| s. Georgian | 227 |
| s. Michigan | 498 |
| s. Transfer | 98 |

**Canalas, L. & S.,**
*Syra, Greece.*

| | |
|---|---|
| Nazaret | 427 |

**Canale, L.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Maria | 457 |

**Canals, Juan,**
*Rosario, Argentine Republic.*

| | |
|---|---|
| s. Interior | 210 |
| s. La Nevera | 234 |
| s. Litoral | 287 |

**Canata, G. E.,**
*Syra, Greece.*

| | |
|---|---|
| Anitsa | 398 |

**Candeira y Hermano,**
*Campos Sarcos, Spain.*

| | |
|---|---|
| Joven Pepita | 120 |
| Maria Asumpta | 122 |

**Candlish, J. J.,**
*Londonderry Bottle Works, Seaham Harbour.*

| | |
|---|---|
| s. Oakwell | 129 |

**Canelogiannis, N.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Evangelistria | 158 |

**Canepa & Soci,**
*Genoa, Italy.*

| | |
|---|---|
| Piccola Berty | 152 |

**Canevaro, Antonio,**
*Via Roma, Genoa, Italy.*

| | |
|---|---|
| Bianca Aspasia | 451 |
| Mascotta | 461 |

**Caniastas, J.,**
*Kymi, Greece.*

| | |
|---|---|
| Agios Georgios | 107 |

**Cann, Charles W.,**
*Yarmouth, N.S.*

| | |
|---|---|
| H. B. Cann | 1218 |

**Cann, Hugh B.,**
*Yarmouth, N.S.*

| | Net Tons |
|---|---|
| Donald Cann | 99 |
| s. John L. Cann | 63 |
| M. & E. Cann | 920 |
| Oak | 536 |

**Cann, W.,**
*Bowmanville, Ontario.*

| | |
|---|---|
| Albacore | 328 |
| Trade Wind | 181 |

**Cannavò, Francesco,**
*Catania, Sicily.*

| | |
|---|---|
| Due Fratelli | 252 |

**Cannell, T.,**
6, *Princess Road, Liscard, Liverpool.*

| | |
|---|---|
| Gazelle | 149 |

**Cannon, Edward J.,**
*Norfolk, Virginia, U.S.*

| | |
|---|---|
| Rachel S. Miller | 167 |

**Cannon, J. H.,**
*Norfolk, Virginia, U.S.*

| | |
|---|---|
| Eddie | 114 |

**Cano & Co.,**
*Havana, Cuba.*

| | |
|---|---|
| Felo | 509 |

**Canosa, J. M., Viuda & hijos de,**
*Gijon, Spain.*

| | |
|---|---|
| s. Andrade | 89 |

**Cantardjis,**
*Santorin, Greece.*

| | |
|---|---|
| Taxiarchis | 102 |

**Cantarzi, G. D.,**
*Cassos, Greece.*

| | |
|---|---|
| Agios Georgios | 124 |

**Cantell, J., & Co.,**
*Gorey, Jersey.*

| | |
|---|---|
| Agricola | 58 |
| Charlotte | 90 |
| Morning Star | 47 |

**Capano, R.,**
*Naples, Italy.*

| | |
|---|---|
| Il Nuovo Francesco C. | 144 |

**Capdelacreu, Carmen (Doña), & Co.,**
*Barcelona, Spain.*

| | |
|---|---|
| s. Vinaroz | 311 |

**Cape Ann Granite Co.,**
(Manager—Henry W. Bennett),
*Bay View, Mass., U.S.A.*

| | |
|---|---|
| Albert Baldwin | 117 |

**Cape of Good Hope, Government of,**
*Cape Town.*

| | |
|---|---|
| s. Lucy | 290 |

**Capellini Flli., G. B. & A.,**
*Quinto al Mare, Genova.*

| | |
|---|---|
| s. Mario | 665 |

**Capiastas, J.,**
*Spezzia, Greece.*

| | Net Tons |
|---|---|
| Agios Georgios | 107 |

**Capjon, Th.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| s. Fredrikstad | 91 |

**Capodauno, Eredi di,**
*Gaeta, Italy.*

| | |
|---|---|
| Colombo | 508 |

**Cappadona, A., & A. Marcullo,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Giuseppe Cappadona | 180 |

**Cappelens, H., Enke,**
*Skien, Norway.*

| | |
|---|---|
| Castro | 269 |
| Orton | 149 |
| Tichborne | 190 |

**Capper, Alexander & Co.,**
14, *St. Mary Axe, London, E.C.*

| | |
|---|---|
| s. George Fisher | 821 |

**Cappiello, Ferdinando,**
*Meta, Italy.*

| | |
|---|---|
| Giannina | 615 |

**Cappiello, M.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Giuseppe P. | 381 |

**Caprel Mannkian,**
*Constantinople, Turkey*

| | |
|---|---|
| Shahin-i-Bahri | |

**Caprile, G. B.,**
*Camogli, Italy.*

| | |
|---|---|
| Luigi | 193 |

**Capriles, J.,**
*Maracaibo, Venezuela.*

| | |
|---|---|
| Maria | 170 |

**Capurro, E., fu G.,**
*Calle Santa Teresa* 1441, *Boca, Argentine Republic.*

| | |
|---|---|
| Pepito | 149 |

**Capurro, Francisco,**
*Valparaiso, Chili.*

| | |
|---|---|
| Domingo Santa Maria | 1813 |
| Lucay | 269 |

**Capurro, G. B.,**
*Genoa, Italy.*

| | |
|---|---|
| Annina | 100 |

**Capurro, Pietro,**
*Camogli, Italy.*

| | |
|---|---|
| Capurro | 290 |

**Capurro, R., Vva Peragallo,**
*Genoa, Italy.*

| | |
|---|---|
| Cadetto | 394 |

**Caqeneirano, Luiz.**

| | |
|---|---|
| Polare | 893 |

**Caradimos, C.,**
*Poros, Greece.*

| | Net Tons |
|---|---|
| Euphrosyne | 199 |

**Caradoc Ship Co., Ld.,**
147, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| Caradoc | 2409 |

**Caramanian, Chahin Oglou & Co.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Huda Verdi | 702 |
| s. Murvet | 886 |
| s. Nimet Huda | 1183 |
| s. Sahadet | 1091 |
| s. Shereff | 879 |

**Caramusis, G., & Co.,**
*Scios, Asiatic Turkey.*

| | |
|---|---|
| Katingo | 202 |

**Caraoglu, S.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Chessaria | 250 |

**Caratza, G.,**
*Syra, Greece.*

| | |
|---|---|
| Evangelistria | 364 |

**Carava Limnios & Co.,**
*Syra, Greece.*

| | |
|---|---|
| s. Anatoli | 199 |

**Caravitis, G.,**
*Santorin, Greece.*

| | |
|---|---|
| Agios Georgios | 102 |

**Carazaief, A.,**
*Marianopol, Russia.*

| | |
|---|---|
| s. Engineer Abdakoof | 766 |

**Carazzas, A.,**
*Spezia, Greece.*

| | |
|---|---|
| Heleni | 380 |

**Carbajal, T.,**
*Havana, Cuba.*

| | |
|---|---|
| Teresa | 201 |

**Carbajal y Pire, M. G.,**
*Avilés, Spain.*

| | |
|---|---|
| Maria | 198 |

**Carbone, Antonio,**
*Quinto al Mare, Italy.*

| | |
|---|---|
| Maria Luigia | 571 |

**Carbonell y Juncosa, J.,**
*Mataro, Spain.*

| | |
|---|---|
| Isla de Cuba | 104 |

**Card, J.,**
*Kemp, N.S.*

| | |
|---|---|
| Laconia | 486 |

**Card, W. J.,**
*Windsor, N.S.*

| | |
|---|---|
| Iolanthe | 393 |

**Cardell, José,**
*Manila, Philippine Islands.*

| | |
|---|---|
| India | 110 |

**Cardiff Steam Ship Co., Ld.,**
51, *Mount Stewart Square, The Docks, Cardiff.*
*See* HOOPER, CAMPBELL & Co.

**Cardigan Commercial Steam Packet Co., Ld.,**
*Cardigan.*

| | Net Tons |
|---|---|
| s. Sea Flower | 72 |

**Cardinal, A., fils âiné,**
*Prairie au duc, Nantes, France.*

| | |
|---|---|
| Delphine | 134 |
| Pauline Marie | 140 |

**Cardno, C. F.,**
*Broad Street, Fraserburgh.*
(Fraserburgh Steam Fishing Co., Ld.),

| | |
|---|---|
| s. Philorth | 40 |

**Cardos, F. J.,**
*Itaguahy, Brazil.*

| | |
|---|---|
| Pedro II. | 167 |

**Care, E. R.,**
*Bute Docks, Cardiff.*

| | |
|---|---|
| s. Vindomora | 692 |

**Carenero Railway & Nav. Co., Ld.,**
*Bloomfield House, London Wall, London, E.C.*

| | |
|---|---|
| s. Carenero | 120 |
| s. Higuerote | 80 |

**Carer, Vve.,**
*Marseilles, France.*

| | |
|---|---|
| Dieudonné | 302 |

**Carey, E. Fricker,**
34, *Mark Lane, London, E.C.*

| | |
|---|---|
| s. Sir Robert Peel | 220 |

**Carfantan, Verry,**
*Binic, France.*

| | |
|---|---|
| Diligente | 100 |

**Cargill, E. B., & Co.,**
*Billingsgate, Hull.*

| | |
|---|---|
| s. North Sea | 81 |

**Caridi, F. & M.,**
*Taranto, Italy.*

| | |
|---|---|
| Bella Palmira Gallipoli | 140 |

**Carissis, J.,**
*Syra, Greece.*

| | |
|---|---|
| Achilleus | 366 |

**Carl, A.**
*Copenhagen, Denmark.*
(Dansk Damp. Trawling Aktieselskab "Dans.")

| | |
|---|---|
| s. Cimbria | 125 |

**"Carl," Dampskibs-Selskabet,**
18, *Fredericiagade, Copenhagen, Denmark.*
*See* L. H. CARL.



s. désigne les Vapeurs.

**Carl, L. H.,**
18, *Fredericiagade, Copenhagen, Denmark.*
(Dampskibsselskabet Carl.)

| | Net Tons |
|---|---|
| s. Dan | 986 |
| s. Magnus | 1040 |
| s. Olaf | 949 |
| s. Volmer | 965 |

(Dampskibsselskabet Gorm.)

| | |
|---|---|
| s. Frode | 1301 |
| s. Gorm | 1295 |

(Dampskibsselskabet Skjold.)

| | |
|---|---|
| s. Danmark | 1301 |
| s. Erik | 824 |
| s. Knud | 728 |
| s. Skjold | 971 |
| s. Svend | 821 |

**Carl, Martin,**
18, *Fredericiagade, Copenhagen, Denmark.*
(Dansk Russiske Dampskibsselskab.)

| | |
|---|---|
| s. Alexander Shukoff | 1053 |
| s. Johan Siem | 1149 |
| s. Peter Berg | 1176 |

**Carlaw, Edward,**
*Greenwich, New Jersey, U.S.*

| | |
|---|---|
| Ruth Shaw | 366 |

**Carleton, Norwood & Co.,**
*Rockport, Maine, U.S.*

| | |
|---|---|
| Addie Morrill | 631 |
| Adelia T. Carleton | 235 |
| Adolph Obrig (*Gross*) | 1448 |
| Edward S. Stearns | 321 |
| Emma Knowlton | 353 |
| Hattie C. Luce | 319 |
| J. H. Bowers | 697 |
| Jennie Harkness | 1305 |
| P. J. Carleton | 936 |
| Raphael (*Gross*) | 1543 |
| Richard Parsons (*Gross*) | 1160 |
| S. D. Carleton | 1788 |
| Wandering Jew | 1650 |
| William H. Macy | 2092 |

**Carletti, Antonio,**
*Rio Marina, Elba.*

| | |
|---|---|
| Il Risorto | 105 |

**Carletti, D.,**
*Porto Ferraio, Italy.*

| | |
|---|---|
| Ernesto | 187 |

**Carletti fratelli,**
*Porto Ferraio, Italy.*

| | |
|---|---|
| Francesco | 347 |

**Carletti fratelli, fu F.,**
*Rio Marina, Elba.*

| | |
|---|---|
| Francesco Padre | 138 |
| Santissima Trinità | 174 |

**Carletti Giovanni, fu Tommaso,**
*Rio Marina, Elba.*

| | |
|---|---|
| Tommaso | 185 |

**Carletti, Giuseppe,**
*Rio Marina, Elba.*

| | |
|---|---|
| Angelita C. | 357 |

**Carlingford Lough Commissioners,**
*Newry.*

| | |
|---|---|
| s. Violet | 13 |

**Carlingford Lough Steam Ship Co., Ld.,**
*Newry.*

| | |
|---|---|
| s. Carlingford Lough | 79 |
| s. Warrenpoint | 72 |

**Carlisle & Co.,**
117, *Leadenhall Street, London, E.C.*

| | Net Tons |
|---|---|
| s. Avona | 1933 |
| s. Blue Star | 1577 |
| s. Bushmills | 1589 |
| s. City of Belfast | 1415 |
| s. Clandeboye | 1443 |
| s. Deramore | 1485 |
| s. Hawkhurst | 1538 |
| s. Ismalia | 1940 |
| s. Joseph John | 1357 |
| s. Knutsford | 1350 |
| s. Leny | 1543 |
| s. Sirona | 1884 |
| s. St. Clears | 1554 |
| s. Vala | 1623 |
| s. Velleda | 1648 |

(Otto Jaffe, *under whose name see also.*)

| | |
|---|---|
| s. Daniel | 1388 |

(New Blue Star Line of Steamers, Ld.)

| | |
|---|---|
| s. Lucina | 1689 |
| s. Polana | 1898 |

**Carll, D.,**
*City Island, New York, U.S.*

| | |
|---|---|
| David Carll | 119 |

**Carlow, T. M.,**
*Auckland, N.Z.*

| | |
|---|---|
| Silver Cloud | 292 |

**Carlsen, A. H.,**
*Marstal, Denmark.*

| | |
|---|---|
| Elna | 127 |

**Carlsen, C.,**
*Farsund, Norway.*

| | |
|---|---|
| Rimfaxe | 513 |

**Carlsen, C. A. E.,**
*Swansea.*

| | |
|---|---|
| Jerusalem | 901 |

**Carlson, A.,**
*Gothenburg, Sweden.*
(Ångfartygs Aktieb. "Svithiod.")

| | |
|---|---|
| s. Hermod | 919 |
| s. Hugin | 580 |
| s. Munin | 577 |
| s. Sleipner | 729 |
| s. Vanland | 772 |
| s. Viking | 615 |

**Carlsson,**
*Mariehamn, Russia.*

| | |
|---|---|
| H. Jäde | 274 |

**Carlsson, A.,**
*Donsö, Styrsö, Gothenburg, Sweden.*

| | |
|---|---|
| Ragnar | 164 |

**Carlsson, A.,**
*Perstorp, Undenäs, Sweden.*

| | |
|---|---|
| Birger | 109 |

**Carlsson, C.,**
*Lemland, Finland.*

| | |
|---|---|
| Linné | 260 |

**Carlsson, C.,**
*Oster Gåsvik, Väddö, Rslgn., Sweden.*

| | |
|---|---|
| Justizrath von Paepke | 322 |

**Carlsson, C. A.,**
*Misterhult, Höganäs, Sweden.*

| | |
|---|---|
| Ador | 144 |

**Carlsson, C. E.,**
*Upsala, Sweden.*

| | Net Tons |
|---|---|
| s. Upsala | 122 |

**Carlsson, C. J.,**
*Fjellbacka, Sweden.*

| | |
|---|---|
| Carl Johan | 609 |
| Ellen | 314 |

**Carlsson, C. J.,**
*Karlshamn, Sweden.*

| | |
|---|---|
| s. Wanhem | 239 |

**Carlsson, C. O.,**
*Otterbäcken, Skaraborgs län, Sweden.*

| | |
|---|---|
| Simon | 100 |

**Carlsson, J. A.,**
*Kaggensgatan 22, Calmar, Sweden.*

| | |
|---|---|
| Dwina | 328 |

**Carlsson, O. M.,**
*Bovall, Skee Socken, Sweden.*

| | |
|---|---|
| Knut Bonde | 156 |

**Carlsson, Otto.,**
*Raumo, Finland.*

| | |
|---|---|
| Nikolai | 163 |

**Carlström, C. E.,**
*Christinestad, Finland.*

| | |
|---|---|
| Alma | 750 |
| Preciosa | 737 |

**Carlton Steam Ship Co., Ld.,**
*Guildhall Chambers, Sandhill, Newcastle-on-Tyne.*
*See* Chapman & Miller.

**Carmichael, A. & J. H., & Co.,**
13, *Hamilton Street, Greenock.*

| | |
|---|---|
| Æolus | 1610 |
| Alcinous | 1576 |
| Anaurus | 1585 |
| Argo | 1490 |
| Argonaut | 1488 |
| Argus | 1543 |
| Glaucus | 1999 |
| Medea | 1066 |
| Mermerus | 1671 |
| Peleus | 1943 |
| Phasis | 1490 |
| Siren | 1482 |
| Talus | 1954 |
| Thessalus | 1782 |

**Carmichael, Donald,**
*St. John, N.B.*

| | |
|---|---|
| Annie Stafford | 1297 |
| Buteshire | 967 |
| G. S. Penry | 737 |
| J. H. McLarren | 764 |
| Lottie Stewart | 742 |
| New City | 1393 |

**Carmichael, J. W., & Co.,**
*New Glasgow, N.S.*

| | |
|---|---|
| Brynhilda | 1409 |
| Helga | 1675 |
| s. Micmac | 1600 |
| Swanhilda | 1999 |

**Carnaby, H. R., & Co.,**
*Waverley Chambers, South Shields.*

| | |
|---|---|
| s. Argentino | 918 |
| s. Isaac Pennock | 581 |
| s. Nio | 876 |

**Carnarvon & Liverpool Steam Ship Co., Ld.,**
27, *Water Street, Liverpool.*

| | Net Tons |
|---|---|
| s. Ibis | 64 |

**Carnarvonshire & Merionethshire Steam Ship Co., Ld.,**
*Cornhill, Portmadoc.*

| | |
|---|---|
| s. Rebecca | 115 |

**Carnegie, J.,**
*Nuevitas, Cuba.*

| | |
|---|---|
| Thomas Whitney | 280 |

**Carneiro, A. P. da Costa,**
*Laguna, Brazil.*

| | |
|---|---|
| Silvio Pellico | 160 |

**Carnlough Lime Co., Ld.,**
*Carnlough, co. Antrim.*

| | |
|---|---|
| s. Olderfleet | 112 |

**Caropoulo, G.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Garufaglia | 430 |

**Carpena, A., fu G. B.,**
*Cadimare, Spezia, Italy.*

| | |
|---|---|
| Due Fratelli | 123 |

**Carpena, G. Vva. Faggioni,**
*Lerici, Italy.*

| | |
|---|---|
| Fabbricotti F. | 145 |

**Carpena, Gio. Batta., fu V.,**
*Cadimare, Spezia, Italy.*

| | |
|---|---|
| Papa Giambattista | 130 |

**Carpenter, N. G.,**
*Providence, Rhode Island, U.S.*

| | |
|---|---|
| Jennie M. Carter | 281 |

**Carpentier, W.,**
*Champlain, Quebec.*

| | |
|---|---|
| St. Joseph | 112 |

**Carr & Co., Ld.,**
*Carlisle.*

| | |
|---|---|
| s. Swift | 64 |

**Carr, James N., & Co.,**
*Carlisle.*

| | |
|---|---|
| s. Surprise | 79 |

**Carr, L. S., & Co.,**
*Baltic Chambers, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Craigside | 227 |
| s. Mignonette | 53 |

**Carr, Robert,**
*Melbourne, Victoria.*

| | |
|---|---|
| Hawk | 121 |

**Carr, T. F. Robertson,**
269, *Great Western Road, Aberdeen.*

| | |
|---|---|
| s. Cormorant | 22 |

**Carrago, Hidalgo, & Co.,**
*Mazatlan, Mexico.*

| | |
|---|---|
| Tlalok | 148 |

**Carratala, G., hijos de,**
*Alicante, Spain.*

| | Net Tons |
|---|---|
| s. Amalia | 167 |
| s. Besos | 277 |

**Carré, Thomas,**
*St. Sampson's, Guernsey.*

| | |
|---|---|
| Banshee | 121 |

**Carréga & Santini,**
*Bonifacio, Corsica.*

| | |
|---|---|
| Joseph Antoine | 106 |

**Carreras, F.,**
*Barcelona, Spain.*

| | |
|---|---|
| Principe | 190 |
| Timoteo 1° | 143 |

**Carrico, J. F.,**
*Rio Doce, Brazil.*

| | |
|---|---|
| Nostra Senhora de Penha | 162 |

**Carrington, G. F., & Co.,**
*Guernsey.*

| | |
|---|---|
| Result | 228 |

**Carroll, G. W.,**
*New London, Conn., U.S.*

| | |
|---|---|
| s. Chelsea | 417 |

**Carroll, J. J.,**
38, *City Quay, Dublin.*

| | |
|---|---|
| s. Mary Monica | 193 |

**Carron Company, The,**
*Carron, Falkirk.*

| | |
|---|---|
| s. Caroline | 308 |
| s. Carron | 300 |
| s. Derwent | 307 |
| s. Forth | 353 |
| s. Grange | 541 |
| s. Tay | 295 |
| s. Thames | 353 |

**Carson, Robert,**
*St. Martins, N.B.*

| | |
|---|---|
| R. Carson | 108 |

**Carswell, J.,**
4, *Cathcart Street, Greenock.*

| | |
|---|---|
| Choice | 1102 |
| Craig Elvan | 1348 |
| Curlew | 1237 |
| John Carswell | 1346 |
| Margaret A. B. Carswell | 1373 |

**Carter Bros. & Co.,**
*Exmouth, Devon.*

| | |
|---|---|
| s. Beaver | 188 |

**Carter, Charles J.,**
*The Friary, Maldon, Essex.*

| | |
|---|---|
| Robert Adamson | 159 |

**Carter, Charles S.,**
*Port Colborne, co. Walland, Canada.*

| | |
|---|---|
| Elizabeth Staats | 124 |

**Carter, G. R., & Son,**
53, 54 & 55, *Coal Exchange, London.*

| | |
|---|---|
| s. Ituna | 407 |
| s. Joseph Rickett | 410 |

**Carter, Saul,**
*Saul, Gloucestershire.*
Net Tons
Queen of Clippers ..... 98

**Carter, W. H.,**
*North Park Villa, Polbothick, St. German's, Cornwall.*
Royal Tar ..... 118

**Carthy, W. M., & Marsh,**
*Belleville, Ontario.*
Delaware ..... 152

**Caruta, C.,**
*Chiama, Italy.*
s. Capraia ..... 373

**Carvalho, jun.,**
*Rio de Janeiro, Brazil.*
Ida ..... 197

**Carvalho, Rosa, & Co.,**
*Bahia, Brazil.*
Alberto ..... 271

**Carver, A. D.,**
125, *Broad Street, New York, U.S.*
Lemuel H. Hopkins ..... 221
Robert Mowe ..... 163

**Carvill, John,**
*Buttercrane Quay, Newry, co. Down.*
s. Cumbrae ..... 19

**Casabona, Antonio, fu B.,**
*Camogli, Italy.*
Antonio Casabona ..... 431

**Casabona fratelli,**
*Camogli, Italy.*
Madre ..... 725

**Casabona, Gaetano,**
*Camogli, Italy.*
Maria Casabona ..... 624

**Casanova, L.,**
*Genoa, Italy.*
Bianca Casanova ..... 838

**Casarelli, G.,**
*Messina, Sicily.*
Virginia ..... 138

**Casares, V., & Son,**
*Balcarce 140, Buenos Ayres, Argentine Republic.*
Hersilia ..... 199
Isabel ..... 199
Rolando ..... 159

**Casas, Carlos,**
*Rivadeo, Spain.*
Antonia ..... 354

**Casas, J., & Cia.,**
*Barcelona, Spain.*
Lince ..... 307

**Casci, A., & Co.,**
*Scutari, Turkey.*
Huda Verdi ..... 378

**Case, J. S.,**
*Rockland, Maine, U.S.*
Net Tons
Bertha E. Glover ..... 113
Clara E. Colcord ..... 489
George Bird ..... 212
Jennie G. Pillsbury ..... 147
Laura M. Lunt ..... 539

**Casebourne, C. E., & Co.,**
*West Hartlepool.*
s. Ferrum ..... 252

**Casella, Fran.,**
*Genoa, Italy.*
Luisa ..... 278

**Cash & Curry,**
*Key West, Fla., U.S.*
Louise Hastings ..... 117

**Cash, W. D.,**
*Key West, Fla., U.S.*
Mary C. Mariner ..... 274

**Caspar Lumber Co.,**
48, *Market Street, San Francisco, U.S.*
Abbie ..... 139
s. Caspar ..... 234
s. Jewel ..... 202
Maxim ..... 112

**Casper,**
Eben Haezer ..... 129

**Caspersen, O.,**
*Risör, Norway.*
Emilie ..... 316
Lauget ..... 519
Linnea ..... 330
Minerva ..... 285
Ophir ..... 439
Paragon ..... 820
Riisoer ..... 371
Saint Johannes ..... 235
Skibladner ..... 381
Spes ..... 407

**Cassens, C.,**
*Emden, Germany.*
Maria ..... 165

**Cassens, Tönjes J., & Sohn,**
*Mittegrossefehn, Germany.*
Anton ..... 154
Friedrich ..... 230
Iconia ..... 227
Leda ..... 202
Martha ..... 159
Wopke ..... 128

**Cassidy, J. F.,**
*Bangor, Maine, U.S.*
Waterloo ..... 111

**Cassidy, John,**
*Bangor, Maine, U.S.*
Isaac Orbeton ..... 367
Mary Ann McCann ..... 170

**Cassim Mamojee, Hajee,**
*Port Louis, Mauritius.*
I. L. Skolfield .....(*Gross*) 1432

**Cassini, Francesco, & Co.,**
*Ventimiglia, Italy.*
Buoni Amici ..... 209
Nuovo Francesco C. ..... 133

**Cassisa, Giuseppe, fu F.,**
*Trapani, Sicily.*
Net Tons
Elisabetta C. ..... 184

**Castaldi, Michel, & Co.,**
1, *Rue Molière, Marseilles, France.*
s. Anais C. ..... 135
s. François Marie ..... 141
s. Louis C. ..... 91
s. Pergame ..... 89

**Castano & Intriago,**
*Cienfuegos, Cuba.*
Nalon ..... 307

**Castanos, N.,**
*Syra, Greece.*
Evangelistria ..... 215

**Castberg, C.,**
*Sandefjord, Norway.*
Arctic ..... 263

**Castellano, A.,**
*Oneglia, Italy.*
Antonio C. ..... 140
Città de Genova ..... 163

**Castellano, A.,**
*Naples, Italy.*
Anita S. ..... 373

**Castellano, Ang.,**
*Naples, Italy.*
Teresa ..... 492

**Castellano, Giovanni,**
*Meta, Italy.*
Laura ..... 425

**Castellano, L.,**
*Naples, Italy.*
Elvira ..... 440

**Casti, Fratelli,**
*Leros, Greece.*
Archangelos ..... 465

**Castillo, C.,**
*Paita, Peru.*
San Martin ..... 107

**Castis, M. A., & Co.,**
*Syra, Greece.*
Archangelos ..... 283

**Castle Mail Packets Co., Ld.**
*See* DONALD CURRIE & CO.

**Castle Shipping Co.**
*See* DONALD CURRIE & CO.

**Castner, S.,**
*Philadelphia, U.S.*
Samuel Castner, jun. ..... 228

**Castriotis, C.,**
*Syra, Greece.*
Egyptos ..... 375

**Castro, R. Calvo,**
*Manila, Philippine Islands.*
Net Tons
Carolinas ..... 205

**Castro Steamship Co., Ld.,**
59, *Mount Stuart Square, Cardiff.*
*See* G. H. WILLS & CO.

**Caswell, S. T., jun.,**
*Peace Dale, R. I., U.S.*
E. S. Newman ..... 373

**Catala, J. V.,**
*Gras de Valencia, Spain.*
s. Villareal ..... 358

**Catalano, G.,**
*Trapani, Sicily.*
Cesare Secondo ..... 109

**Cataldo, Gentile,**
*Bari, Italy.*
Laura ..... 222

**Catasus & Co.,**
*Barcelona, Spain.*
Perla de Sitges ..... 1368
Villa de Sitges ..... 1168

**Catheravaloepulle, S.,**
*Colombo, Ceylon.*
Sansoni ..... 635

**Catoni, Jose, Estate of,**
*Buenos Ayres, Argentine Republic.*
s. Feliz ..... 70
s. Feliz Naposta ..... 127
Giulio Cesare ..... 401

**Cator, P. A.,**
*Machias, Maine, U.S.*
Union ..... 110

**Catramados, G.,**
*Cassos.*
Margherita ..... 582

**Catramidos, G.,**
*Syra, Greece.*
Nicoloa ..... 491

**Catrigera, C. & G.,**
*Cephalonia, Greece.*
Adelphos ..... 238

**Catsouli, E. & N. M.,**
*Patras, Greece.*
Georgios I. ..... 198

**Catsoulieris, N.,**
*Syra, Greece.*
Nea Tychi ..... 229

**Catsoulis, E.,**
*Galaxidi, Greece.*
Astir ..... 195

**Cattelle, William A.,**
*Shanghai.*
s. Pao-hua ..... 492

**Cattuada, G. B.,**
*Buenos Ayres, Argentine Republic.*
Net Tons
Lia ..... 170

**Catzoulis, Euth.,**
*Galaxidi, Greece.*
Asimoula ..... 207

**Catzoulis, N. I.,**
*Galaxidi, Greece.*
Evangelistria ..... 200

**Caunedo, V. F., é hijo,**
*Santander, Spain.*
s. Maria Gertrudis ..... 8

**Causa, V.,**
*Panama, Columbia.*
Varese ..... 30

**Cautillion, J.,**
*New York, U.S.*
Adam W. Spies ..... 170

**Cavalie, Sylvanus,**
*Callao, Peru.*
Rimac ..... 310

**Cavalin, Xavier,**
*Kervallet, Commune de Batz, Loire-Inferieure, France.*
Louis Marie ..... 10

**Cavallerin, G. B.,**
*Venice, Italy.*
Ada ..... 170

**Cavallo, Angelo,**
*Recco, Genoa, Italy.*
Famiglia Cavallo ..... 80

**Cavassa, G. B.,**
*Via Corsica 6, Genoa, Italy.*
Avvenire C. ..... 770

**Cavassa, P.,**
*Sori, Italy.*
Stefano Padre ..... 40

**Cavassa, Rosa, in Cichero,**
*Genoa, Italy.*
Paolo C. ..... 270

**Cave, W. R., & Co.,**
*Port Adelaide, S.A.*
True Blue ..... 67

**Cavouras, M., & Co.,**
*Chios, Turkey.*
Despina ..... 30

**Caw, Prentice, Clapperton & Co.**
175, *West George Street, Glasgow.*
s. Arecuna ..... 1967
s. Burnley ..... 977
s. Crown of Arragon ..... 1488
s. Moruca ..... 999
s. Naparima ..... 1967
s. Schiehallion ..... 1767
s. Torgorm ..... 1999
s. Tormore ..... 1999
(Ulidian Steam Nav. Co., Ld.)
s. Titanic ..... 1000



s désigne les Vapeurs.

### Cawallin, G. F.,
*Sjöberg, Tumba, Sweden.*

| | Net Tons |
|---|---|
| s. Betty | 128 |
| Frithiof | 547 |
| Harald | 483 |
| Karl Hindric | 1067 |
| s. Rio del Oro | 167 |
| s. Wilhelm | 147 |

### Cay, Hall & Co.
*Ling Street, Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Albula | 1155 |
| s. Bedford | 1201 |
| s. Brenner | 1185 |
| s. Cereda | 1603 |
| s. Cervin | 1173 |
| s. Monte Rosa | 1473 |
| s. Robert Ingham | 660 |
| s. Saint Gothard | 1046 |
| s. Stelvio | 1174 |
| s. Westoe | 727 |

### Cayzer, Irvine & Co.
(Clan Line),
109, *Hope Street, Glasgow; and* 40, *Chapel Street, Liverpool.*

| | |
|---|---|
| s. Clan Alpine | 1349 |
| s. Clan Buchanan | 1913 |
| s. Clan Cameron | 1538 |
| s. Clan Drummond | 1795 |
| s. Clan Fraser | 1330 |
| s. Clan Gordon | 1343 |
| s. Clan Graham | 1784 |
| s. Clan Grant | 2306 |
| s. Clan Macalister | 1473 |
| s. Clan Macarthur | 2615 |
| s. Clan Macdonald | 1716 |
| s. Clan Macgregor | 1927 |
| s. Clan Macintosh | 2619 |
| s. Clan Macintyre | 1615 |
| s. Clan Mackenzie | 1930 |
| s. Clan Mackinnon | 1473 |
| s. Clan Maclean | 1486 |
| s. Clan Macleod | 1615 |
| s. Clan MacNab | 1473 |
| s. Clan MacNeil | 1595 |
| s. Clan Macpherson | 2595 |
| s. Clan Matheson | 2562 |
| s. Clan Monroe | 1437 |
| s. Clan Murray | 1373 |
| s. Clan Ranald | 1339 |
| s. Clan Sinclair | 1912 |
| s. Clan Stuart | 1355 |

### Cazapi, N.,
*Syra, Greece.*

| | |
|---|---|
| Elli | 109 |

### Cazuni, D.,
*Chios, Turkey.*

| | |
|---|---|
| Eutychia | 256 |

### Cazzuli, E. E.,
*Galaxidi, Greece.*

| | |
|---|---|
| Heleni | 298 |

### Cazzuli, N. S.,
*Galaxidi, Greece.*

| | |
|---|---|
| Leonidas | 332 |

### Cederberg, G., & Co.,
*Joensuu, Finland.*

| | |
|---|---|
| Aalto | 163 |
| Herman | 135 |
| Idor | 164 |
| John | 169 |

### Celle, Gio. Batta,
*Bogliasco, Italy.*

| | |
|---|---|
| Nuova Manilla | 492 |
| Sant'Antonio | 387 |

### Central and South American Telegraph Co.,
37, *Wall Street, New York, U.S.*

| | |
|---|---|
| s. Relay | 742 |

### Centurini, Alessandro,
*Rome, Italy.*

| | Net Tons |
|---|---|
| s. Corriere de Genova | 124 |
| s. Corriere di Livorno | 127 |
| s. Corriere di Roma | 154 |

### Cerruti, A., fu B.,
*Varazze, Italy.*

| | |
|---|---|
| Savoia | 1308 |

### Cerruti, B.,
*Piazza Corvetto No. 2, Interno 7, Genoa, Italy.*

| | |
|---|---|
| Gio Batta Beverino | 1157 |
| Margherita | 1138 |

### Cerruti, B., & Co.,
*Arazze 3, Savona, Italy.*

| | |
|---|---|
| Pachino | 180 |
| Vittoria | 195 |

### Cerruti, Elisa, Vva. Bozzo,
*Camogli, Italy.*

| | |
|---|---|
| Sicilia | 147 |

### Cetcovich, L., fu T.,
*Trieste, Austro-Hungary.*

| | |
|---|---|
| Milizza | 330 |

### Ceylon, Government of,
*Colombo, Ceylon.*

| | |
|---|---|
| s. Ceylon | 138 |

### Ceylon Steam Ship Co., Ld.,
72, *Bishopsgate Street, London, E.C.*

| | |
|---|---|
| s. Lady Gordon | 316 |
| s. Lady Havelock | 322 |

### Chaber, H.,
*Oran, Algiers.*

| | |
|---|---|
| s. Espoir | 113 |
| s. Rosario | 118 |

### Chacorrategui, F.,
*Manila, Philippine Islands.*

| | |
|---|---|
| Cazador | 208 |

### Chadburn, William,
11, *Waterloo Road, Liverpool.*

| | |
|---|---|
| s. Eulima | 17 |

### Chadwick, Edward W.,
*Edgartown, Mass., U.S.*

| | |
|---|---|
| Anna M. Dickinson | 203 |
| Fly Away | 152 |

### Chadwick, J., jun.,
*Drogheda, Ireland.*

| | |
|---|---|
| Fame | 169 |

### Chadwick Steam Ship Co., Ld.,
*Bank Chambers, Sandhill, Newcastle-on-Tyne.*
*See* R. B. Avery.

### Chadwick, Wainwright & Co.,
28, *Brunswick Street, Liverpool.*

| | |
|---|---|
| Beechdale | 1271 |
| Frances Fisher | 1430 |

### Chady Cal Misser,
*Calcutta.*

| | Net Tons |
|---|---|
| s. Rattler | 126 |

### Chaffey, W. H.,
*West Isles, N.B.*

| | |
|---|---|
| Alice Maud | 234 |

### Chakal Vassil, Midehlee Serafim oglou,
*Mideh, Turkey.*

| | |
|---|---|
| Tellash | 250 |

### Chalkias, G.,
*On board.*

| | |
|---|---|
| Alexandros | 140 |

### Chalmers, George C.,
72, *Pitt Street, Sydney, N.S.W.*

| | |
|---|---|
| William Turner | 431 |

### Chambers, F. F.,
*New York, U.S.*

| | |
|---|---|
| Hatteras | 730 |

### Chambers, James, & Co.,
3 & 5, *King Street, Liverpool*

| | |
|---|---|
| Greystoke Castle | 1789 |
| Lancaster Castle | 1986 |
| Naworth Castle | 1799 |
| Pendragon Castle | 2399 |
| Wray Castle | 1838 |

(Lancaster Shipowners' Co., Ld.)

| | |
|---|---|
| s. Egremont Castle | 1873 |
| Hornby Castle | 1375 |
| Lowther Castle | 1782 |
| Muncaster Castle | 1992 |
| Thurland Castle | 1244 |

### Chambers, Mrs. R. J., & Co.,
(Manager—F. L. Picot),
*Le Retraite, Gorey, Jersey.*

| | |
|---|---|
| Hero | 80 |

### Chambers, S. C. & F. H.,
3, *Chapel Street, Liverpool.*

| | |
|---|---|
| Margarita | 494 |

### Chambray, Vicomte de,
*Rue Le Campion, Granville, France.*

| | |
|---|---|
| Velleda | 131 |

### Chambre de Commerce,
*Calais, France.*

| | |
|---|---|
| s. Calaisien | 4 |
| s. Hercule | 71 |

### Chambre de Commerce,
*Dunkirk, France.*

| | |
|---|---|
| s. Dunkerquois | 93 |
| s. Jean Bart | 55 |
| s. Marine | 72 |
| s. Progrès | 82 |
| s. Rapide | 46 |

### Chamney, John,
30, *North Albert Street, Fleetwood, Lancashire.*

| | |
|---|---|
| Bispham | 113 |

### Champagne, Arsene B.,
*Lanoraie, Quebec.*

| | |
|---|---|
| Leda | (*Gross*) 148 |

### Champagne, Louis A.,
*Lanoraie, Quebec.*

| | Net Tons |
|---|---|
| St. Joseph | 103 |

### Champion, E. B.,
*Somers Point, New Jersey, U.S.*

| | |
|---|---|
| Theresa Wolf | 292 |

### Champion, Japhet,
*Somers Point, New Jersey, U.S.*

| | |
|---|---|
| Nettie Champion | 423 |

### Champion, John,
618, *Reed Street, Philadelphia, U.S.*

| | |
|---|---|
| Carrie L. Godfrey | 413 |
| Gertrude Abbott | 567 |

### Champion & Magee,
106, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| Charles K. Schull | 840 |

### Champlain Transportation Co.,
*Burlington, Vermont, U.S.*

| | |
|---|---|
| s. Chateaugay | 577 |

### Chan Che,
*Victoria, Hong Kong.*

| | |
|---|---|
| s. Chin Shan | 85 |

### Chancerel, A.,
*Fécamp, France.*

| | |
|---|---|
| France | 185 |
| Marie | 156 |
| Patrie | 202 |

### Chandler, R. P.,
40, *South Street, New York, U.S.*

| | |
|---|---|
| Helen Keller | 232 |

### Chandler, R. D.,
507, *East Street, San Francisco, U.S.*

| | |
|---|---|
| s. Empire | 526 |

### Chandos, P. A.,
*Ithaca, Greece.*

| | |
|---|---|
| Ithaka | 146 |

### Chandra, M., & Co.,
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Nea Ariadne | 264 |

### Chapin, J. M.,
*Newark, New Jersey, U.S.*

| | |
|---|---|
| Henry P. Havens | 286 |

### Chaplean, Joseph A.,
*Ottawa, Ontario, Canada.*

| | |
|---|---|
| s. Constance | 126 |

### Chaplin, H., & Co.,
3, *St. Michael's Alley, Cornhill, London, E.C.*

| | |
|---|---|
| Jamaica | 699 |
| Oneida | 2161 |
| William Wilson | 400 |

### Chapman, C. P.,
*Westerley, U.S.*

| | |
|---|---|
| Donna T. Briggs | 195 |
| Grace P. Willard | 102 |

### Chapman, D. W.,
*Newcastle, Maine, U.S.*

| | Net Tons |
|---|---|
| Elwell | 1388 |
| Norris | 1102 |

### Chapman, H. G.,
*Saybrook, Connecticut, U.S.*

| | |
|---|---|
| Cerro Gordo | 121 |

### Chapman, H. P.,
*The Grove, Gravesend.*

| | |
|---|---|
| s. Eagle | 6 |

### Chapman, I. F., & Co.,
62, *South Street, New York, U.S.*

| | |
|---|---|
| A. G. Ropes | 2342 |
| E. B. Sutton | 1758 |
| I. F. Chapman | 2038 |
| L. Schepp | 1776 |
| Manuel Llaguno | 1650 |
| S. P. Hitchcock | 2178 |
| St. John | 1819 |
| Saint Paul | 1824 |
| Santa Clara | 1474 |

### Chapman, Isaac,
*Sydney, N.S.W.*

| | |
|---|---|
| Vailele | 158 |

### Chapman, John,
*Liverpool.*

| | |
|---|---|
| Sultana | 104 |

### Chapman & Miller,
*Guildhall Chambers, Sandhill, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Cambay | 1694 |
| s. Lynton | 757 |

(Carlton Steamship Co., Ld.)

| | |
|---|---|
| s. Sandhill | 1335 |

### Chapman, Shepherd Leslie,
*Dorchester, N.B.*

| | |
|---|---|
| Hattie C. | 182 |

### Chapman, William,
*St. Martin's, N.B.*

| | |
|---|---|
| Bonnie Doone | 125 |

### Chapman, W. H.,
*Assinee.*

| | |
|---|---|
| Clinton | 30 |

### Chappell, A. A.,
*New London, Connecticut, U.S.*

| | |
|---|---|
| Majestic | 1053 |

### Chappell, F. H.,
*New London, Connecticut, U.S.*

| | |
|---|---|
| Nile | 278 |

### Charente Steam Ship Co., Ld., The
*Mersey Chambers, Liverpool.*
*See* T. & J. Harrison.

### Chargeurs Corses Réunis,
*Marseilles, France.*

| | |
|---|---|
| s Bastiais | 472 |

### Chargeurs Réunis, Compagnie Française de Navigation des,

11, *Boulevard des Italiens, Paris, and 99, Boulevard de Strasbourg, Havre, France.*

| | Net Tons |
|---|---|
| s. Belgrano | 1502 |
| s. Campana | 1616 |
| s. Canarias | 1625 |
| s. Caravellas | 1625 |
| s. Colombia | 1616 |
| s. Colonia | 1616 |
| s. Concordia | 1616 |
| s. Cordoba | 1675 |
| s. Corrientes | 1616 |
| s. Corsica | 1616 |
| s. Dom Pedro | 1834 |
| s. Entre Rios | 1661 |
| s. Pampa | 1841 |
| s. Paraguay | 2012 |
| s. Parahyba | 1986 |
| s. Paranagua | 1220 |
| s. Portena | 1374 |
| s. Rio Negro | 1970 |
| s. Santa Fé | 1661 |
| s. Sergent Malamine | 51 |
| s. Uruguay | 2002 |
| s. Ville de Buénos Ayres | 1234 |
| s. Ville de Ceara | 1699 |
| s. Ville de Maceio | 1402 |
| s. Ville de Maranhao | 1402 |
| s. Ville de Montevidéo | 1240 |
| s. Ville de Pernambuco | 1261 |
| s. Ville de Rosario | 1261 |
| s. Ville de San Nicolas | 1240 |

### Charland, A.,

*St. Thomas de Pierreville, Quebec.*

| | |
|---|---|
| Pierreville | 126 |

### Charland, J. B.,

*St. Thomas de Pierreville, Quebec.*

| | |
|---|---|
| Negociant | 129 |

### Charland, William,

*Pierreville, Canada.*

| | |
|---|---|
| National | 151 |

### Charley & Gregg,

*Castle Market, Belfast.*

| | |
|---|---|
| s. Miner | 140 |

### Charlottetown Steam Navigation Co.,

*Charlottetown, P.E.I.*

| | |
|---|---|
| s. M. A. Starr | 166 |
| s. Northumberland | 519 |
| s. Saint Lawrence | 675 |

### Charlton, J. G., & Co.,

*Cail's Buildings, Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Lilian | 346 |
| s. Linden | 218 |

### Charlton, John H.,

*The Poplars, Hainton Street, Grimsby.*

| | |
|---|---|
| s. Stanley Africanus | 76 |

### Charlton, McAllum & Co.,

*Royal Insurance Buildings, Queen Street, Newcastle-on-Tyne.*

(Charlton Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Arthur | 778 |
| s. Canute | 677 |
| s. Hartside | 440 |
| s. Hollinside | 692 |
| s. Thomas Wayman | 1414 |

### Charlton Steam Shipping Co., Lim.,

*Royal Insurance Buildings, Queen Street, Newcastle-on-Tyne.*

*See* CHARLTON, MCALLUM & CO.

### Charlton, Thomas,

9, *Grosvenor Crescent, Grimsby, Lincolnshire.*

| | Net Tons |
|---|---|
| s. Catherine | 60 |
| s. Cecily | 56 |
| s. Margaret | 65 |
| s. Mary | 59 |
| s. Newcastle | 62 |

### Charon, Z.,

*Montreal.*

| | |
|---|---|
| s. Eureka | 12 |

### Charopulos, N.,

*Galaxidi, Greece.*

| | |
|---|---|
| Georgios | 183 |

### Chartier, T.,

*St. Cuthbert, co. Montreal, Canada.*

| | |
|---|---|
| Dolphine | 110 |

### Chase, Leavitt & Co.,

167, *Commercial Street, Portland, Maine, U.S.*

| | |
|---|---|
| Edward L. Mayberry | 624 |
| Elmiranda | 623 |
| John J. Marsh | 390 |
| S. R. Lyman | 569 |

### Chatham Navig. Co.,

*Chatham, Canada.*

| | |
|---|---|
| s. City of Chatham | 232 |

### Chea Chew Yew,

*Singapore.*

| | |
|---|---|
| s. Hanoi | 97 |

### Cheah Joo Jin,

149, *Beach Street, Penang.*

| | |
|---|---|
| s. Quorra | 120 |

### Cheah Tek Soon,

*Beach Street, Penang.*

| | |
|---|---|
| s. Avagyee | 247 |
| s. Ngapoota | 89 |

### Chédru, C. A. H.,

*Fécamp, France.*

| | |
|---|---|
| Alsace Lorraine | 250 |

### Chédru, H.,

*Fécamp, France.*

| | |
|---|---|
| Bois Rosé | 175 |
| Haiti | 136 |
| Violette | 136 |

### Chelebi Saleh Captan,

*Constantinople, Turkey.*

| | |
|---|---|
| Murad i Bahri | 156 |

### Chellew, J. & R. B.,

*Exchange Buildings, Truro, Cornwall.*

| | |
|---|---|
| s. City of Truro | 1064 |
| s. Cornubia | 1117 |
| s. Duchess of Cornwall | 1080 |
| s. Duke of Cornwall | 1090 |

### Chellew, R. B.,

*Exchange Buildings, Truro, Cornwall.*

| | |
|---|---|
| s. Pencalenick | 1223 |
| s. Pendarves | 1706 |
| s. Penpol | 1285 |
| s. Penwith | 1253 |

### Cheney, A. C.,

*New York, U.S.*

| | |
|---|---|
| s. Prometheus | 164 |

### Cheney's Towing Line,

*Foot West 20th Street, New York, U.S.*

| | Net Tons |
|---|---|
| s. A. C. Cheney | 94 |

### Cherry, Peter,

83, *Edinborough Street, Goole.*

| | |
|---|---|
| Brackenholm | 99 |
| Swallow | 100 |

### Chesapeake & Ohio Steam Ship Co., Ld.,

5 & 6, *Billiter Avenue, London, E.C.*

| | |
|---|---|
| s. Appomattox | 1821 |
| s. Chickahominy | 1821 |
| s. Greenbrier | 1819 |
| s. Kanawha | 2488 |
| s. Rappahannock | 2490 |
| s. Shenandoah | 2492 |

### Chettiar, M. A. R. M. Arnasalem,

*Devacota, Madura Dt.*

| | |
|---|---|
| Bernica | 339 |

### Chetty, A. R. M. R.,

*Nattokotte.*

| | |
|---|---|
| Jayaletchimy | 110 |

### Chetty, L. A. R. M. M. Doreisawy,

*Negapatam, Madras.*

| | |
|---|---|
| Madura Meanakhy | 476 |

### Chetty S. V. Mayandee,

*Rangoon.*

| | |
|---|---|
| Hydrose | 214 |

### Chetty, V. M. V.,

*Singapore.*

| | |
|---|---|
| Meanatchy | 287 |

### Chevalier, Th.,

*Cancale, France.*

| | |
|---|---|
| Railleuse | 106 |

### Chevillotte frères,

*Brest, France.*

| | |
|---|---|
| s. Armorique | 258 |
| s. Brestois | 224 |
| s. Celte | 600 |
| s. Charles | 478 |
| s. Gaulois | 183 |
| s. Glaneuse | 68 |
| s. Léon | 421 |
| s. Penfeld | 472 |

### Chew Mah Khan,

*Riouw, Dutch E. Indies,*

| | |
|---|---|
| s. Tanjong Penang | 58 |

### Chiapara,

*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Emanuel Chiapara | 114 |

### Chiapella, Serafina Massa, ved.

*Nervi, Italy.*

| | |
|---|---|
| Francesco C. | 320 |

### Chiappe, Carlo,

*Alassio, Italy.*

| | |
|---|---|
| Carlo C | 128 |
| s. Luigia C | 253 |

### Chiappella, P. D., fu N.,

*Nervi, Italy.*

| | |
|---|---|
| Giuseppino C. | 595 |

### Chichizzola, Eredi di D. F.,

*Spezia, Italy.*

| | Net Tons |
|---|---|
| Marciani | 666 |

### Chierico, L.,

*Genoa, Italy.*

| | |
|---|---|
| Aquila | 578 |

### Chiesa, Eredi di Biaggio,

*Camogli, Italy.*

| | |
|---|---|
| Biagino | 467 |
| Rosa C. | 586 |

### Chiesa, Fratelli,

*Ruta, Italy.*

| | |
|---|---|
| Monte Allegro M. | 605 |

### Chiflik Humayoun Mandiri Halil Haddi Effendi & Co.,

*Barten, Asiatic Turkey.*

| | |
|---|---|
| Allah Kerim | 150 |

### Chighizola, Eredi di Davide Franc.,

*Zoagli, Italy.*

| | |
|---|---|
| Esperia | 896 |
| Marinin | 945 |

### Chikuzen Zenjiro,

*Hakodate, Japan.*

| | |
|---|---|
| s. Hako Maru | 144 |

### Chili, Government of,

*Valparaiso, Chili.*

| | |
|---|---|
| s. Aquila | 1448 |

### Chin Ah Heang,

24, *Beach Street, Penang.*

| | |
|---|---|
| s. Canton | 97 |
| s. Kwang Teang | 147 |

### China Borneo Co., Ld.,

6, *Ice House Lane, Victoria Hong Kong.*

| | |
|---|---|
| Tarapaca | 495 |

### China & Manila Steam Ship Co., Ld.,

*Hong Kong.*

*See* SHEWAN & CO.

### China Merchants' Steam Navigation Co.,

*Shanghai, China.*

| | |
|---|---|
| s. Chi-yuen | 1211 |
| s. Chin-tung | 835 |
| s. Fung shun | 863 |
| s. Fushun | 1504 |
| s. Hae-an | 839 |
| s. Hae-chang | 324 |
| s. Hae-shin | 763 |
| s. Hae-ting | 1099 |
| s. Hsin Chi | 1063 |
| s. Hsin Fung | 1063 |
| s. Hsin-yu | 875 |
| s. Kiang-foo | 1468 |
| s. Kiang-kwan | 1030 |
| s. Kiang-teen | 1368 |
| s. Kiang-tung | 340 |
| s. Kiang-yu | 2270 |
| s. Kiang-yung | 1511 |
| s. Kung-pai | 692 |
| s. Kwang Chi | 313 |
| s. Kwang-lee | 1508 |
| s. Kwei Lee | 879 |
| s. Meefoo | 1339 |
| s. Poo-chi | 544 |
| s. Too-nam | 1262 |
| s. Yung-ching | 761 |

### China Mutual Steam Navigation Co., Ld.,

3, *Billiter Avenue, London, E.C.*

| | Net Tons |
|---|---|
| s. Kaisow | 1994 |
| s. Keemun | 1993 |
| s. Kintuck | 2321 |
| s. Moyune | 1714 |
| s. Ningchow | 1710 |
| s. Oanfa | 1971 |
| s. Oolong | 2308 |
| s. Pak Ling | 1911 |
| s. Ping Suey | 1961 |

### China Navigation Co., Ld., The,

19, *Billiter Street, London, E.C.*

| | |
|---|---|
| s. Changsha | 1462 |
| s. Chefoo | 684 |
| s. Chingtu | 1439 |
| s. Chung King | 861 |
| s. Hangchow | 999 |
| s. Hankow | 2321 |
| s. Hoihow | 886 |
| s. Kaifong | 999 |
| s. Kweilin | 1066 |
| s. Kweiyang | 1262 |
| s. Nanchang | 1262 |
| s. Newchwang | 538 |
| s. Ngan-Kin | 1262 |
| s. Paoting | 1168 |
| s. Pekin | 2321 |
| s. Poyang | 1262 |
| s. Shanghai | 1280 |
| s. Shasi | 776 |
| s. Singan | 1264 |
| s. Soochow | 999 |
| s. Sung Kiang | 994 |
| s. Taiwan | 1139 |
| s. Taiyuan | 1439 |
| s. Tamsui | 919 |
| s. Tatung | 1262 |
| s. Tsinan | 1460 |
| s. Tungchow | 962 |
| s. Wenchow | 560 |
| s. Whampoa | 1139 |
| s. Woosung | 1139 |
| s. Wuchang | 861 |

### China Steam Ship Co., Ld.,

(Manager—G. E. Murrey.)

252, *Gresham House, London, E.C.*

| | |
|---|---|
| s. Barracouta | 1262 |
| s. China | 2461 |

### Chinese Engineering and Mining Co.,

*Tientsin, China.*

| | |
|---|---|
| s. Ching Ping | 535 |
| s. Fu Ping | 535 |
| s. Yung Ping | 567 |

### Chinese Government,

*Nanking, China.*

| | |
|---|---|
| s. Ping Ching | 835 |

### Chinese Imperial Maritime Customs,

*Hong Kong.*

*See* LANE, CRAWFORD & CO.

### Chinesische Küstenfahrt Gesellschaft,

52, *Grosse Bleichen, Hamburg.*

| | |
|---|---|
| s. Lyeemoon | 1330 |
| s. Nanyang | 1999 |
| s. Ningpo | 762 |
| s. Peiyang | 1330 |

### Chios, V.,

*Piræus, Greece.*

| | |
|---|---|
| s. Euboia | 137 |

### Chiozza, Francesco, fu G.,

*Pegli, Italy.*

| | |
|---|---|
| Gemma C. | 749 |

### Chiozza, fratelli, fu B.,

*Loano, Italy.*

| | |
|---|---|
| Bernardo Chiozza | 945 |



s. désigne les Vapeurs.

**Chirket i Hairie (Bosphorus Steam Navigation Co.),**
*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| s. Anatolie | 122 |
| s. Assaish | 140 |
| s. Azimet | 90 |
| s. Bayazid | 64 |
| s. Beharyeh | 140 |
| s. Bosphorus, No. 41 | 123 |
| s. Bosphorus, No. 42 | 123 |
| s. Bosphorus, No. 43 | |
| s. Bosphorus, No. 44 | |
| s. Buyukdereh | 100 |
| s. Chukran | 154 |
| s. Gaiyret | 137 |
| s. Galata | 64 |
| s. Ihsœn | 154 |
| s. Kabatash | 95 |
| s. Messiret | 137 |
| s. Meymenet | 141 |
| s. Nev Esser | 184 |
| s. Nusret | 137 |
| s. Rehber | 184 |
| s. Sahilbend | 311 |
| s. Say yan | 109 |
| s. Selamet | 90 |
| s. Souhoulet | 275 |
| s. Surat | 109 |
| s. Tayarr | 102 |
| s. Teraky | 109 |

**Chisholm, J.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Judique | 115 |
| Madonna | 110 |
| Volunteer | 102 |

**Chisholm, J., & Co.,**
3, *Jackson Street, North Shields.*

| | |
|---|---|
| s. Daisy | 15 |

**Chisholm, John,**
31, *Whitby Street, North Shields.*

| | |
|---|---|
| s. Lily | 33 |
| s. Stephenson | 38 |

**Chisholm, M. T.,**
*Newton, Mass., U.S.*

| | |
|---|---|
| Zulma | 326 |

**Chisholm, Stephenson,**
162, *Crown Street, Aberdeen.*

| | |
|---|---|
| s. Flying Fish | 59 |

**Chisholm, William,**
*Cleveland, Ohio.*

| | |
|---|---|
| s. J. H. Devereux | 1312 |
| s. J. H. Wade | 1502 |
| s. Samuel Mitchell | 1871 |
| s. William Chisholm | 1246 |

**Chitham & Henry,**
104, *Bute Street, The Docks, Cardiff.*

| | |
|---|---|
| s. Oakville | 848 |
| (Ogmore S.S. Co. Ld.) | |
| s. Deerhound | 1052 |

**Chitham, R. J.,**
9, *Bromley Street, Stepney, London.*

| | |
|---|---|
| s. Volante | 830 |

**Chittagong Port Commissioners.**
*Chittagong.*

| | |
|---|---|
| s. Gekko | 3 |

**Chitty, K. M. K.,**
*Singapore.*

| | |
|---|---|
| s. Cheang Chew | 1213 |

**Chiuzaemon, Nishimura,**
*Osaka, Japan.*

| | |
|---|---|
| Johei Maru | 126 |

**Chokichi, Kikuchi,**
*Miyako, Japan.*

| | Net Tons |
|---|---|
| Chomei Maru | 113 |

**Chokuro, Yamazawa,**
*Yetchiu, Japan.*

| | |
|---|---|
| Odonoura Maru | 284 |

**Choptank Steam Boat Co.,**
18, *Laight Street Wharf, Baltimore, Md., U.S.*

| | |
|---|---|
| s. Cambridge | 693 |
| s. Tred Avon | 599 |

**Chordavelis, Theodore,**
*Galaxidi, Greece.*

| | |
|---|---|
| Marigo | 165 |

**Chowakarah Bappun Cooty,**
*Tellicherry, Malabar.*

| | |
|---|---|
| Fati Reymany | 180 |

**Chown, Thomas,**
*Edmonton, Middlesex.*

| | |
|---|---|
| Elm | 158 |

**Chrissafidis, G.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Byzantium | 781 |
| Emilia | 461 |
| Smyrna | 472 |
| Sophie | 418 |

**Chrissantis, D.,**
*Skiathos, Greece.*

| | |
|---|---|
| Agios Georgios | 113 |

**Chrissoveloni Frères,**
*Braila, Roumania.*

| | |
|---|---|
| s. Adelphi Chrissoveloni | 1498 |
| s. Z. M. Chrissoveloni | 958 |

**Christall, G., & Co.,**
46, *Gordon Street, Glasgow.*

| | |
|---|---|
| s. Irrawaddy | 1697 |

**Christarki, Katirleelee, Tujarleree, & Co.,**
*Katirlee, Turkey.*

| | |
|---|---|
| Shillee | 100 |

**Christensen, A.,**
*Horten, Norway.*

| | |
|---|---|
| Möringen | 209 |

**Christensen, Alfred,**
37, *Amaliegade, Copenhagen, Denmark.*

| | |
|---|---|
| s. Urania | 861 |
| (Anglo-Dane S.S. Co., Ld.) | |
| s. Svarland | 513 |
| (Dampskibsselskabet Nordsoen.) | |
| s. England | 496 |
| s. Holland | 672 |
| s. Rusland | 520 |
| s. Skotland | 346 |
| s. Tydskland | 414 |

**Christensen, Andreas,**
*Drammen, Norway.*

| | |
|---|---|
| Concordia | 242 |
| Pauline | 336 |
| Petrus | 276 |

**Christensen, Brödrene,**
*Sondre Enggade* 11, *Horten, Norway.*

| | |
|---|---|
| Eliezer | 441 |

**Christensen, C.,**
*Aalborg, Denmark.*

| | Net Tons |
|---|---|
| Haabet | 107 |
| Thor | 209 |

**Christensen & Co.,**
10, *London Street, London.*
(Actieselskabet "Ellen Lines")

| | |
|---|---|
| Beatrice Lines | 1017 |
| Ellen Lines | 695 |
| Ethiopian | 812 |

**Christensen, Carl J.,**
*Stavanger, Norway.*

| | |
|---|---|
| Thor | 141 |

**Christensen, Chr.,**
*Nörresundby, Denmark.*

| | |
|---|---|
| Adolphine | 249 |
| Hortensia | 131 |

**Christensen, Chr.,**
*Arendal, Norway.*

| | |
|---|---|
| Væring | 299 |

**Christensen, Chr.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Aries | 114 |

**Christensen, C. J.,**
*Arendal, Norway.*

| | |
|---|---|
| Snefrid | 410 |

**Christensen, C. L.,**
*Tönsberg, Norway.*

| | |
|---|---|
| St. Thomas | 154 |

**Christensen, C. N.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Alcyon | 301 |
| Zippora | 248 |

**Christensen, E. M.,**
*Carlshamn, Sweden.*

| | |
|---|---|
| Hygiea | 247 |

**Christensen, H.,**
*Arendal, Norway.*

| | |
|---|---|
| Othello | 383 |

**Christensen, H. C. (Enke),**
*Marstal, Denmark.*

| | |
|---|---|
| Anne | 145 |
| Ansgar | 267 |
| Arken | 179 |
| Berthel | 173 |
| Caroline | 140 |
| Christian IX. | 206 |
| Danmark | 209 |
| Dronning Louise | 195 |
| Edmund | 197 |
| s. Enigheden | 413 |
| Familien | 192 |
| Fredensborg | 276 |
| Fuglen | 219 |
| s. H. C. Christensen | 185 |
| Haabet | 156 |
| Immanuel | 137 |
| Jörgen Olsen | 292 |
| Maren | 211 |
| Marie | 105 |
| Niels | 213 |
| Poseidon | 135 |
| Seierskrandsen | 177 |
| Svalen | 100 |

**Christensen, Hans,**
*Marstal, Denmark.*

| | |
|---|---|
| Chieftain | 231 |
| Dorthea | 200 |
| Gerda | 102 |
| Hans | 222 |
| Karen | 110 |
| Lorenz | 141 |

**Christensen, J. H. R.,**
*Christiania, Norway.*

| | Net Tons |
|---|---|
| Asia | 1163 |

**Christensen, Jacob,**
*Bergen, Norway.*

| | |
|---|---|
| s. Alfred Dumois | 439 |
| s. Athalie | 1756 |
| s. Bergen | 859 |
| s. Gurly | 392 |
| s. Herman Wedel-Jarlsberg | 1358 |
| s. Holguin | 395 |
| s. Jacob Christensen | 1338 |
| s. Marie | 1346 |
| s. Oscar II. | 1999 |
| s. Sama | 447 |

**Christensen, N.,**
*Horten, Norway.*

| | |
|---|---|
| Taurus | 891 |

**Christensen, Nils,**
*Arendal, Norway.*

| | |
|---|---|
| Elisabeth | 315 |
| Gordon | 693 |
| Rifondo | 699 |
| Sigrid | 1183 |

**Christensen, O.,**
*Arendal, Norway.*

| | |
|---|---|
| Forsete | 537 |

**Christensen, O. C.,**
*Drammen, Norway.*

| | |
|---|---|
| Borra | 267 |

**Christensen, P.,**
*Svendborg, Denmark.*

| | |
|---|---|
| Fortuna | 150 |

**Christensen, P. A.,**
*Langesund, Norway.*

| | |
|---|---|
| Aquila | 877 |
| Magna | 1154 |
| Roska | 659 |

**Christensen, R. B.,**
*Marstal, Denmark.*

| | |
|---|---|
| Flink | 126 |

**Christensen, Sören,**
*Drammen, Norway.*

| | |
|---|---|
| Ceylon | 554 |
| Peder Anæus | 398 |
| Sigrid | 574 |

**Christensen, V. J.,**
*Rudkjöbing, Denmark.*

| | |
|---|---|
| Emanuel | 127 |

**Christensson, O.,**
*Lysekil, Sweden.*

| | |
|---|---|
| Thema | 161 |

**Christian, T. E.,**
*Peel, Isle of Man.*

| | |
|---|---|
| Phœbe | 78 |

**Christiania Harbour Commissioners,**
*Christiania, Norway.*

| | |
|---|---|
| s. Mjölner | 92 |

**Christiania Kystdampskibselskab,**
*Christiania, Norway.*
*See* JENS MEINICH & CO.

**Christiania Skibsselskab,**
*Christiania, Norway.*
*See* N. SÖRENSEN.

**Christians, Christian,**
3, *Bay View Terrace, St. Thomas, Swansea.*

| | Net Tons |
|---|---|
| Mersey | 963 |

**Christiansen, A.,**
*Arendal, Norway.*

| | |
|---|---|
| Victoria | 260 |

**Christiansen, B.,**
*Fredriksstad, Norway.*
(Dampskibsselskabet "Glommen.")

| | |
|---|---|
| s. Glommen | 57 |
| s. Halden | 195 |

**Christiansen, F. A.,**
*Norre Sogade* 13*a*, *4d Sol, Copenhagen, Denmark.*

| | |
|---|---|
| Nor | 330 |

**Christiansen, J.,**
*San Francisco, U.S.*

| | |
|---|---|
| Eliza Miller | 149 |

**Christiansen, J. H.,**
*Nordby, Fanö, Denmark.*

| | |
|---|---|
| Professor | 522 |

**Christiansen, J. H.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Amerika | 389 |
| Christine | 731 |
| Mathilde | 590 |
| Normand | 217 |
| Skjold | 444 |

**Christiansen, M.,**
*Fredriksværn, Norway.*

| | |
|---|---|
| Allegro | 129 |

**Christiansen, M.,**
*Rönne, Bornholm, Denmark.*

| | |
|---|---|
| Bornholm | 207 |
| Ceres | 294 |
| Christiane & Marie | 232 |
| Erik | 261 |
| Jörgensen | 568 |
| M. Christiansen | 329 |
| Thyra | 309 |
| Tordenskjold | 362 |
| Tre Søstre | 149 |
| (Dampskibsselskabet paa Bornholm af 1866.) | |
| s. Heimdal | 136 |
| s. Hjalmar | 99 |
| s. Skandia | 96 |
| s. Thor | 147 |

**Christiansen, N. H.,**
*Thurö, pr. Svendborg, Denmark.*

| | |
|---|---|
| Martha | 128 |

**Christiansen, O.,**
*Lillesand, Norway.*

| | |
|---|---|
| Najaden | 194 |

**Christiansen, P., & Brödrene Amundsen,**
*Sarpsborg, Norway.*

| | |
|---|---|
| Oscar | 720 |

**Christiansen, P., & A. Amundsen,**
*Sarpsborg, Norway.*

| | |
|---|---|
| Erling | 387 |

**Christiansen, S.,**
*Haugesund, Norway.*
Net Tons
Nordenskjöld ..... 111

**Christiansen, Th.,**
*Sandbrekke, Fredriksstad, Norway.*
Hanna ..... 272
Thyra ..... 611

**Christiansen, Th.,**
*Fredrikshald, Norway.*
Plutus ..... 370

**Christianson, Chr.,**
*Pernau, Russia.*
Adelheid ..... 154

**Christiansson, J.,**
*Arildsläge, Höganäs, Sweden.*
Arvid ..... 200

**Christiansson, N.,**
*Grafvarne, Sweden.*
Oden ..... 526

**Christiansunds Dampskibsselskab,**
*Christiansund, Norway.*
s. Christiansund ..... 81
s. Nordmore ..... 96

**Christie & Co.,**
*Bute Docks, Cardiff.*
s. Chatsworth ..... 620
s. Fastnet .....
s. Free Lance ..... 740
s. Mercedes ..... 1416
s. Moonstone ..... 1360
s. Royal Welsh ..... 948
s. Sapphire ..... 1389
s. Topaze ..... 1235
s. Turquoise ..... 1356

**Christie, Frank A.,**
*Brook Street, Ipswich.*
Fearless ..... 98

**Christie, J. H.,**
*Little Bras d'Or, Cape Breton.*
Dr. Livingstone ..... 123

**Christie, William, & Co.,**
*57, King's Quay Street, Harwich, Essex.*
Trim ..... 110

**Christo Affonosti & Co.,**
*Constantinople, Turkey.*
Attina ..... 222

**Christo Captan, Aktepolilee,**
*Aktepoli, Turkey.*
Omonia ..... 363

**Christo Captan, Capoudoghlee,**
*Constantinople, Turkey.*
Shahin-i-Bahri ..... 105

**Christo Dimitri, Kumurtijari & Co.,**
*Constantinople, Turkey.*
Ayah Nicola ..... 153

**Christo Dimitri Anagostli, Salaniklee,**
*Salanik, Turkey.*
Net Tons
Prodomos ..... 140

**Christo Veledi Vassil, Aktarpolelee,**
*Aktarpolee, Turkey.*
Baluklie ..... 157

**Christo Yorghi, Syroslee, & Co.,**
*Syros, Turkey.*
Diomede ..... 134

**Christo Yorghi, Tujar,**
*Constantinople, Turkey.*
Ayah Yorghi ..... 177

**Christodolu, F. & M.,**
Erachio ..... 367

**Christoffersen, A.,**
*Soon, Norway.*
Rap ..... 115

**Christoffersen, J. H.,**
*Tönsberg, Norway.*
Odin ..... 494

**Christoffersen, O.,**
*Tönsberg, Norway.*
Antoine Dor ..... 457
Orest ..... 270

**Christoforidis & Co.,**
*Constantinople, Turkey.*
Ayah Nicola ..... 558

**Christophersen, J.,**
*Holmestrand, Norway.*
Marie ..... 417

**Christophersen, P.,**
*Bodö, Norway.*
Fortuna ..... 113

**Christophersen, W.,**
*Mörköv, Denmark.*
Ydun ..... 134

**Christophol Ismovil, Madame, & Co.,**
*Enos, Turkey.*
Enos ..... 130

**Christophor Alexandiros, Keresteh tijari, & Co.,**
*Constantinople, Turkey.*
Armokradi ..... 210

**Christophor Christophoudis, Keresteh tijari,**
*Constantinople, Turkey.*
Anksartotos ..... 158

**Christophor, Kerestehtijari, & Co.,**
*Constantinople, Turkey.*
Vangelistra ..... 250

**Christophor oglou Christophor Kerestehji,**
*Evranyieth, Turkey.*
Net Tons
Despina Prashko ..... 190

**Chritsa, Calliope,**
*Hydra, Greece.*
Aspasia ..... 203

**Chrussakis Bros., & S. Tzatzaroni,**
*Syra, Greece.*
Chrussakis ..... 246

**Chrysanthis, Ant.,**
*Syra, Greece.*
Evangelistria ..... 107

**Chugg, George,**
*South Street, Braunton, Devon.*
Kitty Ann ..... 56

**Church, Joseph H.,**
*Taunton, Mass., U.S.*
Charles Noble Simmons ..... 716
Charles W. Church ..... 802
Josie R. Burt ..... 722

**Church, W. B.,**
*Taunton, Mass, U.S.*
Bertha Dean ..... 713
C. A. White ..... 791
Emma F. Angell ..... 819
Marguerite ..... 1476

**Churchill, E., & Sons,**
*Hantsport, N.S.*
Bremen ..... 852

**Churchill, Ezra,**
*Hantsport, N.S.*
Josephine ..... 111
May Flower ..... 148

**Churchill, Ezra, jun.,**
*Hantsport, N.S.*
Montreal ..... 807

**Churchill, G. W. & J. W.,**
*Hantsport, N.S.*
Africa ..... 679

**Churchill, George W.,**
*Hantsport, N.S.*
Austria ..... 1868
Avon ..... 182
Brazil ..... 344
Bristol ..... 1305
British America ..... 1050
C. C. Van Horn ..... 377
Cuba ..... 453
Falmouth ..... 501
Genoa ..... 462
s. George Shattuck ..... 231
Grecian Bend ..... 188
Hamburg ..... 1649
s. Havana ..... 246
s. Hiawatha ..... 148
Lily ..... 368
Marlborough ..... 1383
Ontario ..... 825
Persia ..... 578
Plymouth ..... 1312
Scotland ..... 1499
Swansea ..... 746

**Churchman, W. H.,**
*Wilmington, Del., U.S.*
s. Chief ..... 125

**Chuyetsu Kisen Kaisha,**
*Fushiki, Japan.*
Net Tons
s. Chuyetsu Maru ..... 987

**Ciampa, D.,**
*Castellamare di Stabbia, Italy.*
Melchiorre ..... 790

**Ciampa, Francesco S.,**
*Castellamare, Italy.*
Cavalier Ciampa ..... 1709

**Ciampa, F. S., (Eredi di),**
*Piano di Sorrento, Naples, Italy.*
Chiarina ..... 601
Ciampa Emilia ..... 864
Emilia ..... 306
Emilia Ciampa ..... 426
Fortunata ..... 516
Francesco Ciampa ..... 1699
Leone ..... 605
New York ..... 388
Salvatore ..... 487
Salvatore Ciampa ..... 1695
Teresina ..... 456

**Ciampa, F. S., & figli,**
*Piano di Sorrento, Italy.*
F. S. Ciampa ..... 1527

**Ciamuridis, M., & Co.,**
*Agatopolis, Turkey.*
Evangelistria ..... 255

**Ciano, R., & Co.,**
*Leghorn, Italy.*
Assuntina ..... 387

**Ciano, Raimondo,**
*Leghorn, Italy.*
Nettuno ..... 438
Primo ..... 464

**Ciano, Ugo.,**
*Via del Fiore, No. 4, Leghorn, Italy.*
Fratelli M ..... 124

**Cicellis, P. G.,**
44, *Boulevard de Rome, Marseilles, France.*
s. Lixuri ..... 858
s. Paliki ..... 1006
s. Tricoupis ..... 1534

**Cichero, A., fu N.,**
*Camogli, Italy.*
Manin Cichero ..... 524

**Cichero, Lazzaro,**
*Recco, Italy.*
Lealta ..... 488

**Cichero, Salvatore, fu G. B.,**
*Recco, Italy.*
Recco ..... 759
Rissetti C. ..... 889

**Cignoni fratelli,**
*Leghorn, Italy.*
Adele C. ..... 177
Bianca C. ..... 318
Egisto C. ..... 158
Giulietta C. ..... 419
Giuseppe ..... 343
Luigi C. ..... 249
Nuovo Cristoforo Colombo ..... 152
Secondo S. Giovanni ..... 373
Speranza C. ..... 500
Teresa C. ..... 255
Virgilio C. ..... 263

**Cignoni, G., fu Andrea,**
*Rio Marina, Elba.*
Net Tons
Sara ..... 196

**Cilento, F.,**
*Naples, Italy.*
Martino Cilento ..... 893
Sant' Antonio ..... 973

**Cinello, C.,**
*Genoa, Italy.*
Stradella ..... 117

**Ciobba, Angela G.,**
*Scutari, Albania.*
Sciahini Baker ..... 120

**Cipura, G.,**
*Galaxidi, Greece.*
Prodromos ..... 327

**Ciro, Paolillo, di V.,**
*Torre del Greco, Italy.*
Caterina A. ..... 199

**Cirojanni, Maria G.,**
*Syra, Greece.*
Archangelos ..... 220

**City of Cork Steam Packet Co., Ld.,**
*Penrose Quay, Cork.*
s. Blarney ..... 530
s. Cormorant ..... 579
s. Glanmire ..... 482
s. Glengariff ..... 497
s. Killarney ..... 602
s. Lee ..... 700
s. Saint Finbar ..... 630
s. Upupa ..... 566
s. Xema ..... 562

**City of Dublin Steam Packet Co.,**
15, *Eden Quay, Dublin.*
s. Belfast ..... 191
s. Cavan ..... 300
s. Connaught ..... 373
s. Express ..... 178
s. Galway ..... 500
s. Ireland ..... 671
s. Kildare ..... 498
s. Leinster ..... 500
s. Leitrim ..... 443
s. Mayo ..... 350
s. Meath ..... 485
s. Mullingar ..... 340
s. Munster ..... 667
s. Ulster ..... 827

**City of Liverpool Steam Nav. Co., Ld.,**
14, *Castle Street, Liverpool.*
*See* ELDER, DEMPSTER & Co.

**City Line, Ld.,**
*See* GEO. SMITH & SONS.

**City of Richmond Steamboat Co.,**
*New London, Conn., U.S.*
s. City of Richmond ..... 601

**Ciuarlizza, L.,**
*Mokoscizze, Ragusa, Austro-Hungary.*
Dub ..... 865
Lav. ..... 663



s. désigne les Vapeurs.

### Clacevich, A.,
*Dobrosa, Austro-Hungary.*

| | Net Tons |
|---|---|
| Una | 352 |

### Clan Line.
*See* CAYZER, IRVINE & CO.

### Clancy, Jeremiah,
*Kinsale, co. Cork.*

| | Net Tons |
|---|---|
| Lord Rollo | 129 |

### Clapham Steam Ship Co., Ld.,
*9, Dean Street, Newcastle-on-Tyne.*
*See* G. E. MACARTHY.

### Clappison, Hannah (Miss),
*Shanghai, China.*

| | Net Tons |
|---|---|
| Contest | 486 |
| Lucia | 640 |

### Clark, B. J.,
*Greenport, Long Island, N.Y.*

| | Net Tons |
|---|---|
| Luther A. Roby | 608 |
| Mary Freeland | 378 |

### Clark Estate, The,
*Detroit, Michigan, U.S.*

| | Net Tons |
|---|---|
| s. Wyandotte | 160 |

### Clark, G.,
*Gloucester, Mass., U.S.*

| | Net Tons |
|---|---|
| Harry L. Belden | 117 |

### Clark, George W.,
*Exeter, New Hampshire, U.S.*

| | Net Tons |
|---|---|
| John Lenthall | 136 |

### Clark, J., Trustees of the late,
*Gateside, Paisley.*

| | Net Tons |
|---|---|
| s. Mohican | 365 |

### Clark, J.,
*Washington, U.S.*

| | Net Tons |
|---|---|
| s. Alpha | 154 |

### Clark, James,
8, *Union Street, Glasgow.*

| | Net Tons |
|---|---|
| s. Antona | 336 |
| s. Dunkeld | 710 |
| s. Fortuna | 432 |

### Clark, James,
*Mayslanding, New Jersey, U.S.*

| | Net Tons |
|---|---|
| George A. Howes | 144 |

### Clark, James,
*Goderich, Ontario, Canada.*

| | Net Tons |
|---|---|
| H. N. Todman | 110 |
| s. J. H. Jones | 98 |

### Clark, M. T.,
5, *Oswald Street, Glasgow.*

| | Net Tons |
|---|---|
| s. Edinburgh Castle | 51 |
| s. Windsor Castle | 53 |

### Clark, Marcus M.

| | Net Tons |
|---|---|
| Lugano | 166 |

### Clark, Richard,
*Devoran, Cornwall.*

| | Net Tons |
|---|---|
| Mary & Elizabeth | 95 |

### Clark, Robert,
21, *Bothwell Street, Glasgow.*

| | Net Tons |
|---|---|
| Garsdale | 1645 |

### Clark & Service,
21, *Bothwell Street, Glasgow.*

| | Net Tons |
|---|---|
| Fort George | 1608 |
| s. Fort William | 1179 |
| s. Southwood | 808 |
| (Ardan Steam Ship Co., Ld.) | |
| s. Ardanbhan | 718 |
| s. Ardancorrach | 908 |
| s. Ardandhu | 1334 |
| s. Ardangorm | 1035 |
| s. Ardanmhor | 1338 |
| s. Ardanrigh | 864 |
| s. Ardanrose | 1360 |

### Clark, William B.,
*Sarnia, Canada.*

| | Net Tons |
|---|---|
| s. J. C. Clark | 99 |

### Clarke, A. G.,
*Georgetown, Demerara.*

| | Net Tons |
|---|---|
| Belle Martiniquaise | 118 |
| Topaze | 127 |

### Clarke, B. A., & Co.,
*Shanghai, China.*

| | Net Tons |
|---|---|
| Cape City | 439 |
| s. Fei Ching | 994 |
| Nanaimo | 397 |
| Rewa | 454 |

### Clarke, John M.,
54, *Bernard Street, Leith.*

| | Net Tons |
|---|---|
| s. Rosslyn | 8 |

### Clarke, John R.,
*Melbourne, Victoria.*

| | Net Tons |
|---|---|
| Speedy | 274 |

### Clarke (Stephenson) & Co.,
4, *St. Dunstan's Alley, London, E.C.*

| | Net Tons |
|---|---|
| Alice V. Goodhue | 134 |
| s. Andalucia | 1160 |
| Conflict | 193 |
| Ebenezer | 177 |
| s. Erasmus Wilson | 437 |
| s. F. E. Webb | 340 |
| s. Gracie | 811 |
| s. J. M. Strachan | 428 |
| s. John Grafton | 334 |
| s. Portslade | 336 |
| Prospero | 144 |
| Sarah | 185 |
| s. St. Dunstan | 619 |

### Clarke, W. G.,
*Bear River, co. Annapolis, N.S.*

| | Net Tons |
|---|---|
| Ethel Clarke | 397 |
| Harry Stewart | 244 |

### Clausen, H. W.,
*Eckernförde, Germany.*

| | Net Tons |
|---|---|
| Therese | 391 |

### Clausen, Hans C.,
*Christiansund, Norway.*

| | Net Tons |
|---|---|
| Consuelo | 220 |
| s. H. A. Hartland | 389 |

### Clausen, J. P.,
*Nordby Fano, Denmark.*

| | Net Tons |
|---|---|
| Puck | 473 |

### Clausen, N.,
*Elsinore, Denmark.*

| | Net Tons |
|---|---|
| Excelsior | 440 |

### Clavering, T., Son & Co.,
27, *St. Vincent Place, Glasgow.*

| | Net Tons |
|---|---|
| Janet Court | 996 |

### Claydon, F. C. W. & A. G. T.,
132, *Canal Road, Mile End, London, E.*

| | Net Tons |
|---|---|
| Zenobia | 78 |

### Clazey, J. O.,
14, *John Street, Sunderland.*

| | Net Tons |
|---|---|
| s. Lord Londonderry | 358 |

### Clément, Th., Y. Cecconi & Co.,
*St. Pierre, Miquelon.*

| | Net Tons |
|---|---|
| s. Pro Patria | 420 |

### Clemmensen, C. P.,
*Thurø, Svendborg, Denmark.*

| | Net Tons |
|---|---|
| Stine | 103 |

### Clemmesen, C.,
*Skive, Denmark.*

| | Net Tons |
|---|---|
| Inger Margrethe | 160 |

### Clemow, J. N.,
*Padstow, Cornwall.*

| | Net Tons |
|---|---|
| Ballinbreich Castle | 99 |

### Cleugh, G., & Co.
8, *Queen Street, Newcastle-on-Tyne.*

| | Net Tons |
|---|---|
| s. Beaconsfield | 1118 |
| s. Salisbury | 1212 |
| s. Tynemouth Castle | 829 |

### Cleveland & Buffalo Transit Co.,
*Cleveland, Ohio.*
*See* T. F. NEWMAN.

### Cleveland Cliffs Iron Co.,
*Cleveland, Ohio.*

| | Net Tons |
|---|---|
| s. Cadillac | 1068 |
| s. Pioneer | 775 |

### Cleveland Iron Mining Co.,
*Cleveland, Ohio.*

| | Net Tons |
|---|---|
| s. Frontenac | 1676 |
| s. Pontiac | 1788 |

### Cleveland Steam Shipping Co., Ld.,
*South Stockton.*
*See* R. H. APPLETON.

### Clifford & Co.,
*Dungarvon, co. Waterford.*

| | Net Tons |
|---|---|
| Eliza O'Keefe | 112 |

### Clinch, D. C.,
*St. John, N.B.*

| | Net Tons |
|---|---|
| Marabout | 1455 |

### Clink, J. D.,
4, *East Breast, Greenock.*

| | Net Tons |
|---|---|
| Fiery Cross | 1399 |
| Oimara | 1354 |
| Pinmore | 2286 |
| Samœna | 1869 |
| Thistle | 2192 |
| Valkyrie | 2172 |
| Vanduara | 1916 |
| Yarana | 1871 |
| Zinita | 1525 |

### Clive Steam Tug Co.,
*Calcutta.*
*See* GLADSTONE, WYLLIE & CO.

### Cloake, Henry T., jun.,
*Bute Docks, Cardiff.*

| | Net Tons |
|---|---|
| s. Carina | 1054 |
| s. Clymene | 942 |

### Cloni, S.,
*Smyrna, Turkey in Asia.*

| | Net Tons |
|---|---|
| Omonia | 114 |

### Close, P. G.,
*Toronto, Ontario.*

| | Net Tons |
|---|---|
| s. Eurydice | 438 |

### Closson, J.,
*Searsport, Maine, U.S.*

| | Net Tons |
|---|---|
| Hero | 130 |

### Clothier, F. C.,
44, *Sydenham St., Whitstable, Kent.*

| | Net Tons |
|---|---|
| Magic | 182 |
| Tartar | 166 |
| Vivid | 147 |

### Clyde Lighthouses, Trustees of the,
137, *St. Vincent Street, Glasgow.*

| | Net Tons |
|---|---|
| s. Cloch | 179 |
| s. Clyde | 152 |
| s. Cumbrae | 178 |
| s. Torch | 48 |
| s. Toward | 180 |

### Clyde Navigation, Trustees of the,
*Glasgow.*

| | Net Tons |
|---|---|
| s. Cairndhu | 311 |
| s. Clyde | 14 |
| s. Finnieston | 43 |
| s. Hopper No. 1 | 394 |
| s. Hopper No. 3 | 394 |

### Clyde Shipping Co., Ld.,
21, *Carlton Place, Glasgow.*
*See* J. CUTHBERT.

### Clyde Steamship Co.,
*Philadelphia, U.S.*

| | Net Tons |
|---|---|
| s. Goldsboro' | 486 |

### Clyde, W. P., & Co.,
35, *Broadway, New York, U.S; and* 12, *South Delaware Avenue, Philadelphia, U.S.*

| | Net Tons |
|---|---|
| s. Algonquin | 2258 |
| s. Cherokee | 1967 |
| s. Croatan | 824 |
| s. Delaware | 1279 |
| s. El Callao | 642 |
| s. Fanita | 289 |
| s. George W. Clyde | 1514 |
| s. Iroquois | 2236 |
| s. Ozama | 766 |
| s. Pawnee | 859 |
| s. Saginaw | 1429 |
| s. Seminole | 1967 |
| s. Yemassee | 1379 |

### Coad, Joseph Grigg,
*Port Isaac, Cornwall.*

| | Net Tons |
|---|---|
| Swift | 90 |

### Coastal Steam Packet Co., Ld.,
*Bridgewater, N.S.*

| | Net Tons |
|---|---|
| s. Bridgewater | 119 |

### Cobb, Wight & Co.,
246, *Main Street, Rockland, Maine, U.S.*

| | Net Tons |
|---|---|
| Billow | 135 |
| Brigadier | 295 |
| Carrie C. Miles | 101 |
| Carrie E. Look | 504 |
| Charlie & Willie | 117 |
| Edward Lameyer | 138 |
| G. M. Brainard | 230 |
| Henry Norwell | 507 |
| Ira B. Ellems | 263 |
| J. B. Holden | 390 |
| J. R. Bodwell | 214 |
| Jose Olaverri | 629 |
| Lena White | 121 |
| M. Luella Wood | 529 |
| Mary Langdon | 111 |
| Maynard Sumner | 365 |
| Nahum Chapin | 567 |
| Nathan F. Cobb | 623 |
| Red Jacket | 111 |
| Silver Heels | 112 |

### Cobian, Viuda de,
*Villagarcia, Spain.*

| | Net Tons |
|---|---|
| Carmen Cobian | 114 |

### Cocard & Co.,
*Pontrieux, France.*

| | Net Tons |
|---|---|
| Coquette | 106 |

### Coch, N. W.,
*Brevig, Norway.*

| | Net Tons |
|---|---|
| Lord Baltimore | 310 |
| Vidfarne | 178 |

### Cochran, George W.,
*Windsor, N.S.*

| | Net Tons |
|---|---|
| E. J. Spicer | 1268 |

### Cochrane, J.,
*Cramahe, Ontario.*

| | Net Tons |
|---|---|
| Fleetwing | 162 |

### Cock, John H.,
*Nelson, N.Z.*

| | Net Tons |
|---|---|
| s. Kennedy | 124 |

### Cock, Joseph H.,
*Nelson, New Zealand.*

| | Net Tons |
|---|---|
| s. Charles Edward | 123 |
| s. Murray | 90 |
| s. Waverley | 77 |

### Cock, Robert,
*East Appledore, Devon.*

| | Net Tons |
|---|---|
| Ada | 91 |
| Rosie | 89 |

### Cock, Robert, & Sons,
*Quay House, Appledore, Devon.*

| | Net Tons |
|---|---|
| Florence | 99 |

### Cockerline, W. H., & Co.,
*Deddington Chambers, Bowlalley Lane, Hull.*

| | Net Tons |
|---|---|
| s. Industry | 1189 |
| s. International | 1056 |
| s. Pacific | 1691 |
| s. Spark | 855 |

**Cockey, W. W.,**
*Suffolk, Va., U.S.*
Net Tons
Charles B. Leet ..... 290

**Cocurullo, L.,**
*Castellamare di Stabbia, Italy.*
Almirante Gravina ..... 241

**Codd, J., & J. Murphy,**
91, *Parnell Street, Wexford.*
Economist ..... 74

**Codd, John,**
*Wexford.*
Star of Hope ..... 79

**Codling, James,**
*Great Grimsby.*
s. Alcedo ..... 35

**Coelho, F. J. da C., & Co.,**
*Rio de Janeiro, Brazil.*
Sao Benedicto ..... 156

**Coelho, J. R.,**
*Aracaju, Brazil.*
Mercuriano ..... 276

**Coelho, J. R. Bastos,**
*Aracaju, Brazil.*
Triumpho ..... 218

**Coffin, E. G.,**
*Boston, Mass., U.S.*
Belle Wooster ..... 456

**Coffournic (Madame),**
*Bourg d'Arzon, Morbihan, France.*
Gaulois ..... 140

**Coffre, A.,**
*Calais, France.*
Rosalie ..... 131

**Coggins, T. C.,**
27, *Water Street, Liverpool.*
s. Flying Falcon ..... 30

**Cohn, Marcus, & Sohn,**
*Königsberg, Germany.*
s. Albertus ..... 731
s. Kopernikus ..... 384
s. Ottokar ..... 746

**Cokino Bros.,**
*Syra, Greece.*
Cleopatra ..... 337

**Cokinogenis, A.,**
*Samos, Turkey.*
Zoodochos Pighi ..... 231

**Cokinojenis, D.,**
*On board.*
Agia Trias ..... 682

**Cokinos, N.,**
*Ermoupolis, Greece.*
Enossis ..... 394

**Cokinos, N.,**
*Skiathos, Greece.*
Net Tons
Evangelistria ..... 298

**Cokinos, N., & Co.,**
*Syra, Greece.*
Katina ..... 362

**Colakis, N. J., & Co.,**
*Syra, Greece.*
Profitis Elias ..... 477

**Colberger Dampschiffs Actien Gesellschaft,**
(Manager—E. Reinholz),
*Am Hafen, Colberg, Germany.*
s. Colberg ..... 155

**Colbeth, L. M.,**
*Machias, Me., U.S.*
Beta ..... 144

**Colby, Thomas H.,**
*Calstock, near Plymouth.*
Sunbeam ..... 113

**Colcord, M. E.,**
*Portland, Maine, U.S.*
Carrie Heckle ..... 473

**Cole, A. J.,**
*Somerville, Mass., U.S.*
Francis R. Baird ..... 326

**Cole, Darius,**
*Detroit, Michigan, U.S.*
s. Darius Cole ..... 402

**Cole & Holt,**
*Bay City, Michigan, U.S.*
s. Arundell ..... 257

**Cole, William G.,**
*Stanley House, Felixstowe Road, Ipswich.*
Princess Royal ..... 135
Reindeer ..... 113

**Coleman, G. L.,**
*Fall River, Mass., U.S.*
s. Hale ..... 119

**Coleman, H. P.,**
*Whitstable, Kent.*
Caledonia ..... 171

**Coleman, John,**
6, *Argyle Terrace, New Oxford Street, New Clee, Lincolnshire.*
Atlantic ..... 86

**Colfer, Patrick,**
2, *Queen's Terrace, Waterford.*
Zoe ..... 158

**Coll, G.,**
*Barcelona, Spain.*
Celia ..... 243

**Coll, M. Bonet,**
*Palma, Majorca.*
Isabel ..... 215

**Coll, P.,**
*Barcelona, Spain.*
Net Tons
Lista ..... 201

**Coll, Sarda & Co.,**
*Buenos Ayres, Argentine Republic.*
s. Orion ..... 114

**Coll y Mas, P.,**
*Palma, Majorca.*
Mariano ..... 126

**Collar, Harry,**
*Whitstable, Kent.*
Druide ..... 138

**Collet, E.,**
*La Trinité, Morbihan, France.*
Marcel & Emma ..... 124

**Collet, H.,**
*Havre, France.*
s. Corbeil ..... 63

**Collett, C.,**
*Nora, Sweden.*
(Nora-Karlskoga Rederiaktieb.)
s. Otterbäcken ..... 128
s. Teodor Mannheimer ..... 158

**Collett, C., & Mölbach,**
*Christiania, Norway.*
Nordstrand ..... 1085
(Actieselskabet "Leangen.")
Doris ..... 1182
Reistad ..... 1377
Thinca ..... 420

**Collett, Eugène,**
*Reistad pr. Hvalstad, Norway.*
Pharos ..... 1227
Phos ..... 1587
Phyllis ..... 932

**Collet-Tavérne fils, C. L. & P.,**
*Dunkirk, France.*
Charles Collet ..... 349
Louise Collet ..... 379

**Collin, H., & A. Brugier,**
*St. Pierre, Martinique.*
Freda ..... 118

**Collin, James,**
*Foot 23rd Street, Brooklyn, N.Y., U.S.*
Fairfield ..... 264

**Collin, William,**
*Petrie Bight, Brisbane, Queensland.*
s. Lady Musgrave ..... 129

**Colling, Thomas,**
17, *Nelson Street, Sunderland.*
s. Dhu Heartach ..... 82

**Collingwood Dry Dock and Wrecking Co.**
*Collingwood, Ontario.*
s. Reliance ..... 182

**Collins Bay Raftings & Forwarding Co.,**
*Collins Bay, Ontario.*
Net Tons
s. City of Owen Sound ..... 498
s. Orion ..... 402
s. Petrel ..... 199
Sylvester Neelon ..... 291

**Collins, Charles,**
*Tortola, W.I.*
D. Alverty ..... 129
Edward Thomson ..... 135

**Collins, Edward,**
*Bosham, Chichester, Sussex.*
Hope ..... 131

**Collins, Geo. H.,**
22, *Market Street, San Francisco, U.S.*
s. Celia ..... 116
s. Cosmopolis ..... 267
Glendale ..... 281

**Collins, R. S.,**
75, *State Street, Boston, Mass., U.S.*
Cassie Jameson ..... 379

**Collins, W. H.,**
*Gloucester, Mass., U.S.*
Lucy E. Friend ..... 447

**Colom y Rullan, G.,**
*Soller, Majorca.*
Ermesinda ..... 115

**Coloma Commercial Co.,**
*P.O. Box 70, Portland, Oregon, U.S.*
Coloma ..... 814

**Colomer, Viuda de José, & Lazaro Fernandez,**
*Puebla del Caramiñal, Coruña, Spain.*
Tula ..... 425

**Colonial Bank of Australia,**
*Melbourne, Australia.*
s. Lonsdale ..... 228

**Colonial Government,**
*Cape Town.*
s. Sir Gordon ..... 360

**Colonial Sugar Refining Co. Ld.,**
12, *Queen Street, Melbourne, Victoria.*
s. Fiona ..... 414
s. Florence Maud ..... 71

**Colson, John A.,**
*Addison Point, Maine, U.S.*
Silver Spray ..... 173

**Colton, Thomas, jun.,**
*Boston, Mass., U.S.*
Emma C. ..... 104

**Colucunti, M.,**
*Syra, Greece.*
Athina ..... 347

**Columbia Nav. & Con. Co.,**
*Carthagena, U.S. of Columbia.*
s. Soledad ..... 138

**Columbia River Protective Union,**
*Astoria, Or., U.S.*
Net Tons
Pathfinder ..... 151

**Columbia Steam Navigation Co., Ld.,**
55, *John Street, Sunderland.*
*See* W. & T. W. PINKNEY.

**Columbian Government,**
*Bogota, United States of Columbia.*
Beatrice Bernard ..... 318

**Columbian Whaleback Steamship Co.**
36, *Wall Street, New York, U.S.*
s. Christopher Columbus ..... 940

**"Columbus," Dampfschiffs-Rhederei,**
*Elsfleth, Germany.*
s. Corona ..... 1396

**Colvil, A. C.,**
135, *Pearl Street, New York, U.S.*
s. Tyrian ..... 667

**Colvils, Lowden & Co.,**
111, *Union Street, Glasgow.*
s. Battle Isle ..... 81
s. Elfrida ..... 310
s. Harold ..... 392
s. Sunbeam ..... 1154
(Macgregor S.S. Co., Ld.)
s. Ethelred ..... 531
s. Ethelwold ..... 533

**Colwell Geo. W.,**
*St. John, N.B.*
Mary C. ..... 199

**Comarasamy Aromogano & Sabapathiar Punmamoorthy,**
*Point Pedro, Ceylon.*
Thiro Nada Rasa Swakama Sunthara Letchemy ..... 233

**Combitsis, A.,**
*Argostoli, Greece.*
Maris Vaglianos ..... 194

**Comboul, R.,**
21, *Rue Bergère, Paris, France.*
s. Notre Dame de Salut ..... 1775

**Combulto, Costanti, Hadji,**
*Maiz Ada, Türkey.*
Ayah Nicola ..... 305

**Comillas, Marques de,**
*Barcelona, Spain.*
s. Ardanaz ..... 479
San Luis ..... 135

**Commercial Cable Co.,**
18, *Bishopsgate Street Within, London, E.C.*
s. Mackay-Bennett ..... 1613

**Commercial Lighterage Co.,**
*Free Trade Wharf, Ratcliff, London, E.,*
*and 60, Fenchurch Street, London, E.C.*
s. Leo ..... 8



s. désigne les Vapeurs.

### Commercial Steam Ship Co., Ld.,
*32, Great St. Helen's, London, E.C.*

| | Net Tons |
|---|---|
| s. Boston | 547 |
| s. Darlington | 1625 |
| s. Hampton | 1383 |
| s. Honiton | 1585 |
| s. Long Ditton | 506 |
| s. Plympton | 1850 |

### Commonwealth Transportation Co.,
*Philadelphia, U.S.*

| | |
|---|---|
| s. Lizzie Henderson | 197 |

### Comninos, C. M., & Co.,
*Syra, Greece.*

| | |
|---|---|
| Agios Mercurios | 186 |
| [illegible] | 1101 |

### Concordia, Rederibolaget,
*Gefle, Sweden.*
*See* O. A. BRODIN.

### Concordia, Rederi Aktiebolaget,
*Gothenburg, Sweden.*
*See* JUSTUS A. WALLER.

### Condilato Leonide,
*Kertch, Russia.*

| | |
|---|---|
| Ekaterini | [illegible] |

### Condojorcopoulos, G.,
*Galaxidi, Greece.*

| | |
|---|---|
| Panagiotis | [illegible] |

### Condor, Rederi Aktiebolaget,
*Stockholm, Sweden.*

### [illegible] & Agricole de Casamance,
*4, Cité d'Antin, Paris, France.*

| | |
|---|---|
| Gambia | 139 |

### Compagnie Commerciale de Transports à Vapeur Français,
(Manager—J. Couvert),
*31, Rue da la Bourse, Havre, France.*

| | |
|---|---|
| s. Dupuy de Lôme | 2459 |
| s. Havre | 2459 |

### Compagnie des Bateaux à Vapeur de la Guadeloupe,
*Point a Pitre-Guadeloupe, French West Indies.*

| | |
|---|---|
| s. Alcyon | 60 |
| Alliance | 259 |
| s. Hirondelle | 56 |
| s. Lifjeld | 116 |

### Compagnie de Boleo,
*5, Cité d'Antin, Paris, France.*

| | |
|---|---|
| s. Korrigan | 101 |
| s. Korrigan II. | 55 |

### Compagnie de Nav. Arménienne & Marocaine,
*Marseilles, France.*
*See* N. PAQUET & Co.

### Compagnie de Navigation de la Basse Loire,
*Nantes, France.*

| | |
|---|---|
| s. Basse Indre | 56 |

### Compagnie de Navigation Maritime à Vap., France—Algerie,
*Nantes, France.*

| | Net Tons |
|---|---|
| s. Général Chanzy | 949 |
| s. Jules Chagot | 821 |

### Compagnie de Navigation Mixte (COMPAGNIE TOUACHE),
*Marseilles, France.*

| | |
|---|---|
| s. Alger | 446 |
| s. Emir | 779 |
| s. Félix Touache | 764 |
| s. Isly | 766 |
| s. Kabyle | 784 |
| s. Oasis | 767 |
| s. Oran | 455 |
| s. Rhone | 784 |
| s. Soudan | 501 |
| s. Tafna | 784 |
| s. Tell | 746 |

### Compagnie de Produits du Congo,
*Antwerp, Belgium.*

| | |
|---|---|
| s. Le De Roubaix | 15 |

### Compagnie des Messageries Nationales,
*Paris, France.*

| | |
|---|---|
| s. La Licorne | 20 |

### Compagnie du Canal de Suez,
*Suez, Egypt.*

| | |
|---|---|
| s. Parisienne | 92 |

### Compagnie du Chemin de fer et du Port de la Réunion,
*St. Denis, France.*

| | |
|---|---|
| s. Reunion | 50 |

### Compagnie du Sénégal et de la Côte Occidentale d'Afrique,
*Marseilles, France.*

| | |
|---|---|
| s. Foulah | 1040 |
| s. Mandingue | 950 |
| Nelia | 245 |

### Compagnie Française de Navigation à Vapeur,
*Rue Sylvabelle* 69, *Marseilles, France.*
*See* CYPRIEN FABRE & Co.

### Compagnie Française du Télégraphe de Paris à New York,
*Paris, France.*

| | |
|---|---|
| s. Pouyer Quertier | 903 |

### Compagnie Générale de Navigation,
*Cours Rambaud* 11, *Lyons, France.*

| | |
|---|---|
| s. Independant | 129 |

### Compagnie Générale des Bateaux à Vapeur à Hélice du Nord,
(Manager—G. Verberckmoes.)
*Quai de la Citadelle* 4, *Dunkirk, France.*

| | |
|---|---|
| s. Cambrai | 611 |
| s. Frédéric Morel | 822 |
| s. Jean Bart | 395 |
| s. Marie | 461 |
| s. N. Verberckmoes | 777 |
| s. Nantes Bordeaux | 880 |
| s. Néva | 171 |
| s. Nord | 547 |
| s. Président Le Roy Lallier | 750 |
| s. Ville D'Aras | 983 |
| s. Ville de Boulogne | 473 |
| s. Ville de Dunkerque | 756 |
| s. Ville de Lille | 590 |
| s. Ville de Marseille | 799 |

### Compagnie Générale Transatlantique,
*Rue Auber* 6, *Paris, France; and Gracechurch Street, London.*

| | Net Tons |
|---|---|
| s. Abd el Kader | 763 |
| s. Afrique | 631 |
| s. Ajaccio | 638 |
| s. Alexandre Bixio | 1473 |
| s. Alice | 492 |
| s. Amérique | 2183 |
| s. Bastia | 634 |
| s. Belle Isle | 36 |
| s. Canada | 1933 |
| s. Colomba | 437 |
| s. Colombie | 1473 |
| s. Désirade | 744 |
| s. Dragut | 259 |
| s. Duc de Bragance | 786 |
| s. Eugène-Pereire | 711 |
| s. Ferdinand de Lesseps | 1541 |
| s. Flachat | 1495 |
| s. Fournel | 1217 |
| s. France | 2333 |
| s. Général Chanzy | 721 |
| s. Isaac Péreire | 768 |
| s. Kléber | 804 |
| s. La Bourgogne | 2907 |
| s. La Bretagne | 2586 |
| s. La Champagne | 2545 |
| s. La Corse | 623 |
| s. La Gascogne | 2913 |
| s. La Navarre | 2469 |
| s. La Normandie | 2687 |
| s. La Touraine | 2903 |
| s. Labrador | 2388 |
| s. Lafayette | 1294 |
| s. Le Calvados | 787 |
| s. Le Gard | 779 |
| s. Le Morbihan | 506 |
| s. Le Tarn | 787 |
| s. Lou Cettori | 623 |
| s. Malvina | 614 |
| s. Manoubia | 564 |
| s. Maréchal Bugeaud | 689 |
| s. Moise | 702 |
| s. Mustapha Ben Ismail | 259 |
| s. Olinde Rodriques | 1686 |
| s. République | 25 |
| s. Saint Augustin | 794 |
| s. Saint Domingue | 491 |
| s. Saint Germain | 1873 |
| s. Saint Laurent | 1741 |
| s. Saint Simon | 1644 |
| s. Salvador | 491 |
| s. Titan | 24 |
| s. Vénézuéla | 499 |
| s. Versailles | 1883 |
| s. Ville d'Alger | 680 |
| s. Ville d'Oran | 808 |
| s. Ville de Barcelone | 810 |
| s. Ville de Bône | 814 |
| s. Ville de Bordeaux | 1089 |
| s. Ville de Brest | 1105 |
| s. Ville de Madrid | 806 |
| s. Ville de Marseille | 1397 |
| s. Ville de Naples | 836 |
| s. Ville de Rome | 844 |
| s. Ville de Saint Nazaire | 1083 |
| s. Ville de Tanger | 564 |
| s. Ville de Tunis | 925 |
| s. Washington | 1559 |

### Compagnie Havraise Péninsulaire de Navigation à Vapeur,
*Paris, and 26 Place de l'Hôtel de Ville, Havre, France.*

| | |
|---|---|
| s. Constantin | 392 |
| s. Madagascar | 1889 |
| s. Obock | 1659 |
| s. Ville d'Alger | 1109 |
| s. Ville d'Anvers | 260 |
| s. Ville de Belfort | 2095 |
| s. Ville de Malaga | 882 |
| s. Ville de Messine | 797 |
| s. Ville de Metz | 2484 |
| s. Ville de Paris | 2285 |
| s. Ville de Riposto | 855 |
| s. Ville de Strasbourg | 1505 |
| s. Ville de Tarragone | 1068 |
| s. Ville de Valence | 1105 |
| s. Ville du Havre | 2043 |

### Compagnie Maritime et Industrielle de Levis,
*Levis, Quebec.*

| | |
|---|---|
| s. Montmagny | 204 |

### Compagnie Maritime du Pacifique,
(Manager—E. Grosos),
*26, Place de l'Hôtel de Ville, Havre, France.*

| | |
|---|---|
| s. Atlantique | 1917 |
| s. Pacifique | 2295 |
| s. Perou | 2033 |
| s. Tropique | 1935 |

### Compagnie Marseillaise de Navigation à Vap.,
*6, Place de la Bourse, Marseilles, France.*
*See* FRAISSINET & Co.

### Compagnie Medjediel,
*Alexandria, Egypt.*

| | Net Tons |
|---|---|
| s. Persian | 617 |

### Compagnie Nantaise de Navigation à Vapeur,
*65, Quai Fosse, Nantes, France.*

| | |
|---|---|
| s. Caledonie | 1890 |
| s. Loire Inférieure | 503 |
| s. Nantes-Le Havre | 880 |
| s. Ville de Saint Nazaire | 1186 |

### Compagnie Nationale d'Armement,
*26, Rue de Belzunce, Paris, France.*

| | |
|---|---|
| Edmond Gressier | 326 |
| Paul Barbe | 1295 |
| s. Ville de Bahia | 1008 |

### Compagnie Nationale de Navigation,
*Rue de la République* 18, *Marseilles, France.*

| | |
|---|---|
| s. Cachar | 2033 |
| s. Cachemire | 1988 |
| s. Canton | 1956 |
| s. Chandernagor | 1658 |
| s. Chéribon | 1659 |
| s. Colombo | 1932 |
| s. Comorin | 1905 |
| s. Hindoustan | 2157 |

### Compagnie Parisienne de Navig. à Vapeur,
*Paris, France.*

| | |
|---|---|
| s. Bercy | 457 |
| s. Parisien | 473 |

### Compagnie Royale Asturienne des Mines,
*Liége, Belgium.*

| | |
|---|---|
| s. Arnao | 97 |
| s. Réocin | 201 |

### Compagnie Russe de Navigation à Vapeur sur la Mer Noire et le Danube,
(Managers—Prince Barbarino & Baron de Lerche),
*Odessa, Russia.*

| | |
|---|---|
| s. Bessabaretz | 163 |
| s. Fürst Gagarin | 648 |

### Compagnie Touache,
*See* COMPAGNIE DE NAVIGATION MIXTE.

### Compagnie Universelle du Canal Maritime de Suez,
*Port Said, Egypt.*

| | |
|---|---|
| s. Dérocheuse | 352 |
| s. Le Progrès | 205 |
| s. Robuste | 96 |

### Companhia Braziliana de Navegaçao à Vapor,
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Alagoas | 1254 |

### Companhia Brazileira de Estradas de Ferro e Navegaçao,
*Rua 1º de Marco, Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Estrella | 225 |
| s. Iris | 899 |

### Companhia Cabotagem de S. João da Barra,
*S. João da Barra, Brazil.*

| | Net Tons |
|---|---|
| Conselheiro | 320 |
| Realidade | 126 |
| s. Sao Joãs da Barra | 230 |

### Companhia Camara,
*Para, Brazil.*

| | |
|---|---|
| s. Feixeirinha | 158 |

### Companhia Cantereira Barcas Terry,
*Rio Janeiro, Brazil.*

| | |
|---|---|
| s Nictheroy | |

### Companhia da Estrada de Ferro de Bahia e Minas,
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Athayde | 592 |
| s. Augusto Leal | 223 |
| s. Faria Lemos | 687 |
| s. Jeronymo Rebello | 200 |
| Philadelphia | 1235 |

### Companhia da Estrada de Ferro de Macahe & Campos,
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Imbitiba | 283 |
| s. Presidente Travassos | 266 |

### Companhia da Estrada Ferro & Navegaçao,
*Santa Cruz, Brazil.*

| | |
|---|---|
| s. Sepetiba | 100 |

### Companhia de Conservas Argentina,
*Lisbon, Portugal.*

| | |
|---|---|
| s. Argentine | 34 |

### Companhia de Marajo and Tocantins,
*Para, Brazil.*

| | |
|---|---|
| s. Arapixy | 250 |
| s. Marary (*Gross*) | 216 |
| s. Parintino | 331 |
| s. Tocantins | 250 |
| s. Vizeu | 243 |
| s. Xingu | 120 |

### Companhia de Materiaes e Melhoramentos de Cidade do Rio Janeiro,
*Rio Janeiro, Brazil.*

| | |
|---|---|
| s. Santa Marinha | 28 |

### Companhia de Navegaçao à Vapor de Bahia,
*Bahia, Brazil.*

| | |
|---|---|
| s. Aracaju | 160 |
| s. Cacheiorano | 102 |
| s. Caravellas | 320 |
| s. Dous de Julho | 261 |
| s. Goncalves Martio | 374 |
| s. Iequitaia | 250 |
| s. Marques de Caxias | 403 |
| s. Paquete de Gram Para | 520 |
| s. Paulo Alfonso | 219 |
| s. Rio Vermelho | 219 |
| s. Sao Felix | 194 |
| s. Sao Francisco | 117 |
| s. Sao Salvador | 228 |
| s. Sergipe | 325 |
| s. Valeria de Sinimbu | 374 |

### Companhia de Navegaçao à Vapor do Maranhao,
*Maranhao, Brazil.*

| | |
|---|---|
| s. Cabral | 305 |
| s. Colombo | 266 |
| s. Gurupy | 410 |
| s. Mearim | 93 |
| s. Odorico Mendis | 152 |

### Companhia de Navegaçao
**Allianca Maritima Portuense,**
*Praca de Carlos Alberto, Oporto, Portugal.*

| | Net Tons |
|---|---|
| Alliança | 489 |
| America | 981 |
| Claudina | 387 |
| Humildade | 294 |
| Maria | 533 |
| Vasco da Gama | 517 |

### Companhia de Navegaçao
**Carioca,**
*Rio de Janeiro, Brazil.*
*See* J. H. BELLAMY & CO.,
*Manchester, and Rio de Janeiro, Brazil.*

### Companhia de Navegaçao
**Norte-Sul,**
*Rua 1° de Marco, 95, Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Arlindo | 660 |
| s. Bento Gonçalves | 284 |
| s. Camilla | 698 |

### Companhia de Nav. de
**Pernambuco,**
*Pernambuco, Brazil.*

| | |
|---|---|
| s. Beberibe | 389 |
| s. Jaboatao | 391 |
| s. Jacuhype | 383 |
| s. Rio Formoso | 415 |
| s. San Francisco | 373 |
| s. Una | 269 |

### Companhia de Nav. Rio
**and S. Paul's,**
*Rio Janeiro, Brazil.*

| | |
|---|---|
| s. Angra dos Reis | 198 |

### Companhia de Nav. S. João
**de Barra e Campos,**
*Rua do Rosario, 133, Rio Janeiro, Brazil.*

| | |
|---|---|
| Atlantico | 178 |
| s. Campos | 225 |
| Independencia | 145 |
| Monte Alegre | 120 |
| Sao Joao Baptista | 107 |
| s. Teixeirinha | 158 |

### Companhia de Paquetes
**Brazil Oriental e Diques Fluctuantes,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Coritiba | 717 |
| s. Guanabara | 719 |
| s. Ondina | 707 |
| s. Tramandahy | 600 |

### Companhia Esperança
**Maritima,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Oceano | 431 |
| s. União | 431 |

### Companhia Estradas de
**Ferro e Navegaçao do Norte do Brazil,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Satellite | 892 |

### Companhia Espirito Santense de Nav. à Vap.,
*Victoria, Brazil.*

| | |
|---|---|
| s. Penedo | 481 |

### Companhia Frigorificae
**Pastoril Brazileira,**
*Rio Janeiro, Brazil.*

| | |
|---|---|
| s. Jupiter | 684 |
| s. Marte | 696 |
| s. Mercurio | 680 |
| s. Urano | 685 |
| s. Venus | 677 |

### Companhia Maritima Portuense de Reboques e Salvadego,
*55, Rua de Reboleira, Oporto, Portugal.*

| | Net Tons |
|---|---|
| s. Galgo | 23 |
| s. Hercules | 58 |
| s. Velox | 98 |

### Companhia Nacional de
**Navegaçao Costeira,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Commendador Lage | |
| s. Gil Blas | |
| s. Itabira | 467 |
| s. Itacolumi | 569 |
| s. Itamby | 261 |
| s. Itaoca | 692 |
| s. Itapeva | 396 |
| s. Itapoan | 512 |
| s. Itapuca | 553 |
| s. Itaqui | 512 |
| s. Itatiaya | 403 |
| s. Itatiba | 514 |
| s. Itauña | 401 |

### Companhia Nacional de
**Navegaçao à Vapor,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Conde d'Eu | 622 |
| s. Sao Lourenço | 90 |

### Companhia Nacional de
**Salinas Mossoro Assü,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Aguamere | 926 |
| s. Assü | 925 |

### Companhia Nacional de
**Oleas,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Iniciador | 405 |
| Penedo | 180 |
| Villa Nova | 113 |

### Companhia Nacional de
**Pescarias,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Sao Sebastião | 22 |

### Companhia Parana Industrial,
*Paranagua, Brazil.*

| | |
|---|---|
| Alice | 206 |

### Companhia Portugueza do
**Zaire,**
*Lisbon, Portugal.*

| | |
|---|---|
| s. Luso | 206 |

### Companhia Portugueza de
**Pescaria,**
*Lisbon, Portugal.*

| | |
|---|---|
| s. Alfredo | 57 |
| s. Eduardo | 44 |
| s. Nisard | 57 |

### Companhia Progresso Industriel de Cato Frio,
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Industriel | 207 |

### Companhia Rio Parnahyba,
*Theresina, Brazil.*

| | |
|---|---|
| s. Junqueira | 150 |
| s. Paranagua | 161 |
| s. Piauhy | 150 |

### Companhia Santosta de
**Servico Maritima,**
*Santos, Brazil.*

| | |
|---|---|
| s. Arminda | 200 |

### Companhia Sao Francisco do Sul
*Sao Francisco do Sul, Brazil.*

| | Net Tons |
|---|---|
| Industrial 4° | 144 |

### Companhia Thétis,
*Rua Nova de San Domingos, Oporto, Portugal.*

| | |
|---|---|
| s. Rio Tejo | 560 |

### Companhia Torrens Brazileira,
*Rio Janeiro, Brazil.*

| | |
|---|---|
| s. Ceres | 182 |

### Companhia União,
*Rio Janeiro, Brazil.*

| | |
|---|---|
| Mosquito | 210 |

### Compania Arrendataria de
**Tabacos,**
*Malaga, Spain.*

| | |
|---|---|
| s. Salvador | 59 |

### Compania Bilbaina de
**Navegaçion,**
*Arenal 16, Bilbao, Spain.*
*See* AZNAR Y CIA.

### Compania Chileña de Balleneros,
(Chili Whaling Co.),
(Manager—H. A. Howland),
*Casilla 135, Valparaiso, Chili.*

| | |
|---|---|
| Grace Marks | 256 |
| Jane Martin | 349 |
| La Perla | 167 |
| Nautilus | 262 |

### Compania Comercial de Remolcadores,
*P.O. Box 220, Valparaiso, Chili.*

| | |
|---|---|
| s. Miraflores | 62 |

### Compania de Maderas y
**Buques,**
*Valparaiso, Chili.*

| | |
|---|---|
| Atacama | 1376 |
| Hindostan | 1542 |
| India | 953 |
| Silurian | 475 |

### Compania de Navegaçion "La Flecha,"
*Bilbao, Spain.*
(Agents in England—G. H. Fletcher and Co., *Mersey Chambers, Old Churchyard, Liverpool.*)

| | |
|---|---|
| s. Enrique | 1495 |
| s. Ernesto | 1653 |
| s. Federico | 1423 |
| s. Guido | 2065 |
| s. Hugo | 1713 |
| s. Pedro | 1892 |
| s. Sofia | 763 |

### Compania de Remolcadores
**del Cantabrico,**
*Arenal 16, Bilbao, Spain.*
*See* AZNAR Y CIA.

### Compania de Tabacos de
**Filipinas,**
*Manila, Philippine Islands.*

| | |
|---|---|
| s. Compania de Filipinas | 390 |

### Compania de Vapores Correos Interinsulares Canarios,
*Las Palmas, Grand Canary.*

| | |
|---|---|
| s. Leon-y-Castillo | 238 |
| s. Perez Galdos | 148 |
| s. Viera y Clavijo | 236 |

### Compania Esplotadora de
**Lota y Coronel,**
*Valparaiso, Chili.*

| | Net Tons |
|---|---|
| Araucana | 600 |
| s. Carlos Roberto | 464 |
| Loreto | 604 |
| s. Luis Cousiño | 1042 |
| Luz | 507 |
| s. Matias Cousiño | 643 |
| s. Puchoco | 586 |

### Compania Esplotadora de
**Maderas,**
*Valparaiso, Chili.*

| | |
|---|---|
| Estella | 467 |
| Federica | 746 |
| Light of the Age | 491 |
| Pelicano | 408 |

### Compania Ferro-Carril de
**Copiapo,**
*Copiapo, Chili.*

| | |
|---|---|
| Emblem | 519 |

### Compania Gral. de Tabacos,
*Manila, Philippine Islands.*

| | |
|---|---|
| s. Antonio Lopez | 58 |

### Compania Hispano-Argelina,
*Almeria, Spain.*

| | |
|---|---|
| s. Esperanza | 178 |

### Compania "La Veloz,"
*25 de Mayo 259, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Hercules | 80 |
| s. Victorina R. | 20 |

### Compania Maritima,
*Barcelona, Spain.*

| | |
|---|---|
| s. Alvarado | 638 |
| s. Balboa | |
| s. Bazan | 479 |
| s. Campeador | |
| s. Churruca | 771 |
| s. Ciscar | 474 |
| s. Colon | 459 |
| s. Cortes | 951 |
| s. Gravina | 781 |
| s. Molina | 401 |
| s. Pelayo | 1087 |
| s. Pinzon | 509 |
| s. Pizarro | 644 |
| s. Rivera | 449 |
| s. Solis | 518 |
| s. Soto | 648 |
| s. Ulloa | 651 |
| s. Velarde | 567 |

### Compania Metalurgica de
**Mazarron,**
*Puerto de Mazarron, Spain.*

| | |
|---|---|
| s. Carolina | 145 |

### Compañia Naviera Union,
*Bilbao, Spain.*
(Manager—A. Urraza).

| | |
|---|---|
| s. Piloto | 18 |
| s. Union | 37 |

### Compania Sansinena de
**Carnes Congeladas,**
*Calle Piedad 523, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Norman | 150 |

### Compania Sevillana de
**Navegaçion à Vapore,**
*Seville, Spain.*

| | |
|---|---|
| s. Aznalfarache | 831 |
| s. Ciervana | 786 |
| s. La Giralda | 1202 |
| s. Lafitte | 634 |
| s. Luis de Cuadra | 596 |
| s. Macarena | 708 |
| s. San Fernando | 634 |
| s. Segovia | 533 |
| s. Sevillano | 779 |
| s. Torre del Oro | 979 |

### Compania Sud Americana
**de Vapores,**
(Manager—Horacio Lyon),
*Valparaiso, Chili.*

| | Net Tons |
|---|---|
| s. Aconcagua | 1200 |
| s. Amazonas | 1147 |
| s. Biobio | 940 |
| s. Cachapoal | 1440 |
| s. Cautin | 1440 |
| s. Chillan | 420 |
| s. Copiapo | 467 |
| s. Imperial | 960 |
| s. Itata | 1600 |
| s. Lautaro | 1200 |
| s. Limari | 1200 |
| s. Lircai | 420 |
| s. Longavi | 420 |
| s. Lumaco | 397 |
| s. Maipo | 440 |
| s. Mallaco | 1200 |
| s. Mapocho | 440 |
| s. Maule | 1200 |
| s. Pudeto | 80 |
| s. Spartan | 120 |

### Columbus," Dampfschiffs-'hederei,
*Elsfleth, Germany.*

| | |
|---|---|
| Corona | 1200 |

### lvil, A. C.,
135, *Pearl Street, New York, U.S.*

| | |
|---|---|
| Tyrian | 667 |

### lvils, Lowden & Co.,
111, *Union Street, Glasgow.*

| | |
|---|---|
| Battle Isle | 51 |
| Elfrida | 310 |
| Harold | 398 |
| Sunbeam | 1154 |

(Macgregor S.S. Co., Ld.)

| | |
|---|---|
| Ethelred | 531 |
| Ethelwold | 533 |

### well Geo. W.,
*St. John, N.B.*

| | |
|---|---|
| Mary C. | 100 |

### Compania Uruguayade
**Tierras y Fomento Limitada,**
*Monte Video, Uruguay.*

| | |
|---|---|
| s. Guanaco | 150 |

### Compania Valenciana de
**Navegaçion,**
*Valencia, Spain.*

| | |
|---|---|
| s. Denia | 1000 |
| s. Grao | 800 |
| s. Játiva | 700 |
| s. Martos | 900 |
| s. Sagunto | 600 |

### Compañy, P.,
*Majorca.*

| | |
|---|---|
| Lola | 107 |

### Compañy y Vergés, M.,
*Barcelona, Spain.*

| | |
|---|---|
| Clara | 198 |

### Compethecra, C.,
*Cephalonia, Greece.*

| | |
|---|---|
| s. George 1st | 80 |

### Compton, Ullstrom & Co.,
19, *Gracechurch Street, London, E.C.*
Walter D. Wallet 1600

### Comyanos Yanni, Cashotlee.
*Cashot, Turkey.*

| | |
|---|---|
| Marica | 200 |



s. désigne les Vapeurs.

**Conant, J. H., & Co.,**
*103, State Street, Boston, Mass., U.S.*

| | Net Tons |
|---|---|
| Alfred W. Fiske | 376 |
| Alice C. Dickerman | 476 |
| Cyrus Hall | 384 |
| Henry Lippitt | 622 |
| Jacob Reed | 457 |
| John K. Souther | 944 |
| Mary L. Peters | 505 |
| Otello | 332 |
| Rebecca J. Moulton | 560 |

**Conaway, R., & Co.,**
*29, Tower Buildings West, Liverpool.*

| | |
|---|---|
| Isle of Anglesea | 725 |
| Parknook | 793 |
| Remonstrant | 1045 |
| s. Restitution | 2171 |
| (Realm Steam Ship Co., Ld.) | |
| s. Realm | 1080 |
| s. Regimen | 1243 |
| s. Regnant | 1245 |
| s. Rex | 1101 |

**Concordia, Rederibolaget,**
*Gefle, Sweden.*
*See* O. A. BRODIN.

**Concordia, Rederi Aktieb.,**
*Gothenburg, Sweden.*
*See* JUSTUS A. WALLER.

**Condilato Leonide,**
*Kertch, Russia.*

| | |
|---|---|
| Ekaterini | 182 |

**Condojorcopoulos, G.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Panagiotis | 340 |

**Condor, Rederi Aktiebolaget,**
*Stockholm, Sweden.*
*See* B. A. F. GEORGII.

**Condrup, B.,**
*Porsgrund, Norway.*

| | |
|---|---|
| Fredsæl | 494 |

**Conigliaro, A., & Co.,**
*Catania, Sicily.*

| | |
|---|---|
| Giuseppina C. | 104 |

**Conlon, Andrew,**
*Curanbene Creek, Jervis Bay, N.S.W.*

| | |
|---|---|
| Sir John Franklin | 245 |

**Connick, T. & J., & Co.,**
*Dundalk.*

| | |
|---|---|
| Quaco | 147 |

**Conquy, A., aîné, & Co.,**
*Marseilles, France.*

| | |
|---|---|
| s. Conquy | 80 |

**Conradt, H. J.,**
*San Francisco, U.S.*

| | |
|---|---|
| Comet | 673 |

**Conradt, M.,**
*San Francisco, U.S.*

| | |
|---|---|
| Empire | 1075 |

**Conrod, W. A.,**
*P.O. Box 439, Halifax, N.S.*

| | Net Tons |
|---|---|
| Eagle | 130 |
| Electric Light | 293 |
| Gertrude | 293 |
| Winnifred | 432 |

**Conseil, Les fils de Th.,**
*Quai des Chartrons 132, Bordeaux, France.*

| | |
|---|---|
| s. Alphonse Conseil | 972 |
| s. Auguste Conseil | 483 |
| s. Conseil | 1269 |
| s. Conseil frères | 1162 |
| s. Hermance Conseil | 967 |
| s. Jeanne Conseil | 1251 |
| s. Les fils Conseil | 99 |
| s. Les Trois Frères Conseil | 826 |
| s. Mokta | 952 |
| s. Théodore Conseil | 340 |
| s. Yves Conseil | 1000 |

**Consigliere, F. (Eredi di),**
*Pieve di Sori, Genoa, Italy.*

| | |
|---|---|
| Ricordo | 473 |

**Consigliere, L., & Co.,**
*Genoa, Italy.*

| | |
|---|---|
| Rosario | 313 |

**Consolidation Coal Co.,**
*Baltimore, U.S.*

| | |
|---|---|
| s. Charles F. Mayer | 885 |

**Consolo, M.,**
*Messina, Sicily.*

| | |
|---|---|
| Paolino | 189 |

**Constandi Captan,**
*Mysia, Turkey.*

| | |
|---|---|
| Evangelistria | 163 |

**Constant, Joseph,**
*22, Billiter Street, London, E.C.*

| | |
|---|---|
| s. Augusta (Gross) | 62 |
| s. Bee | 1 |
| s. Don (Gross) | 62 |
| s. Dragon | 156 |
| s. Mosquito | 3 |
| s. Star in the East | 4 |
| s. Surprise (Gross) | 62 |

**Constantin Bollilidi Trebizonlee,**
*Trebizonde, Asiatic Turkey.*

| | |
|---|---|
| Bollilidi | 162 |

**Constantin Captan,**
*Constantinople, Turkey.*

| | |
|---|---|
| Elisabeth | 159 |

**Constantinos, A.,**
*Odessa, Russia.*

| | |
|---|---|
| Alevras | 103 |

**Constitution Steam Ship Co., Ld.,**
19, *James Street, Liverpool.*
*See* G. WARREN & CO.

**Contzakis,**

| | |
|---|---|
| Aias | 459 |

**Coode, J. G.,**
*Port Isaac, Cornwall.*

| | |
|---|---|
| Camwood | 125 |
| Rob the Ranter | 147 |

**Cook,**
*Bude, Cornwall.*

| | Net Tons |
|---|---|
| Alford | 75 |

**Cook, C. D.,**
15 & 17, *Mission Street, San Francisco, U.S.*

| | |
|---|---|
| Wrestler | 447 |

**Cook, G.,**
262, *St. George's Road, Hull.*

| | |
|---|---|
| Bacchante | 85 |
| Charley | 90 |

**Cook, Henry,**
*N. Boulevard, Hessle Road, Hull.*

| | |
|---|---|
| Andes | 95 |

**Cook, John, & Son,**
62, *Marischal Street, Aberdeen.*

| | |
|---|---|
| Famenoth | 945 |
| s. Girdleness | 367 |
| (Aberdeen Glen Line S.S. Co., Ld.) | |
| s. Gairloch | 1422 |
| s. Glen Gelder | 453 |
| s. Glen Tanar | 956 |
| s. Glen Tilt | 276 |

**Cook, Robert H.,**
*Whitehall, New York, U.S.*

| | |
|---|---|
| s. Robert H. Cook | 79 |

**Cook, Welton & Gemmell,**
*Hull.*

| | |
|---|---|
| s. Heron | 53 |

**Cook, William,**
2, *East India Avenue, London, E.C.*

| | |
|---|---|
| Osburgha | 346 |

**Cooke & Co.,**
*Figueira, Portugal.*

| | |
|---|---|
| Fanny | 109 |

**Cookson, E. W.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Helen Montague | 387 |

**Cooper & Co.,**
*Valparaiso, Chili.*

| | |
|---|---|
| Santa Rosa | 430 |

**Cooper, J. W., & J. Greig,**
31, *Abchurch Lane, London, E.C.*

| | |
|---|---|
| s. Midlothian | 319 |

**Cooper, John,**
*Wallaceburg, Ontario.*

| | |
|---|---|
| Mary Everitt | 198 |
| s. W. S. Ireland | 71 |

**Cooper, Thomas Carter,**
*Runcorn, Cheshire.*

| | |
|---|---|
| Constance Ellen | 149 |
| Fox | 100 |

**Cooper, W. B.,**
*Picton, Ontario.*

| | |
|---|---|
| s. Varuna | 85 |

**Cooper, William Beckett,**
*Park Road, Lowestoft.*

| | |
|---|---|
| Amanda | 177 |
| Minnie Eaton | 180 |

**Co-operative Lighterage Association, Ld.,**
21, *Mincing Lane, London, E.C.*

| | Net Tons |
|---|---|
| s. Success | 7 |

**Co-operative Wholesale Society, Ld.**
1, *Balloon Street, Manchester.*

| | |
|---|---|
| s. Equity | 408 |
| s. Federation | 327 |
| s. Liberty | 373 |
| s. Pioneer | 276 |
| s. Progress | 208 |
| s. Unity | 334 |

**Coote, A., & J. H. Ridley,**
*Newcastle-on-Tyne.*

| | |
|---|---|
| s. Port Darwin | 1628 |
| s. Port Jackson | 1728 |

**Cope, Matthew,**
12, *Bute Crescent, The Docks, Cardiff.*

| | |
|---|---|
| s. Cadoxton | 1102 |
| s. Caerleon | 491 |

**Copello, fratelli,**
*Chiavari, Italy.*

| | |
|---|---|
| Angela C. | 106 |
| Maria Copello | 319 |

**Copello, Giuseppe, fu L.**
*Chiavari, Italy.*

| | |
|---|---|
| Teresa C. | 401 |

**Copland, Peter J.,**
*Stromness, Orkneys.*

| | |
|---|---|
| Pirate | 48 |

**Copp, A. O.,**
*Riverside, Albert Co., N.B.*

| | |
|---|---|
| Luta Price | 121 |

**Copp, Avard W.,**
*Parrsboro, N.S.*

| | |
|---|---|
| Navassa | 148 |

**Copp, Wm. A.,**
*Riverside, Albert Co., N.B.*

| | |
|---|---|
| Utility | 124 |

**Coppack, Carter & Co.,**
*Connah's Quay, Flint.*

| | |
|---|---|
| s. Aston | 78 |
| s. Taliesin | 8 |
| s. Wild Rose | 79 |

**Coppack, James,**
*Nine Houses, Connah's Quay, Flint.*

| | |
|---|---|
| Forest Belle | 99 |

**Coppack, John,**
*Connah's Quay, Flint.*

| | |
|---|---|
| Mary Peers | 111 |

**Coppack, Samuel,**
101, *Foregate Street, Chester.*

| | |
|---|---|
| Lizzie Ellen | 99 |

**Coquelle, F.,**
*Dunkirk, France.*

| | |
|---|---|
| Rosendaël | 293 |

**Corbeto y Salinas, J.,**
*Oran, Algeria.*

| | Net Tons |
|---|---|
| San Francisco | 105 |

**Corbett, F. D., & Co.,**
*Halifax, N.S.*

| | |
|---|---|
| s. Saint Pierre | 275 |

**Corblet, Edouard,**
56, *Rue de la Côte Morisse, Havre, France.*

| | |
|---|---|
| s. Fatouville | 932 |
| s. Tancarville | 1463 |

**Cordes, D., & Co.,**
70, *Langenstrasse, Bremen, Germany.*

| | |
|---|---|
| Birma | 1430 |
| Siam | 1691 |
| Standard | 1507 |
| Stephan | 1267 |
| Wilhelm | 1315 |

**Cordon, Veuve F., & fils,**
*St. Pierre-Miquelon.*

| | |
|---|---|
| Voyageuse | Net Tons 101 |

**Corean Government,**
*Chemulpo, Corea.*

| | |
|---|---|
| s. Bankchef Henriksen | 529 |
| s. Chang Ryong | 403 |

**Corfield, W. R. & Co.,**
51, *Mount Stuart Square, Cardiff.*

| | |
|---|---|
| s. Canton | 1169 |
| s. Chittagong | 1241 |
| s. Gloucester City | 1409 |

**Corfitzon, N. C.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Aurora | 346 |
| Betty | 245 |
| Carlos | 396 |
| Norman | 573 |

**Coriton, Mme,**
*Nantes, France.*

| | |
|---|---|
| Georges Ville | 298 |

**Cork, Blackrock & Passage Railway Co.,**
(Manager—J. O. Sullivan),
*Albert Street, Cork.*

| | |
|---|---|
| s. City of Cork | 78 |
| s. Monkstown | 66 |

**Cork Harbour Commissioners,**
*Cork.*

| | |
|---|---|
| s. Number One | 216 |
| s. Number Two | 216 |
| s. Number Three | 179 |
| s. Number Four | 179 |

**Cork Steam Ship Co., Ld.,**
4, *South Mall, Cork.*

| | |
|---|---|
| s. Avocet | 583 |
| s. Bittern | 424 |
| s. Dotterel | 909 |
| s. Egret | 672 |
| s. Fulmar | 524 |
| s. Ibis | 528 |
| s. Moorhen | 1099 |
| s. Ousel | 555 |
| s. Ptarmigan | 672 |
| s. Rallus | 638 |
| s. Shieldrake | 606 |
| s. Whimbrel | 411 |

**Corlet, Thomas J. M.,**
2, *Court Row, Ramsey, Isle of Man.*

| | |
|---|---|
| Vacuna | 169 |

### Cormack, James,
*28, Constitution Street, Leith.*

| | Net Tons |
|---|---|
| s. Ennismore | 1002 |
| s. Livonia | 633 |
| s. Moidart | 804 |
| s. Moravia | 894 |
| s. Penelope | 776 |

### Cornelius, H.,
*Gamleby, Westervik, Sweden.*

| | |
|---|---|
| Henny | 129 |
| Viktoria | 105 |

### Cornelius, Henry J.,
*10, St. Mary's Road, Faversham, Kent.*

| | |
|---|---|
| Marion | 137 |

### Corneliussen, M.,
*Lillesand, Norway.*

| | |
|---|---|
| Thetis | 190 |

### Cornell, J.,
*New York, U.S.*

| | |
|---|---|
| s. Holmdel | 353 |

### Cornell Steamboat Co.,
*Rondont, New York, U.S.*

| | |
|---|---|
| s. Edwin H. Mead | 124 |

### Corner, William,
*Savings Bank, Inverness.*

| | |
|---|---|
| Sovereign | 109 |

### Cornfoot, James, & Co.,
(Rock Line)
*175, St. Vincent Street, Glasgow.*

| | |
|---|---|
| Bass Rock | 1043 |
| Beacon Rock | 1789 |
| Castle Rock | 1787 |
| Gantock Rock | 1556 |
| Inchcape Rock | 1493 |
| Lismore | 1598 |
| Priorhill | 1127 |
| Red Rock | 1644 |

### Cornou, Hermanos,
*Talcahuano, Chili.*

| | |
|---|---|
| Victoria | 277 |

### Cornou, Victor,
*Talcahuano, Chili.*

| | |
|---|---|
| Ellie | 421 |

### Cornwall, P. B.,
*450, Main Street, San Francisco, U.S.*

| | |
|---|---|
| Blue Jacket | 1339 |
| Germania | 958 |
| Ivanhoe | 1563 |
| Spartan | 1376 |

### Coroniadis, G.,
*Hermopolis, Greece.*

| | |
|---|---|
| Nicolaos | 325 |

### Correa, A. S. M.,
*Parnatiba, Brazil.*

| | |
|---|---|
| s. Paruhybano | 50 |

### Correia, Maria G. da C.,
*Rio Grande do Sul, Brazil.*

| | |
|---|---|
| Joven Correia | 199 |
| Prazeres | 226 |

### Corrigan, Bartholomew,
*110, Sussex Street, Sydney, N.S.W.*

| | |
|---|---|
| Lady Bowen | 671 |
| Liffey | 102 |
| Western Star | 124 |

### Corrigan, Bartholomew M.,
*Sussex Street, Sydney, N.S.W.*

| | Net Tons |
|---|---|
| Karoola | 201 |

### Corry, James P., & Co.,
(Star Line).
*9 & 11 Fenchurch Avenue, London, E.C.; and 5, Great Georges Street, Belfast.*

| | |
|---|---|
| Star of Austria | 1693 |
| Star of Bengal | 1797 |
| s. Star of England | 2424 |
| Star of France | 1569 |
| Star of Germany | 1284 |
| Star of Italy | 1571 |
| Star of Russia | 1892 |
| s. Star of Victoria | 2230 |

### Corsanego, fù G., Tommaso,
*Pieve di Sori, Genoa, Italy.*

| | |
|---|---|
| s. Unione | 229 |

### Corsar, Charles W.,
*30, Brunswick Street, Liverpool.*

| | |
|---|---|
| Cairnichill | 2415 |
| Edith | 893 |
| Glencaird | 2418 |
| Pegasus | 2438 |
| Reliance | 2458 |
| Tasmanian | 1137 |

### Corso, B., & Soci,
*Messina, Sicily.*

| | |
|---|---|
| Famiglia | 286 |

### Corson, D. T.,
*Somers Point, New Jersey, U.S.*

| | |
|---|---|
| Adella Corson | 379 |

### Corson, J.,
*Port Hope, Ontario, Canada.*

| | |
|---|---|
| W. J. Suffel | 238 |

### Cortes, Baltasar,
*Palma, Majorca.*

| | |
|---|---|
| San José | 228 |

### Cortes, B., & Valeriola,
*Palma, Majorca.*

| | |
|---|---|
| Beatriz | 144 |

### Cortier, F. & L., frères,
*Dunkirk, France.*

| | |
|---|---|
| Emile & Louise | 120 |
| Eugénie | 133 |
| Islandaise | 111 |

### Cortissoz, F. J.,
*New York, U.S.*

| | |
|---|---|
| Milo | 155 |

### Corvaia, Fratelli,
*Palermo, Sicily.*

| | |
|---|---|
| s. Amelia | 102 |
| s. Angelina | 44 |
| s. Marietta | 46 |
| s. Matilde | 210 |

### Corvaja, Gaetano,
*15, Piazza Fonderia, Palermo, Italy.*

| | |
|---|---|
| s. Giuseppe Corvaja | 1092 |

### Cory Bros. & Co., Ld.,
*3, Fenchurch Avenue, London, E.C., and Bute Docks, Cardiff.*

| | |
|---|---|
| s. Lady Clive | 579 |

### Cory, John, & Sons,
*9, Mount Stuart Square, The Docks, Cardiff.*

| | Net Tons |
|---|---|
| s. Godmunding | 799 |
| s. Ironopolis | 1551 |
| s. James Tucker | 1668 |
| s. Mark Lane | 1267 |
| s. Radnor | 750 |
| s. Radyr | 649 |
| s. Raglan | 662 |
| s. Ramillies | 1904 |
| s. Rapid | 657 |
| s. Reading | 1297 |
| s. Redruth | 1504 |
| s. Restormel | 1285 |
| s. Rheubina | 659 |
| s. Rhyl | 883 |
| s. Roath | 1736 |
| s. Ross | 877 |
| s. Rosslyn | 489 |
| s. Rothesay | 1293 |
| s. Ruabon | 1285 |
| s. Ruperra | 1292 |

### Cosens & Co., Ld.
(Manager—S. J. Fowler),
*Custom House Quay, Weymouth.*

| | |
|---|---|
| s. Albert Victor | 33 |
| s. Empress | 88 |
| s. Monarch | 117 |
| s. Premier | 49 |
| s. Queen | 71 |
| s. Victoria | 90 |

### Cosma Prassimo Captan,
*Constantinople, Turkey.*

| | |
|---|---|
| Poukroff | 359 |

### Cosman, James,
*Meteghan River, Digby Co., N.S.*

| | |
|---|---|
| Bess | 125 |

### Cosmas fratelli,
*Syra, Greece.*

| | |
|---|---|
| Vrisiis | 323 |

### Cosmetto, P.,
*Syra, Greece.*

| | |
|---|---|
| s. Lycavias | 140 |

### "Cosmopolit," Rhederei Act. Ges.,
*Cologne, Germany.*

| | |
|---|---|
| s. Cosmopolit | 671 |

### Cosmos, G., & Co.,
*Syra, Greece.*

| | |
|---|---|
| Elpis | 206 |

### Cossoun, M.,
*Coradagh, Turkey.*

| | |
|---|---|
| Shahin-i-Bahri | 118 |

### Cossovich, L., fu C.,
*Fiume, Austro-Hungary.*

| | |
|---|---|
| Spirito | 431 |

### Cossovich, Tommaso, & Co.,
*Trieste, Austro-Hungary.*

| | |
|---|---|
| Elmstone | 698 |
| (Consorzio di Nav. a Vap. Ragusea.) | |
| s. Albania | 100 |
| s. Arrigo | 263 |
| s. Bojana | 97 |
| s. Epidauro | 178 |
| s. Grusz | 225 |

### Costa, E.,
*Barcelona, Spain.*

| | |
|---|---|
| Gabriela | 148 |

### Costa, Ed. Bozzo,
*Genoa, Italy.*

| | Net Tons |
|---|---|
| Vittoria | 114 |

### Costa, Giuseppe,
*Camogli, Italy.*

| | |
|---|---|
| Bice | 878 |

### Costa, Luigi, fu A.,
*Genoa, Italy.*

| | |
|---|---|
| Alessandria | 116 |

### Costagliola, G.,
*Naples, Italy.*

| | |
|---|---|
| Giuseppe Costagliola | 616 |
| Maria | 396 |

### Costandi, Captan,
*Mysia, Turkey.*

| | |
|---|---|
| Ayah Nicola | 210 |

### Costandi, Myslee,
*Mysia, Turkey.*

| | |
|---|---|
| Ayah Praseo | 170 |

### Costandi Captan, Aktepolilee,
*Aktepoli, Turkey.*

| | |
|---|---|
| Ayah Prassino | 216 |

### Costandi Panayoti Captan, Aktepolilee,
*Aktepoli, Turkey.*

| | |
|---|---|
| Kalis | 273 |

### Costandi Yorghi Captan, Aktepolilee,
*Aktepoli, Turkey.*

| | |
|---|---|
| Subout-i-Bahri | 190 |

### Costanti,
*Cashot, Turkey.*

| | |
|---|---|
| Ayah Spiro | 350 |

### Costanti, Maiz-Adalee,
*Maiz Ada, Turkey.*

| | |
|---|---|
| Costantino | 350 |

### Costanti, Calviotti,
*Constantinople, Turkey.*

| | |
|---|---|
| Ayos Nicolakis | 250 |

### Costanti, Coltamios,
*Maiz Ada, Turkey.*

| | |
|---|---|
| Ayah Nicolai | 300 |

### Costanti Dimianos, Murefftahlee, & Co.,
*Murefiah, Turkey.*

| | |
|---|---|
| Ayah Nicola | 198 |
| Ayos Ephtanios | 153 |

### Costanti Hizwidi,
*Constantinople, Turkey.*

| | |
|---|---|
| Gerrassimo | 204 |

### Costanti Karadjah, Nikarialee,
*Nikaria, Turkey.*

| | |
|---|---|
| Ayah Pandaliemo | 206 |

### Costanti Mikkal Jekloss & Bros.,
*Constantinople, Turkey.*

| | |
|---|---|
| Makedonia | 169 |

### Costanti Palazah, Vassilikoslee,
*Vassilikos, Turkey.*

| | Net Tons |
|---|---|
| Issim Sis | 186 |

### Costanti Polidi, Trajar,
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Alexandria | 130 |

### Costanti Zakkipoppa, Sakyzlee & Co.,
*Scio, Asiatic Turkey.*

| | |
|---|---|
| Vangelistria | 132 |

### Costantin, Captan,
*Scio, Asiatic Turkey.*

| | |
|---|---|
| Ayah Ioanni | 130 |

### Costantin Coori oglou,
*Constantinople, Turkey.*

| | |
|---|---|
| Agapithy | 110 |

### Costantinasi & Co.,
*Constantinople, Turkey.*

| | |
|---|---|
| Prodomos | 176 |

### Costanzo, Gioacchino,
*Catania, Sicily.*

| | |
|---|---|
| Domenico Boso | 184 |

### Coste, L., & Co.,
*St. Pierre, Miquelon.*

| | |
|---|---|
| Agile | 120 |
| Eté | 106 |
| Vaillant | 130 |

### Costella, Erasmo, fu A.,
*Via Galeazzo Alessi 7/10, Genoa, Italy.*

| | |
|---|---|
| Anna C. | 140 |
| Brasile | 213 |
| Erasmo C. | 170 |
| Rio Janeiro | 198 |

### Costellos, N.,
*Galaxidi, Greece.*

| | |
|---|---|
| Chrysoula | 161 |

### Costelos, D. E.,
*Syra, Greece.*

| | |
|---|---|
| Soter | 230 |

### Costi Baba Dimitri,
*Cashot, Turkey.*

| | |
|---|---|
| Calypso | 170 |

### Costi Vassil Captan, Aktepolilee,
*Aktepoli, Turkey.*

| | |
|---|---|
| Ayah Nicola | 180 |

### Costo & Irmas,
*Travessa do Romolares, Lisbon, Portugal.*

| | |
|---|---|
| Lusitania | 810 |

### Cosulich, C. A., fu G.,
*Fiume, Austro-Hungary.*

| | |
|---|---|
| Marino | 460 |

### Cosulich, Callisto,
*Trieste, Austro-Hungary.*

| | |
|---|---|
| Teresa Cosulich | 460 |



s. désigne les Vapeurs.

### Cosulich, Fratelli,
*Trieste, Austro-Hungary.*

| | Net Tons |
|---|---|
| s. A. F. Cosulich | 1105 |

### Cosulich, G. A.,
*Lussinpiccolo, Austria.*

| | |
|---|---|
| Cristo | 177 |
| Perseveranza | 150 |

### Cosulich, Luigi de,
*Fiume, Austro-Hungary.*

| | |
|---|---|
| Amelia | 569 |
| Aquila | 430 |
| Ariete | 530 |
| Capricorno | 589 |
| Conte Géza Szápáry | 544 |
| Industre | 520 |
| Kalk | 408 |
| Marte | 532 |
| Saggittario | 298 |
| Sator | 581 |
| Stilicone | 452 |
| Tartaro | 254 |

### Cosulich, M.O.,
*Venice, Italy.*

| | |
|---|---|
| s. Elena Cosulich | 672 |

### Cosulich, S.,
*Lussinpiccolo, Austro-Hungary.*

| | |
|---|---|
| Slava | 325 |

### Cosulich, S. L.,
*Lussinpiccolo, Austro-Hungary.*

| | |
|---|---|
| Dante | 478 |

### Coté, Louis,
*Grondines, Port Neuf, Canada.*

| | |
|---|---|
| Maria Stella | 138 |

### Coterillo, M. Garcia.,
*Murcia, Spain.*

| | |
|---|---|
| Manuelita | 172 |

### Cotesworth, Lyne & Co.,
21, *Tower Buildings North, Liverpool.*

| | |
|---|---|
| Charles Cotesworth | 1031 |
| Golden Gate | 899 |
| Polestar | 625 |

### Cottereau, M.,
83, *Rue de la Victoire, Paris.*

| | |
|---|---|
| s. Dakar | 108 |

### Cotton, A. W.,
*Detroit, Mich., U.S.*

| | |
|---|---|
| s. George J. Gould | 1790 |

### Cotton, George A.,
22 *and* 24, *South Delaware Avenue, Philadelphia, U.S.*

| | |
|---|---|
| Marcus Edwards | 216 |

### Cotton, W. D.,
*Boston, Mass., U.S.*

| | |
|---|---|
| David Bugbee | 417 |

### Couch, Theophilus,
*Pentewan, Cornwall.*

| | |
|---|---|
| Deveron | 117 |

### Coucouala, J.,
*Syra, Greece.*

| | |
|---|---|
| Kadia | 393 |

### Coucoudakis, D.,
*Hydra, Greece.*

| | Net Tons |
|---|---|
| Taxiarchis | 250 |

### Coudert, Gédéon, & fils,
*Tonnay-Charente, France.*

| | |
|---|---|
| s. Gédéon Coudert | 836 |
| s. Jules Coudert | 874 |

### Couëdel, A.,
*Vannes, France.*

| | |
|---|---|
| Hortense | 127 |
| Petit Joseph | 104 |

### Coufopandeli, Nicolas, & Co.,
*Chios, Turkey.*

| | |
|---|---|
| Chios | 574 |

### Coufopanteli, I.,
*Syra, Greece.*

| | |
|---|---|
| Philadelphia | 193 |

### Coufopantelis C.,
*Syra, Greece.*

| | |
|---|---|
| Dyo Adelphi | 138 |

### Coufos, E.,
*Piræus, Greece.*

| | |
|---|---|
| Evangelistria | 299 |
| Ioannis | 204 |

### Coufos, E.,
*Spezzia, Greece.*

| | |
|---|---|
| Evangelistria | 106 |

### Coull, Alex.,
*High Street, Lossiemouth.*

| | |
|---|---|
| Isa Reid | 99 |

### Coull, John,
*Baltic Chambers, Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Bellingham | 1071 |
| s. Great Northern | 1951 |
| s. Hexham | 1046 |
| s. James Turpie | 1032 |
| s. Thomas Melville | 1066 |

### Coulon, T.,
*Ontario.*

| | |
|---|---|
| Maggie | 267 |

### Couloucountas, E.,
*Syra, Greece.*

| | |
|---|---|
| Heleni Coupa | 276 |

### Couloumoutros,
*Constantinople, Turkey.*

| | |
|---|---|
| Ioannis | 234 |

### Coulumand, G.
*Syra, Greece.*

| | |
|---|---|
| Joannis | 234 |

### Couluttos, G.,
*Marseilles, France.*

| | |
|---|---|
| Fanny | 618 |

### Couluras, G.,
*Hydra, Greece.*

| | |
|---|---|
| Eucharis | 381 |

### Counoupiotis, J.,
*Spezzia, Greece.*

| | Net Tons |
|---|---|
| Evangelistria | 250 |

### County Steam Ship Co., Ld.,
104, *Corporation Street, Belfast.*
*See* WILLIAM J. WOODSIDE & Co.

### Coupas Nicholas,
*Marseilles, France.*

| | |
|---|---|
| Maris Vaglianos | 485 |

### Couper, Charles,
94, *Commercial Street, Dundee.*

| | |
|---|---|
| Kinfauns | 981 |

### Couper, J.,
94, *Commercial Street, Dundee.*

| | |
|---|---|
| Kinclune | 718 |

### Couphopalis, D.,
*Ermoupolis, Greece.*

| | |
|---|---|
| Agios Markos | 219 |

### Coupland, John,
*Goscote Hall, Leicester.*

| | |
|---|---|
| Leicester Castle | 2009 |
| Victoria Regina | 1942 |

### Couppa, Nicolo,
*Marseilles, France.*

| | |
|---|---|
| s. Adelphi Couppa | 940 |
| s. Sophia Couppa | 1350 |

### Couroveli, Panoria,
*Argoslogli, Greece,*

| | |
|---|---|
| Plessa | 199 |

### Court, Emilio,
*Constitucion, Chili.*

| | |
|---|---|
| Laura | 147 |

### Courtgi, P. M., & Co.,
*Constantinople, Turkey.*

| | |
|---|---|
| s. Odissos | 1241 |

(Navigation à Vapeur Egée).

| | |
|---|---|
| s. Cardiff | 352 |
| s. Chios | 194 |
| s. Crete | 194 |
| s. Heraclia | 478 |
| s. Massalia | 868 |
| s. Panormos | 138 |
| s. Polis Myteline | 686 |
| s. Smyrne | 415 |

### Cousens & Pratt,
3, *Commercial Street, Boston, Mass., U.S.*

| | |
|---|---|
| Harold B. Cousens | 361 |
| May McFarland | 456 |
| Williamine | 394 |

### Cousins, F.,
*Bluehill, Maine, U.S.*

| | |
|---|---|
| Hazel Dell | 150 |

### Cousins, H. D..
*Fortuna, Humboldt Co., California, U.S.*

| | |
|---|---|
| Ruby A. Cousins | 185 |

### Cousoulopoulo, M.,
*Miconi, Greece.*

| | |
|---|---|
| Kalliopi | 230 |

### Coutsis, G. I.,
*Spezzia, Greece.*

| | Net Tons |
|---|---|
| Genisis Theotokou | 263 |

### Coutsis, J.,
*Syra, Greece.*

| | |
|---|---|
| Marionga | 334 |

### Coutsoudakis, G.,
*Syra, Greece.*

| | |
|---|---|
| Konstantinos | 398 |

### Coutzis, George.,
*Piræus Greece.*

| | |
|---|---|
| s. Georgios Coutzis | 558 |

### Couvent de Solovets,
*Solovets, Russia.*

| | |
|---|---|
| s. Solovetsky | 224 |

### Couves, Arthur J.,
38, *The Grove, Gravesend.*
(Gamecock Steam Towing Co.)

| | |
|---|---|
| s. Falcon | 5 |
| s. Red Rose | 2 |
| s. Undaunted | 4 |

### Covacevich, A.,
*Vigagn, Austria.*

| | |
|---|---|
| Anton | 246 |

### Covacevich, F.,
*Vigagn, Austria.*

| | |
|---|---|
| Viganj | 519 |

### Coveney, William J.,
189, *Leith Walk, Leith.*

| | |
|---|---|
| Velocity | 150 |

### Coventry, A. L.,
*Broome, W.A.*

| | |
|---|---|
| Flowerdale | 113 |

### Coverdale, J., & Son,
*West Hartlepool.*

| | |
|---|---|
| s. David Mainland | 1201 |
| s. Gladys | 1509 |
| s. Jeanie | 1172 |
| s. Kittie | 1446 |
| s. Lizzie | 891 |
| s. Mennythorpe | 939 |
| s. Moggie | 710 |
| s. Muriel | 1565 |
| s. Rosa Mary | 721 |
| s. Westow | 1464 |

### Coverley & Westray,
37, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Elbe | 492 |

### Cowan, C. G., & Co.,
107, *Drumfrochan Road, Greenock.*

| | |
|---|---|
| Lamorna | 2169 |

### Cowan, G.,
107, *Drumfrochan Road, Greenock.*

| | |
|---|---|
| Stoneleigh | 2101 |

### Cowan, Thomas,
*Grangemouth.*

| | |
|---|---|
| s. Bruges | 341 |
| s. Cairngorm | 730 |
| s. Ituna | 244 |
| s. Narova | 493 |

### Coward, W.,
*Cow Lane, Knottingley, Yorks.*

| | Net Tons |
|---|---|
| Bess Mitchell | 99 |
| Julie | 100 |

### Cowasjee Dinshaw & Bros.,
*Steamer Point, Aden, and Bombay.*

| | |
|---|---|
| s. Tuna | 85 |
| s. Woodcock | 59 |

### Cowell, Richard E.,
*Gibraltar.*

| | |
|---|---|
| s. Le Lion Belge | 78 |

### Cowley, Robert,
*Ramsey, Isle of Man.*

| | |
|---|---|
| Snaefell | 79 |

### Cowlishaw Bros.,
3, *Macquarie Place, Sydney, N.S.W.*

| | |
|---|---|
| Woollahra | 942 |

### Cowper, W. & Co.,
*Melbourne, Victoria.*

| | |
|---|---|
| s. Muriel | 67 |

### Cowper, William,
*Melbourne, Victoria.*

| | |
|---|---|
| Ocean Rover | 139 |

### Cox & Co.,
*Docks Iron Works, Falmouth.*

| | |
|---|---|
| s. Fal | |

### Cox, George A.,
*Shelburne, N.S.*

| | |
|---|---|
| Trader | 137 |

### Cox, John G.,
*Maitland, N.S.*

| | |
|---|---|
| Sapphire | 124 |

### Cox, Richard,
*Castletown, Portland, Dorset.*

| | |
|---|---|
| Cock of the Walk | 100 |

### Coxe, Giacomo, fu Francesco,
*Corso Magenta No.* 63A, *Savona, Italy.*

| | |
|---|---|
| Avanti Savoja | 1383 |
| Garibaldi | 1348 |
| Italia | 904 |

### Crabtree, A. B.,
*Hancock, Maine, U.S.*

| | |
|---|---|
| Abbie Bursley | 314 |

### Craggs, R., & Sons,
*Middlesbro'.*

| | |
|---|---|
| s. Barnstaple | 745 |
| s. Brookline | 746 |
| s. Mexicano | 1264 |

### Craig, H., & Co.,
*Queen's Quay, Belfast.*

| | |
|---|---|
| s. Helen Craig | 156 |

### Craig, J.,
*Wilkie Road, Singapore.*

| | |
|---|---|
| s. Vidar | 200 |

**Craig, J. (Mrs.),**
*Auckland, N.Z.*

| | Net Tons |
|---|---|
| Waitemata | 365 |

**Craig & Peterson,**
5, *Zetland Road, Middlesbro'.*

| | |
|---|---|
| s. Hibernian | 204 |

**Craig, R. & J.,**
163, *West George Street, Glasgow.*

| | |
|---|---|
| County of Caithness | 1636 |
| County of Dumfries | 1615 |
| County of Edinburgh | 2078 |
| County of Haddington | 1865 |
| County of Inverness | 1612 |
| County of Kinross | 1618 |
| County of Linlithgow | 2089 |
| County of Peebles | 1614 |
| County of Roxburgh | 2091 |
| County of Selkirk | 1835 |

**Craig, Robert,**
101, *Sussex Street, Sydney, N.S.W.*

| | |
|---|---|
| Lark | 197 |

**Craig, William,**
*Tirvan, Isle of Mull.*

| | |
|---|---|
| s. Inniemore | 108 |

**Craigen, J. R.,**
*Rio Janeiro, Brazil.*

| | |
|---|---|
| s. Elisa Souto | 283 |

**Cramer, J., & Co.,**
*Weener, Germany.*

| | |
|---|---|
| Reinhard | 130 |

**Cramer, J. W.,**
926, *South Third Street, Philadelphia, U.S.*

| | |
|---|---|
| Edward W. Schmidt | 407 |

**Crampton, J. T.,**
*Town Quay, Portsmouth.*

| | |
|---|---|
| Albion | 169 |
| Alfred Ray | 192 |
| Alice Richardson | 155 |
| Camellia | 101 |
| Latona | 254 |
| Mary Seymour | 138 |
| Sultan | 226 |
| Wonder | 149 |

**Crandall, G. F.,**
*P.O. Box 38, Newport, R.I., U.S.*

| | |
|---|---|
| George E. Vernon | 567 |

**Crandall, H. L.,**
*New London, Connecticut, U.S.*

| | |
|---|---|
| Elliott L. Dow | 381 |
| J. J. Moore | 390 |

**Crandell, George,**
*Lindsay, Ontario, Canada.*

| | |
|---|---|
| s. Crandella | 169 |

**Cranmer, C. S.,**
*New York, U.S.*

| | |
|---|---|
| Moonlight | 189 |

**Cranmer, H. W.,**
*Philadelphia, U.S.*

| | |
|---|---|
| C. G. Cranmer | 211 |

**Cranmer, T. C.,**
*Baltimore, U.S.*

| | |
|---|---|
| Stephen J. Fooks | 409 |

**Cranzer Fischdampfer Gesellschaft,**
*Cranz, Germany.*
*See* AUG. BRÖHAN.

**Crapo, T.,**
*New Bedford, Mass., U.S.*

| | Net Tons |
|---|---|
| Oriole | 238 |

**Crapp, William,**
*St. Feock, Truro, Cornwall.*

| | |
|---|---|
| Clara May | 60 |

**Craquelin, Vve. G.,**
*Fecamp, France.*

| | |
|---|---|
| Cléta | 178 |

**Crasemann, E. B., & Aug. Bolten, Wm. Miller's Nachfolger,**
3, *Pickhuben, Hamburg, Germany.*

| | |
|---|---|
| Durango | 290 |
| Merida | 277 |
| Sisal | 300 |

**Craske, E. G.,**
87, *London Road, Lowestoft.*

| | |
|---|---|
| N.E.V.A. | 147 |
| Swan | 140 |

**Crassas, N.,**
*Cephalonia, Greece.*

| | |
|---|---|
| Bubulina | 171 |

**Craven, John,**
*Southern Street, Goole.*

| | |
|---|---|
| Elizabeth | 124 |

**Crawford & Co.,**
*Grangemouth.*

| | |
|---|---|
| s. Hawthorn | 722 |
| s. Palomares | 876 |
| s. Rose | 533 |

**Crawford & Rowat,**
(PORT LINE)
70, *Wellington Street, Glasgow.*

| | |
|---|---|
| Port Adelaide | 1301 |
| Port Caledonia | 2320 |
| Port Carlisle | 1328 |
| Port Crawford | 1593 |
| Port Douglas | 1592 |
| Port Elgin | 1628 |
| Port Glasgow | 899 |
| Port Patrick | 1594 |
| Port Sonachan | 1112 |
| Port Stanley | 2187 |

**Crawford, W. & J.,**
3, *East Breast, Greenock.*

| | |
|---|---|
| Almora | 1769 |
| Baroda | 1353 |
| Hyderabad | 2110 |
| Lucknow | 1350 |
| Travancore | 1878 |

**Crawley, Benjamin,**
*Yarmouth, N.S.*

| | |
|---|---|
| Despatch | 226 |

**Crawley, W. H.,**
*Lock Box, 73, Warren, Rhode Island, U.S.*

| | |
|---|---|
| H. T. Hedges | 227 |

**Crean, Michael,**
2, *Queen's Quay, Belfast.*

| | |
|---|---|
| Maud | 112 |
| Rival | 154 |

**Creighton, G. A.,**
*Boston, Mass., U.S.*

| | Net Tons |
|---|---|
| Susie M. Plummer | 875 |

**Creighton, J. A.,**
*Thomaston, Maine, U.S.*

| | |
|---|---|
| Bessie E. Creighton | 582 |
| Lottie | 176 |
| Richard Hill | 175 |
| Silver Spray | 118 |

**Cremor, Bartholomew,**
*St. John, N.B.*

| | |
|---|---|
| Don Enrique | 1289 |

**Crèquer, J.,**
*Ile aux Moines, Morbihan, France.*

| | |
|---|---|
| Angèle | 114 |

**Cresta, Giacomo,**
*Piazza Fossatello No. 8, Genoa, Italy.*

| | |
|---|---|
| s. Colombo | 1571 |

**Crews, Charles,**
*Portscatho, Cornwall.*

| | |
|---|---|
| Speedwell | 230 |

**Crisanthi, A.,**
*Syra, Greece.*

| | |
|---|---|
| Evangelistria | 126 |

**Criscuolo, L.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Filippo | 425 |
| Giuseppe | 498 |

**Crisp, John Edwin,**
*Beccles, Suffolk.*

| | |
|---|---|
| s. Elsy | 65 |

**Crisp, John & Sons,**
*Beccles, Suffolk.*

| | |
|---|---|
| s. Aranci | 78 |
| s. Jeanie Hope | 65 |

**Cristo Captan, Alaplilee,**
*Alapli, Turkey.*

| | |
|---|---|
| Anatolie | 243 |

**Cristofaini, Cesare, fu F.,**
*Genoa, Italy.*

| | |
|---|---|
| Riviere | 481 |

**Cristoforidis, C.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Konstantinos | 278 |

**Crivellari, Pietro,**
*Cherso, Austro-Hungary.*

| | |
|---|---|
| Clita | 187 |

**Croce fratelli, fu And.,**
*Via Assarotti, Genoa, Italy.*

| | |
|---|---|
| Elisetta | 363 |
| Nicolina | 515 |

**Crocker, A.,**
*Shanghai, China.*

| | |
|---|---|
| Storm Bird | 162 |

**Croker, J. B.,**

| | |
|---|---|
| Eunice L. Croker | 644 |

**Crocker, Isaac,**
*Mount Stuart Square, Cardiff.*
(Resolute Mercantile & Steamship Co., Ld.)

| | Net Tons |
|---|---|
| s. Resolute | 206 |

**Crocker, John,**
1, *Tower Terrace, New Quay, Cornwall.*

| | |
|---|---|
| Tullochgorum | 139 |

**Crocker, W. W.,**
*Cotuit, Mass., U.S.*

| | |
|---|---|
| Hattie Paige | 282 |

**Crockett Co., A. F.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| A. F. Crockett | 412 |
| Alfred Keen | 240 |
| Charley Woolsey | 197 |
| General Adelbert Ames | 452 |
| Georgia Berry | 252 |
| St. Elmo | 115 |

**"Crocodile" Ship Co., Ld.,**
9, *Rumford Place, Liverpool.*
*See* PEEL, MCALLESTER & SON.

**Croft, Frederick,**
*Stathelle, nr. Brevig, Norway.*

| | |
|---|---|
| Eudora | 302 |

**Croft, Frederick,**
68, *Ravenspurn Street, Grimsby.*

| | |
|---|---|
| Union Jack | 75 |

**Croft, John W.,**
*Corporation Road, Grimsby.*

| | |
|---|---|
| Silver Thread | 79 |

**Crofton Shipping Co., Ld.,**
*Savile Chambers, Savile Street, Hull.*

| | |
|---|---|
| s. Monica | 546 |

**Cromwell S. S. Line**
(Manager—E. S. Allen.)
*Pier No. 9, North River, New York, U.S.*

| | |
|---|---|
| s. Hudson | 1310 |
| s. Knickerbocker | 1140 |
| s. Louisiana | 1806 |
| s. New Orleans | 1017 |

**Cronberg, A. S.,**
*Landskrona, Sweden.*

| | |
|---|---|
| Amazon | 362 |
| Bondina | 356 |
| Ivar | 235 |
| Phœnix | 271 |

**Cronberg, E.,**
*Kockenhus, Högänäs, Sweden.*

| | |
|---|---|
| Skåne | 182 |

**Cronberg, L. P.,**
*Nyhamn, Höganäs, Sweden.*

| | |
|---|---|
| Nyhamn | 291 |

**Crondiras, L.,**
*Piræus, Greece.*

| | |
|---|---|
| Evangelistria | 104 |

**Cronlund, M. F. B.,**
*Calmar, Sweden.*

| | |
|---|---|
| Misafko | 115 |

**Crosby Bros.,**
*Bangor, Maine, U.S.*

| | Net Tons |
|---|---|
| Harry Smith | 66 |
| Telos | 87 |

**Crosby, C. C.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Harold E. Berry | 13 |

**Crosby, E. S.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Alicia B. Crosby | 1061 |
| Frank T. Stinson | 93 |
| George E. Walcott | 147 |
| Rebecca Crowell | 887 |
| Sarah C. Ropes | 1070 |

**Crosby, Harris H.,**
*Yarmouth, N.S.*

| | |
|---|---|
| Fanny L. Cann | 724 |

**Crosby, L. G.,**
*Yarmouth, N.S.*

| | |
|---|---|
| Florida | 100 |
| L. G. Crosby | 894 |
| Louil | 120 |

**Crosby, Magee & Co.,**
*The Exchange, West Hartlepool.*

| | |
|---|---|
| s. Brunswick | 904 |
| s. Danish Monarch | 887 |
| s. Larch | 831 |
| s. Paola | 847 |

**Croshaw, George, & Co.,**
116, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| Bangalore | 1886 |

**Croshaw, George, & Lane & Co.,**
116, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| s. Northern Light | 8681 |
| s. Rock Light | 8139 |

**Croskery, Horatio,**
*Market Street, Downpatrick, co. Down.*

| | |
|---|---|
| Nelson | 136 |

**Crossfield, J. J.,**
*Warrington, co. Lancaster.*

| | |
|---|---|
| s. George | 70 |

**Crouan, Denis, fils,**
*Rue de l'Herronière 14, Nantes, France.*

| | |
|---|---|
| Denis-Crouan | 420 |
| Noisiel | 430 |
| Para | 386 |

**Croudace, Wm. S.,**
18, *Dock Street, Dundee.*

| | |
|---|---|
| Broomhall | 1335 |
| Castor | 1462 |
| Orion | 1270 |
| Procyon | 1260 |

**Crovari, Eredi di E.,**
*Camogli, Italy.*

| | |
|---|---|
| Riccardo | 140 |

**Crovari, Pietro, fu G. B.,**
*Camogli, Italy.*

| | |
|---|---|
| Annetta | 173 |
| Caterina C. | 193 |

**Crow, Rudolf & Co.,**
*Chapel Chambers North, 28, Chapel Street, Liverpool.*

| | |
|---|---|
| s. Maroa | 6451 |
| s. Metapedia | 1484 |
| s. Samoa | 4307 |



s. désigne les Vapeurs.

**Crowe, Daniel W.,**
*Chatham, Ontario.*

| | Net Tons |
|---|---|
| s. Owen | 68 |

**Crowe, James,**
*Old Barns, Colchester Co., N.S.*

| | |
|---|---|
| Hattie May | 149 |
| Lillian | 440 |

**Crowell, Calvin S., & Co.,**
*Philadelphia, U.S.*

| | |
|---|---|
| Lida Fowler | 186 |

**Crowell, E. K.,**
*Dennis, Mass., U.S.*

| | |
|---|---|
| James H. Hoyt | 394 |
| William B. Herrick | 475 |

**Crowell, E. N.,**
*Dennis, Mass., U.S.*

| | |
|---|---|
| William Mason | 442 |

**Crowell, P.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Wesley M. Oler | 1011 |

**Crowell, P. T.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Ira Laffrienier | 189 |

**Crowell, Peter H.,**
93, *Commercial Street, Boston, Mass., U.S.*

| | |
|---|---|
| Robert Graham Dun | 566 |

**Crowell, S. O.,**
*Halifax, Nova Scotia.*

| | |
|---|---|
| s. City of Ghent | 119 |

**Crowell, Sam. R.,**
81, *Commercial Street, Boston, Mass., U.S.*

| | |
|---|---|
| Horace W. Mancomber | 998 |
| J. R. Teel | 849 |
| John Twohy | 969 |
| Maria O. Teel | 1069 |

**Crowley, J. G.,**
*Alexandria, Virginia, U.S.*

| | |
|---|---|
| Mount Hope | 1050 |
| Sagamore | 1220 |

**Crowley, O. J.,**
*Machias, Maine, U.S.*

| | |
|---|---|
| Henry | 133 |

**Crowley, T., & Co.,**
*Kinsale, co. Cork.*

| | |
|---|---|
| Marion | 79 |
| Old Head | 97 |

**Crown Agent for the Colonies,**
*Downing Street, London, S.W.*

| | |
|---|---|
| s. Countess of Derby | 86 |
| s. Jêre | 60 |
| s. Paria | 60 |

**Crown Steam Ship Co. of Belfast, Limited.**
(Manager—John Reid.)
6, *Victoria Chambers, Belfast.*

| | |
|---|---|
| s. Crown of England | 1658 |
| Crown of Germany | 2154 |

**Crozier, R. P. (Lt.-Col.),**
*Westhill, Yarmouth, I.W.*

| | Net Tons |
|---|---|
| s. Assagai | 48 |

**Cruañes y Bernat, G.,**
*Palamos, Spain.*

| | |
|---|---|
| Lepanto | 187 |

**Cruddas, W. D.,**
*Elswick Works, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Drudge | 278 |

**Crudden, R.,**
16, *Queen's Quay, Belfast.*

| | |
|---|---|
| Peep o' Day | 114 |

**Crull, Franz,**
*Rostock, Germany.*

| | |
|---|---|
| Carl Both | 528 |
| Fritz | 412 |

**Crundall, F.,**
37, *Stroud Street, Dover, Kent.*

| | |
|---|---|
| Lanoy | 206 |
| Mary Ann | 228 |

**Crundall, H. & E.,**
*Cambridge Road, Dover, Kent.*

| | |
|---|---|
| Iron Queen | 211 |
| William Cundall | 238 |

**Crussachi, M.,**
*Piræus, Greece.*

| | |
|---|---|
| Filaretos | 430 |

**Cryolite Mine & Handels, Selskabet.**
*Copenhagen, Denmark.*
*See* J. P. SUHR & SON.

**Cuban Steamship Co., Ld.,**
7, *East India Avenue, London, E.C.*
*See* BIGLAND & CO.

**Cubias, N.,**
*Cardenas, Cuba.*

| | |
|---|---|
| s. Caibarien | 314 |

**Cuffos, E. B.,**
*Piræus, Greece.*

| | |
|---|---|
| Eugenia | 389 |
| Taxiarchis | 459 |

**Cufopandeli, Fratelli,**
*Syra, Greece.*

| | |
|---|---|
| Olympia | 263 |

**Cufopanteli, C. F.,**
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Despina | 224 |

**Culandavaloopillai, Thirumaniar, Valvetti urai.**
*Ceylon.*

| | |
|---|---|
| Thyrialetchemy | 170 |

**Culandri, G. P.,**
*Andros, Greece.*

| | |
|---|---|
| Pietro | 376 |

**Cullberg, C. A.,**
*Kungsbacka, Sweden.*

| | |
|---|---|
| Margareta | 580 |

**Cullen, Andrew,**
*Bannow, co. Wexford.*

| | Net Tons |
|---|---|
| Elizabeth Cowman | 109 |

**Culliford & Clark,**
46, *West Sunniside, Sunderland.*

| | |
|---|---|
| s. Charrington | 1125 |
| s. Douro | 1060 |
| s. Huntsman | 1284 |
| s. Lena | 1141 |
| s. Maritana | 1140 |

**Culmer, James, W.,**
*Nassau, N.P.*

| | |
|---|---|
| Mabel Darling | 111 |
| Victory | 131 |

**Culotta, Vinc., fu Leonardo,**
*Palermo, Sicily.*

| | |
|---|---|
| Gemello | 223 |
| Indipendente | 224 |

**Culucundi, E.,**
*Syra, Greece.*

| | |
|---|---|
| Anastassia | 462 |

**Culucundi, M.,**
*Syra, Greece.*

| | |
|---|---|
| Kalliopi | 509 |

**Culucundis, M.,**
*Zante, Greece.*

| | |
|---|---|
| Elena Rodocanachi | 431 |

**Cumberland Railway & Coal Co.,**
*Montreal, Quebec.*

| | |
|---|---|
| No. 1 | 439 |
| No. 2 | 433 |
| No. 3 | 431 |
| No. 4 | 439 |
| No. 5 | 443 |
| s. Springhill | 96 |

**Cumberland, The Directors of H.M.'s Training Ship,**
*County Buildings, Glasgow.*

| | |
|---|---|
| Cumbria | 227 |

**Cumbis Fratelli,**
*Isle of Skiathos, Greece.*

| | |
|---|---|
| Eutychia | 316 |

**Cummins, John H.,**
15, *York Road, West Hartlepool.*

| | |
|---|---|
| Ardross | 169 |

**Cummoo Yacob,**
*Bombay.*

| | |
|---|---|
| Shah Jehan | 538 |

**Cunard Steam Ship Co., Ld.,**
8, *Water Street, Liverpool.*

| | |
|---|---|
| s. Aleppo | 1399 |
| s. Atlas | 1533 |
| s. Aurania | 4030 |
| s. Bothnia | 2923 |
| s. British Queen | 432 |
| s. Campania | 4974 |
| s. Catalonia | 3093 |
| s. Cephalonia | 3490 |
| s. Cherbourg | 1038 |
| s. Etruria | 3690 |
| s. Gallia | 2898 |
| s. Kedar | 1215 |
| s. Lucania | 4975 |
| s. Marathon | 1501 |
| s. Morocco | 1193 |
| s. Otter | 187 |
| s. Palmyra | 1335 |
| s. Pavonia | 3490 |
| s. Samaria | 1626 |
| s. Saragossa | 1391 |
| s. Satellite | 82 |
| s. Scythia | 2907 |
| s. Servia | 3971 |
| s. Skirmisher | 224 |
| s. Tarifa | 1350 |
| s. Trinidad | 1228 |
| s. Umbria | 3699 |

**Cuneo, Fortunato, fu Andrea,**
*Camogli, Italy.*

| | Net Tons |
|---|---|
| Luigi | 828 |

**Cuneo, Nicolo,**
*Camogli, Italy.*

| | |
|---|---|
| Union | 712 |

**Cunha, Alves & Souza,**
*Rua do Rosario*, 133, *Rio Janeiro, Brazil.*

| | |
|---|---|
| Amasonas | 158 |
| Elephante | 328 |

**Cunliffe, James L., & Co.,**
*Albert Quay, Aberdeen.*

| | |
|---|---|
| s. Curlew | 23 |
| s. Penguin | 18 |
| (Northern Ocean Steam Fishing Co., Ld.) | |
| s. Curlew | 57 |
| s. Kestrel | 57 |

**Cunningham, H. H.,**
*Astor House, Shanghai.*

| | |
|---|---|
| s. Pootoo | 23 |

**Cunningham, Richard I.,**
*Gloucester, Mass., U.S.,*

| | |
|---|---|
| Charles Levi Woodbury | 101 |

**Cunningham, Robert,**
*Skeena River, B.C.*

| | |
|---|---|
| s. Cariboo & Fly | 202 |

**Cunningham & Thompson,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Arbatus | 114 |
| Jennie B. Hodgdon | 112 |
| May Flower | 108 |
| Norumbega | 120 |
| Nourmahal | 110 |
| Talisman | 118 |
| Winona | 103 |

**Curcumelli, D. N.,**
*Berdiansk, Russia.*

| | |
|---|---|
| s. Elena Cuppa | 223 |
| s. Sophia Couppa | 243 |

**Curendi, G.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Ekaterini | 224 |

**Curi, A. E.,**
*Cephalonia, Greece.*

| | |
|---|---|
| Neos Kimon | 348 |

**Curran, John,**
7, *Station Street, Belfast.*

| | |
|---|---|
| Mary Ann | 121 |
| Minnie | 154 |

**Curran, P.,**
*Quay, Dungarvon, co. Waterford.*

| | |
|---|---|
| Carmel | 126 |

**Curran Steamship Co., Ld.,**
*Larne Harbour, Ireland.*
*See* THOMAS JACK, JUN.

**Currie, Archibald, & Co.,**
46, *William Street, Melbourne, Victoria.*

| | |
|---|---|
| s. Argus | 1822 |
| s. Bucephalus | 1192 |
| s. Clitus | 1588 |
| s. Darius | 2130 |

**Currie, Donald, & Co.,**
(Managers of the Castle Mail Packet Co., Ld., Castle Shipping Co., and Liverpool and Hamburg S.S. Co.),
3 & 4, *Fenchurch Street, London, E.C.*, 25, *Castle Street, Liverpool; and* 40, *St. Enoch Square, Glasgow.*

| | Net Tons |
|---|---|
| s. Courland | 760 |
| s. Cyclone | 613 |
| s. Doune Castle | 2613 |
| s. Drummond Castle | 2352 |
| s. Dunbar Castle | 1691 |
| s. Dunottar Castle | 3069 |
| s. Garth Castle | 2350 |
| s. Gothland | 952 |
| s. Grantully Castle | 2211 |
| s. Harleck Castle | 2083 |
| s. Hawarden Castle | 2556 |
| s. Lapland | 823 |
| s. Lismore Castle | 2606 |
| s. Melrose | 518 |
| s. Methven Castle | 1689 |
| s. Norham Castle | 2557 |
| s. Pembroke Castle | 2521 |
| s. Roslin Castle | 2742 |
| s. Rutland | 921 |
| s. Sutherland | 589 |
| s. Tantallon Castle | 3048 |
| s. Venice | 311 |
| s. Warwick Castle | 1880 |
| s. Westmoreland | 888 |

**Currie, James, & Co.,**
16, *Bernard Street, Leith; and* 40, *St. Enoch Square, Glasgow.*
(Leith, Hull, & Hamburg Steam Packet Co.)

| | |
|---|---|
| s. Ancona | 773 |
| s. Berlin | 401 |
| s. Bernicia | 506 |
| s. Breslau | 836 |
| s. Britannia | 429 |
| s. Buda | 487 |
| s. Coblenz | 840 |
| s. Corunna | 807 |
| s. Cremona | 741 |
| s. Cumberland | 538 |
| s. Dresden | 507 |
| s. Dwina | 463 |
| s. Edina | 275 |
| s. Ferrara | 735 |
| s. Geneva | 441 |
| s. Majorca | 716 |
| s. Minorca | 715 |
| s. Morena | 807 |
| s. Nevada | 802 |
| s. North Star | 385 |
| s. Orient | 459 |
| s. Prague | 692 |
| s. Ravenna | 767 |
| s. Rona | 834 |
| s. Savona | 726 |
| s. Stettin | 538 |
| s. Thorsa | 834 |
| s. Toledo | 707 |
| s. Tortona | 741 |
| s. Ulva | 282 |
| s. Vistula | 449 |
| s. Warsaw | 316 |
| s. Weimar | 998 |
| s. Zamora | 773 |

**Currie, John,**
*Ballachulish, co. Argyle.*

| | |
|---|---|
| s. Easdale | 45 |

**Curry, Rufus,**
*Windsor, N.S.*

| | |
|---|---|
| Arklow | 1474 |
| Severn | 446 |
| Tuskar | 1529 |

**Curry, William H.,**
*Nassau, N.P.*

| | |
|---|---|
| Melrose | 186 |

**Curtis, Asher,**
*Manasquan, U.S.*

| | |
|---|---|
| Bertha F. Walker | 643 |
| George Bailey | 1186 |

**Curtis, F. C.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Charles H. Wolston | 333 |
| Daisy Farlin | 443 |
| Maud H. Dudley | 374 |

**Curtis, J. A.**
(c/o Curtis & Packer),
*Richmond, Virginia, U.S.*

| | Net Tons |
|---|---|
| Bessie Brown | 247 |
| Dora Allison | 322 |
| Fannie Brown | 483 |
| George W. Anderson | 213 |

**Curunioti, Sf., & Co.,**
*Syra, Greece.*

| | |
|---|---|
| Kalomira | 244 |

**Curuniotis, S., & F. Vuccina,**
*Syra, Greece.*

| | |
|---|---|
| Olimpia | 415 |

**Curwen Bros.,**
46, *Drury Buildings, Water Street, Liverpool.*

| | |
|---|---|
| s. Hippolyte Dumois | 422 |

(Mancunian S.S. Co., Ld.)

| | |
|---|---|
| s. Alcesta | 1077 |

(New Biscay S.S. Co., Ld.)

| | |
|---|---|
| s. Congress | 697 |
| s. Empress | 852 |

**Curwen, W.,**
*Liverpool.*

| | |
|---|---|
| s. Lotus | 363 |

**Cushing, J. O., & Co.,**
*Thomaston, Me., U.S.*

| | |
|---|---|
| Cyrus Chamberlain | 131 |

**Cushing, John M.,**
*New York, U.S.A.*

| | |
|---|---|
| Robert Dixon | 1313 |

**Cuthbert, J.,**
21, *Carlton Place, Glasgow.*
(Clyde Shipping Co., Ld.)

| | |
|---|---|
| s. Ailsa Craig | 2189 |
| s. America | 42 |
| s. Aranmore | 500 |
| s. Ballycotton | 401 |
| s. Cumbrae | 448 |
| s. Dungeness | 514 |
| s. Eddystone | 490 |
| s. Flying Arrow | 26 |
| s. Flying Bat | 23 |
| s. Flying Cormorant | 36 |
| s. Flying Dutchman | 28 |
| s. Flying Eagle | 53 |
| s. Flying Elf | 25 |
| s. Flying Fish | 40 |
| s. Flying Fox | 42 |
| s. Flying Huntress | 40 |
| s. Flying Irishman | 19 |
| s. Flying Mist | 30 |
| s. Flying Phantom | 29 |
| s. Flying Scotsman | 24 |
| s. Flying Serpent | 30 |
| s. Flying Spindrift | 24 |
| s. Flying Sportsman | 47 |
| s. Flying Sprite | 24 |
| s. Flying Squirrel | 24 |
| s. Flying Swallow | 20 |
| s. Flying Vulture | 46 |
| s. Flying Witch | 25 |
| s. Flying Wizard | 25 |
| s. Hercules | 26 |
| s. Inishtrahull | 453 |
| s. Ireland | 44 |
| s. Longships | 2343 |
| s. Pladda | 545 |
| s. Portland | 531 |
| s. Rathlin | 444 |
| s. Sanda | 430 |
| s. Skerryvore | 528 |
| s. Toward | 436 |
| s. Tuskar | 549 |
| s. Valentia | 132 |

**Cuthbert, William,**
*Londonderry.*

| | |
|---|---|
| Florence Nightingale | 185 |

**Cuthbertson, H.,**
*Newcastle, N.S.W.*

| | Net Tons |
|---|---|
| Heather Bell | 479 |

**Cuthbertson, James R., & Co.,**
54, *Gordon Street, Glasgow.*

| | |
|---|---|
| Highland Forest | 995 |
| Highland Home | 1298 |
| s. Kirkdale | 1853 |
| s. Kirklands | 1168 |

**Cutler, J. L.,**
*Bangor, Maine, U.S.*

| | |
|---|---|
| Hunter | 187 |

**Cutter, John E.,**
*Morpeth, Northumberland.*

| | |
|---|---|
| Dorothy Watson | 99 |
| Gazelle | 98 |
| Titia | 156 |

**Cutting, George P.,**
*King Street, South Shields.*

| | |
|---|---|
| s. Etna | 703 |
| s. Hotspur | 650 |

**Cutulas, C. G.,**
*Cumi, Island of Negropont.*

| | |
|---|---|
| Evangelistria | 158 |

**Cutzuco, M. N.,**
*Andros, Greece.*

| | |
|---|---|
| Nicolaos | 247 |

**Cuzzulieris, A.,**
*Patras, Greece.*

| | |
|---|---|
| Andromachi | 193 |

**Cypriotis, Cosmas,**
*Syra, Greece.*

| | |
|---|---|
| Apollon | 386 |

# D

**D'Abundo, Emanuele,**
*Gorio d'Ischia, Naples, Italy.*

| | |
|---|---|
| Anna Maria d'Abundo | 576 |
| Antonio d'Abundo | 785 |
| Emanuele | |
| Giuseppe d'Abundo | |

**D'Ali, Cav.,**
*Trapani, Sicily.*

| | |
|---|---|
| Erice | 407 |

**D'Ali, Giuseppe,**
*Trapani, Sicily.*

| | |
|---|---|
| Motia | 460 |
| Segesta | 350 |

**D'Allorso,**
*Berdianski, Russia.*

| | |
|---|---|
| Liguria | 112 |

**D'Almeida, J. B. C., & M. M. da Nova,**
*Pelotas, Brazil.*

| | Net Tons |
|---|---|
| Social | 217 |

**D'Amorin, M. J. G.,**
*Pernambuco, Brazil.*

| | |
|---|---|
| Temerario | 320 |

**D'Andrea, Pericles, & Co.**

| | |
|---|---|
| s. Nonpareil | 12 |

**D'Araujo, A. F.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Pensamento II. | 141 |

**D'Araujo, S.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Eulalia | 180 |

**D'Arrigo, Francesco,**
*Catania, Sicily.*

| | |
|---|---|
| Etra | 255 |

**D'Azevedo, Francisco Lucas, & Co.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Segredo dos Açores | 228 |

**D'Azevedo, J. R.,**
*Rua de Rosario, 133, Rio Janeiro, Brazil.*

| | |
|---|---|
| Felix | 127 |

**D'Esposito, A.,**
*St. Agnello di Sorrento, Italy.*

| | |
|---|---|
| Benedetto Cairoli | 213 |

**D'Oliveira, José Dominguez,**
*Largo de S. João Novo No. 2, Oporto, Portugal.*

| | |
|---|---|
| Nova União | 393 |
| Venturosa | 445 |

**D'Oliveira, J. J.,**
*Ilha Brava, Cape Verde Islands.*

| | |
|---|---|
| Rapoza do Mar | 198 |

**D'Oliveira, J. R.,**
*Para, Brazil.*

| | |
|---|---|
| s. Juruá | 284 |

**D'Oliveira, V. A.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Victoria | 426 |

**D'Oliveira, V. P.,**
*Angra dos Reis, Brazil.*

| | |
|---|---|
| Estrella do Norte | 119 |

**D'Orbigny, A., & Faustin fils,**
*La Rochelle, France.*

| | |
|---|---|
| s. Adour | 641 |
| s. Atlantique | 483 |
| s. Boucau | 643 |
| s. Commentry | 790 |
| s. Isbergues | 943 |
| s. La Rochelle | 757 |
| s. Lucille | 229 |
| s. Marie Fanny | 346 |
| s. Montataire | 648 |
| s. Océan | 369 |
| s. Panama | 1357 |
| s. Réaumur | 975 |
| s. Rive de Gier | 442 |
| s. Valin | 983 |

**D'Urso, Diego,**
*Castellamare di Stabbia, Italy.*

| | Net Tons |
|---|---|
| Giulia | 170 |

**D'Urso, Gaetano,**
*Via Crocifisso della buona Morte e Grande Albergo, Catania, Sicily.*

| | |
|---|---|
| Nuova Lucia | 172 |

**Da Costa, Ernest C.,**
*Bridgetown, Barbadoes.*

| | |
|---|---|
| Onward | 530 |

**Da Costa, M.,**
*Rio Janeiro, Brazil.*

| | |
|---|---|
| s. Lucia | 205 |

**Da Costa, M. M.,**
*Macau, Brazil.*

| | |
|---|---|
| Evora | 118 |

**Da Costa Pedreira, M. J.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Mondego | 139 |

**Da Costa, Pedro,**
*Rua Romolares, Lisbon, Portugal.*

| | |
|---|---|
| Lima | 277 |

**Da Encarnaçâo, J. J., & Co.,**
*Oporto, Portugal.*

| | |
|---|---|
| Boa Sorte | 183 |
| Encarnacão | 100 |

**Da Naia, L., & Silva,**
*Aveiro, Portugal.*

| | |
|---|---|
| Silva Guerro | 145 |

**Da Nova, L. Marques,**
*Lisbon, Portugal.*

| | |
|---|---|
| Quiteria | 315 |
| Tentadora | 394 |

**Da Rocha, J. A.,**
*Oporto, Portugal.*

| | |
|---|---|
| Ligeira | 294 |

**Da Rosa, M. F.,**
*Rio Grande, Brazil.*

| | |
|---|---|
| Positivo | 170 |

**Da Silva, J. A. Ribeiro,**
*Oporto, Portugal.*

| | |
|---|---|
| Joaquina | 149 |

**Da Silva, J. J.,**
*Rio Janeiro, Brazil.*

| | |
|---|---|
| Francolin | 170 |

**Da Silva, J. L., & Souza,**
*Para, Brazil.*

| | |
|---|---|
| s. Alfredo | 91 |

**Da Silveira, J. M.,**
*Ceara, Brazil.*

| | |
|---|---|
| Brazil | 141 |

**Da Velha, J. d'O., sr.,**
*Rua de Alqueidaõ, 88, Ilhavo, Portugal.*

| | |
|---|---|
| Horacio | 191 |
| Vareiro | 287 |

**Dabole, F.,**
*Stonnington, Conn., U.S.*

| | Net Tons |
|---|---|
| Charmer | |

**Dadacheff, A.,**
*Astrachan, Russia.*

| | |
|---|---|
| s. Ali Dadacheff | |
| s. Pascha Dadascheff | |

**Dadd, T. R.,**
5, *Swan Terrace, Whitstable.*

| | |
|---|---|
| Raymond | |

**Daeng Pasundreh,**
*Passir, Borneo.*

| | |
|---|---|
| Sri Bintang Salamat | |

**Dahl, A. H.,**
*Marstal, Denmark.*

| | |
|---|---|
| Activ | |

**Dahl, C.,**
*Lille Egeberg, Christiania, Norway.*

| | |
|---|---|
| Elphinstone | |
| Frederiksteen | |
| Schweigaard | |

**Dahl, Carl,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Amelie | |
| Caprice | |
| Elida | |
| Hercules | |
| Josephine | |
| Mathilde | |
| Prinds Oscar Fredrik | |
| Skibladner | |

**Dahl, L.** (In liquidation)
*Tönsberg, Norway.*

| | |
|---|---|
| Albion | |
| Hebe | |
| Lamartine | |
| Oscar | |

**Dahl, L. O.,**
*Tönsberg, Norway.*

| | |
|---|---|
| William | |

**Dahl, N. B.,**
*Christiansund, Norway.*

| | |
|---|---|
| Island | |

**Dahl, Severin,**
*Tönsberg, Norway.*

| | |
|---|---|
| Anna | |
| Ceylon | |
| Flora | |

**Dahl, T.,**
*Esbjerg, Denmark.*

| | |
|---|---|
| Bertha | |
| Marie Louise | |

**Dahlberg, G. I.,**
*Uleåborg, Finland.*

| | |
|---|---|
| Felix | |
| Hans | |

**Dahlbergs Enke, J. E.,**
*Nystad, Finland.*

| | |
|---|---|
| Ida | |

**Dahlberg, J. P.,**
*Bollsta, Nyland, Sweden.*
(Södra Ångermanlands Ångf. Aktiebo
s. Karl XV.



s. désigne les Vapeurs.

**Dahle, M.,**
*Stavanger, Norway.*

| | Net Tons |
|---|---|
| Margareta | 124 |

**Dahler, H. & O.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Da Capo | 149 |

**Dahlgren, N. P.,**
*Figeholm, Sweden.*

| | |
|---|---|
| Nils | 117 |
| Nohrborg | 146 |

**Dahlgren, T.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Hoppett | 110 |

**Dahll, Joh.,**
*Kragerö, Norway.*

| | |
|---|---|
| Gungner | 163 |
| Hermod | 391 |
| Hugin | 398 |
| Vale | 536 |

**Dahlqvist, O.,**
*Christianopel, Sweden.*

| | |
|---|---|
| Peter | 109 |

**Dahm, C.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Örnen | 63 |

**Daijiro, Baba,**
*Fushiki, Japan.*

| | |
|---|---|
| s. Shario Maru | 744 |

**Daisey, R.,**
*Wilmington, Del., U.S.*

| | |
|---|---|
| Priscilla Scribner | 432 |

**Dale, Dixon, & Co.,**
*Savannah, Georgia, U.S.*

| | |
|---|---|
| Jennie Thomas | 657 |

**Dale, J. J., & Co.,**
*Savannah, Georgia, U.S.*

| | |
|---|---|
| Annie Bliss | 317 |
| Island City | 406 |

**Dall' Orso, D., & Bianchi, N.,**
*Piazzi De Masini, No. 23, Genoa, Italy.*

| | |
|---|---|
| Rinnovato | 712 |

**Dall' Orso, F., di D.,**
*Piazza Brignole, Genoa, Italy.*

| | |
|---|---|
| Buon Giuseppe | 420 |
| Indipendenza | 598 |

**Dall' Orso, Giuseppe di A.,**
*Genoa, Italy.*

| | |
|---|---|
| Simpatia | 680 |

**Dall' Orso, M. & A., fu G.,**
*Piazza S. Sepolcro 4, Genoa, Italy.*

| | |
|---|---|
| Affezione | 1019 |
| Armonia | 955 |
| Colombo | 922 |
| Confidenza | 534 |
| s. Costante | 717 |
| s. Livietta | 839 |
| Principio | 507 |
| Quattro Fratelli | 528 |
| Roma | 311 |

**Dalling, Tobias,**
*Philadelphia, U.S.*

| | |
|---|---|
| Maggie Dalling | 333 |

**Dalman, K. O. F.,**
*Gothenburg, Sweden.*

| | Net Tons |
|---|---|
| s. Harold | 1239 |
| Saint Vincent | 1377 |
| (Ångfartygs Aktiebolaget "Ibis.") | |
| s. Ibis | 1141 |
| s. Otis | 1036 |
| (Ångf. Aktieb. "Kronos.") | |
| s. Hjalmar | 181 |
| (Ångf. Aktieb. "Prosperitas.") | |
| s. Skåne | 664 |
| (Ångf. Aktieb. "Skandinavien.") | |
| s. Tyr | 479 |
| (Ångf. Aktieb. "Viking.") | |
| s. Cito | 848 |
| s. Erato | 700 |
| s. Tekla | 690 |
| s. Telesto | 709 |
| s. Zeus | 790 |

**Dalton, J.,**
*Newcastle, N.S.W.*

| | |
|---|---|
| s. Awhina | 5 |

**Daly, Henry L.,**
*High Street, Whitstable, Kent.*

| | |
|---|---|
| Florence | 173 |

**Daly & Leoni,**
*Noumea, New Caledonia.*

| | |
|---|---|
| Lady St. Aubyn | 150 |

**Damad Agop, Keresteh tujari,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Ayah Yorghi | 182 |
| Barten | 112 |

**Damasco, Flli.,**
*Skiathos, Greece.*

| | |
|---|---|
| Taxiarchis | 208 |

**Damascos, N.,**
*Skiathos, Greece.*

| | |
|---|---|
| Evangelistria | 229 |

**Damascos, N. D.,**
*Skiathos, Greece.*

| | |
|---|---|
| Elpis | 119 |

**Dambassi, G.,**
*Syra, Greece.*

| | |
|---|---|
| Omonia | 454 |

**Damianovich, L.,**
16, *Forgovi Street, Odessa, Russia.*

| | |
|---|---|
| Milosh | 212 |

**Damigo, S.,**
*Santorin, Greece.*

| | |
|---|---|
| Kimisis | 195 |

**Damkal, J., & K. Kreutzberg,**
*Kalleten, Russia.*

| | |
|---|---|
| Fehwya | 305 |

**Damkaln, H.,**
*Wandsen, Russia.*

| | |
|---|---|
| Johannes | 358 |

**Damkaln, H.,**
*Kalleten, Riga, Russia.*

| | |
|---|---|
| Geschwister, Damkaln | 254 |

**Damkaln, H. & J.,**
*Wandsen, Talsen, Kurland, Russia.*

| | Net Tons |
|---|---|
| Anna Olga | 198 |
| Heinrich Emma | 251 |
| Latwija | 343 |

**Damkaln, H. & T.,**
*Riga, Russia.*

| | |
|---|---|
| Tehwija | 305 |

**Damkaln, J.,**
*Kalleten, Riga, Russia.*

| | |
|---|---|
| Pauline | 257 |

**Dampfer - Gesellschaft von 1881,**
*Rostock, Germany.*
*See* M. PETERSEN.

**Dampfschiff - Rhederei von 1889,**
19, *kl. Reichenstrasse, Hamburg, Germany.*

| | |
|---|---|
| s. Brunhilde | 977 |
| s. Siegfried | 1107 |
| s. Siegmund | 740 |

**Dampsk. - Selsk. for Skjelskör og Omegn,**
*Skjelskör, Denmark.*
*See* R. HARBOE.

**Dampskibselskabet paa Bornholm af 1866,**
*Rönne, Denmark.*
*See* M. CHRISTIANSEN.

**Damulachi, G.,**
*Odessa, Russia.*

| | |
|---|---|
| Evangelismos | 106 |
| Sofia | 205 |

**"Dan," Dansk. Damp. Trawling Aktieselskab,**
*Copenhagen, Denmark.*
*See* A. CARL.

**Danby, John,**
*West Hartlepool.*

| | |
|---|---|
| Tarifa | 155 |

**Danby & Lennard,**
*West Hartlepool.*

| | |
|---|---|
| George | 148 |

**Dand Aslan Pelinco,**
*Scutari, Albania.*

| | |
|---|---|
| Boren Gheldi | 420 |

**Dandria fratelli,**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Stefano Dandria | 1203 |

**Daneau, Marcel,**
*St. Thomas de Pierreville, Yamaska, Quebec.*

| | |
|---|---|
| St. Jean Baptiste | 123 |

**Daneri Agostino, fu Giuseppe,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Antonia Emilia | 120 |

**Daneri, Pablo,**
*Valparaiso, Chili.*

| | Net Tons |
|---|---|
| Lake Leman | 1035 |

**Dangar, F. H.,**
(c/o Dangar Gedge & Co.)
*Mercantile Bank Chambers, Margaret Street, Sydney, N.S.W.*

| | |
|---|---|
| Neotsfield | 1820 |

**Danguilhen frères,**
*Rue Danguilhen, Bordeaux, France.*

| | |
|---|---|
| Faune | 192 |
| Inez | 107 |

**Daniels, J. R.,**
*Whitstable, Kent.*

| | |
|---|---|
| Balgay | 221 |
| Carmenta | 180 |
| Flora | 224 |
| Lena | 277 |

**Danielsen, Brödrene,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Louis de Geer | 256 |

**Danielsen, D.,**
*Arendal, Norway.*

| | |
|---|---|
| Fylgja | 554 |

**Danielsen, D.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Prinds Mauritz | 792 |
| Svanen | 249 |

**Danielsen, Nikolay,**
*Froland, per Arendal, Norway.*

| | |
|---|---|
| Erik Dale | 366 |

**Danielson, M.,**
*Risör, Norway.*

| | |
|---|---|
| Britannia | 628 |
| Crown | 653 |
| Exquis | 258 |
| s. Fragtemanden | 77 |
| Triumph | 537 |

**Danielsson, D.,**
*Årnäs, Mariestad, Sweden.*

| | |
|---|---|
| s. Aranäs | 132 |

**Danielsson, P.,**
*Kivik, Cimbrishamn, Sweden.*

| | |
|---|---|
| Adina | 105 |

**"Danmark," Dampskibs Selskabet,**
*Copenhagen, Denmark.*
*See* THS. SONNE & CO.

**Dannberg, A. J.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Charlotta | 423 |
| Peter | 515 |

**"Dannebrog," Dampskibselskabet**
*Copenhagen, Denmark.*
*See* C. K. HANSEN.

**Dannevig, P. N.,**
*Solheim, Arendal, Norway.*

| | |
|---|---|
| Bonita | 590 |
| Carsten Boe | 851 |
| Honor | 351 |

**Dannewig, T.,**
*Christiania, Norway.*

| | Net Tons |
|---|---|
| s. Banan | 697 |
| s. Tamarind | 885 |
| (Söndenfjelds-Norske Dampskibs Selskabet.) | |
| s. Kong Alf | 485 |
| s. Kong Bjorn | 529 |
| s. Kong Frode | 579 |
| s. Kong Inge | 429 |
| s. Kong Ragnar | 399 |
| s. Kong Ring | 699 |
| s. Kong Sigurd | 407 |
| s. Kong Trygve | 432 |

**Dansey & Robinson,**
*Teddington, Middlesex.*

| | |
|---|---|
| s. Cambria | 64 |

**Dansk Petroleums Aktieselskab,**
*Copenhagen, Denmark.*
*See* VALD E. WULFF.

**Dansk.Russiske Dampskibsselskabet,**
18, *Fredericiagade, Copenhagen, Denmark.*
*See* M. CARL.

**Danske Statsbaner, De,**
*Copenhagen, Denmark.*

| | |
|---|---|
| s. Ægir | 311 |
| s. Alexandra | 188 |
| s. Dagmar | 122 |
| s. Fredericia | 132 |
| s. Freya | 205 |
| s. Fyen | 65 |
| s. Hermod | 149 |
| s. Hjalmar | 137 |
| s. Ingeborg | 136 |
| s. Jylland | |
| s. Korsør | 435 |
| s. Kronprinsesse Louise | 190 |
| s. Lillebelt | 125 |
| s. Marie | 126 |
| s. Masnedsund | 142 |
| s. Mjölner | 130 |
| s. Nyborg | 435 |
| s. Sjælland | 429 |
| s. Skirner | 314 |
| s. Sophus Danneskjold Samsøe | 301 |
| s. Stærkodder | 252 |
| s. Thor | 134 |
| s. Thyra | 187 |
| s. Tyr | 132 |
| s. Valdemar | 129 |

**Dantzler, L. N., Lumber Co.,**
*Pascagoula, U.S.*

| | |
|---|---|
| L. N. Dantzler | 131 |

**Danzberg, R.,**
*Riga, Russia.*

| | |
|---|---|
| Loreley | 100 |

**Danziger Dampschifff.-Aktien-Gesellschaft,**
*Heilige, Geist Gasse, No. 83, Danzig, Germany.*
*See* ALEXANDER GIBSONE.

**Daoud Effendi, Bartenlee** tijar Hajee Ali Bey Zadeh,
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Dervischi Bahri | 112 |

**Dapelo, Angelo, fu A.,**
*Via S. Bartolomeo, Camogli, Italy.*

| | |
|---|---|
| Angelo D. | 346 |
| Maria D. | 315 |

**Dapelo, Angelo, fu Michele.,**
*Camogli, Italy.*

| | |
|---|---|
| Carboniere | 183 |

**Dapelo, Carlo Angelo,**
*Camogli, Italy.*
Net Tons
Elvira ..... 439

**Dare, J. J.,**
*Georgetown, Demarara.*
Elcho ..... 267
Talisman ..... 366

**Dario, G.,**
*Braila, Roumania.*
s. Mihail Bravul ..... 26

**Darling, E. B.,**
*Port Jefferson, U.S.*
Fred Tyler ..... 109

**Darling, John, jun.,**
*Franklin Street, Adelaide, S.A.*
s. Jessie Darling ..... 158
Lillie ..... 467
Wodonga ..... 297

**Darragh, William,**
*Summerhill, Wicklow.*
Ocean Maid ..... 75

**Darwen & Mostyn Iron Co., Ld.,**
*Mostyn, co. Flint.*
s. Swiftsure ..... 58

**Darzenta, G. A.,**
*Syra, Greece.*
Panagia Kimissis ..... 267

**Dasey, W. W.,**
*Philadelphia, U.S.*
Odorilla ..... 398

**Daskalakis, N.,**
*Port Said, Egypt.*
Marigo ..... 132

**Dassori, Andrea,**
*Genoa, Italy.*
Giussepina D. ..... 434

**Date Motoi,**
*Hakodate, Japan.*
s. Iburi Maru ..... 70

**Dath, Robert,**
*Brisbane, Queensland.*
s. Adonis ..... 116

**Dauban, C.,**
*Port Louis, Mauritius.*
Crystal ..... 263

**Dauchez, F.,**
*Nantes, France.*
Prosper Corue ..... 142
Stéphanie Fernande ..... 270

**Dauguet,**
*Saint Malo, France.*
Arsène ..... 163
Levrette ..... 119

**Dauran, Conrad,**
*Pierreville, Quebec.*
Montcalm ..... 179

**Davenport, Charles,**
*Bath, Maine, U.S.*
Net Tons
Alameda ..... 1400
Florence ..... 1604
Lizzie Carter ..... 750
Tacoma ..... 1672

**Davey, Chas.,**
*Hele Bridge, Stratton, North Devon.*
Coronella ..... 108

**Davey, F.,**
*New York, U.S.*
John R. Halladay ..... 336

**David, John W.,**
*Damariscotta, Maine, U.S.*
Standard ..... 331

**David & Piper,**
*Port Talbot, Glamorganshire.*
Ethels ..... 224

**Davids & Carow,**
*Wismar, Germany.*
Frühling ..... 376

**Davidsen, D. J.,**
*Sandnæs, Norway.*
Rap ..... 132

**Davidsen, G., & G. A. Gulliksen**
(c/o Consul N. Bugge),
*Tönsberg, Norway.*
De fire Söskende ..... 187

**Davidsen, Salomon,**
*Copenhagen, Denmark.*
Axel ..... 105

**Davidson, I. B.,**
*Philadelphia, U.S.*
James Judge ..... 646

**Davidson, J. & A.,**
*Provost Blaikie's Quay, Aberdeen.*
s. Ben Wyvis ..... 582

**Davidson, Jos., & Son,**
*Harrington, Cumberland.*
Routenbeck ..... 930
Wythop ..... 1248

**Davidson, W. J.,**
*St. John, N.B.*
Crestline ..... 117
E. H. Foster ..... 124
Saxon ..... 119

**Davie, George T.,**
*Levis, Quebec, Canada.*
G. T. D. ..... 196
s. Lord Stanley ..... 86

**Davies, D.,**
*Criccieth, Carnarvonshire.*
Joseph Nicholson ..... 91

**Davies, David,**
4, *Portland Street, Aberystwith.*
Jane Davies ..... 84

**Davies, E.,**
7, *Lewis Terrace, New Quay, Cardiganshire.*
Net Tons
Dilpussund ..... 592

**Davies, E. (Mrs.),**
21, *North Road, Aberayron.*
Bodrhyddan ..... 492

**Davies, E. E.,**
47, *Mark Lane, London, E.C.*
Sea Foam ..... 319

**Davies, Mrs. Eliza,**
12, *Vulcan Street, Aberystwith.*
Sarah Davies ..... 85

**Davies, Evan,**
*Gwynfryn, St. David's Road, Carnarvon.*
Unicorn ..... 97

**Davies & Evans,**
*Cefnmaes & Aberayron, respectively.*
Cadwgan ..... 69

**Davies, Hugh,**
4, *Cornhill, Portmadoc.*
John Williams ..... 74

**Davies, John,**
*Manor Hall, Aberayron, Cardiganshire.*
Ella ..... 382

**Davies, Jones & Co.,**
47, *Mark Lane, London, E.C.*
Pitho ..... 130

**Davies (Lewis) & Co.,**
5, *Fenwick Street, Liverpool.*
Cardigan Castle ..... 1200
General Gordon ..... 1551
General Roberts ..... 1814

**Davies, Morris,**
*Aberdovey.*
Ann Warren ..... 78

**Davies, Thomas,**
*Aberdovey, Merionethshire.*
Excel ..... 93

**Davies, Thomas, & Co.,**
*Merion House, Towyn, Merionethshire.*
Sarah Davies ..... 90

**Davies, William,**
*Portreath, Cornwall.*
Silvia ..... 99

**Davies, William, & Co.,**
*Portreath, Cornwall.*
Ringleader ..... 167
Village Belle ..... 134

**Davies, William E.,**
*Beaumaris, North Wales.*
s. Hannah Beckett ..... 33

**Davies, William J.,**
*Echuca, Victoria.*
Net Tons
s. Trafalgar ..... 158

**Davis, Albert T.,**
*Port Jefferson, U.S.*
Mary Ann Predmore ..... 122

**Davis, Benjamin,**
*Yarmouth, N.S.*
Nora Wiggins ..... 470
Ora ..... 198

**Davis, J. C.,**
*Philadelphia, U.S.*
Minnie Bergen ..... 368

**Davis, J. F. & C. A.,**
*Providence, Rhode Island, U.S.*
Benjamin F. Poole ..... 1099
Governor Ames ..... 1690
William P. Hood ..... 633

**Davis, John,**
*Ellsworth, Maine, U.S.*
Loduskia ..... 103

**Davis, L.,**
*Newark, U.S.*
Albert Pharo ..... 123

**Davis, Lewis S.,**
66, *South Street, New York, U.S.*
E. S. Powell ..... 558
Nancy Smith ..... 420

**Davis, M. J.,**
*Clifton, Colchester Co., N.S.*
Gleaner ..... 116

**Davis, Rock,**
*Blackwall, Brisbane Water, N.S.W.*
s. Billie Barlow ..... 84

**Davis, S. B.,**
*Yarmouth, N.S.*
Peerless ..... 278

**Davison, Bisset & Co.,**
33, *South Castle Street, Liverpool.*
Balaklava ..... 1273

**Davison, C. H.,**
*Bridgewater, N.S.*
Molega ..... 124

**Dawe, Azariah,**
*Bay Roberts, Conception Bay, N.F.L.*
Idalia ..... 113

**Dawe, Charles,**
*Bay Roberts, Conception Bay, N.F.L.*
Hebe ..... 121
Maryetta ..... 171

**Dawson, John,**
*Onehunga, Auckland, N.Z.*
Eliza Firth ..... 143

**Dawson, Robert, & Sons,**
*Bridgewater, N.S.*
Net Tons
Earnscliffe ..... 62
Scotia ..... 82

**Dayton, G. G.,**
*Port Jefferson, U.S.*
Bessie Whiting ..... 82

**Dayton, W. B.,**
*Port Jefferson, U.S.*
J. H. Parker ..... 82

**De Agubita, J.,**
*Manila, Philippine Islands.*
Gregorio ..... 170

**De Almeida, Gil Carlos,**
*Rio de Janeiro, Brazil.*
Maria ..... 62

**De Almeida, J. J.,**
*S. João da Barra, Brazil.*
Regaleira ..... 120

**De Almeida, V. L.,**
*Oporto, Portugal.*
Lucio I. ..... 120

**De Andreis, Fran.,**
*Genoa, Italy.*
Madre Maria ..... 100

**De Arazoza, F.,**
*Havana, Cuba.*
s. Protector ..... 82

**De Arauyo, Dona A. L., da Cunha,**
*Buenos Ayres, Argentine Republic.*
Condeixa ..... 97

**De Arrotegui, M. M.,**
*Arrabal de Frague Bermeo, Bilbao, Spain.*
(Agents in England—John Glynn & Son, 20, Water Street, Liverpool)
s. Euskaro ..... 165
s. Gaditano ..... 170
s. Gallego ..... 170
s. Madrileño ..... 200
s. Navarro ..... 200
s. Palentino ..... 180
s. Santanderino ..... 167

**De Azeveda, J. R.,**
*St. João de Barra, Brazil.*
Lopes Fernandes ..... 90

**De Azevedo, D. L.,**
*Porto Alegre, Brazil.*
Dom Luiz ..... 100

**De Barran, C. d'Abbadie,**
*Port Louis, Mauritius.*
Star Queen ..... 90

**De Barros, V. J.,**
*Caraguatatuba, Brazil.*
Andorinha ..... 120

**De Bary, F., & Co.,**
*Wilmington, Del., U.S.*
s. City of Jacksonville ..... 90



s. désigne les Vapeurs.

**De Baupte, E.,**
*36, Rue de l'Ecole, Rouen, France.*

| | Net Tons |
|---|---|
| Emile | 186 |

**De Bessa, C. J.,**
*Laguna, Brazil.*

| | |
|---|---|
| Santo Antonio | 133 |

**De Boismenu, J.,**
*St. Malo, France.*

| | |
|---|---|
| Boreal | 240 |

**De Buhr, H. J.,**
*Warsingsfehn, Germany.*

| | |
|---|---|
| Gesine | 120 |

**De Buhr, J. J.,**
*Warsingsfehn, Germany.*

| | |
|---|---|
| Antje | 167 |

**De Butts & Daggett,**
*Boston, Mass., U.S.*

| | |
|---|---|
| D. A. Brayton | 530 |

**De Carvalho, A. W.,**
*Penedo, Brazil.*

| | |
|---|---|
| s. Paulo Affonso | 29 |

**De Carvalho, F. M.,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Guanabara | 155 |

**De Cecconi, G.,**
*Trieste, Austro-Hungary.*

| | |
|---|---|
| s. Jenny | 58 |

**De Charmoy, L. d'Emmerez,**
*Port Louis, Mauritius.*

| | |
|---|---|
| Earnest | 177 |

**De Clerck & van Hemelryck,**
*Antwerp, Belgium.*

| | |
|---|---|
| s. Antverpia | 348 |
| Emile | 176 |
| s. Schaldis | 166 |

**De Cuenia, José,**
*Adra, Spain.*

| | |
|---|---|
| Isabelita | 102 |

**De Decker, J.,**
*Antwerp, Belgium.*

| | |
|---|---|
| s. Riga | 739 |

**De Faye, Thomas,**
*2, Oakley, Havre des Pas, Jersey.*

| | |
|---|---|
| Alabama | 54 |

**De Faye, Thomas L.,**
*Colomberie, Jersey.*

| | |
|---|---|
| Chazalie | 71 |

**De Florez, R., & Co.,**
*19 & 21, Bridge Street, New York, U.S.*

| | |
|---|---|
| Mary G. Reed | 566 |

**De Franceschi, N., & P. Manzutto,**
*Trieste, Austro-Hungary.*

| | |
|---|---|
| s. San Marco | 42 |

**De Freese, B. H.,**
*Boekzeteler Fehn, Germany.*

| | Net Tons |
|---|---|
| Hinrika | 124 |

**De Freese, Meine H.,**
*Boekzeteler Fehn, Germany.*

| | |
|---|---|
| Phocahontas | 120 |

**De Freitas, A.,**
*Bahia, Brazil.*

| | |
|---|---|
| Aurora | 258 |
| Encarnacion | 181 |

**De Freitas, A. C., & Co.,**
*50, Ferdinandstrasse, Hamburg, Germany.*

| | |
|---|---|
| s. Athen | 1421 |
| s. Byzanz | 1142 |
| s. Etrurla | 1361 |
| s. Ithaka | |
| s. Karthago | 1040 |
| s. Lusitania | 1254 |
| s. Macedonia | |
| s. Roma | 1037 |
| s. Sparta | 835 |
| s. Troja | 1040 |
| s. Venezia | 1251 |

**De Freitas, Americo,**
*Bahia, Brazil.*

| | |
|---|---|
| Amanda | 461 |

**De Gorocica, T.,**
*Bilbao, Spain.*

| | |
|---|---|
| Amalia | 419 |

**De Gregori, A., di G. B.,**
*Genoa, Italy.*

| | |
|---|---|
| Noi | 655 |

**De Gregori, Antonio, fu A.,**
*Camogli, Italy.*

| | |
|---|---|
| Antonio | 289 |

**De Gregori, Filippo,**
*Via al Porto, Camogli, Italy.*

| | |
|---|---|
| Maria Madre | 485 |

**De Gregori, Francesco, fu A.,**
*35, Via Vittorio Emanuele, Camogli, Italy.*

| | |
|---|---|
| Degregori A. | 834 |

**De Groot & Peck,**
*124, Water Street, New York, U.S.*

| | |
|---|---|
| El Capitan | 1419 |
| Luzon | 1339 |
| Mary L. Stone | 1420 |
| Paul Revere | 1657 |

**De Haan, B. F.,**
*Weener, Germany.*

| | |
|---|---|
| Delphin | 231 |

**De Hart, M. J.,**
*B. Lombard Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Henriette H. | 1405 |
| s. Louise H. | 1027 |

**De Jonge, Hinderk,**
*Emden, Germany.*

| | |
|---|---|
| Freude | 271 |

**De Kerjégu,**
*Le Légué, Cotes du Nord, France.*

| | |
|---|---|
| Sainte Anne | 106 |

**De la Parra, J. R.,**
*Santander, Spain.*

| | Net Tons |
|---|---|
| s. Valeria | 152 |

**De la Rama, I.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| s. Molino | 59 |
| s. Taculing | 96 |

**De la Sota, Ramon,**
*Apartado 13, Bilbao, Spain.*

| | |
|---|---|
| s. Abanto | 1073 |
| s. Albia | 895 |
| s. Algorta | 328 |
| s. Baracaldo | 743 |
| s. Musques | 1118 |
| s. Poveña | 229 |
| s. Santurce | 857 |
| s. Sestao | 924 |
| s. Somorrostro | 1208 |

**De Lamo, Don Maximo,**
*Calle Mayor 15, Carthagena, Spain.*

| | |
|---|---|
| s. Concepcion | 7 |

**De Larrucea, J.,**
*Bilbao, Spain.*

| | |
|---|---|
| s. Victor | 176 |

**De Lima, M. R.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Trovador | 146 |

**De Lima, P. J. V.,**
*Pernambuco, Brazil.*

| | |
|---|---|
| Camelia | 193 |

**De Lisle, William H.,**
*Masterton, N.Z.*

| | |
|---|---|
| Linda Weber | 114 |

**De Magalhães, J. J. Ribeiro,**
*Rue de San Joao, Oporto, Portugal.*

| | |
|---|---|
| Nova Lide | 436 |
| Triumpho | 468 |

**De Maia, M. Ferreira,**
*Aveiro, Portugal.*

| | |
|---|---|
| A. Portugueza | 105 |

**De Maruri, F. H.,**
*Estufa 13, Bilbao, Spain.*

| | |
|---|---|
| s. Comercio | 58 |
| s. Progreso | 114 |

**De Mattos, J. M.,**
*Vianna do Castello, Portugal.*

| | |
|---|---|
| Pimpão | 121 |

**De Maua, Barao,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Tabatinga | 171 |

**De Mesquita, J. C.,**
*Para, Brazil.*

| | |
|---|---|
| s. Jane | 155 |

**De Miranda, Augencio Virgilio,**
*Mossoro, Brazil.*

| | |
|---|---|
| Augencio | 155 |

**De Olios Villa Nova, C.,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Industrial | 209 |

**De Oliveira, J.,**
*San Martinho, Portugal.*

| | Net Tons |
|---|---|
| Nossa Senhora de Nazarè | 111 |

**De Oliveira, S. G., & Co.,**
*Para, Brazil.*

| | |
|---|---|
| s. Amazonia | 237 |

**De Otero, L. A.,**
*Rio Grande, Brazil.*

| | |
|---|---|
| s. Manoel Diabo | 180 |

**De Pasquale, S., fu S., & P. de Salvo,**
*Messina, Sicily.*

| | |
|---|---|
| s. Silvestro D. | 350 |

**De Pass, D., & Co.,**
*1, Fenchurch Buildings, London, E.C.*

| | |
|---|---|
| Eurus | 327 |
| Sea Bird | 116 |

**De Poorter, J.,**
*Maasstraat 14, Rotterdam, Holland.*

| | |
|---|---|
| s. Maria | 1580 |
| s. Theodora | 613 |

**De Raesfeld, H.,**
*St. Valery, France.*

| | |
|---|---|
| s. Picardie | 253 |

**De Rosa, M.,**
*Naples, Italy.*

| | |
|---|---|
| Angiolina C | 151 |

**De Rosa, M.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Rosa de Rosa | 186 |

**De Rosa, M.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Santa Rosa | 558 |

**De Rosa, S.,**
*Naples, Italy.*

| | |
|---|---|
| Antonietta D. | 100 |

**De Sabla, E. & Co.,**
*Ecuador.*

| | |
|---|---|
| Ophir | 778 |

**De Saint Pierre, Poulain,**
*Tréguier, France.*

| | |
|---|---|
| Ocean | 135 |

**De Soberon, E., & W. H. Dodd,**
*31, Tower Buildings, Water Street, Liverpool.*
(Hercules Steam Tug Co., Ld.)

| | |
|---|---|
| s. Columbus | 32 |
| s. Hercules | 20 |

**De Souza, A. L.,**
*Rio Janeiro, Brazil.*

| | |
|---|---|
| Santa Clara | 256 |

**De Souza, J. G.,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Dous Irmaos | 100 |

**De Taramona, Manuel,**
*Bilbao, Spain.*

| | |
|---|---|
| s. Triano | 1463 |

**De Toppia, Lieutaud,**
*Marseilles, France.*

| | Net Tons |
|---|---|
| Kalakana | 389 |
| La Guadeloupe | 436 |
| Marie Louise | 378 |
| Phare | 461 |

**De Uriarte, José R.,**
*Calle Correo No. 3, Bilbao, Spain.*

| | |
|---|---|
| s. Uriarte | 883 |

**De Urraza, A.,**
*Bilbao, Spain.*

| | |
|---|---|
| s. Zuria | 1386 |

**De Villa Maria, S. U.,**
*S. Luiz de Cacères, Brazil.*

| | |
|---|---|
| s. Novo Triumpho | 91 |

**De Voogd & Hordijk,**
*Dordrecht, Holland.*

| | |
|---|---|
| Bato II. | 237 |

**De Wolf, C. A.,**
*New York, U.S.*

| | |
|---|---|
| King of Tyre | 260 |

**De Wolf, C. E., & Co.,**
*28, Brunswick Street, Liverpool.*

| | |
|---|---|
| Annie Bingay | 1049 |
| Blythswood | 1607 |
| Engelhorn | 2374 |
| Erin's Isle | 1715 |
| Glenalvon | 2072 |
| Glenesslin | 1743 |
| Haddon Hall | 1332 |
| Lyderhorn | 2723 |
| Matterhorn | 1839 |
| Newman Hall | 1528 |
| Northumbria | 1292 |
| Penthesilea | 1663 |
| Senator | 1695 |
| Silberhorn | 1853 |
| Talisman | 495 |

**De Zubiria, Luis, é Ybarra,**
*33, Campo de Bolantin, Bilbao, Spain.*

| | |
|---|---|
| s. Ybarra No. 4 | 1442 |

**Dean, W. H.,**
*19, Deane Street, Boston, U.S.*

| | |
|---|---|
| Margaret E. Dean | 299 |

**Deane, E. B., & Co.,**
*22, California Street, San Francisco, U.S.*

| | |
|---|---|
| Charles H. Merchant | 269 |

**Deane, James,**
*King Street, Melbourne, Victoria.*

| | |
|---|---|
| s. Victoria | 200 |

**Dearborn, D. B.,**
*New York, U.S.*

| | |
|---|---|
| Challenger | 1399 |

**Debain,**
*Marennes, Charente Inferieure, France.*

| | |
|---|---|
| Maurice Gantier | 105 |

**Debry, P.,**
*St. Briac, Ille et Vilaine, France.*

| | |
|---|---|
| Commerçant | 279 |

**Decido Steamship Co., Ld.,**
*88, Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Sestos | 784 |

**Deck-Vanarien,**
*Dunkirk, France.*

| | Net Tons |
|---|---|
| Notre Dame des Dunes | 107 |
| Renommée | 105 |

**Decker, Herman,**
*Wilmington, N. Carolina, U.S.*

| | |
|---|---|
| s. Star | 109 |

**Deddington S.S. Co. Ld.,**
4, *Bowlalley Lane, Hull.*
*See* H. SAMMAN & Co.

**Dedekam, E.,**
*Arendal, Norway.*

| | |
|---|---|
| Nordlyset | 315 |
| Solon | 524 |
| Vesta | 330 |

**Dedekam, J.,**
*Mandal, Norway.*

| | |
|---|---|
| Rap | 112 |

**Dedouossis, G.,**
*Cisme, Turkey.*

| | |
|---|---|
| Ioannis Dedoussis | 327 |

**Dedoussis, E.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Agios Dionyssios | 205 |

**Deeble, J. H.,**
25, *Arwenack Street, Falmouth.*

| | |
|---|---|
| s. Eagle | 25 |

**Deering & Donnell,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Josiah R. Smith | 669 |
| Samuel Dillaway | 702 |

**Deering, G. G.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| David P. Davis | 1170 |
| Edwin R. Hunt | 1076 |
| Horatio L. Baker | 787 |
| John C. Haynes | 720 |
| John S. Deering | 455 |
| Lydia M. Deering | 1174 |
| Oliver S. Barrett | 603 |
| William Chester Tanner | 982 |
| William T. Donnell | 511 |

**Deetjen, H. G.,**
*Elsfleth, Germany.*

| | |
|---|---|
| Otilde | 887 |

**Degerman, F. E.,**
*Slite, Sweden.*

| | |
|---|---|
| Augusta | 120 |

**Degregori, A. Marciani Vva,**
*Camogli, Italy.*

| | |
|---|---|
| Nipote | 403 |

**Degregori, Luigi, fu A.,**
*Camogli, Italy.*

| | |
|---|---|
| Precursore | 344 |

**Degregori, Prospero, di F.,**
*Quai du Port No.* 12, *Marseilles, France.*

| | |
|---|---|
| Fortunatino | 488 |

**Del Buono, Oreste, di A.,**
*Leghorn, Italy.*

| | Net Tons |
|---|---|
| Amandina | 270 |
| Gino | 441 |
| Lucia | 169 |
| Nuovo Arturo | 173 |
| Pietrino | 242 |

**Del Gatto, G.,**
*Naples, Italy.*

| | |
|---|---|
| Maria | 119 |

**Del Gatto, G. & B.,**
*Torre del Greco, Italy.*

| | |
|---|---|
| I Due Fratelli G. | 158 |

**Del Gatto, G., & G. Albenese,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Domenico | 315 |

**Del Rè, Evaristo,**
*Viareggio, Italy.*

| | |
|---|---|
| Margherita | 110 |

**Del Rio, Andrés H.,**
*Puebla, Caraminal, Palmeira, Spain.*

| | |
|---|---|
| Alina | 466 |
| Cabieces | 448 |
| Maria Luisa | 663 |
| Regina | 319 |

**Del Rosario, L.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Cecilio | 170 |
| Felisa | 106 |

**Delfino, Carlo,**
*Olanaria* 499, *Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| La Flora de Sorrento | 118 |

**Delin, J. M.,**
*Kerjonanno, en Arzon, Morbihan, France.*

| | |
|---|---|
| Clementine | 102 |

**Delisle, E. S.,**
*St. Christophers, W.I.*

| | |
|---|---|
| Clio | 119 |

**Delisle, J.,**
*Orleans Islands, co. Montmorency, Quebec.*

| | |
|---|---|
| s. Tiber | 1134 |

**Della Gatta, Domenico,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Vergine Annunziata | 114 |

**Della Lena, Sigra. Clem.,**
*Leghorn, Italy.*

| | |
|---|---|
| Ugo | 100 |

**Della Torre, N.,**
*Genoa, Italy.*

| | |
|---|---|
| Gigilla | 115 |

**Delmar, J. A.,**
*Manheim, Dagsbergs socken, Sweden.*

| | |
|---|---|
| Familjen | 1510 |

**Delmas frères,**
*La Rochelle, France.*

| | |
|---|---|
| s. Aquitaine | 979 |
| s. Aunis | 693 |
| s. Bearn | 887 |
| s. Biscaye | 979 |
| s. Saintonge | 979 |

**Deloglu,**
*Sinope, Turkey.*

| | Net Tons |
|---|---|
| Angelos | 427 |

**Delou-Supery, M.,**
*Arcachon, France.*

| | |
|---|---|
| Maris Stella | 147 |

**Delpiano y Gotusso Hermanos,**
*Calle Defensa* 127, *Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Quebracho Argentino | 370 |
| Rio Empedrado | 235 |

**Delsuc, O.,**
*St. Pierre, Martinique.*

| | |
|---|---|
| Leader | 128 |

**Demalvilain, L.,**
*Saint Malo, France.*

| | |
|---|---|
| Clémence Marie | 248 |

**Demange, J. B.,**
*Rue Voltaire* 11, *Nantes, France.*

| | |
|---|---|
| Erdre | 424 |
| Frédéric Suzanne | 386 |
| Grand Citoyen | 336 |
| J. B. Demange | 436 |
| Jeanne | 428 |
| Le Champenois | 435 |
| Raoul & Fernand | 375 |
| Vétéran | 337 |
| Zante | 344 |

**Demarais, Edouard,**
*St. Francois du Lac, Yamaska, Quebec.*

| | |
|---|---|
| Bosphore | 137 |

**Demarchi, G. B., di A.,**
*Camogli, Italy.*

| | |
|---|---|
| Spero | 389 |

**Demartino, Fratelli,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Modestino | 475 |

**Demartino, Luigi,**
*Meta, Italy.*

| | |
|---|---|
| Vittoria M. | 492 |

**Demartino, V., & Co.,**
*Procida, Italy.*

| | |
|---|---|
| La Fiducia | 631 |

**Demberg, A.,**
*Windau, Russia.*

| | |
|---|---|
| August-Eduard | 102 |

**Demerara & Berbice Steam Ship Co., Ld.,**
86, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Godiva | 887 |
| s. Ituni | 779 |
| s. Mara | 927 |

**Demetroulaki, S.,**
*Syra, Greece.*

| | |
|---|---|
| Irene | 248 |

**Demidoro, Iwan Grigorie-witsch,**
*Suma, Archangel, Russia.*

| | Net Tons |
|---|---|
| Pomoschnik | 155 |

**Den Bouwmeester, Borsius & Van der Leye,**
*Middelburg, Holland.*

| | |
|---|---|
| Nerva | 251 |

**Denaby Main Colliery Co., Ld.,**
(Manager—T. R. Nicholas.)
*Doncaster, Yorkshire.*

| | |
|---|---|
| s. Cadeby | 709 |
| s. Denaby | 709 |
| s. Scawsby | 1471 |

**Denaro, Giuseppe,**
*On board.*

| | |
|---|---|
| Giuseppe Padre | 271 |

**Denaro, Salvatore,**
*Catania, Sicily.*

| | |
|---|---|
| Gloria Carmeli R. | 104 |

**Denegre, B.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Florencia | 430 |

**Denegri, Filippo, e figli.,**
*Via Vittorio Emmanuele, Camogli, Italy.*

| | |
|---|---|
| Silenzio | 701 |

**Denholm, J., & Co.,**
*Bo'ness.*

| | |
|---|---|
| s. Cumbrian | 782 |

**Denholm, J. & J.,**
*Exchange Buildings, Greenock.*

| | |
|---|---|
| s. Cathcart Park | 333 |
| s. Glen Park | 526 |
| s. Mount Park | 346 |
| s. Well Park | 526 |

**Denjiro, Suda,**
*Sakata, Japan.*

| | |
|---|---|
| s. Kamegasaki Maru | 86 |

**Denley, J.,**
*Penzance, Cornwall.*

| | |
|---|---|
| Chrysolite | 159 |

**Denne, Pembroke,**
*Sydney, N.S.W.*

| | |
|---|---|
| s. Civility | 169 |

**Dennery Co., Ld.,**
10 & 11, *Mincing Lane, London, E.C.*

| | |
|---|---|
| Aretas | 217 |
| Zayda | 193 |

**Dennis, G.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Maggie & May | 116 |

**Dennis, G. H.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Jennie Scaverns | 107 |

**Denniston, P., & Co.**
(Island Line).
70, *Wellington Street, Glasgow.*

| | Net Tons |
|---|---|
| Anamba | 1602 |
| Australia | 2097 |
| Banca | 946 |
| Bandaneira | 1775 |
| Bermuda | 3624 |
| Birmah | 797 |
| Formosa | 1475 |
| Java | 844 |
| Lakenba | 1866 |
| Lucipara | 1779 |
| Natuna | 1491 |
| Samoa | 1954 |
| Socotra | 1597 |
| Sumbawa | 1866 |
| Tasmania | 2093 |
| Ventura | 1581 |

**Dent & Co.,**
*Custom House Chambers, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Abana | 1866 |
| s. Crane | 1339 |
| s. Creole | 1075 |
| s. Crete | 1121 |
| s. Critic | 1711 |
| s. Croma | 2097 |
| s. Crown | 1866 |
| s. Mareca | 1433 |

(Arrow Shipping Co., Ld.).

| | |
|---|---|
| s. Croft | 1710 |
| s. Principia | 1709 |

**Depeaux, Felix, & Fils,**
*Rouen, France.*

| | |
|---|---|
| s. Alice Depeaux | 871 |

**Deppe, Adolf,**
*Antwerp, Belgium.*

| | |
|---|---|
| s. Adolf Deppe | 850 |
| s. Amelie | 940 |
| s. Le Souverain | 850 |
| s. Lippe | 850 |

**Deputy, R. J.,**
1853, *Camac Street, Philadelphia, U.S.*
Lulie L. Pollard 833

**Derasemo, Rama P.,**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Kymi | 1967 |

**Dervisch, Hajee, & Co.,**
*Trebizonde, Asiatic Turkey.*
Trebizondlee 1967

**Des Coquets, H.,**
*Portrieux, Côtes du Nord, France.*
Henriette 1967

**Descovich, E. A.,**
*Fiume, Austro-Hungary.*

| | |
|---|---|
| Benefattore | 877 |
| Carolina | 867 |
| Descovich A. | 870 |
| Maria D. | 852 |

**Desmarais, Edmund,**
*St. François du Lac, Quebec.*
New Brunswick 1866

**Desmarais, F.,**
*St. François du Lac, Quebec.*
Georgiana 1866

**Desmarais, Jean Baptiste,**
*St. Thomas de Pierreville, Quebec.*
St. Cyprien 1866



s. désigne les Vapeurs.

**Desmarais, Pierre,**
*S. Francois du Lac, Quebec.*

| | Net Tons |
|---|---|
| Leopold | 144 |

**Desrosiers, Alphonse,**
*Lanoraie, Quebec, Canada.*

| | |
|---|---|
| Providence | 138 |

**Dessauer, J. F.,**
*Nyhavn, 11, Copenhagen.*

| | |
|---|---|
| Amy | 1399 |
| Danmark | 1374 |
| Julie | 562 |
| Solid | 320 |

**Destuni, Fratelli,**
*Syra, Greece.*

| | |
|---|---|
| Tris Ierarchai | 277 |

**"Det Norske Bjergnings og Dykkercompani," Actieselskabet,**
*Christiania, Norway.*
*See* C. BING.

**Deters, H.,**
*Barssel, Germany.*

| | |
|---|---|
| Hermann | 100 |

**Deters, J. & H.,**
*Barssel, Germany.*

| | |
|---|---|
| Gebrüder | 101 |

**Detienne, Ossian L. F.,**
*Port Louis, Mauritius.*

| | |
|---|---|
| Crocodile | 267 |

**Detmers, D. S.,**
*Meeden, Germany.*

| | |
|---|---|
| Meeden | 194 |

**Detroit & Cleveland Steam Nav. Co.,**
*Detroit, Michigan, U.S.*

| | |
|---|---|
| s. City of Alpena | 1282 |
| s. City of Cleveland | 1324 |
| s. City of Detroit | 1454 |
| s. City of Mackinnac | 1278 |
| s. City of the Straits | 812 |

**Detroit, Grand Haven & Michigan T. Co.,**
*Detroit, Michigan, U.S.*

| | |
|---|---|
| s. Wisconsin | 1020 |

**Detroit & Windsor FerryCo.,**
*Windsor, Ontario.*

| | |
|---|---|
| s. Hope | 116 |

**Deulofeu, A.,**
*Havana, West Indies.*

| | |
|---|---|
| Almendares | |
| Cardenas | 192 |
| Emma | |
| s. Narciso Deulofeu | 59 |

**Deulofeu, D. A.**
*Havana, West Indies.*

| | |
|---|---|
| Yumuri | 119 |

**Deurell, P.,**
*Oscarshamn, Sweden.*

| | Net Tons |
|---|---|
| s. Vesta | 401 |
| (Ångf. Aktie Bolaget "Fama.") | |
| s. Göthe | 341 |
| s. St. Erik | 344 |
| (Oscarshamns Ångf. Aktieb.) | |
| s. Borgholm | 112 |
| s. Oscarshamn | 73 |
| s. Viking | 143 |

**Deutsch & Co.,**
*Alicante, Spain.*

| | |
|---|---|
| Emelia | 114 |

**Deutsch & Co.,**
*Havre, France.*

| | |
|---|---|
| s. Le Lion | 1559 |

**Deutsch-Amerikanische Petroleum Gesellschaft,**
*Geestemünde, Germany; and 60, Ferdinandstrasse, Hamburg, Germany.*

| | |
|---|---|
| s. Brilliant | 2411 |
| s. Burgermeister Petersen | 2090 |
| s. Deutschland | 2542 |
| s. Diamant | 2270 |
| s. Energie | 1909 |
| s. Geestemünde | 2033 |
| s. Gut Heil | 1875 |
| s. Helgoland | 1563 |
| s. Mannheim | 2257 |
| s. Minister Maybach | 2132 |
| s. Standard | 2110 |
| s. Willkommen | 2430 |

**Deutsch-Australische Dampschiff Gesellschaft,**
*25, Börsenhof, Hamburg, Germany.*

| | |
|---|---|
| s. Chemnitz | 1745 |
| s. Erlangen | 2055 |
| s. Essen | 2274 |
| s. Solingen | 2183 |
| s. Sommerfeld | 1702 |
| s. Stassfurt | 2505 |

**Deutsch-Nordischer Lloyd,**
*Rostock, Germany.*

| | |
|---|---|
| s. Grossherzog Friedrich Franz | 164 |
| s. Kaiser Wilhelm | 203 |
| s. König Christian | 200 |

**Deutschbein, O.,**
*Memel, Germany.*

| | |
|---|---|
| Amalthea | 356 |

**Deutsche Dampfschiffs-Rhederei zu Hamburg**
(KINGSIN LINIE),
*Rathhausmarkt 15, Hamburg, Germany.*

| | |
|---|---|
| s. Aglaia | 1666 |
| s. Bellona | 1721 |
| s. Daphne | 1395 |
| s. Frigga | 1400 |
| s. Gerda | 2111 |
| s. Hertha | |
| s. Hesperia | 1123 |
| s. Irene | 2562 |
| s. Kriemhild | 1639 |
| s. Lawang | 1578 |
| s. Niobe | 1509 |
| s. Oceana | 1738 |
| s. Priok | 1576 |
| s. Salatiga | 1669 |

**Deutsche Export Bank,**
*Magdeburgerstrasse 36, Berlin, Germany.*
(Rhederei Atlaslinie).

| | |
|---|---|
| s. Zeus | 647 |

**Deutsche Levante Linie**
(Manager, J. Kothe),
*19, kl. Reichenstrasse, Hamburg, Germany.*

| | Net Tons |
|---|---|
| s. Andros | 1381 |
| s. Chios | 1163 |
| s. Lesbos | 1324 |
| s. Naxos | 1192 |
| s. Rhodos | 1320 |
| s. Samos | 1320 |

**Deutsche Ost Africa Linie,**
*Grosse Reichenstrasse, 23, Hamburg, Germany.*

| | |
|---|---|
| s. Admiral | 1680 |
| s. Bundesrath | 1558 |
| s. Kaiser | 1987 |
| s. Kanzler | 2195 |
| s. Peters | 403 |
| s. Reichstag | 1523 |
| s. Safari | 992 |
| s. Setos | 1234 |
| s. Wissman | 218 |

**Devès & G. Chaumet,**
*Bordeaux, France.*

| | |
|---|---|
| s. Borgnis Desbordes | 167 |
| s. Cayor | 1025 |

**Deveson, Samuel,**
*Ramsgate.*

| | |
|---|---|
| Fawn | 178 |

**Devitt & Moore,**
*39, Fenchurch Street, London, E.C.*

| | |
|---|---|
| Derwent | 1890 |
| Harbinger | 1506 |
| Hesperus | 1777 |
| Illawarra | 1887 |
| Macquarie | 1867 |
| Rodney | 1447 |
| Tamar | 2048 |

**Devlin, T., Jr.,**
*60, Hawthorn Vale, Newhaven, co. Edinburgh.*

| | |
|---|---|
| s. Captain | 33 |
| s. Challenger | 33 |
| s. Columba | 22 |
| s. Commodore | 43 |

**Devold, Lauritz A.,**
*Aalesund, Norway.*

| | |
|---|---|
| s. Aalesund | 263 |

**Devon Steam Ship Co., Ld.,**
*Dock Office, Exmouth, Devon.*

| | |
|---|---|
| s. Duchess of Devonshire | 85 |

**Devonia Shipping Co., Lim.,**
*31, James Street, Liverpool.*
*See* GOODYEAR & CO.

**Devonport Steam Ferry Co., Ld.,**
*Auckland, N.Z.*

| | |
|---|---|
| s. Britannia | 108 |
| s. Eagle | 138 |
| s. Victoria | 93 |

**Dewhurst, William,**
*Dundalk.*

| | |
|---|---|
| Parkside | 117 |

**Dews, Joseph,**
*East Greenwich, Rhode I., U.S.*

| | |
|---|---|
| Lydia B. Cowperthwaite | 349 |

**Dexheimer, F.,**
*Porto Alegre, Brazil.*

| | |
|---|---|
| Cometa | 150 |

**Dexter, I. V. & J. H.,**
*Liverpool, Queen's Co., N.S.*

| | Net Tons |
|---|---|
| Hyaline | 187 |
| J. H. Dexter | 540 |
| Resultado | 178 |
| Venturer | 318 |

**Dexter, Joseph H.,**
*Brooklyn, Queen's Co., N.S.*

| | |
|---|---|
| J. V. Dexter | 149 |

**Di Bella, Diego,**
*Catania, Sicily.*

| | |
|---|---|
| Innocenzia Rosa | 407 |

**Di Donna, Salvatore, fu S.,**
*Molo di Majo 38, Palermo, Sicily.*

| | |
|---|---|
| Il Salvatore | 129 |

**Di Fiore, Marco., fu S.,**
*Brindisi, Italy.*

| | |
|---|---|
| Regina delle Vittorie | 147 |

**Di Fonzo, Nicola,**
*Gaeta, Italy.*

| | |
|---|---|
| Pietrino | 684 |
| Sibilla | 264 |

**Di Gioia, F. S.,**
*Bari, Italy.*

| | |
|---|---|
| Antonio D. | 280 |

**Di Janni, Salvatore,**
*Gaeta, Italy.*

| | |
|---|---|
| Marietta | 164 |

**Di Maggio, V.,**
*Naples, Italy.*

| | |
|---|---|
| Peppina | 107 |

**Di Maio, E.,**
*Naples, Italy.*

| | |
|---|---|
| Angelina | 100 |

**Di Mangana, Za., & Co.,**
*Piræus, Greece.*

| | |
|---|---|
| Maria | 384 |

**Di Martinetti, Botti,**
*Marseilles, France.*

| | |
|---|---|
| Fanny Lélia | 163 |

**Di Natale, G.,**
*Messina, Sicily.*

| | |
|---|---|
| Andrea A. Vagliano | 472 |

**Di Paolo, A. Ruggiero,**
*Bari, Italy.*

| | |
|---|---|
| Cugini | 180 |

**Di Rosa, Fratelli,**
*Naples, Italy.*

| | |
|---|---|
| I Due Fratelli di Rosa | 190 |

**Di Somma, C. & F.,**
*Naples, Italy.*

| | |
|---|---|
| Luigi | 263 |

**Diacachi, Minas J.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Agios Georgios | 394 |

**Diakachis, D.,**
*Syra, Greece.*

| | Net Tons |
|---|---|
| Pende Adelfi | 372 |

**Diakakis, Minas,**
*Cassos, Greece.*

| | |
|---|---|
| Marigo | 370 |

**Diamandaras, S.,**
*Castelor, Turkey.*

| | |
|---|---|
| Evangelistria | 213 |

**Diamantari, T.,**
*On board.*

| | |
|---|---|
| Despina | 112 |

**Diamantidis, D.,**
*Syra, Greece.*

| | |
|---|---|
| Fotini | 689 |

**Diasachis, Flli,**
*Syra, Greece.*

| | |
|---|---|
| Aphroessa | 181 |

**Diaz J., & Merino,**
*Valparaiso, Chili.*

| | |
|---|---|
| Mary | 353 |

**Dible, James,**
*Southampton.*

| | |
|---|---|
| Fonthill | 184 |
| Fortunate | 110 |
| Primrose | 104 |
| Wild Daisy | 100 |

**Dichiara y Ansaldo,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Calle General Brown | 859 |
| Domingo Maria Ferrari | 227 |

**Dichiara F.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Joven Arturo | 111 |

**Dick, James C.,**
*Grangemouth.*

| | |
|---|---|
| Queen of the Bay | 379 |

**Dick & Page,**
*2, St. Michael's House, Cornhill, London, E.C.*

| | |
|---|---|
| s. Challenge | 14 |
| s. Homer | 892 |

**Dick, W.,**
*Hull.*

| | |
|---|---|
| Mercur | 249 |

**Dickie, D. M.,**
*Cornwallis, N.S.*

| | |
|---|---|
| Modena | 174 |

**Dickie, James,**
(c/o Galbraith & Moorhead.)
*Billiter Square Buildings, London, E.C.*

| | |
|---|---|
| Regent Murray | 781 |

**Dickie, Martin,**
*Truro, N.S.*

| | |
|---|---|
| Selkirk | 1646 |
| Senator | 1474 |

**Dickinson, William, & Co.,**
10, *Sandhill, Newcastle-on-Tyne.*

| | Net Tons |
|---|---|
| s. Knarwater | 1074 |
| s. Sir William Armstrong | 1386 |
| s. South Tyne | 972 |

**Dickson, George,**
(c/o Macneill & Co.)
*Clive Ghat Street, Calcutta.*

| | |
|---|---|
| s. Dumbarton | 80 |
| s. Ooryia | 465 |

**Dickson, J. R., & Co.,**
25, *Gordon Street, Glasgow.*

| | |
|---|---|
| Dowan Hill | 1976 |
| Garnet Hill | 2186 |
| Jordanhill | 2176 |
| Loudon Hill | 2066 |
| Tinto Hill | 2067 |

**Didricksson, J.,**
*Fiskebäckskil, Sweden.*

| | |
|---|---|
| Annie | 156 |

**Dieck, E. tom,**
*Elsfleth, Germany.*

| | |
|---|---|
| Anna | 1391 |
| Anna Ramien | 1242 |
| Olga | 1108 |

**Diederichsen, Heinrich,**
*Eisenbahndam* 12, *Kiel, Germany.*

| | |
|---|---|
| s. Hermann | 830 |
| s. Holstein | 1087 |
| s. Marie | 644 |
| s. Mimi | 655 |
| s. Schleswig | 946 |
| s. Senior | 748 |
| s. Thea | 266 |
| s. Uhlenhorst | 608 |

(Kieler Dampfer Compagnie Actien Gesellschaft.)

| | |
|---|---|
| s. Kiel | 833 |
| s. Martha | 1560 |

**Diego, Fer. Cav.,**
*Campeche, Mexico.*

| | |
|---|---|
| Josefita | 207 |

**Dieppe, Chambre de Commerce de,**
*Dieppe, France.*

| | |
|---|---|
| s. Mercure | 17 |

**Dierg, N. Diouga,**
*St. Louis, Senegal.*

| | |
|---|---|
| Sole | 150 |

**Dierksen, Nic.,**
*Bremen, Germany.*

| | |
|---|---|
| Astrea | 291 |

**Dietrichs, A. M.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Flora | 305 |

**Digby, W. H.,**
*Whitstable, Kent.*

| | |
|---|---|
| Rapid | 177 |

**Dijkman & Co.,**
*Pattie, Java.*

| | |
|---|---|
| Alaska | 538 |

**Dilietri, L.,**
*Civitavecchia, Italy.*

| | |
|---|---|
| Cavaliere Luigi D. | 823 |

**Dillberg, C. J. F.,**
*Halmstad Sweden.*
(Ångb. "Aktieb. "Verdandi.")

| | Net Tons |
|---|---|
| s. Neptun | 535 |
| s. Pluto | 418 |

**Dillon, H. W.,**
*Ethelburga House,* 70 *&* 71, *Bishopsgate Street Within, London, E.C.*

| | |
|---|---|
| s. Aldersgate | 1484 |
| s. Aldgate | 2208 |
| s. Bishopsgate | 1464 |
| s. Ludgate | 1535 |
| s. Moorgate | 1503 |

**Dilworth, Anthony,**
*9, Burlington Street, Ulverston.*

| | |
|---|---|
| Mary Ann Mandal | 92 |

**Dimitraki, Widdinlee, & Co.,**
*Widdin, Turkey.*

| | |
|---|---|
| Issim Sis | 150 |

**Dimitri Captan,**
*Beyrout, Turkey.*

| | |
|---|---|
| Marianda | 141 |

**Dimitri Captan, Aktepolilee,**
*Aktepoli, Turkey.*

| | |
|---|---|
| Tidjaret-i-Bahri | 216 |

**Dimitri Captan, Myslee,**
*Mysia, Turkey.*

| | |
|---|---|
| Ayah Nicola | 165 |

**Dimitri Constanti,**
*Constantinople, Turkey.*

| | |
|---|---|
| Diomede | 134 |

**Dimitri Constantin & Co.,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Barten | 228 |

**Dimitri Kakoh, Aktarpopulu Nicholaki,**
*Aktarpolee.*

| | |
|---|---|
| Issim Sis | 174 |

**Dimitri, Koyoudolimos Hadji.**
*Maiz Ada, Turkey.*

| | |
|---|---|
| Ayah Nicola | 300 |

**Dimitri Mahorta, Limnilee,**
*Lemnos, Asiatic Turkey.*

| | |
|---|---|
| Kiemiss | 100 |

**Dimitri, Myslee Captan,**
*Mysia, Turkey.*

| | |
|---|---|
| Marigo | 197 |

**Dimitri Photi & Co.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayos Haralambos | 120 |

**Dimitri Photi, Kumurdji Hajee, & Co.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Fennahrompni | 120 |

**Dimitri Ralli, Marmoralee,**
*Marmora, Turkey.*

| | |
|---|---|
| Aspasia | 187 |
| Spezzia | 120 |

**Dimitri Rappani, Sakyzlee,**
*Scio, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Elleni | 175 |

**Dimitri Sophianos, Limnilee**
*Lemnos, Asiatic Turkey.*

| | |
|---|---|
| Tahir-i-Bahri | 286 |

**Dimitri Yorghi, Bülbüljehlee,**
*Bülbüljeh, Turkey.*

| | |
|---|---|
| Vangelista | 117 |

**Dimitrieff Steam Nav. Co.,**
*Odessa, Russia.*

| | |
|---|---|
| s. Samuel Owen | 130 |

**Dimitriew, P.,**
*Odessa, Russia.*

| | |
|---|---|
| s. Oscar | 419 |

**Dimitrion, M.,**
*Piræus, Greece.*

| | |
|---|---|
| Emmanuel | 385 |

**Dimock, S., & Sons,**
*Windsor, N.S.*

| | |
|---|---|
| Belvidere | 762 |
| Clifton | 473 |
| Fairmount | 1064 |
| George Davis | 643 |
| Newburgh | 505 |

**Dimouani Nassal, Bülbüljehlee,**
*Bülbüljeh, Turkey.*

| | |
|---|---|
| Ayah Nicola | 124 |

**Dingley, C. L.,**
13, *Stewart Street, San Francisco, U.S.*

| | |
|---|---|
| s. Cleone | 141 |
| Monterey | 120 |
| Newark | 115 |
| s. Silver Spring | 184 |

**Dinoir, Gustave,**
*Dunkirk, France.*

| | |
|---|---|
| Alerte | 131 |
| Concorde | 105 |
| Decidée | 113 |

**Dirks, M.,**
*Warsingsfehn, Germany.*

| | |
|---|---|
| Caroline | 110 |

**Dirkzwager, G. Mzn.,**
*Maasluis, Holland.*
(Berging Maatschappij.)

| | |
|---|---|
| s. Neptunus | 79 |

**Distefano, N., & Co.,**
*Catania, Sicily.*

| | |
|---|---|
| Tommaso Padre | 105 |

**Ditchfield, G. P.,**
*Seaham Harbour.*

| | |
|---|---|
| s. Prescott | 1240 |

**Ditlefsen, D.,**
*Lunde. Christiansand, Norway.*

| | |
|---|---|
| Apollo | 258 |
| Brilliant | 764 |
| Hilda | 544 |

**Dix, Charles B.,**
45, *South Street, New York, U.S.*

| | Net Tons |
|---|---|
| Serene | 522 |

**Dix & Wilkins,**
9, *East Lombard Street, Baltimore, U.S.*

| | |
|---|---|
| Frank M. Noyes | 146 |

**Dixneuf,**
*Addien Boussay, France.*

| | |
|---|---|
| Renée Adrienne | 196 |

**Dixon, C. P.,**
5, *Coenties Slip, New York, U.S.*

| | |
|---|---|
| C. P. Dixon | 692 |
| T. P. Dixon | 124 |

**Dixon, P. H., & Harrison,**
16, *Bothwell Street, Glasgow.*

| | |
|---|---|
| s. Arroyo | 2307 |
| s. Bramble | 962 |
| s. Craigton | 1325 |
| s. Parthian | 1040 |
| s. Rosneath | 1123 |
| s. Rowan | 661 |

**Dixon, Robson & Co.,**
25, *Mosley Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Accomac | 1593 |
| s. Humbert | 1206 |
| s. Isle of Cyprus | 671 |
| s. Isle of Dursey | 560 |
| s. Isle of Elba | 584 |
| s. Isle of France | 960 |
| s. Isle of Georgia | 793 |
| s. Isle of Hastings | 1003 |
| s. Isle of Iona | 714 |
| s. Isle of Jura | 614 |
| s. Whickham | 1071 |

**Dixon, Thos., & Sons,**
113, *Corporation Street, Belfast.*

| | |
|---|---|
| Arethusa | 320 |
| Corona | 1193 |
| Dundonald | 2115 |
| Lord Downshire | 2263 |
| Lord Dufferin | 1697 |

(The Irish Shipowners Co., Ld.)—
LORD LINE.

| | |
|---|---|
| s. Lord Bangor | 1911 |
| s. Lord Charlemont | 2055 |
| s. Lord Erne | 3647 |
| s. Lord Lansdowne | 1795 |
| s. Lord Londonderry | 1566 |
| s. Lord O'Neill | 1798 |
| Lord Templemore | 2947 |
| Lord Templetown | 2048 |
| Lord Wolseley | 2518 |

**Dixon, Warren,**
*Hopewell Cape, co. Albert, N.B.*

| | |
|---|---|
| Harry W. Lewis | 297 |

**Djevad Bey,**
*Constantinople, Turkey.*

| | |
|---|---|
| s Forte | 48 |

**Do D'Acheno, T.,**
*Paranagua, Brazil.*

| | |
|---|---|
| s. Parana | 195 |

**Do Rego, A. L.,**
*Bahia, Brazil.*

| | |
|---|---|
| Medusa | 149 |

**Doane & Co.,**
105, *Commercial Street Boston, U.S.*

| | |
|---|---|
| Maude Sherwood | 498 |

**Doane & Crowell,**
*Boston, Mass., U.S.*

| | Net Tons |
|---|---|
| Calvin F. Baker | 830 |

**Doane, Z. S.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Ellen M. Golder | 630 |

**Dobell, A., & Co.,**
*B*21, *Liverpool and London Chambers, Liverpool.*

| | |
|---|---|
| Pohona | 772 |

**Dobell, G. C., & Co.,**
23, *Old Hall Street, Liverpool.*

| | |
|---|---|
| Curzon | 1800 |

**Dobson, C. H.,**
12, *Arlington Street, New Clee, Lincolnshire.*

| | |
|---|---|
| Emmanuel | 80 |

**Dock Yard Co., The**
(Manager—F. J. Walsh),
*Wexford.*

| | |
|---|---|
| Annie | 70 |
| Antelope | 130 |
| Dart | 70 |
| Recruit | 70 |

**Dodd, John, & Co.,**
10, *Rumford Place, Liverpool.*

| | |
|---|---|
| Moresby | 1150 |
| Netherby | 1400 |

**Dodd, Silas H.,**
*Lewes, U.S.*

| | |
|---|---|
| E. G. Irwin | 170 |

**Dodds, W. H.,**
24, *Gardner Street, North Shields.*

| | |
|---|---|
| s. Ebenezer | 90 |
| s. M. A. Dodds | 93 |
| s. Nellie | 9 |

**Dodero, F.,**
*Genoa, Italy.*

| | |
|---|---|
| Speranza | 250 |

**Dodero, G. B.,**
*Genoa, Italy.*

| | |
|---|---|
| Elena G. | 900 |
| Principe di Napoli | 1000 |

**Dodero, Matteo,**
*Bocca Dasse, No* 8, *Genoa, Italy.*

| | |
|---|---|
| Tre Sorelle | 210 |

**Dodge, Frank D.,**
*Peabody, Boston, Mass, U.S.*

| | |
|---|---|
| Jessie Lena | 330 |

**Dodge, J. D.,**
*Portland, Maine, U.S.*

| | |
|---|---|
| Nellie J. Dinsmore | 903 |

**Doe, Charles P.,**
*San Francisco, U.S.*

| | |
|---|---|
| s. Wescott | 177 |

**Doeg, J. S.,**
17, *Grosvenor Place, North Shields.*

| | |
|---|---|
| s. Lionel | 19 |



s. désigne les Vapeurs.

**Doewes, A. E.,**
*Heerewey, No. 396, Groningen, Holland.*

| | Net Tons |
|---|---|
| Nereus | 613 |
| Saga | 499 |

**Doherty, C.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Wide Awake | 112 |

**Doherty, Robert Webster,**

| | |
|---|---|
| E. T. G. | 950 |

**Dolbeer & Carson,**
*70, California Street, San Francisco, U.S.*

| | |
|---|---|
| Azalea | 327 |
| Bertha Dolbeer | 231 |
| s. Farrallon | 357 |
| Halcyon | 279 |
| Lottie Carson | 272 |
| Mabel Gray | 196 |

**Dolbel, Philip,**
*Napier, N.Z.*

| | |
|---|---|
| Rio | 317 |

**Doll & Co.,**
*Antofagasta, Chili.*

| | |
|---|---|
| Elisa | 915 |

**Doll & Co.,**
*Valparaiso, Chili.*

| | |
|---|---|
| Elcira | 260 |

**Dollenz, V.,**
*Venice, Italy.*

| | |
|---|---|
| Sirena | 568 |

**Dollin, Ernest C.,**
*Lyme Regis, Dorset.*

| | |
|---|---|
| Selina Mary | 48 |

**Dollin, F. E.,**
*Lyme Regis, Dorset.*

| | |
|---|---|
| Majestic | 100 |

**Dombrowsky, J.,**
*Riga, Russia.*

| | |
|---|---|
| Jacob & Catharina | 332 |

**Domcke, Carl A.,**
*Stettin, Germany.*

| | |
|---|---|
| Königin Augusta | 460 |

**Domestini, G., & Co.,**
*Syra, Greece.*

| | |
|---|---|
| Psara | 293 |

**Domingo, Francesco,**
*Leghorn, Italy.*

| | |
|---|---|
| Eva | 105 |

**Dominici,**
*Marseilles, France.*

| | |
|---|---|
| Mathieu Orenga | 146 |

**Dominion Coal Co., Ld.,**
*Montreal, Canada.*
*See* KINGMAN, BROWN & CO.

**Dominion Line,**
*See* FLINN, MAIN & MONTGOMERY.

**Don, Azoff & Black Sea Steam Nav. Co.,**
*Rostoff, Don, Russia.*

| | Net Tons |
|---|---|
| s. Baklanoff | 127 |

**Don Azoff Nav. Co.,**
*Rostoff/Don, Russia.*

| | |
|---|---|
| s. Kiew | 352 |

**DonDampfbootGesellschaft,**
*Rostoff-on-Don, Russia.*

| | |
|---|---|
| s. Saint Petersburg | 322 |

**Donaghy, Thomas, jun.,**
*New Bedford, Mass., U.S.*

| | |
|---|---|
| L. A. Plummer | 375 |

**Donald, Alexander Bell,**
*Post Office Box, 219, Auckland, N.Z.*

| | |
|---|---|
| s. Richmond | 475 |

**Donald & Taylor,**
*15, Gordon Street, Glasgow.*

| | |
|---|---|
| s. Ahdeek | 933 |
| s. Embleton | 594 |
| s. Emerald | 578 |
| s. Santona | 504 |

**Donaldson Bros.,**
*165, St. Vincent Street, Glasgow.*

| | |
|---|---|
| s. Alcides | 2193 |
| s. Amarynthia | 2595 |
| s. Colina | 1297 |
| s. Concordia | 1617 |
| s. Hestia | 2434 |
| s. Indrani | 2337 |
| s. Tritonia | 2720 |
| s. Warwick | 1648 |

**Donaldson, J.,**
*Buffalo, N.Y., U.S.*

| | |
|---|---|
| s. Cuba | 1360 |

**Donaldson, Rose & Co.,**
*Aberdeen.*

| | |
|---|---|
| Cromdale | 1849 |
| Mount Stewart | 1849 |

**Donau Dampfschiffahrt Gesellschaft,**
(Manager—L. Pellegrini),
*Trieste, Austria.*

| | |
|---|---|
| s. Jason | 257 |
| s. Medea D. | 519 |

**Donelly, J., & Co.,**
*St. Catharines, Ontario.*

| | |
|---|---|
| Grantham | 325 |

**Donnell, H. H.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Addie P. McFadden | 239 |
| Leora M. Thurlow | 203 |

**Donnell, W. T.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Clara A. Donnell | 1128 |
| George A. McFadden | 1017 |
| George P. Davenport | 1393 |
| Independent | 1100 |
| Mary E. H. G. Dow | 1138 |

**Donnelly, J., sen.,**
*Kingston, Ontario.*

| | |
|---|---|
| Ella Murton | 2 |

**Donnelly, Patrick,**
*Belltray, near Drogheda, Ireland.*

| | Net Tons |
|---|---|
| Brothers | 98 |

**Donnison, Thomas,**
*New York, U.S.*

| | |
|---|---|
| Wiley Smith | 129 |

**Donovan, C. L.,**
*Machias, Maine, U.S.*

| | |
|---|---|
| Edna | 309 |

**Dor, G.,**
*Marseilles, France.*

| | |
|---|---|
| Karikal | 615 |
| Louise | 413 |
| Pauline | 474 |

**Dor, G.,**
*Rue Mazagran 22, Nantes, France.*

| | |
|---|---|
| Misti | 459 |

**Doran, Elwood, & Co.,**
*Bristol, Pa., U.S.*

| | |
|---|---|
| Annie E. Stevens | 228 |

**Dorey, Onesimus,**
*North Quay, St. Peter's Port, Guernsey.*

| | |
|---|---|
| Renner | 119 |

**Dorey, R. J.,**
*15, High Street, Guernsey.*

| | |
|---|---|
| Morning Star | 186 |
| Ocean Monarch | 204 |

**Doriga, E. L.,**
*Santander, Spain.*

| | |
|---|---|
| s. Marianela | 112 |
| s. Mechelin | 191 |
| s. Sotileza | 76 |

**Doriga, Hijos de,**
*Santander, Spain.*

| | |
|---|---|
| s. Hercules | 40 |

**Dorman, J. B.,**
*Wilmington, Del., U.S.*

| | |
|---|---|
| Hettie J. Dorman | 119 |
| Jennie R. Tomlinson | 158 |

**Dorn, Romik & Ohsoling,**
*Markgrafen, Talsen, Russia.*

| | |
|---|---|
| Sirene | 130 |

**Dos Santos, A. B.,**
*Praia, Cape Verdes.*

| | |
|---|---|
| Adelaide | 165 |

**Dos Santos, A. J.,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Cuyaba | 391 |
| s. Itajahy | 433 |

**Dos Santos, A. M.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Adamastor | 263 |
| Amizade | 349 |
| s. Anna Clara | 129 |

**Dos Santos, C. P.,**
*Oporto, Portugal.*

| | |
|---|---|
| Gaya | 233 |

**Dos Santos, J., & Silva,**
*Aveiro, Portugal.*

| | Net Tons |
|---|---|
| Cesar | 168 |

**Döscher & Co.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Aron | 181 |
| s. Dronning Gyda | 133 |

**Dossett, Mrs. A. E.,**
*52, Adolphus Road, Seaham Harbour.*

| | |
|---|---|
| Goddess | 142 |

**Doucett, Urbain,**
*Meteghan River, Digby Co., N.S.*

| | |
|---|---|
| Edward D. | 163 |

**Doughton, Evan,**
*4, Sea View Place, Aberystwith.*

| | |
|---|---|
| Agnes Fraser | 98 |

**Doughty, E. A.,**
*Somers Point, New Jersey, U.S.*

| | |
|---|---|
| Gertrude T. Browning | 128 |

**Douglas, Arthur H.,**
*West Medina Cement Mills, Newport, I. of Wight.*

| | |
|---|---|
| s. Anglesey | 54 |

**Douglas, Coulson,**
*20, Harold Street, Sunderland.*

| | |
|---|---|
| s. Florence | 42 |

**Douglas, George,**
*Maitland, Hants Co., N.S.*

| | |
|---|---|
| Edith | 449 |

**Douglas, Harrison,**
*Auckland, N.Z.*

| | |
|---|---|
| Clansman | 157 |

**Douglas Steam Ship Co.,Ld.,**
*16, Praya Central, Hong Kong, China.*

| | |
|---|---|
| s. Fokien | 509 |
| s. Formosa | 674 |
| s. Hailoong | 783 |
| s. Haitan | 1183 |
| s. Namoa | 863 |
| s. Thales | 820 |

**Douglas, Thomas,**
*Maitland, N.S.*

| | |
|---|---|
| Calburga | 1350 |
| Wolfe | 949 |

**Douglas, W.,**
*Maitland, N.S.*

| | |
|---|---|
| Village Belle | 196 |

**Doulidi Bros.,**
*Skopelos, Greece.*

| | |
|---|---|
| Zacharias | 184 |

**Dourandzinos, E.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Agios Nicolaos | 207 |

**Douroutis, Heirs of,**
*Athens, Greece.*

| | |
|---|---|
| Agios Georgios | 122 |

**Douwes, Joh.,**
*Sappemeer, Holland.*

| | Net Tons |
|---|---|
| Weltevreden | 139 |

**Douwes, J. R.,**
*Sappemeer, Holland.*

| | |
|---|---|
| Ida Bouwina | 143 |

**Dover Harbour Board,**
*Dover.*

| | |
|---|---|
| s. Granville | 35 |
| s. Lady Vita | 53 |

**Doward, Dickson & Co.,**
*26, Oldhall Street, Liverpool.*

| | |
|---|---|
| Achievement | 499 |
| Advancement | 500 |
| Estrella | 490 |
| Overdale | 83[illegible] |
| Stockbridge | 199 |
| Stuart | 831 |
| Trowbridge | 1287 |

**Dowie, James, & Co.,**
*32, Tower Buildings West, Water Street, Liverpool.*

| | |
|---|---|
| Letterewe | 793 |

**Doyle, John,**
*Arklow, co. Wicklow.*

| | |
|---|---|
| Glendalough | 131 |

**Doyle, Patrick,**
*Halifax, N.S.*

| | |
|---|---|
| Katie | 191 |

**Drago fratelli, fu F.,**
*Ponte Nuovo, No. 19, Nervi, Italy.*

| | |
|---|---|
| Elisa | 224 |
| Leona | 599 |
| Nostra Madre | 477 |
| Tacito | 346 |
| Teandro | 248 |

**Drago, Giuseppe,**
*Ponte Nuovo, No. 19, Nervi, Italy.*

| | |
|---|---|
| Nostro Padre | 527 |

**Drake, Francis,**
*West Street, Braunton, North Devon.*

| | |
|---|---|
| Emma Louise | 66 |

**Drake, James B.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Belle O'Neill | 445 |
| Cactus | 508 |
| Ella L. Davenport | 516 |
| Florence J. Allen | 458 |
| Frederick Roessner | 386 |
| Georgie L. Drake | 443 |
| Henry Clausen, jun. | 522 |
| Jennie S. Butler | 896 |
| M. V. B. Chase | 435 |
| R. D. Spear | 335 |
| Warren Adams | 634 |

**Drake, M. M.,**
*Buffalo, N.Y., U.S.*

| | |
|---|---|
| s. America | 1749 |
| (Lackawanna Transportation Co.) | |
| s. Lackawanna | 1595 |
| s. Russia | 1335 |
| s. Scranton | 1595 |
| (Republic Steamship Co.) | |
| s. Brazil | 1655 |
| s. Thomas Maytham | 1973 |

**Drammens Havnevæsn,**
*Drammen, Norway.*

| | Net Tons |
|---|---|
| s. Thor | 61 |
| s. Tjalve | 44 |

**Dreioë, P. W.,**
*Æröskjobing, Denmark.*

| | |
|---|---|
| Dania | 173 |

**Drenth, B.,**
*Oude Pekela, Holland.*

| | |
|---|---|
| Union | 341 |

**Drenth, D. B.,**
*Oude Pekela, Holland.*

| | |
|---|---|
| Capella | 501 |
| Stella Maris | 177 |

**Drenth, F. L.,**
*Oude Pekela, Holland.*

| | |
|---|---|
| Albion | 306 |
| Bertha | 458 |
| Fruiterer | 355 |
| Gezina & Thecla | 347 |
| Jan & Anton | 194 |
| Johanna | 205 |
| Margaretha | 171 |
| Montrose | 365 |

**Dresser, J. W.,**
*Castine, Maine, U.S.*

| | |
|---|---|
| J. W. Dresser | 572 |

**Dreyfus, J., & Co.,**
406, *Reconquista, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. La France (*Gross*) | 270 |

**Dreyfus, L., & Co.,**
*Rostoff, Russia.*

| | |
|---|---|
| s. Victoria | 261 |

**Dribas, E.,**
*Piræus, Greece.*

| | |
|---|---|
| Marigo | 177 |

**Driscoll, E. G., (Mrs.),**
*St. John, N.B.*

| | |
|---|---|
| Clara J. Wilbur | 195 |

**Driscoll, M. J.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Maggie J. Chadwick | 272 |

**Drogheda Harbour Commissioners,**
*Drogheda, Ireland.*

| | |
|---|---|
| s. Drogheda | 11 |

**Drogheda Steam Packet Co., Ld.,**
*Drogheda.*

| | |
|---|---|
| s. Colleen Bawn | 297 |
| s. Kathleen Mavourneen | 452 |
| s. Norah Creina | 374 |
| s. Tredagh | 375 |

**Droste, Gehrels & Co.,**
*Bremerhaven, Germany.*
(Hochsee Fischerei Gesellschaft.)

| | |
|---|---|
| s. Amely | 72 |
| s. Annie | 71 |
| s. Erna | 71 |
| s. Resie | 71 |
| s. Stoer | 38 |

**Drottningholm-Fittja, Ångbåtsbolaget,**
*Stockholm, Sweden.*
*See* C. H. BACKERT.

**Drover & Guthrie,**
*Trinity, Edinburgh.*

| | Net Tons |
|---|---|
| Edith Mary | 228 |

**Druel-Turbot, Francois Joseph,**
*Port Mardick, France.*

| | |
|---|---|
| Marie | 142 |

**Drummond, John,**
*South Market Street, Aberdeen.*

| | |
|---|---|
| s. Ocean Bride | |
| s. Ocean Racer | 57 |

**Drury-Lavin, M.,**
27, *Regent Street, Piccadilly Circus, London, W.*

| | |
|---|---|
| s. Ceylon | 1277 |

**Dry, John,**
3, *Thrift Street, South Shields.*

| | |
|---|---|
| s. Washington | 16 |

**Duarte, A. Lopes (heirs of),**
*Rua dos Martyres de Patria, Oporto, Portugal.*

| | |
|---|---|
| Bento de Freitas | 279 |
| Costa Lobo | 318 |
| Ersilia | 199 |
| Lopes Duarte | 345 |
| Mario | 213 |

**Dubigeon, T., & fils,**
*Chantenay sur Loire, France.*

| | |
|---|---|
| Anna Maria | 102 |
| Eclaireur | 175 |
| Theodore | 162 |

**Dubkowsky, F. D.,**
*Guttsmannsbach, Russia.*

| | |
|---|---|
| Feodor | 296 |

**Dublin, Corporation of the City of,**
*Dublin, Ireland.*

| | |
|---|---|
| Eblana | 347 |

**Dublin & Glasgow Sailing & Steam Packet Co.,**
71, *North Wall, Dublin.*

| | |
|---|---|
| s. Duke of Argyll | 361 |
| s. Duke of Fife | 290 |
| s. Duke of Leinster | 350 |
| s. General Gordon | 291 |

**Dublin Port & Docks Board,**
20, *Westmoreland Street, Dublin.*

| | |
|---|---|
| s. Number One | 19 |
| s. Number Six | 389 |
| s. Number Seven | 389 |

**Dubokovic, N.,**
*Gelsa, Lesina, Austro-Hungary.*

| | |
|---|---|
| Marietta D. | 180 |

**Dubord, H.,**
*Quebec, Canada.*

| | |
|---|---|
| Pied Nez | 531 |

**Dubrovnik, Consorzio Vapore,**
*Ragusa, Austria.*

| | |
|---|---|
| s. Dubrovnik | 229 |

**Dubuisson, Noel,**
7, *Rue St. Bernard, Dunkirk, France.*

| | Net Tons |
|---|---|
| s. La Flandre | 244 |
| s. Marguerite | 651 |
| s. René | 583 |

**Duchemin, R. & H.,**
*Rouen, France.*

| | |
|---|---|
| s. Rhône | 106 |

**Duchon Doris, H.,**
*Bordeaux, France.*

| | |
|---|---|
| s. Héléne | 922 |

**Duck, James N.,**
*New York, U.S.*

| | |
|---|---|
| Alice Smith | 172 |

**Duckworth, Joseph B.,**
7, *Tithebarn Street, Liverpool.*

| | |
|---|---|
| Gler | 485 |

**Duder, Edwin,**
353, *Water Street, St. John's, N.F.L.*

| | |
|---|---|
| Emulator | 155 |
| Florence | 212 |
| Galatea | 152 |
| Maggie | 193 |
| May Flower | 150 |
| Sunbeam | 195 |

**Duff, William,**
*Carbonear, N.F.L.*

| | |
|---|---|
| Silas H. Morse | 114 |

**Dufilhol, E. & fils.,**
*Lorient, France.*

| | |
|---|---|
| Fleur de Généts | 106 |

**Dufour & Bruzzo,**
*Piazza Scuole Pie No. 7, Int. 2, Genoa, Italy.*

| | |
|---|---|
| s. S. Gottardo | 1544 |

**Dugas, Hte. (Veuve),**
*Ile d'Yen, Vendée.*

| | |
|---|---|
| Marie | 159 |

**Dugdall, John,**
*St. George's Road, Hull.*

| | |
|---|---|
| Freedom | 86 |

**Duijts, C. E.,**
*Amsterdam, Holland.*

| | |
|---|---|
| Trias | 192 |

**Duijvenbode, C. W. R. Van Renesse van,**
*Ternate, Moluccas.*

| | |
|---|---|
| s. Coredo | 28 |

**Duinker & Goedkoop,**
*Prins Hendrikkake 79, Amsterdam, Holland.*

| | |
|---|---|
| s. Prima | 449 |

**Duinkerksche Stoomboot Reederij,**
*Maaskade, Cornelius Trompstraast 1, Rotterdam, Holland.*

| | |
|---|---|
| s. Burgemeester van Vollenhoven | 128 |

**Dultz, F.,**
*Pillau, Germany.*

| | Net Tons |
|---|---|
| s. Ajax | 658 |
| Competitor | 678 |
| Farewell | 536 |
| Jupiter | 442 |

**Dumbarton Harbour Board,**
*Dumbarton.*

| | |
|---|---|
| s. Leven | 367 |

**Dunbar, Bros.,**
*Sullivan, Me., U.S.,*

| | |
|---|---|
| William Gillum | 137 |

**Dunbar, D. D.,**
*Jonesport, Maine, U.S.*

| | |
|---|---|
| Ella Brown | 156 |

**Dunbar, William,**
87, *Front, Portland, Oregon.*

| | |
|---|---|
| Kitty | 803 |

**Duncan, Charles C.,**
41, *Feversham Street, Middlesbro'.*

| | |
|---|---|
| s. Northumberland | 284 |
| s. Powerful | 24 |
| s. Victor | 23 |

**Duncan, Fox & Co.,**
31, *James Street, Liverpool.*

| | |
|---|---|
| Foxglove | 843 |

**Duncan, George, & Co.,**
2, *East India Avenue, London, E.C.*

| | |
|---|---|
| British Empire | 1499 |
| Celestial Empire | 1757 |
| Indian Empire | 1515 |
| Persian Empire | 1532 |

**Duncan, James,**
*Brisbane, Queensland.*

| | |
|---|---|
| Orange Grove | 385 |

**Duncan, James,**
79, *Mark Lane, London, E.C.*

| | |
|---|---|
| Caledonia | 286 |
| Scotia | 321 |

**Duncan, Macneill & Co.,**
*Winchester House, Old Broad Street, London, E.C.*

| | |
|---|---|
| s. Hindu | 177 |

**Duncan, P. M., & Son,**
58, *Dock Street, Dundee.*
(Dundee Gem Line S.S. Co., Ld.)

| | |
|---|---|
| s. Amethyst | 601 |
| s. Beryl | 774 |
| s. Diamond | 729 |
| s. Emerald | 400 |
| s. Garnet | 1004 |
| s. Opal | 727 |
| s. Ruby | 812 |
| s. Sapphire | 560 |

**Duncan, J. & W.,**
*Lyttleton, N.Z.*

| | |
|---|---|
| Jasper | 252 |

**Duncan, Valette & Co.,**
55, *James Street, Cardiff.*

| | |
|---|---|
| s. Benefactor | 628 |

**Dunckel, J.,**
*Uppsgrieive, Russia.*

| | Net Tons |
|---|---|
| Nicolai | 132 |

**Dundalk & Newry Steam Packet Co., Ld.,**
*Dundalk.*

| | |
|---|---|
| s. Bessbrook | 190 |
| s. Earl of Erne | 313 |
| s. Emerald Isle | 197 |
| s. Enterprise | 303 |
| s. Iveagh | 197 |
| s. Newry | 193 |

**Dundee Gem Line S.S. Co., Ld.**
59, *Dock Street, Dundee.*
*See* P. M. DUNCAN & SON.

**Dundee Loch Line Steam Shipping Co., Ld.**
47, *Commercial Street, Dundee.*
*See* ANDREW LEITCH & CO.

**Dundee and Newcastle Steam Shipping Co., Ld.,**
1, *Commercial Street, Dundee.*

| | |
|---|---|
| s. Alderney | 382 |

**Dundee, Perth & London Shipping Co.,**
*Dundee.*

| | |
|---|---|
| s. Caroline | 71 |
| s. Dundee | 687 |
| s. Hull | 434 |
| s. London | 847 |
| s. North Sea | 696 |
| s. Perth | 956 |
| s. White Sea | 697 |

**Dundee Pleasure Boat Co., Ld.,**
*Whitehall Street, Dundee.*
*See* D. GRIEVE.

**Dundee Shipowners' Co., Ld.**
83, *Commercial Street, Dundee.*
*See* W. O. TAYLOR & CO.

**Dundee, Trustees of the Harbour of,**
*Dundee.*

| | |
|---|---|
| Abertay | 177 |
| s. Dundee | 184 |
| s. Fifeshire | 160 |
| s. Forfarshire | 72 |

**Dunedin Steam Ship Co., Ld.,**
41, *Constitution Street, Leith.*
*See* HENDERSON & MCINTOSH.

**Dunford & Elliott**
(Late Elliott, Lowrey & Dunford),
*Lombard Street, Newcastle-on-Tyne, and Middlesbro.'*

| | |
|---|---|
| s. Broomhaugh | 1288 |
| s. Cilurnum | 1370 |
| s. Cyprus | 777 |
| s. Glenavon | 847 |
| s. Longhirst | 1308 |
| s. Monkseaton | 1770 |

**Dunford, P. C.,**
*New London, Conn., U.S.*

| | |
|---|---|
| Sandy Hook | 102 |
| William Churchill | 421 |
| William P. Davis | 138 |



s. désigne les Vapeurs.

**Dunham's, T., Nephew & Co.,**
68, *South Street, New York, U.S.*

| | Net Tons |
|---|---|
| Caravan | 1395 |
| City of Montreal | 1117 |
| E. W. Stetson | 1106 |
| Fawn | 1015 |
| H. L. Routh | 972 |
| Hamilton Fish | 1581 |
| Jacob A. Stamler | 955 |
| Marianne Nottebohm | 1117 |
| Therese | 986 |

**Dunlin Brothers,**
7, *Albion Terrace, Grimsby.*

| | |
|---|---|
| Alert | 84 |
| City of London | 88 |
| Resolution | 77 |

**Dunlin, William T.,**
7, *Albion Terrace, Grimsby.*

| | |
|---|---|
| Silver Fir | 92 |

**Dunlop, Thos., & Sons,**
70, *Wellington Street, Glasgow.*

| | |
|---|---|
| Clan Buchanan | 1966 |
| Clan Ferguson | 799 |
| Clan Galbraith | 1983 |
| Clan Graham | 1976 |
| Clan Macfarlane | 1446 |
| Clan Mackenzie | 1509 |
| Clan Macpherson | 1586 |
| Clan Robertson | 1540 |
| s. Queen Adelaide | 1835 |
| s. Queen Anne | 1810 |
| s. Queen Louise | 2170 |
| s. Queen Margaret | 1732 |
| s. Queen Olga | |
| s. Queen Victoria | 1494 |

**Dunn, Charles G.,**
10, *Irwell Chambers West, Liverpool.*

| | |
|---|---|
| s. Fallodon Hall | 2206 |
| s. Wennington Hall | 1835 |

**Dunn & Elliot,**
*Thomaston, Maine, U.S.*

| | |
|---|---|
| Almeda Willey | 520 |
| Benjamin C. Frith | 844 |
| Carrie Strong | 450 |
| Cora Dunn | 527 |
| D. H. Rivers | 1019 |
| Effie J. Simmons | 203 |
| Ella M. Willey | 799 |
| Etta M. Barter | 259 |
| Hattie Dunn | 414 |
| James Young | 249 |
| Jennie F. Willey | 365 |
| Lizzie B. Willey | 545 |
| Lizzie Carr | 272 |
| Lizzie Chadwick | 449 |
| Lizzie Heyer | 342 |
| Melissa A. Willey | 404 |
| Phineas W. Sprague | 749 |
| Robert McFarland | 610 |
| Sadie C. Summer | 639 |
| Seventy-six | 187 |
| T. W. Dunn | 673 |
| Willie H. Child | 595 |

**Dunn, G. B.,**
*Ashland, Aroostook co. Me., U.S.*

| | |
|---|---|
| Cathie C. Berry | 304 |
| Nellie Clark | 160 |

**Dunn, John H., & T. L. Handford,**
132, *Dock Street, Newport, Mon.*
(Prairie Screw Towing Co., Ld.).

| | |
|---|---|
| s. Prairie King | 8 |

**Dunn, James, & Sons,**
107, *St. Vincent Street, Glasgow.*

| | |
|---|---|
| Dunard | 707 |
| Dunblane | 720 |
| Duncrag | 877 |
| Dundale | 1075 |
| Dunearn | 1530 |

**Dunn, S. H.,**
*Quebec, Canada.*

| | Net Tons |
|---|---|
| Stuart H. Dunn | 458 |

**Dunn, W.,**
*Regent Street, Newtonards, co. Down.*

| | |
|---|---|
| Virginie | 95 |

**Dunsford, H.,**
*Geelong, Victoria.*

| | |
|---|---|
| Harriett | 166 |

**Dunsmuir, Joan O. (Mrs.)**
(Manager—Alexander Dunsmuir),
*Victoria, B.C.*

| | |
|---|---|
| s. Lorne | 159 |
| s. Wellington | 1267 |

**Dunsmuir, P., & Sons,**
*Victoria, B.C.*

| | |
|---|---|
| s. Pilot | 107 |

**Dunsmuir, Robert, & Sons,**
620, *East Street, San Francisco, U.S.*

| | |
|---|---|
| s. Costa Rica | 1274 |

**Dunstan, J. P.,**
*Springfield, St. Colomb, Cornwall.*

| | |
|---|---|
| Julia | 149 |
| Sunbeam | 93 |

**Dupeyrat, G.,**
115, *Avenue Thiers, Bordeaux, France.*

| | |
|---|---|
| Aimée | 185 |
| Marie | 293 |

**Duprey, Emily (Mrs.)**
*Rochester, Essex Co., Ontario.*

| | |
|---|---|
| s. Gordon Jerry | 84 |

**Dupuis, A., & Co.,**
*St. Valery-en-Caux, France.*

| | |
|---|---|
| Emilien Marie | 134 |
| Mercure | 105 |

**Dupuis-Robial, H.,**
*St. Brieuc, France.*

| | |
|---|---|
| s. Avenir | 50 |

**Durand,**
*Montoir, Loire Inférieure, France.*

| | |
|---|---|
| La Gaîté | 110 |

**Duranona, Juan,**
*Bilbao, Spain.*

| | |
|---|---|
| s. Calón | 1009 |

**Durant, William F.,**
*Parrsboro, N.S.*

| | |
|---|---|
| J. W. Durant | 124 |

**Durante, A.,**
*Berdiansk, Russia.*

| | |
|---|---|
| Ragusa | 101 |

**Duret, F.,**
*Bordeaux, France.*

| | |
|---|---|
| Suzanne et Marie | 294 |

**Durham, The Earl of,**
*Lambton Office, Sunderland.*

| | Net Tons |
|---|---|
| s. Devonshire | 431 |
| s. Fenton | 496 |
| s. Matin | 359 |
| s. Offerton | 444 |

**Durham S.S. Co., Ld.,**
19, *Queen Street, Newcastle-on-Tyne.*
*See* JOSEPH WHITE.

**Duruttis Bros.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Agios Spyridon | 177 |

**Dusen, J. B. van,**
205½, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| J. B. van Dusen | 211 |

**Dussarget & Bonnin,**
*5bis Rue Esprit de lois, Bordeaux, France.*

| | |
|---|---|
| s. Saint Joseph | 628 |

**Dusting, William,**
*Saltash, Cornwall.*

| | |
|---|---|
| Caledonia | 148 |
| Selina | 124 |
| Uganda | 129 |

(Saltash, Three Towns and District Steamboat Co., Ld.)

| | |
|---|---|
| s. Alexandra | 80 |
| s. Empress | 54 |
| s. Princess Royal | 56 |

**Dutch Government**
(Waterstaat Department),
*Batavia, Java.*

| | |
|---|---|
| s. Pontianak | 99 |
| s. Tilly | 67 |

**Duthie Bros. & Co.,**
*Links, Footdee, Aberdeen, & 6, Crosbie Square, London, E.C.*

| | |
|---|---|
| Cairnbulg | 1567 |
| Port Jackson | 2132 |
| s. Renown | 1067 |
| s. Telephone | 757 |

**Duthie, John, Sons & Co.,**
*York Place, Aberdeen.*

| | |
|---|---|
| Brilliant | 1613 |

**Duus, H. P.,**
*Copenhagen, Denmark.*

| | |
|---|---|
| Asta | 102 |

**Dyas, Alexander H.**
*Parrsboro', N.S.*

| | |
|---|---|
| Lizzie Dyas | 113 |

**Dyble, Charles,**
22, *Nile Street, North Shields.*

| | |
|---|---|
| s. England | 12 |
| s. Fiery Cross | 9 |

**Dyer, E. M.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Maggie Abbott | 213 |

**Dyer, H. P., & Co.,**
87, *Front Street, New York, U.S.*

| | |
|---|---|
| Montana | 359 |
| Relief | 218 |

**Dyment, N.,**
*Barrie, Ontario.*

| | Net Tons |
|---|---|
| J. N. Carter | 187 |

**Dyrdahl, J. C.,**
*Holmestrand, Norway.*

| | |
|---|---|
| Kong Carl | 426 |

**Dyrhus-Olsen, Chr.,**
*Arendal, Norway.*

| | |
|---|---|
| Albatros | 509 |

# E

**Earle's Shipbuilding & Engineering Co., Ld.,**
*Hull.*

| | |
|---|---|
| s. Avalon | 542 |
| s. Lady Tyler | 558 |
| s. Samson | 32 |

**Earn Line,**
*See* A. EARNSHAW.

**Earnshaw, A.**
(EARN LINE),
204, *South Third Street, Philadelphia, U.S.A.; Leadenhall Chambers, 4, St. Mary Axe, London, E.C.; & 19, Queen St., Newcastle-on-Tyne.*

| | |
|---|---|
| s. Earncliffe | 1475 |
| s. Earndale | 1474 |
| s. Earnford | 1441 |
| s. Earnwell | 1323 |
| s. Earnwood | 1375 |

**Earnshaw, James,**
*Amble, Northumberland.*

| | |
|---|---|
| s. Coquet | 12 |

**East Borneo Coal Co.,**
*Coti, East Indies.*

| | |
|---|---|
| s. Paknam | 360 |

**East Coast Steam Ship Co., Ld.**
(Manager—W. Furley),
*Boat Quay, King's Lynn, Norfolk.*

| | |
|---|---|
| s. Cam | 93 |
| s. East Anglian | 149 |
| s. Sea Nymph | 130 |

**East Downshire Steam Ship Co., Ld.**
(Manager—E. Henesey),
*Dundrum, Co. Down.*

| | |
|---|---|
| s. Lady Arthur Hill | 128 |
| Ruby | 251 |

**East Indian Ocean Steam Ship Co., Ld.,**
*India Buildings, Liverpool.*

| | |
|---|---|
| s. Devonhurst | 1164 |
| s. Gorgon | 600 |
| s. Hecate | 607 |
| s. Hecuba | 590 |
| s. Hydra | 619 |
| s. Medusa | 609 |
| s. Memnon | 825 |
| s. Ranee | 378 |

**East London Steam Ship Co., Ld.,**
41, *Bishopsgate Street Within, London, E.C.*
*See* H. C. PELLY.

**East of Fife Steam Fishing Co., Ld.,**
*Anstruther, Fife.*

| | Net Tons |
|---|---|
| s. Glenogil | 14 |

**East Riding Steam Navigation Co., Ld.,**
*Hull.*
*See* G. R. SANDERSON & CO.

**East & West Steam Ship Co., Ld.**
67, *Cornhill, London, E.C.*
*See* W. LAMPLOUGH & CO.

**Easterbrook, Nathan, jun.,**
133, *Park Street, New Haven, Connecticut, U.S.*

| | |
|---|---|
| John M. Brown | 430 |

**Eastern & Australian Steam Ship Co., Ld.,**
1, *Whittington Avenue, London, E.C.*

| | |
|---|---|
| s. Airlie | 1492 |
| s. Catterthun | 1406 |
| s. Guthrie | 1494 |
| s. Menmuir | 1287 |

**Eastern Extension, Australasia & China Telegraph Co., Ld.,**
*Winchester House, 50, Old Broad Street, London, E.C.*

| | |
|---|---|
| s. Recorder | 677 |
| s. Sherard Osborn | 875 |

**Eastern Shore Steam Boat Co.,**
*Wilmington, Del., U.S.*

| | |
|---|---|
| s. Eastern Shore | 655 |
| s. Pocomoke | 493 |

**Eastern & South African Telegraph Co., Ld.,**
50, *Old Broad Street, London, E.C.*

| | |
|---|---|
| s. Duplex | 434 |
| s. Great Northern | 895 |

**Eastern Steam Ship Co., Ld.,**
138, *Leadenhall Street, London, E.C.*
*See* J. B. WESTRAY & CO.

**Eastern Steam Ship Co.,**
*Astrachan, Russia.*

| | |
|---|---|
| s. Sever | |
| s. Vostock | |

**Eastern Telegraph Co., Ld.,**
50, *Old Broad Street, London, E.C.*

| | |
|---|---|
| s. Amber | 557 |
| s. Chiltern | 832 |
| s. Electra | 656 |
| s. John Pender | 706 |
| s. Mirror | 790 |

**Eastman, R.,**
*Gardiner, Maine, U.S.*

| | |
|---|---|
| Reuben Eastman | 109 |

**Eastman, T. C.,**
*New York, U.S.*
Net Tons
s. Bells ... 767

**Eaton, Frederick R.,**
*Eatonville, N.S.,*
Sierra ... 140

**Eaton, Henry A.,**
*Cornwallis, Nova Scotia.*
Fred E. Scammell ... 1350

**Eaton, H. B.,**
*Calais, Maine, U.S.*
Julia & Martha ... 112
Sarah Eaton ... 189
William Déming ... 170

**Eaton, H. F.,**
*Calais, Maine, U.S.*
Madagascar ... 107

**Ebbwvale S.S. Co., Ld.,**
2, *Stuart Street, The Docks, Cardiff.*
*See* MOREL BROS. & CO.

**Ebert James J.,**
22, *Market Street. San Francisco, Cal., U.S.*
s. Rosalie ... 227

**Eberth, C.,**
18, *Reventlovsgade, Copenhagen, Denmark.*
Faders Minde ... 299
Kjöge ... 265

**Ebrahim bin Yoosuff,**
*Bombay.*
Futtel Razac ... 392

**Eccles, A.,**
*Papanee, Canada.*
L. & D. Bullock ... 208

**Eccles, Dexter,**
*Portsmouth, co. Frontenac, Canada.*
Katie Eccles ... 121

**Eccles, Edward,**
*Queen Street, Newcastle-on-Tyne.*
s. Edward Eccles ... 474
s. Kingmoor ... 525
s. Kingscote ... 620
s. Kingsley ... 419

**Echevarria, D.,**
*Manila, Philippine Islands.*
Leonor ... 188

**Eckermann, O.,**
*Helsingborg, Sweden.*
Atlantic ... 294

**Eckoff, H. G.,**
*Iheringsfehn, Hanover, Germany.*
Elise ... 134

**Eckhoff, J.,**
*Iheringsfehn, Hanover, Germany.*
Alberdina ... 157

**Economides, D.,**
*Corfu, Ionian Islands.*
Net Tons
Deucalion ... 361

**Economo, D.,**
*Cassos, Greece.*
Bubulina ... 216
Georgios Theodori ... 490

**Economo, E.,**
*Galaxidi, Greece.*
Sunce ... 451

**Economos, C.,**
*Galaxidi, Greece.*
Paraskevi ... 100

**Economou, Heirs of,**
*Galaxidi, Greece.*
Agii Apostoli ... 298

**Eddy, Bros.,**
*Bay City, Michigan, U.S.*
s. E. C. Pope ... 2064
s. Selwyn Eddy ... 2164

**Edelsten, F. A., & Co.,**
9, *New Broad Street, London, E.C.*
Charlotte Padbury ... 636

**Edgar, J., & Co.,**
*Oriel Chambers*, 14, *Water Street, Liverpool.*
Benicia ... 1810
Blengfell ... 1154
Glenogil ... 2193
John O'Gaunt ... 1275
Lady Palmerston ... 1247
Maxwell ... 1713
Northern Monarch ... 1230
Victoria Nyanza ... 1022

**Edgett, James W.,**
*New York, U.S.*
Estella ... 270

**Edgren, A. R.,**
*Arvika, Sweden.*
(Ångf. Aktieb. "Arvika" Göteborg).
s. Byelfven ... 118

**Edgren, Alb. G.,**
*Gothenburg, Sweden.*
s. Göta ... 116
s. Jonas Ahlströmer ... 146

**Edlund, C. G.,**
*Westervik, Sweden.*
Valdemar ... 100

**Edmiston & Mitchells,**
33, *Renfield Street, Glasgow.*
Ardencaple ... 1737
Ardenclutha ... 1222
Ardencraig ... 2072

**Edström, F. J.,**
*Fredrikslund, Väddö, Sweden.*
Mathilda ... 239
Wänskapen ... 264

**Edström, J. S.,**
*Mollösund, Sweden.*
Preference ... 205
Sofia ... 219

**Eduardsen, J. Th.,**
*Fredriksstad, Norway.*
Net Tons
Asynja ... 382
Rainbow ... 796

**Eduardsen, J. Th., jun.,**
*Drammen, Norway.*
Æren ... 366

**Edvardsen, N. H.,**
*Drammen, Norway.*
Resolution ... 343

**Edwards, D. F.,**
*Summerside, P.E.I.*
Katie Stuart ... 368

**Edwards, David,**
*Dundee.*
s. Argyle ... 23

**Edwards, Henry C.,**
*Carnarvon.*
Irish Minstrel ... 126

**Edwards, J.,**
*Valparaiso, Chili.*
Veleidosa ... 128

**Edwards, J., & Co.,**
8, *Drury Lane, Liverpool.*
s. Queen's Channel ... 128

**Edwards, J. P.,**
*Dennis, Mass., U.S.*
Lula E. Wilbur ... 100

**Edwards, Richard,**
6, *Marine Terrace, Aberystwith.*
Squirrel ... 88

**Edwards, Robert,**
*Penryllan, Golftyre, Connah's Quay, Flintshire.*
Forward ... 89
Mary Jones ... 85

**Edwards, Robertson & Co.,**
105, *Bute Docks, Cardiff.*
s. Bonnie Doon ... 81
s. Lady Margaret ... 72
s. Lorna Doone ... 83
s. Rhodora ... 1693
s. Rhosina ... 1692
s. Scotia ... 38

**Edwards, Samuel,**
*Brigus, Conception Bay, N.F.L.*
Peerless ... 147

**Edwards Shipbuilding Co., Lim.,**
*Howdon-on-Tyne.*
s. Valparaiso ... 1505

**Edwardsen, N. H.,**
*Drammen, Norway.*
Resolution ... 343

**Eeg, T.,**
*Brevig, Norway.*
Net Tons
Anna ... 160
Asta ... 165
Columbus ... 337
Fidelia ... 287
Olaf Kyrre ... 437

**Eeles & Dryden,**
4, *Quayside, Newcastle-on-Tyne.*
s. Stanwick ... 691

**Eeles, J. H.,**
*Rockport, Maine, U.S.*
Anna Shepard ... 175

**Eeles, J. P.,**
*Exchange Buildings, Cardiff.*
(Trustees Industrial and Investment Corporation, Ld.)
s. Sam Lancaster ... 290

**Eells, A. F.,**
*Camden, Maine, U.S.*
Lizzie M. Eells ... 104

**Efendis, Emir,**
*Constantinople, Turkey.*
Soupoute Bachri ... 210

**Effendi Baruci Abdu,**
*Adalia, Turkey in Asia.*
Esseit ... 150

**Effendi I. Beschir, & H. O. Dursun,**
*Constantinople, Turkey.*
Cosmo G. ... 110

**Egan, Thomas,**
*Sackville, N.B.*
Alaska ... 118

**Egan, William,**
*Sackville, N.B.*
Otto and Roy ... 132

**Ege, C., & Co.,**
*Bergen, Norway.*
s. Spitzbergen ... 100

**Egea, J. G.,**
*Almeria, Spain.*
s. San Jacinto ... 5

**Egèe, Navigation à Vapeur,**
*Constantinople, Turkey.*
*See* P. M. COURTGI & CO.

**Eger & Sörensen,**
*Christiania, Norway.*
Erling Skjalgsen ... 558

**Egge, M.,**
*Haugesund, Norway.*
Vikar ... 843

**Eggen, Dietrich,**
*Grossefehn, Germany.*
Maria ... 143

**Eggen, J. W. (Wwe.),**
*Grossefehn, Germany.*
Net Tons
Johann ... 127

**Eggers & Heinlein,**
*New York, U.S.*
Mosquito ... 130

**Eglinton Chemical Co., Ld.,**
70, *Great Clyde Street, Glasgow.*
s. Eglinton ... 180
s. Glenarm ... 183

**Egnell, E.,**
*Högbergsgatan* 43, *Stockholm, Sweden.*
(Ångf. Bol. Stockholm Thorsbyfjärd.)
s. Vermdö ... 81

**Egypt, Khedive of,**
*Alexandria, Egypt.*
s. Mahrousa ... 1741

**Egyptian Lighthouse Administration,**
*Alexandria, Egypt.*
s. Aida ... 643

**Ehkis, J.,**
*Adiamünde, Russia.*
Noah ... 333

**Ehlers, Aug.,**
*Kappeln, Germany.*
s. Ditmarsia II. ... 98

**Ehmcke, F.,**
*Hohenzollern Strasse*, 3, *Stettin, Germany.*
Nestor ... 440

**Ehrenspurger, Eckenstein and Mead,**
1, *Water Street, Liverpool.*
Wilhelm Tell ... 2951

**Ehrman, K.,**
*Korpo, Finland.*
Elpis ... 244

**Eichen, Michel,**
*Orrenhof, Pernau, Russia.*
Manifest ... 138

**Eichmann, O. L.,**
*Grosse Bleichen* 30, *Hamburg, Germany.*
s. Napoli ... 852

**Eilers, Gerh.,**
*Brake, Germany.*
Atlantic ... 1033
Baldur ... 695
Franz ... 1045
Freya ... 459
Gerda ... 736
Marga ... 1035
Victoria ... 762

**Eills & Co.,**
12, *Hanover Street, Liverpool.*
Iolanthe ... 1260
s. Red Sea ... 2113



s. désigne les Vapeurs.

**Eimbcke, Theodor & F.,**
*Baumwall 13/14, Hamburg, Germany.*

| | Net Tons |
|---|---|
| Acapulco | 549 |
| Cassandra | 688 |
| Palawan | 982 |
| Seestern | 1446 |

**Einersen, Bernt.,**
*Grimstad, Norway.*

| | |
|---|---|
| Brilliant | 464 |
| Madonna | 462 |
| Mizpah | 405 |
| Neptun | 428 |
| Nordlyset | 345 |
| Vesönes | 541 |

**Einersen, J. E.,**
*Grimstad, Norway.*

| | |
|---|---|
| Amazon | 344 |
| Bien | 338 |
| Breidablik | 326 |
| Ceres | 375 |
| Chasseur | 352 |
| Emanuel | 233 |
| Ferm | 678 |
| Gjömle | 373 |
| Gnaa | 217 |
| Lidskjalf | 497 |
| Lufra | 478 |
| Njord | 587 |
| Ringhorn | 589 |

**Einertsen, N.,**
*Kragerö, Norway.*

| | |
|---|---|
| Flora | 311 |

**Eisenhauer, James,**
*Lunenburg, N.S.*

| | |
|---|---|
| Clio | 168 |
| Doris | 187 |
| Leo | 165 |
| W. E. Stowe | 160 |

**Eissfeldt, H.,**
*Geestemünde, Germany.*

| | |
|---|---|
| s. Polyp | 54 |
| s. Seestern | 54 |

**Eitzen, Camillo,**
*Christiania, Norway.*

| | |
|---|---|
| Cato | 765 |
| Fanny | 405 |
| Johan Ludvig | 772 |
| Thor | 163 |
| Vesta | 695 |
| Vinteren | 476 |

**Ekblom, J.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Fanny | 253 |
| Methodius | 274 |

**Ekblom, J. A.,**
*Kimito, Russia.*

| | |
|---|---|
| Delfin | 280 |

**Ekdahl, G.,**
*Södertelje, Sweden.*

| | |
|---|---|
| s. Södertelje | 75 |

**Ekelund, R.,**
*Sanda, Gotland, Sweden.*

| | |
|---|---|
| Ebba | 394 |

**Ekerman, Otto,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Gustaf | 187 |
| Hoppet | 141 |

**Eklöf, Aug.,**
*Borgå, Finland.*

| | |
|---|---|
| Harald | 162 |
| Regina | 157 |

**Eklund, J. M.,**
*Åbo, Finland.*

| | Net Tons |
|---|---|
| Julia | 1076 |

**Ekman, A.,**
*Visby, Sweden.*
(Ångfartygsbolaget Gotland)

| | |
|---|---|
| s. Gotland | 224 |
| s. Klintehamn | 200 |
| s. Polhem | 285 |
| s. Thjelvar | 304 |
| s. Visby | 225 |

**Ekmek tijari Zaffer Stidoyan,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Haick | 100 |

**Ekroth, B.,**
*Raumo, Finland.*

| | |
|---|---|
| Josefina | 291 |

**Ekström, G. R.,**
*Jomala, Russia.*

| | |
|---|---|
| Emana | 328 |

**Ekström, M. J.,**
*Fårö, Sweden.*

| | |
|---|---|
| Hazard | 100 |

**Ektroth, B.,**
*Raumo, Finland.*

| | |
|---|---|
| Usko | 234 |

**Elbinger Dampschiffs Rhederei**
(Manager—F. Schichau),
*Elbing, Germany.*

| | |
|---|---|
| s. Ceres | 107 |
| s. Nordstern | 110 |

**Elder, A. L., & Co.,**
7, *St. Helen's Place, London, E.C.*

| | |
|---|---|
| Beltana | 741 |
| Collingrove | 861 |
| Torrens | 1276 |

**Elder, Dempster & Co.,**
14, *Castle Street, Liverpool.*

| | |
|---|---|
| s. Dahomey | 1828 |
| s. Earn | 143 |
| s. Isla | 74 |
| s. Monrovia | 1558 |
| s. Palmas | 1560 |

(African Steamship Co.)

| | |
|---|---|
| s. Africa | 1099 |
| s. Akassa | 915 |
| s. Ambriz | 1373 |
| s. Angola | 1878 |
| s. Assaye | 2797 |
| s. Benin | 1437 |
| s. Biafra | 517 |
| s. Cabenda | 1839 |
| s. Coomassie | 1883 |
| s. Eboe | 1346 |
| s. Elmina | 1143 |
| s. Ethiopia | 1657 |
| s. Gambia | 1245 |
| s. Kwarra | 500 |
| s. Loanga | 1934 |
| s. Mandingo | 1089 |
| s. Mayumba | 1649 |
| s. Memnon | 2046 |
| s. Memphis | 2053 |
| s. Merrimac | 2696 |
| s. Mexico | 2055 |
| s. Mobile | 3725 |
| s. Mohawk | 3646 |
| s. Niger | 1302 |
| s. Nubia | 1236 |
| s. Whydah | 298 |
| s. Winnebah | 882 |
| s. Yoruba | 1345 |

*(continued.)*

**Elder, Dempster & Co.**
*(Continued.)*
(British & African Steam Nav. Co., Ld.

| | Net Tons |
|---|---|
| s. Accra | 1788 |
| s. Batanga | 1788 |
| s. Bathurst | 1788 |
| s. Benguela | 1157 |
| s. Benito | 424 |
| s. Boma | 1736 |
| s. Bonny | 1713 |
| s. Calabar | 1090 |
| s. Cameroon | 1185 |
| s. Congo | 1078 |
| s. Dodo | 326 |
| s. Forcados | 327 |
| s. Gaboon | 1126 |
| s. Lagos | 1116 |
| s. Loanda | 1713 |
| s. Lualaba | 1170 |
| s. Madeira | 1147 |
| s. Malemba | 980 |
| s. Matadi | 1751 |
| s. Roquelle | 1305 |
| s. Sherbro | 1062 |
| s. Teneriffe | 1165 |
| s. Volta | 1713 |

(City of Liverpool Steam Nav. Co., Ld.)

| | |
|---|---|
| s. Etolia | 2113 |
| s. Europa | 1433 |
| s. Lycia | 2117 |
| s. Mariposa | 3428 |
| s. Montezuma | 3574 |
| s. Niagara | 1978 |

**Elder, Smith & Co.**
*Adelaide, S.A.*
*See* H. SIMPSON & SONS.

**Elderkin, A. C. & C. W.,**
*Advocate, N.S.*

| | |
|---|---|
| Athlete | 197 |

**Elderkin, Hubert,**
*Port Greville, N.S.*

| | |
|---|---|
| Rewa | 145 |

**Elderslie Steam Ship Co., Ld.,**
112, *Fenchurch Street, London, E.C.; Commercial Bank Buildings, 8, Gordon Street, Glasgow; and Dunedin, N.Z.*
*See* TURNBULL, MARTIN & CO.

**Eldridge, K. C.,**
*San Francisco, U.S.*

| | |
|---|---|
| Helen W. Almy | 299 |

**Electioris, C.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Dimitrios | 248 |

**Elefteriou, J.,**
*Cume, Greece.*

| | |
|---|---|
| Nea Tychi | 152 |

**Elefteriou, N.,**
*Syra, Greece.*

| | |
|---|---|
| Themis | 237 |

**Elena, Francesco,**
*Sestri Ponente, Italy.*

| | |
|---|---|
| Scintilla | 109 |

**Eleutherion, I. P.,**
*Hydra, Greece.*

| | |
|---|---|
| Tsamados | 189 |

**"Elfdalen," Nya Ångf. Aktieb.,**
*Carlstad, Sweden.*
*See* A. W. WALLERSTEDT.

**Elfverson, A.,**
*Mölle, Malmöh. län, Sweden.*

| | Net Tons |
|---|---|
| Arctic | 338 |
| Augusta | 198 |

**Elfverson, Viktor,**
*Calmar, Sweden.*

| | |
|---|---|
| Ellen Maria | 155 |

**Elfversson, A. B.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Amazon | 364 |
| Antelope | 372 |
| J. D. Auffort | 390 |
| Vifstavarf | 454 |

(Ångf. Aktieb. "Herkules.")

| | |
|---|---|
| s. Färdig | 53 |

**Elia, Keresteh tijari Firman oglou,**
*Constantinople, Turkey.*

| | |
|---|---|
| Anadolu | 244 |

**Elias, David,**
*St. David's Road, Carnarvon.*

| | |
|---|---|
| Rosa Harriette | 100 |

**Elias, Hajee, & Sons, & Co.,**
*Irmak, Turkey.*

| | |
|---|---|
| Irmak | 150 |

**Elias Effendi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Huda-Verdi | 191 |

**Elias Effendi, Hadji,**
*Constantinople, Turkey.*

| | |
|---|---|
| Hudaya-Amenet | 190 |

**Eliassen, L.,**
*Laurvig, Norway.*

| | |
|---|---|
| Kong Sverre | 326 |

**Elieson, A.,**
*Agnhammar, Grums, Vermland, Sweden.*

| | |
|---|---|
| s. Agnhammar | 130 |

(Ångb. Aktieb. "Export.")

| | |
|---|---|
| s. Svea | 150 |

**Elingius, C.,**
*Hamburg, Germany.*

| | |
|---|---|
| s. Gadus | 66 |
| s. Platessa | 72 |

**Eliopulos, A.,**
*Zante, Greece.*

| | |
|---|---|
| Roumeli | 379 |

**Elkin, Edward C.,**
*St. John, N.B.*

| | |
|---|---|
| Syanara | 318 |

**Elkin, R. C.,**
*St. John, N.B.*

| | |
|---|---|
| Antilla | 442 |
| Antoinette | 1125 |
| Bessie Parker | 228 |
| Frances | 293 |
| H. B. Homan | 239 |
| Jennie Parker | 195 |
| John S. Parker | 240 |
| Merritt | 449 |
| Reporter | 122 |

**Ellebye, A. P.,**
*Rönne, Denmark.*

| | Net Tons |
|---|---|
| Argus | 307 |
| Carl | 280 |
| Charles | 299 |
| Jacob | 290 |

**Ellefsen, And.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Gyller | 189 |

**Ellefsen, Chr.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Frigga | 153 |
| Hygea | 297 |
| Inga | 260 |
| Snar | 196 |

**Ellefsen, Hans,**
*Kragerö, Norway.*

| | |
|---|---|
| Charlotte | 820 |
| s. Ganger Rolf | 73 |

**Ellefsen, L.,**
*Christiania, Norway.*

| | |
|---|---|
| Peter | 192 |

**Ellefsen, O.,**
*Stokke, Tönsberg, Norway.*

| | |
|---|---|
| Ina | 245 |

(Skjærsnes Rederiselskab.)

| | |
|---|---|
| s. Frithjof | 142 |

**"Ellen Lines," Actieselskabet,**
10, *London Street, London.*
*See* CHRISTENSEN & CO.

**Ellenor, James W.,**
*Seaham Harbour, Durham.*

| | |
|---|---|
| Henrietta and Leonard Preston | 146 |

**Ellerby, Ralph F.,**
54, *John Williamson Street, South Shields.*

| | |
|---|---|
| Vedra | 247 |

**Ellerhusen, Didrick W.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Nora | 333 |
| s. Svea | 327 |
| s. Urda | 495 |

**Ellicott, J. P., & Co.,**
12, *Central Wharf, Boston, Mass, U.S.*

| | |
|---|---|
| Carrie E. Pickering | 264 |
| Ellen M. Mitchell | 376 |
| Fannie L. Child | 404 |
| Franklin Nickerson | 202 |
| George H. Ames | 421 |
| Isaiah Hart | 853 |
| Jennie Lockwood | 412 |
| Jennie S. Hall | 428 |
| Josephine Ellicott | 372 |
| Leila Smith | 264 |
| Levi Hart | 387 |
| Mary Sprague | 617 |
| May O'Neill | 574 |
| Morris W. Child | 487 |
| Sadie Willcutt | 347 |
| Susan N. Pickering | 319 |

**Ellida, Rederibolaget,**
*Stockholm, Sweden.*
*See* I. BARFOED.

**Ellingsen, A.,**
*Holmestrand, Norway.*

| | |
|---|---|
| Vif | 140 |

**Ellingsen, Bernh. A.,**
*Christiania, Norway.*

| | Net Tons |
|---|---|
| Bud | 143 |
| Eleonore | 134 |
| Fannie | 288 |
| Pauline | 154 |
| Tyr | 129 |

**Ellingsen & Co.,**
*Christiania, Norway.*

Chanaral ... 553

**Ellingsen, E. J.,**
*Tvedestrand, Norway.*

Merogat ... 423

**Ellingsen, L.,**
*Christiania, Norway.*

Sjoña ... 403

**Ellingsen, O. E.,**
*Tvedestrand, Norway.*

Æolus ... 283

**Ellingsen, O. H.,**
*Moss, Norway.*

s. Nora ... 260

**Ellingsen, S. E.,**
*Noristöe, per Arendal, Norway.*

Arnevig ... 287
Saga ... 460
Vanadis ... 362

**Elliot & Jeffery,**
*Cardiff Engine Works, Cardiff.*

s. Elliot & Jeffery ... 19
s. Sir W. T. Lewis ... 13

**Elliott, John,**
40, *West Holborn, South Shields.*

Isabelle ... 280
John Clarke ... 204
Lizzy Fox ... 240
Perillo ... 192

**Elliott Steam Tug Co.,**
*Gravesend.*

s. Champion ... 20

**Ellis, E. B.,**
*New Berne, North Carolina, U.S.*

Melvin ... 105

**Ellis, Henry,**
17, *Beverley Road, Anerley, near London.*

Golden Fleece ... 500

**Ellis, James C.,**
247, *George Street, Sydney; & Newcastle, N.S.W.*

Darra ... 999
s. Jubilee ... 1005

**Ellis, John, & Co.,**
1, *Frondeg Terrace, Bangor, Carnarvonshire.*

Arthur Wyatt ... 78
Maria Jane ... 74

**Ellis & Johnson,**
*Hainton Street, Grimsby.*

s. Fitzroy ... 50

**Ellis & M'Hardy,**
22, *Regent Quay, Aberdeen.*

Net Tons
s. Spray ... 393

**Ellis, Meyrick,**
21, *High Street, Portmadoc.*

Ocean Wave ... 157

**Ellis, Simon R.,**
*Nevin.*

Talarvor ... 98

**Elphick, Herbert A.,**
101, *Leadenhall Street, London, E.C.*

s. Diomedea ... 791

**Elphicke, C. W.,**
*Chicago, Illinois.*

s. Arthur Orr ... 1973

**Elsee, Thomas**
*Newcastle-on-Tyne.*

s. Triton ...

**Elst, F. W. van der, & Co.,**
*Schiedam, Holland.*

Quintus ... 144

**Eltringham, J. T., & Co.,**
*Stone Quay, South Shields.*

s. Coanwood ... 710
s. Ella ... 22
s. Presnitz ... 1067

**Elwell, J. W., & Co.,**
45, *South Street, New York, U.S.*

Aryan ... 2017
Saint Lucie ... 683
Saint Mary ... 680
William H. Smith ... 1908

**Emanoil, M. H.,**
*Syra, Greece.*

Evanthia ... 297

**Emanouclidis, L.,**
*Constantinople, Turkey.*

Nea Tychi ... 247

**Emanuelsen, O. C.,**
*Lillesand, Norway.*

Bien ... 110

**Embirico, G.,**
*Syra, Greece.*

Maria ... 144

**Embiricos, A.,**
*Andros, Greece.*

s. Andriana ... 1174
Antonios ... 109
s. Embiricos ... 1743
s. Maria ... 1692
s. Michalis ... 7

**Embiricos, G.,**
*Andros, Greece.*

Moscha ... 439

**Embiricos, G. M.,**
*Andros, Greece.*

s. Constantinos ... 1109

**Embiricos, L.,**
*Syra, Greece.*

Net Tons
Alcibiades ... 503
Alcibiades ... 133

**Emerson, Thomas,**
*Custom House Buildings, Newcastle-on-Tyne.*

Berkeley Castle ... 1197
Canova ... 1253

**Emerson, Thomas,**
4, *Lipson Terrace, Plymouth.*

s. Trevarno ... 13

**Emerson, W. T.,**
*Orland, U.S.*

Susan Stetson ... 134

**Emery, G. A.**
*Saco, Maine, U.S.*

A. J. Miller ... 105
James A. Gray ... 124

**Emery, George D.,**
*Chelsea, Mass., U.S.*

s. Yulu ... 208

**Emery, John S., & Co.,**
168, *State Street, Boston, Mass., U.S.*

Albert L. Butler ... 327
Allston ... 134
Ann ... 103
Antioch ... 953
Arlington ... 536
Auburndale ... 574
Boylston ... 540
Charles F. Ward ... 515
Charles Morford ... 345
Clotilde ... 445
Edith ... 188
Edward Johnson ... 380
Evie B. Hall ... 405
F. T. Drisko ... 155
Gem ... 536
General Banks ... 103
Geneva ... 440
Hancock ... 392
Hiram Emery ... 759
Jane Adeline ... 373
John S. Emery ... 829
Kremlin ... 747
Lapland ... 617
Laura ... 523
Lygonia ... 172
Mark Gray ... 293
Mary Gibbs ... 465
Mecosta ... 230
Meguntícook ... 420
Morancy ... 188
Nantasket ... 496
Navarino ... 321
Onolaska ... 470
Penobscot ... 1067
R. G. Whilldin ... 209
Rachel Emery ... 640
Rocky Glen ... 380
Saint Croix ... 222
Shawmut ... 445
Shetland ... 612
Sullivan ... 328
Taria Topan ... 600
Timothy Field ... 167
Two Brothers ... 114
Waldemar ... 270
White Cloud ... 557

**Emery, M. P.,**
*Kennebunk, Maine, U.S.*

Ada G. Shortland ... 216
Florida ... 272

**Emery, Oliver, & Co.,**
*St. John, N.B.*

Ashlow ... 639
Maiden City ... 771

**Emin Agha, Capuji Bashi**
Kiniasslee, & Sons,
*Kiniass, Turkey.*

Net Tons
Sakarieh ... 187

**Emin Captan Mehemed,**
Agvalee,
*Agvah, Turkey.*

Nimet-i-Huda ... 199

**Emin Captan, Ulkunlee,**
*Ulkun, Turkey.*

Sekis-Kardash ... 135

**Emin Effendi,**
*Constantinople, Turkey.*

Huda Verdi ... 175

**Emin Effendi, Haggi,**
*Constantinople, Turkey.*

Ipsur Rahman ... 178

**Emin Effendi, Keresteh-**
tijari, and Wife,
*Constantinople, Turkey.*

Philadelphia ... 224

**Emin Effendi, Pambookji &**
Sons,
*Constantinople, Turkey.*

Baktia ... 144

**Emin Khadia,**
*Scutari, Asiatic Turkey.*

Khadia ... 362

**Emineh Hafizeh Hannum,**
Galatada Sakhin Hajee Ali Effendi Zevjessi,
*Constantinople, Turkey.*

Issim Sis ... 149
Selametti Hhair ... 155

**Emiri, M. N.,**
*Syra, Greece.*

Panteli G. Caluta ... 273

**Emmanoel Dimitri Pomenos,**
Ipsarahlee,
*Ipsarah, Turkey.*

Ayah Nicola ... 168

**Emmons, E. E.,**
*New York, U.S.*

James Parker, Sr. ... 101

**Empire Transportation Co.,**
(Hollister Bros.)
*Buffalo, New York, U.S.*

s. W. H. Gilbert ... 2200

**Empiricos, E.,**
*Andros, Greece.*

Aristotelis ... 499

**Empresa de Fomentoy**
Navegacion del Sur,
*Havana, Cuba.*

s. Cristobal Colon ... 569
s. General Lersundi ... 781

**Empresa del Ferrocarril de**
la Bahia,
*Havana, Cuba.*

Net Tons
s. Eduardo Feser ... [illegible]
s. Guanabacoa ... [illegible]
s. Maria Francisca ... [illegible]

**Empresa Insulana de**
Navegacao,
*St. Michael, Azores.*
~~See Bensaude & Co.~~

s. Acor ... 774 | s. Knight of St. John [illegible]
s. Funchal 1134 | s. Vega ... [illegible]

**Empreza Brazileira de**
Navegacao à Vapor,
55, *Rua de S. Pedro, Rio Janeiro, Brazil.*

s. Parahyba ... [illegible]

**Empreza Esperança Maritima,**
*Rio Janeiro, Brazil.*

s. Alexandria ... [illegible]
s. Esperanca ... [illegible]

**Empreza Nacional de**
Navegaçao à Vapor,
75, *Rua dos Capellistas, Lisbon, Portugal.*

s. Ambaca ... [illegible]
s. Angola ... [illegible]
s. Bissau ... [illegible]
s. Bolama ... [illegible]
s. Cabo Verde ... [illegible]
s. Cazengo ... [illegible]
s. Loanda ... [illegible]
s. Portugal ... [illegible]
s. Sao Thomé ... [illegible]
s. Zaire ... [illegible]

**Empreza de Obras Publicas**
do Brazil,
*Rua Hospicio*, 64, *Rio Janeiro, Brazil.*

s. Meteoro ... [illegible]
Souza Bandeira ... [illegible]

**Empson, W.,**
*Ebenezer House, New Clee, Lincolnshire.*

James Spurgeon ... [illegible]

**"Ems," Actien Gesellschaft,**
*Emden, Germany.*

s. Borkum ... [illegible]
s. Emden ... [illegible]

**Ems Lootsen Gesellschaft,**
*Emden, Germany.*

Emden ... [illegible]

**Enæs, H. T.,**
*Haugesund, Norway.*

Embla ... [illegible]
Mauranger ... [illegible]
s. Nordland ... [illegible]

**Enberg, H. G.,**
*Motala, Sweden.*
(Motala Transport Aktiebolaget.)

s. Bona ... [illegible]
s. Dansätter ... [illegible]

**Endean, William,**
8, *Strattan Terrace, Falmouth, Cornwall.*

Cicerone ... [illegible]
Fruit Girl ... [illegible]

**Endicott, C. G.,**
*New York, U.S.*

George R. Vreeland ... [illegible]
Henry J. Raymond ... [illegible]
Henry Parker ... [illegible]
James Ponder ... [illegible]
John Peirce ... [illegible]
N. H. Burrows ... [illegible]
Zephaniah Steelman ... [illegible]



s. désigne les Vapeurs.

**Endicott, C. J.,**
*Philadelphia, U.S.*

| | Net Tons |
|---|---|
| Stephen Morris | 233 |

**Eneas, J.,**
*New York, U.S.*

| | |
|---|---|
| Indus | 126 |

**Enersen, Johan,**
*Egersund, Norway.*

| | |
|---|---|
| Reidar | 152 |

**Engblom, C.,**
*Pargas, Åbo, Finland.*

| | |
|---|---|
| Jenny | 252 |

**Engblom, C. E.,**
*Nystad, Finland.*

| | |
|---|---|
| Richard | 692 |

**Engblom, J.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Karl | 343 |

**Engebretsen, B. E.,**
*Engelsviken Onsö, pr Fredriksstad, Norway.*

| | |
|---|---|
| Nornen | 402 |

**Engebrethsen, O.,**
*Nordby, per Laurvig, Norway.*

| | |
|---|---|
| Ugland | 477 |

**Engels, Théodore C., & Co.**
(WHITE CROSS LINE.)
16², *Marché aux Souliers, Antwerp, Belgium.*

| | |
|---|---|
| s. De Ruyter | 1618 |

**Engelsman, H. R.,**
*Stads Kanaal, Holland.*

| | |
|---|---|
| Gerhardus | 887 |

**English, A.,**
*Island Magee, co. Antrim.*

| | |
|---|---|
| Black Hawk | 91 |

**English and American Shipping Co., Ld.**
(Managers—C. T. Bowring & Co.)
30 & 51, *Lime Street, London, E.C.*

| | |
|---|---|
| s. Avalon | 1354 |
| s. Benisaf | 1203 |
| s. Bona | 1567 |
| s. Guy Colin | 1463 |
| s. Justin | 1419 |
| s. Mokta | 1549 |
| s. Tafna | 1454 |

**English & Co.,**
3, *Exchange Place, Middlesboro'.*

| | |
|---|---|
| s. Castleton | 1540 |
| s. Coatham | 1134 |
| s. Redcar | 1128 |
| s. Stanhope | 844 |

**English & Continental Shipping Co., Ld.,**
*See* WALKER, HOWARD & CO.

**English, George P.,**
*West Hartlepool.*

| | |
|---|---|
| s. Holmlea | 1143 |

**English, J. A.,**
*Camden, N.J., U.S.*

| | |
|---|---|
| Edward W. Perry | 234 |

**Engström & Luth,**
*Gefle, Sweden.*

| | Net Tons |
|---|---|
| Atlantic | 996 |
| Sidney | 658 |

**Engströmer, T.,**
*Sollefteå, Sweden.*

| | |
|---|---|
| s. Fänrik Stål | 75 |

**Engvall, C.,**
*Gefle, Sweden.*
(Ångfartygsbolaget "Trafik.")

| | |
|---|---|
| s. Gestrikland | 291 |
| s. Söderhamn | 408 |

**Engwall, V. T.,**
*Gefle, Sweden.*

| | |
|---|---|
| s. Väddö Kanal | 169 |

**Enhörning, E. A.,**
*Sundsvall, Sweden.*

| | |
|---|---|
| Patriot | 287 |
| s. Prins Oskar | 168 |
| Vere | 394 |

**Enhörning, G. F. A.,**
*Norrköping, Sweden.*
(Rederi Aktiebolaget "Norden").

| | |
|---|---|
| s. Göta | 187 |
| s. Norden | 226 |
| s. Norrköping | 215 |

**Enkichi, Kimura,**
*Ipponji Mura, Awomori, Japan.*

| | |
|---|---|
| Tenum Maru | 228 |

**Enköpings Ångfartygs Aktiebolag,**
*Enköping, Sweden.*
*See* A. ÖSTLUND.

**Ennor, John,**
2, *Bay View Terrace, New Quay, Cornwall.*

| | |
|---|---|
| Agnes Cairns | 98 |
| Bessie | 149 |
| Maggie | 99 |
| Royalist | 123 |
| Sarah | 119 |
| Spark | 149 |
| Titania | 145 |
| Tom Henry | 99 |

**Enterprise Tug, Ld.,**
27, *Water Street, Liverpool.*

| | |
|---|---|
| s. Enterprise | 8 |

**Ephremidis, D., & N. Carulias,**
*Samos, Asiatic Turkey.*

| | |
|---|---|
| Heleni Ephremidis | 119 |

**Eppaminosa Anagosti,**
*Constantinople, Turkey.*

| | |
|---|---|
| Pirot | 432 |

**Equitable S.S. Co., Ld.,**
10, *Great St. Helen's, London, E.C.*
*See* HOYLAND & CO.

**Era Doerian**
*Paliring Boni, E. Indies.*

| | |
|---|---|
| Sari Padang Boni | 131 |

**Erato, Ångfartygs Aktieb.,**
*Gothenburg, Sweden.*
*See* K. O. F. DALMAN.

**Erdbecher, L.,**
*Zingst, Germany.*

| | Net Tons |
|---|---|
| Gustava Egner | 126 |

**Erichsen, Chr.,**
*Steen, Brevig, Norway.*

| | |
|---|---|
| Memento | 439 |

**Erichsen, S.,**
*Arendal, Norway.*

| | |
|---|---|
| Hilsöe | 342 |

**Erichsen, W.,**
*Moss, Norway.*

| | |
|---|---|
| Oscar Erichsen | 125 |

**Ericksen, J.,**
*Skien, Norway.*

| | |
|---|---|
| Terzo | 1027 |

**Ericsson, J.,**
*Elmsta Väddö, Sweden.*

| | |
|---|---|
| Gustafva | 313 |

**Erie & Western Transportation Co.,**
*Buffalo, N.Y., U.S.*
*See* W. T. EVANS.

**Eriksen, A.,**
*Mariehamn, Aland, Finland.*

| | |
|---|---|
| Theodorus | 924 |

**Eriksen, Osvald, & Gjersöe,**
*Christiania, Norway.*

| | |
|---|---|
| China | 730 |
| Highflyer | 935 |
| Primus | 1185 |

**Eriksen, S.,**
*Stavanger, Norway.*

| | |
|---|---|
| Centauri | 130 |
| Progress | 136 |

**Eriksen, Stian,**
*Arendal, Norway.*

| | |
|---|---|
| Fama | 396 |
| Waaland | 568 |

**Erikson, A. J.,**
*Lemland, Finland.*

| | |
|---|---|
| Linnea | 300 |

**Erikson, John,**
*Pier 7, Stewart Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| J. Eppinger | 107 |

**Erikson, Olaf,**
*Mariehamn, Finland.*

| | |
|---|---|
| St. Olof | 539 |

**Eriksson, A.,**
*Lemland, Finland.*

| | |
|---|---|
| Fennia | 249 |
| Palme | 997 |

**Eriksson, A. G.,**
*Utsund, Häfverö, Sweden.*

| | Net Tons |
|---|---|
| Paul | 232 |

**Eriksson, A. J.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Eli | 190 |
| Ellida | 267 |
| Karolina | 892 |
| Lenni | 224 |
| Nöjet | 236 |

**Eriksson, Axel,**
*Mariehamn, Finland.*

| | |
|---|---|
| Adele | 225 |
| Marie Louise | 916 |
| Oscar & Georg | 526 |

**Eriksson, C.,**
*Toftinge, Väddö, Sweden.*

| | |
|---|---|
| Carl Magnus | 172 |

**Eriksson, C. E.,**
*Lågarö, Rådmansö, Sweden.*

| | |
|---|---|
| Frithiof | 209 |
| Svanen | 158 |

**Eriksson, E.,**
*Föglö Åland, Finland.*

| | |
|---|---|
| Astrea | 409 |

**Eriksson, E. A.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Augusta | 375 |
| Freja | 263 |
| Gideon | 247 |

**Eriksson, E. G.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Donatus | 391 |

**Eriksson, E. P.,**
*Lemland, Finland.*

| | |
|---|---|
| Ceres | 273 |
| Tähti | 498 |

**Eriksson, G. L.,**
*Lammala, Westanfjerd, Kimito, Finland.*

| | |
|---|---|
| Engla | 231 |

**Eriksson, J. E.,**
*Lagarö, Rådmansö, Sweden.*

| | |
|---|---|
| Valdemar | 195 |

**Eriksson, K. E.,**
*Finström, Finland.*

| | |
|---|---|
| Libanon | 338 |

**Eriksson, K. E.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Ellida | 199 |
| Emelia | 285 |

**Eriksson, M.,**
*Föglö, Russia.*

| | |
|---|---|
| Amanda | 282 |

**Eriksson, M.,**
*Finström, Finland.*

| | |
|---|---|
| Oliver Kromvel | 478 |

**Eriksson, M. M.,**
*Häfverö, Sweden.*

| | Net Tons |
|---|---|
| Hoppet | 233 |

**Eriksson, Matts,**
*Tenstrom, Finland.*

| | |
|---|---|
| Agda | 346 |

**Eriksson, Olof,**
*Mariehamn, Finland.*

| | |
|---|---|
| Southern Belle | 588 |

**Eriksson, P. A.,**
*Kalmar, Sweden.*

| | |
|---|---|
| Hilda | 252 |
| Nicolaus | 186 |

**Eriksson, W. W.,**
*Arkö, Jonsberg, Sweden.*

| | |
|---|---|
| Jeannette | 102 |

**Erlebach, Livingston & Co.**
*Billiter Buildings, London, E.C.*

| | |
|---|---|
| s. Axminster | 1231 |
| s. Buckminster | 1297 |

**Ernberg, Gustaf, & Co.,**
*Carlskrona, Sweden.*
(Manager—A. Ernberg.)

| | |
|---|---|
| Nymphen | 115 |
| Thor | 460 |

**Ernst, H., Sr.,**
*Oldersum, Germany.*

| | |
|---|---|
| Bilda | 110 |

**Erodiadis, Z. N.,**
*Syra, Greece.*

| | |
|---|---|
| Evangelistria | 102 |

**Erquiaga, Manuel,**
*Casilla, 228, Iquique, Chili.*

| | |
|---|---|
| Cristina | 759 |
| Paquete de Lima | 215 |

**Erskine, T. E.,**
*Belfast, Maine, U.S.*

| | |
|---|---|
| Paragon | 153 |

**Ersson, C. E.,**
*Frötuna, Stockholms län, Sweden.*

| | |
|---|---|
| Axel | 164 |

**Ersson, M.,**
*Westernäs, Häfverö, Roslagen, Sweden.*

| | |
|---|---|
| Hoppet | 251 |

**Ertaud, M. (Madame),**
*Penhouët, St. Nazaire, France.*

| | |
|---|---|
| Marie Louise | 358 |

**Ertin, E.,**
*Riga, Russia.*

| | |
|---|---|
| Latwis | 100 |

**Eryri Shipping Co., Ld.,**
*Llanberis, Carnarvonshire.*

| | |
|---|---|
| Glanivor | 1084 |

**Es, P. A. van, & Co.,**
*Rotterdam, Holland.*

| | Net Tons |
|---|---|
| s. Amstel | 431 |
| s. Elve | 320 |
| s. Maas | 340 |
| s. Stoomvaart | 443 |

**Escaño, Ferdinand,**
*Malitbog, Isla de Leite, Manila, Philippine Islands.*

| | |
|---|---|
| Escano | 249 |
| s. Felix Melliza | 100 |

**Escauriaza, Estéban,**
*Valparaiso, Chili.*

| | |
|---|---|
| Natividad | 449 |

**Eschen, H. K.,**
*Marstal, Denmark.*

| | |
|---|---|
| Ægir | 148 |

**Eschricht, Joh. Fr.,**
*Swinemünde, Germany.*

| | |
|---|---|
| Union | 364 |

**Escott, William,**
*West Street, Watchet, Somerset.*

| | |
|---|---|
| Dantzic | 98 |

**Escribano, J.,**
*Ilo Ilo, Philippine Islands.*

| | |
|---|---|
| Tuya | 264 |

**"Eskilstuna," Rederiaktieb.**
*Eskilstuna, Sweden.*
*See* E. A. LUNDBLAD.

**Esko, I.,**
*Raumo, Finland.*

| | |
|---|---|
| Laine | 240 |

**Esko, J. M.,**
*Luvia, Bjorneborg, Finland.*

| | |
|---|---|
| Arvio | 246 |

**Esop Ally Munshu Mahomet** Hoosein,
*Cochin.*

| | |
|---|---|
| Pasqual | 266 |

**Espa Effendi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Allah Kerim | 217 |

**Espaliu & Co.,**
*Seville, Spain.*

| | |
|---|---|
| s. Camara | 562 |
| s. Garcia de Vinuesa | 732 |
| s. Manuel Espaliu | 672 |
| s. Nuevo Estremadura | 721 |
| s. Nuevo Valencia | 722 |

**Esping, C. W.,**
*Hammarsten, Grums, Sweden.*

| | |
|---|---|
| s. Slottsbron | 128 |

**Espinos & Co.,**
*Barcelona, Spain.*

| | |
|---|---|
| Galofré | 360 |

**Espinos y Marti,**
*Barcelona, Spain.*

| | |
|---|---|
| Galeota | 447 |

**Esposito, G.,**
*Meta, Italy.*

| | Net Tons |
|---|---|
| Teresinella | 484 |
| Vincenzino | 437 |

**Esquimault & Nanaimo** Railway Co., Ld.,
*Victoria, B.C.*

| | |
|---|---|
| s. Isabel | 255 |
| s. Joan | 544 |

**Essayan, George A.,**
*Manchester.*

| | |
|---|---|
| s. Malacca | 1045 |

**Essayan, O. M.,**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Energique | 879 |

**Essayan, Oondjian & Co.,**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Adana | 1096 |
| s. Aidin | 55 |
| s. Hodeida | 1325 |
| s. Selamet | 1099 |
| s. Tarsus | 797 |

**Essayan, Shahum & Co.,**
40, *Dickinson Street, Manchester.*

| | |
|---|---|
| s. Ayrshire | 500 |
| s. Dikili | 85 |
| s. Granville | 831 |

**Essuf Bin Mahomed Hussun** Khaja, Hajee,
*Calcutta.*

| | |
|---|---|
| Schah Jehan | 698 |

**Essviks Rederiaktieb.,**
*Östersund, per Sundsvall, Sweden.*
*See* C. G. WICKBERG.

**Estades, J.,**
*Soller, Majorca.*

| | |
|---|---|
| s. Leon d'Or | 176 |

**Estela y Calafat, José,**
10, *Plaza de San Roque, Mahon, Minorca.*

| | |
|---|---|
| Lealtad | 291 |

**Esteve & Co.,**
*Plazo Pino*, 2, *Barcelona, Spain.*

| | |
|---|---|
| José Esteve | 466 |

**Estier frères,**
*Marseilles, France.*

| | |
|---|---|
| Horizon | 1050 |

**Ethem Bey & Co.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Sillistria | 500 |

**Ethem Effendi Hairie tijari,** & Co.,
*Sinope, Asiatic Turkey.*

| | |
|---|---|
| Sinope | 300 |

**Etheredge, Geo.,**
84, *Narrow Street, Limehouse, London.*

| | |
|---|---|
| s. Conqueror | 7 |
| s. Victory | 7 |

**Etheridge, B. E.,**
*Philadelphia, U.S.*

| | Net Tons |
|---|---|
| Frank Pratt Lee | 57 |

**Etting, T. M.,**
725, *Drexel Buildings, Philadelphia, U.S.*

| | |
|---|---|
| Eva A. Danenhower | 217 |

**Eugenikos, G.,**
*Syra, Greece.*

| | |
|---|---|
| Polina | 277 |

**Euphemia Shipping Co., Ld.,**
*Yarmouth, N.S.*

| | |
|---|---|
| Euphemia | 1340 |

**Euphrates & Tigris Steam Nav. Co., Ld.,**
3, *Salters' Hall Court, Cannon Street, London, E.C.*

| | |
|---|---|
| s. Blosse Lynch | 384 |
| s. Khalifah | 391 |
| s. Mejidieh | 373 |

**Europa Shipping Co., Ld.,**
4, *Sun Court, Cornhill, London, E.C.*

| | |
|---|---|
| s. Zadne | 433 |

**"Eva" Line Steam Fishing Co., Ld.,**
13, *Bridge Street, Aberdeen.*

| | |
|---|---|
| s. Eva | 30 |

**Evan-Thomas, E. L.,**
*Gnoll, Neath, Glamorganshire.*

| | |
|---|---|
| s. Romanul | 825 |

**Evangalatos, E.,**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Snossis | 57 |

**Evannu, E., & Co.,**
*Cassos, Greece.*

| | |
|---|---|
| Kalliopi | 314 |

**Evans, Arthur,**
*Greystones, Wicklow.*

| | |
|---|---|
| Velin-heli | 65 |

**Evans, E. T.,**
*Buffalo, N.Y., U.S.*
(Anchor Line.)

| | |
|---|---|
| s. Alaska | 1148 |
| s. China | 932 |
| s. Clarion | 1513 |
| s. India | 932 |
| s. Japan | 932 |
| s. Lehigh | 1503 |
| s. Philadelphia | 1230 |

**Evans, Eyre, & Co.,**
5, *Inner Temple, Dale Street, Liverpool.*

| | |
|---|---|
| Balasore | 2562 |
| Barcore | 2082 |
| Belpore | 1142 |
| Coimbatore | 1168 |
| Indore | 2088 |
| Rajore | 2034 |
| Vellore | 1606 |

**Evans, George F.,**
*Basseley Road, Stow Park, Newport.*

| | |
|---|---|
| Harvest Man | 133 |

**Evans, Hugh,**
65, *Garth Road, Bangor.*

| | Net Tons |
|---|---|
| Silvia | 142 |

**Evans, Hugh,**
*Tan-y-Bank, Llandegfan, near Menai Bridge.*

| | |
|---|---|
| Faith | 76 |

**Evans, J. G.,**
24, *Fenwick Street, Liverpool.*

| | |
|---|---|
| Aberystwith Castle | 1056 |
| Meinwen | 1491 |
| Raglan Castle | 1050 |

**Evans, John,**
*Brunswick Dock, Liverpool.*

| | |
|---|---|
| Alliance | 977 |

**Evans, John, & Co.,**
*Aberdovey.*

| | |
|---|---|
| Mary & Ellen | 91 |

**Evans, L. W.,**
49, *York Road, Birkdale, Southport.*

| | |
|---|---|
| Lapwing | 747 |

**Evans, M.,**
*Eastport, Maine, U.S.*

| | |
|---|---|
| John Price | 194 |

**Evans, Mary (Miss),**
39, *North Parade, Aberystwith.*

| | |
|---|---|
| Desdemona | 88 |

**Evans, R. & J., & Co.,**
*Brunswick Dock, Liverpool.*

| | |
|---|---|
| Itata | 927 |
| Maude | 1077 |

**Evans, Rees, & Co.,**
*Bronavon, Borth, near Portmadoc.*

| | |
|---|---|
| Clara Felicia | 90 |
| Sarah Evans | 90 |

**Evans, S. C., & Co.,**
*New York, U.S.*

| | |
|---|---|
| Clara E. Bergen | 457 |
| Florence Shay | 385 |

**Evans, W. T.,**
*Buffalo, N.Y., U.S.*
(Erie & Western Transportation Co.)

| | |
|---|---|
| s. Codorus | 1802 |
| s. Mahoning | 1745 |
| s. Schuylkill | 1820 |
| s. Susquehanna | 2066 |

**Evenbye, A., & L. Hansen,**
*Arendal, Norway.*

| | |
|---|---|
| Grei | 363 |

**Eveno,**
*Séné, Morbihan, France.*

| | |
|---|---|
| Montbert | 115 |

**Evensen, C.,**
*Hvidsten, Norway.*

| | |
|---|---|
| Australia | 669 |

**Evensen, C. B.,**
*Arendal, Norway.*

| | |
|---|---|
| Fram | 126 |

**Evensen, Carl,**
*Fisketorvet, Christiania, Norway*

| | Net Tons |
|---|---|
| Herolden | 131 |

**Evensen, E.,**
*Nöterö, Tönsberg, Norway.*

| | |
|---|---|
| Atlas | 204 |

**Evensen, K.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Abyssinian | 1284 |

**Evers, A., & Classen,**
45, *Alter Wandrahm, Hamburg, Germany.*

| | |
|---|---|
| Occident | 1610 |
| Ocean | 1270 |
| Orient | 1410 |

**Evgenico, G., & D. Calafati,**
*Syra, Greece.*

| | |
|---|---|
| Nichifero G. Ambanopoulo | 300 |

**Evlia Effendi,**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Abd-el-Kadir | 1200 |

**Ewald, C. F.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Karl XI. | 230 |

**"Export," Ångb. Aktieb.** Agnhammar,
*Grums, Vermland, Sweden.*
*See* A. ELIESON.

**Eyde, Chr., & Hein,**
*Arendal, Norway.*

| | |
|---|---|
| Arica | 620 |
| Campbell | 600 |
| Fimafenger | 940 |
| Johan Hanssen | 590 |
| Overman | 590 |
| Strathearn | 1470 |
| Virgo | 830 |
| Volo | 810 |

**Eyde, S.,**
*Arendal, Norway.*

| | |
|---|---|
| Christiane | 600 |
| Leviathan | 980 |
| Lorenzo | 600 |
| Messel | 700 |
| Mississippi | 660 |
| Nor | 940 |
| Oceana | 600 |
| Swift | 620 |

**Eyob Aboo Tauleb,**
*Port Louis, Mauritius.*

| | |
|---|---|
| Louisa | 140 |

**Ezanno, E.,**
*Carnac, Morbihan, France.*

| | |
|---|---|
| Nanine Aglaé | 137 |



s. désigne les Vapeurs.

# F

**Fabens, B. H.,**
176, *Atlantic Avenue, Boston, Mass., U.S.*

| | Net Tons |
|---|---|
| Charles H. Fabens | 286 |

**Fabre, A., & fils,**
*Rue Breteuil* 33, *Marseilles, France.*

| | |
|---|---|
| Banaré | 268 |
| Luminy | 461 |
| Sainte Marthe | 420 |
| Zambese | 355 |

**Fabre, Cyprien, & Co.,**
*Rue Sylvabelle* 69, *Marseilles, France.*
(Cie. Francaise de Nav. à Vap.)

| | |
|---|---|
| s. Alesia | 2131 |
| s. Britannia | 1387 |
| s. Burgundia | 2169 |
| s. Diolibah | 990 |
| s. Druentia | 675 |
| s. Foria | 600 |
| s. Gallia | 598 |
| s. Gergovia | 1229 |
| s. Lutetia | 671 |
| s. Massilia | 1928 |
| s. Maurice Reunion | 1483 |
| s. Neustria | 1612 |
| s. Olbia | 1698 |
| s. Pictavia | 1333 |
| s. Syria | 681 |

**Fabregas, T.,**
*Barcelona, Spain.*

| | |
|---|---|
| Marcelita | 154 |

**Fabricotti, Carlo, fu D.,**
*Carrara, Italy.*

| | |
|---|---|
| Carlo Andrea F. | 163 |

**Fabrikjee Zacharieh,**
*Constantinople, Turkey.*

| | |
|---|---|
| Olga | 130 |

**Facaro, I.,**
*On board.*

| | |
|---|---|
| Agios Ioannis Theologos | 227 |

**Facy & Fisher,**
*Hobart, Tasmania.*

| | |
|---|---|
| Kassa | 307 |
| Wild Wave | 237 |

**Færder Dampskibsselskabet,**
*Christiania, Norway.*
*See* JENS MEINICH & CO.

**Fager, H. N.,**
*Ekenas, Russia.*

| | |
|---|---|
| Aino | 481 |

**Fahlgren, C. A.,**
*Alfredshem, Örnsköldsvik, Sweden.*

| | |
|---|---|
| Johanna Karolina | 150 |

**Fahlroth, H. E.,**
*Oskarshamn, Sweden.*

| | Net Tons |
|---|---|
| Alida | 142 |

**Fairgrieve, John B.,**
*Hamilton, Ontario.*

| | |
|---|---|
| s. Arabian | 770 |

**Fairlie, James,**
12, *Waterloo Street, Glasgow.*

| | |
|---|---|
| Oberon | 1054 |
| Queen Mab | 1000 |
| Samarkand | 1104 |

**Fakis, C. B., & S. Zarbi,**
*Syra, Greece.*

| | |
|---|---|
| Marigo | 115 |

**Falchenberg, P. C.,**
*Grimstad, Norway.*

| | |
|---|---|
| Erato | 283 |

**Falck, C.,**
*Ytterlännäs, Nyland, Sweden.*

| | |
|---|---|
| Jupiter | 450 |

**Falck, E. J. W.,**
*Glückstadt, Germany.*

| | |
|---|---|
| Barbara Hendrika | 159 |

**Falck, G. E.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Dagmar | 261 |
| s. Gustaf E. Falck | 272 |
| s. J. A. Gripenstedt | 337 |
| s. Maria | 168 |
| s. Ruth | 272 |
| (Ångf. Aktieb "Falken.") | |
| s. Blanche | 288 |

**Falck, J.,**
*Vivelstad, Nordland, Norway.*
(Vivelstad Dampskibsselskab.)

| | |
|---|---|
| s. Ragnar | 59 |

**Falck, M.,**
*Arendal, Norway.*

| | |
|---|---|
| Infatigable | 823 |

**Falck, Ths. S.,**
*Stavanger, Norway.*

| | |
|---|---|
| s. Agnar | 304 |
| s. Alf | 196 |
| Carl Pihl | 672 |
| s. Colibri | 190 |
| Condor | 381 |
| Einar Tambarskjelver | 894 |
| Frigga | 924 |
| Globus | 959 |
| Grundloven | 809 |
| Guldregn | 871 |
| Heidrun | 1326 |
| s. Hermes | 210 |
| Jonas Lie | 285 |
| Leif | 455 |
| Neptun | 386 |
| Penguin | 198 |
| Riverside | 1173 |
| s. Rogaland | 784 |
| Rosenberg | 845 |
| Semiramis | 1018 |
| Senta | 2008 |
| Sigurd Jarl | 435 |
| s. Standard | 818 |
| s. Stavanger | 577 |
| Sumarlide | 943 |
| Valuta | 940 |
| s. Vulcan | 953 |

**Falk, N. H.,**
*Eureka, Cal., U.S.*

| | |
|---|---|
| Charles E. Falk | 284 |

**"Falken," Ångf. Aktieb.,**
*Gothenburg, Sweden.*
*See* G. E. FALCK.

**Falkinburg, O. C.,**
*Tuckerton, New Jersey, U.S.*

| | Net Tons |
|---|---|
| Ida B. Gibson | 224 |

**Falkland Islands Co.,**
61, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| Thetis | 305 |

**Fall, Daniel,**
*Port Rush, co. Antrim.*

| | |
|---|---|
| Rhoda | 99 |

**Fallesen & Fisker,**
*Frederiksborggade*, 19, *Copenhagen, Denmark.*

| | |
|---|---|
| Water Fox | 348 |

**Fallon, L. C.,**
*New Orleans.*

| | |
|---|---|
| s. Foxhall | 538 |

**Falls Line.**
*See* WRIGHT, GRAHAM & CO.

**Falmouth Docks,**
*Falmouth.*
*See* H. J. BOWLES.

**Falmouth Towage Co., Ld.,**
*Falmouth.*

| | |
|---|---|
| s. Briton | 19 |
| s. Dragon | 6 |

**Falp, F.,**
*Barcelona, Spain.*

| | |
|---|---|
| Guayaquil | 313 |

**"Fama," Ångf. Aktiebol.,**
*Oskarshamn, Sweden.*
*See* P. DEURELL.

**Fanning, William,**
*Halifax, N.S.*

| | |
|---|---|
| Mary E. Bliss | 188 |

**Fanshawe, Lt.-Col. E. C.,**
13, *Gunterstone Road, West Kensington, London.*

| | |
|---|---|
| Phryne | 29 |

**Färdig, O. A.,**
*Nystad, Finland.*

| | |
|---|---|
| Tre-Syskon | 677 |

**Farina, G. B., fu Antonio,**
*Vico Casana* 2, *Genoa, Italy.*

| | |
|---|---|
| Domenica Lanata | 559 |

**Farmanoglou, E.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayah Nicola | 273 |

**Farnill, Paul,**
*Marshfield Road, Goole, Yorkshire.*

| | |
|---|---|
| Fern | 100 |
| Prosperity | 84 |

**Farnsworth, J. R.,**
*Rockland, Maine, U.S.*

| | Net Tons |
|---|---|
| Empress | 115 |

**Faro & Lima,**
*Lisbon, Portugal.*

| | |
|---|---|
| Jesuina I | 123 |

**Farquharson, Donald,**
*Charlotte Town, P.E.I.*

| | |
|---|---|
| s. Coila | 162 |

**Farrand, G. L.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Ella Francis | 146 |

**Farrant, Charles Y.,**
7, *Chaddlewood Avenue, Plymouth.*

| | |
|---|---|
| Susan | 50 |

**Farrar, Groves & Co.,**
147, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Caldy | 1960 |
| s. Fastnet | 1416 |
| s. Girdleness | 1196 |
| s. Lundy | 1153 |
| s. Orfordness | 1260 |
| s. Rockabill | 1611 |
| s. Skerryvore | 2200 |
| s. Start | 1554 |
| s. Tuskar | 1969 |
| s. Wolf | 1548 |

**Farrell, James,**
24, *Scarlet Street, Drogheda, Louth.*

| | |
|---|---|
| Morecambe Belle | 100 |

**Farrell, John,**
*Quay Street, Dundalk, co. Louth.*

| | |
|---|---|
| Warree | 99 |

**Farrell, Richard,**
*Youghal, co. Cork.*

| | |
|---|---|
| Charmian | 555 |
| Helen Mar | 100 |
| Mary Hounsell | 138 |
| Nameless | 143 |
| Ringdove | 399 |
| Victor | 152 |

**Farrell & Son,**
*Catherine Street, Waterford.*

| | |
|---|---|
| Ospray | 130 |

**Farrell, W. H.,**
*The Quay, Waterford.*

| | |
|---|---|
| Eagle | 137 |

**Farren, George,**
*Trefenai, Carnarvon.*

| | |
|---|---|
| s. Lady Bessie | 79 |

**Farrer, C. A.,**
*Meaford, Ontario.*

| | |
|---|---|
| s. Favourite | 334 |

**Farup, S. J.,**
*Nordby, Denmark.*

| | |
|---|---|
| H. Grohmann | 242 |

**Farwell, E. S.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Jordan L. Mott | 132 |

**Farwell, Nathan A.,**
*Rockland, Maine, U.S.*

| | Net Tons |
|---|---|
| Carrie L. Hix | 140 |
| Nautilus | 128 |

**Fasce, G. B.,**
*Recco, Italy.*

| | |
|---|---|
| Fedelta | 628 |

**Faulbaum**
(c/o Aug. Frisk),
*Riga, Russia.*

| | |
|---|---|
| Kolumbus | 306 |

**Faulkingham, O. B.,**
*Jonesport, Maine, U.S.*

| | |
|---|---|
| Bertram N. White | 447 |

**Faulkingham, W. H.,**
*Jonesport, Maine, U.S.*

| | |
|---|---|
| James Warren | 111 |

**Faulkner, Alexander D.,**
*Londonderry, N.S.*

| | |
|---|---|
| Thomas Faulkner | 1090 |

**Faulkner, R. D. G.,**
*Hantsport, Hants Co., N.S.*

| | |
|---|---|
| Emma R. Smith | 371 |

**Faust & Piaggio,**
*Callao, Peru.*

| | |
|---|---|
| Torritas | 110 |

**Fauvel, W. Le B.,**
*Paspebiac, co. Bonaventure, Canada.*

| | |
|---|---|
| Reaper | 119 |

**Fauvel, W. Le B., & A. S. Amy,**
*Paspebiac, co. Bonaventure, Canada.*

| | |
|---|---|
| Zingara | 174 |

**Fava, G.,**
*Voltri, Italy.*

| | |
|---|---|
| Maria | 229 |

**Fearnley & Eger,**
*Christiania, Norway.*

| | |
|---|---|
| s. Framnes | 1147 |
| s. Frogner | 839 |
| s. Garonne | 404 |
| s. Oscarshall | 915 |
| s. Skarpsno | 1395 |
| s. Sunpulp | 391 |
| (Kristiania Dampskibs Selskab). | |
| s. Bygdö | 771 |
| s. Oslo | 780 |

**Feizi, Abahnahlee Ali Tohelebi oglou,**
*Abahnah, Turkey.*

| | |
|---|---|
| Istephan | 192 |

**Feizi, Terebolielee Hajee, & Co.,**
*Terebolie, Asiatic Turkey.*

| | |
|---|---|
| Dervisch-i-Bahri | 120 |

**Feizi, Terebolielee Mimar oglou Ahmed oglou Hajee,**
*Terebolie, Asiatic Turkey.*

| | |
|---|---|
| Zinnet Deriyah | 153 |

**Feizi Captan, Hadji,**
*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| Flamman-Illat | 147 |

**Feizi oglou, Ineboli Hajee, & Co.,**
*Ineboli, Asiatic Turkey.*

| | |
|---|---|
| Ilish | 125 |

**Feizullah, Kooroojeh-Shilleelee,**
*Kooroojeh, Shillee, Turkey.*

| | |
|---|---|
| Feizi Bahri | 147 |

**Feldman, Alexander J.,**
*Rostoff-on-Don, Russia.*

| | |
|---|---|
| s. Amalia | 286 |
| s. Hellas | 447 |
| s. Jakob | 286 |

**Fell, J. J.,**
17, *Huntress Row, Scarboro'.*

| | |
|---|---|
| Belle | 192 |
| Wilhelm | 133 |

**Fell, John R.,**
237, *South Third Street, Philadelphia, U.S.*

| | |
|---|---|
| John R. Fell | 336 |
| Sarah D. Fell | 552 |

**Fenimore, G. W.,**
105, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| Eliza J. McManemy | 746 |

**Fenner, A. E., (Mrs.,)**
*Milton House, Regent's Road, Yarmouth.*

| | |
|---|---|
| s. Salamander | 16 |

**Fenwick & Co.,**
*Abchurch Chambers, Abchurch Lane, London, E.C.*

| | |
|---|---|
| s. Adowa | 1347 |
| s. Belmont | 577 |

**Fenwick, John,**
19, *Bridge Street, Sydney, N.S.W.*

| | |
|---|---|
| s. Hero | 1 |
| s. Newburgh | 1 |

**Fenwick, John, & Son,**
57, *Gracechurch Street, London, E.C.*

| | |
|---|---|
| s. Beamish | 791 |
| s. Berrington | 479 |
| s. Drever | 559 |
| s. Eastwood | 571 |
| s. Hawthorns | 451 |
| s. Henry Morton | 570 |
| s. J. R. Hinde | 414 |
| s. James Joicey | 443 |
| s. JohnMcIntyre | 575 |
| s. Langdon | 790 |
| s. Marpessa | 1079 |
| s. Mary Nixon | 446 |
| s. Mazeppa | 696 |
| s. Miranda | 593 |
| s. Nerissa | 1205 |
| s. New Pelton | 470 |
| s. Newburn | 422 |
| s. Northdene | 843 |
| s. Northumbria | 529 |
| s. Ringwood | 541 |
| s. Roxana | 544 |
| s. Ryhope | 432 |
| s. Sabrina | 523 |
| s. Samuel Laing | 337 |
| s. Stelling | 492 |
| s. Tanfield | 441 |
| s. Tom John Taylor | 480 |
| s. Trevethick | 459 |
| s. Urpeth | 672 |
| s. Vanessa | 717 |
| s. Zanetta | 832 |

**Fenwick, Matthew,**
21, *St. Martin's Place, Scarboro.'*

| | Net Tons |
|---|---|
| Teviot | 134 |

**Fenwick, R. B., & J. Reay,**
*Pelton Colliery Office,* 13, *Lombard Street, Newcastle.*

| | |
|---|---|
| s. Brio | 700 |
| s. Moto | 873 |
| s. Presto | 563 |
| s. Rondo | 739 |
| s. Sinloo | 600 |
| s. Spero | 504 |
| s. Tempo | 688 |

**Fenwick, Stobart & Co., Ld.,**
*Abchurch Chambers, London, E.C.*

| | |
|---|---|
| Ethel | 654 |
| s. Eva | 820 |
| s. Glannibanta | 535 |
| s. Mimi | 564 |
| (W. France & Co., Ld.) | |
| s. Lutetia | 516 |
| s. Nina | 505 |
| s. Northwood | 345 |
| s. Paradox | 381 |

**Fenwick, T.,**
*Ballina, Richmond River, N.S.W.*

| | |
|---|---|
| Lady Franklin | 166 |
| s. Protector | 100 |

**Feonfani, F., & Co.,**
*Taganrog, Russia.*

| | |
|---|---|
| s. Phœnix | 275 |

**Feray,**
*Granville, France.*

| | |
|---|---|
| Bonne Joséphine | 139 |

**Ferdel,**
*Vannes, France.*

| | |
|---|---|
| Marie Amanda | 100 |

**Ferentino, E. C.,**
*Syra, Greece.*

| | |
|---|---|
| Kefalos | 118 |

**Ferguson, Davidson & Co.,**
4*a*, *St. Andrew's Square, Edinburgh.*
(Scottish Oriental S.S. Co., Ld.).

| | |
|---|---|
| s. Bangkok | 197 |
| s. Chow Fa | 1055 |
| s. Devawongse | 1057 |
| s. Kong Beng | 862 |
| s. Loo Sok | 1020 |
| s. Mongkut | 859 |
| s. Phra Chom Klao | 1012 |
| s. Phra Chula Chom Klao | 1012 |
| s. Phra Nang | 1021 |
| s. Taichiow | 862 |

**Ferguson, J.,**
72 *Bishopsgate Street, London, E.C.*

| | |
|---|---|
| Royal Forth | 2988 |

**Ferguson, John S.,**
*Port Sunlight, Bebington, Chester.*

| | |
|---|---|
| s. Life Buoy | 64 |

**Ferguson & Letham,**
29, *Cathcart Street, Greenock.*

| | |
|---|---|
| Armida | 1624 |
| Brenda | 1995 |
| Brenhilda | 1321 |
| Norna | 1050 |
| Rowena | 1924 |
| Ulrica | 1923 |

**Ferguson, Louis J.,**
8*a*, *Rumford Place, Liverpool.*

| | |
|---|---|
| Glenericht | 2341 |

**Ferguson & Reid,**
109, *Hope Street, Glasgow.,*

| | Net Tons |
|---|---|
| s. Cyanus | 1026 |
| s. Vascongada | 922 |

**Ferguson, Thomas J.,**
*Rockspring, Limerick.*

| | |
|---|---|
| Uzziah | 198 |

**"Ferm," Angbåts Aktieb.,**
*Gothenburg, Sweden.*
*See* A. BROSTRÖM.

**Fermanoglis, J.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Anatoli | 247 |

**Fernald, A. E.,**
*Winterport, Maine, U.S.*

| | |
|---|---|
| Telumah | 219 |

**Fernandes, D. A.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Mondego | 163 |

**Fernandes, Jose L.,**
*Rua de Bellomente* 77, *Oporto, Portugal.*

| | |
|---|---|
| Joven Irene | 141 |

**Fernandes, M. M.,**
*Viana do Castello, Portugal.*

| | |
|---|---|
| Maria | 148 |

**Fernandez, Anto., & Co.,**
*Santander, Spain.*

| | |
|---|---|
| s. Fernandez Sanz | 118 |

**Fernandez, J. M.,**
*Santa Eugenia de Ribeira, Spain.*

| | |
|---|---|
| J. M. F. | 352 |
| Juanita | 318 |
| Maria Dolores | 355 |
| Minerva | 133 |

**Fernandez, M.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Orion | 215 |

**Fernie, H., & Sons,**
7, *Rumford Street, Liverpool.*
(Liverpool Shipping Co., Ld.).

| | |
|---|---|
| Argomene | 1579 |
| Aristomene | 1632 |
| Cashmere | 1245 |
| Champion | 1359 |
| Chrysomene | 1778 |
| Cleomene | 1370 |
| Cypromene | 1750 |
| Dynomene | 1809 |
| Eulomene | 2539 |
| Jessomene | 1796 |
| Laomene | 1746 |
| Mylomene | 1803 |
| Philomene | 1352 |
| Pythomene | 1796 |
| Royal Alice | 1199 |
| Sardomene | 1861 |

**Fernie, W. J.,**
*Moss Bank, Aintree, Liverpool.*

| | |
|---|---|
| Sir Robert Fernie | 2410 |

**Ferrando, Juan,**
*Callao, Peru.*

| | |
|---|---|
| Rosa Maria | 132 |

**Ferrara, G., & Sons,**
*Naples, Italy.*

| | Net Tons |
|---|---|
| Addolorata | 472 |

**Ferrara, S.,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Gennaro | 105 |
| Il Venerabile Vincenzo Romano | 129 |
| Madre Maria | 107 |

**Ferrari, D.,**
*Camogli, Italy.*

| | |
|---|---|
| Uniti | 594 |

**Ferrari, F.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Milano | 417 |

**Ferrari, F. Casabona (Vedova),**
*Camogli, Italy.*

| | |
|---|---|
| Felicina Ferrari | 823 |
| Genitori F. | 807 |

**Ferrari, G. B., fu G.,**
*Camogli, Italy.*

| | |
|---|---|
| Emilia F. | 484 |
| Nilo | 428 |

**Ferrari in Franchini, Cesira,**
*Firenze, Italy.*

| | |
|---|---|
| s. Cuore ed Arte | 136 |

**Ferraro, Rocco,**
*Procida, Italy.*

| | |
|---|---|
| Pasqualino | 389 |

**Ferrat, H.,**
*Tamatave, Madagascar.*

| | |
|---|---|
| s. Touareg | 447 |

**Ferreira, A. M., & J. Da Silva Pereira,**
*Lisbon, Portugal.*

| | |
|---|---|
| Tricana | 184 |

**Ferreira, J. A., & Co.,**
*Rua da Alfandega, Lisbon, Portugal.*

| | |
|---|---|
| Emilia | 659 |
| Florinda | 887 |

**Ferreira, Levy, & Co.,**
*Para, Brazil.*

| | |
|---|---|
| s. Oyapacá | 336 |

**Ferreiros, Pedro,**
*Villagarcia, Spain.*

| | |
|---|---|
| Anita | 205 |
| Ciscar | 292 |
| J. F. | 136 |

**Ferrer, Antonio,**
*Alicante, Spain.*

| | |
|---|---|
| Deniense | 136 |

**Ferrer, B. Canet,**
*Palma, Majorca.*

| | |
|---|---|
| Virgen del Camino | 212 |

**Ferrer, P., y Casals,**
*Barcelona, Spain.*

| | |
|---|---|
| Linda | 361 |

**Ferrer, J., y Casanova,**
*Barcelona, Spain.*

| | Net Tons |
|---|---|
| Francisco | 224 |

**Ferrer y Casellas, J.,**
*Puebla del Caraminal, Coruña, Spain.*

| | |
|---|---|
| Marles | 391 |

**Ferrer y Casellas, V.,**
*Puebla del Caraminal, Coruña, Spain.*

| | |
|---|---|
| Princesa Dagmar | 421 |

**Ferrés, C.,**
*Barcelona, Spain.*

| | |
|---|---|
| Maria Teresa | 991 |

**Ferris, John H.,**
*South Norwalk, Connecticut, U.S.*

| | |
|---|---|
| Eva L. Ferris | 561 |
| Jennie C. May | 838 |

**Ferro, G. B.,**
*Camogli, Genoa, Italy.*

| | |
|---|---|
| Figli | 537 |

**Fevig Jernskibsbyggeri,**
*Fevig, Norway.*

| | |
|---|---|
| Borghild | 303 |

**Fex, H. J.,**
*Lerhamn, Höganäs, Sweden.*

| | |
|---|---|
| Cristina | 314 |
| Ingeborg | 315 |

**Fex, N. S.,**
*Lerhamn, Höganäs, Sweden.*

| | |
|---|---|
| Catharina | 267 |

**Fischer & Brüll,**
*Fiume, Austro-Hungary.*

| | |
|---|---|
| s. Marguerite | 361 |

**Fichet & Co.,**
*St. Malo, France.*

| | |
|---|---|
| s. Duguay Trouin | 45 |
| s. St. Malo | 36 |
| s. Trois Villes | 13 |

**Fickett, M.,**
*Portland, Maine, U.S.*

| | |
|---|---|
| Mattie J. Alles | 215 |

**Fichett, Mary A.,**
*Milbridge, Maine, U.S.*

| | |
|---|---|
| Ulrica R. Smith | 139 |

**Fidler, C. L.,**
*Dennisville, U.S.*

| | |
|---|---|
| J. Henry Edmunds | 270 |

**Field, Alexander,**
*Killyléagh, co. Down.*

| | |
|---|---|
| Doris | 97 |
| Mary Coles | 178 |

**Field, Henry E.,**
*Saul, Gloucestershire.*

| | |
|---|---|
| Island Maid | 99 |

**Fieldgate, Thomas,**
*Newhaven, Sussex.*

| | |
|---|---|
| Harriett | 139 |



s. désigne les Vapeurs.

**Fields, C. S.,**
*Sandside, Scarboro'.*

| | Net Tons |
|---|---|
| s. Flying Squall | 24 |
| s. Flying Sylph | 15 |

**Fienga, S.,**
*Porto Vittorio Emmanuele, Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Sant' Agnello | 358 |

**Figari, Adolfo,**
*Lima, Peru.*

| | |
|---|---|
| Pedro Peral | 507 |

**Figari, G. B.,**
*Genoa, Italy.*

| | |
|---|---|
| Aspasia | 588 |

**Figari, G. B., di F.,**
*Camogli, Italy.*

| | |
|---|---|
| Teresa | 135 |

**Figari, Giacomo di F.,**
*Camogli, Italy.*

| | |
|---|---|
| Fortunato F. | 1027 |

**Figuerola, M. R.,**
*Majorca.*

| | |
|---|---|
| Julia | 116 |

**Filaretos.**
*Piræus, Greece.*

| | |
|---|---|
| Georgios Filaretos | 430 |

**Filinis, G. M., & Co.,**
*Syra, Greece.*

| | |
|---|---|
| Avra | 347 |

**Filipango, H.,**
*Athens, Greece.*

| | |
|---|---|
| s. Lavrion | 102 |

**Filippakis, I.,**
*Syra, Greece.*

| | |
|---|---|
| Panagia Karoussena | 296 |

**Filitoff, H.,**
*Kertsch, Russia.*

| | |
|---|---|
| Isodia | 181 |

**Filjonjee Kirher velideh Bedros,**
*Constantinople, Turkey.*

| | |
|---|---|
| Alexandre | 147 |

**Fillini frères,**
*Syra, Greece.*

| | |
|---|---|
| Trias | 655 |

**Findlay, John,**
*68, Harbour Street, Nairn, co. Nairn.*

| | |
|---|---|
| Maggie | 100 |

**Finikioti, Fratelli,**
*Castelrosso, Turkey.*

| | |
|---|---|
| Tris Adelphi | 256 |

**Finimore, H. H.,**
*Holborn Place, Plymouth.*

| | |
|---|---|
| Annie | 65 |

**Finlay (Campbell) & Co.,**
12, *Bogle Street, Greenock.*

| | Net Tons |
|---|---|
| Kenmore | 931 |
| Kensington | 1645 |

**Finnberg, C.,**
*Karis, Russia.*

| | |
|---|---|
| Lojo | 226 |

**Finne, A. Fr.,**
*Risör, Norway.*

| | |
|---|---|
| Hera | 244 |
| Lesseps | 364 |

**Finska Angfartygs Aktiebolaget**
(L. Krogius).
*Helsingfors, Finland.*

| | |
|---|---|
| s. Astræa | 662 |
| s. Capella | 610 |
| s. Ceres | 678 |
| s. Finland | 352 |
| s. Jakobstad | 384 |
| s. Norra Finland | 443 |
| s. Orion | 668 |
| s. Pallas | 683 |
| s. Regulus | 711 |
| s. Rhea | 723 |
| s. Sirius | 664 |
| s. Torneå | 397 |
| s. Uleåborg | 347 |
| s. Urania | 706 |
| s. Vesta | 677 |
| s. Von Döbeln | 359 |
| s. Wasa *(Gross)* | 277 |

**Firhard Captan, Rizehlee,**
*Rizeh, Asiatic Turkey.*

| | |
|---|---|
| Hiftzi Rahmin | 166 |

**Firpo, Vincenzo, & Co.,**
*Genoa, Italy.*

| | |
|---|---|
| Colomba D. | 823 |
| Gioanin | 287 |
| Pitilitti | 543 |

**Fischer, F. W.,**
*Kossfelder Strasse No. 23, Rostock, Germany.*

| | |
|---|---|
| August Marie | 256 |
| s. Eugene Krohn | 581 |
| s. Louis Krohn | 435 |
| Marie Stahl | 270 |
| Rudolphine Burchard | 277 |
| Semmy Cohn | 435 |

**Fischer, Harald,**
*Korsör, Denmark.*

| | |
|---|---|
| Dagmar | 385 |

**Fischer, Holger,**
*Christiania, Norway.*

| | |
|---|---|
| s. Bandak | 85 |

**Fischer, J.,**
*Riga, Russia.*

| | |
|---|---|
| Anna Ottilie | 232 |

**Fischer, J.,**
*Angern, Russia.*

| | |
|---|---|
| Selonia | 278 |

**Fischer, M. N.,**
*Veile, Denmark.*

| | |
|---|---|
| Olga | 931 |
| Wedle | 288 |

**Fischer, N. H.,**
*Sönderho, Fanö, Denmark.*

| | |
|---|---|
| Otto | 103 |

**Fiscovich, C.,**
*Orebich, Austro-Hungary.*

| | Net Tons |
|---|---|
| Hrabren | 439 |

**Fisher, E. A.,**
*Sayreville, New Jersey, U.S.*

| | |
|---|---|
| Mary A. Fisher | 111 |

**Fisher, Frederick T.**
9, *Gracechurch Street, London, E.C.*

| | |
|---|---|
| s. Wharfinger | 68 |

**Fisher, J. A.,**
*Cotuit, Mass., U.S.*

| | |
|---|---|
| Joseph Eaton, jun. | 182 |

**Fisher, Jas., & Sons,**
*Barrow-in-Furness, Lancashire.*

| | |
|---|---|
| Alice Bannister | 92 |
| Annie Crossfield | 90 |
| Annie Park | 179 |
| s. Bay Fisher | 177 |
| Beatrice | 79 |
| Betty Russell | 128 |
| Bidsie & Bell | 158 |
| Brandon | 110 |
| Bridget Smith | 97 |
| Claggan | 84 |
| Creek Fisher | 118 |
| Edith Crossfield | 91 |
| Elizabeth Alice | 121 |
| Ellie Park | 89 |
| Fanny Crossfield | 93 |
| Ford Fisher | 100 |
| Francis | 98 |
| Gauntlet | 98 |
| Harry Russell | 136 |
| Holly How | 99 |
| J.T.S. | 108 |
| James W. Fisher | 153 |
| Joseph | 99 |
| Julia | 132 |
| Lake Patos | 99 |
| s. Lough Fisher | 169 |
| Louie Bell | 95 |
| Mary Armstead | 93 |
| Mary Miller | 93 |
| Mary Watkinson | 135 |
| Old Hunter | 79 |
| Pool Fisher | 99 |
| R. F. Bell | 143 |
| s. Race Fisher | 184 |
| Rusko Castle | 89 |
| Sarah Anne | 136 |
| Sarah Gibson | 170 |
| s. Sea Fisher | 126 |
| Shoal Fisher | 99 |
| s. Strait Fisher | 185 |
| s. Stream Fisher | 188 |
| Woolton | 209 |

**Fisher, John F.,**
*c/o* D. S. Stetson & Co.,
109, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| George Taulane, jun. | 442 |

**Fisher & Randall, Ld.,**
*Forrest Street, off Park Lane, Liverpool.*

| | |
|---|---|
| s. Footah | 62 |
| s. Susu | 95 |

**Fisher, R. B.,**
*Philadelphia, U.S.*

| | |
|---|---|
| Emily H. Naylor | 266 |

**Fisher, Renwick & Co.,**
*Prince's Buildings, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Albertina | 453 |
| s. Baines Hawkins | 464 |
| s. Blencowe | 304 |
| s. Caradoc | 861 |
| s. Cragg | 333 |
| s. Eastham | 331 |
| s. Ella Sayer | 1095 |
| s. Gathorne | 744 |
| s. Henry Fisher | 310 |
| s. Kate Forster | 619 |
| s. Lodore | 468 |
| s. Loughbrow | 446 |
| s. Marie Fleurie | 279 |
| s. Millicent | 474 |
| s. Pandora | 542 |
| s. Renwick | 402 |
| s. Springhill | 404 |
| s. Trio | 310 |
| s. Tyne | 422 |
| s. Wiltshire | 316 |

**Fisher & Sprott,**
7, *Fenchurch Avenue, London, E.C.*

| | Net Tons |
|---|---|
| Ellesmere | 2530 |
| Eusemere | 2380 |
| Grasmere | 1157 |
| Kentmere | 2347 |
| Rydalmere | 1246 |
| Thirlmere | 1625 |
| Windermere | 2840 |

**Fisher, Thos.,**
*Fleetwood, Lancashire.*

| | |
|---|---|
| Elizabeth Ellen Fisher | 93 |
| Emma Grace | 95 |
| Katie Swyny | 186 |
| Liffey Maid | 93 |
| Minnie Sommers | 219 |
| Richard Fisher | 170 |

**Fisk, Uriah B.,**
*West Dennis, Mass., U.S.*

| | |
|---|---|
| Clarence H. Vennor | 888 |
| Henry Withington | 502 |
| James B. Pace | 609 |
| O. D. Witherell | 600 |
| W. H. Oler | 659 |

**Fisker, P. L.,**
*Amaliegade* 33, *Copenhagen, Denmark.*
(Dampskibsselskabet "Kjöbenhavn.")

| | |
|---|---|
| s. Carl Hecksher | 1043 |
| s. Fyen | 870 |
| s. Hafnia | 1039 |
| s. Jylland | 881 |
| s. Russia | 1022 |
| s. Sjælland | 882 |

(Dampskibsselskabet "Union.")

| | |
|---|---|
| s. Olga | 242 |

**Fisser, H. J.,**
*Bremen, Germany.*

| | |
|---|---|
| Astronom | 802 |
| Heinrich Fisser | 265 |
| Heinrich Horn | 265 |

**Fitilli, Flli., & Paglios,**
*Syra, Greece.*

| | |
|---|---|
| Aglaia Vagliano | 328 |

**Fitzgerald, D. W.,**
*South Shields.*

| | |
|---|---|
| s. Rothbury | 568 |

**Fitzgerald, Thos.,**
*Sydney, N.S.W.*

| | |
|---|---|
| Excelsior | 380 |

**Fitzmaurice, M.,**
19, *Frederick Street, Limerick.*

| | |
|---|---|
| Volant | 167 |

**Fitzpatrick, Philip,**
106, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| City of Philadelphia | 367 |
| Collin W. Walton | 428 |
| Joel Cook | 381 |

**Fjermstad, P.,**
*Drontheim, Norway.*
(Uttrnödelagens Dampbaadssamlag.)

| | |
|---|---|
| s. Rein | 84 |

**Flampin, J. S.,**
*Corunna, Spain.*

| | |
|---|---|
| Nuevo Mal Genio | 165 |

**Flanagan, Mary A. (Mrs.),**
*Skerries, co. Dublin.*

| | Net Tons |
|---|---|
| Baltic | 100 |

**Flechas, R. Moll.,**
*Palma, Majorca.*

| | |
|---|---|
| Joven Antonio | 237 |

**Fleischer, F. W.,**
*Stralsund, Germany.*

| | |
|---|---|
| Friedrich Wilhelm | 236 |

**Fleming, Michael,**
*Youghal, co. Cork.*

| | |
|---|---|
| Citizen | 184 |
| Dei Gratia | 296 |

**Flensburg - Ekensunder Dampfschifffahrts-Gesellschaft**
(Manager—F. M. Bruhn),
*Flensburg, Germany.*

| | |
|---|---|
| s. Adler | 83 |
| s. Ernst Günther | 89 |

**Flensburg-Ekensunder & Sonderburger Dampfschifffahrts-Gesellschaft,**
*Flensburg, Germany.*

| | |
|---|---|
| s. Kanal | 119 |

**Flensburg - Stettiner Dampfschifffahrt-Gesellschaft**
(Manager—W. C. Frohne),
*Flensburg, Germany.*

| | |
|---|---|
| s. Saturn | 268 |
| s. Sexta | 161 |
| s. Silvia | 186 |
| s. Stella | 328 |

**Flensburger Dampfschifffahrt-Gesellschaft v. 1869,**
*Flensburg, Germany.*

| | |
|---|---|
| s. Decima | 1145 |
| s. Deuteros | 1251 |
| s. Hebdomos | 880 |
| s. Hektos | 854 |
| s. Pemptos | 1541 |
| s. Protos | 1149 |
| s. Secunda | 443 |
| s. Septima | 925 |
| s. Tetartos | 1578 |
| s. Tritos | 1340 |

**Fleres, Lotterio,**
*Messina, Sicily.*

| | |
|---|---|
| Giovanni | 286 |

**Fletcher, H.,**
*Port Adelaide, S.A.*

| | |
|---|---|
| County of Ayr | 499 |

**Fletcher, G. H., & Co.,**
*Mersey Chambers, Liverpool.*

| | |
|---|---|
| Iron Queen | 796 |
| Maravilla | 656 |

**Fletcher, Maria S. (Mrs.),**
53, *Crown Street, Lowestoft.*

| | |
|---|---|
| Prosper | 122 |

**Flinn, H. S.,**
70, *Queen Square, Bristol.*

| | |
|---|---|
| s. Hamilton | 2355 |

### Flinn, Main & Montgomery,

*24, James Street, Liverpool.*

| | Net Tons |
|---|---|
| Formosa | 915 |
| Serica | 913 |

(Mississippi & Dominion S.S. Co., Ld.)

(DOMINION LINE.)

| | |
|---|---|
| s. Dominion | 2032 |
| s. Labrador | 2998 |
| s. Marion | 67 |
| s. Ontario | 2017 |
| s. Oregon | 2373 |
| s. Sarnia | 2400 |
| s. Texas | 1834 |
| s. Toronto | 2166 |
| s. Vancouver | 3401 |

### Flint & Co.,

*66, Broad Street, New York, U.S.*

| | |
|---|---|
| A. J. Fuller | 1782 |
| Alice McDonald | 624 |
| C. R. Flint | 253 |
| John McDonald | 2172 |
| Kate S. Flint | 555 |
| M. P. Grace | 1863 |
| Pactolus | 1145 |
| Pactolus | 1585 |
| Saint David | 1536 |
| Saint Frances | 1811 |
| St. James | 1488 |
| St. Katherine | 1193 |
| Saint Nicholas | 1723 |
| Wallace B. Flint | 793 |

### Flitner, G. H.,

*Boston, Mass., U.S.*

| | |
|---|---|
| Fostina | 364 |

### Flitner, J. H., & Co.,

*200, Commercial Street, Boston, Mass., U.S.*

| | |
|---|---|
| Emily F. Whitney | 1249 |
| Mary E. Russell | 548 |
| Woodbury | 364 |

### Floco, Demetrio,

*Syra, Greece.*

| | |
|---|---|
| Genisis Theotokou | 130 |

### Flodman, G.,

*Örebro, Sweden.*

| | |
|---|---|
| s. Örebro I. | 139 |
| s. Örebro II. | 178 |

### Flöistad, N. A.,

*Arendal, Norway.*

| | |
|---|---|
| Ibis | 456 |

### Flörenæs, C. B.,

*Lillesand, Norway.*

| | |
|---|---|
| Jofur | 201 |

### Flores, Jesinno Augusto Carlos,

*Brooklyn, N.Y.*

| | |
|---|---|
| Annina | 107 |

### Florida Central & Peninsular Railroad Co.,

*Jacksonville, Fla., U.S.*

| | |
|---|---|
| s. Farmer | 433 |

### Flornæs, A. M.,

*Rue Nassau, Antwerp, Belgium.*

| | |
|---|---|
| Christian | 255 |
| Ellora | 1589 |
| Juana | 382 |
| Ophelia | 1179 |

### Flornoy, Louis, & fils,

*Quai de la Fosse 58, Nantes, France.*

| | Net Tons |
|---|---|
| s. Corine | 154 |
| s. Ernestine | 485 |
| s. Loire & Bretagne | 73 |
| s. Louis | 864 |
| s. Lucy | 79 |
| s. Mitidjah | 782 |

### Flower & Everett,

*69, King William Street, London, E.C.*

| | |
|---|---|
| s. William Flower | |

### Floyd & Newins,

*177, South Street, New York, U.S.*

| | |
|---|---|
| Eleanor | 342 |
| Nellie Floyd | 435 |

### Floyd, W. B.,

*Winthrop, Mass., U.S.*

| | |
|---|---|
| Ellen M. Baxter | 206 |
| Henry N. Squire | 292 |

### Flynn, G. F.,

*Machias, Maine, U.S.*

| | |
|---|---|
| George D. Perry | 118 |

### Foard Co., The Jos. R.,

*Baltimore, U.S.*

| | |
|---|---|
| s. Pennwood | 78 |

### Foca, C. A.,

*Cephalonia, Greece.*

| | |
|---|---|
| s. Eptanisos | 36 |

### Foca, G. A.,

*Cephalonia, Greece.*

| | |
|---|---|
| s. Focas | 1480 |

### Focas, F.,

*Hydra, Greece.*

| | |
|---|---|
| Agios Georgios | 437 |

### Focca, A. & T. N.,

*Syra, Greece.*

| | |
|---|---|
| Kefalonia | 279 |

### Fochs y Ca.,

*16, Calle David, Manila, Philippine Islands.*

| | |
|---|---|
| Enrique | 219 |

### Fochting, Attime,

*Port Louis, Mauritius.*

| | |
|---|---|
| Louis Alfred | 117 |

### Fogelmarck, E. R.,

*Westervik, Sweden.*

| | |
|---|---|
| Cæsar | 129 |
| Cathrine | 143 |
| Duo | 258 |
| Katarina | 143 |

### Fogelström, J.,

*Fångö, Gryt, Östergötlands län, Sweden.*

| | |
|---|---|
| Mathilda | 138 |

### Fogh, Chr.,

*Arendal, Norway.*

| | |
|---|---|
| Skirner | 391 |

### Fokias, A.,

*Galaxidi, Greece.*

| | Net Tons |
|---|---|
| Agios Spyridion | 235 |

### Foley & Co.,

*116, Fenchurch Street, London, E.C.*

| | |
|---|---|
| Bayard | 1319 |
| Berar | 853 |
| Burmah | 1647 |
| Mairi Bhan | 1315 |
| Sutlej | 1672 |

### Follin, E. (Mlle.),

*Rue Sous le Bois, Fécamp, France.*

| | |
|---|---|
| Themis | 223 |

### Folquet & fils,

*St. Malo, France.*

| | |
|---|---|
| Canada | 138 |
| Marie Pauline | 150 |
| Nevada | 161 |
| Océana | 131 |

### Fölsch, H., & Co.,

*8A[1], Rathhausmarkt, Hamburg, Germany.*

| | |
|---|---|
| Banco Mobiliario | 1061 |

### Folsom, B. F.,

*17, Milk Street, Boston, Mass., U.S.*

| | |
|---|---|
| Frank M. Howes | 170 |

### Fonck, C., & Valck,

*Valparaiso, Chili.*

| | |
|---|---|
| Luisa Marta | 857 |

### Fonrodona & Pineda,

*Barcelona, Spain.*

| | |
|---|---|
| Ana & Gertrudis | 188 |

### Fonseca, C. d'A.,

*Pernambuco, Brazil.*

| | |
|---|---|
| Vats | 210 |

### Fonseca Irmaõs & Co.,

*Pernambuco, Brazil.*

| | |
|---|---|
| Elma | 447 |

### Font & Riudor,

*Barcelona, Spain.*

| | |
|---|---|
| Acancia | 169 |

### Fontanini, Raffaello,

*Via del Giardino, Viareggio, Italy.*

| | |
|---|---|
| Villa Adele | 112 |

### Fontein & Tjallingii,

*Harlingen, Holland.*

| | |
|---|---|
| Albertina Amelia | 262 |
| Oostzee Packet | 320 |

### Foote, W., & Co.,

*Robais, Guernsey.*

| | |
|---|---|
| I. C. U. | 50 |

### Förbom, G. A.,

*Hangö, Finland.*

| | |
|---|---|
| Fäderneslandet | 238 |
| Irena | 180 |

### Forcier, J.,

*St. Francois du Lac, Quebec.*

| | Net Tons |
|---|---|
| Leona | 145 |

### Forcier, Narcisse,

*Sorel, Quebec.*

| | |
|---|---|
| Jenny Lind | 101 |

### Ford & Harris,

*Morrison Street, Hobart, Tasmania.*

| | |
|---|---|
| Mary Wadley | 159 |

### Föreid, O. R.,

*Grimstad, Norway.*

| | |
|---|---|
| Solglyt | 843 |

### Foreman, D. W.,

*26, South Street, St. Andrews, Fifeshire.*

| | |
|---|---|
| Ben More | 61 |
| Enterprise | 71 |
| R. Passmore | 88 |

### Foreman, George,

*Gruces Point, Quebec.*

| | |
|---|---|
| Victor | 115 |

### Foreman, J., & Co.,

*47, Little Bedford Street, North Shields.*

| | |
|---|---|
| s. Royal Saxon | 21 |

### Foreman, W. W.,

*High Street, Whitstable, Kent.*

| | |
|---|---|
| Cautious | 138 |
| Greenwich | 188 |
| Rupert | 163 |

### Forenede Dampskibs Selskab, Det.

(Manager—C. O. E. Normann.)

*Kvasthüsgade 9, Copenhagen, K., Denmark.*

| | |
|---|---|
| s. A. N. Hansen | 948 |
| s. Aalborg | 108 |
| s. Aarhuus | 233 |
| s. Alexander III. | 1149 |
| s. Anglo Dane | 506 |
| s. Antwerpen | 1098 |
| s. Aurora | 118 |
| s. Avanti | 137 |
| s. Axelhuus | 404 |
| s. Baldur | 282 |
| s. Baron Stjernblad | 627 |
| s. Bergenhuus | 280 |
| s. Blenda | 167 |
| s. Botnia | 578 |
| s. Brage | 129 |
| s. Bryderen | 112 |
| s. C. P. A. Koch | 636 |
| s. Castor | 777 |
| s. Charkow | 476 |
| s. Chr. Broberg | 778 |
| s. Christian IX. | 787 |
| s. Christiania | 461 |
| s. Christianssund | 356 |
| s. Constantin | 504 |
| s. Dagmar | 727 |
| s. Douro | 503 |
| s. Dronning Lovisa | 384 |
| s. Dronningen | 246 |
| s. Edda | 266 |
| s. Esbern Snare | 226 |
| s. Esbjerg | 280 |
| s. Expres | 396 |
| s. Falster | 93 |
| s. Fanö | 543 |
| s. Fiona | 198 |
| s. Frederik | 702 |
| s. Fylla | 123 |
| s. Gefion | 250 |
| s. Georg | 495 |
| s. Georgios I. | 1033 |
| s. Gjedser | 201 |
| s. Gylfe | 247 |
| s. H. P. Prior | 301 |
| s. Hebe | 141 |
| s. Helsingborg | 103 |
| s. Horsens | 133 |
| s. Hveen | 118 |
| s. J. C. Jacobsen | 777 |
| s. Jolanthe | 489 |

*(continued.)*

### Forenede Dampskibs Selskab, Det.

*(continued.)*

| | Net Tons |
|---|---|
| s. Kasan | [illegible] |
| s. Kiew | [illegible] |
| s. Kjøbenhavn | [illegible] |
| s. Knuthenborg | [illegible] |
| s. Koldinghuus | [illegible] |
| s. Kronen | [illegible] |
| s. Kureren | [illegible] |
| s. Kursk | [illegible] |
| s. L. P. Homblad | [illegible] |
| s. Laura | [illegible] |
| s. Leopold II. | [illegible] |
| s. Libau | [illegible] |
| s. Limfjorden | [illegible] |
| s. Lion | [illegible] |
| s. Lolland | [illegible] |
| s. Louise | [illegible] |
| s. Lund | [illegible] |
| s. M. G. Melchior | [illegible] |
| s. Malmö | [illegible] |
| s. Minsk | [illegible] |
| s. Morsø | [illegible] |
| s. Moskov | [illegible] |
| s. Nidaros | [illegible] |
| s. Niels Brock | [illegible] |
| s. Nishnij Novgorod | [illegible] |
| s. Nordjylland | [illegible] |
| s. O. B. Suhr | [illegible] |
| s. Odin | [illegible] |
| s. Olga | [illegible] |
| s. Oluf Bager | [illegible] |
| s. Omsk | [illegible] |
| s. Öresund | [illegible] |
| s. Örnen | [illegible] |
| s. Perm | [illegible] |
| s. Pregel | [illegible] |
| s. Randers | [illegible] |
| s. Riberhuus | [illegible] |
| s. Romny | [illegible] |
| s. Saga | [illegible] |
| s. St. Knud | [illegible] |
| s. Saltholm | [illegible] |
| s. Saxo | [illegible] |
| s. Sonderjylland | [illegible] |
| s. Storebelt | [illegible] |
| s. Tejo | [illegible] |
| s. Thy | [illegible] |
| s. Thyra | [illegible] |
| s. Tomsk | [illegible] |
| s. Tula | [illegible] |
| s. Union | [illegible] |
| s. Valdemar | [illegible] |
| s. Vejle | [illegible] |
| s. Vendsyssel | [illegible] |
| s. Vesuv | [illegible] |
| s. Viking | [illegible] |
| s. Ydun | [illegible] |
| s. Zampa | [illegible] |

### Forenede Dampskibs Selskab paa Langeland og Lolland

(Manager—Emil Petersen),

*Rudkjöbing, Denmark.*

| | |
|---|---|
| s. Spodsbjerg | [illegible] |

### Forhan, Thomas,

*Halifax, N.S.*

| | |
|---|---|
| Acacia | [illegible] |
| Moss Glen | [illegible] |

### Forli & Bellenghi,

*Ravenna, Italy.*

| | |
|---|---|
| s. Pierino | [illegible] |

### Forman, Moody & Co.

*King Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Albany | [illegible] |

### Formosa, Government of,

*Tamsin, Formosa.*

| | |
|---|---|
| s. Cass | [illegible] |
| s. Fee Cheu | [illegible] |

### Formosa, H.,

*Montevideo, Uruguay.*

| | |
|---|---|
| s. El Oriental | [illegible] |

### Formosa Trading Corporation,

*Tamsin, Formosa, China.*

*See* HOPKINS, DUNN & Co.



s. désigne les Vapeurs.

**Forrest, Samuel S.,**
*Halifax, N.S.*

| | Net Tons |
|---|---|
| Ina Barclay | 461 |

**Forsayth, Emma E.,**
*Ealum Plantation, New Britain, Bismarck Archipelago.*
(Agent in Sydney—James Bremner, Box 18, Exchange, Corner Bridge and Pitt Streets, Sydney, N.S.W.)

| | |
|---|---|
| Three Cheers | 100 |

**Forsblad, J. A.,**
*Norra Hamngatan 4, Gothenburg, Sweden.*

| | |
|---|---|
| s. Albert | 132 |

**Forselius, A. G.,**
*Stockholm, Sweden.*

| | |
|---|---|
| s. Furusund | 81 |
| s. Gripsholm | 124 |
| Hermine | 289 |
| s. Köping | 68 |
| (Ångf. Rederiaktieb "Ljusterö.") | |
| s. Blidösund | 102 |
| (Ångfartygs Aktiebolaget "Svartsjölandet.") | |
| s. Ekolsund | 119 |
| s. Hillersjö | 123 |
| s. Säbyholm | 92 |

**Forsey, J., & Sawer, Sons & Oakley,**
16, *Water Lane, Great Tower Street, London, E.C.*

| | |
|---|---|
| s. Fairway | 374 |

**Forssberg, S. P.,**
*Valdemarsvik, Sweden.*

| | |
|---|---|
| Constantin | 138 |

**Forsström, A.,**
*Nystad, Finland.*

| | |
|---|---|
| Ihana | 412 |
| Tahti | 270 |

**Forsstrom, Karl,**
*Tingby, Finland.*

| | |
|---|---|
| s. Salo | 148 |
| Taimi | 323 |

**Forster, J. J. & C. M.,**
*Baltic Chambers, Newcastle-on-Tyne,*
(Newcastle Steam Ship Co., Ld.).

| | |
|---|---|
| s. Newark | 650 |
| s. Newbiggin | 557 |
| s. Newcastle | 833 |
| s. Newquay | 1347 |

**Forster, William,**
*Guildhall Chambers, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Autocrat | 996 |

**Forström, K.,**
*Åbo, Finland.*

| | |
|---|---|
| Getti | 115 |

**Forsyth, Thomas,**
*Montreal, Canada.*

| | |
|---|---|
| Ebouloise | 120 |
| Venture | 116 |

**Fort Erie Railway Co.,**
*Fort Erie, Ontario.*

| | |
|---|---|
| s. Union | 163 |

**Forteza, M. B., Dona,**
*Palma, Majorca.*

| | Net Tons |
|---|---|
| Maria Isabel | 297 |

**Forth Towing Co., Ld.,**
*Grangemouth.*

| | |
|---|---|
| s. Black Prince | 14 |
| s. Forth | 23 |
| s. Grange | 16 |
| s. Tyne | 33 |

**Fortier, Charles,**
*St. Romuald, Quebec.*

| | |
|---|---|
| St. Marie | 117 |

**Fortunas, G.,**
*Corfu, Ionian Islands.*

| | |
|---|---|
| Agios Andreas | 200 |

**Fortunat, M. C.,**
*Campeche, Mexico.*

| | |
|---|---|
| Manuel C. Fortunat | 216 |

**Forwood, Ernest H.,**
3, *Crosby Square, London, E.C.*

| | |
|---|---|
| s. Azamor | 2005 |
| s. Sully | 837 |

**Foscolo, Mango & Co.,**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Demetrio S. Schilizzi | 1277 |
| s. Marietta Ralli | 1501 |
| s. Mathilda Foscolo | 111 |
| s. Pietro Foscolo | 561 |
| s. Thiresia | 580 |

**Foss, Carl,**
*Haugesund, Norway.*

| | |
|---|---|
| s. Gustaf | 147 |
| s. Haugesund | 450 |
| s. Hörda | 373 |
| s. Trafik | 129 |

**Foss, Wilhelm,**
*Arendal, Norway.*

| | |
|---|---|
| Amalie Charlotte | 273 |

**Foster, F. W., & C. J. Henderson,**
5, *Clifden Gardens, Twickenham.*

| | |
|---|---|
| s. Marie | 325 |

**Foster, J.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| s. P. Willard | 122 |

**Foster, J. D.,**
*Emsworth, Hants.*

| | |
|---|---|
| Fortuna | 121 |

**Foster, John, & Co.,**
*Whitby.*

| | |
|---|---|
| s. Eshcolbrook | 1357 |
| s. Westbrook | 1070 |

**Foster & Pray,**
9, *Doane Street, Boston, Mass., U.S.*

| | |
|---|---|
| Governor Goodwin | 1414 |
| Harvard | 982 |
| McLaurin | 1313 |
| P. N. Blanchard | 1503 |

**Foster, S.,**
26 & 28, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Blakelev | 145 |
| Mars | 243 |

**Fougt, C. H.,**
*Stockholm, Sweden.*

| | Net Tons |
|---|---|
| Marguerite | 1199 |

**Foulis, A.,**
*Glasgow.*

| | |
|---|---|
| Edward | 190 |

**Foulkes, James,**
*Runcorn, Cheshire.*

| | |
|---|---|
| Snow Flake | 96 |

**Fouque, L.,**
*Marseilles, France.*

| | |
|---|---|
| Louis F. | 309 |

**Fourcade y Gurtubay,**
*Bilbao, Spain.*

| | |
|---|---|
| s. Cadagua | 1858 |

**Fournier & Cie.,**
*St. Georges d'Oléron, France.*

| | |
|---|---|
| s. Boyardville | 39 |

**Fowle, C. C.,**
9, *Britannia, Northam, Southampton.*

| | |
|---|---|
| Laura | 186 |

**Fowle, James L.,**
*Washington, North Carolina, U.S.*

| | |
|---|---|
| Carolina | 111 |
| Cora | 104 |

**Fox, Chas. A.,**
*Bank Chambers, Plymouth.*

| | |
|---|---|
| Alwyn | 67 |

**Föyen, O. A.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Olaf | 109 |

**Foyle Line,**
*See* W. Mitchell.

**Foyn, Enkefru Mathilde,**
*Tönsberg, Norway.*

| | |
|---|---|
| Uranos | 474 |

**Föyn, O. A.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Foynland | 695 |
| Havfruen | 278 |
| Scandia | 214 |
| Seagull | 237 |
| Sjufna | 308 |
| Urædd | 244 |

**Foyn, O. F.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Finn | 425 |

**Föyn, Sam.,**
*Tönsberg, Norway.*

| | |
|---|---|
| John Johnson | 696 |

**Föyn, Svend,**
*Tönsberg, Norway.*

| | |
|---|---|
| s. Antarctic | 226 |
| Dagen | 169 |
| Freia | 136 |
| s. Morgenen | 242 |

**Frahm, C. J.,**
*Apenrade, Germany.*

| | |
|---|---|
| Marie | 1185 |

**Fraissinet & Co.,**
6, *Place de la Bourse, Marseilles, France.*
(Compagnie Marseillaise de Navigation à Vap.)

| | Net Tons |
|---|---|
| s. Amérique | 1351 |
| s. Aude | 92 |
| s. Balkan | 1059 |
| s. Blidah | 266 |
| s. Bocognano | 379 |
| s. Braila | 1044 |
| s. Cyrnos | 390 |
| s. Durance | 284 |
| s. Europe | 1283 |
| s. Euxène | 649 |
| s. Galatz | 1029 |
| s. Gyptis | 644 |
| s. Herault | 371 |
| s. Junon | 691 |
| s. Liban | 1320 |
| s. Marie Louise | 379 |
| s. Médéah | 230 |
| s. Pelion | 1052 |
| s. Persévérant | 126 |
| s. Saint Marc | 324 |
| s. Stamboul | 1407 |
| s. Tabor | 1165 |
| s. Taurus | 1031 |
| s. Taygète | 1032 |
| s. Tibet | 1507 |
| s. Ville de Bastia | 378 |

**Framnäs Varfs Aktieb.**
(Manager—C. W. Löfgren),
*Framnäs, Wifstavarf, Sweden.*

| | |
|---|---|
| Cæsar | 463 |
| Carin | 467 |
| Framnäs | 324 |
| Maria Margretha | 738 |

**Franassovich, P.,**
c/o Funch, Edye & Co.,
27, *South William Street, New York, U.S.*

| | |
|---|---|
| Alice | 747 |

**France, W. & Co., Ld.,**
*Stanton's Wharf, Stoney Lane, Tooley Street, London, S.E.*
*Abchurch Chambers, Abchurch Lane, London, E.C.*
*See* Fenwick, Stobart & Co.

**Franceschi, Schiaffino & Co.**
*Algiers, Algeria.*

| | |
|---|---|
| s. A. Schiaffino | 191 |
| s. Douro | 68 |
| s. Emile Eloïse | 158 |
| s. Mathilde | 92 |

**Francesconi, C.,**
*Leghorn, Italy.*

| | |
|---|---|
| Due Fratelli | 100 |

**Francesconi, Giuseppe,**
*Viareggio, Italy.*

| | |
|---|---|
| Burlamacchi | 118 |

**Franci, ved. Maria,**
*Fiume, Austro-Hungary.*

| | |
|---|---|
| Achille F. | 589 |

**Francioni, F.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Bahia Blanca | 50 |
| s. Gaviota | 62 |
| s. Primo de Mayo | 640 |

**Francis, Edmund,**
*Frindsbury, Rochester, Kent.*

| | |
|---|---|
| Satis | 160 |

**Francis, J.,**
48, *Rendezvous Street, Folkestone.*

| | |
|---|---|
| s. Edith | 259 |

**Francis, J. & W.,**
*Hakin, Milford.*

| | Net Tons |
|---|---|
| Pioneer | 29 |

**Francis, John,**
*Glanwern, Borth, Cardigan.*

| | |
|---|---|
| Cecil Brindley | 94 |

**Francis, R. J., & A. Eraut,**
19, *Brunswick Street, Liverpool.*

| | |
|---|---|
| s. Cygnus | 183 |

**Francis, William,**
*Milford Haven.*

| | |
|---|---|
| Advance | 59 |
| Alice | 30 |
| Gwladys | 127 |

**Francklyn, G. E.,**
*Halifax, N.S.*

| | |
|---|---|
| Annie McNairn | 368 |
| Castelar | 568 |
| s. Delta | 552 |

**Franco, G.,**
*Chios, Turkey.*

| | |
|---|---|
| Omonia | 410 |

**Frangakis, G.,**
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Ioannis | 171 |

**Frango, G. & N.,**
*Scio, Turkey.*

| | |
|---|---|
| Agios Ioannis | 115 |

**Frango, M. & S.,**
*Syra, Greece.*

| | |
|---|---|
| Kimon | 388 |

**Frango, S. & G.,**
*Scio, Turkey.*

| | |
|---|---|
| Adelphotis | 149 |

**Frangopulo Bros.,**
*Cephalonia, Greece.*

| | |
|---|---|
| Adelphi Valieri | 521 |

**Frangos, M.,**
*Syra, Greece.*

| | |
|---|---|
| Emmanuel | 115 |

**Frangoulis, N.,**
*Syra, Greece.*

| | |
|---|---|
| Alexandros Ipsilanti | 485 |

**Frangoulis, T.,**
*Corfu, Ionian Islands.*

| | |
|---|---|
| Neos Luchianos | 418 |

**Franguli, G. A.,**
*Chios, Turkey.*

| | |
|---|---|
| Athina | 355 |

**Frangulis, E.,**
*Syra, Greece.*

| | |
|---|---|
| Kyriaki | 341 |

**Franicevich, I.,**
*Iquique, Peru.*

| | Net Tons |
|---|---|
| s. Iquique | 356 |

**Franklyn, C. N.,**
*Greenport, New York, U.S.*

| | |
|---|---|
| Lavinia Campbell | 697 |

**Franks, Thomas H.,**
*Wear Bay Road, Folkestone, Kent.*

| | |
|---|---|
| Aneroid | 212 |
| Catherine | 229 |
| Christina | 201 |
| Cumberland Lassie | 199 |
| Edina | 229 |
| Edna | 190 |
| Glencairn | 186 |
| Mary Annie | 188 |
| Primrose | 198 |
| Robie Burns | 198 |
| Woodside | 176 |

**Franzius, Henschen & Co.,**
*Bremen, Germany.*

| | |
|---|---|
| Dr. Siegert | 1014 |

**Fraser, A.,**
*Westmeath, Ontario, Canada.*

| | |
|---|---|
| s. John Fraser | 100 |

**Fraser, Alexander, & Co.**
*Quebec.*

| | |
|---|---|
| s. Otter | 99 |
| s. Saint Olaf | 72 |

**Fraser, Evan,**
52, *Spring Bank, Hull.*

| | |
|---|---|
| s. Earl of Mar & Kellie | 278 |

**Fraser, Samuel,**
*Kingston, Frontenac, Ontario.*

| | |
|---|---|
| Edward Blake | 329 |
| s. Scotia | 269 |
| Southampton | 319 |

**Fraserburgh & Leith Trading Co., Ld.,**
*Fraserburgh.*

| | |
|---|---|
| Active | 54 |

**Fraserburgh Steam Fishing Co., Ld.,**
*Broad Street, Fraserburgh.*
*See* C. F. CARDNO.

**Fratta Vincenzo,**
*Strade Conte Olivaris No.* 24, *Naples.*

| | |
|---|---|
| Maria Riccio | 627 |

**Fraude, Otto,**
*Swinemünde, Germany.*

| | |
|---|---|
| s. Sequens | 51 |

**Frauzopoulo, P., & Co.,**
*Zante, Greece.*

| | |
|---|---|
| Fronia Couppa | 528 |

**Fravega, Bernardo, Eredi di,**
*Bogliasco, Italy.*

| | |
|---|---|
| Angela di Amore | 782 |
| Cagliari | 578 |
| Luigia F. | 491 |
| Mio Padre | 794 |
| Paolina | 369 |

**Frayne, W.,**
*Middletown, Connecticut, U.S.*

| | |
|---|---|
| Traveller | 164 |

**Freake, Sir T. G., Bart.,**
*Warfleet, Devonshire.*

| | Net Tons |
|---|---|
| s. Energy | 108 |

**Freberg, A. J.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Activ | 706 |
| Hjertness | 735 |

**Frederick, J. W.,**
*Front Street, Belfast, Maine, U.S.*

| | |
|---|---|
| A. W. Ellis | 168 |
| George B. Ferguson | 138 |
| Meyer & Muller | 400 |
| Nellie S. Pickering | 266 |
| William Frederick | 430 |

**Fredholm, A.,**
*Stockholm, Sweden.*

| | |
|---|---|
| s. Arla | 789 |
| s. Thyra | 1405 |

**Fredriksen, H.,**
*Sandefjord, Norway.*

| | |
|---|---|
| s. Congal | 888 |
| s. Fingal | 616 |
| Norá | 1103 |
| Tamerlane | 938 |
| Tjalf | 208 |

**Fredriksen, S.,**
*Skudesnæshavn, Norway.*

| | |
|---|---|
| Herold | 179 |

**Fredriksen, T.,**
*Mandal, Norway.*

| | |
|---|---|
| Adolf Tidemand | 1154 |
| Canopus | 450 |
| Mohawk | 1231 |

**Fredriksson, G. A.,**
*Dragsfjerd, Finland.*

| | |
|---|---|
| Nikolai | 443 |
| Wilhelm | 321 |

**Fredriksværns Reberbane,**
*Fredriksværn, Norway.*
*See* H. A. SCHRODER.

**Freear & Dix,**
21, *Bridge Street, Sunderland.*

| | |
|---|---|
| s. Lebanon | 565 |
| s. Perseverance | 639 |
| s. Remembrance | 1081 |
| Union | 100 |
| s. Waldridge | 433 |

**Freeman, Josiah,**
*Nantucket, Mass., U.S.*

| | |
|---|---|
| Abel W. Parker | 193 |

**Freeman, N. D.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Emma E. Witherell | 109 |

**Freeman, R. R.,**
95, *Commercial Street, Boston, Mass., U.S.*

| | |
|---|---|
| Freeman | 1138 |
| James W. Fitch | 1065 |
| John F. Kranz | 520 |
| Mary Sanford | 456 |

**Freericks, Bernard,**
*Papenburg, Germany.*

| | |
|---|---|
| Gerhard | 140 |
| Joseph | 110 |

**"Freihandel" Aktien-Gesellschaft**
(Manager—Wm. Minlos),
*Untertrave* 72, *Lübeck, Germany.*

| | Net Tons |
|---|---|
| s. Strassburg | 342 |

**Freimann, C.,**
*Dondangen, Russia.*

| | |
|---|---|
| Antonie Emilie | 244 |

**Freimann, D.,**
*Dondangen, Russia.*

| | |
|---|---|
| Clara Maria | 187 |

**Freire, J. A.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Ida da Conceicão | 122 |

**Freire, J. C., & Irmão,**

| | |
|---|---|
| s. Ibiapapa | 163 |

**Freitas, M. A.,**
32, *South Street, New York, U.S.*

| | |
|---|---|
| Moses B. Tower | 605 |

**Freixas, J. Bautista,**
*Barcelona, Spain.*

| | |
|---|---|
| Sorpresa | 223 |

**French, H. W.,**
39*a*, *South Castle Street, Liverpool.*

| | |
|---|---|
| James Livesey | 984 |

**French, T. A.,**
*Portland, N.B.*

| | |
|---|---|
| Cerdic | 120 |

**French, Thomas D.,**
*Camden, Maine, U.S.*

| | |
|---|---|
| Sarah D. J. Rawson | 368 |

**Frend, Robert,**
*Whitstable, Kent.*

| | |
|---|---|
| Vixen | 98 |

**Frenette, Thomas,**
*Portneuf, Canada.*

| | |
|---|---|
| Fabiola | 123 |

**Frew, J. G., & Co.,**
64, *Paterson Street, Glasgow.*

| | |
|---|---|
| s. Doon Glen | 50 |

**Friboulet, A.,**
*Rue Georges Couvier* 76, *Fécamp, France.*

| | |
|---|---|
| Philémon | 216 |

**Fridlund, J. A.,**
*Glafva, Sweden.*
(Ångb. Aktieb. "Hoppet.")

| | |
|---|---|
| s. Glafva | 117 |

**Friedenberg,**
*Kurland, Russia.*

| | |
|---|---|
| Louise | 142 |

**Friedenberg, Fritz,**
*Angern, Kurland, Russia.*

| | |
|---|---|
| Christoph | 113 |

**Friedländer, C. F.,**
*Jönköping, Sweden.*
(Jönköpings Förenade Ångfartygs Aktieb.).

| | Net Tons |
|---|---|
| s. Per Brahe | 138 |
| s. Primus | 164 |
| s. Visingsö | 156 |

**Friend, E. C., & Co.,**
2, *Tower Chambers, Water Street, Liverpool.*

| | |
|---|---|
| Campana | 772 |
| Lalla Rookh | 814 |
| Shakespeare | 767 |

**Friend, Lewis,**
*Ellsworth, Maine, U.S.*

| | |
|---|---|
| Mary C. Hale | 540 |

**Friis, A. H.,**
*Marstal, Denmark.*

| | |
|---|---|
| Ino | 130 |

**Friis, B. B.,**
*Marstal, Denmark.*

| | |
|---|---|
| Christian | 100 |

**Friis, Nicolay,**
*Porsgrund, Norway.*

| | |
|---|---|
| Agnes | 266 |
| Brödrene | 441 |
| Flosta | 206 |
| Vikingen | 328 |
| Wenonah | 264 |

**Friländer, A. G.,**
*Gothenburg, Sweden.*
(Norra Skärgårdens Ångb. Aktieb.)

| | |
|---|---|
| s. Vinga | 108 |

**Frink, G. A.,**
*New York, U.S.*

| | |
|---|---|
| J. W. Johnston | 187 |

**Frink, William T.,**
*St. Stephen's, N.B.*

| | |
|---|---|
| Sibyl | 153 |

**Frisch, E., & Co.,**
*Marseilles, France.*

| | |
|---|---|
| s. Marie Therese | 1132 |

**Frith of Clyde Steam Packet Co., Ld.,**
21, *Bothwell Street, Glasgow.*

| | |
|---|---|
| s. Ivanhoe | 71 |

**Fritze, W. A., & Co.,**
*Bremen, Germany.*

| | |
|---|---|
| Antares | 1117 |
| Arcturus | 1116 |
| Capella | 915 |
| Regulus | 1115 |
| Rigel | 879 |
| Spica | 915 |
| Wega | 1115 |

**Frixone, G. B., fu M.,**
*Genoa, Italy.*

| | |
|---|---|
| Boavista | 135 |

**Frizziero, G. & G. Furland,**
*Venice, Italy.*

| | |
|---|---|
| Galileo | 123 |

**Fröberg, A.,**
*Mörtö, Nämdö, Sweden.*

| | Net Tons |
|---|---|
| Spes | 130 |

**Fröberg, J. E.,**
*Bredsund, Häfverö, Sweden.*

| | |
|---|---|
| Sofia | 141 |

**Fröberg, J. G.,**
*Långgarn, Norrtelje, Sweden.*

| | |
|---|---|
| Victor | 160 |

**Frodesen, O. G.,**
*Drammen, Norway.*

| | |
|---|---|
| Helga | 171 |

**Frodi, W.,**
*Gothenburg, Sweden.*
(Förnyade Ångf. Aktieb. "Svenska Lloyd.")

| | |
|---|---|
| s. Adolph Meyer | 684 |
| s. Bordeaux | 730 |
| s. Göteborg | 722 |
| s. Hamburg | 692 |
| s. Hispania | 810 |
| s. Julius Cæsar | 722 |
| s. Malaga | 730 |
| s. Norden | 479 |
| s. Norge | 800 |
| s. Skandinavien | 902 |
| s. Victoria | 1112 |

**Frohmuth, G.,**
*Riga, Russia.*

| | |
|---|---|
| Mathilde | 130 |

**Frost, Levi,**
*Harbour Grace, N.F.L.*

| | |
|---|---|
| Jane Ainslie | 160 |

**Fruing, W., & Co.,**
*Jersey.*

| | |
|---|---|
| Hibernica | 140 |

**Fry, Alfred,**
26, *Old Hall Street, Liverpool.*

| | |
|---|---|
| Nagpore | 1300 |

**Fry, T. A.,**
*Auckland, N.Z.*

| | |
|---|---|
| Zeno | 300 |

**Frye, E.,**
*Machias, Maine, U.S.*

| | |
|---|---|
| Winner | 170 |

**Frye, W. O.,**
*Harrington, Maine, U.S.*

| | |
|---|---|
| Acara | 130 |

**Fuchcepe Mikkal Hurmess,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayos Lijer | 100 |

**Fuentes, David, & Benjamin Squella,**
*Talcahuano, Chili.*

| | |
|---|---|
| Ana Aurora | 534 |
| Laura Rosa | 534 |

**Fujimoto Tashiro,**
*Hakodate, Japan.*

| | |
|---|---|
| Kubo Maru | 140 |



s. designe les Vapeurs.

**Fukagawa Unyu Kaisha,**
*Nagasaki, Japan.*

| | Net Tons |
|---|---|
| s. Hoyen Kaisha | 90 |
| s. Kinkwa Maru | 167 |

**Fukunaga Shoshichi,**
*Osaka, Japan.*

| | |
|---|---|
| s. Masayoshi Maru, No. 3 | 1234 |

**Fulfs, B. V.,**
*Dornumersiel, Ostfriesland, Germany.*

| | |
|---|---|
| Johann | 190 |

**Fuller, G. L.,**
*Kiama, N.S.W.*

| | |
|---|---|
| s. Dunmore | 171 |
| s. Platypus | 164 |

**Fuller, H.,**
*Wellfeet, U.S.*

| | |
|---|---|
| Ruth Robinson | 479 |

**Fulton, H.,**
*Upper Water Street, Halifax, N.S.*

| | |
|---|---|
| Parisian | 107 |

**Furio, Dona Maria,**
*Alicante, Spain.*

| | |
|---|---|
| Maria | 106 |

**Furlan, H., Eredi di,**
*Venice, Italy.*

| | |
|---|---|
| Sabbadino | 100 |

**Furness, George,**
*Roundwood House, Willesden, Middlesex.*

| | |
|---|---|
| s. Agnes | 135 |
| s. Sicily | 203 |

**Furness, Withy & Co., Ld.,**
*Baltic Chambers, West Hartlepool.*

| | |
|---|---|
| s. Antwerp City | 2136 |
| s. Baltimore City | 1534 |
| s. Bavarian | 1976 |
| s. Boston City | 1534 |
| s. Bulgarian | 2031 |
| s. Carlisle City | 1894 |
| s. Damara | 1145 |
| s. Durham City | 2037 |
| s. Halifax City | 1377 |
| s. Istrian | 1906 |
| s. Madrid | 1571 |
| s. Madura | 1470 |
| s. New Borough | 1169 |
| s. Ripon City | 1384 |
| s. Saint Ronans | 2916 |
| s. Stockholm City | 1759 |
| s. Straits of Belle Isle | 1586 |

**Furness, Withy & Co., Ld.,**
*5 & 6, Billiter Avenue, London, E.C.*

| | |
|---|---|
| s. Tynedale | 1391 |
| s. Tynehead | 1462 |

**Furniss, Thomas,**
*Waterford.*

| | |
|---|---|
| Arabell | 178 |

**Furse, William,**
*Mevagissey, Cornwall.*

| | |
|---|---|
| Tullochgorum | 127 |

**Fürst, V.,**
*Christiania, Norway.*

| | |
|---|---|
| Eidsvold | 553 |

**Fushiki Ko-un Sha,**
*Fushiki, Japan.*

| | Net Tons |
|---|---|
| s. Imidzugawa Maru | 79 |

**Fyffe, E. W., Son & Co.,**
*9, Bow Street, Covent Garden, London.*

| | |
|---|---|
| s. Cabenda | 73 |

# G

**Gaarn, J. A. S.,**
*18, St. Annaplads, Copenhagen, Denmark.*

| | |
|---|---|
| s. Skjalm Hvide | 363 |

**Gaarn, Joh.,**
*Copenhagen, Denmark.*

| | |
|---|---|
| Anna Elisabeth | 113 |

**Gaaserud, Chr.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Stord | 235 |

**Gabel, C. Gustav,**
*Steinhöft 8, Hamburg, Germany.*

| | |
|---|---|
| Martha | 1000 |
| Meridian | 1421 |
| Minna | 1266 |

**Gabriel, S. G.,**
*Syra, Greece.*

| | |
|---|---|
| Evangelistria | 194 |

**Gabriel, Sarah W.,**
*Beaufort, N.C., U.S.*

| | |
|---|---|
| Eunity R. Dyer | 104 |

**Gabrielsen, Chr. H.,**
*Stavanger, Norway.*

| | |
|---|---|
| Alpha | 270 |
| Jerbuen | 263 |
| Navigator | 504 |
| Vaan | 361 |

**Gabrielsen, G. C.,**
*Stavanger, Norway.*

| | |
|---|---|
| s. Vaagen | 109 |

**Gädda, G. F.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Lord Palmerston | 417 |

**Gadelius, J. E.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Svithiod | 351 |

**Gaedertz, sen., & Co.,**
*Lübeck, Germany.*

| | |
|---|---|
| s. Lübeck | 231 |
| s. Teutonia | 260 |

**Gaetanos, A.,**
*Syra, Greece.*

| | Net Tons |
|---|---|
| Tris Ierarchai | 101 |

**Gaggino, Giovanni, fu G.,**
*Singapore.*

| | |
|---|---|
| s. Utan | 391 |

**Gaggino, Rosaria in Roncallo.**
*Genoa, Italy.*

| | |
|---|---|
| Angioletta R. | 709 |

**Gaglione, Fratelli,**
*Naples, Italy.*

| | |
|---|---|
| Maria Rosaria | 10[0] |
| Peppina | 200 |

**Gaharty, D.,**
*New Liverpool, Canada.*

| | |
|---|---|
| New Liverpool | 176 |

**Gaifem, Francisco Fernandez,**
*Fão, Portugal.*

| | |
|---|---|
| D. Rosa | 106 |

**Gainsborough United Steam Packet Co.,**
*Gainsborough, Yorkshire.*

| | |
|---|---|
| s. Atalanta | 60 |
| s. Scarborough | 88 |
| s. Trent | 57 |

**Gaiser, G. L.,**
*10, Passage Scholvien, Hamburg, Germany.*

| | |
|---|---|
| s. Gaiser | 197 |
| s. India | 1013 |
| s. Teck | 402 |
| s. York | 221 |

**Gaitanas, G., & Co.,**
*Syra, Greece.*

| | |
|---|---|
| Thessalia | 197 |

**Galatada Alatjee Dimitri-Ohannes Vassilikos,**
*Chakraz, Turkey.*

| | |
|---|---|
| Chakraz | 175 |

**Galatada Sarraf Costanti Riza,**
*Constantinople, Turkey.*

| | |
|---|---|
| Vangelistra | 137 |

**Galatola, A.,**
*Procida, Italy.*

| | |
|---|---|
| Consiglia Galatola | 551 |
| Sant Antonio | 497 |

**Galatola, L.,**
*Procida, Italy.*

| | |
|---|---|
| Aniello Galatola | 747 |
| Carolina Galatola | 542 |
| Nuova Margherita | 566 |

**Galatola & Mancino,**
*Procida, Italy.*

| | |
|---|---|
| Mariannina Galatola | 395 |

**Galbraith & Moorhead,**
*Billiter Square Buildings, London, E.C.*

| | |
|---|---|
| Bay of Bengal | 1480 |
| Bay of Naples | 1583 |
| Cave Hill | 2158 |
| Lauriston | 2133 |
| Lindores Abbey | 832 |
| Middlesex | 1692 |

**Galbraith, Pembroke & Co.,**
*8, Austin Friars, London, E.C.*

| | Net Tons |
|---|---|
| s. Austin Friars | 839 |
| s. Eton | 1746 |
| s. Harrow | 1702 |
| s. Malvern | 1628 |
| s. Marlborough | 1108 |
| s. Repton | 1852 |
| s. Rugby | 1019 |
| s. Scaramanga | 1031 |
| s. Sherborne | 1098 |

(Italo—Britannica Royal Italian Mail S. N. Co., Ld.)

| | |
|---|---|
| s. Francesco Crispi | 1612 |
| s. Il Principe di Napoli | 1377 |
| s. Silvio Spaventa | 1650 |

**Galbraith, Wm.,**
*Bristol.*

| | |
|---|---|
| s. Merthyr | 72 |
| s. Tredegar | 59 |

**Galetas, J. N.,**
*Spezzia, Greece.*

| | |
|---|---|
| Agios Theodoros | 249 |

**Gallard, J. B.,**
*Pueblo Nuevo del Mar, Spain.*

| | |
|---|---|
| Genoveva | 105 |

**Gallego, Mesa & Co.,**
*Santiago de Cuba.*

| | |
|---|---|
| s. Benito Estenger | 219 |
| s. Tomas Brooks | 217 |

**Galley, John,**
*Dock Street, Monkwearmouth.*

| | |
|---|---|
| Residue | 111 |

**Gallo, G.,**
*Palermo, Sicily.*

| | |
|---|---|
| Gelsomina | 130 |

**Galloway Saloon Steam Packet Co.,**
*24, Shore, Leith.*

| | |
|---|---|
| s. Edinburgh Castle | 57 |
| s. Lord Aberdour | 54 |
| s. Lord Morton | 56 |
| s. Stirling Castle | 41 |
| s. Tantallon Castle | 76 |
| s. Wemyss Castle | 76 |

**Galway Bay Steamboat Co., Ld.,**
*New Dock, Galway.*

| | |
|---|---|
| s. Citie of the Tribes | 48 |
| s. Duras | 51 |

**Gambardella, N.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Concettina | 493 |

**Gambles, John,**
*East Croft, Harrington, Cumberland.*

| | |
|---|---|
| East Croft | 1312 |
| John Gambles | 1027 |
| Vallejo | 652 |

**Gamborgs, J. Enke,**
*Christiania, Norway.*

| | |
|---|---|
| Britannia | 623 |

**Game Cock Steam Towing Co.,**
38, *The Grove, Richmond.*
*See* A. J. COUVES.

**Gamelgaard, M. R.,**
*Troense, Denmark.*

| | Net Tons |
|---|---|
| Embla | 149 |

**Gaminde-y-Olloqui,**
*Bilbao, Spain.*

| | |
|---|---|
| s. Alfonso | 67 |

**Gamiz, Pablo,**
*Havana, Cuba.*

| | |
|---|---|
| s. Alava | 340 |

**Gammelgaard, M. R.,**
*Svendborg, Denmark.*

| | |
|---|---|
| Juellerne | 113 |

**Gammie, David M.,**
*15, Mayville Gardens, Trinity, Edinburgh.*

| | |
|---|---|
| s. Emperor | 60 |
| s. Michael Scot | 49 |

**Gammon, W.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| West Side | 148 |

**Gane, W. S., & Co.,**
*51, King's Inn Street, Harwich.*

| | |
|---|---|
| Ada Gane | 110 |
| Genesta | 99 |

**Ganges Steam Tug Co., Ld.,**
*Calcutta.*

| | |
|---|---|
| s. Pilot | 108 |

**Gango, Ca., & Da N. Podara,**
*Syra, Greece.*

| | |
|---|---|
| Matilde | 390 |

**Gann, G. H.,**
*Whitstable, Kent.*

| | |
|---|---|
| Faithlie | 196 |
| Huntleys | 185 |
| Matilda Calder | 160 |

**Gann, Henry W.,**
*Whitstable, Kent.*

| | |
|---|---|
| Dagmar | 185 |

**Gann, Thomas James, & Co.,**
*Whitstable, Kent.*

| | |
|---|---|
| Christabel | 175 |

**Ganouis, J. C.,**
*Spezzia, Greece.*

| | |
|---|---|
| Kalliopi Ariadni | 186 |

**Garabet, Chebookji oglou,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Stephan | 237 |

**Garafuglia, N.,**
*Trikera, Greece.*

| | |
|---|---|
| Isabella Vare | 457 |

**Garbino, Francisco,**
*Calle Cuyo, 342, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Oriente G. | 188 |

**Garcia, José M.,**
*Mindoro, Philippine Islands.*
Net Tons
Concepción ..... 110

**Garcia, Hijos de R.,**
*Bilbao, Spain.*
s. Albertito ..... 105

**Garcia, Tomas,**
*Margarita, Venezuela.*
Myosotis ..... 125

**Garcias, Matias,**
*Calatrava, 5, Alicante, Spain.*
Joven Matias ..... 162

**Gardella, L., & G. Moltedo,**
*Genoa, Italy.*
Parana ..... 649

**Gardella, M. Schiaffino, Vva.,**
*Camogli, Italy.*
Alba ..... 503

**Gardiner, George N., & Co.,**
101, *Dale Street, Liverpool.*
Four Winds ..... 1755
Trade Winds ..... 2732

**Gardiner, James, & Co.,**
24, *St. Vincent Place, Glasgow.*
s. Glenelg ..... 1617
s. Kinloch ..... 1177
s. Lochiel ..... 1414
s. Oronsay ..... 1350
s. Rannoch ..... 1172
s. Torridon ..... 1109

**Gardner, Duncan M.,**
21, *Clyde Place, Glasgow.*
s. Cuirassier ..... 54

**Gardner, J. N.,**
*Castine, Maine, U.S.*
Henry Whitney ..... 139

**Gardner, Morey,**
*Machias, Maine, U.S.*
Abbie G. Cole ..... 260
Annie Lee ..... 114
Edward Slade ..... 188
Rosie & Adra ..... 112

**Gardner & Parsons,**
*Gloucester, Mass., U.S.*
Lottie Gardner ..... 112
Louise J. Kenney ..... 155

**Gärdstrom, E.,**
*Wasa, Finland.*
s. Thalin ..... 202

**Gargana, Stefano,**
*Civitavecchia, Italy.*
Ida ..... 127
Teresa ..... 114

**Gargiulo, A.,**
*Buenos Ayres, Argentine Republic.*
Luisa ..... 137

**Gargiulo, V.,**
*Buenos Ayres, Argentine Republic.*
Palma ..... 145

**Gargurevich, Giovanni G., & Co.,**
*Ragusa, Austro-Hungary.*
Net Tons
s. Oscar ..... 773
Srecna P. ..... 565
(Navigazione Unione.)
s. Napried ..... 1042

**Garibaldi, Ångfartygs Aktiebolaget,**
*Upsala, Sweden.*
*See* G. F. STADENBERG.

**Garifalou, G.,**
*Syra, Greece.*
Agios Georgios ..... 263

**Garnham, E.,**
24, *Alexandra Road, St. Helen's, Ipswich.*
Byculla ..... 77

**Garo, A.,**
*Nantes, France.*
Stanislas Emmanuel ..... 178

**Garofalo, M.,**
*Naples, Italy.*
Francesco Paolo G. ..... 128
Maria Rosaria Valle ..... 130

**Garofalo, R., (Eredi di)**
*Torre del Greco, Naples, Italy.*
I Garofalo Aniello ..... 125

**Garoufalos, S.,**
*Alexandria, Egypt.*
Penelope ..... 326

**Garoufalos, C. G.,**
*Scopelos, Greece.*
Agia Trias ..... 320

**Garretson, J. W.,**
*Bridgeton, New Jersey, U.S.*
Hattie Nickerson ..... 164

**Garrett, Wilson,**
*Smith's Falls, Ontario.*
s. Ella Ross ..... 190

**Garriga & Cia.,**
*Cienfuegos, Cuba.*
Lloret de Mar ..... 340

**Garriock & Co.,**
*Reawick, Shetland Islands.*
Gannet ..... 54

**Garriock, Peter,**
*Lerwick.*
Bohemian Girl ..... 157

**Garside, Joseph,**
*Worksop, Nottinghamshire.*
Harvest Moon ..... 87
James Smith ..... 87
Knight of the Garter ..... 87

**Garside, M. S. (Mrs.),**
*Worksop, Nottinghamshire.*
Swift ..... 80

**Garsadt, O. H.,**
*Arendal, Norway.*
Net Tons
Patria ..... 267

**Gartland, P. A.,**
*Buenos Ayres, Argentine Republic.*
s. Pedro Terchero ..... 1577

**Garuffi, D. G.,**
*Riposto, Sicily.*
Incantatrice ..... 146

**Gascon, Arthur,**
9, *Quai de Ricloebourg, Nantes, France.*
Fanny ..... 340
Marie ..... 134

**Gaselee, Charles E.,**
90, *Lower Thames Street, London, E.C.*
s. Result ..... 27

**Gaskill, E. A.,**
*Philadelphia, U.S.*
Anna V. Lamson ..... 321

**Gatana, A.,**
*Syra, Greece.*
Konstantinos ..... 115

**Gates, E. C.,**
*Calais, Maine, U.S.*
E. C. Gates ..... 127
F. A. Pike ..... 118
R. L. Tay ..... 144

**Gates, Thomas B.,**
*New Shoreham, Sussex.*
Athole ..... 128

**Gatfield, William H.,**
*Amhurstburgh, Ontario.*
James R. Benson ..... 323

**Gauci, Salvatore,**
*Via Vittorio Emmanuele, No. 26, Piano Terzo, Leghorn, Italy.*
Brothers German ..... 626
Goffredo ..... 304
Leonilda Gauci ..... 640
Senno ..... 625

**Gaudin, John,**
*Les Maries, Grouville, Jersey.*
Sappho ..... 48

**Gaulet, A.,**
*Aylmer, Quebec.*
s. Filgate ..... 154

**Gause, H. S.,**
*Wilmington, Del., U.S.*
s. Mauch Chunk ..... 407

**Gauslaa, N. S.,**
*Lillesand, Norway.*
Ellezer ..... 293

**Gautier, Gustave, & Co.,**
*St. Pierre-Miquelon.*
Daphne ..... 136
Mignonne ..... 115

**Gavagnin fratelli,**
*Chioggia, Italy.*
Net Tons
Dea ..... 416
Giovannina ..... 100

**Gavagnin fratelli & Co.,**
*Venice, Italy.*
Antonia V. ..... 126
Giovanni ..... 465

**Gavagnin, Giovanni,**
*Venice, Italy.*
Ascolta ..... 302

**Gavay, F., & Co.,**
*Lisbon, Portugal.*
s. Relampago ..... 9

**Gavetas, S. G.,**
*Chalkis, Greece.*
Panagistitza ..... 158

**Gay, T. E.,**
*Newcastle, Maine, U.S.*
Phineas H. Gay ..... 104

**Gayner, Robert H.,**
42, *West Sunniside, Sunderland.*
Beech Holm ..... 763
Northernhay ..... 1221
Westward Ho ..... 1219
Windrush ..... 1432
Wychwood ..... 1216

**Gaze, A. H.,**
142, *Strand, London, W.C.*
(Orienta Steam Yachting Association).
s. Orienta ..... 2050

**Gazzolo, Angelo, fu T.,**
*Nervi, Italy.*
Nostra Signora del Carmine ..... 757

**Gazzolo, F. P.,**
*Genoa, Italy.*
Maria Adelaide ..... 474

**Gazzolo Flli., di F.,**
*Genoa, Italy.*
Regina Ausiliatrice ..... 623

**Gazzolo, Guiseppe, fu T.,**
*Nervi, Italy.*
Fratelli Gazzolo ..... 614
Ida ..... 495

**Gazzolo, Luigi, fu G. B.,**
*Nervi, Italy.*
Nicolino ..... 745

**Gazzolo, T., di F.,**
*Genoa, Italy.*
Teresa Madre ..... 478

**Geake, Thomas H.,**
*St. Germans, Cornwall.*
Saint Germans ..... 100

**Geake, Wm., & Co.,**
*Bank House, St. Columb Major, Cornwall.*
Jane Slade ..... 115
Lydia Cardell ..... 199

**Geanelli, C.,**
*Buenos Ayres, Argentine Republic.*
Net Tons
Leopoldo ..... 218

**Geary, J. E.,**
*Bombay.*
Bhownugger ..... 285

**Geddes, J.,**
*Port Gordon, Banffshire.*
Progress ..... 179

**Geddes, W. A.,**
*Toronto, Ontario.*
s. Ocean ..... 484

**Gee, F.,**
34, *Stewart Street, San Francisco, U.S.*
Elvenia ..... 141
Emma Utter ..... 366
Jennie Stella ..... 278
Laura May ..... 334

**Geerds, Meinhard, Sr.,**
*Emden, Germany.*
Rose ..... 318

**Geertsema, B. H.,**
*Delfzijl, Holland.*
Fortuna ..... 428

**Geertsen, L. T. K.,**
*Stavanger, Norway.*
Ketil Motzfeldt ..... 160

**Geeves, O.,**
*Geeveston, Tasmania.*
Rachel Cohen ..... 170

**Gefle Ångf. Aktiebolag.,**
*Gefle, Sweden.*
*See* P. J. HÆGERSTRAND.

**Gehrckens, H. M.,**
2, *Neuer Krahn, Hamburg, Germany.*
s. Gefle ..... 415
s. Hudiksvall ..... 511
s. Norrköping ..... 453
s. Stockholm ..... 461
s. Sundersvall ..... 455

**Gelart, N., & Duvall,**
*Habana, Cuba.*
Josefa Duvall ..... 246

**Gelato, N., & Co.,**
*Havana, Cuba.*
Dos Hermanos ..... 345

**Geldart, James,**
53, *Church Street, Barrow-in-Furness, Lancashire.*
Ada ..... 115
Tom Roper ..... 100

**Geldert, George,**
*Lunenberg, N.S.*
Maurice C. Geldert ..... 100



s. désigne les Vapeurs.

**Gellatly, Hankey, Sewell & Co.,**
*Dock House, Billiter Street, London, E.C.*

| | Net Tons |
|---|---|
| s. Cyrenian | 916 |
| s. Energia | 2064 |
| s. Fusi Yama | 632 |
| (Mogul S.S. Co., Ld.) | |
| s. Afghan | 1439 |
| s. Ghazee | 1764 |
| s. Mogul | 1827 |
| s. Pathan | 1762 |
| s. Sikh | 1736 |
| s. Tartar | 1568 |
| (Plate S.S. Co., Ld.) | |
| s. Ocampo | 1329 |
| s. Olympo | 1411 |
| s. Oro | 1372 |
| s. Oroño | 1322 |

**Gellermann,**
*Archangel, Russia.*

| | Net Tons |
|---|---|
| s. Georgy | 143 |

**Gelletich, A. & G.,**
*Lovrana, Austro-Hungary.*

| | Net Tons |
|---|---|
| Guido | 278 |

**Gelletich, M. F.,**
*Opriz, Austro-Hungary.*

| | Net Tons |
|---|---|
| Carolina G. | 357 |

**Gelletich, Nicolo Dottore,**
*Fiume, Austro-Hungary.*

| | Net Tons |
|---|---|
| Superbo | 425 |

**Gelpi, J., y Mir,**
*Barcelona, Spain.*

| | Net Tons |
|---|---|
| Chanito | 184 |
| Emma Merello | 397 |
| Pilar | 398 |

**Gelpi, M.,**
*Barcelona, Spain.*

| | Net Tons |
|---|---|
| Antonita | 149 |

**Genato, M.,**
*Manila, Philippine Islands.*

| | Net Tons |
|---|---|
| Nuestra Señora del Carmen | 598 |

**General Conference Association of Seventh day Adventists,**
*Detroit, Michigan, U.S.*

| | Net Tons |
|---|---|
| Pitcairn | 163 |

**General Shipping Co.,**
80, *Buchanan Street, Glasgow.*
*See* AITKEN, LILBURN & CO.

**General Steam Fishing Co., Ld.**
(Manager—James Scott),
51, *Frederick Street, Edinburgh.*

| | Net Tons |
|---|---|
| s. Athole | 30 |
| s. Breadalbane | 30 |
| s. Bruce | 43 |
| s. Buccleuch | 33 |
| s. Douglas | 43 |
| s. Hopetoun | 28 |
| s. Lamberton | 27 |
| s. Rosebery | 36 |
| s. Wallace | 39 |

**General Steam Navigation Co.**
(Manager—John Ellis),
55, *Great Tower Street, London, E.C.*

| | Net Tons |
|---|---|
| s. Adjutant | 1532 |
| s. Albatross | 937 |
| s. Benbow | 515 |
| s. Bittern | 531 |
| s. Capulet | 202 |
| s. Condor | 434 |
| s. Cormorant | 461 |
| s. Curlew | 394 |
| s. Cygnet | 1291 |
| s. Egret | 431 |
| s. Falcon | 321 |
| s. Guillemot | 1147 |
| s. Gannet | 804 |
| s. Granton | 601 |
| s. Grebe | 454 |
| s. Halycon | 323 |
| s. Hawk | 348 |
| s. Heron | 541 |
| s. Hirondelle | 817 |
| s. Hoboken | 131 |
| s. Iris | 487 |
| s. Lapwing | 786 |
| s. Laverock | 284 |
| s. Linnet | 1096 |
| s. Mallard | 803 |
| s. Martin | 469 |
| s. Mavis | 280 |
| s. Merlin | 376 |
| s. Nautilus | 467 |
| s. Oriole | 387 |
| s. Osprey | 593 |
| s. Peregrine | 805 |
| s. Petrel | 540 |
| s. Philomel | 320 |
| s. Plover | 561 |
| s. Ptarmigan | 475 |
| s. Rainbow | 591 |
| s. Raven | 1270 |
| s. Redstart | 553 |
| s. Seamew | 765 |
| s. Starling | 454 |
| s. Stork | 503 |
| s. Swallow | 360 |
| s. Swan | 778 |
| s. Swift | 363 |
| s. Teal | 413 |
| s. Tern | 554 |
| s. Virgo | 584 |
| s. Widgeon | 384 |

**Generaux, B. C.,**
*San Francisco, U.S.*

| | Net Tons |
|---|---|
| Marion | 224 |

**Genestal, H., & Delzons,**
*Havre, France.*

| | Net Tons |
|---|---|
| s. Chesme | 873 |
| s. La Hève | 200 |

**Gentles, Thomas, & Sons,**
*Edinburgh Buildings, King Street, South Shields.*

| | Net Tons |
|---|---|
| s. Salisbury | 1149 |

**Genzayemon, Ukon,**
*Osaka, Japan.*

| | Net Tons |
|---|---|
| Kaisei Maru | 490 |

**Georgeson, D. W.,**
*Wick, Caithness.*
(Wick & Pultneytown Harbour Trustees.)

| | Net Tons |
|---|---|
| s. Gladstone | 60 |

**Georgetown Ferry Co., Ld.,**
*Georgetown, P.E.I.*

| | Net Tons |
|---|---|
| s. Montague | 38 |

**Georgi Frangopolo,**
Marmaralee,
*Marmara, Turkey.*

| | Net Tons |
|---|---|
| Ombros | 301 |

**Georgiadis, N.,**
*Constanza, Greece.*

| | Net Tons |
|---|---|
| Marigo | 271 |

**Georgian Bay Wood Supply Co., Ld.,**
*Barrie, Canada.*
(*See* J. L. BURTON).

**Georgii, B. A. F.,**
*Stockholm, Sweden.*
(Rederi Aktiebolaget Condor.)

| | Net Tons |
|---|---|
| s. Condoren | 790 |
| s. Falken | 854 |
| s. Örnen | 779 |

**Georgoulos, D.,**
*Syra, Greece.*

| | Net Tons |
|---|---|
| Dukissa tis Spartis | 673 |

**Geraci, V.,**
*Catania, Sicily.*

| | Net Tons |
|---|---|
| V. E. Geraci | 115 |

**Geranazni, C.,**
*Genoa, Italy.*

| | Net Tons |
|---|---|
| Cornelio G. | 433 |
| Gian Michele | 258 |
| Maria G. | 507 |

**Gerard, E., & B. Squella,**
*Valparaiso, Chili.*

| | Net Tons |
|---|---|
| s. Tarapaca | 985 |

**Gerard, E., & Co.,**
*Valparaiso, Chili.*

| | Net Tons |
|---|---|
| Vanora | 730 |
| s. Viña del Mara | 437 |

**Gergudi, M., & Co.,**
*Cassos, Greece.*

| | Net Tons |
|---|---|
| Dimitrios | 348 |

**Gerhard & Hey,**
18, 2*nd Brandstwiete, Hamburg, Germany.*

| | Net Tons |
|---|---|
| s. Johanna Oelssner | 599 |
| s. Wilhelm Oelssner | 917 |

**Gerikian Stephan,**
Trebizondlee tijar, & Co.,
*Trebizonde, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Dikran | 425 |
| Merjan | 413 |

**Gerlach, J. G.,**
*Memel, Germany.*

| | Net Tons |
|---|---|
| Emma & Johanna | 346 |
| Juno | 409 |
| Vesta | 489 |

**Germain, David,**
*S. Anne de la Parade, Quebec.*

| | Net Tons |
|---|---|
| Seabird | 124 |

**German, George,**
*Meteghan, Digby co., N.S.*

| | Net Tons |
|---|---|
| Magnum | 110 |

**German Government,**
*Schleswig, Germany.*

| | Net Tons |
|---|---|
| s. Triton | 54 |

**"Germania," Rhederei Ges.,**
*Geestemunde, Germany.*
*See* J. STADTLANDER & F. KOHN.

**Gerogianis, M.,**
*Syra, Greece.*

| | Net Tons |
|---|---|
| Evangelistria | 347 |

**Gerolimich, Erédi C. Cav., & Co. (Ditta),**
*Lussinpiccolo, Austria.*

| | Net Tons |
|---|---|
| s. Adriatico | 856 |
| s. Mediterraneo | 1140 |
| s. Quarnero | 560 |

**Geroyanni, E. M., & M. Maniadis,**
*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| Dimitrios (*Gross*) | 482 |

**Gerrard, I.,**
*Christiansand, Norway.*

| | Net Tons |
|---|---|
| Azira | 142 |

**Gerrasimo & Vicato,**
*Cephalonia, Greece.*

| | Net Tons |
|---|---|
| Sovereign | 486 |

**Gerry, S. S.,**
*Thomaston, Maine, U.S.*

| | Net Tons |
|---|---|
| Etta A. Stimpson | 299 |
| Grace Andrews | 540 |
| Helen L. Martin | 403 |
| James B. Jordan | 686 |
| Levi S. Andrews | 636 |

**Gessaga, Gaetano, di G. B.,**
*Via Luccoli, No.* 18, *Genoa, Italy.*

| | Net Tons |
|---|---|
| Amelia | 494 |
| Favorita | 195 |

**Gething, R., jun., & Co.,**
85, *Dock Street, Newport, Mon.*

| | Net Tons |
|---|---|
| s. John Marychurch | 973 |
| s. Monmouthshire | 724 |

**Getting, C. T.,**
4, *Corbet Court, Gracechurch Street, London, E.C.*

| | Net Tons |
|---|---|
| Guillerma | 133 |

**Gevel, G. van de,**
9, *Van Vollenhoven, Rotterdam, Holland.*
(Zeilvaart Maatschappij "Neptunus.")

| | Net Tons |
|---|---|
| Burgemeester Jonkheer Coenen | 1427 |
| Columbus | 1311 |
| Hugo-Molenaar | 1735 |

**Gewold, H.,**
*Oste Rauderfehn, Germany.*

| | Net Tons |
|---|---|
| Almuth Catharina | 106 |

**Geyken, H. F.,**
*Grossefehn, Germany.*

| | Net Tons |
|---|---|
| Eyrene | 109 |
| Hother | 119 |
| Johannes | 124 |

**Gharocalo Vassil, Simirelee**
*Simire, Turkey.*

| | Net Tons |
|---|---|
| Ayah Yorghi | 125 |

**Gherrojanni, M. G.,**
*Syra, Greece.*

| | Net Tons |
|---|---|
| Christina | 367 |

**Ghezzo, D.,**
*Venice, Italy.*

| | Net Tons |
|---|---|
| Olga | 219 |

**Ghezzo, Flli., & Co.,**
*Venice, Italy.*

| | Net Tons |
|---|---|
| Luigi Fortunato | 117 |

**Ghio, Lorenzo,**
*Riva Nigoro, Spezia, Italy.*

| | Net Tons |
|---|---|
| Francesca Madre | 134 |

**Ghio, Tommaso,**
*Sestri Levante, Italy.*

| | Net Tons |
|---|---|
| Assunta in Cielo | 147 |

**Ghirardi, Caroline,**
9, *Rue de la Paix, Nice, France.*

| | Net Tons |
|---|---|
| Caroline | 115 |

**Ghirardi, G.,**
*Saint Tropez, France.*

| | Net Tons |
|---|---|
| Elisa | 115 |

**Ghirardi, Joseph,**
*Rue de la Loge,* 13, *Marseilles, France.*

| | Net Tons |
|---|---|
| François Joseph | 100 |

**Ghose, Baboo N. K.,**
*Calcutta, India.*

| | Net Tons |
|---|---|
| s. Columbus | 97 |

**Giacchetti, G.,**
*Castellamare di Stabbia, Italy.*

| | Net Tons |
|---|---|
| Salern | 166 |

**Giacomazzi, Carlo, fu A.,**
*Spezia, Italy.*

| | Net Tons |
|---|---|
| Carrarese | 105 |

**Giacopello, E.,**
*Spezia, Italy.*

| | Net Tons |
|---|---|
| s. Adalgisa | 1183 |

**Giada, Fratelli,**
*Venice, Italy.*

| | Net Tons |
|---|---|
| Marco Polo | 100 |

**Giaddrossich, Giov., di Antonio,**
*Lussinpiccolo, Austro-Hungary.*

| | Net Tons |
|---|---|
| Attila | 118 |

**Gialouris, N. D.,**
*Cephalonia, Greece.*

| | Net Tons |
|---|---|
| Ipiros | 107 |

**Gialuri, N.,**
*Andros, Greece.*

| | Net Tons |
|---|---|
| Joannis | 150 |

**Gianelli, Carlos,**
*Rio de Janeiro, Brazil.*

| | Net Tons |
|---|---|
| s. Columbia | 499 |

**Gianellis, C.,**
*Buenos Ayres, Argentine Republic.*

| | Net Tons |
|---|---|
| s. Sargo | 84 |

**Gianello, S., & A. Fernandos,**
*Buenos Ayres, Argentine Republic.*

| | Net Tons |
|---|---|
| Bariloche | 350 |

**Giang, S.,**
*Manilla, Philippine Islands.*

| | Net Tons |
|---|---|
| s. San Antonio | 325 |

**Giannagas, E.,**
*Cassos, Greece.*

| | |
|---|---|
| Agios Nicolaos | 241 |

**Giannelli, Carlo,**
*Rio Marina, Elba.*

| | |
|---|---|
| Lauretta G. | 152 |

**Giannoni, C.,**
*Porto Ferrario, Italy.*

| | |
|---|---|
| Dino | 506 |

**Giannoni, E., fu Carlo,**
*Rio Marina, Elba.*

| | |
|---|---|
| Elba | 160 |

**Giannoni, Fratelli,**
*Rio Marina, Elba.*

| | |
|---|---|
| Emanuele | 310 |

**Giannoni, Giuseppe,**
*Rio Marina, Elba.*

| | |
|---|---|
| Guida Celeste | 169 |
| Spagna | 449 |

**Giannoni, Matteo, Vve.,**
*Rue Fodéré, 9, Nice, France.*

| | |
|---|---|
| Monte Cristo | 175 |

**Giannoni, Pietro, di Antonio,**
*Rio Marina, Elba, Italy.*

| | |
|---|---|
| Obadella | 135 |

**Gibb, A. & E. G.,**
*Wellington Road, Aberdeen.*

| | |
|---|---|
| s. Romulus | 185 |

**Gibb, J. F., & Co.,**
65, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| s. The Hauler | 13 |

**Gibbins, Frederick John,**
88, *Sussex Street, Sydney, N.S.W.*

| | |
|---|---|
| Day Spring | 159 |

**Gibbs, Abraham J. S.,**
*Devonport, Auckland, N.Z.*

| | |
|---|---|
| Kenilworth | 113 |

**Gibbs & Lee,**
147, *Bute Road, Cardiff.*

| | |
|---|---|
| s. Ancient Briton | 611 |
| s. Loyal Briton | 1361 |
| s. North Briton | 1410 |
| s. Saxon Briton | 832 |
| s. True Briton | 610 |

**Gibbs, P. C.,**
*Barnstaple, Mass., U.S.*

| | |
|---|---|
| Golden Ball | 272 |

**Gibert, J.,**
*Monte Video, Uruguay.*

| | |
|---|---|
| s. Jose Gibert | 282 |

**Gibson, Andrew, & Co.,**
2, *King Street, Liverpool*

| | Net Tons |
|---|---|
| Achilles | 1521 |
| Anglesea | 978 |
| Avon | 1590 |
| Bellona | 1123 |
| Kinross | 1399 |
| s. Norfolk | 1159 |
| North Riding | 1371 |
| Prince Oscar | 1292 |
| Record | 1722 |
| Regent | 1289 |
| Rialto | 1462 |

**Gibson & Clark,**
31, *Waterloo Street, Glasgow.*

| | |
|---|---|
| Pass of Balmaha | 1498 |
| Pass of Brander | 1993 |
| Pass of Killiecrankie | 1609 |
| Pass of Leny | 1279 |
| Pass of Melfort | 2196 |

**Gibson, George, & Co.,**
64, *Commercial Street, Leith.*

| | |
|---|---|
| s. Abbotsford | 656 |
| s. Anglia | 520 |
| s. Antiquary | 669 |
| s. Astrologer | 578 |
| s. Britannia | 499 |
| s. Durward | 648 |
| s. Kinghorn | 374 |
| s. Osborne | 275 |
| s. Windsor | 312 |

**Gibson & Greenop,**
*Workington.*

| | |
|---|---|
| s. Derwent | 111 |

**Gibson, John,**
*Marysville, York Co., N.B.*

| | |
|---|---|
| Arthur M. Gibson | 317 |
| Galatea | 122 |
| Genesta | 110 |

**Gibson, Joseph,**
26, *Commercial Street, Dundee.*

| | |
|---|---|
| Lintrathen | 664 |

**Gibson, R., & Bros.,**
*Savannah Sound, Windermere, Eleuthera, U.S.*

| | |
|---|---|
| Brothers | 125 |

**Gibsone, Alexander,**
*Heilege Geist Gasse, No. 83, Danzig, Germany.*
(Danziger-Dampschifff-Aktien-Gesellschaft.)

| | |
|---|---|
| s. Artushof | 520 |
| Der Wanderer | 600 |
| s. Echo | 620 |
| s. Hercules | 742 |
| s. Minister Achenbach | 753 |
| s. Mlawka | 516 |

**Gidley, J.,**
*Grimsby, Lincolnshire.*

| | |
|---|---|
| Zebra | 84 |

**Giehl, C.,**
*Gut Plehn per Tucum, Kurland, Russia.*

| | |
|---|---|
| Der Versuch | 278 |

**Giel, C.,**
*Riga, Russia.*

| | |
|---|---|
| Eugen | 135 |

**Giertsen, Einar,**
*Bergen, Norway.*

| | |
|---|---|
| s. Röskva | 325 |
| s. Tjalve | 330 |

**Giertsen, Johan C.,**
*Bergen, Norway.*

| | Net Tons |
|---|---|
| s. Ask | 444 |
| s. Balder | 369 |
| s. Breidalblik | 434 |
| s. Embla | 304 |
| s. Hermod | 333 |
| s. Managua | 451 |
| s. Nanna | 327 |
| s. Sjofna | 306 |
| s. Vale | 447 |
| s. Valhal | 355 |
| s. Viking | 362 |

**Giesberger & Co.,**
*Batavia.*

| | |
|---|---|
| Albertine Beatrice | 472 |
| Banka | 531 |

**Gifford, Daniel,**
*May's Landing, New Jersey, U.S.*

| | |
|---|---|
| Ida H. Mathis | 482 |

**Gifford, E.,**
*May's Landing, New Jersey, U.S.*

| | |
|---|---|
| Francis Schubert | 206 |

**Gifford, James,**
*Limekilns, Fifeshire.*

| | |
|---|---|
| Cuthona | 201 |

**Gigins, James,**
*Portslade, Sussex.*

| | |
|---|---|
| Gensing | 123 |

**Gignac, O.,**
*St. Colomban, co. Quebec, Canada.*

| | |
|---|---|
| Emmanuel | 104 |

**Giheiji, Sawada,**
*Furuba Mura, Owari, Japan.*

| | |
|---|---|
| Hozaki Maru | 188 |

**Gil, R., & Doña M. Vila,**
*Vigo, Spain.*

| | |
|---|---|
| Maria & Joaquina | 222 |

**Gilbert & Co.,**
*Wallaceburg, Ontario.*

| | |
|---|---|
| s. City of Mount Clemens | 69 |

**Gilchrist, Georg A.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Richard Law | 130 |

**Gilchrist, Robert, & Co.,**
5, *India Buildings, 9, Water Street, Liverpool.*
(South Wales & Liverpool S.S. Co. Ld.)

| | |
|---|---|
| s. Llanelly | 167 |
| s. Marquis of Bute | 135 |
| s. Orpheus | 183 |

**Gilchrist, T. W.,**
*Alpena, Michigan, U.S.*

| | |
|---|---|
| s. Viking | 944 |

**Gildemeister & Ries,**
*Bremen, Germany.*

| | |
|---|---|
| s. Brema | 1342 |
| Jessonda | 883 |
| Matador | 1438 |
| Najade | 1691 |
| Neck | 1442 |
| Nereide | 1732 |
| Nereus | 1759 |
| Nesaia | 1700 |
| Nixe | 1672 |
| Nymphe | 2076 |

**Gilder, T. van,**
*Dennis, Mass., U.S.*

| | Net Tons |
|---|---|
| S. B. Marts | 525 |

**Gilder, W. R. van,**
*Bridgeton, New Jersey, U.S.*

| | |
|---|---|
| Thomas van Gilder | 215 |

**Gildersleeve, H.,**
*Hartford, Con., U.S.*

| | |
|---|---|
| Rebecca | 135 |

**Giles, W. H.,**
*Gravesend, Kent.*

| | |
|---|---|
| s. Woodcock | 15 |

**Gill, C. S.,**
*Post Office Box 1668, Boston, Mass., U.S.*

| | |
|---|---|
| Mohican | 814 |

**Gill, Edwin,**
*Rochester.*

| | |
|---|---|
| Triumph | 90 |

**Gill, George William,**
*Rochester, Kent.*

| | |
|---|---|
| Lothair | 117 |

**Gill, Gibbon,**
*St. Thomas de Pierreville, Quebec.*

| | |
|---|---|
| St. Bernardin | 101 |

**Gill, William,**
*Wisbeach.*

| | |
|---|---|
| Pet | 146 |

**Gillam, William J.,**
*Albany, W.A.*

| | |
|---|---|
| Islander | 277 |

**Gilles, Em., & A. Bellet,**
*Fécamp, France.*

| | |
|---|---|
| Bretagne | 148 |
| Gascogne | 208 |
| Normandie | 178 |

**Gillespie Bros. & Co.,**
23, *Crutched Friars, London, E.C.*

| | |
|---|---|
| s. Nanshan | 805 |

**Gillespie, Edward,**
*Parrsboro, N.S.*

| | |
|---|---|
| Icarus | 482 |

**Gillespie, O.,**
*Cornwall, Ontario.*

| | |
|---|---|
| s. Garnet | 96 |

**Gillespie, O., & W. C. White,**
*Cornwall, Ontario.*

| | |
|---|---|
| s. Rocket | 228 |

**Gillette, Henry,**
*Patchogue, New York, U.S.*

| | |
|---|---|
| Anna | 465 |

**Gillies, R.,**
*Para, Brazil.*

| | |
|---|---|
| s. Republica | 161 |

**Gillies, Robert,**
10, *Irwell Chambers, Fazakerley Street, Liverpool.*

| | Net Tons |
|---|---|
| Harrington | 671 |

**Gillison & Chadwick,**
10, *Tower Buildings North, Water Street, Liverpool.*

| | |
|---|---|
| British Army | 1293 |
| Drumblair | 1846 |
| Drumburton | 1771 |
| Drumcliff | 3469 |
| Drumcraig | 1837 |
| Drumeltan | 1380 |
| s. Drumfell | 1568 |
| Drumlanrig | 1435 |
| s. Drummond | 1704 |
| Drummuir | 1708 |
| Drumpark | 1470 |
| Drumrock | 2913 |
| Tythonus | 1182 |

**Gilmour, John, & Son,**
12, *Drury Lane, Liverpool.*

| | |
|---|---|
| Norfolk Hero | 137 |

**Gilva, M. D.,**
*Port-au-Prince, Hayti.*

| | |
|---|---|
| Georgie | 142 |

**Ginebra y Pou, F.,**
*Barcelona, Spain.*

| | |
|---|---|
| Nuevo Copernico | 189 |

**Ginman, G. W.,**
*Hiitis, Finland.*

| | |
|---|---|
| Mathilda | 146 |

**Ginori, C.,**
*Leghorn, Italy.*

| | |
|---|---|
| s. Urania | (Gross) 179 |

**Ginstrom, A. L.,**
*Dragsfjerd, Russia.*

| | |
|---|---|
| Olivia | 231 |

**Gionis, J.,**
*Zante, Greece.*

| | |
|---|---|
| Geron Gionis | 231 |

**Giordano, G.,**
*Porto Mauritzio, Italy.*

| | |
|---|---|
| Caterina | 127 |

**Giorgiadi, N.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Sebastiano | 396 |

**Giorgiadis, G.,**
*Skopelos, Greece.*

| | |
|---|---|
| Ypiretria | 261 |

**Giorgiu, D., & Co.,**
*Cisme, Greece.*

| | |
|---|---|
| Marianthi | 194 |

**Giourgas, J., & Co.,**
*Ermoupolis, Greece.*

| | |
|---|---|
| Ekaterini | 388 |

**Giovannetti, A.,**
*Cow Bay, Cape Breton.*

| | |
|---|---|
| Gem | 135 |



s. désigne les Vapeurs.

**Giovanni Koorjniski, Tujari,**
*Hasskioi, Turkey.*

| | Net Tons |
|---|---|
| Mareeyah | 100 |
| Temur Cappu | 100 |

**Girard, L., & Co.,**
*St. Pierre, Martinique.*

| | |
|---|---|
| s. Le Marin | 40 |
| s. Rubis | 81 |
| s. Topaze | 31 |

**Girrior, William,**
*Big, Tracadie, Antigonish co., N.S.*

| | |
|---|---|
| Patriot | 107 |

**Gisholdt, L.,**
*Skien, Norway.*

| | |
|---|---|
| s. Inland | 107 |

**Gislason, W.,**
*Rudkjöbing, Denmark.*

| | |
|---|---|
| Latona | 107 |
| London | 132 |
| Sigrid | 127 |

**Giulani, Domingo,**
*Entre Rios, Concordia, Argentine Republic.*

| | |
|---|---|
| s. Inca | 114 |
| s. Progress | 86 |
| s. Rivadavia | 760 |

**Giuli, Achmet,**
*Scutari, Turkey.*

| | |
|---|---|
| Muradie | 348 |

**Giunta, Enrico,**
*Catania, Sicily.*

| | |
|---|---|
| Mariannina G. | 124 |

**Giunta, Err., & Vin.,**
*Porto Empodocle, Italy.*

| | |
|---|---|
| Pozzallo | 107 |

**Giurassevich, G.,**
*Alexandria, Egypt.*

| | |
|---|---|
| Emulo | 287 |

**Giuricich, Giovanni, di A.,**
*Lussinpiccolo, Austro-Hungary.*

| | |
|---|---|
| Livadia | 144 |

**Giusti, E., fu V.,**
*Portoré, Austro-Hungary.*

| | |
|---|---|
| Jona | 534 |

**Givan, W. R.,**
*Moncton, N.B.*

| | |
|---|---|
| F. & E. Givan | 109 |

**Gjemre, J. E.,**
*Stavanger, Norway.*

| | |
|---|---|
| s. Stamford | 380 |

**Gjerdesjöen, J.,**
*Haugesund, Norway.*

| | |
|---|---|
| s. Rolf | 122 |
| Sirius | 343 |
| s. Velox | 176 |

**Gjerlöff, C.,**
*Kragerö, Norway.*

| | |
|---|---|
| Florida | 545 |
| Röskva | 235 |

**Gjersöe, J. D.,**
*Moss, Norway.*

| | Net Tons |
|---|---|
| Alpha | 476 |
| Grethie | 211 |

**Gjersöe, Jens.,**
*Christiania, Norway.*

| | |
|---|---|
| Andreas | 172 |
| Ansgar | 206 |
| Ax | 724 |
| May | 235 |
| Olga | 169 |
| Semaria | 587 |
| Vidar | 346 |

**Gjertsen, Chr.,**
*Porsgrund, Norway.*

| | |
|---|---|
| Oscar | 285 |

**Gjertsen, I. F., & G. F.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Island | 639 |

**Gjertsen, O.,**
*Aasgaarstrand, Norway.*

| | |
|---|---|
| Haab | 839 |
| Kjellestad | 350 |

**Gjessen, O. G.,**
*Skudesnæshavn, Norway.*

| | |
|---|---|
| Duna | 127 |

**Gjessing, H. F., & Co.,**
*Drammen, Norway.*

| | |
|---|---|
| Amazone | 171 |
| Sylvia | 323 |

**Gjömle, N. Jacobsen, & Co.,**
*Grimstad, Norway.*

| | |
|---|---|
| Nanna | 377 |

**Gladding, William H.,**
*Providence, R.I., U.S.*

| | |
|---|---|
| John H. Cross | 385 |
| Sarah A. Fuller | 468 |

**Gladstone & Cornforth,**
72, *Church Street, West Hartlepool.*

| | |
|---|---|
| s. Calliope | 1927 |
| s. Cyrus | 2174 |
| s. Erato | 1137 |
| s. Feronia | 1930 |
| s. Harrogate | 1209 |
| s. Thyra | 2244 |
| s. Urania | 1704 |

**Gladstone, Wyllie & Co.,**
*Calcutta, India.*
(Clive Steam Tug Co.)

| | |
|---|---|
| s. Clive | 91 |
| s. Dalhousie | 62 |
| s. Warren Hastings | 82 |

**Gladulich, Mad. Catterina L.,**
*Lussinpiccolo, Austro-Hungary.*

| | |
|---|---|
| Letizia | 299 |

**Gläfcke & Hennings,**
(Orient Linie),
*Michaelisbrücke 3, Hamburg, Germany*

| | |
|---|---|
| s. Bahrenfeld | 1112 |
| s. Mexico | 1003 |
| s. Reinbeck | 1095 |

**Glama & Puls,**
*Travessa da Rua de S. João 11, Oporto, Portugal.*

| | |
|---|---|
| Atlantico | 474 |
| Fernanda | 709 |
| Glama | 521 |
| Josephina | 772 |

**Glamorgan Steam Ship Co., Ld.,**
4, *Dock Chambers, Cardiff.*
*See* D. & C. Radcliffe.

**Glansford, S.,**
*Havelock Street, Hessle Road, Hull.*

| | Net Tons |
|---|---|
| Samuel & Ann | 86 |

**Glaro, G.,**
*Samos, Asiatic Turkey.*

| | |
|---|---|
| Ayah Nicola | 142 |

**Glaser, A. C.,**
*San Francisco, U.S.*

| | |
|---|---|
| C. C. Funk | 513 |

**Glasgow, Dublin & Londonderry Steam Packet Co., Ld.,**
52, *Robertson Street, Glasgow.*
*See* A. A. Laird & Co.

**Glasgow & Inverary Steam Boat Co., Ld.,**
5, *Oswald Street, Glasgow.*

| | |
|---|---|
| s. Lord of the Isles | 190 |

**Glasgow Shipowners' Co., Ld.,**
107, *St. Vincent Street, Glasgow.*
*See* Glen & Co.

**Glasgow Shipping Co.,**
80, *Buchanan Street, Glasgow.*
*See* Aitken, Lilburn & Co.

**Glasgow & South Western Railway Co.,**
*St. Enoch Station, Glasgow.*

| | |
|---|---|
| s. Chancellor | 60 |
| s. Glen Rosa | 105 |
| s. Glen Sannox | 103 |
| s. Marquis of Bute | 54 |
| s. Mercury | 114 |
| s. Minerva | 105 |
| s. Neptune | 114 |
| s. Sultana | 77 |
| s. Viceroy | 73 |

**Glasier, Parker,**
*Lincoln, N.B.*

| | |
|---|---|
| s. Hero | 81 |

**Glass, M. J. (Mrs.),**
*Sarnia, Ontario.*

| | |
|---|---|
| Dauntless | 156 |

**Glen & Co.,**
107, *St. Vincent Street, Glasgow.*
(Glasgow Shipowners' Co., Ld.)

| | |
|---|---|
| s. Kirtle | 942 |
| s. Torbay | 830 |

**Glen Line.**
*See* McGregor, Gow & Co.

**Glens Steam Ship Co., Ld.,**
*Mercantile Chambers, Quayside, Newcastle-on-Tyne.*
*See* Lindsay, Gracie & Co.

**Glicco, G.,**
*Syra, Greece.*

| | |
|---|---|
| Themistocles | 267 |

**Glidden & Bridge,**
126, *State Street, Boston, Mass, U.S.*

| | Net Tons |
|---|---|
| Beatrice Havener | 525 |
| Willard Mudgett | 832 |

**Glifberg, N. O.,**
*Skillinge, Cimbrishamn, Sweden.*

| | |
|---|---|
| Albert | 115 |

**Glino, G. L., & Co.,**
*Syra, Greece.*

| | |
|---|---|
| Georgios | 354 |

**Glinoga, T.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| San Pablo | 114 |

**Glinou, G. L.**
*Ermoupolis, Greece.*

| | |
|---|---|
| Evangelistria | 138 |

**Globe Shipping Co., Ld.**
(Manager—C. G. Dunn),
10, *Irwell Chambers, Liverpool.*

| | |
|---|---|
| Crofton Hall | 2040 |
| Dovenby Hall | 1998 |
| Forrest Hall | 1999 |
| Hutton Hall | 1989 |
| Mistley Hall | 1772 |

**"Globus," Dampfschiff-fahrt Gesellschaft,**
(Manager—H. A. Petersen),
*Flensburg, Germany.*

| | |
|---|---|
| s. Glücksburg | 1093 |
| s. Holnis | 718 |
| s. Kollund | 577 |

**"Glommens" Dampskibs-Selskab,**
*Fredriksstad, Norway.*
*See* B. Christiansen.

**Gloucester Shipping Co., Ld.,**
27, *Commercial Road, Gloucester.*

| | |
|---|---|
| Bernard Barton | 97 |

**Glover Bros.,**
88, *Bishopsgate Street Within, London, E.C.*

| | |
|---|---|
| s. Byron | 1319 |
| s. Milton | 861 |
| s. Shakespear | 1163 |
| s. Shelley | 1267 |
| s. Wordsworth | 1245 |

**Glover, S. M.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Fannie & Fay | 222 |

**Glover, Thomas C.,**
*Mount Grange, Midlothian.*

| | |
|---|---|
| s. John Stirling | 168 |

**Glyca, L. A.,**
*Syra, Greece.*

| | |
|---|---|
| Lukia Glyca | 603 |

**Glycas, L.,**
*Chios, Turkey.*

| | |
|---|---|
| Eva | 450 |

**Glyka, E. A., & Co.,**
*Zante, Greece.*

| | |
|---|---|
| Chios | 460 |

**Glykas, L. A.,**
*Cardiff.*

| | Net Tons |
|---|---|
| Leonidas | 498 |

**Glynn, Henry R.,**
*Kilrush, co. Clare, Ireland.*

| | |
|---|---|
| s. Leven | 56 |

**Glynn, John, & Son,**
20, *Water Street, Liverpool.*
(Atlantic & Eastern S.S. Co., Ld.)

| | |
|---|---|
| s. Borderer | 3135 |
| s. Livornese | 931 |
| s. Maiorese | 1084 |
| s. Milanese | 1635 |
| s. Vito | 851 |
| s. Zena | 666 |

**Gnecco, A. G. B., fu Francesco,**
*Quinto, Italy.*

| | |
|---|---|
| Palmira C. | 403 |

**Go Djin Gang,**
*Banjermassin, Borneo.*

| | |
|---|---|
| Kiem Seng Hoeat | 135 |

**Go Tjoen Bie en Achmad bin abdul Djalil,**
*Banjermassin, Borneo.*

| | |
|---|---|
| Teka Asiah | 415 |

**Goday y Gual,**
*Barcelona, Spain.*

| | |
|---|---|
| Albertina | 161 |
| Angeles | 377 |

**Godfrey, F.,**
*Millbridge, Maine, U.S.*

| | |
|---|---|
| Eva May | 150 |

**Godfrey, L. T.,**
*New York, U.S.*

| | |
|---|---|
| Palestine | 135 |

**Godfrey, Louisa,**
*New York, U.S.*

| | |
|---|---|
| Lucy | 129 |

**Godfrey, T. W.,**
*Camden, New Jersey, U.S.*

| | |
|---|---|
| Ellanora van Deusen | 294 |

**Godhem Ångfartygs Aktieb.**
*Gothenburg, Sweden.*
*See* T. Ahrenberg.

**Godinho, J. T. da S.,**
*Rio Janeiro, Brazil.*

| | |
|---|---|
| Nomad | 452 |

**Godinhon, J. T. da Silva,**
*Lisbon, Portugal.*

| | |
|---|---|
| Rapido | 195 |

**Goedelt, C.,**
*Grosse Johannisstrasse 4, Hamburg, Germany.*

| | |
|---|---|
| Amanda | 225 |
| Mary | 198 |

**Goei Boen Giok en Liem Tjoei Hoen,**
*Banjermassin, Borneo.*

| | |
|---|---|
| Kiem Tiang Hoeat | 223 |

**Goetghebeur, L.,**
*Dunkirk, France.*

| | Net Tons |
|---|---|
| Esperance | 121 |
| Fileuse | 109 |

**Goffey, J. & W.,**
40, *Chapel Chambers North*, 28, *Chapel Street, Liverpool.*

| | |
|---|---|
| Austrasia | 2586 |
| Dumfriesshire | 1221 |
| Eurasia | 1825 |
| Micronesia | 1577 |
| Oranasia | 2565 |

**Goglione, S.,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Oreste | 116 |

**Gogstad, A. C.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Kamfjord | 759 |

**Gogstad, O.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Industri | 197 |

**Goh Ah Tee,**
*Singapore, Straits Settlements.*

| | |
|---|---|
| Lye Seng Ngwan | 115 |

**Golam Hossain Habeboolla,**
11, *Sookeas Lane, Calcutta.*

| | |
|---|---|
| Foam | 215 |

**Goldberg, S., & Sons,**
3, *Cambrian Place, Swansea, Glamorganshire.*

| | |
|---|---|
| Agnes Lilian | 1134 |
| Andaman | 919 |
| Candahar | 1357 |
| Cape Breton | 1421 |
| Florence Stella | 1170 |
| Gateside | 692 |
| Hinda | 443 |
| Sydenham | 1063 |

**Goldfinch, Ernest,**
*Whitstable, Kent.*

| | |
|---|---|
| Alpha | 137 |

**Goldfinch, F.,**
*Harbour Street, Whitstable, Kent.*

| | |
|---|---|
| Sunshine | 118 |

**Goldfinch, G. H., & Co.,**
*Whitstable, Kent.* s
| | |
|---|---|
| Blonde | 199 |
| Coila | 153 |
| Utopia | 160 |

**Goldfinch, W.,**
*West Cliff, Whitstable, Kent.*

| | |
|---|---|
| International | 181 |

**Golinsky, M.,**
*New York, U.S.*

| | |
|---|---|
| Belgium | 670 |

**Gollcher, Gustaf,**
*Valetta, Malta.*

| | |
|---|---|
| s. Gleneagles | 86 |
| s. L'Isle Adam | 539 |
| s. Lady Downshire | 139 |

**Goltermann, C. E.,**
Successors
(Bissmark Linie.)
*Grosse Elbstrasse* 112, *Altona*, & 49, *Börsen Comptoir, Hamburg.*

| | |
|---|---|
| s. Helfrid Bissmark | 358 |
| s. Hilma Bissmark | 449 |
| s. Mathilda Bissmark | 159 |

**Golubovich, Ermanno,**
*Fiume, Austro-Hungary.*

| | Net Tons |
|---|---|
| Mie Figli | 771 |

**Gombert, G., & Leconte,**
*Gravelines, France.*

| | |
|---|---|
| Augustine | 107 |

**Gombos, G.,**
*Syra, Greece.*

| | |
|---|---|
| Koupas | 347 |

**Gomes, A.,**
*Lisbon, Portugal.*

| | |
|---|---|
| s. Gomes IV. | 248 |
| s. Gomes VI. | 327 |
| s. Gomes VIII. | 399 |

**Gomes, A. Dos Santos,**
*Rua da Nova Alfondega, Oporto, Portugal.*

| | |
|---|---|
| Princeza Amelia | 175 |
| Timbre II. | 131 |

**Gomes, A. P.,**
*Para, Brazil.*

| | |
|---|---|
| s. Tejo | 212 |

**Gomes & Filho,**
*Madeira.*

| | |
|---|---|
| Galgo | 138 |

**Gomes, Vva. de R., & Filhos,**
*Funchal, Madeira.*

| | |
|---|---|
| Novo Mathilde | 165 |

**Gomez hijo, A.,**
*Monte Video, Uruguay.*

| | |
|---|---|
| Maldonado | 111 |

**Gomez, J. Acuña,**
*Almeria, Spain.*

| | |
|---|---|
| s. Numancia | 395 |

**Gomez, W. M.,**
*Pueblea del Caraminal, Spain.*

| | |
|---|---|
| Joaquina | 155 |

**Gonçalves, C. M.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Carlos Irmãos | 199 |

**Gonçalves, M. J.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Venturosa | 115 |

**Gondrand Bros.,**
*Genoa, Italy.*

| | |
|---|---|
| s. Aquila | 138 |
| s. Giulio Cesare | 2228 |
| s. Giulio Mazzino | 1298 |
| s. Remo | 2204 |
| s. Romolo | 1324 |

**Gonsayemon, Ukon,**
*Osaka, Japan.*

| | |
|---|---|
| Iwata Maru | 195 |

**Gonzales, G.,**
*Campeche, Mexico.*

| | |
|---|---|
| Mexico | 232 |

**Gonzalés, J., fils,**
*Algiers.*

| | Net Tons |
|---|---|
| Maria Thérese | 101 |

**Gonzalez, Manuel,**
*Vecino de S. Lazaro* 15, *Havana, Cuba.*

| | |
|---|---|
| Mascotta | 148 |

**Gonzalez (Meliton) & Co.,**
*Gijon, Spain.*

| | |
|---|---|
| s. Asturias | 469 |
| s. Barambio | 483 |
| s. Covadonga | 545 |
| s. Gijon | 499 |
| s. Piles | 210 |

**Gonzalez y Vilches,**
*Cadiz, Spain.*

| | |
|---|---|
| s. Trocadero | 68 |

**Gonzalez, V.,**
*Antique, Philippine Islands.*

| | |
|---|---|
| s. Gonzalez | 62 |

**Gonzalo Bros. & Co.,**
*Tabasco, Mexico.*

| | |
|---|---|
| Carmen | 139 |

**Good, Flodman & Co.,**
*Heplegate Buildings, Humber Dock Walls, Hull.*

| | |
|---|---|
| s. Artemis | 408 |
| s. West Riding | 577 |

**Goodall, Perkins & Co.,**
*San Francisco, U.S.*

| | |
|---|---|
| s. Arcata | 416 |

**Gooderham, Albert E.,**
*Toronto, Ontario.*

| | |
|---|---|
| s. Cleopatra | 71 |

**Gooderham, G.,**
*Toronto, Ontario.*

| | |
|---|---|
| s. Greyhound | 219 |

**Goodeu, C. Le B.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Harriet S. Brooks | 220 |

**Goodfellow, James,**
*St. John's, N.F.L.*

| | |
|---|---|
| Star of the Sea | 127 |

**Goodlet & Smith, Ld.,**
493, *George Street, Sydney, N.S.W.*

| | |
|---|---|
| Nineveh | 1174 |

**Goodrich Transportation Co.**
(A. W. Goodrich),
*Foot of Michigan Avenue, Chicago, Illinois.*

| | |
|---|---|
| s. Virginia | 980 |

**Goodridge, Alan, & Sons,**
*St. John's, N.F.L.*

| | |
|---|---|
| Algeria | 110 |
| Bella Rosa | 149 |
| Energy | 146 |
| Gratia | 157 |
| Minnie | 164 |
| Peggy | 247 |
| Rosina | 185 |
| Viola | 182 |

**Goodwill, Francis,**
110, *Prospect Road, Scarboro'.*

| | Net Tons |
|---|---|
| s. Triumph | 14 |

**Goodwin, George M.,**
*Newburyport, Mass., U.S.*

| | |
|---|---|
| Jonathan Cone | 116 |

**Goodwin, James,**
*Ardrossan, co. Ayr.*

| | |
|---|---|
| Sir Herbert Maxwell | 232 |

**Goodyear & Co.,**
31, *James Street, Liverpool.*

| | |
|---|---|
| s. Corinthia | 838 |
| s. Frutera | 638 |
| s. Granada | 607 |
| s. Mancestria | 606 |
| s. Murcia | 659 |
| s. Naranja | 659 |
| s. Rydal Fell | 358 |
| s. Sicilia | 1350 |
| s. Valencia | |

(Devonia Shipping Co., Ld.)

| | |
|---|---|
| Amelia | 294 |
| Eliza | 299 |

**Goole & Hull Steam Packet Co., Ld.,**
*North Pier, Goole.*

| | |
|---|---|
| s. Empress | 79 |

**Goole & Hull Steam Towing Co., Ld.,**
*Custom House Buildings, Goole, Yorkshire.*

| | |
|---|---|
| s. Goole No. 1. | 20 |
| s. Goole No. 8. | 12 |
| s. Goole No. 9. | 12 |

**Goole Steam Shipping Co., Ld., The,**
*Goole, Yorkshire.*

| | |
|---|---|
| s. Aire | 324 |
| s. Calder | 323 |
| s. Derwent | 345 |
| s. Don | 464 |
| s. Hebble | 451 |
| s. Ouse | 432 |
| s. Ralph Creyke | 471 |
| s. Richard Moxon | 237 |
| s. Wharfe | 363 |

**GopathyVerasawmyChetty,**
*Madras.*

| | |
|---|---|
| Blackwall | 307 |

**Göranson, A.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Beata | 208 |
| Carolina | 274 |

**Göransson, B.,**
*Raus, Malmöh län, Sweden.*

| | |
|---|---|
| Atlanta | 344 |
| Fix | 161 |
| Gunnar | 281 |
| Hans | 137 |
| Thorsten | 443 |

**Göransson, G.,**
*Råå, Raus, Sweden.*

| | |
|---|---|
| Georgina | 163 |

**Göransson, J. F.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Veritas | 279 |

**Gordon, Daniel,**
*Georgetown, P.E.I.*

| | |
|---|---|
| Brudenell | 95 |
| Sirius | 115 |

**Gordon, Geo., & Co.,**
48, *West Regent Street, Glasgow.*

| | Net Tons |
|---|---|
| Abernyte | 700 |
| Clairmont | 755 |
| Craigend | 2213 |
| Earl of Dalhousie | 1677 |
| Lady Isabella | 1462 |
| Macduff | 1236 |
| Milton Park | 1394 |
| Windsor Park | 1692 |

**Gordon, John,**
*Buffalo, New York, U.S.*
(Northern Steamship Co.)

| | |
|---|---|
| s. North Laird | |
| s. North Star | 1883 |
| s. North West | |
| s. North Wind | 1883 |
| s. Northern King | 1883 |
| s. Northern Light | 1883 |
| s. Northern Queen | 1883 |
| s. Northern Wave | 1883 |

**Gordon, John P.,**
*Franklin, Me., U.S.*

| | |
|---|---|
| Caroline C. Foss | 361 |
| Chromo | 121 |
| John Paul | 390 |

**Gordon, Robert,**
*New York, U.S.*

| | |
|---|---|
| Southern Home | 901 |

**Gordon, R., & Co.,**
*Palmerston Buildings*, 93, *Bishopsgate Street, London, E.C.*

| | |
|---|---|
| s. Amy | 1503 |
| s. Ardbeg | 1467 |
| s. Ashbrooke | 883 |
| s. Augusta | 551 |
| s. Beckton | 903 |
| s. Breton | 835 |
| s. Charlaw | 587 |
| s. Cora Maria | 823 |
| s. Ebro | 716 |
| s. Ella | 1373 |
| s. Gordonia | 1555 |
| s. Intrepid | 880 |
| s. Kairos | 1915 |
| s. Katy | 1378 |
| s. Orpington | 1497 |
| s. Recepta | 640 |
| s. Recta | 1886 |
| s. Rimpha | 1490 |
| s. Rossini | 851 |
| s. Sobraon | 1541 |
| s. Sybil | 1390 |
| s. Telesilla | 776 |
| s. Violet | 914 |
| s. Wally | 1337 |

**Gore, E. A., (Major-General),**
*Derrymore, County Clare, Ireland.*

| | |
|---|---|
| s. Helga | 73 |

**Gore, Richard,**
*Hesketh Bank, Lancashire.*

| | |
|---|---|
| Earnest | 96 |

**Gorm, Dampskibselskabet,**
18, *Fredericiagade, Copenhagen, Denmark.*
*See* L. H. CARL.

**Gorocica, J. A.,**
*Ybarranguelua, Vizcaya, Spain.*

| | |
|---|---|
| Maria | 690 |

**Gorter, A.,**
*Amsterdam, Holland.*

| | |
|---|---|
| Johanna Frederika | 145 |

**Gorter, T. W.,**
*Martinshock, Holland.*

| | |
|---|---|
| Boreas | 161 |



s. désigne les Vapeurs.

**Gossage, Wm., & Sons,**
*Widnes, Lancashire.*

| | Net Tons |
|---|---|
| s. Millie | 73 |

**Gosselaar, R.,**
*Farmsum, Holland.*

| | |
|---|---|
| Trijntje | 300 |

**Gosselin & Déneuve,**
*Fécamp, France.*

| | |
|---|---|
| Ernest | 190 |

**Gosselin, P. S.,**
*Fécamp, France.*

| | |
|---|---|
| G. B. | 171 |

**Göta, Förnyade Ångfartygs** Aktieb.,
*Gothenburg, Sweden.*
*See* H. STERNHAGEN.

**Göta Kanal, Ångfartygs** Aktieb.,
*Stockholm, Sweden.*
*See* E. B. THORSSELL.

**Göteborg-Jönköping, Ångb.** Aktieb.,
*Gothenburg, Sweden.*
*See* J. B. STRÖMBERG.

**Göteborg-Kiel Ångfartygs** Aktieb.,
*Gothenburg, Sweden.*
*See* C. A. MÖLLER.

**Göteborg Strömstads Ångbolaget,**
*Gothenburg, Sweden.*
*See* O. LINDBERG.

**Göteborgs Ångfartygs** Aktiebolaget,
*Gothenburg, Sweden.*
*See* A. O. ANDERSSON.

**Gothenburg Harbour Commissioners**
(Manager—G. v. Krusenstjerna),
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Isbrytaren | 171 |

**Gotland, Ångf. Bol.**
*Visby, Sweden.*
*See* A. EKMAN.

**Gotusso, A.,**
*Portofino, Italy.*

| | |
|---|---|
| Francesco Gotusso | 427 |

**Gotuzzo, D., Hermanos,**
*Calle Defensa, 129, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Della Gotuzzo | 110 |

**Gotuzzo, G., & A. Repetto,**
*Genoa, Italy.*

| | |
|---|---|
| San Giorgio | 155 |

**Goudi, Helen D.,**
*Spezzia, Greece.*

| | |
|---|---|
| Nicolaos | 161 |

**Goudis, D. P.,**
*Spezzia, Greece.*

| | Net Tons |
|---|---|
| s. Crete | 302 |
| s. Electric | 272 |
| s. Hellas | 209 |
| s. Nauplion | 309 |
| s. Spetzie | 110 |

**Goudis, N. P., & C. Apostoli,**
*Spezzia, Greece.*

| | |
|---|---|
| Hellas | 338 |

**Gould, B. T. H.,**
*Carbonear, N.F.L.*

| | |
|---|---|
| Orient | 124 |

**Gould, Claude W. S.,**
*Rock Park, Barnstaple.*

| | |
|---|---|
| Britannia | 73 |

**Gould, J. A.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Lottie K. Friend | 349 |

**Gould, James W.,**
*Cornwallis, N.S.*

| | |
|---|---|
| Evangeline | 142 |

**Gould, W., & Sons,**
*Barnstaple.*

| | |
|---|---|
| Viking | 99 |

**Gounaris, G., & Co.,**
*Andros, Greece.*

| | |
|---|---|
| Hermes | 369 |

**Gounaris, Z.,**
*Syra, Greece.*

| | |
|---|---|
| Alexandros | 449 |

**Gourgouris, P.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Agios Georgios | 215 |

**Gourley, E. T.,**
*Sunderland.*

| | |
|---|---|
| s. Florence | 1609 |

**Govard, E.,**
*Dunkirk, France.*

| | |
|---|---|
| Agile | 106 |
| Intrépide | 115 |
| L'Espérance | 111 |

**Govenius, H. W. C.,**
*Ortala, Väddö, Sweden.*

| | |
|---|---|
| Andreas | 128 |

**Govnidaram Javagepaul Doss,**
*Madras, India.*

| | |
|---|---|
| Stree Vencatayswerloo | 481 |

**Gow, Allan C., & Co.,**
19, *Waterloo Street, Glasgow.*

| | |
|---|---|
| s. Austerlitz | 1076 |
| s. Viceroy | 1386 |
| s. Vittoria | 1751 |
| s. Waterloo | 901 |

**Gower, W. D.,**
*New York, U.S.*

| | |
|---|---|
| Edith McIntyre | 152 |

**Goyenechea, Albino,**
*Manila, Philippine Islands.*

| | Net Tons |
|---|---|
| s. Nuestra Senora del Carmen | 189 |

**Gozias, N.,**
*Syra, Greece.*

| | |
|---|---|
| Athlitis | 245 |

**Gozien, K.,**
*Auray, Morbihan, France.*

| | |
|---|---|
| Ville des Couëts | 102 |

**Grace, John,**
*St. Peter's Port, Guernsey.*

| | |
|---|---|
| Watch | 266 |
| Zulu | 257 |

**Grace, R. C., Estate of,**
1811, *Van Pelt Street, Philadelphia, U.S.*

| | |
|---|---|
| Angie L. Green | 412 |
| Anna L. Mulford | 518 |
| Anna T. Ebener | 474 |
| Annie C. Grace | 491 |
| Harry B. Ritter | 612 |
| Ida Lawrence | 489 |
| Rebecca M. Smith | 302 |
| Sarah Wood | 259 |

**Grace, W. R.,**
*New York, U.S.*

| | |
|---|---|
| s. Santa Maria | 239 |

**Gracie, Beazley & Co.,**
25, *Water Street, Liverpool.*

| | |
|---|---|
| Æthelberht | 768 |
| British Princess | 1480 |
| Cordillera | 852 |
| s. County of York | 1478 |
| Dalgonar | 2565 |
| Glenlui | 1847 |
| M. E. Watson | 1670 |
| s. Scaw Fell | 1440 |
| Westgate | 1874 |
| s. Wylo | 978 |

(Australasian Shipping Co., Ld.)

| | |
|---|---|
| Antiope | 1443 |
| Marpesia | 1453 |
| Melanope | 1608 |
| Parthenope | 1563 |
| Tenasserim | 1419 |

**Graedener, C.,**
*Greifswald, Steinbecker Strasse 40, Germany.*

| | |
|---|---|
| Der Friede | 329 |
| Elisabeth | 271 |
| s. Pommern | 81 |

**Graff & Bannitz,**
*Memel, Germany.*

| | |
|---|---|
| Hestia | 550 |

**Grafton Steam Ship Co., Ld.,**
3, *Fenchurch Buildings, London, E.C.*
*See* E. W. MORGAN & CO.

**Graham, Anderson & Co.,**
*Carlisle, Cumberland.*

| | |
|---|---|
| s. Leander | 1888 |

**Graham, David,**
26, *Gloucester Street, Belfast.*

| | |
|---|---|
| Maggie Wood | 168 |

**Graham, J. W.,**
10, *Stewart Street, San Francisco, U.S.*

| | |
|---|---|
| Daisy Rowe | 117 |

**Graham, James,**
6, *Eden Quay, Dublin.*

| | Net Tons |
|---|---|
| Copsefield | 451 |

**Graham, James, & Co.,**
*Cails Buildings, Quayside, Newcastle-on-Tyne.*
(Graham S. S. Co., Ld.)

| | |
|---|---|
| s. Abarenda | 2009 |
| s. Abendana | 1756 |
| s. Aboraca | 1296 |

**Graham, Joseph,**
136, *High Street, Maryport, Cumberland.*

| | |
|---|---|
| Amy | 162 |
| Mina | 192 |

**Graham & Morton Transportation Co.,**
*Benton Harbour, Michigan, U.S.*

| | |
|---|---|
| s. City of Chicago | 737 |

**Graham Steam Ship Co., Ld.,**
*Cails Buildings, Quayside, Newcastle-on-Tyne.*
*See* JAMES GRAHAM & CO.

**Grahams & Co.,**
123, *Bishopsgate Street, London, E.C.*

| | |
|---|---|
| Hilston | 1998 |

**Grahl, Heinr,**
*Ribnitz, Germany.*

| | |
|---|---|
| Bertha Assmann | 334 |
| Franz von Mathies | 233 |

**Grainger, W. A.,**
54, *Waring Street, Belfast.*

| | |
|---|---|
| s. Number Twelve | 198 |
| s. Theory | 192 |
| s. Topic | 113 |

**Gram, N. M.,**
*Drammen, Norway.*

| | |
|---|---|
| Alice | 968 |
| Sjökongen | 1037 |
| Sömand | 704 |
| Wayfarer | 610 |

**Gram, S. M.,**
*Christiania, Norway.*

| | |
|---|---|
| Mathilda | 1853 |

**Grampian Steam Ship Co., Ld.,**
42, *Regent Quay, Aberdeen.*
*See* ADAM & CO.

**Grampp, Paul,**
*Burgwall* 41, *Rostock, Germany.*

| | |
|---|---|
| Beatrice Suppicich | 338 |
| Emma | 200 |

**Grand Manan Steamboat Co.,**
*Grand Manan, N.B.*

| | |
|---|---|
| s. Flushing | 175 |

**Grand Trunk Railroad Co.,**
*Grand Haven, Mich., U.S.*

| | |
|---|---|
| s. City of Milwaukee | 872 |

**Grand Trunk Railway of Canada,**
*Montreal, Canada.*

| | |
|---|---|
| s. Great Western | 662 |
| s. Huron | 688 |
| s. Lansdowne | 908 |

**Grandell, A. A.,**
*Nagu, Åbo, Finland.*

| | Net Tons |
|---|---|
| Agio | 332 |

**Grandidge, R.,**
*Hoole Road, Chester.*

| | |
|---|---|
| s. Grange | 771 |

**Grandon, F. G.,**
*Raumo, Finland.*

| | |
|---|---|
| Süsti | 309 |

**Grangemouth Touring Co.,**
*Grangemouth.*

| | |
|---|---|
| s. Blücher | 40 |
| s. Jupiter | 19 |

**"Granit," Actiebolaget,**
*Helsingfors, Finland.*

| | |
|---|---|
| s. Granit | 137 |

**Granite City S.S. Co., Ld.,**
*Aberdeen.*

| | |
|---|---|
| s. Linn o' Dee | 319 |

**Granja, J. Fernandes, & Co.,**
*Porto Alegre, Brazil.*

| | |
|---|---|
| Pelotas | 134 |

**Granlund, G.,**
*Raumö, Finland.*

| | |
|---|---|
| Hoppet | 567 |
| Lefve | 229 |
| Rauha | 189 |

**Gransbergen P.,**
*Delfzyl, Holland.*

| | |
|---|---|
| Bougiena | 470 |

**Grant, Hy., & Co.,**
*Kingsbridge, Devon.*

| | |
|---|---|
| Effort | 66 |
| Progress | 76 |

**Grant, H. H.,**
*Searsport, Maine, U.S.*

| | |
|---|---|
| Edward L. Warren | 124 |

**Grant, I. M.,**
*Ellsworth, Maine, U.S.*

| | |
|---|---|
| Harry W. Haynes | 280 |
| Leonora | 110 |

**Grant, J.,**
*Perth Amboy, New Jersey, U.S.*

| | |
|---|---|
| Maria Pierson | 272 |

**Grant, John,**
*Cleethorpes, Grimsby.*

| | |
|---|---|
| s. Weelsby | 38 |

**Grant, M.,**
*Orrenhof, Pernau, Russia.*

| | |
|---|---|
| Leonhard | 180 |
| Marcus | 229 |

**Grant, Otto,**
*Orrenhof, Pernau, Russia.*

| | |
|---|---|
| Neptunus | 240 |

**Grant, Peter V.,**
*Shanghai, China.*

| | Net Tons |
|---|---|
| Sin Kolga | 542 |
| Walter Siegfried | 394 |

**Grant, Rein,**
*Orrenhof, Pernau, Russia.*

| | |
|---|---|
| Daniel | 210 |

**Grant, William,**
*Lossiemouth, co. Elgin.*

| | |
|---|---|
| Resolve | 100 |

**Grant, William,**
*Rugby Cottages, Cleethorpes, Lincolnshire.*

| | |
|---|---|
| s. Rodney | 38 |
| s. Rugby | 33 |

**Grasdijk, H.,**
*Groote Selistraat, Groningen, Holland.*

| | |
|---|---|
| Confiance | 225 |

**Grass, G., & M. Trautmann,**
*Kuerbis, Lemsal, Livland, Russia.*

| | |
|---|---|
| Anna Olga | 268 |

**Grassi, Zaffiri,**
*Ibraïla, Roumania.*

| | |
|---|---|
| Cleopatra | 204 |

**Grasso, F. & G.,**
*Via Vittorio Emmanuele, Catania, Sicily.*

| | |
|---|---|
| Carmelo M. | 284 |

**Gratitude Steam Ship Co.,**
3, *Fenchurch Buildings, London, E.C.*
*See* E. W. MORGAN & CO.

**Graveby, C.,**
*Halton Dial, Yorkshire.*

| | |
|---|---|
| Liverpool | 117 |

**Gravem, G.,**
*Christiansund, Norway.*

| | |
|---|---|
| s. Bankchef Fasting | 1121 |

**Graves, C. (Mrs.),**
*Peel, Isle of Man.*

| | |
|---|---|
| Kate | 122 |

**Graves, H. T., & Co.,**
*Peel, Isle of Man.*

| | |
|---|---|
| Western Maid | 127 |

**Gray, George D.,**
10, *California Street, San Francisco, U.S.*

| | |
|---|---|
| Edward Parke | 140 |
| Sequoia | 325 |

**Gray & Howe,**
65, *Kilby Street, Boston, Mass., U.S.*

| | |
|---|---|
| War Steed | 114 |

**Gray, Irelan & Co.,**
108, *South Gay Street, Baltimore, Md., U.S.*

| | |
|---|---|
| Edward A. Sanchez | 468 |

**Gray, J., & J. Murray,**
*South Shields.*

| | |
|---|---|
| s. Catch Me. | 18 |

**Gray, James, & Co.,**
*Whitby, Yorkshire.*

| | Net Tons |
|---|---|
| s. Annie | 1205 |
| s. Elsie | 1493 |
| s. Kate | 1214 |
| s. Lizzie | 1334 |
| s. Marion | 1319 |
| s. Whitby | 1352 |

**Gray, John, & Sons,**
*Penryn, Cornwall.*

| | |
|---|---|
| Cedric | 91 |
| Irene | 72 |

**Gray, Mark,**
*Bucksport, Maine, U.S.*

| | |
|---|---|
| Avon | 121 |
| Henry A. Litchfield | 613 |

**Gray, Thomas,**
*Falmouth.*

| | |
|---|---|
| Hobah | 71 |

**Gray, W., & Co., Ld.,**
*West Hartlepool.*

| | |
|---|---|
| s. Roumania | 1555 |

**Gray, William (Sir),**
*West Hartlepool.*

| | |
|---|---|
| s. Albania | 1212 |
| s. Armenia | 1515 |
| s. Blythville | 822 |
| s. Circassia | 823 |
| s. Macedonia | 1051 |
| s. Pierremont | 890 |

**Grays Harbour Commercial Co.,**
121, *Market Street, San Francisco, U.S.*

| | |
|---|---|
| s. Point Loma | 221 |

**Great Eastern Railway Co.,**
*Liverpool Street, London, E.C., & Parkeston Quay, Harwich.*

| | |
|---|---|
| s. Adelaide | 551 |
| s. Amsterdam | 556 |
| s. Berlin | 556 |
| s. Brandon | 305 |
| s. Cambridge | 650 |
| s. Chelmsford | 596 |
| s. Claud Hamilton | 561 |
| s. Colchester | 517 |
| s. Despatch | 36 |
| s. Harwich | 390 |
| s. Ipswich | 556 |
| s. May | 30 |
| s. Middlesex | 65 |
| s. Norfolk | 72 |
| s. Norwich | 556 |
| s. Orwell | 72 |
| s. Peterboro | 445 |
| s. Princess of Wales | 632 |
| s. Rainbow | 44 |
| s. Stour | 71 |
| s. Vienna | |
| s. Woolwich | 105 |

**Great Grimsby Albion Steam Fishing Co., Ld.,**
*Fish Docks, Grimsby, Lincolnshire.*

| | |
|---|---|
| s. Briton | 55 |
| s. Canadian | 48 |
| s. Dominican | 48 |
| s. Egyptian | 54 |
| s. Fijian | 49 |

**Great Grimsby Co-operative Box & Fish Carrying Co., Ld.,**
*Grimsby.*

| | |
|---|---|
| s. Assyrian | 84 |
| s. Brazilian | 84 |

**Great Grimsby & East Coast Steam Fishing Co., Ld.,**
*Great Grimsby.*

| | Net Tons |
|---|---|
| s. Arcadia | 57 |
| s. Bohemia | 57 |
| s. Columbia | 57 |
| s. Dalmatia | 57 |
| s. Etruria | 59 |

**Great Grimsby Ice Co., Ld.,**
*Grimsby, Lincolnshire.*

| | |
|---|---|
| s. Albatross | 141 |
| Beatrice Forester | 84 |
| s. Bittern | 54 |
| C. & M. Slater | 86 |
| s. Cormorant | 141 |
| s. Cygnet | 54 |
| s. Flamingo | 134 |
| Frances | 90 |
| s. Gannet | 140 |
| Golden Hope | 84 |
| Gordon's Charge | 90 |
| s. Halcyon | 54 |
| John Abel | 77 |
| s. Osprey | 54 |
| s. Pelican | 141 |
| s. Silver King | 85 |
| s. Stork | 54 |
| Susie Spurgeon | 93 |
| s. Teal | 54 |
| The Friend's Goodwill | 72 |

**Great Northern Steam Ship Fishing Co., Ld.,**
1, *New Billingsgate, Hull.*

| | |
|---|---|
| s. Colonel Smith | 114 |
| s. Columbia | 121 |
| s. Eastward | 144 |
| s. Economy | 51 |
| s. Endeavour | 59 |
| s. Energy | 51 |
| s. Ensign | 59 |
| s. Enterprise | 51 |
| s. Envoy | 59 |
| s. Expedient | 51 |
| s. Expert | 59 |
| s. Explorer | 59 |
| s. Express | 59 |
| s. Jubilee | 81 |
| s. Onward | 94 |
| s. Vigilant | 96 |

**Great Northern Transit Co.,**
*Collingwood, Ontario.*

| | |
|---|---|
| s. Atlantic | 442 |

**Great Western Railway Co.,**
*Paddington, London, W., & Weymouth.*

| | |
|---|---|
| s. Antelope | 202 |
| s. Gazelle | 202 |
| s. Ibex | 309 |
| s. Limerick | 362 |
| s. Lynx | 202 |
| s. Manxman | 3 |
| s. Milford | 362 |
| s. Palmerston | 55 |
| s. Pembroke | 422 |
| s. Sir Francis Drake | 59 |
| s. Sir Richard Grenville | 103 |
| s. Sir Walter Raleigh | 47 |
| s. Smeaton | 200 |
| s. Thames | 48 |
| s Waterford | 360 |

**Great Western Steam Ship Co., Ld.,**
*Grove Avenue, Queen Square, Bristol.*
*See* MARK WHITWILL & SON.

**Great Yarmouth Steam Tug Co., Ld.,**
64, *South Quay, Yarmouth.*

| | |
|---|---|
| s. United Service | 14 |
| s. Yare | 16 |

**Greaves, Alexr. R.,**
*Hankow, China.*

| | |
|---|---|
| s. Chang On | 1019 |

**Greaves & Costa,**
*Para, Brazil.*

| | |
|---|---|
| s. Mocooes | 93 |

**Greaves, John,**
18, *Arlington Street, New Clee, Lincolnshire.*

| | Net Tons |
|---|---|
| Kitty Read | 89 |

**Grech, Richard,**
29, *St. Helen's Road, Hastings.*

| | |
|---|---|
| s. Harlequin | 25 |

**Grech, V. S. E.,**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Knight of St. Patrick | 49 |
| s. Lizzie | 14 |

**Greco, Fratelli, fu A.,**
*Trapani, Sicily.*

| | |
|---|---|
| Avvenire | 326 |
| Cortesia | 380 |

**Greco, G., & Marcello,**
*Milazzo, Sicily.*

| | |
|---|---|
| Aquila | 285 |

**Greco, Vito,**
*Trapani, Sicily.*

| | |
|---|---|
| Cortese | 346 |

**Greek Government,**
*Athens, Greece.*

| | |
|---|---|
| s. Sarah Smart | 14 |
| s. Sfaktirea | 427 |

**Green, A. F.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Nina Tillson | 615 |

**Green, Allen,**
9, *Canning Place, Liverpool.*

| | |
|---|---|
| s. Richard | 94 |

**Green, Alfred,**
*Grasmere Terrace, Penmorthen, near Preston.*

| | |
|---|---|
| s. Gitana | 219 |

**Green, E. A.,**
*Bangor, Maine, U.S.*

| | |
|---|---|
| Cora Green | 236 |
| Emma Green | 180 |
| Kenduskeag | 141 |

**Green, Holland & Sons,**
3 & 4, *Lime Street, London, E.C.*

| | |
|---|---|
| s. Murton | 317 |
| s. Nellie Wise | 626 |
| s. Rutland | 407 |
| s. Sir Galahad | 599 |

**Green, J.,**
*Pascagoula, Miss., U.S.*

| | |
|---|---|
| Oscar G. | 205 |

**Green, John,**
*Buffalo, N.Y., U.S.*

| | |
|---|---|
| s. Susan E. Peck | 1180 |

**Green & Johnson,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Amalia G. | 158 |
| Anita T. | 158 |
| Don Roberto | 158 |

**Green, Knaebel & Co.,**
511, *Chamber of Commerce, India Street, Boston, Mass., U.S.*

| | |
|---|---|
| Max | 177 |
| Orlando | 180 |
| Water Witch | 226 |

**Green, Richard T.,**
*Room 511, Chamber of Commerce, India Street, Boston, Mass., U.S.*

| | Net Tons |
|---|---|
| Richard T. Green | 382 |
| Rosa Baker | 140 |
| Senator Sullivan | 686 |
| Star of the Sea | 913 |
| Waltham | 497 |
| William F. Green | 334 |

**Green, S.,**
129, *Cleethorpes Road, Grimsby.*

| | |
|---|---|
| La Mascotte | 81 |

**Green, T. M.,**
*Philadelphia, U.S.*

| | |
|---|---|
| John S. Davis | 340 |

**Green, W. H.,**
*New York, U.S.*

| | |
|---|---|
| Sunlight | 340 |

**Greene, John L.,**
6, *Sydney Terrace, New Clee, Grimsby.*

| | |
|---|---|
| Ivanhoe | 81 |

**Greene, William C.,**
95, *Pine Street, Providence, R.I.*

| | |
|---|---|
| Witch Hazel | 339 |

**Greenhill, G. C.,**
*Amoy, China.*

| | |
|---|---|
| Claro Babuyan | 338 |

**Greenleaf Johnson Lumber Co.,**
*Norfolk, Virginia, U.S.*

| | |
|---|---|
| Adelia P. Cohn | 153 |
| Mary E. Graham | 136 |

**Greeno, Henry H.,**
*Cheverie, Hants co., N.S.*

| | |
|---|---|
| Antigua | 735 |
| Trinidad | 639 |

**Greenock Steam Ship Co., Ld.**
(GULF LINE.)
1, *Cross Shore Street, Greenock.*
*See* D. MACDOUGALL.

**Greenshields, Cowie & Co.**
(KNIGHT LINE.)
42, *Castle Street, Liverpool.*

| | |
|---|---|
| Knight of St. Michael | 2121 |
| Knight of the Garter | 1373 |
| Knight of the Thistle | 1366 |

(Knight Steam Ships Co. Ld.)

| | |
|---|---|
| s. Knight Batchelor | |
| s. Knight Commander | 2731 |
| s. Knight Companion | 2345 |
| s. Knight Errant | 2341 |
| s. Knight Templar | 2730 |
| s. Knight of St. George | 2000 |
| s. Knight of St. John | 2346 |

**Greenstreet, John James,**
*Sandwich, Kent.*

| | |
|---|---|
| Nancy | 177 |
| Osprey | 180 |

**Greenwell & Parsons,**
40, *West Sunniside, Sunderland.*
(Britannic Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Britannic | 1307 |
| s. G. R. Booth | 2631 |
| s. Oceanic | 1965 |



s. désigne les Vapeurs.

**Greenwell, T. G.,**
40, *West Sunniside, Sunderland.*
(Atlantic Steam Shipping Co., Ld.).

| | Net Tons |
|---|---|
| s. Atlantic | 1613 |
| s. Kate Fawcett | 826 |

**Greenwich Ferry Co., Ld.,**
23, *Moorgate Street, London, E.C.*

| | |
|---|---|
| s. Countess of Lathom | 230 |
| s. Countess of Zetland | 230 |

**Gregam,**
*St. Malo, France.*

| | |
|---|---|
| Bougainville | 68 |

**Grégam, Jean Mathurin,**
*Montsairac, Morbihan, France.*

| | |
|---|---|
| Va-donc | 196 |

**Gregertsen, N.,**
*Arendal, Norway.*

| | |
|---|---|
| Birgitte | 542 |

**Gregoriadis, G.,**
*Piræus, Greece.*

| | |
|---|---|
| Marigo | 182 |

**Gregory, John C.,**
*New York, U.S.*

| | |
|---|---|
| Jose D. Bueno | 398 |

**Gregory, Richard,**
36, *Meadows Lane, Arklow, co. Wicklow.*

| | |
|---|---|
| Douglas | 142 |

**Gregory, William,**
*Togher, Arklow, co. Wicklow.*

| | |
|---|---|
| Emily Burnyeat | 94 |
| Pearl | 159 |

**Grell, Ellis,**
*Trinidad, W.I.*

| | |
|---|---|
| s. Spey | 648 |

**Grell, Johannes,**
*Riga, Russia.*

| | |
|---|---|
| Anna Ottilie | 296 |
| Berthold | 257 |
| Japan | 669 |

**Gren, F.,**
*Fiskebäckskil, Sweden.*

| | |
|---|---|
| Alfhild | 185 |
| Ellida | 199 |
| Sirius | 187 |

**Gren, H. M.,**
*Fiskebäckskil, Sweden.*

| | |
|---|---|
| Elise | 158 |
| Idun | 207 |

**Grenager, Paul Th.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Amy | 123 |
| Livlig | 158 |

**Grenet, P. Ch.,**
3, *Rue Biaise, Nantes, France.*

| | |
|---|---|
| Abeille | 280 |
| Amelia | 108 |
| Léonie | 132 |
| Linga | 339 |
| Lœtitia | 171 |
| Louis Elisa | 169 |
| Saint Paul | 119 |

**Grenfell, Thomas S.,**
*Calstock, Cornwall.*

| | Net Tons |
|---|---|
| Elizabeth Drew | 100 |

**Grewe, J.,**
*Adiamünde, Lemsal, Livland, Russia.*

| | |
|---|---|
| Anna Olga | 258 |
| Lettonia | 365 |

**Grewe, J. & M.,**
*Riga, Russia.*

| | |
|---|---|
| Dorthea | 108 |

**Grewe, M. R.,**
*Riga, Russia.*

| | |
|---|---|
| Breedis | 356 |

**Grewe, Simon,**
*Peters-Capelle, Livland, Russia.*

| | |
|---|---|
| Ernst & David | 288 |

**Grey, Earl,**
(Manager—Thomas Nicholson),
*Lambton Office, Sunderland.*

| | |
|---|---|
| s. Lady Beatrix | 425 |
| s. Lady Eleanor | 488 |
| s. Lambton | 453 |

**Grey, George T.,**
*South Shields.*

| | |
|---|---|
| s. Alacrity | 144 |
| s. Glasgow | 251 |

**Grey Valley Coal Co., Ld.,**
*Dunedin, N.Z.*

| | |
|---|---|
| Charles & Arthur | 170 |

**Greymouth Harbour Board,**
*Greymouth, N.Y.*

| | |
|---|---|
| s. Westland | 35 |

**Grianaig Shipping Co., Ld.,**
1, *Cathcart Street, Greenock.*
*See* ADAM, HAMILTON & CO.

**Gribel, Franz,**
*Stettin, Germany.*

| | |
|---|---|
| s. Arnold | 952 |

**Gribel, Rud. Christ.,**
*Grosse Lastadia* 56, *Stettin, Germany.*

| | |
|---|---|
| s. Adler | 255 |
| s. Alexandra | 373 |
| s. Amalia | 154 |
| s. Arthur | 123 |
| s. Kressmann | 415 |
| s. Rudolf Severus | 211 / 446 |
| s. Stolp | 222 |
| s. Wipper | 375 |

**Gribel, Th.,**
*Stettin, Germany.*

| | |
|---|---|
| s. Lina | 451 |
| s. Renata | 548 |
| (Renata Dampschiffs Gesellschaft.) | |
| s. Edouard | 642 |
| s. Theodor | 686 |
| s. Ursula | 598 |
| (Stettin-Kopenhagener Dampschiffs Gesellschaft). | |
| s. Titania | 301 |
| (Stettin-Rigaer Dampfschiffs Gesellschaft). | |
| s. Olga | 523 |

**Grice, Sumner & Co.,**
*Melbourne.*

| | Net Tons |
|---|---|
| Jerfalcon | 287 |

**Grice, Wm., & Co.,**
*Bootle, Cumberland.*

| | |
|---|---|
| Avenger | 1360 |

**Grierson, H. McC.,**
*Newton Stewart, Wigtonshire.*

| | |
|---|---|
| Lord Lytton | 1264 |

**Grieve, D.,**
*Whitehall Street, Dundee.*
(Dundee Pleasure Boat Co., Ld.)

| | |
|---|---|
| s. Princess of Wales | 53 |
| s. Scotia | 81 |

**Grieve, James, jun.,**
*Clyde Building* 19, *West Blackhall Street, Greenock.*

| | |
|---|---|
| Aline | 718 |
| Corisande | 187 |

**Grieve, Robert,**
*Greenock.*

| | |
|---|---|
| s. Panther | 247 |

**Grieves, J., & Co.,**
*The Poplars, Harton Village, South Shields.*

| | |
|---|---|
| s. Hispania | 263 |

**Griffin, Fred,**
*Salisbury, Wiltshire.*

| | |
|---|---|
| Alexandra | 86 |
| Queen Victoria | 78 |

**Griffin, J. A.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Lizzie Griffin | 102 |

**Griffin & Sydenham,**
*Poole.*

| | |
|---|---|
| Princess May | 89 |

**Griffith, Robert,**
10, *Chapel Street, Amlwch, Anglesey.*

| | |
|---|---|
| Dinorwic | 99 |

**Griffith, Thomas,**
*Trefaes, Sarn, near Pwllheli, Carnarvon.*

| | |
|---|---|
| Minna Elkan | 127 |

**Griffiths, Ebenezer,**
*Amlwch, Anglesea.*

| | |
|---|---|
| Olive Branch | 99 |

**Griffiths, Edward,**
19, *Brunswick Street, Liverpool.*

| | |
|---|---|
| s. Black Prince | 55 |
| s. Gladiator | 66 |
| s. Hotspur | 32 |
| s. Warrior | 24 |

**Griffiths, Griffith,**
47, *North Street, Pwllheli.*

| | |
|---|---|
| Marquis of Anglesea | 58 |

**Griffiths, J. T.,**
*Wilmington, Del., U.S.*

| | |
|---|---|
| Hattie E. Giles | 128 |

**Griffiths, John,**
*Formby, River Mersey, Tasmania.*

| | Net Tons |
|---|---|
| John Leslie Griffiths | 192 |

**Griffiths, John, Jr.,**
2, *Parliament Street, Rhuddlan, Flintshire.*

| | |
|---|---|
| Burgedin | 93 |

**Griffiths, Llewellyn,**
1, *Garth Terrace, Portmadoc.*

| | |
|---|---|
| Edward Windus | 133 |
| The Oakeleys | 147 |

**Griffiths, Stetson & Co.,**
*Port Townsend, U.S.*

| | |
|---|---|
| s. Mogul | 62 |

**Griggs, Edward,**
28, *Austin Friars, London, E.C.*

| | |
|---|---|
| s. Anita | 193 |
| s. Christina | 195 |
| s. Madero | 193 |
| s. Sabrina | 193 |

**Grihwan, Fr.,**
*Riga, Russia.*

| | |
|---|---|
| Anton | 201 |

**Grimsby Fish Salesmen's Association, Ld.,**
*Great Grimsby.*

| | |
|---|---|
| Cambridgeshire | 79 |
| Eclipse | 91 |
| Evening Star | 92 |
| Hero of Khartoum | 88 |
| s. Josephine | 67 |
| Koh-i-noor | 92 |
| Lady of the Lake | 88 |
| Queen of the Waves | 87 |
| Rose of Sharon | 86 |
| Sparkling Wave | 93 |
| W. Alford Green | 83 |

**Grimsby & North Sea Steam Trawling Co., Ld.,**
*Grimsby.*

| | |
|---|---|
| s. Aquarius | 81 |
| s. Aries | 67 |
| s. Cancer | 74 |
| s. Capricornus | 81 |
| s. Cepheus | 57 |
| s. Cerberus | 57 |
| s. Cetus | 54 |
| s. Corvus | 54 |
| s. Gemini | 73 |
| s. Hercules | 69 |
| s. Leo | 75 |
| s. Libra | 84 |
| s. Pegasus | 57 |
| s. Perseus | 57 |
| s. Pisces | 48 |
| s. Sagittarius | 91 |
| s. Scorpio | 91 |
| s. Taurus | 74 |
| s. Virgo | 91 |
| s. Zodiac | 48 |

**Grimsby Steam Fishing Co., Ld.,**
*Fish Dock Road, Great Grimsby.*

| | |
|---|---|
| s. Arctic | 93 |
| s. Baltic | 93 |
| s. Celtic | 77 |
| s. Doric | 77 |
| s. Electric | 79 |
| s. Frolic | 79 |
| s. Gaelic | 64 |
| s. Hellenic | 64 |
| s. Ionic | 64 |
| s. Jurassic | 64 |
| s. Kymric | 47 |
| s. Lyric | 47 |

**Grimsby Union Steam Fishing Co., Lim.,**
*Grimsby.*

| | Net Tons |
|---|---|
| s. Uganda | |
| s. Ulundi | |
| s. Ulysses | 70 |
| s. Umbria | 57 |
| s. Una | 80 |
| s. Undine | 69 |
| s. Urania | 79 |
| s. Utopia | 57 |

**Grindell, John,**
1, *High Street, Hull.*

| | |
|---|---|
| British Constitution | 427 |

**Grip, C. A.,**
*Norrtelje, Sweden.*

| | |
|---|---|
| Wilhelmina | 275 |

**Groeper, H. C.,**
*San Francisco, U.S.*

| | |
|---|---|
| Jennie Thelin | 139 |
| Neptune | 175 |

**Grögaard, B. A.,**
*Kragerö, Norway.*

| | |
|---|---|
| Elieser | 346 |

**Grön, P. A.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Forsete | 138 |
| Helios | 270 |
| Nornen | 202 |
| Norröna | 294 |
| Ocean | 207 |
| Peterel | 254 |
| Regulator | 207 |
| Telefon | 212 |

**Gronau, Herm.,**
*Altstädtschen Graben* 69/70, *Danzig, Germany.*

| | |
|---|---|
| Charlotte & Anna | 434 |
| Friedrich W. Jebens | 425 |
| Oberbürgermeister v. Winter | 552 |

**Gröndahl, F. G.,**
*Raumo, Finland.*

| | |
|---|---|
| Aallotar | 159 |

**Grönholm, Georg,**
*Nystad, Finland.*

| | |
|---|---|
| Ahti | 154 |

**Groningen Rotterdammer Stoomb. Maats.,**
*Groningen, Holland.*

| | |
|---|---|
| s. Hunze IX | 177 |

**Groninger, M.,**
*Turks Islands.*

| | |
|---|---|
| Julien | 116 |

**Grönlandske Handel, Den Kongelige,**
(Manager—H. P. Stephensen),
*Copenhagen, Denmark.*

| | |
|---|---|
| Ceres | 285 |
| Constance | 216 |
| Hvalfisken | 195 |
| s. Hvidbjørnen | 241 |
| Lucinde | 150 |
| Nordlyset | 248 |
| Peru | 261 |
| Thorvaldsen | 260 |
| Tjalfe | 197 |

**Grönlund, C.,**
*Norrköping, Sweden.*

| | |
|---|---|
| s. Skärgården | 94 |

**Grönn, A. N.,**
*Lillesand, Norway.*

| | Net Tons |
|---|---|
| Auguste | 277 |
| Erling | 348 |
| Grei | 351 |
| Hans Gude | 279 |
| Hermes | 524 |
| Uarda | 156 |

**Gronquist, L.,**
*Raumo, Finland.*

| | |
|---|---|
| Anna | 294 |

**Grönsand, M. N.,**
*Drobak, Norway.*

| | |
|---|---|
| Halfdan | 284 |

**Grönvold, C.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Congo | 187 |

**Grönvold, L.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Tre Brödre | 144 |

**Grönwall, J. D.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Aron | 297 |
| s. Jupiter | 124 |
| (Ångf. Aktieb. "Mercurius.") | |
| s. Neptun | 119 |

**Grorud, H.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Gamma | 548 |

**Grosos, E.,**
*Havre, France.*

| | |
|---|---|
| s. Tafna | 1074 |

**Gross, J.,**
*Boston, Mass, U.S.*

| | |
|---|---|
| Jeanie-Lippitt | 706 |
| John S. Ames | 916 |

**Groth, S.,**
*Sjötorp, Lyrestad, Sweden.*

| | |
|---|---|
| s. Express I. | 121 |
| s. Express II. | 118 |

**Grothgar, J.,**
*Galveston, U.S.*

| | |
|---|---|
| Charles Fowler | 165 |

**Grotrian, Fredk. Brodk., & Co.,**
*High Street, Hull.*

| | |
|---|---|
| s. Ethel | 669 |
| s. Saint Andrew | 672 |

**Groundström, Fr.,**
*Raumö, Finland.*

| | |
|---|---|
| Delfin | 195 |
| Remu | 140 |
| Ystava | 220 |

**Groundström, R.,**
*Raumö, Finland.*

| | |
|---|---|
| Alida | 154 |

**Grove, Edmund,**
*Middlesbro'.*

| | |
|---|---|
| s. Sixty-six | 133 |

**Grove, William, & Co.,**
*Murton, Bishopstone, Glamorgan.*

| | Net Tons |
|---|---|
| Broughton | 571 |
| Cambalu | 495 |
| Coronel | 387 |
| Vigil | 522 |

**Groves, Samuel,**
*Granville, N.S.*

| | |
|---|---|
| Swanhilda | 120 |

**Grube, H. C.,**
*Marstal, Denmark.*

| | |
|---|---|
| De atten Sodskende | 203 |

**Grünberg, A. W.,**
*Speicherstrasse* 8, *Libau, Russia.*

| | |
|---|---|
| Pauline | 100 |

**Grundesen, L.,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Bessie Jose | 595 |
| Golden Sunset | 506 |

**Grundmann, F.,**
*Riga, Russia.*

| | |
|---|---|
| Urania | 176 |

**Grundström, R.,**
*Raumo, Finland.*

| | |
|---|---|
| Dores | 315 |

**Grunill, Frank,**
*The Bull Ring, Grimsby.*

| | |
|---|---|
| Theodora | 84 |

**Grünstein, J.,**
*Odessa, Russia.*

| | |
|---|---|
| Protexia | 204 |

**Guarch & Co.,**
*Apartado de Correo* 13, *Gibara, Cuba, W.I.*

| | |
|---|---|
| s. Ambrosio Bolivar | 113 |

**Guarrera, Salvatore,**
*Messina, Sicily.*

| | |
|---|---|
| Salvatore | 174 |

**Guasp y Pujol, M.,**
*Palma, Majorca.*

| | |
|---|---|
| Trinidad | 142 |

**Guat, Ong Poh,**
*Singapore.*

| | |
|---|---|
| s. Sri Tringanu | 81 |

**Gudge, T. N.,**
*Hayle, Cornwall.*

| | |
|---|---|
| Tonkin | 147 |

**Gudmundsens Enke,**
*Copenhagen, Denmark.*

| | |
|---|---|
| Gudrun | 109 |

**Gudmundsson, Anders,**
*Hesslebo, Jonstorp, Sweden.*

| | |
|---|---|
| Ulrika | 142 |

**Gudmundsson, Jepp,**
*Jonstorp, Sweden.*

| | Net Tons |
|---|---|
| Hanna | 313 |
| Johnny | 182 |

**Guéret, L.,**
*Exchange, Bute Docks, Cardiff.*

| | |
|---|---|
| s. Activity | 677 |
| s. Boileau | 1202 |
| s. Molière | 965 |
| s. Racine | 1016 |

**Guernsey Steam Towing & Trading Co., Ld.**
(Managing Director—J. T. Lainé),
28, *High Street, Guernsey.*

| | |
|---|---|
| s. Alert | 25 |
| s. Assistance | 20 |
| s. Rescue | 10 |

**Guerra, A. C.,**
*Cadiz, Spain.*

| | |
|---|---|
| s. William Haynes | 407 |

**Guerra, D. da Costa,**
*Caminha, Portugal.*

| | |
|---|---|
| Celeste | 124 |

**Guerrera, S., fu C.,**
*Trieste, Austro-Hungary.*

| | |
|---|---|
| Elena | 306 |

**Guerriera, F.,**
*Naples, Italy.*

| | |
|---|---|
| Giovanni Padre | 518 |

**Guerriera, Francesco,**
*Valetta, Malta.*

| | |
|---|---|
| Pirro | 251 |

**Gueugunier, L.,**
*Quai de la Fosse*, 41, *Nantes, France.*

| | |
|---|---|
| Berthe | 382 |

**Guibert, M., & fils,**
*Saint Servan, France.*

| | |
|---|---|
| Anne & Marie | 130 |
| Ernest Marie | 118 |
| Espiègle | 232 |
| Félix | 113 |
| Ile de Terre Neuve | 125 |
| Sans Peur | 283 |
| Sans Souci | 106 |

**Guiboux,**
*Redon, France.*

| | |
|---|---|
| Paramé | 353 |

**Guida, Aniello,**
*Naples, Italy.*

| | |
|---|---|
| Armonia | 1007 |
| Lenuccia | 386 |
| La Mariuccia | 582 |
| Sant' Anna & Maria | 413 |

**Guida, L., fu A.,**
*Torre del Greco, Naples, Italy.*

| | |
|---|---|
| Caterina Guida | 287 |
| Luigino Guida | 456 |

**Guida, M., di A.,**
*Procida, Italy.*

| | |
|---|---|
| Union | 865 |

**Guii, Karl,**
*Holmestrand, Norway.*

| | |
|---|---|
| Haabet | 295 |
| Trekoner | 238 |

**Guilbaud,**
*Quai Fosse, Nantes, France.*

| | Net Tons |
|---|---|
| Chateaubriand | 232 |
| Rose Madeleine | 225 |

**Guilbert, J. H., & Co.,**
*St. Peter's, Guernsey.*

| | |
|---|---|
| Aurora | 234 |
| Reward | 155 |

**Guild, Miller & Co.,**
107, *Rua* 1° *de Março, Rio Janeiro, Brazil.*

| | |
|---|---|
| s. Vera Lowndes | 284 |

**Guildford Steam Ship Co., Ld.,**
*Bank Chambers, Newcastle-on-Tyne.*
*See* PETERSEN, TATE & CO.

**Guilhou, F.,**
*Marseilles, France.*

| | |
|---|---|
| s. Ocean | 1565 |

**Guillarme, J. L.,**
*Auray, France.*

| | |
|---|---|
| Maria | 133 |

**Guillaume,**
*St. Pierre, Quiberon.*

| | |
|---|---|
| Basse Indre | 130 |

**Guillebot, Hyacinthe,**
*Granville, France.*

| | |
|---|---|
| Arago | 115 |

**Guimarães, A. F. M.,**
*Rua da Alegria, Oporto, Portugal.*

| | |
|---|---|
| Novo Silencio | 353 |

**Guimarães, M. A.,**
*Paranagua, Brazil.*

| | |
|---|---|
| Pedro II | 261 |

**Guimarães, M. J. P.,**
*Para, Brazil.*

| | |
|---|---|
| s. Sao Miguel | 53 |

**Guimarães, Marques, & Monteiro.**
*Rua de San João, Oporto, Portugal.*

| | |
|---|---|
| Margarida | 357 |

**Guinot,**
*Billiers, Morbihan, France.*

| | |
|---|---|
| Jules Noemie | 100 |

**Guion Steam Ship Co., Ld.,**
21, *Water Street, Liverpool, and*
113, *Cannon Street, London, E.C.*

| | |
|---|---|
| s. Alaska | 3554 |
| s. Arizona | 2657 |
| s. Tacoma | 1662 |
| s. Victoria | 1992 |

**Guixot & Ycardo,**
*Alicante, Spain.*

| | |
|---|---|
| s. Cartagena | 773 |
| s. Villena | 644 |

**Gulandri, D. & N. Z.,**
*Andros, Greece.*

| | |
|---|---|
| Adelphotis | 315 |

**Gulandris, G. Z.,**
*Syra, Greece.*

| | Net Tons |
|---|---|
| Archimedes | 380 |

**Gulandris fratelli,**
*Syra, Greece.*

| | |
|---|---|
| Gambetta | 321 |

**Gulandris, L., & Sons,**
*Andros, Greece.*

| | |
|---|---|
| Angeliki | 330 |

**Gulermo, P. P.,**
*Hermopolis, Greece.*

| | |
|---|---|
| Evangelos | 131 |

**Gulf Line.**
*See* D. MACDOUGALL.

**Gulf Line Association, Ld.,**
1, *Cross Shore Street, Greenock*
*See* D. MACDOUGALL.

**Gullichsen, C. J.,**
*Drammen, Norway.*

| | |
|---|---|
| Alette | 1320 |
| Christian | 551 |

**Gumá hermanos,**
*Havana, Cuba.*

| | |
|---|---|
| Cristina Botet | 271 |

**Gundersen, A.,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Fremtiden | 389 |

**Gundersen, A. O.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Otto | 461 |

**Gundersen, G.,**
*Grimstad, Norway.*

| | |
|---|---|
| Brödrene | 679 |

**Gundersen, G.,**
*Stavanger, Norway.*

| | |
|---|---|
| Cora | 338 |
| Elim | 196 |
| Franziska | 715 |
| Patmos | 307 |
| Poseidon | 554 |
| Saron | 346 |
| Seladon | 1000 |

**Gundersen, H.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Maagen | 140 |

**Gundersen, H., & B. B. Sewell,**
*Christiania, Norway.*

| | |
|---|---|
| s. Finn | 165 |

**Gundersen, Jens,**
*Arendal, Norway.*

| | |
|---|---|
| Nordenskjöld | 464 |
| Onni | 510 |



s. désigne les Vapeurs.

**Gundersen, Leif,**
*Porsgrund, Norway.*

| | Net Tons |
|---|---|
| Dovre | 839 |
| Folkvang | 539 |
| Smeroe | 1000 |

**Gundersen, N. Chr.,**
*Stokke, pr Tonsberg, Norway.*

| | |
|---|---|
| Helmdal | 216 |

**Gundersen, S. R.,**
*Stavanger, Norway.*

| | |
|---|---|
| Saga | 1333 |

**Gunn, J. & M., & Co.,**
11, *Mount Stuart Square, Cardiff.*

| | |
|---|---|
| s. Cornelia | 556 |
| s. Dunbar | 1127 |
| s. Dunedin | 1418 |
| s. Dunkeld | 1806 |

**Gunn, Robert John,**
*Singapore.*

| | |
|---|---|
| s. President Halewyn | 80 |

**Gunnarsson, F.,**
*Seydisfjördr, Iceland.*

| | |
|---|---|
| Rosa | 136 |

**Gunning, R. H.,**
*Broad Quay, Swansea.*

| | |
|---|---|
| s. Neath Abbey | 62 |
| s. Sussex | 80 |

**Gunther, C., & A. Halstensen,**
*Drammen, Norway.*

| | |
|---|---|
| Vikingen | 270 |

**Gurney, W. B.,**
*Albany, New Jersey, U.S.*

| | |
|---|---|
| J. & W. Gurney | 114 |

**Gurri, Joaquin,**
*Barcelona, Spain.*

| | |
|---|---|
| Genoveva | 416 |

**Gurruchaga, E.,**
*San Sebastian, Spain.*

| | |
|---|---|
| G. H. | 188 |
| Joven Julian | 128 |

**Gurstad, O. H.,**
*Arendal, Norway.*

| | |
|---|---|
| Patria | 257 |

**Gusi hermanos,**
*Barcelona, Spain.*

| | |
|---|---|
| Pedro Gusi | 509 |
| Temerario | 191 |

**Gusi, P. & F.,**
*Barcelona, Spain.*

| | |
|---|---|
| F. G. | 537 |

**Gusni, C.,**
*Montevideo, Uruguay.*

| | |
|---|---|
| Alberto | 136 |

**Gustafsbergs Fabriks Intressenter,**
*Gustafsberg, Vermdö, Stockholms län, Sweden.*
*See* O. W. ODELBERG.

**Gustafson, P. G.,**
*Kalmar, Sweden.*

| | Net Tons |
|---|---|
| Amy | 214 |

**Gustafsson, A.,**
*Westanfjerd, & Soderjundvik, Finland.*

| | |
|---|---|
| Elé | 227 |
| Erika | 246 |
| Nyfart | 269 |
| Venio | 248 |

**Gustafsson, B.,**
*Gustafs Kapell, Russia.*

| | |
|---|---|
| Ilma | 220 |

**Gustafsson, K. W.,**
*Åbo, Finland.*

| | |
|---|---|
| Alda | 107 |

**Guthe, J. E., & Co.,**
*Church Street, West Hartlepool.*

| | |
|---|---|
| s. Belair | 872 |
| s. Crœsus | 763 |
| s. Cyrus | 699 |
| s. Inchulva | 1453 |
| s. May | 751 |

**Guthrie, Henry,**
*Dunedin, N.Z.*

| | |
|---|---|
| Alcestis | 398 |
| Ocean Ranger | 234 |
| Onyx | 403 |

**Guthrie, Heywood, & Co.,**
46, *Richmond Road, Cardiff.*

| | |
|---|---|
| s. Red Rose | 2 |

**Guthrie, Thomas C.,**
(VILLAGE LINE.)
29, *Waterloo Street, Glasgow.*

| | |
|---|---|
| Aldergrove | 1271 |
| Altair | 400 |
| Auldgirth | 1469 |
| Closeburn | 897 |
| Dunreggan | 1477 |
| Dunscore | 1000 |
| Durisdeer | 989 |
| Earl Derby | 961 |
| Ecclefechan | 2031 |
| Holywood | 1477 |
| Keir | 986 |
| Ruthwell | 1250 |

**Gutierrez, Hermanos,**
*Manila.*

| | |
|---|---|
| s. Dos Hermanos | 527 |
| s. Montanes | 218 |

**Gutierrez, M., y Herrero,**
*Aviles, Spain.*

| | |
|---|---|
| s. Olimpia | 241 |

**Gutmann,**
*Dondangen, Russia.*

| | |
|---|---|
| Lucie | 149 |

**Gutschmidt Gebrüder,**
*Windau, Russia.*

| | |
|---|---|
| Concordia | 279 |
| Die Geschwister | 175 |
| s. Rabotnik | 112 |
| Silvanus | 315 |
| s. Windau | 266 |

**Gutschow & Piza,**
*Valparaiso, Chili.*

| | |
|---|---|
| Anita | 342 |
| Fingel | 477 |
| Havre | 628 |
| Minna | 608 |
| Olga | 585 |
| Tinto | 464 |

**Guy, F.,**
*Abattoir Road, Pyrmont, Sydney, N.S.W.*

| | Net Tons |
|---|---|
| Estelle | 195 |

**Guy, Warwick R.,**
*Port Isaac, Cornwall.*

| | |
|---|---|
| Ida | 199 |
| Scout | 94 |

**Guzman, V. Manuel,**
*Valparaiso, Chili.*

| | |
|---|---|
| Juan D. Navarro | 998 |
| Maria Velasquez | 703 |
| Sofia Guzman | 596 |

**Gwynedd Shipping Co., Ld.,**
*Port Dinorwic, Carnarvon.*
*See* W. E. JONES.

**Gylding, S.,**
*Veile, Denmark.*

| | |
|---|---|
| Valborg | 123 |

**Gypsum Packet Co., Ld.,**
*Windsor, N.S.*

| | |
|---|---|
| Calabria | 530 |
| Gypsum Emperor | 695 |
| Gypsum Empress | 723 |
| Gypsum King | 639 |
| Gypsum Prince | 723 |
| Gypsum Princess | 664 |
| Gypsum Queen | 609 |
| Wentworth | 328 |

# H

**Haack, Claus,**
*Blankenese, Germany.*

| | |
|---|---|
| Asia | 380 |

**Haagensen & Andersen,**
*Dröbak, Norway.*

| | |
|---|---|
| Glitner | 220 |
| Sjömanden | 357 |

**Haagensen, H. A.,**
*Drammen, Norway.*

| | |
|---|---|
| Skjoldmöen | 283 |

**Haakonsen, A.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Bolivia | 921 |

**Haaland, H. K.,**
*Kopervik, Norway.*

| | |
|---|---|
| Alpha | 125 |
| Moody | 133 |

**Haas, C. J.,**
*Kolding, Denmark.*

| | |
|---|---|
| Cimbria | 1158 |
| Hertha | 616 |
| Vega | 586 |
| Vidar | 492 |
| Villy | 267 |

**Haavaldsen, C. M.,**
*Drammen, Norway.*

| | Net Tons |
|---|---|
| Jörgen Lorentzen | 568 |

**Habiboo Marikar, C. M. H.**
*Colombo.*

| | |
|---|---|
| Mahomed Sandamee | 180 |

**Habich & Goth,**
*Emden, Germany.*

| | |
|---|---|
| s. Dr. von Stephan | 87 |

**Hachiuma Kanesuke,**
*Hiogo, Japan.*

| | |
|---|---|
| Kogen Maru | 356 |
| Nishio Maru | 476 |
| Okuni Maru | 428 |

**Hackbarth, E. F. Söhne,**
*Colberg, Germany.*

| | |
|---|---|
| Ernst Friedrich | 250 |
| Laura | 311 |

**Hackman & Co.,**
*Wiborg, Russia.*

| | |
|---|---|
| Allan | 162 |
| Emar | 177 |

**Hacquoil, Abraham,**
*Oxford Road, St. Helier's, Jersey.*

| | |
|---|---|
| Alliance | 115 |

**Hadlock, L.,**
*Newhaven, U.S.*

| | |
|---|---|
| Edward M. Reed | 400 |

**Hadzi Pavlou Bros.,**
*Chios, Greece.*

| | |
|---|---|
| Adelphi Hadzi Pavlou | 307 |

**Hæger, C. E.,**
*Lilla Edet, Sweden.*

| | |
|---|---|
| s. Alfa | 108 |
| s. Bore | 71 |
| s. Motala | 103 |

**Hægerstrand, P. J.,**
*Gefle, Sweden.*

| | |
|---|---|
| Australia | 575 |
| Peru | 583 |

(Angfartygs Aktieb. "Gefle.")

| | |
|---|---|
| s. Ares | 754 |
| s. Drott | 835 |
| s. Saga | 516 |
| s. Thetis | 792 |
| s. Vesta | 758 |

(Ångfartygs Rederibolaget "Norden.")

| | |
|---|---|
| s. Balder | 473 |

**Hæggström, G.,**
*Håknas, Nordmaling, Sweden.*
(Håknas Sagverks Aktiebolag).

| | |
|---|---|
| Johan | 201 |

**Hægholmen Dampskibsselskabet,**
*Christiania, Norway.*
*See* JENS MEINICH & CO.

**Hafiz Bey, Rustchuklee,**
*Rustchuk, Roumania.*

| | |
|---|---|
| Gulzari Tannah | 187 |

**Hafiz Mehemed, Oonialee Sali Tchukadar oglou,**
*Oonia, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Huda Kerim | 250 |

**Hagans, Hans,**
*Quebec, Canada.*

| | |
|---|---|
| St. Anne | 670 |

**Hagar, W. F., & Co.,**
*Philadelphia, Pa., U.S.*

| | |
|---|---|
| Baldwin | 561 |
| City of Philadelphia | 1384 |
| Otago | 1095 |

**Hagarty & Co.,**
*Toronto, Canada.*
(St. Lawrence & Chicago S. N. Co., Ld.)

| | |
|---|---|
| s. Rosedale | 977 |

**Hagen, R.,**
*Bollwerk 3, Stettin, Germany.*

| | |
|---|---|
| Cassandra | 242 |

**Hagerup, Doughty & Co.,**
*Grimsby.*

| | |
|---|---|
| s. John Dixon | 913 |

**Haggard & Brainard,**
60, *South Street, New York, U.S.*

| | |
|---|---|
| s. Wallace B. Flint | |

**Häggblom, P.,**
*Mariehamn, Aland, Finland.*

| | |
|---|---|
| Wega | 558 |

**Haggett, E.,**
*Damariscotta, Maine, U.S.*

| | |
|---|---|
| Ebenezer Haggett | 799 |

**Haggi, A. G.,**
*Syra, Greece.*

| | |
|---|---|
| Kamateri | 253 |

**Haggi, Ali Effendi,**
*Sinope, Turkey.*

| | |
|---|---|
| Surat-i-Bahri | 168 |

**Haggi, Mehemet,**
*Scutari, Albania.*

| | |
|---|---|
| Leone del Mare | 463 |

**Haggi, Mustapha, & M. Feisi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Dervisch | 118 |

**Haggidure,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ararat | 265 |

**Hagi, Hassan Effendi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Mêmer Huda | 500 |

**Hagman, G. D.,**
*Kimito, Finland.*

| | |
|---|---|
| Atka | 300 |
| Nikanor | 263 |

**Hagström, G.,**
*Oscarshamn, Sweden.*

| | Net Tons |
|---|---|
| Gustaf Adolf | 252 |

**Hagström, J. E.,**
*Oscarshamn, Sweden.*

| | |
|---|---|
| Arken | 198 |
| Lord Nelson | 238 |
| Oden | 183 |
| Sam | 254 |
| Thor | 221 |
| Trio | 210 |

**Hägwall, H.,**
*Storungs, Gotland, Sweden.*

| | |
|---|---|
| Favoriten | 145 |
| Gustaf | 121 |

**Haig, George, & Co.,**
45, *West Sunniside, Sunderland.*

| | |
|---|---|
| s. Amity | 895 |

**Hain, Edward, & Son,**
*St. Ives, Cornwall.*

| | |
|---|---|
| s. Trefusis | 1708 |
| s. Tregenna | 1691 |
| s. Treglisson | 1451 |
| s. Tregurno | 1564 |
| s. Trekieve | 939 |
| s. Trelawny | 1049 |
| s. Treloske | 980 |
| s. Trelyon | 897 |
| s. Tremayne | 997 |
| s. Treneglos | 992 |
| s. Tresillian | 1570 |
| s. Trevalgan | 1567 |
| s. Trevanion | 1566 |
| s. Trevaylor | 1572 |
| s. Trevean | 999 |
| s. Trevelloe | 983 |
| s. Trevelyan | 1986 |
| s. Trevider | 974 |
| s. Trevilley | 810 |
| s. Trevorian | 1448 |
| s. Trevose | 941 |
| s. Trewellard | 1451 |
| s. Trewidden | 1683 |

**Haing, Yeoh,**
*Tamsin, Formosa.*

| | |
|---|---|
| s. Kwang Mo | 102 |
| s. Pekin | 118 |

**Haines, S. W.,**
*New York, U.S.*

| | |
|---|---|
| Emma D. Endicott | 319 |

**Håkanson, O. F.,**
*Landscrona, Sweden.*

| | |
|---|---|
| Försök | 211 |

**Håknäs Sågverks Aktiebolag,**
*Håknäs Nordmaling, Sweden.*
*See* G. HÆGGSTRÖM.

**Hakodate Kisen Kaisha,**
*Hakodate, Japan.*

| | |
|---|---|
| s. Hokkaido Maru | 398 |
| s. Oshima Maru | 75 |

**Halbach, Friedr,**
*Leer, Ostfriesland, Germany.*

| | |
|---|---|
| s. Stadt Witten | 204 |

**Haley, Allen,**
*Windsor, N.S.*

| | |
|---|---|
| Bessie E. Crane | 184 |
| Glenora | 801 |
| Glenrosa | 487 |
| Grenada | 635 |
| Minnie G. Whitney | 1222 |
| Stadacona | 1011 |

**Haley, A. C.,**
*Mauricetown, New Jersey, U.S.*

| | Net Tons |
|---|---|
| John D. Paige | 378 |

**Haley, B. F.,**
*Mauricetown, New Jersey, U.S.*

| | |
|---|---|
| Susie H. Davidson | 519 |

**Haley, John W.,**
15, *Boulevard, Hessle Road, Hull.*

| | |
|---|---|
| Genesta | 96 |
| Rosebery | 95 |

**"Halfdan," Ångf. Aktieb.,**
*Gothenburg, Sweden.*
*See* F. B. WAHLQUIST.

**Halfvordsen, A.,**
*Hogar, Bohuslän, Sweden.*

| | |
|---|---|
| Charlotta Maria | 131 |

**Halil Agha & Co.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Shahin-i-Derya | 192 |

**Halil, Bartenlen Kassap oglou Hadji,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Barten | 147 |

**Halil, Cappandakki Tijari Hajee, & Co.,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Huda Vendighiar | 100 |

**Halil Ali Captan, Rizehlee,**
*Rizeh, Turkey.*

| | |
|---|---|
| Shahin-i-Bahri | 108 |

**Halil Captan, Bolilee,**
*Boli, Turkey.*

| | |
|---|---|
| Huda-Verdi | 209 |

**Halil Captan, Erdsklee,**
*Heraclea, Asiatic Turkey,*

| | |
|---|---|
| Hiftzi Rahmin | 160 |

**Halil Effendi, Bichakji Hadji,**
*Shillee, Turkey.*

| | |
|---|---|
| Dervisch-i-Bahri | 100 |

**Halil Hassan Captan, Agvalee,**
*Agvah, Turkey.*

| | |
|---|---|
| Shahin-i-Bahri | 160 |

**Halil Ibrahim Captan, Shilelee,**
*Shileh, Turkey.*

| | |
|---|---|
| Lissovis | 225 |

**Halil Ibrahim Captan, Shilelee,**
*Shileh, Turkey.*

| | |
|---|---|
| Lezos | 177 |

**Halil Mehemed Captan, Kiritlee,**
*Kirite, Turkey.*

| | |
|---|---|
| Vedietoullah | 145 |

**Halim, Dillee Zadeh,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Shah Yunnus | 165 |

**Halit Ali,**
*Risa, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Shahin-i-Bahri | 150 |

**Halit Muhamet,**
*Constantinople, Turkey.*

| | |
|---|---|
| Vedi Jehilah | 143 |

**Hall, A. B.,**
21, *Exchange Street, Portland, Maine, U.S.*

| | |
|---|---|
| Jennie Hall | 392 |

**Hall, A. G.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Fortuna | 117 |

**Hall Bros.,**
*Royal Arcade, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Bretwalda | 1902 |
| s. Bucentaur | 1126 |
| s. Caduceus | 1114 |
| s. Cartago Nova | 1293 |
| s. Diadem | 1141 |
| s. Endymion | 1438 |
| s. Lady Palmer | 1802 |
| s. Midas | 1252 |
| s. Sceptre | 1049 |

**Hall, Bros.,**
*Ellesworth, Maine, U.S.*

| | |
|---|---|
| Frank A. Magee | 124 |

**Hall, C. A.,**
*Westerly, R.I.*

| | |
|---|---|
| H. A. Deeming | 131 |

**Hall, Fred. T.,**
*Bangor, Maine, U.S.*

| | |
|---|---|
| Alfaretta S. Snare | 241 |
| Edward H. Blake | 517 |
| Maude Snare | 265 |

**Hall, J.,**
*Halifax, N.S.*
(Canada and Newfoundland S.S. Co., Ld.)

| | |
|---|---|
| s. Barcelona | 1180 |
| s. Ulunda | 1096 |

**Hall, J. G., & Co.,**
64, *Chatham Street, Boston, Mass., U.S.*

| | |
|---|---|
| Augustine Kobbe | 506 |

**Hall, J. L.,**
*Fall River, Mass., U.S.*

| | |
|---|---|
| Kate Markee | 479 |

**Hall, Job,**
*Maine Street, Arklow, co. Wicklow.*

| | |
|---|---|
| Ann Humphreys | 160 |
| Ouachita | 109 |

**Hall, John, jun., & Co.,**
1, *New London Street, London, E.C.*

| | |
|---|---|
| s. Cadiz | 901 |
| s. Galicia | 473 |
| s. Gibraltar | 915 |
| s. Lisbon | 860 |
| s. London | 996 |
| s. Malaga | 984 |

**Hall, John W.,**
*Frederica, Delaware, U.S.*

| | |
|---|---|
| Abbie H. Gheen | 253 |
| Caroline Hall | 238 |
| Ettie H. Lister | 312 |
| John W. Hall | 329 |
| John W. Hall, jun. | 183 |
| Luther M. Reynolds | 364 |
| S. Warren Hall | 152 |

**Hall Line.**
*See* R. ALEXANDER & CO.

**Hall, P.,**
*Kivik, Cimbrishamn, Sweden.*

| | Net Tons |
|---|---|
| Eliezer | 154 |

**Hall, P. H.,**
34, *Old Slip, New York, U.S.*

| | |
|---|---|
| Mary A. Hall | 362 |

**Hall, P. J.,**
*Plymouth, Mass., U.S.*

| | |
|---|---|
| Robert P. King | 113 |

**Hall, R. C.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Mabel Hall | 162 |

**Hall, S. W.,**
*Wilmington, Del., U.S.*

| | |
|---|---|
| Charles C. Lister | 266 |
| Frank S. Hall | 152 |
| Lucie Wheatley | 180 |
| Samuel W. Hall | 306 |

**Hall, Samuel P.,**
*Bucksport, Maine, U.S.*

| | |
|---|---|
| Annie R. Lewis | 206 |

**Hall, Thomas D.,**
66, *Saville Street, North Shields.*

| | |
|---|---|
| s. Duchess | 12 |

**Hall, W. G.,**
28, *California Street, San Francisco, U.S.*

| | |
|---|---|
| Corona | 372 |
| F. S. Redfield | 446 |
| Fred. E. Sander | 440 |
| Hesper | 664 |
| Hueneme | 347 |
| Lyman D. Foster | 727 |
| Reporter | 333 |
| William Bowden | 727 |

**Hall, William,**
*Toronto, Ontario.*

| | |
|---|---|
| s. W. B. Hall | 437 |

**Hallands Ångbåts Aktieb.**
*Halmstad, Sweden.*
*See* L. KOLLBERG.

**Hallberg, H. M.,**
*Kivik, Cimbrishamn, Sweden.*

| | |
|---|---|
| Cimbria | 141 |

**Hallberg, J. F.,**
*Uddevalla, Sweden.*

| | |
|---|---|
| Fia | 178 |
| Maria | 208 |

**Haller, George R.,**
*High Street, Hull.*

| | |
|---|---|
| s. Nantes | 179 |
| s. Paris | 196 |

**Hallett, George,**
98, *Bute Street, Cardiff.*

| | |
|---|---|
| s. Blue Jacket | 1338 |
| s. Red Jacket | 1327 |
| s. White Jacket | 1405 |

**Hallil, Ooncapanindah tijar Kara Ahmed oglou, & Co.,**
*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| Ayah Nicola | 130 |

**Hallil Effendi, Hattabji, & Co.,**
*Sakarieh, Turkey.*

| | |
|---|---|
| Messoudreh | 190 |

**Hallman, K. A.,**
*Wista, Pemar, Finland.*

| | |
|---|---|
| Kristina | 182 |

**Hallock, G. C.,**
*New York, U.S.*

| | |
|---|---|
| Adele Ball | 401 |

**Hallock, George E.,**
*Port Jefferson, L.I., U.S.*

| | |
|---|---|
| Lizzie V. Hall | 186 |

**Hallstén, E. J.,**
*Åbo, Finland.*

| | |
|---|---|
| Mathias | 361 |

**Hallwyl, W. von,**
*Blasieholmstorg*, 11, *Stockholm, Sweden.*
(Ljusne-Voxna Aktie Bolag.)

| | |
|---|---|
| s. Ljusne Jernverk | 107 |

(Mälaren Nya Ångfartygs Aktieb.)

| | |
|---|---|
| s. Nya Hällsviken | 133 |
| s. Nya Södertelje | 84 |
| s. Ragnhild | 98 |
| s. Trafik | 118 |

**Hals, J. D.,**
*Stokmarknaes, Norway.*
(Vesteraalens Dampskibsselskab.)

| | |
|---|---|
| s. Lofoten | 357 |
| s. Raftsund | 514 |
| s. Vesteraalen | 377 |

**Halsey, Claude,**
82, *Mark Lane, London, E.C.*

| | |
|---|---|
| Thames | 194 |

**Halvorsen, C., & J. Alstad,**
*Skanger, pr. Drammen, Norway.*

| | |
|---|---|
| Tromsö | 186 |

**Halvorsen, A.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Colombia | 513 |
| s. Jamaica | 514 |
| s. Johan Sverdrup | 417 |
| s. Johannes Bruun | 413 |
| s. Léon | 430 |
| s. Nicaragua | 489 |
| s. Urania | 368 |
| s. Wessel | 536 |

**Halvorsen, H.,**
*Voldmoen, pr Farsund, Norway.*

| | |
|---|---|
| Anna | 377 |

**Halvorsen, H.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Avance | 186 |

**Halvorsen, H.,**
*Langesund, Norway.*

| | |
|---|---|
| Rapid | 165 |



s. désigne les Vapeurs.

### Halvorsen, Jörgen,
*Ugland, Grimstad, Norway.*

| | Net Tons |
|---|---|
| Allegro | 495 |
| Commandör Sölling | 270 |
| Morgengry | 587 |
| Sirrah | 451 |

### Halvorsen, J. S.,
*Fredriksstad, Norway.*

| | |
|---|---|
| Nova Scotia | 225 |

### Halvorsen, Nils,
*Holmestrand, Norway.*

| | |
|---|---|
| Svend Föyn | 270 |

### Halvorsen, O.,
*Sandefjord, Norway.*

| | |
|---|---|
| Castor | 216 |

### Halvorsen, Ole,
*Brevig, Norway.*

| | |
|---|---|
| Anna | 147 |
| Cambria | 221 |

### Halvorsen's Börn, P. G.,
*Bergen, Norway.*

| | |
|---|---|
| s. Carlotta | 468 |

### Hämäläin, E.,
*Kexholm, Finland.*

| | |
|---|---|
| Lilli | 132 |

### Hämäläinen, J.,
*Impilaks, Russia.*

| | |
|---|---|
| Ahti | 229 |

### Hämäläinen, M.,
*Björkö, Finland.*

| | |
|---|---|
| Hämäläinen | 206 |
| Maria | 116 |

### Hamanaka Hachisaburo,
*Osaka, Japan.*

| | |
|---|---|
| Oto Maru | 234 |
| Schichiho Maru | 238 |
| Shinkoku Maru | 144 |
| s. Toyo Maru | 1548 |
| Yeital Maru | 226 |

### Hamanaka Matakichi,
*Otaru, Japan.*

| | |
|---|---|
| s. Ishikawa Maru | 77 |
| s. Kokoku Maru | 244 |

### Hamanaka Matazayemon,
*Osaka, Japan.*

| | |
|---|---|
| Moyoun Maru | 143 |

### Hamberg, A. J.,
*Lovisa, Finland.*

| | |
|---|---|
| Suomi | 418 |

### Hamberg, S. J.,
*Hernösand, Sweden.*

| | |
|---|---|
| s. Hernösand II. | 357 |
| (Ångb. Akt. Bol. "Bothnia.") | |
| s. Vilhelm Röhss | 211 |
| (Hernosands Angf. Aktieb.) | |
| s. Angermanland | 522 |

### Hamblin, Edward,
*Bath Road, Bridgwater.*

| | |
|---|---|
| Clipper | 98 |

### Hambrook, Juan,
*Valparaiso, Chili.*

| | Net Tons |
|---|---|
| Marta | 406 |

### Hamburg Altonaer Hochsee Fischerei Gesellschaft,
120, *Hafenstrasse, Hamburg, Germany.*

| | |
|---|---|
| s. Dienstag | 71 |
| s. Montag | 71 |
| s. Sonntag | 75 |

### Hamburg - Amerikanische Packetfahrt Actien-Gesellschaft
(HAMBURG-AMERIKA-LINIE.)
18/21, *Dovenfleth, Hamburg, Germany.*

| | |
|---|---|
| s. Albingia | 1201 |
| s. Allemannia | 1375 |
| s. Ascania | 1480 |
| s. Augusta-Victoria | 3932 |
| s. Australia | 1603 |
| s. Barmen | 1693 |
| s. Baumwall | 2143 |
| s. Bavaria | 1243 |
| s. Blankenese | 232 |
| s. Bohemia | 2536 |
| s. Borussia | 1306 |
| s. California | 2163 |
| s. Cheruskia | 2195 |
| s. Colonia | 1479 |
| s. Columbia | 3737 |
| s. Cremon | 1356 |
| s. Croatia | 1486 |
| s. Dania | 2938 |
| s. Elberfeld | 1712 |
| s. Flandria | 1533 |
| s. Francia | 1590 |
| s. Fürst Bismarck | 4463 |
| s. Galicia | 2151 |
| s. Gellert | 2350 |
| s. Gothia | 1562 |
| s. Grasbrook | 1429 |
| s. Grimm | 1684 |
| s. Hansa | 342 |
| s. Helvetia | 1796 |
| s. Holsatia | 1398 |
| s. Hungaria | 1513 |
| s. Italia | 2263 |
| s. Kehrwieder | 2166 |
| s. Markomannia | 2265 |
| s. Moravia | 2417 |
| s. Normannia | 4337 |
| s. Persia | |
| s. Pickhuben | 2042 |
| s. Polaria | 2075 |
| s. Polynesia | 1675 |
| s. Prussia | |
| s. Rhaetia | 2476 |
| s. Rhenania | 1320 |
| s. Rügia | 2481 |
| s. Russia | 2732 |
| s. Saxonia | 1264 |
| s. Scandia | 2926 |
| s. Slavonia | 1676 |
| s. Steinhoeft | 1809 |
| s. Stubbenhuk | 1921 |
| s. Suevia | 2440 |
| s. Teutonia | 1280 |
| s. Thuringia | 1479 |
| s. Valesia | 1778 |
| s. Venetia | 2046 |
| s. Virginia | 2037 |
| s. Wandrahm | 1973 |
| s. Wieland | 2358 |

### Hamburg Calcutta Linie,
14, *Neueburg, Hamburg, Germany.*

| | |
|---|---|
| s. Banda | 2015 |
| s. Barla | 1954 |
| s. Baroda | 1896 |
| s. Benares | 1916 |
| s. Bhopal | 2145 |

### Hamburg Pacific Dampfschiffs Linie,
*Dovenhof, Hamburg, Germany.*
*See* A. KIRSTEN.

### Hamburg Südamerikanische Dampfschifffahrts Gesellschaft,
*Holzbrücke*, 8, *Hamburg, Germany.*

| | |
|---|---|
| s. Amazonas | 2185 |
| s. Antonina | 1678 |
| s. Argentina | 1552 |
| s. Babitonga | 1533 |
| s. Bahia | 1606 |
| s. Belgrano | 1865 |
| s. Buenos Aires | 2380 |
| s. Campinas | 1660 |

(*continued.*)

### Hamburg Südamerikanische Dampfschifffahrt Gesellschaft.
(*continued.*)

| | Net Tons |
|---|---|
| s. Cintra | 1894 |
| s. Curityba | 1744 |
| Este | 314 |
| s. Itaparica | 1609 |
| s. Lissabon | 1496 |
| s. Montevideo | 1865 |
| Norte | 314 |
| Oeste | 336 |
| s. Olinda | 1757 |
| s. Paraguassu | 1886 |
| s. Patagonia | 2076 |
| s. Pelotas | |
| s. Pernambuco | 1502 |
| s. Petropolis | 1481 |
| s. Porto Alegre | 1871 |
| s. Rio | 2076 |
| s. Rosario | 2075 |
| s. San Nicolas | 1873 |
| s. Santos | 1610 |
| s. São Pedro | 46 |
| Sul | 336 |
| s. Tijuca | 1591 |
| s. Uruguay | 1460 |

### Hamburger Staat,
*Hamburg, Germany.*

| | |
|---|---|
| s. Capitain Karpfanger | 117 |

### Hamelin, N.,
*Grondines, Canada.*

| | |
|---|---|
| Jenny Lind | 125 |

### Hamidieh Steamship Co., Ld.,
*Jeddah, Asiatic Turkey.*
*See* SALIH EFFENDI.

### Hamilton, B. F.,
*Saco, Maine, U.S.*

| | |
|---|---|
| George V. Jordan | 662 |

### Hamilton, Ch.,
*Kertch, Russia.*

| | |
|---|---|
| s. Victoria | 34 |

### Hamilton, Duke of,
*Hamilton Place, Lanark.*

| | |
|---|---|
| s. Thistle | 210 |

### Hamilton, Fraser & Co.,
*Queen Insurance Buildings*, 13, *Castle Street, Liverpool.*
(Inch Shipping Co., Ld.)

| | |
|---|---|
| s. Incharran | 1843 |
| s. Inchbarra | 2668 |
| s. Inchdune | 1895 |
| s. Inchisla | 1894 |
| s. Inchlonga | 1944 |
| s. Inchmarlo | 1924 |

### Hamilton, Harvey & Co.,
15, *Gordon Street, Glasgow.*

| | |
|---|---|
| Barcraig | 2061 |
| Bardowie | 2011 |
| Barfillan | 2108 |

### Hamilton, J. B.,
*Hopewell, Albert co., N.B.*

| | |
|---|---|
| s. Scythian | 88 |

### Hamilton, J. F.,
*Portland, Maine, U.S.*

| | |
|---|---|
| M M. Hamilton | 106 |

### Hamilton, J. J., & S. E. Walthew,
17, *St. Helen's Place, London, E.C.*

| | |
|---|---|
| s. Tenerife | 11 |

### Hamilton, James,
*North Quay, Ayr.*

| | Net Tons |
|---|---|
| s. Denia | 97 |

### Hamilton, R.,
(Trustee for W. & R. Wright. *See entry under their name*).

### Hamilton Steamboat Co., Ld.,
*Hamilton, Ont., Canada.*

| | |
|---|---|
| s. Macassa | 164 |
| s. Modjeska | 461 |

### Hamilton, W. & J.,
*Benclutha, Port Glasgow.*

| | |
|---|---|
| s. Brent | 44 |
| s. Coot | 44 |
| s. Eider | 44 |
| s. Grebe | 44 |
| s. Ibis | 44 |
| s. Marec | 44 |

### Hamilton, William,
*Adelaide, S.A.*

| | |
|---|---|
| Coorong | 344 |
| Lavinia | 349 |

### Hamilton, William, & Co.,
*Benclutha, Port Glasgow.*

| | |
|---|---|
| Bothwell | 1986 |
| Palgrave | 3078 |
| s. President Garfield | 1289 |

### Hamley, W. W.,
1, *Portland Square, Plymouth.*

| | |
|---|---|
| C. F. H. | 71 |

### Hamley, John,
*St. Sampson's, Guernsey.*

| | |
|---|---|
| Obey | 235 |

### Hamling, Thomas, & Co., Ld.,
38, *Madeley Street, Hull.*

| | |
|---|---|
| s. Amazon | 65 |
| s. Danube | 46 |
| s. Nyanza | 48 |
| s. Oregon | 62 |
| s. Orinoco | 60 |
| s. Potomac | 46 |
| Severn | 87 |

### Hammar, M. K.,
*Figeholm, Sweden.*

| | |
|---|---|
| Union | 112 |

### Hammarberg, G. W.,
*Figeholm, Sweden.*

| | |
|---|---|
| Tyr | 153 |
| Vasa | 226 |
| Viola | 275 |

### Hammers, H. J. Enke,
*Lillesand, Norway.*

| | |
|---|---|
| Fröy | 316 |
| Hermod | 516 |
| Lillesand | 204 |

### Hammond, Charles,
*Exchange, Swansea.*

| | |
|---|---|
| s. Search Light | 5 |

### Hammond, Emes & Co.,
*Hull.*

| | |
|---|---|
| s. Howdenshire | 88 |

### Hammond, W.,
*Londonderry.*

| | |
|---|---|
| s. Enterprise | 68 |

### Hammond, W., & Herdman, J.,
*Lackbeg House, Burton Port, co. Donegal.*

| | Net Tons |
|---|---|
| s. Tyrconnel | 74 |

### Hamonet,
*Dahouët, Côtes du Nord, France.*

| | |
|---|---|
| Hippolythe | 121 |

### Hamre, P.,
*Bergen, Norway.*

| | |
|---|---|
| s. Roma | 354 |
| s. Venezia | 425 |

### Hancock, Frederick L.,
*Hawarden, Flintshire.*

| | |
|---|---|
| Duchess | 86 |

### Hancock, W., & Co.,
*Hawarden, Flintshire.*

| | |
|---|---|
| Hilda | 91 |
| Maude | 72 |

### Hancox, J. N.,
*Stonington, Connecticut, U.S.*

| | |
|---|---|
| Niantic | 115 |

### Handcock, E., & Co.,
*Morel's Chambers, Bute Dock, Cardiff.*

| | |
|---|---|
| s. Carn Brea | 1060 |
| s. Carn Marth | 1059 |
| s. Speedwell | 579 |

### Handelsvereeniging Nieuport,
*Nieuport, Belgium.*

| | |
|---|---|
| s. Stad Nieuport | 402 |

### Handra, N.,
*Scios, Greece.*

| | |
|---|---|
| Olga | 347 |

### Handrahan, T.,
*Charlottetown, Prince Edward Island.*

| | |
|---|---|
| Erema | 299 |
| Ralph B. Peake | 699 |

### Handras, M.,
*Syra, Greece.*

| | |
|---|---|
| Calypso | 298 |

### Handy, S. N.,
*Middletown, Connecticut, U.S.*

| | |
|---|---|
| American Team | 358 |

### Handy, William,
*Marion, Mass., U.S.*

| | |
|---|---|
| Lillie A. Warford | 163 |

### Hanna, F. Y.,
*Philadelphia, U.S.*

| | |
|---|---|
| Frank McDonnell | 264 |

### Hanna, L. C.,
*Cleveland, Ohio.*
(Menominee Transit Co.)

| | |
|---|---|
| s. Briton | 1875 |
| s. German | 1875 |
| s. Grecian | 1875 |
| s. Norman | 1861 |
| s. Roman | 1875 |
| s. Saxon | 1875 |
| (Mutual Transportation Co.) | |
| s. Cambria | 1377 |
| s. Corona | 1828 |
| s. Corsica | 1787 |

**Hannan, William F.,**
*Fowey, Cornwall.*

| | Net Tons |
|---|---|
| Alpha | 98 |
| Janie Gough | 167 |
| Perseverance | 117 |
| Resolute | 98 |
| Sir Robert Hodgson | 168 |
| Wild Wave | 137 |

**Hannay, Boyd & Co.,**
*Prince's Buildings, Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Auckland | 521 |
| s. Blanchland | 760 |

**Hannevig, Chr.,**
*Christiania, Norway; & 114, Fenchurch Street, London, E.C.*

| | |
|---|---|
| Adela | 463 |
| Circassia | 467 |
| Derby | 1107 |
| Glencoyn | 426 |
| H. C. Richards | 796 |
| Hero | 349 |
| Jölle | 358 |
| Lalla | 1044 |
| Luise | 418 |
| Rolf | 1158 |
| Victor Pretot | 895 |

**Hannevig, Edv.,**
*Arendal, Norway.*

| | |
|---|---|
| Amy | 821 |

**Hannevig Shipping & Trading Co.,**
*Christiania, Norway.*

| | |
|---|---|
| Fortuna | 1132 |

**Hannum, Jehirah, Mahoujiler-Kehayassi-Kard-Mehemed Son's Wife,**
*Kara Agatch, Asiatic Turkey.*

| | |
|---|---|
| Issim Sis | 178 |

**Hanos, P.,**
*Ithaca, Greece.*

| | |
|---|---|
| Penelope | 120 |

**"Hansa," Deutsche Dampfschifffahrts Gesellschaft,**
*Bremen, Germany.*

| | |
|---|---|
| s. Arensburg | |
| s. Braunfels | 1976 |
| s. Drachenfels | 1835 |
| s. Eberstein | 664 |
| s. Ehrenfels | 1522 |
| s. Falkenburg | 1175 |
| s. Gutenfels | 1750 |
| s. Harzburg | 1599 |
| s. Heimburg | 1132 |
| s. Helgoland | 95 |
| s. Hochheimer | 1831 |
| s. Johannisberger | 2194 |
| s. Lahneck | 568 |
| s. Liebenstein | 868 |
| s. Lindenfels | 1900 |
| s. Löwenburg | 1287 |
| s. Marienburg | 1587 |
| s. Marxburg | 1277 |
| s. Nierstein | 731 |
| s. Rauenthaler | 2167 |
| s. Rheinfels | 2184 |
| s. Rolandseck | 558 |
| s. Rothenfels | 1892 |
| s. Rüdesheimer | 1866 |
| s. Scharlachberger | 2143 |
| s. Schönburg | 1291 |
| s. Soneck | 607 |
| s. Stahleck | 607 |
| s. Stolzenfels | 1990 |
| s. Wartburg | 1278 |

**Hanscom, H. H.,**
*New Haven, Conn., U.S.*

| | |
|---|---|
| Grace Seymour | 602 |
| Harry & Grace Reynolds | 386 |
| Howard H. Hanscom | 740 |
| James G. Beecher | 790 |
| Napoleon Boughton | 786 |
| William Neely | 852 |
| William W. Converse | 709 |

**Hanseatische Dampfschifffahrts Gesellschaft,**
*Lübeck, Germany*

| | Net Tons |
|---|---|
| s. Elbe | 519 |
| s. Newa | 465 |
| s. Trave | 439 |

**Hanselpacker, L. S.,**
*St. John, N.B.*

| | |
|---|---|
| Ina | 112 |

**Hansen, B.,**
*Stavanger, Norway.*

| | |
|---|---|
| Hild | 130 |
| Norden | 236 |

**Hansen Brödrene,**
*Lasken Sandefjord, Norway.*

| | |
|---|---|
| Agra | 931 |
| Theodor Korner | 1091 |

**Hansen, C. K.,**
*Copenhagen, Denmark.*
(Dampskibselskabet "Dannebrog.")

| | |
|---|---|
| s. Amalienborg | 903 |
| s. Christiansborg | 842 |
| s. Fredensborg | 1045 |
| s. Frederiksborg | 841 |
| s. Rosenborg | 1045 |

**Hansen, C. L.,**
*Rudkjöbing, Denmark.*

| | |
|---|---|
| Freyr | 103 |

**Hansen, Carl,**

| | |
|---|---|
| s. Haardraade | 245 |

**Hansen, Chr.,**
*Laurvig, Norway.*

| | |
|---|---|
| Elida | 380 |

**Hansen, E.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Betty | 217 |

**Hansen, E. & H.,**
*Porsgrund, Norway.*

| | |
|---|---|
| Haabet | 198 |

**Hansen, Emil,**
*Svendborg, Denmark.*

| | |
|---|---|
| Fylla | 218 |

**Hansen, F. J.,**
*Elsinore, Denmark.*

| | |
|---|---|
| Söstrene | 191 |

**Hansen, F. J.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Ariadne | 668 |

**Hansen, F. V.,**
*Tönsberg, Norway.*

| | |
|---|---|
| s. Albert | 349 |

**Hansen, Gustav Conrad,**
*Nils Juuls Gade 16, Christiania, Norway.*

| | |
|---|---|
| Einar | 609 |
| s. Magdalena | 242 |
| Magnhild | 1555 |
| Parnass | 605 |
| Patagonia | 1203 |
| Rolf | 1211 |

**Hansen, H.,**
*Marstal, Denmark.*

| | Net Tons |
|---|---|
| Argus | 190 |
| Avance | 125 |
| Roska | 100 |

**Hansen, H.,**
*Agerösen, Lillesand, Norway.*

| | |
|---|---|
| Höivaag | 316 |
| Linnea | 382 |
| Mai | 194 |
| Mjölner | 238 |
| Ruth | 466 |
| Topdal | 598 |

**Hansen, H. A.,**
*Thurö, Svendborg, Denmark.*

| | |
|---|---|
| Galatea | 116 |
| Hertha | 140 |
| Petrine | 203 |
| Vega | 150 |
| Venus | 174 |

**Hansen, H. A., & L. Halvorsen,**
*Holmestrand, Norway.*

| | |
|---|---|
| Ceres | 138 |

**Hansen, H. C.,**
*Porsgrund, Norway.*

| | |
|---|---|
| Fram | 698 |
| Fredriksværn | 283 |
| J. Williams | 318 |
| Marie | 694 |
| Messina | 269 |
| Osmond | 878 |
| Paulus | 427 |

**Hansen, H. E.,**
*Lillesand, Norway.*

| | |
|---|---|
| Fergus | 162 |

**Hansen, H. J.,**
*Porsgrund, Norway.*

| | |
|---|---|
| Gulnare | 534 |

**Hansen, H. J.**
*Marstal, Denmark.*

| | |
|---|---|
| Kiana | 193 |

**Hansen, H. P.,**
*Dröbak, Norway.*

| | |
|---|---|
| Gefion | 479 |

**Hansen, H. S.,**
*Amaliegade 35, Copenhagen, Denmark.*

| | |
|---|---|
| Bertha | 597 |

**Hansen, Hans,**
*Tjömö, Norway.*

| | |
|---|---|
| Mathilde | 105 |

**Hansen, Henr.,**
*Lillesand, Norway.*

| | |
|---|---|
| Sonora | 554 |
| Sterling | 439 |

**Hansen, I. C.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Adolf | 1017 |

**Hansen, Joh.,**
*16, Hansteensgade, Christiania, Norway.*

| | |
|---|---|
| Hamlet | 259 |
| Lüneborg | 271 |

**Hansen, J.,**
*Odense, Denmark.*

| | |
|---|---|
| Birgitte | 162 |

**Hansen, J.,**
*Tönsberg, Norway.*

| | Net Tons |
|---|---|
| Falcon | 396 |

**Hansen, J. N.,**
*Nordby, Fanö, Denmark.*

| | |
|---|---|
| Claus | 240 |
| Ingmar | 204 |
| Laura | 368 |

**Hansen, J. W.,**
*Odense, Denmark.*

| | |
|---|---|
| Frigga | 256 |

**Hansen, J. W.,**
*Kragerö, Norway.*

| | |
|---|---|
| Balder | 207 |

**Hansen, Joachim,**
*Bergen, Norway.*

| | |
|---|---|
| Lekna | 197 |

**Hansen, Jochum,**
*Marstal, Denmark.*

| | |
|---|---|
| Fylla | 115 |

**Hansen, Joh.,**
*Christiania, Norway.*

| | |
|---|---|
| Alma | 277 |
| Caleb | 234 |

**Hansen, Johan,**
*Brevig, Norway.*

| | |
|---|---|
| Mindora | 282 |
| Rufus | 193 |

**Hansen, Jörgen N.,**
*Nordby, Fanö, Denmark.*

| | |
|---|---|
| Dora | 361 |

**Hansen, Kr.,**

| | |
|---|---|
| Miramichi | 690 |

**Hansen, L.,**
*Christiania, Norway.*

| | |
|---|---|
| Shakespeare | 632 |

**Hansen, L.,**
*Karrebæksminde, Denmark.*

| | |
|---|---|
| Livingstone | 226 |

**Hansen, L.,**
*Rudkjöbing, Denmark.*

| | |
|---|---|
| Alf | 127 |

**Hansen, L. H.,**
*Marstal, Denmark.*

| | |
|---|---|
| Fremad | 101 |

**Hansen, L. S.,**
*Karrebæksminde, Denmark.*

| | |
|---|---|
| Katrine | 141 |

**Hansen, M.,**
*Troense, Denmark.*

| | |
|---|---|
| Juno | 126 |

**Hansen, M.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Sylphiden | 147 |

**Hansen, Mathias,**
*Christiansand, Norway.*

| | Net Tons |
|---|---|
| Alexander Lawrence | 1 |
| Gudrun | 9 |
| India | 7 |
| Johan Irgens | 7 |

**Hansen, N. C.,**
*Brevig, Norway.*

| | |
|---|---|
| Semafor | 2 |

**Hansen, N. C.,**
*Thurö, Svendborg, Denmark.*

| | |
|---|---|
| Petrine | 1 |

**Hansen, O.,**
*Langesund, Norway.*

| | |
|---|---|
| Mignon | 2 |

**Hansen, O.,**
*Egersund, Norway.*

| | |
|---|---|
| Solvang | 1 |

**Hansen, O.,**
*Veile, Denmark.*

| | |
|---|---|
| Bonus | 1 |

**Hansen, O. C.,**
*Gogstad, Sandefjord, Norway.*

| | |
|---|---|
| Emblem | 11 |
| Tikoma | 7 |

**Hansen & Olsen.**

| | |
|---|---|
| Gefion | 3 |

**Hansen, Oscar,**
35, *Akersgaden, Christiania, Norway.*

| | |
|---|---|
| Cecilie | 4 |
| Dina | 4 |
| Johanne Augusta | 4 |
| Nina | 5 |
| Svea | 7 |

**Hansen, P.,**
*Marstal, Denmark.*

| | |
|---|---|
| Christine | 1 |

**Hansen, Paul,**
*Borregaard, Sarpsborg, Norway.*

| | |
|---|---|
| L'Union | 1 |

**Hansen, S. A.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Kali Maas | 2 |

**Hansen, S. B.,**
*Nordby, Fanö, Denmark.*

| | |
|---|---|
| Fanö | 2 |

**Hansen, Sören,**
*Grimstad, Norway.*

| | |
|---|---|
| Ellen | 4 |
| Morgenröden | 3 |

**Hansen, Soren,**
*Hanstensgade, 4, Christiania, Norway.*

| | |
|---|---|
| Norden | 7 |
| Petrus | 5 |

**Hansen, T. M.,**
*Svelvig, Norway.*

| | |
|---|---|
| Jenny | 1 |



s. désigne les Vapeurs.

**Hansen, Thorvald,**
*Svendborg, Denmark.*

| | Net Tons |
|---|---|
| Insulaneren | 218 |

**Hansen, W.,**
*Bergen, Norway.*

| | |
|---|---|
| s. A. Dekke | 349 |
| s. Heimdal | 413 |
| s. Hertha | 388 |
| s. Patria | 285 |
| s. Schweigaard | 427 |

**Hanshaw, G. P.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Race Horse | 106 |

**Hanson, B. H.,**
*San Francisco, U.S.*

| | |
|---|---|
| John F. Miller | 170 |

**Hanssen, Johan,**
*Arendal, Norway.*

| | |
|---|---|
| Imperator | 575 |

**Hanssen, Julius E.,**
*Arendal, Norway.*

| | |
|---|---|
| Adeona | 638 |
| Candeur | 451 |
| Carl XV. | 248 |
| Eunomia | 331 |
| Hama | 634 |
| Kerdalea | 403 |
| Lyra | 514 |
| Pasteur | 420 |
| Sivah | 296 |

**Hansson, C. M.,**
*Brämnäs, Lycke, Sweden.*

| | |
|---|---|
| Lycke | 239 |

**Hansson, E. P.,**
*Gothenburg, Sweden.*
(Ångf. Aktieb. "Hero.")

| | |
|---|---|
| s. Hero | 249 |
| s. Manhem | 304 |
| s. Otto | 251 |
| s. Sophie | 221 |
| s. William | 233 |

**Hansson, L. F.,**
*Trollhättan, Sweden.*

| | |
|---|---|
| s. Turisten | 93 |

**Hansson, M.,**
*Gäsö, Sweden.*

| | |
|---|---|
| Julia | 204 |

**Hansson, M.,**
*Brunnby Bräcke, Högandäs, Sweden.*

| | |
|---|---|
| Bothilda | 172 |
| Helmi | 324 |
| Lucinde | 107 |
| Mary | 247 |

**Hansson, O.,**
*Östra, Hofby, Sweden.*

| | |
|---|---|
| Hildur | 246 |

**Hansson, O.,**
*Skillinge, Cimbrishamn, Sweden.*

| | |
|---|---|
| Gerda | 107 |

**Hansson, P.,**
*Råå, Raus, Sweden.*

| | |
|---|---|
| Heribert | 229 |

**Hanyei Sha,**
*Handa, Owari, Japan.*

| | Net Tons |
|---|---|
| s. Kairiu Maru | 277 |

**Haparanda Ångfartygs** Aktie Bolag.
*Haparanda, Sweden.*
*See* G. A. UTTERSTRÖM.

**Haralambos Synodinoss,**
*Argostoli, Greece.*

| | |
|---|---|
| s. Prinkipos Georgios | 52 |

**Haraldsen, H.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Kate | 122 |

**Haraldsen, H. A.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Ariel | 207 |

**Harbeaux Fileants,**
*Ostend, Belgium.*

| | |
|---|---|
| s. Franco Belge | 62 |

**Harbitz, J.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Liv | 256 |
| Magne | 625 |
| Ragnhild | 509 |

**Harbö, R.,**
*Skjelskör, Denmark.*

| | |
|---|---|
| Helgesen | 282 |

(Dampskibsselskabet for Skjelskor og Omegn.)

| | |
|---|---|
| s. Agersösund | 69 |

**Harboe, Fr.,**
*Skjelskör, Denmark.*

| | |
|---|---|
| Adolph Harboe | 1091 |
| Herman | 341 |
| Pandur | 595 |

**Harboe, G. G.,**
*Skjelskör, Denmark.*

| | |
|---|---|
| Hydra | 784 |

**Harboe, S. & R.,**
*Skjelskör, Denmark.*

| | |
|---|---|
| C. C. Hornung | 195 |
| N. M. Harboe | 141 |
| Sylphiden | 115 |

**Harby, P. N.,**
*Nordby, Fäno, Denmark.*

| | |
|---|---|
| Anna | 343 |
| Cingalese | 698 |
| Elisabeth | 461 |
| Gladstone | 1209 |
| Johanne | 509 |

**"Hardanger," Söndhordlandske Dampskibs Selskabet,**
*Bergen, Norway.*

| | |
|---|---|
| s. Folgefonden | 141 |
| s. Hardangeren | 171 |
| s. Hordaland | 99 |
| s. Lyderhorn | 119 |
| s. Söndhordland | 108 |
| s. Vikingen | 80 |
| s. Vöringen | 245 |

**Hårdberg, G.,**
*Karlshamn, Sweden,*

| | |
|---|---|
| James | 149 |

**Hardie, James,**
8, *Austin Friars, London, E.C.*

| | Net Tons |
|---|---|
| Edward Pembroke | 1203 |
| Ione | 520 |

**Hardie, John, & Co.,**
12, *Waterloo Street, Glasgow.*

| | |
|---|---|
| Albuera | 1502 |
| Brambletye | 1472 |
| Corunna | 2288 |
| Inch Keith | 1192 |
| Orthes | 1174 |
| Pyrenees | 2169 |
| Salamanca | 1202 |
| Talavera | 1659 |
| Vimeira | 2163 |

**Harding, A. S.,**
*Bucksport, Maine, U.S.*

| | |
|---|---|
| Norombega | 295 |

**Harding, Edward,**
*Vineyard Haven, Tisbury, Dukes County, Mass., U.S.*

| | |
|---|---|
| Helen | 138 |
| Laura Robinson | 125 |

**Harding, S.,**
*Calais, Me., U.S.*

| | |
|---|---|
| Eugene Hale | 421 |
| J. S. Lamprey | 291 |

**Hardy & Long,**
*Grimsby.*

| | |
|---|---|
| Kitty Meadows | 60 |
| Matilda Meadows | 89 |

**Hardy, Wilson & Co.,**
*West Hartlepool.*

| | |
|---|---|
| s. Ashlands | 1491 |
| s. Avis | 700 |
| s. Craiglands | 851 |
| s. Delmar | 1523 |
| s. Fernlands | 1294 |
| s. Garlands | 1361 |
| s. Harrington | 690 |
| s. Headlands | 1933 |
| s. Highlands | 769 |
| s. Lowlands | 1165 |
| s. Maitlands | 673 |
| s. Norlands | 1153 |
| s. Oaklands | 1252 |
| s. Rocklands | 573 |
| s. Uplands | 1467 |

**Hargrove & Hellon,**
8 & 9, *Halton Buildings, Chapel Street, Liverpool.*

| | |
|---|---|
| Beecroft | 1626 |
| Beemah | 954 |
| Hospodar | 1625 |
| Jessie Stowe | 645 |
| Oakworth | 1202 |
| River Ganges | 642 |
| River Indus | 1045 |
| River Nith | 1165 |
| Thomas S. Stowe | 686 |
| Wallacetown | 1626 |

**Haritopoulos, G.,**
*Taganrog, Russia.*

| | |
|---|---|
| Panagia Katafiani | 150 |

**Harkins, T.,**
*San Francisco, Cal., U.S.*

| | |
|---|---|
| Nora Harkins | 199 |

**Harkness, E.,**
*Rockport, Maine, U.S.*

| | Net Tons |
|---|---|
| Ella G. Eells | 243 |

**Harland, G. B., & Co.,**
*Victoria Terrace, West Hartlepool.*

| | |
|---|---|
| s. Addington | 1006 |
| s. Dauntless | 1078 |
| s. Duchess | 920 |
| s. Glendale | 683 |
| s. Hardanger | 1570 |
| s. Hildawell | 1610 |
| s. Saint Bernard | 1448 |

**Harland, William,**
*Tranmere, Cheshire.*

| | |
|---|---|
| s. Major | 79 |

**Harloff & Böe,**
*Bergen, Norway.*

| | |
|---|---|
| s. Banes | 454 |
| s. Baracoa | 584 |
| s. Ceylon | 1704 |
| Europa | 1110 |
| s. Hakon Adesten | 1049 |
| s. Hebe | 1403 |
| s. Lesseps | 1364 |
| s. Nordkap | 1329 |
| s. Raylton Dixon | 1388 |
| s. St. Olaf | 1259 |

**Harmon, S. H., Lumber Co.,**
42, *Market Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Catharine Sudden | 368 |
| Sailor Boy | 316 |

**Harms, Fr. Aug.,**
*Carlshamn, Sweden.*

| | |
|---|---|
| Anna Kristina | 151 |
| Cometen | 495 |
| Gustaf Vasa | 312 |
| Lisette | 293 |
| Zuleima | 466 |

(Blekinge Ångbåts Aktiebolag.)

| | |
|---|---|
| s. Blekinge | 191 |
| s. Ronneby | 184 |

**Harnett, W.,**
*Whitstable, Kent.*

| | |
|---|---|
| Guide | 180 |

**Harper, G. T., & Co., Ld.,**
*Canute Road, Southampton.*

| | |
|---|---|
| s. Ascupart | 858 |
| s. King Ermyn | 650 |
| s. Morglay | 974 |
| s. Sir Bevis | 527 |

**Harper, James Daniel,**
*Jail Street, Waterford.*

| | |
|---|---|
| Pearl | 110 |

**Harper, N. A.,**
*Mount Desert, Maine, U.S.*

| | |
|---|---|
| Northern Light | 132 |

**Harper, Robert,**
20, *Carlton Place, Glasgow.*

| | |
|---|---|
| s. Saint Kilda | 186 |
| s. Saint Margaret | 185 |

**Harper, Thomas,**
*Saul, co. Gloucester.*

| | |
|---|---|
| Kate | 100 |

**Harrass, G.,**
*Wilmington, Del., U.S.*

| | |
|---|---|
| Thomas Clyde | 304 |

**Harreby, P. P.,**
*Sönderhö, Fanö, Denmark.*

| | Net Tons |
|---|---|
| Abba | 125 |

**Harries, Bros., & Co.,**
14, *Exchange Buildings, Swansea.*

| | |
|---|---|
| s. Count d'Aspremont | 274 |

**Harries, G. H.,**
*Philadelphia, U.S.*

| | |
|---|---|
| R. S. Graham | 325 |

**Harrington Harbour Commissioners,**
*Harrington.*

| | |
|---|---|
| s. Harrington | 97 |

**Harrington, Henry, & Co.,**
4, *Bishopsgate Street Within, London, E.C.*

| | |
|---|---|
| Clementine | 138 |
| Grace | 139 |

**Harris, Carson,**
*Wilmington, Delaware, U.S.*

| | |
|---|---|
| S. B. Wheeler | 267 |

**Harris & Dixon,**
81, *Gracechurch Street, London, E.C.*

| | |
|---|---|
| s. Brinkburn | 2096 |
| s. Cheniston | 1304 |
| s. Collingham | 1540 |
| s. Courtfield | 2105 |
| s. Elvaston | 1367 |
| s. Mid-Surrey | 530 |
| s. Rosary | 712 |
| s. Shagbrook | 868 |
| s. Wakefield | 1571 |

**Harris, Edward, & Co.,**
*Middlesbro'.*

| | |
|---|---|
| s. Dalbeattie | 849 |
| s. Greenwood | 727 |
| s. Hero | 363 |
| s. Ingleby | 1132 |
| s. Patience | 695 |
| s. Primate | 1187 |
| s. Provencal | 776 |
| s. W. Harkess | 736 |

**Harris, P. K., & Co.,**
*West Appledore.*

| | |
|---|---|
| Francis Beddoe | 43 |

**Harris, Richard,**
*Watchet, Somerset.*

| | |
|---|---|
| Grimaldi | 99 |

**Harris, W. A.,**
*Marstal, Denmark.*

| | |
|---|---|
| Johanne | 178 |

**Harrison, A. P., & Co.,**
*Custom House Buildings, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Carbon | 459 |
| s. Huguenot | 642 |
| s. Rosalind | 585 |

**Harrison, J. & C.,**
66, *Mark Lane, London, E.C.*

| | |
|---|---|
| s. Glenfinlas | 1409 |
| s. Harberton | |
| s. Harlow | 523 |
| s. Harlyn | 929 |

**Harrison, John T.,**
12, *Great Tower St., London, E.C.*

| | |
|---|---|
| s. Berwick | 262 |
| s. Chevington | 169 |

### Harrison, Maria (Mrs.),
*Shanghai.*

| | Net Tons |
|---|---|
| Esmeralda | 130 |

### Harrison, Moore & Moore,
4, *Dock Chambers, Cardiff.*

| | |
|---|---|
| s. G. N. Wilkinson | 476 |
| s. Gemini | 586 |
| s. Quickstep | 588 |
| s. Saint Donats | 962 |
| s. Saint Fagans | 821 |
| s. Vectis | 615 |

### Harrison, T. & J.,
*Mersey Chambers, Liverpool.*
(Charente S.S. Co., Ld.)

| | |
|---|---|
| s. Actor | 1035 |
| s. Architect | 1186 |
| s. Astronomer | 1976 |
| s. Barrister | 3080 |
| s. Capella | 2036 |
| s. Chancellor | 3037 |
| s. Cognac | 303 |
| s. Dictator | 2659 |
| s. Editor | 1039 |
| s. Electrician | 1862 |
| s. Engineer | 1683 |
| s. Explorer | 1304 |
| s. Governor | 1665 |
| s. Inventor | 1441 |
| s. Jarnac | 370 |
| s. Legislator | 1883 |
| s. Mariner | 861 |
| s. Merchant | 849 |
| s. Mira | 2039 |
| s. Musician | |
| s. Navigator | 1644 |
| s. Orion | 2087 |
| s. Professor | 1642 |
| s. Scholar | 1027 |
| s. Senator | 3049 |
| s. Traveller | 1933 |
| s. Vesta | 1962 |
| s. Wanderer | 2666 |

### Harrold Bros.,
29, *Great St. Helen's, London, E.C.*

| | |
|---|---|
| s. Karaweera | 1021 |

### Harrower & Workman,
19, *Bedford Street, Belfast.*

| | |
|---|---|
| Lough Neagh | 917 |
| South African | 400 |
| South American | 386 |

### Harrowing, Arthur,
*Whitby, Yorkshire.*

| | |
|---|---|
| s. Masonic | 1560 |

### Harrowing, J. H.,
*Whitby, Yorkshire.*

| | |
|---|---|
| s. Etheläida | 1705 |
| s. Ethelburga | 1446 |
| s. Ethelgonda | 1726 |
| s. Ethelreda | 1401 |
| s. Ethelwalda | 1566 |
| s. Millfield | 1410 |

### Harrowing, Robert,
*Marine Parade, Whitby, Yorkshire.*

| | |
|---|---|
| s. Adventure | 1206 |
| s. Helena | 803 |
| s. Isabel | 820 |
| s. Mary | 773 |
| s. Monkshaven | 963 |
| s. Rishanglys | 716 |
| s. Robert Harrowing | 1395 |
| s. Sarah | 969 |
| s. Susan | 967 |
| s. Wilberforce | 967 |

### Hars, P.,
*Mardych, near Dunkirk, France.*

| | |
|---|---|
| Liane | 120 |

### Hart, Frederic H.,
*Brisbane, Queensland.*

| | |
|---|---|
| s. Boko | 70 |

### Hart, G. W.,
*Cold Spring, New York, U.S.*

| | Net Tons |
|---|---|
| Kate Kallahan | 101 |

### Hart, G. W.,
*Northport, L.I., U.S.*

| | |
|---|---|
| Napoleon | 184 |

### Hart, R. I.,
*Halifax, N.S.*

| | |
|---|---|
| Mabel Howard | 143 |

### Hart, Stephen G.,
*Tenants Harbor, Maine, U.S.*

| | |
|---|---|
| S. G. Hart | 505 |
| Samuel Hart | 200 |

### Hart, Theodore,
*Montreal, Canada.*

| | |
|---|---|
| Margaret | 129 |

### Hartford and New York Trans. Co.
*Hartford, Conn., U.S.*

| | |
|---|---|
| s. Hartford | 986 |

### Hartley, R. C. F.,
*Boston, Mass., U.S.*

| | |
|---|---|
| Nimrod | 279 |

### Hartman, R.,
*Nystad, Russia.*

| | |
|---|---|
| Arvio | 765 |

### Hartmann, F.,
*Boothferry Road, Goole, Yorks.*

| | |
|---|---|
| s. K. A. Niemann | 171 |

### Harton Coal Co., Ld.
(Manager—W. H. Parkinson),
*Newcastle-on-Tyne.*

| | |
|---|---|
| s. Harton | 326 |

### Hartvigsen, H.,
*Arendal, Norway.*

| | |
|---|---|
| Herschel | 787 |

### Harvey, Adolphus J.,
*St. John's, N.F.L.*

| | |
|---|---|
| s. Grand Lake | 463 |
| s. Virginia Lake | 440 |
| s. Windsor Lake | 293 |

### Harvey, B. M.,
*High Street, Padstow, Cornwall.*

| | |
|---|---|
| Courier | 100 |

### Harvey & Co., Ld.,
*Hayle, Cornwall.*

| | |
|---|---|
| s. Carnsew | 191 |
| s. Hayle | 186 |

### Harvey, J. & W. B.,
*Littlehampton, Sussex.*

| | |
|---|---|
| Nellie | 70 |
| Princess May | 87 |
| Rosie | 78 |

### Harvey, Samuel B.,
*Iddesleigh House, Lipson Road, Plymouth.*

| | |
|---|---|
| Iddesleigh | 300 |

### Harvey, W.,
*Hayle.*

| | Net Tons |
|---|---|
| s. Bride | 162 |
| Henry Harvey | 123 |

### Has Moustafa Bey,
*Constantinople, Turkey.*

| | |
|---|---|
| Maxoudie | 184 |

### Hashibeh Hannum,
Bogtcha Adalee, & Co.,
*Bogtcha Ada, Turkey.*

| | |
|---|---|
| Tenedos | 130 |

### Hashimolo Vuzo,
*Nagasaki, Japan.*

| | |
|---|---|
| s. Keiko Maru | 238 |

### Haskell, J. M.,
*Boston, Mass., U.S.*

| | |
|---|---|
| Jacob M. Haskell | 461 |
| Puritan | 641 |

### Haskell, L. B.,
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Ada S. Babson | 147 |

### Haskell, S. G.,
*Deer Isle, Maine, U.S.*

| | |
|---|---|
| D. D. Haskell | 302 |
| Damon | 158 |
| Ellen Perkins | 163 |
| H. Curtis | 118 |
| H. J. Cottrell | 337 |
| Hattie | 162 |
| Hattie S. Collins | 1 17 |
| J. W. Woodruff | 139 |
| Joseph Oakes | 195 |
| Princeton | 141 |
| S. G. Haskell | 647 |

### Haskell, W. H.,
*New York, U.S.*

| | |
|---|---|
| Sarah Mills | 146 |

### Haslehust, E. H., & Co.,
*Billiter House, Billiter Street, London, E.C.*

| | |
|---|---|
| s. Amarapoora | 1619 |
| s. Claverley | |

### Hassager, Carl,
*Randers, Denmark.*

| | |
|---|---|
| Svanen | 162 |
| (Dampskibselskabet "Activ.") | |
| s. Activ | 249 |
| s. Ask | 592 |

### Hassan, Abahnahlee Ali Baba Zadeh, & Co.,
*Abahnah, Turkey.*

| | |
|---|---|
| Haidar Bahri | 225 |

### Hassan, Ahmassrahlee Alumdar oglou, & Bros.,
*Ahmassrah, Turkey.*

| | |
|---|---|
| Ahmassrah | 112 |

### Hassan, Heracleelee Balikje Ahmed oglou,
*Heraclea, Asiatic Turkey.*

| | |
|---|---|
| Heraclee | 200 |

### Hassan, Kerrasondlee Hajee, & Co.,
*Kerrassonde, Asiatic Turkey.*

| | |
|---|---|
| Tidjaret-i-Bahri | 125 |

### Hassan, Oonialee Dilaver oglou,
*Oonia, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Guluessa | 250 |

### Hassan, Oonialee Hajee, & Co.,
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Oonia | 195 |

### Hassan, Surmaneelee Kutchuk Ali oglou Hajee, & Co.,
*Surmanee, Turkey.*

| | |
|---|---|
| Oonia | 290 |

### Hassan, Tijar Hajee, & Co.,
*Constantinople, Turkey.*

| | |
|---|---|
| Olga | 280 |

### Hassan, Todrakhanlee Jees oglou Hajee, Sons, & Co.,
*Todrakhan, Turkey.*

| | |
|---|---|
| Tunnah | 163 |

### Hassan, Uncapanalee Tijar Hhoross oglou Hajee,
*Uncapana, Turkey.*

| | |
|---|---|
| Kara Agatch | 158 |

### Hassan Agha, Rahtvalee tijar,
*Rahtva, Turkey.*

| | |
|---|---|
| Issim Sis | 275 |

### Hassan Captan,
*Constantinople, Turkey.*

| | |
|---|---|
| Tewfik-i-Bahri | 194 |

### Hassan Captan,
*Constantinople, Turkey.*

| | |
|---|---|
| Kuh-Revan | |

### Hassan Captan,
*Constantinople, Turkey.*

| | |
|---|---|
| Midillee | 240 |

### Hassan Captan, Abanahlee Ali, Cheleb-oghlou,
*Abana, Turkey.*

| | |
|---|---|
| Nusret-i-Bahri | 198 |

### Hassan Captan, Abanahlee Mousir-oghlou Hadji,
*Abana, Turkey.*

| | |
|---|---|
| Loufti-Huda | 182 |

### Hassan Captan, Antalialee
*Antalia, Turkey.*

| | |
|---|---|
| Antalia | 122 |

### Hassan Captan, Ereklilee
*Heraclea, Turkey.*

| | |
|---|---|
| Iksan Huda | 210 |

### Hassan Captan, Ereklilee Mufti-oghlou Hadji.
*Heraclea, Asiatic Turkey.*

| | |
|---|---|
| Tewfik Ihsan | 171 |

### Hassan Captan, Rizehlee,
*Rizeh, Turkey.*

| | |
|---|---|
| Kerzeh | 145 |

### Hassan Effendi, Galata Yorghanji,
*Rizeh, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Fethi Tidjaret | 182 |

### Hassan Effendi, Tujar Imam zadeh,
*Constantinople, Turkey.*

| | |
|---|---|
| Jaylan-i-Bahri | 140 |

### Hassan Ibrahim Captan, Phillioslee,
*Phillios, Turkey.*

| | |
|---|---|
| Sulun-i-Bahri | 144 |

### Hassan Mehemed Captan, Bartenlee,
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Kirlangitch Bahri | 105 |

### Hassan Mustapha Captan, Bartenlee,
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Endelib-i-Bahri | 120 |

### Hassan Raïs, Agvalee Mehemed Ali-oghlon,
*Agvah, Turkey.*

| | |
|---|---|
| Pir-Nouh | 125 |

### Hassan Tahsun bey & Co.,
*Constantinople, Turkey.*

| | |
|---|---|
| Asslan | 387 |

### Hassandjoglu, H. J.,
*Constantinople, Turkey.*

| | |
|---|---|
| Olga | 211 |

### Hasse, Carl,
*Gothenburg, Sweden.*

| | |
|---|---|
| Diana | 114 |

### Hassein, A.,
*Alexandria, Egypt.*

| | |
|---|---|
| Buona Sorte | 434 |

### Hassel, H. C.,
*Christiania, Norway.*

| | |
|---|---|
| Annie | 532 |

### Hasselbalch, A. A.,
*Kjöge, Denmark.*

| | |
|---|---|
| Caroline | 138 |

### Hasselgren, J.,
*Uddevalla, Sweden.*

| | |
|---|---|
| Charlotta | 137 |
| Iona | 371 |

### Hastie, Robert,
8, *Walker Place, North Shields.*

| | |
|---|---|
| s. Amy Gertrude | 93 |

### Hastings, Henry, & Co.,
126, *State Street, Boston, Mass., U.S.*

| | |
|---|---|
| Charger | 1372 |

### Hastings Steam Nav. Co.,
*Port Townsend, U.S.*

| | |
|---|---|
| s. Hermosa | 240 |



s. désigne les Vapeurs.

**Hatch Bros.,**
*Seattle, Washington, U.S.*

| | Net Tons |
|---|---|
| s. Monticello | 175 |

**Hatch, G.,**
*New York, U.S.*

| | |
|---|---|
| William H. Jones | 283 |

**Hatch, Joseph,**
*Invercargill, N.Z.*

| | |
|---|---|
| Gratitude | 114 |

**Hatchik, Bülbüljehlee, oglou & Co.,**
*Bülbüljeh, Asiatic Turkey.*

| | |
|---|---|
| Ordon | 130 |

**Hatfield, Cameron & Co.**
(BAY LINE),
11, *Bothwell Street, Glasgow.*

| | |
|---|---|
| Algoa Bay | 1111 |
| Brodick Bay | 753 |
| Largo Bay | 1178 |
| Mobile Bay | 1117 |
| Oban Bay | 999 |
| Rothesay Bay | 750 |
| St. Mary's Bay | 1115 |

**Hatfield, J. A.,**
*Port Greville, N.S.*

| | |
|---|---|
| Brenton | 159 |

**Hathaway & Co.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Dione | 200 |

**Hathaway, James A.,**
*Rockland Street, Boston, Mass., U.S.*

| | |
|---|---|
| Sadie Corey | 149 |

**Hatrick, Alexander,**
*Wanganui, N.Z.*

| | |
|---|---|
| St. Kilda | 189 |

**Hattori Jiroji,**
*Hakodate, Japan.*

| | |
|---|---|
| s. Kwaiyo Maru | 85 |

**Haubuss, E.,**
*Stettin, Germany.*

| | |
|---|---|
| s. Die Erndte | 109 |
| s. Libau Packet | 159 |

**Hauff, H. T.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Titania | 435 |
| Trio | 889 |

**Haug, S.,**
*Drammen, Norway.*

| | |
|---|---|
| Helvetia | 382 |

**Hauge, Nils,**
*Christiania, Norway.*

| | |
|---|---|
| s. Ingeborg | 157 |

**Hauge, S.,**
*Haugesund, Norway.*

| | |
|---|---|
| Hjörleif | 128 |

**Haugesunds Dampskibs Selskab.,**
*Haugesund, Norway.*

| | Net Tons |
|---|---|
| s. Karmsund | 102 |

**Haukka, H.,**
*Welkua Kapell, Finland.*

| | |
|---|---|
| Toivo | 375 |

**Havens, H. P.,**
*New York, U.S.*

| | |
|---|---|
| Mary A. Tyler | 195 |

**Havstad, Joh. D.,**
*Grimstad, Norway.*

| | |
|---|---|
| Aurora | 661 |
| Australia | 919 |
| Christiania | 508 |
| Concordia | 253 |
| Frivold | 379 |
| Heldos | 247 |
| Mark Twain | 727 |
| Polynesia | 649 |
| Ruth | 469 |
| Tasmania | 693 |
| Thule | 284 |

**Hawadin, G., & Hijos,**
*Rosario de Santa Fé, Argentine Republic.*

| | |
|---|---|
| s. Thyra | 186 |

**Hawgood & Avery Transit Co.**
*Cleveland, Ohio.*

| | |
|---|---|
| s. S. S. Curry | 2608 |

**Hawken, John,**
*Padstow.*

| | |
|---|---|
| Archie | 63 |
| Saint Petroc | 83 |

**Hawkes Bay Shipping Co., Ld.,**
*Napier, N.Z.*

| | |
|---|---|
| Pendle Hill | 221 |

**Hawkesbury Stm. Nav. Co., Ld.,**
*Lower Portland, Hawkesbury River, N.S.W.*

| | |
|---|---|
| s. Hawkesbury | 80 |

**Hawkey, W. J. M.,**
*Fore Street, New Quay, Cornwall.*

| | |
|---|---|
| Susan Vittery | 99 |
| Try Again | 139 |
| Whim | 112 |

**Hawkins Bros.,**
*Greenport, New York, U.S.*

| | |
|---|---|
| s. Walter Adams | 176 |

**Hawkins, E. E.,**
*Port Jefferson, U.S.*

| | |
|---|---|
| Robert Dillon | 431 |

**Hawkins, E. S.,**
*Stony Brook, N.Y., U.S.*

| | |
|---|---|
| Helena E. Russell | 158 |

**Hawkins, Joseph E.,**
*Balmain, near Sydney, N.S.W.*

| | |
|---|---|
| Thistle | 139 |

**Hawks, Thomas E.,**
*Mansion House Chambers, Close, Newcastle-on-Tyne.*

| | Net Tons |
|---|---|
| Aratus | 178 |
| s. Kirkstall | 298 |

**Hawksfield, Henry V.,**
*Fector's Place, Dover, Kent.*

| | |
|---|---|
| Conrade | 190 |

**Hawley, George,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Harold J. McCarty | 297 |
| Harry S. Lord, jun. | 240 |

**Haws, John R., & Co.,**
16, *South Castle Street, Liverpool.*

| | |
|---|---|
| Aladdin | 1582 |
| Alcedo | 2309 |
| Alcester | 1597 |
| Alcides | 2492 |
| Goatfell | 716 |
| Semantha | 2211 |
| Traveller | 1420 |

**Haxon, George,**
85, *Clifford Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Woodbine | 61 |

**Hay, Edw. & Geo.,**
*Königsberg, Germany.*

| | |
|---|---|
| s. Prussia | 520 |
| s. Scotia | 465 |

**Hay, G. J., & Co.,**
4, *St. Mary Axe, London, E.C.*

| | |
|---|---|
| s. Caffila | 1349 |
| s. Chelona | 1078 |

**Hay, J.,**
*Coolungatta, N.S.W.*

| | |
|---|---|
| s. Coomonderry | 58 |

**Hay, J., & Sons,**
58, *Renfield Street, Glasgow.*

| | |
|---|---|
| s. Nar | 137 |

**Hay, John,**
*Stockton, N.S.W.*

| | |
|---|---|
| Iris | 340 |

**Hay, John,**
58, *Renfield Street, Glasgow.*

| | |
|---|---|
| s. The Baron | 127 |
| s. The Duke | 155 |
| s. The Earl | 173 |
| s. The Marquis | 146 |
| s. The Prince | 142 |
| s. The Viscount | 162 |

**Hay, John, No. 3,**
*Hastings, Southport, Tasmania.*

| | |
|---|---|
| Fairy Rock | 192 |

**Hay, W. B.,**
*Edward Street, Adelaide.*

| | |
|---|---|
| Umvoti | 442 |

**Hay, William,**
*Peterhead.*

| | |
|---|---|
| Exile | 183 |

**Haye, D.,**
*Brake, Germany.*

| | Net Tons |
|---|---|
| Adonis | 411 |
| Amazone | 1339 |
| Atalanta | 410 |
| Fürst Bismarck | 968 |
| Lake Ontario | 1061 |
| Pacific | 461 |
| Themis | 300 |

**Hayei Sha,**
*Handa, Japan.*

| | |
|---|---|
| Taiki Maru | 145 |

**Hayes, J., & Co.,**
90, *Billiter Buildings, London, E.C.*

| | |
|---|---|
| Donna Francisca | 2163 |
| Donna Julia | 1315 |

**Hayes, John W.,**
*Derbyshire, England.*

| | |
|---|---|
| Alba | 158 |

**Hayes, M. H. (Mrs.),**
*Polruan, Fowey, Cornwall.*

| | |
|---|---|
| Gem | 139 |
| Koh-i-Noor | 215 |

**Haynes, J. M.,**
*Augusta, Maine, U.S.*

| | |
|---|---|
| Andrew Adams | 771 |
| City of Augusta | 552 |
| Douglas Haynes | 165 |
| E. C. Allen | 475 |
| Emma S. Briggs | 279 |
| Hope Haynes | 205 |
| Ira D. Sturgis | 223 |
| Lawrence Haynes | 244 |
| Nat Meader | 264 |

**Haynes, Sons of Thomas,**
*Cadiz, Spain.*

| | |
|---|---|
| s. Benjamin Haynes | 351 |
| s. James Haynes | 124 |
| s. John Haynes | 497 |
| s. Maria | 146 |
| s. Pabla | 115 |
| s. Reina Cristina | 111 |
| s. Servando | 115 |
| s. Thomas Haynes | 776 |

**Haytian Government,**
*Port au Prince, Hayti.*

| | |
|---|---|
| s. Dessalines | 306 |
| s. La Sentinelle | 175 |

**Hayton & Simpson,**
2, *Drury Lane, Liverpool.*

| | |
|---|---|
| Elizabeth Ostle | 740 |
| Vale of Nith | 672 |

**Hayward, George,**
*Chelmondiston, Ipswich.*

| | |
|---|---|
| Unity | 79 |

**Hayward, H.,**
*Bahia, Brazil.*

| | |
|---|---|
| Jiquia | 534 |

**Hayward, Henry E.,**
*St. Johns, N.F.L.*

| | |
|---|---|
| Robert | 100 |

**Head Line,**
*See* G. HEYN & SONS.

**Heads, John,**
25, *Gardner Street, North Shields.*

| | |
|---|---|
| s. Anglia | 7 |

**Heaps, W., & Co.,**
50, *Everton Valley, Liverpool.*

| | Net Tons |
|---|---|
| E. K. Muspratt | 80 |

**Hearn, D.,**
*Seaford, Delaware, U.S.*

| | |
|---|---|
| John N. Parker | 157 |

**Hearn, J.,**
7, *Frances Street, Truro.*

| | |
|---|---|
| Pearl | 99 |

**Hebb, Howard,**
*Lunenbury, N.S.*

| | |
|---|---|
| Zeta | 144 |

**Hebley & Finch,**
*Spring Cottage, Weymouth.*

| | |
|---|---|
| Mermaid | 59 |

**Hecksher & Sons,**
33, *Amaliegade, Copenhagen, Denmark.*
(Dampskibsselskabet "Östersöen"),

| | |
|---|---|
| s. Ella | 240 |
| s. Maja | 243 |
| s. Rita | 334 |
| s. Yrsa | 240 |

**Hecquet-Vanrapenbusch,**
*Dunkirk, France.*

| | |
|---|---|
| Gracieuse | 131 |

**Hedberg, O. S.,**
*Malmö, Sweden.*

| | |
|---|---|
| Axel | 366 |
| Felicia | 385 |
| Livingstone | 531 |
| s. Louise | 896 |
| Robert | 311 |
| s. Sigurd | 926 |
| Svea | 450 |

**Hedman, Alfred,**
*Nikolaistad, Finland.*

| | |
|---|---|
| s. Clio | 557 |
| s. Finland | 208 |
| s. Frej | 242 |
| s. Gustaf Wasa | 205 |
| s. Thor | 232 |
| (Ångf. Aktie Bol. "Wasa Nordsjö.") | |
| s. Hebe | 364 |
| s. Iris | 360 |
| s. Patria | 526 |

**Hedqvist, C. A.,**
*Piteå, Sweden.*

| | |
|---|---|
| s. America | 308 |
| Carl | 313 |

**Heesh, A.,**
*Double Bay, Sydney, N.S.W.*

| | |
|---|---|
| Monarch | 132 |

**Heffner, G. R.,**
108, *South Gay Street, Baltimore, U.S.*

| | |
|---|---|
| Clytie | 416 |
| Edward G. Hight | 467 |
| J. S. Hoskins | 391 |

**Heftye, Ths. Joh., & Sön,**
*Christiania, Norway.*

| | |
|---|---|
| Hermanos | 579 |
| s. Norte | 207 |
| s. Starkodder | 268 |

### Hei, S. van der,
*Heveskes, Holland.*

| | Net Tons |
|---|---|
| Auguste | 761 |
| Heveskes | 496 |
| Heveskes II. | 390 |
| San Francisco | 436 |

### Heide, B.,
*Christiansund, Norway.*

| | |
|---|---|
| s. Skreien | 293 |

### Heilborn, O.,
*Skeppsbron 22, Stockholm, Sweden.*

| | |
|---|---|
| s. Lincoln | 145 |

### Heinrichs, D.,
*Grünestrasse, 54, Bremerhaven, Germany.*

| | |
|---|---|
| Atlantic | 1263 |
| Auguste | 1396 |
| Bremerhaven | 1042 |
| Fidelio | 1235 |
| Marie | 1218 |
| Senator Iken | 1247 |

### Heisler, David,
*Lunenburg, N.S.*

| | |
|---|---|
| Urania | 100 |

### Heitmann, H., & Son,
*Christiania, Norway.*

| | |
|---|---|
| s. Patria | 134 |

### "Hekla," Dampskibsel-skabet,
*Christiania, Norway.*
*See* W. M. HOLBY.

### Helander, O. F.,
*Calmar, Sweden.*

| | |
|---|---|
| Prinz Adalbert | 246 |

### Held, H. A.,
*Kopperhörn, Wilhelmshafen, Germany.*

| | |
|---|---|
| Bilda | 108 |

### Heldahl, O. C.,
*Lillesand, Norway.*

| | |
|---|---|
| Ararat | 44 |

### Heldt, B.,
*Grossefehn, Germany.*

| | |
|---|---|
| Minister Camphausen | 119 |

### Helgelandske Dampskibs Selskabet,
*Alstahaug, Bodö, Norway.*

| | |
|---|---|
| s. Thorolff Kveldulfson | 131 |
| s. Vestfold | 75 |

### Helgesen & Co.,
*Christiania, Norway.*

| | |
|---|---|
| Bianca | 1024 |

### Helgesen, R.O.,
*Porsgrund, Norway.*

| | |
|---|---|
| Tiger | 155 |

### Helin, G.,
*Mariehamn, Finland.*

| | |
|---|---|
| Impi | 227 |

### Helin, John,
*Raumo, Finland.*

| | |
|---|---|
| Ankara | 211 |

### Helland, H.,
*Fredriksstad, Norway.*

| | Net Tons |
|---|---|
| Boomerang | 358 |
| Eugenie | 509 |
| Hildur | 256 |
| Jenny | 217 |
| Lyn | 255 |
| New Ed. | 229 |

### Hellberg, C. J.,
*Karlslund, Fjellbacka, Sweden.*

| | |
|---|---|
| Gerda | 138 |

### Helleni, Limnilee, & Co.,
*Lemnos, Asiatic Turkey.*

| | |
|---|---|
| Ayos Pandaleemos | 193 |

### Hellenic Steam Ship Co.,
*Syra, Greece.*

| | |
|---|---|
| s. Chios | 537 |
| s. Elpis | 606 |
| s. Eptanisos | 332 |
| s. Hermoupolis | 493 |
| s. Hydra | 218 |
| s. Ionion | 183 |
| s. Iris | 400 |
| s. Karteria | 317 |
| s. Omonia | 317 |
| s. Panellenion | 195 |
| s. Pelops | 596 |
| s. Pinios | 435 |
| s. Sfactirea | 690 |
| s. Theseus | 773 |

### Heller, P.,
*Danzig, Germany.*

| | |
|---|---|
| Gustav Friedrich Focking | 500 |
| Jacob Arenat | 436 |
| Simon | 507 |

### Heller, W. G.,
*Tacoma, Washington, U.S.*

| | |
|---|---|
| s. Alice Blanchard | 350 |

### Helliesen & Co.,
*Stavanger, Norway.*

| | |
|---|---|
| Freia | 405 |
| Harald Haarfager | 1127 |

### Hellström, C. L.,
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Siri | 125 |

### Hellyer, Charles, Ld.,
*St. Andrew's Dock, Hull.*

| | |
|---|---|
| s. Broxholme | 61 |
| s. Eudocia | 56 |
| s. Hermione | 55 |
| s. Lycurgus | 49 |
| s. Oberon | 56 |
| s. Sledmere | 57 |
| s. Sparta | 56 |
| s. Springfield | 58 |
| s. Valkyrie | 58 |
| s. Zenobia | 48 |

### Hellyer, Fred.,
*St. Andrew's Dock, Hull.*

| | |
|---|---|
| Albatross | 90 |

### Hellyer, John W.,
1, *South Boulevard, Hull.*

| | |
|---|---|
| Atalanta | 86 |
| Pelican | 92 |
| Swan | 89 |
| Thermuthis | 91 |
| Vesper | 85 |

### Hellyer, Robert,
*Kirkella, near Hull.*

| | |
|---|---|
| Godild | 91 |

### Helme, James,
43, *Church Street, Lancaster.*

| | Net Tons |
|---|---|
| Englishman | 129 |
| James Williamson | 93 |
| Rambler | 76 |
| Ryelands | 123 |

### Helms, Carl,
*Pelotas, Brazil.*

| | |
|---|---|
| Hinrich | 263 |

### Helmsing & Grimm,
*Riga, Russia.*

| | |
|---|---|
| s. Mary | 770 |
| s. Olga | 1134 |
| s. Vera | 910 |

### Helsingfors Ångfartygs Aktiebolag,
(Manager—Gustav Paulig.)
*Helsingfors, Finland.*

| | |
|---|---|
| s. Helsingfors | 219 |
| s. Linnea | 548 |
| s. Storfursten | 356 |

### Helsingörske Dampskibs Selskab,
(Manager—H. C. Nyholm.)
*Elsinore, Denmark.*

| | |
|---|---|
| s. Dana | 648 |
| s. Kronborg | 968 |

### Helthi Corahy,
*Constantinople, Turkey.*

| | |
|---|---|
| Issim Sis | 191 |

### Helweg, H. T.,
*Odense, Denmark.*

| | |
|---|---|
| Anna Breum | 160 |
| Cecrops | 117 |
| Ellen | 118 |

### Hemenway & Browne,
*Boston, Mass., & New York, U.S.*

| | |
|---|---|
| Independence | 905 |

### Hemingway, J. S.,
*New Haven, Conn., U.S.*

| | |
|---|---|
| Horace P. Shares | 393 |

### Hempson, J.,
*Shotley, Ipswich, Suffolk.*

| | |
|---|---|
| Alcyone | 108 |

### Henckel, C.,
*Helsingborg, Sweden.*

| | |
|---|---|
| Araunah | 463 |
| s. Baltzar von Platen | 548 |
| s. Carola | 940 |
| Dan | 255 |
| s. Emily | 908 |
| Skatan | 359 |

### Hencken, H., & Co.,
410, *East Fourth Street, New York, U.S.*

| | |
|---|---|
| Freddie Hencken | 475 |
| James C. Clifford | 359 |

### Henderson, A. C.,
*Partick, Glasgow.*

| | |
|---|---|
| s. Islam | 3507 |

### Henderson Bros.
(ANCHOR LINE),
18, *Leadenhall Street, London, E.C., and 47 Union Street, Glasgow.*

| | Net Tons |
|---|---|
| s. Alexandria | 1247 |
| s. Algeria | 2931 |
| s. Alsatia | 1793 |
| s. Anchoria | 2713 |
| s. Arabia | 2315 |
| s. Armenia | 2218 |
| s. Asia | 2323 |
| s. Australia | 2321 |
| s. Belgravia | 3275 |
| s. Bohemia | 2061 |
| s. Bolivia | 2561 |
| s. Britannia | 1991 |
| s. Caledonia | 1396 |
| s. California | 2214 |
| s. Dalmatia | 2109 |
| s. Dispatch | 96 |
| s. Elysia | 1745 |
| s. Ethiopia | 2604 |
| s. Express | 169 |
| s. Furnessia | 3598 |
| s. Hispania | 2213 |
| s. India | 1592 |
| s. Italia | 1442 |
| s. Nubia | 2319 |
| s. Olympia | 1416 |
| s. Persia | 2318 |
| s. Scindia | 2833 |
| s. Scotia | 1788 |
| s. Utopia | 1743 |
| s. Victoria | 2208 |
| (Barrow Steamship Co., Ld.) | |
| s. Circassia | 2770 |
| s. City of Rome | 3453 |
| s. Devonia | 2772 |
| s. Hesperia | 1982 |
| s. Karamania | 2045 |

### Henderson, F.,
*St. George, Maine, U.S.*

| | |
|---|---|
| Hyena | 117 |

### Henderson, James & W.,
*Upper Quay, Aberdeen.*

| | |
|---|---|
| s. Alliance | 188 |
| s. Ardclinis | 81 |

### Henderson, John,
*Newcastle, N.S.W.*

| | |
|---|---|
| Braziliera | 294 |
| Coquette | 214 |

### Henderson, John,
*Fortrose, Ross-shire.*

| | |
|---|---|
| Viking | 93 |

### Henderson & McIntosh,
41, *Constitution Street, Leith.*
(Dunedin Steamship Co., Ld.)

| | |
|---|---|
| s. Dunmore | 820 |
| s. Eiffel Tower | 2063 |
| s. Merjulio | 964 |
| s. Mount Edgcumbe | 1074 |

### Henderson, P., & Co.,
15, *St. Vincent Place, Glasgow.*

| | |
|---|---|
| s. Cosmos | 734 |
| (Burmah Steamship Co., Ld.) | |
| s. Prome | 2299 |

### Henderson, Thomas,
*Fortrose, Ross-shire.*

| | |
|---|---|
| Annie | 98 |

### Henderson, W.,
*Wilmington, Del., U.S.*

| | |
|---|---|
| Harbeson Hickman | 419 |

### Hendorff, Julius,
*Elsfleth, Germany.*

| | |
|---|---|
| Henny | 882 |
| Primus | 1059 |

### Hendrichs, A., & Co.,
4, *Sarphati Str., Amsterdam, Holland.*

| | Net Tons |
|---|---|
| Ardjoeno | 1369 |
| Nil Desperandum | 1166 |
| Slamat | 918 |
| Tjerimai | 1013 |

### Hendry, Abraham W.,
*Liverpool, N.S.*

| | |
|---|---|
| Golden Rule | 199 |
| Gold Hunter | 199 |

### Hendry, Alex.,
*Buckie, Banffshire.*

| | |
|---|---|
| Speculator | 141 |

### Henesey, D. W.,
*Port Hawkesbury, N.S.*

| | |
|---|---|
| Scylla | 103 |

### Henkes, J. H., Hzn.,
*Delfshaven, Holland.*

| | |
|---|---|
| Acadië | 180 |
| Acadië II. | 296 |

### Hennessey, William,
*Harbour Grace, N.F.L.*

| | |
|---|---|
| Pearl | 133 |

### Hennessy, B. Martin,
11, *Exchange Buildings, Swansea.*

| | |
|---|---|
| Stanley Sleath | 741 |
| Wood Hall | 721 |

### Henning, Robert,
*Port Hope, Canada West.*

| | |
|---|---|
| Maria Annett | 238 |

### Henricksen, H.,
*Arendal, Norway.*

| | |
|---|---|
| Cavour | 364 |

### Henriksen, B.,
*Lyngör, Norway.*

| | |
|---|---|
| Hydra | 196 |

### Henriksen, Chr.,
*Tönsberg, Norway.*

| | |
|---|---|
| Familiens Haab | 188 |

### Henriksen, E.,
*Noterö pr. Tönsberg, Norway.*

| | |
|---|---|
| Sophie Wilhelmine | 166 |

### Henriksen, H.,
*Arendal, Norway.*

| | |
|---|---|
| Caroline | 286 |

### Henriksen, H.,
*Nötterö, Tonsberg, Norway.*

| | |
|---|---|
| Agnes | 301 |

### Henriksen, J. A.,
*Tönsberg, Norway.*

| | |
|---|---|
| Nyborg | 236 |

### Henriksen, J. F.,
*Thurö, Svendborg, Denmark.*

| | |
|---|---|
| Niels Juel | 136 |



s. désigne les Vapeurs.

**Henriksen, M. H.,**
*Lyngör, Norway.*

| | Net Tons |
|---|---|
| Fingal | 233 |

**Henriksen, N.,**
*Nötterö, Tönsberg, Norway.*

| | |
|---|---|
| Elida | 518 |
| Trio | 217 |

**Henriques, A.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Henriques | 212 |

**Henry, A. T.,**
*New York, U.S.*

| | |
|---|---|
| George E. Dale | 218 |

**Henry, Alexander, & Co.,**
*Leith.*

| | |
|---|---|
| Magic | 123 |

**Henschien, J. A.,**
*Lillesand, Norway.*

| | |
|---|---|
| Bygdö | 518 |
| Fonograf | 522 |
| Hebe | 541 |
| Helios | 967 |
| Lotos | 718 |
| Ole Smith Ploug | 651 |
| Saga | 435 |

**Hepburn, Arthur W.,**
*Picton, Ontario.*

| | |
|---|---|
| s. Empress of India | 336 |

**Her Majesty's Government,**
*Submarine Mining Establishment, Gillingham, Kent.*

| | |
|---|---|
| s. Sir Howard Elphinstone | 102 |

**Herail, A.,**
*Cette, France.*

| | |
|---|---|
| s. Pythéas | 237 |

**Herbert, Sydney W.,**
*Bridgetown, Barbadoes.*

| | |
|---|---|
| Constance | 234 |

**Hercules Steam Tug Co., Ld.,**
31, *Tower Buildings, Water Street, Liverpool.*
*See* E. DE SOBERON & W. H. DODD.

**Herdman, W. P.,**
*Carrickfergus, co. Antrim.*

| | |
|---|---|
| Silverstream | 1160 |

**Herich, G.,**
*Kertch, Russia.*

| | |
|---|---|
| John and Anna | 220 |

**"Herkules," Ångfartygs Aktieb.,**
*Gothenburg, Sweden.*
*See* A. B. ELFVERSSON.

**Herlitz, D.,**
*Lärbro, Gotland, Sweden.*

| | |
|---|---|
| Elisabet | 134 |

**Herlofson, Ole J.,**
*Arendal, Norway.*

| | Net Tons |
|---|---|
| Herlof Herlofson | 766 |
| Ilos | 720 |
| Tros | 687 |

**Hermanoff, G. & S.,**
*Impilaks, Finland.*

| | |
|---|---|
| Grigorii | 181 |

**Hermes, Angfartygs Aktieb.,**
*Christinehamn, Sweden.*
*See* G. LARSSON.

**Hernandez, R.,**
*Montevideo, Uruguay.*

| | |
|---|---|
| Agraciada | 121 |

**Hernösands Ångb. Aktieb.,**
*Hernösand, Sweden.*
*See* S. J. HAMBERG.

**Hernösands Lastångare Aktiebolag.**
*Hernösand, Sweden.*
*See* A. BACKLUND.

**Hernösands Skeppsrederi Aktieb.,**
*Hernösand, Sweden.*
*See* P. W. ÅKERSTEDT.

**Hernösands-Sollefteå Ångbåts Aktiebol.,**
*Hernösand, Sweden.*
*See* C. I. ISAKSON.

**"Hero," ÅngfartygsAktieb.,**
*Gothenburg, Sweden.*
*See* E. P. HANSSON.

**Herrera, Oscar,**
*Valparaiso, Chili.*

| | |
|---|---|
| Georgina | 1094 |

**Herrera, Sobrinos de,**
*Havana, Cuba.*

| | |
|---|---|
| s. Adela | 382 |
| s. Aviles | 422 |
| s. Clara | 488 |
| s. Julia | 1126 |
| s. Manuela | 668 |
| s. Maria Herrera | |
| s. Mortera | 634 |
| s. Ramon de Herrera | 766 |
| s. San Juan | 435 |

**Herron, John, & Co.,**
15, *Tower Buildings North, Water Street, Liverpool.*

| | |
|---|---|
| Bedfordshire | 1115 |
| Brandon | 1250 |
| Durham | 1881 |
| Edinburgh | 1299 |
| Edmonton | 1298 |
| Lord Brassey | 2619 |
| Lord Elgin | 1479 |
| Lord Ripon | 2627 |
| Lord Rosebery | 2768 |
| Lord Shaftesbury | 2273 |
| Lord Spencer | 2463 |
| Sir Henry Lawrence | 1221 |

**Herseth, O.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Therese | 318 |

**Herskind & Co.,**
*Dock Office Buildings, West Hartlepool.*

| | Net Tons |
|---|---|
| s. Camma | 490 |
| s. Dania | 551 |
| s. Falka | 1107 |
| s. Horsa | 1901 |
| s. Iona | 1348 |
| s. Norna | 1442 |
| s. Romola | 1393 |
| s. Staffa | 1334 |
| s. Stella | 1528 |
| s. Terra | 1778 |
| s. Ursa | 1797 |
| s. Zampa | 1526 |

**Hervey, George P.,**
21, *Coenties Slip, New York, U.S.*

| | |
|---|---|
| Susan P. Thurlow | 440 |

**Hervig, S.,**
*Haugesund, Norway.*

| | |
|---|---|
| Activ | 273 |
| s. Tryg | 198 |

**Hesselberg, A., & Co.,**
*Christiania, Norway.*

| | |
|---|---|
| Sarpsborg | 566 |

**Hesselberg, Ivar,**
*Laurvig, Norway.*

| | |
|---|---|
| Erato | 531 |

**Hessenius, K.,**
*Westrhauderfehn, Hanover, Germany.*

| | |
|---|---|
| Helene | 106 |

**Hessler & Co.,**
*Fredriksværn, Norway.*

| | |
|---|---|
| s. Bris | 766 |

**Heung Sing Steam Boat Co., Ld.,**
114, *Praya Central, Victoria, Hong Kong.*

| | |
|---|---|
| s. Propontis | 1390 |

**Heuser, E. C. H.,**
59, *Schauenburgerstrasse, Hamburg, Germany.*

| | |
|---|---|
| Annie | 424 |

**Hevne Dampskibsselskab,**
*Hevne, Drontheim, Norway.*

| | |
|---|---|
| s. Einar Tambarskjælver | 58 |

**Hewett & Co., Ld.,**
*Shadwell Fish Market, London.*

| | |
|---|---|
| s. Bridesmaid | 84 |
| Candidate | 69 |
| s. Celerity | 114 |
| Civil Lord | 69 |
| s. Dispatch | 114 |
| s. Endeavour | 125 |
| s. Euphrates | 47 |
| Fair Fanny | 63 |
| Flora | 100 |
| s. Garnet | 73 |
| s. Hewett | 115 |
| Johnny Toole | 64 |
| s. Ladylove | 84 |
| s. Lord Alfred Paget | 133 |
| s. Notus | 75 |
| s. Perseverance | 129 |
| s. Progress | 94 |
| s. Supply | 165 |
| s. Sweetheart | 72 |
| s. Velocity | 102 |
| s. Widgeon | 52 |

**Hewitt, I. F.,**
*Philadelphia, U.S.*

| | |
|---|---|
| George W. Sweeney | 646 |

**Heyen, Herm,**
*Papenburg, Germany.*

| | Net Tons |
|---|---|
| Elisabeth | 136 |
| Margaretha | 100 |

**Heymann, H.,**
*Boldixum, Schleswig, Germany.*

| | |
|---|---|
| s. Hamburg | 66 |

**Heymann, L., & Söhne,**
*Wyk, Föhr, Schleswig, Germany.*

| | |
|---|---|
| Amilhujo | 146 |

**Heyn, G., & Sons,**
(HEAD LINE.)
*Ulster Chambers, Belfast.*
(Ulster S.S. Co., Ld.)

| | |
|---|---|
| s. Bengore Head | 1619 |
| s. Black Head | 720 |
| s. Dunmore Head | 1447 |
| s. Fair Head | 717 |
| s. Inishowen Head | 1988 |
| s. Ramore Head | 2913 |
| s. Teelin Head | 1071 |
| s. Torr Head | 3868 |
| s. White Head | 723 |

**Heynemand, Edouard,**
*Lanoraie, Quebec, Canada.*

| | |
|---|---|
| Fleur de Marie | 113 |

**Hibbert, John,**
*Yarmouth, N.S.*

| | |
|---|---|
| George B. Doane | 942 |

**Hick, Pantland, jun., & Co.,**
3, *Somerset Terrace, Scarborough.*

| | |
|---|---|
| s. Ainsdale | 1418 |
| s. Derwentdale | 958 |
| Mercia | 751 |
| s. Thorntondale | 1398 |
| s. Wydale | 1186 |
| s. Yedmandale | 1363 |

**Hick, T.,**
34, *Great St. Helen's, London, E.C.*

| | |
|---|---|
| La Hogue | 1331 |

**Hick, Thomas E.,**
11, *Alma Square, Scarborough.*

| | |
|---|---|
| Arabella | 665 |
| s. Dodona | 926 |
| s. Ursula | 1166 |

**Hickey & McVinney,**
*Port Hope, Ontario.*

| | |
|---|---|
| Garibaldi | 123 |

**Hickman, Charles,**
*New York, U.S.*

| | |
|---|---|
| Emma | 170 |

**Hickman & Co.,**
155, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| Alice Scott | 234 |

**Hickman, Edwin F.,**
155, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| B. I. | 100 |
| Fanny Scott | 200 |
| Sofia | 137 |

**Hickman, Richard,**
*Dock Side, Goole.*

| | |
|---|---|
| Eleanor Thomas | 99 |
| Restless | 75 |

**Hickson, W. H., & F.,**
12, *Tower Chambers, Liverpool.*

| | Net Tons |
|---|---|
| s. Muriel | 71 |

**Higgins, A. H.,**
22, *Market Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Alice Cooke | 732 |
| Robert Lewers | 696 |

**Higgins, A. S.,**
*Lynn, Mass., U.S.*

| | |
|---|---|
| Calvin P. Harris | 443 |

**Higgins, Daniel,**
*Boston, Mass., U.S.*

| | |
|---|---|
| William F. Collins | 289 |

**Higgins, J. S.,**
*San Francisco, U.S.*

| | |
|---|---|
| s. South Coast | 209 |

**Higgins, Joseph M.,**
*Ellsworth, Maine, U.S.*

| | |
|---|---|
| J. M. Kennedy | 114 |
| Lavolta | 160 |
| Light of the East | 140 |
| Mary Augusta | 189 |
| Myronus | 268 |
| Wesley Abbott | 137 |

**Higgins, L. H.,**
8, *Pacific Street, South Boston, Mass., U.S.*

| | |
|---|---|
| Sallie B. | 273 |

**Higgins, W. S.,**
*Bangor, Maine, U.S.*

| | |
|---|---|
| George Stetson | 1779 |
| Henry B. Metcalf | 153 |

**High, William,**
*Wellgate, Dundee.*

| | |
|---|---|
| s. Flying Scotchman | 41 |

**Hiis, O. N.,**
*Arendal, Norway.*

| | |
|---|---|
| Antilia | 207 |

**Hijikawa Kaisha,**
*Nagahama, Japan.*

| | |
|---|---|
| s. Hijikawa Maru | 91 |
| s. Hijikawa Maru, No. 2 | 169 |
| s. Hijikawa Maru, No. 3 | 179 |

**Hilbery, F.**

| | |
|---|---|
| Richard & William | 150 |

**"Hilda," Actieselskabet,**
*Christiania, Norway.*
*See* W. M. HOLBY.

**Hilken, Fr.,**
*Mühlenstrasse, Vegesack, Germany.*

| | |
|---|---|
| Alwine | 118 |
| Amicitia | 206 |
| Bessel | 460 |
| Lina | 461 |

**Hill, Chas., & Sons**
(BRISTOL CITY LINE),
*Albion Dockyard, Bristol.*

| | |
|---|---|
| s. Boston City | 1483 |
| s. Brooklyn City | 1052 |
| s. Chicago City | 1478 |
| s. Exeter City | 1434 |
| Gladys | 1345 |
| s. Jersey City | 1197 |
| s. Kansas City | 1482 |
| s. Llandaff City | 1197 |
| Rookwood | 740 |
| s. Wells City | 1136 |

**Hill, J. G.,**
*Sunderland.*
Net Tons
s. Sprightly .....

**Hill, James Ledger,**
8, *Gloucester Square, Southampton.*
s. Bromsgrove ..... 428
s. Hampshire ..... 385
s. Henry Brand ..... 425
s. Solent ..... 448

**Hill, Ninian,**
*Clyde Buildings, Greenock.*
Atalanta ..... 1693

**Hill, Robert,**
2, *East India Breast, Greenock.*
Amazon ..... 1998
Euphrates ..... 1643
Hiddekel ..... 2500

**Hill, W. B.,**
237, *Berry Street, San Francisco, Cal., U.S.*
C. T. Hill ..... 133

**Hill, W. B., & W. H. Nott,**
28, *Brunswick Street, Liverpool.*
s. Ludgate Hill ..... 2635
s. Richmond Hill ..... 2703
s. Tower Hill ..... 2547

**Hill, William,**
6, *Eleanor Street, Grimsby.*
s. Victoria ..... 68

**Hill, William B.**
*See* LIVERPOOL SCREW, TOWING & LIGHTERAGE CO.

**Hill, William B.**
(Allan Bros. & Co.),
*James Street, Liverpool.*
Mary ..... 111

**Hill, Woodman,**
26, *Great George Street, Westminster, London, S.W.*
s. Aid ..... 99

**Hillersjö Ångbåts Aktiebolag,**
*Svartsjölandet, Sweden.*
*See* A. F. ANDERSSON.

**Hilling, Wilh.,**
*Papenburg, Germany.*
Anna ..... 214

**Hillman, C., & Co.,**
*Bridgetown, New Jersey, U.S.*
Mary Weaver ..... 211

**Hillman, L. R. G.,**
*Söderhamn, Sweden.*
Blenda ..... 597
s. Bottenhafvet ..... 221
(Söderhamns Transport Aktiebolag.)
s. Nyttig ..... 46

**Hillsboro' Shipping Co., Ld.,**
13, *City Buildings, Oldhall Street, Liverpool.*
*See* G. M. STEEVES.

**Hilmi, Bey,**
*Constantinople, Turkey.*
Net Tons
Loutfi-Huda ..... 691

**Himeji Kisen Kaisha,**
*Osaka, Japan.*
s. Himeji Maru, No. 1 ..... 77

**Hinard & Langevin,**
*Bordeaux, France.*
s. Pontaillac ..... 94

**Hinckley, Joel,**
*Millbridge, Maine, U.S.*
Cora M. ..... 137
Enterprise ..... 130

**Hinds, G. W.,**
*Calais, Maine, U.S.*
E. & G. W. Hinds ..... 109
Terrapin ..... 121

**Hine Bros.,**
(HOLME LINE.)
*Custom House Buildings, Maryport, Cumberland.*
s. Alne Holme ..... 658
Brier Holme ..... 894
Castle Holme ..... 996
s. Derwent Holme ..... 1331
Eden Holme ..... 794
s. Forest Holme ..... 1544
s. Greta Holme ..... 1678
s. Ivy Holme ..... 96
s. Loughrigg Holme ..... 1317
Myrtle Holme ..... 902
s. Nether Holme ..... 1285
s. Rydal Holme ..... 1255
s. San Domingo ..... 687

**Hine, Wilfrid,**
*Maryport, Cumberland.*
s. Ardmore ..... 597

**Hines, Lovitt,**
*Gloucester, Mass., U.S.*
Mabel D. Hines ..... 120

**Hinsdale, G. S.,**
22, *California Street, San Francisco, U.S.*
Aida ..... 507
Zampa ..... 366

**Hintze, J.,**
*Rönne, Denmark.*
Frederik ..... 505

**Hintze, Jean,**
5, *Alster Glacis, Hamburg, Germany.*
J. C. Julius ..... 1076
Lilla ..... 1076
Olga ..... 1340

**Hintze, Rud.,**
*Stettin, Germany.*
Rhea ..... 445

**Hiort Brödrene,**
*St. Annæ Plads* 15, *Copenhagen, Denmark.*
Voldtofte ..... 125

**Hiraide Kisaburo,**
*Hakodate, Japan.*
s. Kinki Maru ..... 334
s. Urashima Maru ..... 163

**Hirao Kihei,**
*Osaka, Japan.*
Net Tons
s. Houn Maru ..... 379

**Hirotam, Genji,**
*Hakodate, Japan.*
s. Hokumon Maru ..... 426

**Hiroumi Nisaburo,**
*Osaka, Japan.*
s. Chihaya Maru ..... 295
s. Chiyo Maru ..... 1053
s. Hokushiu Maru ..... 622
Kashima Maru ..... 218
Kashu Maru ..... 154
Miyagima Maru ..... 202
s. Takaschima Maru ..... 168

**Hirschberg, Carl,**
51, *Rödingsmarkt, Hamburg, Germany.*
s. Carl Hirschberg ..... 828

**Hitchens, Thomas J.,**
*Clifton Wood, Bristol.*
Boreas ..... 100

**Hitchins, John,**
*St. Agnes, Cornwall.*
Trevellas ..... 98

**Hitchins, T. F., & Co.,**
155, *Fenchurch Street, London, E.C.*
Henrietta ..... 74
Lizzie ..... 82

**Hitchins, Thos., & Co.,**
*St. Austell, Cornwall.*
Pride of the Channel ..... 176
Saint Austell ..... 66

**Hjelt, K. F.,**
*Kimito, Finland.*
Ilma ..... 291

**"Hjo-Hästholmen," Ångf.-Aktieb.**
*Hjo, Sweden.*
*See* H. SJÖSTEDT.

**Hoadley, Ingalls & Co.,**
76, *Baronne Street, New Orleans, U.S.*
s. Sacasa ..... 113

**Hoare, Charles A. R.,**
*Boodle's Club, St. James's Street, London, W.*
Mercury ..... 398

**Hobart, W. T.,**
*Pembroke, Maine, U.S.*
H. T. Townsend ..... 175
Spartel ..... 126
Syra ..... 488
Viola May ..... 164

**Hochsee Fischerei Gesellschaft,**
*Bremerhaven, Germany.*
*See* DROSTE, GEHRELS & CO.

**Hocken, John E.,**
*Polruan, Cornwall.*
Amy A. Lane ..... 382
E. S. Hocken ..... 270
Harriet Williams ..... 144
Ocean Ranger ..... 225
Silver Spray ..... 148

**Hocken, Nathaniel,**
*Polruan, Cornwall.*
Net Tons
Ada Peard ..... 219
Ocean Spray ..... 229
Ocean Wave ..... 107

**Höcker, D., jr.,**
*Leer, Germany.*
Helene ..... 132

**Hockin, Richard,**
*New Quay, Cornwall.*
Louise ..... 100

**Hockin, R. J.,**
*New Quay, Cornwall.*
Lady Agnes ..... 84

**Hodge, T.,**
*Gloucester, Mass., U.S.*
Hattie M. Graham ..... 134

**Hodge, Thomas,**
*Pentewan, Cornwall.*
Silverlands ..... 93

**Hodgens & Co.,**
*Swansea.*
Savernake ..... 1284

**Hodgkins, C. H.,**
*Ellsworth, Maine, U.S.*
Henry S. Woodruff ..... 210

**Hodgkins, F. L.,**
*Lamoine, Maine, U.S.*
Nellie Woodbury ..... 138

**Hodgman, T. B.,**
*New York, U.S.*
Stephen Bennett ..... 231

**Hodgson, Isaac,**
5, *Frederick Street, Sunderland.*
s. Challenger ..... 23

**Hodgson, John,**
*West Hartlepool.*
Useful ..... 244

**Hodgson, Lawson,**
*Braehead, Maxwell Town, Dumfries.*
West Glen ..... 700

**Hodgson, R.,**
19, *Parliament Street, Hull.*
s. Blue Jacket ..... 62

**Hodsdon, L. J.,**
*Pratt Street, Malden, Mass., U.S.*
Arthur Benney ..... 112

**Höegh, Peter,**
*Drammen, Norway.*
Concordia ..... 271
Rifondo ..... 239

**Höeg, Ths. Arbo, & Co.,**
*Laurvig, Norway.*
Felix ..... 175
Jarl ..... 148

**Hoen, D. M.,**
*Groningen, Holland.*
Net Tons
Jan Derk ..... 272

**Höepfner, C. J.,**
5, *Koosthusgade, Copenhagen, Denmark*
Ingeborg ..... 127

**Hoeveling, Rhederei E. van,**
*Hamburg, Germany.*
Gustavo Adolfo ..... 983

**Hofgaard, C. B.,**
*Tönsberg Norway.*
Johanne ..... 910
Sigrid ..... 1042

**Hofgaard, L.,**
*Tönsberg, Norway.*
Agathe ..... 844
Helene ..... 970
St. Petersburg ..... 733

**Hofrichter, Herm,**
*Stettin, Germany.*
s. Memel Packet ..... 122
(Ostsee Dampf. Gesell.)
s. Ostsee ..... 595
s. Riga ..... 380
s. Tilsit ..... 160
(Stettin-Stockholmer Dampf. Ges.)
s. Schweden ..... 491

**Hofvenberg, A.,**
*Viken, Sweden.*
Hilma ..... 180

**Hogan, Patrick,**
47, *Sussex Street, Sydney, N.S.W.*
Eliza Ann ..... 166

**Hogan, T., & Sons,**
95, *Broad Street, New York, U.S.*
s. Massasoit ..... 1790
s. Monomoy ..... 1790
(Manhanset S.S. Co., Ld.).
s. Manhanset ..... 1743
s. Mohican ..... 1749
(Menantic S.S. Co., Ld.)
s. Massapequa ..... 1855
s. Menantic ..... 1854

**Hogarth, Hugh,**
72, *Great Clyde Street, Glasgow, and Ardrossan.*
Ardnamurchan ..... 1619
Ballachulish ..... 1731
s. Baron Ardrossan ..... 1832
s. Baron Belhaven ..... 1483
s. Baron Douglas ..... 1759
s. Baron Elibank ..... 1139
s. Baron Fife ..... 836
Colintraive ..... 1747
Corry vrechan ..... 1366
Machrihanish ..... 1641
Ochtertyre ..... 1363

**Hogg & Henderson,**
*Middlesbro'.*
s. Aycliffe ..... 1039
s. Harriet ..... 361
s. James Hogg ..... 317
s. Middlesborough ..... 821
s. Minnie ..... 324
s. Sumus ..... 141

**Hogg, J. T.,**
*Brooklyn, New York, U.S.*
Helen Jane ..... 179



s. désigne les Vapeurs.

**Hoggarth & Woodruff,**
*Cardiff.*

| | Net Tons |
|---|---|
| s. Shillito | 1485 |

**Högstedt, O. F.,**
*Svendborg, Denmark.*

| | |
|---|---|
| Artemis | 115 |
| Svafva | 178 |

**Hoh, H.,**
*Blankenese, Germany.*

| | |
|---|---|
| Anna Wichhorst | 385 |
| Freia | 993 |
| Mercator | 807 |

**Höhn,**
*Laurvig, Norway.*

| | |
|---|---|
| Henry | 184 |

**Hohorst, Ludwig,**
*Memel, Germany.*

| | |
|---|---|
| Freundschaft | 348 |
| Satisfaction | 427 |

**Hokkai Kisen Kaisha,**
*Yesashi, Japan.*

| | |
|---|---|
| s. Jinju Maru | 244 |
| s. Koyei Maru | 98 |

**Hokuyo Kaisha,**
*Nügata, Japan.*

| | |
|---|---|
| s. Hokuyo Maru | 195 |

**Holbeck, Rasm., & Sön,**
*Odense, Denmark.*

| | |
|---|---|
| Holger Danske | 117 |

**Holbrook, S. H.,**
*Port Louis, Mauritius.*

| | |
|---|---|
| Belmont | 371 |

**Holby, W.,**
*Mandal, Norway.*

| | |
|---|---|
| Æolus | 137 |

**Holby, W. M.,**
*Christiania, Norway.*

| | |
|---|---|
| s. Hypatia | 1284 |

(Dampskibselskabet "Hekla.")

| | |
|---|---|
| s. Advance | 865 |
| s. Hekla | 710 |
| s. Valhalla | 841 |

(Actieselskabet "Hilda.")

| | |
|---|---|
| s. Hilda | 1069 |
| s. W. M. Holby | 1100 |

**Holden & Gann,**
*Belmont, Whitstable, Kent.*

| | |
|---|---|
| Boxer | 172 |
| Brenda | 225 |
| Flirt | 151 |
| Girl of the Period | 211 |
| Hildred | 225 |
| Ibis | 195 |
| Rose | 164 |
| Willie | 165 |

**Holden, G., jun.,**
*Whitstable, Kent.*

| | |
|---|---|
| Raven | 177 |
| Salacia | 227 |

**Holden, James C.,**
*Carrickfergus, co. Antrim, Ireland.*

| | |
|---|---|
| Dinorah | 105 |

**Holdt & Isachsen,**
*Stavanger, Norway.*

| | Net Tons |
|---|---|
| Corinna | 475 |
| Favorit | 933 |
| s. Fulton | 367 |
| Gandal | 360 |
| s. Gardar | 264 |
| s. Gyller | 394 |
| s. Hiram | 406 |
| Signal | 948 |
| s. Sunniva | 447 |
| s. Svithun | 416 |
| Ths. S. Falck | 487 |
| Union | 447 |
| s. Utstein | 536 |

**Holland-American Cotton Oil Co.,**
*Rotterdam, Holland.*

| | |
|---|---|
| s. Aco | 2336 |

**Holland, Arthur, & Co.,**
2, *East India Avenue, London, E.C.*

| | |
|---|---|
| s. Calvin | 1679 |
| s. Darwin | 1638 |
| s. Franklin | 1398 |
| s. Manin | 1389 |
| s. Ruskin | 1552 |

(Buenos Ayres Great Southern Railway Co., Ld.)

| | |
|---|---|
| s. Alfalfa | 1403 |
| s. Lomas | 1415 |
| s. Salado | 1405 |
| s. Sola | 1406 |
| s. Tandil | 1407 |

**Holland, John J.,**
82, *Edwin Street, Gravesend, Ken*

| | |
|---|---|
| s. Dunera | 3 |

**Hollandsche Stoomboot Maatschappij,**
*Amsterdam, Holland.*

| | |
|---|---|
| s. Amstelstroom | 479 |
| s. Ystroom | 541 |

**Hollender, F.,**
*Gothenburg, Sweden.*
(Nors Jernbruks Aktiebolag.)

| | |
|---|---|
| s. Ägir | 165 |

**Hollister Transportation Co.,**
*Buffalo, N.Y., U.S.*

| | |
|---|---|
| s. Emily P. Weed | 1900 |

**Hollmén, A.,**
*Hango, Finland.*

| | |
|---|---|
| Delfin | 219 |

**Hollow, D.,**
*Back Road, St. Ives, Cornwall.*

| | |
|---|---|
| Giles Lang | 86 |

**Hollow, J.,**
*Digy, St. Ives, Cornwall.*

| | |
|---|---|
| Mount Carmel | 54 |

**Hollsten, E. J.,**
*Kimito, Westanfjerd, Finland.*

| | |
|---|---|
| Suomi | 232 |

**Holly, Geo. F.,**
*Port Jefferson, U.S.*

| | |
|---|---|
| Helen Mar | 129 |

**Holm, C.,**
*Veile, Denmark.*

| | |
|---|---|
| Eden | 281 |

**Holm, Carlos J.,**
*Valparaiso, Chili.*

| | Net Tons |
|---|---|
| Gladovia | 631 |

**Holm, Ferdinand,**
6, *Adelaide Street, Wellington, N.Z.*

| | |
|---|---|
| Genevie M. Tucker | 499 |

**Holm, G.,**
*Halmstad, Sweden.*

| | |
|---|---|
| Medea | 305 |

**Holm, J.,**
*Kivik, Cimbrishamn, Sweden.*

| | |
|---|---|
| Elisabeth | 228 |

**Holm, J. P.,**
*Villa "Mary," Cottagevei, Hellerup, Denmark.*

| | |
|---|---|
| Tercera | 1023 |
| Venus | 447 |

**Holm & Molzen,**
*Flensburg, Germany.*

| | |
|---|---|
| s. Capella | 813 |
| s. Electra | 881 |
| s. Gemma | 613 |
| s. Mira | 701 |
| s. Spica | 459 |
| s. Stern | 610 |
| s. Taygeta | 896 |
| s. Wega | 603 |

**Holm & Wonseld,**
*Copenhagen, Denmark.*

(Dampsk. Selsk. "Myren.")

| | |
|---|---|
| s. Anna | 220 |

**Holm, O.,**
*Karlshamn, Sweden.*

| | |
|---|---|
| Emma | 194 |
| Frida | 182 |
| Joel | 162 |

**Holm, O.,**
*Nikolaistad, Russia.*

| | |
|---|---|
| s. Telegraf | 168 |

**Holm, Otto,**
*Christinestad, Finland.*

| | |
|---|---|
| Nore | 460 |

**Holm, S. & H.,**
*Drammen, Norway.*

| | |
|---|---|
| Tvende Brödre | 129 |

**Holman, J.,**
*The Strand, Topsham, Devon.*

| | |
|---|---|
| Egremont | 87 |

**Holman, John, & Sons,**
50, *Lime Street, London, E.C.*

| | |
|---|---|
| s. Beltor | 1930 |
| s. Brenttor | 1233 |
| s. Fortescue | 722 |
| s. Gertor | 1551 |
| s. Grenville | 1003 |
| s. Haldon | 970 |
| s. Haytor | 1009 |
| s. Kestor | 1483 |
| s. Lynton | 1045 |
| s. Rowtor | 1511 |

**Holmberg, A. A.,**
*Hammarland, Russia.*

| | |
|---|---|
| Lydia | 321 |

**Holmberg, C. F., & Co.,**
*Luvia, Finland.*

| | Net Tons |
|---|---|
| Laura | 311 |

**Holmberg, C. G.,**
*Westanfjerds 3, Kimito, Finland.*

| | |
|---|---|
| Anna | 420 |
| Anna | 354 |
| Emma | 239 |

**Holmberg, K.,**
*Raumo, Finland.*

| | |
|---|---|
| Hebe | 223 |

**Holmberg, K. F.,**
*Raumo, Finland.*

| | |
|---|---|
| Olga | 213 |

**Holmberg, K. G.,**
*Åbo, Finland.*

| | |
|---|---|
| Ida | 247 |
| Lina | 286 |

**Holmberg, V.,**
*Mariehamn, Aland Islands.*

| | |
|---|---|
| Kaleva | 510 |
| Lina | 215 |

**Holmberg, W.,**
*Söderby, Lemland, Åland, Finland.*

| | |
|---|---|
| Ansgar | 393 |
| Clementine | 350 |
| Ellen | 329 |
| Ultima | 406 |

**Holmblad, J. F.,**
*Nakskov, Denmark.*

| | |
|---|---|
| Thrine | 155 |

**Holme Line,**
*See* HINE BROTHERS.

**Holmes, C. S.,**
*Port Townsend, U.S.*

| | |
|---|---|
| S. C. Allen | 655 |

**Holmes, J.,**
*Perth Amboy, New Jersey, U.S.*

| | |
|---|---|
| Percy Birdsall | 1072 |

**Holmes, J., & Co.,**
*Harwich.*

| | |
|---|---|
| Eliza H. | 98 |

**Holmes, J. S.,**
*Perth Amboy, New Jersey, U.S.*

| | |
|---|---|
| Rhoda Holmes | 281 |

**Holmes, Joseph & Co.,**
*New York, U.S.*

| | |
|---|---|
| Asenath A. Shaw | 529 |
| Carrie Holmes | 356 |
| Nellie W. Craig | 468 |

**Holmes, T. L.,**
*Eastport, Maine, U.S.*

| | |
|---|---|
| E. H. King | 101 |

**Holmgren, A.**
*Neder Kalix, Sweden.*

| | |
|---|---|
| Anna Helena | 142 |

**Holmgren, P.,**
*Skeppsmyra, Arholma, Vätö, Sweden.*

| | Net Tons |
|---|---|
| Fortuna | 209 |

**Holmros, F. J.,**
*Gustav, Finland.*

| | |
|---|---|
| Rakkaus | 156 |
| Toivo | 161 |

**Holmsen, J. M.,**
*Christiania, Norway.*

| | |
|---|---|
| Aurora | 146 |

**Holmström, M.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Rakkaus | 271 |

**Holmström, M.,**
*Ramsjö, Vestra Karup, Sweden.*

| | |
|---|---|
| Karolina | 580 |

**Holst, Chr. M.,**
*Moss, Norway.*

| | |
|---|---|
| Kirsten | 470 |

**Holst, C. R.,**
*Nösund, Oroust, Sweden.*

| | |
|---|---|
| Svartvik | 311 |
| Tekla Maria | 185 |

**Holst, F. J., Enke,**
*Moss, Norway.*

| | |
|---|---|
| Inga | 735 |

**Holst, Johan,**
*Bodö, Norway.*

| | |
|---|---|
| Anne Margrethe | 258 |

**Holstein, Baron A. Stael von,**
*Uhla, Pernau, Russia.*

| | |
|---|---|
| Humpen | 114 |
| Kubli | 100 |

**Holta, H. H.,**
*Skien, Norway.*

| | |
|---|---|
| Bergthora | 169 |

**Holten, W. T.,**
*Oreston, Devon.*

| | |
|---|---|
| Elinor | 99 |

**Holter, C. E.,**
*Sarpsborg, Norway.*

| | |
|---|---|
| Gemma | 132 |
| Svan | 133 |

**Holter, H. C.,**
*Sarpsborg, Norway.*

| | |
|---|---|
| Tellus | 358 |

**Holtermann, N.,**
*Bergen, Norway.*

| | |
|---|---|
| Solid | 110 |

**Holtz, J. C.,**
*Carlstrasse 10, Wolgast, Germany.*

| | |
|---|---|
| Anton | 167 |

### Holtzapfel, E.,

*22, Ernst-Merckstrasse, Hamburg, Germany.*

| | Net Tons |
|---|---|
| Anakonda | 1428 |
| Dorade | 1194 |

### Holway, L.,

*Machias, Maine, U.S.*

| | |
|---|---|
| Helen J. Holway | 212 |
| Mina Belle | 445 |
| Nulato | 123 |

### Holway, W C.,

*Machias, Maine, U.S.*

| | |
|---|---|
| Decorra | 179 |
| Motley | 568 |
| W. R. Chester | 121 |
| Wau-bun | 491 |

### Holyoke, Caleb,

*Bangor, Maine, U.S.*

| | |
|---|---|
| Carrie E. Woodbury | 247 |
| James A. Garfield | 485 |

### Holzapfel, W. C. A.,

*Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Lemgo | 1384 |

### Holzmann, Ph., & Co.,

*Muhlinsstrasse 87, Kiel, Germany.*

| | |
|---|---|
| s. Otto | 85 |

### Homlesta, P.,

*Rosvig, pr. Risör, Norway.*

| | |
|---|---|
| Skulda | 242 |

### Honduras Government,

*Belize, British Honduras.*

| | |
|---|---|
| s. Waikna | 95 |

### Hong Kong, Canton, & Macao Steamboat Co., Ld.,

*18, Bank Buildings, Queen's Road Central, Victoria, Hong Kong.*

| | |
|---|---|
| s. Heung Shan | 1055 |
| s. Honam | 1378 |
| s. Kiung Chow | 289 |
| s. Pow An | 1843 |
| s. White Cloud | 528 |

### Hong Kong, Canton, & Macao Steamboat Co., Ld., and China Nav. Co., Ld.,

*18, Bank Buildings, Queen's Road Central, Victoria, Hong Kong.*

| | |
|---|---|
| s. Fatshan | 1425 |

### Hong Kong, Government of,

*Hong Kong.*

| | |
|---|---|
| s. Fame | 140 |

### Hong Kong & Whampoa Dock Co., Ld.,

*15, Praya Central, Hong Kong.*

| | |
|---|---|
| s. Pilot Fish | 116 |

### Hood, Arthur,

*Shelburne, N.S.*

| | |
|---|---|
| Therese | 148 |

### Hood, John,

*Seaton Carew, West Hartlepool.*

| | |
|---|---|
| George Reynolds | 188 |

### Hood, W. J. S.,

*16, Tasburgh Street, Grimsby.*

| | Net Tons |
|---|---|
| s. Zenobia | 65 |

### Hoog, P. van der,

*Krimpen aan de Lek, Holland.*

| | |
|---|---|
| Amicitia | 1113 |
| Anna Aleida | 1102 |
| Geertruida Gerarda | 1361 |
| Jeannette Françoise | |
| Krimpen a d Lek | 1078 |
| Martina Johanna | 1360 |

### Hoogendijk, A., Jzn.,

*Vlaardingen, Holland.*

| | |
|---|---|
| Archipel | 140 |
| Vrede | 256 |

### Hooites, J. A., Erven,

*Hoogezand, Holland*

| | |
|---|---|
| Admiraal Tromp | 208 |
| Anna | 90 |
| Frits Faber Benkema | 276 |
| Thalassa | 229 |
| Voorwaarts | 184 |
| Werklust | 185 |

### Hook, G. B.,

*Bangor, Maine, U.S.*

| | |
|---|---|
| Nellie Doe | 130 |
| Paul Seavey | 225 |

### Hooper, C.,

*Swansea.*

| | |
|---|---|
| s. Africa | 41 |

### Hooper, C. A., & Co.,

*204, Front Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Bangor | 486 |
| Ethel Zane | 473 |
| s. Excelsior | 365 |
| Joseph Russ | 235 |
| s. Lakme | 404 |
| Maggie C. Russ | 186 |
| Mary E. Russ | 224 |
| s. National City | 221 |
| Puritan | 584 |
| Salvator | 444 |

### Hooper, Campbell & Co.,

*51, Mount Stuart Square, The Docks, Cardiff.*

(Cardiff S.S. Co., Ld.).

| | |
|---|---|
| s. Dordogne | 539 |
| s. Ely | 541 |
| s. Garonne | 642 |
| s. Taff | 542 |
| s. Usk | 545 |

### Hooper, E.,

*Philadelphia, U.S.*

| | |
|---|---|
| Isabella Gil | 556 |

### Hooper, F. P. & J. A.,

*San Francisco, Cal., U.S.*

| | |
|---|---|
| Alice | 221 |
| Comet | 408 |
| Elnorah | 138 |

### Hooper, J.,

*Rockland, Maine, U.S.*

| | |
|---|---|
| Mabel Hooper | 545 |

### Hooper, M. (Mrs.),

*7, Acland Terrace, New Quay, Cornwall.*

| | |
|---|---|
| Maria | 138 |

### Hooper, John A.,

*4, California Street, San Francisco, U.S.*

| | |
|---|---|
| Meteor | 562 |

### Hooper, P. O.,

*40, Doboll Street, Providence, Rhode Island, U.S.*

| | Net Tons |
|---|---|
| Daisy E. Parkhurst | 342 |

### Hoorn, R. van,

*Leer, Germany.*

| | |
|---|---|
| Gesine | 142 |
| Hedwig | 237 |
| Maria | 152 |
| s. Reichskanzler v. Caprivi | 223 |

### Hope, Gavin Mc F.,

*50, Richmond Hill, Truro.*

| | |
|---|---|
| Ulelia | 58 |

### Hopkins, Dunn & Co.,

*Formosa, China.*

(Formosa Trading Corporation.)

| | |
|---|---|
| s. Smith | 703 |

### Hopkins, John W.,

*340, East Huntingdon Avenue, Baltimore, U.S.*

| | |
|---|---|
| Sarah S. Tyler | 160 |

### Hopkins, N.,

*Bangor, Maine, U.S.*

| | |
|---|---|
| Vicksburg | 145 |

### Hopkins, Thomas J.,

*Cambridge, Md., U.S.*

| | |
|---|---|
| Kate Darlington | 129 |

### Hopkins Transportation Co.,

*St. Clair, Michigan, U.S.*

| | |
|---|---|
| s. Centurion | 2723 |

### Hopkins, W. J.,

*Bethel, Del., U.S.*

| | |
|---|---|
| Grace G. Bennett | 200 |

### Hopp, W.,

*Kragerö, Norway.*

| | |
|---|---|
| Albatros | 344 |
| Statsminister Stang | 425 |

### Hoppe, Jörgen,

*Copenhagen, Denmark.*

| | |
|---|---|
| Thetis | 242 |

### Hopper, George,

*Whitby.*

| | |
|---|---|
| Mary Stowe | 200 |
| Opal | 146 |

### Hopper, John,

*22, John Street, Sunderland.*

| | |
|---|---|
| Linden | 1079 |
| s. Myrtle | 838 |
| s. Olive | 843 |

### "Hoppet," Ångb. Aktieb.,

*Glafva, Sweden.*

*See* J. A. FRIDLUND.

### Horan, James,

*Arklow, co. Wicklow.*

| | |
|---|---|
| Elizabeth M'Lea | 100 |

### Hörberg, S.,

*Hellevik, Mjellby, Sölvesborg, Sweden.*

| | |
|---|---|
| s. Kyros | 156 |

### Hörman & Co.,

*Valparaiso, Chili.*

| | Net Tons |
|---|---|
| Ismenia | 293 |

### Horn, H. C.,

*Schleswig, Germany.*

| | |
|---|---|
| s. Minna Horn | 483 |
| s. Stadt Schleswig I. | 386 |
| s. Therese Horn | 434 |

### Horndahl, H. V.,

*Helsinborg, Sweden.*

| | |
|---|---|
| Valeska | 335 |

### Horndahl, P. N.,

*Nyhamn, Höganäs, Sweden.*

| | |
|---|---|
| Alma | 332 |
| Anna | 164 |
| Anna Bertha | 211 |
| Familjen | 192 |
| Friedrich | 664 |
| Galathea | 332 |
| Scandia | 366 |

### Horndahl, S. N.,

*Höganäs, Sweden.*

| | |
|---|---|
| Höganäs | 247 |

### Horney, N. A.,

*Sundsvall, Sweden.*

| | |
|---|---|
| Vesternorrland | 318 |

### Horsley, George, & Son,

*Scandinavian Chambers, Surtees Street, W. Hartlepool.*

| | |
|---|---|
| s. Alethea | 798 |
| s. Bencliff | 1376 |
| s. Beresford | 1379 |
| s. Chicklade | 1554 |
| s. Dalmally | 1611 |
| s. E. S. Jobson | 719 |
| s. Hesper | 1766 |
| s. Horsley | 811 |
| s. Huntcliff | 2018 |
| s. Rockcliff | 1497 |
| s. Verax | 1640 |
| s. Zealous | 847 |

### Hörstedt, A. F.,

*Malmö, Sweden.*

| | |
|---|---|
| s. Sten Sture | 236 |

### Horton, Horace,

*Goderich, Ontario.*

| | |
|---|---|
| Ontario | 150 |

### Hosainoff, V.,

*Salmis, Finland.*

| | |
|---|---|
| Feodor | 196 |
| Michael | 355 |
| Petter | 162 |

### Hosken, Trevithick, Polkinhorn & Co., Ld.,

*Hayle, Cornwall.*

| | |
|---|---|
| s. M. J. Hedley | 144 |

### Hosken, W., & Co.,

*Broad Street, Penryn, Cornwall.*

| | |
|---|---|
| Ivy | 65 |

### Hoskin, W. E. R.,

*Calstock, Cornwall.*

| | |
|---|---|
| Maid of Mona | 134 |

### Hotes, Joh. R.,

*Buenos Ayres, Argentine Republic.*

| | Net Tons |
|---|---|
| Cap-Froward | 124 |

### Houduce, Emile,

*St. Malo, France; and St. Pierre-Miquelon.*

| | |
|---|---|
| Casimir Périer | 178 |
| Reine | 272 |

### Hough, Samuel,

*25, Water Street, Liverpool.*

| | |
|---|---|
| s. Baidar | 731 |
| s. Edith Hough | 493 |
| s. El Dorado | 820 |
| s. Maggie Warrington | 529 |
| s. Mary Hough | 526 |

### Houghton, Adam,

*120, Mersey Road, Widnes, Lancashire.*

| | |
|---|---|
| s. George Deakin | 71 |

### Houghton Bros.,

*Bath, Maine, U.S.*

| | |
|---|---|
| Arabia | 2024 |
| Bohemia | 1633 |
| Louisiana | 1361 |
| Parthia | 2371 |
| Samaria (Gross) | 1509 |
| Servia | 1773 |

### Houlder Bros. & Co.,

*146, Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Hornby Grange | 1593 |
| s. Ovingdean Grange | 1580 |

(Paraguayan Development Co., Ld.)

| | |
|---|---|
| s. Apa | 853 |
| s. Pilcomayo | 259 |

### Houloudt Captan, Mersinlee,

*Mersina, Turkey.*

| | |
|---|---|
| Santa Maria | 172 |

### Hoult, C., & Co.,

*Whitstable, Kent.*

| | |
|---|---|
| Leader | 183 |
| Sparkling Foam | 176 |

### Hoult, Joseph,

*Wellington Buildings, South Castle Street, Liverpool.*

| | |
|---|---|
| s. Bencroy | 1667 |
| s. Bendi | 2237 |
| s. Bendo | 2251 |
| s. Bengar | 946 |
| s. Benholm | 944 |
| s. Bentala | 1707 |
| s. Benwick | 1792 |

### Hoult, Thomas,

*6, Thomas Street, Grimsby.*

| | |
|---|---|
| Theodore | 84 |

### Hourschid Hussein Captan,

*Constantinople, Turkey.*

| | |
|---|---|
| Shahin-i-Bahri | 153 |

### House, Nicholas,

*The Quay, New Quay, Cornwall.*

| | |
|---|---|
| Hind | 136 |

### Housken, M.,

*Stavanger, Norway.*

| | |
|---|---|
| Imsland | 227 |



s. désigne les Vapeurs.

### Houston, John, & Co.,
*14, Irwell Chambers West, Fazakerley Street, Liverpool.*

| | Net Tons |
|---|---|
| Albyn | 2095 |
| Cawdor | 2355 |
| Duncow | 1635 |
| Dundrennan | 1891 |
| Ellisland | 2355 |

### Houston Navigation Co.,
*New Orleans, U.S.*

| | |
|---|---|
| Alice | 272 |
| George | 272 |

### Houston, R. P., & Co.,
*Seaton Buildings, 17, Water Street, Liverpool.*

| | |
|---|---|
| s. Heliades | 1922 |
| s. Hellenes | 1294 |
| s. Hellopes | 1797 |
| s. Heraclides | 1898 |
| s. Hesperides | 1553 |
| s. Hippomenes | 1730 |
| s. Hydarnes | 1797 |

### Höveler & Dieckhaus,
*Papenburg, Germany.*

| | |
|---|---|
| Arbutus | 312 |
| Maria | 319 |

### Höveler, Wilhelm,
*Papenburg, Germany.*

| | |
|---|---|
| Adler | 208 |
| Beauport | 234 |
| Friedrich | 146 |
| Hilkea | 168 |
| Republik | 169 |

### Hovius, L.,
*2, Place Chateau Criand, Saint Malo, France.*

| | |
|---|---|
| La Tour d'Auvergne | 178 |

### Howaldtswerke,
*Kiel, Germany.*

| | |
|---|---|
| s. Amsterdam | 190 |

### Howard, Charles, & Sons,
*Africa House, 45 & 46, Leadenhall Street London, E.C.*
(Howard S.S. Co., Ld.)

| | |
|---|---|
| s. Beatrice | 1442 |
| s. Benedick | 1581 |
| s. Oberon | 1763 |

### Howard, David S.,
*Parrsboro, N.S.*

| | |
|---|---|
| Earl of Aberdeen | 416 |
| Florence R. Hewson | 289 |

### Howard, James,
*57, Hilda Street, New Clee, Grimsby.*

| | |
|---|---|
| Ellen | 78 |

### Howard Steam Ship Co., Ld.
*Africa House, 45 & 46, Leadenhall Street, London, E.C.*
*See* CHARLES HOWARD & SON.

### Howard, T. A.,
*Belleville, co. Hastings, Canada West.*

| | |
|---|---|
| Lumina | 143 |

### Howard, W.,
*48, Mark Lane, London, E.C.*

| | |
|---|---|
| Warwick Castle | 76 |

### Howatson, G., & Co.,
*Abercorn Quay, Londonderry.*

| | |
|---|---|
| Scotsman | 189 |

### Howe, Thomas C., & Co.,
*Mount Stuart Square, Cardiff.*
(Thornton S.S. Co., Ld.)

| | Net Tons |
|---|---|
| s. Runo | 708 |

### Hoy Head S.S. Co., Ld.,
*Morel's Buildings, Cardiff.*
*See* CHARLES R. SCOTT & CO.

### Höy, P. J.,
*14, Söndenaagade, Horsens, Denmark.*

| | |
|---|---|
| Elise Höy | 184 |
| Kammerhere Schütte | 179 |

### Höyer, Nils P.,
*Skien, Norway.*

| | |
|---|---|
| Adele & Sabina | 701 |
| Cleveland | 1230 |
| Einar Tambarskjelver | 1114 |
| Skien | 648 |

### Hoyland & Co.,
*10, Great St. Helen's, London, E.C.*

| | |
|---|---|
| s. Godwit | 1072 |
| s. Phœnix | 1732 |

(Equitable S.S. Co., Ld.)

| | |
|---|---|
| s. Grafton | 1158 |

### Hoyle, David,
*Constitucion, Chili.*

| | |
|---|---|
| Esmeralda | 189 |

### Hoyt, G.,
*New York, U.S.*

| | |
|---|---|
| A. C. Lyons | 254 |

### Hreglich, M. I.,
*Lussinpiccolo, Austro-Hungary.*

| | |
|---|---|
| Istro | 366 |

### Hristoforidis, Ch.,
*Constantinople, Turkey.*

| | |
|---|---|
| Ayah Spriridon | 307 |
| Omonia | 374 |

### Hristoforidis, Ch., Vva.,
*Constantinople, Turkey.*

| | |
|---|---|
| Ernocratis | 228 |

### Hubbard, J. H.,
*Galveston, Texas, U.S.*

| | |
|---|---|
| Alberline Adone | 680 |

### Hubbard, L. H.,
*San Francisco, Cal., U.S.*

| | |
|---|---|
| S. N. Castle | 489 |

### Hubeau, Aug.,
(In liquidation)
Liquidator :—M. Boussard.
*49, Rue St. André des Arts, Paris.*

| | |
|---|---|
| Dauphin | 404 |
| Pegase | 427 |

### Hubert, F. J.,
*Buxtehude, Germany.*

| | |
|---|---|
| Axel | 266 |

### Hubert, J.,
*Cranz, Germany.*

| | Net Tons |
|---|---|
| Antelope | 170 |
| Wilhelmine | 260 |

### Hubert, L.,
*St. Pierre-Miquelon.*

| | |
|---|---|
| Marie Eugenie | 115 |
| Minihic | 123 |

### Hübner, D. W.,
*Stolpmunde, Germany.*

| | |
|---|---|
| Berlin | 316 |

### Huddart, James,
*22, Billiter Street, London, E.C.*
(Canadian-Australian S.S. Co.)

| | |
|---|---|
| s. Miowera | 1911 |
| s. Warrimoo | 1897 |

### Huddart, Parker & Co., Ld.,
*525, Collins Street, Melbourne, Victoria.*

| | |
|---|---|
| s. Burrumbeet | 1561 |
| s. Coogee | 286 |
| s. Courier | 223 |
| s. Despatch | 114 |
| s. Eagle | 17 |
| s. Elingamite | 1675 |
| s. Excelsior | 172 |
| s. Falcon | 25 |
| s. Hygeia | 427 |
| s. Lindus | 1030 |
| s. Nemesis | 886 |
| s. Tambo | 450 |
| s. Tasmania | 1265 |
| s. Wendouree | 1066 |

### Hude, L. v. d.,
*Svendborg, Denmark.*

| | |
|---|---|
| Henriette Hude | 247 |

### Hudig & Veder,
*Rotterdam, Holland.*

| | |
|---|---|
| s. Arundo | 1174 |
| s. Theano | 1175 |

### Hudson, G. P.,
*Philadelphia, U.S.*

| | |
|---|---|
| George May | 294 |

### Hudson, J., & Co.,
*12, John Street, Sunderland.*
(Burn Shipping Co., Ld.)

| | |
|---|---|
| s. Otterburn | 603 |

### Hudson, James,
*Cedar Villa, Mount Pleasant, Goole.*

| | |
|---|---|
| Sunbeam | 94 |
| Young Hudson | 81 |

### Hudson, R. M.,
*27, John Street, Sunderland.*

| | |
|---|---|
| s. Cascapedia | 1842 |
| s. Comet | 24 |
| s. General Havelock | 439 |
| s. Mascotte | 2018 |
| s. Meath | 1458 |
| s. Westmeath | 3987 |
| s. Wexford | 1354 |

### Hudson Shipping Co., Ld.,
*Victoria Terrace, West Hartlepool.*

| | |
|---|---|
| s. Hartington | 1354 |
| s. Hatfield | 1194 |
| s. Hawarden | 1167 |
| s. Heighington | 1827 |
| s. Helmsley | 1151 |
| s. Hessle | 1259 |
| s. Hudson | 1105 |

### Hudson, S. S.,
*Philadelphia, U.S.*

| | Net Tons |
|---|---|
| Jennie Sweeney | 611 |

### Hudson's Bay Co.,
*1, Lime Street, London, E.C.*

| | |
|---|---|
| s. Caledonia | 130 |
| s. Erik | 412 |
| Lady Head | 457 |
| Perseverance | 164 |

### Huelin, G. J.,
*Barcelona, Spain.*

| | |
|---|---|
| Constancia | 629 |
| Maria Luisa | 178 |

### Huena-Piden Colliery & Railway Co., Ld.,
*43, Lothbury, London, E.C.*

| | |
|---|---|
| s. Yanez | 22 |

### Hufnagel, Plottier & Co.,
*Paysandu, Uruguay.*

| | |
|---|---|
| s. Queguay | 101 |

### Hughes, A. S.,
*115, Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| s. Asa W. Hughes | 53 |
| s. Atkins Hughes | 58 |

### Hughes, Allan,
*2, Fenchurch Avenue, London, E.C.*

| | |
|---|---|
| s. Celtic King | 2429 |
| s. Maori King | 2476 |

### Hughes & Co.,
*Menai Bridge, North Wales.*

| | |
|---|---|
| Afon Alaw | 1947 |
| Afon Cefni | 1967 |
| Anglesey | 1260 |
| Bacchus | 1250 |
| Cardiganshire | 1400 |
| Carnarvonshire | 1227 |
| Chinsura | 1266 |
| Dolbadern Castle | 989 |
| Dunnerdale | 1066 |
| Flintshire | 1226 |
| Lord Cairns | 1311 |
| Merioneth | 1366 |
| Montgomeryshire | 1401 |
| Sarah & Emma | 1097 |

### Hughes, D. J.,
*14, Exchange Buildings, Swansea.*

| | |
|---|---|
| Alumina | 715 |
| Erycina | 532 |
| Glenudal | 498 |

### Hughes, E. (Mrs.),
*The Cottage, Pwllheli.*

| | |
|---|---|
| Twelve Apostles | 99 |

### Hughes, F. W.,
*17, Grant Street, New Clee, Grimsby.*

| | |
|---|---|
| Zenobia | 84 |

### Hughes, H.,
*Salem Terrace, Pwllheli, Carnarvon.*

| | |
|---|---|
| Venus | 100 |

### Hughes, Henry,
*Tremydon, Moelfra, Anglesey.*

| | |
|---|---|
| William Shepherd | 57 |

### Hughes, Henry, & Co.,
*Glan-don, Carnarvon.*

| | |
|---|---|
| Miss Beck | 89 |
| Miss Hughes | 59 |

### Hughes, J.,
*1300, North Third Street, Philadelphia, U.S.*

| | Net Tons |
|---|---|
| Mary B. Judge | 449 |

### Hughes, John,
*Borth, Cardiganshire.*

| | |
|---|---|
| Lizzie Jane | 73 |

### Hughes, Richard,
*Cocyn Newyd, Maelfro, Anglesea.*

| | |
|---|---|
| Volunteer | 125 |

### Hughes, Richard, & Co.,
*17, James Street, Liverpool.*

| | |
|---|---|
| s. Avon | 277 |
| s. Brier Rose | 173 |
| s. Moss Rose | 155 |
| s. Pink Rose | 100 |
| s. Primrose | 79 |
| s. Red Rose | 147 |
| s. White Rose | 165 |
| s. Wild Rose | 76 |

### Hughes-Jones, R., & Co.,
*The Albany, Oldhall Street, Liverpool.*

| | |
|---|---|
| British Commodore | 1390 |
| Carnedd Llewelyn | 1608 |
| Celtic Chief | 1749 |
| Celtic Monarch | 2073 |
| Celtic Queen | 1738 |
| Celtic Race | 1783 |
| Superb | 1360 |

### Hughes, S.,
*830, Pine Street, Philadelphia, U.S.*

| | |
|---|---|
| s. Empress | 775 |

### Hughes, Thomas,
*Brynhyfryd, Tyngougle, Anglesea.*

| | |
|---|---|
| Busy Bee | 112 |

### Hughes, Thomas,
*Connah's Quay, Liverpool.*

| | |
|---|---|
| Moss Rose | |
| Princess of Thule | 11 |

### Huizenga & Keizer,
*Delfzijl, Holland.*

| | |
|---|---|
| Marnix | 231 |

### Hulbert, Edmund,
*Middleton, Lancashire.*

| | |
|---|---|
| s. Exmouth | 713 |

### Hulin, E.,
*Rouen, France.*

| | |
|---|---|
| s. Adour | 319 |
| s. Seine | 248 |

### Hull, Corporation of the Trinity House of,
*Hull.*

| | |
|---|---|
| s. Queen | 67 |

### Hull Dock Co.,
*Hull.*

| | |
|---|---|
| s. Hercules | 19 |

### Hull, Henry A.,
*Clinton, Conn., U.S.*

| | |
|---|---|
| Florence J. Lockwood | 284 |

**Hull Fishing Steam Tug Co., Ld.,**
*Hull.*

| | Net Tons |
|---|---|
| s. Sea Gull ..... *(Gross)* | 67 |

**Hull Ice Co., Ld.,**
*Hull.*

| | |
|---|---|
| Charlie Blackwood ..... | 317 |

**Hull & Netherlands Steam Ship Co., Ld.,**
*Hull.*

| | |
|---|---|
| s. Swift ..... | 354 |

**Hull Steam Fishing & Ice Co., Ld.,**
*St. Andrew's Dock, Hull.*

| | |
|---|---|
| s. Adelaide ..... | 57 |
| s. Aden ..... | |
| Aloungpyah ..... | 87 |
| s. America ..... | 114 |
| s. Asia ..... | 121 |
| s. Australia ..... | 146 |
| s. Bombay ..... | 69 |
| s. Brisbane ..... | |
| s. Canada ..... | 103 |
| s. Ceylon ..... | 65 |
| Christopher ..... | 85 |
| Colonel Burnaby ..... | 92 |
| s. Cyprus ..... | 57 |
| s. Egypt ..... | 53 |
| s. England ..... | |
| s. Europe ..... | 120 |
| General Gordon ..... | 84 |
| General Stewart ..... | 90 |
| s. Gibraltar ..... | 51 |
| Good Hope ..... | 93 |
| Gracie ..... | 84 |
| s. India ..... | 88 |
| s. Labrador ..... | 57 |
| Lord Salisbury ..... | 92 |
| s. Madras ..... | 69 |
| s. Malta ..... | 64 |
| s. Melbourne ..... | 57 |
| Mersey ..... | 75 |
| s. Montreal ..... | 63 |
| s. Natal ..... | 69 |
| Nina ..... | 89 |
| Orlando ..... | 82 |
| Othello ..... | 88 |
| Pinta ..... | 86 |
| s. Quebec ..... | 57 |
| s. Queensland ..... | 63 |
| Regalia ..... | 83 |
| Rose ..... | 95 |
| Santa Maria ..... | 86 |
| Shakespeare ..... | 84 |
| Shoaymyo ..... | 86 |
| s. Sydney ..... | 57 |
| s. Tasmania ..... | 50 |
| Thistle ..... | 84 |
| Thomas Leeming ..... | 81 |
| Titania ..... | 86 |
| Unity ..... | 89 |

**Hull Steam Shipping Co., Ld.,**
*Hull.*
*See* G. R. SANDERSON & Co.

**Hull, U. A.,**
*Barnstaple, Mass., U.S.*

| | |
|---|---|
| Ida L. Hull ..... | 473 |

**Hullabo, S. Bey,**
*Alexandria, Egypt.*

| | |
|---|---|
| s. Kassed Kerim ..... | 230 |

**Hullen, L.,**
*Guymas, Mexico.*

| | |
|---|---|
| s. M. Romero Rubio ..... | 70 |

**Hullström, F. R.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Eulalia ..... | 528 |

**Hultberg, L. J.,**
*Vallby, Hasslerör, Sweden.*

| | |
|---|---|
| s. Signhild ..... | 114 |

**Hultgreen, D.,**
*Drammen, Norway.*

| | Net Tons |
|---|---|
| Trio ..... | 235 |

**Hulthén, J. C.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Architect ..... | 370 |
| Astrea ..... | 306 |
| Figaro ..... | 154 |
| Florida ..... | 298 |
| Gevalia ..... | 707 |
| Neptune ..... | 364 |
| s. Neptum ..... | 267 |
| s. Sjælland ..... | 456 |

**Humber Conservancy Commissioners,**
*Hull.*

| | |
|---|---|
| s. Auckland ..... | 91 |

**Humber Steam Shipping Co., Ld.,**
*Custom House Buildings, Goole.*

| | |
|---|---|
| s. Leona ..... | 273 |
| s. Norma ..... | 307 |
| s. Rosa ..... | 268 |

**Humber Steam Trawling Co., Ld.**
(Manager—R. Simpson),
*St. Andrew's Dock, Hull.*

| | |
|---|---|
| s. Bassethound ..... | 57 |
| s. Blooodhound ..... | 52 |
| s. Boarhound ..... | 57 |
| s. Britannia ..... | 51 |
| s. Buckhound ..... | 58 |
| s. Bulldog ..... | 57 |
| s. Deerhound ..... | 60 |
| s. Edward Robson ..... | 50 |
| s. Excelsior ..... | 50 |
| s. Foxhound ..... | 50 |
| s. Gazehound ..... | 49 |
| s. Greyhound ..... | 60 |
| s. Lord Chancellor ..... | 57 |
| s. Mastiff ..... | 58 |
| s. Merrie Islington ..... | 56 |
| s Nil Desperandum ..... | 50 |
| s. Otterhound ..... | 52 |
| s. Philip Maxstead ..... | 50 |
| s. Prime Minister ..... | 57 |
| s. Retriever ..... | 56 |
| s. Richard Simpson ..... | 65 |
| s. Setter ..... | 58 |
| s. Sir Albert Rollit ..... | 57 |
| s. Sleuth Hound ..... | 49 |
| s. Staghound ..... | 53 |
| s. Terrier ..... | 57 |
| s. Wolfhound ..... | 59 |

**Humbird, J. A.,**
*St. Paul, Minnesota, U.S.*

| | |
|---|---|
| Colorado ..... | 1036 |

**Humble & Thompson,**
*Queen Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Ellington ..... | 440 |

**Hume, George W.,**
122, *Davis Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Antelope ..... | 118 |
| Coryphene ..... | 771 |
| Elsinore ..... | 658 |
| Eureka ..... | 118 |
| Willie R. Hume ..... | 632 |

**Humphreys, D. R.,**
*Bridgetown, N.J., U.S.*

| | |
|---|---|
| Sophia Godfrey ..... | 244 |

**Humphrey, F. L., & Co.,**
*Montevideo, Uruguay.*
(Address in England :—Shrublands, Tunbridge Wells.)

| | |
|---|---|
| Mary McMaster ..... | 590 |

**Hundsdale, G. S.,**
22, *California Street, San Francisco, U.S.*

| | Net Tons |
|---|---|
| Norma ..... | 310 |

**Huning, M. H.,**
*Bremen, Germany.*

| | |
|---|---|
| Ceres ..... | 135 |

**Hunkin, Joseph W.,**
16, *Parade, Truro, Cornwall.*

| | |
|---|---|
| Helena Tregenza ..... | 136 |
| Jane Cochrane ..... | 97 |
| Janie ..... | 97 |

**Hunt, Fowler & Co.,**
*Lime Street, Hull.*

| | |
|---|---|
| Protector ..... | 94 |
| The Governor ..... | 95 |

**Hunt, G. S.,**
169, *Commercial Street, Portland, Maine, U.S.*

| | |
|---|---|
| Rose Innes ..... | 800 |

**Hunt, R. S.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Annie & Reuben ..... | 122 |
| Charles A. Hunt ..... | 116 |

**Hunter, David,**
*Ayr.*

| | |
|---|---|
| Assel ..... | 762 |
| Doon ..... | 786 |

**Hunter, J.,**
*Belize, British Honduras.*

| | |
|---|---|
| s. Goldsworthy ..... | 41 |

**Hunter, Nathaniel,**
*Ardglass, co. Down.*

| | |
|---|---|
| Leona ..... | 96 |

**Hunter, T. O., & Co.,**
13, *Hamilton Street, Greenock.*

| | |
|---|---|
| Skelmorlie ..... | 1528 |

**Hunter, W.,**
*San Francisco, Cal., U.S.*

| | |
|---|---|
| Prosper ..... | 229 |

**Hunting & Son,**
*Exchange Buildings, Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Dora Forster ..... | 1570 |
| s. Gleadowe ..... | 1331 |
| s. Linda ..... | 1567 |
| s. Lisnacrieve ..... | 1831 |
| s. R. F. Mathews ..... | 1228 |
| s. Westhall ..... | 1821 |
| s. Yoxford ..... | 1210 |
| (Northern Petroleum Tank S.S. Co., Ld.) | |
| s. Duffield ..... | 2456 |
| (Norwick Steamship Co., Ld.) | |
| s. Alnwick ..... | 2010 |

**Huntley, D. A., & H. Epps,**
*Parrsboro', N.S.*

| | |
|---|---|
| Ava ..... | 100 |

**Huntley, U.,**
*Machias, Maine, U.S.*

| | |
|---|---|
| Nellie F. ..... | 100 |

**Hurford, W. E.,**
70, *Greengate Street, Barrow.*

| | Net Tons |
|---|---|
| Twin Brothers ..... | 86 |

**Hurley, J.,**
46, *Prince Street, Bristol.*

| | |
|---|---|
| Margarida ..... | 822 |

**Hurley, Matthews & Co.,**
28, *Mount Stuart Square, The Docks, Cardiff.*

| | |
|---|---|
| s. Ely Rise ..... | 735 |
| s. Garth ..... | 862 |
| s. Glendower ..... | 726 |
| s. Gwalia ..... | 862 |

**Huron Barge Co.,**
*Cleveland, Ohio.*

| | |
|---|---|
| s. Pathfinder ..... | 1762 |

**Hurrell, George W.,**
111, *South Quay, Yarmouth.*

| | |
|---|---|
| Laura Ann ..... | 110 |

**Hurst, F. W. J.,**
*New York, U.S.*

| | |
|---|---|
| G. F. Peniston ..... | 217 |

**Hurtaud,**
*Auray, France.*

| | |
|---|---|
| Sainte Eugénie ..... | 109 |

**Hurunen, M.,**
*Raumo, Finland.*

| | |
|---|---|
| Raumo ..... | 260 |

**Hus, Oliver P., Jr.,**
*Sorel, Quebec.*

| | |
|---|---|
| St. Maurice ..... | 112 |

**Husberg, W.,**
*Wasa, Russia.*

| | |
|---|---|
| Emilia ..... | 644 |

**Huseland, G.,**
*Grimstad, Norway.*

| | |
|---|---|
| Ebenezer ..... | 430 |
| Grimstad ..... | 233 |
| Hardi ..... | 279 |
| Josva ..... | 457 |
| Juni ..... | 188 |
| Viva ..... | 476 |

**Husnee, Hassan Pasha Zadeh, & Co.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Messoud ..... | 202 |

**Hussein, Abainahlee Kuchuklee oglou, Hajee & Co.,**
*Abahnah, Turkey.*

| | |
|---|---|
| Ahyandon ..... | 190 |

**Hussein, Abahnahlee Urtchlu oglou Hajee,**
*Abahnah, Turkey.*

| | |
|---|---|
| Abahnah ..... | 209 |

**Hussein, Akjee Shehirlee Elias Zadeh Hajee & Bros,**
*Akjee Shehir, Turkey.*

| | |
|---|---|
| Akjee Shehir ..... | 170 |

**Hussein, Ahmassrahlee Hajee Terzi Bashli oglou, & Co.,**
*Ahmassrah, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Jaylan-i-Bahri ..... | 135 |

**Hussein, Allaplee Pehlevan oglou & Co.,**
*Allaplee, Turkey.*

| | |
|---|---|
| Dervisch-i-Bahri ..... | 190 |

**Hussein, Bartenlee, & Co.,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Andelib-i-Bahri ..... | 190 |

**Hussein, Bartenlee Yenfin oglou,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Barten ..... | 113 |

**Hussein, Bartenlee Kabakji oglou,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Kara Kush ..... | 143 |

**Hussein, Filioslee Hajee Ismael oglou,**
*Filios, Asiatic Turkey.*

| | |
|---|---|
| Jaylan-i-Bahri ..... | 200 |

**Hussein, Kara Soulon Gumush, & Co.,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Kara Sou ..... | 133 |

**Hussein, Rizehlee Bostanji Zadeh Hajee, & Co.,**
*Rizeh, Asiatic Turkey.*

| | |
|---|---|
| Tahir-i-Bahir ..... | 306 |

**Hussein, Rizehlee Chollak oglou, & Co.,**
*Rizeh, Asiatic Turkey.*

| | |
|---|---|
| Sultan-i-Deriya ..... | 243 |

**Hussein, Sudalee Izraki,**
*Suda, Asiatic Turkey.*

| | |
|---|---|
| Izzedin ..... | 113 |

**Hussein Agha, Bartenlee tijar Hajee Ali Bey Zadeh Hajee,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Afrika ..... | 135 |

**Hussein Agha, Rizehlee Ahmed Reiss oglou,**
*Rizeh, Asiatic Turkey.*

| | |
|---|---|
| Sakarieh ..... | 120 |

**Hussein Bey, Colonel,**
*Heraclea, Asiatic Turkey.*

| | |
|---|---|
| Haliss Tidjaret ..... | 400 |

**Hussein-bin-Ali Captan,**
*Constantinople, Turkey.*

| | |
|---|---|
| Tidjaret-i-Bahri ..... | 170 |

**Hussein-bin-Ali Captan, Chatal Zeitoonlee,**
*Chatal Zeitoon, Turkey.*

| | |
|---|---|
| Murad-i-Bahri ..... | 110 |

**Hussein-bin-Mustapha Captan, Agvalee,**
*Agvah, Turkey.*

| | |
|---|---|
| Dervisch ..... | 130 |



s. désigne les Vapeurs.

**Hussein Captan,**
*Constantinople, Turkey.*
Net Tons
Huda-Verdi ..... 127

**Hussein Captan,**
*Constantinople, Turkey.*
Djellan-i-Bahri ..... 160

**Hussein Captan, Abanahlee,**
*Abana, Turkey.*
Iksan Huda ..... 194

**Hussein Captan, Agvalee,**
*Agvah, Turkey.*
Talaz ..... 226

**Hussein Captan, Ali Chelebi-oghlou,**
*Constantinople, Turkey.*
Shahin-i-Bahri ..... 124

**Hussein Captan, Ereklelee Chakel-oghlou,**
*Heraclea, Asiatic Turkey.*
Tewfik-i-Bahri ..... 240

**Hussein Captan, Khanialee,**
*Canea, Crete.*
Murad-i-Bahri ..... 138

**Hussein Captan, Ooniahlee Ali Chelebi-oghlou,**
*Oonia, Turkey.*
Shahin-i-Bahri ..... 123

**Hussein Captan, Rizehlee,**
*Rizeh, Turkey.*
Possidon ..... 256

**Hussein Effendi, Killijiler Mudiri hajee,**
*Constantinople, Turkey.*
Hajee Murad ..... 183

**Hussein Effendi, Rizehlee Tujar, & Co.,**
*Rizeh, Asiatic Turkey.*
Allah Kerim ..... 166

**HusseinEffendi,Yorghandji,**
*Constantinople, Turkey.*
Terebolie ..... 112

**Hussein, M., & Co.,**
*Dulcigno, Turkey.*
Aslan-i-Bahri ..... 100

**Hussein M. Mologlou,**
*Constantinople, Turkey.*
Olga ..... 280

**Hussein Malo Beg & Co.,**
*Dulcigno, Albania.*
Bela Scuttarina ..... 148

**Hussein Mustapha Captan, Rizehlee,**
*Rizeh, Turkey.*
Tchetraticos-Favryaros ..... 278

**Hussein Sabri Effendi,Hadji Izzet Effendi Zadeh,**
*Trebizonde, Asiatic Turkey.*
Net Tons
Gherzeh ..... 146

**Hussein Sabri Effendi, Trezibondlee tijar Hajee Izzet Effendi Zadeh,**
*Trebizonde, Asiatic Turkey.*
Hiftzi Huda ..... 125

**Hussein Sutfi Effendi,Hairie tijari Emin Zadeh,**
*Constantinople, Turkey.*
Tidjaret Hhair ..... 450

**Hustad, C.,**
*Namsos, Norway.*
Axel ..... 197
(Namdalens Dampskibs Selskab.)
s. Herlaug ..... 109

**Hustede, Gebrüder,**
*Elsfleth, Germany.*
Aeolus ..... 417
Constanze ..... 978
Irene ..... 1066
Möwe ..... 1058
Solide ..... 825

**Hustede, Joh. Hinr.,**
*Elsfleth, Germany.*
Pax ..... 1357

**Huston, I. R.,**
*Seaford, Del., U.S.*
Harland W. Huston ..... 171

**Husumer Rhederei Gesellschaft**
(Manager—L. Hinrichsen),
*Husum, Schleswig, Germany.*
s. Hever ..... 388

**Hutchings Bros.,**
*New York, U.S.*
W. R. Hutchings ..... 428

**Hutchings, C. C.,**
*New York, U.S.*
Beatrice ..... 288

**Hutchings, E. E.,**
31, *South Street, New York, U.S.*
Alice Bradshaw ..... 293
Isabella Balcolm ..... 301
Kathleen ..... 191
Nelson Rice ..... 352
Plover ..... 386
R. L. T. ..... 445

**Hutchings, George H.,**
*Dartmouth.*
Proba ..... 87

**Hutchings, John,**
77, *London Road, Neath, Glamorganshire.*
Cambrian ..... 149
Elizabeth Jane ..... 133
Mary Ann ..... 138

**Hutchings, T. W.,**
5, *Fribourg Terrace, Teignmouth, Devon.*
Jehu ..... 135
Prothesa ..... 154
Susan ..... 144

**Hutchings, William, jun.,**
*Middle Street, Padstow, Cornwall.*
Net Tons
Ezel ..... 138

**Hutchings, W. R.,**
31, *South Street, New York, U.S.*
Millie J. H. ..... 567
Waterman A. Taft, jun. ..... 427

**Hutchingson, E. G.,**
*New York, U.S.*
Estelle ..... 42

**Hutchins, A. J.,**
*Bute Docks, Cardiff.*
s. St. Aubin ..... 748
s. Woodlands ..... 677

**Hutchins Bros.,**
*South Street, New York, U.S.*
Lilian ..... 300

**Hutchinson, Cuthbert,**
*Rock Lodge, Sunderland.*
s. Chelydra ..... 1794
s. La Serena ..... 1447

**Hutchinson, E. P.,**
*Hull.*
s. Hawk ..... 98

**Hutchinson, Thomas,**
*Henrietta Street, Wexford.*
Maude Annie ..... 101

**Hutchinson, Wm.,**
3, *Queen Street, Newcastle-on-Tyne.*
s. Staperayder ..... 155

**Hutchison, E. J. (Mrs.),**
*Chatham, N.B.*
Armenia ..... 671

**Hutchison, J. & P.,**
31, *Hope Street, Glasgow.*
s. Clara ..... 184
s. Comorin ..... 346
s. Jason ..... 457
s. Mauritius ..... 323
s. Minerva ..... 428
s. Niobe ..... 289
s. Princess Alexandra ..... 292
s. Ranee ..... 138
s. William Connal ..... 242

**Huth, H. P.,**
*Fredriksstad, Norway.*
Progress ..... 345

**Hutson, Guybon,**
s. Degrave ..... 46

**Hutson & Son,**
*Kelvinhaugh Engine Works, Glasgow.*
s. Victoria ..... 90

**Huttenbach, August,**
*Penang.*
s. Hö Kwei ..... 209

**Hutton, H., & Co.,**
*Belfast.*
Invermore ..... 1522

**Hutton, T. G.,**
57, *John Street, Sunderland.*
Net Tons
s. T. G. Hutton ..... 423

**Hutton, Thomas,**
*Echo Bank, Inverkeithing, Fife.*
Cynisca ..... 846
Cynosure ..... 764

**Huygens, W. A.,**
*Oostenburgervoorstraat* 29, *Amsterdam, Holland.*
Amsterdam ..... 1100
Concordia ..... 1002
Oostenburg ..... 1007

**Hvistendahl, C.,**
*Kragerö, Norway.*
Columbus ..... 366
Værge ..... 174

**Hvistendahl, P.,**
48 *Summerside Place, Leith.*
Celura ..... 340

**Hydén, C. G.,**
*Christinestad, Finland.*
Imatra ..... 1022

**Hylsebeck, P. F.,**
*Æröskjöbing, Denmark.*
Argo ..... 112

**Hystad, A. J.,**
*Fredrikstad, Norway.*
Heidrun ..... 267

**Hytten, Chr.,**
*Tönsberg, Norway.*
Alice ..... 252

**Hytten, Chr. O.,**
*c/o Swedish and Norwegian Consulate, Glasgow.*
Emmeline ..... 470

# I

**Ibarra, Alejo,**
*Ancua, Chili.*
Benilde ..... 481

**Ibis, Ångfartygs Aktiebolaget,**
*Gothenburg, Sweden.*
*See* K. O. F. DALMAN.

**Ibrahim, Capitan,**
*Constantinople, Turkey.*
Elias ..... 319

**Ibrahim, Iskenderiehtijarinden Hattabolee Hajee, & Co.,**
*Iskenderieh, Turkey.*
Net Tons
Iskenderieh ..... 332

**Ibrahim, Oonialee Ibrahim Jazidji oglou Hajee,**
*Oonia, Asiatic Turkey.*
Oonia ..... 125

**Ibrahim, Osman Chaoush oglou,**
*Aidos, Turkey.*
Dervisch ..... 125

**Ibrahim, Rustchuklee Hajee Alish Zadeh, & Co.,**
*Rustchuk, Roumania.*
Issim Sis ..... 150

**Ibrahim, Shilleelee, & Co.,**
*Shillee, Turkey.*
Shillee ..... 144

**Ibrahim, Zishtolee Vezin oglou,**
*Zishto, Turkey.*
Issim Sis ..... 162

**Ibrahim Bey,**
*Constantinople, Turkey.*
Castri-Bahri ..... 226

**Ibrahim Bey, Sheker Zadeh, & Co.,**
*Evranyieh, Turkey.*
Evranyieh ..... 212

**Ibrahim Captan, Rizehlee,**
*Rizeh, Asiatic Turkey.*
Sinope ..... 181

**Ibrahim Captan, Agvalee,**
*Agvah, Turkey.*
Doudeh Coupi ..... 142

**Ibrahim Captan, Agvalee,**
*Agvah, Turkey.*
Ramazan ..... 119

**Ibrahim Captan, Agvalee,**
*Agvah, Turkey.*
Hiftzi Rahmin ..... 113

**Ibrahim Captan, Amasrahlee,**
*Amasrah, Turkey.*
Huda-Verdi ..... 100

**Ibrahim Captan, Bartenlee,**
*Barten, Turkey.*
Iksan Huda ..... 180

**Ibrahim Captan, Iskanderiahlee,**
*Alexandria, Egypt.*
Samsoom ..... 124

**Ibrahim Effendi,**
*Constantinople, Turkey.*
Insani Hounda ..... 154

**Ibrahim Effendi, Goujaji Zadeh Hajee,**
*Oonia, Asiatic Turkey.*
Nassir Bahir ..... 300

**Ibrahim Effendi, Hadji,**
*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| Sackper | 182 |

**Ibrahim Effendi, Sari Hajee Zadeh, & Co.,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Faidi Mend | 214 |
| Jaylan-i-Bahri | 207 |

**Ibrahim Effendi, Yelkenji Hajee,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Shefher | 138 |

**Ibrahim, H.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Schahper | 178 |

**Ibrahim Halil Bey,**
*Terebolie, Asiatic Turkey.*

| | |
|---|---|
| Terebolie | 300 |

**Ibrahim, Hassan,**
*Canea, Turkey.*

| | |
|---|---|
| Masseri | 154 |

**Ibrahim Hussein Captan, Agvahlee,**
*Agvah, Turkey.*

| | |
|---|---|
| Shahin-i-Bahri | 170 |

**Ibrahim Sultan van Bima,**
*Bima.*

| | |
|---|---|
| Fathool Rachman | 284 |

**Ibrahim Tahurece, Iskenderieh tijarinden,**
*Terebolie, Asiatic Turkey.*

| | |
|---|---|
| Issim Sis | 250 |

**Ichitaro, Abe,**
*Osaka, Japan.*

| | |
|---|---|
| Taiyo Maru | 138 |

**Iconomides, G.,**
*Syra, Greece.*

| | |
|---|---|
| Agios Ioanis Theologos | 400 |

**Idarei Massousieh**
(Ottoman Steam Navigation Co.),
*Constantinople, Turkey.*

| | |
|---|---|
| s. Ali Saib Pasha | 1240 |
| s. Anadolu | 100 |
| s. Aslan | 1491 |
| s. Bahri Jeddid | 895 |
| s. Barten | 84 |
| s. Bengazi | 352 |
| s. Bogtcha Ada | 16 |
| s. Coufidah | 132 |
| s. Djanik | 668 |
| s. Dolma Bagtchi | 834 |
| s. Edrémid | 178 |
| s. Erenkieui | 24 |
| s. Gallipoli | 175 |
| s. Ghedikler | 217 |
| s. Hassan Pasha | 1205 |
| s. Herekee | 75 |
| s. Hibellee | 75 |
| s. Iksan | 90 |
| s. Ismid | 138 |
| s. Istinié | 274 |
| s. Kadrinyeh | 150 |
| s. Kaiserieh | 993 |
| s. Kaplan | 993 |
| s. Kartal | 50 |
| s. Kenalee | 153 |
| s. Kriti | 431 |
| s. Kyamil Pasha | 1186 |
| s. Lutfieh | 333 |
| s. Maltepeh | 75 |
| s. Marmora | 153 |
| s. Medari Fevaid | 75 |
| s. Medari Tefyk | 1090 |

(*Continued*).

**Idarei Massousieh**
(*Continued.*)

| | Net Tons |
|---|---|
| s. Messoud | 64 |
| s. Moussul | 130 |
| s. Mudania | 234 |
| s. Nedjid | 400 |
| s. Nimet | 158 |
| s. Nusetteeyah | 75 |
| s. Pandik | 50 |
| s. Pars | 515 |
| s. Plevna | 221 |
| s. Sakariah | 1159 |
| s. Selanik | 497 |
| s. Shemiss | 30 |
| s. Shereff Ressair | 1116 |
| s. Silivri | 115 |
| s. Soogoodlee | 1304 |
| s. Sureeyah | 237 |
| s. Tekir Daghi | 92 |
| s. Tidjaretti Bahri | 262 |
| s. Turc | 1119 |
| s. Yeni Capon | 30 |

**Ideström, Carl Aug.,**
*Oscarshamn, Sweden.*

| | |
|---|---|
| Gotland | 271 |
| Ida | 156 |
| Miranda | 324 |

**Ideström, G.,**
*Westervik, Sweden.*

| | |
|---|---|
| Dyring | 175 |
| Frej | 111 |
| Imes | 252 |
| Karl | 284 |
| Spes | 161 |

**Idris, H. A.,**
*Dulcigno, Albania.*

| | |
|---|---|
| Muradie | 179 |

**Iggesunds Bruks Aktieb.,**
*Iggesund, Sweden.*
*See* A. LINDMAN.

**Ihdler, G., Jun.,**
*Bremerhaven, Germany.*

| | |
|---|---|
| Cuba | 1128 |
| s. Juno | 70 |
| s. Orion | 69 |
| s. Saturn | 70 |
| s. Uranus | 67 |

**Ihlen, Chr.,**
*Christiania, Norway.*

| | |
|---|---|
| Jason | 699 |

**Ihlen, Jacob,**
*1B, Toldbodgaden, Christiania, Norway.*

| | |
|---|---|
| Alma | 529 |

**Ihlen, T.,**
*Holmestrand, Norway.*

| | |
|---|---|
| Ceres | 219 |
| Vidar | 171 |

**Ihler, H.,**
*Grossefehn, Germany.*

| | |
|---|---|
| Wendeline Christiane | 120 |

**Ijet Efentis,**
*Constantinople, Turkey.*

| | |
|---|---|
| Pervase Bachri | 188 |

**Ilias Effendi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Huda Verdi | 228 |

**Ilias Haggi,**
*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| Zeilani | 273 |

**Illawarra Steam Navigation Co.,**
*Sydney, N.S.W.*

| | |
|---|---|
| s. Allowrie | 294 |
| s. Bega | 305 |
| s. Illawarra | 313 |
| s. Kameruka | 300 |
| s. Kiama | 111 |
| s. Terara | 96 |

**Imaravoto, Federico,**
*Lima, Peru.*

| | |
|---|---|
| Oasis | 228 |

**Imari Unyu Kaisha,**
*Imari, Japan.*

| | |
|---|---|
| s. Matsura Maru | 152 |

**Imperial British East Africa Co.,**
*2, Pall Mall East, London, S.W.*

| | |
|---|---|
| s. Juba | 134 |

**Imperial Steamship Co., Ld.,**
*75, Church Street, West Hartlepool.*
*See* SIVEWRIGHT, BACON & CO.

**Imppo, D.,**
*Pyhämaa, Finland.*

| | |
|---|---|
| Sulo | 246 |

**Impresa Industriale Italiana,**
*Naples, Italy.*

| | |
|---|---|
| s. L'Industriale | 124 |

**Incagnone, A.,**
*Trapani, Italy.*

| | |
|---|---|
| Presente | 370 |

**Inch Shipping Co., Ld.,**
*Queen Insurance Buildings,*
*13, Castle Street, Liverpool.*
*See* HAMILTON, FRASER & CO.

**Inchausti & Co.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| s. Bacolod | 113 |
| s. Bauan | 114 |
| s. Filipino | 85 |
| s. Isabel I. | 93 |
| s. Laguna de Bay | 77 |
| s. Manila | 83 |
| s. Mayon | 61 |
| s. Mendez Nuñez | 09 |

**Indelicato, P. Caltabiano,**
*Catania, Sicily.*

| | |
|---|---|
| Rosario I. | 106 |

**"Independent," Rhederei,**
*Cologne, Germany.*

| | |
|---|---|
| s. Independent | 1003 |

**India General Steam Navigation Co., Ld.,**
*4, Fairlie Place, Calcutta.*

| | |
|---|---|
| s. Bassein | 208 |
| s. Curlew | 154 |
| s. Seagull | 388 |

**India Rubber, Gutta Percha & Telegraph Works Co., Ld.,**
*106, Cannon Street, London, E.C.*

| | Net Tons |
|---|---|
| s. Buccaneer | 460 |
| s. Dacia | 1473 |
| s. International | 1004 |
| s. Silvertown | 3724 |

**Indian Government**
(Address:—Director of Indian Marine, Bombay).

| | |
|---|---|
| s. Assaye | 158 |
| s. Canning | 1357 |
| s. Dalhousie (*Gross*) | 1524 |
| s. Elphinstone | 146 |
| s. Mayo | 558 |
| s. Rangoon | 349 |
| Sarsati | 260 |
| s. Warren Hastings | 2019 |

**Indo-China Steam Navigation Co., Ld.,**
*28, Cornhill, London, E.C.*
(Manager—William Keswick.)

| | |
|---|---|
| s. Canton | 1110 |
| s. Chelydra | 1574 |
| s. Choy Sang | 1194 |
| s. E. Sang | 1127 |
| s. El Dorado | 892 |
| s. Fooksang | 991 |
| s. Fuh Wo | 764 |
| s. Kow Shing | 1355 |
| s. Kung Wo | 757 |
| s. Kut Sang | 1481 |
| s. Kwongsang | 989 |
| s. Lien Shing | 1049 |
| s. Lok Sang | 979 |
| s. Pechili | 881 |
| s. Tai Sang | 1505 |
| s. Tai Wo | 912 |
| s. Tak Sang | 977 |
| s. Taku | 608 |
| s. Wing Sang | 1517 |
| s. Wo Sang | 1127 |
| s. Yik Sang | 887 |
| s. Yuen Sang | 1106 |
| s. Yuen Wo | 1538 |

**Indtröndelagens Dampbaadssamlag,**
*Stenkjær, Norway.*

| | |
|---|---|
| s. Indtrönderen | 156 |

**Ingebrigtsen, P.,**
*Stavanger, Norway.*

| | |
|---|---|
| Relis | 130 |

**Ingemansson, J.,**
*Mörrum, Sweden.*

| | |
|---|---|
| Hawkesbury | 1132 |

**Ingemansson, N.,**
*Skillinge, Cimbrishamn, Sweden.*

| | |
|---|---|
| John | 181 |

**Ingier, M. & H.,**
*Lian Jernbanestation, Christiania, Norway.*

| | |
|---|---|
| Thor | 1106 |

**Inglese, G.,**
*Samos, Turkey.*

| | |
|---|---|
| Melissa | 195 |

**Inglessi, P.,**
*Marseilles, France.*

| | |
|---|---|
| Sofia | 372 |

**Inglessis, G.,**
*Samos, Asiatic Turkey.*

| | |
|---|---|
| Georgios | 124 |

**Inglis, J. M., & W. Hewat,**
*18, Westmoreland Street, Dublin.*

| | Net Tons |
|---|---|
| s. Saint Kevin | 232 |

**Ingmansson, J.,**
*Mörrum, Sweden.*

| | |
|---|---|
| Elisabeth | 581 |

**Ingvardsen, R.,**
*Flekkefjord, Norway.*

| | |
|---|---|
| Benguela | 686 |
| Germanic | 1309 |
| (Rederiet "Niord.") | |
| Saga | 417 |

**Ingvarsson, P.,**
*Brantevik, Cimbrishamn, Sweden.*

| | |
|---|---|
| Najaden | 130 |

**Ingvoldsen, Chr.,**
*Kragerö, Norway.*

| | |
|---|---|
| Eidsvold | 272 |

**Ingvoldsen, J.,**
*Kragerö, Norway.*

| | |
|---|---|
| Mjölner | 186 |

**Inland and Seaboard Coasting Co.,**
*Georgetown, Columbia, U.S.*

| | |
|---|---|
| s. John Gibson | 332 |
| s. Lady of the Lake | 596 |

**Inland Steam Navigation Co. of Prince Edward Island,**
*Charlottetown, P.E.I.*

| | |
|---|---|
| s. Jacques Cartier | 230 |

**Inman and International Steam Ship Co., Ld.**
(Managing Agents—Richardson, Spence & Co.),
*22, Water Street, Liverpool.*
*See* AMERICAN LINE.

**Inocencio, D.,**
*Cavite, Philippine Islands.*

| | |
|---|---|
| Aurea | 109 |

**Inocencio, M.,**
*Cavite, Philippine Islands.*

| | |
|---|---|
| Dos Hermanas | 147 |

**Insley, Caleb R.,**
*Bethel, U.S.*

| | |
|---|---|
| Lula M. Quillin | 132 |

**Insurance Co. of North America,**
*232, Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| s. North America | 140 |

**Inter-Colonial Coal Mining Co.,**
*Montreal, Canada.*

| | |
|---|---|
| s. Conqueror | 87 |



s. désigne les Vapeurs.

### Inter-Island Steam Navigation Co.,

*P.O. Box 47, Honolulu, Hawaii.*

| | Net Tons |
|---|---|
| s. Iwalani | 240 |
| s. James Mackee | 137 |
| s. Kaala | 91 |
| s. Kaimiloa | 199 |
| s. Mikahala | 354 |
| s. Pele | 130 |
| s. W. G. Hall | 329 |
| s. Waialeale | 176 |

### Inter-Ocean Transportation Co.,

*Milwaukee, Wisconsin, U.S.*

*See* J. C. RICKETSON.

### International Ferry Co.,

*Buffalo, N.Y., U.S.*

| | |
|---|---|
| s. Mascotte | 91 |

### International Line Steam Ship Co., Ld.,

3B, *Flowergate, Whitby.*

*See* C. MARWOOD.

### International Navigation Co.,

*See also* AMERICAN LINE.

*Philadelphia, U.S.*

(Managing Agents—Richardson, Spence & Co., Liverpool.)

(RED STAR LINE—*See also* Société Anonyme de Navigation Belge Americaine.)

| | |
|---|---|
| s. Conemaugh | 1739 |
| s. Illinois | 2495 |
| s. Indiana | 2484 |
| s. Kensington | |
| s. Ohio | 2522 |
| s. Pennsylvania | 2497 |
| s. Southwark | 5642 |

### International Steam Ship Co.,

*Eastport, Maine, U.S.*

| | |
|---|---|
| s. Cumberland | 1188 |
| s. New Brunswick | 869 |
| s. State of Maine | 1146 |

### International Steam Trawling Co., Ld.,

*Fish Dock, Grimsby, Lincolnshire.*

*See* T. BASKCOMB.

### International Wrecking & Transportation Co.,

*Windsor, Ontario.*

| | |
|---|---|
| s. Charlton | 178 |

### Ipsen, Chr. O.,

31, *Amaliegade, Copenhagen, Denmark.*

| | |
|---|---|
| Asger Ryg | 278 |
| Emblem | 266 |
| Margrethe | 229 |

### Ipsen, M. J.,

*Rönne, Denmark.*

| | |
|---|---|
| Camtoos | 199 |

### Ipswich Steam Shipping Co.

(Managers—E. Packard, jun., & H. W. Packard),

*Duke Street, Ipswich.*

| | |
|---|---|
| s. Ringmoor | 121 |
| s. Winifred | 149 |

### Iredale, P., & Porter,

*Mersey Chambers, Old Church Yard, Liverpool.*

| | Net Tons |
|---|---|
| Ainsdale | 1725 |
| Allonby | 1400 |
| Astoria | 1429 |
| Birkdale | 1389 |
| City of Carlisle | 823 |
| Cockermouth | 1297 |
| Cumbrian | 1053 |
| Dovenby | 1547 |
| Drumalis | 2450 |
| Embleton | 1196 |
| Hawksdale | 1723 |
| Iredale | 1473 |
| Kinkora | 1799 |
| Lizzie Bell | 1036 |
| Lodore | 1568 |
| Lonsdale | 1685 |
| Lorton | 1380 |
| Martha Fisher | 811 |
| Mowhan | 2747 |
| Peter Iredale | 1994 |
| Ullock | 779 |

### Irelan, J. S.,

*Linwood, N.J., U.S.*

| | |
|---|---|
| Robert J. Barr | 412 |

### Irelan, W. S.,

108, *South Gay Street, Baltimore, U.S.*

| | |
|---|---|
| Blanche Hopkins | 602 |
| H. S. Lanfair | 383 |
| Katie J. Irelan | 670 |

### Irgens, Harald,

*Bergen, Norway.*

| | |
|---|---|
| s. Agnes | 265 |
| s. George Sealy | 520 |
| s. John Wilson | 496 |
| s. Lotos | 311 |

### Irish, Fredk. R.,

*Antigonish, N.S.*

| | |
|---|---|
| Neva | 191 |

### Irish Lights, Commissioners of,

21, *Westmoreland Street, Dublin.*

| | |
|---|---|
| s. Moya | 39 |
| s. Princess Alexandra | 250 |
| s. Tearaght | 212 |

### Irish Shipowners' Co., Ld.,

113, *Corporation Street, Belfast.*

*See* T. DIXON & SONS.

### Irmao, A., & Co.,

*Para, Brazil.*

| | |
|---|---|
| s. Vieira | 101 |
| s. Vieira da Cunha | 172 |

### Irmaos, F., & Co.,

*Pernambuco, Brazil.*

| | |
|---|---|
| Duas Americas | 620 |

### Iron Steamboat Co.,

*Pier (New) 1, North River, New York, U.S.*

| | |
|---|---|
| s. Cepheus | 578 |
| s. Cetus | 581 |
| s. Cygnus | 555 |
| s. Pegasus | 579 |
| s. Perseus | 579 |
| s. Sirius | 712 |
| s. Taurus | 624 |

### Irrawaddy Flotilla Co., Ld.,

15, *St. Vincent Place, Glasgow.*

| | |
|---|---|
| Aeng | 480 |
| Ahlone | 353 |
| Akyab | 480 |
| s. Alguada | 188 |

*(Continued.)*

### Irrawaddy Flotilla Co., Ld.

*(Continued.)*

| | Net Tons |
|---|---|
| Allanmyo | 777 |
| s. Aloungpyah | 385 |
| s. Amherst | 149 |
| s. Amyen | 148 |
| s. Ananda | 140 |
| Ap Min | 392 |
| s. Ataran | 140 |
| s. Ava | 250 |
| Beeling | 480 |
| s. Beeloo | 650 |
| Bhau | 480 |
| Bhaulay | 480 |
| Botatoung | 355 |
| s. Burma | 345 |
| s. Canton | 250 |
| Cheduba | 546 |
| Chin Dwin | 278 |
| s. China | 892 |
| s. Daga | 149 |
| Daghine | 789 |
| Daing | 484 |
| s. Doowoon | 425 |
| s. Dufferin | 650 |
| Dunedaw | 352 |
| Gymkhana | 480 |
| s. Gyne | 181 |
| Henzadah | 777 |
| Hline | 789 |
| Hotha | 480 |
| Impallay | 652 |
| s. Irrawaddy | 396 |
| Kacho | 480 |
| Kachyen | 480 |
| s. Kah-Byoo | 226 |
| Kahnee | 353 |
| Kalagouk | 546 |
| Kalay | 392 |
| Kama | 791 |
| Karen | 480 |
| s. Karenee | 250 |
| Komendine | 777 |
| s. Kendat | 102 |
| Khanoung | 355 |
| Khat Tee Ya | 357 |
| Kho Khine | 777 |
| Koogee | 484 |
| Koonywah | 777 |
| Leppadan | 353 |
| Madeya | 215 |
| Malay | 362 |
| s. Mandalay | 359 |
| s. Manwyne | 250 |
| Matsein | 480 |
| s. Maulong | 148 |
| Meingyan | 777 |
| Meloun | 215 |
| s. Mindoon | 565 |
| s. Mogoung | 198 |
| Mokmai | 652 |
| s. Momein | 312 |
| Monyo | 358 |
| s. Munepoor | 250 |
| Myohla | 480 |
| s. Naikban | 204 |
| s. Ngawoon | 138 |
| Ngawoon | 791 |
| Noahthat | 652 |
| Okkan | 480 |
| s. Okpho | 154 |
| Padoung | 791 |
| s. Pago | 250 |
| Paing | 484 |
| s. Palow | 154 |
| Pangwey | 480 |
| s. Panlang | 138 |
| s. Pantanaw | 103 |
| s. Panthay | 427 |
| s. Pathein | 154 |
| s. Pekin | 250 |
| Poomgi | 652 |
| s. Pulu | 148 |
| Pyaphoon | 353 |
| s. Rescue | 65 |
| Sayah | 392 |
| Sayfan | 480 |
| s. Shan | 250 |
| Sheemaga | 362 |
| s. Shin Tsaw Boo | 427 |
| Shoay Doung | 791 |
| s. Shoay Myo | 427 |
| Sungoo | 480 |
| s. Syriam | 204 |
| Tagoon | 215 |
| s. Talifoo | 396 |
| Taroup | 215 |
| s. Thambyadine | 148 |
| Thamine | 777 |
| Thatone | 358 |
| Thaubo | 361 |
| Thongwa | 777 |
| Thoodaw | 211 |
| Tsalay | 777 |
| Tsampo | 484 |
| Twantay | 777 |
| s. Waikema | 175 |
| Yandaboh | 777 |
| Yandoon | 702 |
| Yantaba | 392 |
| Yau | 215 |
| s. Yomah | 565 |
| s. Yunan | 396 |
| Zaloon | 777 |

### Irvin, R.,

8, *Dockwray Square, North Shields.*

| | Net Tons |
|---|---|
| s. Cambria | 12 |
| s. Cygnet | 45 |
| s. Orcadia | |
| s. Osprey | 45 |

### Irvine Harbour Trust,

*Irvine, Scotland.*

| | |
|---|---|
| s. Irvine | 125 |

### Irvine, Robert, & Co.,

*Harbour Dock Yard, West Hartlepool.*

| | |
|---|---|
| s. Casterton | 1540 |
| s. Colina | 1018 |
| s. Farnley Hall | 582 |
| s. Fortunatus | 883 |
| s. Kathleen | 1033 |
| s. Minnie Irvine | 663 |
| s. Norton | 1550 |

### Irving, Andrew,

*North House, Silloth, Cumberland.*

| | |
|---|---|
| Jean Anderson | 185 |

### Irving, James J. B.,

*Hong Kong.*

| | |
|---|---|
| s. Ardgay | 1081 |
| s. Hongay | 1564 |

### Irving, William,

*New Westminster, B.C.*

| | |
|---|---|
| s. Onward | 220 |

### Isaac, Charles,

*Liskeard, Cornwall.*

| | |
|---|---|
| John Clark | 93 |
| Katie Cluett | 126 |

### Isaachsen, D.,

*Christiansand, Norway.*

| | |
|---|---|
| Aristos | 528 |

### Isaburo, Amashaki,

*Osaka, Japan.*

| | |
|---|---|
| s. Koun Maru | 92 |
| s. Koun Maru, No. 2 | 97 |
| s. Kounyo Maru, No. 3 | 95 |
| s. Kyodoumyu Maru | 89 |
| s. Unyu Maru No. 1 | 66 |
| s. Unyu Maru No. 2 | 73 |

### Isachsen, Harald,

*Grimstad, Norway.*

| | |
|---|---|
| Ara | 267 |
| s. Gyda | 925 |
| s. Ragna | 1137 |

### Isachsen, O.,

*Bergen, Norway.*

| | |
|---|---|
| s. Hero | 1879 |

### Isaia, E.,

*Syra, Greece.*

| | |
|---|---|
| Ekaterini | 268 |

### Isaksen, O.,

*Grimstad, Norway.*

| | |
|---|---|
| Agur | 428 |

### Isakson, C. I.,

*Hernösand, Sweden.*

(Hernösand-Sollefteå Ångb. Aktieb.)

| | |
|---|---|
| s. Strömkarlen | 130 |

### Isaksson, H.,

*Risö, Tanum, Sweden.*

| | |
|---|---|
| Berta | 118 |

### Isaksson, J. R.,

*Nystad, Finland.*

| | Net Tons |
|---|---|
| Emil | 565 |
| Muisto | 595 |

### Isaksson, S.,

*Kimito, Finland.*

| | |
|---|---|
| Leo | 133 |

### Isberg, J.,

*Ekenäs, Värnanäs, Sweden.*

| | |
|---|---|
| Hero | 111 |

### Isefiær, Ths.,

*Christiansand, Norway.*

| | |
|---|---|
| Bams | 303 |
| Carmen | 378 |
| Kjartan | 327 |
| Norman | 632 |

### Ishafvet, Aktieb.

*Gothenburg, Sweden.*

*See* C. B. PEDERSEN.

### Isham, F. N.,

*Norfolk, Va., U.S.*

| | |
|---|---|
| Dixie | 283 |
| Magnolia | 264 |

### Isigonis, D.,

*Smyrna, Asiatic Turkey.*

| | |
|---|---|
| Irene Isigonis | 372 |

### Isis Investment Co. of Queensland, Ld.,

88, *Bishopsgate Street Within, London, E.C.*

| | |
|---|---|
| s. Kingswear | 202 |

### Islam Bey,

*Scutari, Turkey.*

| | |
|---|---|
| Sirri | 371 |

### Island Line.

*See* P. DENNISTON & CO.

### Isle of Man Steam Packet Co., Ld.,

*Imperial Buildings, Douglas, Isle of Man.*

| | |
|---|---|
| s. Ben My Chree | 523 |
| s. Ellan Vannin | 124 |
| s. Fenella | 216 |
| s. King Orry | 385 |
| s. Mona's Isle | 557 |
| s. Mona's Queen | 635 |
| s. Peveril | 244 |
| s. Prince of Wales | 470 |
| s. Queen Victoria | 470 |
| s. Snaefell | 438 |
| s. Tynwald | 147 |

### Isle of Ramsey S.S. Co., Ld.,

35, *Queen's Buildings, Dale Street, Liverpool.*

| | |
|---|---|
| s. Isle of Ramsey | 1062 |

### Isles, James G.

*Dundee.*

| | |
|---|---|
| Barossa | 968 |

### Ismael, Abahnahlee, & Co.,

*Abahnah, Turkey.*

| | |
|---|---|
| Ahnatah Skellessi | 162 |

**Ismael Ahmed Captan,**
Ereklelee,
*Heraclea, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Kuh-Revan | 177 |

**Ismael Captan,**
*Constantinople, Turkey.*

| | |
|---|---|
| Iksan Huda | 120 |

**Ismael Captan, Abanahlee,**
Chelebi-oglou,
*Abana, Turkey.*

| | |
|---|---|
| Shahin-i-Bahri | 131 |

**Ismael Captan, Agvalee,**
*Agvah, Turkey.*

| | |
|---|---|
| Zoudou-Hobki | 131 |

**Ismael Captan, Agvalee**
Asker-oglou,
*Agvah, Turkey.*

| | |
|---|---|
| Zuzutch-bi | 150 |

**Ismael Captan, Ooniahlee,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Possidon | 218 |

**Ismael Captan, Phillioslee,**
*Phillios, Turkey.*

| | |
|---|---|
| Huda-Verdi | 108 |

**Ismael Effendi, Arslan**
Zadeh, & Co.,
*Constantinople, Turkey.*

| | |
|---|---|
| Bereketti Dadjah | 236 |

**Ismael Hakki, Kumurdji**
Ethem Agha Zadeh, & Co.,
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Khadem Hhair | 112 |

**Ismael Hussein Captan,**
*Constantinople, Turkey.*

| | |
|---|---|
| Huda-Verdi | 220 |

**Ismael, Stephanlee Kadi**
oglou, & Co.,
*Stephan, Skellessi, Turkey.*

| | |
|---|---|
| Tidjaret-i-Bahri | 192 |

**Ismail,**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Palais Royal | 1175 |

**Ismail Pacha,**
*Constantinople, Turkey.*

| | |
|---|---|
| Souakim Bachri | 200 |

**Ismail, S.,**
*Abana, Turkey.*

| | |
|---|---|
| Tidjaret-i-Bahri | 195 |

**Ismay, Imrie & Co.**
(WHITE STAR LINE),
10, *Water Street, Liverpool; and* 34, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| Damson Hill | 1984 |
| Mayhill | 2027 |
| Stanmore | 1737 |
| Swanmore | 1724 |

*(Continued.)*

**Ismay, Imrie & Co.**
*(Continued.)*
(North Western Shipping Co., Ld.)

| | Net Tons |
|---|---|
| California | 2991 |
| Copley | 1741 |
| Dawpool | 1697 |
| Esmeralda | 730 |
| Garfield | 2290 |
| Gilcruix | 2239 |
| Hoghton Tower | 1598 |
| Santiago | 978 |

(Oceanic Steam Navigation Co., Ld.)

| | |
|---|---|
| s. Adriatic | 2458 |
| s. Belgic | 2695 |
| s. Bovic | 4230 |
| s. Brittanic | 3152 |
| s. Cevic | 5335 |
| s. Coptic | 2857 |
| s. Cufic | 3055 |
| s. Doric | 3071 |
| s. Gaelic | 2691 |
| s. Germanic | 3150 |
| s. Gothic | 4986 |
| s. Ionic | 3002 |
| s. Magnetic | 122 |
| s. Majestic | 4270 |
| s. Nomadic | 3678 |
| s. Oceanic | 2440 |
| s. Pontic | 210 |
| s. Runic | 3046 |
| s. Tauric | 3665 |
| s. Teutonic | 4269 |
| s. Traffic | 83 |

**Ismeh Bey Keremessi Zabik**
Hannum,
*Constantinople, Turkey.*

| | |
|---|---|
| Dilzari Bahri | 169 |

**Isola, Gerbolini,**
*Callao, Peru.*

| | |
|---|---|
| Pro Patria | 402 |

**Isola, J.,**
*Callao, Peru.*

| | |
|---|---|
| Dogali | 123 |

**Isola & Yerboline,**
*Lima, Peru.*

| | |
|---|---|
| José Pozzo | 157 |

**"Ispilen," Actie Selskab**
(Manager—J. Olsen),
*Roland, Kragerö, Norway.*

| | |
|---|---|
| Isbaaden | 304 |
| Isfareren | 375 |
| Isploven | 349 |
| Ispolen | 216 |

**Israel, Heinrich,**
*Stralsund, Germany.*

| | |
|---|---|
| s. Oscar | 289 |

**Issack & Co.,**
81, *Armenian Street, Madras.*

| | |
|---|---|
| Sophia Joakim | 1007 |

**Issaia, G. P.,**
*Taganrog, Russia.*

| | |
|---|---|
| Ekaterini | 269 |

**Issaia, P. E.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Panagiotis | 345 |

**Issak Effendi, Kara Agop**
Zadeh,
*Sakarieh, Turkey.*

| | |
|---|---|
| Ayah Nicola | 182 |

**Issak Effendi, Keresteh tijari**
Kara Agob oglou, & Co.,
*Sinope, Turkey.*

| | Net Tons |
|---|---|
| Sakarieh | 175 |
| Sinope | 262 |
| Sinope | 225 |

**Issak Garabet, Keresteh**
tijari,
*Constantinople, Turkey.*

| | |
|---|---|
| Sinope | 254 |

**Issak, Kara Agob oglou,**
*Sakarieh, Turkey.*

| | |
|---|---|
| Klaistotimos | 175 |

**Isskelledji Costanti Ange-**
loti Teodori & Co.
*Enos, Turkey.*

| | |
|---|---|
| Enos | 125 |

**Istrati, Mureftahlee Simo**
oglou,
*Mureftah, Turkey.*

| | |
|---|---|
| Ayah Nicola | 112 |

**Isuffi, Casem, & Co.,**
*Scutari, Albania.*

| | |
|---|---|
| Seitunie | 120 |

**Italo-Britannica Royal**
Italian Mail Steam Nav. Co.,
8, *Austin Friars, London, E.C.*
*See* GALBRAITH, PEMBROKE & CO.

**Ivancich, B. B.,**
*Lussinpiccolo, Austria.*

| | |
|---|---|
| Josef | 400 |

**Ivancich, M.,**
*Lussinpiccolo, Austria.*

| | |
|---|---|
| Genitori Tarabochia | 770 |

**Ivancovich, G.,**
*Trieste, Austria.*

| | |
|---|---|
| Balkan | 477 |

**Ivers, F.,**
18, *Mittwochstrasse, Stettin, Germany.*

| | |
|---|---|
| C. F. Ivers | 303 |
| s. Marietta | 290 |
| s. Susanne | 263 |

(Pommersche Dampfschiffs Gesellschaft.)

| | |
|---|---|
| s. Britannia | 690 |
| s. Hispania | 639 |
| s. Italia | 658 |
| s. Svionia | 658 |

**Iversen, C. J.,**
*Egersund, Norway.*

| | |
|---|---|
| Sleipner | 1221 |
| Superb | 720 |
| Ungdoms Venner | 534 |

**Iversen, H.,**
*Drontheim, Norway.*

| | |
|---|---|
| s. Robert | 67 |

**Iversen, H.,**
*Skaarupör, Svendborg, Denmark.*

| | Net Tons |
|---|---|
| Bellona | 185 |
| Christine | 161 |
| Fiona | 208 |
| Freia | 165 |
| Hans | 234 |
| Havfrnen | 390 |
| Mercur | 163 |
| Molly | 263 |
| Tove | 352 |

**Iversen, H. M., & Co.,**
*Christiania, Norway.*

| | |
|---|---|
| Reflectant | 153 |
| s. Rutland | 84 |

**Iversen, J. C.,**
*Stavanger, Norway.*

| | |
|---|---|
| Marie | 242 |

**Iversen, Niels,**
11, *Mission Street, San Francisco, U.S.*

| | |
|---|---|
| Arthur I. | 123 |
| s. Point Arena | 172 |

**Ivetta, Michiele,**
*Trappano, Austria.*

| | |
|---|---|
| Zora | 780 |

**Iwasaki Hisaya,**
*Nagasaki, Japan.*

| | |
|---|---|
| s. Yugawo | 111 |

**Iwata Yezio,**
*Tokio, Japan.*

| | |
|---|---|
| s. Kosuge Maru | 928 |

**Iwauchi Kisen Kaisha,**
*Hakodate, Japan.*

| | |
|---|---|
| s. Hokuun Maru | 92 |
| s. Shiribeshi Maru | 94 |

**Izzet, Kooroojeh Shilleelee**
Hasan Tchelebi oglou,
*Kooroojeh Shillee, Turkey.*

| | |
|---|---|
| Geutch Giin | 137 |

**Izzet, Oonialee, & Co.,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Sadyk Deriyah | 118 |

# J

**Jaccarino, D.,**
*Castellamare, Italy.*

| | |
|---|---|
| Antonio | 495 |

**Jaccarino, V.,**
*Meta, Italy.*

| | |
|---|---|
| Amalia Garguilo | 375 |

**Jack, Donald,**
*Pulteneytown, Wick.*

| | |
|---|---|
| Sunshine | 80 |

**Jack, Thomas, jun.,**
*Larne Harbour, Ireland.*

| | Net Tons |
|---|---|
| s. Argus | 628 |
| s. North Devon | 434 |
| s. Rochefort | 589 |

(Curran Steamship Co., Ld.)

| | |
|---|---|
| s. Alacrity | 561 |

(Shamrock S.S. Co. of Lorne, Ld.)

| | |
|---|---|
| s. Crosshill | 538 |

**Jacka, Thomas,**
2, *Tower Terrace, Newquay, Cornwall.*

| | |
|---|---|
| Advance | 100 |

**Jacks, Robert,**
*South Shields.*

| | |
|---|---|
| Ariel | 838 |

**Jacks, William,**
7, *Royal Bank Place, Glasgow.*

| | |
|---|---|
| s. Klyde | 993 |

**Jackson, Mrs. Ann,**
11, *Cromwell Street, Springbank, Hull.*

| | |
|---|---|
| Hind | 100 |

**Jackson, Beaumont & Co.,**
*Deddington Chambers, Bowlalley Lane, Hull.*

| | |
|---|---|
| s. Southella | 834 |
| s. Westella | 653 |

**Jackson Bros. & Cory,**
6, *Crosby Square, London, E.C.*

| | |
|---|---|
| s. Alverton | 898 |
| s. Bellcairn | 837 |
| s. Chamois | 1347 |
| s. Elk | 903 |
| s. Jane Cory | 519 |
| s. Reindeer | 1353 |
| s. Stag | 670 |

**Jackson, Edwin B.,**
4, *Victoria Street, Manchester.*

| | |
|---|---|
| s. Perseverance | 20 |

**Jackson, Francis,**
*Woodcock Street, Hessle Road, Hull.*

| | |
|---|---|
| Gertrude & Ethel | 84 |

**Jackson, Israel,**
*Goole, Yorkshire.*

| | |
|---|---|
| Albina | 100 |
| Zuma | 96 |

**Jackson, John,**
17, *Victoria Street, Westminster, London, S.W.*

| | |
|---|---|
| s. John Bull | 35 |

**Jackson, Metcalf & Co.,**
14, *Water Street, Liverpool.*

| | |
|---|---|
| Crummock Water | 995 |
| Haweswater | 838 |
| Jane Sprott | 670 |
| Loweswater | 603 |
| s. Rydal Water | 1281 |

**Jackson, W. L.,**
*Central Buildings,* 41, *North John Street, Liverpool.*

| | |
|---|---|
| s. Coniston Fell | 183 |
| s. Hart Fell | 95 |



s. désigne les Vapeurs.

**Jackson, William,**
*Spring Bay, Halifax, N.S.*

| | Net Tons |
|---|---|
| Warrior | 102 |

**Jackson, William,**
*Liverpool.*

| | |
|---|---|
| Mexican Packet | 144 |

**Jacob, B., & Sons,**
*68, New Cross Road, Deptford, London, S.E.*

| | |
|---|---|
| Africa | 115 |
| America | 115 |
| Asia | 115 |
| Europe | 115 |

**Jacobs Bros. & Co.,**
131, *Maida Vale, London, W.*

| | |
|---|---|
| Windsor Castle | 613 |

**Jacobs, Charles, & Sons,**
*Melbourne.*

| | |
|---|---|
| E. J. Spence | 520 |

**Jacobs, John I., & Co.,**
*St. Mary's Chambers, 14, St. Mary Axe, London, E.C.*

| | |
|---|---|
| Cathaya | 790 |
| Fairy | 482 |
| James Wishart | 776 |
| Magwen | 1470 |
| Nith | 999 |
| Rollo | 878 |
| Swansea Castle | 575 |
| Wanlock | 745 |

**Jacobs, Solomon,**
150, *Prospect Street, Gloucester, Mass., U.S.*

| | |
|---|---|
| Ethel B. Jacobs | 125 |

**Jacobsen, A.,**
*Christiania, Norway.*

| | |
|---|---|
| s. Gard | 428 |
| s. Geir | 628 |
| s. Peik | 688 |

**Jacobsen, A.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Gratitude | 188 |

**Jacobsen, A. B.,**
*Christiania, Norway.*

| | |
|---|---|
| Forældrene Christie | 149 |

**Jacobsen, A. J.,**
*Christiania, Norway.*

| | |
|---|---|
| s. Rolf | 422 |

**Jacobsen, Albert,**
*Fredheim, Mandal, Norway.*

| | |
|---|---|
| Concordia | 651 |
| Emilie | 427 |

**Jacobsen, Anton,**
*79, Skippergaden, Christiania, Norway.*

| | |
|---|---|
| Emilie | 155 |

**Jacobsen, B.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Anna | 277 |

**Jacobsen, Bertrand,**
*Arendal, Norway.*

| | Net Tons |
|---|---|
| Alborga | 647 |
| Arendal | 255 |
| Gemma | 429 |

(Dampskibselskabet "Veritas.")

| | |
|---|---|
| s. Lloyd | 129 |
| s. Loyal | 173 |

**Jacobsen, Brödrene,**
*Haugesund, Norway.*

| | |
|---|---|
| Aftenstjernen | 497 |
| Christine Elisabeth | 276 |
| s. Fernanda | 157 |
| s. Jökul | 194 |
| Smaragd | 109 |
| s. Transport III. | 193 |

**Jacobsen & Co.,**
*Flekkefjord, Norway.*

| | |
|---|---|
| Louise | 653 |
| Magdala | 472 |

**Jacobsen, Fredrik,**
*Engelbrektsgatan 5, Stockholm, Sweden.*

| | |
|---|---|
| Stavanger | 939 |

**Jacobsen, H.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Alma | 575 |

**Jacobsen, H.,**
*Sarpsborg, Norway.*

| | |
|---|---|
| Mynt | 1170 |

**Jacobsen, Hans,**
*Holmestrand, Norway.*

| | |
|---|---|
| Plimsoll | 211 |

**Jacobsen, Hans S.,**
*Flekkefjord, Norway.*

| | |
|---|---|
| Activ | 514 |
| F. C. Sieben | 629 |

**Jacobsen, J.,**
*Skudesnæshavn, Norway.*

| | |
|---|---|
| Patriot | 110 |

**Jacobsen, J. A.,**
*Nordhassel, per Farsund, Norway.*

| | |
|---|---|
| Karnak | 899 |
| New Zealand | 660 |
| Pacifik | 606 |

**Jacobsen, J. E.,**
*Aarnæs, Farsund, Norway.*

| | |
|---|---|
| Ebenezer | 315 |

**Jacobsen, J. N., & Co.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Jenny | 245 |
| Swift | 162 |

**Jacobsens, L., Enke**
(Manager—C. E. Semb),
*Tönsberg, Norway.*

| | |
|---|---|
| Gorilla | 377 |

**Jacobsen, Niels,**
*Gjömle, Grimstad, Norway.*

| | |
|---|---|
| Gulnare | 456 |
| Hermanos | 482 |
| Hertha | 416 |
| Livingstone | 436 |
| Zélateur | 516 |

**Jacobsen, Ole,**
*Laurvig, Norway.*

| | Net Tons |
|---|---|
| Söskummeren | 281 |

**Jacobsen, P.,**
*Porsgrund, Norway.*

| | |
|---|---|
| Nordstjernen | 261 |

**Jacobsen, P., & Carl Bentsen,**
*Mandal, Norway.*

| | |
|---|---|
| Nora | 214 |

**Jacobsen, R.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Toivo | 486 |
| Westphalia | 399 |

**Jacobsen, R.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Norden | 582 |

**Jacobson, B.,**
*Riga, Russia.*

| | |
|---|---|
| John Emil | 157 |

**Jacobson, Julius,**
*Ribnitz, Germany.*

| | |
|---|---|
| Falke | 150 |

**Jacomy, R.,**
*Carloforte, Sardinia.*

(Societa Anonima delle Miniere di Malfidano.)

| | |
|---|---|
| s. Societa Malfidano | 85 |

**Jacono, Luigi,**
*Naples, Italy.*

| | |
|---|---|
| Palestina | 100 |

**Jacoob, Hajee,**
*Bombay.*

| | |
|---|---|
| Constance Emma | 509 |

**Jacops, J. B.,**
*New York, U.S.*

| | |
|---|---|
| J. Percy Bartram | 353 |

**Jacquelin, F.,**
*St. Denis, Reunion.*

| | |
|---|---|
| Félicité | 375 |

**Jacquet, A.,**
*St. Pierre, Miquelon.*

| | |
|---|---|
| Bavolette | 165 |

**Jacquier, L.,**
4 & 6, *Rue Arsene-le-loup, Nantes, France.*

| | |
|---|---|
| Alcide | 128 |
| Biche | 183 |
| Bohallard | 100 |
| Confiance | 281 |
| D'Artaguan | 287 |
| Montbars | 171 |
| Némésis | 245 |
| Pauline | 136 |
| Raoul & Valentine | 142 |
| Télémaque | 154 |
| V. G. T. | 188 |

**Jäde & Co.,**
*Lübeck, Germany.*

(Actien Gesellschaft St. Petersburg.)

| | |
|---|---|
| s. Alpha | 300 |

**Jadi, A.,**
*Chios, Turkey.*

| | Net Tons |
|---|---|
| Omonia | 217 |

**Jaeger Bros.,**
*Middlesbro'.*

| | |
|---|---|
| s. Rhein | 1952 |

**Jaeger, P.,**
*Riga, Russia.*

| | |
|---|---|
| Catharina | 134 |

**Jaffé, Otto,**
10, *Donegall Square North, Belfast.*

(Managers—Carlisle & Co.; see also entry under this firm.)

| | |
|---|---|
| s. Daniel | 1388 |

**Jaffer Trot, Antarialee,**
*Antaria, Turkey.*

| | |
|---|---|
| Feizi Rahmin | 100 |

**Jagger, Frank,**
*Auckland, N.Z.*

| | |
|---|---|
| Anthons | 133 |

**Jagö & Co.,**
*Dagö, Russia.*

| | |
|---|---|
| Carl | 188 |

**Jagö, Michael,**
*Dagö, Russia.*

| | |
|---|---|
| Willem | 124 |

**Jahnsen, Emil,**
*c/o Ringnes & Co., Christiania, Norway.*

| | |
|---|---|
| Valhalla | 274 |

**Jahnsen, H. C.,**
*Kaupang, Laurvig, Norway.*

| | |
|---|---|
| Anaconda | 167 |

**Jahnsen, J.,**
*Grimstad, Norway.*

| | |
|---|---|
| Charles Bal | 702 |
| Jörgen Bang | 713 |

**Jahnsen, J. E.,**
*Lillesand, Norway.*

| | |
|---|---|
| Hamingja | 472 |
| Malmen | 630 |
| Teutonia | 632 |

**Jahnsen, O. F.,**
*Kragerö, Norway.*

| | |
|---|---|
| Skarbo | 176 |

**Jahre, L. H.,**
*Wallö, Tönsberg, Norway.*

| | |
|---|---|
| Marie | 197 |

**Jakhelln, Chr.,**
*Bodö, Norway.*

| | |
|---|---|
| Dido | 173 |

**Jakobsen, Adolf S.,**
*Auland, Hitterö, Flekkefjord, Norway.*

| | |
|---|---|
| Agustina | 882 |
| Austriana | 1456 |
| Delphin | 351 |
| Dovre | 312 |

**Jaluit Gesellschaft,**
*Alte Grüningerstrasse, 1a, Hamburg, Germany.*

| | Net Tons |
|---|---|
| Flink | 184 |
| John Wesley | 238 |

**James, Arthur Hodge,**
*Alma Villa, St. Just, Penzance, Cornwall.*

| | |
|---|---|
| Lafrowda | 114 |
| Mary James | 144 |

**James, John,**
69, *Edward Street, Grimsby.*

| | |
|---|---|
| Inflexible | 90 |

**James, John,**
*High Street, Haverfordwest.*

| | |
|---|---|
| Hayle | 99 |

**James, John, & Co.,**
*Borth, Cardiganshire.*

| | |
|---|---|
| Dovey Belle | 85 |

**Jameson, Fredk. P.,**
*Sydney, N.S.W.*

| | |
|---|---|
| L'Avvenire | 351 |

**Jamieson, C. & G.,**
28, *South Castle Street, Liverpool.*

| | |
|---|---|
| s. Abrota | 716 |
| Anglo Norman | 822 |
| s. Ant | 710 |
| Dimsdale | 1779 |

**Jamieson, W. B.,**
*Hopewell Cape, Albert County, N.B.*

| | |
|---|---|
| Enterprise | 499 |

**Jané, Marcelino,**
*Merced, 26, prāl, Barcelona, Spain.*

| | |
|---|---|
| Angelita | 661 |
| Antonio Jané | 860 |
| Barcelona | 878 |
| Catalina | 475 |
| Concepcion | 556 |
| Consuelo | 443 |
| Encarnacion | 624 |
| Josefa Formosa | 535 |
| Josefina | 601 |
| Marcelino Jané | 1061 |
| Maria Antonia | 423 |

**Janentzky, Herm.,**
*Schnickmannsstrasse 16, Rostock, Germany.*

| | |
|---|---|
| Carl Linck | 664 |
| Ennerdale | 1233 |

**Jans, B. J.,**
*Dragör, Denmark.*

| | |
|---|---|
| Brasilianeren | 144 |

**Jans, Hubert, & Co.,**
*Harlingen, Holland.*

| | |
|---|---|
| Adelaar | 199 |
| Laura | 342 |

**Jansen, Hans E.,**
*Hittero, Flekkefjord, Norway.*

| | |
|---|---|
| s. Arbutus | 827 |
| Gefion | 428 |
| Jenny | 255 |
| Palmen | 335 |

**Jansen, J.,**
*Bergen, Norway.*

| | |
|---|---|
| Valborg | 399 |

### Jansen, N. F., & Co.,
*Flekkefjord, Norway.*

| | Net Tons |
|---|---|
| Luca | 399 |

### Jansohn, J.,
*Riga, Russia.*

| | |
|---|---|
| Anna & Mathilde | 378 |
| Aurora | 162 |
| Christian | 231 |
| Jupiter | 326 |
| Livia | 207 |
| Mars | 175 |
| Michael | 228 |
| Vesta | 154 |
| Zelotais | 195 |

### Jansohn, K.,
*Riga, Russia.*

| | |
|---|---|
| Julie Anna | 161 |

### Janson, J. G.,
*Gustaf, Finland.*

| | |
|---|---|
| Suorni | 368 |

### Janssen, Joh.,
*Fredrikshald, Norway.*

| | |
|---|---|
| Aarvak | 1061 |

### Jansson, A.,
*Varberg, Sweden.*

| | |
|---|---|
| Karolina | 125 |

### Jansson, A.,
*Norra Gårda, Gothenburg, Sweden.*

| | |
|---|---|
| Northumbria | 305 |

### Jansson, A. G.,
*Vestra Näs, Väddö, Sweden.*

| | |
|---|---|
| Richard | 173 |

### Jansson, A. V.,
*Mariehamn, Finland.*

| | |
|---|---|
| Lydia | 298 |

### Jansson, D.,
*Mariehamn, Finland.*

| | |
|---|---|
| Mariehamn | 409 |

### Jansson, E.,
*Malmö, Sweden.*

| | |
|---|---|
| Annie | 307 |

### Jansson, E.,
*Arholma, Sweden.*

| | |
|---|---|
| Svan | 125 |

### Jansson, E. W.,
*Mariehamn, Finland.*

| | |
|---|---|
| Alma | 102 |

### Jansson, Edv.,
*Malmö, Sweden.*

| | |
|---|---|
| Celine | 306 |
| Esperanza | 360 |
| s. Forslind | 477 |
| Ida | 338 |

### Jansson, J.,
*Mariehamn, Aland, Russia.*

| | |
|---|---|
| Dufva | 326 |
| Helmi | 480 |

### Jansson, J. E.,
*Mariehamn, Aland, Russia.*

| | |
|---|---|
| Beda | 234 |

### Jansson, J. E.,
*Kulla, Roslagen, Sweden.*

| | Net Tons |
|---|---|
| Pitea | 109 |
| Svalan | 171 |

### Jansson, J. M.,
*Rådmansö, Roslagen, Sweden.*

| | |
|---|---|
| Victor | 100 |

### Jansson, J. V.,
*Mariehamn, Finland.*

| | |
|---|---|
| Naisnigel | 131 |

### Jansson, K. E.,
*Mariehamn, Finland.*

| | |
|---|---|
| Ika | 563 |
| Ocean | 229 |

### Jansson, K. G.,
*Mariehamn, Finland.*

| | |
|---|---|
| Gefina | 421 |

### Jansson, M.,
*Åbo, Finland.*

| | |
|---|---|
| Alma | 301 |

### Jansson, M.,
*Nagu, Finland.*

| | |
|---|---|
| Otto | 320 |

### Jansson, M.,
*Slottstorp, Länna, Sweden.*

| | |
|---|---|
| Flora | 103 |

### Jansson, M. V.,
*Mariehamn, Finland.*

| | |
|---|---|
| Express | 270 |

### Jansson, M. W.,
*Lumparland, Finland.*

| | |
|---|---|
| Astrea | 230 |
| Lumparland | 254 |

### Jansson, O.,
*Westanfjerd, Finland.*

| | |
|---|---|
| John | 364 |

### Jansson, O. R.,
*Hiitis, Finland.*

| | |
|---|---|
| Svan | 110 |

### Jansson, S. G.,
*Lemland, Finland.*

| | |
|---|---|
| Ellida | 287 |

### Japan, Government of,
*Tokio, Japan.*
(Department of Communication.)

| | |
|---|---|
| s. Meiji Maru | 448 |

### Japan Mail S.S. Co.
*See* NIPPON YUSEN KAISHA.

### Japp & Kirby,
26, *Chapel Street, Liverpool.*

| | |
|---|---|
| Delscey | 670 |
| Hindostan | 1194 |
| Lobo | 890 |
| Trinidad | 676 |

### Jaques, Fred A., & Co.,
38, *Sandhill, Newcastle-on-Tyne.*

| | Net Tons |
|---|---|
| s. Birch | 1019 |
| s. Hazelmere | 766 |

### Jardine, J. & T.,
*Kingston, Kent co., N.B.*

| | |
|---|---|
| Ossuna | 794 |
| Sagona | 797 |

### Jardine, John,
*Kingston, Kent co., N.B.*

| | |
|---|---|
| Valona | 800 |

### Jarman, A. H.,
*Bridgeton, Mass., U.S.*

| | |
|---|---|
| Thomas R. Pollard | 695 |

### Jarvis, Lemuel,
*Bristol, Philadelphia, U.S.*

| | |
|---|---|
| Elwood Burton | 375 |
| Margaret A. May | 510 |

### Jarvis, William C., & Sons,
29, *Hanover Street, Liverpool.*
(British & Mexican Shipping Co., Ld.)

| | |
|---|---|
| Anita | 322 |
| Chittagong | 294 |
| Emily A. Davis | 380 |
| Ilma | 318 |
| Lake Simcoe | 317 |
| Leonor Troncoso | 296 |
| Manx Queen | 291 |
| Meda | 329 |
| Minatitlan | 378 |
| Yucatan | 289 |

### Jasbitz, Enrico Angelo,
*Trieste, Austria.*

| | |
|---|---|
| Amor | 504 |
| Beechdale | 792 |
| Euro | 704 |

### Jean,
*Ile aux Moines, Morbihan, France.*

| | |
|---|---|
| Anna | 142 |

### Jeansson, J.,
*Calmar, Sweden.*
(Ångbåt. Bol. "Kalmarsund.")

| | |
|---|---|
| s. Kalmarsund No. 4 | 89 |
| s. Kalmarsund No. 5 | 85 |
| s. Kalmarsund No. 6 | 116 |

### Jeansson, L.,
*Calmar, Sweden.*

| | |
|---|---|
| Koltrasten | 284 |

### Jebsen, J.,
*Bergen, Norway.*

| | |
|---|---|
| s. Johan Jebsen | 115 |

### Jebsen, M.,
*Apenrade, Germany.*

| | |
|---|---|
| s. Alwine | 400 |
| s. Amigo | 822 |
| s. Apenrade | 696 |
| s. Clara | 684 |
| s. Doris | 817 |
| s. Else | 747 |
| s. Holstein | 1103 |
| s. Jacob Diederichsen | 712 |
| s. Mathilde | 678 |
| s. Michael Jebsen | 710 |
| s. Rio | 1265 |
| s. Triumph | 674 |
| s. Vorwärts | 612 |

### Jeevunjee Noorbhoy,
*Bombay.*

| | |
|---|---|
| Futtanare | 169 |

### Jefferson, Thomas,
4, *St. Paul's Road, West Hartlepool.*

| | Net Tons |
|---|---|
| Annie Largie | 229 |
| Remembrance | 208 |

### Jeffrey, W., & Co.,
7, *Royal Bank Place, Glasgow.*

| | |
|---|---|
| Isle of Arran | 1759 |

### Jencks, G. H.,
*Providence, Rhode Island, U.S.*

| | |
|---|---|
| Mary Miller | 159 |

### Jenkin, William L.,
*New Quay, Cornwall.*

| | |
|---|---|
| Carrie | 94 |
| Emma | 128 |
| Glendoveer | 128 |
| Henrietta | 92 |
| Hetty | 100 |
| Katie | 98 |
| Sarah Ann | 74 |

### Jenkin, W. L. & T.,
*New Quay, Cornwall.*

| | |
|---|---|
| Lottie | 98 |

### Jenkins, B.,
*St. Leonard's, Sydney, N.S.W.*

| | |
|---|---|
| Avoca | 258 |

### Jenkins & Co.
(SHIRE LINE),
1, *Whittington Avenue, Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Cardiganshire | 1623 |
| s. Carmarthenshire | 1776 |
| s. Denbighshire | 1663 |
| s. Flintshire | 1871 |
| s. Glamorganshire | 1843 |
| s. Monmouthshire | 1871 |
| s. Radnorshire | 1889 |

### Jenkins, E., & Co.,
*Cardiff.*

| | |
|---|---|
| s. Celeste | 453 |
| s. Larpool | 783 |

### Jenkins, G. T.,
*Machias, Maine, U.S.*

| | |
|---|---|
| Charley Bucki | 221 |

### Jenkins, J., & Co.,
*Coquimbo, Chili.*

| | |
|---|---|
| Lautaro | 314 |

### Jenkins, Thomas,
*Park House, Carmarthen.*

| | |
|---|---|
| s. Tivyside | 59 |

### Jenkyns, Arthur,
*Botley Hill, Southampton.*

| | |
|---|---|
| Jasper | 99 |
| Pride of the South | 110 |
| Pride of the West | 99 |

### Jenness, J. S.,
12, *West Market Square, Bangor, Maine, U.S.*

| | |
|---|---|
| Dora M. French | 205 |

### Jennings, C. & W. H.,
*Fairfield, Conn., U.S.*

| | |
|---|---|
| Julia A. Berkele | 160 |

### Jensen, A.,
*Tvedestrand, Norway.*

| | Net Tons |
|---|---|
| Elisa | 1[illegible] |

### Jensen, Andreas,
*Marstal, Denmark.*

| | |
|---|---|
| Cathrine | 1[illegible] |

### Jensen, Anna K.,
*Svendborg, Denmark.*

| | |
|---|---|
| Karen | 1[illegible] |
| Sophie | 1[illegible] |

### Jensen, B.,
*Leire, Sögne, Christiansand, Norway.*

| | |
|---|---|
| Aaloug | 1[illegible] |

### Jensen, Chr.,
*Bogö, Stubbekjöbing, Denmark.*

| | |
|---|---|
| Svava | 1[illegible] |

### Jensen, C. A.,
*Alvuim, pr Sannesund, Norway.*

| | |
|---|---|
| Anne Elisabeth | 3[illegible] |
| Appia | 4[illegible] |

### Jensen, C. J.,
*Troense, Denmark.*

| | |
|---|---|
| Luna | 1[illegible] |
| Saga | 1[illegible] |

### Jensen, F. W.,
*Odense, Denmark.*

| | |
|---|---|
| Louise | 2[illegible] |

### Jensen, G.,
*Farsund, Norway.*

| | |
|---|---|
| Flid | 3[illegible] |

### Jensen, G. J.,
*Bækkevig, Farsund, Norway.*

| | |
|---|---|
| Alliance | 4[illegible] |
| Colin Archer | 6[illegible] |
| Lindola | 3[illegible] |
| Njaal | 5[illegible] |
| Th. Thoresen | 4[illegible] |

### Jensen, Gullik,
*Noss Nöterö, Tönsberg, Norway.*

| | |
|---|---|
| Harald | 1[illegible] |

### Jensen, H. J.,
*Thurö, pr. Svendborg, Denmark.*

| | |
|---|---|
| Doris | 1[illegible] |
| Hansine | 1[illegible] |
| Jörgen | 1[illegible] |

### Jensen, H. M.,
*Drammen, Norway.*

| | |
|---|---|
| Jean Bart | 2[illegible] |
| Junior | 3[illegible] |
| Regina | 4[illegible] |

### Jensen, H. P.,
*Thurö, pr Svendborg, Denmark.*

| | |
|---|---|
| Hanne | 1[illegible] |

### Jensen, Hans C.,
*Aalborg, Denmark.*

| | |
|---|---|
| Falken | 1[illegible] |



s, désigne les Vapeurs.

**Jensen, J.,**
*2, Market Place, San Francisco, Cal., U.S.*

| | Net Tons |
|---|---|
| Carrier Dove | 672 |
| Charles B. Kenney | 1073 |
| Gatherer | 1436 |
| John Worster | 581 |
| Letitia | 234 |
| Levi G. Burgess | 1536 |
| Martha W. Tuft | 165 |
| Premier | 292 |
| Sumatra | 1016 |

**Jensen, J. C.,**
*Drammen, Norway.*

| | |
|---|---|
| Olga | 549 |

**Jensen, J. M.,**
*Æröskjöbing, Denmark.*

| | |
|---|---|
| Heimdal | 123 |

**Jensen, J. M.,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Freidig | 679 |
| Handy | 447 |
| Mizpa | 540 |
| Sunniva | 569 |

**Jensen, J. N.,**
*Sönderho, Fanö, Denmark.*

| | |
|---|---|
| Mary | 119 |

**Jensen, J. O.,**
*Thurö, pr Svendborg, Denmark.*

| | |
|---|---|
| Dagmar | 177 |

**Jensen, L.,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Saron | 354 |

**Jensen, N.,**
*Schierve, Notterö, Norway.*

| | |
|---|---|
| Ludvig | 107 |

**Jensen's, N. Enke,**
*Svendborg, Denmark.*

| | |
|---|---|
| Alfrede | 168 |
| Anna Kirstine | 120 |

**Jensen, P. E.,**
*Æröskjöbing, Denmark.*

| | |
|---|---|
| Andreas | 125 |
| Cecilie | 127 |

**Jensen, Thomas,**
*Krok, pr. Svelvig, Norway.*

| | |
|---|---|
| Sylvanus | 176 |

**Jensen-Gaarden, J. C.,**
*Aalborg, Denmark.*

| | |
|---|---|
| Marthea Berg | 305 |

**Jensen Thrane, J. N.,**
*Arendal, Norway.*

| | |
|---|---|
| Jernæs | 289 |

**Jepsen, M. S.,**
*Nordby, Fanö, Denmark.*

| | |
|---|---|
| Sörine | 381 |

**Jepsen, P. F.,**
*Copenhagen, Denmark.*

| | |
|---|---|
| St. Clemens | 176 |

**Jeremiassens, Joh., Enke,**
*Porsgrund, Norway.*

| | Net Tons |
|---|---|
| Barden | 382 |
| Defensor | 870 |
| Dione | 764 |
| Frank | 332 |
| Solveig | 574 |

**Jern, G.,**
*Westervik, Sweden.*

| | |
|---|---|
| s. Gamleby | 185 |

**Jern, S. G.,**
*Westervik, Sweden.*

| | |
|---|---|
| Indien | 592 |

**Jeroianni, Mina.,**
*Santorin, Greece.*

| | |
|---|---|
| Jeroianni | 273 |

**Jerojanni, G.,**
*Syra, Greece.*

| | |
|---|---|
| Sofia | 353 |

**Jerojannis, E.,**
*Syra, Greece.*

| | |
|---|---|
| Pelagia | 248 |

**Jerome, J.,**
*66, Broad Street, New York, U.S.*

| | |
|---|---|
| s. Progreso | 127 |

**Jeroyanni, N.,**
*Zante, Greece.*

| | |
|---|---|
| Irene | 350 |

**Jervelund & Clephan,**
*Zetland Road, Middlesbrough.*

| | |
|---|---|
| s. Bertha | 401 |
| s. Corisande | 768 |
| s. Risca | 424 |

**Jespersen, P.,**
*Stavanger, Norway.*

| | |
|---|---|
| Rogaland | 142 |

**Jessen, C. O.,**
*Kakskov, Denmark.*

| | |
|---|---|
| George | 271 |

**Jessen, J. N.,**
*Nordby, Fanö, Denmark.*

| | |
|---|---|
| Esperance | 615 |

**Jeune, Thomas,**
*New Street, St. Helier's, Jersey.*

| | |
|---|---|
| New Leader | 58 |

**Jewell, Henry,**
*Quebec, Canada.*

| | |
|---|---|
| s. Florence | 30 |

**Jewett, H. W.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Marion Draper | 174 |

**Jimbei, Sato,**
*Tokio, Japan.*

| | |
|---|---|
| Kotonowo Maru | 776 |

**Jimenez, D., y Sanchez,**
*Oran, Algeria.*

| | Net Tons |
|---|---|
| Joven Pura | 131 |
| Los Emilios | 135 |

**Jintaro, Kadoya,**
*Osaka, Japan.*

| | |
|---|---|
| Meikaku Maru No. 2 | 202 |
| Toyei Maru | 217 |

**Jirohei, Higuchi,**
*Niigata, Japan.*

| | |
|---|---|
| s. Miyoshi Maru No. 4 | 85 |

**Joachim, Pappa Strati Aktarpololee,**
*Aktarpolee, Turkey.*

| | |
|---|---|
| Ayah Strati | 212 |

**Joachim Sari Aleko, Murefftamlee, & Co.,**
*Mureftah, Turkey.*

| | |
|---|---|
| Dimitrios | 170 |

**Job Bros.,**
*Mersey Chambers, Water Street, Liverpool.*

| | |
|---|---|
| Blanche | 183 |
| Dora | 199 |
| Fanny | 187 |
| Lilian | 146 |
| s. Nimrod | 227 |
| s. Walrus | 276 |
| (Avalon Steamship Co., Ld., St. John's, N.F.L.). | |
| s. Diana | 275 |
| s. Neptune | 465 |
| (Newfoundland Guano Co., Ld., St. John's, N.F.L.). | |
| s. Alert | 63 |

**Jobsen, Chr.,**
*Mardö, pr. Arendal, Norway.*

| | |
|---|---|
| Leon | 275 |

**Jobson, Edward,**
*Cail's Buildings, Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. County of Durham | 481 |

**Jobson, R., & Co.,**
*Middleton, West Hartlepool.*

| | |
|---|---|
| s. Munroe | 360 |
| s. Norway | 536 |
| s. William Cory | 1156 |
| s. Winston | 743 |

**Jochs, E.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Congo | 299 |

**Johannesen, H.,**
*Christiania, Norway.*

| | |
|---|---|
| Edvina | 116 |

**Johannesen, H. B.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Adelgunde | 834 |
| Christel | 648 |

**Johannesen, I. M., & Co.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Hilda | 361 |

**Johannesen, J. C. A.,**
*Bygdö, Christiania, Norway.*

| | Net Tons |
|---|---|
| Elisabeth | 1212 |
| Garibaldi | 533 |
| Inverdruie | 567 |

**Johannesen, J. M.,**
*Soon, Norway.*

| | |
|---|---|
| Theodor | 217 |

**Johannesen, K.,**
*Soon, Norway.*

| | |
|---|---|
| Anna | 207 |

**Johannesen, M.,**
*Fredriksvaern, Norway.*

| | |
|---|---|
| Zephyr | 148 |

**Johannesen, M.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Mærke To | 434 |

**Johannesen, Tho.,**
*Dröbak, Norway.*

| | |
|---|---|
| Gogla | 318 |

**Johannessen, J.,**
*Porsgrund, Norway.*

| | |
|---|---|
| Gloria | 242 |
| Zorida | 482 |

**Johannesviks Aktieb.,**
*Nacka, Sundsvall, Sweden.*
*See* O. SILLERSTRÖM.

**Johanning, Arnold W. H.,**
*Suffolk House, 5, Laurence Pountney Hill, Cannon Street, London.*

| | |
|---|---|
| Carbet Castle | 1531 |
| Spirit of the Morning | 599 |
| Weiwera | 786 |

**Johansen, A.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Josephine | |

**Johansen, A. M.,**
*Christiania, Norway.*

| | |
|---|---|
| Trio | 365 |

**Johansen, J. J.,**
*Marstal, Denmark.*

| | |
|---|---|
| Mette | 109 |

**Johansen, J. L.,**
*Bodö, Norway.*

| | |
|---|---|
| s. Norlænningen | 82 |

**Johansen, O. A.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Clodian | 466 |
| Coquimbo | 411 |
| Delta | 502 |
| Indiana | 501 |

**Johansen, O. C.,**
*Christiansand, Norway.*

| | |
|---|---|
| Lucy Reppen | 920 |

**JohansenHerstad,Marinius,**
*Nötterö, Tönsberg, Norway.*

| | |
|---|---|
| Ingeborg | 115 |

**Johanson, J. A.,**
*Öster Edsvik, Arholma, Sweden.*

| | Net Tons |
|---|---|
| Agda | 357 |
| Minnet | 238 |
| Niord | 206 |

**Johansson, A.,**
*Stenkyrka, Tjörn, Sweden.*

| | |
|---|---|
| Bore | 283 |

**Johansson, B.,**
*Hessleröd, Uddevalla, Sweden.*

| | |
|---|---|
| Hilda | 171 |

**Johansson, C. J.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Tuspan | 254 |

**Johansson, F.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Hedda | 88 |

**Johansson, F.,**
*Oscarshamn, Sweden.*

| | |
|---|---|
| Brage | 115 |
| Dockan | 197 |
| Karl | 128 |
| Margareta | 312 |
| Ostindia | 362 |
| Perlan | 100 |
| Telegrafen | 105 |

**Johansson, F. O.,**
*Kalmar, Sweden.*

| | |
|---|---|
| Frej | 38 0 |
| Gertrud | 133 |

**Johansson, F. V.,**
*Sannesby, Vesterlanda, Sweden.*

| | |
|---|---|
| Förtroendet | 102 |

**Johansson, J.,**
*Föglö, Finland.*

| | |
|---|---|
| Linda | 205 |

**Johansson, J. A.,**
*Bastholmen, Bokenäs, Fiskebäckskil, Sweden.*

| | |
|---|---|
| Emelie | 238 |

**Johansson, J. A.,**
*Vestervik, Sweden.*

| | |
|---|---|
| Selma | 101 |

**Johansson, J. E.,**
*Wårdö, Russia.*

| | |
|---|---|
| Elin | 121 |
| Emelia | 241 |

**Johansson, J. E.,**
*Stockholm, Sweden.*

| | |
|---|---|
| Aline | 254 |

**Johansson, J. E.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Lady | 214 |

**Johansson, J. G.,**
*Nyköping, Sweden.*

| | |
|---|---|
| s. Södermanland | 136 |

**Johansson, K. G.,**
*Åbo, Finland.*

| | |
|---|---|
| Avio | 322 |

**Johansson, L.,**
*Oroust, Sweden.*
Net Tons
Forskandet ..... 108

**Johansson, M. A.,**
*Åbo, Finland.*
Hoppet ..... 229

**Johansson, N. A.,**
*Appelbergsgatan 34, Stockholm, Sweden.*
Alert ..... 159

**Johansson, O. A.,**
*Lilla Edet, Sweden.*
s. Annette ..... 82

**Johansson, O. M.,**
*Grebbestad, Bohuslän, Sweden.*
Maria ..... 110

**Johansson, P. A.,**
*Florö, Fjellbacka, Sweden.*
Anna ..... 354

**Johansson, P. F.,**
*Oscarshamn, Sweden.*
Tirfing ..... 174

**Johansson, T.,**
*Röd, Vesterlanda, Sweden.*
Edvin ..... 152

**Johns, Alexander,**
*Anfield House, Southgate Street, Gloucester.*
Guide ..... 99

**Johns, Richard,**
*Mevagissey, Cornwall.*
Marshal Keith ..... 100

**Johnsen, A.,**
*Skien, Norway.*
s. Eidanger ..... 96
s. Vöringen ..... 96

**Johnsen, A.,**
*Skudesnæs, Norway.*
Hans Olsen ..... 178
Levant ..... 365
(Actieselskabet Skudesnæs.)
Allegro ..... 894

**Johnsen, Carl,**
*Askeröen, pr. Lyngör, Norway.*
St. Joseph ..... 370

**Johnsen, Christian,**
*Christiansund, Norway.*
Augusta ..... 198
s. Forsög ..... 154

**Johnsen, C. H.,**
*Arendal, Norway.*
Aukathor ..... 745
Herman Lehmkuhl ..... 1311
Sea Breeze ..... 668
Valkyrien ..... 575

**Johnsen, Hans,**
*Christiansand, Norway.*
Mida ..... 439

**Johnsen, J.,**
*Tonsberg, Norway.*
Net Tons
A. B. Bull ..... 299

**Johnsen, J. A. C.,**
*Christiansund, Norway.*
Marie ..... 441

**Johnsen, L.,**
*Drammen, Norway.*
Familien ..... 364
Mirjam ..... 522
Olaus ..... 466

**Johnsen, N. Thue,**
*Grimstad, Norway.*
Arab ..... 537
Carl Imenæs ..... 365
Chapman ..... 490
Freidig ..... 256
Fremgang ..... 416
Godthaab ..... 795
Jupiter ..... 313
Kronos ..... 335
Linnea ..... 585
Queen ..... 822
Speculation ..... 269

**Johnsen, O.,**
*Arendal, Norway.*
Fix ..... 287
Magneten ..... 249

**Johnsen, Ole,**
*Risör, Norway.*
Familiens Minde ..... 347
Vestfold ..... 498

**Johnson, A.,**
*Hull.*
Flower of the Valley ..... 85

**Johnson, A.,**
*Vasagatan 4, Stockholm, Sweden.*
(Rederi Aktiebolaget "Nordstjernan.")
s. Annie Therese ..... 812
s. Axel Johnson ..... 973

**Johnson, D. W.,**
323, *Arch Street, Philadelphia, U.S.*
Red Wing ..... 415

**Johnson, G.,**
*New York, U.S.*
s. South Carolina ..... 1413

**Johnson, Geo. W.,**
*Bath, Maine, U.S.*
R. D. Bibber ..... 728
St. Mark ..... 1892

**Johnson, H.,**
*New Haven, Conn., U.S.*
James M. Seaman ..... 616

**Johnson, Hans,**
*South Grafton, N.S.W.*
Examiner ..... 266

**Johnson, J.,**
*Newburn Park, N. Gipps Land, Victoria.*
Eclipse ..... 180

**Johnson, J. G.,**
412, *East Pratt Street, Baltimore, Md., U.S.*
City of Baltimore ..... 339

**Johnson, J. H.,**
*Cambridge, Maryland, U.S.*
Net Tons
Rover ..... 120

**Johnson, J. S.,**
*Nassau, N.P.*
Lady Shea ..... 151

**Johnson & Jensen,**
18, *Market Street, San Francisco, U.S.*
Seven Sisters ..... 123

**Johnson, Jacob,**
98, *Everett Street, East Boston, Mass., U.S.*
I. W. Hine ..... 126

**Johnson, John,**
*Granville, N.S.*
Fearless ..... 255

**Johnson, R.,**
*Hodbarrow Mining Company, Millom, Cumberland.*
Bessie Arnold ..... 104
Florence Petherick ..... 94
Maggie Barratt ..... 98
Nellie Bywater ..... 99
Nora Caine ..... 94

**Johnson, W.,**
*Sydney, N.S.W.*
Loch-Lee ..... 248

**Johnson, W. A.,**
*Newburyport, Mass., U.S.*
Benjamin F. Hunt, jun. ..... 1131
H. G. Johnson ..... (*Gross*) 1081
Obed Baxter ..... 877

**Johnson, W., & Co.,**
*Mynytho, Llanbedrog, Carnarvonshire.*
Charles James ..... 119

**Johnson, W. H. A.,**
75, *Tyne Street, North Shields.*
s. Dunstanborough ..... 607

**Johnson, William,**
*Sydney, N.S.W.*
Alexander Newton ..... 309

**Johnsson, J. P.,**
*Grebbestad, Bohuslän, Sweden.*
Diadem ..... 233
Neptunus ..... 247

**Johnsson, S. J.,**
*Oscarshamn, Sweden.*
Luther ..... 139

**Johnston, A. S., & Co.,**
*Sandakar, N. Borneo.*
s. Banca ..... 235

**Johnston, C. & L.,**
3, *Castle Street, Liverpool.*
Glenhuntly ..... 490

**Johnston, E.,**
*Santos, Brazil.*
Nanny ..... 423

**Johnston, George,**
*Port Pirie, S.A.*
Net Tons
s. Cadell ..... 74

**Johnston, H. S., & Co.**
(Pécheries de l'Océan),
*Arcachon, France.*
s. Cormoran ..... 40
s. Courlis ..... 65
s. Heron ..... 44
s. Petrel ..... 98
s. Pingouin ..... 60

**Johnston, John,**
*Inverness.*
Paragon ..... 96

**Johnston, Joseph, & Sons,**
3, *America Street, Montrose.*
s. Mare ..... 61
s. Rosa ..... 60
s. Southesk ..... 59

**Johnston, Sproule & Co.,**
26, *Oldhall Street, Liverpool.*
Annesley ..... 1591
Centaur ..... 1599
Glengaber ..... 658
Larnaca ..... 1435
Lynton ..... 2324

**Johnston, T., & D. Macleod,**
*Noumea, N.C.*
s. Kone ..... 83

**Johnston, W., & Co., Ld.,**
*Drury Buildings, 21, Water Street, Liverpool.*
s. Avonmore ..... 1626
s. Baltimore ..... 2459
s. Barnesmore ..... 981
s. Barrowmore ..... 2454
s. Craigmore ..... 1458
s. Culmore ..... 365
s. Dartmore ..... 1039
s. Edenmore ..... 1564
s. Frogmore ..... 1000
s. Glenmore ..... 1216
s. Heathmore ..... 1218
s. Incemore ..... 1118
s. Jessmore ..... 1573
s. Kilmore ..... 1420
s. Lochmore ..... 1603
s. Mentmore ..... 2231
s. Nessmore ..... 2216
s. Oranmore ..... 2215
s. Parkmore ..... 2136
s. Queensmore ..... 2488
s. Rossmore ..... 2867
s. Sedgemore ..... 2810
s. Templemore ..... 4103
(Belgian Maritime Co., Société Anonyme.)
s. Sagamore ..... 1379

**Johnston, William,**
*Newhaven.*
s. Choice ..... 69

**Johnstone & Sherrit,**
*Bee Hive Cottage, Nigg, co. Kincardine.*
s. Britannia ..... 31
s. Caledonia ..... 28
s. Sunbeam ..... 48
s. Sunray ..... 44
s. Sunrise ..... 43

**Joiner Bros.,**
18, *Lydenham Street, Whitstable, Kent.*
Henry ..... 173

**Joiner, Edward,**
*Whitstable, Kent.*
Mary A. McKay ..... 173

**Joiner, G. B.,**
*Castle Inn, Queenborough, Isle of Sheppey.*
Flirt ..... 187

**Jolivet, P.,**
*St. Malo, France.*
Net Tons
Marie Alfred ..... 30

**Jölle, O. A.,**
*Farsund, Norway.*
Gloster ..... 32

**Jolliffe, W. & T.,**
(Manager—J. Holme.)
22, *Tower Buildings, Water Street, Liverpool.*
s. Commodore ..... 1
s. Great Britain ..... 6
s. Great Emperor ..... 6
s. Great Western ..... 6
s. Iron Duke ..... 6
s. Jane Jolliffe ..... 1
s. Liverpool ..... 6
s. Royal Saxon ..... 6
s. Sarah Jolliffe ..... 7
s. Tiger ..... 8
s. William Jolliffe ..... 8

**Jolly, Thomas C.**
s. Stefano ..... 9

**Joly, A., & P. Jouette,**
*Fécamp, France.*
St. Pierre & St. Paul ..... 11

**Jonasen, J. M.,**
*Spydeberg, near Sarpsborg, Norway.*
Catharina ..... 1014
Næshem ..... 553

**Jonassen, J. C.,**
*Arendal, Norway.*
Fides ..... 290

**Jonasson, J.,**
*Klöfvedal, Östra Långekärr, Tjörn, Bohuslän, Sweden.*
Prins Karl ..... 262

**Jonasson, S.,**
*Råå, Malmöhuslän, Sweden.*
Lesseps ..... 274

**Jonasson, S. P.,**
*Helsingborg, Sweden.*
Aimo ..... 345

**Jondahl, E. H.,**
*Stavanger, Norway.*
Hans Thode ..... 259

**Jones, Alfred E.,**
*Halifax, N.S.*
Clifford ..... 126
Nora ..... 112

**Jones & Bicknell,**
*St. George, Maine, U.S.*
Eugene Borda ..... 197

**Jones, Brooks & Co.,**
*Newport, Mon.*
s. Llanthewy ..... 168

**Jones Bros. & Co.,**
*Mount Stuart Square, Cardiff; and Newport, Mon.*
s. Bryn Glas ..... 1304
s. Friary ..... 1500



s. désigne les Vapeurs.

**Jones, C. (Mrs.),**
*Garth Cottage, Portmadoc.*

| | Net Tons |
|---|---|
| C. E. Spooner | 162 |
| John Evans | 126 |
| Mary Claasen | 182 |

**Jones, Charles W.,**
*Elwy Street, Rhyl, Flintshire.*

| | |
|---|---|
| Glynwood | 314 |

**Jones, David,**
25, *High Street, Aberystwith.*

| | |
|---|---|
| Eastward | 67 |

**Jones, E. H.,**
*New London, Conn., U.S.*

| | |
|---|---|
| Robert C. McQuillen | 440 |

**Jones, Edward,**
*Aberystwith.*

| | |
|---|---|
| Volunteer | 65 |

**Jones, Edward R.,**
68, *South Castle Street, Liverpool.*

| | |
|---|---|
| s. Lady Alice Kenlis | 75 |

**Jones, Edward S.,**
13, *Irwell Chambers North, Union Street, Liverpool.*

| | |
|---|---|
| s. Palestine | 2128 |

**Jones, Ellen (Mrs.),**
*Penmount, Minffordd, Merioneth.*

| | |
|---|---|
| Wern | 162 |

**Jones, Evan,**
*Borth, Portmadoc.*

| | |
|---|---|
| Gowerian | 110 |

**Jones, Evan, & Co.,**
*Pembroke Buildings, The Docks, Cardiff.*

| | |
|---|---|
| s. South Cambria | 1268 |
| s. South Wales | 867 |

**Jones, Evan, & Co.,**
*Portmadoc.*

| | |
|---|---|
| Hannah & Jane | 81 |

**Jones, F. V. L.,**
83, *South Street, New York.*

| | |
|---|---|
| B. I. Hazard | 373 |
| Percy & Lilly | 479 |

**Jones, Francis,**
*Milford Haven.*

| | |
|---|---|
| Queen of the West | 103 |

**Jones, G. W.,**
11, *South Gay Street, Baltimore, Md., U.S.*

| | |
|---|---|
| A. Denike | 406 |
| The Josephine | 608 |

**Jones, Griffith, & Co.,**
*Pleasant View, Conway, Carnarvon.*

| | |
|---|---|
| Conovium | 66 |

**Jones, H.,**
15, *Fenwick Street, Liverpool.*

| | |
|---|---|
| s. Lady Louisa | 73 |

**Jones, Hugh,**
*Millom, Cumberland.*

| | Net Tons |
|---|---|
| Maggie Brocklebank | 93 |

**Jones, Hugh, & Co.,**
*Madoc Street, Portmadoc, Carnarvon.*

| | |
|---|---|
| Venedocian | 161 |

**Jones, Humphrey,**
*Portmadoc, Carnarvon.*

| | |
|---|---|
| David Sinclair | 106 |

**Jones, J. (Mrs.),**
*Garth, Portmadoc.*

| | |
|---|---|
| Volunteer | 94 |

**Jones, J.,**

| | |
|---|---|
| s. Fortuna | 206 |

**Jones, J. V. L.,**
*Georgetown, S.C., U.S.*

| | |
|---|---|
| Linah C. Kaminski | 421 |

**Jones, James,**
*Brooklands, Swansea.*

| | |
|---|---|
| s. Alexandra | 99 |

**Jones, John,**
*Vaynol House, Port Dinorwic, Carnarvon.*

| | |
|---|---|
| Bessie Rowe | 93 |

**Jones, John,**
44, *Madoc Street, Portmadoc.*

| | |
|---|---|
| Netherton | 188 |

**Jones, John,**
6, *Ivy Terrace, Borth, near Portmadoc.*

| | |
|---|---|
| Aeron Lass | 80 |

**Jones, John,**
*Ffynonwen, Sarnan, Llandyssil.*

| | |
|---|---|
| Leander | 72 |

**Jones, John, & Co.,**
*Bryn Golen, Llanengan, Carnarvonshire.*

| | |
|---|---|
| Mary Annie | 130 |

**Jones, John, & Co.,**
23, *Carisbrooke Road, Walton, Liverpool.*

| | |
|---|---|
| Mary Emily | 180 |

**Jones, John, & Co.,**
*Cefncoed, Chwilog, Carnarvonshire.*

| | |
|---|---|
| Janet | 108 |

**Jones, Juan E.,**
*Valparaiso, Chili.*

| | |
|---|---|
| Reina del Pacifico | 450 |

**Jones, Mary (Mrs.),**
*Aberystwith.*

| | |
|---|---|
| Maid of Meirion | 60 |

**Jones, Morgan, & Co.,**
94, *High Street, Portmadoc.*

| | |
|---|---|
| Ebenezer | 86 |
| Emilie Dingle | 246 |
| John Roberts | 197 |
| Sultana Reina | 98 |

**Jones, Morris, & Co.,**
25, *Lombard Street, Portmadoc.*

| | Net Tons |
|---|---|
| Ellen Greaves | 247 |

**Jones, O. T.,**
*Beaumaris.*
(Anglesey Shipping Co.)

| | |
|---|---|
| s. Harrier | 95 |
| Mary B. Mitchell | 195 |

**Jones, Owen,**
*Borth, Portmadoc.*

| | |
|---|---|
| George Henry | 92 |

**Jones, R. & D.,**
28, *Brunswick Street, Liverpool.*

| | |
|---|---|
| s. Ant | 97 |
| s. Craignair | 59 |
| s. Nant Francon | 422 |
| s. Nant Gwynant | 1007 |
| Snowdon | 1065 |

**Jones, Rees, & Co.,**
*Barmouth, Merionethshire.*

| | |
|---|---|
| William Keith | 77 |

**Jones Richard,**
*Can Cefn, Pwllheli.*

| | |
|---|---|
| Mary & Eleanor | 90 |

**Jones, Richard,**
*Ivor House, Connah's Quay, Flint.*

| | |
|---|---|
| Charles & Ellen | 138 |
| Pet | 98 |

**Jones, Richard W., & Co.,**
*Newport, Mon.*

| | |
|---|---|
| s. Alassio | 728 |
| s. Bergamo | 699 |
| s. Elorrio | |

**Jones, Robert,**
*Glanrhyd, Morfa-Nevin, co. Carnarvon.*

| | |
|---|---|
| Jane | 84 |

**Jones, Robert Christopher,**
*Ruatan, Honduras.*

| | |
|---|---|
| Jennie Wood | 107 |

**Jones, St. Clair,**
*Weymouth, N.S.*

| | |
|---|---|
| Banner | 132 |
| Herbert C. Hall | 622 |
| Josie | 140 |

**Jones, T.,**
*Falmouth.*

| | |
|---|---|
| Rosalie | 184 |

**Jones, T. C. & H. B.,**
11, *Rumford Place, Liverpool.*

| | |
|---|---|
| Riverside | 1590 |

**Jones, Thomas,**
27, *Mina Street, Llanelly.*

| | |
|---|---|
| Lythemore | 176 |

**Jones, Thomas,**
*Marine Street, Llanelly.*

| | |
|---|---|
| Silver Stream | 129 |

**Jones, Thomas,**
*Ysguborfawr, Llanengral, Anglesey.*

| | |
|---|---|
| Ellen Anne | 73 |

**Jones, Thomas,**
*Pwll Loch, Dulus Amlwch, Anglesey.*

| | Net Tons |
|---|---|
| Ruby | 81 |

**Jones, W. D.,**
2, *Glanmor Crescent, Uplands, Swansea.*

| | |
|---|---|
| Abercarne | 686 |

**Jones, W. H., & C. T.,**
26, *Mount Stuart Square, Cardiff.*

| | |
|---|---|
| s. Charles T. Jones | 1562 |
| s. Cymmrodorion | 1108 |
| s. Kate B. Jones | 1285 |
| s. Margaret Jones | 1842 |

**Jones, William Beynon,**
46, *Wind Street, Swansea.*

| | |
|---|---|
| Emily Waters | 446 |
| Falstaff | 1419 |
| Illimani | 590 |
| Kildonan | 650 |
| Llewellyn | 498 |
| Reigate | 1035 |
| Vale of Doon | 669 |

**Jones, William, E.,**
*Glan Menai, Port Dinorwic, near Bangor.*

| | |
|---|---|
| Moel Eilian | 1081 |
| Moel Tryvan | 1639 |

(Gwynedd Shipping Co., Ld.)

| | |
|---|---|
| Moel-y-Don | 1080 |

**Jonesboro' Lumber Co.,**
*Rockland, Maine, U.S*

| | |
|---|---|
| Abbie S. Walker | 181 |
| George A. Laury | 103 |
| Mollie Rhodes | 226 |

**Jönköpings Förenade Ångfartygs Aktieb.,**
*Jönköping, Sweden.*
*See* C. F. FRIEDLÄNDER.

**Jönsson, A.,**
*Bräcke, Brunnby, Nyhamn, Sweden.*

| | |
|---|---|
| Mathilda | 140 |

**Jonsson, A. P.,**
*Ragnabo, Söderåkra, Bergqvara, Sweden.*

| | |
|---|---|
| Caroline | 122 |

**Jönsson, H. P.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Solide | 206 |

**Jönsson, H. P.,**
*Högänäs, Sweden.*

| | |
|---|---|
| Hebe | 187 |

**Jönsson, J.,**
*Arildsläge, Brunnby, Sweden.*

| | |
|---|---|
| Tilly | 140 |

**Jönsson, J.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Fredensborg | 322 |

**Jonsson, J. E.,**
*Kråkmarö, Gryt, Sweden.*

| | |
|---|---|
| Tomma | 100 |

**Jönsson, J. G.,**
*Ekenäs, Värnanäs, Sweden.*

| | Net Tons |
|---|---|
| Augusta | 119 |

**Jönsson, J. P.,**
*Landskrona, Sweden.*

| | |
|---|---|
| Beda | 541 |
| Friedrich Hartwig | 303 |
| Hanna | 355 |
| Rosland | 239 |
| Saint Christopher | 614 |
| Sofia | 243 |

**Jönsson, L.,**
*Brantevik, Cimbrishamn, Sweden.*

| | |
|---|---|
| Esmeralda | 218 |
| Hanna | 390 |
| Hermes | 475 |
| Paul Emil | 168 |

**Jönsson, Lars,**
*Kullenbergstorp, Höganäs, Sweden.*

| | |
|---|---|
| Adele | 664 |
| Georg Nicolaus | 347 |
| Levante | 200 |
| Salem | 269 |

**Jonsson, M.,**
*Gåsö, Sweden.*

| | |
|---|---|
| Bernhardina | 114 |

**Jönsson, M.,**
*Kivik, Cimbrishamn, Sweden.*

| | |
|---|---|
| Johanna | 164 |
| Solamith | 162 |

**Jönsson, O.**
*Hellevik, Mjellby, Sweden.*

| | |
|---|---|
| Heinrich Wohlers | 235 |

**Jönsson, O.,**
*Hörby, Sweden.*

| | |
|---|---|
| Ocean | 275 |

**Jönsson, Olof,**
*Östra Torp, Sweden.*

| | |
|---|---|
| Satisfaction | 185 |

**Jönsson, P.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Ida | 351 |

**Joonnekindt & Deck-Vanarien,**
*Dunkirk, France.*

| | |
|---|---|
| Belle Hélène | 117 |

**Joonnekindt, P. père.,**
*Dunkirk, France.*

| | |
|---|---|
| Alexandre | 207 |

**Joosub, Hajee Cassum,**
31, *Syed Abdool Rahim Street, Bombay.*

| | |
|---|---|
| s. Akbar | 1441 |
| Arrow | 130 |
| s. Jubeda | 1571 |
| s. Taif | 878 |
| s. Tanjore | 1403 |
| s. Tannadice | 1408 |

**Jopling, Edward,**
*Palmyra Villa Road, Obelisk Road, Woolston, Hampshire.*

| | |
|---|---|
| Juanita | 238 |

**Jordan, W. H.,**
*Gloucester, Mass., U.S.*

| | Net Tons |
|---|---|
| Grayling | 115 |
| Harvard | 107 |
| Hattie E. Worcester | 112 |
| Henry M. Stanley | 112 |
| Joseph Rowe | 127 |
| Nannie C. Bohlin | 124 |
| Oliver Wendell Holmes | 101 |

**Jordan, W. S., & Co.,**
106, *Commercial Street, Portland, Maine, U.S.*

| | |
|---|---|
| David Torrey | 158 |
| Ernestine | 400 |
| Ethel | 680 |
| Golden Sheaf | 431 |
| Grace Davis | 381 |
| H. H. Wright | 387 |
| Matthew Baird | 412 |

**Jordanide, P.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Sofia | 533 |

**Jordão, Dr. C. A. de M.,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Rio San Joao | 144 |

**Jörgensen, A.,**
*Horten, Norway.*

| | |
|---|---|
| Bastö | 791 |
| Captain Dan | 469 |
| Grete | 128 |

**Jörgensen, Andrea,**
*Svendborg, Denmark.*

| | |
|---|---|
| Agnes | 128 |
| Lars Jörgensen | 114 |

**Jörgensen, C. A.,**
*Filtvedt, Dröbak, Norway.*

| | |
|---|---|
| Fremad | 101 |
| John | 286 |
| Thor Wærner | 388 |

**Jörgensen, C. M. D.,**
*Hamburg, Germany.*

| | |
|---|---|
| Brilliant | 1166 |
| Cæsarea | 1249 |
| Diamant | 997 |
| Othmarschen | 1722 |

**Jörgensen, D. E.,**
*Arendal, Norway.*

| | |
|---|---|
| Noël | 489 |

**Jörgensen, E.,**
*Prinsegade, Marstal, Denmark.*

| | |
|---|---|
| Argo | 142 |
| Line | 135 |

**Jörgensen, Elias,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Lucy Frances | 221 |

**Jörgensen, F. H.,**
*Marstal, Denmark.*

| | |
|---|---|
| Hjalmar | 143 |

**Jörgensen, G. T.,**
*Christiansand, Norway.*

| | |
|---|---|
| Einar | 156 |
| Hercules | 457 |
| Kjelland | 301 |
| Nanna | 150 |
| Ragna | 696 |
| St. Olaf | 384 |

**Jörgensen, H. P.,**
*Marstal, Denmark.*

| | Net Tons |
|---|---|
| Cæsar | 112 |

**Jörgensen, J.,**
*Grimstad, Norway.*

| | |
|---|---|
| Boreas | 460 |
| Congo | 442 |
| Ester | 490 |
| Flid | 325 |
| Fraternitas | 427 |
| Gioja | 338 |
| India | 349 |
| Irene | 370 |
| La Plata | 528 |
| Lövspring | 489 |
| Medbör | 503 |
| Mentor | 524 |
| Trenmor | 355 |
| Trudvang | 363 |
| Zemach | 430 |

**Jörgensen, J.,**
*Hisken, Haugesund, Norway.*

| | |
|---|---|
| s. Bremnæs | 84 |

**Jörgensen, J.,**
*Risör, Norway.*

| | |
|---|---|
| Toxa | 172 |

**Jörgensen, J. M.,**
*Marstal, Denmark.*

| | |
|---|---|
| Karl | 116 |

**Jörgensen, Jens Ph.,**
*Thurö, Svendborg, Denmark.*

| | |
|---|---|
| Brödrene | 142 |
| Confidence | 141 |
| Elise | 137 |
| Fides | 203 |
| G. R. Berg | 149 |
| Garibaldi | 111 |
| Hansine | 160 |
| Jörgen Larsen | 155 |
| Kirstine | 129 |
| Lilly | 144 |
| Mine | 125 |

**Jörgensen & Jorkjend,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Argo | 600 |
| Glitner | 421 |
| Hövding | 452 |
| Sendemanden | 418 |
| Tordenskjold | 556 |

**Jörgensen, L. P.,**
*Svendborg, Denmark.*

| | |
|---|---|
| Rota | 115 |

**Jörgensen, O.,**
*Drammen, Norway.*

| | |
|---|---|
| Otto | 215 |
| Zenobia | 423 |

**Jörgensen, S.,**
*Arendal, Norway.*

| | |
|---|---|
| Leda | 516 |

**José, D. Noble,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Registro | 214 |

**José, E.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Soledad | 139 |

**Jose, John, & Co.,**
*Mellingey, near Falmouth.*

| | |
|---|---|
| Mary Jose | 625 |

**Josephsen, P.,**
*Arendal, Norway.*

| | Net Tons |
|---|---|
| Arendal | 464 |

**Josephsen, R.,**
*Farsund, Norway.*

| | |
|---|---|
| Marie Berner | 259 |

**Josephy, Rud.,**
*Ribnitz, Germany.*

| | |
|---|---|
| Angostura | 417 |
| Annie Berner | 398 |
| Georg Suppicich | 443 |
| Johanne | 1121 |
| Rudolph Josephy | 477 |
| Weser | 705 |

**Jost, H. M.,**
*Guysborough, N.S.*

| | |
|---|---|
| Mystery | 190 |

**Jost, J.,**
*Schiffsbrucke 5, Flensburg, Germany.*

| | |
|---|---|
| s. Fiducia | 404 |
| s. Hans Jost | 694 |
| s. Peritia | 405 |
| Schiffswerft | 867 |

**Jötun, Actieselskabet,**
*Christiania, Norway.*
*See* WINGE & Co.

**Joubert, H.,**
*Hennebont, France.*

| | |
|---|---|
| Emilianne | 122 |
| Philosophe | 188 |
| V. A. | 192 |

**Jouve, A., & Co.,**
*Noumea, New Caledonia.*

| | |
|---|---|
| s. Fiado | 640 |

**Jover y Costa, J.,**
*Barcelona, Spain.*

| | |
|---|---|
| s. Miguel Jover | 2289 |

**Jover y Serra, Hijo de J.,**
*Barcelona, Spain.*

| | |
|---|---|
| s. J. Jover Serra | 2130 |

**Joyau, H.,**
*Rue Duguesclin 3, Nantes, France.*

| | |
|---|---|
| Runnymede | 700 |

**Joyce, John,**
2B, *Tower Chambers, Old Church Yard, Liverpool.*

| | |
|---|---|
| Alice A. Leigh | 2929 |
| Galgate | 2227 |
| Irby | 1480 |
| Lydgate | 2350 |
| Manchester | 2851 |

**Joyce, Simon,**
*D'Escousse, Richmond co., C.B.*

| | |
|---|---|
| North America | 175 |

**Juell, J. F.,**
*Risör, Norway.*

| | |
|---|---|
| A. W. Singleton | 546 |
| Alpha | 240 |
| Carmel | 430 |
| Celer | 599 |
| Nora | 783 |
| Nordenskjöld | 724 |
| Plimsoll | 190 |
| Producent | 325 |
| Reidulf | 249 |
| Ruth | 197 |

**Jugault,**
*St. Malo, France.*

| | Net Tons |
|---|---|
| Hippolyte Marie | 128 |

**Juhl, H. L.,**
*Stralsund, Germany.*

| | |
|---|---|
| Bernhardine | 123 |

**Jullian, C.,**
*Oran, Algeria.*

| | |
|---|---|
| s. Oranais | 706 |

**Juilian Hermanos,**
*Monte Video, Uruguay.*

| | |
|---|---|
| s. Colon | 162 |

**Juliá, Lorenzo,**
*Barcelona, Spain.*

| | |
|---|---|
| Ataulfo | 258 |

**Jump, Robert,**
*New Orleans, U.S.*

| | |
|---|---|
| Eugenie Smith | 101 |

**Junior, F. D. S.,**
*Desterro, Brazil.*

| | |
|---|---|
| Neptuno | 193 |

**Junnila, K.,**
*Luvia, Finland.*

| | |
|---|---|
| Aina | 239 |

**Junnola, A.,**
*Säkkjärvi, Finland.*

| | |
|---|---|
| Maria Katarina | 101 |

**Jurgenberg, D.,**
*Luhschen, Russia.*

| | |
|---|---|
| Booly | 198 |

**Just, William, & Co.,**
17, *Water Street, Liverpool.*

| | |
|---|---|
| Bankhall | 1270 |
| Bankville | 963 |
| Deva | 761 |

(Bank Shipping Co., Ld.)

| | |
|---|---|
| Bankburn | 1352 |
| Bankholme | 1157 |
| Banklands | 1197 |
| Oaklands | 955 |

**Justnæs, G.,**
*Frydenlund, Christiansand, Norway.*

| | |
|---|---|
| Eglantine | 496 |
| Sainte Albertine | 284 |

**Juswich & Co.,**
*Sandthosquai 211, Hamburg, Germany.*

| | |
|---|---|
| s. Dr. Ehrenbaum | 87 |

**Jydsk-Engelske Dampskibsselskabet,**
(Manager—E. Bergmann),
*Aarhus, Denmark.*

| | |
|---|---|
| s. Hengest | 415 |
| s. Horsa | 367 |
| s. Octa | 216 |
| s. Orrik | 249 |

# K

**Kaad, Chr.,**
*Levuka, Fiji Islands.*

| | Net Tons |
|---|---|
| Rotuma | 210 |

**Kaarbö, R.,**
*Harstad, Norway.*

| | |
|---|---|
| s. Eidsfjord | 62 |
| s. Haalogaland | 134 |
| s. Heimdal | 60 |
| s. Viking | 62 |

**Kääriä, S.,**
*Wiborg, Finland.*

| | |
|---|---|
| Avu | 110 |

**Kaartinen, M.,**
*Wiborg, Finland.*

| | |
|---|---|
| Ilmatar | 101 |

**Kaas, L.,**
*Höje Böge, Svendborg, Denmark.*

| | |
|---|---|
| Ellen Kirstine | 180 |

**Kaas, N. W.,**
*Höje Böge, Svendborg, Denmark.*

| | |
|---|---|
| Christine | 177 |
| Elise Bay | 107 |
| Erik | 196 |
| Frederikke | 134 |
| Grethe | 130 |
| J. M. Nielsen | 132 |
| Thurö | 110 |

**Kadri Captan,**
*Constantinople, Turkey.*

| | |
|---|---|
| Huda-Verdi | 279 |

**Kadri Captan, Rizehlee,**
*Rizeh, Turkey.*

| | |
|---|---|
| Ayah Sophia | 181 |

**Kadri Yazadji, Serafeini Zadeh & Co.,**
*Gerazeh, Turkey.*

| | |
|---|---|
| Gerazeh | 100 |

**Kadridonati Captan, Vassilicoslee,**
*Vassilico, Turkey.*

| | |
|---|---|
| Vassilicos | 297 |

**Kahrs, L. D. & C.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Aurora | 874 |

**Kairi, J.,**
*Nystad, Finland.*

| | |
|---|---|
| Pyhämaatar | 310 |



s. désigne les Vapeurs.

**Kaiserliche Lootsen Commando,**
*Wilhelmshaven, Germany.*

| | Net Tons |
|---|---|
| s. Mellum | 186 |

**Kaiserliche Nord-Ostsee Kanal Kommission,**
*Kiel, Germany.*

| | |
|---|---|
| s. Dresden | |
| s. Stuttgart | |

**Kakaruka, P.,**
*On Board.*

| | |
|---|---|
| Mirtidiotissa | 479 |

**Kakarukas, Z.,**
*Syra, Greece.*

| | |
|---|---|
| Sofia Principessa | 364 |

**Kalamidis, S.,**
*Syra, Greece.*

| | |
|---|---|
| Mizela K. | 294 |

**Kalff, H.,**
*9, Bootsmannsgasse, Danzig, Germany.*

| | |
|---|---|
| Oberon | 263 |

**Kali Anam Maatschappy,**
*Batavia, Java.*

| | |
|---|---|
| Lucy | 380 |

**Kallesen, N. H.,**
*Nordby, Fanö, Denmark.*

| | |
|---|---|
| Cito | 290 |
| Rosa | 300 |

**Kallevig, Hans,**
*Arendal, Norway.*

| | |
|---|---|
| Saga | 665 |

**Kallimassia, N.,**
*Syra, Greece.*

| | |
|---|---|
| Pipis Kallimassia | 576 |

**Kallin, J. F.,**
*Tösse, Eifsborgslän, Sweden.*

| | |
|---|---|
| s. Frithiof | 89 |
| s. Hilding | 110 |
| s. Ingeborg | 112 |
| s. Kung Ring | 109 |

**"Kalmarsund," Ångb. Bol.,**
*Calmar, Sweden.*
*See* J. JEANSSON.

**Kalnbehrsin, T. A.,**
*Pernigal, Lemsal, Russia.*

| | |
|---|---|
| Theodor | 207 |

**Kalnbehrsing, M.,**
*Ladenhof, Lemsal, Livland, Russia.*

| | |
|---|---|
| Oscar | 229 |

**Kalning, Gustav,**
*Orrenhof, Pernau, Russia.*

| | |
|---|---|
| Bertha Alwina | 270 |
| Georg Gustav | 270 |

**Kalning, J.,**
*Karel Oesel, Russia.*

| | |
|---|---|
| Julia Alida | 260 |

**Kalogiannis, E.,**
*Zante, Greece.*

| | Net Tons |
|---|---|
| Evangelistria | 149 |

**Kalzo, Ilia,**
*Laurim, Greece.*

| | |
|---|---|
| Macedonia | 431 |

**Kameshiro, Watanabe,**
*Hakodate, Japan.*

| | |
|---|---|
| Inaho Maru | 414 |

**Kampen, S. C.,**
*Leer, Germany.*

| | |
|---|---|
| Anna Dorothea | 103 |

**Kämpf, C.,**
*Geestemünde, Germany.*

| | |
|---|---|
| s. Delphin | 55 |
| s. Toni | 54 |

**Kanata, G.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Nicolaos | 137 |

**Kanda Manzo,**
*Wakayama, Japan.*

| | |
|---|---|
| s. Kisei Maru No. 2 | 83 |

**Kanda Seiyemon,**
*Kushimoto, Japan.*

| | |
|---|---|
| s. Kumano Maru | 65 |

**Kane, John W.,**
48, *South Street, New York, U.S.*

| | |
|---|---|
| Monrovia | 443 |

**Kanesuke, Hachiba,**
*Hiogo, Japan.*

| | |
|---|---|
| s. Tamon Maru | 434 |

**Kankichi, Fujita,**
*Niigata, Japan.*

| | |
|---|---|
| s. Hokuyetsu Maru | 95 |

**Kano Kisen Kaisha,**
*Kanaishi, Japan.*

| | |
|---|---|
| s. Aomori Maru | 125 |
| s. Kano Maru No. 2 | 78 |

**Kanyosha,**
*Fukuda, Totomi, Japan.*

| | |
|---|---|
| s. Onoura Maru | 136 |

**Kapkal, Jacke & Behrsing,**
*Wandsen, Talsen, Kurland, Russia.*

| | |
|---|---|
| Johanna | 150 |

**Kapkaln & Resewsky,**
*Roja Talsen, Kurland, Russia.*

| | |
|---|---|
| Anna Maria | 124 |

**Kappen, B. H.,**
*Hoogezand, Holland.*

| | |
|---|---|
| Broedertrouw | 183 |

**Karachi Port Trust,**
*Karachi.*

| | |
|---|---|
| s. Richmond Crawford | 29 |

**Karalambo, Kyussakechis oglou, & Bros.,**
*Kerrasunde, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Ayos Barbios | 225 |

**Karanfil, Anastas,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayah Nicola | 163 |

**Karas Brothers,**
*Santorin, Greece.*

| | |
|---|---|
| Kimisis | 244 |

**Karas, D. & A.,**
*Syra, Greece.*

| | |
|---|---|
| Panagia Meg Korion | 278 |

**Karavias, G. H.,**
*Ithaca, Greece.*

| | |
|---|---|
| Dimitrios | 148 |

**Karboe, R.,**
*Skjelskör, Denmark.*
(Dampskibsselskabet for Skjelskör og Omegn.)

| | |
|---|---|
| s. Omösund | 200 |

**Kardavella, R. & E.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Rodo | 368 |

**Karidonati, A.,**
*Vassilikos, Greece.*

| | |
|---|---|
| Elisabeth | 289 |

**Karipis, E.,**
*Castellrizzo, Asiatic Turkey.*

| | |
|---|---|
| Omonia | 141 |

**Karlsson, G.,**
*Westanfjerd, Finland.*

| | |
|---|---|
| Alma | 219 |

**Karlsson, J. V.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Elis | 336 |

**Karlsson, K.,**
*Lemland, Finland.*

| | |
|---|---|
| Lea | 264 |

**Karlsson, O.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Anna | 115 |

**Karlsson, P. A.,**
*Finström, Finland.*

| | |
|---|---|
| Garland | 725 |

**Karluk Packing Co.**
(M. Heilbroner),
310, *Sansome Street, San Francisco, U.S.*

| | |
|---|---|
| s. Bertha | 450 |
| Electra | 940 |

**Karokali Yorghi, Simirelee,**
*Simire, Turkey.*

| | |
|---|---|
| Ayah Nicola | 280 |

**Karpitsis, A.,**
*Syra, Greece.*

| | |
|---|---|
| Kate | 247 |

**Karran, George C.,**
*Seamount, Castletown, Isle of Man.*

| | Net Tons |
|---|---|
| Lady Elizabeth | 1155 |

**Karran, J.,**
*Seamount, Castletown, Isle of Man.*

| | |
|---|---|
| Manx King | 1702 |

**Kasawara Rikusaburo,**
*Osaka, Japan.*

| | |
|---|---|
| s. Heian Maru | 299 |

**Kashiwadani Chinshichi,**
*Osaka, Japan.*

| | |
|---|---|
| s. Choan Maru | 91 |

**Kaspersen, O. Chr.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Hilda | 219 |

**Kassebohm, C.,**
21*a*, *Schifferstrasse, Bremerhaven, Germany.*

| | |
|---|---|
| Baltimore | 1081 |

**Kasuni,**
*Kasparivik, Russia.*

| | |
|---|---|
| Alexander | 105 |
| Julius | 103 |

**Katikas, S.,**
*Zante, Greece.*

| | |
|---|---|
| Elias | 290 |

**Katsoulis Bros.,**
*Zante, Greece.*

| | |
|---|---|
| Echmalotos | 255 |

**Katsoulis, N.,**
*Zante, Greece.*

| | |
|---|---|
| Leonidas | 296 |

**Kauri Timber Co., Ld.,**
*Melbourne, Victoria.*

| | |
|---|---|
| Aratapu | 122 |
| Killarney | 401 |
| Vision | 159 |

**Kavana Moma,**
*Colombo, Ceylon.*

| | |
|---|---|
| Meera M. Samadany | 112 |

**Kavli, O.,**
*Tromsö, Norway.*

| | |
|---|---|
| Thorfinn | 104 |

**Kawage Taubasa**
*Osaka, Japan.*

| | |
|---|---|
| s. Hishin Maru | 66 |

**Kazulli, E.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Jassimula | 307 |

**Kearon, Edward,**
*Ferry Bank, Arklow, co. Wicklow.*

| | |
|---|---|
| George & Susan | 83 |
| Industry | 189 |
| John Morrison | 172 |
| Sovereign | 330 |

**Kearon, Edward, jun.,**
*Ferry Bank, Arklow, co. Wicklow.*

| | Net Tons |
|---|---|
| General Lee | 141 |
| Portinscale | 447 |

**Kearon, George,**
*Arklow, co. Wicklow.*

| | |
|---|---|
| Germania | 114 |

**Kearon, John,**
14, *Vavasour Square, Dublin.*

| | |
|---|---|
| Jewel | 150 |

**Kearon, John,**
*Ferry Bank, Arklow, co. Wicklow.*

| | |
|---|---|
| Edward | 131 |

**Kearon, Joseph,**
*Arklow, co. Wicklow.*

| | |
|---|---|
| Lapwing | 95 |

**Kearon, Richard,**
*King's Hill, Arklow, co. Wicklow.*

| | |
|---|---|
| Belle Star | 281 |
| Elma | 119 |
| Elter Water | 90 |
| G. L. Waters | 144 |
| Jane Williamson | 163 |
| Salus | 264 |
| Vindex | 172 |

**Keen, L. B.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Clara | 281 |
| Hannah MacLoon | 518 |

**Keene, C.,**
*Jonesport, Maine, U.S.*

| | |
|---|---|
| Carrie C. Ware | 176 |

**Keene, W. A.,**
*New York, U.S.*

| | |
|---|---|
| Maggie S. Hart | 645 |

**Kehoe, Patrick,**
2, *Arundel Square, Waterford.*

| | |
|---|---|
| William | 123 |

**Keith, John S.,**
*Windsor, N.S.*

| | |
|---|---|
| Ensenada | 999 |

**Kelley, D. D., & Son,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Messenger | 328 |

**Kelley, G. S.,**
*Millbridge, Maine, U.S.*

| | |
|---|---|
| Edith & May | 122 |

**Kelley, John R.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Charles Davenport | 1235 |
| Charles E. Moody | 1915 |
| Clara Goodwin | 902 |
| D. Howard Spear | 520 |
| Ella B. Kimball | 205 |
| James W. Elwell | 1133 |
| John R. Kelley | 2255 |
| Longfellow | 254 |
| Myra W. Spear | 148 |

**Kelley, Leander,**
*Dennis, Mass., U.S.*

| | |
|---|---|
| Kate Scranton | 118 |

**Kelley, N. B.,**
*Harwich Port, Mass., U.S.*

| | Net Tons |
|---|---|
| Albert T. Stearns | 483 |
| Benjamin B. Church | 458 |

**Kelley, William,**
*New Orleans, U.S.*

| | |
|---|---|
| Clara | 190 |

**Kellick, James,**
*King Street, Sydney, N.S.W.*

| | |
|---|---|
| Chieftain | 290 |

**Kellock, C. W., & Co.,**
*Walmer Buildings, Water Street, Liverpool.*

| | |
|---|---|
| Adderley | 1198 |
| Combermere | 1686 |
| Gateacre | 1355 |
| Lord Canning | 1465 |
| The Highfields | 2220 |

**Kellow, William V.,**
*Pentewan, Cornwall.*

| | |
|---|---|
| Helena Anna | 134 |
| Sterling | 135 |
| Volunteer | 126 |

**Kellow, John,**
*Pentewan, St. Austell, Cornwall.*

| | |
|---|---|
| Marian | 84 |

**Kelly, John,**
*Carillon, Quebec.*

| | |
|---|---|
| s. Manitoba | 198 |

**Kelly, John,**
*Coal Exchange, Belfast.*

| | |
|---|---|
| Agnes C. James | 189 |
| Gartsherrie | 257 |
| s. Susannah Kelly | 91 |

**Kelly, M. J.,**

| | |
|---|---|
| s. Huacho | 249 |

**Kelly, Patrick,**
*Quebec, Canada.*

| | |
|---|---|
| s. Admiral | 407 |

**Kelly, Rolland B.,**
*South Dennis, Mass., U.S.*

| | |
|---|---|
| M. E. Eldridge | 240 |

**Kelly, T. G.,**
*Sydney, N.S.W.*

| | |
|---|---|
| Escort | 130 |
| Hally Bayley | 113 |

**Kelly, W.,**
*Borrowdale House, Newton Stewart, co. Wigtown.*

| | |
|---|---|
| Langdale | 1889 |
| Wasdale | 1821 |

**Kelly, W. R.,**
*Whitehaven.*

| | |
|---|---|
| Alpha | 123 |
| Dryad | 188 |

**Kelmendos, Kerestehjee,**
*Haramson Skellessi, Turkey.*

| | |
|---|---|
| Issim Sis | 149 |

**Kelsall, J.**
(Managers—Kelsall & Co.),
*St. Andrew's Dock, Hull.*

| | Net Tons |
|---|---|
| s. Adriatic | 30 |
| s. Britannic | 31 |
| s. Germanic | 30 |
| s. Majestic | 56 |
| s. Parramatta | 30 |
| s. Remus | 113 |
| s. Teutonic | 56 |
| s. Valetta | 30 |

**Kelso, James,**
160, *Hope Street, Glasgow.*

| | |
|---|---|
| Isola | 653 |

**Kelvin Steam Ship Co., Ld.,**
47, *Oswald Street, Glasgow.*

| | |
|---|---|
| s. Kelvinside | 95 |

**Kelway, C. B.,**
10, *Lansdowne Road, Falmouth.*

| | |
|---|---|
| C. B. K. F. | 64 |
| Frances | 79 |
| Reaper | 110 |

**Kemner, L. D.,**
*Ystad, Malmöhus län, Sweden.*

| | |
|---|---|
| Gripen | 377 |

**Kemp, James,**
*Baltic Chambers, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Kingswell | 1514 |

**Kemp, Wm.,**
14, *Swan Field, Whitstable, Kent.*

| | |
|---|---|
| Northern Light | 172 |
| Stephen & Sarah | 178 |

**Kendrick, A.,**
10, *New Road, Brixham, Devon.*

| | |
|---|---|
| Fleetwing | 185 |

**Kennaugh, W. S., & Co.,**
*Queen's Dock, Whitehaven.*

| | |
|---|---|
| s. Aira Force | 95 |
| Eagle Crag | 1347 |
| s. Holme Force | 92 |
| s. Stanley Force | 136 |

**Kennebec Steamboat Co.,**
*Gardiner, Maine, U.S.*

| | |
|---|---|
| s. Kennebec | 1272 |
| s. Sagadadoc | 1267 |

**Kennedy, Charles,**
*Antigonish, N.S.*

| | |
|---|---|
| Trial | 183 |

**Kennedy, G. D.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Gurli | 717 |
| Heidi | 434 |
| Sigyn | 356 |
| Zalma | 335 |

**Kennedy, H., & Co.,**
*Waldoboro', Maine, U.S.*

| | |
|---|---|
| Ella M. Storer | 427 |

**Kennedy, Harold,**
*Quebec.*

| | |
|---|---|
| J. L. Pendergast | 558 |

**Kennedy, J.,**
*Tuckerton, New Jersey, U.S.*

| | Net Tons |
|---|---|
| Lillie Falkinburg | 206 |

**Kennedy, J. F.,**
5, *Post Street, San Francisco, U.S.*

| | |
|---|---|
| s. Scotia | 133 |

**Kennedy, James,**
*South Wharf, St. John, N.B.*

| | |
|---|---|
| Cambusdoon | 1132 |
| Carrick | 291 |
| Creedmoor | 1448 |
| Culdoon | 373 |

**Kennedy, McLean & Co.,**
3, *India Buildings, Water Street, Liverpool.*

| | |
|---|---|
| Queen of England | 2071 |
| Queen of Scots | 1374 |

**Kenneth, Wm., & Co.,**
18, *George Square, Glasgow.*

| | |
|---|---|
| Maraval | 1257 |

**Kenny, Mahon & Co.,**
161, *Gresham House, Bishopsgate Street, London, E.C.*

| | |
|---|---|
| Servia | 1309 |

**Kenny, Martin,**
*New Orleans, U.S.*

| | |
|---|---|
| Julia | 102 |

**Kent, Herbert H.,**
*Seething House, Great Tower Street, London, E.C.*

| | |
|---|---|
| s. Rainham | 42 |

**Kent, J. M., & Co.,**
*Deburg Street, Canton, Cardiff.*

| | |
|---|---|
| Fairwater | 60 |

**Kent, John,**
*Mevagissey, Cornwall.*

| | |
|---|---|
| Maren | 132 |

**Kentfield, E. E.,**
318, *Stewart Street, San Francisco, U.S.*

| | |
|---|---|
| C. D. Bryant | 888 |
| Discovery | 395 |
| Planter | 499 |

**Kenzel, W. H.,**
77, *South Street, New York, U.S.*

| | |
|---|---|
| Gracie D. Chambers | 379 |

**Keough, J. W.,**
*Perth Amboy, New Jersey, U.S.*

| | |
|---|---|
| Maggie M. Keough | 555 |

**Kerckhoff, Cuzner & Co.,**
*Los Angeles, California, U.S.*

| | |
|---|---|
| s. Pasadena | 236 |

**Kermorvant,**
264, *Rue Judaïque, Bordeaux, France.*

| | |
|---|---|
| Anne Marie | 223 |
| Lucien & Valentine | 239 |
| Penerf | 284 |
| Vénézolana | 251 |

**Kernick, F. W.,**
2, *East End Cottages, Newquay, Cornwall.*

| | |
|---|---|
| Janie | 97 |

**Kerr, John, & Co.,**
6, *Grey Place, Greenock.*

| | Net Tons |
|---|---|
| Bargany | 1232 |
| Carleton | 1299 |
| Cloncaird | 1300 |
| Cochin | 1200 |
| Orissa | 1199 |

**Kerr, John E.,**
*Montego Bay, Jamaica.*

| | |
|---|---|
| s. Dorian | 667 |
| s. Neptuno | 555 |

**Kerr, Newton, & Co.,**
97, *Buchanan Street, Glasgow.*

| | |
|---|---|
| Aberfoyle | 1597 |
| Kilbrannan | 1572 |
| Kilmallie | 1519 |
| Kilmory | 1569 |

**Kerrigan, J.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Mary | 179 |

**Kerros, E.,**
*Brest, France.*

| | |
|---|---|
| G. C. No. 12 | 147 |

**Kershaw, John W.,**
*Buarthe, Ruthin, Denbighshire.*

| | |
|---|---|
| Alert | 143 |

**Kerstegli, G.,**
*Orebich, Austria.*

| | |
|---|---|
| Baldo J. | 526 |

**Keswick, W.,**
3, *Lombard Street, London, E.C.*

| | |
|---|---|
| s. Ewo | 260 |

**Kettina, V.,**
*Callao, Peru.*

| | |
|---|---|
| Cecilia K. | 272 |

**Key, Charles,**
*Brooklyn, New York, U.S.*

| | |
|---|---|
| Frederick | 380 |

**Key, E.,**
*Brooklyn, New York, U.S.*

| | |
|---|---|
| Julia | 186 |

**Khaw Joo Ghee**
63, *Beach Street, Penang.*

| | |
|---|---|
| s. Cornelia | 194 |
| s. Sanitwongse | 72 |

**Khaw Lim Bee,**
*Trang, Malay Peninsular.*

| | |
|---|---|
| s. Setthi | 278 |

**Khedivial Steamship Administration,**
*Alexandria, Egypt.*

| | |
|---|---|
| s. Behera | 1080 |
| s. Charkieh | 1160 |
| s. Chibine | 678 |
| s. Dakahlieh | 1108 |
| s. Damanhour | 627 |
| s. El Kahira | 953 |
| s. Fayoum | 1070 |
| s. Hodeidah | 626 |
| s. Mahallah | 864 |
| s. Mansourah | 509 |
| s. Missir | 627 |
| s. Moukber | 288 |
| s. Neghileh | 630 |
| s. Prince Abbas | 953 |
| s. Rahmanieh | 1300 |
| s. Tewfik Rabbani | 953 |
| s. Yambo | 681 |
| s. Zagazig | 678 |

**Khoo Teong Poh,**
8, *Malacca Street, Singapore.*

| | Net Tons |
|---|---|
| s. Chow Phya | 370 |

**Khoo Toung,**
*Tavoy, British Burmah.*

| | |
|---|---|
| Kim Hock Hwat | 170 |

**Kiær, And. H., & Co.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Röskva | 134 |

**Kichiyemon, Matsushima,**
*Toba, Japan.*

| | |
|---|---|
| s. Kaiun Maru | 143 |

**Kidd, Alexander,**
*Sarnia, Ontario.*

| | |
|---|---|
| Bavaria | 361 |

**Kidder, G. W.,**
*Wilmington, N.C., U.S.A.*

| | |
|---|---|
| Roger Moore | 318 |

**Kido Ampei,**
*Namerigawa, Telchin, Japan.*

| | |
|---|---|
| Sankai Maru | 160 |

**Kieler Dampfer-Compagnie Aktien Gesellschaft,**
*Kiel, Germany.*
*See* H. DIEDRICHSEN.

**Kielland, J.,**
*Drontheim, Norway.*

| | |
|---|---|
| s. Gudrun | 137 |

**Kiema, A. A.,**
*Sordavala, Russia.*

| | |
|---|---|
| Feodor | 194 |

**Kienzle, J.,**
*Bridgeton, U.S.*

| | |
|---|---|
| L. Q. C. Wishart | 227 |

**Kierulf, F. A.,**
*Drammen, Norway.*

| | |
|---|---|
| Walter | 140 |

**Kikuchi Manzo,**
*Wakayam, Japan.*

| | |
|---|---|
| s. Kisei Maru | 85 |

**Kildahl, J.,**
*Risör, Norway.*

| | |
|---|---|
| Brödrene | 665 |
| Nymphe | 313 |
| Tetens | 483 |

**Kilimangra, M.,**
*Spezzia Island, Greece.*

| | |
|---|---|
| Concezione | 455 |

**Killam, Thomas,**
*Yarmouth, N.S.*

| | |
|---|---|
| Guiana | 1266 |

**Killam, Wentworth,**
*Yarmouth, N.S.*

| | |
|---|---|
| Annie A. Grady | 187 |



s. désigne les Vapeurs.

**Killick, W. G.,**
26, *Chapel Street, Liverpool.*

| | Net Tons |
|---|---|
| s. Balcarres Brook | 1306 |

**Killman, E. T.,**
*Höganäs, Sweden.*

| | |
|---|---|
| Bravo | 259 |
| Fenix | 231 |
| Mathilda | 390 |

**Kilner, George, & Co.,**
*Thornhill Lees, near Dewsbury.*

| | |
|---|---|
| Alice Kilner | 82 |
| Arthur | 92 |
| Batavia | 80 |
| Charlotte Kilner | 75 |
| George Kilner | 124 |
| Golden Wedding | 216 |
| Kinnaird | 130 |
| Sir Garnet | 88 |

**Kilthedge, E. H.,**
*San Francisco, U.S.*

| | |
|---|---|
| Lila & Mattie | 100 |

**Kimball, J. H.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| B. P. Cheney | 1259 |

**Kimball, J. S.,**
*San Francisco, U.S.*

| | |
|---|---|
| s. Albion | 165 |
| s. Daisy Kimball | 203 |

**Kimura Gensaku,**
*Osaka, Japan.*

| | |
|---|---|
| Kafuku Maru | 211 |

**Kinch, Ashley,**
25, *Ferrybank, Arklow, co. Wicklow.*

| | |
|---|---|
| David Rees | 198 |

**Kinch, John,**
*Meadow's Lane, Arklow, co. Wicklow.*

| | |
|---|---|
| Express | 96 |

**Kindler, Gustav,**
*Rostock, Germany.*

| | |
|---|---|
| Ernst | 659 |
| Krey-Woggersin | 376 |
| M. D. Rucker | 397 |
| Patria | 391 |
| Triton | 471 |

**King, Alexander,**
12, *Queen's Quay, Belfast.*

| | |
|---|---|
| Maggie Louisa | 123 |
| s. Monarch | 115 |
| Saint Joseph | 159 |

**King, C. J., & Sons,**
12, *Prince Street, Bristol.*

| | |
|---|---|
| s. Sea Prince | 13 |

**King, C. W.,**
*Calais, Maine, U.S.*

| | |
|---|---|
| Hattie E. King | 273 |

**King, D. W.,**
12, *Orwell Street, Grimsby.*

| | |
|---|---|
| Tartar | 80 |

**King, E. B.,**
*Greenport, New York, U.S.*

| | |
|---|---|
| Cox & Green | 562 |

**King George's Sound Coal Co.,**
*Albany, W.A.*

| | Net Tons |
|---|---|
| Priscilla | 766 |

**King, James,**
*Levis, Quebec.*

| | |
|---|---|
| New Dominion | 144 |

**King, John,**
*Howrah, Calcutta.*

| | |
|---|---|
| s. Mary Theresa | 90 |

**King, John C.,**
69, *Bath Street, Glasgow.*

| | |
|---|---|
| Cadzow Forest | 1068 |

**King, L.,**
*Ellsworth, Maine, U.S.*

| | |
|---|---|
| Lewis King | 142 |

**King Line, Ld.,**
12, *Renfield Street, Glasgow.*
*See* PHILLIPS & CO.

**King, R. R.,**
*Bridgewater Villa, Heaton Norris, Stockport.*

| | |
|---|---|
| s. Improvement | 97 |

**King, R. & W.,**
2, *Redcliffe Parade, Bristol.*

| | |
|---|---|
| Avonside | 254 |
| Bolivia | 378 |
| Burns | 385 |
| Elvira Camino | 294 |

**King, S. T.,**
*Thomaston, Maine, U.S.*

| | |
|---|---|
| Carrie Walker | 165 |

**King, William,**
58, *Southside Street, Plymouth.*

| | |
|---|---|
| s. Express | 45 |
| Rosebud | 148 |

**Kingman, Brown & Co.,**
*Montreal, Canada.*
(Black Diamond Steam Ship Co. of Montreal, Ld.)

| | |
|---|---|
| s. Coban | 689 |

(Dominion Coal Co., Ld.)

| | |
|---|---|
| Alice | 248 |
| s. Bonavista | 837 |
| s. Cacouna | 931 |
| s. Cape Breton | 1109 |
| s. Gulnare | 120 |
| Lizzie | 245 |
| s. Louisberg | 1182 |

**Kingsberry, James,**
270, *Shankhill Road, and Coal Exchange, 1, Queen's Quay, Belfast.*

| | |
|---|---|
| Charles A. Hoard | 157 |
| Dispatch | 166 |
| Warwick | 103 |

**Kingsin Linie,**
*See* DEUTSCHE DAMPFSCHIFF. RHEDEREI ZU HAMBURG.

**Kingston & Montreal Forwarding Co.,**
*Kingston, Ontario.*

| | |
|---|---|
| Bismarck | 302 |

**Kingston Steam Fishing Co., Ld.,**
*Hull.*

| | Net Tons |
|---|---|
| s. Diamond | 61 |
| s. Emerald | 57 |

**Kingston Steam Trawling Co., Ld.,**
*Hull.*

| | |
|---|---|
| s. Agate | 61 |
| s. Garnet | 57 |
| s. Jasper | 61 |
| s. Onyx | 63 |
| s. Opal | 62 |
| s. Pearl | 57 |
| s. Peridot | 84 |
| s. Ruby | 57 |
| s. Sapphire | 57 |
| s. Sardius | 85 |

**Kingsville & Pelee Navigation Co., Ld.,**
*Kingsville, Ontario.*

| | |
|---|---|
| s. Imperial | 143 |

**Kinley, James F.,**
*Lunenberg, N.S.*

| | |
|---|---|
| s. Annex, No. 2 | 169 |

**Kinloch, William,**
*Garmouth, Scotland.*

| | |
|---|---|
| Indian Chief | 306 |
| Leading Chief | 287 |
| Moray Chief | 314 |
| Ocean Chief | 364 |
| Wandering Chief | 418 |

**Kinnear & Co.,**
*Fish Quay, North Shields.*

| | |
|---|---|
| s. Atlantic | 12 |
| s. Emerald | 20 |

**Kinnear, A. E., & Co.,**
17, *Philpot Lane, London, E.C.*

| | |
|---|---|
| s. Algerine | 158 |

**Kinnear, William, & Co.,**
18, *Commercial Street, Dundee.*

| | |
|---|---|
| s. Bracken | 90 |
| s. Briar | 87 |
| s. Brook | 87 |

**Kinnes, Robert,**
*East Whale Lane, Dundee.*

| | |
|---|---|
| s. Active | 237 |
| s. Balaena | 248 |
| s. Diana | 212 |
| Polar Star | 216 |

**Kinnman, J. A.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Peter Dickson | 382 |

(Rederiaktieb. "Örnen").

| | |
|---|---|
| Condoren | 1160 |
| Gladan | 579 |

**Kinsey, William,**
*Singapore.*

| | |
|---|---|
| s. Gympie | 126 |
| s. Perse | 133 |

**Kinsman, Richmond W.,**
*Canning, Nova Scotia.*

| | |
|---|---|
| Bertha H. | 124 |

**Kioritsu Kisen Kabushiki Kaisha,**
*Atsuta, Japan.*

| | |
|---|---|
| s. Kioritsu Maru | 92 |
| s. Kioritsu Maru, No. 2 | 70 |
| s. Kjoritsu Maru, No. 3 | 94 |
| s. Kioritsu Maru, No. 5 | 87 |
| s. Kioritsu Maru, No. 6 | 67 |
| s. Masayoshi Maru | 214 |

**Kiosscoglu, A. E.,**
*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| Alessandro | 217 |

**Kioyeisha,**
*Osaka, Japan.*

| | |
|---|---|
| s. Kioyei Maru | 135 |

**Kirchstein, Gebruder,**
*Windau, Russia.*

| | |
|---|---|
| Morgenstern | 117 |

**Kircor, Billayzickji oglou,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Oonia | 112 |

**Kiriaco, Andon oglou Andon Hajee, & Co.,**
*Terebolie, Turkey.*

| | |
|---|---|
| Shahin-i-Derya | 100 |

**Kiriaco, Maiz-Adàhlee Marten oglou,**
*Maiz Ada, Turkey.*

| | |
|---|---|
| Costantia | 300 |

**Kiriacos, P.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Ambelos | 185 |

**Kiriako Captan, Myslee,**
*Mysia, Greece.*

| | |
|---|---|
| Evangelistria | 246 |

**Kiriazi Yanni,**
*Constantinople, Turkey.*

| | |
|---|---|
| Issim Sis | 137 |

**Kirizis, S. G.,**
*Poros, Greece.*

| | |
|---|---|
| Georgios | 283 |

**Kirk, Edward R.,**
*New York, U.S.*

| | |
|---|---|
| Albert Mason | 271 |
| Snow Flake | 158 |
| Yankee Doodle | 204 |

**Kirkaldy, W. H.,**
23, *Dock Street, Monkwearmouth.*

| | |
|---|---|
| s. Camilla | 595 |

**Kirkor, Kaiseriehlee Adran oglou, & Co.,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Oonia | 203 |

**Kirkpatrick, William T.,**
*Balmain, near Sydney, N.S.W.*

| | |
|---|---|
| Meg Merrilies | 143 |

**Kirschstein, J., M. Stein & G. Ritzke,**
*Wandsen, Russia.*

| | |
|---|---|
| Liggo | 257 |

**Kirstein, J.,**
*Roja, per Talsen, Kurland, Russia.*

| | |
|---|---|
| Emma | 285 |

**Kirstein, J., & J. Jaunsem,**
*Neubad, Russia.*

| | Net Tons |
|---|---|
| Maria | 108 |

**Kirstein, M.,**
*Riga, Russia.*

| | |
|---|---|
| Mercur | 194 |

**Kirsten, Adolf,**
*Dovenhof, Hamburg, Germany.*

| | |
|---|---|
| s. Capella | 556 |
| s. Elbe | 755 |
| s. Gemma | 590 |
| s. Hermia | 481 |
| s. Jessica | 368 |
| s. Nerissa | 666 |
| s. Olivia | 664 |
| s. Ophelia | 611 |
| s. Portia | 586 |
| s. Silvia | 676 |
| s. Vesta | 659 |
| s. Viola | 585 |
| s. Wega | 588 |

(Hamburg Pacific Dampfschiffs Linie).

| | |
|---|---|
| s. Adriana | 204 |
| s. Bianca | 1151 |
| s. Cordelia | 1174 |
| s. Delia | 2139 |
| s. Desdemona | 1778 |
| s. Diana | 1351 |
| s. Lavinia | 1154 |
| s. Miranda | 1584 |
| s. Modestia | 2130 |
| s. Titania | 1344 |
| s. Valeria | 1322 |
| s. Volumnia | 2169 |

**Kirtatos, N. A.,**
*Syra, Greece.*

| | |
|---|---|
| Ivis | 269 |

**Kish, J. & E.,**
*John Street, Sunderland.*

| | |
|---|---|
| s. Claudius | 1051 |
| s. Coquet | 1463 |

**Kish, William,**
*The Cloisters, Sunderland.*

| | |
|---|---|
| s. Melbourne | 2432 |
| s. Queensland | 2475 |

**Kishimoto Kuki,**
*Osaka, Japan.*

| | |
|---|---|
| Yeiraku Maru | 499 |

**Kita Thei,**
*Hiogo, Japan.*

| | |
|---|---|
| Matsuzaka Maru | 179 |

**Kiuya, Iwasaki,**
*Nagasaki, Japan.*

| | |
|---|---|
| s. Fuyo | 790 |

**Kizo, Nishizawa,**
*Yesashi, Japan.*

| | |
|---|---|
| Esashi Maru | 140 |

**Kjellberg, J. L.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Lizzie | 154 |

**Kjellesvig, P.,**
*Flekkefjord, Norway.*

| | |
|---|---|
| Elektra | 113 |

**"Kjöbenhavn" Dampskibsselskabet,**
*Amaliegade 33, Copenhagen, Denmark.*
*See* P. L. FISKER.

### Kjöbenhavn's Havn,
*Copenhagen, Denmark.*

| | Net Tons |
|---|---|
| s. Grane | 12 |

### Kjolner, F. C. & K.,
*Tönsberg, Norway.*

| | |
|---|---|
| Immanuel | 127 |

### Kjösterud, H., & Sönner,
*Drammen, Norway.*

| | |
|---|---|
| Arizona | 1302 |
| Önund | 298 |
| Premier | 1090 |
| Prince Charlie | 1386 |
| Prinds Leopold | 1296 |

### Kjösterud, S., & Co.,
*Drammen, Norway.*

| | |
|---|---|
| Ellida | 144 |

### Klasen, A. & H.,
*Halte, Papenburg, Germany.*

| | |
|---|---|
| Hermann | 170 |
| Johann | 136 |
| Neptun | 101 |

### Klasen, Herm. A.,
*Papenburg, Germany.*

| | |
|---|---|
| Adelheid | 167 |
| Horizont | 163 |

### Klaveness, Anton F.,
*Sandefjord, Norway.*

| | |
|---|---|
| Augusta | 827 |
| Birtha | 1373 |
| Brigida | 456 |
| Cyprian | 883 |
| Havfruen | 643 |
| Ludvig Holberg | 1022 |
| Magnat | 636 |
| Venus | 1095 |

### Klaveness, C.,
*Christiania, Norway.*

| | |
|---|---|
| s. Copsewood | 709 |
| Homewood | 1125 |
| s. Linwood | 1056 |
| Norwood | 1587 |
| s. Toftwood | 687 |
| s. Westwood | 1064 |
| (Actieselskabet "Redwood.") | |
| Demetra | 429 |
| Redwood | 217 |

### Kleiberg, T.,
*Stavanger, Norway.*

| | |
|---|---|
| Lovdahl | 321 |
| Sverdrup | 154 |
| Sylphide | 131 |

### Klein, A.,
*Haynasch, Lemsal, Russia.*

| | |
|---|---|
| August | 285 |
| Constantin | 369 |
| Ottomar | 325 |

### Klein, Michael,
*Haynasch, Orrenhof, Pernau, Russia.*

| | |
|---|---|
| Baltic | 472 |
| Lennok | 365 |
| Linda | 310 |

### Klein, Wilh.,
*Fredrikshald, Norway.*

| | |
|---|---|
| Haabet | 394 |
| Lärkan | 228 |

### Kleppe, Fr.,
*Stavanger, Norway.*

| | Net Tons |
|---|---|
| Fensale | 314 |
| Mathanja | 467 |

### Kleyenstüber, Robert, & Co.,
*Königsberg, Germany.*

| | |
|---|---|
| s. Margarete | 301 |
| s. Pionier | 303 |
| s. Sirius | 259 |

### Klingenberg, C. J., & Co.,
*Bremen, Germany.*

| | |
|---|---|
| Atlantic | 633 |

### Klingenberg, H. F.,
*Drontheim, Norway.*

| | |
|---|---|
| Zaritza | 167 |

### Klingspor, C.,
*Röbäck, Hellekis, Sweden.*

| | |
|---|---|
| s. Hellekis | 120 |
| s. Kinnekulle | 92 |
| s. Vikingen | 112 |

### Klitgaard, H.,
*Copenhagen, Denmark.*

| | |
|---|---|
| Ingeborg | 315 |

### Klöcker, Chr.,
*Arendal, Norway.*

| | |
|---|---|
| Bonheur | 927 |
| Bör | 440 |
| Eos | 1044 |
| Formica | 390 |
| Hector | 395 |
| Leviathan | 1062 |
| Melanesia | 1281 |

### Klöcker, Joh.,
*Arendal, Norway.*

| | |
|---|---|
| Mercur | 717 |
| Prudhoe | 564 |
| Sirius | 375 |
| Stanley | 481 |
| Taurus | 484 |
| Transatlantic | 598 |

### Klunder, H. Jz.,
*Groningen, Holland.*

| | |
|---|---|
| Stad Steenwijk | 294 |

### Knap, Georg,
*Tönsberg, Norway.*

| | |
|---|---|
| G. P. Harbitz | 652 |
| s. Geysir | 232 |

### Kneeshaw, Lupton & Co.,
41, *Old Hall Street, Liverpool.*

| | |
|---|---|
| s. Calchfaen | 145 |
| s. Gwynfaen | 99 |
| s. Sylfaen | 159 |

### Kneppe, P. J.,
*Weener, Oldenburg, Germany.*

| | |
|---|---|
| Tarmow | 159 |

### Knickerbocker Steam Towage Co.,
*Bath, Maine, U.S.*

| | |
|---|---|
| s. B. W. Morse | 216 |

### Knieder X.,
*Rouen, France.*

| | |
|---|---|
| s. Hélène | 194 |

### Knight, Bevan & Sturge,
17, *Leadenhall Street, London, E.C.*

| | Net Tons |
|---|---|
| s. K. B. S. | 8 |

### Knight, E. M.,
*New York, U.S.*

| | |
|---|---|
| Holliswood | 1084 |

### Knight, James P.,
*Ravensworth, Essex.*

| | |
|---|---|
| s. Kaiser | 10 |

### Knight, Joseph,
7, *Cookson Terrace, Sydney, Gloucester.*

| | |
|---|---|
| Esmeralda | 145 |

### Knight Line,
*See* GREENSHIELDS, COWIE & CO.

### Knight Steam Ships Co., Ld.,
42, *Castle Street, Liverpool.*
*See* GREENSHIELDS, COWIE & CO.

### Knöhr & Burchard, Nfl.,
*Steinhoft 8, Hamburg, Germany.*

| | |
|---|---|
| Eilbek | 524 |
| Flottbek | 1888 |
| Orbis | 1558 |
| Reinbek | 1188 |

### Knott, James,
*Prudential Buildings, Newcastle-on-Tyne.*

| | |
|---|---|
| s. African Prince | 765 |
| s. Asiatic Prince | 1416 |
| s. Black Prince | 960 |
| s. Chinese Prince | 1410 |
| s. Circassian Prince | 1468 |
| s. Crown Prince | 1157 |
| s. Georgian Prince | 2083 |
| s. Iron Prince | 898 |
| s. Kaffir Prince | 1402 |
| s. Lancastrian Prince | 1145 |
| s. Merchant Prince | 1006 |
| s. Mexican Prince | 1953 |
| s. Norman Prince | 812 |
| s. Oranje Prince | 1214 |
| s. Portuguese Prince | 1414 |
| s. Roman Prince | 1221 |
| s. Russian Prince | 2102 |
| s. Sailor Prince | 766 |
| s. Sardinian Prince | 1570 |
| s. Saxon Prince | 530 |
| s. Scottish Prince | 1268 |
| s. Soldier Prince | 858 |
| s. Stuart Prince | 1085 |
| s. Swedish Prince | 1063 |
| s. Tuscan Prince | 1042 |
| s. Wensleydale | 749 |
| ("Prince" Steam Shipping Co., Ld.) | |
| s. Arabian Prince | 1443 |
| s. Asturian Prince | 2033 |
| s. Bea Bellido | 1202 |
| s. Belgian Prince | 797 |
| s. British Prince | 1402 |
| s. Carib Prince | 1305 |
| s. Castillian Prince | 1497 |
| s. Creole Prince | 1304 |
| s. Danish Prince | 1012 |
| s. Eastern Prince | 1378 |
| s. Egyptian Prince | 1251 |
| s. Grecian Prince | 1405 |
| s. Highland Prince | 1578 |
| s. Imperial Prince | 1600 |
| s. Indian Prince | 1199 |
| s. Italian Prince | 1998 |
| s. Moorish Prince | 1465 |
| s. Ocean Prince | 1086 |
| s. Persian Prince | 1499 |
| s. Royal Prince | 1115 |
| s. Spanish Prince | 1152 |
| s. Tartar Prince | |
| s. Tudor Prince | 912 |
| s. Turkish Prince | 1294 |
| (Prince Steam Shipping Insurance Association, Registered.) | |
| s. Afghan Prince | |

### Knowland, Joseph,
22, *California Street, San Francisco, Cal., U.S.*

| | Net Tons |
|---|---|
| Beulah | 339 |
| Ivy | 135 |
| J. B. Leeds | 218 |
| Lily | 135 |
| Louise | 328 |
| Lucy | 294 |
| Mary & Ida | 175 |
| Sadie | 295 |
| Una | 197 |
| W. F. Jewett | 452 |

### Knowles, Geo. O.,
*Provincetown, Mass., U.S.*

| | |
|---|---|
| Carrie D. Knowles | 115 |
| Gage H. Phillips | 101 |

### Knowles, J. N.,
28, *California Street, San Francisco, California, U.S.*

| | |
|---|---|
| America | 1952 |
| J. D. Peters | 1031 |
| s. Jesse H. Freeman | 360 |
| John & Winthrop | 321 |

### Knowlton, F. A.,
*Belfast, Maine, U.S.*

| | |
|---|---|
| Sarah L. Davis | 165 |

### Knowlton, Silas F.,
*Advocate, N.S.*

| | |
|---|---|
| Wellman Hall | 136 |

### Knox, Robert,
*Douglas, Isle of Man.*

| | |
|---|---|
| s. Albatross | 84 |

### Knudsen, A. M.,
*Sönderho, Denmark.*

| | |
|---|---|
| Killeena | 795 |
| Martha | 367 |

### Knudsen, Aug.,
*Kragerö, Norway.*

| | |
|---|---|
| Levang | 166 |

### Knudsen Brödrene,
*Haugesund, Norway.*

| | |
|---|---|
| Anny Föyen | 142 |
| Regres | 121 |
| s. Vibran | 250 |

### Knudsen, C.,
*Drammen, Norway.*

| | |
|---|---|
| Adelgunde | 215 |

### Knudsen, C. C.,
*Christiania, Norway.*

| | |
|---|---|
| Commerce | 182 |

### Knudsen, Carl,
*Lillesand, Norway.*

| | |
|---|---|
| Alpha | 600 |
| Carl | 282 |
| Dora | 402 |
| N. P. Nielsen | 459 |

### Knudsen, Gunnar,
*Porsgrund, Norway.*

| | |
|---|---|
| Agnes Campbell | 675 |
| s. Brand | 1519 |
| s. Bratsberg | 1100 |
| Gjendin | 276 |
| Mentone | 769 |

### Knudsen, J.,
*Fredrikshald, Norway.*

| | Net Tons |
|---|---|
| Louis | 251 |

### Knudsen, J. C.,
*Porsgrund, Norway.*

| | |
|---|---|
| Christen Knudsen | 551 |
| Frednœs | 396 |
| Höyding | 730 |
| Korsvei | 377 |
| s. Norröna | 993 |
| Skomvær | 1687 |

### Knudsen, J. C., & G.,
*Porsgrund, Norway.*

| | |
|---|---|
| s. Storegut | 43 |

### Knudsen, J. M.,
*Sönderho, Denmark.*

| | |
|---|---|
| Eliza | 489 |

### Knudsen, Jens,
*Svendborg, Denmark.*
(Actieselskab. "Calebar")

| | |
|---|---|
| Ignatz Breum | 221 |

### Knudsen, K.,
*Stavanger, Norway.*

| | |
|---|---|
| Bauta | 264 |

### Knudsen, K. O.,
*Arendal, Norway.*

| | |
|---|---|
| Adelphi | 217 |

### Knudsen, L.,
*Risör, Norway.*

| | |
|---|---|
| Fred | 239 |
| Malborough | 299 |

### Knudsen, O. & P.,
*Lillesand, Norway.*

| | |
|---|---|
| Candace | 383 |
| Dagmar | 259 |
| Mod | 519 |
| Ole Knudsen | 445 |
| Orion | 329 |
| S. N. Hansen | 307 |
| Sleipner | 127 |
| Urania | 575 |

### Knudtzon, Nicolay H.,
*Christiansund, Norway.*

| | |
|---|---|
| s. Anna | 244 |

### Knus, H. J.,
*Lappfjerd, Finland.*

| | |
|---|---|
| Lina | 845 |

### Kobayashi Tajikichi,
*Hiogo, Japan.*

| | |
|---|---|
| Takasago Maru | 215 |

### Kobro, Isak,
*Christiania, Norway.*

| | |
|---|---|
| s. Bonnie Kate | 539 |

### Koch, Arthur M.,
*Uddevalla, Sweden.*

| | |
|---|---|
| Penelope | 183 |

### Koch, J. C.,
*Bodö, Norway.*

| | |
|---|---|
| s. Anna & Caroline | 329 |



s. désigne les Vapeurs.

**Koch, Theo., & Co.,**
*49, Bredgade, Copenhagen, Denmark.*
(Dampskibsselskabet "Oresund.")

| | Net Tons |
|---|---|
| s. Pan | 658 |

**Koch, U. C.,**
*Georg Strasse 3, Brake, Germany.*

| | |
|---|---|
| Bertha | 887 |
| Emilie | 939 |

**Kochihira Anshin,**
*Nawa, Japan.*

| | |
|---|---|
| s. Kiuyo Maru | 322 |

**Koeppen, R.,**
*Stettin, Germany.*

| | |
|---|---|
| s. Adele Koeppen | 582 |

**Koerts, J. J., & Zoon,**
*Oude Pekela, Holland.*

| | |
|---|---|
| Afiena | 171 |
| Anna | 170 |
| Aurora | 208 |
| Ida | 398 |
| Spruit | 176 |
| Unie | 234 |

**Koga Zembei,**
*Nagasaki, Japan.*

| | |
|---|---|
| Satsu Maru (Gross) | 557 |

**Kogellis, Spyr.,**
*Zante, Greece.*

| | |
|---|---|
| Agios Spyridon | 194 |

**Koh Cheng Kee,**
*Singapore.*

| | |
|---|---|
| Soon Hoat | 173 |

**Kokona Costanti Yanni,**
Sakyzlee, & Co.,
*Scio, Asiatic Turkey.*

| | |
|---|---|
| Bereketti Hhair | 120 |

**Kolakis, M. A.,**
*Spezzia, Greece.*

| | |
|---|---|
| Melpomeni | 199 |

**Kolb, J. F.,**
*Rendsburg, Germany.*

| | |
|---|---|
| Nicolaus | 131 |

**Kolderup, August Fredrik**
(*care of* Thunes Mek. Verksted),
*Christiania, Norway.*

| | |
|---|---|
| Gunvor | 249 |

**Kolk, P. P.,**
*Groningen, Holland.*

| | |
|---|---|
| Clara | 183 |

**Kollberg, L.,**
*Halmstad, Sweden.*
(Hallands Ångbåts Aktieb.)

| | |
|---|---|
| s. Falken | 167 |
| s. Halland | 297 |
| s. Halmstad | 282 |
| s. J. P. Dillberg | 296 |
| s. Najaden | 340 |
| s. Saga | 158 |
| s. Svanen | 190 |

**Kollin, G.,**
*Lappvik & Ajley, Hangö, Finland.*

| | |
|---|---|
| Sofia | 102 |

**Komena, Limnilee Panayotti oglou,**
*Lemnos, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Komena | 136 |

**Kondakow, M.,**
*Archangel, Russia.*

| | |
|---|---|
| Anton | 283 |

**Kondo Kiroku,**
*Hakodate, Japan.*

| | |
|---|---|
| Kaisen Maru | 115 |
| s. Toyokawa Maru | 228 |

**Kongliga Postverket,**
*Stockholm, Sweden.*

| | |
|---|---|
| s. Öland | 161 |

**Kongshavn, E. H.,**
*Haugesund, Norway.*

| | |
|---|---|
| Amund Tveten | 207 |
| s. Nordstjernen | 156 |
| Sigurd | 121 |
| Solid | 110 |

**Königsberger Dampfer-Compagnie Aktien-Gesellschaft,**
*Königsberg, Germany.*

| | |
|---|---|
| s. Komet | 382 |
| s. Planet | 429 |

**Koninklijke Nederlandsche Stoomboot Maatschappij,**
*Amsterdam, Holland.*

| | |
|---|---|
| s. Ariel | 459 |
| s. Berenice | 549 |
| s. Castor | 1073 |
| s. Ceres | 678 |
| s. Etna | 434 |
| s. Hebe | 869 |
| s. Iris | 854 |
| s. Juno | 776 |
| s. Jupiter | 685 |
| s. Mars | 684 |
| s. Mercurius | 596 |
| s. Minerva | 673 |
| s. Oberon | 636 |
| s. Ondine | 240 |
| s. Penelope | 804 |
| s. Pollux | 1064 |
| s. Rembrandt | 232 |
| s. Saturnus | 651 |
| s. Sirius | 434 |
| s. Stella | 1030 |
| s. Titan | 625 |
| s. Urania | 193 |
| s. Vesta | 307 |

**Koninklijke Paketvaart Maatschappij,**
160, *Prins Hendrikkade, Amsterdam.*

| | |
|---|---|
| s. Amboina | 487 |
| s. Bantam | 1521 |
| s. Bawean | 649 |
| s. Both | 830 |
| s. Camphuijs | 400 |
| s. Coen | 834 |
| s. De Carpentier | 757 |
| s. Generaal Pel | 886 |
| s. Gouverneur Generaal's Jacob | 1569 |
| s. GouverneurGeneraalLoudon | 860 |
| s. Gouverneur Generaal Mijer | 442 |
| s. Gouverneur Generaal van Lansberge | 510 |
| s. Graaf van Bylandt | 794 |
| s. J. Nienhuys | 686 |
| s. Japara | 727 |
| s. Karang | 207 |
| s. Maetsuijcker | 835 |
| s. Maha Vajirunhis | 745 |
| s. Medan | 686 |
| s. Minister Fransen van de Putte | 466 |
| s. Ophir | 205 |
| s. Prins Alexander | 782 |
| s. Reäel | 836 |
| s. Reijniersz | 432 |
| s. Siak | 240 |
| s. Sindoro | 699 |
| s. Speelmann | 669 |
| s. Swaerdecroon | 432 |
| s. Tambora | 851 |
| s. Van Diemen | 758 |
| s. Van Goens | 670 |
| s. Van Riebeeck | 434 |

**Koninklijke Stoomboot Maatschappij,**
*Amsterdam, Holland.*

| | Net Tons |
|---|---|
| s. Danae | |

**Koninklijke Westindische Maildienst,**
*Amsterdam, Holland.*

| | |
|---|---|
| s. Oranje Nassau | 922 |
| s. Prins Fredrik Hendrik | 1103 |
| s. Prins Maurits | 925 |
| s. Prins Willem I. | 1071 |
| s. Prins Willem II. | 1413 |
| s. Prins Willem III. | 1370 |

**Konishi Heibei,**
*Hiogo, Japan.*

| | |
|---|---|
| Kwakoku Maru | 100 |

**Kono Kisen Kaisha,**
*Kamaishi, Japan.*

| | |
|---|---|
| s. Kono Maru | 201 |

**Konow, Carl,**
*Bergen, Norway.*

| | |
|---|---|
| s. Modesta | 383 |
| s. Saga | 259 |

**Kontermorviz, L.,**
*Riga, Russia.*

| | |
|---|---|
| Bravo | 314 |

**Kontonen, G.,**
*Nystad, Finland.*

| | |
|---|---|
| Sampo | 199 |

**Koongie Muritayer Kader Murasa Muritayer,**
*Bombay.*

| | |
|---|---|
| Mastiff | 149 |

**Köpcke, Aug.,**
*Willemskade 14, Rotterdam, Holland.*

| | |
|---|---|
| California | 719 |
| Cornelia | 654 |
| Elsa | 888 |

**Köper, Docke & Co.,**
*Soegestrasse, 15a, Bremen, Germany.*

| | |
|---|---|
| s. Donar | 1202 |
| s. Wuotan | 1201 |

**Köpings Angf. Rederiaktieb,**
*Köping, Sweden.*
*See* J. A. BERGENDAHL.

**Korff, A.,**
*Bremen, Germany.*

| | |
|---|---|
| s. August Korff | 3104 |

**Korn, S. H.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Hedda | 414 |
| Torrhamn | 192 |

**Korneggos, G.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Taxiarchis | 145 |

**Korniloff, M.,**
*Sordavala, Finland.*

| | |
|---|---|
| Karjala | 159 |
| Petter | 257 |
| Ripka | 103 |

**Korsman, C.,**
*Hangö, Finland.*

| | Net Tons |
|---|---|
| s. Express | 218 |

**Korsström, J.,**
*Nagu, Finland.*

| | |
|---|---|
| Union | 264 |

**Koschkin, Ivan Semenowitsch,**
*Rostoff-on-Don, Russia.*

| | |
|---|---|
| s. Perwenetz | 247 |

**Koschkine, Ivan,**
*Rostoff-on-Don, Russia.*

| | |
|---|---|
| s. Energia (Gross) | 650 |
| s. Trud | 371 |

**"Kosmos," Deutsche Dampfschifffahrts Gesellschaft,**
24, *Rödingsmarkt, Hamburg, Germany.*

| | |
|---|---|
| s. Abydos | 1495 |
| s. Denderah | 1472 |
| s. Herodot | 1971 |
| s. Isis | 1883 |
| s. Kambyses | 1294 |
| s. Karnak | 1727 |
| s. Memphis | |
| s. Menes | 1237 |
| s. Neko | 2389 |
| s. Osiris | 1875 |
| s. Pentaur | 1920 |
| s. Ramses | 2340 |
| s. Serapis | 1945 |
| s. Tanis | 2094 |
| s. Theben | 1216 |
| s. Totmes | 1300 |

**Kossel, Albrecht,**
*Rostock, Germany.*

| | |
|---|---|
| Die Krone | 276 |
| Helios | 356 |

**Kotchetkof, M.,**
*Taganrog, Russia.*

| | |
|---|---|
| Vesta | 105 |

**Kotschin, Iwan,**
*Archangel, Russia.*

| | |
|---|---|
| Lubimetz | 107 |

**Kotzias, G.,**
*Syra, Greece.*

| | |
|---|---|
| Nea Thessalia | 249 |

**Koudenberg, R.,**
*Harlingen, Holland.*

| | |
|---|---|
| Albertina | 299 |

**Koufopantelis, T.,**
*Hermoupolis, Greece.*

| | |
|---|---|
| Dimitrios | 197 |

**Koupas, Nicholas,**
*Marseilles, France.*

| | |
|---|---|
| F. Koupa | 422 |

**Kouris, Dem.,**
*Zante, Greece.*

| | |
|---|---|
| Omonia | 122 |

**Kousis & Theophylaetos,**
*St. Petersburg, Russia.*

| | |
|---|---|
| s. Poseidon | 438 |

**Koutroumpis, Angelos,**
*Spezzia, Greece.*

| | Net Tons |
|---|---|
| Nea Tychi | 133 |

**Kraasbye Brödrene,**
*Aalesund, Norway.*

| | |
|---|---|
| s. Ragnvald Jarl | 120 |

**Kraft, E.,**
*Mandal, Norway.*

| | |
|---|---|
| Axel | 520 |

**Kräki, L.,**
*Nystad, Finland.*

| | |
|---|---|
| Aallotar | 175 |
| Ilmarinen | 258 |

**Kranenborg, A.,**
*Oostwolde, Holland.*

| | |
|---|---|
| Suzanna | 281 |

**Kranenborg, N.,**
*Midwolda, Groningen, Holland.*

| | |
|---|---|
| Adelaar | 301 |

**Krasting & Sedak,**
*Libau, Russia.*

| | |
|---|---|
| Johanna | 155 |

**Kratz, J.,**
*Altona, Germany.*

| | |
|---|---|
| Ida | 102 |

**Kremer, J.,**
*Appingadam, Holland.*

| | |
|---|---|
| Martha | 354 |

**Kreuger, J. A.,**
*Kalmar, Sweden.*

| | |
|---|---|
| Nicolina | 122 |

**Kriegel, C.,**
*Langstrasse 34, Barth, Germany.*

| | |
|---|---|
| Elise Both | 399 |
| William Bateman | 504 |

**Kristenbrun, J.,**
*Kasparwick, Russia.*

| | |
|---|---|
| Ingo | 254 |
| Salme | 350 |

**Kristiania Dampskibs Selskab,**
*Christiania, Norway.*
*See* FEARNLEY & EGER.

**Kristiansen, J.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Eliezer | 129 |

**Kristo, Kerrabolee,**
*Kerrabo, Turkey.*

| | |
|---|---|
| Kristo | 188 |

**Krog, A.,**
*89B, Pilestrædet, Christiania, Norway.*

| | |
|---|---|
| Aino | 509 |

### Krog & Henschien,
*Lillesand, Norway.*

| | Net Tons |
|---|---|
| Alfen | 116 |
| Attila | 1107 |
| Eliezer | 593 |
| Fusto | 641 |
| Giovanni | 727 |
| Hippalos | 353 |
| Hnos | 263 |
| Josef | 132 |
| Justo | 639 |
| Kong Sverre | 457 |
| Risk | 206 |
| Saron | 484 |
| Sator | 329 |

### Kron, Chr.,
*Bergen, Norway.*

| | |
|---|---|
| s. Nora | 183 |

### Kromann, A. H. B.
(Manager—B. Kromann, jun.),
*Marstal, Denmark.*

| | |
|---|---|
| Dagmar | 181 |
| Thyra | 147 |

### Kromann, A. J.,
*Marstal, Denmark.*

| | |
|---|---|
| Sylphe | 163 |

### Kromann, B., Jun.,
*Marstal, Denmark.*

| | |
|---|---|
| Dannevirke | 135 |

### Kromann, J. A.,
*Marstal, Denmark.*

| | |
|---|---|
| Johanne | 218 |
| Webers Minde | 178 |

### Kronberg, B. G.,
*Gefle, Sweden.*

| | |
|---|---|
| s. Gefle | 260 |

### Kronos, Ångfartygs Aktieb.,
*Gothenburg, Sweden.*
*See* K. O. F. DALMAN.

### Kronström, G. A.,
*Westermark, Kimito, Russia.*

| | |
|---|---|
| Veni | 312 |

### Kropf, H.,
*Rosario de Santa Fé.*

| | |
|---|---|
| s. Sajonia | 218 |

### Krüger, W.,
*Kronwick 37, Wolgast, Germany.*

| | |
|---|---|
| Gustav | 190 |

### Krupp, Friedrich,
*Essen, Germany.*

| | |
|---|---|
| s. Es sid et-Turki | 349 |
| s. Friedrich Krupp | 919 |
| s. Hochfeld | 651 |
| s. Orconera | 888 |
| s. Sayn | 918 |

### Kruuse, Wm.,
*Nyborg, Denmark.*

| | |
|---|---|
| Gefion | 105 |
| Prøven | 140 |

### Kuffos, E.,
*Piræus, Greece.*

| | Net Tons |
|---|---|
| Schevula | 232 |

### Kuhner, C. H.,
*Worcester Park, Surrey.*

| | |
|---|---|
| s. Pioneer | 270 |

### Kuhnle, S. M., & Sön,
*Bergen, Norway.*

| | |
|---|---|
| s. America | 589 |
| s. Argo | 804 |
| s. Drot | 1862 |
| s. Fram | 1405 |
| s. Gambetta | 404 |
| s. Georg Dumois | 475 |
| s. Liet Eriksson | 1627 |
| s. Norden | 1609 |
| s. Noreg | 293 |
| s. Thor | 1170 |
| s. Welhaven | 484 |

### Kuiper, K. B.,
*Delfzijl, Holland.*

| | |
|---|---|
| Elise Susanne | 228 |

### Kuipers, M. E.,
*Delfzijl, Holland.*

| | |
|---|---|
| Ceres | 260 |
| Elisabeth | 253 |
| Jantje | 448 |

### Kulkompaniet af 1871,
*Bergen, Norway.*

| | |
|---|---|
| s. Nellie | 389 |

### Kumarasamy Arumugam,
*Point Pedro, Ceylon.*

| | |
|---|---|
| Nelayathatchy | 113 |

### Kumurji Hakki, Tophanada
Kumurji Ethem Aga Zadeh,
*Terebolie, Asiatic Turkey.*

| | |
|---|---|
| Nouri Bahri | 119 |

### Kurd-Suleimann Captan,
Shillelee,
*Shileh, Turkey.*

| | |
|---|---|
| Huda-Verdi | 260 |

### "Kurland," Dampfschiff-fahrts-Aktien-Gesellschaft,
(Manager—E. Haubuss),
*Stettin, Germany.*

| | |
|---|---|
| s. Curonia | 399 |
| s. Kurland | 389 |

### Kurubacot, S.,
*Agatapoli, Turkey.*

| | |
|---|---|
| Cali Tichi | 265 |

### Küsten Dampfschifffahrts-Gesellschaft
(Managers—Jäde & Co.),
*Lübeck, Germany.*

| | |
|---|---|
| s. Livadia | 135 |
| s. Lubeca | 199 |

### Kvaase, H.,
*Christiansund, Norway.*

| | |
|---|---|
| Lyn | 242 |

### Kvaase, H. A.,
*Christiansand, Norway.*

| | Net Tons |
|---|---|
| Enigheden | 201 |
| Nanna | 381 |
| Ragna | 281 |
| Trio | 308 |

### Kyamil Captan, Sourur-oghlou,
*Constantinople, Turkey.*

| | |
|---|---|
| Huda-Verdi | 100 |

### Kyffin, Frederick,
50, *Princess Street, Manchester.*

| | |
|---|---|
| John Nicholson | 685 |

### Kyodo Kisen Kaisha,
*Furukawa, Japan.*

| | |
|---|---|
| s. Atsu Maru | 89 |
| s. Hachisuka Maru | 69 |
| s. Toku Maru | 80 |

### Kyoritsu, Kisen Kabachiki Kaisha,
*Atsuta, Japan.*

| | |
|---|---|
| s. Ohgon Maru | 190 |

### Kyoritsu Kisen Kaisha.
*Atsuta, Japan.*

| | |
|---|---|
| s. Jingu Maru | 86 |

### Kyoyei Sha,
*Tomishema, Osaka, Japan.*

| | |
|---|---|
| s. Bocho Maru | 238 |
| s. Genyo Maru | 297 |
| s. Kinjo Maru | 127 |
| s. Kwansei Maru | 232 |
| s. Sanyo Maru | 91 |
| s. Tokuyama Maru, No. 1 | 105 |
| s. Tokuyama Maru, No. 2 | 80 |

### Kyriakis, Heirs of,
*Galaxidi, Greece.*

| | |
|---|---|
| Katina | 190 |

### Kyriazis, J. A.,
*Spezzia, Greece.*

| | |
|---|---|
| Evangelistria | 304 |

### Kystein, G.,
*Björkö, Finland.*

| | |
|---|---|
| Johanna | 133 |

### Kyvig, H. J.,
*Haugesund, Norway.*

| | |
|---|---|
| s. Marie | 143 |

# L

### L'Engle, J. C.,
*Jacksonville, Florida, U.S.*

| | Net Tons |
|---|---|
| Five Brothers | 219 |
| Lois V. Chaples | 219 |
| Mary F. Corson | 263 |
| Nettie Langdon | 288 |

### L'Union des Remorqueurs Belges.
(Director—G. H. Herinex.)
*Rue von Straelen, 31², Antwerp, Belgium.*

| | |
|---|---|
| s. John Bull | 94 |
| s. Washington | 94 |

### "La Betica," Empreza de Nav. à Vap.,
*Guzman el Bueno No. 2, Seville, Spain,*
London Agents:—R. McAndrew & Co.,
*Suffolk House, Laurence Pountney Hill, London, E.C.*

| | |
|---|---|
| s. Bravo | 794 |
| s. Calderon | 378 |
| s. Carpio | 540 |
| s. Goya | 824 |
| s. Herrara | 628 |
| s. Juan Cunningham | 692 |
| s. Lista | 825 |
| s. Miguel Saenz | 487 |
| s. Montañes | 634 |
| s. Moratin | 632 |
| s. Rioja | 611 |
| s. Zurbaran | 649 |

### La Calabria, Sociéta di Navigazione à Vapore,
*Villa S. Giovanni, Messina, Sicily.*

| | |
|---|---|
| s. Aspromonte | 262 |
| s. Calabria | 103 |

### "La Plata," Rederiaktieb.,
*Stockholm, Sweden.*
*See* G. P. F. TEMPELMAN.

### La Platense Flotilla Co. (Ld.),
15, *St. Vincent Place, Glasgow.*

| | |
|---|---|
| Apipe | 247 |
| s. Apolo | 693 |
| s. Aurora | 267 |
| s. Castor | 231 |
| s. Cisne | 138 |
| s. Delta | 182 |
| Demostenes | 151 |
| s. Diana | 372 |
| Diogenes | 151 |
| s. Eolo | 969 |
| Espora | 247 |
| s. Guarani | 141 |
| s. Iris | 98 |
| Jejuy | 102 |
| s. Jupiter | 530 |
| s. Leda | 433 |
| s. Mensajero | 197 |
| s. Mercurio | 730 |
| s. Messenger | 162 |
| s. Meteoro | 205 |
| s. Minerva | 693 |
| Necochea | 235 |
| s. Olympo | 921 |
| s. Onyx | 210 |
| s. Perseo | 28 |
| s. Pingo | 70 |
| Pitagoras | 151 |
| s. Pollux | 231 |
| s. Posadas | 188 |
| Pringle | 238 |
| s. Rio de la Plata | 356 |
| s. Rio Parana | 560 |
| s. Rio Uruguay | 217 |
| Rosales | 247 |
| s. San Martin | 803 |
| Sargento Cabral | 238 |
| s. Saturno | 921 |
| s. Silex | 294 |
| s. Teseo | 28 |
| s. Tridente | 510 |
| s. Venus | 969 |
| s. Villa del Salto | 393 |
| s. Vulcano | 197 |
| Ypome | 102 |

### La Porta, G.,
*Naples, Italy.*

| | Net Tons |
|---|---|
| La Fortuna | 133 |

### La Rocca, G., & Sinibaldo Oddo,
*Palermo, Sicily.*

| | |
|---|---|
| Rosa | 130 |

### La Valle, Giuseppe,
27, *Via Luglio, Messina, Sicily.*

| | |
|---|---|
| Rosina | 409 |

### La Veloce, Navigazione Italiana,
*Piazza Annunciata 17, Genoa, Italy.*

| | |
|---|---|
| s. Citta di Genova | 1255 |
| s. Duca di Galliera | 2841 |
| s. Duchessa di Genova | 2793 |
| s. Las Palmas | 1222 |
| s. Matteo Bruzzo | 2543 |
| s. Montevideo | 2082 |
| s. Nord America | 2485 |
| s. Rio Janeiro | 1244 |
| s. Rosario | 1177 |
| s. Sud America | 2066 |
| s. Vittoria | 2823 |

### Labattut,
*Narbonne, France.*

| | |
|---|---|
| Nestor | 117 |

### Labiencha, J. dos Santa,
*Aveiro, Portugal.*

| | |
|---|---|
| Florinda | 107 |

### "Labora," Ångf. Aktieb.,
*Gothenburg, Sweden.*
*See* E. J. ODENIUS.

### Labour, Vve.,
*St. Nazaire, France.*

| | |
|---|---|
| Louis Eugène | 439 |

### Labreque Camille,
*Lanoraie, Canada.*

| | |
|---|---|
| Eugene Demers | 159 |

### Lachiama, Biagio Scotto,
*Naples, Italy.*

| | |
|---|---|
| Ester | 736 |

### Lackawanna Transportation Co.,
*Buffalo, N.Y., U.S.*
*See* M. M. DRAKE.

### Lacourcière, E.,
*St. Francois Xavier de Batiscan, co. Champlain, Canada.*

| | |
|---|---|
| Reine Elisabeth | 109 |

### Ladds, John,
*The Railway and Steamer Hotel, Lossiemouth, Elgin.*

| | |
|---|---|
| Lady Cecilia Hay | 74 |

### Laee Mah Teng,
*Bangkok, Siam.*

| | |
|---|---|
| Charon Wattara | 657 |



s. désigne les Vapeurs.

**Laeisz, F.,**
14, *Neueburg, Hamburg, Germany.*

| | Net Tons |
|---|---|
| Palmyra | 1721 |
| Pamelia | 1403 |
| Pampa | 1720 |
| Paposo | 1038 |
| Parchim | 1744 |
| Pera | 1687 |
| Pestalozzi | 1039 |
| Pirat | 1029 |
| Pisagua | 2763 |
| Placilla | 2780 |
| Plus | 1234 |
| Potrimpos | 1246 |
| Preussen | 1701 |
| Prompt | 1417 |

**Lærke, N. H.,**
*Porsgrund, Norway.*

| | |
|---|---|
| Domingo | 171 |

**Laffetay, A., & Co.,**
*Caen, France.*

| | |
|---|---|
| Elisabeth | 135 |
| Sirène | 147 |

**Lafont, Albert,**
*Bayonne, France.*

| | |
|---|---|
| Notre Dame de Bon Secours | 125 |

**Laforest, Joseph,**
*Sorel, Quebec.*

| | |
|---|---|
| Providence | 105 |

**Laforme & Frothingham,**
19, *Milk Street, Boston, Mass., U.S.*

| | |
|---|---|
| Thomas A. Goddard | 686 |

**Lafreniere, Conrad,**
*Pierreville, Quebec.*

| | |
|---|---|
| Conrad | 125 |

**Lage, A. M.,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Lage | 255 |

**Lagergren, G. R.,**
*Stockholm, Sweden.*

| | |
|---|---|
| Medora | 851 |
| Stella Maris | 569 |

**Lagomaggiore, P.,**
*Genoa, Italy.*

| | |
|---|---|
| s. Giano | 996 |

**Lagorio, A., & D. Corsanego,**
*Nervi, Genoa, Italy.*

| | |
|---|---|
| Berna | 975 |

**Laidley, S. E.,**
*Sydney, N.S.W.*

| | |
|---|---|
| Prosperity | 125 |

**Laimos, C.,**
*Zante, Greece.*

| | |
|---|---|
| Despina | 159 |

**Laimos, D.,**
*Piræus, Greece.*

| | |
|---|---|
| Emilia | 110 |

**Laing, Arthur,**
*Deptford Yard, Sunderland.*

| | Net Tons |
|---|---|
| s. Allendale | 551 |
| s. Carradale | 2270 |
| s. Deepdale | 1715 |
| s. Edendale | 1566 |
| s. Ferndale | 587 |
| s. Glendale | 641 |
| s. Lanchester | 474 |
| s. Riversdale | 1311 |
| s. Thorndale | 1971 |

**Laing, James,**
*Deptford Yard, Sunderland.*

| | |
|---|---|
| s. Borrowdale | 682 |
| s. Strathmore | 1383 |

**Laing, R.,**
*North Shields.*

| | |
|---|---|
| s. Prince Consort | 17 |

**Laing, R.,**
82, *Union Grove, Aberdeen.*

| | |
|---|---|
| s. Countess | 21 |

**Laing, R., jun.**
82, *Union Grove, Aberdeen.*

| | |
|---|---|
| s. Empress | 30 |

**Laird, A. A., & Co.,**
52, *Robertson Street, Glasgow.*

| | |
|---|---|
| s. Brier | 254 |
| s. Cedar | 256 |
| s. Elm | 166 |
| s. Ivy | 184 |
| (Glasgow, Dublin, and Londonderry S. P. Co., Ld.) | |
| s. Azalea | 256 |
| s. Fern | 137 |
| s. Gardenia | 161 |
| s. Holly | 172 |
| s. Olive | 381 |
| s. Shamrock | 274 |
| s. Thistle | 327 |

**Laird, J. U.,**
*Quebec.*

| | |
|---|---|
| Elephant | 114 |

**Laisberg, Th., & Co.,**
*Dagö, Russia.*

| | |
|---|---|
| Carlos Strügmar | 220 |

**Lake Erie Transportation Co.,**
*Toledo, Ohio.*

| | |
|---|---|
| s. S. C. Reynolds | 1604 |

**Lake Michigan & Lake Superior Transportation Co.,**
*Rush & North Water Streets, Chicago, Illinois.*

| | |
|---|---|
| s. Manitou | 2392 |

**Lake Superior Iron Co.,**
*Cleveland, Ohio.*

| | |
|---|---|
| s. Andaste | 1256 |
| s. Choctaw | 1256 |
| s. Griffin | 1526 |
| s. Joliet | 1597 |
| s. La Salle | 1597 |
| s. Wawatam | 1526 |

**Lake Wakatipu Steam Shipping Co., Ld.**
(Manager—E. T. Wing),
*Queenstown, Lake Wakatipu, N.Z.*

| | |
|---|---|
| s. Mountaineer | 66 |

**Lake Winnipeg Transportation Lumber & Trading Co.,**
*Selkirk, Manitoba.*

| | |
|---|---|
| s. Aurora | 141 |

**Lakeside Navigation Co., Ld.**
(Manager—N. J. Wigh),
*Walkerville, Ontario, Canada.*

| | Net Tons |
|---|---|
| s. Lakeside | 220 |

**Lamb, Joseph,**
92, *Ayscough Street, West Marsh, Grimsby.*

| | |
|---|---|
| Nil Desperandum | 92 |

**Lambert Bros.,**
85, *Gracechurch Street, London, E.C.*

| | |
|---|---|
| s. Burham | 533 |
| s. Cookham | 999 |
| s. Kent | 666 |
| s. Medway | 580 |
| s. Merthyr | 461 |
| s. Ocean | 890 |
| s. Pelaw | 510 |
| s. Vernon | 615 |
| s. Walker | 383 |

**Lambert, L.,**
*Brussels, Belgium.*

| | |
|---|---|
| s. Caucase | 1087 |

**Lambert, W.,**
234, *Haniton Street, Grimsby.*

| | |
|---|---|
| s. Rector | 38 |

**Lambros, C. G.,**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Halcyon | 188 |
| s. Triton | 186 |

**Lambrou, S.,**
*Syra, Greece.*

| | |
|---|---|
| Angeliki | 225 |

**Lamelas, A.,**
*Havana, Cuba, W.I.*

| | |
|---|---|
| Expreso de Gibara | 144 |
| Gibara | 156 |

**Lamelas, F.,**
*Havana, Cuba, W.I.*

| | |
|---|---|
| Moralidad | 186 |

**Lameraude, M.,**
*Pierreville, Quebec.*

| | |
|---|---|
| St. Lawrence | 102 |

**Lamia, A.,**
*Catania, Sicily.*

| | |
|---|---|
| Antonio | 167 |

**Laming, Alfred, & Co.,**
8, *Leadenhall Street, London, E.C.*

**Lauro, L., fu A.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Maria L. | 776 |

**Lauro, P.,**
*Meta di Sorrento, Italy.*

| | |
|---|---|
| Ceylan | 497 |

**Lamont, James,**
*Chatham, Kent Co., Ont.*

| | |
|---|---|
| St. Clair | 101 |

**Lamont, Robert,**
*c/o* T. Skinner & Co.,
108, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| Glen Caladh | 466 |

**Lampe, F.,**
*Bremerhaven, Germany.*

| | Net Tons |
|---|---|
| s. Bremen | 71 |
| s. Bremerhaven | 67 |
| s. Geestemünde | 70 |
| s. Lehe | 67 |

**Lamper, J. B.,**
*Lynn, Mass., U.S.*

| | |
|---|---|
| Nellie Lamper | 311 |

**Lamplough, W., & Co.,**
67, *Cornhill, London.*
(East & West Steam Ship Co., Ld.)

| | |
|---|---|
| s. Guy Mannering | 1829 |
| s. Stanmore | 1269 |

**Lamplough, W. & E. S.,**
88, *Bishopsgate Street Within, London, E.C.*

| | |
|---|---|
| s. Ashton | 1069 |
| s. Boynton | 1630 |
| s. Charlton | 1232 |

**Lamport & Holt,**
28, *Drury Buildings,* 21, *Water Street, Liverpool.*
(Liverpool, Brazil and River Plate Steam Nav. Co., Ld.)

| | |
|---|---|
| s. Bessell | 1166 |
| s. Biela | 1374 |
| s. Buffon | 1459 |
| s. Caxton | 1794 |
| s. Chantey | 1775 |
| s. Chaucer | 1737 |
| s. Coleridge | 1644 |
| s. Copernicus | 2052 |
| s. Cuvier | 1452 |
| s. Dalton | 1255 |
| s. Delambre | 812 |
| s. Dryden | 1724 |
| s. Euclid | 960 |
| s. Flaxman | 1356 |
| s. Garrick | 1597 |
| s. Halley | 1013 |
| s. Handel | 1210 |
| s. Herschel | 1201 |
| s. Hogarth | 1260 |
| s. Holbein | 1260 |
| s. Horrox | 1042 |
| s. Humboldt | 1024 |
| s. Laplace | 867 |
| s. Lassell | 1173 |
| s. Luna | 55 |
| s. Milton | 1676 |
| s. Mozart | 1229 |
| s. Nasmyth | 1230 |
| s. Newton | 1588 |
| No. 1 | 239 |
| No. 2 | 239 |
| s. Pascal | 1219 |
| s. Phidias | 1786 |
| s. Ptolemy | 861 |
| s. Rosse | 1023 |
| s. Rubens | 1033 |
| s. Siddons | 1796 |
| s. Sirius | 1372 |
| s. Spenser | 1618 |
| s. Stella | 68 |
| s Strabo | 1273 |
| s. Vandyck | 1045 |

**Lamusse, P. F.,**
*Granville, France.*

| | |
|---|---|
| Gabrielle | 103 |

**Lamy, J.,**
28, *Rue des Cannes, Caen, France.*

| | |
|---|---|
| s. Actif | 475 |

**Lanata, Charles,**
*Ile Rousse, Corsica.*

| | |
|---|---|
| Fasc | 101 |

**Lancashire & Yorkshire Railway Co.,**
*Manchester.*

| | |
|---|---|
| s. Rossall | 91 |
| s. Wardleys | 29 |

**Lancashire & Yorkshire Railway Co., and London & N. W. Railway Co.**
(Marine Superintendent—J. E. Jackson),
*Fleetwood.*

| | Net Tons |
|---|---|
| s. Brock | 15 |
| s. Duke of Clarence | 531 |
| s. Duke of York | 457 |
| s. Earl of Ulster | 546 |
| s. Fleetwood | 45 |
| s. Fylde | 59 |
| s. Lune | 56 |
| s. Lytham | 115 |
| s. Prince of Wales | 491 |
| s. Princess of Wales | 512 |

**Lancaster Shipowners' Co., Ld.,**
3 & 5, *King Street, Liverpool.*
*See* JAMES CHAMBERS & CO.

**Lancaster, Speir & Co., Ld.,**
*The Exchange, Cardiff; & St. George's House, Eastcheap, London, E.C.*

| | |
|---|---|
| s. E. S. Lancaster | 294 |
| s. James Speir | 333 |

**Lancella, S.,**
*Naples, Italy.*

| | |
|---|---|
| L'Immacolata | 113 |

**Lancelot, F.,**
*Trentemoult, près Nantes, France.*

| | |
|---|---|
| Bangor | 432 |

**Lancken, Fr.,**
*Stralsund, Germany.*

| | |
|---|---|
| Paul | 379 |

**Land, L. v. d.,**
*Groningen, Holland.*

| | |
|---|---|
| Cornelia | 115 |

**Landberg, L.,**
*Trollhättan, Elfsborge län, Sweden.*

| | |
|---|---|
| s. Necken | 82 |

**Landel, G. (Vve.),**
*Chatelaudren, Côtes du Nord, France.*

| | |
|---|---|
| Méditerranée | 101 |

**Lander, W.,**
*Nassau, N.P.*

| | |
|---|---|
| Julia A. Merritt | 178 |

**Lander, W. H.,**
*New Haven, Conn., U.S.*

| | |
|---|---|
| Royal Arch | 401 |

**Landry frères,**
*St. Pierre, Miquelon.*

| | |
|---|---|
| Survivor | 197 |

**Landry, Dominique,**
*Petite de Grot, C.B.*

| | |
|---|---|
| Kezia | 136 |
| Louise | 186 |

**Landskrona Lastångare-aktieb,**
*Landscrona, Sweden.*
*See* C. P. NEESS.

**Lane, Crawford & Co.,**
*Hong Kong, China.*
(Chinese Imperial Maritime Customs.)

| | Net Tons |
|---|---|
| s. Chuen Tiao | 161 |
| s. Kai Pan | 110 |
| s. Li Kin | 110 |

**Lane, D.,**
*Belfast, Maine, U.S.*

| | |
|---|---|
| A. Hayford | 145 |

**Lane, H.,**
*Ship Quay, Londonderry.*

| | |
|---|---|
| s. Blanche | 111 |
| s. Broughshane | 148 |
| s. Confidence | 151 |

**Lane, John,**
*Sydney, N.S.W.*

| | |
|---|---|
| Zephyr | 135 |

**Lane & Macandrew,**
26, *Great St. Helen's, London, E.C.*

| | |
|---|---|
| s. Darial | 1814 |
| s. Elbruz | 2101 |
| s. Kasbek | 2098 |

**Lane, N. V.,**
*Norfolk, Virginia, U.S.*

| | |
|---|---|
| Fannie H. Stewart | 334 |

**Lanfranco & Ramos,**
*Calle 25 de Agosto* 121, *Montevideo, Uruguay.*

| | |
|---|---|
| s. Enrique Barozzo | 313 |

**Lang & Fulton,**
3, *East Indian Breast, Greenock,*

| | |
|---|---|
| East Indian | 1610 |
| Mary Low | 813 |

**Lang, Johann,**
*Brahestad, Finland.*

| | |
|---|---|
| Ahto | 632 |
| Hera | 1037 |

**Langaard, Conrad,**
*Christiania, Norway.*

| | |
|---|---|
| Bertha | 507 |
| Henriette | 583 |

**Langaard, M., & Co.,**
*Christiania, Norway.*

| | |
|---|---|
| Karsten Langaard | 645 |
| Lovise | 1053 |
| Professor Lintner | 489 |

**Langballe, C., & Sön,**
*Aarhus, Denmark.*

| | |
|---|---|
| Galeon | 293 |

**Langdon, E. H.,**
*Valparaiso, Chili.*

| | |
|---|---|
| Oceola | 671 |

**Langdon, E. H.,**
*Chiloe, Chili.*

| | |
|---|---|
| Sarita | 508 |

**Lange, Charles H.,**
827, *West Lombard Street, Baltimore, U.S.*

| | |
|---|---|
| Stephen Bishop | 281 |

**Lange Gebrüder,**
*Gänsemarkt* 64/65, *Hamburg, Germany.*

| | Net Tons |
|---|---|
| s. Amrum | 636 |
| s. Föhr | 579 |
| s. Nordstrand | 635 |
| s. Sylt | 572 |

**Lange, Johan,**
*Bergen, Norway.*

| | |
|---|---|
| Henrik Wergeland | 141 |

**Lange, Wm.,**
*Rostock, Germany.*

| | |
|---|---|
| Anna & Meta | 248 |
| Baumeister Wilken | 247 |
| Marie Spatz | 294 |

**Langenberg, Carl,**
*Bremerhaven, Germany.*

| | |
|---|---|
| s. Carl | 55 |

**Langesundsfjordens Buxer Dampskibsselskab,**
*Porsgrund, Norway.*

| | |
|---|---|
| s. Ulabrand | 42 |

**Langevin, H. L.,**
55, *Rue Chevalier, Bordeaux, France.*

| | |
|---|---|
| Périgny | 331 |

**Langfeldt, K. F.,**
*Christiansand, Norway.*

| | |
|---|---|
| Astrea | 204 |
| Henrik Wergeland | 196 |
| Safir | 128 |
| Stanley | 122 |

**Langfeldt, M.,**
*Sögne, Christiansand, Norway.*

| | |
|---|---|
| Alfred Gibbs | 374 |
| Sögne | 170 |

**Langfeldt, N.,**
*Christiansand, Norway.*

| | |
|---|---|
| Transit | 132 |

**Langfeldt, N. T.,**
*Ny Hellesund, Christiansand, Norway.*

| | |
|---|---|
| Fremad | 130 |
| Kong Sverre | 508 |
| Nornen | 298 |
| Sif | 186 |

**Langlands, M., & Sons,**
10, *Rumford Place, Liverpool; and* 123, *Hope Street, Glasgow.*

| | |
|---|---|
| s. Princess Beatrice | 423 |
| s. Princess Helena | 271 |
| s. Princess Irene | 352 |
| s. Princess Louise | 364 |
| s. Princess Royal | 442 |
| s. Princess Sophia | 198 |
| s. Princess Victoria | 572 |

**Langlois, H. J.,**
*Penarth.*

| | |
|---|---|
| s. William Banks | 431 |

**Langoussi, Nicholas,**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Dio Fili | 18 |

**Langsford, T. A.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Laurel | 119 |
| Lawrence A. Munroe | 111 |

**Langthorn, J. S.,**
*Argyle, N.S.*

| | Net Tons |
|---|---|
| J. F. Spencer | 313 |

**Laniel, Julien,**
*Ile d'Arz, par Vannes, France.*

| | |
|---|---|
| Eugène Gaston | 146 |

**Lank, W. M.,**
351, *Dickinson Street, Philadelphia, U.S.*

| | |
|---|---|
| Florence Creadich | 612 |

**Lantalum, Edward,**
*St. John, N.B.*

| | |
|---|---|
| C. U. Chandler | 100 |
| Free Trade | 133 |
| Glendon | 249 |
| Mabel Taylor | 1298 |
| Robert Ross | 123 |
| Zimi | 943 |

**Lanuza, R.,**
*Valencia, Spain.*

| | |
|---|---|
| Beatriz | 128 |

**Lapatas, A. A.,**
*Argostoli, Greece.*

| | |
|---|---|
| Amphissa | 105 |

**Lapatas, P.,**
*Syra, Greece.*

| | |
|---|---|
| Evangelistria | 112 |

**Laplante, Prosper,**
*Lachine, Quebec.*

| | |
|---|---|
| Livon | 167 |
| St. Louis | 114 |

**Larder, Wm. H.,**
*New Haven, Connecticut, U.S.*

| | |
|---|---|
| Henry H. Grant | 236 |

**Largouet, Alexis,**
*Sarzeau, Morbihan, France.*

| | |
|---|---|
| Faune | 128 |

**Laronche, Auguste,**
*Cherbourg, France.*

| | |
|---|---|
| Aimée Louise | 120 |

**Laronche, J. B.,**
*Cherbourg, France.*

| | |
|---|---|
| Jean Baptiste | 115 |
| Jeune Charles | 125 |

**Larroque,**
*Arcachon, France.*

| | |
|---|---|
| s. Ville d'Arcachon | 80 |

**Larsen, A.,**
*Guldbergsiden, Fredriksstad, Norway.*
(Uansvarligt Selskab. "Sognedalen.")

| | |
|---|---|
| Sognedalen | 604 |

**Larsen, And.,**
*Tönsberg, Norway.*

| | Net Tons |
|---|---|
| Aurora | 625 |
| Iris | 155 |

**Larsen, Arent,**
*Arendal, Norway.*

| | |
|---|---|
| Söblomsten | 319 |

**Larsen, B. I.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Alexandra | 439 |

**Larsen, Brodrene,**
*Tönsberg, Norway.*

| | |
|---|---|
| Rata | 167 |

**Larsen, C.,**
*Flekkefjord, Norway.*

| | |
|---|---|
| Anna Camp | 1197 |

**Larsen, Carl,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Esmeralda | 282 |
| Olaf | 239 |
| San Luis | 269 |

**Larsen, Chr.,**
*Thurö, Denmark.*

| | |
|---|---|
| Maria | 139 |

**Larsen, C. L.,**
*Holmestrand, Norway.*

| | |
|---|---|
| Dagmar | 157 |

**Larsen, E.,**
*Brevig, Norway.*

| | |
|---|---|
| St. Johannes | 141 |

**Larsen, F. E.,**
*Vesterboulevard* 10, *Nyborg, Denmark.*

| | |
|---|---|
| Urania | 165 |

**Larsen, G. A.,**
*Grœsvik, Fredriksstad, Norway.*

| | |
|---|---|
| Exaudi | 332 |
| Frode | 164 |

**Larsen, H. J.,**
*Dalene, pr. Lillesand, Norway.*

| | |
|---|---|
| Chalgrove | 473 |
| Dorothy | 442 |

**Larsen, H.,**
*Skien, Norway.*

| | |
|---|---|
| Cort Adelaer | 130 |

**Larsen, Harald,**
*Kragerö, Norway.*

| | |
|---|---|
| Kong Sverre | 203 |
| Skjold | 224 |
| Stærkodder | 271 |
| Titania | 232 |
| Vanadis | 468 |
| Vidar | 278 |
| Viking | 245 |

**Larsen, I. L. Enke,**
*Tonsberg, Norway.*

| | |
|---|---|
| Deodata | 459 |

**Larsen, I. P.,**
*Tredestrand, Norway.*

| | |
|---|---|
| Samoa | 686 |

**Larsen, Jacob,**
*Drontheim, Norway.*

| | Net Tons |
|---|---|
| Edward | 267 |

**Larsen, J. A.,**
*Kjerteminde, Denmark.*

| | |
|---|---|
| Azela | 169 |
| Rigmer | 136 |

**Larsen, J. A.,**
*Skien, Norway.*

| | |
|---|---|
| Hercules | 1271 |
| Sigrid | 217 |

**Larsen, L.,**
*Flekkefjord, Norway.*

| | |
|---|---|
| Daphne | 472 |
| Orient | 353 |

**Larsen, L.,**
*Farsund, Norway.*

| | |
|---|---|
| Saturn | |

**Larsen, L.,**
*Stavanger, Norway.*

| | |
|---|---|
| Freidig | 431 |

**Larsen, L. A.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Georgio Avassiotti | 310 |

**Larsen, L. G. S.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Avenir | 301 |
| Aviemore | 1043 |
| Kalliope | 970 |
| Lina | 685 |
| Nervion | 323 |
| Nordstjernen | 508 |

**Larsen, O. M.,**
*Christiania, Norway.*

| | |
|---|---|
| Rose | 123 |

**Larsen, O. & S.,**
*Christiania, Norway.*

| | |
|---|---|
| Idun | 327 |

**Larsen, S. A.,**
*Borören, Tvedestrand, Norway.*

| | |
|---|---|
| Diamant | 266 |

**Larsen, S. C.,**
*Brevig, Norway.*

| | |
|---|---|
| Adele | 681 |
| Alf | 279 |
| Bödvar | 417 |
| Claudine | 266 |
| Eugenie | 235 |
| Helen | 356 |
| Nornen | 688 |
| s. Senator | 353 |
| Trosvik | 314 |
| Veranda | 370 |
| Vesta | 337 |

**Larsen, Sören,**
*Lundeby, Sandefjord, Norway.*

| | |
|---|---|
| Brynild | 143 |
| Daggry | 179 |
| Kong Oscar | 343 |

**Larsen, T.,**
*Dalene, Lillesand, Norway.*

| | |
|---|---|
| Fortuna | 449 |

**Larsen, T.,**
*Lillesand, Norway.*

| | |
|---|---|
| Success | 305 |



s. désigne les Vapeurs.

**Larsen, Valentin,**
*Haugesund, Norway.*

| | Net Tons |
|---|---|
| Augvald | 226 |

**Larsen-Naur, A.,**
*Kragerö, Norway.*

| | |
|---|---|
| Cavalier | 687 |
| Maitland | 736 |
| s. Victoria | 582 |

**Larsen-Rudjord, L.,**
*Farsund, Norway.*

| | |
|---|---|
| Nordbygd | 677 |

**Larsen-Sunde, L.,**
*Vanse, Farsund, Norway.*

| | |
|---|---|
| Echo | 464 |
| Framfart | 399 |
| Gyda | 307 |
| Oscar | 598 |
| Valhalla | 278 |

**Larsens, J. J. (Enke),**
*Faaborg, Denmark.*

| | |
|---|---|
| Agent Lagoni | 109 |

**Larson, Adler,**
*Stockholm, Sweden.*

| | |
|---|---|
| s. Carl v. Linné | 286 |

**Larssen & Kiær,**
*Drammen, Norway.*

| | |
|---|---|
| Andvake | 1053 |
| Bengal | 712 |
| Bos | 144 |
| Deodata | 369 |
| Hans Nielsen Hauge | 454 |
| Memoria | 376 |
| Mindet | 1197 |
| Nebo | 568 |
| s. Produce | 1002 |
| Professor Johnson | 1107 |
| s. Progress | 654 |
| West Australian | 600 |

**Larssen, L.,**
*Arendal, Norway.*

| | |
|---|---|
| Erna | 454 |

**Larssen, Lars,**
*Teodestrand, Norway.*

| | |
|---|---|
| Eldorado | 315 |
| Emily | 366 |
| Osteraa | 485 |

**Larsson, B.,**
*Jonstorp, Malmöh län, Sweden.*

| | |
|---|---|
| Hilda | 110 |

**Larsson, C.,**
*Arild, Brunnby, Sweden.*

| | |
|---|---|
| Archimedes | 238 |

**Larsson, C. G.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Nordstjernan | 377 |

**Larsson, G.,**
*Christinehamn, Sweden.*
(Ångfartygs Aktieb. "Hermes.")

| | |
|---|---|
| s. Hermes | 170 |
| s. Trafik | 162 |
| s. Vulcan | 153 |

**Larsson, H.,**
*Brantevik, Cimbrishamn, Sweden.*

| | |
|---|---|
| Bravo | 281 |

**Larsson, H.,**
*Mörby, Mjellby, Sweden.*

| | Net Tons |
|---|---|
| Philipp | 188 |

**Larsson, J.,**
*Grums, Sweden.*

| | |
|---|---|
| s. Ida | 108 |

**Larsson, J.,**
*Kivik, Cimbrisham, Sweden.*

| | |
|---|---|
| Caleb | 135 |

**Larssön, J. C.,**
*Bratteklev, Arendal, Norway.*

| | |
|---|---|
| Winona | 682 |

**Larsson, O. L.,**
*Fjellbacka, Sweden.*

| | |
|---|---|
| Carl Friedrich | 910 |

**Larsson, P.,**
*Torskog, Nygård, Sweden.*

| | |
|---|---|
| s. Delfin | 108 |
| s. Eros | 363 |
| s. Göta Kanal | 88 |
| Märta | 131 |
| s. Stella | 119 |
| s. Tor | 118 |
| s. Vestern | 93 |
| s. Visborg | 173 |

**Larsson, S.,**
*Brantevik, Cimbrishamn, Sweden.*

| | |
|---|---|
| Elma | 110 |

**Lascaridis, P.,**
*Marseilles, France.*

| | |
|---|---|
| Agios Cavassovich | 414 |

**Lascelles, A. S.,**
108, *Broad Street, New York, U.S.*

| | |
|---|---|
| s. Oceano | 650 |

**Lassalle, C.**

| | |
|---|---|
| Amelia | 108 |

**Lassen, Herm R.,**
26, *Admiralitätstr, Hamburg, Germany.*

| | |
|---|---|
| Amazone | 316 |
| Stella | 194 |
| Venezuela | 199 |

**Lassen, Jens,**
*Arendal, Norway.*

| | |
|---|---|
| Avanti | 567 |
| Rollo | 597 |

**Lassen, Tellef,**
*Arendal, Norway.*

| | |
|---|---|
| Iona | 549 |
| Tana | 903 |
| Urania | 1627 |
| Venerata | 626 |

**Lasserre frères,**
*St. Pierre, Martinique.*

| | |
|---|---|
| Marguerite | 409 |

**Latus, George, & Co.,**
*Humber Dock Walls, Hull.*

| | |
|---|---|
| C. Karl | 290 |
| Gerda | 219 |
| Lady Lina | 1422 |
| Ystävät | 654 |

**Launay, A.,**
*Paimpol, France.*

| | Net Tons |
|---|---|
| Armoricaine | 105 |
| Gabrielle | 102 |

**Launceston Marine Board,**
*Launceston, Tasmania.*

| | |
|---|---|
| s. Wybia | 6 |

**Launtzen, D.,**
*Esbjerg, Denmark.*

| | |
|---|---|
| s. Nerma | 450 |

**Laura, Angelo,**
*Genoa, Italy.*

| | |
|---|---|
| Nuova Sara | 117 |

**Laurin, Lodovico,**
*Palazzo Peneo, Genoa, Italy.*

| | |
|---|---|
| Fratelli Laurin | 616 |

**Lauritzen, J.,**
*Esbjerg, Denmark.*

| | |
|---|---|
| s. Nordsöen | 286 |

**Lauro, Ant.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Papa Giacomo | 412 |
| Scutolo | 460 |
| Vergine Pompei | 351 |

**Lauro, F. & E.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Giovanni | 440 |

**Lauro, F. S.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Antonino | 410 |

**Lauro fratelli,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Conquistatore | 599 |
| Maria | 560 |
| Mattia | 382 |

**Lauro, G.,**
*Piano di Sorrento, Italy.*

| | |
|---|---|
| Italia | 535 |

**Lauro, Gioachino,**
*Castellamare, Italy.*

| | |
|---|---|
| Navigatore | 620 |

**Lauro, L., fu A.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Maria L. | 776 |

**Lauro, P.,**
*Meta di Sorrento, Italy.*

| | |
|---|---|
| Ceylan | 497 |

**Lauro, R.,**
*Naples, Italy.*

| | |
|---|---|
| Ariosto | 249 |

**Lavagna, Pietro, & A. Sbarbaro,**
*Loano & Genoa* (respectively), *Italy.*

| | |
|---|---|
| Antonietta C. | 566 |

**Laval, M., & F. Sicard,**
*Marseilles, France.*

| | Net Tons |
|---|---|
| St. Pierre | 229 |

**Lavalle & Medici,**
*Ensenada, Argentine Republic.*

| | |
|---|---|
| s. Dankali | 49 |

**Lavarello, F. ved. Figari,**
*Via S. Vincenzo* 82, *Genoa, Italy.*

| | |
|---|---|
| Prosperino | 904 |

**Lavarello, G. B., fu P.,**
*Quinto al Mare, Genoa, Italy.*

| | |
|---|---|
| Aurelia | 1078 |
| Gin | 900 |
| Luigi L. | 888 |

**Lavarello, Gaet.,**
*Camogli, Italy.*

| | |
|---|---|
| Avvenire | 399 |

**Lavarello, Giuseppe, fu P.,**
*Deiva, Italy.*

| | |
|---|---|
| Carità L. | 874 |
| Fede L. | 1070 |
| Indus | 1111 |
| Speranza L. | 1030 |

**Lavender, S. S.,**
*New York, U.S.A.*

| | |
|---|---|
| Eugene Hall | 303 |

**Laverdure, E. G. D.,**
*Ottawa, Ontario.*

| | |
|---|---|
| s. Ida | 153 |

**Lavina, G. Scotto,**
*Naples, Italy.*

| | |
|---|---|
| Michele | 412 |

**Lavoie, J.,**
*St. Luce, co. Rimouski, Canada.*

| | |
|---|---|
| Josephine | 106 |

**Lavradores, Banco dos,**
*Santos, Brazil.*

| | |
|---|---|
| Candidate | 583 |
| Sylph | 599 |

**Law, B. B.,**
*Yarmouth, N.S.*

| | |
|---|---|
| Abbie S. Hart | 1450 |

**Law, Thos., & Co.**
(SHIRE LINE),
123, *Hope Street, Glasgow.*

| | |
|---|---|
| Agnes Oswald | 1380 |
| Arctic Stream | 1498 |
| Banffshire | 899 |
| Berwickshire | 901 |
| Buteshire | 1854 |
| Clackmannanshire | 1482 |
| Cromartyshire | 1462 |
| Dumbartonshire | 915 |
| Dumfriesshire | 2512 |
| Edinburghshire | 1277 |
| Elginshire | 2093 |
| Fifeshire | 1318 |
| Forfarshire | 1300 |
| Glencairn | 1564 |
| Gulf Stream | 1378 |
| Inverness-shire | 2147 |
| Kinross-shire | 2168 |
| Kirkcudbrightshire | 1482 |
| Lanarkshire | 794 |
| Largo Law | 1587 |
| Linlithgowshire | 1357 |
| Millwall | 1165 |
| Nairnshire | 965 |
| Peeblesshire | 866 |
| Ross-shire | 2148 |
| Selkirkshire | 1192 |
| Stirlingshire | 1221 |
| Sutherlandshire | 1549 |
| Zuleika | 1092 |

**Law, W., & Co.,**
*Yarmouth, N.S.*

| | Net Tons |
|---|---|
| William Law | 1631 |

**Law, William,**
*Yarmouth, N.S.*

| | |
|---|---|
| Bowman B. Law | 1359 |
| Ellen A. Read | 1750 |
| Mary A. Law | 891 |
| Thomas Perry | 1192 |

**Lawes, John W., & Co.,**
73, *King Street, South Shields.*

| | |
|---|---|
| George | 198 |
| Kelpie | 178 |
| Nina | 185 |
| Northern Star | 271 |

**Lawrence & Co.,**
*New London, Connecticut, U.S.*

| | |
|---|---|
| Charles Colgate | 170 |

**Lawrence, Edward,**
87, *Milk Street, Boston, Mass., U.S.*

| | |
|---|---|
| Annie M. Smull | 1010 |
| Ringleader | 1145 |
| Southern Cross | 1087 |
| Vigilant | 1723 |

**Lawrence, Giles, & Co.,**
11, *South William Street, New York, U.S.*

| | |
|---|---|
| Ferris S. Thompson ..*(Gross)* | 531 |

**Lawrence, J., & Sons,**
*Port Burwell, Ontario.*

| | |
|---|---|
| Fellow Craft | 210 |

**Lawrence, T. S.,**
*Maitland, Hants Co., N.S.*

| | |
|---|---|
| White Wings | 495 |

**Lawrey, William,**
6, *The Baths, Devonport.*

| | |
|---|---|
| Christabel | 149 |
| Robin Hood | 76 |

**Lawson, C. J.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Alice R. Lawson | 116 |
| Dora A. Lawson | 119 |

**Lawson, Geo., & Sons**
(In liquidation),
*Prince's Dockside, Hull.*

| | |
|---|---|
| s. Edith | 274 |

**Lawson, Joseph,**
27, *Baring Street, South Shields.*

| | |
|---|---|
| s. Champion | 40 |
| s. Hercules | 23 |
| s. Ulysses | 99 |

**Lawson, William,**
*Halifax, N.S.*

| | |
|---|---|
| s. Goliah | 100 |

**Lawson, William G.,**
27, *The Wall, Whitstable, Kent.*

| | |
|---|---|
| Dolly Varden | 186 |
| Ringleader | 136 |

**Lawson, William J.,**
*Whitstable, Kent.*

| | |
|---|---|
| Charles P. Knight | 179 |
| Willie | 181 |

**Lawther, Samuel, & Sons,**
2, *Corporation Square, Belfast.*

| | Net Tons |
|---|---|
| s. A. J. Balfour | 2223 |
| G. W. Wolff | 1663 |
| Noel | 797 |
| Romanoff | 1050 |
| W. J. Pirrie | 2516 |
| Walter H. Wilson | 2461 |

(Belfast and Mersey S.S. Co., Lim.)

| | |
|---|---|
| s. Manchester | 211 |

**Lawton, D. C.,**
*Fall River, Mass., U.S.*

| | |
|---|---|
| s. Mount Hope | 440 |

**Lawton, John,**
*Savannah, Georgia, U.S.*

| | |
|---|---|
| s. Alpha | 242 |

**Layborn & Legge,**
*Chapel Chambers, Chapel Street, Liverpool*

| | |
|---|---|
| s. Euripides | 1117 |

**Laycock, Joseph F.,**
*Wiseton Hall, Bawtry, Notts.*

| | |
|---|---|
| Valhalla (aux. stm.) | 587 |

**Layet, P.,**
*Marseilles, France.*

| | |
|---|---|
| Jeanne | 375 |

**Layzell, Alfred,**
72, *Neville Road, Upton, Essex.*

| | |
|---|---|
| Llama | 149 |

**Lazari Captan, Nicolos,**
*Constantinople, Turkey.*

| | |
|---|---|
| Possidon | 209 |

**Lazarou, A.,**
*Spezzia, Greece.*

| | |
|---|---|
| Agios Nicolaos | 276 |

**Lazarou, M.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Hundi Verdi | 370 |

**Lazopoulos, D.,**
*Scopelos, Greece.*

| | |
|---|---|
| Edesma | 583 |

**Lazzaru, G.,**
*Piræus, Greece.*

| | |
|---|---|
| Agios Spyridon | 273 |

**Le Bart,**
*Ile-aux-Moines, France.*

| | |
|---|---|
| Marie Anna | 135 |

**Le Bérigot,**
*Saint Nazaire, France.*

| | |
|---|---|
| Marie Angélina | 109 |

**Le Bihan,**
*Vannes, France.*

| | |
|---|---|
| Sainte Espérance | 120 |

**Le Bishan, J. F.,**
*Toulindac, Vannes, France.*

| | |
|---|---|
| Adelaïde | 248 |

**Le Blanc, Frances,**
*Bellivean's Cove, N.S.*

| | Net Tons |
|---|---|
| Lizzie Wharton | 120 |

**Le Borgne, A., & ses fils,**
*Fécamp, France.*

| | |
|---|---|
| Duquesne | 255 |

**Le Bot, P. A.,**
*Bourg neuf, en Arzon, Morbihan.*

| | |
|---|---|
| Jean Baptiste | 628 |

**Le Boulanger, F.,**
*Swansea.*
(Pansy Steamship Co., Ld.)

| | |
|---|---|
| s. Swansea | 579 |

**Le Brise, Francois,**
4, *Rue du Pont-Tournant, Lorient, France.*

| | |
|---|---|
| s. F. L. B. | 103 |
| G. G. M. | 111 |
| Talma | 171 |

**Le Couteur, James de Veulle,**
78, *Osterstrasse, Eimsbüttel, Hamburg, Germany.*

| | |
|---|---|
| British Empire | 449 |
| Penpont | 256 |
| Queen of the North | 375 |

**Le Diabat, P. G.,**
*Ile-aux-Moines, Morbihan, France.*

| | |
|---|---|
| Elie | 129 |

**Le Franc,**
*Séné, Morbihan, France.*

| | |
|---|---|
| Guillaume Tell | 128 |
| Thérèse Victor | 171 |

**Le Gloahec, C., fils,**
*Nantes, France.*

| | |
|---|---|
| Marie | 126 |

**Le Gros, John,**
*Oak Lodge, Faldouet, St. Martin's, Gorey, Jersey.*

| | |
|---|---|
| Mistletoe | 60 |

**Le Gualès de Mezaubran, A.,**
*Légué-Plerin, France.*

| | |
|---|---|
| Marie Louise | 102 |
| s. St. Brieuc | 207 |

**Le Houelleur, Mme. Vve.,**
*Floirac, Lot, France.*

| | |
|---|---|
| Docteur Ollive | 193 |

**Le Masurier, Thomas,**
*Jersey.*

| | |
|---|---|
| Cicelia | 74 |

**Le Moeur, Y. M.,**
*Paimpol, France.*

| | |
|---|---|
| Ideal | 114 |

**Le Pomellec, J.,**
*Binic, Côtes du Nord, France.*

| | |
|---|---|
| Binicaise | 103 |

**Le Quellec, A. C.,**
*Allées de Chartres* 33, *Bordeaux, France.*

| | Net Tons |
|---|---|
| Astrée | 1987 |
| Circé | 1576 |
| Danæ | 705 |
| Galathée | 1218 |
| Psyché | 852 |

**Le Rouzic, J. M.,**
*Auray, France.*

| | |
|---|---|
| Amitié | 127 |

**Le Roy, L.,**
10, *Rue de l'Avalasse, Rouen, France.*

| | |
|---|---|
| Marie Charlotte | 495 |

**Le Scelleur, Philip,**
*Oak Lodge, Faldonet, St. Martin's, Jersey.*

| | |
|---|---|
| Graphic | 60 |

**Le Sueur, F., & Son,**
15, *Commercial Buildings, Jersey.*

| | |
|---|---|
| Electra | 158 |

**Leach, Charles F.,**
*Mark Brown's Wharf, Tooley Street, Southwark, London, S.E., and* 21, *Mincing Lane, London, E.C.*

| | |
|---|---|
| s. Sea Belle | 425 |
| s. Sea Gull | 386 |
| s. Sea Spray | 352 |
| s. Spindrift | 393 |

**Leal, A. D. S.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Annibal | 279 |

**Leaming, R. S.,**
*Dennisville, New Jersey, U.S.*

| | |
|---|---|
| Douglass Gregory | 589 |
| John M. Moore | 593 |
| Richard S. Leaming | 463 |

**Lean, William H.,**
*Armyn Villa, Falmouth.*

| | |
|---|---|
| Clara Manning | 128 |
| Ocean Sprite | 167 |
| W. H. L. | 100 |

**"Leangen," Actieselskab,**
*Christiania, Norway.*
*See* C. COLLETT & MOLBACH.

**Leardo fratelli,**
*Porto Empedocle, Sicily.*

| | |
|---|---|
| Unione | 104 |

**Leask, Clark & Co.,**
*West Hartlepool.*

| | |
|---|---|
| s. Milo | 1110 |

**Leask, William H.,**
2, *Harbour Street, Peterhead.*

| | |
|---|---|
| Ebenezer | 317 |
| Maggie & Helen | 128 |

**Leavers, John Wells,**
*Nottingham.*

| | |
|---|---|
| Congo | 50 |
| Nile | 50 |
| Volga | 50 |

**Leber, E. (Mrs.),**
*Fécamp, France.*

| | |
|---|---|
| Rollon | 293 |

**Lebessis, B.,**
*Piræus, Greece.*

| | Net Tons |
|---|---|
| Dionyssios | 220 |

**Leblanc, Charlemaine, & Co.,**
*Rouen, France.*

| | |
|---|---|
| s. Blanche | 317 |
| s. Ernestine | 301 |
| s. Georgette | 277 |
| s. Hirondelle | 220 |

**Leboffe fratelli,**
*Gaeta, Italy.*

| | |
|---|---|
| Gaeta | 448 |

**Leboffe, G. F., fu G.,**
*Gaeta, Italy.*

| | |
|---|---|
| Concezione | 362 |
| Rosa Madre | 911 |

**Lecalvez, L.,**
*Lannion, France.*

| | |
|---|---|
| Perrosien | 149 |

**Lecharpentier, H.,**
4, *Rue de la Vierge, Granville, France.*

| | |
|---|---|
| Eugenie | 120 |
| La Manche | 249 |

**Ledesma, Pascual,**
*Manila.*

| | |
|---|---|
| Lauria | 120 |

**Ledoux, H., & Co.,**
*Georgetown, Demerara.*

| | |
|---|---|
| s. Victoire | 251 |

**Ledyard, H. B.,**
*Detroit, Michigan, U.S.*
(Michigan Central Railroad Co.)

| | |
|---|---|
| s. Michigan Central | 1000 |
| s. Transfer | 1060 |
| s. Transport | 797 |

**Lee, David,**
*Somers Point, New Jersey, U.S.*

| | |
|---|---|
| Howard W. Middleton | 560 |

**Lee, Finch & Co.,**
41, *Mount Stuart Square, Cardiff.*

| | |
|---|---|
| s. Ingoldsby | 740 |

**Lee, George,**
*Duck River, co. Wellington, Tasmania.*

| | |
|---|---|
| Lemael | 112 |

**Lee, J. W.,**
*Somers Point, New Jersey, U.S.*

| | |
|---|---|
| Raymond T. Maull | 512 |

**Lee, John A.,**
9, *Mount Stuart Square, Cardiff.*

| | |
|---|---|
| s. Charing Cross | 1646 |
| s. King's Cross | 1407 |

**Lee, John D.,**
1, *Canal Road, Frindsbury, Kent.*

| | |
|---|---|
| Sunbeam | 65 |

**Lee, John S.,**
*Somers Point, New Jersey, U.S.*

| | |
|---|---|
| Elizabeth S. Lee | 467 |

**Lee Kong Boon,**
81, *Beach Street, Penang, Straits Settlements.*

| | Net Tons |
|---|---|
| Pen Guin | 127 |

**Lee Phee Yeow,**
38, *Beach Street, Penang.*

| | |
|---|---|
| s. Deli | 93 |
| s. Diamond | 1031 |
| s. Fitzpatrick | 597 |
| s. Langkat | 187 |
| s. Mary Austin | 140 |
| s. Taw Tong | 104 |

**Lee, W. T.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Mildred V. Lee | 100 |

**Lee, William,**
15, *Mount Stuart Square, Cardiff.*

| | |
|---|---|
| Clarissa (*Gross*) | 92 |

**Leech, Harrison & Forwood,**
6, *Rumford Street, Liverpool.*
(Mersey S. S. Co., Ld.)

| | |
|---|---|
| s. Empusa | 732 |
| s. Mequinez | 791 |
| s. Mogador | 612 |
| s. Wazzan | 947 |
| s. Zweena | 941 |

**Leech, John,**
*Whitehaven.*

| | |
|---|---|
| Hematite | 93 |

**Leep, B. & M.,**
*Riga, Russia.*

| | |
|---|---|
| Anna Maria | 196 |

**Leep, M.,**
*Uggenzeem, Russia.*

| | |
|---|---|
| Uppesgriw | 229 |

**Leepa, Ballohd & Resewsky,**
*Uggenzeem, Talsen, Kurland, Russia.*

| | |
|---|---|
| Venus | 187 |

**Leepa, Martin,**
*Uggenzeem, Talsen, Kurland, Russia.*

| | |
|---|---|
| Anna Maria | 118 |

**Leeping, J.,**
*Angern, Talsen, Kurland, Russia.*

| | |
|---|---|
| Alfred | 166 |
| Orest | 139 |

**Leerer Dampschifffahrts Gesellschaft**
(Manager—Died. Höcker),
*Leer, Germany.*

| | |
|---|---|
| s. Augusta | 75 |
| s. Victoria | 171 |

**Leeson, J. L.,**
*New Westminster, B.C.*

| | |
|---|---|
| s. Transient Mill | 65 |

**Leet, James,**
*Stony Point, Rockland co., New York, U.S.*

| | |
|---|---|
| Horizon | 104 |

**Leetham, Edward,**
*Hull.*

| | |
|---|---|
| s. Alonso | 843 |



s. désigne les Vapeurs.

**eetham, H., & Sons,**
*York.*

| | Net Tons |
|---|---|
| s. Arrow | 83 |

**eeuwe, J. T.,**
*Delfzijl, Holland.*

| | |
|---|---|
| Dina | 415 |

**eeward Islands, Government of,**
*Antigua.*

| | |
|---|---|
| s. Victoria | 71 |

**efrançois, Th.,**
*5, Avenue Allard, Nantes, France.*

| | |
|---|---|
| Achille Célestine | 184 |
| Emma Marie | 131 |
| Marie Fanny | 117 |

**efurgey, John,**
*Summerside, P.E.I.*

| | |
|---|---|
| Charles E. Lefurgey | 936 |

**egal, P. & A., fils,**
*Quai Fosse 66, Nantes, France.*

| | |
|---|---|
| s. Blanche Amelie | 188 |
| s. Breton | 75 |
| s. Ida | 95 |
| s. Ville de Bayonne | 125 |
| s. Ville de Bordeaux | 99 |

**egaspi, Florentino,**
*Manila.*

| | |
|---|---|
| s. Gloria | 83 |

**egasse, S. M., Neveu & Co.,**
*St. Pierre, Miquelon.*

| | |
|---|---|
| Belle Brune | 171 |
| Hasparren | 268 |
| Joyeuse | 180 |
| Mireille | 251 |
| Pierre Phillippe | 231 |

**egasse, Saint Martin, frères,**
*Bayonne, France; & St. Pierre-Miquelon.*

| | |
|---|---|
| Sépet | 122 |
| Stella | 128 |

**egay, A.,**
*Marseilles, France.*

| | |
|---|---|
| Fernand Marguerite | 311 |

**egg, Charles MacF.,**
*Carrickfergus, co. Antrim.*

| | |
|---|---|
| s. Carrick Castle | 64 |
| s. Shanes Castle | 58 |

**egloahac, C.,**
*Auray, France.*

| | |
|---|---|
| Sicié | 120 |

**eguennec, A.,**
*Cancale, France.*

| | |
|---|---|
| Industrie | 128 |

**ehartier, Vve. O.,**
*St. Malo, France.*

| | |
|---|---|
| Victor Hugo | 145 |

**Lehigh Valley Transportation Co.,**
*Buffalo, N.Y., U.S.*

| | Net Tons |
|---|---|
| s. Cayuga | 1939 |
| s. E. P. Wilbur | 1903 |
| s. Saranac | 1939 |
| s. Seneca | 1939 |
| s. Tuscarora | 1680 |

**Lehmann, Aug.,**
*Dröbak, Norway.*

| | |
|---|---|
| Willa | 200 |

**Lehmann, C.,**
*Itzehoe, Holstein, Germany.*

| | |
|---|---|
| Toni & Emma | 187 |

**Lehmann, Hilmar,**
*Christiania, Norway.*

| | |
|---|---|
| Jason | 374 |

**Lehmkuhl, J. E.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Axel | 191 |
| s. Nordkyn | 188 |

**Lehoerff,**
*Cancale, France.*

| | |
|---|---|
| Amédée | 123 |

**Lehoullier, G.,**
*Cherbourg, France.*

| | |
|---|---|
| Edmond Alonse | 138 |
| Gaston Albert | 172 |

**Leighton, A.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Indiana | 116 |

**Leighton, Baker & Co.,**
*6, York Buildings, Liverpool.*

| | |
|---|---|
| John Walters | 139 |

**Leighton, E.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Gloriana | 105 |

**Leighton, J.,**
*Machias, Maine, U.S.*

| | |
|---|---|
| William Warren | 109 |

**Leighton, J. A.,**
*Millbridge, Maine, U.S.*

| | |
|---|---|
| Ethel | 141 |

**Leighton, W. H.,**
*Millbridge, Maine, U.S.*

| | |
|---|---|
| Crusoe | 109 |

**Leimann, K.,**
*Uggenzeem, Talsen, Kurland, Russia.*

| | |
|---|---|
| Anna Maria | 183 |

**Leinster, T. S.,**
*41, Linskill Terrace, North Shields.*

| | |
|---|---|
| s. Richmond | 769 |

**Leisberg & Co.,**
*Ahrensburg, Russia.*

| | |
|---|---|
| Koidula | 259 |

**Leitch, Andrew, & Co.,**
*47, Commercial Street, Dundee.*
(Dundee Loch Line Steam Shipping Co., Ld.)

| | Net Tons |
|---|---|
| s. Loch Etive | 1397 |
| s. Loch Garry | 585 |
| s. Loch Katrine | 939 |
| s. Loch Leven | 536 |
| s. Loch Lomond | 1689 |
| s. Loch Marèe | 1728 |
| s. Loch Ness | 643 |
| s. Loch Rannoch | 1057 |
| s. Loch Tay | 3416 |

**Leitch & Muir,**
*2, West Quay, Greenock.*

| | |
|---|---|
| Brunel | 1544 |
| s. James Watt | 999 |
| s. Newcomen | 1353 |
| Robert Duncan | 2005 |

**Leite, S. P. da Costa,**
*Pernambuco, Brazil.*

| | |
|---|---|
| Pelotense IV. | 204 |

**Leith, Hull & Hamburg Steam Packet Co.,**
*16, Bernard Street, Leith; and 40, St. Enoch's Square, Glasgow.*
*See* JAMES CURRIE & CO.

**Leith & Montrose Shipping Co.,**
*Montrose.*
*See* J. MCKENZIE & SONS.

**Leitrim, Trustees of the late Earl of,**
*Mulroy, Milford, co. Donegal, Ireland.*

| | |
|---|---|
| s. Melmore | 168 |
| s. Rossgull | 97 |

**Lelean, R. M., & Co.,**
*29, High Street, Guernsey.*

| | |
|---|---|
| Progress | 232 |

**Lels, Murk, & Zoon,**
*Alblasserdam, Holland.*

| | |
|---|---|
| Kinderdijk | 1201 |

**Lemasson, L.,**
*Granville, France.*

| | |
|---|---|
| Prudent | 152 |

**Lembert & Freymann,**
*Baltishport, Russia.*

| | |
|---|---|
| Julie | 107 |

**Lembo velideh Channi, Marmorahlee, and Brother,**
*Marmorah, Turkey.*

| | |
|---|---|
| Marmorah | 106 |

**Lemi, G.,**
*Leghorn, Italy.*

| | |
|---|---|
| Giovanni | 104 |

**Lemo, G.,**
*Scio, Asiatic Turkey.*

| | |
|---|---|
| Agia Markella | 265 |

**Lemoine, A.,**
*Rouen, France.*

| | |
|---|---|
| s. Amiral Cécille | 707 |
| s. Lutèce | 856 |

**Lemoine, Auguste,**
*St. Malo, France.*

| | Net Tons |
|---|---|
| Anatole | 132 |
| Liquidateur | 126 |
| Louvois | 214 |
| Maurice | 158 |
| Reine Blanche | 213 |
| Vedette | 112 |

**Lemon, D. B.,**
*New York, U.S.*

| | |
|---|---|
| Loring | 194 |

**Lemon, David,**
*Brooklyn, U.S.*

| | |
|---|---|
| Rosedale | 234 |

**Lemos, C.,**
*Scios, Greece.*

| | |
|---|---|
| Adelphi Diamandidi | 190 |

**Lemos fratelli,**
*Scio, Asiatic Turkey.*

| | |
|---|---|
| Sofia | 236 |

**Lemos, G.,**
*Hydra, Greece.*

| | |
|---|---|
| Taxiarchis | 264 |

**Lemos, G.,**
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Olga | 110 |

**Lemos, G.,**
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Euthymios | 117 |

**Lemos, T. G.,**
*Zante, Greece.*

| | |
|---|---|
| Dimocritos | 146 |

**Lena Ana Runa Ravana Mana Letchemanan Chetty,**
*Jaffna.*

| | |
|---|---|
| Manika Theyaker Yady Vooday Amma | 180 |

**Lengfield & Ward,**
*Neptune Street, Hull.*

| | |
|---|---|
| Gladstone | 90 |
| Mazeppa | 90 |
| Mountaineer | 90 |

**Lenkkeri, J.,**
*Björkö, Finland.*

| | |
|---|---|
| Ukko | 113 |

**Lennard & Danby,**
*West Hartlepool.*

| | |
|---|---|
| Jessie Annandale | 113 |

**Lennard, George,**
*9, Cambrian Place, Swansea.*

| | |
|---|---|
| s. Scoresby | 630 |
| s. Syra | 600 |

**Lennard, John M., & Sons,**
*Middlesbrough.*

| | Net Tons |
|---|---|
| s. Ambrose | 756 |
| s. Arthur Head | 1887 |
| s. Clutha | 375 |
| s. Forth | 312 |
| s. Glencairn | 176 |
| s. Glenmore | 240 |
| s. Henri Rieth | 1488 |
| s. Hotham Newton | 1713 |
| s. Italia | 239 |
| s. J. M. Lennard | 285 |
| s. Mascotte | 186 |
| s. Teesdale | 187 |
| s. William Dawson | 168 |

(Lennard Petroleum Carrying Co., Ld.)

| | |
|---|---|
| s. Attila | 1404 |
| Jenny Rieth | 490 |

**Lennon, J.,**
*Belfast, Maine, U.S.*

| | |
|---|---|
| Mark Pendleton | 189 |

**Lenormand,**
*Hâvre, France.*

| | |
|---|---|
| s. Calvados | 61 |

**Leonaki Manol,**
*Scio, Asiatic Turkey.*

| | |
|---|---|
| Amorsios | 275 |

**Leonetti & Co.,**
*Bastia, Corsica.*

| | |
|---|---|
| San Pasquale | 108 |

**Leonidi Yanni, Bigadoslee,**
*Bigados, Turkey.*

| | |
|---|---|
| Ionia | 186 |

**Lepelletier, J. H.,**
*Place du Port, Carentam, France.*

| | |
|---|---|
| Eugenie | 185 |

**Lerch, F.,**
*Uppesgrieu, Russia.*

| | |
|---|---|
| Nara | 132 |

**Lerche, V.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Ilmatar | 568 |

**Leroux, Damase,**
*Vandreuil, Canada.*

| | |
|---|---|
| Brodeur Demers | 142 |

**Lesant,**
*Ile d'Arz, Morbihan, France.*

| | |
|---|---|
| Elisabeth | 105 |

**Leschbrandt, C. A.,**
*Mandal, Norway.*

| | |
|---|---|
| Arndt | 431 |
| Hindoo | 600 |

**Leslie, John,**
*79, Mark Lane, London, E.C.*

| | |
|---|---|
| Blenheim | 1077 |
| Hinemoa | 2203 |
| Taranaki | 1130 |

**Leslie, W., & Co.,**
67, *Marischal Street, Aberdeen.*
(Leslie Steam Ship Co., Ld.)

| | Net Tons |
|---|---|
| s. Gipsy | 81 |
| s. Goval | 276 |
| s. Grandholm | 871 |

(Aberdeen & Glasgow S. S. Co., Ld.)

| | |
|---|---|
| s. Garthdee | 422 |
| s. Glassalt | 415 |

**Lesourd, P., fils.,**
4, *Rue Nericault-Destouches, Tours, Indre & Loire, France.*

| | |
|---|---|
| Alice et Isabelle | 501 |
| Charles & Max | 417 |
| Haïdée | 755 |

**Lesperance, Moise,**
*St. Anne, Quebec, Canada.*

| | |
|---|---|
| G. D. | 107 |

**Lesquel (Vve.),**
*Vannes, France.*

| | |
|---|---|
| Francis Marie | 202 |

**Letrehuidic,**
*Isle d'Arzon, near Vannes, France.*

| | |
|---|---|
| Louis Pierre Marie | 134 |

**Letricheux & David,**
*Swansea.*

| | |
|---|---|
| s. Abermaed | 710 |
| s. Abertawe | 881 |

**Letten Bros.,**
*Fish Dock, Grimsby.*

| | |
|---|---|
| John & Sarah Ann | 83 |
| Joseph Chapman | 83 |

**Letten, W. S.,**
*Fish Dock, Grimsby.*

| | |
|---|---|
| Vanguard | 77 |

**Leufstadius, F. N.,**
*Öregrund, Sweden.*

| | |
|---|---|
| Petrus | 103 |

**Leuktén, E. O.,**
*Pataholm, Sweden.*

| | |
|---|---|
| Irma | 203 |

**Leuning, J.,**
*Niel-Windermeer, Gemte. Hoogezand, Holland.*

| | |
|---|---|
| Gezina | 157 |

**Leuty, J. H. C., & Co.,**
68 & 69, *Cornhill, London, E.C.*

| | |
|---|---|
| s. Imbro | 780 |

**Levanger Dampskibsselskab.**
(Manager—J. L. Eide),
*Levanger, Norway.*

| | |
|---|---|
| s. Levanger | 121 |

**Levantis, C.,**
*Syra, Greece.*

| | |
|---|---|
| Profitis Elias | 133 |

**Levantis fratelli,**
*Galaxidi, Greece.*

| | |
|---|---|
| Dounavis | 296 |

**Levensaler, Atwood,**
*Thomaston, Maine, U.S.*

| | Net Tons |
|---|---|
| Eliza Levensaler | 152 |

**Lever, Murphy & Co.,**
*Valparaiso, Chili.*

| | |
|---|---|
| Limari | 587 |
| s. Thane | 833 |

**Lever, W. H.,**
*Port Sunlight, near Birkenhead.*

| | |
|---|---|
| s. Sunlight | 57 |

**Levidi, C. A.,**
*Hydra, Greece.*

| | |
|---|---|
| Andreas Vaglianos | 260 |

**Levidis, P.,**
*Hydra, Greece.*

| | |
|---|---|
| Alexandros | 148 |

**Levin, W. H., & Co.,**
*Wellington, N.Z.*

| | |
|---|---|
| s. Kiwi | 133 |
| s. Queen of the South | 121 |

**Levinsen, H. P.,**
*Marstal, Denmark.*

| | |
|---|---|
| Thor | 121 |

**Levinsen, R. R.,**
*Marstal, Denmark.*

| | |
|---|---|
| Union | 111 |

**Levis Maritime & Industrial Co.,**
*Levis, Canada.*

| | |
|---|---|
| s. Levis | 58 |
| s. Orleans | 108 |
| s. Vega | 83 |

**Levy, Ferreira, & Co.,**
*Para, Brazil.*

| | |
|---|---|
| s. Apurinan | 404 |

**Levy, Lewis,**
600, *Commercial Road, London, E.*

| | |
|---|---|
| s. Scotland | 1694 |

**Lewin, K. G. E.,**
*Högsbergsgatan* 10, *Stockholm, Sweden.*

| | |
|---|---|
| s. Arla | 168 |

**Lewis & Co.,**
*Balkan Hill, Aberdovey.*

| | |
|---|---|
| s. Eira | 777 |
| s. Electra | 305 |
| Glendovey | 589 |
| s. Lady Mostyn | 467 |
| s. Lizzie | 521 |
| Mervinia | 97 |

**Lewis, G. A.,**
*New York, U.S.*

| | |
|---|---|
| Maria | 166 |

**Lewis, J.,**
*Camden, N.J., U.S.*

| | |
|---|---|
| Lida J. Lewis | 536 |

**Lewis, J.,**
*Point Law, Aberdeen.*

| | |
|---|---|
| s. Kate | 29 |

**Lewis, John Herbert,**
*Penucha, Cærwys, Holywell, North Wales.*

| | Net Tons |
|---|---|
| Mostyn | 122 |

**Lewis, L. A.,**
*New York, U.S.*

| | |
|---|---|
| Oakes Ames | 276 |

**Lewis, N. B.,**
*Yarmouth, N.S.*

| | |
|---|---|
| Harry | 144 |

**Lewis, R.,**
*Harwich.*

| | |
|---|---|
| Britannia | 69 |

**Lewis, R., & Co.,**
448, *Commercial Street, Portland, Maine, U.S.*

| | |
|---|---|
| Annie Lewis | 638 |
| Celina | 549 |
| Ella | 622 |
| Ellen Crusoe | 283 |
| Sarmiento | 599 |

**Lewis, Robert,**
*Portmadoc.*

| | |
|---|---|
| Ann Jane | 93 |

**Lewis, Robert, jun.,**
*Minehead, Somerset.*

| | |
|---|---|
| Thistle | 100 |

**Lewis, Thomas, & Co.,**
*Bangor.*

| | |
|---|---|
| s. Saint Seiriol | 68 |

**Lewis, W. M.,**
129, *Bute Road, Cardiff.*

| | |
|---|---|
| s. Corrwg | 570 |

**Lewis, William,**
13, *Hamilton Street, New Bedford, Mass., U.S.*

| | |
|---|---|
| California | 348 |
| Horatio | 332 |
| Navarch | 254 |
| William Baylies | 309 |

**Lewis, William T. (Sir),**
*The Mardy, Aberdare, Glamorganshire.*

| | |
|---|---|
| s. The Marchioness | 80 |

**Lewis, William W.,**
*Sydney, C.B.*

| | |
|---|---|
| Bessie | 195 |

**Leycegui, E., & T. Jimenez,**
*Benito Juarez* 15, *Vera Cruz, Mexico.*

| | |
|---|---|
| Alfonso | 246 |

**Leycegui, L. C., & Co.,**
*Progresso, Mexico.*

| | |
|---|---|
| Carmelita | 291 |

**Leyland, F., & Co., Ld.,**
27, *James Street, Liverpool.*

| | Net Tons |
|---|---|
| s. Algerian | 1131 |
| s. Alsatian | 1133 |
| s. Andalusian | 1136 |
| s. Arabian | 1338 |
| s. Athenian | 1030 |
| s. Bostonian | 2925 |
| s. Columbian | 3323 |
| s. Egyptian | 1336 |
| s. Fabian | 1444 |
| s. Falernian | 1453 |
| s. Favonian | 1445 |
| s. Flaminian | 1361 |
| s. Flavian | 1364 |
| s. Georgian | 3318 |
| s. Lancastrian | 3321 |
| s. Lesbian | 1010 |
| s. Lisbon | 404 |
| s. Minho | 510 |
| s. Oporto | 463 |
| s. Persian | 1396 |
| s. Philadelphian | 3322 |
| s. Venetian | 2672 |
| s. Virginian | 2636 |

**Leyland, R. W., & Co.,**
19 & 20, *H, Exchange Buildings, Liverpool.*

| | |
|---|---|
| Aigburth | 1798 |
| Allerton | 1938 |
| Cressington | 2160 |
| Ditton | 2850 |
| Doxford | 682 |
| Fulwood | 2118 |
| Gitana | 1367 |
| Grassendale | 1768 |
| Halewood | 2100 |
| Leyland Brothers | 2238 |
| Liverpool | 3330 |
| Otterspool | 1711 |
| s. Planet Mercury | |
| Riversdale | 2113 |
| Roby | 2118 |
| Speke | 2712 |
| Toxteth | 2387 |
| Twilight | 631 |
| Wavertree | 2118 |

**Leyman, J.,**
*Somerset Street, Hessel Road, Hull.*

| | |
|---|---|
| s. Earl of Devon | 56 |
| Rothiemay | 89 |

**Leyman, William R.,**
241, *North Boulevard, Hull.*

| | |
|---|---|
| s. Camenes | 64 |
| s. Golden Hope | 60 |
| Silver Lining | 96 |

**Liaglio, Flli.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Amphitrite | 195 |

**Liardi, Giovanni,**
*Terranova, Sicily.*

| | |
|---|---|
| Sarina Liardo | 124 |

**Liautsi, G. A.,**
*Syra, Greece.*

| | |
|---|---|
| Bethleem | 135 |

**Libau - Lübecker Dampfschifffahrts-Gesellschaft,**
*Lübeck, Germany.*
*See* SCHROEDER & PAPE.

**Liberato, A. P. F.,**
*Itajahy, Brazil.*

| | |
|---|---|
| Almirante | 229 |
| Hortencia | 155 |

**Lichenheim & Pincus,**
*Ribnitz, Germany.*

| | |
|---|---|
| Clara | 364 |
| Graf Bismark | 248 |
| Industrie | 333 |

**Lichnos, G.,**
*Syra, Greece.*

| | |
|---|---|
| Alexandros | 159 |

**Lichnos, John,**
*Hydra, Greece.*

| | Net Tons |
|---|---|
| Evangelistria | 183 |

**Licoja, Zeinel,**
*Dulcigno, Montenegro.*

| | |
|---|---|
| Fratelli Cilli | 192 |

**Liddal, W.**
(Manager—J. P. Mountain),
*Skirbeck Road, Boston.*

| | |
|---|---|
| s. Lincoln | 44 |

**Lidgett, John, & Sons,**
6, *Lime Street Square, London, E.C.*

| | |
|---|---|
| Latimer | 1601 |
| Lindisfarne | 1669 |
| Lodestar | 1696 |
| Lorraine | 803 |

**Lidgey, Wm., & Co.,**
*Devoran, Cornwall.*

| | |
|---|---|
| s. Erimus | 194 |

**Lidköpings Rederibol.,**
*Lidköping, Sweden.*
*See* ALBERT PETERSON.

**Lie Boen Kim,**
*Banjermassin, Borneo.*

| | |
|---|---|
| Kim Hin Thay | 427 |

**Liebaut, A., & Co.,**
*Nantes, France.*

| | |
|---|---|
| Paul Albert | 558 |

**Liebes, G.,**
*San Francisco, U.S.*

| | |
|---|---|
| Herman | 100 |

**Liedquist, E. P.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Magda | 132 |

**Liem Djoen Tik,**
*Banjermassin, Borneo.*

| | |
|---|---|
| L'Amitie | 136 |

**Lienhardt,**
*Handsbro', U.S.*

| | |
|---|---|
| Magnolia | 196 |

**Lifvendahl, E. A.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Deo Gloria | 294 |

**Ligno, C.,**
*Syra, Greece.*

| | |
|---|---|
| Ayah Nicola | 103 |

**Lignori, G.,**
*Naples, Italy.*

| | |
|---|---|
| Valle Pompei | 144 |

**Lignos, E.,**
*On board.*

| | |
|---|---|
| Leonardos | 273 |

**Lignos, G.,**
*Santorin, Greece.*

| | |
|---|---|
| Irene | 262 |



s. désigne les Vapeurs.

### ...gnos, J., & Bros.,
*Syra, Greece.*

| | Net Tons |
|---|---|
| ...Dyo Adelphi | 334 |

### ...gnos, Staminos,
*Syra, Greece.*

| | |
|---|---|
| Panagia Erythiani | 135 |

### ...gor, Keresteh tijari pap-...z oglou,
*Abahnah, Turkey.*

| | |
|---|---|
| Shahin-i-Derya | 137 |

### ...gor Andon, Marmorahlee, Co.,
*Marmorah, Turkey.*

| | |
|---|---|
| Apostolos | 137 |

### ...gori, Lefter & Co.,
*Constantinople, Turkey.*

| | |
|---|---|
| Omorkkhia | 137 |

### ...gori Niago, Katirleelee,
*Katirlee, Turkey.*

| | |
|---|---|
| Sakarieh | 116 |

### ...kely, Joseph A.,
*Portland, St. John, N.B.*

| | |
|---|---|
| Myrtle | 387 |

### ...ljefors, F. O.,
*Landskrona, Sweden.*

| | |
|---|---|
| Hans | 680 |

### ...ljewalch, E.,
*Stockholm, Sweden.*
Bergningsoch Dykerib. "Neptun.")

| | |
|---|---|
| ...Argo | 46 |
| ...Belos | 185 |
| ...Eol | 94 |
| ...Hermes | 207 |
| ...Neptun | 185 |
| ...Poseidon | 152 |

### ...ljewalch, T.,
*Stockholm, Sweden.*

| | |
|---|---|
| ...Clapeyron | 1405 |

### ...Lilla Edet," Nya Ångb. Aktieb.,
*Gamla Lödöse, Sweden.*
*See* S. OLSSON.

### ...illie, R. K.,
*North Shields.*

| | |
|---|---|
| ...Capella | 10 |
| ...Primrose | 27 |

### ...illjequist, Axel,
*Gothenburg, Sweden.*

| | |
|---|---|
| ...Hebe | 271 |
| ...Jernbarden | 830 |

### ...illy, J., & Co.,
*West Hartlepool.*

| | |
|---|---|
| ...Bedlington | 892 |
| ...Charles Steels | 738 |
| ...Gallina | 1135 |
| ...Lobelia | 1913 |
| ...Petunia | 1093 |
| ...Pocklington | 885 |
| ...Sylvia | 1166 |

### Lilly, James,
*Fremantle, W.A.*

| | Net Tons |
|---|---|
| Bittern | 399 |

### Lim Ah Thye,
31, *Beach Street, Penang.*

| | |
|---|---|
| s. Thai Peng | 150 |

### Lim Ho Puah,
*Singapore.*

| | |
|---|---|
| s. Amherst | 108 |
| s. Bah Poh Guan | 576 |
| s. Ban Hin Guan | 199 |
| s. Batavier | 216 |
| s. Bengkalis | 90 |
| s. Bheema | 197 |
| s. Isabella | 84 |
| s. Kian Ann | 101 |
| s. Lady Longden | 91 |
| s. Macalister | 462 |
| s. Nam Yong | 984 |
| s. Nor Hasjim | 116 |
| s. Poh Ann | 485 |
| s. Ruby | 149 |
| s. Sri Hong Ann | 108 |
| s. Teresa | 753 |

### Lim Leng Cheak,
22, *Beach Street, Penang.*

| | |
|---|---|
| s. Rosa | 267 |

### Lim Leng Cheak & H. Ross,
23, *Beach Street, Penang.*

| | |
|---|---|
| s. Washi | 265 |

### Lima, J., J. F. R., & A. C.,
*Lisbon, Portugal.*

| | |
|---|---|
| Maria Luiza | 272 |

### Linaae, J. B.,
*Sandefjord, Norway.*

| | |
|---|---|
| Anette | 176 |
| Jael | 117 |

### Linares, Vicente,
*Barcelona, Spain.*

| | |
|---|---|
| Ampurdanesa | 101 |

### Lincoln, Benjamin,
*Dennysville, Maine, U.S.*

| | |
|---|---|
| Mary F. Pike | 119 |

### Lincoln, E. F.,
*Taunton, Mass., U.S.*

| | |
|---|---|
| Sally W. Ponder | 102 |

### Lincoln, W. H., & Co.,
114, *State Street, Boston, Mass., U.S.*

| | |
|---|---|
| John Currier | 1847 |
| Thomas Dana | 1388 |

### Lind, J.,
*Visby, Sweden.*

| | |
|---|---|
| Leufsta | 194 |

### Lind, M.,
*Grebbestad, Bohuslän, Sweden.*

| | |
|---|---|
| Josefina | 287 |

### Lindahl, C. A.,
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Viktor | 130 |

### Lindberg, A. O.,
*Kragerö, Norway.*

| | Net Tons |
|---|---|
| Charlotte | 339 |

### Lindberg, C. F.,
*Gothenburg, Sweden.*
(Ångfartygs Aktiebolaget "Vidar.")

| | |
|---|---|
| s. Marie | 359 |
| s. Silva | 916 |
| s. Wally | 360 |

### Lindberg, C. J. S.,
*Stockholm, Sweden.*

| | |
|---|---|
| Oskar | 107 |

### Lindberg, Fr.,
*Åbo, Finland.*

| | |
|---|---|
| Hoppet | 229 |

### Lindberg, Jarl A. R.,
*Impilaks, Finland.*

| | |
|---|---|
| Aino | 139 |
| Janne | 203 |
| Saama | 102 |
| Wäinö | 100 |

### Lindberg, K.,
*Åbo, Finland.*

| | |
|---|---|
| Aid | 279 |
| Freden | 205 |
| Onni | 279 |

### Lindberg, Otto,
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Triton | 474 |

(Göteborg-Strömstads Ångf. Aktieb.)

| | |
|---|---|
| s. Albert Ehrensvärd | 159 |
| s. Fjällbacka | 122 |
| s. Oscar Dickson | 222 |

### Lindblom, Gust. A.,
*Åbo, Finland.*

| | |
|---|---|
| Antonia | 963 |
| Hermes | 863 |
| Louise | 721 |
| Mercur | 657 |
| s. Nordkusten | 379 |

### Lindblom, K.,
*Åbo, Finland.*

| | |
|---|---|
| Salo | 426 |

### Lindblom, K. H.,
*Nagu, Russia.*

| | |
|---|---|
| Ada | 217 |
| Frida | 311 |

### Lindeman, K.,
*Raumo, Finland.*

| | |
|---|---|
| Union | 264 |

### Lindemann, O. C. J.,
*Emden, Germany.*

| | |
|---|---|
| s. Primus | 71 |

### Lindermark, A. P.,
*Oxhallsö by Furusund, Sweden.*

| | |
|---|---|
| Rudolf | 101 |

### Linderot, P.,
*Fjellbacka, Sweden.*

| | |
|---|---|
| Karolina | 236 |

### Lindesnæs Interessentskab,
*Farsund, Norway.*

| | Net Tons |
|---|---|
| s. Lindesnæs | 64 |

### Lindgren, A. F.,
*Åmål, Sweden.*

| | |
|---|---|
| s. Åmål | 130 |

### Lindgren, J. W., Enka,
*Raumo, Finland.*

| | |
|---|---|
| Ansio | 435 |

### Lindholm, G.,
*Lemland, Finland.*

| | |
|---|---|
| Anna | 189 |

### Lindholm, J. H.,
*Frötuna, Norrtelje, Sweden.*

| | |
|---|---|
| Arthur | 179 |

### Lindholm, O. W., & Co.,
*Vladivostock, Siberia.*

| | |
|---|---|
| Kotic | 113 |
| s. Siberia | 126 |

### Lindman, A.,
*Iggesund, Sweden.*
(Iggesunds Bruks Aktieb.)

| | |
|---|---|
| Klara | 114 |

### Lindö, Svend.,
*Haugesund, Norway.*

| | |
|---|---|
| Atlantic | 291 |
| Kvik | 227 |
| Tyr | 130 |

### Lindöe, Erich,
*Haugesund, Norway.*

| | |
|---|---|
| Constance | 113 |

### Lindöe, O.,
*Haugesund, Norway.*

| | |
|---|---|
| Fin | 134 |

### Lindöe, Ole, T.,
*Haugesund, Norway.*

| | |
|---|---|
| Caroline | 304 |
| Lucie | 125 |

### Lindöen, R.,
*Haugesund, Norway.*

| | |
|---|---|
| Millia | 124 |

### Lindquist, E.,
*Likolaks, Finland.*

| | |
|---|---|
| Ansio | 435 |

### Lindquist, Joh.,
*Bromarf, Skotta, Finland.*

| | |
|---|---|
| Bromarf | 249 |
| Guido | 353 |

### Lindqvist, E. W.,
*Åbo, Finland.*

| | |
|---|---|
| Aimo | 226 |
| Neptun | 363 |

### Lindroos, C. A.,
*Hangö, Finland.*

| | |
|---|---|
| Flinck | 107 |
| Hoppet II. | 106 |

### Lindsay, Gracie & Co.,
*Mercantile Chambers, Quayside, Newcastle-on-Tyne.*

| | Net Ton |
|---|---|
| s. Glendevon | 1127 |
| s. Glendower | 1650 |
| s. Glengoil | 1915 |
| s. Glenlivet | 1026 |
| s. Glenmavis | 1353 |
| s. Glenmorven | 1803 |
| s. Glenochil | 1581 |

(Glens Steamship Co., Ld.)

| | |
|---|---|
| s. Glenloig | 2018 |
| s. Glenvech | 2009 |

### Lindsey, James,
*Bangor, Maine, U.S.*

| | |
|---|---|
| Bramhall | 135 |

### Lindstedt, P. F.,
*Floragatan 13, Stockholm, Sweden.*

| | |
|---|---|
| Minnet | 539 |

### Lindström, F.,
*Oscarshamn, Sweden.*

| | |
|---|---|
| Activ | 314 |

### Lindström, G. W.,
*Marum, Arholma, Sweden.*

| | |
|---|---|
| Gustaf | 408 |

### Lindtner, A.,
*Stavanger, Norway.*

| | |
|---|---|
| Lea | 163 |

### Lindvig, A. O.,
*Kragerö, Norway.*

| | |
|---|---|
| Able | 542 |
| Cara | 1432 |
| Charlotte | 323 |
| Excelsior | 335 |
| Gerd | 744 |
| Gustav Adolph | 359 |
| s. Klar | 315 |
| Midas | 823 |
| Rabbi | 174 |
| Rinde | 544 |
| Siam | 630 |
| Tordenskjold | 733 |

(Actieselskabet "Ranavola.")

| | |
|---|---|
| Eglantine | 324 |

### Lindvig & Schjelderup,
*Kragerö, Norway.*

| | |
|---|---|
| Ranavola | 388 |

### Linea Acelerada del Golfo de Cortès,
*Mazatlan, Mexico.*

| | |
|---|---|
| s. Zaragoza | 183 |

### Linea de Vapores Serra,
*Bilbao, Spain.*

| | |
|---|---|
| s. Alicia | 1839 |
| s. Benita | 1048 |
| s. Borinquen | 804 |
| s. Carolina | 1355 |
| s. Donata | 524 |
| s. Elena | 417 |
| s. Elvira | 677 |
| s. Francisca | 1839 |
| s. Gracia | 2017 |
| s. Ida | 1323 |
| s. Jacinta | 1020 |
| s. Juana | 757 |
| s. Leonora | 1835 |
| s. Maria | 1446 |
| s. Nieta | 663 |
| s. Niña | 535 |
| s. Paulina | 1343 |
| s. Rita | 1405 |
| s. Serra | 1478 |
| s. Teresa | 1024 |

**Lines, John,**
*Hope Wharf, Great Cambridge Street, London.*

| | Net Tons |
|---|---|
| Mountain Laurel | 660 |
| Redgauntlet | 1053 |

**Lingsom, Chr.,**
*Röken, Drammen, Norway.*

| | |
|---|---|
| Thor Hovland | 208 |

**Linköpings Rederi Aktieb.,**
*Linköping, Sweden.*
*See* C. THORNGREN.

**Linköpings Trafik Ångfartygs Aktiebolag,**
*Linköping, Sweden.*
*See* A. LUNDBLAD.

**Linna, Isak,**
*Brevig, Norway.*

| | |
|---|---|
| Diamanten | 147 |

**Linnell, F. A.,**
*Bangor, Maine, U.S.*

| | |
|---|---|
| Centurion | 114 |

**Linnell, J. W.,**
81, *Commercial Street, Boston, Mass., U.S.*

| | |
|---|---|
| John W. Linnell | 945 |

**Linscott, A.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| T. Benedict | 135 |

**Linthicum, B. J.,**
*Crisfield, U.S.*

| | |
|---|---|
| Charles Linthicum | 125 |

**Lira, C.,**
*Syra, Greece.*

| | |
|---|---|
| Elpis | 131 |

**Lira, M.,**
*Samos, Turkey.*

| | |
|---|---|
| Themistocles | 135 |

**Lira, M., & Co.,**
*Scios, Asiatic Turkey.*

| | |
|---|---|
| Adamantios | 224 |

**Lira, N., Figli fu,**
*Zante, Greece.*

| | |
|---|---|
| Vassiliki | 128 |

**Lira, P.,**
*Chios, Turkey.*

| | |
|---|---|
| Nea Tychi | 135 |

**Liras, G. N.,**
*Chios, Greece.*

| | |
|---|---|
| Maria | 549 |

**Liras, M. T., & C. M. Laimos,**
*Syra, Greece.*

| | |
|---|---|
| Themis | 430 |

**Lisleby, Fabrik,**
*Fredriksstad, Norway.*

| | |
|---|---|
| s. Courier | 362 |

**Lister, Joseph Herbert,**
*Barmouth, Merioneth.*

| | Net Tons |
|---|---|
| Billow Crest | 92 |
| Consul Kaestner | 116 |
| Jenny Jones | 129 |
| The Saint | 97 |

**Little, Archibald J.,**
*I-chang, China.*

| | |
|---|---|
| s. Y-ling | 131 |

**Little, J. C.,**
53, *Hilyard Street, New Clee, Grimsby.*

| | |
|---|---|
| The Bee | 54 |

**Little, J. S.,**
1219, *North 7th Street, Philadelphia.*

| | |
|---|---|
| Wandering Jew | 634 |

**Little, James, & Co.,**
69, *Buchanan Street, Glasgow; and 7, Strand, Barrow-in-Furness.*

| | |
|---|---|
| s. Ariadne | 152 |
| s. Borderer | 1935 |
| s. Castledale | 1532 |
| s. Castle Eden | 1526 |
| s. City of Belfast | 330 |
| s. Donegal | 289 |
| s. Indianapolis | 1593 |
| s. Londonderry | 341 |
| s. Manxman | 458 |
| s. Manx Queen | 424 |
| s. River Avon | 668 |
| s. River Ettrick | 872 |
| s. River Indus | 2255 |
| s. River Mersey | 1125 |

**Little & Johnston,**
46, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. River Derwent | 484 |
| s. River Lagan | 505 |

**Littlefield, G. T.,**
*Winchester, Mass., U.S.*

| | |
|---|---|
| Willie H. Higgins | 563 |

**Littlefield, James,**
*Foster's Wharf, Boston, Mass., U.S.*

| | |
|---|---|
| Lizzie L. Mills | 112 |
| Marion Hill | 220 |

**Littlejohn, George S.,**
*Loftus Street, Sydney, N.S.W.*

| | |
|---|---|
| Aladdin | 102 |

**Livano, E.,**
*Syra, Greece.*

| | |
|---|---|
| Georgios | 387 |

**Liverpool Association for** Protection of Commercial Interests as respects Wrecked and Damaged property.
(Liverpool Salvage Association),
(Secretary—N. Rundell, jun.),
A20, *Exchange Buildings, Liverpool.*

| | |
|---|---|
| s. Hyæna | 42 |
| s. Ranger | 26 |

**Liverpool Avon S.S. Co., Ld.,**
*Commercial Buildings, 17, Water Street, Liverpool.*
*See* ROGERS & BRIGHT.

**Liverpool, Brazil & River Plate Steam Nav. Co., Ld.,**
28, *Drury Buildings, 21, Water Street, Liverpool.*
*See* LAMPORT & HOLT.

**Liverpool, Carnarvon, & Menai Straits S.S. Co., Ld.,**
18, *James Street, Liverpool.*
*See* RICHARDS, MILLS & CO.

**Liverpool Grain Storage & Transit Co., Ld.**
(Manager—John Christie),
17, *Fenwick Street, Liverpool.*

| | Net Tons |
|---|---|
| Atlantic | 207 |
| Brunswick | 161 |
| s. Delta | 174 |
| Fenwick | 161 |
| Forth | 178 |
| Gowy | 178 |
| Keswick | 161 |
| Rover | 187 |
| Warwick | 161 |

**Liverpool & Hamburg Navigation Co.**
*See* DONALD CURRIE & CO.

**Liverpool Magazines Co.,**
17*a*, *South Castle Street, Liverpool.*

| | |
|---|---|
| Liverpool | 505 |

**Liverpool & Maranham Steam Ship Co., Ld.,**
*Old Castle Buildings, Liverpool.*

| | |
|---|---|
| s. Bourbon | 1010 |
| s. Braganza | 755 |
| s. Brandenburg | 999 |
| s. Brunswick | 757 |

**Liverpool, Mayor, Aldermen & Citizens of the City of,**
*Liverpool.*

| | |
|---|---|
| s. Beta | 225 |

**Liverpool & North Wales S.S. Co., Ld.,**
*Liverpool.*

| | |
|---|---|
| s. Bonnie Princess | 138 |
| s. Saint Tudno | 96 |

**Liverpool Salvage Association.**
*See* LIVERPOOL ASSOCIATION FOR THE PROTECTION OF COMMERCIAL INTERESTS AS RESPECTS WRECKED AND DAMAGED PROPERTY.

**Liverpool Screw Towing & Lighterage Co.**
(Manager—W. B. Hill),
*Strand Chambers, 5, Strand Street, Liverpool.*

| | |
|---|---|
| s. Blackcock | 49 |
| s. Game Cock | 23 |
| s. Sea Cock | 20 |
| s. Stormcock | 59 |

**Liverpool Shipping Co., Ld.,**
7, *Rumford Street, Liverpool.*
*See* H. FERNIE & SONS.

**Liverpool Steam Fishing Co., Ld.**
(Manager—C. J. Jones),
*North-West Side, Canning Dock, Liverpool.*

| | |
|---|---|
| s. Cariama | 36 |
| s. Dolphin | 44 |
| s. Goeland | 63 |
| s. Heron | 46 |
| s. Pochard | 63 |

**Liverpool Steam Tug Co., Ld.**
(Manager—James Bell),
*Halton Buildings, 44, Chapel Street, Liverpool.*

| | Net Tons |
|---|---|
| s. America | 283 |
| s. Blazer | 6 |
| s. Challenger | 15 |
| s. Despatch | 78 |
| s. King Fisher | 56 |
| s. Mallard | 20 |
| s. Pathfinder | 61 |
| s. Reaper | 25 |
| s. Toiler | 63 |
| s. Wrestler | 108 |

**Livingston, Conner & Co.,**
*West Hartlepool.*

| | |
|---|---|
| s. Acaster | 941 |
| s. Carlisle | 642 |
| s. City of Worcester | 1553 |
| s. Glencairn | 731 |
| s. Glenisle | 1248 |
| s. Glenwood | 1253 |
| s. Hector | 1280 |

**Livois frères,**
*Granville, France.*

| | |
|---|---|
| Albertina | 163 |

**Livois (Veuve),**
*Granville, France.*

| | |
|---|---|
| Georges & Paul | 232 |

**Livramento & Co.,**
*Pernambuco, Brazil.*

| | |
|---|---|
| s. Amadeo | 15 |

**Ljungberg, A. P.,**
*Glemminge, Fredriksstad, Norway.*

| | |
|---|---|
| Gyller | 197 |
| Oscar | 168 |

**Ljungqvist, A.,**
*Nyköping, Sweden.*

| | |
|---|---|
| s. Nyköping | 145 |

**Ljungstedt, A.,**
*Figeholm, Sweden.*

| | |
|---|---|
| Birger | 191 |

**Ljusne Voxna Aktiebolag,**
*Blasieholmstorg* 11, *Stockholm, Sweden.*
*See* W. VON HALLWYL.

**"Ljusterö," Angfartygs Rederi Aktieb.,**
*Stockholm, Sweden.*
*See* A. G. FÖRSELIUS.

**Llandudno & Carnarvon Steamboat Co., Ld.,**
23, *Brunswick Street, Liverpool.*

| | |
|---|---|
| s. Belle | 55 |

**Llanelly Iron Shipping Co., Ld.,**
*Llanelly, South Wales.*

| | |
|---|---|
| Brunette | 308 |

**Llanos, José Roca Juarez,**
*Barcelona, Spain.*

| | |
|---|---|
| s. Cervantes | 296 |

**Llewellin, W.,**
*Sydney, N.S.W.*

| | |
|---|---|
| Alfred Hawley | 412 |

**Llinas y Calome, M.,**
*Palma, Majorca.*

| | Net Tons |
|---|---|
| Chica | 146 |

**Llompart, A. (Doña),**
*Masnou, Spain.*

| | |
|---|---|
| Chile | 17 |

**Llorca, Juan,**
*Vinaroz, Spain.*

| | |
|---|---|
| Juanita | 14 |

**Lloyd Austriaco, Società di Navigazione a vapore del,**
*Trieste, Austria.*

| | |
|---|---|
| s. Achille | 121 |
| s. Aglaia | 116 |
| s. Amphitrite | 231 |
| s. Apis | 71 |
| s. Apollo | 100 |
| s. Arciduchessa Carlotta | 47 |
| s. Argo | 71 |
| s. Aurora | 100 |
| s. Austria | 103 |
| s. Berenice | 161 |
| s. Calipso | 100 |
| s. Castore | 119 |
| s. Ceres | 111 |
| s. Danae | 71 |
| s. Danubio | 48 |
| s. Daphne | 111 |
| s. Delfino | 4 |
| s. Diana | 100 |
| s. Dido | 71 |
| s. Elektra | 139 |
| s. Espero | 11 |
| s. Ettore | 11 |
| s. Euterpe | 133 |
| s. Ferdinando Massimiliano | 4 |
| s. Flora L. | 8 |
| s. Galatea | 71 |
| s. Gisela | 28 |
| s. Hebe | 1 |
| s. Helios | 12 |
| s. Hungaria | 10 |
| s. Imperator | 23 |
| s. Imperatrix | 24 |
| s. Iris | 5 |
| s. Jonio | 3 |
| s. Juno | 10 |
| s. Jupiter | 10 |
| s. Leda L. | 8 |
| s. Malta | 3 |
| s. Maria Teresa | 19 |
| s. Maria Valerie | 26 |
| s. Marquis Bacquehem | 27 |
| s. Medea | 11 |
| s. Medusa | 16 |
| s. Melpomene | 18 |
| s. Memfi | 10 |
| s. Messina | 3 |
| s. Metcovich | 4 |
| s. Minerva | 10 |
| s. Najade | 4 |
| s. Narenta | 9 |
| s. Niobe | 8 |
| s. Oreste | 5 |
| s. Orion L. | 17 |
| s. Pandora | 16 |
| s. Pluto | |
| s. Polluce | 12 |
| s. Poseidon | 24 |
| s. Psyche | 1 |
| s. Reka | 6 |
| s. Saturno | 11 |
| s. Selene | 8 |
| s. Sultan | 4 |
| s. Tebe | 10 |
| s. Thalia | 13 |
| s. Thetis | 6 |
| s. Thisbe | 17 |
| s. Tibisco | 4 |
| s. Timavo | 8 |
| s. Trieste | 4 |
| s. Tritone | 4 |
| s. Urano | 11 |
| s. Venus | 11 |
| s. Vesta | 11 |
| s. Vindebona | 23 |
| s. Vorwärts | 13 |

**Lloyd Brazileiro,**
*Rue Saude* 14*a*, *Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Araruama | 1 |
| s. Aymoré | 3 |
| s. Brazil | 12 |
| s. Commandante Alvim | 1 |
| s. Desterro | 9 |
| s. Diamantino | 5 |
| s. Espirito Santo | 11 |
| s. Humaytá | 1 |
| s. Itapemerim | 2 |

(*Continued.*)



s. désigne les Vapeurs.

### Lloyd Brazileiro,
*(Continued.)*

| | Net Tons |
|---|---|
| s. Ladario | 540 |
| s. Laguna | 320 |
| s. Manaos | 1169 |
| s. Maranhao | 1303 |
| s. Mathilde | 169 |
| s. Mayrink | 375 |
| s. Mercedes | 485 |
| s. Olinda | 1240 |
| s. Para | 1167 |
| s. Pernambuco | 1180 |
| s. Planeta | 888 |
| s. Porto Alegre | 916 |
| s. Rapido | 430 |
| s. Rio de Janeiro | 600 |
| s. Rio Grande | 600 |
| s. Rio Pardo | 1029 |
| s. S. Salvador | 1240 |
| s. Santos | 966 |
| s. Victoria | 431 |

### Lloyd, David,
5, *Dora Street, Portmadoc.*

| | |
|---|---|
| Tyne | 134 |
| W. W. Lloyd | 231 |

### Lloyd, J.,
*Masonic Hall Chambers, Bangor.*

| | |
|---|---|
| Lady Penrhyn | 815 |

### Lloyd, John Thomas,
*Southampton.*

| | |
|---|---|
| Ebenezer | 197 |

### Lloyd, M. (Mrs.),
*Llechwedd du Harlech, Merioneth.*

| | |
|---|---|
| Mary Lloyd | 150 |

### Lloyd, Robert,
132, *High Street, Portmadoc.*

| | |
|---|---|
| Herbert | 76 |
| Village Maid | 118 |

### Lloyd, William,
*Hull.*

| | |
|---|---|
| Mary Boyes | 90 |

### Lloyd, William David,
7, *East India Avenue, London, E.C.*

| | |
|---|---|
| Indiana | 289 |

### Llufora, J.,
*Carthagena, Spain.*

| | |
|---|---|
| Encarnacion | 173 |

### Llusá & Durán,
*Barcelona, Spain.*

| | |
|---|---|
| Autonomista | 249 |

### Lo Vico, Andrea,
*Palermo, Sicily.*

| | |
|---|---|
| Andrea Lo Vico | 568 |
| Teresa Lo Vico | 563 |

### Lobarán y Embeita, M.,
*Manila, Philippine Islands.*

| | |
|---|---|
| Maria Eloisa | 173 |

### Lobeck, Carl,
*Heiligegeiststrasse* 43, *Stralsund, Germany.*

| | |
|---|---|
| Emma | 149 |
| Jowina | 133 |

### Loch Fyne & Glasgow Steam Packet Co., Ld.,
(Manager—D. MacPhail),
*Tarbert, Lochfyne, co. Argyle.*

| | |
|---|---|
| s. Minard Castle | 75 |

### Loch Line.
*See* AITKEN, LILBURN, & CO.

### Locket & Judkins,
*Jamaica Wharf, Upper Ground Street, London, S.E.*

| | Net Tons |
|---|---|
| s. Surbiton | 494 |

### Lockett, W. & J.,
12, *King Street, Liverpool.*

| | |
|---|---|
| Bandeeth | 670 |
| J. T. North | 793 |
| John Lockett | 779 |
| R. A. Calderon | 750 |

### Lockhart, Allan,
*Clark, Durham co., Ont., Canada.*

| | |
|---|---|
| S. & J. Collier | 146 |

### Lockhart, George B.,
*Brooklyn, New York, U.S.*

| | |
|---|---|
| Bianca | 180 |
| G. B. Lockhart | 296 |
| L. W. Norton | 464 |

### Lockhart, O.,
*Ellsworth, Maine, U.S.*

| | |
|---|---|
| Otronto | 100 |

### Lockyer, Levi,
*Bitton Road, Teignmouth.*

| | |
|---|---|
| Glimpse | 155 |

### Loders, A.,
*Riga, Russia.*

| | |
|---|---|
| Heinrich & Catharina | 331 |

### Lodge, William J.,
28, *Terrace Street, Gravesend.*

| | |
|---|---|
| Martha | 100 |

### Löehr, C. W.,
*Fredericia, Denmark.*

| | |
|---|---|
| Cathrine | 251 |

### Loennechen, Julius,
*Christianssund, Norway.*

| | |
|---|---|
| s. Christian Johnsen | 344 |

### Loero & Buchelli,
*Callao, Peru.*

| | |
|---|---|
| Amadeo | 243 |

### Loero, D., fu D.,
*Callao, Peru.*

| | |
|---|---|
| Adalgisa | 218 |

### Lofaro, F., & M. Albanese,
*Naples, Italy.*

| | |
|---|---|
| Peppino | 242 |

### Loffredo, B. di M.,
*Torre del Greco, Naples, Italy.*

| | |
|---|---|
| Regina Vincitrice | 168 |

### Löfgren, C. J.,
*Oscarshamn, Sweden.*

| | |
|---|---|
| Emelie | 228 |
| Frode | 188 |
| M. Roosval | 291 |
| Maria | 265 |

### Löfgren, C. W.,
*Framnäs, Wifstavarf, Sweden.*

| | Net Tons |
|---|---|
| August | 570 |

### Löfgren, P.,
*Kalmar, Sweden.*

| | |
|---|---|
| Trio | 456 |

### Löfqvist, M.,
*Brantevik, Cimbrishamn, Sweden.*

| | |
|---|---|
| Johanna | 259 |

### Lofredo, M., Di B.,
*Naples, Italy.*

| | |
|---|---|
| Giovannina | 481 |

### Löfstedt, R.,
*Misterhults Socken, Figeholm, Sweden.*

| | |
|---|---|
| Elvira | 178 |
| Robert | 137 |
| Ture | 171 |

### Logan, R. A.,
*Bridgewater, N.S.*

| | |
|---|---|
| Angara | 630 |

### Logoporian Huchick & Co.,
*Constantinople, Turkey.*

| | |
|---|---|
| Nezaret | 307 |

### Logotheti, G.,
*Galaxidi, Greece.*

| | |
|---|---|
| Asia | 117 |

### Lohden, Jacob, & Co.,
*West Hartlepool.*

| | |
|---|---|
| s. Luneburg | 681 |

### Lohden, John B.,
*Church Street, West Hartlepool.*

| | |
|---|---|
| s. Mary Lohden | 876 |

### Lohne, D.,
*Mandal, Norway.*

| | |
|---|---|
| Russell | 633 |
| Ymer | 818 |

### Lohne, Oluf,
*Mandal, Norway.*

| | |
|---|---|
| Ameer | 770 |
| Diana | 543 |
| Southern Queen | 744 |

### Lohnes, Ephraim,
*La Have, N.S.*

| | |
|---|---|
| Beulah | 97 |

### Lohnes, James,
*La Have, N.S.*

| | |
|---|---|
| Howard | 133 |

### Lohre, H. A.,
*Drammen, Norway.*

| | |
|---|---|
| Alf | 694 |
| Louise | 327 |
| Lyna | 555 |
| Ocean | 464 |
| Penelope | 289 |
| Sif | 847 |

### Löining, C. Hansen,
*Egersund, Norway.*

| | |
|---|---|
| Egerö | 1054 |
| Ellida | 1333 |
| Nautik | 326 |

### Löining, H. H.,
*Egersund, Norway.*

| | Net Tons |
|---|---|
| Riga | 112 |

### Lombardo, F.,
*Messina, Sicily.*

| | |
|---|---|
| Clotilde Solari | 235 |

### Lömsland, L.,
*Christiansand, Norway.*

| | |
|---|---|
| Diamant | 220 |
| Gambetta | 245 |

### London, Antwerp and Continental Nav. Co., Ld.,
4, *New London Street, London, E.C.*
*See* SAWER, SONS & OAKLEY.

### London, Brighton and South Coast Railway Co.,
*London Bridge, London, S.E.; and Newhaven, Sussex.*

| | |
|---|---|
| s. Angers | 107 |
| s. Brittany | 261 |
| s. Caen | 107 |
| s. Dieppe | 106 |
| s. Honfleur | 194 |
| s. Italie | 129 |
| s. Lyon | 126 |
| s. Newhaven | 104 |
| s. Normandy | 262 |
| s. Paris | 365 |
| s. Rennes | 143 |
| s. Rouen | 365 |
| s. Seine | 106 |
| s. Tamise | 150 |
| s. Viking | 91 |

### London, Chatham and Dover Railway Co.,
*Victoria Station, Pimlico, London, S.W.*
(Marine Superintendent—W. G. H. Morgan,
*Admiralty House, Dover.)*

| | |
|---|---|
| s. Breeze | 154 |
| s. Calais | 128 |
| s. Calais-Douvres | 862 |
| s. Calais-Douvres | 308 |
| s. Chatham | 111 |
| s. Empress | 288 |
| s. Foam | 262 |
| s. France | 212 |
| s. Invicta | 462 |
| s. Maid of Kent | 134 |
| s. Paris | 142 |
| s. Pétrel | 288 |
| s. Prince | 215 |
| s. Samphire | 133 |
| s. Victoria | 330 |
| s. Wave | 161 |

### London County Council,
*Spring Gardens, London, S.W.*

| | |
|---|---|
| s. Barking | 648 |
| s. Barrow | 595 |
| s. Bazalgette | 613 |
| s. Belvedere | 595 |
| s. Binnie | 595 |
| s. Duncan | 311 |
| s. Gordon | 311 |
| s. Hutton | 256 |

### London, Mayor, Commonality and Citizens of the City of
(Manager—G. Philcox),
*Foreign Cattle Market, Deptford.*

| | |
|---|---|
| s. David Burnett | 8 |
| s. Racoon | 479 |
| s. Taurus | 528 |

### London & East Coast Express Steam Ship Service, Ld.,
*Victoria House, Laurence Pountney Lane, London, E.C.*

| | |
|---|---|
| s. Royal Sovereign | 190 |

### London & Edinburgh Shipping Co.
(Manager—T. Aitken),
8 & 9, *Commercial Street, Leith.*

| | Net Tons |
|---|---|
| s. Dale | 617 |
| s. Esparto | 772 |
| s. Fingal | |
| s. Iona | 636 |
| s. Malvina | 595 |
| s. Marmion | 590 |
| s. Meteor | 648 |
| s. Morna | 495 |
| s. Ossian | 387 |
| s. Sir Walter | 298 |
| s. Starleyhall | 375 |
| s. Sussex | 1620 |

### London & India Docks Joint Committee,
109, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Alexandra | 37 |
| s. Beatrice | 38 |
| s. Defiance | 27 |
| s. Dreadnought | 41 |
| s. Leviathan | 213 |
| s. Louise | 39 |
| s. Titan | 226 |

### London & Kirkcaldy Shipping Co.,
*Kirkcaldy.*

| | |
|---|---|
| s. Abbotshall | 234 |
| s. Abden | 186 |

### London Missionary Society,
14, *Blomfield Street, London, E.C.*

| | |
|---|---|
| s. John Williams | 370 |
| John Williams | 200 |

### London & North-Western Railway Co.,
*Euston Station, London, N.W.*
(Marine Superintendent—W. H. Binney, *Holyhead.*)

| | |
|---|---|
| s. Anglesey | 142 |
| s. Banshee | 348 |
| s. Duchess of Sutherland | 180 |
| s. Earl Spencer | 402 |
| s. Edith | 149 |
| s. Eleanor | 378 |
| s. Irene | 196 |
| s. Isabella | 514 |
| s. Lily | 306 |
| s. Mersey | 66 |
| s. North Wall | 226 |
| s. Olga | 197 |
| s. Severn | 66 |
| s. Shamrock | 468 |
| s. Violet | 306 |

### London & Northern Steamship Co., Ld.,
88, *Bishopsgate Street, London, E.C.*
*See* PYMAN BROS.

### London & Rotterdam S.S. Co., Ld.
(Manager—J. Owen),
59, *Mark Lane, London, E.C.*

| | |
|---|---|
| s. Fitzclarence | 584 |
| s. Winsloe | 575 |

### London & South-Western Railway Co.,
1, *Canute Road, Southampton.*
(Marine Superintendent—John Dixon)

| | |
|---|---|
| s. Alliance | 176 |
| s. Brittany | 283 |
| s. Cherbourg | 214 |
| s. Diana | 293 |
| s. Dora | 185 |
| s. Ella | 404 |
| s. Frederica | 193 |
| s. Griffin | 145 |
| s. Guernsey | 189 |
| s. Hilda | 376 |
| s. Honfleur | 133 |
| s. Laura | 265 |
| s. Lydia | 193 |
| s. Lymington | 58 |
| s. Maria | 146 |
| s. S. W. R., No. 1 | |
| s. St. Malo | 141 |
| s. South-Western | 284 |
| s. Southampton | 340 |
| s. Stella | 193 |
| s. Wolf | 387 |

### London & South-Western Railway Co. and London, Brighton & South Coast Railway Co.,
*London.*

| | Net Tons |
|---|---|
| s. Alexandra | 97 |
| s. Duchess of Albany | 102 |
| s. Duchess of Connaught | 149 |
| s. Duchess of Edinburgh | 149 |
| s. Heather Bell | 126 |
| s. Princess Margaret | 106 |
| s. Victoria | 153 |

### London Steamers, Ld.,
3, *Fen Court, London, E.C.*
*See* P. W. RICHARDSON.

### London & Tilbury Lighterage Co., Ld.,
50, *Mark Lane, London, E.C.*

| | |
|---|---|
| s. Danube | 7 |
| s. Number Eight | 389 |

### London, Tilbury, & Southend Railway Co.,
*Fenchurch Street Station, London, E.C.*

| | |
|---|---|
| s. Carlotta | 177 |
| s. Sir Walter Raleigh | 130 |
| s. Thames | 66 |
| s. Tilbury | 200 |

### London Trawlers, Ld.,
112, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| s. Sybil | 59 |

### London, Woolwich, & Clacton-on-Sea Steamboat Co., Ld.,
33, *Walbrook, London, E.C.*

| | |
|---|---|
| s. Clacton Belle | 182 |
| s. London Belle | 284 |
| s. Woolwich Belle | 109 |

### Londonderry, Marquis of
(S. J. Ditchfield, Manager.)
*Londonderry Office, Seaham Harbour.*

| | |
|---|---|
| s. Barmston | 868 |
| s. Garron Tower | 403 |
| s. Harvest Queen | 344 |
| s. Kronos | 689 |
| s. Lady Aline | 383 |
| s. Longnewton | 1206 |
| s. Mount Stewart | 457 |
| s. Seaham Harbour | 1242 |
| s. Vane Tempest | 445 |
| s. Viceroy | 387 |
| s. Viscount Castlereagh | 416 |
| s. Wynyard Park | 435 |

### Long, G.,
*Richibucto, N.B.*

| | |
|---|---|
| Minnie E. Moody | 112 |

### Long, James,
*Rathmullen, co Meath, Ireland.*

| | |
|---|---|
| Gwalia | 99 |

### Long, Louis N.,
*Norfolk, Virginia, U.S.*

| | |
|---|---|
| Louisa P. Pharo | 192 |

### Long, Robert,
*Tenants Harbor, Maine, U.S.*

| | |
|---|---|
| Challenge | 115 |

### Long, Thomas,
47, *John Street, Drogheda.*

| | |
|---|---|
| Ethiopian | 137 |

### Longos, D.,
*Salonica, Turkey.*

| | |
|---|---|
| Agios Georgios | 114 |

### Longstreet, R.,
*Perth Amboy, N.J., U.S.*

| | Net Tons |
|---|---|
| Wilson & Hunting | 398 |

### Lonnas Suom, Angfartygs Aktiebolag
(Manager—I. R. Isaksson),
*Nystad, Finland.*

| | |
|---|---|
| s. Ebba Munck | 180 |

### Looijenga, F.,
*Appingadam, Holland.*

| | |
|---|---|
| Oldambt | 308 |

### Lopes, Carlos, & Co.,
*Rua do Infante Don Henrique, Oporto, Portugal.*

| | |
|---|---|
| Izabel | 1143 |

### Lopez, P.,
*Campeche, Mexico.*

| | |
|---|---|
| Jamapa | 137 |

### Lopez, Perez & Co.,
*Riego de Agua* 21, *Corunna, Spain.*

| | |
|---|---|
| s. Hercules | 46 |

### Lorain Steam Ship Co.,
*Lorain, Ohio.*
*See* DAVID WALLACE.

### Lord, Geo. C., & Co.,
79, *Milk Street, Boston, Mass., U.S.*

| | |
|---|---|
| Landseer | 1348 |
| Rembrandt | 1343 |

### Lord, Geo. W.,
*Calais, Maine, U.S.*

| | |
|---|---|
| Addie Sawyer | 126 |
| Anna S. Murch | 108 |
| B. L. Eaton | 163 |
| Emma McAdam | 158 |
| Ernst T. Lee | 165 |
| Fred C. Holden | 131 |
| J. & H. Crowley | 180 |
| Vila y Hermano | 311 |
| William Todd | 129 |

### Lord, Henry,
21, *Exchange Street, Bangor, Maine, U.S.*

| | |
|---|---|
| Addie G. Bryant | 225 |
| Anne Lord | 273 |
| Electa Bailey | 327 |
| Henry Crosby | 391 |
| July Fourth | 114 |
| Mary Jenness | 480 |
| Mattie Holmes | 152 |
| Modesty | 127 |
| Serena S. Kemball | 129 |
| Webster Barnard | 143 |

### Lord, J.,
*Ellsworth, Maine, U.S.*

| | |
|---|---|
| Franconia | 129 |

### Lord, J. A.,
*New Bedford, Mass., U.S.*

| | |
|---|---|
| Joseph Hay | 179 |

### Lord Line.
*See* THOS. DIXON & SONS.

### Lorean, A.,
*St. Nazaire, France.*

| | |
|---|---|
| Maurice | 101 |

### Lorentsen, James S.,
*Drammen, Norway.*

| | Net Tons |
|---|---|
| Caledonia | 711 |
| Hero | 599 |

### Lorentzen, A.,
*Drontheim, Norway.*

| | |
|---|---|
| Tordenskjold | 227 |

### Lorentzen, A. P.,
7, *Stewart Street, San Francisco, U.S.*

| | |
|---|---|
| Harvester | 1428 |
| Ida Schnauer | 205 |
| Ivanhoe | 114 |
| Queen | 264 |
| Snow & Burgess | 1578 |

### Lorentzen, H. C., Bo.,
*Drammen, Norway.*

| | |
|---|---|
| Freya | 156 |

### Lorentzen, J. H., & Co.,
*Pinnasberg* 32, *Hamburg, Germany.*

| | |
|---|---|
| s. Mittelweg | 814 |
| s. Prinz Wilhelm | 861 |

### Lorenz, Georg,
*Haynasch, Russia.*

| | |
|---|---|
| Alide | 173 |

### Lorho,
*Rochefort, France.*

| | |
|---|---|
| Deux Pierre | 141 |

### Los, D.,
*Syra, Greece.*

| | |
|---|---|
| Agia Trias | 216 |

### Loss, M. G.,
*Zante, Greece.*

| | |
|---|---|
| Agios Nicolaos | 196 |

### Lossmann, C.,
*Pernau, Russia.*

| | |
|---|---|
| Ida Amalia | 171 |

### Loth, J.,
17, *Rue St. Paul, Antwerp, Belgium.*

| | |
|---|---|
| s. America | 73 |
| s. John B. Maas | 72 |
| s. Sultan | 62 |

### "Lothair," Actieselskabet,
*Arendal, Norway.*

| | |
|---|---|
| Lothair | 657 |

### Lothe, A.,
*Haugesund, Norway.*

| | |
|---|---|
| Haugesund | 1035 |
| Rask | 188 |
| Victor | 639 |

### Lotsos, N.,
*Hydra, Greece.*

| | |
|---|---|
| Taxiarchis | 225 |

### Lotz, J. J.,
*Skjelskör, Denmark.*

| | |
|---|---|
| Concordia | 364 |

### Loud, E.,
*Bristol, Maine, U.S.*

| | |
|---|---|
| Ivy Belle | 117 |

### Loud, H. W., & Co.,
*New York, U.S.*

| | Net Tons |
|---|---|
| Stephen G. Loud | 475 |

### Lough, G. F., & Co.,
*New York, U.S.*

| | |
|---|---|
| Pearl | 195 |

### Loulezadi Effendi, E.,
*Constantinople, Turkey.*

| | |
|---|---|
| Silvia | 388 |

### Lounsberry, J. S.,
85, *West Street, New York, U.S.*

| | |
|---|---|
| A. J. Bentley | 276 |
| Adeline Townsend | 220 |
| Henry Finch | 198 |

### Louro, J. J.,
*Muros, Spain.*

| | |
|---|---|
| Paquito | 147 |

### Love & Stewart,
140, *Hope Street, Glasgow.*

| | |
|---|---|
| s. Lovart | 221 |

### Lovell, C., & Son,
81, *Commercial Street, Boston, Mass., U.S.*

| | |
|---|---|
| B. L. Sherman | 170 |
| Boston | 162 |
| Mabel Thomas | 319 |

### Loveridge Bros.,
*Guernsey.*

| | |
|---|---|
| Sam Weller | 141 |

### Löversen, A.,
*Arendal, Norway.*

| | |
|---|---|
| Hiram | 369 |

### Lovitt & Co.,
*Yarmouth, N.S.*

| | |
|---|---|
| Narwhal | 1328 |
| Naupactus | 1399 |
| Neophyte | 1096 |

### Lovitt, Geo. H.,
*Yarmouth, N.S.*

| | |
|---|---|
| Vanduara | 1341 |
| Vanloo | 1497 |

### Lovitt, W. D.,
*Yarmouth, N.S.*

| | |
|---|---|
| Aeronaut | 446 |
| Aldine | 344 |
| County of Yarmouth | 2154 |
| Everest | 1615 |
| F. B. Lovitt | 554 |
| Madeleine | 497 |
| Melbourne | 170 |
| Sentinel | 489 |

### Lövold, Th.,
*Arendal, Norway.*

| | |
|---|---|
| Hebron | 270 |

### Low, A., Son & Carter,
27, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Sidney Thomas | 1646 |

### Low, B.,
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Eliza H. Parkhurst | 115 |
| John E. McKenzie | 124 |
| Maggie E. McKenzie | 162 |
| Senator Saulsbury | 102 |

### Low, John, jun.,
*Key West, Florida, U.S.*

| | Net Tons |
|---|---|
| B. Frank Neally | 261 |

### Low, W.,
*Bath, Maine, U.S.*

| | |
|---|---|
| Artemis Tirrell | 196 |

### Lowden, W., & Co.,
12, *Seaton Buildings*, 17, *Water Street, Liverpool.*

| | |
|---|---|
| Angerona | 1213 |
| Candida | 1222 |
| Eskdale | 1233 |
| Greta | 1196 |
| Ilala | 1329 |
| Iron Crag | 827 |
| Knight Commander | 1433 |
| Ladstock | 819 |
| Mashona | 2332 |
| Mitredale | 1231 |

### Lowery, Frederick,
12, *Westcott Street, Hull.*

| | |
|---|---|
| Victory | 87 |

### Lowther, Rt. Hon. J.,
*Wilton Castle, Redcar, Yorkshire.*

| | |
|---|---|
| s. Grace | 41 |
| s. Rock Light | 60 |

### Loyo, J. da. S., jun.,
*Pernambuco, Brazil.*

| | |
|---|---|
| Zequinha | 193 |

### Lübeck - Bremer Dampfschifffahrts-Gesellschaft
*Lübeck, Germany.*

| | |
|---|---|
| s. Dora | 220 |
| s. Stadt Lübeck | 163 |

### Lübeck-Königsberger Dampfschifffahrts-Gesellschaft
(Manager—F. H. Bertling),
*Lübeck, Germany.*

| | |
|---|---|
| s. Burg | 140 |
| s. Kant | 238 |
| s. Luba | 296 |

### Lübeck - Wyburger Dampfschifffahrts-Gesellschaft
(Manager—H. Warncke),
*Lübeck, Germany.*

| | |
|---|---|
| s. Africa | 273 |
| s. Imatra | 289 |
| s. Wiborg | 332 |

### Lübecker Dampschifffahrts-Gesellschaft
(Manager—Wm. Minlos),
*Untertrave* 72, *Lübeck, Germany.*

| | |
|---|---|
| s. Nautilus | 333 |

### Lübken, Joh. G.,
*Elsfleth, Germany.*

| | |
|---|---|
| Ariadne | 563 |
| Athene | 629 |
| Cerastes | 573 |
| Concordia | 1250 |
| Dorothea | 1016 |

### Lubrano, A.,
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Arcangelo Padre | 549 |

### Lubrano, Francesco,
*Rue du Chantier No.* 1, *Marseilles, France.*

| | |
|---|---|
| Avvenire | 353 |
| Cyrnos | 275 |
| L'Immacolata | 844 |



s. désigne les Vapeurs.

**Lubrano fratelli, di M.,**
*Procida, Italy.*

| | Net Tons |
|---|---|
| Nuova Eleonora Madre | 975 |

**Lubrano, G.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| La Pieta | 537 |
| Leonora | 1368 |

**Lubrano,G.,diScampamorti,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| San Leonardo | 789 |

**Lubrano, M. A.,**
*Marseilles, France.*

| | |
|---|---|
| Giulo & Clemenza | 356 |

**Lubrano, Michele,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Vergine Della Guardia | 843 |

**Lubrano, V.,**
*Naples, Italy.*

| | |
|---|---|
| Arcangelo | 826 |
| Ercole | 358 |
| Protettore | 456 |

**Lubrano, V. di Vavaria,**
*Procida, Italy.*

| | |
|---|---|
| Restituta Madre | 567 |

**Lucas Bros. & Co.,**
*Redcliff Backs, Bristol.*

| | |
|---|---|
| Inca | 398 |

**Lucas & Co.,**
73, *Queen Square, Bristol.*

| | |
|---|---|
| s. Scarsdale | 1657 |

**Luce, J. V.,**
*New London, Conn., U.S.*

| | |
|---|---|
| Ervin J. Luce | 121 |

**Luce, Thomas,**
*New Bedford, Mass., U.S.*

| | |
|---|---|
| Charles H. Hodgdon | 107 |
| Francis Allyn | 101 |
| George & Mary | 100 |
| Mary E. Simmons | 100 |
| Palmetto | 205 |
| Pearl Nelson | 117 |
| Sarah W. Hunt | 110 |

**Luckenbach, F.,**
21, *South Street, New York, U.S.*

| | |
|---|---|
| s. Triton | 130 |

**Luckenbach, L.,**
129, *Broad Street, New York, U.S.*

| | |
|---|---|
| City of Atlanta | 1271 |
| s. Edgar F. Luckenbach | 136 |
| s. L. Luckenbach | 128 |
| s. Luther C. Ward | 53 |
| s. Ocean King | 101 |

**Lüdke, W., & Co.,**
*Bollwerk 8, Stettin, Germany.*

| | |
|---|---|
| s. Stadt Rostock | 269 |
| s. Stadt Stralsund | 157 |
| s. Stralsund I. | 94 |
| s. Wilhelm Lüdke | 292 |

**Ludvigsen, H.,**
*Skien, Norway.*

| | |
|---|---|
| Mercurius | 585 |

**Ludwigsen & Schjelderup,**
*Christiania, Norway.*

| | Net Tons |
|---|---|
| Martha | 515 |

**Luise, L.,**
*Naples, Italy.*

| | |
|---|---|
| Sant'Elena | 100 |

**Lukas, G. A.,**
*Syra, Greece.*

| | |
|---|---|
| Maria | 128 |

**Luke, Alfred,**
*St. Austell, Cornwall.*

| | |
|---|---|
| Challenge | 79 |
| Spinaway | 95 |

**Luleå Ångbåts Aktieb.,**
*Luleå, Sweden.*
*See* H. J. SUNDSTRÖM.

**Lumsden, A.,**
*Ottawa, Ontario, Canada.*

| | |
|---|---|
| s. Meteor | 115 |

**Lumsdon, Byers & Co.,**
51, *West Sunniside, Sunderland.*

| | |
|---|---|
| s. Cyrene | 1834 |
| s. Ilios | 1297 |
| s. Lemnos | 1043 |
| s. Mytilene | 1183 |
| s. Sunniside | 637 |

**Lund & Co.,**
*Arendal, Norway.*

| | |
|---|---|
| Præsident | 794 |

**Lund, D. W.,**
*Bjarkö, Senjen, Tromsö, Norway.*

| | |
|---|---|
| Bjarkö | 105 |

**Lund, E.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Ripa | 249 |

**Lund, I. C.,**
*Grœsndsen 17, Christiania, Norway.*

| | |
|---|---|
| Odin | 297 |

**Lund, J.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Matilda Christina | 478 |

**Lund, J. H.,**
*Mandal, Norway.*

| | |
|---|---|
| Dagmar | 100 |

**Lund, J. T. C.,**
*Sarpsborg, Norway.*

| | |
|---|---|
| Enok | 110 |

**Lund, M.,**
*Thisted, Denmark.*

| | |
|---|---|
| s. Augusta | 105 |

**Lund, N. P.,**
*Rudkjöbing, Denmark.*

| | |
|---|---|
| Catharina | 112 |

**Lunds Dödsbo, Peter L.,**
*Arendal, Norway.*

| | Net Tons |
|---|---|
| Orion | 656 |

**Lund, Thorvald,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Brödrene | 403 |
| Mentor | 191 |

**Lund, William,**
3, *East India Avenue, Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Bungaree | 1859 |
| s. Culgoa | 2135 |
| s. Echuca | 1736 |
| s. Hubbuck | 1776 |
| s. Warrigal | 2778 |
| s. Warrnambool | 2213 |
| s. Wilcannia | 1750 |
| s. Woolloomooloo | 2221 |
| s. Yarrawonga | 2555 |

**Lund-Jacobsen, K.,**
*Horten, Norway.*

| | |
|---|---|
| Marie Charlotte | 362 |

**Lundberg, A.,**
*Marstrand, Sweden.*
(Marstrands Nya Ångfartygs Aktieb.)

| | |
|---|---|
| s. Albrektsund | 154 |
| s. Inland | 122 |
| s. Lysekill | 211 |
| s. St. Erik | 153 |
| s. Vestkusten | 131 |

**Lundberg, A.,**
*Oscarshamn, Sweden.*

| | |
|---|---|
| Ariel | 168 |

**Lundberg, C. F.,**
*Trollhättan, Sweden.*

| | |
|---|---|
| s. Elfkungen | 77 |

**Lundberg, C. O.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Malta | 855 |

**Lundberg, E. A.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Leo | 289 |

**Lundberg, J. S., & Co.,**
*Brahestad, Finland.*

| | |
|---|---|
| Argo | 582 |
| Hermes | 511 |

**Lundblad, A.,**
*Linköping, Sweden.*
(Linköpings Trafik Ångf. Aktieb.)

| | |
|---|---|
| s. Trafik | 166 |

**Lundblad, E. A.,**
*Eskilstuna, Sweden.*

| | |
|---|---|
| s. Eskilstuna | 149 |
| s. Eskilstuna I. | 161 |
| s. Eskilstuna II. | 110 |

**Lundborg, J. A.,**
*Arboga, Sweden.*

| | |
|---|---|
| s. Arboga I | 127 |
| s. Arboga II | 126 |

**Lundgren, C.,**
*Varberg, Sweden.*

| | |
|---|---|
| Charlotta | 151 |

**Lundgren, H.,**
*Pernambuco, Brazil.*

| | Net Tons |
|---|---|
| Annita | 150 |
| Elizabeth | 369 |

**Lundh, N.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Freda | 228 |

**Lundman, F.,**
*Norrtelje, Sweden.*

| | |
|---|---|
| Frans | 428 |
| Hildegard | 158 |
| Julius | 141 |
| Orädd | 214 |

**Lundmark, D.,**
*Pyhämaa, Russia.*

| | |
|---|---|
| Alexander | 218 |
| Leivo | 162 |

**Lundquist, M.,**
*Östhammar, Sweden.*

| | |
|---|---|
| Nordbon | 213 |
| s. Östhammar | 101 |
| Svante | 178 |
| Unionen | 136 |

**Lundqvist, G.,**
*Rörsäng, Christianopel, Sweden.*

| | |
|---|---|
| Helge | 157 |

**Lundqvist, M.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Dagny | 602 |

**Lundqvist, W.,**
*Sundsvall, Sweden.*
(Vesternorrlands Ångbåts Aktie. Bolag.)

| | |
|---|---|
| s. Nordstjernan | 600 |
| s. Vesternorrland | 337 |

**Lundsten, E. R.,**
*Hernösand, Sweden.*
(Ångf. Aktieb. "Norrland.")

| | |
|---|---|
| s. Elias Schlstedt | 238 |
| s. Norrland | 335 |

**Lundwall, J. O.,**
*Malmö, Sweden.*

| | |
|---|---|
| s. Alpha | 312 |

**Lünenschloss, F.,**
*Christiania, Norway.*

| | |
|---|---|
| Sirius | 871 |

**Lunham, R. D.,**
4, *Regent Street, London, S.W.*

| | |
|---|---|
| s. Victoria | 1121 |

**Lunn, J. T., & Co.,**
*Baltic Chambers, Quay Side, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Aloedene | 1525 |
| s. Beechdene | 1586 |
| s. Ferndene | 1598 |
| s. Myrtledene | 1948 |
| s. Oakdene | 996 |

**Lunn & Maccoy,**
*Baltic Chambers, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Birdoswald | 1922 |
| s. Laleham | 1263 |

**Luotonen, H. U.,**
*Nystad, Finland.*

| | |
|---|---|
| Naima | 309 |

**Luporino, C.,**
*Leghorn, Italy.*

| | Net Tons |
|---|---|
| Nuovo Taleto | 215 |

**Luppis, Antonio F.,**
*Fiume, Hungary.*

| | |
|---|---|
| Dorina | 442 |
| Enrica | 381 |
| Irene | 449 |
| Jane | 204 |
| Rachel | 324 |

**Luppoli, Fratelli,**
*Calle Defensa, 146, Buenos Ayres.*

| | |
|---|---|
| Bella Isola d'Elba | 180 |

**Lupton, F.,**
*Matawan, U.S.*

| | |
|---|---|
| Charles H. Valentine | 611 |

**Lusher, E. J.,**
*Sydney, N.S.W.*

| | |
|---|---|
| Conference | 399 |

**Lussich, F., & Sons,**
*Monte Video, Uruguay.*

| | |
|---|---|
| s. Emperor | 38 |
| General Lavatleja | 127 |
| Martin Fierro | 209 |
| Santos Vega | 143 |
| Sebastian Olmedo | 187 |

**Lussier, Eusebe,**
*Sorel, Quebec.*

| | |
|---|---|
| Melinda | 108 |

**Luther, J.,**
*New London, Conn., U.S.*

| | |
|---|---|
| Crescent | 440 |
| Samuel B. Hubbard | 383 |

**Luzarraga, M. J.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Nuestra Señora de la Luz | 201 |

**Lyberg, J. E.,**
*Visby, Sweden.*

| | |
|---|---|
| Emelie | 180 |

**Lyche, T. J.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Haldis | 349 |

**Lycke, N. O.,**
*Lysekil, Sweden.*

| | |
|---|---|
| Charlotta | 158 |

**Lydersen, L.,**
*Sundet-Narestoe, pr Arendal, Norway.*

| | |
|---|---|
| Kobé | 334 |
| Statsminister Selmer | 607 |
| Sultana | 748 |

**Lydersen, O., jun.,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Erstatningen | 373 |
| Uller | 497 |

**Lydersen, O., sen.,**
*Sundet, Boröen, Tvedestrand, Norway.*

| | |
|---|---|
| Boylestad | 336 |
| Emanuel | 301 |
| Heldos | 351 |

**Lyle Shipping Co., Ld.,**
10, *Clarence Street, Albert Harbour, Greenock.*

| | Net Tons |
|---|---|
| Cape Clear | 2017 |
| Cape Wrath | 1998 |
| Cape York | 2030 |

**Lyman, B.,**
*Manasquan, U.S.*

| | |
|---|---|
| Thomas A. Ward | 765 |

**Lyman, Son, & Co.,**
*Portland, Maine, U.S.*

| | |
|---|---|
| Olive T. Whittier | 535 |

**Lynch, Charles,**
2716, *William Street, Philadelphia, U.S.*

| | |
|---|---|
| Laura C. Wolff | 111 |

**Lynch, T. & D.,**
*Cold Spring, U.S.*

| | |
|---|---|
| Sarah Quinn | 108 |

**Lynde & Hough,**
116, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Arago | 176 |
| Fremont | 328 |
| Jane A. Falkenburg | 295 |

**Lynds, Ernest W.,**
*Hopewell, Albert Co., N.B.*

| | |
|---|---|
| Victory | 124 |
| W. W. McLauchlan | 471 |
| Waterside | 161 |

**Lyng, O. T. M.,**
*Kragerö, Norway.*

| | |
|---|---|
| Smaragd | 246 |

**Lynn & Hamburg S.S. Co., Ld.**
(Manager—T. H. Hodd),
*Alexandra Dock, King's Lynn, Norfolk.*

| | |
|---|---|
| s. Marion Lee | 430 |
| s. Tangermuende | 404 |

**Lyons, J. H.,**
*Barrington, N.S.*

| | |
|---|---|
| Helena Maude | 112 |

**Lyons, Joseph H.,**
*Cornwallis, N.S.*

| | |
|---|---|
| Donacona | 174 |

**Lysell, Aug.,**
*Lysekil, Sweden.*

| | |
|---|---|
| Constance | 296 |

**Lyttelton Harbour Board,**
*Lyttelton, N.Z.*

| | |
|---|---|
| s. Lyttelton | 39 |

# M

**Maack, Wilhelm,**
*Rostock, Germany.*

| | Net Tons |
|---|---|
| Anna Precht | 429 |
| Antares | 466 |
| Atlas | 282 |
| Duncraig | 699 |
| Elisabeth Mentz | 453 |
| F. H. Lolling | 350 |
| Gustav Metzler | 352 |
| Lorenz Hansen | 397 |
| Marie Kuyper | 362 |
| Marie Thun | 171 |
| Max | 293 |
| Mecklenburg's Hauswirthe | 314 |
| Nordstern | 323 |
| Paquita | 460 |
| Polly Stott | 432 |
| Prospero | 387 |
| Singapore | 922 |
| Varuna | 487 |
| Wilhelm Maack | 421 |
| Wilhelmine Pust | 441 |

**Maass, Heinrich,**
*Wustrow, Mecklenburg, Germany.*

| | |
|---|---|
| Admiral Tegetthoff | 893 |
| Amaranth | 898 |
| Malvina Wendt | 363 |
| Peter Rolt | 500 |

**Mabbott, Howell,**
16, *Alma Terrace, Penzance.*

| | |
|---|---|
| Dashwood | 79 |

**Maberg, J. Olsen,**
*Farsund, Norway.*

| | |
|---|---|
| Hauge | 553 |
| Remittent | 532 |
| Vanse | 432 |

**Maberg, J. Larsen,**
*Farsund, Norway.*

| | |
|---|---|
| Atalanta | 569 |

**Mabon, Eugène,**
6, *Rue de Plaisance, Nantes, France.*

| | |
|---|---|
| Ville de Redon | 660 |

**Mabon, Auguste,**
*Redon, France.*

| | |
|---|---|
| Duquesne | 160 |
| Louisa Thérèsa | 175 |
| Printemps | 114 |

**McAfee, William,**
*West Kirby, co. Chester, N.S.*

| | |
|---|---|
| Olive Mount | 896 |

**MacAndrew, R., & Co.,**
*Suffolk House, Laurence Pountney Hill, London, E.C.*

| | |
|---|---|
| s. Ariosto | 2265 |
| s. Dante | 1302 |
| s. Georgian | 677 |
| s. Petrarch | 1252 |
| s. Tasso | 2280 |

**McArthur, J., jun., A. & P.,**
*Toronto, Canada.*

| | |
|---|---|
| Cavalier | 299 |

**Macarthy, G. E.,**
9, *Dean Street, Newcastle-on-Tyne.*
(Clapham Steam Ship Co., Ld.)

| | Net Tons |
|---|---|
| s. Castlegarth | 1673 |
| s. Dalegarth | 1436 |
| s. Gem | 1333 |
| s. Isis | 1158 |
| s. Lionel | 681 |
| s. Luxor | 939 |
| s. Peace | 1102 |

**Macarthy, Leonard,**
9, *Dean Street, Newcastle-on-Tyne.*
(Northumbrian Shipping Corporation, Ld.)

| | |
|---|---|
| s. Inchgarvie | 1706 |

**McBain, George,**
*Shanghai.*

| | |
|---|---|
| Sin Chin San | 398 |
| s. Sual | 782 |
| s. W. Cores de Vries | 672 |

**McBean, William,**
20, *Alma Square, Scarborough.*

| | |
|---|---|
| s. Flying Sprite | 12 |

**Macbeth & Gray,**
20, *Clyde Place, Glasgow.*

| | |
|---|---|
| s. Dorset | 1716 |
| s. Dunteth | 1472 |
| s. Fawn | 713 |

**MacBrayne, David,**
119, *Hope Street, Glasgow.*

| | |
|---|---|
| s. Brigadier | 85 |
| s. Carabinier | 121 |
| s. Cavalier | 200 |
| s. Chevalier | 100 |
| s. Clansman | 303 |
| s. Claymore | 363 |
| s. Clydesdale | 232 |
| s. Columba | 126 |
| s. Ethel | 153 |
| s. Fingal | 54 |
| s. Flowerdale | 282 |
| s. Fusilier | 21 |
| s. Gael | 129 |
| s. Glencoe | 122 |
| s. Glengarry | 62 |
| s. Gondolier | 80 |
| s. Grenadier | 99 |
| s. Handa | 62 |
| s. Inverary Castle | 129 |
| s. Iona | 113 |
| s. Islay | 187 |
| s. Loanda | 913 |
| s. Lochiel | 72 |
| s. Lochness | 46 |
| s. Lovedale | 207 |
| s. Mountaineer | 60 |
| s. Pelican | 364 |
| s. Pioneer | 68 |
| s. Staffa | 114 |
| s. Texa | 71 |

**McBride, R. W.,**
*Philadelphia, U.S.*

| | |
|---|---|
| Edward J. Berwind | 1085 |

**McCaldin Brothers,**
79, *Broad Street, New York, U.S.*

| | |
|---|---|
| s. South Portland | 416 |

**McCallum, D. B., & Son,**
*Bute Docks, Cardiff.*

| | |
|---|---|
| s. White Rose | 9 |

**McCallum Fishing & Trading Co.,**
40, *California Street, San Francisco, U.S.*

| | |
|---|---|
| Francis Alice | 125 |
| Hera | 369 |

**McCallum, J., & Co.,**
12, *Ann Street, Glasgow.*

| | |
|---|---|
| s. Hebridean | 127 |
| s. Quiraing | 223 |

**McCallum, John,**
*Garfield Street, Parnell, Auckland, N.Z.*

| | Net Tons |
|---|---|
| Gleaner | 115 |

**McCamus, W. & T.,**
*Bobcageon, Ontario.*

| | |
|---|---|
| s. Columbian | 159 |

**McCandless, Samuel,**
*Moville, Donegal.*

| | |
|---|---|
| s. Confidence | 37 |
| Mediterranean | 90 |

**McCarthy, John,**
*Wimbourn Road, Poole, Dorset.*

| | |
|---|---|
| Elizabeth Curry | 99 |

**McCaulley, James,**
*Philadelphia, U.S.*

| | |
|---|---|
| s. E. V. McCaulley | 68 |

**McCausland, James P.,**
39, *Tomb Street, Belfast.*

| | |
|---|---|
| Oberon | 1194 |

**McClear, Frank,**
*Saulnierville, Digby co., N.S.*

| | |
|---|---|
| Adah | 125 |

**McClelland & Co.,**
*Whitby, Ontario.*

| | |
|---|---|
| William Jamieson | 144 |

**McClenahan, Robert,**
*Quay Street, Dundalk.*

| | |
|---|---|
| Cecilia | 161 |
| Irish Girl | 97 |
| Research | 115 |

**McClennan, John,**
*Bowmanville, Ontario.*

| | |
|---|---|
| Oliver Mowat | 244 |

**McConaig, A.,**
*Rathlin Island, co. Antrim.*

| | |
|---|---|
| Flimby | 127 |

**McConnell, William,**
*Port Hilford, N.S.*

| | |
|---|---|
| Mary Culmer | 207 |

**McConville, P.,**
*Bangor, Maine, U.S.*

| | |
|---|---|
| Celia F. | 392 |
| Harmona | 145 |
| Hattie H. Barbour | 287 |
| J. Ponder, jun. | 143 |
| Lavinia Bell | 147 |
| M. B. Mahoney | 117 |
| Mary Stewart | 218 |
| Maud Briggs | 237 |
| Nightingale | 151 |

**McCorkell, B. H.,**
*Londonderry.*

| | |
|---|---|
| Hiawatha | 934 |
| Minnehaha | 1043 |
| Osseo | 1399 |

**McCormack & Nicholls,**
4, *Lombard Street, Newcastle-on-Tyne.*

| | |
|---|---|
| Widgeon | 216 |

**McCormick, E.,**
*Granville, N.S.*

| | Net Tons |
|---|---|
| Bartholdi | 299 |

**McCormick, F., & Co.,**
7, *Dolier Street, Dublin.*

| | |
|---|---|
| s. Blackrock | 197 |

**McCormick, Samuel S.,**
7, *Dolier Street, Dublin.*

| | |
|---|---|
| s. Blackwater | 299 |

**McCormick, Wm. O.,**
6, *Clarence Street, Kingstown, co. Dublin.*

| | |
|---|---|
| Hampton | 294 |
| Tongoy | 478 |

**MacCousland, James,**
*Ballyhenry Cottage, Portaferry, co. Down.*

| | |
|---|---|
| s. Duke of Edinburgh | 74 |

**McCoy, C.,**
2917, *Richmond Street, Philadelphia,*

| | |
|---|---|
| Edward Ewing | 105 |

**McCowen, R.,**
*Tralee.*

| | |
|---|---|
| Eugenie | 136 |

**McCrea, B., & J. McFarland,**
*Londonderry.*

| | |
|---|---|
| s. Innishowen | 53 |

**McCready, A.,**
*Curaçao, W.I.*

| | |
|---|---|
| Carmelita | 115 |

**McCredie, Alexander,**
*Troon.*

| | |
|---|---|
| Caroline | 165 |

**McCullough, A. A., & H. W. Anderson,**
*Norfolk, Virginia, U.S.*

| | |
|---|---|
| D. B. Steelman | 101 |

**McCullough, J.,**
*New Bedford, Mass., U.S.*

| | |
|---|---|
| Charles W. Morse | 106 |

**McDiarmid, Greenshields & Co.,**
17, *Water Street, Liverpool.*

| | |
|---|---|
| Criffel | 1195 |
| Royal George | 1404 |
| Thalatta | 1745 |
| Yola | 1407 |

**McDonald, Adams & Co.,**
11, *William Street, Greenock.*

| | |
|---|---|
| Lota | 1529 |
| Serena | 1525 |

**McDonald, Alexander,**
*Tobermory, Argyleshire.*

| | |
|---|---|
| New Blessing | 133 |



s. désigne les Vapeurs.

**MacDonald, Alex. C.,**
*Pictou, N.S.*

| | Net Tons |
|---|---|
| James L. Harway | 959 |
| Warrior | 1687 |

**Macdonald, Christopher,**
*Antigonish, N.S.*

| | |
|---|---|
| Soudan | 119 |

**Macdonald & Co., Ld.,**
*Halifax, N.S.*

| | |
|---|---|
| s. Rescue | 84 |

**Macdonald, Donald,**
*Larne Harbour, Larne, co. Antrim.*

| | |
|---|---|
| s. Microphone | 191 |
| Twig | 110 |
| s. Vril | 157 |

**McDonald & W. Gordon,**
*Cardigan, P.E.I.*

| | |
|---|---|
| Caspian | 297 |

**Macdonald, J.,**
*II, Bank Chambers, 3, Cook Street, Liverpool.*
(British & Eastern Shipping Co., Ld.)

| | |
|---|---|
| Afghanistan | 2221 |
| Arracan | 2222 |
| Frankistan | 1944 |
| Mooltan | 1616 |
| Soudan | 1659 |

**McDonald, J.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Senator | 105 |

**McDonald, H. E.,**
*Belfast, Maine, U.S.*

| | |
|---|---|
| Puritan | 110 |

**McDonald, J.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Myra B. Weaver | 498 |

**McDonald, J.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Elector | 113 |
| Gladiator | 107 |
| Monitor | 105 |

**McDonald, Lauchlin,**
*Cape Breton, N.S.*

| | |
|---|---|
| Glenola | 114 |

**McDonald, Malcolm,**
*Georgetown, P.E.I.*

| | |
|---|---|
| Aquila | 150 |

**McDonald & Morrison,**
35, *Grant Street, Inverness.*

| | |
|---|---|
| Scotia | 167 |

**MacDonald, Scales & Co.,**
4, *Chapel Street, Cripplegate, London, E.C.*

| | |
|---|---|
| Annie M'Donald | 459 |

**MacDonald, W.,**
*Norfolk, U.S.*

| | |
|---|---|
| Matilda | 124 |

**McDonnell & Bros.,**
*Philadelphia, U.S.*

| | Net Tons |
|---|---|
| Henry G. Ely | 111 |

**McDonnell, J. & F.,**
533, *South Street, Philadelphia, U.S.*

| | |
|---|---|
| Annie Ainslie | 288 |
| Annie E. Rudolph | 186 |
| Mary & Frances | 128 |

**McDonnell, W.,**
*Portaferry, co. Down.*

| | |
|---|---|
| Pioneer | 75 |

**McDonnough, A. R.,**
*New York, U.S.*

| | |
|---|---|
| s. Pavonia | 673 |

**McDonogh, Thomas,**
*Flood Street, Galway.*

| | |
|---|---|
| Saturn | 115 |

**Macdonough, George R.**
*Saint Martin, N.B.*

| | |
|---|---|
| Karslie | 125 |

**MacDougall, D.**
(Gulf Line.)
1, *Cross Shore Street, Greenock.*
(Greenock Steamship Co. Ld.)

| | |
|---|---|
| s. Gulf of Akaba | 1273 |
| s. Gulf of Ancud | 1700 |
| s. Gulf of Corcovado | 1482 |
| s. Gulf of Florida | 1778 |
| s. Gulf of Martaban | 1537 |
| s. Gulf of Mexico | 2009 |
| s. Gulf of Papua | 1266 |
| s. Gulf of Suez | 976 |
| s. Gulf of Trinidad | 1495 |
| s. Gulf of Venice | 1890 |

(Gulf Line Association, Ld.)

| | |
|---|---|
| s. Gulf of Bothnia | 2169 |
| s. Gulf of Genoa | 2175 |
| s. Gulf of Guinea | 1541 |
| s. Gulf of Lions | 1672 |
| s. Gulf of Siam | 2126 |
| s. Gulf of Taranto | 2128 |

**McDougall, Fulton,**
*Sackville, N.B.*

| | |
|---|---|
| Launberga | 1215 |

**McDowall & Barbour,**
*Piræus, Greece.*

| | |
|---|---|
| s. Athena | 275 |
| s. Ephaistos | 502 |
| s. Margarita | 133 |
| s. Poseidon | 363 |

**Macé, A.,**
*Marseilles, France.*

| | |
|---|---|
| Tage | 537 |

**Macé, B.,**
*St. Nazaire, France.*

| | |
|---|---|
| Louise | 342 |

**Macé, Mme. M.,**
*Marseilles, France.*

| | |
|---|---|
| Argonaute | 484 |

**McEachran, A.,**
*Peterhead.*
(Peterhead Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Sweet Home | 69 |

**Macera, O.,**
*Terranuova Pausania, Italy.*

| | Net Tons |
|---|---|
| Nuova Ida | 133 |

**McEwen, William,**
*Kingston, Jamaica.*

| | |
|---|---|
| s. Colombia | 758 |

**MacFarland, J. W.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Yosemite | 115 |

**MacFarlane, Arch. F.,**
88, *Leslie Street, Pollokshields, Glasgow.*

| | |
|---|---|
| Unicorn | 110 |

**Macfarlane, George Gray, & Co.,**
4, *West Regent Street, Glasgow.*

| | |
|---|---|
| Clydebank | 863 |
| Collessie | 1381 |

**Macfarlane, J., & Co.,**
36, *Oswald Street, Glasgow.*

| | |
|---|---|
| s. Corsair | 202 |
| s. Norman | 146 |
| s. Thracian | 222 |

**Macfarlane, John M., & Co., Ld.,**
*Wallace Buildings, Greenock.*

| | |
|---|---|
| Arethusa | 1198 |

**Macfarlane, Peter,**
*Glenclune, Port Glasgow.*

| | |
|---|---|
| Dee | 1115 |
| Don | 1115 |
| Wynnstay | 1573 |

**McFerran, Robert,**
*Dundalk.*

| | |
|---|---|
| Henry Curwen | 100 |

**McGeachin, Douglas,**
11, *Bothwell Street, Glasgow.*

| | |
|---|---|
| Lively Lass | 98 |

**McGibbon, Finlay,**
*Sarnia, Lambton, Ontario.*

| | |
|---|---|
| Cataract | 193 |

**McGillivray, Duncan,**
10, *Cross Shore Street, Greenock.*

| | |
|---|---|
| Gael | 1516 |
| Saxon | 1527 |
| Strathgryfe | 2190 |

**McGregor, Alexander,**
*Elizabeth Street, Hobart, Tasmania.*

| | |
|---|---|
| Asia | 308 |
| Harriet McGregor | 331 |
| Helen | 343 |
| Lufra | 672 |
| Water Witch | 236 |

**McGregor, Gow & Co.**
(Glen Line.)
1, *East India Avenue, London, E.C.*

| | |
|---|---|
| s. Glenartney | 1944 |
| s. Glenavon | 1912 |
| s. Glenearn | 1425 |
| s. Glenesk | 2275 |
| s. Glenfalloch | 1434 |
| s. Glenfarg | |
| s. Glenfruin | 1892 |
| s. Glengarry | 1925 |
| s. Glengyle | 2244 |
| s. Glenogle | 2399 |
| s. Glenorchy | 1822 |
| s. Glenshiel | 2240 |

**MacGregor, John,**
*Shanghai.*

| | Net Tons |
|---|---|
| s. Chang On | 1021 |

**McGregor, John,**
*Invergordon, Ross.*

| | |
|---|---|
| Surprise | 100 |

**Macgregor S.S. Co., Ld.,**
111, *Union Street, Glasgow.*
*See* Colvils, Lowden & Co.

**McGuffog, John,**
*On board.*

| | |
|---|---|
| M. A. Doran | 316 |

**McGuire, William,**
*Lancaster, N.B.*

| | |
|---|---|
| Avis | 125 |

**Machado, Francisco, & Co.,**
*Rua 24 di Julho No. 26,1°D, Lisbon, Portugal.*

| | |
|---|---|
| s. Machado | 23 |

**Machado, J., & Carvalho,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Carvalho | 177 |

**Machado, Joao,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Machado | 159 |

**Machado, M. F.,**
*Villa d'Ilhavo, Portugal.*

| | |
|---|---|
| Machado Novo | 104 |
| Novo Machado II. | 135 |

**Machado & Povoas,**
*Rio Grande do Sul, Brazil.*

| | |
|---|---|
| s. Rio Grande | 125 |

**Machan, W. N.,**
*King William Dock, Dundee.*

| | |
|---|---|
| s. Balmuir | 886 |
| s. Mayfield | 794 |

**Macheca Bros.,**
129, *Decatur Street, New Orleans, U.S.*

| | |
|---|---|
| s. Breakwater | 794 |
| s. City of Dallas | 479 |
| s. Wanderer | 266 |

**McHugh, Edward,**
12, *Chamberlain Street, Londonderry.*

| | |
|---|---|
| Sabrina | 140 |

**Macieira, Viuva, & Sons,**
16, *Rua da Magdalena, Lisbon, Portugal.*

| | |
|---|---|
| Commercio | 437 |
| Industria | 316 |

**McIlwaine, E. (Miss),**
*Island Magee, co. Antrim.*

| | |
|---|---|
| Walter J. Cummings | 113 |

**McIlwraith, McEacharn & Co.,**
*Lime Street Square, London, E.C.*

| | Net Tons |
|---|---|
| Brunette | 375 |
| s. Cloncurry | 1639 |
| s. Eddystone | 1313 |
| s. Federal | 1540 |
| s. New Guinea | 1700 |
| s. Norkoowa | 1074 |
| s. Tagliaferro | 1036 |

(Scottish Line, Ld.)

| | |
|---|---|
| Scottish Bard | 803 |
| Scottish Knight | 875 |
| Scottish Lassie | 852 |
| Scottish Wizard | 1140 |

**McIntosh, Adam,**
*Bundaberg, Queensland.*

| | |
|---|---|
| Ariel | 134 |

**McIntyre Bros. & Co.,**
*Mercantile Chambers, Quayside, Newcastle-on-Tyne; and 16, St. Helen's Place, Bishopsgate St., London, E.C.*

| | |
|---|---|
| s. Elphinstone | 1146 |
| s. Endeavour | 1640 |
| s. Malabar | 1203 |
| s. Monarch | 1522 |
| s. Serapis | 1271 |
| s. Undaunted | 2026 |
| s. Victory | 1774 |

**McIntyre, J.,**
*Port Townsend, Washington Territory, U.S.*

| | |
|---|---|
| Richard III. | 954 |

**McIntyre, Peter,**
*St. John, N.B.*

| | |
|---|---|
| Allen A. McIntyre | 200 |
| Romeo | 111 |
| Tay | 125 |
| Thistle | 123 |

**McIntyre, Peter,**
*Springfield, King's Co., N.B.*

| | |
|---|---|
| Rondo | 123 |

**MacIver, David, & Co.,**
16, *Brunswick Street, Liverpool.*

| | |
|---|---|
| s. Albany | 1601 |

(Birkenhead Shipping Co., Ld.)

| | |
|---|---|
| s. Sicily | 1062 |
| s. Tuscany | 1061 |

**MacIver, J.,**
*Arklow, co. Wicklow.*

| | |
|---|---|
| Benita | 92 |

**Mack, J. J., & Sons,**
*Oriel Chambers, Water Street, Liverpool.*

| | |
|---|---|
| s. Annie | 168 |
| s. Cumberland | 159 |
| s. Dollie | 161 |
| s. Herbert | 90 |
| s. John Burbery | 109 |
| s. Lancashire | 144 |
| s. Yorkshire | 156 |

**Mack, William D.,**
14, *Water Street, Liverpool.*

| | |
|---|---|
| Polar Star | 101 |
| Rising Star | 100 |
| Shining Star | 101 |

**McKay, A.,**
*Provincetown, Mass., U.S.*

| | |
|---|---|
| Cora S. Mackay | 189 |
| William Matheson | 106 |
| Willie A. McKay | 161 |

### Mackay, A. & A. Y.,
*South Basin Street, Grangemouth.*

| | Net Tons |
|---|---|
| s. Aberforth | 428 |
| s. Abergrange | 372 |

### Mackay, A., & Co.,
48, *West Regent Street, Glasgow.*

| | |
|---|---|
| Iverna | 2220 |
| Persian | 1334 |
| Saint Enoch | 1852 |
| Saint Mirren | 1855 |
| Saint Mungo | 1852 |
| Waterloo | 1792 |
| Wendur | 1896 |

### Mackay, Æ. D., & Co.,
*Hamilton, Ontario.*

| | |
|---|---|
| s. Acadia | 509 |
| s. Saint Magnus | 541 |

### Mackay & Co.,
12, *North Junction Street, Leith.*

| | |
|---|---|
| s. May Queen | 26 |
| s. Sea King | 28 |

### Mackay & Dix,
47, *South Street, New York, U.S.*

| | |
|---|---|
| Fluorine | 367 |
| Silicon | 426 |

### McKay, Lauchlan,
*New York, U.S.*

| | |
|---|---|
| Argenta | 588 |

### Mackay Lumber Co.,
*San Francisco, U.S.*

| | |
|---|---|
| Occidental | 199 |

### Mackay, R.,
*San Francisco, Cal., U.S.*

| | |
|---|---|
| Fortuna | 138 |
| Ida McKay | 179 |

### Mackay, Richard,
*Graham Street, Auckland, N.Z.*

| | |
|---|---|
| Defiance | 199 |
| Northern Chief | 274 |

### Mackay, Robert O.,
*Hamilton, Ontario.*

| | |
|---|---|
| s. Lake Michigan | 360 |

### Mackay, T. G.,
*Pictou, N.S.*

| | |
|---|---|
| s. Egerton | 71 |

### Mackbool Ally,
*Rangoon.*

| | |
|---|---|
| Moulmein | 101 |

### McKean, A.,
*Pleasantville, N.S.*

| | |
|---|---|
| Moss Rose | 149 |
| Torridon | 97 |

### McKelvey, J., & S. Birch,
*Kingston, Ontario, Canada.*

| | |
|---|---|
| s. Quebec | 60 |

### McKenna, James,
46, *Stewart Street, San Francisco, U.S.*

| | Net Tons |
|---|---|
| Alaska | 323 |
| Bonanza | 129 |
| Fearless | 146 |
| Hunter | 337 |
| James Allen | 331 |
| Northern Light | 365 |
| Percy Edward | 189 |
| W. H. Meyer | 256 |

### McKenny, L. H.,
*Portland, Maine, U.S.*

| | |
|---|---|
| Grace Webster | 321 |

### Mackenzie, Æneas M.,
*Stornoway, co. Ross.*

| | |
|---|---|
| Invermark | 100 |

### McKenzie, J.,
*Boston, U.S.*

| | |
|---|---|
| Experiment | 224 |

### McKenzie, J., & Sons,
*Montrose.*
(Leith & Montrose Shipping Co.)

| | |
|---|---|
| s. Pandora | 82 |

### McKerrow, J. K.,
*Tymanny, Tremadoc.*

| | |
|---|---|
| Richard Greaves | 92 |

### M'Kevitt, Francis,
*Carlingford, co. Louth, Ireland.*

| | |
|---|---|
| Globe | 192 |

### Mackie, Richard, & Co.,
54, *Bernard Street, Leith.*

| | |
|---|---|
| s. Daylesford | 885 |
| s. Newbigging | 638 |
| s. Newbridge | 1069 |
| s. Newhailes | 875 |
| s. Newhaven | 544 |
| s. Newington | 691 |

### Mackill, Robert, & Co.,
29, *Waterloo Street, Glasgow.*

| | |
|---|---|
| s. Dryfesdale | 1574 |
| s. Eskdale | 1926 |
| s. Lauderdale | 1134 |
| s. Liddesdale | 1572 |
| s. Nithsdale | 1198 |
| s. Teviotdale | |
| s. Yarrowdale | 1906 |

### McKinney, L. H.,
*Portland, Maine, U.S.*

| | |
|---|---|
| George W. Jewett | 267 |

### McKinney & Rafferty,
31, *East Clyde Street, Glasgow.*

| | |
|---|---|
| s. Aggie | 59 |
| s. Marie | 67 |
| s. Nellie | 34 |

### M'Kinnon, Alex.,
2, *Lyle Street, Greenock.*

| | |
|---|---|
| s. Champion | 26 |
| s. Monarch | 14 |

### McKinnon, J. J.,
5, *Stewart Street, San Francisco, U.S.*

| | |
|---|---|
| Courtney Ford | 381 |
| Fannie Adele | 223 |
| J. M. Coleman | 441 |
| Maid of Orleans | 172 |

### Mackintosh, Hugh,
*Nairn.*

| | Net Tons |
|---|---|
| Nairnshire | 99 |

### McKiver, John,
*Commercial Bank Buildings, Greenock.*

| | |
|---|---|
| Abercarne | 1088 |

### McKown, H.,
*Boothbay, Maine, U.S.*

| | |
|---|---|
| Fred A. Emerson | 116 |

### Mackrell & Son,
*Grimsby.*

| | |
|---|---|
| s. Cockatrice | |

### McLachlan, J. J.,
*Lunenburg, N.S.*

| | |
|---|---|
| s. Lunenburg | 113 |

### McLachlan, W., & Co.,
96, *Bridgegate, Glasgow.*

| | |
|---|---|
| s. Midlothian | 219 |
| s. Pirate | 67 |
| s. Talisman | 39 |

### McLane, H.,
*New York, U.S.*

| | |
|---|---|
| Eaglet | 124 |

### McLauchlan, W. W.,
*St. John, N.B.*

| | |
|---|---|
| Demozelle | 163 |

### McLaughlin, T.,
*Bath, Maine, U.S.*

| | |
|---|---|
| Edward C. Allen True | 783 |

### Maclay & McIntyre,
123, *Hope Street, Glasgow.*

| | |
|---|---|
| s. Behera | 829 |
| s. Caloric | 1139 |
| s. Craigendoran | 943 |
| s. Domira | 1174 |
| s. Duchess of Roxburghe | 1334 |
| s. Everilda | 894 |
| s. General Gordon | 807 |
| s. Inverleith | 743 |
| s. Ivanhoe | 599 |
| s. Janeta | 2179 |
| s. Jeanara | |
| s. Madura | 1776 |
| s. Mangara | 1157 |
| s. Meraggio | 668 |
| s. Merannio | 609 |
| s. Mereddio | 918 |
| s. Mersario | 900 |
| s. Nyassa | 1451 |
| s. Peveril | 436 |
| s. Rutherglen | 1618 |
| s. Samara | 1053 |
| s. Uganda | 1586 |
| s. Victoria | 1047 |

### Maclean, Alexander,
*Inverness.*

| | |
|---|---|
| Ann & Mary | 198 |

### Maclean, C.,
*Lochalsh, Rossshire.*

| | |
|---|---|
| Isabella | 98 |

### Maclean, Doughty & Co.,
*West Hartlepool.*

| | Net Tons |
|---|---|
| s. Aberfeldy | 1445 |
| s. Grantully | 1022 |
| s. Hartville | 1052 |
| s. Hasland | 1070 |
| s. Horace | 996 |
| s. James Groves | 771 |
| s. James Malam | 619 |
| s. Moness | 1451 |
| s. Norwood | 1465 |
| s. Tockwith | 1306 |
| s. Whitefield | 1560 |

### McLean, N., & Co.,
7, *Royal Bank Place, Glasgow.*

| | |
|---|---|
| s. Gordon Castle | 1315 |
| s. Straits of Dover | 1904 |
| s. Straits of Magellan | 1657 |

### McLeese, Robert,
*Soda Creek, B.C.*

| | |
|---|---|
| s. Victoria | 87 |

### McLellan, G. B.,
*Londonderry, N.S.*

| | |
|---|---|
| Jane | 141 |

### McLeman, Donald,
*Avoch, co. Ross.*

| | |
|---|---|
| Dispatch | 100 |

### McLennan, A.,
*Plockton, Strome Ferry, co. Ross.*

| | |
|---|---|
| Lochalsh | 99 |

### McLennan, Charles H.,
*River John, N.S.*

| | |
|---|---|
| Sir Hibbert | 246 |

### McLennan & Co.,
*Brownsville, Ontario.*

| | |
|---|---|
| Flora Carveth | 190 |

### McLeod, Alexander,
*Orwell, P.E.I.*

| | |
|---|---|
| s. Gulnare | 106 |

### McLeod, B. (Mrs.),
31, *St. George's Terrace, Swansea.*

| | |
|---|---|
| Windermere | 482 |

### Macleod & Co.,
*Manila, Philippine Islands.*

| | |
|---|---|
| s. Æolus | 303 |
| s. Brutus | 702 |
| s. Butuan | 328 |
| s. Chispa | 58 |
| s. Romulus | 487 |
| s. Saturnus | 566 |
| s. Taurus | 485 |
| s. Uranus | 716 |
| s. Venus | 609 |

### McLeod, George K.,
*P.O. Box 598, St. John, N.B.*

| | |
|---|---|
| Bessie Markham | 778 |
| Dunvegan | 786 |

### McLeod, Norman,
*Sandridge, near Melbourne, Victoria.*

| | |
|---|---|
| Anne | 104 |
| Ansdell | 280 |
| Dolphin | 344 |
| Elizabeth | 245 |
| Sapphire | 237 |
| Sea Nymph | 240 |
| Syren | 157 |

### McLeod, R.,
*Ottawa, Ontario.*

| | Net Tons |
|---|---|
| Ontario | 107 |

### McLeod, W. B.,
*Portland, N.B.*

| | |
|---|---|
| D. W. B. | 121 |

### Macleod, W. H.,
*Richibucto, N.B.*

| | |
|---|---|
| William Gordon | 732 |

### McMaster, Francis,
*Deseronto, Ontario.*

| | |
|---|---|
| Annandale | 130 |

### McMaster, J. M.,
22, *Lord Street, Liverpool.*

| | |
|---|---|
| Crystaline | 854 |
| Emerald | 198 |

### McMillan, J.,
46, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| Verajean | 1824 |

### McMillan, R. H.,
*Isaacs Harbour, Guysboro', N.S.*

| | |
|---|---|
| Bonnibel | 141 |

### McMillan, Robert,
*Methlan Park, Dumbarton.*

| | |
|---|---|
| Balclutha | 1614 |
| s. Kentigern | 1614 |
| s. Vortigern | 1983 |

### McMillan, Ronald,
*Charlottetown, P.E.I.*

| | |
|---|---|
| s. Elliot | 227 |

### McMullen, Thomas G.,
*Truro, N.S.*

| | |
|---|---|
| Europa | 603 |
| Rock City | 773 |
| Zio Battista | 679 |

### McNab, John,
*Halifax, N.S.*

| | |
|---|---|
| Innerwick | 1233 |

### McNab, Peter,
*High Street, Campbeltown, co. Argyle.*

| | |
|---|---|
| Finlaggen | 99 |

### McNab, R. C.,
*Ruatan, Honduras.*

| | |
|---|---|
| Margaret S. Smith | 113 |

### McNabb, Rougier & Co.,
16, *Bishopsgate Street Within, London, E.C.; and Odessa.*

| | |
|---|---|
| s. Caprivi | 1899 |
| s. Therese Haymann | 1530 |

### McNamara, Roderick,
*Forest Lodge, near Sydney, N.S.W.*

| | |
|---|---|
| Menshikoff | 233 |

### McNaughton, J. C.,
228, *Dock Street, Philadelphia, U.S.*

| | |
|---|---|
| H. L. Slaight | 200 |
| J. C. McNaughton | 140 |



s. désigne les Vapeurs.

**McNaughton, William,**
*Sorel, Canada.*
Net Tons
s. Whitehall ..... 63

**McNeil, R.,**
*Glace Bay, C.B.*
J. H. Marsters ..... 632

**Macool, Adam,**
*Provincetown, Mass., U.S.*
David A. Small ..... 114
William A. Grozier ..... 111

**McPhail, Alexander,**
4, *St. Mary Axe, London, E.C.*
Gainsborough ..... 974

**McPherson, John,**
*Arbroath.*
s. Wyre ..... 93

**Macpherson, W. M.,**
*Quebec, Canada.*
Jumbo ..... 146

**McQuesten, F.,**
*New York, U.S.*
Viola Reppard ..... 387

**McQuesten, F. B.,**
27, *Kilby Street, Boston, Mass., U.S.*
Alma Cummings ..... 496
Frank W. Howe ..... 545

**McQuesten, G. E.,**
*Boston, Mass., U.S.*
Thelma ..... 499

**McQuinn, J. S.,**
*Thomaston, Maine, U.S.*
Druid ..... 114

**McRae, Peter,**
*Black Cape, Quebec.*
Hudson ..... 100

**McRae, William Dobbie,**
*Wallaceburg, Ontario.*
Colerado ..... 184

**Macris, G.,**
*Galaxidi, Greece.*
Euthymia ..... 180

**McSweeney, Justin,**
93, *Regent Street, Chippendale; and P.O. Box* 914, *Sydney, N.S.W.*
s. Resolute ..... 144

**Mactaggart, C. R.,**
*Methil, Fifeshire.*
(Methil Steamship Co., Ld.),
s. Leven ..... 202

**Macuco, J. Filiciano de Silva,**
*Desterro, Brazil.*
Lilia ..... 341

**Macvicar, Marshall & Co.,**
*Queen Insurance Buildings, Castle Street, Liverpool.*
Net Tons
Balmoral ..... 2449
Buckingham ..... 2613
Crompton ..... 2717
Cupica ..... 1169
Dunfermline ..... 2773
Dunstaffnage ..... 3129
Falkland ..... 2739
Forteviot ..... 2962
Hollinwood ..... 2606
Holyrood ..... 1992
s. Indra ..... 2333
s. Indramayo ..... 2662
s. Indrapura ..... 2510
Lathom ..... 2985
Osborne ..... 2986

**McWilliam, Thomas,**
*Matanzas, Cuba.*
Albert ..... 110

**Maddock, Henry,**
79, *Broad Street, New York, U.S.*
s. Salamanca ..... 883

**Maddock, Henry,**
4, *Saltry Street, Hull.*
Mary Jane ..... 89

**Maddox, A.,**
*Ellsworth, Maine, U.S.*
Adam Bowlby ..... 108

**Maddox & Co.,**
50, *Western Street, Swansea.*
Mary Moore ..... 544

**Madison, B. H., & Sons,**
15, *Stewart Street, San Francisco, U.S.*
Alice Kimball ..... 102
Hayes ..... 184
J. M. Weatherwax ..... 365
Laura Madsen ..... 329
Vega ..... 230

**Madison, H.,**
*San Francisco, U.S.*
Alcalde ..... 305
C. S. Holmes ..... 409
Fanny Dutard ..... 252
Prosper ..... 563

**Madison, James,**
9, *Market Street, San Francisco, U.S.*
Big Bonanza ..... 1399
William F. Witzemann ..... 450

**Madsen & Co.,**
*Christiania, Norway.*
(Bygdo Nye Dampskibselskab).
s. Oscar ..... 76

**Madsen, D.,**
*Varde, Denmark.*
Agnes ..... 294

**Madsen & Jespersen,**
*Stavanger, Norway.*
s. Franco ..... 457
s. Jotun ..... 321
s. Reserven ..... 179
s. Suldal ..... 323
s. Uller ..... 174

**Magalhaes Filho,**
*Vianna do Costello, Portugal.*
Manoel Espregneira ..... 192

**Magano, D. A.,**
*Aveiro, Portugal.*
Net Tons
Monica 1e ..... 114

**Magee, Jno. A., jun.,**
310, *Cloy Street, San Francisco, U.S.*
Andrew Hicks ..... 288
Emma F. Herriman ..... 366

**Magee, T.,**
*San Francisco, U.S.*
Templar ..... 910

**Maggiolo, Gerolamo, fu G.,**
*Via Boschetto No.* 1, *Camogli, Italy.*
Caterina G ..... 627

**Maggiolo, Maddalena,**
*Camogli, Italy.*
Lazzaro Anna ..... 389

**Magistri, S.,**
*Messina, Sicily.*
Il Monarca del Mare ..... 243

**Maglio (Capt.),**
*Buenos Ayres, Argentine Republic.*
Governador Basavilboso ..... 341

**Magnadis, G.,**
*Syra, Greece.*
Rosalia ..... 599

**Magnasco, Filippo, fu G.,**
*Camogli, Italy.*
Eugenia M. ..... 557

**Magni, M.,**
*Jernavik, Hoby, Blekinge län, Sweden.*
Engelbrekt ..... 121
Jernavik ..... 158

**Magnier, Felix,**
*Marquise, France.*
Marquise ..... 106

**"Magnum," Actie Selskab,**
*Tvedestrand, Norway.*
*See* C. OLSEN.

**Magnusson, A.,**
*Lindholmen, Gothenburg, Sweden.*
Ingeborg ..... 101

**Magnusson, E. J.,**
*Lidköping, Sweden.*
s. Eos ..... 138

**Magnusson, L. P.,**
*Påhlsjö, Helsingborg, Sweden.*
Garibaldi ..... 110

**Maguire & Co.,**
*Quebec, Canada; and Buenos Ayres.*
Alaska ..... 149
Hudson ..... 639
Loreley ..... 544
Peacemaker ..... 662
Rapid ..... 325

**Mah Shiwe Bewin,**
*Moulmein, British Burmah.*
Net Tons
Myan Aung ..... 161

**Mahamed Captan, Amasrahlee,**
*Amasrah, Turkey.*
Huda Verdi ..... 104

**Mahéo, J. M.,**
*Larmor Baden, Morbihan, France.*
Roma ..... 126

**Maher, James,**
*Shanghai, China.*
Sea Swallow ..... 332

**Mahew, A. W.,**
*Mauricetown, New Jersey, U.S.*
Emma C. Knowles ..... 587

**Mahir Mehemet Aga,**
*Dulcigno, Albania.*
Pervasi Bahrie ..... 280

**Mahler, P.,**
*Skjelskör, Denmark.*
Georg ..... 123
Johanne Marie ..... 349

**Mahmood Mezloom, Kiritlee**
*Kirit, Turkey.*
Shereff Yildiz ..... 302

**Mahmut Maslun,**
*Candia, Asiatic Turkey.*
Scerif Ghildis ..... 232

**Mahn, E. & J.,**
*Valparaiso, Chili.*
Anna Catharina ..... 989

**Mahomed Ben Gooloom,**
*Jeddah, Arabia.*
Ailsa ..... 1061
Atiet Rohoman ..... 589

**Mahomed Cossem,**
*Jeddah, Arabia.*
Tursina ..... 816

**Mahon, F. C.**
(Kenny, Mahon & Co.)
161, *Gresham House, London, E.C.*
Eskasoni ..... 1715
Muskoka ..... 2259
Oweenee ..... 2334

**Mahounahji Nicola & Co.,**
*Constantinople, Turkey.*
Suzanneh ..... 100

**Mahrokkhi, Tijar Frank oglou,**
*Constantinople, Turkey.*
Kilityia ..... 100

**Mahy, Peter A.,**
*St. Sampson's, Guernsey.*
Cuba ..... 231
Dunsinane ..... 253

**Maideen Saibe, S. Mahomed,**
*Moulmein.*
David ..... 809

**Maillard, Jules,**
*Dunkirk, France.*
Net Tons
Pauline ..... 113
Rose ..... 118
Travailleuse ..... 112

**Maine Central Rail Road Co.,**
*Portland, Maine, U.S.*
s. Sappho ..... 138

**Maine Shipbuilding and Navigation Co.,**
*Wiscasset, Maine, U.S.*
Mavooshen ..... 175
Sheepscot ..... 114

**Maine S. S. Co.,**
*Pier* 38, *East River, New York, U.S.*
s. Cottage City ..... 982
s. Eleanora ..... 582
s. Manhattan ..... 982

**Mainland & Nanaimo S. N. Co., Ld.,**
*New Westminster, B.C.*
s. City of Nanaimo ..... 518

**Mair, J.,**
136, *South Delaware Avenue, Philadelphia, U.S.*
J. Howell Leeds ..... 394
Jennie N. Huddell ..... 265
Laura V. Rose ..... 466
Rob Roy ..... 746
Tena A. Cotton ..... 358

**Maistrali, D.,**
*Cisme, Turkey.*
Marianthi ..... 138

**Major, F.,**
*Drontheim, Norway.*
s. Saint Olaf ..... 293

**Makalua, M. E. M.,**
*Honolulu, Hawaii.*
s. San Mateo ..... 1926

**Makboobsharinya, Iskenderiehlee tijar Hajee,**
*Iskenderieh, Asiatic Turkey.*
Makboobjian ..... 287

**Makinaw Transportation Co.,**
*Detroit, Michigan, U.S.*
s. Sainte Marie ..... 697

**Makris, G.,**
*Piræus, Greece.*
Agios Georgios ..... 312

**Maksimoff, V.,**
*Nicolaief, Russia.*
s. Dagmar ..... 99

**Mala Real Portugueza**
(In liquidation.)
*Largo de Pelourinho, Lisbon, Portugal.*
s. Ibo ..... 1060
s. Malange ..... 2410
s. Moçambique ..... 2175
s. Rei de Portugal ..... 2175
s. Tungue ..... 745

**Malagasy Government,**
*Tamatave, Madagascar.*
s. Ambohimanga ..... 51

**Malahais, L.,**
*Smyrna, Turkey.*
Net Tons
Despina ..... 250

**Malandain, G.,**
*Fécamp, France.*
Ferdinand ..... 201

**Malandain, Jerôme,**
1, *Rue du Pressoir, Fécamp, France.*
Raphaél ..... 224
St. Pierre ..... 191

**Malandasis, N.,**
*Syra, Greece.*
Nea Tychi ..... 102

**Mälaren Nya Ångfartygs Aktiebolaget,**
*Blasieholmstorg* 11, *Stockholm, Sweden.*
*See* W. VON HALLWYL.

**Malato, Salv.,**
*Trapani, Sicily.*
Checchina M. ..... 266
Maria Giovanna M. ..... 351

**Malbourg, N.,**
*Itajahay, Brazil.*
Adele ..... 174

**Malcolmson, Samuel C.,**
*Hamilton, Ontario.*
Singapore ..... 186

**Male, J. H.,**
*St. Minver, Wadebridge, Cornwall.*
Viola ..... 140

**Malen, Fr.,**
*Raumo, Finland.*
Ceralia ..... 161

**Malen, J.,**
*Nystad, Finland.*
Amanda ..... 243

**Maliadis, A.,**
*Chios, Turkey.*
Virginia ..... 174

**Maliphotraji Vangeli Simoni & Co.,**
*Skyatos, Greece.*
Vangelistra ..... 110

**Mallard, Louis (Vve.), et ses fils,**
*St. Malo, France.*
Automne ..... 315
Centre Amerique ..... 633
Foi ..... 177

**Mallory, C. H., & Co.,**
*Pier* 20, *East River, New York, U.S.*
s. Alamo ..... 2237
s. City of San Antonio ..... 1204
s. Colorado ..... 2022
s. Comal ..... 2251
s. Concho ..... 2640
s. Leona ..... 2331
s. Nueces ..... 2465
s. Rio Grande ..... 2048
s. San Marcos ..... 2188
s. State of Texas ..... 1328
(New York & Texas Steamship Co.)
s. Lampasas ..... 2237

**Malm, H.,**
*Mölnbacka, Gothenburg, Sweden.*
(Ångf. Aktieb. "Vermland.")
Net Tons
s. Mölnbacka ..... 126
s. Qvarntorp ..... 133

**Malm, Peter, jun.,**
*Jacobstad, Finland.*
Europa ..... 1018
Orient ..... 442
Vanadis ..... 1019
Veritas ..... 673

**Malmberg, J. V.,**
*Oskarshamn, Sweden.*
Richard ..... 462

**Malmö Nya Ångbåts Aktiebolag,**
*Malmö, Sweden.*
*See* H. BAGER.

**Malmquist, J.,**
*Mariehamn, Finland.*
Eufemia ..... 357
Fredenborg ..... 431

**Malmqvist, C. O.,**
*Malmö, Sweden.*
Ebba ..... 816
John Fougt ..... 518
Solide ..... 183

**Malmqvist, J. A.,**
*Åland, Finland, Russia.*
Norden .....

**Malmqvist, N. M.,**
*Kivik, Cimbrishamn, Sweden.*
Anna ..... 305

**Malmros, F.,**
*Trelleborg, Sweden.*
(Lastångareaktieb. "Ågir.")
s. Kolga ..... 517
(Trelleborgs Ångfartygs Nya Aktieb.)
s. Castor ..... 441
s. Corfitz Beck-Friis ..... 354
s. Frans ..... 498
s. Gustaf Tillberg ..... 615
s. Pollux ..... 739
s. Trelleborg ..... 339

**Maloney, John P.,**
*St. John, N.B.*
Ethel Granville ..... 110

**Malpica, A. (Doña),**
*Cardenas.*
Purissima Concepcion ..... 166

**Mamme, B., Wwe.,**
*Papenburg, Germany.*
Friede ..... 186
Heinrich ..... 141

**Mamounis, I.,**
*Syra, Greece.*
Leon Gambetas ..... 430

**Manafov,**
*Astrachan, Russia.*
s. Alla Verdi ..... 676

**Manceau, A.,**
*Antwerp, Belgium.*
Net Tons
s. Helene ..... 38

**Manchester & District Shipping Co., Ld.,**
23–28, *Gresham House, London, E.C.*
*See* P. W. RICHARDSON.

**Manchester & Liverpool Steamship Co., Ld.,**
41, *Lord Street, Liverpool.*
s. Athlete ..... 48

**Manchester, Sheffield & Lincolnshire Railway Co.**
(W. Alford Green),
*Grimsby, Lincolnshire.*
s. Ashton ..... 647
s. Barton ..... 23
s. Bradford ..... 293
s. Chester ..... 640
s. Doncaster ..... 165
s. Grimsby ..... 132
s. Huddersfield ..... 681
s. Leicester ..... 495
s. Lincoln ..... 697
s. Liverpool ..... 164
s. Lutterworth ..... 495
s. Magna Charta ..... 62
s. Manchester ..... 168
s. Marple ..... 15
s. Northenden ..... 414
s. Nottingham ..... 492
s. Oldham ..... 421
s. Retford ..... 611
s. Sheffield ..... 407
s. Stavely ..... 494
s. Warrington ..... 406

**Manchester Ship Canal Co.**
(Manager—W. H. Collier),
*Bridgewater Canal Offices, Chester Road, Manchester.*
s. Alpha ..... 185
s. Beta ..... 176
s. Brackley ..... 46
s. Bridgewater ..... 56
s. Dagmar ..... 19
s. Earl of Ellesmere ..... 52
s. Gower ..... 10
s. Helen ..... 10
s. Manchester ..... 502
s. Number One ..... 158
s. Queen of the Mersey ..... 38
s. St. Winifred ..... 70

**Mancunian Steam Ship Co., Ld.**
46, *Drury Buildings, Water Street, Liverpool.*
*See* CURWEN BROS.

**Mandaca, B.,**
*Syra, Greece.*
Astir ..... 377

**Mandaca, G.,**
*Andros, Greece.*
Basilio ..... 407

**Mandakas, A.,**
*Andros, Greece.*
Triton ..... 326

**Mandell, E. D., & Co.,**
*New Bedford, Mass., U.S.*
Bertha ..... 169
Canton ..... 227
Platina ..... 204

**Mandl, H., & Co.,**
*Shanghai, China.*
s. Fei Yung ..... 423

**Manfroni, Bartolomeo, fu L.,**
*Marola, Spezia, Italy.*
Net Tons
Nuova Giulia ..... 140

**Manfroni, M.,**
*Spezia, Italy.*
Federico ..... 149

**Mangana, P. D.,**
*Piræus, Greece.*
Zenobia ..... 448

**"Manhanset" S.S. Co., Ld.,**
95, *Broad Street, New York, U.S.*
*See* T. HOGAN & SONS.

**Maniadi, E., & Co.,**
*Syra, Greece.*
Agios Dimitrios ..... 364

**Maniani, F.,**
*Callao, Peru.*
La Chalaca ..... 232

**Manicam, Sithamparam,**
*Point Pedro.*
Sithamparam Swakama Sunthary ..... 219

**Manitoba Fish Co., Ld.,**
*Windsor, co. Essex, Ontario, Canada.*
s. City of Selkirk ..... 219

**Manjou, J.,**
*Seville, Spain.*
s. San Telmo ..... 69

**Manley, Henry,**
16, *Victoria Parade, Torquay, Devonshire.*
Nina ..... 162

**Manley, T. B.,**
*Mobile, U.S.*
Gertrude ..... 199

**Mann, Charles,**
*Wellington Street, Bathurst, N.B.*
s. Badibou ..... 76

**Mann, John,**
*West Street, Goole.*
Frances & Jane ..... 193
Lothair ..... 180
Queen of Mistley ..... 182

**Mannelin, V.,**
*Wasa, Finland.*
Amelie ..... 496

**Manners, R. L.,**
37, *Waterloo Road, Blyth, Northumberland.*
Ocean Belle ..... 283
Wansbeck ..... 392

**Manning, J. B.,**
*New York, U.S.*
John B. Manning ..... 1131
Three Marys ..... 1097

**Manoel Captan, Aktepolilee,**
*Aktepoli, Turkey.*
Net Tons
Ilieros ..... 493

**Manoel Captan, Myslee,**
*Mysia, Turkey.*
Eraklis ..... 222

**Manol, Cashotlee Hajee,**
*Cashot, Turkey.*
Angeliki ..... 187

**Manol Niaga & Co.,**
*Constantinople, Turkey.*
Ayah Nicola ..... 225

**Manol Pappa Elia,**
*Cashot, Turkey.*
Ayah Yorghi ..... 200

**Manol Pappa Strati & Co.,**
*Sinope, Asiatic Turkey.*
Ayos Anastasios ..... 207

**Manolacacki, E. E.,**
*Cassos, Greece.*
Taxiarchis ..... 137

**Manolachi, G. K.,**
*Milo, Greece.*
Michail ..... 148

**Manolaki & G. Demitriade,**
*Constantinople, Turkey.*
Emilio ..... 616

**Manolaki Kermito,**
*Chios, Asiatic Turkey.*
Erkedo ..... 175

**Manolakis, G.,**
*Patras, Greece.*
Tris Adelphi ..... 169

**Manolesso, A. N.,**
*On board.*
Metamorphosis ..... 130

**Manolesso, F.,**
*Santorin, Greece.*
Princips Georgeos ..... 674

**Manolessos, G. A.,**
*Santorin, Greece.*
Agios Georgios ..... 250
Agios Georgios ..... 155

**Manoludi, C. D.,**
*Syra, Greece.*
Nissos Psara ..... 298

**Mansfield, Anne (Mrs.),**
*Ottawa, Ontario.*
s. Mansfield ..... 121

**Mansfield, J. B.,**
*Machias, Maine, U.S.*
Ella Clifton ..... 103



s. designe les Vapeurs.

**Mansfield, W. F.,**
*Jonesport, Maine, U.S.*
Net Tons
Lizzie Cochran ..... 175
Stephen J. Watts..... 100

**Manson, Donald,**
*Port Hope, Durham Co., Ontario, Canada.*
Erie Belle ..... 275

**Manson, G.,**
*New Haven, Connecticut, U.S.*
Childe Harold..... 742

**Manson, M.,**
*Box* 1206, *Newhaven, U.S.*
s. Thistle ..... 147

**Manta, Joseph,**
*Provincetown, Mass., U.S.*
Governor Russell..... 129
Julia Costa ..... 102
Susan R. Stone ..... 118

**Manuelle, A. & F.,**
*St. Sampson's, Guernsey.*
Monarch ..... 268

**Manx Steam Trading Co., Ld.**
(Manager—C. H. Bickerstaff),
16, *Bank Street, Castletown, Isle of Man.*
s. Prince Edward ..... 79

**Manzano & Co.,**
*Barcelona, Spain.*
Augusta ..... 350

**Manzarakis, S. P.,**
*Trikeri, Turkey.*
Maria ..... 106

**Manzavino, C.,**
*Syra, Greece.*
Soter ..... 110

**Manzo, A., & Co.,**
*Naples, Italy.*
(Società Napoletana di Nav. a Vap.)
s. Lampo ..... 166
s. Napoli ..... 446
s. Regina Margherita..... 189
s. Sibilla ..... 119

**Maplessos, G. A.,**
*Santorin, Greece.*
Agios Georgios ..... 292

**Mara, John A.,**
*Kamloops, B.C.*
s. Kamloops ..... 268
s. Skuzzy ..... 297

**Marackayer, Sena Hajee, M. H.,**
*Negapatam.*
Queen of England ..... 461

**Marano, P.,**
*Catania, Sicily.*
s. Pietro Marano ..... 454

**Marcaida, A.,**
*Manila, Philippine Islands.*
Julia ..... 151

**Marcakis, D.,**
*On board.*
Net Tons
Maga Alessandro ..... 549

**March, N. & S. R.,**
*St. John's, N.F.L.*
Aureola..... 251
Nelly ..... 183

**Marchand, Joseph,**
*Champlain, Canada.*
Superior ..... 112

**Marchese, A. Liceti., Vva.,**
*Genoa, Italy.*
Assunta Marchese ..... 652

**Marchese, G., fu E., & E. Moglia fu P.,**
*Genoa, Italy.*
Omero ..... 906

**Marchese, S.,**
*Genoa, Italy.*
Fortunata M. ..... 682
Paola M. ..... 397

**Marchesseault, T.,**
*St. Ours, Quebec.*
Liberal ..... 186

**Marco, J. Pastor,**
*Pueblo Nuevo del Mar, Spain.*
Luisa ..... 183

**Marcus & La Roda,**
*Valencia, Spain.*
s. Vicente Sanz..... 288

**Marcussen, C.,**
*Horten, Norway.*
Jean Baptiste..... 168

**Marcussen, J. M. A.,**
*Askeröen, Lyngör, Norway.*
Abel..... 485
Advena..... 458
Amity ..... 1089
Arcadia..... 584
Asköy..... 480
Content ..... 547
Minde..... 376
Sichem ..... 520
Theodor ..... 293

**Maresca, G.,**
*Castellamare di Stabbia, Italy.*
Olga..... 754
Peppina M..... 506
Santissimo Rosario..... 177
Selina M..... 697

**Maresca, G. B.,**
*Piano di Sorrento, Italy.*
Augusta Quinta..... 399

**Maresca, M.,**
*Castellamare di Stabbia, Italy.*
Guglielmo Carlo Stanford.... 434

**Maresca, P.,**
*Castellamare di Stabbia, Italy.*
Dorotea M..... 436

**Maresca, S., fu V.,**
*Piano di Sorrento, Naples, Italy.*
Net Tons
Oriente ..... 1435
Teocle ..... 746

**Maresca, S. T. L.,**
*Castellamare di Stabbia, Sicily.*
Michele A. ..... 708

**Maresca, T.,**
*Piano di Sorrento, Italy.*
Ismaele..... 410

**Margaroni, C.,**
*Chios, Turkey.*
Agios Markos ..... 194

**Margaronis fratelli,**
*Hermoupolis, Greece.*
Andreas ..... 420

**Margaronis, Pandeli,**
*Hermoupolis, Greece.*
Agios Andreas ..... 420
Patagonia ..... 493

**Margaroti Bros.,**
*Hermoupolis, Greece.*
Agios Markos ..... 249

**Marginson, James F.,**
*Fleetwood.*
Esther ..... 142

**Margosargo, Sakyzlee, & Co.,**
*Scio, Asiatic Turkey.*
Mareego ..... 141

**Mari, D., & G. Kopriadachi,**
*Chios, Turkey.*
Giovanni..... 152

**Marianna, A., & Irmaos,**
*Lisbon, Portugal.*
Julia II. ..... 151
Julia III. ..... 180

**"Marie Louise," Aktie Selskab,**
*Christiania, Norway.*
Marie Louise ..... 711

**Marigo Sargo, Madame,**
*Constantinople, Turkey.*
Marigo ..... 141

**Marinakis, T.,**
*Syra, Greece.*
Ioannis..... 144

**"Marine" Ångfartygs Aktieb.,**
*Gothenburg, Sweden.*
(*See* T. AHRENBERG.)

**Marine Securities Corporation, Ld.,**
3, *Crosby Square, London, E.C.*
s. Crescent ..... 905

**Marinelli, G.,**
*Torre del Greco, Italy.*
Net Tons
Antonino..... 383

**Marinho, J.,**
*Rio de Janeiro, Brazil.*
D. Anna..... 296
Dona Luiza ..... 626
Giusseppe Lanata ..... 462

**Marini & Brichetto,**
*Vico Carloi No.* 25, *Genoa, Italy.*
s. Eden ..... 536
s. Maria P. ..... 457

**Marini, G.,**
*Camogli, Italy.*
Maria ..... 168

**Marinovich, Giovanni,**
*Sottomonte, Austria.*
Dobra Djela ..... 142

**Maristany, F.,**
*Masnou, Spain.*
Mota ..... 201
Nueva Paula..... 317

**Maristany, I. I.,**
*Barcelona, Spain.*
Isidra..... 185

**Maristany, J. M.,**
*Barcelona, Spain.*
Gustavo ..... 239

**Maristany, Juan,**
*Barcelona, Spain.*
Bella Dolores ..... 226
Soberano ..... 317

**Maristany, M. P., Doña,**
*Barcelona, Spain.*
Pedro Maristany ..... 283

**Maristany, Pedro,**
*Barcelona, Spain.*
Soberano Tercero..... 337

**Markantonis, E.,**
*Milos, Greece.*
Evangelistria ..... 204

**Marko Captan, Sakyzlee,**
*Sakyz, Turkey.*
Ayah Athanasio..... 213

**Markoff, F.,**
*Sordavalla, Finland.*
Feodor ..... 304

**Marks, Robert,**
*Glanggar, Llandibog, Carnarvon.*
City of Bangor ..... 79

**Marks, Thomas, & Co.**
*Port Arthur, Province of Ontario, Canada.*
s. Algonquin ..... 1172

**Marksohn, M., & R. Grant,**
*Haynasch, Russia.*
Net Tons
Uranus ..... 315

**Markson, J., & M. Grant,**
*Orrenhof, Russia.*
Jupiter ..... 317
Saturn ..... 203

**Markussen, Hans,**
*Stokke, Norway.*
Odin..... 123

**Marlas & Co.,**
*Galaxidi, Greece.*
s. Parnassos ..... 587

**Marlas, L.,**
*Galaxidi, Greece.*
Sfacteria ..... 417

**Marlet, Adele M. C. (Miss),**
*Roseau, Dominica.*
Emanuel d'Hely ..... 115

**Marmino, F., & Co.,**
*Palermo, Sicily.*
Il Francesco ..... 116

**Marohn, F.,**
*Stettin, Germany.*
Hugo Georg ..... 194

**Marquardt & Co.,**
*Vera Cruz, Mexico.*
s. Flacotalpan... .....(*Gross*) 625

**Márquez, José,**
*Santa Catalina* 15, *Corunna, Spain.*
Constancia ..... 426

**Marquez, Miguel,**
25, *de Mayo* 150, *Buenos Ayres, Argentine Republic.*
s. Rio Victoria ..... 149

**Marquides Frères & Macris Frères,**
*Syra, Greece.*
s. Phœnix ..... 587

**Marr, Alexander,**
*Dalcross Station, near Fort George Station, Inverness.*
Barbara..... 93

**Marr, Alexander,**
51, *Regent Quay, Aberdeen.*
Margaret Edward ..... 296
Try Again ..... 227

**Marr, J. H.,**
35, *Nile Street, Hull.*
s. Marrs ..... 64

**Marr, J. W.,**
*Bath, Maine, U.S.*
Hecla ..... (*Gross*) 1529
J. W. Marr..... 1245

**Marr, John,**
*Boston, Mass., U.S.*
Net Tons
Nellie Dixon ..... 106

**Marr, Joseph,**
35, *Nile Street, Hull.*
Amy Isabel ..... 86
Lillian Maud ..... 88
Mascotte ..... 90

**Marrow, David,**
5, *Railway Terrace, Connah's Quay, Flint.*
Robert Brown ..... 100

**Marrow, William G.,**
*Wepre, Connah's Quay, Flint.*
Minnie Coles ..... 99

**Mars Training Ship Institution, Trustees of the,**
*Dundee.*
Francis Molison ..... 141

**Marshall, Alpheus,**
*Bear River, Digby co., N.S.*
Annie J. Marshall ..... 1057
Tamar E. Marshall ..... 1270
V. T. H. ..... 149

**Marshall, C. A.,**
*Fish Dock, Grimsby.*
(Pioneer Steam Fishing Co., Ld.)
s. Cuckoo .....
s. Swallow ..... 47

**Marshall, Ch. Wm.,**
*Faversham, Kent.*
Ellen ..... 91
Ellen Smeed ..... 134
Malvoisin ..... 113

**Marshall, J. A.,**
*Bethel, U.S.*
Charles T. Stran ..... 205

**Marshall, J. P.,**
*Boston, Mass., U.S.*
Everett ..... 135

**Marshall, J. W.,**
*Bangor, Maine, U.S.*
Minnesota ..... 103

**Marshall, John F.,**
35, *West Sunniside, Sunderland.*
s. Auricula ..... 899
s. West Stanley ..... 1013

**Marshall, T. D.,**
*Seaford, Del., U.S.*
Levin J. Marvel ..... 175

**Marshall, T. J.,**
*Seaford, Del., U.S.*
Amelia Hearn ..... 108

**Marstrand, Dampskibsselskabet,**
*Copenhagen, Denmark.*
*See* D. TORM.

**Marstrands Nya Ångfartygs Aktieb.**
*Marstrand, Sweden.*
*See* A. LUNDBERG.

**Martelin, W. & H.,**
*Björkö, Wiborg, Finland.*
Net Tons
Katarina ..... 487
Ukko ..... 560

**Martell, Charles A.,**
*Main-a-dieu, C.B.*
Helena ..... 149

**Mårtensson, M. H.,**
*Korpo, Finland.*
Ilma ..... 522

**Martensson, M. V.,**
*Åbo, Finland.*
Giro ..... 251

**Mårtensson, P.,**
*Brantevik, Cimbrishamn, Sweden.*
Clara ..... 118

**Marti y Colomer,**
*Coruña, Spain.*
Dos Amigos ..... 361

**Martin, D. A.,**
*Ottawa, Canada.*
s. Ottawa ..... 89

**Martin, E., & Co.,**
16, *Prestage Street, Blackwall, London.*
s. Mystery ..... 10

**Martin, J., & Son,**
*Truro, Cornwall.*
Royal Adelaide ..... 99

**Martin, James, jun.,**
*Melbourne, Victoria.*
Stag ..... 258

**Martin, Leonard,**
*Alma, N.B.*
Heber ..... 335

**Martin & Marquand,**
*Bute Docks, Cardiff.*
s. Earl of Bute ..... 25
s. Earl of Dumfries ..... 906
s. Earl of Dunraven ..... 61
s. Earl of Jersey ..... 25
s. Earl of Rosebery ..... 725
s. Rosehill ..... 1067

**Martin, Roger,**
*Bridgeport, N.S.*
Velocity ..... 491

**Martin, Sir Richard, & Co.,**
29, *Sir John Rogerson's Quay, Dublin.*
Dunboyn ..... 1380
Fingal ..... 2485
Howth ..... 2166
Rathdown ..... 2058

**Martin, W. H. P.,**
*Truro, Cornwall.*
W. J. C. ..... 80

**Martinelli, P.,**
*Viareggio, Italy.*
Net Tons
Fieramosca ..... 103

**Martinetti, D.,**
*Marseilles, France.*
Annonciation ..... 104
Marie ..... 111

**Martinetti, Jean Dominique,**
*Ajaccio, Corsica.*
Antoine ..... 103

**Martinez, C. D.,**
*Rio Hache, Columbia.*
Miriam Duranty ..... 129

**Martinez de las Rivas, J. M.,**
*Bilbao, Spain.*
s. Marques de Mudela ..... 1241
s. Mudela ..... 1103
s. Rivas ..... 1782

**Martinez, Juan,**
*Valparaiso, Chili.*
Ema Luisa ..... 1479

**Martinez, P. E.,**
*Manila, Philippine Islands.*
s. Camiguin ..... 121

**Martino, G. Ponza di S.,**
25–27, *Rue Amsterdam, Antwerp, Belgium.*
s. Œnotria ..... 1249

**Martinolich, A.,**
*Lussinpiccolo, Austria.*
Margherita R. ..... 925

**Martinolich, Bros.,**
*Lussinpiccolo, Austria.*
Augusta ..... 298

**Martinolich, V. L. fu M.,**
*Lussinpiccolo, Austria.*
Leandro ..... 651

**Martins, E., & Co.,**
*Lisbon, Portugal.*
Providencia de S. Thomé .... 467

**Martins, J., & Co.,**
*Para, Brazil.*
s. Aripuana ..... 371

**Martins, Praça & Co.,**
*Bahia, Brazil.*
Giovanni Battista Murzi .... 466
Probidade ..... 427

**Martinsen, Thr.,**
*Christiania, Norway.*
s. Asker ..... 92

**Martinsohn, A.,**
*Riga, Russia.*
Catharina ..... 218

**Martinsohn, Johann,**
*Gutmannsbach, Pernau, Russia.*
Net Tons
Alexander ..... 335
Bethlehem ..... 255
Johannes ..... 256
Otto ..... 331
Samuel ..... 252

**Martinsohn, M. & J.,**
*Riga, Russia.*
Martha Maria ..... 301

**Martinson, G.,**
*Gutmannsbach, Pernau, Russia.*
August Julius ..... 234

**Martinson, J. & D. C.,**
*Gutmannsbach, Russia.*
Martinson ..... 411

**Martinson, J. & F., & J. Kahlman,**
*Kurbis, Lemsal, Russia.*
Johannes ..... 204

**Marts, S. B., & Co.,**
*Baltimore, U.S.*
M. B. Millen ..... 319
Nellie W. Howlett ..... 540

**Marty & d'Abbadie,**
*Haiphong, Cochin China.*
s. Hanoï ..... 630
s. Hong Kong ..... 630

**Marulas, P.,**
*Galaxidi, Greece.*
Agios Spyridon ..... 236

**Marulli, P. G.,**
*Tripoli, Africa.*
Corinna ..... 100

**Maruo Bunekichi,**
*Jitoho, Japan.*
s. Kocki Maru ..... 94

**Marussich, Giovanni,**
*Segna, Hungary.*
Cattina ..... 148

**Marvin, Edward B.,**
*Victoria, B.C.*
E. B. Marvin ..... 96

**Marwood, Christopher,**
3, *B., Flowergate, Whitby.*
(International Line Steam Ship Co., Ld.)
s. Caledonia ..... 1670
s. Cambria ..... 1257
s. Germania ..... 1896
s. Golden Cross ..... 1944
s. Hibernia ..... 1557
s. Maud Hartmann ..... 1064
s. Northumbria ..... 1223
s. Sarmatia ..... 1319

**Marwood, Thomas, & Sons,**
*Whitby, Yorkshire.*
s. Gladys ..... 990
s. Leila ..... 925
s. Vera ..... 1536

**Marx, A.,**
*Stettin, Germany.*
Michael ..... 380

**Mary Lee Coal & Ry. Co.,** Receivers of the,
*Birmingham, Ala., U.S.*
Net Tons
s. Kanawha ..... 431

**Mary, P. Ferrer,**
*Tarragona, Spain.*
s. Correo de Cartagena ..... 264

**Marychurch, J., & Co.,**
*Pembroke Buildings, James Street, The Docks, Cardiff.*
(Marychurch Steam Ship Co., Ld.)
s. Camrose ..... 1631
s. Dewsland ..... 1249
s. G. E. Wood ..... 678
s. S. W. Kelly ..... 691
s. William Symington ..... 1292

**Maryport Steam Shipping Co., Ld.,**
*Maryport, Cumberland.*
s. Florence ..... 26

**Mas, J.,**
*Apsch, Russia.*
Familie ..... 172

**Masashichi Fukunaga,**
*Osaka, Japan.*
s. Masayoshi Maru ..... 353

**Masjal, Sheik,**
*Mahomora.*
s. Iran ..... 107

**Masnata, Carlo,**
*Genoa, Italy.*
Savina ..... 643

**Maso y Primos,**
*Barcelona, Spain.*
Cecilia ..... 191
Magdalena ..... 235
Rita ..... 185
Segundo Romano ..... 191
Ventura ..... 207

**Mason & Barry, Ld.,**
87, *Cannon Street, London, E.C.*
s. Rita ..... 129

**Mason, J. L.,**
*Philadelphia, U.S.*
Henrietta J. Powell ..... 300

**Mason, Robert,**
*Baltic Chambers, 79, Quayside, Newcastle-on-Tyne.*
s. Cheviot ..... 132
s. Jesmond ..... 97
s. Locksley ..... 74

**Mason, W., & Co.,**
*Lombard Street, Newcastle-on-Tyne.*
s. Cramlington ..... 545
s. Temon ..... 478

**Massa, Antonio,**
*Via Vittorio Emanuele, Camogli, Italy.*
Antonio P. ..... 358
Nuova Oregina ..... 383

**Massa, Francesco,**
*Via Murcarolo, Quinto al Mare, Italy.*
Enrichetta M. ..... 298



s. désigne les Vapeurs.

**Massa fratelli,**
*Naples, Italy.*

| | Net Tons |
|---|---|
| Carmela Massa | 491 |

**Massa, G.,**
*Salita San Gerolamo, Genoa, Italy.*

| | |
|---|---|
| Alfredo | 412 |

**Massey, W. A., & Co.,**
7, *Quay Street, Hull.*

| | |
|---|---|
| s. Laju | 1246 |
| s. Opah | 695 |

**Massis Steam Navigation Co.,**
*Tiflis, Russia.*
*See* J. PITOEFF.

**Massmann, J. P.,**
*Heiligenhafen, Germany.*

| | |
|---|---|
| s. Ingo | 672 |
| s. Ingraban | 894 |

**Massone, Emanuele,**
*Bogliasco, Italy.*

| | |
|---|---|
| Luigia M. | 421 |

**Massone, Giuseppe, fu Gaetano,**
*Bogliasco, Italy.*

| | |
|---|---|
| Loreto | 647 |

**Massone, Tomaso, fu G.,**
*Via Minerva, Genoa, Italy.*

| | |
|---|---|
| Supremo | 549 |

**Masuda Matashiro,**
*Osaka, Japan.*

| | |
|---|---|
| Keian Maru | 152 |

**Matamala, J.,**
*Barcelona, Spain.*

| | |
|---|---|
| Mercedes | 186 |

**Matarazzo fratelli,**
*Gaeta, Italy.*

| | |
|---|---|
| San Pasquale Baylon | 150 |

**Mather, John R.,**
*Port Jefferson, U.S.*

| | |
|---|---|
| James Slater | 295 |

**Matheson & Co.,**
3, *Lombard Street, London, E.C.*

| | |
|---|---|
| s. Gogo | 395 |

**Matheson, John A.,**
*Provincetown, Mass., U.S.*

| | |
|---|---|
| Lizzie Colby | 143 |

**Matheus, M., & A. Klein,**
*Haynasch, Russia.*

| | |
|---|---|
| Lembit | 284 |

**Matheson, William,**
*Provincetown, Mass., U.S.*

| | |
|---|---|
| Jessie T. Matheson | 131 |
| John A. Matheson | 147 |

**Mathews, J. T.,**
*Toronto, Ontario.*

| | Net Tons |
|---|---|
| s. Clinton | 292 |
| Emerald | 322 |
| Grimsby | 331 |
| s. Niagara | 302 |

**Mathias, John, & Son,**
11, *Bridge Street, Aberystwith.*

| | |
|---|---|
| s. Glanhafren | 1451 |
| s. Glantivy | 1922 |
| s. Glanystwith | 1167 |

**Mathias, L. J.,**
11, *Bridge Street, Aberystwith.*

| | |
|---|---|
| s. Glanayron | 1622 |

**Mathias, Thomas, jun.,**
*Connah's Quay, Flintshire.*

| | |
|---|---|
| Elizabeth Jane | 79 |
| Mary Elizabeth | 99 |

**Mathiasen, M. N.,**
*Nordby, Fanö, Denmark.*

| | |
|---|---|
| Anna Maria Schwalbe | 623 |
| Anna & Mathias | 247 |
| Franz Schwalbe | 571 |
| Jörgiane & Anne | 164 |
| Maracaibo | 280 |
| Nancy | 224 |

**Mathies, L. F., & Co.,**
*Grimm*, 27, *Hamburg, Germany.*

| | |
|---|---|
| s. Agnes | 504 |
| s. George Dittmann | 355 |
| Hannover | 558 |
| s. Jacoba | 328 |
| s. Lisbeth | 488 |
| s. Oscar | 378 |
| Rohilla | 985 |
| s. Tatti | 329 |

**Mathies, L. F., & Co., & Wilh., Richers.**
*Hamburg, Germany.*

| | |
|---|---|
| s. Patriot | 87 |

**Mathiesen, H., & Co.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| s. Selbah | 91 |

**Mathioudis, J. A.,**
*Syra, Greece.*

| | |
|---|---|
| Evangelistria | 126 |

**Matkris, S.,**
*Galatz, Roumania.*

| | |
|---|---|
| Possidon | 274 |

**Matson, William,**
327, *Market Street, San Francisco, U.S.*

| | |
|---|---|
| Annie Johnson | 947 |
| Harvester | 716 |
| Lurline | 341 |

**Matsuda Gengoro,**
*Nagasaki, Japan.*

| | |
|---|---|
| s. Aioi Maru | 97 |
| s. Minamoto | 67 |
| s. Tokiwa Maru | 287 |
| s. Tsushima Maru | 157 |

**Matsumaye Kabushiki Unyu Kaisha,**
*Fukuyama, Japan.*

| | |
|---|---|
| s. Unyu Maru | 168 |
| s. Yesashi Maru | 87 |

**Matsumaye Shoshen Kabushiki Kaisha,**
*Fukuyama, Japan.*

| | Net Tons |
|---|---|
| s. Kinokawa Maru | 78 |
| s. Matsumaye Maru | 72 |
| s. Yebisu Maru | 156 |

**Mattarana, G. B., di G.,**
*Bonassola, Spezia, Italy*

| | |
|---|---|
| Giacomo M. | 156 |

**Mattat, Th.,**
(In liquidation.)
(Liquidator—Ch. Simon.)
2, *Rue Newton, Nantes, France.*

| | |
|---|---|
| Fanelly | 374 |

**Mattei, J. N.,**
*Bastia, Corsica.*

| | |
|---|---|
| Ambassadeur | 133 |
| Deux Amis | 100 |
| Jeune Baptistin | 102 |

**Matthews, H.,**
528, *Beach Street, Philadelphia, U.S.*

| | |
|---|---|
| Grace van Dusen | 283 |
| Hattie L. Sheets | 175 |
| J. K. Manning | 283 |
| Mary S. Bradshaw | 361 |
| William L. Elkins | 229 |

**Matthews, J. T.,**
*Turnchapel, Plymstock, Devon.*

| | |
|---|---|
| Alfred Rooker | 70 |

**Matthews & Luff,**
102, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| s. Camel | 226 |
| s. Fitzwilliam | 179 |
| Nellie S. | 262 |
| Percy | 127 |

**Mattila, H.,**
*Sastmola, Finland.*

| | |
|---|---|
| Sanoma | 122 |

**Mattsén, P. V.,**
*Åbo, Finland.*

| | |
|---|---|
| Kaitais | 379 |

**Mattson, M.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Olga | 542 |

**Mattsson, A.,**
*Åbo, Finland.*

| | |
|---|---|
| Aino | 272 |

**Mattsson, A. E.,**
*Kimito, Finland.*

| | |
|---|---|
| Laura | 392 |

**Mattsson, E.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Hilma | 161 |

**Mattsson, E.,**
*Seffle, Sweden.*

| | |
|---|---|
| s. Emanuel | 128 |

**Mattsson, E. G.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Hero | 170 |

**Mattsson, Fr.,**
*Åbo, Finland.*

| | Net Tons |
|---|---|
| Reinhold | 288 |

**Mattsson, J.,**
*Glämsta, Arholma, Sweden.*

| | |
|---|---|
| Johan Vik | 188 |

**Mattsson, J.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Nathalia | 325 |
| Neptun | 422 |

**Mattsson, J.,**
*Finström, Finland.*

| | |
|---|---|
| Severena | 443 |

**Mattsson, K. A.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Anton | 338 |
| Nikolai | 414 |

**Mattsson, K. E.,**
*Sund, Finland.*

| | |
|---|---|
| Johanna | 117 |
| Olga | 104 |

**Mattsson, M.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Apollonia | 377 |
| Arthur | 166 |
| Arvio | 455 |
| Karl Johan | 124 |

**Mattsson, M.,**
*Rosätra, Vätö, Roslagen, Sweden.*

| | |
|---|---|
| Olga | 160 |

**Mattsson, M. W.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Alma | 226 |
| Marin | 286 |

**Mattsson, N.,**
*Istaby, Mjellby, Sweden.*

| | |
|---|---|
| Ida | 142 |

**Mattsson, Robert,**
*Mariehamn, Finland.*

| | |
|---|---|
| Finland | 546 |
| Gessner | 619 |
| Hercules | 549 |
| John | 274 |
| Pehr Brahe | 560 |
| Roxane | 591 |
| Satama | 476 |
| Viktor | 478 |

**Maturo, P.,**
*Naples, Italy.*

| | |
|---|---|
| Principio Teresa | 349 |

**Matzen, C. M.,**
3, *Steinhoft, Hamburg, Germany.*

| | |
|---|---|
| Edith | 1227 |
| Emin Pascha | 1567 |
| Gudrun | 1424 |
| Kriemhild | 807 |
| Lina | 1328 |
| Marco Polo | 1597 |
| Maria Mercedes | 1090 |
| Olive | 852 |
| Vasco-da-Gama | 1523 |

**Mauffret,**
*Port Navalo, Vannes, France.*

| | |
|---|---|
| Marie Cèline | 101 |

**Mauffret, J.,**
*Vannes, Morbihan, France.*

| | Net Tons |
|---|---|
| Saturne | 115 |

**Maul, C.,**
*Parahyba, Brazil.*

| | |
|---|---|
| Olivia | 247 |

**Maurel frères,**
3, *Cours de Gourgue, Bordeaux, France.*

| | |
|---|---|
| Danube | 642 |
| Rhône | 838 |

**Maurel & H. Prom,**
*Bordeaux, France.*

| | |
|---|---|
| s. Richelieu | 829 |
| s. Tamesi | 518 |
| s. Turenne | 960 |
| s. Vauban | 1167 |

**Mauritius, Government of,**
*Port Louis, Mauritius.*

| | |
|---|---|
| s. Clavis | 20 |
| s. Stella | 62 |

**Maurois, A.,**
*Dunkirk, France.*

| | |
|---|---|
| Chittagong | 221 |
| Elisa Marie | 113 |
| Prosper | 210 |

**Maurunsen, G.,**
*Bjorko, Russia.*

| | |
|---|---|
| Toivo | 215 |

**Mavridi Captan, Nicholas,**
*Constantinople, Turkey.*

| | |
|---|---|
| Dandriah | 146 |

**Mavrinicola, Nikarialee Petro Andon,**
*Nikaria, Turkey.*

| | |
|---|---|
| Ayah Spiridon | 198 |

**Mavripakis, I.,**
*Syra, Greece.*

| | |
|---|---|
| Marigo | 319 |

**Mavris, G.,**
*Syra, Greece.*

| | |
|---|---|
| Kalliopi | 516 |

**Mavrogordato, C.,**
*Rostoff, Russia.*

| | |
|---|---|
| s. Pietro | 258 |

**Mavrogordatos & Co.,**
*Syra, Greece.*

| | |
|---|---|
| Mavrogordatos | 287 |

**Mavrojalli, Heirs of G. A.,**
*Piræus, Greece.*

| | |
|---|---|
| Heleni | 468 |

**Mavromati, E.,**
*Santorin, Greece.*

| | |
|---|---|
| Agios Artemios | 399 |

**Mavromati, G., & Sons,**
*Santorin, Greece.*

| | |
|---|---|
| Georgios | 155 |
| Isodia | 282 |

**Mavromatis, G.,**
*Santorin, Greece.*
Net Tons
Agios Artemios ..... 326

**Mavroudis, C., & Co.,**
*Syra, Greece.*
Heleni ..... 157

**Mawson, James, & Son,**
32, *Strand, Barrow-in-Furness, Lancashire.*
s. Bedlormie ..... 187
s. Darro ..... 145
s. Galgorm Castle..... 74
s. Liverpool ..... 215

**Maxwell, G. S.,**
*Philadelphia, U.S.*
Jesse W. Starr ..... 292
Thomas W. H. White ..... 203

**May, George,**
500, *South Delaware Avenue, Philadelphia, Pa., U.S.*
City of Jacksonville ..... 337

**May, Henry D.,**
113, *Walnut Street, Philadelphia, U.S.*
Henry D. May..... 264
John H. May..... 345
John Shay ..... 290
Lewis K. Cottingham ..... 498
Mary J. Castner ..... 412
Rebecca M. Walls ..... 561

**May, Jonathan, & Sons,**
*N.W. Corner, 2nd & Pine Streets, Philadelphia, U.S.*
Ann J. Trainer ..... 406
Anna & Mary Carlisle..... 333
Lizzie S. James ..... 173
Mary B. Baird ..... 865
Millie R. Bohannan ..... 652
Robert A. Snyder..... 357
Thomas J. May ..... 213
Three Sisters ..... 288

**May, Thomas,**
*Port Isaac, Cornwall.*
Florence ..... 181
Sappho..... 145
Susie May ..... 124

**Mayans, B.,**
*Havanna, Cuba.*
Blake ..... 109

**Mayeda Kan,**
*Mikumi, Japan.*
s. Urayasu Maru..... 111

**Mayer, C. T.,**
*Baltimore, U.S.*
s. Frostburg ..... 564

**Mayew, J. L.,**
*Cottage City, Mass., U.S.*
Ira Bliss ..... 166

**Mayo, H.,**
114, *Commercial Street, Boston, Mass., U.S.*
W. E. & W. L. Tuck ..... 395

**Mayo, T. L.,**
100, *Commercial Street, Boston, U.S.*
Samos..... 375
Willis S. Shepard..... 452

**Mayrand, Oliviere,**
*St. Gertrude, Canada.*
Net Tons
F. O. Lamarche ..... 105

**Mazavinos, John K.,**
*Corfu, Greece.*
Kerkyra ..... 223

**Mazel, P.,**
*Marseilles, France.*
Divine Providence..... 108

**Mazlum, M.,**
*Canea, Turkey.*
Mari Vagliano ..... 260

**Mazza, A.,**
*Naples, Italy.*
Annina..... 100

**Mazza, G.,**
*Torre del Greco, Italy.*
Crescenzo ..... 116

**Mazzarino, Conte,**
*Naples, Italy.*
Giuseppe..... 984

**Mazzella, fratelli,**
*Naples, Italy.*
Noè ..... 513

**Mazzella, M., di Bosco,**
*Procida, Italy.*
Michelino ..... 571
Rosa Madre ..... 257

**Mazzella, S.,**
*Naples, Italy.*
Rosina M. ..... 297

**Mazzella, S., di Alesio,**
*Procida, Italy.*
Madre..... 447
Teresina ..... 591

**Mazzella S., di Stelletta,**
*Procida, Italy.*
Quirinale..... 445

**Mazzia, V.,**
*Catania, Sicily.*
Concettina T. ..... 186

**Mbahis, A.,**
*Syra, Greece.*
Petros ..... 446

**Mbakigiorgio, A.,**
*Galaxadi, Greece.*
Agios Spyridon ..... 244

**Meachen, James,**
*Maria Lane, Harwich.*
Alice Watts ..... 119

**Meachen, James A.,**
39, *Julian Street, South Shields.*
Net Tons
Startled Fawn ..... 115

**Mead, Son & Hussey,**
*St. Dunstan's Buildings, St. Dunstan's Hill, London, E.C.*
s. Roubaix ..... 299

**Meadows, J., Ld.,**
*Great Grimsby.*
s. Britannia..... 58
s. John Bull ..... 58

**Meager, Geo. H.,**
*Swansea.*
Glance ..... 861
Maxima ..... 474

**Meara, H. E.,**
*Shanghai, China.*
Fire Fly ..... 364

**Medanich, Vincenza,**
(Vedova)
*Costrena, S.B., Hungary.*
Vinka..... 407

**Medici, L., fu G.,**
*Castellamare di Stabbia, Italy.*
s. Maratea ..... 105

**Mediterranean & Black Sea**
"Trident" Line.
*See* P. W. RICHARDSON.

**Mediterranean & New York**
Steamship Co., Ld.,
*Old Castle Buildings, Preeson's Row, Liverpool.*
*See* PHELPS BROS.

**Medway Steam Packet Co., Ld.,**
*Bridge Office, Rochester.*
s. Lady Margaret ..... 91

**Meek, Alexander,**
*Glen Ville, Brough, East Yorkshire.*
Glen Ville ..... 299
s. Hanover ..... 1028
Sparkling Glance..... 142

**Meerents, M., Sr.,**
*Gutmannsbach, Russia.*
Wladimir ..... 258

**Meerentz, M., D. Martinson, & H. Koks,**
*Gutmannsbach, Russia.*
Mars ..... 214

**Meesters, S. Tromp,**
*Steenwijk, Holland.*
Bothnia ..... 283

**Meeza Mahomed bin Aya**
Abdool Ruzack Sheerazee,
*Bombay.*
Gazell..... 250

**Megaw & Norton,**
150 & 151, *Fenchurch Street London, E.C.*
Net Tons
s. Itamaraty ..... 253

**Megee, W. H.,**
*Philadelphia, U.S.*
Arthur McArdle ..... 850

**Megna, R. & E.,**
*Castellamare, Sicily.*
Zelo ..... 366

**Mehaffey, W. M.,**
*Boston, Mass., U.S.*
Stephen Morgan ..... 339

**Mehemed, Ackjee Shehirlee**
Hajee Rashid oglou,
*Ackjee Shehir, Turkey.*
Abahnah ..... 121

**Mehemed, Alaplee**
Jahtor oglou Hajee, & Son,
*Alaplee, Turkey.*
Alaplee ..... 100

**Mehemed, Hairie Tijari,**
& Co.,
*Kenolee, Turkey.*
Kenolee..... 209

**Mehemed, Heracleelee on**
sekiz oglou,
*Heraclea, Asiatic Turkey.*
Jaylan i Bahri ..... 168

**Mehemed, Ordonlee Jerk**
oglou,
*Ordon, Asiatic Turkey.*
Pappa Kiriaco ..... 287

**Mehemed, Shehirlee Hajee,**
& Co.,
*Nev Shehir, Turkey.*
Nev Shehir..... 199

**Mehemed, Sunnuslee, Hajee**
Ibrahim bin Suleiman,
*Sunnus, Asiatic Turkey.*
Jaylan i Bahri ..... 137

**Mehemed, Terebolielee,**
tujar Hajee Emin Agha Velideh & Co.,
*Terebolie, Asiatic Turkey.*
Yeshil Kanad ..... 125

**Mehemed, Todrakhanlee**
Mollah, & Co.,
*Todrakhan, Turkey.*
Tunnah ..... 175

**Mehemed, Tujar Agha**
Zadeh, & Co.,
*Ahyandon, Turkey.*
Lutfi Huda ..... 295

**Mehemed, Uzum Mehemed**
oglou, & Sons,
*Chattal Zeitoon, Turkey.*
Chattal Zeitoon..... 125

**Mehemed Agha, Berber,**
& Co.,
*Abahnah, Turkey.*
Net Tons
Abahnah ..... 186

**Mehemed Ali Agha, Bezji**
Zadeh,
*Kevken Skellessi, Turkey.*
Peruana Deriya..... 175

**Mehemed Ali & Co.,**
*Sinope, Asiatic Turkey.*
Stambool ..... 250

**Mehemed Ali, Hairie tijari**
Bessji, & Co.,
*Kevken Skellessi, Turkey.*
Peruana Deriya ..... 175

**Mehemed Ali Captan,**
*Constantinople, Turkey.*
Huda-Verdi ..... 197

**Mehemed Ali Captan,**
Agvalee,
*Agvah, Turkey.*
Hiftzi Rahmin ..... 155

**Mehemed Ali Captan,**
Inebolilee,
*Ineboli, Turkey.*
Yeni Dunyah ..... 115

**Mehemed & Arif Aghas &**
Co.,
*Sakarieh, Turkey.*
Sakarieh ..... 125

**Mehemed Bey, Ahmassrah-**
lee, & Co.,
*Ahmassrah, Asiatic Turkey.*
Fethi Tidjaret ..... 225

**Mehemed - bin - Nahmoud**
Captan,
*Constantinople, Turkey.*
Iksan Huda ..... 175

**Mehemed Captan, Bartenlee,**
Dervisch-oghlou,
*Barten, Asiatic Turkey.*
Bahri-Hor ..... 333

**Mehemed Captan, Erek-**
leelee,
*Heraclea, Asiatic Turkey.*
Aslan-i-Bahri ..... 335

**Mehemed Captan, Hassan**
Bin,
*Smyrna, Asiatic Turkey.*
Huda-Verdi ..... 220

**Mehemed Captan, Ooniahlee**
Tiflis-oglou,
*Oonia, Asiatic Turkey.*
Shahin-i-Bahri ..... 136

**Mehemed Captan, Pasha-**
reïs-oghlou,
*Constantinople, Turkey.*
Loufti-Huda..... 151



s. désigne les Vapeurs.

**Mehemed Captan, Ulkunlee,**
*Ulkun, Turkey.*

| | Net Tons |
|---|---|
| Gloria | 253 |

**Mehemed Effendi & Co.,**
*Ahmassrah, Turkey.*

| | |
|---|---|
| Ahmassrah | 100 |
| Osman Ghazi | |

**Mehemed Effendi, Cappandakki tijari Redwan Zadeh,**
*Constantinople, Turkey.*

| | |
|---|---|
| Issim Sis | 150 |

**Mehemed Effendi, Hattab tijari Redwan Zadeh,**
*Kooroojeh Shillee, Turkey.*

| | |
|---|---|
| Shahin i Bahri | 100 |

**Mehemed Effendi, Kerestejeh,**
*Constantinople, Turkey.*

| | |
|---|---|
| Afrika | 200 |

**Mehemed Effendi, Oocapaninda, Tujar Yadeh,**
*Constantinople, Turkey.*

| | |
|---|---|
| Issim Sis | 100 |

**Mehemed Effendi, Wuan Zadeh,**
*Jeddah, Asiatic Turkey.*

| | |
|---|---|
| Berguzar | 162 |

**Mehemed Emin Captan, Inebolilee,**
*Ineboli, Asiatic Turkey.*

| | |
|---|---|
| Hair | 580 |

**Mehemed Hadjah, Bartenlee,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Dervisch | 100 |

**Mehemed Hussein Captan, Chelebi-oglou,**
*Constantinople, Turkey.*

| | |
|---|---|
| Shahin-i-Bahri | 148 |

**Mehemed Murad, Erekleelee-Oda Bashi-oglou,**
*Heraclea, Asiatic Turkey.*

| | |
|---|---|
| Aslan-i-Bahri | 349 |

**Mehemed Reschid, Bartenlee,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Ak Kanad | 100 |

**Mehemed Sigor, Hajee, & Co.,**
*Jeddah, Asiatic Turkey.*

| | |
|---|---|
| Jeddah | 112 |

**Mehemed Temmel, Hairie Tijari Trebizondou Jekenyi Zadeh,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Allah Kerim | 150 |

**Mehemet Ali Bey,**
*Shillee, Turkey.*

| | |
|---|---|
| Shillee | 100 |

**Mehemet Ali, Hattab tijari, & Co.,**
*Barten, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Per-Nouh | 150 |

**Mehemet Fasli,**
*Scutari, Albania.*

| | |
|---|---|
| Masava Gloria | 287 |

**Mehemet, Isak,**
*Constantinople, Turkey.*

| | |
|---|---|
| Solon | 211 |

**Mehemet, Mollah Hallil oglou, & Co.,**
*Chakraz, Turkey.*

| | |
|---|---|
| Dervisch-i-Bahri | 100 |

**Mehemet, Oonialee Hajee Kara,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Nedjnie Bahri | 275 |

**Mehemet Rashid, Stambolee Kurekjee Hajee,**
*Stambol, Turkey.*

| | |
|---|---|
| Andelibi Bahri | 112 |

**Mehemet Temmel Effendi, Hairie tijari Trebizondelee Yelkenji Zadeh, & Co.,**
*Trebizonde, Asiatic Turkey.*

| | |
|---|---|
| Medari Tefyk | 370 |

**Mehmed Agha, Tudjar Bezji,**
*Constantinople, Turkey.*

| | |
|---|---|
| Allah Verdi | 127 |

**Mehmed Bey, Tijar Yorghanji Zadeh Hajee,**
*Sinope, Asiatic Turkey.*

| | |
|---|---|
| Sakkini Deriya | 125 |

**Mehmed Captan,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ulch Kardash | 130 |

**Mehmed Captan, Ulkunlee Hadji,**
*Ulkun, Turkey.*

| | |
|---|---|
| Pervaneh-i-Bahri | 102 |

**Mehmed Effendi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Tidjaret-i-Ararat | 220 |

**Mehmet Ali, Ahmassrahlee Hajee, & Co.,**
*Ahmassrah, Asiatic Turkey.*

| | |
|---|---|
| Ahmassrah | 162 |

**Mehmet Giuli & Co.,**
*Scutari, Albania.*

| | |
|---|---|
| Pervasi Bahri | 130 |

**Mehmet, Jasigi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Chiaini Bahri | 100 |

**Mehmet Kadri, Annanrablee Hajee,**
*Annanrab, Turkey.*

| | |
|---|---|
| Ahmassrah | 142 |

**Mehmet Surda,**
*Scutari, Albania.*

| | Net Tons |
|---|---|
| Gloria | 478 |

**Mehus, C.,**
*Bergen, Norway.*

| | |
|---|---|
| Capella | 107 |

**Meier, D. S.,**
*Christiania, Norway.*

| | |
|---|---|
| s. City of Richmond | 3141 |
| s. Craggs | 316 |
| s. Ran | 333 |
| s. Viken | 223 |
| s. Xania | 364 |

**Mein, M., McN.,**
*Newcastle-on-Tyne.*

| | |
|---|---|
| s. Dilston Castle | 1007 |

**Meiners, H. C.,**
*Brake, Germany.*

| | |
|---|---|
| Adler | 251 |

**Meinich, Jens, & Co.,**
*Christiania, Norway.*

| | |
|---|---|
| s. Jens Meinich | 446 |
| s. Normandie | 743 |
| s. Ryvingen | 296 |
| s. Stjernen | 329 |
| (Christiania Kystdampskibsselskab). | |
| s. Hankö | 137 |
| s. Harald Haarfager | 258 |
| s. Nyland | 194 |
| (Færder Dampskibsselskabet). | |
| s. Færder | 394 |
| s. Norway | 588 |
| s. Scotland | 561 |
| (Hægholmen Dampskibsselskabet). | |
| s. Hægholmen | 233 |
| s. Vadsö | 341 |
| s. Vardö | 379 |
| (Nordcap Dampskibsselskabet). | |
| s. Lindesnæs | 239 |
| s. Nordcap | 187 |
| (Tvedestrand Dampskibsselskabet). | |
| s. Mandal | 191 |
| s. Skandia | 259 |
| s. Tvedestrand | 62 |

**Meisterfeld, H.,**
*Barssel, Germany.*

| | |
|---|---|
| Diligentia | 350 |

**Mekkelsen, P.,**
*Brevig, Norway.*

| | |
|---|---|
| Alma | 219 |

**Melancon, A.,**
*Port Gilbert, N.S.*

| | |
|---|---|
| Venice | 149 |

**Melançon, Louis A.,**
*Church Point, Digby, N.S.*

| | |
|---|---|
| Sainte Marie | 168 |

**Melander, K. A.,**
*Lemland, Finland.*

| | |
|---|---|
| Mathilda | 165 |

**Melbourne Coal, Shipping & Engineering Co., Ld.,**
*The Shipping Exchange, 17, King Street, Melbourne, Victoria.*

| | |
|---|---|
| Albert the Good | 315 |
| s. Beeswing | 716 |
| s. Williams | 327 |

**Melbourne Harbour Trust Commissioners,**
*Melbourne, Victoria.*

| | Net Tons |
|---|---|
| s. Batman | 169 |
| s. Burke | 183 |
| s. Fawkner | 169 |
| s. Gannet | 59 |
| s. La Trobe | 210 |
| s. Osprey | 25 |
| s. Resolute | 24 |
| s. Torrens | 47 |
| s. War Hawk | 59 |
| s. Wills | 183 |

**Melbourne Shipping Co., Ld.,**
*Melbourne, Victoria.*

| | |
|---|---|
| s. Beeswing | 716 |
| s. Racer | 3 |

**Melchers, S. J.,**
*Schiedam, Holland.*

| | |
|---|---|
| Emmanuel | 1498 |
| Jan Melchers | 1417 |

**Melhado, Carlos,**
*Belize, B.H.*

| | |
|---|---|
| Conquest | 113 |

**Melin, O.,**
*Gothenburg, Sweden.*
(Angfartygs Aktieb. "Thule"),

| | |
|---|---|
| s. Albert Edward | 740 |
| s. Bele | 1051 |
| s. Björn | 763 |
| s. Carl XV. | 894 |
| s. Frithiof | 604 |
| s. Prins Oscar | 736 |
| s. Thorsten | 1233 |
| s. Thule | 1161 |

**Meling, A.,**
*Stavanger, Norway.*

| | |
|---|---|
| Aldebaran | 275 |
| Assur | 189 |
| s. Bergliot | 312 |
| Netto | 116 |
| Præcis | 290 |
| Presto | 195 |
| Tiber | 213 |
| (Dampskibsselskabet "Skagen.") | |
| s. Norden | 505 |

**Meling, T.,**
*Stavanger, Norway.*

| | |
|---|---|
| Amerika | 820 |
| s. Dronning Sophie | 248 |
| s. Elgen | 316 |
| Hjemmet | 380 |
| s. Leif | 208 |
| (Norske Missions Selskab), | |
| Paulus | 507 |

**Melis, G. D.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Konstantinos | 160 |

**Melis, N.,**
*Chios, Turkey.*

| | |
|---|---|
| Evangelistria | 110 |

**Melissa, Sabas,**
*Albay, Philippine Islands.*

| | |
|---|---|
| Gregoria | 135 |

**Melk, Gebrüder,**
*Arensburg, Russia.*

| | |
|---|---|
| Emma | 244 |

**Melkert, A.,**
*Riga, Russia.*

| | |
|---|---|
| Maria Anna | 192 |

**Mellettu, Ipsaralee,**
*Ipsara, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Ayah Nicola | 176 |

**Mellish, Alfred L.,**
*Millbrook, Southampton.*

| | |
|---|---|
| Lady Constance | 195 |

**Melliza, C.,**
*Ilo-Ilo, Philippine Islands.*

| | |
|---|---|
| s. Reducindo Melliza | 88 |

**Melrose, T.,**
*Fish Quay, North Shields.*

| | |
|---|---|
| s. Pacific | 25 |

**Melsom, Ferd.,**
*Graver Gaden, Christiania, Norway.*

| | |
|---|---|
| Felicitas | 730 |
| Mary | 513 |
| Nelson | 977 |
| Recovery | 1012 |

**Melsom, G. B.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Familien | 127 |

**Meltz, P. A.,**
*Jernbanegade, Nyborg, Denmark.*

| | |
|---|---|
| William | 126 |

**Memel-Cranzer Dampfschiff-Gesellschaft**
(Manager—Otto May),
*Memel, Germany.*

| | |
|---|---|
| s. Cranz | 102 |

**Memeler Dampfschiffs Actien-Gesellschaft**
(Manager—R. Schneider),
*Memel, Germany.*

| | |
|---|---|
| s Agathe | 401 |
| s. Commerzienrath Fowler | 721 |
| s. Littuania | 633 |
| s. Moltke | 738 |

**Memich,**
*Constantinople, Turkey.*

| | |
|---|---|
| Huda Verdi | 143 |

**Menantic Steam Ship Co., Ld.,**
95, *Broad Street, New York, U.S.*
*See* T. HOGAN & SONS.

**Menard, A. fü L.,**
*Fiume, Hungary.*

| | |
|---|---|
| Rose | 399 |

**Menard, E.,**
*L'Islet, Quebec, Canada.*

| | |
|---|---|
| Marie Elmire | 155 |

**Ménard, F. A.,**
*L'Islet, Quebec, Canada.*

| | |
|---|---|
| Sarah Alice | 188 |

**Menard, P.,**
*L'Islet, Quebec, Canada.*

| | |
|---|---|
| George | 170 |

**Mendes, Luiz Teixeira,**
*Lisbon, Portugal.*

| | Net Tons |
|---|---|
| Tentativa | 370 |

**Mendez & Co.,**
*Vera Cruz, Mexico.*

| | |
|---|---|
| Christina | 292 |

**Mendl & Co.,**
19, *Old Broad Street, London, E.C.*

| | |
|---|---|
| s. Nina Mendl | 1554 |
| s. Rosina Mendl | 1520 |
| s. Viribus Unitis | 1393 |

**Mendl, Flli. B.,**
*Braila, Roumania.*

| | |
|---|---|
| s. Emilie | 31 |
| s. Fratelli B. Mendl | 135 |

**Mendl, L., & Co.,**
*Galatz, Roumania.*

| | |
|---|---|
| s. Luigi | 85 |
| s. Raphael | 87 |

**Mendocino Lumber Co.,**
*San Francisco, Cal., U.S.*

| | |
|---|---|
| Bobolink | 162 |

**Menendez, José,**
*Punta Arenas, Chili.*

| | |
|---|---|
| s. Amadeo | 258 |

**Menendez & Co.,**
*Cienfuegos, Cuba.*

| | |
|---|---|
| s. Antinojenes Menendez | 841 |
| s. Argonauta | 601 |
| s. Gloria | 1350 |
| s. José Garcia | 1185 |
| s. Josefita | 845 |

**Menicanti, A.,**
*Leghorn, Italy.*

| | |
|---|---|
| La Virginia | 416 |

**Menier,**
*Nantes, France.*

| | |
|---|---|
| Claire Menier | 423 |

**Menominee Transit Co.,**
*Cleveland, Ohio.*
*See* L. C. HANNA.

**Mensagerias Fluviales del Plata,**
*Monte Video, Uruguay.*

| | |
|---|---|
| s. Helios | 957 |
| s. Labrador | 252 |
| s. Liberal | 121 |
| s. Monte Video | 451 |
| s. Salto | 199 |

**Mentonnais & Pannier,**
*Granville, France.*

| | |
|---|---|
| Léon | 247 |

**Mentz, Helmuth,**
*Rostock, Germany.*

| | |
|---|---|
| Atlantic | 307 |
| Ceres | 526 |
| Express | 276 |
| Ferdinand | 416 |
| Frieda Mahn | 1297 |
| Godeffroy | 532 |
| Jacobine | 565 |
| Joachim Christian | 457 |
| Mermaid | 404 |
| Philip Nelson | 548 |
| Swantewit | 269 |
| Von Buch-Wendorf | 249 |

**Menzies, Thos.,**
*West Docks, Leith.*

| | Net Tons |
|---|---|
| Risoluto | 583 |

**Mercader, L., y Minonda & Mrs. C. G. y Arizmendi,**
*San Sebastian, Spain.*

| | |
|---|---|
| San Ignacio de Loyla | 621 |

**Mercader & Sons,**
*San Sebastian, Spain.*

| | |
|---|---|
| s. Mamelena 9th | 56 |
| s. Mamelena XI. | 1 |

**Mercantile Steam Ship Co., Ld.,**
70 & 71, *Bishopsgate Street Within, London, E.C.*

| | |
|---|---|
| s. Boyne | 1226 |
| s. Cam | 1930 |
| s. Derwent | 986 |
| s. Exe | 1309 |
| s. Foyle | 1331 |
| s. Ganges | 1242 |
| s. Humber | 1417 |
| s. Iser | 1415 |
| s. Jordan | 1329 |
| s. Kara | 1507 |
| s. Liffey | 1199 |
| s. Moldava | 1477 |
| s. Obi | 1951 |
| s. Tagus | 1242 |

**Merchants' & Miners' Transportation Co.,**
214–216, *Water Street, Baltimore, U.S.*

| | |
|---|---|
| s. Alleghany | 1433 |
| s. Berkshire | 1433 |
| s. Chatham | 1909 |
| s. Decatur H. Miller | 1674 |
| s. Dorchester | 1876 |
| s. Essex | 1873 |
| s. Fairfax | 1975 |
| s. Gloucester | 1977 |
| s. William Crane | 989 |
| s. William Lawrence | 576 |

**Merchants Shippers' Co., Ld.**
(Manager—T. W. Mark),
12a, *Cook Street, Liverpool.*

| | |
|---|---|
| Prince Rupert | 351 |

**Merchants Steam Ship Co.**
*Portland, Oregon.*

| | |
|---|---|
| s. Haytien Republic | 780 |

**Merchants Steam Ship Co.**
(Manager—J. G. Christopher),
*Jacksonville, U.S.*

| | |
|---|---|
| s. John G. Christopher | 797 |

**Mercieca, A.,**
*Valetta, Malta.*

| | |
|---|---|
| Giovanna Rosa | 106 |

**"Mercurius," Ångf. Aktieb.,**
*Gothenburg, Sweden.*
*See* J. D. GRÖNWALL.

**Merello, M., fu G. B.,**
*Nervi, Italy.*

| | |
|---|---|
| Colombina | 648 |

**Merintzo, P. D.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Georgia | 238 |

**Merli & Lugaro,**
2, *Piazza De Marini, Genoa, Italy.*

| | |
|---|---|
| s. Orizzonte | 442 |
| s. Pax | 594 |

**Merriam, E.,**
*Port Greville, N.S.*

| | Net Tons |
|---|---|
| E. Merriam | 331 |
| Leonard B. | 121 |

**Merrill, J.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| S. M. Bird | 491 |

**Merrill, Lewis,**
*Mission & Stewart Streets, San Francisco, U.S.*

| | |
|---|---|
| Guide | 137 |

**Merrill & Tietgen,**
*Mission & Stewart Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Roy Sommers | 298 |

**Merritt, W. H.,**
*St. John, N.B.*

| | |
|---|---|
| Deer Hill | 341 |
| Eltie | 124 |
| Hazelwoode | 121 |

**Merritt's Wrecking Organization,**
49, *Wall Street, New York, U.S.*

| | |
|---|---|
| F. R. Sharp | 190 |
| s. Fred. E. Sharp | 189 |
| Henry Seymour | 161 |
| s. I. J. Merritt | 136 |
| s. J. D. Jones | 139 |
| John Haggerty | 161 |
| s. Rescue | 77 |
| s. William Coley | 130 |

**Merrivill, E.,**
*Dennis, Mass., U.S.*

| | |
|---|---|
| Rebecca A. Taulane | 427 |

**Merrow, Lewis T., & Son,**
65, *W. Regent Street, Glasgow.*

| | |
|---|---|
| Mexico | 477 |
| Tacoma | 1520 |

**Merryweather, Jos., & Co.,**
*Victoria Terrace, West Hartlepool.*

| | |
|---|---|
| s. Ackworth | 1404 |
| s. Danby | 1465 |
| s. Hathersage | 1059 |
| s. Sandal | 1099 |
| s. Welbury | 1194 |

**Merryweather, W. S.,**
*Victoria Terrace, West Hartlepool.*

| | |
|---|---|
| s. Hambleton | 1952 |

**Mersey Docks and Harbour Board,**
*Dock Yard, Coburg Dock, Liverpool.*

| | |
|---|---|
| Adventure | 133 |
| s. Alarm | 94 |
| s. Alert | 87 |
| s. Atlas | 217 |
| s. Brancker | 1630 |
| Comet | 122 |
| Enterprise | 133 |
| s. Hodgson | 8 |
| Meteor | 142 |
| s. Neptune | 9 |
| s. Number Two | 153 |
| s. Number Three | 153 |
| s. Number Four | 156 |
| s. Number Five | 155 |
| s. Number Six | 155 |
| s. Number Seven | 174 |
| s. Number Eight | 174 |
| s. Number Nine | 346 |
| s. Number Ten | 102 |
| s. Number Eleven | 102 |
| s. Number Twelve | 156 |
| s. Number Thirteen | 144 |
| Oak | 96 |
| Orion | 176 |
| Planet | 184 |
| Prince | 170 |
| Sirius | 176 |
| Star | 195 |
| s. Tamar | 38 |
| s. Tay | 233 |
| s. Tobin | 171 |
| Vigilant | 158 |

**Mersey Marine Board,**
*Mersey, Tasmania.*

| | Net Tons |
|---|---|
| s. Tamar | 45 |

**Mersey Steam Ship Co., Ld.,**
6, *Rumford Street, Liverpool.*
*See* LEECH, HARRISON & FORWOOD.

**Mershon, W.,**
*Perth Amboy, N.J., U.S.*

| | |
|---|---|
| Elias Ross | 178 |
| John G. Fell | 157 |

**Merza Cassum Mahomed Hoosein Babaney,**
*Bombay.*

| | |
|---|---|
| Marquard Family | 338 |

**Meseaphosmo, Lemnoslee, & Co.,**
*Lemnos, Asiatic Turkey.*

| | |
|---|---|
| Lemnos | 105 |

**Mesnil, A., frères,**
*Caen, France.*

| | |
|---|---|
| Joseph Xavier | 149 |

**Mesquita, M. S.,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Mesquita | 177 |

**Messageries Fluviales de Cochinchine,**
*Rue Bergère* 9, *Paris; and Saigon, Cochin China.*

| | |
|---|---|
| s. Aigle | 120 |
| s. Attalo | 215 |
| s. Bassac | 128 |
| s. Battambang | 318 |
| s. Cantonnais | 102 |
| s. Francis Garnier | 102 |
| s. Jean Baptiste Say | 197 |
| s. Jeannine | 318 |
| s. Ménam | |
| s. Mouhot | 102 |
| s. Nam Vian | 436 |
| s. Oriental | 65 |
| s. Phuoc Kien | 102 |

**Messageries Maritimes,**
1, *Rue Vignon, Paris, and Quai de la Joliette* 2, *Marseilles, France.*

| | |
|---|---|
| s. Adour | 2154 |
| s. Alphée | 998 |
| s. Amazone | 1612 |
| s. Aréthuse | 685 |
| s. Armand Behic | 2822 |
| s. Australien | 2887 |
| s. Ava | 1608 |
| s. Brésil | 2861 |
| s. Calédonien | 2093 |
| s. Cambodge | 1401 |
| s. Charente | 2693 |
| s. Congo | 2017 |
| s. Cordouan | 2094 |
| s. Djemnah | 1955 |
| s. Dordogne | 2636 |
| s. Douro | 1569 |
| s. Equateur | 2497 |
| s. Eridan | 927 |
| s. Ernest Simons | 2260 |
| s. Erymanthe | 1127 |
| s. Gironde | 1604 |
| s. Godavery | 712 |
| s. Guadalquivir | 1514 |
| s. Guadiana | 1514 |
| s. Hai-phong | 874 |
| s. Iraouaddy | 1960 |
| s. La Plata | 2326 |
| s. La Seyne | 1151 |
| s. Labourdonnais | 1104 |
| s. Manche | 1275 |
| s. Matapan | 2648 |
| s. Medoc | 2648 |
| s. Melbourne | 1947 |
| s. Mpanjaka | 415 |
| s. Natal | 1985 |
| s. Nerthe | 2133 |
| s. Niger | 1957 |
| s. Océanien | 2081 |
| s. Orenoque | 2459 |

*(continued.)*

**Messageries Maritimes**
*(continued.)*

| | Net Tons |
|---|---|
| s. Ortégal | 2631 |
| s. Oxus | 1880 |
| s. Pëi-ho | 1581 |
| s. Polynesien | 2916 |
| s. Portugal | 2922 |
| s. Saghalien | 2054 |
| s. Salazie | 2089 |
| s. Sénegal | 1951 |
| s. Sindh | 1595 |
| s. Sydney | 2081 |
| s. Tamise | 1286 |
| s. Tanais | 1149 |
| s. Tibre | 963 |
| s. Tigre | 1711 |
| s. Ville de la Ciotat | 2809 |
| s. Volga | 728 |
| s. Yang Tsé | 1882 |
| s. Yarra | 2084 |

**Messell, Charles F.,**
*Union Street, Pyrmont, Sydney, N.S.W.*

| | |
|---|---|
| Louisa Messell | 103 |

**Messel, Sch. P.,**
*Christiania, Norway.*

| | |
|---|---|
| Emma Parker | 495 |
| Elrica | 234 |

**Messenger, S. E.,**
*Yarmouth, N.S.*

| | |
|---|---|
| Bertha Gray | 320 |

**Messina, Antonio,**
*On board.*

| | |
|---|---|
| Leonardo Padre | 198 |

**Messolongitis, E.,**
*Skiathos, Greece.*

| | |
|---|---|
| Agios Nicolaos | 132 |

**Messood, Tunnus tijari, & Miskakkah & Brother,**
*Constantinople, Turkey.*

| | |
|---|---|
| Said | 146 |

**Methil Steam Ship Co., Ld.,**
*Methil, Fifeshire.*
*See* C. R. MACTAGGART.

**Methot, L. P.,**
*Cap St. Ignace, co. Montmagny, Canada.*

| | |
|---|---|
| Eugenie | 196 |

**Metropolitan Asylum District, The Managers of the**
(Clerk—W. F. Jebb),
*Norfolk House, Norfolk Street, Victoria Embankment, London, W.C.*

| | |
|---|---|
| s. Albert Victor | 67 |
| s. Maltese Cross | 105 |

**Metropolitan S. S. Co.,**
*Pier* 11, *North River, New York, U.S.*

| | |
|---|---|
| s. General Whitney | 1196 |
| s. Glaucus | 1206 |
| s. H. F. Dimock | 1786 |
| s. H. M. Whitney | 1791 |
| s. Herman Winter | 1769 |
| s. Neptune | 1137 |

**Metropolitan Steam Ship Co., Ld.**
(Manager—J. P. Wood),
27, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Idlewild | 474 |

**Metropoulos, N.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Pagonitsa | 240 |



s. désigne les Vapeurs.

**Metzler, Gustav,**
*Stettin, Germany.*

| | Net Tons |
|---|---|
| s. Eider | 103 |
| Herrmann Becker | 386 |
| s. Marie | 341 |

**Meursing, A. H.,**
133, *Prins Hendrikkade, Amsterdam, Holland.*

| | |
|---|---|
| Thorbecke III. | 915 |
| Thorbecke IV. | 917 |
| Thorbecke VII. | 929 |

**Meursing, Jan. F.,**
*Amsterdam, Holland.*

| | |
|---|---|
| Nachtegaal | 1015 |

**Meursing, W. H.,**
*Baarn, Holland.*

| | |
|---|---|
| Baarn | 1029 |

**Mexican Central Railway Co., Ld.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| s. Mount Waldo | 243 |

**Mexican International Pacific & Gulf of California S.S. Co.,**
*Hartford, Conn., U.S.*

| | |
|---|---|
| s. Carlos Pacheco | 104 |
| s. Manuel Dublan | 339 |

**Meybaum, C. W.,**
*Pernau, Russia.*

| | |
|---|---|
| Sorkholm | 214 |

**Meyer, A. H.,**
72, *St. Thomas Street, Bermondsey, London, S.E.*

| | |
|---|---|
| s. Success | 7 |

**Meyer, Adolph,**
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Ocean | 1902 |
| (Angfartygs Aktiebol. Prima.) | |
| s. Nora | 1156 |

**Meyer, C. J.,**
*Neuharlingersiel, Germany.*

| | |
|---|---|
| Betha | 117 |

**Meyer, F. Th.,**
*Grüne Strasse* 15, *Vegesack, Germany.*

| | |
|---|---|
| Neptun | 116 |

**Meyer, F. W.,**
*Bahnhofstrasse, Papenburg, Germany.*

| | |
|---|---|
| Gesina | 114 |

**Meyer, H. N. A.,**
*Blankenese, Germany.*

| | |
|---|---|
| Fanny | 1655 |
| Lita | 1685 |
| Marianna | 1222 |
| Mathilde Deussen | 950 |
| Melpomene | 1211 |

**Meyer, I. A.,**
*Rudkjöbing, Denmark.*

| | |
|---|---|
| Sirius | 166 |

**Meyer, J.,**
*Philadelphia, U.S.*

| | |
|---|---|
| Lizzie H. Patrick | 449 |

**Meyer, Rud. H.,**
*Papenburg, Germany.*

| | Net Tons |
|---|---|
| Antje | 326 |
| Da Capo | 294 |
| Hermann | 147 |
| Ida | 337 |
| Johanna | 294 |
| Lina | 225 |
| Rudolf | 201 |

**Meyerdiercks, D.,**
*Glückstadt, Germany.*

| | |
|---|---|
| John & Gustav | 197 |

**Meyette, N.,**
*Sorel, Quebec, Canada.*

| | |
|---|---|
| Napoleon | 130 |

**Meyjes, J. Jer's Zn.,**
*Keisersgracht* 148, *Amsterdam, Holland.*

| | |
|---|---|
| Jan & Carel | 700 |
| Josine Louise | 656 |

**Mezzina, M.,**
*Bari, Italy.*

| | |
|---|---|
| Furio Camillo | 122 |

**Miano, S., fu G.,**
*Naples, Italy.*

| | |
|---|---|
| Maria Della Salute | 468 |

**Micalopulo, S.,**
*Ithaca, Greece.*

| | |
|---|---|
| Euterpi | 198 |

**Miceli, A.,**
*Messina, Sicily.*

| | |
|---|---|
| Susanna | 394 |

**Miceli, Luca,**
*Messina, Sicily.*

| | |
|---|---|
| Fillippo | 478 |
| Francissa | 310 |

**Michaelsen, M.,**
*Randers, Denmark.*

| | |
|---|---|
| Aurorita | 570 |

**Michaelsen, W. M.,**
*Soon, Norway.*

| | |
|---|---|
| Ivar | 298 |
| Ocean Mail | 391 |
| Wilhelm | 526 |

**Michail, S.,**
*Syra, Greece.*

| | |
|---|---|
| Ekaterini | 178 |

**Michalakis, L.,**
*Hydra, Greece.*

| | |
|---|---|
| Atromitos | 157 |

**Michalino, D. D.,**
*Syra, Greece.*

| | |
|---|---|
| Portaritissa | 204 |

**Michalinos & Co.,**
18, *Riza Pacha Han, Constantinople.*

| | |
|---|---|
| s. Ariadne Michalinos | 653 |
| Cornelia G. Michalinos | 310 |
| s. Despina G. Michalinos | 1141 |
| s. Georgios Michalinos | 1994 |

**Michaliziano, S. A.,**
*Cephalonia, Greece.*

| | Net Tons |
|---|---|
| Nea Panagia | 218 |
| Polykrates | 296 |

**Michalopoulos, Z.,**
*Syra, Greece.*

| | |
|---|---|
| Evangelistria | 257 |

**Michaud, Joseph L.,**
*St. Anne de Bellevue, Quebec.*

| | |
|---|---|
| A. Robillard | 153 |
| s. McNaughton | 37 |

**Michel, Eugénie (Mme.),**
*Kermorvan, Quiberon, France.*

| | |
|---|---|
| Pluvier | 119 |

**Michell, R. T., & Co.,**
*Devoran, Cornwall.*

| | |
|---|---|
| s. Trefusis | 187 |

**Michelsen, C. A. J.,**
*Hamburg, Germany.*

| | |
|---|---|
| Bylgia | 333 |

**Michelsen, Chr., & Co.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Aggi | 2073 |
| s. Aladdin | 2020 |
| s. Eva | 2020 |
| s. Freja | 1177 |
| s. Nor | 1029 |
| s. Norge | 2394 |
| s. Sverre | 1111 |

**Michelsen, H. C. A.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Elise | 1241 |
| George | 962 |
| Lines Brothers | 605 |
| Nimbus | 1139 |
| President | 888 |
| Turist | 733 |

**Michelsen, L. P.,**
*Flensburg, Germany.*

| | |
|---|---|
| Kristina Nilsson | 280 |

**Michelsen, N. J.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Dagmar | 161 |
| s. Östersjöen | 125 |

**Michelson, A.,**
*Åbo, Finland.*

| | |
|---|---|
| Alcedes | 276 |

**Michelsson, A.,**
*Åbo, Finland.*

| | |
|---|---|
| Onni | 391 |

**Michelsson, A.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Ahkera | 170 |

**Michelsson, M.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Ahti | 312 |

**Michelsson, M. A.,**
*Korpo, Lohm, Finland.*

| | |
|---|---|
| Libra | 325 |

**Michelsson, M. W.,**
*Abö, Finland.*

| | Net Tons |
|---|---|
| Agent | 263 |
| Aimo | 780 |
| Hertig Oscar Fredrik | 535 |

**Michigan Central Railroad Co.,**
*Detroit, Michigan, U.S.*
*See* H. B. LEDYARD.

**Mickelsson, M.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Hilda | 349 |

**Miculicich, Giorgio,**
*Buccari, Hungary.*

| | |
|---|---|
| Anna Peppina | 596 |
| Ban Mazuranic | 565 |

**Middelthon, C.,**
*Stavanger, Norway.*

| | |
|---|---|
| s. Erik Berentsen | 262 |

**Middlebrook, L. (Mrs.),**
*Hawthorn, Victoria.*

| | |
|---|---|
| Doctor Singleton | 1539 |

**Middlesbro', The Corporation of,**
*Middlesbro'.*

| | |
|---|---|
| s. Erimus | 133 |
| s. Hugh Bell | 90 |

**Middleton, J.,**
219, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| Josephine | 347 |

**Middleton, N.,**
*Tuckerton, New Jersey, U.S.*

| | |
|---|---|
| Sans Souci | 112 |

**Middleton, William C.,**
*Sligo.*

| | |
|---|---|
| Sea | 115 |

**Middleton, William T.,**
*Harwich.*

| | |
|---|---|
| Gloriana | 116 |

**Midolo, Francesco, & Co.,**
*Syracuse, Sicily.*

| | |
|---|---|
| Concettino M. | 190 |
| Gelsomina | 138 |
| Rosalia | 259 |
| Tasso | 249 |

**Midtlollandske Dampskibs Selskab**
(Manager—Alf Hovmand),
*Bondholm, Denmark.*

| | |
|---|---|
| s. Perwie | 244 |

**Mighell, W. E.,**
38, *Market Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Carrollton | 1390 |
| General Fairchild | 1356 |
| J. B. Brown | 1473 |
| Oregon | 1364 |
| Rufus E. Wood | 1406 |
| Sea King | 1436 |
| Wachusett | 1519 |
| Wilna | 1409 |

**Mignano, Andrea,**
*Naples, Italy.*

| | Net Tons |
|---|---|
| Matilde Mignano | 466 |
| Peppino Mignano | 459 |
| San Gaetano | 449 |
| Teresa Mignano | 607 |

**Mignano, A., & Y. Schiano,**
*Naples, Italy.*

| | |
|---|---|
| Progresso | 479 |

**Mignano, M. (Eredi di),**
*Naples, Italy.*

| | |
|---|---|
| San Giovanni Battista | 238 |

**Mignone, G.,**
*Genoa, Italy.*

| | |
|---|---|
| Angeli | 1121 |

**Miguel Company,**
*Barcelona, Spain.*

| | |
|---|---|
| Joya del Llobregat | 219 |

**Miguel y Escofet, J.,**
*Monte Video, Uruguay.*

| | |
|---|---|
| Magdalena | 306 |

**Mihanovich, N., & Co.,**
25 *de Mayo* 144, *Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Angela Madre | 384 |
| Argentina | 125 |
| s. Austria M | 400 |
| s. Dalmazia | 238 |
| s. Doli | 102 |
| s. L'Adriatico | 65 |
| s. Lafayette | 50 |
| s. Maldonado | 9 |
| s. Presidente-Mitre | 70 |
| s. Presidente-Roca | 70 |
| s. Toro | 257 |

**Mihanovich, Nicolás,**
*Calle Pedro Mendoza*, 939, *Boca, Argentine Republic.*

| | |
|---|---|
| Giuseppina y Angela | 185 |
| Ragusa | |

**Mikail, Kerestejee Orkham Veledi,**
*Ickkehumin, Turkey.*

| | |
|---|---|
| Ayos Yorghios | 125 |

**Mikalaro, G. & M.,**
*Samos, Asiatic Turkey.*

| | |
|---|---|
| Aspasia | 240 |

**Mikelsen, M.,**
*Riga, Russia.*

| | |
|---|---|
| John & Julie | 282 |

**Mikhael Captan, Aktepolilee,**
*Aktepoli, Turkey.*

| | |
|---|---|
| Evangelistria | 241 |

**Mikhael Captan, Aktepolilee,**
*Aktepoli, Turkey.*

| | |
|---|---|
| Evangelistria | 254 |

**Mikhael Tchamouridi Captan,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayah Athanasios | 151 |

**Mikkail Sokkha, Erphirlee tijari Hajee, & Co.,**
*Erphir, Turkey.*

| | Net Tons |
|---|---|
| Aganee Bettie | 248 |

**Mikkelsen, J. M.,**
*Sönderho, Denmark.*

| | |
|---|---|
| Vennerne | 375 |

**Mikkelsohn, John,**
*Haynasch, Russia.*

| | |
|---|---|
| Emilie | 165 |
| Fuchs | 173 |
| Michael | 130 |
| Peter | 248 |
| Tprruuh | 197 |

**Mikkhal, Oonialee Mutab Kirkor oglou, & Co.,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Oonia | 125 |

**Milburn Bros.,**
*Queen Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Ennerdale | 798 |
| s. Kingsdale | 1415 |
| s. Silverdale | 1711 |

**Milburn, George,**
26, *Esk Terrace, Whitby, Yorkshire.*

| | |
|---|---|
| Danube | 192 |

**Milburn, W.,**
3, *Northumberland Place, North Shields.*

| | |
|---|---|
| Celorio | 248 |
| L'Esperance | 261 |
| Lancet | 199 |
| S. B. Hume | 261 |

**Milburn, William, & Co.,**
2, 3, & 4, *Billiter Avenue, London, E.C.; & Queen Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Angerton | 1823 |
| s. Cape Colonna | 1767 |
| s. Cape Comino | 1660 |
| s. Cape Comorin | 1660 |
| s. Cape Corrientes | 1660 |
| s. Chollerton | 1734 |
| s. Gilsland | 1058 |
| s. Hankow | 2332 |
| s. Haverton | 1645 |
| s. Huntingdon | 1464 |
| s. Irthington | 1290 |
| s. Marcia | 1060 |
| s. Port Albert | 2652 |
| s. Port Chalmers | 2667 |
| s. Port Elliot | 2295 |
| s. Port Stephens | 2278 |
| s. Port Victor | 1828 |
| s. Tantallon | 1311 |
| s. Tiverton | 1743 |
| s. Wileysike | 1607 |
| s. Woodhorn | 801 |

(Anglo-Australasian Steam Navigation Co., Ld.)

| | |
|---|---|
| s. Port Adelaide | 1717 |
| s. Port Hunter | 3011 |
| s. Port Melbourne | 3011 |
| s. Port Phillip | 1666 |
| s. Port Pirie | 2040 |

(Ashington Coal Co.)

| | |
|---|---|
| s. Ashington | 561 |

**Miles, E. T.,**
*Hobart, Tasmania.*

| | |
|---|---|
| s. Banks Peninsula | 34 |
| s. Belinger | 134 |
| s. Glenelg | 75 |

**Miles, Edward,**
*Hobart, Tasmania.*

| | |
|---|---|
| Phœnix | 340 |

**Miles, Geo. W.,**
*Milford, Conn., U.S.*

| | Net Tons |
|---|---|
| s. Acushnet | 102 |

**Miles, Luther. F.,**
*Jarboesville, Md., U.S.*

| | |
|---|---|
| William H. Rutan | 120 |

**Milesi, Pietro,**
*Sotto Ripa* 3, *Genoa, Italy.*

| | |
|---|---|
| s. Linda | 883 |
| s. Maria Teresa | 348 |

**Milford Haven Fishing Co., Ld.,**
273, *Central Chambers*, 93, *Hope Street, Glasgow.*
*See* BROWN, SONS & CO.

**Milford Trawlers, Ld.,**
112, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| s. Premier | 46 |

**Miliadi, Bigadoslee, & Co.,**
*Bigados, Turkey.*

| | |
|---|---|
| Ossia Prashke | 149 |

**Miliadi Bros.,**
*Scio, Asiatic Turkey.*

| | |
|---|---|
| Artemis | 175 |
| Odysseus | 200 |

**Miliadi Fratelli,**
*Syra, Greece.*

| | |
|---|---|
| Adelphi Miliadi | 171 |

**Miliadis, N. E.,**
*Chios, Turkey.*

| | |
|---|---|
| Erato | 267 |

**Mill, James,**
*Caledonian Bank, Nairn.*

| | |
|---|---|
| Gilsland | 333 |
| Nyanza | 232 |

**Millan, Antonio,**
*Seville, Spain.*

| | |
|---|---|
| s. Anita | 114 |
| s. Apostol | 119 |
| s. Dos Hermanos | 93 |
| s. Maria Gracia | 79 |
| s. Salvador | 61 |

**Millard, John,**
*Liverpool, N.S.*

| | |
|---|---|
| Golden Hind | 188 |

**Millas, J., & Son,**
*Braila, Roumania.*

| | |
|---|---|
| s. Eleni Millas | 1503 |
| s. Joannis Millas | 1327 |

**Miller, A. J.,**
*Providence, R.I.*

| | |
|---|---|
| Charlotte W. Miller | 281 |
| Harriet C. Whitehead | 211 |

**Miller, Bull, & Knowlton,**
76, *Beaver Street, New York, U.S.*

| | |
|---|---|
| Belle Hooper | 451 |
| Ethel V. Boynton | 703 |
| Grace Lynwood | 625 |
| Harry Knowlton | 302 |
| James Boyce, Jr. | 693 |
| Jerome B. Look | 343 |
| Lilian Woodruff | 316 |
| Nettie Shipman | 321 |
| Norman | 347 |
| Walter L. Plummer | 317 |

**Miller, E.,**
*New York, U.S.*

| | Net Tons |
|---|---|
| Francis C. Smith | 119 |

**Miller, Frank L.,**
*New York, U.S.*

| | |
|---|---|
| Harriet G. | 240 |

**Miller, Henry,**
35, *Washington Terrace, N. Shields.*

| | |
|---|---|
| James & Eleanor | 190 |

**Miller & Houghton,**
32, *South Street, New York, U.S.*

| | |
|---|---|
| Bonny Doon | 546 |
| Fred A. Small | 588 |
| Jessie Barlow | 263 |
| Virginia | 715 |

**Miller, J. B.,**
*Parry Sound, Ontario.*

| | |
|---|---|
| s. Sequin | 556 |

**Miller, J. E.,**
76, *Beaver Street, New York, U.S.*

| | |
|---|---|
| Alice J. Crabtree | 360 |
| Fred Gower | 778 |

**Miller, W. S., & Co.,**
67, *Hope Street, Glasgow.*

| | |
|---|---|
| s. Hugh Sleigh | 823 |

**Millett, S.,**
*Barcelona, Spain.*

| | |
|---|---|
| Dieguito | 200 |

**Milletich, C.,**
*Trieste, Austria.*

| | |
|---|---|
| Trojednica | 479 |

**Milliadi, F. & A.,**
*Syra, Greece.*

| | |
|---|---|
| Athina | 476 |

**Milligen, John,**
55, *Donegal Place, Belfast.*

| | |
|---|---|
| s. Eveleen | 160 |
| s. Kathleen | 128 |

**Milliken, E.,**
*Augusta, Maine, U.S.*

| | |
|---|---|
| Henry G. Milliken | 171 |
| Kennebec | 178 |

**Milliken, H. P.,**
*Augusta, Maine, U.S.*

| | |
|---|---|
| James Barrett | 148 |

**Millington, Greenway,**
10, *Waterloo Road, Runcorn.*

| | |
|---|---|
| Emily Millington | 93 |
| Lizzie | 85 |

**Millinovich, S.,**
*Trieste, Austria.*

| | |
|---|---|
| Serbia | 248 |

**Mills, A. D.,**
*Annapolis, N.S.*

| | |
|---|---|
| Atwood | 118 |

**Mills, G.,**
17, *Templar Street, Dover.*

| | Net Tons |
|---|---|
| Bristow | 319 |
| Saffron | 243 |

**Mills, Isaac, & Co.,**
*Robin Hood's Bay, Yorkshire.*

| | |
|---|---|
| Coralline | 174 |
| Margaret Nixon | 188 |
| Rose | 186 |

**Mills, Joshua,**
*Great Eastern Terrace, Neyland, Pembrokeshire.*

| | |
|---|---|
| Bertie Mills | 137 |
| Mary Mills | 174 |

**Mills, N. M.,**
*New York, U.S.*

| | |
|---|---|
| Irma | 265 |

**Mills, Stephen H.,**
107, *South Street, New York, U.S.*

| | |
|---|---|
| Atalanta | 352 |
| D. K. Baker | 493 |
| De Mory Gray | 381 |

**Millwall Dock Co.,**
1, *Railway Place, Fenchurch Street, London, E.C.*

| | |
|---|---|
| s. Experiment | 126 |

**Milne, George, & Co.,**
*Aberdeen.*

| | |
|---|---|
| Inveramsay | 1321 |
| Invercauld | 1303 |
| Invercoe | 1322 |
| Inveresk | 1297 |
| Invergarry | 1309 |
| Inverlyon | 1332 |
| Invermark | 1334 |
| Inversnaid | 1312 |
| Inverurie | 1318 |

**Milne, J., & Sons,**
*Montrose.*

| | |
|---|---|
| s. Plover | 62 |

**Milossevich, G.,**
*Dobrota, Dalmatia, Austria.*

| | |
|---|---|
| Ilia | 746 |

**Milward, J.,**
*New York, U.S.*

| | |
|---|---|
| Jesse L. Leach | 236 |

**Minach, B., Heirs of,**
*Fiume, Hungary.*

| | |
|---|---|
| Padre | 570 |

**Minach, Cattina Pausi,**
*Fiume, Hungary.*

| | |
|---|---|
| Temi | 352 |

**Minach, G., fu G.,**
*Fiume, Hungary.*

| | |
|---|---|
| Marie | 387 |
| Prelucano | 289 |

**Minach, Polich, & Co.,**
*Fiume, Hungary.*

| | |
|---|---|
| Anna M. | 337 |

**Minaculi, Irene,**
*Cassos, Greece.*

| | |
|---|---|
| Amphitrite | 186 |

**Minakoulis, D.,**
*Hydra, Greece.*

| | Net Tons |
|---|---|
| Despina | 196 |

**Minami Yohei,**
*Shimoda, Japan.*

| | |
|---|---|
| s. Nakamura Maru | 63 |

**Minch, Peter,**
*Cleveland, Ohio.*

| | |
|---|---|
| s. Onoko | 1933 |

**Mineo, R.,**
*Catania, Sicily.*

| | |
|---|---|
| s. Annina | 433 |

**Mingotti, Giuseppe,**
16, *Piazza S. Lorenzo, Genoa, Italy.*
(Società Italiana di Salvataggi Marittimi.)

| | |
|---|---|
| s. Utile | 208 |

**Mingus, J. B.,**
326, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| Lucy | 297 |

**Minlos, Wm.,**
*Untertrave* 72, *Lübeck, Germany.*

| | |
|---|---|
| s. Helix | 366 |
| s. Marie-Louise | 540 |

**Minneapolis, St. Paul & Buffalo Steamship Co.,**
*Minneapolis, Minnesota, U.S.*
*See* F. D. UNDERWOOD.

**Minnesota Steamship Co.,**
*Western Reserve Bdgs., Cleveland, Ohio.*
*See* JAMES PICKANDS.

**Minor, T. H.,**
*Curika, Cal., U.S.*

| | |
|---|---|
| Marion | 348 |

**Minott, Charles V.,**
*Phippsburg, Maine, U.S.*

| | |
|---|---|
| Abbie Bowker | 182 |
| Berlin | 1553 |
| Ivy | 1181 |
| James Drummond | 1479 |
| Merom | 881 |
| Rival | 123 |
| Standard | 1493 |

**Mione, Antonio,**
*Castellammare di Golfo, Sicily.*

| | |
|---|---|
| L'Angelina | 138 |

**Mir, Jaime,**
*Barcelona, Spain.*

| | |
|---|---|
| Mario | 427 |

**Mir, L., & Co.,**
*Barcelona, Spain.*

| | |
|---|---|
| Alfredo | 310 |
| Maysales | 198 |

**Mir, N., & Co.,**
*Barcelona, Spain.*

| | |
|---|---|
| Jaime Mir | 425 |
| Lorenzo | 287 |
| Sebastiana | 655 |



s. désigne les Vapeurs.

**Mirabella, Giuseppe,**
*Catania, Sicily.*
Net Tons
Nuova Irene ..... 159

**Mischalinos, D. & M.,**
*Syra, Greece.*
Portaitissa Iviron ..... 131

**Mission to Deep Sea Fishermen,**
181, *Queen Victoria Street, London, E.C.*
Queen Victoria ..... 131

**Missisharle, M.,**
*Adalia, Turkey.*
Adalia ..... 122

**Mississippi & Dominion Steam Ship Co., Lim.**
(DOMINION LINE).
24, *James Street, Liverpool.*
*See* FLINN, MAIN & MONTGOMERY.

**Mitaronis, Dem.,**
*Zante, Greece.*
Agios Spyridon ..... 231

**Mitchell, G. P., & Sons,**
*Halifax, N.S.*
Ida ..... 149

**Mitchell, George,**
*Taku, China.*
s. Algerine ..... 161

**Mitchell, George,**
*Tientsin, China.*
s. Gem ..... 33

**Mitchell, J. Alton,**
*Absecom, N.J., U.S.*
L. S. Levering ..... 284

**Mitchell, J. & J. R.,**
*Montrose.*
Comet ..... 259

**Mitchell, James,**
59, *Dock Street, Dundee.*
s. Eclipse ..... 296
s. Glenisla ..... 859

**Mitchell, James,**
*Dock Place, Montrose.*
Good Intent ..... 399

**Mitchell, John, & Sons,**
49, *Milton Road, Gravesend, Kent.*
s. Shamrock ..... 4
s. Thistle ..... 6

**Mitchell, John E.,**
*Milbridge, Maine, U.S.*
Jennie Lind ..... 117

**Mitchell, R., & Co.,**
*Gorse Lane, Swansea.*
Welsh Belle ..... 99

**Mitchell, R. H.,**
*Warner Street, Spring Gardens, Baltimore, U.S.*
Net Tons
George C. A. Travers ..... 135
Robert H. Mitchell ..... 155

**Mitchell & Rae,**
*Newburgh, Aberdeenshire.*
s. Gem ..... 88
s. Ruby ..... 93

**Mitchell Steam Ship Co.**
(John Mitchell),
*Cleveland, Ohio.*
s. William H. Gratwick ..... 2203

**Mitchell, Thomas,**
*Gold Tops, Newport, Mon.*
s. Welsh Prince ..... 96

**Mitchell, W.,**
*Commercial Buildings, Foyle Street, Londonderry.*
(FOYLE LINE.)
Alexander Black ..... 1391
Foyledale ..... 1666
John Cooke ..... 1758
William Mitchell ..... 1885
William Tillie ..... 1761

**Mitchell, W. H.,**
*Eastport, U.S.*
Annie L. Palmer ..... 113

**Mitchell, Walter,**
*Halifax, N.S.*
Sirocco ..... 176
Southern Cross ..... 134

**Mitcheson, John,**
*Quayside, Newcastle-on-Tyne.*
s. Resolute ..... 72

**Mitileos, Nicoli,**
*Constantinople, Turkey.*
Ayah Pandelimon ..... 201

**Mitropoulos, C.,**
*Galaxidi, Greece.*
Mitros ..... 247

**Mitropoulos, G.,**
*Galaxidi, Greece.*
Omonia ..... 171

**Mitropoulos, J. D.,**
*Galaxidi, Greece.*
Adelphi ..... 239

**Mitropulos, G. J.,**
*Galaxidi, Greece.*
Panorea ..... 250

**Mitsui, S.,**
*Tokio, Japan.*
s. Kachidale Maru ..... 2093

**Mitsui Takenosuke,**
*Nagasaki, Japan.*
Kumasaka Maru ..... 448

**Mitsui, Yonosuke,**
*Nagasaki, Japan.*
Net Tons
s. Ariake Maru ..... 1905
s. Hideyoshi Maru ..... 467
Kaisei Maru ..... 344
s. Tsukushi Maru ..... 647
s. Yoritomo Maru ..... 643

**Mitter, Kally Nauth,**
*Calcutta.*
s. Madras ..... 124

**Mitzotachis, T.,**
*Canea, Greece.*
Themistocles ..... 112

**Mobeck, S. C.,**
*Norrköping, Sweden.*
s. Östersjön ..... 375

**Mocata, S., & Co.,**
*Trapani, Sicily.*
Giovannina ..... 210

**Möcklander, K. E.,**
*Mariehamn, Finland.*
Amanda ..... 382
Gerda ..... 345

**Mockler, C. E.,**
*Portland, Me., U.S.*
Mattie T. Dyer ..... 103

**Moe, J. E., & Ceder, L.,**
*Nicolaistad, Russia.*
(Rederi Bolaget "Trio.")
Australia ..... 912

**Moe, Ole,**
*Fredriksstad, Norway.*
Michael Treschow ..... 203

**Moe, Th. M.,**
*Drontheim, Norway.*
s. Grip ..... 422

**Moffat, Thomas,**
*Perth, Ontario, Canada.*
s. John Haggart ..... 117

**Moffatt, W. Todd,**
15, *Regent Quay, Aberdeen.*
s. Cairnie ..... 128
s. Clunie ..... 98
s. Collynie ..... 129
s. Corennie ..... 375
s. Crathie ..... 281

**Mogensen, H.,**
*Teedestrand, Norway.*
Agra ..... 793
Aspasia ..... 573
Fernando ..... 347

**Mogensen, K. H.,**
*Faaborg, Denmark.*
Caroline & Trine ..... 135
Valdemar Seir ..... 124

**Moglia, Gaetano,**
*Quinto al Mare, Italy.*
Angelita ..... 369
Gilda M. ..... 779

**Mogul S.S. Co., Ld.,**
*Dock House, Billiter Street, London, E.C.*
*See* GELLATLY, HANKEY, SEWELL & CO.

**Mohamed Effendi Mosa,**
*Alexandria, Egypt.*
Net Tons
Fetouh el Khair ..... 218

**Mohamed Khlab,**
*Alexandria, Egypt.*
Kassed Kerim ..... 140

**Mohomed Suddeek, Hajee,**
*Bombay.*
Fatal Karim ..... 376

**Molander, Carl O.,**
*Visby, Sweden.*
Amazon ..... 418
Antoinette ..... 705
Drott ..... 138
Marie ..... 450
Moya ..... 318
Svante ..... 191

**Molas y Vidal,**
*Barcelona, Spain.*
Joven Beatriz ..... 196

**Mölbach, C. H.,**
*Risör, Norway.*
Cabral ..... 326
Fornjot ..... 481
Hans Thiis ..... 389
Stanley ..... 300

**Molina, Raimundo,**
*Marina 22, Corunna, Spain.*
Raimundo ..... 112
Rosina ..... 218

**Moll, Gaza., & Cia.,**
*Felanitx, Majorca.*
Teresa ..... 121

**Moll, Isabel, Doña,**
*Palma, Majorca.*
Diligencia ..... 114
Josefina ..... 129

**Moll, Miguel,**
*Valencia, Spain.*
Teresita ..... 244

**Moll, R.,**
*Majorca.*
Segundet ..... 132

**Moller, C., & Landgren,**
*Arendal, Norway.*
Victoria ..... 748

**Möller, C. A.,**
*Gothenburg, Sweden.*
(Angf. Aktieb. "Göteborg-Kiel.")
s. Diana ..... 300
s. Flora ..... 193

**Möller, C. E.,**
*Esbjerg, Denmark.*
Maagen ..... 45

**Möller, Carl,**
*Arendal, Norway.*
Net Tons
Nova Scotia ..... 1110

**Möller, Carl E.,**
*Svendborg, Denmark.*
Neptunus ..... 127
Odin ..... 134

**Möller, Chr.,**
*Toldbodgaden 7, Christiania, Norway.*
Aagot ..... 301
Adorna ..... 1410
Caroline ..... 1222
Clara ..... 817
Elda ..... 699
Elsie ..... 1235
Harald Haarfager ..... 536
Ingrid ..... 1363
Inheritance ..... 414
Kalos ..... 791
Katy ..... 2196
Lucy ..... 751
Margrethe ..... 1123
Marie ..... 1257
Mimi ..... 908
Neptun ..... 1194
Ragna ..... 1038
Rubia ..... 1040
Sagitta ..... 573
Seringa ..... 1116
Signe ..... 707
Sigrid ..... 711
Sophie ..... 1255
Valborg ..... 1064
Valkyria ..... 690

**Möller, C. H.,**
*Odense, Denmark.*
Johanne ..... 160

**Möller, C. R.,**
*Troense, Denmark.*
Amor ..... 160
Valkyrien ..... 151

**Möller, H. Nilsson,**
*Hoby, Hammenhög, Kristianstads län, Sweden.*
Carl ..... 146

**Möller, N. E. A.,**
*Shanghai, China.*
Anglo Indian ..... 444
Valkyrien ..... 498

**Möller, N. F.,**
*Råå, Raus, Sweden.*
Delfin ..... 156

**Möller, P. M.,**
*Höjeböge, Svendborg, Denmark.*
s. Laura ..... 165

**Möller, Z.,**
*Fredriksstad, Norway.*
Carl ..... 198
Mathilde ..... 476
Minerva ..... 251
Petitcodiac ..... 682
Söridderen ..... 233

**Mollis Yanaki, Mureftahlee, & Bros.,**
*Murefta, Turkey.*
Allah Kerim ..... 160

**Moloney, Michael,**
*Main Street, Dungarvan, co. Waterford.*
Harvey ..... 146
Peri ..... 86

**Molvig, H.,**
*Fredriksstad, Norway.*

| | Net Tons |
|---|---|
| Regina | 228 |

**Mona Steam Ship Co., Ld.,**
45, *North Quay, Douglas, Isle of Man.*

| | |
|---|---|
| s. Fairy Queen | 126 |

**Monarchidis, D., & Co.,**
*Syra, Greece.*

| | |
|---|---|
| Alessios | 582 |

**Monaro, Domenico,**
*Chiaggia, Italy.*

| | |
|---|---|
| Zerlino | 100 |

**Monaro, G. V.,**
*Venice, Italy.*

| | |
|---|---|
| Leone | 150 |

**Mongeau, Alphonse,**
*Sorel, Quebec.*

| | |
|---|---|
| St. Alphonse | 149 |

**Mongeau, Charles,**
*Sorel, Quebec.*

| | |
|---|---|
| St. Charles | 121 |

**Mongeau, Pierre,**
*Sorel, Quebec.*

| | |
|---|---|
| St. Pierre | 113 |

**Monier, G.,**
32, *Rue de la Rousselle, Bordeaux.*

| | |
|---|---|
| Georges Réné | 171 |
| Le Rousselain | 179 |

**Monkhouse, John,**
56, *Wood Street, Maryport.*

| | |
|---|---|
| Mary Holland | 189 |
| Rainbow | 123 |

**Monks, Hall & Co., Ld.,**
*Warrington, Lancashire.*

| | |
|---|---|
| s. Helvetia | 78 |

**Monnier, H.,**
*Quai du Port, Fécamp, France.*

| | |
|---|---|
| Louise Marie | 184 |
| Richelieu | 159 |
| Sully | 195 |

**Monnier, T.,**
*Fécamp, France.*

| | |
|---|---|
| Claire & Marie | 164 |
| St. Jean | 242 |

**Monnier, T., & Vve. Follin,**
*Fécamp, France.*

| | |
|---|---|
| Bayard | 194 |

**Monocartsis, S.,**
*Hydra, Greece.*

| | |
|---|---|
| Neos Eolos | 297 |

**Monolessi, A.,**
*Santorin, Greece.*

| | |
|---|---|
| Panagiotis Kouppa | 450 |

**Monraille, D. J. C. B.,**
*Brazil.*

| | Net Tons |
|---|---|
| s. Mayo | 94 |

**Monsen, Alf.,**
*Tönsberg, Norway.*

| | |
|---|---|
| s. Chevy Chase | 253 |
| Fjeld | 2050 |
| Fjord | 1159 |
| Flora | 813 |
| Freya | 799 |
| Furu | 844 |
| s. Ishavet | 155 |
| Lady Gladys | 1336 |
| s. Monton | 612 |
| Sæheim | 881 |
| s. Westye Egeberg | 232 |

**Monsen, Georg T.,**
*Stavanger, Norway.*

| | |
|---|---|
| Mabel | 701 |
| Sequel | 535 |
| Wilhelm Anton | 992 |

**Monsen, M. Gabriel,**
*Stavanger, Norway.*

| | |
|---|---|
| s. Carl | 163 |
| Noach VI. | 1345 |

**Montaldi, Pietro,**
*Porto Maurizio, Italy.*

| | |
|---|---|
| L'Armonia | 129 |

**Montalvão, R. B.,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Dom Pedro II. | 620 |

**Monteiro, M., & Co.,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Emiliana | 132 |

**Monteith, J.,**
*Maitland, N.S.*

| | |
|---|---|
| Earnscliffe | 1775 |
| Gloaming | 1499 |
| Grandee | 1500 |

**Montenegro, Prince of,**
*Antivari, Montenegro.*

| | |
|---|---|
| s. Jaroslaw | 1090 |

**Monteverde, Emilio,**
*Callao, Peru.*

| | |
|---|---|
| San Nicolas | 350 |

**Montgomerie & Workman,**
36, *Gracechurch Street, London, E.C.*

| | |
|---|---|
| City of Quebec | 708 |
| Duke of Argyll | 960 |
| Xantippe | 909 |

**Montgomery, A.,**
*New Orleans, U.S.*

| | |
|---|---|
| Joe Kelley | 110 |

**Montgomery, F. J.,**
*New York, U.S.*

| | |
|---|---|
| Carib | 164 |

**Montgomery, W.,**
63, *Mark Lane, London, E.C.*

| | |
|---|---|
| Grace Harwar | 1750 |
| Pendragon | 1200 |

**Montier, L., & Co.,**
*Coquimbo, Chili.*

| | Net Tons |
|---|---|
| Telegraph | 452 |

**Montreal and Chicago Merchants' Shipping Co.,**
*Montreal.*

| | |
|---|---|
| s. Alma Munro | 581 |

**Montreal, Department of Public Works,**
*Montreal.*

| | |
|---|---|
| Alfred Demers | 131 |

**Montreal Transportation Co.,**
*Montreal, Quebec.*

| | |
|---|---|
| s. Active | 190 |
| s. Bannockburn | 1035 |
| s. David G. Thomson | 75 |
| s. Glengarry | 438 |
| Glenora | 624 |
| s. James A. Walker | 98 |
| Jennie | 438 |
| John Gaskin | 487 |
| Kildonan | 499 |
| Lancaster | 220 |
| Minnedosa | 1041 |
| Regina | 411 |
| Winnipeg | 681 |

**Moody, C. E.,**
*Bath, Me., U.S.*

| | |
|---|---|
| Break of Day | 118 |
| Herald of the Morning | 188 |

**Moody, H.,**
*New York, U.S.*

| | |
|---|---|
| Culebra | 158 |
| Emperador | 158 |
| Panama | 158 |

**Mooi, J.,**
*Groningen, Holland.*

| | |
|---|---|
| Alida | 100 |

**Moona Rana Navana Nalla Abobakar Maricar,**
*Colombo, Ceylon.*

| | |
|---|---|
| Ellias | 176 |

**Moona Kavana Nana Ahamadotamby,**
*Colombo, Ceylon.*

| | |
|---|---|
| John & Mary | 128 |

**Moore, Edward,**
*Halifax, N.S.*

| | |
|---|---|
| Maggie M. | 143 |

**Moore, F. H.,**
*Sydney, N.S.W.*

| | |
|---|---|
| s. Governor Blackall | 331 |
| Mindora | 974 |

**Moore, John W.,**
*Cleveland, Ohio.*

| | |
|---|---|
| s. John W. Moore | 1689 |

**Moore, R. J. W.,**
*Dartmouth.*

| | |
|---|---|
| Silver Spray | 114 |

**Moore, Robert,**
*Antofagasta, Bolivia.*

| | |
|---|---|
| Bundaleer | 921 |

**Moore, T.,**
*Calvert, Chesapeake Bay, Maryland, U.S.*

| | Net Tons |
|---|---|
| Virginia Dare | 105 |

**Moore, Thomas,**
125, *Herrington Street, Sunderland.*

| | |
|---|---|
| s. Northumberland | 41 |

**Moore, W. T.,**
*Seaford, Del., U.S.*

| | |
|---|---|
| Agnes S. Quillin | 187 |

**Moore, Warner,**
*Richmond, Va., U.S.*

| | |
|---|---|
| John S. Beacham | 223 |
| Warner Moore | 421 |
| William H. Allison | 453 |

**Moore, William,**
*Advocate Harbour, Parrsboro', N.S.*

| | |
|---|---|
| N. B. Morris | 699 |

**Moore, William H.,**
*North Sydney, N.S.*

| | |
|---|---|
| Willie McGowan | 116 |

**Moossa, Hajee, Hajee Ahmed Mahomed,**
*Bombay.*

| | |
|---|---|
| Randolph | 343 |

**Moostakis, G.,**
*Zante, Greece.*

| | |
|---|---|
| Michael | 187 |

**Moraes, Fialho & Co.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Dois de Marco | 222 |

**Moragas, J.,**
*Barcelona, Spain.*

| | |
|---|---|
| Agapito | 237 |

**Moraiti, D. J., & Co.,**
*Andros, Greece.*

| | |
|---|---|
| Archangelos | 290 |

**Moraiti, S.,**
*Corfu, Greece.*

| | |
|---|---|
| Olga | 165 |

**Morales, J. M.,**
*Turpan, Mexico.*

| | |
|---|---|
| Maria Luisa | 108 |

**Moran, M.,**
11, *South Street, New York, U.S.*

| | |
|---|---|
| s. P. H. Wise | |

**Moran, W., & Co.,**
*Postern Gate, Hull.*

| | |
|---|---|
| Andes | 831 |

**Morasso, T. Porta (Vedova),**
*Genoa, Italy.*

| | |
|---|---|
| Alpino | 573 |

**Morazzani, E.,**
*Genoa, Italy.*

| | |
|---|---|
| Nostra Signora Della Vigne | 124 |

**Morazzini, Elisa Garibaldi, Vva.,**
*Genoa, Italy.*

| | Net Tons |
|---|---|
| Emma M. | 218 |
| Ernesto M. | 107 |

**Mörch, Emil,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Coulant | 168 |

**Mörch, L. A.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Magna | 499 |
| Sheffield | 582 |

**Mörch, Poul,**
*St. Petersburg, Russia.*

| | |
|---|---|
| s. Alpha | 66 |
| s. Russ | 646 |

**Mörck, C.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Lanercost | 527 |

**Mörck, M.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Haabet | 290 |

**Mörcks, Efterfolger,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Dünaborg | 180 |

**Morden, George H.,**
*Oakville, Ontario.*

| | |
|---|---|
| H. M. Stanley | 305 |
| New Dominion | 196 |
| s. United Lumberman | 259 |

**Mordey, Jones & Co.,**
*Newport, Mon.*

| | |
|---|---|
| s. Auckland Castle | 714 |
| Maid of Honour | 165 |
| s. Mardy | 432 |

**Möre Skjærgaards Dampskibs Selskab**
(A. Arnesen),
*Christiansund, Norway.*

| | |
|---|---|
| s. Nicolai H. Knudtzon | 103 |

**Morecambe Steamboat Co., Ld.,**
6, *Nelson Street, Morecambe.*

| | |
|---|---|
| s. Britannia | 53 |
| s. Express | 141 |
| s. Roses | 43 |

**Morée, Vve., & Cie.,**
*Dunkirk, France.*

| | |
|---|---|
| Ravissante | 121 |

**Morehouse, Jones,**
*Brighton, Digby Co., N.S.*

| | |
|---|---|
| Princess | 137 |

**Moreira, J. P. S.,**
*Bahia, Brazil.*

| | |
|---|---|
| Sergipe | 114 |
| Zizi | 130 |

**Moreira, M.,**
*S. João de Barra, Brazil.*

| | |
|---|---|
| Alfredo | 295 |



s. désigne les Vapeurs.

**Moreira, Silva, & Co.,**
*Bahia, Brazil.*

| | Net Tons |
|---|---|
| Glenwood | 1569 |
| Goldhart | 155 |

**Morel, A. (Mme.),**
12, *Rue le Peletier, Paris.*

| | |
|---|---|
| Tamaya | 504 |

**Morel Bros. & Co.,**
2, *Stuart Street, The Docks, Cardiff.*

| | |
|---|---|
| s. Aberdare | 850 |
| s. Beignon | 858 |
| s. Blaenavon | 1266 |
| s. Castanos | 1920 |
| s. Charles W. Anderson | 938 |
| s. Collivaud | 924 |
| s. Cyfarthfa | 868 |
| s. Dowlais | 747 |
| s. Forest | 1063 |
| s. Gardépée | 1093 |
| s. Goldcliffe | 797 |
| s. Gwentland | 999 |
| s. Hart | 880 |
| s. Jersey | 1023 |
| s. Labarrouere | 762 |
| s. Lesreaulx | 863 |
| s. Longueil | 1116 |
| s. Merthyr | 880 |
| s. Pontypridd | 1092 |
| s. Portugalete | 976 |
| s. Rhymney | 930 |
| s. Tredegar | 863 |
| s. Treherbert | 1067 |
| s. Westergate | 1179 |

(Ebbwvale S.S. Co., Ld.)

| | |
|---|---|
| s. Ninian Stewart | 1305 |

**Morel, Ld.,**
2. *Stuart Street, The Docks, Cardiff.*

| | |
|---|---|
| s. Lavernock | 1482 |
| s. Leda | 767 |
| s. Lyndhurst | 1309 |
| s. Wenvoe | 1918 |

**Morel, Philip,**
*Lavernock House, Lavernock, near Cardiff.*

| | |
|---|---|
| s. Sully | 1230 |

**Moreno & Co.,**
*Valpardiso, Chili.*

| | |
|---|---|
| Activo | 654 |
| Colon | 705 |
| Olive Mount | 604 |

**Morey, Antonio,**
*Palma, Majorca.*

| | |
|---|---|
| Frasquita | 232 |

**Morgan, D.,**
*Astoria, Oregon, U.S.*

| | |
|---|---|
| s. Chilkat | 106 |

**Morgan, David,**
19, *Stanley Crescent, Holyhead.*

| | |
|---|---|
| Jane Douglas | 96 |

**Morgan, David,**
*New Quay, Cardiganshire.*

| | |
|---|---|
| Theodore Engels | 485 |

**Morgan, E., & Co.,**
39, *Lime Street, London, E.C.*

| | |
|---|---|
| s. Inchborva | 1487 |
| s. Orianda | 945 |

**Morgan, E. W., & Co.,**
3, *Fenchurch Buildings, London, E.C.*
(Grafton Steamship Co., Ld.)

| | |
|---|---|
| s. Gatton | 1635 |

(Gratitude Steam Ship Co., Ld.)

| | |
|---|---|
| s. Grangewood | 1631 |

**Morgan, H. O.,**
*The Cwm, Monmouth.*

| | Net Tons |
|---|---|
| Allegiance | 1180 |
| Corby | 1399 |
| David Morgan | 1515 |

**Morgan, J., & Co.,**
*Fresh Wharf, London, S.E.*

| | |
|---|---|
| s. Aid | 16 |

**Morgan, Patrick,**
*Drogheda, Ireland.*

| | |
|---|---|
| Jessy | 215 |

**Morgan's Louisiana & Texan Railroad & Steam Ship Co.,**
23, *Broad Street, New York, U.S.*
*See* SOUTHERN PACIFIC CO.

**Morgan, Thomas, & Co.,**
*Brynllwyd, Amlwch, Anglesey.*

| | |
|---|---|
| Camborne | 99 |
| Elizabeth Charlotte | 116 |
| Enterprize | 93 |
| Fanny | 79 |
| Grace Phillips | 86 |
| Jane Gray | 98 |

**Morgans, Morgan,**
1, *Glanmor Terrace, Llanelly.*

| | |
|---|---|
| Naomi | 152 |

**Mori, Nicola, fu G.,**
*Marola, Italy.*

| | |
|---|---|
| Francesco Primo | 131 |

**Morice, Felice Pietro, fu Giuseppe,**
*Bogliasco, Genoa, Italy.*

| | |
|---|---|
| Oreb | 773 |

**Morin, F.,**
*Champlain, Canada.*

| | |
|---|---|
| John Day | 136 |

**Moritz, C. G.,**
*Umeå, Sweden.*
(Umeå Nya Ångfartygs Aktiebolaget.)

| | |
|---|---|
| s. Thule | 398 |
| s. Uman | 503 |
| s. Vesterbotten | 347 |

**Moritz, E., & Co.,**
*Mellesil, Dondangen, Russia.*

| | |
|---|---|
| Livadia | 282 |

**Moritz, Gebrüder,**
*Dondangen, Russia.*

| | |
|---|---|
| Ernesta Alfred | 317 |

**Moritz, Gebrüder, & Ottemann,**
*Dondangen, Russia.*

| | |
|---|---|
| Wilhelm | 221 |

**Moritz, W.,**
*Riga, Russia.*

| | |
|---|---|
| Aldebaran | 211 |

**Mörland, C.,**
*Kragerö, Norway.*

| | |
|---|---|
| Frey | 296 |
| Jean Maurice | 219 |

**Mörland, T. A.,**
*Strengered, Arendal, Norway.*

| | Net Tons |
|---|---|
| Brödrene | 290 |
| Gartha | 541 |
| Glimt | 589 |

**Morland, W. S.,**
*Hempstead, Gloucester.*

| | |
|---|---|
| Edith | 99 |
| Olive Branch | 97 |
| Saltram | 129 |

**Morley, C. T.,**
*Marine City, Michigan, U.S.*

| | |
|---|---|
| s. John J. Hill | 787 |

**Morley, Cornelius,**
*Portlaw, Waterford.*

| | |
|---|---|
| s. Ardnamult | 669 |

**Mormino, D.,**
*Palermo, Italy.*

| | |
|---|---|
| Emma Felice | 121 |

**Morn, K. V.,**
*Saltvik, Finland.*

| | |
|---|---|
| Nordenskjöld | 138 |

**Morocco, H.I.M. the Emperor of,**
*Morocco.*

| | |
|---|---|
| s. Alhassannee | 1001 |

**Morphy, W.,**
8, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| Roseau | 361 |

**Morrill, Henry,**
*Kingston-upon-Hull.*

| | |
|---|---|
| Pattie | 163 |

**Morrill, P. C.,**
*Rockfort, Maine, U.S.*

| | |
|---|---|
| Silas McLoon | 116 |

**Morris, A. G.,**
*Hong Kong.*

| | |
|---|---|
| s. Avochie | 1056 |

**Morris & Co.,**
*Shanghai, China.*

| | |
|---|---|
| Omega | 480 |
| Satsuma | 364 |

(Shanghai Tugboat Co., Ld.)

| | |
|---|---|
| s. Fuh Le | 22 |
| s. Kai-tung | 5 |
| s. Samson | 59 |

**Morris, Charles,**
*Gascoyne House, Plymouth.*

| | |
|---|---|
| Adelaide | 165 |

**Morris, Clement,**
41, *Main Street, Wexford.*

| | |
|---|---|
| Erin | 78 |

**Morris, David,**
*Ceylon Villa, Portmadoc.*

| | |
|---|---|
| Excelsior | 151 |

**Morris, David, & Co.,**
*Britannia Terrace, Portmadoc, Wales.*

| | Net Tons |
|---|---|
| Cadwalader Jones | 86 |
| Linus | 170 |
| Robert Morris | 123 |

**Morris, E.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Genesta | 100 |
| Miranda | 103 |

**Morris, E. J.,**
*Mobile, Alabama, U.S.*

| | |
|---|---|
| Alice | 270 |

**Morris, George A.,**
*Advocate, N.S.*

| | |
|---|---|
| Gladstone | 149 |

**Morris, I.**

| | |
|---|---|
| Ellen Lloyd | 176 |

**Morris, J. & D.,**
*Pelaw Main, near Newcastle-on-Tyne.*

| | |
|---|---|
| s. Jubilant | 61 |
| s. Vigilant | 62 |

**Morris & Jeffs,**
*Grimsby.*

| | |
|---|---|
| s. Dart | 61 |
| s. Dee | 61 |
| s. Derwent | 61 |
| s. Don | 60 |

**Morris, John F.,**
*Basse Terre, St. Kitts.*

| | |
|---|---|
| Italia | 116 |

**Morris, Michael,**
*Fiddown, co. Kilkenny.*

| | |
|---|---|
| s. Reveil | 247 |

**Morris, O., & Co.,**
*Bank Place, Portmadoc.*

| | |
|---|---|
| Albert Baltzer | 140 |
| Three Janes | 88 |

**Morris, Owen,**
36, *Madoc Street, Portmadoc.*

| | |
|---|---|
| Owen Morris | 139 |

**Morris, Samuel,**
*Newrath House, Waterford.*

| | |
|---|---|
| s. Kirkless | 246 |

**Morris, W., & Co.,**
35, *North Parade, Aberystwith.*

| | |
|---|---|
| Caradog | 1351 |
| Coromandel | 849 |
| Ivanhoe | 354 |

**Morris, W. O.,**
31, *East Avenue, Portmadoc, Carnarvon.*

| | |
|---|---|
| U. Larsing | |

**Morris, William,**
*The Hotel, Skerries, co. Dublin.*

| | |
|---|---|
| North Ash | 98 |

**Morris, William,**
*Barmouth, Merioneth.*

| | |
|---|---|
| Eagle-eyed | 78 |

**Morrison, C. F., & Sons,**
*Burghead, co. Elgin.*

| | Net Tons |
|---|---|
| Constance | 93 |
| Flora Emily | 100 |

**Morrison, John, & Son,**
*Bull Ring Wharf, North Shields.*

| | |
|---|---|
| s. Ben Clune | 1334 |
| s. Ben Corlic | 1341 |
| s. Ben Ledi | 1220 |
| s. Ben Lomond | 702 |
| s. Ben More | 827 |
| s. Ben Nevis | 618 |
| s. Ben Venue | 945 |
| s. Ben Voirlich | 935 |
| s. John Morrison | 1235 |
| s. Sportsman | 1211 |
| s. Tweed | 782 |

**Morrison, Samuel,**
*East Prahran, Victoria.*

| | |
|---|---|
| Grasmere | 42 |

**Morrison, Thomas, & Co.,**
44, *Almirante Hernandez, Pinzon (Antes Marina), Spain.*

| | |
|---|---|
| s. Luis Pinzon | 11 |

**Morrison, Thomas E.,**
12, *Coenties Slip, New York, U.S.*

| | |
|---|---|
| Lydia | 42 |

**Morrison W.,**
*Melbourne, Victoria.*

| | |
|---|---|
| Douglas | |

**Morrison, William,**
3, *Madras Street, Inverness.*

| | |
|---|---|
| Hugh Miller | 97 |
| May Flower | 12 |

**Morrow, Charles,**
*Killyleagh, co. Down.*

| | |
|---|---|
| Huntress | 107 |

**Morrow, David,**
*Railway Terrace, Connah's Quay, Flint.*

| | |
|---|---|
| Katherine Ellen | 99 |

**Morrow, Mary Ann (Mrs.),**
*Killyleagh, co. Down, Ireland.*

| | |
|---|---|
| Clara | 107 |

**Morse (Capt.),**
*Brava, Cape Verde Islands.*

| | |
|---|---|
| Maria Lila | 481 |

**Morse, B. C.,**
31, *Commercial Street, Boston, U.S.*

| | |
|---|---|
| Carrie Easler | 154 |

**Morse Bros.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Horace G. Morse | 415 |
| Joseph W. Hawthorn | 556 |

**Morse, B. W. & H. F.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Anna E. J. Morse | 696 |
| Augustus Hunt | 1141 |
| B. W. Morse | 531 |
| Charles A. Campbell | 1534 |
| Charles E. Balch | 802 |
| E. H. Cornell | 338 |
| s. H. F. Morse | 244 |
| Jennie R. Morse | 388 |
| John F. Randall | 1586 |
| Mary E. Morse | 612 |
| Monhegan | 979 |
| Nellie J. Crocker | 349 |
| Nellie T. Morse | 438 |

**Morse & Co.,**
*Bangor, Maine, U.S.*

| | Net Tons |
|---|---|
| Susie P. Oliver | 259 |

**Morse Co., The Frank E.,**
*7, Coenties Slip, New York, U.S.*

| | |
|---|---|
| B. Havens Jones | 205 |

**Morse, J. G.,**
*Winnegance, Phipsburg, Me., U.S.*

| | |
|---|---|
| J. G. Morse, jun. | 126 |
| Winnegance | 251 |

**Morse, Stephen,**
*Watchet, Somerset.*

| | |
|---|---|
| Welsh Girl | 116 |

**Morse Transportation Co.**
(Managers—Morse & Co.),
80, *Broad Street, New York; and* 262, *State Street, Boston, Mass., U.S.*

| | |
|---|---|
| s. C. W. Morse | 255 |

**Mortenegro, B.,**
*Oporto, Portugal.*

| | |
|---|---|
| Joven Laura | 100 |

**Mortensen, I. T.,**
*Arendal, Norway.*

| | |
|---|---|
| Norden | 262 |

**Mortensen, J.,**
*Fredericia, Denmark.*

| | |
|---|---|
| Johanne | 117 |

**Mortensen, P. O.,**
*Karrebæksminde, Denmark.*

| | |
|---|---|
| Lauritz | 147 |

**Mortensen, T.,**
*Christiania, Norway.*
(Bygdo Dampskibsselskab.)

| | |
|---|---|
| s. Louise | 96 |

**Mortensens, Th., Enke.,**
*Kudkjöbing, Denmark.*

| | |
|---|---|
| Eva | 221 |

**Mortensens, J., Efterfolgere,**
*Trangisvaag, Faroe Islands, Denmark.*

| | |
|---|---|
| s. Föringur | 134 |

**Mortensens, P., Efterfolgere,**
*Tveraa, Faro Islands.*

| | |
|---|---|
| Sudringur | 122 |

**Mortola, Biagio,**
*Via Garibaldi, No.* 70, *Camogli, Italy.*

| | |
|---|---|
| Agostino M. | 938 |
| Angelo | 689 |
| Emilio M. | 638 |

**Mortola, Emanule, di N.,**
*Camogli, Italy.*

| | |
|---|---|
| Teresina | 356 |

**Mortola, Francesco & Fortunato, Flli.,**
*Camogli, Italy.*

| | |
|---|---|
| Lacaruna | 786 |
| Stella B. | 861 |

**Mortola, G., & B. Queirolo,**
*Camogli, Italy.*

| | Net Tons |
|---|---|
| Raffaele D. | 630 |

**Mortola, G., & V. Galliano,**
*Via Vittorio Emanuele, Camogli, Italy.*

| | |
|---|---|
| Teresa G. | 630 |

**Mortola, G. B., & F. Schiappacasse,**
*Genoa, Italy.*

| | |
|---|---|
| Cognati | 822 |

**Mortola, Gerolamo, fu G.,**
*Via Garibaldi, Camogli, Italy.*

| | |
|---|---|
| Leon Pancaldo | 729 |

**Mortola, Giovanni Batta, fu Giacomo,**
*Via Boschetto, Camogli, Italy.*

| | |
|---|---|
| Mortola | 157 |
| Pellegra Madre | 755 |

**Mortola, P. & G., Flli.,**
*Camogli, Italy.*

| | |
|---|---|
| Giuseppe D. | 216 |

**Mortola, Prospero, fu Giacomo,**
*Via alle Scalette, Camogli, Italy.*

| | |
|---|---|
| Cavilea | 715 |

**Morton, A. B., & Sons,**
*Baltimore, U.S.*

| | |
|---|---|
| Hattie G. Dixon | 503 |

**Morton, H. T., & Co.,**
*Lambton Offices, Sunderland.*

| | |
|---|---|
| s. Biddick | 561 |
| s. Cleadon | 489 |
| s. Consett | 522 |
| s. Douglas | 481 |
| s. Finchale | 549 |
| s. Frankland | 541 |
| s. Harraton | 461 |
| s. Heathpool | 620 |
| s. Hedworth | 702 |
| s. Lady Ann | 698 |
| s. Langley | 457 |
| s. Lumley | 472 |
| s. Ottercaps | 625 |
| s. Sherburn | 438 |

**Morton, John Thomas,**
107, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Theodora | 242 |

**Morton, Lloyd D.,**
*Trout Cove, co. Digby, N.S.*

| | |
|---|---|
| Oh Kim Soon | 336 |

**Moscachi, M.,**
*Santorin, Greece.*

| | |
|---|---|
| Panagia Genetilon | 193 |

**Moscholios, E.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Elpis | 295 |

**Moschos, C.,**
*Zante, Greece.*

| | |
|---|---|
| Aspasia | 184 |

**Moseley, John G.,**
232, *State Street, and* 85, *Commerce Street, Boston, Mass., U.S.*

| | Net Tons |
|---|---|
| A. B. Perry | 210 |
| Eva L. Leonard | 109 |
| Helen G. Moseley | 538 |
| J. P. Wyman | 157 |
| M. C. Moseley | 189 |
| W. H. Card | 119 |

**Moses, Frederick,**
*Coxside, Plymouth.*

| | |
|---|---|
| Margaret Sutton | 177 |
| Welcome Home | 100 |

**Moses & Sön, G. Melchior,**
*Höjbroplads,* 21, *Copenhagen, Denmark.*

| | |
|---|---|
| Clara | 233 |
| Freya | 211 |
| Thea | 232 |

**Mosher, Seward,**
*Kempt, Hants Co., N.S.*

| | |
|---|---|
| Iona | 196 |

**Mosher, W. H.,**
*Avondale, Hants Co., N.S.*

| | |
|---|---|
| Alice M. Claridge | 1129 |
| Angola | 1551 |
| Antwerp | 1031 |
| J. E. Graham | 1336 |

**Moskakis, E.,**
*Santorin, Greece.*

| | |
|---|---|
| Dimitrios | 175 |

**Moss, H. E., & Co.,**
83, *Gracechurch Street, London, E.C., and* 2, *Rumford Place, Liverpool.*

| | |
|---|---|
| s. Lucerna | 2072 |
| s. Lucigen | 2183 |
| s. Lumen | 1554 |

**Moss Steam Ship Co., Ld.**
(Managers—J. Moss & Co.),
31, *James Street, Liverpool.*

| | |
|---|---|
| s. Anubis | 1523 |
| s. Canopus | 1794 |
| s. Gascony | 713 |
| s. Guienne | 713 |
| s. Mareotis | 1343 |
| s. Nepthis | 1298 |
| s. Olinda | 419 |
| s. Osiris | 1173 |
| s. Osmanli | 1451 |
| s. Pera | 1182 |
| s. Pharos | 1449 |
| s. Rameses | 1595 |
| s. Sphynx | 1011 |
| s. Tabor | 1523 |
| s. Thebes | 1398 |

**Moss, T. C.,**
45, *Orwell Street, Grimsby.*

| | |
|---|---|
| Robert the Devil | 86 |

**Moss, T. C. & F.,**
*Grimsby.*

| | |
|---|---|
| s. Ceylon | 70 |
| s. Clyde | 69 |
| s. Diamond | |
| s. Emerald | |

**Motala Rederi Aktiebolag.**
*Motala, Sweden.*
*See* G. F. PETTERSON.

**Motala Transport Aktiebolaget,**
*Motala, Sweden.*
*See* H. G. ENBERG.

**Mott, S. H.,**
*Los Angeles, California, U.S.*

| | Net Tons |
|---|---|
| Serena Thayer | 196 |
| Tanner | 277 |

**Motta, A. F. G.,**
*Rio Grande, Brazil.*

| | |
|---|---|
| Arthur | 159 |

**Moula Sab,**
*Rangoon.*

| | |
|---|---|
| Curreem Bux | 345 |

**Mouna Captan, Ooniahlee,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Dervisch-i-Bahri | 161 |

**Moung Kyoung,**
*Moulmein, British Burmah.*

| | |
|---|---|
| Princess of Wales | 187 |

**Mount-Edgcumbe,**
Dowager Countess of,
*Mount Edgcumbe, Devon.*

| | |
|---|---|
| s. Earl of Malmesbury | 59 |

**Mount Kembla Coal & Oil Co., Ld.,**
14, *Moorgate Street, London, E.C.*

| | |
|---|---|
| s. Havilah | 166 |
| s. Mount Kembla | 449 |

**Mount Pleasant Coal & Iron Mining Co., Ld.,**
*Sydney, N.S.W.*

| | |
|---|---|
| s. Palmerston | 239 |

**Mount Royal Milling & Manufacturing Co., Ld.,**
*Montreal, Canada.*

| | |
|---|---|
| Thermopylæ | 948 |

**Mount Vernon & Marshall Hall, S. B. & Co.,**
*Washington, U.S.*

| | |
|---|---|
| s. Charles Macalester | 463 |

**Mourant, T.,**
*Verclut Cottage, Grouville, Jersey.*

| | |
|---|---|
| Gladys | 62 |

**Moussa Captan, Ooniahlee,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Murad-i-Bahri | 155 |

**Moussir Captan, Rizehlee,**
*Rizeh, Turkey.*

| | |
|---|---|
| Pimahin | 260 |

**Moussa Kalber, Lunuslee,**
*Lunus, Turkey.*

| | |
|---|---|
| Affehti Devran | 187 |

**Moussouris, A. B.,**
*Cephalonia, Greece.*

| | |
|---|---|
| Evangélistria | 295 |

**Movig, H. D.,**
*Moss, Norway.*

| | |
|---|---|
| Klara | 868 |

**Mowatt, J., W.,**
*Philadelphia, U.S.*

| | Net Tons |
|---|---|
| Sadie A. Thompson | 603 |

**Mowinckel, J. L., & Sön,**
*Bergen, Norway.*

| | |
|---|---|
| s. Adria | 519 |
| s. Alliance | 431 |
| s. Bratten | 432 |
| s. Espana | 323 |
| s. Iberia | 381 |
| s. Mimer | 161 |

**Mowlam, Lydia E. (Mrs.),**
*Falcon Terrace, Poole, Dorset.*

| | |
|---|---|
| Maggie A. | 189 |

**Moy Navigation Commissioners,**
*Ballina, Ireland.*

| | |
|---|---|
| s. Maid of the Moy | 48 |

**Mudd, George H.,**
*Fish Dock, Grimsby.*

| | |
|---|---|
| Hydrology | 83 |

**Mudd, Harrison,**
*Bargate, Grimsby, Lincolnshire.*

| | |
|---|---|
| Buttercup | 84 |
| Little Jessie | 71 |

**Mudie, R. A., & Sons,**
*Maritime Buildings, East Dock Street, Dundee.*

| | |
|---|---|
| s. Aurora | 748 |
| s. Curfew | 1261 |
| s. Matin | 2433 |
| s. Vesper | 459 |

**Muir, Bryce,**
*St. Catharine's, Ontario.*

| | |
|---|---|
| s. Enterprise | 400 |

**Muir, Samuel, senr.,**
*Shelburne, N.S.*

| | |
|---|---|
| Edith Sheraton | 314 |

**Muir, William,**
*Halifax, N.S.*

| | |
|---|---|
| Ida Maud | 173 |
| Tyrone | 107 |

**Muir, William,**
*Port Dalhousie, Ontario.*

| | |
|---|---|
| A. Muir | 330 |
| Albatross | 317 |
| Antelope | 334 |

**Muirhead, James,**
79, *Queen Street, Edinburgh.*

| | |
|---|---|
| s. Le Glorieux | 32 |
| s. Malta II. | 34 |
| s. St. Bernard | 24 |

**Mulder, H. G.,**
*Veendam, Holland.*

| | |
|---|---|
| Geziena | 128 |

**Mulder, J. G.,**
*Groningen, Holland.*

| | |
|---|---|
| Agatha | 123 |

**Mulford, D. P.,**
*Bridgeton, New Jersey, U.S.*

| | |
|---|---|
| Edna A. Pogue | 154 |



s. désigne les Vapeurs.

**Mullen, D. A.,**
*Philadelphia, U.S.*

| | Net Tons |
|---|---|
| James Baird | 372 |

**Mullen, P.,**
*New York, U.S.*

| | |
|---|---|
| Cynthia Jane | 109 |

**Müller, G.,**
*Riga, Russia.*

| | |
|---|---|
| August | 381 |

**Muller, Wm. H., & Co.,**
*Willemsplein 5, Rotterdam, Holland.*

| | |
|---|---|
| s. Caledonia | 231 |
| s. Hispania | 962 |
| s. Hollandia | 1033 |
| s. Iberia | 963 |
| s. Mesacria | 290 |
| s. Rhenania | 873 |
| s. Teutonia | 2087 |

**Mulo, G. B., & B. Carbone,**
*Callao, Peru.*

| | |
|---|---|
| San Remo | 240 |

**Mulvad, Morten,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Ceres | 171 |
| Dea | 547 |
| Dilbhur | 1262 |
| Fix | 229 |
| Mandarin | 237 |
| Onsö | 443 |
| Oscarsborg | 216 |
| Ringdove | 157 |
| Schadberg | 286 |
| Try | 558 |

**Munby, J.,**
15, *Nile Street, Hull.*

| | |
|---|---|
| C. Rice | 88 |
| Primrose | 90 |
| Sea Gull | 87 |

**Munch, Jörg,**
*Grimstad, Norway.*

| | |
|---|---|
| Ephialtes | 668 |
| Kathinka | 1434 |

**Munden, A.,**
*Brigus, N.F.L.*

| | |
|---|---|
| Alert | 147 |
| Atlanta | 143 |

**Münder,**
*Riga, Russia.*

| | |
|---|---|
| Mathilde | 123 |

**Münder, G.,**
*Kesterzeem, Kurland, Russia.*

| | |
|---|---|
| Alida | 102 |

**Mundheree, A. bin Suleiman,**
*Muscat.*

| | |
|---|---|
| Fathal Rahman | 999 |

**Mundy, Charles,**
*Granville Ferry, Annapolis Co., N.S.*

| | |
|---|---|
| Alianza | 359 |

**Mundy, Readhead & Wood,**
31, *Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| Trust | 63 |

**Munn, John, & Co.,**
*Harbour Grace, N.F.L.*

| | Net Tons |
|---|---|
| Clutha | 244 |
| Flora | 289 |
| s. Greenland | 259 |
| Islay | 134 |
| Kestrel | 143 |
| s. Mastiff | 245 |
| Matilda | 111 |
| Rose of Torridge | 94 |
| Trusty | 155 |
| s. Vanguard | 323 |
| William | 198 |

**Munn, R., & Co.,**
*Harbour Grace, N.F.L.*

| | |
|---|---|
| Telephone | 100 |

**Munn, Robert S.,**
*Harbour Grace, N.F.L.,*

| | |
|---|---|
| Confederate | 171 |
| s. Iceland | 287 |

**Munn, William, P.,**
*Harbour Grace, N.F.L.*

| | |
|---|---|
| s. Lady Glover | 94 |

**Munning, F.,**
*Groningen, Holland.*

| | |
|---|---|
| Elina | 166 |

**Munnings, John,**
*Mersey House, Queen's Road, Lowestoft.*

| | |
|---|---|
| Kathleen | 222 |

**Munro, G. L., & Co.,**
*c/o Foley & Co., 116, Fenchurch Street, London.*

| | |
|---|---|
| Fontenaye | 635 |

**Munro, Henry,**
*Ropewalk Cottage, Banff.*

| | |
|---|---|
| Fleetwing | 110 |
| Victoria | 99 |

**Munro, John E.,**
207, *Anerley Road, London, S.E.*

| | |
|---|---|
| Endymion | 759 |

**Munson, G.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Henry Sutton | 572 |

**Munson, W. D.,**
80, *Wall Street, New York, U.S.*

| | |
|---|---|
| s. Carbonero | 181 |
| Carrie E. Long | 521 |
| Havana | 617 |
| Matanzas | 977 |

**Münsterberg, Otto,**
*Hundegasse 33, Danzig, Germany.*

| | |
|---|---|
| Otto Linck | 668 |
| Vera | 364 |

**Munsters Efterfolger, H. E.,**
*Skien, Norway.*

| | |
|---|---|
| A. O. Vinje | 314 |

**Munzone, G. & S.,**
*Catania, Sicily.*

| | |
|---|---|
| Fratelli Munzone | 180 |

**Munzone, Giuseppe,**
*Catania, Sicily.*

| | |
|---|---|
| Due Virginie | 299 |
| Sarina | 245 |

**Munzone, Sebastiano,**
*Catania, Sicily.*

| | Net Tons |
|---|---|
| Carmelo | 197 |
| Nuovo Sebastiano | 199 |

**Muoio, E.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Angelo | 266 |

**Murchie, J. G., & Sons,**
*Calais, Maine, U.S.*

| | |
|---|---|
| Abner Taylor | 132 |
| Clara Jane | 119 |
| E. Waterman | 102 |
| Elizabeth M. Cook | 268 |
| G. M. Porter | 137 |
| Mary E. Amsden | 327 |
| Senator Grimes | 118 |
| Seth W. Smith | 188 |

**Murdoch, John,**
*High Street, Dalbeattie, co. Kirkcudbright.*

| | |
|---|---|
| Mayfield | 186 |

**Murias & Co.,**
*Havana, Cuba.*

| | |
|---|---|
| s. Pedro Murias | 240 |

**Murison, David,**
*Montrose.*

| | |
|---|---|
| s. Mabel | 51 |

**Murk, Lels & Zoon,**
*Alblasserdam, Holland.*

| | |
|---|---|
| s. Rotterdam | 54 |
| s. Wodan | 176 |

**Murman Navigation Co.,**
*Archangel, Russia.*

| | |
|---|---|
| s. Tischoff | 298 |
| s. Veliki Knias Vladimir | 220 |

**Murphy Bros.,**
*Waterford.*

| | |
|---|---|
| s. Christina | 181 |

**Murphy, I. L.,**
*Pembroke, Ontario, Canada.*

| | |
|---|---|
| s. I. L. Murphy | 109 |

**Murphy, John,**
*Yarmouth, N.S.*

| | |
|---|---|
| Charles | 1500 |

**Murphy, M., jun.,**
94, *North Wall, Dublin.*

| | |
|---|---|
| s. Arthur | 259 |
| s. Beatrice | 304 |
| s. Captain Cook | 153 |
| s. Captain McClure | 304 |

**Murphy, William,**
*Carrig-on-Barrow, co. Wexford.*

| | |
|---|---|
| Naiad | 81 |

**Murphy, William,**
9, *Lower Sackville Street, Dublin.*

| | |
|---|---|
| Saint Joseph | 1138 |

**Murray, David,**
*Cellardyke, Fifeshire.*

| | |
|---|---|
| s. Faith | 46 |

**Murray, Dennis,**
*Courtmacsherry, co. Cork.*

| | Net Tons |
|---|---|
| Harry Herbert | 112 |

**Murray, E.,**
*Arklow, co. Wicklow.*

| | |
|---|---|
| Endeavour | 271 |

**Murray, Edward,**
*Francis Street, Kilrush.*

| | |
|---|---|
| Ellen | 133 |

**Murray, J.,**
*Cold Spring, New York, U.S.*

| | |
|---|---|
| John Warren | 128 |

**Murray, J.,**
*Corsehill, Annan, Dumfries.*

| | |
|---|---|
| Margaret Murray | 162 |

**Murray, J. A. S.,**
*Chatsworth, Clarence River, N.S.W.*

| | |
|---|---|
| Yolande | 395 |

**Murray, John,**
*South Shields.*

| | |
|---|---|
| s. Volunteer | 18 |

**Murray, John,**
*Arklow, co. Wicklow.*

| | |
|---|---|
| Java | 135 |
| Leon Jeanne | 129 |

**Murray, John Bruce, & Co.,**
24, *George Square, Glasgow.*

| | |
|---|---|
| s. Acanthus | 1877 |
| s. Agapanthus | 2866 |
| s. Amaranth | 1753 |
| s. Asphodel | 1730 |

**Murray, L.,**
*Kingston, Canada West.*

| | |
|---|---|
| Feu Follet | 117 |

**Murray, Thomas,**
12, *Scott's Square, Queenstown.*

| | |
|---|---|
| St. Nicolai | 138 |

**Murray, Thomas,**
*Arklow, co. Wicklow.*

| | |
|---|---|
| Salterbeck | 174 |

**Murrell, J. H., & Co.,**
71, *Church Street, West Hartlepool.*

| | |
|---|---|
| s. Deer Hill | 1036 |
| s. Hay Green | 1133 |
| s. J. M. Lockwood | 1146 |
| s. Storra Lee | 1119 |
| s. Wivenhoe | 1225 |

**Murrell & Yeoman,**
*West Hartlepool.*

| | |
|---|---|
| s. Chatburn | 1225 |
| s. Everest | 1035 |
| s. Thornycroft | 1052 |
| s. Thurston | 1247 |

**Murzi, A.,**
*Genoa, Italy.*

| | |
|---|---|
| Giulio M. | 559 |

**Muskoka & Georgian Bay Navigation Co., Ld.,**
*Gravenhurst, Ontario.*

| | |
|---|---|
| s. Medora | 203 |

**Muskoka Mill & Lumber Co.,**
*Toronto, Ontario.*

| | Net Tons |
|---|---|
| Wales | 152 |

**Muskoka & Nipissing Navigation Co.,**
*Gravenhurst, Canada.*
(Manager—A. P. Cockburn.)

| | |
|---|---|
| s. Nipissing | 207 |
| s. Wenonah | 90 |

**Mussalo, G.,**
*Kotka, Finland.*

| | |
|---|---|
| Sanna | 115 |

**Musso, Jean A.,**
*Bastia, Corsica.*

| | |
|---|---|
| Aliki | 189 |

**Musso, L.,**
*Torre del Greco, Italy.*

| | |
|---|---|
| s. Aurora M. | 452 |
| Errico M. | 239 |
| Excelsior | 452 |
| Gioja | 314 |
| Giovannino | 159 |
| Giuseppina | 206 |
| Gloria, M. | 354 |
| Luigi | 141 |

**Musso, L., & F. Starace,**
*Naples, Italy.*

| | |
|---|---|
| Francoforte | 301 |
| La Nuova Provvidenza | 253 |

**Mussuri, A.,**
*Taganrog, Russia.*

| | |
|---|---|
| Eugenia | 124 |

**Mussuri, Maria,**
*Odessa, Russia.*

| | |
|---|---|
| Annetta | 102 |

**Mustafa, Haggi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Allah Kerim | 175 |

**Mustafa Hussein, Hadji,**
*Constantinople, Turkey.*

| | |
|---|---|
| Possidon | 257 |

**Mustapha, Akjee Shehirlee Yahran oglou, & Co.,**
*Akjee Shehir, Turkey.*

| | |
|---|---|
| Akjee Shehir | 142 |

**Mustapha, Altin Verrakji & Co.,**
*Jeddah, Asiatic Turkey.*

| | |
|---|---|
| Hiftzi Rahmin | 105 |

**Mustapha, Bartenlee Emin oglou,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Tahir-i-Bahri | 112 |

**Mustapha, Bartenlee Veliyan oglou, & Co.,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Barten | 106 |

**Mustapha, Galatadah Kumwidji Hajee,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Barten | 125 |

**Mustapha, Heracleelee Chibookji oglou Hajee, & Co.,**
*Heraclea, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Jaylan-i-Bahri | 125 |

**Mustapha, Heracleelee Hajee, & Co.,**
*Heraclea, Asiatic Turkey.*

| | |
|---|---|
| Heraclee | 225 |

**Mustapha, Heracleelee, & Co.,**
*Heraclea, Asiatic Turkey.*

| | |
|---|---|
| Heraclee | 287 |

**Mustapha, Heracleelee Soubashi zadeh Hajee, & Bros.,**
*Heraclea, Asiatic Turkey.*

| | |
|---|---|
| Hidayetti Rahmin | 474 |

**Mustapha, Oonialee Kotch Zadeh, & Co.,**
*Ooniah, Asiatic Turkey.*

| | |
|---|---|
| Ayah Nicola | 250 |
| Hannee Mansoor | 187 |
| Mukedamich Khair | 125 |
| Possidon | 362 |

**Mustapha, Rizehlee Mollah oglou,**
*Rizeh, Asiatic Turkey.*

| | |
|---|---|
| Shahin-i-Derya | 147 |

**Mustapha, Tashji bashi, & Co.,**
*Chakkir Hahgüs, Turkey.*

| | |
|---|---|
| Chakkir Hahgüs | 100 |

**Mustapha, Trebizondlee Yekendji Zadeh Hajee,**
*Trebizonde, Asiatic Turkey.*

| | |
|---|---|
| Ferdijihan | 150 |

**Mustapha, Unialee Hadji Hafiz oglou Hafiz, & Co.,**
*Gideross, Turkey.*

| | |
|---|---|
| Gideross | 141 |

**Mustapha, Yelkenji Zadeh Hajee, & Co.,**
*Terebolie, Asiatic Turkey.*

| | |
|---|---|
| Terebolie | 275 |

**Mustapha Ahmed Captan, Bartenlee,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Murad-i-Bahri | 132 |

**Mustapha-Ali, Captan, Hafim-oghlou,**
*Constantinople, Turkey.*

| | |
|---|---|
| Huda Verdi | 241 |

**Mustapha Bey,**
*Constantinople, Turkey.*

| | |
|---|---|
| Diem Selamet | 480 |

**Mustapha Bey, Bartenlee Hajee Mehemed Zadeh,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Barten | 127 |

**Mustapha, Captan,**
*Constantinople, Turkey.*

| | |
|---|---|
| Shahin-i-Bahri | 142 |

**Mustapha Captan, Abanlee,**
*Abana, Turkey.*

| | Net Tons |
|---|---|
| Bahri-Smyr | 198 |

**Mustapha Captan, Agvahlee**
*Agvah, Turkey.*

| | |
|---|---|
| Shahin-i-Bahri | 160 |

**Mustapha Captan, Agvahlee**
*Agvah, Turkey.*

| | |
|---|---|
| Shahin-i-Bahri | 160 |

**Mustapha Captan, Agvahlee**
*Agvah, Asiatic Turkey.*

| | |
|---|---|
| Huda-Verdi | 125 |

**Mustapha Captan, Bartenlee**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Shahin-i-Bahri | 168 |

**Mustapha Captan, Ereklee,**
*Heraclea, Turkey.*

| | |
|---|---|
| Huda-Verdi | 179 |

**Mustapha Captan, Ereklilee Sari-Hussein oghlou,**
*Heraclea, Turkey.*

| | |
|---|---|
| Iksan Huda | 280 |

**Mustapha Captan, Inebolilee Hadji,**
*Ineboli, Turkey.*

| | |
|---|---|
| Selamet-i-Hair | 147 |

**Mustapha Captan, Ooniahlee,**
*Ooniah, Turkey.*

| | |
|---|---|
| Kasri Bahri | 226 |

**Mustapha Captan, Oonialee Kotch-oglou,**
*Ooniah, Turkey.*

| | |
|---|---|
| Anastas | 240 |

**Mustapha Captan, Phillioslee Chaoush-oglou,**
*Phillios, Turkey.*

| | |
|---|---|
| Djellan-i-Bahri | 151 |

**Mustapha Captan, Rizehlee,**
*Rizeh, Turkey.*

| | |
|---|---|
| Panagia | 110 |

**Mustapha Captan, Rizehlee Sax-oglou,**
*Rizeh, Asiatic Turkey.*

| | |
|---|---|
| Afeit-i-Bahri | 164 |

**Mustapha Captan, Telkenji-oglou,**
*Constantinople, Turkey.*

| | |
|---|---|
| Duldul-i-Bahri | 112 |

**Mustapha Captan, Tripolilee,**
*Tripoli, Asiatic Turkey.*

| | |
|---|---|
| Hiftzi Rahmin | 182 |

**Mustapha Effendi, Hajee,**
*Constantinople, Turkey.*

| | |
|---|---|
| Issim Sis | 255 |

**Mustapha Effendi, Hajee Hashim Zadeh,**
*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| Trebizonde | 225 |

**Mustapha Effendi, Toolaji Hajee,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Ikhsanni Huda | 199 |

**Mustapha Effendi, Yelkendji, & Co.,**
*Terebolie, Asiatic Turkey.*

| | |
|---|---|
| Yeshil Kanad | 119 |

**Mustapha Effendi, Yorghanjiler Kiyassi Hajee,**
*Constantinople, Turkey.*

| | |
|---|---|
| Messoud | 187 |

**Mustapha Shakir's Daughters,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Barten | 192 |

**Mustapha Vehbi Effendi & Co.,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Issim Sis | 199 |

**Mustapha Yazidji, Somaklee Zadeh, & Co.,**
*Somak, Turkey.*

| | |
|---|---|
| Tidjaret-i-Bahri | 120 |

**Mustapha Zevjessi Emina Hamam, Akjee-Shehirlee Hadji, & Bros.,**
*Akjee Shehir, Turkey.*

| | |
|---|---|
| Akjee Shehir | 125 |

**Musuri, A. B.,**
*Syra, Greece.*

| | |
|---|---|
| Aglos Stephanos | 204 |

**Muswieck, Ferdinand,**
*Greifswald, Germany.*

| | |
|---|---|
| Providentia | 235 |

**Mutual Transportation Co., The,**
*Cleveland, Ohio.*
*See* L. C. HANNA.

**Mutzneck & Co.,**
*Wandsen, Talsen, Kurland, Russia.*

| | |
|---|---|
| Matheus | 262 |
| Titania | 324 |

**Muzneck, Geb.,**
*Wandsen, Talsen, Kurland, Russia.*

| | |
|---|---|
| Kursemneks | 265 |

**Myat, Ebrahim I.,**
*Moulmein, Burmah.*

| | |
|---|---|
| Zulheig | 117 |

**Mydland, T.,**
*Soggendal, Norway.*

| | |
|---|---|
| Akershus | 392 |

**Myers' Navigation & Transportation Co.,**
*New York, U.S.*

| | Net Tons |
|---|---|
| s. Tolchester | 543 |

**Myhre, Axel J.,**
*Porsgrund, Norway.*

| | |
|---|---|
| Hermon | 1043 |
| Jomfruland | 1024 |
| Telefon | 1135 |

**Myhre, G. T.,**
*Drammen, Norway.*

| | |
|---|---|
| La Gitana | 267 |

**Myhre, Johan G.,**
*Stavanger, Norway.*

| | |
|---|---|
| Ruth | 294 |

**Mylchreest, Joseph,**
*Whitehouse, Michael, I. of Man.*

| | |
|---|---|
| Griqualand West | 116 |

**Myles, James,**
*Toronto, Ontario.*

| | |
|---|---|
| E. Lacourciere | 109 |

**Mylonas, D.,**
*Piræus, Greece.*

| | |
|---|---|
| Pistis | 385 |

**"Myren," Dampsk. Selsk.,**
*Copenhagen, Denmark.*
*See* HOLM & WONSELD.

**Myrin, Otto,**
*Östersund, Sweden.*
(Storsjö Ångbåts Aktiebolag.)

| | |
|---|---|
| s. Karl XV. | 69 |

# N

**Nadeau, Louis A.,**
*Levis, Quebec.*

| | |
|---|---|
| s. Anglesea | 97 |

**Næss, H. C. M.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Alexander | 180 |

**Næss, J. M. J.,**
*Solheim, pr Sandefjord, Norway.*

| | |
|---|---|
| Sigrid | 239 |

**Næss, Ole,**
*Tönsberg, Norway.*

| | |
|---|---|
| Heimdal | 372 |

**Næss, Thore,**
*Tjömö, Tönsberg, Norway.*

| | Net Tons |
|---|---|
| Oluf Nickelsen | 349 |

**Næss, T. Jacobsen,**
*Sandefjord, Norway.*

| | |
|---|---|
| Speed | 243 |

**Næss-Jensen, H.,**
*Horten, Norway.*

| | |
|---|---|
| Bertha | 185 |
| Fredrique | 133 |

**Nagai Kakutars,**
*Osaka, Japan.*

| | |
|---|---|
| Rokuko Maru | 222 |

**Nagambie Steam Navigation & Saw Mill Co., Ld.,**
*Nagambie, Moira, N.S.W.*

| | |
|---|---|
| s. Agnes | 88 |

**Nageou, Alphonse E.,**
*Port Louis, Mauritius.*

| | |
|---|---|
| Surprise | 113 |

**Nah Kim Seng,**
*Singapore.*

| | |
|---|---|
| s. Singapore | 748 |

**Nairn, Boswell L.,**
26, *Commercial Street, Dundee.*

| | |
|---|---|
| s. Vulcan | 226 |

**Nakada Zempachi,**
*Sutsu, Japan.*

| | |
|---|---|
| s. Heion Maru | 114 |

**Nakashiro Naoaki,**
*Tanesaki Tosa, Japan.*

| | |
|---|---|
| Kaitsu No. 3 | 137 |

**Nakamura Sannogo,**
*Osaka, Japan.*

| | |
|---|---|
| Kansho Maru | 184 |

**Namdalens Dampskibs Selskab,**
*Namsos, Norway.*
*See* C. HUSTAD.

**Name, van, & King,**
*Newhaven, Conn., U.S.*

| | |
|---|---|
| Van Name & King | 699 |

**Namm, J., & Co.,**
*Kjelkond-Arensburg, Russia.*

| | |
|---|---|
| Jupiter | 280 |

**Namsos Dampskibsselskab,**
*Namsos, Norway.*
*See* J. SOMMERSCHIELD.

**Naniwamura Mori Sensaka,**
*Osaka, Japan.*

| | |
|---|---|
| s. Riyo Maru | 272 |



s. désigne les Vapeurs.

**Nanninga, A.,**
*N. Pekela, Holland.*

| | Net Tons |
|---|---|
| Catharina Wilhelmina | 216 |

**Nanninga, D., Czn.,**
*Winneweer, Holland.*

| | |
|---|---|
| Winneweer | 638 |

**Nanno Petro & Co.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Issim Sis | 184 |

**Nansen, Fridthjof,**
*Christiania, Norway.*

| | |
|---|---|
| s. Fram | 307 |

**Napier, John,**
*Audley Mansions, Grosvenor Square, London.*

| | |
|---|---|
| s. Kaffir | 189 |

**Napier Shipping Co., Ld.,**
107, *St. Vincent Street, Glasgow.*

| | |
|---|---|
| s. Elfie | 742 |
| s. Iberia | 675 |

**Napoli, A., & G. Costanzo,**
*Via Teatro Comunale, Catania, Sicily.*

| | |
|---|---|
| San Giuseppe M. | 247 |

**Napoli, C.,**
*Catania, Sicily.*

| | |
|---|---|
| Firenze | 271 |

**Napoli, R.,**
*Catania, Sicily.*

| | |
|---|---|
| Rosario | 199 |

**Narik, Richard P.,**
*Eastcheap Buildings, London, E.C.*

| | |
|---|---|
| s. Philomene | 1034 |

**Narsingaran, C., & M. Satyatingum,**
*Coconada.*

| | |
|---|---|
| Salween | 153 |

**Nash, A.,**
*Harrington, Maine, U.S.*

| | |
|---|---|
| Emita | 496 |

**Nash, Henry, & Co.,**
*Harrington Point, Maine, U.S.*

| | |
|---|---|
| Ospray | 149 |

**Nash, J. C., & Co.,**
*Millbridge, Maine, U.S.*

| | |
|---|---|
| Mary E. Pennell | 239 |

**Nassos, D.,**
*Trikeri, Greece.*

| | |
|---|---|
| Proodos | 169 |

**Natal Harbour Board,**
*The Point, Durban.*

| | Net Tons |
|---|---|
| s. Beaver | 138 |
| s. Churchill | 42 |
| s. Forerunner | 54 |
| s. John Milne | 99 |
| s. Richard King | 17 |
| s. William Bell | 99 |

**National Dampskibsselskskabet,**
*Christiania, Norway.*
*See* CHR. THORBJÖRNSEN.

**National Steam Ship Co. Ld.,**
21, *Water Street, Liverpool.*

| | |
|---|---|
| s. America | 3340 |
| s. Denmark | 2326 |
| s. England | 3022 |
| s. Europe | 3400 |
| s. France | 2713 |
| s. Greece | 2712 |
| s. Spain | 2794 |
| s. The Queen | 2732 |

**Nätterqvist, A.,**
*Hernösand, Sweden.*

| | |
|---|---|
| Ceres | 305 |
| s. Nyland | 62 |

**Nattini, Alberto,**
*Vico S. Maria degl' Angeli, No. 6, Int. 6, Genoa, Italy.*

| | |
|---|---|
| Alfredo | 910 |
| Innocenta | 769 |

**Natunon, J.,**
*Nystott, Finland.*

| | |
|---|---|
| Neptun | 116 |

**Natvig, Anton,**
*Kragerö, Norway.*

| | |
|---|---|
| Bravo | 431 |
| Flora | 766 |
| Hebe | 499 |
| I. H. Schwensen | 356 |
| Snefrid | 340 |

**Natvig, H.,**
*Christiansand, Norway.*

| | |
|---|---|
| Albatros | 323 |
| Finnvid | 258 |
| Nor | 581 |
| s. Olaf Kyrre | 135 |
| Sverre | 601 |
| Swift | 234 |

**Nautilus Steam Shipping Co., Ld.,**
30, *West Sunniside, Sunderland.*
*See* F. & W. RITSON.

**Navarro, J. M.**

| | |
|---|---|
| Amy M. Sacker | 114 |

**Navassa Phosphate Co.,**
115, *Broadway, New York, U.S.*

| | |
|---|---|
| Albemarle | 413 |

**Navet, A.,**
*Dunkirk, France.*

| | |
|---|---|
| Adèle | 122 |
| Belle Dijonnaise | 140 |
| Confiance | 110 |
| Gentille | 141 |
| Hélène & Adrienne | 107 |

**Navigazione Generale Italiana,**
(Florio-Rubattino),
*Head Office.—Piazza Medina, Palazzo Fondi, Naples; also at Rome, Genoa, & Palermo, Italy.*

| | Net Tons |
|---|---|
| s. Adria | 1393 |
| s. Adriatico | 742 |
| s. Africa | 685 |
| s. Alessandro Volta | 388 |
| s. Amerigo Vespucci | 373 |
| s. Ancona | 427 |
| s. Arabia | 890 |
| s. Archimede | 1849 |
| s. Asia | 897 |
| s. Assiria | 1055 |
| s. Bagnara | 553 |
| s. Birmania | 1562 |
| s. Bisagno | 1499 |
| s. Bormida | 1499 |
| s. Bosforo | 1812 |
| s. Campidoglio | 341 |
| s. Candia | 573 |
| s. Caprera | 324 |
| s. Cariddi | 773 |
| s. Cipro | 592 |
| s. Conte Menabrea | 97 |
| s. Corsica | 140 |
| s. Domenico Balduino | 3044 |
| s. Drepano | 1026 |
| s. Egadi | 1239 |
| s. Egitto | 733 |
| s. Elba | 105 |
| s. Elettrico | 571 |
| s. Enna | 918 |
| s. Entella | 1479 |
| s. Etna | 319 |
| s. Faro | 618 |
| s. Flavio Gioja | 300 |
| s. Galileo Galilei | 342 |
| s. Giava | 1818 |
| s. Gorgona | 109 |
| s. Gottardo | 1839 |
| s. Imera | 822 |
| s. India | 872 |
| s. Indipendente | 1840 |
| s. Iniziativa | 1294 |
| s. Ionio | 650 |
| s. Iosto | 623 |
| s. Leone | 373 |
| s. Letimbro | 1401 |
| s. Liguria | 293 |
| s. Lilibeo | 569 |
| s. Lombardia | 217 |
| s. Malabar | 1049 |
| s. Malta | 550 |
| s. Manilla | 2583 |
| s. Marco Minghetti | 1628 |
| s. Marsala | 1013 |
| s. Mediterraneo | 1065 |
| s. Messina | 744 |
| s. Moncalieri | 361 |
| s. Montebello | 1645 |
| s. Napoli | 227 |
| s. Nilo | 1826 |
| s. Oreto | 799 |
| s. Orione | 2296 |
| s. Ortigia | 1157 |
| s. Pachino | 684 |
| s. Palermo | 279 |
| s. Palestina | 629 |
| s. Palmaria | 662 |
| s. Paraguay | 777 |
| s. Peloro | 1215 |
| s. Perseo | 2292 |
| s. Persia | 857 |
| s. Pertusola | 341 |
| s. Piemonte | 212 |
| s. Plata | 1210 |
| s. Po | 1532 |
| s. Polcevera | 1403 |
| s. Principe Amedeo | 734 |
| s. Principe Oddono | 734 |
| s. Raffaele Rubbatino | 3044 |
| s. Regina Margherita | 1933 |
| s. Roma | 1213 |
| s. San Giorgio | 1861 |
| s. Sardegna | 237 |
| s. Scilla | 774 |
| s. Scrivia | 1579 |
| s. Segesta | 1157 |
| s. Selinunte | 863 |
| s. Simeto | 1098 |
| s. Singapore | 2432 |
| s. Sirio | 2260 |
| s. Solferino | 1463 |
| s. Solunto | 1242 |
| s. Stura | 1228 |
| s. Sumatra | 1228 |
| s. Tirreno | 544 |
| s. Tirso | 893 |
| s. Toscana | 172 |
| s. Umberto I. | 1528 |
| s. Venezia | 545 |
| s. Vesuvio | 313 |
| s. Vincenzo Florio | 1852 |
| s. Washington | 1845 |

**Navigazione Unione,**
*Ragusa, Hungary.*
*See* G. G. GARGUREVICH & CO.

**Neal, W. B., & B. B. Fisher,**
*Valparaiso, Chili.*

| | Net Tons |
|---|---|
| Pantoleon | 450 |

**Neale, Harrison & Co.,**
*Union Bank Buildings, 5, Fenwick Street, Liverpool.*

| | |
|---|---|
| Ragnar | 993 |

**Neale & West,**
*Custom House Bridge, Cardiff.*

| | |
|---|---|
| s. Grassholm | 40 |
| s. Lark | 52 |

**Neall, F. L.,**
307, *Walnut Street, Philadelphia.*

| | |
|---|---|
| s. Argus | 85 |
| s. Battler | 77 |
| s. Hercules | 71 |
| s. International | 200 |

**Nealley, B. F.,**
*Bracewell Building, Dover, New Hampshire, U.S.*

| | |
|---|---|
| J. Frank Seavey | 392 |
| John Bracewell | 213 |
| John J. Hanson | 607 |
| Jonathan Sawyer | 379 |
| Thomas B. Garland | 303 |
| Zimri S. Wallingford | 281 |

**Neamonitachi, D.,**
*Syra, Greece.*

| | |
|---|---|
| Ioannis | 537 |
| Ioannis | 430 |

**Neavitt, F. W.,**
*Baltimore, Md., U.S.*

| | |
|---|---|
| Richard Cromwell | 112 |

**"Nederland," Stoomvaart Maatschappij,**
160, *Prins Hendrikkade, Amsterdam, Holland.*

| | |
|---|---|
| s. Burgomeester den Tex | 2193 |
| s. Celebes | 1507 |
| s. Conrad | 2228 |
| s. Koningen Emma | 1562 |
| s. Prins Alexander | 2199 |
| s. Prins Hendrik | 2597 |
| s. Prins van Oranje | 1901 |
| s. Prinses Amalia | 2603 |
| s. Prinses Marie | 2088 |
| s. Prinses Sophie | 2557 |
| s. Prinses Wilhelmina | 1945 |
| s. Soenda | 1477 |
| s. Sumatra | 1992 |
| s. Voorwaarts | 2066 |

**Nederlandsch-Amerikaansche Stoomvaart Maatschappij,**
*Rotterdam, Holland.*

| | |
|---|---|
| s. Amsterdam | 2681 |
| s. Didam | 1773 |
| s. Dubbeldam | 1749 |
| s. Edam | 2267 |
| s. Maasdam | 2729 |
| s. Obdam | 2277 |
| s. P. Caland | 1867 |
| s. Rotterdam | 2361 |
| s. Schiedam | 2085 |
| s. Spaarndam | 3244 |
| s. Veendam | 2578 |
| s. Werkendam | 2654 |
| s. Zaandam | 2282 |

**Nederlandsche Scheepvaart Maatschappij,**
*Amsterdam, Holland.*

| | |
|---|---|
| De Ruyter | 1689 |
| Evertsen | 1418 |
| Tromp | 1670 |
| Van Galen | 1378 |

**Nederlandsche Stoomboot Maatschappij,**
*Boompjes 70, Rotterdam, Holland.*

| | |
|---|---|
| s. Batavier | 502 |
| s. Holland | 521 |
| s. Maasstroom | 341 |

**Neelon, Sylvester,**
*St. Catharine's, Ontario.*

| | Net Tons |
|---|---|
| Augusta | 321 |
| s. Sir L. S. Tilley | 769 |
| T. R. Merritt | 328 |

**Neess, C. F.,**
*Landscrona, Sweden.*

| | |
|---|---|
| Åkerhjelm | 344 |
| Bonden | 293 |
| (Landskrona Lastångareaktieb.) | |
| s. August | 493 |

**Negroponté, D. A.,**
*Taganrog, Russia.*

| | |
|---|---|
| s. Alcibiades | 255 |
| s. Ambrosios N. | 258 |
| s. Negroponte D. | 257 |

**Neil, John,**
*Whitehill House, Octavia Terrace, Greenock.*

| | |
|---|---|
| s. Myrtle | 77 |

**Neill, O. (Mrs.),**
*Quay Place, Bangor, co. Down.*

| | |
|---|---|
| Bebington | 884 |
| Bellewood | 105 |

**Neill, J. J.,**
5, *Bishopsgate Street Within, London, E.C.*

| | |
|---|---|
| s. Ardrishaig | 1788 |

**Neill, John,**
*Bangor, co. Down.*

| | |
|---|---|
| C. M. Reynolds | 136 |

**Neill, John,**
3 & 4, *Queen's Quay, Ballymacarrett, Belfast.*

| | |
|---|---|
| Lizette | 240 |
| Ocean Star | 166 |
| s. Staghound | 152 |

**Neill, R., & Sons,**
*Bangor, co. Down.*

| | |
|---|---|
| Cambridge | 115 |
| s. Rhanbuoy | 99 |

**Nekamura Sannoyo,**
*Osaka, Japan.*

| | |
|---|---|
| Kwanko Maru | 279 |

**Nellist, J.,**
*Robin Hood's Bay, Yorkshire.*

| | |
|---|---|
| Ianthe | 174 |

**Nelly, Ferdinando,**
*Via Ugo Foscolo, Viareggio, Italy.*

| | |
|---|---|
| Nelly | 234 |

**Nelson, A.,**
*San Francisco, U.S.*

| | |
|---|---|
| John Smith | 565 |

**Nelson, Alexander,**
29 & 30, *Graving Bank Quay, Waterford.*

| | |
|---|---|
| Esperanza | 116 |
| Lynwood | 184 |
| Mary Lord | 181 |

**Nelson, Andrew,**
*Jackson St. Wharf, San Francisco, U.S.*

| | |
|---|---|
| Hawaiian Isles | 2027 |

**Nelson Bros., Ld.,**
15, *Dowgate Hill, London, E.C.*

| | Net Tons |
|---|---|
| s. Prince of Wales | 487 |

**Nelson, Charles,**
6, *California Street, San Francisco, California, U.S.*

| | |
|---|---|
| Allen A. | 326 |
| Detroit | 1438 |
| Eclipse | 222 |
| Emma Claudina | 186 |
| Enoch Talbot | 1194 |
| Eureka | 276 |
| Eva | 263 |
| Forest Queen | 486 |
| Helen N. Kimball | 183 |
| Jennie Wand | 163 |
| John C. Potter | 1182 |
| Laura Pike | 139 |
| Margaret | 1161 |
| Mary Buhne | 140 |
| Mary Dodge | 231 |
| Monitor | 224 |
| s. North Fork | 244 |
| Olga | 474 |
| Rebecca | 153 |

**Nelson, Donkin & Co.,**
39, *Lime Street, London, E.C.*

| | |
|---|---|
| s. Annie Ainslie | 847 |
| s. Athens | 1494 |
| s. Bombay | 2049 |
| s. Caspian | 2318 |
| s. Euxine | 978 |
| s. Florida | 2050 |
| s. Kurrachee | 2317 |
| s. Menzaleh | 1052 |
| s. Naples | 1399 |
| s. Timor | 1363 |
| s. Timsah | 914 |
| s. Tunis | 887 |
| s. Venice | 1209 |

**Nelson, Geo., & Sons,**
*Ashe's Buildings, 29, South Castle Street, Liverpool, and Whitehaven, Cumberland.*

| | |
|---|---|
| Silverhow | 1177 |

**Nelson, Hugh & William,**
*Central Buildings, 41, North John Street, Liverpool; and St. George's House, Eastcheap, London, E.C.*

| | |
|---|---|
| s. Highland Chief | 1707 |
| s. Highland Glen | 1939 |
| s. Highland Lassie | 1606 |
| s. Highland Mary | 1949 |
| s. Highland Scot | 2010 |

**Neptun Bergnings och Dykerib,**
*Stockholm, Sweden.*
*See* E. LILJEWALCH.

**"Neptun," Rhederi Bolaget,**
*Wasa, Russia.*

| | |
|---|---|
| Neptun | 1047 |

**"Neptun," Dampfschiff-fahrts Gesellschaft,**
*Bremen, Germany.*

| | |
|---|---|
| s. Activa | 389 |
| s. Ajax | 446 |
| s. Apollo | 517 |
| s. Arion | 202 |
| s. C. A. Bade | 378 |
| s. Ceres | 510 |
| s. Diana | 324 |
| s. Flora | 261 |
| s. Fortuna | 379 |
| s. Gauss | 324 |
| s. H. A. Nolze | — |
| s. Hero | 447 |
| s. Iris | 214 |
| s. Jason | 268 |
| s. Jupiter | 310 |
| s. Leander | 452 |
| s. Luna | 353 |
| s. Mercur | 410 |
| s. Neptun | 182 |
| s. Pallas | 517 |
| s. Pax | 379 |
| s. Planet | 528 |
| s. Rhea | 370 |
| s. Saturn | 346 |
| s. Sirius | 398 |
| s. Themis | 345 |
| s. Triton | 510 |
| s. Vesta | 355 |

**Neptune Steam Nav. Co., Ld.,**
55, *John Street, Sunderland.*
*See* W. & T. W. PINKNEY.

**"Neptunus," Zeilvaart Maatschappij,**
9, *Van Vollenhoven, Rotterdam, Holland.*
*See* G. VAN DE GEVEL.

**Nesbitt, John S.,**
*Sarnia, Ontario.*

| | Net Tons |
|---|---|
| s. Canada | 366 |

**Ness, J.,**
48, *West Sunniside, Sunderland.*

| | |
|---|---|
| s. Deptford | 1673 |
| s. Victoria | 1531 |

**Ness, John,**
14, *Chapel Street, Bridlington Quay, Yorkshire.*

| | |
|---|---|
| s. Dandy | 34 |

**Nessim Baranton, Kiyat-tijari,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Ayah Yorghi | 120 |

**Nestved, N.,**
*Dagö, Russia.*

| | |
|---|---|
| Arrow | 107 |

**Neu Guinea Compagnie,**
(Manager—A. von Hansemann),
*Behrenstrasse 43 & 44, Berlin, Germany.*

| | |
|---|---|
| s. Ysabel | 367 |

**Neue Bugsir Dampfer Compagnie,**
*Baumwall 11, Hamburg, Germany.*

| | |
|---|---|
| s. Albatros | 71 |
| s. Möwe | 46 |
| s. Reiher | 46 |
| s. Seeadler | 70 |

**Neue Dampfer-Compagnie, Aktien Gesellschaft,**
*Stettin, Germany.*

| | |
|---|---|
| s. Archimedes | 240 |
| s. Arcona | 366 |
| s. Berlin | 738 |
| s. Breslau | 927 |
| s. Cöln | 847 |
| s. Der Preusse | 221 |
| s. Director Reppenhagen | 1233 |
| s. Königsberg | 725 |
| s. Leipzig | 835 |
| s. Libau | 577 |
| s. London | 931 |
| s. Moskau | 471 |
| s. Orpheus | 231 |
| s. Reval | 527 |
| s. Rhein | 790 |
| s. St. Petersburg | 254 |
| s. Stettin | 582 |
| s. Stockholm | 574 |
| s. Vineta | 196 |
| s. Wolga | 851 |

**Neue Dampfschiffahrt Gesellschaft,**
(Manager—H. W. Eschenburg.)
*Lübeck, Germany.*

| | |
|---|---|
| s. Alice Krohn | 470 |

**Neue Dampfschiffs Aktien Gesellschaft,**
*Rostock, Germany.*
*See* M. PETERSEN.

**Neumaticos, G.,**
*Cassos.*

| | Net Tons |
|---|---|
| Filia | 545 |

**Neutraal Reederij,**
*Rotterdam, Holland.*

| | |
|---|---|
| s. Continental | 672 |
| s. Loyal | 1221 |

**New Australia Co-operative Settlement Association,**
111, *Elizabeth Street, Sydney, N.S.W.*

| | |
|---|---|
| Royal Tar | 598 |

**New Belfast, Bangor and Larne Steamboat Co., Ld.,**
18, *Donegal Quay, Belfast.*

| | |
|---|---|
| s. Bangor Castle | 71 |
| s. Erin | 79 |

**New Biscay Steam Ship Co., Ld.,**
46, *Drury Buildings, Water Street, Liverpool.*
*See* CURWEN BROS.

**New Blue Star Line of Steamers, Ld.,**
117, *Leadenhall Street, London, E.C.*
*See* CARLISLE & CO.

**New Central Borneo Co., Ld.,**
218, *Winchester House, London, E.C.*

| | |
|---|---|
| s. Libelle | 865 |

**New England and Savannah Steam Ship Co.,**
SAVANNAH LINE.—*See also* OCEAN STEAM SHIP CO.
*Boston, Mass., U.S.*

| | |
|---|---|
| s. City of Birmingham | 2352 |
| s. City of Macon | 1447 |
| s. Gate City | 1112 |
| s. Kansas City | 2164 |

**New Haven S. B. Co.,**
*Wilmington, Del., U.S.*

| | |
|---|---|
| s. Richard Peck | 1819 |

**New Orleans, Belize Royal Mail & Central America Steamship Co., Ld.,**
*New Orleans, U.S.*

| | |
|---|---|
| s. Clearwater | 691 |
| s. Rover | 411 |
| s. Stillwater | 510 |

**New Orleans, Bay Pilots Association of,**
*New Orleans, U.S.*

| | |
|---|---|
| s. Underwriter | 85 |

**New South Wales, Government of,**
*Sydney, N.S.W.*

| | |
|---|---|
| s. Lilian | 71 |

**New Westminster, Corporation of the City of,**
*New Westminster, B.C.*

| | |
|---|---|
| s. Surrey | 182 |

**New York & Baltimore Transport Line,**
*Baltimore, Md., U.S.*

| | |
|---|---|
| s. Alsenborn | 408 |

**New York & Cuba Mail Steam Ship Co.,**
*P. O. Box, 1026, New York, U.S.*

| | Net Tons |
|---|---|
| s. Cienfuegos | 1630 |
| s. City of Washington | 1650 |
| s. Niagara | 1668 |
| s. Orizaba | 2334 |
| s. Santiago | 1696 |
| s. Saratoga | 1692 |
| s. Seguranca | 2806 |
| s. Vigilancia | 2934 |
| s. Yumuri | 2332 |

**New York, Newfoundland & Halifax S. S. Co., Ld.,**
6, *Water Street, Liverpool.*
*See* C. T. BOWRING & CO.

**New York & Pacific Steam Ship Co., Ld.,**
34, *Clement's Lane, London, E.C.*

| | |
|---|---|
| s. Cacique | 1951 |
| s. Capac | 1951 |
| s. Condor | 1958 |
| s. Coya | 1696 |

**New York, Philadelphia & Norfolk Railroad Co.,**
*Philadelphia, U.S.*

| | |
|---|---|
| s. New York | 498 |
| s. Norfolk | 106 |
| s. Portsmouth | 107 |

**New York & Texas S. S. Co.,**
*Pier 20, East River, New York, U.S.*
*See* C. H. MALLORY & CO.

**New York, & Wilmington S. S. Co.,**
*New York, U.S.*

| | |
|---|---|
| s. Benefactor | 638 |
| s. Gulf Stream | 709 |

**New Zealand Government,**
*Wellington, N.Z.*

| | |
|---|---|
| Delaware | 249 |
| s. Hinemoa | 282 |
| s. Stella | 157 |
| s. Terranora | 199 |

**New Zealand Insurance Co.,**
*Christchurch and Auckland, N.Z.*

| | |
|---|---|
| Bells | 341 |

**New Zealand Shipping Co., Ld.,**
*Rochester Buildings, 138, Leadenhall Street, London, E.C.; and Christchurch, N.Z.*

| | |
|---|---|
| s. Aorangi | 2700 |
| Hurunui | 1012 |
| s. Kaikoura | 2883 |
| Mataura | 853 |
| Opawa | 1076 |
| s. Otarama | 2460 |
| Rangitiki | 1188 |
| s. Rimutaka | 2860 |
| s. Ruahine | 3926 |
| s. Ruapehu | 2659 |
| s. Tekoa | 2646 |
| s. Tongariro | 2657 |
| Turakina | 1189 |
| Waimate | 1123 |
| Waimea | 848 |
| Waipa | 1017 |
| Wairoa | 1015 |
| Waitangi | 1128 |

**Newbery, W. B.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Robert Mowe, jun. | 122 |

**Newbon & Brockelbank,**
*Milford Haven.*

| | |
|---|---|
| s. Westward Ho | 50 |

**Newbon, Henry,**
*Marine Villa, Milford.*

| | Net Tons |
|---|---|
| s. Sunbeam | 43 |

**Newbury, A. J.,**
54, *South Street, New York, U.S.*

| | |
|---|---|
| A. H. Howe | 453 |
| Ellwood Harlow | 794 |
| Herman B. Ogden | 609 |
| James B. Ogden | 648 |
| John J. Ward | 281 |
| Kate B. Ogden | 594 |
| Viking | 966 |

**Newbury, J. B.,**
*New York, U.S.*

| | |
|---|---|
| Nelson E. Newbury | 626 |

**Newcastle (N.S.W.) Shipping Co.,**
*Newcastle, N.S.W.*

| | |
|---|---|
| River Hunter | 284 |

**Newcastle Steam Ship Co., Ld.,**
*Baltic Chambers, Newcastle-on-Tyne.*
*See* J. J. & C. M. FORSTER.

**Newcastle & Hunter River S.S. Co., Ld.,**
*Sydney, N.S.W.*

| | |
|---|---|
| s. Gwydir | 323 |
| s. Lubra | 279 |
| s. Maitland | 555 |
| s. Namoi | 809 |
| s. Newcastle | 587 |
| s. Sydney | 504 |

**Newcomb, George W.,**
*Parrsboro, N.S.*

| | |
|---|---|
| Phœnix | 397 |

**Newcomb, Joseph H.,**
*Parrsboro, N.S.*

| | |
|---|---|
| Walleda | 249 |

**Newcombe, E. P.**
*Whitehall, N.Y., U.S.*

| | |
|---|---|
| s. E. L. Levy | 71 |

**Newfoundland Guano Co., Ld.,**
*St. John's, N.F.L.*
*See* JOB BROS.

**Newfoundland Steam Screw Tug Co.**
(Manager—J. Green.)
*St. John's, N.F.L.*

| | |
|---|---|
| s. D. P. Ingraham | 69 |

**Newfoundland Steam Sealing & Whaling Co., Ld.**
(Manager—Sir R. Thorburn).
*St. John's, N.F.L.*

| | |
|---|---|
| s. Labrador | 256 |
| s. Leopard | 217 |
| s. Wolf | 353 |

**Newman & Dale,**
38, *Lime Street, London, E.C.*

| | |
|---|---|
| s. Acme | 1460 |
| s. Æon | 1429 |
| s. Apex | 1477 |
| s. Aros | 1157 |



s. désigne les Vapeurs.

**Newman, H. S.,**
*Cold Spring, New York State, U.S.*

| | Net Tons |
|---|---|
| E. & J. Oakley | 163 |

**Newman, Hunt & Co.,**
39, *New Broad Street, London, E.C.*

| | |
|---|---|
| Beagle | 151 |
| Chanticleer | 221 |
| Retriever | 194 |
| Terrier | 144 |

**Newman, T. F.,**
*Cleveland, Ohio.*
(Cleveland & Buffalo Transit Co.)

| | |
|---|---|
| s. State of New York | 565 |
| s. State of Ohio | 917 |

**Newport & Bristol Channel** Excursion Co., Ld.,
*Mill Parade, Newport, Mon.*
*See* R. PARFITT.

**Newport Harbour Commissioners,**
*Newport, Mon.*
s. John Lawrence

**Newry & Kilkeel S. S. Co., Ld.,**
*Newry, co. Down.*

| | |
|---|---|
| s. Kilkeel | 79 |
| s. Mourne | 70 |
| s. Rostrevor | 80 |

**Newry Salt Works Co., Ld.,**
*Newry, co. Down.*

| | |
|---|---|
| s. Killowen | 73 |

**Newton, Appleton & Co.,**
*Princes' Dock Street, Hull.*

| | |
|---|---|
| s. Beeforth | 1722 |

**Newton, James, & Co.,**
10 & 11, *Nova Scotia, Liverpool.*

| | |
|---|---|
| Oread | 774 |
| Pleiad | 593 |
| Sabrina | 746 |

**Newton, John N.,**
28, *Wellington Street, Aberdeen.*

| | |
|---|---|
| s. Granite City | 8 |

**Neynaber, C.,**
*Elsfleth, Germany.*

| | |
|---|---|
| Hanna Heye | 1372 |
| Hyon | 1140 |
| Titania | 1063 |

**Niada, N.,**
*Syra, Greece.*

| | |
|---|---|
| Erinio | 311 |

**Niades, N.,**
*Cassos, Greece.*

| | |
|---|---|
| Agios Nicolaos | 140 |

**Niadho, G.,**
*Cassos, Turkey.*

| | |
|---|---|
| Adelphotis | 130 |

**Niagara Navigation Co.,**
*Toronto, Canada.*

| | |
|---|---|
| s. Chippewa | 764 |
| s. Cibola | 521 |

**Niaji Bey,**
*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| Messaret | 198 |

**Nibbe, Johann,**
*Kohlbrandtreppe, Altona, Germany.*

| | |
|---|---|
| s. Altona | 67 |
| August | 245 |
| s. Elbe | 67 |
| s. Hamburg | 71 |
| s. Nordsee | 57 |

**Nicas, E.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Chrissaffo | 299 |

**Niccol, G. T.,**
*Devonport, Auckland, N.Z.*

| | |
|---|---|
| Ivanhoe | 152 |

**Nichetich, Giovanni,**
*Lepetane, Austria.*

| | |
|---|---|
| Figlia Penelope | 256 |

**Nichol, John,**
*Ardrossan.*

| | |
|---|---|
| Elizabeth & Ann | 116 |

**Nicholas, Rees,**
*Cwm Cottage, Tyrhos, Newquay, Cardiganshire.*

| | |
|---|---|
| Catherine & Mary | 84 |

**Nicholas Captan, Aktepolilee,**
*Aktepoli, Turkey.*

| | |
|---|---|
| Thanassis | 213 |

**Nicholas Captan, Myslee,**
*Mysia, Turkey.*

| | |
|---|---|
| Scyro | 240 |

**Nicholi Lazar, Marmoralee,**
*Marmora, Asiatic Turkey.*

| | |
|---|---|
| Eoliah | 214 |

**Nicholls, Alfred,**
*Whitstable, Kent.*

| | |
|---|---|
| Collina | 148 |
| Eliza Blaxland | 174 |
| Emma | 145 |
| Lord March | 156 |
| Tweed | 175 |

**Nicholls, J. H.,**
*Portscathro, Gerrans, Cornwall.*

| | |
|---|---|
| Bessie Dodd | 160 |
| Margaret | 93 |

**Nicholson, E., jun.,**
*Blyth, Northumberland.*

| | |
|---|---|
| Pons Ælii | 357 |

**Nicholson, G. R.,**
*The Willows, Grove Road, Wallasey, Cheshire.*

| | |
|---|---|
| s. Rose Ann | 40 |

**Nicholson, John,**
*West View, South Shields.*

| | |
|---|---|
| s. Manar | 1638 |

**Nicholson & McGill,**
20, *Tower Buildings, N., Water Street, Liverpool.*

| | Net Tons |
|---|---|
| Benmore | 1460 |
| Bolivia | 878 |
| Borrowdale | 1197 |
| Cairnsmore | 878 |
| Dochra | 966 |
| Gleniffer | 800 |
| Kylemore | 1198 |
| Lebu | 726 |
| Lochinvar | 718 |
| Norman Macleod | 834 |
| Orellana | 866 |
| Ranee | 1190 |
| Rimac | 885 |
| Rokeby Hall | 1044 |
| Tacora | 874 |
| Valdivia | 877 |
| Villalta | 866 |

**Nicholson, Miles,**
*Church Street, Fleetwood.*

| | |
|---|---|
| Fanny Fothergill | 153 |
| John Wignall | 128 |
| William Shepherd | 123 |

**Nicholson, Richard, & Sons,**
14½, *South Castle Street, Liverpool.*

| | |
|---|---|
| Caldbeck | 747 |
| s. Casos | 1422 |
| s. Caxo | 1291 |
| s. Cerigo | 1000 |
| s. Cumeria | 1994 |
| s. Cycle | 1254 |
| s. Morgan Richards | 770 |

**Nicholson, Thomas M.,**
*Bucksport, Maine, U.S.*

| | |
|---|---|
| Arthur V. S. Woodruff | 184 |

**Nickel, La Compagnie de,**
*Paris and Noumea.*

| | |
|---|---|
| s. Active | 79 |

**Nickels, J. C.,**
*Searsport, Maine, U.S.*

| | |
|---|---|
| Lucy A. Nickels | 1330 |
| R. R. Thomas | 1333 |
| State of Maine | 1467 |
| William Butman | 104 |

**Nickels, R. D.,**
12, *Old Slip, New York, U.S.*

| | |
|---|---|
| J. M. Morales | 169 |

**Nickelson, C.,**
*Bridgeport, Connecticut, U.S.*

| | |
|---|---|
| Eaglet | 198 |

**Nickerson, A. J.,**
*Searsport, Maine, U.S.*

| | |
|---|---|
| Mabel J. Meyers | 713 |

**Nickerson, Geo.,**
*South Dennis, Mass., U.S.*

| | |
|---|---|
| Allen Green | 421 |

**Nickerson, H., & Co.,**
26, *Jenkins Street, Providence, Rhode Island, U.S.*

| | |
|---|---|
| Earl P. Mason | 508 |

**Nickerson, Israel,**
*St. Mary's, N.S.*

| | |
|---|---|
| Brilliant | 190 |

**Nickerson, P. S.,**
*Portland, Maine, U.S.*

| | |
|---|---|
| Mattie B. Russell | 352 |
| Nellie F. Sawyer | 270 |

**Nickerson, S., & Sons,**
*Booth Bay, Maine, U.S.*

| | Net Tons |
|---|---|
| Bertha D. Nickerson | 136 |
| Carleton Bell | 132 |
| Frank G. Rich | 100 |

**Nicol, Alex., & Co.,**
42, *Regent Quay, Aberdeen.*

| | |
|---|---|
| s. Caerloch | 422 |
| Cimba | 1117 |
| Leucadia | 896 |
| Romanoff | 1226 |
| Torridon | 1502 |
| Yallaroi | 1499 |

**Nicol, Thomas G.,**
*Mahone Bay, N.S.*

| | |
|---|---|
| Clyde | 237 |

**Nicol, William, & Co.,**
*Mersey Railway Buildings,* 18, *James Street, Liverpool.*

| | |
|---|---|
| Bothnia | 719 |
| Craigisla | 989 |
| Limena | 992 |
| Parthia | 1022 |
| Zoe | 700 |

**Nicola, Aktarpoleelee** Yamandi oglou & Co.,
*Aktarpolee, Turkey.*

| | |
|---|---|
| Aktarpolee | 177 |

**Nicola, Kerestehji Tujari,**
*Abahnah, Turkey.*

| | |
|---|---|
| Triandifil | 271 |

**Nicola Anastas, Shakkislee,** & Co.,
*Shakkis, Turkey.*

| | |
|---|---|
| Panagia | 137 |

**Nicola Costanti, Katirleelee,** & Co.,
*Katirlee, Turkey.*

| | |
|---|---|
| Katirlee | 112 |

**Nicola Costanti, Susamlee,**
*Samos, Turkey.*

| | |
|---|---|
| Caterina | 100 |

**Nicola Costi, Vassilikoslee,**
*Vassilikos, Turkey.*

| | |
|---|---|
| Aktarpolee | 100 |

**Nicola Franco,**
*Constantinople, Turkey.*

| | |
|---|---|
| Vahtohyidi | 233 |

**Nicola Leon, Hadji,**
*Cashot, Turkey.*

| | |
|---|---|
| Ayah Yorghi | 350 |

**Nicola Manoli, Limnilee,**
*Lemnos, Asiatic Turkey.*

| | |
|---|---|
| Mareeyah | 155 |

**Nicola Sawa,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayas Tirias | 346 |

**Nicola Yanni, Limnilee,**
*Lemnos, Asiatic Turkey.*

| | |
|---|---|
| Elleni | 104 |

**Nicola Yorghi, Limnilee** & Co.,
*Lemnos, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Ayah Nicola | 235 |
| Ayos Lijer | 155 |

**Nicola Yorghiadi,**
*Vassilikos, Turkey.*

| | |
|---|---|
| Isidoros | 298 |

**Nicolacchi, G. C.,**
*Ermoupolis, Greece.*

| | |
|---|---|
| Marathon | 187 |

**Nicolachi, D.,**
*Syra, Greece.*

| | |
|---|---|
| Apostolos | 358 |

**Nicolai, J. H.,**
*Brake, Germany.*

| | |
|---|---|
| Auguste | 1262 |
| Ella Nicolai | 572 |
| Else | 493 |
| Ernst | 958 |
| J. H. Nicolai | 1038 |
| Mona | 1045 |

**Nicolaidi, A.,**
*Piræus, Greece.*

| | |
|---|---|
| Ioannis | 236 |

**Nicolaidi Fratèlli,**
*Vassilicos, Turkey.*

| | |
|---|---|
| Maria | 198 |

**Nicolaidis frères,**
*Constantinople, Turkey.*

| | |
|---|---|
| Maria | 167 |

**Nicolaiki, G.,**
*Syra, Greece.*

| | |
|---|---|
| Leonidas | 578 |

**Nicolajeff, A. D.,**
*Sebastopol, Russia.*

| | |
|---|---|
| Lord Byron | 264 |

**Nicolaki velideh Ermak,** Stambollee,
*Stambol, Turkey.*

| | |
|---|---|
| Issim Sis | 206 |

**Nicolakis, H. G.,**
*Syra, Greece.*

| | |
|---|---|
| Sylfis | 229 |

**Nicolakis, N.,**
*On board.*

| | |
|---|---|
| Dyo Adelphi | 322 |

**Nicolas, G. K.,**
*Samos, Greece.*

| | |
|---|---|
| Samos | 247 |

**Nicolau, D.,**
*Syra, Greece.*

| | |
|---|---|
| Penelope | 131 |

**Nicolau, Maria N. Hadji,**
*Thera, Greece.*

| | |
|---|---|
| Konte Romas | 433 |

**Nicolee Captan, Aktepolee,**
*Aktepoli, Turkey.*

| | Net Tons |
|---|---|
| Alexandros | 239 |

**Nicoli, Carla, fu T.,**
*Carrara, Italy.*

| | |
|---|---|
| Dona Ernesta | 142 |

**Nicoli, Myslee Captan,**
*Mysia, Turkey.*

| | |
|---|---|
| Utch Kardash | 253 |

**Nicoli Captan, Myslee,**
*Mysia, Turkey.*

| | |
|---|---|
| Ayah Nicola | 165 |

**Nicoli Mavridi Captan,**
Aktepolilee,
*Aktepoli, Turkey.*

| | |
|---|---|
| Olga Dandria | 146 |

**Nicoli Tchamouridi Captan,**
Aktepolilee,
*Aktepoli, Turkey.*

| | |
|---|---|
| Ermocradi | 233 |

**Nicolias, A.,**
*Syra, Greece.*

| | |
|---|---|
| Mimina | 410 |

**Nicolich, Marco,**
*Lastua, Dalmatia, Austria.*

| | |
|---|---|
| Elena Nicolich | 144 |

**Nicoll, George Wallace,**
*Albion Wharf, Sydney, N.S.W.*

| | |
|---|---|
| s. Byron | 99 |
| s. Karuah | 82 |

**Nicolson, William,**
*Burghead, Elgin.*

| | |
|---|---|
| Margaret & Elizabeth | 101 |

**Nielsen, A.,**
*Drontheim, Norway.*

| | |
|---|---|
| Mercur | 306 |

**Nielsen, A.,**
*Horsens, Denmark.*

| | |
|---|---|
| Anna | 173 |

**Nielsen, A. C., & Sön,**
*Kragerö, Norway.*

| | |
|---|---|
| Grethe | 385 |
| Triton | 212 |

**Nielsen, A. W. L.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Carola | 295 |

**Nielsen, Anth. B.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Hedevig | 472 |
| Reidar | 142 |

**Nielsen, Anton,**
*Drammen, Norway.*

| | |
|---|---|
| Revenue | 118 |

**Nielsen, B.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Ganger Rolf | 366 |
| Martha | 256 |

**Nielsen, B. S.,**
*Haugesund, Norway.*

| | Net Tons |
|---|---|
| s. Baltic | 198 |

**Nielsen, C., & Son,**
*Baltic Chambers, West Hartlepool.*

| | |
|---|---|
| s. Carrie | 1117 |
| s. Jessie | 1456 |
| s. Saint Hilda | 467 |
| s. Winnie | 1177 |

**Nielsen, C. C.,**
*Rudjöbing, Denmark.*

| | |
|---|---|
| Elisabeth | 112 |
| Otto | 108 |

**Nielsen, Chr.,**
*Drammen, Norway.*

| | |
|---|---|
| Richard | 248 |

**Nielsen, Chr.,**
*Laurvig, Norway.*

| | |
|---|---|
| Arken | 154 |
| Betzy & Arnold | 936 |
| Carl | 228 |
| Clara | 430 |
| Credo | 360 |
| Fredrikke | 448 |
| Fremad | 229 |
| Harmonie | 499 |
| Johanne | 650 |
| Julie | 1229 |
| Venner | 430 |

**Nielsen, Chr.,**
*Nakskov, Denmark.*

| | |
|---|---|
| Anna | 158 |

**Nielsen, C. H.,**
*Nordby, Fanö, Denmark.*

| | |
|---|---|
| Ane Cathrine | 179 |
| Anna Agnete | 612 |
| Dorane | 299 |
| Embla | 384 |
| Inés Röhl | 248 |
| Krondprinds Frederik | 619 |
| Kronprindsesse Louise | 619 |
| Maren | 540 |
| Nanna | 365 |
| Verdande | 299 |

**Nielsen, C. M.,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Nornen | 221 |

**Nielsen, C. N.,**
*Brevig, Norway.*

| | |
|---|---|
| Haabet | 417 |

**Nielsen, E., & O. Rödby,**
*Drammen, Norway.*

| | |
|---|---|
| Oscar | 119 |

**Nielsen, E. E.,**
*Rudkjöbing, Denmark.*

| | |
|---|---|
| Marie | 153 |

**Nielsen, E. T.,**
*Aasgaardstrand, Horten, Norway.*

| | |
|---|---|
| Edda | 537 |

**Nielsen, F. F.,**
*Rudkjöbing, Denmark.*

| | |
|---|---|
| Nadinka | 201 |

**Nielsen, H.,**
*Brevig, Norway.*

| | |
|---|---|
| Ephrussi | 336 |

**Nielsen, H.,**
*Hvalöerne, Norway.*

| | Net Tons |
|---|---|
| Gustav | 210 |

**Nielsen, Hagbert,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Frey | 246 |
| India | 706 |
| Juno | 343 |
| Sjohvat | 219 |
| Solid | 493 |

**Nielsen, I. C.,**
*Christiansand, Norway.*

| | |
|---|---|
| Ricard | 113 |

**Nielsen, J.,**
*Troense, Taasinge, Denmark.*

| | |
|---|---|
| Helge | 146 |
| Marie | 141 |
| Ruth | 149 |
| Skirner | 131 |

**Nielsen, J.,**
*Aasgaardstrand, Norway.*

| | |
|---|---|
| Martha | 124 |

**Nielsen, J.,**
*Porsgrund, Norway.*

| | |
|---|---|
| Messina | 189 |

**Nielsen, J.,**
*Kragerö, Norway.*

| | |
|---|---|
| Kvik | 416 |

**Nielsen, Jens,**
*Karrebeksminde, Denmark.*

| | |
|---|---|
| Caroline | 101 |

**Nielsen, Jens,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Leo | 317 |

**Nielsen, Joh.,**
*Horsens, Denmark.*

| | |
|---|---|
| Henriette | 200 |

**Nielsen, J. M., Enke,**
*Thurö, Svendborg, Denmark.*

| | |
|---|---|
| Laura | 136 |

**Nielsen, K.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Salus | 247 |

**Nielsen, K. J.,**
*Askerören, Lyngör, Norway.*

| | |
|---|---|
| Progress | 419 |

**Nielsen, M.,**
*Arendal, Norway.*

| | |
|---|---|
| Atlantic | 377 |

**Nielsen, M.,**
*Laurvig, Norway.*

| | |
|---|---|
| Deodata | 347 |

**Nielsen, M. B.,**
*Sandvigen, Arendal, Norway.*

| | |
|---|---|
| Jupiter | 578 |
| Luna | 857 |

**Nielsen, N.,**
*Nykjöbing, Falster, Denmark.*

| | Net Tons |
|---|---|
| Danmark | 122 |

**Nielsen, N.,**
*Dronningholms Mölle, Svendborg, Denmark.*

| | |
|---|---|
| Ferona | 137 |
| Roska | 150 |
| Thyra | 140 |

**Nielsen, N.,**
*Vrængen, Tönsberg, Norway.*

| | |
|---|---|
| Bertha | 165 |

**Nielsen, N., & Co.,**
*Waagsmaes, Norway.*

| | |
|---|---|
| Mercator | 808 |
| Ville du Temple | 430 |

**Nielsen, Nicolai,**
*Stavanger, Norway.*

| | |
|---|---|
| Jacob | 171 |

**Nielsen, N. A.,**
*Kragerö, Norway.*

| | |
|---|---|
| Gilead | 419 |

**Nielsen, N. N.,**
*Nykjöbing, Falster, Denmark.*

| | |
|---|---|
| Detlef Wagner | 228 |

**Nielsen, Nikolai,**
*Christiansand, Norway.*

| | |
|---|---|
| Chance | 221 |

**Nielsen, O. A.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Egmont | 180 |
| Maria | 224 |

**Nielsen, Ole,**
*Gogstad, Sandefjord, Norway.*

| | |
|---|---|
| Apollo | 413 |
| Kong Sverre | 463 |
| Louise | 1040 |
| Vidfarne | 505 |

**Nielsen, Ole, & Co.,**
*Drammen, Norway.*

| | |
|---|---|
| Alpha | 176 |
| Ögir | 270 |

**Nielsen, P.,**
*Faaborg, Denmark.*

| | |
|---|---|
| Christiane | 184 |
| Elise | 123 |
| Hans Christensens Minde | 125 |
| Maren | 125 |
| Najaden | 135 |

**Nielsen, P. E.,**
*Skaarupör, Svendborg, Denmark.*

| | |
|---|---|
| Pomona | 122 |

**Nielsen, R. P.,**
*Thurö, Svendborg, Denmark.*

| | |
|---|---|
| Jens | 129 |
| Phönix | 107 |

**Nielsen, S. C.,**
*Farsund, Norway.*

| | |
|---|---|
| Flamingo | 254 |

**Nielsen, S. F.,**
*Thisted, Denmark.*

| | Net Tons |
|---|---|
| Hans | 128 |

**Nielsen, Severin,**
*Aasgaarstraud, Norway.*

| | |
|---|---|
| Norseman | 235 |

**Nielsen, T.,**
*Homborgsund, Lillesand, Norway.*

| | |
|---|---|
| Homborgsund | 404 |

**Nielsen, Th.,**
*Christiania, Norway.*

| | |
|---|---|
| Emily | 282 |

**Nielsen, T. M., & Son,**
*Laurvig, Norway.*

| | |
|---|---|
| Inga | 1339 |
| Louise | 446 |
| Oscar den Förste | 295 |
| Veritas | 939 |

**Nielsen, W.,**
*Hotel "Skandinavien," Rudkjöbing, Denmark.*

| | |
|---|---|
| Christine | 266 |

**Niemann, J. Heinr,**
*Stralsund, Germany.*

| | |
|---|---|
| Annchen Lorenz | 190 |
| Auguste Teitge | 358 |
| Ernst | 331 |
| Johann Friedrich | 200 |

**Niemann, T.,**
*Ribnitz, Germany.*

| | |
|---|---|
| C. von Platen | 204 |

**Niemeyer, J. F.,**
*Barssel, Germany.*

| | |
|---|---|
| Neptun | 104 |

**Niestem & te Velde,**
*Groningen, Holland.*

| | |
|---|---|
| Johanna | 105 |

**Nieto, Juan,**
*Majorca.*

| | |
|---|---|
| San José | 171 |

**Nieuwe Afrikaansche Handels Vennootschap,**
*Nieuwland 4, Rotterdam, Holland.*

| | |
|---|---|
| s. Afrikaan | 842 |
| s. Koningin Wilhelmina | 1123 |
| s. Prins Hendrik | 195 |

**Nijhoff, P. T.,**
*Farmsum, Holland.*

| | |
|---|---|
| Annette Jantiene | 487 |
| G. J. Ray | 356 |
| Jan Sijbrand | 304 |

**Nika, E. P.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Anastassios | 245 |

**Nikas, D. & E.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Agios Spyridon | 319 |

**Nikiforos, G.,**
*Chios, Turkey.*

| | |
|---|---|
| Ayah Nicola | 121 |



s. désigne les Vapeurs.

**Nikitas, N.,**
*Syra, Greece.*
Net Tons
Nea Virginia ..... 594

**Nikolaki, Costanti Hadji,**
*Maiz Ada, Turkey.*
Ayah Nicola ..... 300

**Nilsen, A. B.,**
*Fredriksstad, Norway.*
Gunnar ..... 214

**Nilsen, Jens, & O.T.M. Lyng,**
*Kragerö, Norway.*
Valkyrien ..... 252

**Nilsen, N.,**
*Brevig, Norway.*
Ross ..... 170

**Nilsen, Nils, & Co.,**
*Christiania, Norway.*
Orient ..... 479

**Nilsen, O.,**
*Laurvig, Norway.*
Normann ..... 166

**Nilsen, Olaves,**
*Christiania, Norway.*
Mercur ..... 146

**Nilson, C. T.,**
*Lycke, Sweden.*
Maria ..... 100

**Nilssen, G.,**
*Kamfjord, pr Sandefjord, Norway.*
Annie Marshall ..... 373
Habor ..... 293

**Nilsson, Amandus,**
*Fiskebäckskil, Sweden.*
Brugman ..... 153

**Nilsson, A. B.,**
*Jörlanda, Sweden.*
Carolina ..... 177

**Nilsson, A. E.,**
*Kalmar, Sweden.*
Delling ..... 235

**Nilsson, A. G.,**
*Vestervik, Sweden.*
Albert ..... 160

**Nilsson, Aug.,**
*Gothenburg, Sweden.*
Charles Tottie ..... 448
Winga ..... 320

**Nilsson, Aug.,**
*Långbron, Köpmannebro, Sweden.*
s. Angantyr ..... 88
s. Ellen ..... 110

**Nilsson, C.,**
*Solvik, Laxarby, Billingsfors, Sweden.*
Venern ..... 123

**Nilsson, C.,**
*Smyge, Östra Torp, Sweden.*
Net Tons
Nils August ..... 146

**Nilsson, C. J.,**
*Gothenburg, Sweden.*
s. Kalfsund ..... 104

**Nilsson, F. L.,**
*Gothenburg, Sweden.*
Ada ..... 232
Andrea ..... 971
Eidern ..... 615
Elin ..... 438
Margaretha ..... 275
Norden ..... 332
Prins Carl ..... 380

**Nilsson, G.,**
*Helsingborg, Sweden.*
John ..... 539
Josefa ..... 294

**Nilsson, H.,**
*Kivik, Cimbrishamn, Sweden.*
Triton ..... 226

**Nilsson, J.,**
*Östra Torp, Sweden.*
Lotta ..... 150

**Nilsson, N.,**
*Gåsebäck, Helsingborg, Sweden.*
Gerda ..... 487
Svea ..... 318

**Nilsson, N.,**
*Kivik, Cimbrishamn, Sweden.*
Catharina ..... 121

**Nilsson, N. J.,**
*Råsnäs, Ålem, Sweden.*
Karl Emil ..... 171

**Nilsson, Olof,**
*Helsingborg, Sweden.*
Molodez ..... 241
Telefon ..... 313

**Nilsson, S. J.,**
*Mariestad, Sweden.*
s. Hermod ..... 99

**"Niord" Rederiet,**
*Flekkefjord, Norway.*
*See* R. INGVARDSEN.

**Nipas, T.,**
*Syra, Greece.*
Margarita ..... 240

**Nippon Kioritsu Kisen Kabushiki Kwaisha,**
*Atsuta, Japan.*
s. Kanda Maru ..... 87
s. Kisetsu Maru ..... 162
s. Kiyo Maru ..... 99
s. Raiden Maru ..... 233
s. Tokai Unyn Maru ..... 73
s. Utsumiya Maru ..... 81

**Nippon Yusen Kaisha**
(Japan Mail Steamship Co.),
*Tokio, Japan.*
Net Tons
s. Asagawo Maru ..... 1521
s. Chitose Maru ..... 326
s. Fushiki Maru ..... 1119
s. Gembu Maru ..... 434
s. Genkai Maru ..... 844
s. Harima Maru ..... 447
s. Higo Maru ..... 871
s. Hiogo Maru ..... 940
s. Hiroshima Maru ..... 2005
s. Hokkai Maru ..... 425
s. Idzumi Maru ..... 2090
s. Ise Maru ..... 771
s. Ishinomaki Maru ..... 53
s. Kiorio Maru ..... 123
s. Kobe Maru ..... 1645
s. Kumamoto Maru ..... 1237
s. Kwanko Maru ..... 182
s. Matsumaye Maru ..... 446
s. Miike Maru ..... 2082
s. Mikawa Maru ..... 1202
s. Mutsu Maru ..... 565
s. Nagato Maru ..... 1149
s. Nagoya Maru ..... 1730
s. Omi Maru ..... 1533
s. Owari Maru ..... 656
s. Sagami Maru ..... 1169
s. Saikio Maru ..... 1653
s. Sakata Maru ..... 1369
s. Satsuma Maru ..... 1157
s. Seirio Maru ..... 453
s. Sendai Maru ..... 1035
s. Shinagawa Maru ..... 1001
s. Suminoye Maru ..... 867
s. Suruga Maru ..... 447
s. Tagonoura Maru ..... 541
s. Takasago Maru ..... 1287
s. Tokai Maru ..... 692
s. Tokio Maru ..... 1360
s. Totomi Maru ..... 1197
s. Toyoshima Maru ..... 688
s. Tsuruga Maru ..... 743
s. Wakanoura Maru ..... 1556
s. Yamashiro Maru ..... 1567
s. Yechigo Maru ..... 712
s. Yokohama Maru ..... 1429

**Nishiza Shohachi,**
*Otaru, Japan.*
s. Hokkai Maru ..... 95

**Nissen, C.,**
*Kolding, Denmark.*
Sonia ..... 238

**Nissen, E. P.,**
*San Francisco, U.S.*
Glen ..... 121
Orion ..... 112
Transit ..... 508
Viking ..... 140

**Nissen, Ed.,**
*Dunkirk, France.*
Fiancée ..... 111

**Nissen, M.,**
*Copenhagen, Denmark.*
Waterwitch ..... 187

**Nissen, N. H.,**
*Rudkjöbing, Denmark.*
Mercur ..... 111

**Nissin, A. J.,**
*Sordavala, Finland.*
Alexander ..... 222

**Nitiforos, M.,**
*Constantinople, Turkey.*
Kyriakoula ..... 143

**Niven, Walter B.,**
*2, Herriet Street, Pollokshields, co. Renfrew.*
s. Maggie Bain ..... 161

**Nizmans. P.,**
*Riga, Russia.*
Net Tons
Anna Lina ..... 244

**Noakes, J. E.,**
*Maryborough, Queensland.*
Rio Loge ..... 241

**Noall, T.,**
*Redruth, Cornwall.*
Uncle Ned ..... 189

**Nobel, Bros.,**
*St. Petersburg, Russia.*
s. Ludwig Nobel ..... 744

**Nobel's Explosives Co., Ld.,**
149, *West George Street, Glasgow.*
s. Alfred Nobel ..... 85
Jeanie ..... 30
s. Lizzie ..... 65
s. Maggie ..... 78
s. Marmion ..... 98

**Noblanc, J. M.,**
*Séné, Morbihan, France.*
Jeune Marie ..... 54

**Noblanc, J. P.,**
*Séné, Morbihan, France.*
Anna ..... 100

**Noblanc, Vincent,**
*Ranquin en Séné, Morbihan, France.*
Eugéne & Raoul ..... 160

**Noble, A., Sir (K.C.B.),**
*Newcastle-on-Tyne.*
s. Aurora ..... 151

**Noble, Crawford,**
53, *Fountainhall Road, Aberdeen.*
Alert ..... 116

**Noble, H. H.,**
*Elk Rapids, Michigan, U.S.*
s. Queen of the Lakes ..... 138

**Nodeland, A. O.,**
*Christiansand, Norway.*
Safir ..... 127

**Nodin, F. & A.,**
3, *Rumford Place, Liverpool.*
Claverdon ..... 2462
Milverton ..... 2141

**Nöding, C. F.,**
*Mandal, Norway.*
Bethania ..... 123

**Noël, Clement E.,**
*St. Martin's, Jersey.*
Willing ..... 92

**Noel, Philip,**
*Sussex Lodge, St. Martin's, Jersey.*
Flying Foam ..... 93

**Nogueira, Sarah Vva,**
*Punta-Arenas, Chili.*
Rippling Wave ..... 123

**Nols Ångb. Aktieb.,**
*Gothenburg, Sweden.*
*See* A. THORSSON.

**Noma Shosen Kabushiki Kaisha,**
*Osaka, Japan.*
Net Tons
Isshiki Maru ..... 163

**Nomico, G. G.,**
*Santorin, Greece.*
Panormitis ..... 155

**Nomico, G. N.,**
*Syra, Greece.*
Panormitis ..... 118

**Nonaka Mansuke,**
*Tokio, Japan.*
Minatogawa Maru ..... 148

**Nonson, F. G.,**
*Gloucester, Mass., U.S.*
Effie M. Morrissey ..... 114

**Noonan, Daniel,**
*Kingston, Ontario.*
s. James Swift ..... 197

**Nora Karlskoga Rederiaktieb,**
*Nora, Sweden.*
*See* C. COLLETT.

**Nora - Venerns Jernvagskatieb,**
*Kristinehamn, Sweden.*
*See* J. WALLNER.

**Norberg, Carl,**
*Porsgrund, Norway.*
Como ..... 256

**Norberg, E.,**
*Westby, Ramvik, Hernösand, Sweden.*
Brage ..... 283
Carin ..... 345

**Norberg, G.,**
*Porsgrund, Norway.*
Nidelven ..... 272

**Norberg, P.,**
*Norrtelje, Sweden.*
John Olof ..... 238
Leopold ..... 148

**Norbom, H. O.,**
*Laurvig, Norway.*
Theta ..... 549

**Norby, N. L.,**
*Nordby, Fänö, Denmark.*
Röhl ..... 172

**Nordre Bergenhus Amts. Dampskibs-selskab,**
*Bergen, Norway.*
s. Kommandören ..... 337

**Nord-Ostsee Rhederei,**
*Gänsemarkt, 64[1], Hamburg.*

| | Net Tons |
|---|---|
| s. Alsen | 572 |
| s. Angeln | 423 |
| s. Duesternbrook | 432 |
| s. Elsa | 581 |
| s. Fehmarn | 572 |
| s. Holtenau | 428 |
| s. Laböe | 534 |
| s. Stormarn | 416 |
| s. Wagrien | 417 |

**Nordaas, Theo.,**
*Egersund, Norway.*

| | |
|---|---|
| Leif | 782 |
| Sea | 745 |

**Nordby, Actieselskabet,**
*Nordby, Fänö, Denmark.*
*See* P. N. WINTHER.

**Nordcap, Dampskibsselskabet,**
*Christiania, Norway.*
*See* JENS MEINICH & CO.

**Norddeutscher Lloyd,**
*Bremen, Germany.*

| | |
|---|---|
| s. Adler | 926 |
| s. Albatross | 777 |
| s. Aller | 2924 |
| s. America | 1794 |
| s. Baltimore | 1676 |
| s. Bayern | 3435 |
| s. Berlin | 1637 |
| s. Braunschweig | 1971 |
| s. Bremerhaven | 60 |
| s. Comet | 66 |
| s. Condor | 1020 |
| s. Cyclop | 75 |
| s. Danzig | 1116 |
| s. Darmstadt | 3359 |
| s. Dresden | 3505 |
| s. Elbe | 2810 |
| s. Ems | 2954 |
| s. Falke | 653 |
| s. Forelle | 180 |
| s. Frankfurt | 1979 |
| s. Fulda | 2937 |
| s. Fulda | 68 |
| s. Gera | 3407 |
| s. Graf Bismarck | 1761 |
| s. H. H. Meier | 3409 |
| s. Habsburg | 1996 |
| s. Hannover | 1933 |
| s. Havel | 3639 |
| s. Hecht | 158 |
| s. Herkules | 121 |
| s. Hohenstaufen | 2038 |
| s. Hohenzollern | 2039 |
| s. Kaiser Wilhelm II. | 4773 |
| s. Karlsruhe | 3450 |
| s. Köln | 1736 |
| s. KronprinzFriedrichWilhelm | 1564 |
| s. Lachs | 157 |
| s. Lahn | 3098 |
| s. Leipzig | 1612 |
| s. Lloyd | 211 |
| s. Lubeck | 1078 |
| s. Mark | 2573 |
| s. Möwe | 732 |
| s. München | 3502 |
| s. Neckar | 1492 |
| s. Nürnburg | 2008 |
| s. Ohio | 1723 |
| s. Oldenburg | 3405 |
| s. Pfalz | 2584 |
| s. Preussen | 3216 |
| s. Reiher | 721 |
| s. Retter | 152 |
| s. Roland | 114 |
| s. Roland | 2386 |
| s. Saale | 2927 |
| s. Sachsen | 3432 |
| s. Salier | 1990 |
| s. Saturn | 58 |
| s. Schwalbe | 754 |
| s. Schwan | 1011 |
| s. Sperber | 722 |
| s. Spree | 3631 |
| s. Stettin | 1078 |
| s. Strassburg | 2230 |
| s. Stuttgart | 3452 |
| s. Sumatra | 407 |
| s. Trave | 2923 |
| s. Triton | 63 |
| s. Vorwärts | 58 |
| s. Weimar | 3405 |
| s. Werra | 2336 |
| s. Weser | 1995 |
| s. Willehad | 3192 |
| s. Willkommen | 275 |
| s. Wittekind | 3189 |

**Norden Ångbåts Aktiebolaget,**
*Norrköping, Sweden.*
*See* G. F. A. ENHÖRNING.

**Norden, Ångfartygs Rederibolaget,**
*Gefle, Sweden.*
*See* P. J. HÆGERSTRAND.

**"Norden," Dampfschiffahrts Rhederei**
(Manager—R. Eiben),
*Norden, Germany.*

| | Net Tons |
|---|---|
| s. Norddeich | 134 |
| s. Norderney | 138 |

**Norden, Dampskibs Selskab,**
43, *Amaliegade, Copenhagen, Denmark.*
*See* PETER BROWN.

**Nordenfjeldske Dampskibs Selskab**
(Manager—H. Geelmuyden),
*Drontheim, Norway.*

| | |
|---|---|
| s. Björgvin | 225 |
| s. Haakon Adalstein | 418 |
| s. Haakon Jarl | 523 |
| s. Henrik Wergeland | 298 |
| s. Kong Eystein | 207 |
| s. Kong Halfdan | 396 |
| s. Kong Harald | 588 |
| s. Magnus Barfod | 249 |
| s. Nor | 118 |
| s. Olaf Kyrre | 699 |
| s. Olaf Trygveson | 398 |
| s. Præsident Christie | 364 |
| s. Ragnvald Jarl | 692 |
| s. Sigurd Jarl | 547 |
| s. Sverre Sigurdsson | 508 |
| s. Tordenskjold | 414 |
| s. Trondhjem | 308 |
| s. Victoria | 323 |

**Nordenfjeldske Dykker Selskab**
(Manager—S. Weidemann),
*Drontheim, Norway.*

| | |
|---|---|
| s. Stærkodder | 63 |

**Norderneyer Dampschiffsrhederei "Einigkeit,"**
*Norderney, Germany.*

| | |
|---|---|
| s. Deutschland | 119 |

**Nordfjords Dampskibselskab,**
*Bergen, Norway.*

| | |
|---|---|
| s. Nordfjord | 167 |

**Nordin, P. F.,**
*Hernösand, Sweden.*

| | |
|---|---|
| Alette | 492 |

**Nordische Dampfschifffahrts Actie Gesellschaft,**
*Rostock, Germany.*
*See* F. PETERSEN.

**Nordischer Bergungs-Verein,**
9, *Ness, Hamburg, Germany.*

| | |
|---|---|
| s. Berger Wilhelm | 362 |
| s. Berthilde | 285 |
| s. Newa | 229 |

**Nordlander, H.,**
*Hernösand, Sweden.*

| | |
|---|---|
| August | 332 |
| Ida | 284 |
| Jon Sjödin | 302 |
| Nordstjernan | 688 |
| Oscar II. | 328 |
| Skandia | 330 |

**Nordlöf, M.,**
*Ullånger, Sweden.*

| | Net Tons |
|---|---|
| s. Ullånger | 80 |

**Nordmalings Skeppsrederie Aktieb.,**
*Nordmaling, Sweden.*
*See* C. M. BODEN.

**Nordre Bergenhuus Amtskommune**
(Manager—H. Lous),
*Bergen, Norway.*

| | |
|---|---|
| s. Alden | 318 |
| s. Fjalir | 176 |
| s. Framnæs | 185 |
| s. Hornelen | 192 |
| s. Sogn | 275 |

**Nordsjö Dampskibs Selskabet,**
*Skien, Norway.*

| | |
|---|---|
| s. Nordsjö | 76 |
| s. Victoria | 80 |

**Nordsöen, Dampskibsselskabet,**
37, *Amaliegade, Copenhagen, Denmark.*
*See* ALFRED CHRISTENSEN.

**"Nordstjernan," Rederi Aktiebolaget,**
*Vasagatan 4, Stockholm, Sweden.*
*See* A. JOHNSON.

**Nordström, C. A.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Ida | 259 |

**Nordström, C. J.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Diana | 390 |

**Norfolk & Washington Steamboat Co.,**
*Georgetown, D.C.*

| | |
|---|---|
| s. Norfolk | 697 |
| s. Washington | 697 |

**Norfolk & Western Railroad, Co.,**
*Philadelphia, U.S.*

| | |
|---|---|
| s. Norfolk & Western No. 1 | 156 |
| s. Norfolk & Western No. 2 | 15 6 |

**Norman, H. G.,**
*Watchet, co. Somerset.*

| | |
|---|---|
| Sly-Boots | 149 |

**Norman, J.,**
*Tjockö, Rådmansö, Sweden.*

| | |
|---|---|
| Cæsar | 180 |
| Maria | 274 |

**Norman, J.,**
*Westerö, Furusund, Sweden.*

| | |
|---|---|
| Klara Josephina | 231 |

**Norman, Richard,**
*Watchet, co. Somerset.*

| | |
|---|---|
| Ruby | 99 |

**Normann, H.,**
2, *Stone Street, New York, U.S.*

| | |
|---|---|
| Lizzie Ross | 1151 |

**Nornan, Ångfartygs Aktieb.,**
*Gothenburg, Sweden.*
*See* T. AHRENBERG.

**Norra Ångermanland, Ångb. Aktieb.,**
*Hernösand, Sweden.*
*See* P. H. ANDERSSON.

**Norra Skärgårdens Ångb. Aktieb.,**
*Gothenburg, Sweden.*
*See* A. G. FRILÄNDER.

**Norregaard, M. H.,**
*Copenhagen, Denmark.*

| | Net Tons |
|---|---|
| Martin | 331 |

**Norrgård, F.,**
*Björneborg, Finland.*

| | |
|---|---|
| Helmi | 144 |

**Norrgård, J. W.,**
*Björneborg, Finland.*

| | |
|---|---|
| Tytty | 306 |

**Norris, A. F.,**
*Mobile, Ala., U.S.*

| | |
|---|---|
| s. Gulf City | 94 |

**Norris, Cornelius,**
*Rockhampton, Queensland.*

| | |
|---|---|
| Bannockburn | 111 |

**Norris, Matthew C.,**
*Princeport, N.S.*

| | |
|---|---|
| Eventide | 108 |

**Norrland, Ångfartygs Atkiebolaget,**
*Hernösand, Sweden.*
*See* E. R. LUNDSTEN.

**Norrman, E. T.,**
*Malmö, Sweden.*

| | |
|---|---|
| Nelly & Mathilda | 529 |

**Nors Jernbruks Aktiebolag,**
*Gothenburg, Sweden.*
*See* F. HOLLENDER.

**Norselfvens Trafik Aktieb.,**
*Trossnäs Nor, Sweden.*
*See* J. ANDERSSON.

**Norske Missions Selskab,**
*Stavanger, Norway.*
*See* T. MELING.

**North Atlantic Steam Ship Co.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| s. Carroll | 822 |
| s. Worcester | 796 |

**North Atlantic "Trident" Line.**
*See* P. W. RICHARDSON.

**North British Railway Co.,**
*Cowlairs, near Glasgow.*

| | Net Tons |
|---|---|
| s. William Muir | 155 |

**North British Steam Packet Co.** (H. Grierson)
(Manager—Robert Darling),
4, *West George Street, Glasgow.*

| | |
|---|---|
| s. Albatross | 162 |
| s. Diana Vernon | 84 |
| s. Empress | 90 |
| s. Guy Mannering | 40 |
| s. Jeanie Deans | 120 |
| s. Lady Clare | 85 |
| s. Lady Rowena | 84 |
| s. Lucy Ashton | 135 |
| s. Prince Consort | 106 |
| s. Prince of Wales | 89 |
| s. Silloth | 167 |
| s. Solway | 24 |
| s. The Queen | 96 |

**North Coast Steam Nav. Co., Ld.,**
*Sydney, N.S.W.*

| | |
|---|---|
| s. Australian | 232 |
| s. Burrawong | 246 |
| s. City of Grafton | 555 |
| s. Coraki | 198 |
| s. Electra | 210 |
| s. Fernmount | 183 |
| s. Kallatina | 380 |
| s. Macleay | 291 |
| s. Rosedale | 164 |
| s. Tomki | 376 |
| s. Wyrallah | 205 |

**North Eastern Railway Co.,**
*York.*

| | |
|---|---|
| s. Clarence | 9 |
| s. Cleveland | 58 |
| s. Conquerer | 14 |
| s. Greatham | 10 |
| s. Iron | 15 |
| s. Nunthorpe | 11 |
| s. Salt | 16 |
| s. Steel | 15 |
| s. Tyne Dock No. 1 | 8 |
| s. William Gray | 18 |

**North Eastern Steam Fishing Co., Ld.,**
*Fish Docks, Great Grimsby.*

| | |
|---|---|
| s. Azalea | 70 |
| s. Begonia | 70 |
| s. Cineraria | 71 |
| s. Dahlia | 71 |
| s. Euthamia | 61 |
| s. Fittonia | 70 |
| s. Gardenia | 70 |
| s. Hugelia | 67 |
| s. Imbricaria | 66 |
| s. Jamesia | 77 |
| s. Kalmia | 77 |

**North German Lloyds.**
*See* NORDDEUTSCHER LLOYD.

**North Hetton Coal Co.**
(Manager—J. Todd),
22, *Bridge Street, Sunderland.*

| | |
|---|---|
| s. Lyon | 362 |

**North, John B.,**
*Horton, King's Co., N.S.*

| | |
|---|---|
| Avonia | 1629 |
| Avonmore | 1389 |
| Forest King | 1602 |
| Kestrel | 467 |
| Lizzie Curry | 498 |

**North, J. T.,**
*Avery Hill House, Eltham, Kent.*

| | |
|---|---|
| s. Juanita | 361 |

**North of Ireland Steam Ship Co., Ld.,**
*Belfast.*

| | |
|---|---|
| s. Ashley | 1500 |
| s. Shaftesbury | 1215 |



s. désigne les Vapeurs.

**North of Scotland, Orkney & Shetland Steam Nav. Co.**
(Manager—C. Merrylees),
*Matthew's Quay, Aberdeen.*

| | Net Tons |
|---|---|
| s. Earl of Zetland | 145 |
| s. Queen | 202 |
| s. Saint Clair | 300 |
| s. Saint Giles | 163 |
| s. Saint Magnus | 334 |
| s. Saint Nicholas | 404 |
| s. Saint Ola | 10 |
| s. Saint Rognvald | 487 |
| s. Saint Sunniva | 443 |

**North Sea Steam Shipping Co., Ld.,**
4, *Panmure Street, Dundee.*
*See* BERG, SONS & CO.

**North Shore Navigation Co., Ld.,**
*Collingwood, Ontario.*

| | |
|---|---|
| s. City of Collingwood | 893 |

**North Shore Navigation Co. of Ontario, Ld.,**
*Toronto, Ontario.*

| | |
|---|---|
| s. Manitou | 272 |

**North Shore Steam Ferry Co., Ld.,**
*Sydney, N.S.W.*

| | |
|---|---|
| s. Barangaroo | 129 |
| s. Victoria | 75 |
| s. Wallaby | 111 |

**North West Railway Society of Greece,**
*Piræus, Greece.*

| | |
|---|---|
| s. Caledon | 136 |

**North-Western Shipping Co., Ld.**
(WHITE STAR LINE),
10, *Water Street, Liverpool; and* 34, *Leadenhall Street, London, E.C.*
*See* ISMAY, IMRIE & CO.

**North Western Transportation Co.,**
*Cleveland, Ohio, U.S.*

| | |
|---|---|
| s. E. M. Perk | 1572 |
| s. Fayette Brown | 1516 |
| s. Harvey H. Brown | 2164 |
| s. S. R. Kirby | 1823 |

**North-Western Transportation Co., Ld.,**
*Sarnia, Ontario.*

| | |
|---|---|
| s. Monarch | 1372 |
| s. Ontario | 1018 |
| s. United Empire | 1296 |

**North Wold Steam Fishing Co., Ld.,**
*Grimsby.*

| | |
|---|---|
| s. North Wold | |

**Northern Lighthouses, Commissioners of,**
84, *George Street, Edinburgh.*

| | |
|---|---|
| s. Pharos | 241 |
| s. Pole Star | 197 |
| s. Signal | 174 |

**Northern Ocean Steam Fishing Co., Ld.,**
*Aberdeen.*
*See* J. L. CUNLIFFE & CO.

**Northern Petroleum Tank Steamship Co., Ld.,**
*Exchange Buildings, Quayside, Newcastle-on-Tyne.*
*See* HUNTING & SON.

**Northern Shipowners' Co., Ld.,**
3, *Custom House Square, Belfast.*

| | Net Tons |
|---|---|
| Galgorm Castle | 1507 |

**Northern Shipping Co., Ld.,**
*Vancouver, B.C.*

| | |
|---|---|
| s. Mermaid | 87 |

**Northern Steam Ship Co.,**
*Buffalo, N.Y., U.S.*
*See* J. GORDON.

**Northern Steam Ship Co., Ld.**
(Manager—Charles Ranson),
*Palmerston Buildings, Queen Street, Auckland, N.Z.*

| | |
|---|---|
| s. Argyle | 129 |
| s. Chelmsford | 70 |
| s. Clansman | 336 |
| s. Gairloch | 211 |
| s. Glenelg | 156 |
| s. Iona | 159 |
| s. Kanieri | 115 |
| s. Ohinemuri | 73 |
| s. Rotomahana | 139 |
| s. Waistahi | 168 |
| s. Wellington | 262 |

**Northern Union Steamboat Co., Ld.,**
*Helensville, N.Z.*

| | |
|---|---|
| s. Osprey | 138 |

**Northumbrian Shipping Corporation, Ld.,**
9, *Dean Street, Newcastle-on-Tyne.*
*See* L. MACARTHY.

**Norton, L. N. D.,**
44, *Rua d'Ouvidor, Rio de Janeiro, Brazil.*

| | |
|---|---|
| Primavera | 1457 |

**Norway, Government of,**
*Christiania, Norway.*

| | |
|---|---|
| s. Heimdal | |

**Norwegian African Trading Co.,**
*Christiania, Norway.*

| | |
|---|---|
| Alert | 257 |

**Norwell, H.,**
*Winter Street, Boston, Mass., U.S.*

| | |
|---|---|
| Bruce Hawkins | 584 |

**Norwick Steamship Co., Ld.,**
*Exchange Buildings, Quayside, Newcastle-on-Tyne.*
*See* HUNTING & SON.

**Norwood, C. M., & Co.,**
21, *Billiter Street, London, E.C.*

| | |
|---|---|
| s. Bolderaa | 1061 |
| s. Dwina | 795 |
| s. Neva | 903 |
| s. Octa | 1104 |
| s. Onega | 1283 |
| s. Varna | 835 |
| s. Viatka | 549 |

**Noto Zenkichi,**
*Hakodate, Japan.*

| | Net Tons |
|---|---|
| s. Hakodate Maru | 295 |
| s. Satsuki Maru | 87 |

**Noureddin, Mehemed Habib Zadeh & Co.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Huda Verdi | 378 |

**Nourse, James,**
3, *Fenchurch Avenue, London, E.C.*

| | |
|---|---|
| Arno | 1721 |
| Avoca | 1625 |
| Avon | 1500 |
| Bann | 1667 |
| British Peer | 1428 |
| Clyde | 1720 |
| Elbe | 1616 |
| Ems | 1720 |
| Erne | 1613 |
| Forth | |
| Foyle | 1598 |
| Ganges | 1443 |
| Grecian | 1272 |
| Hereford | 1469 |
| Jumna | 1048 |
| Lena | 1654 |
| Main | 1614 |
| Mersey | |
| Moy | 1620 |
| Rhine | 1611 |
| Rhone | 1678 |

**Nouvelle Cie. Bordelaise de Nav.,**
*Bordeaux, France.*
*See* H. BORDES & CO.

**Noyo Lumber Co.,**
24, *Market Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| s. Noyo | 230 |

**Nu, Ångfartygs Aktiebolaget,**
*Ystad, Sweden.*
*See* FR. PETERSSON.

**Nugues Fratelli,**
*Procida, Italy.*

| | |
|---|---|
| Concettina | 380 |

**Nuri, Ahmassrahlee Hajee,**
*Ahmassrah, Turkey.*

| | |
|---|---|
| Khadem Hhair | 137 |

**Nurminen, J.,**
*Raumö, Finland.*

| | |
|---|---|
| Laura | 140 |
| Uljas | 348 |

**Nurse, D., & Sons,**
*Bridgwater.*

| | |
|---|---|
| R. T. B. | 75 |

**Nurse, Frank,**
*Croft Villa, Henry Road, Gloucester.*

| | |
|---|---|
| Via | 99 |

**Nutt, J. B.,**
*Perry, Maine, U.S.*

| | |
|---|---|
| Rebecca F. Lamdin | 441 |
| Viator | 739 |

**Nya Ångfartygs Aktiebolaget,**
*Åbo, Finland, Russia.*

| | |
|---|---|
| s. Eos | 214 |

**Nya Dalarö, Ångbåts Aktiebolaget,**
*Stockholm, Sweden.*
*See* C. H. BACKERT.

**Nyberg, N. J.,**
*Bollsta, Hernösand, Sweden.*

| | Net Tons |
|---|---|
| s. Fyris | 102 |
| Carl XV. | 397 |

**Nye, E.,**
88, *Bishopsgate Street Within, London, E.C.*

| | |
|---|---|
| s. Camperdown | 988 |
| s. Trafalgar | 1029 |

**Nyegaard, Fred. C.,**
*Tonsberg, Norway.*

| | |
|---|---|
| Areola | 947 |

**Nylund, A.,**
*Lemland, Finland.*

| | |
|---|---|
| St. Matheus | 380 |

**Nylund, A. W.,**
*Nykyrki, Finland.*

| | |
|---|---|
| Wäinö | 260 |

**Nylund, C.,**
*Nykarleby, Russia.*

| | |
|---|---|
| Carl Gustaf | 931 |

**Nylund, J. A.,**
*Nystad, Finland.*

| | |
|---|---|
| Palme | 168 |

**Nyman, C. E.,**
*Stockholm, Sweden.*

| | |
|---|---|
| s. Gustaf II. Adolf | 319 |

**Nyo Tsein Pain,**
*Rangoon.*

| | |
|---|---|
| Kim Kong Hwat | 159 |

**Nyqvist, J.,**
*Moss, Norway.*

| | |
|---|---|
| Alfred | 243 |

**Nystads Rederi Aktiebolag.**
(Manager—R. Hartman),
*Nystad, Finland.*

| | |
|---|---|
| Alku | 798 |
| s. Salama | 109 |

**Nyström, A. B.,**
*Åbo, Finland.*

| | |
|---|---|
| Christel | 879 |
| Osmo | 257 |
| Siivo | 324 |

**Nyström, E. F.,**
*Slite, Gotland, Sweden.*

| | |
|---|---|
| Delfin | 169 |

**Nyström, Ferd.,**
*Slite, Gotland, Sweden.*

| | |
|---|---|
| Amor | 132 |
| August | 115 |
| Spekulation | 185 |

# O

**O'Brien, A. H.,**
*Philadelphia, U.S.*

| | Net Tons |
|---|---|
| Gilberton | 825 |
| Reliance | 825 |
| St. Nicholas | 825 |

**O'Brien, Burgess,**
*Thomaston, Maine, U.S.*

| | |
|---|---|
| Ella Pressey | 157 |

**O'Brien, C.,**
*Bassein, British Burmah.*

| | |
|---|---|
| s. Kathleen *(Gross)* | 190 |
| s. Mary | 20 |

**O'Brien, Edward E.,**
*Thomaston, Maine, U.S.*

| | |
|---|---|
| Alexander Gibson | 2194 |
| Baring Brothers | 2091 |
| Belle O'Brien | 1808 |
| Edward O'Brien | 2157 |
| Edward O'Brien | 1725 |
| General Knox | 2218 |
| J. B. Walker | 2105 |

**O'Brien, George,**
*Maccan, Cumberland co., N.S.*

| | |
|---|---|
| Endora | 1143 |

**O'Brien, J.,**
12, *East Howard Street, Glasgow.*

| | |
|---|---|
| s. Isabella | 74 |

**O'Brien, Jotham,**
*Maccan, Cumberland co., N.S.*

| | |
|---|---|
| Flora | 522 |

**O'Brien, Osmond, & Co.,**
*Noel, N.S.*

| | |
|---|---|
| Amanda | 1073 |
| Dove | 168 |
| E. A. O'Brien | 1037 |

**O'Dwyer, Timothy,**
*Maryborough, Queensland.*

| | |
|---|---|
| Roderick Dhu | 163 |

**O'Gilvie, W. F.,**
*Castleton, State Is., New York, U.S.*

| | |
|---|---|
| Edith | 129 |

**O'Hagan, Felix,**
*Margaret Street, Newry, co. Down.*

| | |
|---|---|
| s. Robert Burns | 49 |

**O'Hara, John,**
*Isaac's Harbour, Guysboro,' N.S.*

| | |
|---|---|
| Cumminger | 155 |

**O'Keefe, D.,**
*Taunton, Mass., U.S.*

| | Net Tons |
|---|---|
| William D. Marvel | 432 |

**O'Keefe, W. J.,**
*Faythe Mattengs, Wexford.*

| | |
|---|---|
| Topaz | 76 |

**O'Leary, Thomas,**
*Quebec, Canada.*

| | |
|---|---|
| Tivola | 184 |

**O'Malley, A.,**
12, *Boswell Street, Liverpool.*

| | |
|---|---|
| Prince Rupert | 1117 |

**O'Neill, John,**
*Arklow, co. Wicklow.*

| | |
|---|---|
| Test | 129 |

**O'Sullivan, Denis,**
*Cor. 18th and Main Street, Richmond, Va., U.S.*

| | |
|---|---|
| Thomas Booz | 295 |

**O'Swald, Wm., & Co.,**
*Grosse Bleichen* 22, *Hamburg, Germany,*

| | |
|---|---|
| Tamatave | 196 |
| s. Zanzibar | 698 |

**Oaki Kikusaburo,**
*Tokio, Japan.*

| | |
|---|---|
| s. Nagasaki Maru | 233 |
| s. Sokaku Maru | 154 |

**Oaki, Kisaburo,**
*Tokio, Japan.*

| | |
|---|---|
| Isunemoto Maru | 423 |

**Oates, E. W. C.,**
9, *Orange Court, Castle Street, Liverpool.*

| | |
|---|---|
| s. Cicero | 1030 |

**Oates, T. & S.,**
*Victoria Street, North Grimsby, Lincolnshire.*

| | |
|---|---|
| s. Champion | 29 |
| Champion | 149 |

**Oceaan, Nederlandsche Stoomvaart Maatschappij.,**
*Amsterdam, Holland.*

| | |
|---|---|
| s. Anchises | 1278 |
| s. Antenor | 1376 |
| s. Banjermassin | 261 |
| s. Bellerophon | 1356 |
| s. Deucalion | 1374 |
| s. Flintshire | 1017 |
| s. Ganymede | 236 |
| s. Glaucus | 1382 |
| s. Jason | 1412 |
| s. Kongsee | 696 |
| s. Menelaus | 1300 |
| s. Patroclus | 1386 |
| s. Prometheus | 1538 |
| s. Sarpedon | 1571 |
| s. Stentor | 1278 |

**Ocean Steam Ship Co.**
(Alfred Holt),
1, *India Buildings, Liverpool.*

| | |
|---|---|
| s. Achilles | 1488 |
| s. Agamemnon | 1491 |
| s. Ajax | 1477 |
| Andes | 328 |
| s. Beagle | 100 |
| s. Calypso | 339 |
| s. Cyclops | 1363 |
| s. Dardanus | 1507 |

(*Continued.*)

**Ocean Steam Ship Co.**
*(continued.)*

| | Net Tons |
|---|---|
| s. Diomed | 1432 |
| s. Fantee | 98 |
| s. Hebe | 346 |
| s. Hector | 1590 |
| s. Ixion | 2299 |
| s. Laertes | 1351 |
| s. Myrmidon | 1816 |
| s. Nestor | 2414 |
| s. Palamed | 1489 |
| s. Palinurus | 1536 |
| s. Polyphemus | 1813 |
| s. Priam | 1803 |
| s. Pyrrhus | 2299 |
| s. Saladin | 1498 |
| s. Sultan | 1270 |
| s. Tantalus | 2299 |
| s. Telamon | 1555 |
| s. Telemachus | 1397 |
| s. Teucer | 1803 |
| s. Titan | 1525 |
| s. Ulysses | 2299 |

**Ocean Steam Ship Co.**
(Savannah Line. *See also* New England & Savannah Steam Ship Co.),
*Spring St., North River, New York, U.S.*

| | |
|---|---|
| s. Chattahoochee | 1888 |
| s. City of Augusta | 1929 |
| s. Dessoug | 892 |
| s. Nacoochee | 1905 |
| s. Tallahassee | 1890 |

**"Oceana," Actieselskabet**
(Manager—Chr. Christensen),
*Framnæs, Sandefjord, Norway.*

| | |
|---|---|
| Castor | 317 |
| Cito | 123 |
| Fremad | 106 |
| s. Hertha | 164 |
| Jason | 357 |
| Örnen | 1020 |
| Penda | 162 |
| Polarstjernen | 131 |

**Oceanic Steam Nav. Co., Ld.**
(White Star Line.)
10, *Water Street, Liverpool & 34, Leadenhall Street, London, E.C.*
*See* Ismay, Imrie & Co.

**Oceanic Steam Ship Co.,**
327, *Market Street, San Francisco, U.S.*

| | |
|---|---|
| s. Alameda | 1939 |
| Anna | 228 |
| s. Australia | 1937 |
| Consuelo | 279 |
| John D. Spreckels | 254 |
| s. Mariposa | 1939 |
| W. H. Dimond | 376 |
| William G. Irwin | 331 |
| s. Zealandia | 1713 |

**Ockenden & Son,**
105, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| Clyde | 186 |

**Ockershausen, G. P., & Co.,**
101 & 103, *Wall Street, New York, U.S.*

| | |
|---|---|
| Georgietta | 436 |

**Odelberg, O. W.,**
*Gustafsberg, Vermdö, Stockholms län, Sweden.*
(Gustafsbergs Fabriks Intressenter.)

| | |
|---|---|
| s. Gustafsberg II. | 63 |
| s. Gustafsberg IV. | 79 |
| s. Gustafsberg V. | 88 |

**Odell, G. D.,**
*New York, U.S.*

| | |
|---|---|
| Charles Thompson | 145 |

**Odenius, E. J.,**
*Gothenburg, Sweden.*

| | Net Tons |
|---|---|
| s. Frigga | 281 |
| Jacob Rauers | 518 |
| s. Kepler | 540 |
| Louis de Geer | 646 |
| s. Tellus | 162 |
| s. Vera | 144 |
| (Ångf. Aktieb. "Baltic.") | |
| s. Fia | 165 |
| (Ångf. Aktieb. "Labora.") | |
| s. Alexander | 350 |
| s. Olof | 360 |
| (Ångf. Aktieb. Ström.) | |
| s. Julia | 206 |

**Odense Dampskibsselskabet**
(Manager—Chr. Clemmensen),
*Odense, Denmark.*

| | |
|---|---|
| s. St. Alban | 228 |

**Ödman, A.,**
*Efvensås, Skaftö, Fiskebäckskil, Sweden.*

| | |
|---|---|
| Gustaf | 189 |

**Ödman, C. J.,**
*Sälvik, Fiskebäckskil, Sweden.*

| | |
|---|---|
| Amphitrite | 228 |
| Benjamin Mollén | 213 |
| Charlotte | 187 |
| Ellida | 189 |
| Hilma | 155 |
| Karl | 206 |
| Sofia | 245 |

**Odzo Yoyemon,**
*Tokio, Japan.*

| | |
|---|---|
| Yamato Maru | 209 |

**Oeconomos, E.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Patir | 243 |

**Oeconomos, G. I.,**
*Coumi, Greece.*

| | |
|---|---|
| Panteleimon | 174 |

**Oei Boen Goan,**
*Rioux, East Indies.*

| | |
|---|---|
| Ho Soen Goan | 301 |

**Oei Bok Sing & Oei Bok Liva,**
*Rioux, East Indies.*

| | |
|---|---|
| Henriette Elisabeth | 357 |

**Oelkers, Federico,**
*Puerto Montt, Chili.*

| | |
|---|---|
| Huar | 581 |
| Llanquihue | 1121 |
| Reloncavi | 573 |
| Tenglo | 403 |

**Oen Tik Siang,**
*Sourabaya.*

| | |
|---|---|
| Marie | 364 |

**Oey Tiang Lam & Oey Tiang Goan,**
*Pekalongan, Java.*

| | |
|---|---|
| Hoat Sing Batavia | 277 |

**Öfverberg, A.,**
*Lerhamn, Höganäs, Sweden.*

| | |
|---|---|
| Antelope | 178 |

**Ogden, Amos,**
*Sackville, N.B.*

| | Net Tons |
|---|---|
| Otacilius | 231 |

**Ogden, William, S.,**
*Bute Timber Yard, Cardiff.*

| | |
|---|---|
| s. Christopher Thomas | 60 |
| s. Rover | 127 |

**Ogilvie, F. W.,**
*Memel, Germany.*

| | |
|---|---|
| Canada | 485 |
| John Casper | 337 |

**Ogilvie, William F.,**
*Brooklyn, New York, U.S.*

| | |
|---|---|
| Roman | 330 |
| William S. Hansell | 307 |

**Oglus, Aslan,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayos Athanasias | 147 |

**Ogmore Steam Ship Co., Ld.,**
104, *Bute Street, The Docks, Cardiff.*
*See* Chitham & Henry.

**Ogwen Ship Co., Ld.,**
30, *Brunswick Street, Liverpool.*
*See* W. Thomas & Co.

**Oh Swee Keat,**
*Boat Quay, Singapore.*

| | |
|---|---|
| s. Borneo | 404 |

**Ohara, Tokubei,**
*Oshima Yechozen, Japan.*

| | |
|---|---|
| Yeiju Maru | 100 |

**Öhberg, K. V.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Avenir | 401 |
| Nordenskjöld | 319 |

**Ohe, J. v. d.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Hugin | 326 |
| s. Munin | 731 |
| s. Odd | 506 |
| s. Odin | 437 |
| s. Skulda | 308 |

**Ohlsen Chr.,**
*Marstal, Denmark.*

| | |
|---|---|
| Nathalia | 118 |

**Ohlsen, Frithjof,**
*Fredrikswærn, Norway.*

| | |
|---|---|
| Agnes | 752 |
| Anna | 198 |
| Cottica | 308 |
| s. Eva | 811 |
| Killy | 870 |
| Winnifred | 983 |

**Ohlsen, H. E.,**
*Delzyl, Holland.*

| | |
|---|---|
| Wilhelmina | 138 |

**Ohlsen, N. J.,**
*Marstal, Denmark.*

| | |
|---|---|
| Faders Minde | 112 |
| Phönix | 165 |

**Ohlsson, A.,**
*Carlshamn, Sweden.*

| | Net Tons |
|---|---|
| Ida | 306 |

**Ohlsson, J.,**
*Kjöge, Denmark.*

| | |
|---|---|
| Vilhelmine | 194 |

**Ohlsson, J. H.,**
*Smögen, Lysekil, Sweden.*

| | |
|---|---|
| Nlord | 234 |

**Ohlsson, N.,**
*Råå, Sweden.*

| | |
|---|---|
| Johanna Matilda | 167 |

**Ohlsson, P.,**
*Gefle, Sweden.*

| | |
|---|---|
| Bonde | 190 |

**Ohlsson, P.,**
*Skillinge, Cimbrishamn, Sweden.*

| | |
|---|---|
| Hedvig Sofia | 258 |

**Ohlsson, R. T.,**
*Timmernabben, Ålem, Sweden.*

| | |
|---|---|
| Svea | 415 |

**Öhman, A.,**
*Lingslätö, Väddö s. n, Roslagen, Sweden.*

| | |
|---|---|
| Petri | 103 |

**Öhman, C. T.,**
*Piteå, Sweden.*

| | |
|---|---|
| s. Norrbotten | 418 |

**Ohrloff, E. W., & Sohn,**
*Barth, Germany.*

| | |
|---|---|
| Albert Reimann | 225 |
| Bernhard | 274 |
| Marie Emilie | 408 |

**Oiye Shichihei,**
*Kaga, Japan.*

| | |
|---|---|
| s Aikoku Maru | 1068 |

**Okinawa Kisen Kaisha,**
*Okinawa, Japan.*

| | |
|---|---|
| s. Daiyu Maru | 319 |

**Olander, O. F.,**
*Kimito, Westanfjerd, Finland.*

| | |
|---|---|
| Hilda | 247 |
| Selma | 271 |

**Olausen, A. E.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Oscar | 127 |

**Olavarria, Lozano & Co.,**
*Gijon, Spain.*

| | |
|---|---|
| s. Anselmo | 495 |
| s. Cifuentes | 436 |
| s. Julian | 491 |
| s. Palmira | 94 |
| s. Pilar | 262 |

**Olcese, Giuseppe, fu D.,**
*Camogli, Italy.*

| | |
|---|---|
| Olcese | 454 |



s. désigne les Vapeurs.

**Olcott, F. P.,**
*54, Wall Street, New York, U.S.*

| | Net Tons |
|---|---|
| Edith Olcott | 1147 |

**Old Colony Steamboat Co.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| s. City of Brockton | 1912 |
| s. City of Fall River | 1723 |
| s. City of Fitchburg | 433 |
| s. City of New Bedford | 433 |
| s. City of Taunton | 1999 |
| s. Newport | 1863 |
| s. Old Colony | 1714 |
| s. Pilgrim | 2513 |
| s. Plymouth | 2280 |
| s. Providence | 2064 |
| s. Puritan | 3075 |

**Old Dominion Steam Ship Co.,**
*Pier 26 N.R., Foot of Beach Street, New York, U.S.*

| | |
|---|---|
| s. City of Columbia | 1285 |
| s. Guyandotte | 1651 |
| s. Old Dominion | 1776 |
| s. Richmond | 1102 |
| s. Roanoke | 1655 |
| s. Wyanoke | 1660 |

**Oldenburg, Joh.,**
*Barsselermoor, Germany.*

| | |
|---|---|
| Harmonie | 103 |

**Oldenburg - Portugiesische Dampfschiffs-Rhederei**
(Managing Director—A. Schultze),
*Oldenburg, Germany.*

| | |
|---|---|
| s. Brake | 845 |
| s. Bremen | 812 |
| s. Cintra | 886 |
| s. Coimbra | 437 |
| s. Oldenburg | 463 |
| s. Porto | 557 |
| s. Portugal | 775 |

**Olivari, Antonio,**
*Camogli, Italy.*

| | |
|---|---|
| Mercedes | 193 |

**Olivari, Bartolomeo, fu Gaetano,**
*Camogli, Italy.*

| | |
|---|---|
| Sarò Caino | 581 |

**Olivari, Biagio,**
*Camogli, Italy.*

| | |
|---|---|
| Giovanni Battista | 107 |

**Olivari, Fortunato,**
*Camogli, Italy.*

| | |
|---|---|
| San Giuseppe | 229 |

**Olivari, Francesco (Eredi di)**
*Via 20 Settembre, Camogli, Italy.*

| | |
|---|---|
| Giuseppe Olivari | 449 |
| Madre O. | 454 |

**Olivari, G. B., & Rosa Buzzo,**
*Camogli, Italy.*

| | |
|---|---|
| Nostra Signora Della Salute | 421 |

**Olivari, G. Bono,**
*Genoa, Italy.*

| | |
|---|---|
| Emanuele Mainetto | 1008 |

**Olivari, Gaetano Davide, di Fort.,**
*Via Vittorio Emanuele, Camogli, Italy.*

| | |
|---|---|
| Teresa Olivari | 806 |

**Olivari, Eredi di G.,**
*Camogli, Italy.*

| | |
|---|---|
| Volonta di Dio | 884 |

**Olivari, Luigi,**
*Camogli, Italy.*

| | Net Tons |
|---|---|
| Fortunato O. | 146 |
| Maria O. | 195 |

**Olivari, Maria, in Mortola,**
*Genoa, Italy.*

| | |
|---|---|
| Antonia Madre | 567 |
| Zio Baciccin | 444 |

**Olivari, Matteo, fu G.,**
*Via Fieschi, No. 5, Intre. II., Genoa, Italy.*

| | |
|---|---|
| Belvedere | 155 |
| Celestina O. | 239 |
| Giovanni O. | 149 |

**Olivari, P.,**
*Genoa, Italy.*

| | |
|---|---|
| I Buoni Parenti | 153 |

**Olivari, Prospero, fu L.,**
*Camogli, Italy.*

| | |
|---|---|
| Azoff | 210 |

**Olivari, Prospero & Davide Fratelli,**
*Camogli, Italy.*

| | |
|---|---|
| Prospero & Davide | 900 |

**Olive, F., y Maristany,**
*Barcelona, Spain.*

| | |
|---|---|
| Frasquito | 312 |

**Olive, Herbert J.,**
*Carleton, St. John, N.B.*

| | |
|---|---|
| Arbutus | 386 |
| Buda | 312 |
| Primrose | 376 |
| Sunshine | 349 |
| Woodbine | 364 |

**Oliveira, B., & Co.,**
*Pernambuco, Brazil.*

| | |
|---|---|
| Marianinha | 238 |
| Tigre | 252 |

**Oliveira, J. R. D.,**
*Para, Brazil.*

| | |
|---|---|
| s. Tarauacá | 205 |

**Oliver, A. R.,**
*Valencia, Spain.*

| | |
|---|---|
| San Miguel | 103 |

**Oliver & Co.,**
207, *Battery Street, San Francisco, U.S.*

| | |
|---|---|
| s. Sirius | 852 |

**Olivier, A., & Virgile Gichard,**
*St. Valery en Caux, France.*

| | |
|---|---|
| Jean Agathe | 148 |

**Olivieri, Francesco,**
*Segna, Hungary.*

| | |
|---|---|
| Vitez O. | 664 |
| Vladimir | 378 |

**Ollivier, M.,**
*St. Malo, France.*

| | |
|---|---|
| Paul | 162 |

**Ollivier, R.,**
*Portrieux, France.*

| | |
|---|---|
| Marie Augustine | 129 |

**Olmeta, A. S.,**
*Port of Spain, Trinidad.*

| | Net Tons |
|---|---|
| s. Arturo | 165 |

**Olofson, A. P.,**
*Lemunda, Motala, Sweden.*

| | |
|---|---|
| Vettern | 144 |

**Olofsson, E. K.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Felix | 112 |
| Ida | 179 |

**Olofsson, L.,**
*Wärdö, Aland, Finland.*

| | |
|---|---|
| Emeli | 609 |
| Hero | 613 |
| Hilma | 250 |
| Ilma | 196 |
| Kolumbus | 137 |
| Sofia | 135 |
| Ulrika | 648 |
| Wilhelmina | 374 |

**Olsen, A.,**
*Aalborg, Denmark.*

| | |
|---|---|
| Frederikden 6tes. Minde | 112 |

**Olsen, A.,**
*Namlös, Sandefjord, Norway.*

| | |
|---|---|
| Dacapo | 119 |

**Olsen, A. B.,**
*Lyngör, Risör, Norway.*

| | |
|---|---|
| Sandöen | 197 |

**Olsen, And. Biering,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Andvake | 163 |
| Ariadne | 458 |
| Dovre | 428 |
| Guldbringa | 694 |
| Nina | 496 |

**Olsen, Andr.,**
*Bergen, Norway.*

| | |
|---|---|
| Niord | 116 |
| s. Stalheim | 1358 |

**Olsen, A. O.,**
*Sandnæs, Stavanger, Norway.*

| | |
|---|---|
| Erling | 1216 |
| Fröy | 340 |
| Stratford | 1070 |

**Olsen, A. R.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Haabet | 323 |

**Olsen, B. A.,**
*Lyngör, Risör, Norway.*

| | |
|---|---|
| Bravo | 452 |
| Cormorant | 238 |
| Insulan | 208 |
| Johannes | 825 |
| Lingaard | 1041 |
| Marco Polo | 752 |
| Normanvik | 711 |
| Norvegia | 599 |
| Rapid | 199 |
| Tell | 467 |

**Olsen, C.,**
*Tvedestrand, Norway.*
(Actie Selskab "Magnum.")

| | |
|---|---|
| Hövding | 1059 |
| Lady Blessington | 1123 |
| Magnum | 1370 |

**Olsen, C. A.,**
*Fredrikshald, Norway.*

| | Net Tons |
|---|---|
| Eliza | 248 |

**Olsen, Chr.,**
*Laurvig, Norway.*

| | |
|---|---|
| Elida | 345 |

**Olsen, C. & E.,**
*Lodshaven, Farsund, Norway.*

| | |
|---|---|
| Arcturus | 665 |

**Olsen, C. L.,**
*Sarpsborg, Norway.*

| | |
|---|---|
| Alfhild | 151 |

**Olsen, D. S.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Aster | 399 |
| Snar | 346 |

**Olsen, E.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Europa | 462 |

**Olsen, E. M.,**
*Tjömö, Norway*

| | |
|---|---|
| Pocohontas | 185 |

**Olsen, Edvard,**
*Hjertnæss, Sandefjord, Norway.*

| | |
|---|---|
| Belt | 1246 |
| Bessie Hamilton | 941 |

**Olsen, Elias,**
*Florö, Norway.*

| | |
|---|---|
| s. Gwent | 447 |
| s. Helga | 107 |

**Olsen, Fred.,**
*Hvidsten, Norway.*

| | |
|---|---|
| Broderfolket | 666 |
| Courant | 1135 |
| Eda | 541 |
| Gerda | 470 |
| Morning Light | 1293 |
| Normen | 422 |
| Skien | 468 |

**Olsen, Gunder,**
*Arendal, Norway.*

| | |
|---|---|
| Celox | 376 |
| Franklin | 482 |
| Hermanos | 378 |
| Hesperia | 498 |
| Leif Erikson | 624 |
| Natvig | 478 |
| Peabody | 457 |
| Sappho | 515 |
| Tancred | 456 |
| Zeus | 435 |

**Olsen, H.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Achilles | 92 |
| s. Hercules | 55 |

**Olsen, H. G.,**
*Stogen, Norway.*

| | |
|---|---|
| Fama | 156 |

**Olsen, H. J., & Larsen, G. L.,**
*Strömsö, Drammen, Norway.*

| | |
|---|---|
| Deodata | 347 |

**Olsen, I.,**
*Brevig, Norway.*

| | Net Tons |
|---|---|
| Kaleva | 434 |

**Olsen, I. W.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Frey | 460 |

**Olsen, J. B.,**
*Drammen, Norway.*

| | |
|---|---|
| Haabet | 332 |

**Olsen, J. F.,**
*Drammen, Norway.*

| | |
|---|---|
| Vesta | 172 |

**Olsen, J. W.,**
*Östre Fredrikstad, Norway.*

| | |
|---|---|
| Agathe | 505 |

**Olsen, Jacob R.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Betty | 146 |
| s. Fortuna | 1921 |
| s. Frey | 1962 |
| s. Njörd | 549 |
| s. Sif | 425 |
| s. Stella | 818 |
| s. Tyr | 1646 |

**Olsen, Jens,**
*Kragerö, Norway.*
(Actieselskabet "Achilles.")

| | |
|---|---|
| Ajax | 327 |
| Apollo | 385 |
| Bertha | 328 |
| Chocolate Girl | 244 |
| Christine | 372 |
| Emilie | 428 |
| Flora | 505 |
| Lionel | 288 |
| Toivo | 381 |
| Walter | 301 |

**Olsen, J. L.,**
*Maberg, Farsund, Norway.*

| | |
|---|---|
| Fristad | 957 |
| Lyna | 274 |

**Olsen, Julius,**
*Kjorrefjord, Farsund, Norway.*

| | |
|---|---|
| Werner | 840 |

**Olsen, Kornelius,**
*Stavanger, Norway.*

| | |
|---|---|
| Amarant | 256 |

**Olsen, L.,**
*Arendal, Norway.*

| | |
|---|---|
| Meteor | 440 |

**Olsen, L.,**
*Lillesand, Norway.*

| | |
|---|---|
| Elise | 368 |

**Olsen, L. J.,**
*Christiansand, Norway.*

| | |
|---|---|
| Beta | 246 |

**Olsen, M.**
(Manager—O. K. Abrahamsen),
*Porsgrund, Norway.*

| | |
|---|---|
| City of Agra | 987 |
| Kronprinds Carl | 245 |
| Sunbeam | 845 |

**Olsen, M.,**
*Frydenborg, Sandefjord, Norway.*

| | Net Tons |
|---|---|
| Hanna | 212 |

**Olsen, M.,**
*Arendal, Norway.*

| | |
|---|---|
| Anne | 158 |

**Olsen, M.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Hecla | 838 |

**Olsen, M. S.,**
*Arendal, Norway.*

| | |
|---|---|
| Castor | 392 |

**Olsen, Nicolay,**
*Arendal, Norway.*

| | |
|---|---|
| Amal | 467 |
| Baltic | 562 |
| Bertha | 345 |
| Ceres | 515 |
| Esra | 412 |
| Hardi | 317 |
| Lord Dufferin | 661 |
| Naomi | 709 |
| Platon | 464 |
| Sara | 544 |
| Seagull | 379 |
| Thela | 372 |
| Uno | 824 |
| Vimeira | 936 |

**Olsen, Niels,**
*Laurvig, Norway.*

| | |
|---|---|
| Baron Holberg | 375 |

**Olsen, N. W.,**
*Stavanger, Norway.*

| | |
|---|---|
| Lodsen | 294 |
| Marie | 133 |
| Rask | 191 |
| Ryfylke | 156 |

**Olsen, O.,**
*Sandnæs, Norway.*

| | |
|---|---|
| Sigurd | 1512 |

**Olsen, O.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Avance | 118 |

**Olsen, O. A.,**
*Arendal, Norway.*

| | |
|---|---|
| Alrana | 379 |
| Pandora | 514 |
| Viig | 496 |

**Olsen, O. E.,**
*Nykjöbing, Sjælland, Denmark.*

| | |
|---|---|
| Caroline Augusta | 125 |
| Haabet | 228 |

**Olsen, O. J., & H. Natvig,**
*Christiansand, Norway.*

| | |
|---|---|
| Leidi | 344 |

**Olsen, O. P.,**
*Arendal, Norway.*

| | |
|---|---|
| Latona | 332 |
| Ziba | 274 |

**Olsen, O. P.,**
*Laurvig, Norway.*

| | |
|---|---|
| Embla | 135 |
| Europa | 515 |
| Guldfaxe | 624 |
| Kong Eystein | 457 |
| Susanne | 438 |

**Olsen, Olaus,**
*Fredrikshald, Norway.*

| | Net Tons |
|---|---|
| Prinds Oscar | 639 |

**Olsen, Olaves,**
*Borge, per Sarpsborg, Norway.*

| | |
|---|---|
| Emmeline | 197 |

**Olsen, Ole J.,**
*Christiansand, Norway.*

| | |
|---|---|
| Ceres | 171 |
| Farvel | 333 |

**Olsen, Ole T.,**
*Stavanger, Norway.*

| | |
|---|---|
| Mars | 105 |

**Olsen, Oluf,**
*Filtvedt, pr Drobäk, Norway.*

| | |
|---|---|
| Iris | 135 |

**Olsen, P.,**
*Arendal, Norway.*

| | |
|---|---|
| Robert Schrafton | 724 |

**Olsens, P. A., Enke**
*Fredrikshald, Norway.*

| | |
|---|---|
| Lyngöer | 458 |

**Olsen, R.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Solid | 126 |

**Olsen, R. E.,**
*Sydengen, Spjæröen, Fredriksstad, Norway.*

| | |
|---|---|
| Stærk | 147 |

**Olsen, Rasmus F.,**
*Bergen, Norway.*

| | |
|---|---|
| Alert | 904 |
| Australia | 1170 |
| s. Columbus | 293 |
| s. Franklin | 364 |
| Fredrik Stang | 991 |
| Stanley | 663 |
| s. Tordenskjold | 349 |
| Union | 901 |
| s. Washington | 362 |

**Olsen, S.,**
*Christiansand, Norway.*

| | |
|---|---|
| Urda | 120 |

**Olsen, S., & E. Syvertsen,**
*Drammen, Norway.*

| | |
|---|---|
| Drafn | 352 |

**Olsen, S. T.,**
*Arendal, Norway.*

| | |
|---|---|
| Presto | 251 |

**Olsen, Staale,**
*Farsund, Norway.*

| | |
|---|---|
| Nubia | 314 |

**Olsen, Stork,**
*Tysnæs, Norway.*

| | |
|---|---|
| Stanley | 104 |

**Olsen, Thor,**
*Kragerö, Norway.*

| | |
|---|---|
| Polykarp | 380 |

**Olsen, Ths. A.,**
*Christiansand, Norway.*

| | Net Tons |
|---|---|
| Inga | 457 |

**Olsen, Thv. B.,**
*Christiansand, Norway.*

| | |
|---|---|
| Avance | 125 |
| Constance | 632 |
| Ida | 656 |
| Olivia | 1162 |
| Scott | 630 |
| Trygve | 462 |

(Dampskibs Selskabet "Avance.")

| | |
|---|---|
| s. Kitty | 708 |

**Olsen, William,**
38, *Market Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Czar | 137 |

**Olsens Dykkerforretning,**
*Bergen, Norway.*

| | |
|---|---|
| Sofia Karolina | 302 |

**Olson, C. O.,**
*Dennis, Mass., U.S.*

| | |
|---|---|
| William Cobb | 403 |

**Olson, John E.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Albatros | 937 |
| Albert Ehrensvärd | 590 |
| Alma | 333 |
| Amalia | 287 |
| Argo | 661 |
| Balder | 366 |
| Benjamin | 298 |
| Fride | 264 |
| Gamen | 919 |
| Gripen | 1172 |
| Harald | 526 |
| Hedvig | 343 |
| Hilda | 346 |
| Mentor | 292 |
| Neutral | 373 |
| Preciosa | 326 |

**Olson, P.,**
*Ortviken, Sundswall, Sweden.*
(Ortvikens Ångsags Aktieb.)

| | |
|---|---|
| Carin | 265 |
| Magnus Huss | 533 |

**Olsson, A. G.,**
*Boda, Väddö, Roslagen, Sweden.*

| | |
|---|---|
| Vitalis | 190 |

**Olsson, A. O.,**
*Höglundsgatan 107, Gothenburg, Sweden.*

| | |
|---|---|
| s. Delfin | 71 |

**Olsson, B.,**
*Huseby, Kårehogen, Sweden.*

| | |
|---|---|
| Gerda | 221 |

**Olsson, C. E.,**
*Brevik, Väddö, Roslagen, Sweden.*

| | |
|---|---|
| Hildegard | 256 |

**Olsson, C. J.,**
*Grönskhult, Fiskebäckskil, Sweden.*

| | |
|---|---|
| Clara | 161 |
| Iduna | 194 |

**Olsson, C. M.,**
*Mönsterås, Sweden.*

| | |
|---|---|
| Carolina | 223 |

**Olsson, C. P.,**
*Tägagatan, Helsingborg, Sweden.*

| | |
|---|---|
| John | 212 |

**Olsson, E.,**
*Hellevikstrand, Oroust, Sweden.*

| | Net Tons |
|---|---|
| Anna Elise | 167 |

**Olsson, F.,**
*Lafsekulla, Bergqvara, Sweden.*

| | |
|---|---|
| Birgitte | 298 |

**Olsson, G.,**
*Mollösund, Sweden.*

| | |
|---|---|
| Augusta | 418 |
| Berta Maria | 244 |

**Olsson, Ingvar,**
*Brantevik, Sweden.*

| | |
|---|---|
| Heinrich Moll | 273 |

**Olsson, J.,**
*Arvika, Sweden.*

| | |
|---|---|
| s. Fortuna | 104 |

**Olsson, J. E.,**
*Björhöfda, Vätö, Roslagen, Sweden.*

| | |
|---|---|
| Berta | 183 |
| Dristig | 423 |

**Olsson, J. M.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| Robert | 117 |

**Olsson, J. P.,**
*Råå, Raus, Sweden.*

| | |
|---|---|
| Thor | 145 |

**Olsson, L. M.,**
*Lerberget, Höganäs, Sweden.*

| | |
|---|---|
| Otto | 203 |

**Olsson, N.,**
*Glimsås, Bohuslän, Sweden.*

| | |
|---|---|
| Amanda | 281 |
| Ida | 222 |
| Ynez | 260 |

**Olsson, Nils,**
*Tjörröd, Höganäs, Sweden.*

| | |
|---|---|
| Albin | 220 |
| August | 339 |
| Canada | 362 |
| Cherub | 212 |
| Krona | 264 |
| Pallas | 481 |
| Prima | 254 |

**Olsson, O.,**
*Käringö, Bohuslän, Sweden.*

| | |
|---|---|
| Emma | 190 |

**Olsson, O.,**
*Landskrona, Sweden.*

| | |
|---|---|
| Fransiscus | 249 |

**Olsson, P.,**
*Viken, Malmöhus län, Sweden.*

| | |
|---|---|
| Hulda | 229 |

**Olsson, P.,**
*Hallsta, Häfverö, Roslagen, Sweden.*

| | |
|---|---|
| Alma | 136 |

**Olsson, P. A.,**
*Ostermansgränd, 20, Carlscrona, Sweden.*

| | Net Tons |
|---|---|
| Seraph | 137 |

**Olsson, R. T.,**
*Timmernabben, Ålem, Sweden.*

| | |
|---|---|
| Idun | 431 |

**Olsson, S.,**
*Gamla Lödöse, Sweden.*
(Nya Ångb. Aktieb. "Lilla Edet.")

| | |
|---|---|
| s. Göta Elf | 83 |
| s. Lilla Edet | 109 |

**Olsvig, K. Kleppe,**
*Bergen, Norway.*

| | |
|---|---|
| Strilen | 135 |

**Oltmann, J. B.,**
*Brake, Germany.*

| | |
|---|---|
| Elsa | 108 |

**Olys, W. B.,**
*Bath, Me., U.S.*

| | |
|---|---|
| Fiheman | 166 |
| Mary E. Olys | 213 |

**Omasaki, Isaburo,**
*Osaka, Japan.*

| | |
|---|---|
| s. Shin Unyu Maru | 99 |

**Omdal, O. L.,**
*Skien, Norway.*

| | |
|---|---|
| s. Thelemarken | 57 |

**Omer, Rizehlee Hajee Abdullah oglou,**
*Abul Hhair Skellessi, Turkey.*

| | |
|---|---|
| Hiftzi Rahmin | 100 |

**Omer Ben Syed Saddon, Shaik,**
*Surat, India.*

| | |
|---|---|
| Atiet Rohoman | 150 |

**Omer Bey,**
*Stambol, Turkey.*

| | |
|---|---|
| Nedjnie Bahri | 238 |

**Omer-bin-Hussein Captan, Inebolilee,**
*Ineboli, Turkey.*

| | |
|---|---|
| Huda-Verdi | 149 |

**Omer Captan,**
*Constantinople, Turkey.*

| | |
|---|---|
| Shahin-i-Bahri | 306 |

**Omer Captan,**
*Constantinople, Turkey.*

| | |
|---|---|
| Huda-Verdi | 150 |

**Omer Captan, Agvalee,**
*Agvah, Turkey.*

| | |
|---|---|
| Pervaneki-Derya | 135 |

**Omer Captan, Agvalee,**
*Agvah, Turkey.*

| | |
|---|---|
| Eranik | 152 |



s. désigne les Vapeurs.

**Omer, Haggi,**
*Dulcigno, Albania.*

| | Net Tons |
|---|---|
| Buona Sorte | 352 |

**Omer Ibrahim Captan,**
Bartenlee,
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Osman Ghazi | 101 |

**Ommeren, Ph. van.,**
*Rotterdam, Holland.*

| | |
|---|---|
| s. Dordrecht | 1144 |

**Ommundsen, O.,**
*Haugesund, Norway.*

| | |
|---|---|
| Elisa | 150 |

**Omundsen, H.,**
*Konnistad, Grimstad, Norway.*

| | |
|---|---|
| Wanderer | 438 |

**Oñate, J. D.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Lily | 185 |

**Oneglio, G.,**
*Porto Maurizio, Italy.*

| | |
|---|---|
| Giacomo Padre | 100 |

**Oneto, Davida,**
*Via Saziglia No 81, Genoa, Italy.*

| | |
|---|---|
| Eritreo | 779 |

**Oneto, L., & F. Degregori,**
*Marseilles, France.*

| | |
|---|---|
| Zehlima | 447 |

**Oneto, Nicolo, fu G.,**
*Via Boschetto, Camogli, Italy.*

| | |
|---|---|
| Mou | 944 |

**Ong Cheng Swee,**
*Penang.*

| | |
|---|---|
| s. Jin Ho | 93 |

**Ong Kew Ho,**
*Singapore.*

| | |
|---|---|
| Kim Chye Hup | 127 |

**Onischenko, E. S.,**
*Rostoff-on-Don, Russia.*

| | |
|---|---|
| s. Ekatarina | 324 |

**Onken, J. J.,**
*Bockzeteler Fehn, Germany.*

| | |
|---|---|
| Hermann | 113 |
| Tütterina | 128 |

**Onsager, L.,**
*Drammen, Norway.*

| | |
|---|---|
| Maisdon | 185 |

**Onsala Ångf. Aktieb.,**
*Gothenburg, Sweden.*
*See* A. SVENSSON.

**Oomer bin Awad,**
*Bombay.*

| | |
|---|---|
| s. Ileafee | 223 |

**Oosting, R.,**
*Farnsum, Groningen, Holland.*

| | Net Tons |
|---|---|
| Felicitas | 300 |

**Oppen, M.,**
*Laurvig, Norway.*

| | |
|---|---|
| Elektra | 597 |
| Emerald | 798 |
| Excelsior | 1395 |
| Regina | 826 |

**Oppen, M. H.,**
*Laurvig, Norway.*

| | |
|---|---|
| Bonovento | 1321 |

**Oppenheim, H.,**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Maria Antoinetta | 333 |

**Orain,**
*Billiers, Morbihan, France.*

| | |
|---|---|
| Maurice | 124 |

**Örbek, A. N.,**
*Lillesand, Norway.*

| | |
|---|---|
| Inga | 156 |

**Orders & Handford,**
132, *Dock Street, Newport, Mon.*

| | |
|---|---|
| s. Reggio | 787 |
| s. Remedio | 798 |
| s. Rhio | 889 |
| s. Rosario | 768 |
| s. Rubio | 960 |

**Orebich, M.,**
*Orebich, Austria.*

| | |
|---|---|
| Dalmazia | 472 |

**Oregon Coal & Navigation Co.,**
*Vallejo & Davis Streets, San Franciso, U.S.*

| | |
|---|---|
| s. Arago | 620 |

**Oregon Improvement Co.,**
35, *Wall Street, New York; and 22, California Street, San Francisco, U.S.*

| | |
|---|---|
| s. City of Puebla | 1713 |
| s. City of Topeka | 747 |
| s. Corona | 966 |
| s. Eastern Oregon | 578 |
| s. Mexico | 1341 |
| s. Pomona | 952 |
| s. Umatilla | 2168 |
| s. Walla Walla | 2168 |
| s. Willamette | 1695 |

**Oregon & Pacific Railroad Co.,**
*Yaquina, Oregon, U.S.*

| | |
|---|---|
| s. Willamette Valley | 743 |

**Oregon Railway & Navigation Co.,**
15, *Broad Street, New York, U.S.*

| | |
|---|---|
| s. Olympian | 1083 |
| s. Wallowa | 92 |

**Orero, Dona Maria,**
*Valencia, Spain.*

| | |
|---|---|
| Constanza Barnuevo | 334 |

**"Öresund," Dampskibsselskabet,**
*Copenhagen, Denmark.*
*See* THEO. KOCH & CO.

**Organ, H.,**
2, *Saxon Villas, Watchett, Somerset.*

| | Net Tons |
|---|---|
| Astrea | 89 |

**Orient Linie,**
*See* GLAFCKE & HENNINGS.

**Orient Steam Navigation Co., Ld.**
(Secretary—S. Waymouth),
13, *Fenchurch Avenue, London, E.C.*

| | |
|---|---|
| s. Austral | 3214 |
| s. Chimborazo | 2443 |
| s. Cuzco | 2506 |
| s. Garonne | 2468 |
| s. Lusitania | 2494 |
| s. Ophir | 3223 |
| s. Orient | 3231 |
| s. Ormuz | 2940 |

**Orienta Steam Yachting Association, Ld.,**
142, *Strand, London, W.C.*
*See* A. H. GAZE.

**Oriental S.S. Co., Ld.**
(In liquidation.)
(Liquidator:—W. H. Wessell, c/o J. & R. Bovey.),
84, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Aureola | 1508 |
| s. Auretta | 1729 |
| s. Auriga | 1530 |
| s. Hildegarde | 1268 |

**Oriente, Linea de Vapores de**
(Director, Tomas R. Olivares),
*Caracas, Venezuela.*

| | |
|---|---|
| s. El-Caratal | 140 |

**Orkanleeki Tijar,**
*Constantinople, Turkey.*

| | |
|---|---|
| Elleni | 150 |

**Orkedalens Mining Co.,**
*Drontheim, Norway.*

| | |
|---|---|
| s. Otra | 495 |

**Orkney Steam Navigation Co., Ld.,**
*Kirkwall.*

| | |
|---|---|
| s. Orcadia | 50 |

**Orlof, B. N.,**
*Piræus, Greece.*

| | |
|---|---|
| Orpheus | 325 |

**Orme, Martin,**
20, *Robertson Street, Glasgow.*

| | |
|---|---|
| s. Dunara Castle | 203 |

**Ormiston, M.,**
*Gabarous, Cape Breton, N.S.*

| | |
|---|---|
| Maggie Millard | 112 |

**Ormond, Henry,**
35, *Sterling Street, New Clee, Grimsby.*

| | |
|---|---|
| Our Boys | 84 |

**Ormston, Charles W., & Co.,**
*Watergate, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Briscoe | 1444 |
| s. Newminster | 1100 |
| s. Ravensheugh | 1099 |

**"Örnen," Rederiaktieb,**
*Gothenburg, Sweden.*
*See* J. A. KINNMAN.

**Örnsköldsviks Rederiaktieb.**
*Örnsköldsvik, Sweden.*
*See* J. P. WESTMAN.

**Orr, Charles Frederick,**
*Melbourne.*

| | Net Tons |
|---|---|
| Alice Muir | 480 |

**Orr, Edgar,**
108, *Emery Street, Portland Maine, U.S.*

| | |
|---|---|
| Louise Adelaide | 638 |

**Ortega, Andrés,**
*Porlamar, Margarita, Venezuela.*

| | |
|---|---|
| Isabelita | 113 |

**Ortvikens, Ångsågs Aktiebol**
*Ortviken, Sundsvall, Sweden.*
*See* P. OLSON.

**Örum, J.,**
*Christiania, Norway.*

| | |
|---|---|
| Aker | 449 |

**Örvig, A. K., & P. Stiansen,**
*Brevig, Norway.*

| | |
|---|---|
| Bayard | 409 |

**Orvis & Fuller,**
*Cliff Ship Yard, Ipswich.*

| | |
|---|---|
| Anna Sarah | 124 |

**Orvis, W., & Co.,**
*Cliff Ship Yard, Ipswich.*

| | |
|---|---|
| Matilda Upton | 90 |

**Orvis, W. H.,**
*Cliff Ship Yard, Ipswich.*

| | |
|---|---|
| Pearl | 88 |

**Osaka Shosen Kaisha,**
*Osaka, Japan.*

| | |
|---|---|
| s. Ajikawa Maru | 329 |
| s. Akashi | 856 |
| s. Annei Maru | 334 |
| s. Asahi Maru | 208 |
| s. Asahigawa Maru | 125 |
| s. Buji Maru | 68 |
| s. Bukogawa Maru | 252 |
| s. Buzen Maru | 85 |
| s. Chikugogawa Maru | 412 |
| s. Chinzei Maru | 285 |
| s. Chokyu Maru | 80 |
| s. Choyo Maru | 89 |
| s. Dairyu Maru | 181 |
| s. Fujikawa Maru | 354 |
| s. Kamogawa Maru | 245 |
| s. Katsuragawa Maru | 114 |
| s. Kikaku Maru | 134 |
| s. Kinokawa Maru | 115 |
| s. Kinrio Maru | 329 |
| s. Kisogawa Maru | 425 |
| s. Kosan Maru | 81 |
| s. Kumagawa Maru | 346 |
| s. Meiji Maru | 137 |
| s. Meiko Maru | 131 |
| s. Meirio Maru | 148 |
| s. Minatogawa Maru | 245 |
| s. Mogamigawa Maru | 1006 |
| s. Mukogawa Maru | 253 |
| s. Nagusa Maru | 124 |
| s. Nakatsugawa Maru | 92 |
| s. Nishikigawa Maru | 192 |
| s. Onagawa Maru | 198 |
| s. Otagawa Maru | 253 |
| s. Sabagawa Maru | 192 |
| s. Saiki Maru | 130 |
| s. Sanko Maru | 199 |
| s. Sanuki Maru | 80 |

*(continued).*

**Osaka Shoshen Kaisha**
*(continued.)*

| | Net Tons |
|---|---|
| s. Seiko Maru | 114 |
| s. Settsu Maru | 145 |
| s. Shin Awaji Maru | 84 |
| s. Shin Wakanoura Maru | 87 |
| s. Shin Yawata Maru | 139 |
| s. Shinanogawa Maru | 439 |
| s. Shira Kawa Maru | 348 |
| s. Sumidagawa Maru | 460 |
| s. Taiyo Maru | 90 |
| s. Tamagawa Maru | 350 |
| s. Ujikawa Maru | 166 |
| s. Yamatogawa Maru | 165 |
| s. Yodogawa Maru | 243 |
| s. Yoshidagawa Maru | 192 |
| s. Yoshinogawa Maru | 235 |

**Osborn, M. A.,**
*Perth Amboy, N.J., U.S.*

| | |
|---|---|
| Marjory Brown | 1150 |

**Osborn, S., jun.,**
*Edgartown, Mass., U.S.*

| | |
|---|---|
| Eunice H. Adams | 102 |
| Hattie E. Smith | 102 |
| Mattapoisett | 104 |

**Osborn & Wallis,**
*Bute Docks, Cardiff.*

| | |
|---|---|
| s. Blanche | 98 |
| s. Dolcoath | 1082 |
| s. Eureka | 837 |
| s. Euterpe | 956 |
| s. Netham | 74 |
| s. Ocean | 68 |
| s. Saltwick | 1027 |
| s. Sneyd | 112 |
| s. Stakesby | 873 |

**Osborne, Frank,**
35, *Half Moon Street, Piccadilly, London, W.*

| | |
|---|---|
| s. Kurrara | 239 |

**Oscarshamns Angf. Aktieb.,**
*Oscarshamn, Sweden.*
*See* P. DEURELL.

**Ose, O. & R.,**
*Aalesund, Norway.*

| | |
|---|---|
| Hilla | 102 |

**"Osilia," Dampfschiff. Ges.,**
*Arensburg, Russia.*

| | |
|---|---|
| s. Constantin | 283 |

**Osman, Akjee Shehirlee Hajee,**
*Akjee Shehir, Turkey.*

| | |
|---|---|
| Feahmanillah | 150 |

**Osman, Akjee Shehirlee Hajee Mollah oglou, & Co.,**
*Akjee Shehir, Turkey.*

| | |
|---|---|
| Akjee Shehir | 249 |
| Allaplee | 225 |

**Osman, Ooncapanindah tijar Bostanji Zadeh Hajee, & Bros. & Co.,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Jaylan i Bahri | 125 |

**Osman, Terebolielee Hajee, & Co.,**
*Terebolie, Asiatic Turkey.*

| | |
|---|---|
| Barten | 175 |

**Osman, Trebizondlee Kutchuck & Co.,**
*Trebizonde, Asiatic Turkey.*

| | |
|---|---|
| Sea Hopper | 300 |

**Osman, Yazidyeh Zadeh Elias,**
*Constantinople, Turkey.*
Net Tons
Issim Sis ..... 175

**Osman Agha, Chimich Jezeklee Hajee,**
*Chimich Jezek, Turkey.*
Barten ..... 112

**Osman Ahmed Captan,** Bartenlee,
*Barten, Turkey.*
Ziver-i-Bahri ..... 154

**Osman Captan, Abanahlee,**
*Abanah, Turkey.*
Hiftzi Rahmin ..... 140

**Osman Captan, Avialee,**
*Avia, Turkey.*
Ayah Triada ..... 197

**Osman Captan, Chelebiouglou,**
*Constantinople, Turkey.*
Surat-i-Bahri ..... 168

**Osman Captan, Rizehlee,**
*Rizeh, Turkey.*
Tewfik-i-Bahri ..... 163

**Osman Effendi, Akjee Shehirlee Mollah Zadeh, & Co.,**
*Akjee Shehir, Turkey.*
Akjee Shehir ..... 150

**Osman Yazidji, Hairie tijar, & Co.,**
*Constantinople, Turkey.*
Issim Sis ..... 199

**Osmena, Tomas,**
*Manila, Philippine Islands.*
Soledad ..... 137

**Osolin, G.,**
*Neu-Salis, Lemsal, Livland, Russia.*
Anna Dora ..... 104
Emeline ..... 260
Jacob ..... 285

**Osraphil Prodomos,** Keresteh tijari,
*Constantinople, Turkey.*
Mareeyah Vezin ..... 175

**Ossoinack, L.,**
*Fiume, Hungary.*
s. Burma ..... 2004

**Östbornholmske Dampskibsselskabet.**
(Manager—P. Berg),
*Nexö, Denmark.*
s. Erna ..... 99
s. M. Davidson ..... 175

**Österman, G.,**
*Sundsvall, Sweden.*
(Alnösundets Ångbåts Aktiebolag.)
s. Alnö ..... 68
s. Timrå ..... 67

**Osten, W., Jr.,**
*45, Tyne Street, North Shields.*
Net Tons
s. William Osten ..... 27

**Ostensen, J. T.,**
*Ore, Vanse, Farsund, Norway.*
Ore ..... 614

**Österberg, A. E.,**
*Istaby, Mjellby, Sweden.*
Anna ..... 315

**Österberg, A. W.,**
*Sundsvall, Sweden.*
(Ångbåts Aktiebolaget "Sundsvall Indalselfven.")
s. Turisten ..... 95

**Österberg, G.,**
*Trelleborg, Sweden.*
Annie ..... 299
Monsita ..... 254
Rudolf ..... 265

**Östergaard, L. O.,**
*Horsens, Denmark.*
Caroline Elisabeth ..... 134

**Osterlund, J. E.,**
*Mariehamn, Finland.*
Karolina ..... 238

**Osterlund, J. G.,**
*Wardö, Finland.*
Jenny ..... 263
Lovisa ..... 128
Selinda ..... 264

**Österman, A. O. V.,**
*Norrtelje, Sweden.*
Indo ..... 254

**Österman, J. A.,**
*Blidö, Roslagen, Sweden.*
Norma ..... 125

**Osterman, J. F.,**
*Wilhelmsberg, Segmon, Sweden.*
s. Wilhelmsberg ..... 117

**Österman, M.,**
*Nystad, Finland, Russia.*
Aina ..... 396

**Östersjön, Rederibolaget,**
*Stockholm, Sweden.*
*See* F. SLÖÖR.

**Östersöen, Dampskibselskabet,**
*33, Amaliegade, Copenhagen, Denmark.*
*See* HECKSHER & SONS.

**Östhassel, Adolf A.,**
*Vanse, Norway.*
Mina ..... 697

**Östlandske Lloyd**
(Manager—Rolf Andvord),
*Christiania, Norway.*
Net Tons
s. Agder ..... 184
s. Alpha ..... 372
s. Foldin ..... 429
s. Odin ..... 429
s. Prospero ..... 433
s. Sterling ..... 648

**Östlin, A.,**
*Gustaf Kapell, Russia.*
Gabriel ..... 225
Maria ..... 187

**Östlund, A.,**
*Enköping, Sweden.*
(Enköpings Ångfartygs Aktiebolag.)
s. Enköping I. ..... 130
s. Enköping II. ..... 117

**Ostman, H. (Enke),**
*Raumo, Finland.*
Wäino ..... 168

**Ostman, J. H.,**
*Raumo, Finland.*
Toivo ..... 185

**Ostoni, A.,**
*Monopoli, Italy.*
Citta di Monopoli ..... 426

**Östra Sverige, Rederiaktiebolaget,**
*Stockholm, Sweden.*
*See* G. O. WALLENBERG.

**Öström, S.,**
*Gothenburg, Sweden.*
s. Oscar ..... 109

**Ostsee Dampf. Act. Ges.,**
*Stettin, Germany.*
*See* HERM. HOFRICHTER.

**Ota Shinjiro,**
*Hiogo, Japan.*
s. Hokushiu Maru ..... 735

**Otago Harbour Board,**
*Dunedin, N.Z.*
s. Koputai ..... 5
s. Twilight ..... 502

**Oteri, L. A. (Mrs.),**
*28, South Peter's Street, New Orleans, U.S.*
s. Joseph Oteri, Jun. ..... 242

**Oteri, S. J.,**
*23 & 25, Front Street, New Orleans, La., U.S.*
s. Professor Morse ..... 696
s. S. Pizzati ..... 660
Santo Oteri ..... 162

**Otero, M. Sandon,**
*Villagarcia, Spain.*
Constantino ..... 497

**Ottawa Forwarding Co. Ld.,**
*Ottawa, Ontario.*
Net Tons
s. Hall ..... 136
s. Harry Bate ..... 144
s. Olive ..... 124

**Ottawa River Navigation Co.,**
*Montreal, Canada.*
s. Empress ..... 372
s. Sovereign ..... 323

**Ottawa Transportation Co., Ld.,**
*Ottawa, Ontario.*
Armenia ..... 142
C. W. Bangs ..... 152
Fred Toms ..... 161
s. J. R. Booth ..... 71

**Ottmann, A.,**
*Riga, Russia.*
Lidia ..... 209

**Otto, George,**
*Borough Road, North Shields.*
s. Agnes Otto ..... 782
s. Alice Otto ..... 817
s. Helen Otto ..... 902
s. Jenny Otto ..... 903

**Otto, Samuel, & Co.,**
*Christiansand, Norway.*
Correo ..... 295
Otra ..... 299
Rigi ..... 517
Sola ..... 428

**Ottoman Government,**
*Constantinople, Turkey.*
s. Inebolu ..... 88
s. Ismir ..... 1498
s. *(Not named)* ..... 145

**Ottoman Steam Navigation Co.**
*See* IDAREI MASSOUSIEH.

**Ottone, Antonio, di Emanuele**
*Camogli, Italy.*
Venezian ..... 846

**Ottone, Cav. Fortunato,**
*Camogli, Italy.*
Antonietta O. ..... 970

**Ouh Ee,**
*Singapore.*
Kim Lee Watt ..... 120

**Ourdahl, Fred.,**
*22, Oslogade, Christiania, Norway.*
Gazelle ..... 224
Professo ..... 190

**Outwin, George W.,**
*173, Cleethorpes Road, New Clee, Grimsby.*
Buttercup ..... 89

**Outzen, N. J.,**
*Sönderho, Fanö, Denmark.*
Phönix ..... 638

**Ovodoski, G. K.,**
*Sebastopol, Russia.*
Ljubezni Otac ..... 268

**Övregaard, L. B.,**
*Stavanger, Norway.*
Net Tons
Nora ..... 213

**Owaki, K.,**
*Shinagawa, Japan.*
s. Niigata Maru ..... 1184

**Owen, H., & Son,**
*Bank Quay, Carnarvon.*
Dusty Miller ..... 596

**Owen, John,**
*Borth-ey-Gest, Portmadoc.*
Catherine and Margaret ..... 91

**Owen, John,**
*Seiriol View, Moelfra, Anglesea.*
Clare ..... 88

**Owen, John, & Co.,**
*Garth Cottage, Portmadoc.*
Winifred ..... 164

**Owen, Moses,**
*Tyddyn Tirion, Llanfairmathafarneithaf.*
William Jones ..... 70

**Owen, Thomas, & Co.,**
*38, Palmerston Buildings, London, E.C.*
s. F. T. Barry ..... 495

**Owen Transportation Co.**
(W. R. Owen.)
*Chicago, Illinois.*
s. Ira H. Owen ..... 1498
s. Parks Foster ..... 1475

**Owens, J. P.,**
*Seaford, Delaware, U.S.*
Casper Heft ..... 102

**Owens, John,**
*Llanengan, Carnarvon.*
Mary Owens ..... 130

**Owens, Morgan,**
*St. Michael's Place, Aberystwith.*
Zouave ..... 127

**Owens, Thomas,**
*Baltray, co. Louth, Ireland.*
Dauntless ..... 108

**Owens, Thomas,**
*Stonefield, Quebec, Canada.*
s. Owens ..... 91

**Owens, William,**
*41, North Parade, Aberystwith.*
Ellen Beatrice ..... 75

**Owens, William,**
*Montebello, Canada.*
Maud ..... 137

**Oxley, W. R. O.,**
*70, Heneage Street, Weelsby, Grimsby.*
Hawthorn ..... 82



s. désigne les Vapeurs.

### Oxner, Levi,

*Chester Basin, N.S.*

| | Net Tons |
|---|---|
| Florida | 148 |

### Oxner, S. Watson,

*Lunenburg, N.S.*

| | |
|---|---|
| Arctic | 147 |
| Narcissus | 127 |
| Parthenia | 111 |

### Oya Shichibei,

*Osaka, Japan.*

| | |
|---|---|
| s. Chidori Maru | 175 |
| s. Kaga Maru | 592 |
| Masashige Maru | 337 |
| Nishibetsu Maru | 167 |
| Yoshiye Maru | 344 |

### Ozone Shintaro,

*Nagasaki, Japan.*

| | |
|---|---|
| s. Kairiu Maru No. 2 | 78 |

## P

### Pace, A.,

*Trapani, Sicily.*

| | |
|---|---|
| Il Nuovo Michele | 153 |

### Pace, Francesco,

*Malta.*

| | |
|---|---|
| s. Augustine | 814 |
| s. Fitzgerald | 248 |

### Pace, Francisco.

| | |
|---|---|
| Five Sisters | 245 |

### Pacific Coast Steamship Co.,

10, *Market Street, San Francisco, U.S.*

| | |
|---|---|
| s. Alexander Duncan | 260 |
| s. Al-ki | 888 |
| s. Bonita | 356 |
| s. Coos Bay | 194 |
| s. Eureka | 514 |
| s. Gipsy | 215 |
| s. Queen | 1672 |
| s. Santa Cruz | 361 |
| s. Santa Rosa | 1336 |
| s. State of California | 1260 |
| s. Yaquina | 253 |

### Pacific Improvement Co.,

*Mills Buildings, 23, Broad Street, New York, U.S.*

*See* SOUTHERN PACIFIC CO.

### Pacific Mail Steam Ship Co.,

35, *Wall Street, New York, U.S.*

| | |
|---|---|
| s. Acapulco | 1759 |
| s. City of Panama | 1046 |
| s. City of Para | 2505 |
| s. City of Peking | 3129 |
| s. City of Rio de Janeiro | 2275 |
| s. City of Sydney | 1965 |
| s. Clyde | 1406 |
| s. Colima | 2144 |
| s. Colombia | 2338 |
| s. Colon | 1843 |
| s. Costa Rica | 1167 |
| s. Newport | 1806 |
| s. Peru | 2540 |
| s. San Blas | 1496 |
| s. San José | 1538 |
| s. San Juan | 1496 |
| s. Starbuck | 1548 |

### Pacific Pine Lumber Co.,

*San Francisco, U.S.*

| | Net Tons |
|---|---|
| John A | 268 |

### Pacific Steam Navigation Co.,

31, *James Street, Liverpool.*

| | |
|---|---|
| s. Aconcagua | 2625 |
| s. Antisana | 2317 |
| s. Araucania | 1786 |
| s. Arauco | 586 |
| s. Arequipa | 1387 |
| s. Arica | 1310 |
| s. Assistance | 60 |
| s. Ayacucho | 1208 |
| s. Bolivia | 1215 |
| s. Britannia | 2474 |
| s. Casma | 358 |
| s. Chala | 358 |
| s. Coquimbo | 1075 |
| s. Ecuador | 1310 |
| s. Galicia | 2316 |
| s. Iberia | 2932 |
| s. Inca | 2322 |
| s. Liguria | 2945 |
| s. Lontue | 1121 |
| s. Magellan | 2320 |
| s. Manavi | 615 |
| s. Mendoza | 1357 |
| s. Morro | 69 |
| s. Orcana | 3080 |
| s. Orellana | 3095 |
| s. Orizaba | 3303 |
| s. Orotava | 3096 |
| s. Oroya | 3266 |
| s. Oruba | 3096 |
| s. Osorno | 308 |
| s. Patagonia | 1790 |
| s. Pizarro | 1357 |
| s. Potosi | 2516 |
| s. Puno | 1504 |
| s. Quito | 652 |
| s. Santiago | 1366 |
| s. Sarmiento | 2332 |
| s. Serena | 1502 |
| s. Sorata | 2581 |

### Pacific Steam Whaling Co.,

28, *California Street, San Francisco, U.S.*

| | |
|---|---|
| s. Balaena | 390 |
| s. Beluga | 409 |
| s. Grampus | 250 |
| s. Jeanie | 863 |
| s. Narwhal | 390 |
| s. Newport | 218 |
| s. Orca | 462 |
| s. Thrasher | 343 |
| Wanderer | 288 |

### Packard, E., Junr.,

*Ipswich.*

| | |
|---|---|
| s. Onyx | 179 |

### Padillo, P. L.,

*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Absalon | 216 |

### Padoan, D.,

*Venice, Italy.*

| | |
|---|---|
| Giasone | 100 |

### Paesch, Augustus,

*Albert Street, Maryborough, Queensland.*

| | |
|---|---|
| Fearless | 100 |

### Page, A.,

*Berthier, Quebec.*

| | |
|---|---|
| Lac Superior | 105 |

### Page, George,

150, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Sam Handford | 1166 |
| s. Sir Garnet Wolseley | 1477 |

### Page, James C.,

13, *King Street, Liverpool.*

| | |
|---|---|
| Casablanca | 569 |
| Jessie Osborne | 1058 |
| Orari | 936 |

### Page, Kilby,

172, *State Street, Boston, Mass., U.S.*

| | Net Tons |
|---|---|
| Samar | 1070 |

### Pageau, C.,

*Quebec, Canada.*

| | |
|---|---|
| Laliberté | 135 |

### Pagés, Pedro,

*Barcelona, Spain.*

| | |
|---|---|
| Ocata | 175 |

### Pagliano, Adele Gaggino in,

*Vià. Batti No. 4, Intre 10, Savona, Italy.*

| | |
|---|---|
| Maria Parodi | 761 |

### Pagoulatos, P. T.,

*Cephalonia, Greece.*

| | |
|---|---|
| Octo Adelphi | 212 |

### Påhlsson, J.,

*Helsingborg, Sweden.*

| | |
|---|---|
| Eclair | 218 |

### Påhlsson, L.,

*Lerberget, Höganäs, Sweden.*

| | |
|---|---|
| Adolf Fredholm | 315 |
| Carmelita | 423 |
| Liana | 295 |
| Pepita | 247 |
| Skandinav | 204 |

### Påhlsson, N. M.,

*Helsingborg, Sweden.*

| | |
|---|---|
| Amanda | 220 |
| Gustaf | 203 |
| Hedvig | 498 |
| Helena | 237 |
| Hilda | 383 |
| Nanna | 734 |
| Prins Oskar Fredrik | 256 |
| Zeus | 253 |

### Paicurich, Andrea,

*Fiume, Hungary.*

| | |
|---|---|
| Blandina P. | 791 |

### Paine, J. & L. N.,

*Provincetown, Mass., U.S.*

| | |
|---|---|
| Maud B. Wetherell | 102 |

### Paino, F.,

*Messina, Sicily.*

| | |
|---|---|
| Generosa | 112 |

### Paino, Onofrio,

*Messina, Sicily.*

| | |
|---|---|
| Zelinda | 205 |

### Paix, P., & Co.,

*Calais, France.*

| | |
|---|---|
| s. Ville de Douai | 1119 |

### Palace Steamers, Ld.,

*Victoria House, Laurence Pountney Lane, London, E.C.*

*See*—A. E. WILLIAMS.

### Palamoutis, I. D.,

*Galatz, Roumania.*

| | |
|---|---|
| Floritza | 203 |

### Palasoff, Sava,

*Taganrog, Russia.*

| | |
|---|---|
| Menelaos | 106 |

### Paleocrasa, G.,

*Andros, Greece.*

| | Net Tons |
|---|---|
| Plumu | 145 |

### Paleocrassa, N. A.,

*Andros, Greece.*

| | |
|---|---|
| Evangelistria | 143 |

### Palethorpe, John,

*Newmarket, Cambridge.*

| | |
|---|---|
| City of Norwich | 89 |

### Palgrave, Murphy & Co.,

17, *Eden Quay, Dublin; and* 155, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| s. City of Amsterdam | 524 |
| s. City of Belfast | 536 |
| s. City of Bristol | 799 |
| s. City of Cadiz | 474 |
| s. City of Cork | 659 |
| s. City of Dortmund | 489 |
| s. City of Hamburg | 742 |
| s. City of Lisbon | 385 |
| s. City of Liverpool | 742 |
| s. City of Malaga | 650 |
| s. City of Oporto | 560 |
| s. City of Rotterdam | 303 |
| s. Minerva | 399 |

### Paliani, B., & D. Fascia,

*Civitavecchia, Italy.*

| | |
|---|---|
| Oreste | 127 |

### Palin, Joseph,

*Northwich, Cheshire.*

| | |
|---|---|
| Truth Seeker | 89 |

### Pallies, A.,

318, *Davis Street, San Francisco, U.S.*

| | |
|---|---|
| City of Papeete | 370 |

### Palm, R. W.,

*Malmö, Sweden.*

| | |
|---|---|
| Hermes | 317 |
| Julius Palm | 824 |
| Norden | 464 |
| Robertsfors | 764 |
| Sirius | 232 |
| Truro | 911 |
| Verdandi | 307 |

### Palma, Giuseppe,

*Pietra Ligure, Italy.*

| | |
|---|---|
| Anna P. | 839 |

### Palma, L. T.,

*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Napoli | 172 |

### Palma, Luis,

*Calle Pedro Mendoza 1125, Boca, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Pampa Central | 106 |

### Palme, C.,

*Öregrund, Sweden.*

| | |
|---|---|
| Hulda Erika | 123 |

### Palmer, Aug.,

*Bath, Maine, U.S.*

| | |
|---|---|
| Evie Reed | 678 |
| Spartan | 712 |

### Palmer, Charles A.,

*P.O. Box 372, St. John, N.B.*

| | Net Tons |
|---|---|
| Canning | 657 |
| Lockwood | 950 |
| Orinoco | 298 |
| St. John | 248 |

### Palmer, Gideon,

*Dorchester, N.B.*

| | |
|---|---|
| Queen of the Fleet | 941 |

### Palmer, Philip J.,

*Dorchester, N.B.*

| | |
|---|---|
| P. J. Palmer | 415 |

### Palmer, T. W.,

*Detroit, Mich., U.S.*

(Percheron Steam Nav. Co.)

| | |
|---|---|
| s. Livingstone | 1622 |
| s. Thomas W. Palmer | 1622 |

### Palmerino-Loffredo,

*Naples, Italy.*

| | |
|---|---|
| Rosario Loffredo | 125 |

### Palmers' Shipbuilding & Iron Co., Ld.,

*Jarrow-on-Tyne.*

| | |
|---|---|
| Loftus | 236 |
| s. Runswick | 200 |
| s. Staithes | 215 |

### Palmisano, F.,

*Palermo, Sicily.*

| | |
|---|---|
| Maria A. | 160 |

### Palmqvist, C. J.,

*Oscarshamn, Sweden.*

| | |
|---|---|
| Marie | 114 |

### Palomba, L.,

*Naples, Italy.*

| | |
|---|---|
| Teresina P. | 101 |

### Palomba, P., ed Eredi Romano,

*Naples, Italy.*

| | |
|---|---|
| Settimo Francesco | 100 |

### Palomba, Vincenzo,

*Naples, Italy.*

| | |
|---|---|
| Peppino Chilli | 109 |

### Panama Canal Co.,

*Panama, United States of Columbia.*

| | |
|---|---|
| s. Clapet No. XI. | 182 |
| s. Clapet No. XII. | 182 |

### Panayot, Vassilikoslee,

*Vassilikos, Turkey.*

| | |
|---|---|
| Erriestratos | 152 |

### Panayotidis & Co.,

*Constantinople, Turkey.*

| | |
|---|---|
| Skylla | 149 |

### Panayotti, Kerastehji Tijar Mikkhal Hajee,

*Constantinople, Turkey.*

| | |
|---|---|
| Heraclee | 211 |

**Panayotti, Kerrasondlee**
Deli Javoor oglou,
*Kerrasonde, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Kerrasonde | 175 |

**Panayotti, Myslee Captan,**
*Mysia, Turkey.*

| | |
|---|---|
| Ayah Nicola | 172 |

**Panayotti, Myslee Captan,**
*Mysia, Turkey.*

| | |
|---|---|
| Eonios | 186 |

**Panayotti Captan, Aktepolilee,**
*Aktepoli, Turkey.*

| | |
|---|---|
| Possidon | 250 |

**Panayotti Captan, Myslee,**
*Mysia, Turkey.*

| | |
|---|---|
| Costantinos | 199 |

**Panayotti Surmelee, Kerrasondlee,**
*Kerrasonde, Asiatic Turkey.*

| | |
|---|---|
| Birinji Yorghi | 120 |

**Panayotti Zaffiropolo, Stambollee,**
*Stambol, Turkey.*

| | |
|---|---|
| Issim Sis | 115 |

**Pandé, Ferd.,**
*Christiania, Norway.*

| | |
|---|---|
| Chrysolite | 1067 |
| Fosnæs | 299 |
| Kentigern | 738 |
| Lakme | 629 |
| Sophie Wilhelmine | 976 |

**Pandelemo, G. T.,**
*Vassilikos, Turkey.*

| | |
|---|---|
| Zoodochos Pighi | 217 |

**Pandeli-Peri,**
*Syra, Greece.*

| | |
|---|---|
| Clio | 182 |

**Pandolfi Fratelli,**
*Pozzallo, Sicily.*

| | |
|---|---|
| L'Italia | 108 |
| Raffaele Pandolfi | 124 |

**Panelius, J. E. (Enka),**
*Raumo, Finland.*

| | |
|---|---|
| Urho | 273 |

**Pangeran Boenda Hara,**
*Banjermassin, East Indies.*

| | |
|---|---|
| Bintang Antisfarie | |

**Panhellenic S.S. Navigation,**
*Piræus, Greece.*
*See* KONSTANTINE I. PSACHAROPOULOS.

**Panier, J.,**
*Granville, France.*

| | |
|---|---|
| Anna | 171 |

**Pannai Onesti Captan,**
*Smyrna, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Skileh | 186 |

**Pannell, William,**
*Brightlingsea, Essex.*

| | |
|---|---|
| Britannic | 79 |

**Pannevel,**
*St. Valery en Caux, France.*

| | |
|---|---|
| Chateau Laffitte | 198 |

**Pansy Steamship Co. Lim.,**
*Swansea.*
*See* F. LE BOULANGER.

**Pantaleon, P.,**
*Smyrna, Greece.*

| | |
|---|---|
| s. Eleni | 223 |
| s. Smirne | 443 |

**Pantalesco, M.,**
*Argostogli, Greece.*

| | |
|---|---|
| Evangelistria | 141 |

**Panteli, A.,**
*On board.*

| | |
|---|---|
| Panagia Myrtidiotissa | 131 |

**Pantelis, P. G.,**
*Lemnos, Greece.*

| | |
|---|---|
| Evangelistria | 102 |

**Pantoleon & Co.,**
*Smyrna.*

| | |
|---|---|
| s. Roumeli | 195 |

**Pantoleon, G. E.,**
*Spezzia, Greece.*

| | |
|---|---|
| Evangelistria | 141 |

**Paoli, A.,**
*Porto Ferrario, Italy.*

| | |
|---|---|
| Masaniello | 220 |

**Paoli, E.,**
*Marseilles, France.*

| | |
|---|---|
| Apollon | 110 |

**Paolucci, G.,**
*Naples, Italy.*

| | |
|---|---|
| Vincenzino P. | 289 |

**Papacostantopulos,**
*Galaxidi, Greece.*

| | |
|---|---|
| Agios Ioannis | 191 |

**Papadimitrios, G. D.,**
*Syra, Greece.*

| | |
|---|---|
| Omiros | 589 |

**Papadopoulos, S., & Co.,**
*Syra, Greece.*

| | |
|---|---|
| Agia Trias | 134 |

**Papadopoulos, V.,**
*Syra, Greece.*

| | |
|---|---|
| Panteleimon | 121 |

**Papagiorgi, A.,**
*Piræus, Greece.*

| | Net Tons |
|---|---|
| Nicolaos | 202 |

**Papalas, C. N.,**
*Syra, Greece.*

| | |
|---|---|
| Stathopoulos | 118 |

**Papalas, N.,**
*Syra, Greece*

| | |
|---|---|
| Aristea | 289 |

**Papaliolios, A. A.,**
*Limni Eubœus, Greece.*

| | |
|---|---|
| Taxiarchis | 125 |

**Papanikolis, Ar.,**
*Syra, Greece.*

| | |
|---|---|
| Eleutheria | 358 |

**Papapetros, C. P.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Pandora | 279 |

**Papapetros, N.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Alexandros | 223 |

**Papapetros, T.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Hermes | 285 |

**Papas, M.,**
*Syra, Greece.*

| | |
|---|---|
| Agios Spyridon | 119 |

**Papayanni & Co.,**
8, *Fenwick Street, Liverpool.*

| | |
|---|---|
| s. Agia Sofia | 1695 |
| s. Ararat | 1299 |
| s. Arcadia | 1221 |
| s. Britannia | 2041 |
| s. Laconia | 1294 |
| s. Macedonia | 1866 |
| s. Palm | 1394 |
| s. Plantain | 1360 |
| s. Roumelia | 1418 |

**Papayorgopoulos,**
*Santorin, Greece.*

| | |
|---|---|
| Evangelismos | 299 |

**Papazis, J.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Chios | 230 |

**Pappa Christoppayuan,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayah Nicola | 153 |

**Pappa, Cost. A.,**
*Syra, Greece.*

| | |
|---|---|
| Gerassimo | 225 |

**Pappa, G. D.,**
*Syra, Greece.*

| | |
|---|---|
| Ira | 283 |

**Pappa Captan, Michael, Cassoslee,**
*Cassos, Asiatic Turkey.*

| | |
|---|---|
| Meneril | 387 |

**Pappa Nicola,**
*Cashot, Turkey.*

| | Net Tons |
|---|---|
| Nicola | 210 |

**Pappadojani, A.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Agios Spyridon | 188 |

**Pappadopulos, P.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Paolo | 117 |

**Pappala, N., & Co.,**
*Syra, Greece.*

| | |
|---|---|
| Korais | 579 |

**Pappapetro, C.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Aris | 314 |

**Pappapetros, T.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Hermes | 382 |

**Pappapetros, N.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Altana | 234 |

**Pappas Agop Hatchador, Iskudarlee,**
*Iskudar, Turkey.*

| | |
|---|---|
| Issim Sis | 146 |

**Pappas, B. I.,**
*Kimilos, Greece.*

| | |
|---|---|
| Genisis Theotokou | 120 |

**Paquet, N., & Co.,**
*Marseilles, France.*
(Compagnie de Navigation Arménienne & Marocaine.)

| | |
|---|---|
| s. Anatolie | 1283 |
| s. Arménie | 1130 |
| s. Circassie | 1240 |
| s. La Gaule | 858 |
| s. Meurthe | 660 |
| s. Meuse | 763 |
| s. Mingrélie | 1252 |
| s. Moselle | 140 |

**Paraguayan Development Co., Ld.,**
146, *Leadenhall Street, London, E.C.*
*See* HOULDER BROS. & CO.

**Paramythistis, G.,**
*Patras, Greece.*

| | |
|---|---|
| Agios Nicolaos | 242 |

**Parceria de Pescarias Norte,**
(Manager—Carlos De Moser),
28, *Rua Auguste-Vacedor, Oporto, Portugal.*

| | |
|---|---|
| s. Chire | 69 |

**Parceria Maritima Mercantil,**
*Angra do Heroismo, Azores.*

| | |
|---|---|
| Principe da Beira | 283 |

**Parelius & Lossius,**
*Christiansund, Norway.*

| | |
|---|---|
| Dagny | 140 |
| s. Moss | 162 |
| Punctum | 222 |
| Victoria | 148 |

**Parfitt, P.,**
*Mill Parade, Newport.*
(Newport & Bristol Channel Excursion Co., Ld.)

| | Net Tons |
|---|---|
| s. Queen of the Bay | 31 |

**Paris, Hermanos & Cia.,**
*Denia, Spain.*

| | |
|---|---|
| Anita | 165 |

**Park Bros.,**
52, *Gracechurch Street, London, E.C.*

| | |
|---|---|
| Loch-na-gar | 464 |
| Nelson | 1227 |

**Park, J. & T.,**
*Fraserburgh, Aberdeenshire.*

| | |
|---|---|
| s. Strathberg | 114 |

**Park, W.,**
*Greenock.*

| | |
|---|---|
| s. Defiance | 37 |

**Park, W. H.,**
*Rokewood Villa, Old Charlton, Kent.*

| | |
|---|---|
| Rokewood | 181 |
| Topaz | 178 |

**Parker, Eakins & Co.,**
*Yarmouth, N.S.*

| | |
|---|---|
| Onyx | 139 |

**Parker, G. S.,**
*St. John, N.B.*

| | |
|---|---|
| Eric | 125 |
| Greta | 123 |
| Helen E. Kenney | 294 |
| Walter Miller | 125 |

**Parker, George W.,**
*Fish Dock Road, Grimsby.*

| | |
|---|---|
| Pride of the Ocean | 91 |

**Parker, J. N.,**
*Richmond, Virginia, U.S.*

| | |
|---|---|
| Manie Saunders | 265 |

**Parker, J. W.,**
*Bellisle, co. Annapolis, N.S.*

| | |
|---|---|
| Florence B. Edgett | 491 |

**Parker, J. W., & Co.,**
*New York, U.S.*

| | |
|---|---|
| Virginia L. Stafford | 483 |

**Parker, W. T.,**
*Wilmington, Del., U.S.*

| | |
|---|---|
| William T. Parker | 170 |

**Parker, William R.,**
10, *Canonbury Terrace, Ramsgate.*

| | |
|---|---|
| Florence | 45 |

**Parkinson & Edwards,**
11, *Milton Place, Gravesend.*

| | |
|---|---|
| s. Premier | 17 |

**Parliari, E., & Co.,**
*Scopelos, Greece.*

| | |
|---|---|
| Zoodochos Pighi | 131 |



s. désigne les Vapeurs.

**Parmenter & Co.,**
*Gloucester, Mass., U.S.*

| | Net Tons |
|---|---|
| Columbia | 118 |

**Parodi, A., fu C. & B. Marchese fu E.,**
*Genoa, Italy.*

| | |
|---|---|
| Angelo, P. | 891 |

**Parramatta River Steamers and Tramway Co., Ld.,**
1, *King Street, Sydney, N.S.W.*

| | |
|---|---|
| s. Aleathea | 82 |

**Parry, C. (Mrs.),**
15, *Castle Street, Carnarvon.*

| | |
|---|---|
| Arvon | 79 |

**Parry, H. H.,**
17, *Kensington Square, London.*

| | |
|---|---|
| Dolgwandle | 70 |

**Parry, Griffiths,**
19, *Palace Street, Carnarvon.*

| | |
|---|---|
| John Ewing | 94 |

**Parry, Henry,**
*Chwilog, Carnarvon.*

| | |
|---|---|
| Industry | 66 |

**Parry, Hugh,**
7, *Cornhill, Portmadoc.*

| | |
|---|---|
| Blodwen | 99 |
| Elizabeth | 136 |
| Frau Minna Petersen | 154 |
| Miss Thomas | 100 |
| Phantom | 216 |
| Physician | 80 |
| W. D. Potts | 91 |
| Walter Ulric | 98 |

**Parry, John, & Co.,**
3, *James Street, Bangor.*

| | |
|---|---|
| Mary Orr | 84 |

**Parry, R.,**
7, *Port Terrace, Port Dinorwic, Carnarvonshire.*

| | |
|---|---|
| Mary Rowlands | 98 |

**Parson, John,**
*Millbrook, near Plymouth.*

| | |
|---|---|
| M. A. Wilkinson | 86 |

**Parson, Thomas,**
*East Looe, Cornwall.*

| | |
|---|---|
| Florence | 76 |

**Parsons, Barnes & Pendleton,**
48, *South Street, New York, U.S.*

| | |
|---|---|
| Tillid | 426 |

**Parsons, C. B.,**
*Toms River, New Jersey, U.S.*

| | |
|---|---|
| John R. Bergen | 615 |
| Louis V. Place | 698 |

**Parsons, Edmund,**
*Grand Cayman, Jamaica.*

| | |
|---|---|
| Governor Blake | 214 |

**Parsons & Linton,**
40, *West Sunniside, Sunderland.*

| | Net Tons |
|---|---|
| s. Phœnix | 1150 |

**Parviainen, P.,**
*Joensuu, Finland.*

| | |
|---|---|
| s. Kaleva | 126 |
| s. Wainämöinen | 108 |

**Pascal Joachim Captan, Marioftalee,**
*Mariofta, Turkey.*

| | |
|---|---|
| Kauna-Roumni | 140 |

**Pascoe, William,**

| | |
|---|---|
| Constant | 191 |

**Pashley, Frank,**
*Bridgeton, New Jersey, U.S.*

| | |
|---|---|
| Amelia P. Schmidt | 266 |

**Passari, P. N.,**
*Syra, Greece.*

| | |
|---|---|
| Karolos Nazos | 243 |

**Pastorino, C. fu P.,**
*Genoa, Italy.*

| | |
|---|---|
| s. Caledonia | 1256 |

**Pastorino, G. Batta, fu Bartolomeo,**
*c/o* F. Schiaffino,
*Camogli, Italy.*

| | |
|---|---|
| Fabio | 535 |

**Pater, C. W.,**
*Fleetwood.*

| | |
|---|---|
| Frank Emett | 129 |

**Pateras, C.,**
*Syra, Greece.*

| | |
|---|---|
| Macedonia | 277 |

**Pateras, E.,**
*Syra, Greece.*

| | |
|---|---|
| Despina | 161 |

**Paterra, C.,**
*Skiathos, Greece.*

| | |
|---|---|
| Artemis | 146 |

**Paterra, C.,**
*Chios, Turkey.*

| | |
|---|---|
| Artemisia | 118 |

**Paterson, Charles J.,**
*Glasgow & Smyrna.*

| | |
|---|---|
| s. Semiramis | 269 |

**Paterson, J. B., & Co.,**
*Syra, Greece.*

| | |
|---|---|
| s. Georgios | 72 |

**Paterson, James, & Co.,**
125, *Flinders Street, Melbourne, Victoria.*

| | |
|---|---|
| s. Albatross | 31 |
| s. Easby | 969 |
| s. Glaucus | 884 |
| s. Rescue | 76 |

**Paterson, James S..**
1, *Shore, Arbroath.*

| | Net Tons |
|---|---|
| Radiant | 99 |

**Paterson, John,**
40, *Threadneedle Street, London, E.C.*

| | |
|---|---|
| Churchstow | 473 |

**Paterson, John,**
*Dunedin, N.Z.*

| | |
|---|---|
| Laira | 492 |

**Paterson, Robert R.,**
*City Buildings, Greenock.*

| | |
|---|---|
| Craigerne | 1732 |
| Glenbreck | 1786 |
| Morven | 1997 |

**Paton & Hendry,**
2, *Oswald Street, Glasgow.*

| | |
|---|---|
| s. Blythswood | 96 |
| s. Fergusiie | 152 |
| s. Ralston | 100 |
| s. Turtle | 50 |

**Paton, N.,**
*Stockholm, Sweden.*

| | |
|---|---|
| Abraham Rydberg | 144 |

**Patrona, B. C., & Co.,**
*Syra, Greece.*

| | |
|---|---|
| Agia Trias | 183 |

**Patronas, D. C.,**
*Chios, Turkey.*

| | |
|---|---|
| Jerusalem | 405 |

**Patronas, G.,**
*On board.*

| | |
|---|---|
| Leonis | 647 |

**Patterson, D.,**
*New Glasgow, N.S.*

| | |
|---|---|
| Luis A. Martinez | 517 |

**Patterson, John,**
*Nelson, B.C.*

| | |
|---|---|
| s. City of Ainsworth | 122 |

**Pattinson & Winter,**
*Whitehaven.*

| | |
|---|---|
| s. Margaret | 65 |

**Pattison, Frederick,**
117, *Milton Road, Gravesend.*

| | |
|---|---|
| s. Dorunda | 2 |
| s. Lord Warden | 23 |

**Pattison, John,**
8, *Bellerby Terrace, West Hartlepool.*

| | |
|---|---|
| Enterprise | 153 |

**Paturzo, Arcangelo,**
*San Agnello, Naples, Italy.*

| | |
|---|---|
| Cuore | 374 |
| San Prisco | 371 |

**Paul, A. H.,**
1094, *Union Street, San Francisco, U.S.*

| | |
|---|---|
| Colusa | 1129 |
| Irmgard | 628 |
| Mary Winkelman | 496 |
| S. G. Wilder | 570 |
| W. H. Talbot | 766 |

**Paul, C. C.,**
*Baltimore, U.S.*

| | Net Tons |
|---|---|
| Emily E. Johnson | 116 |

**Paul, R. & W.,**
*Ipswich.*

| | |
|---|---|
| s. Sea Gull | 47 |
| s. Speedwell | 41 |
| s. Swift | 61 |

**Paul, Robert S. & William F.,**
*Quay, Ipswich.*

| | |
|---|---|
| s. Laurel | 26 |
| s. Swallow | 47 |

**Paul, W., jun.,**
*Sorel, Quebec, Canada.*

| | |
|---|---|
| s. James | 31 |

**Pauley, J. H.,**
*Milwaukee, Wisconsin, U.S.*

| | |
|---|---|
| s. Roanoke | 264 |
| s. Westover | 306 |

**Paulsen, B. M.,**
*Drammen, Norway.*

| | |
|---|---|
| Kismet | 672 |

**Paulsen, Conr.,**
*Bremen, Germany.*

| | |
|---|---|
| Aurora | 1071 |
| C. Paulsen | 680 |
| Hercules | 561 |
| Lina | 1199 |
| Rialto | 1182 |

**Paulsen, H. M.,**
*Natiro, per Tönsberg, Norway.*

| | |
|---|---|
| Brödrene Clausen | 283 |

**Paulsen & Ivers,**
*Kiel, Germany.*

| | |
|---|---|
| s. Commercial | 407 |
| s. Imperial | 685 |
| s. National | 609 |
| s. Neutral | 614 |
| s. Prinz Heinrich | 202 |
| s. Rival | 430 |
| s. Royal | 1060 |

**Paus, S.,**
*Brevig, Norway.*

| | |
|---|---|
| Cort Adelaer | 249 |

**Pauss, J. M.,**
*Drammen, Norway.*

| | |
|---|---|
| Astrid | 248 |

**Pavlikos, Nakkee & Co.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Issavlah | 152 |

**Pavlinos, A.,**
*Spezzia, Greece.*

| | |
|---|---|
| Agii Apostoli | 184 |

**Pavoncelli, F. & G., & A. Delisanti,**
*Bari, Italy.*

| | |
|---|---|
| Federico | 125 |

**Paxos, Maria,**
*Chios, Turkey.*

| | |
|---|---|
| Angeliki | 190 |

**Pay, P. V.,**
*Drammen, Norway.*

| | Net Tons |
|---|---|
| Jeanette | 204 |

**Payn, Stapleton,**
*Faversham, Kent.*

| | |
|---|---|
| Alice H. | 184 |

**Payson, B. F.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| S. F. Maker | 104 |

**Payson, F. P.,**
*Saulnierville, Digby Co., N.S.*

| | |
|---|---|
| Laleah | 109 |

**Payzant, G. P.,**
*Windsor, N.S.*

| | |
|---|---|
| Hannah Blanchard | 991 |

**Peabody H. W., & Co.,**
*Nuevitas, Cuba.*

| | |
|---|---|
| San Fernando | 318 |
| Tinima | 319 |

**Peacock, J. C.,**
53, *Waterloo Street, Glasgow.*

| | |
|---|---|
| Adelaide | 361 |
| Edith Mary | 304 |

**Pearce, C. A.,**
*Perth Amboy, N.J., U.S.*

| | |
|---|---|
| Samuel S. Thorp | 502 |

**Pearce, John E.,**
9, *Victoria Street, Whitstable, Kent.*

| | |
|---|---|
| Ann Elizabeth | 34 |
| Prince Consort | 200 |

**Pearce, R. S.,**
*Southampton.*

| | |
|---|---|
| Laura | 162 |

**Pearce, R. W. S.,**
20, *Terminus Terrace, Southampton.*

| | |
|---|---|
| Bato | 223 |

**Pearce, W. V.,**
*New York, U.S.*

| | |
|---|---|
| John D. Williams | 515 |

**Pearce, William Edward,**
*Trenovissick, Par, Cornwall.*

| | |
|---|---|
| Jessie Bennet | 118 |
| Lizzie Trenberth | 100 |

**Pearling & Trading Co., Ld.,**
73, *Basinghall Street, London, E.C.*

| | |
|---|---|
| Oamaru | 156 |

**Pearson, Matthew,**
19, *Meldon Terrace, Westoe, South Shields.*

| | |
|---|---|
| Irene | 205 |
| Janet | 190 |
| Susannah Thrift | 190 |

**Pearson, S., & Son,**
10, *Victoria Street, Westminster, London.*

| | |
|---|---|
| s. Majestic | 449 |

**Pease, Leander F.,**
*Providence, Rhode Island, U.S.*

| | |
|---|---|
| Pochasset | 242 |

**Pease, W. A.,**
*Middletown, Connecticut, U.S.*

| | Net Tons |
|---|---|
| David Currie | 144 |

**Peasley, J. W.,**
*Jonesport, Maine, U.S.*

| | |
|---|---|
| L. Holway | 115 |

**Peck, R.,**
*New Haven, Conn., U.S.*

| | |
|---|---|
| s. Elm City | 897 |

**Peck, Richard H.,**
*Guernsey.*

| | |
|---|---|
| Unition | 175 |

**Peck, Robert,**
*Ipswich.*

| | |
|---|---|
| Antelope | 98 |
| Ethel Edith | 97 |

**Peck, Robert Chester,**
*Hopewell, Albert Co., N.B.*

| | |
|---|---|
| Fraulien | 149 |

**Peck, William L.,**
*New London, Conn., U.S.*

| | |
|---|---|
| Howard B. Peck | 449 |

**Pedacci y Tito,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Industria & Lavoro | 112 |
| La Plata | 186 |

**Pedersen, B.,**
*Heggedal Station, pr. Drammen, Norway.*

| | |
|---|---|
| Victor | 562 |

**Pedersen, C., Enke,**
*Grimstad, Norway.*

| | |
|---|---|
| Congal | 320 |

**Pedersen, C. B.**
*Gothenburg, Sweden.*
(Aktieb. "Ishafvet.")

| | |
|---|---|
| s. Capella | 262 |
| s. Vega | 253 |

**Pedersen, C. H.,**
*Stavanger, Norway.*

| | |
|---|---|
| Coronæ | 435 |

**Pedersen, C. V.,**
*Höie Böge, Svendborg, Denmark.*

| | |
|---|---|
| Emanuel | 134 |

**Pedersen, Fru. K.,**
*Svelvig, Norway.*

| | |
|---|---|
| Jens Ruffen | 116 |

**Pedersen, G. W.,**
*Christiania, Norway.*

| | |
|---|---|
| s. Borregaard | 592 |

**Pedersen, H.,**
*Kragerö, Norway.*

| | |
|---|---|
| Alia | 266 |

**Pedersen, H. S.,**
*Sønderhö, Fanö, Denmark.*

| | |
|---|---|
| Anne Charlotte | 174 |

**Pedersen, I.,**
*Stavanger, Norway.*

| | Net Tons |
|---|---|
| Amor | 237 |
| Balder | 108 |
| Embla | 268 |
| Marie | 282 |
| Udsire | 417 |

**Pedersen, J.,**
*Christiania, Norway.*

| | |
|---|---|
| Christine Edela | 806 |
| Fiorella | 956 |
| Norma | 330 |
| Rudolph | 140 |
| Victoria | 725 |

**Pedersen, J. P.,**
*Tvedestrand, Norway.*

| | |
|---|---|
| August Leffler | 520 |
| Carl Haasted | 849 |
| Flora | 487 |
| Inca | 718 |
| Pallas | 600 |

**Pedersen, Jörgen A.,**
*Staubo, Borröen, Tvedestrand, Norway*

| | |
|---|---|
| Staubo | 312 |
| Thora | 646 |

**Pedersen, L.,**
*Farsund, Norway.*

| | |
|---|---|
| Stadt | 690 |

**Pedersen, L.,**
*Stokke, Tönsberg, Norway.*

| | |
|---|---|
| Hildur | 279 |

**Pedersen, Lars,**
*Sandöen, pr Tvedestrand, Norway.*

| | |
|---|---|
| Esras | 271 |

**Pedersen, Martin,**
*Mandal, Norway.*

| | |
|---|---|
| Dora | 955 |
| Erling | 198 |
| Libra | 418 |
| Magdalene | 622 |
| Prince Patrick | 1052 |
| Ringhorne | 951 |
| s. Valund | 515 |
| Walle | 574 |

**Pedersen, Oluf.**

| | |
|---|---|
| Margrethe | 223 |

**Pedersen, P.,**
*Arendal, Norway.*

| | |
|---|---|
| Gladiator | 234 |

**Pedersen, P.,**
*Fevig, Grimstad, Norway.*

| | |
|---|---|
| Brazilian | 415 |
| Nordskov | 401 |
| Ossian | 149 |
| Sidney | 822 |
| Themis | 514 |
| Vasco de Gama | 484 |
| Veronica | 631 |

**Pedersen, P.,**
*Risör, Norway.*

| | |
|---|---|
| Duero | 265 |
| Elsbeth | 885 |
| Griqua | 300 |

**Pedersen, P.,**
*Staubo, Borröen, Norway.*

| | |
|---|---|
| Storken | 485 |

**Pedersen, P.,**
*Tvedestrand, Norway.*

| | Net Tons |
|---|---|
| Idun | 450 |

**Pedersen, P., Enkes Bo,**
*Porsgrund, Norway.*

| | |
|---|---|
| Erminia | 397 |

**Pedersen, Peder C.,**
*Arendal, Norway.*

| | |
|---|---|
| Ole Boe | 770 |
| Prospect | 710 |
| Protector | 654 |
| Rota | 472 |

**Pedersen, S.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Veranda | 106 |

**Pedersen, T.,**
*Skudesnæs, Norway.*

| | |
|---|---|
| Martha Elene | 131 |

**Pedersen, W.,**
*Drammen, Norway.*

| | |
|---|---|
| s. Farmanden | 63 |

**Pedros, José,**
*Bayonne, France.*

| | |
|---|---|
| s. Bayones | 92 |
| s. Cantabria | 334 |
| s. Galicia | 146 |
| s. Hernani | 263 |
| s. Norte | 142 |

**Peede, Federico,**
*Valparaiso, Chili.*

| | |
|---|---|
| Augusta | 845 |
| Pacifico | 758 |

**Peek, Gervase F.,**
*Delancey, Guernsey.*

| | |
|---|---|
| Surprise | 154 |

**Peel, E. R., & G. McAllester, & Son,**
9, *Rumford Place, Liverpool.*

| | |
|---|---|
| Crocodile | 2424 |
| Fannie Kerr | 2286 |
| James Kerr | 2281 |

**Peel, William,**
18, *Senhouse Street, Maryport, Cumberland.*

| | |
|---|---|
| Harriet Amelia | 141 |

**Peers, Alexander,**
*New Westminster, B.C.*

| | |
|---|---|
| s. Courser | 101 |

**Pehrsson, N.,**
*Brantevik, Cimbrishamn, Sweden.*

| | |
|---|---|
| Bartimeus | 160 |

**Pehrsson, P.,**
*Väddö, Sweden.*

| | |
|---|---|
| Althild | 270 |

**Peilitz, Martin,**
*Strömstad, Sweden.*

| | |
|---|---|
| Ostin | 121 |

**Peirano, R.**

| | Net Tons |
|---|---|
| s. Rosa | |

**Peirce, Becker & Ilardi,**
*Messina, Sicily.*

| | |
|---|---|
| s. Mongibello | 776 |
| s. Sicilia | 1191 |

**Peixinho, J. S.,**
*Aveiro, Portugal.*

| | |
|---|---|
| Commercio | 104 |

**Pejlitz, A.,**
*Strömstad, Sweden.*

| | |
|---|---|
| Dido | 196 |
| Petronella | 152 |

**Pellas, F. A.,**
*Greytown, Nicaragua.*

| | |
|---|---|
| s. Presidenta Carraso | 225 |

**Pellegrino fratelli,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Nicolino | 115 |
| Oreste | 365 |

**Pellerano, G.,**
*Via Garibaldi, Camogli, Italy.*

| | |
|---|---|
| Zefiro | 646 |

**Pellerano, S.,**
*Leghorn, Italy.*

| | |
|---|---|
| Pellerano | 118 |

**Pellerö, Jol.,**
*Laurvig, Norway.*

| | |
|---|---|
| Robert | 118 |

**Pelletier, A.,**
*Noumea, New Caledonia.*

| | |
|---|---|
| s. Macgregor | 163 |
| s. Ne-oblie | 151 |
| s. Noumea | 97 |
| s. Ocean Queen | 375 |

**Pelletier, C. A. P.,**
*Quebec, Canada.*

| | |
|---|---|
| Marie Vigilante | 114 |

**Pelletier, N. G.,**
*Fraserville, Quebec.*

| | |
|---|---|
| Marie Josephine | 117 |

**Pellow, Thomas,**
*Bodmin, Cornwall.*

| | |
|---|---|
| Natal | 189 |

**Pellozo, E.,**
*Monte Video, Uruguay.*

| | |
|---|---|
| Magdalena | 267 |

**Pelly, Herbert Cecil,**
41, *Bishopsgate Street Within, London, E.C.*
(East London S.S. Co., Ld.)

| | |
|---|---|
| s. Poplar | 574 |
| s. Ratcliff | 493 |
| s. Stepney | 442 |

**Pemsel, J. F., & B. La Trobe,**
32, *Fetter Lane, London, E.C.*

| | |
|---|---|
| Gleaner | 171 |
| Harmony | 251 |

**Peñafiel, J. de D.,**
*Serena, Chili.*

| | |
|---|---|
| Mercedes Luisa | 155 |

**Penboss, John,**
*High Street, North Botany, near Sydney, N.S.W.*

| | Net Tons |
|---|---|
| Valparaiso | 433 |

**Penco, Antonio, fu G.,**
*Quinto al Mare, Italy.*

| | |
|---|---|
| Agostino Giuseppe | 541 |
| Bekere | 703 |

**Penco, Fca., ved Drago,**
*Quinto al Mare, Italy.*

| | |
|---|---|
| Quattro Sorelle | 377 |

**Penco, Fratelli,**
*Nervi, Italy.*

| | |
|---|---|
| Fratelli Penco | 1093 |

**Penco, Luigi (Eridi di), & Co.,**
*Via Murcarolo, Nervi, Italy.*

| | |
|---|---|
| Laghetto | 900 |

**Penco, Tomaso,**
*Nervi, Italy.*

| | |
|---|---|
| Oropa | 856 |

**Penco, Tommaso, fu T.,**
*Via Felice Romano No. 1, Intre 3, Genoa, Italy.*

| | |
|---|---|
| Astrea | 515 |

**Pendibene, E., fu A.,**
*Genoa, Italy.*

| | |
|---|---|
| Antonio P. | 208 |
| Erasmina | 143 |

**Pendibene, E. G. B.,**
*Piazza Principe, Genoa, Italy.*

| | |
|---|---|
| Nativita | 142 |

**Pendibene, L., fu E.,**
*Genoa, Italy.*

| | |
|---|---|
| Anna Madre | 109 |

**Pendibene, Michele fu N.,**
*Genoa, Italy.*

| | |
|---|---|
| Luigia Adelaide | 207 |

**Pendleton, Carver & Nichols,**
38, *South Street, New York, U.S.*

| | |
|---|---|
| Abner Coburn | 1879 |
| Clara E. McGilvery | 383 |
| Emma T. Crowell | 1067 |
| Georgia Gilkey | 610 |
| Governor Robie | 1627 |
| Henry B. Hyde | 2463 |
| Josephus | 1397 |
| Mary L. Cushing | 1575 |
| Rhode Island | 683 |
| William H. Connor | 1424 |
| William H. Sumner | 543 |

**Pendleton, F. C.,**
*Islesboro', Maine, U.S.*

| | |
|---|---|
| Charles E. Raymond | 294 |
| Eliza J. Pendleton | 714 |
| F. C. Pendleton | 388 |
| Hannibal | 136 |
| Henry R. Tilton | 468 |
| Leonessa | 203 |
| Lester A. Lewis | 237 |
| Maggie Mulvey | 253 |
| Mary E. Pearson | 114 |
| Penobscot | 349 |
| Raven | 190 |
| William Flint | 238 |
| William Slater | 211 |



s. désigne les Vapeurs.

**Pendleton, G. D.,**
*Islesboro', U.S.*

| | Net Tons |
|---|---|
| Anna Pendleton | 521 |
| Willie L. Newton | 366 |

**Pendleton, H. B.,**
*North Orrington, Maine, U.S.*

| | |
|---|---|
| Lunet | 171 |

**Pendleton, W. S.,**
*Islesboro', Maine, U.S.*

| | |
|---|---|
| Charles Heath | 151 |
| Charlotte Buck | 221 |
| Mary L. Crosby | 463 |
| Menawa | 201 |
| R. F. Hart | 328 |

**Pendola, J.,**
*Montevideo, Uruguay.*

| | |
|---|---|
| Granito | 138 |

**Pengelly, Robert E.,**
32, *Southside Street, Plymouth.*

| | |
|---|---|
| Fred Archer | 51 |

**Penhallow, T. W.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Richard F. C. Hartley | 446 |

**Peninsular & Oriental Steam Nav. Co.,**
122, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Aden | 2517 |
| s. Ancona | 1888 |
| s. Arcadia | 3175 |
| s. Assam | 1611 |
| s. Australia | 3590 |
| s. Ballaarat | 2663 |
| s. Bengal | 2417 |
| s. Bombay | 2048 |
| s. Brindisi | 2129 |
| s. Britannia | 2949 |
| s. Canton | 2044 |
| s. Carthage | 2454 |
| s. Cathay | 1873 |
| s. Ceylon | |
| s. Chusan | 2509 |
| s. Clyde | 2198 |
| s. Coromandel | 2383 |
| s. Formosa | 2616 |
| s. Ganges | 2111 |
| s. Gutztaff | 18 |
| s. Gwalior | 1648 |
| s. Hereward | 16 |
| s. Himalaya | 3597 |
| s. Hydaspes | 1899 |
| s. Japan | 2796 |
| s. Java | 2632 |
| s. Kaisar-i-Hind | 2386 |
| s. Khedive | 2132 |
| Kingfisher | 164 |
| s. Malacca | 2616 |
| s. Malwa | 1694 |
| s. Manila | 2711 |
| s. Massilia | 2742 |
| s. Mirzapore | 2168 |
| s. Oceana | 3175 |
| s. Oriental | 2712 |
| s. Parramatta | 2681 |
| s. Pekin | 2134 |
| s. Peninsular | 2712 |
| s. Peshawur | 2137 |
| s. Ravenna | 1916 |
| s. Rohilla | 2175 |
| s. Rome | 3022 |
| s. Rosetta | 2039 |
| s. Shanghai | 2044 |
| s. Shannon | 2050 |
| s. Siam | 1589 |
| s. Surat | 1677 |
| s. Sutlej | 2103 |
| s. Teheran | 1684 |
| s. Thames | 2101 |
| s. Thibet | 1665 |
| s. Timsah | 30 |
| s. Valetta | 2781 |
| s. Verona | 1876 |
| s. Victoria | 2990 |

**Penney Bros.,**
*St. John's, N.F.L.*

| | |
|---|---|
| Orion | 100 |

**Penney, Robt. H.,**
82, *Queen's Road, Brighton.*

| | Net Tons |
|---|---|
| Alastor | 824 |
| s. Alhena | 1493 |
| s. Aludra | 896 |
| Antares | 821 |

**Pennors & Simon,**
*Brest, France.*

| | |
|---|---|
| Deux Frères | 194 |

**Pennström, M.,**
*Åbo, Finland.*

| | |
|---|---|
| Hilda | 282 |

**Pennsylvania Railroad Co.,**
*Trenton, N. J., U.S.*

| | |
|---|---|
| s. Chincoteague | 110 |

**Pennsylvania Railroad Co., & Delaware & Raritana Canal Co.,**
*Trenton, N.J., U.S.*

| | |
|---|---|
| Blast | 119 |
| Gale | 112 |
| Sparkle | 128 |
| Surge | 111 |
| Twilight | 127 |

**Pennuto, Sebastiano,**
*Syracuse, Sicily.*

| | |
|---|---|
| Xittoria | 146 |

**Penny, J. D.,**
27, *Water Street, Liverpool.*
(Aberdovey & Barmouth S.S. Co., Ld.)

| | |
|---|---|
| s. Telephone | 75 |

**Penry, Joseph W.,**
*St. John, N.B.*

| | |
|---|---|
| Jennie Parker | 998 |

**Pentecôte,**
*Ars, Ile de Ré, France.*

| | |
|---|---|
| Henri Adrien | 122 |

**Pentheny, P.,**
*St. Croix, West Indies.*

| | |
|---|---|
| Ocean Traveller | 112 |

**Penttilä, A.,**
*Kotka, Finland.*

| | |
|---|---|
| Lintu | 123 |

**Penttilä, W.,**
*Wiborg, Russia.*

| | |
|---|---|
| Eläköön | 308 |

**Pentzin, Kau,**
*Uleåborg, Finland.*

| | |
|---|---|
| Karl | 755 |

**Penzance Dry Dock Coal & Trading Co., Lim.,**
*Penzance.*

| | |
|---|---|
| Lucien | 462 |

**Pepas & Co.,**
*Piræus, Greece.*

| | |
|---|---|
| s. Egina | 96 |

**Peppitt, J. W.,**
*North Sydney, C.B.*

| | |
|---|---|
| Brenda | 100 |

**Peragallo, Giuseppe,**
*Sestri Ponente, Italy.*

| | Net Tons |
|---|---|
| Liguria | 417 |
| Lombardia | 143 |
| Piemonte | 111 |
| Romagna | 115 |

**Peranovich, S. G.,**
*Trieste, Austria.*

| | |
|---|---|
| Eurota | 118 |

**Percheron Steam Nav. Co.,**
*Detroit, Mich., U.S.*
*See* T. W. PALMER.

**Percival, G. R. & R.,**
18, *New Quay, Liverpool.*

| | |
|---|---|
| s. Knight Errant | 41 |

**Pereira, A., jr., Successors of,**
*Aveiro, Portugal.*

| | |
|---|---|
| José Estavão | 253 |
| Social | 125 |

**Pereira, J., jr.,**
*Aveiro, Portugal.*

| | |
|---|---|
| Baccarat | 135 |

**Pereira, M. S.,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Vieira | 250 |

**Pereira, Serrão, M.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Serrão | 252 |

**Perez, D.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Matilde | 164 |

**Perez, J. F.,**
*Vivero, Spain.*

| | |
|---|---|
| Elisa | 100 |

**Perez, M.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Nuevo Lepanto | 199 |

**Perfetti, P.,**
*Valparaiso, Chili.*

| | |
|---|---|
| Pisagua | 619 |
| Reina Margarita | 583 |

**Peri, P.,**
*Marseilles, France.*

| | |
|---|---|
| Marie Eugenie | 198 |

**Periam, T. H.,**
*Topsham, Devonshire.*

| | |
|---|---|
| Haldon | 98 |

**Perlbach, H. J., & Co.,**
10, *Neue Gröningerstrasse, Hamburg, Germany.*

| | |
|---|---|
| s. Astronom | 542 |
| s. Hamburg | 545 |
| s. Minerva | 537 |
| s. Roland | 458 |
| s. Uranus | 696 |

**Peroni, Jules F.,**
*Propriano, Corsica.*

| | |
|---|---|
| Lucie | 165 |

**Perrault, Avila,**
*Montreal, Canada.*

| | Net Tons |
|---|---|
| Beaupré | 163 |

**Perrault, Olivier,**
*Deschambault, Portneuf co., Canada.*

| | |
|---|---|
| Seabird | 104 |

**Perrault, Samuel,**
*Deschambault, Portneuf co., Canada.*

| | |
|---|---|
| Canadienne | 128 |
| Reine Victoria | 116 |

**Perrier, George E.,**
*Port Louis, Mauritius.*

| | |
|---|---|
| Hattonburn | 235 |

**Perrodo, G.,**
*Arzon, Morbihan, France.*

| | |
|---|---|
| Jeune Alexandre | 118 |

**Perry, John D.,**
*Tavistock, Devon.*

| | |
|---|---|
| Jane & Ann | 137 |

**Perry, J. W.,**
62, *Thomas Street, New Bedford, Mass., U.S.*

| | |
|---|---|
| Lottie Beard | 288 |

**Perry, Jarvis C.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Commerce | 102 |
| Mary Jane Lee | 122 |
| Morris & Cliff | 126 |
| O. M. Marrett | 156 |

**Perry, M. C.,**
*New Bedford, Mass., U.S.*

| | |
|---|---|
| Horatio | 388 |

**Perry, Thos.,**
*Yarmouth, N.S.*

| | |
|---|---|
| Annie M. Law | 1179 |

**Persian Government,**
*Bushire, Persia.*

| | |
|---|---|
| s. Persepolis | 579 |

**Persian Gulf Steam Ship Co., Ld.,**
1, *Church Court, Clement Lane, London, E.C.*

| | |
|---|---|
| s. Amara | 1566 |
| s. Bussorah | 1292 |
| s. Gorji | 1111 |
| s. Shat el Arab | 1664 |
| s. Tigris | 1536 |

**Persson, Anders,**
*Vallmar, Häfverö, Sweden.*

| | |
|---|---|
| Marie Heydorn | 165 |

**Persson, H.,**
*Brantevik, Cimbrishamn, Sweden.*

| | |
|---|---|
| Dannebrog | 113 |

**Persson, J.,**
*Limhamn, Malmö, Sweden.*

| | |
|---|---|
| Olga | 103 |

**Persson, J.,**
*Kristinehamn, Sweden.*

| | |
|---|---|
| s. Maria | 124 |

**Persson, N.,**
*Brantevik, Cimbrishamn, Swellen.*

| | Net Tons |
|---|---|
| Nancy | 121 |

**Persson, N. Möller,**
*Vallåkra, Sweden.*

| | |
|---|---|
| Josefina | 160 |

**Persson, O.,**
*Norrveda, Vätö, Roslagen, Sweden.*

| | |
|---|---|
| Emil | 218 |

**Persson, O.,**
*Wik, Cimbrishamn, Sweden.*

| | |
|---|---|
| Carolina | 241 |

**Persson, P.,**
*Helsingborg, Sweden.*

| | |
|---|---|
| Karolina | 181 |

**Pertusio, A.,**
*Savona, Italy.*

| | |
|---|---|
| Andreina | 517 |
| San Pietro | 517 |

**Pertuso, G., fu A.,**
*Savona, Italy.*

| | |
|---|---|
| Vittorina | 441 |

**Peru, J., & Son,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Essex | 111 |

**Perubi Hannum, Psamatiada Chibookji oglou Zevjessi, & Co.,**
*Heraclea, Asiatic Turkey.*

| | |
|---|---|
| Heraclee | 234 |

**Peruvian Government,**
*Lima, Peru.*

| | |
|---|---|
| s. Havana | 1400 |

**Pescetto, Nicolo,**
*Piazza Santa Maria di Castello* 15, *Genoa, Italy.*

| | |
|---|---|
| Animoso | 157 |

**Pescio, Carlo,**
*Via Scuole Pie No.* 1, *Genoa, Italy.*

| | |
|---|---|
| Amedeo | 582 |

**Pesciutti, Vincenzo,**
*Kertch, Crimea, Russia.*

| | |
|---|---|
| Eduard & Laura | 214 |

**Pessano, A., fu R.,**
*Savona, Italy.*

| | |
|---|---|
| Giambattista P. | 120 |

**Pestonjee Johangee,**
*Bombay.*

| | |
|---|---|
| Baronet's Family | 434 |

**Petari, E.,**
*Säkkgärvi, Finland.*

| | |
|---|---|
| Maria | 140 |

**Peter, R. A.,**
*Looe, Cornwall.*

| | Net Tons |
|---|---|
| Alletha | 191 |

**Peterhead, Leith & Aberdeen Steam Navigation Co. (Ld.),**
4, *Broad Street, Peterhead.*

| | |
|---|---|
| s. Ugie | 99 |

**Peterhead Steam Line Fishing Co. (Ld.),**
*Peterhead.*

| | |
|---|---|
| s. Pioneer | 18 |

**Peterhead Steam Shipping Co., Ld.,**
*Peterhead.*
*See* A. McEACHRAN.

**Peterhof Dampschifffahrts Gesellschaft,**
1 *Lin. No.* 4, *St. Petersburg, Russia.*

| | |
|---|---|
| s. Peterhof | 127 |
| s. St. Petersburg | 92 |
| s. Zarewitch | 92 |
| s. Zarewna | 92 |

**Peters, C. H.,**
*St. John, N.B.*

| | |
|---|---|
| Frank L. P. | 124 |

**Peters, E. J. (Mrs.),**
*Toronto, Ontario.*

| | |
|---|---|
| s. Dominion | 304 |

**Peters, J.,**
*Grosse Elbstrasse* 74, *Altona, Germany.*

| | |
|---|---|
| Niagara | 692 |

**Peters, O. B.,**
*Dornumerseil, Germany.*

| | |
|---|---|
| Gesina | 104 |

**Petersen, A. H.,**
*Marstal, Denmark.*

| | |
|---|---|
| Albert | 127 |
| Hosanna | 119 |
| Salvador | 148 |

**Petersen, A. I.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Talisman | 244 |

**Petersen, C. J.,**
*Nibe, Denmark.*

| | |
|---|---|
| Heimdal | 107 |

**Petersen, E. E.,**
*Marstal, Denmark.*

| | |
|---|---|
| Ærö | 224 |
| Amor | 187 |
| Johanne | 159 |
| Jörgen | 206 |
| Matthæus Rickert | 113 |
| Thea | 137 |

**Petersen, Emil,**
*Rudkjöbing, Denmark.*

| | |
|---|---|
| Cecilie | 237 |
| Johannes | 148 |
| Martha | 115 |

**Petersen, Fred. Smith,**
*Grimstad, Norway.*

| | Net Tons |
|---|---|
| Fruen | 356 |
| Grönsvær | 474 |
| Guldregn | 714 |
| Hasselnödder | 544 |
| Juletræ | 730 |
| Julie | 850 |
| Kongsbyrd | 267 |
| Kornmo | 568 |
| Lövehjerte | 498 |
| Lövetand | 404 |
| Lövfald | 656 |
| M. Smith Petersen | 453 |
| Midnatssol | 1216 |
| Saga | 585 |
| Sneklokke | 581 |
| Træsnit | 622 |
| Væringer | 247 |
| Vasa | 530 |

**Petersen, Friedrich,**
*Rostock, Germany.*

| | |
|---|---|
| s. Henriette Schlüsser | 620 |
| s. Lydia Millington | 582 |
| s. Mathilde Joost | 583 |
| s. Theodor Burchard | 569 |

(Nordische Dampfschifffahrts Actien Gesellschaft.)

| | |
|---|---|
| s. Direktor Arthur Bartz | 184 |
| s. Dr. Friedrich Witte | 167 |

**Petersen, H. A.,**
*Flensburg, Germany.*

| | |
|---|---|
| s. Amoy | 732 |
| s. Concurrent | 590 |
| s. Occident | 580 |
| Orient | 461 |
| s. Velox | 636 |

**Petersen, H. L.,**
36, *Frognerveien, Christiania, Norway.*

| | |
|---|---|
| Somerset | 288 |
| Susanne | 268 |

**Petersen, J. M.,**
*Christiania, Norway.*

| | |
|---|---|
| Jomsberg | 598 |

**Petersen, Jacob,**
*Holmestrand, Norway.*

| | |
|---|---|
| Agatha | 360 |
| Enigheden | 147 |
| Gyldenlöve | 352 |
| Victoria | 353 |

**Petersen, Martin,**
*Rostock, Germany.*

| | |
|---|---|
| Albatros | 318 |
| s. Carmen | 744 |
| Mathilde Hennings | 523 |
| s. Riga | 452 |

(Dampfer-Gesellschaft von 1881.)

| | |
|---|---|
| s. Hans Krohn | 936 |

(Neue Dampfschiffs Aktien Gesellschaft.)

| | |
|---|---|
| s. H. von Witt | 559 |

**Petersen, N.,**
*Marstal, Denmark.*

| | |
|---|---|
| Agent Petersen | 308 |
| Alf | 158 |
| Aurora | 112 |
| Ceres | 179 |
| Christopher | 100 |
| Dannebrog | 194 |
| Eden | 215 |
| Fylla | 104 |
| Gorm | 115 |
| Hansigne | 194 |
| Hebe | 120 |
| Hildur | 133 |
| Kodan | 133 |
| Niels Juel | 230 |
| Norden | 218 |
| Prøven | 252 |
| Saga | 261 |
| Sirius | 148 |
| Skjold | 226 |
| Sylfid | 206 |

**Petersen, N.,**
*Svendborg, Denmark.*

| | Net Tons |
|---|---|
| Anna | 118 |

**Petersen, N. P.,**
*Thurö, Svendborg, Denmark.*

| | |
|---|---|
| Dana | 148 |
| Ludvig | 129 |
| Niels | 100 |
| R. P. Petersen | 146 |

**Petersen, P. A.,**
*Skjörsvig, Kragerö, Norway.*

| | |
|---|---|
| Leetch | 371 |

**Petersen, P. J.,**
*Marstal, Denmark.*

| | |
|---|---|
| Abba | 100 |

**Petersen, P. M., & Sön,**
*Porsgrund, Norway.*

| | |
|---|---|
| Doctor Mezger | 623 |

**Petersen, P. N.,**
*Thurö, Svendborg, Denmark.*

| | |
|---|---|
| Ceres | 153 |

**Petersen, P. W.,**
*Christiansund, Norway.*

| | |
|---|---|
| s. Antonio Zambrana | 354 |
| s. Statsraad Riddervold | 143 |

**Petersen, Peter W.,**
33, *Hilda Street, New Clee, Grimsby.*

| | |
|---|---|
| Kriemhilda | 87 |

**Petersen, R.,**
*Havne Alleen, No.* 2, *Horsens, Denmark.*

| | |
|---|---|
| Dana | 177 |
| Endelave | 142 |
| Libra | 108 |
| Marie | 136 |

**Petersen, S. P.,**
*Fuglefjord, Faro Islands.*

| | |
|---|---|
| Florence | 107 |

**Petersen, Tate & Co.,**
*Bank Chambers, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Guildhall | 1862 |
| (Guildford Steamship Co., Ld.) | |
| s. Turret Bay | 1376 |
| (Turret Steam Shipping Co., Ld.) | |
| s. Turret | 1266 |
| s. Turret Age | 1383 |

**Peterson, A.,**
*Dundee.*

| | |
|---|---|
| Roman | 80 |

**Peterson, Albert,**
*Lidköping, Sweden.*
(Lidköpings Rederibol.)

| | |
|---|---|
| s. Lidköping | 148 |

**Peterson, C. F.,**
*Pensacola, U.S.*

| | |
|---|---|
| Lewis A. Edwards | 170 |

**Peterson, R. M.,**
*Moss, Norway.*

| | Net Tons |
|---|---|
| Agat | 579 |
| s. Erna | 299 |
| s. Gaa Paa | 309 |
| s. Jelö | 202 |
| Sif | 497 |

**Peterson, S. B.,**
32, *California Street, San Francisco, U.S.*

| | |
|---|---|
| Compeer | 330 |
| Garcia | 111 |
| Katie Flickinger | 449 |
| Modoc | 430 |
| Quickstep | 402 |
| Twilight | 175 |

**Petersson, Fr.,**
*Ystad, Sweden.*

| | |
|---|---|
| Maria | 158 |
| Ponemah | 766 |
| (Ångf. Aktieb "Nu.") | |
| s. Ystad | 265 |

**Petersson, Lorentz,**
*Majorna 3rd rote* 16, *Gothenburg, Sweden.*

| | |
|---|---|
| Edvard | 253 |
| Marguerite | 341 |

**Petersson, M. U.,**
*Påboda, Söderåkra, Sweden.*

| | |
|---|---|
| Alma | 137 |

**Petersson, R.,**
*Bergqvara, Sweden.*

| | |
|---|---|
| Joneheld | 249 |
| Thelma | 183 |

**Petoros, C.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Kivernitis | 198 |

**Petranich, Casimiro,**
*Cherso, Austria.*

| | |
|---|---|
| Triton | 545 |

**Petranza, E. D.,**
*Syra, Greece.*

| | |
|---|---|
| Athina | 224 |

**Petranza, G.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Maria | 320 |

**Petrasos, A. I.,**
*Spezzia, Greece.*

| | |
|---|---|
| Agios Nicolaos | 104 |

**Petratzas, P.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Evangelistria | 229 |

**Petrauza, Stavro.,**
*On board.*

| | |
|---|---|
| Evangelis | 295 |

**Petrell & Hagner,**
*Björneborg, Finland.*

| | |
|---|---|
| Rhea | 968 |

**Petrelluzzi, F.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Leopoldo | 708 |

**Petrelluzzi, G.,**
*Castellamare di Stabbia, Italy.*

| | Net Tons |
|---|---|
| Rosalia | 428 |

**Petri, Cesare,**
*Via du Giardino, Viareggio, Italy.*

| | |
|---|---|
| Cesare P. | 152 |
| Progresso | 140 |

**Petrie, George,**
6, *Union Court, Old Broad Street, London, E.C.*

| | |
|---|---|
| Colombo | 1196 |
| Condor | 1383 |
| Cortez | 2239 |

**Petrie, George,**
*Commercial Street, Middlesbro'.*

| | |
|---|---|
| s. Agamemnon | 14 |
| s. Victory | 33 |
| s. Vulcan | 81 |

**Petrie, J. & M. Golinsky,**
*Newburyport, Mass., U.S.*

| | |
|---|---|
| John Harvey | 700 |

**Petro, Sophia daughter of Hajee,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayah Costantino | 200 |

**Petro, Sakyzlee, Bandeeko & Co.,**
*Scio, Asiatic Turkey.*

| | |
|---|---|
| Ioannis | 144 |

**Petroleum Shipping Co., Ld.,**
32, *Great St. Helen's, London, E.C.*
*See* ALFRED SUART.

**Petroleum Transport and Storage Co., Ld.,**
32, *Great St. Helen's London, E.C.*
*See* ALFRED SUART.

**Petroulis, G. M.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Petros | 222 |

**Petrouzis, C.,**
*Taganrog, Russia.*

| | |
|---|---|
| Sviati Gierassimo | 103 |

**Petrucci, Serafina,**
*Viareggio, Italy.*

| | |
|---|---|
| Antonio | 114 |

**Pettengill, A. J.,**
*Portland, Maine, U.S.*

| | |
|---|---|
| Elsie M. Smith | 107 |

**Pettersen, H.,**
*Drobak, Norway.*

| | |
|---|---|
| Preciosa | 762 |



s. désigne les Vapeurs.

### Pettersen, Hans H.,

*Arendal, Norway.*

| | Net Tons |
|---|---|
| Aladdin | 503 |
| Arthur | 398 |
| Brækka | 368 |
| C. Tobias | 830 |
| Camilla | 434 |
| Carte Blanche | 829 |
| Diaz | 645 |
| Duen | 255 |
| Eidbo | 298 |
| Formica | 408 |
| Gaa Paa | 663 |
| Garfield | 705 |
| Hill | 208 |
| Holmenkollen | 823 |
| Kamschatka | 495 |
| Kawe | 508 |
| Maury | 482 |
| Mellikoff | 239 |
| Nepoter | 311 |
| Ophir | 433 |
| Örne | 231 |
| Rigel | 207 |
| Schiller | 409 |
| Staut | 557 |
| Telegraf | 262 |
| Vigeland | 819 |
| Viking | 788 |
| Zampa | 430 |
| Zanrak | 595 |

### Pettersen, L.,

*Fredriksstad, Norway.*

| | |
|---|---|
| Sverre | 713 |
| Viking | 343 |

### Pettersen, P. A.,

*Risör, Norway.*

| | |
|---|---|
| Magdimeta | 444 |

### Pettersen, P. G.,

*Allégaden, Bergen, Norway.*

| | |
|---|---|
| Ariel | 984 |
| Garibaldi | 273 |
| s. Vanadis | 292 |
| s. Yumuri | 473 |

### Petterson, B. K.,

*Åbo, Finland.*

| | |
|---|---|
| Ines | 206 |

### Petterson, C.,

*Helsingborg, Sweden.*

| | |
|---|---|
| Adèle Louise | 390 |
| Eleonore | 573 |

### Petterson, G.,

*Motala, Sweden.*

| | |
|---|---|
| s. Edith | 260 |

### Petterson, G. F.,

*Motala, Sweden.*

| | |
|---|---|
| s. Alice | 263 |
| (Motala Rederi Aktiebolag.) | |
| s. Betty | 283 |
| s. Bjälbo | 156 |
| s. Mudir | 413 |
| s. Östergotland | 226 |
| s. Ulfåsa | 150 |
| (Ångf. Aktieb. "Vettern.") | |
| s. Örn | 105 |

### Petterson, K. R.,

*Åbo, Finland.*

| | |
|---|---|
| Albert | 235 |

### Petterson, P. A.,

*Bergqvara, Sweden.*

| | |
|---|---|
| Sophia | 106 |

### Pettersson, A.,

*Börstil, Sweden.*

| | |
|---|---|
| Sofia | 113 |

### Pettersson, B.,

*Viken, Väsby, Sweden.*

| | Net Tons |
|---|---|
| Betty | 243 |

### Pettersson, C.,

*Gothenburg, Sweden.*

| | |
|---|---|
| s. Diana | 125 |
| s. Uddeholm | 139 |

### Pettersson, C. A.,

*Blidö, Sweden.*

| | |
|---|---|
| Carl & Anna | 114 |

### Pettersson, E. P.,

*Mariehamn, Finland.*

| | |
|---|---|
| Julia | 132 |

### Pettersson, F. L.,

*Stockholm, Sweden.*

| | |
|---|---|
| s. Carl | 240 |
| Myran | 131 |

### Pettersson, G. L.,

*Djupekås Mjellby, Sweden.*

| | |
|---|---|
| Ida | 128 |

### Pettersson, H. A.,

*Viken, Helsingborg, Sweden.*

| | |
|---|---|
| Jolani | 842 |

### Pettersson, Håkan,

*Bergqvara, Sweden.*

| | |
|---|---|
| Anna | 229 |
| Elise | 151 |

### Pettersson, J.,

*Gothenburg, Sweden.*

| | |
|---|---|
| Lucie | 214 |

### Pettersson, J.,

*Helsingborg, Sweden.*

| | |
|---|---|
| Halvar | 854 |
| Prinses Wilhelmina | 390 |

### Pettersson, K. E.,

*Brändö, Finland.*

| | |
|---|---|
| Amanda | 121 |

### Pettersson, L.,

*Mariehamn, Finland.*

| | |
|---|---|
| Christina Charlotta | 389 |

### Pettersson, L. W.,

*Mönsterås, Sweden.*

(Östra Sveriges Ångb. Aktieb.)

| | |
|---|---|
| s. Prins Bernadotte | 154 |

### Pettersson, Olof,

*Norrveda, Vätö, Sweden.*

| | |
|---|---|
| Fama | 173 |

### Pettersson, O.,

*Kristianopel, Sweden.*

| | |
|---|---|
| Companus | 144 |

### Pettersson, P.,

*Arholma, Sweden.*

| | |
|---|---|
| Hoppet | 169 |
| Thora | 103 |

### Pettersson, P. A.,

*Ragnabo, Söderåkra, Bergqvara, Sweden.*

| | Net Tons |
|---|---|
| Cato | 169 |

### Pettersson, P. L.,

*Krogfall, Blägda, Sweden.*

| | |
|---|---|
| Knut Åkerhjelm | 244 |

### Pettersson, S.,

*Trolleboda, Kristianopel, Sweden.*

| | |
|---|---|
| Carl Petter | 178 |

### Pettigrew, W.,

*Brisbane, Queensland.*

| | |
|---|---|
| s. Tarshaw | 72 |

### Pettingell & Cunningham,

*Gloucester, Mass., U.S.*

| | |
|---|---|
| Shenandoah | 105 |

### Pettis, James E.,

*Port Greville, N.S.*

| | |
|---|---|
| Harry | 422 |
| Tacoma | 210 |
| W. R. Huntley | 167 |

### Pettit, Charles A.,

121, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| Abbie & Eva Hooper | 305 |
| Addie B. Bacon | 371 |
| Oscar C. Schmidt | 513 |

### Pettit, F. D.,

121, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| Edward R. Emerson | 323 |

### Pew, John, & Son,

*Gloucester, Mass., U.S.*

| | |
|---|---|
| A. E. Whyland | 124 |
| Fernwood | 124 |

### Pezzini, G.,

*Leghorn, Italy.*

| | |
|---|---|
| Avvenire | 100 |
| Il Carmine | 148 |

### Pflüger, J. C., & Co.,

*Bremen, Germany.*

| | |
|---|---|
| George N. Wilcox | 1322 |
| H. F. Glade | 1702 |
| H. Hackfeld | 1249 |
| J. C. Glade | 1425 |
| J. C. Pflüger | 977 |
| Marie Hackfeld | 1702 |
| Paul Isenberg | 1197 |

### Pfützenreüter, C. S. & F.,

*Christiania, Norway.*

| | |
|---|---|
| Annie | 271 |

### Pharo, J. J.,

*Philadelphia, U.S.*

| | |
|---|---|
| James Veldren | 194 |

### Phelps Bros.,

*Old Castle Buildings, Preeson's Row, Liverpool.*

(Mediterranean & New York S.S. Co., Ld.).

| | |
|---|---|
| s. Pawnee | 1167 |
| s. Peconic | 1158 |
| s. Picqua | 1167 |
| s. Pocahontas | 1734 |
| s. Pocasset | 1735 |
| s. Pontiac | 1076 |
| s. Powhatan | 1640 |

### Philadelphia & Gloucester Ferry Co.,

*Wilmington, Del., U.S.*

| | Net Tons |
|---|---|
| s. Fearless | 472 |

### Philadelphia & Reading Rail Road Co.,

(Superintendent—W. B. Gallagher),

*Port Richmond, U.S.; and 227, South Fourth Street, Philadelphia, U.S.*

| | |
|---|---|
| s. Berks | 377 |
| s. Centipede | 319 |
| s. Harrisburg | 910 |
| s. Hercules | 584 |
| s. Lancaster | 910 |
| s. Pottsville | 910 |
| s. Rattlesnake | 264 |
| s. Reading | 910 |
| s. Williamsport | 910 |

### Philippi, Wm., & Co.,

*Paulstrasse 29, Hamburg, Germany.*

| | |
|---|---|
| August | 234 |
| Johann Adolf | 310 |

### Philipps & Co.,

12, *Renfield Street, Glasgow.*

(King Line, Ld.)

| | |
|---|---|
| s. King Bleddyn | 1479 |

### Philipsen, S. A.,

34, *Nörrebrogade, Copenhagen, Denmark.*

| | |
|---|---|
| s. Elisabeth | 277 |

### Phillipps, G. W., & Brother,

*Boston, Mass., U.S.*

| | |
|---|---|
| Mary G. Powers | 127 |

### Phillips,

12, *Renfield Street, Glasgow.*

| | |
|---|---|
| s. Silvia | 772 |

### Phillips, A. J.,

*Bangor, Maine, U.S.*

| | |
|---|---|
| N. J. Miller | 119 |

### Phillips, Evan,

*Swansea.*

| | |
|---|---|
| Santon | 471 |

### Phillips, G. K.,

*Wilmington, U.S.*

| | |
|---|---|
| John A. Curtis | 148 |

### Phillips, J. B.,

*Taunton, Mass., U.S.*

| | |
|---|---|
| Bradford C. French | 920 |
| Charles A. Briggs | 720 |
| Nathan Lawrence | 732 |
| Oliver Ames | 433 |
| Sarah W. Lawrence | 1301 |

### Phillips, J. M.,

*Taunton, Mass., U.S.*

| | |
|---|---|
| Alfred Brabook | 534 |
| Eagle Wing | 1144 |
| King Philip | 1164 |
| Roger Drury | 343 |

### Phillips, L. B.,

*Bridgeton, New Jersey, U.S.*

| | |
|---|---|
| Bertie & Maud | 182 |
| C. | 132 |

### Phillips, Richard M.,

21, *State Street, New York.*

| | |
|---|---|
| s. Czarina | 627 |

### Phillips, Wm. C.,

*Polkyth, St. Austell, Cornwall.*

| | Net Tons |
|---|---|
| Amaranth | 120 |
| Amy | 145 |
| Dundarg | 118 |
| Harmony | 131 |
| Levant | 147 |
| Lile | 179 |
| Malpas Belle | 149 |
| Mildred | 189 |
| Wonder | 126 |

### Phillips, W. H.,

*Philadelphia, U.S.*

| | |
|---|---|
| s. Catharine Whiting | 565 |

### Phillips, W. H.,

*Taunton, Mass., U.S.*

| | |
|---|---|
| R. S. Dean | 129 |

### Phillips, William H.,

*Fall River, Mass., U.S.*

| | |
|---|---|
| Massasoit | 1316 |

### Phillipson, Charles,

29, *Day Street, Leichhardt, near Sydney, N.S.W.*

| | |
|---|---|
| s. Captain Cook | 127 |

### Philp, William,

*Church Street, Padstow, Cornwall.*

| | |
|---|---|
| Elizabeth Hampton | 99 |

### Philpot, Jeremiah,

*Port Hawkesbury, N.S.*

| | |
|---|---|
| Mary P. | 139 |

### Phinney, Harrison G.,

*Cotuit, Mass., U.S.*

| | |
|---|---|
| N. H. Skinner | 284 |

### Phœnix Co., Ld.,

(In liquidation.)

(Liquidator—Daniel Hill, 18, *Grainger St. West, Newcastle-on-Tyne.*)

| | |
|---|---|
| s. Phœnix | 190 |

### Phokas, Evangelos,

*Cephalonia, Greece.*

| | |
|---|---|
| Agios Spyridon | 205 |

### Photaki, Bigadoslee Manol Hajee & Co.,

*Bigados, Turkey.*

| | |
|---|---|
| Ossia Prashko | 149 |

### Pi, F., & Co.,

10A, *Pasage de la Paz, Barcelona, Spain.*

| | |
|---|---|
| s. Amalia | 242 |

### Pi y Canto,

*Cette, France.*

| | |
|---|---|
| s. Tarragona | 323 |

### Piaggio, E.,

*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Modesto | 310 |

### Piaggio, E., fu G. B.,

*Via San Luca No. 5, Genoa, Italy.*

| | |
|---|---|
| Alabama P. | 636 |
| Angiolina | 612 |

**Piaggio, Emilio, & Co.,**
*Buenos Ayres, Argentine Republic.*
Net Tons
s. Golondrina II. ..... 422

**Piaggio & Ferro,**
*Via Palestro No. 6, Interno 4, Genoa, Italy.*
Pensacola ..... 982

**Piangou Bros.,**
*Syra, Greece.*
Agios Charalambos..... 178

**Picasso, Enrico,**
*Genoa, Italy.*
Teresa Picasso ..... 461

**Piché, J.,**
*Longueuil, co. Champlain, Canada.*
Jean Baptiste ..... 114

**Pickands, James,**
*Western Reserve Building, Cleveland, Ohio.*
(Minnesota Steamship Co.)
s. Manola ..... 1836
s. Marina ..... 1992
s. Mariposa..... 2307
s. Mariska ..... 1836
s. Maritana..... 2430
s. Maruba..... 1836
s. Masaba ..... 1992
s. Matoa..... 1836

**Pickels, George A.,**
*Mahone Bay, N.S.*
Prussia ..... 362

**Picken, Paul,**
*Olderfleet Terrace, Larne Harbour, Ireland.*
Margaret..... 99

**Pickering, E.,**
*Port Elizabeth, South Africa.*
Ilma ..... 437

**Pickering, Haldane & Co., Ld.,**
*Hull.*
s. Cormorant ..... 62
s. Kittiwake ..... 60

**Pickering & Haldane's Steam Trawling Co., Ld.,**
*Hull.*
s. Active ..... 62
s. Condor ..... 64
s. Game Cock ..... 63
s. Helen McGregor ..... 52
s. Osprey ..... 64
s. Petrel..... 64
s. Prince Consort ..... 55
s. Prince of Wales ..... 59
s. Rob Roy ..... 71
s. Romulus..... 71
s. Storm Cock ..... 63
s. Swift ..... 62
s. Victoria ..... 55

**Pickering, M. F., & Co.,**
81, *Broad Street, New York, U.S.*
Sachem ..... 1312
Xenia ..... 1135

**Pickering, T. B.,**
*Deer Island, Maine, U.S.*
Alpine..... 104

**Pickering, Thomas George,**
151, *Wherstead Road, Ipswich.*
Net Tons
Aldbro' ..... 100

**Pickering, Wallis & Co.,**
*Mercantile Chambers, Newcastle-on-Tyne.*
s. Alston ..... 1155
(Stocksfield Steam Ship Co., Ld.)
s. Cleveland ..... 769

**Pickford, R., & W. A. Black,**
*Halifax, N.S.*
s. Alpha..... 514
s. Duart Castle ..... 1180
s. Havana..... 246
s. Taymouth Castle..... 1172

**Pickford, William H.,**
*La Maisonette, Les Gravees, Guernsey.*
Donna Maria ..... 74

**Pickles, Christopher D.,**
*Annapolis, N.S.*
Granville..... 300
Moneta..... 199

**Pickup, Samuel W. W.,**
*Granville, N.S.*
Lena Pickup..... 292
Nellie Pickup ..... 175

**Picot, F. W.,**
11, *St. Mark Road, Jersey.*
William ..... 185

**Picot, John F.,**
*Gorey, Jersey.*
C. E. C. G. ..... 47
Flying Fish ..... 60
Standard..... 60

**Picoulis, P. I.,**
*Syra, Greece.*
Euterpi..... 415

**Piehl, Aug.,**
*Amoy, China.*
Anna Bertha ..... 469
Elisabeth ..... 447
Galveston ..... 619
Mary Stewart..... 424

**Pielfeldt, L.,**
*Archangel, Russia.*
Alexander Newsky..... 147

**Pierce, E. L.,**
*Manasquan, U.S.*
Benjamin A. van Brunt..... 1132

**Pierce, E. T.,**
*New Bedford, Mass., U.S.*
s. Island Home..... 330
s. River Queen..... 426

**Pierce, J.,**
*New York, U.S.*
David S. Siner..... 221

**Pierce, Samuel A.,**
34, *Market Street, Portland, Maine, U.S.*
Eva May..... 324

**Pieros, D.,**
*Ithaca, Greece.*
Net Tons
Odysseus Ithakis..... 248

**Pierrugues, J. J.,**
*Cannes, France.*
Marie-Louise-Elisabeth ..... 132

**Piggott, James,**
*Middlesbro'.*
Arnold ..... 183

**Pignone, G., & figli,**
*Salita S. Caterina No. 2, Int. 1, Genoa, Italy.*
Giuseppe Pignone ..... 613

**Pigot, H. C.,**
*Melbourne, Victoria.*
Vivid ..... 238

**Pihhel Paul,**
*Dago, Russia.*
Sigtuna..... 117

**Pihl, A. A.,**
*Elishult, Brunnby, Högandś, Sweden.*
Ran ..... 393

**Pihlaus, J.,**
*Raumo, Finland.*
Ansio..... 170

**Pihlman, O.,**
*Raumo, Finland.*
Norma ..... 147

**Piil, A.,**
*Troense, Taasinge, Denmark.*
Thetis..... 136

**Piispa, T.,**
*Wiborg, Russia.*
Elo ..... 128

**Pike, F. A.,**
*Calais, Maine, U.S.*
Mary Lee Newton ..... 107

**Pikoff, V.,**
*Wiborg, Finland.*
Suomi..... 369

**Pilato, M. A.,**
*Naples, Italy.*
I Due Fratelli Jacono ..... 140

**Pile, C. H.,**
34, *Great St. Helen's, London, E.C.*
s. Britannia ..... 672

**Pile & Bowden,**
1, *Dock Road, Penarth, Cardiff.*
Geraldine ..... 244

**Pile & Co.,**
34, *Great St. Helen's, London, E.C.*
s. Notre Dame D'Afrique ..... 118

**Pillai, T. R. Vengadachellam, & L. A. R. R. M. Narayanan Chetty,**
*Negapatam.*
Net Tons
Mohomed Ebrahmally ..... 114

**Pillard, Vve.,**
*Penestin, (Morbihan), France.*
Antares ..... 118

**Pillsbury, B. A.,**
*New York, U.S.*
A. B. Sherman..... 581

**Pinasco, Santiago,**
*Via del Campo 12, Genoa, Italy.*
s. Sarita..... 438

**Pinceti, A.,**
*Genoa, Italy.*
Ginevra..... 549

**Pinedo, C. G.,**
*Maracaibo, Venezuela.*
Sæta..... 146

**Pineiro, F. A.,**
*San Sebastian, Spain.*
Vencedor..... 133

**Piñeiro, José,**
*La Puebla de Caraminal, Spain.*
Gwendoline ..... 346

**Pinillos, Saenz & Co.,**
*Plaza San Augustin No. 2, Cadiz, Spain*
s. Catalina ..... 3501
s. Conde Wifredo ..... 2335
s. Martin Saenz ..... 2335
s. Miguel M. Pinillos ..... 2179
s. Pio IX. ..... 2636

**Pinkham, John B.,**
– 6, *Culme Terrace, Plymouth.*
Eldra ..... 205
Ethel ..... 110

**Pinkney, F. O.,**
55, *John Street, Sunderland.*
s. Alma ..... 1563

**Pinkney, W. & T. W.,**
55, *John Street, Sunderland.*
(Columbia Steam Navigation Co., Ld.)
s. Dago ..... 1239
s. Govino ..... 1504
s. Ithamo ..... 1427
s. Khio ..... 1552
s. Nerano ..... 1855
s. Nerito ..... 1873
s. Prodano ..... 1624
(Neptune Steam Navigation Co., Ld.)
s. Calitro ..... 1920
s. Chicago ..... 1538
s. Delano ..... 1920
s. Ohio..... 1568
s. Patapsco ..... 1894
s. Urbino ..... 1572
s. Venango ..... 1910

**Pinto, Costa, & filhos,**
*Bahia, Brazil.*
Zio ..... 330

**Pinto, José Nogueira,**
*Largo de S. João Noto 2, Oporto, Portugal.*
Adelina..... 524

**Pinto, N.,**
*San Martinho, Portugal.*
Net Tons
Bahiano..... 279

**Piombino, Bart.,**
*Piazza san Luca No. 6, Genoa, Italy.*
Tunisi ..... 258

**Pioneer Steam Fishing Co., Ld.,**
*Fish Dock, Grimsby.*
*See* C. A. MARSHALL.

**Pioneer Steam Fishing Co., Ld.,**
(Managers—Moodys & Kelley),
*Great Grimsby.*
s. Lark ..... 48
s. Linnet ..... 50
s. Thrush ..... 47

**Piper, O. S. S.,**
*Aberavon, Port Talbot, Glamorganshire*
Altcar..... 1199
John ..... 317
Towy ..... 288

**Piraino, F.,**
*Milazzo, Sicily.*
L'Unione..... 308

**Pirrie, Hope & Co.,**
*Baltic Chambers, Newcastle-on-Tyne.*
(Albion Steam Ship Co., Ld.)
s. Midnight Sun ..... 1893

**Pissanis, K.,**
*Keras, Greece.*
Neos Iraclis ..... 225

**Pissias, J.,**
*Syra, Greece.*
Angeliki ..... 277

**Pissias, M., & Co.,**
*Syra, Greece.*
Zoodochos Pighi ..... 158

**Pissias, M. & J.,**
*Syra, Greece.*
Hermoupolis..... 496

**Pissias, N.,**
*Syra, Greece.*
Marigo ..... 108

**Pisychopulos, A.,**
*Smyrna, Asiatic Turkey.*
Agathi Tichi..... 245

**Pithis, A. N.,**
*Syra, Greece.*
Korais..... 104

**Pithis, D. A.,**
*Hydra, Greece.*
Agios Georgios ..... 535

**Pithous, Z.,**
*Ermoupolis, Greece.*
Agia Trias ..... 229



s. désigne les Vapeurs.

**Pitoeff, I.,**
*Tiflis, Russia.*
(Massis Steam Navigation Co.)

| | Net Tons |
|---|---|
| s. Massis | 283 |
| s. Moush | 377 |
| s. Sevan | 291 |
| s. Van | 337 |
| s. Zang | 316 |

**Pittaluga, Luigi fu F.,**
*Sampierdarena, Italy.*

| | |
|---|---|
| Concetta A. | 140 |

**Pittas, D. F.,**
*Chios, Turkey.*

| | |
|---|---|
| Chios | 576 |

**Pizanti, A. D.,**
*Cephalonia, Greece.*

| | |
|---|---|
| Kefalonia | 213 |

**Pizzetti, M.,**
*Trieste, Austria.*

| | |
|---|---|
| s. Vila | 199 |
| s. Vis | 224 |
| s. Vitez | 69 |

**Pizzetti, P.,**
*Trieste, Austria.*

| | |
|---|---|
| s. Trieste | 100 |

**Pizzi, Franceso, di L.,**
*Marola. Italy.*

| | |
|---|---|
| Angiolina B | 121 |

**Pkinitis, Elia,**
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Eleussa | 141 |

**Plá, J.,**
*Masnou, Spain.*

| | |
|---|---|
| Ernesto | 206 |

**Pla, L.,**
*Barcelona, Spain.*

| | |
|---|---|
| Prim | 223 |

**Planelles, V. A.,**
*Valencia, Spain.*

| | |
|---|---|
| Soler | 114 |

**Plant Improvement Co.,**
12, *West Twenty-third Street, New York, U.S.*

| | |
|---|---|
| s. Florida | 1013 |
| s. Mascotte | 520 |
| s. Olivette | 1105 |

**Plant Investment Co.,**
*Philadelphia, U.S.*

| | |
|---|---|
| s. Juniata | 834 |
| s. Tarpon | 282 |

**Plastow, E. J., & J.,**
43, *Orwell Street, Great Grimsby.*

| | |
|---|---|
| Leonora | 96 |

**Platania, Francesco,**
*Catania, Sicily.*

| | |
|---|---|
| Sarina P. | 159 |

**Plate Steam Ship Co., Ld.,**
*Dock House, Billiter Street, London, E.C.*
*See* GELLATLY, HANKEY, SEWELL, & CO.

**Platense Flotilla Co., Ld.**
*See* LA PLATENSE FLOTILLA CO., LD.

**Plath (Captain),**
*St. Petersburg, Russia.*

| | Net Tons |
|---|---|
| Adolf | 240 |

**Plath, T.,**
*Riga, Russia.*

| | |
|---|---|
| Malwina Sophia | 128 |

**Plati, G. E.,**
*Syra, Greece.*

| | |
|---|---|
| Thion Doron | 246 |

**Platsoukas, L.,**
*Hydra, Greece.*

| | |
|---|---|
| Evangelistria | 337 |

**Platt, J. A.,**
*Brook House, Marchington, co. Stafford.*

| | |
|---|---|
| s. Transit | 55 |

**Platt, S. R.,**
*Werneth Park, Oldham, Lancashire.*

| | |
|---|---|
| Ailsie | 100 |

**Platys, G.,**
*Syra, Greece.*

| | |
|---|---|
| Taxiarchis | 125 |

**Plaza, R. Genovés,**
*Valencia, Spain.*

| | |
|---|---|
| Joven Gabriel | 202 |

**Plötz, J.,**
*Muhlenstrasse* 51, *Stralsund, Germany.*

| | |
|---|---|
| Hecht | 358 |

**Plouchakis, E.,**
*Volo, Greece.*

| | |
|---|---|
| Thessalia | 473 |

**Plummer, George,**
54, *Stewart Street, San Francisco, U.S.*

| | |
|---|---|
| Highland Light | 1265 |
| John A. Briggs | 2033 |

**Plummer, George E.,**
54, *Stewart Street, San Francisco, U.S.*

| | |
|---|---|
| C. F. Sargent | 1638 |
| Harry Morse | 1313 |
| Occidental | 1470 |

**Plymouth, Channel Islands & Brittany S.S. Co., Ld.,**
*North Quay, Guernsey.*

| | |
|---|---|
| s. Aquila | 94 |
| s. Commerce | 34 |

**Poch, O.,**
*Tonala, Mexico.*

| | |
|---|---|
| Virginia | 251 |

**Pocketts Bristol Channel Steam Packet Co., Ld.,**
11, *Narrow Quay, Bristol.*
*See* T. PROBERT.

**Podara, N. C.,**
*Syra, Greece.*

| | |
|---|---|
| Marica | 306 |

**Podeus, H.,**
*Spiegelberg* 57, *Wismar, Germany.*

| | Net Tons |
|---|---|
| s. Georg Mahn | 835 |
| s. Wismar | 579 |

**Podicos, G.,**
*Piræus, Greece.*

| | |
|---|---|
| Faneromeni | 149 |

**Poeker, Erben, A. L.,**
*Ost-Rhauderfehn, Germany.*

| | |
|---|---|
| Aurora | 107 |

**Poelmann, Joh. J.,**
*Papenburg, Germany.*

| | |
|---|---|
| Wilhelmine | 141 |

**Pogosoff, A., & Co.,**
*Baku, Russia.*

| | |
|---|---|
| s. Vorotan | 369 |

**Poirier, E., & A. Dupont,**
*Granville, France.*

| | |
|---|---|
| Rubens | 214 |
| Victor & Eugène | 206 |

**Poirrior, Isidore,**
*Arichat, N.S.*

| | |
|---|---|
| Mary E. McLaughlin | 168 |

**Poisvert, Xavier,**
*St. Croix, co. Lotbiniere, Quebec.*

| | |
|---|---|
| Marie Anne | 108 |

**Poitevent & Favre Lumber Co.,**
122, *Common Street, Pearlington, Miss., U.S.*

| | |
|---|---|
| Palos | 180 |

**Polemis Fratelli,**
*Andros, Greece.*

| | |
|---|---|
| Neos Georgios | 340 |

**Polese, Lancella,**
*Leghorn, Italy.*

| | |
|---|---|
| San Giovanni Battista | 200 |

**Polese, R.,**
*Marseilles, France.*

| | |
|---|---|
| San Michele | 408 |

**Polesi, Flli., & Ciano,**
*Leghorn, Italy.*

| | |
|---|---|
| Aquila | 321 |

**Poleze & d'Amato,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Vesuvio | 539 |

**Poli, F.,**
*Venice, Italy.*

| | |
|---|---|
| Nicolò De Conti | 100 |

**Poli Fratelli,**
*Chioggia, Italy.*

| | |
|---|---|
| Giovanni | 275 |
| Luigia | 275 |
| San Domenico | 1102 |

**Policantriti, G., & Co.,**
*Syra, Greece.*

| | |
|---|---|
| s. Pirgos | 74 |

**Poliora, G.,**
*Syra, Greece.*

| | Net Tons |
|---|---|
| Heleni | 192 |

**Pollard & Dodge,**
3, *Stewart Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| s. Laguna | 142 |
| Lillebonne | 206 |
| s. Tillamook | 209 |
| s. Westport | 155 |

**Pollard, James,**
163, *Broadway, Cardiff.*

| | |
|---|---|
| J. B. Wood | 126 |

**Pollard, William,**
*Union Road, Mount Charles, St. Austell, Cornwall.*

| | |
|---|---|
| Chase | 112 |

**Pollexfen, W. & G. T., & Co.,**
*Sligo.*

| | |
|---|---|
| Argestes | 122 |
| s. Olive | 42 |

**Pollich, M., di G.,**
*Fiume, Hungary.*

| | |
|---|---|
| Grad Karlovac | 486 |

**Pollio, Carlo,**
*Piano di Sorrento, Italy.*

| | |
|---|---|
| Nord America | 558 |

**Pollio, P., & Co.,**
*Meta, Italy.*

| | |
|---|---|
| Titania | 879 |

**Pomares & Cushman,**
38, *Broadway, New York, U.S.*

| | |
|---|---|
| Herbert Black | 545 |

**Pommer, W. G.,**
*Oldersum, Germany.*

| | |
|---|---|
| Elisabeth | 114 |

**Pommersche Dampfschiffs-Gesellschaft,**
*Bollwerk* 12, *Stettin, Germany.*
*See* F. IVERS.

**Pommerscher Industrie Verein auf Actien,**
*Stettin, Germany.*

| | |
|---|---|
| s. Siegfried | |

**Ponder, James,**
*Milton, Delaware, U.S.*

| | |
|---|---|
| Anna L. Ponder | |

**Pons, A. A.,**
*Sóller, Majorca.*

| | |
|---|---|
| Nuevo Corazon | 110 |

**Pons y Barrás, J.,**
*Palma, Majorca.*

| | |
|---|---|
| Soledad | 109 |

**Pons y Pons, M.,**
*Barcelona, Spain.*

| | |
|---|---|
| Juan | 113 |

**Pöntynen, A.,**
*Sakkjärvi, Finland.*

| | Net Tons |
|---|---|
| Honkator | 116 |

**Ponumbut Abboobaker,**
*Tallicherry, Madras.*

| | |
|---|---|
| Mahmoda | 411 |

**Pool, W. G.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| George F. Edmunds | 142 |

**Poole, James, & Co.,**
45, *Tower Buildings West, Liverpool.*

| | |
|---|---|
| Battle Abbey | 1559 |
| Evesham Abbey | 1613 |
| Kenyon | 1176 |
| Walden Abbey | 1754 |

**Pope, J. W., & Co.,**
*Machias, Maine, U.S.*

| | |
|---|---|
| Arcot | 381 |

**Pope, T. S.,**
*Stanstead, Canada.*

| | |
|---|---|
| Atlantic | 284 |

**Pope, Wm., & Sons,**
318, *Albany Street, Boston, Mass., U.S.*

| | |
|---|---|
| Aldine | 240 |
| Anita | 384 |
| Hortensia | 169 |
| Zampa | 137 |

**Porlier, L., & Co.,**
*Nantes, France.*

| | |
|---|---|
| Cruzeiro | 268 |

**Porlier, Mme. Vve. A., & fils.,**
*Nantes, France.*

| | |
|---|---|
| Dos Hermanos | 221 |

**Porrior, Paschal, sen.,**
*D'Escousse, Richmond, N.S.*

| | |
|---|---|
| Minnie | 135 |

**Port Jackson Steam Ship Co., Ld.,**
*Sydney, N.S.W.*

| | |
|---|---|
| s. Brighton | 127 |
| s. Commodore | 84 |
| s. Fairlight | 177 |
| s. Irresistible | 93 |
| s. Narrabeen | 151 |
| s. Port Jackson | 53 |

**Port Line.**
*See* CRAWFORD & ROWAT.

**Port Patrick & Wigtonshire Railways Joint Committee,**
*Citadel Station, Carlisle.*
*See* J. THOMSON.

**Portales, J. F.,**
*Villagarcia, Spain.*

| | |
|---|---|
| F. Roura | 120 |

**Portella, J. E.,**
*Callao, Peru.*

| | |
|---|---|
| Clotilde | 198 |

**Portella, Juan,**
*Callao, Peru.*

| | |
|---|---|
| Sara Mercedes | 245 |
| Sea Waif | 260 |

**Porter, A. O.,**
*Tusket Wedge, N.S.*

| | Net Tons |
|---|---|
| Boston Marine | 150 |
| Ethel | 93 |
| St. Michel | 107 |

**Porter, G. E.,**
*St. John, N.B.*

| | |
|---|---|
| Beatrice MacLean | 249 |

**Porter, G. M.,**
*Buffalo, N.Y., U.S.*

| | |
|---|---|
| s. Shrewsbury | 163 |

**Porter, J. L.,**
*Portsmouth, Virginia, U.S.*

| | |
|---|---|
| s. Manhasset | 352 |

**Porter, Wm.,**
7, *Waring Street, Belfast.*

| | |
|---|---|
| Bessfield | 1292 |
| Carnmoney | 1255 |

**Porter's Shipping Co., Ld.,**
3, *St. Peter's Place, Fleetwood, Lancashire.*

| | |
|---|---|
| Constance Mary | 156 |
| Dairymaid | 138 |
| Emily Warbrick | 142 |
| English Girl | 115 |
| James and Mary | 121 |
| Lancashire Lad | 129 |
| Livingstone | 163 |
| Red Rose | 177 |
| Saxon Maid | 118 |
| William Gilmore | 98 |

**Portilla-White & Co.,**
*Seville, Spain.*

| | |
|---|---|
| s. Apostol | 119 |
| s. Portilla White | 346 |

**Portland & Belfast Steam Navigation Co., Ld.,**
*Portland, Victoria.*

| | |
|---|---|
| s. Dawn | 328 |

**Portland Coast Steam Ship Co.,**
*Portland, Oregon, U.S.*

| | |
|---|---|
| s. Alliance | 214 |
| s. Willapa | 250 |

**Portland, Duke of,**
*Welbeck Abbey, Nottingham.*

| | |
|---|---|
| s. Portland | 18 |

**Portland, Mount Desert & Machias Steamboat Co.,**
*Portland, Maine, U.S.*

| | |
|---|---|
| s. Frank Jones | 1079 |

**Portland Steam Packet Co.,**
*Portland, Maine, U.S.*

| | |
|---|---|
| s. Forest City | 1072 |
| s. Portland | 1517 |
| s. Tremont | 1024 |

**Portmadoc Steam Tug Co., Ld.,**
*Portmadoc.*

| | |
|---|---|
| s. Snowdon | 11 |
| s. Wave of Life | 6 |

**Porto, J. F.,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Sao Manoel | 178 |

**Portolos, G.,**
*Calimos, near Santa Maura, Greece.*

| | Net Tons |
|---|---|
| s. Agios Joannis | 59 |

**Portuguese Government,**
*Lisbon, Portugal.*

| | |
|---|---|
| s. Buffalo | 34 |
| s. Conselheiro Antonio Ennes | 50 |

**Posada, J. Gonzalez,**
*Cienfuegos, Cuba.*

| | |
|---|---|
| Teresa | 296 |

**Poschich, Andrea Francesco,**
*Fiume, Hungary.*

| | |
|---|---|
| Mimi | 446 |
| Poschich | 801 |
| Tilde | 538 |

**Pösö, Johan,**
*Hiitola, Russia.*

| | |
|---|---|
| Jenny | 107 |
| Johannes | 126 |

**Posse, C. O. S.,**
*Uddevalla, Sweden.*
(Angb. Aktieb "Bohuslanska Kusten.")

| | |
|---|---|
| s. Bohus | 120 |
| s. Göteborg | 300 |
| s. Marstrand | 111 |
| s. Robert Thorburn | 128 |
| s. Uddevalla | 184 |
| s. Walborg | 116 |
| s. Wiken | 76 |

**Possehl, L., & Co.,**
*Steinhoeft* 1, *Hamburg, Germany.*

| | |
|---|---|
| s. Ludwig Possehl | 434 |

**Postel, A., et ses fils,**
*Cherbourg, France.*

| | |
|---|---|
| s. Aramis | 65 |
| Charles | 163 |
| Chevreuil | 172 |
| Fermanville | 121 |
| Général Bergé | 256 |
| s. Porthos | 85 |
| Zevallos | 264 |

**Postel, A., et ses fils,**
*Rue Edouard-Larne, No.* 3, *Havre, France.*

| | |
|---|---|
| Alexandre | 384 |
| Berthe | 154 |
| Carmen | 519 |
| Gaston & Maurice | 334 |
| Haitien | 487 |
| Héroïne | 105 |
| President Thiers | 353 |
| Providence | 509 |
| Tamerville | 434 |

**Postlethwaite, Wm.,**
*Millom, Cumberland.*

| | |
|---|---|
| Annie Brocklebank | 81 |
| Baron Hill | 209 |
| Ellen Harrison | 73 |
| George IV. | 111 |
| Hannah Croasdell | 141 |
| Maggie Williams | 176 |
| Margaret Hobley | 91 |
| Rosendale | 134 |

**Postmaster-General, H.M.**
(Telegraph Department),
*London.*

| | |
|---|---|
| s. Monarch | 751 |
| s. The Lady Carmichael | 194 |

**Postovojtoff, G. Graviloff,**
*Rostoff on Don, Russia.*

| | |
|---|---|
| s. Sofia Postovojtowa | 249 |

**Potter, Alfred,**
*Canning, N.S.*

| | Net Tons |
|---|---|
| Bahama | 321 |
| Blomidon | 271 |
| Boniform | 148 |

**Potter, B. C.,**
*Arichat, C.B.*

| | |
|---|---|
| Mary | 259 |

**Potter, Brothers,**
112, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| Blackbraes | 2116 |
| Dunsyre | 2056 |
| Durbridge | 2121 |
| Poltalloch | 2139 |

**Potter, J. R.,**
*Orient, Long Island, U.S.*

| | |
|---|---|
| Stella B. Kaplan | 1025 |

**Potter, John,**
112, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| Hereward | 1513 |
| MacCallum More | 1669 |

**Potter, Margaret (Mrs.),**
1, *Victoria Terrace, Guernsey.*

| | |
|---|---|
| Islander | 175 |

**Potter, S.,**
*Annapolis, N.S.*

| | |
|---|---|
| Emma E. Potter | 147 |

**Potter, William H., & Sons,**
*Queen's Dock, Liverpool.*

| | |
|---|---|
| Seafarer | 2163 |
| Wanderer | 2801 |
| Wayfarer | 2040 |

**Potts (Turnbull) & Co.,**
*Phœnix Buildings, Sunderland.*
(Argosy S.S. Co., Ld.)

| | |
|---|---|
| s. Cornucopia | 994 |

**Pouhaër, J.,**
*Paimpol, France.*

| | |
|---|---|
| Mouette | 103 |

**Poulin de St. Père,**
*Tibidy Daoulas, près Brest, France.*

| | |
|---|---|
| Industrie | 187 |

**Poulsen, Chr.,**
81, *Österfarimagsgade, Copenhagen, Denmark.*

| | |
|---|---|
| s. Foreningen | 287 |

**Poulsen, H. M.,**
*Faaborg, Denmark.*

| | |
|---|---|
| Erna | 119 |

**Pourpoint, E., fils,**
*Dieppe, France.*

| | |
|---|---|
| P. F. | 133 |

**Pourre, Léon,**
*Dunkirk, France.*

| | |
|---|---|
| Aimée Emilie | 104 |
| Etincelle | 111 |
| Gauloise | 123 |
| Madeleine | 115 |
| Mouette | 111 |

**Pout, H.,**
*Bexley Street, Whitstable, Kent.*

| | Net Tons |
|---|---|
| Gilpin | 176 |
| Lenore | 192 |
| Thirza | 200 |

**Pout, James,**
7, *Bexley Street, Whitstable, Kent.*

| | |
|---|---|
| Brocklesby | 168 |

**Powell, E. F., & Co.,**
5, *York Buildings, Dale Street, Liverpool.*

| | |
|---|---|
| Duchess of Edinburgh | 1693 |

**Powell, F. H., & Co.,**
26, *Drury Buildings, Water Street, Liverpool.*

| | |
|---|---|
| s. Elaine | 343 |
| s. Faithfull | 555 |
| s. Graceful | 866 |
| s. Swan | 427 |

**Power, James & Co.,**
138, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Harmony | 3 |

**Powers, John,**
*New York, U.S.*

| | |
|---|---|
| Eleanora | 772 |

**Powers, N. H.,**
*Bucksport, Maine, U.S.*

| | |
|---|---|
| Omaha | 111 |

**Powley, Thomas & Co.,**
*Powell Place, Bute Docks, Cardiff.*

| | |
|---|---|
| s. Angelica | 739 |
| s. Baron Hambro' | 367 |
| s. Garrison | 668 |

**Pradier, E. (Mlle.),**
4, *Rue de la Douane, Bordeaux, France.*

| | |
|---|---|
| Jacques | 154 |

**Præst, H. D.,**
*Dragör, Denmark.*

| | |
|---|---|
| Soridderen | 463 |

**Praidis, G. D.,**
*Scopelos, Greece.*

| | |
|---|---|
| Lordos Byron | 320 |

**Prairie Screw Towing Co., Ld.,**
132, *Dock Street, Newport, Mon.*
*See* J. G. DUNN & T. L. HANDFORD.

**Prashko Yorghi, Maizlee,**
*Maiz Ada, Turkey.*

| | |
|---|---|
| Ayah Yorghi | 296 |

**Prassinos Captan, Aïo Noroslee,**
*Aïo Noroslee, Aïo Noros, Turkey.*

| | |
|---|---|
| Panagia | 132 |

**Prats, F. & Co.,**
*Barcelona, Spain.*

| | |
|---|---|
| s. Berenguer el Grande | 2179 |
| s. Gran Antilla | 2294 |
| s. Juan Forgas | 1970 |
| s. Miguel Gallart | 2131 |
| s. Puerto Rico | 1747 |

**Pratt, Redman,**
*Cheverie, Hants Co., N.S.*

| | |
|---|---|
| Delta | 287 |
| Gamma | 175 |

**Prebensen, Jacob,**
*Risör, Norway.*

| | Net Tons |
|---|---|
| Allegra | 214 |
| Latona | 543 |

**Prebensen, J. W.,**
*Risör, Norway.*

| | |
|---|---|
| Albatros | 178 |
| Alexandra | 583 |
| Daisy | 456 |
| Ganymedes | 412 |
| Henrik Wergeland | 370 |
| Huano | 840 |
| Larus | 199 |
| Leif | 153 |
| Leopard | 285 |
| Nathanael | 516 |
| Nicolay H. Knudtzon | 281 |
| Noah | 436 |
| Nordenskjöld | 294 |
| Palander | 289 |
| Porro | 474 |
| Ragna | 1111 |
| Saturn | 410 |
| Septentrio | 346 |
| Söfiid | 370 |
| s. Tento | 300 |
| Vardöen | 688 |
| Vasco de Gama | 569 |
| Verena | 405 |
| Zippora | 334 |

**Prebensen, J. W., sen.,**
*Inkognitogade, Christiania, Norway.*

| | |
|---|---|
| s. Excellencen | 303 |
| Ganger Rolf | 415 |
| Svea | 453 |

**Prebensen, N. & Jacob,**
*Risör, Norway.*

| | |
|---|---|
| Kong Carl | 488 |

**Prebensen, P. D.,**
*Risör, Norway.*

| | |
|---|---|
| Spener | 258 |
| Union | 547 |

**Prebensen, P. D. & J. W.,**
*Risör, Norway.*

| | |
|---|---|
| Festina lente | 398 |

**Preble, A. M.,**
*Machias, Maine, U.S.*

| | |
|---|---|
| Olive | 135 |

**Preble, I. S., & Co.,**
*Addison, Maine, U.S.*

| | |
|---|---|
| Helen | 185 |

**Preede & Ottmans,**
*Windau, Russia.*

| | |
|---|---|
| Clara | 132 |

**Preedoling Jan,**
*Libau, Russia.*

| | |
|---|---|
| Madda Maria | 145 |

**Premuda, G. B., di Matteo,**
*Lussinpiccolo, Austria.*

| | |
|---|---|
| s. Matteo Premuda | 647 |

**Premuda, G. F., Eredi di,**
*Lussinpiccolo, Austria.*

| | |
|---|---|
| Ape | 100 |

**Premuda, G. L., & Co.,**
*Lussino, Austria.*

| | |
|---|---|
| s. Dorotea | 949 |



s. désigne les Vapeurs.

**Premuda, Heirs of M. V.,**
*Lussiapiccolo, Austria.*

| | Net Tons |
|---|---|
| Mattea | 535 |
| Trino | 480 |

**Premuda, T. L., Vva.,**
*Lussinpiccolo, Austria.*

| | |
|---|---|
| Gloria | 708 |
| Imperatore Francesco Giuseppe I. | 667 |

**Prendiville, J., & Co.,**
3, *New Quay, Liverpool.*

| | |
|---|---|
| s. Knight Templar | 5 |
| s. Knight of St. George | 5 |
| s. Knight of the Cross | 52 |

**Prentiss, A. G.,**
*Saco, Maine, U.S.*

| | |
|---|---|
| Addie Jordan | 358 |

**Prentout-Leblond, H., & E. Boniface,**
12 *bis, Quai du Havre, Rouen, France.*

| | |
|---|---|
| Etoile du Nord | 666 |
| Fernand-Henri | 548 |
| Jeanne d'Arc | 1148 |
| Pierre Corneille | 1148 |
| Salazie | 664 |
| Ville de Rouen | 1148 |

**Prenveille, E.,**
*St. Malo, France.*

| | |
|---|---|
| Berthe Emilie | 106 |

**Prescott, G. K.,**
*Shulee, N.S.*

| | |
|---|---|
| Wandrian | 311 |

**Pressey, C. H.,**
*New York, U.S.*

| | |
|---|---|
| Flora Pressey | 104 |

**Preston, Corporation of,**
*Preston.*

| | |
|---|---|
| s. Douglas | 26 |
| s. Number Three | 75 |
| s. Number Four | 147 |
| s. Number Five | 147 |
| s. Ribble | 26 |

**Preston, George Herbert,**
*Trefnant, co. Denbigh.*

| | |
|---|---|
| Lizzie | 100 |

**Preston, Julius H.,**
13 *& 15, Dyer Street, Providence, R.I.*

| | |
|---|---|
| Abby K. Bentley | 272 |

**Prettyman, J. E.,**
*Pentewan, St. Austell, Cornwall.*

| | |
|---|---|
| G. C. Gradwell | 119 |
| Vixen | 149 |

**Preuveille, E.,**
*St. Malo, France.*

| | |
|---|---|
| Emilie | 131 |

**Preve, Emilio,**
(c/o Marini e Brichetto.)
*Piazza de Marini No. 4, Int. 15, Genoa, Italy.*

| | |
|---|---|
| s. Maria | 215 |

**Prevost, James Charles,**
*Victoria, B.C.*

| | Net Tons |
|---|---|
| Ariel | 170 |

**Price, Evan J.,**
*Quebec, Canada.*

| | |
|---|---|
| Mignonette | 139 |
| Thistle | 114 |
| s. Thor | 203 |

**Price, W., & Co.,**
17, *Tower Buildings North, Water Street, Liverpool.*

| | |
|---|---|
| Bidston Hill | 2434 |
| Holt Hill | 2269 |
| Marlborough Hill | 2363 |
| Mow Hill | 204 |
| Primrose Hill | 2333 |
| Queen of the West | 385 |
| Rose Hill | 184 |

**Price, W. R., & Co.,**
*Billiter Buildings, Billiter Street, London, E.C.*

| | |
|---|---|
| s. Ashdown | 1854 |
| Buckhurst | 1877 |
| Falconhurst | 1998 |
| s. Felbridge | 1336 |
| Imberhorne | 1997 |
| s. Lingfield | 1473 |
| Lyndhurst | 2249 |
| Rockhurst | 1400 |

**Price's Patent Candle Co., Ld.**
(Manager—J. Caldewood),
*York Road, Battersea, London, S.W.*

| | |
|---|---|
| s. Katie | 73 |

**Prichard Bros. & Co.,**
6, *Cornhill, Portmadoc.*

| | |
|---|---|
| Beeswing | 1354 |
| Nesta | 93 |

**Prichard, Griffith,**
*Cornhill, Portmadoc.*

| | |
|---|---|
| Sarah | 89 |

**Prichard, W., & Co.,**
*Cornhill, Portmadoc.*

| | |
|---|---|
| Blanche Currey | 169 |
| Fanny Breslauer | 262 |
| Fleetwing | 214 |
| George Casson | 132 |

**Pride, D. W.,**
*Höganäs, Sweden.*

| | |
|---|---|
| Adolphe | 317 |
| Diana | 287 |

**Prien, H. C.,**
*San Francisco, Cal., U.S.*

| | |
|---|---|
| T. W. Lucas | 291 |

**Prima, Ångfartygs Aktiebolaget,**
*Gothenburg, Sweden.*
*See* A. MEYER.

**Prince Steam Shipping Co., Ld.,**
*Prudential Buildings, Newcastle-on-Tyne.*
*See* J. KNOTT.

**Prince Steam Shipping Insurance Association (Regd.),**
*Prudential Buildings, Newcastle-on-Tyne.*
*See* J. KNOTT.

**Pring, John W.,**
*Brixham, Devon.*

| | Net Tons |
|---|---|
| Hilda | 233 |

**Printz, Chr. Aug.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Calla | 368 |
| Kaja | 408 |
| Prosit | 391 |
| Saga | 597 |

**Prinzi fratelli,**
*Catania, Sicily.*

| | |
|---|---|
| s. Fratelli Prinzi | 621 |

**Prior, P. H.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Maggie Sullivan | 124 |

**Pritchard, G.,**
*Portmadoc.*

| | |
|---|---|
| Pluvier | 120 |

**Pritchard, Hugh**
(*Care of* J. & A. Roxburgh),
3, *Royal Exchange Square, Glasgow.*

| | |
|---|---|
| Seiriol Wyn | 1065 |

**Pritchard, James,**
*Runcorn, Cheshire.*

| | |
|---|---|
| Gleaner | 98 |

**Pritchard, John,**
*Bryntirion, Morfa, Nevin, Carnarvonshire.*

| | |
|---|---|
| Miss Pritchard | 92 |

**Probert, T.,**
11, *Narrow Quay, Bristol.*
(Pocketts Bristol Channel Steam Packet Co., Ld.)

| | |
|---|---|
| s. Collier | 123 |
| s. Rio Formosa | 100 |
| s. Velindra | 76 |

**Procopis, P.,**
*Syra, Greece.*

| | |
|---|---|
| Christoforos | 121 |

**Proctor, J. E.,**
*Brighton, co. Northumberland, Ontario.*

| | |
|---|---|
| E. R. C. Proctor | 163 |

**Prokopiou, P.,**
*Piræus, Greece.*

| | |
|---|---|
| Eklipsis | 148 |

**Prosperitas, Ångfartygs Aktie Bolaget,**
*Gothenburg, Sweden.*
*See* K. O. F. DALMAN.

**Protopapos, J., & E. H. Elia,**
*Syra, Greece.*

| | |
|---|---|
| Nelly | 186 |

**Proudfoot, J.,**
*Rio Grande, Brazil.*

| | |
|---|---|
| s. Sao Pedro | 197 |

**Proveleghios, A.,**
*Syra, Greece.*

| | Net Tons |
|---|---|
| s. Samson | 162 |

**Providence & Stonington Steam Ship Co.,**
*New Pier, 36, North River, New York, U.S.*

| | |
|---|---|
| s. Amos C. Barstow | 204 |
| s. Frances | 718 |
| s. Maine | 1505 |
| s. Massachusetts | 2171 |
| s. Narrangansett | 1247 |
| s. Nashua | 1801 |
| s. New Hampshire | 1505 |
| s. Pequot | 947 |

**Provincetown Steam Ship Co.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| s. Longfellow | 218 |

**Prowe, F.,**
*Danzig, Germany.*

| | |
|---|---|
| s. Adlershorst | 231 |
| s. Hela | 224 |
| s. Zoppot | 284 |

**Prowse, W. H.,**
*Kingsbridge, Devon.*

| | |
|---|---|
| s. Kingsbridge Packet | 46 |

**Psacharopoulos, Konstantine I.,**
*Piræus, Greece.*
(Panhellenic S.S. Navigation.)

| | |
|---|---|
| s. Albania | 881 |
| s. Argolis | 247 |
| s. Athendai | 1554 |
| s. Byzantion | 1554 |
| s. Epirus | 460 |
| s. Ionia | 881 |
| s. Macedonia | 456 |
| s. Paros | 290 |
| s. Samos | 809 |
| s. Sparte | 1554 |
| s. Thessalia | 477 |
| s. Thrace | 881 |

**Psalti, D. G.,**
*Eupatoria, Russia.*

| | |
|---|---|
| Elenko | 137 |

**Psyllos, C.,**
*Chios, Turkey.*

| | |
|---|---|
| Ayah Nicola | 122 |

**Psyllos, M.,**
*Chios, Turkey.*

| | |
|---|---|
| Taxiarchis | 124 |

**Pteris, Emm.,**
*Syra, Greece.*

| | |
|---|---|
| Theologos | 102 |

**Pucci, L.,**
*Montevideo, Uruguay.*

| | |
|---|---|
| America | 109 |

**Puget Sound & Alaska Steam Ship Co.,**
*Tacoma, Washington, U.S.*

| | |
|---|---|
| s. City of Kingston | 816 |
| s. City of Seattle | 913 |

**Puget Sound Commercial Co.,**
204, *California Street, San Francisco, U.S.*

| | Net Tons |
|---|---|
| Arkwright | 1210 |
| Bonanza | 1293 |
| Carondelet | 1376 |
| s. Cyrus Walker | 154 |
| Fresno | 1187 |
| James Cheston | 948 |
| Klikitat | 469 |
| Palmyra | 1299 |
| Sagamore | 1274 |
| Skagit | 482 |
| Spokane | 613 |

**Puget Sound Tug Boat Co.,**
*Port Townsend.*

| | |
|---|---|
| s. Richard Holyoke | 91 |

**Puglisi, Giuseppe,**
*Riposto, Sicily.*

| | |
|---|---|
| Antonino P. | 263 |

**Pugsley, Thomas, & Co.,**
*Dock Street, Newport, Monmouth.*

| | |
|---|---|
| s. Irwin | 611 |

**Pugsley, Wm. Thos.,**
2, *Pier, St. Helier's, Jersey.*

| | |
|---|---|
| Red Gauntlet | 59 |

**Puhling Bros.,**
*Uggenzeem, Talsen, Kurland, Russia.*

| | |
|---|---|
| Sweiks | 287 |
| Zeriba | 315 |

**Pujol, A., y Plana,**
*Tarragona, Spain.*

| | |
|---|---|
| s. Joaquin Pujol | 249 |

**Pulido, A.,**
*Mantua.*

| | |
|---|---|
| s. Guaniguanico | 148 |
| s. Praviano | 105 |

**Puling, H.,**
*Uggenzeem, Talsen, Kurland, Russia.*

| | |
|---|---|
| Uggenzeems | 267 |

**Pulis, fratelli M.,**
*Leghorn, Italy.*

| | |
|---|---|
| Alecto | 413 |

**Pulsford, Henry,**
*Minehead, Somerset.*

| | |
|---|---|
| Queen of the South | 120 |

**Pumarasa, F.,**
*Havana, Cuba.*

| | |
|---|---|
| Agustina | 168 |

**Puntervold, Ole,**
*Egersund, Norway.*

| | |
|---|---|
| Dalerne | 436 |
| s. Nad-Odd | 162 |
| Næsgaard | 316 |

**Punton, John,**
*New York, U.S.*

| | |
|---|---|
| Annie | 428 |

**Punton, John,**
*London.*

| | |
|---|---|
| Sarah | 176 |

### Purdy, Daniel J.,
195, *Main Street, St. John, N.B.*

| | Net Tons |
|---|---|
| Marion | 150 |
| Pefetta | 135 |

### Purdy, Gilbert L.,
*St. John, N.B.*

| | |
|---|---|
| Canaria | 242 |
| Evolution | 173 |

### Purfield, J.,
*Dublin.*

| | |
|---|---|
| Woodville | 131 |

### Purich, A. D.,
*Cherso, Austria.*

| | |
|---|---|
| Giusto | 795 |

### Purkis, Isaac de L.,
*Prescott, Ontario.*

| | |
|---|---|
| s. Transit | 93 |

### Purvis, Richard Dee, & Co.,
32, *Salmon Street, South Shields.*

| | |
|---|---|
| s. Harrogate | 1290 |

### Pust, F. Albt.,
*Geestemunde, Germany.*

| | |
|---|---|
| s. Betty | 72 |
| s. Grete | 63 |
| s. Minna | 68 |

### Putnam, Alfred,
*Maitland, Hants, co., N.S.*

| | |
|---|---|
| Strathern | 1272 |
| Strathisla | 1280 |
| Strathmuir | 1175 |
| Strathome | 1038 |

### Putnam, Charles,
*Maitland, N.S.*

| | |
|---|---|
| Mauna Loa | 1071 |

### Putnam, J. W.,
*P.O. Drawer 253, New Orleans, U.S.*

| | |
|---|---|
| Charlotte | 320 |
| Meteor | 116 |

### Putning, J.,
*Majorenhof, Livland, Russia.*

| | |
|---|---|
| Baltija | 221 |
| Gubernator Sinowjew | 382 |
| John | 184 |

### Putt, W. H., & Co., Ld.,
18, *Billingsgate, St. Andrew's Dock, Hull.*

| | |
|---|---|
| s. Ostrich | 49 |
| s. Stork | 60 |

### Pyk, Axel,
*Helsingborg, Sweden.*

| | |
|---|---|
| Axel | 304 |

### Pyman, Bell & Co.,
*Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Commodore | 554 |
| s. Dalton | 731 |
| s. Elfrida | 1454 |
| s. Ida | 739 |
| s. Kathleen | 1086 |
| s. Mab | 1846 |
| s. Madeline | 1862 |
| s. Penedo | 639 |
| s. Pernambuco | 622 |
| s. Raithwaite Hall | 434 |
| s. Vildosala | 630 |

### Pyman Bros.,
88, *Bishopsgate Street, London, E.C.*

| | Net Tons |
|---|---|
| s. Chingford | 1100 |
| s. Cranford | 1498 |
| s. Florence | 1347 |
| s. Lizzie English | 1017 |
| s. Montrose | 790 |
| s. Moss Brow | 1131 |
| s. Springfield | 1457 |
| (London & Northern S.S. Co., Ld.) | |
| s. Blagdon | 1268 |
| s. Bramham | 1270 |
| s. Elmete | 1276 |
| s. Glelhow | 1723 |
| s. Lesbury | 1726 |
| s. Ribston | 2185 |
| s. Rounton | 1701 |

### Pyman, George, & Co.,
*West Hartlepool.*

| | |
|---|---|
| s. Chester | 678 |
| s. Constance | 685 |
| s. Eustace | 1076 |
| s. George Pyman | 1304 |
| s. Harold | 1107 |
| s. Lady Clare | 760 |
| s. Marmion | 1095 |
| s. Rokeby | 734 |
| s. Shildon | 917 |
| s. Stanley | 663 |
| s. Wilton | 1052 |

### Pyman, Watson & Co.,
*Newport; and 110, Bute Street, The Docks, Cardiff.*

| | |
|---|---|
| s. Easby Abbey | 1901 |
| s. Egglestone Abbey | 1567 |
| s. Fountains Abbey | 833 |
| s. Lillie | 694 |
| s. Llanthony Abbey | 1570 |
| s. Melrose Abbey | 801 |
| s. Netley Abbey | 1113 |
| s. Talley Abbey | 608 |
| s. Tintern Abbey | 787 |
| s. Whitby Abbey | 990 |

### Pyper, W.,
*Hillhead, Pitfodels, Aberdeen.*

| | |
|---|---|
| s. North American | 23 |
| s. North Briton | |
| s. North Breeze | 26 |
| s. North Cape | 33 |
| s. North City | 23 |
| s. North Coast | 26 |
| s. North East | 25 |
| s. North Pole | 23 |
| s. North Star | 46 |
| s. North West | 25 |
| s. North Wind | 26 |

# Q

### Quackenbush, D.,
*New York, U.S.*

| | |
|---|---|
| J. M. Harlow | 221 |

### Qualtrough, Joseph,
*Port St. Mary, Isle of Man.*

| | |
|---|---|
| Margaret Garton | 61 |

### Quance, Mrs. Jane,
(Manager—Wm. M. Quance),
*Appledore, co. Devon.*

| | |
|---|---|
| Juniper | 99 |

### Quaresma, Viuva de J. C.,
*Oporto, Portugal.*

| | Net Tons |
|---|---|
| Quaresma | 116 |

### Quebec and Levis Ferry Co., Ld.,
*Quebec, Canada.*

| | |
|---|---|
| s. North | 182 |
| s. Pilot | 269 |
| s. Polaris | 336 |
| s. Queen | 249 |
| s. South | 220 |

### Quebec Steam Ship Co.,
*Quebec, Canada; and 39, Broadway, New York, U.S.*

| | |
|---|---|
| s. Bermuda | 823 |
| s. Caribbee | 1247 |
| s. Fontabelle | 1699 |
| s. Madiana | 1933 |
| s. Mirmaichi | 491 |
| s. Muriel | 808 |
| s. Orinocco | 1200 |
| s. Trinidad | 1354 |

### Quebrada Railway, Land and Copper Co., Ld.,
4, *Tokenhouse Buildings, London, E.C*

[*See* N. G. BURCH.

### Queensland, Government of,
*Rockland, Queensland.*

| | |
|---|---|
| s. Advance | 12 |
| s. Dugong | 177 |
| s. Llewellyn | 29 |
| s. Lucinda | 148 |
| s. Lucy (*Gross*) | 117 |
| s. Nautilus | 177 |
| s. Otter | 87 |
| s. Schnapper | 177 |
| s. Sea Horse (*Gross*) | 300 |

### Queensland Pearl Shell Fishing Co., Ld.,
*Change Alley, Sydney, N.S.W.*

| | |
|---|---|
| Tarawa | 124 |

### Queenstown Screw Tug and Shipping Co., Ld.,
*Queenstown.*

| | |
|---|---|
| s. Mona | 11 |

### Queirolo Carlo,
*Genoa, Italy.*

| | |
|---|---|
| s. Adriatico | 142 |

### Queirolo, G.,
*Genoa, Italy.*

| | |
|---|---|
| Bertino | 763 |
| s. Nuovo P. Queirolo | 39 |
| s. P. Queirolo | 75 |

### Questa, A., fu G. B.,
*Spezzia, Italy.*

| | |
|---|---|
| Enea | 108 |

### Quillen, W. J.,
*Seaford, U.S.*

| | |
|---|---|
| Edgar C. Ross | 380 |

### Quinn, James,
*Oakville, co. Halton, Ontario.*

| | |
|---|---|
| White Oak | 180 |

### Quintana y Lesca y Cia.,
25, *de Mayo, Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Condor | 60 |

### Quintard, I. W.,
*Provincetown, Mass., U.S.*

| | |
|---|---|
| Annie R. Kemp | 156 |

# R

### Rabagliati, Giuseppe,
*Savona, Italy.*

| | Net Tons |
|---|---|
| Giuseppe Padre | 200 |
| Maria | 152 |

### Rabdioli, L.,
*Portoferrario, Italy.*

| | |
|---|---|
| Beppino R. | 575 |

### Rabien & Statlander,
*Lindenstrasse, Brake, Germany.*

| | |
|---|---|
| Hansa | 251 |
| s. Rheinland | 587 |
| s. Westfalen | 767 |

### Rabinovich, M. S.,
*Kherson, Russia.*

| | |
|---|---|
| s. Surachany | 487 |

### Racich, Giovanni,
*Ragusavecchia, Austria.*

| | |
|---|---|
| Nova Harnost | 128 |
| Petka | 235 |

### Rackett, E. E.,
52, *South Street, New York, U.S.*

| | |
|---|---|
| William A. Morrell | 104 |
| William L. Burroughs | 487 |

### Rackett, E. I.,
*Greenport, New York, U.S.*

| | |
|---|---|
| Henry Croskey | 266 |

### Radcliffe, D. & C.,
4, *Dock Chambers, Cardiff.*
(Glamorgan Steam Ship Co., Ld.)

| | |
|---|---|
| s. Peterston | 1791 |

### Raddings, John,
*Burlington Crescent, Goole.*

| | |
|---|---|
| Elite | 118 |

### Radford, D., & Co.,
58, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Sandsend | 447 |

### Radhe, M.,
*Lysekil, Sweden.*

| | |
|---|---|
| Agnes | 257 |
| Maria | 245 |

### Radice & Gaglione,
*Naples, Italy.*

| | |
|---|---|
| Radice | 142 |

### Radonicich, G.,
*Trieste, Austria.*

| | Net Tons |
|---|---|
| Conte Arturo L. | 463 |

### Radonicich, Maria Ved. A.,
*Dobrota, Austria.*

| | |
|---|---|
| Slavia | 463 |

### Radoslovich, Margha. A.,
*Lussinpiccolo, Austria.*

| | |
|---|---|
| Herlbea | 540 |

### Rae, James,
7, *Oriel Chambers, Liverpool.*

| | |
|---|---|
| Chipperkyle | 1592 |

### Rae, John,
7, *Oriel Chambers, Water Street, Liverpool.*

| | |
|---|---|
| Annie Fletcher | 491 |
| Antilles | 498 |
| Ardendee | 610 |
| Ardvar | 830 |
| Bengairn | 590 |
| Craignair | 601 |
| Miefield | 1275 |
| St. Cuthbert | 993 |

### Rae, William,
*Kent Street, Sydney, N.S.W.*

| | |
|---|---|
| Venture | 117 |
| W. C. Wentworth | 267 |

### Raeburn & Vérel,
81, *St. Vincent Street, Glasgow.*

| | |
|---|---|
| s. Abydos | 858 |
| s. Bonnington | 1332 |
| s. Borghese | 1331 |
| s. Buckingham | 1876 |
| s. Escurial | 755 |
| s. Falkland | 1876 |
| s. Holyrood | 1777 |
| s. Lamington | 1208 |
| s. Lido | 620 |
| s. Linlithgow | |
| s. Marbella | 503 |
| s. Miramar | 1561 |
| s. Navigation | 1017 |
| s. Osborne | 2033 |

### Rafailovitch, N. J.,
*Taganroj, Russia.*

| | |
|---|---|
| s. Julie | 318 |
| s. Olga | 240 |

### Rafen, L.,
*Holmestrand, Norway.*

| | |
|---|---|
| Bothnia | 891 |
| Johanne | 1168 |

### Raffaelli, Alessandro,
*Via Garibaldi, Viareggio, Italy.*

| | |
|---|---|
| Alessandro | 147 |
| Carlo Padre R. | 108 |
| Flavio Gioia | 179 |
| Giuseppina | 118 |
| L'Onesto | 118 |

### Raffo, Enrico, fu Erasmo,
*Corso Genova No. 2, Intre 5, Chiavari, Italy.*

| | |
|---|---|
| Maria Raffo | 1309 |
| Saturnina Fanny | 1535 |

### Raffo, Eredi F.,
*Tunis.*

| | |
|---|---|
| s. Elisabetta | 245 |

### Raftakis, Bros.,
*Skiathos, Greece.*

| | |
|---|---|
| Evangelistria | 161 |
| Skiathos | 439 |



s. désigne les Vapeurs.

**Rafuse, J. N.,**
*La Have, N.S.*

| | Net Tons |
|---|---|
| Acacia | 117 |
| Darling | 113 |

**Raggio, Ditta C., & Cassa** di Sconto,
*Genoa, Italy.*

| | |
|---|---|
| s. Edilio R. | 2208 |

**Raggio, Ditta C., & Co.,**
*Genoa, Italy.*

| | |
|---|---|
| s. Carlo R. | 1759 |
| E. Raggio | 2095 |
| s. Fortunata R. | 2317 |

**Raggio & Porcella,**
*Zoagli, Italy.*

| | |
|---|---|
| Zoagli | 746 |

**Ragusea, Consorzio di Nav.** à Vap.,
*Trieste, Austria.*
*See* T. COSSOVICH.

**Rahming, H. T.,**
*Nassau, N.P.*

| | |
|---|---|
| Florence | 247 |

**Rahming, J. C.,**
*New York, U.S.*

| | |
|---|---|
| J. C. Rahming | 199 |

**Rahola, F.,**
*Rosas, Spain.*

| | |
|---|---|
| Pedro | 502 |

**Rahtkens, Carl,**
*Rostock, Germany.*
(c/o F. Rahtkens & Co., Middlesbrough).

| | |
|---|---|
| s. Bedale | 799 |
| s. Fannie | 1059 |
| s. Fernbrook | 1024 |

**Rahtkens, Franz, & Co.,**
*Middlesbrough.*

| | |
|---|---|
| s. Baron Clyde | 1071 |
| s. Carl Rahtkens | 1034 |
| s. John Readhead | 1032 |
| s. R.W. Boyd | 771 |

**Raif Effendi, Doghrah Majeh Zedeh, & Co.,**
*Kara Agatch, Asiatic Turkey.*

| | |
|---|---|
| Revnek Bahri | 145 |

**Rainbeaux, Firmin,**
*Rue de Ponthieu, 56, Paris, France.*

| | |
|---|---|
| s. Sans Peur | 164 |

**Rainusso, A.,**
*Corso Umberto 1, S. Margherita Ligure, Italy.*

| | |
|---|---|
| Filippo R. | 452 |
| Nuova Galatea | 516 |

**Raiola, F.,**
*Leghorn, Italy.*

| | |
|---|---|
| Bella Rosa | 100 |

**Raiola, Raff. & M., & Co.,**
*Naples, Italy.*

| | |
|---|---|
| Raffaele Padre | 110 |

**Raja, S.,**
*Skiathos, Greece.*

| | Net Tons |
|---|---|
| Iraclis | 357 |

**Ramien, J. F.,**
*Elsfleth, Germany.*

| | |
|---|---|
| Coriolanus | 1006 |

**Ramila, Jose G.,**
*Valparaiso, Chili.*

| | |
|---|---|
| Ema Ramila | 975 |

**Ramos, Diego, & Co.,**
*Havana, Cuba.*

| | |
|---|---|
| Asia | 494 |

**Ramsay, Keith,**
*Vogel Street, Dunedin, N.Z.*

| | |
|---|---|
| Auriga | 518 |
| s. Invercargill | 123 |

**Ramsdell, J. A. P.,**
*New York, U.S.*

| | |
|---|---|
| s. Homer Ramsdell | 611 |
| s. Newburgh | 741 |

**Ramsden, Sir James,**
*Barrow, Lancashire.*

| | |
|---|---|
| s. Lismore | 18 |
| s. Walney | 83 |

**Ramsgate Smackowners'** Ice Co., Ld.,
55, *Addington Street, Ramsgate.*

| | |
|---|---|
| John Hannah | 135 |
| Luz | 186 |

**Ramshaw & Co.,**
41, *Brunton Street, Percy Main, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Express | 136 |

**Ramsland, R. G.,**
*Stavanger, Norway.*

| | |
|---|---|
| s. Ernst | 222 |
| s. Hillevaag | 165 |
| s. Imbs | 181 |

**"Ran," Ångfartygs Aktieb,**
*Jönköping, Sweden.*
*See* A. E. ALMÉN.

**"Ranavola," Actieselskabet,**
*Kragerö, Norway.*
*See* A. O. LINDVIG.

**Rand, John. S.,**
*Portsmouth, New Hampshire, U.S.*

| | |
|---|---|
| Annie F. Conlon | 561 |
| Grace K. Green | 385 |

**Rand, R. M.,**
*Cornwallis, King's Co., N.S.*

| | |
|---|---|
| Flora P. Stafford | 1250 |

**Randall, C. H.,**
219, *Commercial Street, Portland, Me., U.S.*

| | |
|---|---|
| Clara Leavitt | 433 |

**Randall, E. S.,**
*Georgetown, Maine, U.S.*

| | Net Tons |
|---|---|
| s. Harry Randall | 418 |

**Randall, H. M.,**
*Port Jefferson, U.S.*

| | |
|---|---|
| Florence Randall | 704 |
| Lucy H. Russell | 1108 |
| Mary Adelaide | 1109 |

**Randall, J.,**
*Swansea.*

| | |
|---|---|
| Ben Aigen | 96 |

**Randers Dampskib Selskab** of 1886,
*Randers, Denmark.*

| | |
|---|---|
| s. Niord | 219 |

**Randers Dampskib Selskab** of 1866,
(Manager—A. Andersen),
*Randers, Denmark.*

| | |
|---|---|
| s. Frejr | 419 |
| s. Jyden | 227 |
| s. Tyr | 315 |

**Randich, fu P. N.,**
*Costrena, Santa Barbara, Hungary.*

| | |
|---|---|
| Ljubav R. | 428 |

**Randich, Natale, fu L.,**
*Fiume, Hungary.*

| | |
|---|---|
| Maria R. | 498 |

**Rangoon Port Commissioners,**
*Rangoon.*

| | |
|---|---|
| Samson | 205 |

**Rankin, Gilmour & Co.**
(SAINT LINE),
67, *South John Street, Liverpool.*

| | |
|---|---|
| Saint Mildred | 1363 |

(British & Foreign S.S. Co., Ld.)

| | |
|---|---|
| s. Saint Enoch | 2746 |
| s. Saint Fillans | 1937 |
| s. Saint Giles | 2202 |
| s. Saint Hubert | 1932 |
| s. Saint Irene | 2474 |
| s. Saint Marnock | 1951 |
| s. Saint Oswald | 1782 |
| s. Saint Pancras | 2782 |
| s. Saint Regulus | 2000 |

**Rankin, K. C.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Clara Rankin | 144 |

**Rankine, James, & Son,**
130, *West Nile Street, Glasgow.*

| | |
|---|---|
| s. Amsterdam | 252 |
| s. Dundee | 441 |
| s. Glasgow | 432 |
| s. Grangemouth | 242 |
| s. Perth | 395 |
| s. Rotterdam | 285 |

**Rapisarda, Salvatore,**
*Catania, Sicily.*

| | |
|---|---|
| Maria R. | 159 |

**Rapitis, N.,**
*Zante, Greece.*

| | |
|---|---|
| Agia Markella | 138 |

**Rashid bin Mahomed,**
*Muscat, Oman.*

| | Net Tons |
|---|---|
| Fazelcurreem | 637 |
| Futtelcurreem | 651 |

**Rashid, Galata Kiurekjee** Hajee,
*Sakarieh, Turkey.*

| | |
|---|---|
| Sakarieh | 199 |

**Rashid, Hattab tujari** Kurekji Hajee,
*Heraclea, Asiatic Turkey.*

| | |
|---|---|
| Kuhiriwan | 154 |

**Rasmusen, Hans,**
*Korsör, Denmark.*

| | |
|---|---|
| Helene | 408 |
| Malvina | 326 |
| s. Medina | 171 |

**Rasmussen, Anders,**
*Toldbodgade, Marstal, Denmark.*

| | |
|---|---|
| Ingeborg | 129 |

**Rasmussen, E.,**
*Porsgrund, Norway.*

| | |
|---|---|
| Forsoget | 609 |
| Jessie | 419 |

**Rasmussen, F. W.,**
*Thurö, Svendborg, Denmark.*

| | |
|---|---|
| Union | 153 |

**Rasmussen, Inger,**
*Thurö, Denmark.*

| | |
|---|---|
| Althæa | 111 |

**Rasmussen, L. A.,**
*Lundevejen, Svendborg, Denmark.*

| | |
|---|---|
| Guldborg | 120 |

**Rasmussen, M.,**
*Fredericia, Denmark.*

| | |
|---|---|
| Carmen | 187 |
| Caroline | 172 |

**Rasmussen, P.,**
*Farsund, Norway.*

| | |
|---|---|
| Eliezer | 131 |

**Rasmussen, R.,**
*Porsgrund, Norway.*

| | |
|---|---|
| Salvator | 356 |
| Ydale | 174 |

**Rasmussen, R. D.,**
*Svendborg, Denmark.*

| | |
|---|---|
| Frits Emil | 183 |

**Rasmussen, R. H.,**
*Strandstræde, Marstal, Denmark.*

| | |
|---|---|
| Marie | 123 |

**Rasmussen, Sigvart,**
*Haugesund, Norway.*

| | |
|---|---|
| Campbell | 1099 |
| Chrysolite | 1291 |
| Eastern Light | 1155 |
| Greenock | 1185 |
| Isabel | 1212 |
| Lancashire | 1139 |
| Lorenzo | 1168 |
| Rap | 122 |
| Revolving Light | 1243 |
| Sherwood | 998 |
| Vandalia | 1425 |

**Rasmussen, T.,**
*Stavanger, Norway.*

| | Net Tons |
|---|---|
| Krone | 303 |

**Rathbun, Louise D.,**
*New Brunswick, New Jersey, U.S.*

| | |
|---|---|
| Robert H. Rathbun | 348 |

**Rathburn & Co.,**
*Picton, Ontario.*

| | |
|---|---|
| s. Armenia | 85 |

**Ratner, D. J.,**
16, *Rue Sadowaja, Odessa, Russia.*

| | |
|---|---|
| s. Nijni Novgorod | 1831 |

**Ratto, Giuseppe,**
*Catania, Sicily.*

| | |
|---|---|
| Gisella T. | 138 |

**Raumo Rederi Aktie Bolag,**
*Raumo, Finland.*

| | |
|---|---|
| Osmo | 751 |

**Raven, F. O.,**
*Eureka, Cal., U.S.*

| | |
|---|---|
| Bertie Minor | 259 |

**Rawley, G. W.,**
*Tenant's Harbor, Maine, U.S.*

| | |
|---|---|
| Daniel Pierson | 252 |
| F. Nelson | 123 |
| Golden Rule | 101 |
| Irene E. Meservey | 232 |
| Jesse Hart, 2nd | 242 |
| Kendrick Fish | 137 |
| M. H. Rawley | 288 |
| Merrill C. Hart | 178 |
| Sarah Potter | 342 |
| Searsville | 210 |

**Rawlings, T.,**
*Mollington, Cheshire.*

| | |
|---|---|
| s. Harry Clasper | 49 |

**Rawson, Horace B.,**
45, *South Street, New York, U.S.*

| | |
|---|---|
| William Wilson | 253 |

**Rawson, W., & J. Robinson,**
*Humber Street, Hull.*

| | |
|---|---|
| s. Aberdeenshire | 227 |
| s. Rhine | 683 |
| s. York | 449 |
| s. Yorkshireman | 428 |
| s. Zaimis | 197 |

**Ray, M. A., & Sons,**
*Old Sun Wharf, Ratcliffe, London, E.*

| | |
|---|---|
| s. John Ray | 304 |
| s. Southwark | 337 |
| s. Surrey | 489 |

**Ray, Warren,**
62, *South Street, New York, U.S.*

| | |
|---|---|
| s. City of St. Augustine | 391 |
| E. V. Glover | 292 |

**Raygada, Manuel,**
*Taita, Peru.*

| | |
|---|---|
| Concepcion | 157 |

**Rayment, W.,**
*St. Anne's Staith, Whitby.*

| | |
|---|---|
| s. Tilsco | 127 |

**Raymon y Puigcerver, M.,**
*Felanitx, Majorca.*

| | Net Tons |
|---|---|
| Nueva Carmelita | 104 |

**Rayner, Thomas,**
*High Street, Runcorn.*

| | |
|---|---|
| Emily | 94 |
| Harvest King | 93 |
| Janet Worthington | 100 |

**Raynes, G. T.,**
*City Buildings, Old Hall Street, Liverpool.*

| | |
|---|---|
| Earl of Lathom | 100 |

**Raynes, James W.,**
*City Buildings, Old Hall Street, Liverpool.*

| | |
|---|---|
| Earl Cairns | 91 |
| Earl of Beaconsfield | 91 |

**Raynor, J. S.,**
*Greenport, New York, U.S.*

| | |
|---|---|
| Fannie Hanmer | 122 |

**Razas, Eten, & Co.,**
*Dulcigno, Montenegro.*

| | |
|---|---|
| Sellani Bari | 121 |

**Razeto, Antonio, di Giacomo,**
*Camogli, Italy.*

| | |
|---|---|
| Lincelles | 773 |

**Razeto, Augusto,**
*Via 20, Settembre, Camogli, Italy.*

| | |
|---|---|
| Marinetta | 411 |

**Razeto, Em.,**
*Camogli, Italy.*

| | |
|---|---|
| Provvidenza R. | 896 |
| Razeto | 570 |

**Razeto, Ettore,**
*Piazza Vittoria, Camogli, Italy.*

| | |
|---|---|
| Parenti | 699 |

**Razeto, Martino,**
*Camogli, Italy.*

| | |
|---|---|
| Nostra Signora del Boschetto | 572 |

**Razeto, Prospero, fu Fco.,**
*Camogli, Italy.*

| | |
|---|---|
| Vedova R. | 541 |

**Razeto, S., di M.,**
*Camogli, Italy.*

| | |
|---|---|
| Battistina Razeto | 1142 |
| Martinin | 723 |

**Razeto, Stefano, di A.,**
*Camogli, Italy*

| | |
|---|---|
| Monte Tabor | 567 |

**Razeto, Stefano, fu G. B.,**
*Camogli, Italy.*

| | |
|---|---|
| Razeto Padre | 443 |

**Razoilo, B. F. F.,**
*Aveiro, Portugal.*

| | |
|---|---|
| Razollo | 154 |

**Razzeto, G., & S. Cavassa,**
*Bogliasco, Italy.*

| | Net Tons |
|---|---|
| Annita Menotti | 913 |

**Rea, William Robert,**
19, *Donegal Quay, Belfast.*

| | |
|---|---|
| s. Oakley | 1746 |

**Read, J. B.,**
*Rockport, N.B.*

| | |
|---|---|
| Ella | 168 |

**Read, W. R.,**
*New York, U.S.*

| | |
|---|---|
| Julia | 759 |

**Realm Steam Ship Co., Ld.,**
29, *Tower Buildings West, Liverpool.*
*See* R. CONAWAY & CO.

**Reason, William,**
*York Buildings, Mistley, Essex.*

| | |
|---|---|
| Economy | 137 |

**Rebello, Doña E. M. de Jesus,**
*Oporto, Portugal.*

| | |
|---|---|
| Marquez de Pombal | 105 |

**Recagno, Luis,**
*Lima, Peru.*

| | |
|---|---|
| Jose Zanelli | 170 |

**Red Cross Line,**
*See* R. SINGLEHURST & CO.

**Red Cross Shipping Co., Ld.,**
*Walmer Buildings, 6, Water Street, Liverpool.*
*See* C. T. BOWRING & CO.

**Red "R" S.S. Co. (Lim.)**
*Newcastle-on-Tyne.*
*See* STEPHENS & MAWSON.

**Red Snapper Fishing Co.,**
*Galveston, Texas.*

| | |
|---|---|
| s. Cumberland | 88 |

**Red Star Line.**
*See* SOCIETE ANONYME DE NAVIGATION BELGE AMERICAINE, and INTERNATIONAL NAVIGATION CO.

**Redd, John W.,**
5, *Alexandria Villas, Watchet, Somerset.*

| | |
|---|---|
| Cardigan | 92 |

**Reddell, J. A.,**
*Sydney, N.S.W.*

| | |
|---|---|
| Ethel | 180 |

**Redhead, R.,**
2, *Broad Chare, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Daring | 7 |

**Redhead, T.,**
4, *Rock Lane, Rock Ferry.*

| | |
|---|---|
| s. Queen | 23 |

**Redin, I.,**
*Seffle, Sweden.*

| | Net Tons |
|---|---|
| s. Ivar | 156 |

**Redmond, George A.,**
*River John, co. Pictou, N.S.*

| | |
|---|---|
| Cavalier | 234 |

**Redo, J.,**
*Mazatlan, Mexico.*

| | |
|---|---|
| s. Alejandro | 620 |

**"Redwood," Actieselskabet,**
*Christiania, Norway.*
*See* C. KLAVENESS.

**Reed, A. R.,**
*Waldoboro', Me., U.S.*

| | |
|---|---|
| Alice Reed | 829 |
| Annie Reed | 719 |
| Augustus Welt | 1161 |
| George Curtis | 1746 |
| Hattie P. Simpson | 1221 |
| Ida C. Southard | 778 |
| Isaac Reed | 1489 |
| Madalene Cooney | 751 |

**Reed, John,**
9, *Frank Place, North Shields.*

| | |
|---|---|
| s. Pioneer | 65 |
| s. Shamrock | 13 |

**Reed, P. B.,**
*Linwood, New Jersey, U.S.*

| | |
|---|---|
| Fanny Arthur | 584 |
| May Williams | 525 |
| William Johnson | 739 |
| William J. Lipsett | 975 |
| William K. Park | 1190 |
| William M. Bird | 768 |

**Reed, Philip H.,**
*New Bedford, Mass., U.S.*

| | |
|---|---|
| Petrel | 244 |

**Reed, William,**
*North Shields.*

| | |
|---|---|
| s. Annandale | 29 |

**Rees, Joseph,**
16, *Market Street, Aberayron, Cardiganshire.*

| | |
|---|---|
| Louisa | 781 |

**Rees, Joshua,**
*Cardigan Arms Hotel, Seaside, Llanelly.*

| | |
|---|---|
| Anne Davies | 91 |

**Rees, T. Bowen, & Co.,**
*Smyrna.*
(London Agents—Messrs. Carlisle & Co., 117, Leadenhall Street, E.C., (Talbot S.S. Co., Ld.)

| | |
|---|---|
| s. Antonio | 1214 |
| s. Easington | 1164 |

**Rees, W. D.,**
*Cleveland, Ohio.*
(Republic Iron Co.)

| | |
|---|---|
| s. Republic | 1878 |

**Reeve, Harry,**
*Duke's Palace Wharf, Norwich.*

| | |
|---|---|
| s. Norfolk | 149 |

**Reeves, Josiah,**
*Whitstable, Kent.*

| | Net Tons |
|---|---|
| Eleanor | 159 |
| L. C. Owen | 189 |
| Moneta | 139 |

**Reeves, S. T.,**
*Windsor, Ontario.*

| | |
|---|---|
| s. City of Windsor | 316 |

**Reforzo, G. B.,**
*Genoa, Italy.*

| | |
|---|---|
| s. Madonna Della Costa | 848 |

**Regie des Tabacs Turcs,**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Aidin | 33 |
| s. Archipel | 33 |
| s. Yole | 155 |

**Regier, Peter,**
*Marianopol, Russia.*

| | |
|---|---|
| s. Peter Regier | 893 |
| s. Progress | 783 |

**Rehtz, J. H.,**
*Brodbankengasse 27, Danzig, Germany.*

| | |
|---|---|
| Margarethe Blanca | 527 |
| Wodan | 479 |

**Reid, George, & Co.,**
11, *Queen Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Edgar | 922 |
| s. Faraday | 556 |
| s. Golden Grove | 913 |

**Reid, H. R., & Co.,**
*Shipping Exchange, 25, King Street, Melbourne, Victoria.*

| | |
|---|---|
| Veritas | 748 |

**Reid & Howard,**
24, *Bernard Street, Leith.*

| | |
|---|---|
| s. Lancelot | 1564 |

**Reid, James,**
1, *Robertson Street, Glasgow.*

| | |
|---|---|
| Belle | 146 |

**Reid, John,**
*Auckland, N.Z.*

| | |
|---|---|
| Frank Guy | 191 |

**Reid, Robert,**
*Cluny Harbour Office, Buckie, Banffshire.*

| | |
|---|---|
| Annie Stuart | 98 |
| Ensign | 100 |
| Königsberg | 99 |

**Reid, S., & Son,**
*Kirkwall.*

| | |
|---|---|
| Cubana | 499 |
| Margrethe | 138 |

**Reikner & Co.,**
*Hydra, Greece.*

| | |
|---|---|
| Linda | 425 |

**Reims, V. A.,**
*Åbo, Finland.*

| | |
|---|---|
| Jalo | 1366 |
| Storfursten | 586 |

**Reincke, W. G.,**
*Windau, Russia.*

| | Net Tons |
|---|---|
| s. Cito | 194 |
| s. Dagmar | 176 |
| s. Nordsee | 507 |
| s. Wilhelm Tell | 197 |

**Reinecke, J. A.,**
*Baumwall, 4, Hamburg, Germany.*

| | |
|---|---|
| Adolf | 175 |
| Hinrich | 383 |

**Reinert, H. A.,**
*Moss, Norway.*

| | |
|---|---|
| s. Baltic | 246 |
| s. Biscaya | 496 |
| s. Bjarne | 391 |
| s. Björn | 317 |
| s. Botnia | 454 |

**Reinertsen, A.,**
*Lillesand, Norway.*

| | |
|---|---|
| Fremad | 108 |

**Reinertsen, Christian L.,**
*Scheime, Farsund, Norway.*

| | |
|---|---|
| Minde | 734 |

**Reinertsen, O., & Sönner,**
*Farsund, Norway.*

| | |
|---|---|
| Prindsesse Louise | 430 |

**Reinhardt, O. C.,**
1, *Uranienborgveien, Christiania, Norway.*

| | |
|---|---|
| Hertha | 558 |
| Wladimir | 486 |

**Reinhart, J. E.,**
*Philadelphia, U.S.*

| | |
|---|---|
| Ephraim & Anna | 206 |

**Reinhold, F. G.,**
*Brodbänkengasse 26, Danzig, Germany.*

| | |
|---|---|
| s. Biene | 167 |
| s. Carlos | 761 |
| s. D. Siedler | 360 |
| s. Emma | 485 |
| s. Lining | 475 |
| s. Livonia | 171 |
| s. Lotte | 325 |
| s. Martha | 603 |
| s. Mietzing | 382 |
| s. Sophie | 144 |

**Reinhold, P.,**
*Råå, Raus, Sweden.*

| | |
|---|---|
| Anna | 412 |
| Ida | 195 |

**Reinwald, R., & Co.,**
*Lubbesern, Russia.*

| | |
|---|---|
| Europa | 202 |

**Rejeb, Rizehlee Hajee, Beckeroglou, & Co.,**
*Rizeh, Asiatic Turkey.*

| | |
|---|---|
| Riziyee Barri | 110 |

**Rejeb Capan, Oonialee,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Ahter-i-Bahri | 135 |

**Remantas, P.,**
*Syra, Greece.*

| | |
|---|---|
| Theodoros | 323 |



s. désigne les Vapeurs.

**Remmel, M.,**
*Dago, Russia.*

| | Net Tons |
|---|---|
| Venus | 119 |

**Remolcadores Bilbainos**
(Manager—A. Urraza),
*Bilbao, Spain.*

| | |
|---|---|
| s. Auxilia | 62 |
| s. Rodas | 53 |
| s. Sanson | 48 |
| s. Socorro | 44 |

**"Renata," Dampf., Ges.,**
*Stettin, Germany.*
*See* TH. GRIBEL.

**Renault, Alfred,**
*Arichat, N.S.*

| | |
|---|---|
| Mary E. McDougall | 118 |

**Renck & Hessenmüller,**
*Bahnhofstrasse 8, Harburg, Germany.*

| | |
|---|---|
| Margaretha | 151 |

**Renda, M., & Co.,**
*Messina, Sicily.*

| | |
|---|---|
| San Giuseppe | 115 |

**Rendell, Robert G.**
*St. John's, N.F.L.*

| | |
|---|---|
| May | 156 |

**Rendle, John,**
*Penrhyn, Cornwall.*

| | |
|---|---|
| Alice Moor | 74 |

**Reney, James,**
*Connah's Quay, Flint.*

| | |
|---|---|
| Agenoria | 159 |
| Florence Louisa | 96 |

**Reney, John,**
*Connah's Quay, Flint.*

| | |
|---|---|
| Henry Edmonds | 162 |
| Sarah Ann Widdup | 120 |

**Reney, Walter,**
*Connah's Quay, Flint.*

| | |
|---|---|
| Olwen | 99 |
| Windermere | 147 |

**Rennie, John T., & Son,**
4, *East India Avenue, London, E.C.*; *and* 48, *Marischal Street, Aberdeen.*

| | |
|---|---|
| s. Dabulamanzi | 980 |
| s. Ifafa | 1115 |
| s. Illovo | 1242 |
| s. Inanda | 1075 |
| s. Induna | 429 |
| s. Inyoni | 1250 |
| s. Matabele | 943 |
| Quathlamba | 467 |

**Renouf, John C., & Co.,**
*Cheapside, Jersey.*

| | |
|---|---|
| Bonita | 37 |
| Mizpah | 51 |

**Renton, Holmes & Co.,**
*Pier 3, Stewart Street, San Francisco, U.S.*

| | |
|---|---|
| Columbia | 940 |
| Invincible | 1393 |
| Kate Davenport | 1194 |
| Mercury | 1098 |
| Prussia | 1172 |
| R. K. Ham | 542 |
| Theobald | 932 |
| Top Gallant | 1229 |

**Renwick, John,**
28, *Eden Quay, Dublin.*

| | Net Tons |
|---|---|
| s. Great Conquest ..... (*Gross*) | 110 |

**Repetto, A.,**
*Genoa, Italy.*

| | |
|---|---|
| Eneide | 753 |

**Repetto, Fort., fu G. B.,**
*Camogli, Italy.*

| | |
|---|---|
| Giovanni Battista Repetto | 1236 |
| Luigi Repetto | 220 |

**Repetto, G. A., di G.,**
*Genoa, Italy.*

| | |
|---|---|
| s. Re Umberto | 2195 |

**Repetto, G. B.,**
*Genoa, Italy.*

| | |
|---|---|
| s. Caffaro | 1927 |

**Repetto, G. B. S.,**
*Viâ Balbi, Genoa, Italy.*

| | |
|---|---|
| s. America | 1702 |

**Repetto, Gio. Batta., fu A.,**
*Camogli, Italy.*

| | |
|---|---|
| Luigina | 396 |

**Repetto, S.,**
*Genoa, Italy.*

| | |
|---|---|
| s. Andrea Doria | 1907 |

**Repetto, Stefano, fu G. B.,**
*Camogli, Italy.*

| | |
|---|---|
| Agostino Repetto | 892 |
| Maria Repetto | 597 |
| Stefano Repetto | 611 |

**Repko & Co.,**
*Harlingen, Holland.*

| | |
|---|---|
| Geertruida Albertine | 389 |

**Reponen, J.,**
*Wiborg, Finland.*

| | |
|---|---|
| Katarina | 476 |

**Reponen, M.,**
*Björko, Finland.*

| | |
|---|---|
| Magda | 276 |

**Rupublic Iron Co.,**
*Cleveland, Ohio.*
*See* W. D. REES.

**Republic Steam Ship Co.,**
*Buffalo, N.Y., U.S.*
*See* M. M. DRAKE.

**Requena, Viuda & Heredores de M. Lopez,**
*Alicante, Spain.*

| | |
|---|---|
| Resolución | 129 |

**Res, D., & Co.,**
*Syra, Greece.*

| | |
|---|---|
| Troas | 421 |

**Resdorff M. C., & Sönner,**
*Thorshavn, Faroe Islands.*

| | Net Tons |
|---|---|
| Frederiksvaag | 118 |

**Resolute Mercantile & Steam Ship Co., Ld.,**
*Mount Stuart Square, Cardiff.*
*See* I. CROCKER.

**Respaldiza, J. D.,**
*Callao, Peru.*

| | |
|---|---|
| Zorritos | 110 |

**Ressel, H.,**
*Haagen, ur. Wollin, Germany.*

| | |
|---|---|
| Der Pommer | 234 |

**Resvan, M.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Belgiuzil | 227 |

**Retriever S.S. Co., Ld.,**
*Calcutta, India.*
*See* TURNER, MORRISON & CO.

**Rettig, J. R.,**
*Gefle, Sweden.*

| | |
|---|---|
| Ceylon | 370 |
| Chili | 713 |
| Monarch | 854 |
| Orient | 367 |

**Rettmeyer & Hessenmüller,**
38, *Stubbenhuk, Hamburg, Germany.*
*See* J. H. L. WILCKENS.

**Retzlaff & Schober,**
*Bollwerk, 3, Stettin, Germany.*

| | |
|---|---|
| Comet | 222 |
| Ernestine | 161 |
| Marie Heyn | 324 |

**Reuter, B.,**
*Iheringsfehn, Germany.*

| | |
|---|---|
| Cappelen | 112 |

**Revello, A.,**
*Palazzo Penco, Genoa, Italy.*

| | |
|---|---|
| Bacciccino Revello | 646 |

**Revert, P.,**
*St. Malo, France.*

| | |
|---|---|
| Sea Flower | 249 |

**Revidis, E. A.,**
*Hydra, Greece.*

| | |
|---|---|
| Irene | 248 |

**Revidis, T.,**
*Hydra, Greece.*

| | |
|---|---|
| Miaoulis | 269 |

**Revoreda, Juan,**
*Lima, Peru.*

| | |
|---|---|
| Condesa de Vergara | 396 |

**Reyes, F.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| s. Castellano | 212 |
| s. España | 595 |
| s. Nuestra Señora de Loreto | 536 |
| s. Salvadora | 688 |

**Reyes, F. de Paula,**
*Corunna, Spain.*

| | Net Tons |
|---|---|
| Elisa | 405 |

**Reyes, José,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Nueva Maria Dolores | 118 |

**Reyes, Rafael,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Ensayo | 209 |
| Flores de Maria | 283 |
| s. Luzon | 318 |
| Mayo | 222 |

**Reynard, R. P.,**
*Fall River, Mass. U.S.*

| | |
|---|---|
| Thomas Borden | 199 |

**Reynolds, Gardiner B.,**
*Newport, Rhode Island, U.S.*

| | |
|---|---|
| Daniel B. Fearing | 1178 |
| Edward W. Young | 399 |
| Frank Rudd | 588 |
| Gardiner B. Reynolds | 378 |
| Henry L. Peckham | 823 |
| James M. Bayles | 133 |
| John H. Buttrick | 597 |
| Richard S. Spofford | 464 |
| Robert Ingle Carter | 787 |
| Rodman R. Nickerson | 484 |
| Young Brothers | 853 |

**Reynolds, John,**
104, *Weelsby Street, New Clee, Lincoln.*

| | |
|---|---|
| Alaska | 87 |

**Reynolds, P. J.,**
*Richmond, Va., U.S.*

| | |
|---|---|
| Frank Herbert | 174 |

**Rhein & See Schifffahrts Gesellschaft,**
*Cologne, Germany.*

| | |
|---|---|
| s. Energie | 403 |
| s. Industrie | 409 |
| s. Rhenania | |

**Rhoades, S. W.,**
*Charleston, S.C., U.S.*

| | |
|---|---|
| Gabrielle | 420 |

**Rhodes, G. H.,**
*Taunton, Mass., U.S.*

| | |
|---|---|
| William L. Walker | 563 |
| William O. Snow | 560 |

**Rhodin, A.,**
*Fiskebäckskil, Sweden.*

| | |
|---|---|
| Gustaf | 136 |

**Riban, Ch.,**
*Tunis.*

| | |
|---|---|
| s. Georges & Henri | 74 |

**Ribe, A.,**
*Grimstad, Norway.*

| | |
|---|---|
| Natal | 343 |
| Niels Ribe | 323 |

**Ribe, H. O.,**
*Grimstad, Norway.*

| | |
|---|---|
| Immanuel | 445 |

**Ribe, Kittel,**
*Nedenæs, per Arendal, Norway.*

| | |
|---|---|
| Solafide | 345 |

**Rice, Edward,**
*Weymouth, N.S.*

| | Net Tons |
|---|---|
| Herbert Rice | 149 |

**Rice, John,**
*Cattedown, Plymouth.*

| | |
|---|---|
| Rosetta | 61 |

**Rice, T. C.,**
*Weymouth, N.S.*

| | |
|---|---|
| Frances A. Rice | 122 |
| Grace Rice | 145 |

**Rice, T. H.,**
*Bear River, N.S.*

| | |
|---|---|
| Muriel | 149 |

**Rich, J. H.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Harry L. Whiton | 457 |

**Rich, L. B.,**
*Wellfleet, U.S.*

| | |
|---|---|
| Anna E. Kranz | 648 |

**Richards, D., & Co.,**
147, *High Street, Portmadoc.*

| | |
|---|---|
| Emrys | 142 |
| Patra | 160 |
| Picton | 100 |

**Richards, David,**
8, *Dora Street, Portmadoc.*

| | |
|---|---|
| Edward Seymour | 160 |
| Lizzie | 92 |
| Pilgrim | 138 |

**Richards, J. W. & W.,**
*Bideford, P.E.I.*

| | |
|---|---|
| Bonita | 384 |
| Genesta | 419 |
| Meteor | 394 |
| Ramona | 404 |

**Richards, J. W.,**
*Bideford, P.E.I.*

| | |
|---|---|
| Auriga | 887 |

**Richards, John,**
7, *Princess Street, Borth, Aberystwith.*

| | |
|---|---|
| Catherine | 96 |

**Richards, Mills & Co.,**
18, *James Street, Liverpool.*

| | |
|---|---|
| s. Bernina | 916 |
| s. Miniera | 920 |

(British & North Atlantic Steam Nav. Co., Ld.).

| | |
|---|---|
| s. Angloman | 3036 |
| s. Cambroman | 3070 |
| s. Norseman | 2823 |
| s. Ottoman | 3010 |
| s. Roman | 2827 |

(Liverpool, Carnarvon, & Menai Straits Steam Ship Co., Ld.).

| | |
|---|---|
| s. Prince Ja-Ja | 145 |

**Richards, S., & Co.,**
*Dephws Wharf, Portmadoc.*

| | |
|---|---|
| Cordelia | 91 |

**Richards, T. P., & Co.,**
*Gloucester House, Swansea.*

| | Net Tons |
|---|---|
| s. Cheriton | 709 |
| Cypher | 399 |
| Darwin | 498 |
| Effendi | 469 |
| Ione | 319 |
| Kathleen | 351 |
| Reigate | 399 |
| Severn | 397 |

**Richards, W.,**
55, *Gorse Lane, Swansea.*

| | |
|---|---|
| Delta | 537 |

**Richards, William,**
*Bideford, Prince Edward Island.*

| | |
|---|---|
| Flora | 977 |
| Parthenia | 749 |
| Rita | 378 |

**Richardson, A. P.,**
*New York, U.S.*

| | |
|---|---|
| Matilda Brooks | 323 |

**Richardson & Co.,**
*Kingston, Ontario.*

| | |
|---|---|
| Queen of the Lakes | 190 |

**Richardson & Co.,**
*Copper Ore Wharves, Swansea.*

| | |
|---|---|
| Glanrafon | 443 |
| Golconda | 443 |

**Richardson, G. E. G.,**
*Napier, Hawkes Bay, N.Z.*

| | |
|---|---|
| s. Kahu | 99 |

**Richardson, Charles A.,**
*Sydney, C.B.*

| | |
|---|---|
| Cyrene | 107 |

**Richardson, James, & Co.,**
2, *Church Place, Greenock.*

| | |
|---|---|
| Fleetwood | 630 |
| Hartfield | 815 |

**Richardson, J. C. & G. S.,**
46, *Wind Street, Swansea.*

| | |
|---|---|
| First Lancashire | 1286 |
| Inverness | 722 |
| Ravenscrag | 1263 |

**Richardson, Spence & Co.,**
22, *Water Street, Liverpool.*
*See* AMERICAN LINE.

**Richardson, Philip W.,**
(Mediterranean and Black Sea Trident, and North Atlantic Trident Lines),
3, *Fen Court, London, E.C.*
(London Steamers, Limited.)

| | |
|---|---|
| s. Aidar | 1583 |
| s. Bidar | 1891 |
| s. Enskar | 1995 |
| s. Gonchar | 1411 |
| s. Holkar | 2140 |
| s. Izgar | 1111 |
| s. Jaffar | 1315 |
| s. Kashgar | 1360 |
| s. Lascar | 1101 |

(Manchester & District Shipping Co., Ld.)

| | |
|---|---|
| s. Fonar | 1976 |

**Richardson, Thomas W.,**
10, *Austin Friars, London.*

| | |
|---|---|
| s. Pakshan | 835 |
| s. Siam | 992 |
| s. Sishan | 897 |

**Richardson, W. J.,**
*Cleveland, Ohio, U.S.*

| | Net Tons |
|---|---|
| s. J. H. Outhwaite | 1999 |

**Richardson, W. P.,**
*New York, U.S.*

| | |
|---|---|
| Daniel Brown | 194 |
| Peter C. Schultz | 416 |

**Richardt, A.,**
*Dragör, Denmark.*

| | |
|---|---|
| Blitz | 192 |

**Richardt, Fr.,**
*Wiborg, Russia.*

| | |
|---|---|
| Aurinko | 163 |
| Fredrik | 361 |

**Richardt, G. R. A.,**
*Copenhagen, Denmark.*

| | |
|---|---|
| Edmund | 393 |

**Richelieu & Ontario Navigation Co.,**
*Montreal, Canada.*

| | |
|---|---|
| s. Hochelaga | 256 |
| s. Powerful | 189 |
| s. Saguenay | 696 |

**Richers, Wilhelm,**
*Santos, Brazil.*

| | |
|---|---|
| Maria | 203 |

**Rickerson, Chas. L.,**
54, *Harrison Street, New York, U.S.*

| | |
|---|---|
| Annie E. Rickerson | 238 |

**Ricketson, J. C.,**
*Milwaukee, Wisconsin, U.S.*
(Inter-Ocean Transportation Co.)

| | |
|---|---|
| *e.* Manchester | 1611 |
| s. Maryland | 1892 |

**Rickinson, Son & Co.,**
9, *Church Street, W. Hartlepool.*

| | |
|---|---|
| s. Abeona | 1405 |
| s. Æolus | 1845 |
| s. Agenoria | 850 |
| s. Albion | 2373 |
| s. Amphitrite | 1474 |
| s. Ariel | 1906 |
| s. Astræa | 1349 |
| s. Aurora | 1799 |

**Rickmers Reismühlen Rhederei & Schiffbau Actien Gesellschaft,**
*Bremerhaven, Germany.*

| | |
|---|---|
| Alice Rickmers | 1208 |
| Andree Rickmers | 1419 |
| Erwin Rickmers | 1383 |
| Etha Rickmers | 1771 |
| s. Helene Rickmers | 2008 |
| Madeleine Rickmers | 1277 |
| Paul Rickmers | 1191 |
| Peter Rickmers | 2816 |
| R. C. Rickmers | 1646 |
| Renée Rickmers | 2064 |
| Richard Rickmers | 1334 |
| Robert Rickmers | 2211 |
| s. Sophie Rickmers | 2003 |

**Ricoux, Marius,**
*Marseilles, France.*

| | |
|---|---|
| Tawian | 373 |

**Ridderstad, Hj.,**
*Raumo, Finland.*

| | |
|---|---|
| Maria | 180 |
| Triton | 285 |
| Wilhelm | 206 |

**Rideout, O. B.,**
*St. Andrew's, N.B.*

| | Net Tons |
|---|---|
| Tomas Terry | 404 |

**Rider & Cotton,**
*Portsmouth, N.H.*

| | |
|---|---|
| Clara E. Simpson | 372 |

**Rider, G. G.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Thomas N. Stone | 375 |

**Rider, Son & Andrew,**
4, *Queen Square, Bristol.*

| | |
|---|---|
| Amber Nymph | 254 |
| Queen of the Fleet | 262 |

**Ridgway, J. E.,**
201, *Walnut Place, Philadelphia, U.S.*

| | |
|---|---|
| Anna R. Bishop | 426 |
| Clarence S. Bement | 1899 |
| Martha S. Bement | 455 |
| Sarah S. Ridgway | 831 |
| Virginia Roulon | 266 |

**Ridley, John, Son & Tully,**
*A, Exchange Buildings, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Edward Williams | 471 |
| s. Eleanor | 1228 |
| s. Prudhoe Castle | 481 |

**Riegen, Von, & Stindt,**
46, *Burgermeister Smidt Strasse, Bremerhaven, Germany.*

| | |
|---|---|
| Caroline | 1255 |
| Otto | 1205 |

**Riera, José,**
*Valencia, Spain.*

| | |
|---|---|
| San Francisco de Paula | 158 |

**Riera, P.,**
*Denia, Spain.*

| | |
|---|---|
| Lira de Safo | 142 |

**Ries, V. J. Frietaodos,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Comte D'Eu | 596 |

**Rifaat Bey, Goujahji Zadeh, & Bros.,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Ferrah-i-Bahri | 250 |

**Rifaat Bey, Rizan Bey Zadeh, & Co.,**
*Sakarieh, Turkey.*

| | |
|---|---|
| Sakarieh | 182 |

**Rifaat Effendi, Muttab bashi Zadeh Hajee,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Shappiro | 168 |
| Spiro | 168 |

**Rifve, A. B.,**
*Mölle, Sweden.*

| | |
|---|---|
| Hanna | 139 |

**Riga Lübecker Dampfschifffahrts Gesellschaft,**
*Lübeck, Germany.*

| | |
|---|---|
| s. Deutschland | 541 |
| s. Livland | 497 |
| s. Russland | 578 |

**Rigaer Borsen Comité,**
*Riga, Russia.*

| | Net Tons |
|---|---|
| s. Hercules | 48 |
| s. Simson | 116 |

**Rigaer Dampfschifffahrts Gesellschaft,**
*Riga, Russia.*

| | |
|---|---|
| s. Alexander II. | 424 |
| s. Constantin | 511 |
| s. Düna | 447 |
| s. Hurricane | 616 |
| s. Leander | 319 |
| s. Riga | 297 |

**Rigden, E.,**
22, *Folkestone Road, Dover.*

| | |
|---|---|
| Old Goody | 157 |

**Riggin, R. E.,**
*Bethel Sussex, Del., U.S.*

| | |
|---|---|
| John McGinnis | 124 |

**Riggins, W. J.,**
*Seaford, Maine, U.S.*

| | |
|---|---|
| Three Friends | 116 |

**Rigos, C.,**
*Skiathos, Greece.*

| | |
|---|---|
| Bethleem | 230 |

**Riisdahl, L.,**
*Skudesnaeshavn, Norway.*

| | |
|---|---|
| Clara | 149 |
| Elida | 113 |
| Elisa | 335 |
| s. Victor | 133 |

**Riley, Arthur,**
2, *Albemarle Road, Seacombe, Cheshire.*

| | |
|---|---|
| Gondolier | 100 |

**Rillston, E.,**
*Fowey, Cornwall.*

| | |
|---|---|
| Constance | 160 |
| Martha Edmonds | 183 |
| Ocean Swell | 168 |
| Rippling Wave | 99 |
| Shepherdess | 179 |
| Victoria | 174 |

**Rinde, Peder,**
*Kragerö, Norway.*

| | |
|---|---|
| Cormorant | 1021 |
| Joseph Haydn | 805 |
| Thorgny | 448 |

**Ring, R. C.,**
*Temple Backs, Bristol.*

| | |
|---|---|
| s. Marquis | 73 |

**Ringe, L.,**
*Neufahrwasser, Danzig, Germany.*

| | |
|---|---|
| Rebecca | 419 |

**Ringrose, W. & C. L.,**
42, *High Street, Hull.*

| | |
|---|---|
| s. Alert | 209 |
| s. European | 341 |
| s. Sea Gull | 319 |
| s. Sea Horse | 323 |
| s. Swanland | 329 |

**Rio de Janeiro & Northern Railway Co., Ld.,**
(Manager—Robert Morton),
21, *Bothwell Street, Glasgow.*

| | |
|---|---|
| s. Petropolis | 59 |

**Rio, J. M.,**
*Ile aux Moines, Morbihan, France.*

| | Net Tons |
|---|---|
| Sémiramis | 126 |

**Rio, T.,**
*St. Servan, France.*

| | |
|---|---|
| Marie Eugénie | 114 |

**Riotteau & fils,**
*Granville, France.*

| | |
|---|---|
| Duc | 106 |
| Jacques | 120 |
| Junon | 105 |

**Ripollés, Joaquim,**
*Valencia, Spain.*

| | |
|---|---|
| s. Benicarlo | 1509 |

**Ripley, W. A.,**
*Newark, New Jersey, U.S.*

| | |
|---|---|
| Harry Landell | 227 |

**Rippon & Wilkinson,**
*Commercial Road, Hull.*

| | |
|---|---|
| s. Mary Stewart | 48 |

**Risley, Thomas,**
3166, *Richmond Street, Philadelphia, U.S.*

| | |
|---|---|
| George Churchman | 268 |

**Rismondo, Fratelli, fu F.,**
*Macarsca, Austria.*

| | |
|---|---|
| s. Barone de Pino | 129 |
| s. Biokovo | 121 |
| s. Dinara | 39 |
| s. Isea | 145 |

**Risso & Co.,**
*Monte Video, Uruguay.*

| | |
|---|---|
| s. Tigre | 221 |

**Risso, Emilio,**
2, *Vico Denegri, Genoa, Italy.*

| | |
|---|---|
| Lepanto | 863 |

**Risso, F., fu G.,**
*Bogliasco, Italy.*

| | |
|---|---|
| Bogliasco | 735 |

**Risso, L., & Co.,**
*Monte Video, Uruguay.*

| | |
|---|---|
| Villa del Pilar | 156 |

**Risso, Pedro,**
*Monte Video, Uruguay.*

| | |
|---|---|
| Ana | 190 |
| s. A. F. Brage | 174 |
| J. L. Conçeicao | 142 |
| s. Quebracho | 49 |

**Ritchie, A.,**
*Port Louis, Mauritius.*

| | |
|---|---|
| Aconcagua | 458 |

**Ritchie, Francis,**
*St. John, N.B.*

| | |
|---|---|
| M. L. Bonnell | 297 |

**Ritchie, John, jun.,**
7, *Rumford Street, Liverpool.*

| | |
|---|---|
| Capenhurst | 587 |
| Norman | 833 |



s. désigne les Vapeurs.

**Ritchie, William,**
18, *Bridge Street, Sydney, N.S.W.*

| | Net Tons |
|---|---|
| City of Adelaide | 843 |

**Ritson & Co.,**
*Maryport.*

| | |
|---|---|
| Auchencairn | 1925 |
| Rising Star | 835 |

**Ritson, F. & W.,**
30, *West Sunniside, Sunderland.*
(Nautilus Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Cedar Branch | 1542 |
| s. Hazel Branch | 1690 |
| s. Laurel Branch | 2141 |
| s. Maple Branch | 1735 |
| s. Myrtle Branch | 1038 |
| s. Olive Branch | 1767 |
| s. Palm Branch | 1033 |
| s. Pine Branch | 1104 |
| s. Willow Branch | 2148 |

**Rivard, Olivier,**
*Grondines, co. Portneuf, Canada.*

| | |
|---|---|
| Marie Adèle | 149 |

**Rive, Alfred L.,**
*Melbourne.*

| | |
|---|---|
| Chittoor | 217 |

**Rivell, Gabriel,**
*Nystad, Finland.*

| | |
|---|---|
| Waltikka | 971 |

**Rivell, John,**
*Nystad, Finland.*

| | |
|---|---|
| Albion | 435 |
| Lennätin | 705 |
| Neptun | 230 |

**River Murray Navigation Co., Ld.,**
*Port Adelaide, S.A.*

| | |
|---|---|
| s. Ellen | 161 |

**River Steam Colliers Co., Ld., The,**
45 & 46, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Chelsea | 754 |
| s. Lambeth | 606 |
| s. Vauxhall | 528 |

**Rivière, General B.,**
*Port au Prince, Hayti.*

| | |
|---|---|
| s. Grande Rivière | 146 |
| s. Mancel | 146 |
| s. Nouvelle Voldrogue | 139 |

**Rix, R.,**
20, *Marmaduke Street, Hull.*

| | |
|---|---|
| s. Edith | 78 |

**Roach, Richard,**
56, *Constable Street, Hull.*

| | |
|---|---|
| Blue Bell | 90 |
| Sir Albert | 89 |
| Snowdrop | 95 |
| Tartar | 89 |
| Village Belle | 90 |
| Vixen | 87 |

**Roanoake, Norfolk and Baltimore S. Co.,**
*Plymouth, U.S.*

| | |
|---|---|
| s. Conoho | 298 |

**Robbe, L., fils,**
16, *Quai de Lille, Dieppe, France.*

| | |
|---|---|
| Ville de Dieppe | 1228 |

**Robbins, John Y.,**
26, *South Street, New York, U.S.*

| | Net Tons |
|---|---|
| Lillian L. Robbins | 1700 |

**Robbins, Samuel B.,**
*Yarmouth, N.S.*

| | |
|---|---|
| Ruby | 1316 |

**Roberg, T.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| s. John Eriksson | 103 |

**Robert & Carreras Hermanos,**
*Barcelona, Spain.*

| | |
|---|---|
| Anton | 235 |

**Roberts, A. R.,**
42, *Orwell Street, Grimsby.*

| | |
|---|---|
| Confido | 90 |

**Roberts, D. C., & Co.,**
26, *Bridge Street, Aberystwith.*

| | |
|---|---|
| Edith Eleanor | 96 |

**Roberts, E. (Mrs.),**
*Preswlfa, Bangor, Carnarvonshire.*

| | |
|---|---|
| C. S. Atkinson | 96 |

**Roberts, E., & Co.,**
2, *Belle Vue, Portmadoc.*

| | |
|---|---|
| Martha Percival | 249 |

**Roberts, E. F. & W.,**
5, *Castle Street, Liverpool.*

| | |
|---|---|
| Abana | 1269 |
| Andelana | 2395 |
| Andola | 1966 |
| Andora | 1597 |
| Andorinha | 3264 |
| Andrada | 2444 |
| Andreta | 1635 |
| Andrina | 2636 |
| Androsa | 1892 |
| Anglo-America | 1533 |
| Thomas Hilyard | 1451 |

**Roberts, Ebenezer,**
1, *Mount Pleasant, Portmadoc.*

| | |
|---|---|
| Anna Braunschweig | 235 |

**Roberts, Edmund,**
5, *Castle Street, Liverpool.*

| | |
|---|---|
| Astracana | 1572 |

**Roberts, Edward,**
*Connah's Quay, Flint.*

| | |
|---|---|
| Margaret | 72 |

**Roberts, Edward,**
11 *Sea View Terrace, Borth, Portmadoc.*

| | |
|---|---|
| Prince Llewellyn | 91 |

**Roberts, Ellis Owen,**
4, *Water Street, Liverpool.*

| | |
|---|---|
| Michael Kelly | 97 |

**Roberts, H., sen., & Co.,**
*Portmadoc.*

| | |
|---|---|
| Evelyn | 190 |

**Roberts, Hugh,**
16, *Terrace Road, Portmadoc.*

| | |
|---|---|
| Dorothy | 122 |

**Roberts, Hugh, & Son,**
*Baltic Chambers, 79, Quay Side, Newcastle-on-Tyne.*

| | Net Tons |
|---|---|
| s. North Anglia | 1359 |
| s. North Britain | 1118 |
| s. North Cambria | 1283 |
| s. North Erin | 1349 |
| s. North Flint | 1408 |
| s. North Gwalia | 1412 |
| s. Orsino | 1342 |

**Roberts, J.,**
12, *Garnon Street, Carnarvon.*

| | |
|---|---|
| Jane & Annie | 76 |

**Roberts, John, & Co.,**
*Rhos, Penrhyndendraeth, Carnarvonshire.*

| | |
|---|---|
| Annie Lloyd | 138 |

**Roberts, Joseph,**
31, *Snowdon Street, Portmadoc, Carnarvon.*

| | |
|---|---|
| Ellen Roberts | 87 |

**Roberts, Owen,**
10, *Ambrose Street, Hirael, Bangor.*

| | |
|---|---|
| Ann & Jane Prichard | 117 |
| Glynaeron | 53 |
| Margaret | 46 |
| Margaret Jane | 97 |

**Roberts, Owen, & Co.,**
28, *Chapel Street, Liverpool.*

| | |
|---|---|
| Carnarvon Bay | 1795 |

**Roberts, R. W.,**
358, *Cleethorpe Road, Grimsby.*

| | |
|---|---|
| Gazelle | 87 |
| Silvery Cloud | 81 |
| Silvery Crest | 88 |

**Roberts, Robert,**
11, *Segontuim Terrace, Carnarvon.*

| | |
|---|---|
| Blue Jacket | 100 |
| Jannett & Jane | 81 |

**Roberts, Thomas,**
3, *Berry Street, Conway, North Wales.*

| | |
|---|---|
| John Bull | 248 |

**Roberts, Thomas,**
*Gwalia House, Llanelly.*

| | |
|---|---|
| Osaka | 517 |
| Sam Mendel | 966 |
| Sumatra | 721 |

**Roberts, Vear B.,**
*Parrsboro, N.S.*

| | |
|---|---|
| T. W. McKay | 97 |

**Roberts, W. T.,**
41, *Orwell Street, Grimsby.*

| | |
|---|---|
| Coronet | 90 |
| Lancaster | 82 |
| Nellie Roberts | 89 |

**Roberts, William,**
*Harbour Island, Bahamas.*

| | |
|---|---|
| Orient | 121 |

**Robertson, A. W., & Co.,**
*Canning Town, London, E.*

| | |
|---|---|
| s. Nero | 9 |

**Robertson, Alexander,**
*Macduff, Banffshire.*

| | Net Tons |
|---|---|
| Mary | 99 |

**Robertson Bros.,**
18, *Dock Street, Dundee.*

| | |
|---|---|
| Earlshall | 376 |
| Lorna Doone | 367 |

**Robertson & Co.,**
5, *Newman's Court, Cornhill, London, E.C.*

| | |
|---|---|
| Eme | 774 |

**Robertson, Cruikshank & Co.,**
17, *Exchange Chambers, Bixteth Street, Liverpool.*

| | |
|---|---|
| Crown of Denmark | 1987 |
| Crown of England | 1763 |
| Crown of India | 1975 |
| Crown of Scotland | 1550 |

**Robertson, Ebenezer J.,**
35, *Lower Orwell Street, Ipswich.*

| | |
|---|---|
| Alarm | 99 |

**Robertson, George,**
*Kirkwall.*

| | |
|---|---|
| s. Express | 98 |

**Robertson, George J.,**
*Summer Hill, near Sydney, N.S.W.*

| | |
|---|---|
| Elizabeth Graham | 598 |

**Robertson, J. K., & Co.,**
*Ferry Road, Torry, Aberdeen.*

| | |
|---|---|
| s. Nightingale | 24 |

**Robertson, Jamieson,**
40, *Rendlesham Road, Lower Clapton, London.*

| | |
|---|---|
| Carlisle Castle | 1344 |

**Robertson, John,**
2, *Gladstone Road, Peterhead.*

| | |
|---|---|
| Welcome Home | 56 |

**Robertson, Wm.,**
15, *Gordon Street, Glasgow.*

| | |
|---|---|
| s. Agate | 59 |
| s. Amber | 123 |
| s. Amethyst | 313 |
| s. Asteria | 199 |
| s. Beryl | 122 |
| s. Cairngorm | 173 |
| s. Cameo | 134 |
| s. Citrine | 199 |
| s. Coral | 170 |
| s. Cornelian | 139 |
| s. Dalriada | 128 |
| s. Diamond | 186 |
| s. Emerald | 152 |
| s. Ensign | 129 |
| s. Gem | 141 |
| s. Iolite | 196 |
| s. Jacinth | 199 |
| s. Jargoon | 188 |
| s. Larry Bane | 66 |
| s. Nugget | 99 |
| s. Olivine | 176 |
| s. Onyx | 129 |
| s. Opal | 210 |
| s. Pearl | 211 |
| s. Pebble | 176 |
| s. Peridot | 82 |
| s. Pyrope | 167 |
| s. Ruby | 192 |
| s. Sapphire | 165 |
| s. Sard | 173 |
| s. Spinel | 196 |
| s. Topaz | 199 |
| s. Turquoise | 169 |

**Robet, J. E.,**
*Nantes, France.*

| | |
|---|---|
| Arica | 404 |

**Robidoux, Moise,**
*Yamaska, Quebec.*

| | Net Tons |
|---|---|
| Rosa | 140 |

**Robillard, J.,**
*Lanoraie, Quebec, Canada.*

| | |
|---|---|
| Marie Immaculata | 133 |

**Robin, C., Collas & Co., Ld.,**
2, *Commercial Street, Jersey.*

| | |
|---|---|
| C. R. C. | 248 |
| Century | 181 |
| Cornucopia | 155 |
| Dawn | 154 |
| Eighty-five | 140 |
| O. Blanchard | 260 |
| Patruus | 187 |
| Robin | 151 |
| Union | 193 |

**Robine, Mme.,**
*Granville, France.*

| | |
|---|---|
| Albert & Rénée | 104 |

**Robins & Co., Ld.,**
7, *Westminster Chambers, Victoria Street, Westminster, London, S.W.*

| | |
|---|---|
| s. Jessie May | 58 |
| s. Pearl | 51 |

**Robins, Thomas G., & Co.,**
*Istamboul Lodge, La Ramée, Guernsey.*

| | |
|---|---|
| Agilis | 239 |
| Britannia | 186 |
| Fearless | 215 |
| Harriett Wardle | 214 |
| Lord Strangford | 164 |
| Phillis & Mary | 214 |

**Robins, W. John,**
*Fountain Street, Hull.*

| | |
|---|---|
| Emperor | 91 |
| Unique | 84 |

**Robins, W. Lawson,**
58, *St. James Street, Hull.*

| | |
|---|---|
| Arawa | 87 |
| s. Rattler | 48 |

**Robinson Bros.,**
*Whitby, Yorkshire.*

| | |
|---|---|
| s. B. Granger | 873 |
| s. B. T. Robinson | 1199 |
| s. Clara | 1166 |
| s. Duke of York | 1973 |
| s. Edith | 1123 |
| s. Garnet | 959 |
| s. Saxon | 1032 |
| s. Sharon | 857 |
| s. Sneaton | 945 |
| s. Solon | 859 |
| s. Sydmonton | 1619 |
| s. Weardale | 1061 |

**Robinson, G.,**
*The New Ferry, near Birkenhead.*

| | |
|---|---|
| s. Firefly | 51 |

**Robinson, G. & J.,**
*Littlehampton, Sussex.*

| | |
|---|---|
| Lioness | 512 |

**Robinson, George,**
*Meeching House, Newhaven, Sussex.*

| | |
|---|---|
| Amanda | 150 |
| Sussex Maid | 161 |

**Robinson, H.,**
*Commercial Buildings, 7, Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. North Tyne | 754 |

**Robinson, John P.,**
10, *Arlington Street, New Clee, Lincolnshire.*

| | Net Tons |
|---|---|
| Reindeer | 91 |

**Robinson, Joseph,**
12, *River Road, Littlehampton, Sussex.*

| | |
|---|---|
| Adela | 168 |
| Alroy | 237 |
| Green Olive | 231 |
| Isabella Wilson | 169 |
| Lucinda | 199 |
| Sarnian Gem | 184 |
| Trossachs | 515 |

**Robinson, Joseph, & Sons,**
1, *Howard Street, North Shields.*

| | |
|---|---|
| s. Amaryllis | 1045 |
| s. Azalea | 1113 |
| s. Camellia | 832 |
| s. Clintonia | 1252 |
| s. Coronilla | 822 |
| s. Cydonia | 1029 |
| s. Eglantine | 823 |
| s. Gardenia | 1205 |
| s. Gladiolus | 1228 |
| s. Ixia | 1254 |
| s. Laurestina | 1302 |
| s. Nymphæa | 1249 |
| s. Robinia | 1314 |
| s. Stag | 1302 |
| s. Stephanotis | 660 |
| s. Viola | 1205 |

**Robinson, L. A.,**
*Machiasport, Maine, U.S.*

| | |
|---|---|
| Alaska | 165 |

**Robinson, M.,**
*Philadelphia, U.S.*

| | |
|---|---|
| s. George Leary | 621 |

**Robinson, S. N.,**
21, *City Quay, Dublin.*

| | |
|---|---|
| A. D. Whidden | 127 |
| Amy | 180 |
| Archibald | 211 |
| Emma Ives | 192 |

**Robinson, Thomas,**
*Grimsby.*

| | |
|---|---|
| s. Chieftain | 39 |
| s. Norman | 38 |
| s. Spartan | 40 |

**Robinson, Thomas, Sons & Co.,**
*Shipping Chambers, West Hartlepool.*

| | |
|---|---|
| s. Juno | 1567 |
| s. Venus | 1908 |
| s. Vulcan | 1441 |

**Robinson, W.,**
21, *City Quay, Dublin.*

| | |
|---|---|
| Village Girl | 184 |

**Robinson, William E.,**
*Ellesmere Port, Cheshire.*

| | |
|---|---|
| Equator | 1228 |

**Robyns, O.,**
*Antwerp, Belgium.*

| | |
|---|---|
| Elzina | 460 |

**Roca, Maria, Dña,**
*Alicante, Spain.*

| | |
|---|---|
| Adela | 120 |

**Rocca & Lavello,**
*Via Carlo Felice, Genoa, Italy.*

| | |
|---|---|
| Luigia Rocca | 546 |
| Teresa Rocca | 598 |

**Roch, B.,**
*Barcelona, Spain.*

| | Net Tons |
|---|---|
| Joven Ana | 314 |

**Roch, C.,**
*Barcelona, Spain.*

| | |
|---|---|
| Maria | 232 |

**Rochaid,**
*St. Malo, France.*

| | |
|---|---|
| s. Bretagne | 67 |

**Roche, P. J.,**
*New Ross, co. Wexford.*

| | |
|---|---|
| Rheidol | 99 |

**Rocher, S.,**
*Valencia, Spain.*

| | |
|---|---|
| Antonieta | 104 |

**Rocheron, M.,**
*Sables d'Olonne, France.*

| | |
|---|---|
| Lion | 470 |

**Rock Line.**
*See* JAMES CORNFOOT & CO.

**Rockland & Blue Hill Co.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| s. Catherine | 112 |

**Rockport Granite Co.,**
*Rockport, Mass., U.S.*

| | |
|---|---|
| Herbert | 109 |

**Röd, E. A.,**
*Augedal St. pr. Tönsberg, Norway.*

| | |
|---|---|
| Mathilde | 131 |

**Röd, H. A.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Acorn | 277 |
| Efeu | 374 |
| Helens | 435 |
| Violet | 413 |

**Röd, H. E.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Adieu | 278 |

**Röd, O. L.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Julie | 371 |

**Rodbertus, J. N.,**
*Barth, Germany.*

| | |
|---|---|
| Albany | 499 |
| Bertha | 456 |
| Carl Friedrich | 460 |
| Commerzienrath Rodbertus | 567 |
| Concordia | 463 |
| Deutschland | 289 |
| Die Krone | 338 |
| Emil Devrient | 244 |
| Emma Müller | 505 |
| Franz | 185 |
| Heinrich | 228 |
| Hoffnung | 257 |
| Marie | 1022 |
| Marie Berg | 536 |
| Meerkönig | 253 |
| Otto | 162 |
| Peter | 301 |
| Peter Kraeft | 333 |
| s. Pomerania | 145 |
| T. C. Berg | 479 |

**Roddick, G.,**
3, *Oriel Close*, 16, *Water Street, Liverpool.*

| | Net Tons |
|---|---|
| s. Oxenholme | 1756 |

**Rode, I.,**
*Brevig, Norway.*

| | |
|---|---|
| Lövspring | 515 |

**Rodenacker, Th.,**
*Hundegasse* 27, *Danzig, Germany.*

| | |
|---|---|
| s. Agnes | 589 |
| s. Annie | 576 |
| s. Blonde | 462 |
| s. Brunette | 518 |
| s. Freda | 710 |
| s. Ida | 268 |
| s. Jenny | 544 |
| s. Julia | 795 |
| s. Oliva | 853 |

**Rodenko,**
*Kertch, Russia.*

| | |
|---|---|
| Smjelî | 153 |

**Rodger, John,**
*Sea View, Largs, Ayrshire.*

| | |
|---|---|
| s. Bute | 38 |

**Rodiadi, G. M.,**
*Syra, Greece.*

| | |
|---|---|
| Marigo | 537 |

**Rodinis, N., & G. Nencioli,**
*Leghorn, Italy.*

| | |
|---|---|
| Magdala | 498 |

**Rodocanachi, M. E.,**
*Marseilles, France.*

| | |
|---|---|
| s. Esther | 184 |

**Rodrigues, A. T.,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Leonor | 440 |

**Rodrigues, A. T.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Teixeira | 403 |

**Rodrigues, Francisco, & Co.,**
*Funchal, Madeira.*

| | |
|---|---|
| Esperança | 163 |
| Felisberta | 290 |
| Propheta | 495 |

**Rodrigues, George,**
4, *Nile Street, Liverpool.*

| | |
|---|---|
| s. Zephyr | 43 |

**Rodrigues, J. J.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Guadiana | 232 |

**Rodrigues & Roza,**
*Lisbon, Portugal.*

| | |
|---|---|
| Venus | 647 |

**Rodriguez & Co.,**
*Santa Cruz de la Palma, Canary Islands.*

| | |
|---|---|
| Fama de Canarias | 415 |
| Rosario | 139 |

**Rodriguez, Juan,**
*Manila, Philippine Islands.*

| | |
|---|---|
| s. Nuestra Señora de Lourdes | 93 |
| Vitas | 190 |

**Rodriguez, V.,**
*Alicante, Spain.*

| | Net Tons |
|---|---|
| Antonio Perez | 191 |

**Röe, Cornelius,**
*Brevig, Norway.*

| | |
|---|---|
| Camilla | 115 |
| Garant | 343 |
| Kappa | 460 |
| Parry | 164 |
| Primo | 228 |
| Starbeam | 220 |
| (Union Actieselskabet). | |
| Alliance | 319 |
| Athenian | 306 |
| Derwent | 358 |
| Oryx | 260 |
| Warden Law | 423 |

**Röed, Hjalmar,**
*Tönsberg, Norway.*

| | |
|---|---|
| s. Sandö | 638 |
| s. Tjömö | 1137 |
| s. Union | 830 |

**Röed, O. L.,**
*Tjömö, Tönsberg, Norway.*

| | |
|---|---|
| Frey | 1192 |
| Hallgerda | 1134 |
| King's County | 877 |
| Sir John Lawrence | 1090 |

**Röer, Edward,**
*Christiania, Norway.*

| | |
|---|---|
| Flink | 252 |
| Helios | 577 |
| Lima | 695 |
| Löven | 251 |
| Lucy | 278 |
| Petropolis | 536 |
| Prince Amadeo | 1581 |
| Prince Robert | 2654 |

**Röer, P. H.,**
*Næsodden, Christiania, Norway.*

| | |
|---|---|
| Crown Prince | 972 |
| Prince Albert | 1564 |
| Prince Edward | 2180 |
| Prince Frederick | 1476 |
| Prince George | 478 |
| Prince Louis | 1323 |
| Prince Regent | 1332 |
| Prince Victor | 1134 |

**Rofe, Henry,**
8, *Victoria Street, Westminster, London.*

| | |
|---|---|
| Rhine | 50 |

**Roger, Cagetano,**
*Barcelona, Spain.*

| | |
|---|---|
| Barba Azul | 243 |
| Borinquen | 847 |
| Cataluña | 1108 |
| Mayaguer | 341 |
| Observador | 201 |
| Palamos | 1170 |

**Rogers & Bright,**
*Commercial Buildings*, 17, *Water Street, Liverpool.*

| | |
|---|---|
| s. Clyde | 133 |
| s. Mersey | 226 |
| s. Severn | 200 |
| s. Thames | 185 |
| (Liverpool Avon S. S. Co., Ld.) | |
| s. Avon | 225 |
| (Volana Shipping Co., Ld.) | |
| s. Volana | 135 |
| s. Volante | 132 |
| s. Volga | 98 |
| s. Volney | 99 |
| s. Voltaire | 207 |

**Rogers & Co.,**
224, *St. Vincent Street, Glasgow.*

| | Net Tons |
|---|---|
| Marion Ballantyne | 1621 |
| Marion Crosbie | 1026 |
| Marion Frazer | 2264 |
| Marion Inglis | 1543 |
| Marion Josiah | 2357 |
| Marion Lightbody | 2127 |

**Rogers, G. W.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Belle Hardy | 343 |

**Rogers, John P.,**
29, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| City of Ottawa | 830 |

**Rogers, Lewis,**
*Port Louis, Mauritius.*

| | |
|---|---|
| Wild Rose | 130 |

**Rohmann, Chr.,**
*Elsinore, Denmark.*

| | |
|---|---|
| Ariadne | 288 |

**Röhrich, J.,**
*Hagenberg, Riga, Russia.*

| | |
|---|---|
| Alice | 269 |
| Lucinde | 319 |

**Roiz de la Parra, G.**
(In liquidation),
*Santander, Spain.*

| | |
|---|---|
| s. El Gallo | 362 |

**Rollant, F.,**
*Port Jefferson, New York, U.S.*

| | |
|---|---|
| Enchantress | 353 |

**Rolle, J.,**
*Paranagua, Brazil.*

| | |
|---|---|
| Cathrine | 225 |

**Rollins, T.,**
*Exchange Place, Baltimore, U.S.*

| | |
|---|---|
| Baltimore | 696 |
| Dom Pedro II°. | 465 |
| Julia Rollins | 586 |

**Romani, José,**
*Villagarcia, Spain.*

| | |
|---|---|
| Rosa | 336 |

**Romani, M. Ferrer,**
*Vigo, Spain.*

| | |
|---|---|
| Paca | 396 |

**Romano & Co.,**
*Tabasco, Mexico.*

| | |
|---|---|
| s. Jose Romano | 277 |
| s. Mexico | 287 |

**Romano, Fratelli,**
*Trapani, Sicily.*

| | |
|---|---|
| Francesca | 330 |

**Romano hermanos,**
*Frontera, Mexico.*

| | |
|---|---|
| s. Fenix | 128 |

**Romano, M.,**
*Barcelona, Spain.*

| | |
|---|---|
| Dolores Romano | 253 |



s. désigne les Vapeurs.

**Romano, S.,**
*Trapani, Sicily.*

| | Net Tons |
|---|---|
| Maria Giovanna | 218 |

**Romano, V., fù M.,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Il Principio R. | 258 |

**Romano, V., & M. Sallustro,**
*Torre del Greco, Italy.*

| | |
|---|---|
| Luigia S. | 301 |

**Romanow,**
*Riga, Russia.*

| | |
|---|---|
| Olga | 148 |

**Romanow, D.,**
*Kesterzeen, Kurland, Russia.*

| | |
|---|---|
| Olga Emilie | 126 |

**Rombas, D.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Agios Spyridon | 127 |

**Römberg, J.,**
*Borgö, Finland.*

| | |
|---|---|
| Marsal | 109 |

**Romeo, Eredi di M., & Mazzella di Bosco,**
*Procida, Italy.*

| | |
|---|---|
| Vincenzo Mazzella | 350 |

**Römer, P. & C.,**
*Kragerö, Norway.*

| | |
|---|---|
| Nescio | 246 |
| Phönix | 133 |
| Qvos | 465 |
| Tenax Propositi | 388 |

**Romero, Manuel,**
*Muros, Spain.*

| | |
|---|---|
| Alejandro | 102 |

**Romkey, C.,**
*La Have, N.S.*

| | |
|---|---|
| Olive | 103 |

**Romondt, D. C. v.,**
*St. Martins, West Indies.*

| | |
|---|---|
| Britannia | 297 |
| Gem | 193 |

**Romsdals Dampskibsselskab,**
*Molde, Norway.*

| | |
|---|---|
| s. Rauma | 82 |

**Ronaldson, T., & Co.,**
34, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Norse King | 1935 |

**Roncagliolo, Francesco, fu D.,**
*Genoa, Italy.*

| | |
|---|---|
| Aurelia R. | 580 |

**Rondanini, M.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Diulio | 152 |

**Rondeau, Jean L.,**
*Lanoraie, Quebec.*

| | |
|---|---|
| Canadienne | 113 |

**Rönne, W.,**
*Rönne, Denmark.*

| | Net Tons |
|---|---|
| Zephyr | 145 |

**Rönneberg, C. E., & Sönner,**
*Aalesund, Norway.*

| | |
|---|---|
| Energi | 141 |
| s. Frey | 164 |

**Rönneberg, E.,**
*Stavanger, Norway.*

| | |
|---|---|
| Christine Elisabeth | 288 |

**Rönneberg, J. C.,**
*Aalesund, Norway.*

| | |
|---|---|
| Skandinav | 174 |

**Rooney, D.,**
*Coburg, Ontario, Canada.*

| | |
|---|---|
| Eliza White | 106 |
| Herbert Dudley | 199 |

**Rooney, H.,**
*Coburg, Ontario, Canada.*

| | |
|---|---|
| Jessie Drummond | 292 |
| Picton | 160 |

**Roop, D. D.,**
30a, *Redcross Street, Liverpool.*

| | |
|---|---|
| Balkamah | 1276 |
| Lennie | 988 |

**Ropars, Pierre Marie,**
*Pesros Guiree, Côtes du Nord, France.*

| | |
|---|---|
| A. B. D. | 115 |

**Roper, J. L., Lumber Co.,**
*Norfolk, Virginia, U.S.*

| | |
|---|---|
| Lydia H. Roper | 305 |
| Margaret B. Roper | 394 |

**Ropner, R., & Co.,**
*West Hartlepool.*

| | |
|---|---|
| s. Aislaby | 1800 |
| s. Alicia | 907 |
| s. Busby | 2107 |
| s. Crathorne | 1811 |
| s. Crimdon | 1060 |
| s. Eden | 904 |
| s. Elpis | 1214 |
| s. Elton | 1596 |
| s. Gledholt | 1009 |
| s. Hardwick | 699 |
| s. Hartburn | 1182 |
| s. Haxby | 2252 |
| s. Hesleden | 944 |
| s. Horden | 996 |
| s. Hurworth | 1568 |
| s. Kirkby | 1976 |
| s. Lackenby | 1348 |
| s. Leven | 1507 |
| s. Maltby | 1804 |
| s. Newby | 1407 |
| s. Ormesby | 1823 |
| s. Picton | 1561 |
| s. Preston | 1359 |
| s. Raisby | 1425 |
| s. Romanby | 1046 |
| s. Roxby | 1964 |
| s. Skidby | 2421 |
| s. Slingsby | 2094 |
| s. Sowerby | 788 |
| s. Swainby | 1763 |
| s. Tarpeia | 1109 |
| s. Thornaby | 1129 |
| s. Watlington | 1108 |
| s. Wave | 1450 |
| s. Wellfield | 1172 |

**Roqueño, N.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Flor de Mayo | 128 |

**Roqueto, D.,**
*Barcelona, Spain.*

| | |
|---|---|
| Elena | 209 |

**Roring, F.,**
*Skaalvær, Helgeland, Norway.*

| | Net Tons |
|---|---|
| s. Bestante | 104 |

**Rorke, John,**
*Carbonear, N.F.L.*

| | |
|---|---|
| Cleddu Belle | 115 |
| Lothair | 100 |
| Shamrock | 139 |

**Ros, Teresa, Doña,**
*Barcelona, Spain.*

| | |
|---|---|
| Pronta | 171 |

**Rosa, N.,**
116, *King Street, Quebec, Canada.*

| | |
|---|---|
| Leonie | 459 |

**Rose (Donaldson) & Co.,**
*Aberdeen.*

| | |
|---|---|
| Trafalgar | 1429 |

**Rose, N.,**
*New York, U.S.*

| | |
|---|---|
| Maria | 118 |

**Rose, Roderick,**
*Cheverie, Kempt, Hants Co., N.S.*

| | |
|---|---|
| Christina Moore | 216 |
| L. M. Smith | 379 |
| Lillian | 395 |

**Rosell, Steen Adolf,**
*Pilkaranta and Unsku, Finland.*

| | |
|---|---|
| s. Ludwig | |

**Rosello, J.,**
*Barcelona, Spain.*

| | |
|---|---|
| s. Monseny | 95 |

**Rosenberg, J. E.,**
*Lumperland, Finland.*

| | |
|---|---|
| Akmé | 235 |

**Rosenberg, M.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Elioth | 122 |

**Rosencrantz, O. U. C. E.,**
*Eksjö, Sweden.*

| | |
|---|---|
| Kungsborg | 120 |

**Rosenfeld's Sons, J.,**
202, *Sansome Street, San Francisco; and New York, U.S.*

| | |
|---|---|
| Charmer | 1797 |
| India | 1230 |
| Jabez Howes | 1581 |
| Llewellyn J. Morse | 1325 |
| Sterling | 1663 |

**Rosenkilde & Co.,**
*Christiansand, Norway.*

| | |
|---|---|
| Nina | 655 |

**Rosenlew, W., & Co.,**
*Björneborg, Finland.*

| | |
|---|---|
| s. Concordia | 204 |
| s. Constantia | 441 |
| s. Norden | 119 |
| s. Sodern | 128 |

**Rosenstein Bros.,**
*Odessa, Russia.*

| | Net Tons |
|---|---|
| Tabor | 269 |

**Rosenström, F.,**
*Oskarshamn, Sweden.*

| | |
|---|---|
| Betty | 126 |
| Cimbrishamn | 217 |

**Rosetti, G.,**
*Taganrog, Russia.*

| | |
|---|---|
| Agios Nicolaos | 205 |

**Rosevear, Geo. S.,**
*Middlesbro'.*

| | |
|---|---|
| s. Beta | 895 |

**Rosevear, John,**
*Par, Cornwall.*

| | |
|---|---|
| Bessie Stephens | 97 |
| New Quay | 93 |

**Rosevear, William,**
*Pentewan, Cornwall.*

| | |
|---|---|
| Jane Kilgour | 214 |

**Ross, A. M.,**
*Searsport, Maine, U.S.*

| | |
|---|---|
| Henrietta | 1203 |

**Ross, A. S.,**
*Provincetown, Mass, U.S.*

| | |
|---|---|
| Nellie Coleman | 152 |

**Ross, Alexander,**
*Greenock.*

| | |
|---|---|
| s. Stormlight | 49 |

**Ross & Co.**
(In liquidation),
*Quebec, Canada.*

| | |
|---|---|
| Salina | 296 |

**Ross, A., & Co.,**
5, *East India Avenue, London, E.C.*

| | |
|---|---|
| s. Akaba | 2473 |

**Ross & Deering,**
75, *Mark Lane, London, E.C.*

| | |
|---|---|
| s. Resolute | 9 |

**Ross, Donald,**
*P.O. Box,* 141, *Auckland, N.Z.*

| | |
|---|---|
| Handa Isle | 261 |
| Kathleen Hilda | 520 |
| Stanley | 344 |
| Wenona | 511 |

**Ross, E. L.,**
*Bridgeton, N.J., U.S.*

| | |
|---|---|
| Howard A. Hunt | 322 |

**Ross, F. & T.,**
1, *Railway Street, Hull.*

| | |
|---|---|
| s. Ampere | 61 |
| s. Electra | 54 |
| s. Fidelia | 56 |
| s. Industria | 62 |
| s. Magneta | 52 |
| s. Volta | 57 |

**Ross, Frank,**
92, *St. Peter Street, Quebec, Canada.*

| | Net Tons |
|---|---|
| C. W. Janes | 825 |
| Cambria | 1252 |
| s. European | 1736 |
| Iodine | 295 |
| Ivigtut | 331 |
| Ivy | 547 |
| s. Polino | 524 |
| s. Relief | 193 |
| Sardinian | 1443 |
| Sarmatian | 1105 |
| s. Storm King | 2123 |
| Tanjore | 868 |
| s. Thames | 1064 |
| William Wilcox | 833 |

**Ross, Frank W.,**
*Quebec, Canada.*

| | |
|---|---|
| s. Greetlands | 703 |

**Ross, George C.,**
*Cocos Islands, Mauritius.*

| | |
|---|---|
| Tweed | 100 |

**Ross, George C.,**
*Keeling Islands, Mauritius.*

| | |
|---|---|
| Adelaide | 271 |

**Ross, Hugh E.,**
*Sydney, C.B.*

| | |
|---|---|
| s. Maid of the Mist | 117 |

**Ross, John T.,**
*Quebec.*

| | |
|---|---|
| Polynesian | 1047 |

**Ross, Robert,**
*St. Andrew's, N.B.*

| | |
|---|---|
| H. V. Crandall | 148 |
| Mary Ellen | 113 |

**Ross & Tobal,**
25 *de Mayo* 95, *Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Rio Gualeguay | 138 |

**Ross, W.,**
*Portsmouth, New Hampshire, U.S.*

| | |
|---|---|
| Granite State | 1624 |

**Ross, W. H., & Co.,**
19, *Brunswick Street, Liverpool.*

| | |
|---|---|
| Buccleuch | 1934 |
| s. City of Lincoln | 2104 |
| Eurydice | 1152 |
| Scottish Dales | 1999 |
| Scottish Glens | 2061 |
| Scottish Hills | 1994 |
| Scottish Isles | 1926 |
| Scottish Lochs | 2466 |
| Scottish Minstrel | 1511 |
| Scottish Moors | 2289 |
| Varuna | 1271 |

**Ross, William,**
*Auckland, N.Z.*

| | |
|---|---|
| Ysabel | 148 |

**Ross, William, & Co.,**
(In Liquidation.)
15, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| Chacma | 580 |
| Merle | 231 |

**Rosser, Rosser,**
*Swansea.*

| | |
|---|---|
| s. Galatea | 230 |

**Rossi, A.,**
*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| s. Alberto | 481 |

**Rossi, Santi,**
*Rio Marina, Elba.*

| | |
|---|---|
| Giustina | 128 |

**Rossini, J. D.,**
*Vegesack, Germany.*

| | |
|---|---|
| Kathinka | 742 |

**Rossiter, E. W.,**
*New York, U.S.*

| | |
|---|---|
| s. Kingston | 814 |

**Rossolimos, L.,**
*Syra, Greece.*

| | |
|---|---|
| Adelphi Vagliano | 296 |

**Rosvall, J. G.,**
*Raumo, Finland.*

| | |
|---|---|
| Ihana | 275 |

**Rotermann, Ch.,**
*Reval, Russia.*

| | |
|---|---|
| Estland | 285 |

**Roters, Fr.,**
*Bremerhaven, Germany.*

| | |
|---|---|
| Anna | 1298 |
| Elise | 1348 |
| Heinrich | 1484 |
| Margaretha | 1287 |

**Rothing, C.,**
*Haugesund, Norway.*

| | |
|---|---|
| s. Odin | 183 |

**Rothwell, James E.,**
21, *Otis Street, Boston, Mass., U.S.*

| | |
|---|---|
| James Rothwell | 473 |

**Rotondo, E., & Co.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Siempre Carpincho | 192 |

**Rötter, Chr.,**
*Christiania, Norway.*

| | |
|---|---|
| Africa | 668 |
| Almedia | 600 |
| America | 1357 |
| Arabia | 973 |
| Argentina | 957 |
| Australia | 1287 |
| Festina lente | 1040 |
| Norway | 637 |
| Persia | 1770 |
| Prince Eugene | 1286 |
| White Rose | 1491 |

**Rotterdamsche Lloyd,**
8, *Veerkade, Rotterdam, Holland.*
*See* W. RUYS & SON.

**Rottondo, E.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Joven Umberto | 105 |

**Roucas, D. A.,**
*Spezzia, Greece.*

| | |
|---|---|
| Agios Dimitrios | 194 |

**Roucas, G.,**
*Spezzie, Greece.*

| | Net Tons |
|---|---|
| Agios Nicolaos | 196 |

**Roumanian Government,**
*Constantia, Roumania.*

| | |
|---|---|
| s. Constantia | 108 |

**Roura, Francisco,**
*Villagarcia, Spain.*

| | |
|---|---|
| Pepito | 117 |

**Rourke, William R.,**
*St. Martin's, N.B.*

| | |
|---|---|
| Elizabeth | 149 |

**Roushou Captan, Rizehlee,**
*Rizeh, Turkey.*

| | |
|---|---|
| Shefher | 164 |

**Roussel & Dupont,**
*Isigny, France.*

| | |
|---|---|
| s. Ville d'Isigny | 65 |

**Roussos, D., & Co.,**
*Syra, Greece.*

| | |
|---|---|
| Evangelistria | 125 |

**Roussos, N. G.,**
*Leros, Greece.*

| | |
|---|---|
| Georgios | 252 |

**Roux, G.,**
*Marseilles, France.*

| | |
|---|---|
| César et Jean | 195 |

**Rouxel, B.,**
*Le Legué, France.*

| | |
|---|---|
| s. Hirondelle | 106 |

**Rove, I.T., & A. Gulbrandsen,**
*Sandefjord, Norway.*

| | |
|---|---|
| Immanuel | 110 |

**Rowan & Bain.,**
*Dock Buildings, Ayr.*

| | |
|---|---|
| s. Burnock | 215 |
| s. Garnock | 215 |

**Rowan, D., Jr.,**
*North Quay, Ayr.*

| | |
|---|---|
| s. Angelo | 43 |
| s. Buffalo | 43 |

**Rowbotham, Christopher,**
88, *Lee Road, London, S.E.*

| | |
|---|---|
| Celestina | 99 |
| Elsie | 137 |
| Princess | 100 |

**Rowe, Albert,**
c/o C. H. Atherns,
*Pier 3, Stewart Street, San Francisco, U.S.*

| | |
|---|---|
| American Girl | 214 |
| G. W. Watson | 430 |
| George F. Manson | 1353 |
| La Gironde | 195 |
| Vesta | 272 |

**Rowe, Peter, & Sons,**
3, *Mount Stuart Square, Cardiff.*

| | Net Tons |
|---|---|
| s. Jane | 847 |
| s. Rosebud | 732 |
| s. Roseland | 816 |
| s. Thor | 997 |

**Rowe, William,**
7, *Killigrew Street, Falmouth.*

| | |
|---|---|
| Alma | 79 |

**Rowland, Alfred,**
15, *Fenwick Street, Liverpool.*

| | |
|---|---|
| s. Bass Rock | 198 |
| s. Bell Rock | 127 |
| s. Black Rock | 130 |
| s. Blanche Rock | 172 |

**Rowland, John,**
*Flowergate, Whitby.*

| | |
|---|---|
| s. Fylingdale | 1072 |

**Rowland & Marwood,**
*Flowergate, Whitby.*

| | |
|---|---|
| s. Mulgrave | 1078 |
| s. Vectis | 1450 |
| (Rowland & Marwood's S.S. Co., Ld.) | |
| s. Blue Cross | 1959 |
| s. Discovery | 1224 |
| s. Endeavour | 1762 |
| s. Enterprize | 1223 |
| s. Red Cross | 1832 |
| s. Resolution | 1224 |
| s. Roma | 1674 |
| s. White Cross | 1944 |

**Rowland, William,**
9, *Canning Place, Liverpool.*

| | |
|---|---|
| s. Hebe | 68 |
| s. Lady Kate | 70 |
| s. Owain Tudor | 79 |

**Rowntree, Thomas S.,**
*Balmain, near Sydney, N.S.W.*

| | |
|---|---|
| s. Mystery | 25 |

**Roxas, Francisco L.,**
*Calle Jolo, Manila, Philippine Islands.*

| | |
|---|---|
| s. Bolinao | 120 |
| s. Francisco Reyes | 480 |
| s. San Pedro | 45 |
| s. Taal | 138 |

**Roxburgh, J. & A.,**
3, *Royal Exchange Square, Glasgow.*

| | |
|---|---|
| Armadale | 1960 |
| Bracadale | 1962 |
| Carradale | 1982 |
| Centurion | 1194 |
| Fascadale | 1976 |
| MacMillan | 1450 |
| Nor' Wester | 547 |
| Torrisdale | 2184 |
| Tweedsdale | 1403 |

**Roy, Alexander,**
*Maitland, N.S.*

| | |
|---|---|
| Esther Roy | 1534 |
| Linwood | 1196 |
| R. Morrow | 1156 |

**Roy, E.,**
*Maitland, N.S.*

| | |
|---|---|
| Norwood | 1597 |

**Royal Mail Steam Packet Co.,**
18, *Moorgate Street, London, E.C.*

| | Net Tons |
|---|---|
| s. Atrato | 2865 |
| s. Avon | 1417 |
| s. Clyde | 3377 |
| s. Danube | 3425 |
| s. Dee | 1196 |
| s. Derwent | 1558 |
| s. Don | 2311 |
| s. Dden | 1374 |
| s. Elbe | 1732 |
| s. Esk | 1374 |
| s. Essequibo | 1329 |
| s. Larne | 1012 |
| s. Magdalena | 2865 |
| s. Medway | 2215 |
| s. Nile | 3425 |
| s. Orinoco | 2349 |
| s. Para | 2295 |
| s. Solent | 1208 |
| s. Spey | 224 |
| s. Tagus | 1945 |
| s. Tamar | 1706 |
| s. Taw | 72 |
| s. Tees | 71 |
| s. Thames | 3369 |
| s. Trent | 1699 |
| s. Tyne | 274 |
| s. Wear | 71 |

**Royal Niger Co., Ld.,**
*Surrey House, Victoria Embankment, London, W.C.*

| | |
|---|---|
| Africa | 371 |
| s. Boussa | 395 |
| s. Croft | 476 |
| s. Kano | 232 |
| s. Katsena | 207 |
| s. Kuka | 195 |
| s. Muri | 131 |
| Nigretia | 371 |
| s. Prince Alexander | 74 |
| s. Ribago | 313 |
| s. Yakoba | 107 |

**Royden, T. B.,**
13, *Castle Street, Liverpool.*

| | |
|---|---|
| s. Indralema | 2020 |

**Royden, T., & Sons,**
13, *Castle Street, Liverpool.*

| | |
|---|---|
| s. Indrani | |

**Royle & Co.,**
*Chester.*

| | |
|---|---|
| Emma and Ester | 78 |

**Röyter, E. S.,**
*Torekow, Sweden.*

| | |
|---|---|
| Ebba | 190 |

**Rozier, P.,**
*Rue Jean-Jacques Rousseau, 7, Nantes, France.*

| | |
|---|---|
| Esbroufe | 320 |
| Louis IX. | 481 |
| Thérèse & Nelly | 302 |

**Rubenius, R.,**
*Vesterås, Sweden.*
(Ångf. Aktieb, "Vesterås-Torshälla.")

| | |
|---|---|
| s. Vesterås | 138 |

**Rubie, W. G.,**
*Rye, Sussex.*

| | |
|---|---|
| Mountsfield | 126 |
| Sunrise | 125 |
| Surprise | 142 |

**Rudderham, David,**
*Sydney, C.B.*

| | |
|---|---|
| Marianna Pepe | 289 |

**Rudolf, James R.,**
*Lunenberg, N.S.*

| | |
|---|---|
| Fauna | 146 |

**Ruenæss, O.,**
*Christiansand, Norway.*

| | Net Tons |
|---|---|
| Enigheden | 137 |

**Rüffer, A., & Sons,**
39, *Lombard Street, London, E.C.*

| | |
|---|---|
| Marechal Suchet | 1785 |

**Rugeroni, A. E.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Carlos Sundblad | 20 |

**Ruggiero, D.,**
*Naples, Italy.*

| | |
|---|---|
| Maria P. | 261 |

**Ruggiero, N.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Guiseppina R. | 529 |

**Ruggiero, N. L.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Luigi Ruggiero | 490 |

**Ruka, A.,**
*Syra, Greece.*

| | |
|---|---|
| Anatolikos Astir | 349 |

**Ruka, G.,**
*Argostoli, Greece.*

| | |
|---|---|
| Thecla | 250 |

**Rumball, O. P.,**
*Harrington, Maine, U.S.*

| | |
|---|---|
| John H. Converse | 315 |
| Lillian | 587 |
| Nellie E. Rumball | 421 |

**Runciman, Walter, & Co.,**
86, *Pilgrim Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Aspatria | 1336 |
| s. Ayrshire | 871 |
| s. Blakemoor | 1096 |
| s. Edenmoor | 2100 |
| s. England | 634 |
| s. Eslington | 637 |
| s. Lammermoor | 1925 |
| s. Suppicich | 839 |
| s. Vindolana | 1241 |
| (South Shields Steam Shipping Co., Ld.) | |
| s. Abbeymoor | 1563 |
| s. Buteshire | 872 |
| s. Castlemoor | 1846 |
| s. Dartmoor | 1844 |
| s. Gelert | 1108 |
| s. Hopetoun | 1319 |
| s. Marstonmoor | 1567 |

**Rundell N., Jr.,**
A 20, *Exchange Buildings, Liverpool.*
*See* LIVERPOOL ASSOCIATION FOR THE PROTECTION OF COMMERCIAL INTERESTS AS RESPECTS WRECKED AND DAMAGED PROPERTY.

**Rundlett, Richard T.,**
*Wiscasset, Maine, U.S.*

| | |
|---|---|
| R. T. Rundlett | 258 |

**Rundquist, J. G.,**
*Umeå, Sweden.*

| | |
|---|---|
| Engelbrekt | 670 |

**Rupaïtis, A.,**
*Kymi, Greece.*

| | |
|---|---|
| Agios Spyridon | 133 |



s. désigne les Vapeurs.

**Rushworth, Frederic,**
48, *Albert Terrace, New Clee, Grimsby.*

| | Net Tons |
|---|---|
| s. Tubal Cain | 50 |

**Ruspini-Vassallo, A.,**
*Genoa, Italy.*

| | |
|---|---|
| Matilde | 390 |

**Russell, H. A. L.,**
*North Boulevard, Hull.*

| | |
|---|---|
| Silver King | 87 |

**Russell, J.**
*Leesburg, New Jersey, U.S.*

| | |
|---|---|
| A. D. Lamson | 426 |
| Bella Russell | 211 |
| Benjamin F. Lee | 375 |
| Edwin A. Gaskill | 333 |
| Isaac N. Kerlin | 349 |
| Mary J. Russell | 354 |
| Samuel L. Russell | 184 |

**Russell, J. A.,**
12, *Waterloo Street, Glasgow.*

| | |
|---|---|
| Seafield | 1533 |

**Russell, James,**
73, *Union Street, Greenock.*

| | |
|---|---|
| Deveron | 1256 |
| Gryfe | 1026 |

**Russell, Miller & Huskie,**
13, *Bernard Street, Leith.*

| | |
|---|---|
| s. Carisbrook | 1030 |
| s. Tregenna | 805 |
| (Scottish Oceanic Steamship Co., Ld.) | |
| s. Devonia | 887 |
| s. Sunhine | 1003 |

**Russell, Robert & Co.,**
8, *Gordon Street, Glasgow.*

| | |
|---|---|
| Cambuskenneth | 1785 |
| Cambusnethan | 1368 |
| Cambuswallace | 1590 |

**Russian Co. for Sea, River, and Land Insurance and Conveyance of Goods,**
*Odessa, Russia.*

| | |
|---|---|
| s. Dimitri | 680 |
| s. Marie | 870 |
| s. Nadeshda | 173 |
| s. Nicolai | 702 |
| s. Peter | 679 |
| s. Platon | 703 |

**Russian Government,**
*St. Petersburg, Russia.*

| | |
|---|---|
| s. Silach | 224 |

**Russian Steam Navigation and Trading Co.,**
*St. Petersburg & Odessa, Russia.*

| | |
|---|---|
| s. Alma | 400 |
| s. Askold | |
| s. Azoff | 1057 |
| s. Babushka | 120 |
| s. Baklanoff | 356 |
| s. Belbek | 410 |
| s. Bessarabia | 322 |
| s. Blesk | 2076 |
| s. Brat | 190 |
| s. Cezarevitch | 1584 |
| s. Cezarevna | 987 |
| s. Czar | 1491 |
| s. Czaritza | 1851 |
| s. Djedushka | 215 |
| s. Dnepr | 377 |
| s. Dotshka | 108 |
| s. Dunaj | 410 |
| s. General Kotzebue | 501 |
| s. Graf Platoff | 356 |
| s. Graf Totleben | 171 |
| s. Grand Duchesse Olga | 499 |
| s. Grand Duke Alexis | 1112 |

(*Continued.*)

**Russian Steam Navigation and Trading Co.**
(*Continued.*)

| | Net Tons |
|---|---|
| s. Grand Duke Constantine | 1070 |
| s. Grand Duke Michael | 394 |
| s. Honets | 399 |
| s. Igor | 373 |
| s. Imperator Alexander II. | 784 |
| s. Ingul | 377 |
| s. Jason | 245 |
| s. Kalmius | 439 |
| s. Katsha | 412 |
| s. Khoper (*Gross*) | 861 |
| s. Korniloff | 1592 |
| s. Lasareff | 1243 |
| s. Looch | 913 |
| s. Lovky | |
| s. Medvedista | 354 |
| s. Mitridat | 372 |
| s. Nahimoff | 1276 |
| s. Nicolaos | 244 |
| s. Novoselsky | 987 |
| s. Odessa | 1518 |
| s. Oleg | 770 |
| s. Pericles | 220 |
| s. Polezny | 137 |
| s. Pospeshnuj | 220 |
| s. Prince Potemkin | 450 |
| s. Provorni | |
| s. Prut | 410 |
| s. Puschkin | 970 |
| s. Queen Olga | 2559 |
| s. Rostoff | 938 |
| s. Roumeantzeff | 445 |
| s. Rurik | 625 |
| s. Russia | 1480 |
| s. Salghir | 399 |
| s. Sestra | 190 |
| s. Sineus | 727 |
| s. Sinok | |
| s. Skoryj | 300 |
| s. Suworoff | 531 |
| s. Sviatoslav | 831 |
| s. Sviet | 1474 |
| s. Syncock | 101 |
| s. Taman | |
| s. Tavrida | 263 |
| s. Tchihachoff | 2559 |
| s. Terek | 396 |
| s. Tescha | 140 |
| s. Tiest | 67 |
| s. Trouvor | 1163 |
| s. Vestnik | 211 |
| s. Visantia | 321 |
| s. Vladimir | 1026 |
| s. Vnutshek | 79 |
| s. Volga | 413 |

**Russian Volunteer Fleet Association, The,**
14, *Catherine Canal, St. Petersburg, Russia.*

| | |
|---|---|
| s. Kostroma | 2291 |
| s. Lieutenant Maligin | |
| Lieutenant Skouratoff | |
| s. Lieutenant Ovzin | 132 |
| s. Moskwa | 2244 |
| s. Nijni Novgorod | 2005 |
| s. Orel | 2400 |
| s. Petersburg | |
| s. Rossija | 2012 |
| s. St. Petersburg | 1738 |
| s. Saratov | 2788 |
| s. Tamboff | 2786 |
| s. Yaroslavi | 1203 |
| s. Yaroslavl | 2781 |

**Russisch Baltischer Bergungs Verein,**
*Reval, Russia.*

| | |
|---|---|
| s. Freja | 105 |
| s. Karin | 95 |
| s. Meteor | 165 |
| s. Wolga | 90 |

**Russo, E. G.,**
*Leros, Greece.*

| | |
|---|---|
| Possidon | 420 |

**Russo, F.,**
*Piano di Sorrento, Italy.*

| | |
|---|---|
| Fortunata | 452 |

**Russo, F. S.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Concezione | 406 |

**Russo, G.,**
*Samos, Greece.*

| | Net Tons |
|---|---|
| Giorgio Russo | 599 |

**Russo, G.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Rosario | 358 |

**Russo, M.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Mariannina | 496 |

**Russo, M. F.,**
*Piano di Sorrento, Italy.*

| | |
|---|---|
| Zefiro | 584 |

**Russo, N.,**
*Syra, Greece.*

| | |
|---|---|
| Ambrosios Negroponte | 635 |
| Parissis | 594 |

**Russo, N.,**
*Patras, Greece.*

| | |
|---|---|
| Charielea | 517 |

**Russo, Raff.,**
*Santo Agnello di Sorrento, Italy.*

| | |
|---|---|
| Trinita | 151 |

**Russos, E. J.,**
*Syra, Greece.*

| | |
|---|---|
| Possidon | 351 |

**Rust, John, & Son,**
*Footdee, Aberdeen.*

| | |
|---|---|
| Lumberman's Lassie | 979 |
| s. State of Georgia | 1619 |

**Rustem Bey,**
*Alexandria, Egypt.*

| | |
|---|---|
| Mabrook | 176 |

**Rustem Effendi, Iskenderieh Tijarinden, & Co.,**
*Iskenderieh, Turkey.*

| | |
|---|---|
| Oonia | 330 |

**Rusten, E.,**
*Bergen, Norway.*
(Vestlandske "Lloyd's.")

| | |
|---|---|
| s. Bergen | 239 |
| s. Stettin | 234 |

**Ruth, Guillermo,**
*Valparaiso, Chili.*

| | |
|---|---|
| Margarita | 790 |
| Republic | 1287 |

**Ruth, W.,**
*Kotka, Finland.*

| | |
|---|---|
| Rakkaus | 138 |

**Ruys,**
*Batavia.*

| | |
|---|---|
| Edgar | 435 |

**Ruys, W., & Sons,**
8, *Veerkade, Rotterdam, Holland.*

| | Net Tons |
|---|---|
| s. Doelwijk | 612 |
| (Rotterdamsche Lloyd). | |
| s. Ardjoeno | 1870 |
| s. Ariadne | 1003 |
| s. Borneo | 1561 |
| s. Bromo | 1810 |
| s. Drenthe | 1444 |
| s. Gedé | 2258 |
| s. Gelderland | 1578 |
| s. Lawoe | 1704 |
| s. Merapi | 1777 |
| s. Salak | 1830 |
| s. Samarang | 1475 |
| s. Senior | 956 |
| s. Soembing | 1992 |
| s. Soerabaja | 1630 |
| s. Utrecht | 1654 |

**Ruzzack, Mahomed A.,**
*Calcutta, India.*

| | |
|---|---|
| Ophir | 847 |

**Ryan, Hugh,**
*Toronto, Ontario.*

| | |
|---|---|
| Bangalore | 296 |
| Hyderabad | 290 |

**Ryan, Michael,**
*Quebec, Canada.*

| | |
|---|---|
| s. Nipigon | 385 |
| Pride of America | 285 |

**Ryder, W. H.,**
*Wellfleet, Mass., U.S.*

| | |
|---|---|
| Julia Fowler | 213 |

**Rytter, A.,**
*Langesund, Norway.*

| | |
|---|---|
| Ragnhild | 190 |

# S

**Saavedra, Bénard & Co.,**
*Valparaiso, Chili.*

| | |
|---|---|
| s. Paquete de los Vilos | 190 |

**Sabbia, Vincenzo,**
*Procida, Italy.*

| | |
|---|---|
| Eugenia | 466 |

**Sablich, D.,**
*Lussinpiccolo, Austria.*

| | |
|---|---|
| Lavoro | 149 |

**Sablich, Luca,**
*Cattaro, Austria.*

| | |
|---|---|
| Nemirna | 607 |

**Saboo, Sidick & Co., Hajee,**
*Bombay.*

| | |
|---|---|
| Grosvenor | 517 |

**Sacco, Jose, & Co.,**
*Santos, Brazil.*

| | Net Tons |
|---|---|
| Pietro T. | 287 |

**Sachtouris & Kyriasis,**
*Hydra, Greece.*

| | |
|---|---|
| Aglaia | 265 |

**Sadyk Bey,**
*Constantinople, Turkey.*

| | |
|---|---|
| Belkez | 324 |
| Effeck | 596 |
| Heybel | 620 |
| Iskender | 548 |
| Nilufer | 574 |

**Saffos, D., E. Panfili & D. Bolla.**

| | |
|---|---|
| Maria M. | 393 |

**Saginaw Steel Steamship Co.,**
*Morris Building, Broad and Beaver Streets, New York, U.S.*

| | |
|---|---|
| s. Keweenaw | 2004 |
| s. Mackinaw | 2006 |

**Saglimbene, Sebastiano,**
*Via S. Gaetano, Catania, Sicily.*

| | |
|---|---|
| L'Italia | 242 |

**Saguin H. Jaffer, Hajee,**
*Bombay.*

| | |
|---|---|
| Shah Allum | 498 |

**Sah Ben Wa Tjembok,**
*Pontianak, Dutch E. Indies.*

| | |
|---|---|
| Talieboe Sooot | 165 |

**Sahlit, P.,**
*Peters Capelle, Russia.*

| | |
|---|---|
| Robert | 254 |

**Sahlqvist, L.,**
*Sarpsborg, Norway.*

| | |
|---|---|
| Leon | 309 |

**Said Abdoela bin Aloei Mashoor,**
*Amboina, Moluccas.*

| | |
|---|---|
| Fathool Haer | 394 |

**Said Abdul bin Abdul Rachman Honoman,**
*Grissee.*

| | |
|---|---|
| Djoedoel Karim | 135 |

**Said Abdullah Captan,**
*Constantinople, Turkey.*

| | |
|---|---|
| Shahin-i-Bahri | 104 |

**Said Abdulrachman Almanawar,**
*Palembang, Sumatra.*

| | |
|---|---|
| Anoear Salim | 192 |

**Said Abdulrachman bin Abdulla Alkaf,**
*Palembang, Sumatra.*

| | |
|---|---|
| Hairoer Rachman | 218 |

**Said Abdulrachman bin Alie Alkaf,**
*Palembang, Sumatra.*

| | |
|---|---|
| Yoeserin | 209 |

**Said Abdulrachman bin Mohamed Alkaf,**
*Joana.*

| | Net Tons |
|---|---|
| Bacht Mastora | 289 |

**Said Achmad bin Alie Alkaf,**
*Palembang, Sumatra.*

| | |
|---|---|
| Amanatool Rachman | 235 |

**Said Achmad bin Osman Baruba,**
*Palembang, Sumatra.*

| | |
|---|---|
| Mabrook | 177 |
| Saidoel Aripin | 136 |

**Said Achmad b. Sech b. Achmad b. Sahab,**
*Palembang, Sumatra.*

| | |
|---|---|
| Kas Balgair | 400 |

**Said Achmah bin Hassan Mola Heila,**
*Sourabaya, Java.*

| | |
|---|---|
| Talip Djoedoel Karim | 197 |

**Said Achmat bin Abdul Gader Assegaf,**
*Sourabaya, Java.*

| | |
|---|---|
| Nawan Eljoesoer | 318 |

**Said Agha, Ooncapaninda Sakin Hajee, & Co.,**
*Ebbul Hhair Skellessi, Turkey.*

| | |
|---|---|
| Hiftzi Rahmin | 100 |

**Said Agil bin Aijdros bin Agil bin Salim.**
*Sourabaya, Java.*

| | |
|---|---|
| Masschoor Balgair | 111 |

**Said Alie bin Osman Barakla,**
*Palembang, Sumatra.*

| | |
|---|---|
| Alnoor | 128 |

**Said Aloei bin Achmad Alkaf,**
*Palembang, Sumatra.*

| | |
|---|---|
| Yoeserin | 278 |

**Said Aloei bin Mahomad Alhabsy,**
*Palembang, Sumatra.*

| | |
|---|---|
| Fathool Karim | 314 |

**Said Hamed bin Aloei Alkaf,**
*Palembang, Sumatra.*

| | |
|---|---|
| Wadiatool Rachman | 265 |

**Said Hassan bin Mohamet Alkaf,**
*Palembang, Sumatra.*

| | |
|---|---|
| Fathool Haer | 261 |

**Said Hoessin bin Achmat Almaskatie,**
*Sourabaya, Java.*

| | |
|---|---|
| Atiat Rachman | 124 |

**Said Hoessin bin Mohamad Sahab,**
*Palembang, Sumatra.*

| | |
|---|---|
| Balgis | 349 |

**Said Hoessin bin Pangeran Sarif Alie,**
*Palembang, Sumatra.*

| | Net Tons |
|---|---|
| Aldjailanie | 110 |

**Said Hoessin bin Pangeran Sjarief Alie bin Seck Aboebakar,**
*Palembang, Sumatra.*

| | |
|---|---|
| Djeilanie | 263 |

**Said Kassim bin Aloei bin Sahab,**
*Palembang, Sumatra.*

| | |
|---|---|
| Jenoer | 225 |

**Said Moessin bin Djeng Alkaf,**
*Pekalongan.*

| | |
|---|---|
| Batavia | 208 |

**Said Mohamad bin Hussain,**
*Macassar, Celebes, E. Indies.*

| | |
|---|---|
| Pathool Karim | 341 |

**Said Mohamet bin Alie bin Sahal,**
*Palembang, Sumatra.*

| | |
|---|---|
| Noer Hassim | 345 |

**Said Mohamet bin Alie Mola Hailla,**
*Sumanap.*

| | |
|---|---|
| Joesserin | 341 |

**Said Salim bin Saleh Molaheila,**
*Pekalongan.*

| | |
|---|---|
| Oey Sinjo | 266 |

**Saint Line.**
*See* RANKIN, GILMOUR & CO.

**St. Alleux, E., & Co.,**
*St. Malo, France.*

| | |
|---|---|
| Puget | 161 |

**St. Catherines, Grimsby and Toronto Navigation Co.,**
*Toronto, Canada.*

| | |
|---|---|
| s. Garden City | 401 |

**St. Domingo Steam Ship Co.,**
*St. Domingo.*

| | |
|---|---|
| s. Cibao | 103 |

**St. John, N.B., The Corporation of,**
*St. John, N.B.*

| | |
|---|---|
| s. Ouangondy | 99 |
| s Western Extension | 169 |

**St. Lawrence & Chicago Steam Navigation Co., Ld.,**
*Toronto, Canada.*
*See* HAGARTY & CO.

**St. Petersburg, Actien Gesellschaft,**
*Lübeck, Germany.*
*See* JADE & CO.

**St. Petersburg Steam Ship Co.,**
*St. Petersburg, Russia.*
*See* BINDEMAN, KANEWSKY & CO.

**Sainz, Alemañy & Co.,**
*Havana, Cuba, W.I.*

| | Net Tons |
|---|---|
| Segunda Cantinera | 146 |

**Sait, Abdul Kareem,**
*Madras.*

| | |
|---|---|
| Huntly Castle | 624 |

**Sakakibara Kosuke,**
*Honda, Japan.*

| | |
|---|---|
| Kongo Maru | 236 |
| Sanbo Maru | 162 |

**Sakamoto, Kenichiro,**
*Tuki, Japan.*

| | |
|---|---|
| s. Tatsu Maru | 84 |

**Sakir, Emin, & Co.,**
*Dulcignano, Turkey.*

| | |
|---|---|
| Sette Fratelli | 155 |

**Sakken, J. & M.,**
*Kalleten, Russia.*

| | |
|---|---|
| Martin-Eduard | 277 |

**Sakkin Madjardush, Iskenderiada,**
*Iskenderieh, Turkey.*

| | |
|---|---|
| Shabko | 180 |

**Sala, C., & Co.,**
*Barcelona, Spain.*

| | |
|---|---|
| s. Correo de Cette | 153 |

**Salcombe Shipowning Co., Ld.,**
*Salcombe, Devonshire.*

| | |
|---|---|
| Lady Bertha | 93 |
| Lord Devon | 98 |

**Saleh, Alaplee Jazidjee oglou, & Co.,**
*Alaplee, Turkey.*

| | |
|---|---|
| Alaplee | 244 |

**Saleh, Tijar Hajee, & Co.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Khadem Hhair | 125 |

**Saleh Bey & Co.,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Oonia | 112 |

**Saleh Captan, Agvalee,**
*Agvah, Turkey.*

| | |
|---|---|
| Dervisch | 112 |

**Saleh Captan, Inebolee,**
*Ineboli, Turkey.*

| | |
|---|---|
| Afeit-i-Bahri | 112 |

**Sali, Tunnuslee, bin Said Billash,**
*Tunnus, Turkey.*

| | |
|---|---|
| Yeshil Kanad | 100 |

**Sali Aghanin, Kalafatji Oustapsi Hajee, Zevjessi Fatima Dibber Hannum,**
*Sinope, Asiatic Turkey.*

| | |
|---|---|
| Fathi i Tidjaret | 425 |
| Melleekettle Bahir | 137 |

**Sali Baba, H. M.,**
*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| Sahin-i-Bahri | 104 |

**Sali, Effendi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Avni Ilahi | 306 |

**Saliaris, A. K., & Co.,**
*Piræus, Greece.*

| | |
|---|---|
| s. Aristea | 1132 |
| s. Heleni | 910 |

**Salih Effendi,**
*Jeddah, Asiatic Turkey.*
(Hamidieh Steam Ship Co.)

| | |
|---|---|
| s. State of Nevada | 1572 |
| s. State of Pennsylvania | 1568 |

**Salim, Effendi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Isans Huda | 172 |

**Salinas, V.,**
*Santapola, Spain.*

| | |
|---|---|
| Lloret | 184 |

**Salinas, Vincente,**
*Alicante, Spain.*

| | |
|---|---|
| s. Correo de Alicante | 170 |
| s. Sitges Hermanos | 299 |

**Salming, H.,**
*Riga, Russia.*

| | |
|---|---|
| Louise | 558 |

**Salmond, Duncan,**
*Kiama, N.S.W.*

| | |
|---|---|
| s. Lass o' Gowrie | 122 |

**Salomone, Domenico, & S. Giummo,**
*Augusta, Sicily.*

| | |
|---|---|
| Salomone | 577 |

**Salomone, G. B., fu N.,**
*Savona, Italy.*

| | |
|---|---|
| Achille | 112 |

**Salomonsson, A. V.,**
*Hiitis, Finland.*

| | |
|---|---|
| Oceana | 266 |

**Salt Union, Ld.,**
2, *Salters Hall Court, London, E.C.; and Tower Buildings East, Liverpool.*

| | |
|---|---|
| s. Acme | 103 |
| s. Africa | 86 |
| s. Albion | 103 |
| s. America | 80 |
| s. Arabia | 106 |
| s. Argosy | 69 |
| s. Australia | 87 |
| s. Austria | 95 |
| s. Bengal | 117 |
| s. Brazil | 111 |
| s. Burmah | 86 |
| s. Calcutta | 78 |
| s. Ceres | 92 |
| s. Chanticleer | 77 |
| s. Chili | 73 |
| China | 133 |
| s. City of Liverpool | 100 |
| Corona | 170 |
| s. Cynosure | 81 |
| s. Dauntless | 93 |
| s. Decempedes | 141 |
| s. Development | 100 |
| s. Dolphin | 97 |
| s. Excelsior | 96 |
| s. Experiment | 70 |
| Florence | 137 |

(*Continued.*)

**Salt Union, Ld.,**
(*Continued.*)

| | Net Tons |
|---|---|
| s. France | 86 |
| s. Herald of Peace | 71 |
| s. Herbert | 52 |
| India | 123 |
| s. Inflexible | 86 |
| s. Irene | 74 |
| s. Lady Delamere | 83 |
| s. Lord Delamere | 89 |
| Lord Stanley | 139 |
| s. Mabel | 83 |
| Mountaineer | 109 |
| s. Natal | 98 |
| s. National | 82 |
| s. Nautilus | 80 |
| s. Nil Desperandum | 83 |
| Nonpareil | 112 |
| s. Opus | 114 |
| s. Persia | 70 |
| s. Peru | 97 |
| s. Phœnix | 87 |
| s. Priscilla | 72 |
| Riversdale | 141 |
| s. Russia | 85 |
| s. Standard | 86 |
| s. Syria | 118 |
| s. Vale Royal | 82 |
| Westmoreland | 136 |

**Saltash, Three Towns and District Steamboat Co., Ld.,**
*Saltash, Cornwall.*
*See* W. DUSTING.

**Saltens Dampskibs Selskab,**
*Salten, Norway.*

| | |
|---|---|
| s. Laurvig | 139 |
| s. Namsos | 112 |

**Saltz, J. M.,**
*Taganrog, Russia.*

| | |
|---|---|
| Athina | 298 |

**Salustro, M., & Co.,**
*Naples, Italy.*

| | |
|---|---|
| Rosa | 417 |

**Salvado, Sobrino A., Prim & Cia.**
*Barcelona, Spain.*

| | |
|---|---|
| Dos de Mayo | 219 |

**Salvagno, Mich.,**
*Venice, Italy.*

| | |
|---|---|
| Unione | 190 |

**Salvesen, Chr., & Co.,**
29, *Bernard Street, Leith.*

| | |
|---|---|
| s. Giralda | 732 |
| s. Midlothian | 853 |
| s. Orkla | 1325 |
| s. Tana | 736 |

**Salvesen, Emil,**
*Mandal, Norway.*

| | |
|---|---|
| Salveen | 271 |

**Salvesen, J. T., & Co.,**
*Grangemouth, Stirlingshire.*

| | |
|---|---|
| s. Edda | 604 |
| s. Embla | 707 |
| s. Lofna | 502 |
| s. Norna | 687 |
| s. Skulda | 719 |
| s. Vala | 609 |
| s. Vina | 610 |

**Salvesen, Niels,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Noah | 400 |



s. désigne les Vapeurs.

**Salvesen, S.,**
*Tvedestrand, Norway.*

| | Net Tons |
|---|---|
| Anna | 595 |
| Frithjof | 441 |
| Haakon Haakonsen | 605 |
| Rægvig | 535 |

**Salvesen, Stian,**
*Boroen, Tvedestrand, Norway.*

| | |
|---|---|
| Activ | 558 |
| Sjofroken | 268 |

**Salvini, Francesco, fu P.,**
*Carrara, Italy.*

| | |
|---|---|
| Vermont | 978 |

**Salvo, A.,**
*Castellamare, Italy.*

| | |
|---|---|
| Due Fratelli Salvo | 321 |

**Salvo, Giuseppe & Gasp.,**
*Trapani, Sicily.*

| | |
|---|---|
| Il Salvatore | 141 |

**Samarangsch Stoomboot Veereeniging,**
*Samarang, Java.*

| | |
|---|---|
| s. Henrietta | 21 |

**Samman, Henry, & Co.,**
4, *Bowlalley Lane, Hull.*
(Deddington S.S. Co., Ld.)

| | |
|---|---|
| s. Burton | 1271 |
| s. Clifton | 1338 |
| s. Deddington | 1411 |
| s. Garton | 1761 |
| s. Jessica | 1339 |
| s. Somerton | 1435 |

**Sammartino, L., & F. Dimaggio,**
*Trapani, Sicily.*

| | |
|---|---|
| Nostri Genitore | 586 |

**Sammut, G. P., & Co.,**
*Valetta, Malta.*

| | |
|---|---|
| s. Princess Melita | 51 |

**Sampera,**
*Barcelona, Spain.*

| | |
|---|---|
| Elvira | 129 |

**Sampera, J.,**
*Masnou, Spain.*

| | |
|---|---|
| Prudente | 198 |

**Samuel Bros.,**
*Llanelly, Carmarthenshire.*

| | |
|---|---|
| s. Gazelle | 298 |
| s. Lady Bertha | 420 |
| s. Springbok | 440 |

**Samuel, E.,**
*Llanelly.*

| | |
|---|---|
| Betsey | 244 |

**Samuel, Jonathan,**
*Calstock, Tavistock, Cornwall.*

| | |
|---|---|
| Devonport | 134 |
| Jacinth | 100 |
| Naiad | 121 |
| Ticino | 100 |

**Samuel, M., & Co.,**
31, *Houndsditch, London.*

| | Net Tons |
|---|---|
| s. Bullmouth | 2607 |
| s. Clam | 2311 |
| s. Conch | 2314 |
| s. Elax | 2612 |
| s. Euplectela | 2507 |
| s. Murex | 2329 |
| s. Spondilus | 2658 |
| s. Trocas | 2657 |
| s. Turbo | 2659 |
| s. Volute | 2599 |

**Samuelsen, A. G.,**
*Dröbak, Norway.*

| | |
|---|---|
| Eidsvold | 331 |
| Justitia | 272 |
| Ygdrasil | 342 |

**Samuelsen, T.,**
*Farsund, Norway.*

| | |
|---|---|
| Hassel | 569 |
| Liberté | 480 |

**Samuelsson, B.,**
*Bäcken, Kårehogen, Sweden.*

| | |
|---|---|
| Amorosa | 199 |

**Samuelsson, J. A.,**
*Mollösund, Sweden.*

| | |
|---|---|
| Anna | 163 |
| Gerda | 169 |
| John | 192 |
| Mathilda | 203 |

**Samuelsson, S. J.,**
*Lilla Brandseröd, Svanesund, Sweden.*

| | |
|---|---|
| Sofia | 100 |

**San Francisco Shipping Co., Ld.,**
*San Francisco, U.S., & Honolulu.*

| | |
|---|---|
| John Ena | 2568 |

**San Juan, F.,**
*Havana, Cuba.*

| | |
|---|---|
| Maria Teresa | 236 |

**San Juan y Souza, F.,**
*Nuevitas, Cuba.*

| | |
|---|---|
| Dolores | 104 |

**San Pedro, M.,**
*Villayosa, Spain.*

| | |
|---|---|
| M. Caridad | 143 |

**San Shee Ching,**
*Shanghai, China.*

| | |
|---|---|
| Chungching | 135 |

**Sanborn, W. A.,**
*Machias, Me., U.S.*

| | |
|---|---|
| Addie Fuller | 206 |

**Sanchez, Fructuoss,**
*Valparaiso, Chili.*

| | |
|---|---|
| Esther | 834 |

**Sanchez, R.,**
*Matanzas, Cuba.*

| | |
|---|---|
| Paquete de Bariay | 185 |

**Sandbach, C. G.,**
*Nystad, Finland.*

| | |
|---|---|
| Lainetar | 534 |

**Sandbach, Tinne & Co.,**
*Bank Chambers, 3, Cook Street, Liverpool.*

| | Net Tons |
|---|---|
| Brenda | 1169 |
| Columba | 1694 |
| Genista | 1718 |
| Godiva | 1912 |
| Jura | 1157 |
| Orealla | 1708 |
| Sheila | 1156 |
| Stronsa | 1939 |

**Sandberg, P. J.,**
*Arholma, Vätö, Sweden.*

| | |
|---|---|
| Audacia | 366 |
| Harry | 280 |

**Sandberg, S.,**
*Motala, Sweden.*

| | |
|---|---|
| Motala No. 1. | 147 |

**Sande, S. A.,**
*Fedde, pr Flekkefjord, Norway.*

| | |
|---|---|
| Guldaas | 619 |
| River Thames | 454 |

**Sandelin, Emil,**
*Sundsvall, Sweden.*

| | |
|---|---|
| Emil | 264 |
| Frans | 356 |
| Nordenskjöld | 665 |

**Sandell, C. J.,**
*Oscarshamn, Sweden.*

| | |
|---|---|
| C. Thorén | 258 |
| Willi | 236 |

**Sandeman, E. F.,**
*Townsville, Queensland.*

| | |
|---|---|
| Empreza | 236 |

**Sanders, George,**
*West Looe, Cornwall.*

| | |
|---|---|
| Alice Williams | 100 |

**Sanders, Richard G.,**
42, *Harvey Street, Folkestone, Kent.*

| | |
|---|---|
| Cambois | 279 |
| Cypress | 231 |
| Myra | 202 |

**Sanderson, G. R., & Co.,**
*Hull.*
(East Riding Steam Navigation Co., Ld.)

| | |
|---|---|
| s. Leconfield | 1462 |
| s. Sledmere | 1285 |

(Hull Steam Shipping Co., Ld.)

| | |
|---|---|
| s. Holderness | 1099 |
| s. Inverness | 1457 |
| s. Sheerness | 1389 |

**Sanderson, George G.,**
*Yarmouth, N.S.*

| | |
|---|---|
| Zebina Goudey | 1088 |

**Sandfeld, Ch.,**
*Gipken, Dondangen, Kurland, Russia.*

| | |
|---|---|
| Pollux | 420 |

**Sandford, W.,**
*Tudor Lodge, The Grove, Gravesend, Kent.*

| | |
|---|---|
| s. Conquerer | 38 |
| Mary Helen | 139 |

**Sandmark, C. G.,**
*Helsingfors, Russia.*
(Ångf. Aktie Bol. "Trafik.")

| | |
|---|---|
| s. Aawasaka | 94 |
| s. Oulu *(Gross)* | 143 |

**Sandnæs Dampskibs Actieselskab,**
*Sandnæs, Norway.*

| | Net Tons |
|---|---|
| s. Sandnæs | 96 |

**Sandroos, H. F.,**
*Åbo, Finland.*

| | |
|---|---|
| Emma | 371 |

**Sandvall, F. G.,**
*Jönköping, Sweden.*

| | |
|---|---|
| Blenda | 120 |

**Sandwich, Mayor & Corporation of,**
*Sandwich.*

| | |
|---|---|
| s. Sandwich | 5 |

**Sandy, Simpson & Co.,**
7, *Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Wastwater | 1843 |

**Sanguineti, Bartolomeo, & figli,**
*Vico San Genesio No. 2, Genoa, Italy.*

| | |
|---|---|
| Libero | 481 |
| Maria Di Monte Allegro | 267 |

**Sanguineti, F., fu S.,**
*Via Assarotti, Genoa, Italy.*

| | |
|---|---|
| Franco | 284 |
| Rosa | 399 |

**Sanguineti Fratelli, fu G.,**
*Chiavari, Italy.*

| | |
|---|---|
| Angela | 827 |
| Francesco | 1083 |
| Giusseppe S. | 659 |
| Nostre Madre | 915 |
| Rosalba | 403 |
| Unione S. | 431 |

**Sanitwongse, Prince Sai,**
*Bangkok, Siam.*

| | |
|---|---|
| s. Bakil-Tinga | 108 |

**Sanjuan, G.,**
*Valencia, Spain.*

| | |
|---|---|
| Regenerada | 107 |

**Sanne, J. N.,**
*Uddevalla, Sweden.*

| | |
|---|---|
| Adelaide | 519 |
| Gunhild | 290 |
| s. Newton | 446 |

**Sanoudis, E.,**
*Santorin, Greece.*

| | |
|---|---|
| Elpis | 436 |

**Santagata, E., & A. Costa,**
*Genoa, Italy.*

| | |
|---|---|
| Bersagliere | 1049 |

**Santamaria, J. G.,**
*Havana, Cuba.*

| | |
|---|---|
| s. Susie | 26 |

**Santamarina Bros.,**
*Havana, Cuba.*

| | |
|---|---|
| s. Fernando | 240 |

**Santos, Abreu & Co.,**
*Rio de Janeiro, Brazil.*

| | Net Tons |
|---|---|
| Brazil | 227 |
| Konder | 128 |
| Rio Amazonas | 256 |

**Santos, F. da Silva,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Leopoldo | 74 |

**Santos & Lages,**
*Para, Brazil.*

| | |
|---|---|
| s. Pauxy | 79 |

**Sapapathy Punneamootty,**
*Point Pedro, Ceylon.*

| | |
|---|---|
| Parupatha Paykialetchemy | 133 |

**Saphos, D.,**
*Ikaria, Turkey.*

| | |
|---|---|
| Ayah Dimitrios | 270 |

**Saracinelli, M.,**
*Naples, Italy.*

| | |
|---|---|
| La Vittorria | 382 |

**Saraf Vassilaki Kosmo Effendi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Gulzari Bahri | 169 |
| Issim Sis | 496 |

**Sarapu Bros.,**
*Orrenhof, Pernau, Russia.*

| | |
|---|---|
| Carl Christoph | 162 |

**Sararanamutto, Sinnatankam,**
*Valvettiturai, Jaffna.*

| | |
|---|---|
| Paykialetchimy | 144 |

**Saraval, G., di G.,**
*Trieste, Austria.*

| | |
|---|---|
| Benedetto S. | 130 |
| Ida S. | 130 |

**Sarawak Government,**
*Kuching, Sarawak.*

| | |
|---|---|
| s. Adeh | 189 |
| Black Diamond | 347 |

**Sarawak, Rajah of,**
*Sarawak.*

| | |
|---|---|
| s. Vyner | 406 |

**Sarawak & Singapore S. S. Co., Ld.,**
*Sarawak.*

| | |
|---|---|
| s. Rajah Brooke | 769 |

**Sarchet, P.,**
*Guernsey.*

| | |
|---|---|
| Acorn | 149 |

**Sarda, Coll & Co.,**
*Montevideo, Uruguay.*

| | |
|---|---|
| s. Concordia | 140 |

**Sardi, Jacobo,**
*Porto Ferraio, Italy.*

| | |
|---|---|
| Giovanni | 198 |

**Sardo, Flli.,**
*Trapani, Sicily.*

| | Net Tons |
|---|---|
| Astrea | 133 |

**Sargent, H. M.,**
*P.O. Box No.* 1793, *Portland, Maine, U.S.*

| | |
|---|---|
| Apphia & Amelia | 238 |
| Benjamin C. Cromwell | 585 |
| Charles H. Trickey | 267 |
| Charles J. Willard | 241 |
| Cumberland | 393 |
| Damietta & Joanna | 314 |
| Edward Waite | 456 |
| Emma | 337 |
| Henry B. Cleaves | 370 |
| J. Nickerson | 171 |
| Maggie Ellen | 207 |
| Rosa Mueller | 268 |
| Sea Bird | 179 |

**Sargent, W. G., & Son,**
*Sargentville, Maine, U.S.*

| | |
|---|---|
| Robert Dority | 124 |

**Sargent, William H.,**
*Castine, Maine, U.S.*

| | |
|---|---|
| Anna W. Barker | 234 |

**Sari Karabet,**
*Constantinople, Turkey.*

| | |
|---|---|
| Leon | 328 |

**Saris, T. D.,**
*Santorin, Greece.*

| | |
|---|---|
| Agios Georgios | 191 |

**Sarlos, A.,**
*Cephalonia, Greece.*

| | |
|---|---|
| Marigo | 249 |

**Sarnia Ferry Transportation Co., Ld.,**
*Sarnia, Ontario.*

| | |
|---|---|
| s. Hiawatha | 111 |

**Sarnia S.S. Co., Ld.,**
*St. Dunstan's Buildings, St. Dunstan's Hill, London, E.C.*

| | |
|---|---|
| s. Scott Harley | 173 |

**Sarri, A.,**
*Syra, Greece.*

| | |
|---|---|
| Alexandro Triapovich | 320 |

**Sarris, F.,**
*Syra, Greece.*

| | |
|---|---|
| Nicolaos | 168 |

**Sarris, I., & Co.,**
*Santorin, Greece.*

| | |
|---|---|
| Panagia Akathistou | 259 |

**Sartori & Berger,**
*Wall* 48, *Kiel, Germany.*

| | |
|---|---|
| s. Adele | 221 |
| s. Adler | 167 |
| s. Anton | 396 |
| s. Antonie | 134 |
| s. August | 366 |
| s. Auguste Victoria | 194 |
| s. Bernhard | 447 |
| s. Carl | 220 |
| s. Emma | 671 |
| s. Ernst | 442 |
| s. Ferdinand | 352 |
| s. Franz | 631 |
| s. Hans | 750 |
| s. Helene | 220 |
| s. Hinrich | 679 |
| s. Holsatia | 224 |
| s. Paul | 545 |
| s. Pauline | 555 |
| s. Prinz Waldemar | 418 |
| s. Stephan | 121 |
| s. Wilhelm | 220 |

**Sassen, J. B.,**
*Barssel, Germany.*

| | Net Tons |
|---|---|
| Der junge Prinz | 105 |

**Sassen, Meinhard,**
*Barssel, Germany.*

| | |
|---|---|
| Theodor | 116 |

**Sastretto Hermanos & Cassaretto,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Montevideo | 196 |

**Sauber Gebrüder,**
*Börsenhof, Hamburg, Germany.*

| | |
|---|---|
| s. Emma Sauber | 855 |
| s. Helene Sauber | 731 |

**Saul, R. W.,**
*Lowestoft, Suffolk.*

| | |
|---|---|
| Ellen H. | 179 |
| Navigator | 142 |

**Saunders, E. E.,**
*Philadelphia, U.S.*

| | |
|---|---|
| Luther T. Garretson | 543 |

**Saunders, John,**
*Bradford Street, Balmain, N.S.W.*

| | |
|---|---|
| Crest of the Wave | 112 |

**Saury, A.,**
*On board.*

| | |
|---|---|
| Maria | 346 |

**Sauterau, G.,**
11, *Rue de St. Quentin, Havre, France.*

| | |
|---|---|
| Indépendant | 723 |
| Jacques Cœur | 383 |

**Sauvageau, L.,**
*Champlain, Canada.*

| | |
|---|---|
| Marie Georgiana | 158 |
| St. Hilaire | 146 |

**Sava Manolli,**
*Alexandria, Egypt.*

| | |
|---|---|
| Ai Giorgi | 198 |
| Ai Nicola | 300 |
| Ai Sava | 207 |

**Savage, James,**
*Wellington, Ontario.*

| | |
|---|---|
| Julia | 108 |

**Savage, John C.,**
*Dundrum, co. Down.*

| | |
|---|---|
| Crescent | 116 |

**Savage, William A.,**
*Warrington, Lancashire.*

| | |
|---|---|
| s. Zillah | 69 |

**Savalli, F., & Co.,**
*Trapani, Sicily.*

| | |
|---|---|
| Francesco Padre | 162 |

**Savannah Line.**
*See* OCEAN STEAMSHIP CO., NEW YORK; AND NEW ENGLAND & SAVANNAH STEAM SHIP CO.

**Savarese, Clemente,**
*Meta, Italy.*

| | Net Tons |
|---|---|
| Francesco | 748 |
| Giosuè | 469 |
| Sirena | 319 |
| Sorrentina | 163 |

**Savarese Fratelli,**
*Vico Equense, Naples, Italy.*

| | |
|---|---|
| Maria Luigia | 456 |

**Savarese, V.,**
*Castellamare di Stabbia, Italy.*

| | |
|---|---|
| Africa | 682 |

**Savastano, P.,**
*Vietri sul Mare, Salerno, Italy.*

| | |
|---|---|
| La Speranza | 104 |
| Marietta S. | 107 |

**Savin, F.,**
*Keret, Russia.*

| | |
|---|---|
| Maria | 281 |

**Savlandis, G. Z.,**
*Andros, Greece.*

| | |
|---|---|
| Archimedes | 266 |

**Savon, E. J.,**
*Nystad, Finland.*

| | |
|---|---|
| Avio | 451 |

**Sawada Seisaku,**
*Hakodote, Japan.*

| | |
|---|---|
| s. Hiogo Maru No. 5 | 84 |

**Sawah, Oonialee Pappaz oglou, & Co.,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Oonia | 112 |

**Sawer, Sons & Oakley,**
*See also* J. FORSEY,
4, *New London Street, London, E.C.*
(London, Antwerp & Continental Nav. Co., Ld.)

| | |
|---|---|
| s. Azalea | 314 |
| s. Blue Bell | 344 |

**Sawyer, A H.,**
*Calais, Maine, U.S.*

| | |
|---|---|
| Andrew Peters | 112 |
| Helen G. King | 140 |
| John Somes | 130 |
| Nellie Eaton | 112 |
| Orozimbo | 140 |

**Sawyer, D. J.,**
*Jonesport, Maine, U.S.*

| | |
|---|---|
| A. R. Keene | 346 |
| Abbie Ingalls | 178 |
| Clara E. Rogers | 137 |
| D. J. Sawyer | 326 |
| E. M. Sawyer | 125 |
| Emeline G. Sawyer | 138 |
| Lanie Cobb | 231 |
| Peiro | 113 |
| S. J. Gilmore | 117 |
| T. A. Stuart | 170 |
| Vineyard | 205 |
| Yreka | 114 |

**Sawyer Bros.,**
*Millbridge, Maine, U.S.*

| | |
|---|---|
| Joe | 113 |

**Sawyer, E. M.,**
*Jonesport, Maine, U.S.*

| | |
|---|---|
| S. H. Sawyer | 100 |

**Sawyer, J. W.,**
*Milbridge, Maine, U.S.*

| | Net Tons |
|---|---|
| Nellie Smith | 567 |

**Sayre, Frederick E.,**
*St. John, N.B.*

| | |
|---|---|
| Coniston | 360 |
| Frederica | 429 |
| Loyalist | 348 |
| Paramatta | 925 |
| Sayre | 706 |
| Vamoose | 349 |

**Sayward, W. P.,**
*Port Madison, Wash., U.S.*

| | |
|---|---|
| Nonantum | 1100 |
| Northwest | 490 |
| Oakland | 508 |
| Tidal Wave | 573 |
| Vidette | 586 |

**Scammell Brothers,**
*Magee Block, Water Street, St. John, N.B.; and* 23, *Beaver Street, New York.*

| | |
|---|---|
| Alexander Keith | 629 |
| Alice Ada | 293 |
| Annie A. Booth | 192 |
| Annie V. Bergen | 175 |
| Antoinette | 834 |
| Benjamin T. Biggs | 156 |
| Edward D. Jewett | 880 |
| Grace Cushing | 150 |
| Harry Stewart | 285 |
| Haydn Brown | 821 |
| Highlander | 1286 |
| L. T. Whitmore | 280 |
| Lizzie D. Small | 181 |
| Ohio | 325 |
| Robert S. Besnard | 1200 |
| Scammell Brothers | 1219 |
| Sower | 124 |
| Theodore H. Rand | 1198 |
| Thrasher | 123 |
| Violet | 846 |

**Scandali, S. G.,**
*Scio, Greece.*

| | |
|---|---|
| Dyo Fili | 226 |

**Scandella, F.,**
*Bolivar.*

| | |
|---|---|
| Activo | 179 |

**Scandoulis, C.,**
*Syra, Greece.*

| | |
|---|---|
| Maritza | 163 |

**Scanlan, Michael,**
*Montreal, Canada.*

| | |
|---|---|
| s. Westport | 165 |

**Scannapicco Flli,**
*Castellamare, Italy.*

| | |
|---|---|
| Arcangelo | 166 |

**Scapinakis, D.,**
*Skiathos, Greece.*

| | |
|---|---|
| Georgios | 173 |

**Scarf, William,**
21, *Potter's Street, Ipswich.*

| | |
|---|---|
| Rose | 97 |

**Scarpa, A. & V.,**
*Venice, Italy.*

| | |
|---|---|
| Genitore S. | 217 |

**Scarpa, G., di G. B.,**
*Venice, Italy.*

| | |
|---|---|
| Fortuna S. | 100 |

**Scarpa, P., Eredi di,**
*Venice, Italy.*

| | Net Tons |
|---|---|
| Giovanna | 349 |

**Scarpa, Pietro,**
*Venice, Italy.*

| | |
|---|---|
| Nuova Maria | 247 |

**Scarpati, Raffaele,**
*Meta, Italy.*

| | |
|---|---|
| Peppino | 403 |

**Scerni, Federico, fu P.,**
*Piazza Bianchi, No.* 1, *Genoa, Italy.*

| | |
|---|---|
| Barbara Preve | 711 |
| Maria | 938 |

**Schaap, R.,**
*Groningen, Holland.*

| | |
|---|---|
| Jante Baas | 245 |

**Schäffer, J. E.,**
*Weserstrasse* 37, *Elsfleth, Germany.*

| | |
|---|---|
| Mimi | 789 |
| Piako | 1075 |

**Schall, J.,**
*Rostock, Germany.*

| | |
|---|---|
| Ernst Ludwig Holtz | 470 |

**Schall, Thomas B.,**
116, *E. Pratt Street, Baltimore, U.S.*

| | |
|---|---|
| E. F. C. Young | 103 |
| Percy W. Schall | 228 |

**Schapp, Albertus,**
*Grossofehn, Ostfriesland, Germany.*

| | |
|---|---|
| Harmine | 129 |
| Pollux | 146 |

**Schauman, V.,**
*Nikölaistad, Finland.*

| | |
|---|---|
| s. Vega | 397 |

**Scheen, B. T.,**
*Christiania, Norway.*

| | |
|---|---|
| North Star | 691 |

**Scheepvaart Maatschappij,**
*Groningen, Holland.*

| | |
|---|---|
| Tasman | 134 |

**Schéle, G. T.,**
*Halmstad, Sweden.*

| | |
|---|---|
| Emma Sofia | 141 |
| Öresund | 139 |

**Schéle, Th.,**
*Halmstad, Sweden.*

| | |
|---|---|
| Frisk | 409 |
| s. Thor | 228 |

**Schell, F.,**
*Landskrona, Sweden.*

| | |
|---|---|
| Dahlia | 809 |

**Schell, O. A. F.,**
*Landskrona, Sweden.*

| | |
|---|---|
| Framat | 309 |
| Otto | 368 |

**Schenck, T. C.,**
*Toledo, Ohio.*

| | |
|---|---|
| s. S. C. Schenck | 63 |



s. désigne les Vapeurs.

**Schepp, L.,**
*Duane and Hudson Street, New York, U.S.*

| | Net Tons |
|---|---|
| Fredericka Schepp | 255 |
| George W. Whitford | 181 |

**Scherini, P. A.,**
*Norrköping, Sweden.*

| | |
|---|---|
| s. Östern | 216 |

**Schiaffino, A. & G. B.,** fratelli di Lorenzo,
*Camogli, Italy.*

| | |
|---|---|
| Battistina Madre | 782 |

**Schiaffino, A. G., fu S.,**
*Recco, Genoa, Italy.*

| | |
|---|---|
| Pippo Savona | 461 |

**Schiaffino, Adeodato, fu P.,**
*Camogli, Italy.*

| | |
|---|---|
| Castello Dragone | 634 |

**Schiaffino, Andrea,**
*Camogli, Italy.*

| | |
|---|---|
| Annita S. | 227 |

**Schiaffino, Benedetto., fu** G. B.,
*Via Vittorio Emanuele, Camogli, Italy.*

| | |
|---|---|
| Emilia S. | 279 |

**Schiaffino, Enrico, fu A.,**
*Via Venti Settembre, Camogli, Italy.*

| | |
|---|---|
| Angela Schiaffino | 525 |
| Monte Carmelo | 412 |

**Schiaffino, Eredi di Battistina, di L.,**
*Camogli, Italy.*

| | |
|---|---|
| Nemesi | 1061 |

**Schiaffino, Filippo, fu G.,**
*Via 20 Settembre 2, Camogli, Italy.*

| | |
|---|---|
| Battaglia | 579 |

**Schiaffino, Filippo, fu P.,**
*Via 20 Settembre, Camogli, Italy.*

| | |
|---|---|
| Diadema | 419 |

**Schiaffino, Francesco, fu** Giuseppe,
*Corso Paganini 79, Interno 6, Geona, Italy.*

| | |
|---|---|
| Beppe | 1083 |
| Rosa | 852 |

**Schiaffino, Fortunato, fu P.,**
*Camogli, Italy.*

| | |
|---|---|
| Fortunato | 846 |
| Industria | 600 |

**Schiaffino, Fratelli, di Dom,**
*Genoa, Italy.*

| | |
|---|---|
| Iride | 306 |

**Schiaffino, G.,**
*Genoa, Italy.*

| | |
|---|---|
| Pefetta | 586 |

**Schiaffino, G. A., di G.,**
*Genoa, Italy.*

| | |
|---|---|
| Gehon | 498 |

**Schiaffino, G. B., fu Prospero,**
*Camogli, Italy.*

| | Net Tons |
|---|---|
| Draguette | 796 |

**Schiaffino, G. & F., fratelli** di Domenico,
*Camogli, Italy.*

| | |
|---|---|
| Emilia Revello | 488 |

**Schiaffino, Gerolamo,**
*Camogli, Italy.*

| | |
|---|---|
| Fiducia | 575 |

**Schiaffino, Giuseppe,**
*Genoa, Italy.*

| | |
|---|---|
| Maria Lauretta | 449 |

**Schiaffino, Giuseppe,**
*Camogli, Italy.*

| | |
|---|---|
| Clarice | 187 |

**Schiaffino, Giuseppe,**
*Bogliasco, Italy.*

| | |
|---|---|
| Felicita S. | 248 |

**Schiaffino, L.,**
*Camogli, Italy.*

| | |
|---|---|
| Splendidezza | 589 |

**Schiaffino, N.,**
*Genoa, Italy.*

| | |
|---|---|
| Bolivar | 511 |

**Schiaffino, P. Oneto Vedova,**
*Camogli, Italy.*

| | |
|---|---|
| Paola Madre | 1038 |
| Prospero Padre | 821 |

**Schiaffino, Pellegro, fu P.,**
*Camogli, Italy.*

| | |
|---|---|
| Grimaldo | 550 |

**Schiaffino, Rocco,**
*Camogli, Italy.*

| | |
|---|---|
| I Tre Giuseppe | 528 |
| Mia Madre | 146 |

**Schiaffino, Rocco, fu Giuseppe,**
*Piazza Boschetto 255, Camogli, Italy.*

| | |
|---|---|
| Iside | 735 |

**Schiaffino, Simeone,**
*Via Beverato, Genoa, Italy.*

| | |
|---|---|
| San Giovanni Evangelista | 286 |

**Schiappacasse & Mortola,**
*Via San Rocco, Camogli, Italy.*

| | |
|---|---|
| Lavarello | 461 |

**Schiattino, D.,**
*Valparaiso, Chili.*

| | |
|---|---|
| Libertad | 387 |

**Schiattino, D., & P. Perfetti,**
*Valparaiso, Chili.*

| | |
|---|---|
| s. Arno | 271 |

**Schiazzano, Raffaele,**
*Messina, Sicily.*

| | |
|---|---|
| Fortuna | 108 |

**"Schiedam," Zeevisscherij,**
*Schiedam, Holland.*

| | Net Tons |
|---|---|
| s. Vigilant | 62 |

**Schiff, Adolph,**
*Elsfleth, Germany.*

| | |
|---|---|
| Apollo | 1156 |
| Arnold | 826 |
| Charlotte | 1242 |
| Erna | 1040 |
| Industrie | 1642 |
| Theodor | 410 |

**Schilbred, M. E.,**
*Brevig, Norway.*

| | |
|---|---|
| Speranza | 169 |

**Schilling & Co.,**
*Deich, No. 7, Geestemünde, Germany.*

| | |
|---|---|
| s. Makrele | 67 |

**Schilling, C. G., & Co.,**
*Porto Alegre, Brazil.*

| | |
|---|---|
| s. Marata | 60 |

**Schilling, D.,**
*Bremen, Germany.*

| | |
|---|---|
| Camelia | 1301 |
| Rajah | 1230 |

**Schinidis, T.,**
*Syra, Greece.*

| | |
|---|---|
| Konstantinos | 132 |

**Schiniti, Demetrio,**
*Chios, Turkey.*

| | |
|---|---|
| Vittoria | 112 |

**Schiölberg, R. M. B.,**
*Bodö, Norway.*

| | |
|---|---|
| s. Sandhornet | 65 |

**Schive, Th.,**
*Grimstad, Norway.*

| | |
|---|---|
| Alpha | 567 |

**Schjelderup, M. A.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Dana | 377 |
| s. Donau | 1033 |
| s. Krim | 1104 |

**Schlinke, Anton,**
*Woodville, S.A.*

| | |
|---|---|
| s. Helen Nicoll | 246 |
| s. Meeinderry | 111 |
| Waratah | 202 |

**Schmalz, Charles,**
40, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Czarina | 219 |

**Schmeling, Joh.,**
*Ganserin, Germany.*

| | |
|---|---|
| Prinz Regent | 475 |

**Schmidt, A.,**
*San Francisco, U.S.*

| | |
|---|---|
| Tropic Bird | 331 |

**Schmidt, Carl,**
*Carlshamn, Sweden.*
(Södra Kustens Ångb. Aktieb.)

| | |
|---|---|
| s. Sydkusten | 195 |

**Schmidt, E., jun.,**
*Bergen, Norway.*

| | Net Tons |
|---|---|
| Alfred | 362 |

**Schmidt, H. C. T.,**
*Flensburg, Germany.*

| | |
|---|---|
| s. Gottorp | 249 |
| s. Venus | 773 |

**Schmidt, Hans D.,**
*Pernau, Russia.*

| | |
|---|---|
| s. Dagmar | 385 |
| Margarethe | 189 |

**Schmidt, J. G.,**
1236, *Poplar Street, Philadelphia, U.S.*

| | |
|---|---|
| Frank Vanderherchen | 511 |
| Harriet C. Kerlin | 491 |
| John G. Schmidt | 495 |

**Schmidt, J. H.,**
*Manö, Denmark.*

| | |
|---|---|
| St. Clemens | 176 |

**Schmidt, J. J.,**
*Dragör, Denmark.*

| | |
|---|---|
| Julianehaab | 224 |

**Schmidt, J. P.,**
*Dragör, Denmark.*

| | |
|---|---|
| Anna Casper | 617 |

**Schmidt, P. P.,**
*Dragör, Denmark.*

| | |
|---|---|
| Danmark | 398 |
| Thorvaldsen | 309 |

**Schmit, N. P.,**
*Assens, Denmark.*

| | |
|---|---|
| Eden | 156 |

**Schneider, J. C., & Co.,**
*Libau, Russia.*

| | |
|---|---|
| Wilhelm | 232 |

**Schneider, J. C. A. (Frau),**
*Libau, Russia.*

| | |
|---|---|
| Delphin | 236 |

**Schnore, Gustav,**
*Kurbis, Lemsal, Russia.*

| | |
|---|---|
| Amalie | 327 |
| Anna Charlotte | 213 |
| Catharina | 228 |
| Rosalie | 238 |

**Schnore, J.,**
*Ruthern, Lemsal, Russia.*

| | |
|---|---|
| Alma | 312 |
| Riga | 299 |

**Schnore, P.,**
*Riga, Russia.*

| | |
|---|---|
| Maria & Anna | 255 |

**Schoenberg & Domansky,**
*Brodbänkengasse 28, Danzig, Germany.*

| | |
|---|---|
| Agnes Linck | 672 |
| Danzig | 484 |
| Elise Linck | 513 |
| George Linck | 679 |
| Jupiter | 664 |
| Maria | 482 |
| Paul Gerhard | 263 |
| Vorwarts | 494 |

**Schoenfeld, Jonas,**
523, *Jackson Street, San Francisco, U.S.*

| | Net Tons |
|---|---|
| Melrose | 944 |

**Schofield & Co., Ld.,**
*St. John, N.B.*

| | |
|---|---|
| Albatross | 400 |
| Curlew | 307 |

**Scholefield, Henry, & Son,**
17, *Sandhill, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Andalusia | 818 |
| s. El Dorado | 975 |
| s. Saragossa | 1145 |
| s. Talavera | 1131 |
| s. Tarragona | 1295 |

**Schöning, Arent, Sönner,**
*Gröto, Bodö, Norway.*

| | |
|---|---|
| Alida Catharina | 107 |

**Schöning, Chr.,**
*Porsgrund, Norway.*

| | |
|---|---|
| Erna | 216 |
| Frey | 231 |

**Schöning, G.,**
*Söderhamn, Sweden.*

| | |
|---|---|
| s. Nya Söderhamn | 320 |

**Schönning, J.,**
*Thisted, Denmark.*

| | |
|---|---|
| J. P. Lassen | 152 |

**Schoon, B. J.,**
*Warsingfehn, Germany.*

| | |
|---|---|
| Victor | 177 |

**Schoon, Gerd. M.,**
*West Rauderfehn, Germany.*

| | |
|---|---|
| Otto | 114 |

**Schoone, H. E.,**
*Grossefehn, Germany.*

| | |
|---|---|
| Dona Luisa | 226 |

**Schouboe, J. L., Jun.,**
*Copenhagen, Denmark.*

| | |
|---|---|
| Alexandra | 628 |

**Schou, P.,**
*Frederikshavn, Denmark.*

| | |
|---|---|
| Anna Sophie | 149 |
| Marie Magdalene | 256 |

**Schrader, W. W., & Wrede,**
1*st Vorsetzen 9, Hamburg, Germany.*

| | |
|---|---|
| s. Terschelling | 39 |

**Schramm, E. C., & Co.,**
*Bremen, Germany.*

| | |
|---|---|
| Adolph | 1695 |
| Carl | 1932 |
| Emilie | 1794 |
| Gustav & Oscar | 1352 |
| Henriette | 1705 |
| Susanne | 1433 |

**Schröder, Ernst,**
*Rügenwalde, Germany.*

| | |
|---|---|
| Martha | 149 |

**Schröder, G. W.,**
*Riga, Russia.*
Net Tons
Paul ..... 357

**Schröder, H. A.,**
*Fredriksværn, Norway.*
(Fredriksværn Reberbane.)
Catrine ..... 127

**Schröder, L.,**
*Åbo, Finland.*
s. Pehr Brahe ..... 378

**Schröder & Pape,**
*Lübeck, Germany.*
s. Europa ..... 491
(Libau-Lubecker Dampf. Ges.)
s. Elita ..... 526
s. Hansa ..... 295

**Schübeler, L.,**
*Fredriksstad, Norway.*
Amerika ..... 389
Caledonia ..... 307
Daggry ..... 361
Haabets Anker ..... 304
Hannah ..... 312
Joar ..... 186
Jölund ..... 262
Lilly ..... 226
Sylvia ..... 312
Urania ..... 303
Vigo ..... 167

**Schubert, J. F.,**
*Norrköping, Sweden.*
s. Södern ..... 224

**Schuchmann, W.,**
*Geestemünde, Germany.*
Schlump zu Lulle ..... 179

**Schuldt, H.,**
*Flensburg, Germany.*
s. Adolf ..... 674
s. Elsa ..... 571
s. Georg ..... 679
s. Heinrich Schuldt ..... 731
s. Helene ..... 573
s. Hermann ..... 684
s. Johanna ..... 892
s. Julia ..... 725
s. Martha .....
s. Mathilde ..... 885
s. Minna Schuldt ..... 725
s. Norma ..... 602

**Schuldt, N. H. P.,**
*Alter Jungfernstieg, 2¹, Hamburg, Germany.*
Antuco ..... 1460
Maipo ..... 1694

**Schulte & Bruns,**
*Papenburg, Germany.*
Alpha ..... 112
Immanuel ..... 220
Victoria ..... 343

**Schultz, A.,**
*Wolgast, Germany.*
Trabant ..... 380

**Schultz, J.,**
*Riga, Russia.*
Maria Nathalia ..... 218

**Schultze, Franz,**
*Hartestrasse 25, Rostock, Germany.*
Elise Schultze ..... 769
Tahiti ..... 650
Wilhelmine Waitz von Eschen ..... 366

**Schütz, Edwin,**
*Swinemünde, Germany.*
Net Tons
Amaranth ..... 243
Friederike & Marie ..... 307

**Schwalbe, Franz,**
10, *Baumwall, Hamburg.*
Helène ..... 372

**Schwalbe's Erben,**
*Mühlgraben, Riga, Russia.*
Rinnuschen ..... 298

**Schwartz, Ths. W.,**
*Fredriksstad, Norway.*
Capriciosa ..... 174

**Schwarz, Leopoldo,**
*Zagabria, Hungary.*
s. Venezia ..... 102
s. Villám ..... 288

**Schweigaard, A.,**
*Kragerö, Norway.*
Thor ..... 328

**Schylander, C. J.,**
*Vånevik, Påskallavik, Sweden.*
s. Frej ..... 149

**Sciaccaluga Fratelli,**
*Genoa, Italy.*
Luigi Padre ..... 541
Rosa Madre ..... 479

**Scicluna, Marquis Joseph,**
*Valetta, Malta.*
s. Emmanuel Scicluna ..... 622

**Sclias, G.,**
*Syra, Greece.*
Apostolis ..... 323

**Scoble & Davies,**
*Malpas, Truro, Cornwall.*
Bessie ..... 59
Margaret ..... 82

**Scognamilio, C. B.,**
*Naples, Italy.*
Giovanni Battista ..... 492

**Scognamiglio, R.,**
*Naples, Italy.*
Giaele ..... 750

**Sconzo, P.,**
*Palermo, Sicily.*
Antonietta ..... 124
Giovannino ..... 132

**Scopinich, D. F.,**
*Venice, Italy.*
Armida ..... 1098

**Scopinich, Rosa (Vedova),**
*Lussinpiccolo, Austria.*
Giovanni S. ..... 845

**Scorcia, L., & figli,**
*Bari, Italy.*
Net Tons
s. America ..... 752
s. Asia ..... 1029
s. Europa ..... 863

**Scotpappa Teodori, Bülbüljehlee,**
*Bülbüljeh, Turkey.*
Mareeyah ..... 120

**Scott & Bridge,**
*Boston, Mass., U.S.*
Mary Eliza ..... 107
Odell ..... 134
Winslow Morse ..... 106

**Scott Bros.,**
46, *Sandhill, Newcastle-on-Tyne.*
s. Calanas ..... 1025
s. Lady Tennant ..... 1349
s. Linares ..... 1065
s. Sir Charles Tennant ..... 1555

**Scott, Charles R., & Co.,**
*Morel's Buildings, Cardiff.*
(Hoy Head S.S. Co., Ld.)
s. Lord Derby ..... 1084

**Scott, David, & Son,**
79, *Commercial Street, Dundee.*
s. Bavaria ..... 1087
s. Calabria ..... 977
(Albany Shipping Co., Ld.)
s. Aviemore ..... 589
s. Balmore ..... 783
Canmore ..... 729
s. Kenmore ..... 495

**Scott, F. M.,**
1526, *Palmer Street, Philadelphia, U.S.*
Francis C. Yarnell ..... 471

**Scott, G., Jun.,**
*North Shields.*
s. Admiral ..... 23

**Scott, Hugh J., & Co.,**
20, *Donegal Quay, Belfast.*
s. Auric ..... 218
s. Ferric ..... 150

**Scott, James E.,**
52, *Coal Exchange, London, E.C.*
s. Mona ..... 286
s. Oporto ..... 319

**Scott, John,**
*Greenock.*
s. Meyun ..... 91
s. Sheikh Berkhud ..... 158

**Scott, John,**
*High Street, Hull.*
s. Edith .....(*Gross*) 33

**Scott, John H.,**
24, *St. Patrick's Quay, Cork.*
Lily Dale ..... 197
s. Scott Harley ..... 172

**Scott, John O.,**
9, *Queen Street, Newcastle-on-Tyne.*
s. John O. Scott ..... 521
s. Lindisfarne ..... 724
s. Skeffington ..... 539
s. T. E. Forster ..... 498

**Scott, Nathaniel C.,**
*St. John, N.B.*
Net Tons
Alice Maud ..... 125
Ayr ..... 121
Cora May ..... 125
Sabrina ..... 124

**Scott, P., & Co.,**
*Greenock.*
Howden ..... 1163
Seaforth ..... 1189

**Scott, S. A.,**
*Boston, Mass., U.S.*
Marshall Perrin ..... 142

**Scott, Walter**
(Manager—W. B. Porter),
*Hartlepool.*
s. Walter Scott ..... 389

**Scottish Line, Ld.,**
*Lime Street Square, London, E.C.*
*See* McILWRAITH, McEACHARN & Co.

**Scottish Oceanic Steamship Co., Ld.,**
13, *Bernard Street, Leith.*
*See* RUSSELL, MILLER & HUSKIE.

**Scottish Oriental S.S. Co., Ld.,**
*4a, St. Andrew's Square, Edinburgh.*
*See* FERGUSON, DAVIDSON & Co.

**Scotto, A.,**
*Procida, Italy.*
La Saletta ..... 418

**Scotto, G., di Nocio,**
*Castellamare di Stabbia, Italy.*
San Michele ..... 442

**Scotto-Lachianca, M.,**
*Naples, Italy.*
Concordia ..... 259

**Scoularikis, G.,**
*Cephalonia, Greece.*
Socrates ..... 258

**Scoupi Captan, Vassilikolee,**
*Vassilikos, Asiatic Turkey.*
Ayah Spiridos ..... 149

**Scoura, G., & D. Kalionzopulos,**
*Irikera, Greece.*
Yos ..... 445

**Scouter & Zagoras,**
*Galaxidi, Greece.*
Odysseus ..... 247

**Sculis, Nichiforos,**
*Vassilikos, Turkey.*
Ayah Spyridon ..... 143

**Scrutton Sons & Co.,**
9, *Gracechurch Street, London, E.C.*
Net Tons
s. Antilles ..... 847
s. Atlantis ..... 916
s. M'Garel ..... 926
s. New York City ..... 1131
s. Nonpareil ..... 1025
s. Sargasso ..... 927
s. Sibun ..... 1137
s. Spheroid ..... 1238

**Seagar, Charles,**
*Wellington, N.Z.*
s. Huia ..... 90
s. Storm Bird ..... 137

**Seaman, C.,**
*Philadelphia, U.S.*
Eliza A. Scribner ..... 378

**Seaman, J. H. & J. W.,**
*Amherst, N.S.*
Sarah Wallace ..... 216

**Seaman, John W.,**
*Shulee, N.S.*
(Shulee Lumber Co.)
Oriole ..... 124

**Sears, J. Henry, & Co.,**
92, *State Street, Boston, Mass., U.S.*
Glory of the Seas ..... 2009
Imperial ..... 1288
Titan ..... 1176

**Sears, James F.,**
84, *South Market Street, Boston, U.S.*
Harry Messer ..... 596

**Sébert aîné,**
*Saint Brieuc, France.*
Armide ..... 108

**Sebert, H. & L.,**
*Saint Brieuc, France.*
St. Yves ..... 248

**Sech Abdulrachim bin Alie Bansir,**
*Pontianak, E.I.*
Banas Sooed ..... 183

**Sech Achmat bin Osman Barkla,**
*Banjermassin.*
Maimoon ..... 177

**Sech Hosin Sech Achmad,**
*Almaskati, Sourabaya, Java.*
Atiatool Maula ..... 168

**Sech Mohamet bin Oemar Arpan,**
*Cheribon, East Indies.*
Hairool Barie ..... 265

**Sech Salim bin Abdad.**
Peter Landberg ..... 1199

**Sech Said Bahasaan,**
*Grissee, Dutch E. Indies.*
Hail Columbia ..... 375



s. désigne les Vapeurs.

**Sech Saleh bin Salim bin Abdad Alkaf,**
*Sourabaya, Java.*

| | Net Tons |
|---|---|
| Tagal | 248 |

**Sech Salim bin Salém bin Abdad Alkatrie,**
*Sourabaya, Java.*

| | |
|---|---|
| Banel Hair | 275 |
| Fathool Hair | |
| Koningin Sophia | 687 |
| Siak | 216 |

**See On,**
*Sydney, N.S.W.*

| | |
|---|---|
| Loongana | 279 |

**Seebeck, J.,**
*St. Petersburg, Russia.*

| | |
|---|---|
| Dogonai | 184 |

**Seeberg, C. Robert,**
51, *Grosse Jungfernstrasse, Riga, Russia.*

| | |
|---|---|
| Andreas | 149 |

**Seeberg, Carl H.,**
*Elisabeth Strasse* 18, *Riga, Russia.*

| | |
|---|---|
| Dorothea | 123 |
| Lina | 101 |

**Seeberg, H. C.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Atlas | 587 |

**Seeberg, R.,**
*Riga, Russia.*

| | |
|---|---|
| Petrus | 149 |

**Seebold, N.,**
*Bilbao, Spain.*

| | |
|---|---|
| s. Seebold | 910 |

**Seed, Thos.,**
12, *Washington Buildings*, 23, *Brunswick Street, Liverpool.*

| | |
|---|---|
| s. Agnes Seed | 22 |

**Seeger, M.,**
*Stettin, Germany.*

| | |
|---|---|
| Hongkong | 385 |

**Seele, B. W. P., Frau**
(c/o F. M. A. Seele),
*Steinhöft* 13, *Hamburg, Germany.*

| | |
|---|---|
| Albis | 240 |
| Marie | 429 |

**Seetzen Gebrüder,**
9, *Poggenmühle, Hamburg, Germany.*

| | |
|---|---|
| Albatros | 310 |
| Bremen | 313 |
| Doña Dolores | 334 |
| Eduard | 338 |
| Hamburg | 310 |
| Schwan | 304 |
| Señora Quintana | 318 |

**Sefelder, A.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Archangelos | 346 |

**Segar, Samuel B.,**
*Westerly, Rhode Island, U.S.*

| | |
|---|---|
| Anthony Burton | 151 |
| Bertha | 153 |

**Segelhorst, A. G.,**
*Eureka, Cal., U.S.*

| | Net Tons |
|---|---|
| Ottillie Fjord | 248 |

**Segersten, H. V.,**
*Arholma, Vätö, Sweden.*

| | |
|---|---|
| Gunilla | 251 |

**Seheult, C.,**
*Tours, France.*

| | |
|---|---|
| Anemone | 107 |
| Mouette | 100 |

**Sehl, N.,**
*Ballastdamm, Riga, Russia.*

| | |
|---|---|
| Max | 350 |

**Seibei, Imai,**
*6th Tachi Uribori, Osaka, Japan.*

| | |
|---|---|
| Hidesato Maru | 332 |
| Hodzumi Maru | 149 |

**Seid Ahmed Effendi, Kerestah tujari Hajee,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ammonia | 142 |
| Jaylan i Bahri | 220 |

**Seid Ali, Iskenderieh tijari,** bin Ali Yulmissirie,
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Gulzari Oonia | 312 |

**Seiichi, Hayashi,**
*Daishoji, Kaga, Japan.*

| | |
|---|---|
| Hakutsû Maru | 180 |
| Kadai Maru | 187 |

**Seiko Kabushiki Kaisha,**
*Shimidzu, Japan.*

| | |
|---|---|
| s. Kiyokawa Maru | 92 |

**Seiko Kaisha,**
*Hiogo, Japan.*

| | |
|---|---|
| Aikoku Maru | 356 |
| Asahi Maru | 396 |
| Homan Maru | 402 |
| Jinro Maru | 559 |
| Keian Maru, No. 2 | 390 |
| Kutana Maru, No. 2 | 286 |
| Taiyo Maru | 368 |

**Seiriu Kabushiki Kaisha,**
*Shimidzu, Japan.*

| | |
|---|---|
| s. Seiriu Maru | 99 |

**Seishiunada, Kogiyo,**
*Kabushiki Kaisha, Hiogo, Japan.*

| | |
|---|---|
| s. Setsuyo Maru | 678 |

**Seitz & Kindt,**
*Stralsund, Germany.*

| | |
|---|---|
| Adolph | 215 |
| Professor Cantzler | 253 |

**Seizaburo, Nishimoto,**
*Yokohama, Japan.*

| | |
|---|---|
| s. Shinomome Maru | 88 |

**Seizayemon, Shiku,**
*Uraga, Japan.*

| | |
|---|---|
| Choan Maru | 123 |

**Sekiguchi Hikozo,**
*Uwotsu, Japan.*

| | Net Tons |
|---|---|
| s. Nükawa Maru | 200 |

**Seldén, J. H.,**
*Bufvendås, Myckleby, Sweden.*

| | |
|---|---|
| Ebba | 194 |
| Nautilus | 192 |

**Selim Captan, Ulkunlee** Hassan-bin,
*Ulkun, Turkey.*

| | |
|---|---|
| Feizi Rabani | 137 |

**Selim Mambeg & Co.,**
*Dulcigno, Albania.*

| | |
|---|---|
| Giuseppe | 148 |

**Selim Veli Aga,**
*Dulcigno, Albania.*

| | |
|---|---|
| Buona Sorte | 270 |

**Sellers, William T.,**
*Sandside, Scarborough.*

| | |
|---|---|
| s. Lord Clyde | 21 |

**Sellers, John S.,**
9, *Redcross Street, Liverpool.*

| | |
|---|---|
| s. Thursby | 267 |
| s. Timbo | 165 |

**Sellick, Frederick J.,**
*Milford Haven, Pembrokeshire.*

| | |
|---|---|
| s. Auricula | 38 |
| s. Camellia | 48 |
| s. Circe | 49 |
| s. Comus | 54 |
| s. Datura | 49 |
| s. Escallonia | 49 |

**Semb, A. J.,**
*Güren, Laurvig, Norway.*

| | |
|---|---|
| Bergslien | 909 |
| Nor | 409 |

**Semb, C. E.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Ascalon | 915 |
| Longfellow | 792 |
| Venezuela | 945 |

**Semb, P.,**
*Laurvig, Norway.*

| | |
|---|---|
| Adelphia | 465 |
| Bravo | 1025 |
| Dronningen | 1043 |
| Frithjof | 875 |
| Reform | 208 |

**Semeria, P.,**
*Salita, Angeli* 26, *Genoa, Italy.*

| | |
|---|---|
| Oceano | 128 |

**Semidei, A., L. Penco & Co.,**
*Nervi, Italy.*

| | |
|---|---|
| Lisa | 745 |

**Sempers, Jesse,**
*Grimsby, Lincolnshire.*

| | |
|---|---|
| Othello | 80 |

**Sendström, M.,**
*Harg, Yalö, Sweden.*

| | |
|---|---|
| Emanuel | 110 |

**Sengbusch, A. G., & Co.**
*Riga, Russia.*

| | Net Tons |
|---|---|
| s. Möwe | 184 |

**Senglar, L.,**
*Marseilles, France.*

| | |
|---|---|
| Souverain | 665 |

**Sequeiros, Vinda de,**
*Vigo, Spain.*

| | |
|---|---|
| Carmen Sequeiros | 130 |

**Seraphim Simon, Tulaji,**
*Balletia Skellessi, Turkey.*

| | |
|---|---|
| Ayah Nicola | 103 |

**Serdio & hermanos,**
*Valparaiso, Chili.*

| | |
|---|---|
| Deva | 350 |
| Duero | 355 |

**Serdoz, Giovanni,**
*Fiume, Hungary.*

| | |
|---|---|
| Artiere Giovanni | 456 |

**Serena, Arthur,**
8, *Austin Friars, London, E.C.*

| | |
|---|---|
| s. Carlo Poerio | 1273 |

**Serpieri, Euclidis,**
*Piræus, Greece.*

| | |
|---|---|
| s. Siphnos & Eubée | 87 |

**Serra, Gio Batta, fu G.,**
*Bonassola, Italy.*

| | |
|---|---|
| Nicolò P. | 120 |

**Serra, Gio Batta., fu Luigi,**
*Bonassola, Italy.*

| | |
|---|---|
| Giambattista Primo | 124 |

**Serra, J. C.,**
*Lisbon, Portugal.*

| | |
|---|---|
| Sao Thiago | 237 |

**Serraino, M., fu G., & Co.,**
*Trapani, Sicily.*

| | |
|---|---|
| s. Cittá di Trapani | 602 |

**Servel, L., & fils,**
*Marseilles, France.*

| | |
|---|---|
| Ville de Cayenne | 347 |

**Sessarego, L.**

| | |
|---|---|
| Lucinda Esperanza | 411 |

**Sesshiunada Kogio** Kabushiki Kwaisha,
*Kobe, Japan.*

| | |
|---|---|
| s. Sekkai Maru | 661 |

**Sesshiu nada Skuka Kogio** Kaisha,
*Nada Prov. Settsu, Hiogoken.*

| | |
|---|---|
| s. Sesshiu Maru | 1011 |

**Setje, H.,**
*Edewecht, Oldenburg, Germany.*

| | |
|---|---|
| Helene | 129 |

**Setterberg, O.,**
*Askersund, Sweden.*
(Askersunds Ångfartygs Bolag.)

| | Net Tons |
|---|---|
| s. Vettern | 113 |
| s. Vettern II. | 107 |

**Setterwall, J. G.,**
3, *Norra Blasieholmshamnen, Stockholm, Sweden.*
(Ångfartygsbolaget "Södra Sverige.")

| | |
|---|---|
| s. Æolus | 625 |
| s. Birger Jarl | 632 |
| s. Chapman | 434 |
| s. Dana | 318 |
| s. Drottning Sophia | 491 |
| s. Hyperion | 473 |
| s. Konung Oskar | 484 |
| s. Nore | 267 |
| s. Rhea | 472 |
| s. Skandia | 490 |
| s. Södra Sverige | 485 |
| s. Svea | 491 |
| s. Transit No. 1 | 210 |
| s. Transit No. 3 | 252 |

**Sevastopoulos, G.,**
*Ermoupolis, Greece.*

| | |
|---|---|
| Stamatios Sevastopoulos | 288 |

**Sevastopulo & Co.,**
*Cephalonia, Greece.*

| | |
|---|---|
| Matteo Sevastopulo | 380 |

**Severn & Canal Carrying,** Shipping & Steam Towing Co.
(Manager—W. J. Sanders),
*Bull Wharf, Redcliffe Street, Bristol.*

| | |
|---|---|
| s. Atalanta | 79 |

**Sevestre, P.,**
*Chantenay sur Loire (Loire Inferieure), Nantes, France.*

| | |
|---|---|
| Bellalie | 106 |

**Sewall, Arthur, & Co.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Alice Archer | 448 |
| Aloha | 607 |
| Benjamin F. Packard | 2026 |
| Carrie A. Lane | 760 |
| Dicky Bird | 388 |
| Dirigo | 2856 |
| Henry Villard | 1475 |
| Indiana | 1413 |
| Iroquois | 2025 |
| Kenilworth | 2243 |
| Reaper | 1407 |
| Roanoke | 3400 |
| Shenandoah | 3258 |
| Solitaire | 1462 |
| Susquehanna | 2629 |
| Talofa | 1139 |
| Tofa | 600 |
| W. F. Babcock | 2029 |
| Willie Rosenfeld | 2353 |

**Sewall, S. J.,**
*Everett, Mass., U.S.*

| | |
|---|---|
| Mail | 130 |

**Seward, G. F.,**
*Baltimore, U.S.*

| | |
|---|---|
| Nellie | 135 |

**Seward, T. J.,**
37, *West Pratt Street, Baltimore, U.S.*

| | |
|---|---|
| Hester A. Seward | 150 |
| Maud Seward | 136 |

**Seyado Ahamado,**
*Batticaloa, India.*

| | |
|---|---|
| Katheriah | 116 |

**Seyd Alla Hullaboo,**
*Alexandria, Egypt.*

| | Net Tons |
|---|---|
| s. Radji Kerim | 412 |

**Shaban, Terebolielee,**
*Terebolie, Asiatic Turkey.*

| | |
|---|---|
| Barten | 175 |

**Shadforth, R., & Co.,**
45, *West Sunniside, Sunderland.*

| | |
|---|---|
| s. Beechville | 1042 |
| s. Elmville | 1272 |
| s. Roseville | 1060 |

**Shafner, James E.,**
*Granville, N.S.*

| | |
|---|---|
| Onora | 137 |

**Shakir, Ackjee Shehirlee Hajee, & Bros.,**
*Ackjeh Shehirlee, Turkey.*

| | |
|---|---|
| Issim Sis | 100 |

**Shakir, Oonialee, & Co.,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Oonia | 285 |

**Shaler & Hall Quarry Co.,**
*Portland, Middlesex Co., Connecticut, U.S.*

| | |
|---|---|
| Hattie A. Butler | 146 |

**Shamrock S.S. Co. of Larne, Ld.,**
*Larne Harbour, Ireland.*
*See* T. JACK, JUN.

**Shand, E. D.,**
*Windsor, N.S.*

| | |
|---|---|
| Alberta | 610 |
| Albertina | 654 |
| Arona | 532 |
| Athena | 663 |
| Mark Curry | 1256 |

**Shanghai Tugboat Co., Ld.,**
*Shanghai, China.*
*See* MORRIS & CO.

**Shankland, Robert, & Co.,**
21, *Cathcart Street, Greenock.*

| | |
|---|---|
| Bannockburn | 2000 |
| Celticburn | 2500 |
| Duchalburn | 1998 |
| Glenburn | 1476 |
| Janet Cowan | 2498 |
| Kelburn | 2499 |
| Miltonburn | 2499 |
| Otterburn | 2499 |
| Routenburn | 1997 |
| Springburn | 2500 |

**Sharaliji Yanni Kiriazi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayos Aftanios | 150 |

**Sharp Bros.,**
52, *Fawcett Street, Sunderland; and* 8, *Stuart Street, Docks, Cardiff.*

| | |
|---|---|
| s. Royal Duke | 6 |
| s. Royal Norman | 16 |

**Sharp & Co.,**
*Lombard Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Dunmail | 592 |
| s. Elemore | 613 |
| s. Eppleton | 562 |
| s. Rotha | 585 |
| s. Shearwater | 592 |
| s. Sindbad | 592 |

**Sharp, D. B., & Co.,**
52, *Fawcett Street, Sunderland.*

| | Net Tons |
|---|---|
| s. Gertrude | 139 |

**Sharp, Imply,**
*Bridgeton, New Jersey, U.S.*

| | |
|---|---|
| Charles E. Schmidt | 514 |

**Sharp, Isaac,**
41, *Vespasian Street, South Shields.*

| | |
|---|---|
| s. Grappler | 14 |

**Sharp, J., & Co.,**
*Fort Street, Douglas, Isle of Man.*

| | |
|---|---|
| s. Sarah Blanche | 99 |
| s. Weston | 94 |

**Sharp, W. F.,**
*Hankow, China.*

| | |
|---|---|
| s. Ella | 519 |

**Sharper, Dixon Taylor,**
3, *Coal Drop Docks, West Hartlepool.*

| | |
|---|---|
| Canadian | 278 |
| Jane | 243 |
| Sarah Amy | 137 |

**Sharper, Dixon Taylor, jun.,**
*Brunswick Street, West Hartlepool.*

| | |
|---|---|
| Contender | 94 |
| Sophia | 168 |

**Shatford Bros.,**
*Halifax, N.S.*

| | |
|---|---|
| John E. Shatford | 179 |

**Shaw, Agnes C. (Mrs.),**
*Garliestown, Wigtown.*

| | |
|---|---|
| Renown | 127 |

**Shaw, B. & G.,**
*Hull.*

| | |
|---|---|
| s. Sprite | 559 |

**Shaw, Bushby & Co.,**
9, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| Birker | 1008 |
| s. Harter | 1196 |
| s. Mosser | 1323 |

**Shaw, John,**
*Machias, Maine, U.S.*

| | |
|---|---|
| Miranda | 407 |

**Shaw, John C.,**
*New Bedford, Mass., U.S.*

| | |
|---|---|
| Clara A. Phinney | 457 |

**Shaw, L.,**
*Brooklyn Knock, co. Down.*

| | |
|---|---|
| s. Llewellyn | 74 |
| s. Minnie Hinde | 166 |

**Shaw, Leander,**
*Hantsport, N.S.*

| | |
|---|---|
| Altona | 491 |
| Avola | 450 |

**Shaw, M. G., & Son,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Mary E. Lynch | 176 |

**Shaw, Mark,**
27, *Coenties Slip, New York, U.S.*

| | Net Tons |
|---|---|
| Georgie | 229 |
| James Brown | 297 |
| W. & H. Wotherspoon | 194 |

**Shaw, Pollock & Co.,**
4, *Town Hall Street, Belfast.*

| | |
|---|---|
| s. Helen | 2031 |

**Shaw, R. B.,**
94, *Commerce Street, Glasgow.*

| | |
|---|---|
| Mountstuart | 1220 |

**Shaw, Savill & Albion Co., Ld.,**
34, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| Akaroa | 1298 |
| s. Arawa | 3268 |
| Auckland | 1245 |
| Canterbury | 1245 |
| Crusader | 1058 |
| Edwin Fox | 836 |
| Euterpe | 1197 |
| Forfarshire | 1238 |
| Glenlora | 774 |
| Helen Denny | 728 |
| Himalaya | 1008 |
| Hudson | 797 |
| Invercargill | 1246 |
| Lady Jocelyn | 2138 |
| Langstone | 746 |
| Lindfield | 2169 |
| Lutterworth | 887 |
| s. Mamari | 2342 |
| s. Maori | 4038 |
| Margaret Galbraith | 841 |
| s. Matatua | 2190 |
| Mayfield | 2176 |
| Oamaru | 1306 |
| s. Pakeha | 2842 |
| Pleiades | 997 |
| Pleione | 1092 |
| s. Rangatira | 2642 |
| Soukar | 1304 |
| s. Tainui | 3231 |
| Timaru | 1306 |
| Wellington | 1247 |
| Westland | 1116 |
| Zealandia | 1116 |

**Shaw, Savill & Co.,**
34, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| Asterion | 509 |
| Brussels | 991 |
| Halcione | 843 |
| Hermione | 1120 |

**Shea, George,**
*St. John's, N.F.L.*

| | |
|---|---|
| s. Columbian | 461 |

**Shearer, G.,**
*New York, U.S.*

| | |
|---|---|
| Scotia | 386 |

**Shearer, J. A., & Son,**
*Stromness, Orkneys.*

| | |
|---|---|
| Janet | 76 |
| Mary Ann | 86 |

**Shee, John,**
*Hawthorn, Southern Road, Cork.*

| | |
|---|---|
| Arbitrator | 184 |

**Sheehan, Patrick,**
*Main Street, Dungarvan, Waterford.*

| | |
|---|---|
| Parton | 93 |

**Sheehy, Daniel,**
*Near Wooloomooloo, Sydney, N.S.W.*

| | |
|---|---|
| s. Sophia Ann | 112 |

**Sheerness Co-operative Society, Ld.,**
3, *Russell Street, Mile Town, Sheerness, Kent.*

| | Net Tons |
|---|---|
| Adolphe & Laura | 144 |

**Sheffield, Stephen,**
*Canning, Cornwallis, King's co., N.S.*

| | |
|---|---|
| Athlon | 1308 |

**Sheffield & Wickwire,**
*Canning, N.S.*

| | |
|---|---|
| Habitant | 1619 |

**Shefki Effendi, Nalboor Hajee,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Jaylan-i-Bahri | 290 |
| Mumbi Tidjaret | 222 |

**Shellharbour Steam Navigation Co., Ld.,**
*Shellharbour, N.S.W.*

| | |
|---|---|
| s. Peterborough | 108 |

**Shepherd, Charles,**
*Brooklyn, New York, U.S.*

| | |
|---|---|
| Susan B. Thompson | 231 |

**Shepherd & Co.,**
120, *Frere Road, Bombay; and* 13, *Austin Friars, London, E.C.*
(Bombay Steam Nav. Co.)

| | |
|---|---|
| s. Bahaduri | 829 |
| s. Brahmani | 523 |
| s. Godavari | 57 |
| s. Kalinadi | 81 |
| s. Kaveri | 543 |
| s. Mahanadi | 547 |
| s. Ponani | 543 |
| s. Rajapuri | 84 |
| s. Sabarmati | 523 |
| s. Satrunji | 547 |
| s. Savitri | 72 |
| s. Shastri | 84 |
| s. Shiravati | 81 |
| s. Washisti | 47 |
| s. Zuari | 95 |

**Shepherd, F. P.,**
4666, *Germantown Avenue, Philadelphia, U.S.*

| | |
|---|---|
| John Baizley | 700 |

**Shepherd, George, & Co.,**
1, *Prospect Place, Swansea.*

| | |
|---|---|
| Beta | 466 |
| Mount Vernon | 526 |

**Shepherd, J., & Co.,**
7, *Jeffrey's Square, London, E.C.*

| | |
|---|---|
| Earnock | 1198 |
| Lake Superior | 1274 |
| Oronsay | 1569 |
| Salsette | 1614 |

**Shepherd, S. E.,**
*Rockport, Maine, U.S.*

| | |
|---|---|
| Herman F. Kimball | 119 |

**Sheppard, J. F.,**
*East Baintree, Mass., U.S.*

| | |
|---|---|
| Joel F. Sheppard | 539 |

**Sheppard, W. J.,**
*Wansbanshene, Ontario.*

| | |
|---|---|
| s. City of London | 294 |

**Shereeffa Khadijeh Hannum,**
*Monastir Skellessi, Turkey.*

| | Net Tons |
|---|---|
| Shahin-i-Derya | 170 |

**Sherman, C.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Theodore Dean | 332 |

**Sherman, D. H.,**
*New York, U.S.*

| | |
|---|---|
| s. Newark | 673 |

**Sherwen, William, & Son,**
28, *Chapel Walks, South Castle Street, Liverpool.*

| | |
|---|---|
| Primera | 597 |

**Sherwill, T.,**
*Lostwithiel, Cornwall.*

| | |
|---|---|
| Undine | 161 |

**Sheveleff, M. G.,**
*Vladivostock, Siberia.*

| | |
|---|---|
| s. Baikal | 713 |
| s. Novek | 148 |
| s. Strelock | 190 |
| s. Vladimer | 715 |

**Shewan & Co.,**
*Hong Kong.*
(China & Manila Steam Ship Co., Ld.)

| | |
|---|---|
| s. Esmeralda | 966 |
| s. Zafiro | 675 |

**Shillito, R. B.,**
10, *Terra Nova Place, Teignmouth.*

| | |
|---|---|
| Elfrida | 111 |

**Shilston, W. H.,**
3, *Brunswick Terrace, Plymouth.*

| | |
|---|---|
| Beaumont | 115 |
| Countess of Devon | 213 |
| Earl of Devon | 424 |
| Elsa | 114 |
| Girl of Devon | 130 |
| Rose of Devon | 388 |
| Western Belle | 143 |
| Western Lass | 100 |

**Shimidzu Yoshizo,**
*Niigata, Japan.*

| | |
|---|---|
| s. Meitoku Maru | 93 |

**Shinn, R.,**
*Liverpool.*

| | |
|---|---|
| A. E. Sherwood | 450 |

**Ship Canal Passenger Syndicate, Ld.,**
46, *Brown Street, Manchester.*

| | |
|---|---|
| s. Manx Fairy | 27 |

**Shipowners' & Merchants' Agency (Ld.).**
*St. Michael's Alley, Cornhill, London, E.C.*

| | |
|---|---|
| s. Albert | 217 |

**Shipowners' & Merchants' Tug Boat Co.,**
*San Francisco, U.S.*

| | |
|---|---|
| s. Sea Lion | 93 |



s. désigne les Vapeurs.

**Shire Line** (Sailing Vessels),
*See* THOMAS LAW & Co.

**Shire Line** (Steamers),
*See* JENKINS & Co.

**Shirobei, Fujino,**
*Tokio, Japan.*

| | Net Tons |
|---|---|
| s. Yoshino Maru | 238 |

**Shoe, B.,**
2730, *Ann Street, Philadelphia, U.S.*

| | |
|---|---|
| John C. Cottingham | 215 |
| Sallie E. Ludlam | 225 |

**Shoe, N. B.,**
*Philadelphia, U.S.*

| | |
|---|---|
| Matilda D. Borda | 786 |

**Shoichiro, Fujioka,**
*Kobe, Japan.*

| | |
|---|---|
| s. Kosei Maru | 225 |
| s. Kosho Maru | 348 |

**Shoreham Shipping Co., Ld.**
(Manager—T. B. Gates.),
*Shoreham, Sussex.*

| | |
|---|---|
| Natalla | 165 |
| Wave Queen | 313 |

**Short, J. T., & Co.,**
*Bute Place, The Docks, Cardiff.*

| | |
|---|---|
| s. Llandaff | 243 |
| s. Ouse | 442 |

**Short, J. Y., & E. T. Gourley,**
49, *West Sunniside, Sunderland.*

| | |
|---|---|
| s. Constance | 2487 |

**Short, John,**
*Watchet, Somerset.*

| | |
|---|---|
| Queen of the Sea | 123 |

**Shortland, S. F.,**
*New York, U.S.*

| | |
|---|---|
| Pola | 108 |

**Shropshire Union Railway & Canal Co.,**
*Chester.*

| | |
|---|---|
| s. Arrow | 4 |
| s. Earl of Powis | 29 |
| s. George Stanton | 40 |

**Shrubsall, Horace,**
43, *East India Road, London.*

| | |
|---|---|
| Doric | 142 |

**Shryock, T. J.,**
*Baltimore, Md., U.S.*

| | |
|---|---|
| Thomas J. Shryock | 165 |

**Shubert, F.,**
118, *North Delaware Avenue, Philadelphia, U.S.*

| | |
|---|---|
| Aaron Reppard | 436 |
| William H. Shubert | 611 |

**Shulee Lumber Co.,**
*Shulee, N.S.*
*See* J. W. SEAMAN.

**Shute, Thomas, & Co.,**
*Calle de la Constitucion, Callao, Peru.*

| | Net Tons |
|---|---|
| Sarita | 582 |
| Superbe | 544 |

**Siaba, Manuel,**
*Corunna, Spain.*

| | |
|---|---|
| Muros | 124 |

**Siam, The King of,**
*Bangkok, Siam.*

| | |
|---|---|
| s. Maha Chakrkri | 1232 |

**Siberg, J.,**
*Söderhamn, Sweden.*

| | |
|---|---|
| Sally | 1164 |

**Sibiriakoff, A. M.,**
*Inkutsk, Siberia.*

| | |
|---|---|
| s. A. E. Nordenskjöld | 203 |

**Sibley, Edward,**
*Belfast, Maine, U.S.*

| | |
|---|---|
| Charlotte T. Sibley | 358 |
| Fannie A. Gorham | 308 |
| John C. Smith | 429 |

**Sichirich, Nicolo, di S.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Nikita | 838 |

**Sidoroff, I.,**
*Impilaks, Finland.*

| | |
|---|---|
| Ivan | 229 |

**Sidoroff, P.,**
*Sordavala, Finland.*

| | |
|---|---|
| Nikolai | 182 |
| Pavila | 216 |

**Siebe, Carl,**
*Badenstrasse, 38, Stralsund, Germany.*

| | |
|---|---|
| Cardinal | 358 |
| Hedwig Siebe | 356 |
| s. Margarethe | 98 |

**Siebert & Alexander,**
*Friedrich Wilhelmstrasse 35, Memel, Germany.*

| | |
|---|---|
| Medusa | 366 |
| Minna Helene | 340 |

**Siebert, H.,**
*Bremerhaven, Germany.*

| | |
|---|---|
| s. Dora | 58 |
| s. Hanny | 58 |

**Siebs, E.,**
*Bremerhaven, Germany.*

| | |
|---|---|
| s. Eide | 56 |
| s. Lilly | 57 |

**Siedenburg, Wendt & Co.,**
*Bremen, Germany.*

| | |
|---|---|
| Anna | 1159 |
| August | 1491 |
| Fritz | 1492 |
| Georg | 1195 |
| Helene | 1241 |
| J. W. Wendt | 1745 |
| J. Weissenhorn | 2024 |
| Johann Friedrich | 1236 |
| Maria Siedenburg | 1143 |
| Sirius | 1736 |
| Smidt | 1673 |
| Theodor Fischer | 1784 |

**Siemens Bros. & Co., Ld.,**
12, *Queen Anne's Gate, Westminster, London, S.W.*

| | Net Tons |
|---|---|
| s. Faraday | 3123 |

**Siemers, G. J. H., & Co.,**
*Kleine Johanninstrasse 19¹, Hamburg, Germany.*

| | |
|---|---|
| Susanna | 1909 |
| Thekla | 1912 |

**Siemsen, Peter, & Co.,**
*Hermannstrasse 44, Hamburg, Germany.*

| | |
|---|---|
| Europa | 1231 |

**Sierra, José,**
*Cesares, Spain.*

| | |
|---|---|
| Cuatro Amigos | 112 |

**Sierra Shipping Co., Ld.,**
*Fenwick Chambers, Fenwick Street, Liverpool.*
*See* THOMPSON, ANDERSON & Co.

**Sievey, W. J.,**
27, *Edward Street, Deptford.*

| | |
|---|---|
| John Shelley | 175 |

**Sigallias, N.,**
*Andros, Greece.*

| | |
|---|---|
| Agios Nicolaos | 254 |

**Signell, G.,**
*Finby, Russia.*

| | |
|---|---|
| Pauline | 252 |

**Sigtuna - Örsundsbro Nya Ångf. Aktieb.,**
*Sigtuna, Sweden.*
*See* V. E. SUCKSDORFF.

**"Sigurd," Rederiaktieb.,**
*Malmö, Sweden.*
*See* O. S. HEDBERG.

**Sihlemann,**
*Libau, Russia.*

| | |
|---|---|
| Anna Katharina | 160 |

**Siitoin, N. & K.,**
*Sordavalastadt, Finland.*

| | |
|---|---|
| Lilli | 124 |

**Silander, K. G.,**
*Nystad, Finland.*

| | |
|---|---|
| Merkki | 280 |

**Sillerström, O.,**
*Nacka, Sundsvall, Sweden.*
(Johannesviks Ångsågs Aktiebol.)

| | |
|---|---|
| s. Stor Erik | 54 |

**Sillick, F. J.,**
*Milford.*

| | |
|---|---|
| s. Birda | 66 |
| s. Boronia | 38 |

**Silva, J. J. A. e,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Dom Aurelio | 228 |

**Silva, Joãs dos Santos,**
*Aveiro, Portugal.*

| | |
|---|---|
| Viajante II. | 191 |

**Silva, Juan,**
*Callao, Peru.*

| | Net Tons |
|---|---|
| Amalia | 123 |

**Silvén, Gustaf,**
*Seffle, Sweden.*

| | |
|---|---|
| s. D. W. Liljehöök | 114 |
| s. Olof Trätälja | 134 |
| s. Sten Sture | 92 |

**Simensen, J.,**
*Drammen, Norway.*

| | |
|---|---|
| Sagutun | 366 |

**Simensen, S. M.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Reform | 387 |

**Simeone, A.,**
*Gaeta, Italy.*

| | |
|---|---|
| Maria & Teresa | 980 |

**Simmons, Wm.,**
*Canning Place, Passage West, co. Cork.*

| | |
|---|---|
| Thornhill | 919 |

**Simolin, L. & O.,**
*Borgå, Finland.*

| | |
|---|---|
| Hanna Maria | 661 |

**Simolin, O.,**
*Borgå, Finland.*

| | |
|---|---|
| Oscar | 528 |

**Simon, Amaury,**
*Redon, France.*

| | |
|---|---|
| Edouard | 141 |

**Simon, Ch.,**
*Rue Newton 2, Nantes, France.*

| | |
|---|---|
| Amélie | 414 |

**Simon, Mureftahlee Strati Hajee,**
*Mureftah, Turkey.*

| | |
|---|---|
| Mureftah | 137 |

**Simonetti, Silvestro,**
*Viareggio, Italy.*

| | |
|---|---|
| Risorgimento | 137 |

**Simoni, Chr.,**
*Aalborg, Denmark.*

| | |
|---|---|
| Carl | 271 |
| Caroline Smith | 242 |
| Flora | 311 |
| Kirstine | 128 |
| S. J. Lund | 107 |

**Simonsen, A. F., & Co.,**
*Bergen, Norway.*

| | |
|---|---|
| Jonas Rein | 158 |

**Simonsen, J. C.,**
*Landsbyen, Marstal, Denmark.*

| | |
|---|---|
| Aerial | 156 |

**Simonsen, Johan,**
*Mandal, Norway.*

| | |
|---|---|
| Carin | 912 |
| Parramatta | 1416 |

**Simonsen, M.,**
*Fredriksstad, Norway.*

| | Net Tons |
|---|---|
| Agenda | 213 |

**Simonsen, P.,**
*Odense, Denmark.*

| | |
|---|---|
| Frederikke | 117 |
| Ganymed | 133 |

**Simpson, Alexander,**
10, *Jamaica Street, Peterhead.*

| | |
|---|---|
| Traveller | 196 |

**Simpson, Bros.,**
48, *Market Street, San Francisco, U.S.*

| | |
|---|---|
| Arago | 476 |
| Aureola | 785 |
| Chehalis | 656 |
| Gardiner City | 451 |
| Gleaner | 393 |
| Gotoma | 189 |
| James A. Garfield | 300 |
| Louis | 820 |
| Melancthon | 283 |
| North Bend | 358 |
| Novelty | 584 |
| Orient | 297 |
| Pioneer | 397 |
| Portland | 469 |
| Seminole | 1370 |
| s. Signal | 392 |
| Tam O'Shanter | 562 |
| Volunteer | 571 |
| Webfoot | 344 |
| Wing & Wing | 135 |

**Simpson Bros.,**
*Swansea.*

| | |
|---|---|
| Ben Cruachan | 1400 |
| Caswell | 499 |
| Langland | 639 |
| Patterdale | 1169 |
| Picton Castle | 567 |

**Simpson, Clapp & Co.,**
129, *Broad Street, New York, U.S.*

| | |
|---|---|
| A. P. Emerson | 232 |
| Carrie Bell | 260 |
| Evie J. Ray | 919 |
| H. E. Thompson | 649 |
| John Cadwallader | 130 |

**Simpson, H., & Sons,**
*Adelaide, S.A.*

| | |
|---|---|
| Athena | 412 |
| J. L. Hall | 682 |
| Otago | 346 |
| Saxon | 401 |
| Verulam | 493 |

**Simpson, J.,**
*San Francisco, Cal., U.S.*

| | |
|---|---|
| Charles F. Crocker | 813 |

**Simpson, J. C.,**
*New York, U.S.*

| | |
|---|---|
| William Jones | 296 |

**Simpson, James W.,**
*Banff.*

| | |
|---|---|
| Andrew Longmore | 135 |

**Simpson, John,**
129, *Hope Street, Glasgow.*

| | |
|---|---|
| s. Premier | |

**Simpson, John W.,**
26½, *Low Street, Banff.*

| | |
|---|---|
| Emperor | 99 |
| Fair Wind | 147 |
| Gowan | 135 |
| Lord Clyde | 99 |

**Seyd Alla Hullaboo,**
*Alexandria, Egypt.*

| | Net Tons |
|---|---|
| s. Radji Kerim | 412 |

**Shaban, Terebolielee,**
*Terebolie, Asiatic Turkey.*

| | |
|---|---|
| Barten | 175 |

**Shadforth, R., & Co.,**
45, *West Sunniside, Sunderland.*

| | |
|---|---|
| s. Beechville | 1042 |
| s. Elmville | 1272 |
| s. Roseville | 1060 |

**Shafner, James E.,**
*Granville, N.S.*

| | |
|---|---|
| Onora | 137 |

**Shakir, Ackjee Shehirlee Hajee, & Bros.,**
*Ackjeh Shehirlee, Turkey.*

| | |
|---|---|
| Issim Sis | 100 |

**Shakir, Oonialee, & Co.,**
*Oonia, Asiatic Turkey.*

| | |
|---|---|
| Oonia | 285 |

**Shaler & Hall Quarry Co.,**
*Portland, Middlesex Co., Connecticut, U.S.*

| | |
|---|---|
| Hattie A. Butler | 146 |

**Shamrock S.S. Co. of Larne, Ld.,**
*Larne Harbour, Ireland.*
*See* T. JACK, JUN.

**Shand, E. D.,**
*Windsor, N.S.*

| | |
|---|---|
| Alberta | 610 |
| Albertina | 654 |
| Arona | 532 |
| Athena | 663 |
| Mark Curry | 1256 |

**Shanghai Tugboat Co., Ld.,**
*Shanghai, China.*
*See* MORRIS & CO.

**Shankland, Robert, & Co.,**
21, *Cathcart Street, Greenock.*

| | |
|---|---|
| Bannockburn | 2000 |
| Celticburn | 2500 |
| Duchalburn | 1998 |
| Glenburn | 1476 |
| Janet Cowan | 2498 |
| Kelburn | 2499 |
| Miltonburn | 2499 |
| Otterburn | 2499 |
| Routenburn | 1997 |
| Springburn | 2500 |

**Sharaliji Yanni Kiriazi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayos Aftanios | 150 |

**Sharp Bros.,**
52, *Fawcett Street, Sunderland*; *and* 8, *Stuart Street, Docks, Cardiff.*

| | |
|---|---|
| s. Royal Duke | 6 |
| s. Royal Norman | 16 |

**Sharp & Co.,**
*Lombard Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Dunmail | 592 |
| s. Elemore | 613 |
| s. Eppleton | 562 |
| s. Rotha | 585 |
| s. Shearwater | 592 |
| s. Sindbad | 592 |

**Sharp, D. B., & Co.,**
52, *Fawcett Street, Sunderland.*

| | Net Tons |
|---|---|
| s. Gertrude | 139 |

**Sharp, Imply,**
*Bridgeton, New Jersey, U.S.*

| | |
|---|---|
| Charles E. Schmidt | 514 |

**Sharp, Isaac,**
41, *Vespasian Street, South Shields.*

| | |
|---|---|
| s. Grappler | 14 |

**Sharp, J., & Co.,**
*Fort Street, Douglas, Isle of Man.*

| | |
|---|---|
| s. Sarah Blanche | 99 |
| s. Weston | 94 |

**Sharp, W. F.,**
*Hankow, China.*

| | |
|---|---|
| s. Ella | 519 |

**Sharper, Dixon Taylor,**
3, *Coal Drop Docks, West Hartlepool.*

| | |
|---|---|
| Canadian | 278 |
| Jane | 243 |
| Sarah Amy | 137 |

**Sharper, Dixon Taylor, jun.,**
*Brunswick Street, West Hartlepool.*

| | |
|---|---|
| Contender | 94 |
| Sophia | 168 |

**Shatford Bros.,**
*Halifax, N.S.*

| | |
|---|---|
| John E. Shatford | 179 |

**Shaw, Agnes C. (Mrs.),**
*Garliestown, Wigtown.*

| | |
|---|---|
| Renown | 127 |

**Shaw, B. & G.,**
*Hull.*

| | |
|---|---|
| s. Sprite | 559 |

**Shaw, Bushby & Co.,**
9, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| Birker | 1008 |
| s. Harter | 1196 |
| s. Mosser | 1323 |

**Shaw, John,**
*Machias, Maine, U.S.*

| | |
|---|---|
| Miranda | 407 |

**Shaw, John C.,**
*New Bedford, Mass., U.S.*

| | |
|---|---|
| Clara A. Phinney | 457 |

**Shaw, L.,**
*Brooklyn Knock, co. Down.*

| | |
|---|---|
| s. Llewellyn | 74 |
| s. Minnie Hinde | 166 |

**Shaw, Leander,**
*Hantsport, N.S.*

| | |
|---|---|
| Altona | 491 |
| Avola | 450 |

**Shaw, M. G., & Son,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Mary E. Lynch | 176 |

**Shaw, Mark,**
27, *Coenties Slip, New York, U.S.*

| | Net Tons |
|---|---|
| Georgie | 229 |
| James Brown | 297 |
| W. & H. Wotherspoon | 194 |

**Shaw, Pollock & Co.,**
4, *Town Hall Street, Belfast.*

| | |
|---|---|
| s. Helen | 2031 |

**Shaw, R. B.,**
94, *Commerce Street, Glasgow.*

| | |
|---|---|
| Mountstuart | 1220 |

**Shaw, Savill & Albion Co., Ld.,**
34, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| Akaroa | 1298 |
| s. Arawa | 3268 |
| Auckland | 1245 |
| Canterbury | 1245 |
| Crusader | 1058 |
| Edwin Fox | 836 |
| Euterpe | 1197 |
| Forfarshire | 1238 |
| Glenlora | 774 |
| Helen Denny | 728 |
| Himalaya | 1008 |
| Hudson | 797 |
| Invercargill | 1246 |
| Lady Jocelyn | 2138 |
| Langstone | 746 |
| Lindfield | 2169 |
| Lutterworth | 887 |
| s. Mamari | 2342 |
| s. Maori | 4038 |
| Margaret Galbraith | 841 |
| s. Matatua | 2190 |
| Mayfield | 2176 |
| Oamaru | 1306 |
| s. Pakeha | 2842 |
| Pleiades | 997 |
| Pleione | 1092 |
| s. Rangatira | 2642 |
| Soukar | 1304 |
| s. Tainui | 3231 |
| Timaru | 1306 |
| Wellington | 1247 |
| Westland | 1116 |
| Zealandia | 1116 |

**Shaw, Savill & Co.,**
34, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| Asterion | 509 |
| Brussels | 991 |
| Halcione | 843 |
| Hermione | 1120 |

**Shea, George,**
*St. John's, N.F.L.*

| | |
|---|---|
| s. Columbian | 461 |

**Shearer, G.,**
*New York, U.S.*

| | |
|---|---|
| Scotia | 386 |

**Shearer, J. A., & Son,**
*Stromness, Orkneys.*

| | |
|---|---|
| Janet | 76 |
| Mary Ann | 86 |

**Shee, John,**
*Hawthorn, Southern Road, Cork.*

| | |
|---|---|
| Arbitrator | 184 |

**Sheehan, Patrick,**
*Main Street, Dungarvan, Waterford.*

| | |
|---|---|
| Parton | 93 |

**Sheehy, Daniel,**
*Near Wooloomooloo, Sydney, N.S.W.*

| | |
|---|---|
| s. Sophia Ann | 112 |

**Sheerness Co-operative Society, Ld.,**
3, *Russell Street, Mile Town, Sheerness, Kent.*

| | Net Tons |
|---|---|
| Adolphe & Laura | 144 |

**Sheffield, Stephen,**
*Canning, Cornwallis, King's co., N.S.*

| | |
|---|---|
| Athlon | 1308 |

**Sheffield & Wickwire,**
*Canning, N.S.*

| | |
|---|---|
| Habitant | 1619 |

**Shefki Effendi, Nalboor Hajee,**
*Oonia, Asiastic Turkey.*

| | |
|---|---|
| Jaylan-i-Bahri | 290 |
| Mumbi Tidjaret | 222 |

**Shellharbour Steam Navigation Co., Ld.,**
*Shellharbour, N.S.W.*

| | |
|---|---|
| s. Peterborough | 108 |

**Shepherd, Charles,**
*Brooklyn, New York, U.S.*

| | |
|---|---|
| Susan B. Thompson | 231 |

**Shepherd & Co.,**
120, *Frere Road, Bombay*; *and* 13, *Austin Friars, London, E.C.*
(Bombay Steam Nav. Co.)

| | |
|---|---|
| s. Bahaduri | 829 |
| s. Brahmani | 523 |
| s. Godavari | 57 |
| s. Kalinadi | 81 |
| s. Kaveri | 543 |
| s. Mahanadi | 547 |
| s. Ponani | 543 |
| s. Rajapuri | 84 |
| s. Sabarmati | 523 |
| s. Satrunji | 547 |
| s. Savitri | 72 |
| s. Shastri | 84 |
| s. Shiravati | 81 |
| s. Washisti | 47 |
| s. Zuari | 95 |

**Shepherd, F. P.,**
4666, *Germantown Avenue, Philadelphia, U.S.*

| | |
|---|---|
| John Baizley | 700 |

**Shepherd, George, & Co.,**
1, *Prospect Place, Swansea.*

| | |
|---|---|
| Beta | 466 |
| Mount Vernon | 526 |

**Shepherd, J., & Co.,**
7, *Jeffrey's Square, London, E.C.*

| | |
|---|---|
| Earnock | 1198 |
| Lake Superior | 1274 |
| Oronsay | 1569 |
| Salsette | 1614 |

**Shepherd, S. E.,**
*Rockport, Maine, U.S.*

| | |
|---|---|
| Herman F. Kimball | 119 |

**Sheppard, J. F.,**
*East Baintree, Mass., U.S.*

| | |
|---|---|
| Joel F. Sheppard | 539 |

**Sheppard, W. J.,**
*Wansbanshene, Ontario.*

| | |
|---|---|
| s. City of London | 294 |

**Shereeffa Khadijeh Hannum.**
*Monastir Skellessi, Turkey.*

| | Net Tons |
|---|---|
| Shahin-i-Derya | 170 |

**Sherman, C.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Theodore Dean | 332 |

**Sherman, D. H.,**
*New York, U.S.*

| | |
|---|---|
| s. Newark | 673 |

**Sherwen, William, & Son,**
28, *Chapel Walks, South Castle Street, Liverpool.*

| | |
|---|---|
| Primera | 597 |

**Sherwill, T.,**
*Lostwithiel, Cornwall.*

| | |
|---|---|
| Undine | 161 |

**Sheveleff, M. G.,**
*Vladivostock, Siberia.*

| | |
|---|---|
| s. Baikal | 713 |
| s. Novek | 148 |
| s. Strelock | 190 |
| s. Vladimer | 715 |

**Shewan & Co.,**
*Hong Kong.*
(China & Manila Steam Ship Co., Ld.)

| | |
|---|---|
| s. Esmeralda | 966 |
| s. Zafiro | 675 |

**Shillito, R. B.,**
10, *Terra Nova Place, Teignmouth.*

| | |
|---|---|
| Elfrida | 111 |

**Shilston, W. H.,**
3, *Brunswick Terrace, Plymouth.*

| | |
|---|---|
| Beaumont | 115 |
| Countess of Devon | 213 |
| Earl of Devon | 424 |
| Elsa | 114 |
| Girl of Devon | 130 |
| Rose of Devon | 388 |
| Western Belle | 143 |
| Western Lass | 100 |

**Shimidzu Yoshizo,**
*Niigata, Japan.*

| | |
|---|---|
| s. Meitoku Maru | 93 |

**Shinn, R.,**
*Liverpool.*

| | |
|---|---|
| A. E. Sherwood | 450 |

**Ship Canal Passenger Syndicate, Ld.,**
46, *Brown Street, Manchester.*

| | |
|---|---|
| s. Manx Fairy | 27 |

**Shipowners' & Merchants' Agency (Ld.).**
*St. Michael's Alley, Cornhill, London, E.C.*

| | |
|---|---|
| s. Albert | 217 |

**Shipowners' & Merchants' Tug Boat Co.,**
*San Francisco, U.S.*

| | |
|---|---|
| s. Sea Lion | 93 |



s. désigne les Vapeurs.

**Shire Line** (Sailing Vessels),
*See* THOMAS LAW & CO.

**Shire Line** (Steamers),
*See* JENKINS & CO.

**Shirobei, Fujino,**
*Tokio, Japan.*

| | Net Tons |
|---|---|
| s. Yoshino Maru | 238 |

**Shoe, B.,**
2730, *Ann Street, Philadelphia, U.S.*

| | |
|---|---|
| John C. Cottingham | 215 |
| Sallie E. Ludlam | 225 |

**Shoe, N. B.,**
*Philadelphia, U.S.*

| | |
|---|---|
| Matilda D. Borda | 786 |

**Shoichiro, Fujioka,**
*Kobe, Japan.*

| | |
|---|---|
| s. Kosei Maru | 225 |
| s. Kosho Maru | 348 |

**Shoreham Shipping Co., Ld.**
(Manager—T. B. Gates.),
*Shoreham, Sussex.*

| | |
|---|---|
| Natalia | 165 |
| Wave Queen | 313 |

**Short, J. T., & Co.,**
*Bute Place, The Docks, Cardiff.*

| | |
|---|---|
| s. Llandaff | 243 |
| s. Ouse | 442 |

**Short, J. Y., & E. T. Gourley,**
49, *West Sunniside, Sunderland.*

| | |
|---|---|
| s. Constance | 2487 |

**Short, John,**
*Watchet, Somerset.*

| | |
|---|---|
| Queen of the Sea | 123 |

**Shortland, S. F.,**
*New York, U.S.*

| | |
|---|---|
| Pola | 108 |

**Shropshire Union Railway & Canal Co.,**
*Chester.*

| | |
|---|---|
| s. Arrow | 4 |
| s. Earl of Powis | 29 |
| s. George Stanton | 40 |

**Shrubsall, Horace,**
43, *East India Road, London.*

| | |
|---|---|
| Doric | 142 |

**Shryock, T. J.,**
*Baltimore, Md., U.S.*

| | |
|---|---|
| Thomas J. Shryock | 165 |

**Shubert, F.,**
118, *North Delaware Avenue, Philadelphia, U.S.*

| | |
|---|---|
| Aaron Reppard | 436 |
| William H. Shubert | 611 |

**Shulee Lumber Co.,**
*Shulee, N.S.*
*See* J. W. SEAMAN.

**Shute, Thomas, & Co.,**
*Calle de la Constitucion, Callao, Peru.*

| | Net Tons |
|---|---|
| Sarita | 582 |
| Superbe | 544 |

**Siaba, Manuel,**
*Corunna, Spain.*

| | |
|---|---|
| Muros | 124 |

**Siam, The King of,**
*Bangkok, Siam.*

| | |
|---|---|
| s. Maha Chakrkri | 1232 |

**Siberg, J.,**
*Söderhamn, Sweden.*

| | |
|---|---|
| Sally | 1164 |

**Sibiriakoff, A. M.,**
*Inkutsk, Siberia.*

| | |
|---|---|
| s. A. E. Nordenskjöld | 203 |

**Sibley, Edward,**
*Belfast, Maine, U.S.*

| | |
|---|---|
| Charlotte T. Sibley | 358 |
| Fannie A. Gorham | 308 |
| John C. Smith | 429 |

**Sichirich, Nicolo, di S.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Nikita | 838 |

**Sidoroff, I.,**
*Impilaks, Finland.*

| | |
|---|---|
| Ivan | 229 |

**Sidoroff, P.,**
*Sordavala, Finland.*

| | |
|---|---|
| Nikolai | 182 |
| Pavila | 216 |

**Siebe, Carl,**
*Badenstrasse, 38, Stralsund, Germany.*

| | |
|---|---|
| Cardinal | 358 |
| Hedwig Siebe | 356 |
| s. Margarethe | 98 |

**Siebert & Alexander,**
*Friedrich Wilhelmstrasse 35, Memel, Germany.*

| | |
|---|---|
| Medusa | 366 |
| Minna Helene | 340 |

**Siebert, H.,**
*Bremerhaven, Germany.*

| | |
|---|---|
| s. Dora | 58 |
| s. Hanny | 58 |

**Siebs, E.,**
*Bremerhaven, Germany.*

| | |
|---|---|
| s. Eide | 56 |
| s. Lilly | 57 |

**Siedenburg, Wendt & Co.,**
*Bremen, Germany.*

| | |
|---|---|
| Anna | 1159 |
| August | 1491 |
| Fritz | 1492 |
| Georg | 1195 |
| Helene | 1241 |
| J. W. Wendt | 1745 |
| J. Weissenhorn | 2024 |
| Johann Friedrich | 1236 |
| Maria Siedenburg | 1143 |
| Sirius | 1736 |
| Smidt | 1673 |
| Theodor Fischer | 1784 |

**Siemens Bros. & Co., Ld.,**
12, *Queen Anne's Gate, Westminster, London, S.W.*

| | Net Tons |
|---|---|
| s. Faraday | 3123 |

**Siemers, G. J. H., & Co.,**
*Kleine Johanninstrasse 19[1], Hamburg, Germany.*

| | |
|---|---|
| Susanna | 1909 |
| Thekla | 1912 |

**Siemsen, Peter, & Co.,**
*Hermannstrasse 44, Hamburg, Germany.*

| | |
|---|---|
| Europa | 1231 |

**Sierra, José,**
*Cesares, Spain.*

| | |
|---|---|
| Cuatro Amigos | 112 |

**Sierra Shipping Co., Ld.,**
*Fenwick Chambers, Fenwick Street, Liverpool.*
*See* THOMPSON, ANDERSON & CO.

**Sievey, W. J.,**
27, *Edward Street, Deptford.*

| | |
|---|---|
| John Shelley | 175 |

**Sigallias, N.,**
*Andros, Greece.*

| | |
|---|---|
| Agios Nicolaos | 254 |

**Signell, G.,**
*Finby, Russia.*

| | |
|---|---|
| Pauline | 252 |

**Sigtuna - Örsundsbro Nya Ångf. Aktieb.,**
*Sigtuna, Sweden.*
*See* V. E. SUCKSDORFF.

**"Sigurd," Rederiaktieb.,**
*Malmö, Sweden.*
*See* O. S. HEDBERG.

**Sihlemann,**
*Libau, Russia.*

| | |
|---|---|
| Anna Katharina | 160 |

**Siitoin, N. & K.,**
*Sordavalastadt, Finland.*

| | |
|---|---|
| Lilli | 124 |

**Silander, K. G.,**
*Nystad, Finland.*

| | |
|---|---|
| Merkki | 280 |

**Sillerström, O.,**
*Nacka, Sundsvall, Sweden.*
(Johannesviks Ångsågs Aktiebol.)

| | |
|---|---|
| s. Stor Erik | 54 |

**Sillick, F. J.,**
*Milford.*

| | |
|---|---|
| s. Birda | 66 |
| s. Boronia | 38 |

**Silva, J. J. A. e,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Dom Aurelio | 228 |

**Silva, Joãs dos Santos,**
*Aveiro, Portugal.*

| | |
|---|---|
| Viajante II. | 191 |

**Silva, Juan,**
*Callao, Peru.*

| | Net Tons |
|---|---|
| Amalia | 123 |

**Silvén, Gustav,**
*Seffle, Sweden.*

| | |
|---|---|
| s. D. W. Lilljehöök | 114 |
| s. Olof Trätälja | 134 |
| s. Sten Sture | 92 |

**Simensen, J.,**
*Drammen, Norway.*

| | |
|---|---|
| Sagutun | 366 |

**Simensen, S. M.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Reform | 387 |

**Simeone, A.,**
*Gaeta, Italy.*

| | |
|---|---|
| Maria & Teresa | 980 |

**Simmons, Wm.,**
*Canning Place, Passage West, co. Cork.*

| | |
|---|---|
| Thornhill | 919 |

**Simolin, L. & O.,**
*Borgå, Finland.*

| | |
|---|---|
| Hanna Maria | 661 |

**Simolin, O.,**
*Borgå, Finland.*

| | |
|---|---|
| Oscar | 528 |

**Simon, Amaury,**
*Redon, France.*

| | |
|---|---|
| Edouard | 141 |

**Simon, Ch.,**
*Rue Newton 2, Nantes, France.*

| | |
|---|---|
| Amélie | 414 |

**Simon, Mureftahlee Strati Hajee,**
*Mureftah, Turkey.*

| | |
|---|---|
| Mureftah | 137 |

**Simonetti, Silvestro,**
*Viareggio, Italy.*

| | |
|---|---|
| Risorgimento | 137 |

**Simoni, Chr.,**
*Aalborg, Denmark.*

| | |
|---|---|
| Carl | 271 |
| Caroline Smith | 242 |
| Flora | 311 |
| Kirstine | 128 |
| S. J. Lund | 107 |

**Simonsen, A. F., & Co.,**
*Bergen, Norway.*

| | |
|---|---|
| Jonas Rein | 158 |

**Simonsen, J. C.,**
*Landsbyen, Marstal, Denmark.*

| | |
|---|---|
| Aerial | 156 |

**Simonsen, Johan,**
*Mandal, Norway.*

| | |
|---|---|
| Carin | 912 |
| Parramatta | 1416 |

**Simonsen, M.,**
*Fredriksstad, Norway.*

| | Net Tons |
|---|---|
| Agenda | 213 |

**Simonsen, P.,**
*Odense, Denmark.*

| | |
|---|---|
| Frederikke | 117 |
| Ganymed | 133 |

**Simpson, Alexander,**
10, *Jamaica Street, Peterhead.*

| | |
|---|---|
| Traveller | 196 |

**Simpson, Bros.,**
48, *Market Street, San Francisco, U.S.*

| | |
|---|---|
| Arago | 476 |
| Aureola | 785 |
| Chehalis | 656 |
| Gardiner City | 451 |
| Gleaner | 393 |
| Gotoma | 189 |
| James A. Garfield | 300 |
| Louis | 820 |
| Melancthon | 283 |
| North Bend | 358 |
| Novelty | 584 |
| Orient | 297 |
| Pioneer | 397 |
| Portland | 469 |
| Seminole | 1370 |
| s. Signal | 392 |
| Tam O'Shanter | 562 |
| Volunteer | 571 |
| Webfoot | 344 |
| Wing & Wing | 135 |

**Simpson Bros.,**
*Swansea.*

| | |
|---|---|
| Ben Cruachan | 1400 |
| Caswell | 499 |
| Langland | 639 |
| Patterdale | 1169 |
| Picton Castle | 567 |

**Simpson, Clapp & Co.,**
129, *Broad Street, New York, U.S.*

| | |
|---|---|
| A. P. Emerson | 232 |
| Carrie Bell | 260 |
| Evie J. Ray | 919 |
| H. E. Thompson | 649 |
| John Cadwallader | 130 |

**Simpson, H., & Sons,**
*Adelaide, S.A.*

| | |
|---|---|
| Athena | 412 |
| J. L. Hall | 682 |
| Otago | 346 |
| Saxon | 401 |
| Verulam | 493 |

**Simpson, J.,**
*San Francisco, Cal., U.S.*

| | |
|---|---|
| Charles F. Crocker | 813 |

**Simpson, J. C.,**
*New York, U.S.*

| | |
|---|---|
| William Jones | 296 |

**Simpson, James W.,**
*Banff.*

| | |
|---|---|
| Andrew Longmore | 135 |

**Simpson, John,**
129, *Hope Street, Glasgow.*

| | |
|---|---|
| s. Premier | |

**Simpson, John W.,**
26½, *Low Street, Banff.*

| | |
|---|---|
| Emperor | 99 |
| Fair Wind | 147 |
| Gowan | 135 |
| Lord Clyde | 99 |

**Simpson, R. W.,**
*Havana, Cuba.*

| | Net Tons |
|---|---|
| s. Eugenie | 92 |

**Simpson, Richard,**
*St. Andrew's Dock, Hull.*

| | |
|---|---|
| s. Champion | 58 |
| s. Desideratum | 59 |
| s. Duchess of York | 58 |
| s. Duke of York | 58 |
| s. George | 58 |
| s. Labore et Honore | 58 |
| s. Pride of the Humber | 58 |

**Simpson, Robert,**
*Harrington, Cumberland.*

| | |
|---|---|
| s. Clytie | 178 |
| s. Harrington | 120 |
| s. Iron King | 185 |
| s. Kelburne | 83 |

**Simpson & Shaw,**
*New York, U.S.*

| | |
|---|---|
| Emma L. Shaw | 567 |
| Saranac | 1027 |

**Simpson, W. W.,**
*Brooklyn, New York, U.S.*

| | |
|---|---|
| Edwin Reed | 1164 |

**Sims, J. C.,**
*New York, U.S.*

| | |
|---|---|
| s. New Brunswick | 700 |

**Simunich, Maria,**
*Graz, Austria.*

| | |
|---|---|
| Redento | 639 |

**Sinalva & Durango Railroad Co.,**
*Mazatlan, Mexico.*

| | |
|---|---|
| s. Altata | 79 |

**Sincennes McNaughton Line, The,**
*Montreal, Canada.*

| | |
|---|---|
| s. Conqueror | 24 |
| s. Hudson | 80 |
| s. Sincennes | 129 |
| s. Spray | 60 |

**Sinclair, Charles,**
*Lowell, Mass., U.S.*

| | |
|---|---|
| Jennie S. | 176 |

**Sinclair & Ellwood,**
41, *South Castle Street, Liverpool.*

| | |
|---|---|
| Carnarvon Castle | 1154 |

**Sinclair, Hugh,**
*Olrig Street, Thurso, Caithness.*

| | |
|---|---|
| Lochranza Castle | 88 |
| Mary Smethurst | 96 |

**Sinclair, John,**
4, *Church Street, W. Hartlepool.*

| | |
|---|---|
| s. John Johnasson | 348 |
| s. Killingworth | 315 |
| s. Pione | 289 |
| s. Sinclair | 397 |

**Sinclair, Kenneth,**
*Dunnet, Caithness.*

| | |
|---|---|
| Volant | 94 |

**Sinclair, W. P., & Co.,**
12, *North John Street, Liverpool.*

| | Net Tons |
|---|---|
| Slieve Bawn | 1632 |
| Slieve Donard | 1788 |
| Slieve Roe | 1667 |

**Sindholm, G. A.,**
*Hellesborg, Russia.*

| | |
|---|---|
| Skandia | 272 |

**Singdahlsen, H. U.,**
*Laurvig, Norway.*

| | |
|---|---|
| Cito | 524 |
| Sophie | 337 |

**Singer, A. M.,**
*St. Petersburg, Russia.*

| | |
|---|---|
| s. Roxana | 447 |

**Singkep Tin Maatschappij,**
*The Hague, Holland.*

| | |
|---|---|
| s. Singkep | 67 |

**Singlehurst, R., & Co.**
(Red Cross Line),
*Redcross Chambers, 11, Redcross Street, Liverpool.*

| | |
|---|---|
| s. Amazonense | 1081 |
| Carvoeira | 1293 |
| s. Cearense | 890 |
| s. Grangense | 1278 |
| s. Lisbonense | 1035 |
| s. Manauense | 1039 |
| s. Maranhense | 960 |
| s. Obidense | 1511 |
| s. Paraense | 1094 |
| s. Sobralense | 1269 |
| s. Theresina | 737 |

**Singleton, Dunn, & Co.,**
27, *Union Street, Glasgow.*

| | |
|---|---|
| Birdston | 649 |

**Sinodino, P., & Russo, N.,**
*Syra, Greece.*

| | |
|---|---|
| Aristides | 327 |

**Sippo, A.,**
*Wiborg, Finland.*

| | |
|---|---|
| Onni | 113 |

**Siragusa, A.,**
*Milazzo, Italy.*

| | |
|---|---|
| s. Perseverante | 735 |

**Sire fils,**
*Granville, France.*

| | |
|---|---|
| Eugène | 263 |
| Gazelle | 132 |
| Sanglier | 184 |

**Sire, S.,**
*St. Malo, France.*

| | |
|---|---|
| Gabrielle | 226 |

**Sirnis, Gustav,**
*Pernigel, Livland, Russia.*

| | |
|---|---|
| Nicolai Livland | 299 |

**Sisas, P., y Moragas,**
*Barcelona, Spain.*

| | |
|---|---|
| Isidoro Pons | 404 |

**Siskos, G. C., & Co.,**
*Syra, Greece.*

| | Net Tons |
|---|---|
| Daphne | 290 |

**Siskos, G. D.,**
*Nea Mitzela, Greece.*

| | |
|---|---|
| Adelphi Efstathiou | 396 |

**Siskos, P.,**
*Scopelos, Greece.*

| | |
|---|---|
| Stratigos Favieros | 349 |

**Siteman, Joseph R.,**
*Halifax, N.S.*

| | |
|---|---|
| Coronet | 115 |

**Sithamparam Manikam Theyver Nagalingam,**
*Point Pedro, Jaffna, Ceylon.*

| | |
|---|---|
| Thailnayagey | 148 |

**Sittkoff, N.,**
*Mariehamn, Finland.*

| | |
|---|---|
| John | 452 |

**Sittkoff, P.,**
*Hammarland, Marsund, Finland.*

| | |
|---|---|
| Dygden | 500 |
| Edla | 220 |
| John | 414 |

**Siukoff, P.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Joe | 283 |

**Sivewright, Bacon & Co.,**
76, *Church Street, W. Hartlepool.*

| | |
|---|---|
| s. Aymestry | 1953 |
| s. Bawtry | 1542 |
| s. Castleventry | 1915 |
| s. Coventry | 1073 |
| s. Daventry | 1579 |
| s Eastry | 1924 |
| s. Gladestry | 1521 |
| s. Manningtry | 1828 |
| s. Oswestry | 1550 |
| (Imperial Steamship Co., Ld.) | |
| s. Empress | 1875 |

**Sjöberg, A. F.,**
*Länggarn, Norrtelje, Sweden.*

| | |
|---|---|
| Julius Jäde | 319 |

**Sjöberg, G.,**
*Malmö, Sweden.*

| | |
|---|---|
| Canton | 364 |
| Elisabet | 429 |
| Excelsior | 397 |
| Gotfred | 203 |
| Gustaf | 501 |
| Havilah | 492 |
| Ino | 326 |
| Kari | 233 |
| Najaden | 283 |
| Ruth | 307 |
| Saga | 306 |

**Sjöblom, F. J. F.,**
*Helsingfors, Finland.*

| | |
|---|---|
| Helsingfors | 717 |
| Runeberg | 331 |

**Sjöblom, J.,**
*Nikolaistad, Finland.*

| | |
|---|---|
| Joutsen | 108 |

**Sjöblom, J. A.,**
*Nystad, Russia.*

| | Net Tons |
|---|---|
| Liitto | 431 |

**Sjöblom, J. P. D.,**
*Oxhallsö, Blidö, Sweden*

| | |
|---|---|
| Alcyone | 106 |

**Sjögren, A. P.,**
*Salnö, Väddö, Sweden.*

| | |
|---|---|
| Elvira | 231 |

**Sjögren, J. P.,**
*Gryt, Sweden.*

| | |
|---|---|
| Felix | 102 |

**Sjöholm, A. W.,**
*Kimito, Russia.*

| | |
|---|---|
| Esther | 384 |

**Sjölund, D.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Agnes | 273 |

**Sjölund, Erik,**
*Lemland, Finland.*

| | |
|---|---|
| Anna | 303 |

**Sjöstedt, H.,**
*Hjo, Sweden.*
(Ångf. Aktieb. "Hjo-Hästholmen.")

| | |
|---|---|
| s. Trafik | 100 |

**Sjöström, J. E.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Allo | 275 |
| Porthan | 527 |

**Sjöström, J. G.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Barden | 491 |

**Sjöström, L. H.,**
*Hvitemölla, Kivik, Sweden.*

| | |
|---|---|
| Axel | 359 |
| Maria Adelaide | 400 |

**Sjöstrom, M.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Karolina | 145 |

**Skabo, H.,**
*Christiania, Norway.*

| | |
|---|---|
| Axel | 148 |

**Skadberg, O.,**
*Egersund, Norway.*

| | |
|---|---|
| Yduna | 231 |

**"Skagen" Dampskibsselskabet,**
*Stavanger, Norway.*

| | |
|---|---|
| s. Norden | 505 |

**"Skandinavien," Ångf. Aktiebolaget,**
*Gothenburg, Sweden.*
*See* K. O. F. Dalman.

**Skånska Ångb. Aktieb.,**
*Malmö, Sweden.*

| | Net Tons |
|---|---|
| s. Ceres | 581 |
| s. Eos | 580 |
| s. Vesta | 770 |

**Skantze, J. F.,**
*Kungsbacka, Sweden.*

| | |
|---|---|
| Zaritza | 916 |

**Skibsted, A. W.,**
*Copenhagen, Denmark.*

| | |
|---|---|
| Sönderjylland | 100 |

**Skinner, A. H.,**
*Fall River, Mass., U.S.*

| | |
|---|---|
| Bertha Louise | 220 |
| Julia A. Warr | 203 |

**Skinner, H. S.,**
*Baltimore, U.S.*

| | |
|---|---|
| William H. Skinner | 249 |

**Skinner, Thos., & Co.,**
108, *Fenchurch Street, London, E.C.; and Glasgow.*

| | |
|---|---|
| s. Bothwell Castle | 1653 |

**Skinningrove Iron Co., Ld.,**
*Carlin How, co. York.*

| | |
|---|---|
| s. Cattersty | 161 |
| s. Skinningrove | 174 |

**Skjærsnes Rederiselskab.,**
*Tonsberg, Norway.*
*See* O. Ellefsen.

**Skjelbred, O. A. T.,**
*Christiansand, Norway.*

| | |
|---|---|
| Gloria | 718 |

**Skjelskör og Omegn, Dampskibsselskabet for,**
*Skjelskör, Denmark.*
*See* R. Karboe.

**Skjold, Dampskibsselskabet,**
18, *Fredericiagade, Copenhagen, Denmark.*
*See* L. H. Carl.

**Skodsen, J.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Midthordland | 101 |

**Sklia, B.,**
*Spezia, Greece.*

| | |
|---|---|
| Evangelistria | 160 |

**Skoglund, O.,**
*Hudiksvall, Sweden.*

| | |
|---|---|
| Vega | 105 |

**"Skogstorp," Rederi Aktiebolaget,**
(Manager—G. Flodman.)
*Örebro, Sweden.*

| | |
|---|---|
| s. Gustaf Lagerbjelke | 99 |

**Skolfield Bros.,**
*Brunswick, Maine, U.S.*

| | |
|---|---|
| Fannie Skolfield | 1024 |
| George R. Skolfield | 1645 |
| Sam Skolfield, 2d | 1514 |



s. désigne les Vapeurs.

**Skolfield, I. L., & Co.,**
*Brunswick, Maine, U.S.,*

| | Net Tons |
|---|---|
| George Skolfield | 1276 |

**Skönviks Aktiebolag,**
*Skönvik, Sweden.*
*See* W. BÜNSOW,

**Skotvedt, Math. L.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Livingstone | 226 |

**Skougaard, H.,**
*Langesund, Norway.*

| | |
|---|---|
| P. G. Blanchard | 1250 |
| Roma | 529 |

**Skrike, J.,**
7, *Havnegade, Copenhagen, Denmark.*

| | |
|---|---|
| Dronning Louise | 268 |
| Julius Skrike | 283 |

**Skudesnæs, Actieselskabet,**
*Skudesnæs, Norway.*
*See* A. JOHNSEN

**Slade, S. E.,**
*San Francisco, Cal., U.S.*

| | |
|---|---|
| O. M. Kellogg | 374 |

**Sleigh, Harold C.,**
*S. Melbourne, Victoria.*

| | |
|---|---|
| s. Emu | 42 |
| s. Ethel Jackson | 90 |

**Sleight, George F.,**
*Grimsby.*

| | |
|---|---|
| s. Resolute | 49 |
| s. Restless | 49 |
| s. Rhine | 36 |
| s. Rhone | 36 |
| s. Rio | |
| s. Romeo | 33 |
| s. Rondo | 36 |
| s. Rupert | 33 |

**Slettemoen, G.,**
*Filtvedt, Dröbak, Norway.*

| | |
|---|---|
| Freden | 217 |
| Sirena | 245 |

**Slevdal, T. Andreasen,**
*Slevdal, Farsund, Norway.*

| | |
|---|---|
| Biland | 488 |
| Heironymus | 429 |
| Roma | 495 |

**Sligo Steam Navigation Co., Ld.,**
*Sligo, Ireland.*

| | |
|---|---|
| s. Liverpool | 324 |
| s. Sligo | 253 |

**Slis, P. L., & Zoon,**
*Middelharnis, Holland.*

| | |
|---|---|
| Toekomst | 110 |
| Pionnier | 110 |

**Sloan, William, & Co.,**
8, *Gordon Street, Glasgow.*

| | |
|---|---|
| s. Avon | 372 |
| s. Caledonian | 257 |
| s. Medway | 436 |
| s. Severn | 399 |
| s. Solway | 407 |
| s. Tweed | 515 |
| s. Yarrow | 430 |

**Slocomb, Ingram B.,**
*Harborville, Cornwallis, N.S.*

| | Net Tons |
|---|---|
| New Day | 189 |

**Sloggett, A.,**
*Padstow, Cornwall.*

| | |
|---|---|
| Morning Star | 99 |

**Sloman, Rob. M., & Co.,**
*Baumwall, No.* 3, *Hamburg, Germany.*

| | |
|---|---|
| s. Barcelona | 883 |
| s. Capri | 763 |
| s. Capua | 1304 |
| s. Catania | 1429 |
| Charles Dickens | 1329 |
| Copernicus | 1212 |
| Eugenie | 697 |
| Flotow | 1789 |
| Fritz Reuter | 1475 |
| s. Genua | 1128 |
| s. Girgenti | 1009 |
| Humboldt | 719 |
| Kepler | 1193 |
| Koelliker | 1787 |
| s. Licata | 1110 |
| s. Lissabon | 998 |
| s. Livorno | 921 |
| s. Malaga | 886 |
| s. Marsala | 1574 |
| s. Marseille | 1060 |
| s. Neapel | 845 |
| s. Palermo | 845 |
| s. Salerno | 1314 |
| s. Trapani | 1140 |

(UNION LINIE.)

| | |
|---|---|
| s. Amalfie | 1792 |
| s. Procida | 1492 |
| s. Sorrento | 1753 |
| s. Taormina | 1565 |

**Slöör, F.,**
*Stockholm, Sweden.*
(Rederibolaget "Östersjön.")

| | |
|---|---|
| s. Johan Tillberg | 287 |

(Rederibolaget "Solide.")

| | |
|---|---|
| s. Kattegat | 331 |
| s. Solide | 260 |

**Slorach, A., & Son,**
*Cork.*

| | |
|---|---|
| s. Kampokus | 258 |

**Sloss, Louis, jun.,**
310, *Sansome Street, San Francisco, U.S*

| | |
|---|---|
| James A. Borland | 637 |

**Smailes & Jackson,**
*Whitby.*

| | |
|---|---|
| s. Mutual | 1351 |

**Smailes, Thomas, & Son,**
*Victoria Place, Whitby.*

| | |
|---|---|
| s. Concord | 1110 |
| s. Ravenswood | 1530 |

**Smales, Charles,**
*Church Street, Whitby.*

| | |
|---|---|
| s. City of Gloucester | 1570 |
| s. Highlander | 1595 |

**Small, E.,**
*Machiasport, Maine, U.S.*

| | |
|---|---|
| Neptune | 104 |

**Small, E. T.,**
*Machiasport, Maine, U.S.*

| | |
|---|---|
| A. McNichol | 116 |

**Smart, John,**
3, *Belle Vue Terrace, North Shields.*

| | |
|---|---|
| s. Devonia | 14 |
| s. John M. Smart | 10 |
| s. Sarah | 35 |

**Smart, Kate,**
*Bosham, Sussex.*

| | Net Tons |
|---|---|
| Two Sisters | 115 |

**Smart, Thomas,**
*Bosham, Sussex.*

| | |
|---|---|
| Emily Anne | 121 |
| Emily Eliza | 144 |
| Grace | 115 |
| Letitia | 115 |
| Olivia | 134 |

**Smedsvig, O. E.,**
*Haugesund, Norway.*

| | |
|---|---|
| Emanuel | 152 |

**Smee, George,**
*Heybridge Basin, Maldon, Essex.*

| | |
|---|---|
| Scotscraig | 240 |

**Smit, E. J., & Zoon,**
*Hoogezand, Holland.*

| | |
|---|---|
| Johanne | 116 |

**Smit, J., Czn.,**
*Alblasserdam, Holland.*

| | |
|---|---|
| Graafstroom | 1359 |
| Johanna | 1742 |
| s. Smit | 822 |

**Smit, Jan. U.,**
*Alblasserdam, Holland.*

| | |
|---|---|
| Adriana | 1740 |

**Smit, L., & Co.,**
*Alblasserdam, Holland.*

| | |
|---|---|
| s. Noordzee | 57 |
| s. Oostzee | 57 |

**Smith, A.,**
*Pembrey, Carmarthen.*

| | |
|---|---|
| Winifred | 99 |

**Smith, A. & F.,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Aukathor | 381 |
| Desideria | 724 |
| Dronning Louise | 460 |
| Ebenezer | 518 |
| Fritz Smith | 455 |
| Galathea | 584 |
| Henrik Ibsen | 495 |
| Hirotha | 499 |
| Ingolf | 366 |
| Kong Carl | 440 |
| Ocean | 530 |
| Poseidon | 587 |
| Seier | 476 |
| Skjold | 1527 |
| Stjörn | 1452 |
| Vegar | 350 |

**Smith, A. M.,**
*Toronto, Canada.*

| | |
|---|---|
| s. Campana | 876 |

**Smith, A. & W., & Co.,**
*Halifax, N.S.*

| | |
|---|---|
| Minden | 1287 |

**Smith, Albert W.,**
20, *Davis Street, Providence, Rhode Island, U.S.*

| | |
|---|---|
| Albert W. Smith | 572 |

**Smith, Alfred J.,**
47, *Queen Square, Bristol.*

| | Net Tons |
|---|---|
| s. Carbon | 72 |
| s. County of Lancaster | 130 |
| s. Iron Duke | 95 |
| s. John | 86 |
| s. Tel-el-Kebir | 93 |

**Smith, Axel,**
*Arendal, Norway.*

| | |
|---|---|
| Fox | 311 |
| Hugh Fortescue | 499 |
| Ilos | 729 |
| Lom | 533 |
| Pierre | 411 |
| Woye | 447 |

**Smith, Bennett, & Sons,**
*Windsor, N.S.*

| | |
|---|---|
| Coringa | 1289 |
| Landskrona | 1330 |
| Larnica | 1403 |
| Levuka | 1426 |
| Loanda | 1525 |
| Lynnwood | 1105 |

**Smith Bros.,**
*Grimsby, Lincolnshire.*

| | |
|---|---|
| Falcon | 89 |
| Fern | 89 |
| Granville | 86 |

**Smith & Co.,**
*Rotterdam, Holland.*

| | |
|---|---|
| s. Gironde | 450 |
| s. Hollander | 556 |

**Smith & Co.,**
*Christiania, Norway.*

| | |
|---|---|
| Tasmania | 367 |

**Smith & Co.,**
*Dröbak, Norway.*

| | |
|---|---|
| Dipton | 342 |

**Smith, C. R.,**
*Milford, Delaware, U.S.*

| | |
|---|---|
| Allie B. Cathrall | 104 |

**Smith, C. S.,**
*South Seaville, Cape May, New Jersey, U.S.*

| | |
|---|---|
| Florence & Lillian | 240 |

**Smith, Charles De W.,**
*Windsor, N.S.*

| | |
|---|---|
| Lovisa | 880 |
| Luarca | 632 |

**Smith, David,**
*Lunenburg, N.S.*

| | |
|---|---|
| Garner | 158 |

**Smith, F.,**
*Philadelphia, U.S.*

| | |
|---|---|
| Calvin S. Edwards | 219 |
| Emma B. Shaw | 236 |
| Jennie E. Simmons | 271 |
| Maggie J. Lawrence | 349 |
| S. V. W. Simmons | 184 |

**Smith, F. A.,**
*Custom House Buildings, Runcorn, Cheshire.*

| | |
|---|---|
| Culzean Castle | 159 |

**Smith, G.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Activ | 251 |

**Smith, G. F.,**
*San Francisco, U.S.*

| | Net Tons |
|---|---|
| George C. Perkins | 369 |

**Smith, George,**
*Lossiemouth, Elgin.*

| | |
|---|---|
| Racer | 100 |

**Smith, George,**
1, *Tyne Terrace, North Shields.*

| | |
|---|---|
| s. Digby Grand | 22 |
| s. Storm King | 23 |

**Smith, George,**
*Fremantle, W.A.*

| | |
|---|---|
| Sketty Belle | 184 |

**Smith, George F.,**
15, *North Market Wharf, St. John, N.B.*

| | |
|---|---|
| Andromeda | 1822 |
| Constance | 1592 |
| Egeria | 897 |
| Galatea | 1178 |
| Latona | 948 |
| Timandra | 1500 |

**Smith, George Martin,**
*Great Grimsby.*

| | |
|---|---|
| Rock of Ages | 88 |

**Smith, George, & Sons,**
75, *Bothwell Street, Glasgow.*

| | |
|---|---|
| City of Athens | 1199 |
| City of Benares | 1574 |
| City of Delhi | 1199 |
| City of Florence | 1128 |
| City of Glasgow | 1120 |
| City of Hankow | 1195 |
| City of Madras | 1577 |
| City of York | 1167 |

(CITY LINE, LD.)

| | |
|---|---|
| s. City of Agra | 2133 |
| s. City of Bombay | 2938 |
| s. City of Calcutta | 2505 |
| s. City of Cambridge | 2473 |
| s. City of Canterbury | 2242 |
| s. City of Dublin | 2150 |
| s. City of Dundee | 2612 |
| s. City of Edinburgh | 2102 |
| s. City of Khios | 2233 |
| s. City of London | 2097 |
| s. City of Oxford | 2564 |
| s. City of Perth | 2606 |
| s. City of Venice | 2201 |
| s. City of Vienna | 3008 |

**Smith, G. E.,**
*Saugeen, Ontario, Canada.*

| | |
|---|---|
| s. Lillie Smith | 206 |

**Smith, G. F.,**
*Pier* 10, *Stewart Street, San Francisco, U.S.*

| | |
|---|---|
| Albert | 648 |
| Aloha | 764 |
| Sonoma | 1010 |

**Smith, G. M.,**
44, *South Street, New York, U.S.*

| | |
|---|---|
| Carrie L. Tyler | 538 |

**Smith, Hans,**
*Drammen, Norway.*

| | |
|---|---|
| Julius | 154 |

**Smith, Hans,**
*Cronstadt, Russia.*

| | |
|---|---|
| Dagny | 151 |
| Moewe | 119 |

**Smith & Hansen,**
*Arendal, Norway.*

| | Net Tons |
|---|---|
| Björntraa | 348 |
| Cortez | 334 |
| Dagmal | 435 |
| Flid | 347 |
| Naja | 414 |

**Smith, Herbert,**
*Shanghai.*

| | |
|---|---|
| s. Changwo | 696 |

**Smith, Imossi, & Co.,**
*Gibraltar.*

| | |
|---|---|
| s. General Boyd | 879 |

**Smith, J.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Mabel R. Bennett | 115 |

**Smith, J.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| James W. Bigelow | 524 |

**Smith, J. A.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| John Johnson | 299 |

**Smith, J. J.,**
108, *Clay Street, San Francisco, U.S.*

| | |
|---|---|
| Golden Shore | 664 |
| Jane L. Stanford | 922 |
| Newsboy | 559 |
| Robert Sudden | 585 |
| William L. Beebe | 281 |
| William Renton | 425 |

**Smith, J. M.,**
*Windsor, N.S.*

| | |
|---|---|
| Moama | 384 |
| Mola | 351 |

**Smith, J. Willard,**
*St. John, N.B.*

| | |
|---|---|
| Avalon | 121 |
| Clayola | 123 |
| Mineola | 125 |
| Osceola | 124 |
| Ravola | 130 |
| Sarah Hunter | 111 |
| Viola | 124 |

**Smith, J. & W. W. C.,**
70, *Wellington Street, Glasgow.*
(Smith Steam Ship Co., Ld.)

| | |
|---|---|
| s. Achilles | 308 |
| s. Bordeaux | 353 |
| s. Dunvegan | 108 |
| s. Rosalind | 404 |

**Smith, James,**
*William Street, Wexford.*

| | |
|---|---|
| Margaret & Mary | 78 |

**Smith, James N.,**
*Providence, R.I.*

| | |
|---|---|
| Carrie S. Hart | 503 |
| Governor James Y. Smith | 305 |

**Smith, Jeremiah,**
*New Haven, Conn., U.S.*

| | |
|---|---|
| Elwood H. Smith | 40 |
| Jeremiah Smith | 38 |

**Smith, Johan,**
*Tvedestrand, Norway.*

| | |
|---|---|
| August Smith | 621 |
| Cap | 587 |

**Smith, Johan,**
*Christiania, Norway.*

| | Net Tons |
|---|---|
| La Bella | 382 |
| Salem | 411 |

**Smith, John,**
*The Limes, Burnham, Essex.*

| | |
|---|---|
| Dauntless | 143 |
| Emily Lloyd | 126 |
| Friendship | 207 |
| Magnet | 117 |
| Speedwell | 117 |
| Thistle | 137 |
| Vanguard | 133 |

**Smith, John M.,**
*Windsor, N.S.*

| | |
|---|---|
| Moskwa | 593 |

**Smith, John N.,**
*Lower Coverdale, Albert Co., N.B.*

| | |
|---|---|
| Alert | 531 |
| Annie E. Wright | 1763 |
| Carrie L. Smith | 598 |

**Smith, Joseph,**
46, *Church Street, Grimsby.*

| | |
|---|---|
| En Avant | 74 |
| Estolle | 82 |

**Smith, Joshua,**
*Horton, Kings co., N.S.*

| | |
|---|---|
| Beethoven | 960 |

**Smith & Kelly,**
*Savannah, Ga., U.S.*

| | |
|---|---|
| Hilda | 521 |

**Smith, M. H.,**
*Arendal, Norway.*

| | |
|---|---|
| Garibaldi | 538 |

**Smith, Otto,**
*Faaborg, Denmark.*

| | |
|---|---|
| Frederik & Ane | 116 |

**Smith, P.,**
*Holbœk, Denmark.*

| | |
|---|---|
| Anna | 123 |
| Axel | 116 |
| Caroline | 107 |
| Harald | 133 |
| Knud | 115 |
| Louise | 115 |
| Maria | 100 |
| Osvald | 113 |

**Smith, R. N., & Co., Ld.,**
24, *James Street, Liverpool.*

| | |
|---|---|
| John O'Gaunt | 1150 |
| Lady Lawrence | 1384 |
| Poonah | 1173 |
| Vincent | 1776 |

**Smith, Richard B.,**
*New Carlisle, Bonaventure co., Quebec.*

| | |
|---|---|
| Viola | 109 |

**Smith, Robert,**
23, *Cathcart Street, Birkenhead.*

| | |
|---|---|
| s. Rose | 480 |

**Smith, Robert C., jun.,**
*Port Hope, Ontario.*

| | |
|---|---|
| Aurora | 234 |
| Wave Crest | 182 |

**Smith, S.,**
*Gloucester, Mass., U.S.*

| | Net Tons |
|---|---|
| Parthia | 105 |

**Smith, S., & Co.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Hazel Oneita | 140 |

**Smith, S. R.,**
*Philadelphia, U.S.*

| | |
|---|---|
| John R. Penrose | 433 |

**Smith & Service,**
54, *Gordon Street, Glasgow.*

| | |
|---|---|
| Mount Carmel | 1596 |
| s. Mount Hebron | 1668 |
| s. Mount Lebanon | 1555 |
| s. Mount Tabor | 1494 |
| Nebo | 1383 |
| Shenir | 1173 |

**Smith, Stephen,**
*Fremantle, W.A.*

| | |
|---|---|
| Mana | 107 |

**Smith, Theophilus,**
4, *St. James's Road, Gravesend.*

| | |
|---|---|
| Sunderland Packet | 171 |

**Smith, Thomas Nelson,**
*St. Catherine's, Ontario.*

| | |
|---|---|
| W. H. Merritt | 263 |

**Smith, Thomas V.,**
111, *Grosvenor Road, London, S.W.*

| | |
|---|---|
| s. Dobhran | 180 |

**Smith, Thomas & W.,**
*Newcastle-on-Tyne.*

| | |
|---|---|
| s. Black Swan | 412 |

**Smith & Thommesen,**
*Arendal, Norway.*

| | |
|---|---|
| Melita | 148 |
| s. Njörd | 254 |
| Regia | 510 |
| s. Samson | 254 |
| s. Viking | 275 |

**Smith & Townsend,**
76, *White Street, East Boston, Mass., U.S.*

| | |
|---|---|
| Centennial | 1223 |

**Smith, W. C.,**
*Somers Point, U.S.*

| | |
|---|---|
| Samuel W. Tilton | 891 |

**Smith, W. H.,**
*San Francisco, U.S.*

| | |
|---|---|
| Dora Bluhm | 316 |

**Smith, William H.,**
*Windsor, N.S.*

| | |
|---|---|
| Pellicano | 884 |

**Smith, Wm. Howard, & Sons, Ld.,**
*Market Street, Melbourne, Sydney, and Brisbane.*

| | Net Tons |
|---|---|
| s. Age | 1493 |
| s. Barrabool | 588 |
| s. Buninyong | 1289 |
| s. Burwah | 568 |
| s. Derwent | 351 |
| s. Edina | 223 |
| s. Era | 1550 |
| s. Gabo | 1246 |
| s. Iceberg | 206 |
| s. Konoowarra | 809 |
| s. Leura | 758 |
| Omeo | 789 |
| s. Peregrine | 803 |
| s. Rodondo | 715 |
| s. Time | 1670 |

**Smith, William K.,**
*Plympton, Digby, N.S.*

| | |
|---|---|
| W. K. Smith | 115 |

**Smith, William Robert,**
30, *Valingers Road, Lynn, Norfolk.*

| | |
|---|---|
| Wave | 94 |

**Smith, William Thomas,**
*New Carlisle, Province of Quebec.*

| | |
|---|---|
| Annie Simpson | 161 |
| Bessie Louisa | 138 |

**Smith-Petersen, Gerh.,**
*Grimstad, Norway.*

| | |
|---|---|
| Collector | 634 |
| Ebenezer | 344 |
| Finn | 254 |

**Smitterberg, Carl,**
*Klintehamn, Sweden.*

| | |
|---|---|
| Laura | 102 |

**Smoquina, Teresa, & Co.,**
*Buccari, Hungary.*

| | |
|---|---|
| Maria T. | 328 |

**Smyth, H.,**
*North Strand, Drogheda.*

| | |
|---|---|
| Maxim | 126 |

**Sneddon, Andrew,**
*Wallsend, Newcastle, N.S.W.*

| | |
|---|---|
| s. Balmain | 377 |

**Snellman, P. W.,**
*Uleåborg, Finland.*

| | |
|---|---|
| Johannes | 133 |

**Snöbohm, R.,**
*Klintehamn, Gotland, Sweden.*

| | |
|---|---|
| Felix | 129 |

**Snow, A.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| A. Heaton | 158 |

**Snow, I. L., & Co.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Addie E. Snow | 155 |
| Caroline Gray | 311 |
| Catawamteak | 141 |
| John J. Snow | 186 |
| John R. Stanhope | 391 |
| Lavina | 337 |
| Lulu Everett | 192 |
| M. C. Haskell | 334 |
| Robert A. Snow | 165 |
| Woodbury M. Snow | 102 |

**Snow, J. F.,**
*Provincetown, Mass., U.S.*

| | Net Tons |
|---|---|
| Lizzie W. Matheson | 184 |

**Snowdon Passenger Steam Ship Co., Ld.,**
*Tower Buildings, Water Street, Liverpool.*

| | |
|---|---|
| s. Snowdon | 97 |

**Sobrinho, Ferraz, & C. E. J. Damaceno & Irmão,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Mossoro | 271 |

**Sobrinos, J., & Co.,**
*Havana, Cuba.*

| | |
|---|---|
| Teresa | 115 |

**Sociedad Chilena de Fundiciones,**
*Guayacan, Chili.*

| | |
|---|---|
| Amalia | 215 |
| s. Guayacan | 879 |

**Sociedad Constructora de Ferrocarriles de Circumvalacion,**
*Porto Rico, W.I.*

| | |
|---|---|
| s. Ivo Bosch | 87 |

**Sociedad de Navegaçion é Industria,**
*Barcelona, Spain.*

| | |
|---|---|
| s. Africa | 429 |
| s. America | 440 |
| s. Hesperides | 420 |
| s. Sevilla | 427 |

**Sociedad General Mallorquina de Palma,**
*Palma, Majorca.*

| | |
|---|---|
| s. Balear | 847 |

**Sociedad Isleña Maritima,**
*Palma, Majorca.*

| | |
|---|---|
| s. Bellver | 857 |
| s. Cataluna | 678 |
| s. Isleña | 314 |
| s. Lulio | 371 |
| s. Union | 401 |

**Sociedad "La Menorquina"**
(Managers—G. Carreras & Co.),
*Mahon, Minorca.*

| | |
|---|---|
| s. Correo de Cartagena | 457 |
| s. Menorquin | 565 |

**Sociedad La Mutua,**
*Barcelona, Spain.*

| | |
|---|---|
| s. Ciudad de Reus | 1210 |

**Sociedad Mahonesa de Vapores**
(Manager—Juan Taltavull),
*Mahon, Minorca, Balearic Isles.*

| | |
|---|---|
| s. Menorca | 190 |
| s. Nuevo Mahones | 396 |
| s. Puerto Mahón | 356 |

**Sociedad Maritima de Vizcaya**
(Manager—Felix de Abasolo.)
*Bilbao, Spain.*

| | |
|---|---|
| s. Carranza | 1004 |
| s. Galea | 730 |
| s. Lucero | 947 |



s. désigne les Vapeurs.

**Sociedad Sobrinos de Herrera,**
*Havanah, Cuba, W.I.*
Net Tons
s. Cosme de Herrera ..... 384

**Società Anonima Agrumaria Etnea di Catania,**
*Catania, Sicily.*
s. Agrumaria..... 268

**Società Anonima Arenal Grande,**
*Buenos Ayres, Argentine Republic.*
Marie Jeanne ..... 130
Pietrina M. ..... 152

**Societa Anonima delle Miniere di Malfidano**
(R. Jacomy, Manager),
*Carloforte, Sardinia.*
s. San Malfidano..... 85

**Società Anon. Procida-Ischia,**
*Naples, Italy.*
s. Principe di Napoli ..... 188
s. Vesuvio ..... 87

**Società Anon. Ungarese di Armamento Marittimo Oriente,**
(Manager—Luigi Ossoinack),
*Fiume, Hungary.*
s. Orient ..... 1496
s. Siam ..... 2034

**Società Anon. Ungarese Raffineria di oli menerali,**
*Buda-Pesth, Hungary.*
s. Etelka..... 1524

**Società Cittadina di Navigazione à Vap. di Capodistria,**
*Capo d'Istria, Austria.*
s. Gianrinaldo Carli ..... 54
s. Santorio ..... 66

**Società di Navigazione à Vapore "Istria-Trieste,"**
*Trieste, Austria.*
s. Adriana..... 79
s. Leme ..... 66
s. Quieto..... 88
s. Risano ..... 87

**Società di Navigazione à Vapore "Puglia,"**
*Bari, Italy.*
s. Bari..... 167
s. Barion ..... 670
s. Calabro..... 1343
s. Dauno ..... 260
s. Fieramosca ..... 227
s. Gargano ..... 466
s. Iapigia ..... 789
s. Lucano ..... 470
s. Melo ..... 747
s. Messapia ..... 1418
s. Peuceta..... 234

**Società Ferrovie Napolitane,**
*Naples, Italy.*
s. Rostock ..... 127

**Società Italiana di Salvataggi Marittimi,**
16, *Piazza S. Lorenzo, Genoa, Italy.*
*See* GIUSEPPE MINGOTTI.

**Società Napoletana di Navigazione à Vapore,**
*Naples, Italy.*
*See* A. MANZO & CO.

**Società Siciliana di Navigazione à Vapor,**
*Messina, Sicily.*
Net Tons
s. Milazzo ..... 96
s. Reggio ..... 74

**Societa Unione Operaia del Golfo,**
*Spezia, Italy.*
s. Unione Operaia ..... 12

**Società in Azioni Ungaro Croata di Nav. Marittima a Vap.,**
*Fiume, Hungary.*
s. Budapest..... 268
s. Croatia ..... 405
s. Dalmazia ..... 178
s. Fiume..... 189
s. Hrvat..... 48
s. Hungaria..... 394
s. Ika ..... 48
s. Nehaj ..... 71
s. Pola ..... 95
s. Senj ..... 50
s. Stephanie ..... 65
s. Velebit ..... 95
s. Zagreb ..... 284

**Société Alkyon,**
*Athens, Greece.*
Evangelistria ..... 198

**Société Anonyme Alréenne Belle-Iloise,**
*Belle Ile, Morbihan, France.*
s. Nantes Lorient ..... 19

**Société Anonyme des Hauts-Fourneaux & Forges de Denain & Anzin,**
*Leliepvre, Dunkirk, France.*
s. Galindo..... 424
s. San Martin..... 733

**Société Anonyme de Navigation Belge-Américaine**
(RED STAR LINE—*See also* International Navigation Co.),
*Antwerp, Belgium.*
s. Belgenland..... 2364
s. Friesland..... 4560
s. Nederland ..... 1819
s. Noordland ..... 3346
s. Pennland ..... 2511
s. Rhynland ..... 2366
s. Switzerland ..... 2104
s. Waesland ..... 3054
s. Westernland..... 3691

**Société Anonyme de Nav. Royale Belge Sud-Américaine,**
*Quai St. Pierre No.* 1, *Antwerp, Belgium.*
s. Galileo ..... 1678
s. Hevelius ..... 1930
s. Hipparchus ..... 1486
s. Kepler ..... 1759
s. Leibnitz ..... 1721
s. Maskelyne..... 1944
s. Olbers ..... 1678
s. Wordsworth..... 2571

**Société Anonyme de Remorquage à hélice,**
*Antwerp, Belgium.*
s. Directeur Gerling ..... 27
s. Energie..... 70
s. Goliath ..... 65
s. Infatigable..... 70
s. President Kind ..... 112
s. President Ludwig ..... 27
s. Samson .....(*Gross*) 141

**Société Anonyme des Pêcheries Ostendaises**
(Manager—Alfred Golder),
*Ostend, Belgium.*
s. Catharina ..... 60
s. Jules Orban de Xivry ..... 65

**Société Anonyme des Produits Resineux,**
*Antwerp, Belgium.*
Net Tons
s. Iris ..... 1520

**Société Anonyme du Remorquage Boulonnais,**
*Boulogne, France.*
s. Conquerant ..... 8

**Société Anonyme du Remorqueur "Rouen,"**
*Rouen, France.*
s. Rouen ..... 5

**Société Anonyme pour l'importation des huiles de graissage,**
*Antwerp, Belgium.*
s. Apscheron ..... 1195
s. Erivau ..... 1596
s. Oural ..... 1634

**Société Cockerill,**
*Antwerp, Belgium.*
s. Alexander II..... 504
s. Archiduc Rodolphe ..... 717
s. Concha ..... 588
s. Congo ..... 1325
s. Prince Albert de Belgique .. 1312
s. Prince Baudouin ..... 1885
s. Prince Philippe ..... 1352
s. Princesse Clémentine ..... 726
s. Princesse Henriette ..... 744

**Société Columba Belge de Nav.,**
*Antwerp, Belgium.*
s. Anvers ..... 1689
s. Bruxelles ..... 1620

**Société Commerciale de l'Océanie,**
*Papeete, Tahiti.*
Agents—Scharf & Kayser, *Dovenhof, Hamburg, Germany.*
Gauloise ..... 126
Gironde ..... 109

**Société de Remorquage "Chicago,"**
*Boulogne, France.*
s. Chicago..... 156

**Société de Remorquage Les Abeilles**
(Manager—Ch. Wolter),
*Quai de l'Ile, Havre, France.*
s. Abeille No. 8 ..... 74
s. Abeille No. 10 ..... 45

**Société des Sècheries de Morues de Port de Bouc,**
*Rue Sainte* 44, *Marseilles, France.*
Noisiel ..... 137

**Société-du-Tombac,**
*Constantinople, Turkey.*
s. Nour-el-Bahr ..... 180

**Société Generale de Remorquage,**
*Marseilles, France.*
s. Moco ..... 36

**Société Générale des Cirages Français,**
*Hennebont, Morbihan, France.*
Aigrette ..... 142
s. Cirages Francais ..... 367
Jean Baptiste ..... 161

**Société Générale de Transports Maritimes à Vapeur,**
*Rue des Templiers* 3, *Marseilles.*
Net Tons
s. Anjou..... 414
s. Aquitaine ..... 2048
s. Artois ..... 527
s. Auvergne ..... 906
s. Béarn..... 2616
s. Berry ..... 851
s. Bourgogne..... 1059
s. Bretagne..... 924
s. Dauphiné ..... 524
s. Espagne ..... 2174
s. Franche Comté ..... 515
s. La France ..... 1887
s. Languedoc..... 851
s. Lorraine ..... 514
s. Poitou ..... 1009
s. Provence..... 2130
s. Touraine..... 553

**Société Havraise de Remorquage,**
*Havre, France.*
s. Jean Bart ..... 68
s. Surcouf..... 40
s. Tourville ..... 113

**Société Industrielle des Téléphones,**
46, *Rue Coumartin, Paris, France.*
s. François Arago ..... 1816

**Société Navale de l'Ouest**
(Manager—Delin),
45, *Quai d'Orleans, Havre, France.*
s. St. André..... 558
s. St. Jacques ..... 415
s. St. Jean ..... 561
s. St. Luc ..... 474
s. St. Marc ..... 554
s. St. Mathieu ..... 554
s. St. Paul..... 612
s. St. Pierre ..... 571

**Société Nouvelle des Forges & Chantiers de la Méditerranée,**
*Marseilles, France.*
s. Télemaque..... 287

**Sodemann, C.,**
*Barth, Germany.*
Hedwig ..... 322

**Sodemann, C.,**
*Barth, Germany.*
Bellona ..... 455
Mercur ..... 328

**Söderberg, A.,**
*Bergqvara, Sweden.*
Olga..... 119

**Söderbergh, C. O.,**
*Calmar, Sweden.*
Constance ..... 275
Edvard ..... 260
Gustaf ..... 304
Iris ..... 330
Marie ..... 302
Samuel ..... 429

**Söderbom, S. R.,**
*Strömstad, Sweden.*
Elvina ..... 153

**Söderhamns Transport Aktiebolag,**
*Söderhamn, Sweden.*
*See* L. R. G. HILLMAN.

**Söderlund, E.,**
*Finstrom, Russia.*
Hoppet ..... 134

**Söderlund, E.,**
*Lemland, Russia.*
Net Tons
Hanna ..... 159

**Söderlund, F. F.,**
*Raumo, Finland.*
Tähti ..... 220

**Söderlund, H. V.,**
*Salo and Finby, Finland, Russia.*
Axel..... 241
Naema ..... 251

**Soderlund, J.,**
*Raumo, Finland.*
Aalto ..... 376

**Söderlund, J. W.,**
*Raumo, Finland.*
Altai..... 1021
Ceder ..... 634
Elna ..... 206
Kosack ..... 244
Lainetar ..... 409
Murtaja ..... 1003
Primus ..... 1122
Vega..... 399
Winefred..... 1359

**Soderman, H. W.,**
*Upsala, Sweden.*
s. Nya Upsala ..... 122

**Söderman, P.,**
*Rådmansö, Roslagen, Sweden.*
August ..... 190
Clemens ..... 251

**Soderstrom, A.,**
*Shieldsbro', Mass., U.S.*
Lena R. Storer ..... 238

**Söderström, E.,**
*Geta, Russia.*
Evelina..... 289
Evert ..... 181

**Söderström, J. W.,**
*Slussen, Hendn, Sweden.*
Luleå ..... 250

**Söderström, O. R.,**
*Raumo, Finland.*
Aura ..... 211

**Södra Ångermanlands Ångfartygs Aktieb.,**
*Bollsta, Nyland, Sweden.*
*See* J. P. DAHLBERG.

**Södra Kustens Ångbåts Aktiebolaget,**
*Carlshamn, Sweden.*
*See* CARL SCHMIDT.

**Södra Sverige, Ångfartygsbolaget,**
3, *Norra Blasieholmshamnen, Stockholm, Sweden.*
*See* J. G. SETTERWALL.

**"Sodra Vettern," Ångb. Aktieb,**
*Jönköping, Sweden.*
*See* A. ANDERSSON.

s. signifies Steamer.

**"Sognedalen," Uansvarligt-Selskab,**
*Guldbergsiden, Fredriksstad, Norway.*
*See* A. LARSEN.

**Soichiro, Asano,**
*Tokio, Japan.*

| | Net Tons |
|---|---|
| s. Bankoku Maru | 1476 |
| s. Hinode Maru | 668 |
| s. Kanazawa Maru | 895 |
| s. Tsuru Maru | 253 |

**Soiland, K.,**
*Stavanger, Norway.*

| | |
|---|---|
| Da Capo | 299 |

**Sokkha, Aleeheeyehlee tijar Hajee, & Co.,**
*Aleeheeyeh, Turkey.*

| | |
|---|---|
| Nedjnie Bahri | 100 |

**Sola, F.,**
*Barcelona, Spain.*

| | |
|---|---|
| America | 603 |

**Solá, J.,**
*Barcelona, Spain.*

| | |
|---|---|
| Eva | 224 |

**Solari, Antonio,**
*Genoa, Italy.*

| | |
|---|---|
| L'Angelo | 118 |

**Solari, Marco,**
*Via della Tavola 3, Genoa, Italy.*

| | |
|---|---|
| Riconoscenza | 609 |

**Solberg, Carl A.,**
*Drammen, Norway.*

| | |
|---|---|
| Anthon | 130 |

**Soldani, Vincenzo, fu B.,**
*Rio Marino, Italy.*

| | |
|---|---|
| Clementina | 294 |
| Isolina | 163 |
| Sempre S. Giovanni | 214 |

**Soldi, Bartolomeo,**
*Comenda S. Giovanni di pri No. 67, Genoa, Italy.*

| | |
|---|---|
| Colombo | 279 |
| Giulia Soldi | 412 |
| Giuseppe Padre | 359 |
| Leonida | 426 |

**Solensteen, P.,**
*Bergen, Norway.*

| | |
|---|---|
| s. Marie | 193 |

**Soleröd, E. G.,**
*Undrümsdal, Norway.*

| | |
|---|---|
| Biskop Brun | 521 |

**Soley, David P.,**
*Lower Economy, Colchester, N.S.*

| | |
|---|---|
| Northern Empire | 950 |
| Treasurer | 1386 |

**Soley, G. T., & Co., Ld.,**
28, *Brunswick Street, Liverpool.*

| | |
|---|---|
| Ancaios | 1704 |
| Ancona | 2570 |
| Ancyra | 2198 |
| Crusader | 1105 |
| Steinvora | 1039 |

**Solide, Rederibolaget,**
*Stockholm, Sweden.*
*See* F. SLÖÖR.

**Sollas & Sons,**
52, *Gracechurch Street, London, E.C.*

| | Net Tons |
|---|---|
| s. Ballochbuie | 408 |
| s. Glenmanna | 473 |
| s. Leechmere | 724 |
| s. Times | 176 |

**Solomos, F.,**
*Syra, Greece.*

| | |
|---|---|
| Philopator | 265 |

**Solum, Julius,**
*Drammen, Norway.*

| | |
|---|---|
| Baltic | 201 |
| Urda | 484 |

**Sölvesborg Skeppsvarf,**
*Helsingborg, Sweden.*
*See* OTTO BANCK.

**Solway Steam Ship Co., Ld.,**
36, *Lowther Street, Whitehaven.*
*See* BURNYEAT, DALZELL & CO.

**Somerville, W. & G.,**
*Grimsby.*

| | |
|---|---|
| s. Somerville | 48 |

**Sömme, Andreas,**
*Stavanger, Norway.*

| | |
|---|---|
| Kong Carl | 504 |
| Örnen | 534 |
| s. Thistle | 309 |

**Sommerschield, Joh.,**
*Namsos, Norway.*
(Namsos Dampskibsselskab.)

| | |
|---|---|
| s. Nauma | 85 |

**Söndenfjelds-Norske Dampskibs Selskabet,**
*Christiania, Norway.*
*See* T. DANNEVIG.

**Sonderburger Dampfschiff-fahrts Gesellschaft,**
*Sonderburg, Germany.*

| | |
|---|---|
| s. Fylla | 111 |
| s. Hertha | 84 |
| s. Rota | 64 |
| s. Thor | 131 |

**Söndmöre Dampskibsselskab,**
*Aalesund, Norway.*

| | |
|---|---|
| s. Geiranger | 86 |
| s. Jotunheim | 214 |
| s. Romsdal | 77 |
| s. Söndmör | 50 |

**Sonne, Ths., & Co.,**
*Copenhagen, Denmark.*
(Dampskibs Selskabet "Danmark").

| | |
|---|---|
| s. Absalon | 892 |
| s. Ansgar | 839 |
| s. Hamlet | 679 |
| s. J. N. Madvig | 1299 |
| s. Rolf | 671 |
| s. Thorvaldsen | 743 |

**Soost, Joh. H.,**
31, *Alte Gröningerstrasse, Hamburg, Germany.*

| | |
|---|---|
| Bertha | 1653 |
| Mimi | 1147 |
| Nancy Lee | 201 |

**Sooy, W. C.,**
*Somer's Point, New Jersey, U.S.*

| | Net Tons |
|---|---|
| Charles S. Davis | 508 |

**Soper, E.,**
*New York, U.S.*

| | |
|---|---|
| Helen Hasbrouck | 310 |

**Soper, W. G.,**
*Bury Street, St. Mary Axe, London, E.C.*

| | |
|---|---|
| s. Alert | 49 |

**Sopetoff, K.,**
*Sordavala, Finland.*

| | |
|---|---|
| Irene | 115 |

**Sordavala Angfartygs Aktie Bolaget,**
*Sordavala, Russia.*

| | |
|---|---|
| s. Walamo | 179 |

**Sörenson, A.,**
*Brevig, Norway.*

| | |
|---|---|
| Alix | 284 |

**Sörensen, Fru A. L.,**
*Kragerö, Norway.*

| | |
|---|---|
| Arvilla | 1027 |

**Sorensen, C. C.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Færder | 738 |

**Sörensen, C. H.,**
*Arendal, Norway.*

| | |
|---|---|
| Camilla | 511 |
| s. Primus | 288 |
| Rolf | 362 |

**Sörensen, Carl,**
*Faaborg, Denmark.*

| | |
|---|---|
| Harriet | 166 |

**Sörensen, H., Enke,**
*Brevig, Norway.*

| | |
|---|---|
| Immanuel | 123 |

**Sörensen, H. S.,**
*Arendal, Norway.*

| | |
|---|---|
| Souvenir | 490 |

**Sörensen, J. C.,**
*Kragerö, Norway.*

| | |
|---|---|
| Alfarin | 446 |

**Sörensen, J. N.,**
11, *Munkegaden, Christiania, Norway.*

| | |
|---|---|
| Ellen Grant | 545 |
| Minerva | 459 |
| Schwanden | 857 |
| Svea | 255 |

**Sorensen, K.,**
*Brevig, Norway.*

| | |
|---|---|
| Hast | 367 |
| Vivid | 425 |

**Sörensen, M.,**
*Svendborg, Denmark.*

| | |
|---|---|
| Adolphine | 124 |

**Sörensen, N.,**
*Christiania, Norway.*
(Christiania Skibsselskab.)

| | Net Tons |
|---|---|
| P. C. Peterson | 647 |

**Sörensen, N. W.,**
*Sandefjörd, Norway.*

| | |
|---|---|
| Halvmaanen | 157 |

**Sörensen, O. B.,**
*Bratteklev, pr. Arendal, Norway.*

| | |
|---|---|
| s. Alten | 92 |
| Capella | 137 |
| Gustav Adolph | 738 |
| Ocean | 485 |
| s. Ora | 153 |
| s. Pollux | 316 |
| Unda | 266 |
| Ystävä | 667 |

**Sörensen, S.,**
*Brevig, Norway.*

| | |
|---|---|
| Polly | 291 |

**Sörensen, T.,**
*Brevig, Norway.*

| | |
|---|---|
| Marie | 200 |

**Sörenzen, H.,**
*Laurvig, Norway.*

| | |
|---|---|
| Jafnhar | 456 |

**Soriani, Palmiro,**
*Scali della Darsena, Leghorn, Italy.*

| | |
|---|---|
| Rosina S. | 120 |

**Sorotos, P.,**
*On board.*

| | |
|---|---|
| Zoodochos | 120 |

**Sotirakis, E.,**
*Syra, Greece.*

| | |
|---|---|
| Nea Emporiani | 254 |

**Sotiro & Retimnio,**
*Syra, Greece.*

| | |
|---|---|
| Eugenia | 353 |

**Sotka, J. H.,**
*Nystad, Finland.*

| | |
|---|---|
| Anni | 136 |

**Sottiro, Angelis,**
*Spezzia, Greece.*

| | |
|---|---|
| Agia Trias | 121 |

**Soule, E. C.,**
*Newton, Mass., U.S.*

| | |
|---|---|
| Enos Soule | 1443 |
| Paramita | 1498 |
| San Joaquin | (Gross) 1637 |
| Sintram | (Gross) 1674 |
| Tam O'Shanter | 1522 |

**Soutar, Simon,**
*Richmond Penn, St. Andrew, Jamaica.*

| | |
|---|---|
| Assistant | 186 |
| s. Tyrian | 121 |

**South Blackpool Jetty Co., Ld.,**
*Blackpool, Lancashire.*

| | |
|---|---|
| s. Wellington | 53 |

**South, C. J. W.,**
*Brisbane, Queensland.*

| | Net Tons |
|---|---|
| Para | 252 |

**South Carolina Steamboat Co.,**
*Philadelphia, U.S.*

| | |
|---|---|
| s. Eutaw | 503 |
| s. Merchant | 345 |
| s. Planter | 359 |
| s. Santee | 460 |

**South-Eastern Railway Co.,**
*London Bridge Station, London, E.C.*

| | |
|---|---|
| s. Achille Adam | 212 |
| s. Albert Victor | 238 |
| s. Boulogne | 196 |
| s. C. W. Eborall | 217 |
| s. Edward William | 106 |
| s. Folkestone | 181 |
| s. Jubilee | 55 |
| s. Louise Dagmar | 282 |
| s. Mary Beatrice | 306 |
| s. Myleta | 108 |
| s. Victoria | 182 |

**South Russian Steam Navigation Co.,**
*Odessa, Russia.*

| | |
|---|---|
| s. Flora | 492 |
| s. Neptune | 453 |

**South Shields Steam Shipping Co., Ld.,**
86, *Pilgrim Street, Newcastle-on-Tyne.*
*See* W. RUNCIMAN & CO.

**South Wales & Liverpool S.S. Co., Ld.,**
5, *India Buildings, 9, Water Street, Liverpool.*
*See* R. GILCHRIST & CO.

**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Co., Ld.,**
2, *High Street, Southampton.*

| | |
|---|---|
| s. Albert Edward | 100 |
| s. Alexandra | 62 |
| s. Carisbrooke | 95 |
| s. Her Majesty | 131 |
| s. Hercules | 41 |
| s. Prince Leopold | 91 |
| s. Prince of Wales | 111 |
| s. Princess Beatrice | 100 |
| s. Princess Helena | 98 |
| s. Solent Queen | 112 |
| s. Southampton | 100 |
| s. Sovereign | 50 |
| s. Vectis | 49 |
| s. Vulcan | 5 |

**Southard, T. J., & Son,**
*Richmond, Maine, U.S.*

| | |
|---|---|
| C. Southard Hulbert | 1036 |
| Commodore T. H. Allen | 2271 |
| Edith L. Allen | 921 |
| Eureka | 1996 |
| H. B. Hussey | 518 |
| Jennie Hulbert | 419 |

**Southern Pacific Co.,**
23, *Broad Street, New York, U.S.; and 4th and Townsend Streets, San Francisco, U.S.*

| | |
|---|---|
| s. El Dorado | 2562 |
| s. El Mar | 2539 |
| s. El Monte | 2562 |
| s. El Norte | 2901 |
| s. El Paso | 2562 |
| s. El Rio | 2905 |
| s. El Sol | 3021 |
| s. El Sud | 2901 |
| s. Excelsior | 2407 |

*(continued.)*



s. désigne les Vapeurs.

**Southern Pacific Co.**
*(Continued.)*
(Morgans Louisiana & Texan Railroad & Steam Ship Co.)

| | Net Tons |
|---|---|
| s. Algiers | 1305 |
| s. Aransas | 679 |
| s. Chalmette | 1931 |
| s. Clinton | 718 |
| s. Gussie | 576 |
| s. Morgan | 537 |
| s. Morgan City | 1766 |
| s. New York | 1805 |
| s. Whitney | 768 |
| s. William G. Hewes | 675 |

(Pacific Improvement Co.)

| | |
|---|---|
| s. Collis | 103 |
| s. El Toro | 65 |
| s. Mineola | 1582 |
| s. San Benito | 2464 |
| s. San Pedro | 2113 |

**Southport Steamboat Co.,**
*Wilmington, N.C.*

| | |
|---|---|
| s. Wilmington | 110 |

**Southsea, Ventnor, Sandown & Shanklin Steamboat Co., Ld.,**
2, *King's Terrace, Southsea, Hants.*

| | |
|---|---|
| s. Dandie Dinmont | 131 |

**Souto y Pineiro,**
*Corunna, Spain.*

| | |
|---|---|
| Progreso | 740 |

**Souvadjian, G.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Yeprad | 338 |

**Souza Alves & Co.,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| s. Asuncion | 257 |

**Souza, J. da Rocha,**
*Rio de Janeiro, Brazil.*

| | |
|---|---|
| Guarany | 151 |

**Sovelius, Henr.,**
*Brahestad, Finland.*

| | |
|---|---|
| Impi | 637 |
| Iris | 753 |
| Matts August | 627 |

**Spadavecchia, M.,**
*Bari, Italy.*

| | |
|---|---|
| Maria | 213 |

**Spampinato, F.,**
*Catania, Sicily.*

| | |
|---|---|
| Carmelina S. | 205 |

**Spampinato, Salvatore, fu S.,**
*Catania, Sicily.*

| | |
|---|---|
| Peppina S. | 182 |
| Sebastiano S. | 221 |

**Spanish American Iron Co.,**
36, *Wall Street, New York, U.S.*

| | |
|---|---|
| s. Colon | 59 |

**Spanish Government,**
*Madrid, Spain.*

| | |
|---|---|
| s. Manila | 676 |
| s. San Rafael *(Gross)* | 117 |

**Spanish River Lumber Co.,**
*Spanish River, Algoma, Ontario, Canada.*

| | |
|---|---|
| Katahdin | 381 |

**Spano, B. A. di S.,**
*Trapani, Sicily.*

| | Net Tons |
|---|---|
| Miceli | 113 |

**Spanò, Gaetano, fu G.,**
*Catania, Sicily.*

| | |
|---|---|
| Tito | 239 |

**Spano, Giuseppe,**
*Via S. Gaetano, Catania, Sicily.*

| | |
|---|---|
| Cristina Spano | 260 |

**Spanos, Const.,**
*Kymi, Greece.*

| | |
|---|---|
| Nea Tychi | 177 |

**Sparos, N. D.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Agios Nicolaos | 178 |

**Spartali,**
*Tombrouk, Russia.*

| | |
|---|---|
| Annetta Covacevich | 510 |

**Spartali, M.,**
*Gresham House, Old Broad Street, London, E.C.*

| | |
|---|---|
| Olga | 497 |

**Spearing & Waldon,**
101, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| Bootle | 248 |
| Edith Waldron | 330 |
| Ruth Waldron | 304 |

(Straits of Magellan Frozen Meat Co., Ld.)

| | |
|---|---|
| Hengist | 1125 |

**Spearwater, Peter A.,**
*Malone Bay, N.S.*

| | |
|---|---|
| William Smith | 240 |

**Speed, Hugh,**
9, *Lindsay Place, Leith.*

| | |
|---|---|
| Anapira | 87 |

**Speeding, Marshall & Co.,**
38, *West Sunniside, Sunderland.*

| | |
|---|---|
| s. Ashford | 1211 |
| s. Iona | 1078 |
| s. Lindisfarne | 1944 |

**Speelman, D. R.,**
*Groningen, Holland.*

| | |
|---|---|
| Veendam | 175 |

**Speilberg, A.,**
*Teedestrand, Norway.*

| | |
|---|---|
| Comforter | 210 |

**Spelde, H. G.,**
*Wildervank, Holland.*

| | |
|---|---|
| Aeolus | 135 |

**Spelde, J.,**
*Oldersum, Germany.*

| | |
|---|---|
| Ida | 161 |

**Spencelay, J.,**
*Whitstable, Kent.*

| | |
|---|---|
| Sancho Panza | 146 |

**Spencer, Geoffrey,**
*John Street, Waterford.*

| | Net Tons |
|---|---|
| Madcap | 176 |
| Olga | 245 |

**Spencer, James, & Co.,**
316, *Paisley Road, Glasgow.*

| | |
|---|---|
| Firth of Clyde | 1181 |
| Firth of Cromarty | 1399 |
| Firth of Dornoch | 880 |
| Firth of Forth | 830 |
| Firth of Lorn | 805 |
| Firth of Solway | 1199 |
| Firth of Stronsa | 1211 |
| Firth of Tay | 798 |

**Spencer Shipping Co., Ld.,**
104, *Corporation Street, Belfast.*
*See* WILLIAM J. WOODSIDE & Co.

**Speranza, V., fu R.,**
*Torre del Greco, Naples, Italy.*

| | |
|---|---|
| Nina Speranza | 108 |

**Spicer, George D.,**
*Spencer's Island, Parrsboro', N.S.*

| | |
|---|---|
| Charles S. Whitney | 1651 |
| George T. Hay | 1647 |
| Glooscap | 1721 |

**Spicer, John W.,**
45, *Montpellier Road, Peckham, London, S.E.*

| | |
|---|---|
| s. India | 42 |

**Spicer, Johnson,**
*Spencer's Island, N.S.*

| | |
|---|---|
| Perfection | 509 |

**Spigno, L.,**
*Monte Video, Uruguay.*

| | |
|---|---|
| La Plata | 131 |

**Spiller & Co., Ld.,**
*West Bute Docks, Cardiff.*

| | |
|---|---|
| International | 382 |

**Spillers & Bakers, Ld.,**
240, *Bute Street, Cardiff.*

| | |
|---|---|
| King's Oak | 73 |
| Leader | 77 |
| Mary Nish | 100 |
| Racer | 49 |
| s. Wans Fell | 99 |

**Spina, Salvatore, fu M.,**
*Via Marina, Catania, Sicily.*

| | |
|---|---|
| Provvido | 148 |

**Spinney, W. H.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| Sunbeam | 103 |

**Spiridonoff, Ivan J.,**
*Sordavala, Finland.*

| | |
|---|---|
| Ivan | 149 |
| Nikolai | 220 |

**Spiro, Kerestehji Karaman Oglou,**
*Sakarieh, Turkey.*

| | |
|---|---|
| Dagopithi | 225 |

**Spiro, Myslee Captan,**
*Mysia, Turkey.*

| | |
|---|---|
| Theologo | 156 |

**Spiteri, Andrea,**
*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| s. Leinster | 31 |

**Sponagle, John S.,**
*Baltimore, U.S.A.*

| | |
|---|---|
| J. C. Hamlen, Jun. | 530 |
| James H. Hamlen | 673 |

**Sponza, Ant.,**
*Chioggia, Italy.*

| | |
|---|---|
| Insonne | 139 |

**Spörck, Joh.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Adieu | 249 |
| Finland | 526 |
| Oceola | 210 |
| Rogate | 328 |
| Stanley | 543 |
| Vinland | 469 |

**Spragg, D. H.,**
*Portland, N.B.*

| | |
|---|---|
| A. C. Watson | 112 |

**Sprague & Breed,**
*Boston, Mass., U.S.*

| | |
|---|---|
| s. Elihu Thompson | 699 |
| Laura L. Sprague | 564 |

**Sprague, S. S., & Co.,**
*Providence, Rhode Island, U.S.*

| | |
|---|---|
| Charles H. Sprague | 303 |

**Spray, Biggleston,**
*Hayle, Cornwall.*

| | |
|---|---|
| Lizzie R. Wilce | 130 |

**Spreckels, J. D., & Bros. Co.,**
327, *Market Street, San Francisco, California, U.S.*

| | |
|---|---|
| s. Active | 87 |
| Alden Besse | 813 |
| s. Fearless | 200 |
| s. Relief | 102 |
| Rosario | 141 |
| s. Vigilant | 89 |
| Volant | 164 |

**Sproat, James & Co.,**
*Chapel Chambers North, 28, Chapel Street, Liverpool.*

| | |
|---|---|
| Loch Bredan | 950 |
| Loch Cree | 761 |
| Loch Doon | 754 |
| Loch Fergus | 818 |
| Loch Fleet | 685 |
| Loch Ken | 590 |
| Loch Trool | 1367 |

**Sprohti, Tijar Hajee,**
*Focchia, Turkey.*

| | |
|---|---|
| Iki Kardash | 150 |

**Sproston Dock & Foundry Co.,**
*Georgetown, Demerara.*

| | |
|---|---|
| s. Amy | 46 |
| s. Charlestown | 56 |
| s. Cuyuni | 41 |
| s. Eliza | 36 |
| s. Essequebo | 121 |
| s. Georgetown | 166 |
| s. Guiana | 152 |
| s. Horatia | 93 |
| s. Lady Longden | 60 |
| s. New Amsterdam | 53 |
| s. Penwortham | 227 |
| s. Sproston Wood | 68 |

**Spruth, Aug.,**
*Greifswald, Germany.*

| | |
|---|---|
| s. Rugen | 125 |

**Squance, J. W.,**
25, *Fawcett Street, Sunderland.*

| | Net Tons |
|---|---|
| s. Hindustan | 1552 |

**Squarey & Kendall,**
*A16, Liverpool & London Chambers, Liverpool.*

| | |
|---|---|
| Camphill | 1199 |
| Craiglands | 1163 |

**Squires, A. E.,**
*New York, U.S.*

| | |
|---|---|
| Wacamaw | 436 |

**Stabb, Henry J.,**
*St. John's, N.F.L.*

| | |
|---|---|
| Devon | 107 |
| Mabel | 99 |

**Stabilimento Tecnico,**
*Trieste, Austria.*

| | |
|---|---|
| s. San Giusto | 1225 |

**Stackell, L.,**
*Svartvik, Sweden.*
(ÅngfartygsAktiebolaget "Svartviken.")

| | |
|---|---|
| s. Prins Gustaf | 77 |

**Stade-Altländer Dampfschifffahrts & Rhederei Gesellschaft**
(Manager—F. Meyer),
*Stade, Germany.*

| | |
|---|---|
| s. Concordia | 76 |
| s. Elbe | 86 |
| s. Guttenberg | 92 |
| s. Stade | 81 |

**Stadenberg, G. F.,**
*Upsala, Sweden.*

| | |
|---|---|
| s. Fyris I. | 163 |
| s. Fyris II. | 119 |

**Stadtlander, Joh.,**
*Geestemünde, Germany.*

| | |
|---|---|
| s. Georg | 60 |
| s. Jonni | 71 |

**Stadtlander, Joh., & F. Kohn,**
*Geestemünde, Germany.*
(Rhederei Ges. "Germania.")

| | |
|---|---|
| s. Nord | 409 |
| s. Ost | 631 |

**Stafford, James,**
*Lower Street, Arklow, co. Wicklow.*

| | |
|---|---|
| Gerda | 138 |

**Stafford, James E.,**
66, *New Street, New York, U.S.*

| | |
|---|---|
| Ann E. Valentine | 245 |
| Undaunted | 1693 |
| William H. Starbuck | 1272 |

**Stafford, T.,**
92, *South Main Street, Wexford.*

| | |
|---|---|
| Mary & Gertrude | 70 |

**Stagno, Emmanuel,**
*Bogliasco, Italy.*

| | |
|---|---|
| Colomba | 503 |

**Stagno, Gio fu G.,**
*Sori, Italy.*

| | |
|---|---|
| Federico | 386 |
| Lazzarito | 295 |

**Stahl, F.,**
*Wandsen, Talsen, Russia.*

| | Net Tons |
|---|---|
| Madda Sophia | 146 |

**Stahl Gebr. & Bertling,**
*Nogalen, Russia.*

| | |
|---|---|
| Jacob & Maria | 318 |

**Stahl, J.,**
*Riga, Russia.*

| | |
|---|---|
| Anna Elisabeth | 142 |

**Stahl, J.,**
*Wandsen, Talsen, Russia.*

| | |
|---|---|
| Anna Maria | 185 |
| Hedwig | 412 |
| John Martin | 322 |

**Stahl, Johan,**
*Nogallen, Talsen, Kurland, Russia.*

| | |
|---|---|
| J. Martin | 193 |

**Stahl, John B.,**
*Waldoboro', Maine, U.S.*

| | |
|---|---|
| William Hales | 834 |

**Stahl, M.,**
*Riga, Russia.*

| | |
|---|---|
| Jasep | 293 |
| Maria | 162 |

**Stahl, M.,**
*Windau, Russia.*

| | |
|---|---|
| Abraham | 368 |

**Stailing, George W.,**
*Annapolis, N.S.*

| | |
|---|---|
| Savona' | 1584 |

**Stainthorp & Kitching,**
*Stockton.*

| | |
|---|---|
| s. Hannah M. Bell | 1933 |

**Stairs, William, Son, & Morrow,**
*Halifax, N.S.*

| | |
|---|---|
| Osberga | 1158 |

**Staldt, A.,**
*Dondangen, Russia.*

| | |
|---|---|
| Zwei Carl | 259 |

**Stallybrass, C. E.,**
4, *Dock Chambers, Cardiff.*

| | |
|---|---|
| s. A. Strong | 755 |

**Stalt, A., & Co.,**
*Dondangen, Russia.*

| | |
|---|---|
| Masjrb | 233 |

**Stamad, Captan,**
*Mysia, Turkey.*

| | |
|---|---|
| Ayah Trini | 150 |

**Stamadiades, M. J.,**
*Constantinople, Turkey.*

| | |
|---|---|
| s. Olga | 34 |

**Stamati, T., & D. Zalichi,**
*Syra, Greece.*

| | |
|---|---|
| Palmier | 684 |

**Stamatiades, N.,**
*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| s. Olga | 46 |

**Stamatios, Z.,**
*Piræus, Greece.*

| | |
|---|---|
| Pende Adelfi | 234 |

**Stamatiu, Flli.,**
*Cumi, Greece.*

| | |
|---|---|
| Evangelistria | 144 |

**Stamatopulos, G. J.,**
*Leucade, Greece.*

| | |
|---|---|
| Faneromeni | 142 |

**Standaert, Bros.,**
*Ghent, Belgium.*

| | |
|---|---|
| Vlaanderen | 467 |

**Standard Oil Co.,**
26, *Broadway, New York, U.S.*

| | |
|---|---|
| s. Maverick | 1118 |

**Stang & Brecke,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Augusta | 200 |

**Stang, R.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Nymph | 398 |

**Stangebye, C.,**
*Grœsvig, Fredriksstad, Norway.*

| | |
|---|---|
| Monarch | 639 |

**Stangebye, Edv.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Louise | 915 |
| Vilhelm Birkedal | 828 |

**Stangbye, H. J.,**
*Falmouth.*

| | |
|---|---|
| Eugenie | 549 |
| Harboe | 390 |
| Isabella | 574 |
| Salacia | 797 |

**Stangebye, J.,**
*Frederiksstad, Norway.*

| | |
|---|---|
| Huldren | 349 |

**Stangher, Andrea,**
*Volosca, Austria.*

| | |
|---|---|
| Metta | 573 |

**Stanwood, F.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Ellen A. Swift | 125 |

**Staples, C. J.,**
*Lubec, Maine, U.S.*

| | |
|---|---|
| Charles E. Sears | 152 |
| Fannie Flint | 167 |

**Staples, S. N.,**
*Taunton, Mass., U.S.*

| | |
|---|---|
| William R. Huston | 521 |

**Star Line,**
*See* J. P. CORRY & Co.

**Starace, C.,**
*Naples, Italy.*

| | Net Tons |
|---|---|
| Leone XIII. | 695 |

**Starace, Francesco,**
*Via Piliero, 2°, No. 7, Naples, Italy.*

| | |
|---|---|
| America | 694 |
| Nuovo Mondo | 509 |
| San Pietro | 476 |

**Starbuck & Rackstraw,**
74, *West Street, Gravesend.*

| | |
|---|---|
| Glenroy | 139 |
| Jane Duff | 107 |
| Sea Witch | 136 |

**Starbuck, W. H.,**
22, *William Street, New York, U.S.*

| | |
|---|---|
| T. F. Oakes | 1897 |
| Tillie E. Starbuck | 1931 |

**Starcich, M. N., & Co.,**
*Lussinpiccolo, Austria.*

| | |
|---|---|
| Zenit | 346 |

**Starin, J. H.,**
*Pier 18, North River, New York, U.S.*

| | |
|---|---|
| s. Matteawan | 635 |

**Stark, B., Jun.,**
*New London, Conn., U.S.*

| | |
|---|---|
| Mary H. Brockway | 443 |
| Multnomah | 118 |

**Starkey, Peter,**
200, *Commercial Street, Boston, Mass, U.S.*

| | |
|---|---|
| Stacy Clark | 374 |

**Starti Vangel Tavlaki, Bulbuljehlee,**
*Bulbuljeh, Turkey.*

| | |
|---|---|
| Tellassoporos | 106 |

**Starti Yorghi, Bulbuljilee,**
*Bulbuljeh, Turkey.*

| | |
|---|---|
| Issim Sis | 152 |

**State Line,**
*See* J. & A. ALLAN.

**Statens Havnevæsen,**
*Bergen, Norway.*

| | |
|---|---|
| s. Ellida | 146 |
| s. Nicolay Knudtzon | 121 |

**Statens Vandbygnings Væsen,**
5, *Helenevij, Copenhagen, Denmark.*

| | |
|---|---|
| s. Geflon | 152 |
| s. Thyborön | 214 |

**Stathatos Brothers,**
*Braila, Roumania.*

| | |
|---|---|
| s. Andriana Stathatos | 1610 |
| s. Antonios Stathatos | 976 |
| s. Constantinos Stathatos | 1501 |
| s. Dionysios Stathatos | 1274 |
| s. Hellespont (*Gross*) | 116 |
| s. Propontis | 4 |
| s. Telemaque | 29 |

**Stathatos, Othon A.,**
*Braila, Roumania.*

| | Net Tons |
|---|---|
| s. Athelete | 12 |
| s. Charilaos Tricoupis | 1626 |
| s. Euxine | 18 |
| s. Othon Stathatos | 1169 |

**Stathatos, Theofilatos,**
*Ithaca, Greece.*

| | |
|---|---|
| Cephissus | 312 |
| Chios | 212 |
| s. Hellespontes | 102 |
| Ilissus | 167 |
| Imbros | 179 |
| Magdalini | 254 |
| s. Mentor | 34 |
| Samos | 201 |
| Sperchios | 312 |
| Thassos | 179 |

**Stathopoulos, P.,**
*Poros, Greece.*

| | |
|---|---|
| Helen | 322 |

**Stathopulo, Stavro,**
*Metelino, Asiatic Turkey.*

| | |
|---|---|
| Jacobos | 308 |

**Stathopulo, G.,**
*Metelino, Turkey-in-Asia.*

| | |
|---|---|
| s. Lesbos | 1016 |

**Statopulo, C.,**
*Syra, Greece.*

| | |
|---|---|
| Hellas | 514 |

**Staubo, Chr. P.,**
*Staubo pr. Baröen, Norway.*

| | |
|---|---|
| Fido | 207 |
| Lidskjalf | 299 |

**Stavanger Dampskibs-Selskab,**
*Stavanger, Norway.*

| | |
|---|---|
| s. Kong Olaf | 326 |
| s. Kong Sverre | 355 |

**Stavangerske Dampskibs Selskab,**
*Stavanger, Norway.*

| | |
|---|---|
| s. Haukelid | 69 |
| s. Rogaland | 77 |
| s. Ryfylke | 227 |

**Stavdahl, J.,**
*Porsgrund, Norway.*

| | |
|---|---|
| La Bella | 250 |

**Stave, Brödrene,**
*Skudesnæs, Norway.*

| | |
|---|---|
| Familien | 148 |

**Staviano, N.,**
*Cassos, Turkey.*

| | |
|---|---|
| Agios Georgios | 148 |

**Stavraki Pavlaki, Bülbüljehlee, & Bros.,**
*Bülbüljeh, Turkey.*

| | |
|---|---|
| Tessalia | 250 |

**Stavri Younokaragola, Sakyzlee,**
*Scio, Asiatic Turkey.*

| | |
|---|---|
| Ayos Nicola | 245 |

**Stavridis, Captan,**
*Mysia, Turkey.*

| | Net Tons |
|---|---|
| Ayah Nicola | 208 |

**Stavrikios, G.,**
*Syra, Greece.*

| | |
|---|---|
| Omonia | 228 |

**Stavrimatos,**
*Maiz Ada, Turkey.*

| | |
|---|---|
| Limonia | 100 |

**Steam Navigation Co. of Ireland, Ld.,**
75, *Corporation Street, Belfast.*
*See* JOHN BURKE & Co.

**Steamship State of California Co., Ld.,**
24, *George Square, Glasgow.*

| | |
|---|---|
| s. State of California | 2670 |

**Steel, Alfred,**
*Coquimbo, Chili.*

| | |
|---|---|
| Young Eagle | 532 |

**Steel & Bennie,**
86, *Broomielaw, Glasgow.*

| | |
|---|---|
| s. Admiral | 31 |
| s. Albatross | 53 |
| s. Gannet | 118 |
| s. Hotspur | 8 |
| s. Merlin | 75 |
| s. Neptune | 5 |
| s. Osprey | 32 |
| s. Pelican | 76 |
| s. Rona | 53 |
| s. Samson | 33 |
| s. Vanguard | 24 |

**Steel, Joseph, & Son,**
17, *Water Street, Liverpool.*

| | |
|---|---|
| Jupiter | 720 |
| Kirkdale | 760 |
| Kirkhill | 1432 |
| Kirkloch | 755 |
| Kirkmichael | 903 |

**Steel, Young & Co.,**
*Africa House, 46, Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Annandale | 966 |
| s. Blenheim | 1450 |
| s. Capenor | 1651 |
| s. Hallamshire | 876 |
| s. Ingram | 1122 |
| s. Kennett | 1095 |
| s. Marima | 1068 |
| s. Nith | 1489 |
| s. Oakdale | 836 |
| s. Para | 1160 |
| s. Ranmoor | 1394 |
| s. Ravensdale | 716 |
| s. Roddam | 1466 |
| s. Rochampton | 1391 |
| s. Salopia | 1549 |
| s. Wooler | 1548 |

**Steele, Thomas,**
*South Quay, Ayr.*

| | |
|---|---|
| s. Vandora | 73 |

**Steelman, J. B.,**
*Somers Point, New Jersey, U.S.*

| | |
|---|---|
| Emma L. Cottingham | 496 |

**Steelman, J. D.,**
*Somers Point, New Jersey, U.S.*

| | |
|---|---|
| Annie & Millard | 546 |



s. désigne les Vapeurs.

**Steelman, Z. S.,**
2810, *Ann Street, Philadelphia, U.S.*

| | Net Tons |
|---|---|
| Williams C. Wickham | 313 |

**Steen, Emil,**
*Holmestrand, Norway.*

| | |
|---|---|
| Amazon | 337 |

**Steen, F. G.,**
*Christiania, Norway.*

| | |
|---|---|
| Peer Gynt | 368 |

**Steen, J. Chr.,**
*Risör, Norway.*

| | |
|---|---|
| Espeland | 405 |

**Steen & Ström,**
*Christiania, Norway.*

| | |
|---|---|
| Actæon | 555 |

**Steer, W. W.,**
2, *Courtenay Road, Salcombe.*

| | |
|---|---|
| Catherine | 316 |
| Doris | 94 |
| Sabrina | 298 |

**Steeves, Gilbert M.,**
13, *City Buildings, Oldhall Street, Liverpool.*

| | |
|---|---|
| s. Lanark | 1973 |
| s. Larnaca | 1492 |
| s. Latona | 1920 |
| Saratoga | 2134 |
| Senegal | 1361 |
| Simla | 2087 |
| Sofala | 2160 |
| Stanley | 2106 |
| (Hillsboro' Shipping Co., Ld.) | |
| Somali | 3336 |

**Steeves, G. M., & J. McCrindell,**
13, *City Buildings, Oldhall Street, Liverpool.*

| | |
|---|---|
| Sokoto | 2193 |

**Steeves, W. H.,**
*Hillsborough, Albert Co., N.B.*

| | |
|---|---|
| Wascano | 115 |

**Stefano, A.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Temo | 386 |

**Steffenberg, P.,**
*Gross-Irbin, Russia.*

| | |
|---|---|
| Anna Sirius | 137 |

**Steffens, D.,**
*Main & Folsome Streets, San Francisco, U.S.*

| | |
|---|---|
| Excelsior | 331 |
| San Buenaventura | 172 |
| Western Home | 128 |

**Stehr, Wilken,**
*Blankenese, Germany.*

| | |
|---|---|
| Alma | 495 |
| Humor | 225 |

**Stein, J.,**
*Kalleten, Talsen, Kurland, Russia.*

| | |
|---|---|
| Canopus | 206 |
| Garam | 265 |

**Steineger, J.,**
*Christiania, Norway.*

| | Net Tons |
|---|---|
| Anno | 156 |

**"Stella," Ångf. Aktieb.**
*Gothenburg, Sweden.*
*See* T. AHRENBURG.

**Stellatelli, Michele,**
*Barletta, Italy.*

| | |
|---|---|
| San Michele Arcangelo | 223 |

**Stellianos Dikhran, Mureftahlee, & Co.,**
*Mureftah, Turkey.*

| | |
|---|---|
| Ayah Nicola | 200 |

**Stenbäck, U.,**
*Jacobstad, Finland.*

| | |
|---|---|
| Uman | 404 |

**Stenberg, C.,**
*Visby, Sweden.*

| | |
|---|---|
| Retzia | 119 |

**Stenger, J.,**
*Delfzijl, Holland.*

| | |
|---|---|
| Anna | 139 |

**Stenkjær Dampskibsselskab,**
*Stenkjær, Norway.*

| | |
|---|---|
| s. Erik Jarl | 123 |
| s. Kong Oscar | 71 |
| s. Stenkjær | 69 |

**Stenroos, K. G.,**
*Raumo, Finland.*

| | |
|---|---|
| Ihana | 296 |
| Luvia | 222 |

**Stenzel, A., & Rolke,**
*Speiderstrasse 7, Stettin, Germany.*

| | |
|---|---|
| s. Ascania | 339 |
| s. Silesia | 471 |
| (Stettin-Stolper Dampfschifffahrts-Gesellschaft.) | |
| s. Mathilde | 872 |
| s. Pomerania | 227 |
| s. Stadt Leer | 359 |
| s. Stadt Stolp | 211 |

**Stepanenko, N. W.,**
*Rostoff-on-Don, Russia.*

| | |
|---|---|
| s. Saint Nicolas | 247 |

**Stephan Bros.,**
*Cape Town, Cape of Good Hope.*

| | |
|---|---|
| s. Aurora | 78 |
| Greyhound | 167 |
| s. Luna | 30 |

**Stephan Coree,**
*Scio, Turkey.*

| | |
|---|---|
| Ayah Markos | 325 |

**Stephani Captan, Myslee,**
*Mysia, Turkey.*

| | |
|---|---|
| Ayah Yorghi | 216 |

**Stephani Captan, Myslee,**
*Mysia, Turkey.*

| | |
|---|---|
| Ayah Nicola | 140 |

**Stephani Captan, Myslee,**
*Mysia, Turkey.*

| | Net Tons |
|---|---|
| Stavros | 129 |

**Stephanos, Captan,**
*Mysia, Turkey.*

| | |
|---|---|
| Mikhael | 192 |

**Stephanpolidi,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayah Spiridon | 100 |

**Stephansen, Julius,**
*Arendal, Norway.*

| | |
|---|---|
| Quelle | 563 |

**Stephen, Alex., & Sons,**
*Marine Parade, Dundee.*

| | |
|---|---|
| Doris | 1296 |
| Eudora | 1938 |
| Galena | 2169 |
| Helenslea | 1315 |
| Thetis | 1295 |

**Stephen, James,**
*Wick, Caithness.*

| | |
|---|---|
| Ban Righ | 100 |

**Stephens, John,**
*Par, Cornwall.*

| | |
|---|---|
| Crystal Stream | 120 |
| Fortune | 184 |
| Isabella | 61 |
| Little Gem | 99 |
| Little Minnie | 98 |
| Little Mystery | 100 |
| Little Pet | 75 |
| Little Puzzle | 80 |
| Little Secret | 89 |
| Little Willie | 97 |
| Mary Johns | 198 |
| Pass-by | 127 |
| R.T.K. | 75 |

**Stephens & Mawson,**
*Sandhill, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Aras | 2088 |
| s. Corbridge | 1354 |
| s. George Heaton | 1428 |
| s. Joshua Nicholson | 1196 |
| s. Kura | 1558 |
| s. Lord Warwick | 1621 |
| s. Rion | 1419 |
| s. Suram | 2338 |
| (Red "R" S.S. Co., Ld.) | |
| s. Racilia | 1169 |
| s. Ragusa | 921 |
| s. Ranzani | 913 |
| s. Rayner | 803 |
| s. Regulus | 859 |
| s. Rothiemay | 1094 |
| s. Rowland | 855 |
| s. William Storrs | 2324 |

**Stephens, Mawson & Goss,**
*Exchange Buildings, Cardiff; and at Newport, Mon.*

| | |
|---|---|
| s. Candia | 835 |
| s. Cassia | 676 |
| s. Crimea | 1077 |
| s. Dingwall | 1366 |

**Stephens, T., & Sons,**
39, *Lime Street, London, E.C.*

| | |
|---|---|
| s. Firdene | 887 |
| s. Fulford | 1086 |
| Harold | 1299 |
| s. Manuka | 1125 |
| Thomas Stephens | 1469 |
| (Arbutus S.S. Co., Ld.) | |
| s. Mimosa | 1013 |

**Sterling & Co.,**
7, *Royal Bank Place, Glasgow.*

| | Net Tons |
|---|---|
| Glenard | 1786 |
| Glenbank | 1359 |
| Glenclune | 1361 |

**Sterling, E. R.,**
*New York, U.S.*

| | |
|---|---|
| Patrician | 1213 |

**Sterling, James P.,**
*Carrington, Newcastle, N.S.W.*

| | |
|---|---|
| Grecian Bend | 216 |

**Sternberg, J. E. G.,**
*Alexander Strasse 24, Memel, Germany.*

| | |
|---|---|
| Alexandrine | 430 |
| Margarethe | 475 |

**Sternhagen, H.,**
*Gothenburg, Sweden.*
(Förnyade Ångfartygs Aktieb Göta.)

| | |
|---|---|
| s. Ägir | 340 |
| s. Alexander Keiller | 341 |
| s. Carl O. Kjellberg | 478 |
| s. James J. Dickson | 660 |
| s. Karl Frederik Wærn | 305 |
| s. Olof Wijk | 612 |

**Sterns, S.,**
*Bangor, Maine, U.S.*

| | |
|---|---|
| Mary A. Rice | 115 |

**Sterry, John S.,**
178, *Denmark Road, Lowestoft.*

| | |
|---|---|
| Celerity | 200 |
| Effort | 167 |
| Englishman | 183 |
| Greenwood Tree | 64 |
| Our Boys | 63 |
| South Downs | 178 |

**Stetson, Cutler & Co.,**
*Bangor, Maine, U.S.*

| | |
|---|---|
| Rebecca W. Huddell | 243 |

**Stetson, E. & J. K.,**
*Bangor, Maine, U.S.*

| | |
|---|---|
| Isaiah K. Stetson | 298 |
| Melissa Trask | 225 |

**Stetson, J. N.,**
*Philadelphia, U.S.*

| | |
|---|---|
| Walter W. Raisin | 648 |

**Stetson, James,**
*Damarscotta, Me., U.S.*

| | |
|---|---|
| Normandy | 1166 |

**Stettin-Kopenhagener Dampfschiffs Gesellschaft,**
*Stettin, Germany.*
*See* TH. GRIBEL.

**Stettin Maschinenbau Actien Gesellschaft "Vulcan,"**
*Stettin, Germany.*

| | |
|---|---|
| s. Vulcan | 343 |

**Stettin-Rigaer Dampfschiffs Gesellschaft,**
*Stettin, Germany.*
*See* TH. GRIBEL.

**Stettin-Stockholmer Dampfschifffahrts-Actien-Gesellschaft,**
*Stettin, Germany.*
*See* HOFRICHTER & MAHN.

**Stettin-Stolper Dampfschifffahrts-Gesellschaft,**
*Pladrinstrasse 3b, Stettin, Germany.*
*See* A. STENZEL & ROLKE.

**Stevens, Andrew,**
50, *St. George's Terrace, Swansea.*

| | Net Tons |
|---|---|
| Columbus | 694 |
| Ironside | 827 |

**Stevens, C. E.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Estelle Phinney | 876 |

**Stevens, C. W.,**
122, *South Delaware Avenue, Philadelphia, U.S.*

| | |
|---|---|
| Emma C. Middleton | 501 |
| Sarah C. Smith | 282 |

**Stevens, Hildebrand W. H.,**
*Port Darwin, S.A.*

| | |
|---|---|
| s. Darwin | 475 |

**Stevens, J.,**
*New York, U.S.*

| | |
|---|---|
| Martin C. Ebel | 394 |

**Stevens, Joseph,**
109, *Commercial Street, Boston, U.S.*

| | |
|---|---|
| Thomas W. Holder | 220 |
| Winnie Lawrey | 234 |

**Stevens, Joseph,**
*Malden, Mass., U.S.*

| | |
|---|---|
| Julia A. Ward | 561 |

**Stevens, T.,**
*Primrose Cottage, Bursledon, near Southampton.*

| | |
|---|---|
| John Sims | 98 |

**Stevenson, D. M., & Co.,**
12, *Waterloo Street, Glasgow.*

| | |
|---|---|
| s. Ecossaise | 536 |

**Stevenson & Ferguson,**
20, *Cathcart Street, Greenock.*

| | |
|---|---|
| Earlscourt | 1113 |
| Ravenscourt | 1373 |

**Stevenson, James,**
*Breite Strasse 34, Stettin, Germany.*

| | |
|---|---|
| Ostsee | 361 |

**Stevenson, John R.**
65, *West Regent Street, Glasgow.*

| | |
|---|---|
| Highland Glen | 912 |

**Stewart, C. Morton,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| David Stewart | 673 |

**Stewart, C. Morton, & Co.,**
14, *Donnell Buildings, Baltimore, U.S.*

| | |
|---|---|
| Frances | 644 |
| Glad Tidings | 626 |
| Good News | 677 |
| Josephine | 893 |
| Priscilla | 612 |
| White Wings | 654 |

**Stewart, G. A.,**
*St. Vincent, W.I.*

| | Net Tons |
|---|---|
| s. Emilie | 202 |

**Stewart, G. C.,**
58, *South John Street, Liverpool.*

| | |
|---|---|
| s. Glendarroch | 1028 |
| s. Gleniffer | 1412 |

**Stewart, J., & Sons, Ld.,**
22, *Billiter Street, London, E.C.*

| | |
|---|---|
| s. Scotia | 5 |

**Stewart, James,**
1, *Watt Place, Greenock.*

| | |
|---|---|
| s. Ranger | 354 |

**Stewart, James, & Co.,**
7, *Constitution Street, Peterhead.*

| | |
|---|---|
| Minnie | 97 |

**Stewart, John,**
7, *Queen's Quay, Belfast.*

| | |
|---|---|
| Ada | 114 |
| Newsboy | 95 |

**Stewart, John, & Co.,**
3, *Fenchurch Avenue, London, E.C.*

| | |
|---|---|
| Amulree | 1329 |
| Ashmore | 1099 |
| Chili | 678 |
| Commonwealth | 1345 |
| Hesperides | 1338 |
| Peri | 897 |
| Peru | 683 |

**Stewart, John G.,**
*Custom House Quay, Glasgow.*

| | |
|---|---|
| s. Loch Etive | 58 |
| s. Loch Nell | 58 |
| s. Nevis | 58 |

**Stewart, Robert,**
12, *Cleveland Street, South Shields.*

| | |
|---|---|
| s. Challenger | 28 |

**Stewart, Robert, & Co.,**
39, *Old Hall Street, Liverpool.*

| | |
|---|---|
| s. Beacon Light | 2107 |
| s. Phosphor | 1326 |

**Stewart, T.,**
*Portland, Conn., U.S.*

| | |
|---|---|
| General Sheridan | 146 |

**Stewart, T. J., & Co.,**
*Bangor, Maine, U.S.*

| | |
|---|---|
| Edward Stewart | 378 |
| Fidelia | 315 |
| Kit Carson | 201 |
| Lucia Porter | 316 |
| Rabboni | 280 |
| Thomas J. Stewart | 844 |

**Stewart, Thomas, & Co.,**
50, *Marine Parade, Lowestoft.*

| | |
|---|---|
| Onward | 119 |
| Thomas | 142 |

**Stewart, William,**
*New York, U.S.*

| | |
|---|---|
| Matamoros | 232 |

**Stiftelsen, "Georg Stages Minde."**
*Copenhagen, Denmark.*

| | Net Tons |
|---|---|
| s. Georg Stage | 125 |

**Stiglich, A., fu M.,**
*Fiume, Hungary.*

| | |
|---|---|
| Pinus | 298 |

**Stiles, W. C.,**
*Camden, New Jersey, U.S.*

| | |
|---|---|
| Emily S. Baymore | 243 |

**Stillwell, A. H.,**
764, *Swanson Street, Philadelphia, U.S.*

| | |
|---|---|
| Susan B. Ray | 374 |

**Stilyiatostori Bakkhal,**
*Constantinople, Turkey.*

| | |
|---|---|
| Lizor | 227 |

**Stinga, Andrés,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Africa | 142 |

**Stinson, E., Jun.,**
*St. Andrew's, N.B.*

| | |
|---|---|
| Nellie Hunt | 206 |

**Stinson, Edward, Jun.,**
*St. John, N.B.*

| | |
|---|---|
| Sallie Bonsall | 332 |

**Stinson, J. B.,**
*Deer Isle, Maine, U.S.*

| | |
|---|---|
| S. A. Paine | 132 |

**Stipanovich, F., fu L.,**
*Costrena, Hungary.*

| | |
|---|---|
| Adele | 752 |

**Stipanovich, Maria,**
*Costrena, S.B., Hungary.*

| | |
|---|---|
| Urinj | 430 |

**Stisser, W., & Co.,**
*Bremen, Germany.*

| | |
|---|---|
| Britannia | 2160 |
| Columbus | 1429 |

**Stock, Edward, & Sons,**
57, *Queen Square, Bristol.*

| | |
|---|---|
| s. Westbury | 222 |

**Stockdale, Thomas,**
31, *West Sunniside, Sunderland.*

| | |
|---|---|
| s. Accretive | 754 |
| s. Acuba | 1159 |

**Stockholm Thorsbyfjärd, Angf. Bol.**
*Högbergsgatan 43, Stockholm, Sweden.*
*See* E. EGNELL.

**Stockholms Ångfartygs Rederib.,**
*Skeppsbron 30, Stockholm, Sweden.*
*See* G. BROLIN.

**Stocksfield Steam Ship Co., Ld.,**
*Mercantile Chambers, Newcastle-on-Tyne.*
*See* PICKERING, WALLIS & CO.

**Stoesen, P. A.,**
*Brevig, Norway.*

| | Net Tons |
|---|---|
| s. Grenmar | 281 |
| Hafrsfjord | 461 |
| Khedive | 402 |
| Palermo | 732 |

**Stoker, Robert B.,**
5 & 6, *Billiter Avenue, London, E.C.*

| | |
|---|---|
| s. Cynthiana | 1934 |
| s. Delhi | 1293 |
| s. Feliciana | 1900 |
| s. Sydenham | 1544 |

**Stokes, T.,**
44, *Orwell Street, Grimsby.*

| | |
|---|---|
| Resolute | 85 |

**Stolpe, J.,**
*Borgvik, Blidsberg, Sweden.*

| | |
|---|---|
| s. Linnea | 92 |

**Stolt-Nielsen, B.,**
*Haugesund, Norway.*

| | |
|---|---|
| s. Avance | 153 |
| s. Baltic | 198 |

**Stone & Coombes,**
*Llanelly.*

| | |
|---|---|
| s. Mabel | 9 |

**Stone, Charles B.,**
*Auckland, N.Z.*

| | |
|---|---|
| s. Herald | 370 |

**Stone, F. H.,**
*New Bedford, Mass., U.S.*

| | |
|---|---|
| Francis | 1974 |

**Stonehouse, Susannah Davis (Mrs),**
34, *Baring Street, South Shields.*

| | |
|---|---|
| Innisfallen | 269 |

**Stoneman, Augustus F.,**
*Yarmouth, N.S.*

| | |
|---|---|
| Nellie Moody | 747 |
| Wapiti | 100 |

**Store, H. O.,**
*Uleåborg, Finland.*

| | |
|---|---|
| Aalto | 169 |
| Ilos | 533 |

**Store Nordiske Telegraph-Selskab**
(Managing Director—E. Suenson),
26, *Kongens Nytorv, Copenhagen, Denmark.*

| | |
|---|---|
| s. H. C. Örsted | 459 |
| s. Store Nordiske | 621 |

**Storey, John,**
*Ferrybank, Arklow, co. Wicklow.*

| | |
|---|---|
| Island Maid | 110 |

**Storey, W. H.,**
*Alma Place, North Shields.*

| | |
|---|---|
| s. Black Prince | 16 |
| s. Crown Prince | 23 |
| s. Ocean Prince | 23 |
| s. Royal Prince | 41 |

**Storm, N. R.,**
*Faaborg, Denmark.*

| | Net Tons |
|---|---|
| Ane | 151 |
| Augusta | 189 |
| Danmark | 163 |
| Merida | 270 |
| Niels Juel | 143 |

**Storm, William,**
*Durban, Port Natal.*

| | |
|---|---|
| s. Gertie | 100 |

**Storoshenko, A.,**
*Taganrog, Russia.*

| | |
|---|---|
| s. Sophia | 240 |

**Storrer & Scott,**
*Königsberg, Germany.*

| | |
|---|---|
| s. Alfred | 133 |
| s. Samland | 417 |

**Storsjö Ångbåts Aktiebolag**
*Östersund, Sweden.*
*See* OTTO MYRIN.

**Stothert, G. K., & Co.,**
*Steam Ship Works, Bristol.*

| | |
|---|---|
| s. Douro | 211 |

**Stott, W. H., & Co.,**
24, *Fenwick Street, Liverpool.*

| | |
|---|---|
| Lord Lyndhurst | 1085 |
| s. Neva | 577 |
| s. Starlight | 927 |
| s. Trieste | 974 |

**Strachan, H., & Co.,**
67, *Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Ulleswater | 511 |

**Strachan, Robert,**
67, *Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| William Thomas | 172 |

**Strafti, G. G.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayos Nicola | 301 |

**Strai, Thorkild,**
*Christiansand, Norway.*

| | |
|---|---|
| Nordstjernen | 138 |

**Straits of Magellan Frozen Meat Co., Ld.**
101, *Leadenhall Street, London, E.C.*
*See* SPEARING & WALDRON.

**Straits Steam Ship Co., Ld.,**
5, *Prince Street, Singapore.*

| | |
|---|---|
| s. Ban Whatt Hin | 195 |
| s. Hye Leong | 296 |
| s. Lady Weld | 242 |
| s. Malacca | 405 |
| s. Neera | 169 |
| s. Pegu | 348 |
| s. Sappho | 328 |
| s. Will o' the Wisp | 166 |

**Straits Steamships, Ld.,**
3, *Great St. Helen's, London, E.C.*
*See* WRIGHT BROS. & CO.

**Strali Simon, Mureftahlee Hajee,**
*Mureftah, Turkey.*

| | |
|---|---|
| Ayah Nicola | 129 |

**Strandberg, J.,**
*Hangö, Finland.*

| | Net Tons |
|---|---|
| Alma | 113 |

**Strandberg, J. F.,**
*Bromarf, Finland.*

| | |
|---|---|
| Erika | 129 |

**Stranger, W., & Co.,**
*St. Sampson's, Guernsey.*

| | |
|---|---|
| St. George | 155 |

**Strantzen, Adolph,**
*Schwanenwik, 37, Hamburg, Germany.*

| | |
|---|---|
| Paul | 744 |

**Strati, Zvibolee,**
*Zvibo, Turkey.*

| | |
|---|---|
| Jeddah | 287 |

**Strati Dimitri,**
*Lerios, Turkey.*

| | |
|---|---|
| Vangelista | 100 |

**Straulino, A.,**
*Lussinpiccolo, Austria.*

| | |
|---|---|
| Sutrio | 237 |

**Straulius, M.,**
*Lussinpiccolo, Austria.*

| | |
|---|---|
| Alpina | 182 |

**Stray, M. F.,**
*Christiansand, Norway.*

| | |
|---|---|
| Aquila | 485 |
| Argentina | 1034 |
| Columba | 558 |
| Gratia | 1506 |
| Helene | 703 |
| Ingomar | 976 |
| Saluto | 734 |
| Veritas | 487 |

**Street, Stephen,**
*Isaac's Harbor, Guysboro', N.S.*

| | |
|---|---|
| Fred E. Cox | 145 |

**Streeter, Edwin W.,**
18, *New Bond Street, London.*
(Local Manager—Haynes, Cossack, N.W. Australia.)

| | |
|---|---|
| Sree Pas Sair | 112 |

**Strengberg, P. M.,**
*Jacobstad, Finland.*

| | |
|---|---|
| Mainio | 338 |

**Strenge, R. B.,**
*Leer, Germany.*

| | |
|---|---|
| Helene | 150 |

**Strengnäs Nya Rederiaktiebol**
(Manager—J. A. Kjellgren),
*Stallarholmen, Sweden.*

| | |
|---|---|
| s. Strengnäs | 109 |
| s. Tynnelsö | 144 |

**Strick, F. C., & Co.,**
54 *to* 57, *Bishopsgate Street Within, London, E.C.*
(Anglo-Arabian and Persian S.S. Co., Ld.)

| | |
|---|---|
| s. Arabistan | 2045 |



s. désigne les Vapeurs.

**Stricks, F.,**
*Breite Strasse 8, Memel, Germany.*

| | Net Tons |
|---|---|
| Express | 250 |

**Stridsberg, L. J.,**
*Undrom, Sweden.*

| | |
|---|---|
| Polstjernan | 327 |

**Strike, H., & J.,**
*Porthleven, Cornwall.*

| | |
|---|---|
| Brunette | 213 |

**Strike, J.,**
*Porthleven, Cornwall.*

| | |
|---|---|
| Myvanwy | 162 |

**Stringos, C.,**
*Syra, Greece.*

| | |
|---|---|
| Evangelistria | 130 |

**Strino, A.,**
*Messina, Sicily.*

| | |
|---|---|
| Orazio Strino | 152 |

**Ström, Ångf. Aktieb.,**
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Julia | 206 |

**Ström, F. W., Sterbhus,**
*Raumö, Finland.*

| | |
|---|---|
| Amphion | 130 |

**Ström, J. O.,**
*Cimbrishamn, Sweden.*

| | |
|---|---|
| Adelma | 487 |

**Strömberg's Bo, C. P.,**
*Dragör, Denmark.*

| | |
|---|---|
| Tellus | 417 |

**Strömberg, J. B.,**
*Gothenburg, Sweden.*
(Ångb. Aktieb. Göteborg-Jönköping.)

| | |
|---|---|
| s. Carl Wennberg | 105 |

**Strömme, O. A.,**
*Christiansand, Norway.*

| | |
|---|---|
| Johanne | 473 |

**Strömsem, O.,**
*Drontheim, Norway.*

| | |
|---|---|
| Catharina | 243 |

**Stromtenens Varts Act. Dampskibsselsk,**
*Stavanger, Norway.*

| | |
|---|---|
| s. Severn | 372 |

**Strömstenens Verft,**
*Stavanger, Norway.*

| | |
|---|---|
| s. Dido | 202 |
| Transport | 292 |

**Strong, Henry,**
27, *Water Street, Liverpool.*

| | |
|---|---|
| s. Brilliant Star | 52 |
| (Strong Steam Tug Co., Ld.) | |
| s. City of London | 7 |
| s. Merry Andrew | 24 |

**Strong, J. N.,**
*Cardiff.*

| | Net Tons |
|---|---|
| s. N. Strong | 14 |

**Strong, R. H., & Co.,**
*Stuart Street, The Docks, Cardiff.*

| | |
|---|---|
| s. Dunrobin | 19 |

**Strong, Reid & Page,**
11, *Chapel Chambers North*, 28, *Chapel Street, Liverpool.*

| | |
|---|---|
| s. Alfonso | 856 |
| s. Corso | 693 |
| s. Neto | 1091 |
| s. Orbo | 1178 |
| s. Prado | 677 |
| s. Tinto | 541 |

**Strong Steam Tug Co., Ld.,**
27, *Water Street, Liverpool.*
*See* H. STRONG.

**Stroud, William F.,**
*Great Grimsby.*

| | |
|---|---|
| s. Regina | 48 |

**Struve, H. M.,**
*Hauptstrasse, C., 63, Blankenese, Germany.*

| | |
|---|---|
| s. Cito | 387 |
| India | 1085 |
| s. Presto | 655 |
| s. Progress | 799 |
| s. Pronto | 719 |

**Struven, P. C.,**
*Baltimore, U.S.*

| | |
|---|---|
| Edna & Emma | 174 |

**Strÿk, Oskar von,**
*Haynasch, Russia.*

| | |
|---|---|
| Isolde | 153 |
| Lucia | 136 |

**Stuart Bros.,**
180, *West Regent Street, Glasgow.*

| | |
|---|---|
| Earl Dunraven | 1310 |
| Harland | 1695 |
| Melville Island | 1429 |
| Norfolk Island | 1311 |
| Pitcairn Island | 1320 |

**Stuart & Douglas,**
20, *Castle Street, Liverpool.*

| | |
|---|---|
| Fort Stuart | 2313 |
| Northbrook | 1820 |

**Stuart & Gottschalk,**
*Fylde Chambers, South Castle Street, Liverpool.*

| | |
|---|---|
| s. Agincourt | 31 |

**Stuart, Joseph,**
4, *Beaconsfield Terrace, Seacombe, Cheshire.*

| | |
|---|---|
| s. Conductor | 10 |

**Stuart, Milton,**
20, *Castle Street, Liverpool.*

| | |
|---|---|
| Milton Stuart | 3155 |
| The Hahnemann | 1937 |

**Stubbe, Chr.,**
48, *Bruggstrasse, Greifswald, Germany.*

| | |
|---|---|
| Auguste | 273 |

**Stubbs, A. T.,**
*Bucksport, Maine, U.S.*

| | |
|---|---|
| Carrie A. Bucknam | 273 |

**Stubbs, E. S.,**
*Ellsworth, Maine, U.S.*

| | Net Tons |
|---|---|
| Jennie A. Stubbs | 189 |

**Stuch, F.,**
*Orebich, Austria.*

| | |
|---|---|
| Padre Figli | 358 |

**Stuch, G.,**
*Orebich, Austria.*

| | |
|---|---|
| Tare | 594 |

**Stülcken, H. C., Sohn,**
*Admiralitätstr. 52, Hamburg, Germany.*

| | |
|---|---|
| Adolph | 867 |
| Dorothea | 620 |
| Heinrich | 923 |
| Papa | 748 |

**Stuparich, F. R.,**
*Lussingrade, Austria.*

| | |
|---|---|
| Esempio | 658 |

**Stuparich, G. B.,**
*Lussinpiccolo, Austria.*

| | |
|---|---|
| Zebra | 210 |

**Stupatzi, D.,**
*Zante, Greece.*

| | |
|---|---|
| Heleni | 198 |

**Sturdy, John R.,**
53, *Eleanor Street, Grimsby.*

| | |
|---|---|
| Devotion | 82 |

**Sturiza, M.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Maria Alicia | 147 |

**Sturlese, G. B.,**
*Piazza Cinque Lampardi, Genoa, Italy.*

| | |
|---|---|
| s. Alessandro | 245 |
| s. Giovanna | 1016 |
| s. Paolo Boselli | 417 |

**Stussy, Fredk.,**
*Campeche, Mexico.*

| | |
|---|---|
| Constante | 154 |

**Styrup, G. K.,**
*Ribe, Denmark.*

| | |
|---|---|
| Valparaiso | 713 |

**Suaces, G.,**
*Regla, Cuba.*

| | |
|---|---|
| Micaeli | 176 |

**Suarez, C.,**
*Entre Rios, Concordia, Argentine Republic.*

| | |
|---|---|
| s Santa Fecina | 137 |

**Suarez, F.,**
*Havana, Cuba.*

| | |
|---|---|
| Afortunadas | 473 |

**Suarez & Co.,**
*Gijon, Spain.*

| | |
|---|---|
| s. Reliance | 50 |

**Suart, Alfred,**
21, *St. Mary Axe, London, E.C.*

| | Net Tons |
|---|---|
| s. Allegheny | 1911 |
| s. Baku Standard | 2375 |
| s. Bakuin | 1093 |
| s. Batoum | 2621 |
| s. Broadmayne | 1995 |
| s. Chigwell | 1192 |
| s. James Brand | 2512 |
| s. L'Oriflamme | 2129 |
| s. Luciline | 2132 |
| s. Mineral | 849 |
| s. Petriana | 1181 |
| s. Prudentia | 1791 |
| s. Robert Dickinson | 1331 |
| s. St. Helen's | 2588 |
| s. Tancarville | 1541 |
| s. Titian | 810 |
| s. Vedra | 2622 |
| s. Vindobala | 1167 |
| s. Wild Flower | 1745 |

**Sucksdorff, V. E.,**
*Sigtuna, Sweden.*
(Sigtuna-Örsundsbro Nya Ångf. Aktieb.)

| | |
|---|---|
| s. Sigtuna | 109 |

**Sudden, R.,**
*San Francisco, Cal., U.S.*

| | |
|---|---|
| Barbara Hernster | 141 |

**Sudzuki Yohei,**
*Osaka, Japan.*

| | |
|---|---|
| Daiho Maru | 100 |

**Suerken, P.,**
*Papenburg, Germany.*

| | |
|---|---|
| Louis | 220 |

**Suffolk S. B. Co.,**
*Baltimore, U.S.*

| | |
|---|---|
| s. Nansemond | 223 |

**Sugiwara Seinosuke,**
*Kobe, Japan.*

| | |
|---|---|
| s. Ryuhei Maru | 385 |

**Suhr, J. P., & Son,**
*Copenhagen, Denmark.*
(Cryolite Mine & Handels Selskabet).

| | |
|---|---|
| s. Fox | 110 |
| s. Fox II | 227 |

**Suhrke, Wilh.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Halden | 835 |
| Handy | 257 |
| Primula | 247 |
| Renen | 217 |

**Suiter, John Ross,**
*Camp Road, Maryport, Cumberland.*

| | |
|---|---|
| Callixene | 1309 |
| Gladstone | 1057 |

**Suk, L.,**
*Veendam, Holland*

| | |
|---|---|
| Landbouw | 134 |

**Sulariotes, N.,**
*Galatz, Roumania.*

| | |
|---|---|
| s. Dionysios | 23 |

**Suleiman, Dant, & Co.,**
*Dulcigno, Albania.*

| | |
|---|---|
| Maria Teresa | 130 |

**Suleiman, Riza Bey Zadeh, & Bros.,**
*Kharbaneh, Turkey.*

| | Net Tons |
|---|---|
| Kharbaneh | 145 |

**Suleiman Ahmet & Co.,**
*Dulcigno, Montenegro.*

| | |
|---|---|
| Hairlie | 130 |

**Suleiman bin Ahmed & Co.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Medari Tefyk | 170 |

**Suleiman Captan, Rizehlee,**
*Rizeh, Turkey.*

| | |
|---|---|
| Kereni | 175 |

**Suleiman Effendi, Tashji Zadeh,**
*Constantinople, Turkey.*

| | |
|---|---|
| Mareeyah | 247 |
| Vangelistra | 128 |

**Suleiman Effendi, Tujar Hajee, & Co.,**
*Barten, Asiatic Turkey.*

| | |
|---|---|
| Huda Vendighiar | 100 |

**Suleiman Emin Captan, Shilleelee,**
*Shileh, Turkey.*

| | |
|---|---|
| Fiamman-Illah | 189 |

**Suleiman, Velli,**
*Scutari, Albania.*

| | |
|---|---|
| Massalo Primo | 223 |

**Suleimann Captan, Rizehlee**
*Rizeh, Turkey.*

| | |
|---|---|
| Iksan Huda | 172 |

**Sulliman, A.,**
*Dulcigno, Albania.*

| | |
|---|---|
| Muradie | 259 |

**Sully, G. B.,**
*Bridgwater, Somersetshire.*

| | |
|---|---|
| Mary Agnes | 60 |

**Sully & Co., Ld.,**
*The Docks, Bridgwater,*

| | |
|---|---|
| s. Bull Dog | 92 |
| Crowpill | 173 |
| Eliza Jane | 107 |
| Malfilatre | 116 |
| Neilly | 189 |
| Ornate | 122 |
| Parkend | 175 |
| s. Tender | 70 |

**Sumitomo Kichizayemon,**
*Osaka, Japan.*

| | |
|---|---|
| s. Kitsugawa Maru | 82 |

**Summerbell, William,**
*Sydney, N.S.W.*

| | |
|---|---|
| s. Saxonia | 243 |
| s. Tasmania | 256 |

**Summers, H.,**
*Ramsgate.*

| | |
|---|---|
| Alliance | 45 |

**Sumner, Eben,**
*Newburyport, Mass., U.S.*
Net Tons
Exporter ..... 1312

**Sumner, Frederick W.,**
*Moncton, N.B.*
Maud Pye ..... 100
Walter Sumner ..... 147

**Sumner, W. H. F.,**
*Lubec, Maine, U.S.*
John Stroup ..... 218

**Sun Shipping Co., Ld.**
(HALL LINE),
19, *Tower Buildings North, Water Street, Liverpool.*
*See* R. ALEXANDER & CO.

**Sundberg, C. A.,**
*Oxhallsö, Furusund, Sweden.*
Karl Olof ..... 135

**Sundblom, G.,**
*Nystad, Russia.*
Johannes ..... 178

**Sundbye, J.,**
*Bingelakken 8, Fredriksstad, Norway.*
Celeritas ..... 240
Magdalene ..... 256
Wilhelm Ludvig ..... 368

**Sundeman, T.,**
*Vesterås, Sweden.*
s. Aros ..... 228

**Sundene, H. B.,**
*Tönsberg, Norway.*
Libertas ..... 239

**Sunderland Steam Ship Co., Ld.,**
47, *John Street, Sunderland.*
*See* J. L. BROWNE.

**Sündför, H. O.,**
*Haugesund, Norway.*
s. Thor ..... 149
Zippora ..... 890

**Sundin, C.,**
*Råå, Raus, Sweden.*
Vanadis ..... 314

**Sundin, P.,**
*Sundsvall, Sweden.*
Mentor ..... 221

**Sundman, K. A.,**
*Mariehamn, Finland.*
Cedia ..... 228

**Sundström, B. E.,**
*Åbo, Finland.*
Olga ..... 256

**Sundström, H. J.,**
*Luleå, Sweden.*
(Luleå Ångbats. Aktieb.)
s. Niord ..... 501
s. Samuel Gustaf Hermelin .... 573

**Sundsvall-Indalselfven Ångbåts Aktie Bolaget,**
*Sundsvall, Sweden.*
*See* A. W. ÖSTERBERG.

**Sundsvall - Vasa, Ångfartygs Aktieb.,**
*Sundsvall, Sweden.*
*See* T. R. THURESSON.

**Sundsvall, Skeppsrederiaktieb.,**
*Sundsvall, Sweden.*
*See* G. L. WIDHOLM.

**Suñol, Marcelino,**
*Masnow, Barcelona, Spain.*
Net Tons
Concepcion ..... 248
Marcelina ..... 240

**Sunol, R. (Señora),**
*Barcelona, Spain.*
Virgenes ..... 219

**Sunsa Irmao,**
*Para, Brazil.*
s. Arthur ..... 115

**Superano, F.,**
*Campeche, Mexico.*
Fela ..... 133

**Supramaniauchetty, R. M. A. R. A. R.,**
*Jaffna, Ceylon.*
Nagalingapuravy ..... 101

**Suquet, Ch.,**
*Cette, France.*
Charles ..... 144

**Suria, Fotiadis, & Co.,**
*Syra, Greece.*
Zenni ..... 287

**Sürken, J.,**
*Papenburg, Germany.*
Amaranth ..... 198

**Surkow, F.,**
*Memel, Germany.*
Arethusa ..... 323

**Sus, F., & Co.,**
*Mataro, Spain.*
Segundo Emilio ..... 120

**Sust, M.,**
*Barcelona, Spain.*
Juanita ..... 179
Maria ..... 273

**Sutcliffe, John, & Son,**
*Royal Dock, Grimsby.*
Ellen Holt ..... 310
Mary Isabel ..... 307
The Macbain ..... 485

**Sutherland, A. C.,**
*San Francisco, Cal., U.S.*
Sophia Sutherland ..... 149

**Sutherland, Alexander,**
*Valparaiso, Chili.*
Net Tons
Antonietta ..... 995
Guinevere ..... 960

**Sutherland, B. J., & Co.,**
38, *Sandhill, Newcastle-on-Tyne.*
s. Coventina ..... 1062
s. Laughton ..... 1514
s. Sutherland ..... 1463

**Sutherland, Daniel,**
*Pictou, N.S.*
Argentina ..... 583
Caldera ..... 1575
Gazelle ..... 999
John Gill ..... 964

**Sutherland, James,**
*Brockley Buildings, 51, St. John Street, Liverpool.*
Glen Grant ..... 741
Jane ..... 612

**Sutton, A., & Co.,**
1, *South Mall, Cork.*
s. Catherine Sutton ..... 141

**Sutton, Brewis, & Co.,**
26, *Sandhill, Newcastle-on-Tyne.*
s. Dauntless ..... 999
s. Leafield ..... 922
s. Whinfield ..... 907

**Sutton, Henry,**
214, *State Street, New Haven, Connecticut, U.S.*
Charles F. Tuttle ..... 738
General S. E. Merwin ..... 750
George M. Grant ..... 1200
James D. Dewell ..... 573
James Ives ..... 483
Lucinda Sutton ..... 1412
Lyman L. Law ..... 1235
W. Wallace Ward ..... 1183

**Sutton, Margaret (Miss),**
*Riverview, Summerhill, co. Cork.*
Nancy McSweeney ..... 197

**Svanström, F. A.,**
*Nagu, Finland.*
Enigheten ..... 1137

**Svarrer, H.,**
*Nordby, Fanö, Denmark.*
Halnaker ..... 538
Karen ..... 200

**Svarrer, H., & Co.,**
*St. Annaplaas 20, Copenhagen, Denmark.*
s. F. C. Andersen ..... 327

**Svarrer, N. H.,**
*Nordby, Fanö, Denmark.*
Aalborg ..... 614
Afma ..... 190
Anite ..... 302
Elisabetha ..... 288
Irvine ..... 623
Medor ..... 266
Mette Kathrine ..... 132

**Svarrer, P. C.,**
*Nordby, Fanö, Denmark.*
Clara ..... 1046
Coranna ..... 759
Havila ..... 1327
Lemvig ..... 387
Lottie ..... 499
Max ..... 576
Peruvian ..... 590
Thea ..... 181
Union ..... 615

**Svarstad, P.,**
*Drammen, Norway.*
Net Tons
Stjernen ..... 311

**Svartsjölandet, Ångfartygs Aktieb,**
*Stockholm, Sweden.*
*See* A. G. FÖRSELIUS.

**Svartviken, Ångfartygs Aktieb,**
*Svartvik, Sweden.*
*See* L. STACKELL.

**Svea, Rederiaktieb,**
*Stockholm, Sweden.*
*See* K. AHLBORG.

**Sveen, T. T.,**
*Haugesund, Norway.*
s. Almar ..... 113

**Svendsen, C. J.,**
*Christiania, Norway.*
s. Scandinavien ..... 882

**Svendsen, H.,**
*Fredriksstad, Norway.*
Cecil ..... 1032

**Svendsen, H.,**
*Soon, Norway.*
Avance ..... 472
Chapman ..... 410
Telegraph ..... 343

**Svendsen, H. A.,**
*Rosenklippe, Stavanger, Norway.*
Rosenklippe ..... 129

**Svendsen, Hanna,**
*Halsen, Laurvig, Norway.*
Sylphiden ..... 192

**Svendsen, I. C.,**
*Christiansand, Norway.*
Bonito ..... 520
Brio ..... 154
Hakon Jarl ..... 491
Scandia ..... 350
Uto ..... 144

**Svendsen, J.,**
*Arendal, Norway.*
Brilliant ..... 606
Phönix ..... 269

**Svendsen, Jens,**
*Sönderho, Fanö, Denmark.*
Clara ..... 162
Fides ..... 449
Helene ..... 484

**Svendsen, M.,**
*Sundvold, Eidanger, Norway.*
Charlotte Marie ..... 170

**Svendsen, S.,**
*Holmestrand, Norway.*
Gobi ..... 245

**Svendsen, S. O.,**
*Drammen, Norway.*
Net Tons
Dux ..... 336

**Svennevig, A. N.,**
*Vindeby, per Svendborg, Denmark.*
Freir ..... 148
Niord ..... 135

**Svensen, H. B.,**
*Teedestrand, Norway.*
Svalen ..... 563

**Svensen, K. W.,**
*Mandal, Norway.*
Oscar ..... 735

**Svensen, Sv.,**
*Mandal, Norway.*
Sophie & Nicoline ..... 244

**Svenska Lloyd, Förnyade Ångf. Aktieb,**
*Gothenburg, Sweden.*
*See* W. FRODI.

**Svenson, H.,**
*Karlstad, Sweden.*
s. Karlstad ..... 155
s. Primus ..... 105

**Svensson, A.,**
*Gothenburg, Sweden.*
(Onsala Ångf. Aktieb.)
s. Gottskär ..... 71

**Svensson, A., & Co.,**
*Gothenburg, Sweden.*
Susanna ..... 226

**Svensson, C.,**
*Arildsläge, Malmöhuslän, Sweden.*
Hjalm ..... 122

**Svensson, F. A. V.,**
*Sundsvall, Sweden.*
Frej ..... 313

**Svensson, J.,**
*Oscarshamn, Sweden.*
Robert ..... 119

**Svensson, J. A.,**
*Gothenburg, Sweden.*
s. Signe ..... 116

**Svensson, J. J.,**
*Mollösund, Sweden.*
Ida Charlotta ..... 158

**Svensson, J. P.,**
*Pataholm, Sweden.*
Hulda ..... 124

**Svensson, Ola,**
*Hörby, Sölvesborg, Sweden.*
Elze ..... 357
Föreningen ..... 264



s. désigne les Vapeurs.

**Svensson, S. O.,**
*Bergqvera, Sweden.*
Net Tons
Svea ..... 252

**Sverige, Ångfartygs Aktie Bolaget,**
*Gothenburg, Sweden.*
*See* A. O. ANDERSSON.

**Svestad, Carl,**
*Christiania, Norway.*
Hebe ..... 462

**Sviberg, J.,**
*Lemland, Mariehamn, Russia.*
Adolph ..... 516

**Svibergsson, J. A.,**
*Mariehamn, Finland.*
Libertas ..... 514

**Svinding, S. K.,**
*Æröskjöbing, Denmark.*
Cicilie ..... 113

**Svithiod, Ångfartygs Aktieb,**
*Gothenburg, Sweden.*
*See* A. CARLSON.

**Svitzer's, Em. Z., Bjergnings Enterprise**
(H. P. I. Lyngbye),
32, *Bredgade, Copenhagen, Denmark.*
s. Em. Z. Svitzer ..... 146
s. Frederikshavn ..... 108
s. Helsingör ..... 108
s. Kastrup ..... 29
s. Kattegat ..... 133
s. Oresund ..... 119
s. Skandinavien ..... 74

**Svoronos, D.,**
*Argostoli, Greece.*
Ekaterini ..... 229

**Svoronos, E. I.,**
*Cephalonia, Greece.*
Panagia Mangana ..... 167

**Svoronos, F. G.,**
*Cephalonia, Greece.*
Anna ..... 234

**Svoronos, G.,**
*Cephalonia, Greece.*
Tris Ierarchai ..... 280

**Svoronos, P.,**
*Argostoli, Greece.*
Zephyros ..... 243

**Svoronos, Tokion,**
*Cephalonia, Greece.*
Triton ..... 333

**Swain, James,**
*Camden, New Jersey, U.S.*
Thomas G. Smith ..... 488

**Swaine, James J.,**
*New York, U.S.*
Speculation ..... 371

**Swan, Henry Frederick,**
*Beaufront Castle, Northumberland.*
Net Tons
s. Hermann ..... 1856

**Swan, C. S., & Hunter,**
*Wallsend, Newcastle-on-Tyne.*
s. Connemara ..... 2167
s. Counsellor ..... 1411

**Swan & Son,**
66, *South Street, New York, U.S.*
Agate ..... 595
Charles A. Gilberg ..... 462
Daisy ..... 418
Daisy Read ..... 445
Havilah ..... 507
Henry L. Gregg ..... 470
Herbert Fuller ..... 743
J. B. Rabel ..... 428
Johanna Swan ..... 635
John H. Crandon ..... 495
John Swan ..... 685
Justine H. Ingersoll ..... 578
Leonora ..... 436
Mannie Swan ..... 738
Pepe Ramirez ..... 428
R. A. C. Smith ..... 628
Vilora H. Hopkins ..... 933
William H. Swan ..... 799

**Swan, W. B.,**
*Belfast, Maine, U.S.*
James Holmes ..... 127

**Swanberg, W. R.,**
*Uddevalla, Sweden.*
Edith ..... 200

**Swane, Chr.,**
*Christiania, Norway.*
Anna ..... 614
Inga ..... 361
Richard Cobden ..... 413
Viken ..... 337

**Swansea Merchant Shipowners' Co., Ld.**
(Secretary—H. J. Madge),
62, *Wind Street, Swansea.*
Pampero ..... 588
Zadok ..... 580
Zeta ..... 640

**Swansea Shipping Co., Ld.,**
3, *Gloucester Place, Swansea.*
Aldborough ..... 1353
Connaught Ranger ..... 1119
Gloria ..... 735
Sindbad ..... 615

**Swanston, W., & Sons,**
4, *Quayside, Newcastle-on-Tyne.*
s. Boldon ..... 720
s. Chipchase ..... 438
s. Colstrup ..... 296
s. Frederick Snowdon ..... 457
s. Holmside ..... 531
s. Zingari ..... 241

**"Swatow," Dampfschiffs-Gesellschaft,**
*Kleine Reichenstrasse, 23, Hamburg, Germany.*
s. China ..... 1271
s. Chow-Chow-Foo ..... 796
s. Chusan ..... 719
s. Fidelio ..... 853
s. Hainan ..... 741
s. Picciola ..... 875
s. Swatow ..... 724

**Swazey, S. B., Estate of,**
*Bucksport, Maine, U.S.*
Post Boy ..... 163

**Sweasey, W. J.,**
*Eureka, Humboldt co., California, United States.*
Net Tons
Challenger ..... 266
s. Humboldt ..... 294
Lena Sweasey ..... 244

**Sweers, Gerd.,**
*Neermoor, Germany.*
Frisia ..... 288

**Swett & Co.,**
*Bangor, Maine, U.S.*
Abbie E. Willard ..... 129
Ellen Morrison ..... 163
J. H. Wainwright ..... 190

**Swift, Frederick,**
*New Bedford, Mass., U.S.*
Commodore Morris ..(*Gross*) 338
Desdemona ..... „ 237
Josephine ..... 385
Reindeer ..... (*Gross*) 357
Rousseau ..... „ 305
Swallow ..... 311

**Swift, James,**
*Kingston, Ontario.*
s. North King ..... 499

**Swinemünder Dampschiffs Actien Gesellschaft,**
*Swinemünde, Germany.*
s. Heringsdorf ..... 155
s. Swinemünde ..... 154

**Swire, J., & Son,**
22, *Billiter Street, London, E.C.*
(Taikoo Sugar Refining Co., Ld.)
s. Hupeh ..... 1846
s. Shantong ..... 1835

**Swyny, R. J.,**
*Fenwick Court, Fenwick Street, Liverpool.*
Aspice ..... 1809
Childers ..... 896
County Antrim ..... 1199
County of Clare ..... 1498
Parkdale ..... 1383
St. Monan ..... 1453

**Sydfynske Dampskibs Selskab,**
*Svendborg, Denmark.*
*See* L. BÖNNELYCKE.

**Syed Eussoff Bin Ahamad Jewa We,**
*Muscat, Arabia.*
County of Forfar ..... 949

**Sylter Dampschiffs Gesellschaft,**
*Sylt, Germany.*
s. Nordsee ..... 80

**Sylvan, C.,**
*Helsingborg, Sweden.*
Arla ..... 101
Vera ..... 300
Wanja ..... 399

**Sylvander, J. H.,**
*Strömstad, Sweden.*
Anna Sofia ..... 476
Emilia ..... 120
s. Henri ..... 1203

**Sylvester Bros.,**
*Toronto, Ontario.*
Net Tons
James G. Worts ..... 309
St. Louis ..... 361

**Sylvester, Solomon,**
*Toronto, Ontario.*
s. Lewis Shickluna ..... 302

**Sylvia, A. L.,**
*New Bedford, Mass., U.S.*
Forest Fairy ..... 116
Gray Hound ..... 169

**Syme, D. Y.,**
*Melbourne, Victoria.*
Mercury ..... 150

**Symon, D.,**
*Freemantle, W.A.*
s. Dolphin ..... 63

**Symon, Robert R.,**
20, *Abchurch Lane, London, E.C.*
s. Mazatlan ..... 108

**Symonds, W. T.,**
34, *West Dock Street, Cardiff.*
s. Emily ..... 70

**Symondson, S. V.,**
88, *Bishopsgate Street Within, London, E.C.,*
s. Invermay ..... 889
s. Georgia ..... 1168

**Symoneau, P.,**
*Perros, France.*
Clarté ..... 122

**Symons, C.,**
*Bridgwater, Somersetshire.*
Florrie ..... 78

**Symons, T.,**
12, *Hobart Terrace, Plymouth.*
Serena ..... 472

**Synnestvedt, G.,**
*Kragerö, Norway.*
Amicitia ..... 585
Nor ..... 450

**Syud Abdool Rahamon Babreek,**
*Surat, India.*
Nassry ..... 194

**Syversen, Adolf.,**
*Fredrikshald, Norway.*
Laura ..... 328

**Syvertsen, O. M.,**
*Christiansand, Norway.*
Marie ..... 128

# T

**Taabbel, P.,**
*Thisted, Denmark.*
Net Tons
Nicoline ..... 116

**Taalinger, van., & Co.,**
*Batavia.*
Barendine Osiria ..... 1428

**Tabary,**
*Le Croisic, France.*
Aimable Hyacinthe ..... 115

**Tabb, Henry,**
*Padstow, Cornwall.*
Emily ..... 90

**Tabor, Gordon, & Co.,**
*New Bedford, Mass., U.S.*
Eliza Adams ..... 388
James Arnold ..... 329
M. H. Read ..... 152
Niger ..... 391

**Tacharopoulos, C.,**
*Cumi, Greece.*
Agios Spyridon ..... 133

**Tacoma Mill Co.,**
48, *Market Street, San Francisco, U.S.*
Canada ..... 1145
Dashing Wave ..... 1012
Shirley ..... 997

**Taconet, P.,**
s. Sainte Adresse ..... 559

**Tahir, Akjee Shehirlee Hajee, & Sons,**
*Akjee Shehir, Turkey.*
Akjee Shehir ..... 105

**Tahir Omer Captan,**
Rizehlee,
*Rizeh, Turkey.*
Huda-Verdi ..... 200

**Tahir, Surda,**
*Dulcigno, Monténegro.*
Clighina Milena ..... 178

**Tai Li Steamboat Co., Ld.,**
10, *Tung Lai Street, Victoria, Hong Kong.*
s. Kwang Hoi ..... 441

**Tai On Ship Co., Ld.,**
25, *Praya Central, Victoria, Hong Kong.*
s. Tai On ..... 770

**Taiko Kisen Kaisha,**
*Osaka, Japan.*

| | Net Tons |
|---|---|
| s. Taiko Maru No. 1 | 314 |
| s. Taiko Maru No. 2 | 309 |

**Taikoo Sugar Refining Co., Ld.,**
22, *Billiter Street, London, E.C.*
*See* J. SWIRE & SONS.

**Tait & Mills,**
*Napier, N.Z.*

| | |
|---|---|
| Kate Tatham | 275 |

**Takaji Shichigoro,**
*Yokohama, Japan.*

| | |
|---|---|
| s. Mikuni Maru | 462 |

**Taku Tug & Lighter Co., Ld.,**
*Queen's Road, Hong Kong.*

| | |
|---|---|
| s. Chin Lung | 4 |
| s. Heron | 56 |
| Hsi Shan | 305 |
| s. Kaitai *(Gross)* | 121 |
| Lotus | 269 |
| Nan Shan | 298 |
| Pei Shan | 304 |
| Peking | 305 |
| Tong Shan | 287 |

**Takutaro, Hayashi,**
*Kogoshima, Japan.*

| | |
|---|---|
| Semba Maru | 187 |

**Talano, Luigi,**
*Gaëta, Italy.*

| | |
|---|---|
| Nicolino | 295 |

**Talavera, J.,**
*Valencia, Spain.*

| | |
|---|---|
| Joven Guillermo | 174 |

**Talavera, S.,**
*Barcelona, Spain.*

| | |
|---|---|
| Nuevo Vigilante | 191 |

**Talbot, F., & Co.,**
*Providence, Rhode Island, U.S.*

| | |
|---|---|
| L. F. Munson | 392 |

**Talbot, P. S. I., & Co.,**
*Machias, Maine, U.S.*

| | |
|---|---|
| Alma | 164 |
| Lucy Hammond | 145 |
| Saarbruck | 155 |

**Talbot Steam Ship Co., Ld.**
*Smyrna.*
*See* T. BOWEN REES & CO.

**Tallaksen, T.,**
*Kolbjörnsvig, pr Arendal, Norway.*

| | |
|---|---|
| Hanna | 552 |

**Tallaksen, Thor.,**
*Sandöen, Borösen, Norway.*

| | |
|---|---|
| Edeth | 240 |

**Talon, Emile,**
*Rue de la Republique,* 18, *Marseilles, France.*

| | |
|---|---|
| s. Mouette | 17 |
| s. St. Joseph | 66 |

**Tambacco, Ziclis,**
*Syra, Greece.*

| | Net Tons |
|---|---|
| Thalia Theocharidon | 296 |

**Tambo, S.,**
*Nyhamn, Höganäs, Sweden.*

| | |
|---|---|
| Christiane | 136 |

**Tambs, H.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Commerce d' Amiens | 176 |
| Juliette | 113 |
| Marie Louise | 153 |
| Themis | 205 |

**Tambunting, I.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| s. Nuestra Señora del Rosario | 408 |

**Tamby, Moona Saina Moona Asesna Lebbe,**
*Adrarampatta, Colombo.*

| | |
|---|---|
| Mohathin Box | 106 |

**Tamel Ressit,**
*Constantinople, Turkey.*

| | |
|---|---|
| Iksan Huda | 249 |

**Tamlyn, John,**
*Appledore, Devon.*

| | |
|---|---|
| Franchise | 132 |

**Tan Beng Gam,**
*Singapore.*

| | |
|---|---|
| s. Billiton | 195 |

**Tan Djiem Soeij,**
*Batavia, Java.*

| | |
|---|---|
| Kim Sin Lie | 336 |
| Peter Landberg | 763 |

**Tan Hock Poh,**
*Singapore.*

| | |
|---|---|
| Aurora | 294 |

**Tan Kim Seang,**
*Bangkalen, Madura.*

| | |
|---|---|
| Argo | 636 |

**Tan Kim Tian & Son,**
1, *Prince Street, Singapore.*

| | |
|---|---|
| s. Celestial | 641 |
| s. Giang Ann | 557 |
| s. Penang | 386 |

**Tan Kim Tean,**
*Singapore.*

| | |
|---|---|
| Forget-me-not | 110 |

**Tan Tjin Goan & Co.,**
*Batavia, Java.*

| | |
|---|---|
| s. Srie Pegatan | 277 |

**Tan Tye,**
*Singapore.*

| | |
|---|---|
| Sin Nam Oh | 121 |

**Tan Yong Seeack,**
*Singapore.*

| | |
|---|---|
| s. Ban Seng Guan | 498 |
| Ban Seng Heng | 172 |
| s. Ban Whatt Soon | 199 |

**Tanaka Heihachi,**
*Tokio, Japan.*

| | Net Tons |
|---|---|
| s. Sorachi Maru | 1264 |

**Tandonnet, J. H., fréres,**
11, *Place Bourgogne, Bordeaux, France.*

| | |
|---|---|
| Colbert | 793 |
| France Chérie | 657 |
| s. Plonnier | 271 |
| President Thiers | 825 |

**Tanjong Pagar Dock Co., Ld.,**
*Singapore.*

| | |
|---|---|
| s. Bangkok | 32 |
| s. Sunda | 86 |

**Tanjong Pagar Dock Co., Ld., & New Harbour Dock Co., Ld.,**
*Singapore.*

| | |
|---|---|
| s. Mercury | 189 |

**Tank Dampfschifffahrts Gesellschaft**
(In Liquidation),
*Dovenhof,* 66, *Hamburg, Germany.*

| | |
|---|---|
| s. Elise Marie | 2587 |
| s. Hafis | 1588 |
| s. Paula | 2160 |

**Tapley Bros.,**
*St. John, N.B.*

| | |
|---|---|
| s. Hope | 162 |
| s. Sea King | 87 |

**Tapley, G. A.,**
*Salem, Mass., U.S.*

| | |
|---|---|
| Abel C. Buckley | 223 |

**Tapley, John,**
*Portland, N.B.*

| | |
|---|---|
| s. Champion | 120 |

**Tapscott, G. L., & Co.,**
18, *Great St. Helens, London, E.C.*

| | |
|---|---|
| s. Quantock | 2193 |

**Tapscott Steam Ship Co.,**
39, *Oldhall Street, Liverpool.*
*See* W. TAPSCOTT & CO.

**Tapscott, W., & Co.,**
39, *Oldhall Street, Liverpool.*

| | |
|---|---|
| s. Alberta | 3162 |
| s. Algoma | 1892 |
| s. Aral | 2160 |
| s. Arapahoe | 3134 |
| s. Astrakhan | 2236 |
| s. Astral | 1465 |
| s. Azov | 1512 |
| s. Telegraphic | 356 |
| (Tapscott Steamship Co., Ld.) | |
| s. Alderley | 1961 |

**Tarabocchia, G.,**
*Trieste, Austria.*

| | |
|---|---|
| Leda | 440 |

**Tarabochia, G.,**
*Trieste, Austria.*

| | |
|---|---|
| s. San Rocco | 1207 |

**Tarabochia, Giovanni Antonio,**
*Lussinpiccolo, Austria.*

| | |
|---|---|
| Palmira | 113 |

**Taraldsen, C.,**
*Arendal, Norway.*

| | Net Tons |
|---|---|
| Gipsy Queen | 420 |
| Patria | 193 |
| Queen Victoria | 295 |

**Taraldsen, O. M.,**
*Arendal, Norway.*

| | |
|---|---|
| Amandus | 323 |

**Tarando, A.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| s. Selix | 261 |

**Tarapaca Waterworks Co.,**
*Iquique, Chili.*

| | |
|---|---|
| s. Maria Luisa | 271 |

**Tarr, J. G., & Bro.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Magnolia | 108 |

**Tarujo, V., & filhos,**
*Lisbon, Portugal.*

| | |
|---|---|
| Tarujo | 270 |

**Tasaka Hatsutaro,**
*Aikawa, Japan.*

| | |
|---|---|
| s. Sadokuni Maru | 809 |

**Tassara, A.,**
*Camogli, Italy.*

| | |
|---|---|
| Eolo | 490 |

**Tassi, Pietro,**
*Scali D'Azelio, No.* 6, *Leghorn, Italy.*

| | |
|---|---|
| s. Elisa Anna | 782 |
| s. Milano | 594 |

**Tate, J. M.,**
*New York, U.S.*

| | |
|---|---|
| Fred Snow | 100 |

**Tatham, Bromage & Co.,**
9, *Gracechurch Street, London, E.C.*

| | |
|---|---|
| s. Buccaneer | 653 |
| Coldstream | 684 |
| s. Engineer | 466 |
| s. Knight of St. John | 48 |

**Tatsuma Kijo,**
*Hiogo, Japan.*

| | |
|---|---|
| Kaiso Maru | 315 |

**Tatsuzo, Fukuzawa,**
*Tokio, Japan.*

| | |
|---|---|
| s. Hodzui Maru | 493 |

**Taube, W.,**
*Riga, Russia.*

| | |
|---|---|
| Bernhard | 186 |

**Taulane, G.,**
302, *South Delaware Avenue, Philadelphia, U.S.*

| | |
|---|---|
| Joseph W. Foster | 604 |
| Van Lear Black | 602 |

**Tavares, J. T. da Silva,**
*Rio Janeiro, Brazil.*

| | |
|---|---|
| Nonada | |

**Tavlas, S.,**
*Syra, Greece.*

| | Net Tons |
|---|---|
| Despina | 194 |

**Tawes, L. S.,**
*Crisfield, U.S.*

| | |
|---|---|
| John H. Cannon | 220 |

**Taylor, Andrew,**
18, *Waterloo Place, Inverness.*

| | |
|---|---|
| Leon Raymundo | 100 |

**Taylor, Alexander H.,**
10, *South Crown Street, Aberdeen.*

| | |
|---|---|
| s. Paradox | 226 |

**Taylor Bros.,**
*St. John, N.B.*

| | |
|---|---|
| Abyssinia | 1127 |
| Albania | 1438 |
| Arizona | 1085 |
| Armenia | 1097 |
| Asia | 1398 |
| Assyria | 1148 |
| Austria | 1106 |

**Taylor, E.,**
*Somers Point, New Jersey, U.S.*

| | |
|---|---|
| Charles Lawrence | 414 |

**Taylor, F. W.,**
*Port Richmond, Philadelphia, U.S.*

| | |
|---|---|
| Girard | 825 |

**Taylor, J.,**
*New York, U.S.*

| | |
|---|---|
| Eliza B. Emory | 310 |

**Taylor (Jenneson), & Co.,**
36, *West Sunniside, Sunderland.*

| | |
|---|---|
| s. Adelina Patti | 1989 |
| s. Beethoven | 1407 |
| s. Handel | 1382 |
| s. Mendelssohn | 1668 |
| s. Rubinstein | 1579 |

**Taylor, John,**
*South Esplanade, Guernsey.*

| | |
|---|---|
| Morning Star | 241 |

**Taylor, John M.,**
*St. John, N.B.*

| | |
|---|---|
| Anita | 122 |
| Centennial | 124 |
| Prudent | 124 |
| Quetay | 123 |

**Taylor, Joseph,**
*Cross Hall, Lathom, Lancashire.*

| | |
|---|---|
| Perseverance | 83 |

**Taylor, Peter,**
*Trinity Square, St. Peter Port, Guernsey.*

| | |
|---|---|
| Agenora | 201 |

**Taylor, Robert,**
57, 59 & 61, *Yeaman Shore, Dundee.*

| | |
|---|---|
| s. Alice Taylor | 321 |
| s. Nellie | 919 |

**Taylor, S. A.,**
*Amherst, N.S.*

| | |
|---|---|
| Eliza | 140 |



s. désigne les Vapeurs.

**Taylor, Samuel,**
*South Esplanade, Guernsey.*

| | Net Tons |
|---|---|
| City Merchant | 78 |

**Taylor & Sanderson,**
34, *West Sunniside, Sunderland.*

| | |
|---|---|
| s. Countess | 1406 |
| s. Cyprus | 1205 |
| s. Empress | 1431 |
| s. Enchantress | 1669 |
| s. J. W. Taylor | 1816 |
| s. John Sanderson | 2136 |
| s. Marchioness | 1340 |
| s. Peeress | 1504 |
| s. Propitious | 1137 |
| s. Queen | 1149 |
| s. Regina | 1672 |
| s. Universal | 843 |
| s. Victoria | 2094 |

**Taylor, Staveley, & Co.,**
*Mersey Chambers, Liverpool.*

| | |
|---|---|
| Craigmullen | 761 |
| Craigwhinnie | 834 |
| Edderside .S. | 1306 |

**Taylor, Thomas F.,**
*Kingston, Ontario, Canada.*

| | |
|---|---|
| Annie Falconer | 175 |

**Taylor, W.,**
*Dennisville, New Jersey, U.S.*

| | |
|---|---|
| Harry B. Diverty | 167 |

**Taylor, W., & Co.,**
*South Shields.*

| | |
|---|---|
| s. Benton | 545 |

**Taylor, W. O., & Co.,**
83, *Commercial Street, Dundee.*

| | |
|---|---|
| s. Nova Zembla | 255 |
| (Dundee Shipowners' Co., Ld.) | |
| Glen Afton | 1109 |
| Glenclova | 2246 |
| Glencona | 2489 |
| Glenesk | 1267 |
| Glenfarg | 851 |
| Glenfyne | 913 |
| Glengarry | 802 |
| Glenlyon | 665 |
| Glenmark | 1257 |
| Glenogle | 914 |
| Glenshee | 849 |
| Lord Kinnaird | 844 |

**Taylor, W. R.,**
*New York, U.S.*

| | |
|---|---|
| Witch Queen (*Gross*) | 116 |

**Taylor, William,**
*Queen's Square, Middlesbro'.*

| | |
|---|---|
| s. Cleveland | 1401 |

**Tedcastle, R., & Co.,**
21, *Great Brunswick Street, Dublin.*

| | |
|---|---|
| s. Adela | 346 |
| s. Eblana | 387 |
| s. Magnet | 310 |
| s. Marlay | 349 |
| s. Thistle | 160 |

**Tedeschi, S. di V.,**
*Trieste, Austria.*

| | |
|---|---|
| Nidia | 303 |

**Tedesco, V.,**
*Palermo, Sicily.*

| | |
|---|---|
| Nicolō | 121 |

**Tedford, James, & Co.,**
5, *Donegal Quay, Belfast.*

| | Net Tons |
|---|---|
| Bluebell | 783 |
| Snowdrop | 586 |

**Teer, J., & Co.,**
*Randsikül Kjelkona, Russia.*

| | |
|---|---|
| Poseidon | 142 |

**Tees Conservancy Commissioners,**
*Stockton-on-Tees.*

| | |
|---|---|
| s. Charles Dickens | 17 |
| s. Isaac Wilson | 35 |
| s. Prince of Wales | 25 |
| s. Sir Joseph Pease | 48 |
| s. Universe | 35 |
| s. William Fallows | 20 |

**Tees Tug and Lighter Co., Ld.,**
*Middlesbrough, Yorks.*
*See* T. F. WARD.

**Tees Union Shipping Co., Ld.**
(Manager—J. Taylor),
*Middlesbrough-on-Tees.*

| | |
|---|---|
| s. Andalusia | 160 |
| s. Cobden | 618 |
| s. Dione | 495 |
| s. Tees | 331 |

**Tefyk Effendi,**
*Sinope, Asiatic Turkey.*

| | |
|---|---|
| Sinope | 300 |

**Teglund, O.,**
*Umeå, Sweden.*

| | |
|---|---|
| Oscarsvarf | 674 |

**Tehakir-Mustapha Captan,** Agvalee,
*Agvah, Turkey.*

| | |
|---|---|
| Katina | 196 |

**Teixeira, A. de Jesus,**
*Oporto, Portugal.*

| | |
|---|---|
| Flor do Cavado | 106 |

**Teiziht, O. A.,**
*Alt-Salis, Lemsal, Russia.*

| | |
|---|---|
| Otto von Salis | 196 |

**Telegraph Construction & Maintenance Co., Ld.,**
38, *Old Broad Street, London, E.C.*

| | |
|---|---|
| s. Britannia | 859 |
| s. Calabria | 2031 |
| s. Scotia | 2931 |
| s. Seine | 1978 |

**Tellefsen, A.,**
*Ugland, Grimstad, Norway.*

| | |
|---|---|
| Bonden | 327 |
| Frode | 267 |
| Jason | 497 |

**Tellefsen, G.,**
*Arendal, Norway.*

| | |
|---|---|
| Diadem | 281 |

**Tellefsen, Gunder,**
*Fevig, near Grimstad, Norway.*

| | |
|---|---|
| Hilding | 230 |
| Silo | 377 |

**Tellefsen, Jörgen,**
*Grimstad, Norway.*

| | Net Tons |
|---|---|
| Haabet | 383 |

**Tellefsen, O. J.,**
*Grimstad, Norway.*

| | |
|---|---|
| 17 de Mai | 466 |

**Tellefsen, Ole,**
*Ugland, Grimstad, Norway.*

| | |
|---|---|
| Sela | 315 |

**Temal Effendi, Trebizondlee** Yelkenji Zadeh, & Co.,
*Trebizonde, Asiatic Turkey.*

| | |
|---|---|
| Seiffi Derya | 112 |

**Temmal, Trebizonda** Yelkenji Zadeh, & Co.,
*Trebizonde, Asiatic Turkey.*

| | |
|---|---|
| Hiftzi Rahmin | 212 |

**Temmel, Rizehlee Hajee,** & Sons,
*Rizeh, Asiatic Turkey.*

| | |
|---|---|
| Tidjaret-i-Haliss | 125 |

**Tempelman, G. P. F.,**
26, *Skeppsbron, Stockholm, Sweden.*
(Rederiaktieb. "La Plata.")

| | |
|---|---|
| s. Göta Kanal I. | 106 |
| s. Göta Kanal III. | 113 |
| s. Göta Kanal V. | 124 |

**Temperley, J., & Co.,**
72, *Bishopsgate Street Within, London, E.C.*

| | |
|---|---|
| s. Rosemorran | 1589 |
| (Temperley Steam Shipping Co., Ld.) | |
| s. Edenbridge | 1657 |
| s. Pembridge | 1903 |
| s. Weybridge | 1604 |
| (United Steam Shipping Co., Ld.) | |
| s. Bracadaile | 1380 |
| s. Melbridge | 855 |

**Ten Haren, I.,**
*Veendam, Holland.*

| | |
|---|---|
| Amanda | 258 |

**Tenger, C. F.,**
*Westervik, Sweden.*

| | |
|---|---|
| Patria | 234 |
| s. Tjust | 144 |

**Tengström, J. E.,**
*Korpo, Finland.*

| | |
|---|---|
| Hilda | 201 |

**Tennberg, C. H. F.,**
*Hangö, Finland.*

| | |
|---|---|
| Reuhas | 219 |

**Teodoraki Djaniawar, Hajee** Edvinehlee, & Co.,
*Edvineh, Turkey.*

| | |
|---|---|
| Iki Kardash | 125 |

**Teodoraki, Tchukajioglou & Co.,**
*Harrenson Skelli, Turkey.*

| | |
|---|---|
| Jaylan-i-Bahri | 150 |

**Teodori, Serrerlee, & Co.,**
*Serrer, Turkey.*

| | |
|---|---|
| Ayah Yorghi | 177 |

**Teophilo Janni, Bigadoslee & Co.,**
*Bigados, Turkey.*

| | Net Tons |
|---|---|
| Ansod | 253 |
| Bigador | 253 |

**Terichoff, A.,**
*Lovisa, Finland.*

| | |
|---|---|
| Alexander II. | 436 |

**Terjesen, O.,**
*Lillesand, Norway.*

| | |
|---|---|
| Kepha | 474 |
| Victor | 532 |

**Terjesen, Th.,**
*Kragerö, Norway.*

| | |
|---|---|
| Lina | 249 |

**Terkelsen, A.,**
*Kragerö, Norway.*

| | |
|---|---|
| Niord | 440 |

**Ternan, John,**
*Greenhills, Drogheda.*

| | |
|---|---|
| Patrician | 157 |

**Ternea, G. R.,**
*Bari, Italy.*

| | |
|---|---|
| San Francesco di Paola | 121 |

**Terni, Marco, & Co.,**
*Trieste, Austria.*

| | |
|---|---|
| Margarita | 610 |
| Olga T. | 600 |

**Terrasa, V.,**
*Palma, Majorca.*

| | |
|---|---|
| Trinidad | 116 |

**Terrizano, M.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Tres Angeles | 223 |

**Terry, Frank K.,**
*Rockhampton.*

| | |
|---|---|
| Waterwitch | 165 |

**Terry, R. D.,**
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Centennial | 110 |

**Terzi bashi Yorghaki Korlarpolo,**
*Sakarieh, Turkey.*

| | |
|---|---|
| Vangelista | 187 |

**Teshio Kitami Soun Kaisha,**
*Mashike, Japan.*

| | |
|---|---|
| s. Kitami Maru | 100 |
| s. Kitami Maru | 61 |

**Teshio Ritomi Soun Kaisha,**
*Otaru, Japan.*

| | |
|---|---|
| s. Teshio Maru | 89 |

**Tessier, C. W. H.,**
*St. John's, N.F.L.*

| | |
|---|---|
| Mistletoe | 162 |
| Silver Sea | 177 |

**Thackara, W. M.,**
123, *Walnut Street, Philadelphia, U.S.*

| | Net Tons |
|---|---|
| Adele Thackara | 577 |

**Thackray, H.,**
*Brooklyn, U.S.*

| | |
|---|---|
| Joseph Grice | 226 |

**Thackray, Henry,**
*Tockwith, Leeds, Yorkshire.*

| | |
|---|---|
| Chanticleer | 301 |
| Helen Augusta | 204 |
| Oliver | 130 |
| Wilhelmine | 339 |

**Thalin, G. R.,**
*Gefle, Sweden.*

| | |
|---|---|
| s. Agge | 273 |
| s. Box | 680 |
| s. Serla | 215 |
| s. Talis | 608 |

**Thames Sand Dredging Co., Ld.,**
39, *Coleman Street, London, E.C.*

| | |
|---|---|
| s. Notre Dame des Flots | 64 |

**Thames Tow Boat Co.,**
*New London, Conn., U.S.*

| | |
|---|---|
| s. Aries | 57 |
| s. America | 128 |
| s. Gertrude | 61 |
| s. Harold | 93 |
| s. Minnie | 87 |
| s. Nathan Hale | 150 |

**Theobald, G. H.,**
*Richmond, Maine, U.S.*

| | |
|---|---|
| Flora Morang | 242 |
| Reuce | 1828 |

**Theodoridis, Captan,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayah Anobrea | 21 |

**Theodorou, G.,**
*Syra, Greece.*

| | |
|---|---|
| Agios Nicolaos | 112 |

**Theofilatos, C.,**
*Patras, Greece.*

| | |
|---|---|
| s. Zakynthos | 55 |

**Theofilatou, S.,**
*Ithaca, Greece.*

| | |
|---|---|
| Odysseus | 192 |

**Theophilatos Bros.,**
*Braila, Roumania.*

| | |
|---|---|
| s. Parthenon | 853 |
| s. Princess Sophia | 1491 |
| s. Thrace | 953 |

**Theophilatos, G.,**
*Ithaca, Greece.*

| | |
|---|---|
| Phœnix | 254 |

**Theophylaetos, C.,**
*St. Petersburg, Russia.*

| | |
|---|---|
| s. Gretzia | 318 |

**Thermioti, D.,**
*Syra, Greece.*

| | |
|---|---|
| Dimitrios | 269 |

### Thermisiotis, A. & G.,
*Spezzia, Greece.*

| | Net Tons |
|---|---|
| Ilias | 335 |

### Thibaudeau, J. V. R.,
*Port Neuf, Canada.*

| | |
|---|---|
| Louisiana | 106 |

### Thiis, Carsten,
*Fredrikstad, Norway.*

| | |
|---|---|
| Beda | 799 |
| Condor | 428 |
| Eleanor | 205 |
| Johan Smidt | 750 |

### Thin, E. C.,
24, *Chapel Street, Liverpool.*

| | |
|---|---|
| s. Irene Morris | 929 |
| s. Tresco | 1653 |
| s. Tripoli | 1687 |
| s. Trojan | 1071 |
| s. Tronto | 1383 |
| s. Tropea | 2603 |

### Thing, M. N.,
*Nordby, Fanö, Denmark.*

| | |
|---|---|
| Cecilie | 224 |

### Thingvalla, Dampskibssels-kabet
(Manager—F. V. Schjerbeck)
*Larsens Plads, Copenhagen, Denmark.*

| | |
|---|---|
| s. Amerika | 2439 |
| s. Hekla | 2113 |
| s. Island | 1819 |
| s. Norge | 2159 |
| s. Thingvalla | 1630 |

### Thio Tiaiun Siat & Ong Boen Sin,
*Batavia, Java.*

| | |
|---|---|
| s. Hok Canton | 305 |
| s. Raja Kongsie Atjeh | 359 |

### Thiriot-Neumager, N.,
*Guingamp, Côtes-du-Nord, France.*

| | |
|---|---|
| Edouard | 210 |

### Tholen, Bernh.,
*Papenburg, Germany.*

| | |
|---|---|
| Bernhard Johann | 130 |
| Friederike | 158 |
| Maria | 178 |
| W. Brugman & Sohn No. 3 | 236 |

### Thom, A. R., & Co.,
96, *Buchanan Street, Glasgow.*

| | |
|---|---|
| Dechmont | 1642 |

### Thom & Cameron, Ld.,
93, *Cheapside Street, Glasgow.*

| | |
|---|---|
| Achnashie | 2334 |
| Crossowen | 234 |
| Helensburgh | 1699 |
| Rahane | 1649 |
| Shandon | 1397 |

### Thom, Redick,
*Arensburg, Russia.*

| | |
|---|---|
| Julia Alida | 179 |

### Thom, Robert,
*Barremman, Rosenach, Dumbartonshire.*

| | |
|---|---|
| s. Barmore | 49 |

### Thomae, Gebr.
*Gross Bäckerstrasse 10, Hamburg, Germany.*

| | |
|---|---|
| s. Elise | 58 |
| s. Emma | 56 |
| s. Lilly | 60 |

### Thomas, David C., & Sons,
26, 27, & 28, *Billiter Street, London, E.C.*

| | Net Tons |
|---|---|
| s. City of Brussels | 167 |
| s. City of London | 182 |
| s. City of Verviers | 169 |

### Thomas (Evan), Radcliffe & Co.,
4, *Dock Chambers, Cardiff.*

| | |
|---|---|
| s. Anne Thomas | 846 |
| s. Anthony Radcliffe | 1815 |
| s. Bala | 1199 |
| s. Clarissa Radcliffe | 1591 |
| s. Douglas Hill | 1384 |
| s. Gwenllian Thomas | 665 |
| s. Iolo Morganwg | 830 |
| s. Jane Radcliffe | 1163 |
| s. Kate Thomas | 896 |
| s. Llanberis | 1451 |
| s. Manchester | 1322 |
| s. Mary Thomas | 1397 |
| s. Sarah Radcliffe | 1406 |
| s. W. I. Radcliffe | 1342 |
| s. Walter Thomas | 1412 |
| s. Wynnstay | 909 |

### Thomas, Hugh,

| | |
|---|---|
| Sarah Bridget | 99 |

### Thomas, John,
*Penmaesglas Road, Aberystwith.*

| | |
|---|---|
| Dreadnought | 91 |

### Thomas, John,
9, *Sea View Place, Aberystwith.*

| | |
|---|---|
| Morning Star | 94 |

### Thomas, John K.,
22, *Campbell Road, Bow, London.*

| | |
|---|---|
| Orchid | 222 |

### Thomas, John M.,
11, *Adelaide Street, Swansea.*

| | |
|---|---|
| s. Privateer | 30 |

### Thomas, John P.,
*Abercegin, Landegai, Carnarvonshire.*

| | |
|---|---|
| Glanogwen | 100 |

### Thomas, M., & Co.,
*James Street, Bute Docks, Cardiff.*

| | |
|---|---|
| s. Rosella | 865 |

### Thomas, Philip,
12, *Erisey Terrace, Falmouth.*

| | |
|---|---|
| s. Emperor | 26 |

### Thomas, Richard,
27, *Pendre, Cardigan.*

| | |
|---|---|
| Cymro | 28 |

### Thomas, Richard,
*Talavon, Dinas, Pwllheli, Carnarvon.*

| | |
|---|---|
| Eaglet | 120 |

### Thomas, Robert, & Co.,
*Criccieth, Carnarvon.*

| | |
|---|---|
| Bianca | 1396 |
| Cadwgan | 1264 |
| Conway Castle | 1591 |
| Criccieth Castle | 1877 |
| Eastern Monarch | 1706 |
| Ednyfed | 1081 |
| Eivion | 1133 |
| Gwrtheyrn Castle | 778 |
| Gwynedd | 1053 |
| Maelgwyn | 1235 |
| Penrhyn Castle | 1349 |
| Powys Castle | 1349 |
| Queen of Cambria | 834 |
| Western Monarch | 1315 |

### Thomas, Thomas,
*Place, Aberporth, Cardiganshire.*

| | Net Tons |
|---|---|
| Brothers | 38 |
| Three Sisters | 33 |

### Thomas, W., & Co.,
30, *Brunswick Street, Liverpool.*

| | |
|---|---|
| Carnarvon Castle | 729 |
| County of Anglesea | 1067 |
| County of Cardigan | 1230 |
| County of Flint | 1033 |
| County of Merioneth | 1013 |
| County of Pembroke | 1065 |
| Dominion | 2328 |
| s. Empire | 1375 |
| s. Exchange | 95 |
| Kate Thomas | 1597 |
| s. Kingdom | 1414 |
| Menai | 1296 |
| Metropolis | 1697 |
| Pengwern | 1492 |
| Portia | 1360 |
| Principality | 1699 |
| Province | 1696 |
| s. W. S. Caine | 84 |
| (Ogwen Ship Co., Ld.) | |
| Colony | 1598 |

### Thomas, W., & Sons,
*Amlwch, Anglesea.*

| | |
|---|---|
| Cymrio | 175 |
| Eilian | 92 |
| Lady Neave | 89 |

### Thomas, William,
*Amlwch, Anglesea.*

| | |
|---|---|
| Hodbarrow Miner | 99 |
| Jane Pringle | 89 |

### Thomas, Wm., & Son,
30, *Chapel Chambers, 28, Chapel Street, Liverpool.*

| | |
|---|---|
| s. Prydain | 1252 |

### Thomassen, H. C.,
*Höllen, Christiansand, Norway.*

| | |
|---|---|
| Rival | 303 |

### Thomasson, O.,
*Cimbrishamn, Sweden.*

| | |
|---|---|
| Rapid | 101 |

### Thomazeau, Ed. (Vve), & Co.,
*St. Malo, France.*

| | |
|---|---|
| Agatha | 135 |
| Claude | 115 |
| Ernestine | 113 |
| Quatre Frères | 148 |

### Thomel, A.,
*Ploenen, Russia.*

| | |
|---|---|
| Mathilde | 127 |

### Thommassen, Ole,
*Christiansand, Norway.*

| | |
|---|---|
| Tofteland | 320 |

### Thommesen, A.,
*Narestö, pr Arendal, Norway.*

| | |
|---|---|
| Dictator | 552 |

### Thommesen, J. T., & Jens Jensen,
*Arendal, Norway.*

| | |
|---|---|
| Rex | 508 |

### Thommesen, T., & Smith,
*Arendal, Norway.*

| | Net Tons |
|---|---|
| Azha | 239 |
| Cabral | 213 |
| Daphne | 528 |
| Embla | 538 |
| Leto | 580 |
| Ragna | 487 |
| Rana | 250 |

### Thommesen, T., & Son,
*Arendal, Norway.*

| | |
|---|---|
| Ajax | 788 |
| Aljuca | 1039 |
| Alkor | 248 |
| B. D. Metcalf | 1157 |
| Erato | 396 |
| Havre | 826 |
| Hera | 1277 |
| Sibal | 561 |
| Subra | 562 |
| Vivax | 1046 |
| William Hunter | 368 |

### Thompson, Anderson & Co.,
*Fenwick Chambers, Fenwick Street, Liverpool.*
(Sierra Shipping Co., Ld.)

| | |
|---|---|
| Sierra Blanca | 1518 |
| Sierra Cadena | 1768 |
| Sierra Colonna | 1397 |
| Sierra Cordova | 1371 |
| Sierra Estrella | 1392 |
| Sierra Lucena | 1621 |
| Sierra Madrona | 1362 |
| Sierra Miranda | 1808 |
| Sierra Morena | 1385 |
| Sierra Nevada | 1474 |
| Sierra Parima | 1480 |
| Sierra Pedrosa | 1542 |
| Sierra Ventana | 1799 |

### Thompson, Andrew,
*Toronto, Ontario.*

| | |
|---|---|
| s. Africa | 328 |

### Thompson, Benjamin,
85, *Exchange Street, Portland, Maine, U.S.*

| | |
|---|---|
| s. New York | 675 |

### Thompson, Charles,
11, *High Street, Hull.*

| | |
|---|---|
| Gipsy | 187 |
| Harriet Thompson | 169 |
| Mizpah | 141 |
| Morton Castle | 137 |
| Opah | 113 |
| Swift | 179 |

### Thompson, Elliott & Co.,
*H. King Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Breconshire | 1648 |
| s. Burlington | 514 |
| s. Cymbeline | 880 |
| s. Ravenspur | 872 |

### Thompson, Ford & Co.,
*West Hartlepool.*

| | |
|---|---|
| s. Coniscliffe | 1636 |

### Thompson, Geo., & Co.,
(ABERDEEN LINE),
60, *Marischal Street, Aberdeen; and 24, Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Aberdeen | 2382 |
| Aristides | 1661 |
| s. Australasian | 2343 |
| s. Damascus | 2327 |
| Miltiades | 1452 |
| Orontes | 1236 |
| Patriarch | 1339 |
| Pericles | 1598 |
| Salamis | 1079 |
| Samuel Plimsoll | 1459 |
| Sophocles | 1120 |
| Strathdon | 2038 |
| s. Thermopylæ | 2396 |

### Thompson, H. A.,
*San Francisco, Cal., U.S.*

| | Net Tons |
|---|---|
| McNear | 1245 |

### Thompson, Henry J.,
1, *Rumford Place, Liverpool.*

| | |
|---|---|
| s. Constance | 80 |
| Riversdale | 101 |

### Thompson, M., & Co.,
2, *Mount Stuart Square, The Docks, Cardiff.*

| | |
|---|---|
| s. Alaska | 1349 |

### Thompson Steam Shipping Co.,
*Baltic Chambers, Sunderland.*
*See* V. T. THOMPSON & CO.

### Thompson, T. & Son,
5, *Broad Chare, Newcastle-on-Tyne.*

| | |
|---|---|
| s. James Tennant | 121 |

### Thompson, Thomas,
*Heath Villas, Halifax, Yorkshire.*

| | |
|---|---|
| Oakhurst | 1032 |
| West Riding | 913 |
| West York | 689 |

### Thompson, Thomas W.,
*Eastham Ferry, near Birkenhead.*

| | |
|---|---|
| s. Fairy Queen | 106 |
| s. Gipsey Queen | 106 |
| s. Wasp | 82 |

### Thompson, V. T., & Co.,
*Baltic Chambers, Sunderland.*
(Thompson Steam Shipping Company.)

| | |
|---|---|
| s. Eastern Star | 722 |
| s. Falcon | 753 |
| s. Fenham | 778 |
| s. Langham | 1764 |
| s. Lombard | 1132 |
| s. Manningham | 1253 |
| s. Ovingham | 1251 |
| s. Royal Standard | 790 |

### Thomsen, N. W.,
*Nykjobing, Sjæland, Denmark.*

| | |
|---|---|
| Bien | 159 |
| Hekla | 124 |
| Richard | 271 |
| Sophie | 130 |

### Thomson, Dickie & Co.,
17, *Royal Exchange Square, Glasgow.*

| | |
|---|---|
| Arranmore | 1782 |
| Blairhoyle | 1291 |
| Blairmore | 1767 |
| Braemar | 1036 |
| Culmore | 1639 |
| Edenballymore | 1642 |
| Florence | 809 |
| Gartmore | 1035 |
| Largiemore | 1786 |
| Malden City | 1197 |
| Polynesian | 864 |
| Tamerlane | 768 |

### Thomson & Gray,
40, *West Nile Street, Glasgow.*

| | |
|---|---|
| Blairgowrie | 1550 |
| Thomasina MacLellan | 1696 |



s. désigne les Vapeurs.

**Thomson, J.,**
*Citadel Station, Carlisle.*
(Port Patrick & Wigtonshire Railways Joint Committee.)

| | Net Tons |
|---|---|
| s. Princess Beatrice | 257 |
| s. Princess May | 368 |
| s. Princess Victoria | 369 |

**Thomson, J. D.,**
31, *St. Vincent Place, Glasgow.*

| | |
|---|---|
| Earl of Dunmore | 2205 |
| Earl of Hopetoun | 1790 |
| Earl of Zetland | 1461 |

**Thomson, John, jun.,**
49, *West George Street, Glasgow.*

| | |
|---|---|
| Comus | 715 |
| Diana | 715 |
| Gogoburn | 1068 |
| Noddleburn | 1053 |

**Thomson, Pardon G.,**
*New Bedford, Mass., U.S.*

| | |
|---|---|
| Elisha Gibbs | 465 |
| Joseph G. Dean | 154 |
| Pardon G. Thompson | 163 |
| Samuel G. Hart | 246 |
| Warren B. Potter | 350 |

**Thomson, R., jun., & J. H. Thomson,**
*Rothesay, King's Co., N.B.*

| | |
|---|---|
| Marathon | 1814 |

**Thomson, Robert,**
9, *Fenchurch Avenue, London, E.C.*

| | |
|---|---|
| s. Curler | 190 |
| s. Golfer | 189 |
| s. Mustang | 205 |
| s. Rook | 186 |

**Thomson, Robert,**
*Hamilton, Ontario.*

| | |
|---|---|
| Sligo | 284 |

**Thomson, W., jun.,**
*Barge Dock Side, Goole.*

| | |
|---|---|
| Mildred | 84 |

**Thomson, W. K.,**
*Melbourne, Victoria.*

| | |
|---|---|
| Ashburton | 506 |

**Thomson, W. & R.,**
*Mersey Chambers, Liverpool.*
(Bedouin Steam Nav. Co., Ld.)

| | |
|---|---|
| s. Arab | 2723 |
| s. Bedouin | 1277 |
| s. Dragoman | 1785 |
| s. Emir | 2620 |
| s. Hajeen | 1786 |
| s. Mameluke | 1702 |
| s. Nedjed | 1692 |
| s. Sheikh | 2828 |

**Thomson, William, & Co.**
(BEN LINE),
28, *Bernard Street, Leith.*

| | |
|---|---|
| Araby Maid | 804 |
| s. Benalder | 1294 |
| Bencleuch | 1308 |
| s. Bengloe | 1183 |
| s. Benlarig | 1453 |
| s. Benlawers | 1484 |
| s. Benledi | 1481 |
| s. Benlomond | 1752 |
| s. Benmohr | 1935 |
| s. Benvenue | 1468 |
| s. Czar | 863 |
| s. Moscow | 1037 |
| s. Petersburg | 1090 |

**Thomson, William, & Co.,**
*St. John, N.B.*

| | Net Tons |
|---|---|
| Artisan | 1083 |
| Birnam Wood | 1263 |
| Canara | 1489 |
| Centurion | 1704 |
| Curler | 803 |
| Favonius | 1462 |
| Hilaria | 1593 |
| Honolulu | 1545 |
| Katahdin | 1145 |
| Kelverdale | 1132 |
| Kelvin | 1056 |
| Kingsport | 1119 |
| Lancefield | 947 |
| Luxor | 764 |
| Macedon | 1453 |
| Monrovia | 1457 |
| Munster | 1468 |
| Nicosia | 1048 |
| Rothiemay | 1219 |
| Samaritan | 1997 |
| Veronica | 1093 |
| Wildwood | 1488 |
| Zing | 1297 |

**Thomson, William, & Sons,**
20, *Meadowside, Dundee.*

| | |
|---|---|
| s. Avlona | 1194 |
| s. Dracona | 1198 |
| s. Escalona | 1234 |
| s. Fremona | 1840 |
| s. Gerona | 2025 |
| s. Hurona | 2150 |
| s. Iona | 2085 |

**Thomstad, O. B.,**
*Farsund, Norway.*

| | |
|---|---|
| Austads | 329 |

**Thorbjörnsen, Ch.,**
*Christiania, Norway.*

| | |
|---|---|
| s. Constance | 367 |
| s. Cuba | 531 |
| s. Erling | 654 |
| s. Ulf | 590 |

(Dampskibsselskabet "National.")

| | |
|---|---|
| s. Ravna | 284 |

**Thorbjörnsen, G.,**
*Arendal, Norway.*

| | |
|---|---|
| Adjutor | 267 |
| Egia | 254 |

**Thorburn & Tessier,**
*St. John's, N.F.L.*

| | |
|---|---|
| Belle of the Exe | 233 |
| Carpasian | 288 |
| Petunia | 207 |
| Stella | 221 |

**Thoresen, A. A.,**
*Tjömö, pr Tönsberg, Norway.*

| | |
|---|---|
| Wilhelmine | 232 |

**Thoresen, C. R.,**
*Sandefjörd, Norway.*

| | |
|---|---|
| Olaf | 197 |
| Pollux | 217 |

**Thoresen, H. A.,**
*Tjömö, Tönsberg, Norway.*

| | |
|---|---|
| Aquin | 290 |

**Thoresen, L.,**
*Drobak, Norway.*

| | |
|---|---|
| Alexandra | 291 |

**Thoresen, Otto,**
*Skippergaden 30, Christiania, Norway.*

| | Net Tons |
|---|---|
| s. Activ | 1024 |
| Artemis | 564 |
| Berthe Röd | 295 |
| Cashmere | 1228 |
| Columbia | 774 |
| s. Glanwern | 574 |
| s. Porro | 366 |
| s. Seaton | 596 |
| s. Skuld | 1132 |
| s. Sulitjelma | 652 |
| s. Sultan | 1626 |
| s. Whitehall | 488 |

**Thoresen, Th.,**
*Nyebyen, Drammen, Norway.*

| | |
|---|---|
| Berna | 404 |

**Thorington, Jas. H.,**
*Baltimore, U.S.*

| | |
|---|---|
| Centennial | 108 |

**Thorkildsen, G.,**
*Egersund, Norway.*

| | |
|---|---|
| Manitoba | 693 |

**Thorkildsen, J.,**
*Dröbak, Norway.*

| | |
|---|---|
| Sæhrimner | 316 |

**Thorman, Robert,**
47, *John Street, Sunderland.*

| | |
|---|---|
| s. Bradley | 482 |
| s. Dawdon | 891 |
| s. Robert Thorman | 579 |

**Thormann, J. C.,**
*Wismar, Germany.*

| | |
|---|---|
| Titan | 353 |

**Thornburn, R. M.,**
*Uddevalla, Sweden.*
(Rederi Aktie Bolaget Avena.)

| | |
|---|---|
| s. Annona | 353 |
| s. Avena | 522 |
| s. Sitona | 738 |

**Thorne, Johan,**
*Moss, Norway.*

| | |
|---|---|
| Hefhi | 824 |
| Höyding | 1137 |
| Mercur | 518 |

**Thorne, Rino,**
*Moss, Norway.*

| | |
|---|---|
| s. Nordkap | 370 |

**Thorngren, C.,**
*Linköping, Sweden.*
(Linköpings Rederi Aktieb.)

| | |
|---|---|
| s. Esaias Tegner | 84 |
| s. Linköping | 166 |

**Thornton Steam Ship Co., Ld.,**
*Mount Stuart Square, Cardiff.*
*See* THOMAS C. HOWE & CO.

**Thorpe, James,**
*Waterloo House, Freeman Street, Grimsby.*

| | |
|---|---|
| Lilian & Evelyn | 90 |

**Thorsen, A.,**
*Porsgrund, Norway.*

| | Net Tons |
|---|---|
| Fortuna | 217 |

**Thorsen, C. J.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Prinds Christian August | 240 |

**Thorsen, Chr.,**
*Rönne, Denmark.*

| | |
|---|---|
| Thor | 234 |

**Thorsen, Gunvald,**
*Skudesnæs, Norway.*

| | |
|---|---|
| Ebenezer | 176 |

**Thorsen, H.,**
*Heröen, Porsgrund, Norway.*

| | |
|---|---|
| Fjeldland | 350 |
| Frier | 265 |
| Skovland | 330 |

**Thorsen, Johan,**
*Haugesund, Norway.*

| | |
|---|---|
| Bondevennen | 269 |

**Thorsen, N.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Camilla | 188 |

**Thorssell, E. B.,**
*Stockholm, Sweden.*
(Ångf. Aktieb. "Göta Kanal.")

| | |
|---|---|
| s. Astrea | 153 |
| s. Baltzer von Platen | 167 |
| s. Ceres | 190 |
| s. Göta Kanal II. | 108 |
| s. Göta Kanal IV. | 110 |
| s. Göta Kanal VI. | 101 |
| s. Juno | 138 |
| s. Motalo Ström | 211 |
| s. Pallas | 189 |
| s. Venus | 195 |

**Thorsson, A.,**
*Gothenberg, Sweden.*
(Nols Ångb. Aktieb.)

| | |
|---|---|
| s. Elfängen | 80 |

**Thorud, Th.,**
*Meyers Gade 28, Christiania, Norway.*

| | |
|---|---|
| Harmonia | 255 |

**Thorvildsen Brödrene,**
*Tvedestrand, Norway.*

| | |
|---|---|
| Aladdin | 284 |
| Brödrene | 374 |
| s. Fram | 371 |
| H. W. Palmer | 471 |
| s. Veritas | 294 |

**Threlfall, William,**
*Warton Lane, Freckleton, Lancashire.*

| | |
|---|---|
| Susannah | 93 |

**Thucker Govindjee Veerjee,**
*Bombay.*

| | |
|---|---|
| Cutch Merchant | 640 |

**Thule, Ångfartygs Aktieb.,**
*Gothenburg, Sweden.*
*See* O. MELIN.

**Thulin, C. G.,**
*Stockholm, Sweden.*

| | Net Tons |
|---|---|
| Augusta | 136 |
| Clara Maria | 82 |
| John | 434 |
| s. Rurik | 355 |

**Thun Hung Steamboat Co., Ld.,**
110, *Queen's Road, Central Victoria, Hong Kong.*

| | |
|---|---|
| s. Tai Ping | 77 |

**Thuresson, T. R.,**
*Sundsvall, Sweden.*
(Sundsvall-Vasa Ångf-Aktieb.)

| | |
|---|---|
| s. J. L. Runeberg | 395 |

**Thuröe, A. C.,**
*Troense, Svendborg, Denmark.*

| | |
|---|---|
| Anna | 176 |

**Thyatira Shipping Co., Ld.,**
104, *Corporation Street, Belfast.*
*See* WILLIAM J. WOODSIDE & CO.

**Thybring, S. P.,**
*Egersund, Norway.*

| | |
|---|---|
| Senorita | 315 |

**Thyen, F.,**
*Brake, Germany.*

| | |
|---|---|
| Falke | 180 |

**Thygesen & Aalholm,**
*Arendal, Norway.*

| | |
|---|---|
| Salome | 463 |
| Sleipner | 215 |

**Tiamos, M., & Co.,**
*Chios, Turkey.*

| | |
|---|---|
| Ayah Vlassios | 213 |

**Tiainen, D.,**
*Sordavala, Finland.*

| | |
|---|---|
| Ivan | 139 |

**Tichiaz, Maria N.,**
*S. Cosmo, pr Buccari, Hungary.*

| | |
|---|---|
| Sin | 497 |

**Tide Water Oil Co.,**
12, *Broadway, New York, U.S.*

| | |
|---|---|
| Amelia G. Ireland | 270 |

**Tie Toh Swan,**
*Sourabaya, Java.*

| | |
|---|---|
| Dina | 586 |
| Fany | 570 |
| Gedeh | 417 |
| Goliah | 558 |
| Jonglij | 319 |
| Twee Vrienden | 480 |

**Tiedermann, J.,**
*Riga, Russia.*

| | |
|---|---|
| Nikolai | 115 |

**Tiemann, H.,**
*Blankanese, Germany.*

| | |
|---|---|
| Johanna | 430 |

**Tillett, W. J., & Co.,**
*Bute Docks, Cardiff.*

| | Net Tons |
|---|---|
| s. Charles Mitchell | 491 |
| s. Lady Havelock | 305 |
| s. Penzance | 874 |
| s. Peter Graham | 490 |
| s. Werfa | 602 |

**Tilton, William,**
*Forked River, New Jersey, U.S.*

| | |
|---|---|
| Fannie Tracy | 232 |

**Timaru Harbour Board,**
*Timaru, N.Z.*

| | |
|---|---|
| s. Mana | 51 |
| s. No. 404 | 211 |

**Tinks, James,**
*Milang, South Australia.*

| | |
|---|---|
| s. Wilcannia | 100 |

**Tintoré, P. M., & Co.,**
*Barcelona, Spain.*

| | |
|---|---|
| s. Francoli | 786 |
| s. Ter | 598 |
| s. Tintoré | 796 |
| s. Turia | 928 |

**Tirfing Ångfartygs Aktiebolaget,**
*Gothenburg, Sweden.*
*See* A. BROSTRÖM.

**Tisdale, Cornelia A.,**
*Taunton, Mass., U.S.*

| | |
|---|---|
| Clarissa Allen | 103 |

**Tisdale, S. L.,**
*Taunton, Mass., U.S.*

| | |
|---|---|
| Henry P. Hallock | 131 |

**Tisdall, E. W.**
*Shanghai.*

| | |
|---|---|
| s. Fei Lung | 752 |
| s. Wha On | 424 |

**Tjia King Tjoen,**
*Palembang, Sumatra.*

| | |
|---|---|
| s. Tjitarum | 106 |

**Tjo, Ang Ing, & Co.,**
*Banjermassin.*

| | |
|---|---|
| s. Srie Bandjar | 458 |

**Tobias, A.,**
*Mitteldeichstrasse 29, Brake, Germany.*

| | |
|---|---|
| Lina | 238 |
| Metz | 228 |
| Vulcan | 113 |

**Tobias, C.,**
*New York, U.S.*

| | |
|---|---|
| Santiago | 460 |

**Tobias, E.,**
*Brake, Germany.*

| | |
|---|---|
| Magdalene | 1281 |

**Tobias, E. F. C.,**
*Brake, Germany.*

| | |
|---|---|
| Adele | 851 |
| Alida | 1655 |
| Phönizia | 764 |
| Reindeer | 204 |

**Tobias, G. H.,**
*Annapolis Royal, N.S.*

| | Net Tons |
|---|---|
| Anna D. Jordan | 334 |

**Tobiasen, Z.,**
*Farsund, Norway.*

| | |
|---|---|
| Amor | 220 |

**Tobiassen, P.,**
*Sandefjord, Norway.*

| | |
|---|---|
| Illeri | 219 |

**Tocque, John P.,**
21, *Commercial Street, St. Helier's, Jersey.*

| | |
|---|---|
| Zephyr | 133 |

**Todd, E. B.,**
*Eastport, Maine, U.S.*

| | |
|---|---|
| C. B. Paine | 196 |

**Todd, T. J.,**
*Baltimore, U.S.*

| | |
|---|---|
| Clara Davidson | 123 |

**Tode (Capt.),**
*Mühlgraben, Riga, Russia.*

| | |
|---|---|
| Anna | 280 |

**Tode, Rob.,**
*Altenkirchen a. Rügen, Germany.*

| | |
|---|---|
| Eintracht | 272 |

**Todnem, L.,**
*Stavanger, Norway.*

| | |
|---|---|
| Treia | 387 |

**Toghran Captan,**
*Mysia, Turkey.*

| | |
|---|---|
| Ayah Triada | 195 |

**Tokai Kogio Goshi Kwaishi,**
*Sakai, Owari, Japan.*

| | |
|---|---|
| Owari Maru | 209 |
| Tokuho Maru | 175 |

**Tokiwan Kisen Kaisha,**
*Tokio, Japan.*

| | |
|---|---|
| s. Amatsu Maru | 63 |
| s. Fukuzawa Maru, No. 3 | 63 |
| s. Tateyama Maru | 65 |

**Tokutaro, Hayashi,**
*Kagoshima, Japan.*

| | |
|---|---|
| Shohei Maru | 250 |

**Toledo & Island Steamboat Co.,**
*Toledo, Ohio.*

| | |
|---|---|
| s. City of Toledo | 654 |

**Tollaksen, C.,**
*Liknes, pr Flekkefjord, Norway.*

| | |
|---|---|
| Favorit | 480 |

**Tollefsen, A.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Colonist | 442 |

**Tollisen, C. M.,**
*Farsund, Norway.*

| | |
|---|---|
| Fauna | 458 |
| Oxö | 580 |

**Tolmé, Thomas H.,**
*Havana, Cuba.*

| | Net Tons |
|---|---|
| Matilde | 116 |

**Tomeu, Janer & Ca.,**
*Nuevitas, Cuba.*

| | |
|---|---|
| s. Humberto Rodriguez | 78 |

**Tomita, Yoshimatsu,**
*Hakodate, Japan.*

| | |
|---|---|
| s. Hakurio Maru | 82 |

**Tomlinson, Hodgetts & Co.,**
8, *Drury Lane, Water Street, Liverpool.*

| | |
|---|---|
| Antofagasta | 679 |
| Belle of Arvon | 923 |
| Carnegie | 1020 |
| Chilena | 649 |
| Comadre | 772 |
| Cornuvia | 790 |
| La Querida | 679 |
| Mary Blundell | 799 |
| Scottish Chief | 634 |

**Tommak Mikkhal & Co.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayah Nicola | 122 |

**Toms, J. P.,**
*Newquay.*

| | |
|---|---|
| Lady Jane | 82 |

**Tonetti, G. F.,**
*Fianona, Austria.*

| | |
|---|---|
| Caraterre | 150 |
| s. Flink | 62 |
| Postuma | 185 |

**Tonetti, G. L.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Filadelfia | 771 |

**Tonetti, M., & Co.,**
*Fianona, Austria.*

| | |
|---|---|
| Francesca T. | 1111 |

**Tonietti, G., di P.,**
*Porto Ferrario, Italy.*

| | |
|---|---|
| Umberto | 154 |

**Tonietti, G., fu Raffaele,**
*Rio Marina, Elba.*

| | |
|---|---|
| Anastasia | 317 |
| Angelo | 267 |
| Aquila | 407 |
| Armonia | 280 |
| Carlottina | 287 |
| Enrico | 376 |
| Figlio d'Italia | 407 |
| Giuseppina | 100 |
| Ida | 231 |
| Paolo | 496 |
| Regolo | 221 |

**Tonietti, G. E., fu L.,**
*Porto Ferraio, Italy.*

| | |
|---|---|
| Stella d'Italia T. | 251 |

**Tonietti, G. F., fu G.,**
*Fianona, Austria.*

| | |
|---|---|
| Sudore | 206 |

**Tonietti, Giuseppe,**
*Rio Marina, Elba.*

| | Net Tons |
|---|---|
| Filomena Danovaro | 417 |

**Tonietti, Paolo, fu B.,**
*Rio Marina, Elba.*

| | |
|---|---|
| Candida | 108 |

**Tonnesen, A.,**
*Egersund, Norway.*

| | |
|---|---|
| Ansgarius | 121 |

**Tönnesen, T.,**
*Marstal, Denmark.*

| | |
|---|---|
| Astræa | 236 |

**Tönnessen, A.,**
*Ageröen, Lillesand, Norway.*

| | |
|---|---|
| Farvel | 127 |
| Frithjof | 102 |

**Tönnevold, O. T.,**
*Grimstad, Norway.*

| | |
|---|---|
| Chondor | 319 |
| Fatum | 299 |
| Huseland | 221 |

**Tönnisson, H.,**
*Riga, Russia.*

| | |
|---|---|
| Hans | 125 |

**Tönsberg & Hortens Dampskibs Selskab,**
*Tönsberg, Norway.*

| | |
|---|---|
| s. Horten | 132 |
| s. Jarlsberg | 129 |
| s. Tönsberg | 100 |

**Tönsberg & Omegus Dampskibsselskab,**
*Tönsberg, Norway.*

| | |
|---|---|
| s. Oscar | 76 |

**Tonzeau & Martel,**
*Manor Place, Guernsey.*

| | |
|---|---|
| Two Friends | 152 |

**Toogood, William,**
*Freeman Street, Grimsby.*

| | |
|---|---|
| Lizzie Thorpe | 85 |

**Tooker, Charles T.,**
*Port Jefferson, L.I., U.S.*

| | |
|---|---|
| John McDermott | 536 |

**Toombs, George H.,**
*Charlottetown, P.E.I.*

| | |
|---|---|
| George P. Trigg | 100 |
| Neva | 145 |

**Toozes, H.,**
*Hessle Road, Hull.*

| | |
|---|---|
| Catherine | 90 |

**Tophile, Bigadoslee Hajee, & Co.,**
*Bigados, Turkey.*

| | |
|---|---|
| Osstorio | 125 |

**Topich, Serafino, & Co.,**
*Lissa, Austria.*

| | Net Tons |
|---|---|
| s. Lussin | 169 |
| s. Zara | 73 |

**Torgersen, Chr.,**
*Drammen, Norway.*

| | |
|---|---|
| Mariane | 277 |

**Torgersen, T., Junr.,**
*Laurvig, Norway.*

| | |
|---|---|
| Helena | 189 |

**Tori, Pietro, fu Giacinto,**
*Fezzano, Spezia, Italy.*

| | |
|---|---|
| Giuseppe Boni | 170 |

**Torjusen, H. C.,**
*Kragerö, Norway.*

| | |
|---|---|
| Alice | 260 |

**Torkildsen, Carl,**
*Grimstad, Norway.*

| | |
|---|---|
| Alma | 467 |
| Sophie Helene | 539 |
| Vaaren | 225 |

**Torkildsen, T.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| Eimar | 221 |

**Torkildsen, T.,**
*Holmestrand, Norway.*

| | |
|---|---|
| Alpha | 269 |
| Vilhelmine | 418 |

**Torm, D.,**
*Copenhagen, Denmark.*

| | |
|---|---|
| s. Ajax | 168 |
| s. Bornholm | 515 |
| s. Hermia | 762 |
| s. Nauta | 220 |
| s. Rönne | 198 |
| (Dampskibsselskabet Marstrand.) | |
| s. Goteborg | 375 |
| s. Kjobenhavn | 184 |
| s. Marstrand | 173 |
| (Dampskibsselskabet Torm.) | |
| s. Alice | 588 |

**Torm, Dampskibsselskabet**
*Copenhagen, Denmark.*
*See* D. TORM.

**Tornaras, A., & G. J. Waterhouse,**
*Maryborough, Queensland.*

| | |
|---|---|
| Sybil | 150 |

**Törngren, B. J.,**
*Sölvesborg, Sweden.*

| | |
|---|---|
| Norden | 117 |
| Orion | 160 |
| Sundsvall | 315 |

**Tornos, Antonio,**
*Constitucion, Chili.*

| | |
|---|---|
| Union | 143 |



s. designe les Vapeurs.

**Törnqvist, M.,**
*Östhammar, Sweden.*

| | Net Tons |
|---|---|
| Leontius | 116 |

**Törnroos, G.,**
*Abo, Finland.*

| | |
|---|---|
| Elpis | 193 |

**Törnsten, Axel,**
*Wallgatan, 26, Gothenburg, Sweden.*

| | |
|---|---|
| Henry | 292 |

**Toro & Martinez,**
*Talcahuano, Chili.*

| | |
|---|---|
| Mathieu y Branas | 214 |

**Torpp, J. A.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| August | 397 |
| Olaus | 230 |

**Torralbas, J. Ferrer,**
*Santiago de Cuba.*

| | |
|---|---|
| s. Colon | 94 |

**Torrance, J.,**
*Montreal, Canada.*

| | |
|---|---|
| Alabama | 151 |

**Torrance, Joseph A.,**
24, *North Quay, Douglas, I. of Man.*

| | |
|---|---|
| s. Itumba | 93 |

**Torre, C. di G.,**
*Palermo, Sicily.*

| | |
|---|---|
| Prospero | 499 |

**Torres & Irmao,**
*Loanda, West Africa.*

| | |
|---|---|
| Atlantico | 128 |

**Torres, J. F.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Anita | 174 |

**Torris, H.,**
*Gravelines, France.*

| | |
|---|---|
| Gravelinoise | 101 |
| Hirondelle | 107 |

**Tosa Unyu Kaisha,**
*Ushioye, Japan.*

| | |
|---|---|
| s. Toshiu Maru | 230 |

**Tosa Yusen Kabushiki Kaisha,**
*Ushinoyemura, Japan.*

| | |
|---|---|
| s. Kochi Maru | 201 |

**Tosö, J.,**
*Hiitola, Russia.*

| | |
|---|---|
| Wellamo | 331 |

**Toso & Sanchez,**
*Callao, Peru.*

| | |
|---|---|
| Alfredo | 355 |

**Tötterman, E. A.,**
*Kristinestad, Finland.*

| | |
|---|---|
| Columbus | 1731 |
| s. Heros | 1023 |
| Ida | 279 |

**Tottori Kisen Kaisha,**
*Osaka, Japan.*

| | Net Tons |
|---|---|
| s. Sanko Maru No. 2 | 100 |

**Tottsutori Steam Ship Co.,**
*Osaka, Japan.*

| | |
|---|---|
| Suyehiro Maru | 70 |

**Tougard & Acher,**
*Fécamp, France.*

| | |
|---|---|
| Trois Frères | 186 |

**Tougard fils,**
*Fécamp, France.*

| | |
|---|---|
| Louise | 196 |
| Père Jumée | 138 |

**Tourcoul, S.,**
*Odessa, Russia.*

| | |
|---|---|
| s. Ignatius Prohoroff | 776 |

**Touronah, Dimitri,**
*Constantinople, Turkey.*

| | |
|---|---|
| Ayah Yorghi | 154 |

**Tourville, L.,**
*Montreal.*

| | |
|---|---|
| s. Rudolphe | 72 |

**Tower, Bedford,**
*Sackville, N.B.*

| | |
|---|---|
| Olio | 105 |

**Townsend, Bros.,**
101, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| Foxglove | 418 |
| Sir George F. Seymour | 218 |

**Townsend, E. B.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| D. M. Anthony | 528 |

**Townsend, J.,**
*San Francisco, U.S.*

| | |
|---|---|
| s. Sunol | 195 |

**Townsend, J. C.,**
*New York, U.S.*

| | |
|---|---|
| Jessie C. Woodhull | 573 |

**Townsend, James A.,**
60, *New Street, New York, U.S.*

| | |
|---|---|
| Georgia | 333 |

**Townsend, M.,**
*Somers Point, New Jersey, U.S.*

| | |
|---|---|
| Chauncey E. Burk | 871 |

**Townsend, Niel S.,**
*Louisburg, C.B.*

| | |
|---|---|
| Katie | 107 |

**Townsend, T.,**
*Louisburg, C.B.*

| | |
|---|---|
| Florence Abbott | 115 |

**Townsend, William H.,**
*Louisburg, C.B.*

| | |
|---|---|
| Sarah A. Townsend | 149 |

**Toyei Kogiyo Kabushiki Kaisha,**
*Osaka, Japan.*

| | Net Tons |
|---|---|
| s. Neisei Maru | 235 |
| s. Urado Maru | 320 |

**Toyozume Itaro,**
*Omachi Nolo, Japan.*

| | |
|---|---|
| Kinokuni Maru No. 1 | 168 |

**Trading Steam Ship Co., Ld.,**
13, *Cullum Street, London, E.C.*

| | |
|---|---|
| s. South Moor | 628 |

**Trafik, Ångfartygs Aktiebolaget,**
*Helsingfors, Finland.*
*See* C. G. SANDMARK.

**Trafik, Ångfartygs Bolaget,**
*Gefle, Sweden.*
*See* C. ENGVALL.

**Traill, Geo., & Sons,**
63, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| Dartford | 1274 |

**Transatlantique, Compagnie Générale,**
*See* CIE. GEN. TRANSATLANTIQUE.

**Trapani, Antonio,**
*Calle Sta. Teresa* 1441, *Boca, Argentine Republic.*

| | |
|---|---|
| Luisa Cacace | 125 |

**Trapani fratelli,**
*Meta, Italy.*

| | |
|---|---|
| Candido | 414 |

**Trapani, Ma. Cafiero (Vedova) & Figli,**
*Castellamarè di Stabbia, Italy.*

| | |
|---|---|
| Amicizia | 556 |

**Trapani, G.,**
*Piano di Sorrento, Italy.*

| | |
|---|---|
| Grazia | 763 |
| Torquato | 503 |

**Trapani, L. fu T.,**
*Catania, Sicily.*

| | |
|---|---|
| Santina | 128 |

**Trapani, P.,**
*Trapani, Sicily.*

| | |
|---|---|
| Palma | 127 |

**Trapani, R.,**
*Castellamare, Italy.*

| | |
|---|---|
| I Due Fratelli | 475 |

**Trapani, Salv., fu Stefano,**
*Meta, Italy.*

| | |
|---|---|
| Margherita | 498 |
| San Luigi | 491 |

**Traung, Th.,**
*Arvika, Sweden.*

| | |
|---|---|
| s. Nordstjernan | 71 |

**Trautmann, A.,**
*Kuerbis, Lemsal, Livland, Russia.*

| | Net Tons |
|---|---|
| Lilly | 324 |

**Trechmann, Otto,**
*West Hartlepool.*

| | |
|---|---|
| s. Bertie | 1083 |
| s. Dora | 1133 |
| s. Emma | 1887 |
| s. Frieda | 1335 |
| s. Gertrude | 869 |
| s. Magda | 1531 |
| s. Marian | 1246 |

**Trefry, D. G.,**
*Arcadia, N.S.*

| | |
|---|---|
| Ida C. | 183 |

**Tregarthen, J.,**
*New York, U.S.*

| | |
|---|---|
| Gracie T. | 108 |

**Tregaskes, Inkerman,**
*Beach House, Par, Cornwall.*

| | |
|---|---|
| Carrie Harvey | 99 |
| Dashing Wave | 149 |
| Emeline Jenkin | 110 |
| Hannah | 129 |
| Janie Morcom | 98 |
| Pedestrian | 118 |
| Perseverance | 99 |

**Tregaskes, Nicholas H.,**
*Bude, Cornwall.*

| | |
|---|---|
| Florrie | 46 |

**Tregenza, John L.,**
*Pool, Illogan, Cornwall.*

| | |
|---|---|
| Bessie Belle | 98 |

**Tregoning, William H.,**
*Llanelly.*
(Burry Steam Tug Co., Ld.)

| | |
|---|---|
| s. Hero | 12 |

**Tréhondart, J. L.,**
*Sené, Morbihan, France.*

| | |
|---|---|
| Henri Eveline | 136 |
| Marie Henriette | 116 |

**Trelford, R. T.,**
80, *Corporation Street, Belfast.*

| | |
|---|---|
| Mysterious Star | 362 |

**Trelleborgs Ångfartygs Nya Aktieb,**
*Trelleborg, Sweden.*
*See* F. MALMROS.

**Tremayne, M.,**
*Maunan, Falmouth, Cornwall.*

| | |
|---|---|
| Howard | 50 |

**Tremblay, E.,**
*Chicoutime, Canada.*

| | |
|---|---|
| Alice | 107 |

**Tremblay, E.,**
*Rimouski, Quebec.*

| | |
|---|---|
| Aurore | 106 |

**Trethewey, Thomas,**
*Ocean House, New Quay, Cornwall.*

| | Net Tons |
|---|---|
| Devonia | 146 |
| Sea Lark | 124 |
| Willie | 83 |

**Trevor, C. C., C.B.,**
*Board of Trade, London, S.W.*

| | |
|---|---|
| s. Richmond | 175 |

**Trident Lines.**
*See* P. W. RICHARDSON.

**Triketafilou, N. A. Ch.,**
*Scopelos, Greece.*

| | |
|---|---|
| Adelphotis | 121 |

**Trindade, J. M., & A. J. Martins,**
*Setubal, Portugal.*

| | |
|---|---|
| Flor de Setubal | 130 |

**Trinder, Anderson & Co.,**
*Leadenhall Chambers, 4, St. Mary Axe, London, E.C.*

| | |
|---|---|
| Alexandra | 1297 |
| Barunga | 1030 |
| Gwalla | 1399 |
| Helena Mena | 673 |
| Kingdom of Saxony | 498 |
| Kooringa | 1098 |
| Minero | 478 |
| Morialta | 1267 |
| Niola | 692 |
| Oriana | 987 |

**Tringalas Fratelli,**
*Galixidi, Greece.*

| | |
|---|---|
| Agios Dionyssios | 128 |

**Trinidad Steamship Co., Ld.,**
88, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Trinidad | 809 |

**Trinity House, Hon. Corporation of the,**
*Tower Hill, London, E.C.*

| | |
|---|---|
| s. Alert | 98 |
| s. Argus | 147 |
| Great Passes | 188 |
| s. Guide | 82 |
| s. Irene | 160 |
| Morecambe Bay | 139 |
| s. Pioneer | 82 |
| s. Ready | 61 |
| s. Satellite | 72 |
| s. Siren | 219 |
| s. Stella | 109 |
| s. Triton | 57 |
| s. Vestal | 207 |
| s. Warden | 140 |

**Trio, Ångfartygs Aktieb.**
(Manager—C. L. Larsson),
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Nerva | 133 |
| s. Trio | 302 |
| s. Tua | 253 |
| s. Vermland | 156 |

**"Trio," Rederi Bolaget,**
*Nicolaistad, Finland.*
*See* J. E. MOE & L. CEDER.

**Triplett, R. B., & Co.,**
9, *Parade, Plymouth.*

| | |
|---|---|
| s. Sir Richard Grenville | 1745 |
| s. Sir Walter Raleigh | 1262 |

**Tripan, G.,**
*Arensburg, Russia.*
Net Tons
Emanuel ..... 154

**Troensegaard, P.,**
*Svendborg, Denmark.*
s. Hector ..... 132

**Trojanovich, C.,**
*Buenos Ayres, Argentine Republic.*
Quintino Bocayuva ..... 254

**Trombetta, F.,**
*Meta, Italy.*
Concezione Immacolata..... 386

**Trommel, A., & Co.,**
*Santos, Brazil.*
Guarany ..... 613

**Tromsö Amts Dampskibsselskab,**
*Tromsö, Norway.*
s. Lyngen ..... 166
s. Senjen ..... 77
s. Tromsö..... 75

**Trondhjems Dampskibsselskab,**
*Drontheim, Norway.*
s. Aud ..... 461
s. Bjorg ..... 538

**Troop, George J.,**
*Halifax, N.S.*
Nicanor..... 393

**Troop, H. D.,**
*St. John, N.B.*
Sirocco ..... 298

**Troop & McLauchlan,**
*St. John, N.B.*
s. Storm King ..... 73

**Troop & Son,**
*St. John, N.B.*
Cedar Croft ..... 1099
Douglas..... 509
Eva Lynch..... 462
Hector ..... 498
Highlands ..... 1234
Hornet ..... 407
Howard D. Troop..... 2080
J. V. Troop..... 1295
John McLeod ..... 1595
Kate F. Troop..... 1097
La Plata ..... 350
Low Wood ..... 1091
Mary A. Troop..... 1118
Mistletoe..... 788
Nellie Troop..... 1312
St. Julien..... 1049
Still Water..... 1052
Sunny South ..... 498
Troop ..... 1526
(Bay of Fundy Steam Ship Co., Ld.)
s. City of Monticello ..... 566

**Trosell, J. L.,**
*Hammarsebo, Hultsfred, Sweden.*
Henriette..... 147

**Tross, F. H. O.,**
*Rio de Janeiro, Brazil.*
Hermena ..... 207

**Trost, G.,**
*Wolgast, Germany.*
Net Tons
Courier..... 254

**Troubetskoi, Prince** Pierre N.,
*Cherson, Russia.*
s. Cossack..... 473

**Troy, T. J.,**
*Arklow, co. Wicklow.*
Topaz..... 196
Wilson ..... 137

**Troye, Johan,**
*Bergen, Norway.*
s. Diana ..... 225

**Troye, S.,**
*Bergen, Norway.*
s Lovstakken .....
s. Lyderhorn ..... 2014
s. Ulriken..... 1836

**Tröye, William,**
*Bergen, Norway.*
s. Alpha..... 177
s. Rapid..... 267
s. Rjukan ..... 145

**Trubee, W. E.,**
*P.O. Box 2125, Bridgeport, Conn., U.S.*
Ann L. Lockwood ..... 321
Ida E. Latham ..... 440
John C. Gregory..... 360
Julia A. Trubee..... 392

**Truckee Lumber Co.,**
*243, Berry Street, San Francisco, U.S.*
s. Truckee ..... 296

**Trueba, D.,**
*Tampico, Mexico.*
Iberia..... 135

**Truscott, Simon,**
*Charlestown, Cornwall.*
Julia ..... 90
Nelly ..... 79
Samuel Moss..... 127
Stonehouse ..... 96
Touch Me Not..... 120

**Trussell, Edwin B.,**
*Burnham, Essex.*
Lucy Richmond..... 137

**Trustees Industrial and Investment Corporation, Ld.,**
*Exchange Buildings, Cardiff.*
*See* J. P. EELES.

**Tsalanghiris, C. G.,**
*Galaxidi, Greece.*
Agios Spyridon ..... 204

**Tsamasfyris, N. D.,**
*Skiathos, Greece.*
Omonia..... 145

**Tsang Sam-Yung,**
*Hong Kong.*
s. Pasig ..... 305

**Tsapolitis, D.,**
*Piræus, Greece.*
Net Tons
Marigo ..... 224

**Tsataroni, Alexandra,**
*Skiathos, Greece.*
Richardos ..... 377

**Tsatsaroni, G. M.,**
*Zante, Greece.*
Arcangelo Tsatsaroni ..... 522

**Tsatsaronis, A.,**
*Piræus, Greece.*
Dimitrios..... 413

**Tselentis, A. A.,**
*Argostoli, Greece.*
Evangelistria ..... 120

**Tsiclis, C.,**
*Piræus, Greece.*
D. N. Petrocochinos ..... 318

**Tsilimigras, M.,**
*Spezzie, Greece.*
Atromitos ..... 417

**Tsilinghiris, T.,**
*Cherasonda, Turkey.*
Cherassous..... 175

**Tsoukarakis, N. & Y.,**
*Skiathos, Greece.*
Omonia ..... 149

**Tsuji Matsunojo,**
*Hakodate, Japan.*
s. Tsuto Maru ..... 76

**Tsuris, N.,**
*Syra, Greece.*
Genisis Theotokou ..... 136

**Tubino fratelli, fu G.,**
*Genoa, Italy.*
Fratelli Tubino..... 506
Giacomo Tubino ..... 340

**Tubular Twin Screw Amidship Propulsion Co., Ld.,**
*Scarborough.*
s. Tubular ..... 75

**Tucci, V. G.,**
*Naples, Italy.*
Giuseppe Maglinolo ..... 130

**Tucker, F. M.,**
*47, Fenchurch Street, London, E.C.*
Earl Cadogan ..... 1334
Earl Granville..... 956

**Tucker, J. C.,**
*Newport, Rhode Island, U.S.*
Oakwoods ..... 131

**Tucker, W. H., & Co.,**
*Stuart Street, Bute Docks, Cardiff.*
s. Salvor ..... (Gross) 62

**Tuft, James,**
*22, California Street, San Francisco, U.S.*
Net Tons
Annie Larsen ..... 358
E. K. Wood..... 495
King Cyrus..... 667
Maria E. Smith ..... 347
Peerless ..... 233
Robert Searles ..... 570

**Tufts, Francis,**
*St. John, N.B.*
Darpa..... 324

**Tufvesson, N.,**
*Brantevik, Cimbrishamn, Sweden.*
Anna ..... 404
Betty ..... 124
Björn ..... 297
Dana..... 244
Götha ..... 139
Idog ..... 274
Johan Fredrik ..... 348
Nordstjernan ..... 135

**Tulley, W., & Co.,**
*4, Colonial Chambers, Princes Dock Street, Hull.*
s. Amyl ..... 1592
s. Astrion ..... 1046
s. Beryl ..... 838

**Tulley, William H.,**
*15, Milton Terrace, Hull.*
s. Englishman ..... 32
s. Stephen Gray ..... 17

**Tulli, A.,**
*Marseilles, France.*
Tulli Antoine ..... 110

**Tulloch, Lawrence,**
*Rona, The Boulevard, Petersham, near Sydney, N.S.W.*
s. Augusta ..... 122
Saucy Jack..... 156

**Tulloch, Lawrence,**
*Swansea.*
Antarctic..... 615
Cape Race ..... 829
Fleur de Lis ..... 972
Foxhound ..... 444
Harry ..... 525
Lady Cairns ..... 1197
Lord Clyde ..... 560
Magnet ..... 464

**Tulloch, William,**
*Woodville, S.A.*
Wollomai..... 143

**Tully, John,**
*45, West Sunniside, Sunderland.*
s. Lord Eslington ..... 1065
s. Poderosa..... 732
s. Rio Tinto ..... 1360
s. Snilesworth ..... 1393
s. Toledo ..... 1818

**Tuneyia Yamdi,**
*Cashot, Turkey.*
Ayah Yorghi..... 350

**Tungesvig, J.,**
*Skonevig, Söndhordland, Norway.*
Edvard ..... 104

**Tunnell, G. A.,**
*332, Ried Street, Philadelphia, U.S.*
Net Tons
Charles M. Paterson ..... 793

**Tunnell, S. L.,**
*1047, South Street, Philadelphia, U.S.*
Robert S. Patterson ..... 720
Vidette ..... 540

**Tupman, Benjamin,**
*Oak Villa, Knottingley, Yorkshire.*
Isabel ..... 149

**Tupper, Charles H.,**
*Ottawa, Ontario, Canada.*
s. Curlew ..... 96
Lower Traverse..... 142
Manicougan ..... 143
Red Island.....

**Tur, N.,**
*Barcelona, Spain.*
Paulita ..... 128

**Turkovich, V.,**
*Carlstadt, Austria.*
Tri Sina ..... 720

**Turnbull, Arthur H.,**
*Christchurch, Canterbury, N.Z.*
Lake Erie..... 938

**Turnbull Bros.,**
*West Bute Street, The Docks, Cardiff.*
s. Bernard ..... 1109
s. Cyril ..... 1545
s. Eric ..... 1788
s. Illtyd..... 1074
s. Oswin..... 1091

**Turnbull, Charles, & Co.,**
*52, Tyne Street, North Shields.*
*See* WILKIE & TURNBULL.

**Turnbull (Gregor) & Co.,**
*46, Gordon Street, Glasgow.*
s. Alice ..... 193
s. Magnetic..... 261

**Turnbull, Martin & Co.,**
*112, Fenchurch Street, London, E.C.; Commercial Bank Buildings, 8, Gordon Street, Glasgow; & Dunedin, N.Z.*
s. Fifeshire .. ..... 2425
s. Morayshire ..... 2481
s. Nairnshire ..... 2428
s. Perthshire.....
s. Ross-shire ..... 1362
s. Sandringham ..... 738
(Elderslie Steam Ship Co.)
s. Buteshire..... 3636
s. Elderslie ..... 1801
s. Perthshire ..... 3623

**Turnbull, Scott & Co.,**
*Palmerston Buildings, Old Broad Street, London, E.C.*
s. Eastgate ..... 1068
s. Nethergate ..... 1436
s. Northgate ..... 1534
s. Parkgate ..... 1435
s. Southgate ..... 1108
s. Westgate..... 1787



s. désigne les Vapeurs.

### Turnbull, Thos., & Son,

*Whitby, Yorkshire.*

| | Net Tons |
|---|---|
| s. Caedmon | 771 |
| s. Cairo | 1110 |
| s. Cholmley | 862 |
| s. Cosmopolitan | 1024 |
| s. Darent | 610 |
| s. Dora | 1553 |
| s. Fairmead | 1432 |
| s. Flowergate | 1307 |
| s. Gena | 1795 |
| s. Mandalay | 1143 |
| s. March | 1308 |
| s. Matthew Bedlington | 1385 |
| s. Oswald | 1157 |
| s. Streonshalh | 962 |
| s. Thomas Turnbull | 1292 |
| s. Thordisa | 1539 |
| s. Whitehall | 1793 |
| s. Wilfrid | 764 |

### Turner, Brightman & Co.,

12, *Great St. Helen's, London, E.C.*

| | |
|---|---|
| s. Widdrington | 989 |
| s. Zarate | 1552 |
| s. Zeno | 1859 |
| s. Zenobia | 1349 |
| s. Zephyrus | 1351 |
| s. Zeta | 1499 |
| s. Zeus | 611 |
| s. Zodiac | 1861 |
| s. Zoe | 1437 |
| s. Zurich | 892 |
| s. Zylpha | 1875 |

### Turner, C. W.,

*Christchurch, N.Z.*

| | |
|---|---|
| Thurso | 490 |

### Turner, Edwards & Co.,

21, *Queen Square, Bristol.*

| | |
|---|---|
| Lota | 1286 |
| s. Ossian | 96 |
| Santa | 899 |

### Turner Engine Syndicate, Ld.,

*Fish Dock, Grimsby.*

| | |
|---|---|
| s. Diana | 71 |

### Turner, Matthew,

122, *California Street, San Francisco, U.S.*

| | |
|---|---|
| Galilee | 336 |
| Geneva | 471 |

### Turner, Morrison & Co.,

*Calcutta, India.*

(Retriever S. S. Co., Ld.)

| | |
|---|---|
| s. Rescue | 31 |
| s. Retriever | 11 |

### Turner, W. A.,

*Boston, Mass., U.S.*

| | |
|---|---|
| J. E. Du Bignon | 516 |

### Turret Steam Shipping Co., Ld.,

*Bank Chambers, Newcastle-on-Tyne.*

*See* PETERSEN, TATE & CO.

### Turpin, W.,

13, *Montpellier Terrace, Swansea.*

| | |
|---|---|
| s. Ethel | 561 |

### Tutt, J. W.,

26, *Station Road, Hastings.*

| | |
|---|---|
| Goward | 166 |

### Tutton, Morgan,

*Swansea.*

| | |
|---|---|
| Aberlemno | 735 |
| Cosmopolita | 495 |
| Ffynone | 848 |
| Glenariff | 468 |

### Tutunji, Yordan & Co.,

*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| Stambool | |

### Tvedestrand Dampskibsselsskab,

*Christiania, Norway.*

*See* JENS MEINICH & CO.

### Tvedt, O. P.,

*Kragerö, Norway.*

| | |
|---|---|
| Gumö | 890 |
| Snar | 513 |

### Tveten, H.,

*Grimstad, Norway.*

| | |
|---|---|
| Fred | 276 |

### Twibill, William,

*Dundalk.*

| | |
|---|---|
| s. Jessie | 164 |

### Tyler, Beverly S.,

*Setauket, Suffolk Co., New York, U.S.*

| | |
|---|---|
| Urbana | 100 |
| Willow Harp | 164 |

### Tyman, A. J., J. McSherry & J. D. Murphy,

*Toronto, Canada.*

| | |
|---|---|
| s. A. J. Tyman | 132 |

### Tyne & Blyth Steam Ship Owning Co., Ld.,

35, *Quayside, Newcastle-on-Tyne; and at Blyth.*

*See* R. BELL & CO.

### Tyne Improvement Commissioners,

*Newcastle-on-Tyne.*

| | |
|---|---|
| s. Coble Dene | 23 |
| s. Commissioner | 34 |
| s. Durham | 37 |
| s. J. C. Stevenson | 94 |
| s. R. T. C. No. 1 | 139 |
| s. Tyne | 38 |
| s. Tynemouth | 65 |

### Tyne Steam Fishing Co., Ld.,

*Fisk Quay, North Shields.*

| | |
|---|---|
| s. Tyne Belle | 59 |
| s. Tyne Castle | 49 |
| s. Tyne Fisher | 16 |
| s. Tyne Meadows | 58 |
| s. Tyne Monarch | 58 |
| s. Tyne Mouth | 49 |
| s. Tyne Stream | 54 |
| s. Tyne Wave | 10 |

### Tyne Steam Shipping Co., Ld.

(Manager—T. Hedley),

25, *King Street, Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Admiral | 363 |
| s. Busy Bee | 565 |
| s. Grenadier | 579 |
| s. John Ormston | 529 |
| s. Juno | 835 |
| s. New Londoner | 661 |
| s. Royal Dane | 777 |
| s. Tynesider | 692 |
| s. W. D. S. (*Gross*) | 103 |
| s. Warkworth | 403 |

### Tyne Wherry Co., Ld.,

23, *King Street, Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| Charlotte | 137 |
| Hermine | 230 |
| I'll Try | 152 |
| Mutual | 182 |

### Tyrell, Francis,

*Bridge House, Arklow.*

| | Net Tons |
|---|---|
| Eliza | 192 |

### Tyrrell, E. C.,

*Dublin, Ireland.*

| | |
|---|---|
| Willie | 99 |

### Tyrrell, George,

*Arklow, co. Wicklow.*

| | |
|---|---|
| Navigator | 194 |

### Tyrrell, James,

*Main Street, Arklow, co. Wicklow.*

| | |
|---|---|
| Ariel | 97 |
| Diamond | 177 |
| Livonia | 249 |
| Unrestricted | 150 |

### Tyrrell, Robert,

54, *York Street, Kingstown, Dublin.*

| | |
|---|---|
| Claremont | 221 |

### Tyrrell, Susan (Mrs.),

*Arklow, co. Wicklow.*

| | |
|---|---|
| Emma Ernest | 160 |

### Tyser & Co.,

16, *Fenchurch Avenue, London, E.C.*

| | |
|---|---|
| North | 1296 |

(Tyser Line, Ld.)

| | |
|---|---|
| s. Hawkes Bay | 2960 |
| s. Vlissingen | 150 |

### Tyszkiewicz, Graf,

*Riga, Russia.*

| | |
|---|---|
| s. Phönix | 150 |

### Tyzack & Branfoot,

53, *John Street, Sunderland.*

| | |
|---|---|
| s. Achilles | 913 |
| s. Edmondsley | 980 |
| s. Samuel Tyzack | 1133 |
| s. William Branfoot | 1323 |

### Tyzack & Branfoot Steam Shipping Co., Ld.,

53, *John Street, Sunderland.*

| | |
|---|---|
| s. Fulwell | 1595 |
| s. Maori | 1756 |
| s. Springwell | 1943 |

### Tzaplari, V. N.,

*Syra, Greece.*

| | |
|---|---|
| Vassiliki | 324 |

### Tzatzaroni, D. N.,

*Zante, Ionian Islands.*

| | |
|---|---|
| Penelope | 550 |

### Tzipuras, J.,

*Galaxidi, Greece.*

| | |
|---|---|
| Sotér | 182 |

### Tzortzou, C. P.,

*Hydra, Greece.*

| | |
|---|---|
| Ioannis Skaltzounis | 291 |

### Tzumezi, S.,

*Andros, Greece.*

| | |
|---|---|
| Leonidas | 291 |

### Tzuro, G. N.,

*Scio, Greece.*

| | |
|---|---|
| Isidoro | 396 |

# U

### Ugland, J. L.,

*Arendal, Norway.*

| | Net Tons |
|---|---|
| Norden | 528 |
| Passat | 686 |
| Pehr Ugland | 1279 |
| Racehorse | 1011 |

### Uhl, G. A.,

*Fredriksstad, Norway.*

| | |
|---|---|
| Esmeralda | 349 |
| Marget | 337 |

### Ukena, J. G.,

*Leer, Germany.*

| | |
|---|---|
| Antje | 124 |

### Ukena, Joh.,

*Leer, Germany.*

| | |
|---|---|
| Peter | 126 |

### Ukon Gongayemon,

*Tokio, Japan.*

| | |
|---|---|
| Tametomo Maru | 300 |

### Ulidian Steam Navigation Co., Ltd.,

175, *West George Street, Glasgow.*

*See* CAW, PRENTICE, CLAPPERTON & CO.

### Ullman, G. A.,

*Tyskbagaregatan* 13, *Stockholm, Sweden.*

| | |
|---|---|
| Hebe | 113 |

### Ulrichsen, G.,

*Holmestrand, Norway.*

| | |
|---|---|
| Andover | 261 |

### Ulsted, Samuel,

*Havstad, Arendal, Norway.*

| | |
|---|---|
| Iris | 221 |

### Ulster Steam Ship Co., Ld.

(HEAD LINE),

*Ulster Chambers, Belfast.*

*See* G. HEYN & SONS.

### Umbach, G. W.,

*Baltimore, U.S.*

| | |
|---|---|
| s. Enterprise | 62 |

### Umeå Nya Ångfartygs Aktiebolaget,

*Umeå, Sweden.*

*See* C. G. MORITZ.

### Umedani Yoshishize,

*Nagasaki, Japan.*

| | Net Tons |
|---|---|
| s. Ito Maru | 88 |

### Ummeh Gulrun Hannum, Hajee,

*Constantinople, Turkey.*

| | |
|---|---|
| Nouri Bahri | 200 |

### Underwood, F. D.,

*Minneapolis, Minnesota, U.S.*

(Minneapolis, St. Paul, and Buffalo S. S. Co.)

| | |
|---|---|
| s. Pillsbury | 1572 |
| s. Washburne | 1572 |

### Unger, C.,

*Fredriksstad, Norway.*

| | |
|---|---|
| Anna | 532 |

### Ungern-Sternberg, Graf E.,

*Dago-Kertell, Russia.*

| | |
|---|---|
| Eric | 187 |
| Rota | 100 |
| Stranger | 255 |

### Ungern-Sternberg, E. von,

*Dago-Kertell, Russia.*

| | |
|---|---|
| Andreas | 388 |

### Union Actieselskabet,

*Brevig, Norway.*

*See* C. RÖE.

### Union Boating Co., Ld.,

*Port Elizabeth, Cape of Good Hope.*

| | |
|---|---|
| s. James Searle | 29 |

### Union Boating Co., Ld., & Port Elizabeth Boating Co., Ld.,

*Port Elizabeth, Cape of Good Hope.*

| | |
|---|---|
| s. Sir Frederick | 4 |

### "Union," Bugsirgesellschaft,

*Bremen, Germany.*

| | |
|---|---|
| s. Assecuradeur | 66 |
| s. Diana | 68 |
| s. Reform | 51 |
| s. Solide | 49 |
| s. Tell | 64 |
| s. Union | 122 |
| s. Vredeborch | 121 |

### "Union," Dampskibsselskabet.

*Amaliegade* 33, *Copenhagen, Denmark.*

*See* P. L. FISKER.

### Union Linie.

*See* R. M. SLOMAN & CO.

### Union Pacific Railroad Co.,

*Portland, Or., U.S.*

| | |
|---|---|
| s. Columbia | 1746 |
| s. George W. Elder | 1225 |
| s. Oregon | 1642 |
| s. Victorian | 809 |

### "Union," Rederi Aktie Bolaget,

*Stockholm, Sweden.*

*See* G. O. WALLENBERG.

### Union Steamboat Co.,

*Buffalo, N.Y., U.S.*

| | Net Tons |
|---|---|
| s. Chemung | 1943 |
| s. H. J. Jewett | 1722 |
| s. Owego | 1940 |
| s. Tioga | 1744 |

### Union Steam Ship Co., Ld.,

*Vancouver, B.C.*

| | |
|---|---|
| s. Capilano | 157 |
| s. Comox | 60 |
| s. Coquitlam | 166 |
| s. Cutch | 163 |

### Union Steam Ship Co., Ld.,

*South African House, 94 to 96, Bishopsgate Street, London, E.C.; and Canute Road, Southampton.*

| | |
|---|---|
| s. Anglian | 1354 |
| s. Arab | 1962 |
| s. Athenian | 2428 |
| s. Carnarvon | 47 |
| s. Gaul | 3074 |
| s. German | 1822 |
| s. Goth | 3035 |
| s. Greek | 3036 |
| s. Mexican | 2922 |
| s. Moor | 2300 |
| s. Natal | 59 |
| s. Pretoria | 1915 |
| s. Saxon | 271 |
| s. Scot | 3168 |
| s. Spartan | 2029 |
| s. Tartar | 2691 |
| s. Trojan | 2038 |
| s. Tyrian | 886 |
| s. Union | 49 |

### Union Steamship Co. of New Zealand, Ld.,

*Dunedin, N.Z., & 18, Walbrook, London, E.C.*

| | |
|---|---|
| s. Arawata | 623 |
| s. Australia | 283 |
| s. Beautiful Star | 146 |
| s. Brunner | 333 |
| s. Corinna | 820 |
| s. Dingadee | 393 |
| s. Flinders | 499 |
| s. Flora | 838 |
| s. Grafton | 322 |
| s. Hauroto | 1276 |
| s. Janet Nicoll | 496 |
| s. Kawatiri | 286 |
| s. Mahinapua | 239 |
| s. Manapouri | 1020 |
| s. Manawatu | 112 |
| s. Maori | 118 |
| s. Mararoa | 1381 |
| s. Mawhera | 340 |
| s. Monowai | 2137 |
| s. Moreton | 356 |
| s. Ohau | 411 |
| s. Omapere | 352 |
| s. Oonah | 945 |
| s. Orawaiti | 283 |
| s. Oreti | 138 |
| s. Ovalau | 767 |
| s. Pateena | 550 |
| s. Penguin | 517 |
| s. Poherua | 749 |
| s. Pukaki | 917 |
| s. Ringarooma | 623 |
| s. Rosamond | 462 |
| s. Rotokino | 1304 |
| s. Rotomahana | 864 |
| s. Rotorua | 576 |
| s. Southern Cross | 158 |
| s. Taieri | 1071 |
| s. Takapuna | 370 |
| s. Talune | 1303 |
| s. Tarawera | 1269 |
| s. Taupo | 408 |
| s. Tavinui | 910 |
| s. Te Anau | 1028 |
| s. Tekapo | 1544 |
| s. Upolu | 700 |
| s. Waihora | 1269 |
| s. Wainui | 391 |
| s. Wairarapa | 1023 |
| s. Wakatipu | 1258 |
| s. Wareatea | 288 |

### Union Steam Towing Co., Ld.,

(Manager—John Atkinson),

*7, Waring Street, Belfast.*

| | |
|---|---|
| s. Commodore | 21 |
| s. Flying Foam | 8 |

### United Alkali Co., Ld.,

*G11, Exchange Buildings, Liverpool.*

| | Net Tons |
|---|---|
| Friars Goose | 146 |
| Jarrow | 106 |
| Juan | 137 |
| Raven | 291 |
| Regalia | 153 |
| s. Sodium | 83 |
| Starling | 257 |

### United Kingdom Steam Trawling Co., Ld.,

*7, Fenchurch Avenue, London, E.C.*

| | |
|---|---|
| s. Cashmere | 44 |

### United States & Brazil Mail Steam Ship Co.,

*16, Broad Street, New York, U.S.*

| | |
|---|---|
| s. Finance | 1920 |

### United States of Columbia, Government of,

| | |
|---|---|
| s. La Popa | |

### United Steam Ship Co., Ld.,

*Cimitere Street, Launceston, Tasmania.*

| | |
|---|---|
| s. Devon | 130 |
| s. Herbert | 139 |
| s. Koonya | 80 |
| s. Wakefield | 53 |

### United Steam Shipping Co., Ld.,

*72, BishopsgateStreet Within, London, E.C.*

*See* J. TEMPERLEY & Co.

### United Steam Tug Co., Ld.,

*9, Chapel Street, Liverpool.*

| | |
|---|---|
| s. Royal Alfred | 35 |
| s. United Kingdom | 129 |
| s. United States | 64 |

### United Welsh Slate Co., Ld.,

*Porthgain, Letterston, R.S.O., Pembrokeshire.*

| | |
|---|---|
| s. Edith | 53 |

### Unyu Kaisha,

*Nagasaki, Japan.*

| | |
|---|---|
| s. Hioen Maru | 99 |

### Upper Ottawa Improvement Co.,

*Ottawa, Canada.*

| | |
|---|---|
| s. Albert | 146 |
| s. Alexander Fraser | 174 |
| s. Dauntless | 216 |
| s. G. H. Perley | 80 |

### Upper Ottawa Towing Co., Ld.,

*Ottawa, Ontario.*

| | |
|---|---|
| s. C. B. Powell | 172 |

### Urban & Escofet,

*Monte Video, Uruguay.*

| | |
|---|---|
| s. Malvinas | 219 |

### Urbye, G.,

*Farsund, Norway.*

| | |
|---|---|
| Bellona | 540 |
| Meta | 471 |
| Morvig | 369 |
| Norden | 518 |
| Ögir | 547 |

### Urrechua, I.,

*Tabasco, Mexico.*

| | |
|---|---|
| s. Vera Cruz | 327 |

### Usher, James J.,

*6, Villette Mount, Sunderland.*

| | Net Tons |
|---|---|
| s. Marion | 22 |

### Usler, A.

(c/o O. Schöyen,)

*Drammen, Norway.*

| | |
|---|---|
| Johannes | 149 |

### Usni Bey,

*Constantinople, Turkey.*

| | |
|---|---|
| Messoudreh | 203 |

### Usoff, Hadjee, bin Mahomed Hussain Khaja,

*Bombay, India.*

| | |
|---|---|
| Allum Ghier | 909 |

### Ustri, J. S.,

*Laurvig, Norway.*

| | |
|---|---|
| Ansgar | 369 |

### Utech, C.,

*Neugarten 35b, Danzig, Germany.*

| | |
|---|---|
| Wilhelm Linck | 668 |

### Utsumi Hansosen Kaisha,

*Utsumi, Japan.*

| | |
|---|---|
| Kutana Maru No. 1 | 235 |

### Utterström, G. A.,

*Haparanda, Sweden.*

(Haparanda Ångfartygs Aktie Bolag),

| | |
|---|---|
| s. Norra Sverige | 602 |

### Uttröndelagens Dampbaadssamlag,

*Drontheim, Norway.*

*See* P. FJERMSTAD.

### Uwajima Unyu Kaisha,

*Uwajima, Japan.*

| | |
|---|---|
| s. Uwajima Maru | 89 |
| s. Uwajima Maru No. 2 | 120 |
| s. Uwajima Maru No. 3 | 175 |
| s. Uwajima Maru No. 4 | 128 |

## V

### Vaccari, A., & A. Raggio,

*Chiavari* and *Zoagli* (respectively).

| | |
|---|---|
| Lina | 931 |

### Vaccaro, Fed., fu A.,

*Genoa, Italy.*

| | |
|---|---|
| Esemplare | 1047 |

### Vaccaro, Miguel,

*Calle Reconquista 46, Buenos Ayres, Argentine Republic.*

| | Net Tons |
|---|---|
| s. Madona del Carmen | 109 |

### Vafiadakis, D.,

*Syra, Greece.*

| | |
|---|---|
| Bethleem | 407 |
| Krina | 340 |
| Olga | 147 |

### Vafopoulos, A.,

*Constantinople, Turkey.*

| | |
|---|---|
| Ilias | 480 |

### Vafopoulos, M.,

*Chios, Turkey.*

| | |
|---|---|
| Caterina | 249 |

### Vaganos & Zolotas,

*Vassilikos, Turkey.*

| | |
|---|---|
| Orthodoxia | 147 |

### Vagliano, A.,

*Cephalonia, Greece.*

| | |
|---|---|
| Attanasio Vagliano | 683 |
| Cephalonia | 219 |
| Leon | 347 |

### Vagliano, A. A.,

*Marseilles, France.*

| | |
|---|---|
| s. Cephalonia | 473 |

### Vagliano, A. A., fils,

*Marseilles, France.*

| | |
|---|---|
| s. Cephalonia | 929 |
| s. Zakynthos | 973 |

### Vagliano Bros.,

*19, Old Broad Street, London, E.C.*

| | |
|---|---|
| s. Adelphi Vagliano | 1010 |
| s. Aghios Ioannis | 1093 |
| s. Andrea Vagliano | 1045 |
| s. Mari Vagliano | 891 |
| s. Nicholas Vagliano | 1119 |
| s. P. A. Vagliano | 964 |

### Vagliano Bros.,

*Ithaca, Greece.*

| | |
|---|---|
| Agios Ioannis | 272 |

### Vagliano, Bros.,

*Marionople, Russia.*

| | |
|---|---|
| s. Alexander | |

### Vagliano, M. A.,

*Cephalonia, Greece.*

| | |
|---|---|
| s. Ecaterini Coupa | 883 |

### Vagliano, P. A.,

*Cephalonia, Greece.*

| | |
|---|---|
| s. Ambatiellos | 1074 |
| s. Despina | 779 |

### Vagliano, P. S.,

*Cephalonia, Greece.*

| | |
|---|---|
| Agnes | 640 |

### Vaglianos, P.,

*Syra, Greece.*

| | |
|---|---|
| s. Ithaka | 703 |

### Valas & Mavromatis,

*Syra, Greece.*

| | Net Tons |
|---|---|
| Angeliko | 133 |

### Valberg, J. Nielsen,

*Kragerö, Norway.*

| | |
|---|---|
| Success | 343 |

### Valcich, Aa.,

*Lussinpiccolo, Austria.*

| | |
|---|---|
| Anna | 256 |

### Valendas, A. M.,

*Chios, Turkey.*

| | |
|---|---|
| Nea Tychi | 120 |

### Valenti, P. Roses,

*Pasco Aduana, 23, Barcelona, Spain.*

| | |
|---|---|
| Teresa Figueras | 499 |

### Valentin, F. W.,

*Troense, Taasinge, Denmark.*

| | |
|---|---|
| Belona | 159 |
| Diana | 130 |
| Psyche | 140 |
| Solon | 126 |
| Urania | 133 |
| Urda | 135 |

### Valentine, Charles H.,

*North Long Branch, N.J., U.S.*

| | |
|---|---|
| William B. Steelman | 419 |

### Valentine, G. F.,

*6, Victoria Chambers, Victoria Street, Belfast.*

| | |
|---|---|
| Linda Park | 324 |

### Valentinsen, John,

*Haugesund, Norway.*

| | |
|---|---|
| Dronning Sophie | 735 |
| s. Gustaf Nerman | 155 |

### Valenzano, C. Culotta (Vva.),

(Agent—G. Messina, Palermo, Italy),

*New York, U.S.*

| | |
|---|---|
| s. S. Oteri | 543 |

### Valerio, Agustin,

*Talcahuano, Chili.*

| | |
|---|---|
| Elisa | 124 |

### Valiano, M.,

*Rostoff-on-Don, Russia.*

| | |
|---|---|
| s. Astrea | 305 |

### Valin, Ch. (Veuve),

*88, Rue Sous le Bois, Fécamp, France.*

| | |
|---|---|
| Charles Gustave | 194 |
| Vauban | 195 |

### Valin, Ch. (Veuve), & ses fils,

*Fécamp, France.*

| | |
|---|---|
| Gustave Adolphe | 179 |



s. désigne les Vapeurs.

**Valin, P. V.,**
*Quebec, Canada.*
Net Tons
Eleonore ..... 680

**Valker Captan,**
*Mysia, Turkey.*
Ayah Nicola ..... 201

**Valladares, J. M.,**
*Caminha, Portugal.*
Valladares ..... 168

**Valle, A.,**
*Camogli, Italy.*
Leone G. ..... 380

**Valle, Santo,**
*Camogli, Italy.*
Oromaso ..... 742

**Vallée, J.,**
*Chemin des Chapellières, Nantes, France.*
Edouard Héloïse ..... 149

**Valley City Transportation Co.,**
*Grand Haven, Mich., U.S.*
s. Valley City ..... 221

**Valom, J. J.,**
*Farmsum, Holland.*
Agatha ..... 184

**Valoopillai Saumogampillai,**
*Jaffna.*
Chuakurunatha Puravy..... 112

**Valsamachi, C. G.,**
*Cephalonia, Greece.*
s. Ernesta Foscolo ..... 1044

**Valsamachis, Pothito,**
*Scopelos, Greece.*
Zoodochos Pighi ..... 141

**Valverde, L. V.,**
*Buenos Ayres, Argentine Republic.*
Preciosa ..... 138

**Vancauwenberghe-Bellenger,**
*Dunkirk, France.*
Charles-Jeanne ..... 355

**Vancauwenberghe-Lemaire,**
*Dunkirk, France.*
Jeune Léonie ..... 107
Martha ..... 133
Norma ..... 122
Promise..... 147
Sirène..... 124

**Vancauwenberghe, Numa,**
*Dunkirk, France.*
France ..... 129
Jeanne ..... 121
Marguerite ..... 155
Yvonne..... 119

**Vance, John,**
*Eureka, Cal., U.S.*
Lizzie Vance..... 413
Oceania Vance..... 413
Sparrow ..... 187
Uncle John ..... 299

**Vandel, J. F. G.,**
*Belvedere, Svendborg, Denmark.*
Net Tons
Thomas..... 125

**Vandelin, S. A.,**
*Christinestad, Finland.*
Ida ..... 290

**Vanderiele, B.,**
*Dunkirk, France.*
Marie Laure..... 146

**Vangeli Scorrobolo,**
*Constantinople, Turkey.*
Dimitrios..... 214

**Vangelli Stavraki, Bülbüljehlee,**
*Bülbüljeh, Turkey.*
Vangelista ..... 125

**Vanlant, G. M.,**
*Somers Point, New Jersey, U.S.*
L. A. Rose ..... 138

**Vaño, J.,**
*Manila, Philippine Islands.*
s. Bohol..... 150

**Vanucchi, F.,**
*Leghorn, Italy.*
Nuovo David ..... 102

**Vaquer y Palerou, M.,**
*Palma, Majorca.*
Urbana ..... 155

**Varela, D., & Co.,**
*Syra, Greece.*
Evangelistria..... 181

**Varela, M.,**
*Skopelos, Greece.*
Evangelistria..... 146

**Varney, J.,**
*Bath, Maine, U.S.*
J. D. Ingraham ..... 146
James H. Deputy..... 120

**Vars, N. B.,**
*New London, Conn., U.S.*
Plow Boy ..... 178

**Varwell, Hawkins B.,**
1, *Sydney Place, St. Thomas's, Exeter, Devon.*
Abeja..... 178
Island Lass ..... 153

**Vasconcellos, A. da Cunha,**
*Rio de Janeiro, Brazil.*
Bonafous..... 162

**Vasconcellos, J. M. F., & Co.,**
*Maranhão, Brazil.*
s. Guarapiranga..... 140

**Vasenghio, Ma.,**
*Santorin, Greece.*
Net Tons
Silliftisa ..... 229

**Vasilaki, Lefter, & Co.,**
*Constantinople, Turkey.*
Aghatomia..... 162

**Vasile, N., fu B.,**
*Castellamare del Golfo, Italy.*
Vincenzina..... 127

**Vasilieff, J. P.,**
*Odessa, Russia.*
Calypso..... 182

**Vassallo, A. Vva Prato,**
*Genoa, Italy.*
Camano ..... 497

**Vassallo, G. B.,**
*Piazza Galeazzo Alessi, No. 1-7, Genoa, Italy.*
Agostino Rombo ..... 807

**Vassallo, P., fu A.,**
*Genoa, Italy.*
Vassallo ..... 583

**Vassallo, Vicenzo,**
*Bogliasco, Italy.*
Elisa ..... 621

**Vasse, G., & S. Duhamel,**
*Fécamp, France.*
César ..... 169
Emilie ..... 189
Vercingétorix..... 206

**Vassiglef, E.,**
*Taganrog, Russia.*
Cassiani ..... 135

**Vassil Captan, Myslee,**
*Mysia, Turkey.*
Omonia..... 162

**Vassil Captan, Myslee,**
*Mysia, Turkey.*
Cassandria ..... 190

**Vassil Costanti, Aktarpollielee Escol oglou, & Co.,**
*Atkarpollie, Turkey.*
Shah Yunnus ..... 165

**Vassil, Myslee Captan,**
*Mysia, Turkey.*
Evangelistria..... 214

**Vassil Nicolaidi,**
*Vassilikos, Turkey.*
Arislide ..... 137

**Vassil Pandari, Kaleh Sultaniyeelee,**
*Kaleh Sultaniyee, Turkey.*
Net Tons
Alaplee..... 107

**Vassil Pappa Yorghi, Vassilikoslee,**
*Vassilikos, Turkey.*
Elleni..... 175

**Vassil Serafin, Hattabji Tujari, & Co.**
*Sakarieh, Turkey.*
Ayah Nicola..... 225
Sakarieh ..... 200

**Vassil, Varnalee Challik oglou,**
*Varna, Turkey.*
Alice ..... 110

**Vassilachi, M.,**
*Constantinople, Turkey.*
Ayah Nicola..... 254

**Vassilachi, N.,**
*Syra, Greece.*
Ipapandi..... 198

**Vassilaki Saivah, Maizlee,**
*Maiz Ada, Turkey.*
Ayah Nicola..... 175

**Vassilakis, Const.,**
*Syra, Greece.*
Anna ..... 130

**Vassili Captan,**
*Smyrna, Asiatic Turkey.*
Agatideis ..... 243

**Vassili Captan, Myslee,**
*Mysia, Turkey.*
Ayah Nicola..... 151

**Vassili Kostiniachee,**
*Barten, Asiatic Turkey.*
Barten ..... 100

**Vassiliadi, N.,**
*Syra, Greece.*
Kyzicos ..... 100

**Vassilieff, Elias Pavlovich,**
*Eupatoria, Russia.*
Ilia Prorod..... 116

**Vassiliyanni, Christophor & Yorghi,**
*Constantinople, Turkey.*
Yorghi Yuan ..... 222

**Vasta, Salvatore,**
*Via Vittorio Emmanuele, Catania, Sicily.*
Olga ..... 259

**Vatis, G. L.**
*Syra, Greece.*
s. Adelphi..... 761

**Vatis, L.,**
*Syra, Greece.*
Net Tons
Argo..... 550

**Vatne, A. Kristoffersen,**
*Farsund, Norway.*
Graziella ..... 393

**Vaughan, D. F.,**
*Somers Point, New Jersey, U.S.*
S. S. Hudson ..... 408

**Vaughan, Francis H.**
(*care of* Brodersen, Vaughan & Co.),
10, *South Castle Street, Liverpool.*
Ballumbie ..... 1084
Limache ..... 799
Quilpué..... 1316

**Vaughan, Frank,**
*May's Landing, N.J., U.S.*
Sarah Jane Vaughan..... 206

**Vaughan, James,**
*Killough, co. Down.*
Tarragona ..... 145

**Vaughan, William S.,**
*Cail's Buildings, Newcastle-on-Tyne.*
s. Mav ..... 69

**Vaugheli Chapalidi,**
Bulbuljehlee & Co.,
*Bulbujeh, Turkey.*
Affehinia ..... 135

**Vautier, John,**
*St. Aubin's, Jersey.*
Owny Belle..... 119

**Vauvert & Backa,**
*Porsgrund, Norway.*
Record ..... 980

**Vauvert, Louis,**
*Porsgrund, Norway.*
Brillant ..... 704
Dagny..... 536
Fin ..... 536
Gunn ..... 468
William ..... 612

**Vaux, John H.,**
*Naval Yard, Harwich, Essex.*
Clacton..... 192
Cognac Packet..... 169
s. Harwich ..... 37
Jubilee ..... 174
Princess of Wales..... 266
Swin ..... 58
Vecta ..... 132

**Vavanatzo, T. N., & Co.,**
*Galaxidi, Greece.*
Dyo Fili..... 225

**Vaxholms Ångf. Aktieb.**
*Stockholm, Sweden.*
*See* C. H. BACKERT.

**Vayanos, M.,**
*Chios, Asiatic Turkey.*
Angeliki ..... 145

**Vaythilingum Aroomoogum & Co.,**
*Port Louis, Mauritius.*

| | Net Tons |
|---|---|
| Maggie Low | 100 |

**Veale, John,**
*Yellow Road, Waterford.*

| | |
|---|---|
| Melina | 132 |
| Orwell | 117 |

**Veazie, A. P., & Co.,**
20, *Exchange Street, Bangor, Maine, U.S.*

| | |
|---|---|
| Katahdin | 203 |
| Kate Walker | 133 |
| Willard Saulsbury | 161 |

**Vebhi Captan, Trebizondlee,**
*Trebizond, Asiatic Turkey.*

| | |
|---|---|
| Araisch-i-Derya | 158 |

**Veldman, J. K.,**
*Termunterzijl, Holland.*

| | |
|---|---|
| Hermanna | 164 |

**Vellones, F.,**
*Manila, Philippine Islands.*

| | |
|---|---|
| Santa Rosa | 111 |

**Veloso, S.,**
*Cebu, Philippine Islands.*

| | |
|---|---|
| s. Bais | 93 |

**Velsor, J. M.,**
*Northport, New York Co., U.S.*

| | |
|---|---|
| L. L. Hamlin | 140 |

**Venegas, W.,**
*Callao, Peru.*

| | |
|---|---|
| Pedro Sueyras | 689 |

**Venezuela, Government of,**
*Venezuela.*

| | |
|---|---|
| s Libertador | 413 |

**Vepanos, Captan,**
*Mysia, Turkey.*

| | |
|---|---|
| Toposorios | 170 |

**Vepanos, Captan,**
*Mysia, Turkey.*

| | |
|---|---|
| Taxiadis | 186 |

**Verdandi, Angfartygs Aktieb.,**
*Halmstad, Sweden.*
*See* C. J. F. DILLBERG.

**Verdeau & Cie.,**
28, *Cours du Chapeau-rouge, Bordeaux, France.*

| | |
|---|---|
| s. Algerie | 712 |
| Edouard-Suzanne | 817 |
| Georges Valentine | 767 |
| Jeanne Madeleine | 808 |
| Marie et Jeanne | 855 |
| s. Maroc | 1042 |
| Rose Eliane | 568 |
| Tourny | 1032 |
| s. Tunisie | 1074 |

**Verdier, A., & Co.,**
37, *Quai Valin, La Rochelle, France.*

| | |
|---|---|
| Colonel Denfert | 177 |
| Kinjaboo | 261 |
| Kong | 1236 |

**Vereinigte Bugsir Dampfschifffahrts-Gesellschaft,**
1*st Vorsetzen* 21, *Hamburg, Germany.*

| | Net Tons |
|---|---|
| s. Athlet | 29 |
| s. Atlas | 100 |
| s. Enak | 37 |
| s. Gladiator | 71 |
| s. Simson | 74 |
| s. Titan | 80 |
| s. Vulcan | 56 |

**"Veritas," Dampskibselskabet,**
*Arendal, Norway.*
*See* B. JACOBSEN.

**Vervena fratelli,**
*Meta, Italy.*

| | |
|---|---|
| Sole | 411 |

**"Vermland," Ångf. Aktieb,**
*Mölnbacka, Gothenburg, Sweden.*
*See* H. MALM.

**Vesteraalens Dampskibsselskab,**
*Stokmarknæs, Norway.*
*See* J. D. HALS.

**Vesterås Torshälla Ångfartygs Aktiebolaget,**
*Vesterås, Sweden.*
*See* R. RUBENIUS.

**Vesterman, A. J.,**
*Bildö, Roslagen, Sweden.*

| | |
|---|---|
| Nils Magnus | 183 |

**Vesternorrlands Ångbåts Aktie Bolag.**
*Sundsvall, Sweden.*
*See* W. LUNDQVIST.

**Vestin, O.,**
*Ullånger, Hernösand, Sweden.*

| | |
|---|---|
| s. Mäja | 68 |

**Vestlandske Lloyd's,**
*Bergen, Norway.*
*See* E. RUSTEN.

**Vestlandske Petroleum Compagné,**
*Bergen, Norway.*

| | |
|---|---|
| Unionen | 1663 |

**Vettern, Ångfartygs Aktiebolaget,**
*Motala, Sweden.*
*See* G. F. PETTERSON.

**Viacava, Anna Palazzo (Vedova),**
*Nervi, Italy.*

| | |
|---|---|
| Anna V. | 281 |

**Viacava, G., fu E.,**
*Genoa, Italy.*

| | |
|---|---|
| Liguri | 744 |

**Viale, Paolo, di G. B.,**
*Ventimiglia, Italy.*

| | |
|---|---|
| s. Alexandra | 688 |
| s. Silvia | 544 |
| s. Vilna | 423 |
| s. Vittoria V. | 1411 |

**Vianello, A. A.,**
*Ponte dei Greci, Venice, Italy.*

| | Net Tons |
|---|---|
| Venere | 434 |

**Vianello, A. Scarpa nata,**
*Venice, Italy.*

| | |
|---|---|
| Nicolò | 335 |

**Vianello-Moro fratelli,**
*Venice, Italy.*

| | |
|---|---|
| Adele | 395 |
| Amor | 685 |
| Astrea | 167 |
| Bandiera Moro | 387 |
| Neptun | 317 |
| Nino Bixio | 199 |
| Savoia | 302 |
| Teresina | 241 |

**Vianna, J. D.,**
*Pelotas, Brazil.*

| | |
|---|---|
| Narcisa | 104 |

**Vianna, T. F.,**
*Laguna, Brazil.*

| | |
|---|---|
| Sao Lazaro | 143 |

**Vicadis, C.,**
*Chios, Turkey.*

| | |
|---|---|
| Dimitrios | 126 |

**Vicars, Charles F.,**
*Cleethorpe, Lincolnshire.*

| | |
|---|---|
| s. Rex | 48 |

**Vickers, Edgar G.,**
7 *& 8, Via Vittoria, Naples, Italy.*

| | |
|---|---|
| s. Yoronha | 68 |

**Vickers, Joseph,**
*Connah's Quay, co. Flint.*

| | |
|---|---|
| J. & M. Garrat | 80 |
| Pearl | 90 |

**Vickers, Samuel,**
*Connah's Quay, co. Flint.*

| | |
|---|---|
| Maggie | 100 |
| Ottawa | 113 |
| Reward | 147 |
| William George | 127 |

**Vickers, William,**
*Connah's Quay, co. Flint.*

| | |
|---|---|
| Priscilla | 92 |

**Vickery, Ebenezer,**
*78, Pitt Street, Sydney, N.S.W.*

| | |
|---|---|
| s. Aldinga | 259 |
| s. Herga | 135 |

**Victoria, Marine Salvage Association of, Ld.,**
*Melbourne, Victoria.*

| | |
|---|---|
| Endeavour | 140 |

**Victoria Steamboat Association, Ld.,**
*Suffolk House, Laurence Pountney Lane, London, E.C.*

| | |
|---|---|
| s. Cardinal Wolsey | 99 |
| s. Duke of Edinburgh | 68 |
| s. Fairy Queen | 114 |
| s. Glen Rosa | 99 |
| s. Koh-i-noor | 275 |
| s. Lord of the Isles | 106 |
| s. Orchid | 83 |
| s. Palm | 83 |
| s. The Mermaid | 119 |

**Victorian Government, The,**
*Melbourne, Victoria.*

| | Net Tons |
|---|---|
| s. Lady Loch | 337 |
| Sydney Griffiths | 333 |

**Victorian Government, The** (The Minister of Defence),
*Melbourne, Victoria.*

| | |
|---|---|
| Chusan | 786 |
| Louisa | 123 |

**Victorian Quarrying and Ballasting Co., Ld.,**
*Melbourne, Victoria.*

| | |
|---|---|
| Hebe | 176 |

**Vidal, J.,**
*Palma, Majorca.*

| | |
|---|---|
| Alejandro Bosch | 606 |

**Vidal y Vidal, J.,**
*Constitucion* 98, *Palma, Majorca.*

| | |
|---|---|
| Santiago | 547 |

**Vidal, Jaime,**
*Havana, Cuba.*

| | |
|---|---|
| Ventura | 140 |

**Vidal, M.,**
*Noumea, N.C.*

| | |
|---|---|
| s. Marie | 81 |

**Vidar, Ångfartygs Aktie Bolaget,**
*Gothenburg, Sweden.*
*See* C. F. LINDBERG.

**Vidart & Légasse,**
*St. Pierre, Miquelon.*

| | |
|---|---|
| Alfred | 123 |
| Jeanne d'Arc | 114 |

**Vidiella, F.,**
*Monte Video, Uruguay.*

| | |
|---|---|
| s. Francisco Vidiella | 269 |

**Vidler, J. S.,**
*Rye, Sussex.*

| | |
|---|---|
| Diana | 128 |

**Vidor fils,**
*Boulogne, France.*

| | |
|---|---|
| Jeanne | 104 |

**Vidulich, A. D., fu G.,**
*Lussinpiccolo, Austria.*

| | |
|---|---|
| Isis | 117 |

**Vidulich, S. M.,**
*Lussinpiccolo, Austria.*

| | |
|---|---|
| Nicoletto | 223 |

**Vierow, E.,**
*Alte Rostockerstrasse,* 10, *Stralsund, Germany.*

| | |
|---|---|
| Christoph Kasten | 185 |

**"Viking," Ångfartygs Aktieb,**
*Gothenburg, Sweden.*
*See* K. O. F. DALMAN.

**Vila y Janes, J.,**
*Barcelona, Spain.*

| | Net Tons |
|---|---|
| s. Santiga | 203 |

**Vila y Següeiros, Da M., & Vidal, R.,**
*Vigo, Spain.*

| | |
|---|---|
| Isabelita | 249 |

**Villa, E., & E. Caneva,**
*Genoa, Italy.*

| | |
|---|---|
| Nostra Signora del Monte | 653 |

**Village Line.**
*See* THOMAS C. GUTHRIE.

**Villano, M.,**
*Torre del Greco, Naples, Italy.*

| | |
|---|---|
| Francesco Saverio Villano | 127 |

**Villars, P.,**
*Granville, France.*

| | |
|---|---|
| Dona Luisa | 149 |
| Jeune Marie | 127 |
| Leopold | 196 |

**Vina, Juan J.**
(In liquidation),
*Tampico, Mexico.*

| | |
|---|---|
| s. Juan J. Vina | 56 |

**Vinæs, S. T.,**
*Bergen, Norway.*

| | |
|---|---|
| Leif | 103 |

**Vincent, J.,**
*St. Servan, France.*

| | |
|---|---|
| Rosa | 109 |

**Vincent, L., & Lemmens, Ch.,**
*Dunkirk, France.*

| | |
|---|---|
| Galathée | 121 |
| Glaneuse | 142 |

**Vincent, Victor,**
*Quai Fosse,* 50, *Nantes, France.*

| | |
|---|---|
| Cilaos | 536 |
| Marguerite Elise | 1225 |
| Marie-Alice | 999 |
| Yvonne Marie | 1024 |

**Vine, Wm. P.,**
*Melbourne, Victoria.*

| | |
|---|---|
| Janet | 475 |

**Vink, J.,**
*Amsterdam, Holland.*

| | |
|---|---|
| Clara | 660 |

**Violle & Co.,**
*Marseilles, France.*

| | |
|---|---|
| s. Giullaume Tell | 1426 |

**Viot, Alexandre,**
9, *Boulevard Delorme, Nantes, France.*

| | |
|---|---|
| Dzaoudzi | 479 |
| Ker Joseph | 668 |
| Keranna | 558 |
| Mindin | 455 |



s. désigne les Vapeurs.

**Vipond, G. & J. Mc Bride,**
*Montreal, Canada.*
Net Tons
s. Premier ..... 188

**Vipond, T. S., & Son.,**
*Montreal, Canada.*
s. City of Kingston ..... 410

**Virginia Pilots Association,**
*Norfolk, Va., U.S.*
s. Relief ..... 112

**Vis, E., & Koch Boon Heng,**
*Pontianak.*
s. Sri Sintang ..... 98

**Visram, Ebrahim & Co.,**
*Samuel Street, Bombay.*
Sir Lancelot ..... 886
s. Sultan ..... 2034

**Visser, J. A.,**
*Emden, Germany.*
s. Friede ..... 353

**Visvigi, G.,**
*Galaxidi, Greece.*
Marigo ..... 183

**Vitiadis, G.,**
*Syra, Greece.*
Olga ..... 200

**Vitiadis, G. N.,**
*Syra, Greece.*
Alessandro ..... 226

**Vitiello, R., fu A.,**
*Torre del Greco, Italy.*
Agnesina ..... 431
Leone ..... 408

**Vivelstad Dampskibsselskab,**
*Vevelstad, Nordland, Norway.*
*See* J. FALCK.

**Vives, F. José,**
*Barcelona, Spain.*
Sebastiano ..... 344

**Vivian, W. W. (Hon.),**
*Plas Dinorwic, Port Dinorwic.*
s. Dinorwic ..... 111
s. Vaynol ..... 79

**Vizeu, Francisco Ferreiro,**
*Rua Belmonte, Oporto, Portugal.*
Maria Vizeu ..... 656
Para ..... 581

**Vlachos, M.,**
*Cassos, Greece.*
Irene ..... 317

**Vladikavkas Railway Co.,**
*Novorissisk, Russia.*
s. Novorissisk ..... 28

**Vlaich-Pendo, Vito,**
*Ragusa, Austria.*
Net Tons
Emma ..... 568

**Vlamis, G., & Co.,**
*Syra, Greece.*
Christos Nicolaidis ..... 380

**Vlangalis, N.,**
*Piræus, Greece.*
Sophia ..... 148

**Vlassopoulos, D.,**
*Ithaca, Greece.*
Ithaka ..... 148

**Vlassopoulos, E.,**
*Ithaca, Greece.*
Georgios ..... 244

**Vlassopoulos, E. D.,**
*Ithaca, Greece.*
Anastassia ..... 147

**Vlassopulo, E., & Co.,**
*Piræus, Greece.*
s. Annika ..... 991

**Vlassopulo, E. D.,**
*Ithaca, Greece.*
s. Amalia Vlassopulo ..... 1870
s. Eustathios Vlassopulo ..... 1680

**Vluchakis, C.,**
*Trikeri, Greece.*
Agios Spyridon ..... 135

**Vogeler, H. H. N.,**
*Bremen, Germany.*
s. Orion ..... 152

**Vogt, Herman,**
*Christiania, Norway.*
Ellisif ..... 913

**Volana Shipping Co., Ld.,**
*Commercial Buildings, 17, Water Street, Liverpool.*
*See* ROGERS & BRIGHT.

**Volboudt, J.,**
*Dunkirk, France.*
St. Joseph ..... 104

**Völckmar, G. C.,**
*Christiansund, Norway.*
s. Romsdal ..... 1112

**Volga-Don Railway & Steam Navigation Co.,**
*Rostoff, Russia.*
s. Marousya ..... 293

**Volica, C., & Co.,**
*Scio, Greece.*
Marco ..... 141

**Volica, C. P.,**
*Scio, Greece.*
Net Tons
Anthipi ..... 168

**Volicas, L.,**
*Zante, Ionian Islands.*
Maria ..... 405

**Voloicas, G., & Co.,**
*Syra, Greece.*
Konstantinos Kriaras ..... 476

**Volpe, Eredi di G.,**
*Genoa, Italy.*
Cinque ..... 1060

**Volunteer Fleet.**
*See* RUSSIAN VOLUNTEER FLEET ASSOCIATION.

**Vooght, John,**
*North Sydney, C.B.*
Pioneer ..... 106

**Vos, Joseph,**
*Sydney, N.S.W.*
Virago ..... 268
William Manson ..... 366

**Voss, A. H.,**
*Shieldsbro, Miss., U.S.*
Eleanor ..... 353

**Votiadis, G.,**
*Syra, Greece.*
Alexandros ..... 187

**Votzi, N., & G. Fotia,**
*Hydra, Greece.*
Taxiarchis ..... 335

**Vourakis, M.,**
*Milos, Greece.*
Garibaldis ..... 149

**Vourecas, N.,**
*Syra, Greece.*
Merope ..... 346

**Voyazis, Cost., & Co.,**
*Syra, Greece.*
Genisis Theotokou ..... 128

**Vretta, A.,**
*Syra, Greece.*
Arietta ..... 240

**Vrichoropoulos, P. J.,**
*Spezzia, Greece.*
Agios Nicolaos ..... 201

**Vrœge & De Wys,**
*Glashaven, No. 10, Rotterdam, Holland.*
s. Alblasserdam ..... 747

**Vroege, J.,**
*Alblasserdam, Holland.*
Johanna ..... 1164
Noordster ..... 180
Senior ..... 1088

**Vroom, I. & D.,**
*Bear River, N.S.*
Net Tons
Seraphine ..... 120

**Vroutisis, L.,**
*Andros, Greece.*
Irene ..... 102

**Vudachi, N., & Co.,**
*Piræus, Greece.*
Joanna ..... 474

**Vudopulo, L. G.,**
*Skiathos, Greece.*
Elisabeth ..... 365

# W

**Waage, O.,**
*Haugesund, Norway.*
s. Rapid ..... 191

**Waage, S.,**
*Skudesnæshavn, Norway.*
Rakel ..... 131

**Waage, T.,**
*Stavanger, Norway.*
s. Elsbeth ..... 126
s. Skude ..... 158

**Wachsmuth & Krogmann,**
*4, Zippelhaus, Hamburg, Germany.*
Dione ..... 642
Helios ..... 1231
Indra ..... 695
s. Koehlbrand ..... 88
Luna ..... 820
Selene ..... 1271
Undine ..... 760

**Wacogne, L., & Antier,**
*Cayenne, Guyane Française, South America.*
s. Abeille No. 15 ..... 107
s. Cappy ..... 89

**Waddington, Samuel,**
*Fydell House, South Square, Boston, co. Lincoln.*
s. Angus ..... 43
s. Collingwood ..... 44
s. Herbert Ingram ..... 44
s. Stanley ..... 64

**Wadsworth, G. B.,**
*Bank View, Goole.*
Charlotte ..... 346
s. Galtee ..... 292
s. Kirkheaton ..... 314

**Wænerlund, J. E.,**
*Gothenburg, Sweden.*
Net Tons
Augusta ..... 426

**Wærner, F. W.,**
*Drammen, Norway.*
Achilles ..... 278

**Wager, M.,**
*Drammen, Norway.*
Stjernen ..... 180

**Wagner, H. D. J.,**
*Neustadter Neuerweg 12, Hamburg, Germany.*
Poncho ..... 819

**Wahlberg, F. W.,**
*Nystad, Finland.*
Leo ..... 282

**Wahlen, B.,**
*40, Schönenburgerstrasse, Hamburg, Germany.*
Balthasar ..... 275

**Wahlqvist, F. B.,**
*Gothenburg, Sweden.*
s. Helge ..... 120
(Augf. Aktieb., "Halfdan.")
s. Östergötland ..... 114

**Wahlroos, Hj.,**
*Raumo, Finland.*
Lyckan ..... 142

**Wahlström, C. A.,**
*Åbo, Russia.*
Esmeralda ..... 788

**Wahnlund, J. L.,**
*Raumo, Finland.*
Lydia ..... 291

**Wait, James,**
*Maritime Buildings, Newcastle-on-Tyne.*
s. Brunel ..... 1308
s. Napier ..... 1258
s. Rennie ..... 816

**Wait, John,**
*Maritime Buildings, Newcastle-on-Tyne.*
s. Travancore ..... 1073

**Waite, A. H.,**
*Portland, Maine, U.S.*
Harriet S. Jackson ..... 472

**Waittinen, A.,**
*Impilaks, Finland.*
Alexander ..... 242
Feodor ..... 357
Petter ..... 187

**Wakamori, Yosaburo,**
*Osaka, Japan.*
s. Goshu Maru ..... 146

### Wake & Sanders,
3, *Crosby Square, London, E.C.*

| | Net Tons |
|---|---|
| s. Albireo | 790 |
| s. Ocean King | 598 |

### Wakeham, Samuel, & Son,
20, *King Street, Liverpool.*

| | |
|---|---|
| Atacama | 1113 |
| Bankfields | 835 |
| Chala | 1026 |
| Chepica | 1025 |
| Gladova | 1057 |
| Inca | 1024 |
| Quillota | 696 |
| Samanco | 815 |
| Talca | 1102 |

### Wäkeva, E.,
*Willmanstrand, Finland.*

| | |
|---|---|
| Alina | 106 |

### Wal, L., van der,
*Farmsum, Holland.*

| | |
|---|---|
| Bertha | 606 |

### Walamo Monastery,
*Walamo, Finland.*

| | |
|---|---|
| Nikolai | 377 |

### Walborn, E.,
*Nöterö, Tönsberg, Norway.*

| | |
|---|---|
| Mary | 499 |

### Waldonen, A.,
*Nagu, Finland.*

| | |
|---|---|
| Legiona | 213 |

### Walen, M., & Son,
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Edith M. Prior | 105 |
| Orpheus | 106 |

### Walker, Edward E.,
*Bermuda.*

| | |
|---|---|
| Turban | 159 |

### Walker, George,
49, *More Street, Inverness.*

| | |
|---|---|
| Sverre | 378 |

### Walker, Howard & Co.,
48, *Mark Lane, London, E.C.*

| | |
|---|---|
| Carisbrooke Castle | 76 |
| Corinthian | 84 |
| s. Deerhound | 271 |
| Eric | 75 |
| Rochester Castle | 90 |
| (English & Continental Shipping Co., Ld.) | |
| Eastern Belle | 89 |
| s. Lady Salisbury | 917 |
| Lord Alcester | 133 |
| Lord Beresford | 75 |
| Lord Churchill | 72 |
| Lord Dufferin | 132 |
| Lord Hamilton | 75 |
| Lord Hartington | 80 |
| Lord Iddlesleigh | 75 |
| Lord Landsdowne | 133 |
| Lord Napier | 138 |
| Lord Nelson | 74 |
| Lord Salisbury | 78 |
| Lord Shaftesbury | 78 |
| Lord Tennyson | 66 |
| Lord Wolseley | 74 |
| Northern Belle | 76 |
| Southern Belle | 80 |

### Walker, I. M. (Mrs.),
*Lyneton, Victoria.*

| | |
|---|---|
| s. Maitland | 40 |
| s. Titus | 517 |

### Walker, J. A., & Co.,
134, *St. Vincent Street, Glasgow.*

| | Net Tons |
|---|---|
| King Alfred | 1249 |
| King Arthur | 1562 |
| King David | 2057 |
| King Edward | 1657 |
| King George | 2057 |
| King Malcolm | 1256 |

### Walker, J. S.,
*Honolulu, Hawaii.*

| | |
|---|---|
| Douglas | 249 |
| Mauna Ala | 779 |

### Walker, James,
*Calcutta.*

| | |
|---|---|
| s. Sestos | 138 |

### Walker, John A.,
*Birkenhead, Port Adelaide, S.A.*

| | |
|---|---|
| Fleur de Maurice | 317 |

### Walker, Robert, & Co.,
10, *Clyde Terrace, Glasgow.*

| | |
|---|---|
| s. Tartar | 67 |

### Walker, Samuel H.,
*Taunton, Mass., U.S.*

| | |
|---|---|
| Samuel H. Walker | 561 |
| Zaccheus Sherman | 729 |

### Walker, Executors of the late Thomas Andrew,
15, *Great George Street, Westminster, London, S.W., and Buenos Ayres Harbour Works, Correo Casilla 796, Buenos Ayres, Argentine.*

| | |
|---|---|
| s. Albatros | 202 |
| s. Burslem | 225 |
| s. Carlotta | 219 |
| s. Catarina | 178 |
| s. Condor | 14 |
| David Suffern | 287 |
| s. Francesca | 187 |
| s. Hawk | 10 |
| s. Hawkshaw | 229 |
| s. Hayter | 194 |
| s. Helena | 173 |
| s. Isobel | 218 |
| s. Juanita | 176 |
| s. Maria | 177 |
| Sudbrook | 298 |
| s. Teresa | 173 |
| s. Velez Sarsfield | 130 |
| s. Willem Albert | 244 |

### Walker, Thomas,
*Commercial Road, Aberdeen.*

| | |
|---|---|
| s. Annie Walker | 36 |
| s. Maggie Walker | 39 |
| s. Saint Andrew | 44 |
| s. Saint Clement | 48 |
| s. Saint Fotin | 37 |
| s. Saint George | 44 |

### Walker, Thomas B.,
39, *Fenchurch Street, London, E.C.*

| | |
|---|---|
| Berean | 526 |
| Decapolis | 632 |
| Westbury | 493 |

### Walker, W., & Co.,
*Agent Street, Torry, Kincardine.*

| | |
|---|---|
| s. Palestine | 40 |

### Walker, W., & Co.,
*Post Office Buildings, Greenock.*

| | |
|---|---|
| Inverkip | 1354 |

### Walker, William, jun.,
*Maryport.*

| | |
|---|---|
| Glasgow | 132 |

### Wallace Bros.,
71, *Lord Street, Liverpool.*

| | Net Tons |
|---|---|
| s. Ben Nevis | 100 |

### Wallace Bros., Ld.,
13, *D'Olier Street, Dublin.*

| | |
|---|---|
| s. Ringsend | 157 |

### Wallace, David,
*Lorain, Ohio.*

| | |
|---|---|
| s. Vega | 1735 |
| (Lorain Steamship Co.) | |
| s. Vulcan | 1367 |

### Wallace, E. A. (Mrs.),
*Newcastle, N.S.W.*

| | |
|---|---|
| Lady Mabel | 215 |

### Wallace, J.,
*Philadelphia, U.S.*

| | |
|---|---|
| John M. Broomall | 210 |

### Wallace Ship Building Co.,
*Wallace, N.S.*

| | |
|---|---|
| Rover | 273 |

### Wallace, W.,
13, *D'Olier Street, Dublin.*

| | |
|---|---|
| Alruna | 155 |
| Anna Mary | 184 |
| Harold | 142 |

### Wallarah Coal Co., Ld.,
*Commercial Chambers, Bond Street, Sydney, N.S.W.*

| | |
|---|---|
| s. Illaroo | 318 |
| s. Kelloe | 340 |
| Princess Alexandra | 1287 |

### Wallasey Local Board, The,
*Egremont Ferry, near Birkenhead, Cheshire.*

| | |
|---|---|
| s. Crocus | 35 |
| s. Daisy | 82 |
| s. Maggie | 81 |
| s. Primrose | 66 |
| s. Shamrock | 25 |
| s. Snowdrop | 36 |
| s. Sunflower | 47 |
| s. Thistle | 77 |
| s. Violet | 48 |
| s. Wallasey | 251 |

### Walle, J. S.,
*Mandal, Norway.*

| | |
|---|---|
| Jotun | 552 |

### Wallén, C. E.,
*Elmsta, Vaddö, Sweden.*

| | |
|---|---|
| Karolus | 301 |

### Wallenberg, G. O.,
*Stockholm, Sweden.*

(Rederiaktiebolaget "Östra Sverige.")

| | |
|---|---|
| s. Lybeck | 228 |
| (Rederi Aktiebol. "Union.") | |
| Adolph | 458 |
| s. Bur | 648 |
| s. Clara Siegheim | 1228 |
| Jacob | 556 |
| Jupiter | 727 |
| s. Pan | 612 |
| s. Tip | 874 |

### Wallenstein, Joh.,
*Geestemünde, Germany.*

| | Net Tons |
|---|---|
| Ebenezer | 1720 |
| Philadelphia | 1710 |

### Waller, Justus A.,
*Gothenburg, Sweden.*

(Rederei Aktiebolaget Concordia.)

| | |
|---|---|
| s. Anna | 125 |
| s. Faunus | 603 |
| s. Ingeborg | 110 |
| s. Juno | 820 |
| s. Sigrid | 124 |

### Wallerstedt, A. W.,
*Carlstad, Sweden.*

(Nya Ångf. Aktieb. "Elfdalen.")

| | |
|---|---|
| s. Uddeholm | 163 |

### Wallin, W.,
*Sätra, Karlslund, Skaraborgs län, Sweden.*

| | |
|---|---|
| Anna | 105 |
| s. Askersund | 110 |

### Wallis, J. J., & Sohn,
*Barth, Germany.*

| | |
|---|---|
| A. M. Lotinga | 280 |
| Baltic | 310 |
| Camilla | 447 |
| Carl | 688 |
| Deutschland | 838 |
| Eden | 493 |
| Edward Waenerlund | 389 |
| Emilie Kahl | 290 |
| Fritz | 229 |
| Gutenberg | 627 |
| Hedwig | 316 |
| J. M. Buück | 180 |
| Johann Gustav | 161 |
| Johanna | 104 |
| Julius | 235 |
| L. Hagen | 503 |
| Sirene | 213 |
| Vally | 708 |

### Wallner, J.,
*Kristinehamn, Sweden.*

(Nora-Venerns Jernvägsaktieb.)

| | |
|---|---|
| s. Curry | 70 |

### Wallöe, A. N.,
*Fredriksstad, Norway.*

| | |
|---|---|
| Emanuel | 384 |

### Walmsley, J. B., & Co.,
18, *Chapel Street, Liverpool.*

| | |
|---|---|
| Adelaide Mary | 572 |
| Ares | 514 |
| Beechwood | 794 |
| Dunloe | 674 |
| Elwy | 769 |
| Garland | 599 |
| Hartfield | 1815 |
| Killarney | 1356 |
| Lurlei | 803 |
| Naiad | 1039 |
| Ravenswood | 1089 |
| Sorata | 786 |
| Yosemite | 768 |

### Walsh, W. S.,
*Perth Amboy, N.J., U.S.*

| | |
|---|---|
| s. Brixham | 396 |

### Walter, John,
129, *State Street, Boston, Mass., U.S.*

| | |
|---|---|
| Ida L. Ray | 149 |

### Walters, A.,
*Baltimore, Md., U.S.*

| | |
|---|---|
| Yamoyden | 463 |

### Walters, Elias Frederick,
*Lunenburg, Nova Scotia.*

| | Net Tons |
|---|---|
| Nyanza | 116 |

### Walton, George,
162, *Durham Street, Hartlepool.*

| | |
|---|---|
| Lily | 129 |

### Walton, James,
23, *Queen Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Constantine | 467 |

### Walton, James,
*Howard Chambers, Howard Street, North Shields.*

| | |
|---|---|
| s. Arethusa | 1181 |
| s. Chirton | 668 |
| s. Coronet | 1122 |
| s. Earsdon | 778 |

### Walton, John, & Co.,
54, *Strand, Barrow-in-Furness, Lancashire.*

| | |
|---|---|
| Belle | 163 |
| Mary Sinclair | 91 |

### Walton, W. H.,
54, *Strand, Barrow-in-Furness.*

| | |
|---|---|
| British Queen | 133 |

### Walton, W., & Nipote,
*Genoa, Italy.*

| | |
|---|---|
| Commendatore Alfredo | 123 |

### Walton, William,
*Thursday Island, Queensland.*

| | |
|---|---|
| Look Out | 108 |

### Wanninen, P.,
*Sordavala, Finland.*

| | |
|---|---|
| Paaval II. | 218 |

### Wapola, S.,
*Nystad, Finland.*

| | |
|---|---|
| Lintu | 313 |

### Wappäus, A. H.,
*Alte Gröningerstrasse 28, Hamburg, Germany.*

| | |
|---|---|
| Dona Evelina | 356 |
| Dona Zoyla | 359 |
| G. H. Wappäus | 1225 |
| Guillermina | 241 |
| Senator Petersen | 1713 |
| Senator Versmann | 1273 |

### Warburton, C. G.,
*Pyrmont, Sydney, N.S.W.*

| | |
|---|---|
| Amy | 220 |
| Countess of Errol | 218 |
| Garron | 181 |
| s. Genil | 180 |
| Prospero | 198 |

### Ward, G. H.,
61, *Tower Buildings, Water Street, Liverpool.*

| | |
|---|---|
| s. Erin's King | 91 |



s. désigne les Vapeurs.

### Ward, Gilbert C.,
*Newcastle-on-Tyne.*

| | Net Tons |
|---|---|
| s. Ivanhoe | 616 |

### Ward, H. J., & Co.,
*5, Drury Lane, Liverpool.*

| | |
|---|---|
| s. British King *(Gross)* | 154 |
| s. Gipsy King | 27 |
| s. Iron King | 42 |
| s. Mersey King | 31 |
| s. Sailor King | 43 |
| s. Sea King | 72 |

### Ward, J. E., & Co.,
113, *Wall Street, New York, U.S.*

| | |
|---|---|
| Doris Eckhoff | 530 |
| s. Manteo | 409 |
| s. Seneca | 1912 |
| s. Yucatan | 2317 |

### Ward, J. M.,
*Boston, Mass., U.S.*

| | |
|---|---|
| Sarah E. Ward | 548 |

### Ward, James,
3, *Egerton Terrace, The Croft, Hastings.*

| | |
|---|---|
| Unity | 126 |

### Ward, J. N. & Son,
56, *Dock Street, Fleetwood.*

| | |
|---|---|
| Bombay | 952 |
| The Frederick | 812 |
| Woodville | 714 |

### Ward, Pike,
25, *Teign Street, Teignmouth, Devonshire.*

| | |
|---|---|
| S. R. & H. | 122 |

### Ward, Thomas F.,
*Middlesbro', Yorks.*

| | |
|---|---|
| Harriet | 104 |
| (Tees Tug and Lighter Co., Ld.) | |
| Cruizer | 334 |
| Montagu | 350 |
| s. Rescue | 26 |

### Ward & Tupman,
3, *Bernard Street, Leith.*

| | |
|---|---|
| s. Spray | 55 |

### Wardle, James,
*Dardanelles, Turkey.*

| | |
|---|---|
| s. Cosmopolitan | 70 |
| s. Mary Louise | 10 |

### Ware, James,
13, *Bute Crescent, The Docks, Cardiff.*

| | |
|---|---|
| s. Saint Decumans | 78 |
| s. Saint Vincent | 78 |

### Warglien, Vittorio,
*Fiume, Hungary.*

| | |
|---|---|
| Forza | 378 |

### Warkworth Shipping Co., Ld.,
*Warkworth Harbour Office, Amble, Northumberland.*
*See* H. ANDREWS.

### Warner, C. T.,
*Plympton, Digby co., N.S.*

| | |
|---|---|
| Gazelle | 121 |

### Warner, James J.,
*Bridgewater, N.S.*

| | Net Tons |
|---|---|
| Edward C. Hutchings | 260 |

### Warrack, John, & Co.,
43, *Constitution Street, Leith.*

| | |
|---|---|
| s. Argyll | 1886 |
| s. Cromarty | 1864 |
| s. Lennox | 1327 |
| s. Macduff | 1882 |
| s. Moray | 1411 |

### Warren, D.,
*Utilla, Honduras.*

| | |
|---|---|
| France B. Hiller | 106 |

### Warren, F. S.,
*Deer Island, U.S.*

| | |
|---|---|
| Bessie H. Gross | 110 |

### Warren, Francis,
8, *Waterville Terrace, N. Shields.*

| | |
|---|---|
| s. Commodore | 27 |
| s. Excelsior | 20 |

### Warren, George, & Co.,
19, *James Street, Liverpool.*

| | |
|---|---|
| s. Kansas | 3455 |
| s. Michigan | 3212 |
| s. Sagamore | 3280 |
| (Constitution Steam Ship Co., Ld.) | |
| s. Sachem | 3337 |

### Warren, J. H.,
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Lewis H. Giles | 129 |

### Wasa Nordsjö Angfartygs Aktie Bolag.,
*Nikolaistad, Finland.*
*See* ALFRED HEDMAN.

### Wasa Rederi Bolag
(Manager—Karl Liljequist),
*Wasa, Finland.*

| | |
|---|---|
| Cashier | 1367 |
| Ceres | 1085 |
| Jupiter | 618 |
| Melusine | 930 |
| Pallas | 1244 |
| Verdandi | 782 |
| Vesta | 533 |

### Washburn, C. H.,
*Thomaston, Me., U.S.*

| | |
|---|---|
| Carrie T. Balano | 599 |
| Charles L. Davenport | 980 |
| Cora H. Hanson | 499 |
| Henry J. Smith | 1053 |
| Mabel Jordan | 944 |
| Martha T. Thomas | 750 |

### Washburn, W. G.,
*Thomaston, Me., U.S.*

| | |
|---|---|
| Fred. B. Balano | 250 |

### Watanabe Kinzo,
*Hakodate, Japan.*

| | |
|---|---|
| s. Fukushima Maru | 76 |

### Watanabe Kumashiro,
*Hakodate, Japan.*

| | |
|---|---|
| s. Hanasaki Maru | 92 |

### Watanabe Tetsuzo,
*Hakodate, Japan.*

| | Net Tons |
|---|---|
| s. Koan Maru | 77 |

### Watchorn, W. J.,
*Elizabeth Street, Hobart, Tasmania.*

| | |
|---|---|
| s. Cygnet | 66 |

### Waterborg, J. H., & V. Cammenga,
*Leer, Germany.*

| | |
|---|---|
| Ehe | 104 |

### Waterford Steam Ship Co., Ld.,
*Mall, Waterford.*

| | |
|---|---|
| s. Comeragh | 467 |
| s. Creaden | 292 |
| s. Dunbrody | 407 |
| s. Flying Huntsman | 49 |
| s. Ida | 76 |
| s. Lara | 344 |
| s. Menapia | 394 |
| s. Mermaid | 64 |
| s. Reginald | 487 |
| s. Shannon | 158 |
| s. Tintern | 80 |
| s. Vandeleur | 89 |

### Waterhouse, E. (Mrs.),
*North Sydney, N.S.W.*

| | |
|---|---|
| s. Admiral | 82 |

### Waterhouse, Gustavus J.,
57, *Pitt Street, Sydney, N.S.W.*

| | |
|---|---|
| Borough Belle | 210 |

### Waters, Joseph,
3, *Humber Road, Westcombe Park, Blackheath, London.*

| | |
|---|---|
| Mary Waters | 89 |

### Waters, William H.,
*Westfield, King's Co., N.B.*

| | |
|---|---|
| W. H. Waters | 120 |

### Waterson, J.,
28, *Canning Street, Belfast.*

| | |
|---|---|
| s. Harbour Light *(Gross)* | 45 |

### Waterston, Walter Sinclair,
*Gladstone, Invercargill, N.Z.*

| | |
|---|---|
| Alexa | 425 |
| Annie Hill | 121 |
| Ganymede | 569 |
| Othello | 314 |
| Sarah & Mary | 145 |

### Wätjen, D. H., & Co.,
*Bremen, Germany.*

| | |
|---|---|
| Adelaide | 1281 |
| s. Africa | 1629 |
| Alice | 2062 |
| Armin | 842 |
| s. Asia | 1212 |
| s. Australia | 1644 |
| Britannia | 841 |
| C. H. Wätjen | 1762 |
| D. H. Wätjen | 2079 |
| Drehna | 1462 |
| Elisabeth | 1170 |
| s. Europa | 1320 |
| Fulda | 884 |
| Germania | 826 |
| Hedwig | 808 |
| Henriette | 947 |
| India | 938 |
| Josefa | 815 |
| Kaiser | 1241 |
| Louise | 1823 |
| Magdalene | 1250 |
| Roland | 1343 |
| Schiller | 1227 |
| Visurgis | 1089 |
| Werra | 885 |

### Watkins, Alfred,
58, *Fenchurch Street, London, E.C.*

| | Net Tons |
|---|---|
| s. Hercules | 13 |

### Watkins, William,
75, *Mark Lane, London, E.C.*

| | |
|---|---|
| s. Australia | 18 |
| s. Cambria | 55 |
| s. Columbia | 42 |
| s. Cynthia | 107 |
| s. Guiana | 19 |
| s. Hibernia | 42 |
| s. Iona | 27 |
| s. Nubia | 18 |
| s. Oceana | 17 |
| s. Punch | 31 |
| s. Renown | 29 |
| s. Uncle Sam | 77 |
| s. Victor | 59 |
| s. Victoria | 35 |
| s. Zealandia | 18 |

### Watlen, M., & Son,
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Harvester | 101 |

### Watson Bros.,
5, *Oswald Street, Glasgow.*

| | |
|---|---|
| Ben Avon | 1434 |
| Ben Dearg | 2193 |
| Ben Lee | 2204 |
| Ben Nevis | 1061 |
| Benares | 1646 |
| Benlarig | 1692 |
| Brucklay Castle | 1014 |

### Watson, E. A.,
*Dundee.*

| | |
|---|---|
| s. Jacinth | 187 |
| s. Ranger | 252 |

### Watson, Frederick,
*St. John, N.B.*

| | |
|---|---|
| Keewaydin | 187 |

### Watson, James,
*Porter's Buildings, The Close, Newcastle-on-Tyne.*

| | |
|---|---|
| Bremner | 198 |
| Florin | 158 |
| Hebe | 162 |
| Oak | 175 |
| Sailor | 295 |
| Ulrica | 264 |

### Watson, James, & Co.,
*Post Office Chambers, Middlesbrough.*

| | |
|---|---|
| s. G. M. B. | 350 |

### Watson, John H., & Co.,
36, *West Sunniside, Sunderland.*

| | |
|---|---|
| s. Naworth Castle | 1134 |

### Watson, Jotham F.,
*St. John, N.B.*

| | |
|---|---|
| Adria | 194 |

### Watson, M.,
*Gloucester, Mass., U.S.*

| | |
|---|---|
| Lizzie M. Stanwood | 100 |

### Watson, W.,
25, *Fitzwilliam Place, Dublin.*

| | |
|---|---|
| s. Longford | 476 |
| s. Saint Patrick | 394 |

### Watson, N. (Mrs.),
*Hastings, Victoria.*

| | |
|---|---|
| s. Gem | 92 |

### Watson, W. A.,
39, *West Sunniside, Sunderland.*

| | Net Tons |
|---|---|
| s. City of Rochester | 510 |
| s. Dunelm | 481 |

### Watson, William,
10, *Egerton Street, Sunderland.*

| | |
|---|---|
| Eliza Emma | 156 |

### Watt, Frederick H.,
*Portrush, co. Antrim.*

| | |
|---|---|
| Essex | 271 |
| Maria | 136 |

### Watt, Henry F.,
*Wavertree, Liverpool.*

| | |
|---|---|
| Elissa | 391 |
| Elvira | 446 |

### Wattne, F.,
*Stavanger, Norway.*

| | |
|---|---|
| s. Egil | 245 |
| s. Jæderen | 273 |
| Safir | 883 |

### Watts, Henry John,
*Watchet, Somerset.*

| | |
|---|---|
| Doctor | 148 |

### Watts, Samuel,
17, *State Street, Boston, U.S.*

| | |
|---|---|
| Cyrus Wakefield | 2013 |
| Elbridge Souther | 658 |
| Grace Bradley | 530 |
| Henry Souther | 680 |
| Joseph B. Thomas *(Gross)* | 1938 |
| Nelson Bartlett | 637 |
| R. D. Rice | 2134 |
| William J. Lermond | 843 |

### Watts, Theodore T.,
*Melbourne.*

| | |
|---|---|
| Sharpshooter | 489 |

### Watts, W. F.,
310, 48*th Street, South Brooklyn, New York, U.S.*

| | |
|---|---|
| Helen M. Atwood | 687 |

### Watts, Ward & Co.,
2, *Whittington Avenue, London, E.C.*

| | |
|---|---|
| s. Anerley | 1199 |
| s. Camden | 915 |
| s. Ealing | 1280 |
| s. Finsbury | 1174 |
| s. Foscolia | 980 |
| s. Jesmond | 910 |
| s. Plessey | 1022 |
| (Britain S. S. Co., Ld.) | |
| s. Blackheath | 1675 |
| s. Dulwich | 2111 |
| s. Fulham | 1300 |
| s. Hampstead | 1448 |
| s. Henley | 1446 |
| s. Hounslow | 1799 |
| s. Isleworth | 1716 |
| s. Kilburn | 2111 |
| s. Kingsland | 1296 |
| s. Mortlake | 1631 |
| s. Twickenham | 1603 |
| s. Wandsworth | 1120 |
| s. Windsor | 1798 |
| s. Woolwich | 2107 |

### Watts, Ward & Co.,
*Queen Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Richmond | 769 |

### Watts, William,

206, *Robie Street, Halifax, N.S.*

| | Net Tons |
|---|---|
| Ocean Lilly | 136 |

### Waugh, James, jun.

| | |
|---|---|
| Rob Roy | 99 |

### Waydell, F.,

21, *Old Slip, New York, U.S.*

| | |
|---|---|
| G. de Zaldo | 453 |
| Thomas Brooks | 442 |

### Wear Steam Ship Co., Ld.,

47, *John Street, Sunderland.*

*See* JOHN L. BROWNE.

### Weatherill, John, & Co.,

3, *Burgh Quay, Dublin.*

| | |
|---|---|
| s. Lady Iveagh | 1471 |
| s. Lavinia | 169 |
| s. Paragon | 172 |
| s. Winstanley | 149 |

### Weatherley, Robert,

*Baltic Chambers, John Street, Sunderland.*

| | |
|---|---|
| s. Southwick | 391 |

### Weatherley, Mead & Hussey,

*St. Dunstan's Buildings, St. Dunstan's Hill, London, E.C.*

| | |
|---|---|
| s. Cassell | 257 |
| s. Rosendael | 259 |
| s. Tourcoing | 299 |

### Weatherspoon, William H.,

*Granville, N.S.*

| | |
|---|---|
| Glenafton | 344 |

### Weaver, E. H.,

207, *Long Wharf, New Haven, Connecticut, U.S.*

| | |
|---|---|
| Abbie C. Stubbs | 328 |
| Bayard Barnes | 955 |
| Charles D. Hall | 375 |
| E. H. Weaver | 653 |
| Edward P. Avery | 547 |
| Greenleaf Johnson | 371 |
| Harold C. Beecher | 346 |
| Harry Prescott | 412 |
| Hugh Kelley | 753 |
| John L. Treat | 478 |
| Sylvia C. Hall | 365 |
| William E. Downes | 716 |

### Webb, John W.,

44, *William Street, Hull.*

| | |
|---|---|
| England's Hero | 99 |

### Weber, Ellen M.,

*Marstal, Denmark.*

| | |
|---|---|
| Marie | 124 |

### Webster, Benjamin,

296, *Spring Street, Portland, Maine, U.S.*

| | |
|---|---|
| B. Webster | 555 |
| Grace Deering | 697 |
| H. J. Libby *(Gross)* | 621 |
| Onaway | 886 |

### Webster & Co.,

*Brisbane, Queensland.*

| | Net Tons |
|---|---|
| s. Beaver | 73 |

### Webster, F. J.,

*Port Nolloth, South Africa.*

| | |
|---|---|
| s. Nautilus | 216 |

### Wedberg, V. E.,

*Hafverö, Roslagen, Sweden.*

| | |
|---|---|
| Augusta | 186 |
| Hilda | 223 |

### Wedekind, C., & Co.,

*Palermo, Sicily.*

(Aktien Gesellschaft "Atlantic.")

| | |
|---|---|
| s. Sophie | 1114 |

### Wegner, J. F.,

*Altwarp, Germany.*

| | |
|---|---|
| Louis | 590 |

### Wegner, W. C. H.,

*Wismar, Germany.*

| | |
|---|---|
| General Lieut. von Witzleben | 177 |

### Wehrhahn, Cesar,

4, *Bergstrasse, Hamburg, Germany.*

| | |
|---|---|
| Esmeralda | 1020 |
| Favorita | 1417 |
| Fortuna | 951 |

### Weichsel-Danziger Dampfschifffahrts & Seebad Aktien Gesellschaft,

*Heilige Geist Gasse No. 83, Danzig, Germany.*

| | |
|---|---|
| s. Drache | 113 |

### Weide, A.,

*Haynasch, Lemsal, Russia.*

| | |
|---|---|
| Isaak | 336 |
| Takkerort | 249 |

### Weide, F. & G.,

*Orrenhof, Pernau, Russia.*

| | |
|---|---|
| Martin & Michail | 223 |

### Weide, Georg,

*Haynasch, Lemsal, Russia.*

| | |
|---|---|
| Æquator | 415 |
| Anna Victoria | 234 |
| George | 266 |
| Matador | 332 |

### Weide, M. A.,

*Haynasch, Russia.*

| | |
|---|---|
| Andreas Weide | 544 |

### Weinstein, Dora (Mrs.),

*Odessa, Russia.*

| | |
|---|---|
| Michael | 223 |

### Weir, Andrew, & Co.

(BANK LINE.),

*Standard Buildings, 102, Hope Street, Glasgow.*

| | Net Tons |
|---|---|
| Abeona | 979 |
| Anne Main | 499 |
| Beechbank | 2154 |
| Castlebank | 1542 |
| Cedarbank | 2649 |
| Comliebank | 2179 |
| Dunbritton | 1471 |
| Falklandbank | 1781 |
| Fernbank | 1338 |
| Gowanbank | 2205 |
| Hawthornbank | 1288 |
| s. Heathbank | 1548 |
| Laurelbank | 2237 |
| Levernbank | 2242 |
| Mennock | 787 |
| Oakbank | 1338 |
| Olivebank | 2647 |
| Pomona | 1200 |
| River Falloch | 1586 |
| Sardhana | 1119 |
| Springbank | 2237 |
| Thistlebank | 2332 |
| Trafalgar | 1696 |
| Trongate | 949 |
| Willowbank | 811 |

### Welby, Egbert,

*Civitavecchia, Italy.*

| | |
|---|---|
| s. Sofia | 71 |

### Welch & Co.,

220, *California Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Andrew Welch | 863 |
| Archer | 765 |
| Martha Davis | 833 |
| R. P. Rithet | 1019 |

### Welch, Ralph D.,

1, *Tower Chambers, Liverpool.*

| | |
|---|---|
| s. Kootenai | 402 |

### Welch, W.,

*West Pembroke, Maine, U.S.*

| | |
|---|---|
| Hannah F. Carleton | 214 |

### Weld, W. F., & Co.,

*P.O. Box 5183, Boston, Mass., U.S.*

| | |
|---|---|
| Great Admiral | 1497 |

### Welling, John,

*Pernigel, Lemsal, Livland, Russia.*

| | |
|---|---|
| Wladimir | 251 |

### Wells, John,

*George Street, Harwich.*

| | |
|---|---|
| Mazeppa | 79 |

### Wells, P. F.,

*Boston, Mass., U.S.*

| | |
|---|---|
| Conqueror | 1540 |

### Wells, Robert S.,

*Stony Brook, L.I., U.S.*

| | |
|---|---|
| Lillie O. Wells | 166 |

### Wellum, T. G., & Co.,

*Brightlingsea, Essex.*

| | |
|---|---|
| James Garfield | 81 |

### Welsford, J. H., & Co.,

21, *Water Street, Liverpool.*

| | |
|---|---|
| s. Isabelle | 345 |
| s. Landore | 230 |
| Moreton | 2283 |

### Wempe, J.,

*Elsfleth, Germany.*

| | Net Tons |
|---|---|
| Marie | 309 |

### Wemyss, John L.,

*Penang.*

| | |
|---|---|
| s. Fook Ching | 77 |

### Wencke, B., Söhne,

*Steinhöft 3, Hamburg, Germany.*

| | |
|---|---|
| Arethusa | 1730 |
| Erato | 1695 |
| Euterpe | 2069 |
| Hebe | 2616 |
| Helicon | 1566 |
| Hera | 2006 |
| Kalliope | 1612 |
| Klio | 1596 |
| Melete | 1699 |
| Melpomene | 1743 |
| Polymnia | 2068 |
| Terpsichore | 1980 |
| Thalia | 1416 |
| Urania | 1092 |

### Wendt, Ernst,

*Hopfengasse 104, Danzig, Germany.*

| | |
|---|---|
| Atlantic | 465 |
| Concordia | 437 |
| Johanna | 354 |
| Jupiter | 244 |
| Königin Elizabeth Louise | 485 |
| Olga | 349 |

### Wennerberg, J. A.,

*Gothenburg, Sweden.*

| | |
|---|---|
| Emanuel | 295 |

### Wennerberg, J. Z.,

*Uddevalla, Sweden.*

| | |
|---|---|
| Hanna | 150 |

### Wennerström, A.,

*Helsingborg, Sweden.*

| | |
|---|---|
| Hjalmar | 135 |
| Hugo | 286 |

### Wennström, G. A.,

*Wärdö, Finland.*

| | |
|---|---|
| Altai | 397 |
| Rauha | 111 |

### Wesche & Co.,

*Iquitos, Peru.*

| | |
|---|---|
| s. Herman | 108 |

### Wesencraft, R. H., & Co.,

*Baltic Chambers, Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Edinburgh | 1072 |

### Wessel, A.,

*Drontheim, Norway.*

| | |
|---|---|
| Mercator | 338 |

### Wessels, Hermann,

*Knocken, Lanerstrasse 6, Bremen, Germany.*

| | |
|---|---|
| Hermann | 1739 |

### Wessels, Joh. F.,

*Langenstrasse, 94/95, Bremen, Germany.*

| | |
|---|---|
| Elise | 984 |
| Ida | 1298 |
| Margarethe | 1228 |

### Wessman, J. E.,

*Visby, Sweden.*

| | Net Tons |
|---|---|
| Marie | 289 |

### West Australian Steam Nav. Co., Ld.,

22, *Billiter Street, London, E.C.*

*See* C. BETHELL & CO.

### West Coast of America Telegraph Co., Ld.,

120, *Cannon Street, London, E.C.*

| | |
|---|---|
| s. Retriever | 380 |

### West Cornwall Steam Ship Co., Ld.,

*Penzance, Cornwall.*

| | |
|---|---|
| s. Lady of the Isles | 66 |
| s. Lyonnesse | 83 |

### West Hartlepool Steam Navigation Co.,

*Victoria Terrace, West Hartlepool.*

| | |
|---|---|
| s. British Queen | 424 |
| s. Burdon | 1962 |
| s. Empress | 482 |
| s. Flambro | 1449 |
| s. German Empire | 441 |
| s. Gipsy Queen | 413 |
| s. Goldsbro | 1420 |
| s. Kaiser | 497 |
| s. Pallion | 1042 |
| s. Stranton | 1057 |
| s. Webster | 2019 |

### West India & Pacific Steam Ship Co., Ld.,

*The Temple, Dale Street, Liverpool; and St. George's House, Eastcheap, London, E.C.*

| | |
|---|---|
| s. Barbadian | 2934 |
| s. Bernard Hall | 1687 |
| s. Costa Rican | 2084 |
| s. Cuban | 2723 |
| s. Darien | 2173 |
| s. Floridian | 2098 |
| s. Haytian | 1490 |
| s. Jamaican | 2348 |
| s. Louisianian | 2386 |
| s. Mexican | 2723 |
| s. Nicaraguan | 2386 |
| s. Texan | 2085 |
| s. West Indian | 1748 |
| s. William Cliff | 2165 |
| s. Yucatan | 1799 |

### West India & Panama Telegraph Co., Ld.,

187, *Dashwood House, 9, New Broad Street, London, E.C.*

| | |
|---|---|
| s. Duchess of Marlborough | 223 |
| s. Grappler | 498 |

### Westaway, R.,

*Sturgeon, P.E.I.*

| | |
|---|---|
| Westaway | 259 |

### Westberg, W.,

*Hangvar, Kappelshamn, Sweden.*

| | |
|---|---|
| Rapid | 125 |

### Westcott, John,

*Queen Ann's Battery, Plymouth.*

| | |
|---|---|
| s. Herbert | 10 |
| My Lady | 98 |
| Nikita | 97 |
| Saint Clair | 97 |
| s. Stormcock | 2 |



s. désigne les Vapeurs.

### Westcott & Laurance,

*Thorners Chambers, Ingram Court, Fenchurch Street, London, E.C.*

| | Net Tons |
|---|---|
| s. Avoca | 903 |
| s. Juan | 996 |
| s. Orchis | 1138 |
| s. Orestes | 1066 |
| s. Perim | 851 |
| s. Plymothian | 953 |
| s. Rhone | 812 |
| s. Science | 810 |
| s. Tenedos | 802 |

### Westcott Wrecking Co., Ld.,

*Sarnia, Ontario.*

| | |
|---|---|
| s. Wales | 238 |

### Westergaard & Co.,

*Prinsens Gade 2B, Christiania, Norway.*

| | |
|---|---|
| Duisburg | 969 |
| Pisco | 717 |

### Westergaard, J.,

*Arendal, Norway.*

| | |
|---|---|
| Sylphide | 392 |

### Westerling, B. F.,

*Raumo, Finland.*

| | |
|---|---|
| Tesver | 151 |

### Westerlund, E. J.,

*Hiitis, Russia.*

| | |
|---|---|
| Gustafva | 310 |

### Westermann, F.,

*Geestemünde, Germany.*

| | |
|---|---|
| Diana | 370 |
| Doctor Lasker | 266 |

### Westermark, C. D.,

*Westervik, Sweden.*

| | |
|---|---|
| Bore | 332 |

### Western Australia, Government of.

| | |
|---|---|
| Meda | 124 |

### Western & Brazilian Telegraph Co., Ld.,

*Blomfield House, London Wall, London, E.C.*

| | |
|---|---|
| s. Norseman | 827 |
| s. Norseman | 444 |
| s. Viking | 215 |

### Western Steam Navigation Co., Ld.,

*William Street, Melbourne, Victoria.*

| | |
|---|---|
| s. Julia Percy | 335 |

### Western Steam Trawling Co. Lim.,

*Shannon Court, Bristol.*

| | |
|---|---|
| s. Avonmouth | 39 |
| s. Bournemouth | 62 |
| s. Dartmouth | 38 |
| s. Exmouth | 49 |
| s. Falmouth | 54 |
| s. Lynmouth | 48 |
| s. Monmouth | 49 |

### Western Transit Co.,

*Buffalo, N.Y., U.S.*

| | Net Tons |
|---|---|
| s. Albany | 1678 |
| s. Arabia | 1203 |
| s. Boston | 1670 |
| s. Harlem | 1858 |
| s. Hudson | 1853 |
| s. Mohawk | 1617 |
| s. Syracuse | 1678 |

### Westford, N. A.,

*Skillinge, Cimbrishamn, Sweden.*

| | |
|---|---|
| Adolf | 102 |

### Westlake, S. T., & Co.,

4, *Middle Terrace, Falmouth.*

| | |
|---|---|
| Rhoda Mary | 99 |

### Westling, C.,

*Öfverlöpe, Vätö, Sweden.*

| | |
|---|---|
| Emma | 156 |

### Westman, J. P.,

*Örnsköldsvik, Sweden.*

(Örnsköldsviks Rederiaktieb.)

| | |
|---|---|
| Marianne | 518 |

### Westminster Steam Navigation Co., Ld.,

*New Westminster, B.C.*

| | |
|---|---|
| s. Delaware | 309 |

### Westmoreland Barque Co., Ld.,

*Dorchester, N.B.*

| | |
|---|---|
| Westmoreland | 698 |

### Westoll, James,

12, *John Street, Sunderland.*

| | |
|---|---|
| s. Abana | 456 |
| s. Advent | 564 |
| s. Arno | 651 |
| s. Beneficent | 1289 |
| s. Cogent | 1309 |
| s. Consent | 923 |
| s. Diligent | 1366 |
| s. Eident | 1032 |
| s. F. D. Lambert | 1407 |
| s. George Allen | 1443 |
| s. George Royle | 1630 |
| s. Gerent | 1467 |
| s. J. M. Smith | 1295 |
| s. J. Y. Short | 1447 |
| s. James Cameron | 1118 |
| s. James Westoll | 1274 |
| s. John Adamson | 1091 |
| s. John Fothergill | 1721 |
| s. Joseph Davis | 1425 |
| s. Lucent | 899 |
| s. Maggie Macnair | 2078 |
| s. Magnus Mail | 1451 |
| s. Mercator | 668 |
| s. Munificent | 2090 |
| s. Newent | 650 |
| s. Obedient | 647 |
| s. Prudent | 910 |
| s. Refulgent | 619 |
| s. Robert Eggleton | 1447 |
| s. Roecliff | 2076 |
| s. Supernal | 713 |
| s. Thomas Parker | 697 |
| s. United Service | 910 |
| s. W. B. Ferguson | 1007 |
| s. Wear | 471 |
| s. Westburn | 2112 |
| s. William Adamson | 1258 |
| s. William Middleton | 1630 |

### Weston, Joseph,

*Hobart, Tasmania.*

| | |
|---|---|
| s. Bowra | 140 |

### Weston Point Steam Towing Co.,

*Weston Point, Runcorn, Cheshire.*

| | Net Tons |
|---|---|
| s. Emulator (*Gross*) | 104 |

### Westray, J. B., & Co.,

138, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Waikato | 3071 |

(Eastern S. S. Co., Ld.)

| | |
|---|---|
| s. Duke of Argyll | 2457 |
| s. Duke of Buckingham | 2020 |
| s. Duke of Devonshire | 2482 |
| s. Duke of Sutherland | 2492 |
| s. Duke of Westminster | 2427 |

### Westwood, Joseph,

*Napier Yard, Millwall, London.*

| | |
|---|---|
| s. Arran | 30 |

### Wetering, Van de, Gebrüder,

*Rotterdam, Holland.*

| | |
|---|---|
| Resolutie | 266 |
| Zeenymph | 393 |

### Wetherall, John H.,

*Victoria Place, Knottingley, Yorkshire.*

| | |
|---|---|
| Guiding Star | 97 |
| Pearl | 99 |
| Rescue | 132 |

### Wetherall, William E.,

3, *Marine Terrace, St. Peter's Port, Guernsey.*

| | |
|---|---|
| s. William Dyer | 160 |

### Wetlesen, A. L.,

*Fredriksstad, Norway.*

| | |
|---|---|
| Herman | 726 |

### Wetterling, A.,

*Gothenburg, Sweden.*

| | |
|---|---|
| s. Svenborg | 115 |

### Wexford Harbour Commissioners,

*Wexford.*

| | |
|---|---|
| s. Wexford | 41 |

### Weyergang, Martin,

*Mandal, Norway.*

| | |
|---|---|
| Alf | 299 |
| Dagny | 1009 |

### Weymouth Steam Ship Co., Ld.,

*Weymouth, N.S.*

| | |
|---|---|
| s. Weymouth | 106 |

### Whalen, S.,

*Boston, Mass., U.S.*

| | |
|---|---|
| Sylvester Whalen | 112 |

### Wheatley, T. W.,

321N, *Broadway, Baltimore, U.S.*

| | |
|---|---|
| Charles G. Joyce | 117 |

### Wheatley, W., & Co.,

28, *Chapel Street, Liverpool.*

| | |
|---|---|
| s. Badsworth | 1273 |
| s. Highfield | 1665 |

(Brankelow S. S. Co., Ld.)

| | |
|---|---|
| s. Ramleh | 1666 |

### Wheaton, J. A.,

*Saulisbury, Westmoreland, N.B.*

| | Net Tons |
|---|---|
| Clara | 132 |

### Wheaton, Philip M.,

*Trukahoe, New Jersey, U.S.*

| | |
|---|---|
| Anna E. Ketchum | 371 |
| Francis L. Godfrey | 338 |
| George L. Fessenden | 394 |
| Kate E. Rich | 272 |
| Katie G. Robinson | 284 |
| Mary F. Godfrey | 424 |

### Wheeler, R. L.

| | |
|---|---|
| Cornucopia | 188 |

### Wheeler, Samuel,

33, *Carey Street, Lincoln's Inn, London, W.C.*

| | |
|---|---|
| s. Bembridge | 73 |

### Wheeler, Walter E.,

*Westerly, R.I., U.S.*

| | |
|---|---|
| Ada J. Campbell | 133 |

### Whidden, C. B.,

*Antigonish, N.S.*

| | |
|---|---|
| Congo | 197 |

### Whitaker, James H.,

7, *Exchange Place, Boston, U.S.*

| | |
|---|---|
| Cora | 1417 |
| Fantee | 620 |

### Whitaker John,

*Bombay.*

| | |
|---|---|
| Suez | 422 |

### Whitaker, Wm.,

*Knottingley, Yorkshire.*

| | |
|---|---|
| William & Alice | 100 |

### Whitby Port & Harbour Trustees,

*P. Road, Whitby.*

| | |
|---|---|
| s. Esk | 96 |

### Whitcomb, John F.,

*Ellsworth, Maine, U.S.*

| | |
|---|---|
| Nellie Grant | 132 |

### Whitcomb, S. W.,

*Thomaston, Maine, U.S.*

| | |
|---|---|
| James R. Talbot | 300 |
| Nellie | 280 |

### White, Alexander,

*Timaru, N.Z.*

| | |
|---|---|
| Annie Bow | 250 |

### White, C. E.

(c/o Union Lumber Co.),

22, *Market Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| s. Protection | 216 |

### White, Charles T.,

*Apple River, N.S.*

| | |
|---|---|
| Ulrica | 298 |

### White Cross Line.

*See* STEINMANN & Co.; *also* T. C. ENGELS & Co.

### White, E. I.,

*Machias, Maine, U.S.*

| | Net Tons |
|---|---|
| Clifford I. White | 290 |
| Hamburg | 174 |
| Kolon | 143 |
| Lexington | 175 |
| William H. Mitchell | 198 |

### White, G. (Miss),

11, *Ogle Terrace, South Shields.*

| | |
|---|---|
| s. Hector | 15 |

### White, J. P.,

*New York, U.S.*

| | |
|---|---|
| Charles K. Buckley | 482 |

### White, John,

*Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Corsair | 24 |

### White, John,

23A, *Great St. Helen's, London.*

| | |
|---|---|
| s. Amur | 570 |
| s. Oxus | 569 |

(Argonaut Steam Ship Co.)

| | |
|---|---|
| s. Argonaut | 645 |
| s. Jason | 777 |

(Whiteleaf Steam Ship Co.)

| | |
|---|---|
| s. Mandarin | 1171 |

### White, Joseph,

19, *Queen Street, Newcastle-on-Tyne.*

(Durham Steam Ship Co., Ld.)

| | |
|---|---|
| s. City | 1875 |
| s. County | 1310 |
| s. Palatine | 1316 |

### White, L. E.,

20, *California Street, San Francisco, California, U.S.*

| | |
|---|---|
| s. Alcatraz | 194 |
| s. Alcazar | 202 |
| s. Greenwood | 144 |
| s. Whitesboro | 144 |

### White, Robert W.,

*St. John, N.B.*

| | |
|---|---|
| s. Maggie Miller | 66 |

### White, S. T.,

*Hull.*

| | |
|---|---|
| Bertie | 94 |

### White Star Line.

*See* ISMAY, IMRIE & Co.

### White Star Steam Fishing Co., Ld.

(Manager—H. Smethurst, Jr.),

6, *Pelham Terrace, Grimsby.*

| | |
|---|---|
| s. Hesto | 54 |
| s. Naalso | 54 |
| s. Sando | 77 |
| s. Stromo | 44 |
| s. Sudero | 77 |

**White, T. G.,**
*Melbourne, Victoria.*

| | Net Tons |
|---|---|
| Una | 766 |

**White, Vincent S.,**
*St. John, N.B.*

| | |
|---|---|
| Olivia | 117 |
| Valdare | 100 |

**White Wings Ship Co.,**
*Quebec.*

| | |
|---|---|
| White Wings | 396 |

**Whitefield, John,**
*Clovelly, co. Devon.*

| | |
|---|---|
| Polly & Emily | 134 |

**Whitehead, Miss A.,**
*Scarlet Street, Drogheda, Ireland.*

| | |
|---|---|
| Courier | 102 |

**Whitehouse, William J.,**
and others,
*Brook Street Pier, Franklin Wharf, Hobart, Tasmania.*

| | |
|---|---|
| s. Nubeena | 93 |

**Whitelaw, T. P. H.,**
*San Francisco, U.S.*

| | |
|---|---|
| Alexander | 192 |
| Dominion | 1256 |
| La Ninfa | 120 |
| Samson | 206 |

**Whiteleaf S. S. Co., Ld.,**
23A, *Great St. Helen's, London, E.C.*
*See* J. WHITE.

**Whitelegg, T. D.,**
21, *Broomfield Gardens, Richmond, Surrey.*

| | |
|---|---|
| s. Bessie | 90 |

**Whiteway & Ball,**
1, *North Quay, Torquay, Devonshire.*

| | |
|---|---|
| s. Torbryan | |
| s. Torquay | 426 |
| s. Torwood | 365 |

**Whitley, John,**
1, *St. Mark's Road, Jersey.*

| | |
|---|---|
| Rambler | 77 |

**Whitman, Arthur N.,**
*Halifax, N.S.*

| | |
|---|---|
| Geraldine | 140 |

**Whitman, G.,**
*Montague, P.E.I.*

| | |
|---|---|
| Matilda | 298 |

**Whitmoore, J. O.,**
*Trinity Cottage, West Street, Harwich.*

| | |
|---|---|
| Dunkerque | 69 |

**Whitmore, J. F.,**
*Rockland, Maine, U.S.*

| | |
|---|---|
| Fannie Whitmore | 587 |

**Whitmore, John,**
*Harwich.*

| | Net Tons |
|---|---|
| Hesper | 114 |

**Whitmore, P. M.,**
*Bath, Maine, U.S.*

| | |
|---|---|
| James Nesmith | 1663 |

**Whitney, David, Jr.,**
*Detroit, Michigan, U.S.*

| | |
|---|---|
| s. Merida | 2610 |

**Whitney, W.,**
*San Francisco, California, U.S.*

| | |
|---|---|
| Jessie Minor | 248 |

**Whitstable Shipping Co., Ld.,**
*Whitstable, Kent.*

| | |
|---|---|
| Albert T. Young | 278 |
| Anne & Sophia | 195 |
| Clyde | 186 |
| Conoid | 168 |
| Emily | 196 |
| Empress | 120 |
| Estafette | 277 |
| Eureka | 151 |
| Gratitude | 298 |
| Herbert | 245 |
| Invicta | 178 |
| John Pitcairn | 257 |
| Joseph | 195 |
| Lady Flora Hastings | 155 |
| Laura | 174 |
| Lena | 162 |
| Masonic | 156 |
| Onyx | 132 |
| Pinta | 199 |
| Promise | 168 |
| Resolute | 216 |
| Sela | 178 |
| Stag | 209 |
| Star of the North | 164 |
| Star of the Ocean | 176 |
| T. W. Dodd | 160 |
| Thames | 162 |
| Venus | 196 |
| Zebrina | 169 |

**Whittall, C., & Co.,**
*Smyrna.*

| | |
|---|---|
| s. Mary (*Gross*) | 30 |

**Whittall, James,**
9, *Fenchurch Avenue, London, E.C.*

| | |
|---|---|
| s. Irene | 826 |

**Whitteron, Joseph,**
*Knottingley, Yorkshire.*

| | |
|---|---|
| Isabella Helen | 98 |

**Whittingham, J.,**
*Melbourne, Victoria.*

| | |
|---|---|
| Ivanhce | 1383 |

**Whittles, Pallister, & Co.,**
22, *King Street, South Shields.*

| | |
|---|---|
| s. Benalder | 562 |
| s. Kottingham | 784 |
| s. Mula | 452 |

**Whitwill, Mark, & Son,**
*Grove Avenue, Queen Square, Bristol.*
(Great Western Steam Ship Co., Ld.).

| | |
|---|---|
| s. Hereford | 1709 |
| s. Monmouth | 1603 |
| s. Oxford | 1892 |
| s. Worcester | 1894 |

**Whorf, Philip A.,**
*Provincetown, Mass., U.S.*

| | Net Tons |
|---|---|
| Grace F. Littleton | 161 |

**Wiarda, I. & S.,**
*Harlingen, Holland.*

| | |
|---|---|
| Mercurius | 349 |
| Neptunus | 355 |
| Zeemeeuw | 350 |

**Wiborg, N.,**
*Kragerö, Norway.*

| | |
|---|---|
| Bertha | 402 |
| s. Krystal | 248 |
| Urda | 161 |

**Wiborg, Peder,**
*Drammen, Norway.*

| | |
|---|---|
| Argus | 155 |
| Christiane | 985 |
| Finn | 213 |
| Gemsen | 147 |

**Wiborg, S.,**
*Kragerö, Norway.*

| | |
|---|---|
| Valentine | 263 |

**Wicander, C.,**
*Brännkyrkagatan 58, Stockholm, Sweden.*

| | |
|---|---|
| s. A. Wicander | 716 |
| s. H. Wicander | 767 |

**Wichards, Carl,**
*Bollwerk 81, Stettin, Germany.*

| | |
|---|---|
| Adelheid | 213 |
| Carl Johann | 300 |

**Wick and Pulteneytown Harbour Trustees,**
*Wick, Caithness.*
*See* D. W. GEORGESON.

**Wick & Pulteneytown Stm. Ship Co., Ld.**
(Manager—George Jamieson),
19, *Telford Street, Pulteneytown, Wick.*

| | |
|---|---|
| s. Saint Fergus | 211 |

**Wickberg, C. G.,**
*Östersund, Sweden.*

| | |
|---|---|
| Cecilia | 335 |
| Gustaf Adolf | 304 |
| Mathilda | 545 |
| (Essviks Rederiaktieb.) | |
| Aurora | 299 |

**Wickman, M.,**
*Skillinge, Sweden.*

| | |
|---|---|
| Minerva | 136 |

**Widestedt, E. W.,**
*Sundsvall, Sweden.*

| | |
|---|---|
| Armida | 264 |

**Widger, George E.,**
119, *Northern Road, Southampton.*

| | |
|---|---|
| Aldersons | 210 |

**Widholm, G. L.,**
*Sundsvall, Sweden.*
(Skeppsrederiaktieb. Sundsvall.)

| | |
|---|---|
| Aracan | 695 |
| Curry Treffenberg | 418 |
| Eqvator | 511 |
| Prima | 504 |
| Svea | 604 |
| Sylphide | 342 |

**Wiekmann, J.,**
*Rutern, Riga, Russia.*

| | Net Tons |
|---|---|
| Woldemar | 213 |

**Wiel, A. M.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| Hvideörn | 561 |

**Wiel-Gedde, C.,**
*Fredrikshald, Norway.*

| | |
|---|---|
| New Granada | 312 |

**Wieler, D.,**
*Elbing, Germany.*

| | |
|---|---|
| s. Pinus | 156 |

**Wiersma, J.,**
*Delfzijl, Holland.*

| | |
|---|---|
| Albatros | 320 |

**Wiese, C. K.,**
*Bergen, Norway.*

| | |
|---|---|
| Republik | 583 |

**Wiese, S., & Co.,**
*Fredriksstad, Norway.*

| | |
|---|---|
| s. Union | 362 |

**Wieting, Jul.,**
*Mittelstrasse 2, Bremerhaven, Germany.*

| | |
|---|---|
| s. Neck | 55 |
| s. Nereid | 55 |
| s. Nereus | 56 |
| s. Nixe | 58 |
| s. Nymphe | 54 |
| s. Pollux | 898 |

**Wigan Coal & Iron Co., Ld.,**
65, *South John Street, Liverpool.*

| | |
|---|---|
| s. Balniel | 217 |

**Wigelius, V.,**
*Raumo, Finland.*

| | |
|---|---|
| Nanny | 153 |

**Wighton, W.,**
*Grange of Barry, Carnoustie, Forfarshire.*

| | |
|---|---|
| s. Adam Smith | 156 |

**Wihtol, C.,**
*Dünamündsche, Strasse, No. 15, Hagensberg, Riga, Russia.*

| | |
|---|---|
| Banga | 225 |

**Wijkström, Gustaf L.,**
*Oscarshamn, Sweden.*

| | |
|---|---|
| Tjelvar | 183 |

**Wiklund, C. M.,**
*Norrsund, Roslagsbro, Sweden.*

| | |
|---|---|
| Amalie | 212 |
| Emma | 243 |
| Johan | 167 |
| Wilk | 271 |

**Wikström., R.,**
*Hangö, Finland.*

| | |
|---|---|
| Foreningen | 124 |

**Wilberg, Th. A.,**
*Fredriksstad, Norway.*

| | Net Tons |
|---|---|
| s. Trafik I | 70 |
| s. Trafik II | 71 |

**Wilckens, H. J. L.**
(Managers—Rettmeyer & Hessenmüller.)
38, *Stubbenhuk, Hamburg, Germany.*

| | |
|---|---|
| Bonito | 223 |
| Eitel Fritz | 407 |
| Hans | 485 |
| Heinrich Bötel | 500 |
| Joaquim | 279 |
| Man-Zu | 511 |
| Victoria | 512 |

**Wilcox, Porter, T.,**
*Louisburg, C.B.*

| | |
|---|---|
| L. P. Churchill | 113 |

**Wild, J., & Co.,**
*Tönsberg, Norway.*

| | |
|---|---|
| s. Calliope | 912 |

**Wilder, W. C.,**
*Honolulu, Hawaii.*

| | |
|---|---|
| Leahi | 557 |

**Wilder's S. S. Co.,**
*Honolulu, Hawaii.*

| | |
|---|---|
| s. Claudine | 609 |
| s. Hawaii | 227 |
| s. Kilauea Hou | 153 |
| s. Kinau | 773 |
| s. Lehua | 129 |
| s. Likelike | 382 |

**Wile, James N.,**
*Pt. Medway, N.S.*

| | |
|---|---|
| Arizona | 99 |

**Wilhelmsen, A.,**
*Christiania, Norway.*

| | |
|---|---|
| Agra | 604 |
| Anna | 804 |
| Silome | 412 |

**Wilhelmsen, P.,**
*Skaarupör, Svendborg, Denmark.*

| | |
|---|---|
| James Duncan | 321 |

**Wilhelmsen, Wilh.,**
*Tönsberg, Norway.*

| | |
|---|---|
| Bernadotte | 1404 |
| Chipman | 1083 |
| s. Coringa | 1393 |
| s. Coromandel | 1370 |
| Cosmo | 1220 |
| Enterprise | 1461 |
| s. Guernsey | 1866 |
| Jarlsberg | 1265 |
| Lindsay | 559 |
| s. Michigan | 1799 |
| s. Saint Andrews | 2009 |
| s. Talabot | 1045 |
| s. Tancred | 786 |
| s. Taurus | 1367 |
| s. Tellus | 1948 |
| s. Terrier | 1008 |
| s. Tonsberg | 1096 |
| s. Tordenskjold | 904 |
| s. Transit | 1027 |

**Wilhjelm, P. A.,**
*Rudkjöbing, Denmark.*

| | |
|---|---|
| Victor | 383 |



s. désigne les Vapeurs.

**Wilkens, K. & J.,**
*Veendam, Holland.*

| | Net Tons |
|---|---|
| Eva | 227 |
| Ida | 367 |

**Wilkie & Turnbull,**
(Now Charles Turnbull & Co.),
52, *Tyne Street, North Shields.*

| | |
|---|---|
| s. Fitzroy | 1007 |
| s. Herschel | 1115 |
| s. James Drake | 875 |
| s. Kepler | 1168 |
| s. Lyell | 1558 |

**Willcock, Philip,**
*Pentewan, Cornwall.*

| | |
|---|---|
| Amy | 98 |

**Willcock, Thomas,**
*Fern Leigh, Cheetham, Manchester.*

| | |
|---|---|
| s. Kingfisher | 39 |

**Willcocks, Edward,**
6, *Oakfield Terrace, Cattledown Road, Plymouth.*

| | |
|---|---|
| Priscilla | 163 |

**Willcocks, J.,**
2, *Tamar Terrace, Calstock.*

| | |
|---|---|
| Vistula | 129 |

**Willcocks, Richard,**
*Calstock, Cornwall.*

| | |
|---|---|
| Annie | 149 |

**Willcox, W. A.,**
*Brigus, N.F.L.*

| | |
|---|---|
| Balclutha | 133 |

**Williams, A. (Mrs.),**
*Tal Eifion, Chwilog, Carnarvon, R.S.O.*

| | |
|---|---|
| Aneurin | 70 |

**Williams, A. E.,**
*Victoria House, Laurence Pountney Lane, London, E.C.*
(Palace Steamers, Ld.)

| | |
|---|---|
| s. La Marguerite | |

**Williams, B. B.,**
*Boston, Mass., U.S.*

| | |
|---|---|
| Agenor | 1414 |

**Williams & Co.,**
*Buenos Ayres, Argentine Republic.*

| | |
|---|---|
| Clavo | 574 |

**Williams & Co.,**
*Toronto, Canada.*

| | |
|---|---|
| Speedwell | 182 |

**Williams, C. A., & Co.,**
*New London, Connecticut, U.S.*

| | |
|---|---|
| Era | 127 |

**Williams, Charles F.,**
20, *Walker Terrace, Plymouth.*

| | |
|---|---|
| Charles Francis | 76 |

**Williams, D. M. (Mrs.),**
*Iyddyniol, Abererch, Carnarvonshire.*

| | Net Tons |
|---|---|
| Water Bird | 84 |

**Williams, Daniel S.,**
*Lanoka, Ocean County, New Jersey, U.S.*

| | |
|---|---|
| Haroldine | 1294 |
| Job H. Jackson | 494 |
| Job Jackson, jun. | 1101 |

**Williams, David,**
*Newcastle, N.S.W.*

| | |
|---|---|
| Minora | 249 |

**Williams, Dimond & Co.,**
*San Francisco, U.S.*

| | |
|---|---|
| John G. North | 320 |

**Williams, E.,**
*Gweek, Cornwall.*

| | |
|---|---|
| Twins | 86 |

**Williams, E.,**
1, *Bodlondeb Terrace, Port Dinorwic, Carnarvon.*

| | |
|---|---|
| Margaret & Mary | 80 |

**Williams, E.,**
63, *Madoc Street, Portmadoc.*

| | |
|---|---|
| Laura Griffith | 79 |

**Williams, E. H.,**
*Hartford, Connecticut, U.S.*

| | |
|---|---|
| s. City of Springfield | 1047 |

**Williams, Edward,**
*Aberayron, Cardigan.*

| | |
|---|---|
| s. Ianthe | 83 |
| s. Norseman | 86 |

**Williams, Ellis,**
*Talsarnau, Merionethshire.*

| | |
|---|---|
| Edwin | 142 |

**Williams, G.,**
*Scorrier, Cornwall.*

| | |
|---|---|
| s. Salisbury | 94 |

**Williams, G. M.,**
*Philadelphia, U.S.*

| | |
|---|---|
| s. Martha E. McCabe | 254 |

**Williams, G. W.,**
*Portland, Oregon, U.S.*

| | |
|---|---|
| s. Bandorille | 99 |

**Williams & Hedley,**
*Newport, Mon.*

| | |
|---|---|
| s. Sea Fisher | 3 |

**Williams, Hugh,**
*Brynmor House, Moelfra, Anglesea.*

| | |
|---|---|
| Two Brothers | 76 |

**Williams, Hugh,**
*Roche Terrace, Portmadoc, Carnarvon.*

| | |
|---|---|
| Nanhoron | 126 |

**Williams, J.,**
3, *Clogwyn Terrace, Harlech.*

| | Net Tons |
|---|---|
| River Clyde | 460 |

**Williams, J.,**
*Goderich, Ontario.*

| | |
|---|---|
| Sephie | 261 |

**Williams, J., & Co.,**
27, *Bridge Street, Aberystwith.*

| | |
|---|---|
| Glad Tidings | 83 |

**Williams, James Herbert,**
*Featherstone Street, Wellington, N.Z.*

| | |
|---|---|
| s. Duco | 26 |
| s. Moa | 110 |
| s. Wakatu | 95 |

**Williams, J. T.,**
*New York, U.S.*

| | |
|---|---|
| John T. Williams | 230 |

**Williams, J. T.,**
*Seaford, Del., U.S.*

| | |
|---|---|
| Lizzie A. Williams | 179 |

**Williams, John,**
*Toronto, Canada.*

| | |
|---|---|
| Sir C. T. van Straubenzee | 317 |

**Williams, John,**
*Minfordd, Merioneth.*

| | |
|---|---|
| Edward Arthur | 130 |

**Williams, John,**
*Borth, Portmadoc.*

| | |
|---|---|
| Samuel Holland | 131 |

**Williams, John T.,**
35, *Queen's Buildings, Dale Street, Liverpool.*

| | |
|---|---|
| s. Isle of Anglesey | 783 |

**Williams, John T.,**
*Newquay, Cornwall.*

| | |
|---|---|
| Gavenwood | 100 |
| Mountblairy | 110 |

**Williams, Jones, & Co.,**
*Llanberis, Carnarvon.*

| | |
|---|---|
| Glandinorwig | 1081 |

**Williams, Joseph,**
18, *Ralth Street, Borth, Portmadoc.*

| | |
|---|---|
| Idea | 61 |

**Williams, L.,**
*Taunton, Mass., U.S.*

| | |
|---|---|
| William L. Roberts | 725 |

**Williams, L., jun.,**
1, *Bangor Street, Port Dinorwic, Carnarvonshire.*

| | |
|---|---|
| Ann & Ellen | 110 |
| Polly Preston | 98 |

**Williams, R. E.,**
*Devon House, Bangor, Carnarvonshire.*

| | |
|---|---|
| Mary | 79 |

**Williams, Rees,**
*Eagle House, South Beach, Pwllheli.*

| | Net Tons |
|---|---|
| Eagle | 214 |

**Williams, Richard,**
6, *High Street, Borth, R.S.O., Cardigan.*

| | |
|---|---|
| Ocean Belle | 171 |

**Williams, Richard, jun.,**

| | |
|---|---|
| s. Flamborough | 639 |

**Williams, Richard H.,**
*Cuddra Ho., St. Austell, Cornwall.*

| | |
|---|---|
| Fortunate | 95 |
| Maria | 119 |

**Williams, Robert,**
78, *High Street, Portmadoc.*

| | |
|---|---|
| Palestine | 211 |

**Williams, Samuel,**
*Victoria, B.C.*

| | |
|---|---|
| s. Barbara Boscowitz | 239 |

**Williams, T.,**
*Philadelphia, U.S.*

| | |
|---|---|
| Omer | 181 |

**Williams, T., & Co.,**
14, *Water Street, Liverpool.*
(Cambrian Line.)

| | |
|---|---|
| Cambrian Chieftain | 1453 |
| Cambrian Hills | 1632 |
| Cambrian King | 1638 |
| Cambrian Monarch | 1306 |
| Cambrian Prince | 1349 |
| Cambrian Princess | 1350 |
| Cambrian Queen | 1300 |
| Cambrian Warrior | 1383 |

**Williams, Thomas,**
*Aberdovey, Merioneth.*

| | |
|---|---|
| Cambrian | 80 |

**Williams, Torrey & Feild, Ld.,**
108, *Fenchurch Street, London, E.C.*
(Atlantic Transport Co., Ld.)

| | |
|---|---|
| s. Maine | 1690 |
| s. Manitoba | 3653 |
| s. Maryland | 1650 |
| s. Massachusetts | 3654 |
| s. Michigan | 2383 |
| s. Minnesota | 2080 |
| s. Mississipi | 2388 |
| s. Missouri | 1858 |
| s. Montana | 1804 |

**Williams, W. J.,**
7, *New Street, Carnarvon.*

| | |
|---|---|
| Marwood | 79 |

**Williams, William,**
*Kingsland Saw Mills, Sea Beach, Holyhead.*

| | |
|---|---|
| s. Hercules | 79 |

**Williams, William,**
*Bryn Siriol, Llanallgo, Anglesea.*

| | |
|---|---|
| Eliza | 76 |

**Williams, William,**
*The Finger, Lansadwrn, co. Anglesea.*

| | |
|---|---|
| Fomalhaut | 72 |

**Williams, William H.,**
3, *Glencross Villas, Newquay, Cornwall.*

| | Net Tons |
|---|---|
| Fairy Flower | 100 |
| Fairy Maid | 100 |
| Look Out | 152 |

**Williams, William, J.,**
*Lowestoft.*

| | |
|---|---|
| Sam J. Dobson | 59 |

**Williamson & Day,**
*Steinhöft 20, Hamburg, Germany.*

| | |
|---|---|
| Castor | 680 |
| Helios | 999 |
| Norma | 432 |
| Orion | 360 |
| Sirius | 494 |
| Taurus | 497 |

**Williamson, John,**
7, *Bridge Wharf, Broomielaw, Glasgow.*

| | |
|---|---|
| s. Ardmore | 30 |
| s. Benmore | 32 |

**Williamson, J. & T.,**
*Kirkcudbright.*

| | |
|---|---|
| Jane | 90 |

**Williamson, Milligan & Co.,**
*Old Castle Buildings, Preeson's Row, Liverpool.*

| | |
|---|---|
| Cedric the Saxon | 1619 |
| Marmion | 788 |
| s. Peveril | 1975 |
| Roderick Dhu | 1642 |
| Talisman | 1158 |
| s. Waverley | 2022 |

**Williamson, R., & Son,**
*Workington.*

| | |
|---|---|
| Centesima | 2796 |
| s. Holme Wood | 99 |
| Inglewood | 997 |
| Silvercrag | 1897 |

**Williamson, Thomas,**
*Oakhurst, Cockermouth, Cumberland.*

| | |
|---|---|
| Cumberland | 1740 |
| Whinlatter | 1320 |

**Williamson, William C.,**
14, *Berkeley Terrace, Glasgow.*

| | |
|---|---|
| s. Rumleigh | 30 |

**Willings, T. R.,**
19, *James Street, Liverpool.*

| | |
|---|---|
| s. Amethyst | 872 |
| s. Teutonia | 1550 |

**Willis, John, & Son,**
*Fenchurch Buildings, Fenchurch Street, London, E.C.*

| | |
|---|---|
| Blackadder | 917 |
| Coldinghame | 1059 |
| Cutty Sark | 921 |
| Dharwar | 1300 |

**Williscroft, George,**
*Georgetown, B.C.*

| | |
|---|---|
| s. Nell | 125 |

**Wills, Frank C.,**
*St. John's, N.F.L.*

| | |
|---|---|
| Plymouth | 199 |

### Wills, G. H., & Co.,
59, *Mount Stuart Square, Cardiff.*

| | Net Tons |
|---|---|
| s. Cairo | 1381 |
| s. Cameo | 1450 |
| s. Carlo | 786 |
| s. Congo | 1335 |
| (Castro Steam Ship Co., Ld.) | |
| s. Corso | 777 |

### Wills, William S.,
*Regia House, Teignmouth.*

| | |
|---|---|
| s. Regia | 2 |

### Willson, W. B.,
13, *Chamber of Commerce, Baltimore, U.S.*

| | |
|---|---|
| Amy | 665 |
| Severn | 1125 |

### Wilmington Steamboat Co.
(Manager—J. Wilson),
*Chestnut Street Wharf, Philadelphia, U.S.*

| | |
|---|---|
| s. Brandywine | 215 |
| s. City of Chester | 328 |

### Wilmington S.S. Co.,
*Wilmington, N.C.*

| | |
|---|---|
| s. Neuse | 487 |

### Wilson, A.,
*Perth.*

| | |
|---|---|
| Helen West | 99 |

### Wilson, A. O.,
*Gothenburg, Sweden.*

| | |
|---|---|
| s. Saint George | 1240 |

### Wilson, Albert D.,
*Cambridge, Queen's co., N.B.*

| | |
|---|---|
| Beaver | 192 |
| Lynx | 124 |

### Wilson, Alexander,
28, *Shore, Macduff, Banff.*

| | |
|---|---|
| Gladstone | 144 |

### Wilson & Armstrong,
*Maritime Buildings, Quayside, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Commonwealth | 550 |

### Wilson, Bradford,
*Southport, Conn., U.S.*

| | |
|---|---|
| Sarah A. Falconer | 107 |

### Wilson Bros.,
*San Francisco, U.S.*

| | |
|---|---|
| Charles R. Wilson | 328 |

### Wilson, C. H.
*See* T. Wilson, Sons & Co.

### Wilson & Finlayson,
128, *Hope Street, Glasgow.*

| | |
|---|---|
| America | 1200 |
| Dunkeld | 978 |

### Wilson, G., & Son,
*Dalbeattie, Kirkcudbright.*

| | |
|---|---|
| Return | 90 |

### Wilson, H., & Co.,
*Whitby.*

| | Net Tons |
|---|---|
| s. Alacrity | 1412 |
| s. Blenheim | 1547 |

### Wilson, Hart & Co., Ld.,
*Marybro, Queensland.*

| | |
|---|---|
| Lavina | 119 |
| s. Sylvan | 113 |

### Wilson, J.,
22, *Oswald Street, Glasgow.*

| | |
|---|---|
| Loch Awe | 1053 |
| Loch Eck | 1641 |
| Loch Linnhe | 1382 |
| Loch Ranza | 1075 |

### Wilson, J. T.,
*Havre de Grace, Maryland, U.S.*

| | |
|---|---|
| River Queen | 123 |

### Wilson, J. W.,
52, *Front Street, New York, U.S.*

| | |
|---|---|
| Flora Woodhouse | 453 |

### Wilson, John,
65, *Irvine Place, Aberdeen.*

| | |
|---|---|
| s. Bosphorus | 26 |
| s. J. P. Rennoldson | 36 |

### Wilson, John H.,
*Exchange Buildings, Cardiff.*

| | |
|---|---|
| s. Renfrew | 1350 |

### Wilson, John T. T.,
65, *Irvine Place, Aberdeen.*

| | |
|---|---|
| s. Belcher | 43 |
| s. Bendigo | 39 |

### Wilson, R.,
c/o C. W. Kellock & Co.,
*Walmer Buildings, Water Street, Liverpool.*

| | |
|---|---|
| s. Bessarabia | 1025 |

### Wilson, Sons & Co., Ld.,
7, *Drapers' Gardens, London, E.C.*

| | |
|---|---|
| s. Dauntless | 14 |
| s. Emperor | 56 |
| Mary Mark | 271 |

### Wilson & Symonds,
*Bute Docks, Cardiff.*

| | |
|---|---|
| s. John Byng | 487 |
| s. Norah | 931 |

### Wilson, Thomas A.,
*Bridgewater, N.S.*

| | |
|---|---|
| Stranger | 540 |
| Tyree | 285 |

### Wilson, T., Sons & Co., Ld.,
*Hull.*

| | |
|---|---|
| s. Albano | 691 |
| s. Alecto | 2341 |
| s. Angelo | 970 |
| s. Argo | 489 |
| s. Ariosto | 1545 |
| s. Bassano | 1183 |
| s. Borodino | 836 |
| s. Bravo | 696 |
| s. Bruno | 424 |
| s. Buffalo | 2909 |
| s. Cairo | 1085 |
| s. Calypso | 835 |
| s. Cameo | 826 |
| s. Cato | 701 |
| s. Chicago | 1750 |
| s. Clio | 1779 |

(*Continued.*)

### Wilson, T., Sons & Co., Ld.
(*continued.*)

| | Net Tons |
|---|---|
| s. Colorado | 2787 |
| s. Como | 990 |
| s. Congo | 1892 |
| s. Defiance | 27 |
| s. Dido | 911 |
| s. Domino | 603 |
| s. Douro | 1569 |
| s. Draco | 1113 |
| s. Dynamo | 319 |
| s. Ebro | 1591 |
| s. Egyptian Monarch | 2552 |
| s. Eldorado | 828 |
| s. Erato | 970 |
| s. Fido | 617 |
| s. Finland | 1170 |
| s. Flamingo | 550 |
| s. Francisco | 2971 |
| s. Galileo | 2011 |
| s. Gitano | 820 |
| s. Gozo | 644 |
| s. Grodno | 1116 |
| s. Hero | 671 |
| s. Hetty | 334 |
| s. Hidalgo | 1034 |
| s. Hindoo | 2347 |
| s. Horatio | 2078 |
| s. Humber | 386 |
| s. Iago | 1550 |
| s. Juno | 701 |
| s. Kelso | 702 |
| s. Kolpino | 1518 |
| s. Kovno | 1094 |
| s. Leo | 704 |
| s. Lepanto | 1500 |
| s. Livorno | 941 |
| s. Lorenzo | 2031 |
| s. Lydian Monarch | 2634 |
| s. Malmo | 466 |
| s. Marengo | 1509 |
| s. Martello | 2439 |
| s. Mikado | 2306 |
| s. Milo | 674 |
| s. Montebello | 1116 |
| s. Mourino | 1027 |
| s. Murillo | 1556 |
| s. Nero | 685 |
| s. Orlando | 997 |
| s. Othello | 1934 |
| s. Otranto | 1914 |
| s. Palermo | 1073 |
| s. Panther | 590 |
| s. Persian Monarch | 2569 |
| s Plato | 518 |
| s. Polo | 268 |
| s. Rialto | 1799 |
| s. Rinaldo | 1287 |
| s. Rollo | 1022 |
| s. Romeo | 1089 |
| s. Rosario | 1239 |
| s. Salerno | 1653 |
| s. Sappho | 722 |
| s. Silvio | 939 |
| s. Sorrento | 1775 |
| s. Tasso | 865 |
| s. Thomas Wilson | 973 |
| s. Toledo | 1149 |
| s. Torpedo | 279 |
| s. Urbino | 1543 |
| s. Volo | 841 |
| s. Volturno | 1537 |
| s. Yeddo | 1213 |
| s. Zebra | 351 |

### Wilson Transit Co.
(T. H. Wilson),
*Cleveland, Ohio.*

| | |
|---|---|
| s. Spokane | 1465 |
| s. Yuma | 1829 |

### Wimmer, J., & Co.,
*Rua Magdalena 45, 2°, Lisbon, Portugal.*

| | |
|---|---|
| Nada | 430 |
| Padosa | 656 |
| Saturnus | 608 |

### Winchell, P. S., Bottern & Co.,
*Nakskov, Denmark.*

| | |
|---|---|
| Hebe | 109 |

### Winchester, J. H., & Co.,
135, *Pearl Street, New York, U.S.*

| | |
|---|---|
| Portland Lloyds | 1242 |
| William G. Davis | 1589 |

### Wincott, Cooper & Co.,
3, *Brabant Court, Philpot Lane, London, E.C.*

| | Net Tons |
|---|---|
| s. Southern Cross | 3311 |

### Winder,
*Plymouth.*

| | |
|---|---|
| Orestes | 57 |

### Windram, G., & Co.,
12, *Drury Lane, Liverpool.*

| | |
|---|---|
| Ellerslie | 1346 |
| W. H. Corsar | 1325 |
| Wiscombe Park | 2075 |

### Wing, J. & W. R.,
133, *Union Street, New Bedford, Mass., U.S.*

| | |
|---|---|
| A. R. Tucker | 138 |
| Abraham Barker | 380 |
| Alice Knowles | 288 |
| Cape Horn Pigeon | 201 |
| Charles W. Morgan | 298 |
| Kathleen | 195 |
| Morning Star | 226 |
| Sunbeam | 243 |
| Triton | 252 |

### Wingaard, O.,
*Christiansund, Norway.*

| | |
|---|---|
| Lillie | 292 |

### Wingaard, O. S.,
*Christiansund, Norway.*

| | |
|---|---|
| Alida | 380 |
| Elizabeth | 342 |
| Elmwood | 343 |

### Winge & Co.,
*Christiania, Norway.*

| | |
|---|---|
| s. Albert Dumois | 662 |
| s. Bremen | 211 |
| s. Christiania | 339 |
| s. Dovre | 282 |
| s. Drammen | 431 |
| s. Johanna | 272 |
| Magnus Lagaböter | 407 |
| Savannah | 1385 |
| Statsraad Broch | 303 |
| Therese | 619 |
| (Actieselskabet Jötun). | |
| s. Henry Dumois | 601 |

### Winkler, J. L.,
*Drontheim, Norway.*

| | |
|---|---|
| Sophie | 371 |

### Winlo, John, & Co.,
42, *Charlotte Street, South Shields.*

| | |
|---|---|
| s. Great Britain | 12 |

### Winnaert, L.,
*Dunkirk, France.*

| | |
|---|---|
| Laborieux | 147 |
| Sancta Maria | 214 |

### Winship, John, & Co.,
*Akenside Hill, Newcastle-on-Tyne.*

| | |
|---|---|
| Belle Flower | 375 |

### Winslow, F. E.,
*Boston, Mass., U.S.*

| | |
|---|---|
| Erie | 219 |

### Winslow, Geo. M., & Co.,
*Boston, Mass., U.S.*

| | Net Tons |
|---|---|
| s. G. M. Winslow | 99 |

### Winslow, J. S., & Co.,
135, *Commercial Street, Portland, Maine, U.S.*

| | |
|---|---|
| Addie Charleson | 626 |
| Alice | 479 |
| Arthur C. Wade | 665 |
| Au Sable | 568 |
| Bertha Warner | 429 |
| C. C. Chapman | 1570 |
| Carrie Winslow | 944 |
| Edmund Phinney (*Gross*) | 751 |
| Eleazer W. Clark | 888 |
| Falmouth | 425 |
| Florence | 664 |
| Fred Jackson | 278 |
| Gertrude L. Trundy | 461 |
| Isaac Jackson | 586 |
| Jacob S. Winslow | 865 |
| Jessie McGregor | 579 |
| John B. Coyle | 651 |
| Kate | 561 |
| Lizzie E. Dennison | 502 |
| Lucile | 1329 |
| Lucy A. Davis | 596 |
| Luis G. Rabel | 553 |
| Major Pickands | 935 |
| Payson Tucker | 661 |
| R. F. Pettigrew | 885 |
| Samuel H. Nickerson | 718 |
| Sarah & Ellen | 553 |
| Sebago | 292 |
| Uranus | 344 |

### Winsmore, R. J.,
109, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| John C. Sweeney | 377 |

### Winsmore, Thomas,
123, *Walnut Street, Philadelphia, U.S.*

| | |
|---|---|
| Emily F. Northam | 316 |
| Emma J. Meyer | 392 |
| Fannie Kimmey | 365 |
| Robert W. Dasey | 339 |
| Thomas Winsmore | 414 |

### Winsnes, Chr.,
*Skien, Norway.*

| | |
|---|---|
| Löveid | 452 |
| Nornen | 242 |

### Winter, C. G. O.,
*Carlskrona, Sweden.*

| | |
|---|---|
| s. Baltic | 216 |
| s. Karlshamn | 214 |
| s. Örvar Odd | 163 |

### Winter, Charles T.,
*Pilot Office, Georgetown, Demerara.*

| | |
|---|---|
| Ibis | 89 |

### Winter, E. C.,
*Hart Strasse 27, Rostock, Germany.*

| | |
|---|---|
| J. Schoentjes | 363 |

### Winter, Sir J. S., K.C.M.G.,
*St. John's, N.F.L.*

| | |
|---|---|
| Prince Le Boo | 231 |

### Winterflood, Charles S.,
*Guernsey.*

| | |
|---|---|
| Augia | 182 |

### Winterflood, R.,
24, *Newton Street, Hull.*

| | |
|---|---|
| E. Birkbeck | 87 |



s. désigne les Vapeurs.

### Winters, Carl H. H.,

*Bremen, Germany.*

| | Net Tons |
|---|---|
| Carl | 953 |
| Fahrwohl | 1333 |
| Khorasan | 1035 |
| Margaretha | 747 |
| Professor Koch | 1400 |
| Ruthin | 1178 |
| Windsbraut | 1256 |

### Winther, P. N.,

*Nordby, Fanö, Denmark.*

| | |
|---|---|
| Amete | 292 |
| Casma | 638 |
| Dania | 362 |
| Erna | 397 |
| Mærdor | 266 |
| Nordby | 601 |
| Prins Valdemar | 1239 |
| Prinsesse Marie | 1288 |
| Serapis | 965 |
| Wilhelmine | 842 |

(Nordby Actieselskabet.)

| | |
|---|---|
| Doris Brodersen | 647 |

### Wirkki, J.,

*Björkö, Finland.*

| | |
|---|---|
| Sara | 533 |

### Wirolaynen, F.,

*St. Johannis, Finland.*

| | |
|---|---|
| Frederick | 273 |

### Wirtjes, A.,

*Weener, Germany.*

| | |
|---|---|
| Anna | 107 |
| Papenburg | 247 |

### Wise, Frederick H.,

*Old Wharf, Hobart, Tasmania.*

| | |
|---|---|
| s. Monarch | 60 |

### Wise, W. H.,

*Brockweir, via Coleford, Gloucester.*

| | |
|---|---|
| s. Keel Row | 64 |

### Witt & Büsch,

*Neuerwall 39, Hamburg, Germany.*

| | |
|---|---|
| s. Eko | 227 |
| s. Eloby | 118 |
| s. Europa | 1002 |
| s. Johann | 992 |
| s. M'Pongwe | 114 |

### Wittenberg & Voigt,

35, *Admiralitätstrasse, Hamburg, Germany.*

| | |
|---|---|
| Margaretha | 126 |
| Pax | 135 |

### Woermann Linie

*See* AFRICANISCHE DAMPFSCHIFFS ACTIEN GESELLSCHAFT.

### Wold, E. H.,

*Fredriksstad, Norway.*

| | |
|---|---|
| Reform | 536 |

### Wolfe, W.,

*Milford Haven; and St. Andrew's Dock and 249, St. George's Road, Hull.*

| | |
|---|---|
| s. General Roberts | 62 |
| s. Her Majesty | 55 |
| s. Nile | 56 |

### Wolff, A. J.,

*Lunenburg, N.S.*

| | Net Tons |
|---|---|
| St. Kilda | 1056 |

### Wolff, Aug., & Co.,

*Langenmarkt 23, Danzig, Germany.*

| | |
|---|---|
| Praesident von Blumenthal | 525 |

### Wollner, J. H.,

*Arendal, Norway.*

| | |
|---|---|
| Maritzburg | 442 |

### Wonninen, P.,

*Impilaks, Finland.*

| | |
|---|---|
| Paavo Nuorempi | 218 |

### Wonson, John F., & Co.,

*East Gloucester, Mass., U.S.*

| | |
|---|---|
| American | 119 |
| Marguerite | 103 |
| Mariner | 108 |
| Meteor | 119 |
| Mystery | 115 |
| Procyon | 108 |
| Rigel | 107 |
| William E. Morrissey | 117 |

### Wontzel, P.,

*Veille, Denmark.*

| | |
|---|---|
| Eden | 313 |

### Wood, B. D., & Sons,

*New Orleans, U.S.*

| | |
|---|---|
| s. B. D. Wood | 112 |

### Wood, Benjamin D.,

512, *Atlantic Avenue, Boston, Mass., U.S.*

| | |
|---|---|
| C. B. Wood | 225 |

### Wood, C. T.,

*Hillsboro, N.B.*

| | |
|---|---|
| Reporter | 149 |

### Wood, George,

302, *Burdett Road, Limehouse, London, E.*

| | |
|---|---|
| Vale Royal | 355 |

### Wood, George,

*Dublin, Ireland.*

| | |
|---|---|
| Hermosa | 126 |

### Wood, James F.,

*Maryborough, Queensland.*

| | |
|---|---|
| s. Pacific | 149 |

### Wood, James Marke,

3, *Commercial Buildings*, 17, *Water Street, Liverpool.*

| | |
|---|---|
| s. Abana | 2713 |
| s. Amana | 2049 |
| s. Arara | 2481 |
| s. Asama | 2450 |
| s. Ataka | 2372 |
| s. Avala | 2415 |

### Wood, John, & Co.,

*Exchange Buildings, W. Hartlepool.*

| | |
|---|---|
| s. Daybreak | 1904 |
| s. Daylight | 1534 |
| s. Dewdrop | 695 |
| s. Embleton | 1060 |
| s. Ipsden | 1120 |
| s. Starlight | 1916 |
| s. Sunlight | 705 |
| s. Sunrise | 723 |
| s. Twilight | 1224 |
| s. Wittekind | 674 |

### Wood, John S.,

*Georgetown, Grand Cayman, Jamaica.*

| | Net Tons |
|---|---|
| Cuba | 297 |

### Wood, M., & Sons,

*Sackville, N.B.*

| | |
|---|---|
| Herbert | 198 |
| Siddartha | 463 |

### Wood, N., & Co.,

27, *Coal Exchange, London, E.C.*

| | |
|---|---|
| s. Black Boy | 296 |
| s. Sardinian | 349 |

### Wood, R. D., & Co.,

400, *Chestnut Street, Philadelphia, U.S.*

| | |
|---|---|
| Eva D. Rose | 100 |
| Maine | 181 |
| Marian | 245 |
| Millville | 347 |

### Wood, William,

*Standard Quay, Faversham.*

| | |
|---|---|
| Tillie E. | 103 |

### Woodbury, H. W.,

*Salem, Mass, U.S.*

| | |
|---|---|
| Margarett | 132 |

### Woodbury & Trask,

*Beverly, U.S.*

| | |
|---|---|
| Maud | 379 |

### Woodhouse & Co.,

*Marsala, Sicily.*

| | |
|---|---|
| Baccante | 65 |

### Woodin, J. C.,

5, *Harrington Street, Liverpool.*

| | |
|---|---|
| Claribel | 427 |
| Emily Watters | 310 |
| Innisfail | 200 |

### Woodland, Actieselskabet,

*Christiania, Norway.*

| | |
|---|---|
| Woodland | 440 |

### Woods, Frederick,

44, *Leadenhall Street, London, E.C.*

| | |
|---|---|
| s. Aldborough | 1518 |
| s. Chatfield | 1904 |
| s. Heathfield | 1398 |
| s. John Bright | 1782 |
| s. Mayfield | 1725 |
| s. Nutfield | 1673 |
| s. Rotherfield | 1343 |
| s. Sandfield | 1294 |
| s. Somerhill | 1498 |
| s. Southwold | 1204 |
| s. Virginia | 1515 |
| s. Wildcroft | 1916 |
| s. Zanzibar | 1919 |

### Woods, H. J. B.,

*St. John's, N.F.L.*

| | |
|---|---|
| Laura | 329 |

### Woods, Richard,

*Christchurch, N.Z.*

| | |
|---|---|
| Clifton | 380 |

### Woodside, William J., & Co.,

104, *Corporation Street, Belfast.*

| | Net Tons |
|---|---|
| s. Bawnmore | 1438 |
| s. De Bay | 1083 |
| Marian Woodside | 1475 |
| Martha C. Craig | 449 |
| Polly Woodside | 648 |
| Watchman | 422 |

(County Steam Ship Co., Ld.)

| | |
|---|---|
| s. County Antrim | 1283 |
| s. County Derry | 1168 |
| s. County Down | 1427 |

(Spencer Shipping Co., Ld.)

| | |
|---|---|
| Jeanie Woodside | 903 |
| Sophie Kirk | 899 |

(Thyatira Shipping Co., Ld.)

| | |
|---|---|
| British American | 1165 |
| Thyatira | 898 |

### Woodward, Wight & Co.,

*Portland, Maine, U.S.*

| | |
|---|---|
| George | 272 |

### Woolcock, James,

*Tregenna Place, St. Ives.*

| | |
|---|---|
| Flower of the Fal | 93 |

### Woolcott, F. G.,

*Croydon, near Sydney, N.S.W.*

| | |
|---|---|
| s. Currajong | 410 |

### Workington & Isle of Man S.S. Co., Ld.,

*Falcon Street, Workington.*

| | |
|---|---|
| s. Herald | 252 |

### Worms, Josse & Co.,

*Allées des Chartres 7, Bordeaux.*

| | |
|---|---|
| s. Sephora | 295 |

### Worms, Josse & Co.,

*Havre, France.*

| | |
|---|---|
| s. Blanche | 518 |
| s. Commandant Franchetti | 582 |
| s. Emma | 880 |
| s. Frédéric Franck | 556 |
| s. Hypolyte Worms | 569 |
| s. Lucie et Marie | |
| s. Marguerite Franchetti | 542 |
| s. Marie | 471 |
| s. Président | 373 |
| s. Sephora | 295 |
| s. Sephora Worms | 873 |
| s. Suzanne et Marie | 873 |
| s. Thérèse & Marie | 1052 |
| s. Ville de Nantes | 556 |

### Worsp, H.,

*Auckland, N.Z.*

| | |
|---|---|
| s. Rose Casey | 37 |

### Worthington, J. H., & Co.,

10, *Tower Chambers, Liverpool.*

| | |
|---|---|
| Cuthona | 1702 |
| Duleep Singh | 1198 |
| Morna | 1437 |

### Woxholth, Chr.,

*Christiansand, Norway.*

| | |
|---|---|
| Lydia | 357 |

### Wrangell, H. M.,

*Haugesund, Norway.*

| | |
|---|---|
| Carl Rosenius | 222 |
| s. Fram | 176 |
| Undine | 968 |

### Wreesmann, S. (Wwe.),

*Leer, Hanover, Germany.*

| | Net Tons |
|---|---|
| Catharina | 121 |
| Marie von Oldendorp | 163 |
| Trientje | 109 |

### Wright, A. (Mrs.),

*Hesketh Bank, Lancashire.*

| | |
|---|---|
| Agnes Glover | 81 |

### Wright, A. W.,

*Summerside, P.E.I.*

| | |
|---|---|
| Hattie Louise | 200 |

### Wright, Bowne & Co.,

34 & 36, *Steuart Street, San Francisco, Cal., U.S.*

| | |
|---|---|
| Bounding Billow | 228 |
| Enterprise | 180 |
| Falcon | 196 |
| Gay Head | 252 |
| Golden Fleece | 121 |
| H. C. Wright | 276 |
| Hidalgo *(Gross)* | 175 |
| Jane Gray | 107 |
| John D. Tallant | 533 |
| Louis Walsh | 1479 |
| Lydia | 313 |
| R. W. Bartlett | 495 |
| Stamboul | 247 |

### Wright, G.,

*Port Hope, Ontario.*

| | |
|---|---|
| s. D. R. Van Allen | 216 |
| Two Brothers | 122 |

### Wright, Graham & Co.

(FALLS LINE),

111, *Union Street, Glasgow.*

| | |
|---|---|
| Falls of Afton | 1829 |
| s. Falls of Bracklinn | |
| Falls of Clyde | 1741 |
| Falls of Dee | 1845 |
| Falls of Ettrick | 2135 |
| Falls of Foyers | 1863 |
| Falls of Garry | 1971 |
| Falls of Halladale | 1977 |
| s. Falls of Inversnaid | 1710 |

### Wright Bros. & Co.,

3, *Great St. Helen's, London, E.C.*

(Straits Steamships, Ld.)

| | |
|---|---|
| s. Omba | 1908 |

### Wright, John,

*Beulah, Gorey, Jersey.*

| | |
|---|---|
| George & Mary | 83 |

### Wright, Joseph,

176, *Victor Street, New Clee, co. Lincoln.*

| | |
|---|---|
| William Wright | 90 |

### Wright, Joseph S., & Co.,

132, *Corporation Street, Belfast.*

| | |
|---|---|
| Amaranth | 1198 |
| Asiana | 1185 |
| Emma Payzant | 828 |
| J. W. Holmes | 893 |

### Wright, L., & Co.,

*Lombard Street, Newcastle-on-Tyne.*

| | |
|---|---|
| s. Eros | 1203 |

### Wright, T. H.,

2814, *Ann Street, Philadelphia, U.S.*

| | |
|---|---|
| Kate E. Gifford | 393 |

**Wright, W. & R.**
(Trustee—R. Hamilton),
28, *Brunswick Street, Liverpool.*
Net Tons
Duchess of Albany ..... 1746

**Wright, William,**
57, *Gracechurch Street, London, E.C.; and Dean Street, South Shields.*
s. Harewood ..... 1665

**Wright, William,**
*Porsgrund, Norway.*
Mimer ..... 330

**Wroldsen, C.,**
*Tvedestrand, Norway.*
Aglaia ..... 162
Anne Marie ..... 267
August Tellefsen ..... 738
C. Wroldsen ..... 524
Ganger Rolf ..... 366
Primus ..... 266
Simeon ..... 749
Susanne ..... 516
Tana ..... 242

**Wulff, Vald. E.,**
*Copenhagen, Denmark.*
(Dansk. Petroleums Aktieselskab.)
s. Christine ..... 1422

**Wurtele, Ernest F.,**
*Quebec.*
s. Mistassini ..... 157
s. Peribonca ..... 113

**WykerDampschiffsRhederei** Gesellschaft,
*Wyk, Föhr, Germany.*
s. Nordfrissland .....

**Wyllie, James & Alexander,**
*Troon, Ayrshire.*
s. Corra Linn ..... 506
s. Duke of Portland ..... 972
s. Lord Aberdeen ..... 842
s. Lord Ailsa ..... 831
s. Lord Rosebery ..... 777
s. Mandarin ..... 406
s. Turgot ..... 697

**Wyllie, Robert,**
*Troon, Ayrshire.*
Aurora ..... 232

**Wyness, J. F.,**
*Provost Blaikies Quay, Aberdeen.*
(Bon Accord Slate Merchant Co., Ld.)
Elizabeth Bennett ..... 132

**Wynne & Barends,**
*Delfzijl, Holland.*
Lucina ..... 303

**Wyse, Charles C.,**
*Keighly Street, Rangoon.*
s. Ajax ..... 177
Annie ..... 106

# X

**Xalaigioglu, D.,**
*Odessa, Russia.*
Net Tons
Eutychia ..... 152

**Xenos, A.,**
*Syra, Greece.*
Ydra ..... 292

**Xenou, M. H. D.,**
*Syra, Greece.*
Kyriakoula ..... 199

**Xigga, G.,**
*Venice, Italy.*
Annetta ..... 392
Giurko ..... 458

# Y

**Yabe Yosaku,**
*Osaka, Japan.*
s. Kongo Maru ..... 285

**Yacoob, Bender Erekleelee** Hajee Veli Ahmed Zadeh, & Bros.,
*Heraclea, Asiatic Turkey.*
Lutfi Bahri ..... 219

**Yacoob Bey, Hoshalilee** Emir Zadeh Hajee, & Sons,
*Hoshahli, Turkey.*
Selametti Hhair ..... 145

**Yakin Elias, Marmaralee,** & Co.,
*Marmara, Turkey.*
Vangelistra ..... 111

**Yaljee Pandeli Nikolopolo** & Co.,
*Constantinople, Turkey.*
Konstantinos ..... 144

**Yamandi, Katirleelee, & Co.,**
*Katirlee, Turkey.*
Net Tons
Barten ..... 125

**Yamandi, Katirleelee Seelah** oglou, & Co.,
*Katirlee, Turkey.*
Barten ..... 130

**Yamandi Mikail, Simirelee,**
*Simere, Turkey.*
Ayah Yandalimo ..... 163

**Yamandi Mikkhal, Limnilee,**
*Lemnos, Asiatic Turkey.*
Issim Sis ..... 119

**Yan Chong Peng,**
*Hong Kong.*
s. Kian Yang ..... 70
s. Samtor ..... 69

**Yanaki Captan,**
*Constantinople, Turkey.*
Vahran ..... 205

**Yanaki Captan, Aktepolilee,**
*Aktepoli, Turkey.*
Anexarinos ..... 157

**Yanes, Juan, hijos de,**
*Santa Cruz de la Palma, Canary Islands,*
Maria Luisa ..... 273
Verdad ..... 438

**Yangco, Luis R.,**
*Manila, Philippine Islands.*
s. Adelante ..... 100
Farola ..... 101

**Yanni, Aktarpoleelee** Kiriaco, & Co.,
*Aktarpolee, Turkey.*
Aktarpolee ..... 181

**Yanni, Myslee Captan,**
*Mysia, Turkey.*
Taxiadis ..... 167

**Yanni, Sefinadellalee Hajee,** & Co.,
*Sefinadella, Turkey.*
Barten ..... 123

**Yanni, Vassilikoslee Sawah** Hajee, & Co.,
*Vassilikos, Turkey.*
Vangelistra ..... 115

**Yanni Captan,**
*Constantinople, Turkey.*
Ayah Dimitrios ..... 146

**Yanni Captan, Myslee,**
*Mysia, Turkey.*
Ayah Sophia ..... 229

**Yanni Costantin & Co.,**
*Lemnos, Asiatic Turkey.*
Ayah Nicola ..... 137

**Yanni Kalminicola, Sakyzlee Hajee,**
*Scio, Asiatic Turkey.*
Net Tons
Khania ..... 138

**Yanni, Manolaki Captan,**
*Beyrout, Turkey.*
Costanti ..... 144

**Yanni Manyarli,**
*Cashot, Turkey.*
Irene ..... 166

**Yanni Mavridi Captan,**
*Salonica, Turkey.*
Elisabeth ..... 143

**Yanni Mavrodi,**
*Constantinople, Turkey.*
Appolpa ..... 176

**Yanni Nicola,**
*Cashot, Turkey.*
Ayah Nicola ..... 200

**Yanni Nicola Tekfoori,**
*Constantinople, Turkey.*
Ayah Nicola ..... 121

**Yanni Pelimar Captan,**
*Scio, Asiatic Turkey.*
Ayah Nicola ..... 230

**Yanni velideh Marmora,** Sakyzlee,
*Scio, Asiatic Turkey.*
Issim Sis ..... 140

**Yanni velideh Tekfurri,** Vassilikoslee,
*Vassilikos, Turkey.*
Spersiyah ..... 187

**Yanni Yorghi, Vassilikos,**
*Vassilikos, Turkey.*
Artemisia ..... 124

**Yanosas, E.,**
*Piræus, Greece.*
Marigo ..... 297

**Yanoulis, E.,**
*Cassos, Turkey.*
Ayah Nicola ..... 425

**Yarmouth & Shelburne** Steamship Co., Ld.,
*Yarmouth, N.S.*
s. La Tour ..... 105

**Yarmouth Steamship Co.,** Ld.,
*Yarmouth, N.S.*
s. Alpha ..... 212
s. Boston ..... 734
s. City of St. John ..... 447
s. Yarmouth ..... 725

**Yarrar Simon, Bigadoslee,** & Co.,
*Bigados, Turkey.*
Net Tons
Sultan ..... 125

**Yasuoka Yasutaro,**
*Ushioye, Japan.*
s. Aikoku Maru ..... 88

**Yates & Porterfield,**
17 & 19, *William Street, New York, U.S.*
Emily Reed ..... 1489
Irene ..... 467
Liberia ..... 317
Lottie Moore ..... 837
Maggie G. Hart ..... 488
Manson ..... 251
Stephen G. Hart ..... 589

**Yazidji Essad Effendi & Co.,**
*Constantinople, Turkey.*
Petro ..... 180

**Ybarra & Co.,**
*Calle San José, 5, Seville, Spain.*
s. Cabo Creux ..... 1032
s. Cabo Nao ..... 939
s. Cabo Ortegal ..... 1055
s. Cabo Palos ..... 1004
s. Cabo Penas ..... 1116
s. Cabo Prior ..... 630
s. Cabo Quejo ..... 1118
s. Cabo Roca ..... 1151
s. Cabo San Antonio ..... 1124
s. Cabo San Sebastian ..... 985
s. Cabo San Vicente ..... 1164
s. Cabo Santa Maria ..... 105
s. Cabo Silleiro ..... 630
s. Cabo Tortosa ..... 989
s. Cabo Trafalgar ..... 992
s. Ibaizabal ..... 466
s. Itálica ..... 750
s. La Cartuja ..... 606
s. Luchana ..... 325
s. Triana ..... 491
s. Vizcaya ..... 516

**Yeager, W. T.,**
*Coraki, Richmond River, N.S.W.*
s. Oakland ..... 228
s. Wyoming ..... 175

**Yeats, Alexander, & Sons,**
*St. John, N.B.*
Alexander Yeats ..... 1589

**Yeo, John,**
*Port Hill, P.E.I.*
Cosmo ..... 385
Daisy ..... 384
Sidonian ..... 389
Thetis ..... 363

**Yeo, Samuel,**
*Tywardreath, Cornwall.*
Mary ..... 100

**Yeoh Siew Kim Neoh (Mrs.),**
*Penang.*
s. Cheang Hock Kiang ..... 955
s. Cheang Hye Teng ..... 923
s. Petrel ..... 158

**Yerbolini & Isola,**
*Apartados 26, Lima, Peru.*
Italia ..... 230
Mentana ..... 152

**Yessa Kisen Kaisha,**
*Niigata, Japan.*
s. Watatsu Maru No. 4 ..... 92



s. désigne les Vapeurs.

**Yetsusakisen Kaisha,**
*Niigata, Japan.*
Net Tons
s. Wakatsu Maru No. 6 ..... 79
s. Watatsu Maru No. 3..... 54

**Yockney, Alfred,**
*Saul, Gloucestershire.*
Esmeralda ..... 78

**Yohei, Sudzuki,**
*Shimizu, Suruga, Japan.*
Daiho Maru ..... 160

**Yohei, Tatsuma,**
*Hiogo, Japan.*
Choyetsu Maru ..... 467
Higashi Maru ..... 489

**Yokoyama Hikoiichi,**
*Osaka, Japan.*
Unohi Maru No. 2 ..... 139

**Yordanaki, Madame Sofia,**
*Constantinople, Turkey.*
Sofia..... 180

**Yorghaki, Aktarpoleelee Zakhari, & Sons,**
*Aktarpolee, Turkey.*
Aktarpolee..... 224

**Yorghaki,Mureftahlee,&Co.,**
*Mureftah, Turkey.*
Kirlangitch ..... 125

**Yorghanidi, T.,**
*Constantinople, Turkey.*
Ermocradi..... 442

**Yorghi, Captan,**
*Mysia, Turkey.*
Ayah Nicola..... 162

**Yorghi, Oonialee Akandol oglou Hajee, & Bros.,**
*Oonia, Asiatic Turkey.*
Metamorcos ..... 105

**Yorghi,SzusabolileeTeheleb oglou, & Co.,**
*Szusaboli, Turkey.*
Ayah Nicola..... 170

**Yorghi Ahtanas, Enoslee,**
*Enos, Turkey.*
Ayah Nicola..... 125

**Yorghi Ballash, Aktarpoleelee,**
*Aktarpolee, Turkey.*
Elpida ..... 150

**Yorghi, Captan,**
*Smyrna, Asiatic Turkey.*
Issah ..... 194

**Yorghi Captan, Aktepolilee,**
*Aktepoli, Turkey.*
Melloni..... 230

**Yorghi Captan, Aktepolilee,**
*Aktepoli, Turkey.*
Net Tons
Shespay-i-Bahri ..... 100

**Yorghi Captan, Lemnoslee,**
*Lemnos, Asiatic Turkey.*
Ayah Nicola ..... 260

**Yorghi Captan, Marmoralee,**
*Marmora, Asiatic Turkey.*
Huda-Verdi ..... 162

**Yorghi Captan, Myslee,**
*Mysia, Turkey.*
Ayah Yorghi ..... 193

**Yorghi Captan,Tchesmehlee**
*Tchesmeh, Turkey.*
Yorghios ..... 108

**Yorghi Constantinos Captan,**
*Constantinople, Turkey.*
Constantinos ..... 260

**Yorghi Elia,**
*Cashot, Turkey.*
Spiro ..... 227

**Yorghi Frangopulo, Sakyzlee,**
*Scio, Turkey.*
Angelidah ..... 135

**Yorghi Kakah Manol, Hajee,**
*Cashot, Turkey.*
Ayah Yorghi ..... 175

**Yorghi Karofalo Captan,**
*Constantinople, Turkey.*
Ayah Nicola..... 299

**Yorghi Mavridi, Limnilee,**
*Lemnos, Asiatic Turkey.*
Ayah Nicola ..... 325

**Yorghi Nicola,**
*Cashot, Turkey.*
Ayah Spiro..... 110

**Yorghi Ousta, Aktepolilee,**
*Aktepoli, Turkey.*
Ayah Spiridion ..... 294

**Yorghi Pavlaki, Bülbüljehlee,**
*Bülbüljeh, Turkey.*
Ayah Spiridon ..... 106

**Yorghi Sargo, Sakyzlee, & Co.,**
*Chios, Turkey.*
Pannayotti ..... 134

**Yorghi Strati, Limnilee,**
*Lemnos, Asiatic Turkey.*
Net Tons
Gurgio ..... 150

**Yorghi Teodori Pandamicho, Aktarpoleelee,**
*Aktarpolee, Turkey.*
Zaggodhopki ..... 192

**Yorghi Velideh Vrioniki,**
*Constantinople, Turkey.*
Omonia ..... 113

**Yorghi Zaffrapolo,**
*Constantinople, Turkey.*
Orionis ..... 230

**York, Edward,**
*Parrsborough, N.S.*
Moselle ..... 117

**Yorke's Peninsula Steam Ship Co., Ld.,**
*c/o* H. Muecke & Co., *Curve Street, Adelaide, S.A.*
s. James Comrie..... 73
s. Warooka ..... 120

**Yorkshire Coal & Steam Ship Co., Ld.,**
*Bank Chambers, Goole, Yorkshire.*
s. Altona ..... 385
s. Berlin ..... 535
s. Cuxhaven ..... 487
s. Dinnington ..... 234
s. Dresden ..... 425
s. Emden ..... 357
s. Frankfort ..... 782
s. Gotha..... 324

**Yoshida Shogoro,**
*Osaka, Japan.*
Hayashi Maru..... 209

**Young, B. E.,**
*Belfast, Maine, U.S.*
Nimbus..... 840

**Young, H. A. C.,**
*Fairymead, Bundaberg, Queensland.*
Lochiel ..... 216
May ..... 237

**Young, Herbert J., & Co.,**
*North Shields.*
s. May Flower ..... 29
s. Pansy ..... 9

**Young, James,**
*Dundee.*
Perthshire ..... 126

**Young, William, & Co.,**
8, *Lombard Street, Newcastle-on-Tyne.*
s. Ravensworth ..... 496

**Younghusband, O. R.,**
*Auckland, N.Z.*
Sarah Pile ..... 118

**Yourdis, D.,**
*Syra, Greece.*
Net Tons
Sofia..... 354

**Youssouf-bin Gaya Captan,**
*St. Giovanni, Turkey.*
Marie ..... 197

**Youssouf Captan, Islam Oglou,**
*Constantinople, Turkey.*
Berekett-i-Huda ..... 118

**Yugen Sekinin Fukagawa Unyu Kwaisha,**
*Nagasaki, Japan.*
s. Yeijio Maru ..... 94

**Yule, A., & Co.,**
7, *Clive Row, Calcutta.*
Dumbarton Rock..... 1615

**Yumi Scorroli, Sakuzlee, & Bros.,**
*Scio, Asiatic Turkey.*
Ayah Nicola ..... 131

**Yunnus, Rizehlee, & Co.,**
*Rizeh, Asiatic Turkey.*
Soorori Bahri ..... 106

## Z

**Zaccaria, Florentino,**
*Procida, Italy.*
Selina Stanford ..... 349

**Zacevich, G., fu N.,**
*Lussinpiccolo, Austria.*
Matteo R. ..... 373
Roditelji Z. ..... 195

**Zacevich, Siga. T.,**
*Lussinpiccolo, Austria.*
Resi..... 310

**Zach, Z.,**
*Trieste, Austria.*
Celmina ..... 194

**Zachariassen, Rasmus,**
*Egersund, Norway.*
Niels Koren ..... 156

**Zachrissohn, A.,**
*Haparanda, Sweden.*
(Bottniska Ångfartygs Aktiebolaget.)
Net Tons
s. Luleå ..... 491
s. Piteå ..... 531

**Zackhari Istimat, Kharpootlee,**
*Kharpoot, Turkey.*
Anadolu ..... 250

**Zafiropoulos, M.,**
*Galaxidi, Greece.*
Pontomedon..... 139

**Zafiropulo, G. M.,**
*Galaxidi, Greece.*
Ianthe ..... 256

**Zagaras, G., & Co.,**
*Galaxidi, Greece.*
Agios Spyridon ..... 235

**Zagoras, S., & Co.,**
*Galaxidi, Greece.*
Zephyros..... 330

**Zakuli, Suleiman, & Co.,**
*Dulcigno, Montenegro.*
Fortunato ..... 123

**Zaldivar, A.,**
*Progresso, Mexico.*
Möwe..... 177

**Zanne, D., & Sons,**
*Syra, Greece.*
Panagia Akathisson ..... 413

**Zanzefilis, E. M., & Co.,**
*Patmos, Greece.*
Mikail Zanzefilis ..... 163

**Zanzibar, Sultan of,**
*Zanzibar.*
s. Avoca ..... 905
s. Barawa..... 234
s. Henry Wright ..... 18
s. Kilwa..... 216
s. Nyanza..... 1421

**Zappala, Ignazia,**
*Via Cappuccino, Catania, Sicily.*
Concettina Z. ..... 199

**Zar, Niccolo, fu P.,**
*Lussinpiccolo, Austria.*
Hiperion ..... 935

**Zaragoza, J.,**
*Manila, Philippine Islands.*
Carmelita ..... 137

**Zayian, Passac,**
*Spezzia, Greece.*
Heleni..... 322

**Zazaroni, A. D.,**
*Chios, Asiatic Turkey.*

| | Net Tons |
|---|---|
| Demetrios | 463 |

**Zazaroni, L.,**
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Richard | 531 |

**Zazzaroni, O.,**
*Chios, Asiatic Turkey.*

| | |
|---|---|
| Despina | 285 |

**Zebala, J. N.,**
*Matanzas, Cuba.*

| | |
|---|---|
| Dorothy | 360 |

**Zeeland Stoomvaart Maatschappij,**
*Flushing, Holland.*

| | |
|---|---|
| s. Duitschland | 870 |
| s. Engeland | 829 |
| s. Nederland | 871 |
| s. Prins Hendrik | 804 |
| s. Prinses Elisabeth | 810 |
| s. Prinses Marie | 791 |
| s. Willem Prins van Oranje | 865 |

**Zeeuwsche Stoomvaart Maats.,**
*Flushing, Holland.*

| | |
|---|---|
| s. Minister Tak van Poortoliet | 381 |
| s. Professor Buys | 390 |

**Zeiffert, A.,**
*Arendal, Norway.*

| | |
|---|---|
| Peggy | 229 |

**Zembulis, A.,**
*Constantinople, Turkey.*

| | |
|---|---|
| Serif Bahri | 106 |

**Zemel, G.,**
*Dulcigno, Albania.*

| | |
|---|---|
| Caval Marino | 140 |

**Zendikka Hannum, Mustapha Agha Zevjessi,**
*Constantinople, Turkey.*

| | Net Tons |
|---|---|
| Feizar Hudar | 129 |

**Zennaro fratelli,**
*Venice, Italy.*

| | |
|---|---|
| Tre Fratelli Z. | 100 |

**Zenoglio, Enrico,**
*Via Ponte Reale* 11, *Genoa, Italy.*

| | |
|---|---|
| s. Ina Z. | 450 |

**Zenzelis, Mina,**
*Syra, Greece.*

| | |
|---|---|
| Marigo | 552 |

**Zenzo, Nishimura,**
*Shimoda, Japan.*

| | |
|---|---|
| s. Uakanoura Maru | 68 |

**Zernichow, Chr.,**
,10B, *Inkognito Gade, Christiania, Norway.*

| | |
|---|---|
| Avanti | 1274 |
| Benjamin Bangs | 1118 |
| Cathrine | 1309 |
| Collingwood | 1011 |
| Don Quixote | 1151 |
| Peruvienne | 509 |
| Saratoga | 1378 |

**Zerssen & Co.,**
*Tönning, Germany.*

| | |
|---|---|
| s. Bertha | 515 |
| s. Christian | 645 |
| s. Heinrich Cruse | 808 |
| s. Helene | 500 |
| Marie | 391 |
| s. Paula | 489 |

**Zervos, K.,**
*Syra, Greece.*

| | |
|---|---|
| Astrapi | 263 |

**Zetterman, K. V.,**
*Mariehamn, Finland.*

| | |
|---|---|
| Eva | 106 |

**Zifiroupoulos, P.,**
*Galaxidi, Greece.*

| | Net Tons |
|---|---|
| Fani | 185 |

**Zigomalà, D.,**
*Piræus, Greece.*

| | |
|---|---|
| Alessandretta | 191 |

**Zigomala, M. T., & Co.,**
*Chios, Turkey.*

| | |
|---|---|
| Ionia | 572 |

**Zigomalà, M. Th.,**
*Scio, Greece.*

| | |
|---|---|
| Mikail Th. Zigomalà | 330 |

**Zigomala, Th.,**
*Syra, Greece.*

| | |
|---|---|
| Marietta Th. Zigomala | 299 |

**Zigomalas, M., & Co.,**
*Syra, Greece.*

| | |
|---|---|
| Theodosios | 226 |

**Zigumala, D. M. & G. Ponticos,**
*Chios, Turkey.*

| | |
|---|---|
| Maria | 490 |

**Zino, E. R.,**
*Via Carlo Felice, Genoa, Italy.*

| | |
|---|---|
| Tonio | 1032 |

**Zino, Francesco,**
*Via Assarotti, Genoa, Italy.*

| | |
|---|---|
| Cornelio Zino | 975 |

**Zino fratelli,**
*Savona, Italy.*

| | |
|---|---|
| s. Attivita | 1615 |
| s. Iniziativa | 246 |

**Zinovieff, D., & Co.,**
*Narva, Russia.*

| | Net Tons |
|---|---|
| Matwey | 152 |
| Nicolai Lebedeff | 194 |

**Zissimaos, E.,**
*Galaxidi, Greece.*

| | |
|---|---|
| Zefs | 239 |

**Zizimo, Elia,**
*Galaxidi, Greece.*

| | |
|---|---|
| Burbachi | 341 |

**Zobel, J.,**
*Ziegenort, Stettin, Germany.*

| | |
|---|---|
| Margarethe | 125 |

**Zoeche & Oyanitcha,**
*Mureftah, Turkey.*

| | |
|---|---|
| Amphitrite | 112 |

**Zoetcha Stavraki, Madame,**
*Vassilikos, Turkey.*

| | |
|---|---|
| Varna | 110 |

**Zografaks, G. N.,**
*Syra, Greece.*

| | |
|---|---|
| Iason | 467 |

**Zolezzi, S., di G. B.,**
*Spezia, Italy.*

| | |
|---|---|
| Elisabetta, Z. | 228 |

**Zoupas, N. P.,**
*Spezzia, Greece.*

| | |
|---|---|
| Agios Nicolaos | 203 |

**Zucalas, J.,**
*Scio, Greece.*

| | |
|---|---|
| Panagia Erythiani | 258 |

**Zuid Holland, Scheepvaart,**
*Rotterdam, Holland.*

| | Net Tons |
|---|---|
| Batavier | 1616 |
| Lotos | 1213 |
| Melati | 1071 |
| Noach V. | 1263 |

**Zuiderveen, U. F.,**
*Oude Pekela, Holland.*

| | |
|---|---|
| Tjaduwine | 221 |

**Zulfucarogli, J.,**
*Cismi, Turkey.*

| | |
|---|---|
| Huda Vendighiar | 152 |

**Zulueta y Sobrino,**
*Havana, Cuba.*

| | |
|---|---|
| Pepe | 152 |

**Zurmuhlen, A. D.,**
*Amsterdam, Holland.*

| | |
|---|---|
| s. Hercules | 97 |
| s. Simson | 75 |

**Zwicker, John H.,**
*Mahone Bay, N.S.*

| | |
|---|---|
| Abeona | 497 |

**Zwicker, William N.,**
*Lunenberg, N.S.*

| | |
|---|---|
| Diadem | 162 |
| Sceptre | 142 |
| Victoria | 143 |

**Zygomalas, M. Th.,**
*Syra, Greece.*

| | |
|---|---|
| Arietta | 152 |
| Ioannis | 217 |

**Zygomlas, M. T.,**
*Piræus, Greece.*

| | |
|---|---|
| s. Artemisia | 1081 |



s. désigne les Vapeurs.

# LLOYD'S REGISTER of BRITISH & FOREIGN SHIPPING.

## 1894–95.

POSTED TO:—

| 1894. | | | | | |
|---|---|---|---|---|---|
| JUNE | 7 | NOVEMBER | 1 | MARCH | 7 |
| — | 21 | — | 8 | — | 14 |
| — | — | — | 15 | — | 21 |
| JULY | 6 | — | 22 | — | 28 |
| — | 20 | — | 29 | — | — |
| — | | | | | |
| — | — | DECEMBER | 6 | APRIL | 4 |
| | | — | 13 | — | 11 |
| AUGUST | 2 | — | 20 | — | 19 |
| — | 9 | — | 28 | — | — |
| — | 16 | — | — | — | — |
| — | 23 | | | | |
| — | 30 | 1895. | | | |
| | | JANUARY | 10 | MAY | 2 |
| SEPTEMBER | 6 | — | 17 | — | 9 |
| — | 13 | — | 24 | — | 16 |
| — | 20 | — | 31 | — | 23 |
| — | 27 | — | — | — | 30 |
| — | — | | | | |
| | | FEBRUARY | 7 | JUNE | 6 |
| OCTOBER | 4 | — | 14 | — | |
| — | 11 | — | 21 | — | |
| — | 18 | — | 28 | — | |
| — | 25 | — | | — | |
| — | — | | | | |

# Lloyd's Register of British and Foreign Shipping.

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## KEY TO ABBREVIATIONS.